

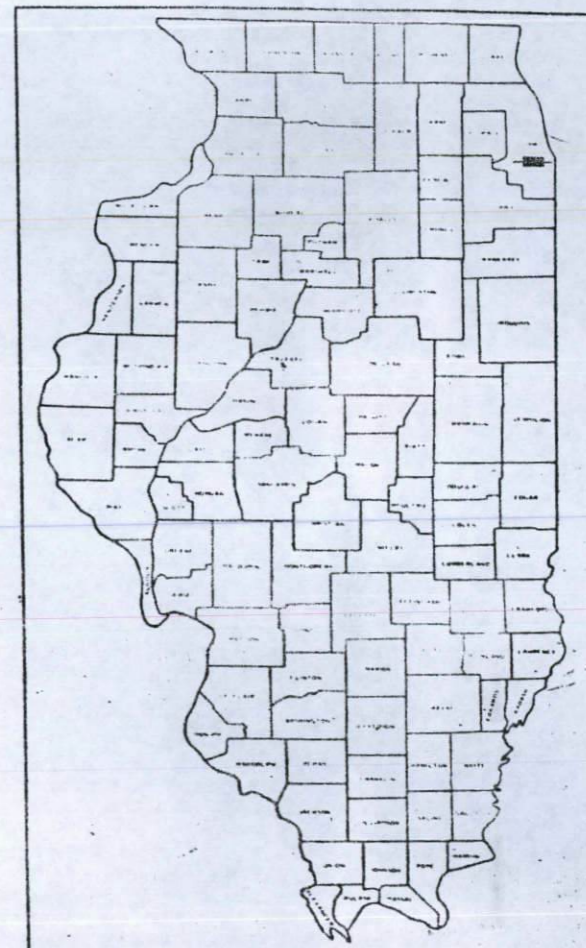
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

F.A.P. ROUTE 872 (IL. RTE. 83-CAL SAG ROAD)
SECTION 1977-190-N
INTERSECTION IMPROVEMENT
AT 127TH STREET
COOK COUNTY
C-91-323-77
PROJECT NO. IX-872 (26)

PLAN 1 INCH = 50 FEET
PROFILE HOR. 1 INCH = 5 FEET
PROFILE VERT. 1 INCH = 50 FEET
CROSS SECTIONS 1 INCH = 10 FEET HORZ.
1 INCH = 5 FEET VERT.

F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
872	1977-190-N	Cook	29	1



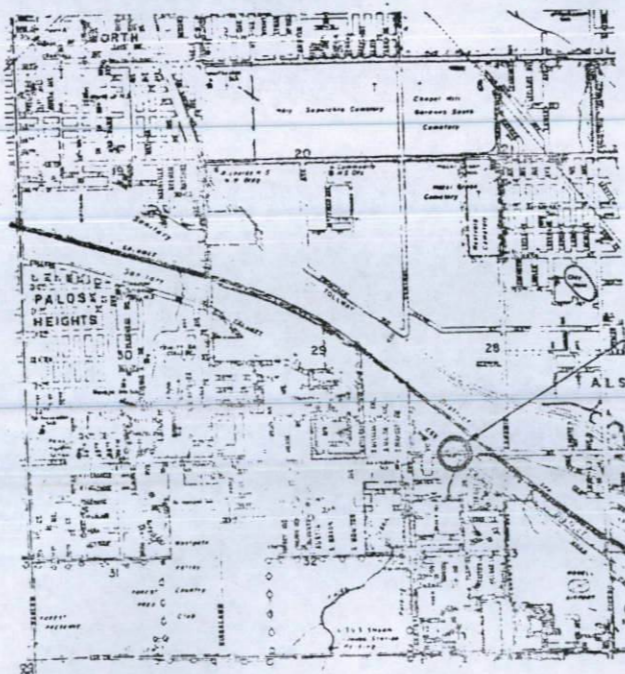
LOCATION OF SECTION INDICATED THUS: —

- 2,3 QUANTITIES
- 4 E ICAL SECTIONS
- 5 PR ICAL SECTIONS & PLAN NOTES
- 6 SUG NSTRUCTION PROCEDURE
- 7-10 DRAIN TILITIES
- 11-14 PLAN
- 15,16 PAVEM NG PLAN
- 17 INTERS TAILS
- 18 TEMPOR IC CONT TOL SIGNAL PLAN
- 19,20 TRAFFIC SIGNAL PLAN
- 21-33 BRIDGE A Y PLANS
- 34-39 SPECIAL I
- 40-49 CROSS SE

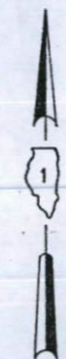
STATE STANDARDS

1514-9	2298-5	236
1526-7	2299-8	2369
1527-9	2300-2	2370
1538-5	2302-4	2371
1683-4	2303-5	2372
1686-4	2305-4	2373
2113-2	2308-3	2377
2122-9	2310-4	2378
2130-6	2311-6	2379
2135	2314-4	2382-1
2212-3	2315-5	
2213-4	2317-4	
2228-4	2323-5	
2230-13	2325-3	
2250-1	2327-2	
2262-4	2329-1	
	2334-1	

1975 LOT = 12,000 - 21,000 (127TH STREET)
= 11,200 - 14,600 (IL. RTE. 83)



LOCATION OF IMPROVEMENT



LENGTH OF IMPROVEMENT
ILLINOIS ROUTE 83 = 2760.0 LIN. FT. = 0.523 MILE
127TH. STREET = 1660.5 LIN. FT. = 0.314 MILE



Kevin J. Kell
5/9/80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 5-12-80

EXAMINED Aug 7 1981 DISTRICT ENGINEER

PASSED Aug 7 1981 ENGINEER OF PLANS AND CONTRACTS

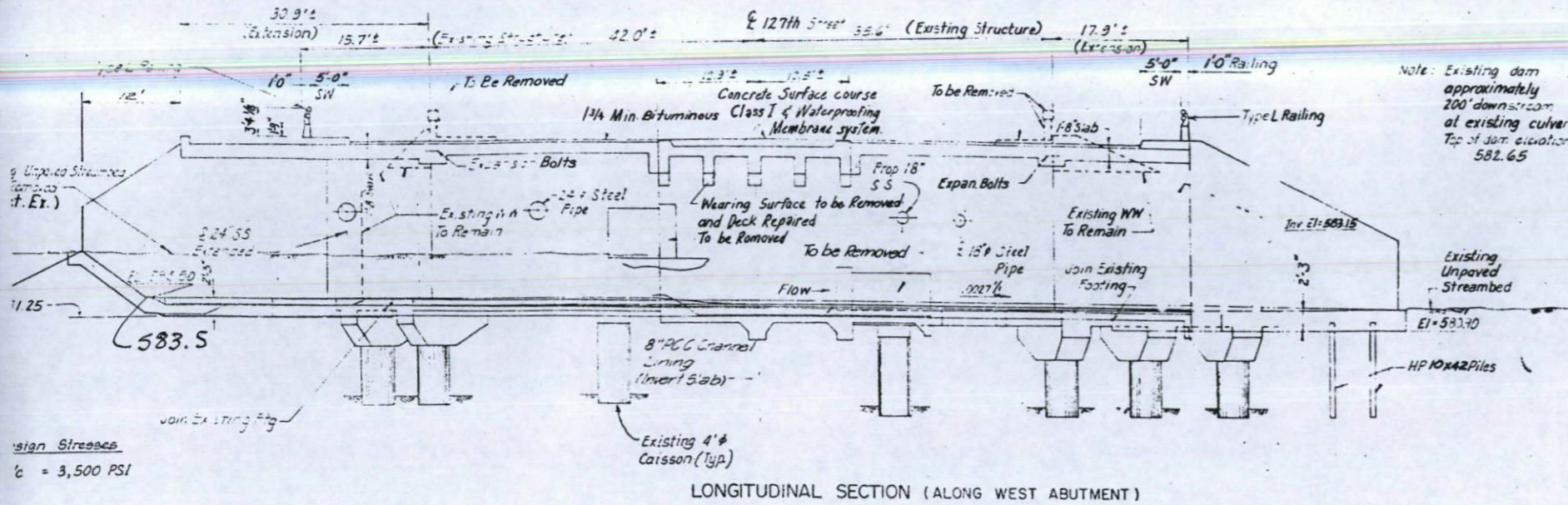
APPROVED 7 1981 ENGINEER OF DESIGN

REVISED SET
8-24-81

016-0569

Marker # T-137 U.S.C. # 55
 5' plug in southeast wingwall of
 Culvert in southeast corner of
 the Rte 83 & 127th Street
 Station = 603.50

F.P. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
872	1977-190-N	COOK	49	21
STA 185+00		TO STA		
SHEET 21 OF 213				



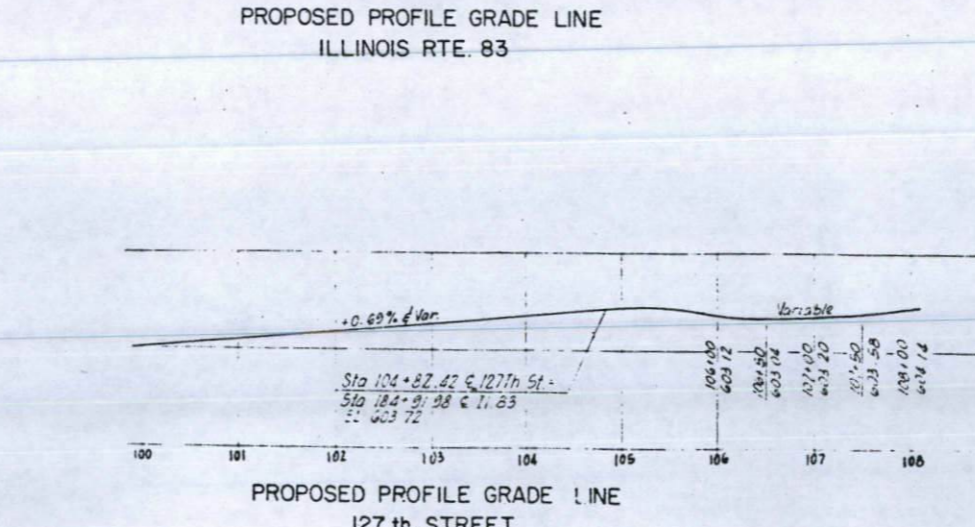
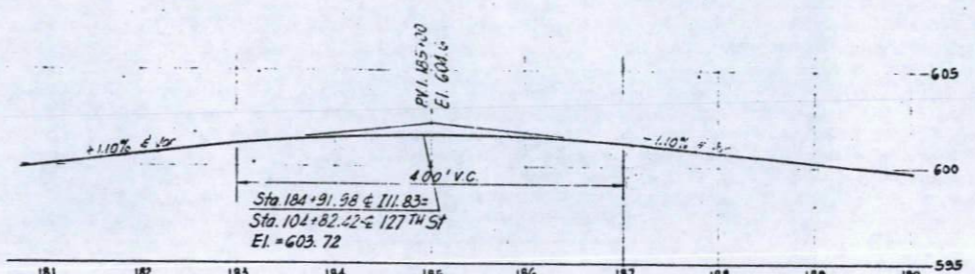
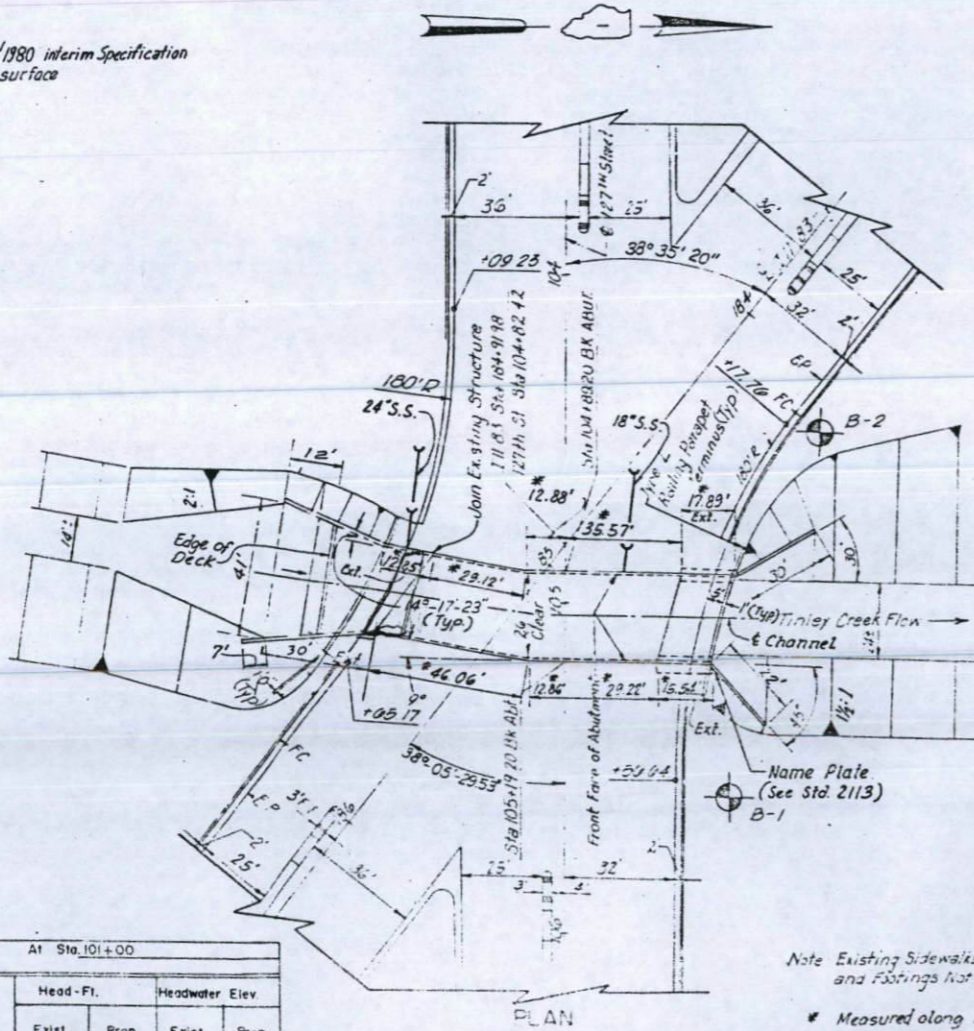
GENERAL NOTES:

1. See Proposal for Boring Data.
2. Backfill shall be placed behind the Abutment after the superstructure has been poured and the falsework removed. See Article 502.11 of the Standard Specifications.
3. The Contractor shall make allowance for the collection of forms, Shrinkage and settlement of falsework, in addition to allowance for dead load deflection.
4. Plan dimensions and details relative to existing structure have been taken from existing Plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work. However, the contractor will be paid for the quantity actually furnished at the unit price bid for the work.
5. Expansion Bolts shall consist of approved self drilling expansion anchors and 3/4" x 12" hooked bolts providing minimum certified proof load = 4000 lbs.
6. Reinforcement Bars shall conform to the requirements of AASHTO M-31 or M-53, Grade 60
7. Reinforcement Bars designated (E) shall be Epoxy coated, See Special Provisions.
8. Where shown on the Plans, reinforcing bars shall be epoxy grouted in drilled holes which are 1/8" larger than the diameter of the reinforcing bars. (See Special Provisions).
9. Protective coat shall not be applied to surfaces to which waterproofing membrane system is applied.
10. Backs of new portion of Abutments & wingwalls above top of footings shall be waterproofed to within 1'-0" of finished Ground Surface.

Design Stresses
 C = 3,500 PSI

y = 60,000 PSI
 Loading HS-20-44 (New Construction)
 Design Specifications: 1977 AASHTO and 1978 1979/1980 interim Specification
 Allow 25#/SQ. FT. for future wearing surface
 Soil Data
 Retaining Wall ("L" Type) Ps = 1,700 PSF (Max.)

LONGITUDINAL SECTION (ALONG WEST ABUTMENT)



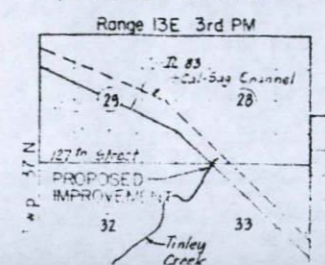
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Tons		1092	1092
Bit. Conc. Surf. Course Mix. D, c. I	Ton	31		31
Concrete Removal	Cu. Yd.	15.2	91.0	106.2
Expansion Bolts 3/4 Inch	Each	59	1	60
Structure Excavation	Cu. Yd.		1654	1654
Protective Coat	Sq. Yd.	143		143
Class X Concrete	Cu. Yd.	114.3	369.8	484.1
Aluminum Railing, Type L	Lin. Ft.	114		114
Reinforcement Bars	Pound	12,810	33,360	46,170
Reinforcement Bars (Epoxy Coated)	Pound	5,430		5,430
Steel Piles HP10 X 42	Lin. Ft.		418	418
Metal Shoes	Each		38	38
Name Plates	Each	1		1
Repair Concrete Structures	Sq. Ft.	75	150	225
Waterproofing Membrane System	Sq. Yd.	3/6		3/6

STATION 185+06.5
 BUILT 198 BY
 STATE OF ILLINOIS
 F.A.P. RT. 872 SEC. 1977-190-N
 F.A. PROJ. IX-872 (26)
 LOADING HS 20
 STR. NO. 016 - 0569

NAME PLATE
 SEE STANDARD 2113

LOCATION SKETCH



REVISIONS	DATE
KJK/FGM	7-25-80
KJK/FGM	7-7-81
KJK	8-28-81

DEPARTMENT OF TRANSPORTATION
GENERAL PLAN & ELEVATION
 TINLEY CREEK BRIDGE
 FAP RTE. 872 SECTION 1977-190-N
 COOK COUNTY, STA. 185+00
 DATE 5-1-80

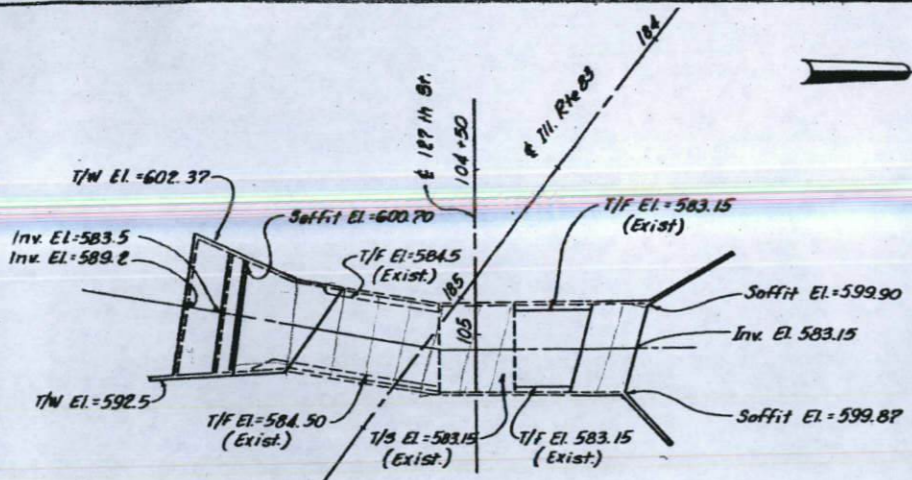
WATERWAY INFORMATION

Area 14 sq. mi. Low Grade Elev. 600.38 At Sta. 101+00

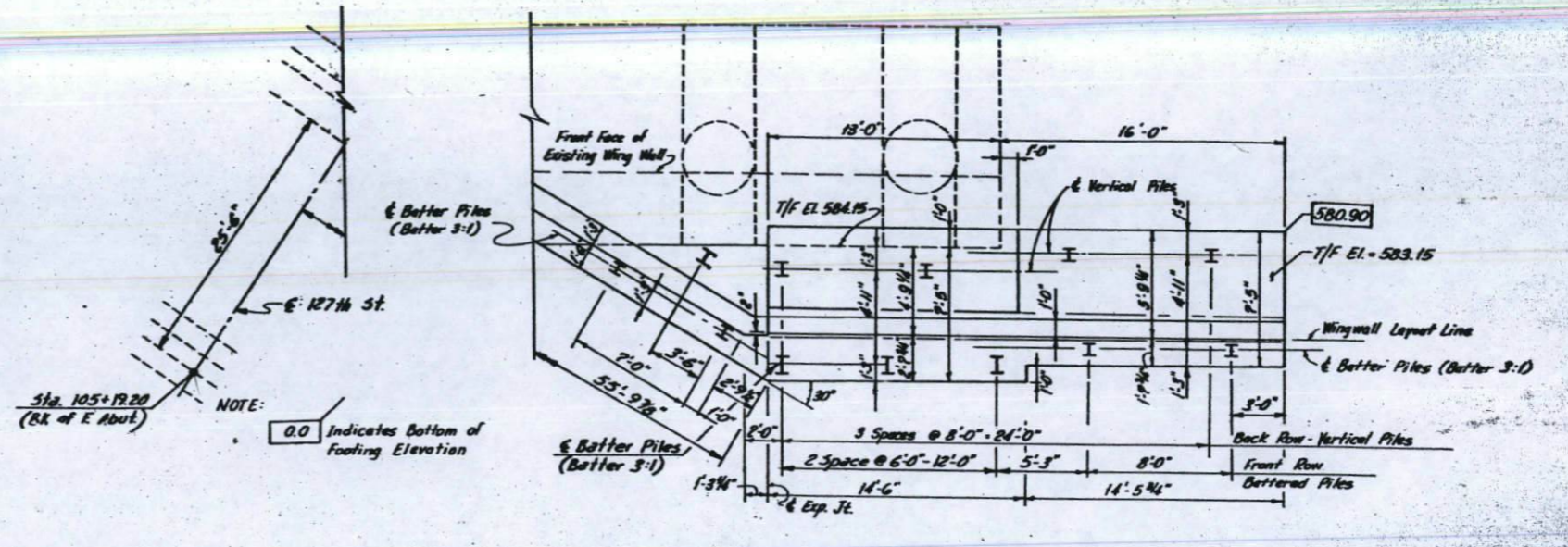
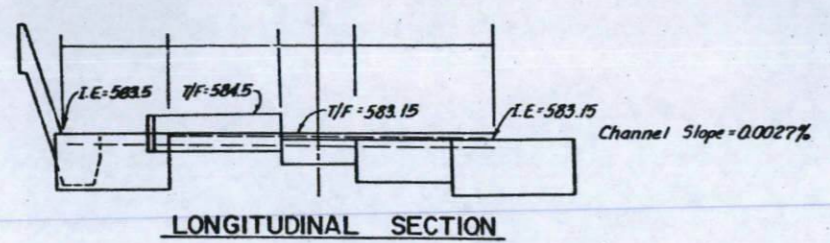
Freq.	Q	Opening Sq. Ft.		Not.	Head-Ft.		Headwater Elev.	
		Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
50	218.3	157	354	579.1	-2.6"	597.1	594.5	
100	256.6	175	383	598.15	-2.46"	598.15	595.7	
Calc.	500	3240	204	599.06	-0.48"	599.06	598.6	

Note Existing Sidewalks, Railing, Wingwalls and Footings Not Shown.
 * Measured along Face of Abutment!

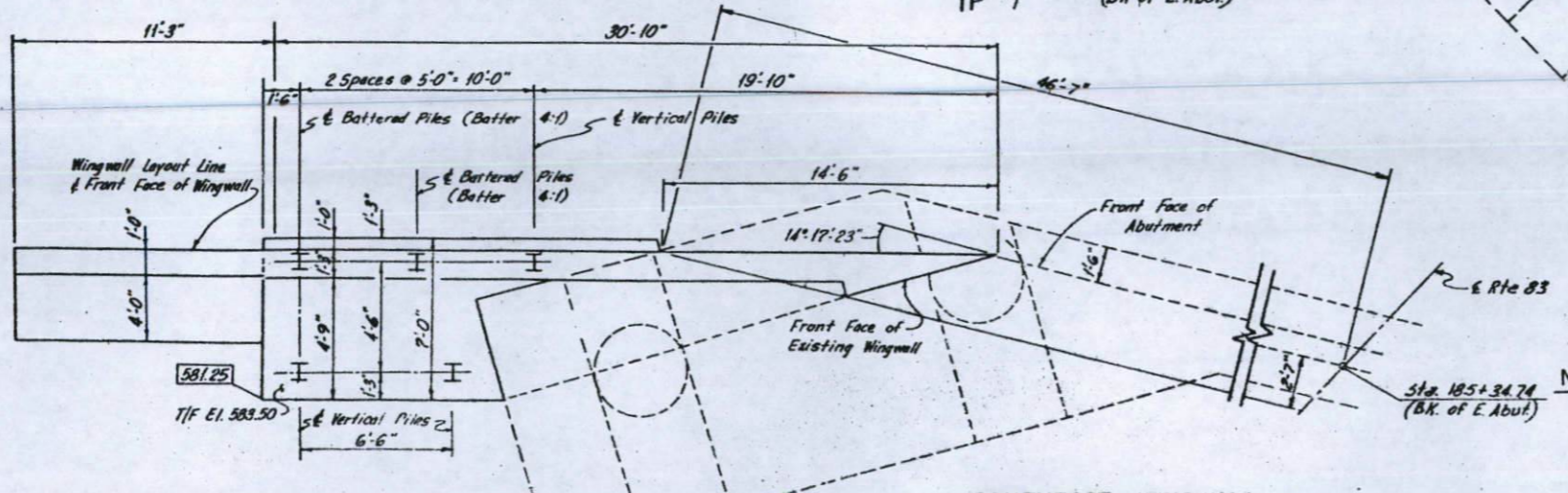
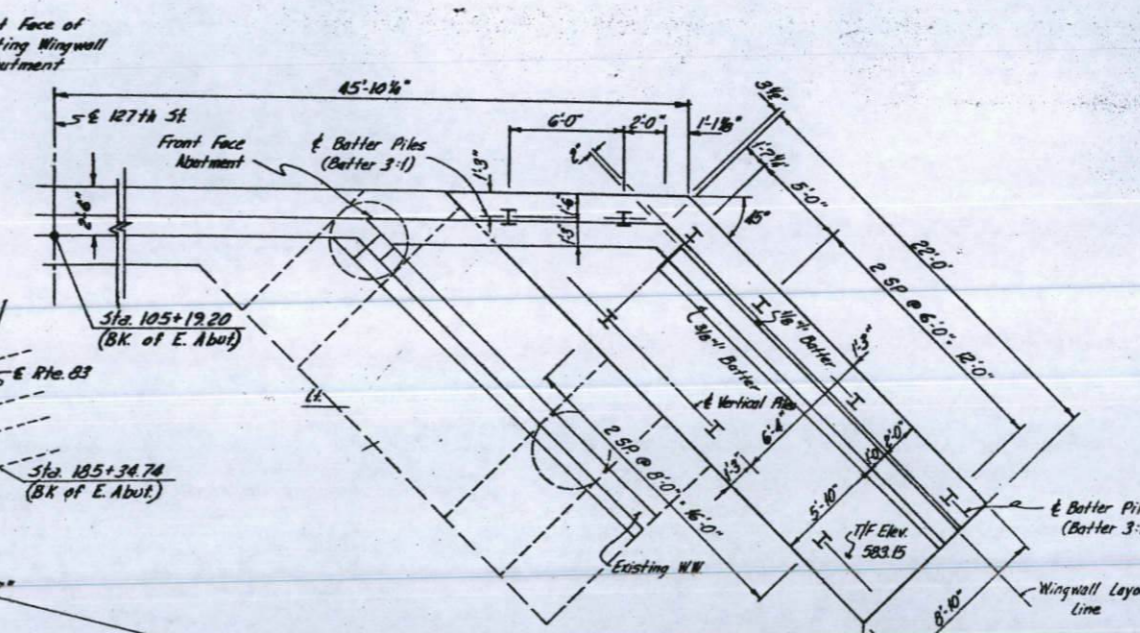
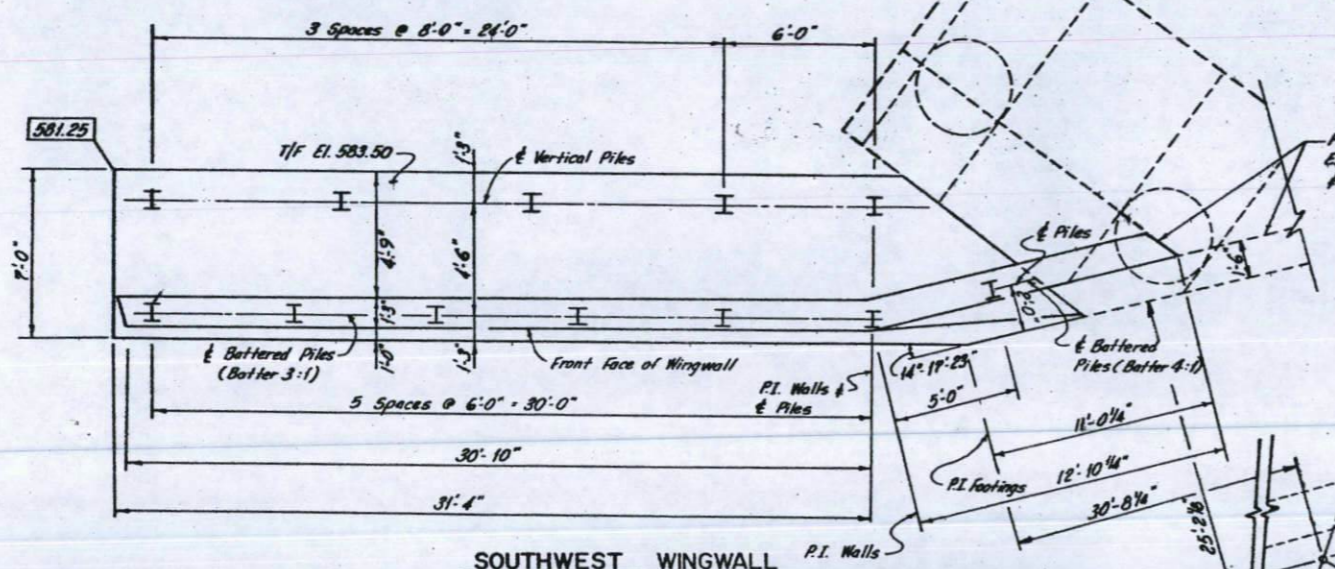




T/F = Top of Footing
 T/S = Top of Slab
 T/W = Top of Wall
 I.E. = Invert Elevation



NOTE:
 0.0 Indicates Bottom of Footing Elevation



PILE DATA:
 Type: Steel HP10x42
 Capacity: Drive to Refusal
 Estimated Pile Tip Elevation: 570.9
 Number Required: 38 Each
 Metal Shoe: 38 Each
 Piles shall be filled with APF "Hard bite" H.P. 77600 points or equal subject to approval of the Engineer.

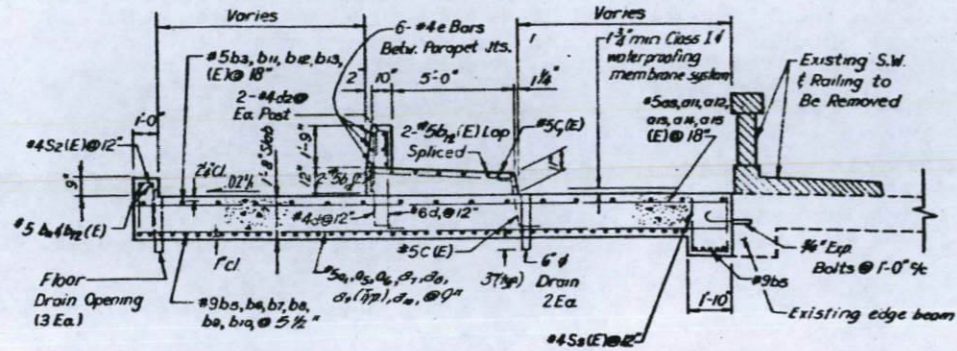
BILL OF MATERIALS		
DESCRIPTION	UNIT	QUANTITY
Steel Piles HP10x42	Lin. Ft.	418
Metal Shoes	Each	38

REVISIONS	
NAME	DATE
KJK/FGM	7-7-81
KJK	8-24-81

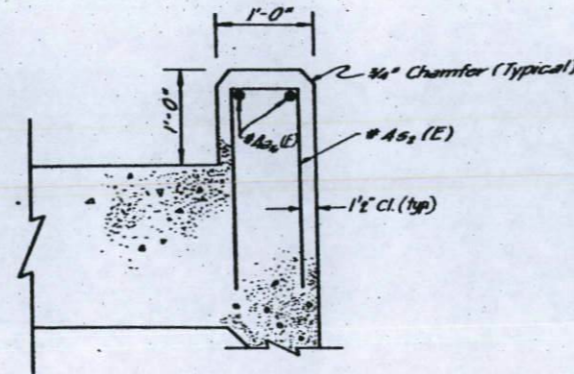
DEPARTMENT OF TRANSPORTATION
FOOTING & PILE LAYOUT
 TINLEY CREEK BRIDGE
 AT
 ILLINOIS ROUTE 83 & 127TH STREET
 DATE 5-1-81
 SCALE: NONE
 CHECKED BY KJK

F.P.D. BYE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
872	1977-1908	COOK	49	23
BYE		TO STA.		
FILE NUMBER: 872-5		FILE AND PROJECT: IX-872 (M)		
SHEET 83 OF 813				

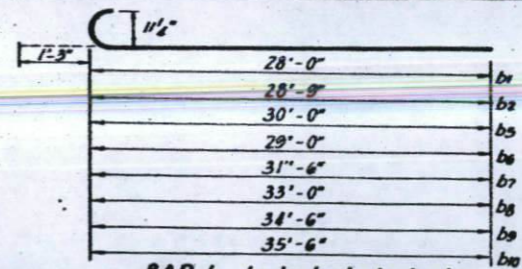
NOTE: TYPE L RAILING NOT SHOWN



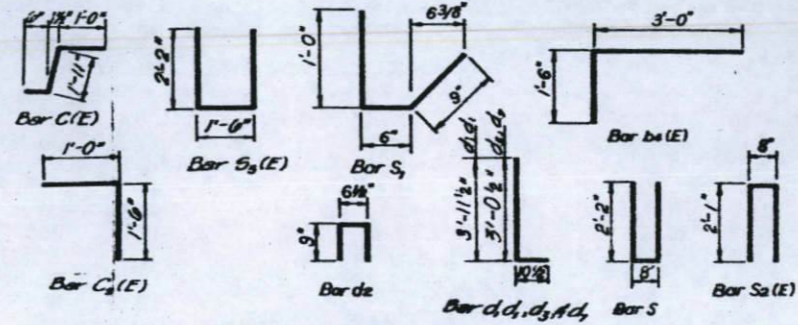
TYPICAL SECTION-SOUTH WIDENING



SECTION Q-Q



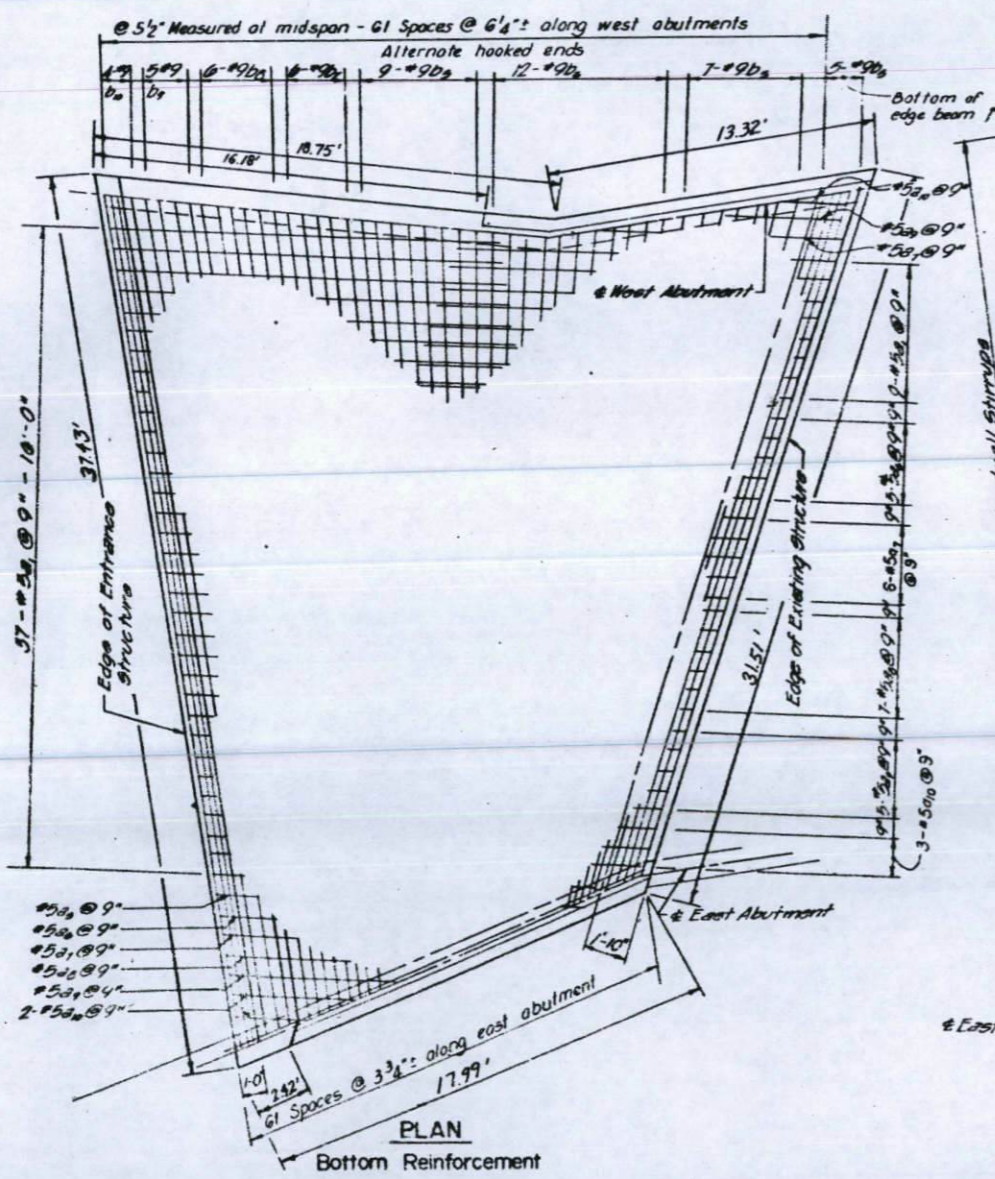
BAR b1, b2, b3, b4, b7, b8, b9, b10



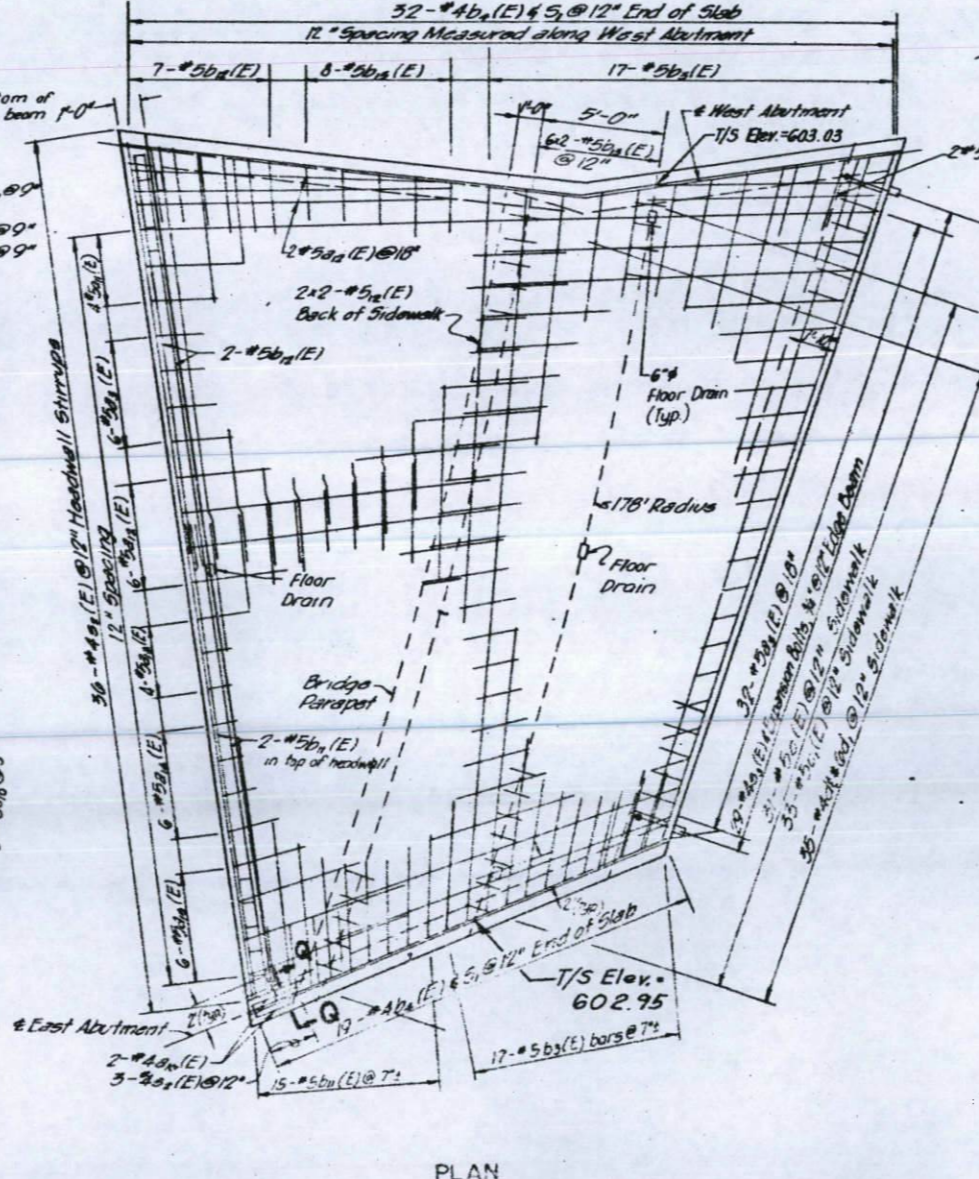
BAR DETAILS

- NOTES:
1. Bars designated (E) shall be epoxy-coated according to the special provisions.
 2. Bars indicated thus 6x2-#5... denote 6 lines of bars with 2 lengths per line.
 3. Expansion bolts shall be placed in sound concrete.
 4. See sheet B-4 for detail of aluminum floor drain.
 5. Min. Bar laps
 - #4 - 14"
 - #5 - 20"
 - #6 - 24"

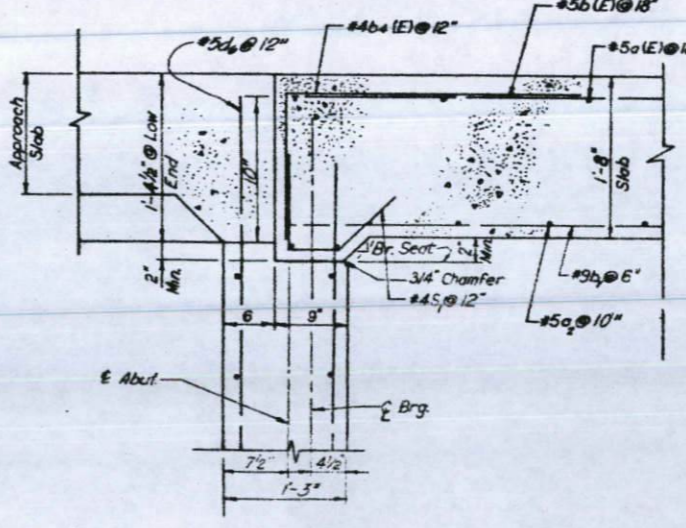
BILL OF MATERIALS				
MARK	NO.	SIZE	LENGTH	SHAPE
a1	46	5	16'-0"	—
a2(E)	38	5	15'-0"	—
a3	1	5	14'-0"	—
a4	6	5	12'-0"	—
a5	8	5	10'-0"	—
a6	8	5	8'-0"	—
a7	6	5	6'-0"	—
a8	6	5	4'-0"	—
a9(E)	4	5	17'-0"	—
a10(E)	8	5	15'-0"	—
a11(E)	4	5	11'-0"	—
a12(E)	8	5	9'-0"	—
a13(E)	6	5	7'-0"	—
a14(E)	2	4	2'-0"	—
b1(E)	17	5	30'-0"	—
b2(E)	51	4	4'-6"	┌
b3	21	9	31'-3"	┌
b4	12	9	30'-3"	┌
b5	6	9	32'-9"	┌
b6	6	9	34'-3"	┌
b7	5	9	35'-9"	┌
b8	4	9	36'-9"	┌
b9(E)	17	5	20'-0"	—
b10(E)	25	5	17'-3"	—
b11(E)	8	5	15'-3"	—
c(E)	31	5	3'-5"	┌
c1(E)	35	5	5'-8"	┌
d	35	4	8'-10"	┌
d1	35	6	8'-10"	┌
s1	51	4	8'-3"	┌
s2(E)	59	4	4'-10"	┌
s3(E)	29	4	5'-10"	┌
EXPANSION BOLTS			Each	29
CLAS X CONCRETE			Cu. Yd.	59.7
REINFORCEMENT BARS			Pound	7450
REINFORCEMENT BARS EPOXY COATED			Pound	3110
CONCRETE REMOVAL			Cu. Yd.	7.9



PLAN Bottom Reinforcement



PLAN Top Reinforcement

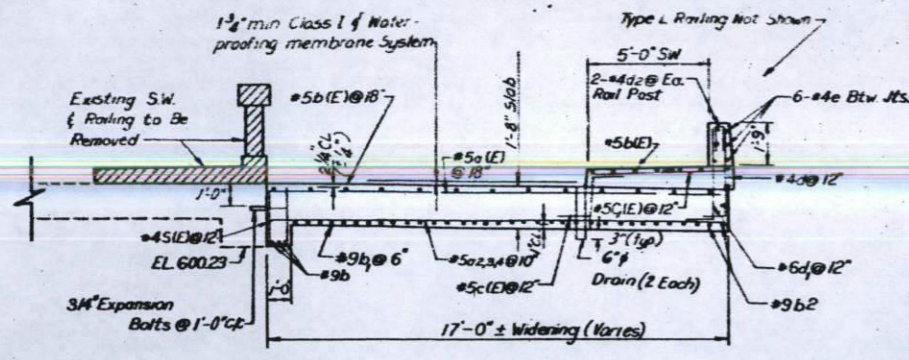


SECTION AT ABUTMENT

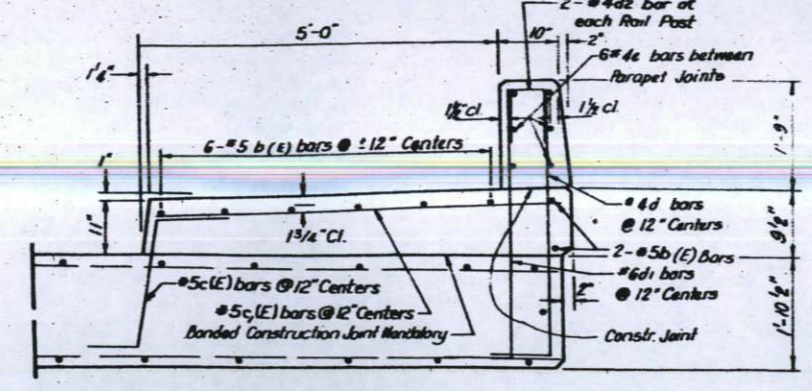
REVISIONS	
NAME	DATE
KJK	7.7.81
KJK	8.24.81

DEPARTMENT OF TRANSPORTATION
DECK DETAILS
SOUTH WIDENING
 TINLEY CREEK BRIDGE
 AT
 ILLINOIS ROUTE 83 & 127 TH STREET

P.D. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B.72	1977-1978	COOK	49	24
STA 185+00		TO STA		
SHEET B4 OF B3				

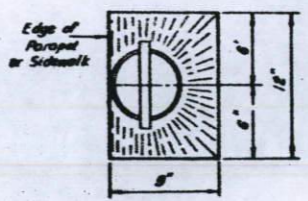


TYPICAL SECTION-NORTH WIDENING



SIDEWALK DETAILS-NORTH WIDENING

- NOTES:
- See Sheet B-3 for Bar Details and Section of Abutment
 - Bars Designated (E) shall be Epoxy-Coated according to the Special Provisions
 - Expansion Bolts shall be placed in sound Concrete

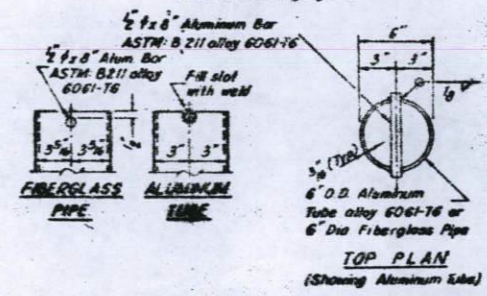


TOP PLAN

NOTE: Fiberglass pipe shall conform to ASTM D2996, Designation Code R7EP-MAE-SR2. Pipes with Class C or F liner are acceptable.

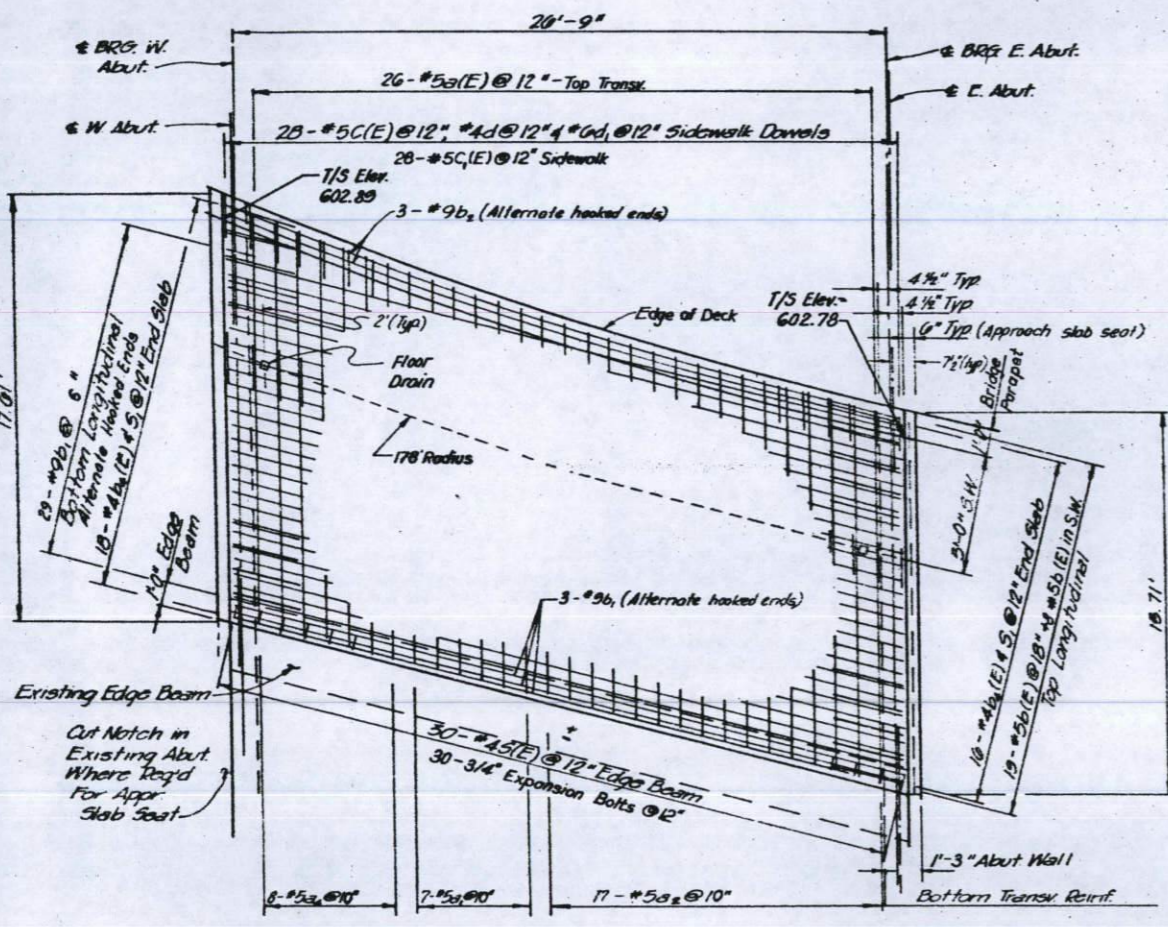
The exterior surfaces of the Floor-Drain shall be painted with the Base Lead Silico Chromate painting specified for Structural Steel. The exterior surfaces of the Aluminum pipe shall be cleaned and given a washcoat pretreatment in accordance with Steel Structural Painting Council's Spec. SSPC-SP 1 & SSPC-PT 3 prior to painting.

The surface of the fiberglass pipe shall be free of bond inhibiting agents.

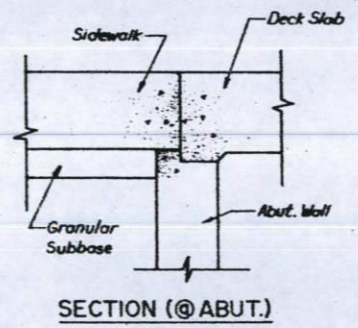


FLOOR DRAIN

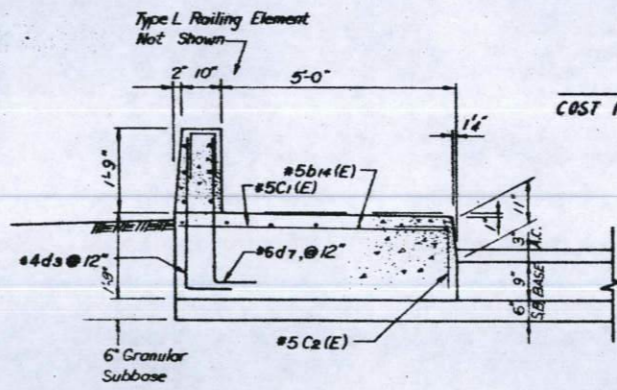
COST INCIDENTAL TO CLASS X CONCRETE



PLAN-SLAB REINFORCING TOP & BOTTOM



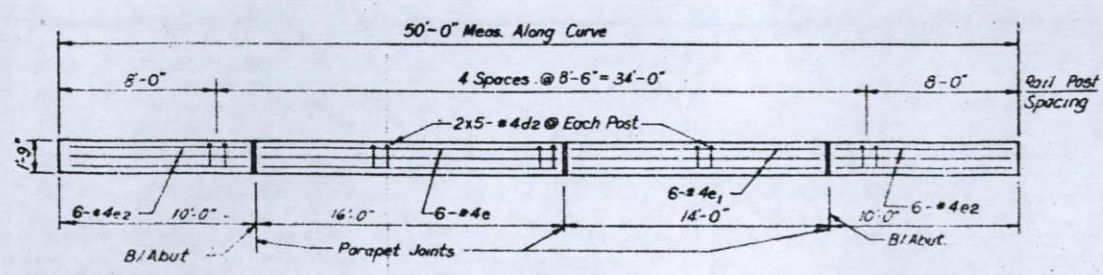
SECTION (@ ABUT.)



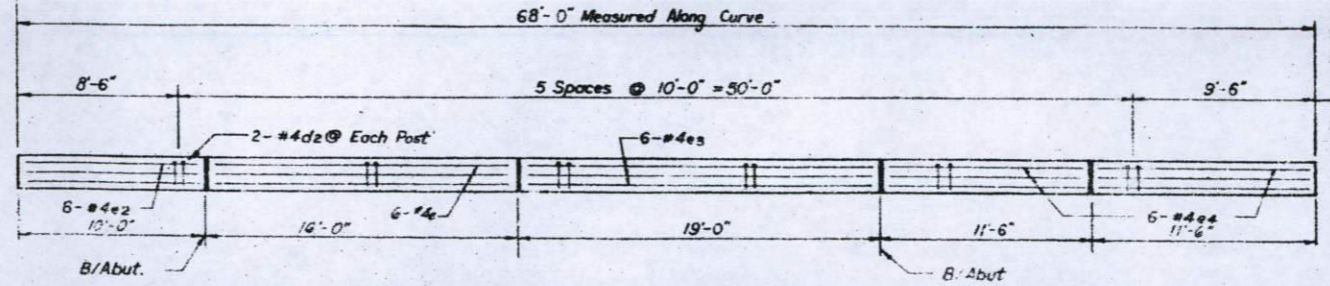
TYPICAL SIDEWALK SECTION (BRIDGE APPROACH AREA)

BARS FOR SIDEWALK BRIDGE APPROACH AREA

Bar	NE	NW	SE	SW
b(E)	7	7	18	7
c(E)	11	12	26	11
c2(E)	11	13	28	10
d2	11	12	26	11
d7	11	12	26	11



ELEVATION-NORTH PARAPET



ELEVATION-SOUTH PARAPET

DEPARTMENT OF TRANSPORTATION
**DECK DETAILS, NORTH WIDENING
 SIDEWALK & PARAPET DETAILS**
 TINLEY CREEK BRIDGE
 AT
 ILLINOIS ROUTE 83 & 127TH STREET
 DATE 5-1-80
 SCALE: NONE
 CHECKED BY KJK

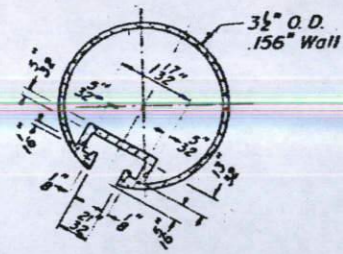
REVISIONS	
NAME	DATE
KJK/EGM	7-25-80
KJK/EGM	7-7-81
KJK	8-24-81

BILL OF MATERIALS				
MARK	NO.	SIZE	LENGTH	SHAPE
a(E)	18	5	15'-6"	—
a1	6	5	16'-0"	—
a2	16	5	15'-6"	—
a4	7	5	16'-6"	—
b(E)	22	5	28'-0"	—
b1	31	9	28'-0"	—
b2	2	9	28'-9"	—
b4(E)	34	4	4'-6"	└
b4(E)	39	5	10'-0"	—
c(E)	28	5	3'-5"	└
c1(E)	88	5	5'-8"	—
c2(E)	62	5	2'-6"	└
d	28	4	3'-9"	└
d1	28	6	3'-9"	└
d2	22	4	2'-1"	└
d3	60	4	4'-1"	└
d7	60	6	4'-1"	└
e	12	4	15'-6"	—
e1	6	4	13'-6"	—
e2	18	4	8'-6"	—
e3	6	4	18'-6"	—
e4	12	4	11'-0"	—
s(E)	30	4	5'-0"	└
s1	34	4	2'-3"	└
Concrete Removal	Cu.Yd.	7.3		
Expansion Bolts 3/4 In.	Each	30		
Class X Concrete	Cu.Yd.	54.6		
Reinforcement Bars	Pound	5360		
Reinforcement Bars (Epoxy Coated)	Pound	2320		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

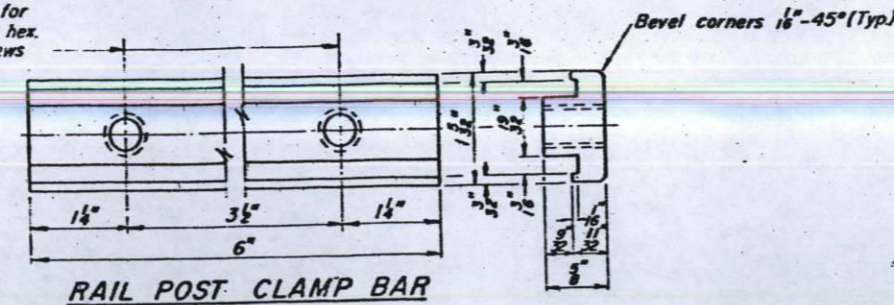
F.A.P. ROUTE 872	SECTION	NO.	TOTAL SHEETS	SHEET NO.
A.S.A. 1977	190-N	COOK	49	25
P.L. 190-N				

SHEET NO. 25
SHEETS 4/3



SECTION THRU TOP RAIL

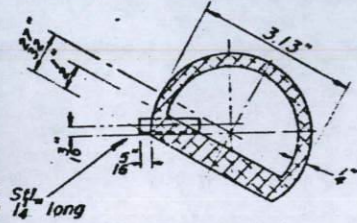
Drill & tap for 1/2" (stnl. stl.) hex. head cap screws



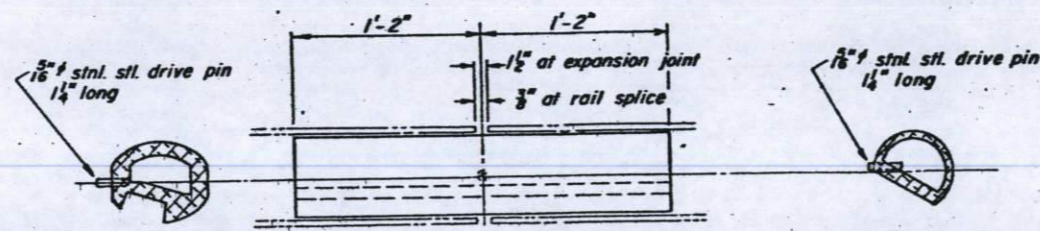
RAIL POST CLAMP BAR
For Top Rail

NOTES:

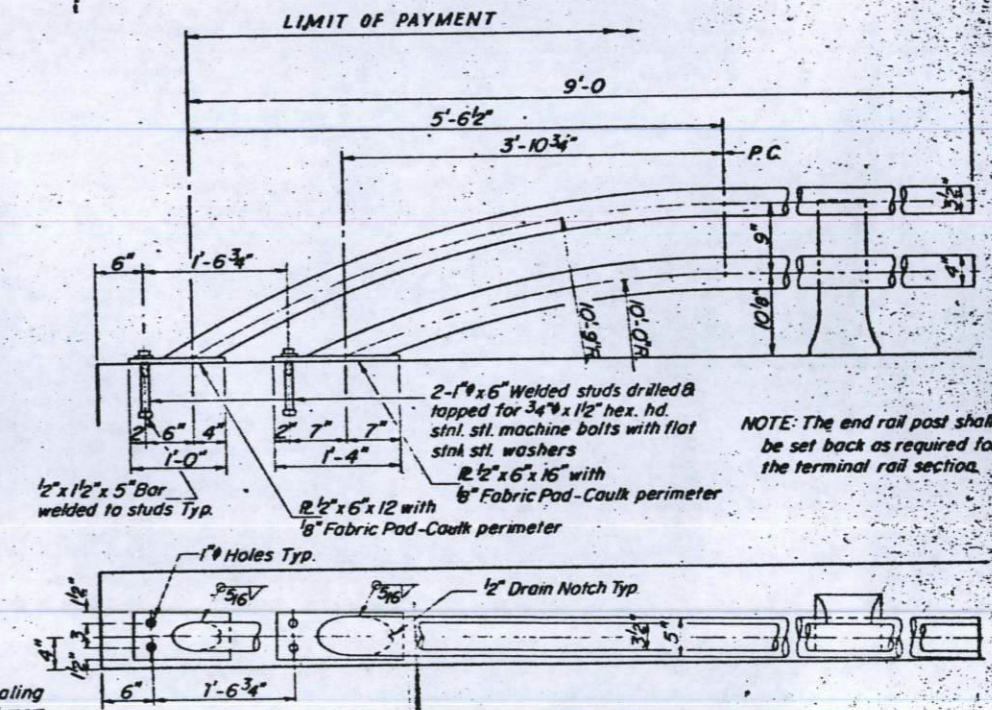
All Posts shall be normal to parapet.
All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.
All joints in rail shall be spliced per detail.
Provide 1-1/8" and 2-1/8" Aluminum Shims for 25% of the Posts.
Rail elements shall be parallel to Grade - high spots shall be ground and low spots shimmed.
Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per lineal foot for ALUMINUM RAILING, TYPE L.
Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.



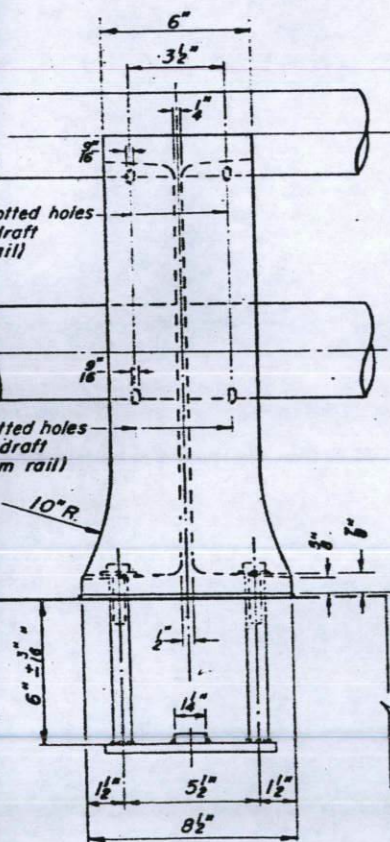
SECTION THRU SPLICE
TOP RAIL



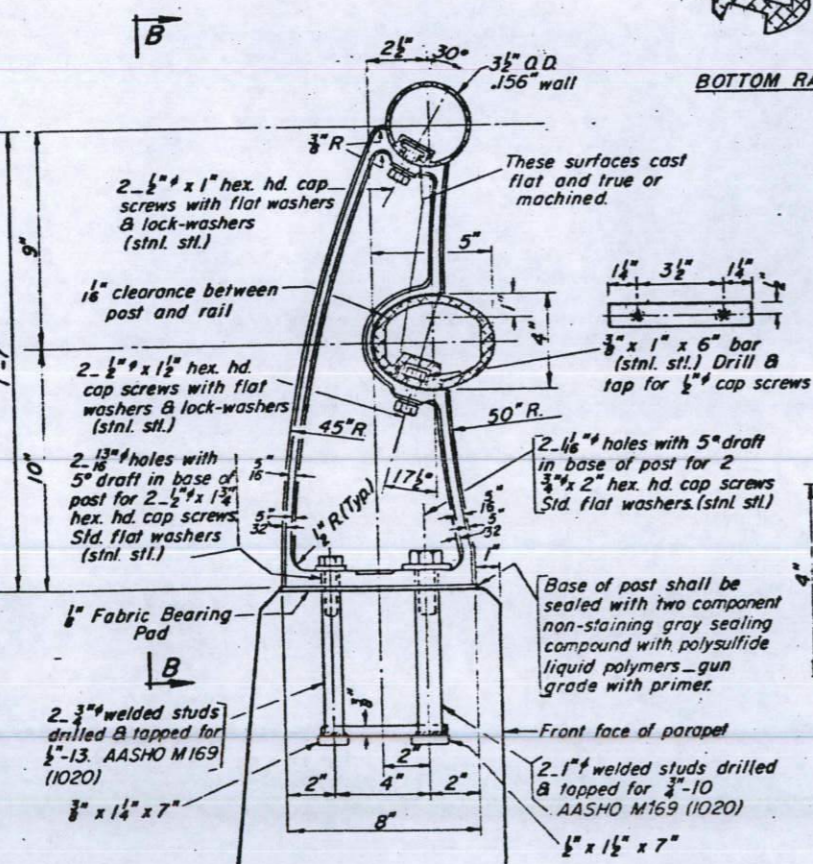
RAIL SPLICE



RAIL TERMINAL SECTION

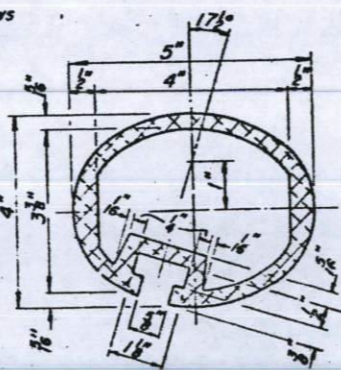


VIEW B-B

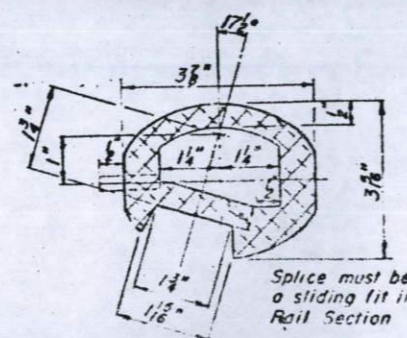


SECTION A-A

RAIL POST DETAILS

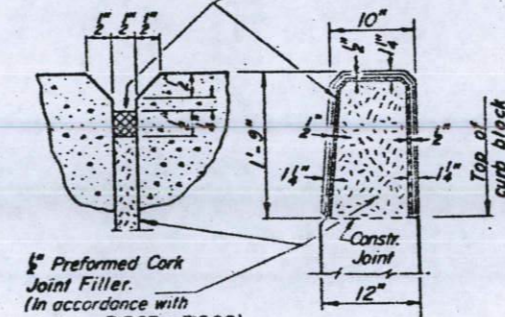


SEC THRU ELLIPTICAL
RAIL SECTION



SEC THRU SPLICE

Two component non-staining gray sealing compound with polysulfide liquid polymers - gun grade with primer



1/2" Preformed Cork Joint Filler. (In accordance with Articles 71507 or 71508) Cost incidental

PARAPET JOINT DETAIL

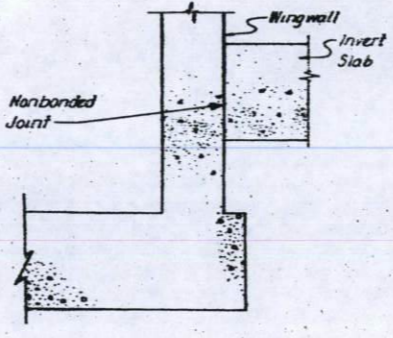
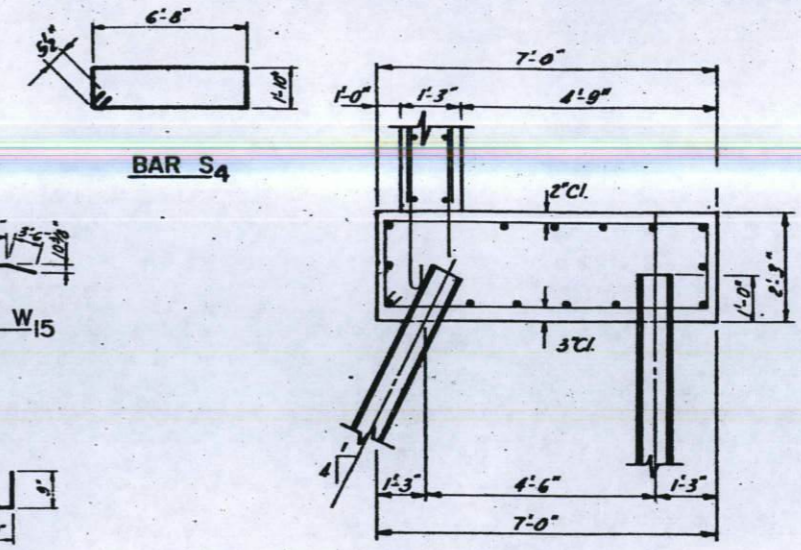
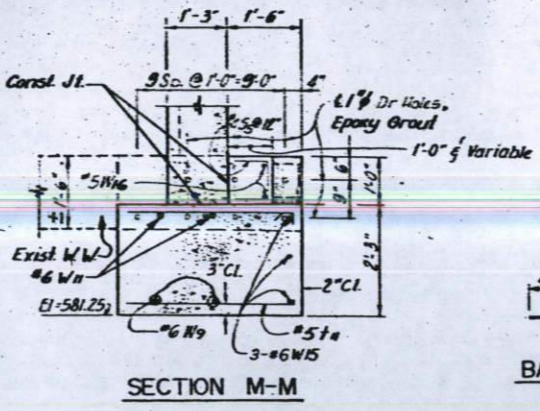
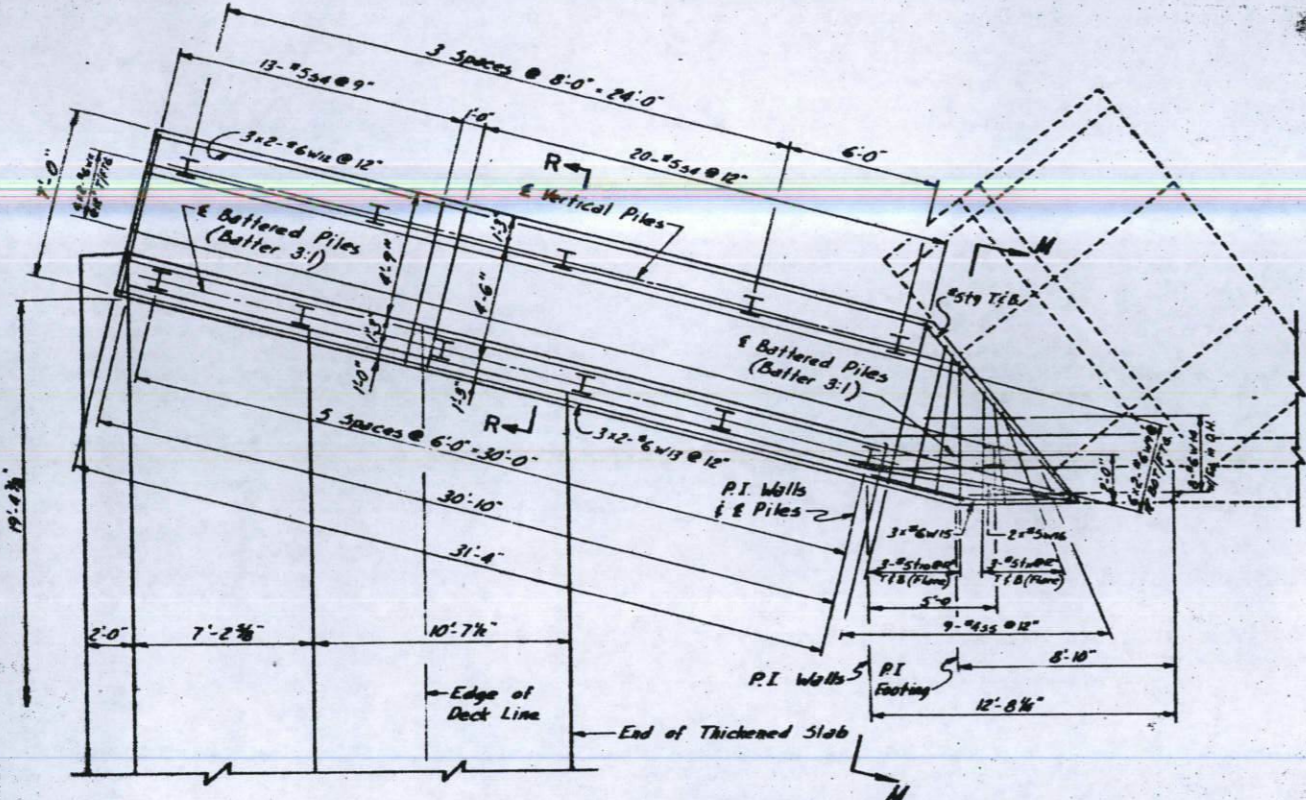
BILL of MATERIALS

NO. SIDE	Item	Unit	Quantity
	ALUMINUM RAILING, TYPE L	Lin. Ft.	48
SO. SIDE	ALUMINUM RAILING, TYPE L	Lin. Ft.	66
TOTAL			114

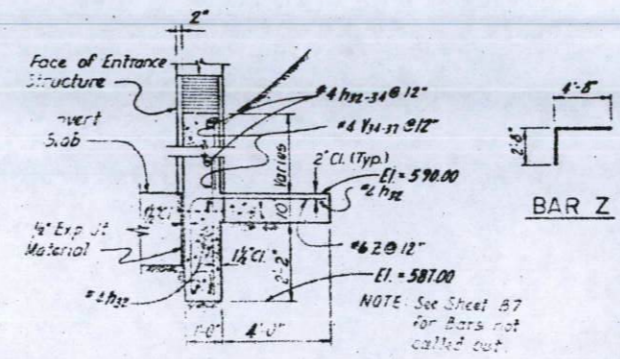
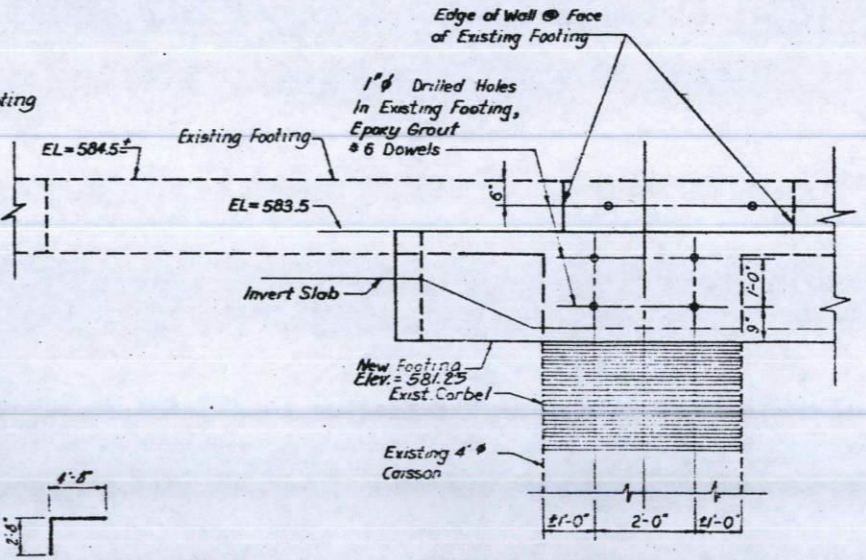
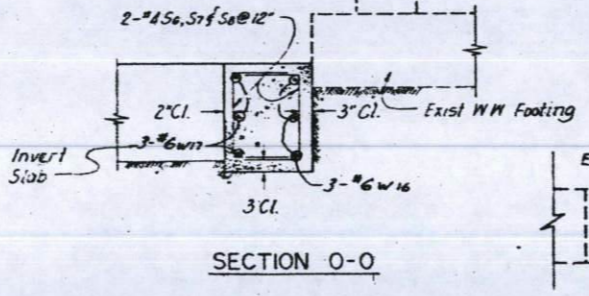
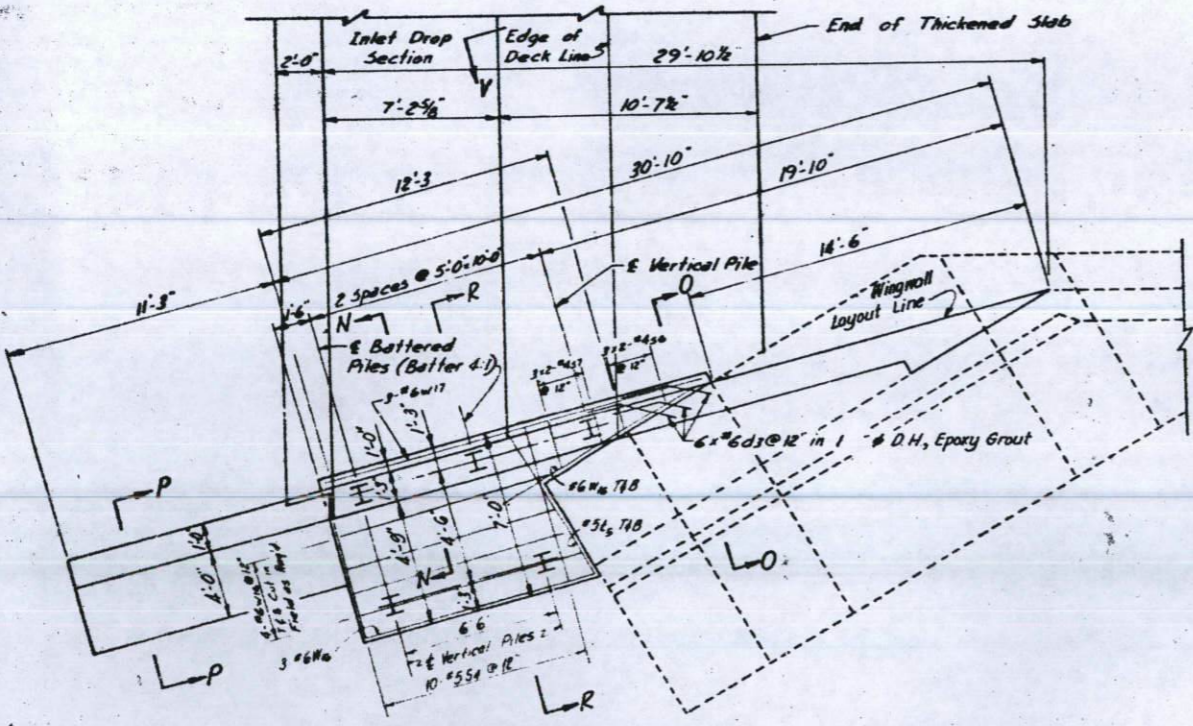
TYPE L
ALUMINUM RAILING

F.A.P. ROUTE 872
STA. 185 + 00
SECTION 1977-190-N

SIGNED
CHECKED
DRAWN
CHECKED KJK 5.1.80
REVISED KJK 7.24.80
4-15-73



- NOTES:**
1. For Pile Layout, See Sheet B2
 2. Expansion Bolts if Anchors shall be placed in sound concrete.
 3. Bars indicated thus 3x2-#4 denote 3 lines of Bars with 2 lengths per line.
 4. Minimum Bar laps: #4-1'-4" #6-2'-0"



BILL OF MATERIALS				
BAR	NO.	SIZE	LENGTH	SHAPE
d ₃	6	6	2'-9"	
S ₄	43	5	10'-8"	
S ₅	9	4	2'-3"	
S ₇	6	4	6'-6"	
S ₈	6	4	3'-6"	
t ₅	2	5	7'-1"	
t ₉	2	5	9'-0"	
t ₁₀	6	5	6'-0"	
t ₁₁	6	5	4'-3"	
W ₉	12	6	21'-0"	
W ₁₁	8	6	20'-0"	
W ₁₂	6	6	17'-3"	
W ₁₃	6	6	19'-9"	
W ₁₄	8	6	3'-6"	
W ₁₅	3	6	8'-0"	
W ₁₆	15	6	10'-0"	
W ₁₇	3	6	16'-6"	
S ₆	6	4	4'-10"	

CONCRETE REMOVAL	CU. YD.	1.4
CLASS X CONCRETE	CU. YD.	39.2
REINFORCEMENT BARS	Pounds	2370

DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENTS & WINGWALLS

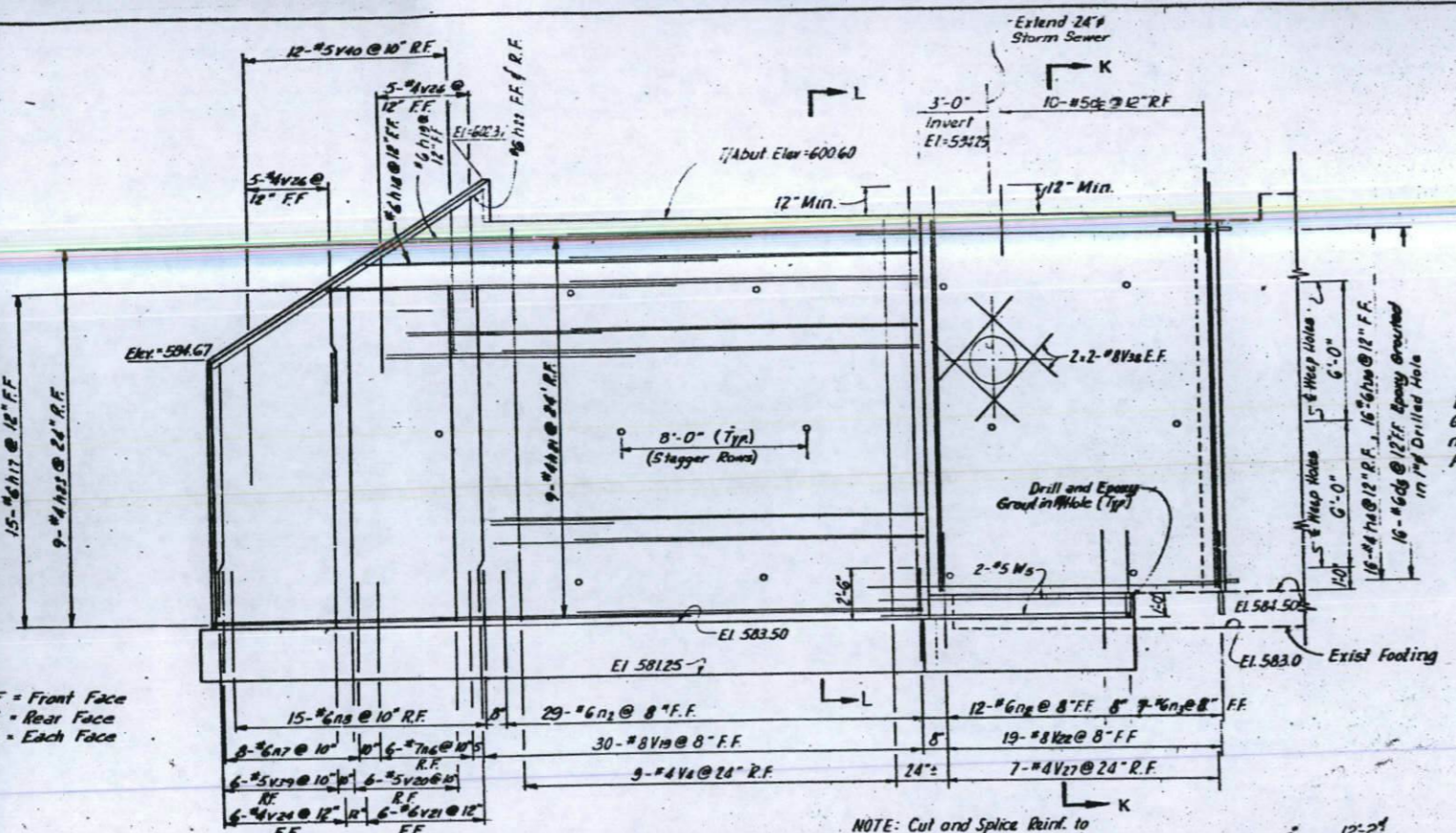
TINLEY CREEK BRIDGE

AT

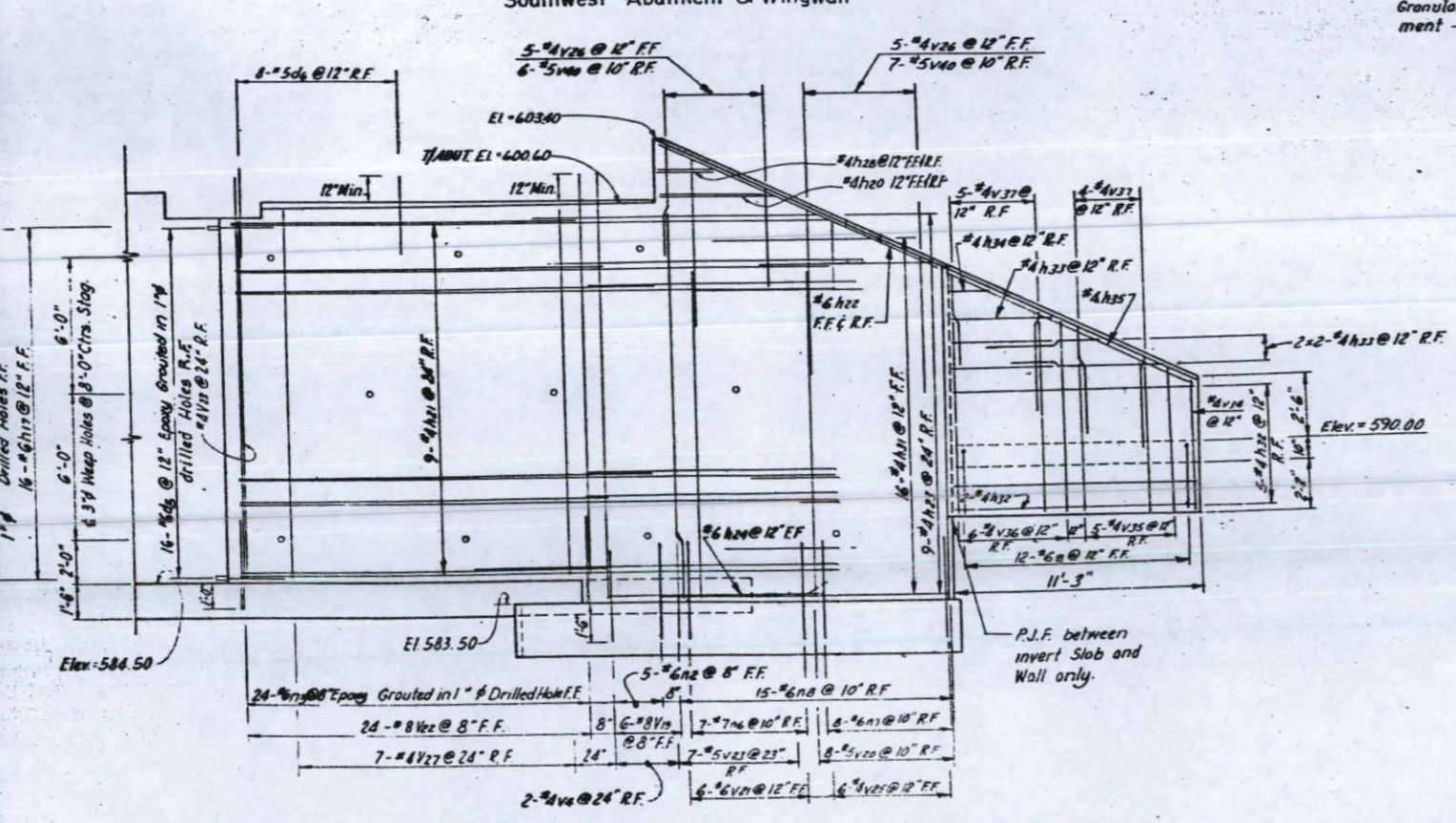
ILLINOIS ROUTE 83 & 127TH STREET

DATE 5-1-80
CHECKED BY RJK

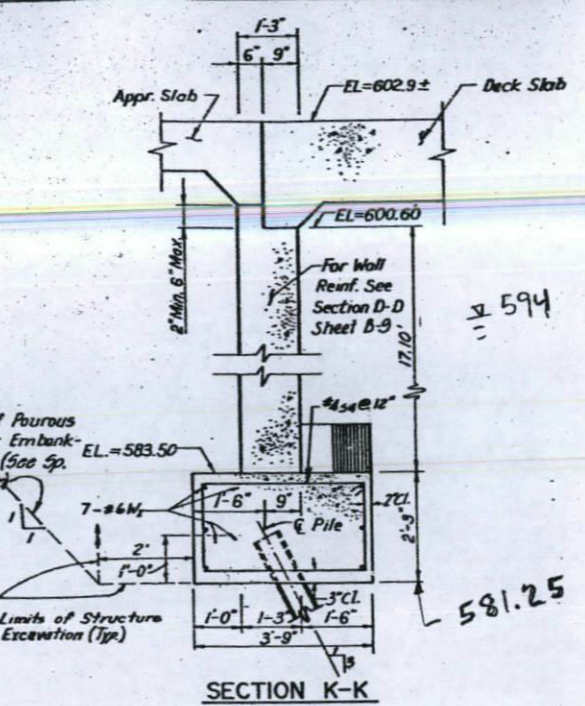
REVISIONS	
NAME	DATE
RJK/FGM	7-22-80
RJK/FGM	7-7-81
RJK	8-21-81



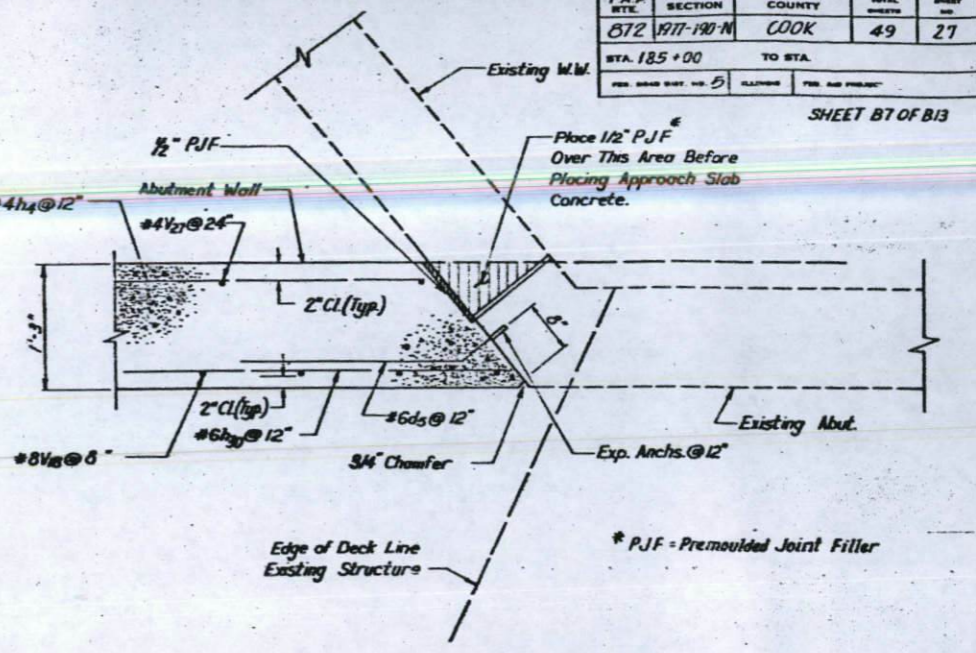
FRONT ELEVATION (NORMAL TO PLANE OF WALLS)
Southwest Abutment & Wingwall



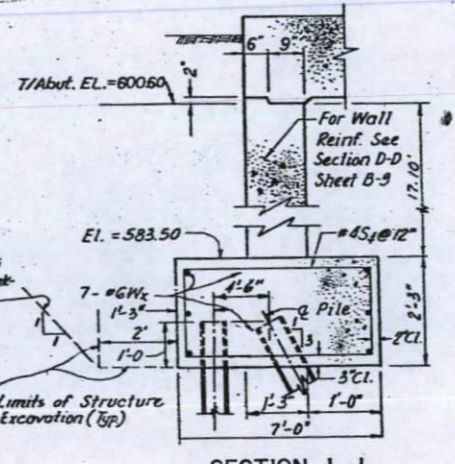
FRONT ELEVATION
Southeast Abutment & Wingwall



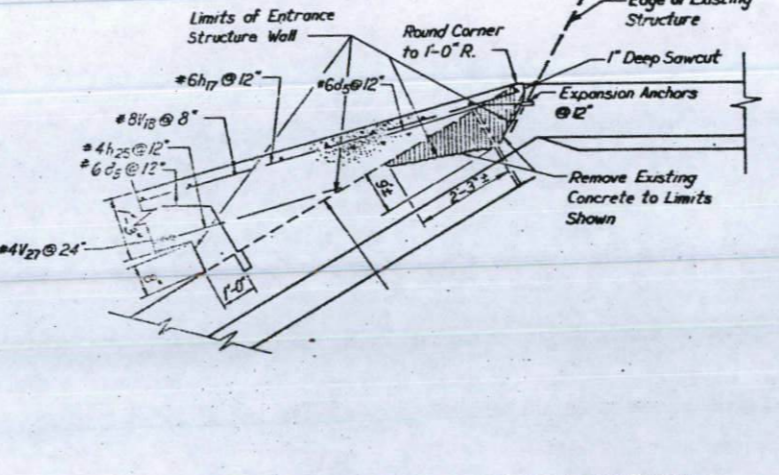
SECTION K-K



HORIZONTAL SECTION THRU ABUTMENT WALL
(SOUTHWEST CORNER)



SECTION L-L



HORIZONTAL SECTION THRU ABUTMENT WALL
(SOUTHEAST CORNER)

- NOTES:
1. Expansion Anchors shall be placed in sand concrete.
 2. Bar indicated thus 4x2-#4... denotes 4 lines of bars with 2 lengths per line.
 3. See sheet B-8 for Bar d5 details.
 4. Min. Bar Laps: #4 - 1'-4", #6 - 2'-0", #8 - 3'-8"

BILL OF MATERIAL				BILL OF MATERIALS			
BAR NO.	SIZE	LENGTH	SHAPE	BAR NO.	SIZE	LENGTH	SHAPE
ds	#8	6	2'-9"	v4	#11	4	16'-8"
				v19	#24	8	18'-3"
h4	#16	#4	15'-6"	v20	#14	5	14'-0"
h12	#31	6	25'-6"	v21	#12	6	16'-6"
h18	#1	6	23'-6"	v22	#29	8	17'-6"
h19	#1	6	22'-8"	v23	#9	5	16'-6"
h20	#2	4	5'-0"	v24	#6	4	11'-0"
h21	#18	4	22'-0"	v25	#6	6	14'-0"
h22	#4	6	14'-0"	v26	#20	4	5'-0"
h23	#18	4	12'-0"	v27	#14	4	15'-6"
h24	#1	6	9'-0"	v28	#1	4	5'-2"
h25	#2	4	2'-9"	v29	#5	4	5'-10"
h26	#16	6	15'-0"	v30	#6	4	8'-0"
h27	#31	4	8'-0"	v31	#9	4	3'-6"
h28	#8	4	10'-11"	v32	#8	8	5'-0"
h29	#5	4	5'-2"	v33	#12	5	6'-0"
h30	#1	4	3'-0"	v34	#12	6	7'-4"
h31	#16	6	4'-10"				
h32	#31	6	3'-9"				
h33	#7	7	3'-10"				
h34	#8	6	5'-10"				
h35	#15	6	7'-6"				

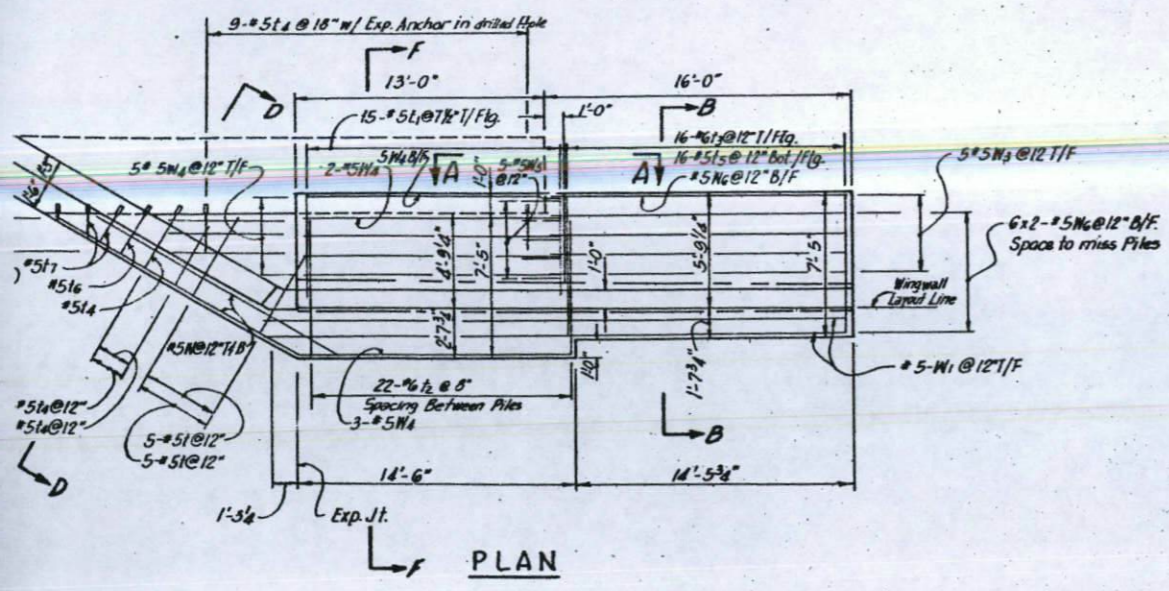
DEPARTMENT OF TRANSPORTATION
SOUTH ABUTMENTS & WINGWALLS
TINLEY CREEK BRIDGE
AT
ILLINOIS ROUTE 83 & 127TH STREET
DATE 5-1-80
CHECKED BY KJK

REVISIONS	
NAME	DATE
KJK/FGM	7.24.80
KJK	8.24.81

SCALE NONE

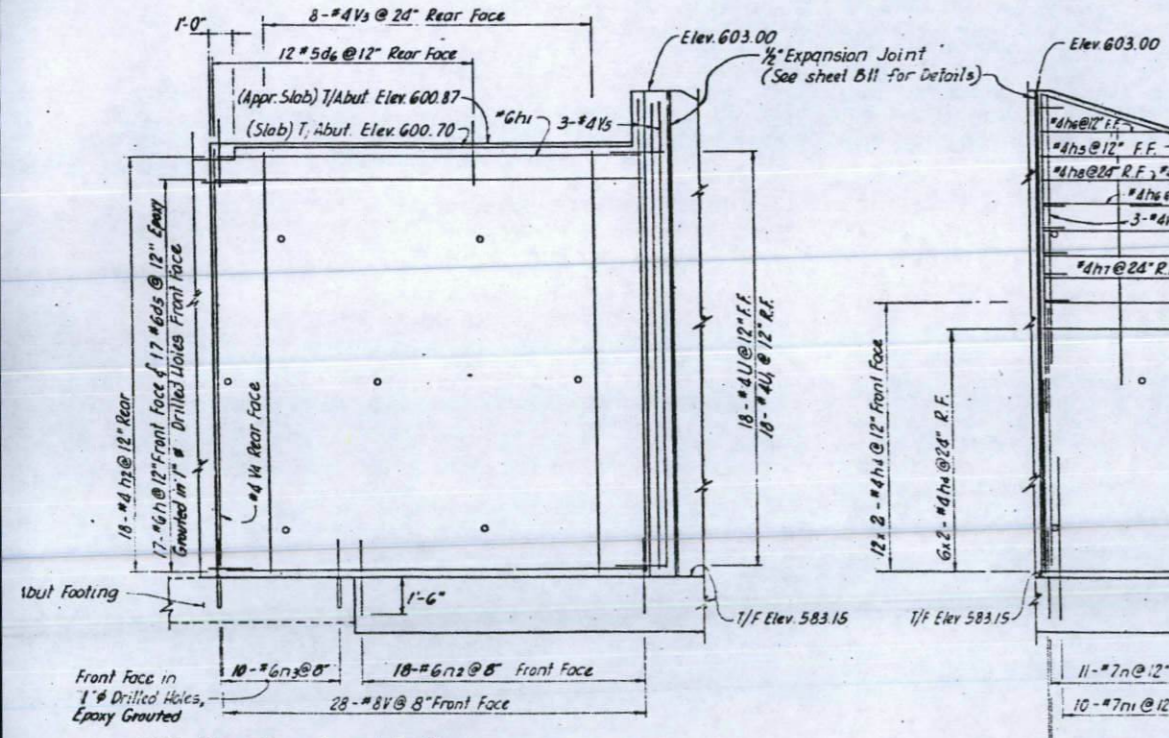
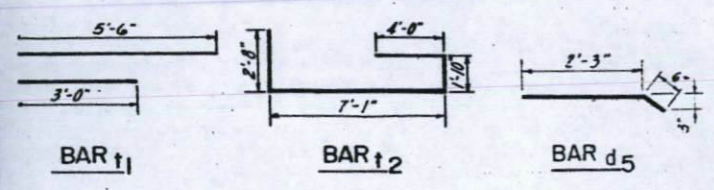
BILL OF MATERIALS				
BAR	NO.	SIZE	LENGTH	SHAPE
d5	17	6	2'-9"	
d6	12	5	2'-6"	
h	17	6	17'-9"	
h1	1	6	16'-9"	
h2	18	4	16'-6"	
h4	40	4	15'-0"	
h5	3	4	9'-0"	
h6	2	4	5'-0"	
h7	2	4	25'-0"	
h8	7	4	12'-0"	
n	21	7	4'-6"	
n1	20	7	7'-6"	
n2	18	6	4'-8"	
n3	10	6	3'-9"	
t	12	5	5'-0"	
t1	15	5	9'-2"	
t2	22	6	15'-7"	
t3	16	6	7'-1"	
t4	10	5	3'-6"	
t5	16	5	7'-1"	
t6	1	5	2'-6"	
t7	2	5	2'-0"	
u	18	4	2'-6"	
u1	18	4	2'-1"	
v	28	8	18'-9"	
v1	28	7	8'-0"	
v3	8	4	17'-3"	
v4	1	4	16'-8"	
v5	3	4	19'-6"	
v6	10	5	13'-0"	
v7	10	5	10'-0"	
v8	8	5	7'-0"	
v9	11	4	11'-0"	
v10	2	4	7'-0"	
v11	2	4	4'-0"	
w	4	5	14'-3"	
w1	2	5	30'-0"	
w2	3	5	6'-0"	
w3	5	5	15'-3"	
w4	11	5	15'-8"	
w5	5	5	4'-0"	
w6	13	5	15'-8"	

DEPARTMENT OF TRANSPORTATION
NORTHWEST ABUTMENT & WINGWALL
 TINLEY CREEK BRIDGE
 AT
 ILLINOIS ROUTE 83 & 127TH STREET
 DATE 5-1-60
 SCALE None
 CHECKED BY KJK

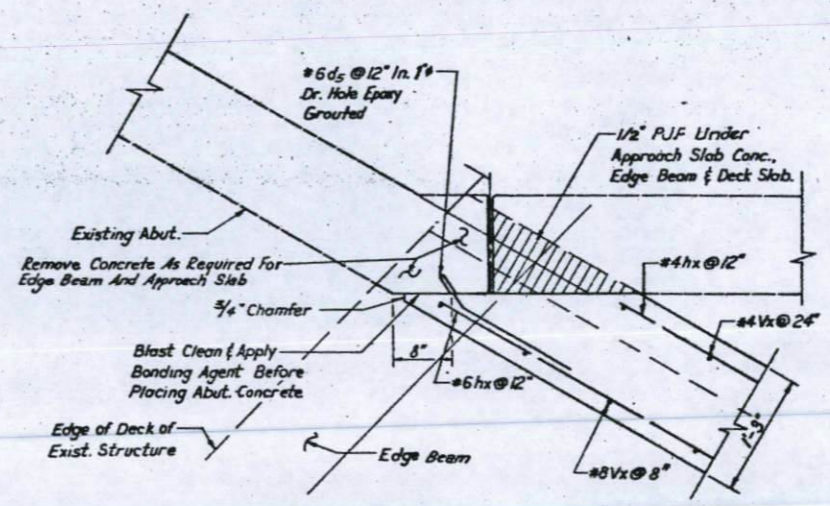


PLAN

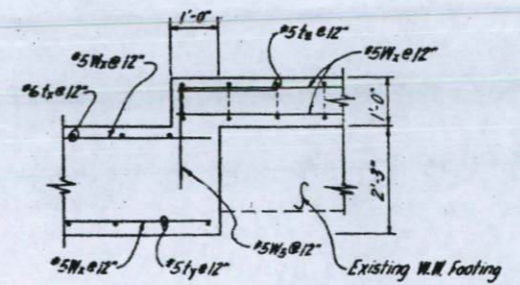
- NOTES:
- See Sheet B9 for additional Bar Details and sections B-B, D-D / F-F
 - Expansion Anchors shall be placed in sound concrete.
 - Bars indicated thus 12x2-#4... denotes 12 Lines of Bars with 2 lengths per line.
 - Min Bar Laps:
 #4-1'-4"
 #5-1'-8"
 #6-2'-0"
 #7-2'-9"
 #8-3'-8"



FRONT ELEVATION
 (Normal to Abutment and Wingwall)

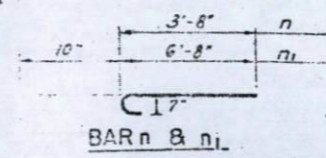


HORIZONTAL SECTION THRU ABUTMENT WALL



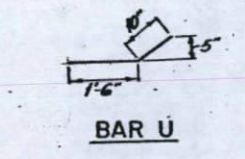
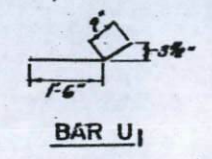
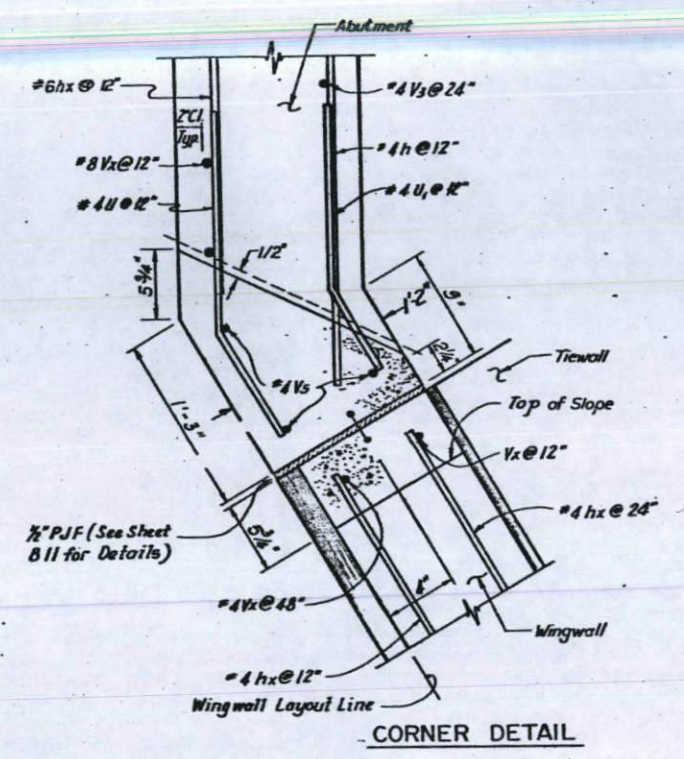
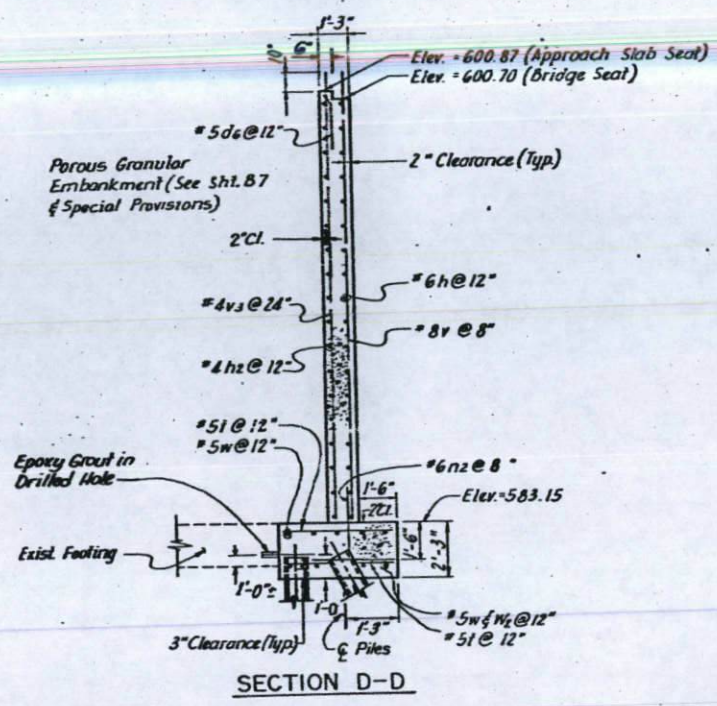
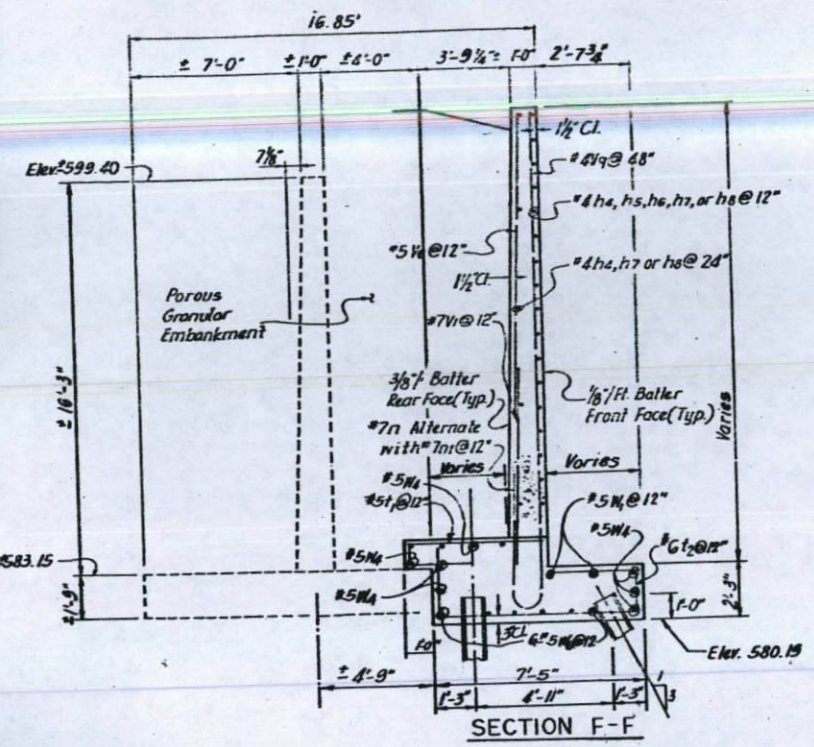
SECTION A-A

REVISIONS	
NAME	DATE
KJK/FGM	7-25-60
KJK/FGM	7-7-60
KJK	8-24-60

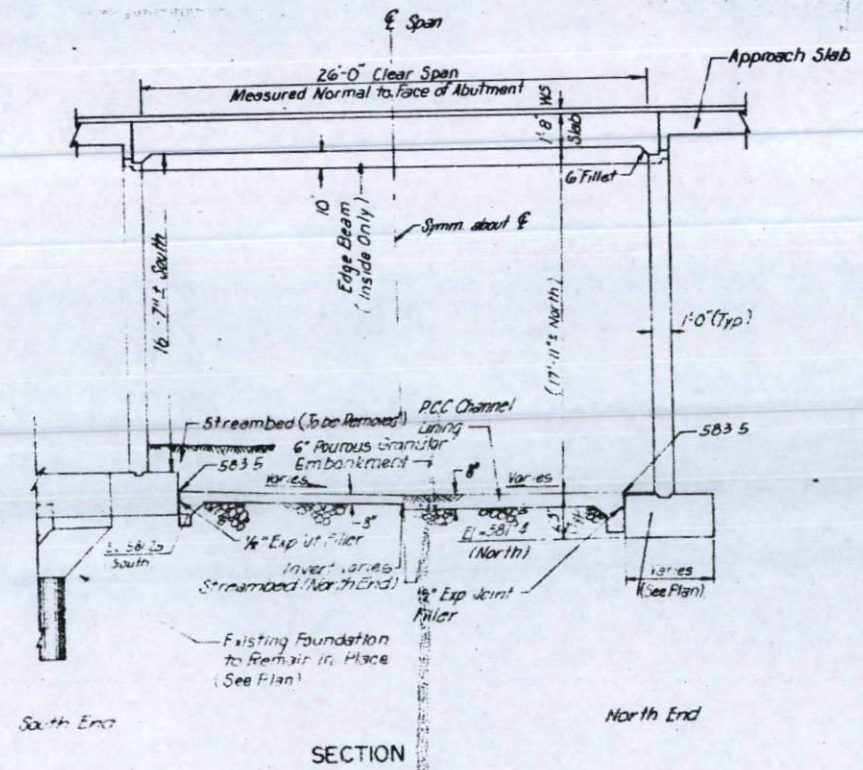
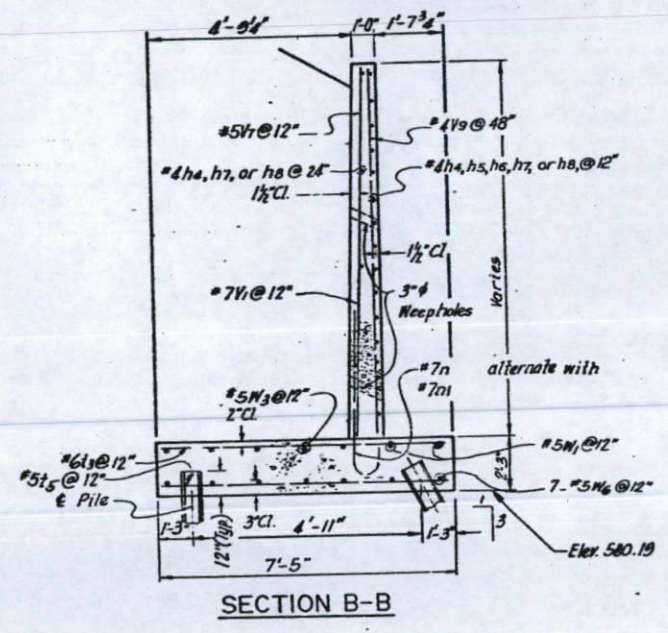


BAR n & n1

NOTE: Where Concrete is to be Placed against existing concrete, its surface shall be roughened, cleaned & bonding agent applied.



NOTE:
1. All Expansion Anchors shall be placed in sound concrete.



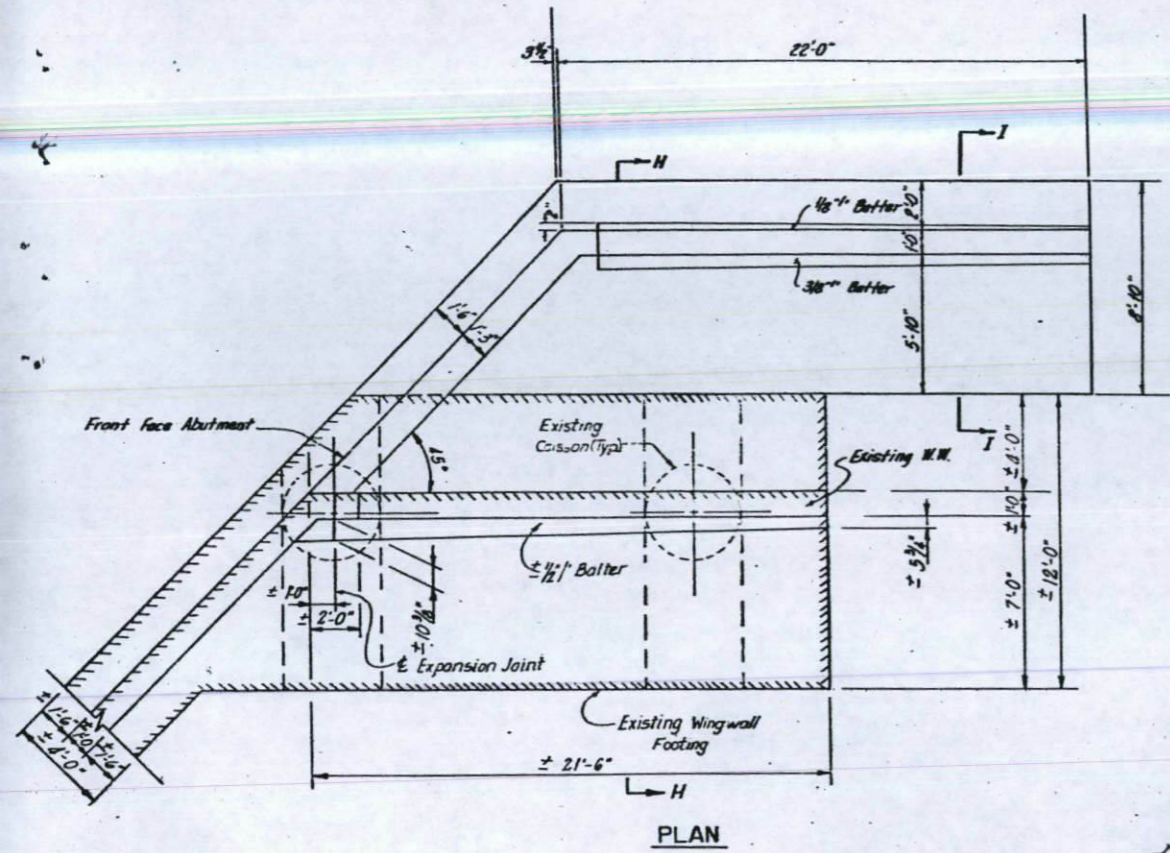
REVISIONS	
NAME	DATE
KJK/FGM	7-25-80
KJK/FGM	7-7-81
KJK	8-24-81

DEPARTMENT OF TRANSPORTATION
NORTHWEST ABUTMENT & WINGWALL
 TINLEY CREEK BRIDGE
 AT
 ILLINOIS ROUTE 83 & 127TH STREET
 DATE 5-1-80
 CHECKED BY KJK

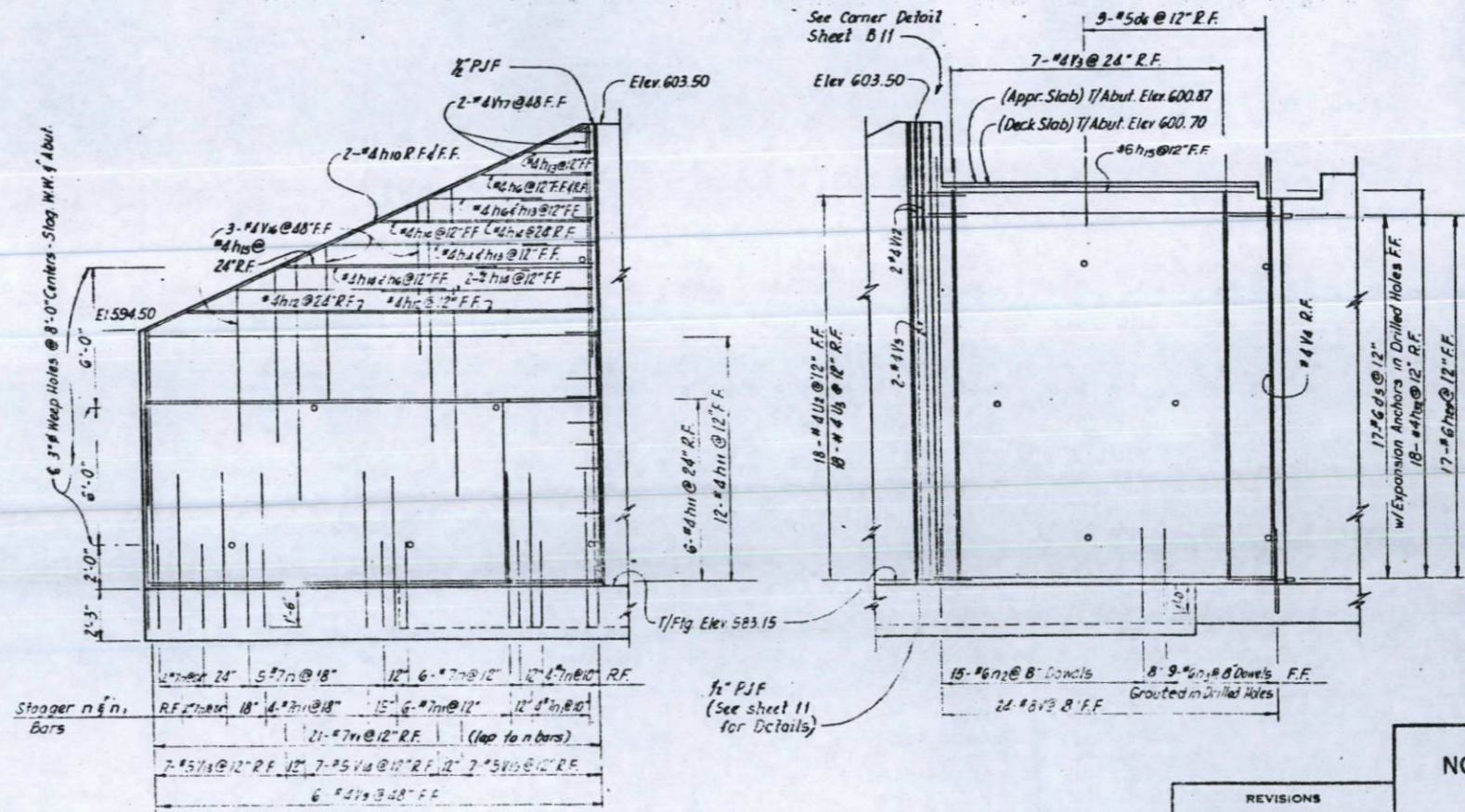
F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
872	1977-190-N	Cook	49	30
STA. 52+185+00		TO STA.		
FED. ROAD DIST. NO. 5		ILLINOIS		

BILL OF MATERIALS					BILL OF MATERIALS				
BAR	NO.	SIZE	LENGTH	SHAPE	BAR	NO.	SIZE	LENGTH	SHAPE
					n2	15	6	4'-10"	C
					n3	9	6	5'-9"	—
					n4	12	6	4'-3"	—
ds	17	6	2'-9"	—					
ds	9	5	2'-6"	—					
h32	18	4	16'-8"	—	t	17	5	5'-0"	—
h6	4	4	5'-0"	—	t4	1	5	3'-6"	—
h22	17	6	15'-0"	—	t6	1	5	2'-6"	—
h10	4	4	11'-6"	—	t7	1	5	2'-0"	—
h11	18	4	20'-0"	—	t8	60	5	8'-6"	—
h12	2	4	18'-0"	—					
h13	3	4	3'-0"	—					
h14	6	4	9'-6"	—					
h15	2	6	14'-0"	—					
n	17	7	4'-6"	C	U2	18	4	2'-9"	—
n1	16	7	7'-6"	C	U3	10	4	2'-2"	—
					V	16	8	18'-9"	—
					V1	21	7	8'-0"	—
					V3	7	4	17'-3"	—
					V4	1	4	16'-8"	—
					V5	2	4	20'-0"	—
					V9	6	4	11'-0"	—
					V12	2	4	4'-6"	—
					V13	7	5	7'-6"	—
					V14	7	5	10'-6"	—
					V15	7	5	13'-6"	—
					V16	3	4	6'-6"	—
					V17	2	4	10'-0"	—
					W7	16	5	22'-0"	—
					W8	6	6	12'-0"	—
					W9	4	5	12'-0"	—

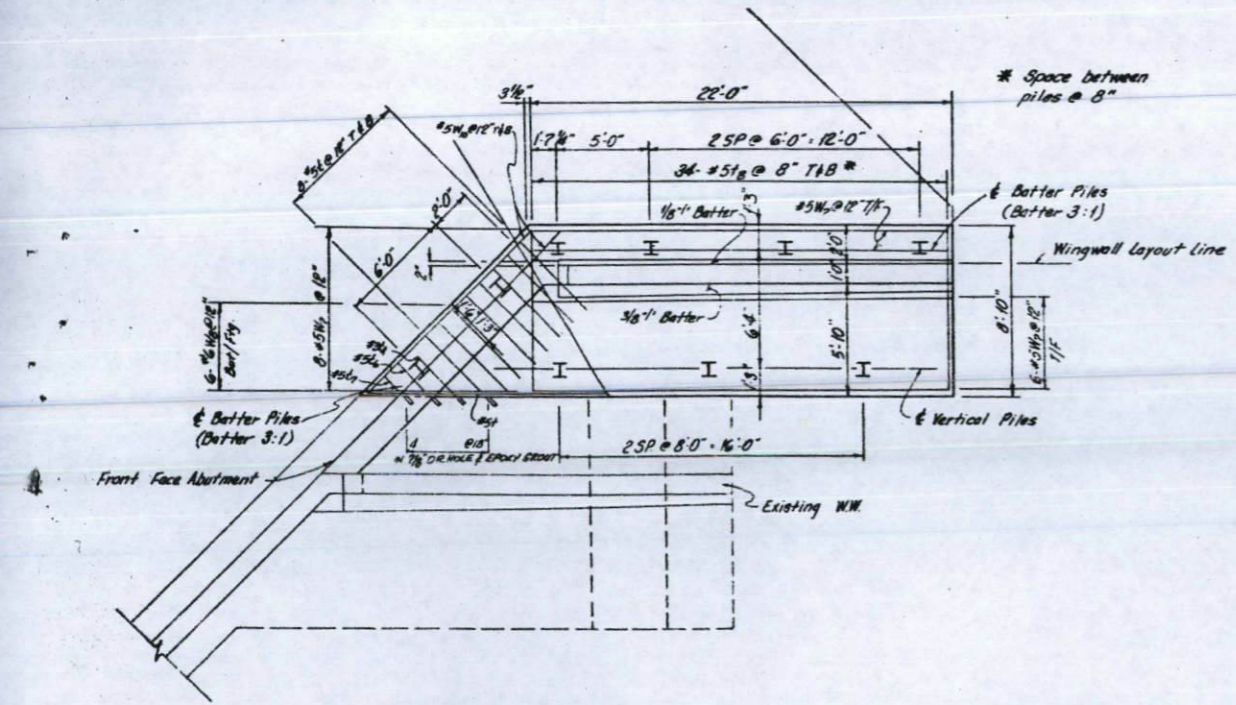
- NOTES:
- See Sheet B11 for sections H-H & I-I; See Sheet B8 for section G-G
 - Bars indicated thus 6x2-#6... denote 6 lines of bars with 2 lengths per line.
 - Expansion Anchors shall be placed in sound concrete.
 - Min. Bar Laps:
 - #4-1'-4"
 - #5-1'-6"
 - #6-2'-0"
 - #7-2'-9"



PLAN



FRONT ELEVATION

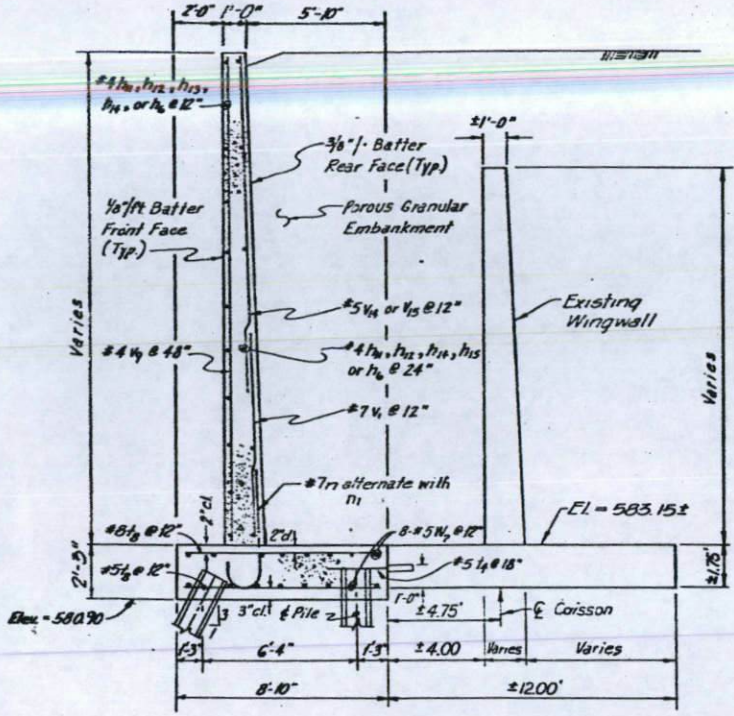


PLAN - REINFORCING
(BOTTOM REINF. UNLESS OTHERWISE INDICATED)

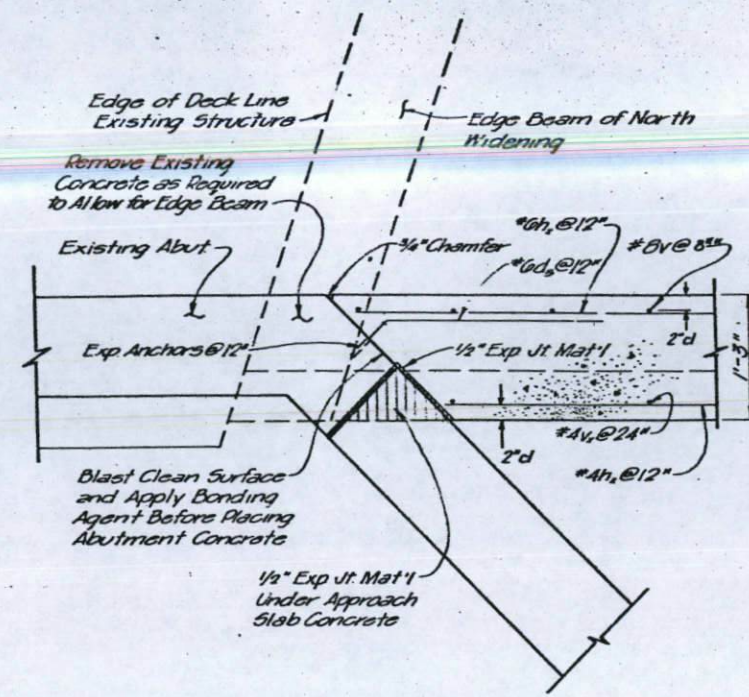
Class X Concrete	Cu. Yd.	48.3
Reinforcement Bars	Pound	4560

REVISIONS	
NAME	DATE
KJK / FGM	7.25.80
KJK	8.24.81

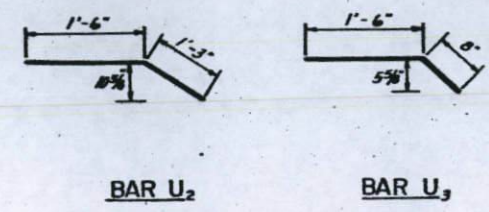
DEPARTMENT OF TRANSPORTATION
NORTHEAST ABUTMENT & WINGWALL
 TINLEY CREEK BRIDGE
 AT
 ILLINOIS ROUTE 83 & 127TH STREET
 DATE 5-1-80
 CHECKED BY KJK



SECTION H-H

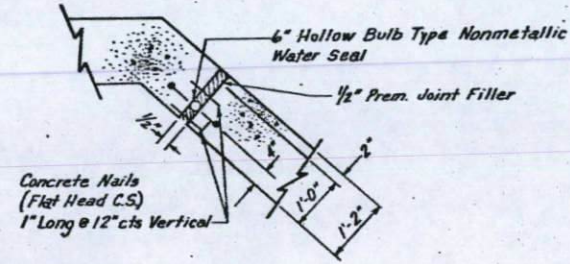


HORIZONTAL SECTION THRU ABUTMENT WALL



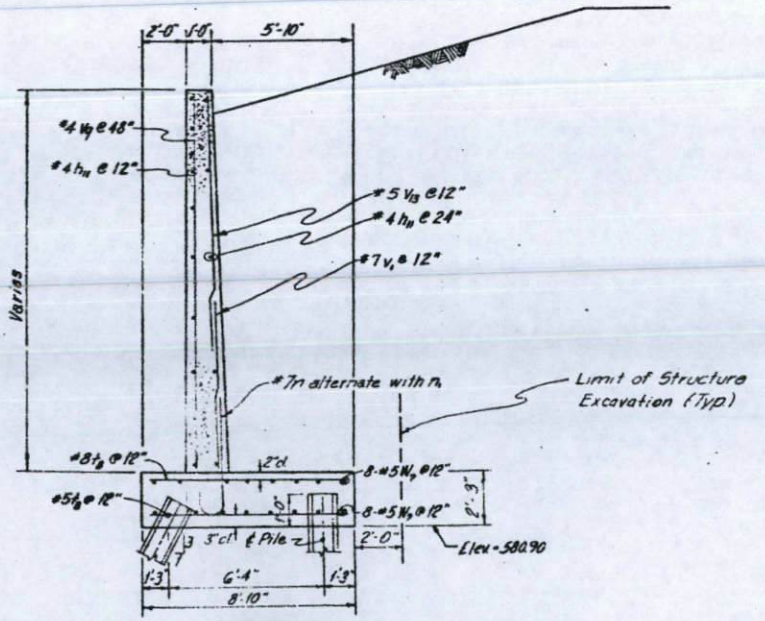
BAR U₂

BAR U₃

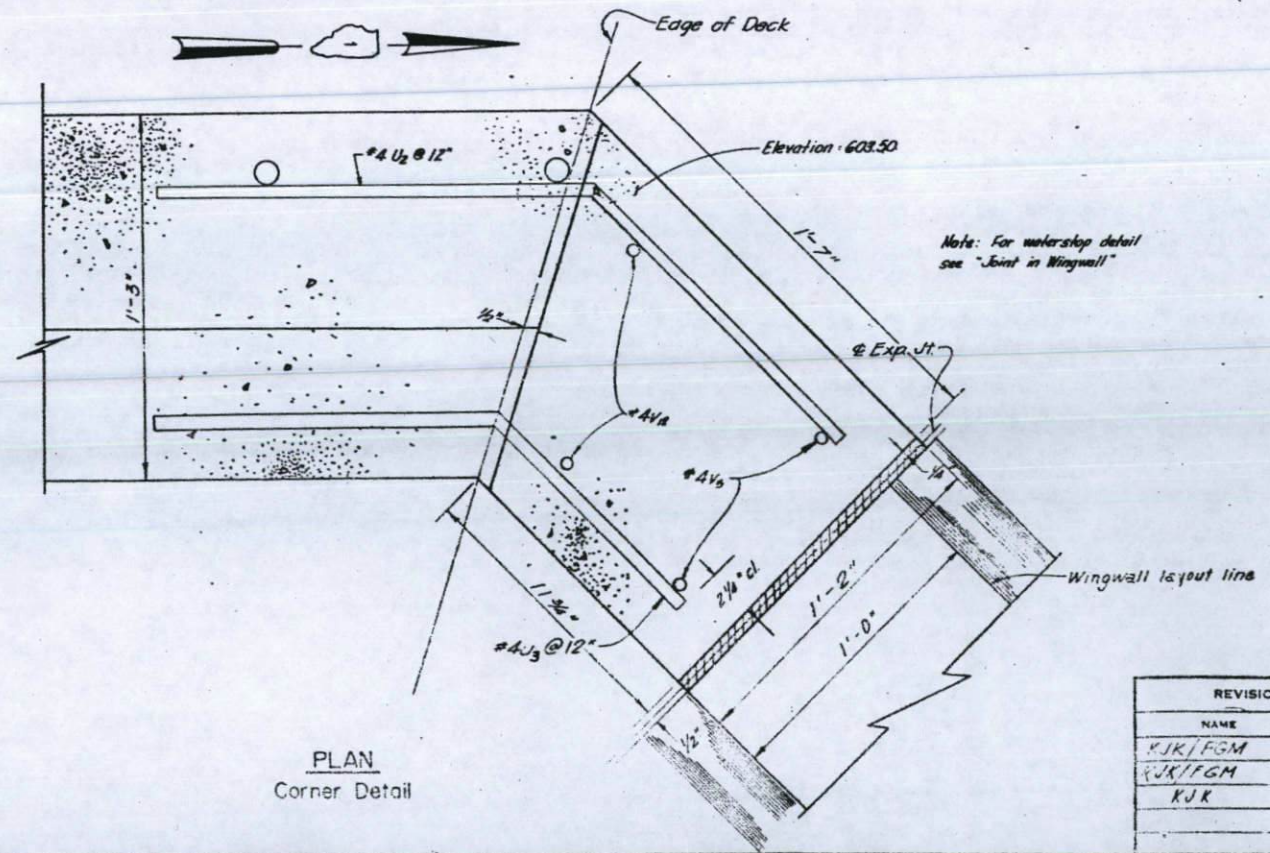


JOINT IN WINGWALL

NOTE:
1) Nonmetallic water seal used in the wingwall joints shall extend from the top of the footing to within 6" of the top of the wingwall.



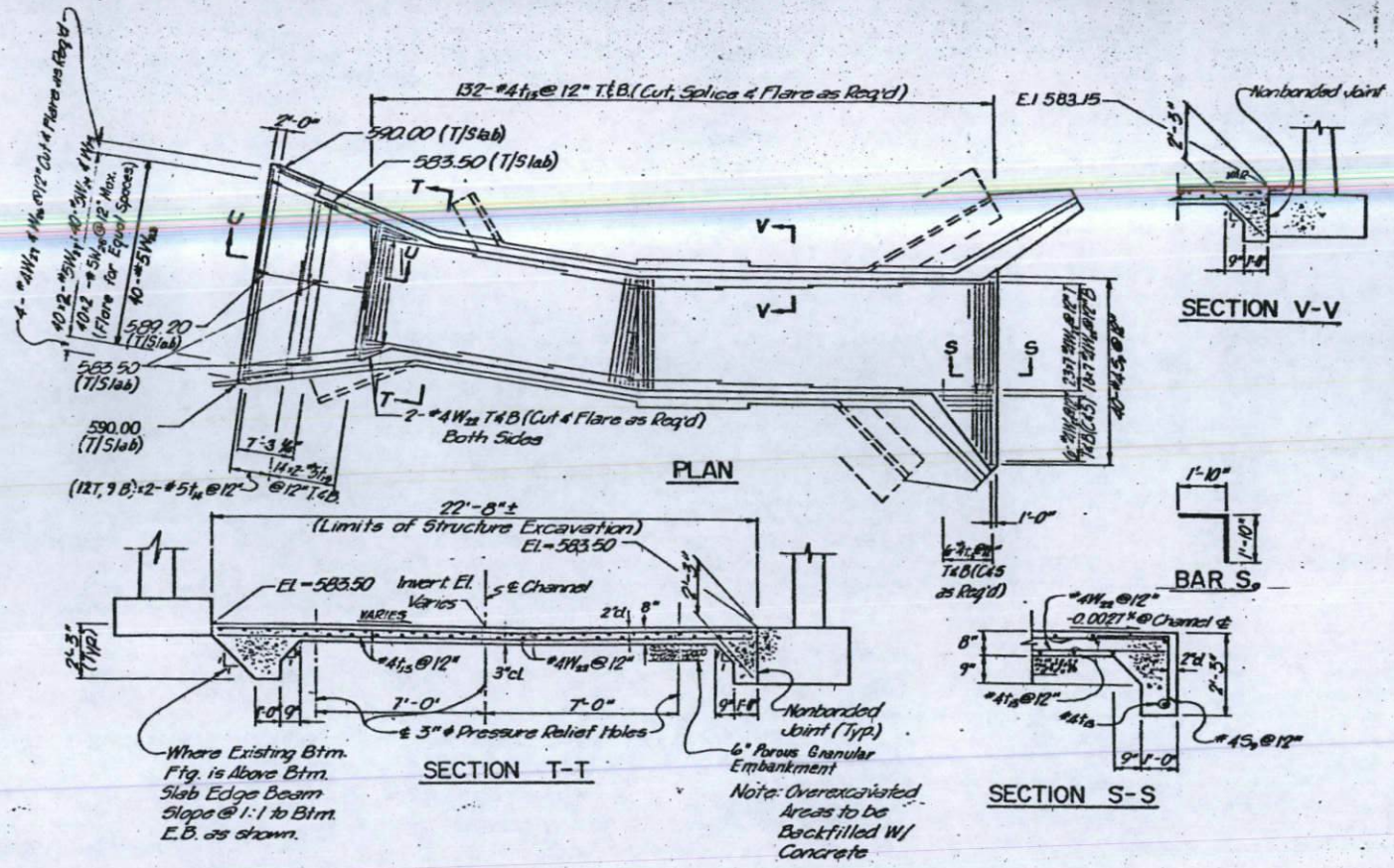
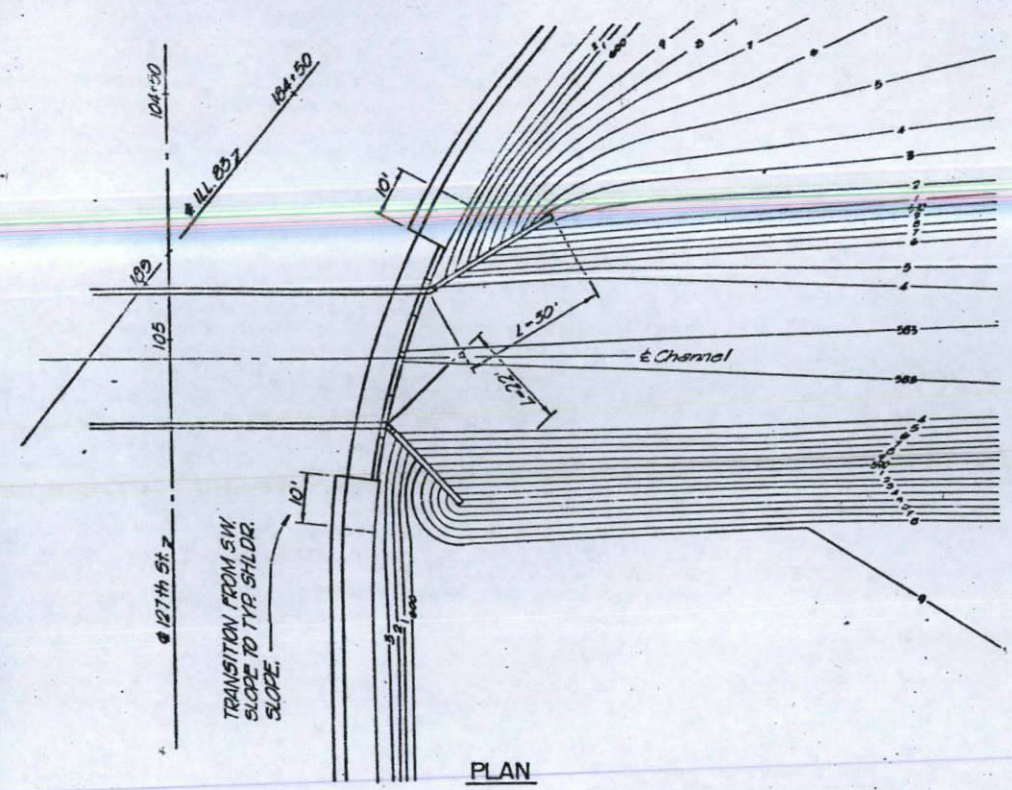
SECTION I-I



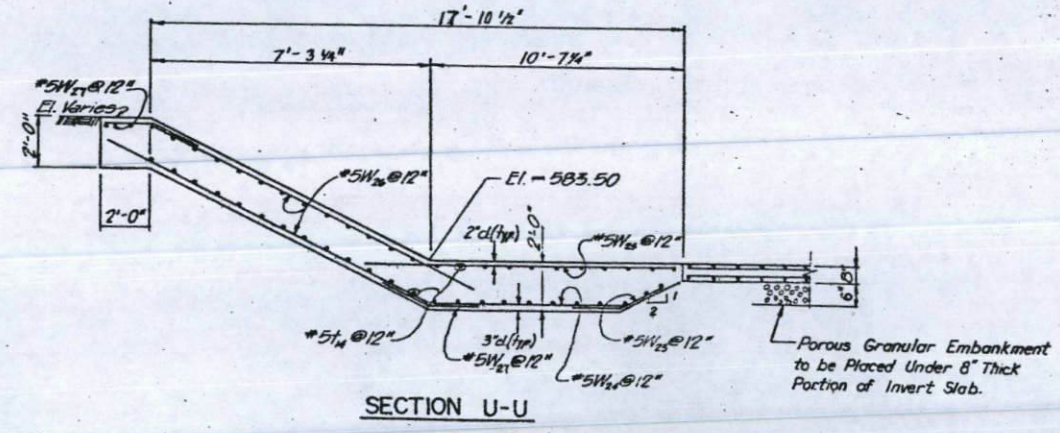
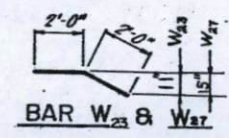
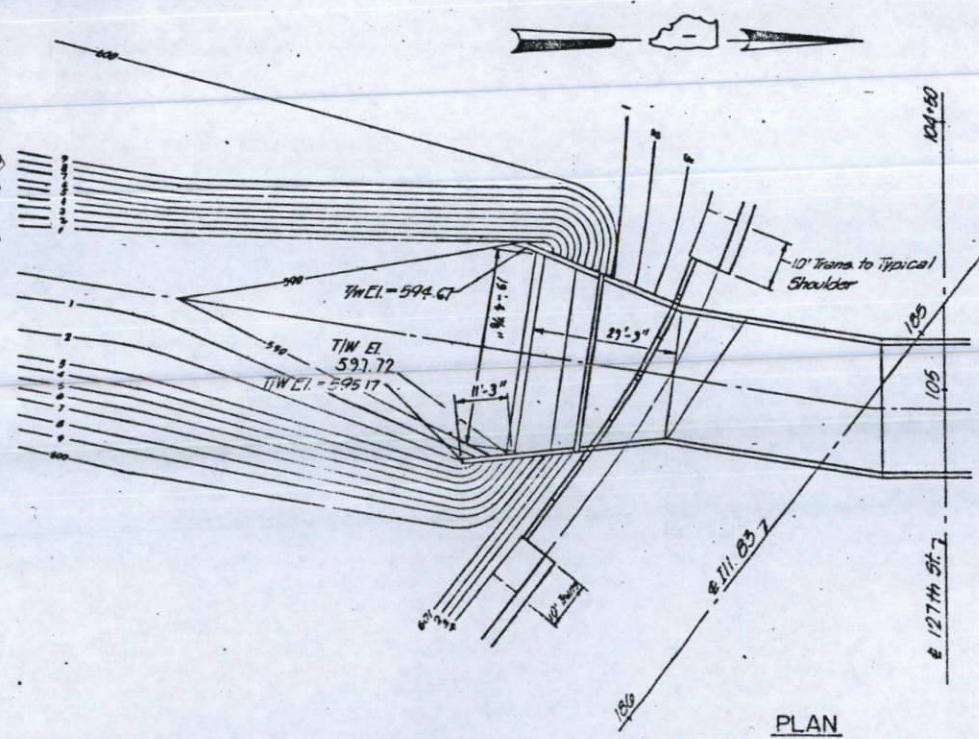
PLAN
Corner Detail

REVISIONS	
NAME	DATE
KJK/FGM	7-25-80
KJK/FGM	7-7-81
KJK	8-24-81

DEPARTMENT OF TRANSPORTATION
NORTHEAST ABUTMENT & WINGWALL
 TINLEY CREEK BRIDGE
 AT
 ILLINOIS ROUTE 83 & 127TH STREET
 DATE 5-1-80
 CHECKED BY KJK



- NOTES:
- 1) Bars indicated thus 18-7-#4... denotes 18 lines of bars with 7 lengths per line.
 - 2) Min. bar laps #4-14" #5-20"



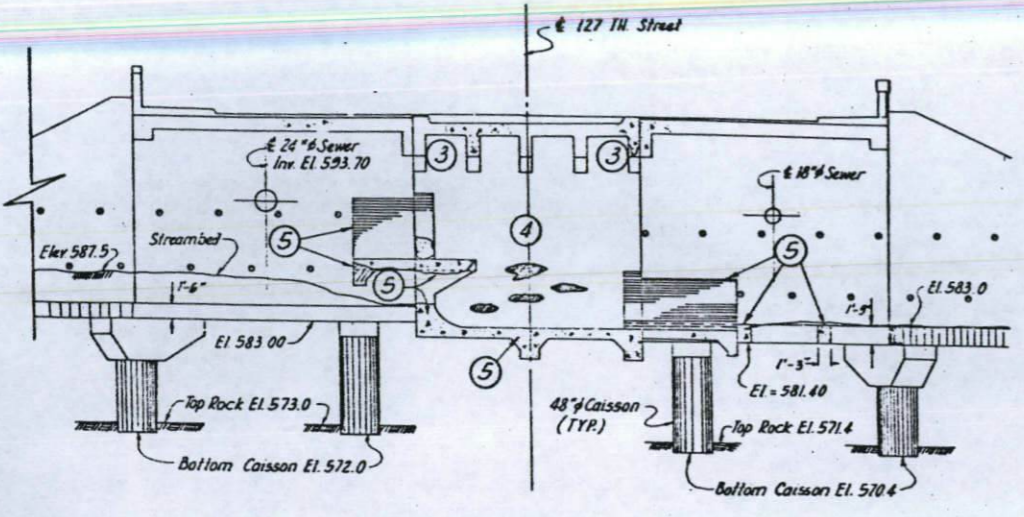
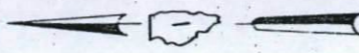
BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHAPE
S ₁	40	4	3'-8"	└
t ₁₀	276	4	22'-6"	—
t ₁₂	42	5	22'-0"	—
t ₁₆	56	5	15'-0"	—
W ₂₂	307	4	20'-0"	—
W ₂₃	40	5	4'-0"	└
W ₂₄	40	5	8'-0"	└
W ₂₅	40	5	13'-0"	└
W ₂₆	88	5	11'-6"	└
W ₂₇	88	5	4'-0"	└

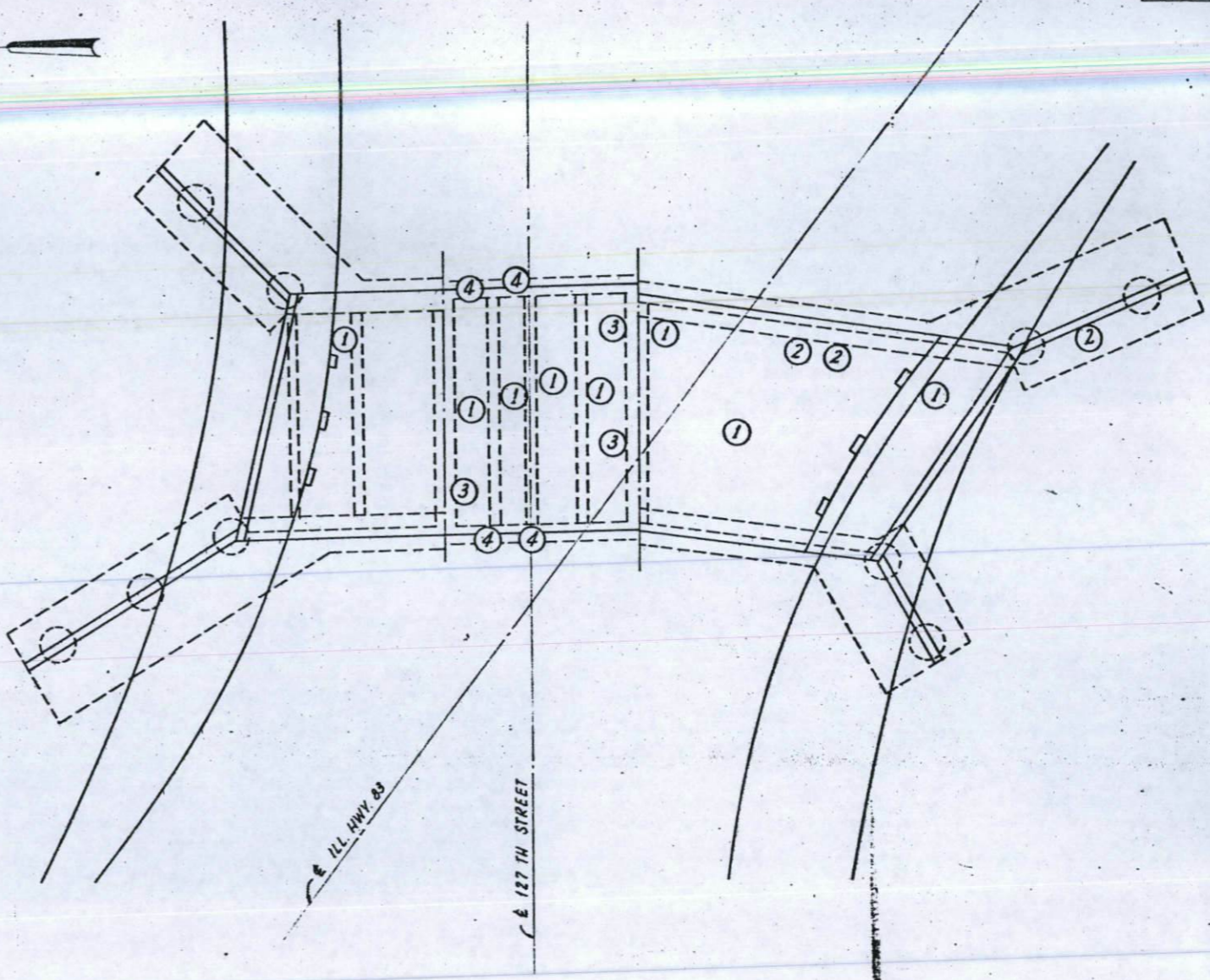
Cross X Concrete	Cu. Yd.	165.3
Reinforcement Bars	Pound	12,880

REVISIONS	
NAME	DATE
KJK/EGM	7-24-80
KJK/FGM	7-7-81

DEPARTMENT OF TRANSPORTATION
INVERT SLAB & GRADING PLAN
 TINLEY CREEK BRIDGE
 AT
 ILLINOIS ROUTE 83 & 127TH STREET
 DATE 5-1-80
 CHECKED BY KJK



WEST ELEVATION
(FACE OF WALL)



PLAN
(EXISTING STRUCTURE)

ITEMS OF REPAIR

CODE NUMBER	DESCRIPTION
①	Crack in Slab Soffit
②	Crack in Abutment Face
③	Spalled Cover Concrete, Rusted Reinforcing Bars
④	Unconsolidated Concrete (Rock Pockets) in Abutment wall, Reinforcing Bars Exposed.
⑤	Existing Channel Concrete

REPAIR PROCEDURES

1. Remove Existing Wearing Surface and Repair Damaged areas of the Existing Deck Slab as in Item 1
2. ITEMS ① ② ③ Remove Fractured and Loose Concrete, Blast Clean Reinforcing Bars & Concrete Surface, Apply Bonding Agent and Patch with Pneumatically Applied Concrete, All as Directed by the Engineer.
3. ITEM ④ Remove Loose, Fractured and Unconsolidated Concrete, Blast Clean Reinforcing Bars and Concrete Surface, Apply Bonding Agent, Patch; All as Directed by the Engineer.
4. ITEM ⑤ Remove Existing Channel Concrete, Patch Abutment Wall Where Damaged by Removal as in Item 4

5. Waterproofing Membrane System shall be Applied to entire Existing Deck upon completion of Deck repairs and before the placement of the proposed Bituminous resurfacing Courses

BILL OF MATERIALS		
	Cu. Yd.	
Concrete Removal		89.6

REVISIONS	
NAME	DATE
KJK/FGM	7.25.80

DEPARTMENT OF TRANSPORTATION
STRUCTURE REPAIRS
 TINLEY CREEK BRIDGE
 AT
 ILLINOIS ROUTE 83 & 127TH STREET
 DATE 5-1-80
 CHECKED BY KJK

INDEX OF SHEETS

Sheet No. 1	Title Page
2	Cross Sections of Proposed Pavement
2	Standards 10-201, 10-200
3	Plan Notes, and Standard 1635
4	Standards 1686, 10-155
5	Plan and Profile Sta. 148+98.7 to 175+00
6	175+00 to 235+00
7	235+00 to 276+57.34
8	127 th Street Intersection
9	Cicero Avenue Intersection
10	135 th Street Intersection
11	Standards 10-123, 10-210, 10-202, 10-232
12	Stationing of Joints, and Standard 1735
13	Standard 1731, 1733
14	1732, 1734
15	1668, 10-157
16	1688, 10-160
17	10-185
18	10-159, 10-211, 10-160, 1670
19	10-183, 10-154, 1516
20	10-173, 10-172, 1685
21	828-1, 1740, 1727
22	Details of Spillway
22	Details of Joint Construction 48" Sewer
23	Special Culverts Sta. 8137, 191+00, 201+05, 205+65
24	218+00, 234+60.3, 235+62.8, 250+00
25	1483
25	Standard 1744
26-40	Incl. Cross Sections
41	Standard 10-131, 10-114 Detail of Detour Cicero Av Intersection
42-45	Special Bridge Design Sta. 185+06.5
44A, 45A	Extra Coisson Work - Brat Sta 185+06.5

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
STATE BOND ISSUE HIGHWAY

PLAN 1 INCH = 100 FT.
 PROFILE HOR. 1 INCH = 100 FT.
 PROFILE VERT. 1 INCH = 10 FT.
 CROSS-SECTIONS 1 INCH = 5 FT.

S. B. I. ROUTE 52, SEC. 524-1, COOK CO.
REGULAR F.A. PROJECT 207-A

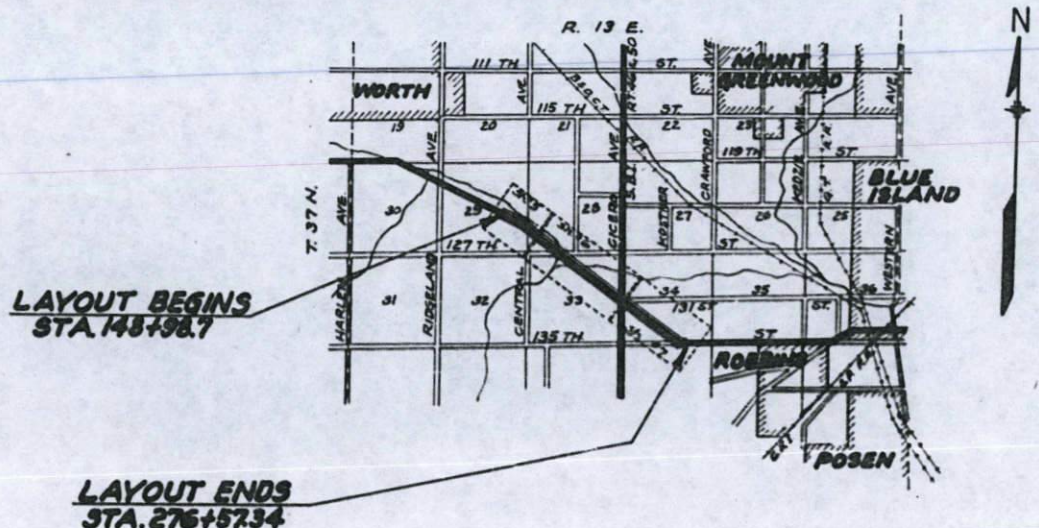
From a point near the N.W. corner of the S.E. 1/4 of Sec. 29, T.37N, R.13E. of the 3rd P.M.
 To a point near the S.E. cor. of the S.W. 1/4 of the S.E. 1/4 of Sec. 34, T.37N, R.13E. of the 3rd P.M.

FUND	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
52	524-1	COOK	45	1



SUMMARY OF QUANTITIES

4.0	units	Hedge Pulling
0.6	acres	Clearing and Grubbing
34,255	cu. yds.	Earth Excavation
2185	cu. yds.	Rock Excavation
12,129	cu. yds.	Borrow
10,671	sq. yds.	Pavement Removal
69,117	sq. yds.	Earth, Shoulders
40	cu. yds.	Trench Backfill
4	each	Inlets, Type H with Type 7 Grate
200	lin. ft.	Storm Sewers (up to 3' Cover) 18 inch
20	lin. ft.	Storm Sewers (3' to 12' Cover) 18 inch
80	lin. ft.	Storm Sewers (up to 3' Cover) 24 inch
80	lin. ft.	Storm Sewers (3' to 12' Cover) 24 inch
276	lin. ft.	Storm Sewers (up to 3' Cover) (Std. strength R.C.C. Pipe) 24 inch
224	lin. ft.	Storm Sewers (3' to 12' Cover) (Std. strength R.C.C. Pipe) 24 inch
200	lin. ft.	Storm Sewers (up to 3' Cover) (Std. strength R.C.C. Pipe) 48 inch
44	lin. ft.	Part Circle Corrugated Metal and Concrete Sewer, Des. 7
180	lin. ft.	Pipe Culverts (up to 3' Cover) 15 inch
40	lin. ft.	Pipe Culverts (up to 3' Cover) 18 inch
80	lin. ft.	Part Circle Corrugated Metal Pipe, Des. 8
129625	lbs.	Reinforcement, B-31's
870	sq. ft.	Welded Wire Fabric (42/100 sq. ft.)
7221	cu. yds.	Class X Concrete
37718	sq. yds.	Portland Cement Concrete Pavement
953	sq. yds.	P.C. Concrete Pavement (16 1/2" - 10 1/2" - 16 1/2")
190	lin. ft.	Storm Sewers (3' to 12' Cover) (Std. strength R.C.C. Pipe) 48 inch
60	cu. yds.	Gravel or Crushed Stone (Grades 1, 2 & 3)
672	lin. ft.	Combination Concrete Curb and Gutter, Type 1
500	lin. ft.	Plain Concrete Gutter, Type B
240	sq. yds.	Rip Rap (12 inch)
180	sq. yds.	Rip Rap to be Removed
20	sq. yds.	Rip Rap to be Adjusted
12.8	acres	Seeding
64	each	Erecting Right of Way Markers
2	Each	Beachon Markers
620	lin. ft.	Furnishing Untraded Piles up to 30 ft long
60	lin. ft.	Storm Sewers (3' to 12' Cover) (Std. strength R.C.C. Pipe) 48 inch
1	each	Test Pile
140	lin. ft.	Driving Timber Piles 10 ft long
380	lin. ft.	Driving Timber Piles 20 ft long
1150	bbbs.	High-Early-Strength Portland Cement
14641	bbbs.	Portland Cement
38	cu. yds.	Handrail Concrete
300	sq. ft.	Hollow Floor or Wall Tile
1629	sq. ft.	Welded Wire Fabric (18/100 sq. ft.)
70	cu. yds.	Rock Excavation for Structures



LAYOUT

Approximate Scale 1 inch = 1 mile
 Net Length of Layout = 12757.6 ft = 2.4162 miles

STATE LINE	-----	RETAINING WALL	-----
COUNTY LINE	-----	BASE OR SURVEY LINE	-----
CITY, VILLAGE OR TOWN	-----	LEVEE	-----
TOWNSHIP LINE	-----	CULVERT	-----
SECTION LINE	-----	STORM SEWER	-----
CRANT LINE	-----	TILE DRAIN	-----
SECTION CORNER	-----	DROP INLET	-----
FENCE LINE	-----	TROLLEY POLE	-----
UNFENCED PROPERTY	-----	POWER POLE	-----
RIGHT OF WAY LINE	-----	TELEPHONE OR TELEGRAPH POLE	-----
GUARD RAIL	-----	MARSH	-----
STEAM RAILROAD	-----	HEDGE	-----
ELECTRIC RAILROAD	-----		-----

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

SUBMITTED July 8, 1938

Prepared by *Kardiah Hargis*

Checked by *E.D. Day*

Approved by *W. Sherman*

Approved by *Robert Langley*

RECOMMENDED FOR APPROVAL

DISTRICT ENGINEER, Bureau of Public Works

RECOMMENDED FOR APPROVAL

CHIEF ENGINEER, Bureau of Public Works

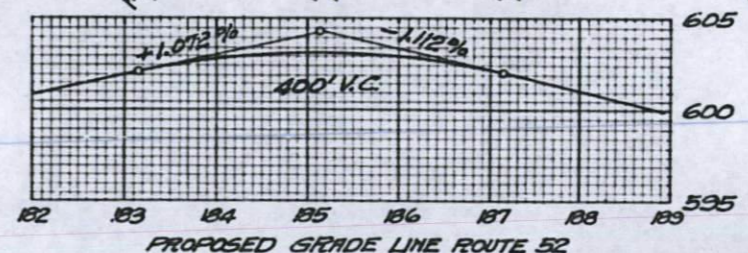
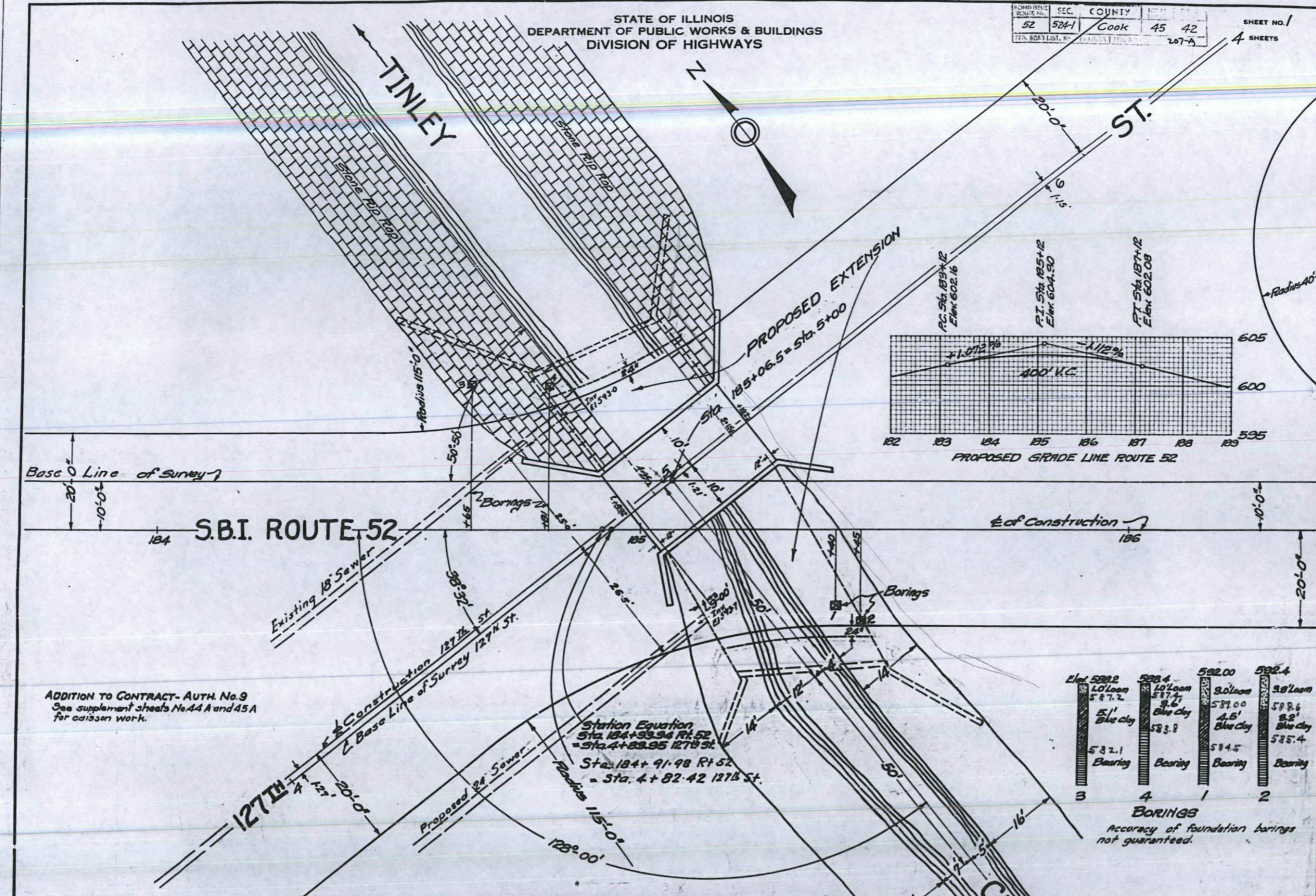
APPROVED

CHIEF, Bureau of Public Works

Reel 0-13
 524-1

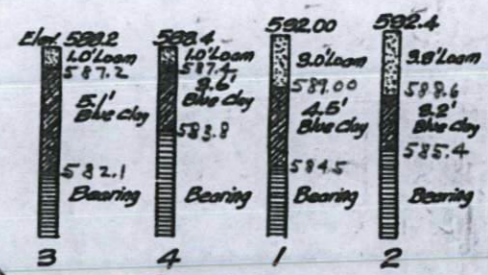
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO. 52 SEC. 524-1 COUNTY Cook 45 42 SHEET NO. 1
77A, 80A, 100A, 110A, 120A, 130A, 140A, 150A, 160A, 170A, 180A, 190A, 200A, 210A, 220A, 230A, 240A, 250A, 260A, 270A, 280A, 290A, 300A, 310A, 320A, 330A, 340A, 350A, 360A, 370A, 380A, 390A, 400A, 410A, 420A, 430A, 440A, 450A, 460A, 470A, 480A, 490A, 500A, 510A, 520A, 530A, 540A, 550A, 560A, 570A, 580A, 590A, 600A, 610A, 620A, 630A, 640A, 650A, 660A, 670A, 680A, 690A, 700A, 710A, 720A, 730A, 740A, 750A, 760A, 770A, 780A, 790A, 800A, 810A, 820A, 830A, 840A, 850A, 860A, 870A, 880A, 890A, 900A, 910A, 920A, 930A, 940A, 950A, 960A, 970A, 980A, 990A, 1000A
207-A 4 SHEETS



ADDITION TO CONTRACT- AUTH. No.9
See supplement sheets No.44 A and 45 A
for caisson work.

Station Equation
Sta. 184+99.94 Rt. 52
= Sta. 4+89.95 127th St.
Sta. 184+91.98 Rt 52
= Sta. 4+82.42 127th St.



STANDARD	COMPUTED	—
	CHECKED	—
	DRAWN	—
	ASSEMBLED	—
SPECIAL	CHECKED	—
	CHECKED	—

REVISOR: J. H. Alexander
CHECKED: J. E. Sobley

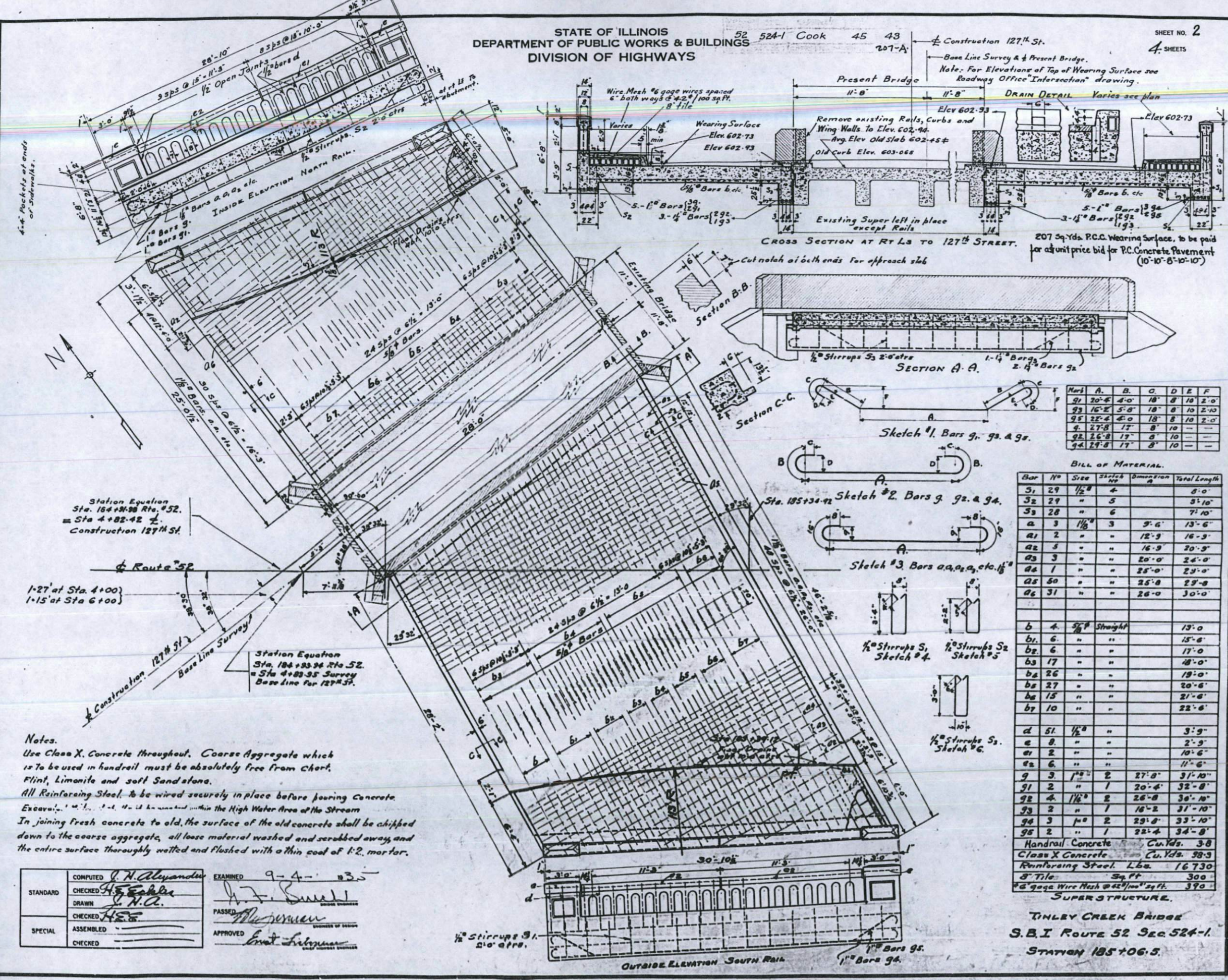
EXAMINED 9-4-1935
L. F. Burch
BRIDGE ENGINEER
PASSED
APPROVED
CHIEF HIGHWAY ENGINEER

TOTAL BILL OF MATERIAL

Class X Concrete Cu Yds.	3,550
Reinforcing Steel Lbs.	47,520
Rock Excavation Cu Yds.	70
2" Hollow Tile Sp. Ft.	300
6 ga. Wire Mesh Sp. Ft.	390
Handrail Concrete Cu Yds.	38

Cost of Earth Excavation and Backfilling and Concrete Removal to be included in Unit Price Bid for Class X Concrete.

GENERAL LAYOUT
TINLEY CREEK BRIDGE
S.B.I. ROUTE 52- SECTION 524-1
COOK COUNTY
STA. 105+06.5



Station Equation
Sta. 184+88.98 Rto #52.
= Sta 4+82.42 L.
Construction 127th St.

Route 52

1-27' at Sta 4+00
1-15' at Sta 6+00

Construction 127th St.

Base Line Survey

Station Equation
Sta. 184+83.94 Rto 52.
= Sta 4+83.95 Survey
Base line for 127th St.

Notes.

Use Class X Concrete throughout. Coarse Aggregate which is to be used in handrail must be absolutely free from Chert, Flint, Limonite and soft Sandstone.

All Reinforcing Steel, to be wired securely in place before pouring Concrete.

Excavation to be made within the High Water Area of the Stream.

In joining fresh concrete to old, the surface of the old concrete shall be chipped down to the coarse aggregate, all loose material washed and scrubbed away and the entire surface thoroughly wetted and flushed with a thin coat of 1:2 mortar.

COMPUTED	J. H. Alexander	EXAMINED	9-4-35
CHECKED	H. E. Eshel	APPROVED	E. J. Sullivan
DRAWN	J. H. C.		
CHECKED	H. E. E.		
SPECIAL			
ASSEMBLED			
CHECKED			

207 Sq. Yds. P.C.C. Wearing Surface, to be paid for at unit price bid for P.C. Concrete Pavement (10'-10"-8'-10'-10')

Mark	A.	B.	C.	D.	E.	F.
91	20'-4"	4'-0"	18"	8"	10"	2'-0"
93	16'-2"	5'-8"	18"	8"	10"	2'-10"
95	22'-4"	4'-0"	18"	8"	10"	2'-0"
4.	27'-8"	17"	8"	10"	-	-
92	26'-8"	17"	8"	10"	-	-
94	29'-8"	17"	8"	10"	-	-

BILL OF MATERIAL.

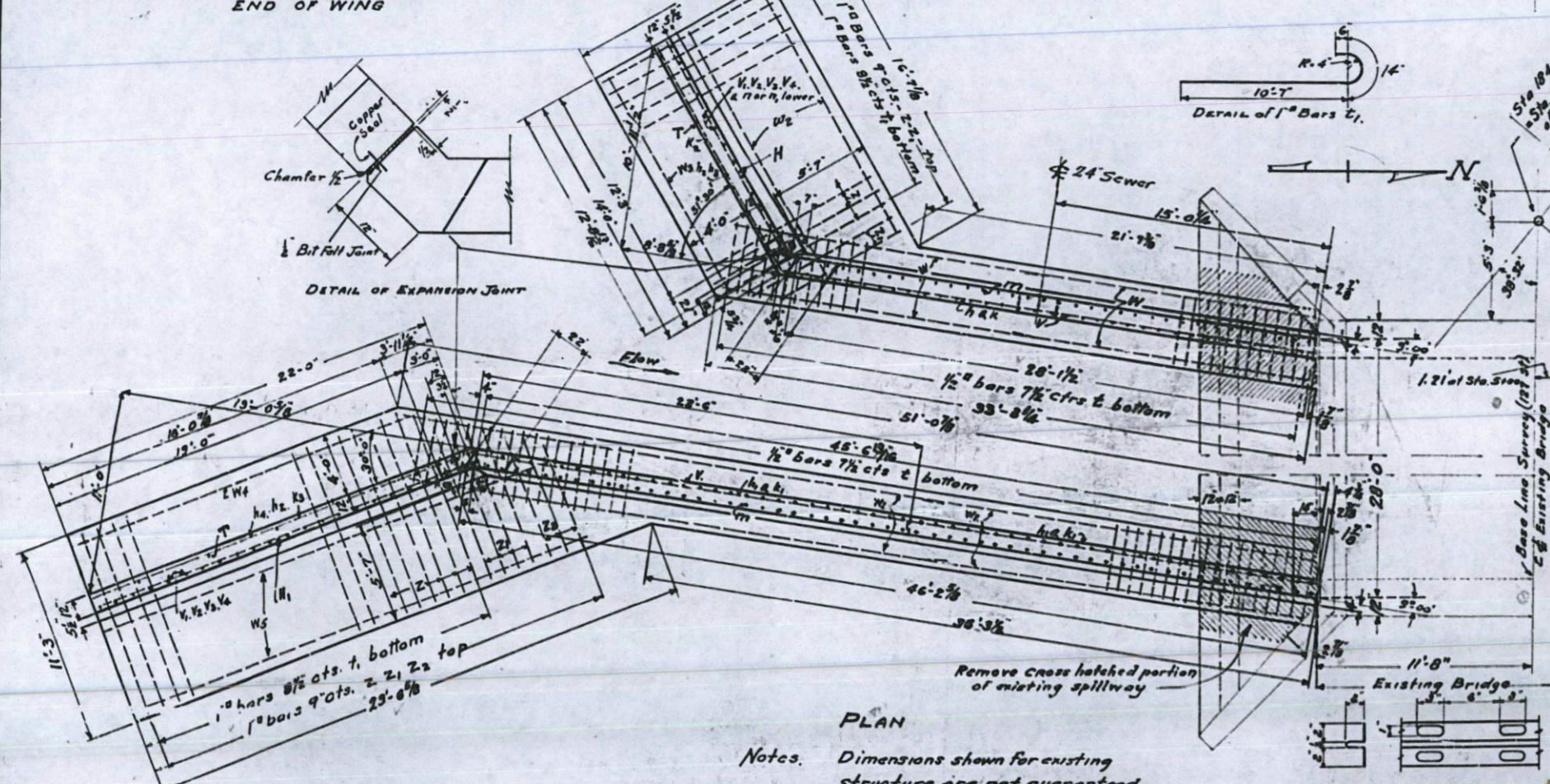
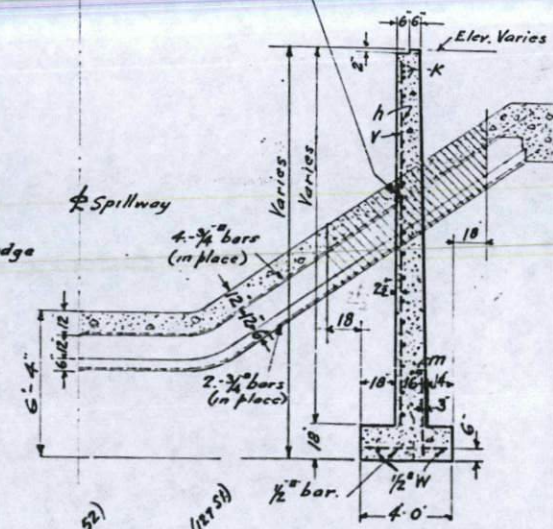
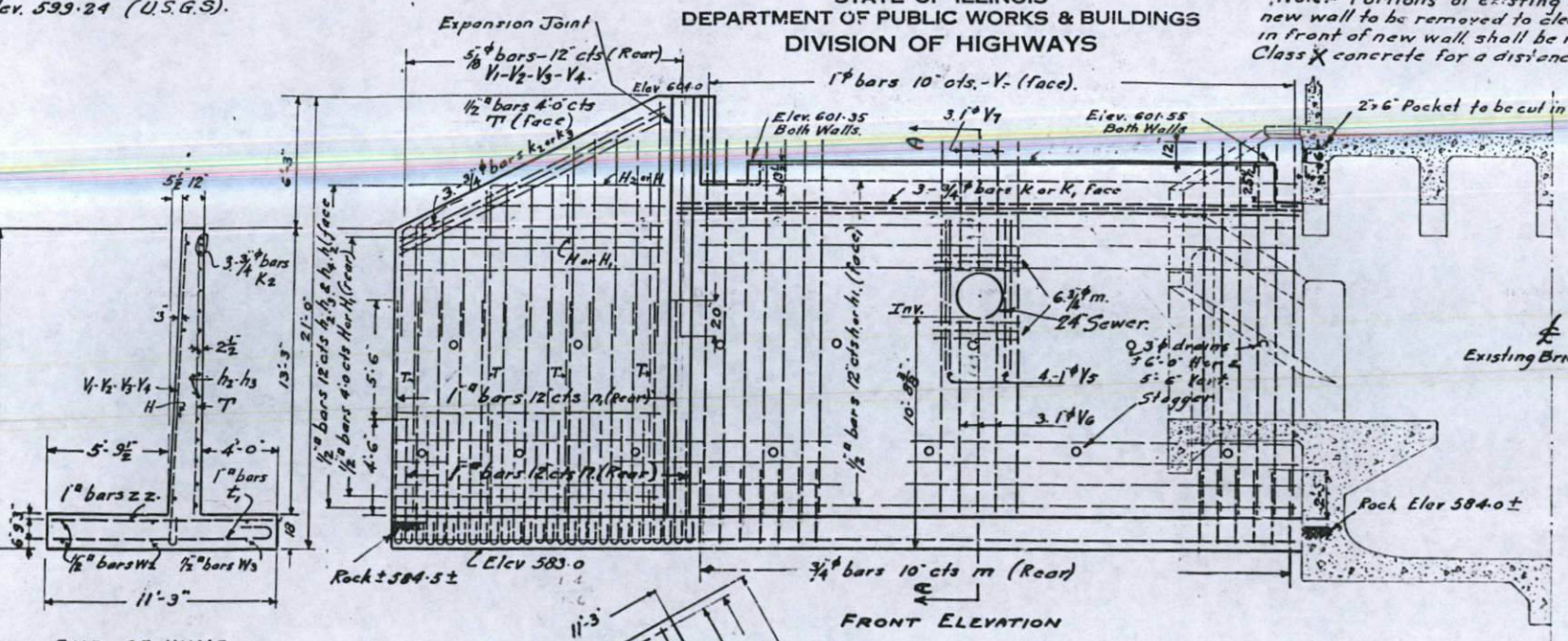
Bar	No.	Size	Sketch No.	Dimension	Total Length
S ₁	29	1/2"	4		8'-0"
S ₂	29	"	5		8'-10"
S ₃	28	"	6		7'-10"
a ₁	3	1 1/8"	3	9'-6"	13'-6"
a ₂	2	"	"	12'-9"	16'-9"
a ₃	5	"	"	16'-9"	20'-9"
a ₄	3	"	"	20'-0"	24'-0"
a ₅	1	"	"	25'-0"	23'-0"
a ₆	50	"	"	25'-8"	29'-8"
a ₇	31	"	"	26'-0"	30'-0"
b	4	5/8"	Straight		13'-0"
b ₁	6	"	"		15'-6"
b ₂	6	"	"		17'-0"
b ₃	17	"	"		18'-0"
b ₄	26	"	"		19'-0"
b ₅	27	"	"		20'-6"
b ₆	15	"	"		21'-6"
b ₇	10	"	"		22'-6"
d	51	1/2"	"		3'-9"
e	8	"	"		2'-9"
e ₁	2	"	"		10'-6"
e ₂	6	"	"		11'-6"
g	3	1 1/8"	2	27'-0"	31'-10"
g ₁	2	"	1	20'-4"	32'-8"
g ₂	4	1 1/8"	2	26'-8"	36'-10"
g ₃	2	"	1	16'-2"	31'-10"
g ₄	3	1"	2	29'-8"	33'-10"
g ₅	2	"	1	22'-4"	34'-8"
Handrail Concrete					Cu. Yds. 3.8
Class X Concrete					Cu. Yds. 98.3
Reinforcing Steel					Lbs. 16730
8" Tile					Sq. Ft. 300
6" Gage Wire Mesh @ 42#/sq. ft.					390

TINLEY CREEK BRIDGE
S.B.I. ROUTE 52 SEC. 524-1.
STATION 185+06.5

B.M. #34 F.N. in root 15' Ash 8' Lt.
 Sta. 185+78 Elev. 539.24 (U.S.G.S.)

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

Note: Portions of existing spillway in front and back of new wall to be removed to clear construction. Portion removed in front of new wall shall be replaced, and shall be paid for as Class X concrete for a distance of 18' from the edge of the footing. Leave 1/2" x 4" x 5" pocket as key for replaced concrete.



BILL OF MATERIAL
 ABUTS SOUTH SIDE.

Bar	No	Size	Length
h	15	1/2"	24'-0"
h ₁	30	"	22'-9"
h ₂	4	"	9'-0"
h ₃	14	"	12'-0"
h ₄	14	"	20'-0"
H	5	1/2"	12'-0"
H ₁	4	"	20'-0"
H ₂	1	"	8'-0"
k	3	3/4"	24'-0"
k ₁	6	"	22'-6"
k ₂	3	"	13'-6"
k ₃	3	"	21'-0"
m	98	"	3'-6"
n	36	1"	7'-0"
n ₁	36	"	18'-6"
l	130	1/2"	3'-9"
l ₁	47	1"	12'-3"
t	10	1/2"	15'-0"
v	98	1"	15'-0"
v ₁	5	3/4"	11'-0"
v ₂	10	"	9'-6"
v ₃	10	"	7'-6"
v ₄	10	"	5'-6"
v ₅	4	1"	7'-0"
v ₆	3	"	9'-0"
v ₇	3	"	6'-0"
w	4	1/2"	16'-6"
w ₁	4	"	25'-0"
w ₂	4	"	15'-0"
w ₃	2	"	13'-0"
w ₄	2	"	18'-6"
w ₅	2	"	26'-0"
z	44	1"	10'-9"
z ₁	6	"	8'-3"
z ₂	3	"	7'-0"

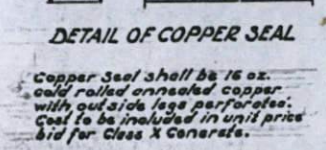
Reinforcing Steel Lbs. 13980
 (Spillway) Class X Concrete Cu Yds. 2-2
 Class X Concrete Cu Yds. 122-6

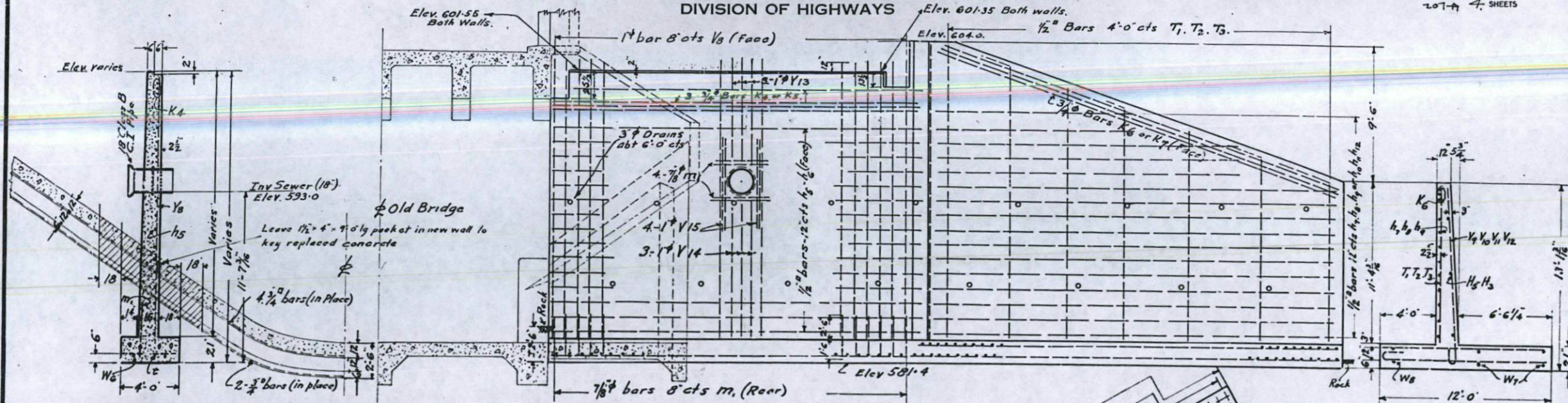
ABUTMENTS-SOUTH SIDE.
 TINLEY CREEK BRIDGE.
 S.B.I. ROUTE 52-SEC. 524-1.
 COOK COUNTY.
 STA. 185+06.5

COMPUTED	J. H. Alexander
CHECKED	H. E. Gable
DRAWN	V. H. A.
CHECKED	H. E. E.
ASSEMBLED	
CHECKED	

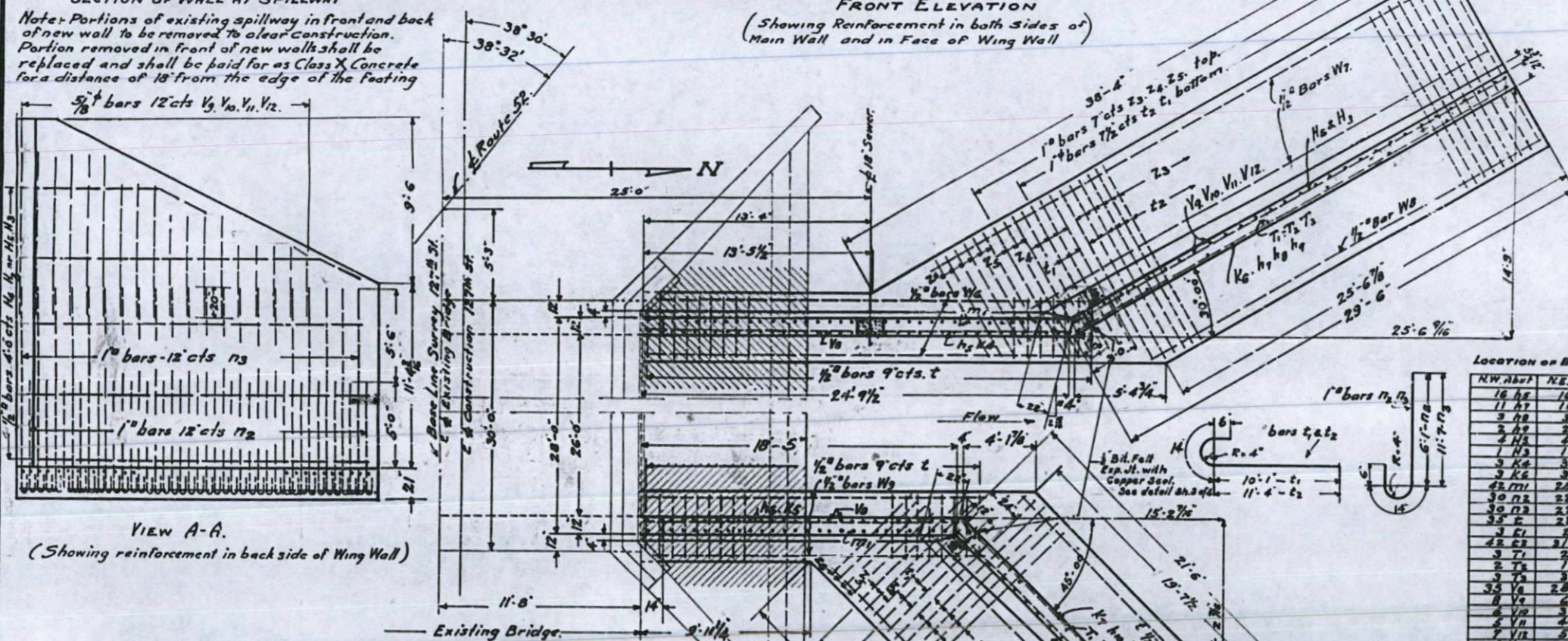
EXAMINED	9-4-35
PASSED	H. F. Burch
APPROVED	H. F. Burch

Notes: Dimensions shown for existing structure are not guaranteed. Class X Concrete to be used throughout. All Reinforcing Steel to be wired securely in place before concrete is poured. All Elevations refer to U.S.G.S. Datum. Elevation 579.94 U.S.G.S. = 0.00 Chicago City Datum. The cost of furnishing and installing 1 section of 24" C.I.B. C.I. Pipe, 24' long, as shown to be included in Cost of Class X Concrete.





SECTION OF WALL AT SPILLWAY
Note: Portions of existing spillway in front and back of new wall to be removed to clear construction. Portion removed in front of new walls shall be replaced and shall be paid for as Class X Concrete for a distance of 18' from the edge of the footing.



BILL OF MATERIAL ABUTMENTS NORTH SIDE.

Bar	No.	Size	Length
h5	16	1/2"	25'-0"
h6	16	1/2"	18'-0"
h7	11	-	20'-0"
h8	3	-	21'-0"
h9	2	-	14'-0"
h10	11	-	20'-0"
h11	3	-	13'-0"
h12	2	-	10'-0"
H3	4	1/2"	20'-0"
H4	2	1/2"	14'-0"
H5	4	1/2"	20'-0"
K4	3	3/4"	26'-0"
K5	3	-	18'-0"
K6	3	-	29'-0"
K7	3	-	21'-0"
m1	70	3/8"	4'-0"
m2	52	1/2"	7'-0"
m3	52	-	13'-3"

LOCATION OF BARS

NW Abut.	NE Abut.	W	Length
16 h5	16 h6	6	3'-9"
11 h7	11 h10	5	11'-9"
3 h8	3 h9	73	18'-0"
2 h9	2 h12	7	20'-0"
4 h10	4 h11	3	17'-6"
1 h12	1 h13	5	17'-6"
3 h14	3 h15	63	19'-3"
4 h16	4 h17	14	4'-6"
5 h18	5 h19	7	6'-0"
6 h20	6 h21	4	6'-0"
7 h22	7 h23	12	4'-6"
8 h24	8 h25	3	7'-0"
9 h26	9 h27	3	9'-6"
10 h28	10 h29	4	6'-6"
11 h30	11 h31	2	26'-0"
12 h32	12 h33	4	26'-0"
13 h34	13 h35	2	26'-0"
14 h36	14 h37	2	20'-0"
15 h38	15 h39	2	18'-6"
16 h40	16 h41	4	28'-6"
17 h42	17 h43	2	11'-6"
18 h44	18 h45	6	10'-0"
19 h46	19 h47	6	8'-6"
20 h48	20 h49	10	7'-0"
21 h50	21 h51	2	2
22 h52	22 h53	2	2
23 h54	23 h55	2	2

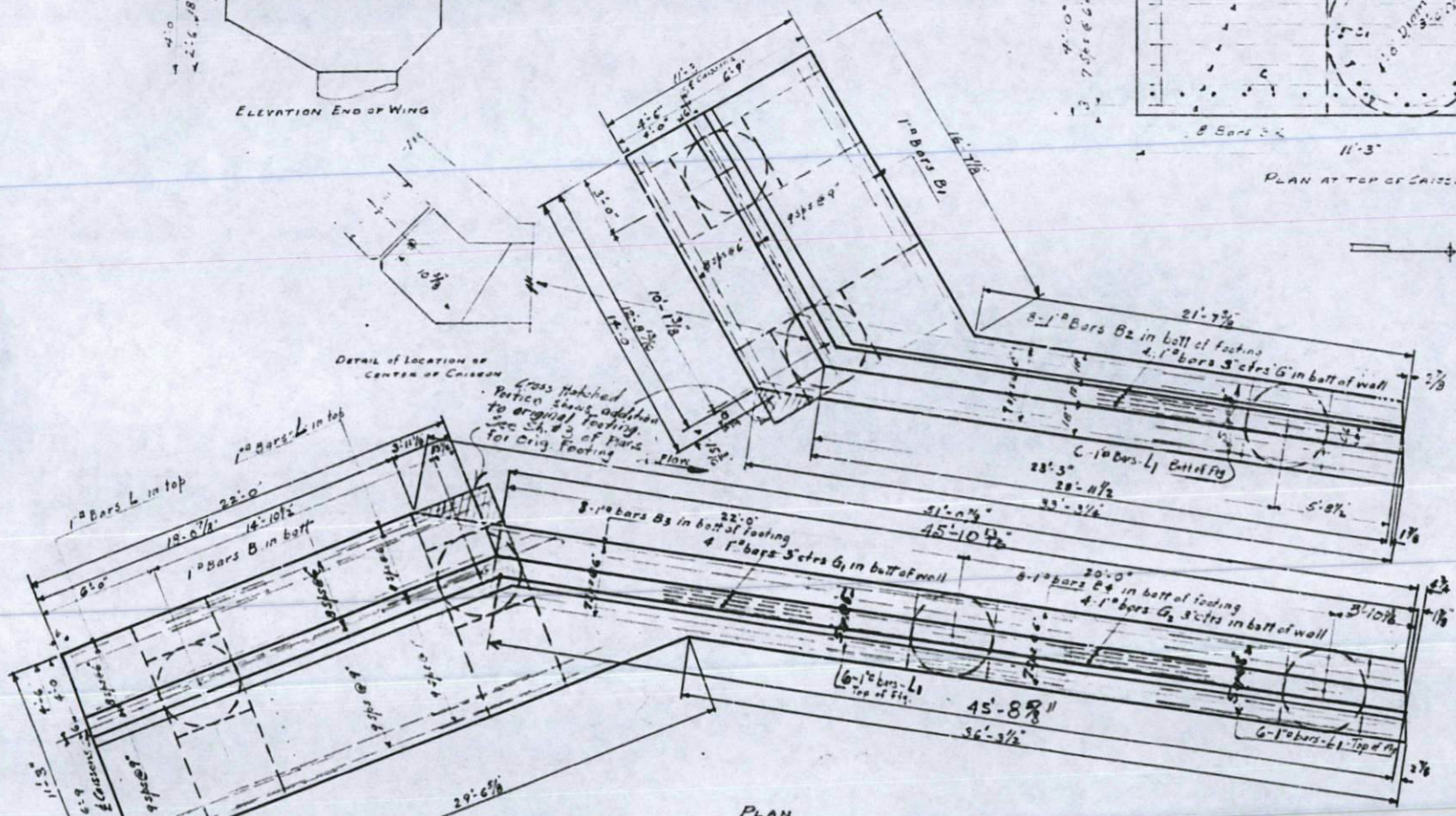
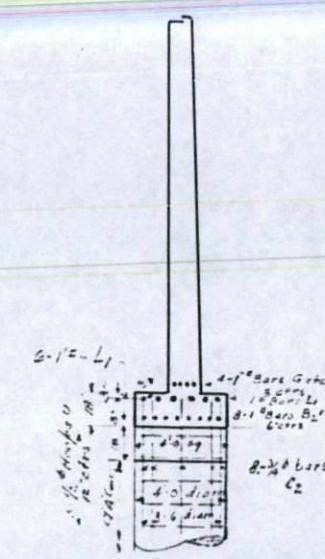
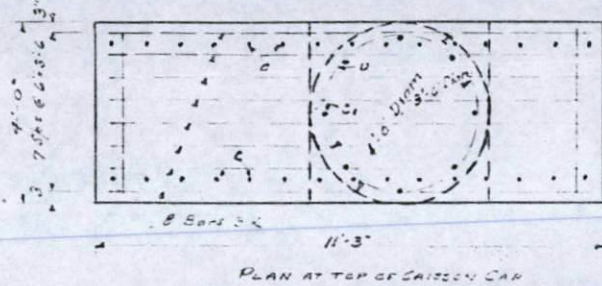
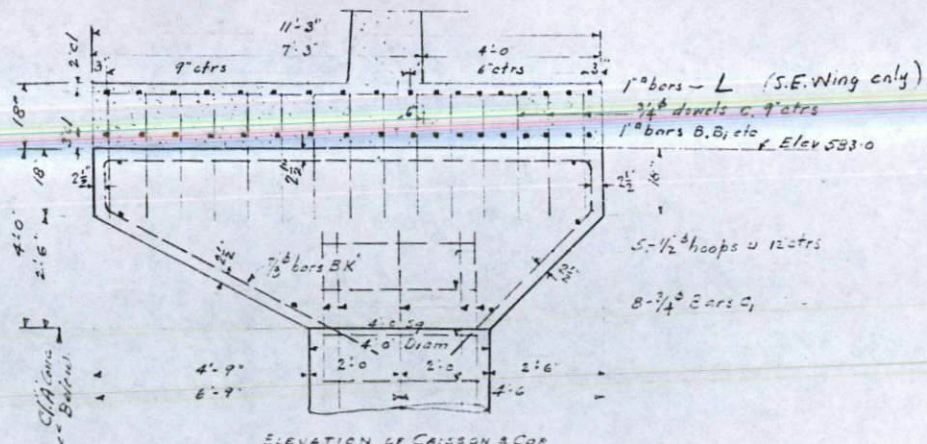
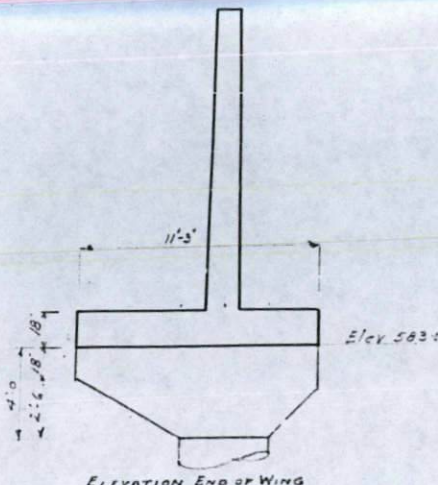
Class X Concrete Cu. Yds. 128.3
Spillway Con. Cu. Yds. 3.0
Reinforcing Steel Lbs. 16910

ABUTMENTS NORTH SIDE
TINLEY CREEK BRIDGE
S.B.I. ROUTE 52 SEC 524-1
COOK COUNTY
STA. 185+0.65

COMPUTED	J. H. Alexander
CHECKED	H. E. G. G. G.
DRAWN	J. H. G.
CHECKED	H. E. G.
SPECIAL ASSEMBLED	
CHECKED	

EXAMINED	9. 4. - 1935
PASSED	H. J. B. B.
APPROVED	H. J. B. B.

Notes
Class X Concrete to be used throughout.
All reinforcing steel to be wired securely in place before concrete is poured.
The cost of furnishing and installing 1 section of 18" c.i. pipe 25' long as shown shall be included in class X Concrete.



Class Notched
Notice that addition
to original footing
See Sh. 4.3 of Plans
for Orig Footing

BILL OF MATERIAL

No.	Size	Length
L	36	10'-0"
L1	18	12'-0"
B	18	17'-0"
B1	17	13'-0"
B2	1	30'-0"
B3	8	26'-0"
B4	8	25'-0"
G	4	25'-0"
G1	4	24'-0"
G2	4	23'-0"
C	120	3/4"
C1	52	3/4"
C2	24	3/4"
U	25	1/2"
BK	32	7/8"

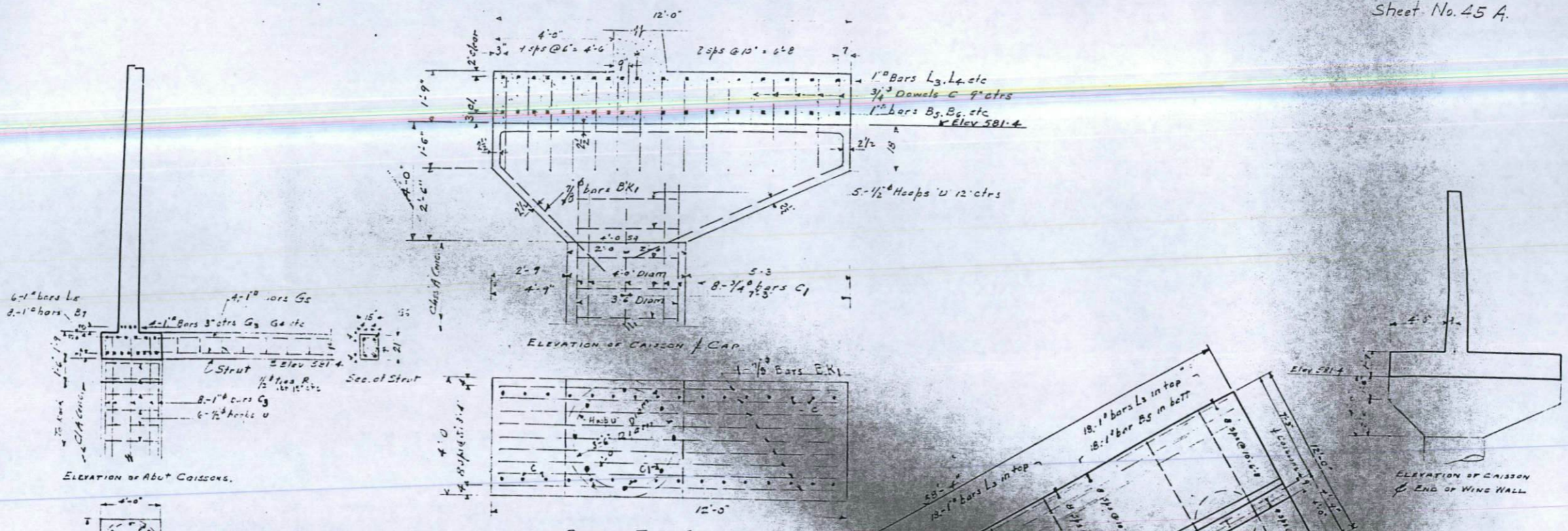
Class A Concrete - Cu Yds 26.3
Class X Concrete - Cu Yds 24.7
Reinforcing Steel - Lbs. 10220.
Rock Excavation - Cu Yds. 3.2

ADDITION TO CONTRACT - AUTH No. 9
B.C. 22
Extra Caisson Work as shown
on Sheets No. 44A and 45A

Notes. Class A Concrete to be used below caisson caps.
Class X " " " "
Bottoms of caissons to be embedded ± 14" into Rock
Approx. Rock Elev. ± 573.2
Original Design as shown on Sheet No. 3 of
Design Drawings not changed. Material shown on
this sheet is an addition to original design
and shall be paid for by force account per
Art. 4.4 of Specifications.

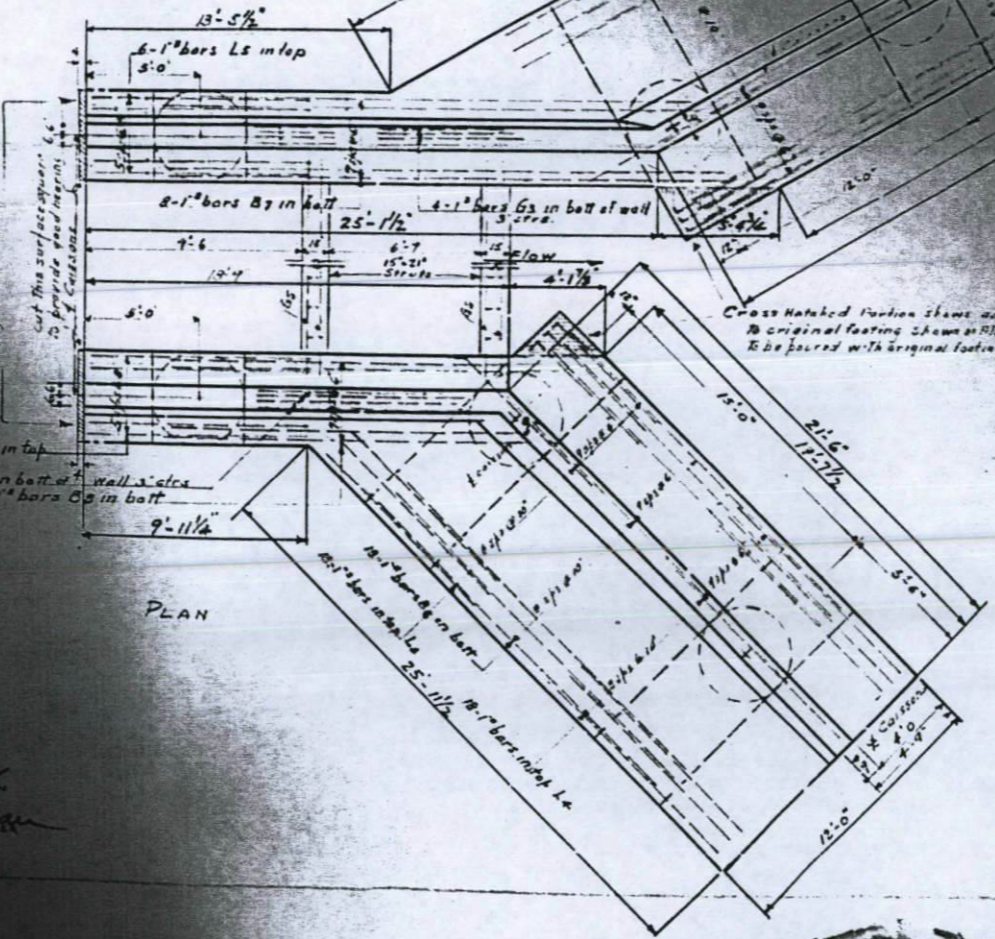
COMPUTED: R.H. Alexander	EXAMINED: 7-28-37
CHECKED: R.B. Murphy	9.7 Burch
DESIGN: J.H.A.	ENGINEER
CHECKED: R.B. Murphy	PASSED: H.E. Swiman
	ENGINEER OF DESIGN
	APPROVED: Ernest Swiman
	DEPT. OF HIGHWAYS

CAISSONS - SOUTH SIDE,
TINLEY CREEK BRIDGE,
S.B.I. ROUTE 52 - SEC. 524-1,
COOK COUNTY,
STA 185+06.5



PLAN OF CAISSON AT ELEV 581.4

PLAN AT TOP OF CAISSON CAP



BILL OF MATERIAL

Mark	N ^o	Size	Length
Ls	54	1"	4'-0"
Ls	36	"	10'-0"
Ls	12	"	7'-6"
Bs	18	1"	26'-0"
Bs	18	"	17'-0"
Bs	8	"	23'-0"
Bs	8	"	17'-0"
Gs	4	1"	23'-0"
Gs	4	"	17'-0"
Gs	8	"	26'-0"
BK1	45	7/8"	30'-0"
C	140	3/4"	3'-0"
C1	40	"	7'-0"
C2	16	1"	8'-0"
R	36	1/2"	4'-6"
U	37	"	12'-6"

Class A Concrete Cu Yds 28.1
Class X Concrete Cu Yds 34.9
Reinforcing Steel Lbs 12890
Rock Excavation Cu Yds 3.0
Cutting old Concrete Cu Yds .2

Notes
Class A Concrete to be used below Caisson Caps
Class X Concrete " " above bottom of Caisson Caps
Bottoms of Caissons to be embedded ± 1'-0" into Rock
Approx. Rock Elev 571.4
Original Design as shown on sheet #4 of Design
Drawings not changed. Material shown on this sheet is an
addition to original design, and shall be paid for by Force
Account as per Art. 9.4 of Specifications

COMPUTED J.H. Alexander
CHECKED R.B. Murphy
DRAWN J.H.A.
CHECKED R.B.M.
EXAMINED 7-29-37
PASSED H.E. Surman
APPROVED Ernst Johnson

CAISSONS NORTH SIDE
TINLEY CREEK BRIDGE
S.B.I. ROUTE 52 SEC 524-1
COOK COUNTY
STA 105+08.5