Calumet River Bridges Description and History

92nd Street/Ewing Avenue Bridge (US Route 41)

Built between 1912-1914, the 92nd Street/Ewing Avenue Bridge over the Calumet River is a double-leaf counter-balanced trunnion bascule span. Each leaf of the steel superstructure has two riveted steel pony trusses placed at a distance of 39'-6" center to center. The bridge has a span of 228'-0" from center to center of trunnions and an overall length of 347'-0". Its 60'-0" width includes a 36-foot-wide steel deck roadway and 9'-6" sidewalks on each side. The bridge provides a clear channel of 200 feet in width and a vertical clearance of 18'-4" for the passage of vessels.[1] This bridge has been rehabilitated over time, including in 1931, 1957, 1971, and most recently in 1991 to reconstruct the roadway deck and sidewalks as well as rehabilitation of structural steel and its mechanical and electrical systems.

95th Street Bridge (US Route 12)

Built between 1953-1958, The 95th Street Bridge over the Calumet River is a double-leaf counter-balanced trunnion bascule span. When constructed, it replaced a 1903 "first-generation" trunnion bascule bridge that stood at this location. Each leaf of the current bridge's steel superstructure has two rivet-connected steel pony trusses. The bridge has a span of 203 feet from face to face of piers. Its 62-foot width includes a six-lane open steel grid roadway that is flanked by two concrete-filled steel grid sidewalks. The span has a 21-foot vertical clearance above the water.[2] Deteriorated grating and panels were replaced in 2006 and the webs were repaired.

The 95th Street bridge added to its legacy when it featured prominently in a scene in the 1981 Chicago-based movie The Blues Brothers, wherein the two main characters, impatient at waiting, made an implausible car jump of the river across the raised bridge.[3] The bridge is also the site of Calumet Fisheries, a local seafood smokehouse and restaurant dating back to 1928, and featured on various television shows such as the Anthony Bourdain series.[4]

100th Street Bridge

Built between 1925-1927, the 100th Street Bridge over the Calumet River is a double-leaf counter-balanced trunnion bascule span. Each leaf of the steel superstructure has two steel pony trusses with riveted gusset-plate connections. The bridge has a span of 233'-5" from center to center of trunnions and a length of 200 from face to face of the river piers. Its 62-foot width includes a 38-foot-wide roadway with a concrete filled steel grid, flanked by 9' wide concrete filled steel grid sidewalks. The bridge provides a clear channel of 190 feet in width for the passage of vessels.[5] The bridge underwent major repairs between December 1970 and

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[1] Historic Illinois Engineering Record (HIER) No. CK-2017-8
[2] Historic Illinois Engineering Record (HIER) No. CK-2017-37
[3] https://www.atlasobscura.com/places/95th-street-bridge
[4] https://en.wikipedia.org/wiki/Calumet_Fisheries
[5] Historic Illinois Engineering Record (HIER) No. CK-2017-20

April 1971. Its roadway and sidewalks were re-decked, counterweights were rebalanced, and the movable trusses, floor beams, hand rails and center lock were repaired. In 1993, the west abutment, horizontal girders, and trusses were repaired.

106th Street Bridge

Built between 1927-1929, The 106th Street Bridge over the Calumet River is a double-leaf counter-balanced trunnion bascule span. Each leaf of the steel superstructure has two steel pony trusses with riveted gusset-plate connections. The bridge has a span of 250'-6" from center to center of trunnions. Its 62-foot width includes a 38-foot-wide roadway and 9'-6" sidewalks. Both are decked with concrete filled steel grids. The bridge provides a clear channel of 192'-6" in width for the passage of vessels and a vertical clearance beneath the closed bridge of 16'-6".[6]

This was the first bridge in Chicago to feature a roadway and sidewalks of concrete. It provided a through route to Indiana by connecting Torrence Avenue with Indianapolis Avenue at the state line. The bridge was altered for the installation of motor-generator sets in 1957 and converted to one-man operation in 1957. In the late 1990s, the superstructure and substructure were rehabilitated. The roadway received a new concrete-filled steel deck and sidewalks were also given a new concrete-filled steel grid. Loose and deteriorated rivets were replaced with high-strength bolts. The counterweight support steel was repaired.

[6] Historic Illinois Engineering Record (HIER) No. CK-2017-24