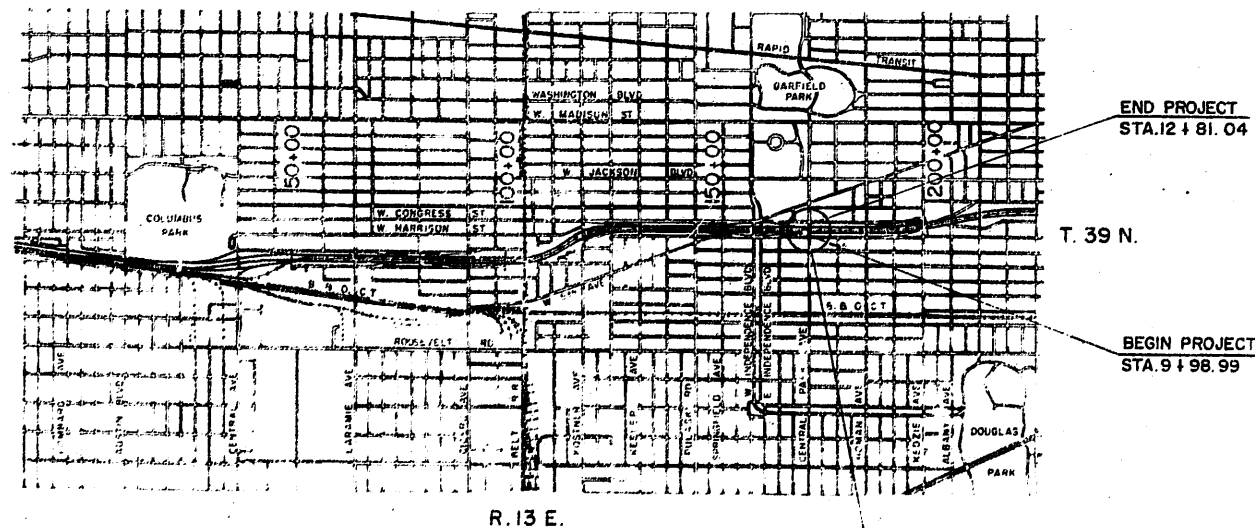


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REHABILITATION OF CENTRAL PARK AVENUE BRIDGE OVER
EISENHOWER EXPRESSWAY
C-91-052-80



LOCATION MAP

APPROXIMATE SCALE: 1" = 2000'



GRAPHIC SCALE

CENTRAL PARK AVENUE BRIDGE:
Bridge No. 016-2072
Three span continuous steel wide
flange beam bridge (Three 66'-9"
Spans) with approach slabs, abutments
and piers at Station 172+54.98
on the eastbound Baseline of the
Eisenhower Expressway (I-290)

NET LENGTH OF PROJECT (ALONG CENTRAL PARK AVENUE) = 0 FEET = 0 MILE



William Gentry
WILLIAM GENTRY
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS NO 62-23876
JAN. 30, 1984

CONTRACT NO. 36-1

LOCATION OF SECTION INDICATED THUS: — ■ —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

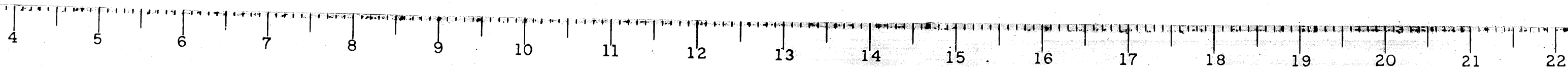
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

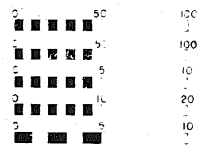
APPROVED Stanton 4/4/84
 DIVISION ADMINISTRATOR DATE

PLANS PREPARED BY
AMERICAN ENGINEERING COMPANY

Rev. 4-3-25

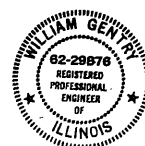


SCALE IN FEET
PLAN
PROFILE-HORIZONTAL
PROFILE-VERTICAL
CROSS SECTIONS-HORIZONTAL
CROSS SECTIONS-VERTICAL



DESCRIPTION OF WORK: THE PROJECT CONSISTS OF THE FOLLOWING ITEMS TO BE APPLIED TO EXISTING BRIDGE: REMOVE EXISTING METAL RAILING ON BRIDGE DECK AND INSTALL NEW CONCRETE PARAPET AND PEDESTRIAN SAFETY FENCE; THE EXISTING BRIDGE DECK SHALL HAVE PARTIAL AND FULL DEPTH SLAB REPAIRS MADE; THE LONGITUDINAL DECK JOINT SHALL BE REMOVED AND ELIMINATED IN THE REPLACEMENT DECK; EXISTING EXPANSION JOINTS AT ABUTMENTS SHALL BE REMOVED AND REPLACED WITH NEOPRENE EXPANSION JOINTS; THE ABUTMENT BACKWALLS WILL BE REPAIRED OR REBUILT AS DETAILED; THE ENTIRE BRIDGE DECK SHALL BE SCARIFIED 1/4" AND RECEIVE A TWO INCH CONCRETE OVERLAY. THE EXISTING STRUCTURAL STEEL AND PIER BEARINGS SHALL BE CLEANED AND PAINTED; REPLACE ABUTMENT ROLLER BEARINGS WITH ELASTOMERIC BEARING ASSEMBLIES AND STEEL PEDESTALS. INSTALL FOUR INCH TRANSVERSE EXPANSION JOINT FILLER AT END OF APPROACH SLABS AND REPAIR THE DAMAGED CURB; PLACE A TAPERED BITUMINOUS SURFACE COURSE ON APPROACH SLABS. ALL OF THE WORK DESCRIBED SHALL BE ACCOMPLISHED UTILIZING STAGED CONSTRUCTION TO MAINTAIN TRAFFIC FLOW.

INDEX OF SHEETS ON SHEET NUMBER 2



William Gentry
WILLIAM GENTRY
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS NO. 62-29876
DATE Jan. 30, 1984

CONTRACT NO. 36914

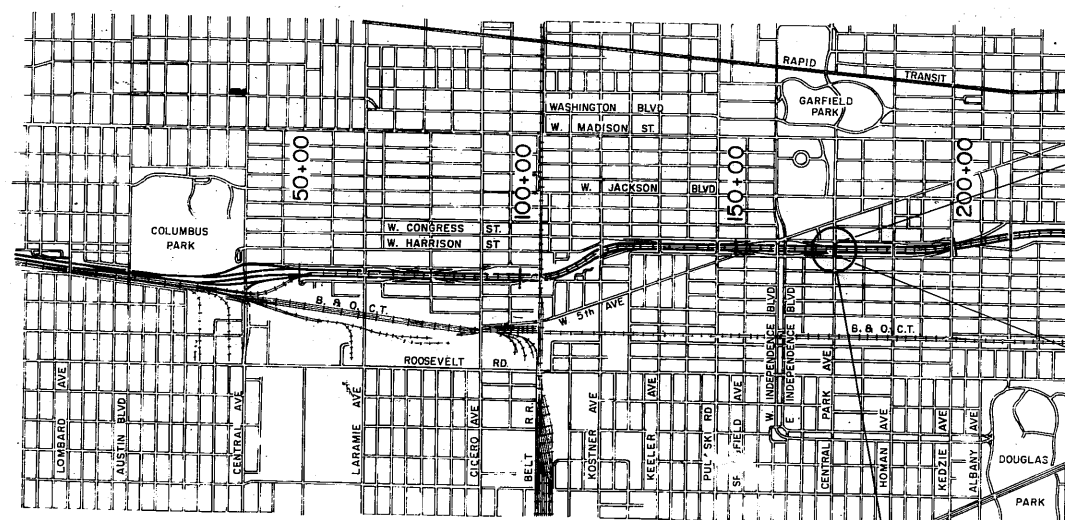
COOK COUNTY SECTION 2828.2 BR (80) F.A.I. ROUTE 290

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID INTERSTATE HIGHWAY

F.A.I. ROUTE 290
SECTION 2828.2 BR(80)
PROJECT HR290-4 (41)95
COOK COUNTY

REHABILITATION OF CENTRAL PARK AVENUE BRIDGE OVER
EISENHOWER EXPRESSWAY
C-91-052-80



R. 13 E.

LOCATION MAP

APPROXIMATE SCALE: 1" = 2000'



GRAPHIC SCALE

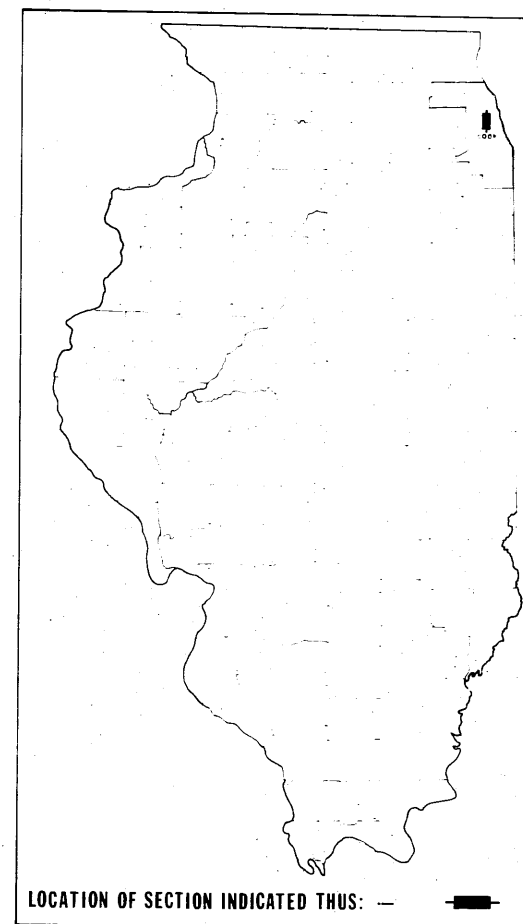
NET LENGTH OF PROJECT (ALONG CENTRAL PARK AVENUE) = 0 FEET = 0 MILE

CENTRAL PARK AVENUE BRIDGE:
Bridge No. 016-2072
Three span continuous steel wide
flange beam bridge (Three 66'-9"
Spans) with approach slabs, abutments
and piers at Station 172+54.98
on the eastbound Baseline of the
Eisenhower Expressway (I-290)

END PROJECT
STA. 12 + 81.04

T. 39 N.

BEGIN PROJECT
STA. 9 + 98.99



LOCATION OF SECTION INDICATED THUS: —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *Feb 6 84*
EXAMINED *2-15 84*
PASSED *2-19 84*
APPROVED *2-15 84*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

PLANS PREPARED BY
AMERICAN ENGINEERING COMPANY

Rev. 4-3-84

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA.I. 290	*	COOK	27	2
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT HR-290-4				

*2828. 2 BR (80)

GENERAL PLAN NOTES

- ALL ELEVATIONS ARE BASED ON UNITED STATES COAST & GEODETIC SURVEY DATUM.
- THE CONTRACTOR SHALL INSPECT THE SITE OF THE PROJECT, AND FAMILIARIZE HIMSELF WITH ALL EXISTING CONDITIONS, TRAFFIC AND OTHER ITEMS THAT EFFECT THE CONTRACT AND THE DETAILED REQUIREMENTS OF CONSTRUCTION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- ALL SAW CUT OF EXISTING CONCRETE SHALL BE CONSIDERED INCIDENTAL TO THE REMOVAL ITEM INVOLVED.
- REPAIR AREAS AND CRACKS WERE OBSERVED DURING A FIELD INSPECTION MADE FEB, 1983. SIZE AND LOCATION OF CRACKS AND REPAIR AREAS SHOWN ON THE DRAWINGS ARE APPROXIMATE ONLY AND ARE SUBJECT TO FIELD VERIFICATION.
- THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE FACT THAT OTHER SEPARATE CONTRACTS ARE, OR MAY BE, IN FORCE THAT INTERSECTS THE LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL COOPERATE WITH THE OTHER CONTRACTOR IN THE PHASING AND PERFORMANCE OF HIS WORK SO AS NOT TO DELAY, INTERRUPT OR HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED THIS CONTRACTOR FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS NOR ANY DELAYS OR INCONVENIENCES RESULTING FROM THE ACTIVITIES OF OTHER CONTRACTORS.
- WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS THE ADJOINING RESIDENTIAL AREAS.
- ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR FLUORESCENT ORANGE VEST AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE STANDARD DRAWINGS LISTED IN THE PLAN INDEX IS INTENDED TO BE THE LATEST REVISION. IT SHALL HOLD PRECEDENCE OVER EARLIER REVISIONS THAT MAY BE REFERRED TO ELSEWHERE IN THE PLANS OR IN THE SPECIAL PROVISIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL EXISTING UTILITIES FOR THE DURATION OF THE CONTRACT AT HIS OWN COST.
- ALL FRAMES AND GRATES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION WILL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
- EXISTING FENCE THAT HAS TO BE DISCONNECTED AND/OR REMOVED FOR THE CONTRACTOR'S OPERATIONS OR DAMAGED BY THE CONTRACTOR SHALL BE RECONNECTED AND/OR REPLACED IN KIND AT NO ADDITIONAL COST TO THE CONTRACT.
- WHEN REMOVING PAVEMENT, CURB AND GUTTER, OR ANY OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS WHICH MIGHT DAMAGE THE UNDERGROUND PUBLIC OR PRIVATE UTILITIES WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.
- ALL DISTRIBUTORS FOR BITUMINOUS PRIMING OPERATIONS SHALL BE EQUIPPED WITH SHIELDS TO PREVENT CONTAMINATION OF ADJACENT HIGHWAY APPURTENANCES. SHIELDS SHALL MEET WITH THE ENGINEER'S APPROVAL.
- WHEN RESURFACING ADJACENT TO JOINT MODIFICATION, THE CONTRACTOR WILL BE REQUIRED TO TAKE SPECIAL CARE WHEN COMPACTING THE BITUMINOUS MATERIALS. THE METHODS USED FOR COMPACTING SHALL MEET THE APPROVAL OF THE ENGINEER.
- EXISTING UNDERPASS LUMINAIRES WHICH ARE ATTACHED TO THE UNDERSIDE OF THE BRIDGES SHALL BE MAINTAINED OPERATIONAL THROUGHOUT THE DURATION OF THE CONTRACT AND SHALL BE PROTECTED FROM DAMAGE. FOR DETAILS, SEE SPECIAL PROVISIONS.

STATE STANDARDS

1686-4	SYMBOLS AND ABBREVIATIONS
2116-2	PATCHING DETAILS (PCC)
2130-8	CONCRETE CURB AND COMBINATION CURB AND GUTTER
2298-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2299-10	DESIGN OF TRAFFIC CONTROL DEVICES
2300-3	FLAGMAN TRAFFIC CONTROL SIGN
2314-5	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES

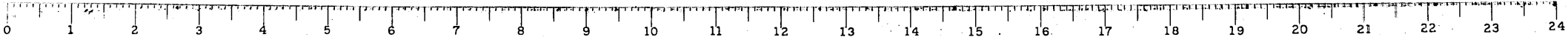
INDEX OF SHEETS

1	COVER SHEET
2	INDEX, STATE STANDARDS, GENERAL PLAN NOTES
3	SUMMARY OF QUANTITIES
4	TRAFFIC CONTROL
5	TRAFFIC CONTROL, PAVEMENT STRIPPING
6	DISTRICT ONE, U-2
7	DISTRICT ONE FREEWAY STANDARD, ONE LANE CLOSURE
8	DISTRICT ONE FREEWAY STANDARD, TWO LANE CLOSURE
9	GENERAL PLAN AND ELEVATION
10	GENERAL NOTES AND BILL OF MATERIALS
11	CONSTRUCTION STAGING
12	APPROACH SLABS
13	APPROACH SLABS DETAILS
14	SUPERSTRUCTURE
15	SUPERSTRUCTURE DETAILS
16	SUPERSTRUCTURE DETAILS, PARAPET
17	SUPERSTRUCTURE DETAILS
18	STRUCTURAL STEEL
19	STEEL PEDESTAL AND BEARING ASSEMBLIES
20	NEOPRENE EXPANSION JOINTS
21	FENCE DETAILS
22	SOUTH ABUTMENT
23	NORTH ABUTMENT
24	PIER 1
25	PIER 2
26	SIDEWALK RAMPS FOR THE HANDICAPPED
27	SIDEWALK, CURB AND GUTTER REPLACEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EISENHOWER EXPRESSWAY
INDEX OF SHEETS,
STATE STANDARDS
AND PLAN NOTES

SCALE: DRAWN BY:
DATE: CHECKED BY:



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

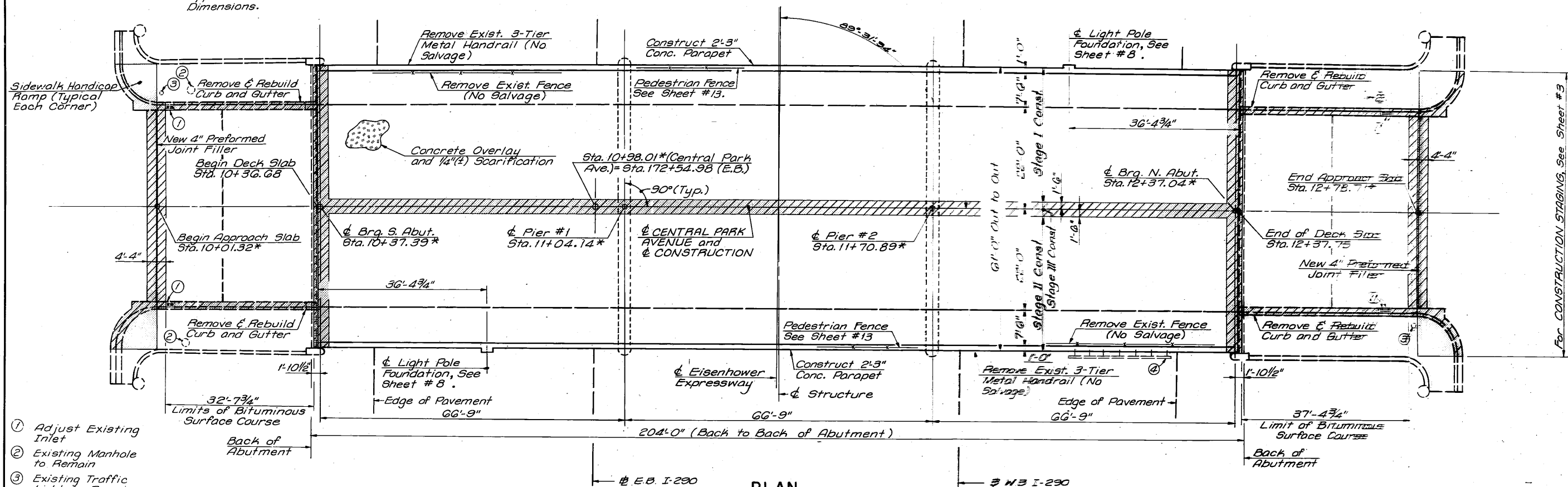
EXISTING BRIDGE DESCRIPTION
Existing bridge No. 016-2072 at Station
72+54.98 (F.A.I. 290 Eastbound ~~6~~) was
built in 1953 as F.A. Route 131 - Project
U.I. 261 (57), Section 062-2828.2 - M.F.T.
Bridge has 7" Concrete Deck, 61'-0" out
to ~~61'~~, 202.79' long.

FIGURE	SECTION	LENGTH	TOTAL SHEETS	SHEET NO.
FA-1290	7	COOK	27	9

FA-1290-1-IR-290-

SHEET NO 1
17 SHEETS

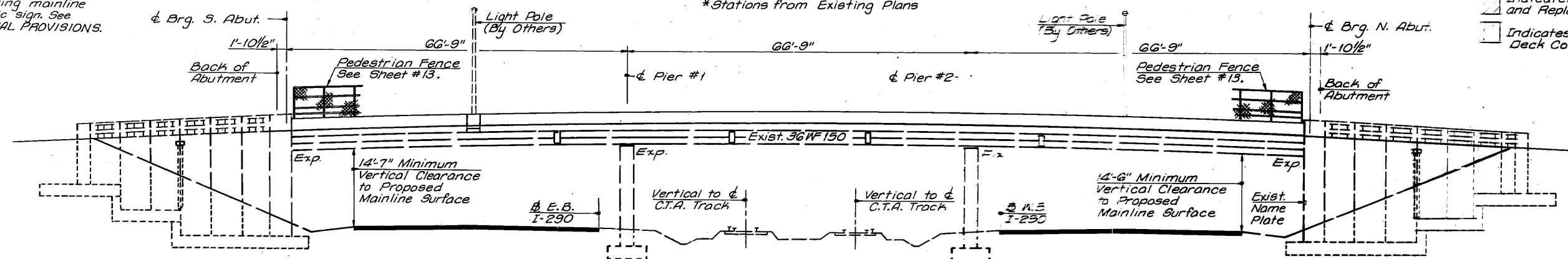
NOTE: See Sheet #4 and #5, for Approach Slab Details and Dimensions.



- ① Adjust Existing Inlet
- ② Existing Manhole to Remain
- ③ Existing Traffic Light to Remain
- ④ Existing mainline traffic sign. See SPECIAL PROVISIONS.

 Indicates Concrete Removal and Replacement

 Indicates Plasticized Bridge Deck Concrete Overlay



ELEVATION

NOTE: For Total Bill of Materials and General Notes, See Sheet #2.

DESIGNED	RBY
CHECKED	MVM
DRAWN	RBY
CHECKED	MVM

DESIGN LOADING HS20 - 44
(No Allowance for future wearing surface)
DESIGN STRESSES

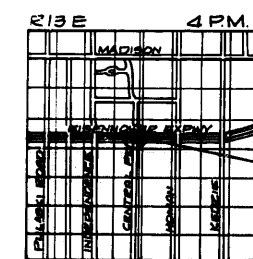
$f_c = 1,400$ p.s.i. - Concrete
 $f_s = 24,000$ p.s.i. - Reinforcement } New Construction
 $f_s = 20,000$ p.s.i. (M18) - New Structural Steel
 $f_s = 18,000$ p.s.i. (A.S.T.M. A7) - Existing Beams

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Engineer of Bridges and Structures



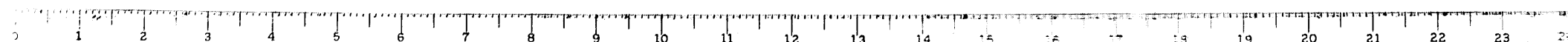
Homer M. Walker
HOMER M. WALKER
REGISTERED STRUCTURAL ENGINEER
STATE OF ILLINOIS NO. 81-3549
DATE *JAN. 30, 1984*



LOCATION SKETCH

GENERAL PLAN & ELEVATION
CENTRAL PARK AVENUE Over
1-290

F.A.I. RTE. 290, SECTION 2828.2 BR(80)
COOK COUNTY
STA. 172+54.96 F.A.I. 290 (E.B.B.)
PLANS PREPARED BY AMERICAN ENGINEERING CO.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA.I. 290	*	COOK	27	10
SHEET NO. 2				
17 SHEETS				
* 282.2 BR (80)				

GENERAL NOTES

JACKING NOTES

- TENTATIVE CRIBBING AND JACKING ARRANGEMENTS AND LOCATIONS ARE SHOWN ON THE DRAWING. THE CONTRACTOR IS RESPONSIBLE FOR THE COMPLETE DESIGN OF THE BRIDGE END LIFTING PROCEDURE, METHODS AND MATERIALS USED. THE CONTRACTOR WILL SUBMIT HIS JACKING PROCEDURE TO THE ENGINEER FOR REVIEW AND APPROVAL BEFORE ANY MATERIAL IS ORDERED OR USED.
- THE CRIBBING AND JACKS SHALL BE DESIGNED FOR THE BRIDGE DEAD LOAD AS GIVEN IN THE TABLE. NO LIVE LOAD WILL BE PERMITTED ON THE PORTION OF THE BRIDGE BEING RAISED.
- THE BEARING AREA FOR THE JACKING TOWERS WILL BE DETERMINED BY THE CONTRACTOR AFTER PENETROMETER TESTS.
- DUE TO THE UNYIELDING NATURE OF THE UNDERBRIDGE ASBESTOS-CEMENT UTILITY CONDUITS, THE MAXIMUM ALLOWABLE BEAM RISE TO CLEAR THE BEARINGS IS 1/4". WITH THIS LIMITATION, REMOVAL OF THE BEARING ROLLER MUST BE ACCOMPLISHED BY SIDEWARD EXTRACTION, AS DETAILED. THE CONTRACTOR MAY SUBMIT AN ALTERNATE REMOVAL METHOD FOR APPROVAL WHICH MUST INCLUDE PROPOSED TREATMENT FOR THE UTILITY CONDUITS.
- THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF THE EXISTING UTILITY CONDUITS AND SHALL REPAIR OR REPLACE ANY CONDUIT DAMAGED BY HIS OPERATIONS AT NO ADDITIONAL EXPENSE TO THE STATE.
- DURING THE JACKING OF THE BRIDGE END AT THE ABUTMENTS, THE DIFFERENCE IN RAISED HEIGHT IN THE TRANSVERSE DIRECTION BETWEEN ANY TWO JACKS SHALL NOT EXCEED 1/8".
- JACKING TOWERS, HYDRAULIC JACKS, GAUGES, STEEL SHIMPLATES, BLOCKING AND CRIBBING AND ALL EQUIPMENT AND LABOR NECESSARY TO COMPLETE THE BRIDGE END RAISING TO REPLACE THE BEARINGS ARE INCLUDED IN THE SPECIAL PROVISION "JACKING EXISTING STRINGER".

DEAD LOAD REACTIONS (KIPS) AT ABUTMENTS

BEAM	1,12	2,11	3,10	4,9	5,8	6,7
SUPERSTRUCTURE DEAD LOAD	23.4	25.7	22.7	22.7	22.7	18.0
CONSTRUCTION LOAD 50 psf	6.0	8.2	7.0	7.0	7.0	5.5
TOTAL	29.4	33.9	29.7	29.7	29.7	23.5

Plan dimensions and details relative to the 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 work, however, the contractor will be paid for the quality actually furnished at the unit price bid for the work.

The Basic Lead Silico Chromatic Paint System shall be used for shop and field painting of new structural steel, except the final coat shall be yellow. See Special Provisions.

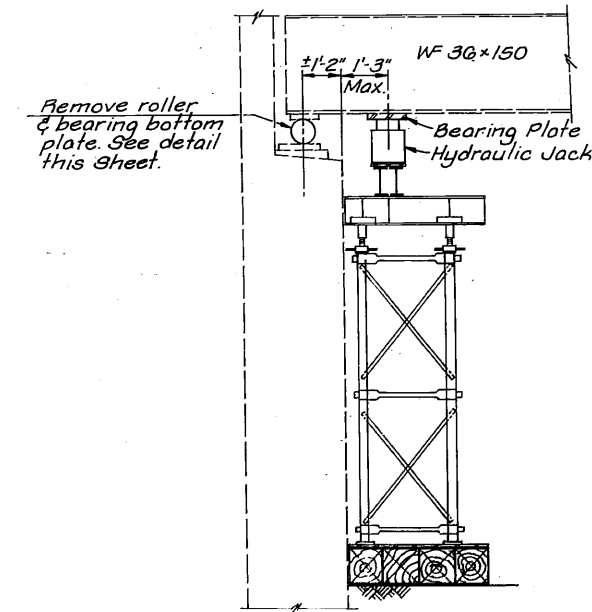
All existing structural steel shall be cleaned by Method II, except areas and locations noted in the Special Provisions shall be cleaned by Method I. (Article 509.00)

Painting of existing structural steel shall be in accordance with the "SPECIAL PROVISIONS".

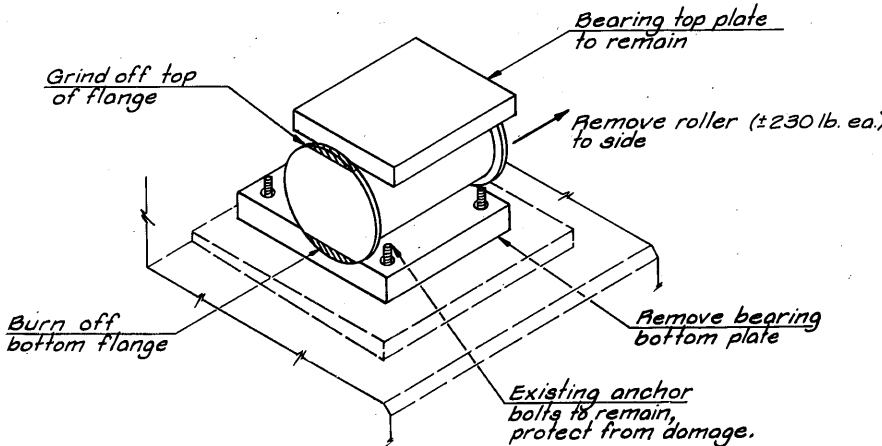
Field welding of construction accessories will not be permitted to the bottom flange of the beams nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

New Reinforcement Bars shall conform to the requirements of the AASHTO M-31 or M-53 Grade 60.

Two lanes of traffic shall be maintained at all times utilizing STAGED CONSTRUCTION.



JACKING TOWER AT ABUTMENT



BEARING REMOVAL DETAIL

TOTAL BILL OF MATERIALS

ITEM	UNIT	SUPER.	SUBST.	TOTAL
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24		24
CONCRETE REMOVAL	CU. YD.	25	2	27
BRIDGE HANDRAIL REMOVAL	LIN. FT.	406		406
PROTECTIVE COAT	SQ. YD.	1,120		1,120
CLASS X CONCRETE	CU. YD.	241	3.2	273
STRUCTURAL STEEL	POUND	9,220		9,220
CLEANING AND PAINTING STEEL BRIDGE	LUMPSUM	1		1
REINFORCEMENT BARS	POUND	8,000	480	8,480
PROTECTIVE SHIELD **	SQ. YD.	1,357		1,357
DECK SLAB REPAIR (FULL DEPTH) *	SQ. YD.	60		60
DECK SLAB REPAIR (PARTIAL DEPTH) *	SQ. YD.	105		105
NEOPRENE EXPANSION JOINT 2"	LIN. FT.	124		124
REPAIR CONCRETE STRUCTURE *	SQ. FT.		624	624
EPOXY CRACK SEALING *	LIN. FT.		51	51
PLASTICIZED BRIDGE DECK CONCRETE OVERLAY	SQ. YD.	973		973
CONCRETE BRIDGE DECK SCARIFICATION (1/4 INCH)	SQ. YD.	897		897
EXPANSION TIE ANCHORS, 3/4"	EACH	8		8
CHAIN LINK FENCE 6' (BRIDGE)	LIN. FT.	402		402
JACKING EXISTING STRINGER	EACH	24		24

* QUANTITIES SHOWN ARE ESTIMATES AND SHOULD NOT BE TAKEN AS MAXIMUM LIMITS.

** FOR DESCRIPTION OF PROTECTIVE SHIELD, SEE SPECIAL PROVISIONS.

JACKING NOTES, GENERAL NOTES AND
TOTAL BILL OF MATERIALS
CENTRAL PARK AVENUE Over
I-290
FA.I. RTE.290, SECTION 282.2 BR(80)
COOK COUNTY
STA.117+54.98 FA.I.290 (E.B. 8)

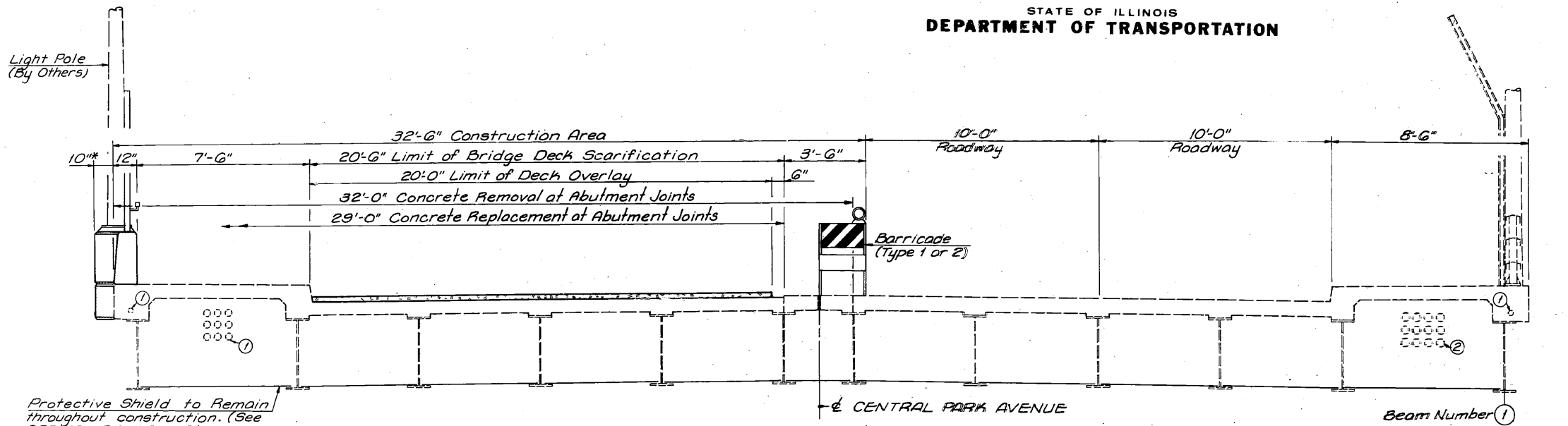
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CHECKED	MVM
DRAWN	RAY
CHECKED	MVM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

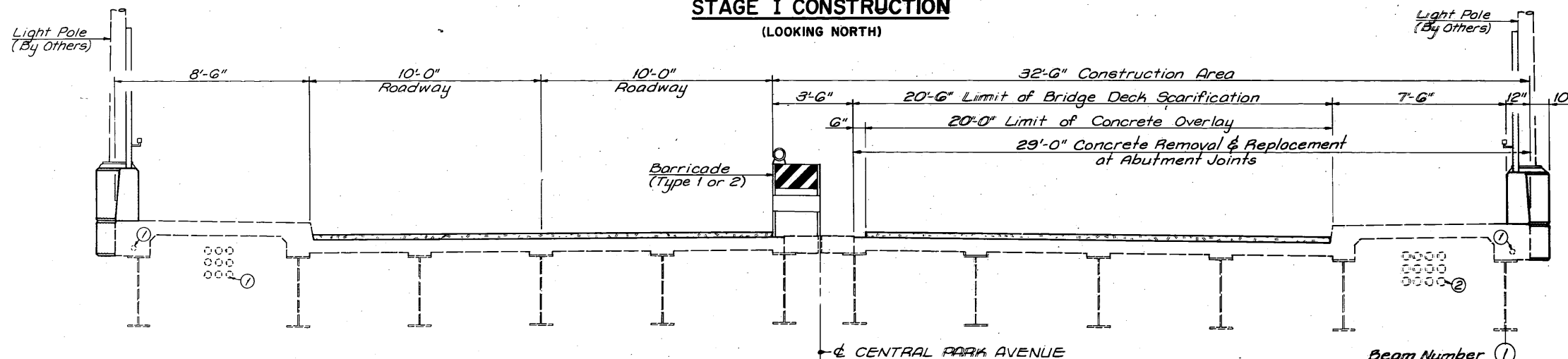
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	27	11
FED. ROAD DIST. NO.		ALPHAS	FED. AC. PROJECT	IR-290-4

* 2828. 2 BR (80)

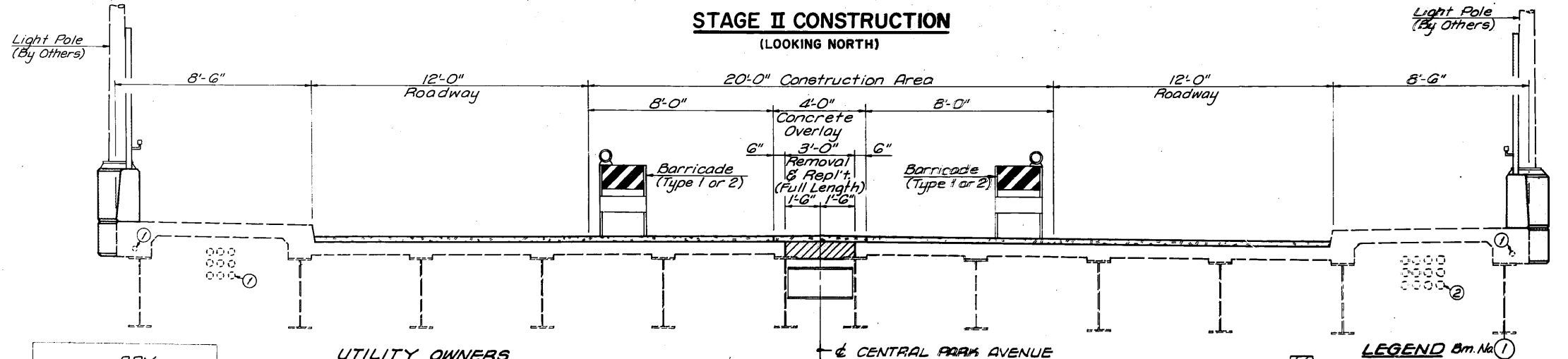
SHEET NO 3
17 SHEETS



STAGE I CONSTRUCTION
(LOOKING NORTH)



STAGE II CONSTRUCTION
(LOOKING NORTH)



STAGE III CONSTRUCTION
(LOOKING NORTH)

CONSTRUCTION STAGING

STAGE I:

- DIVERT TRAFFIC TO EASTERN HALF OF THE BRIDGE, (TWO 10'-0" LANES) AND CLOSE WESTERN HALF OF BRIDGE FOR REPAIRS.
- PLACE TYPE 1 OR 2 TEMPORARY BARRICADES; REMOVE EXISTING BRIDGE EXPANSION JOINTS AND BRIDGE DECK WITHIN 2'-10 3/4" OF ENDS OF THE SLAB IN CONSTRUCTION AREA; JACK UP BEAMS 7 THROUGH 12 (SEE SPECIAL PROVISIONS); REMOVE EXISTING ROLLER BEARINGS AND INSTALL REPLACEMENT ELASTOMERIC BEARINGS AND STEEL BOLSTERS; REMOVE JACKING; REBUILD DECK AT EXPANSION JOINTS AS DETAILED; INSTALL NEOPRENE EXPANSION JOINTS AT BRIDGE SLAB ENDS (PER SHEET 7); REPAIR BRIDGE DECK AND APPROACHES; REMOVE EXISTING METAL RAILING; CONSTRUCT CONCRETE PARAPET, LIGHT POLE FOUNDATION AND INSTALL PEDESTRIAN FENCE; SCARIFY BRIDGE DECK AND PLACE CONCRETE OVERLAY TO LIMITS SHOWN; BEGIN SUBSTRUCTURE REPAIRS AND PREPARATION WORK FOR PAINTING STRUCTURAL STEEL.

STAGE II:

- DIVERT TRAFFIC TO WESTERN HALF OF THE BRIDGE, (TWO 10'-0" LANES) AND CLOSE EASTERN HALF OF BRIDGE FOR REPAIRS.
- RELOCATE TYPE 1 OR 2 TEMPORARY BARRICADES; REMOVE EXISTING BRIDGE EXPANSION JOINTS AND BRIDGE DECK WITHIN 2'-10 3/4" OF ENDS OF THE SLAB IN CONSTRUCTION AREA; JACK UP BEAMS 1 THROUGH 6 (SEE SPECIAL PROVISIONS); REMOVE EXISTING ROLLER BEARINGS AND INSTALL REPLACEMENT ELASTOMERIC BEARINGS AND STEEL BOLSTERS; REMOVE JACKING; REBUILD DECK AT EXPANSION JOINTS AS DETAILED; INSTALL NEOPRENE EXPANSION JOINTS AT BRIDGE SLAB ENDS (PER SHEET 7); REPAIR BRIDGE DECK AND APPROACHES; REMOVE EXISTING METAL RAILING; CONSTRUCT CONCRETE PARAPET, LIGHT POLE FOUNDATION AND INSTALL PEDESTRIAN FENCE; SCARIFY BRIDGE DECK AND PLACE CONCRETE OVERLAY TO LIMITS SHOWN; CONTINUE SUBSTRUCTURE REPAIRS AND PAINTING STRUCTURAL STEEL.

STAGE III:

- DIVERT TRAFFIC TO OUTER LANES OF BRIDGE, (ONE 12'-0" LANE, EACH SIDE) AND CLOSE CENTER PORTION OF BRIDGE IN ORDER TO COMPLETE REPAIRS.
- RELOCATE TEMPORARY BARRICADES; REMOVE REMAINDER OF CONCRETE AT CENTERLINE OF LONGITUDINAL JOINT ON BRIDGE DECK TO LIMITS SHOWN; INSTALL STRUCTURAL STEEL DIAPHRAGMS; REPLACE CONCRETE ALONG CENTERLINE OF BRIDGE; COMPLETE INSTALLATION OF NEOPRENE EXPANSION JOINT AT BRIDGE ENDS (PER SHEET 7); PLACE CONCRETE OVERLAY ON BRIDGE DECK WITHIN LIMITS SHOWN; COMPLETE PAINTING OF STRUCTURAL STEEL AND SUBSTRUCTURE REPAIRS; INSTALL NEW PAVEMENT MARKINGS.

NOTE: EXISTING LIGHT POLES TO BE REMOVED BY CITY OF CHICAGO.

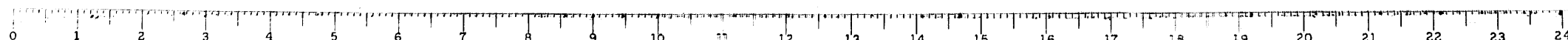
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DRAWN	RRY
CHECKED	MVM

UTILITY OWNERS

- Bureau of Electricity, City of Chicago
- Commonwealth Edison Company

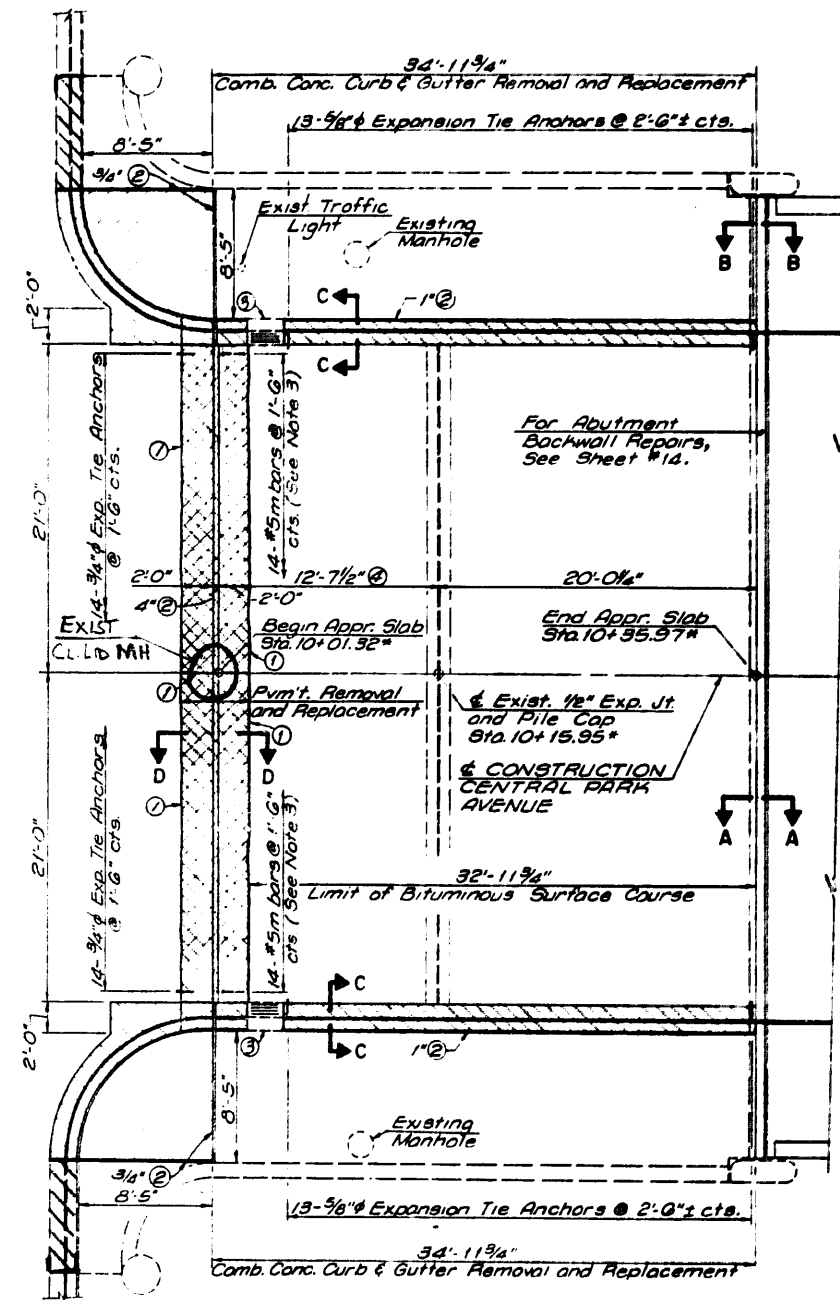
- LEGEND**
- Indicates Concrete Removal
 - Indicates Concrete Overlay
 - Indicates New Construction
 - * Indicates at Light Pole Foundation Locations

CONSTRUCTION STAGING
CENTRAL PARK AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 2828.2 BR(80)
COOK COUNTY
STA. 117+54.98 F.A.I. 290 (E.B. 8)

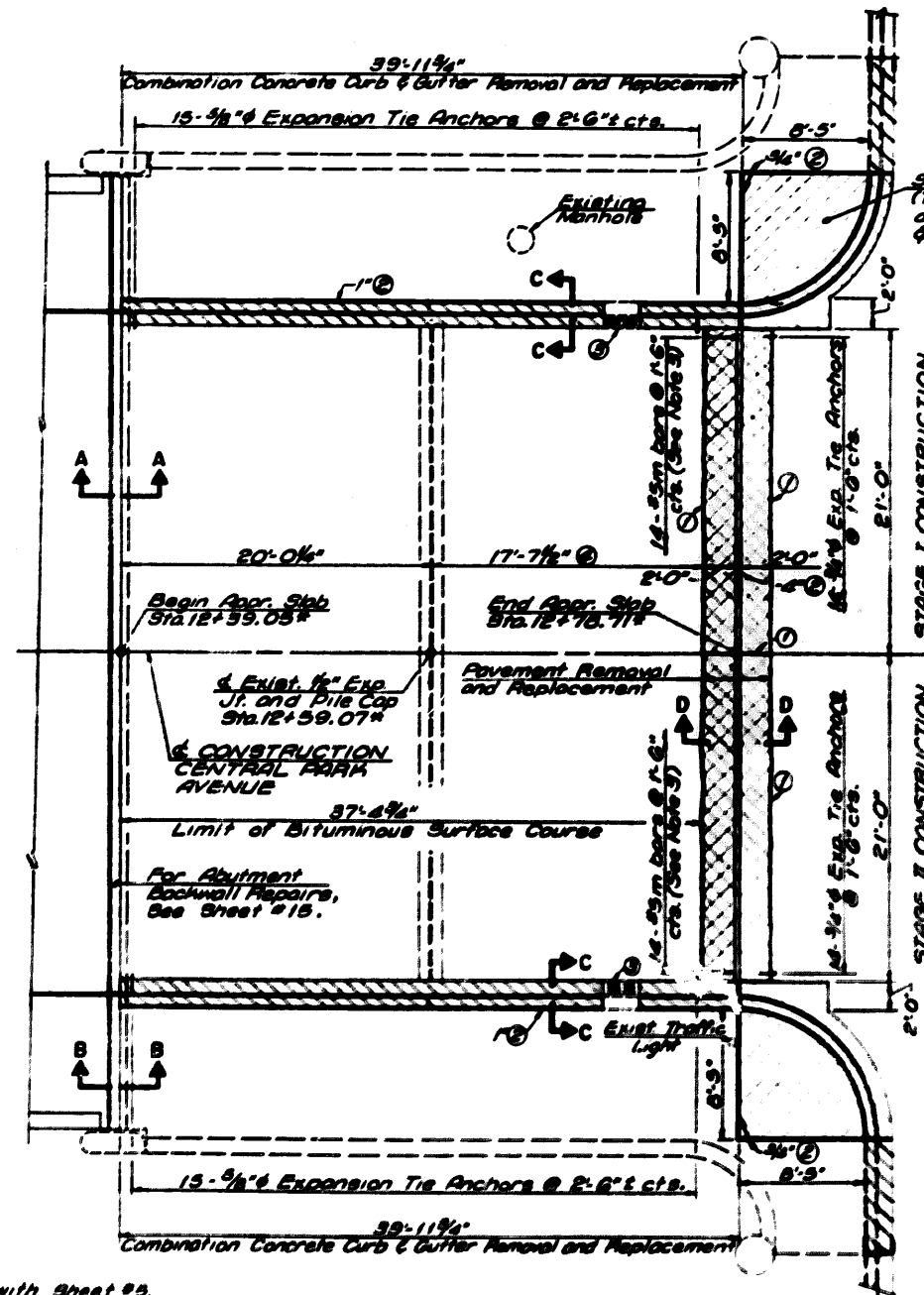


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 290 * COOK 27 12 17 SHEET
* 2828.2 BR (80)



PLAN-SOUTH APPROACH SLAB



PLAN-NORTH APPROACH SLAB

LEGEND

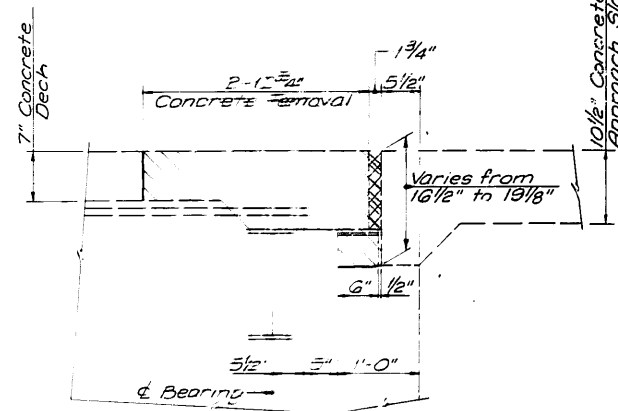
- Indicates Sidewalk Removal & Replacement
- ▨ Indicates Comb. Conc. Curb & Gutter Rem. & Repl.
- ▩ Indicates Pavement Removal & P.C.C. Replacement, Special 10"
- ① Bond new concrete to existing with Epoxy Resin Concrete Adhesive conforming to Article 718.08 of the Standard Specifications and placed in accordance with Article 504.13.
- ② Prefabricated Joint Filler
- ③ Adjust Existing Inlets
- ④ Limit of Tapered P.C.C. Surface Removal 1/2" to 1 1/2" deep.
- * Stations from Existing Plans

- NOTE
- 1.) Work this Sheet with Sheet #3.
 - 2.) Staged Construction similar for both Approach Slabs.
 - 3.) Clean and incorporate existing longitudinal reinforcement into New Construction.

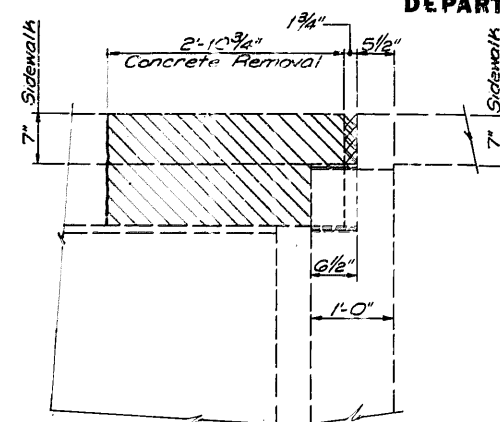
APPROACH SLABS
CENTRAL PARK AVENUE Over
I-290
FAI RTE. 290, SECTION 2828.2 BR(80)
COOK COUNTY
STA. 117+54.98 FAI. 290 (E.B. Q.)

DESIGNED: ARY
CHECKED: MVM
DRAWN: ARY
CHECKED: MVM

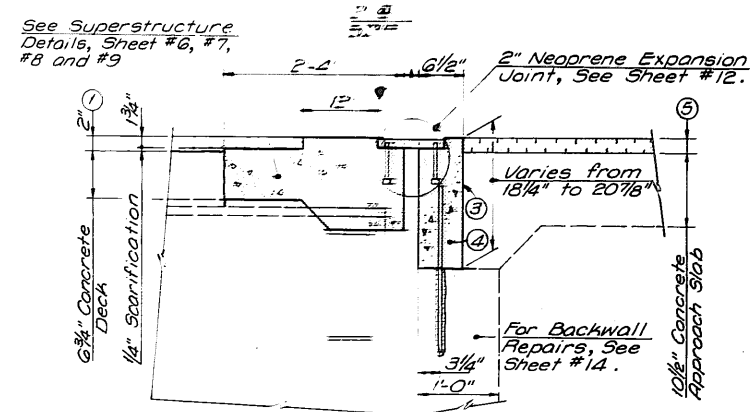
STATE OF ILLINOIS



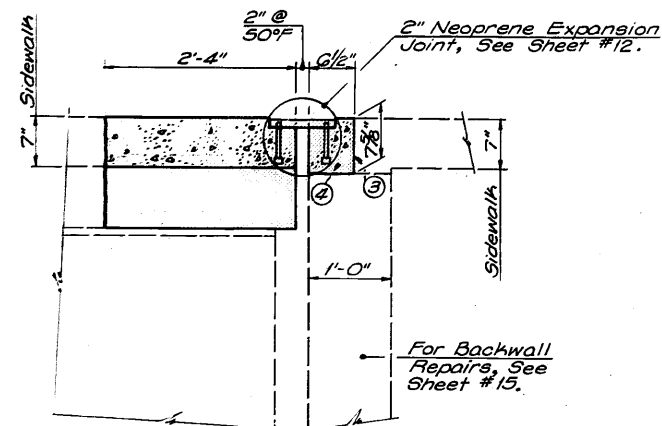
SECTION A-A
(EXISTING)



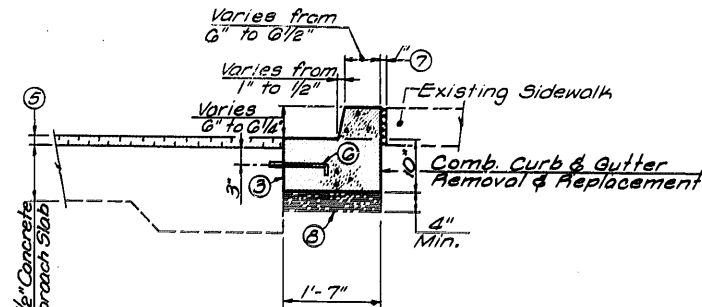
SECTION B-B
(EXISTING)



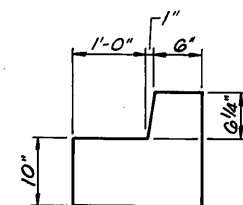
SECTION A-A



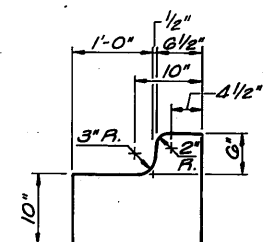
SECTION B-B



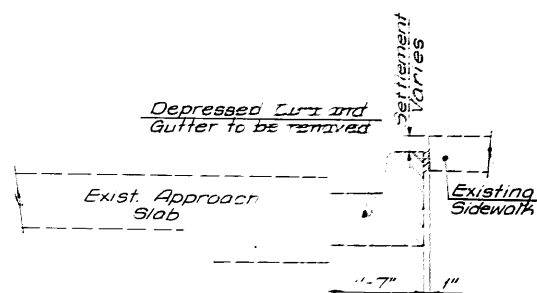
SECTION C - C



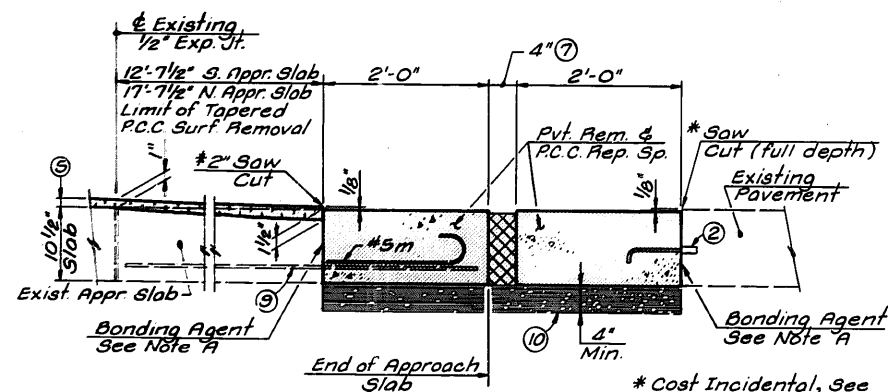
TYPICAL CURB SECTION
AT ABUTMENT



TYPICAL CURB SECTION
AT END OF TRANSITION



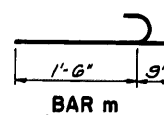
TYPICAL CURB SECTION
(EXISTING)



SECTION D-D

DETAIL OF PAVEMENT REMOVAL
AND P.C.C. REPLACEMENT SPECIAL 10"

NOTE A:
Bond New Concrete to Existing with Epoxy Resin Concrete Adhesive conforming to Article 718.08 of the Standard Specifications and placed in Accordance with Article 504.15.



BAR m

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	27	13
FED. ROAD DIST. NO. 1 LANDS 11-IR-290-4				

* 2828.2 BR (80)

LEGEND

- ☐ Indicates Concrete Removal
- ☐ Indicates New Construction
- ☐ Indicates Plasticized Bridge Deck Concrete Overlay

- ① Plasticized Bridge Deck Concrete Overlay
- ② $\frac{3}{4}$ " ϕ Expansion Tie Anchors, See Sp. Prov.
- ③ Construction Joint
- ④ Abutment Repairs to be made after deck forms have been removed. See Sheets #14 and #15 for details and limits.
- ⑤ Bituminous Concrete Surface Course, Mixture D; Class I
- ⑥ $\frac{5}{8}$ " ϕ Expansion Tie Anchor, See Sp. Prov.
- ⑦ Preformed Expansion Joint Filler
- ⑧ Sub-Base Granular Material Type B (Incidental to Combination Curb and Gutter Removal and Replacement)
- ⑨ Existing longitudinal reinforcement to be cleaned & incorporated into New Const.
- ⑩ Sub-Base Granular Material Type B (Incidental to Pavement Removal and Portland Cement Concrete Replacement, Special 10')

NOTE: Work this Sheet with Sheet #4.

APPROACH SLAB DETAILS
CENTRAL PARK AVENUE Over
I - 290

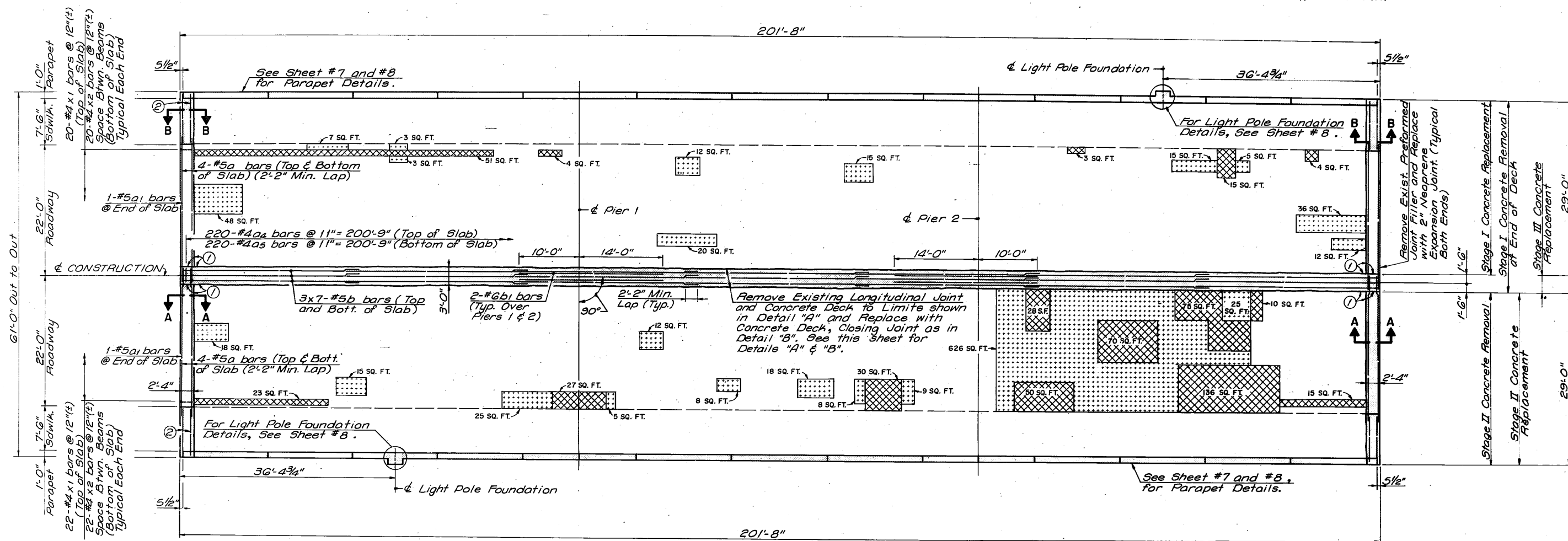
F.A.I. RTE.290, SECTION 2828.2 BR(80)
COOK COUNTY
STA. 117+54.98 F.A.I.290 (E.B. 8)

DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY
CHECKED	MVM

NOTE: Reinforcement typical for both ends of structure, unless otherwise noted.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

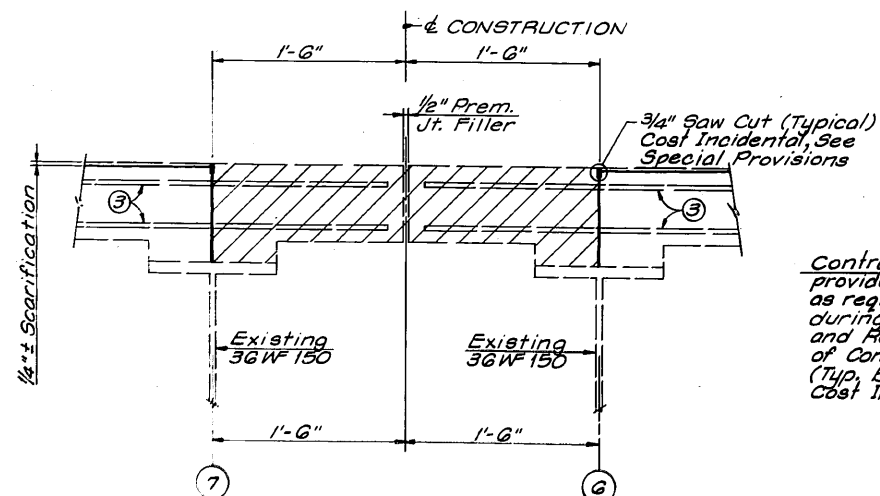
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6
FA.I. 290	*	COOK	27	14	17 SHEETS
FE. ROAD DIST. NO. 1	ILL. NO. 1	FE. AD. PROJECT	HR-290-4		
* 2828.2 BR (80)					



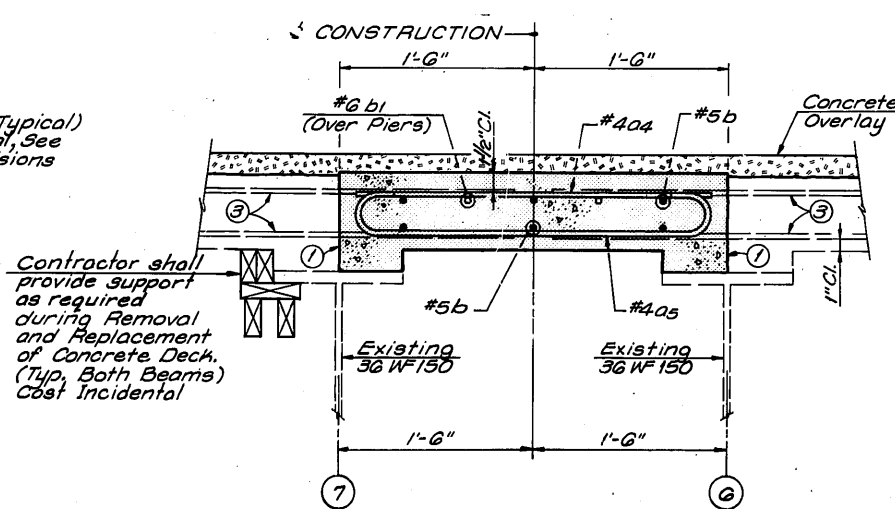
PLAN

- LEGEND**
- Indicates Limits of Concrete Removal
 - Indicates Limits of New Construction
 - Indicates Deck Slab Repair (Partial Depth)
 - Indicates Deck Slab Repair (Full Depth)
 - Indicates Plasticized Bridge Deck Concrete Overlay

DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY
CHECKED	MVM



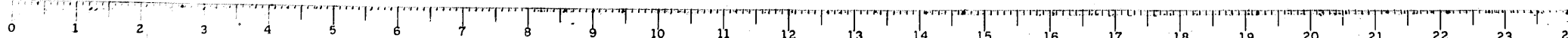
DETAIL "A"

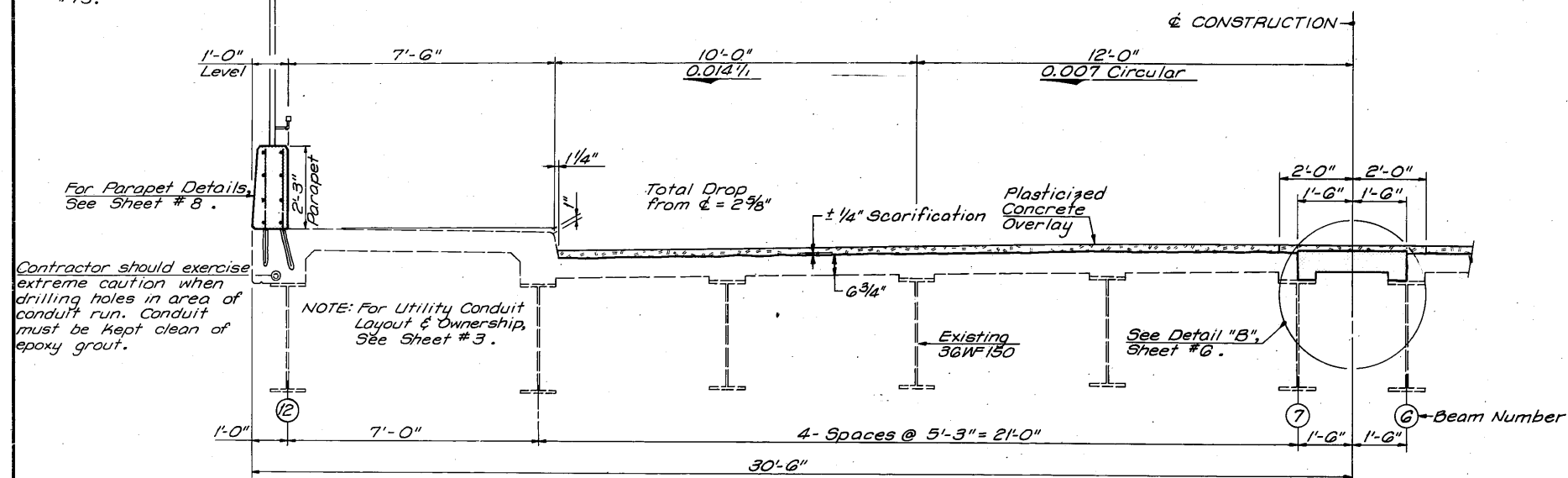


DETAIL "B"

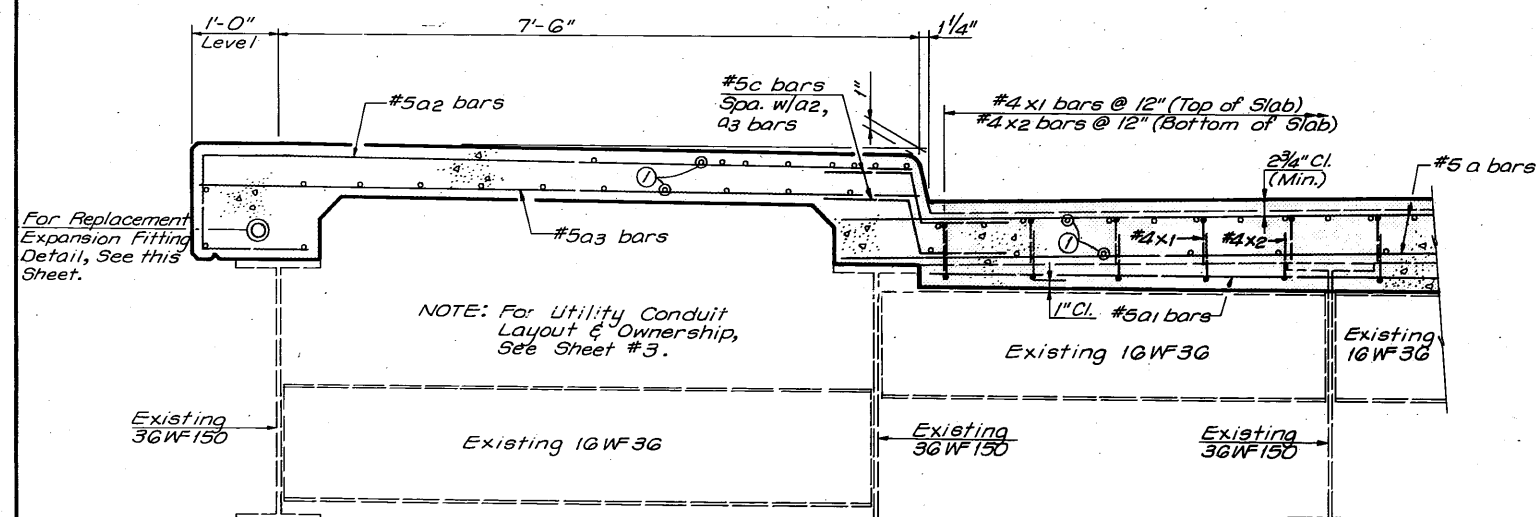
- NOTES:**
- ① Bonded Construction Joint, See Spc'l. Provisions.
 - ② 3-#5a2 (top), 4-#5a3 (bottom) & 7-#5c bars, See Section B-B on Sheet #9.
 - ③ Clean and Incorporate Existing Transverse Reinforcement into New Construction.
- Bars indicated thus: 4x6-#5b bars indicates 4 lines of bars with 6 lengths per line.
- For Sections A-A & B-B, See Sheet #9.
- See Special Provisions for Deck Slab Repair (Partial Depth) and Deck Slab Repair (Full Depth) Procedures.
- Work this Sheet with Sheet #7, #8 and #9.

SUPERSTRUCTURE
CENTRAL PARK AVENUE Over
I-290
FA.I. RTE. 290, SECTION 2828.2 BR(80)
COOK COUNTY
STA. 117+54.98 FA.I. 290 (E.B. 1)

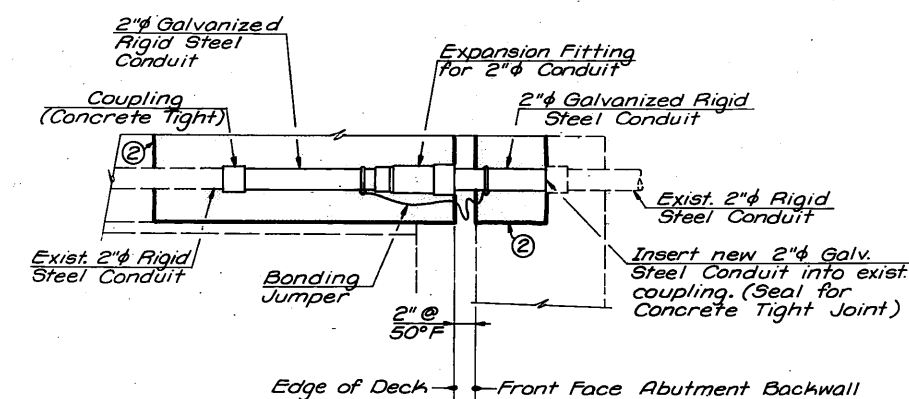




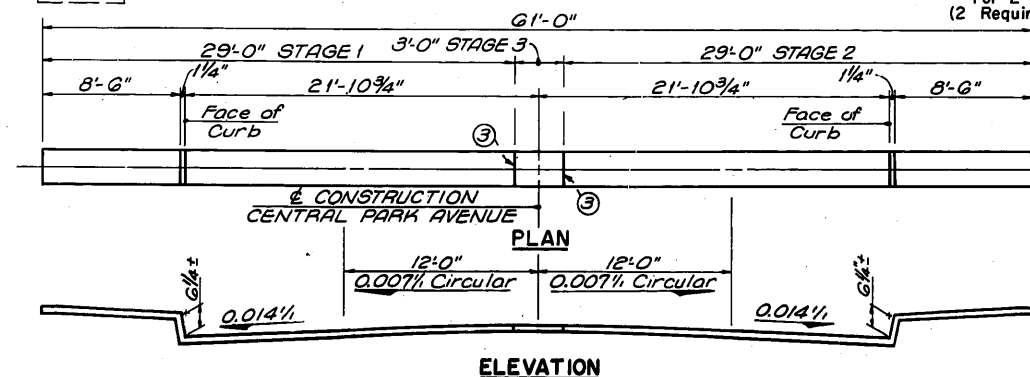
TYPICAL HALF DECK SECTION
(LOOKING NORTH)



PART SECTION THRU DECK AT ABUTMENT



REPLACEMENT EXPANSION FITTING DETAIL
For 2" Light Conduit
(2 Required - Cost Incidental)



LAYOUT - NEOPRENE EXPANSION JOINT
(LOOKING NORTH - NORTH ABUTMENT SHOWN, SOUTH ABUTMENT SIMILAR)

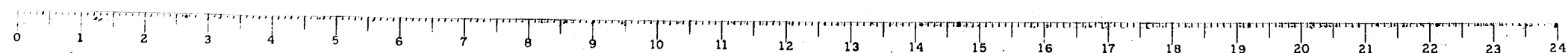
NOTE: See Sheet #12, for 2" Neoprene Expansion Joint Details.

- LEGEND**
- | | |
|---|---|
|  | <i>Indicates Concrete Removal</i> |
|  | <i>Indicates New Construction</i> |
|  | <i>Indicates Plasticized Bridge Deck Concrete Overlay</i> |

**SUPERSTRUCTURE DETAILS
CENTRAL PARK AVENUE Over
I - 290
F.A.I. RTE. 290, SECTION 2828.2 BR(80)
COOK COUNTY
STA. 117+54.98 F.A.I. 290 (E.B. 1)**

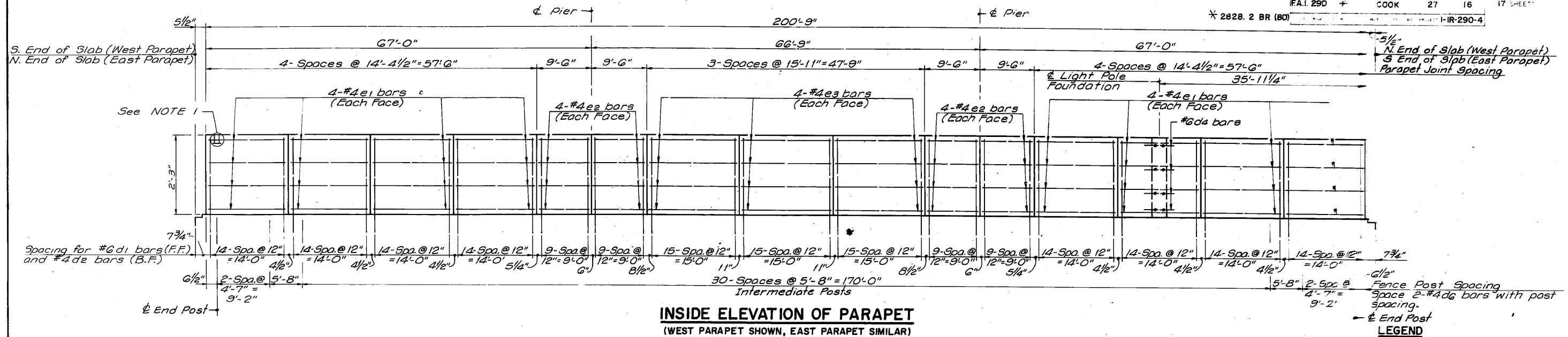
DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY
CHECKED	MVM

- NOTES:
- ① Clean and Incorporate Existing Longitudinal Reinforcement into New Construction.
 - ② Bonded Construction Joint, See Spec'l. Provisions.
 - ③ Mandatory Staged Construction Joint. In accordance with the Staged Construction Schedule, the Contractor will submit for approval details and fabrication procedures for maintaining a continuous seal across the Staged Construction Joint.
- Work this Sheet with Sheet #6, #8 and #9.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

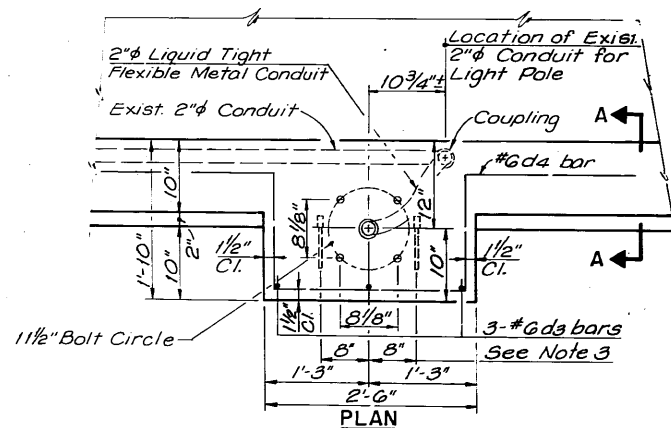
FA.I. 290 + COOK 27 16 17 SHEETS
* 2828.2 BR (80) I-IR-290-4



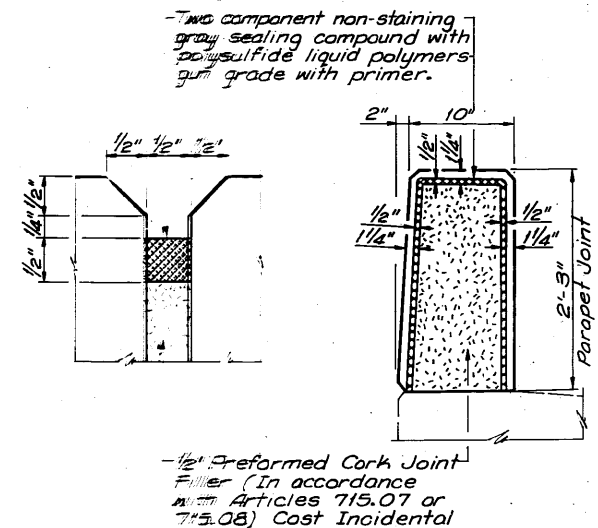
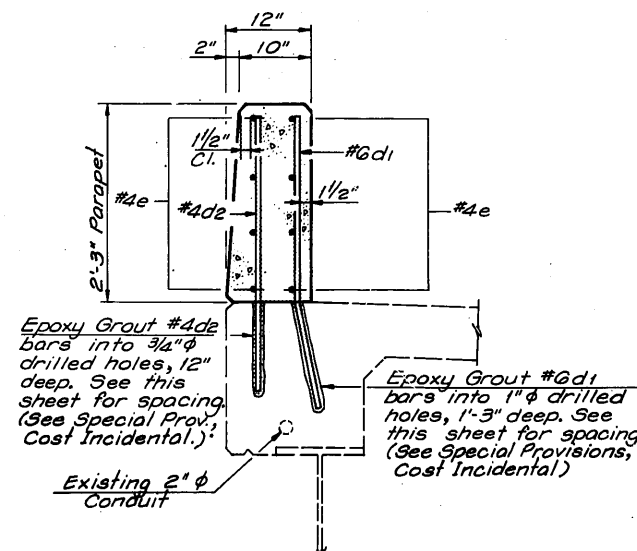
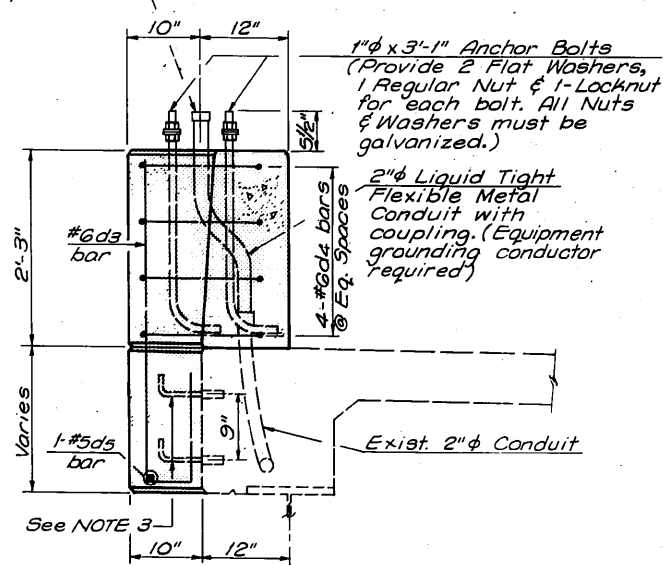
INSIDE ELEVATION OF PARAPET
(WEST PARAPET SHOWN, EAST PARAPET SIMILAR)

- NOTES:
- 1.) Cast-In-Place or optional Drilled-In Fence Anchor Bolts located in parapet wall, space as shown. Locate #4d6 bars in parapet with bolt spacing. See Sheet #13, for Fence Details.
 - 2.) F.F. - Denotes Front Face
B.F. - Denotes Back Face
 - 3.) 4-Expansion Tie Anchors, 3/4" required at each Light Pole Foundation.
 - 4.) Work this Sheet with Sheet #6, #7 and #9.

Indicates New Construction



Liquid Tight Threaded Fitting with Cap.



PARAPET JOINT DETAIL

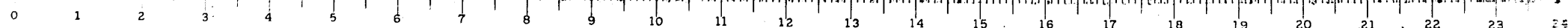
1" ANCHOR BOLT
DETAIL
(50,000 P.S.I. MIN. YIELD)

LIGHT POLE FOUNDATION DETAILS

SECTION THRU PARAPET

SUPERSTRUCTURE DETAILS
CENTRAL PARK AVENUE Over
I-290
FA.I. RTE.290, SECTION 2828.2 BR(80)
COOK COUNTY
STA.117+54.98 FA.I.290 (E.B. 1)

DESIGNED RRY
CHECKED MVM
DRAWN RRY
CHECKED MVM



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FA.I. 290	*	COOK	27	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	HR-290-4	

* 2828.2 BR (80)

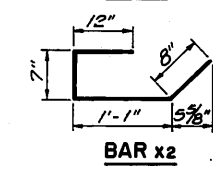
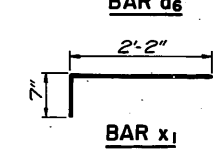
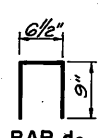
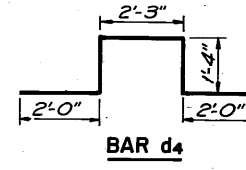
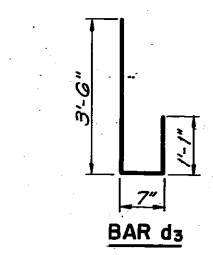
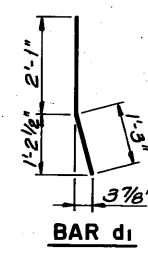
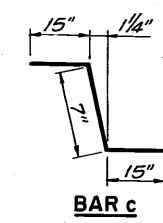
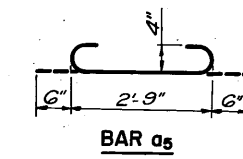
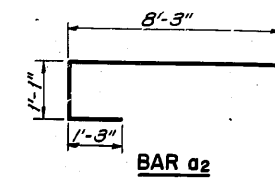
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	32	#5	23'-11"	—
a1	4	#5	23'-11"	—
a2	12	#5	10'-7"	—
a3	16	#5	8'-3"	—
a4	220	#4	2'-9"	—
a5	220	#4	3'-9"	—
b	42	#5	30'-9"	—
b1	4	#6	24'-0"	—
c	28	#5	3'-9"	—
d1	208	#6	3'-4"	—
d2	208	#4	3'-11"	—
d3	6	#6	5'-2"	—
d4	8	#6	8'-11"	—
d5	2	#5	2'-3"	—
d6	148	#4	2'-11"	—
e1	128	#4	14'-11"	—
e2	64	#4	9'-3"	—
e3	48	#4	15'-8"	—
x1	84	#4	2'-9"	—
x2	84	#4	3'-4"	—
REINFORCEMENT BARS			POUND	8,000
CLASS X CONCRETE			CU YD	24.1
CONCRETE REMOVAL			CU YD	25
DECK SLAB REPAIR (PARTIAL DEPTH)			SQ YD	105
DECK SLAB REPAIR (FULL DEPTH)			SQ YD	60
PLASTICIZED BRIDGE DECK CONC OVERLAY			SQ YD	973
BRIDGE DECK SCARIFICATION, 1/4"			SQ YD	897
BRIDGE HANDRAIL REMOVAL			LIN FT	406
EXPANSION TIE ANCHORS 3/4"			EACH	8

LEGEND

- Indicates Limits of Concrete Removal
- Indicates Limits of New Construction
- Indicates Plasticized Bridge Deck Concrete Overlay

① Bonded Construction Joint, See Special Provisions.

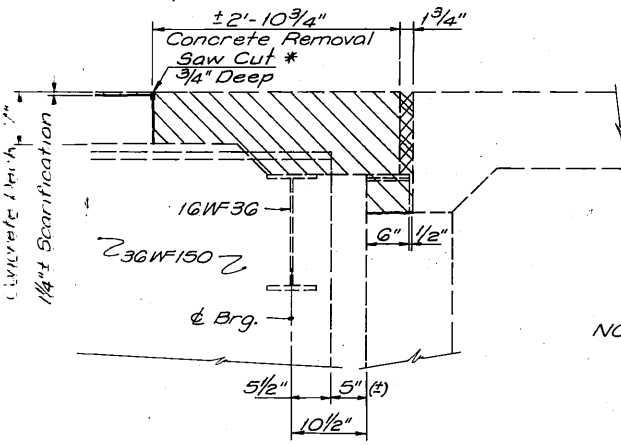


SUPERSTRUCTURE DETAILS
CENTRAL PARK AVENUE Over
I-290

FA.I. RTE.290, SECTION 2828.2 BR(80)
COOK COUNTY
STA.117+54.98 FA.I.290 (E.B. 1)

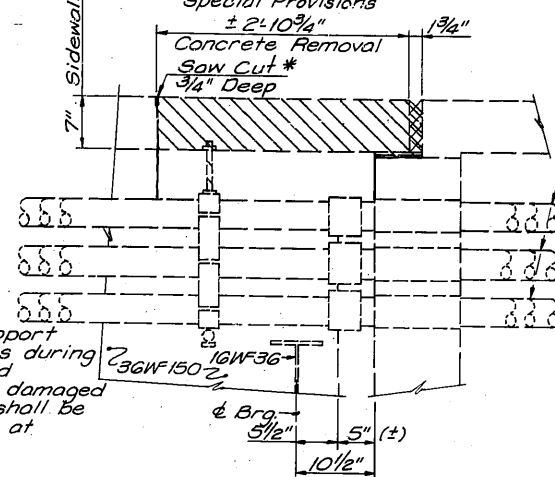
NOTE: Work this Sheet with Sheet #6, #7 and #9.

* Cost Incidental, See Special Provisions



SECTION A-A
(EXISTING)

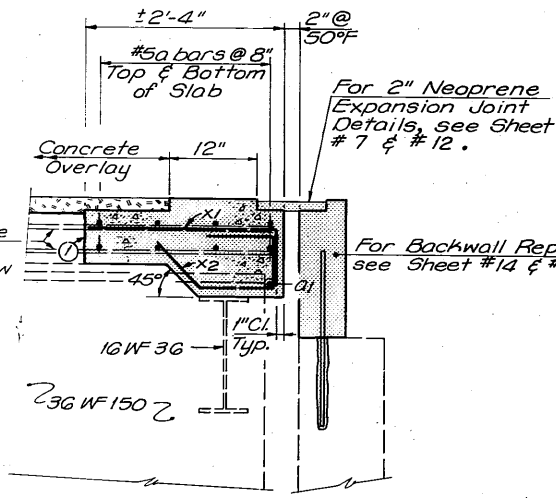
* Cost Incidental, See Special Provisions



SECTION B-B
(EXISTING)

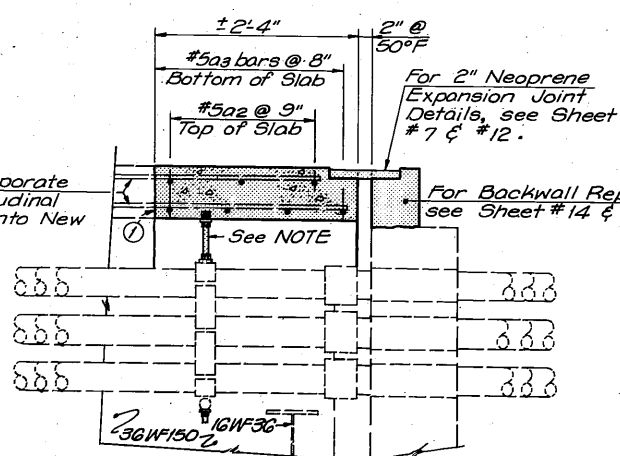
NOTE: Contractor shall support and protect conduits during concrete removal and replacement. Conduit damaged during construction shall be repaired or replaced at Contractor's expense.

City of Chicago Bureau of Electricity 3/2" or Commonwealth Edison Company 4" Asbestos Cement Conduits. See Sheet #3 for Location and Layout.



SECTION A-A

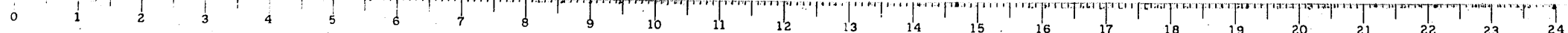
Clean and Incorporate Existing Longitudinal Reinforcement into New Construction



SECTION B-B

NOTE: Replacement 3/4" Stainless Steel Threaded Rod with Washers and Hex Nuts and 3/4" Cast-In-Place Threaded Inserts. Incidental to Class X Concrete.

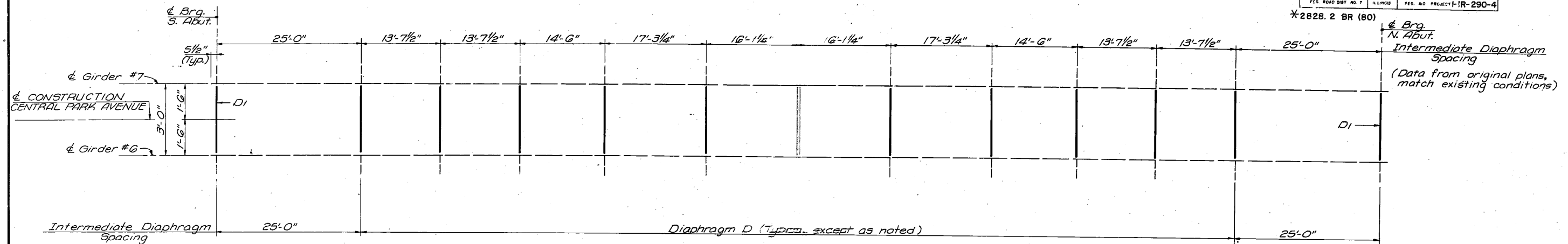
DESIGNED	RAY
CHECKED	MVM
DRAWN	RAY
CHECKED	MVM



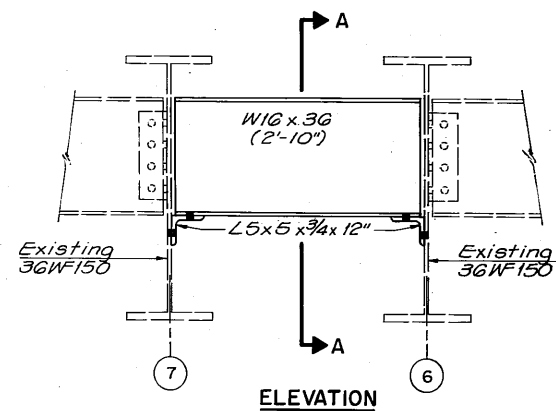
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA.I. 290	*	COOK	27	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT IIR-290-4		

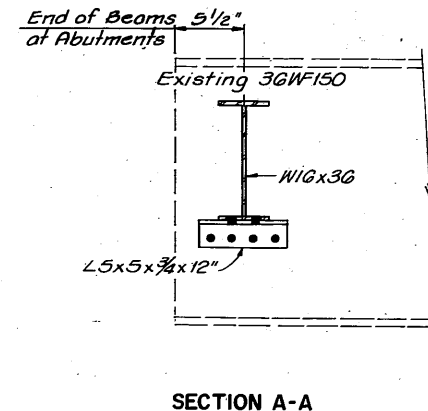
SHEET NO. 10
17 SHEETS



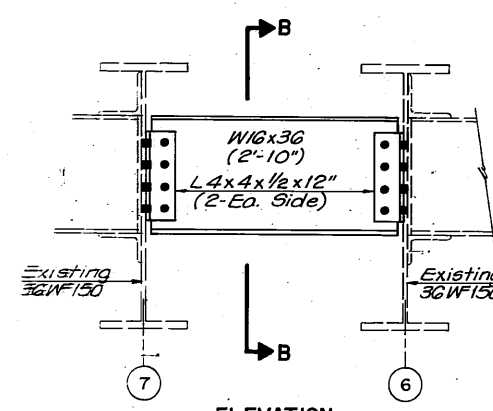
DIAPHRAGM FRAMING PLAN



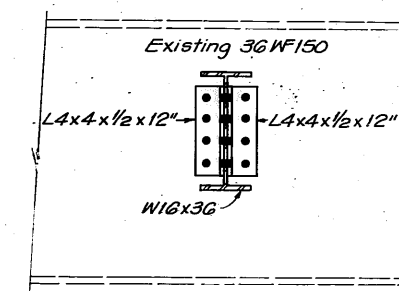
ELEVATION



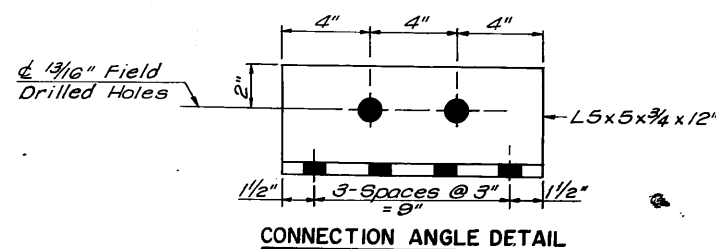
SECTION A-A



ELEVATION



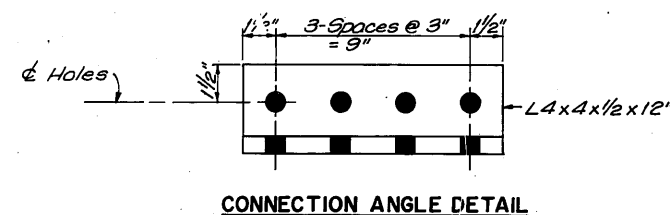
SECTION B-B



CONNECTION ANGLE DETAIL

END DIAPHRAGM (D₁) DETAILS

(2 - Required)



CONNECTION ANGLE DETAIL

INTERMEDIATE DIAPHRAGM (D) DETAILS

(11 - Required)

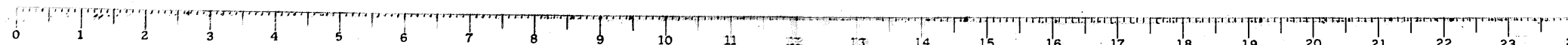
NOTES: 1.) All diaphragm connection fasteners are 3/4" - 5 M16(4) bolts in 1 1/2" holes, except where noted. 7/8" holes in existing girders to be drilled in field.

2.) All contact surfaces of joints for diaphragms shall be free of paint and lagging.

3.) Diaphragms to be installed during Stage III Construction before Deck Slab for Stage III Construction is poured.

STRUCTURAL STEEL
CENTRAL PARK AVENUE Over
I - 290
FA.I. RTE.290, SECTION 2828.2 BR(80)
COOK COUNTY
STA. 117+54.98 FA.I.290 (E.B. 1)

DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY
CHECKED	MVM

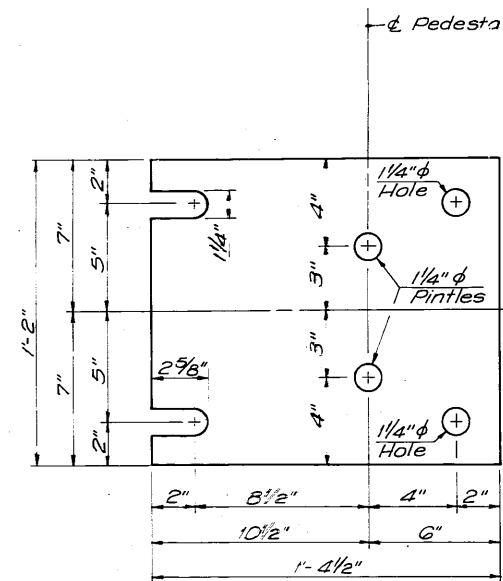


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

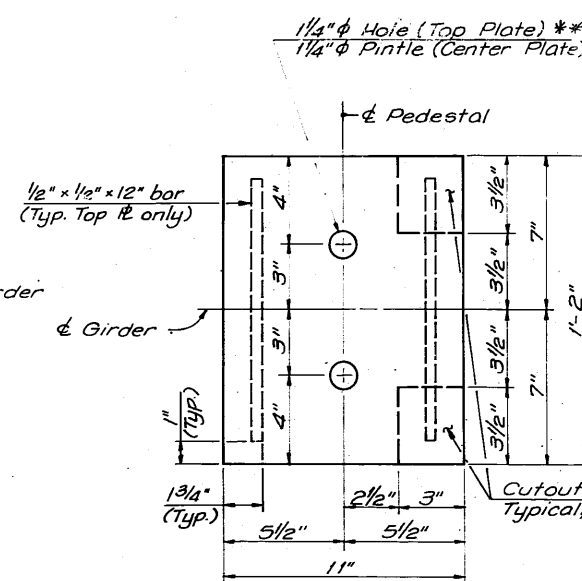
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA.I. 290	*	COOK	27	19
FED. ROAD DIST. NO. 7				
FED. AID PROJECT IIR-290-4				

SHEET NO. 11
17 SHEETS

* 2828.2 BR (80)

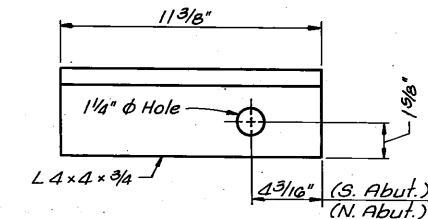


PLAN-PEDESTAL BOTTOM PLATE



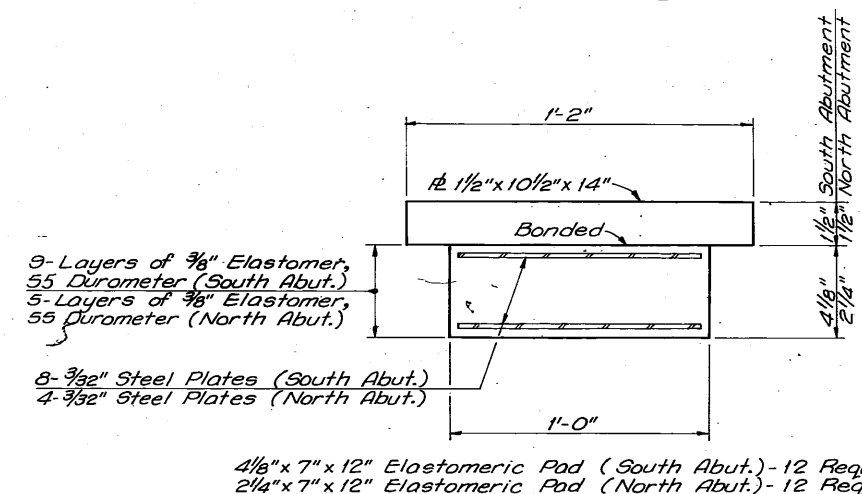
PLAN-PEDESTAL CENTER PLATE
AND TOP PLATE

NOTE: Removal of existing roller expansion bearing assemblies is incidental to Elastomeric Bearing Assembly, Type I. See Special Provisions.
Raising bridge end at abutments to allow removal and replacement of bridge bearings is detailed on Sheet #2. See Special Provisions.



SIDE RETAINER
8 Required (4 Ea. Abutment)

- * The Top Plate may be fabricated to size using multiple plates (minimum individual plate thickness $\geq 1/2$ "), groove welded all around, or a single plate milled to thickness.
- ** 1 1/4" ϕ holes Top Plate may be drilled in the field and varied to align bearing as detailed.

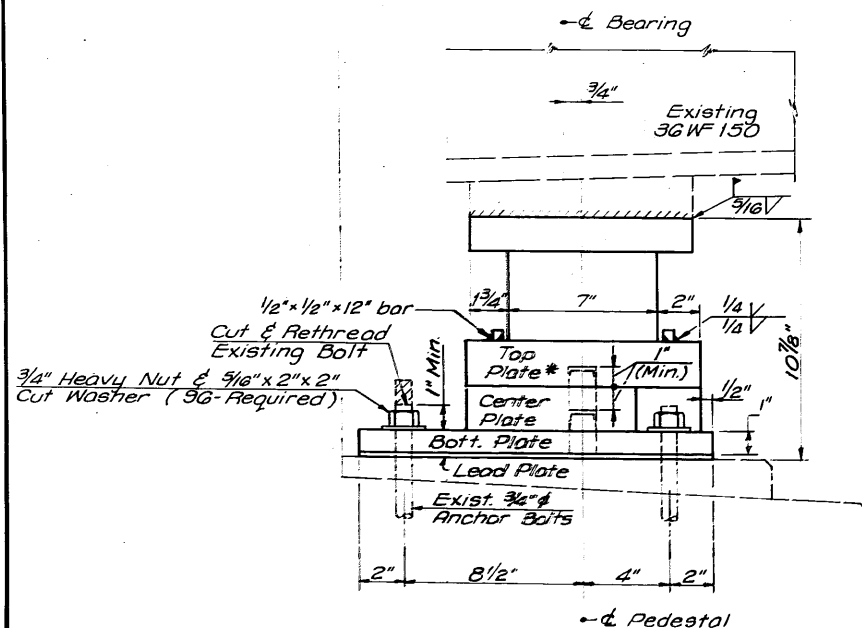


ELASTOMERIC BEARING ASSEMBLIES

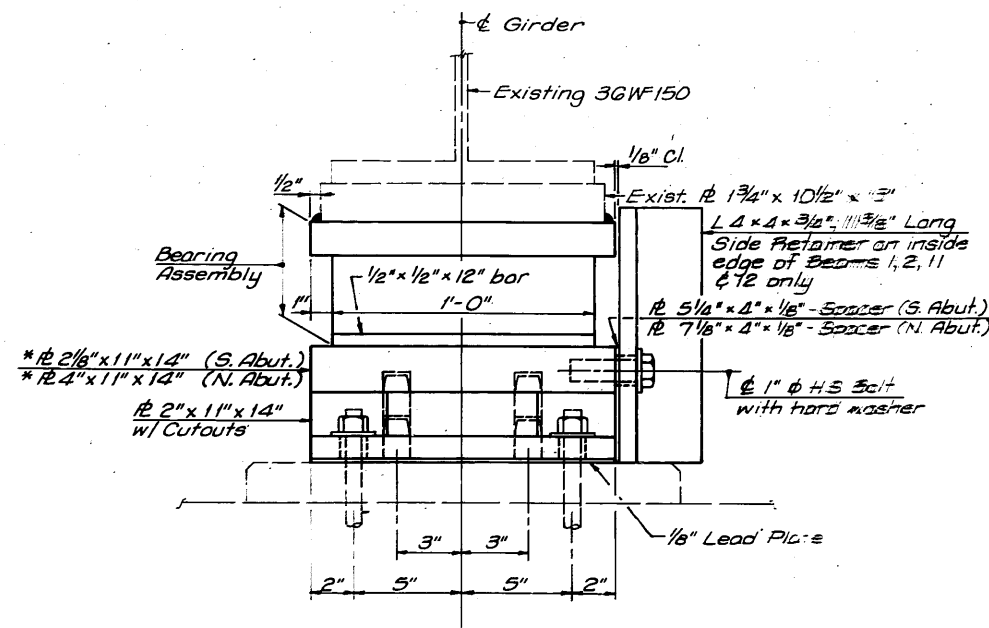
9-Layers of 3/8" Elastomer, 55 Durometer (South Abut.)
5-Layers of 3/8" Elastomer, 55 Durometer (North Abut.)

8-3/32" Steel Plates (South Abut.)
4-3/32" Steel Plates (North Abut.)

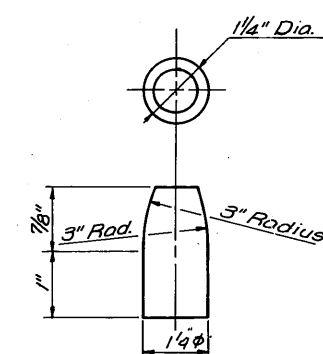
4 1/8" x 7" x 12" Elastomeric Pad (South Abut.) - 12 Required
2 1/4" x 7" x 12" Elastomeric Pad (North Abut.) - 12 Required



SIDE



FRONT



DETAIL OF PINTLE
(96-Required)

Pintles shall be threaded or press fit into plate.

STEEL PEDESTAL & BEARING ASSEMBLIES
CENTRAL PARK AVENUE Over
I-290

FA.I. RTE. 290, SECTION 2828.2 BR(80)

COOK COUNTY

STA. 117+54.98 FA.I. 290 (E.B. 1)

Rev. 4/18/84 JE

DESIGNED	BLW
CHECKED	MVM
DRAWN	RAY
CHECKED	MVM

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FA.I.290	*	COOK	27	20	17 SHEETS
PROJECT NO. 2828.2 BR (80)					

Joint Size	"C" at 50°F	"D" at 50°F
2	2"	1 1/2" min
2 1/2	2 1/2"	1 3/4" min
4	3"	2" min

INSTALLATION NOTES

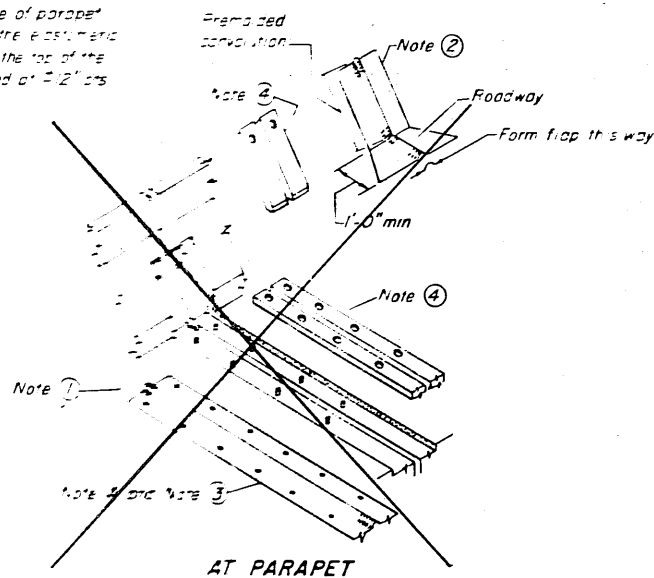
1. Install sponge mandrels into positions shown to form flap convolution.
2. Install parapet or sidewalk piece (front roadway face to fit before applying epoxy).
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

NOTE 2 - Maximum spacing of anchor bolts shall be 2' centers.

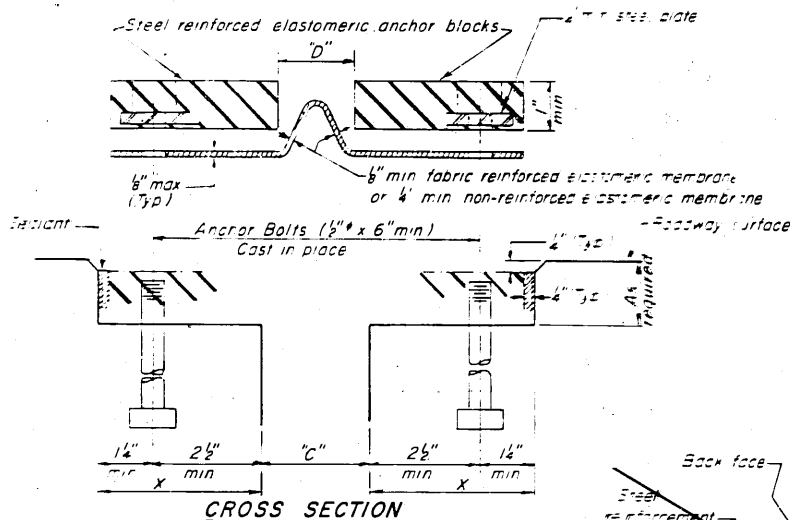
SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with a revision, may require modifications to insure a minimum clearance of 2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at 12" c/c's.

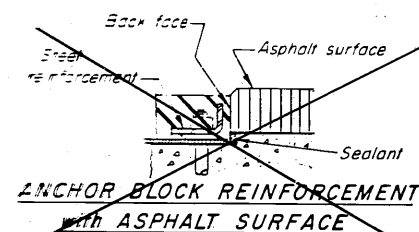
FORMING BLOCKOUT
SKETCH



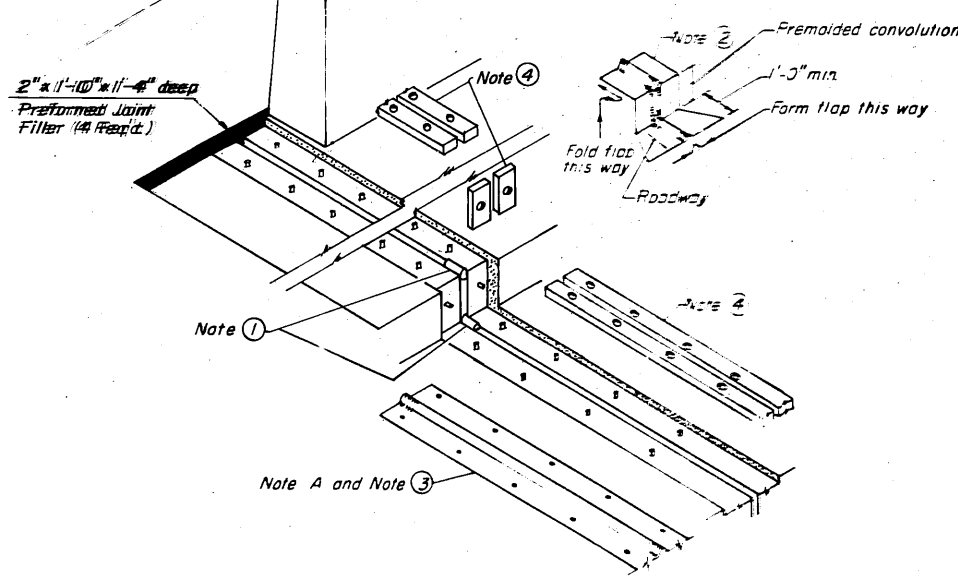
AT PARAPET



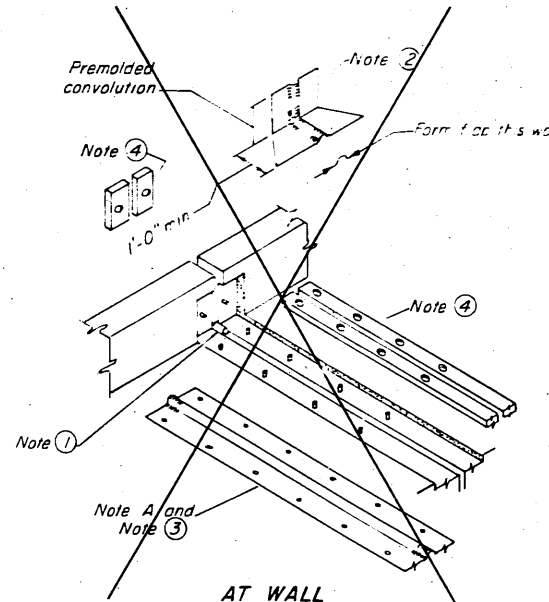
CROSS SECTION



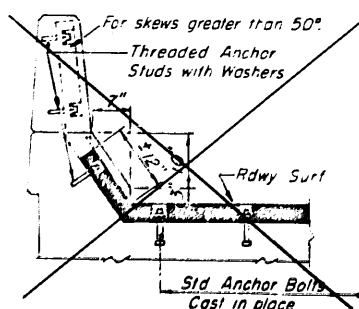
ANCHOR BLOCK REINFORCEMENT
WITH ASPHALT SURFACE



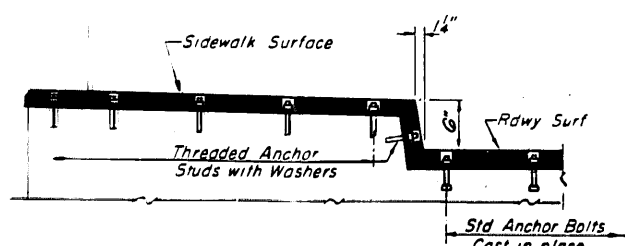
AT SIDEWALK



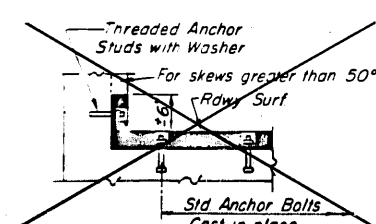
AT WALL



AT PARAPET



AT SIDEWALK



AT WALL

TYPICAL END TREATMENTS

GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. See Special Provisions.

The elastomeric membrane shall be preformed with a single or a double upward convolution that will have a memory to return to its molded position upon joint closure.

The steel reinforcement must extend up the back face of anchor blocks when asphalt surfaces are used but is optional in concrete blockout.

The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.

Joint openings shall be adjusted in accordance with Article 50307(a) of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

The parapet and sidewalk faces may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.

CONTINUOUS SEAL TYPE
NEOPRENE EXPANSION JOINTS
For 2", 2 1/2" and 4" Movement

CENTRAL PARK AVENUE Over
I-290
FA.I. RTE.290, SECTION 2828.2 BR (80)
COOK COUNTY
STA.117+54.98 FA.I.290 (E.B. 1)

DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY
CHECKED	MVM

EJ-CS 2-93

UTILITY CONDUIT NOTE

Care shall be taken during "ABUTMENT REPAIR PROCEDURE", so as not to damage utility conduits or conduit expansion couplings through backwall. Any part of the utility conduit system damaged during concrete removal shall be repaired or replaced, as approved by the Engineer. Protection cost incidental to CONCRETE REMOVAL, repairs will be at Contractor's expense.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

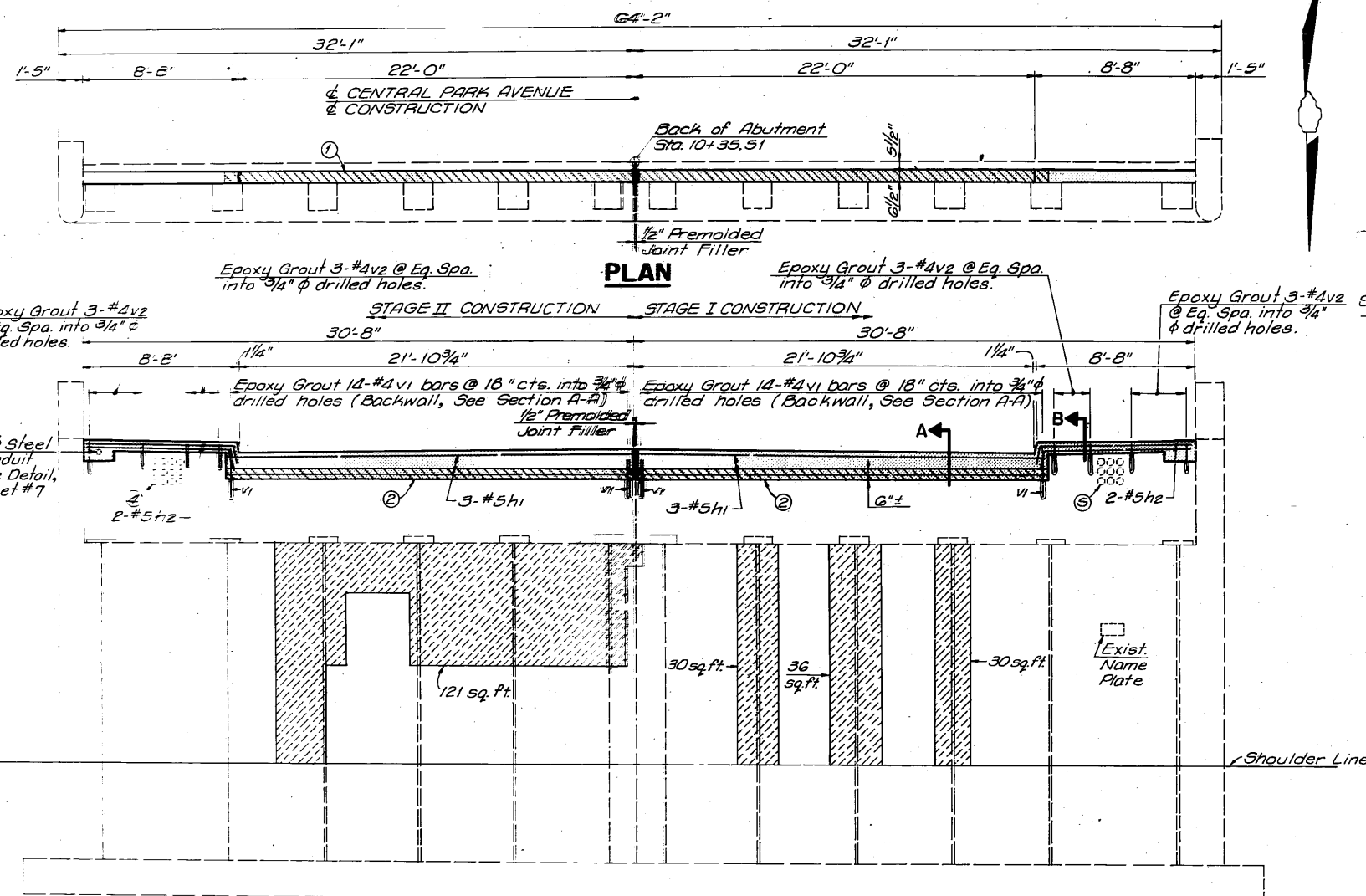
NOTE:

Commonwealth Edison will provide assistance and supervision for the protection of their utility conduits. The Contractor is responsible for insuring the protection of Bureau of Electricity, City of Chicago utility conduits.

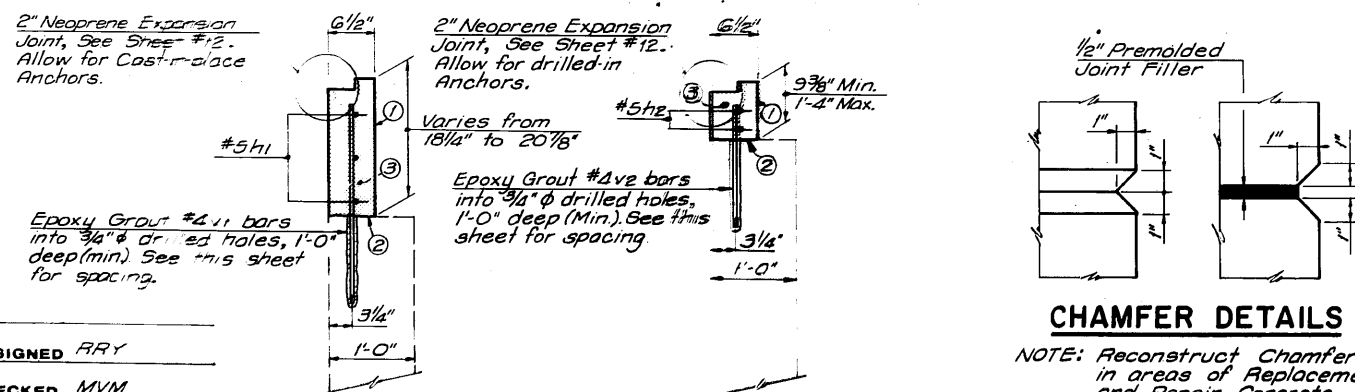
ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F.A.I.290	*	COOK	27	22
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT I-IR-290-4		

SHEET NO 14
17 SHEETS

* 2828.2 BR (CJ)

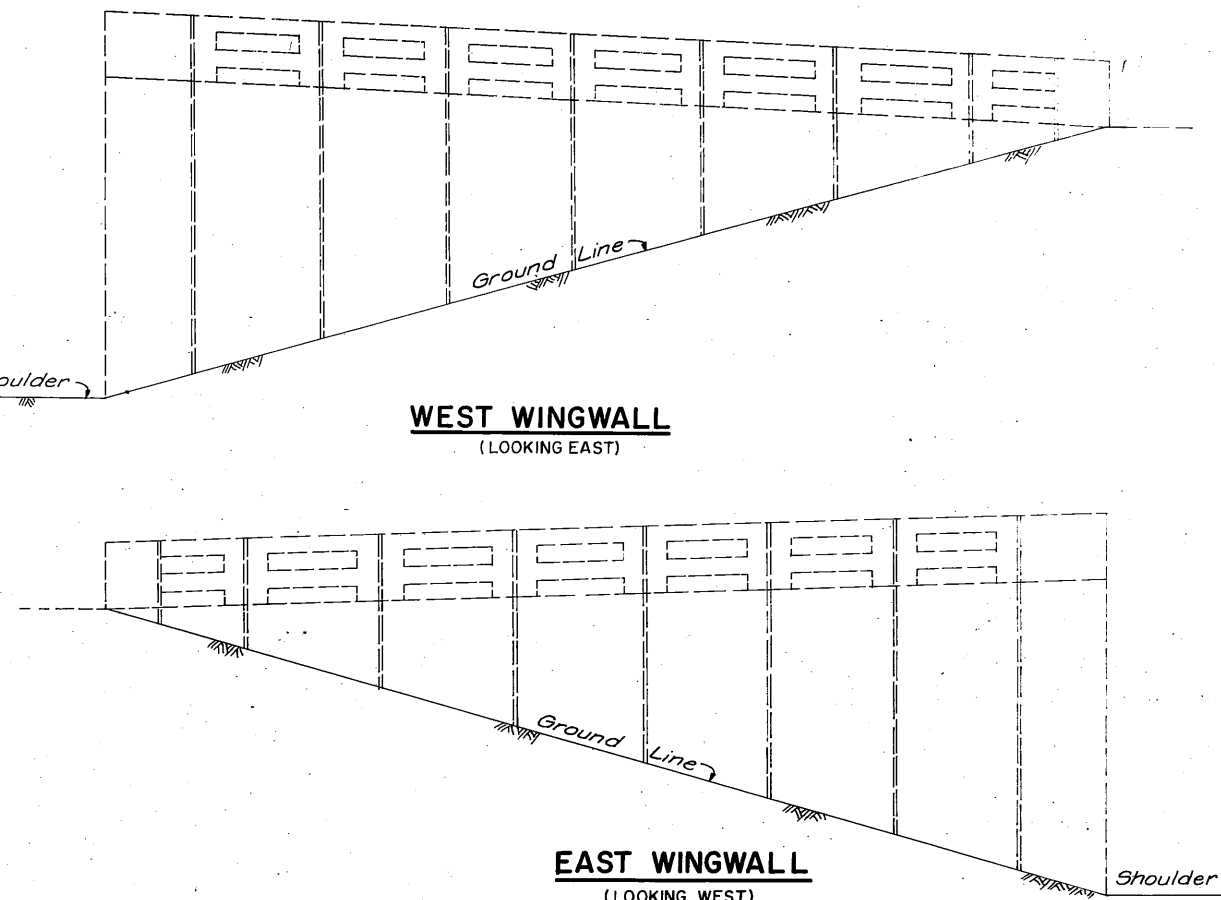


ELEVATION



CHAMFER DETAILS

NOTE: Reconstruct Chamfer in areas of Replacement and Repair Concrete Structure to match existing.



LEGEND

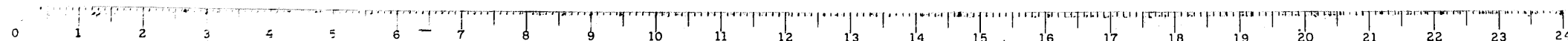
- Indicates New Construction
- Indicates Concrete Removal
- Indicates Repair Concrete Structures

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
v1	28	#4	2'-6"	
v2	12	#4	2'-2"	
h1	6	#5	22'-3"	
h2	4	#5	3'-4"	
CONCRETE REMOVAL			CU YD	1
REPAIR CONCRETE STRUCTURE			SQ FT	217
CLASS X CONCRETE			CU YD	1.6
REINFORCEMENT BARS			POUND	240

- Construction Joint
- Banded Construction Joint, See Spec. Prov.
- Backwall repairs to be made after deck forms have been removed.
- 12- Existing Asbestos Cement 4"φ Conduits (Commonwealth Edison) to remain. See Note.
- 9- Existing Asbestos Cement 3 1/2"φ Conduits (Bureau of Electricity, City of Chicago) to remain. See Note.

SOUTH ABUTMENT
CENTRAL PARK AVENUE Over
I-290
F.A.I. RTE.290, SECTION 2828.2 BR(80)
COOK COUNTY
STA. 117+54.98 F.A.I.290 (E.B. 6)



UTILITY CONDUIT NOTE

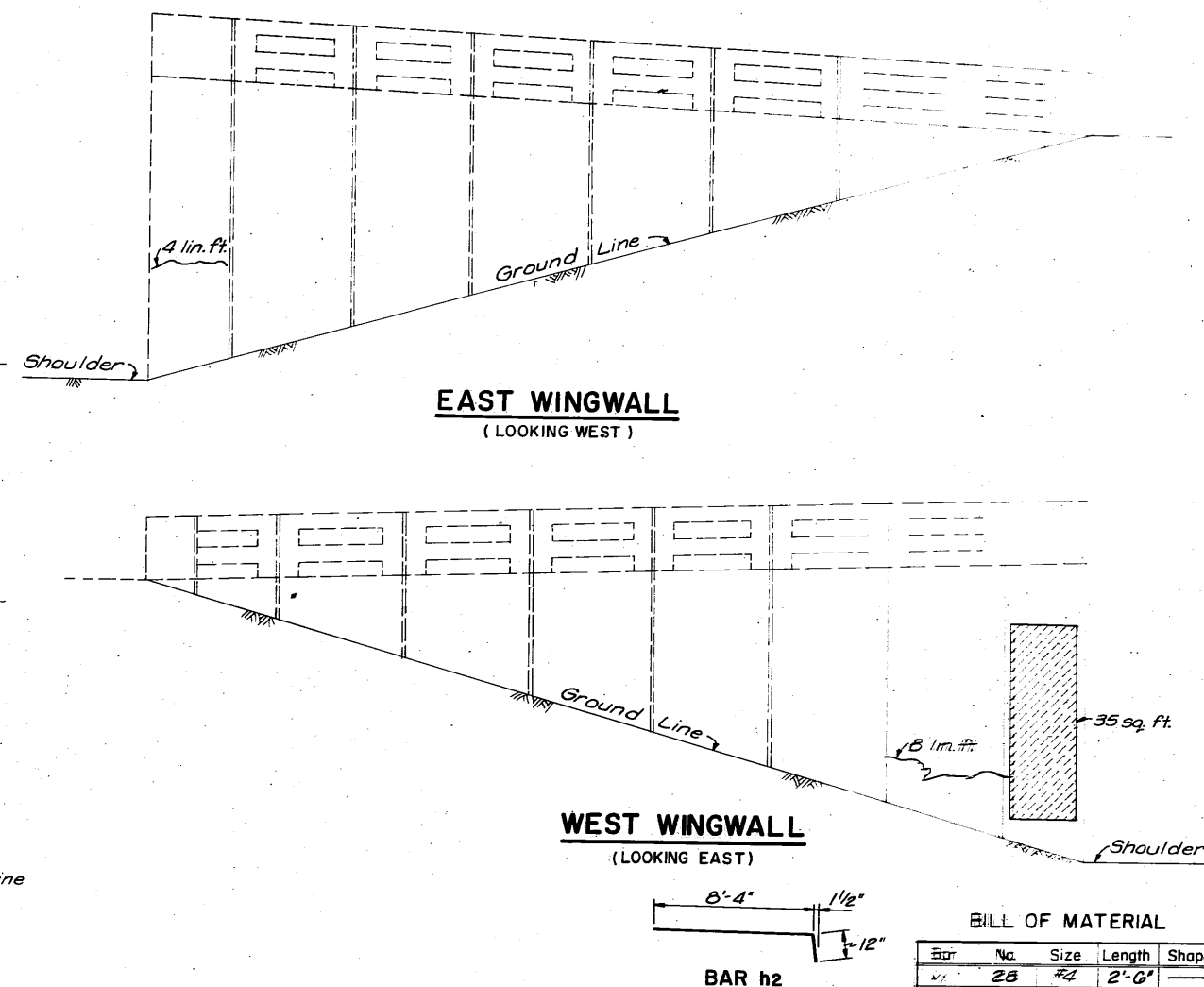
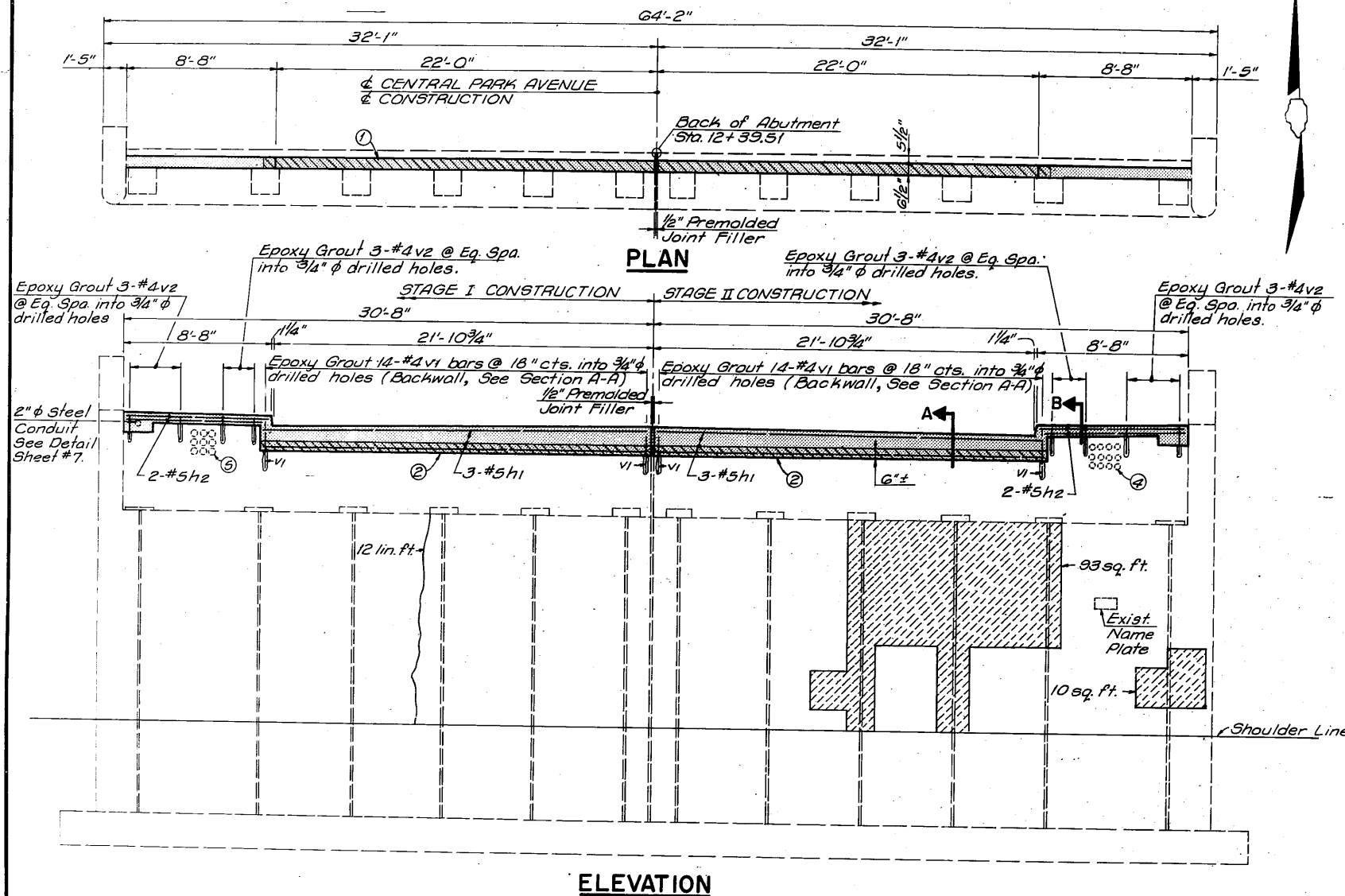
Care shall be taken during "ABUTMENT REPAIR PROCEDURE", so as not to damage utility conduits or conduit expansion couplings through backwall. Any part of the utility conduit system damaged during concrete removal shall be repaired or replaced, as approved by the Engineer. Protection cost incidental to CONCRETE REMOVAL, repairs will be at Contractor's expense.

NOTE:

Commonwealth Edison will provide assistance and supervision for the protection of their utility conduits. The Contractor is responsible for insuring the protection of Bureau of Electricity, City of Chicago utility conduits.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAI.290	*	COOK	27	23	17 SHEETS
FED. ROAD DIST. NO. 1	MODS	REL. ADJ. RELEASE	R-230-4		
* 2828.2 BR(80)					



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
#4	28	#4	2'-0"	
#2	12	#4	2'-2"	
#11	6	#5	22'-3"	
#2	4	#5	9'-4"	
CONCRETE REMOVAL		CU YD	1	
REPAIR CONCRETE STRUCTURES		SQ FT	138	
EPDM CRACK SEALING		LIN FT	20	
CLASS X CONCRETE		CU YD	1.6	
REINFORCEMENT BARS		POUND	240	

LEGEND

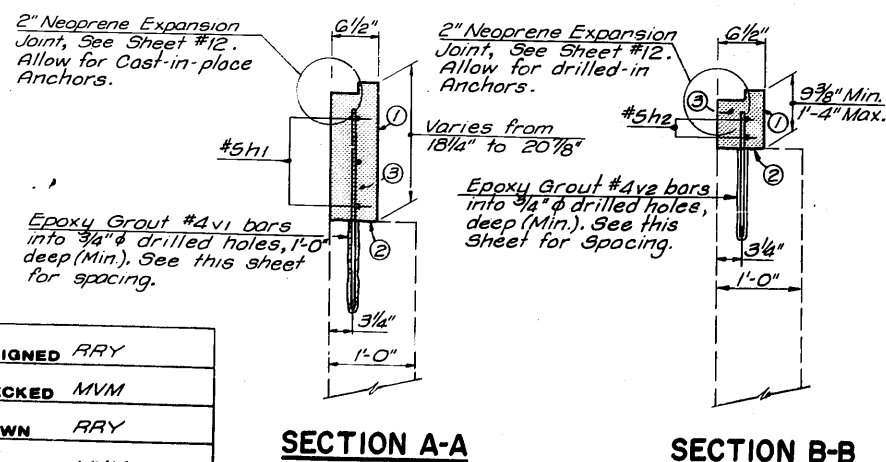
- Indicates New Construction
- Indicates Concrete Removal
- Indicates Repair Concrete Structures

- Indicates Cracks
- Construction Joint
- Banded Construction Joint, See Spcl. Prov.
- Backwall repairs to be made after deck forms have been removed.
- 12-Existing Asbestos Cement 4" ϕ Conduits (Commonwealth Edison) to remain. See Note.
- 9-Existing Asbestos Cement 3 1/2" ϕ Conduits (Bureau of Electricity, City of Chicago) to remain. See Note.

NOTE: See Sheet #16, for Vertical Concrete Repair Detail.

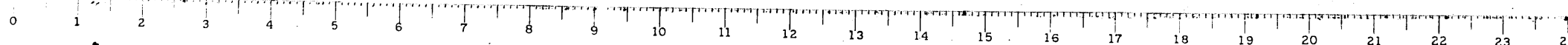
CHAMFER DETAILS

NOTE: Reconstruct Chamfer in areas of Replacement and Repair Concrete Structure to match existing.



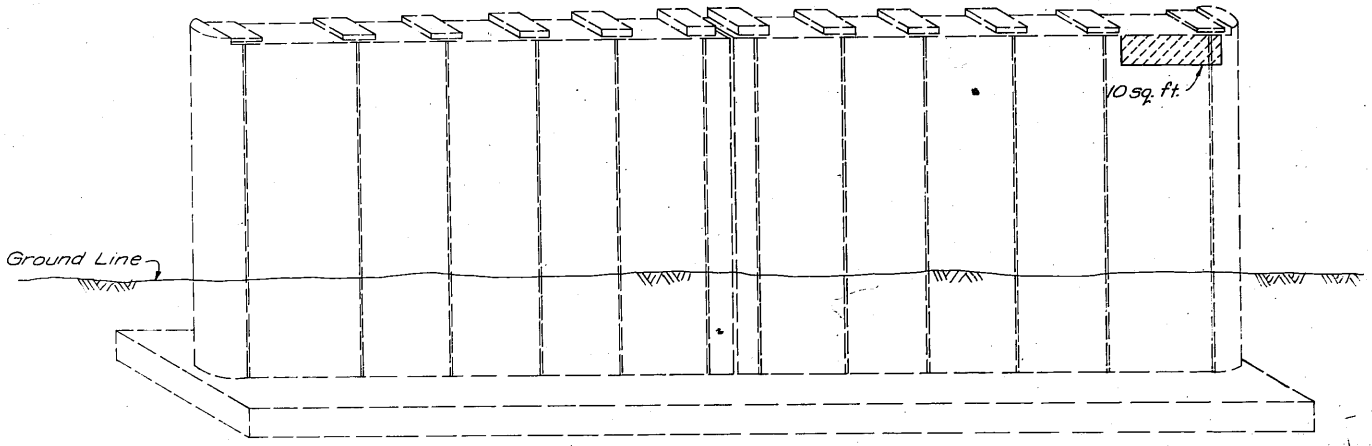
DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY
CHECKED	MVM

NORTH ABUTMENT
CENTRAL PARK AVENUE Over
I-290
FA.I. RTE. 290, SECTION 2828.2 BR(80)
COOK COUNTY
STA. 117+54.98 FAI.290 (E.B. 0)

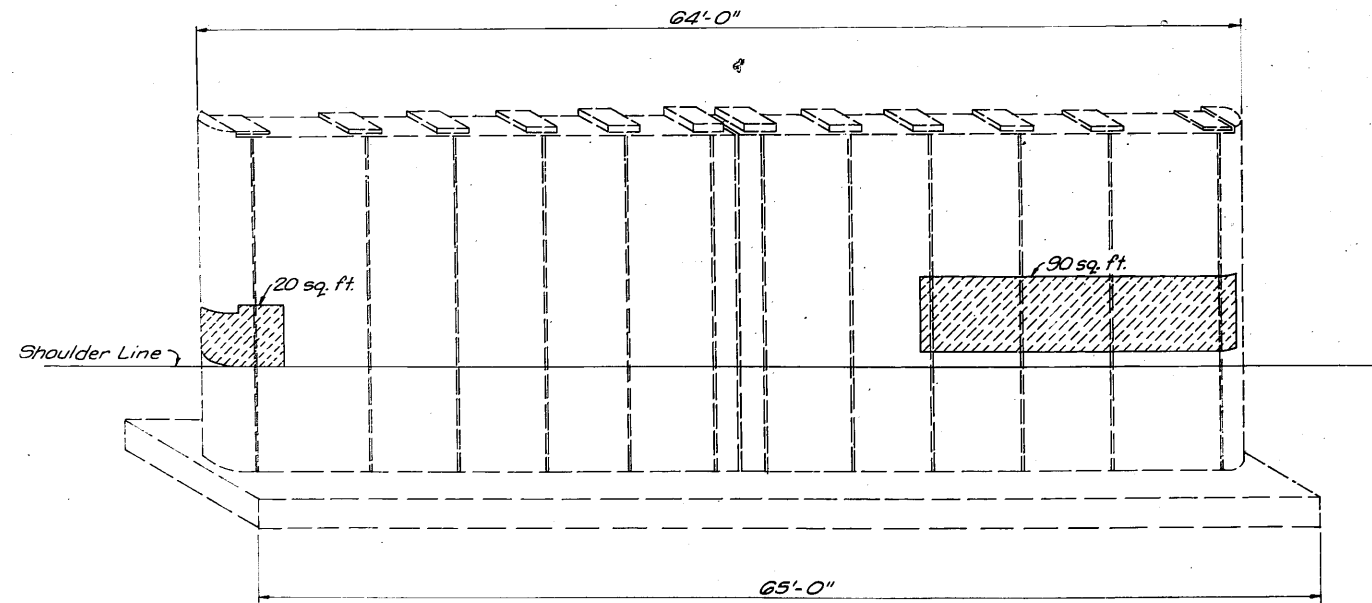


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 16
F.A.I. 290	*	COOK	27	24	17 SHEETS
FED. ROAD DIST. NO. 1 LINDSEY FED. AID PROJECT (IR-290-4)					
* 2828.2 BR (80)					



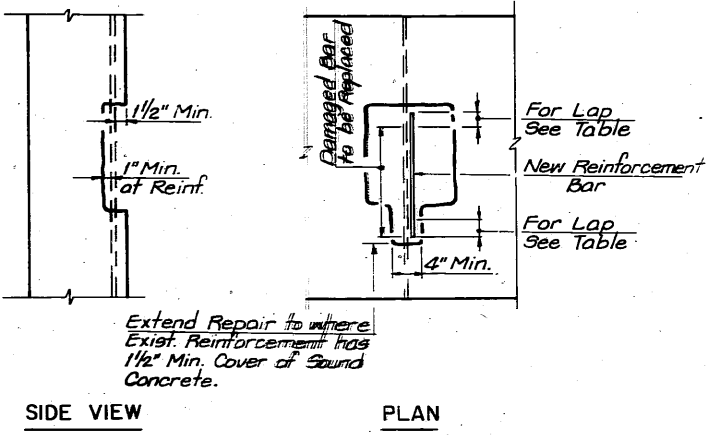
ELEVATION - NORTH FACE



ELEVATION - SOUTH FACE

DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY
CHECKED	MVM

NOTE: See Sheet #15, for
Chamfer Details.



VERTICAL CONCRETE REPAIR

NOTE: Existing reinforcement having 25% or more of cross sectional area lost due to corrosion or damaged during concrete removal shall be replaced by new reinforcement, lapped as shown or noted. Cost of Reinforcement included in "REPAIR CONCRETE STRUCTURE."

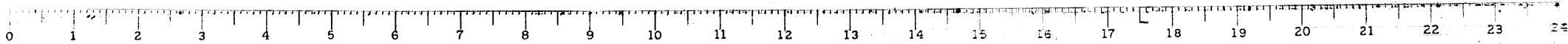
LAP DIMENSIONS	
BAR SIZE	LAP LENGTH
#4	15"
#5	19"
#6	23"
#7	26"

BILL OF MATERIAL		
ITEM	UNIT	QUANTITY
REPAIR CONCRETE STRUCTURES	SQ. FT.	120

LEGEND

Indicates Repair Concrete Structures

PIER 1
CENTRAL PARK AVENUE Over
I - 290
F.A.I. RTE.290, SECTION 2828.2 BR(80)
COOK COUNTY
STA. 117+54.98 F.A.I.290 (E.B. 1)

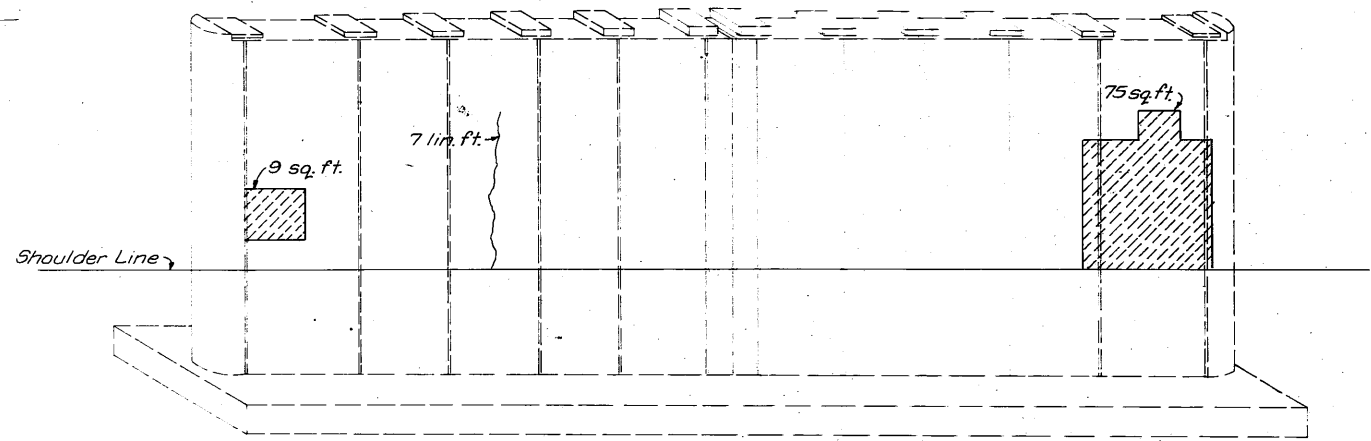


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

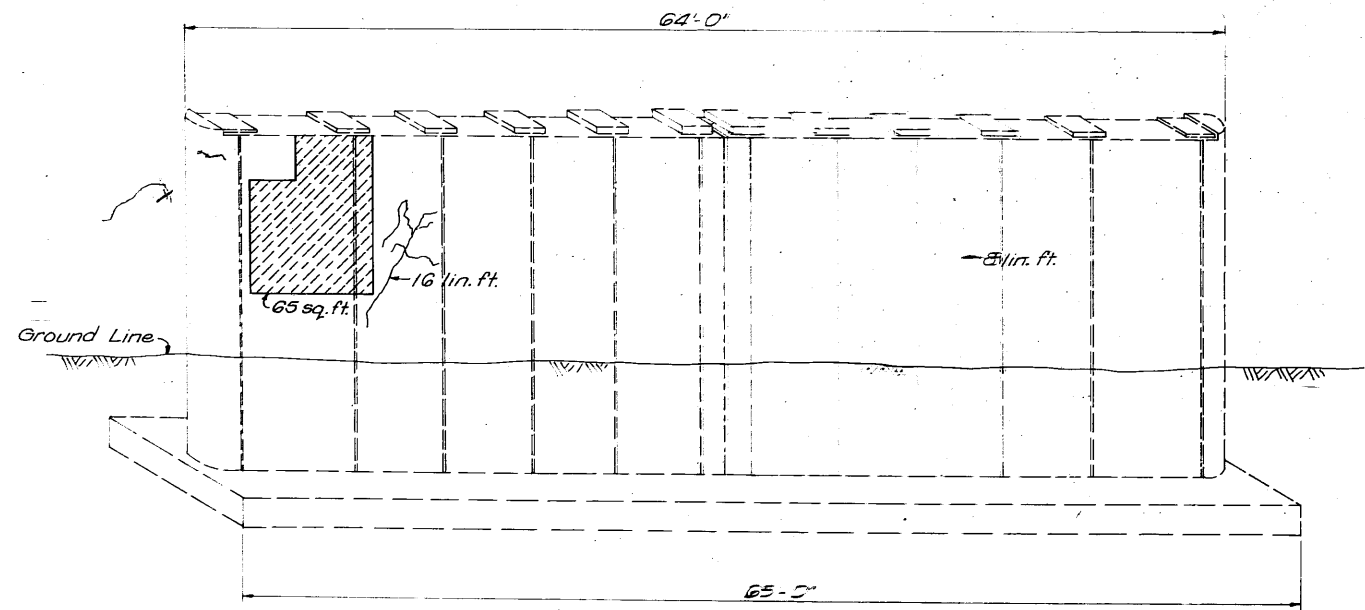
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA.I.290	*	COOK	27	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

* 2828.2 BR (80)

SHEET NO. 17
OF 17 SHEETS



ELEVATION - NORTH FACE



ELEVATION - SOUTH FACE

NOTE: See Sheet #15, for Chamfer Details.
See Sheet #16, for Vertical Concrete Repair Detail.

BILL OF MATERIAL		
ITEM	UNIT	QUANTITY
REPAIR CONCRETE STRUCTURES	SQ. FT.	129
EPOXY CRACK SEALING	LIN. FT.	31

LEGEND

- Indicates Repair Concrete Structures
- Indicates Cracks to be Epoxy Sealed

DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY
CHECKED	MVM

PIER 2
CENTRAL PARK AVENUE Over
I-290
FA.I. RTE.290, SECTION 2828.2 BR(80)
COOK COUNTY
STA. 117+54.98 FA.I.290 (E.B. 1)

