SHEET 1 OF SHEETS AS SHEET NUMBER 2

SCALE IN FEET

PLAN
PROFILE HORIZONTAL
PROFILE VERTICAL
CROSS SECTIONS HORIZONTAL
CROSS SECTIONS VERTICAL

LARAMIE AVENUE

DESCRIPTION OF WORK: THE IMPROVEMENT CONSISTS OF THE FOLLOWING ITEMS TO BE APPLIED TO THE EXISTING BRIDGE: REMOVE EXISTING BRIDGE DECK AND INSTALL A NEW CONCRETE DECK, PARAPET, AND PEDESTRIAN SAFETY FENCE. THE LONGITUDINAL DECK JOINT SHALL BE ELIMINATED IN THE REPLACEMENT DECK AND EXISTING EXPANSION JOINTS AT ABUTMENTS SHALL BE REMOVED AND REPLACED WITH A NEOPRENE EXPANSION JOINT OR 2 1/2" PREMOLDED JOINT SEAL, AS DETAILED. THE ABUTMENT BACKWALLS WILL BE REPAIRED OR REBUILT AS DETAILED. THE EXISTING STRUCTURAL STEEL AND FIXED PIER BEARINGS SHALL BE CLEANED AND PAINTED AND THE ABUTMENT ROLLER BEARINGS AND EXPANSION PIER ROCKER BEARINGS REPLACED WITH ELASTOMERIC BEARING PADS AND STEEL BOLSTERS. INSTALL FOUR INCH TRANSVERSE EXPANSION JOINT FILLER AT THE END OF THE APPROACH SLABS AND REPAIR DAMAGED CURBS AND SIDEWALKS. REMOVE AND REPLACE BITUMINOUS SURFACE COURSE ON THE APPROACH SLABS. THE BRIDGE SUBSTRUCTURE UNITS SHALL BE REPAIRED AS DETAILED IN THE PLANS. ALL OF THE WORK DESCRIBED SHALL BE ACCOMPLISHED UTILIZING STAGED CONSTRUCTION TO MAINTAIN TRAFFIC FLOW AT ALL TIMES.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID INTERSTATE HIGHWAY

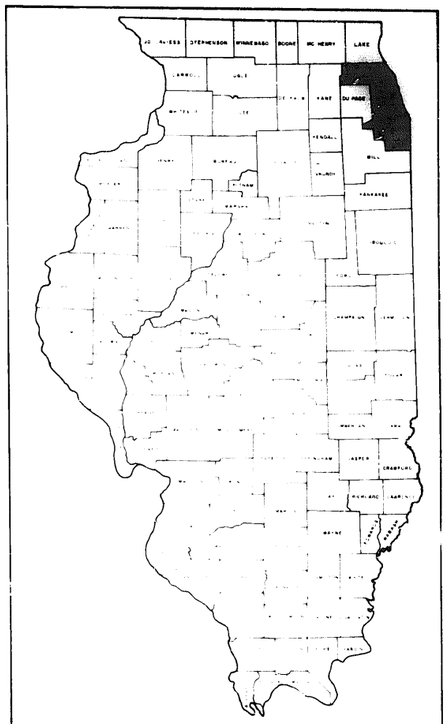
F.A.I. ROUTE 290
SECTION: 3030.2 BR (80)
PROJECT: IR-290-4 (87)92
COOK COUNTY

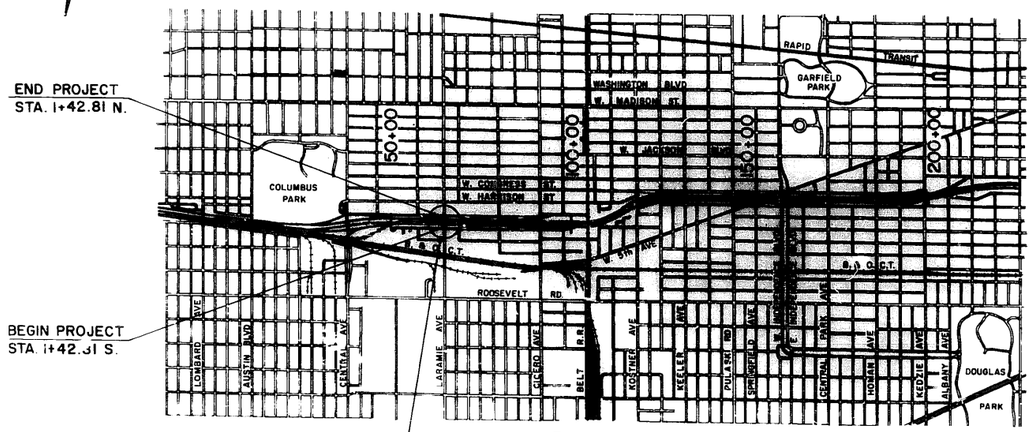
REHABILITATION OF LARAMIE AVENUE BRIDGE OVER EISENHOWER EXPRESSWAY

C-91-048-80

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	22	1
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	IR-290-4	
* 3030.2 BR(80)			(87)92	

P-91-048-80





LARAMIE AVENUE BRIDGE
Bridge No. 016-2064
Three span continuous steel wide flange beam bridge (Three 66'-7 1/2" Spans) with approach slabs, abutments and piers at Station 64+51.18 on the eastbound Baseline of the Eisenhower Expressway (I-290)

LOCATION MAP

APPROXIMATE SCALE: 1" = 2000'

2000 0 2000 4000

GRAPHIC SCALE

NET LENGTH OF PROJECT (ALONG LARAMIE AVE.) = 285.62 FT. = 0.054 MI.
NET LENGTH OF PROJECT (ALONG I-290) = 0.0 FT. = 0.0 MI.

WILLIAM GENTRY 62-29876 REGISTERED PROFESSIONAL ENGINEER STATE OF ILLINOIS

William Gentry
WILLIAM GENTRY
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS NO. 62-29876
DATE July 31, 1986

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 8-4 19 86
Ralph G. Wehner
DISTRICT ENGINEER

EXAMINED 19
ENGINEER OF PLANS AND CONTRACTS

PASSED 19
ENGINEER OF DESIGN

APPROVED 19
DIRECTOR OF HIGHWAYS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

PLANS PREPARED BY
AMERICAN ENGINEERING COMPANY

Revised Sht 12-9-86
Rev. 2-11-87 (PROJ.)

CONTRACT NO. 42239

COOK COUNTY SECTION 3030.2 BR(80) F.A.I. ROUTE 290

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	2
STA.		TO STA.		
FED ROAD DIST NO 7	ILLINOIS	PROJECT: I-IR-290-4		

* 3030.2 BR(80)

GENERAL PLAN NOTES

1. ALL ELEVATIONS ARE BASED ON UNITED STATES COAST & GEODETIC SURVEY DATUM.

2. 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.

3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

4. ALL SAW CUT OF EXISTING CONCRETE SHALL BE CONSIDERED INCIDENTAL TO THE REMOVAL ITEM INVOLVED.

5. 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.

6. 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.

7. 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.

8. 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.

9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS.

10. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

11. 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.

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES FOR THE DURATION OF THE CONTRACT AT HIS OWN COST.

13. ALL FRAMES AND GRATES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION WILL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. EXISTING LIGHT STANDARDS SHALL BE REMOVED AND REINSTALLED IN NEW LOCATION BY THE CITY OF CHICAGO. THE CITY OF CHICAGO SHALL ALSO FURNISH AND INSTALL THE WIRING TO MAKE THE RELOCATED LIGHT STANDARDS FULLY OPERATIONAL.

20. THE CONTRACTOR SHALL FURNISH AND INSTALL A GROUNDING CONDUCTOR (TYPE XHHW-GREEN SOLID COLOR INSULATION) IN EXISTING CONDUITS AS FOLLOWS:
   a. INSTALL 1-1/c #6 AWG GROUNDING CONDUCTOR IN EXISTING 2½" DIAM. CONDUITS.
   b. INSTALL 1-1/c #10 AWG GROUNDING CONDUCTOR IN EXISTING 1" DIAM. CONDUITS (SEE SPECIAL PROVISIONS).

INDEX OF SHEETS

STATE STANDARDS

1686-4	SYMBOLS AND ABBREVIATIONS
2116-2	PATCHING DETAILS (pcc)
2130-9	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
2298-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2299-10	DESIGN OF TRAFFIC CONTROL DEVICES
2300-3	FLAGMAN TRAFFIC CONTROL SIGN
2307-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2314-5	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2323-7	PAVEMENT JOINTS
2356	SIDEWALK RAMPS FOR THE HANDICAPPED
2383-1	TEMPORARY CONCRETE BARRIER
U-2,U-5	TRAFFIC CONTROL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EISENHOWER EXPRESSWAY

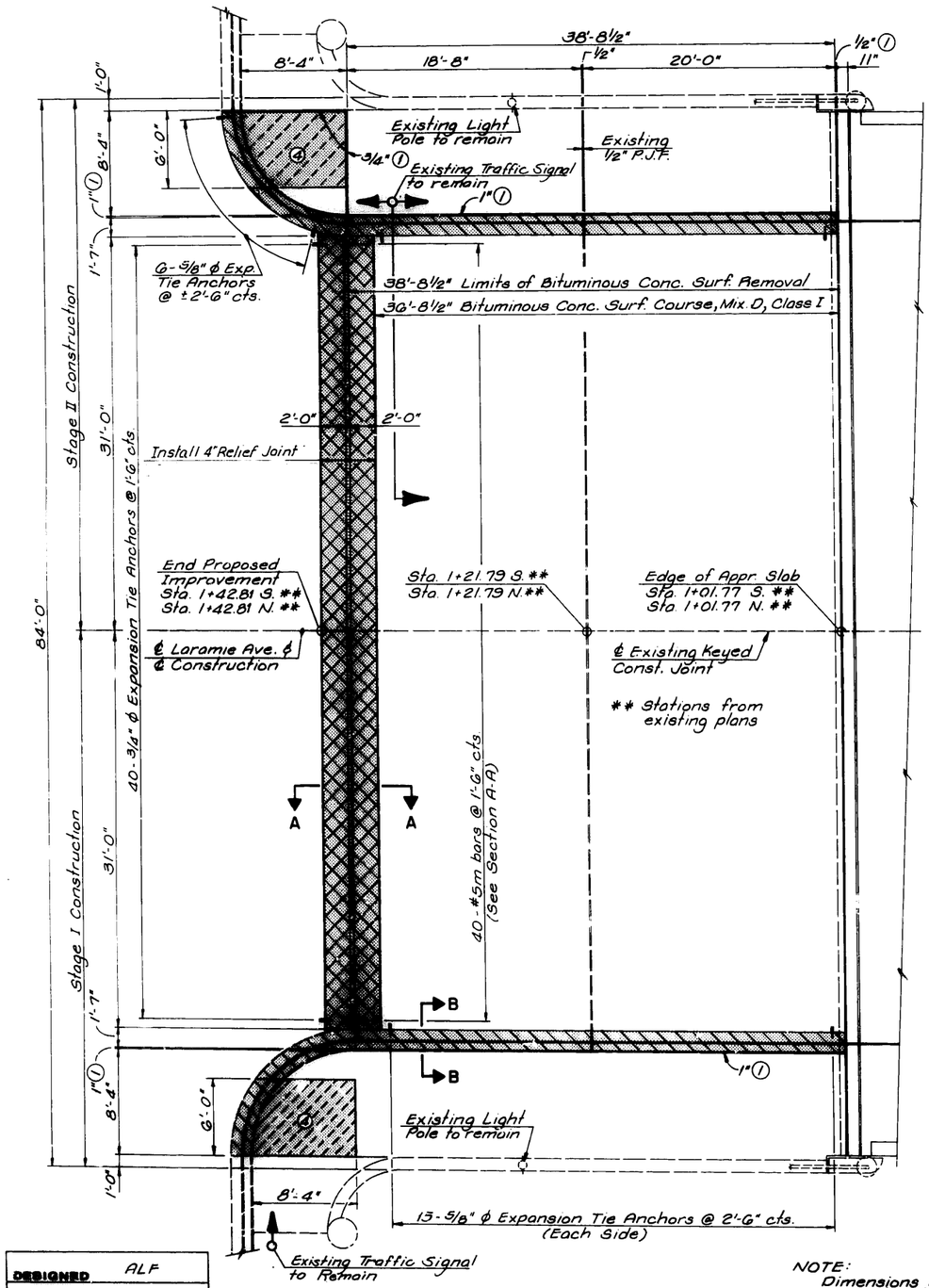
INDEX OF SHEETS, STATE STANDARDS AND GENERAL PLAN NOTES

SCALE: NONE DRAWN BY: ALF

DATE: 2/22/84 CHECKED BY: MVM

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	11
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

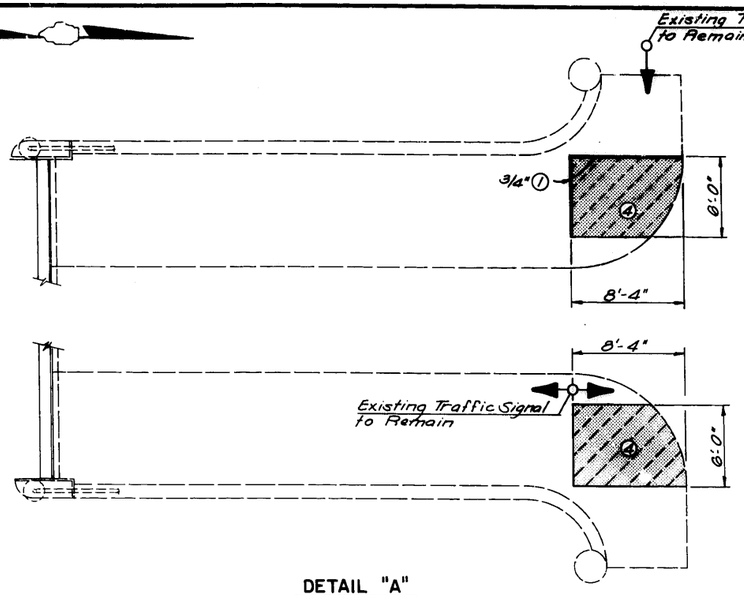
*3030.2 BR(80)



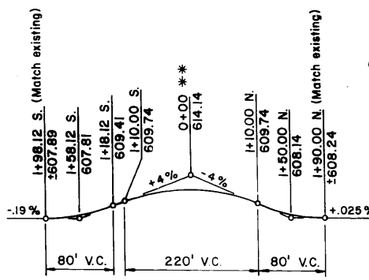
DESIGNED	ALF
CHECKED	MVM
DRAWN	ALF
CHECKED	MVM

PLAN - APPROACH SLAB

South Approach Slab shown, North Approach Slab symmetrical by 180° rotation. See Detail "A" for Sidewalk Repair at North Approach Slab.



DETAIL "A"

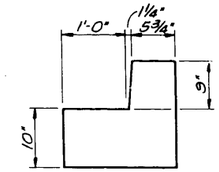


PROFILE GRADE

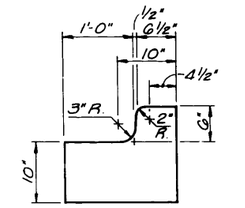
BILL OF MATERIAL

Item	Unit	Quantity
BIT CONC SURF REM	SQ YD	533
COMB C C&G REM & REPL	LIN FT	212
BIT CONC SC MIX D CL I	TON	37
PVT REM PCC REP SP 10")	SQ YD	60
INSTALL 4" RELIEF JOINT	LIN FT	124
SIDEWALK REMOVAL & REPLACEMENT	SQ FT	181
EXP TIE ANCHORS ⅝" ϕ	EACH	80
PROTECTIVE COAT	SQ YD	113
BIT MATLS PR CT	GALLON	54
EXP TIE ANCHORS ⅝"	EACH	72

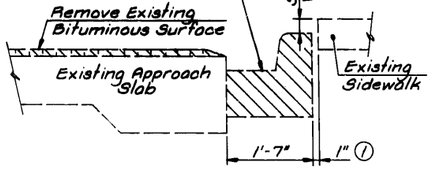
⊙ NOT A PAY ITEM- INCIDENTAL TO "INSTALL 4" RELIEF JOINT" (SEE SPEC. PROVS.)



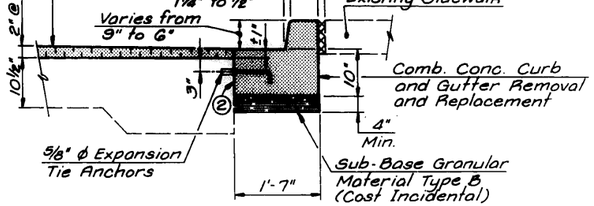
TYPICAL CURB SECTION
AT ABUTMENT



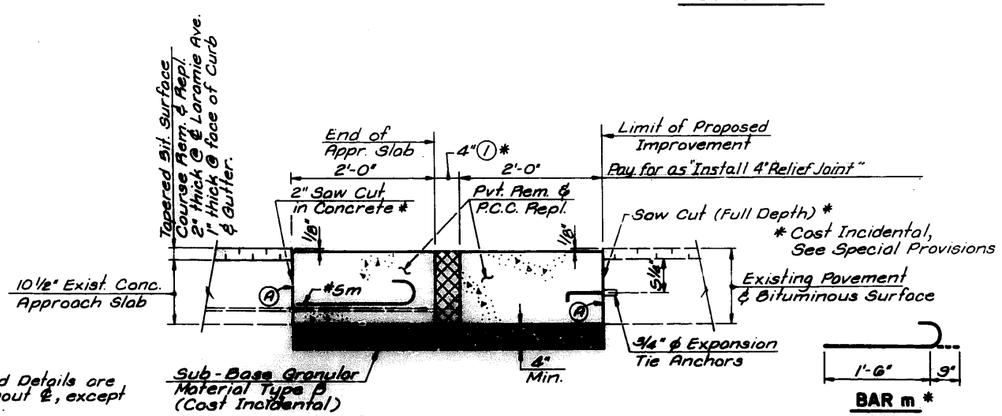
TYPICAL CURB SECTION
AT END OF TRANSITION



SECTION B-B
(EXISTING)



SECTION B-B



SECTION A-A
DETAIL OF 4" RELIEF JOINT

BAR m *

NOTE:
Dimensions and Details are symmetrical about ℄, except where noted.

NOTE ②:
Bond New Concrete to Existing with Epoxy Resin Concrete Adhesive conforming to Article 718.06 of the Standard Specifications and placed in Accordance with Article 504.13.

▨ Indicates Sidewalk Rem. & Repl.

▨ Indicates Comb. Curb & Gutter Removal & Replacement

▨ Indicates "Install 4" Relief Joint"

① Preformed Expansion Joint Filler

② Construction Joint

③ Access ramp for the Handicapped, See City of Chicago Details, Sheet #11 and #12, and Std. Dwg. 2356.

APPROACH SLAB
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR (80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)

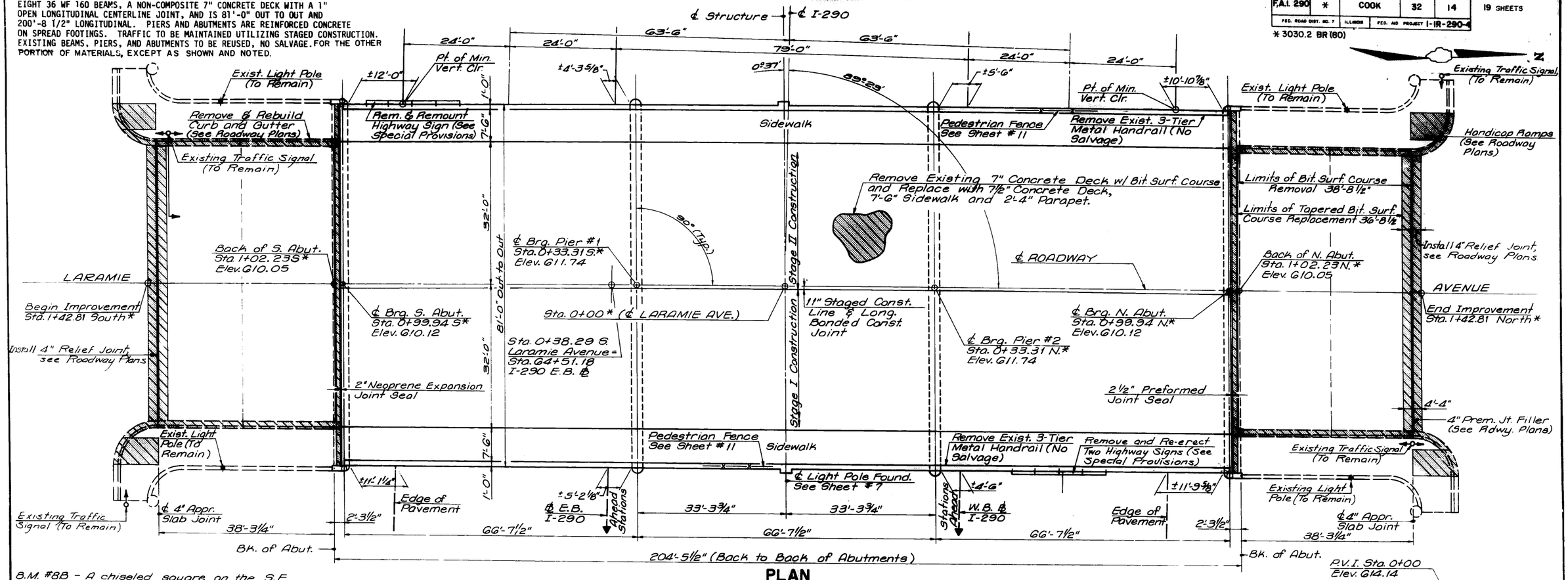
THE EXISTING BRIDGE NO. 016-2064 AT STA. 64+51.18 (F.A.I. 290 EASTBOUND BASELINE) WAS BUILT IN 1954 AS F.A. ROUTE 131 - PROJECT U.I. 261(66), SECTION 062-3030.2-M.F.T. THE BRIDGE CONSISTS OF EIGHT 36 WF 150 AND EIGHT 36 WF 160 BEAMS, A NON-COMPOSITE 7" CONCRETE DECK WITH A 1" OPEN LONGITUDINAL CENTERLINE JOINT, AND IS 81'-0" OUT TO OUT AND 200'-8 1/2" LONGITUDINAL. PIERS AND ABUTMENTS ARE REINFORCED CONCRETE ON SPREAD FOOTINGS. TRAFFIC TO BE MAINTAINED UTILIZING STAGED CONSTRUCTION. EXISTING BEAMS, PIERS, AND ABUTMENTS TO BE REUSED, NO SALVAGE. FOR THE OTHER PORTION OF MATERIALS, EXCEPT AS SHOWN AND NOTED.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	14
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	I-IR-290-6	

SHEET NO. 1
19 SHEETS

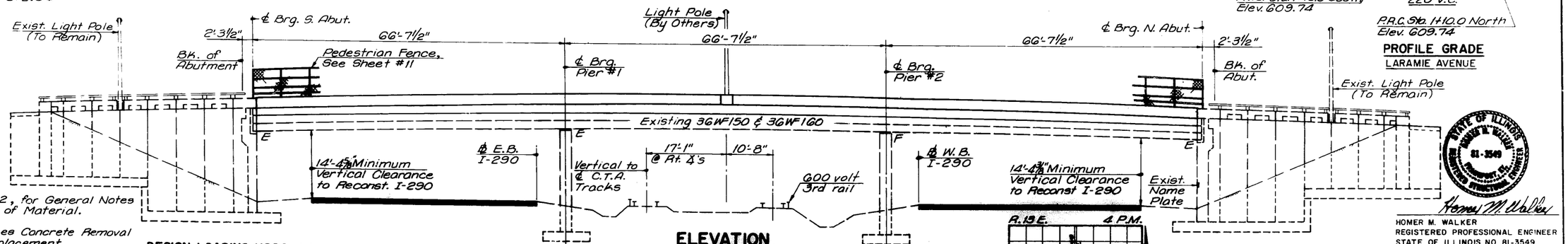
* 3030.2 BR(80)



B.M. #88 - A chiseled square on the S.E. corne of the South abutment of the Laramie Avenue Bridge. Elev. 612.54

PLAN

* Stations from Existing Plans



NOTE: See Sheet #2, for General Notes & Total Bill of Material.

Indicates Concrete Removal and Replacement

ELEVATION

P.V.C. Sta. 63+85.98 ℄ E.B. Elev. 592.49
P.V.C. Sta. 63+61.35 ℄ W.B. Elev. 592.69
300' V.C.
-1.22% E.B.
-1.78% W.B.
+1.44% E.B.
+1.30% W.B.
P.V.T. Sta. 66+85.98 ℄ E.B. Elev. 592.77
P.V.T. Sta. 66+61.35 ℄ W.B. Elev. 592.50
P.V.I. Sta. 65+35.98 ℄ E.B. Elev. 590.647
P.V.I. Sta. 65+11.35 ℄ W.B. Elev. 590.455

PROFILE GRADE
I-290

P.V.I. Sta. 0+00
Elev. 614.14
+4%
-4%
220' V.C.
P.V.C. Sta. 1+10.0 South Elev. 609.74
P.R.C. Sta. 1+10.0 North Elev. 609.74

PROFILE GRADE
LARAMIE AVENUE

DESIGN LOADING HS20-44

Allow 25 p.s.f. for future Wearing Surface
Design Specifications 1983 AASHTO and 1984-1985 Interims as applicable. (New Construction Only)

DESIGN STRESSES

f'c = 3,500 p.s.i. - Concrete } New Construction
fy = 60,000 p.s.i. - Reinforcement }
fs = 18,000 p.s.i. - (A.S.T.M. A7) - Existing Beams
fy = 36,000 p.s.i. - New Diaphragms, Misc. Steel
f'c = 3,500 p.s.i. - Concrete (Existing)

DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY & RBY
CHECKED	MVM

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
James T. Rayburn
Engineer of Bridges and Structures

R. 15 E. 4 P.M.
16
N
N. 99°-17'-W.
LOCATION SKETCH

STATE OF ILLINOIS
HOMER M. WALKER
81-3549
REGISTERED STRUCTURAL ENGINEER

Homer M. Walker
HOMER M. WALKER
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS NO. 81-3549
DATE: 7-31-86

GENERAL PLAN & ELEVATION
LARAMIE AVENUE Over I-290
F.A.I. RTE. 290, SECTION 3030.2 BR(80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 E.B.℄

PLANS PREPARED BY AMERICAN ENGINEERING CO.

Revised

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

SHEET NO 2
19 SHEETS

*3030.2 BR(80)

GENERAL NOTES

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 QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THE BASIC LEAD-SILICO PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF NEW STRUCTURAL STEEL, EXCEPT WHERE OTHERWISE NOTED.

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 509.06)

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 FORM 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.

EXPANSION BOLTS SHALL CONSIST OF APPROVED EXPANSION ANCHORS PROVIDING MINIMUM CERTIFIED PROOF LOAD = 4,000 POUNDS AND 3/4" DIA. x 12" HOOKED BOLTS.

TWO LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES UTILIZING STAGE CONSTRUCTION.

ALL EXISTING BEAM TOP FLANGE SURFACES WHICH WILL BE IN CONTACT WITH NEW CONCRETE SHALL BE CLEANED TO SATISFY ARTICLE 509.06(b) METHOD II OF THE SPEC. PROVISIONS. COST SHALL BE INCIDENTAL TO "REMOVAL OF EXISTING CONCRETE DECK".

JACKING NOTE: FOR BEAM RAISING SEE SPECIAL PROVISIONS, JACKING & REMOVING EXISTING BEARING.

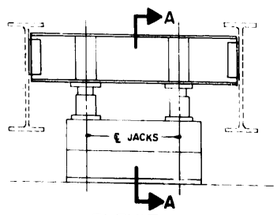
TOTAL BILL OF MATERIALS

ITEM	UNIT	SUPER.	SUBST.	TOTAL
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	48	———	48
CONCRETE REMOVAL	CU YD	———	10	10
REMOVAL OF EXISTING CONCRETE DECK	LUMP SUM	1	———	1
PROTECTIVE COAT	SQ YD	1,932	———	1,932
CLASS X CONCRETE	CU YD	477.2	9.3	486.5
STRUCTURAL STEEL	POUND	16,460	———	16,460
CLEANING AND PAINTING STEEL BRIDGE	LUMP SUM	1	———	1
REINFORCEMENT BARS	POUND	———	270	270
REINFORCEMENT BARS (EPOXY COATED)	POUND	100,690	———	100,690
PROTECTIVE SHIELD	SQ YD	1,800	———	1,800
NEOPRENE EXPANSION JOINT 2"	LIN FT	83	———	83
REPAIR CONCRETE STRUCTURES *	SQ FT	———	305	305
REMOVE & RE-ERECT BRIDGE MOUNTED SIGNS	EACH	3	———	3
PREFORMED JOINT SEAL 2½"	LIN FT	83	———	83
PREFORMED JOINT SEAL 1¾"	LIN FT	———	60	60
EXPANSION BOLTS, ¾"ø	EACH	———	44	44
CHAIN LINK FENCE 6' (BRIDGE)	LIN FT	399	———	399
JACKING & REMOVING EXISTING BEARING	EACH	48	———	48
CLEANING AND PAINTING PIPE HANDRAIL	LIN. FT.	192	———	192
NAME PLATES	EACH	1	———	1
BRIDGE DECK GROVING	SQ. YD.	1,385		1,385
PROTECT & MAINTAIN EXISTING UNDERPASS LUMINAIRE	LUMP SUM	———	1	1
INSTALL & REMOVE TEMPORARY CONCRETE BARRIER	UNIT	30	———	30
RELOCATE TEMPORARY CONCRETE BARRIER	LIN. FT.	346	———	340

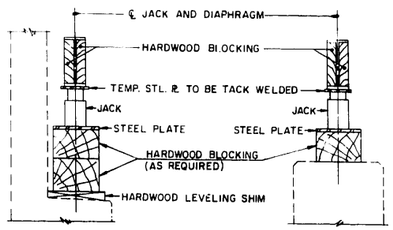
* QUANTITIES SHOWN ARE ESTIMATES AND SHOULD NOT BE TAKEN AS MAXIMUM LIMITS

STATION 0+00.0
REPAIRED 1984 BY
STATE OF ILLINOIS
F.A.I. RT. I-290 SEC 3030.2 BR(80)
F.A. PROJ. IR.-290-4(87)
LOADING HS-20
STR. NO. 016-2064

NAME PLATE
SEE STD. 2113

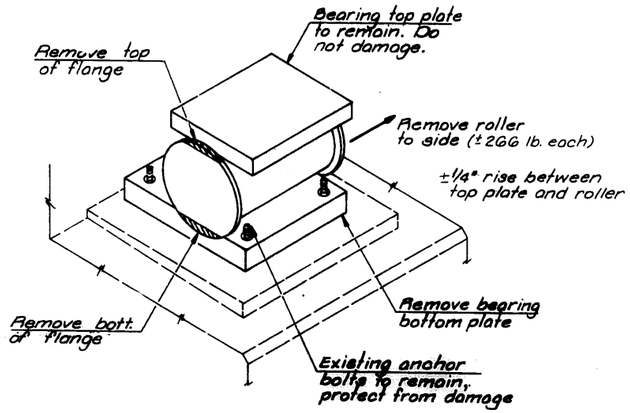


ELEVATION

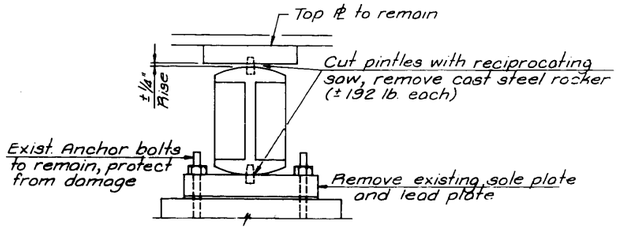


AT ABUTMENT — SECTION A-A — AT PIER

SUGGESTED **JACKING DETAIL**



BEARING REMOVAL DETAIL
AT ABUTMENT
NOTE: See Sheet #13 for Replacement Details.



BEARING REMOVAL DETAIL
AT PIER I
NOTE: See Sheet #14 for Replacement Details.

DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY
CHECKED	MVM

GENERAL NOTES AND
TOTAL BILL OF MATERIALS
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR(80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)

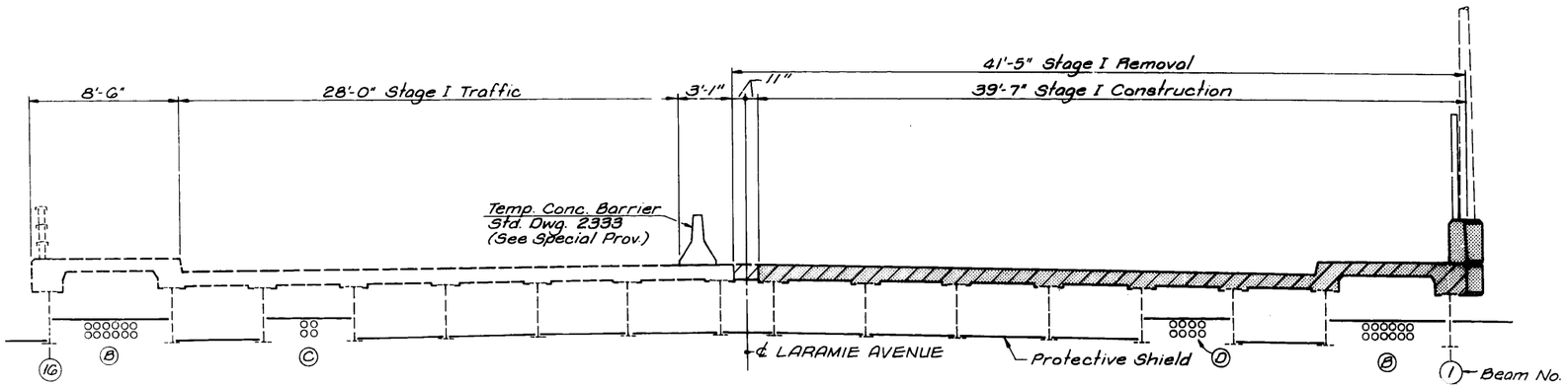
REV. 2-11-87 (NAME PLATE) REV. 3-17-87

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

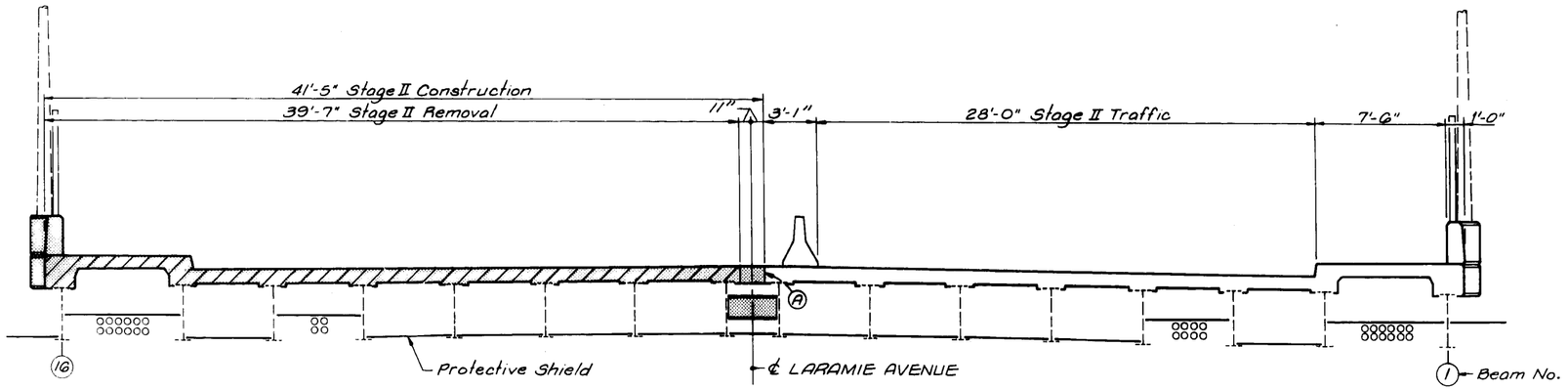
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	16
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

SHEET NO 3
19 SHEETS

* 3030.2 BR(80)



STAGE I CONSTRUCTION
(LOOKING NORTH)



STAGE II CONSTRUCTION
(LOOKING NORTH)

- Indicates Concrete Removal
- Indicates New Construction
- Ⓐ Bonded Longitudinal Joint
- Ⓑ Commonwealth Edison conduits
- Ⓒ Bell Telephone Conduits
- Ⓓ City of Chicago, Bureau of Electricity Conduits

STAGE 1:

1. DIVERT TRAFFIC TO WESTERN HALF OF BRIDGE, INSTALL TEMPORARY CONCRETE BARRIER, STD. 2333 AND TYPE 1 OR 2 TEMPORARY BARRICADES, AND CLOSE THE EASTERN HALF OF THE BRIDGE FOR REPAIRS.
2. INSTALL TEMPORARY LANE CLOSURES ON I-290 TO INSTALL UNDERBRIDGE CONDUIT SUPPORT AND PROTECTION SYSTEMS AND PROTECTIVE SHIELD. NOTIFY AND ALLOW COMMONWEALTH EDISON AND ILLINOIS BELL TELEPHONE TO SUPPORT AND PROTECT THEIR UTILITY CONDUITS. CONTRACTOR WILL SUPPORT AND PROTECT THE UTILITY SYSTEM OWNED BY THE CITY OF CHICAGO, BUREAU OF ELECTRICITY.
3. REMOVE EXISTING HANDRAIL AND BRIDGE DECK WITHIN LIMITS SHOWN.
4. INSTALL JACKING AND RAISE BEAMS 1 THROUGH 8 TO ALLOW REMOVAL OF EXISTING ABUTMENT ROLLER BEARINGS AND SOLE PLATES, AND EXPANSION PIER ROCKERS AND SOLE PLATES. INSTALL ELASTOMERIC BEARINGS AND STEEL BOLSTERS, REMOVE JACKS.
5. BEGIN REPAIRS TO SUBSTRUCTURE, ABUTMENT BACKWALL MODIFICATIONS, APPROACH SLAB REPAIRS, CURB AND GUTTER REPAIRS AND BEGIN CLEANING AND PAINTING STRUCTURAL STEEL. BEGIN INSTALLATION OF STEEL DIAPHRAGMS, ANGLES.
6. FORM AND PLACE CONCRETE FOR NEW BRIDGE DECK, SIDEWALK, AND PARAPET WITHIN LIMITS SHOWN.
7. INSTALL PEDESTRIAN FENCE ON PARAPET.

STAGE II:

1. WHEN NEW CONCRETE DECK HAS ACQUIRED ADEQUATE STRENGTH, RELOCATE TEMPORARY CONCRETE BARRIER AND BARRICADES TO EASTERN HALF OF BRIDGE AND DIVERT TRAFFIC TO EASTERN HALF OF BRIDGE.
2. REMOVE EXISTING HANDRAIL AND BRIDGE DECK WITHIN LIMITS SHOWN.
3. INSTALL JACKING AND RAISE BEAMS 9 THROUGH 16 TO ALLOW REMOVAL OF EXISTING ABUTMENT ROLLER BEARINGS AND SOLE PLATES, AND EXPANSION PIER ROCKERS AND SOLE PLATES. INSTALL ELASTOMERIC BEARINGS AND STEEL BOLSTERS, REMOVE JACKS.
4. COMPLETE INSTALLATION OF STEEL DIAPHRAGMS.
5. FORM AND PLACE CONCRETE FOR REMAINDER OF NEW BRIDGE DECK, SIDEWALK, AND PARAPET WITHIN LIMITS SHOWN. INSTALL PEDESTRIAN FENCE ON PARAPET.
6. COMPLETE REPAIRS TO SUBSTRUCTURE, APPROACHES, SIDEWALK MODIFICATIONS FOR HANDICAP RAMPS, SUPERSTRUCTURE PAINTING AND ALL OTHER WORK REQUIRED BY THE CONTRACT.
7. REMOVE TEMPORARY CONCRETE BARRIERS AND RELOCATE TRAFFIC CONTROL BARRICADES IN ACCORDANCE WITH DISTRICT 1 STANDARD U-2 TO ALLOW APPLICATION OF FINAL PAVEMENT MARKINGS AS DETAILED IN THE PLANS.

DESIGNED	ARY
CHECKED	MVM
DRAWN	ARY
CHECKED	MVM

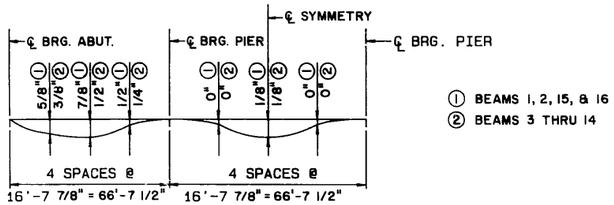
STAGE CONSTRUCTION
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR (80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	I-IR-290-4	

SHEET NO. 4
19 SHEETS

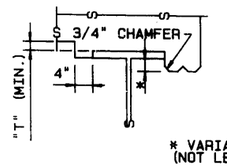
* 3030.2 BR (80)



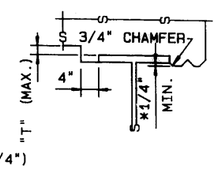
DEAD LOAD DEFLECTION DIAGRAM
(INCLUDES WEIGHT OF CONCRETE ONLY)

① BEAMS 1, 2, 15, & 16
② BEAMS 3 THRU 14

NOTE: THE ABOVE DEFLECTIONS ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM THE GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS, AS SHOWN ON SHEET #5.



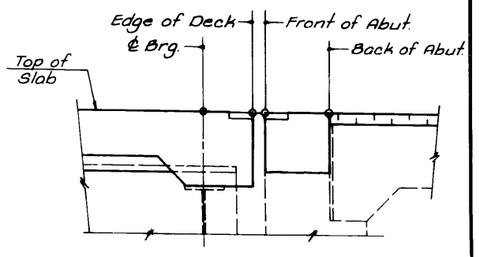
AT MINIMUM FILLET



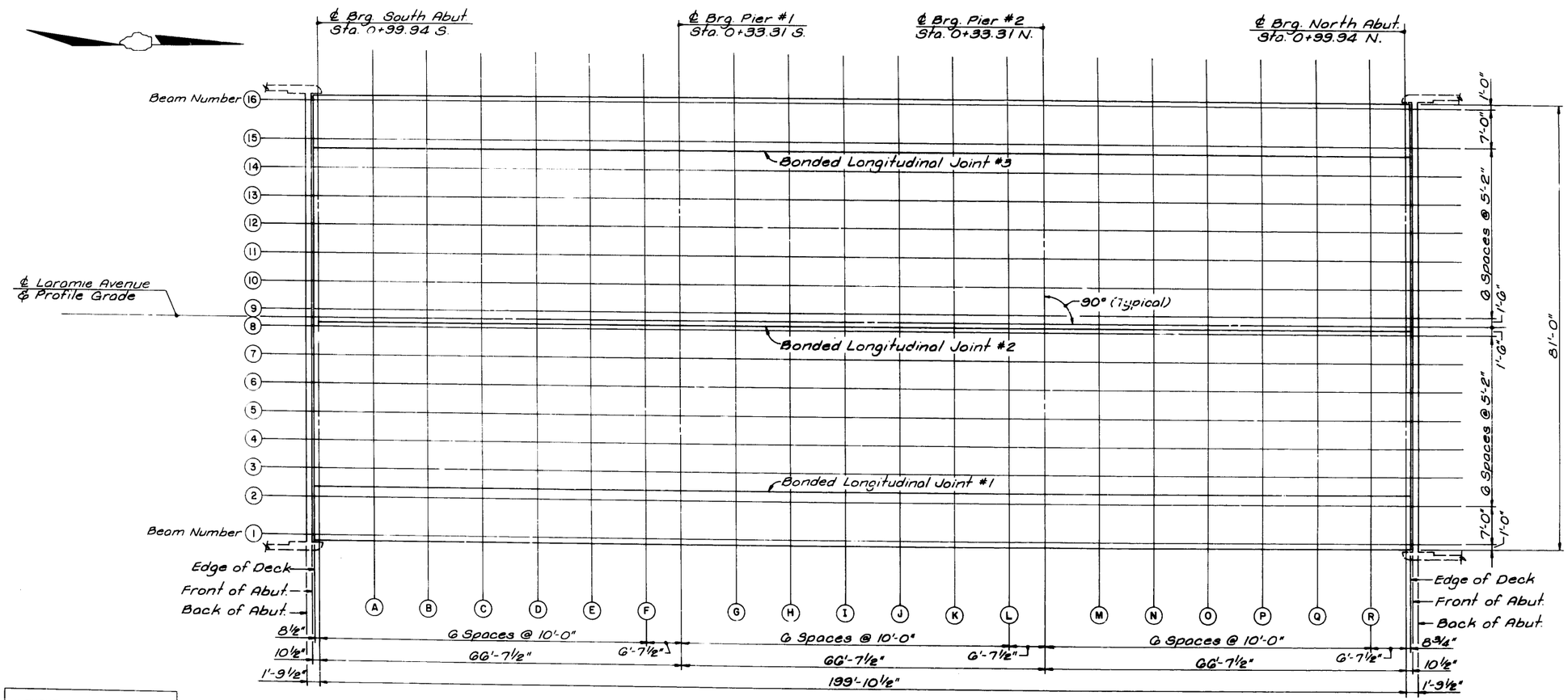
AT MAXIMUM FILLET

TO DETERMINE "T": AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE BEAMS SHALL BE TAKEN AT THE INTERVALS SHOWN BELOW. THESE ELEVATONS SUBTRACTED FROM THE "THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION"ON SHEET NO.5 MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "T" ABOVE TOP FLANGE OF THE BEAMS.

FILLET HEIGHTS



SECTION AT EDGE OF DECK



PLAN

DESIGNED	MVM
CHECKED	BLW
DRAWN	ALF
CHECKED	BLW

TOP OF SLAB ELEVATIONS
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR (80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B.℄)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	I-IR-290-4	

SHEET NO. 5
19 SHEETS

* 3030.2 BR(80)

TOP OF SIDEWALK, BEAMS 1 & 16

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEV. ADJUST. FOR DEAD LOAD DEFLECTION
BK.S.ABUT	-101.728	39.500	610.445	610.445
FT.S.ABUT	-100.812	39.500	610.479	610.479
EDGE DECK	-100.645	39.500	610.485	610.485
CL BRG.	-99.937	39.500	610.511	610.511
A	-89.937	39.500	610.856	610.892
B	-79.937	39.500	611.165	611.227
C	-69.937	39.500	611.438	611.507
D	-59.937	39.500	611.674	611.735
E	-49.937	39.500	611.874	611.913
F	-39.937	39.500	612.037	612.050
CL PIER 1	-33.312	39.500	612.125	612.125
G	-23.312	39.500	612.228	612.226
H	-13.312	39.500	612.295	612.296
I	-3.312	39.500	612.325	612.330
J	6.688	39.500	612.319	612.323
K	16.688	39.500	612.276	612.276
L	26.688	39.500	612.198	612.195
CL PIER 2	33.313	39.500	612.125	612.125
M	43.313	39.500	611.986	612.007
N	53.313	39.500	611.810	611.857
O	63.313	39.500	611.598	611.663
P	73.313	39.500	611.350	611.419
Q	83.313	39.500	611.065	611.119
R	93.313	39.500	610.744	610.769
CL BRG	99.938	39.500	610.511	610.511
EDGE DECK	100.667	39.500	610.484	610.484
FT.N.ABUT	100.813	39.500	610.479	610.479
BK.N.ABUT	101.729	39.500	610.445	610.445

TOP OF SIDEWALK, BEAMS 2 & 15

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEV. ADJUST. FOR DEAD LOAD DEFLECTION
BK.S.ABUT	-101.728	32.500	610.368	610.368
FT.S.ABUT	-100.812	32.500	610.401	610.401
EDGE DECK	-100.645	32.500	610.408	610.408
CL BRG.	-99.937	32.500	610.433	610.433
A	-89.937	32.500	610.779	610.815
B	-79.937	32.500	611.087	611.149
C	-69.937	32.500	611.360	611.429
D	-59.937	32.500	611.596	611.657
E	-49.937	32.500	611.796	611.835
F	-39.937	32.500	611.959	611.972
CL PIER 1	-33.312	32.500	612.048	612.048
G	-23.312	32.500	612.150	612.148
H	-13.312	32.500	612.217	612.218
I	-3.312	32.500	612.247	612.252
J	6.688	32.500	612.241	612.245
K	16.688	32.500	612.199	612.199
L	26.688	32.500	612.120	612.117
CL PIER 2	33.313	32.500	612.048	612.048
M	43.313	32.500	611.908	611.929
N	53.313	32.500	611.733	611.780
O	63.313	32.500	611.520	611.585
P	73.313	32.500	611.272	611.341
Q	83.313	32.500	610.987	611.041
R	93.313	32.500	610.666	610.691
CL BRG	99.938	32.500	610.433	610.433
EDGE DECK	100.667	32.500	610.407	610.407
FT.N.ABUT	100.813	32.500	610.401	610.401
BK.N.ABUT	101.729	32.500	610.368	610.368

BONDED LONGITUDINAL CONST. JOINTS 1 & 3

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEV. ADJUST. FOR DEAD LOAD DEFLECTION
BK.S.ABUT	-101.728	30.729	609.628	609.628
FT.S.ABUT	-100.812	30.729	609.662	609.662
EDGE DECK	-100.645	30.729	609.668	609.668
CL BRG.	-99.937	30.729	609.694	609.694
A	-89.937	30.729	610.039	610.075
B	-79.937	30.729	610.348	610.410
C	-69.937	30.729	610.620	610.689
D	-59.937	30.729	610.857	610.918
E	-49.937	30.729	611.056	611.095
F	-39.937	30.729	611.220	611.233
CL PIER 1	-33.312	30.729	611.308	611.308
G	-23.312	30.729	611.411	611.409
H	-13.312	30.729	611.478	611.479
I	-3.312	30.729	611.508	611.513
J	6.688	30.729	611.502	611.506
K	16.688	30.729	611.459	611.459
L	26.688	30.729	611.380	611.377
CL PIER 2	33.313	30.729	611.308	611.308
M	43.313	30.729	611.169	611.190
N	53.313	30.729	610.993	611.040
O	63.313	30.729	610.78.	610.846
P	73.313	30.729	610.533	610.602
Q	83.313	30.729	610.248	610.302
R	93.313	30.729	609.927	609.952
CL BRG	99.938	30.729	609.694	609.694
EDGE DECK	100.667	30.729	609.667	609.667
FT.N.ABUT	100.813	30.729	609.662	609.662
BK.N.ABUT	101.729	30.729	609.628	609.628

TOP OF DECK, BEAMS 3 & 14

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEV. ADJUST. FOR DEAD LOAD DEFLECTION
BK.S.ABUT	-101.728	27.333	609.676	609.676
FT.S.ABUT	-100.812	27.333	609.709	609.709
EDGE DECK	-100.645	27.333	609.716	609.716
CL BRG.	-99.937	27.333	609.741	609.741
A	-89.937	27.333	610.087	610.105
B	-79.937	27.333	610.396	610.428
C	-69.937	27.333	610.668	610.704
D	-59.937	27.333	610.904	610.935
E	-49.937	27.333	611.104	611.124
F	-39.937	27.333	611.267	611.273
CL PIER 1	-33.312	27.333	611.356	611.356
G	-23.312	27.333	611.459	611.458
H	-13.312	27.333	611.525	611.526
I	-3.312	27.333	611.555	611.558
J	6.688	27.333	611.549	611.551
K	16.688	27.333	611.507	611.507
L	26.688	27.333	611.428	611.427
CL PIER 2	33.313	27.333	611.356	611.356
M	43.313	27.333	611.216	611.227
N	53.313	27.333	611.041	611.065
O	63.313	27.333	610.829	610.863
P	73.313	27.333	610.580	610.616
Q	83.313	27.333	610.295	610.323
R	93.313	27.333	609.974	609.987
CL BRG	99.938	27.333	609.741	609.741
EDGE DECK	100.667	27.333	609.715	609.715
FT.N.ABUT	100.813	27.333	609.709	609.709
BK.N.ABUT	101.729	27.333	609.676	609.676

TOP OF DECK, BEAMS 4 & 13

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEV. ADJUST. FOR DEAD LOAD DEFLECTION
BK.S.ABUT	-101.728	22.166	609.748	609.748
FT.S.ABUT	-100.812	22.166	609.782	609.782
EDGE DECK	-100.645	22.166	609.788	609.788
CL BRG.	-99.937	22.166	609.814	609.814
A	-89.937	22.166	610.159	610.177
B	-79.937	22.166	610.468	610.500
C	-69.937	22.166	610.740	610.776
D	-59.937	22.166	610.976	611.007
E	-49.937	22.166	611.176	611.196
F	-39.937	22.166	611.340	611.346
CL PIER 1	-33.312	22.166	611.428	611.428
G	-23.312	22.166	611.531	611.530
H	-13.312	22.166	611.597	611.598
I	-3.312	22.166	611.628	611.631
J	6.688	22.166	611.622	611.624
K	16.688	22.166	611.579	611.579
L	26.688	22.166	611.500	611.499
CL PIER 2	33.313	22.166	611.428	611.428
M	43.313	22.166	611.289	611.300
N	53.313	22.166	611.113	611.137
O	63.313	22.166	610.901	610.935
P	73.313	22.166	610.652	610.688
Q	83.313	22.166	610.368	610.396
R	93.313	22.166	610.047	610.060
CL BRG	99.938	22.166	609.814	609.814
EDGE DECK	100.667	22.166	609.787	609.787
FT.N.ABUT	100.813	22.166	609.782	609.782
BK.N.ABUT	101.729	22.166	609.748	609.748

TOP OF DECK, BEAMS 5 & 12

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEV. ADJUST. FOR DEAD LOAD DEFLECTION
BK.S.ABUT	-101.728	17.000	609.820	609.820
FT.S.ABUT	-100.812	17.000	609.854	609.854
EDGE DECK	-100.645	17.000	609.860	609.860
CL BRG.	-99.937	17.000	609.886	609.886
A	-89.937	17.000	610.231	610.249
B	-79.937	17.000	610.540	610.572
C	-69.937	17.000	610.813	610.849
D	-59.937	17.000	611.049	611.080
E	-49.937	17.000	611.249	611.269
F	-39.937	17.000	611.412	611.418
CL PIER 1	-33.312	17.000	611.500	611.500
G	-23.312	17.000	611.603	611.602
H	-13.312	17.000	611.670	611.671
I	-3.312	17.000	611.700	611.703
J	6.688	17.000	611.694	611.696
K	16.688	17.000	611.651	611.651
L	26.688	17.000	611.573	611.572
CL PIER 2	33.313	17.000	611.500	611.500
M	43.313	17.000	611.361	611.372
N	53.313	17.000	611.185	611.209
O	63.313	17.000	610.973	611.007
P	73.313	17.000	610.725	610.761
Q	83.313	17.000	610.440	610.468
R	93.313	17.000	610.119	610.132
CL BRG	99.938	17.000	609.886	609.886
EDGE DECK	100.667	17.000	609.859	609.859
FT.N.ABUT	100.813	17.000	609.854	609.854
BK.N.ABUT	101.729	17.000	609.820	609.820

TOP OF DECK, BEAMS 6 & 11

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEV. ADJUST. FOR DEAD LOAD DEFLECTION
BK.S.ABUT	-101.728	11.833	609.893	609.893
FT.S.ABUT	-100.812	11.833	609.926	609.926
EDGE DECK	-100.645	11.833	609.933	609.933
CL BRG.	-99.937	11.833	609.958	609.958
A	-89.937	11.833	610.304	610.322
B	-79.937	11.833	610.613	610.645
C	-69.937	11.833	610.885	610.921
D	-59.937	11.833	611.121	611.152
E	-49.937	11.833	611.321	611.341
F	-39.937	11.833	611.484	611.490
CL PIER 1	-33.312	11.833	611.573	611.573
G	-23.312	11.833	611.676	611.675
H	-13.312	11.833	611.742	611.743
I	-3.312	11.833	611.772	611.775
J	6.688	11.833	611.766	611.768
K	16.688	11.833	611.724	611.724
L	26.688	11.833	611.645	611.644
CL PIER 2	33.313	11.833	611.573	611.573
M	43.313	11.833	611.433	611.444
N	53.313	11.833	611.258	611.282
O	63.313	11.833	611.046	611.080
P	73.313	11.833	610.797	610.833
Q	83.313	11.833	610.512	610.540
R	93.313	11.833	610.191	610.204
CL BRG	99.938	11.833	609.958	609.958
EDGE DECK	100.667	11.833	609.932	609.932
FT.N.ABUT	100.813	11.833	609.926	609.926
BK.N.ABUT	101.729	11.833	609.893	609.893

TOP OF DECK, BEAMS 7 & 10

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEV. ADJUST. FOR DEAD LOAD DEFLECTION
BK.S.ABUT	-101.728	6.666	609.965	609.965
FT.S.ABUT	-100.812	6.666	609.999	609.999
EDGE DECK	-100.645	6.666	610.005	610.005
CL BRG.	-99.937	6.666	610.031	610.031
A	-89.937	6.666	610.376	610.394
B	-79.937	6.666	610.685	610.717
C	-69.937	6.666	610.957	610.993
D	-59.937	6.666	611.193	611.224
E	-49.937	6.666	611.393	611.413
F	-39.937	6.666	611.557	611.563
CL PIER 1	-33.312	6.666	611.645	611.645
G	-23.312	6.666	611.748	611.747
H	-13.312	6.666	611.814	611.815
I	-3.312	6.666	611.845	611.848
J	6.688	6.666	611.839	611.841
K	16.688	6.666	611.796	611.796
L	26.688	6.666	611.717	611.716
CL PIER 2	33.313	6.666	611.645	611.645
M	43.313	6.666	611.506	611.517
N	53.313	6.666	611.330	611.354
O	63.313	6.666	611.118	611.152
P	73.313	6.666	610.869	610.905
Q	83.313	6.666	610.585	610.613
R	93.313	6.666	610.264	610.277
CL BRG	99.938	6.666	610.031	610.031
EDGE DECK	100.667	6.666	610.004	610.004
FT.N.ABUT	100.813	6.666	609.999	609.999
BK.N.ABUT	101.729	6.666	609.965	609.965

TOP OF DECK, BEAMS 8 & 9

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEV. ADJUST. FOR DEAD LOAD DEFLECTION
BK.S.ABUT	-101.728	1.500	610.037	610.037
FT.S.ABUT	-100.812	1.500	610.071	610.071
EDGE DECK	-100.645	1.500	610.077	610.077
CL BRG.	-99.937	1.500	610.103	610.103
A	-89.937	1.500	610.448	610.466
B	-79.937	1.500	610.757	610.789
C	-69.937	1.500	611.030	611.066
D	-59.937	1.500	611.266	611.297
E	-49.937	1.500	611.466	611.486
F	-39.937	1.500	611.629	611.635
CL PIER 1	-33.312	1.500	611.717	611.717
G	-23.312	1.500	611.820	611.819
H	-13.312	1.500	611.887	611.888
I	-3.312	1.500	611.917	611.920
J	6.688	1.500	611.911	611.913
K	16.688	1.500	611.868	611.868
L	26.688	1.500	611.790	611.789
CL PIER 2	33.313	1.500	611.717	611.717
M	43.313	1.500	611.578	611.589
N	53.313	1.500	611.402	611.426
O	63.313	1.500	611.190	611.224
P	73.313	1.500	610.942	610.978
Q	83.313	1.500	610.657	610.685
R	93.313	1.500	610.336	610.349
CL BRG	99.938	1.500	610.103	610.103
EDGE DECK	100.667	1.500	610.076	610.07.
FT.N.ABUT	100.813	1.500	610.071	610.0 1
BK.N.ABUT	101.729	1.500	610.037	610.037

BONDED LONGITUDINAL STAGE CONST. JOINT 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEV. ADJUST. FOR DEAD LOAD DEFLECTION
BK.S.ABUT	-101.728	0.917	610.048	610.048
FT.S.ABUT	-100.812	0.917	610.082	610.082
EDGE DECK	-100.645	0.917	610.088	610.088
CL BRG.	-99.937	0.917	610.114	610.114
A	-89.937	0.917	610.459	610.477
B	-79.937	0.917	610.768	610.800
C	-69.937	0.917	611.040	611.076
D	-59.937	0.917	611.276	611.307
E	-49.937	0.917	611.476	611.496
F	-39.937	0.917	611.639	611.645
CL PIER 1	-33.312	0.917	611.728	611.728
G	-23.312	0.917	611.831	611.830
H	-13.312	0.917	611.897	611.898
I	-3.312	0.917	611.928	611.931
J	6.688	0.917	611.921	611.923
K	16.688	0.917	611.879	611.879
L	26.688	0.917	611.800	611.799
CL PIER 2	33.313	0.917	611.728	611.728
M	43.313	0.917	611.588	611.599
N	53.313	0.917	611.413	611.437
O	63.313	0.917	611.201	611.235
P	73.313	0.917	610.952	610.988
Q	83.313	0.917	610.668	610.696
R	93.313	0.917	610.346	610.359
CL BRG	99.938	0.917	610.114	610.114
EDGE DECK	100.667	0.917	610.087	610.087
FT.N.ABUT	100.813	0.917	610.082	610.082
BK.N.ABUT	101.729	0.917	610.048	610.048

DESIGNED	MVM
CHECKED	BLW
DRAWN	ALF
CHECKED	BLW

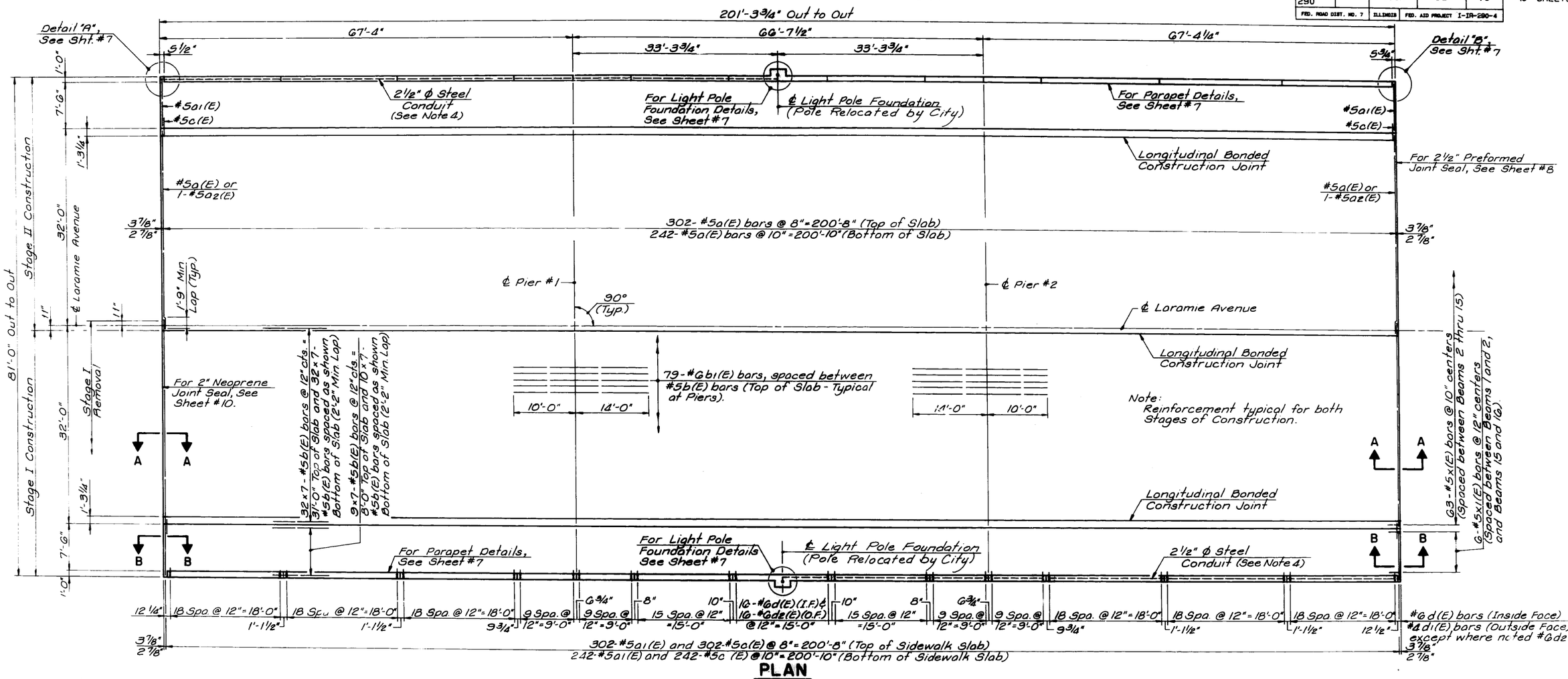
TOP OF SLAB ELEVATIONS
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR(80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B.R)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

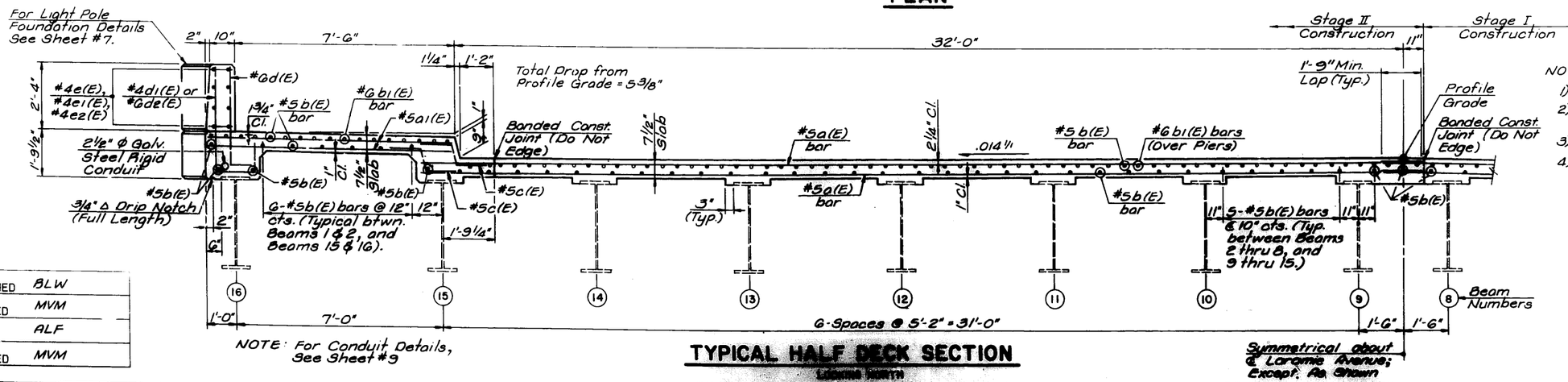
*3030.2 BR(80)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

SHEET NO. 6
19 SHEETS



PLAN



NOTE: For Conduit Details, See Sheet #9

TYPICAL HALF DECK SECTION

NOTES:
1) Work this Sheet with Sheet #7 and #8.
2) Bars designated (E) shall be Epoxy Coated, In accordance with Art. 512 of the Std Spec.
3) See Sheet #8 for Section A-A ℄ Section B-B.
4) All 2 1/2" Galvanized Steel Rigid Conduit, Fittings, Expansion Couplings and Labor to install shall be incidental to Class "X" Concrete.

DESIGNED	BLW
CHECKED	MVM
DRAWN	ALF
CHECKED	MVM

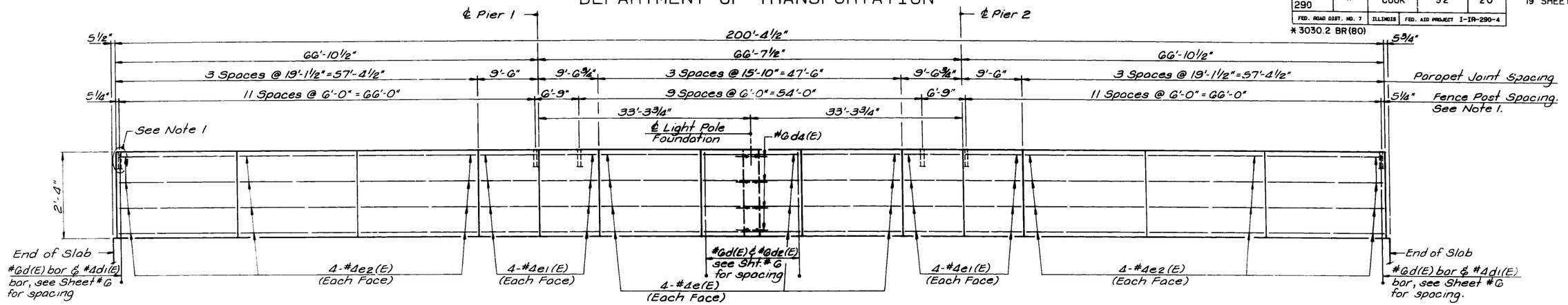
SUPERSTRUCTURE
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR (80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	20
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

* 3030.2 BR(80)

SHEET NO. 7
19 SHEETS



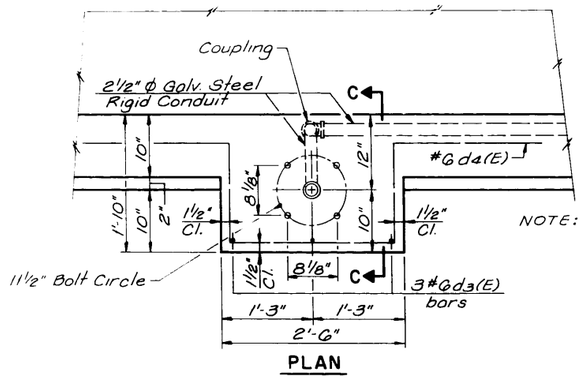
INSIDE ELEVATION OF PARAPET

(WEST PARAPET SHOWN, EAST PARAPET SIMILAR)

Notes:

1.) Cast-in-place Fence Anchor Bolts located in parapet wall, spaced as shown. See Sheet # 11 for details.

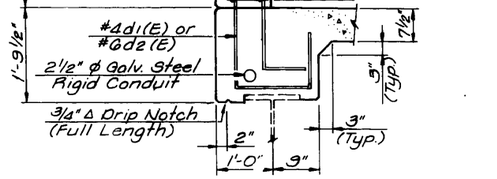
2.) Work this Sheet with Sheet #6 and # 8.



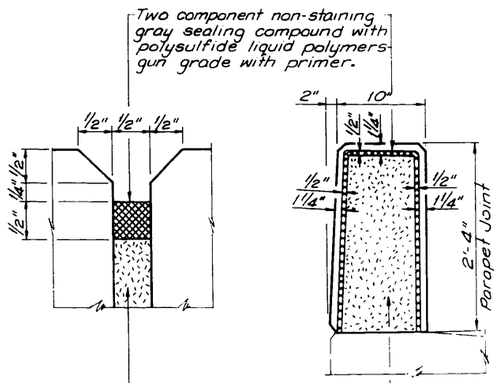
PLAN

NOTE: Contractor shall confirm Bolt Circle Diameter with City of Chicago prior to placement of Anchor Bolts

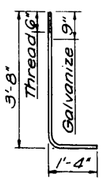
NOTE: Bending Radius of Conduits & Fittings shall Conform to N.E.C. Requirements & shall be Approved by City of Chicago prior to installation of Class X Concrete.



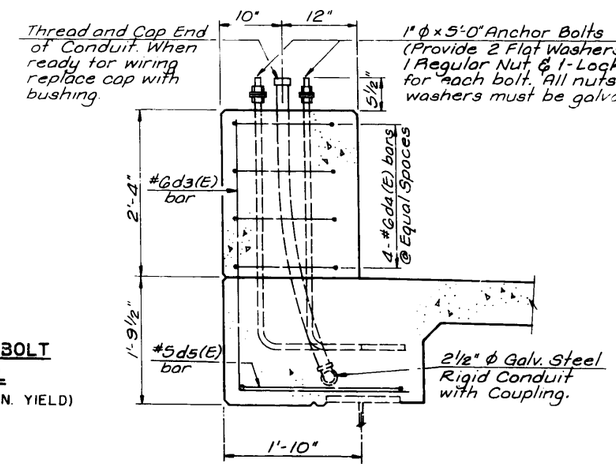
SECTION THRU PARAPET



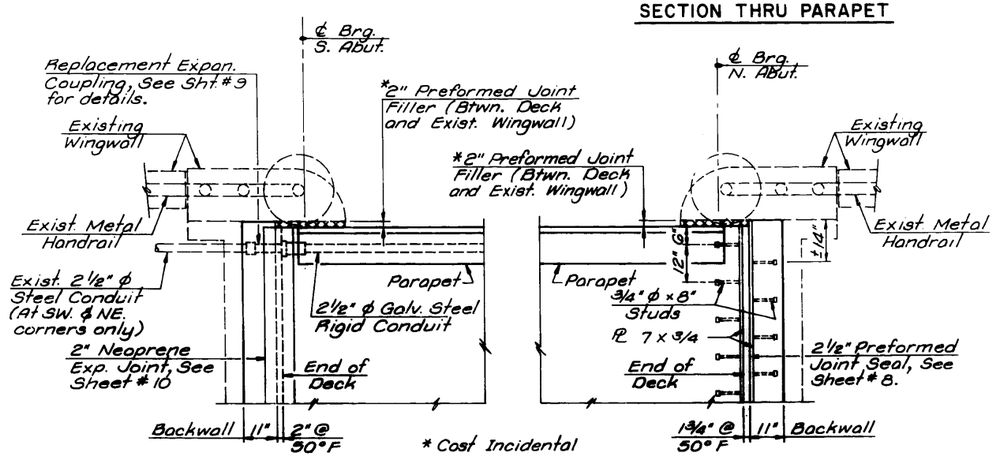
PARAPET JOINT DETAIL



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



SECTION C-C



DETAIL "A"
(SW. CORNER SHOWN, SE. CORNER SIMILAR)

DETAIL "B"
(NW. CORNER SHOWN, NE. CORNER SIMILAR)

LIGHT POLE FOUNDATION DETAILS

DESIGNED	ALF
CHECKED	MVM
DRAWN	ALF
CHECKED	MVM

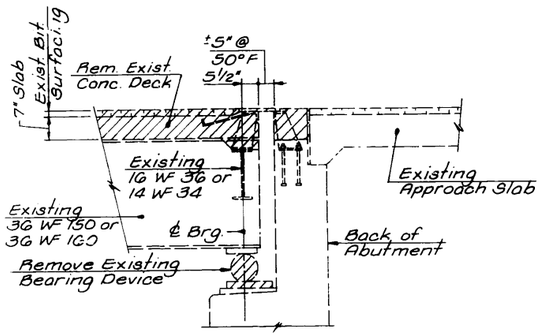
SUPERSTRUCTURE DETAILS
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR (80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

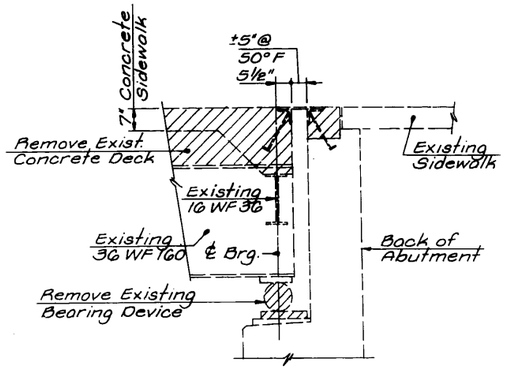
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	21
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT I-IR-290-4	

SHEET NO. 8
19 SHEETS

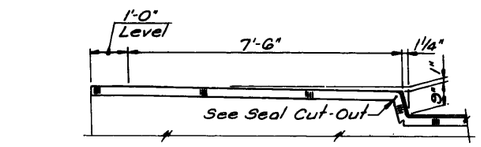
*3030.2 BR(80)



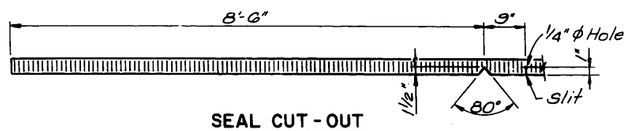
SECTION A-A
(EXISTING)



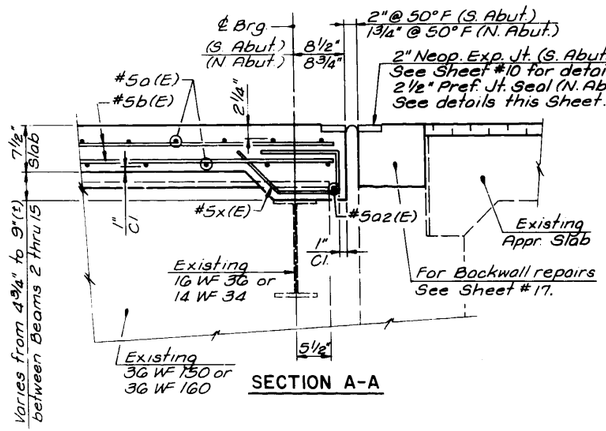
SECTION B-B
(EXISTING)



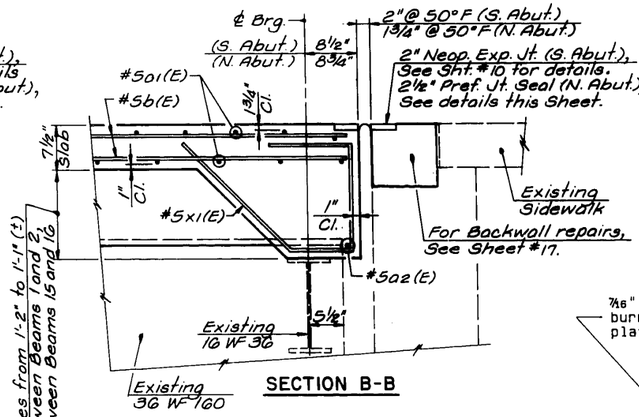
TYPICAL P.J.S. TREATMENT AT CURB AND SIDEWALK



SEAL CUT-OUT

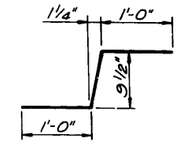


SECTION A-A

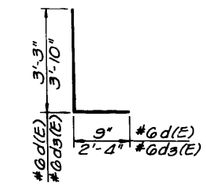


SECTION B-B

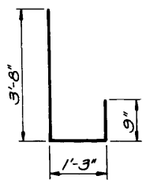
PREFORMED JOINT SEAL (2½")



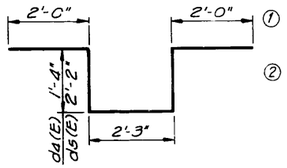
BAR c(E)



BARS d(E) & d3(E)

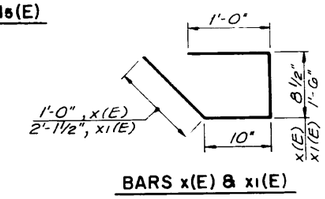


BARS d1(E) & d2(E)



① Set preformed Joint Seal flush with top of finished Sidewalk.
② Front Only; Weld prior to casting Stage II Deck.

BARS d4(E) & d5(E)

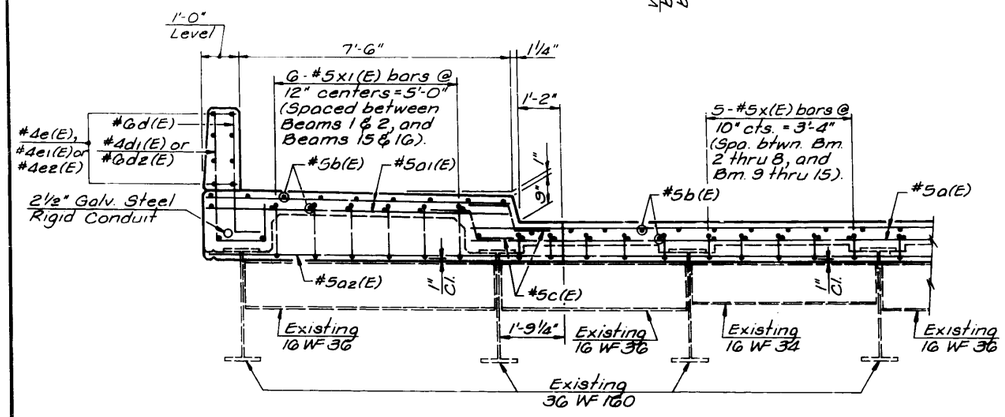


BARS x(E) & x1(E)

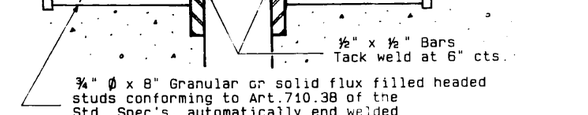
BILL OF MATERIAL

Bar	Number	Size	Length	Shape
a(E)	1088	#5	33'-10"	——
a1(E)	1088	#5	8'-3"	——
a2(E)	4	#5	41'-1"	——
b(E)	1155	#5	30'-7"	——
b1(E)	158	#6	24'-0"	——
c(E)	1088	#5	2'-10"	⌐
d(E)	404	#6	4'-0"	L
d1(E)	372	#4	5'-8"	L
d2(E)	32	#6	5'-8"	L
d3(E)	6	#6	6'-2"	L
d4(E)	8	#6	8'-11"	⊔
d5(E)	2	#6	10'-7"	⊔
e(E)	48	#4	15'-7"	——
e1(E)	64	#4	9'-3"	——
e2(E)	96	#4	18'-10"	——
x(E)	126	#5	3'-7"	⊐
x1(E)	24	#5	5'-6"	⊐

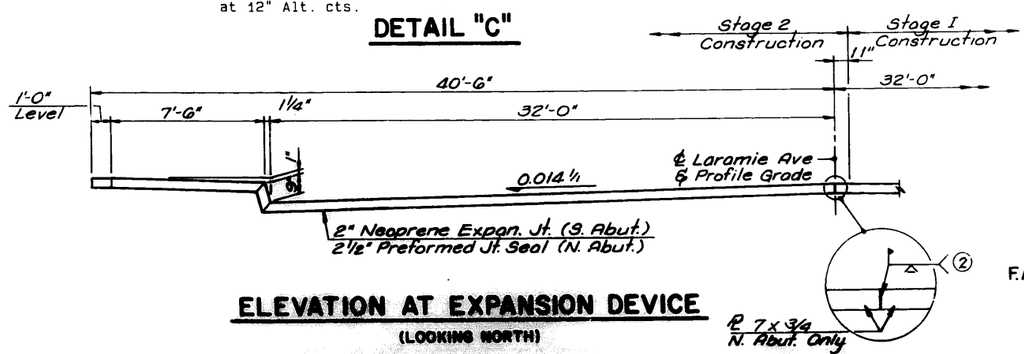
REM EXIST CONC DECK	L SUM	1
CLASS X CONCRETE	CU YD	477.2
REIN BARS (EPOXY CTD)	POUND	100,690
NEOPRENE EXP JT 2"	LIN FT	83
PREF JOINT SEAL 2½"	LIN FT	83
CLEAN PAINT STEEL BR	L SUM	1
PROTECTIVE COAT	SQ YD	1,932



PART SECTION THRU DECK AT ABUTMENT



DETAIL "C"



ELEVATION AT EXPANSION DEVICE
(LOOKING NORTH)

DESIGNED	ALF
CHECKED	MVM
DRAWN	ALF
CHECKED	MVM

7/16" ϕ Holes at 12" cts. for ⅜" ϕ bolts. All bolts shall be burned, sawed or chipped off flush with the plates after forms are removed. (Typ.)

SUPERSTRUCTURE DETAILS
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR (80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)

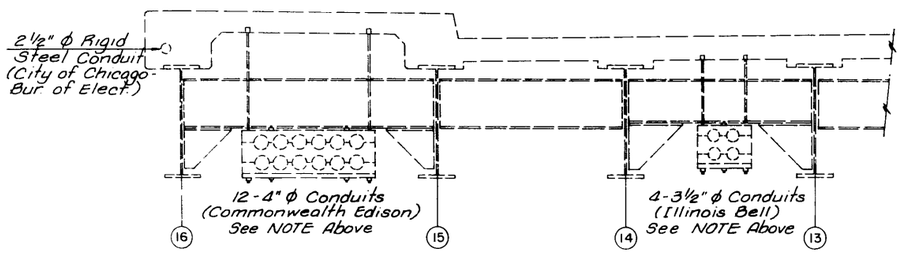
NOTE: Commonwealth Edison and Illinois Bell are responsible for the protection, support and rehanging of their respective Conduit Systems. The Contractor will make every effort to facilitate these utilities in scheduling and performing this work.

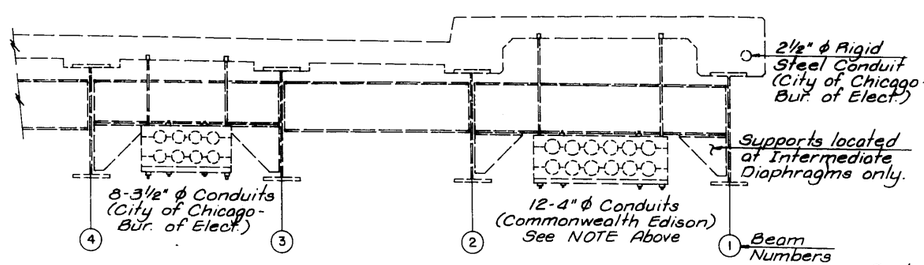
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	I-IR-290-4	

* 3030.2 BR(80)

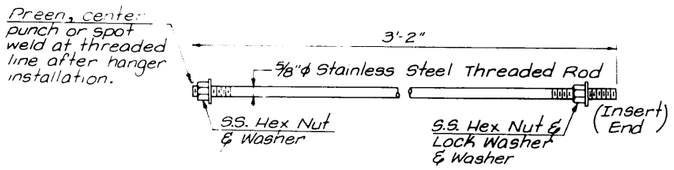
SHEET NO. 9
19 SHEETS



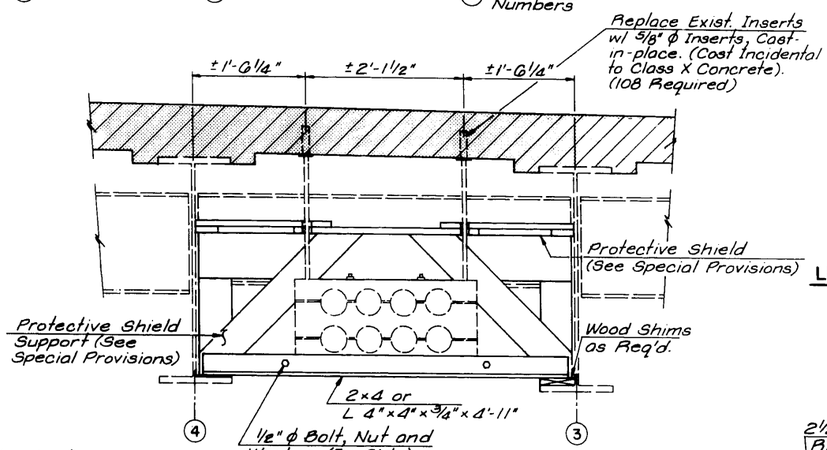


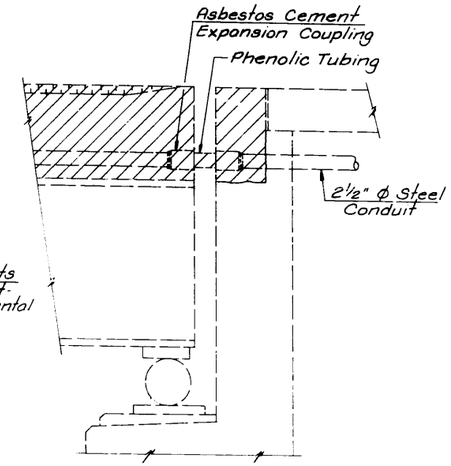
Note: All materials and labor necessary to support, protect, and reconnect existing City of Chicago asbestos cement conduit shall be incidental to REMOVAL OF EXISTING CONCRETE DECK.

PART SECTION THRU DECK AT END DIAPHRAGMS
LOOKING NORTH - SHOWING UTILITY CONDUITS (EXISTING)



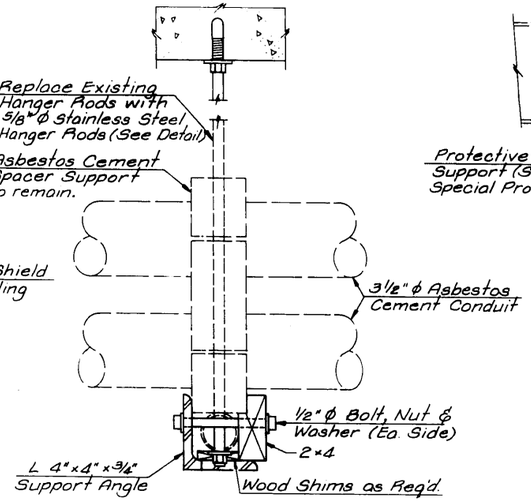
REPLACEMENT HANGER RODS
(108 Required)



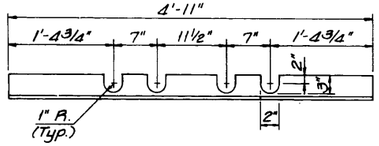


LIGHTING CONDUIT AT ABUTMENTS
(EXISTING)

ELEVATION - TEMPORARY CONDUIT SUPPORTS & PROTECTION
City of Chicago - Bureau of Electricity Conduits

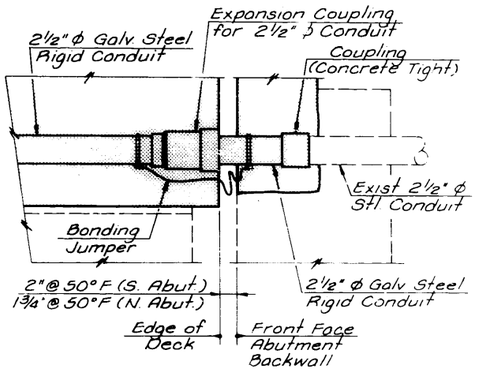


DETAIL "A"

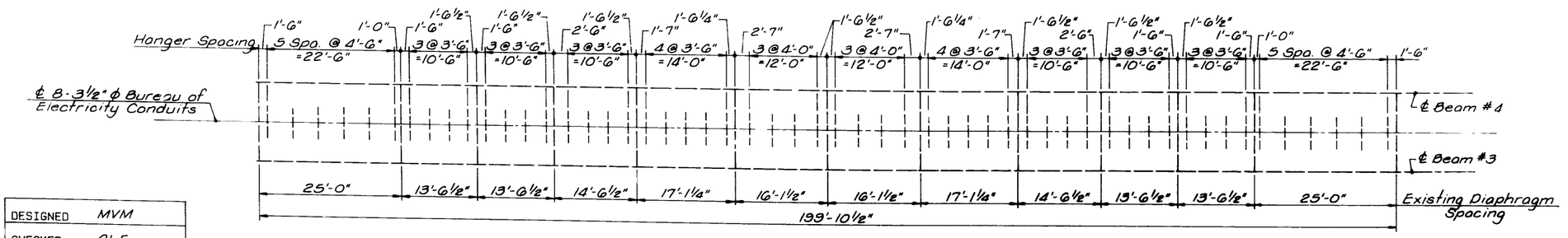


PART SECTION THRU DECK
City of Chicago - Bureau of Electricity Conduits

SUPPORT ANGLE COPING DETAIL



REPLACEMENT EXPANSION COUPLING
For 2½" Lighting Conduit
(2 Required - Cost Incidental)



CONDUIT HANGER LAYOUT
City of Chicago - Bureau of Electricity

Note: Hanger spacing from original plans, Contractor shall field verify before ordering materials.

Indicates Concrete Removal

Indicates New Construction

DESIGNED	MVM
CHECKED	ALF
DRAWN	ALF
CHECKED	MVM

UTILITY CONDUIT DETAILS
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR(80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 290	*	COOK	32	23	SHEET NO. 10
					19 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	I-IR-290-4		

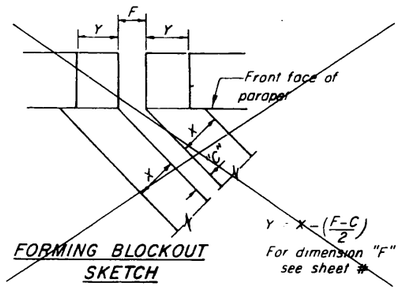
* 3030.2 BR(80)

Joint Size	"C" at 50°F	"D" at 50°F
2	2"	1½" min
2½	2½"	1¾" min
3	3"	2⅛" min

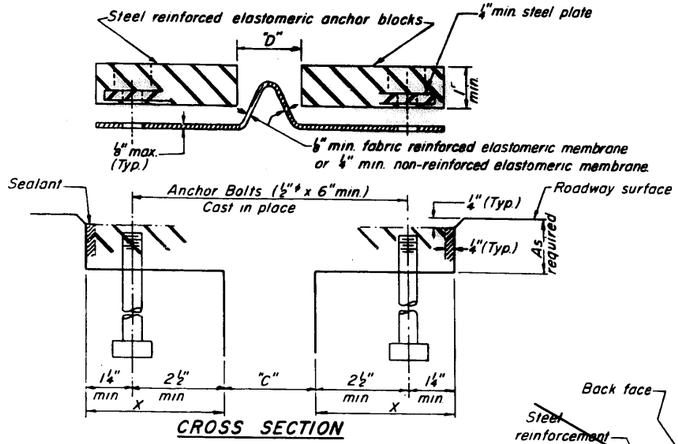
INSTALLATION NOTES

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

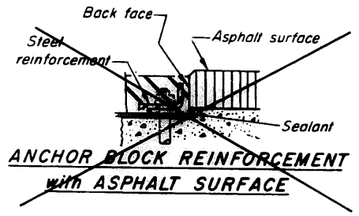
NOTE A - Maximum spacing of anchor bolts shall be 12" centers



FORMING BLOCKOUT SKETCH



CROSS SECTION

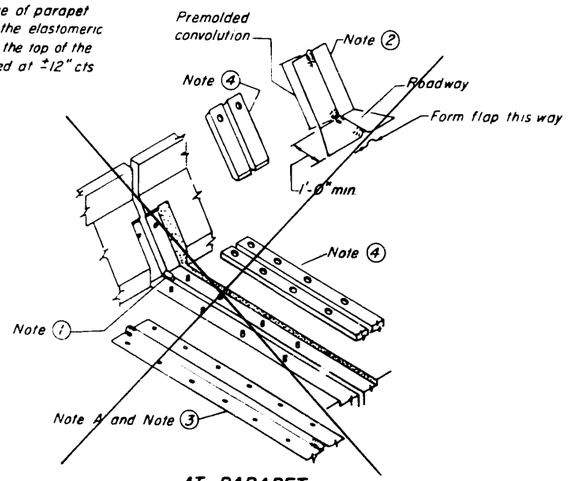


ANCHOR BLOCK REINFORCEMENT with ASPHALT SURFACE

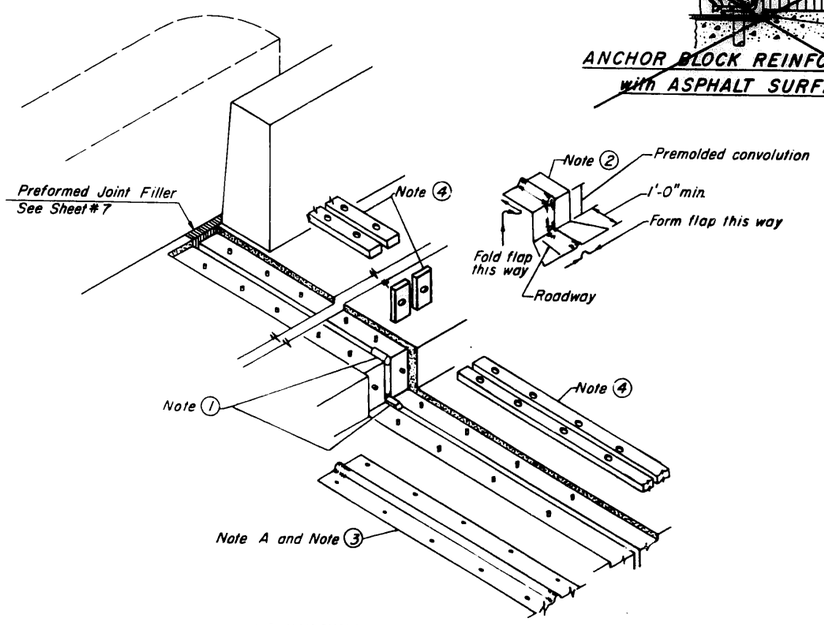
SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews.

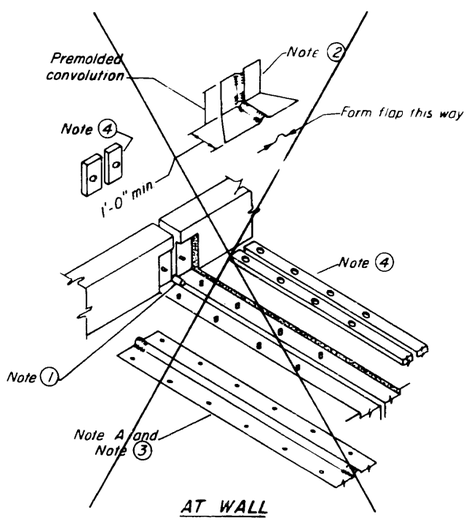
For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1½" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



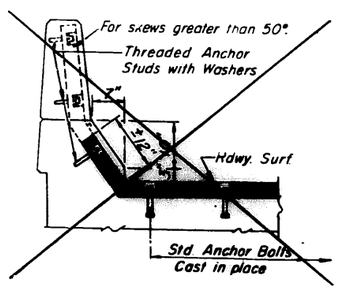
AT PARAPET



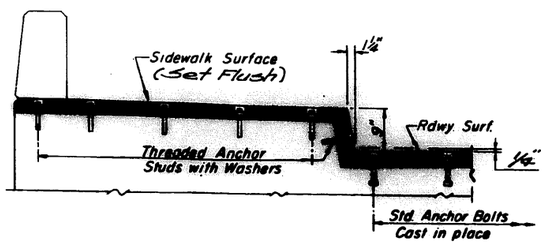
AT SIDEWALK



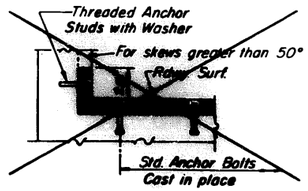
AT WALL



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 Bridge Special Provision No. 9.

The elastomeric membrane shall be premolded 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 503.07(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

The parapet and sidewalk flaps 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.

Anchor bolts, washers and nuts, to be plated against corrosion in accordance with the special provisions, shall be zinc-coated by the mechanical plating method conforming to ASTM B695, class 50. Zinc-coated nuts shall be tapped oversize in accordance with the requirements of AASHTO M291 and shall meet the supplementary requirements S1.1 thru S1.2.1 of the same specifications for lubricant and testing.

DESIGNED	ALF
CHECKED	MVM
DRAWN	A.F.
CHECKED	MVM

EJ-CS 2-1-83

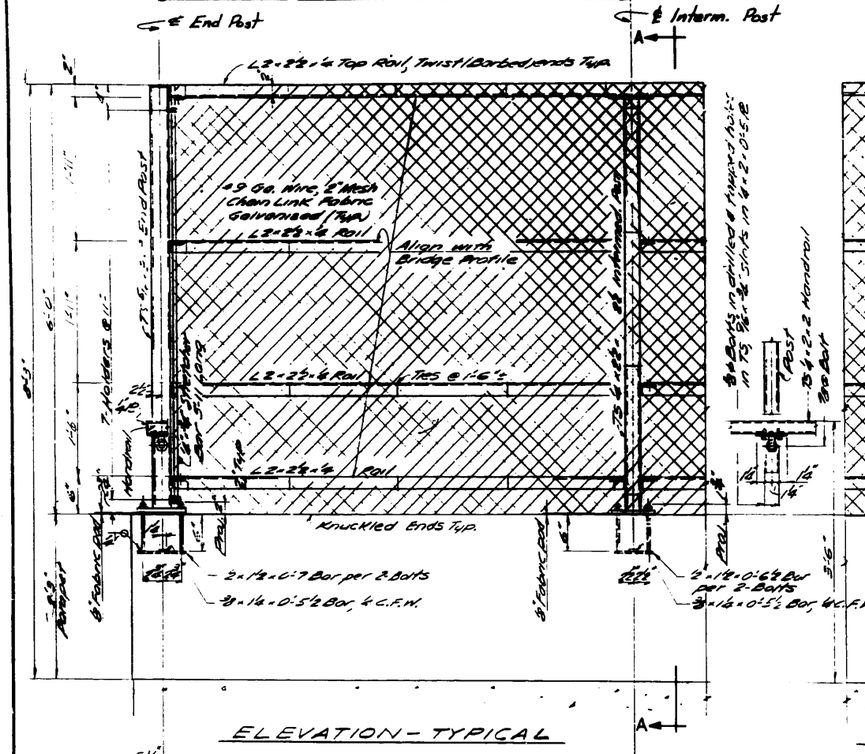
CONTINUOUS SEAL TYPE
NEOPRENE EXPANSION JOINTS
For 2" Movement

LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR (80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. &)

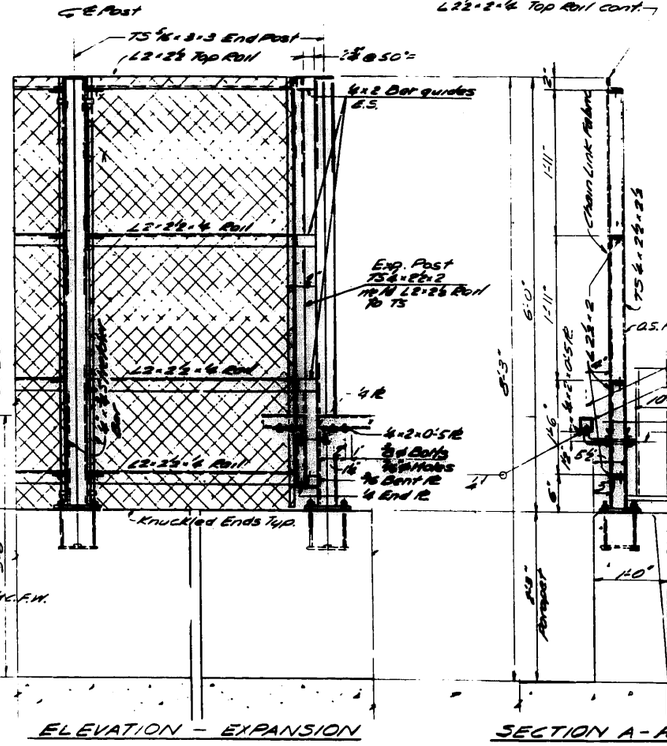
ROUTE NO.	SECTION	COUNTY	FEDERAL PROJECT NO.	PROJECT NO.
FAI 290	*	COOK	32	24
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT I-IR-290-4		

SHEET NO. 11
19 SHEETS

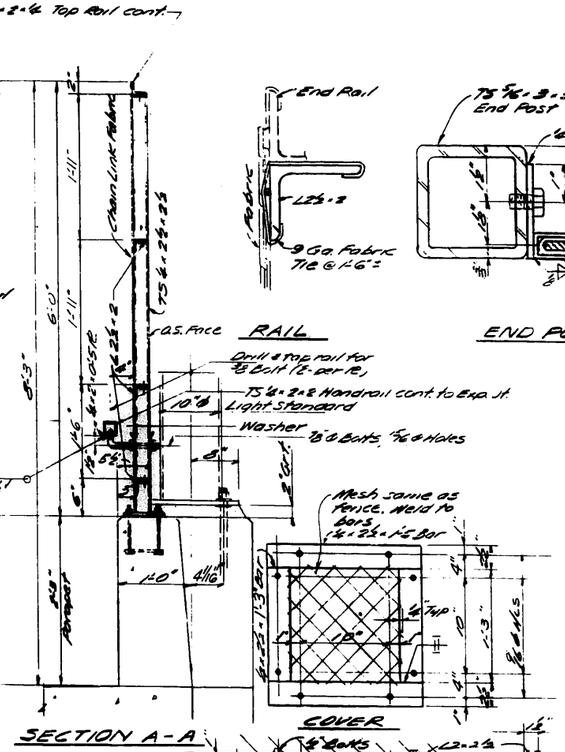
*30302 BR (80)



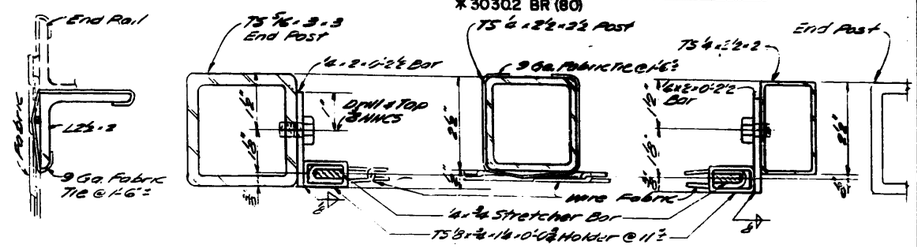
ELEVATION - TYPICAL



ELEVATION - EXPANSION

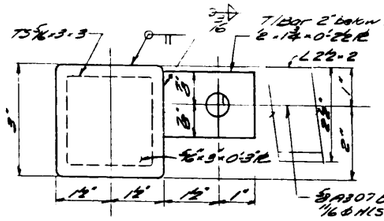


SECTION A-A

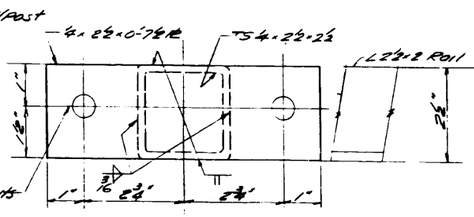


END POST INTERMEDIATE POST EXPANSION POST

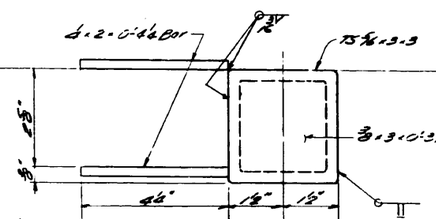
OPENING AND COVER AT LIGHT STDS



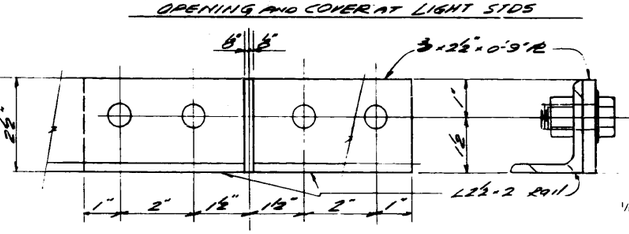
TOP RAIL END POST



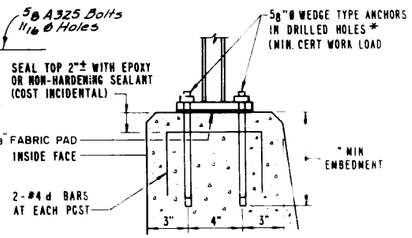
TOP RAIL INTERMEDIATE POST



TOP RAIL

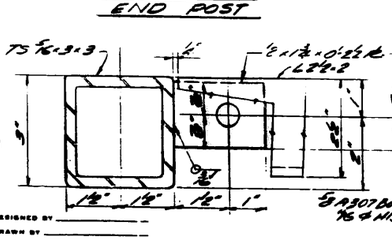


TOP RAIL SPLICE

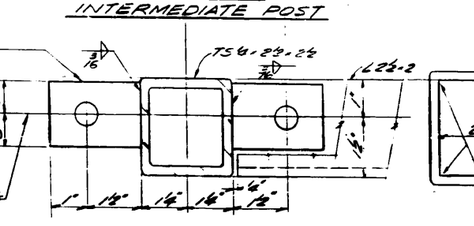


OPTIONAL FENCE ANCHORAGE

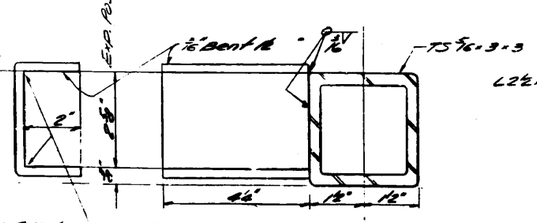
*HOLES SHALL BE DRILLED IN A MANNER NOT TO DAMAGE ADJACENT CONCRETE.



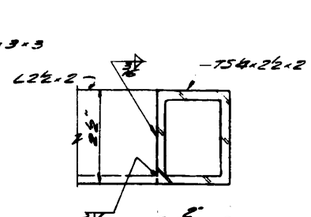
TYP. RAIL END POST



TYP. RAIL INTERMEDIATE POST



BOT. RAIL EXPANSION POST



RAIL AT EXPANSION POST

FASTENING OF WIRE FABRIC

NOTES

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.

The 9 gauge fabric ties shall be in accordance with Article 710.33(f) of the Standard Specifications.

Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing galvanized to ASTMA-385 & AASHTO M-111.

All other steel shapes and plates shall conform to the requirements of AASHTO M183.

Provide 1-1/8" and 2-1//6" galvanized sheet steel shims for 25± of the posts. Rail elements shall be parallel to grade-high spots shall be ground and low spots shimmed.

If any of the galvanized coat is damaged or removed during erection, the affected area shall be painted with one coat of zinc paint in accordance with Mil. Specs. MIL-P-26915 Type I, air dry cure.

All fabrication shall be complete and ready for assembly before galvanizing. No punching, drilling cutting or welding shall be permitted after galvanizing.

Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in these members.

Installation of the chain link fabric shall be in accordance Section 629 of the Standard Specifications.

All bolts and washers shall conform to the requirements of ASTM designation A-307 and shall be galvanized in accordance with AASHTO designation M-232.

DESIGNED BY
DRAWN BY
CHECKED BY
APPROVED BY

REVISIONS	
NAME	DATE

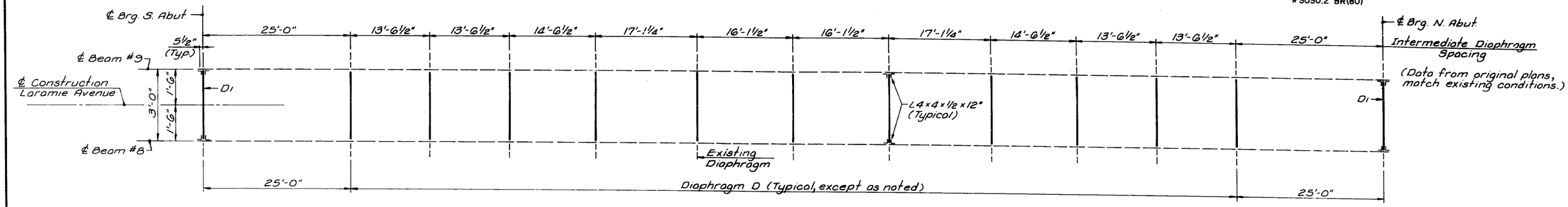
ILLINOIS DEPARTMENT OF TRANSPORTATION
FENCE DETAILS
LARAMIE AVENUE Over I-290
F.A.I. RTE 290, SECTION 3030.2 BR(80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. & W.B.)
SCALE: DRAWN BY I.D.O.T.
DATE: JUNE 1983 CHECKED BY: C.E.D.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

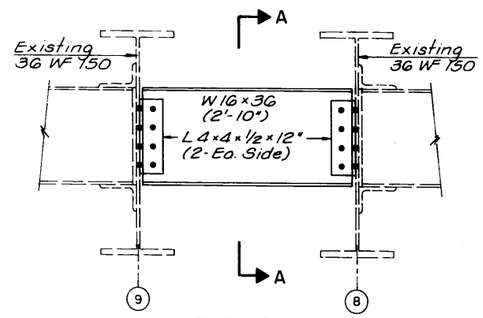
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

* 3030.2 BR(80)

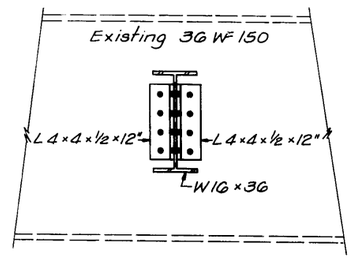
SHEET NO. 12
19 SHEETS



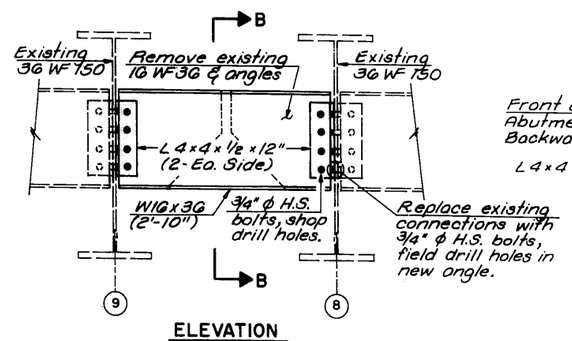
DIAPHRAGM FRAMING PLAN



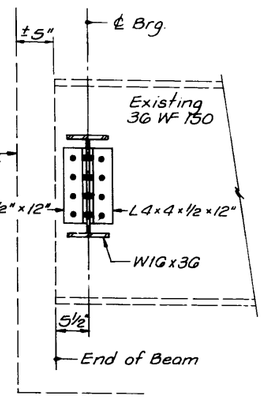
ELEVATION



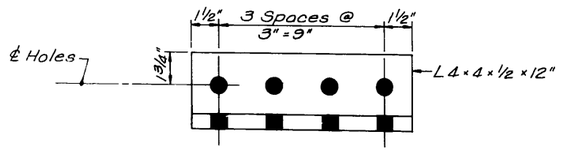
SECTION A-A



ELEVATION



SECTION B-B



CONNECTION ANGLE DETAIL

INTERMEDIATE DIAPHRAGM (D) DETAILS

END DIAPHRAGM (D1) DETAILS

NOTES:

1) All diaphragm connection fastners are ¾" ϕ H.S. (M164) bolts in 15/16" ϕ holes, except where noted. 7/8" ϕ holes in existing beams to be drilled in field.
2) All contact surfaces of joints for diaphragms shall be free of paint and lacquer.
3) Diaphragm angles L 4x4x½ installation to be done during Stage I Construction and shall be completed prior to placing deck slab during Stage II Construction.

DESIGNED	ALF
CHECKED	MVM
DRAWN	ALF
CHECKED	MVM

STRUCTURAL STEEL
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR(80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)

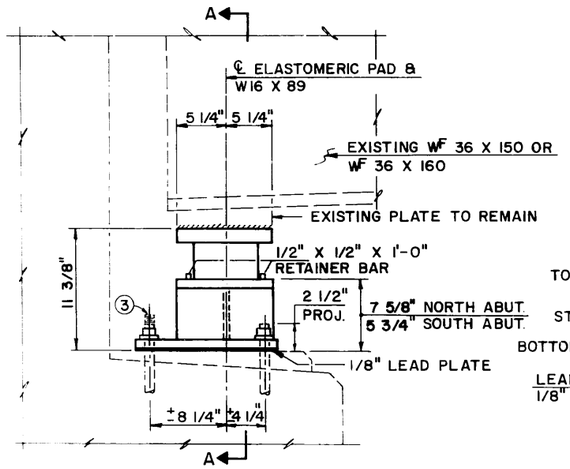
STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	26
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

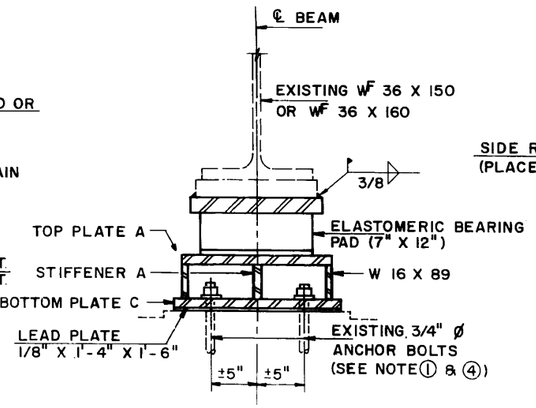
SHEET NO. 13
19 SHEETS

* 3030.2 BR(80)



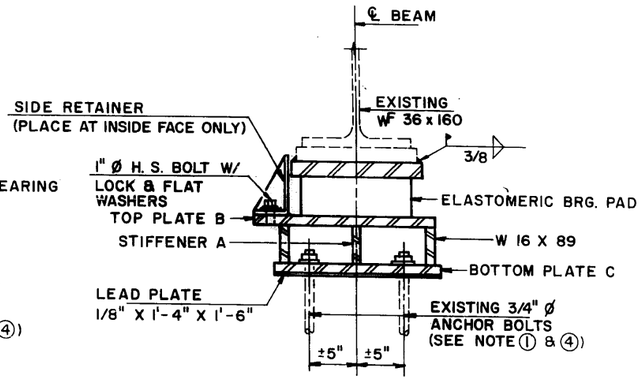
ELEVATION

NORTH ABUT. - 16 BOLSTERS REQUIRED
SOUTH ABUT. - 16 BOLSTERS REQUIRED



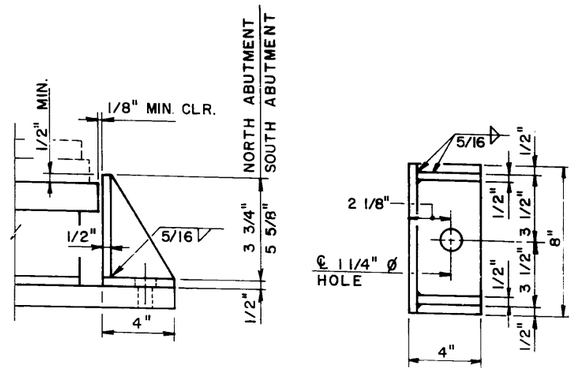
SECTION A-A

(BEAMS 3-14)
SEE DETAIL B FOR WELDS



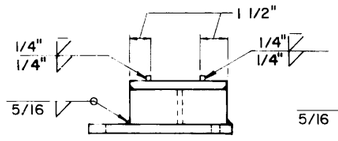
SECTION A-A

(BEAMS 1, 2, 15 & 16)
SEE DETAIL C FOR WELDS

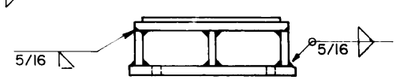


SIDE RETAINER

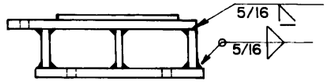
NORTH ABUT. - 4 REQUIRED
SOUTH ABUT. - 4 REQUIRED



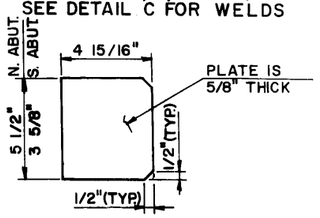
DETAIL "A"



DETAIL "B"



DETAIL "C"



STIFFENER A

NORTH ABUT. - 32 REQUIRED
SOUTH ABUT. - 32 REQUIRED

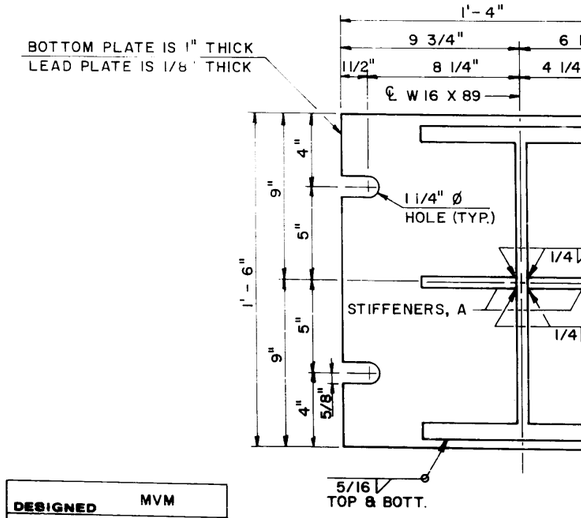
NOTES:

① PROVIDE NEW NUT & HARDENED 2" X 2" X 5/16" ℄ WASHER FOR EACH ANCHOR BOLT (128 REQ'D.)

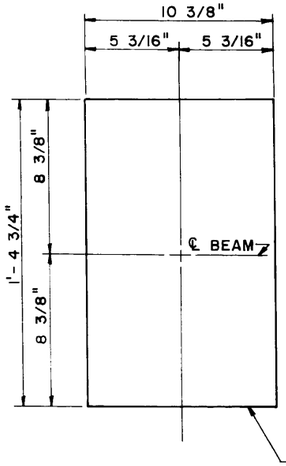
② SEE SHEET NO. 2 FOR STRUCTURAL STEEL QUANTITY.

③ CUT AND RETHREAD EXISTING 3/4" ø ANCHOR BOLTS.

④ BROKEN, RUSTED OUT, OR MISALIGNED EXISTING BOLTS TO BE REALIGNED OR REPLACED, INCIDENTAL TO NEW BEARINGS.

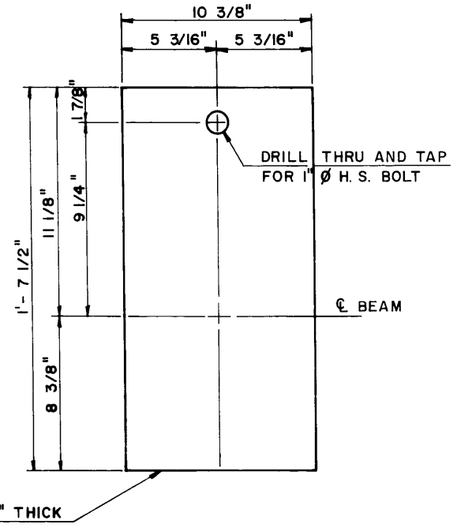


BOTTOM PLATE C & W16 X 89



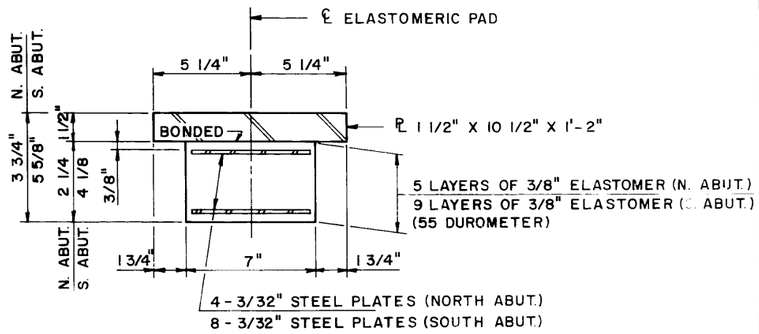
TOP PLATE A

24 REQUIRED



TOP PLATE B

8 REQUIRED



7" x 12" TYPE I ELASTOMERIC BEARINGS

NORTH ABUT. - 16 REQUIRED
SOUTH ABUT. - 16 REQUIRED

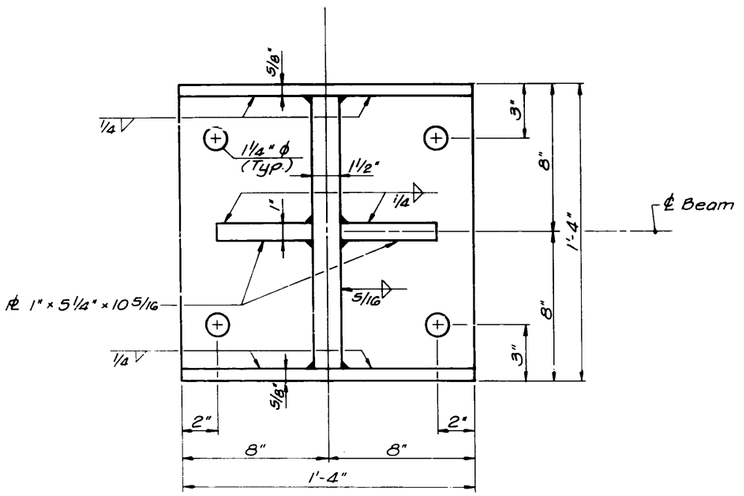
DESIGNED	MVM
CHECKED	BLW
DRAWN	BSB
CHECKED	MVM

ABUTMENT BEARING ASSEMBLIES
LARAMIE AVENUE OVER
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR (80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. &)

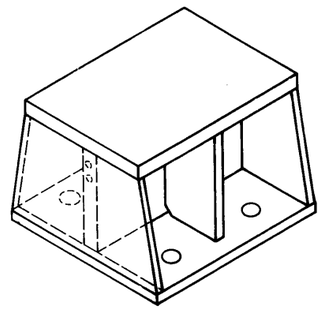
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	27
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

SHEET NO. 14
19 SHEETS

* 3030.2 BR(80)

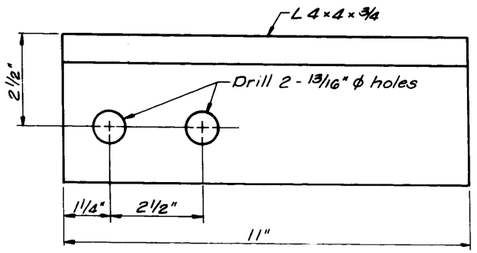


PLAN

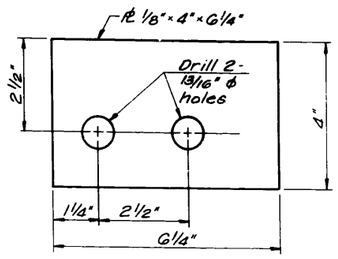


BOLSTER ISOMETRIC

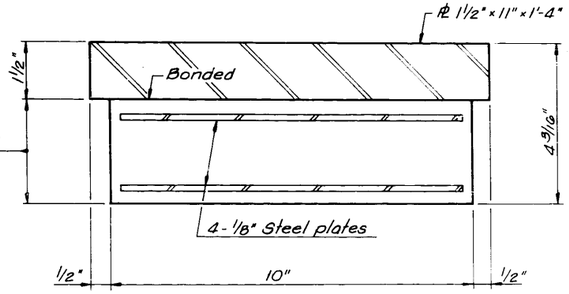
NOTE:
2-3/4" ϕ x 2" H.S. Bolts with washers required for each side retainer.



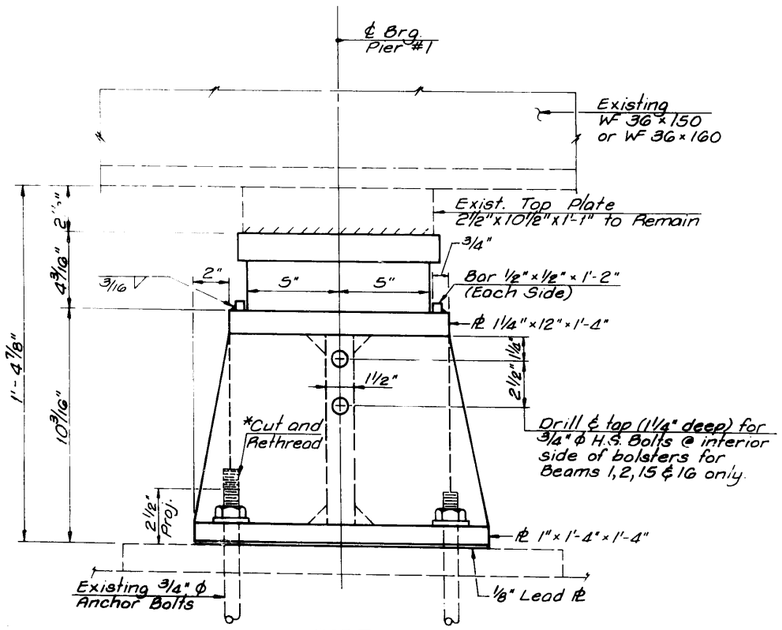
SIDE RETAINER
(4 REQUIRED)



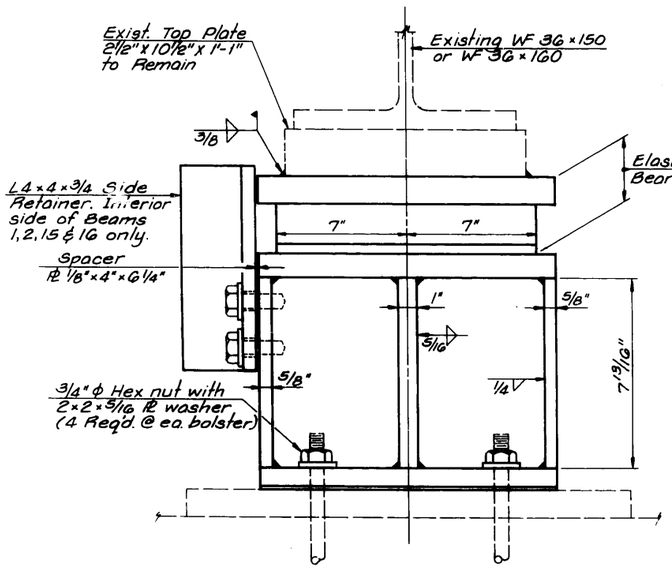
SPACER PLATE
(4 REQUIRED)



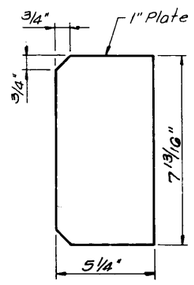
10" x 14" TYPE I ELASTOMERIC BEARING
(16 REQUIRED)



SIDE



FRONT



STIFFENER DETAIL

DESIGNED	MVM
CHECKED	BLW
DRAWN	ALF
CHECKED	MVM

* Cost Incidental

PIER 1 STEEL BOLSTERS

(16 REQUIRED)

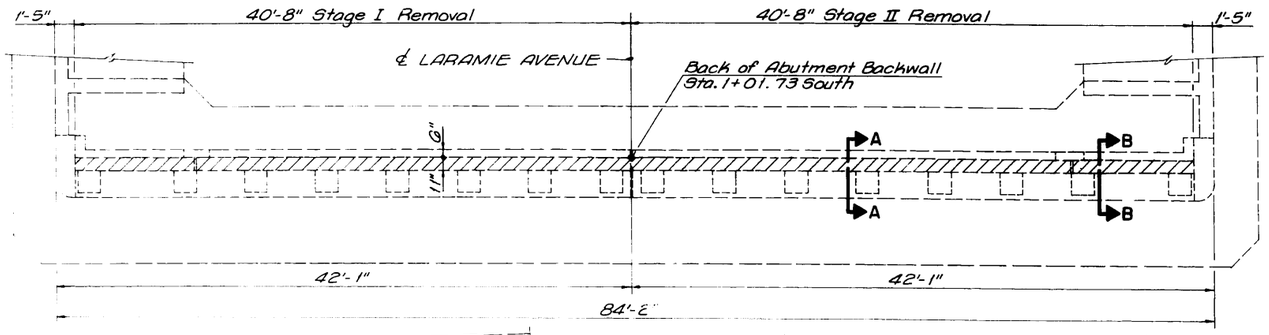
PIER 1 BEARING ASSEMBLIES
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR (80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

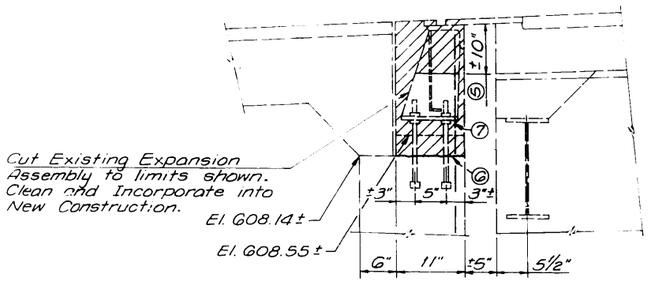
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	28
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

* 3030.2 BR(80)

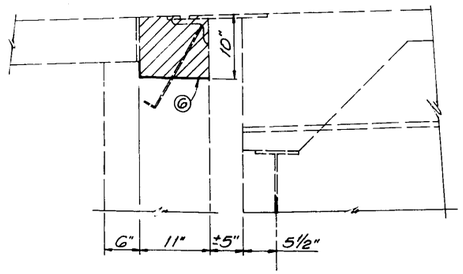
SHEET NO. 15
19 SHEETS



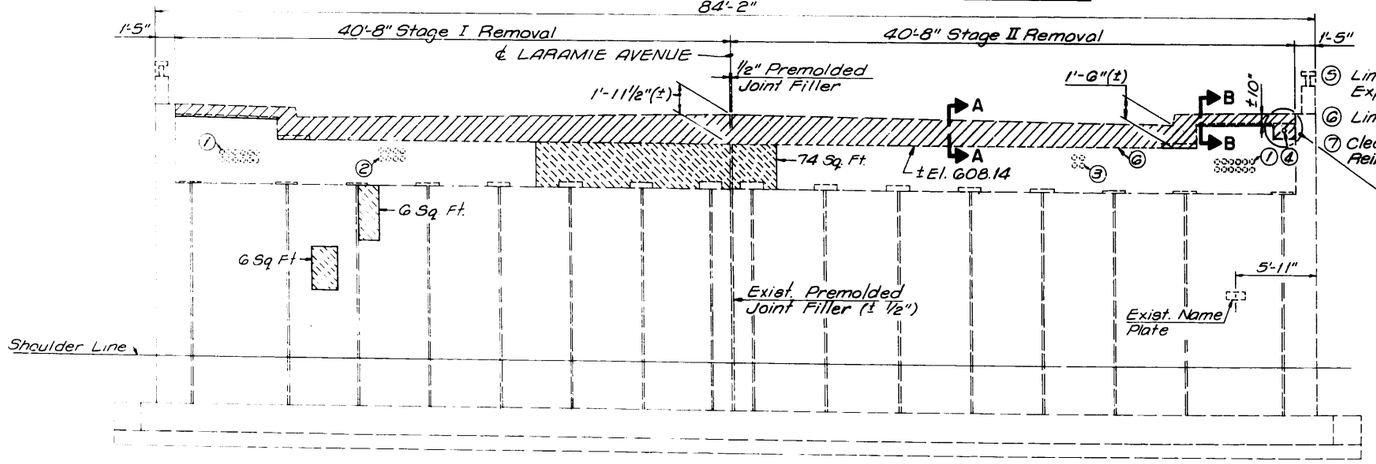
PLAN



SECTION A-A



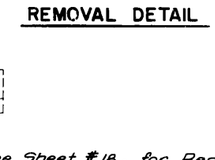
SECTION B-B



ELEVATION

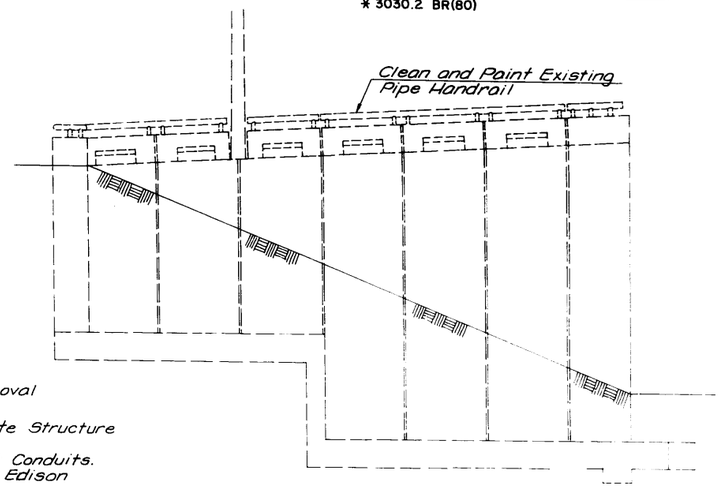
LEGEND

- Indicates Concrete Removal
- Indicates Repair Concrete Structure
- ① 12-4"ϕ Asbestos Cement Conduits. Owned by Commonwealth Edison Company.
- ② 8-3½"ϕ Asbestos Cement Conduits. Owned by City of Chicago - Bureau of Electricity.
- ③ 4-3½"ϕ Asbestos Cement Conduits. Owned by Illinois Bell Telephone Company.
- ④ 2½"ϕ Rigid Steel Conduit. Owned by City of Chicago - Bureau of Electricity.
- ⑤ Limit of Removal, Existing Expansion Assembly.
- ⑥ Limit of Concrete Removal
- ⑦ Clean and Incorporate Exist. Reinforcement into New Const.

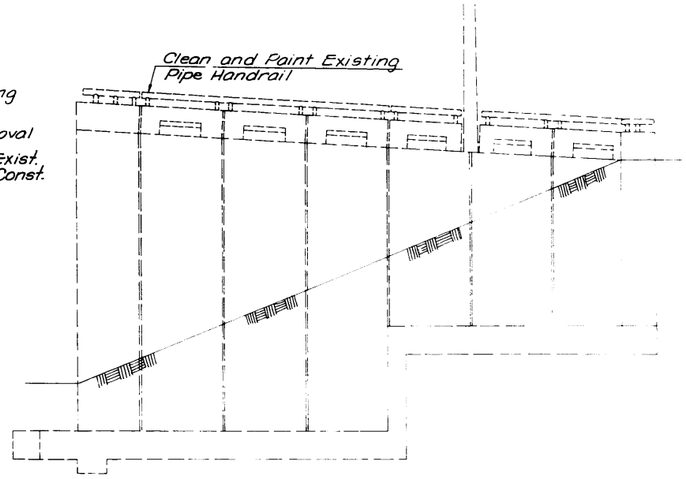


REMOVAL DETAIL

NOTE: See Sheet #18, for Repair Concrete Structure Detail.
See Sheet #19, for Chamfer Detail.
Work this Sheet with Sheets #16, and #17.



EAST WINGWALL ELEVATION
(No Repairs)



WEST WINGWALL ELEVATION
(No Repairs)

DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY
CHECKED	MVM

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 THE CONTRACTOR'S EXPENSE.

NOTE:

COMMONWEALTH EDISON AND ILLINOIS BELL TELEPHONE WILL PROVIDE ASSISTANCE AND SUPERVISION FOR THE PROTECTION OF THEIR UTILITY CONDUITS. THE CONTRACTOR IS RESPONSIBLE FOR INSURING THE PROTECTION OF THE BUREAU OF ELECTRICITY, CITY OF CHICAGO UTILITY CONDUITS.

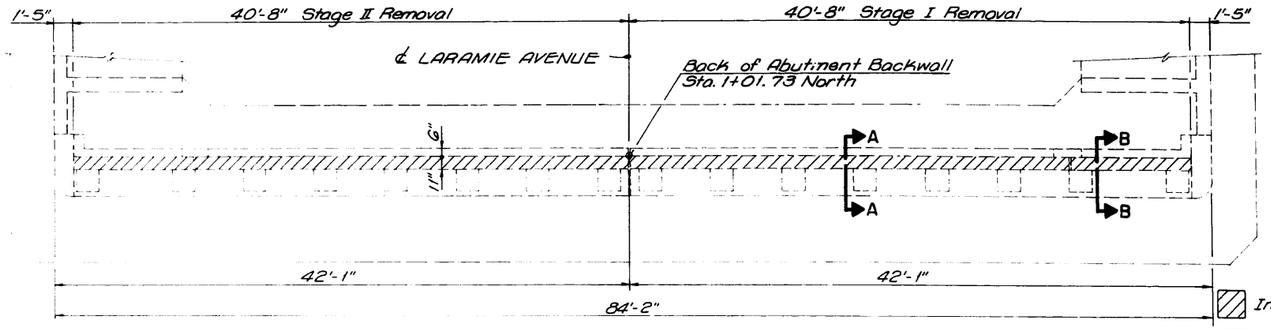
SOUTH ABUTMENT
LARAMIE AVENUE Over
I - 290
F.A.I. RTE.290, SECTION 3030.2 BR (80)
COOK COUNTY
STA.64+51.18 F.A.I.290 (E.B. ℄)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

SHEET NO. 16
19 SHEETS

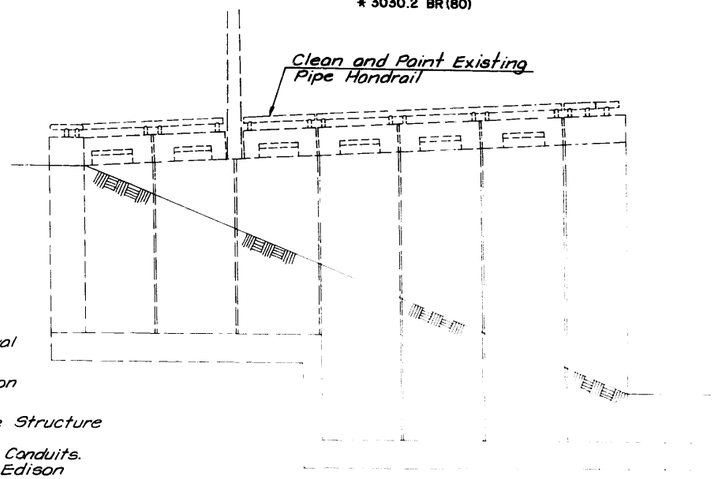
* 3030.2 BR (80)



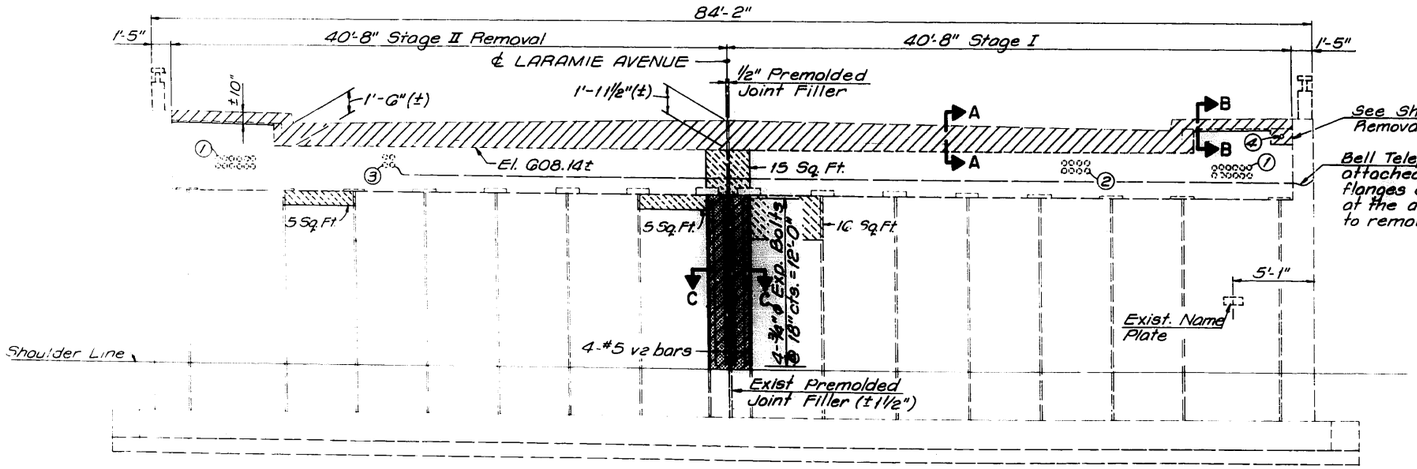
PLAN

LEGEND

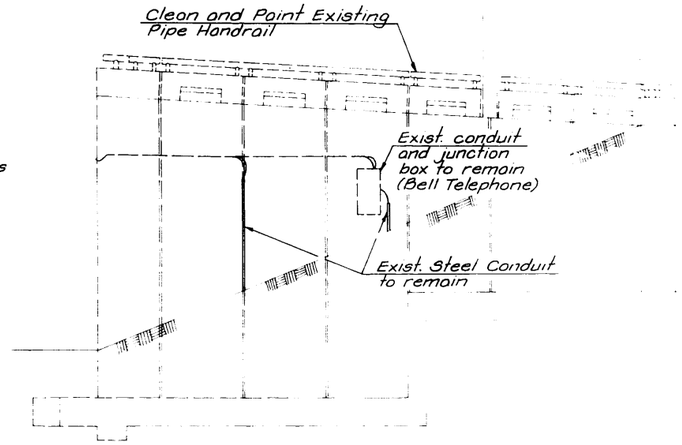
- Indicates Concrete Removal
- Indicates New Construction
- Indicates Repair Concrete Structure
- ① 12-4"ϕ Asbestos Cement Conduits. Owned by Commonwealth Edison Company.
- ② 8-3½"ϕ Asbestos Cement Conduits. Owned by City of Chicago ~ Bureau of Electricity.
- ③ 4-3½"ϕ Asbestos Cement Conduits. Owned by Illinois Bell Telephone Company.
- ④ 2½"ϕ Rigid Steel Conduit. Owned by City of Chicago ~ Bureau of Electricity.



WEST WINGWALL ELEVATION
(No Repairs)



ELEVATION



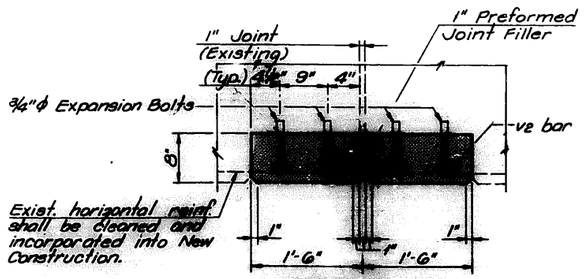
EAST WINGWALL ELEVATION
(No Repairs)

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 THE CONTRACTOR'S EXPENSE.

NOTE:

COMMONWEALTH EDISON AND ILLINOIS BELL TELEPHONE WILL PROVIDE ASSISTANCE AND SUPERVISION FOR THE PROTECTION OF THEIR UTILITY CONDUITS. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THE PROTECTION OF THE BUREAU OF ELECTRICITY, CITY OF CHICAGO UTILITY CONDUITS.



SECTION C-C

NOTE: See Sheet #18, for Repair Concrete Structure Detail.
See Sheet #19, for Chamfer Detail.
See Sheet #15, for Section A-A and Section B-B.
Work this Sheet with Sheet #15, and #17.

DESIGNED	RAY
CHECKED	MVM
DRAWN	RAY
CHECKED	MVM

NORTH ABUTMENT
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR (80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)

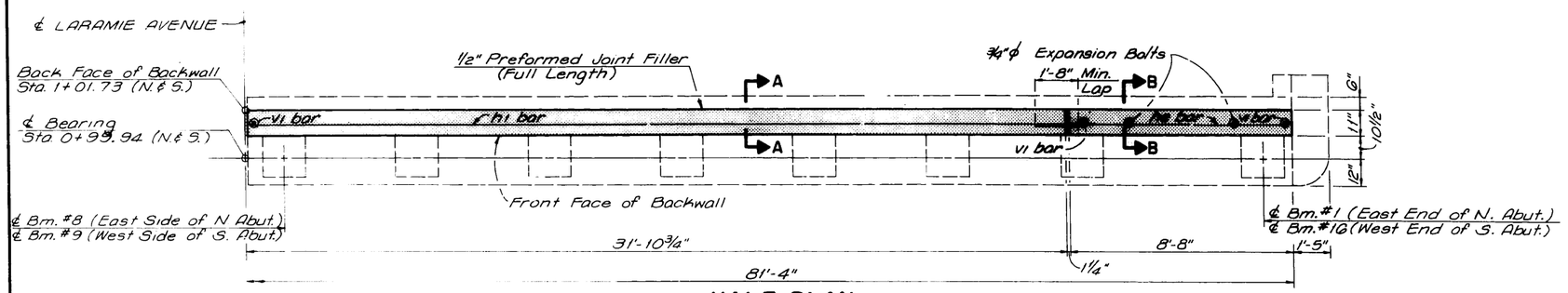
TABLE OF ELEVATIONS		
ELEVATION	BACK FACE OF BACKWALL	FRONT FACE OF BACKWALL
A	610.06	610.09
B	609.89	609.92
C	609.61	609.65
D	610.36	610.40
E	610.45	610.48

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

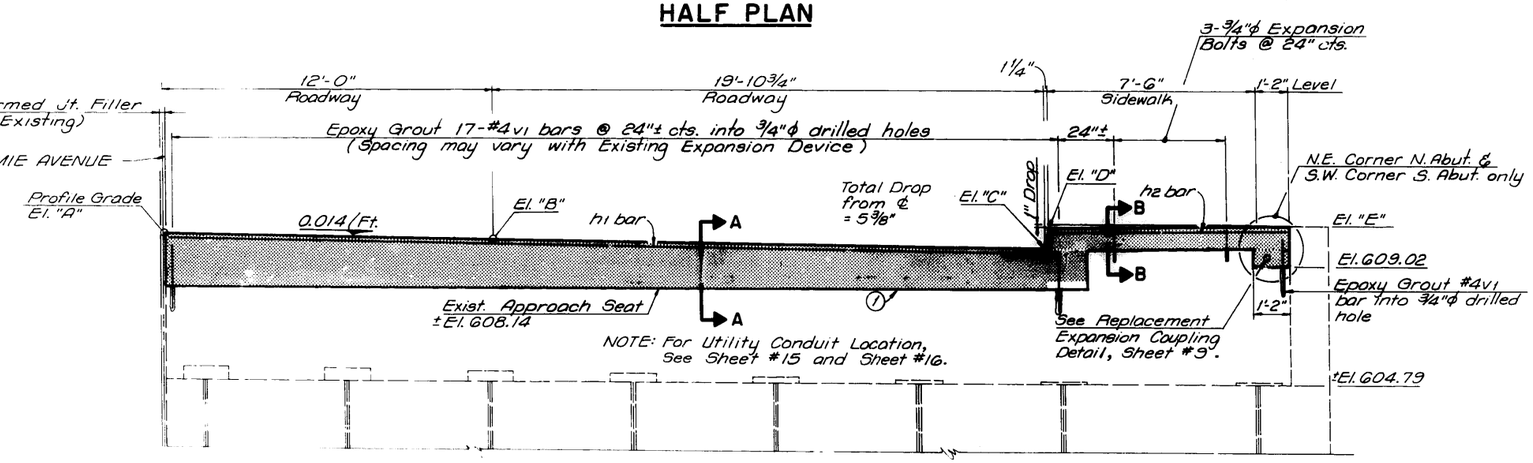
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	30
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

* 3030.2 BR(80)

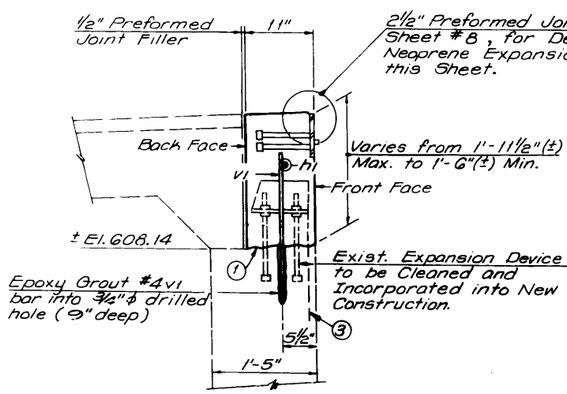
SHEET NO. 17
19 SHEETS



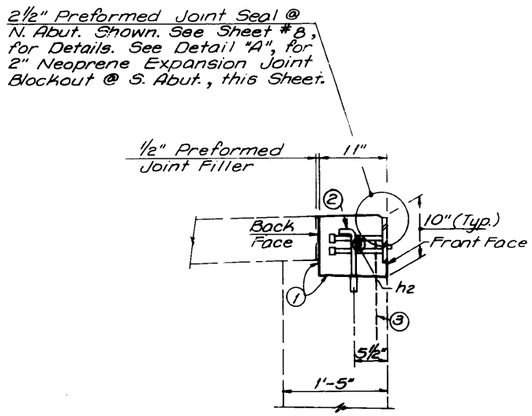
HALF PLAN



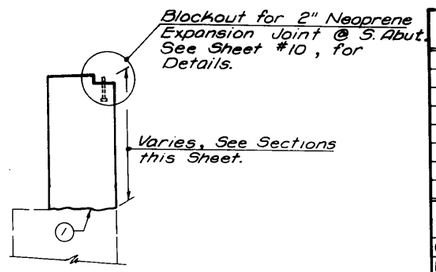
HALF ELEVATION



SECTION A - A



SECTION B-B



DETAIL "A"
(@ South Abutment)

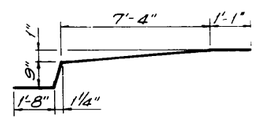
BILL OF MATERIAL

Bar	Number S. Abut.	Number N. Abut.	Size	Length	Shape
h1	2	2	#4	32'-6"	——
h2	2	2	#4	10'-10"	⌐—
v1	35	35	#4	2'-2"	——
v2		4	#5	11'-8"	——

ITEM	UNIT	QUANTITY S. Abut.	QUANTITY N. Abut.
CLASS X CONCRETE	CU YD	4.2	5.1
REINFORCEMENT	POUND	110	160
CONCRETE REMOVAL	CU YD	4.3	5.1
REPAIR CONC. STRUCT.	SQ YD	86	41
EXPAN. BOLTS 3/4"ϕ	EACH	6	38

LEGEND

- Indicates New Construction
- (1) Bonded Construction Joint, See Special Provisions.
- (2) 3/4"ϕ Expansion Bolt (7 3/4" Min. Projection)
- (3) Existing Reinforcement shall be Cleaned and Incorporated into New Construction. Bend reinforcement to miss expansion device if necessary.



BAR h_2

NOTES:
1.) Concrete to be placed after deck forms have been removed.
2.) Work this Sheet with Sheet #15 and Sheet #16.
3.) For Chamfer Detail, See Sheet #19.

DESIGNED	RRY
CHECKED	MVM
DRAWN	RRY
CHECKED	MVM

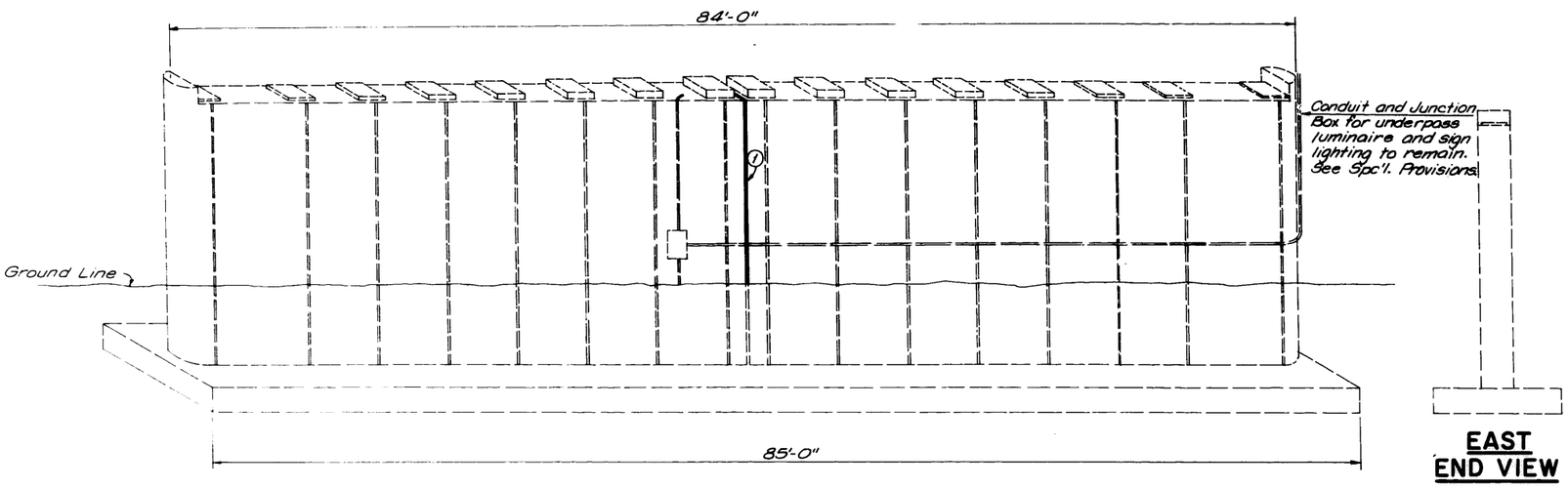
ABUTMENT DETAILS
LARAMIE AVENUE Over I-290
F.A.I. RTE.290, SECTION 3030.2 BR (80)
COOK COUNTY
STA.64+51.18 F.A.I.290 (E.B. ℄)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	31.
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4		

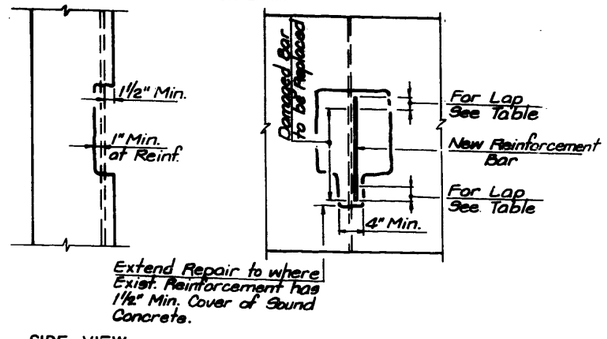
SHEET NO. 18
19 SHEETS

*3030.2 BR(80)



ELEVATION - NORTH FACE

EAST END VIEW



SIDE VIEW PLAN

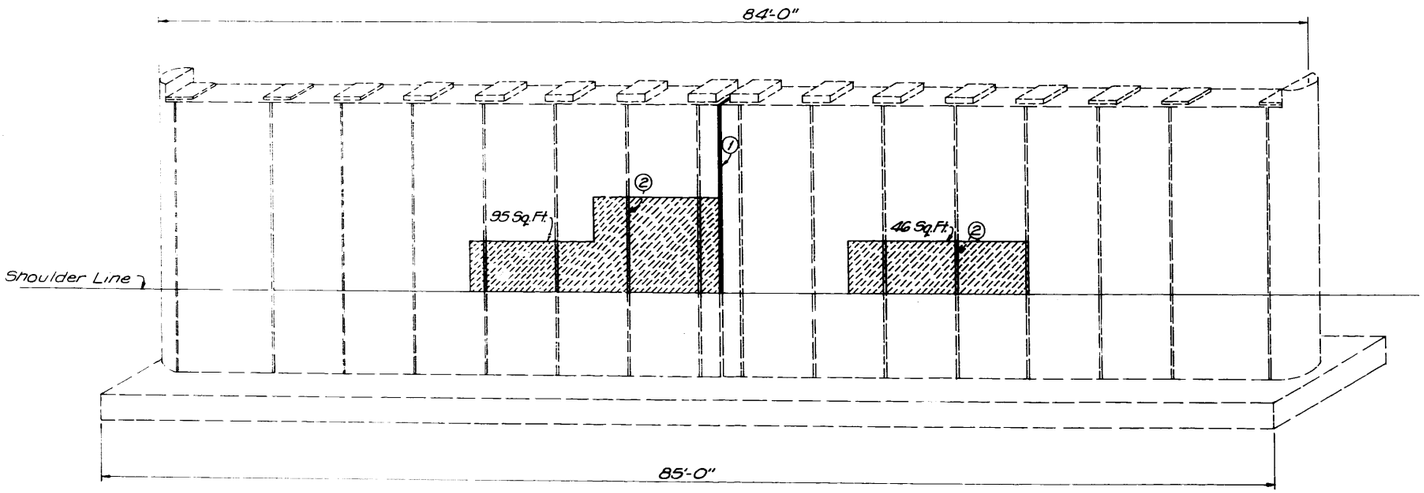
VERTICAL CONCRETE REPAIR

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."

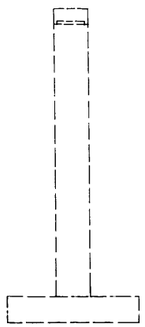
LAP DIMENSIONS

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

NOTES: ① See Sheet #19, for Joint Seal at Open Joint.
② See Sheet #19, for Typical Rustication Groove Detail.



ELEVATION - SOUTH FACE



WEST END VIEW

BILL OF MATERIAL		
ITEM	UNIT	QUANTITY
REPAIR CONCRETE STRUCTURE	SQ. FT.	141
1¾" PREFORMED JOINT SEAL	LIN. FT.	30

LEGEND

▨ Indicates Repair Concrete Structures

DESIGNED	RAY
CHECKED	MVM
DRAWN	RAY
CHECKED	MVM

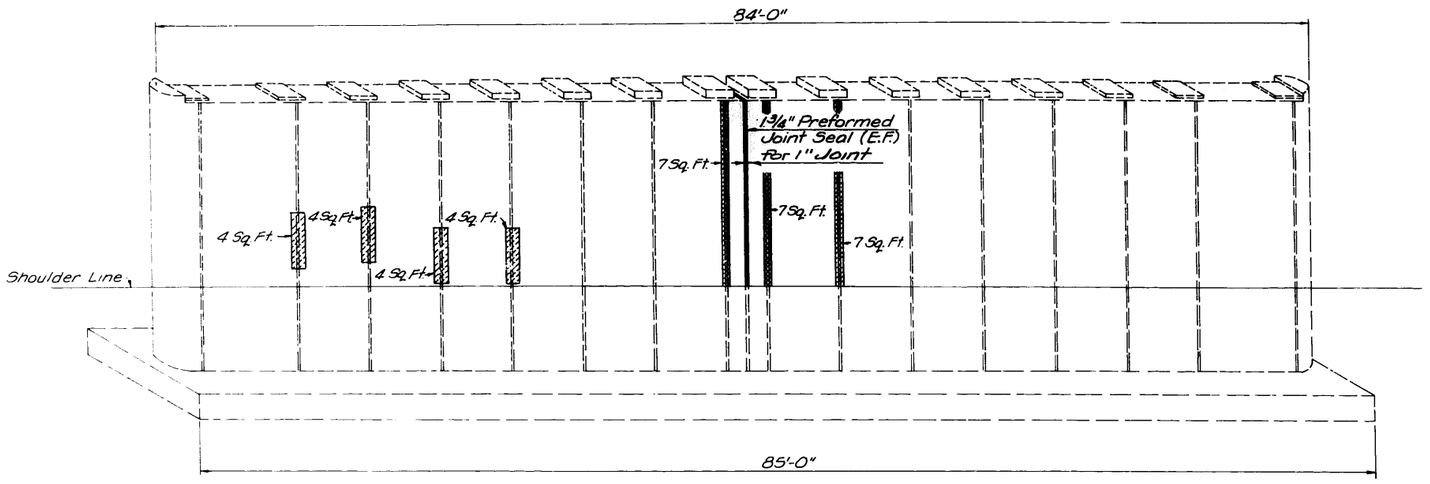
PIER 1
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR(80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

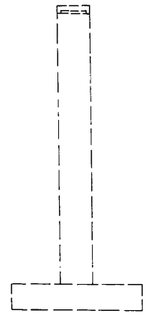
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	32	32
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	I-IR-290-4	

SHEET NO. 19
19 SHEETS

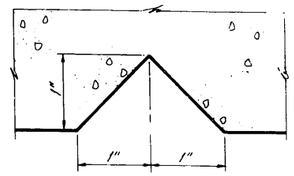
*3030.2 BR(80)



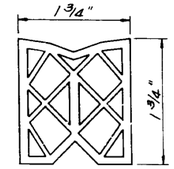
ELEVATION - NORTH FACE



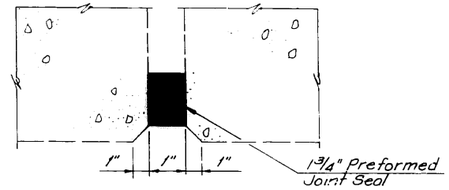
EAST END VIEW

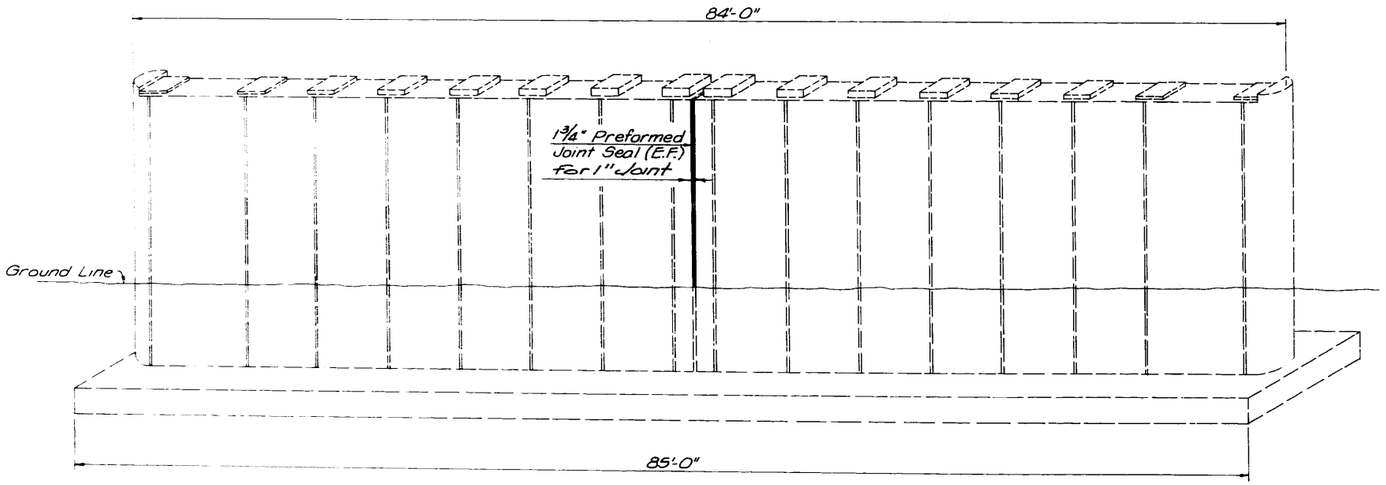


RUSTICATION GROOVE DETAIL

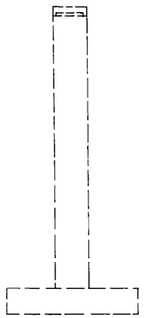


PREFORMED JOINT SEAL (1¾")





ELEVATION - SOUTH FACE



WEST END VIEW

BILL OF MATERIAL		
ITEM	UNIT	QUANTITY
REPAIR CONCRETE STRUCTURE	SQ. FT.	37
1¾" PREFORMED JOINT SEAL	L.IN. FT.	30

LEGEND

Indicates Repair Concrete Structures

E.F.-Denotes Each Face

NOTE: For Vertical Concrete Repair Detail, See Sheet #18.
Work this Sheet with Sheet #18.

DESIGNED	ARY
CHECKED	MVM
DRAWN	ARY
CHECKED	MVM

PIER 2
LARAMIE AVENUE Over
I-290
F.A.I. RTE. 290, SECTION 3030.2 BR(80)
COOK COUNTY
STA. 64+51.18 F.A.I. 290 (E.B. ℄)