Rev for 1-1-83 Letting

PR Rev 7-15-80

NOTE: WHENEVER IN THESE PLANS REFERENCE IS MADE TO SECTION 2828.1 BR( ) IT SHALL BE INTERPRETED TO MEAN SECTION 1983-043 BR (HOMAN AVENUE).

WHENEVER REFERENCE IS MADE TO 38-13 BR(80) IT SHALL BE INTERPRETED TO MEAN SECTION 1983-043 BR (SACRAMENTO BOULEVARD).

INDEX OF SHEETS ON SHEET NUMBER 2.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
FEDERAL AID INTERSTATE HIGHWAY

F.A.I. ROUTE I-290 (EISENHOWER EXPRESSWAY)

SECTION 1983-043 BR

PROJECT I-IR- 290-4(10) 95

COOK COUNTY

REHABILITATION OF SACRAMENTO BOULEVARD BRIDGE AND HOMAN AVENUE BRIDGE OVER EISENHOWER EXPRESSWAY

C-91-053-80

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	58	1
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-IR-290-4(10)95		

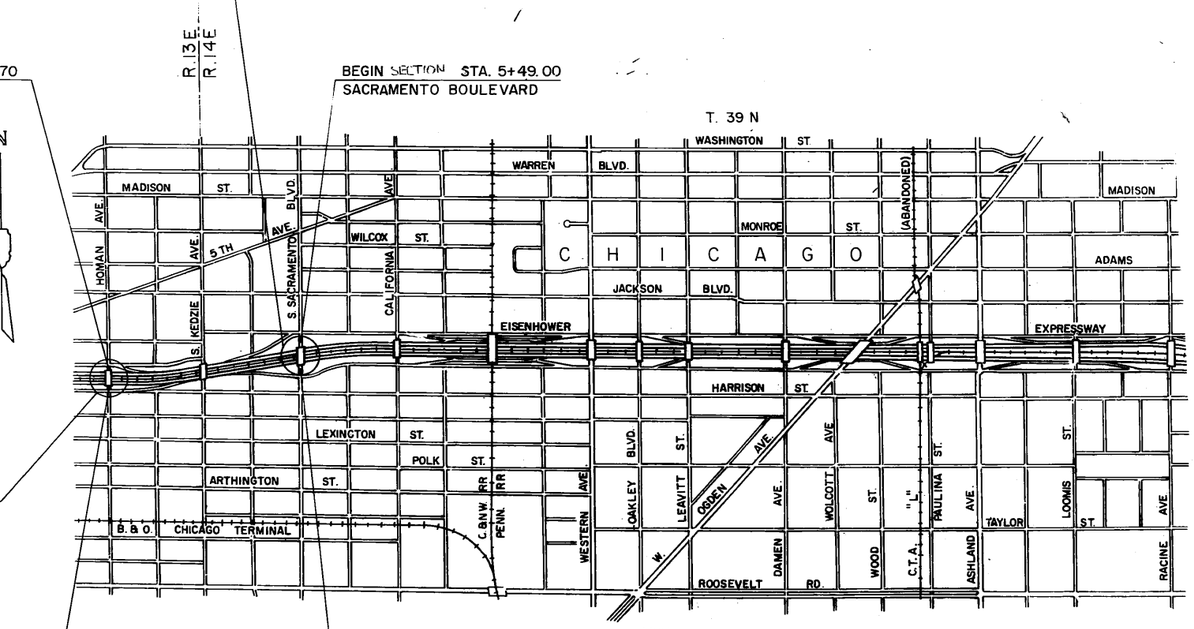
* 1983-043-BR

LOCATION OF SECTION INDICATED THUS:-

Section 3B-13 BR(80) consist of raising the bridge 6½"; removal of existing bituminous surfacing on the deck and deck and approach pavements; the removal and elimination of the longitudinal expansion joint; and the placement of a new concrete overlay on the three span continuous steel wide flange beam bridge (Three Spans 68'-9" – 72'-7" – 67'-4½") carrying Sacramento Boulevard over the Eisenhower Expressway at Station 8+16.17 including repairs to the reinforced concrete piers and abutments. Sacramento Boulevard Structure No.016-0754

END SECTION STA.12+12.70
HOMAN AVENUE

BEGIN SECTION STA. 5+49.00
SACRAMENTO BOULEVARD



END SECTION STA. 10+88.00
SACRAMENTO BOULEVARD

BEGIN SECTION STA.9+34.82
HOMAN AVENUE

Section 2828.1 BR( ) consist of raising the bridge 2½"; removing the existing deck and constructing a new deck on the three span continuous steel wide flange beam bridge (Three Spans 66'-9") carrying Homan Avenue over Eisenhower Expressway at Station 185+82.27 including repairs to the reinforced concrete piers and abutments. Homan Avenue Structure No.016-2073.

LENGTH OF PROJECT = 0.0 FT. = 0.0 MI.

LOCATION PLAN

0 500 1500 3000
GRAPHIC SCALE IN FEET

NET LENGTH (ALONG HOMAN AVENUE) = 277.88 FEET = 0.053 MILES
NET LENGTH (ALONG SACRAMENTO BOULEVARD) = 539.00 FEET = 0.102 MILES
TOTAL NET LENGTH OF SECTION = 816.88 FEET = 0.155 MILES

HAROLD N. SCHNEIDER
REGISTERED STRUCTURAL ENGINEER
STATE OF ILLINOIS NO. 1937
DATE

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

HOMER M. WALKER
REGISTERED STRUCTURAL ENGINEER
STATE OF ILLINOIS NO. 81-3549
DATE 6-15-83

Homan Avenue plans prepared by
AMERICAN ENGINEERING COMPANY
CONSULTING ENGINEERS
ROLLING MEADOWS, ILLINOIS

Sacramento Boulevard plans prepared by
PRC CONSOER TOWNSEND, INC.
CONSULTING ENGINEERS
CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 16 19 83
DISTRICT ENGINEER
EXAMINED 7-1 19 83
ENGINEER OF PLANS AND CONTRACTS
PASSED 7-1 19 83
ENGINEER OF DESIGN
APPROVED 7-1 19 83
DIRECTOR, DIVISION OF HIGHWAYS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

JOB NUMBER C-91-053-80

CONTRACT NO. 36452

COOK COUNTY SECTION 1983-043 BRF. A. I. ROUTE 290

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	58	2
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*1983-043-BR

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 APRIL, 1980. 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 MAINTENANCE OF ALL UTILITIES OWNED BY THE CITY OF CHICAGO, BUREAU OF ELECTRICITY FOR THE DURATION OF THE CONTRACT AT HIS OWN CONTRACT.

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.

STATE STANDARDS

1686-4	SYMBOLS AND ABBREVIATIONS
2116-2	PATCHING DETAILS (pcc)
2130-7	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
2298-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2299-9	DESIGN OF TRAFFIC CONTROL DEVICES
2300-2	FLAGMAN TRAFFIC CONTROL SIGN
2314-4	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2323-5	PAVEMENT JOINTS
2356	SIDEWALK RAMPS FOR THE HANDICAPPED
2383-1	TEMPORARY CONCRETE BARRIER
2387-1	BRIDGE APPROACH PAVEMENT

INDEX OF SHEETS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EISENHOWER EXPRESSWAY

INDEX OF SHEETS, STATE STANDARDS, AND GENERAL PLAN NOTES

SCALE: DRAWN BY: RRY

DATE: June 13, 1983 CHECKED BY: MVM

Revised Thru 16

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-290	1983-043BR	COOK	21	1
FED ROAD DIST NO	ILLINOIS	PROJECT [redacted]		

QUANTITIES FOR SACRAMENTO

CODE NO.	ITEM	UNIT	QUANTITY	SECTION 1983-043BR BRIDGE STA. 8+16.17 CONSTRUCTION TYPE CODE X 531	ROADWAY STA. 5+79.81 TO STA. 10+52.53 I 1000
2130011	SUB-BASE GRANULAR MATERIAL, TYPE B	CU. YD.	7		7
4060001	BITUMINOUS MATERIAL (PRIME COAT)	GAL.	166		166
4080005	LEVELING BINDER (MACHINE METHOD)	TON	443		443
4060013	BITUMINOUS CONCRETE SURFACE COURSE; MIXTURE D, CLASS I	TON	132		132
5010024	CONCRETE REMOVAL	CU. YD.	31	31	
5030003	PROTECTIVE COAT	SQ. YD.	1,159	538	621
5040003	CLASS X CONCRETE	CU. YD.	68.8	68.8	
5070004	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	13,760	13,760	
5090006	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L. SUM	1	1	
5090079	CLEANING AND PAINTING METAL HANDRAIL	LIN. FT.	205	205	
5120001	REINFORCEMENT BARS	POUND	10,380	10,380	
6125002	CATCH BASINS TO BE ADJUSTED	EACH	2		2
6125555	MANHOLES TO BE ADJUSTED	EACH	1		1
6126001	INLETS TO BE ADJUSTED	EACH	8		8
6170100	BITUMINOUS CONCRETE SURFACE REMOVAL	SQ. YD.	2,879	1,216	1,663
6170117	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	LIN. FT.	695		695
6170466	SIDEWALK REMOVAL AND REPLACEMENT	SQ. FT.	5,354		5,354
6200031	PAVEMENT REMOVAL AND P.C.C. REPLACEMENT, TYPE I (10")	SQ. YD.	100		100
6200063	PAVEMENT REMOVAL AND P.C.C. REPLACEMENT, SPL. (10")	SQ. YD.	48.1		48.1
6290003	CHAIN LINK FENCE, 6 FT. (BRIDGE)	LIN. FT.	413	413	
6480017	TRAFFIC CONTROL AND PROTECTION	L. SUM.			
6460004	ENGINEER'S FIELD OFFICE TYPE A	CAL. MO.			
T5010101	THERMOPLASTIC PAVEMENT MARKING-LETTERS AND SYMBOLS	SQ. FT.	195		195
T5010102	THERMOPLASTIC PAVEMENT MARKING-LINE 4"	LIN. FT.	2,750		2,750
T5010103	THERMOPLASTIC PAVEMENT MARKING-LINE 5"	LIN. FT.	1,570		1,570
T5010104	THERMOPLASTIC PAVEMENT MARKING-LINE 6"	LIN. FT.	850		850
T5010106	THERMOPLASTIC PAVEMENT MARKING-LINE 12"	LIN. FT.	100		100
T5010107	THERMOPLASTIC PAVEMENT MARKING-LINE 24"	LIN. FT.	270		270
T5020202	PAINT PAVEMENT MARKING-LINE 4"	LIN. FT.	975		975
Z0041	BRIDGE SIDEWALK REPAIR (PARTIAL DEPTH)	SQ. YD.	3	3	
Z0080	DECK SLAB REPAIR (FULL DEPTH)	SQ. YD.	48.6	48.6	
Z0081	DECK SLAB REPAIR (PARTIAL DEPTH)	SQ. YD.	196.2	196.2	
Z0279	NEOPRENE EXPANSION JOINT 2"	LIN. FT.	138	138	
Z0375	REPAIR CONCRETE STRUCTURES	SQ. FT.	235	235	
X0430040	PLASTICIZED BRIDGE DECK CONCRETE OVERLAY	SQ. YD.	1,216	1,216	
X0470008	MOBILIZATION	L. SUM			
X0600055	RAILROAD PROTECTIVE SERVICE	L. SUM.			
X0603333	SAND MODULE IMPACT ATTENUATOR, SPECIAL	EACH	3		3
X0800253	SAND MODULE IMPACT ATTENUATOR, TEMPORARY	EACH	14		14
X0800254	SAND MODULE IMPACT ATTENUATOR, RELOCATE	EACH	28		28
X6160041	TEMPORARY CONCRETE BARRIER, TERMINAL SECTION	EACH	6	4	2
X6160042	RELOCATE TEMPORARY CONCRETE BARRIER	LIN. FT.	550	550	
X6470011	PAVEMENT MARKING TAPE, TYPE III 4"	LIN. FT.	10,000		10,000
X6470013	PAVEMENT MARKING TAPE, TYPE III 5"	LIN. FT.	1,570		1,570
XZ1264	EXPANSION TIE ANCHOR 3/4"	EACH	84		84
XZ1361	EPOXY CRACK SEALING	LIN. FT.	106	106	
	BRIDGE HANDRAIL REMOVAL	LIN. FT.	428	428	
	CONCRETE DECK SCARIFICATION 1/4"	SQ. YD.	1,216	1,216	
	JACKING EXISTING STRUCTURE NO. 1	L. SUM	1	1	
	BRIDGE SIDEWALK CRACK REPAIR	LIN. FT.	144	144	
	EXPANSION TIE ANCHOR 5/8"	EACH	282		282
	PAVEMENT MARKING REMOVAL, LINE	LIN. FT.	6,510		6,510
	INSTALL AND REMOVE TEMPORARY CONCRETE BARRIER	UNIT	116	52	64
	PROTECT AND MAINTAIN EXISTING UNDERPASS LUMINAIRES	L. SUM			
	PROTECTIVE SHIELD	SQ. YD.	1,673	1,673	
	PAVEMENT MARKING REMOVAL, LETTERS AND SYMBOLS	SQ. FT.	195		195

TOTAL BILL OF MATERIAL—BRIDGE

ITEM	UNIT	QUANTITY SUBSTRUCTURE	SUPERSTRUCTURE	TOTAL
CONCRETE REMOVAL	CU. YDS.		31	31
BRIDGE HANDRAIL REMOVAL	LIN. FT.		428	428
PROTECTIVE COAT	SQ. YD.		538	538
CLASS X CONCRETE	CU. YD.		68.8	68.8
CLEANING AND PAINTING STEEL BRIDGE NO. 1	L. SUM		1	1
REINFORCEMENT BARS	LBS.		10,380	10,380
FURNISHING AND ERECTING STRUCTURAL STEEL	LBS.		13,760	13,760
BRIDGE SIDEWALK REPAIR (PARTIAL DEPTH)	SQ. FT.		3	3
BRIDGE SIDEWALK CRACK REPAIR	LIN. FT.		144	144
BITUMINOUS CONCRETE SURFACE REMOVAL	SQ. YD.		1,216	1,216
DECK SLAB REPAIR (FULL DEPTH)	SQ. YD.		48.6	48.6
DECK SLAB REPAIR (PARTIAL DEPTH)	SQ. YD.		196.2	196.2
REPAIR CONCRETE STRUCTURES	SQ. FT.	235		235
EPOXY CRACK SEALING	LIN. FT.	106		106
PLASTICIZED BRIDGE DECK CONCRETE OVERLAY	SQ. YD.		1,216	1,216
CONCRETE DECK SCARIFICATION (1/4")	SQ. YD.		1,216	1,216
CHAIN LINK FENCE, 6 FT. (BRIDGE)	LIN. FT.		413	413
NEOPRENE EXPANSION JOINT 2"	LIN. FT.		138	138
PROTECTIVE SHIELD	SQ. YD.		1,673	1,673
JACKING EXISTING STRUCTURE NO. 1	L. SUM		1	1

INDEX OF SHEETS

STANDARDS

1686	SYMBOLS AND ABBREVIATIONS
2298	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2299	DESIGN OF TRAFFIC CONTROL DEVICES
2300	FLAGGER TRAFFIC CONTROL SIGN
2116	PATCHING DETAILS (PCC)
2130	COMBINATION CONCRETE CURB & GUTTER
2356	SIDEWALK RAMP FOR HANDICAP
2383	TEMPORARY CONCRETE BARRIER

DESIGN STRESSES

DESIGN LIVE LOAD: HS 20-44

DESIGN STRESSES (PROPOSED)

f_s = 24,000 PSI
f_s = 20,000 PSI STRUCTURAL STEEL A.A.S.H.T.O. M183
f_c = 1,400 PSI
n = 9

GENERAL NOTES

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 3/4"Ø, OPEN HOLES 15/16"Ø, UNLESS OTHERWISE NOTED.

FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF BEAMS OR GIRDERS 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.

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. M-31 OR M-53 GRADE 60.

THE BASIC LEAD SILICO CHROMATE SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF NEW STRUCTURAL STEEL.

HANDRAIL AND FENCE SHALL BE PAINTED WITH ALUMINUM PAINT.

ESTIMATED WEIGHT OF EXISTING STRUCTURAL STEEL = 1,702,200 LBS.

EXISTING UNDERPASS LUMINAIRES WHICH ARE ATTACHED TO UNDERSIDE OF BRIDGE, SHALL BE MAINTAINED OPERATIONAL THROUGHOUT THE DURATION OF THE CONTRACT AND PROTECTED FROM DAMAGE DURING REPAIR OF DECK OPERATIONS. FOR DETAILS, SEE SPECIAL PROVISIONS.

THE CONTRACTOR MUST USE EXTREME CARE WHEN DOING CONCRETE REMOVAL AS NOT TO NICK, CUT, OR DAMAGE ANY OF THE STRUCTURAL STEEL.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
QUANTITIES AND GENERAL NOTES
STRUCTURE REHABILITATION
PROJECT [redacted])
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE: DRAWN BY: G.S.
DATE: JUNE 1983 CHECK BY: C.W.W.

BENCH MARK NO. 1

□ CUT ON TOP OF CURB AT S.E. CORNER OF CONGRESS AND SACRAMENTO. 31.0 FT. SOUTH AND 43.50 FT. EAST OF ℄ INTERSECTION. ELEV. 16.58

BENCH MARK NO. 2

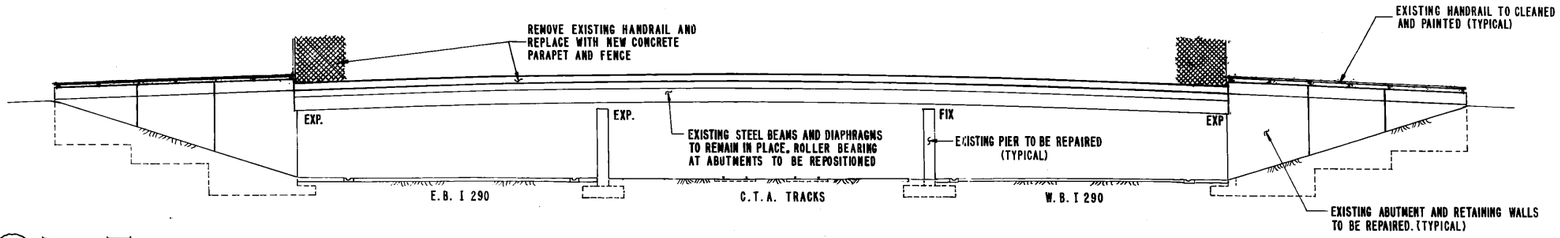
+ ON N.E. FLANGE BOLT ON HYDRANT AT N.W. CORNER SACRAMENTO AND VAN BUREN. ELEV. 16.98

EXISTING STRUCTURE

STRUCTURE #016-0754
3 SPAN CONTINUOUS STEEL WIDE FLANGE BEAMS WITH CONCRETE DECK SUPPORTED ON REINFORCED CONCRETE PIERS AND ABUTS. FOUNDATIONS SUPPORTED ON CREOSOTED TIMBER PILES.

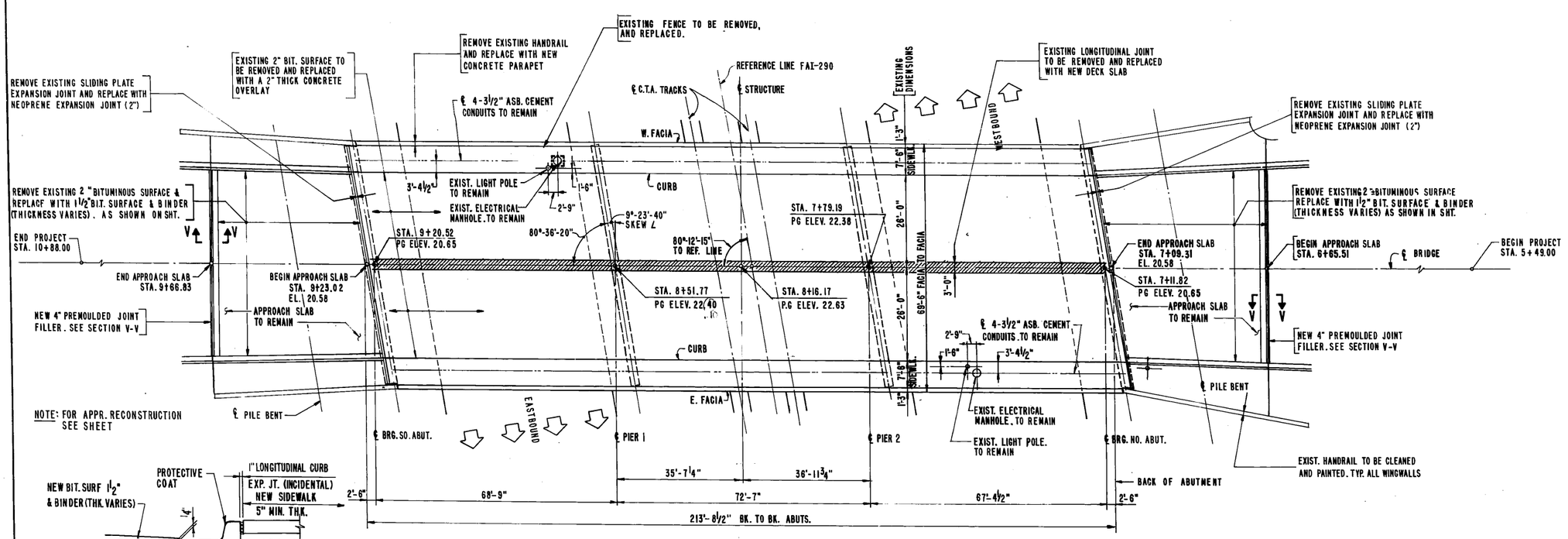
SHEET NO. 2 S
21 SHEETS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-290	1983-043BR	COOK	58	5
FED. ROAD DIST. NO.	ILLINOIS	PROJECT-		

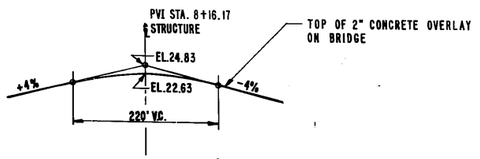


Z

ELEVATION

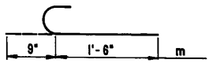


TYPICAL CROSS SECTION AT C&G REPLACEMENT



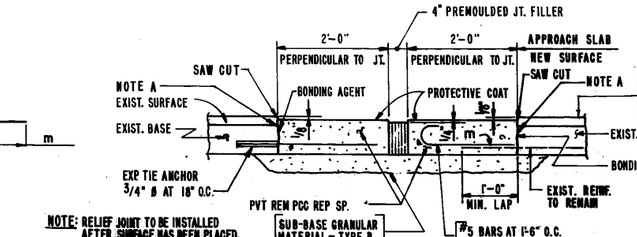
PROFILE ALONG ℄ SACRAMENTO BLVD.
(RAISED)

NOTE: PROFILE SHOWN FOR BRIDGE ONLY SEE SHEET #15 FOR APPROACH PROFILES



BAR m

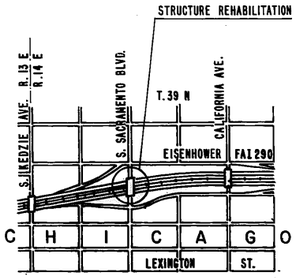
PLAN



NOTE: RELIEF JOINT TO BE INSTALLED AFTER SURFACE HAS BEEN PLACED.

NOTE A: BOND NEW CONCRETE TO EXISTING WITH EPOXY RESIN CONCRETE ADHESIVE CONFORMING TO ARTICLE 711.08 OF THE STANDARD SPECIFICATIONS AND PLACED IN ACCORDANCE WITH ARTICLE 504.13.

SECTION V-V
DETAIL OF PAV'T. REMOVAL AND PCC REPLACEMENT SPL. 10"



LOCATION PLAN

STATE OF ILLINOIS
GEORGE D. WEAR
2235
REGISTERED STRUCTURAL ENGINEER

George D. Wear
GEORGE D. WEAR
REGISTERED STRUCTURAL ENGINEER
STATE OF ILLINOIS NO. 2235
DATE 6-9-83

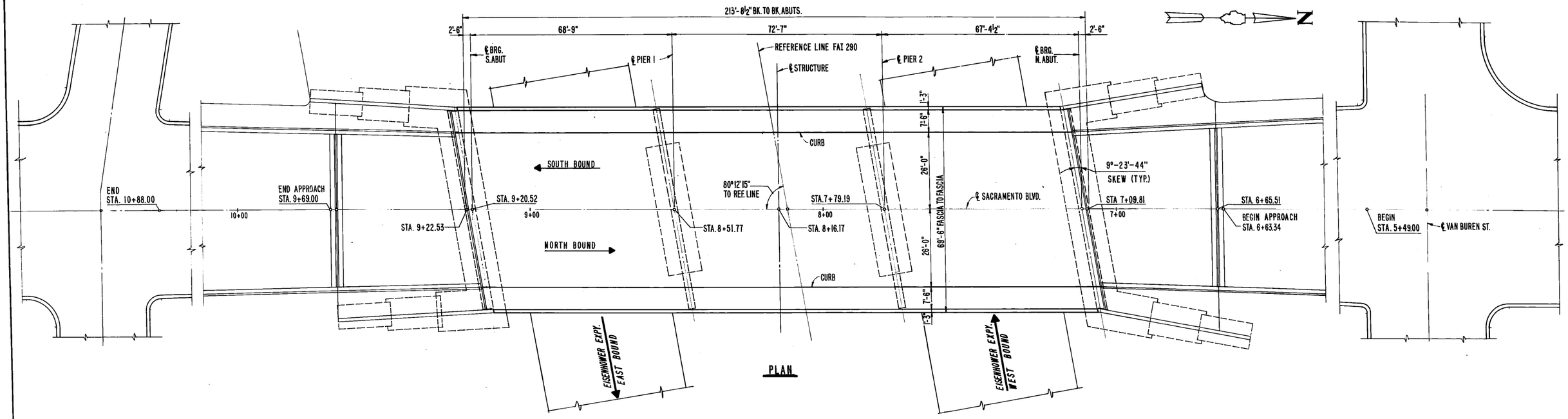
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN & ELEVATION
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

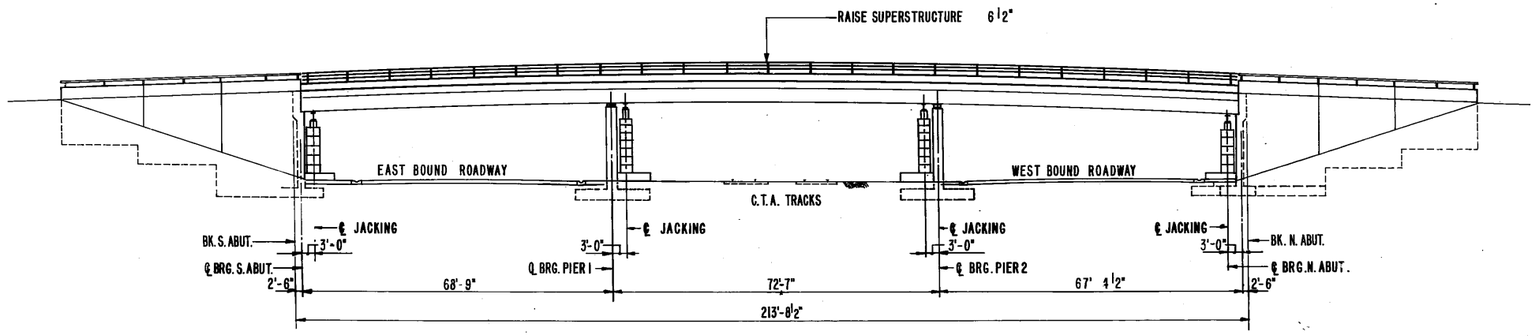
SCALE:
DRAWN BY: G.S
DATE: JUNE 1983
CHECK BY: C.W.W.

SHEET NO. 3S
21 SHEETS

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-290	1983-043BR	COOK	58	3
FED ROAD DIST NO	ILLINOIS	PROJECT [redacted]		



PLAN



ELEVATION
(PROPOSED LOCATIONS OF JACKS AND CRIBBING)

NOTE: EXISTING DRAINAGE AND DITCHES DISTURBED BY THE CRIBBING FOOTING SHALL BE RESTORED TO THEIR FORMER CONDITION FOLLOWING THE JACKING.

FOR GENERAL NOTES, SEE SHEET 1S
FOR TRAFFIC CONTROL STAGES, SEE SHEETS 18S, 19S & 20S

NOTE: CRIBBING MAY BE EXTENDED BELOW GROUND TO TOP OF THE PIER FOOTING UPON APPROVAL BY ENGINEER

NOTES: CTA CLEARANCES ARE AS FOLLOWS

1. 7'-2" HORIZONTAL CLEARANCE SHALL BE MAINTAINED AT ALL TIMES FROM ℄ OF NEAREST TRACK.
2. 12'-4" VERTICAL CLEARANCE SHALL BE MAINTAINED AT ALL TIMES FROM TOP OF RUNNING RAIL.

REVISIONS	
NAME	DATE

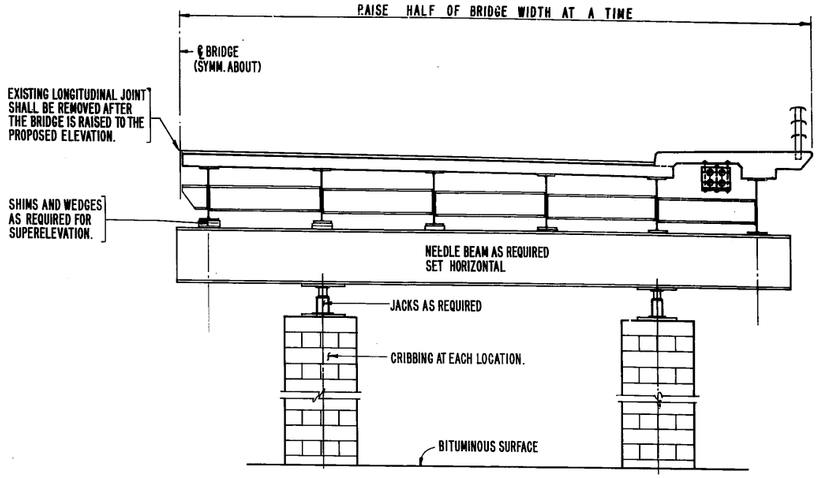
ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE SUPERSTRUCTURE RAISING DETAILS
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE:
DRAWN BY: G.A.S.
DATE: JUNE 1983
CHECK BY: C.W.W.

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-290	1983-043BR	COOK	58	7
FED ROAD DIST NO	ILLINOIS	PROJECT-		

GENERAL NOTES

1. TENTATIVE CRIBBING AND JACKING ARRANGEMENTS AND LOCATIONS ARE SHOWN ON THE DRAWING. THE CONTRACTOR IS RESPONSIBLE FOR THE COMPLETE DESIGN OF THE BRIDGE LIFTING PROCEDURE, CONTRACTOR TO SUBMIT HIS DETAIL PROCEDURE FOR ENGINEER'S REVIEW AND APPROVAL.
2. JACKS MUST BE SIMULTANEOUSLY LIFTING ALL PARTS IN EQUAL MAGNITUDE AT ALL TIMES. A MASTER CONTROL AND RESEVOIR WITH VALVES AND GAUGES WILL BE REQUIRED FOR ALL JACKING OPERATIONS.
3. ANY UNEQUAL JACK MOVEMENT IN EXCESS OF 1/8" WILL NOT BE PERMITTED.
4. THE JACKS MUST BE MECHANICALLY SECURED AND LOCKED AT THE LIFTED POSITION TO INSURE AGAINST HYDRAULIC FAILURE OF JACKS.
5. JACKS MUST BE CALIBRATED ALONG WITH THE PRESSURE GAUGE PRIOR TO USE.
6. DESIGN THE NEEDLE BEAM SUCH AS TO PRECLUDE DEFLECTION IN EXCESS OF 1/8". HOWEVER ALL BRIDGE GIRDERS MUST BE SET TO THE TRUE ELEVATION WITH ± 1/16" BY USING APPROPRIATE SHIMS AND WEDGES OVER THE NEEDLE BEAM.
7. LOCATE THE NEEDLE BEAM AS CLOSE TO THE EXISTING BEARING POINTS AS POSSIBLE TO PERMIT THE SEAT REBUILDING.
8. THE CRIBBING AND JACKS MUST BE DESIGNED FOR THE BRIDGE DECK DEAD LOAD AND CONSTRUCTION LOAD.
9. DETERMINE THE BEARING AREA OF THE CRIBBING AFTER A PENETROMETER TEST.
10. PERIODIC CHECKS SHOULD BE MADE TO DETERMINE DIFFERENTIAL SETTLEMENT OF THE CRIBBING, JACKS ETC. ANY SUCH SETTLEMENT MUST BE CORRECTED IMMEDIATELY.
11. CONTRACTOR MUST RECORD THE LEVELS AT UNDERSIDES OF THE BRIDGE GIRDERS AT ALL BEARINGS PRIOR, DURING AND AFTER THE LIFTING OF THE BRIDGE. BI-DAILY MONITORING OF THOSE ELEVATIONS WILL BE REQUIRED.
12. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL DIMINSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
13. NO LIVE LOAD PERMITTED ON THE PORTION BEING RAISED.



TYPICAL CROSS SECTION

NOTES:

THE CRIBBING, JACKS AND BEAMS SHALL BE SET LEVEL AND TRUED VERTICALLY.
THE CONTRACTOR SHALL VERIFY THE BEARING PRESSURES ON THE BASE MATERIAL.

MAXIMUM REACTIONS FROM SUPERSTRUCTURE PER ONE BEARING (IN KIPS)		
DEAD LOAD	ABUTMENT	PIER
FACIA GIRDER	48	116
INTERIOR GIRDER	38	90

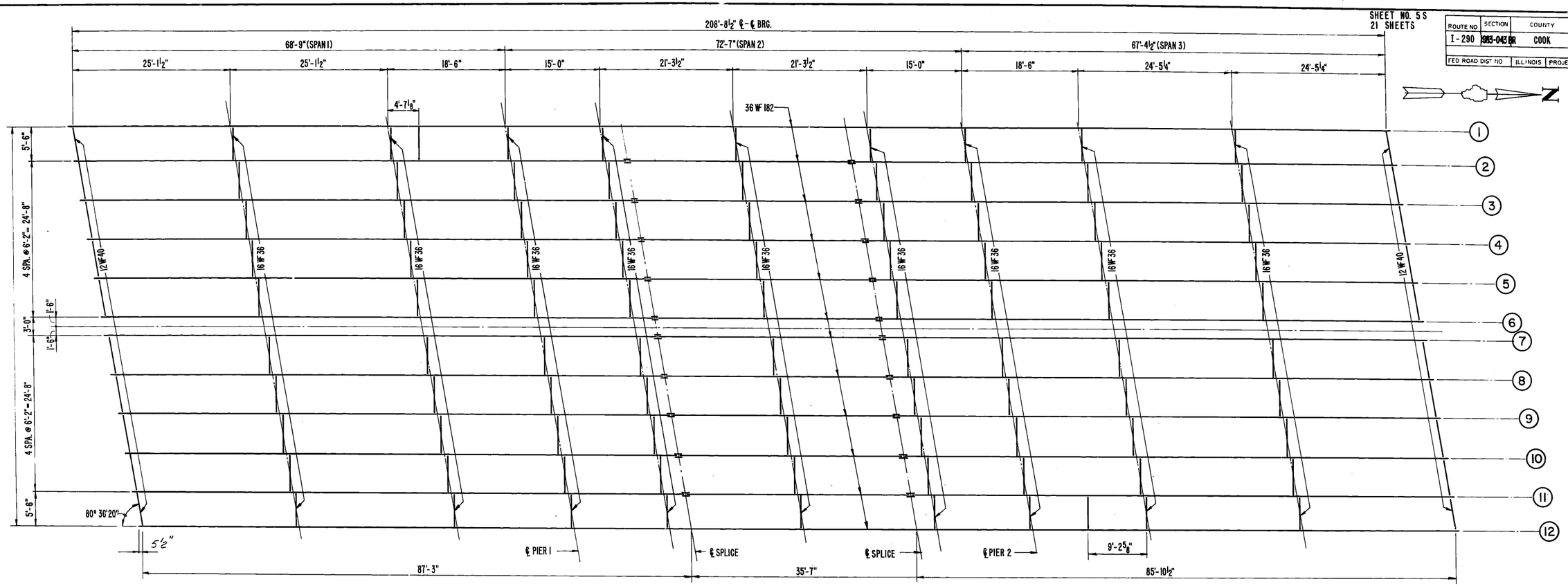
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE SUPERSTRUCTURE RAISING DETAILS
STRUCTURE REHABILITATION
PROJECT
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

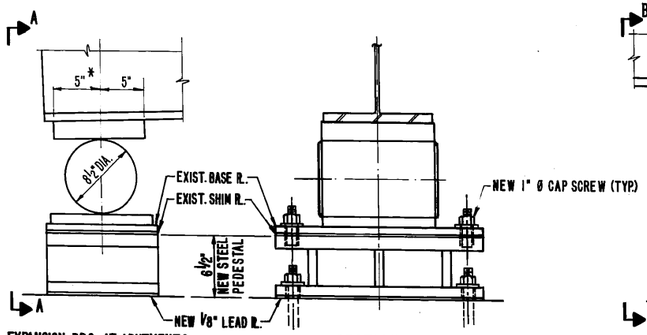
SCALE:
DATE: JUNE 1983
DRAWN BY: G.A.S.
CHECK BY: C.K.W.

SHEET NO. 5 S
21 SHEETS

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-290	1983-043 BR	COOK	58	8
FED ROAD DIST NO	ILLINOIS	PROJECT [redacted]		



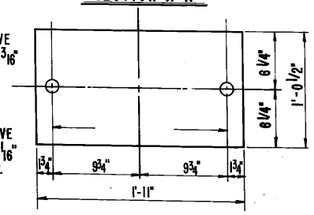
EXISTING FRAMING



EXPANSION BRG. AT ABUTMENTS

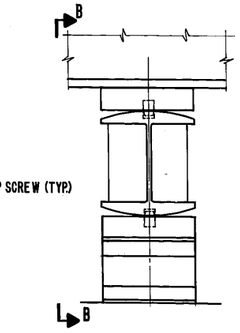
*AT SOUTH ABUTMENT
INCREASE DIMENSION $\frac{3}{16}$" FOR EVERY 15° ABOVE THE NORMAL TEMP. OF 50° F. AND DECREASE $\frac{3}{16}$" FOR EVERY 15° BELOW THE NORMAL TEMP. OF 50° F.

*AT NORTH ABUTMENT
INCREASE DIMENSION $\frac{1}{16}$" FOR EVERY 15° ABOVE THE NORMAL TEMP. OF 50° F. AND DECREASE $\frac{1}{16}$" FOR EVERY 15° BELOW THE NORMAL TEMP. OF 50° F.

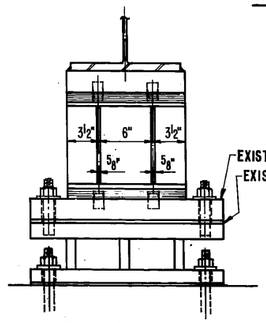


SECTION A-A

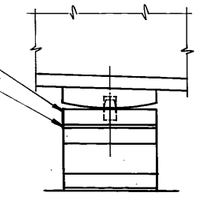
EXIST. BASE PLATE AT ABUTMENTS



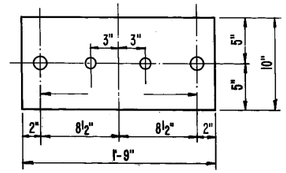
EXPANSION BRG. AT PIER 1



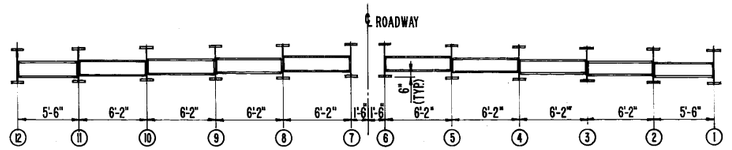
SECTION B-B

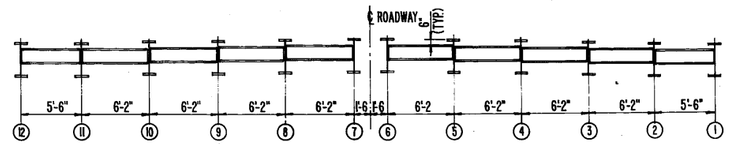


FIXED BRG. AT PIER 2



EXIST. BASE PLATE AT PIERS





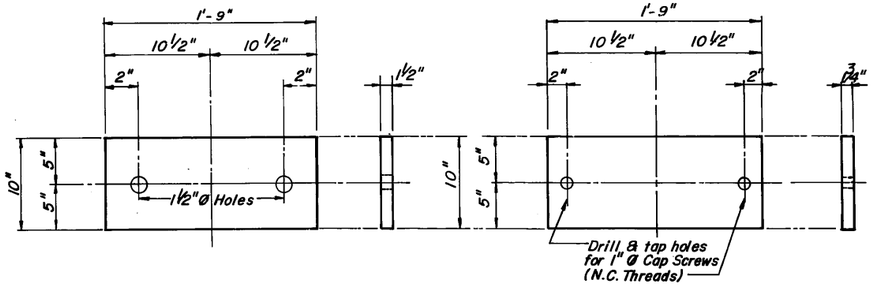
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FRAMING PLAN AND BEARING DETAILS
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043 BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE:
DATE: JUNE 1983

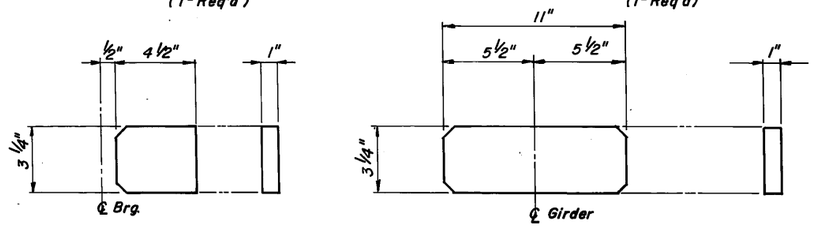
DRAWN BY: G.A.S.
CHECK BY: C.W.W.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-290	1983-043 BR	COOK	58	9
FED ROAD DIST NO.	ILLINOIS	PROJECT [redacted]		



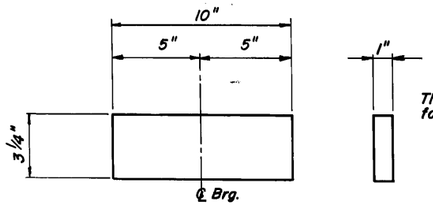
BOTTOM PLATE
(1-Req'd)

TOP PLATE
(1-Req'd)

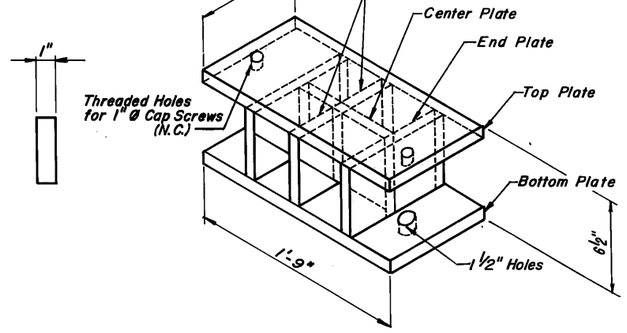


SIDE PLATE
(2-Req'd)

CENTER PLATE
(1-Req'd)

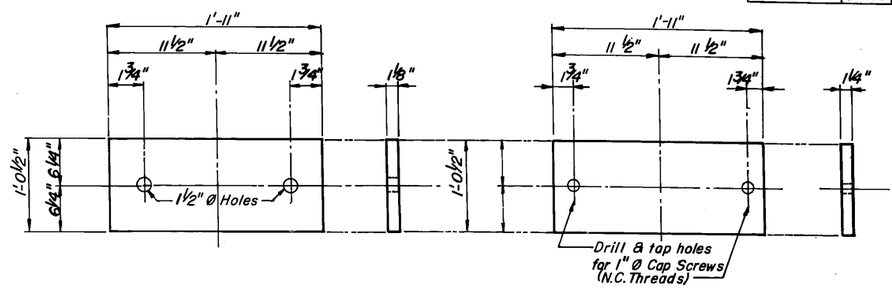


END PLATE
(2-Req'd)



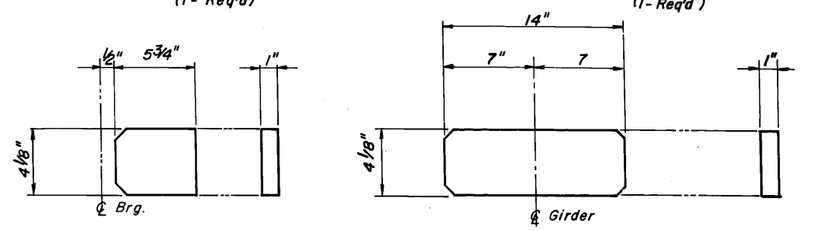
STEEL PEDESTAL DETAIL
(12 Req'd)

24



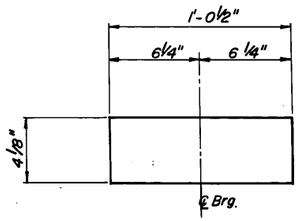
BOTTOM PLATE
(1-Req'd)

TOP PLATE
(1-Req'd)

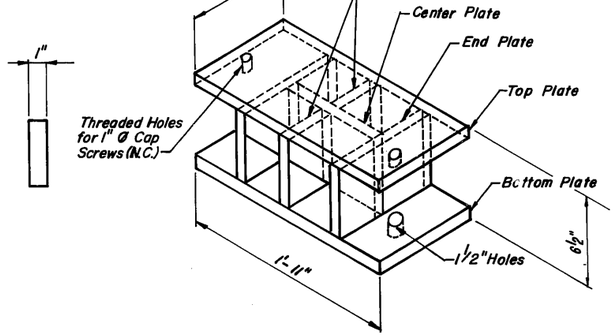


SIDE PLATE
(2-Req'd)

CENTER PLATE
(1-Req'd)



END PLATE
(2-Req'd)



STEEL PEDESTAL DETAIL
(24 Req'd)

STRUCTURAL STEEL	LBS.	11,790

Note: Use Cont. Fillet Welds when Assembling the Pedestal (All sides to be Welded)
Work this Sheet with Sheet No. 5S.

NEW STEEL PEDESTAL INSTALLATION PROCEDURE

1. SACRAMENTO BOULEVARD BRIDGE IS TO BE RAISED 6 1/2".
2. UNSCREW NUTS.
3. RAISE BRIDGE 8" (±)
4. TEMPORARILY REMOVE EXISTING BEARING ASSEMBLY INCLUDING BASE PLATE (AND SHIM PLATE IF ANY).
5. REMOVE AND DISCARD EXISTING LEAD PLATE.
6. PROVIDE NEW 1/2" THICK LEAD PLATE OF SAME SIZE AS EXISTING BASE PLATE. NEW LEAD PLATE TO HAVE 2 - 1/2" DIA. HOLES FOR EXISTING ANCHOR BOLTS.
7. PROVIDE 6 1/2" HIGH NEW STEEL PEDESTAL ON TOP OF NEW LEAD PLATE. SEE THIS SHEET FOR DETAILS OF NEW STEEL PEDESTAL.
8. PLACE THE ENTIRE BEARING ASSEMBLY BACK IN PLACE ON TOP OF NEW STEEL PEDESTAL.
9. LOWER BRIDGE TO REQUIRED RISE OF 6 1/2" [FROM 8"(±)].

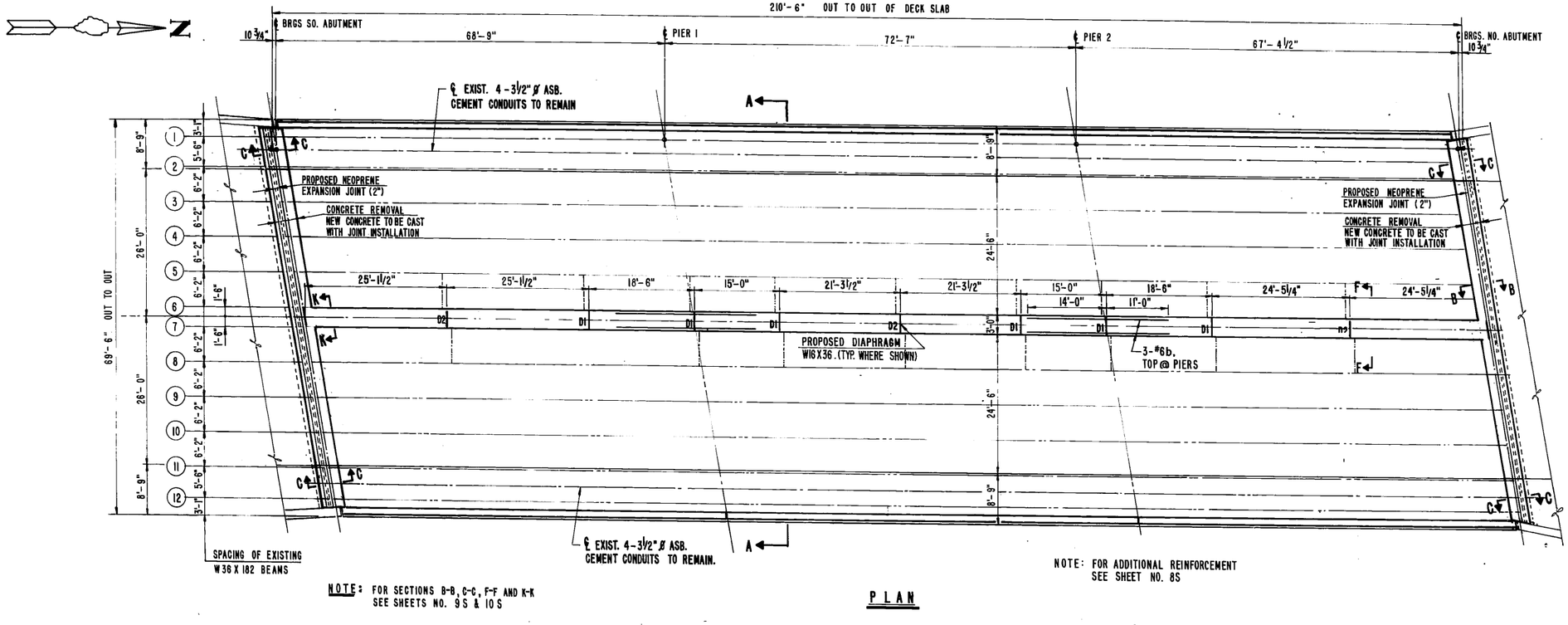
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STEEL PEDESTAL DETAILS
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043 BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE:
DATE: JUNE 1983
DRAWN BY: G.A.S.
CHECK BY: C.H.B.

SHEET NO. 7S
21 SHEETS

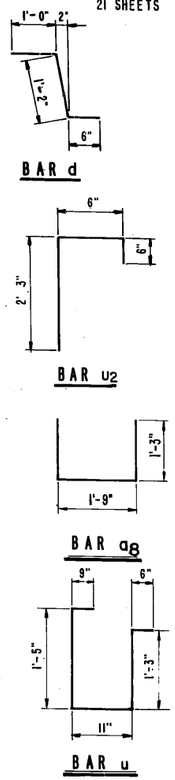
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-290	1983-043BR	COOK	58	10
FED ROAD DIST. NO	ILLINOIS	PROJECT- [redacted]		



NOTE: FOR SECTIONS B-B, C-C, F-F AND K-K SEE SHEETS NO. 9S & 10S

NOTE: FOR ADDITIONAL REINFORCEMENT SEE SHEET NO. 8S

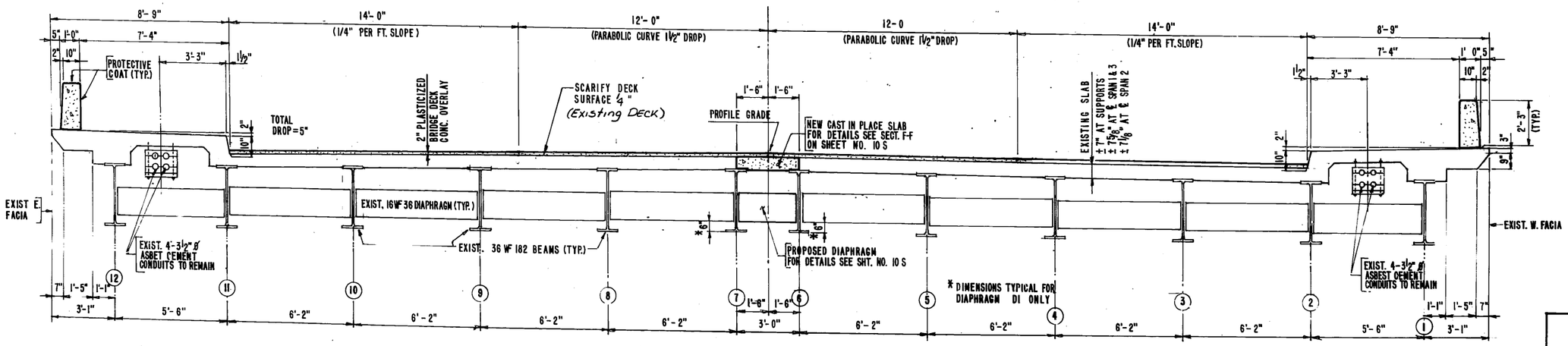
PLAN



BAR LIST

BAR	NO.	SIZE	LENGTH	SHAPE
a	16	#5	29'-0"	
a_1	16	#5	27'-10"	
a_2	8	#6	27'-7"	
a_3	8	#6	7'-7"	
a_4	4	#5	6'-5"	
a_5	4	#4	7'-2"	
a_6	12	#5	6'-10"	
a_7	12	#4	7'-7"	
a_8	16	#4	4'-3"	
a_9	165	#5	2'-11"	
	329	#5	2'-11"	
b	64	#5	28'-0"	
b_1	6	#6	25'-0"	
d	24	#4	2'-6"	
u	20	#4	4'-10"	
u_1	80	#4	4'-10"	
u_2	106	#4	3'-3"	
ITEM			UNIT	QNTY.
CLASS X CONC.			CU. YD.	68.8
REINFORCEMENT BARS			LBS.	10,380

BARS INDICATED THUS 4X8-#5 ETC. INDICATES 4 LINES WITH 8 LENGTHS PER LINE.



* DIMENSIONS TYPICAL FOR DIAPHRAGM DI ONLY

SECTION A-A

REVISIONS	
NAME	DATE

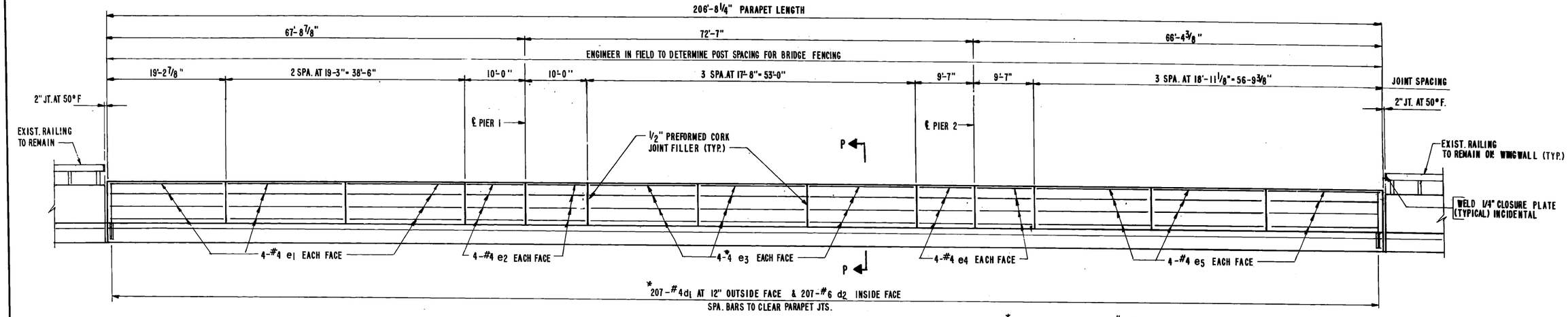
ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK PLAN & SECTION
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE:
DRAWN BY: G.S.
DATE: JUNE 1983
CHECK BY: C.W.W.

Revised 7/21/83 JE

SHEET NO. 8S
21 SHEETS

HIGHWAY	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-290	1983-043BR	COOK	58	11
FED. ROAD DIST. NO.	ILLINOIS	PROJECT [redacted]		



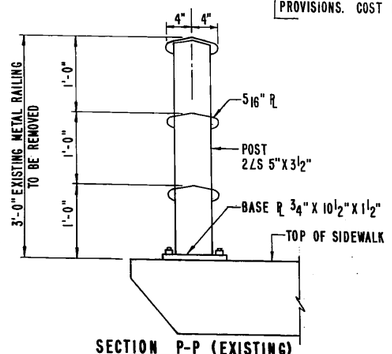
*DRILL 3/4" DIA HOLES FOR #4 d AND 1" DIA. HOLES FOR #6 d1 FILL HOLES WITH EPOXY GROUT.

PARAPET ELEVATION

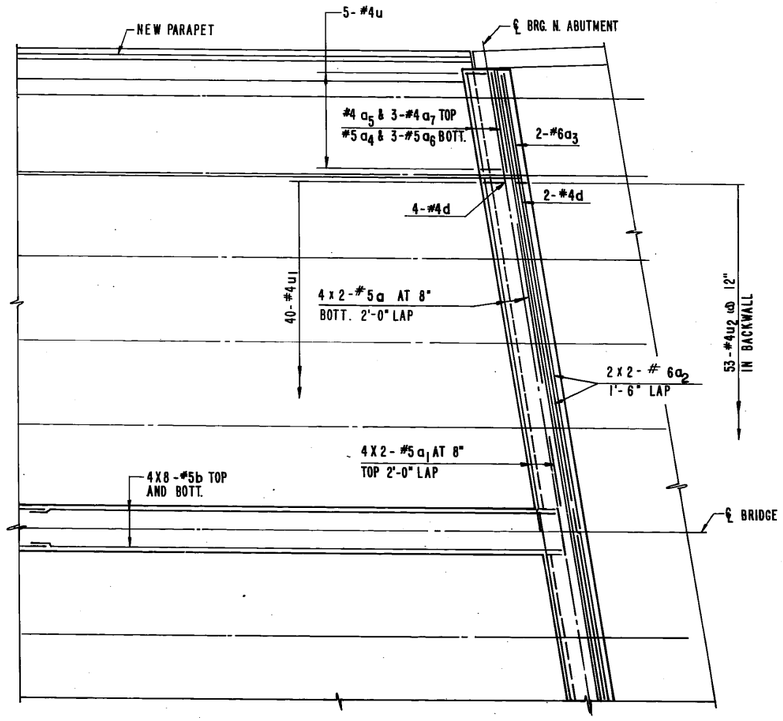
BAR LIST				
BAR	NO.	SIZE	LENGTH	SHAPE
d_1	414	#4	2'-9"	—
d_2	414	#6	2'-10"	—
e_1	48	#4	19'-0"	—
e_2	32	#4	9'-9"	—
e_3	48	#4	17'-5"	—
e_4	32	#4	9'-4"	—
e_5	48	#4	18'-8"	—

REINF. & CLASS X CONC. INCLUDED ON SHEET NO. 7S.

SECTION P-P



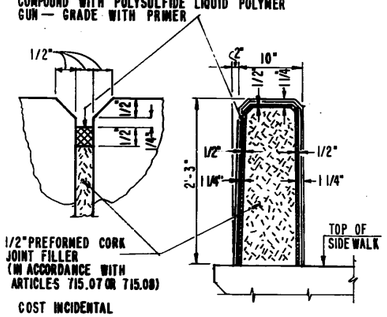
SECTION P-P (EXISTING)



PLAN

FOR BAR LIST AND ADDITIONAL DETAILS SEE SHEET 8

TWO COMPONENT NON-STAINING GRAY SEALING COMPOUND WITH POLYSULFIDE LIQUID POLYMER GUN — GRADE WITH PRIMER



1/2"PREFORMED CORK JOINT FILLER (IN ACCORDANCE WITH ARTICLES 715.07 OR 715.08)

COST INCIDENTAL

PARAPET JOINT DETAIL

REVISIONS	
NAME	DATE

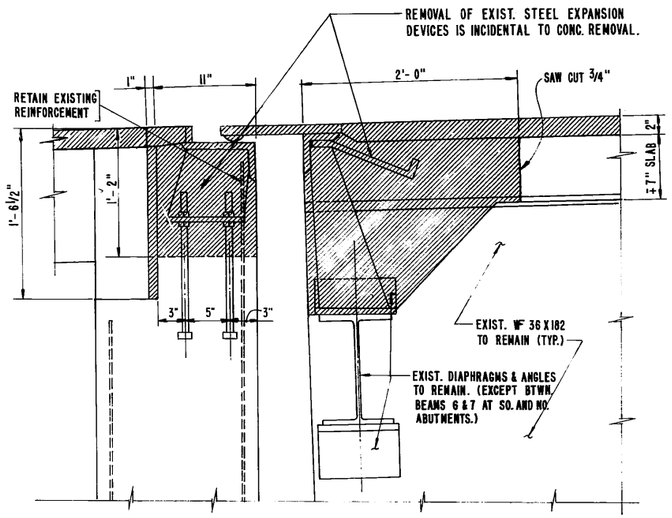
ILLINOIS DEPARTMENT OF TRANSPORTATION

PARAPET AND FENCE DETAILS
STRUCTURE REHABILITATION

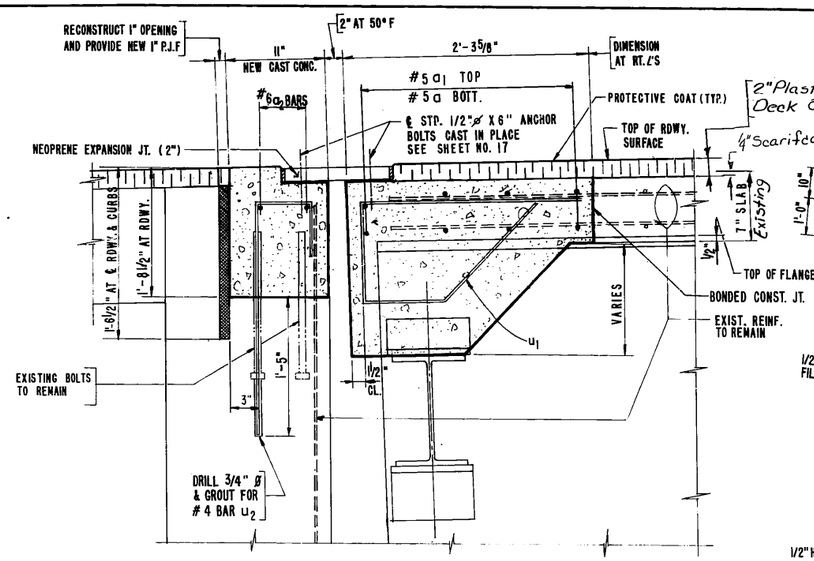
PROJECT [redacted]
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE:
DRAWN BY: I.M.
DATE: JUNE 1983
CHECK BY: C.M.R.

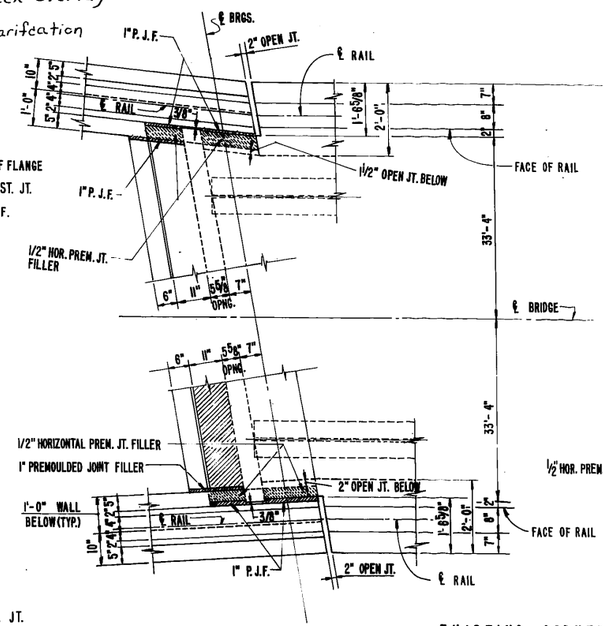
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-290	1983-043BR	COOK	58	42
FED ROAD DIST NO	ILLINOIS	PROJECT [redacted]		

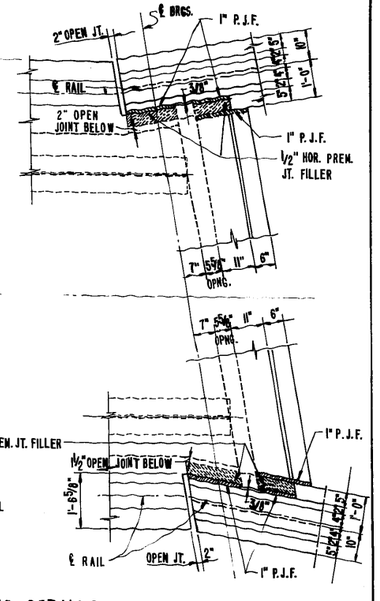


SECTION B-B (EXISTING CONSTRUCTION)

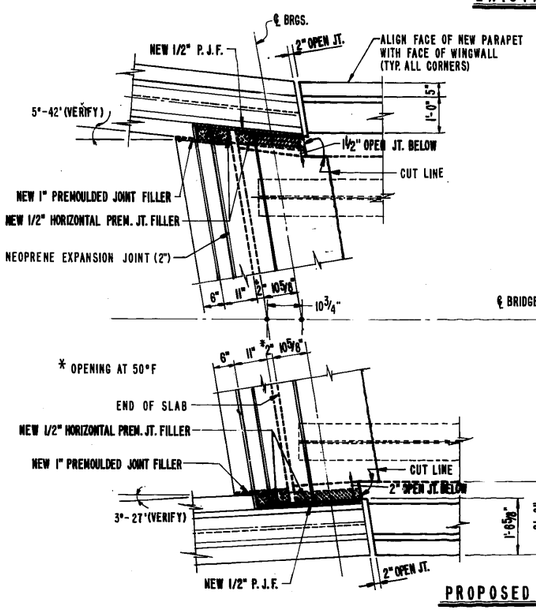


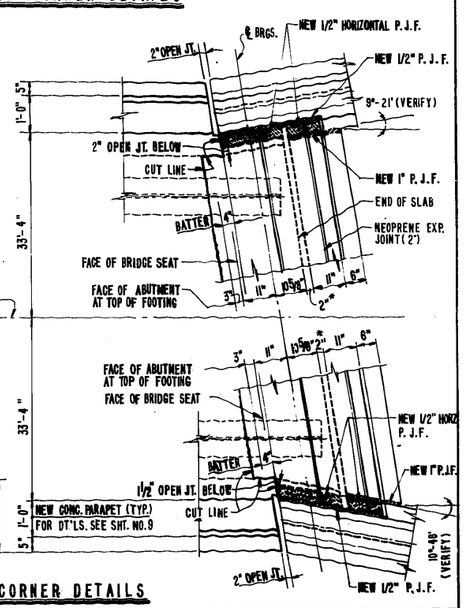
SECTION B-B (PROP. CONSTRUCTION)



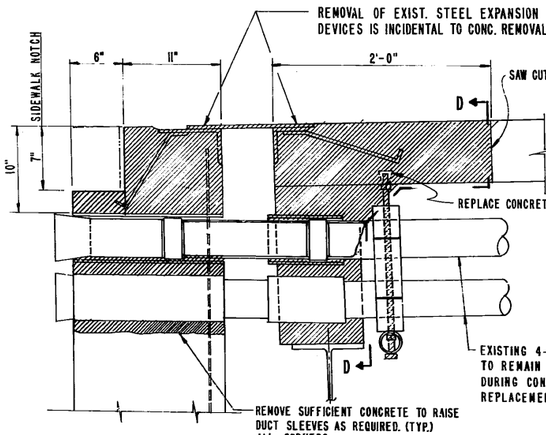


EXISTING CORNER DETAILS

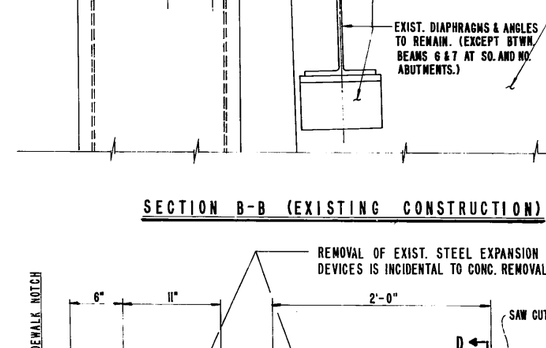




PROPOSED CORNER DETAILS

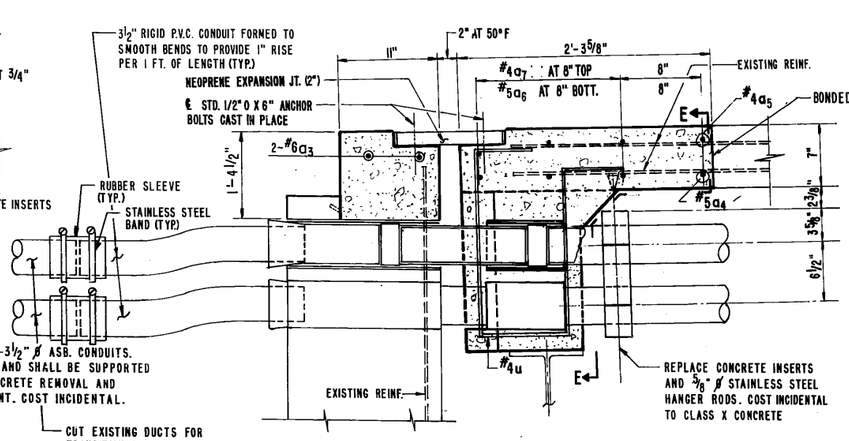


SECTION C-C (EXISTING CONSTRUCTION)

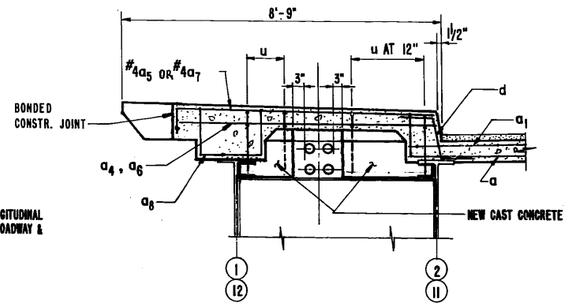


NOTE: SEE PROPOSED CORNER DETAILS FOR CUT LINES

SECTION D-D



SECTION C-C (PROP. CONSTRUCTION)



NOTE
RETAIN EXISTING LONGITUDINAL REINFORCEMENT AT ROADWAY & SIDEWALKS

SECTION E-E

REVISIONS	
NAME	DATE

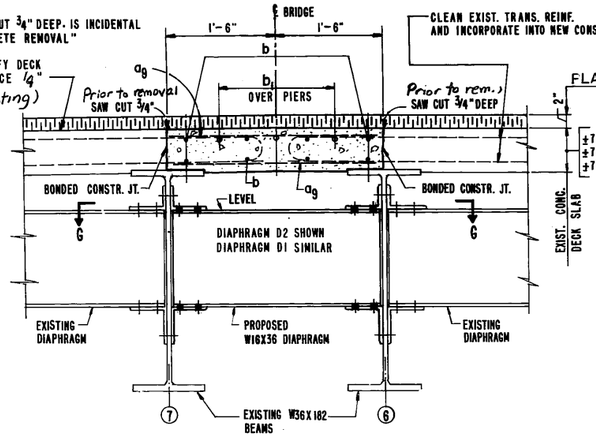
ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK DETAILS
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE:
DATE: JUNE 1983
DRAWN BY: G.S.L.
CHECK BY: C.W.W.

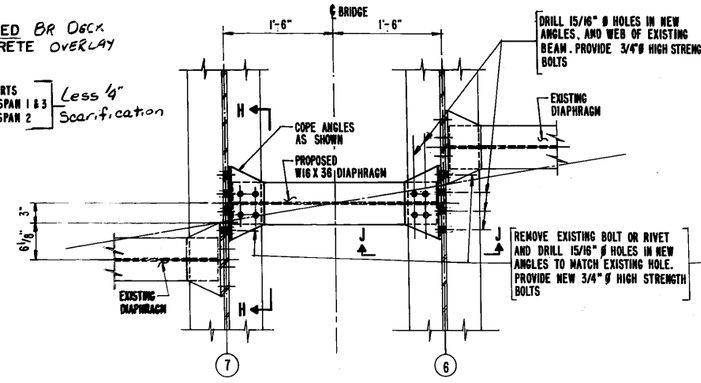
Revised 7/21/83 JE

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-290	1983-043BR	COOK	58	13
FED ROAD DIST. NO.	ILLINOIS	PROJECT [redacted]		

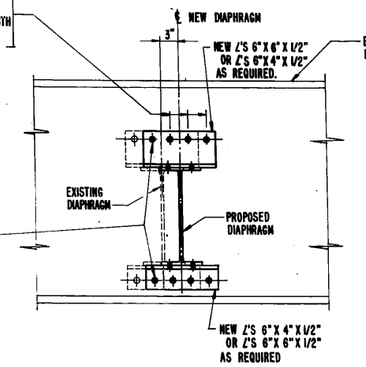
THE SAW CUT ¾" DEEP. IS INCIDENTAL TO "CONCRETE REMOVAL"



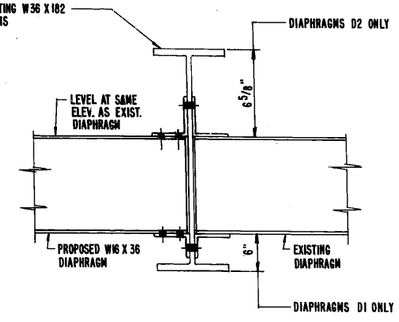
EXISTING AND PROPOSED SECTION F-F



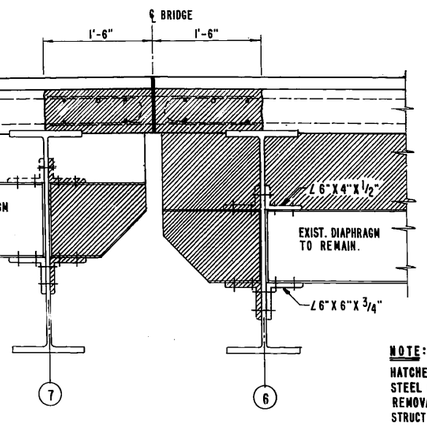
SEC. G-G



SEC. H-H

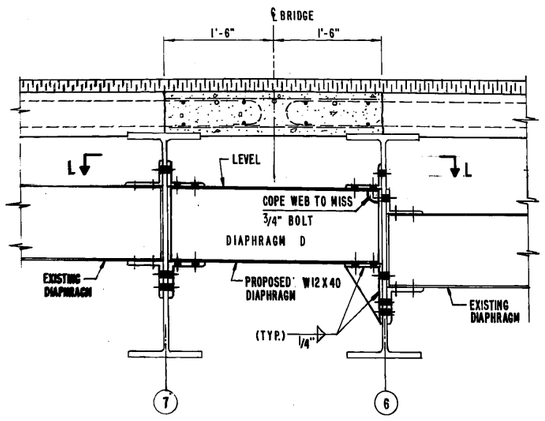


SEC. J-J

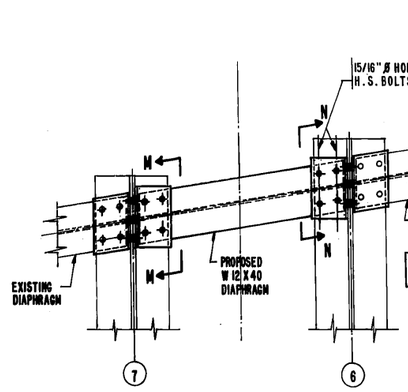


EXISTING - SECTION K-K

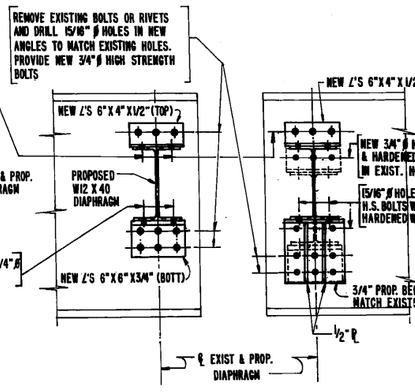
NOTE:
HATCHED AREA INDICATES STEEL AND/OR CONCRETE REMOVAL. REMOVAL OF STRUCTURAL STEEL INCIDENTAL TO CONC. REMOVAL



PROPOSED - SECTION K-K



SEC. L-L



SEC. M-M SEC. N-N

HARDENED WASHERS ARE REQ'D. OVER ALL 15/16"ø HOLES (2/BOLT).

CONTACT SURFACES OF JOINTS FOR DIAPHRAGMS SHALL BE FREE OF PAINT AND LACQUER..

~~WHEN REMOVING EXISTING BOLTS OR RIVETS, THEY MUST BE SHEARED OFF AT THE HEAD AND DRIVEN OUT. THEY MAY NOT BE BURNED OFF.~~

STRUCTURAL STEEL	LBS.	1970

REVISIONS	
NAME	DATE

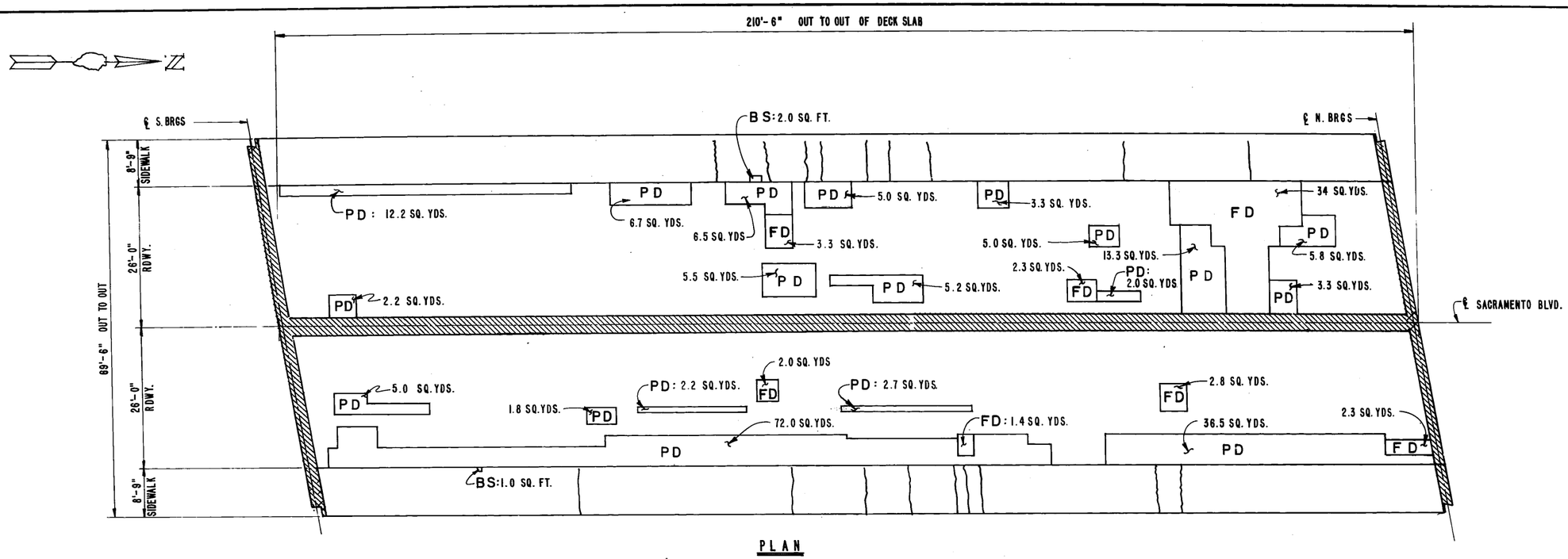
ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK DETAILS
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE:
DRAWN BY: G.S
DATE: JUNE 1983
CHECK BY: C.W.W.

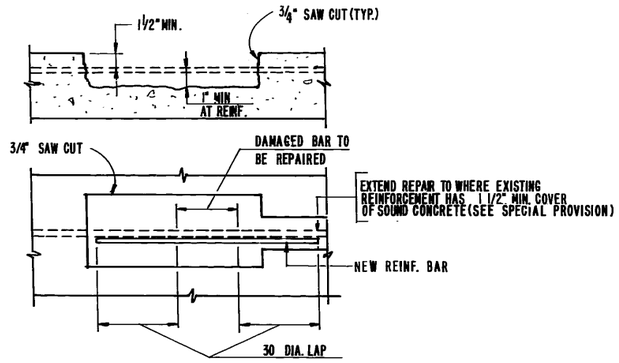
Revised 7/21/83 JE

SHEET NO. 11S
21 SHEETS

ROUTE NO.	SECTION	COUNTY	SHEET NO.	
I-290	1983-043BR	COOK	58	4
FED. ROAD DIST.		ILL. NO. 5	PROJECT [redacted]	



PLAN



NOTE: EXISTING REINF. HAVING 25% OR MORE OF CROSS SECTIONAL AREA LOST DUE TO CORROSION OR DAMAGE DURING CONCRETE REMOVAL SHALL BE REPLACED BY NEW REINF. LAPPED AS SHOWN OR NOTED.

CONCRETE SLAB REPAIR DETAIL

NOTES

EXPOSED REINFORCEMENT SHALL BE CLEANED AND INCORPORATED INTO CONCRETE PATCH, OR NEW REPLACEMENT REINFORCEMENT ADDED AND SPLICED WITH THE EXISTING RETAINED REINF.

FILL HOLES AS SPECIFIED FOR DECK SLAB REPAIR (PARTIAL DEPTH)

FOR LIMITS OF CONCRETE REMOVAL SEE SHEETS 2S, 7S, 9S & 10S.

LEGEND

CRACKS TO BE REPAIRED INDICATE THUS	~~~
DECK SLAB REPAIR (PARTIAL DEPTH) INDICATED THUS	PD
DECK SLAB REPAIR (FULL DEPTH) INDICATED THUS	FD
BRIDGE SIDEWALK REPAIR (PARTIAL DEPTH) INDICATED THUS	BS
CONCRETE REMOVAL INDICATED THUS	▨

BILL OF MATERIAL

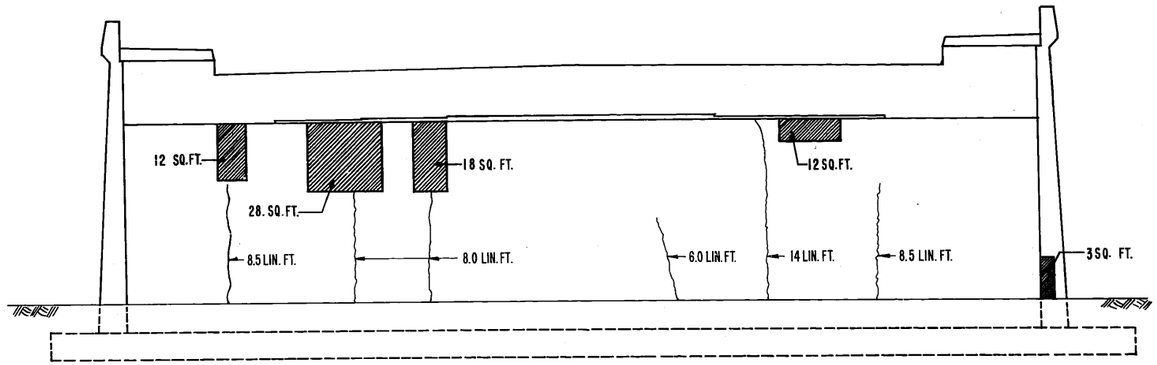
ITEM	UNIT	QUANTITY
DECK SLAB REPAIR (FULL DEPTH)	SQ. YD.	48.6
DECK SLAB REPAIR (PARTIAL DEPTH)	SQ. YD.	196.2
BRIDGE SIDEWALK REPAIR (PARTIAL DEPTH)	SQ. FT.	3.0
BRIDGE SIDEWALK CRACK REPAIR	LIN. FT.	144.0

NOTE: (FOR CITY OF CHICAGO, BUREAU OF ELECTRICITY CONDUIT)
IF PATCHING IS TO BE DONE ON THE SIDEWALK OVER THE EXISTING CONDUIT SYSTEM, THE CONTRACTOR SHALL FULLY PROTECT THE CONDUIT BY PLACING A SHIELD COMPLETELY SURROUNDING THE CONDUIT. THE SHIELD SHALL BE CAPABLE OF SUPPORTING THE CONDUIT IF EXISTING SUPPORT RODS ARE LOOSENED OR REMOVED. THIS WORK SHALL BE PAID FOR AS PROTECTIVE SHIELD.

REVISIONS	
NAME	DATE

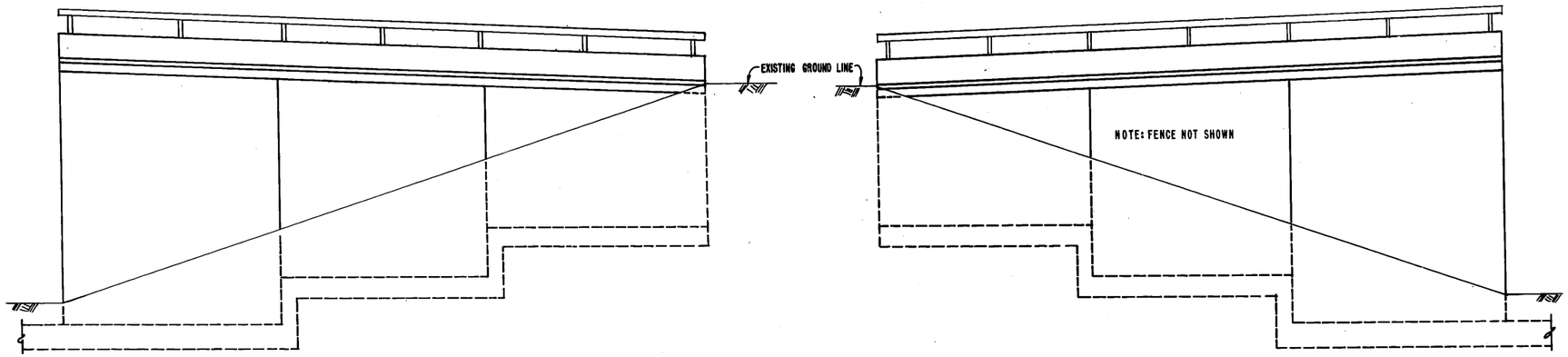
ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK CONCRETE REPAIR
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD
SCALE:
DRAWN BY: G.S.
DATE: JUNE 1983
CHECK BY: C.W.W.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-290	1983-043BR	COOK	58	15
FED. ROAD DIST. NO.	ILLINOIS	PROJECT [redacted]		



ELEVATION NORTH ABUTMENT

BILL OF MATERIAL (NORTH ABUT.)		
ITEM	UNIT	QUANTITY
REPAIR CONCRETE STRUCTURES	SQ. FT.	73.0
EPOXY CRACK SEALING	LIN. FT.	53.0
CLEANING AND PAINTING METAL HANDRAIL	LIN. FT.	102.6



NORTHEAST WINGWALL

NORTHWEST WINGWALL

NOTES FOR SHEETS NO.13 , NO.14 & NO.15

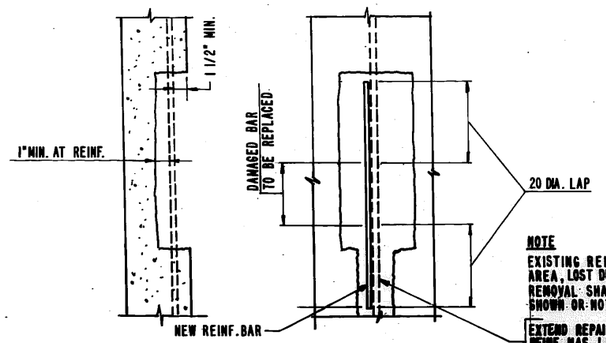
EXPOSED REINFORCEMENT SHALL BE CLEANED AND INCORPORATED INTO CONCRETE PATCH, OR NEW REPLACEMENT REINFORCEMENT ADDED AND SPLICED WITH THE EXISTING RETAINED REINFORCEMENT.

FILL HOLES AS SPECIFIED FOR REPAIR OF CONCRETE STRUCTURE, GREATER THAN 3" IN DEPTH.

LEGEND

CRACKS TO BE SEALED

REPAIR CONCRETE STRUCTURES



NOTE

EXISTING REINF. HAVING 25% OR MORE OF CROSS SECTIONAL AREA, LOST DUE TO CORRSOION OR DAMAGE DURING CONCRETE REMOVAL SHALL BE REPLACED BY NEW REINF. LAPPED AS SHOWN OR NOTED.

EXTEND REPAIR TO WHERE EXISTING REINF. HAS 1 1/2" MIN. COVER OF SOUND CONCRETE (SEE SPECIAL PROVISIONS)

CONCRETE REPAIR DETAIL

REVISIONS	
NAME	DATE

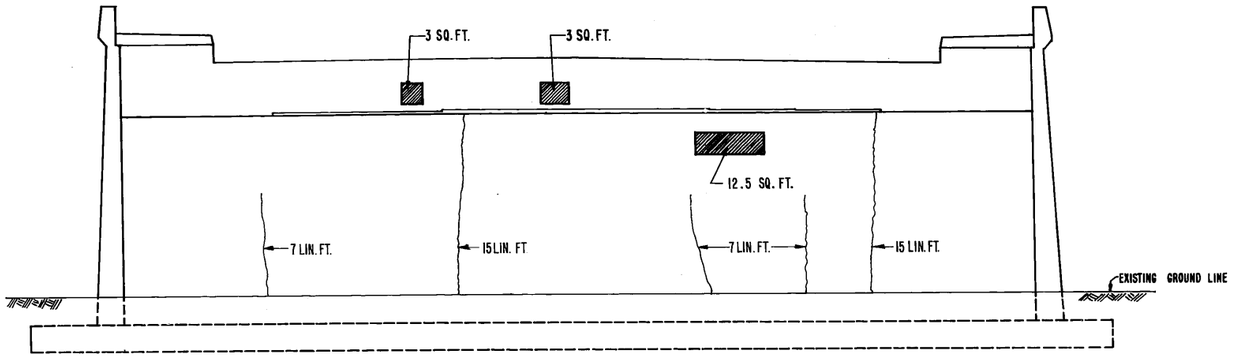
ILLINOIS DEPARTMENT OF TRANSPORTATION
NORTH ABUTMENT AND WINGWALLS
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE:
DATE: JUNE 1983

DRAWN BY: K.G.
CHECK BY: R.A.L.

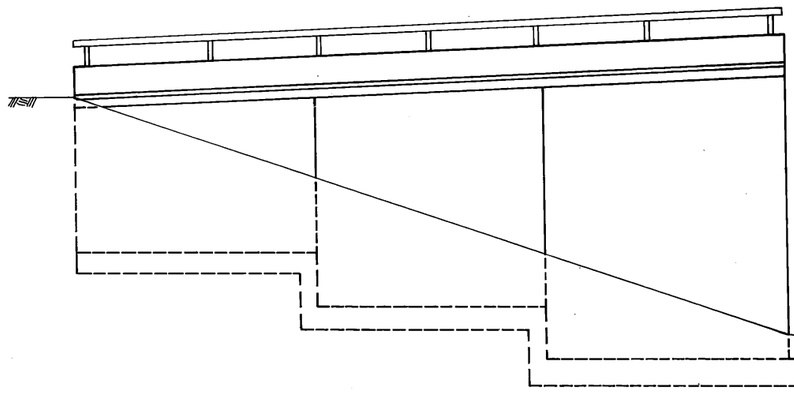
SHEET NO. 13 S
21 SHEETS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-290	1983 -- 043BR	COOK	58	16
FED. ROAD DIST. NO.	ILLINOIS	PROJECT [redacted]		

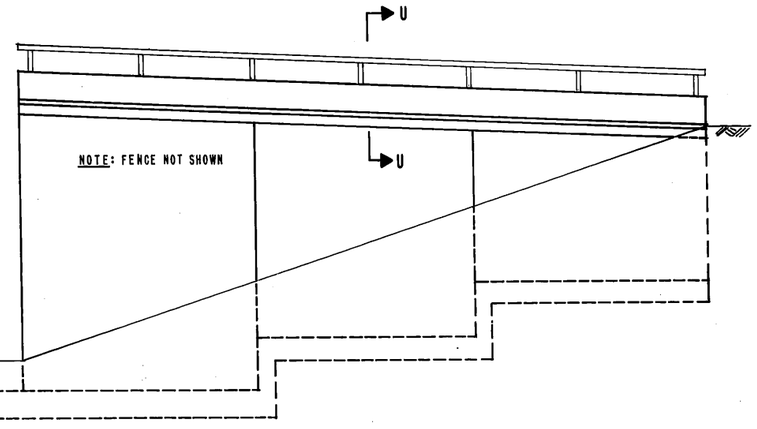


ELEVATION SOUTH ABUTMENT

BILL OF MATERIAL (SOUTH ABUT.)		
ITEM	UNIT	QUANTITY
REPAIR CONCRETE STRUCTURES	SQ. FT.	18.5
EPOXY CRACK SEALING	LIN. FT.	44
CLEANING AND PAINTING METAL HANDRAIL	LIN. FT.	102.6



SOUTHEAST WINGWALL



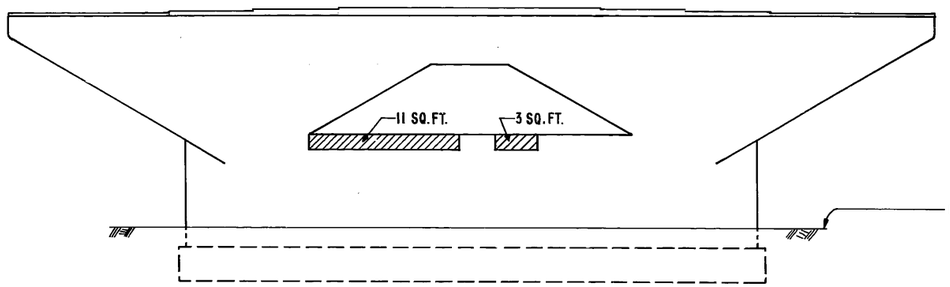
SOUTH WEST WINGWALL

NOTE: FOR CONCRETE REPAIR DETAIL AND NOTES SEE SHEET NO. 12 S

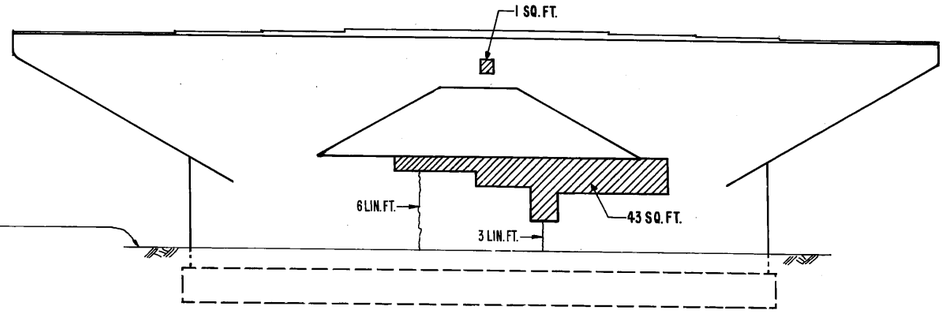
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOUTH ABUTMENT AND WINGWALLS
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD
SCALE:
DATE: JUNE 1983
DRAWN BY: V.K.
CHECK BY: R.A.L.

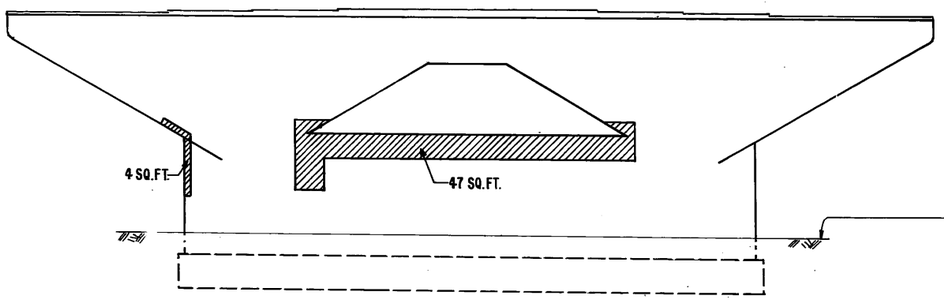
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-290	[redacted]	COOK	58	17
FED. ROAD DIST. NO.	ILLINOIS	PROJECT [redacted]		



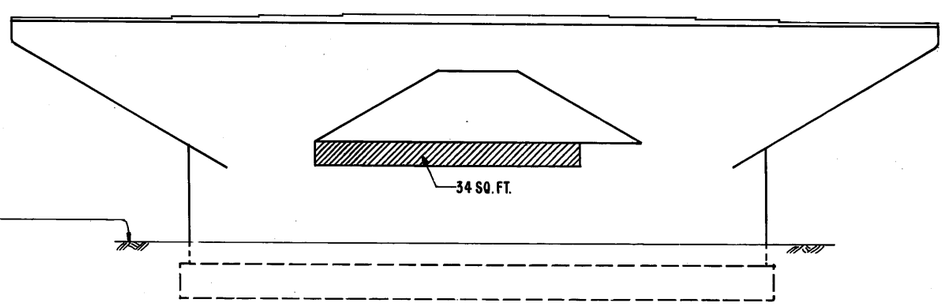
SOUTH ELEVATION – PIER NO.1



NORTH ELEVATION – PIER NO.1



SOUTH ELEVATION – PIER NO.2



NORTH ELEVATION – PIER NO.2

NOTE: FOR CONCRETE REPAIR DETAIL AND NOTES SEE SHEET NO. 12 S

BILL OF MATERIAL (PIERS)		
ITEM	UNIT	QUANTITY
REPAIR CONCRETE STRUCTURES	SQ.FT.	143.0
EPOXY CRACK SEALING	LIN. FT.	9.0

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PIERS
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION [redacted]-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE
DATE: JUNE 1983
DRAWN BY: V.K.
CHECK BY: R.A.L.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-290	1983-043BR	COOK	58	18
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT [redacted]		

SHEET NO. 15 S
21 SHEETS

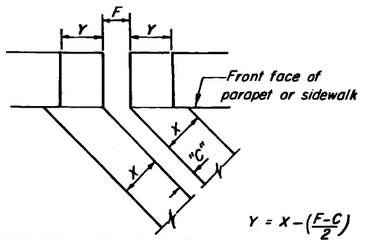
Joint Size	"C" at 50°F	"D" at 50°F
2	2"	1½" min.
2½	2½"	1¾" min.
4	3"	2½" min.

INSTALLATION NOTES

Use anchor blocks and continuous seal as anchor bolt location templates.

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

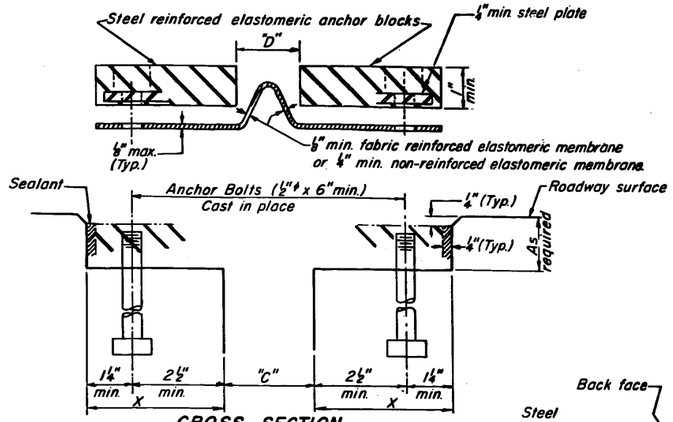
$Y = X - \left(\frac{F-C}{2}\right)$

~~For dimension "Y" see sheet #~~

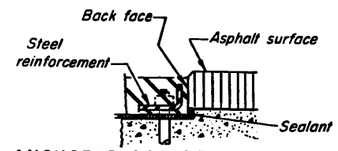
SKEW LIMITATIONS

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.



CROSS SECTION



ANCHOR BLOCK REINFORCEMENT with ASPHALT SURFACE

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.

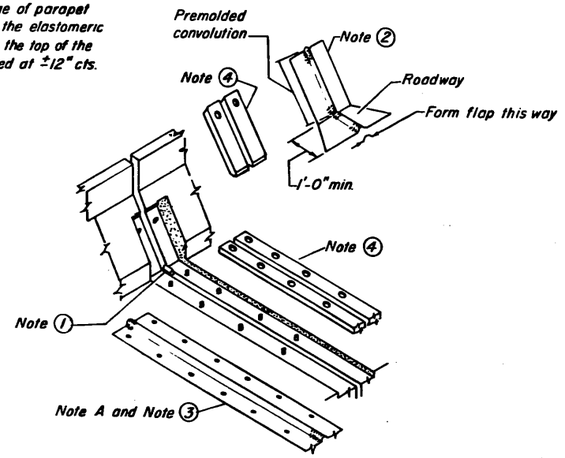
The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.

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

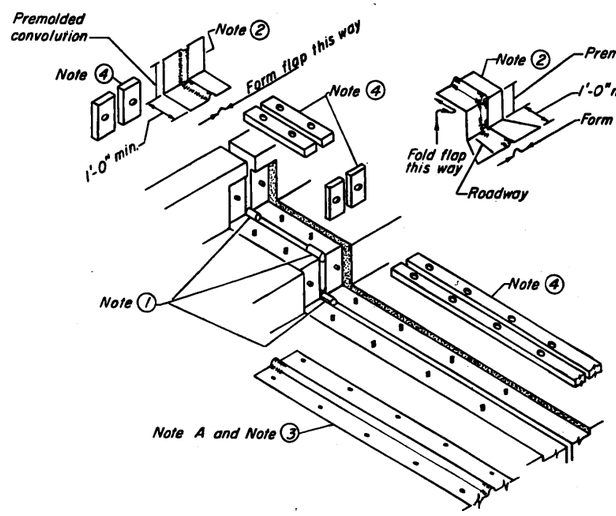
The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.

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.

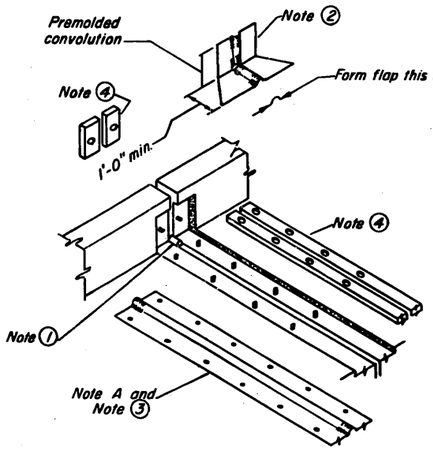
The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.



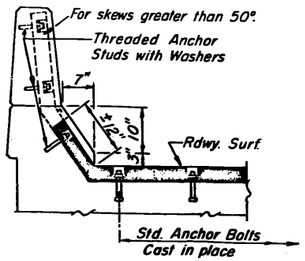
AT PARAPET



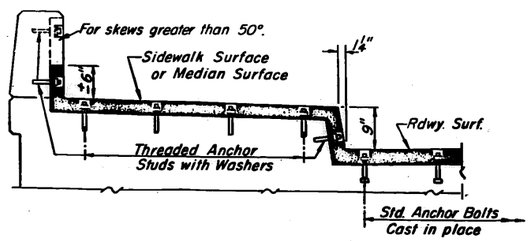
AT SIDEWALK or MEDIAN



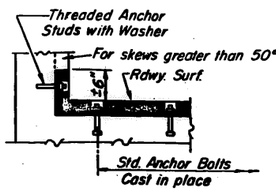
AT WALL



AT PARAPET



AT SIDEWALK or MEDIAN



AT WALL

TYPICAL END TREATMENTS

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

~~EXAMINED~~ ~~19~~
~~PASSED~~ ~~DISTRICT ENGINEER~~
~~APPROVED~~ ~~DIRECTOR OF HIGHWAYS~~

EJ-CS 2-1-83

REVISIONS	
NAME	DATE

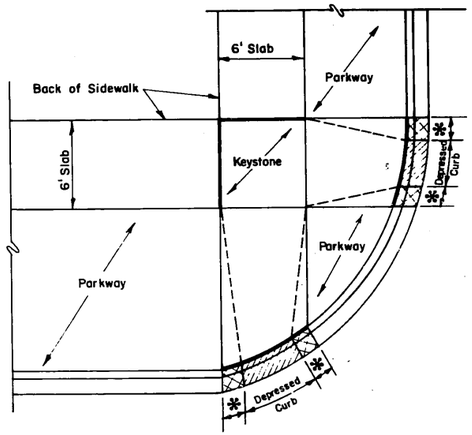
CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS
For 2", 2½" and 4" Movement

STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043 BR
COOK COUNTY
SACRAMENTO BOULEVARD

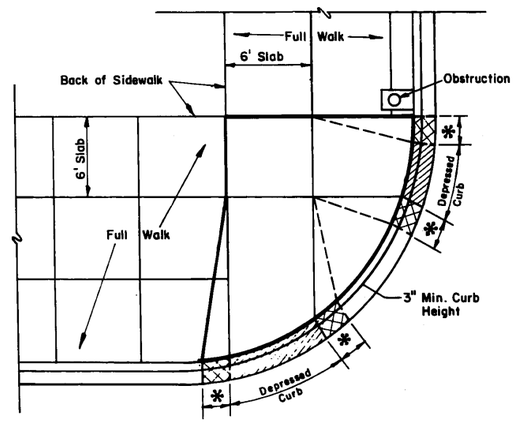
SCALE:
DRAWN BY: I.D.O.T.
DATE: JUNE 1983
CHECKED BY: C.W.M.

RAMPED SIDEWALK

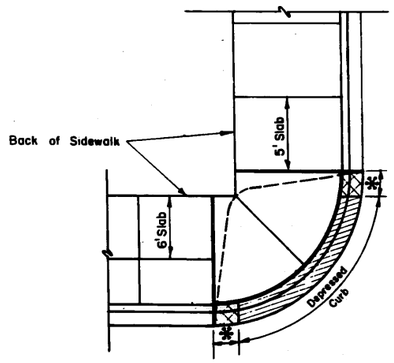
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-290	1983-043BR	COOK	58	19
FED ROAD DIST. NO. 7	ILLINOIS	PROJECT [redacted]		



TYPICAL RAMP ADJACENT TO PARKWAY



TYPICAL RAMP WITH FULL WALK
GREATER THAN 10 FEET WIDE



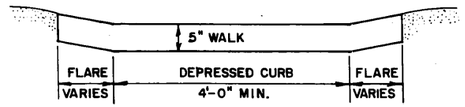
TYPICAL RAMP WITH FULL WALK
10 FEET WIDE OR LESS

RAMP SLOPE

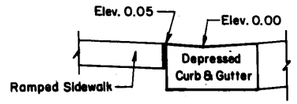
DESIRABLE MAXIMUM 1" PER FOOT
ABSOLUTE MAXIMUM 1-1/2" PER FOOT

* FLARE SLOPE

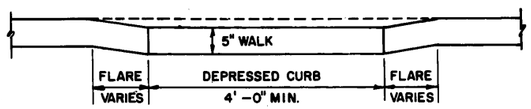
DESIRABLE MAXIMUM 3" PER FOOT
MINIMUM WIDTH OF FLARE 1 FOOT



FRONT VIEW



TYPICAL SECTION AT GUTTER



FRONT VIEW

LEGEND

- Preformed Joint Filler
- Dummy Joint
- Slope Breakpoint
- * Flared Curb

NOTE: Preformed Joint Filler shall be placed as noted in standard details for sidewalk construction.

NOTE: THIS STANDARD SHOULD BE CONSIDERED TYPICAL FOR MOST LOCATIONS. THERE MAY BE SPECIAL INSTANCES WHERE DESIGN CHANGES WILL BE REQUIRED.

E. H PRATSCHER

REPRO

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SIDEWALK RAMPS FOR THE HANDICAPPED
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE:
DRAWN BY: I.D.O.T.
DATE: JUNE 1983
CHECKED BY: C.W.M.

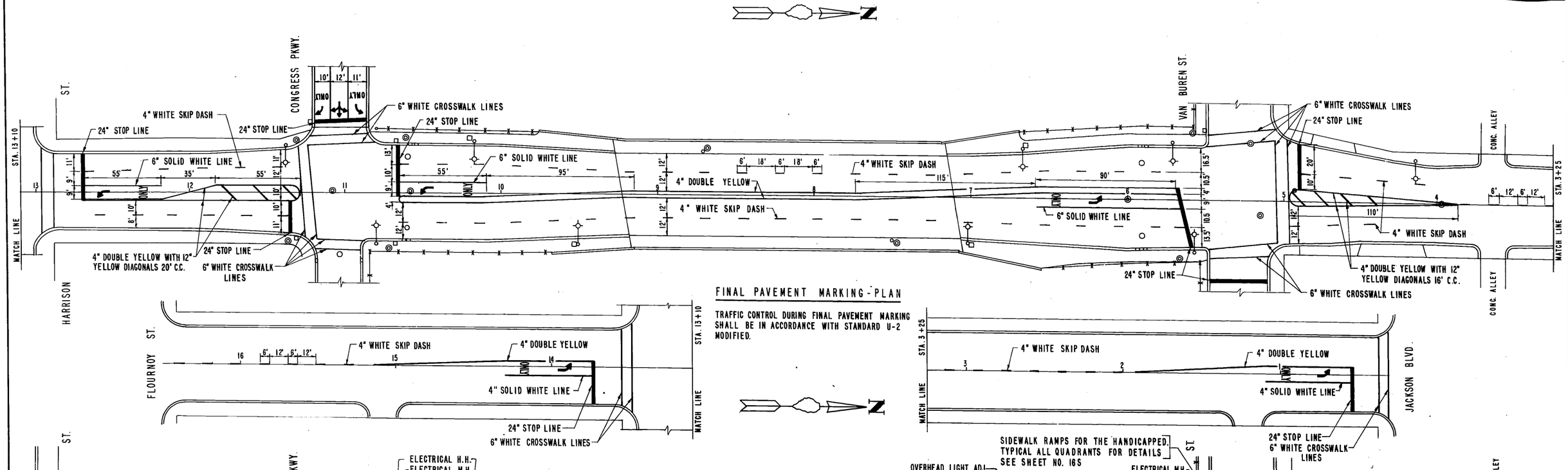
SHEET NO. 17S
21 SHEETS

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-290	1983-043BR	COOK	58	20
FED ROAD DIST NO	ILLINOIS	PROJECT [redacted]		

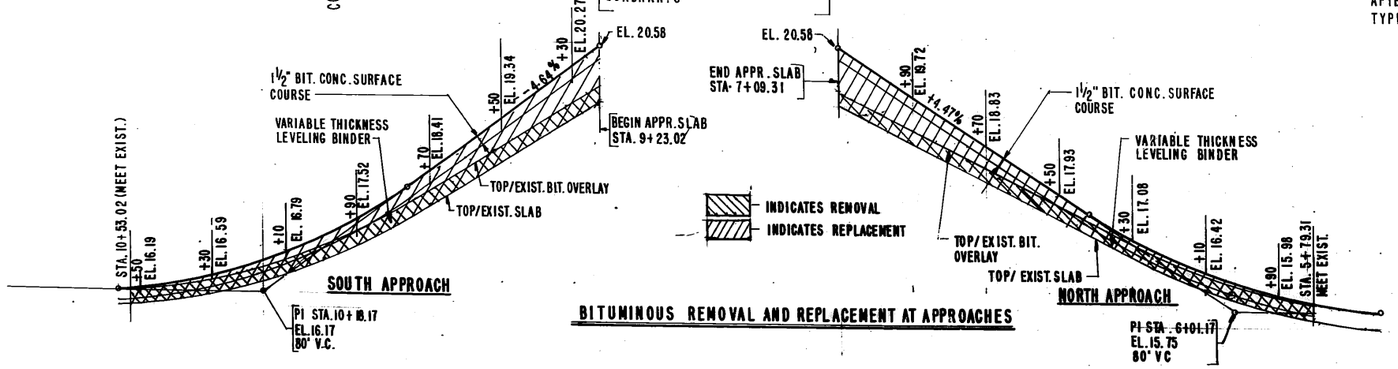
NOTE: ALL PAVEMENT MARKINGS ON BITUMINOUS SHALL BE THERMOPLASTIC, AND ALL PAVEMENT MARKINGS ON CONCRETE SHALL BE PAINT.

FINAL PAVEMENT MARKING - PLAN

TRAFFIC CONTROL DURING FINAL PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH STANDARD U-2 MODIFIED.



APPROACH RECONSTRUCTION



BITUMINOUS REMOVAL AND REPLACEMENT AT APPROACHES

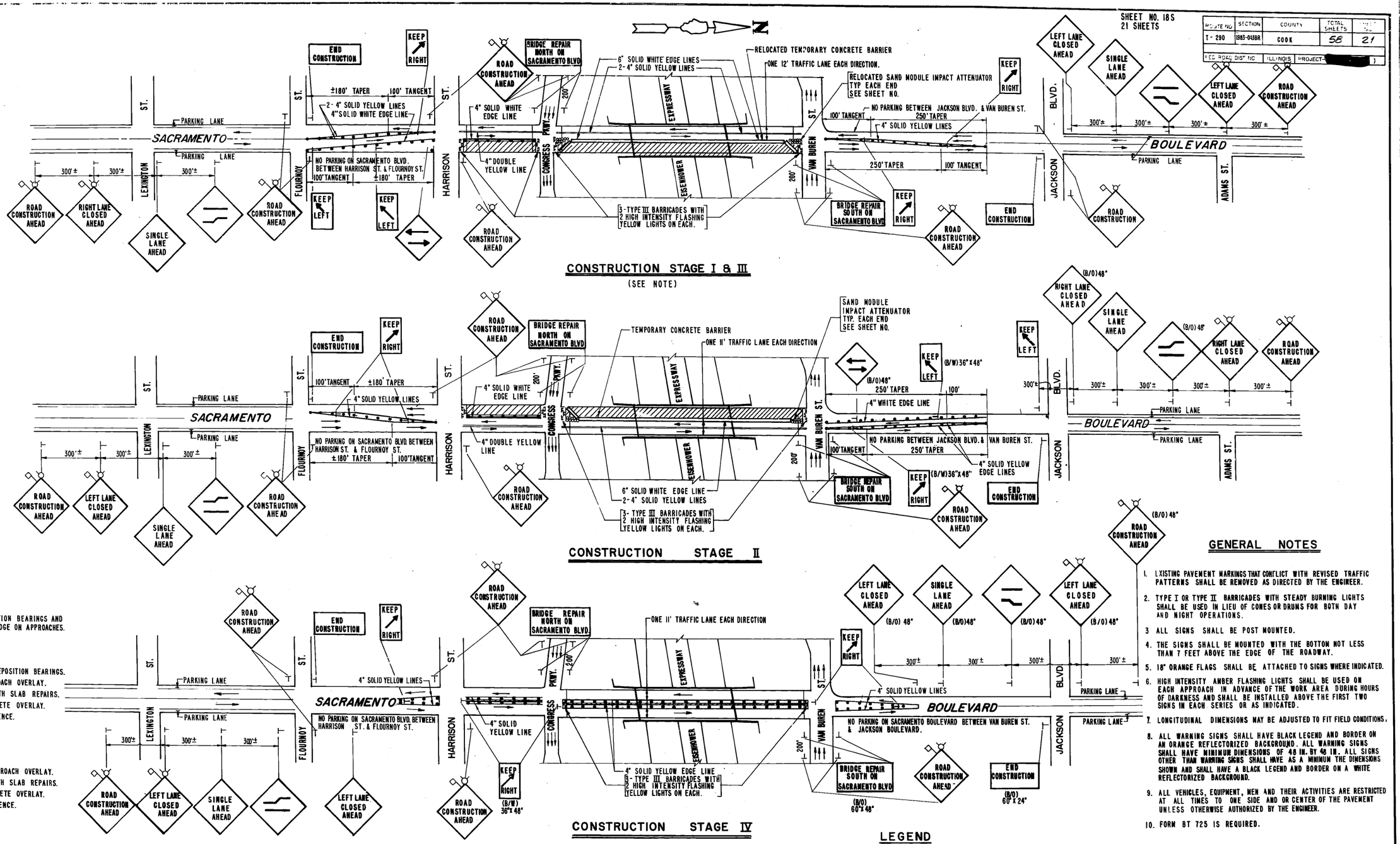
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING AND APPROACH RECONST.
STRUCTURE REHABILITATION
PROJECT [redacted]
FAI 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

SCALE:
DRAWN BY:
DATE: JUNE 1983
CHECK BY:

SHEET NO. 18S
21 SHEETS

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T-290	1983-043BR	COOK	58	21
FED. ROAD DIST. NO.	ILLINOIS	PROJECT- [redacted]		



CONSTRUCTION STAGING

I

1. DIVERT TRAFFIC TO WEST SIDE.
2. RAISE EAST HALF OF BRIDGE, REPOSITION BEARINGS AND PLACE A TEMPORARY BITUMINOUS WEDGE ON APPROACHES.

II

1. DIVERT TRAFFIC TO EAST SIDE.
2. RAISE WEST HALF OF BRIDGE AND REPOSITION BEARINGS.
3. REMOVE EXISTING BRIDGE AND APPROACH OVERLAY.
4. COMPLETE PARTIAL AND FULL DEPTH SLAB REPAIRS.
5. SCARIFY DECK AND INSTALL CONCRETE OVERLAY.
6. CONSTRUCT NEW PARAPET WITH FENCE.
7. REPAIR SUBSTRUCTURE.

III

1. DIVERT TRAFFIC TO WEST SIDE.
2. REMOVE EXISTING BRIDGE AND APPROACH OVERLAY.
3. COMPLETE PARTIAL AND FULL DEPTH SLAB REPAIRS.
4. SCARIFY DECK AND INSTALL CONCRETE OVERLAY.
5. CONSTRUCT NEW PARAPET WITH FENCE.

IV

1. DIVERT TRAFFIC TO CURB LANES.
2. ELIMINATE LONGITUDINAL JOINT.
3. COMPLETE CONCRETE OVERLAY.

NOTE:
IN STAGE I, THE TRAFFIC CONTROL ON THE BRIDGE SHALL BE TYPE I OR TYPE II BARRICADES AT 25' CENTERS WITH STEADY BURNS.

IN STAGE III, THE TRAFFIC CONTROL ON THE BRIDGE SHALL BE RELOCATED TEMPORARY CONCRETE BARRIERS WITH ENDS PROTECTED BY SAND BARRELS.

NOTE: ALL TEMPORARY PAVEMENT MARKING SHOWN ON THIS SHEET WILL BE PAID FOR AS PAVEMENT MARKING TAPE, TYPE III.

GENERAL NOTES

1. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH REVISED TRAFFIC PATTERNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
2. TYPE I OR TYPE II BARRICADES WITH STEADY BURNING LIGHTS SHALL BE USED IN LIEU OF CONES OR DRUMS FOR BOTH DAY AND NIGHT OPERATIONS.
3. ALL SIGNS SHALL BE POST MOUNTED.
4. THE SIGNS SHALL BE MOUNTED WITH THE BOTTOM NOT LESS THAN 7 FEET ABOVE THE EDGE OF THE ROADWAY.
5. 18" ORANGE FLAGS SHALL BE ATTACHED TO SIGNS WHERE INDICATED.
6. HIGH INTENSITY AMBER FLASHING LIGHTS SHALL BE USED ON EACH APPROACH IN ADVANCE OF THE WORK AREA DURING HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SIGNS IN EACH SERIES OR AS INDICATED.
7. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
8. ALL WARNING SIGNS SHALL HAVE BLACK LEGEND AND BORDER ON AN ORANGE REFLECTORIZED BACKGROUND. ALL WARNING SIGNS SHALL HAVE MINIMUM DIMENSIONS OF 48 IN. BY 48 IN. ALL SIGNS OTHER THAN WARNING SIGNS SHALL HAVE AS A MINIMUM THE DIMENSIONS SHOWN AND SHALL HAVE A BLACK LEGEND AND BORDER ON A WHITE REFLECTORIZED BACKGROUND.
9. ALL VEHICLES, EQUIPMENT, MEN AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE AND OR CENTER OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
10. FORM BT 725 IS REQUIRED.

LEGEND

- TYPE I OR II BARRICADES AT 25' CENTERS WITH NONDIRECTIONAL STEADY BURNING LIGHTS.
- TYPE III BARRICADE
- WORK AREA.
- 18" ORANGE FLAG.
- HIGH INTENSITY AMBER FLASHING LIGHT.
- TEMPORARY CONCRETE BARRIER WALL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL
STRUCTURE REHABILITATION
PROJECT [redacted]
FAT 290
SECTION 1983-043BR
COOK COUNTY
SACRAMENTO BOULEVARD

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DATE: JUNE 1983
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CHECK BY: C.W.W.