

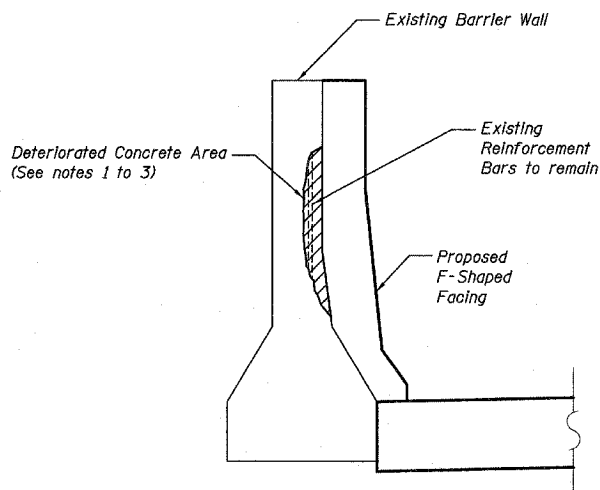
CTA BARRIER WALL LOCATION AND MODIFICATION TABLE

STATION	LOCATION		MODIFICATION
	STATIONS		
79th ST.	STA. 1306+80 TO 1312+08		REFACING
87th ST.	STA. 1253+09 TO 1258+27		REFACING
95th ST.	SB I-57 STA 157+60 TO 1213+13		REFACING

STATIONS ARE RELATIVE TO SB I-94 UNLESS NOTED

DESIGN STRESSES:

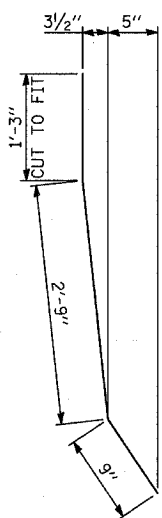
FIELD UNITS
 $f'_c = 3,500$ PSI
 $f_y = 60,000$ PSI (REINF.)



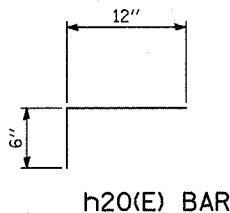
CONCRETE REPAIR DETAIL

NOTES ON CONCRETE REPAIR DETAIL

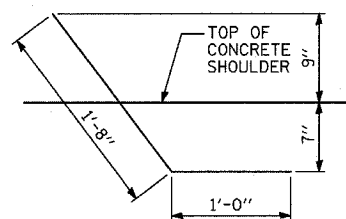
- REMOVE DETERIORATED CONCRETE TO SOUND CONCRETE IN ACCORDANCE WITH SECTION 501.03 OF THE STANDARD SPECIFICATIONS. UNDERCUT EXPOSED REINFORCEMENT BARS BY $\frac{3}{4}$ " TO PROVIDE CLEARANCE BETWEEN EXISTING REINFORCEMENT BARS AND THE REMAINING CONCRETE.
- EXPOSED EXISTING REINFORCEMENT BARS SHALL REMAIN IN PLACE AND BE BLAST CLEANED TO GRAY METAL. REINFORCEMENT BARS THAT HAVE BEEN CUT OR HAVE LOST 25% OR MORE OF THEIR ORIGINAL CROSS SECTIONAL AREA SHALL BE SUPPLEMENTED BY NEW EPOXY COATED REINFORCEMENT BARS.
- THE COST OF REMOVING DETERIORATED CONCRETE AND SUPPLEMENTING AND CLEANING EXISTING REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST PER CUBIC YARD OF "CONCRETE STRUCTURES".



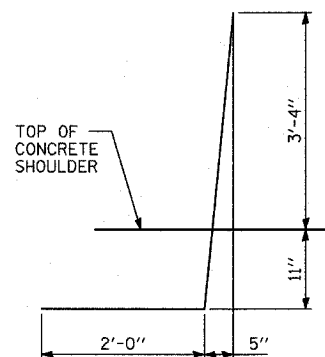
d3(E) BAR



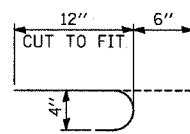
h20(E) BAR



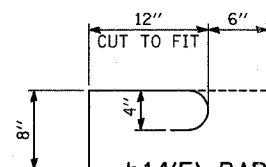
d4(E) BAR



d7(E) BAR



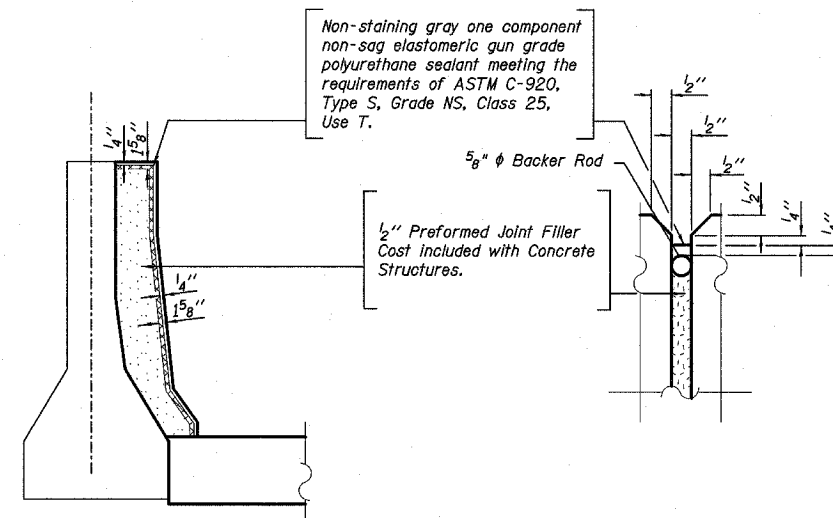
h3(E) BAR



h14(E) BAR

GENERAL NOTES:

- IN LOCATIONS WHERE THE MAIN SEWERS, DRAINAGE STRUCTURES, PUBLIC AND PRIVATE DRAIN CONNECTIONS ARE DISTURBED OR DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE AND REPLACE THE DAMAGED FACILITIES AT HIS/HER OWN EXPENSE TO THE SATISFACTION OF THE DEPARTMENT OF WATER MANAGEMENT. THE SEWER FLOWS MUST BE MAINTAINED AT ALL TIMES.
- IN LOCATIONS WHERE PILING/DRILLED SHAFTS ARE BEING PROPOSED IN THE VICINITY OF THE EXISTING SEWER FACILITIES, THE CONTRACTOR MUST PROVIDE A PLAN OF CONSTRUCTION METHODS WITH CALCULATIONS SEALED BY A STRUCTURAL ENGINEER LICENSED BY THE STATE OF ILLINOIS PROVING NO DAMAGE OR HARM TO THE STRUCTURAL INTEGRITY OF THE CITY'S SEWER SYSTEM. THE PLAN MUST BE APPROVED BY THE RESIDENT ENGINEER AND THE CHICAGO DEPARTMENT OF WATER MANAGEMENT PRIOR TO CONSTRUCTION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT NO GAP REMAINS BETWEEN PROPOSED CTA FENCING OR WHERE PROPOSED CTA FENCING TERMINATES AND EXISTING CTA FENCE REMAINS IN PLACE.
- PLAN DIMENSIONS AND DETAILS RELATING TO EXISTING STRUCTURES 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 MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.
- ALL CONSTRUCTION JOINTS SHALL BE BONDED.
- ALL EXPOSED CONCRETE EDGES SHALL HAVE A $\frac{3}{4}$ " BY 45° CHAMFER EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF 1 FOOT BELOW THE FINISHED GROUND LINE.
- A PROTECTIVE COAT SHALL BE APPLIED WITHIN THE LIMITS SHOWN ON THE PLANS ACCORDING TO SECTION 503.19 OF THE STANDARD SPECIFICATIONS.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M31 OR M322 GRADE 60.
- REINFORCEMENT BARS DESIGNATED "E" SHALL BE EPOXY COATED.
- THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN AND PERFORMANCE OF THE LAGGING USING NO LESS THAN 3" NOMINAL ROUGH-SAWN THICKNESS AND THE MINIMUM TABULATED UNIT STRESS IN BENDING (f_b), USED IN THE DESIGN OF THE TIMBER LAGGING SHALL BE 1000 psi.
- HAMMER DRIVING OF PILES WILL NOT BE ALLOWED.



BARRIER JOINT DETAILS

(AT EXISTING BARRIER JOINT LOCATIONS)

SHEET B1 OF 8

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 CTA STATION BARRIER WALL MODIFICATIONS
 LOCATION AND MODIFICATION TABLE,
 GENERAL NOTES AND BAR DETAILS

SCALE: NONE
 DATE: MARCH 1, 2006
 DRAWN BY: MPG, SP
 CHECKED BY: PF