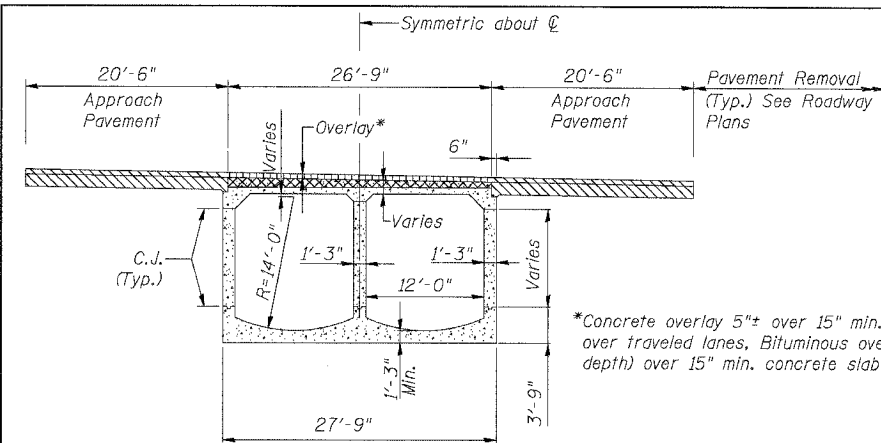
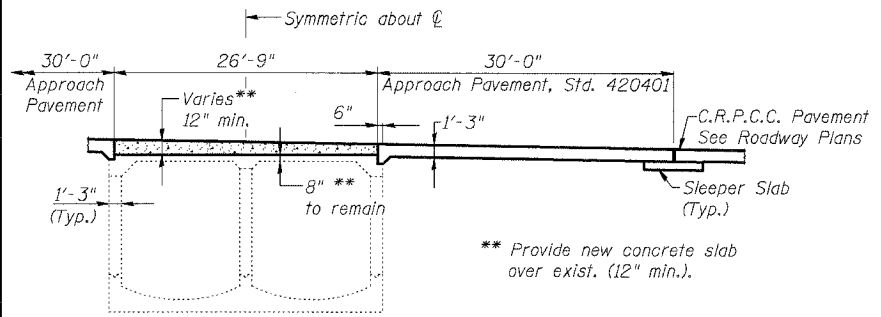


F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	565	427
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62301	*(2021-922 PT2 ETC 2324.6-1P) R-10			



EXISTING SECTION THRU CULVERT

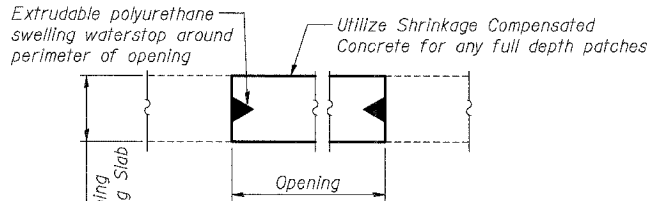
Exist. vertical, diagonal, and partially embedded horizontal reinforcement bars to be cleaned, straightened and incorporated into new concrete slab. Horizontal reinforcement bars that are not partially embedded in exist. slab shall be removed.



PROPOSED SECTION THRU CULVERT

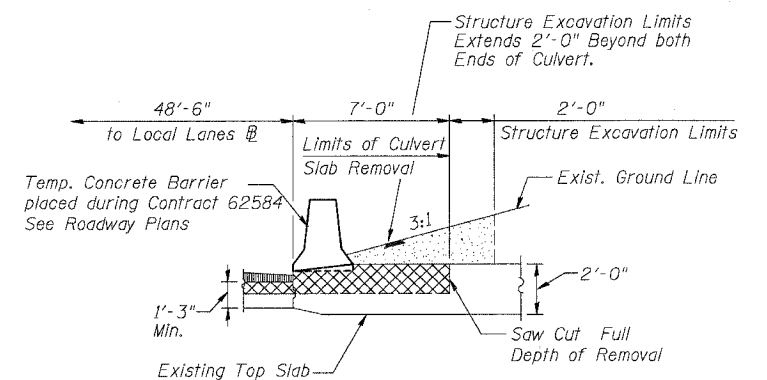
SUGGESTED SEQUENCE OF CONSTRUCTION:

1. Televis existing culvert per Special Provisions.
2. Core drill full-depth through existing top slab to determine exact location of bottom of top slab before full-depth saw cutting.
3. Remove temporary pavement between new express lanes top slab and existing local lanes top slab.
4. Remove existing variable depth bituminous overlay and concrete overlay to level of top reinforcement by scarification methods.
5. Remove remaining portion of top slab and reinforcement by hydro-demolition methods. The Contractor shall exercise care during the partial removal of the top slab of the culvert to ensure the remaining slab's integrity will not be detrimentally impacted. The Contractor shall repair any damage to the remaining slab caused by his operations as directed by the Engineer at no additional cost to the Department. The depth of removal varies from 7" to 11" and shall be determined in the field by the Engineer to ensure that a minimum of 8" of existing slab remains and a minimum of 12" of new concrete can be poured.
6. Repair unsound areas of remaining slab with partial or full depth repair methods and plug full-depth cores.
7. Construct new top slab, outside shoulder barrier and double face barrier between express and local lanes.
8. Re-televis culvert and repair any damage per Special Provisions.
9. Approach slabs can be removed and replaced as necessary to coincide with top slab and adjacent pavement reconstruction.
10. Any full-depth holes or patches shall be provided with water seals to prevent sewage from accumulating between the existing and proposed slab during future storm events. Cost included with Concrete Superstructure.



WATER SEAL DETAIL

Utilize Sika Swell S-2 by Sika Corporation or approved equal. Cost included with Concrete Superstructure.



RIGHT SHLDR. REMOVAL DETAIL

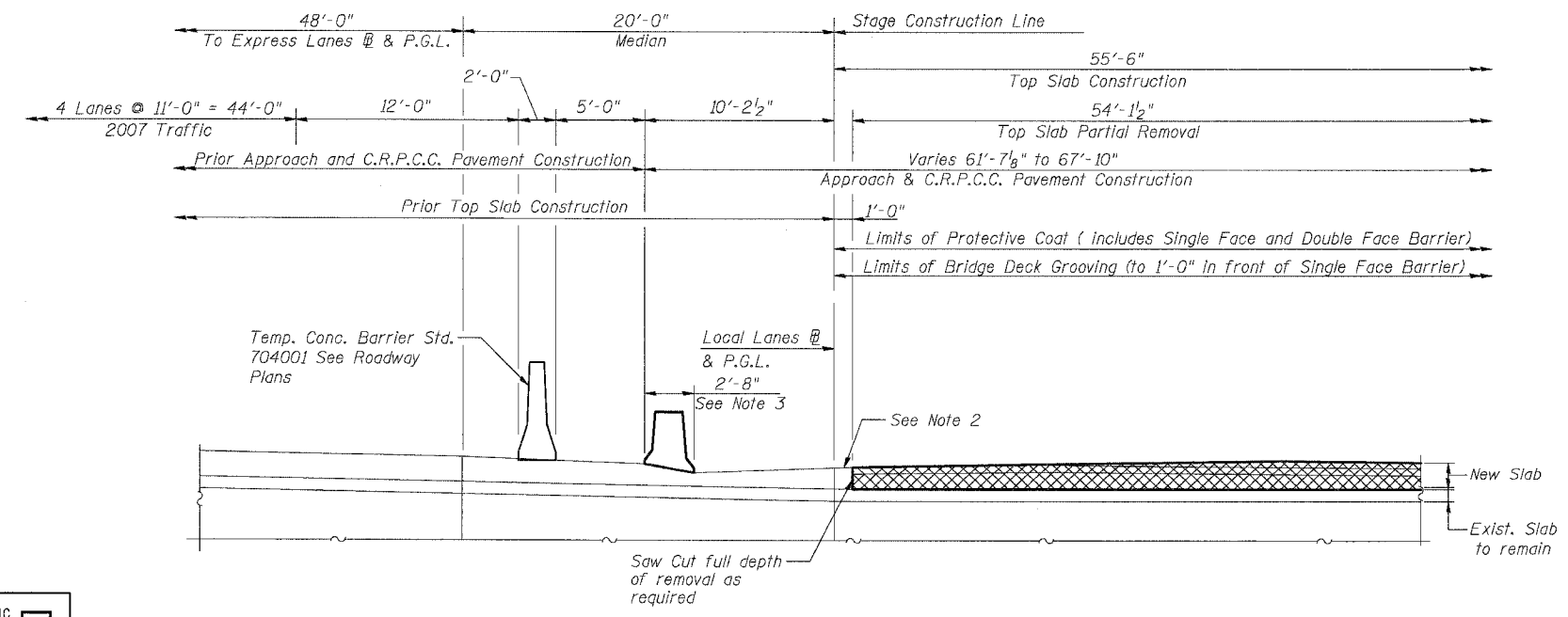
(See As Built Plans for Further Details)

NOTES

1. Contractor shall remove any abandoned lighting conduit exposed by removal operations as required. Cost included in the various removal items. Coordinate with IDOT Contract 62583 as required for timing of removals.
2. Remove any temporary pavement placed by previous Contracts and prepare edge for Bonded Const. Joint. Cost included with Concrete Slab Hydro-Demolition.
3. Double Face Barrier, See Plan Details.
4. Approach Slab Removal includes any overlays, regardless of composition.

LEGEND

- ☒ = Concrete Slab Hydro-Demolition
- ▨ = Bituminous Overlay Removal, (Variable Depth) for shoulders
- ▧ = Approach Slab Removal
- ▩ = Structure Excavation



STAGING DETAILS @ EXPRESS/LOCAL LANES MEDIAN

See Longitudinal Section for Dimensions not shown

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
Chicago, Illinois
312.228.0100
www.bbainc.com

REVISIONS	DATE
NAME	

SHEET CUL-2 OF CUL-16
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (NB LOCAL LANES)
MWRD CULVERT, N. OF 39TH ST.,
COOK COUNTY, S.N. 016-2625
MISCELLANEOUS DETAILS
SCALE: N.T.S. DRAWN BY: DJM
DATE: JUNE 9, 2006 CHECKED BY: BLU

6/7/2006 3:57:44 PM