

BENCH MARKS

TBM # 1 - A "x" at the Northwest Corner of the Bridge over the Railroad Tracks (Northside of Cermak Road on Wingwall Sta. 268+57 / 37' L, El. 648.84)

TBM # 2 - An "x" at the Northwest Corner of the Bridge over 25th Avenue (Northside of Cermak Road adjacent to parapet wall) Sta. 281+63 / 37' L (22nd), El. 646.41

DESCRIPTION

CERMAK ROAD OVER 25TH AVENUE
 Sta. 282+73.20 S.B.I. Rte. 55 - Sect.-551-VB Built In 1961
 Structure No. 016-0632

Substructure : Pile bent abutments & multiple column Reinf. Conc. Piers
 Superstructure: 3-span Non-Composite Steel beams
 Repair & overlay concrete deck. Repair piers & stopwalls. Repair Abutments
 Bearing removal & replacement & joint repair
 Traffic to be maintained utilizing staged construction.

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts $\frac{3}{4}$ " ϕ , open holes $\frac{5}{8}$ " ϕ , unless otherwise noted.

Two $\frac{1}{8}$ " adjusting shims, of the dimension of the bottom pedestal plate, shall be provided for each bearing in addition to all other plates or shims. The adjusting shims shall be used if required to maintain the the beams at their original elevations.

The first two coats of the Lead & Chromate-free Alkyd Paint System shall be used for shop & field painting of new structural steel.

F.A.U. Rte.	SECTION	NO.	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	154
** SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89				

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Formed Conc. Repair (Depth $\leq 5'$)	Sq. Ft.	-	122	122
Concrete Removal	Cu. Yd.	38.4	27.4	65.8
Structure Excavation	Cu. Yd.	-	46.5	46.5
Porous Granular Embankment	Lin. Ft.	-	154	154
Protective Coat	Sq. Ft.	584.5	37.3	621.8
Neoprene Expansion Joint 2"	Lin. Ft.	140	-	140
Class X Concrete Superstructure	Cu. Yd.	40.8	-	40.8
Elastomeric Bearing Assembly Type I	Each	24	-	24
Elastomeric Bearing Assembly Type II	Each	12	-	12
Floor Drain Extension	Each	20	-	20
Class X Concrete	Cu. Yd.	-	20.2	20.2
Furnishing & Erecting Structural Steel	Pounds	1950	11,980	13,930
Jack & Remove Existing Bearings	Each	36	-	36
Reinforcement Bars, Epoxy Coated	Pound	5,550	4,250	9,800
Temporary Sheet Piling	Sq. Ft.	-	440	440
Pipe Underdrains 6"	Lin. Ft.	-	236	236
Bituminous Conc. Removal (Deck)	Sq. Yd.	1,213	-	1,213
Stopwall Removal & Replacement	Sq. Yd.	-	679.8	679.8
Protective Shield	Sq. Yd.	506	-	506
Bridge Deck Concrete Overlay	Sq. Yd.	1,199	-	1,199
Option (1=3%)	Sq. Yd.	-	-	-
Conc. Bridge Deck Surf. Rem. (Method 3)	Sq. Yd.	1,147	-	1,147
Deck Slab Repair (Full-Depth, Type I)	Sq. Yd.	26	-	26
Bridge Seal Sealer	Sq. Ft.	-	210	210
Removing and Re-Erecting Existing Railing	Lin. Ft.	120	-	120

See Special Provisions

DESIGN SPECIFICATIONS

1989 AASHTO, 1990 & 1991 INTERIMS
 (New Construction Only)

LOADING HS20-44

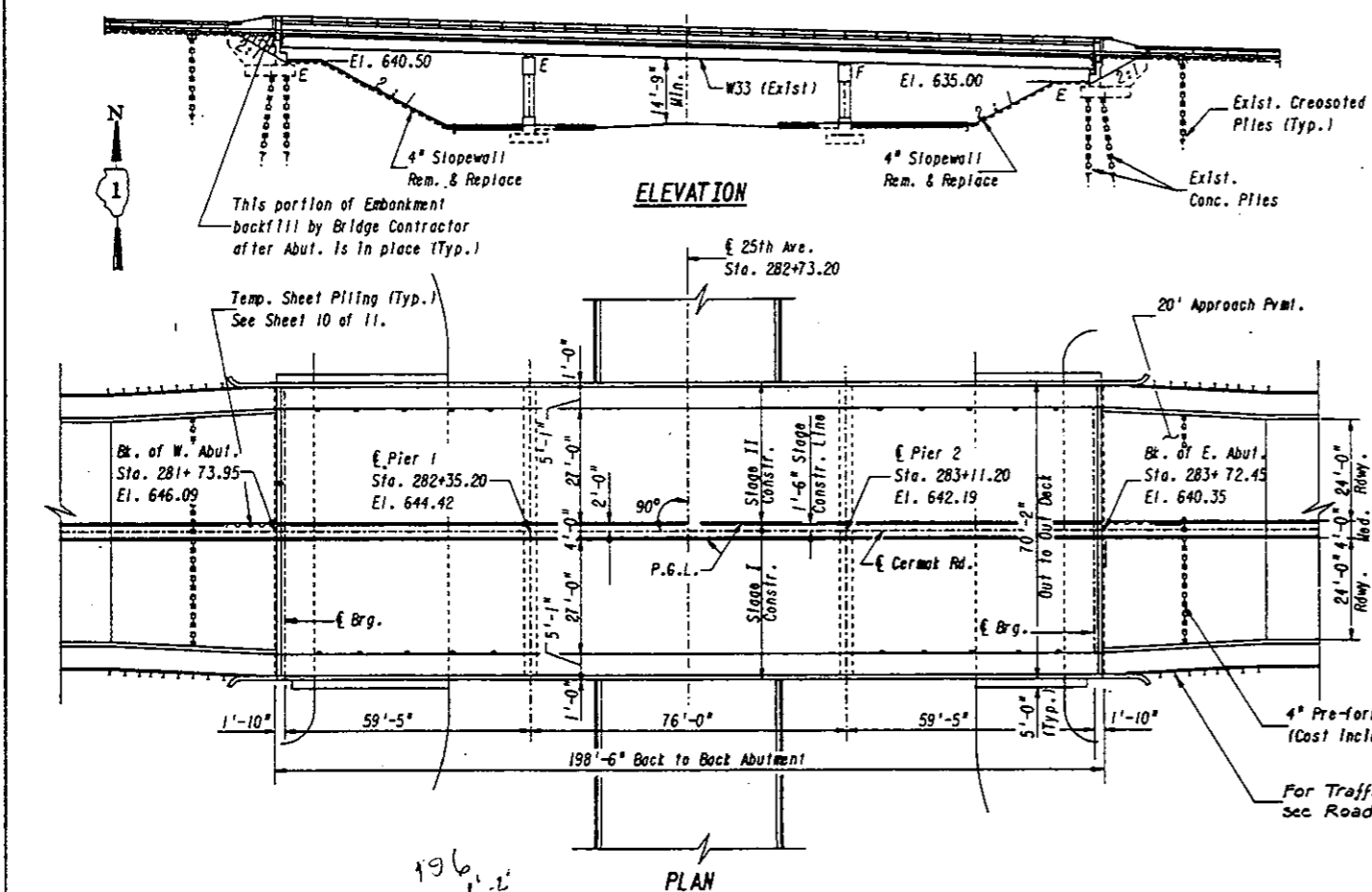
No Additional Allowance for F.W.S.

DESIGN STRESSES

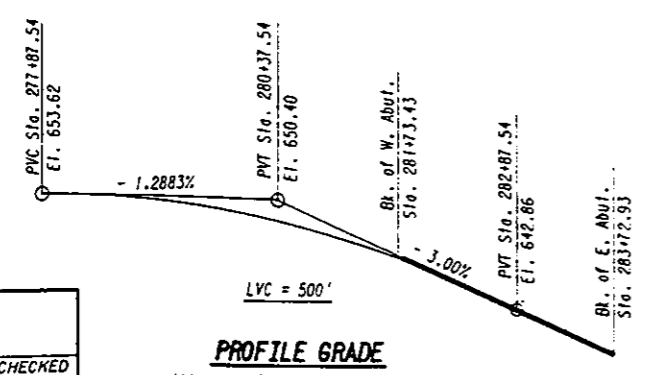
$f'_c = 3,500$ psi.
 $f_y = 60,000$ psi. (Reinf.)
 $f_y = 36,000$ psi. (Struct.) M270 Gr. 36

DESIGN STRESSES

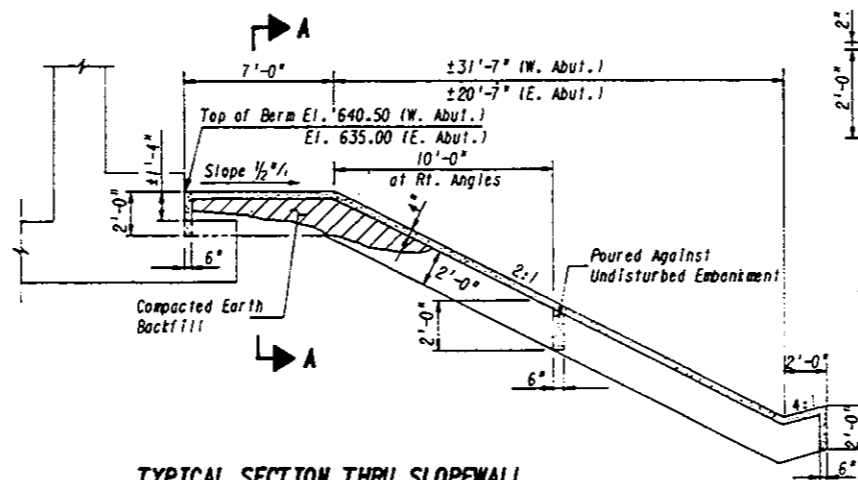
$f_c = 1,000$ psi. (Substructure)
 $f_c = 1,400$ psi. (Superstructure)
 $f_s = 20,000$ psi. (Reinf.)
 $f_s = 18,000$ psi. (Struct.)



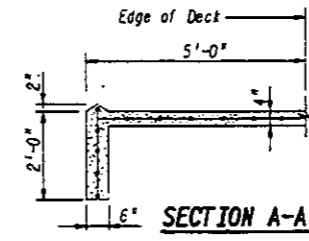
(All elevations are given at Profile Grade)



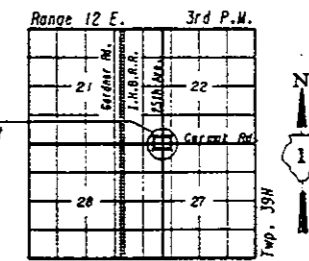
PROFILE GRADE
 (Along Median Edge of Roadway)



TYPICAL SECTION THRU SLOPEWALL



SECTION A-A



LOCATION SKETCH

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
 Engineer of Bridges and Structures



ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER 25TH AVENUE

GENERAL PLAN

F.A.U. RTE 1453
 SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
 STA. 282+73.20
 COOK COUNTY

Structure #: 016-0632 Date: Jan., 1992

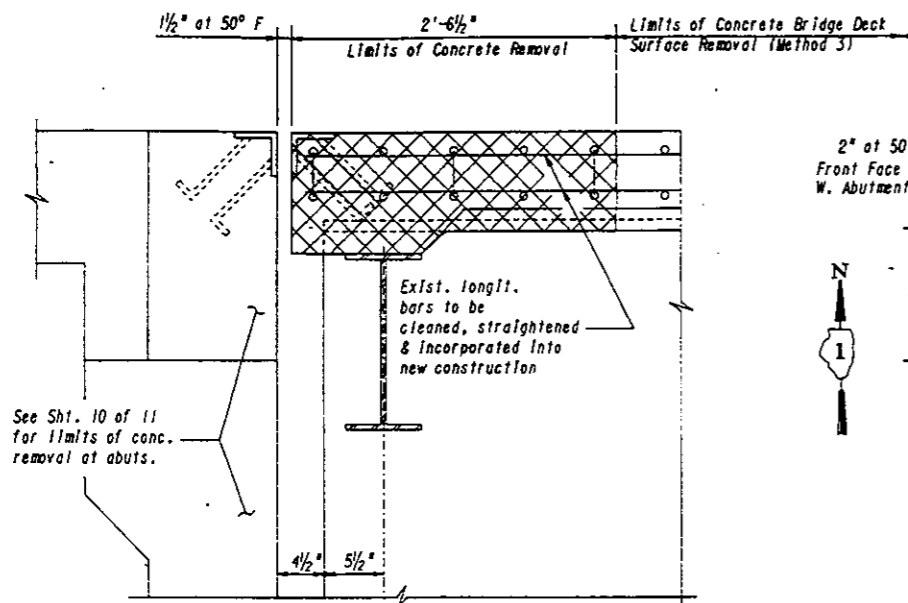
DATE: _____
 SCALE: _____
 PROJECT NUMBER 18046.005

Donohue
 Engineers & Architects

DESIGN BY: J.H.R.	DESIGN CK'D BY: S.C.L.	DRAWN BY: E.Z.	CHECKED BY: H.S.
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F.A.U. NO.	SECTION	DESIGNER	TOTAL SHEETS	SHEET NO.
1453		COOK	233	156

**SECTION 551WRS 8
551 (B, XB, VB & VB-1) BR-09

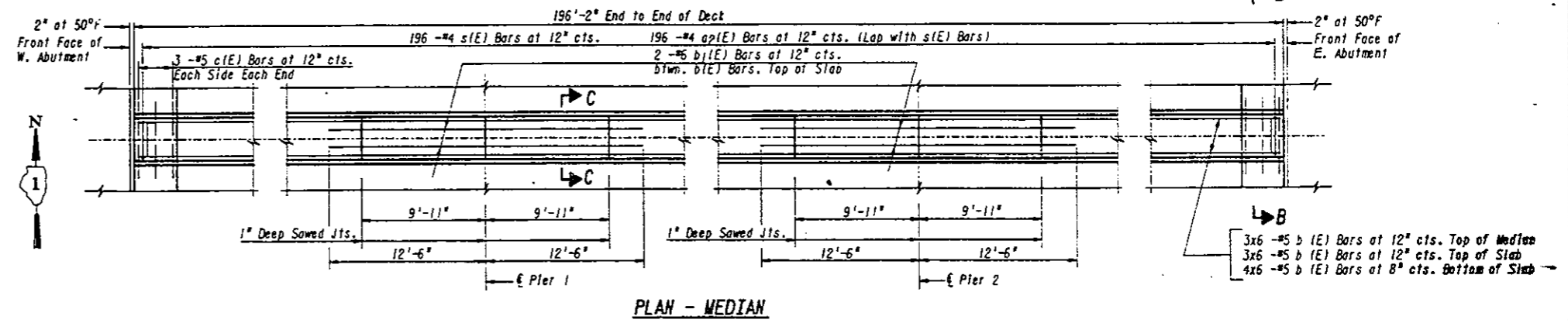


SHOWING REMOVAL

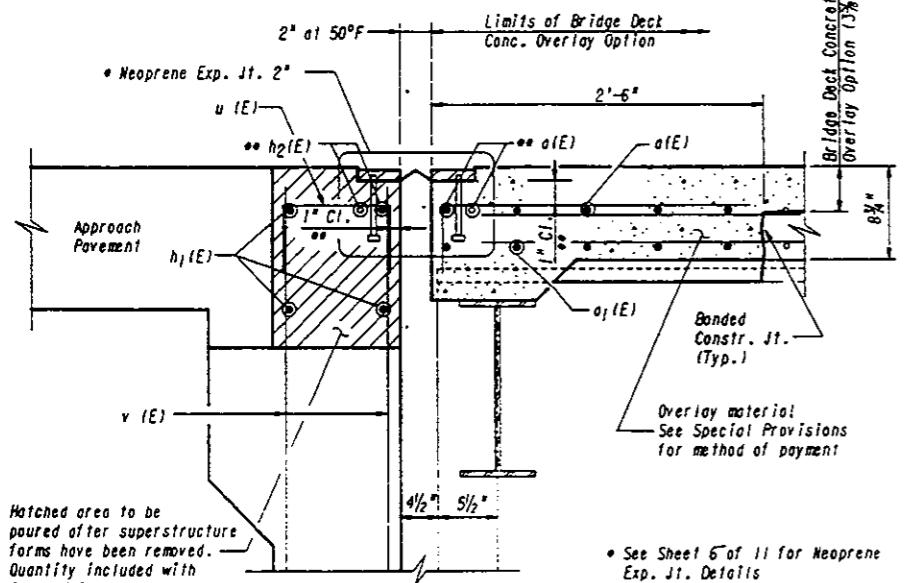
(All reinforcement, angle & studs within removal area shall be removed except as noted).

See Sht. 10 of 11 for limits of conc. removal at abuts.

Exist. longit. bars to be cleaned, straightened & incorporated into new construction



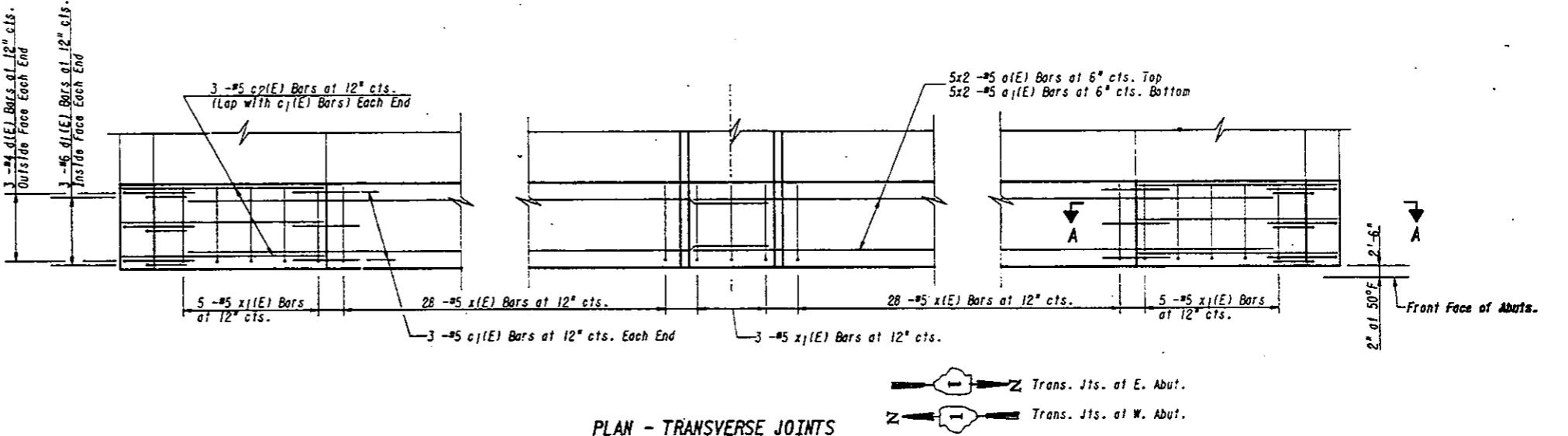
PLAN - MEDIAN



SECTION D-D

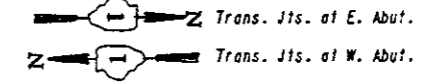
LEGEND

- Concrete Removd.



PLAN - TRANSVERSE JOINTS

a₂(E), b(E), c₂(E) & s(E) bars not shown for clarification of drawing.



Hatched area to be poured after superstructure forms have been removed. Quantity included with Class X Concrete Superstructure.

- See Sheet 6 of 11 for Neoprene Exp. Jt. Details
- Place a₁(E) and h₂(E) bars in back of anchor bolt as shown if required to maintain 1" cl. (+0 -1/8"). Anchor bolts shall be tied to a₁(E) and h₂(E) bars.

NOTES:

- For Sections A-A, B-B, & C-C, see Sheet 4 of 11.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bars indicated thus 2x3 -#5 etc. indicates 2 lines of bars with 3 lengths per line.
- Minimum lap for #5 bars = 2'-2"

PRF=RTRANJT1.PRF TAPE NO.
 FILE=RTRANJT1.DGN
 W.U.=
 SCALE=1/4" = 1'-0" DATE:

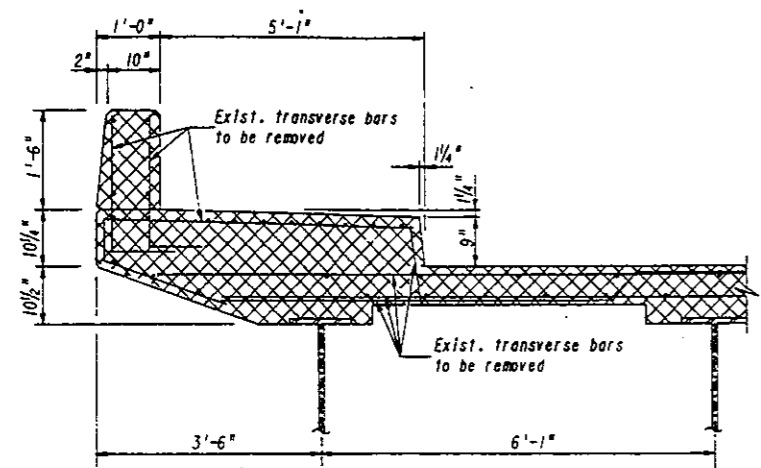
Donohue Engineers & Architects			
DESIGN BY: S.C.L.	DESIGN CK'D. BY: P.D.F.	DRAWN BY: E.Z.	CHECKED BY: S.C.L.
PROJECT NUMBER 18046.005			

ILLINOIS DEPARTMENT OF TRANSPORTATION
 CERMAK ROAD OVER 25th AVENUE
TRANSVERSE JOINTS & MEDIAN
 F.A.U. RTE 1453
 SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-09
 STA. 282+73.20
 COOK COUNTY

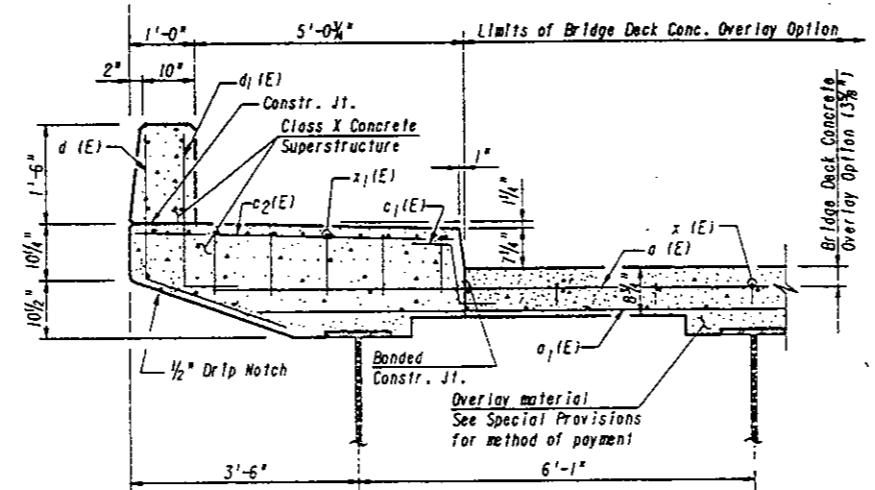
Structure #: 016-0632 Date: Jan., 1992

F.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	157
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**SECTION 551WRS 8
551 (B, XB, VB & VB-1) BR-89

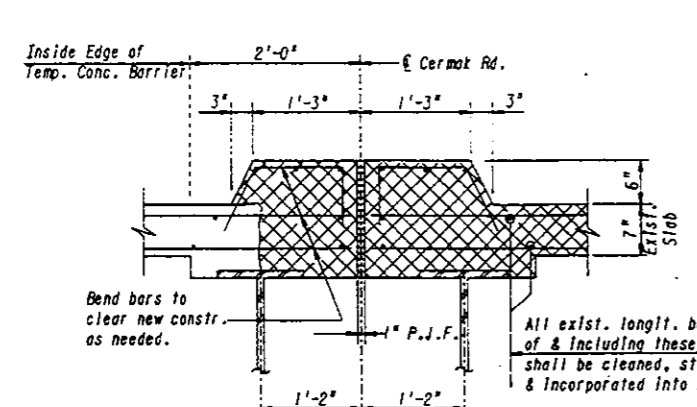


SHOWING REMOVAL
All exist. longitudinal bars shall be cleaned, straightened, & incorporated into new construction.

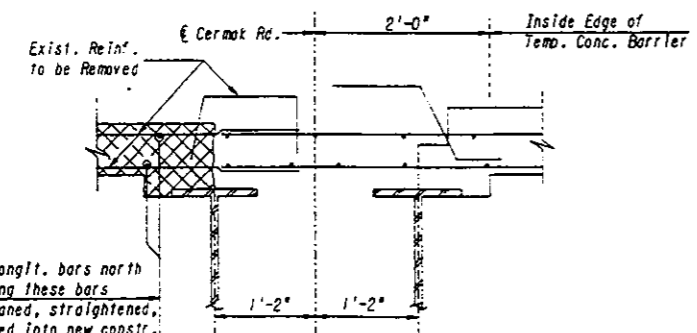


SHOWING NEW CONSTRUCTION
Geometry of new slab, sidewalk and parapet shall match existing.

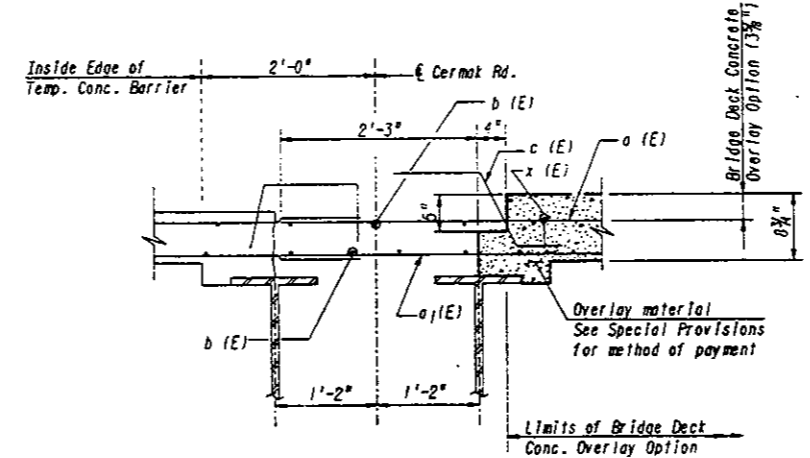
SECTION A-A



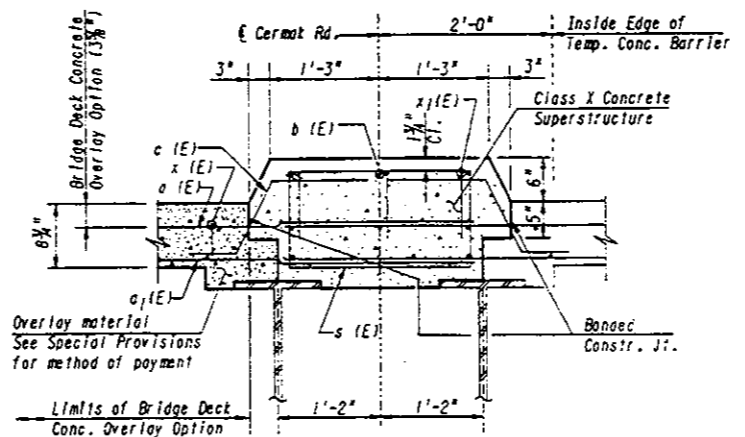
SHOWING STAGE I REMOVAL
All exist. reinf. bars to be removed except as noted.



SHOWING STAGE II REMOVAL
All exist. longit. bars north of & including these bars shall be cleaned, straightened, & incorporated into new constr.



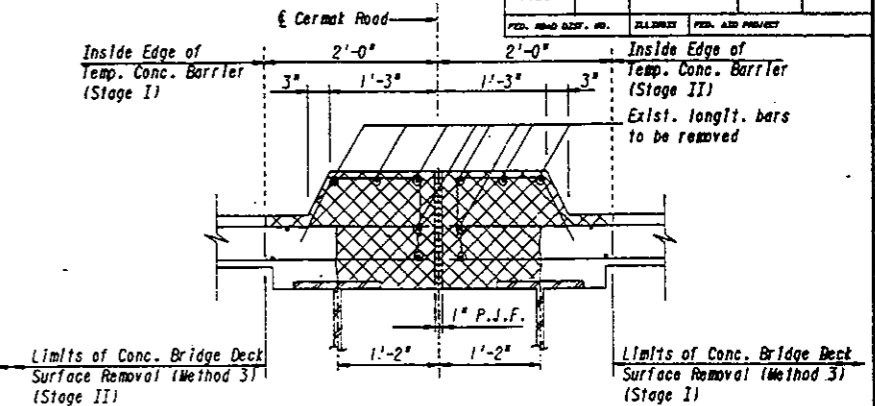
SHOWING STAGE I CONSTRUCTION



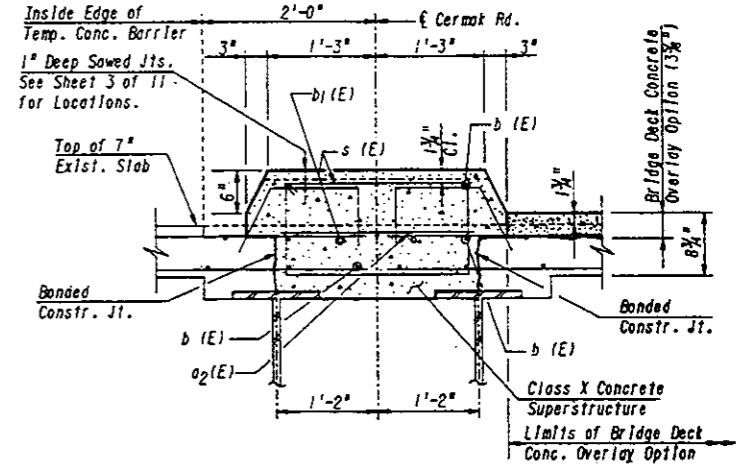
SHOWING STAGE II CONSTRUCTION

SECTION B-B

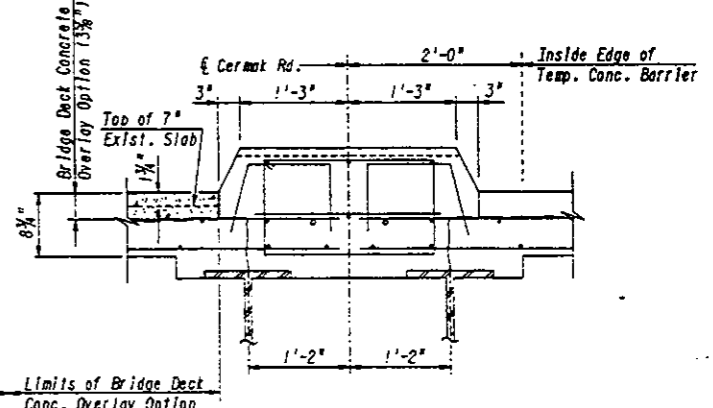
Looking East



SHOWING REMOVAL
All exist. transverse bars shall be cleaned, straightened, & incorporated into new construction.

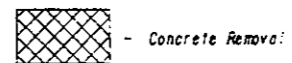


SHOWING STAGE I CONSTRUCTION



SHOWING STAGE II CONSTRUCTION

LEGEND



SECTION C-C

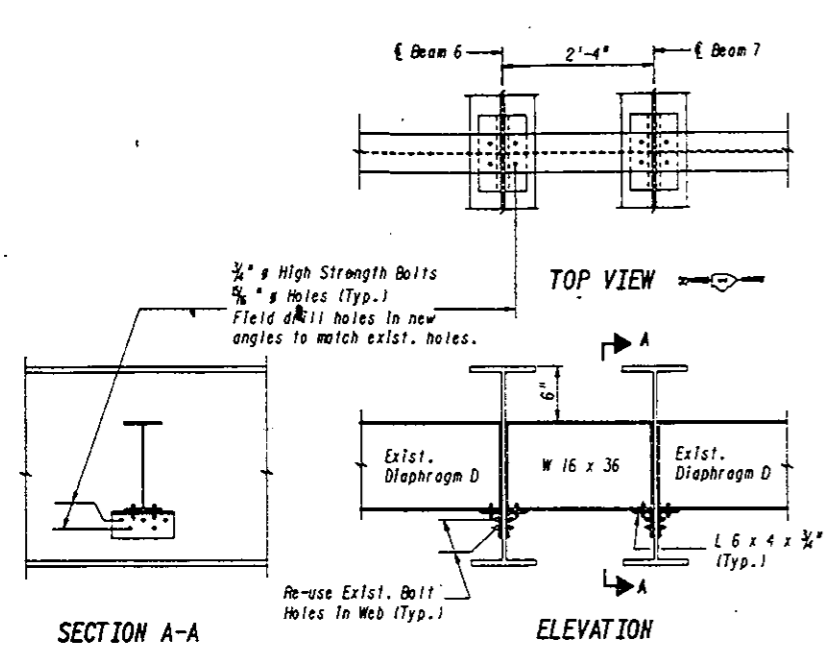
Looking East

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER 25TH AVENUE
TRANSVERSE JOINT & MEDIAN DETAILS
F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
STA. 282+3.20
COOK COUNTY

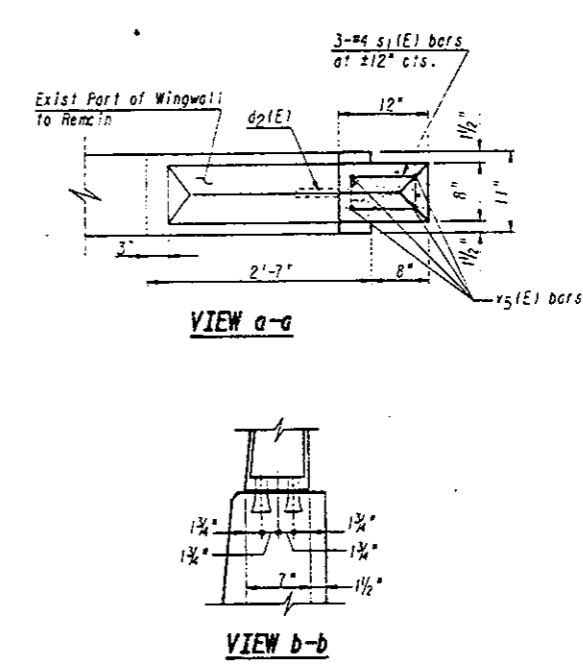
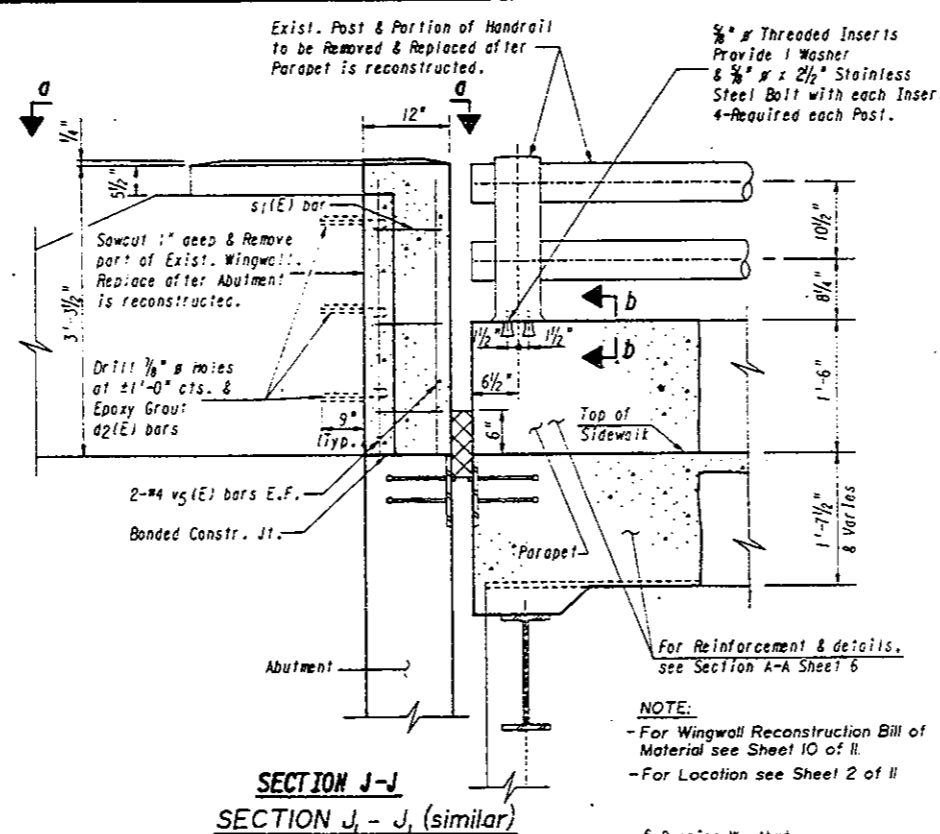
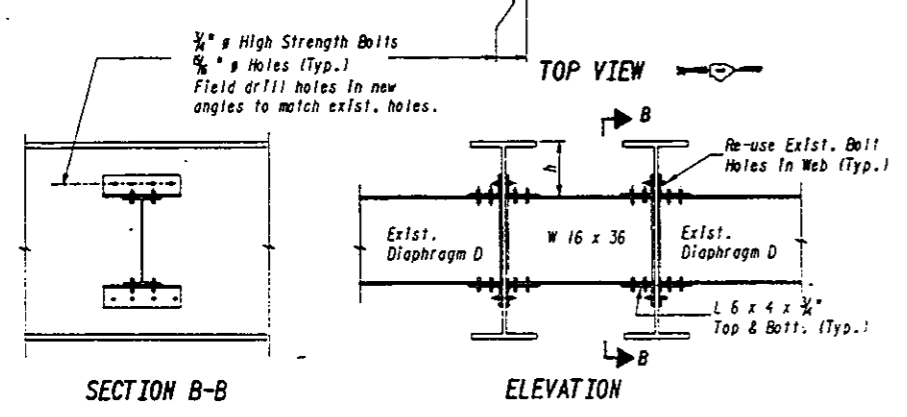
Structure #: 016-0632 Date: Jan., 1992

Donohue Engineers & Architects			
DESIGN BY:	DESIGN CK'D. BY:	DRAWN BY:	CHECKED BY:
S.C.L.	P.D.F.	E.Z.	H.S.
PROJECT NUMBER 18046.005			

DATE: _____
SCALE: _____
W.U. = _____
FILE: rtranj12.dgn
Tape No. _____
PPE: rtranj12.prf



Diaphragm	h
D6	8 3/4"
D7	11 3/8"



Beam Number	Bearing W. Abut.		Span 1				Span 2				Span 3		Bearing E. Abut.
	59'-5"	59'-5"	23'-9"	19'-1 1/2"	16'-6 1/2"	14'-9"	23'-3"	23'-3"	14'-9"	16'-6 1/2"	19'-1 1/2"	23'-9"	
1	D	D	D	D	D	D	D	D	D	D	D	D	D
2	D	D	D	D	D	D	D	D	D	D	D	D	D
3	D	D	D	D	D	D	D	D	D	D	D	D	D
4	D	D	D	D	D	D	D	D	D	D	D	D	D
5	D	D	D	D	D	D	D	D	D	D	D	D	D
6	D1	D6	D7	D7	D7	D6	D7	D7	D7	D7	D7	D6	D1
7	D	D	D	D	D	D	D	D	D	D	D	D	D
8	D	D	D	D	D	D	D	D	D	D	D	D	D
9	D	D	D	D	D	D	D	D	D	D	D	D	D
10	D	D	D	D	D	D	D	D	D	D	D	D	D
11	D	D	D	D	D	D	D	D	D	D	D	D	D
12	D	D	D	D	D	D	D	D	D	D	D	D	D

FRAMING PLAN

All existing beams are W33 x 141.
All existing diaphragms D are W16 x 36.

	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
Is (in ⁴)	7,450	10,449	7,450	10,449	7,450
Ss (in ³)	447.6	609.5	447.6	609.5	447.6
R (K/ft)	0.87	0.87	0.87	0.87	0.87
M ₀ (K)	196.3	425.6	201.0	425.6	196.3
M ₁ (K)	349.9	326.6	359.2	326.6	349.9
M (Imp) (K)	94.9	84.8	89.4	84.8	94.9
M Total (K)	641.1	837.0	649.6	837.0	641.1
fs (k.s.i.)	17.19	16.48	17.42	16.48	17.19

	W. Abut.	Pier 1	Pier 2	E. Abut.
R ₀ (K)	18.5	65.9	65.9	18.5
R ₁ (K)	36.1	43.0	43.0	36.1
Imp. (K)	9.8	8.3	8.3	9.8
R Total (K)	64.4	117.2	117.2	64.4

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs.

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER 251st AVENUE
FRAMING PLAN & STRUCTURAL STEEL DETAILS
F.A.U. RTE 1453
SECTION 551WRS & 551 1B, XB, YB & YB-1) BR-09
STA. 282+73.20
COOK COUNTY
Structure #: 016-0632 Date: Jan., 1992

DATE: _____
SCALE: _____
W.U.: _____
PREF: rfrom25.dgn
FILE: rfrom25.dgn

Donohue
Engineers & Architects
DESIGN BY: J.H.R.
CK'D. BY: S.C.L.
DRAWN BY: E.Z.
CHECKED BY: H.S.
PROJECT NUMBER 18046.005

P.A.U. NO.	SECTION	QUANTITY	TOTAL SHEETS	SHEET NO.
1453	00	COOK	233	158

SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89

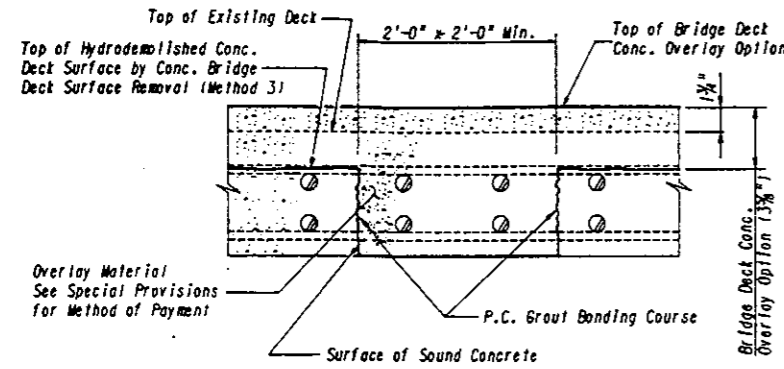
**SUPERSTRUCTURE
BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	20	#5	33'-9"	—
e ₁ (E)	20	#5	34'-9"	—
ap(E)	196	#4	2'-2"	—
b(E)	60	#5	34'-6"	—
bl(E)	4	#6	25'-0"	—
c(E)	12	#5	2'-6"	—
c ₁ (E)	12	#5	2'-6"	—
c ₂ (E)	12	#5	5'-8"	—
d(E)	12	#4	4'-6"	—
d ₁ (E)	12	#6	3'-3"	—
s(E)	196	#4	6'-9"	—
x(E)	112	#5	2'-9"	—
x ₁ (E)	26	#5	3'-2"	—
Removing and Re-Erecting Existing Railing Lin. Ft. 120				
Concrete Removal:			Cu. Yd.	38.4
Concrete Bridge Deck Surf. Rem. (Method 3)			Sq. Yd.	1,147
Deck Slab Removal (Full Depth, Type I)			Sq. Yd.	26
Reinforcement Bars, Epoxy Coated			Pound	5,550
Bridge Deck Conc. Overlay Option (3%)			Sq. Yd.	1,199
Class X Concrete Superstructure			Cu. Yd.	40.8
Neoprene Expansion Joint 2"			Lin. Ft.	140
Floor Drain Extension			Each	20

*** Based on an assumption that 6% of delaminated areas indicated on Sheet 2 will require Deck Slab Removal (Full-Depth, Type I). Actual quantity may vary.

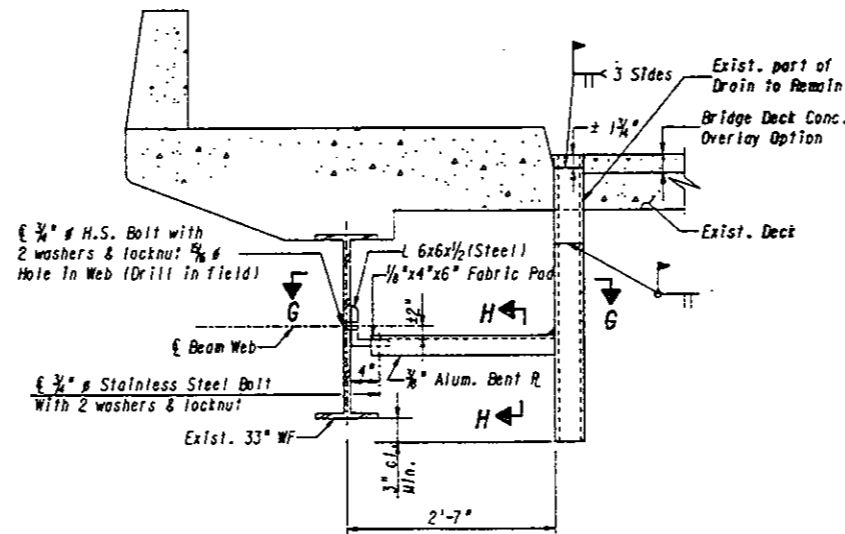
Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus 2 x 3 - #5 etc. indicates 2 lines of bars with 3 lengths per line.

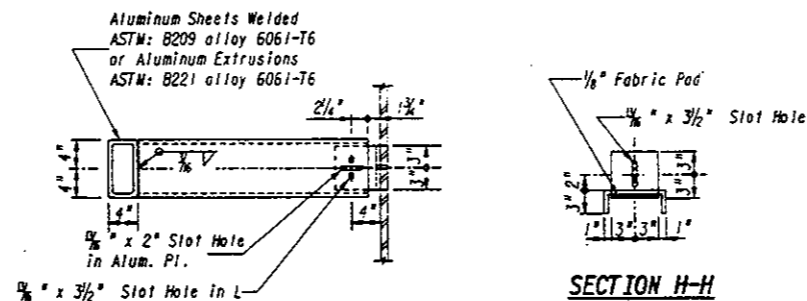


BRIDGE DECK CONC. OVERLAY - METHOD 3

1. Remove existing variable thickness bituminous concrete overlay.
2. Remove the entire surface area of the concrete deck, as shown on the plans, to a depth that will generally expose the upper half of the topmost bars in the main upper reinforcing mat. Removal shall be accomplished using hydrodemolition equipment.
3. After the hydrodemolition is complete & the deck surface has been cleaned, the Engineer may direct additional removal. This removal shall be accomplished using power-driven hand tools or hydrodemolition equipment if approved by the Engineer.
4. Where concrete removal by hydrodemolition has exposed the lower mat of reinforcement, the involved area shall be removed full-depth as directed by the Engineer.
5. Provide Protective Shield beneath Deck Slab Removal (Full Depth).
6. Clean exist. reinforcement bars by sandblasting, as directed by the Engineer.
7. Any existing reinforcement bars which have a loss of more than 25% of their cross-section through corrosion shall be replaced as directed by the Engineer. No welding of bars will be permitted. New bars should be lapped a minimum of 30 bar diameters to existing bars.
8. Forms shall be provided to enable placement of new concrete. Immediately ahead of placing the overlay mixture, a thin coating of grout shall be placed.
9. All patches shall be poured using the overlay material at the time of placement of the overlay. The concrete shall be placed to the level of hydrodemolished deck & shall be thoroughly consolidated with hand-held vibrators.
10. Place Bridge Deck Concrete Overlay Option.
11. See Special Provisions for Bridge Deck Overlay.

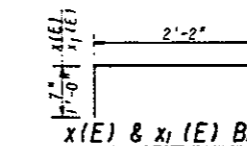
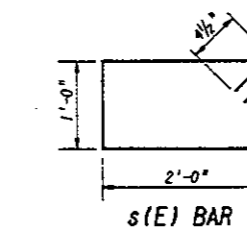
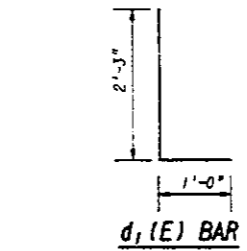
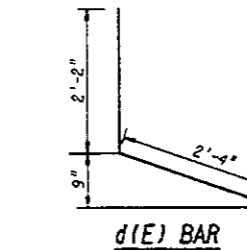
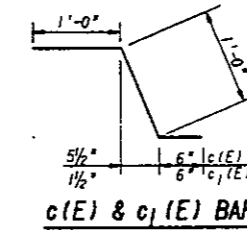


FLOOR DRAIN EXTENSION DETAIL
(20 Required)



SECTION G-G

SECTION H-H



PRF= superdef.dgn
FILE= superdef.dgn
W.U.=
SCALE=

DATE:

Donohue Engineers & Architects			
DESIGN BY: S.C.L.	DESIGN BY: J.H.R.	DRAWN BY: R.K.B.	CHECKED BY: S.C.L.
PROJECT NUMBER 18046.005			

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER 251st AVENUE

SUPERSTRUCTURE DETAILS

F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
STA. 282+73.20
COOK COUNTY

Structure #: 016-0632 Date: Jan., 1992

P.A.S. NO.	SECTION	COUNTY	PROJECT	SHEET
1453	551-VB	COOK	233	159
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

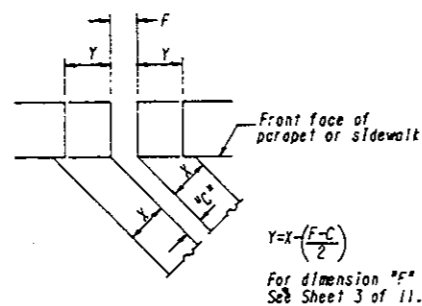
INSTALLATION NOTES

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

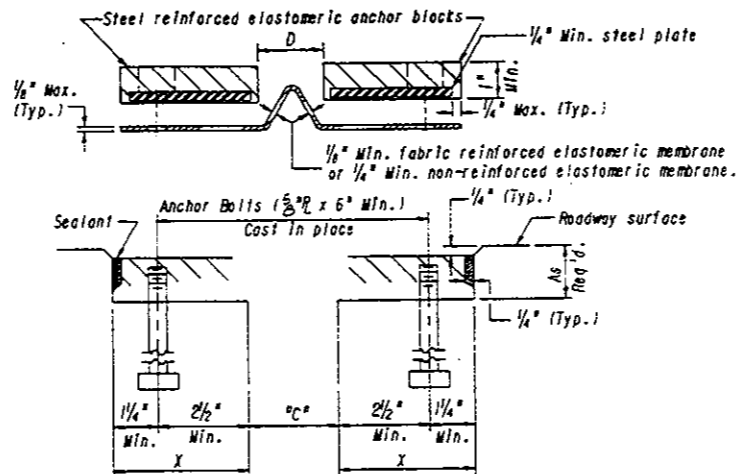
NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

SKREW LIMITATIONS

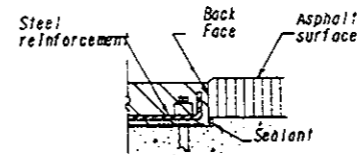
The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1/4" from 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.



FORMING BLOCKOUT SKETCH



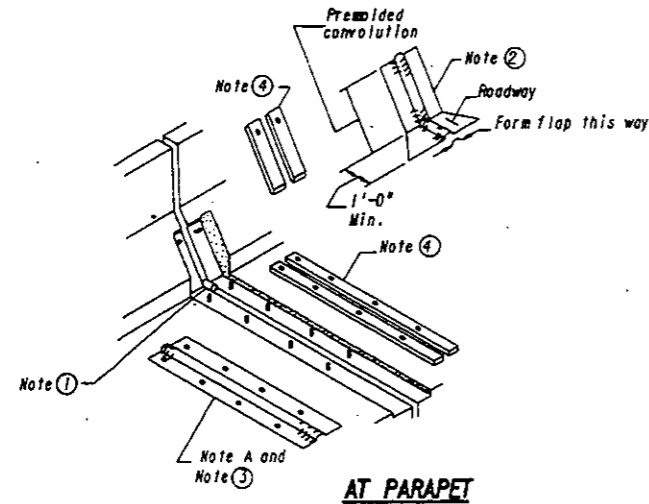
CROSS SECTION



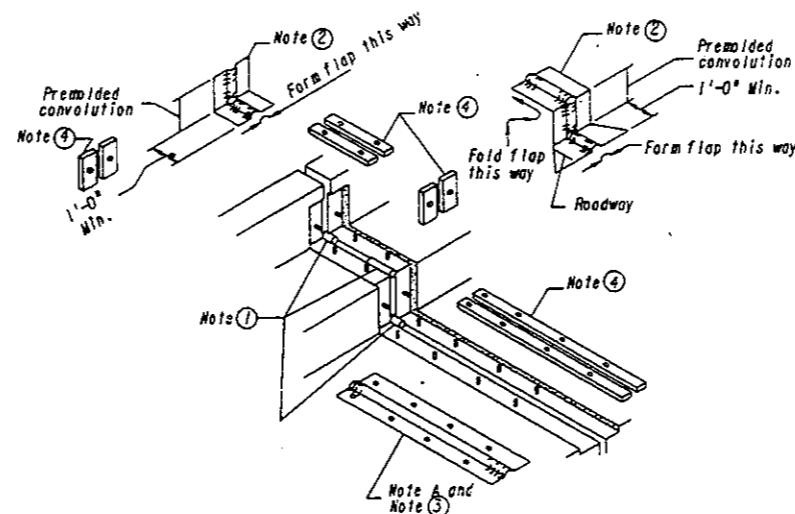
ANCHOR BLOCK REINFORCEMENT WITH ASPHALT SURFACE

GENERAL NOTES

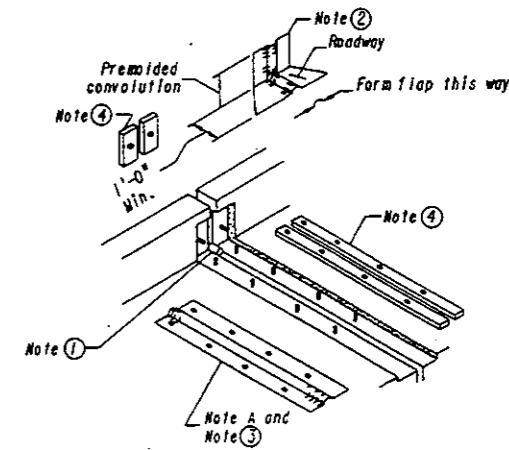
Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. See Special Provisions. The elastomeric membrane shall be pre-molded with a single or a double upward convolution that will have a "memory" 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.



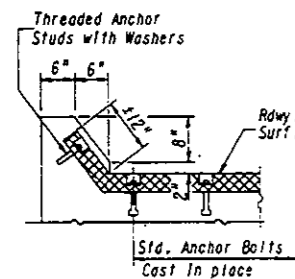
AT PARAPET



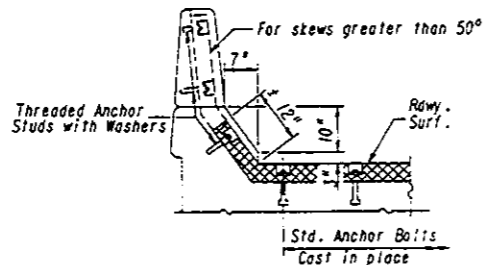
AT SIDEWALK OR MEDIAN



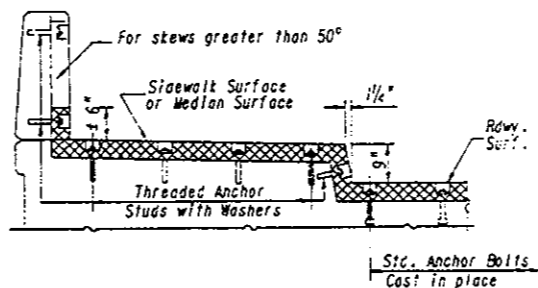
AT WALL



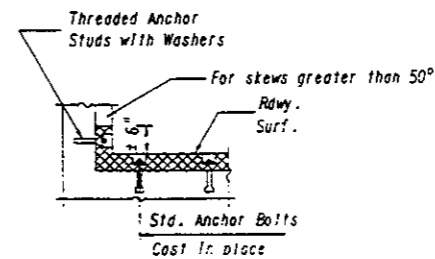
AT CURB



AT PARAPET



AT SIDEWALK OR MEDIAN TYPICAL END TREATMENTS

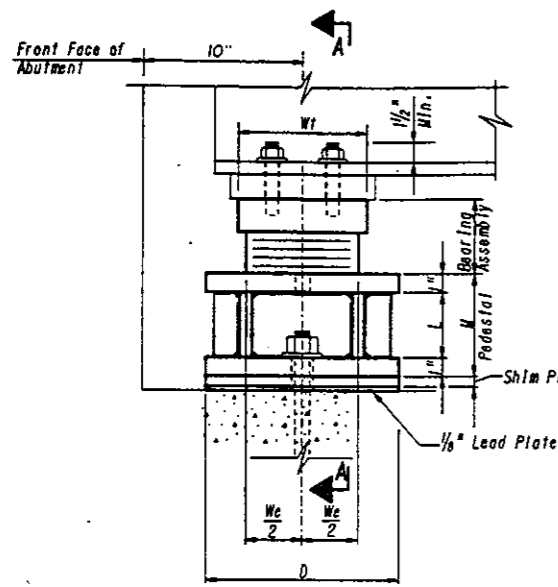


AT WALL

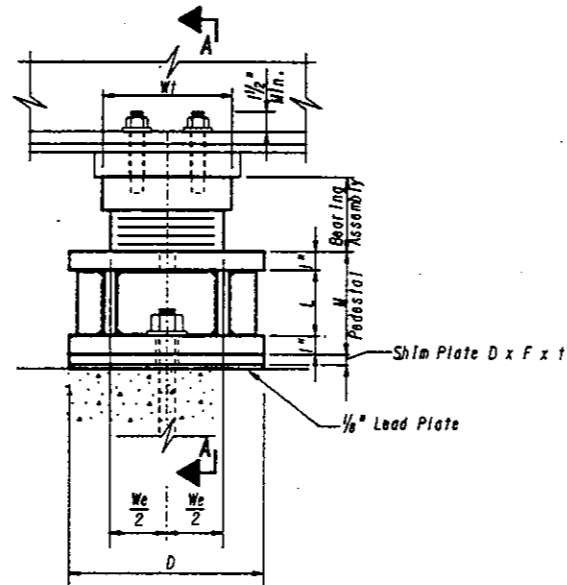
ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER 251st AVENUE
CONTINUOUS SEAL TYPE
NEOPRENE EXPANSION JOINTS
F.A.U. RTE 1453 SECTION 551-VB
STA. 282+73.20
COOK COUNTY
Structure #: 016-0632 Date: Jan., 1991

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W.D.F
SCALE=
DATE:

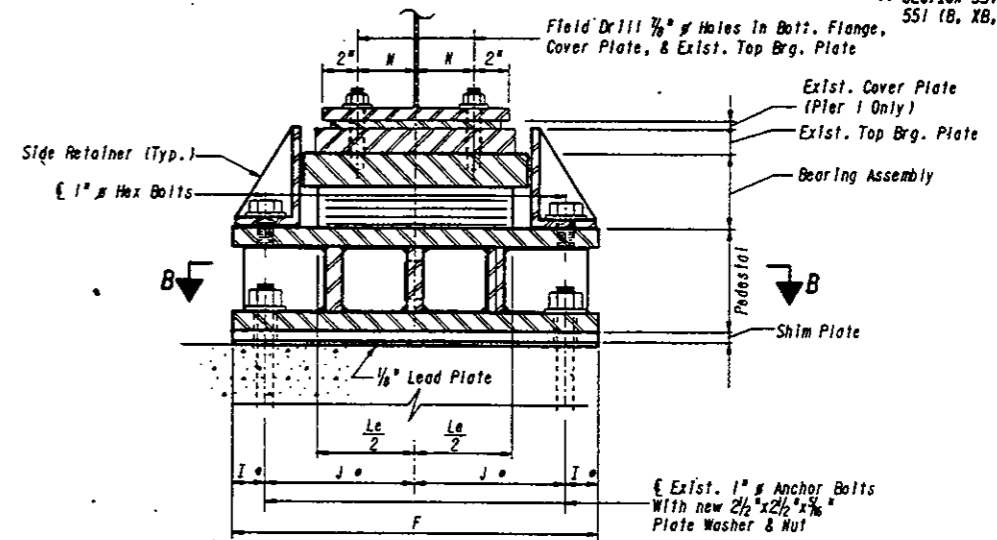
P.L.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	00	COOK	233	161
P.L.J. RTE. 1453				
SECTION 551 WRS & 551 (B, XB, VB & VB-1) BR-09				



ELEVATION AT E. ABUTMENT
(Side Retainer Omitted to Clarify View)
(12 Required)

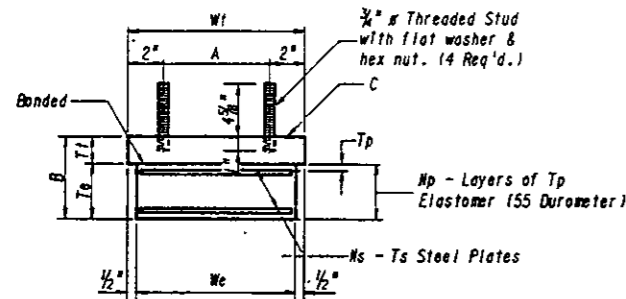


ELEVATION AT PIER 1
(Side Retainer Omitted to Clarify View)
(12 Required)



SECTION A-A

ELASTOMERIC BEARING ASSEMBLY, TYPE I



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.

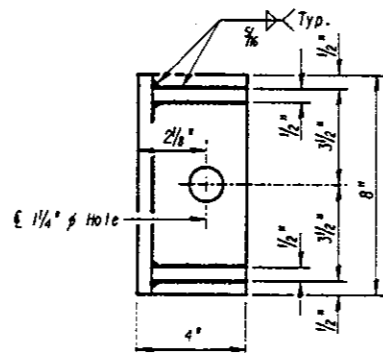
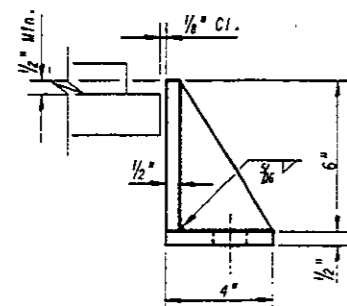
BEARING & PEDESTAL DIMENSION TABLE

LOCATION	NO. OF BRGS.	We	Le	Np	Tp	Ns	Ts	Te	Tt	Wt	A	B	C	D	E	F	G	H	I	J	K	L	M	N
E. Abutment	12	7"	12"	5	3/8"	4	3/16"	2 1/4"	2"	8"	4"	4 1/4"	2" x 8" x 14"	12"	6 1/4"	22 1/2"	4 1/2"	5 1/8"	3"	8 1/4"	9 1/4"	6 1/4"	8 1/4"	3 3/4"
Pier 1	12	10"	14"	6	7/16"	5	1/8"	3 1/4"	2 3/4"	11"	7"	5 5/8"	2 3/8" x 11" x 16"	15"	9 1/4"	24 1/2"	6"	5 1/8"	4 1/2"	7 3/4"	10 1/4"	4 1/2"	6 1/2"	3 3/4"

SHIM PLATE THICKNESS "t" TABLE

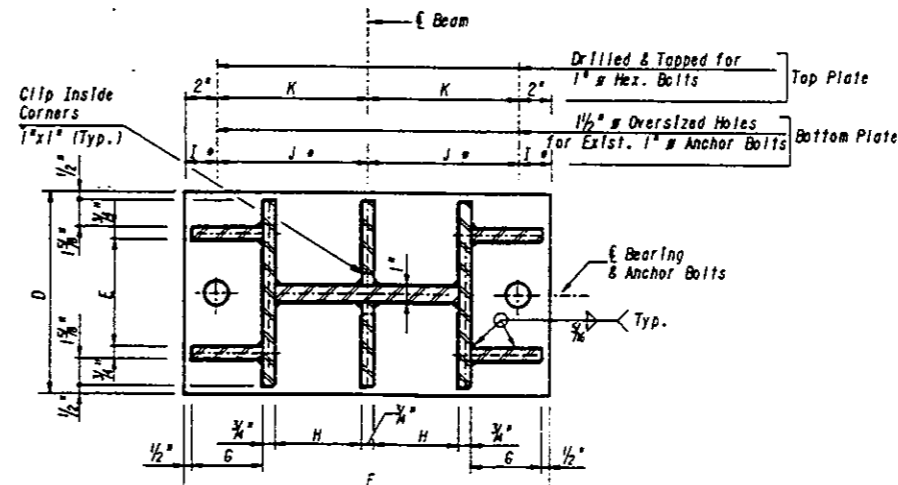
LOCATION	BEAM					
	1 or 12	2 or 11	3 or 10	4 or 9	5 or 8	6 or 7
E. Abutment	0	3/8"	0	3/8"	0	3/8"
Pier 1	0	3/8"	0	3/8"	0	3/8"

* The Contractor shall field verify locations of existing anchor bolts prior to fabrication of pedestals.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight Included with Structural Steel.



SECTION B-B

(Showing bottom plate, top plate similar except as noted)

BILL OF MATERIAL

Item	Unit	Total
Jack & Remove	Each	24
Exist. Bearings	Each	24
Elastomeric Bearing Assembly Type I	Each	24

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER 251st AVENUE
ELASTOMERIC BEARING ASSEMBLY TYPE I
F.A.J. RTE 1453
SECTION 551 WRS & 551 (B, XB, VB & VB-1) BR-09
STA. 282+73.20
COOK COUNTY
Structure #: 016-0632 Date: Jan., 1992

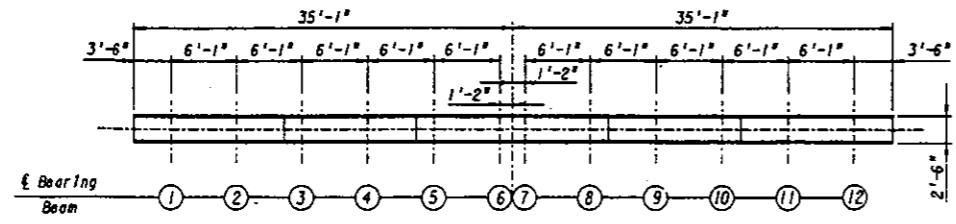
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W.U.=
SCALE=

DATE:

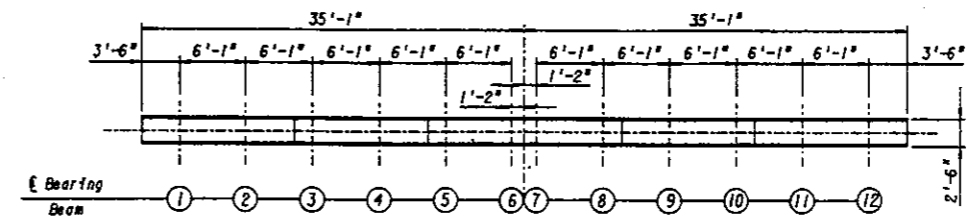
Donohue Engineering & Architecture			
DESIGN BY: S.C.L.	DESIGN CK'D BY: P.D.F.	DRAWN BY: E.Z.	CHECKED BY: S.C.L.
PROJECT NUMBER 18046.005			

P.L.N. NO.	SECTION	DATE	BY	CHKD.
1453	**	COOK	233	464

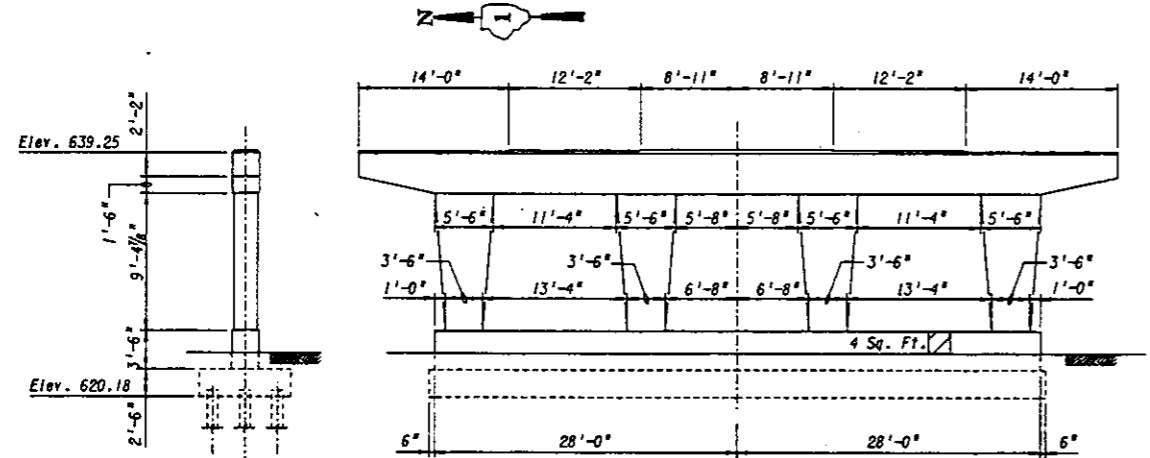
** SECTION 551WRS & 551 (B, XB, YB & YB-1) BR-89



TOP PLAN

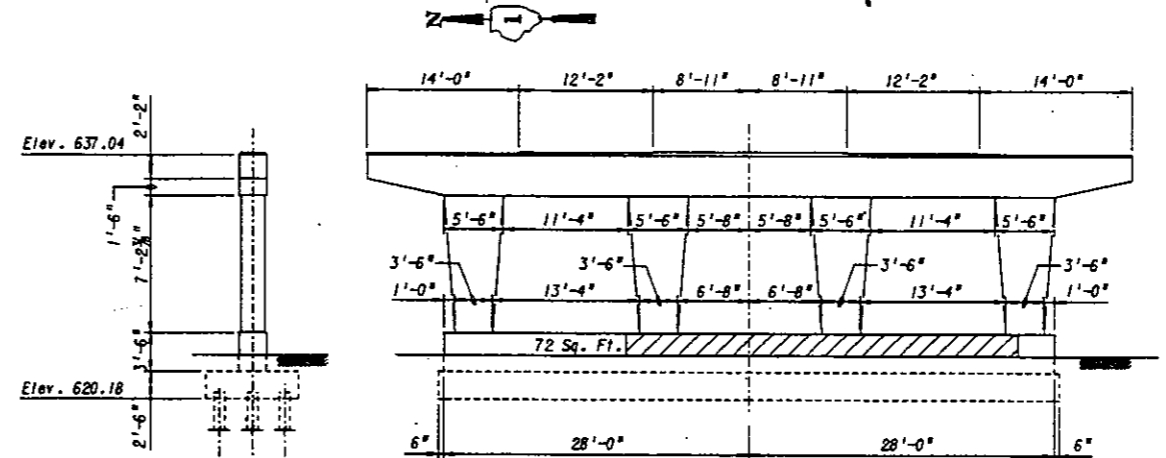


TOP PLAN



NORTH ELEVATION

WEST ELEVATION



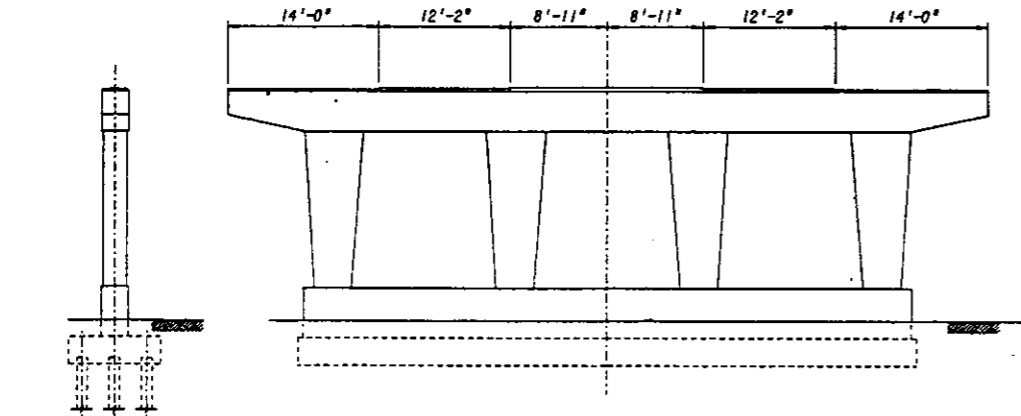
NORTH ELEVATION

WEST ELEVATION

Notes:
Quantities & locations of repair are for information purposes only. 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.

LEGEND

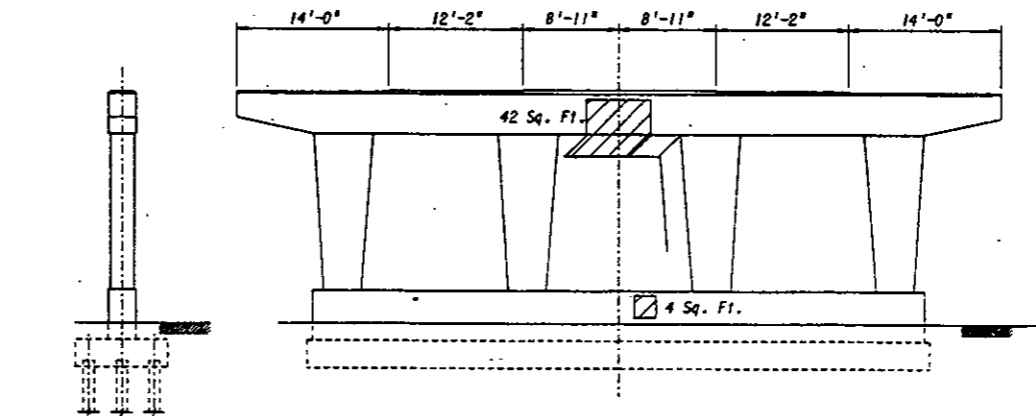
Formed Concrete Repair (Depth equal to or less than 5")



SOUTH ELEVATION

EAST ELEVATION

PIER 1



SOUTH ELEVATION

EAST ELEVATION

PIER 2

Bill of Material

Item	Unit	Pier 1	Pier 2	Total
Formed Conc. Repair (Depth ≤ 5")	Sq. Ft.	4	118	122

TAPE NO. _____
DATE: _____
PREF. FILE# _____
W.U.# _____
SCALE= _____

Donohue Engineers & Architects			
DESIGN BY: J.H.R.	DESIGN CK'D. BY: S.C.L.	DRAWN BY: E.Z.	CHECKED BY: S.C.L.
PROJECT NUMBER 18046.005			

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER 25TH AVENUE
PIERS 1 & 2
F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, YB & YB-1) BR-89
STA. 282+73.20
COOK COUNTY
Structure #: 016-0632 Date: Jan., 1992