

BENCHMARK:

Cross-out on West Abutment of bridge over Norfolk Southern R.R. tracks (Sta. 936+62.47, Elev. 619.87 NAVD88 17.30' ft.).

EXISTING STRUCTURE:

S.N. 016-2439, originally built in 1971 to carry Eastbound and Westbound traffic from Stony Island Avenue to and from Interstate 94, is located in IDOT District One within the City of Chicago, Cook County, Illinois. All bridge elements are under the jurisdiction of the Illinois Department of Transportation. The existing structure consists of a three-span steel wide flange beam superstructure (155'-6 1/2" Bk. to Bk. Abutments) with a reinforced concrete deck (varies from 93'-9 3/8" to 97'-10 1/8" Out-to-Out of Deck) supported by reinforced concrete pier walls that extend the width of the structure supported on spread footings and closed abutments on steel piles. The structure received full and partial-depth deck repairs in 1999. In 1999, the longitudinal deck joint was replaced with a pre-formed expansion joint. Also in 1999, both abutment deck joints on the north and south half of East Abutment were replaced with silicone joint sealer. The deck joint of West Abutment on the south half was reconstructed and replaced with a preformed expansion joint. In 2005 formed concrete repairs were made to the piers beneath the longitudinal deck joint. Existing superstructure and deck to be removed and not replaced. There is also partial removal of existing substructure. One lane of traffic in each direction is to be maintained utilizing stage construction.

NO SALVAGE.

INDEX OF SHEETS

- S1 General Plan and Elevation
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S6 Geotextile Retaining Wall
S7 Soil Boring Logs I
S8 Soil Boring Logs II
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1a (For Information Only)
S18

GENERAL NOTES

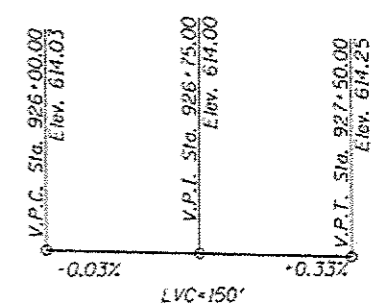
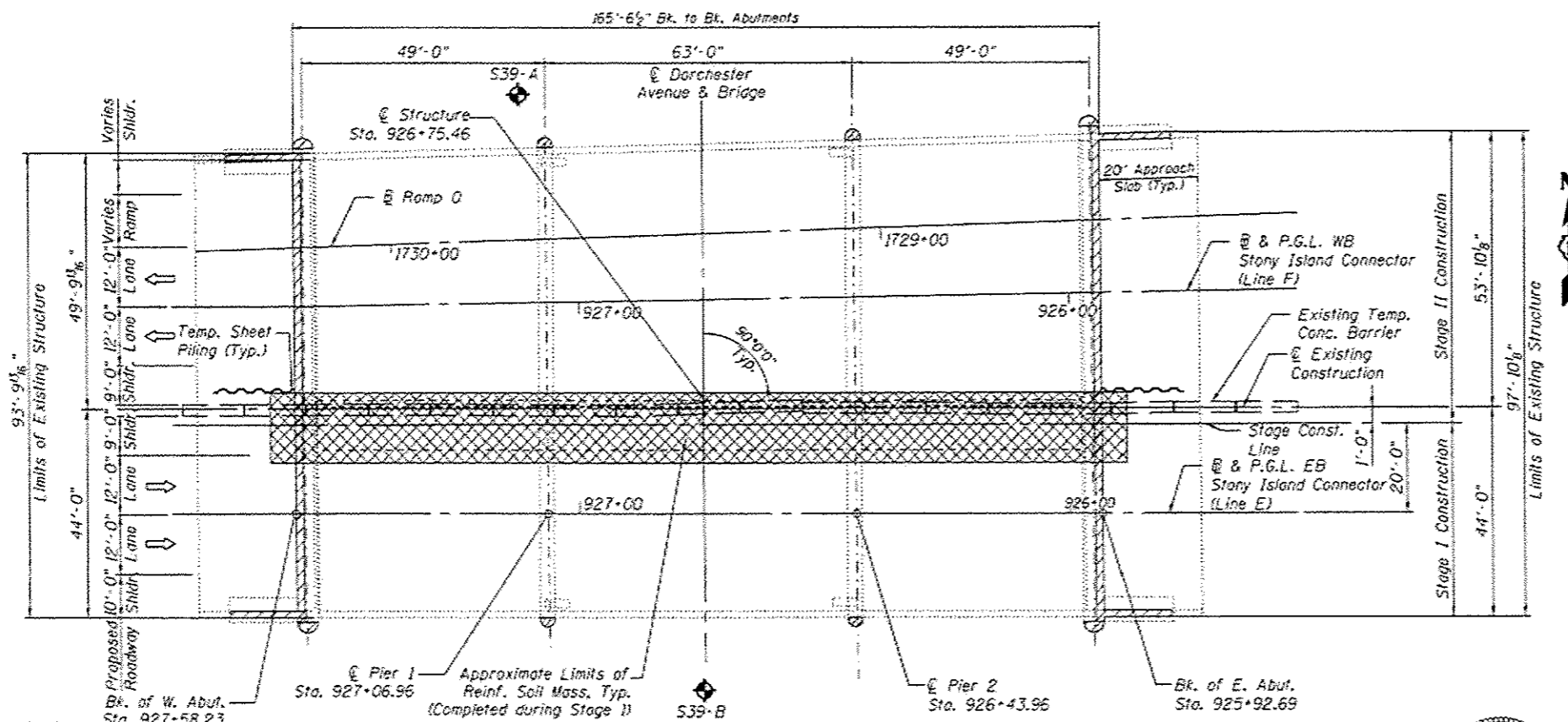
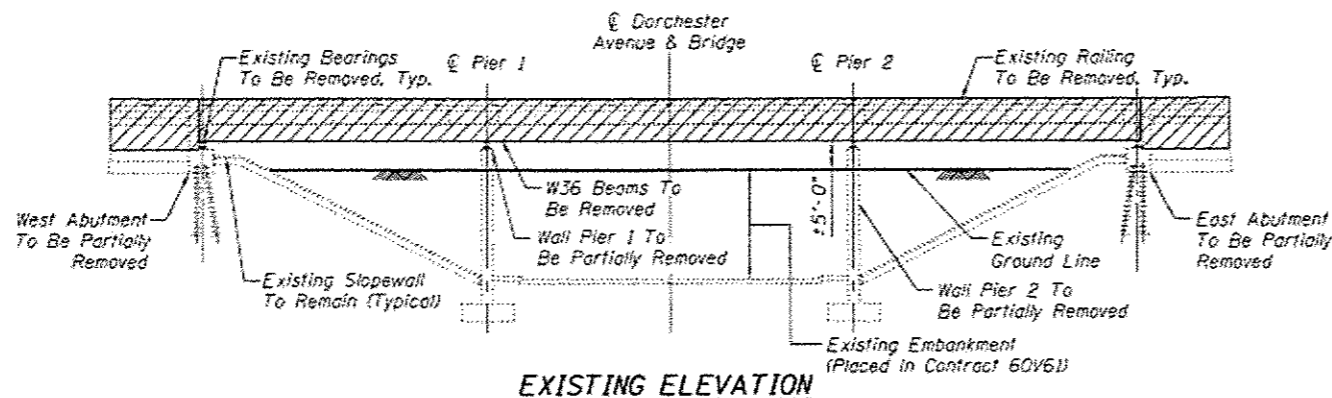
- 1. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. Contractor should verify dimensions and make necessary approved adjustments prior to starting construction. Such variations shall not be cause for additional compensation for a change in scope of work, however, the Contractor will be paid for actual quantity furnished and approved by Engineer at unit price bid for the work.
2. Existing Dimensions are taken from original Contract Plans, dated July, 1970.

TOTAL BILL OF MATERIAL

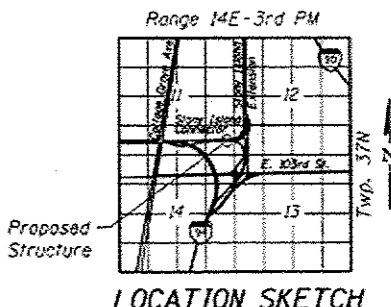
Table with 5 columns: ITEM, UNIT, SUPER, SUB, TOTAL. Rows include Removal of Existing Superstructures, Concrete Removal, Geotextile Retaining Wall, and Temporary Sheet Piling.

SCOPE OF WORK

- 1. Remove existing superstructure and portions of the substructure.
2. Construct embankment and roadway pavement (see Roadway Plans).



PROFILE GRADE LINE (EB Stony Island Connector - Line E)



LOCATION SKETCH

LEGEND

- Face of Temporary Geotextile Retaining Wall
Reinforced Soil Mass of Temporary Geotextile Retaining Wall
Removal of Existing Bridge Component
Temporary Sheet Piling
Soil Boring

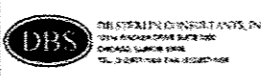
PLAN



Signed Ghulam Masoom Kamal, S.E.
Il. Lic. No. 081-006522
Expires 11-30-2014
Date 03/15/2013

GENERAL PLAN & ELEVATION
STONY ISLAND CONNECTOR
OVER DORCHESTER AVENUE
F.A.I. RTE. 94 - SEC. 2012-059-BR
COOK COUNTY
STATION 926+75.46
STRUCTURE NO. 016-2439

Table with columns: USER NAME, DESIGNED, DRAWN, CHECKED, DATE, REVISIONS.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 51 OF 518 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.