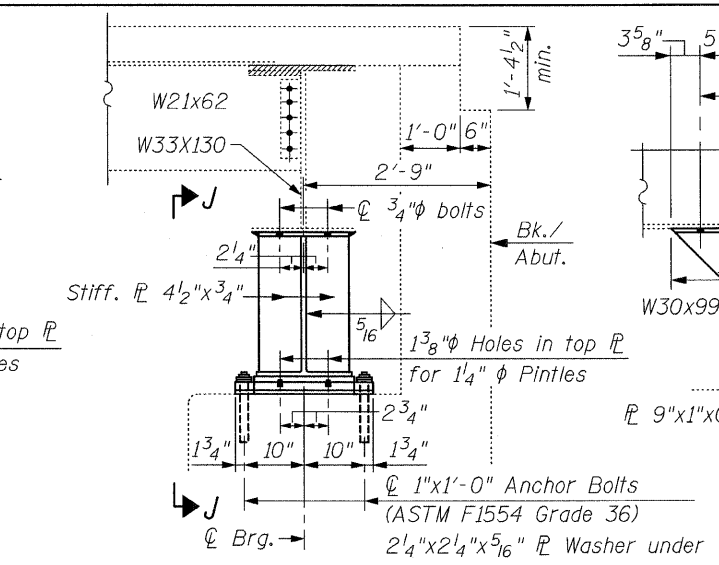


EXIST. BEAM NO'S. 2 & 9 - END BEARINGS

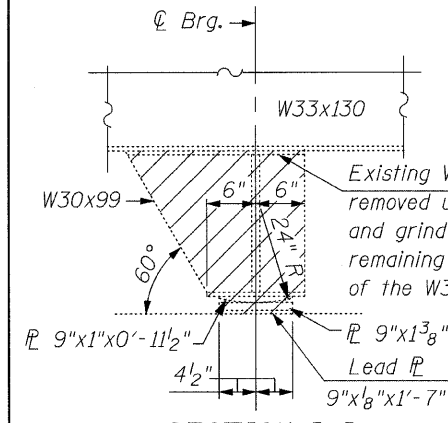
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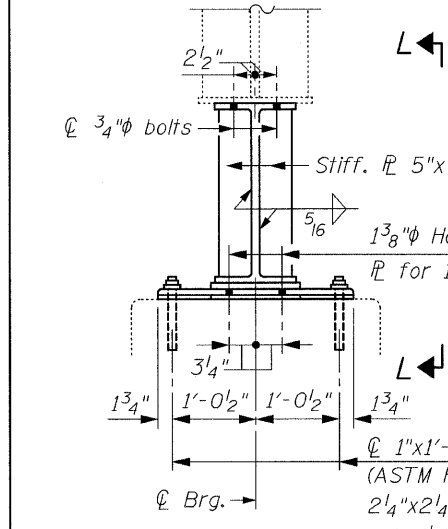
PROP. BEAM NO'S. 2 & 9 - END BEARINGS

SECTION AT NO. ABUT.

(2 Thus)



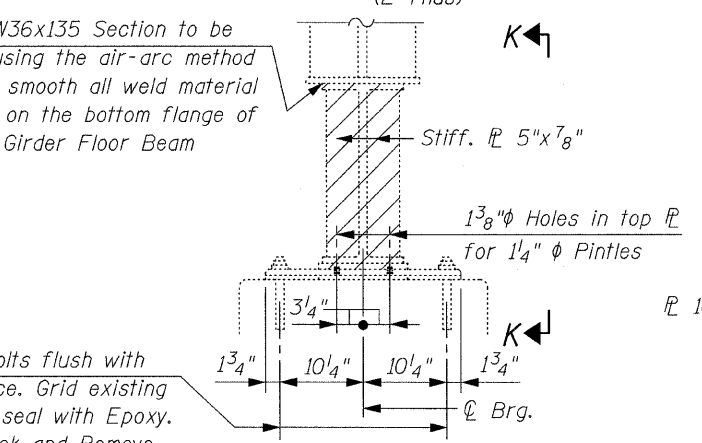
SECTION I-I



BEAM NO'S. 2 & 9 - INTERIOR BEARINGS

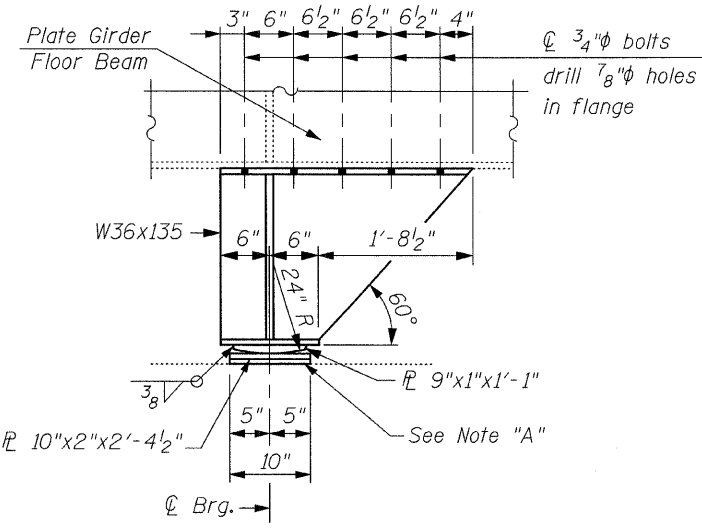
PROP. SECTION AT PIERS 1, 2 & 3

(6 Thus)

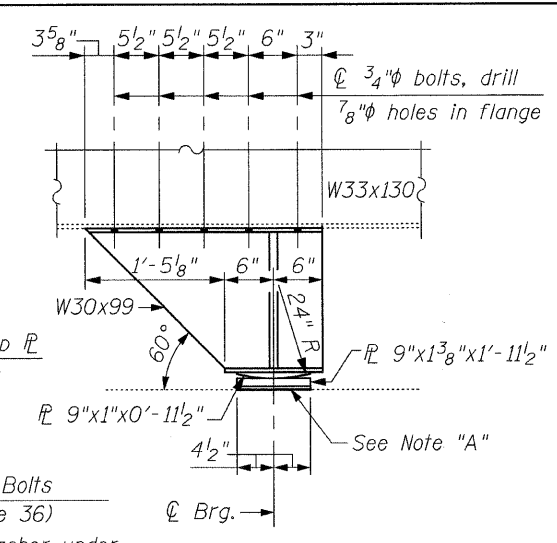


BEAM NO'S. 2 & 9 - INTERIOR BEARINGS

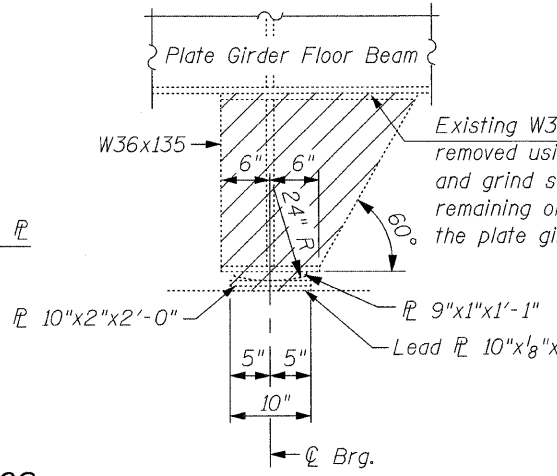
EXIST. SECTION AT PIERS 1, 2 & 3



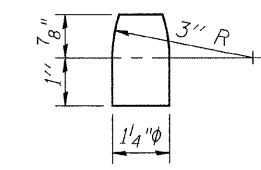
SECTION L-L



SECTION J-J



SECTION K-K



PINTLE

NOTE "A"

1/8" Elastomeric Neoprene Leveling Mat according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel

BEARING REPLACEMENT NOTES:

The Contractor shall submit plans for jacking the existing Superstructure for approval by the Engineer prior to commencing any work with the bearings. The submittal shall be prepared and sealed by a Licensed Structural Engineer in Illinois.

It shall be the Contractor's responsibility to verify all dimensions between the bottom of the Bridge Beams and the top of the bearing seat in the field prior to Construction or ordering of materials.

Jacking and removing of existing bearings shall be done after the existing overlay removal is completed and before the new overlay is poured.

The Contractor shall supply additional Shim Plates if required to bring devices to grade. Cost included with Furnishing and Erecting Structural Steel.

Anchor Bolts at Fixed Bearings must be installed in holes drilled after the supported member is in place. Drilled and set Anchor Bolts shall be installed according to Article 521.06 of the Standard Specifications. Anchor Bolts shall be ASTM F1554 all-thread (or an Engineer-Approved Alternate Material) of the grade and diameter specified. ASTM A307 Grade C Anchor Bolts may be used in lieu of ASTM F1554 Grade 36 (Fy-36ksi). The corresponding specified Grade of AASHTO M314 Anchor Bolts may be used in lieu of ASTM F1554.

The new bearings shall be in place and the jacks shall be lowered before the new overlay is poured.

BEAM REACTION TABLE

	Beam No.'s.	Beam No.'s.
	2 & 9 (N. Abut.)	2 & 9 (Piers 1, 2 & 3)
R@	(k) 67.0	10.3
R4	(k) 96.6	24.0
R1M	(k) 29.0	7.2
RTotal	(k) 192.6	41.5

N. ABUTMENT

Minimum jack capacity at each bearing = 100 tons

PIERS 1, 2 & 3

Minimum jack capacity at each bearing = 20 tons

BILL OF MATERIAL

Item	Unit	Total
Jack and Remove Existing Bearings	Each	8
Furnishing and Erecting Structural Steel	Pound	4,150
Anchor Bolts, 1"φ	Each	16

FILE NAME = bearing_ext.no.abut.dgn
PLOT DATE = 7/8/2009

CHRISTIAN ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - B.N.S./J.C.N.	REVISED -
DRAWN - D.L./R.E.S./F.M.	REVISED -
CHECKED - B.N.S./J.C.N.	REVISED -
DATE - JULY 8, 2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL BEARING EXTENSIONS-NORTH ABUTMENT
AND PIERS 1, 2 & 3 AT BEAM NO'S. 2 & 9
KEDZIE AVENUE OVER CAL-SAG CHANNEL S.N. 016-0762

SCALE: SHEET NO. S21 OF S29 SHEETS STA. TO STA.

F.A.U. RTE. 2831	SECTION 1313, 1-1-2	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 30
CONTRACT NO. 60D75				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT