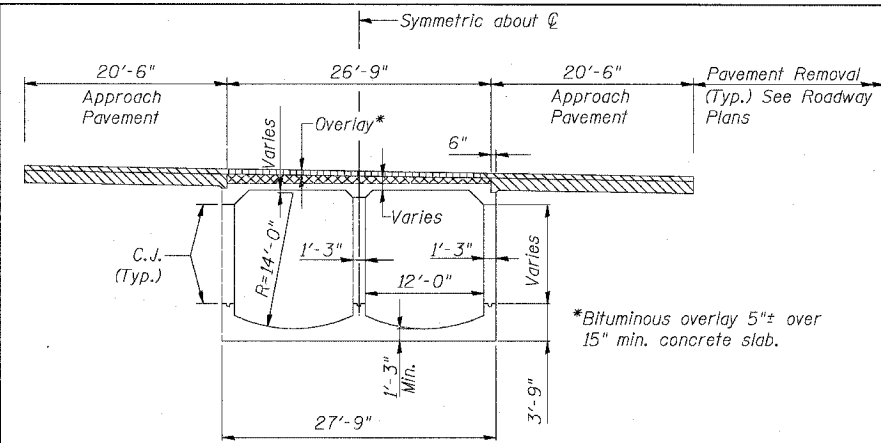
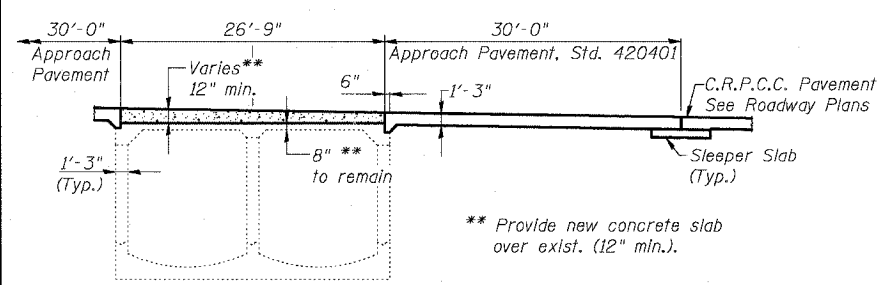


F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	598	476
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
62302	*1818, ETC. 2324.6-1PJR-9			



EXISTING SECTION THRU CULVERT

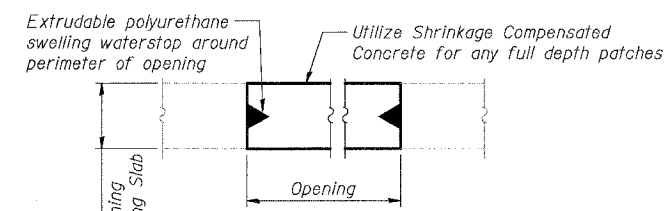
Exist. vertical, diagonal, and partially embedded horizontal reinforcement bars to be cleaned, straightened and incorporated into new concrete slab. Horizontal reinforcement bars that are not partially embedded in exist. slab shall be removed.



PROPOSED SECTION THRU CULVERT

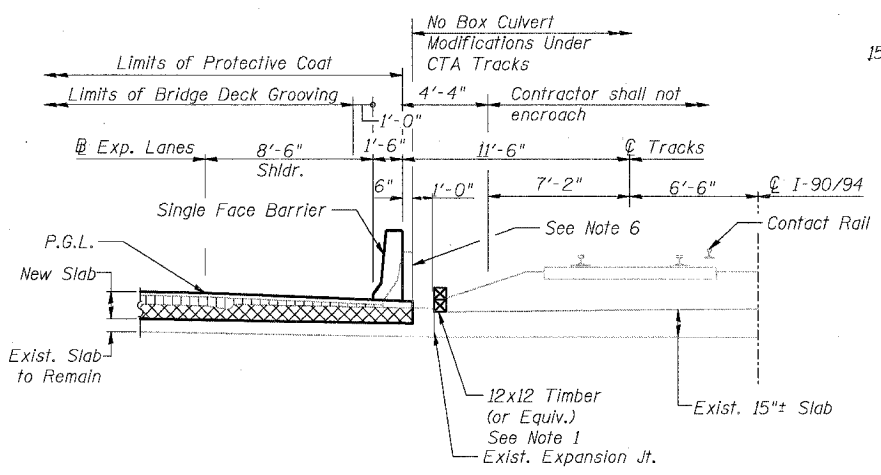
ANTICIPATED SEQUENCE OF CONSTRUCTION:

1. Televis existing culvert per Special Provisions.
2. Remove existing single face barrier along CTA and double face barrier between express and local lanes. Provide temporary concrete barrier and CTA ballast support as necessary.
3. Core drill full-depth through existing top slab to determine exact location of bottom of top slab before full-depth saw cutting.
4. Remove existing bituminous 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 and barrier along CTA.
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. Provide CTA ballast support as required.
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.



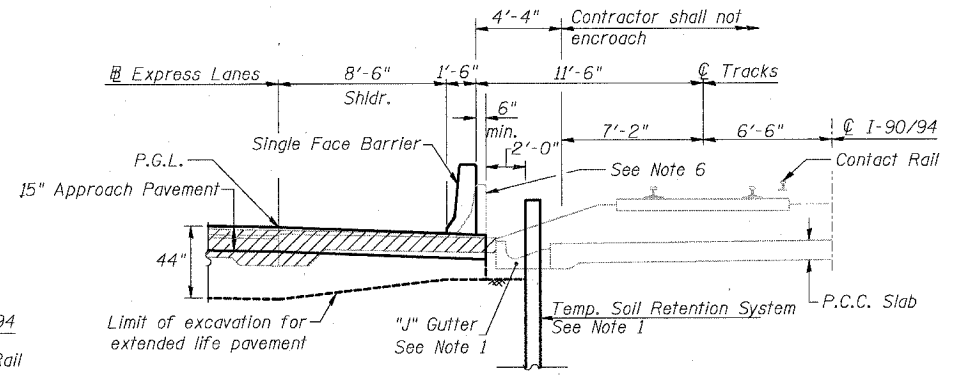
WATER SEAL DETAIL

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



SECTION AT (CULVERT SLAB)

See Note 4



SECTION AT CTA (APPROACH PAVEMENT)

See Note 4

NOTES

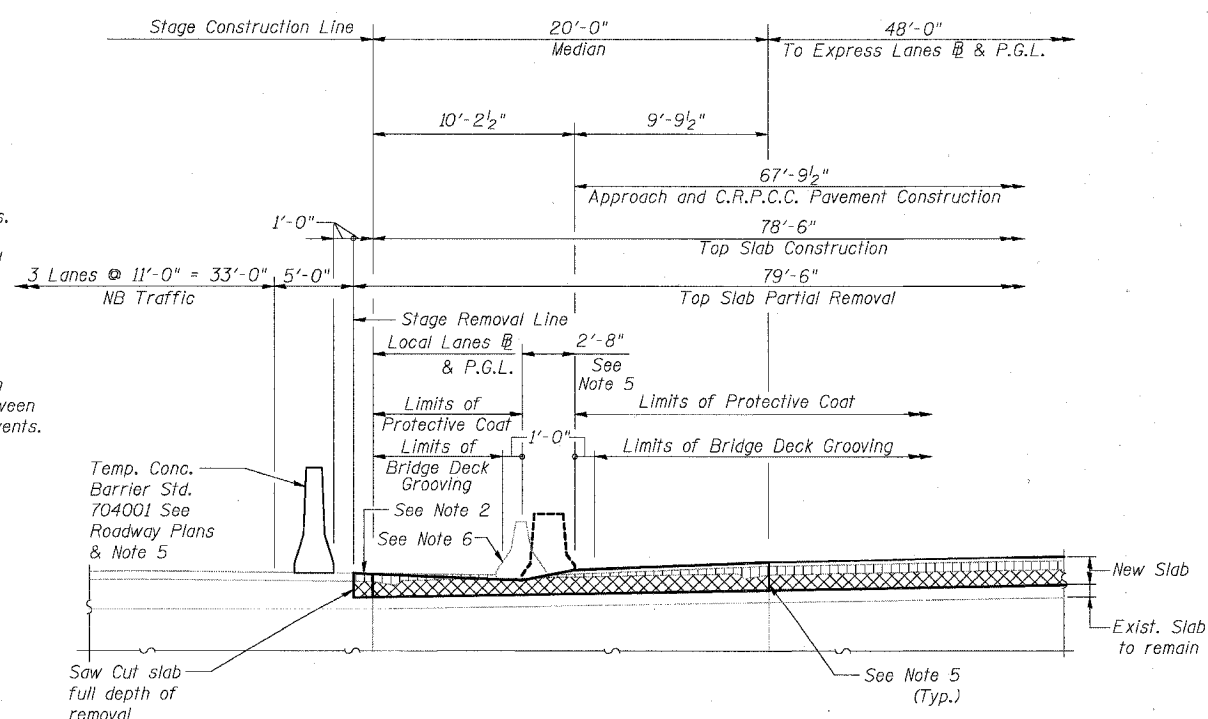
1. See Roadway Plans and Special Provisions for details and limits on either side of culvert. Do not damage PCC slab to remain under CTA tracks when installing or removing system.
2. Provide temporary pavement as a water seal to be removed by others. Provide polyethylene sheeting as indicated on Sheet CUL-1.
3. Temporary CTA Ballast Retention, see Special Provisions. Coordinate with requirements indicated in Roadway Plans and CTA Coordination Special Provision.
4. Exist. and prop. fence attached to CTA barrier not shown for clarity.
5. Future median barrier (by others) and approximate location of TCB after completion of contract. Adjust location of TCB to provide level base or provide temp. pavement to level base as directed by Engineer. Cost included with Relocate Temporary Concrete Barrier. Any temp. pavement placed on new pavement shall be separated with 10 mil polyethylene sheeting as bond breaker..
6. Existing CTA Barrier across culvert and approach slab shall be removed under item "CTA Barrier Removal". Existing median barrier between express and local lanes across culvert and approach shall be removed under the item "Concrete Barrier Removal". See Roadway Plans. Existing barriers anchored to culvert slab. Contractor shall use care when removing to damage culvert.
7. 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.

LEGEND

- Concrete Slab Hydro-Demolition
- Bituminous Surface Removal, 5" (Variable depth on shoulders)
- Approach Slab Removal

ABBREVIATIONS

C.J. = Construction Joint



STAGING DETAILS @ EXPRESS/LOCAL LANES MEDIAN

See Longitudinal Section for Dimensions not shown

REVISIONS	NAME	DATE

SHEET CUL-2 OF CUL-14
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 31ST STREET TO 71ST STREET
 SB EXPRESS LANE RECONSTRUCTION
 MWRD CULVERT, N. OF 39TH ST.,
 COOK COUNTY, S.N. 016-2625
 MISC. DETAILS
 SCALE: N.T.S. DRAWN BY: DJM
 DATE: 07/07/05 CHECKED BY: BLU

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 CONSULTING ENGINEERS
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 312.228.0100
 www.boandainc.com