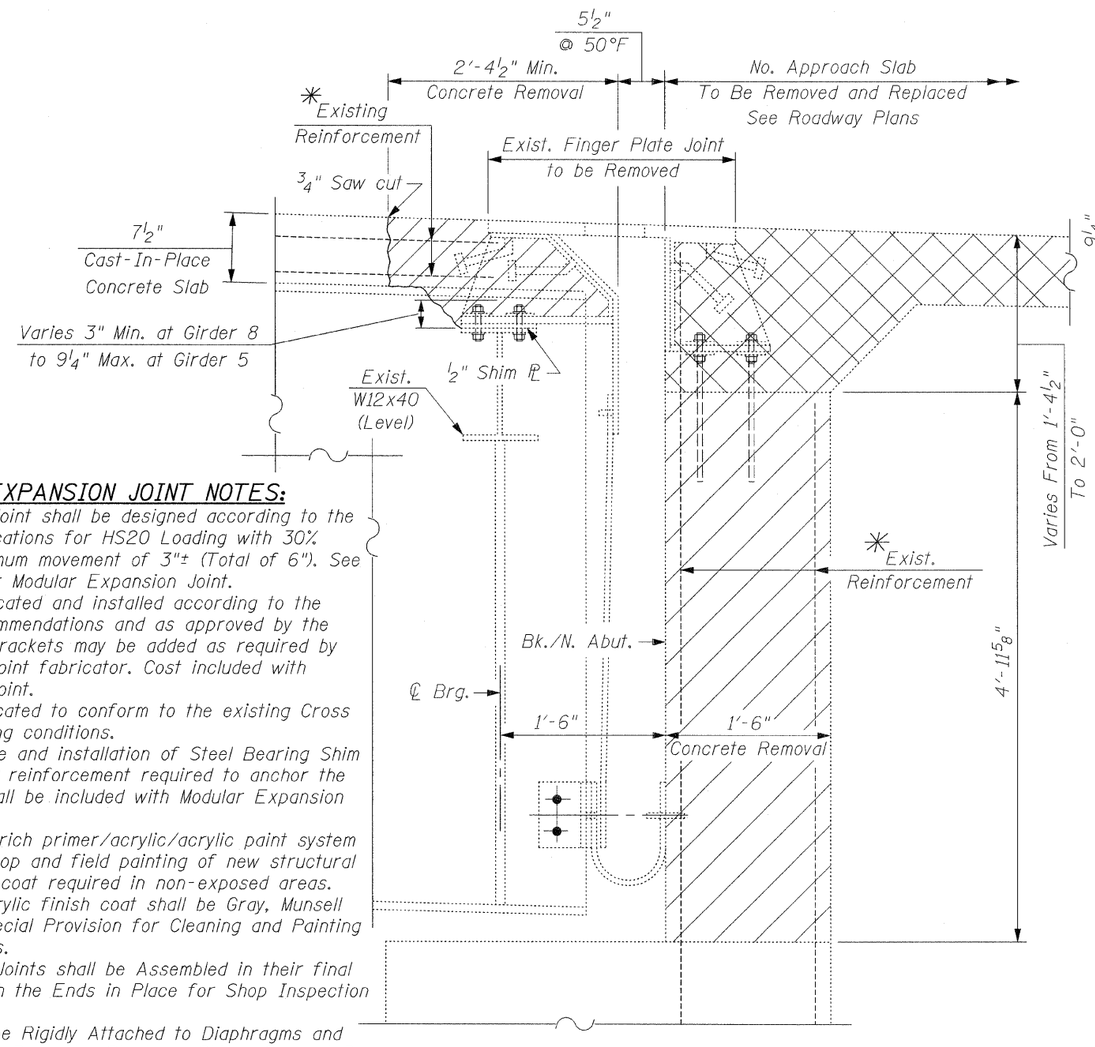
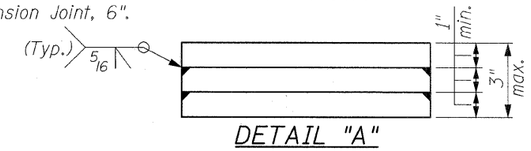


MODULAR EXPANSION JOINT NOTES:

1. Modular Expansion Joint shall be designed according to the latest ASTM Specifications for HS20 Loading with 30% impact and for minimum movement of 3"± (Total of 6"). See Special Provision for Modular Expansion Joint.
2. Joint shall be fabricated and installed according to the manufacturer's recommendations and as approved by the Engineer. Support Brackets may be added as required by Modular Expansion Joint fabricator. Cost included with Modular Expansion Joint.
3. Joint shall be fabricated to conform to the existing Cross Slopes. Match existing conditions.
4. Cost of all hardware and installation of Steel Bearing Shim Plates and additional reinforcement required to anchor the Joint to the Slab shall be included with Modular Expansion Joint.
5. The inorganic zinc rich primer/acrylic/acrylic paint system shall be used for shop and field painting of new structural steel except no top coat required in non-exposed areas. The color of the acrylic finish coat shall be Gray, Munsell No. 5B 7/1. See Special Provision for Cleaning and Painting New Metal Structures.
6. Modular Expansion Joints shall be Assembled in their final Relative Position with the Ends in Place for Shop Inspection and Acceptance.
7. Support Box shall be Rigidly Attached to Diaphragms and Beams by Adjustable Brackets, Stools or Shims. Support Box spacing shall be Designed by the Joint Manufacturer.
8. If distance "T" from bottom of Support Box to top of diaphragm is 3" or less, use steel plates. If distance "T" is more than 3", extend b_2(E) bars and fill with concrete. If steel plates are used, the minimum plate size shall be 1" except for the fractional portion of the dimension. For example: If distance "T" is 2 3/4", only the 3/4" portion of the thickness can use plates that fall below the 1" minimum. See Detail "A" for Stacked Plate Steel Extension. Cost included with Modular Expansion Joint, 6".

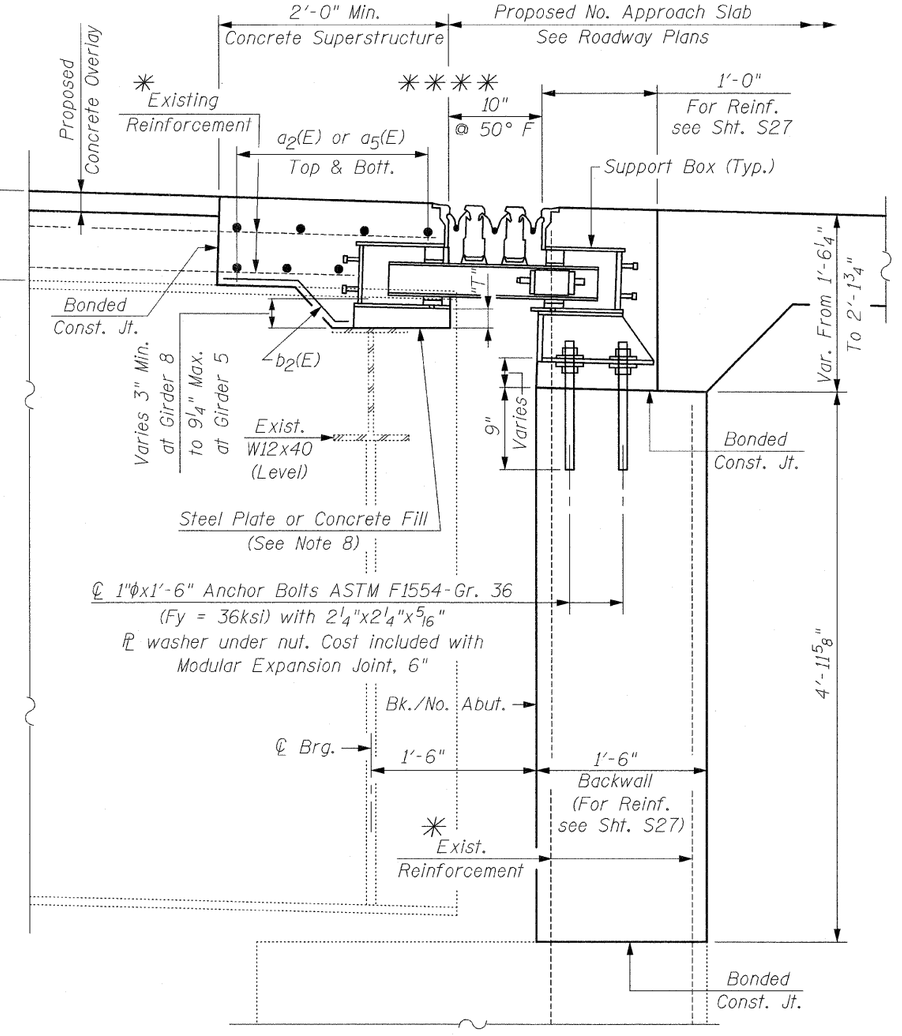


DETAIL "A"

SECTION K-K

EXPANSION JOINT AT N. ABUT.

EXISTING



SECTION K-K

EXPANSION JOINT AT N. ABUT.

PROPOSED

NOTE:
Work This Sheet With Sht's. S25 & S27

✳ Existing Reinforcement Bars extending into the removal area shall be cleaned, straightened and incorporated into the new Construction. Cut or bend Existing Reinforcement Bars as required to miss Support Box by 1 1/2". Any Reinforcement Bars that are damaged during Concrete Removal shall be replaced with an Approved Bar Splicer or Anchorage System. Cost included with Concrete Removal.

✳✳✳✳ Length of Block Outs, Width of Joints, Number of Reinforcement Bars and Bar Splicers that are needed may vary as required by the Joint Manufacturer.

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

FILE NAME = exp_Jt-No_Abut_II.dgn	USER NAME = IDOT	DESIGNED - B.N.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXPANSION JOINT DETAILS AT NORTH ABUTMENT – II LEMONT ROAD OVER DES PLAINES RIVER S.N. 016-2504	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - R.E.S./D.L./F.M.	REVISED -			2612	3104 B-1-I-2	COOK	80	62
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -					CONTRACT NO. 60D76		
	PLOT DATE = 3/4/2009	DATE - JANUARY, 2009	REVISED -		SCALE: SHEET NO. S26 OF S41 SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		