

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717.2-3B-R	COOK	114	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 62197		

D-91-177-01 114+10=124

INDEX OF SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN NUMBER

D-91-177-01

DESIGN DESIGNATION

1200(21) URBAN COLLECTOR 4.08 (PCC-20)

TRAFFIC DATA

ADT (2021): 23,625
 DESIGN SPEED: 45
 POSTED SPEED: 40

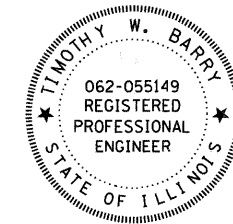
PROJECT LOCATED IN THE CITY OF CHICAGO

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

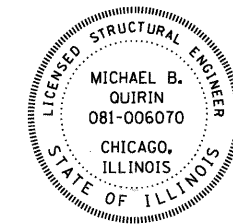
PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 392
 SECTION 1717.2-3B-R
 PROJECT: ESP-0392(001)
 COUNTY COOK

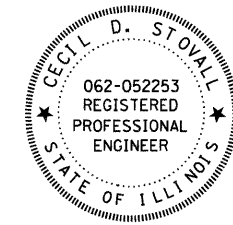
FRANKLIN CONNECTOR (AT 26TH
 STREET AT I-55 FRONTAGE ROAD B)
 BRIDGE SUPERSTRUCTURE
 C-91-177-01



SIGNED: *Timothy W. Barry*
 DATE: 1-7-09
 EXPIRES: 11-30-09



SIGNED: *Michael B. Oujrin*
 DATE: 1-7-09
 EXPIRES: 11-30-10



SIGNED: *Cecil D. Stovall*
 DATE: 1-7-09
 EXPIRES: 11-30-10



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

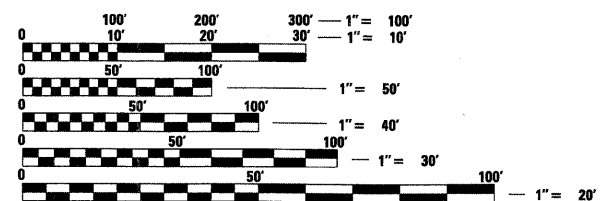
SUBMITTED: JANUARY 8, 20 09

Diane M. O'Keefe
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 13, 20 09
Charles G. Ingersoll
 ENGINEER OF DESIGN AND ENVIRONMENT

March 13, 20 09
Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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 OF THE STATE OF ILLINOIS

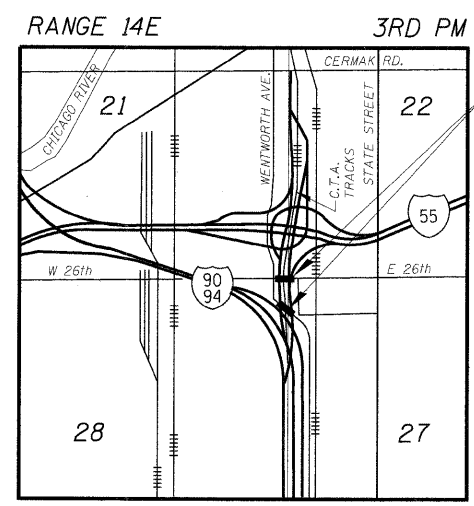


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123
 OR 811

PROJECT ENGINEER: ERSKINE KLYCE (847.705.4594)
 PROJECT MANAGER: RAJENDRA SHAH (847.705.4555)

CONTRACT NO. 62197




LOCATION MAP

NET LENGTH OF IMPROVEMENT = 144 ft. = 0.03 mi.
 GROSS LENGTH OF IMPROVEMENT = 623 ft. = 0.12 mi.
 LENGTH OF FRONTAGE ROAD B BRIDGE (SN 016-1093) = 277 ft. = 0.05 mi.
 LENGTH OF 26TH STREET BRIDGE (SN 016-1064) = 202 ft. = 0.04 MI.

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S00-02	5	SUMMARY OF QUANTITIES
S00-03	6	SUMMARY OF QUANTITIES
S00-04	7	SUMMARY OF QUANTITIES
S00-05	7A	SUMMARY OF QUANTITIES
TYP-01	8	TYPICAL SECTION
SCH-01	9	SCHEDULE OF QUANTITIES
SCH-01	10	SCHEDULE OF QUANTITIES
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DRAWING	SHEET NUMBER	TITLE
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SA9	56	DECK PLAN
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SA28	75	PIER 2 REPAIR
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SB8	86	EXPANSION JOINT DETAILS
SB9	87	DRAINAGE SCUPPER, DS-11
SB10	88	FRAMING PLAN
SB11	89	STRUCTURAL STEEL DETAILS I
SB12	90	STRUCTURAL STEEL DETAILS II
SB13	91	ELASTOMERIC BEARING TYPE I & FIXED BEARING
SB14	92	ABUTMENT REMOVALS
SB15	93	ABUTMENT C PLAN AND ELEVATION
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SB17	95	ABUTMENT D PLAN AND ELEVATION
SB18	96	ABUTMENT D SECTIONS
SB19	97	TEMPORARY SOIL RETENTION SYSTEM
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BD-08	104	FRAMES AND LIDS ADJUSTMENT WITH MILLING; FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING
BD-09	105	CITY OF CHICAGO DRAINAGE DETAILS
BD-34	106	DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.
BD-47	107	CITY OF CHICAGO CATCH BASINS, INLET AND MANHOLE DETAILS
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TC-12	108	MULTILANE FREEWAY PAVEMENT MARKING (SHEETS 1 of 2)
	109	MULTILANE FREEWAY PAVEMENT MARKING (SHEETS 2 of 2)
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TC-16	111	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-17	112	TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC-18	112A	SIGNING FOR TRAFFIC CONTROL OPERATIONS AT WORK ZONES
TC-21	112B	TYPICAL MARKINGS FOR CLOSING STATE HIGHWAYS
TC-22	112C	TEMPORARY INFORMATION SIGNING
TC-24	113	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS (SHEET 1 OF 2)
	114	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS (SHEET 2 OF 2)

IND-01

FILE NAME =	DESIGNED - TAI	REVISED -	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE. 392	SECTION 1717.2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 2
pt:\2008\c\15000\Cadd\Sheet\index.1.dgn	DRAWN - TAI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			INDEX OF SHEETS		
	CHECKED - PJM	REVISED -	SCALE: NONE			SHEET NO. OF SHEETS STA. TO STA.		
PLOT DATE = 1/12/2009	DATE - 01/13/09	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 62197		

LIST OF STANDARDS

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-04 TEMPORARY EROSION CONTROL SYSTEMS
- 420111-02 PCC PAVEMENT ROUNDOUTS
- 420401-07 BRIDGE APPROACH PAVEMENT
- 515001-03 NAME PLATES FOR BRIDGES
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE GUTTER
- 630001-00 STEEL PLATE BEAM GUARDRAIL
- 630301-06 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-07 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635001-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 664001-02 CHAIN LINK FENCE
- 701400-03 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-05 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701402-07 LANE CLOSURE, FREEWAY/EXPRESSWAY WITH BARRIER
- 701426-03 LANE CLOSURE, MULTILANE INTERMITTENT OR SLOW MOVING OPERATIONS, FOR SPEEDS GREATER THAN 45 MPH
- 701446-01 TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701601-00 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
- 701606-00 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701801-04 LANE CLOSURE, MULTILANE 1W OR 2W, CROSSWALK OR SIDEWALK CLOSURE
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-05 TEMPORARY CONCRETE BARRIER
- 780001-02 PAVEMENT MARKINGS

PROJECT COMMITMENTS

NONE

PAVEMENT STRUCTURAL DESIGN TABLES

26th STREET

STRUCTURAL DESIGN TRAFFIC:	YEAR 2021
PV= 7,344 SU= 313 MU= 156	
ROAD/STREET CLASSIFICATION:	CLASS 1
P= 94% S= 4% M= 2%	
TRAFFIC FACTOR:	ACTUAL TF= 4.08 AC TYPE= ..
	MINIMUM TF=
AC GRADE:	BINDER= .. SURFACE= ..
SUBGRADE SUPPORT RATING:	SR=

FRONTAGE ROAD B

STRUCTURAL DESIGN TRAFFIC:	YEAR 2021
PV= 9,939 SU= 693 MU= 925	
ROAD/STREET CLASSIFICATION:	CLASS 1
P= 86% S= 6% M= 8%	
TRAFFIC FACTOR:	ACTUAL TF= 4.08 AC TYPE= ..
	MINIMUM TF=
AC GRADE:	BINDER= .. SURFACE= ..
SUBGRADE SUPPORT RATING:	SR=

GENERAL NOTES

1. UTILITY LOCATIONS SHOWN ON THESE PLANS MAY NOT BE CORRECT OR COMPLETE. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITY COMPANIES AND THE CITY OF CHICAGO, BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CONTACT J.U.L.I.E. AT 1.800.892.0123
2. WHERE SECTION AND SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS. THE ENGINEER OR AN AUTHORIZED SURVEYOR AGENT WILL WITNESS OR OTHERWISE REFERENCE AND RESET MONUMENTS AS NECESSARY. ALL PROPERTY CORNERS EXCEPT THOSE WITHIN AREAS WHERE THE SCHEDULE, IF PROVIDED, SHOWS PLACEMENT OF RIGHT OF WAY MARKERS SHALL REMAIN UNDISTURBED.
3. THE CONTRACTOR SHALL NOT SET UP A YARD OR FIELD OFFICE ON I.D.O.T. PROPERTY WITHOUT WRITTEN PERMISSION FROM I.D.O.T.
4. THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
5. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED (ONE WEIGHTED BAG ACROSS EACH BOTTOM RAIL). ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
6. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND THE ADJOINING COMMERCIAL AND RESIDENTIAL AREAS.
7. ALL ELEVATIONS IN THIS PLAN SET REFER TO NAVD88.
8. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
9. THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTORS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, INLETS AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL INSTALLATION IS COMPLETE INCLUDING PAVEMENT. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
10. ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCH DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 27 INCH DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE SAME TIME IT IS MANUFACTURED. PRECAST "TEE" OR "WYE" PIPE CONNECTIONS FOR THE PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWER.
11. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MILES PER HOUR OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MILES PER HOUR. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).
12. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
13. BITUMINOUS QUANTITIES ARE BASED ON A UNIT WEIGHT OF 112 LB/SQ YD/IN FOR BINDER AND SURFACE COURSES.
14. LOCATIONS OF ACCESS CONTROL FENCING AS SHOWN ON THE PLANS MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO BETTER FIT FIELD CONDITIONS.
15. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT NO GAP REMAINS BETWEEN PROPOSED FENCING OR WHERE PROPOSED FENCING TERMINATES AND EXISTING FENCE REMAINS IN PLACE.
16. TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
17. TEMPORARY CONCRETE BARRIER - THE BARRIER UNIT AT EACH END OF THE INSTALLATIONS SHALL BE SECURED TO THE PAVEMENT OR SHOULDER USING THREE ANCHORING PINS FOR F SHAPE OR THREE DOWEL BARS.

18. THE LOCAL AGENCIES REQUIRE A 1-WEEK ADVANCE NOTICE PRIOR TO CHANGING TRAFFIC STAGES. THE CONTRACTOR MUST CONTACT JAMES SHENDAN AT PROSPECT HEIGHTS, 847.398.6070 EXT.209
19. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
20. BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, AND MANHOLES, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.
21. AT LEAST (2) TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKING, CONTACT WALTER CZARNI, AREA TRAFFIC FIELD ENGINEER AT 773-685-8386
22. TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED SIDEWALK ITEMS OF WORK TO EXISTING SIDEWALK IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

CITY OF CHICAGO NOTES

1. ALL CATCH BASINS IN THE CITY OF CHICAGO MUST MEET THE DEPARTMENT OF WATER MANAGEMENT'S STANDARDS.
2. SEWER SIZES 21" DIAMETER OR SMALLER MUST BE EXTRA STRENGTH VITRIFIED CLAY PIPE C-700 OR DUCTILE IRON PIPE WITH PUSH-ON OR MECHANICAL JOINTS. SEWER SIZES 24" DIAMETER OR LARGER MUST BE REINFORCED CONCRETE PIPE TYPE C-76, CLASS III, WALL "B" WITH "O-RING" JOINTS.
3. PERMITS FROM THE DEPARTMENT OF WATER MANAGEMENT ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY OR COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR ALL WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF WATER MANAGEMENT'S PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR/SUBCONTRACTOR MUST SUBMIT TWO SETS OF PLANS APPROVED BY THE DEPARTMENT OF WATER MANAGEMENT FOR THE ISSUE OF THE SEWER PERMIT TO SUITE 410, 333 SOUTH STATE STREET, CHICAGO, ILLINOIS 60604-3971. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF WATER MANAGEMENT.
4. IF THE SEWER PIPE COVER IS REDUCED TO LESS THAN 3 FEET, CONCRETE ENCASEMENT OF THE SEWER OR REPLACEMENT OF THE SEWER WITH CLASS 52 DUCTILE IRON PIPE WILL BE REQUIRED.
5. IN CASE DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF WATER MANAGEMENT AT (312) 747-7892 OR (312) 747-7893.
6. PERFORATED LIDS SHALL BE PLACED ON ALL MANHOLES AND CATCH BASINS.
7. ADDITIONAL BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED FROM THE DEPARTMENT OF WATER MANAGEMENT AT SUIT 410, 333 SOUTH STATE STREET, CHICAGO, ILLINOIS 60604-3971. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY BENCH MONUMENT DAMAGED OR DESTROYED DURING CONSTRUCTION.
8. SIDEWALK ACCESSIBILITY RAMPS SHALL NOT BE CONSTRUCTED DIRECTLY OVER EXISTING OR PROPOSED DRAINAGE STRUCTURES.
9. ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND GRATES OR LIDS ON SEWER STRUCTURES WILL BE REPLACED WITH NEW DEPARTMENT OF SEWERS' STANDARD FRAMES AND GRATES OR LIDS. OLD FRAMES AND GRATES OR LIDS SHALL BE DELIVERED TO THE DEPARTMENT OF WATER MANAGEMENT AT 39th STREET AND ASHLAND AVENUE.
10. CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER.
11. CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 3 INCHES.
12. BACKFILL MATERIAL UNDER SIDEWALKS SHALL BE FA-2.
13. PAVEMENT REPLACEMENT AROUND FRAMES AND GRATES OR LIDS WHERE DRAINAGE, WATER MAIN OR ELECTRICAL STRUCTURES ARE ADJUSTED OR RECONSTRUCTED, SHALL BE CLASS S1 CONCRETE.
14. ALL PAVEMENT PATCHING SHALL BE CLASS C, UNLESS OTHERWISE NOTED.
15. FOR CITY OF CHICAGO ADA RAMP AND SIDEWALK NOTES, SEE SHEET DET-02


HOT-MIX ASPHALT MIXTURE REQUIREMENTS CHART

LOCATION	MIXTURE TYPE	AC TYPE	VOIDS
ROADWAY PAVEMENT	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 2" (IL 9.5mm)	PG 70-22	4% @ 90 GYR.
	LEVELING BINDER (MACHINE METHOD), N70 1" (IL 9.5mm)	PG 64-22*	4% @ 70 GYR.
SHOULDER & MEDIAN	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 2" (IL 9.5mm)	PG 64-22	4% @ 50 GYR.
SHOULDER (INTERSTATE)	HOT-MIX ASPHALT SHOULDER 14"	PG 64-22*	4% @ 70 GYR.
GUARDRAIL STABILIZATION	HOT-MIX ASPHALT SHOULDER 6"	PG 64-22*	2% @ 30 GYR.
TEMPORARY PAVEMENT	HMA SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 2 "	PG 64-22	4% @ 50 GYR.
	TEMP PAVEMENT (HMA BINDER IL-19mm), 10" (4 LIFTS)	PG 64-22*	4% @ 50 GYR.

***NOTE:**

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN.
2. WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER MIX SHALL BE PG 58-22


GEN-02

FILE NAME =	DESIGNED - TAI	REVISED -	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pr:\2008\c\15800\Cadd\Sheet\general no ee.l_dgn	DRAWN - TAI	REVISED -	GENERAL NOTES, STATE STANDARDS & COMMITMENTS	392	1717.2-3B-R	COOK	114	3
	CHECKED - PJM	REVISED -		SCALE: NONE	SHEET NO.	OF	SHEETS	STA.
PLOT DATE = 1/12/2009	DATE - 01/13/09	REVISED -	CONTRACT NO. 62197		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

CODE	ITEM DESCRIPTION	UNIT	URBAN 100% FED. TOTAL QUANTITY	CONSTRUCTION TYPE CODE					
				ROADWAY	SAFTEY	BRIDGES		ELECTRICAL	
						J000-2A	SFTY-3N		26TH STREET OVER FRANKLIN CONNECTOR (SN 016-1064) X231-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	56	56					
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	38	38					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	8	8					
20400800	FURNISHED EXCAVATION	CU YD	72	72					
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	1,945			1,100	845		
20800150	TRENCH BACKFILL	CU YD	40	40					
25000210	SEEDING, CLASS 2A	ACRE	0.05	0.05					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	5	5					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	5	5					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	5	5					
25100115	MULCH, METHOD 2	ACRE	0.05	0.05					
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	44	44					
28000400	PERIMETER EROSION BARRIER	FOOT	231	231					
28000510	INLET FILTERS	EACH	5	5					
31101400	SUB-BASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	117	117					
31101800	SUB-BASE GRANULAR MATERIAL, TYPE B 10"	SQ YD	518	518					
31101810	SUB-BASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	239	239					
35300400	PORTLAND CEMENT CONCRETE BASE COURSE 9"	SQ YD	12	12					
40300200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.3	0.3					
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	0.1	0.1					
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1.6	1.6					
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	0.1	0.1					
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	251	251					
42001300	PROTECTIVE COAT	SQ YD	753	753					
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	267	267					
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PPC)	SQ YD	117	117					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,064	1,064					
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	138	138					
44000100	PAVEMENT REMOVAL	SQ YD	216	216					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	352	352					
44000600	SIDEWALK REMOVAL	SQ FT	1,042	1,042					
44000700	APPROACH SLAB REMOVAL	SQ YD	444	444					
44001980	CONCRETE BARRIER REMOVAL	FOOT	323	323					
44002020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	320	320					
44004250	PAVED SHOULDER REMOVAL	SQ YD	239	239					
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	83	83					

S00-01

FILE NAME = p:\2008\c\15800\cadd\Sheets\S00.1.dgn	DESIGNED - TAI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN - TAI	REVISED -			SUMMARY OF QUANTITIES		392	1717.2-3B-R	COOK	114	4	
PLT DATE = 1/12/2009	CHECKED - TWB	REVISED -			SCALE: NONE	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 62197					
	DATE - 01/13/09	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

SUMMARY OF QUANTITIES

CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE				
				ROADWAY	SAFTEY	BRIDGES		ELECTRICAL
						26TH STREET OVER FRANKLIN CONNECTOR (SN 016-1064) X231-2A	FRONTAGE ROAD B OVER FRANKLIN CONNECTOR (SN 016-1093) X231-2A	
J000-2A	SFTY-3N							
48203053	HOT-MIX ASPHALT SHOULDERS, 14"	SQ YD	239	239				
50101600	REMOVAL OF EXISTING SUPERSTRUCTURES	L SUM	1			0.5	0.5	
50102400	CONCRETE REMOVAL	CU YD	511			291	220	
50157300	PROTECTIVE SHIELD	SQ YD	2,836			1,756	1,080	
50200100	STRUCTURE EXCAVATION	CU YD	1,315			1,315		
50300225	CONCRETE STRUCTURES	CU YD	808			408	400	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	813			528	285	
50300260	BRIDGE DECK GROOVING	SQ YD	1,880			1,060	820	
50300300	PROTECTIVE COAT	SQ YD	2,686			1,636	1,050	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1			0.5	0.5	
50500505	STUD SHEAR CONNECTORS	EACH	7,815			4,710	3,105	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	220,940			131,620	89,320	
50800515	BAR SPLICERS	EACH	791			706	85	
50901730	BRIDGE FENCE RAILING	FOOT	388			388		
51500100	NAME PLATES	EACH	2			1	1	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	226			138	88	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	35			22	13	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	96			88	8	
52100540	ANCHOR BOLTS, 1 1/2"	EACH	26				26	
55100300	STORM SEWER REMOVAL 8"	FOOT	69	69				
58700300	CONCRETE SEALER	SQ FT	11,370			7,130	4,240	
59000200	EPOXY CRACK INJECTION	FOOT	186			162	24	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	605			345	260	
60109584	PIPE UNDERDRAINS FOR STRUCTURES 8"	FOOT	113			67	46	
60202505	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO)	EACH	5	5				
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2				
60500040	REMOVING MANHOLES	EACH	1	1				
60500050	REMOVING CATCH BASINS	EACH	5	5				
60500060	REMOVING INLETS	EACH	5	5				
60603800	CONCRETE COMBINATION CURB AND GUTTER, TYPE B-6.12	FOOT	162	162				
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	25		25			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2		2			
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1(SPECIAL) TANGENT	EACH	2		2			
63200310	GUARDRAIL REMOVAL	FOOT	127		127			
63700155	CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT	FOOT	323		323			
63700900	CONCRETE BARRIER BASE	FOOT	323		323			

S00-02

FILE NAME = p:\2008\01\15800\cadd\Sheet\S00-1.dgn	DESIGNED - TAI	REVISED -	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - TAI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	392	1717.2-3B-R	COOK	114	5
PLOT DATE = 1/12/2009	CHECKED - TWB	REVISED -	SUMMARY OF QUANTITIES	SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 62197		
	DATE - 01/13/09	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

*Specialty Items

SUMMARY OF QUANTITIES

CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE				
				ROADWAY	SAFTEY	BRIDGES		ELECTRICAL
						26TH STREET OVER FRANKLIN CONNECTOR (SN 016-1064)	FRONTAGE ROAD B OVER FRANKLIN CONNECTOR (SN 016-1093)	
				J000-2A	SFTY-3N	X231-2A	X231-2A	Y030-1E
66400305	CHAIN LINK FENCE, 6'	FOOT	87	87				
66410300	CHAIN LINK FENCE REMOVAL	FOOT	87	87				
67100100	MOBILIZATION	L SUM	1	1				
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1				
70101900	TRAFFIC CONTROL AND PROTECTION (DETOUR 1)	L SUM	1	1				
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1,346	1,346				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	7,064	7,064				
70300530	PAVEMENT MARKING TAPE, TYPE III 5"	FOOT	1,436	1,436				
70300560	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	23	23				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,958	2,958				
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,938	1,938				
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2,875	2,875				
72000300	SIGN PANEL - TYPE 3	SQ FT	228	228				
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	4	4				
72900200	METAL POST - TYPE B	FOOT	38	38				
73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	50	50				
73305000	OVERHEAD SIGN STRUCTURE WALKWAY	FOOT	50	50				
73602000	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	EACH	1	1				
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	78	78				
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,660	2,660				
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	227	227				
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	30	30				
* 78003120	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"	FOOT	755	755				
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	1,594	1,594				
78005120	EPOXY PAVEMENT MARKING - LINE 5"	FOOT	755	755				
78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	78	78				
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	2,097	2,097				
78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	199	199				
78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	60	60				
78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	30	30				
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	78	78				
78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	39	39				
78200410	GUARDRAIL MARKERS, TYPE A	EACH	5		5			
78201000	TERMINAL MARKER, DIRECT APPLIED	EACH	2		2			
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1,635	1,635				
* 81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	550					550

*Specialty Items

S00-03

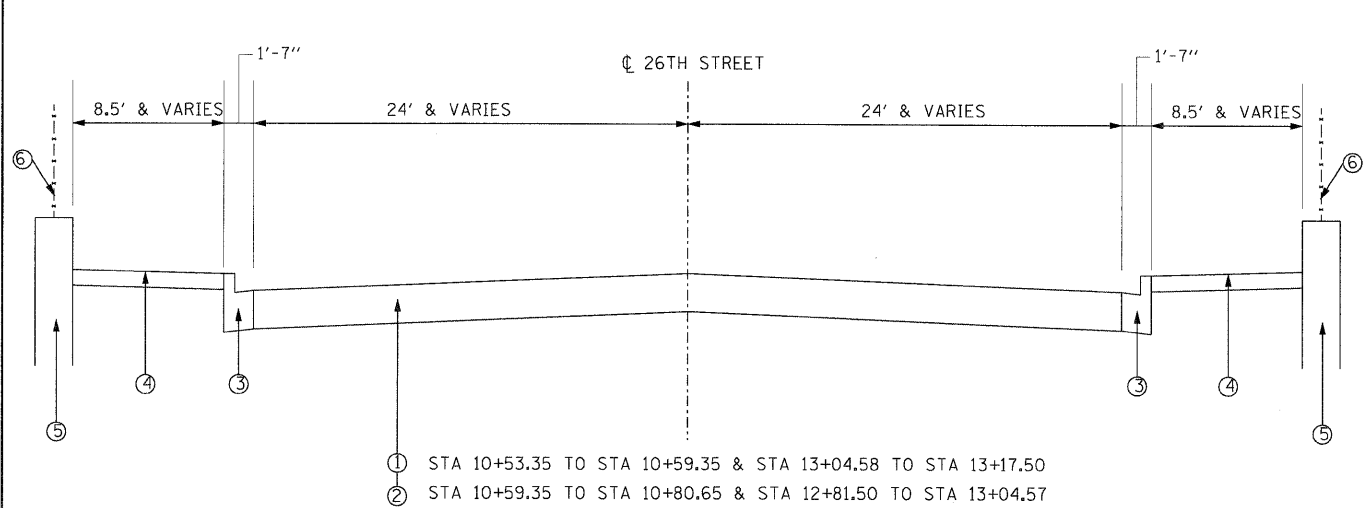
SUMMARY OF QUANTITIES

CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE				
				ROADWAY	SAFTEY	BRIDGES		ELECTRICAL
						26TH STREET OVER FRANKLIN CONNECTOR (SN 016-1064)	FRONTAGE ROAD B OVER FRANKLIN CONNECTOR (SN 016-1093)	
				J000-2A	SFTY-3N	X231-2A	X231-2A	Y030-1E
* 81300100	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 4" X 4" X 3"	EACH	20					20
* 81400115	HANDHOLE TO BE ADJUSTED	EACH	3	3				
* 81700110	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1/C NO.10	FOOT	2,650					2,650
* 81900200	TRENCH AND BACKFILL ^{FOR} ELECTRICAL WORK	FOOT	80					80
* 82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	8					8
* 82107300	UNDERPASS LUMINAIRE, 150 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	20					20
* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	7					7
* 84200600	REMOVAL OF EXISTING LIGHTING UNIT, NO SALVAGE	EACH	1					1
* 84200700	LIGHTING FOUNDATION REMOVAL	EACH	1					1
* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1					1
* 89502300	REMOVE ELECTRICAL CABLE FROM CONDUIT	FOOT	1,450					1,450
550A0030	STORM SEWERS, CLASS A, TYPE 1 8"	FOOT	54	54				
X0320870	BRACED EXCAVATION	CU YD	960				960	
* X0321478	MAINTENANCE OF EXISTING LIGHTING SYSTEM COMPLETE	L SUM	1					1
X0321866	REMOVE, STORE AND RE-ERECT SIGN PANEL	SQ FT	17	17				
X0323830	DRAINAGE SCUPPERS, DS-11	EACH	6			4	2	
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	4,788			4,788		
* X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	201			191	10	
X0300770	MANHOLES, TYPE A, 3'-DIAMETER, TYPE 1 FRAME, CLOSED LID (CITY OF CHICAGO)	EACH	2	1		1		
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	426	426				
X0322927	BIKE LANE SYMBOL (CITY OF CHICAGO)	EACH	7	7				
X0712400	TEMPORARY PAVEMENT	SQ YD	27	27				
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1				
* X8040150	REMOVAL OF ELECTRICAL CONNECTION TO SIGN STRUCTURE	EACH	1					1
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	900					900
* X8210305	PROTECTION AND MAINTENANCE OF EXISTING UNDERPASS LIGHTING	L SUM	1					1
* X8360105	LIGHT POLE FOUNDATION, INTEGRAL WITH BARRIER WALL, 24" DIAMETER	FOOT	36					36
* 82107300	REMOVE EXISTING UNDERPASS LUMINAIRE, AND SALVAGE	EACH	8					8
* B4200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	19					19
* X8440120	REMOVE AND RE-ERECT EXISTING LIGHTING UNIT	EACH	10					10
XX005656	INLET FILTER CLEANING	EACH	5	5				
42400800	DETECTABLE WARNINGS	SQ FT	60	60				
* XX006937	GROUND ROD, 5/8" ^{DIA.} X 10 FT.	EACH	1					1

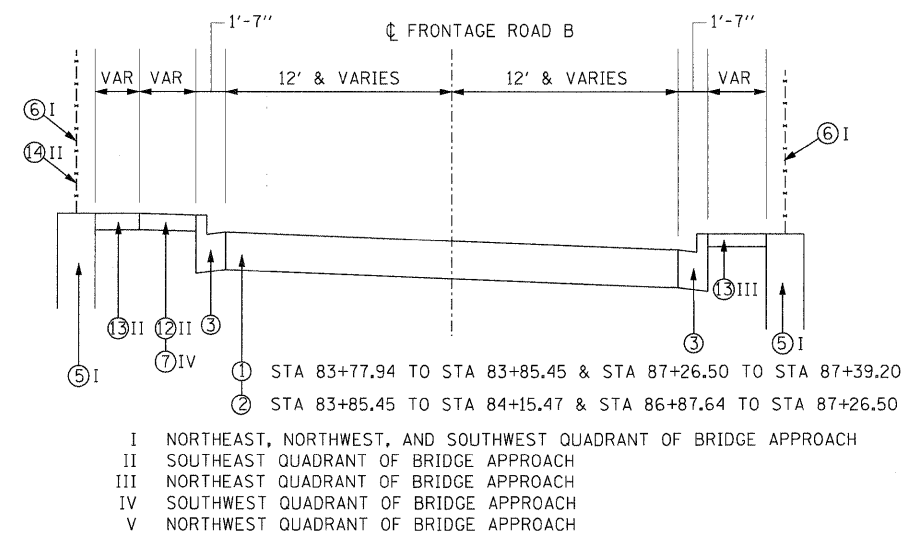
*Specialty Items

S00-04

FILE NAME = p:\2008\c\15800\Cadd\Sheet\S00-1.dgn	DESIGNED - TAI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE. 392	SECTION 1717.2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 7
	DRAWN - TAI	REVISED -			SUMMARY OF QUANTITIES			CONTRACT NO. 62197		
PLGT. DATE = 1/12/2009	CHECKED - TWB	REVISED -			SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
	DATE - 01/13/09	REVISED -								

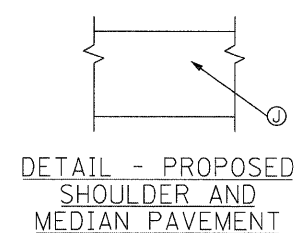
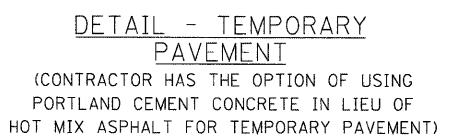
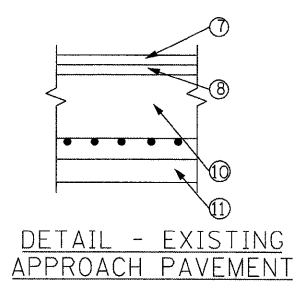
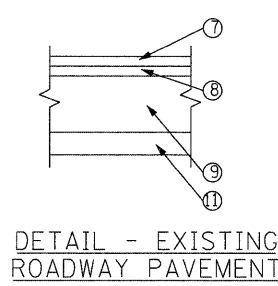


EXISTING TYPICAL SECTION - 26TH STREET
 STA 10+53.35 TO 10+80.65 & STA 12+81.50 TO 13+17.50

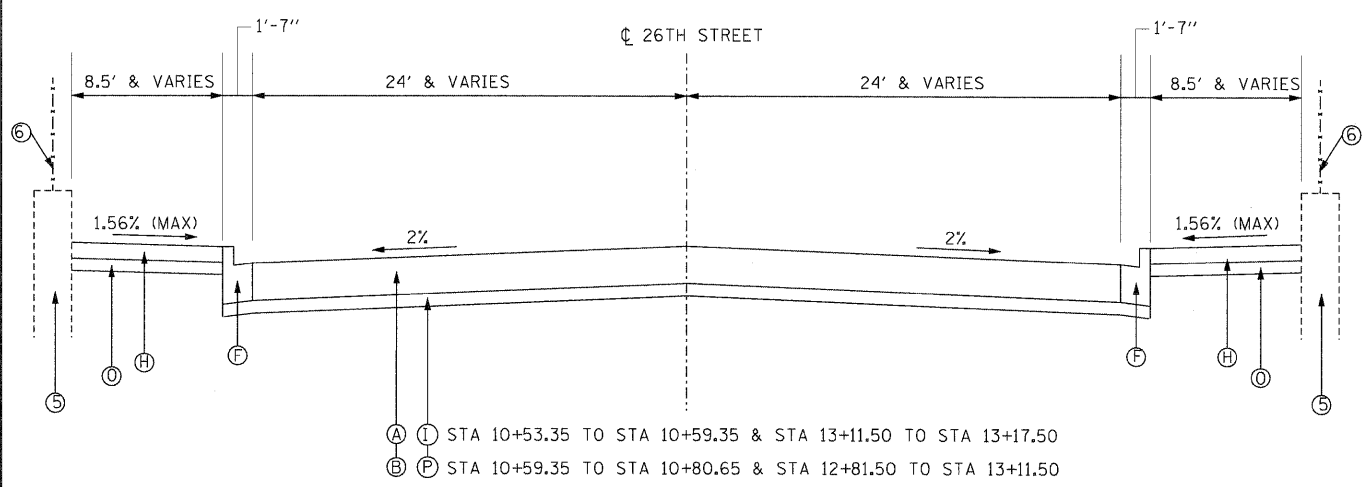


EXISTING TYPICAL SECTION - FRONTAGE ROAD B
 STA 83+77.94 TO STA 84+15.47 & STA 86+87.64 TO STA 87+39.20

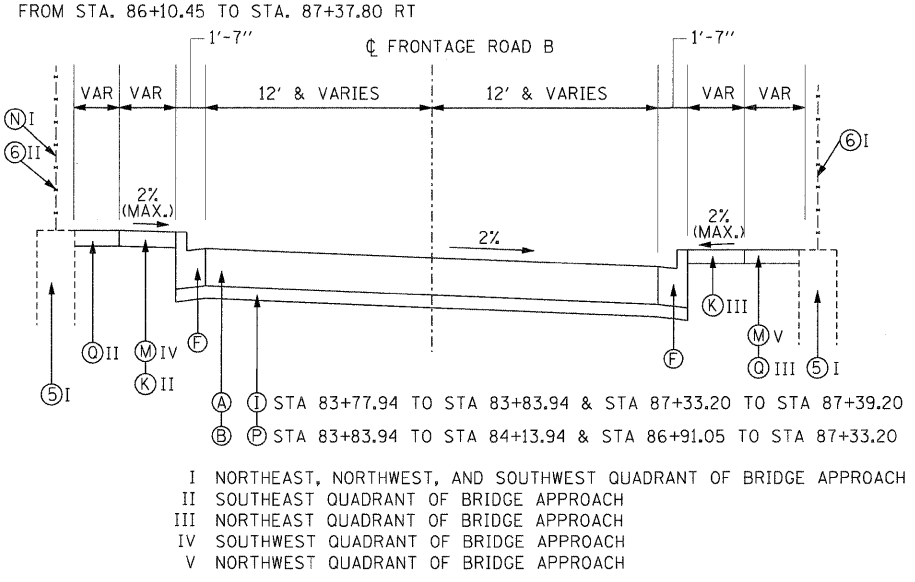
- EXISTING LEGEND**
- ① EXISTING ROADWAY PAVEMENT (SEE DETAIL)
 - ② EXISTING APPROACH PAVEMENT (SEE DETAIL)
 - ③ COMBINATION CONCRETE CURB & GUTTER
 - ④ PORTLAND CEMENT CEMENT SIDEWALK
 - ⑤ RETAINING WALL
 - ⑥ CHAIN LINK FENCE ATTACHED TO STRUCTURE
 - ⑦ BITUMINOUS CONCRETE SURFACE COURSE
 - ⑧ BITUMINOUS CONCRETE BASE COURSE
 - ⑨ PORTLAND CEMENT CONCRETE BASE COURSE OR PAVEMENT
 - ⑩ APPROACH PAVEMENT WITH REINFORCEMENT - 1'-4.5"
 - ⑪ SUBBASE GRANULAR MATERIAL
 - ⑫ CONCRETE MEDIAN SURFACE
 - ⑬ GRASS AND TOPSOIL
 - ⑭ CHAIN LINK FENCE 6'



FRONTAGE ROAD B
 FROM STA. 86+74.56 TO STA. 86+95.42 LT
 FROM STA. 87+13.62 TO STA. 87+99.50 LT
 FROM STA. 86+10.45 TO STA. 87+37.80 RT

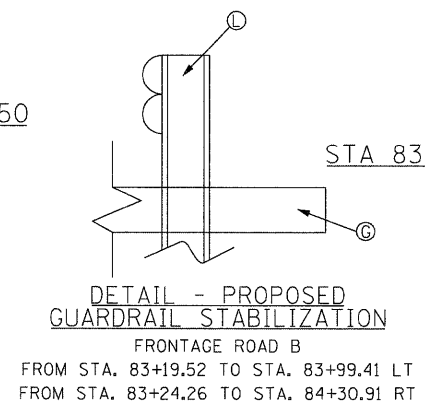
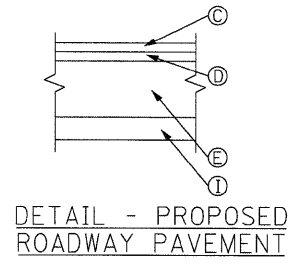
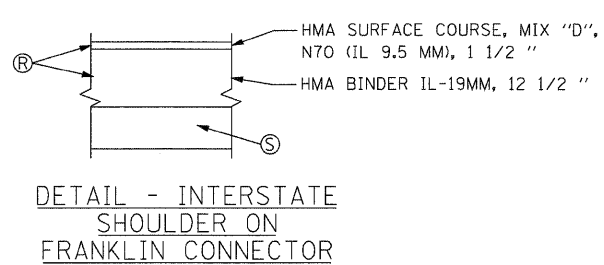


PROPOSED TYPICAL SECTION - 26TH STREET
 STA 10+53.35 TO STA 10+80.65 & STA 12+81.50 TO STA 13+17.50



PROPOSED TYPICAL SECTION - FRONTAGE ROAD B
 STA 83+77.94 TO STA 84+13.94 & STA 86+91.05 TO STA 87+39.20

- PROPOSED LEGEND**
- Ⓐ BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
 - Ⓑ BRIDGE APPROACH PAVEMENT
 - Ⓒ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 2"
 - Ⓓ LEVELING BINDER (MACHINE METHOD) N70 1"
 - Ⓔ PORTLAND CEMENT CONCRETE BASE COURSE 9"
 - Ⓕ COMBINATION CURB AND GUTTER, TYPE B-6.12
 - Ⓖ HOT-MIX ASPHALT SHOULDER 6" (IN 2 LIFTS)
 - Ⓗ PORTLAND CEMENT CONCRETE SIDEWALK 5"
 - Ⓘ SUB-BASE GRANULAR MATERIAL, TYPE B 6"
 - Ⓚ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 2"
 - Ⓛ PROPOSED GUARDRAIL STABILIZATION (SEE DETAIL)
 - Ⓛ GUARDRAIL
 - Ⓜ PROPOSED SHOULDER AND MEDIAN (SEE DETAIL)
 - Ⓝ PROPOSED CHAIN LINK FENCE, 6'
 - Ⓞ SAND CUSHION, 3 INCH
 - Ⓟ SUB-BASE GRANULAR MATERIAL, TYPE B 10"
 - Ⓠ SEEDING CLASS, 2A MULCH METHOD AND FURNISHED EXCAVATION
 - Ⓡ HOT-MIX ASPHALT SHOULDER, 14"
 - Ⓢ SUB-BASE GRANULAR MATERIAL, TYPE B 12"
 - Ⓣ TEMPORARY PAVEMENT



FILE NAME = pr\2008\c115800\cadd\Sheet\Typ_Sect.dgn JACOBS PLOT DATE = 1/12/2009	DESIGNED - MLM/TAI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)		F.A.P. RTE. 392	SECTION 1717.2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 8
	DRAWN - MLM/TAI	REVISED -		TYPICAL SECTION		SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 62197	
	CHECKED - PJM	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
	DATE - 01/13/09	REVISED -								

TYP-01

ROADWAY REMOVAL ITEMS

EARTHWORK ITEMS

STATION TO STATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	FURNISHED EXCAVATION (CU YD)
26TH STREET 10+53 10+81 12+83 13+19		
FRONTAGE ROAD B 83+78 84+14 86+91 87+30	8	72
TOTAL	8	72

STATION TO STATION	HOT-MIX ASPHALT SURFACE REMOVAL, 2" (SQ YD)	PAVEMENT REMOVAL (SQ YD)	COMBINATION CURB & GUTTER REMOVAL (FOOT)	SIDEWALK REMOVAL (SQ FT)	APPROACH SLAB REMOVAL (SQ YD)	CONCRETE MEDIAN SURFACE REMOVAL (SQ FT)	PAVED SHOULDER REMOVAL (SQ YD)	GUARDRAIL REMOVAL (FOOT)	CHAIN LINK FENCE REMOVAL (FOOT)	CONCRETE BARRIER REMOVAL (FOOT)
26TH STREET 10+53 10+81 12+83 13+19		44 74	69 118	259 783	112 121					
FRONTAGE ROAD B 83+78 84+14 86+91 87+30	138	20 51	75 100		76 135	320		127	87	
22ND STREET RAMP NORTHBOUND SOUTHBOUND							121 118			163 160
TOTAL	138	216	352	1042	444	320	239	127	87	323

ROADWAY PAVEMENT ITEMS

STATION TO STATION	SUB-BASE GRANULAR MATERIAL, TYPE B 6" (SQ YD)	SUB-BASE GRANULAR MATERIAL, TYPE B 10" (SQ YD)	SUB-BASE GRANULAR MATERIAL, TYPE B 10" (SQ YD)	PORTLAND CEMENT CONCRETE BASE COURSE, 9" (SQ YD)	BITUMINOUS MATERIALS (PRIME COAT) (TON)	LEVELING BINDER (MACHINE METHOD), N70 1" (TON)	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 2" (TON)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 2" (TON)	BRIDGE APPROACH PAVEMENT (SQ YD)	PROTECTIVE COAT (SQ YD)	BRIDGE APPROACH PAVEMENT (SPECIAL) (SQ YD)	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) (SQ YD)	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SQ FT)	HOT-MIX ASPHALT SHOULDER, 6" (SQ YD)	HOT-MIX ASPHALT SHOULDER, 14" (SQ YD)
26TH STREET 10+53 10+81 12+83 13+19	40 31	113 160		4 8		0.1		0.1	160	183 280	113	40 31	266 798		
FRONTAGE ROAD B 83+78 84+14 86+91 87+30	16 31	91 154			0.27		1.3 0.3		91	106 184		16 30		83	
22ND STREE RAMP NORHTBOUND SOUTHBOUND				121 118											121 118
TOTAL	117	518	239	12	0.3	0.1	1.6	0.1	251	753	267	117	1064	83	239

ROADWAY PAVEMENT ITEMS CONTINUED

STATION TO STATION	COMBINATION CURB AND GUTTER, TYPE B-6.12 (FOOT)	CONCRETE BARRIER SINGLE FACE, 32" HEIGHT (FOOT)	CONCRETE BARRIER BASE (FOOT)	CHAIN LINK FENCE, 6' (FOOT)	SAND CUSHION, 3 INCH (CU YD)	DETECTABLE WARNING TILES (SQ FT)
26TH STREET 10+53 10+81 12+83 13+19	55 45				2 8	40 20
FRONTAGE ROAD B 83+78 84+14 86+91 87+30	12 49			87		
22ND STREE RAMP NORHTBOUND SOUTHBOUND		163 160	163 160			
TOTAL	162	323	323	87	10	60

SAFETY ITEMS

ALIGNMENT	STA	STA	OFFSET	TR BAR TRM T1 SPL TAN	TRAF BAR TERM T6	SPBGR TY A	GUARDRAIL MKR TYPE A	TERMINAL MARKER - DA
FRONTAGE ROAD B	83+24	84+31	RIGHT	1	1	25	3	1
FRONTAGE ROAD B	83+30	84+02	LEFT	1	1	0	2	1

TREE REMOVAL (6-15 UNITS DIAMETER)

LOCATION	STATION	OFFSET	UNIT
26TH STREET	13+88.80	37.13 RT.	12
26TH STREET	13+16.70	38.24 RT.	6
26TH STREET	13+19.30	39.98 RT.	8
26TH STREET	13+20.70	39.71 RT.	10
26TH STREET	13+22.20	43.07 RT.	10
26TH STREET	13+23.50	44.90 RT.	10
TOTAL			56

TREE REMOVAL (OVER 15 UNITS DIAMETER)

LOCATION	STATION	OFFSET	UNIT
26TH STREET	10+60.40	41.73' LT.	20
26TH STREET	12+91.20	36.29' LT.	18
TOTAL			38

SCH-01

PAVEMENT MARKING ITEMS

	THERMOPLASTIC PAVEMENT MARKING - LET. & SYMB. (SF)	THERMOPLASTIC PAVEMENT MARKING - LINE 4" (FOOT)	THERMOPLASTIC PAVEMENT MARKING - LINE 6" (FOOT)	THERMOPLASTIC PAVEMENT MARKING - LINE 24" (FOOT)	PREFORMED PLASTIC PAVEMENT MARKING TY. B-LINE 5" (FOOT)	POLYUREA PAVEMENT MARKING TYPE I - LET. & SYMB. (SF)	POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (FOOT)	POLYUREA PAVEMENT MARKING TYPE I - LINE 5" (FOOT)	POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (FOOT)	POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (FOOT)	POLYUREA PAVEMENT MARKING TYPE I - LINE 24" (FOOT)	RAISED REFLECTIVE PAVEMENT MARKERS (EACH)	BIKE LANE SYMBOL (CITY OF CHICAGO) (EACH)
26th STREET START - STA 10+00 STA 10+76 - STA 13+19 STA 13+19 - END	39	420	164	30		78	1325		199	60	30		1 4 2
22nd RAMP FOR 26TH STREET NORTHBOUND SOUTHBOUND		776 818			229 526			229 526				24 54	
FRONTAGE ROAD B STA 83+00 - STA 83+78 STA 83+78 - STA 87+36		176					772						
TOTAL	78	2660	227	30	755	78	2097	755	199	60	30	78	7


MAINTENANCE OF TRAFFIC ITEMS

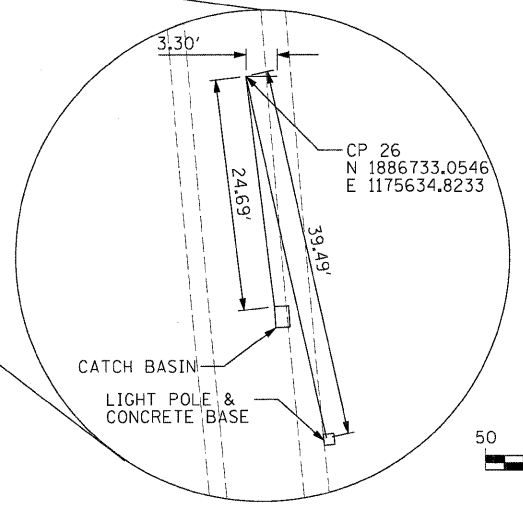
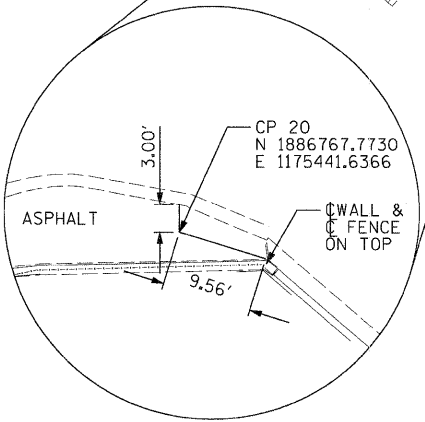
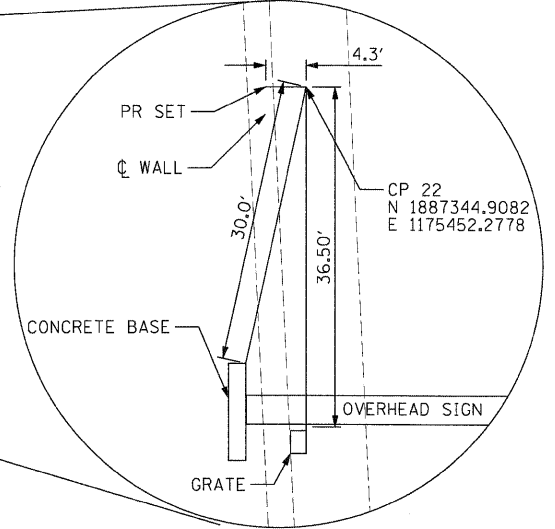
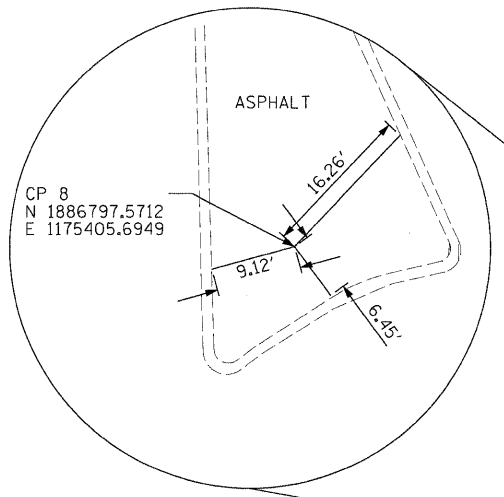
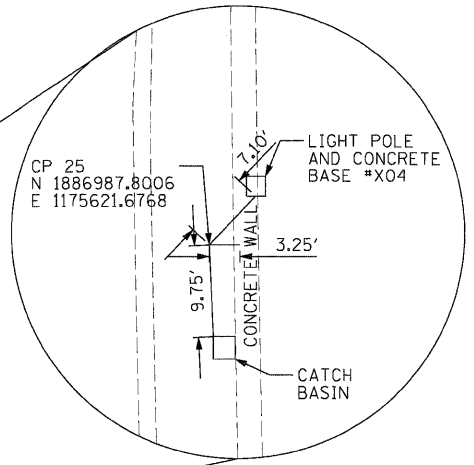
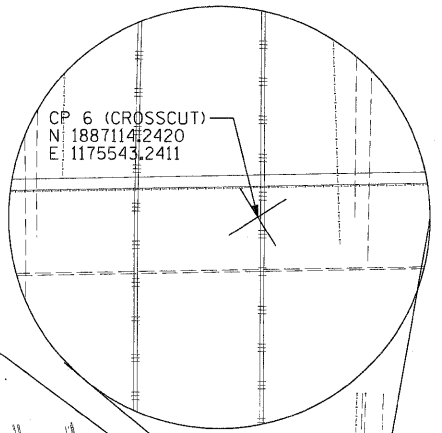
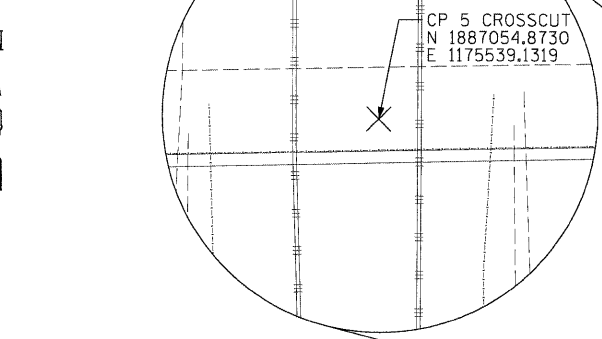
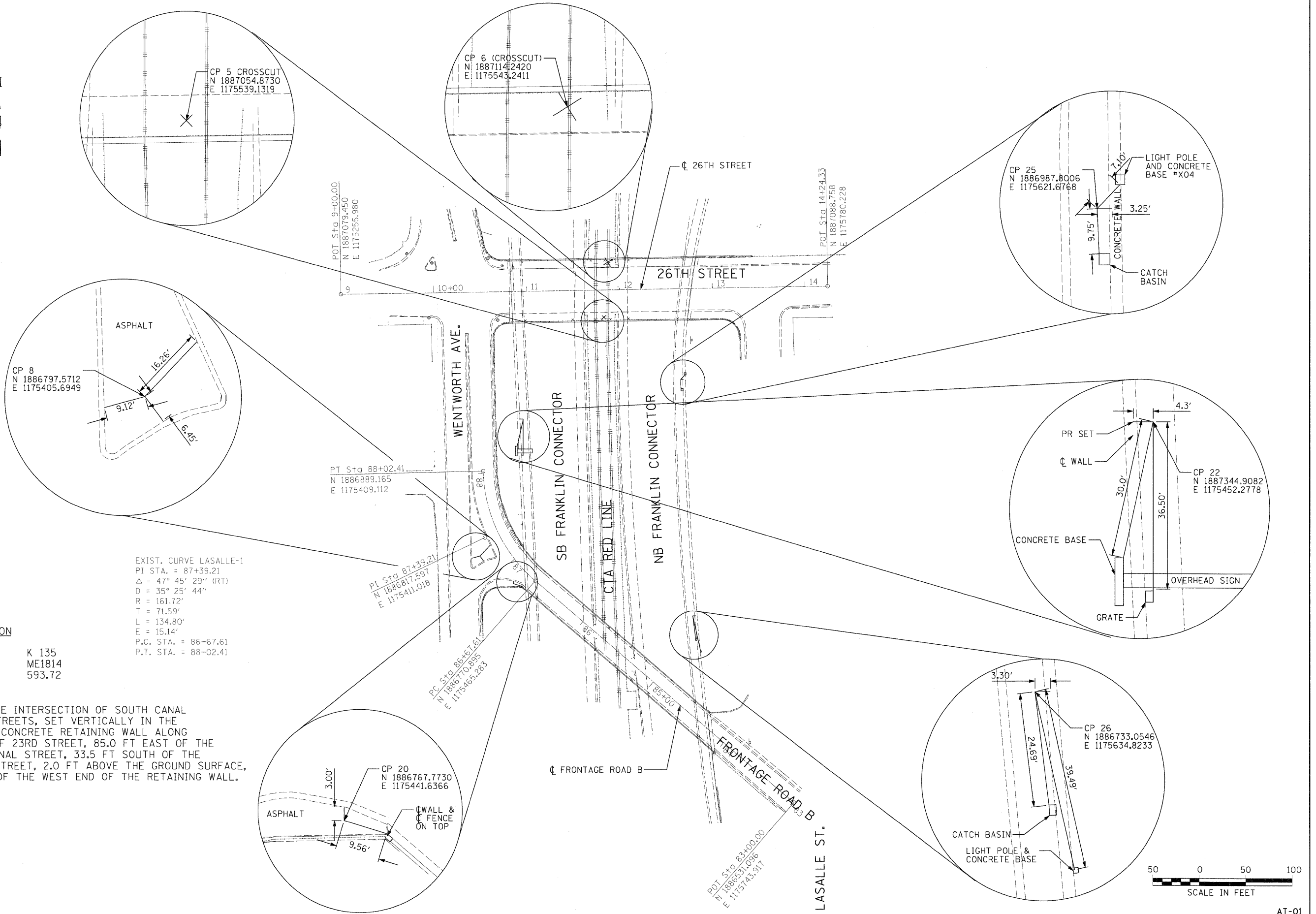
	TEMPORARY PAVEMENT MARKING - LINE 6" (FOOT)	PAVEMENT MARKING TAPE - TYPE III 4" (FOOT)	PAVEMENT MARKING TAPE - TYPE III 5" (FOOT)	PAVEMENT MARKING TAPE -TYPE III 24" (FOOT)	WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT)	TEMPORARY CONCRETE BARRIER (FOOT)	RELOCATE TEMPORARY CONCRETE BARRIER (FOOT)	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR (EACH)	PAVEMENT MARKING REMOVAL (SQ FT)	TEMPORARY PAVEMENT (SQ FT)
26th STREET STAGE I START - STA 10+00 STA 10+77 - STA 13+36 STA 13+36 - STA 14+24		546 1036 219		11	204 24 73			6	53 24 36	
26th STREET STAGE II START - STA 10+00 STA 10+77 - STA 13+26 STA 13+26 - END		522 996 438		12	197 355 146	262.5 50	275	5 1	23 13	27
26th STREET STAGE III STA 9+95 - STA 10+03									48	
22nd RAMP FOR 26TH ST. NORTHBOUND SOUTHBOUND	660 686	1554 954	484 476		581 477		1325 1275		720 516	
22nd RAMP FOR FRONT B NORTHBOUND SOUTHBOUND		347 452	137 339		298 603	600 650		13 14	220	
TOTAL	1346	7064	1436	23	2958	1937.5	2875	39	1654	27

MAINTENANCE OF TRAFFIC ITEMS CONT.

	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2 (EACH)	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3 (EACH)	IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 3 (EACH)
26th STREET STAGE I	1		
26th STREET STAGE II	1		
22nd RAMP FOR 26TH ST. NORTHBOUND SOUTHBOUND		2 2	2 2
22nd RAMP FOR FRONT B NORTHBOUND SOUTHBOUND		2 2	
TOTAL	2	8	4

SCH-02

FILE NAME = p:\2008\c\15820\cadd\Sheet\SCH.2.dgn	DESIGNED - MLM/TAI	REVISED -	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE. 392	SECTION 1717.2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 10
	DRAWN - MLM/TAI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SCHEDULE OF QUANTITIES			CONTRACT NO. 62197
PLOT DATE = 1/12/2009	CHECKED - PJM	REVISED -	SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
	DATE - 01/13/09	REVISED -						

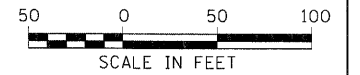


EXIST. CURVE LASALLE-1
 PI STA. = 87+39.21
 $\Delta = 47^\circ 45' 29''$ (RT)
 $D = 35^\circ 25' 44''$
 $R = 161.72'$
 $T = 71.59'$
 $L = 134.80'$
 $E = 15.14'$
 P.C. STA. = 86+67.61
 P.T. STA. = 88+02.41

BENCH MARK INFORMATION












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 ELEVATION: 593.72

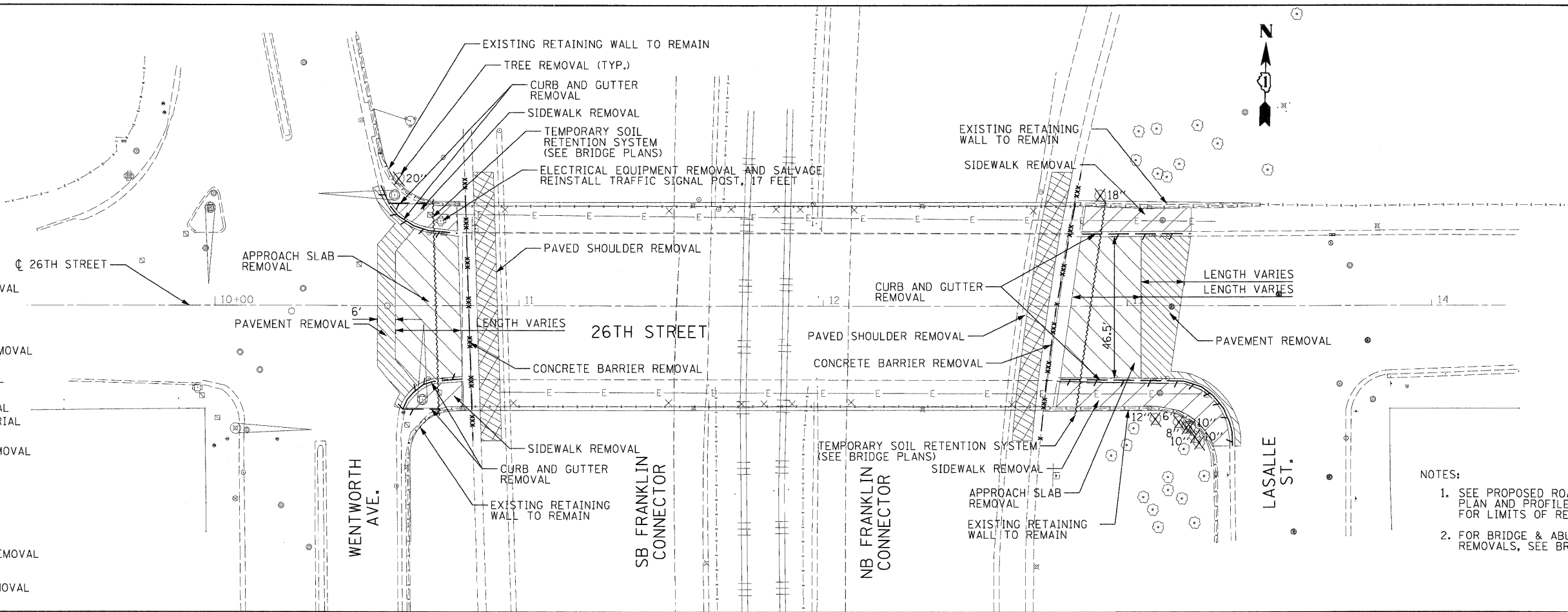
DESCRIPTION:
 IN CHICAGO, AT THE INTERSECTION OF SOUTH CANAL AND WEST 23RD STREETS, SET VERTICALLY IN THE NORTH FACE OF A CONCRETE RETAINING WALL ALONG THE SOUTH SIDE OF 23RD STREET, 85.0 FT EAST OF THE CENTERLINE OF CANAL STREET, 33.5 FT SOUTH OF THE CENTER OF 23RD STREET, 2.0 FT ABOVE THE GROUND SURFACE, AND 1.6 FT EAST OF THE WEST END OF THE RETAINING WALL.



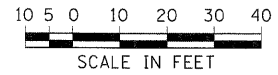
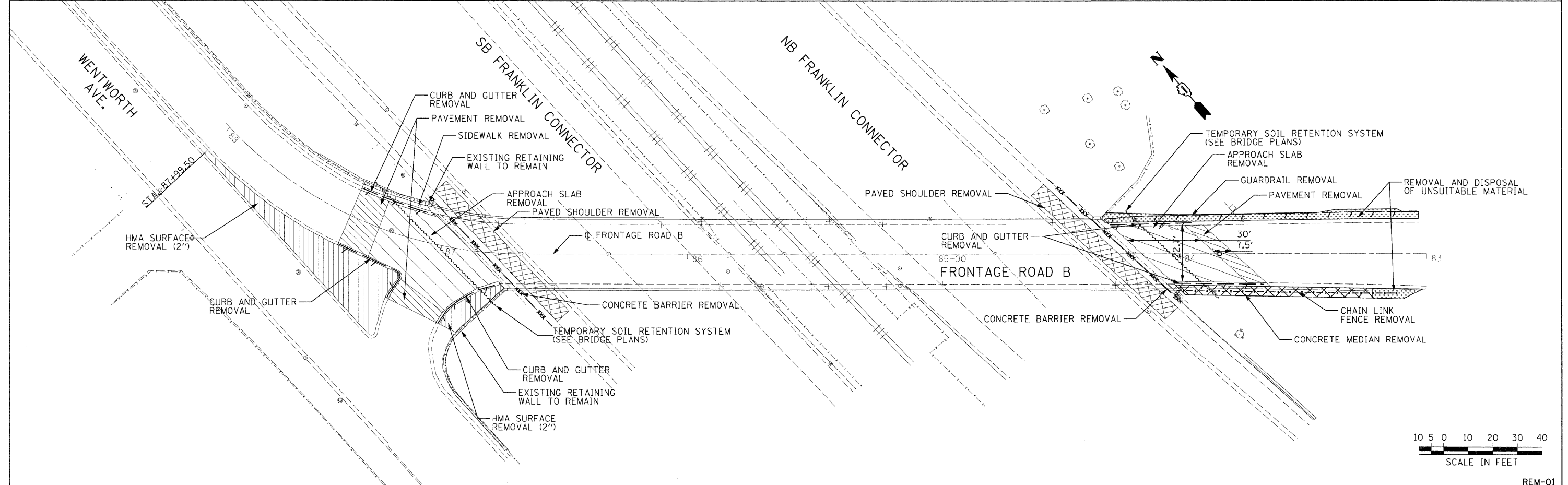
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	DRAWN - KEB CHECKED - TAI PLOT DATE = 1/12/2009	REVISED - REVISED - REVISED -		ALIGNMENT, TIES & BENCHMARKS	SCALE: 1"=50'	SHEET NO. OF	SHEETS STA.	TO STA.	CONTRACT NO. 62197 ILLINOIS FED. AID PROJECT	

LEGEND

-  PAVEMENT REMOVAL
-  APPROACH SLAB REMOVAL
-  SIDEWALK REMOVAL
-  CURB AND GUTTER REMOVAL
-  HMA SURFACE REMOVAL
-  REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
-  CONCRETE MEDIAN REMOVAL
-  TREE REMOVAL
-  FENCE REMOVAL
-  CONCRETE BARRIER REMOVAL
-  PAVED SHOULDER REMOVAL



- NOTES:**
1. SEE PROPOSED ROADWAY PLAN AND PROFILE SHEETS FOR LIMITS OF RECONSTRUCTION.
 2. FOR BRIDGE & ABUTMENT REMOVALS, SEE BRIDGE PLANS



REM-01

FILE NAME = pr\2008\c\15820\cadd\Sheet\plan-Ex.dgn	DESIGNED - MLM DRAWN - MLM CHECKED - PJM DATE - 01/13/09	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B) EXISTING CONDITIONS AND DEMOLITION SCALE: 1"=20'-0" SHEET NO. OF SHEETS STA. TO STA.	F.A.P. RTE. 392 SECTION 1717.2-3B-R COUNTY COOK TOTAL SHEETS 114 SHEET NO. 12 CONTRACT NO. 62197 ILLINOIS FED. AID PROJECT
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PLOT DATE = 1/12/2009

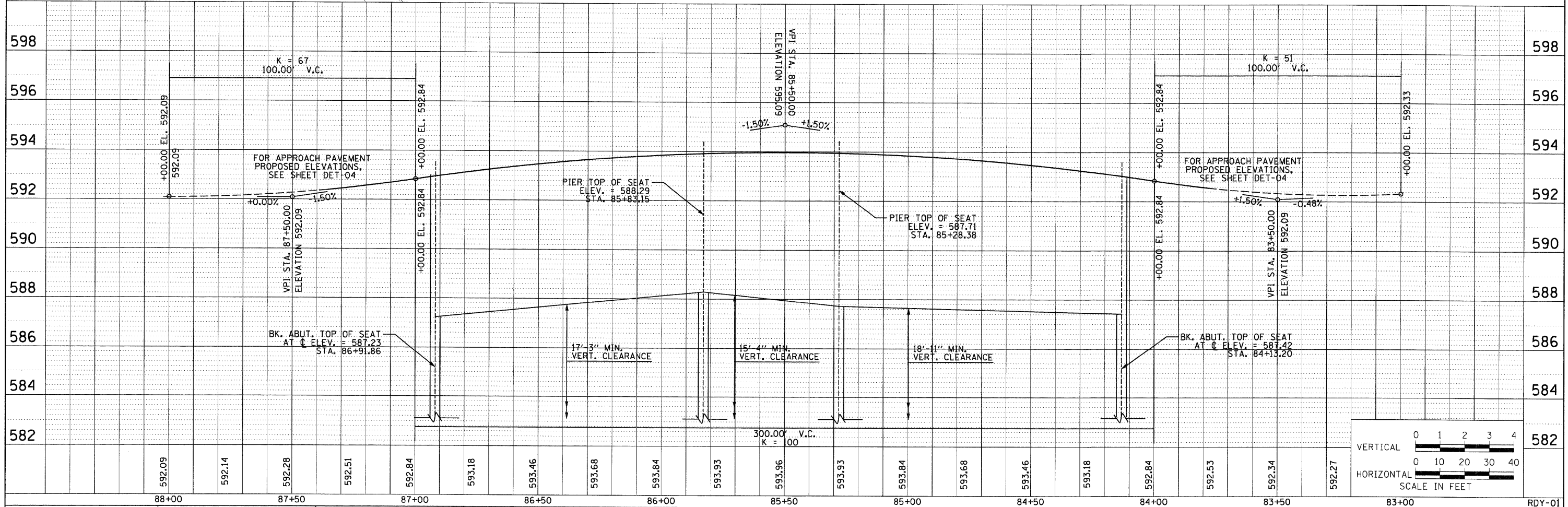
PLAN	SURVEYED	DATE
	PLOTTED / CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

POINT	STATION	OFFSET	DESCRIPTION
1	87+14.19	14.02 LT	PC
2	87+12.34	17.40 LT	PT

NOTES:

1. FOR PAVEMENT GEOMETRY OF APPROACH SLAB SEE DRAWING DET-04
2. ALL STATION AND OFFSET CALLOUTS TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED

PROFILE	SURVEYED	DATE
	PLOTTED / CHECKED	
	NOTE BOOK NO.	
	STRUCTURE NOTATIONS CHK'D	



FILE NAME =	DESIGNED - MLM	REVISED -	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pr:\2008\c1\5800\cadd\Sheet\planpro_P-R.dgn	DRAWN - MLM	REVISED -	PROPOSED ROADWAY PLAN AND PROFILE - FRONTAGE ROAD B	392	1717.2-3B-R	COOK	114	13
JACOBS	CHECKED - PJM	REVISED -	SCALE: 1" = 20'	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 62197
PLT DATE = 1/12/2009	DATE = 01/13/09	REVISED -						ILLINOIS FED. AID PROJECT

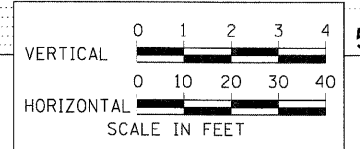
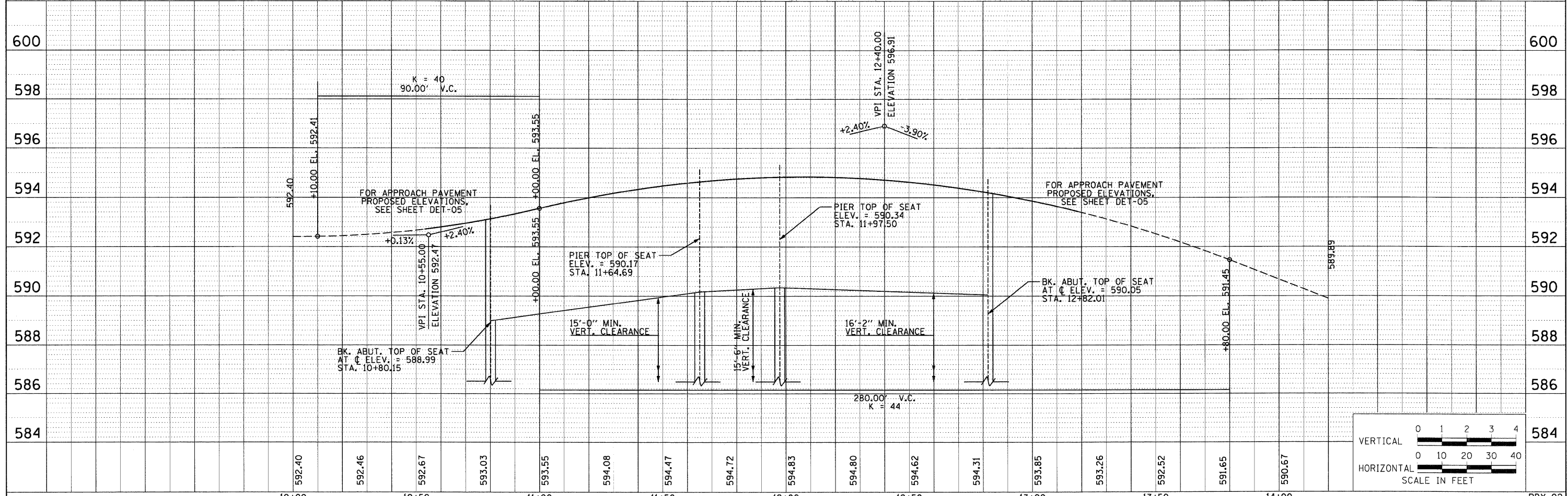
DATE: _____ BY: _____
 SURVEYED: _____
 PLOTTED: _____
 CHECKED: _____
 NO. _____
 STRUCTURE NOTATION: _____

DATE: _____ BY: _____
 SURVEYED: _____
 PLOTTED: _____
 CHECKED: _____
 NO. _____
 STRUCTURE NOTATION: _____

POINT	STATION	OFFSET	DESCRIPTION
1	10+54.66	39.52 LT	PC
2	10+56.47	33.16 LT	PCC
3	10+60.77	33.59 RT	PC

POINT	STATION	OFFSET	DESCRIPTION
4	13+21.06	24.00 LT	EOP
5	13+14.03	23.45 RT	EOP
6	13+18.99	23.81 RT	PC
7	13+35.30	43.67 RT	PT
8	13+35.37	46.00 RT	EOP
9	13+28.27	45.98 RT	EOC

- NOTES:
- FOR GEOMETRY & ELEVATIONS OF APPROACH SLAB PAVEMENT & CONNECTOR PAVEMENT SEE DRAWING DET-05
 - ALL STATION AND OFFSET CALLOUTS TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED
 - FOR ADA RAMP DETAILS, SEE SHEETS DET-02 & DET-03



GENERAL NOTES:

1. THE CONTRACTOR MUST COORDINATE ALL LANE CLOSURES WITH THE ENGINEER.
2. SEE SPECIAL PROVISIONS FOR PROTECTION AND COORDINATION REQUIRED WITH THE CHICAGO TRANSIT AUTHORITY.
3. ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED ON CITY OF CHICAGO STREETS IN ACCORDANCE WITH APPLICABLE IDOT DISTRICT 1 STANDARDS, IDOT HIGHWAY STANDARDS, AND THIS CONTRACT DRAWINGS IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL), AND WILL NOT BE PAID FOR SEPARATELY.
4. ALL EXISTING DRAINAGE STRUCTURE LIDS AND GRATES SHALL BE SECURED TO THE SATISFACTION OF THE ENGINEER AT LOCATIONS WHERE TRAFFIC IS LOCATED ON THE SHOULDERS. SECURING OF THE LIDS AND GRATES WILL NOT BE PAID FOR SEPARATELY AND IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.
5. LANE CLOSURES, RAMP CLOSURES, SIGNING, PAVEMENT MARKING AND BARRICADE PLACEMENT SHALL BE IN ACCORDANCE WITH THE INCLUDED IDOT STANDARD DRAWINGS AND IDOT DISTRICT 1 STANDARD DETAILS.
6. ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES SHALL HAVE THE REFLECTIVE LENSES REMOVED, AS DIRECTED BY THE ENGINEER, AND REPLACED AT THE END OF THE PROJECT. THE COST OF REMOVAL OF THE RAISED REFLECTIVE PAVEMENT MARKER IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
7. ANY EXISTING SIGNS DENOTED WITHIN THE PLAN SET THAT DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS SHALL BE REMOVED OR COVERED, AS DIRECTED BY THE ENGINEER. THE COVERING OR REMOVAL OF GROUND MOUNTED SIGNS WILL NOT BE MEASURED FOR PAYMENT BUT IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)/ TRAFFIC CONTROL AND PROTECTION.
8. MONODIRECTIONAL PRISMATIC BARRIER REFLECTORS SHALL BE PLACED ON ALL TEMPORARY CONCRETE BARRIER WALL AS INDICATED IN THE SPECIAL PROVISIONS.
9. FOR THE TEMPORARY CONCRETE BARRIER ON THE FRANKLIN CONNECTOR RAMP LANES, THE BASE OF THE SIDE FACING TRAFFIC SHALL BE MARKED WITH A 6" LINE. THESE MARKINGS WILL BE MEASURED IN LINEAR FEET AND PAID FOR AS TEMPORARY PAVEMENT MARKING, LINE 6". WHEN THE BARRIER IS RELOCATED, THE LINE AND MONO-DIRECTIONAL PRISMATIC BARRIER REFLECTORS SHALL BE MAINTAINED.
10. THE CONTRACTOR HAS THE OPTION TO USE EPOXY PAVEMENT MARKINGS IN LIEU OF PAVEMENT MARKING TAPE, TYPE III, WITH THE CONSENT OF THE ENGINEER. IF THE CONTRACTOR USES EPOXY PAVEMENT MARKING, THE COST OF REMOVAL IS INCLUDED IN THE INITIAL COST OF THE ITEM.
11. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ACCESS POINTS TO THE WORK ZONE. ACCESS POINTS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. ANY SIGNING OR ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED TO PROVIDE CONTRACTOR ACCESS TO THE WORK ZONE IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) AND WILL NOT BE PAID FOR SEPARATELY.
12. SIMULTANEOUS CONSTRUCTION OF 26TH STREET AND FRONTAGE ROAD B WILL NOT BE ALLOWED.
13. QUANTITIES FOR EPOXY PAVEMENT MARKING AND REMOVAL HAVE BEEN INCLUDED FOR WINTER SHUTDOWN IN ORDER TO PLACE LANES INTO THEIR NORMAL LANE CONFIGURATION.

STAGING NOTES:

26TH STREET

26TH STREET WILL BE CONSTRUCTED IN 3 STAGES:

- STAGE 1 WILL CLOSE 1 LANE ON THE BRIDGE IN EACH DIRECTION AND SHIFT TRAFFIC ONTO THE NORTH HALF OF THE EXISTING BRIDGE WHILE THE SOUTH HALF OF THE BRIDGE IS CONSTRUCTED.
- STAGE 2 WILL CONTINUE TO CLOSE 1 LANE ON THE BRIDGE IN EACH DIRECTION. TRAFFIC WILL BE SHIFTED ONTO THE SOUTH PORTION OF THE NEW BRIDGE WHILE THE NORTH HALF OF THE BRIDGE IS CONSTRUCTED.
- STAGE 3 WILL CLOSE THE OUTSIDE EASTBOUND LANE TO ALLOW COMPLETION OF THE SIDEWALK ON THE SOUTH HALF OF THE BRIDGE.


FRONTAGE ROAD B

FRONTAGE ROAD B WILL BE CONSTRUCTED IN 1 STAGE:

- FRONTAGE ROAD B WILL BE CLOSED TO TRAFFIC DURING CONSTRUCTION.
- A DETOUR ROUTE WILL BE ESTABLISHED DURING THE BRIDGE CLOSURE. TRAFFIC WILL FOLLOW 31ST STREET EASTBOUND; THEN STATE STREET NORTHBOUND; THEN 26TH STREET WESTBOUND.
- ALL TRAFFIC CONTROL REQUIRED FOR THIS DETOUR WILL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION (DETOUR 1), EXCEPT THE SIGN PANELS DETAILED IN THE THE SIGN PANEL DETAILS SHEETS, WHICH WILL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

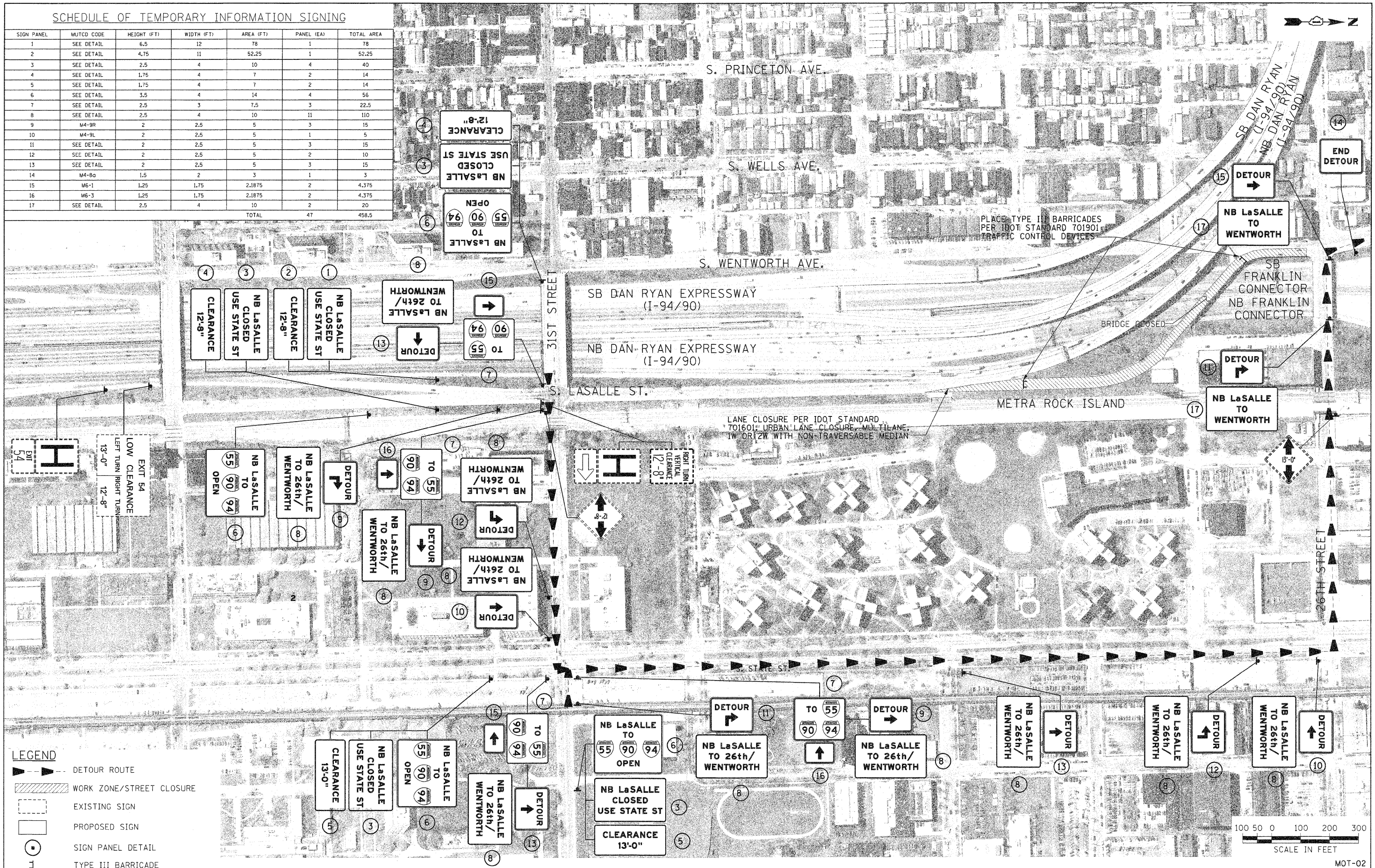
FRANKLIN CONNECTOR

- TRAFFIC CONTROL WILL BE REQUIRED ON THE FRANKLIN CONNECTOR TO FACILITATE OVERHEAD WORK.
- ALL TRAFFIC CONTROL ON THE FRANKLIN CONNECTOR WILL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION EXPRESSWAYS UNLESS OTHERWISE NOTED.

FILE NAME = pr\2009\c1\15688\cadd\Sheet\MOT_Gen_Notes.dgn 	DESIGNED - TAI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - TAI	REVISED -		392	1717.2-3B-R	COOK	114	15		
CHECKED - PJM	REVISED -	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL GENERAL NOTES		CONTRACT NO. 62197						
DATE - 01/13/09	REVISED -	SCALE: NONE		SHEET NO.	OF	SHEETS	STA.	TO	STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

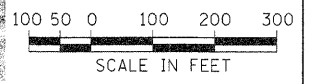
SCHEDULE OF TEMPORARY INFORMATION SIGNING

SIGN PANEL	MUTCD CODE	HEIGHT (FT)	WIDTH (FT)	AREA (FT ²)	PANEL (EA)	TOTAL AREA
1	SEE DETAIL	6.5	12	78	1	78
2	SEE DETAIL	4.75	11	52.25	1	52.25
3	SEE DETAIL	2.5	4	10	4	40
4	SEE DETAIL	1.75	4	7	2	14
5	SEE DETAIL	1.75	4	7	2	14
6	SEE DETAIL	3.5	4	14	4	56
7	SEE DETAIL	2.5	3	7.5	3	22.5
8	SEE DETAIL	2.5	4	10	11	110
9	M4-9R	2	2.5	5	3	15
10	M4-9L	2	2.5	5	1	5
11	SEE DETAIL	2	2.5	5	3	15
12	SEE DETAIL	2	2.5	5	2	10
13	SEE DETAIL	2	2.5	5	3	15
14	M4-80	1.5	2	3	1	3
15	M6-1	1.25	1.75	2.1875	2	4.375
16	M6-3	1.25	1.75	2.1875	2	4.375
17	SEE DETAIL	2.5	4	10	2	20
TOTAL					47	458.5



LEGEND

- ▲---▲ DETOUR ROUTE
- ▨ WORK ZONE/STREET CLOSURE
- ▭ EXISTING SIGN
- PROPOSED SIGN
- SIGN PANEL DETAIL
- 1 TYPE III BARRICADE



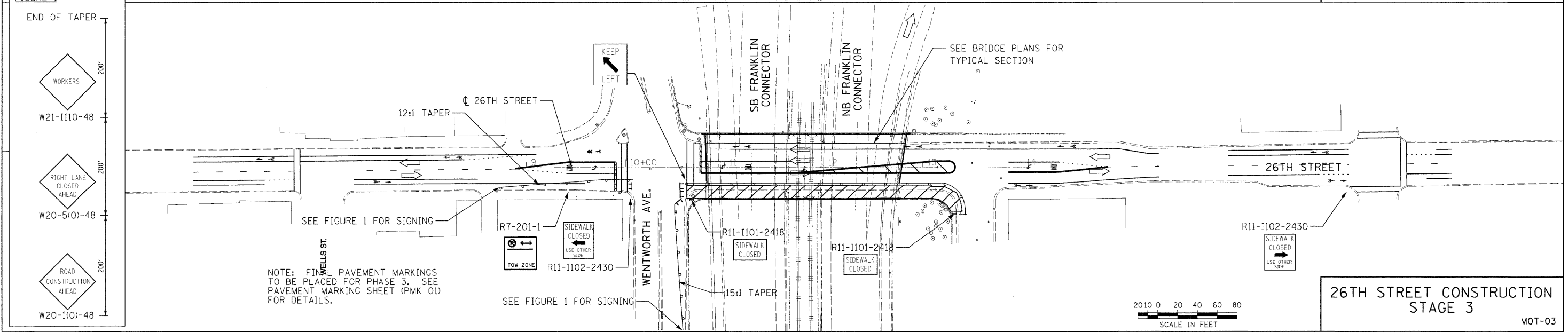
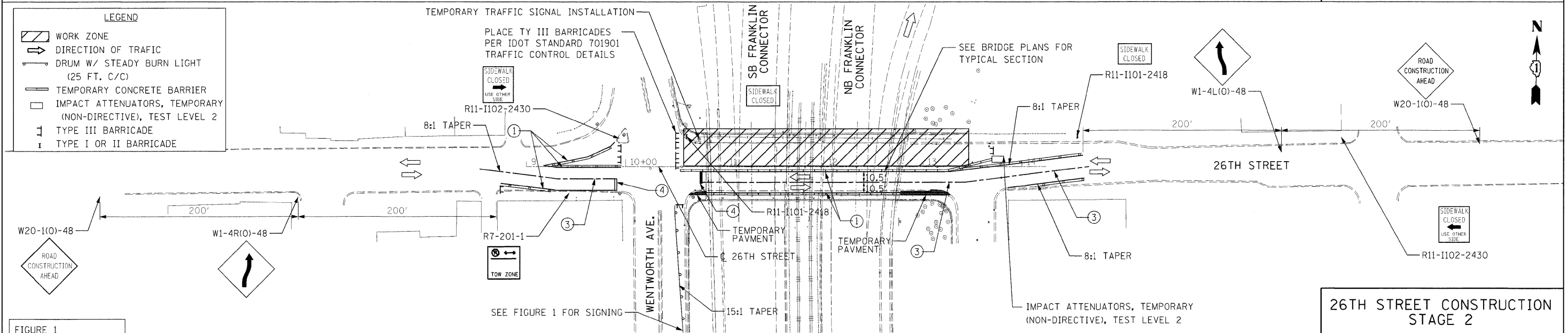
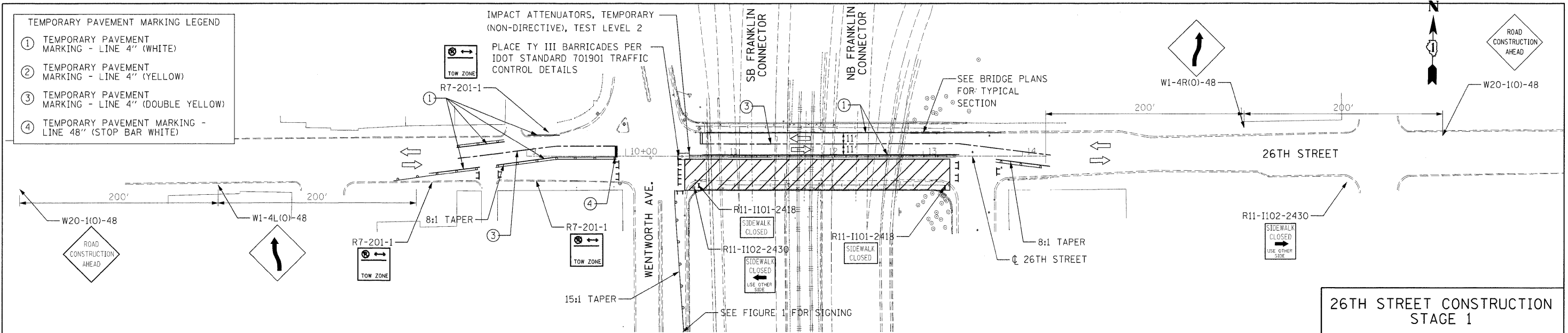
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PLOT DATE = 2/2/2009	CHECKED - PJM	REVISED -
	DATE - 01/13/09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

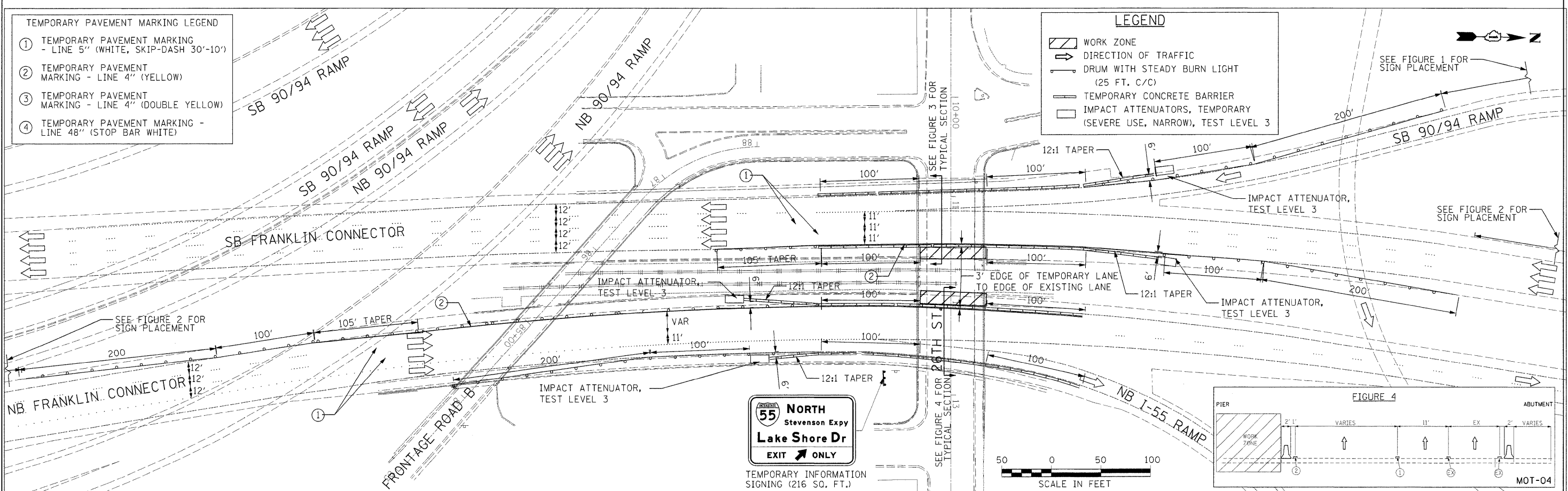
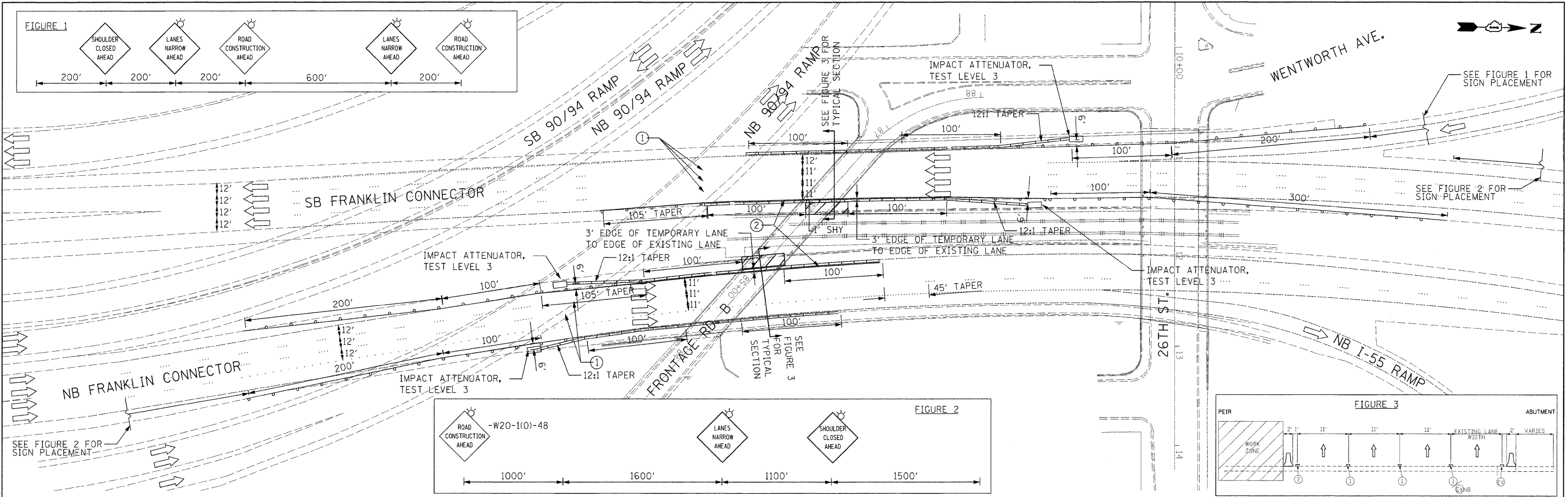
F.A.P. 392 FRANKLIN CONNECTOR (AT 26TH STREET AND AT I-55 FRONTAGE ROAD B)
**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL -
FRONTAGE ROAD B CLOSURE**

F.A.P. RTE. 392	SECTION 1717.2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 16
CONTRACT NO. 62197				
SCALE: 1" = 150' SHEET NO. OF SHEETS STA. TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

MOT-02

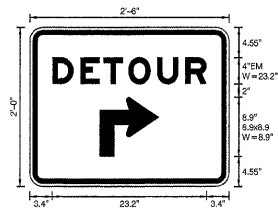


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JE JACOBS	DRAWN - KEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL - 26th STREET		CONTRACT NO. 62197		
PLOT DATE = 1/29/2009	CHECKED - PJM	REVISED -	SCALE: 1" = 50'	SHEET NO. OF SHEETS STA. TO STA.	MOT-03			
	DATE - 01/13/09	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			



FILE NAME - P:\2008\115880\Cadd\Sheet\MOT_2.dgn JACOBS PLOT DATE = 1/29/2009	DESIGNED - TAI DRAWN - KEB CHECKED - PJM DATE - 01/13/09	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B) SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL - FRANKLIN CONNECTOR	F.A.P. RTE. 392 SECTION 1717.2-38-R COUNTY COOK TOTAL SHEETS 114 SHEET NO. 18 CONTRACT NO. 62197
	SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.				FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

SIGN DETAIL
1:10



SIGN PANEL DETAIL #11

SIGN NUMBER	name
WIDTH x HGHT.	2'-0" x 2'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
COLOR:	Orange
LEGEND/BORDER	TYPE: Reflective
COLOR:	Red/Black

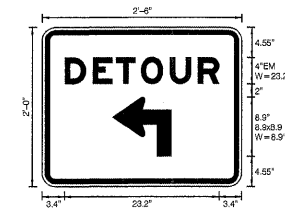
SYMBOL	X	Y	WD	HT
AR90R1	10.6	4.5	8.9	8.9

Panel Style: construction_guides.ssi
Dimensions are in inches tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)						LENGTH	SERIES/SIZE
D	E	T	O	U	R		EM
3.4	7.8	11.1	14.9	19.2	23.4		23.2 4

SIGN DETAIL
1:10



SIGN PANEL DETAIL #12

SIGN NUMBER	name
WIDTH x HGHT.	2'-0" x 2'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
COLOR:	Orange
LEGEND/BORDER	TYPE: Reflective
COLOR:	Red/Black

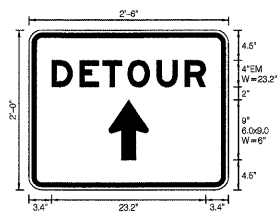
SYMBOL	X	Y	WD	HT
AR90L1	10.5	4.5	8.9	8.9

Panel Style: construction_guides.ssi
Dimensions are in inches tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)						LENGTH	SERIES/SIZE
D	E	T	O	U	R		EM
3.4	7.8	11.1	14.9	19.2	23.4		23.2 4

SIGN DETAIL
1:10



SIGN PANEL DETAIL #13

SIGN NUMBER	name
WIDTH x HGHT.	2'-6" x 2'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
COLOR:	Orange
LEGEND/BORDER	TYPE: Reflective
COLOR:	Red/Black

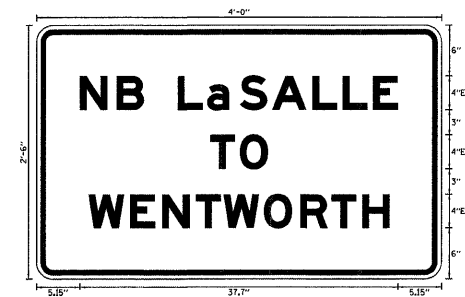
SYMBOL	X	Y	WD	HT
AR1UP	13	6	4	6

Panel Style: construction_guides.ssi
Dimensions are in inches tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)						LENGTH	SERIES/SIZE
D	E	T	O	U	R		EM
3.4	7.8	11.1	14.9	19.2	23.4		23.2 4

SIGN DETAIL
1:10



SIGN PANEL DETAIL #11

SIGN NUMBER	name
WIDTH x HGHT.	4'-0" x 2'-6"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
COLOR:	Orange
LEGEND/BORDER	TYPE: Reflective
COLOR:	Black/Black

SYMBOL	ROT	X	Y	WD	HT

Panel Style: construction_guides.ssi
Dimensions are in inches tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)											LENGTH	SERIES/SIZE
N	B	L	a	S	A	L	L	E	T	O		EM
5.1	9.5	12.7	16.7	20.2	24.1	27.9	32.7	36.3	39.9			EM 2000
												37.7 42.9
20.6	24.1											EM 2000
												6.9 4
W	E	N	T	W	O	R	T	H				EM 2000
6.2	11.1	14.9	19.9	22.2	27	31.9	35	38.8				35.7 4

SIGN DETAIL
150



SIGN PANEL DETAIL #13

SIGN NUMBER	name
WIDTH x HGT.	20'-0" x 12'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective COLOR: YellowGreen
LEGEND/BORDER	TYPE: Reflective COLOR: Black/Black

SYMBOL	ROT	X	Y	WD	HT
MI_1	0	26.7	85.8	48	48
ARUP	316	192.7	11.7	20	30

Panel Style: Franklin Connector Overhead
Dimensions are in inches/millimeters

LETTER POSITIONS (X)

N	O	R	T	H	LENGTH	SERIES SIZE									
92.7	112.5	128.5	142.3	156.1	75.3	EM 2000									
84.8	95	102.5	111.1	120.8	130.5	140	148.8	158.7	175.3	184.5	195.6	204.2	127.9	EM 2000	
26.1	45.9	61.8	75	84.9	99.9	121.1	135.7	150.5	160.3	170.2	185.2	206.4	187.8	20,15/10.9	EM 2000
53.7	64.3	77.2	81.8										57	12	EM 2000
136.5	151.5	164.6	174.2										47.8	12	EM 2000

SIGN DETAIL
150



SIGN NUMBER	name
WIDTH x HGT.	19'-0" x 10'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective COLOR: YellowGreen
LEGEND/BORDER	TYPE: Reflective COLOR: White/White

SYMBOL	ROT	X	Y	WD	HT
MI_1	0	24	72	36	36
ARDOWN	0	89.4	12	31.6	19.7

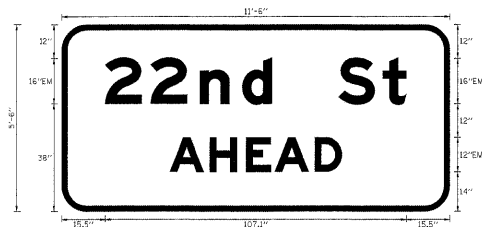
Dimensions are in inches/millimeters

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

N	O	R	T	H	LENGTH	SERIES SIZE										
76	88.7	101.7	112.8	123.8		EM 2000										
76	84	89.8	96.5	104.1	111.7	119	125.9	133.6					62.9	85.8	EM 2000	
146.7	154	162.6	169.3											29.4	85.8	EM 2000
17	30.9	47.6	61.6											55.1	161.7	EM 2000
86.7	113.2	128.3	143.7	153.9										66.7	161.7	EM 2000
188.1	205.9													25.8	161.7	EM 2000
44.3	55	68.1	72.8											37.4	12	EM 2000
146.8	161.4	174.2	183.8											47.3	12	EM 2000

SIGN DETAIL
150



Letter locations are panel edge to lower left corner

SIGN NUMBER	name
WIDTH x HGT.	11'-5" x 6'-9"
BORDER WIDTH	2"
CORNER RADIUS	8"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White/White

SYMBOL	ROT	X	Y	WD	HT

Dimensions are in inches/millimeters

LETTER POSITIONS (X)

N	O	R	T	H	LENGTH	SERIES SIZE				
15.5	31.6	49.1	64.2			59.3	161.7	EM 2000		
98.4	114.2							24.1	161.7	EM 2000
38.4	62.6	66.6	75.7	89.9				61.3	12	EM 2000

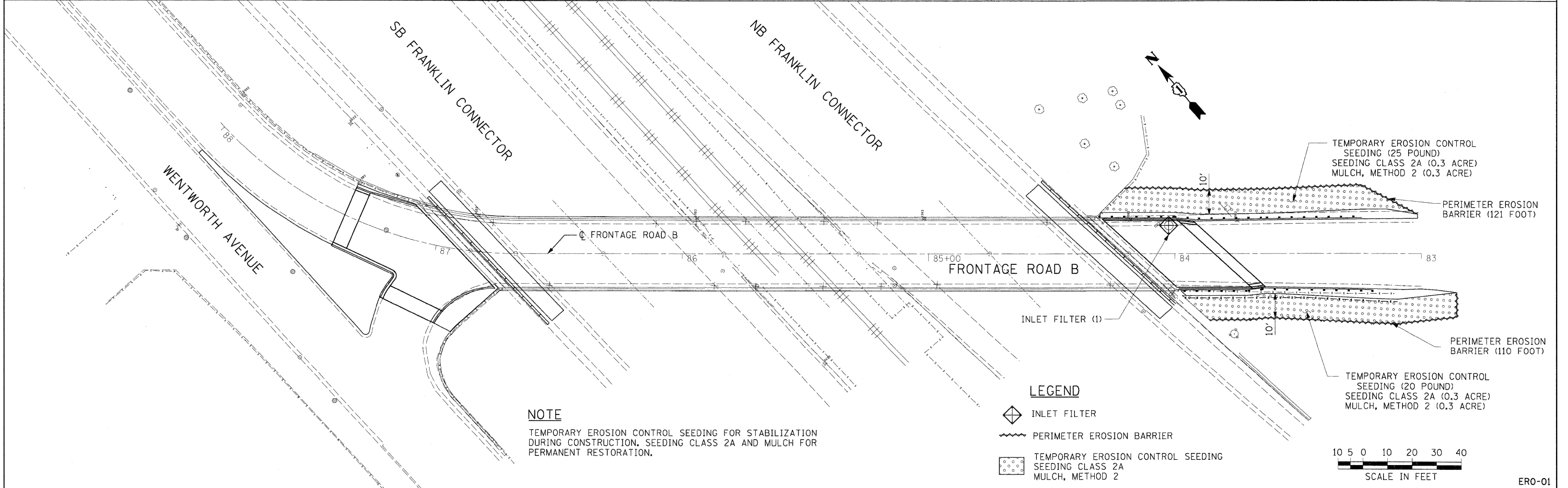
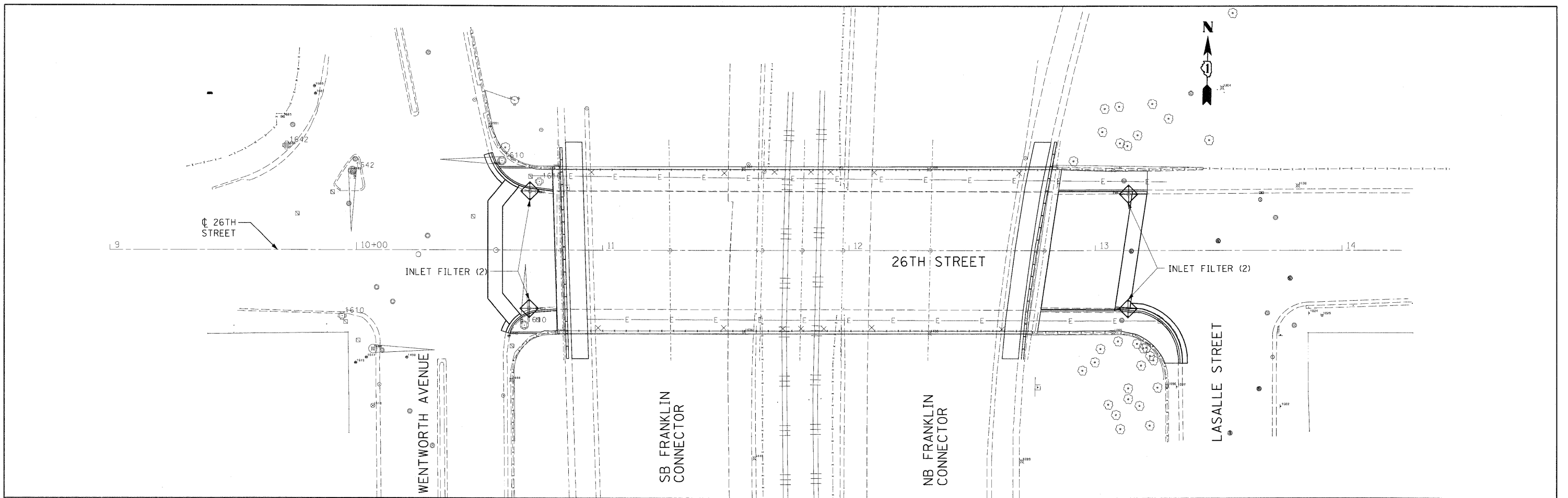
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JACOBS

DESIGNED	- NJY	REVISED	-
DRAWN	- NJY	REVISED	-
CHECKED	- TAI	REVISED	-
DATE	- 01/13/09	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

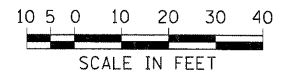
F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)
SIGN PANEL DETAILS
SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717.2-3B-R	COOK	114	22
CONTRACT NO. 62197				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



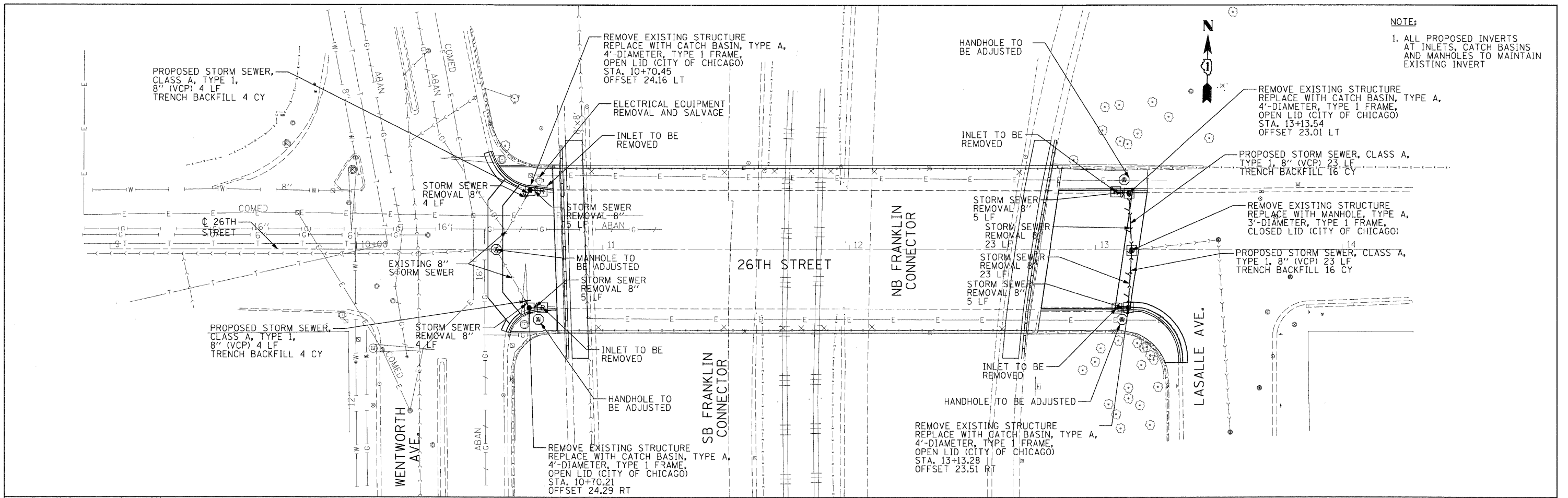
NOTE
 TEMPORARY EROSION CONTROL SEEDING FOR STABILIZATION DURING CONSTRUCTION. SEEDING CLASS 2A AND MULCH FOR PERMANENT RESTORATION.

- LEGEND**
- INLET FILTER
 - PERIMETER EROSION BARRIER
 - TEMPORARY EROSION CONTROL SEEDING SEEDING CLASS 2A MULCH, METHOD 2



ERO-01

FILE NAME = pt\2008\c\15820\cadd\Sheet\ERO-LNDS.dgn 	DESIGNED - TAI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)		F.A.P. RTE. 392	SECTION 1717.2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 23
	DRAWN - TAI	REVISED -		LANDSCAPING, EROSION, AND SEDIMENT CONTROL PLAN		SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA. TO STA.	CONTRACT NO. 62197 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
CHECKED - PJM DATE - 01/13/09 PLOT DATE = 1/12/2009	REVISED -	REVISED -								



NOTE:
1. ALL PROPOSED INVERTS AT INLETS, CATCH BASINS AND MANHOLES TO MAINTAIN EXISTING INVERT

DRAINAGE REMOVAL ITEMS

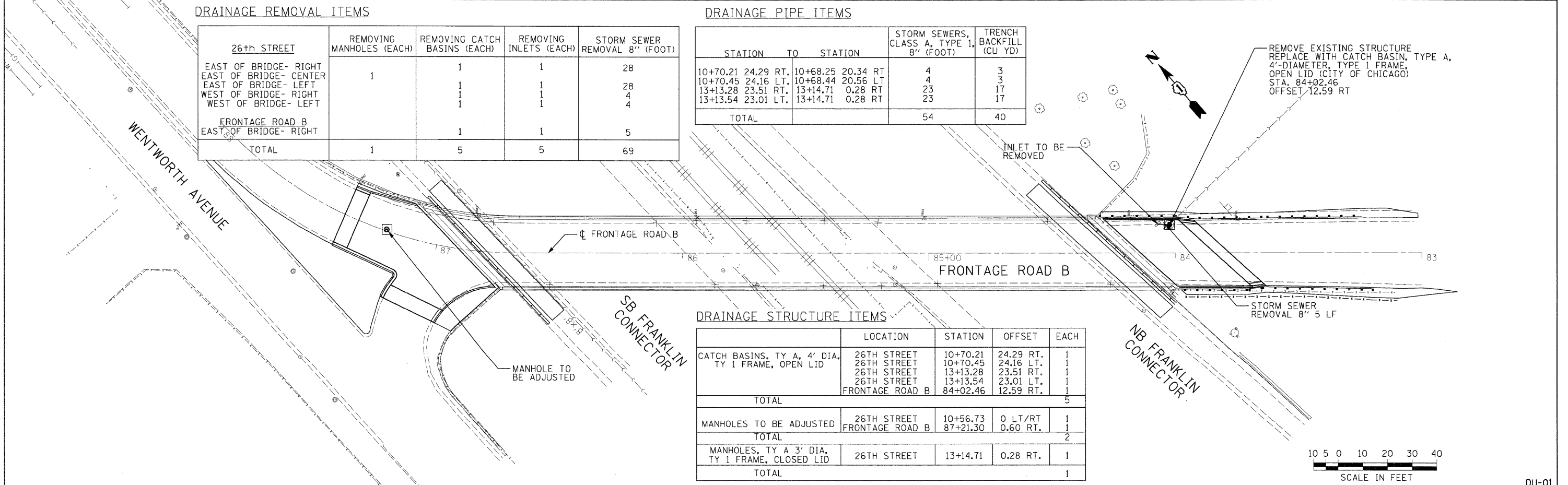
26th STREET	REMOVING MANHOLES (EACH)	REMOVING CATCH BASINS (EACH)	REMOVING INLETS (EACH)	STORM SEWER REMOVAL 8" (FOOT)
EAST OF BRIDGE- RIGHT		1	1	28
EAST OF BRIDGE- CENTER	1			
EAST OF BRIDGE- LEFT		1	1	28
WEST OF BRIDGE- RIGHT		1	1	4
WEST OF BRIDGE- LEFT		1	1	4
FRONTAGE ROAD B EAST OF BRIDGE- RIGHT		1	1	5
TOTAL	1	5	5	69

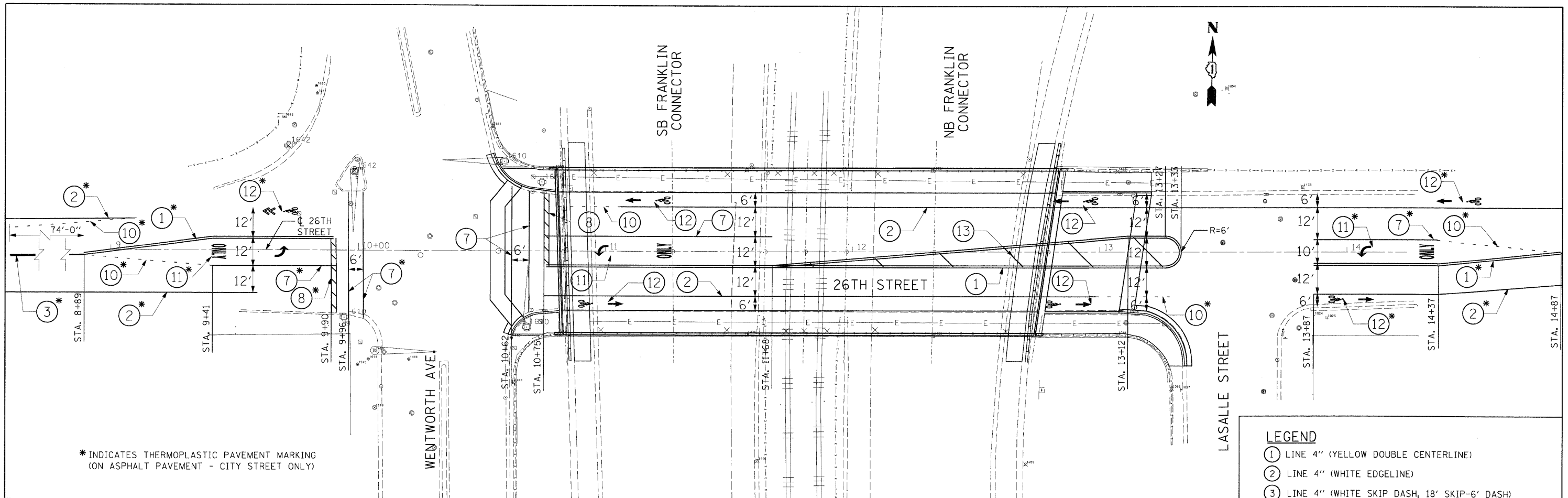
DRAINAGE PIPE ITEMS

STATION	TO	STATION	STORM SEWERS, CLASS A, TYPE 1, 8" (FOOT)	TRENCH BACKFILL (CU YD)
10+70.21	24.29 RT.	10+68.25	4	3
10+70.45	24.16 LT.	10+68.44	4	3
13+13.28	23.51 RT.	13+14.71	23	17
13+13.54	23.01 LT.	13+14.71	23	17
TOTAL			54	40

DRAINAGE STRUCTURE ITEMS

	LOCATION	STATION	OFFSET	EACH
CATCH BASINS, TY A, 4' DIA, TY 1 FRAME, OPEN LID	26TH STREET	10+70.21	24.29 RT.	1
	26TH STREET	10+70.45	24.16 LT.	1
	26TH STREET	13+13.28	23.51 RT.	1
	26TH STREET	13+13.54	23.01 LT.	1
	FRONTAGE ROAD B	84+02.46	12.59 RT.	1
TOTAL				5
MANHOLES TO BE ADJUSTED	26TH STREET	10+56.73	0 LT/RT	1
	FRONTAGE ROAD B	87+21.30	0.60 RT.	1
TOTAL				2
MANHOLES, TY A 3' DIA, TY 1 FRAME, CLOSED LID	26TH STREET	13+14.71	0.28 RT.	1
TOTAL				1



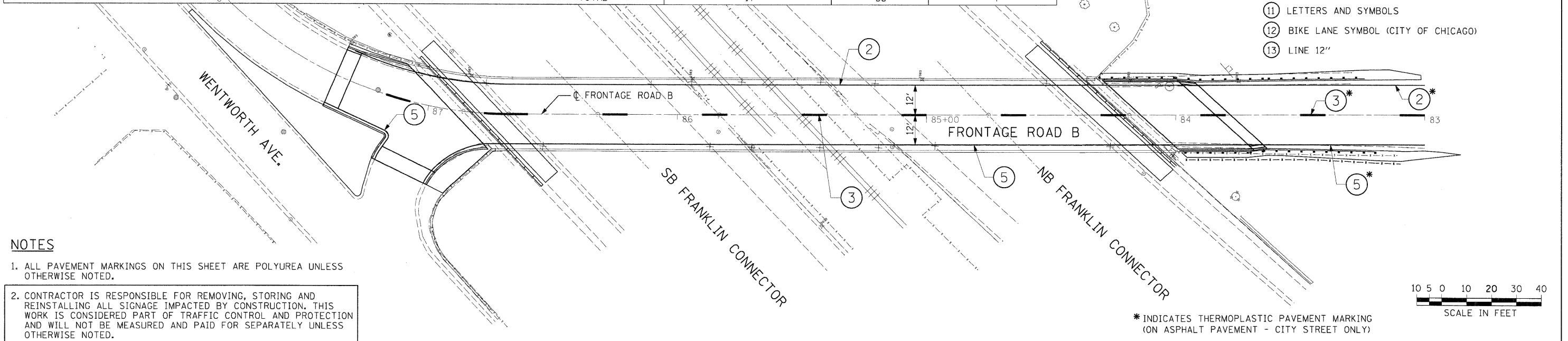


* INDICATES THERMOPLASTIC PAVEMENT MARKING (ON ASPHALT PAVEMENT - CITY STREET ONLY)

LEGEND

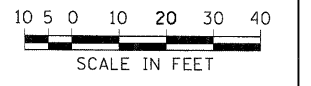
- ① LINE 4" (YELLOW DOUBLE CENTERLINE)
- ② LINE 4" (WHITE EDGELINE)
- ③ LINE 4" (WHITE SKIP DASH, 18' SKIP-6' DASH)
- ④ LINE 4" (YELLOW SKIP DASH, 18' SKIP-6' DASH)
- ⑤ LINE 4" (YELLOW EDGELINE)
- ⑥ LINE 5" (WHITE SKIP DASH, 30' SKIP-10' DASH)
- ⑦ LINE 6" (WHITE)
- ⑧ LINE 24" (WHITE STOP BAR)
- ⑨ EXISTING EXPRESSWAY MARKING TO REMAIN
- ⑩ LINE 6" (WHITE SKIP DASH, 6' SKIP-2' DASH)
- ⑪ LETTERS AND SYMBOLS
- ⑫ BIKE LANE SYMBOL (CITY OF CHICAGO)
- ⑬ LINE 12"

SIGN NO.	MUTCD CODE	EXISTING LOCATIONS			SIGN DESCRIPTION	SIGN PANEL DIMENSION (IN x IN)	REMOVE, STORE AND RE-ERECT SIGN PANEL (SQ FT)	METAL POST TYPE B (FT)	TELESCOPING SIGN SUPPORT (EACH)
		STATION	OFFSET	MOUNTING					
1	R7-201-4	12+32.7	27.5' LT	SIGN POLE	NO PARKING - TOW ZONE	18 X 18	2.25	9	1
2	R7-201-4	12+32.3	27.5' RT	SIGN POLE	NO PARKING - TOW ZONE	18 X 18	2.25	9	1
3	SPECIAL	11+50	32' RT	SIGN POLE	SHARED LANE YIELD TO BIKES TO CHINATOWN	24 X 24	4	10	1
4	SPECIAL	10+85.4	26.2' LT	SIGN POLE	TO CHINATOWN	25 X 24	4	10	1
5	R7-201-4	84+06.1	14.2' RT	LIGHT POLE	NO PARKING - TOW ZONE	18 X 18	2.25		
6	R7-201-4	85+84.6	14.2' RT	LIGHT POLE	NO PARKING - TOW ZONE	18 X 18	2.25		
TOTAL							17	38	4

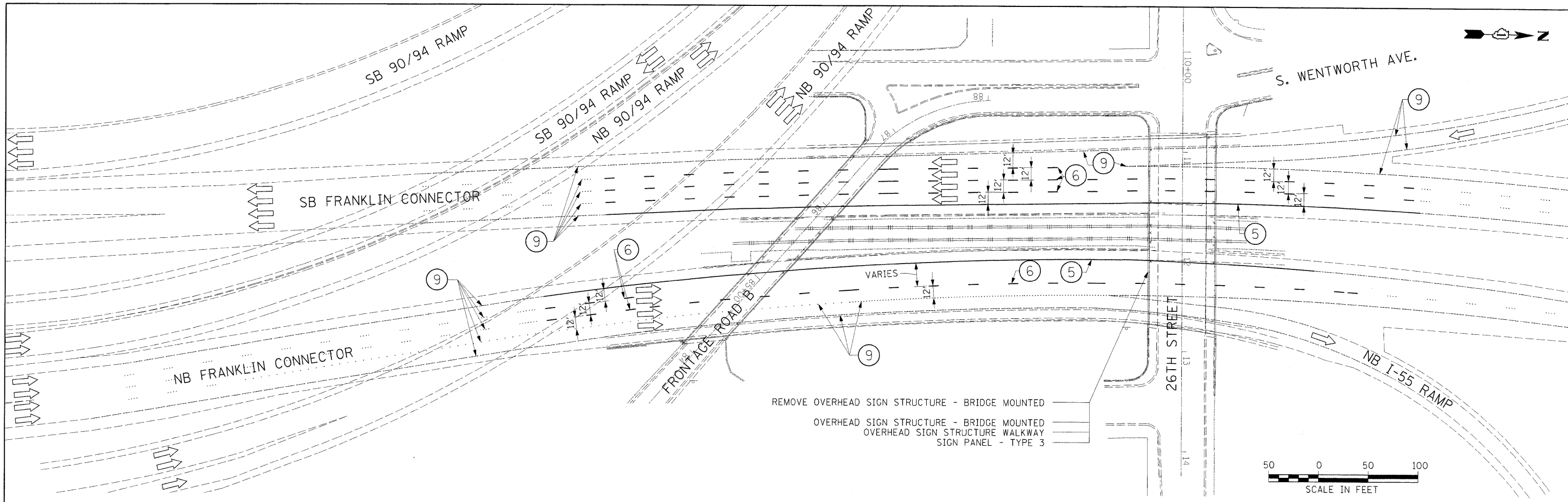


NOTES

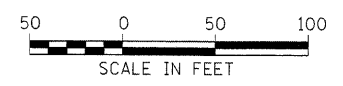
1. ALL PAVEMENT MARKINGS ON THIS SHEET ARE POLYUREA UNLESS OTHERWISE NOTED.
2. CONTRACTOR IS RESPONSIBLE FOR REMOVING, STORING AND REINSTALLING ALL SIGNAGE IMPACTED BY CONSTRUCTION. THIS WORK IS CONSIDERED PART OF TRAFFIC CONTROL AND PROTECTION AND WILL NOT BE MEASURED AND PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.



* INDICATES THERMOPLASTIC PAVEMENT MARKING (ON ASPHALT PAVEMENT - CITY STREET ONLY)



REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED
 OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED
 OVERHEAD SIGN STRUCTURE WALKWAY
 SIGN PANEL - TYPE 3



NOTES

1. ALL EDGELINE PAVEMENT MARKINGS ON THIS SHEET ARE THERMOPLASTIC.
2. ALL LANE LINE PAVEMENT MARKINGS ON THIS SHEET ARE PREFORMED PLASTIC.
3. CONTRACTOR IS RESPONSIBLE FOR REMOVING, STORING AND REINSTALLING ALL SIGNAGE IMPACTED BY CONSTRUCTION. THIS WORK IS CONSIDERED PART OF TRAFFIC CONTROL AND PROTECTION AND WILL NOT BE MEASURED AND PAID FOR SEPARATELY UNLESS OTHERWISE NOTED.
4. ALL RAISED REFLECTIVE PAVEMENT MARKERS THAT ARE REMOVED SHALL BE REPLACED AND PAID FOR AS RAISED REFLECTIVE PAVEMENT MARKERS (EACH). PLACE RAISED REFLECTIVE PAVEMENT MARKERS IN ACCORDANCE WITH IDOT DISTRICT 1 DETAIL TC-12.
5. WHEN PLACING THE PREFORMED PLASTIC PAVEMENT MARKING, THE PREFORMED PLASTIC SHALL BE GROOVED IN AS PER THE MANUFACTURER 5/32 S RECOMMENDATION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5

LEGEND

- ① LINE 4" (YELLOW DOUBLE CENTERLINE)
- ② LINE 4" (WHITE EDGELINE)
- ③ LINE 4" (WHITE SKIP DASH, 18' SKIP-6' DASH)
- ④ LINE 4" (YELLOW SKIP DASH, 18' SKIP-6' DASH)
- ⑤ LINE 4" (YELLOW EDGELINE)
- ⑥ LINE 5" (WHITE SKIP DASH, 30' SKIP-10' DASH)
- ⑦ LINE 6" (WHITE)
- ⑧ LINE 24" (WHITE STOP BAR)
- ⑨ EXISTING EXPRESSWAY MARKING TO REMAIN
- ⑩ LINE 6" (WHITE SKIP DASH, 6' SKIP-2' DASH)
- ⑪ LETTERS AND SYMBOLS
- ⑫ BIKE LANE SYMBOL (CITY OF CHICAGO)

FILE NAME =	DESIGNED - TAI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B) PAVEMENT MARKING AND SIGNING PLAN - 22ND STREET RAMP		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pr\2008\115800\cadd\Sheets\PMK_22nd.dgn	DRAWN - SSD	REVISED -					392	1717.2-3B-R	COOK	114	26
JACOBS	CHECKED - PJM	REVISED -					CONTRACT NO. 62197				
PLOT DATE = 1/29/2009	DATE - 01/13/09	REVISED -					ILLINOIS FED. AID PROJECT				
			SCALE: 1" = 50'		SHEET NO. OF SHEETS STA. TO STA.						

PMK-02

GENERAL NOTES

SPECIFICATIONS:

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications") (2)

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

MINIMUM CLEARANCE: 3" greater than bridge members at all locations. (All Obstructions)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specifications.

MATERIALS: All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.

All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50.).

HIGH STRENGTH BOLTS: All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

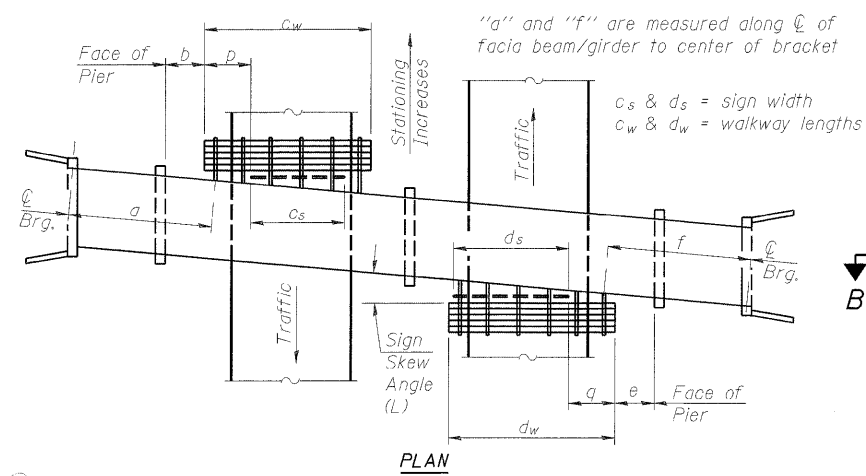
ANCHOR RODS: All-threaded rod conforming to ASTM A307, 3/4" ϕ x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

- 1 Bracket spacing $g \leq 6'-0"$, max. Spacing shall be uniform if possible but may vary $\pm 6"$ to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.
- 2 Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.
- 3 Unit price includes grating, handrail, brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items. Limits of payment are based on grating length (cw, dw) unless otherwise specified. For Safety Chain Details and Details D, F and G, see Base Sheet BM-4.
- 4 If walkway bracket at safety chain location is behind sign, add angle to bracket. See detail on Base Sheet BM-4.

NUMBER	REVISION	DATE

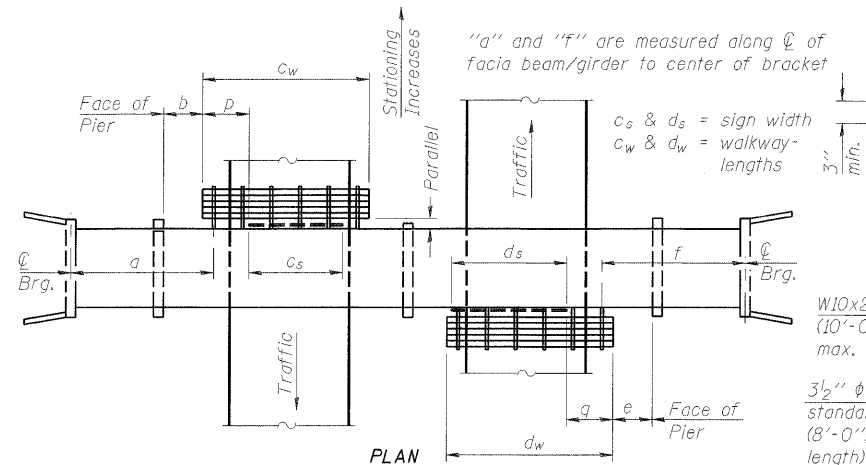
TOTAL BILL OF MATERIAL

3 OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	Foot	33'-7"
--	------	--------



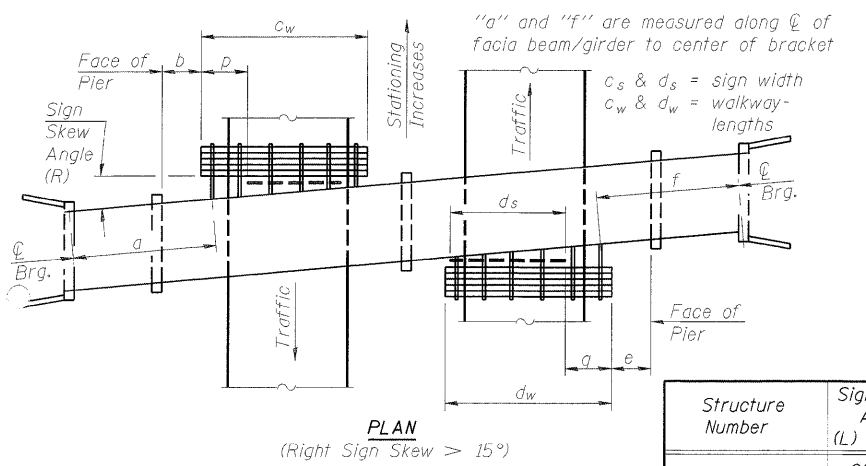
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)



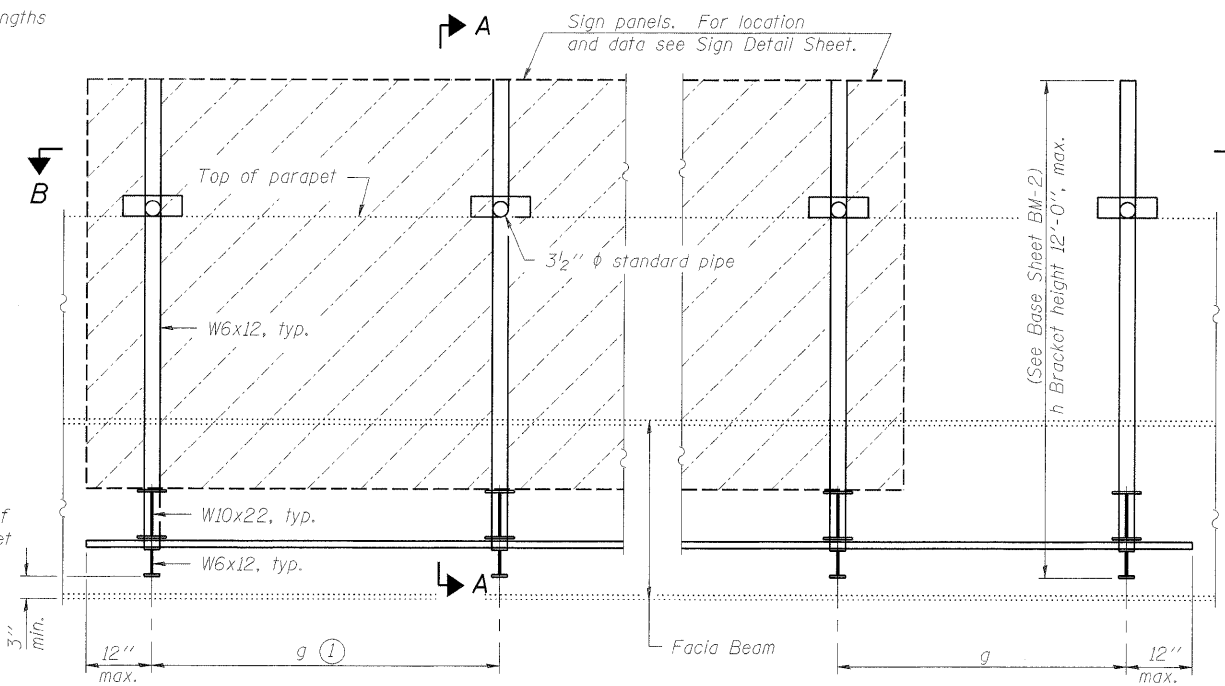
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)



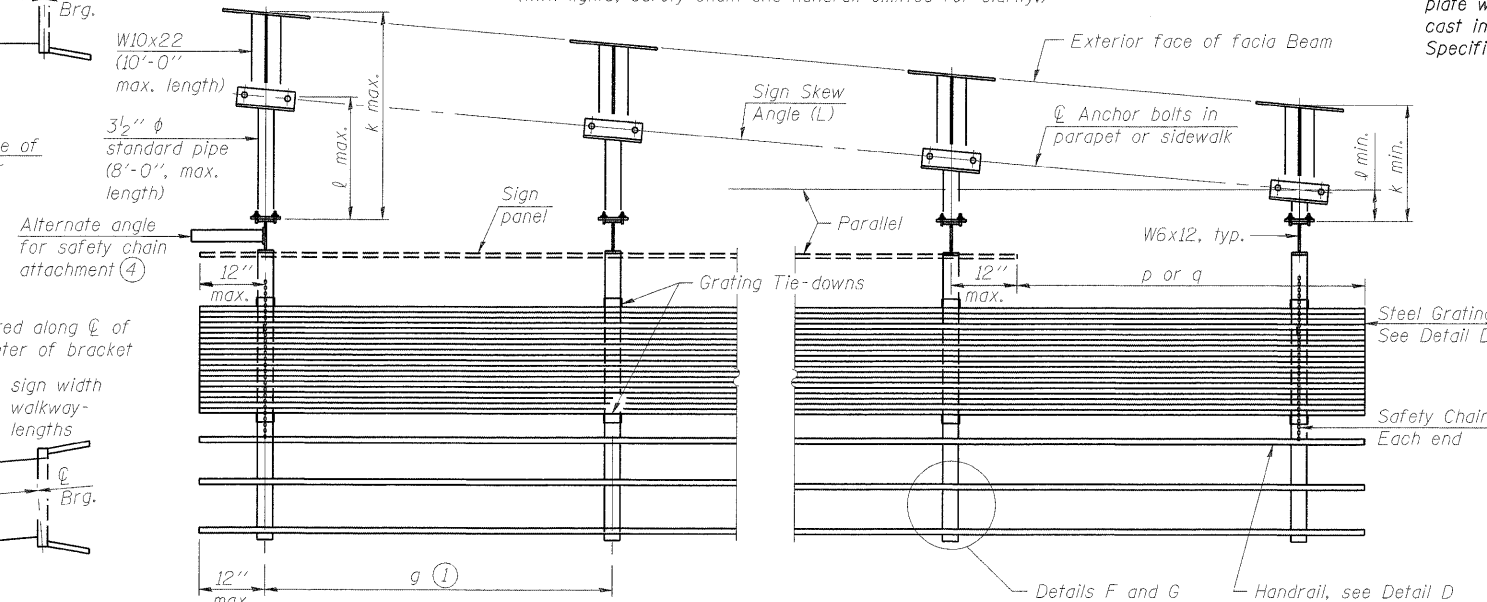
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)



TYPICAL FRONT ELEVATION

(With lights, safety chain and handrail omitted for clarity.)



SECTION B-B

(Shown: Left Sign Skew > 15°)

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	b	c _s	c _w	d _s	d _w	e	f**	g**	No. of Brackets (Total)	p	q	Total Grating/Hndrl. Lengths (c _w + d _w)
	0°0'0"	88+18.80	016-1064	F.A.P. 392					33'-6"	33'-7"		13'-10"	5'-3"	7			33'-7"

** Match Existing

Dimensions a, b, e, f & g may vary as approved by the Engineer, see 1.

When $c_w < c_s$ and/or $d_w < d_s$, use alternate brackets without walkway supports where applicable, see 3.

BM-1

12-1-08

FILE NAME = 0161064-5A31-BMS1.dgn



PLOT DATE = 2/2/2009

DESIGNED - SJB	REVISED - ---
DRAWN - SJB	REVISED - ---
CHECKED - MBO	REVISED - ---
DATE - 1/13/09	REVISED - ---

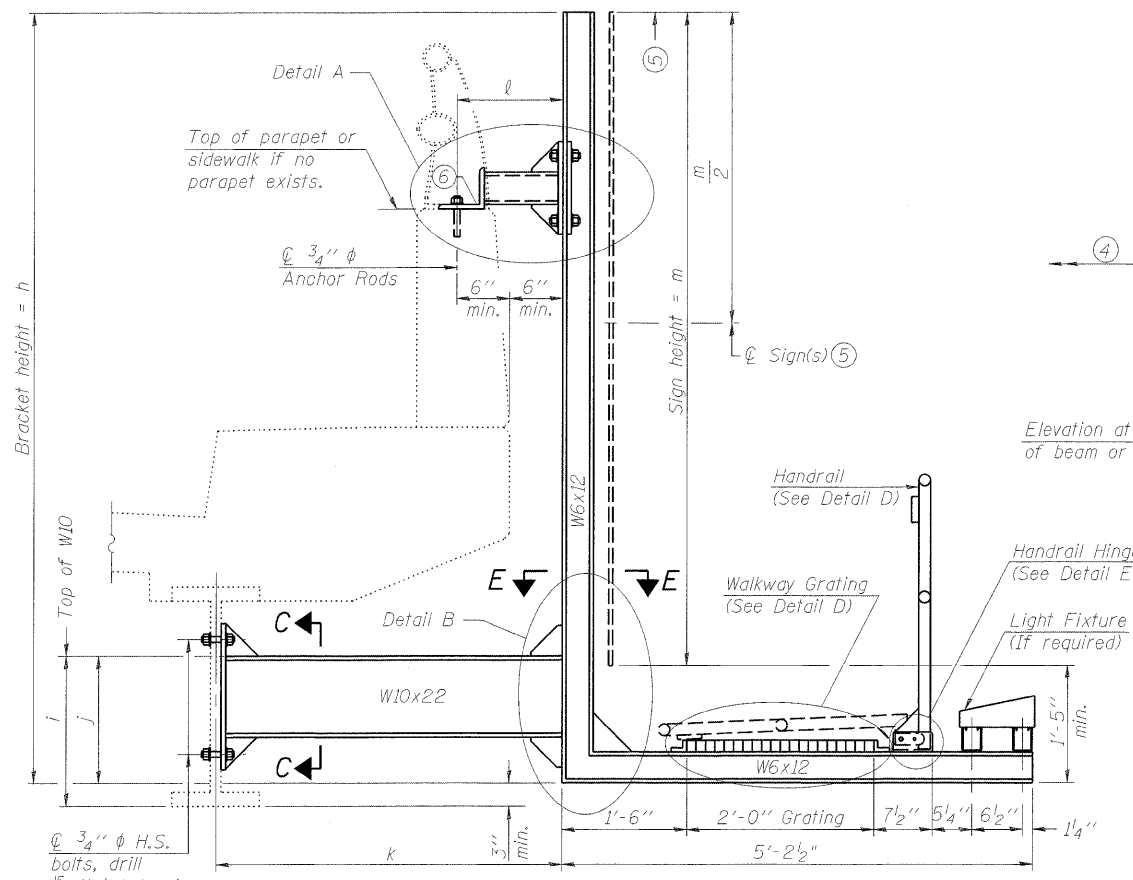
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BRIDGE MOUNT SIGN STRUCTURES - GENERAL PLAN AND ELEVATION

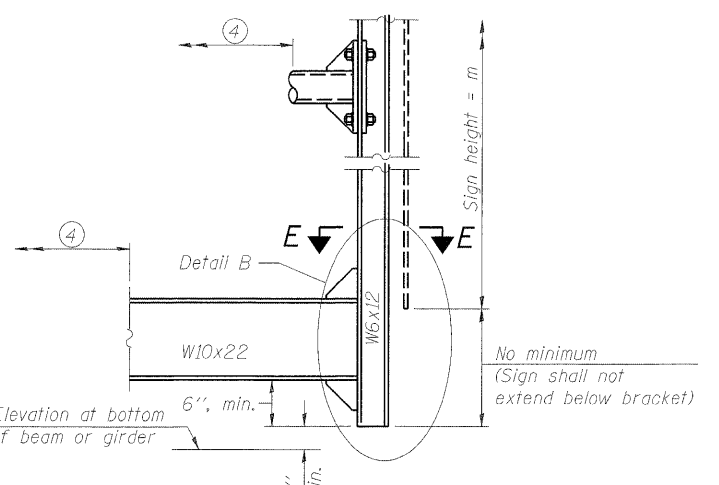
F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET)
STRUCTURE NO. 016-1064

SCALE: NTS SHEET NO. SA31 OF SA31 SHEETS STA. 11+81.01

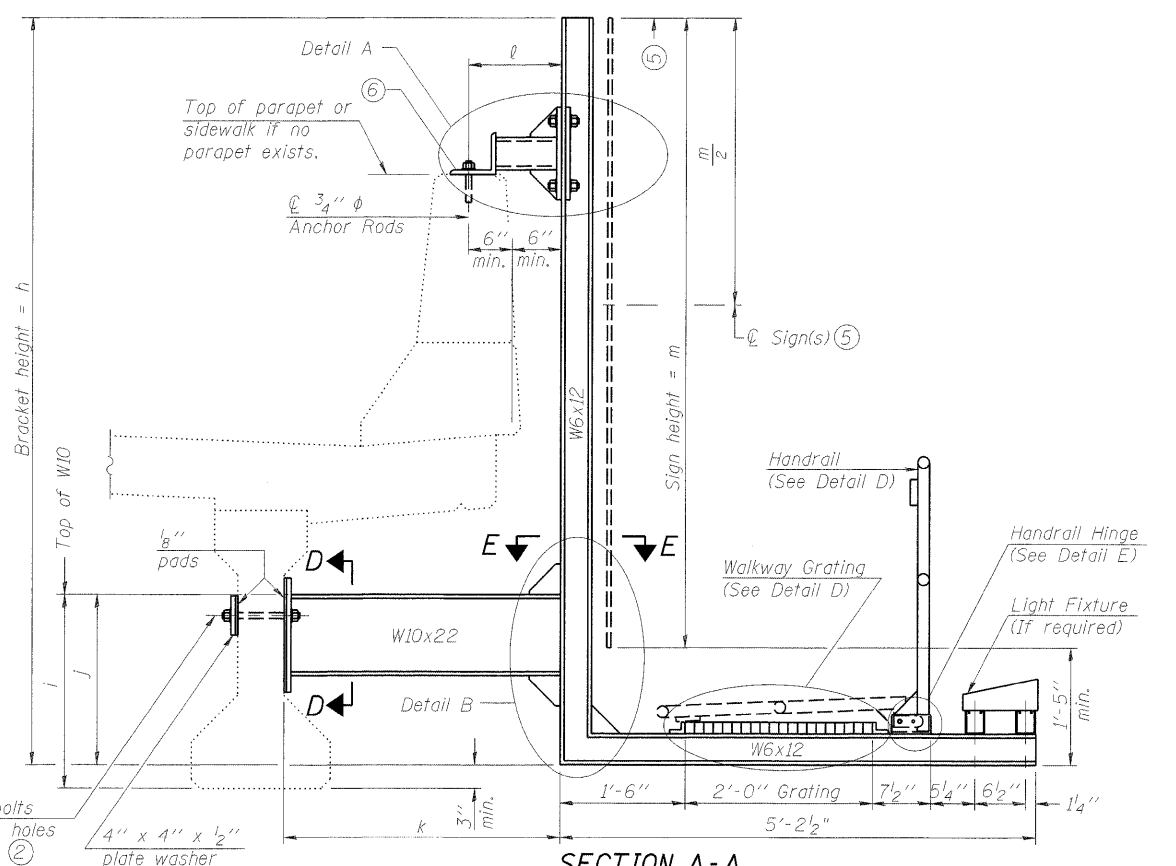
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717-2-3B-R	COOK	114	26A
CONTRACT NO. 62197				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



SECTION A-A
 Details for mounting to steel beam or girder
 & Details for mounting with existing parapet mounted rail



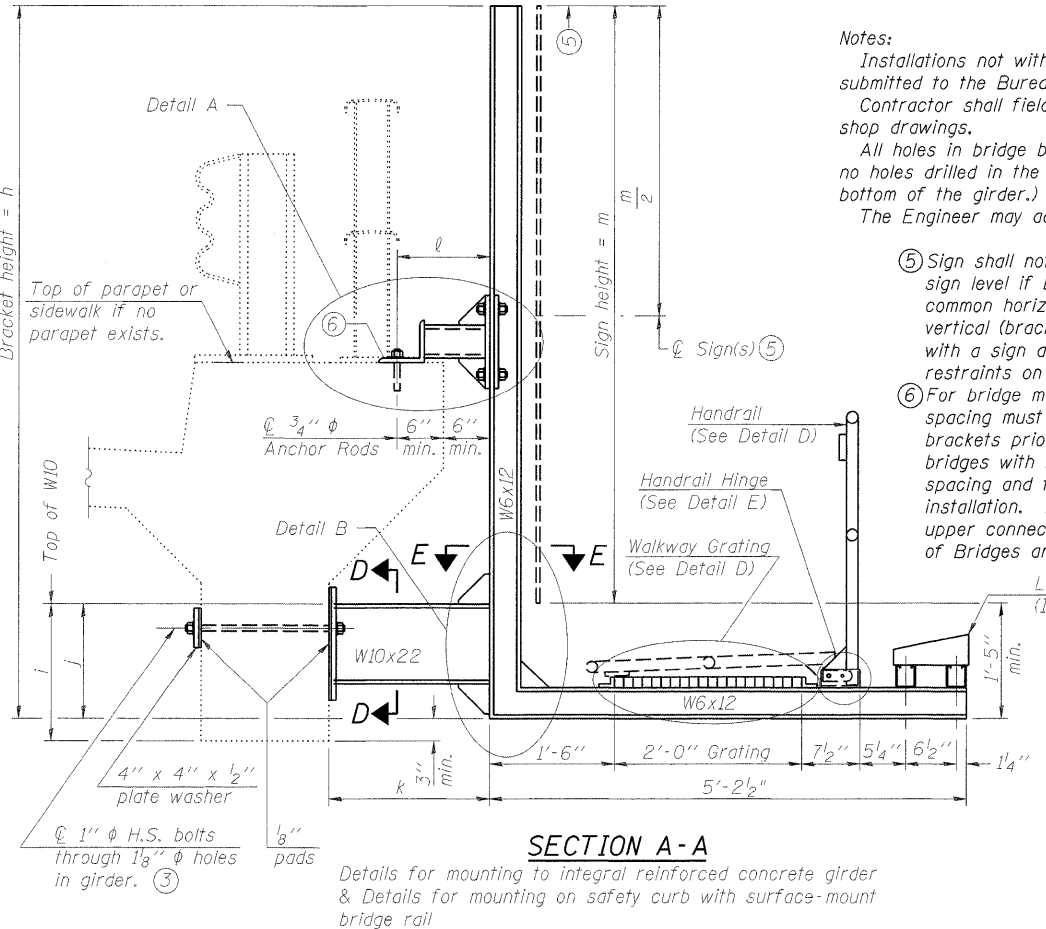
SECTION A-A
 Alternate with no lights or walkways
 (4) For attachment details of 3/2 inch pipe and W10x22, see other sections as applicable.



SECTION A-A
 Details for mounting to PPC I Beam or Bulb "T"
 & Details for mounting to parapet w/o rail

Notes:
 Installations not within dimensional limits shown require special analysis for all components and must be submitted to the Bureau of Bridges and Structures for approval.
 Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.
 All holes in bridge beams or girders should be located in the middle half of the member's depth. There shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth = bottom of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Bridges and Structures. The Engineer may adjust dimension "i" to meet the above condition and to keep the sign level.

- (5) Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to locational restraints on future uses. (See Detail A for minimum bracket height.)
- (6) For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation. For bridge mounted sign structures installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.



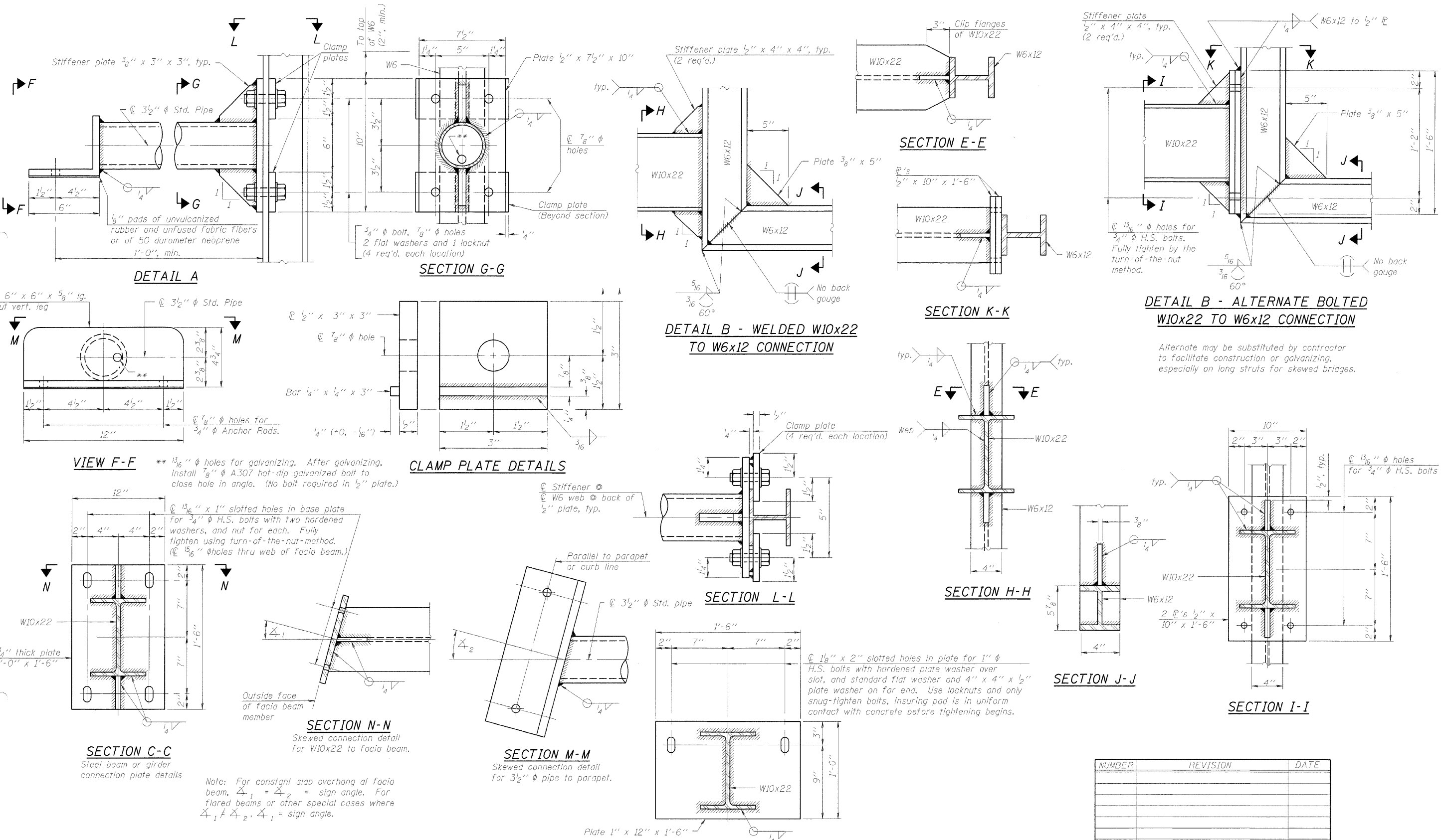
SECTION A-A
 Details for mounting to integral reinforced concrete girder
 & Details for mounting on safety curb with surface-mount bridge rail

Structure Number	Station	h	i	j	k max. (10'-0" max.)	l max. (8'-0" max.)	m (15'-0" max.)
	88+18.80	11'-11"	1'-11"	1'-8"	4'-2 1/2"	1'-11 1/2"	10'-0"

For Details A & B, Sections C-C, D-D and E-E, see Base Sheet BM-3.
 For Details D & E, see Base Sheet BM-4.

- (1) Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.
- (2) For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6", min. Minimize spalling during field drilling of existing beams.
- (3) For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6", min. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over 4" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.

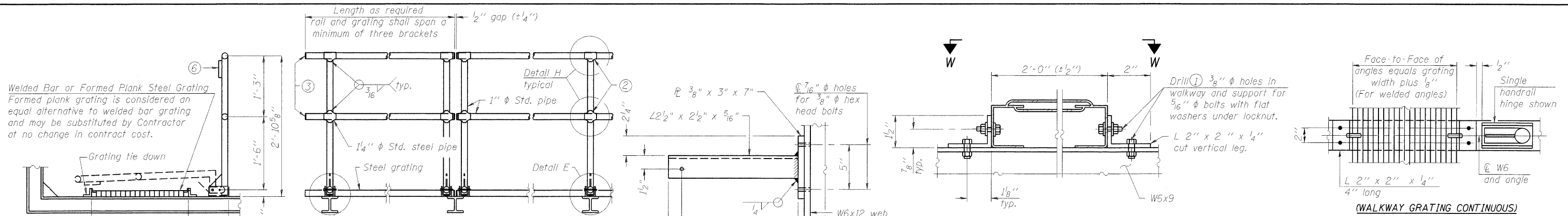
NUMBER	REVISION	DATE



DETAIL B - ALTERNATE BOLTED W10x22 TO W6x12 CONNECTION

Alternate may be substituted by contractor to facilitate construction or galvanizing, especially on long struts for skewed bridges.

NUMBER	REVISION	DATE



SIDE ELEVATION

DETAIL D HANDRAIL

FRONT ELEVATION

SECTION P-P

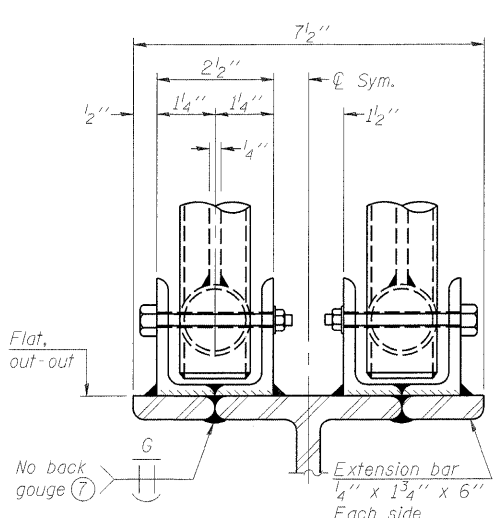
ALTERNATE FORMED PLANK GRATING DETAILS

Plank Grating: nominal depth = 2 1/2" (± 1/2"); perforated or expanded steel sheet with a non-skid surface (non-serrated) concentrated load capacity = 500 lbs. with 6'-0" clear span.

(WALKWAY GRATING CONTINUOUS)

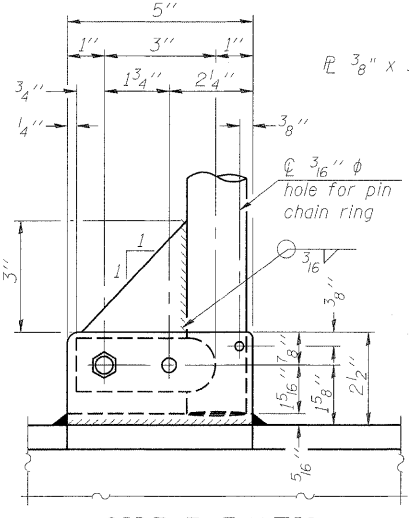
(AT WALKWAY GRATING SPLICE)

PLAN



ELEVATION AT HANDRAIL JOINT

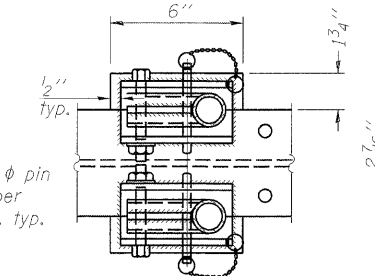
(Details not shown same as "FRONT ELEVATION")
 L 2 1/2" x 2" x 1/4", 5" long
 Drill 5/16" hole for 1/4" ring-grip quick release self-locking stainless steel pin bolt with washer and hexagon locknut



SIDE ELEVATION

SAFETY CHAIN ATTACHMENT

(With Sign Present)
 Items not shown same as "SIDE ELEVATION" and "SAFETY CHAIN"

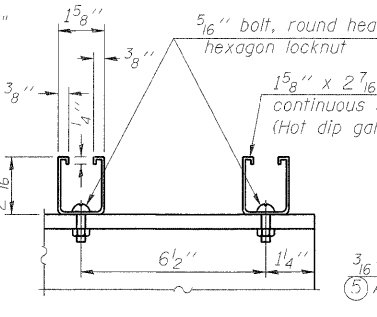


PLAN AT HANDRAIL JOINT

(For Details, see Elevations.)

SECTION F-F LIGHTING FIXTURE MOUNTS

(If required)



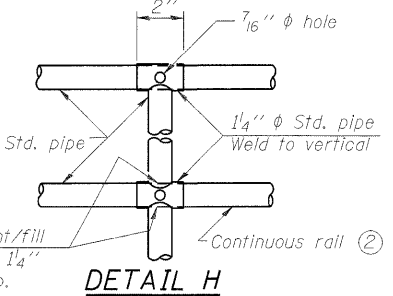
VIEW W-W

Face-to-Face of angles equals grating width (For bolted angles)

Sym. at C

GRATING CONTINUOUS AT GRATING SPLICE

L 2" x 2" x 1/4", 2" long



DETAIL H

Welds 3/16" continuous

SAFETY CHAIN

No Sign at Bracket

Field drill 3/8" hole for 5/16" eye-bolt. (At approximately elevation of upper handrail pipe.)

Vertical member of walkway bracket

3/16" welded links stainless steel chain. (Approximately 12 links per foot.)

5/16" eye-bolts. Provide washer and hexagon locknut. (Stainless steel.)

Attach stainless steel swivel eye snap at handrail end.

One (1) required for each end of each walkway.

WELDED BAR GRATING DETAILS

3/16" x 1 1/2" bearing bars, 1 3/16" O.C. cross bars 4" O.C.

DETAIL F

Light Support

DETAIL G

3/8" gap (± 1/4")

3/8" holes for 5/16" bolts. (Drill in field.)

6 1/2"

1" typ.

FRONT ELEVATION

(See above Elevations for dimensions.)

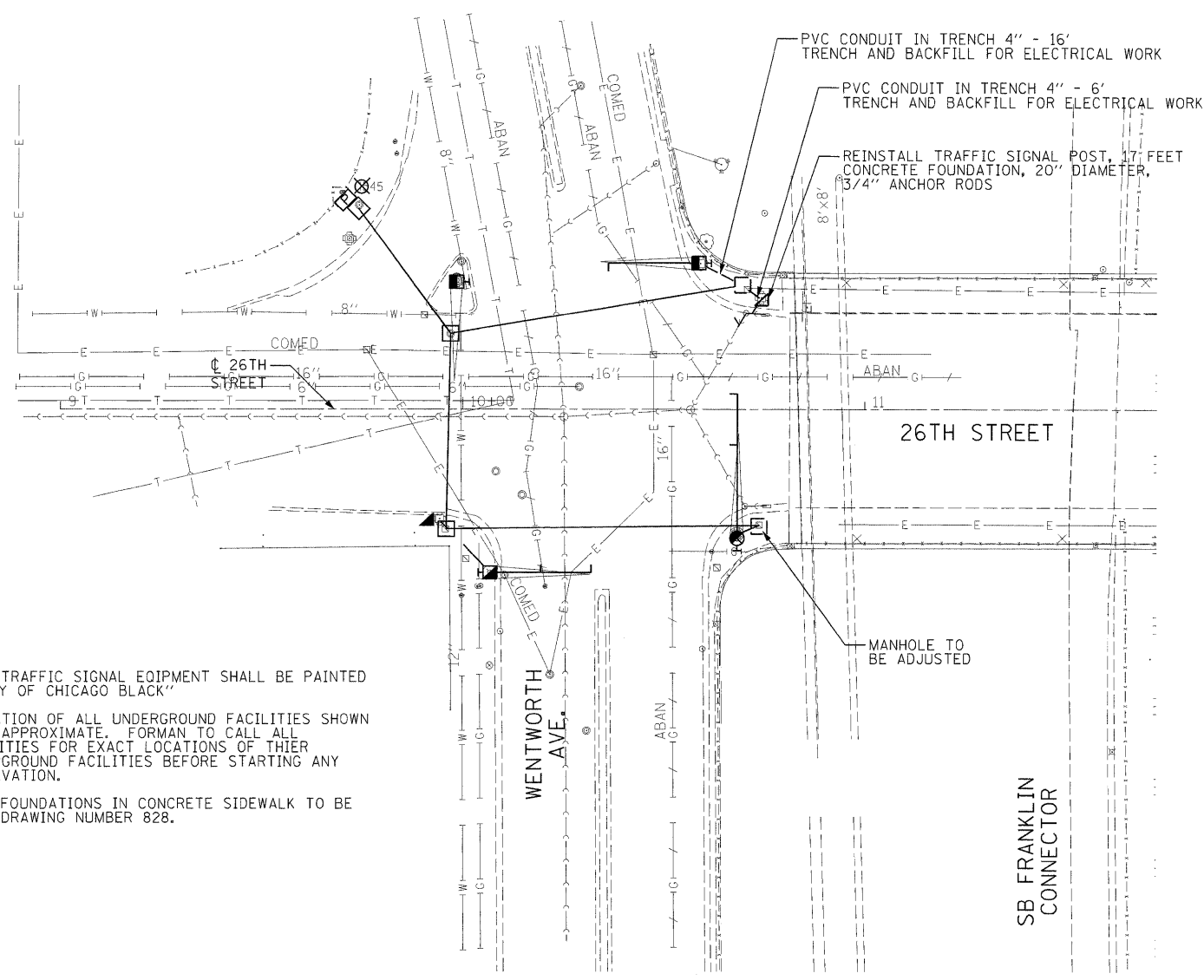
PLAN AT SINGLE HANDRAIL HINGE

DETAIL E

NOTES

- ① Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment. Field drilled holes must be touched up with galvanized paint.
- ② Horizontal rail member shall be continuous thru 1 1/4" pipe. Provide 7/16" hole in 1 1/4" pipe for 3/8" bolt. Field drill 7/16" hole in horizontal rail member. Provide washer and locknut for bolt. (Use 5/16" eyebolts in 7/16" holes on top rail at ends only.)
- ③ Install standard force-fit end caps or weld 1/8" end plates with 1/8" c.f.w. and grind smooth. (All rail ends.)
- ④ 3/8" (± 1/4") gap between grating panels at splice.
- ⑤ Chain to be type 304L stainless steel suitable for prolonged exterior exposure. Approximately 3'-6" long chain per location. Maximum sag with handrail erected = 4".
- ⑥ 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.
- ⑦ Extrusions may be used in lieu of details shown, with approval by Engineer.
- ⑧ Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

NUMBER	REVISION	DATE

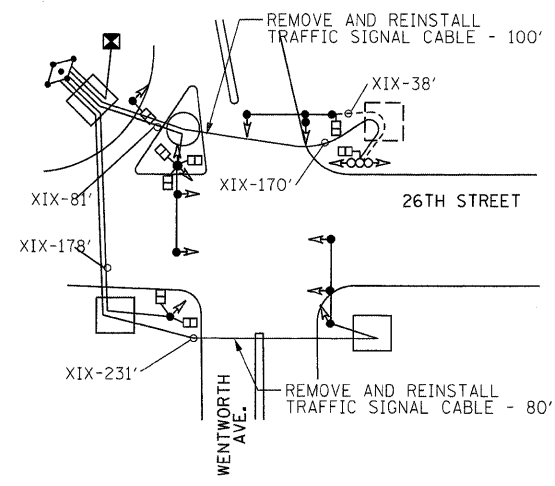


PROPOSED FOUNDATION AND CONDUIT PLAN
SCALE: 1" = 20'

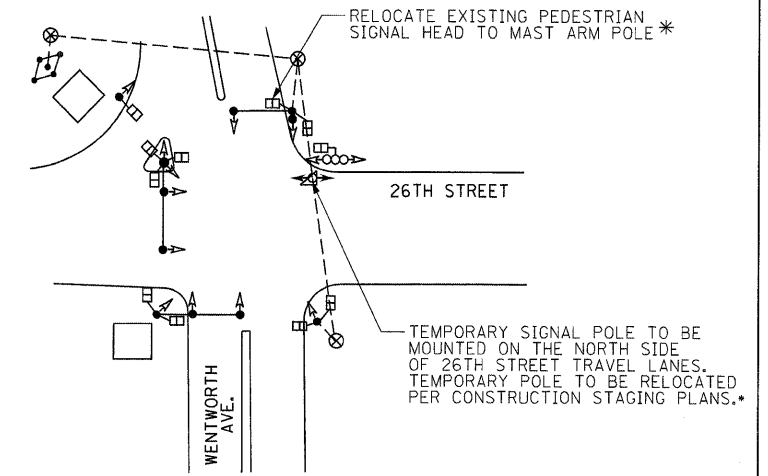
ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED
"CITY OF CHICAGO BLACK"

LOCATION OF ALL UNDERGROUND FACILITIES SHOWN
ARE APPROXIMATE. FORMAN TO CALL ALL
UTILITIES FOR EXACT LOCATIONS OF THEIR
UNDERGROUND FACILITIES BEFORE STARTING ANY
EXCAVATION.

ALL FOUNDATIONS IN CONCRETE SIDEWALK TO BE
PER DRAWING NUMBER 828.



CABLE AND SIGNAL REMOVAL PLAN
NOT TO SCALE



* PAID FOR AS TEMPORARY TRAFFIC SIGNAL INSTALLATION

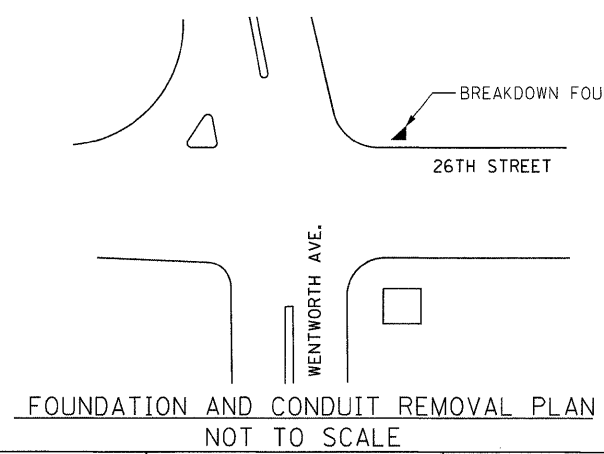
TEMPORARY SIGNAL CABLE PLAN
NOT TO SCALE

- ⊗ — TEMPORARY WOOD POLE (CLASS 5 OR BETTER)
- ↑ — TEMPORARY SIGNAL HEAD
- ▲ — EXISTING SIGNAL HEAD IN OPERATION DURING
TEMPORARY SIGNAL OPERATION
- △ — TEMPORARY SIGNAL POST ON CONCRETE BLOCK

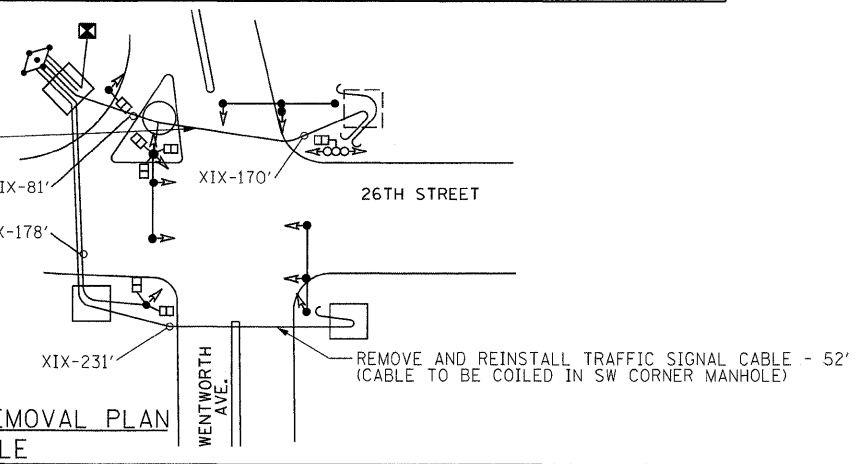
TEMPORARY SIGNAL NOTES

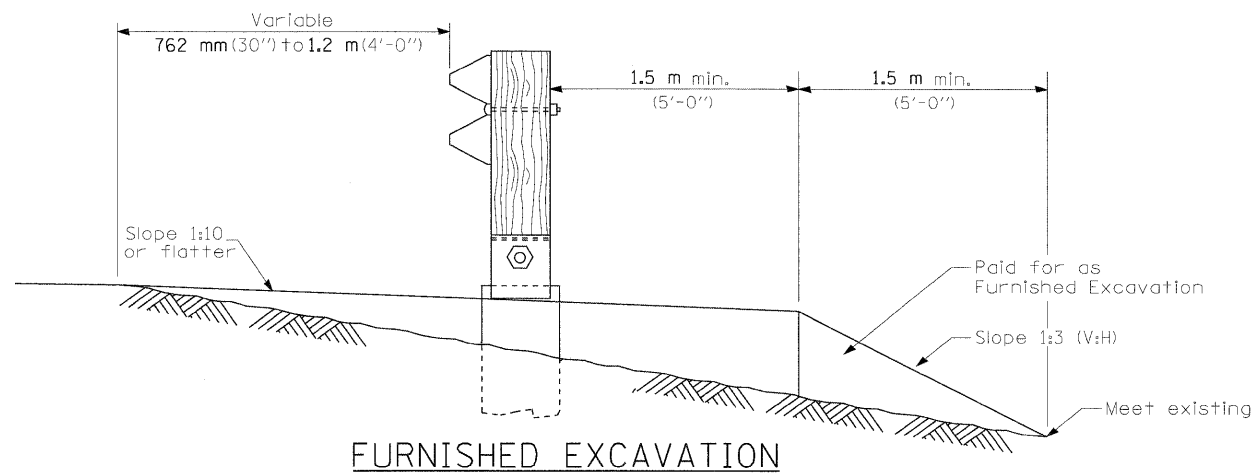
1. EXISTING CONTROLLER CABINET TO BE USED FOR
TEMPORARY CONTROL. CONTRACTOR TO CONTACT
CITY OF CHICAGO BUREAU OF ELECTRICITY TO
COORDINATE ACCESS TO EXISTING TRAFFIC CONTROL
CABINET.
2. EXISTING SIGNALS ON WEST SIDE OF WENTWORTH AVE.
TO REMAIN CONNECTED TO EXISTING CONTROLLER AND
REMAIN IN OPERATION DURING CONSTRUCTION.
3. PEDESTRIAN SIGNAL HEADS SHALL BE DARKENED AND
BAGGED WHEN ASSOCIATED CROSSWALK(S) ARE CLOSED
PER TRAFFIC CONTROL PLAN

DATE	REVISION
WORK ORDER NO. _____ DATE _____	
COST ALLOCATION ACCOUNT _____	
APPROPRIATION ACCOUNT { MATERIAL _____ LABOR _____	
FOUNDATION, CONDUIT, CABLE, AND SIGNAL PLAN TRAFFIC CONTROL SIGNALS WENTWORTH AVENUE AND 26TH STREET	
CITY OF CHICAGO BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING	
DRAFTSMAN:	CHEF DRAFTSMAN:
SUPERVISING ENGINEER	
CHIEF HIGHWAY ENGINEER:	
SUPT. OF CONSTRUCTION:	
DEPUTY COMMISSIONER:	
SIZE:	SCALE: AS NOTED



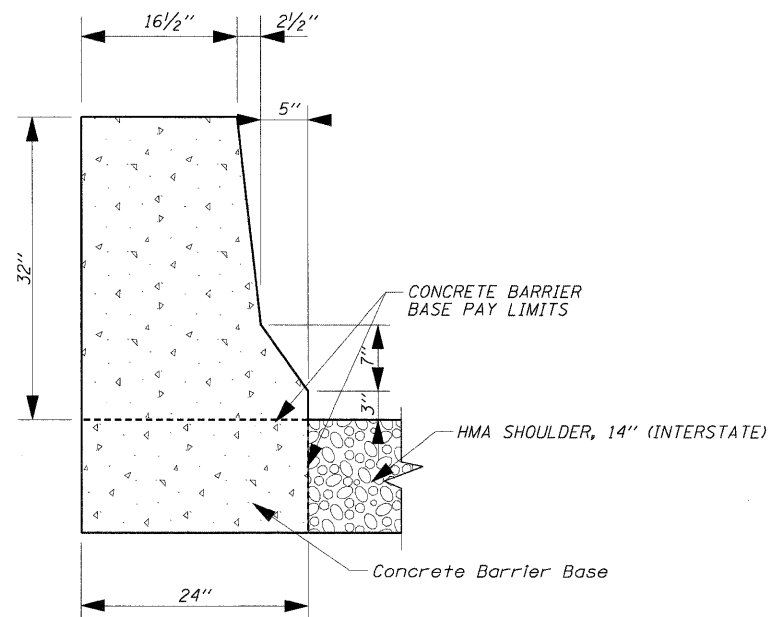
FOUNDATION AND CONDUIT REMOVAL PLAN
NOT TO SCALE



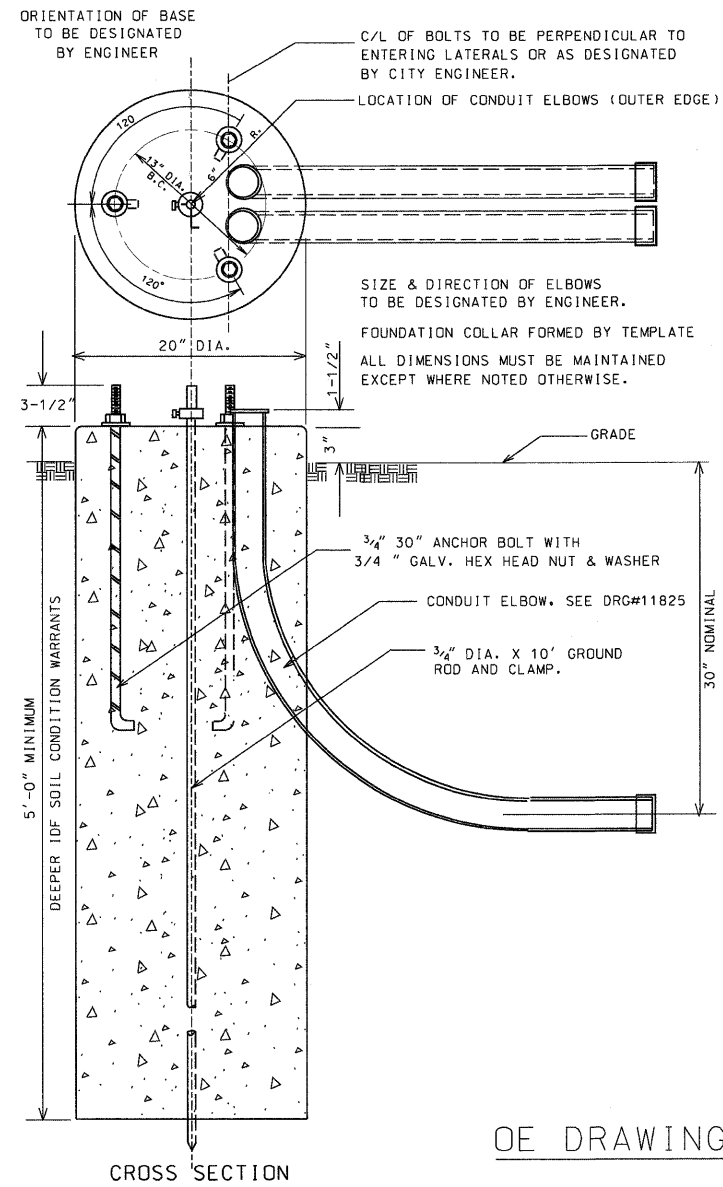


FURNISHED EXCAVATION

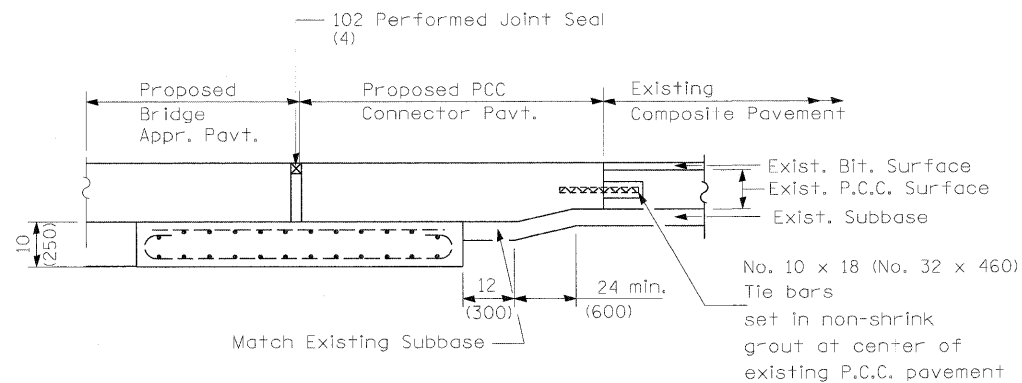
NOTE:
1. SEE DETAIL ON SHEET DET-01 FOR GUARDRAIL STABILIZATION



CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT WITH HMA SHOULDER SLAB



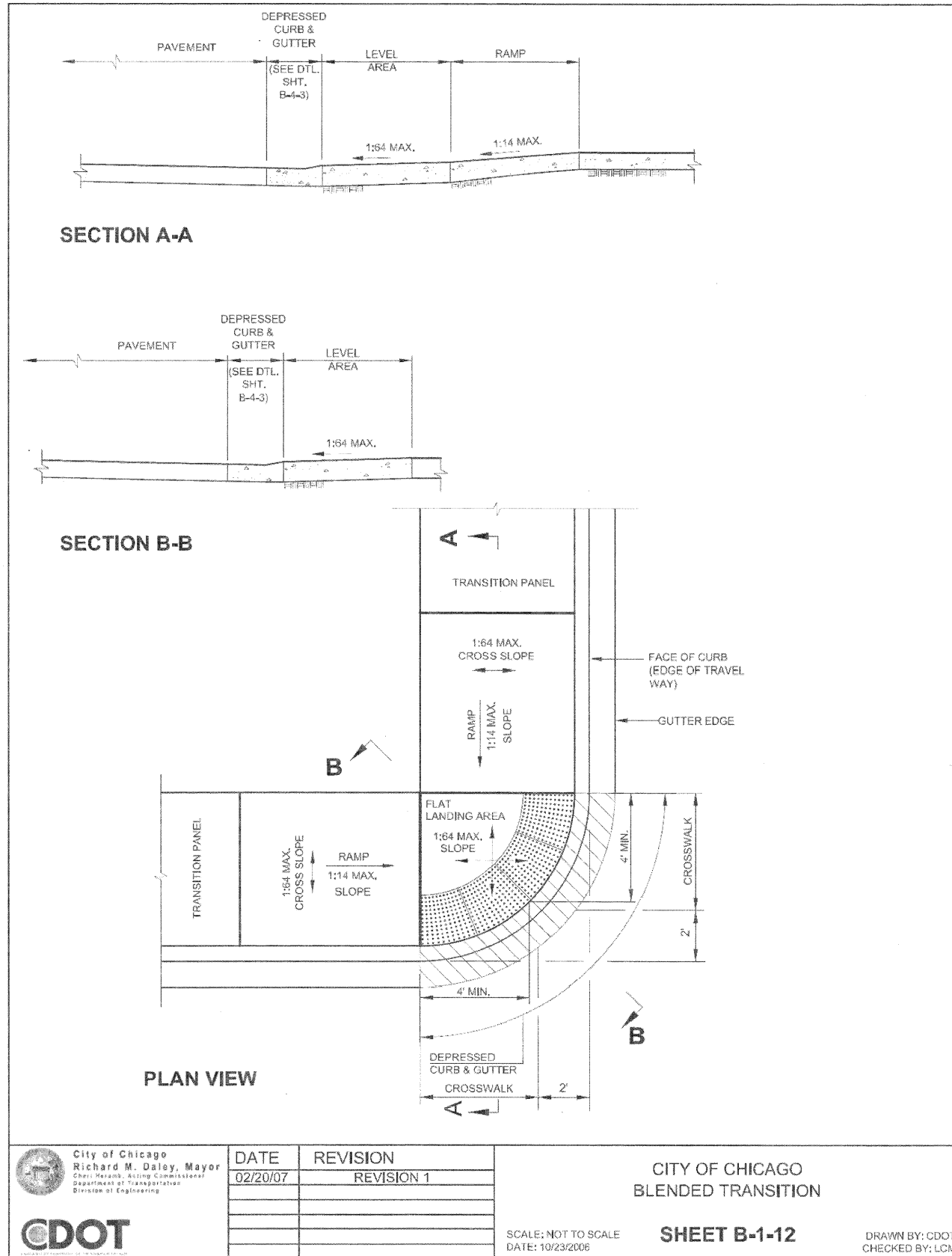
OE DRAWING 709



CONNECTOR PAVEMENT SECTION

DET-01

FILE NAME = pr\2009\01\15820\Cadd\Sheet\Civil Details\dgn JACOBS PLOT DATE = 1/12/2009	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -		CIVIL AND APPROACH SLAB DETAILS		392	1717.2-3B-R	COOK	114	27
	CHECKED -	REVISED -		SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 62197				
DATE = 01/13/09	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT				



CITY OF CHICAGO SIDEWALK & GENERAL NOTES

1. THE DETECTABLE WARNING TILES SHALL BE CERAMIC CEMENT OR COMPOSITE POLYMER CONCRETE (CPC) TILES WHICH MEET THE CHICAGO DEPARTMENT OF TRANSPORTATION SPECIFICATION (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.
2. TILES MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET)
3. TILES MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES
4. WHERE APPLICABLE, A COMBINATION OF DIFFERING SIZE TILES MAY BE USED ON COMPOUND LARGE RADII. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.
5. TILES MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE TILES COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE TILE COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT A PROPER CONTRAST IS OBTAINED.
6. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0", EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER, WHICH HAS A MINIMUM WIDTH OF 4'-0".
7. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS AND RAMPS THE CONTRACTOR SHALL NOTIFY THE COMMISSIONER TO RECEIVE LAYOUT APPROVAL. A PRE-MANUFACTURED TILE, APPROVED BY THE COMMISSIONER MUST BE USED TO ACHIEVE THE DETECTABLE WARNING SURFACE.
8. THE MAXIMUM ALLOWABLE RAMP SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE A MORE GRADUAL SLOPE SHALL BE USED. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN.
9. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.
10. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED NEAR THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS.
11. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY OF EXISTING FACILITIES.
12. THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE CROSSWALK.
13. IF SIDEWALK AND ALLEY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED. IF SIDEWALK AND DRIVEWAY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED BUT DETECTABLE WARNING TILES ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).
14. ALL CONSTRUCTION DOCUMENTS MUST BE STAMPED BY A LICENSED ARCHITECT/LANDSCAPE ARCHITECT/ENGINEER TO CERTIFY THAT THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO AND STATE OF ILLINOIS.
15. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICHEVER IS HIGHER.
16. CURB RAMPS AND KEYSTONE TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE IS TO BE USED.
17. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

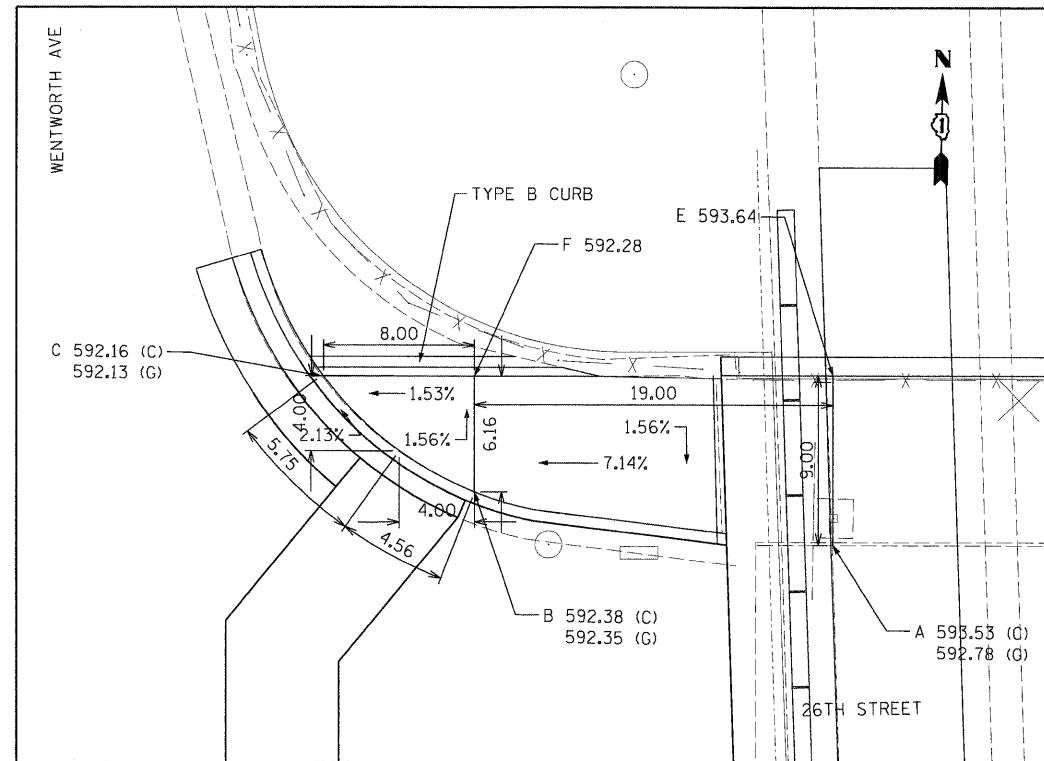
City of Chicago Richard M. Daley, Mayor Cheri Maxam, Acting Commissioner Department of Transportation Division of Engineering	DATE	REVISION	CITY OF CHICAGO BLENDED TRANSITION SHEET B-1-12 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	

DET-02

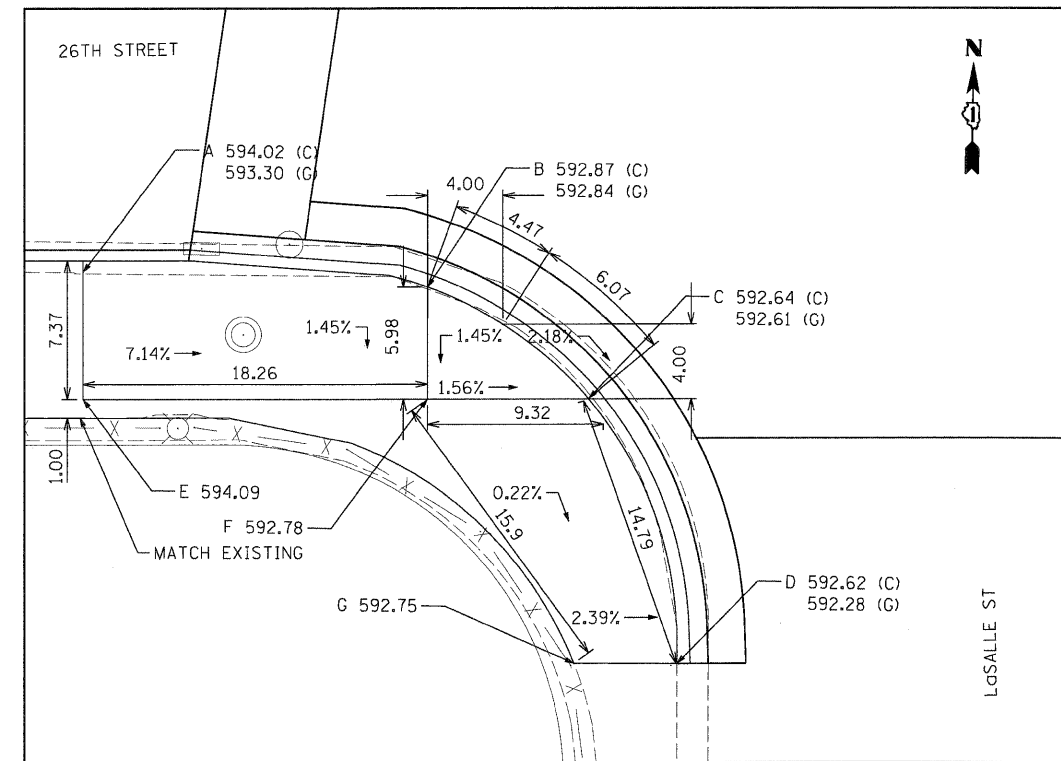
FILE NAME =	DESIGNED - KEB	REVISED -	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\2009\115802\Cadd\Sheet\ADA Ramp DETAIL.dgn	DRAWN - KEB	REVISED -	CITY OF CHICAGO ADA RAMP DETAIL & NOTES	392	1717.2-3B-R	COOK	114	28
	CHECKED - PJM	REVISED -		SCALE:	SHEET NO. 28 OF 114 SHEETS	STA.	TO STA.	CONTRACT NO. 62197
PLOT DATE = 1/12/2009	DATE - 01/13/09	REVISED -	FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

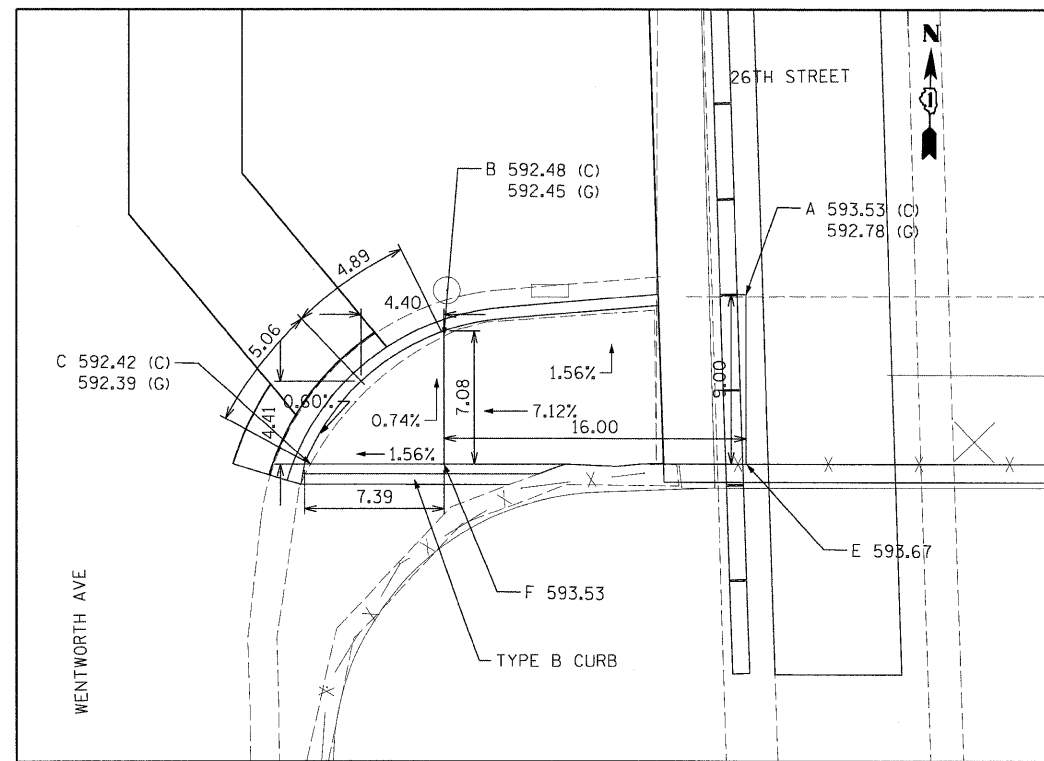




26th STREET & WENTWORTH AVE
NE CORNER



26th STREET & LaSALLE ST
SW CORNER

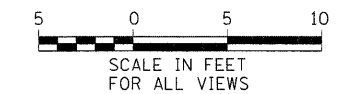


26th STREET & WENTWORTH AVE
SE CORNER

SE CORNER 26TH STREET & WENTWORTH		
POINT	STATION	OFFSET
A	10+86.05	24.00
B	10+70.05	25.94
C	10+62.66	33.02
D	N/A	N/A
E	10+86.05	33.03
F	10+70.05	33.02
G	N/A	N/A

NE CORNER 26TH STREET & WENTWORTH		
POINT	STATION	OFFSET
A	10+85.53	24.00
B	10+66.53	26.78
C	10+58.54	32.94
D	N/A	N/A
E	10+85.53	33.00
F	10+66.53	32.94
G	N/A	N/A

SW CORNER 26TH STREET & LaSALLE		
POINT	STATION	OFFSET
A	13+02.26	24.58
B	13+20.52	25.98
C	13+29.05	31.96
D	13+33.00	46.00
E	13+02.27	31.96
F	13+20.52	31.96
G	13+28.27	45.98



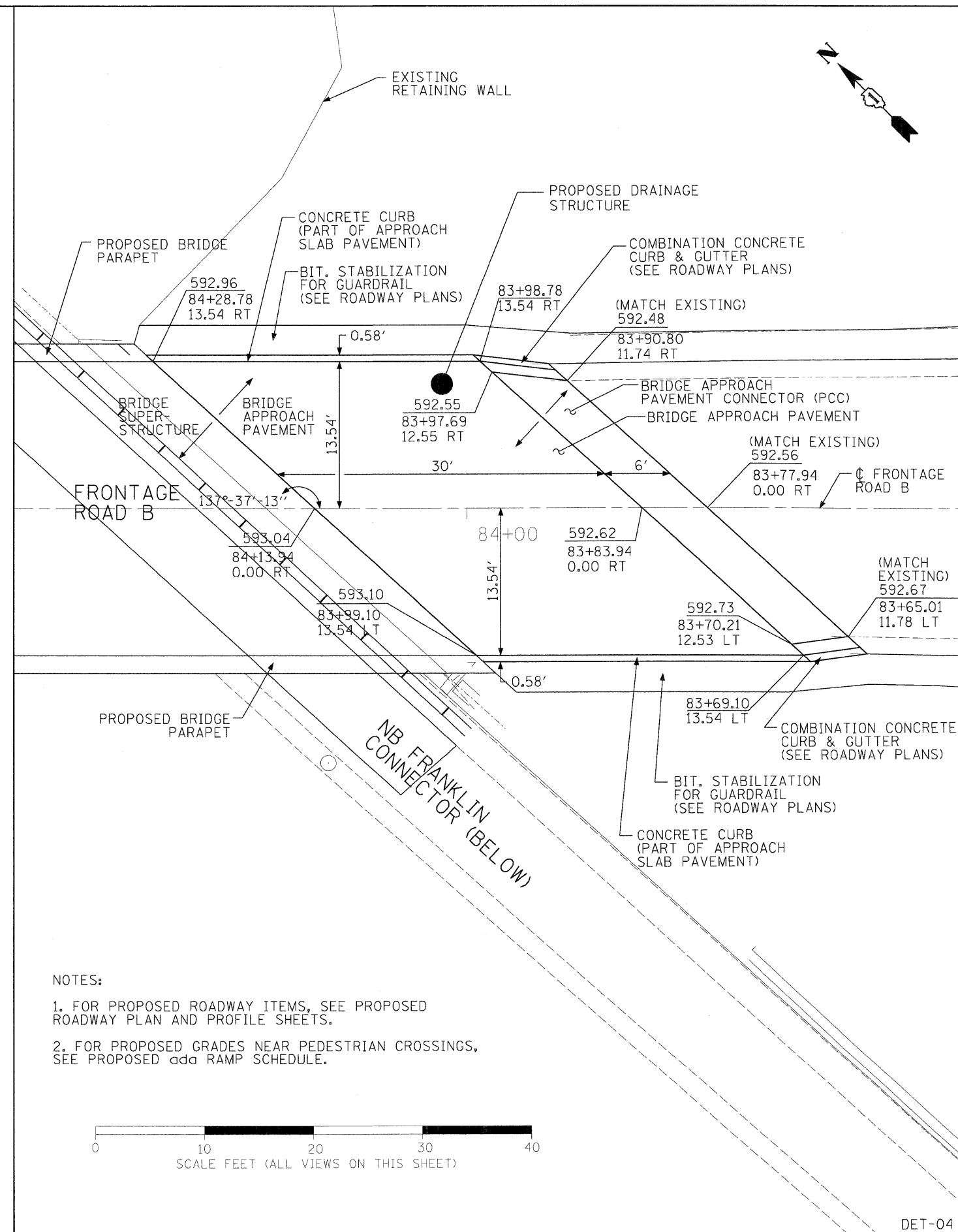
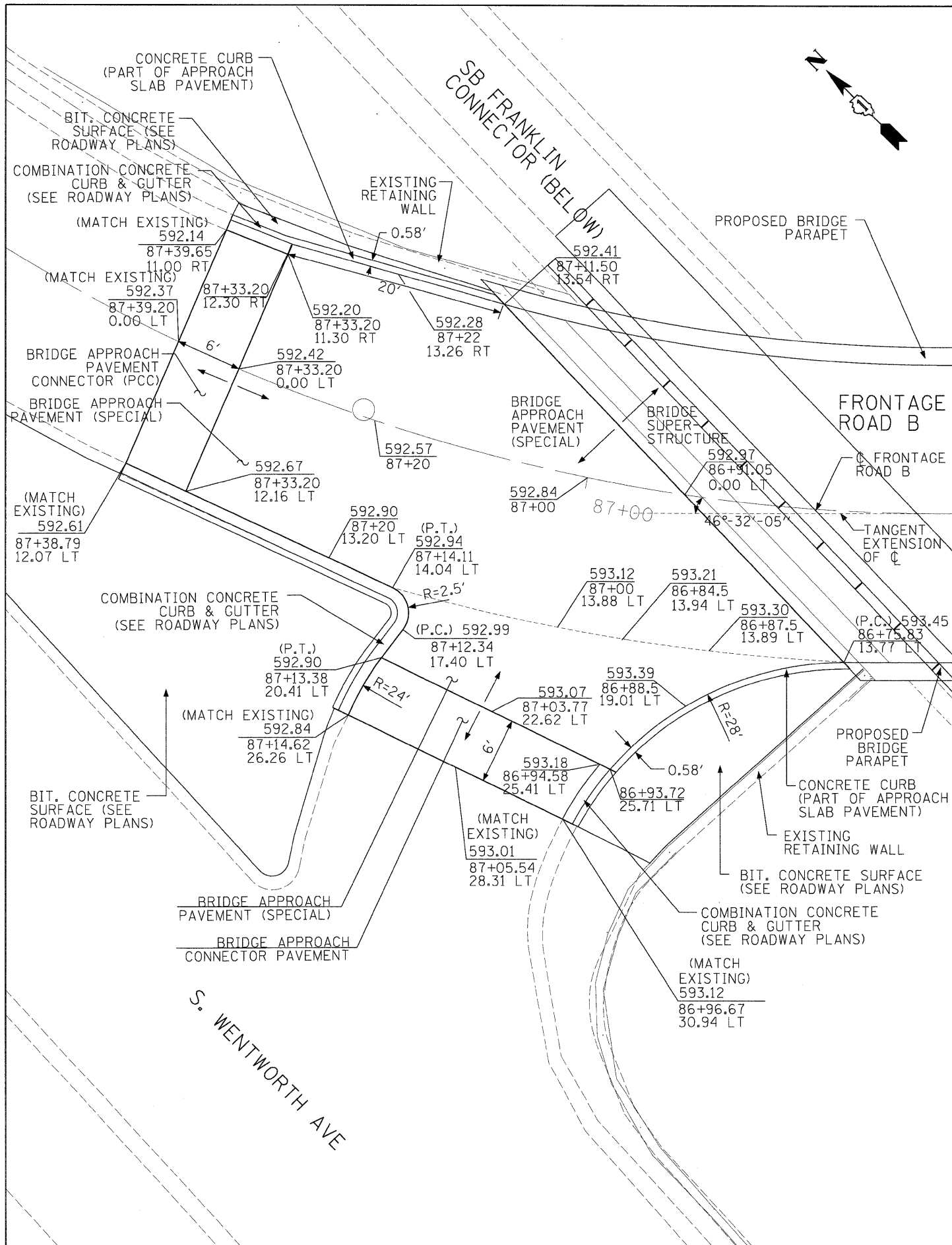
DET-03

FILE NAME =	DESIGNED - KEB	REVISED -
pt\...2008\c\15900\Cadd\Sheet\ADA Ramp Schedule.dgn	DRAWN - KEB	REVISED -
	CHECKED - PJM	REVISED -
	DATE - 01/13/09	REVISED -



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PROPOSED ADA RAMP SCHEDULE - 26th STREET		392	1717.2-3B-R	COOK	114	29
SCALE: 1" = 5'	SHEET NO. 28 OF 114 SHEETS	STA.	TO STA.	CONTRACT NO. 62197		
		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

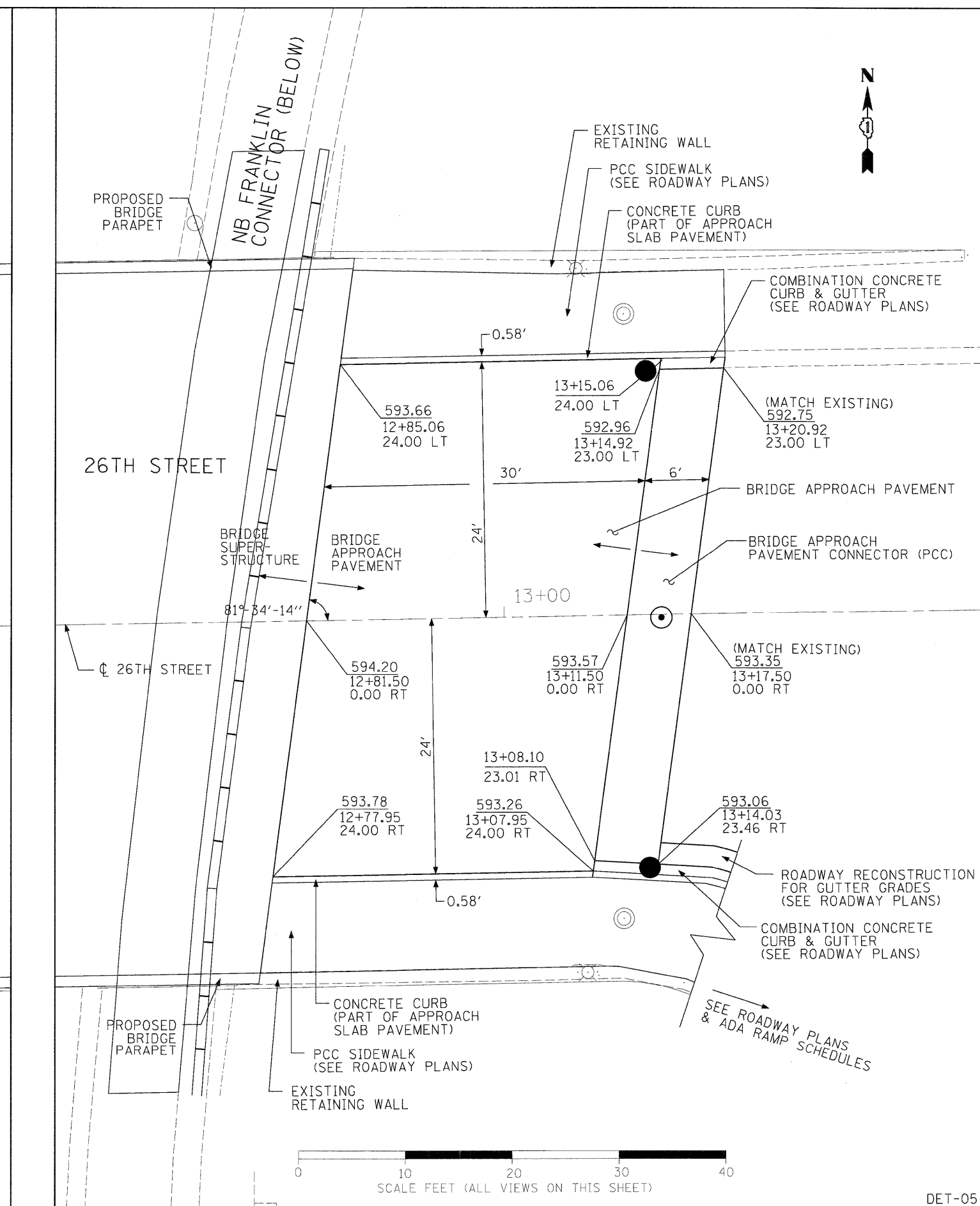
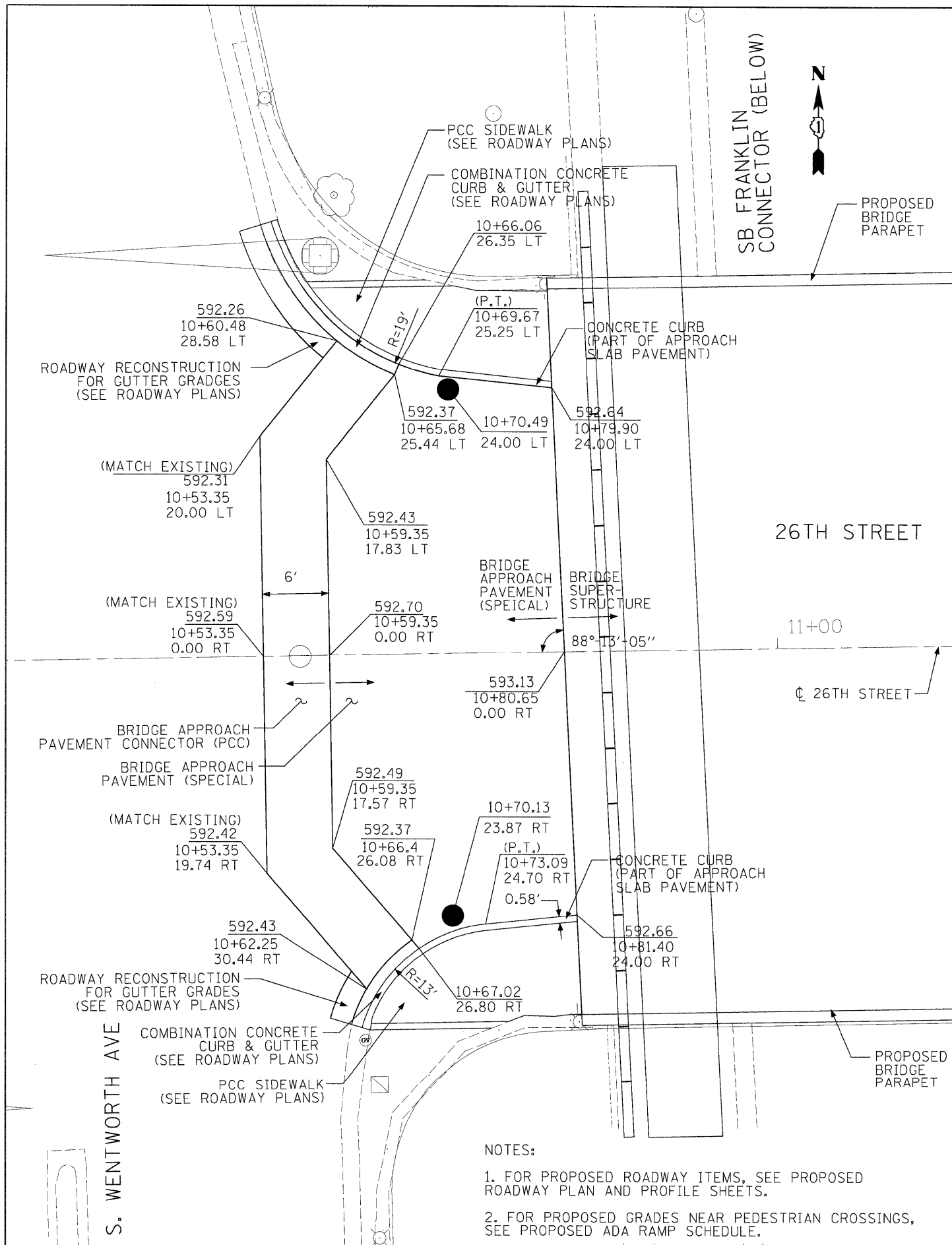


- NOTES:
1. FOR PROPOSED ROADWAY ITEMS, SEE PROPOSED ROADWAY PLAN AND PROFILE SHEETS.
 2. FOR PROPOSED GRADES NEAR PEDESTRIAN CROSSINGS, SEE PROPOSED ADA RAMP SCHEDULE.



FILE NAME = p:\2008\115880\Cadd\Sheet\Approach Slab Details.dgn	DESIGNED MLM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				F.A.P. RTE. 392	SECTION 1717.2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 30
JACOBS	DRAWN AEG	REVISED -					PROPOSED APPROACH SLAB ELEVATIONS - FRONTAGE ROAD B			CONTRACT NO. 62197	
PLOT DATE = 1/12/2009	CHECKED PJM	REVISED -					SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
	DATE 01/13/09	REVISED -									

DET-04



- NOTES:
1. FOR PROPOSED ROADWAY ITEMS, SEE PROPOSED ROADWAY PLAN AND PROFILE SHEETS.
 2. FOR PROPOSED GRADES NEAR PEDESTRIAN CROSSINGS, SEE PROPOSED ADA RAMP SCHEDULE.

FILE NAME =
 pt:\2008\cadd\Sheet\Approach Slab Det\12.dgn
JACOBS

DESIGNED MLM
 DRAWN AEG
 CHECKED PJM
 PLOT DATE = 1/12/2009

REVISED -
 REVISED -
 REVISED -
 REVISED -
 DATE - 01/13/09

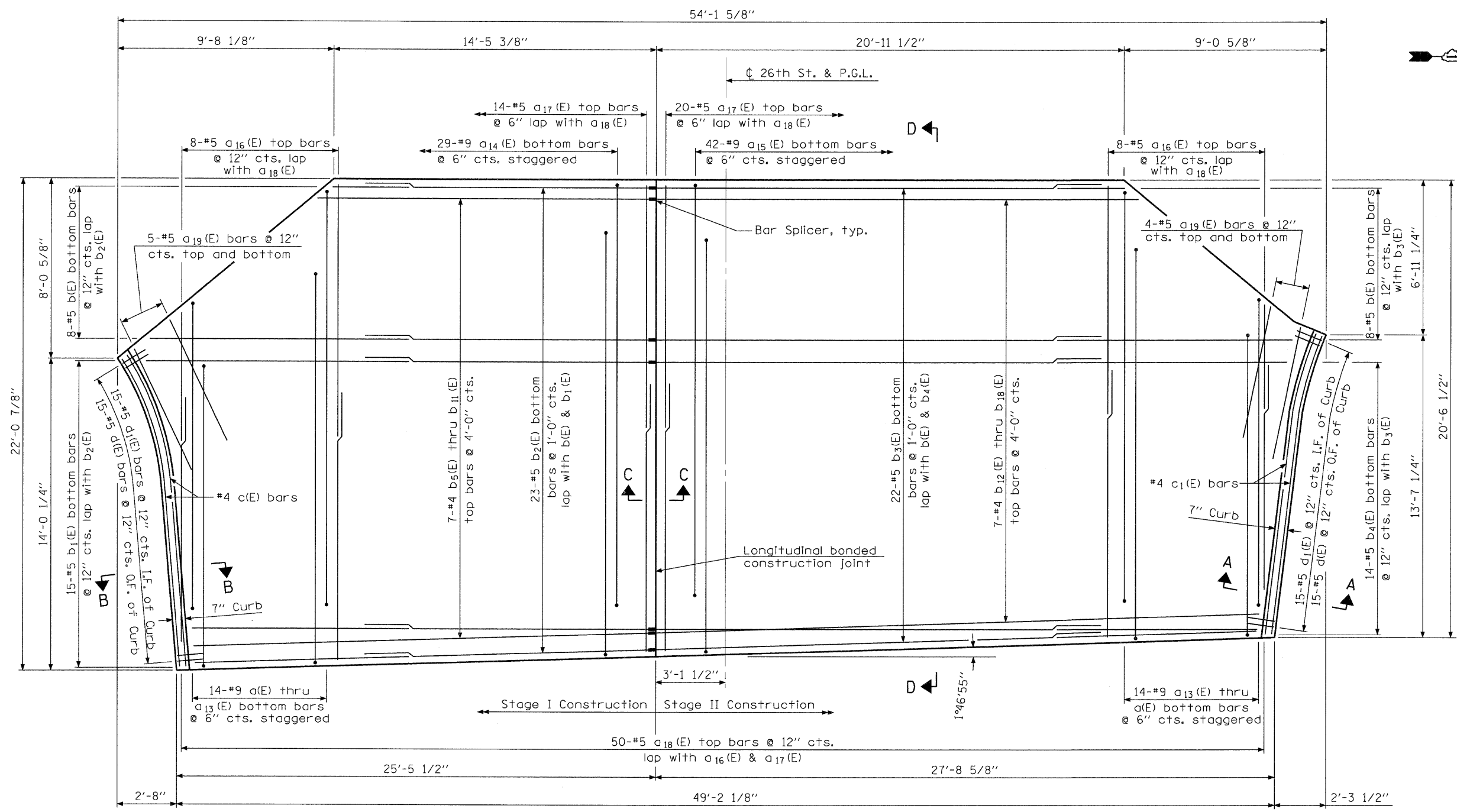
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)
PROPOSED APPROACH SLAB ELEVATIONS - 26th STREET

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717.2-3B-R	COOK	114	31
CONTRACT NO. 62197				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DET-05

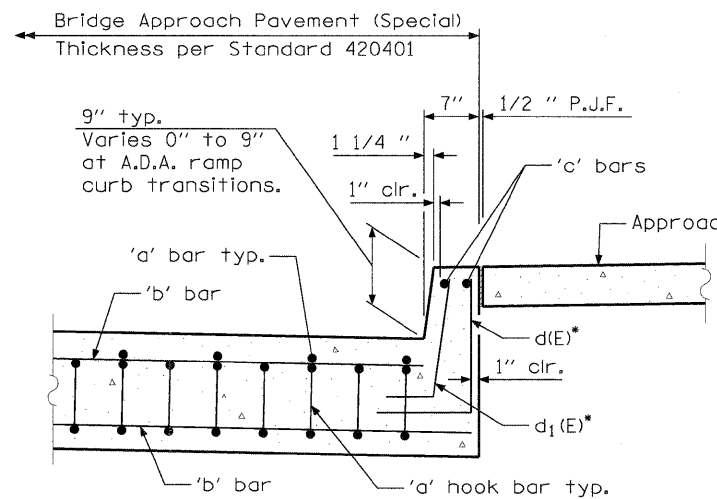


PLAN

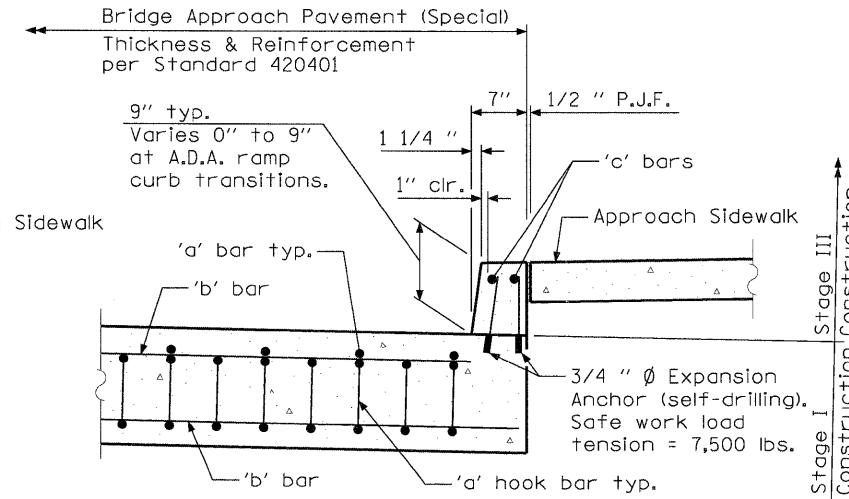
Notes:
 6'-0" Concrete Pad and bridge abutment not shown.
 For curb transitions, see Proposed A.D.A. Ramp Schedule.

FILE NAME = p:\2008\c\15620\Cadd\Sheet\APR-01.dgn JACOBS	DESIGNED - JRW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - JRW	REVISED -		26TH ST. WEST APPROACH SLAB PLAN		392	1717.2-3B-R	COOK	114	32
PLCT. DATE = 1/12/2009	CHECKED - KB	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 62197				
	DATE - 01/13/09	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

26TH ST. WEST APPROACH
SLAB BILL OF MATERIAL

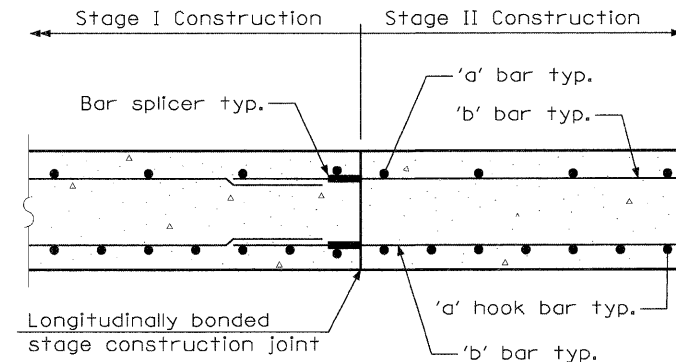


SECTION A-A

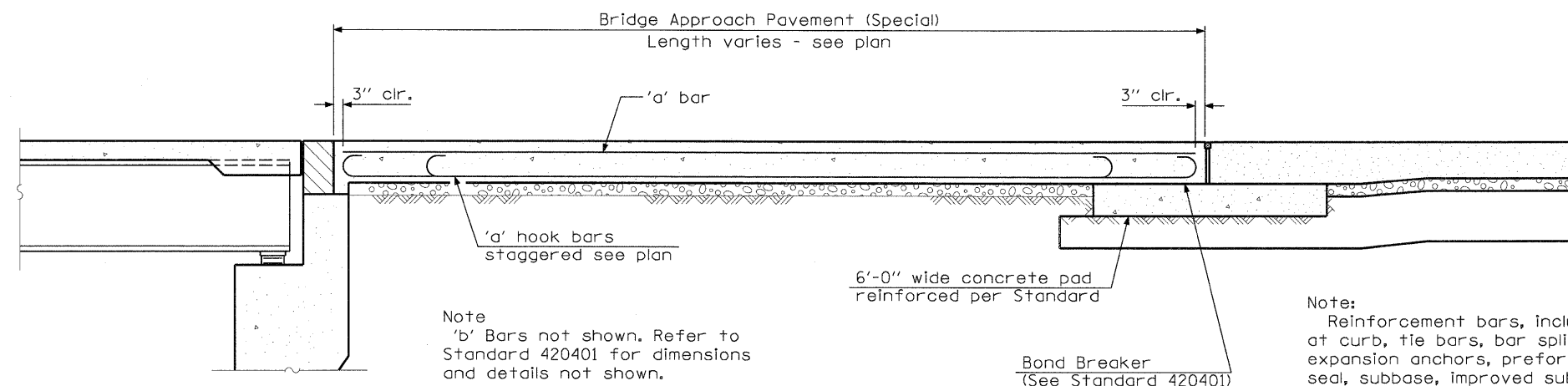


SECTION B-B

*Omit if curb height is less than 4". See Proposed A.D.A. Ramp Schedule.



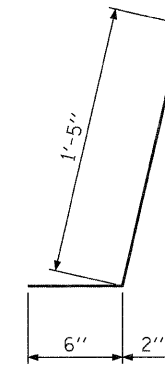
SECTION C-C



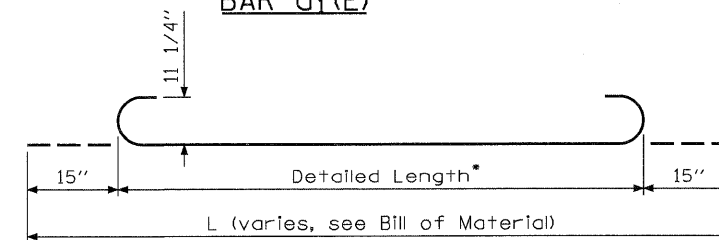
SECTION C-C

Note: Reinforcement bars, including bars at curb, tie bars, bar splicers, expansion anchors, preformed joint seal, subbase, improved subgrade, bond breaker, and concrete pad (including reinforcement) will be included with Bridge Approach Pavement (Special). Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

BAR d(E)



BAR d₁(E)

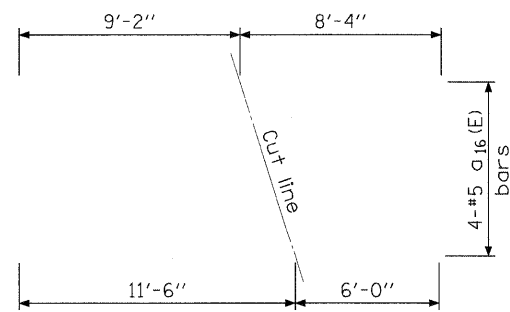


BAR a(E) thru a₁₅(E)

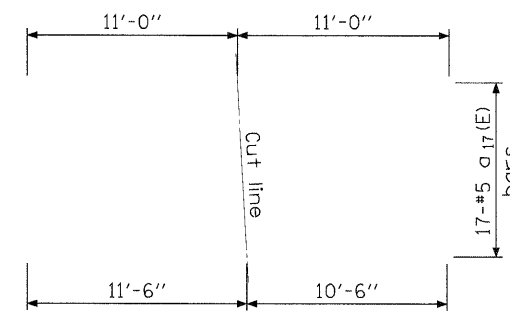
*Detailed Length = L - 2'-6"

Bar	No.	Size	Length	Shape
a(E)	2	#9	15'-1"	U
a ₁ (E)	2	#9	16'-3"	U
a ₂ (E)	2	#9	15'-10"	U
a ₃ (E)	2	#9	17'-0"	U
a ₄ (E)	2	#9	16'-8"	U
a ₅ (E)	2	#9	17'-10"	U
a ₆ (E)	2	#9	17'-6"	U
a ₇ (E)	2	#9	18'-8"	U
a ₈ (E)	2	#9	18'-3"	U
a ₉ (E)	2	#9	19'-5"	U
a ₁₀ (E)	2	#9	19'-1"	U
a ₁₁ (E)	2	#9	20'-3"	U
a ₁₂ (E)	2	#9	19'-11"	U
a ₁₃ (E)	2	#9	21'-0"	U
a ₁₄ (E)	29	#9	21'-4"	U
a ₁₅ (E)	42	#9	20'-11"	U
a ₁₆ (E)	8	#5	17'-6"	—
a ₁₇ (E)	17	#5	22'-0"	—
a ₁₈ (E)	50	#5	12'-0"	—
a ₁₉ (E)	18	#5	6'-0"	—
b(E)	8	#5	15'-7"	—
b ₁ (E)	15	#5	13'-0"	—
b ₂ (E)	23	#5	12'-9"	—
b ₃ (E)	22	#5	19'-9"	—
b ₄ (E)	14	#5	11'-8"	—
b ₅ (E)	1	#4	14'-2"	—
b ₆ (E)	1	#4	19'-0"	—
b ₇ (E)	1	#4	23'-8"	—
b ₈ (E)	1	#4	22'-0"	—
b ₉ (E)	1	#4	21'-7"	—
b ₁₀ (E)	1	#4	21'-3"	—
b ₁₁ (E)	1	#4	21'-1"	—
b ₁₂ (E)	1	#4	20'-10"	—
b ₁₃ (E)	1	#4	25'-7"	—
b ₁₄ (E)	1	#4	29'-3"	—
b ₁₅ (E)	1	#4	28'-5"	—
b ₁₆ (E)	1	#4	27'-11"	—
b ₁₇ (E)	1	#4	27'-6"	—
b ₁₈ (E)	1	#4	27'-5"	—
c(E)	2	#4	14'-2"	—
c ₁ (E)	2	#4	13'-7"	—
d(E)	30	#5	2'-5"	L
d ₁ (E)	30	#5	1'-11"	L

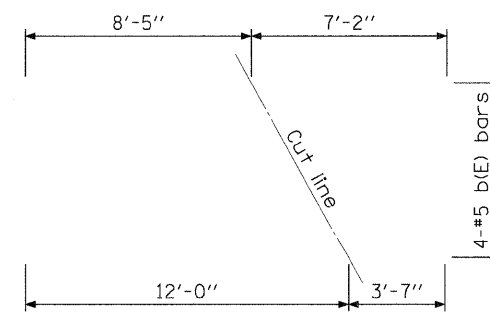
Bridge Approach Pavement (Special) Sq. Yd. 115



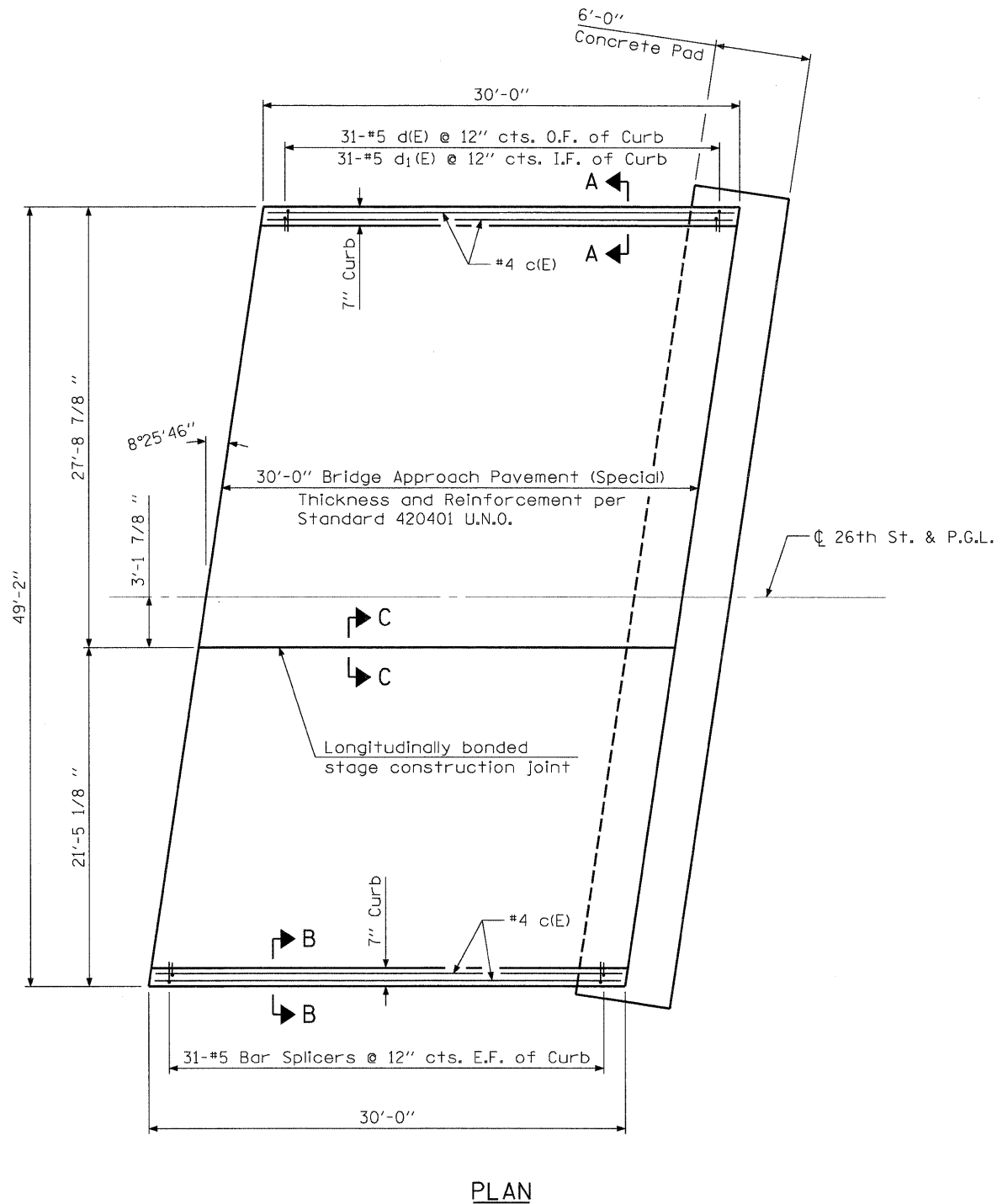
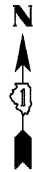
BAR a₁₆(E)
CUT DIAGRAM
(2) required



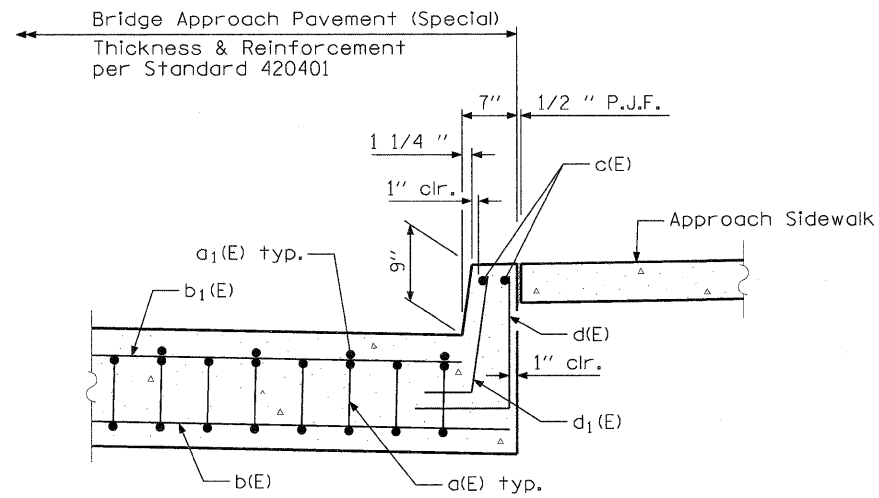
BAR a₁₇(E)
CUT DIAGRAM
(1) required



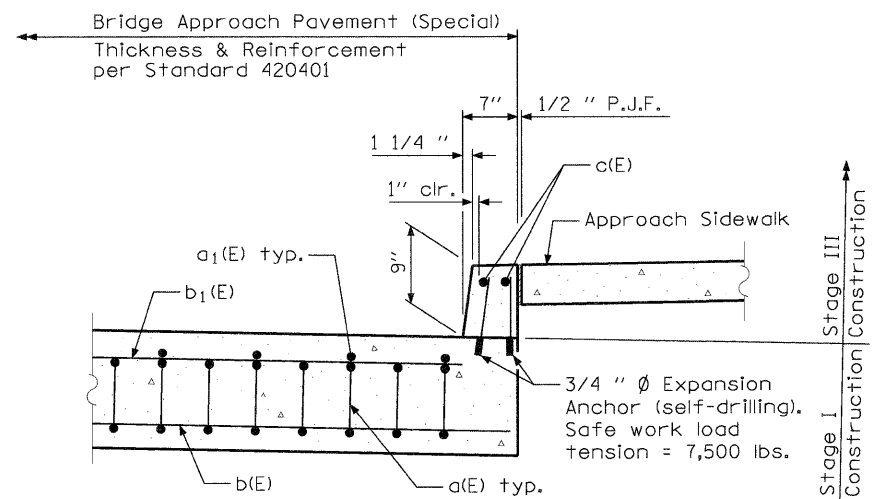
BAR b(E)
CUT DIAGRAM
(2) required



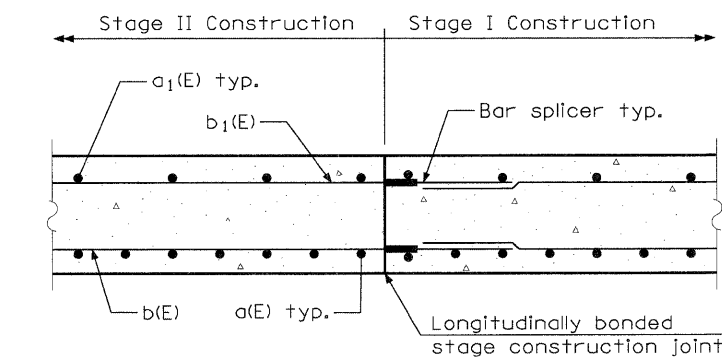
PLAN



SECTION A-A



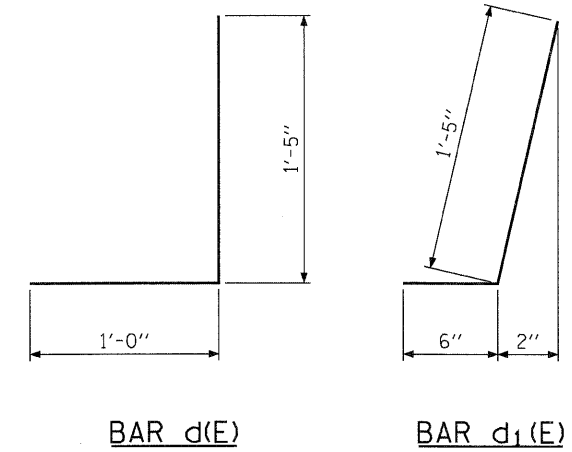
SECTION B-B



SECTION C-C

**26TH ST. EAST APPROACH
SLAB BILL OF MATERIAL**

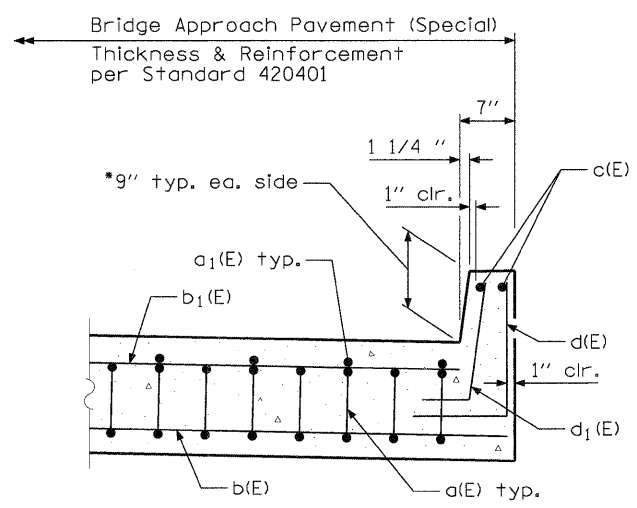
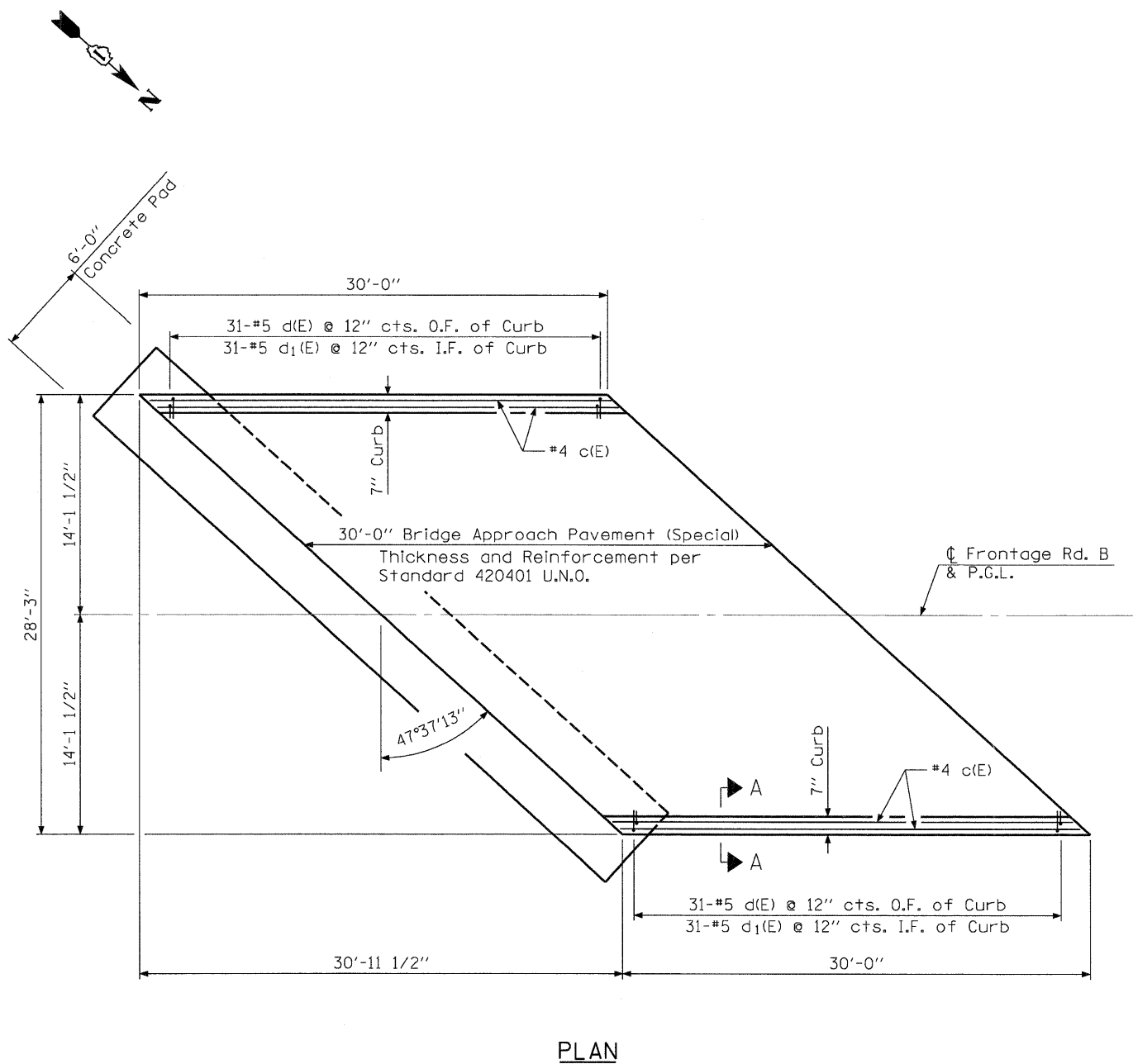
Bar	No.	Size	Length	Shape
c(E)	4	#4	29'-6"	—
d(E)	31	#5	2'-5"	L
d1(E)	31	#5	1'-11"	L
Bridge Approach Pavement (Special)			Sq. Yd.	164



BAR d(E)

BAR d1(E)

Note:
Reinforcement bars, including bars at curb, tie bars, bar splicers, expansion anchors, preformed joint seal, subbase, improved subgrade, bond breaker, and concrete pad (including reinforcement) will be included with Bridge Approach Pavement (Special).
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

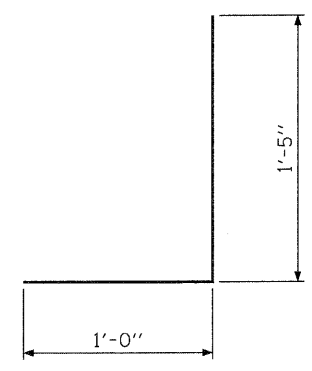


SECTION A-A

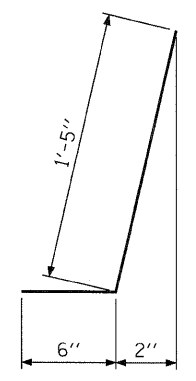
*Transition to 10" at bridge end of approach slab.

**FRONTAGE RD. B EAST APPROACH
SLAB BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
c(E)	4	#4	29'-6"	—
d(E)	62	#5	2'-5"	L
d1(E)	62	#5	1'-11"	L
Bridge Approach Pavement (Special)			Sq. Yd.	94

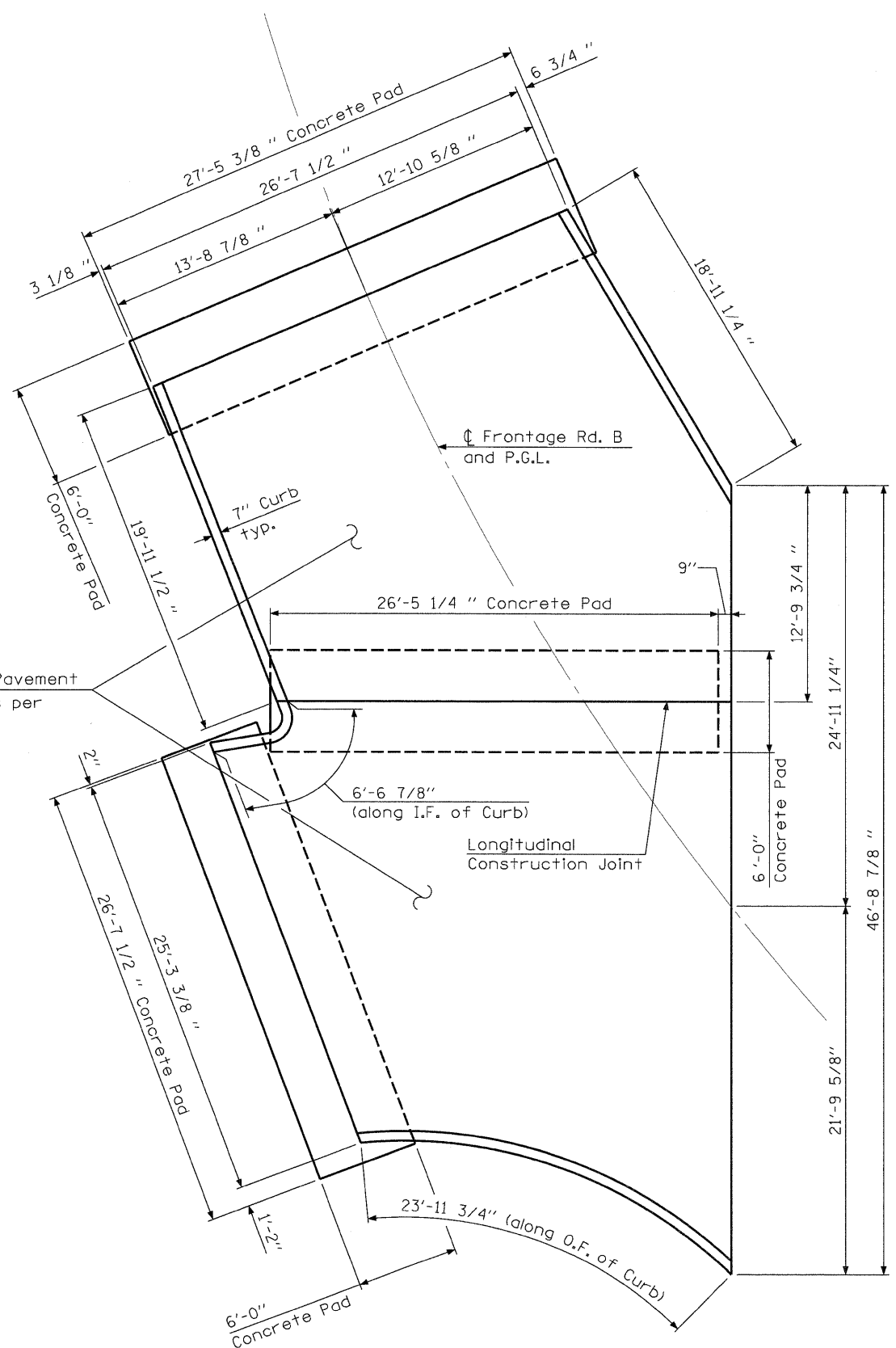


BAR d(E)

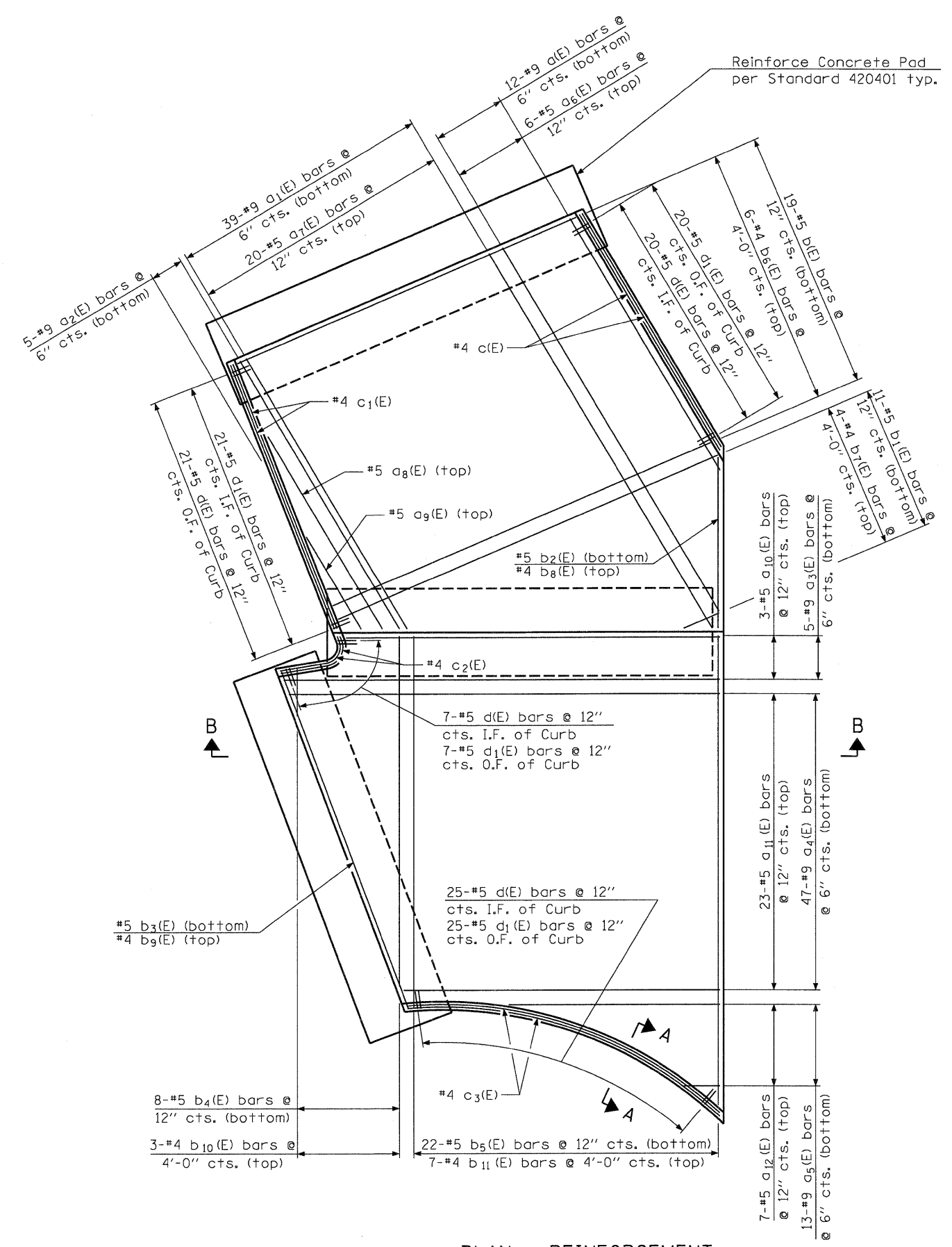


BAR d1(E)

Note:
Reinforcement bars, including bars at curb, tie bars, preformed joint seal, subbase, improved subgrade, bond breaker, and concrete pad (including reinforcement) will be included with Bridge Approach Pavement (Special).



PLAN - DIMENSION



PLAN - REINFORCEMENT

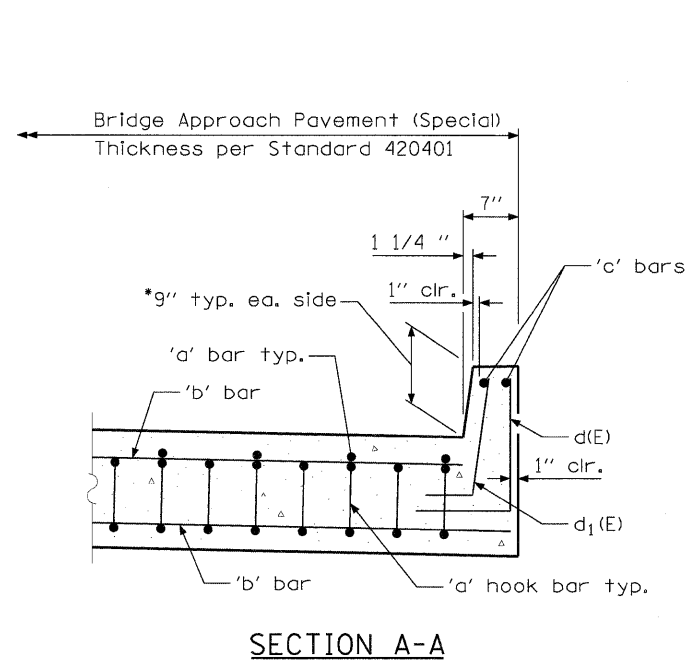
FILE NAME # p:\2008\c115800\Cadd\Sheet\APR-05.dgn JACOBSON PLOT DATE = 1/12/2009	DESIGNED - JRW DRAWN - JRW CHECKED - KB DATE - 01/13/09	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B) FRONTAGE RD. B WEST APPROACH SLAB PLAN		F.A.P. RTE. 392 SECTION 1717.2-3B-R COUNTY COOK FEDERAL ROAD DIST. NO. ILLINOIS	TOTAL SHEETS 114 SHEET NO. 36 CONTRACT NO. 62197 ILLINOIS FED. AID PROJECT
	SCALE: SHEET NO. OF SHEETS STA. TO STA.						

**FRONTAGE RD. B WEST APPROACH
SLAB BILL OF MATERIAL**

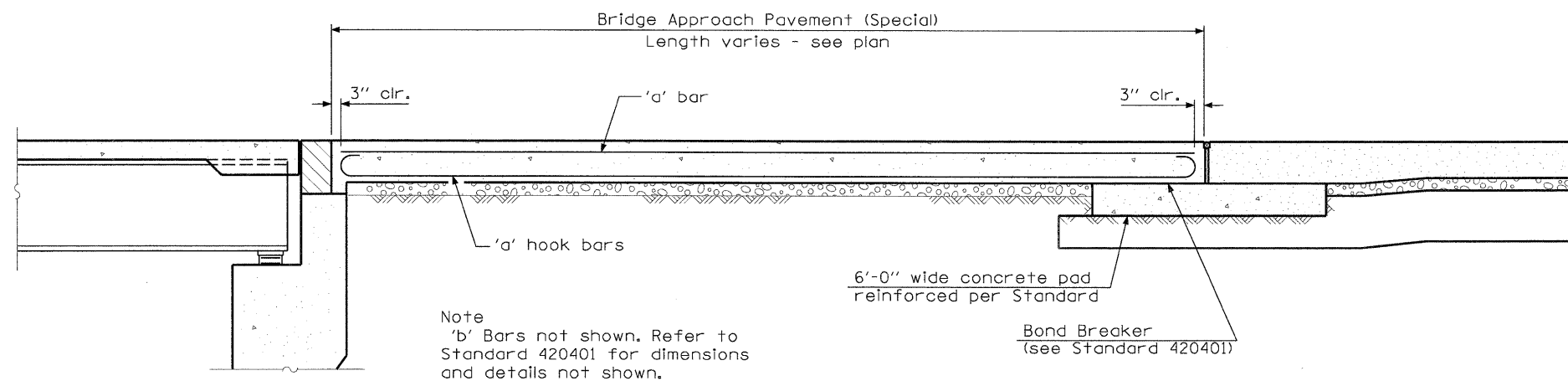
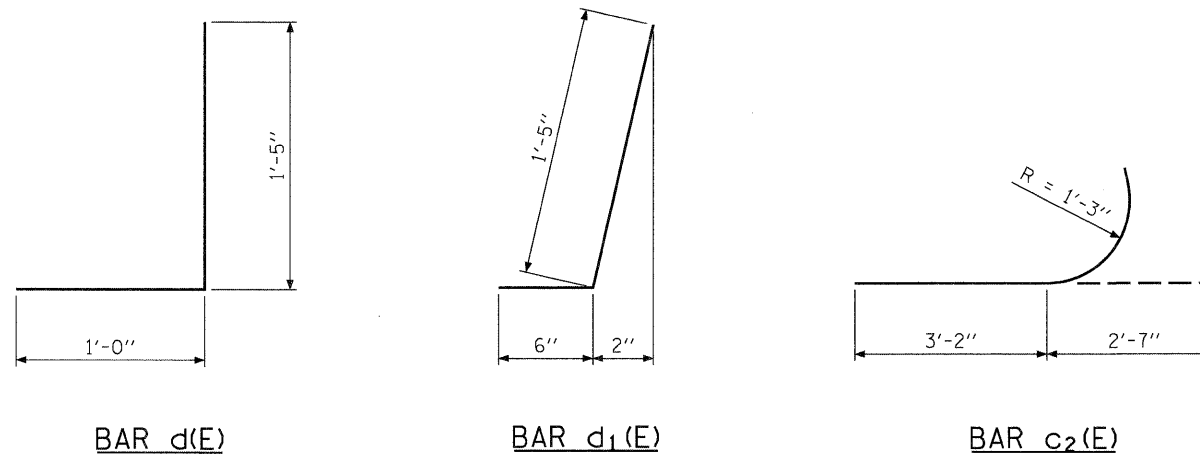
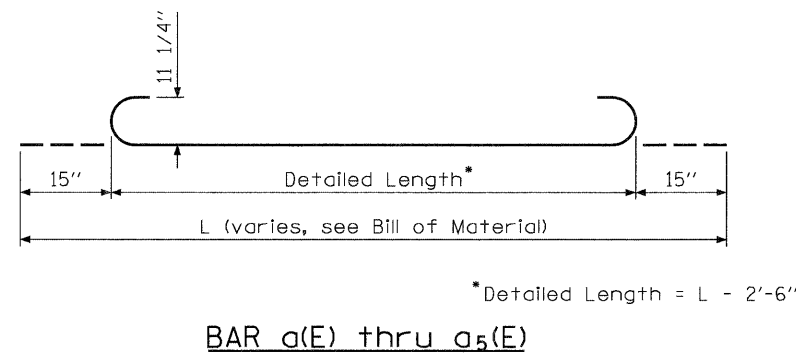
Bar	No.	Size	Length*	Shape
a(E)	12	#9	22'-8" to 32'-8"	U
a ₁ (E)	39	#9	23'-8" to 32'-6"	U
a ₂ (E)	5	#9	7'-6" to 21'-0"	U
a ₃ (E)	5	#9	28'-8" to 30'-1"	U
a ₄ (E)	47	#9	24'-0" to 32'-8"	U
a ₅ (E)	13	#9	3'-9" to 16'-4"	U
a ₆ (E)	6	#5	20'-2" to 29'-3"	—
a ₇ (E)	20	#5	21'-2" to 30'-0"	—
a ₈ (E)	1	#5	15'-2"	—
a ₉ (E)	1	#5	8'-5"	—
a ₁₀ (E)	3	#5	26'-2" to 27'-7"	—
a ₁₁ (E)	23	#5	21'-8" to 29'-11"	—
a ₁₂ (E)	7	#5	1'-3" to 13'-10"	—
b(E)	19	#5	26'-2" to 29'-0"	—
b ₁ (E)	11	#5	2'-8" to 28'-11"	—
b ₂ (E)	1	#5	12'-6"	—
b ₃ (E)	1	#5	24'-9"	—
b ₄ (E)	8	#5	3'-3" to 24'-2"	—
b ₅ (E)	22	#5	25'-7" to 33'-5"	—
b ₆ (E)	6	#4	26'-2" to 29'-0"	—
b ₇ (E)	4	#4	2'-8" to 28'-11"	—
b ₈ (E)	1	#4	12'-6"	—
b ₉ (E)	1	#4	24'-9"	—
b ₁₀ (E)	3	#4	3'-3" to 24'-2"	—
b ₁₁ (E)	7	#4	25'-7" to 33'-5"	—
c(E)	2	#4	18'-9"	—
c ₁ (E)	2	#4	19'-6"	—
c ₂ (E)	2	#4	5'-9"	U
c ₃ (E)	2	#4	23'-5"	—
d(E)	73	#5	2'-5"	L
d ₁ (E)	73	#5	1'-11"	L
Bridge Approach Pavement (Special)		Sq. Yd.	162	

* Length varies as indicated

Note:
Reinforcement bars, including bars at curb, tie bars, preformed joint seal, subbase, improved subgrade, bond breaker, and concrete pad (including reinforcement) will be included with Bridge Approach Pavement (Special).



*Transition to 10" at bridge end of approach slab.



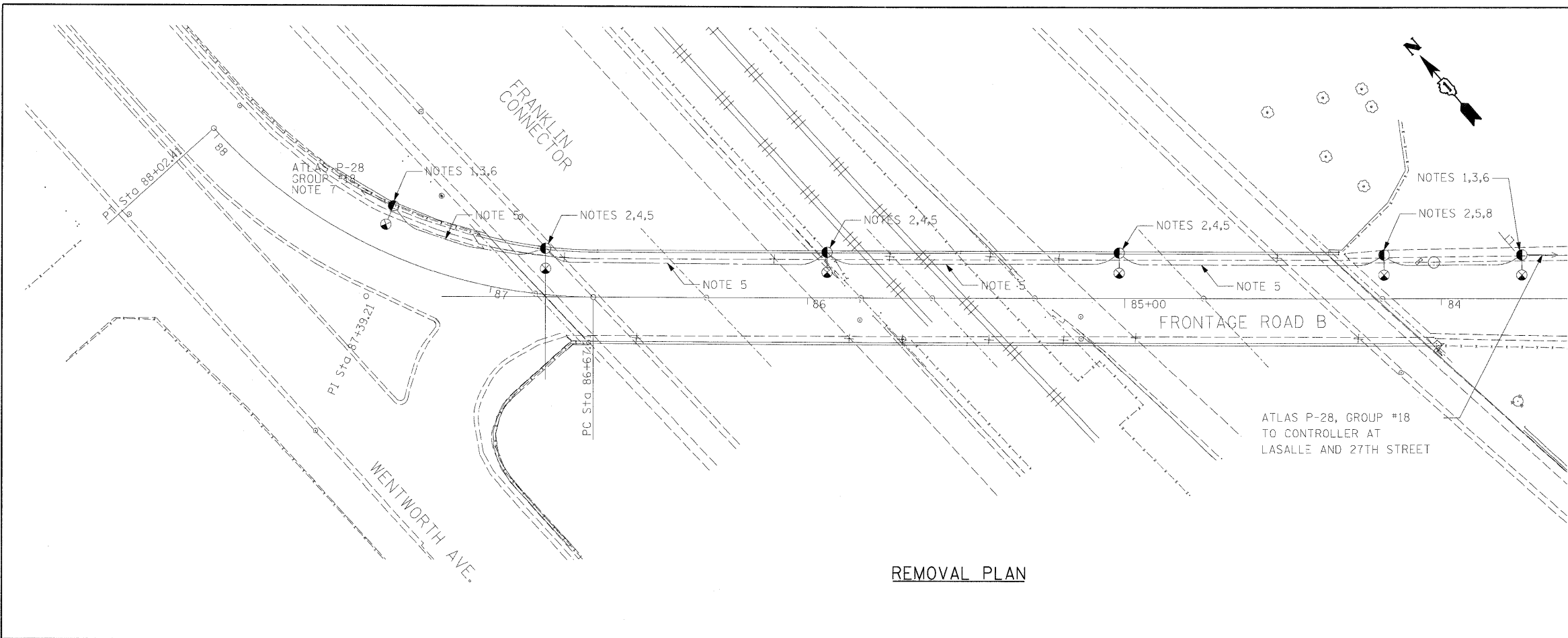
SECTION B-B

GENERAL ELECTRICAL NOTES

- THE CITY LIGHT POLES, MAST ARMS AND LUMINAIRES SHALL BE REMOVED BY THE CONTRACTOR. CONTRACTOR SHALL REMOVE, CLEAN, AND STORE POLES, MAST ARMS AND LUMINAIRES UNTIL RE-INSTALLING AFTER EACH STAGE OF BRIDGE CONSTRUCTION IS COMPLETE.
- THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY CITY STANDARD DRAWINGS FROM THE CITY OF CHICAGO, DEPARTMENT OF STREETS AND SANITATION, BUREAU OF ELECTRICITY. THE COST OF OBTAINING THE STANDARD DETAILS FROM BUREAU OF ELECTRICITY IS INCLUDED IN THIS CONTRACT.
- THE CONTRACTOR SHALL NOTE THAT THERE MAY BE EXISTING FIRE ALARM / POLICE CABLES CONCEALED IN THE SIDEWALK THAT MUST REMAIN OPERATIONAL AT ALL TIMES DURING CONSTRUCTION USING AERIAL CABLE. THIS WORK SHALL BE PERFORMED BY THE CITY. THE CONTRACTOR SHALL BE RESPONSIBLE COORDINATION OF THIS WORK WITH THE CITY OF CHICAGO OEMC.
- THE CONTRACTOR SHALL MAINTAIN THE EXISTING LIGHTING AT 26TH STREET, FRONTAGE ROAD B, AND WENTHWORTH AVENUE. THE LIGHTING OFF OF THE BRIDGE AFFECTED BY CIRCUITS SHALL REMAIN OPERATIONAL UNTIL THE PROPOSED LIGHTING IS INSTALLED AND ENERGIZED. ALL MATERIALS AND LABOR NECESSARY TO KEEP THE EXISTING LIGHTING OPERATIONAL THROUGHOUT THE PROJECT SHALL BE INCLUDED IN THE LUMP SUM PAY ITEM "MAINTAIN EXISTING LIGHTING SYSTEM."
- ALL EXISTING AREAS THAT ARE DAMAGED BY THIS WORK; INCLUDING BUT NOT LIMITED TO FENCING, CURB AND GUTTER, SIDEWALKS, AND WHERE RESTORATION IS NOT COVERED BY THE APPLICABLE SECTION OF THE SPECIFICATION, MUST BE RESTORED TO THE SATISFACTION OF THE ENGINEER. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT. SEPARATE PAYMENT WILL NOT BE MADE.
- NOTIFY THE UTILITY COMPANIES (SUCH AS COMED, CABLE TV, AT&T, etc.) TO RELOCATE THEIR EXISTING CABLE AND EQUIPMENT LOCATED ON BRIDGE WHICH WILL INTERFERE WITH THE PROPOSED CONSTRUCTION OF THE BRIDGES.
- ALL CABLES ROUTED INTO BRIDGE MOUNTED LIGHT POLES MUST HAVE SUFFICIENT SLACK TO ALLOW FOR EXPANSION AND CONTRACTION OF EXPANSION FITTINGS.
- FURNISH, INSTALL, AND MAINTAIN ADEQUATE TEMPORARY POWER AND LIGHTING REQUIRED FOR ROADWAY LIGHTING. THE CONTRACTOR MUST PAY ALL ENERGY COSTS AND ALL POWER COMPANY COSTS.
- PRIOR TO ENERGIZING THE ELECTRICAL SYSTEM, TEST THE ENTIRE INSTALLATION FOR GROUNDS, SHORTS, IMPROPER INSULATION RESISTANCE OR IMPROPER CONNECTION. APPLY DC VOLTAGE OF 1000 VOLTS FOR MEASUREMENT OF INSULATION RESISTANCE. (USE MOTOR DRIVEN MEGGER INSTRUMENT.)
- THE CONTRACTOR MUST SCHEDULE A FINAL ACCEPTANCE INSPECTION WITH THE ENGINEER AND THE BOE UPON COMPLETION OF ALL PROPOSED LIGHTING WORK. UPON FINAL ACCEPTANCE, THE CONTRACTOR MUST TRANSFER ALL LIGHTING INSTALLATIONS TO THE BOE FOR MAINTENANCE PURPOSES.

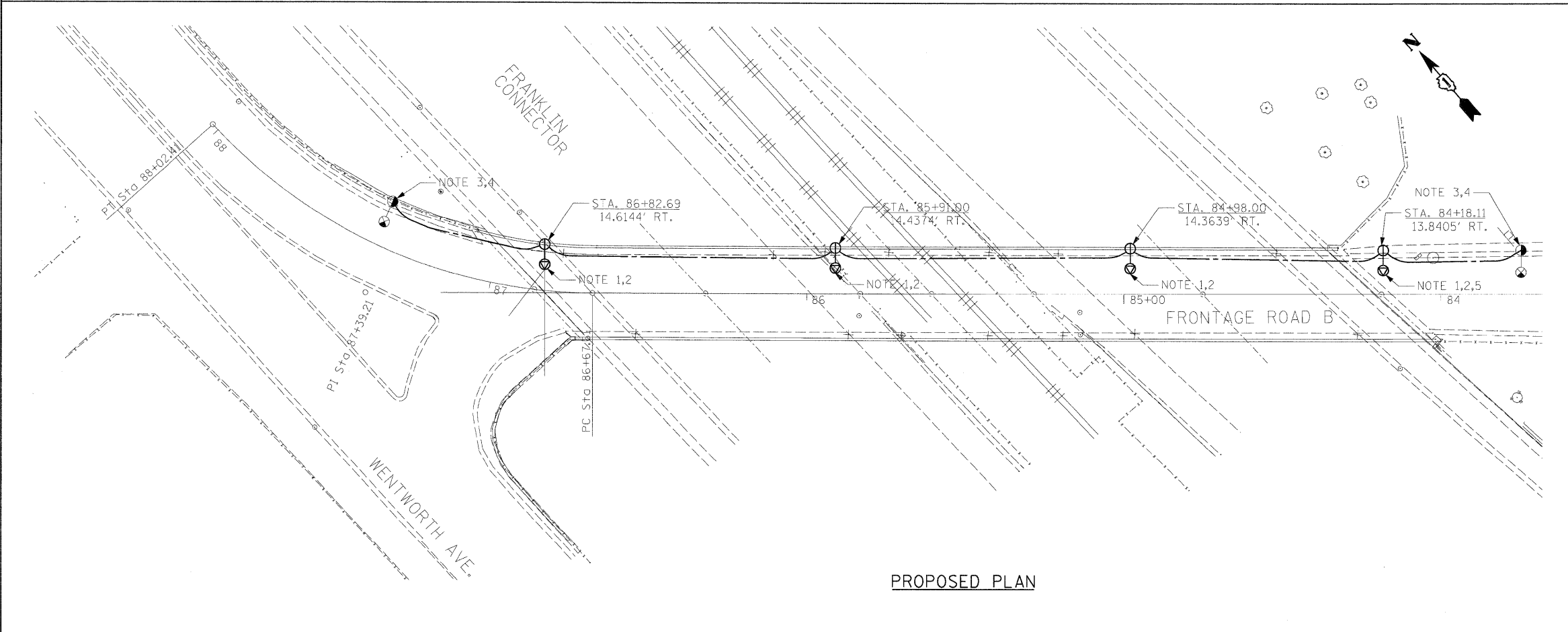
LEGEND

EXISTING	PROPOSED	
		LUMINAIRE H.P.S.V. AND LAMP, 310W, 240V, WITH INTEGRAL BALLAST.
		LUMINAIRE H.P.S.V. AND LAMP, 400W, 240V, WITH INTEGRAL BALLAST.
		POLE, CITY STEEL, ANCHOR BASE.
		HANDHOLE, CIRCULAR WITH 24" FRAME & COVER. 30" I.D.
		CITY HANDHOLE. 3' x 4' x 4', OR 4' x 6' x 6'.
		WIRE, STREET LIGHT, 2-1/C #6, HDNS. AERIAL.
		CABLE, STREET LIGHT, 2-1/C #6, EPRN 600V & 1-1/C #8 GREEN. TRIPLEXED IN CONDUIT.
		CONDUIT ATTACHED TO STRUCTURE. A: 2#10 & 1#10 GROUND IN 1" PVC COATED CONDUIT. B: 3#10 & 1#10 GROUND IN 1" PVC COATED CONDUIT.
		LIGHTING CONTROLLER.
		UNDERPASS LUMINAIRE, 100W HPS.
		JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE. SIZE AS INDICATED BELOW. JBA: 12" x 10" x 6" JBB: 4" x 4" x 3"
		HANDHOLE.
		HEAVY DUTY HANDHOLE.
		LIGHT POLE FOUNDATION.
		MANHOLE.
		ROADWAY TRAFFIC SIGN.
		CONTROL CABINET CIRCUITRY POLE NUMBER CABLE COLOR CODE X A 12 (R) X B 12 (B)
		WIRING DIAGRAM.



REMOVAL PLAN

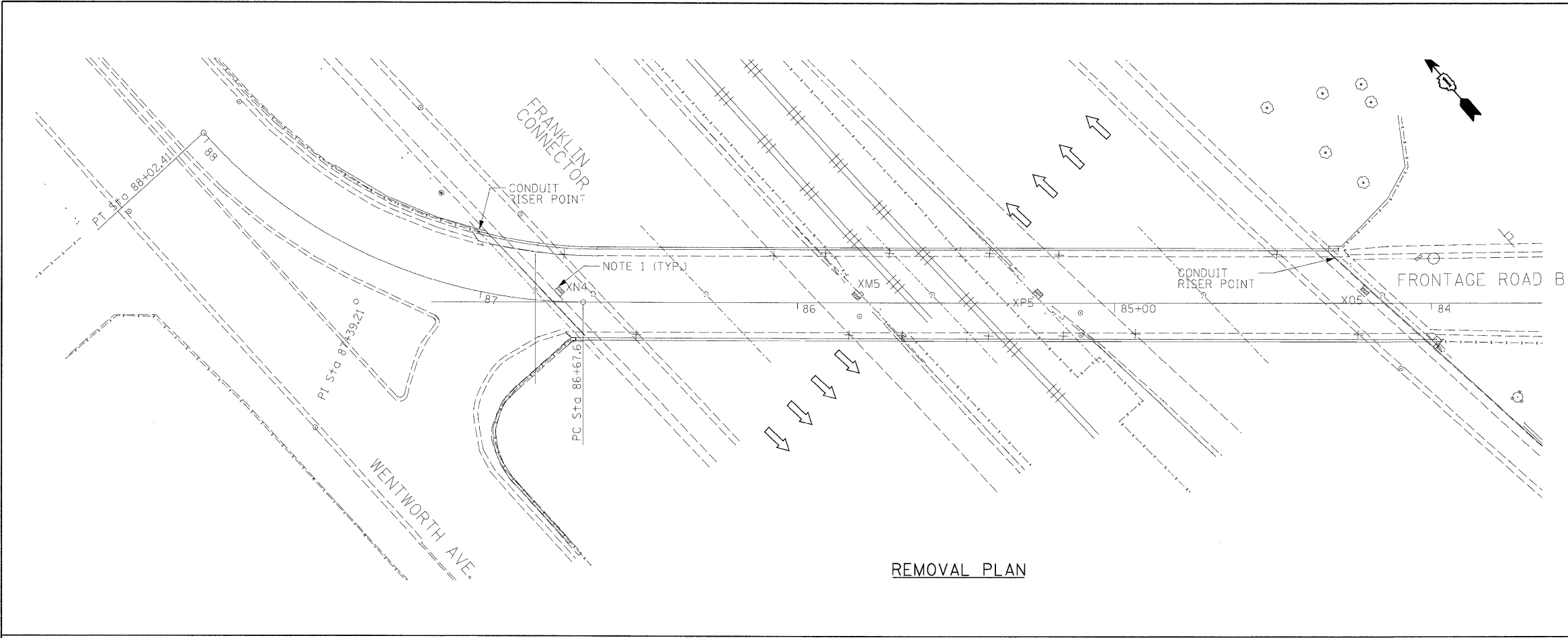
- REMOVAL NOTES**
- 1 - EXISTING H.P.S.V. LUMINAIRE AND MAST ARM TO REMAIN IN PLACE.
 - 2- REMOVE H.P.S.V. LUMINAIRE AND MAST. CLEAN AND STORE MAST FOR RE-INSTALLATION. RETURN LUMINAIRE TO THE OWNER.
 - 3- EXISTING POLE TO REMAIN IN PLACE.
 - 4- REMOVE POLE, CITY STEEL, ANCHOR BASE MOUNTED ON EXISTING PARAPET. CLEAN AND STORE FOR RE-INSTALLATION.
 - 5- EXISTING CABLE AND CONDUIT WHERE APPLICABLE TO BE REMOVED.
 - 6- INTERCEPT EXISTING CONDUIT AT THE FOUNDATION OF EXISTING LIGHTING UNIT TO REMAIN IN PLACE. REMOVE CONDUIT AND CABLE BACK TO LAST EXISTING POLE TO REMAIN IN-PLACE.
 - 7- REMAINING 2 POLE ON THE EAST SIDE OF WENTWORTH AVE. ON ATLAS 28, GROUP #18 WILL REMAIN DISCONNECTED DURING FRONTAGE ROAD B BRIDGE CONSTRUCTION. THEY SHALL BE RECONNECTED TO THE CIRCUIT DURING PROPOSED LIGHTING CONSTRUCTION.
 - 8- REMOVE POLE, CITY STEEL. CLEAN AND STORE FOR RE-INSTALLATION. REMOVE FOUNDATION.



PROPOSED PLAN

- PROPOSED NOTES**
- 1- INSTALL EXISTING POLE STORED FROM REMOVAL.
 - 2- INSTALL EXISTING MAST STORED FROM REMOVAL. PROVIDE NEW 400W LUMINAIRE. RE-CONNECT TO EXISTING CONTROLLER AND CIRCUIT.
 3. PROVIDE NEW LIGHTING CABLES FROM LAST EXISTING LIGHTING UNIT REMAIN TO NEW PROPOSED BRIDGE LIGHTING.
 4. SPLICE THE NEW CABLES TO THE EXISTING LIGHTING CIRCUIT LOCATED AT BASE OF THE EXISTING POLE. SEE POLE BASE WIRING DIAGRAM IN MISCELLANEOUS ELECTRICAL DETAILS.
 - 5- POLE MOUNTED ON GRADE. PROVIDE NEW FOUNDATION AS SHOWN IN THE CITY OF CHICAGO STANDARD DETAIL 818.
 - 6- CONTRACTOR SHALL PROVIDE CABLES FROM POLE TO POLE WITH NO SPLICING.
 - 7- DURING THE CONSTRUCTION (3) POLES ON WENTWORTH AVE. SHALL REMAIN ACTIVE.
 - 8- ALL POLE SHALL BE PARAPET MOUNTED AND SHALL HAVE 11.5" BOLT CIRCLE AS SHOWN IN THE DETAILS U.N.O.

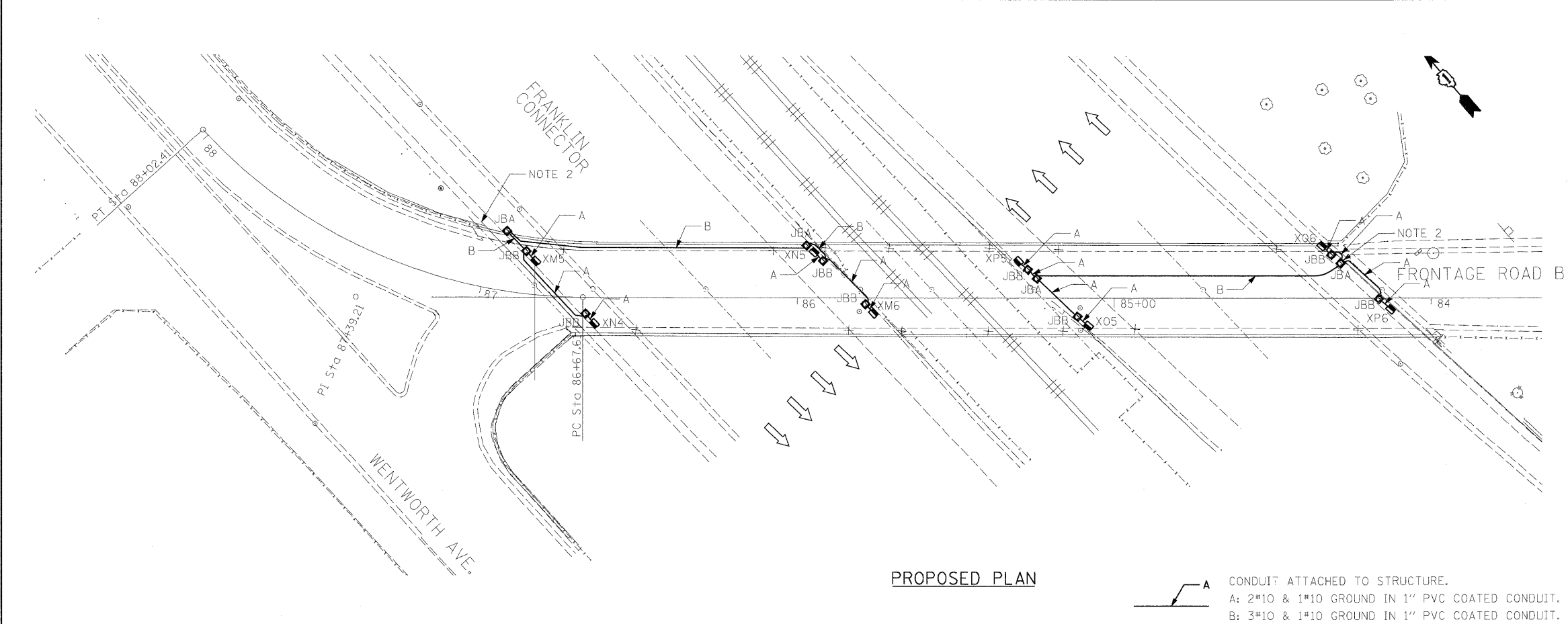
FILE NAME =	DESIGNED - HS	REVISED -	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ps:\2008\c\15800\Electrical\Cadd\E2.Frontage Road B Bridge Roadway Lighting Plan.dwg	DRAWN - HS	REVISED -	E2 FRONTAGE ROAD B BRIDGE ROADWAY LIGHTING PLAN	392	1717.2-3B-R	COOK	114	39
JACOBS	CHECKED - CDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE: 1" = 20'-0" SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 62197		
PLCT DATE = 1/12/2009	DATE - 01/13/09	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



REMOVAL PLAN

REMOVAL NOTES

1 - REMOVE EXISTING UNDERPASS LIGHTING AND RETURN TO IDOT. REMOVE ASSOCIATED CONDITS AND JUNCTION BOXES UP TO RISER POINT AT GRADE. REMOVE ASSOCIATED WIRES UP TO PRIOR ROADWAY JUNCTION BOX AT FRANKLIN CONNECTOR.



PROPOSED PLAN

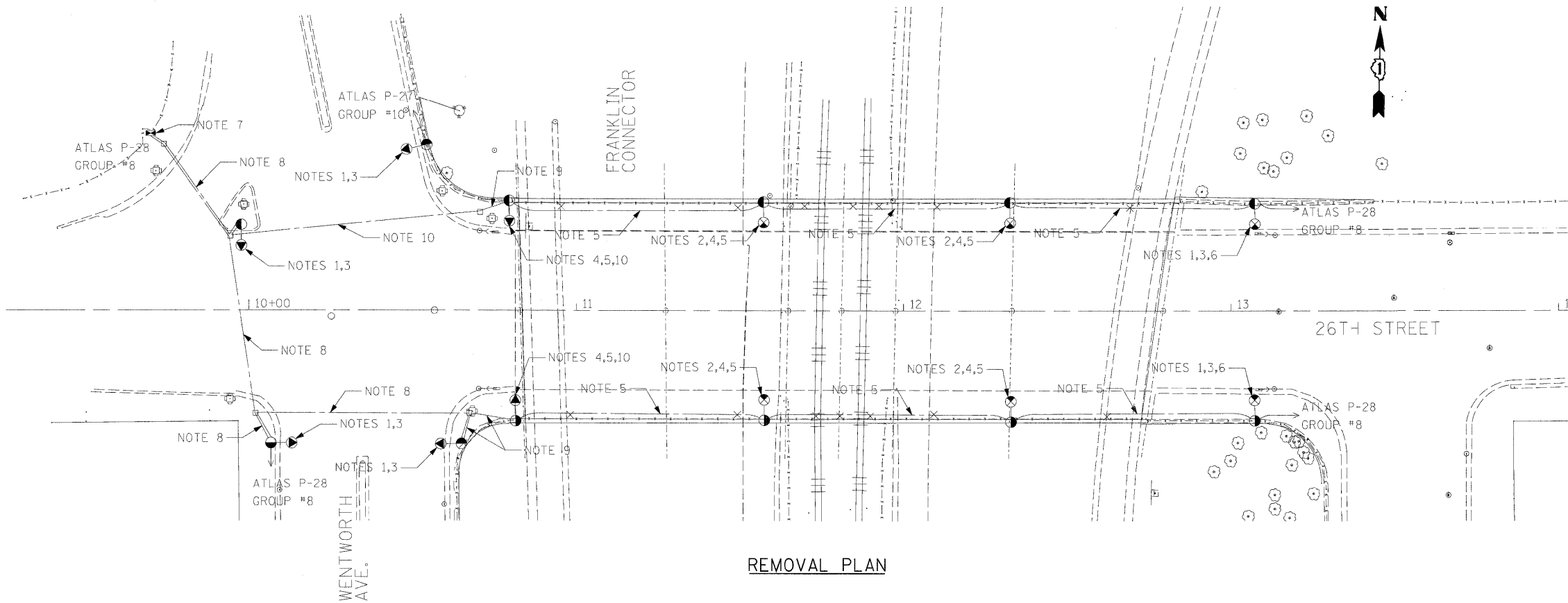
PROPOSED NOTES

1 - PROVIDE NEW 150W HPS UNDERPASS LIGHTING. PROVIDE CONDUITS AND WIRES AS SHOWN. RECONNECT PROPOSED UNDERPASS LUMINAIRES TO EXISTING CIRCUIT AT ROADWAY JUNCTION BOX ON FRANKLIN CONNECTOR.

2- PROVIDE NEW CONDUIT FROM CONDUIT RISER POINT AT GRADE TO JUNCTION BOX. SEE DETAILS FOR MORE INFORMATION.

CONDUIT ATTACHED TO STRUCTURE.
 A: 2*10 & 1*10 GROUND IN 1" PVC COATED CONDUIT.
 B: 3*10 & 1*10 GROUND IN 1" PVC COATED CONDUIT.

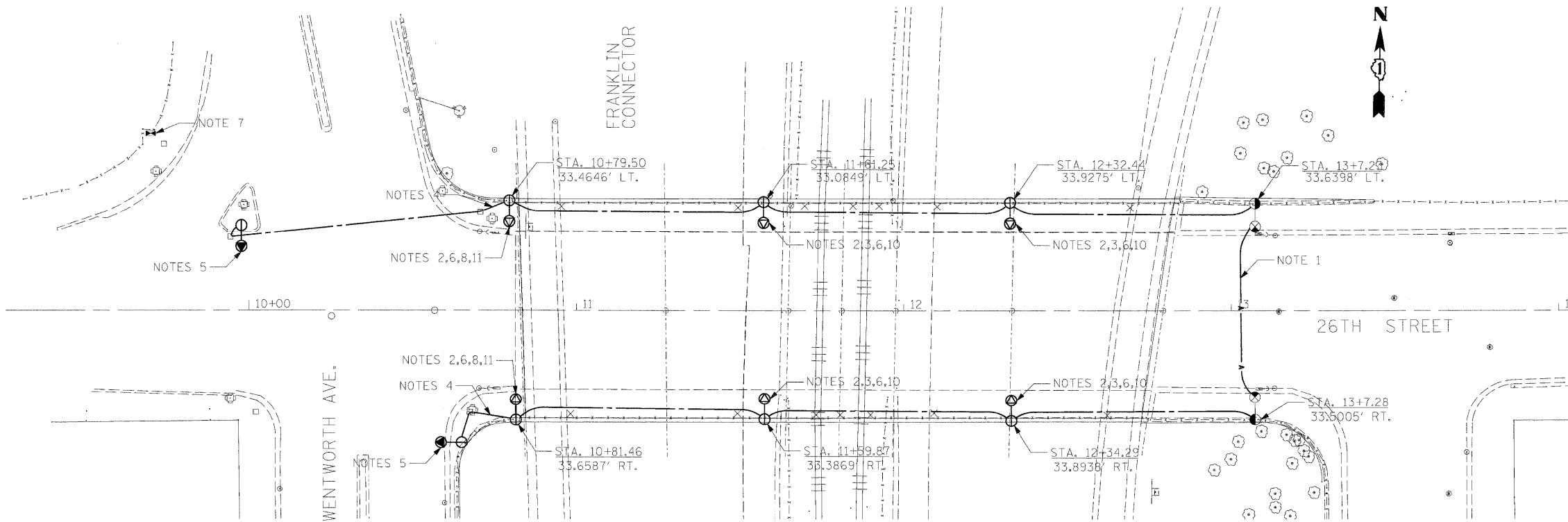
FILE NAME = p:\2008\c\15600\Electrical\Cadd\E3.Frontage Road B Bridge Underpass Lighting Plan.dwg JACOBS PLOT DATE = 1/12/2009	DESIGNED - HS DRAWN - HS CHECKED - CDS DATE - 01/13/09	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B) E3 FRONTAGE ROAD B BRIDGE UNDERPASS LIGHTING PLAN				F.A.P. RTE. 392 SECTION 1717.2-3B-R COUNTY COOK TOTAL SHEETS 114 SHEET NO. 40 CONTRACT NO. 62197
				SCALE: 1" = 20'-0" SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



REMOVAL PLAN

REMOVAL NOTES

- 1- EXISTING H.P.S.V. LUMINAIRE AND MAST ARM TO REMAIN IN PLACE.
- 2- REMOVE H.P.S.V. LUMINAIRE AND MAST. CLEAN AND STORE MAST FOR RE-INSTALLATION. RETURN LUMINAIRE TO OWNER.
- 3- EXISTING POLE TO REMAIN IN PLACE.
- 4- REMOVE POLE, CITY STEEL, ANCHOR BASE MOUNTED ON EXISTING PARAPET. CLEAN AND STORE FOR RE-INSTALLATION.
- 5- EXISTING CABLE AND CONDUIT WHERE APPLICABLE TO BE REMOVED.
- 6- INTERCEPT EXISTING CONDUIT AT THE FOUNDATION OF EXISTING LIGHTING UNIT TO REMAIN IN PLACE. REMOVE EXISTING CABLE AND CONDUIT BACK TO LAST EXISTING POLE TO REMAIN IN PLACE.
- 7- EXISTING CITY LIGHTING CONTROLLER. FOR INFORMATION ONLY.
- 8- EXISTING FEED SHOWN FOR INFORMATION ONLY.
- 9- REMOVE EXISTING CONDUIT AND CABLE BACK TO PRIOR POLE.
- 10- REMOVE H.P.S.V. LUMINAIRE AND MAST, CLEAN AND STORE FOR RE-INSTALLATION.
- 11- EXISTING CONDUIT TO REMAIN. REMOVE EXISTING CABLE BACK TO PRIOR POLE.

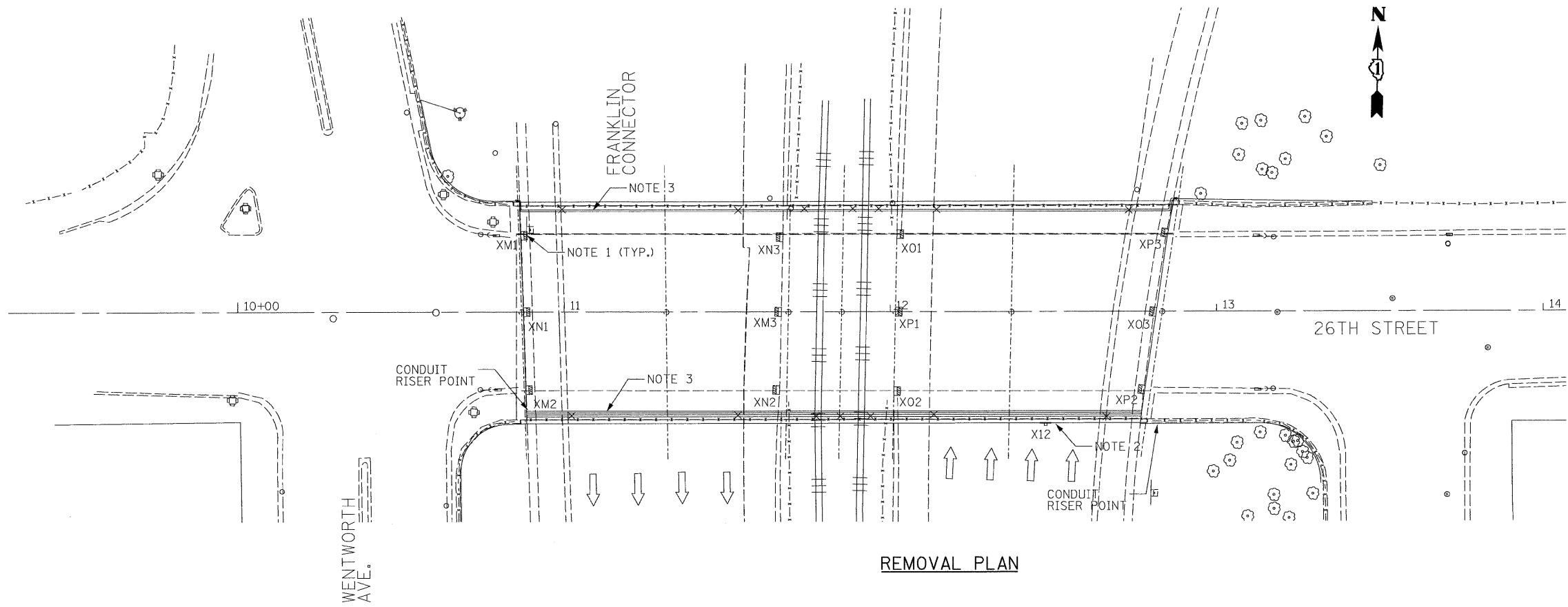


PROPOSED PLAN

PROPOSED NOTES

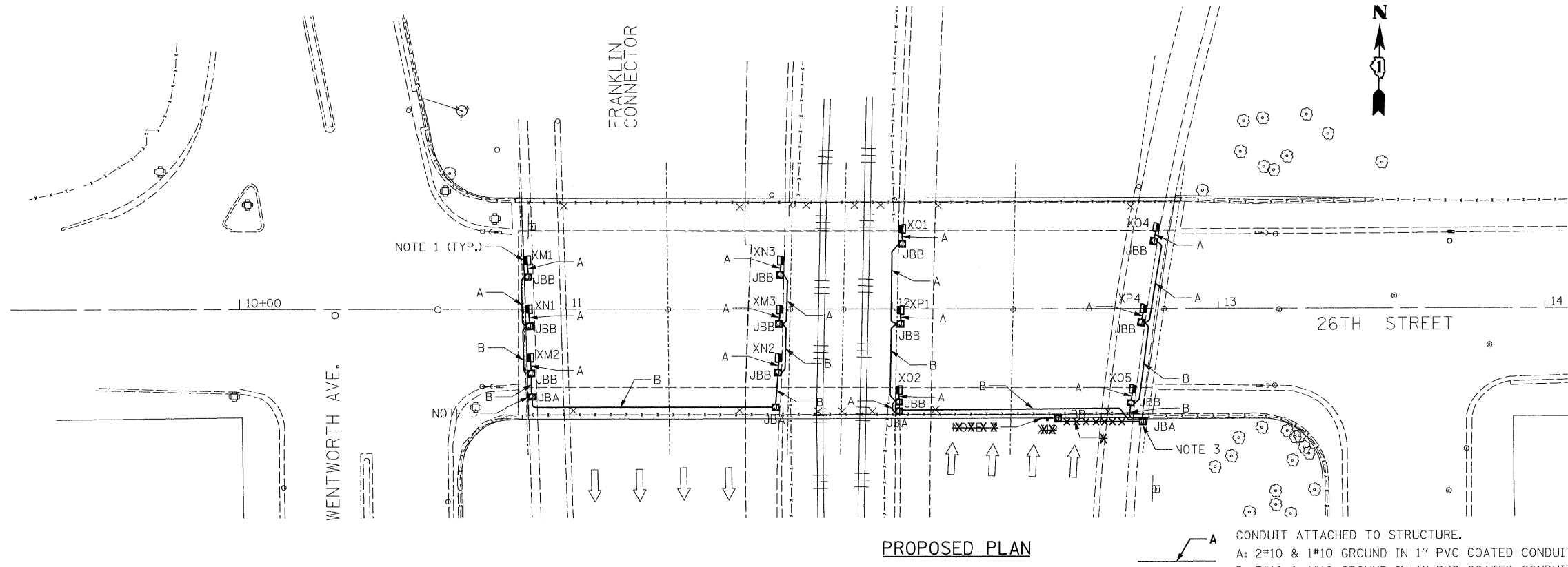
- 1 - PROVIDE AERIAL CABLE FOR TEMPORARY CONNECTIONS. REMOVE AFTER FINAL CONNECTIONS MADE. CONTRACTOR SHALL COORDINATE WITH PHASING PLANS TO MAKE NECESSARY MODIFICATIONS TO KEEP REST OF THE STREET LIGHTS POWERED. SEE SHEET E9 FOR TEMPORARY POWER FEED TO EXISTING STEEL POLE DETAIL.
- 2- RE-INSTALL EXISTING POLE STORED FROM REMOVAL.
- 3- INSTALL EXISTING MAST STORED FROM REMOVAL. PROVIDE NEW 400W LUMINAIRE. RE-CONNECT TO EXISTING CONTROLLER AND CIRCUIT.
- 4- PROVIDE NEW LIGHTING CONDUITS FROM EXISTING HANDHOLE TO NEW PROPOSED BRIDGE LIGHTING.
- 5- EXISTING POLE SHOWN FOR INFORMATION ONLY.
- 6- PAINT RE-INSTALLED LIGHTING POLES, MAST ARM, AND LUMINAIRE CHICAGO BLACK (6 TOTAL) TO MATCH EXISTING LIGHTING UNIT AT INTERSECTION.
- 7- EXISTING LIGHTING CONTROLLER. FOR INFORMATION ONLY.
- 8- INSTALL EXISTING MAST AND LUMINAIRE FROM REMOVAL. RE-CONNECT TO EXISTING CONTROLLER AND CIRCUIT.
- 9- CONTRACTOR SHALL PROVIDE CABLES FROM POLE TO POLE WITH NO SPLICING.
- 10- POLES SHALL BE PARAPET MOUNTED AND SHALL HAVE 11.5" BOLT CIRCLE AS SHOWN IN THE DETAILS U.N.O.
- 11- POLES SHALL BE MOUNTED ON TOP OF RE-BUILT SECTION OF RETAINING WALL AND BOLT CIRCLE PATTERN SHALL BE ASCERTAINED TO MATCH EXISTING.
- 12- ALL PROPOSED CONDUIT AND CABLE SHALL BE AS PER LEGEND SHEET E1.

FILE NAME = pt:\2008\c\15820\Electrical\Cadd\E4-26th Street Bridge Roadway Lighting Plan.dgn JACOBS PLOT DATE = 1/12/2009	DESIGNED - HS DRAWN - HS CHECKED - CDS DATE - 01/13/09	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B) E4 26th STREET BRIDGE ROADWAY LIGHTING PLAN		F.A.P. RTE. 392 SECTION 1717.2-3B-R COUNTY COOK TOTAL SHEETS 114 SHEET NO. 41	CONTRACT NO. 62197 ILLINOIS FED. AID PROJECT
	SCALE: 1" = 20'-0" SHEET NO. OF SHEETS STA. TO STA.						



REMOVAL PLAN

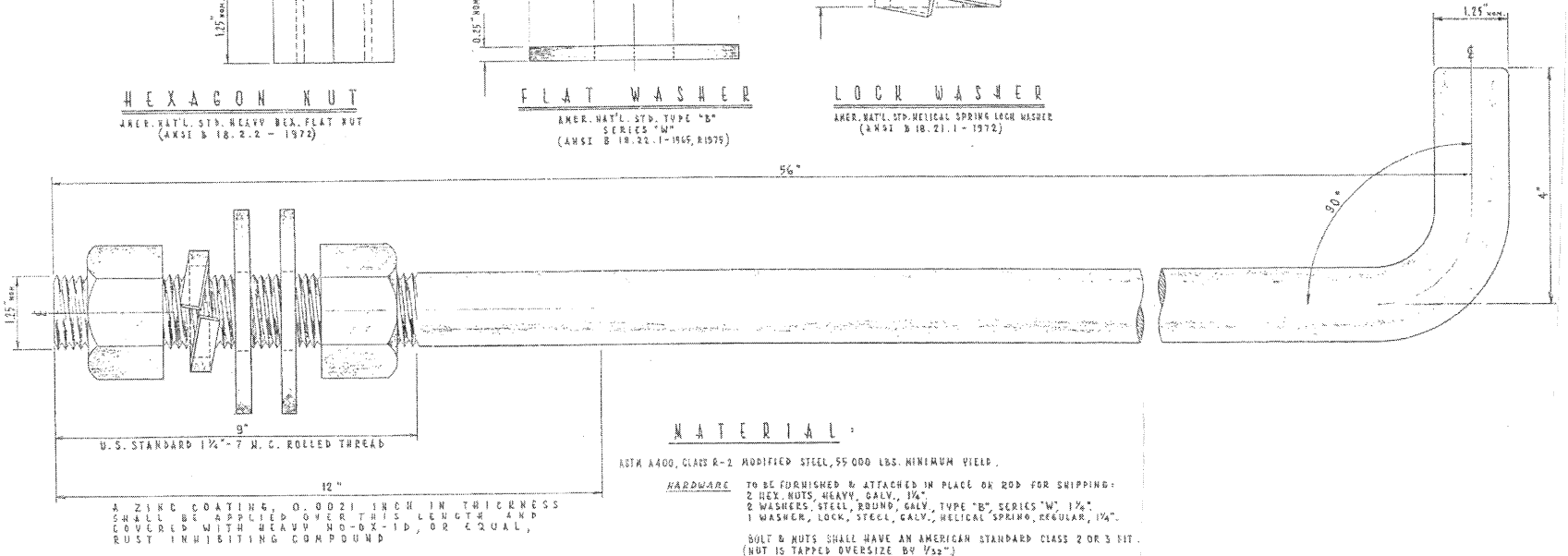
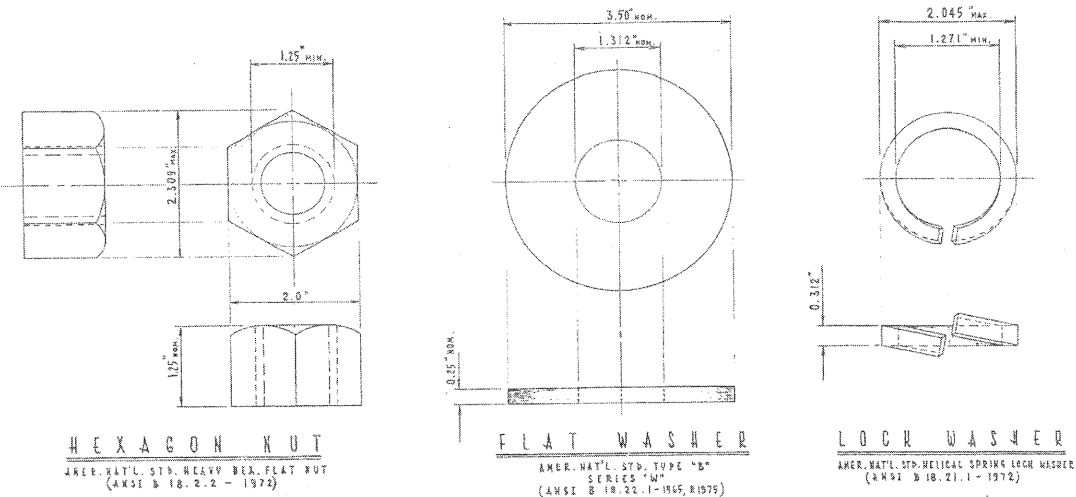
- REMOVAL NOTES
- 1 - REMOVE EXISTING UNDERPASS LIGHTING AND RETURN TO IDOT. REMOVE ASSOCIATED CONDUITS AND JUNCTION BOXES UP TO RISER POINT AT GRADE. REMOVE ASSOCIATED WIRES UP TO PRIOR ROADWAY JUNCTION BOX AT FRANKLIN CONNECTOR.
 - 2- REMOVE ILLUMINATED ROADWAY SIGN, CLEAN AND STORE FOR RE-INSTALLATION.
 - 3- CONTRACTOR MUST ASCERTAIN THE TYPE OF CABLE AND ITS USE IN RACEWAY(S) BEFORE BRIDGE DEMOLITION AND WHERE NECESSARY, REMOVE, RELOCATE AND RE-INSTALL WITHOUT ANY INTERRUPTION OF SERVICE. CONTRACTOR SHALL COORDINATE WITH IDOT TO MAKE CORRECT MODIFICATIONS.



PROPOSED PLAN

- PROPOSED NOTES
- 1 - PROVIDE NEW 150W HPS UNDERPASS LIGHTING. PROVIDE CONDUITS AND WIRES AS SHOWN. RECONNECT PROPOSED UNDERPASS LUMINAIRES TO EXISTING CIRCUIT AT ROADWAY JUNCTION BOX ON FRANKLIN CONNECTOR.
 - ~~2- RE-INSTALL ILLUMINATED ROADWAY SIGN.~~
 - 3- PROVIDE NEW CONDUIT FROM CONDUIT RISER POINT AT GRADE TO JUNCTION BOX. SEE DETAILS FOR MORE INFORMATION.
 - 4- ALL PROPOSED CONDUIT AND CABLE SHALL BE AS PER LEGEND SHEET E1.

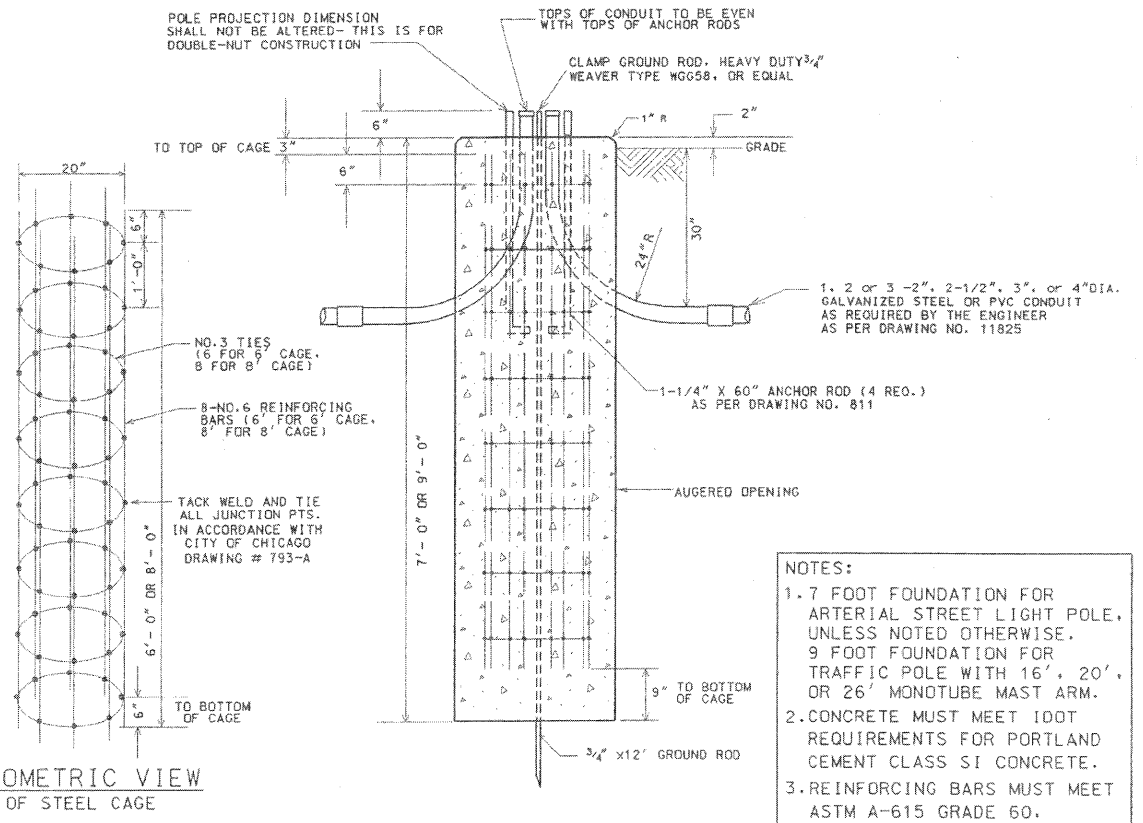
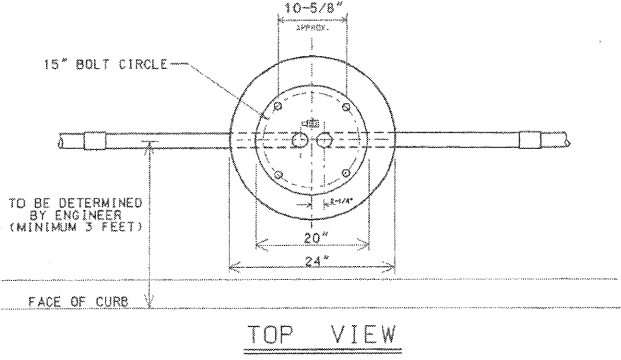
A CONDUIT ATTACHED TO STRUCTURE.
 A: 2*10 & 1*10 GROUND IN 1" PVC COATED CONDUIT.
 B: 3*10 & 1*10 GROUND IN 1" PVC COATED CONDUIT.



MATERIAL:
 ASTM A400, CLASS B-2 MODIFIED STEEL, 55,000 LBS. MINIMUM YIELD.
HARDWARE: TO BE FURNISHED & ATTACHED IN PLACE ON ROD FOR SHIPPING:
 2 HEX. NUTS, HEAVY GALV., 1/4"
 2 WASHERS, STEEL, ROUND, GALV., TYPE 'B', SERIES 'M', 1/4"
 1 WASHER, LOCK, STEEL, GALV., HELICAL SPRING, REGULAR, 1/4"
 BOLT & NUTS SHALL HAVE AN AMERICAN STANDARD CLASS 2 OR 3 FIT.
 (NUT IS TAPPED OVERSIZE BY 1/32")

REVISED		CITY OF CHICAGO	
A 10/19/1982		DEPT. OF STREETS AND SANITATION	
B		BUREAU OF ELECTRICITY	
C		DIVISION OF ELECTRICAL ENGINEERING	
D		DRAWN: [Signature]	
E		CHECKED: [Signature]	
F		DATE: 8/21/02	
G		SCALE: NONE	
H		DATE: 8/21/02	

1 1/4" x 60" STEEL ANCHOR ROD
 COMMODITY CODE 37-8180-0236



NOTE: HOLE FOR FOUNDATION MUST BE AUGURED IN UNDISTURBED SOIL

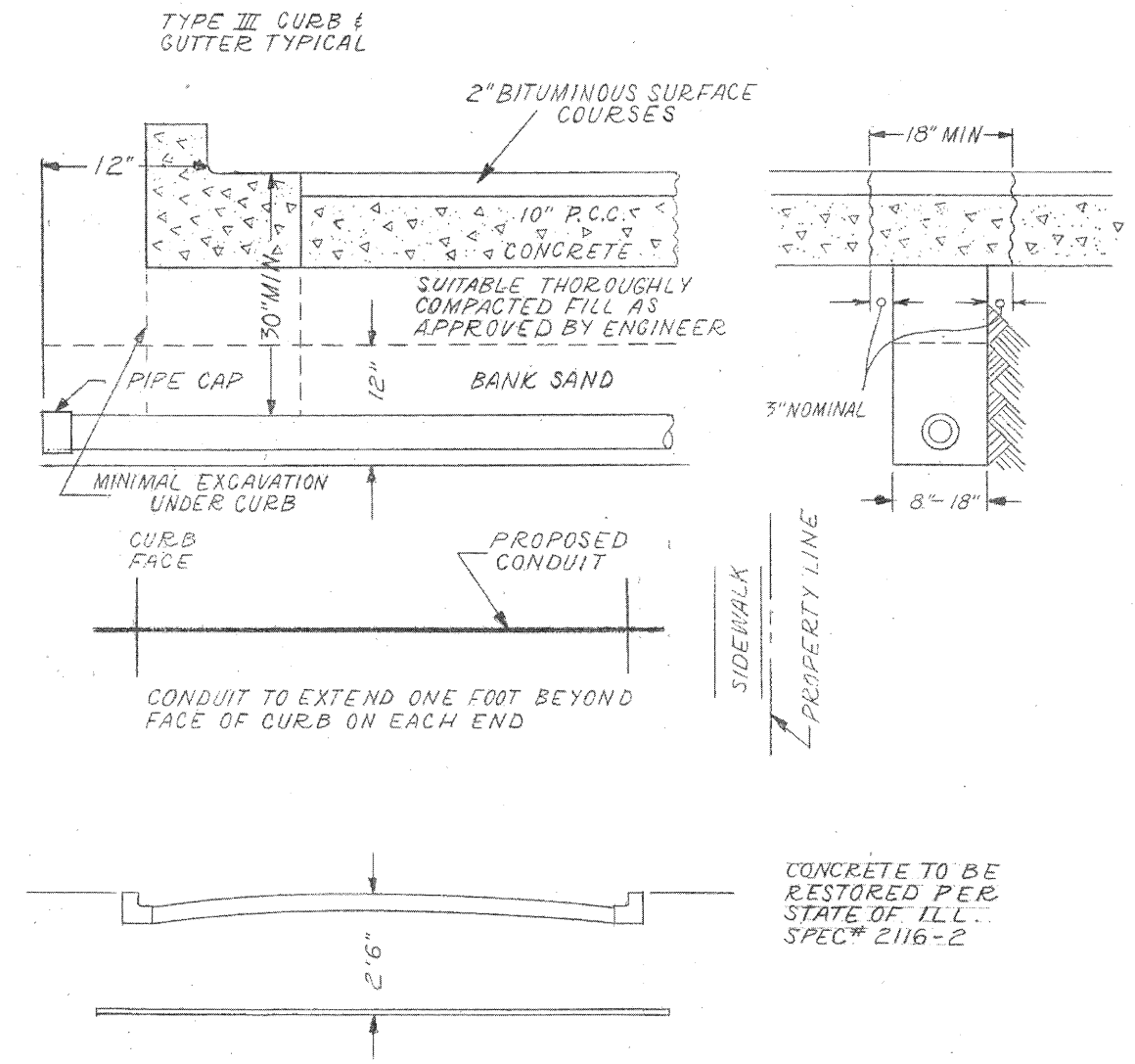
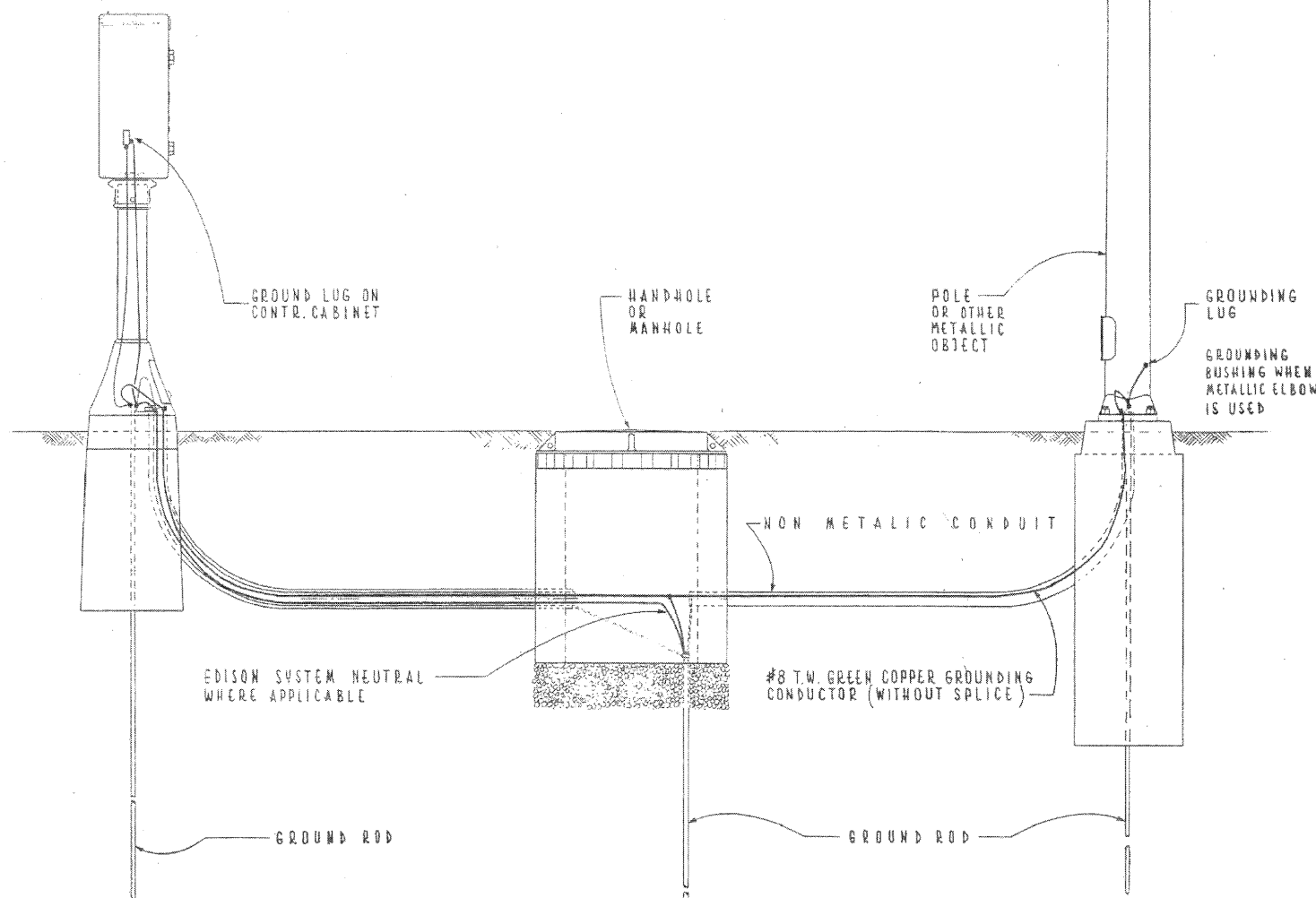
CODE	COMMODITY	SIZE	QUANTITY
05-3267-2940	REDI-MIX CONCRETE	CU. YD.	0.82 OR 1.05
09-4001-	ELBOW, LARGE RADIUS	2", 2-1/2", 3", 4"	VARIES
37-8180-0200	ANCHOR ROD	1-1/4" x 60"	4
05-5054-6910	RE-BAR CAGE	20" Ø x 6' (or 8')	1
09-7796-9200	GROUND ROD	3/4" x 12'-0"	1
09-2636-3240	GROUND ROD CLAMP	3/4"	1
09-2092-	GROUND BUSHING	2", 2-1/2", 3" OR 4"	VARIES

NOTES:
 1. 7 FOOT FOUNDATION FOR ARTERIAL STREET LIGHT POLE, UNLESS NOTED OTHERWISE.
 9 FOOT FOUNDATION FOR TRAFFIC POLE WITH 16', 20', OR 26' MONOTUBE MAST ARM.
 2. CONCRETE MUST MEET IDOT REQUIREMENTS FOR PORTLAND CEMENT CLASS SI CONCRETE.
 3. REINFORCING BARS MUST MEET ASTM A-615 GRADE 60.

8/21/02	SUPERCEDES DWG #918 DRAWN 4/21/81
DATE	REVISION
FOUNDATION FOR 34'-6" ARTERIAL STREET LIGHT OR TRAFFIC SIGNAL POLE - 3 OR 7 GAUGE WITH 15" BOLT CIRCLE	
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING	
DRAFTSMAN: B. GARNSEY	CHIEF DRAFTSMAN: ENGINEER: J.R. CARTER
ELECTRICAL SPECIAL ENGINEER	B. GARNSEY
ENGINEER OF ELECTRICITY	DRAWING NO.
GENERAL SUPERVISOR	818
DEPUTY COMMISSIONER	
SIZE: 11" x 17"	SCALE: NONE
	8/21/02

CONDUIT INSTALLATION UNDER PAVED STREET

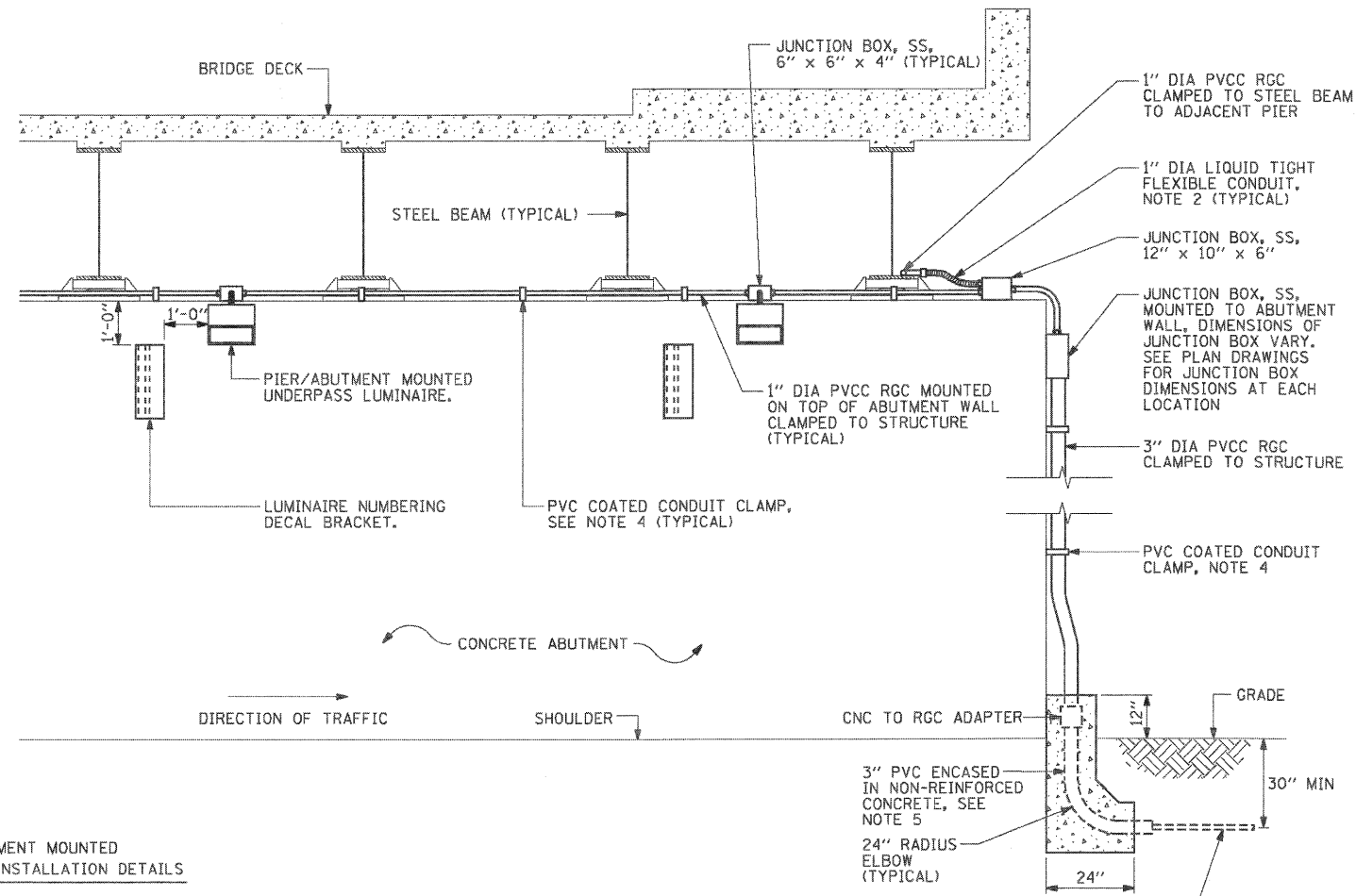
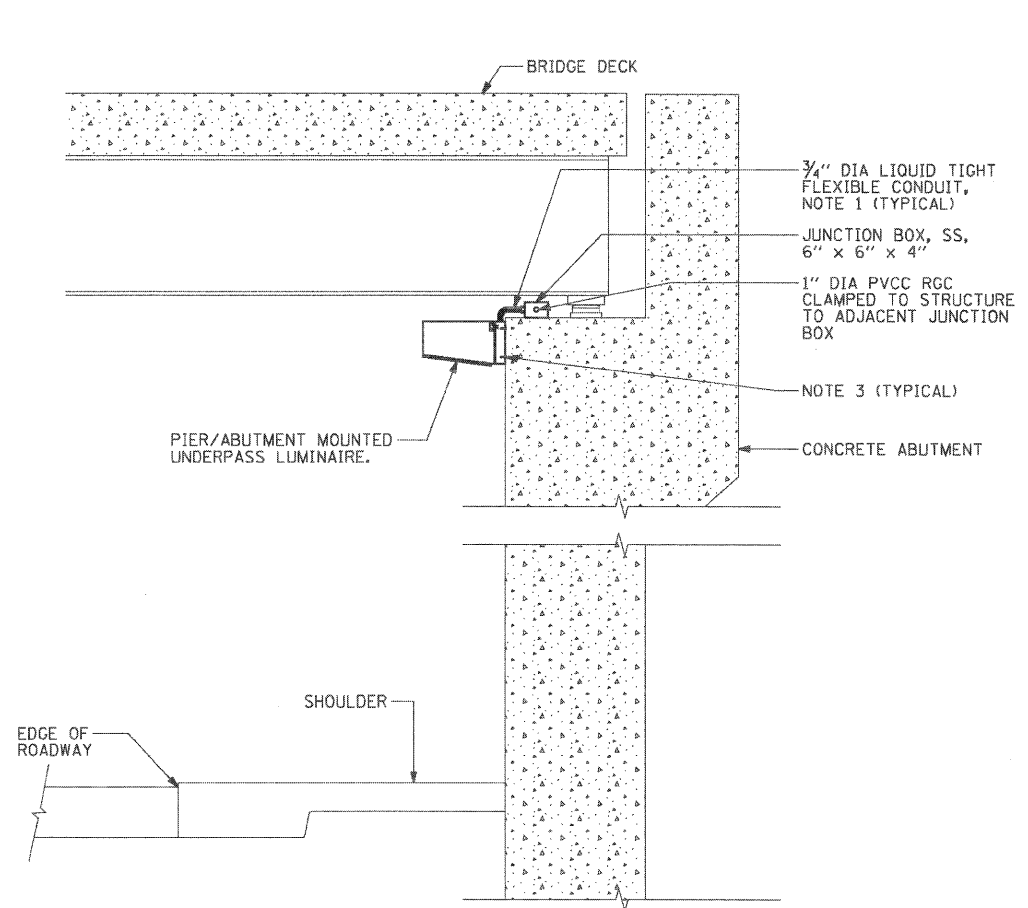
NOTE: TERMINATE ALL METALLIC CONDUIT WITH GROUNDING BUSHING & GROUND TO GROUND ROD WHEN METALLIC CONDUIT IS USED DELETE GROUNDING CONDUCTOR



TYPICAL GROUNDING METHODS FOR BUREAU OF ELECTRICITY EQUIPMENT

CITY OF CHICAGO DEPT. OF STREETS & SANITATION BUREAU OF ELECTRICITY DIVISION OF ELEC. ENGINEERING			
REVISED	DRAWN E. GERULIS	CHECKED M. SHINE	ENGINEER J. O'CONNOR
A	ENG. OF ELEC.		DWG. NO.
B	SUPT. OF CONST.		736
D	DEPT. OF CONST.		
E			
F	SIZE: 8 1/2" x 14"	SCALE: 1" = 10'	DATE: 5-12-76

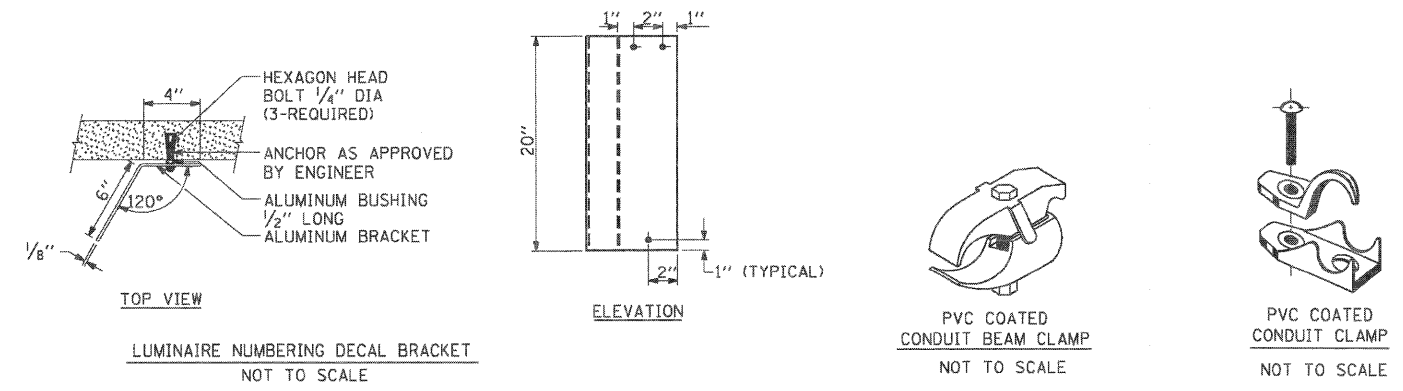
INSTALLATION METHOD OF INSTALLING CONDUIT UNDER PAVED ROADWAY		
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
DRAWN A.M. JOHNSON	CHECKED R. SYCKOWSKI	ENGINEER R.L. MARTIN
 ENGINEER OF ELECTRICITY		DRG. NO. 813
 S.U.P.T. OF CONST. DEPUTY ENGR.		DATE 5-13-81
SIZE 8 1/2" x 14"	SCALE N.T.S.	



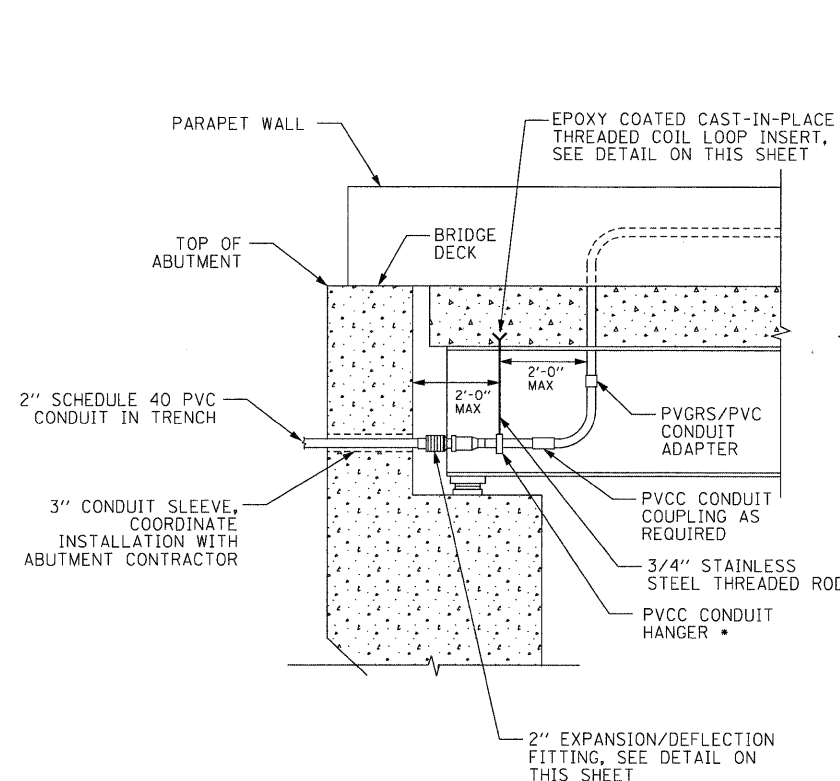
TYPICAL PIER / ABUTMENT MOUNTED UNDERPASS LIGHTING INSTALLATION DETAILS

NOTES:

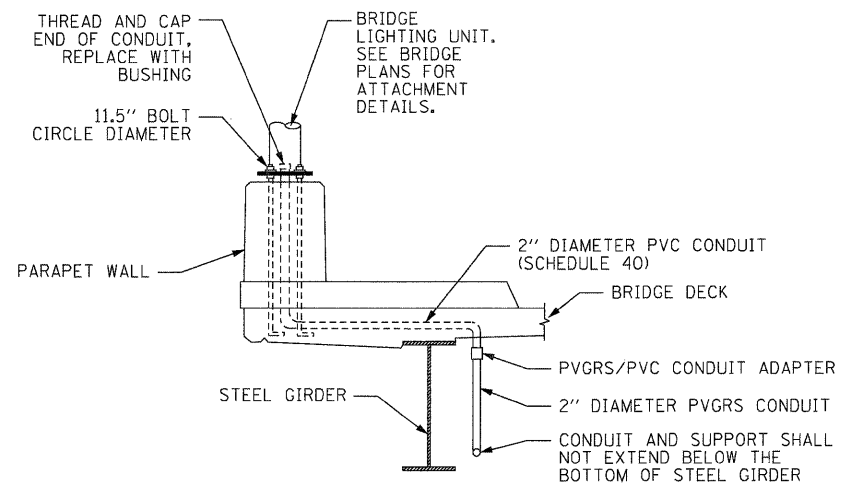
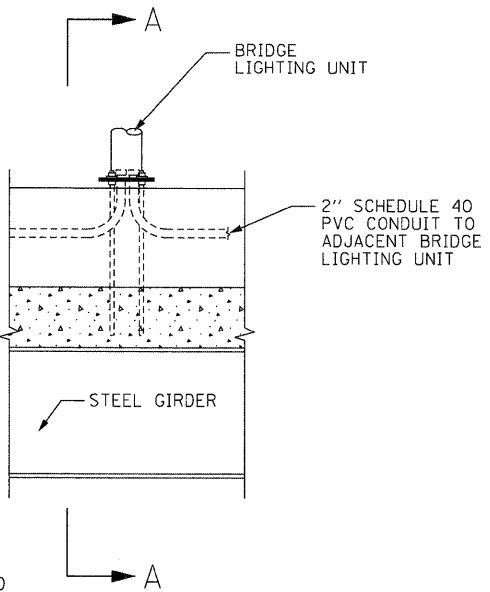
1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT THE COST OF THE 3/4" DIA. RIGID STEEL CONDUIT AND 3/4" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE LUMINAIRE INSTALLATION.
2. UNDERPASS LUMINAIRE MOUNTED TO FACE OF PIER OR ABUTMENT WALL. MOUNTING HEIGHT OF 1" BELOW THE TOP OF PIER OR ABUTMENT WALL TYPICAL FOR ALL PIER/ABUTMENT MOUNTED UNDERPASS LUMINAIRES UNLESS OTHERWISE NOTED.
3. EXPANSION ANCHOR, POWDER ACTUATED FASTENERS WILL NOT BE ALLOWED. EXPANSION ANCHOR MUST BE SIZED IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS.
4. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
5. THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
6. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.



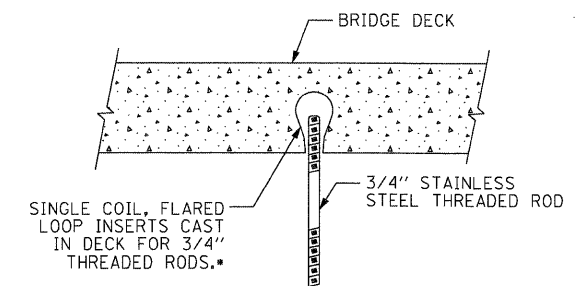
FILE NAME = p:\2008\15600\Electrical\Cadd\E8_Underpass_Luminaire_Installation_Details.dgn JACOBS PLOT DATE = 1/12/2009	DESIGNED - HS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE. 392	SECTION 1717.2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 45
	DRAWN - HS	REVISED -		E8 UNDERPASS LUMINAIRE INSTALLATION DETAILS	CONTRACT NO. 62197		ILLINOIS FED. AID PROJECT		
	CHECKED - CDS	REVISED -		SCALE: N.T.S.	SHEET NO. OF SHEETS STA. TO STA.				
	DATE - 01/13/09	REVISED -							



CONDUIT INSTALLATION THROUGH ABUTMENT WALL
NOT TO SCALE



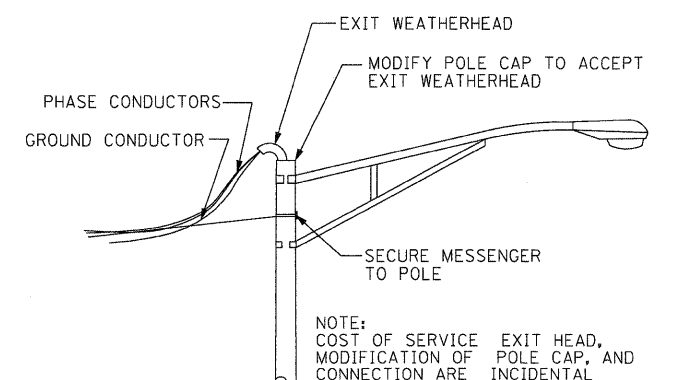
SECTION A-A
NOT TO SCALE



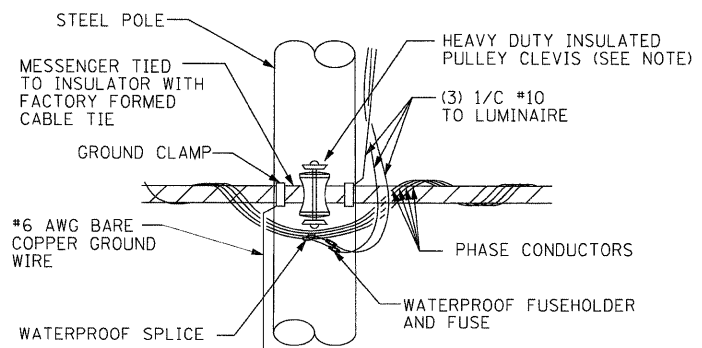
• THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN PENDANT MOUNTING TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS WITH THE BRIDGE DECK CONTRACTOR.

LOOP INSERT DETAIL
NOT TO SCALE

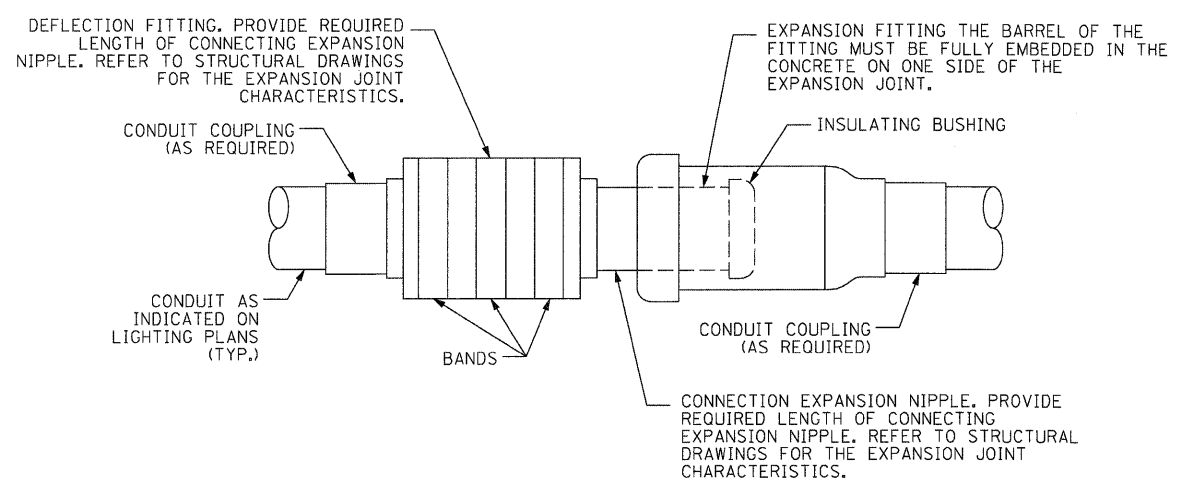
• PVCC CONDUIT HANGER. PROVIDE PVC COATED CONDUIT CLAMP HANGERS FOR USE WITH THREADED RODS TO SECURELY SUPPORT SUSPENDED CONDUIT RUNS AS INDICATED ON THE PLANS. PVC COATED CONDUIT CLAMP HANGERS MUST BE PLASTI-BOND CATALOG NUMBER PB6H5B OR APPROVED EQUAL.



TEMPORARY POWER FEED TO EXISTING STEEL POLE
NOT TO SCALE



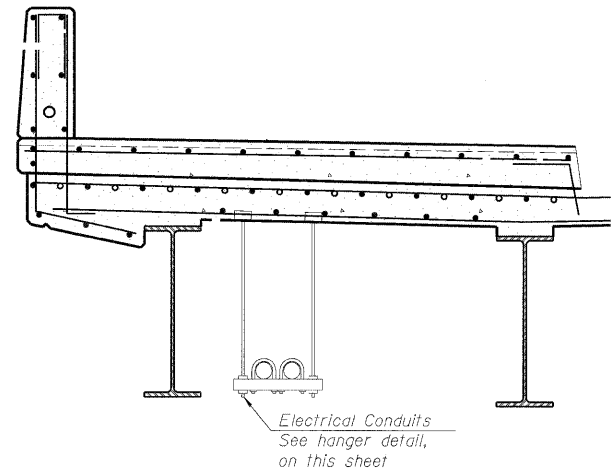
TEMPORARY LIGHT POLE CABLE ATTACHMENT DETAIL
NOT TO SCALE



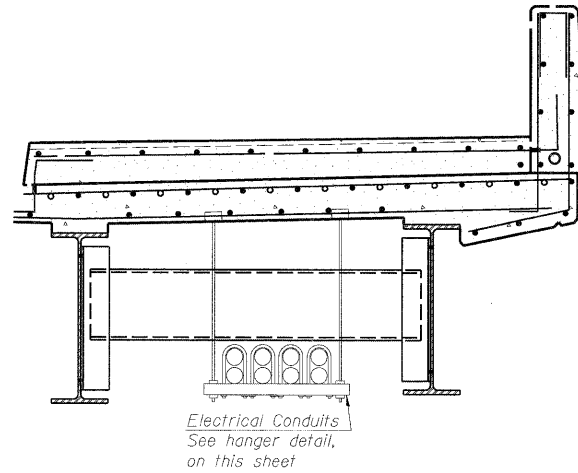
NOTE: THE CONTRACTOR SHALL PROVIDE AN EXPANSION/DEFLECTION FITTING AT EACH LOCATION WHERE THE CONDUIT RUN TRAVERSES AN EXPANSION JOINT

CONDUIT EXPANSION / DEFLECTION COUPLING DETAIL
EXPANSION / DEFLECTION FITTING, O-Z/GEDNEY AX/DX OR APPROVED EQUAL
NOT TO SCALE

FILE NAME =	DESIGNED - HS	REVISED -	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pr\2008\01\15900\Electrical\Cadd\E9_Misc	DRAWN - HS	REVISED -	E9 MISCELLANEOUS DETAILS	392	1717.2-3B-R	COOK	114	46
JE JACOBS	CHECKED - CDS	REVISED -	SCALE: N.T.S.	SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 62197		
	DATE - 01/13/09	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

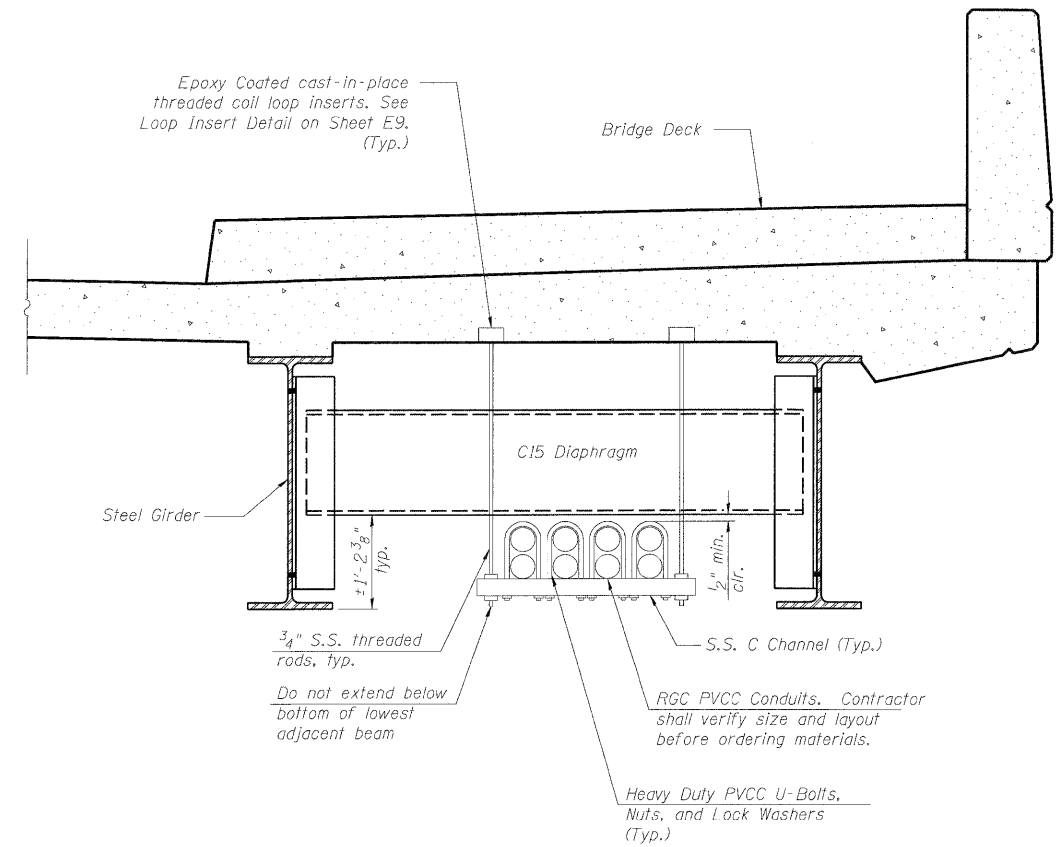


NORTH SIDE



SOUTH SIDE

CROSS SECTIONS
(Looking East)



ELECTRICAL CONDUITS HANGER DETAIL

Provide structural steel hanger assemblies with threaded rods, washers, nuts, and concrete inserts spaced as required by the manufacturer. All steel shapes, plates, components and hardware shall be stainless steel.

The electrical contractor must use approved single coil flared loop inserts when pendant mounting to a new bridge deck. The flared loop inserts must be cast into the concrete deck. The electrical contractor is responsible for locating and coordinating the insert locations with the bridge deck contractor.

FILE NAME = p:\2008\115000\Electrical\Cadd\E10_Misc_Details.dgn	DESIGNED - HS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE. 392	SECTION 1717.2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 47	
JACOBS	DRAWN - HS	REVISED -		E10 MISCELLANEOUS DETAILS	CONTRACT NO. 62197					
PLOT DATE = 1/12/2009	CHECKED - CDS	REVISED -		SCALE: N.T.S.	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
	DATE - 01/13/09	REVISED -								

Bench Mark: Monument O, 23rd. & Canal, C.G. K135 1947 Elev. 593.72 (NAVD88)

Existing Structure: Structure No. 016-1064 was built in 1964 as the 26th Street Grade Separation, Section SW-1717.2-3B. The superstructure consists of two parallel, three span, continuous, composite, 36-inch deep wide flange beam systems separated by a longitudinal deck joint. The total deck thickness is 8" including a 2 1/2" latex modified overlay applied in 1990. The length back to back of abutments is 200'-2 1/4". The deck out to out dimension is 68'-0". The substructure consist of two closed abutments supported by spread footings on rock and two hammerhead piers also on spread footings on rock. Traffic will be maintained during rehabilitation using stage construction.

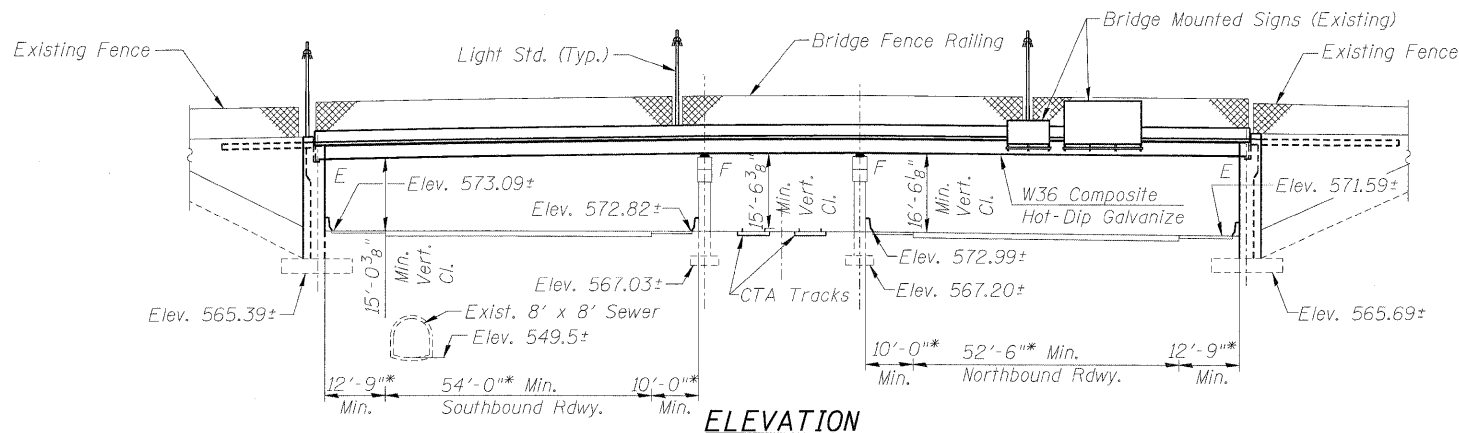
No Salvage.

STATION 11+81.01
RE-BUILT 2009 BY
STATE OF ILLINOIS
F.A.I. RT. 55
SEC. 1717-2-3B-R
LOADING HS20
STRUCTURE NO. 016-1064

NAME PLATE

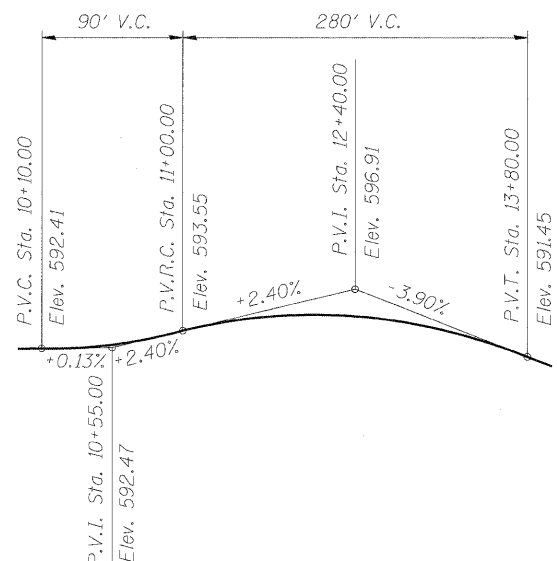
See Std. 515001

Note: Locate on Pier 2 as shown on Sheet SA28.



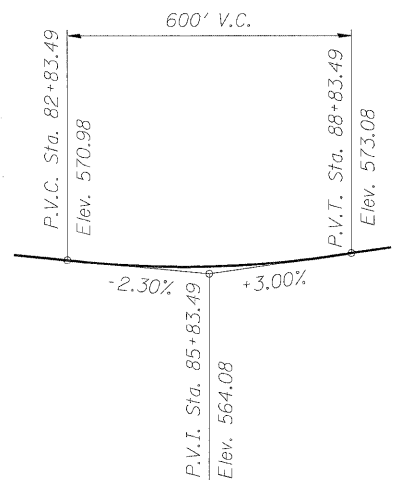
ELEVATION

* Dimensions at right angle to rdwy.



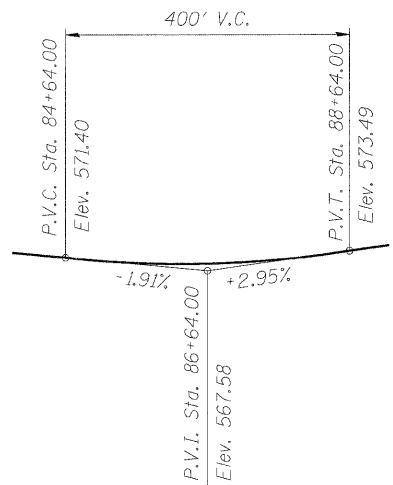
PROFILE GRADE

(At W. 26th Street)



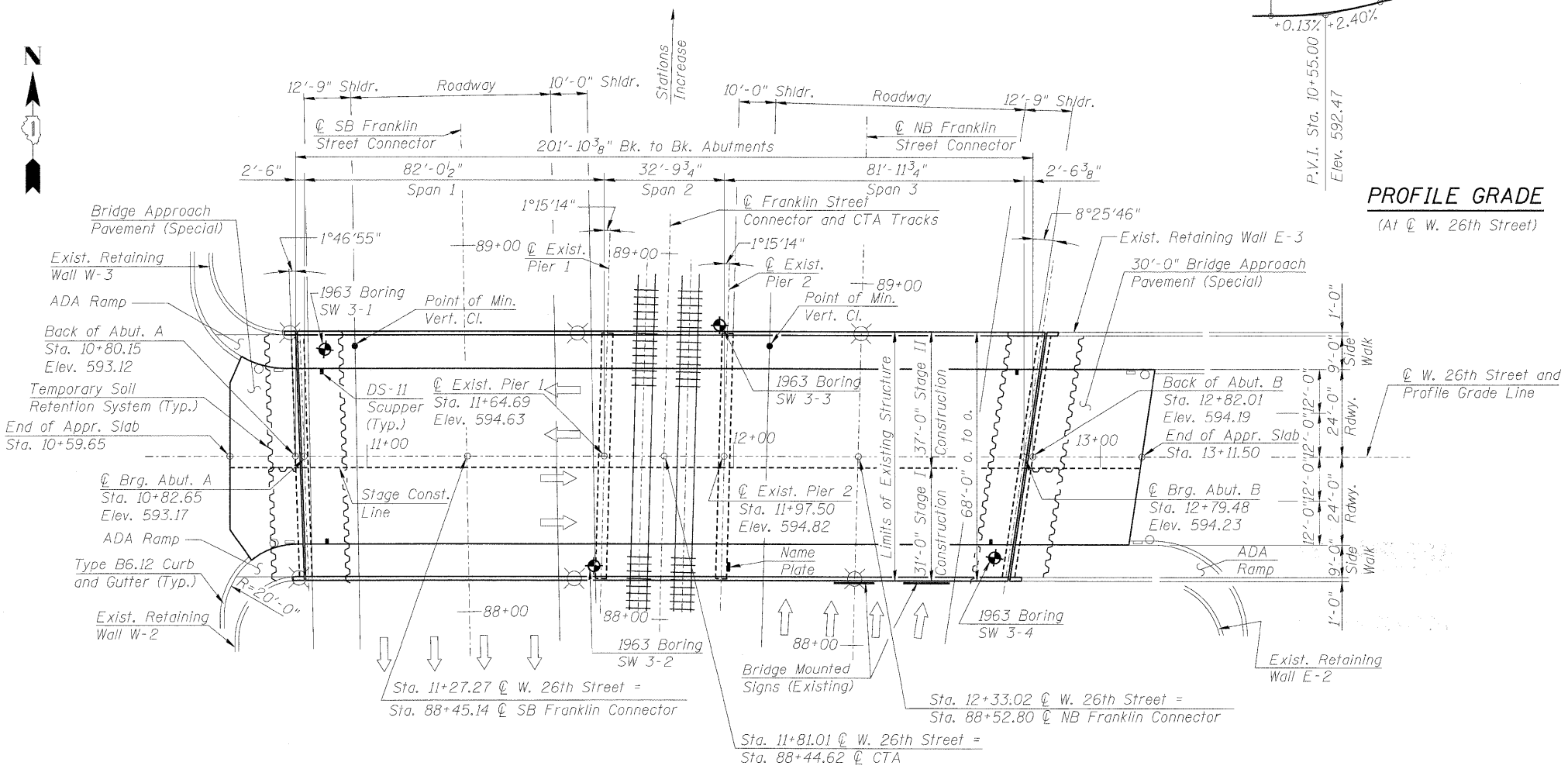
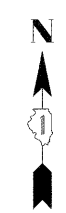
PROFILE GRADE

(At N.B. Franklin Connector)



PROFILE GRADE

(At S.B. Franklin Connector)



PLAN

DESIGN SPECIFICATIONS

2002 AASHTO, 17th Edition.

LOADING HS20-44

Allow 50 #/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coeff. (A) = 0.04g
Site Coefficient (S) = 1.0

DESIGN STRESSES

FIELD UNITS

New Construction:
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50) - Primary
fy = 36,000 psi (M270 Grade 36)

Existing Construction:
f'c = 3,500 psi
fy = 40,000 psi (Reinforcement)



SIGNED: *Michael B. Quirin*

DATE: **1-13-09**

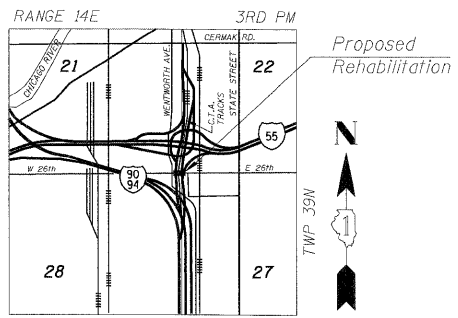
EXPIRES: **11-30-10**

NOTES:

- For existing utility information, see roadway drawings.
- For Bridge Approach Pavement details, see roadway drawings.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson (TSP)
ENGINEER OF BRIDGES AND STRUCTURES



LOCATION SKETCH



FILE NAME = 0161064-SA01-DPE.dgn	DESIGNED - JRW	REVISED -
	DRAWN - MJO	REVISED -
	CHECKED - MBQ	REVISED -
PLOT DATE = 1/12/2009	DATE = 1/13/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET)
STRUCTURE NO. 016-1064

SCALE: NTS SHEET NO. SA1 OF SA31 SHEETS STA. 11+81.01

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717-2-3B-R	COOK	114	48
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				CONTRACT NO. 62197

GENERAL NOTES

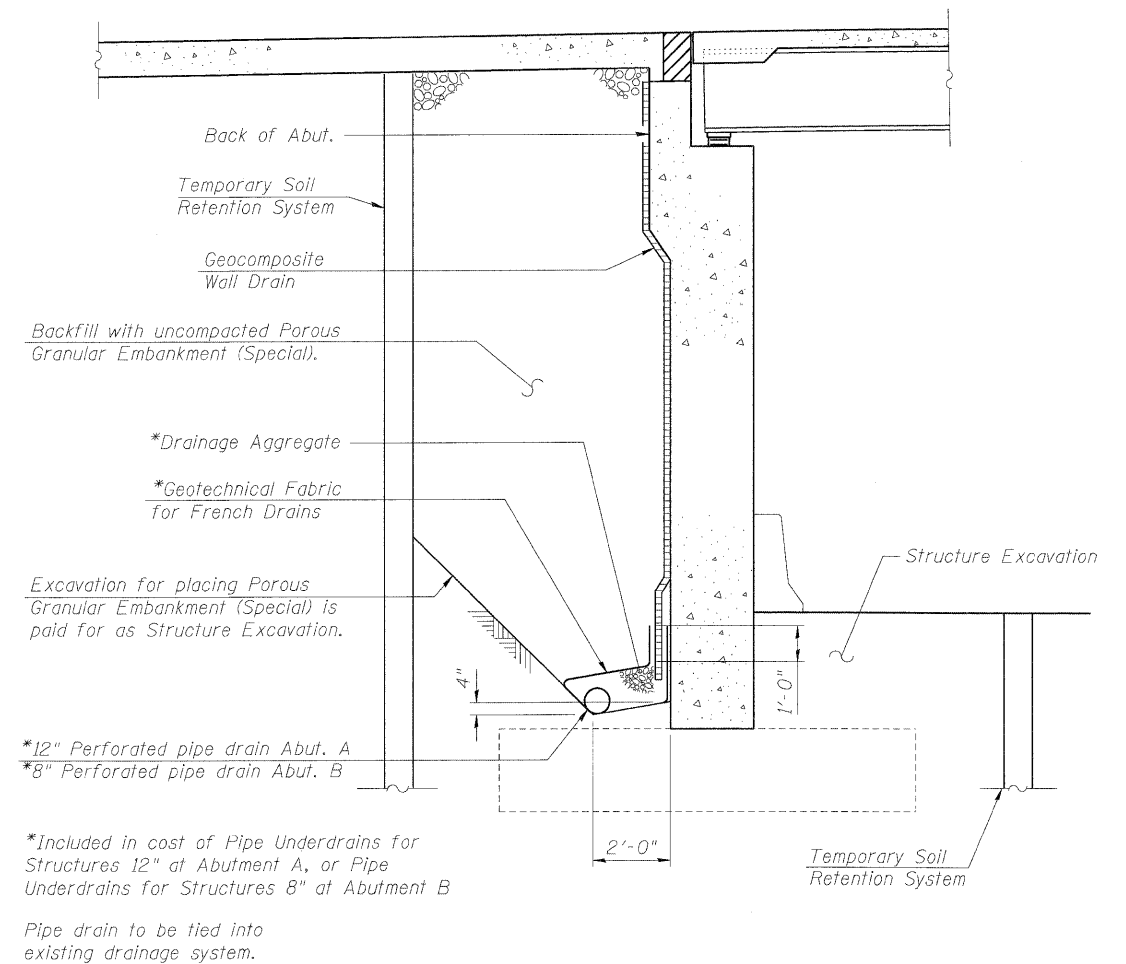
- Fasteners shall be AASHTO M164 Type 1, hot dip galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 351,481 lb. (M270 Grade 50), 36,234 lb. (M270 Grade 36).
- All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction 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 scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the abutments and piers as follows: Abutments-all exposed surfaces, Piers-all exposed surfaces, except track side.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- Attachments to galvanized members shall be properly insulated to prevent galvanic corrosion.
- Slip forming of parapets is not allowed.
- Areas of the existing bridge have permanent protective shield in place. If any part of the existing permanent protective shield system is to be re-used as temporary protective shield, the Contractor shall submit design calculations to the Engineer proving the system meets the requirements of Article 501.03 of the Standard Specifications. The calculations shall be prepared and sealed by an Illinois Licensed Structural Engineer.
- Existing permanent shield, if not re-used as described above, is to be completely removed. Cost to be included with Removal of Existing Superstructures.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.	-	1,100	1,100
Removal of Existing Superstructures	L. Sum	0.5	-	0.5
Concrete Removal	Cu. Yd.	-	291	291
Protective Shield	Sq. Yd.	1,756	-	1,756
Structure Excavation	Cu. Yd.	-	1,315	1,315
Concrete Structures	Cu. Yd.	-	408	408
Concrete Superstructure	Cu. Yd.	528	-	528
Bridge Deck Grooving	Sq. Yd.	1,060	-	1,060
Protective Coat	Sq. Yd.	1,636	-	1,636
Furnishing and Erecting Structural Steel	L. Sum	0.6	-	0.6
Stud Shear Connectors	Each	4,710	-	4,710
Reinforcement Bars, Epoxy Coated	Pound	95,470	36,150	131,620
Bar Splicers	Each	617	89	706
Bridge Fence Railing	Foot	388	-	388
Name Plates	Each	-	1	1
Preformed Joint Strip Seal	Foot	138	-	138
Elastomeric Bearing Assembly, Type I	Each	22	-	22
Anchor Bolts, 1 1/4"	Each	88	-	88
Concrete Sealer	Sq. Ft.	-	7,130	7,130
Epoxy Crack Injection	Foot	-	162	162
Geocomposite Wall Drain	Sq. Yd.	-	345	345
Pipe Underdrains for Structures 8"	Foot	-	67	67
Pipe Underdrains for Structures 12"	Foot	-	66	66
Drainage Scuppers, DS-II	Each	4	-	4
Temporary Soil Retention System	Sq. Ft.	-	4,788	4,788
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	-	191	191
Remove, Store, and Re-erect Overhead Sign Structure-Bridge Mounted	Each	1	-	1
Drainage System	L. Sum	-	0.7	0.7

INDEX OF SHEETS

SA1	General Plan and Elevation
SA2	General Notes & Bill of Material
SA3	Stage Construction Details I
SA4	Stage Construction Details II
SA5	Temporary Barrier
SA6	Top of Slab Elevations I
SA7	Top of Slab Elevations II
SA8	Top of Slab Elevations III
SA9	Deck Plan
SA10	Cross Section
SA11	Parapet Details
SA12	Superstructure Bill of Materials
SA13	Bridge Fence Railing
SA14	Expansion Joint Details
SA15	Drainage Scupper, DS-II
SA16	Framing Plan
SA17	Structural Steel Details I
SA18	Structural Steel Details II
SA19	Elastomeric Bearing Type I & Fixed Bearing
SA20	Abutment A Removals
SA21	Abutment A
SA22	Abutment A Details
SA23	Abutment B Removals
SA24	Abutment B
SA25	Abutment B Details
SA26	Temporary Soil Retention
SA27	Pier 1 Repair
SA28	Pier 2 Repair
SA29	Bar Splicer Assembly Details
SA30	Bridge Drainage System
SA31	Bridge Mounted Sign Connection



SECTION THRU ABUTMENT

Showing Drainage (typ. at both abutments)

FILE NAME = 2161064-SA02-DN.dgn

JACOBS

PLOT DATE = 1/12/2009

DESIGNED - JRW
DRAWN - JRW
CHECKED - MBQ
DATE - 1/13/09

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & BILL OF MATERIAL

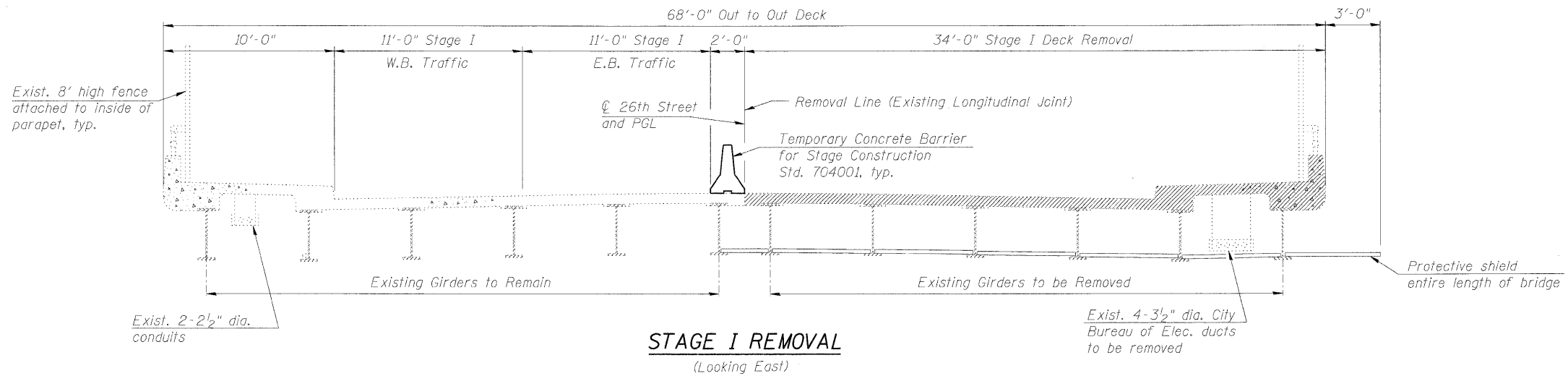
F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET)
STRUCTURE NO. 016-1064

SCALE: NTS

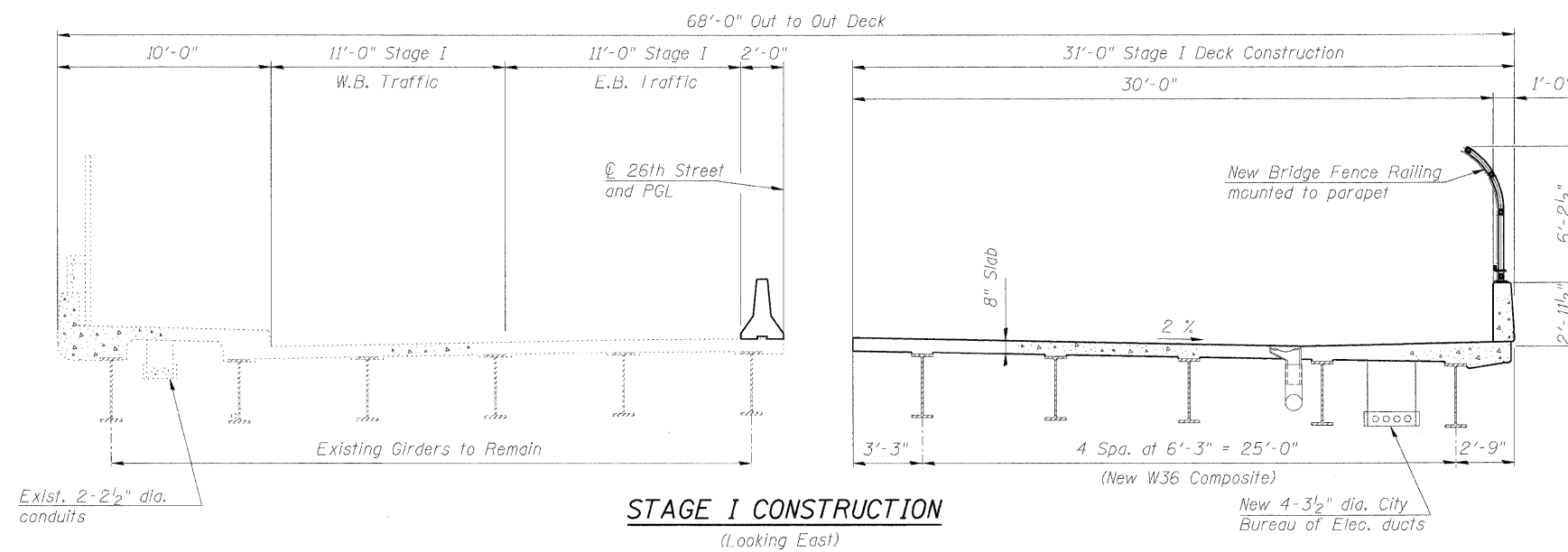
SHEET NO. SA2 OF SA31 SHEETS

STA. 11+81.01

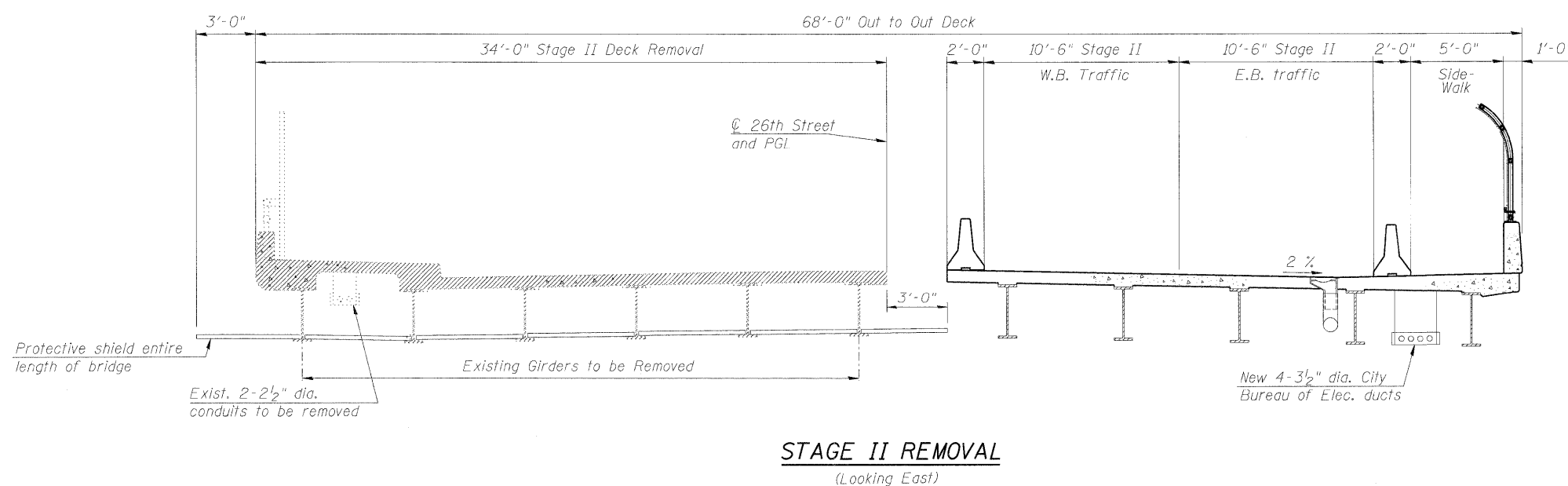
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717-2-3B-R	COOK	114	49
			CONTRACT NO. 62197	
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



STAGE I REMOVAL
(Looking East)



STAGE I CONSTRUCTION
(Looking East)



STAGE II REMOVAL
(Looking East)

NOTES:
1. For abutment stage removal and construction lines, see sheets SA20 thru SA25.

FILE NAME = 0161064-SA23-STG1.dgn



PLOT DATE = 1/12/2009

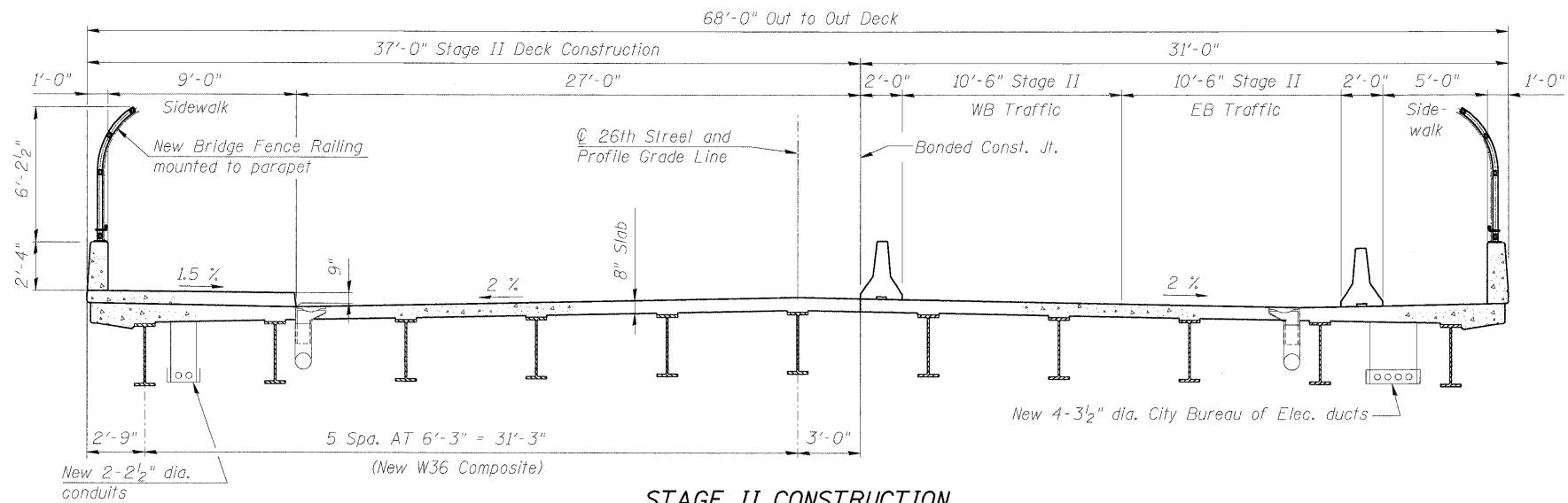
DESIGNED - JRW	REVISED -
DRAWN - MJO	REVISED -
CHECKED - MBO	REVISED -
DATE - 1/13/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

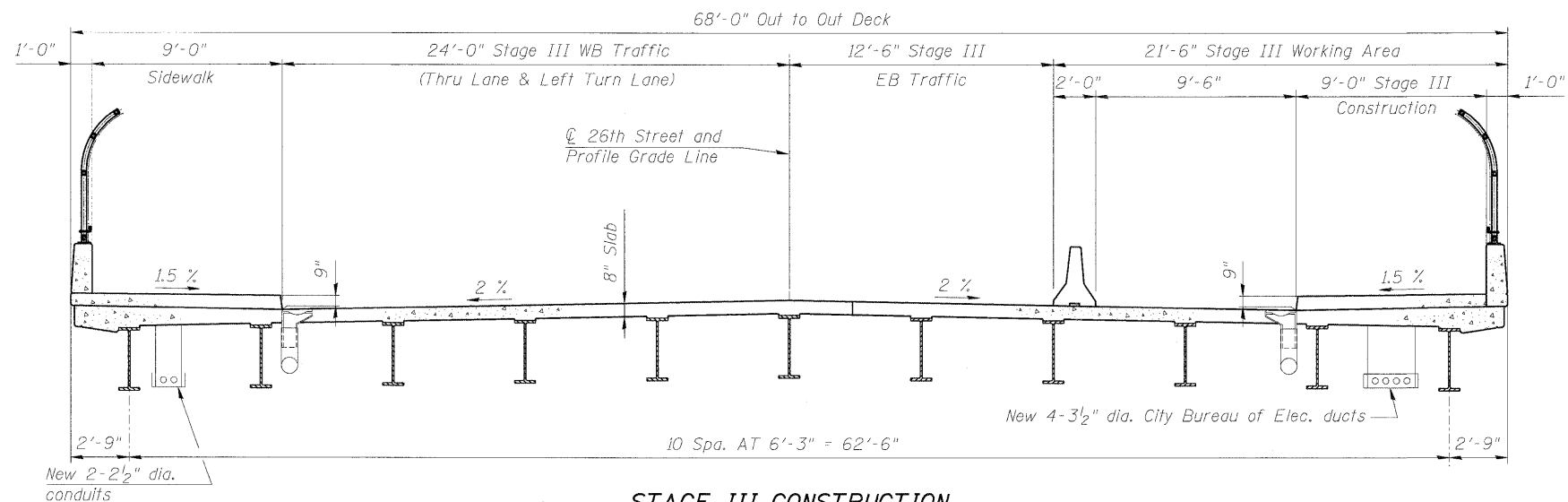
STAGE CONSTRUCTION DETAILS I
F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET)
STRUCTURE NO. 016-1064

SCALE: NTS SHEET NO. SA3 OF SA31 SHEETS STA. 11+81.01

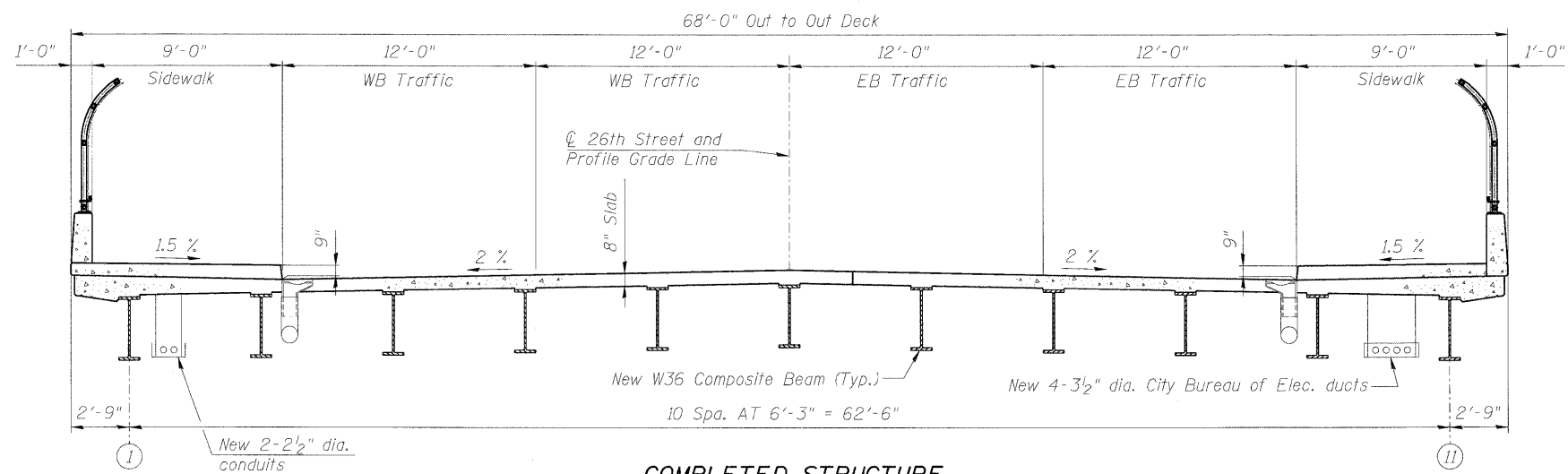
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717-2-3B-R	COOK	114	50
				CONTRACT NO. 62197
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



STAGE II CONSTRUCTION
(Looking East)



STAGE III CONSTRUCTION
(Looking East)



COMPLETED STRUCTURE
(Looking East)

NOTES:

1. For abutment stage removal and construction lines, see sheets SA20 thru SA25.

FILE NAME = 0161064-SA04-STG2.dgn



DESIGNED - JRW	REVISED -
DRAWN - MJO	REVISED -
CHECKED - MBO	REVISED -
DATE - 1/13/09	REVISED -

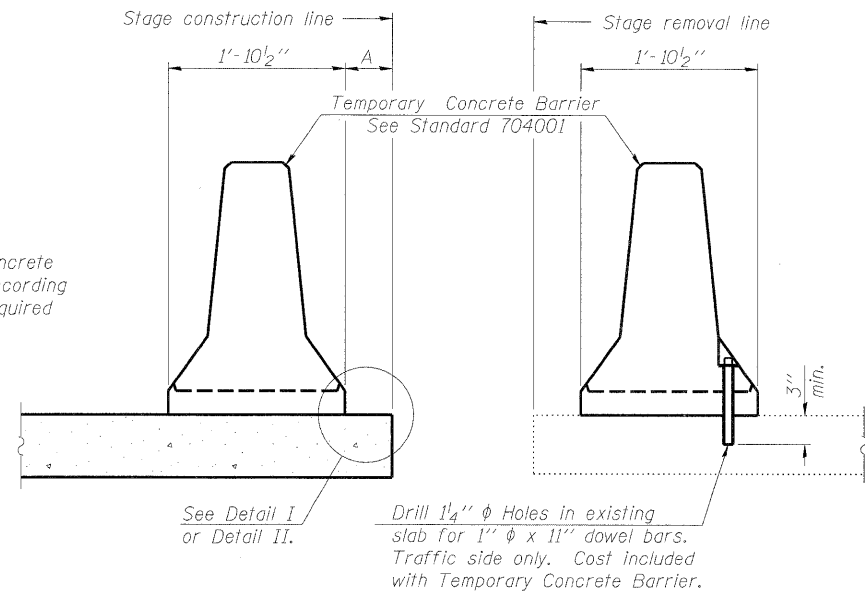
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS II
F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET)
STRUCTURE NO. 016-1064

SCALE: NTS SHEET NO. SA4 OF SA31 SHEETS STA. 11+81.01

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717-2-3B-R	COOK	114	51
CONTRACT NO. 62197			FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT	

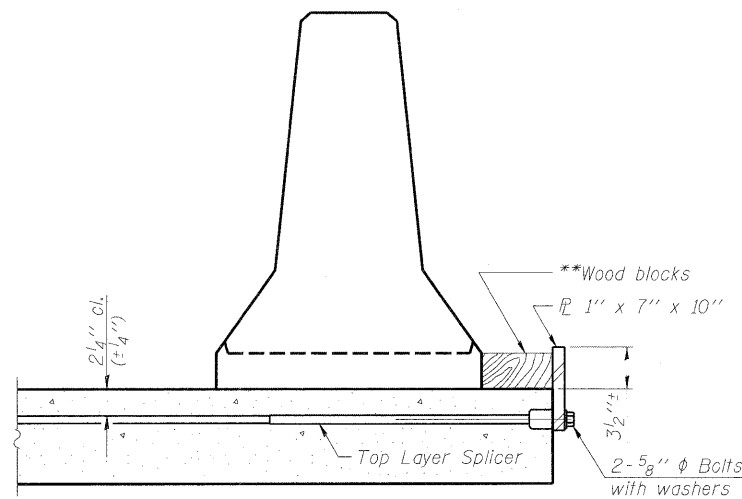
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



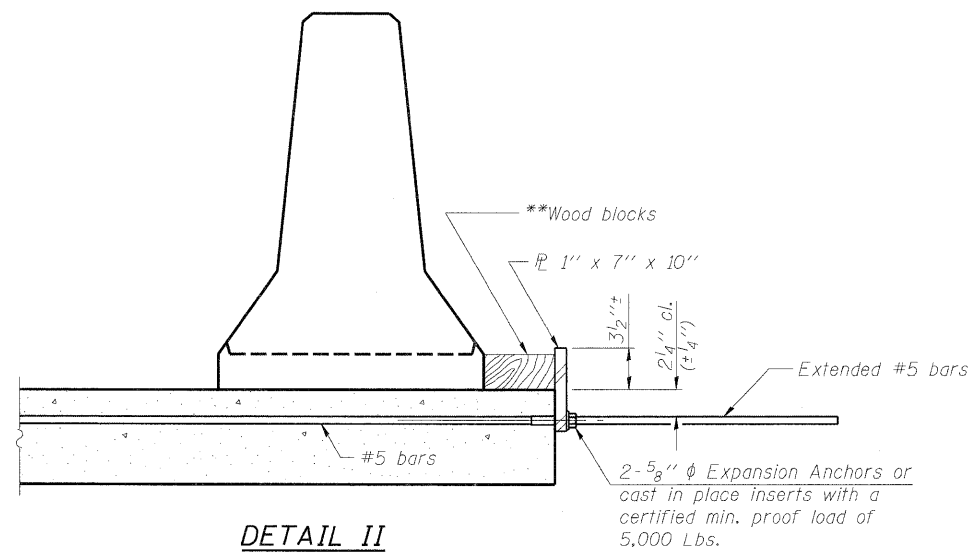
NEW SLAB

EXISTING SLAB

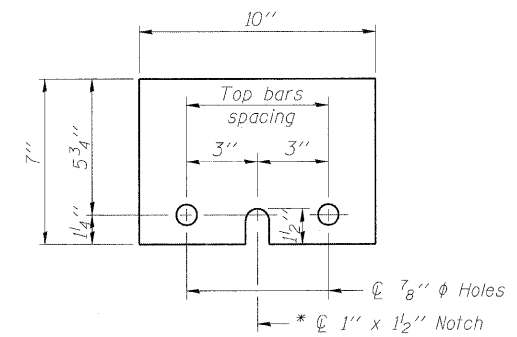
SECTIONS THRU SLAB



DETAIL I



DETAIL II



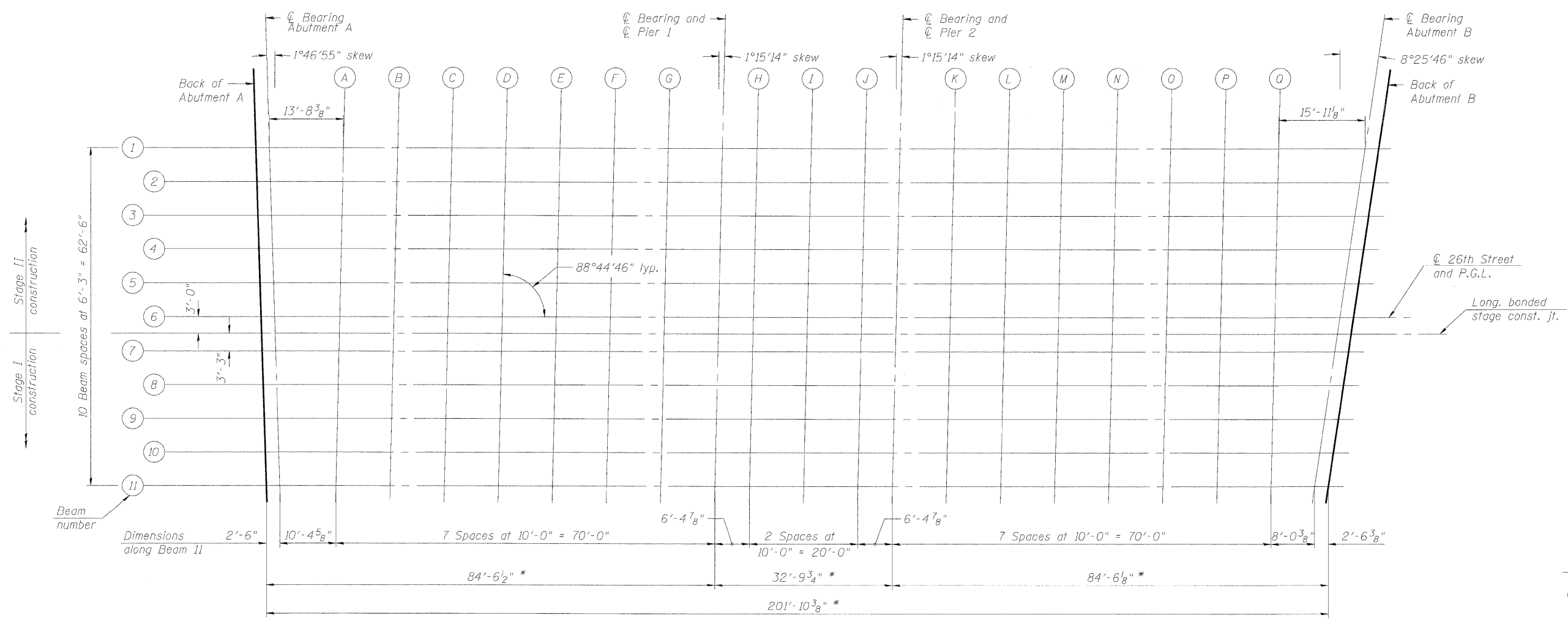
STEEL RETAINER PL 1" x 7" x 10"

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

NOTES:

1. Detail I - With Bar Splicer or Couplers: Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate ϕ of each barrier panel.
2. Detail II - With Extended Reinforcement Bars: Connect one (1) 1"x7"x10" steel PL to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ϕ of each barrier panel.
3. Cost of anchorage is included with Temporary Concrete Barrier.
4. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

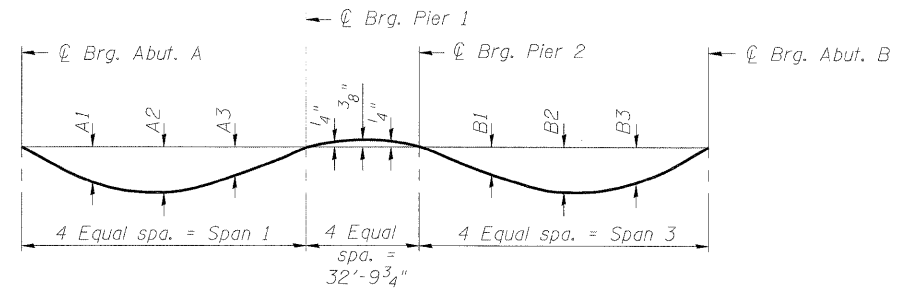


PLAN

* Measured along profile grade line

TABLE OF SPAN LENGTHS

BEAM	Span 1	Span 3
1	83'-8 ³ / ₈ "	85'-11 ¹ / ₈ "
2	83'-4 ³ / ₈ "	85'-1 ⁵ / ₈ "
3	83'-0 ³ / ₈ "	84'-4 ¹ / ₈ "
4	82'-8 ³ / ₈ "	83'-6 ³ / ₄ "
5	82'-4 ¹ / ₂ "	82'-9 ¹ / ₄ "
6	82'-0 ¹ / ₂ "	81'-11 ³ / ₄ "
7	81'-8 ¹ / ₂ "	81'-2 ¹ / ₄ "
8	81'-4 ¹ / ₂ "	80'-4 ¹ / ₈ "
9	81'-0 ¹ / ₂ "	79'-7 ³ / ₈ "
10	80'-8 ⁵ / ₈ "	78'-9 ⁷ / ₈ "
11	80'-4 ⁵ / ₈ "	78'-0 ³ / ₈ "



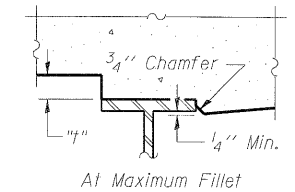
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

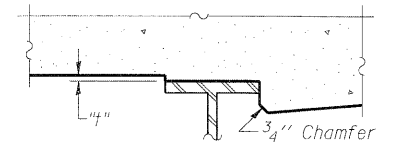
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown in sheets SA7 and SA8.

TABLE OF "A" AND "B" DIMENSIONS

BEAM	A1	A2	A3	B1	B2	B3
1 Thru 3	1 ⁵ / ₈ "	2"	1 ¹ / ₄ "	1 ³ / ₈ "	2 ¹ / ₄ "	1 ⁵ / ₈ "
4 Thru 8	1 ¹ / ₂ "	1 ⁷ / ₈ "	1 ¹ / ₈ "	1 ¹ / ₈ "	1 ¹ / ₈ "	1 ¹ / ₂ "
9 Thru 11	1 ³ / ₈ "	1 ³ / ₄ "	1 ¹ / ₈ "	1"	1 ⁵ / ₈ "	1 ³ / ₈ "



At Maximum Fillet



At Minimum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection", minus 8" slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

Exterior beam shown, interior beam similar. See Section A-A, Sheet SA16.

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+79.18	-31.25	592.81	592.81
Ⓞ Brg. Abut. A	10+81.68	-31.25	592.86	592.86
A	10+95.37	-31.25	593.15	593.24
B	11+05.37	-31.25	593.38	593.53
C	11+15.37	-31.25	593.60	593.77
D	11+25.37	-31.25	593.80	593.96
E	11+35.37	-31.25	593.97	594.11
F	11+45.37	-31.25	594.12	594.22
G	11+55.37	-31.25	594.24	594.29
Ⓞ Brg. Pier 1	11+65.37	-31.25	594.35	594.35
H	11+71.78	-31.25	594.40	594.38
I	11+81.78	-31.25	594.47	594.44
J	11+91.78	-31.25	594.51	594.49
Ⓞ Brg. Pier 2	11+98.18	-31.25	594.53	594.53
K	12+08.18	-31.25	594.54	594.59
L	12+18.18	-31.25	594.52	594.63
M	12+28.18	-31.25	594.49	594.64
N	12+38.18	-31.25	594.43	594.61
O	12+48.18	-31.25	594.34	594.53
P	12+58.18	-31.25	594.24	594.40
Q	12+68.18	-31.25	594.11	594.22
Ⓞ Brg. Abut. B	12+84.11	-31.25	593.86	593.86
Bk. Abut. B	12+86.64	-31.25	593.82	593.82

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+79.37	-25.00	592.65	592.65
Ⓞ Brg. Abut. A	10+81.87	-25.00	592.70	592.70
A	10+95.24	-25.00	592.98	593.08
B	11+05.24	-25.00	593.22	593.36
C	11+15.24	-25.00	593.44	593.60
D	11+25.24	-25.00	593.63	593.80
E	11+35.24	-25.00	593.80	593.95
F	11+45.24	-25.00	593.95	594.05
G	11+55.24	-25.00	594.08	594.13
Ⓞ Brg. Pier 1	11+65.24	-25.00	594.18	594.18
H	11+71.64	-25.00	594.24	594.22
I	11+81.64	-25.00	594.31	594.28
J	11+91.64	-25.00	594.35	594.33
Ⓞ Brg. Pier 2	11+98.05	-25.00	594.37	594.37
K	12+08.05	-25.00	594.38	594.42
L	12+18.05	-25.00	594.36	594.47
M	12+28.05	-25.00	594.32	594.48
N	12+38.05	-25.00	594.27	594.44
O	12+48.05	-25.00	594.18	594.37
P	12+58.05	-25.00	594.08	594.24
Q	12+68.05	-25.00	593.95	594.06
Ⓞ Brg. Abut. B	12+83.18	-25.00	593.72	593.72
Bk. Abut. B	12+85.71	-25.00	593.67	593.67

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+79.57	-18.75	592.74	592.74
Ⓞ Brg. Abut. A	10+82.07	-18.75	592.79	592.79
A	10+95.10	-18.75	593.06	593.15
B	11+05.10	-18.75	593.29	593.44
C	11+15.10	-18.75	593.51	593.68
D	11+25.10	-18.75	593.71	593.88
E	11+35.10	-18.75	593.88	594.02
F	11+45.10	-18.75	594.03	594.13
G	11+55.10	-18.75	594.16	594.20
Ⓞ Brg. Pier 1	11+65.10	-18.75	594.26	594.26
H	11+71.51	-18.75	594.32	594.30
I	11+81.51	-18.75	594.38	594.35
J	11+91.51	-18.75	594.43	594.41
Ⓞ Brg. Pier 2	11+97.91	-18.75	594.45	594.45
K	12+07.91	-18.75	594.45	594.50
L	12+17.91	-18.75	594.44	594.55
M	12+27.91	-18.75	594.40	594.56
N	12+37.91	-18.75	594.35	594.52
O	12+47.91	-18.75	594.26	594.45
P	12+57.91	-18.75	594.16	594.32
Q	12+67.91	-18.75	594.03	594.14
Ⓞ Brg. Abut. B	12+82.26	-18.75	593.81	593.81
Bk. Abut. B	12+84.79	-18.75	593.77	593.77

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+79.76	-12.50	592.87	592.87
Ⓞ Brg. Abut. A	10+82.26	-12.50	592.91	592.91
A	10+94.96	-12.50	593.18	593.26
B	11+04.96	-12.50	593.42	593.54
C	11+14.96	-12.50	593.63	593.79
D	11+24.96	-12.50	593.83	593.99
E	11+34.96	-12.50	594.00	594.14
F	11+44.96	-12.50	594.15	594.25
G	11+54.96	-12.50	594.28	594.32
Ⓞ Brg. Pier 1	11+64.96	-12.50	594.38	594.38
H	11+71.37	-12.50	594.44	594.42
I	11+81.37	-12.50	594.51	594.48
J	11+91.37	-12.50	594.55	594.54
Ⓞ Brg. Pier 2	11+97.77	-12.50	594.57	594.57
K	12+07.77	-12.50	594.58	594.62
L	12+17.77	-12.50	594.57	594.66
M	12+27.77	-12.50	594.53	594.67
N	12+37.77	-12.50	594.47	594.63
O	12+47.77	-12.50	594.39	594.55
P	12+57.77	-12.50	594.29	594.41
Q	12+67.77	-12.50	594.16	594.24
Ⓞ Brg. Abut. B	12+81.33	-12.50	593.95	593.95
Bk. Abut. B	12+83.86	-12.50	593.91	593.91

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+79.96	6.25	592.99	592.99
Ⓞ Brg. Abut. A	10+82.46	-6.25	593.04	593.04
A	10+94.83	-6.25	593.30	593.38
B	11+04.83	-6.25	593.54	593.67
C	11+14.83	-6.25	593.76	593.91
D	11+24.83	-6.25	593.95	594.11
E	11+34.83	-6.25	594.12	594.26
F	11+44.83	-6.25	594.27	594.37
G	11+54.83	-6.25	594.40	594.45
Ⓞ Brg. Pier 1	11+64.83	-6.25	594.51	594.51
H	11+71.23	-6.25	594.56	594.55
I	11+81.23	-6.25	594.63	594.60
J	11+91.23	-6.25	594.68	594.66
Ⓞ Brg. Pier 2	11+97.64	-6.25	594.70	594.70
K	12+07.64	-6.25	594.70	594.75
L	12+17.64	-6.25	594.69	594.79
M	12+27.64	-6.25	594.66	594.79
N	12+37.64	-6.25	594.60	594.76
O	12+47.64	-6.25	594.52	594.67
P	12+57.64	-6.25	594.41	594.54
Q	12+67.64	-6.25	594.29	594.36
Ⓞ Brg. Abut. B	12+80.41	-6.25	594.09	594.09
Bk. Abut. B	12+82.94	-6.25	594.05	594.05

BEAM 6 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+80.15	0.00	593.12	593.12
Ⓞ Brg. Abut. A	10+82.65	0.00	593.17	593.17
A	10+94.69	0.00	593.43	593.50
B	11+04.69	0.00	593.66	593.79
C	11+14.69	0.00	593.88	594.03
D	11+24.69	0.00	594.07	594.23
E	11+34.69	0.00	594.25	594.38
F	11+44.69	0.00	594.40	594.49
G	11+54.69	0.00	594.53	594.57
Ⓞ Brg. Pier 1	11+64.69	0.00	594.63	594.63
H	11+71.10	0.00	594.69	594.67
I	11+81.10	0.00	594.76	594.73
J	11+91.10	0.00	594.80	594.79
Ⓞ Brg. Pier 2	11+97.50	0.00	594.82	594.82
K	12+07.50	0.00	594.83	594.87
L	12+17.50	0.00	594.82	594.91
M	12+27.50	0.00	594.78	594.92
N	12+37.50	0.00	594.72	594.88
O	12+47.50	0.00	594.64	594.80
P	12+57.50	0.00	594.54	594.67
Q	12+67.50	0.00	594.41	594.49
Ⓞ Brg. Abut. B	12+79.48	0.00	594.23	594.23
Bk. Abut. B	12+82.01	0.00	594.19	594.19

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+80.24	3.00	593.07	593.07
⊕ Brg. Abut. A	10+82.74	3.00	593.11	593.11
A	10+94.62	3.00	593.36	593.44
B	11+04.62	3.00	593.60	593.73
C	11+14.62	3.00	593.82	593.97
D	11+24.62	3.00	594.01	594.17
E	11+34.62	3.00	594.19	594.32
F	11+44.62	3.00	594.34	594.43
G	11+54.62	3.00	594.47	594.51
⊕ Brg. Pier 1	11+64.62	3.00	594.57	594.57
H	11+71.03	3.00	594.63	594.61
I	11+81.03	3.00	594.70	594.67
J	11+91.03	3.00	594.74	594.72
⊕ Brg. Pier 2	11+97.43	3.00	594.76	594.76
K	12+07.43	3.00	594.77	594.81
L	12+17.43	3.00	594.76	594.85
M	12+27.43	3.00	594.72	594.86
N	12+37.43	3.00	594.66	594.82
O	12+47.43	3.00	594.58	594.74
P	12+57.43	3.00	594.48	594.61
Q	12+67.43	3.00	594.35	594.43
⊕ Brg. Abut. B	12+79.04	3.00	594.18	594.18
Bk. Abut. B	12+81.57	3.00	594.14	594.14

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+80.34	6.25	593.00	593.00
⊕ Brg. Abut. A	10+82.84	6.25	593.05	593.05
A	10+94.55	6.25	593.30	593.38
B	11+04.55	6.25	593.53	593.66
C	11+14.55	6.25	593.75	593.91
D	11+24.55	6.25	593.95	594.10
E	11+34.55	6.25	594.12	594.26
F	11+44.55	6.25	594.27	594.37
G	11+54.55	6.25	594.40	594.44
⊕ Brg. Pier 1	11+64.55	6.25	594.51	594.51
H	11+70.96	6.25	594.56	594.54
I	11+80.96	6.25	594.63	594.60
J	11+90.96	6.25	594.68	594.66
⊕ Brg. Pier 2	11+97.36	6.25	594.70	594.70
K	12+07.36	6.25	594.70	594.75
L	12+17.36	6.25	594.69	594.79
M	12+27.36	6.25	594.66	594.79
N	12+37.36	6.25	594.60	594.76
O	12+47.36	6.25	594.52	594.67
P	12+57.36	6.25	594.42	594.54
Q	12+67.36	6.25	594.29	594.37
⊕ Brg. Abut. B	12+78.55	6.25	594.12	594.12
Bk. Abut. B	12+81.08	6.25	594.08	594.08

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+80.54	12.50	592.88	592.88
⊕ Brg. Abut. A	10+83.04	12.50	592.93	592.93
A	10+94.42	12.50	593.17	593.25
B	11+04.42	12.50	593.40	593.53
C	11+14.42	12.50	593.62	593.78
D	11+24.42	12.50	593.82	593.98
E	11+34.42	12.50	593.99	594.13
F	11+44.42	12.50	594.14	594.24
G	11+54.42	12.50	594.27	594.32
⊕ Brg. Pier 1	11+64.42	12.50	594.38	594.38
H	11+70.82	12.50	594.44	594.42
I	11+80.82	12.50	594.50	594.48
J	11+90.82	12.50	594.55	594.53
⊕ Brg. Pier 2	11+97.23	12.50	594.57	594.57
K	12+07.23	12.50	594.58	594.62
L	12+17.23	12.50	594.57	594.66
M	12+27.23	12.50	594.53	594.67
N	12+37.23	12.50	594.47	594.63
O	12+47.23	12.50	594.39	594.55
P	12+57.23	12.50	594.29	594.42
Q	12+67.23	12.50	594.17	594.25
⊕ Brg. Abut. B	12+77.63	12.50	594.01	594.01
Bk. Abut. B	12+80.16	12.50	593.97	593.97

BEAM 9

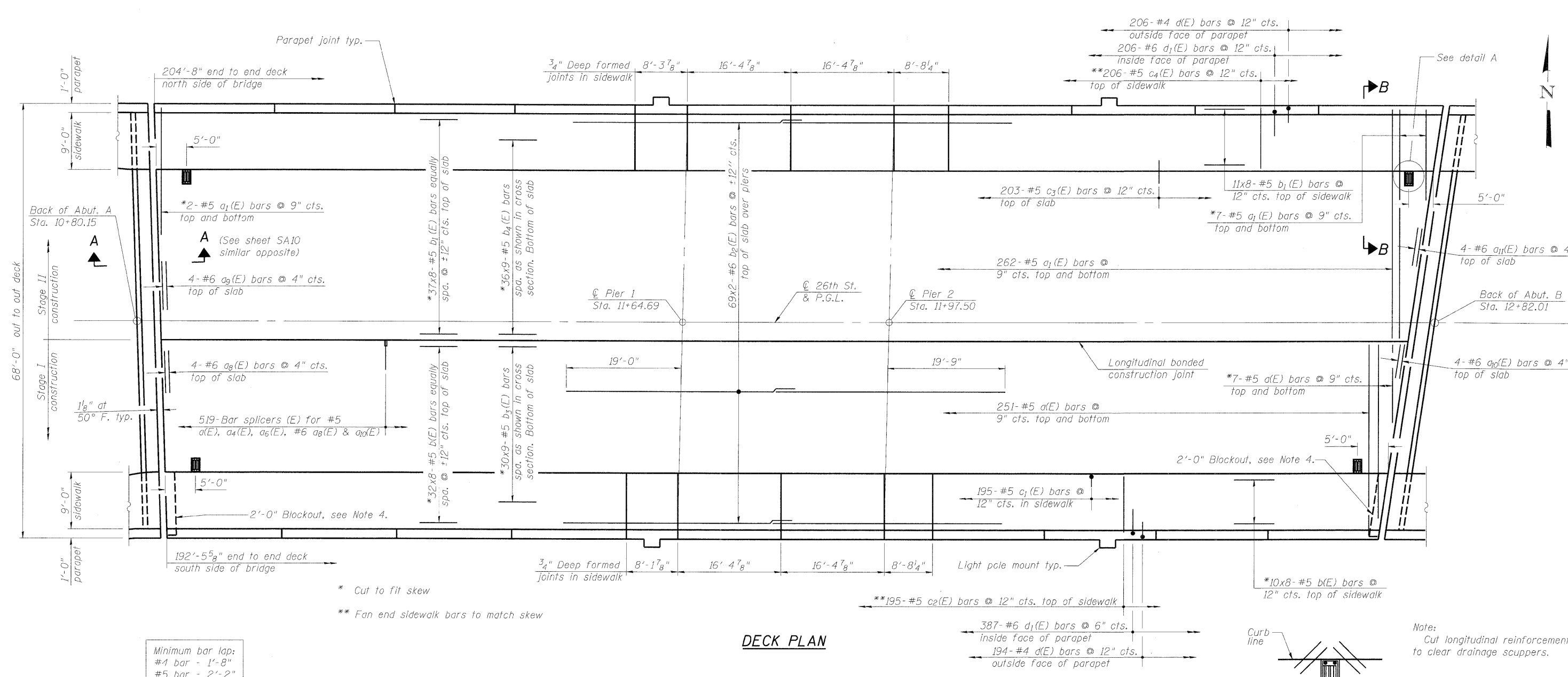
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+80.73	18.75	592.76	592.76
⊕ Brg. Abut. A	10+83.23	18.75	592.81	592.81
A	10+94.28	18.75	593.04	593.11
B	11+04.28	18.75	593.28	593.39
C	11+14.28	18.75	593.49	593.64
D	11+24.28	18.75	593.69	593.84
E	11+34.28	18.75	593.87	593.99
F	11+44.28	18.75	594.02	594.11
G	11+54.28	18.75	594.15	594.19
⊕ Brg. Pier 1	11+64.28	18.75	594.25	594.25
H	11+70.69	18.75	594.31	594.29
I	11+80.69	18.75	594.38	594.35
J	11+90.69	18.75	594.43	594.41
⊕ Brg. Pier 2	11+97.09	18.75	594.44	594.44
K	12+07.09	18.75	594.45	594.49
L	12+17.09	18.75	594.44	594.52
M	12+27.09	18.75	594.41	594.52
N	12+37.09	18.75	594.35	594.49
O	12+47.09	18.75	594.27	594.41
P	12+57.09	18.75	594.17	594.28
Q	12+67.09	18.75	594.04	594.12
⊕ Brg. Abut. B	12+76.70	18.75	593.90	593.90
Bk. Abut. B	12+79.23	18.75	593.86	593.86

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+80.93	25.00	592.69	592.69
⊕ Brg. Abut. A	10+83.43	25.00	592.74	592.74
A	10+94.14	25.00	592.96	593.03
B	11+04.14	25.00	593.20	593.31
C	11+14.14	25.00	593.42	593.56
D	11+24.14	25.00	593.61	593.76
E	11+34.14	25.00	593.79	593.92
F	11+44.14	25.00	593.94	594.03
G	11+54.14	25.00	594.07	594.11
⊕ Brg. Pier 1	11+64.14	25.00	594.18	594.18
H	11+70.55	25.00	594.23	594.22
I	11+80.55	25.00	594.30	594.28
J	11+90.55	25.00	594.35	594.33
⊕ Brg. Pier 2	11+96.95	25.00	594.37	594.37
K	12+06.95	25.00	594.38	594.42
L	12+16.95	25.00	594.37	594.45
M	12+26.95	25.00	594.33	594.45
N	12+36.95	25.00	594.28	594.41
O	12+46.95	25.00	594.20	594.33
P	12+56.95	25.00	594.09	594.21
Q	12+66.95	25.00	593.97	594.04
⊕ Brg. Abut. B	12+75.78	25.00	593.84	593.84
Bk. Abut. B	12+78.31	25.00	593.80	593.80

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut. A	10+81.12	31.25	592.87	592.87
⊕ Brg. Abut. A	10+83.62	31.25	592.92	592.92
A	10+94.01	31.25	593.14	593.21
B	11+04.01	31.25	593.37	593.49
C	11+14.01	31.25	593.59	593.74
D	11+24.01	31.25	593.79	593.94
E	11+34.01	31.25	593.97	594.09
F	11+44.01	31.25	594.12	594.21
G	11+54.01	31.25	594.25	594.29
⊕ Brg. Pier 1	11+64.01	31.25	594.35	594.35
H	11+70.41	31.25	594.41	594.40
I	11+80.41	31.25	594.48	594.46
J	11+90.41	31.25	594.53	594.51
⊕ Brg. Pier 2	11+96.82	31.25	594.55	594.55
K	12+06.82	31.25	594.56	594.60
L	12+16.82	31.25	594.55	594.63
M	12+26.82	31.25	594.51	594.63
N	12+36.82	31.25	594.46	594.59
O	12+46.82	31.25	594.38	594.51
P	12+56.82	31.25	594.28	594.39
Q	12+66.82	31.25	594.15	594.23
⊕ Brg. Abut. B	12+74.85	31.25	594.04	594.04
Bk. Abut. B	12+77.38	31.25	594.00	594.00



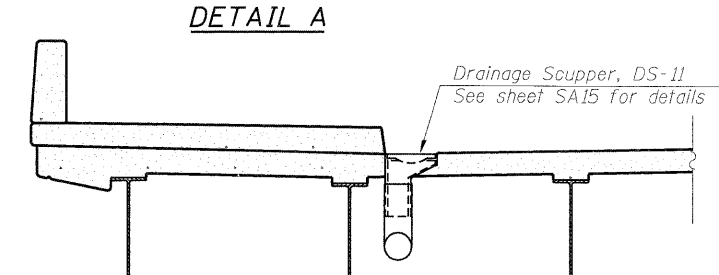
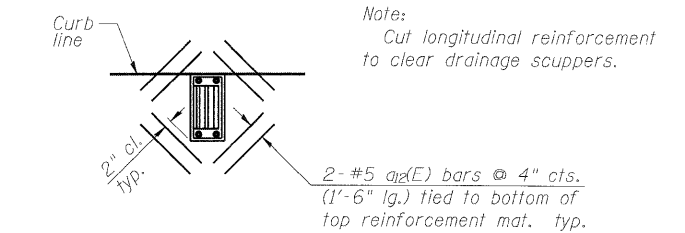
DECK PLAN

Minimum bar lap:
 #4 bar - 1'-8"
 #5 bar - 2'-2"
 #6 bar - 2'-7"

- * Cut to fit skew
- ** Fan end sidewalk bars to match skew

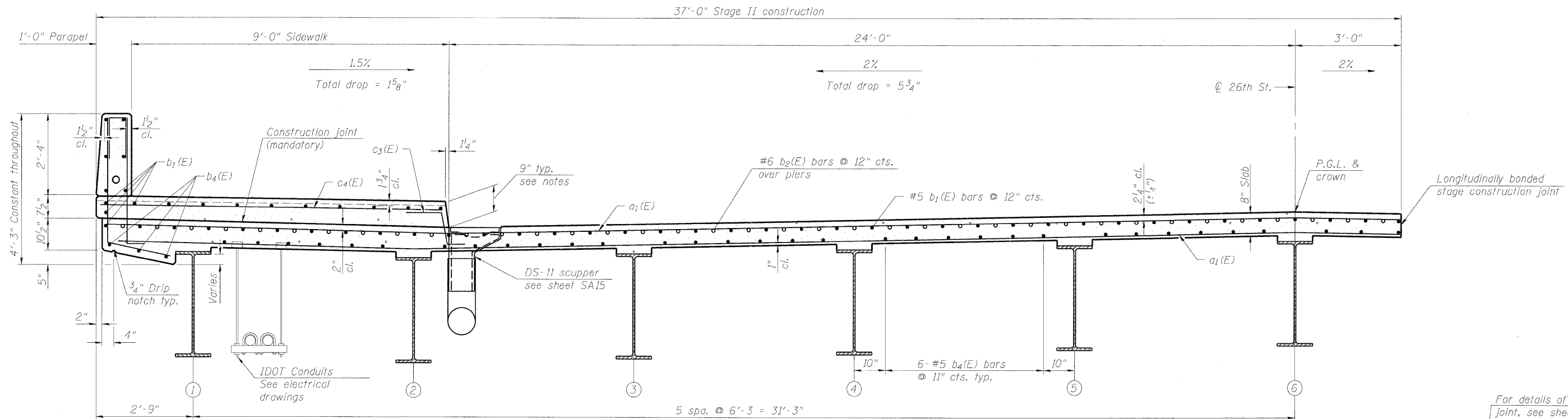
NOTES:

1. See Sheet SA12 of SA32 for superstructure details and Bill of Material.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
3. See Sheet SA11 for location of light pole mounts, spacing of parapet joints, and horizontal parapet reinforcement.
4. Provide blackout in deck to facilitate installation of continuous strip seal during Stage III construction. Cover blackout and portion of backwall to be poured in Stage III with a secured, 1" steel plate during Stage II. Cost of steel plate and securing hardware included with Concrete Superstructure.
5. See Sheet SA29 for details of Bar Splicers.



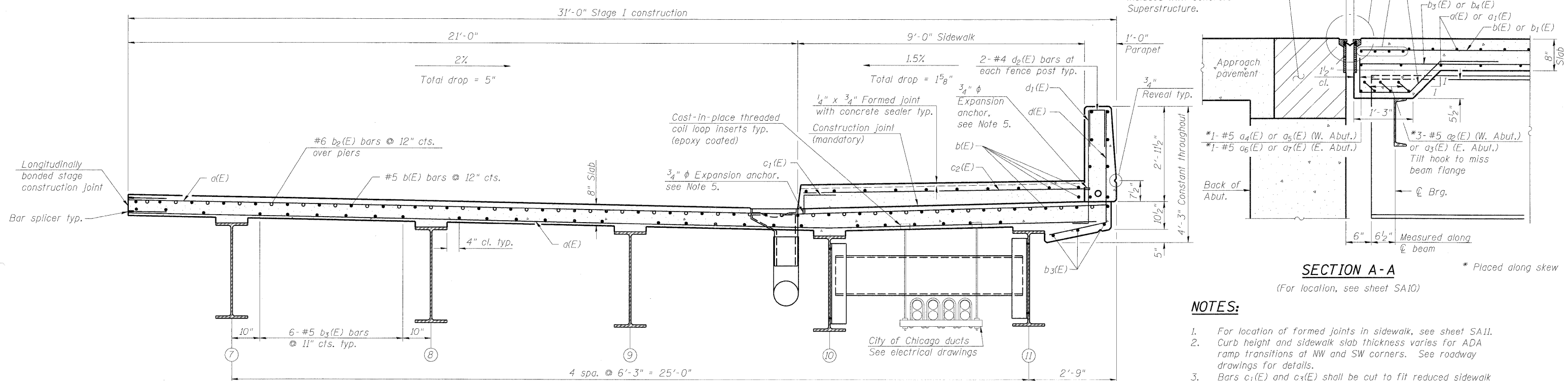
SECTION B-B

	DESIGNED - MBC	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN		F.A.P. RTE. 392	SECTION 1717-2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 56		
	DRAWN - JRW	REVISED - ---		F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET) STRUCTURE NO. 016-1064							CONTRACT NO. 62197	
	CHECKED - MBC	REVISED - ---		SCALE: NTS		SHEET NO. SA9 OF SA31 SHEETS	STA. 11+81.01		FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			
	DATE - 1/13/09	REVISED - ---										



CROSS SECTION - STAGE II
(Looking east)

Note:
Bridge fence railing not shown



CROSS SECTION - STAGE I
(Looking east)

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

For details of expansion joint, see sheet SA14 of SA32

*4-#6 a8(E), a9(E), a10(E), or a11(E) bars @ 4" cts. Place under longitudinal bars

#5 x1(E) @ 12" ± cts. parallel to beams

b3(E) or b4(E) or a1(E) or b1(E)

*1-#5 a4(E) or a5(E) (W. Abut.)
*1-#5 a6(E) or a7(E) (E. Abut.)

*3-#5 a2(E) (W. Abut.)
or a3(E) (E. Abut.)
Tilt hook to miss beam flange

SECTION A-A

(For location, see sheet SA10)

* Placed along skew

NOTES:

1. For location of formed joints in sidewalk, see sheet SA11.
2. Curb height and sidewalk slab thickness varies for ADA ramp transitions at NW and SW corners. See roadway drawings for details.
3. Bars c1(E) and c3(E) shall be cut to fit reduced sidewalk thickness at ramp transitions.
4. See Sheet SA29 for details of Bar Splicers.
5. Expansion anchors (self-drilling) shall have a proof load tension of 7,500 lbs. The cost of expansion anchors (self-drilling) is included in the cost of Reinforcement Bars, Epoxy Coated.

FILE NAME = 0161064-SA10-DKX5.dgn



PLOT DATE = 1/12/2009

DESIGNED -	MBC	REVISED -	
DRAWN -	JRW	REVISED -	
CHECKED -	MBC	REVISED -	
DATE -	1/13/09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTION

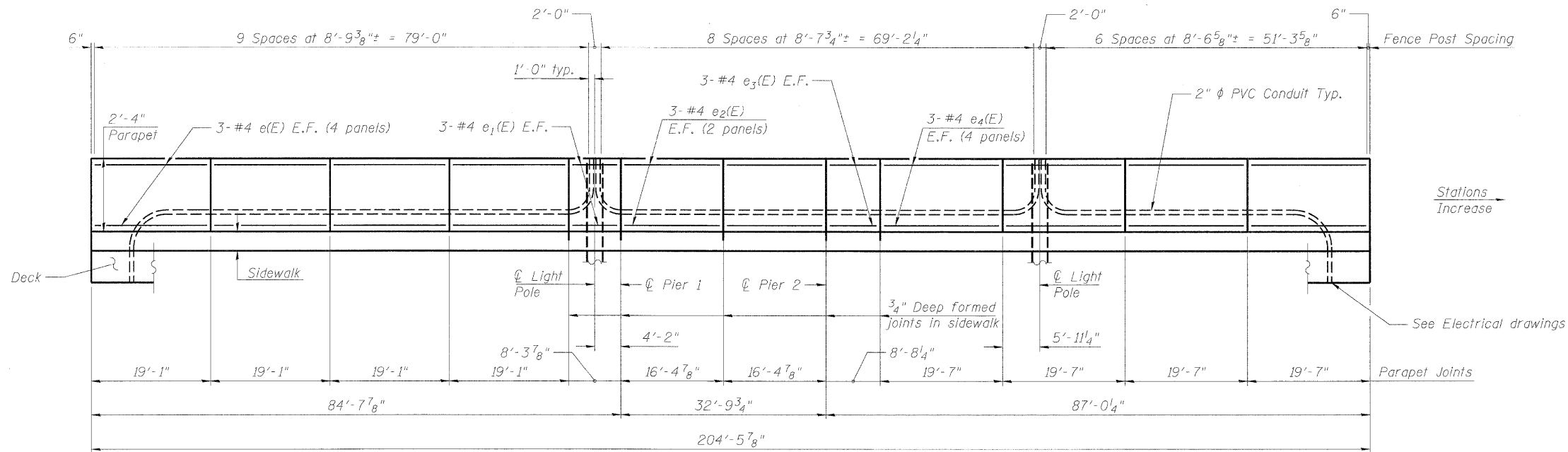
F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET)
STRUCTURE NO. 016-1064

SCALE: NTS

SHEET NO. SA10 OF SA31 SHEETS

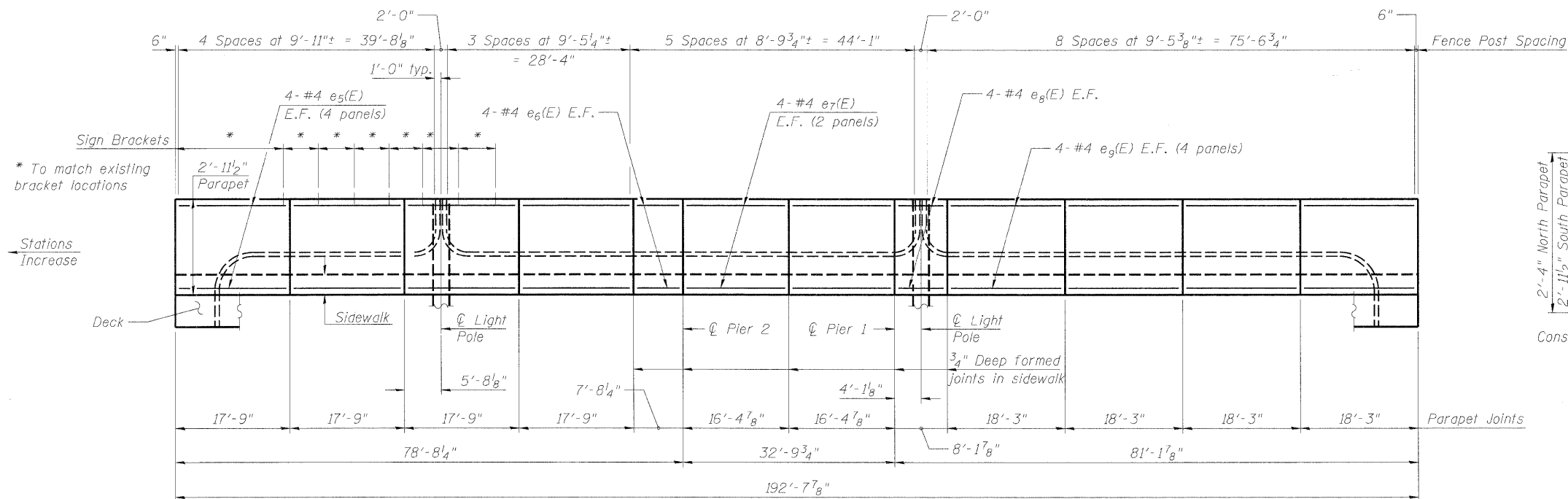
STA. 11+81.01

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717-2-3B-R	COOK	114	57
CONTRACT NO. 62197				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



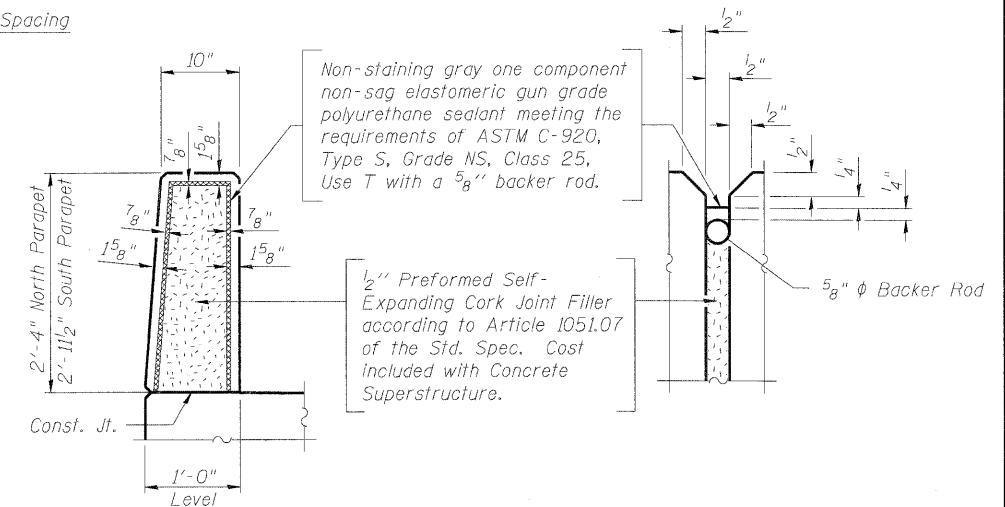
INSIDE ELEVATION OF NORTH PARAPET

Dimensions are along inside face of parapet.



INSIDE ELEVATION OF SOUTH PARAPET

Dimensions are along inside face of parapet.



PARAPET JOINT DETAILS

NOTES:

1. See Sheet SA9 for vertical parapet reinforcement.
2. See Sheet SA13 for bridge fence railing details.
3. See Sheet SA31 for bridge mount sign connection details.
4. See Sheet SA12 for Light Pole Mount details.

FILE NAME = 0161064-SA11-PAR.dgn



PLOT DATE = 1/12/2009

DESIGNED - MBO	REVISED - ---
DRAWN - MBO	REVISED - ---
CHECKED - JRW	REVISED - ---
DATE - 1/13/09	REVISED - ---

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PARAPET DETAILS

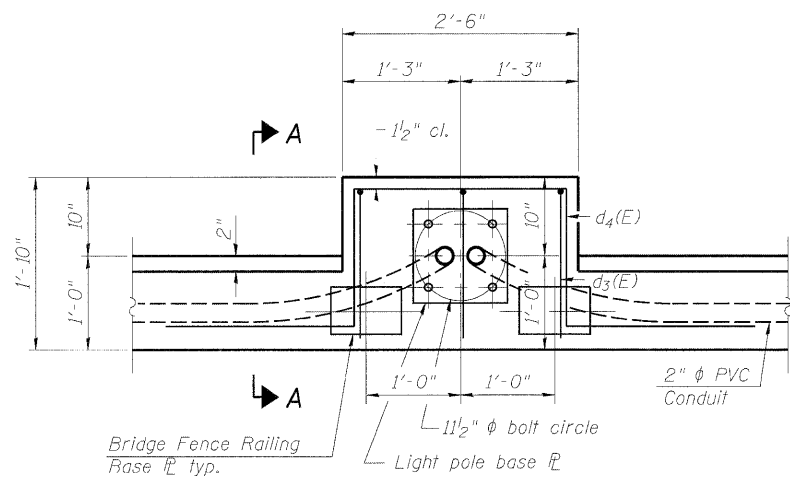
F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET)
STRUCTURE NO. 016-1064

SCALE: NTS

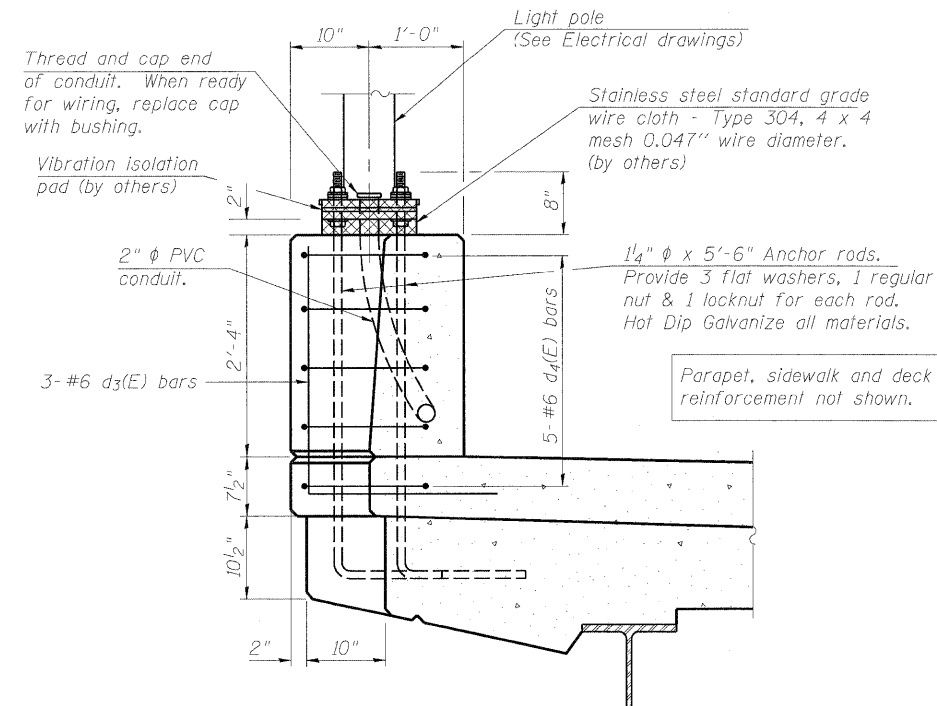
SHEET NO. SA11 OF SA31 SHEETS

STA. 11+81.01

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62197	

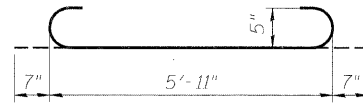


LIGHT POLE MOUNT PLAN

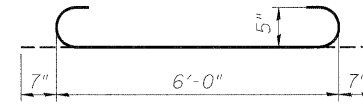


SECTION A-A

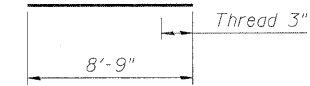
Note:
Cost of anchor rods & conduit is included with Concrete Superstructure.



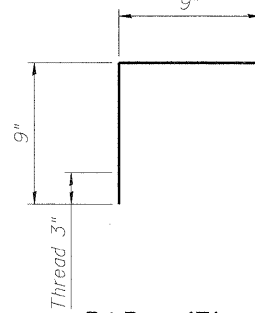
BAR a2(E)



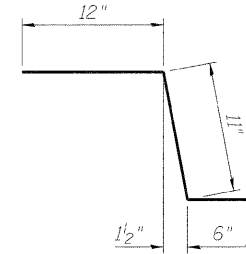
BAR a3(E)



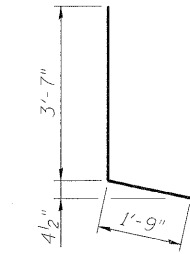
BAR c2(E)



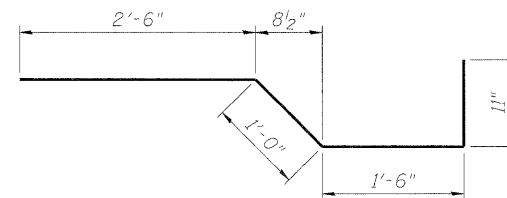
BAR c1(E)



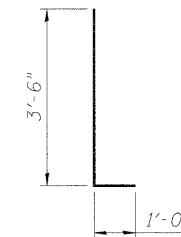
BAR c3(E)



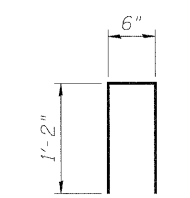
BAR d(E)



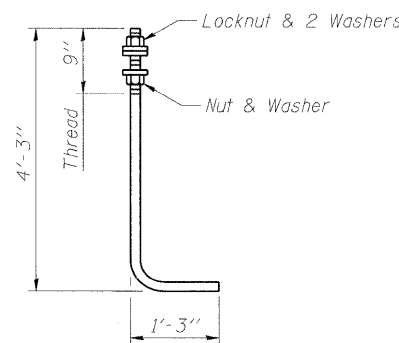
BAR x1(E)



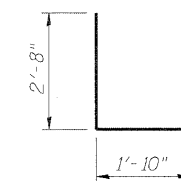
BAR d1(E)



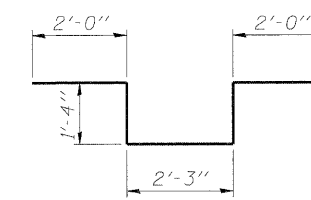
BAR d2(E)



1/4" φ ANCHOR ROD
Hot Dip Galvanized
(ASTM F 1554 Grade 105)



BAR d3(E)

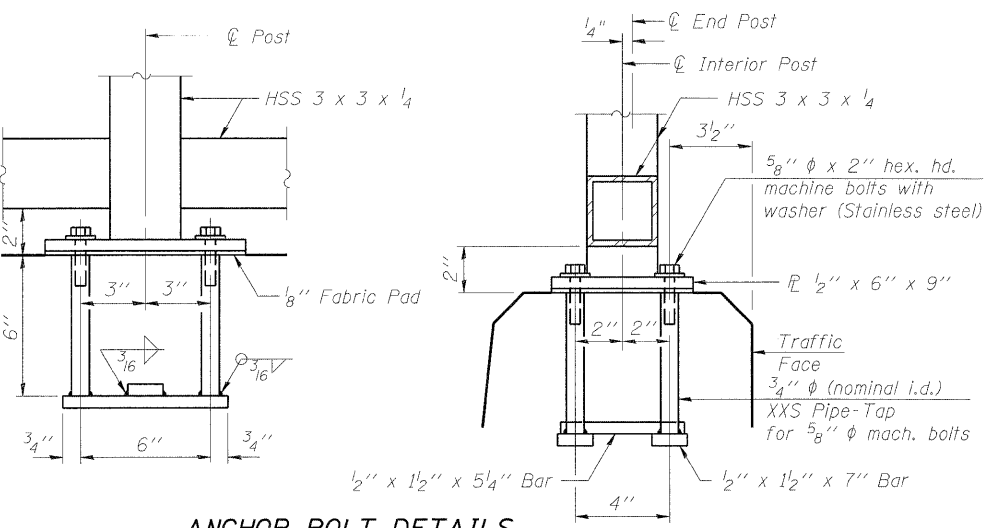
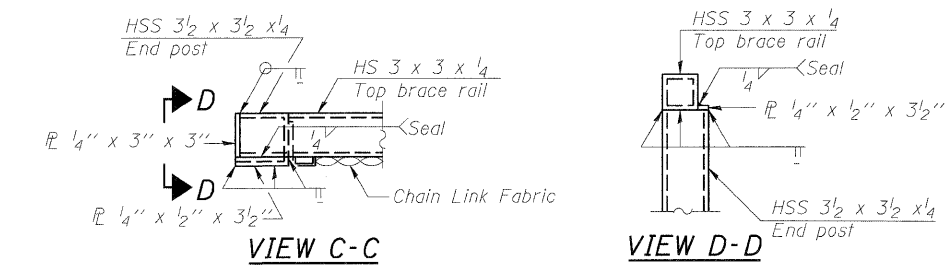
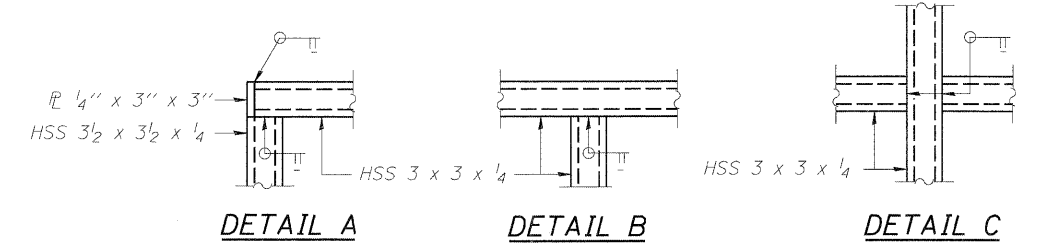
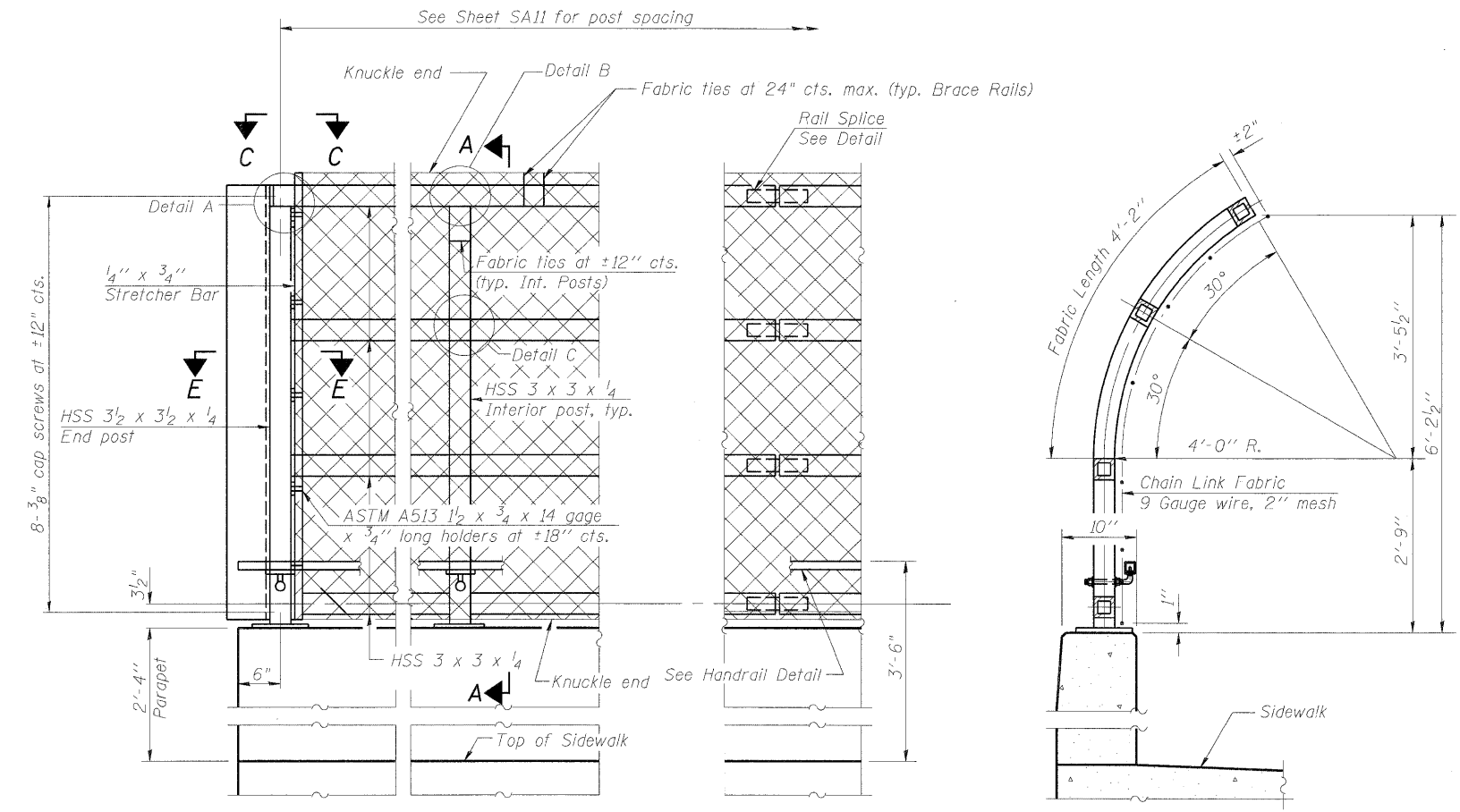


BAR d4(E)

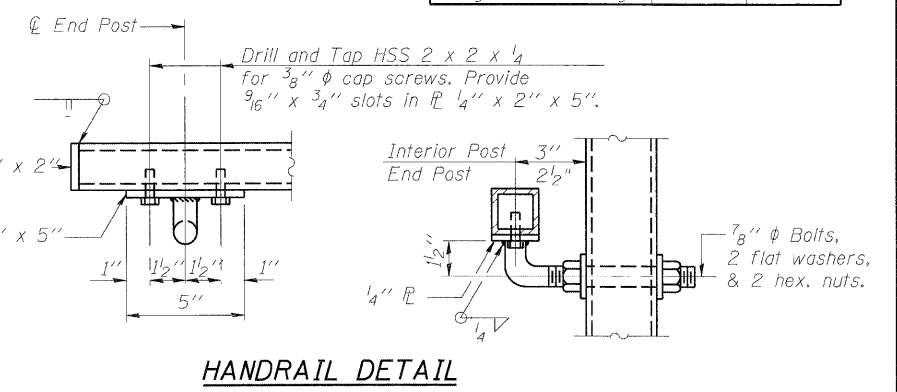
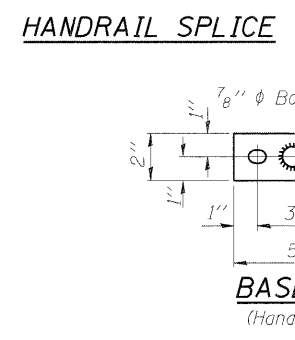
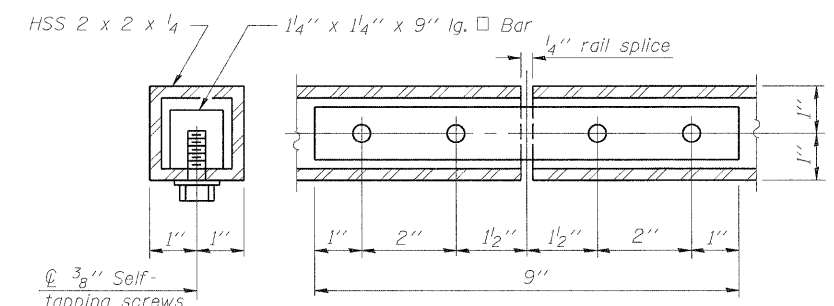
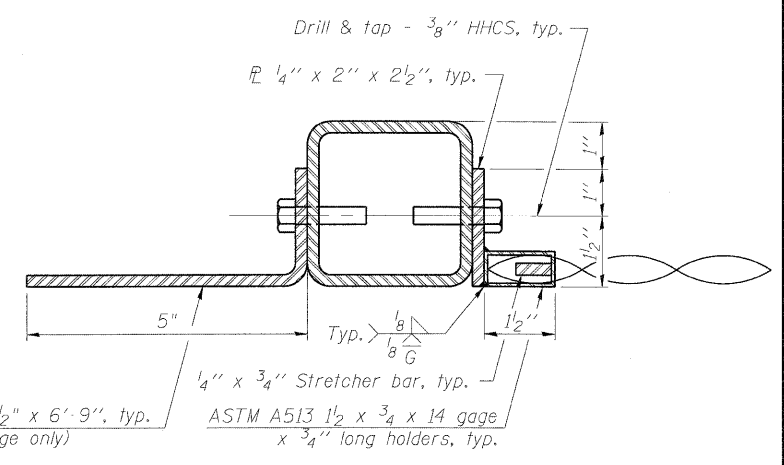
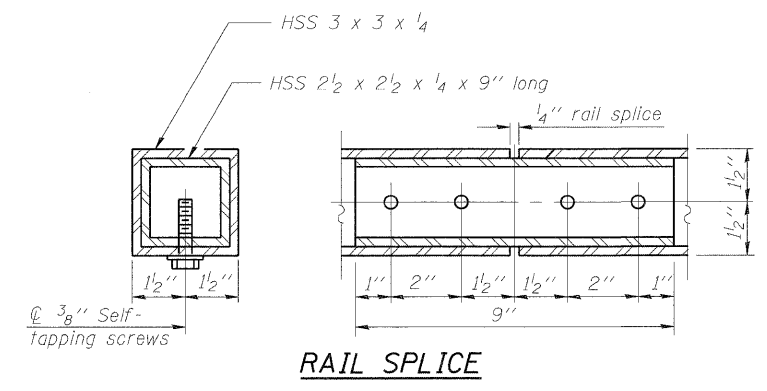
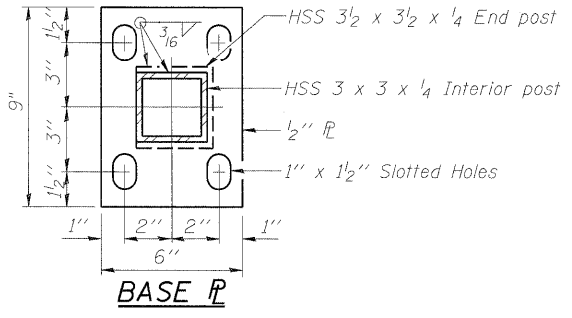
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	516	#5	30'-8"	—
a1(E)	542	#5	36'-8"	—
a2(E)	30	#5	7'-1"	U
a3(E)	30	#5	7'-2"	U
a4(E)	1	#5	30'-4"	—
a5(E)	1	#5	36'-5"	—
a6(E)	1	#5	30'-8"	—
a7(E)	1	#5	36'-10"	—
a8(E)	4	#6	30'-4"	—
a9(E)	4	#6	36'-5"	—
a10(E)	4	#6	30'-8"	—
a11(E)	4	#6	36'-10"	—
a12(E)	32	#5	1'-6"	—
b(E)	344	#5	26'-8"	—
b1(E)	392	#5	27'-6"	—
b2(E)	138	#6	37'-2"	—
b3(E)	270	#5	23'-11"	—
b4(E)	324	#5	24'-8"	—
c1(E)	195	#5	1'-6"	L
c2(E)	195	#5	8'-9"	—
c3(E)	203	#5	2'-5"	L
c4(E)	206	#5	9'-8"	—
d(E)	400	#4	5'-4"	L
d1(E)	593	#6	4'-6"	L
d2(E)	100	#4	2'-10"	L
d3(E)	12	#6	4'-6"	L
d4(E)	20	#6	8'-11"	L
e(E)	24	#4	18'-10"	—
e1(E)	6	#4	8'-1"	—
e2(E)	12	#4	16'-2"	—
e3(E)	6	#4	8'-5"	—
e4(E)	24	#4	19'-4"	—
e5(E)	32	#4	17'-6"	—
e6(E)	8	#4	7'-5"	—
e7(E)	16	#4	16'-2"	—
e8(E)	8	#4	7'-11"	—
e9(E)	32	#4	18'-0"	—
x1(E)	120	#5	5'-11"	L
Reinforcement Bars, Epoxy Coated			Pound	95,470
Concrete Superstructure			Cu. Yds.	528

Note:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



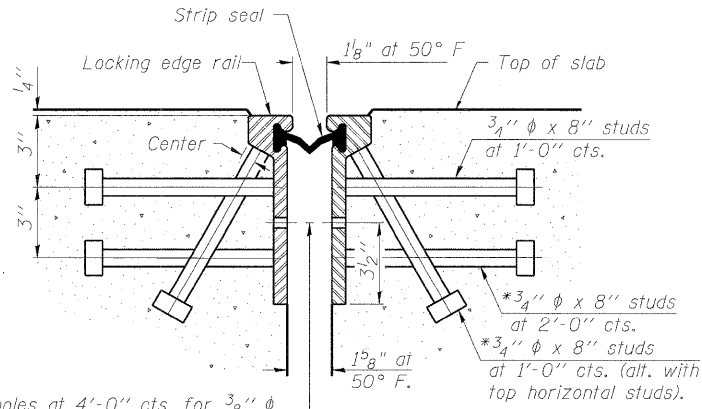
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" φ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



BILL OF MATERIAL

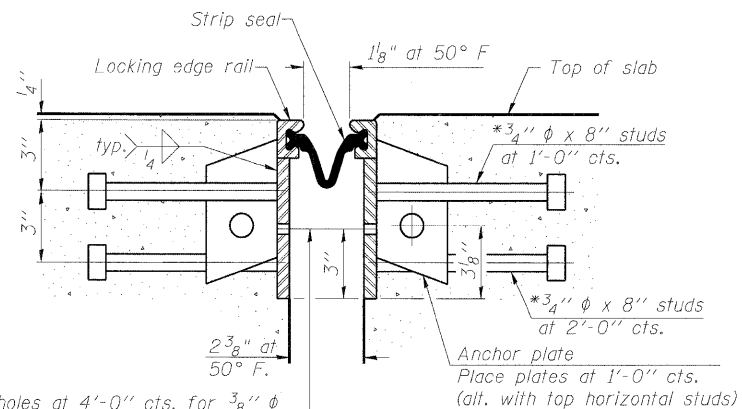
Item	Unit	Quantity
Bridge Fence Railing	Foot	388

*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT

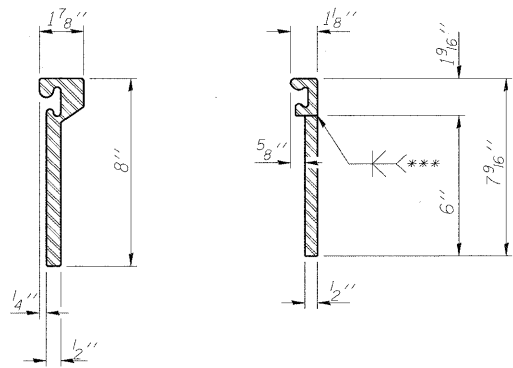


7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

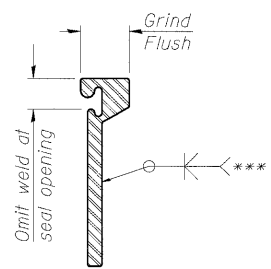
SECTION THRU WELDED RAIL JOINT

NOTES:

1. The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
2. The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
3. The manufacturer's recommended installation methods shall be followed.
4. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
5. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



ROLLED (EXTRUDED) RAIL WELDED RAIL

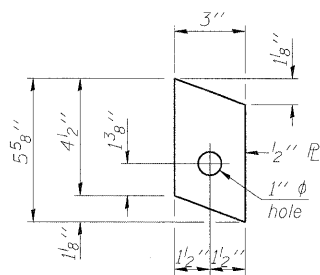


***Back gouge not required if complete joint penetration is verified by mock-up.

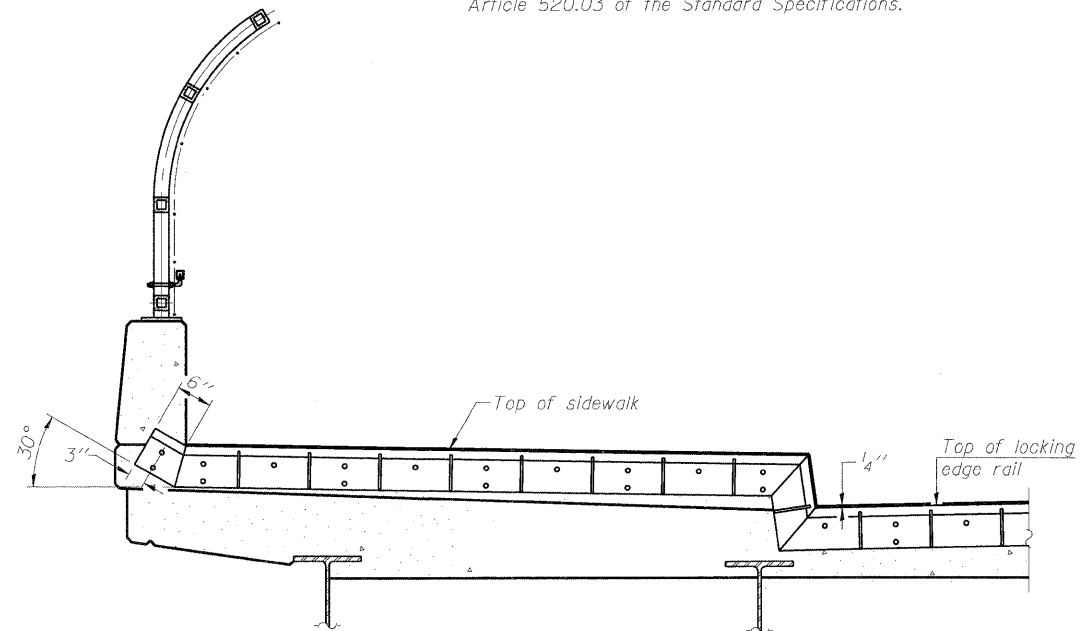
LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

LOCKING EDGE RAILS



ANCHOR PLATE (for welded rail)

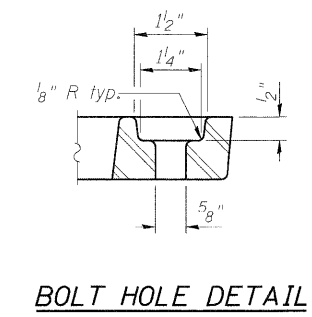
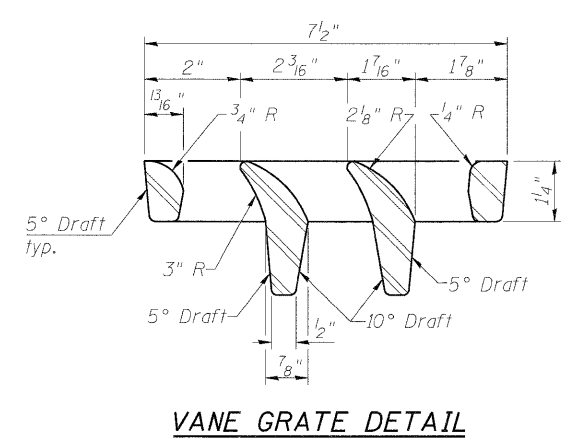
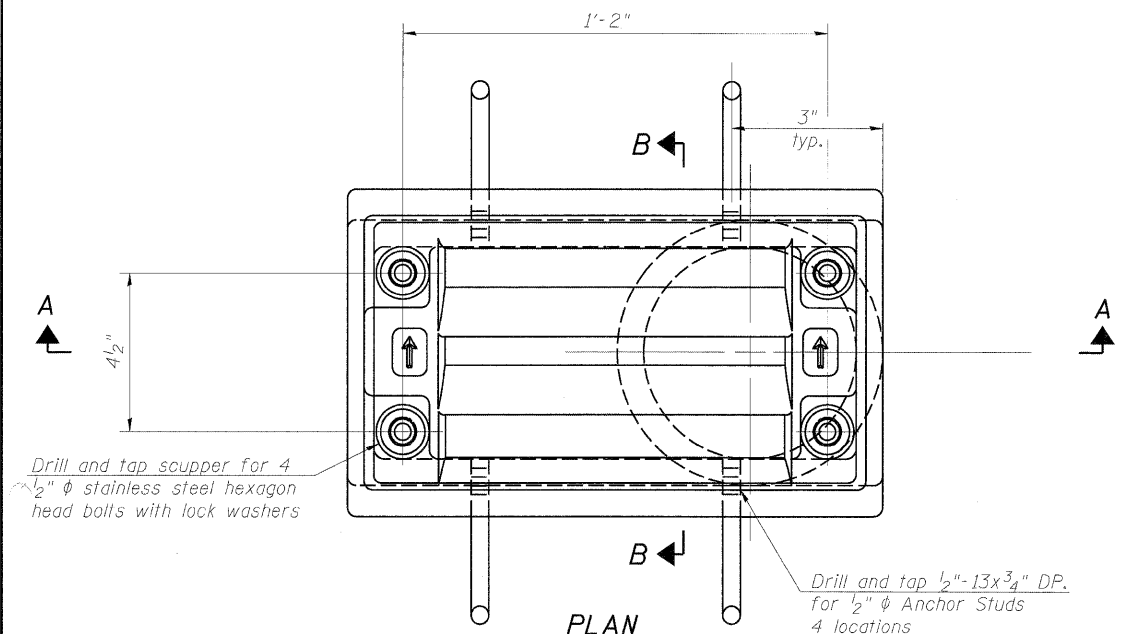


END TREATMENT AT SIDEWALK

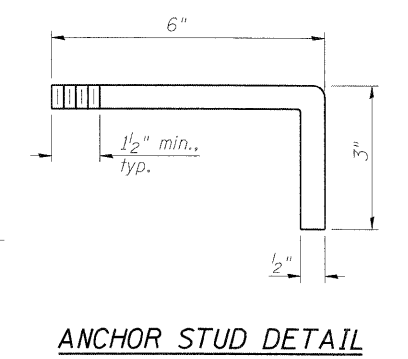
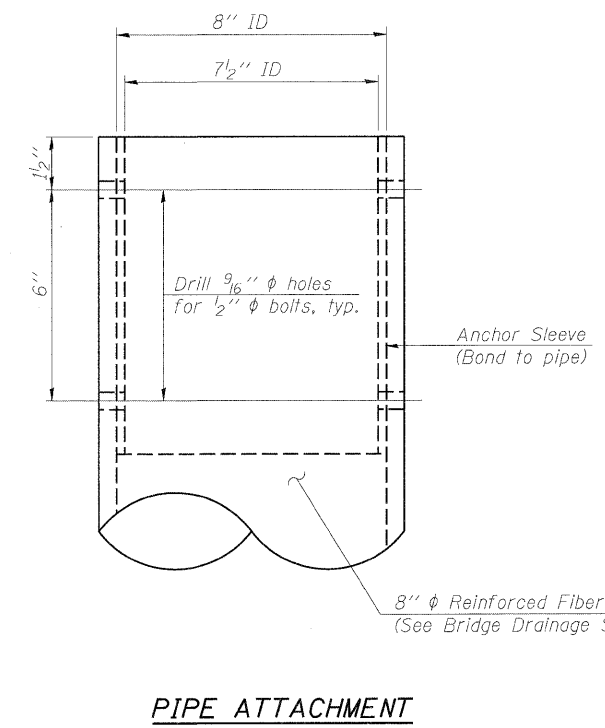
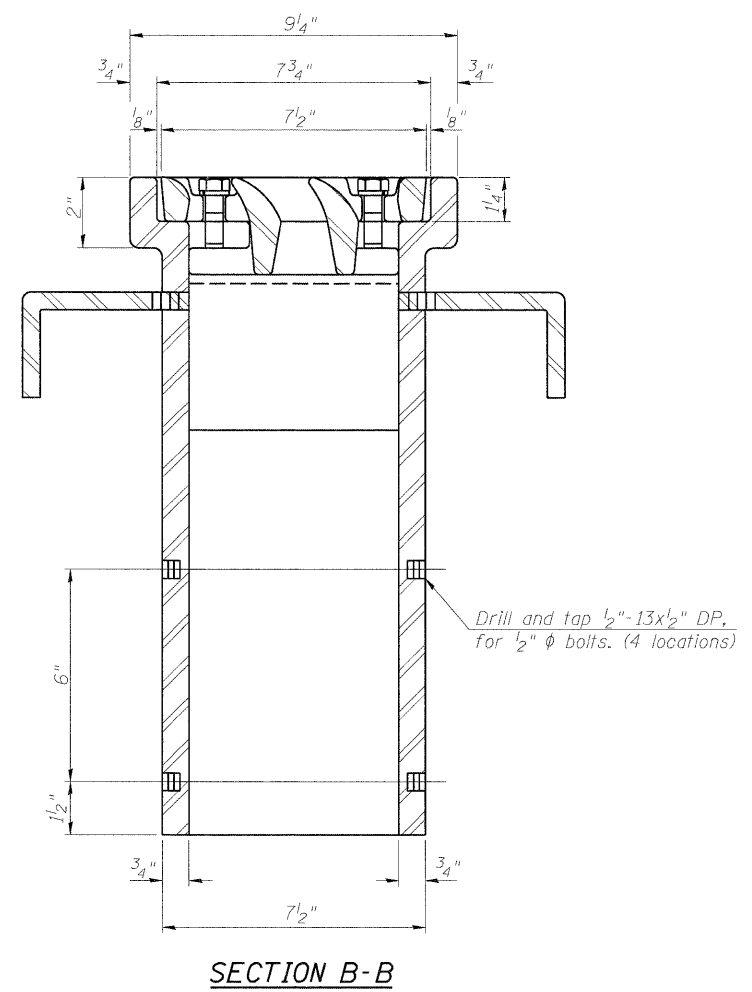
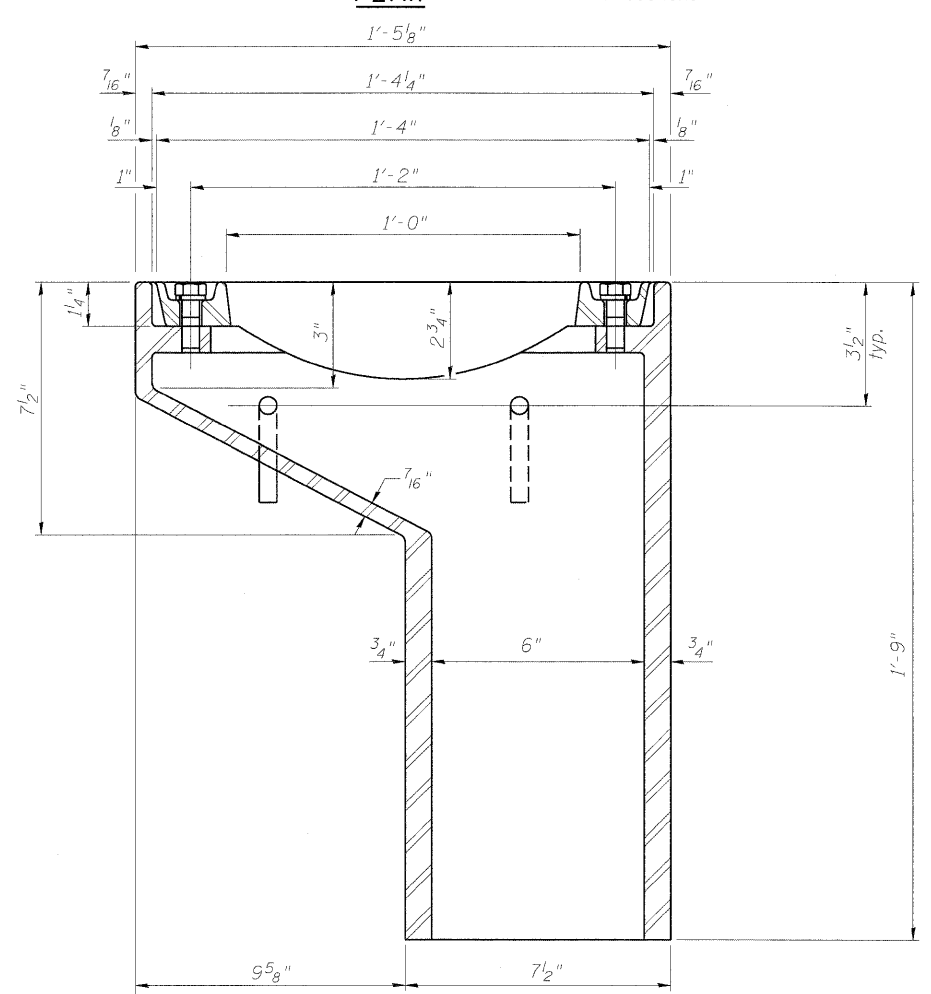
Shorter plates with a single row of studs at 12" cts. may be necessary where sidewalks are shallower than 9". See manufacturer's recommendation.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	138



- NOTES:**
- All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 - Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 - As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 - Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 - The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 - Cost of the Grate, Frame, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.
 - Drain shall be located clear of all diaphragms.



See sheet SA9 for scupper location relative to curb.

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scupper, DS-11	Each	4

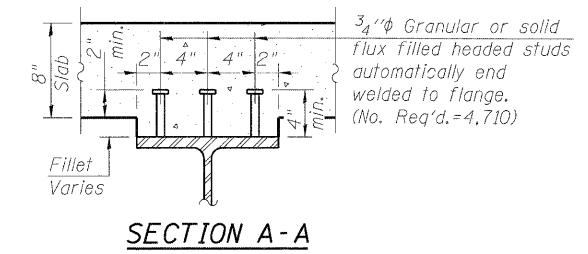
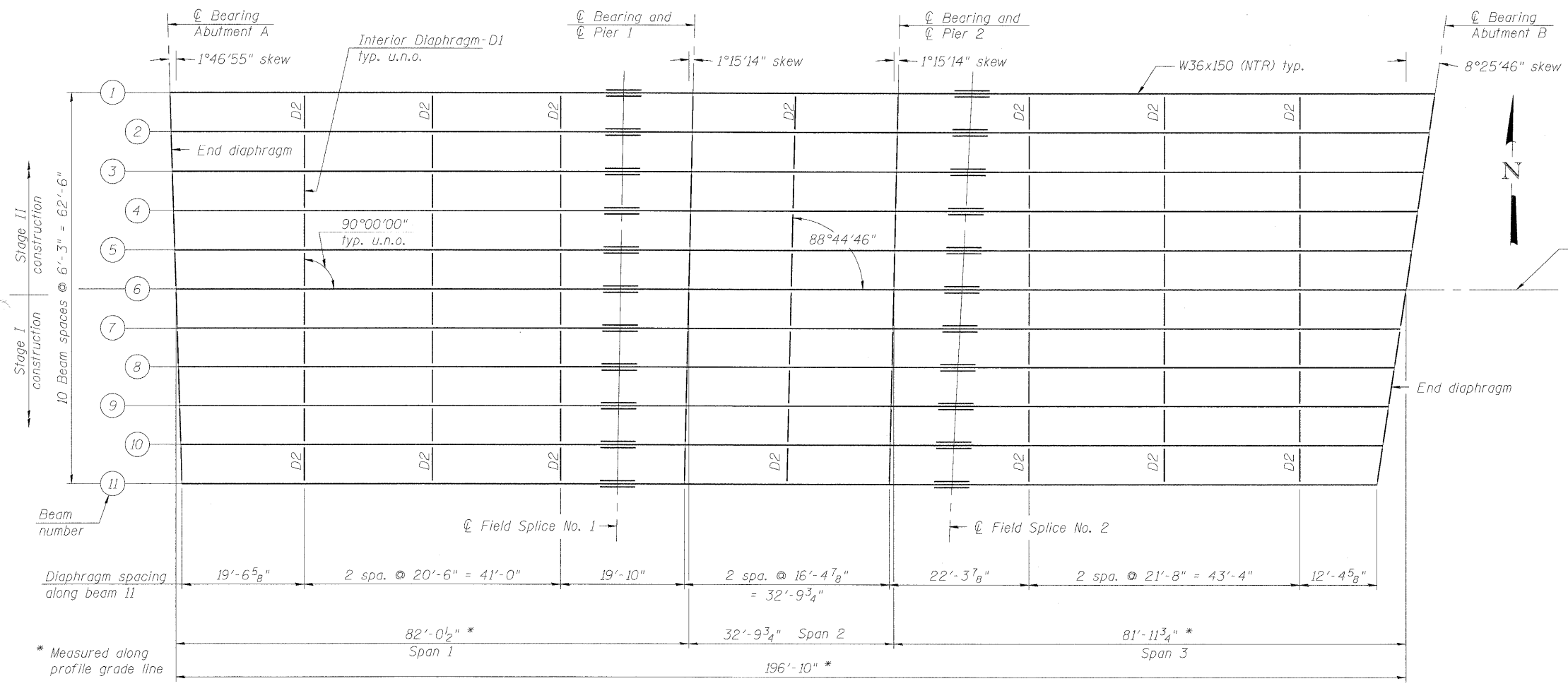


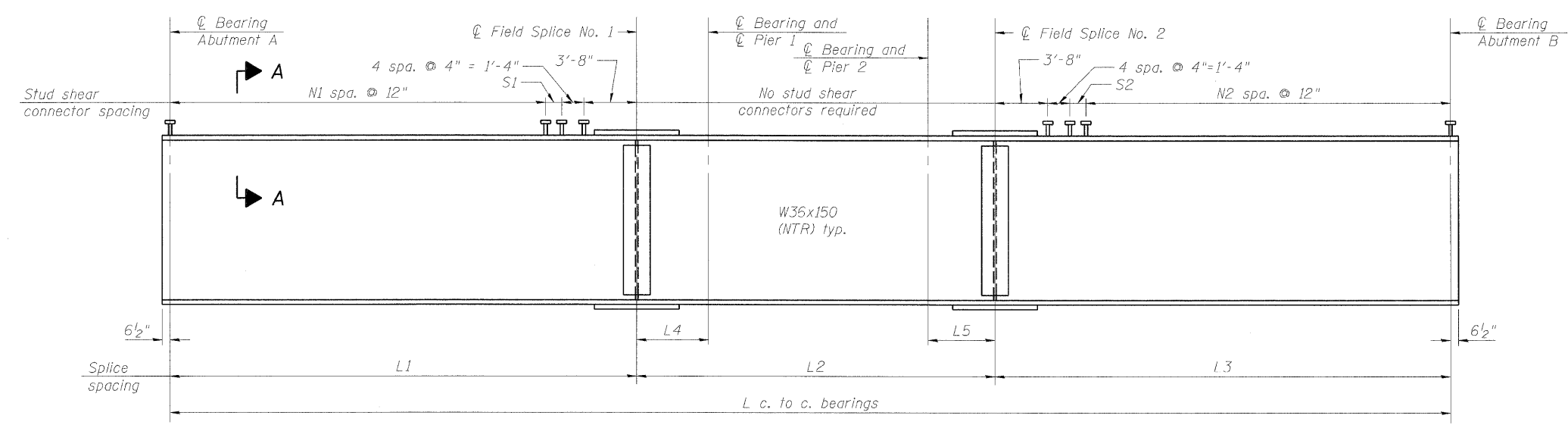
TABLE OF "L" DIMENSIONS

BEAM	L1	L2	L3	L4	L5	L
1	72'-7"	55'-8 ³ / ₄ "	74'-1 ¹ / ₁₆ "	11'-1 ⁵ / ₁₆ "	11'-9 ¹ / ₁₆ "	202'-5 ³ / ₁₆ "
2	72'-3 ¹ / ₂ "	55'-6 ³ / ₈ "	73'-6 ¹ / ₈ "	11'-0 ¹ / ₈ "	11'-7 ¹ / ₂ "	201'-3 ³ / ₄ "
3	72'-0"	55'-3 ¹ / ₁₆ "	72'-10 ¹ / ₈ "	11'-0 ³ / ₈ "	11'-5 ⁵ / ₁₆ "	200'-2 ⁵ / ₁₆ "
4	71'-8 ¹ / ₂ "	55'-0 ³ / ₄ "	72'-3 ⁵ / ₈ "	10'-11 ⁵ / ₁₆ "	11'-3 ³ / ₈ "	199'-0 ¹ / ₈ "
5	71'-5"	54'-10 ¹ / ₁₆ "	71'-8 ⁵ / ₁₆ "	10'-11 ¹ / ₁₆ "	11'-0 ¹ / ₈ "	197'-11 ¹ / ₁₆ "
6	71'-1 ¹ / ₂ "	54'-7 ³ / ₈ "	71'-1 ¹ / ₁₆ "	10'-11"	10'-10 ¹ / ₁₆ "	196'-9 ¹⁵ / ₁₆ "
7	70'-10"	54'-4 ³ / ₄ "	70'-5 ¹ / ₁₆ "	10'-10 ¹ / ₂ "	10'-8 ¹ / ₂ "	195'-8 ¹ / ₂ "
8	70'-6 ¹ / ₂ "	54'-2 ¹ / ₁₆ "	69'-10 ⁹ / ₁₆ "	10'-10 ¹ / ₁₆ "	10'-6 ¹ / ₄ "	194'-7 ¹ / ₁₆ "
9	70'-2 ¹⁵ / ₁₆ "	53'-11 ³ / ₈ "	69'-3 ¹ / ₄ "	10'-9 ⁹ / ₁₆ "	10'-4 ¹ / ₁₆ "	193'-5 ⁵ / ₈ "
10	69'-11 ¹ / ₁₆ "	53'-8 ¹ / ₁₆ "	68'-8"	10'-9 ¹ / ₈ "	10'-1 ¹ / ₈ "	192'-4 ³ / ₁₆ "
11	69'-7 ¹⁵ / ₁₆ "	53'-6"	68'-0 ³ / ₄ "	10'-8 ⁵ / ₈ "	9'-11 ⁵ / ₈ "	191'-2 ³ / ₄ "

TABLE OF "N" & "S" DIMENSIONS

BEAM	N1	N2	S1	S2
1	67	68	7"	1'-1 ¹ / ₁₆ "
2	67	68	3 ¹ / ₂ "	6 ¹ / ₈ "
3	66	67	1'-0"	10 ⁷ / ₈ "
4	66	67	8 ¹ / ₂ "	3 ⁵ / ₈ "
5	66	66	5"	8 ⁵ / ₁₆ "
6	65	65	1'-1 ¹ / ₂ "	1'-1 ¹ / ₁₆ "
7	65	65	10"	5 ¹³ / ₁₆ "
8	65	64	6 ¹ / ₂ "	10 ⁹ / ₁₆ "
9	64	64	1'-2 ¹⁵ / ₁₆ "	3 ¹ / ₄ "
10	64	63	11 ⁷ / ₁₆ "	8"
11	64	62	7 ⁵ / ₁₆ "	1'-0 ³ / ₄ "

FRAMING PLAN



BEAM ELEVATION

NOTES:

1. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
2. All structural steel for main beams and splice plates shall be AASHTO M270 Grade 50.
3. All new structural steel shall be hot dip galvanized in accordance with the Special Provision for "Hot Dip Galvanizing for Structural Steel."
4. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts, except for the interior diaphragms between beams 6 and 7, where bolts in slots (beam 6 end) shall be finger tight until the second stage pour is complete. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

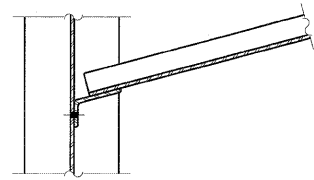
INTERIOR GIRDER MOMENT TABLE						
	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3	
I_s	(in ⁴)	9040	9040	9040	9040	9040
$I_c(n)$	(in ⁴)	24641	-	-	-	24641
$I_c(3n)$	(in ⁴)	17641	-	-	-	17641
S_s	(in ³)	504	504	504	504	504
$S_c(n)$	(in ³)	762	-	-	-	762
$S_c(3n)$	(in ³)	679	-	-	-	679
Z	(in ³)	-	581	581	581	-
ρ	(k/')	0.830	1.32	1.32	1.32	0.830
$M\phi$	(k)	494	-672	-517	-715	512
$s\phi$	(k/')	0.490	-	-	-	0.490
$M_s\phi$	(k)	325	-	-	-	337
M_L	(k)	654	-328	-212	-338	672
M_{Imp}	(k)	157	-89	-63	-92	160
$\phi_3 [M_L + M_{Imp}]$	(k)	1352	-695	-458	-717	1386
M_o	(k)	2822	-1777	-1268	-1862	2906
* M_u	(k)	3279	-	-	-	3279
$f_s \phi$ non-comp	(ksi)	11.8	-16.0	-12.3	-17.0	12.2
$f_s \phi$ (comp)	(ksi)	5.7	-	-	-	6.0
$f_s \phi_3 [M_L + M_{Imp}]$	(ksi)	21.3	-16.5	-10.9	-17.1	21.8
f_s (Overload)	(ksi)	38.8	-32.5	-23.2	-34.1	40.0
** f_s (Total)	(ksi)	-	-42.3	-30.2	-44.3	-
VR	(k)	50.5	-	-	-	50.5

INTERIOR GIRDER REACTION TABLE					
	Abut. A	Pier 1	Pier 2	Abut. B	
$R\phi$	(k)	47.1	82.6	86.7	47.9
R_L	(k)	43.8	53.4	53.6	44.0
Imp.	(k)	10.5	14.6	14.6	10.5
R_{Total}	(k)	101.4	150.5	154.8	102.4

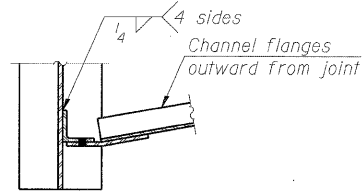
* Compact section
 ** Braced non-compact and partially braced section

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).
 Z : Plastic Section Modulus of the steel section in non-composite areas (in³).
 ϕ : Un-factored non-composite dead load (kips/ft.).
 $M\phi$: Un-factored moment due to non-composite dead load (kip-ft.).
 $s\phi$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s\phi$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_L : Un-factored live load moment (kip-ft.).
 M_{Imp} : Un-factored moment due to impact (kip-ft.).
 M_o : Factored design moment (kip-ft.).
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M_L + M_{Imp})]$
 M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
 f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M\phi + M_s\phi + \frac{5}{3} (M_L + M_{Imp})$
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M_L + M_{Imp})]$
 VR: Maximum ϕ + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

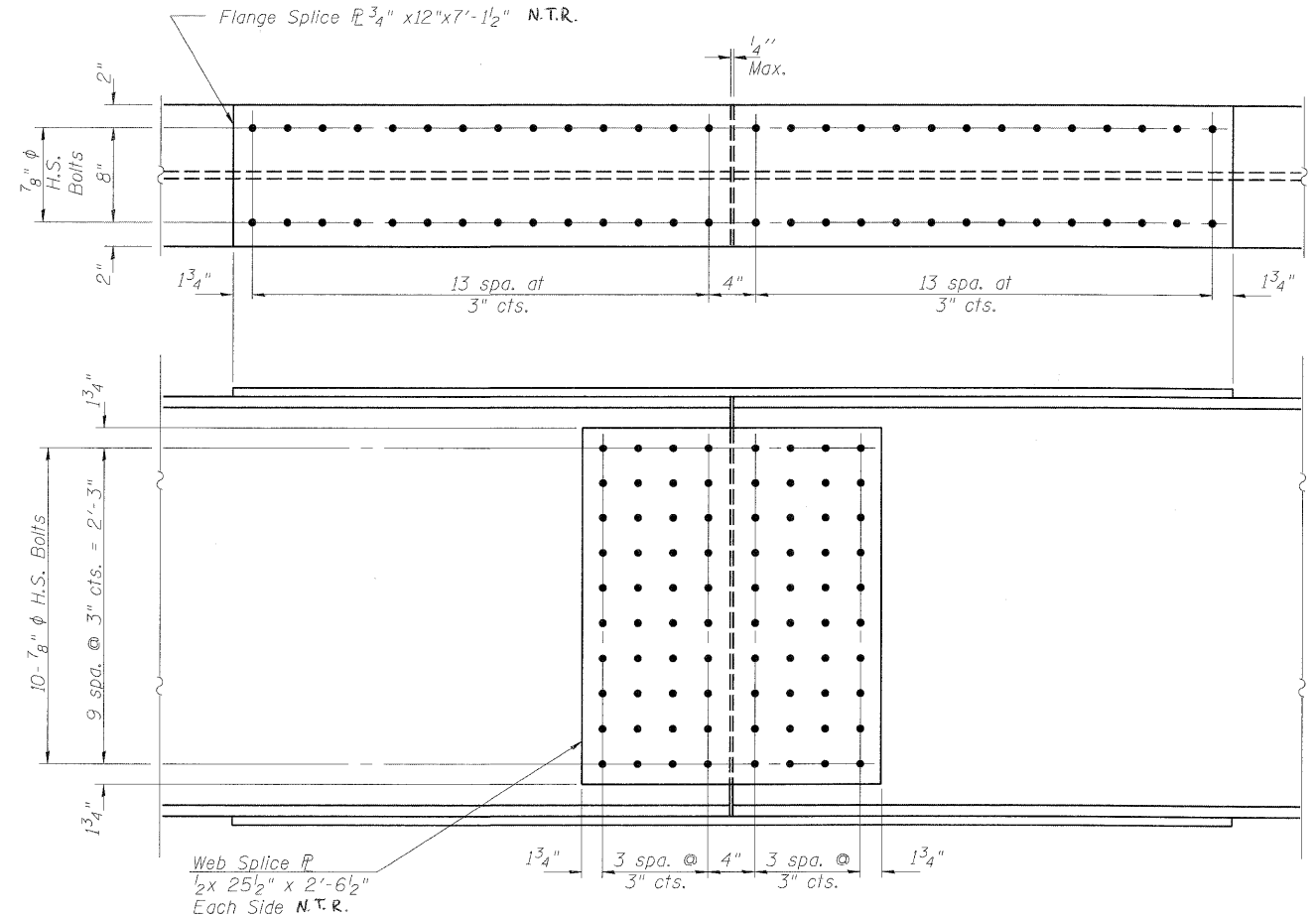
TOP OF BEAM ELEVATIONS (FOR FABRICATION ONLY)						
BEAM	ABUT. A	SPLICE 1	PIER 1	PIER 2	SPLICE 2	ABUT. B
1	592.13	593.51	593.58	593.76	593.83	593.13
2	591.97	593.35	593.41	593.60	593.66	592.99
3	592.08	593.45	593.51	593.70	593.76	593.10
4	592.21	593.57	593.63	593.82	593.89	593.24
5	592.33	593.70	593.76	593.95	594.01	593.38
6	592.46	593.82	593.88	594.07	594.13	593.53
7	592.34	593.69	593.76	593.95	594.01	593.42
8	592.22	593.57	593.63	593.82	593.88	593.31
9	592.10	593.44	593.50	593.69	593.76	593.19
10	592.01	593.34	593.40	593.60	593.66	593.11
11	592.17	593.50	593.56	593.76	593.82	593.29



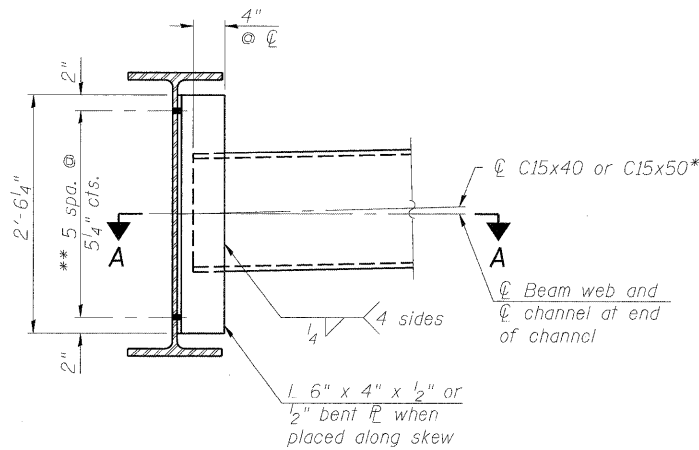
SECTION A-A



SECTION B-B

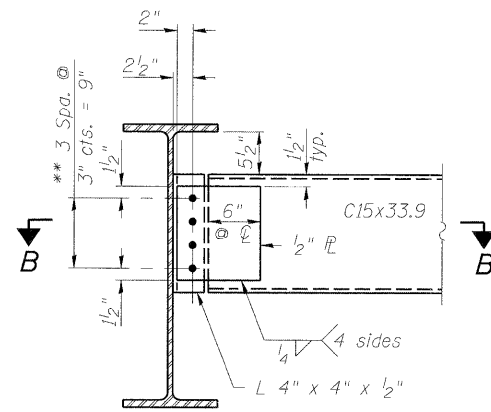


FIELD SPLICE DETAIL

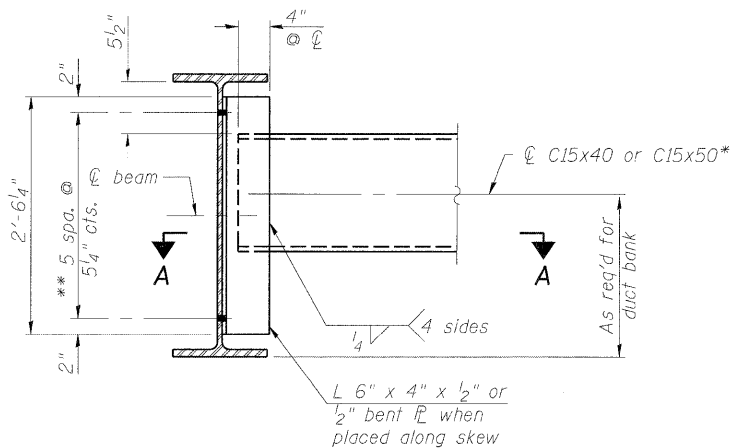


INTERIOR DIAPHRAGM - D1

(Between beams 2 thru 10)



END DIAPHRAGM



INTERIOR DIAPHRAGM - D2

(Between beams 1 and 2, 10 and 11)

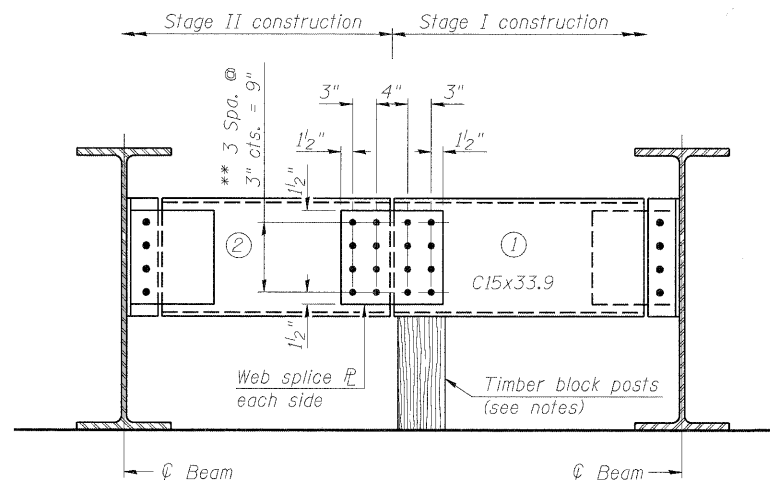
NOTES:

- All structural steel for diaphragms shall be AASHTO M270 Grade 36.
- Two hardened washers required for each set of oversized holes.
- All new structural steel shall be hot dip galvanized in accordance with the Special Provision for "Hot Dip Galvanizing for Structural Steel."
- Cost of Timber Block Posts is included with Structural Steel.

* Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.

** 3/4" ϕ HS bolts, 1 5/16" ϕ holes

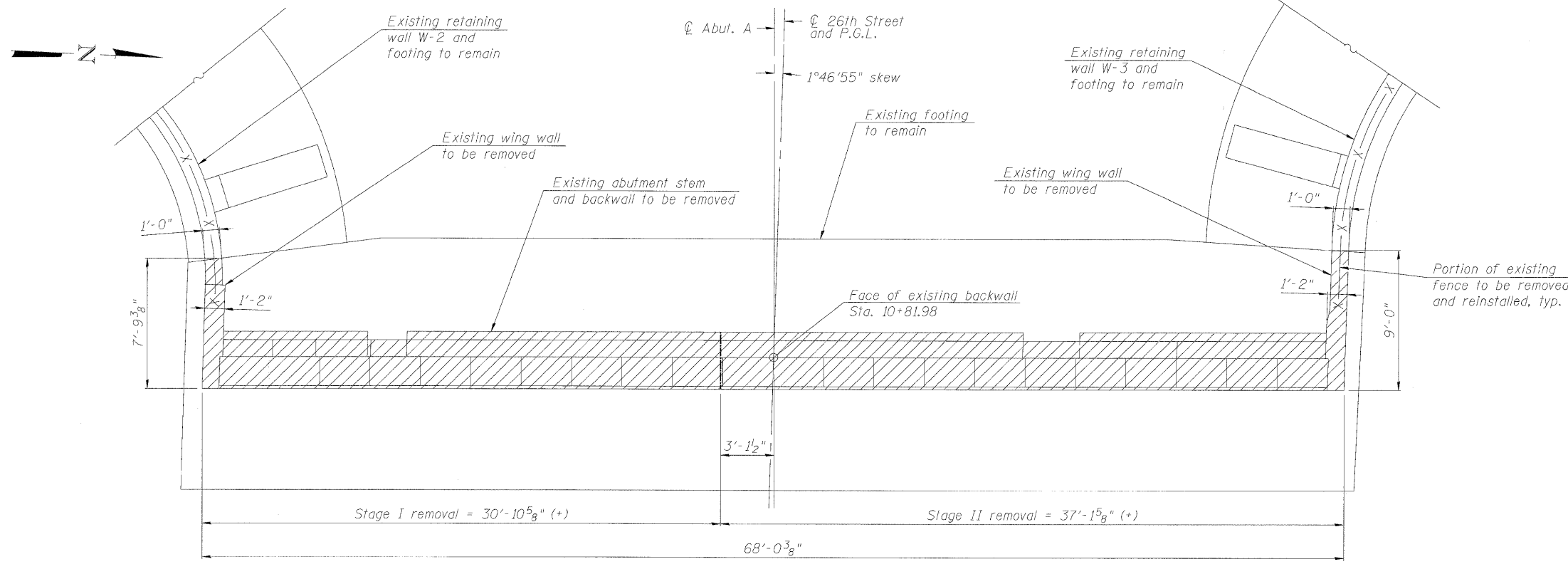
** At Beam 6 only: 3/4" ϕ H.S. bolts, 1 3/16" x 1 7/8" slotted holes in beam web and connection angles. Position slots so bolt is at the top end of the near diaphragm connection angle slot and bottom end of the associated slot in the beam web and far diaphragm connection angle. This will allow maximum vertical displacement without laterally stressing the beam. Provide appropriate plate washers for each slotted hole. Slotted holes not required for end diaphragms.



END DIAPHRAGM

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

- Order Diaphragm in two sections.
- Attach section ① of Diaphragm to Beam.
- Place Timber Block Posts between section ① of diaphragm and abutment bearing section.
- Attach section ② of diaphragm to both Beam and section ① of diaphragm during Stage II Construction with splice plates.
- Remove Timber Block Posts.

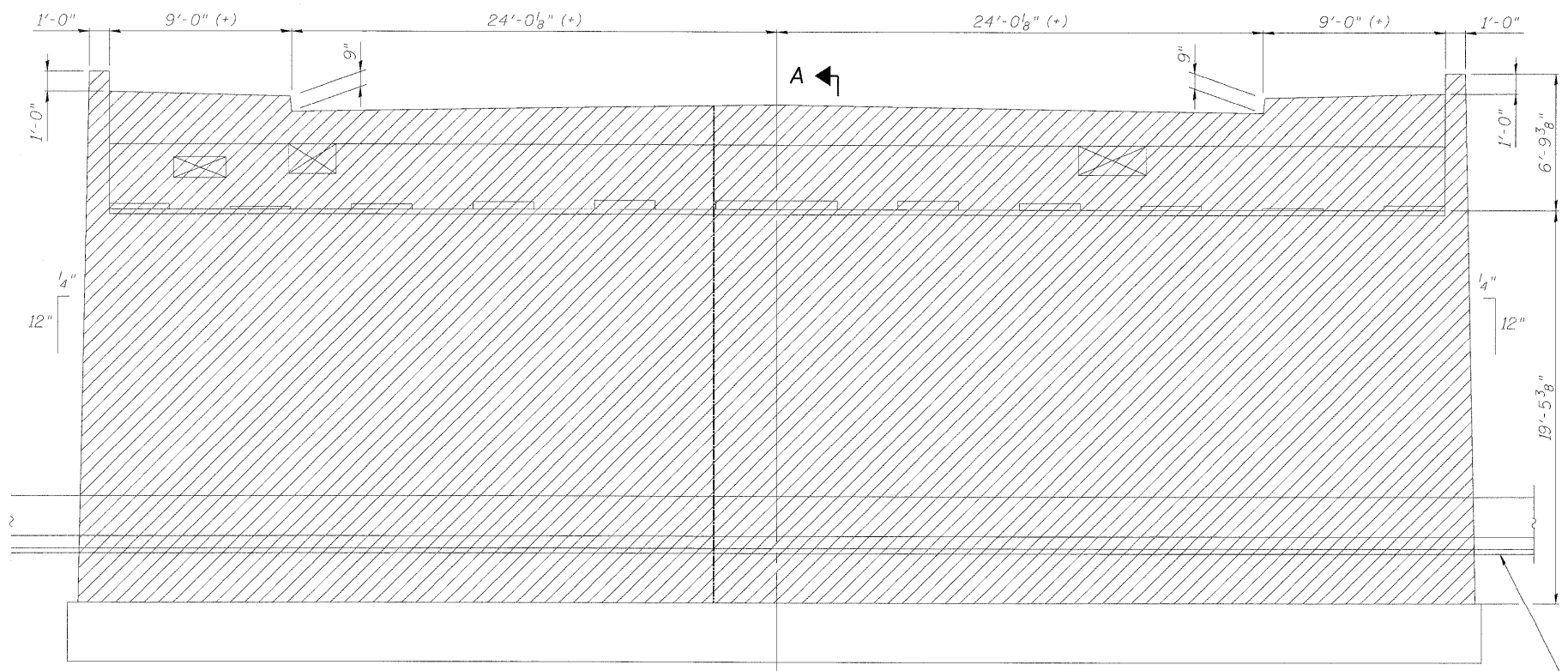


PLAN ABUTMENT A

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	291

NOTES:

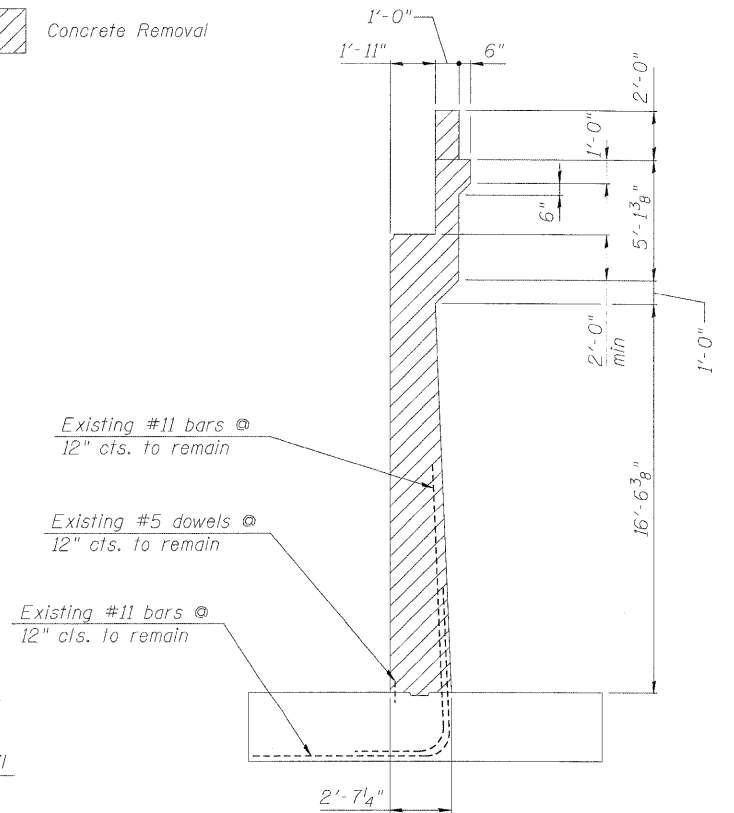
- Hatched areas indicate Concrete Removal.
- Abutment reinforcement identified as 'existing to remain' shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
- Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.
- Bill of Material includes Concrete Removal quantities for Abutments A & B.



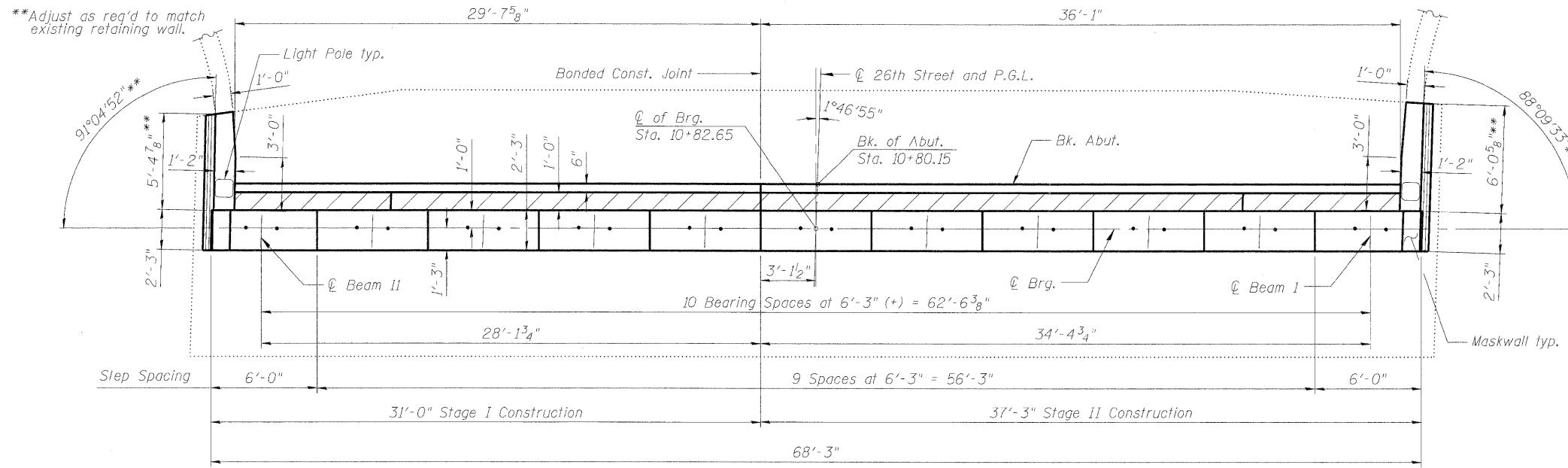
ELEVATION ABUTMENT A

LEGEND:

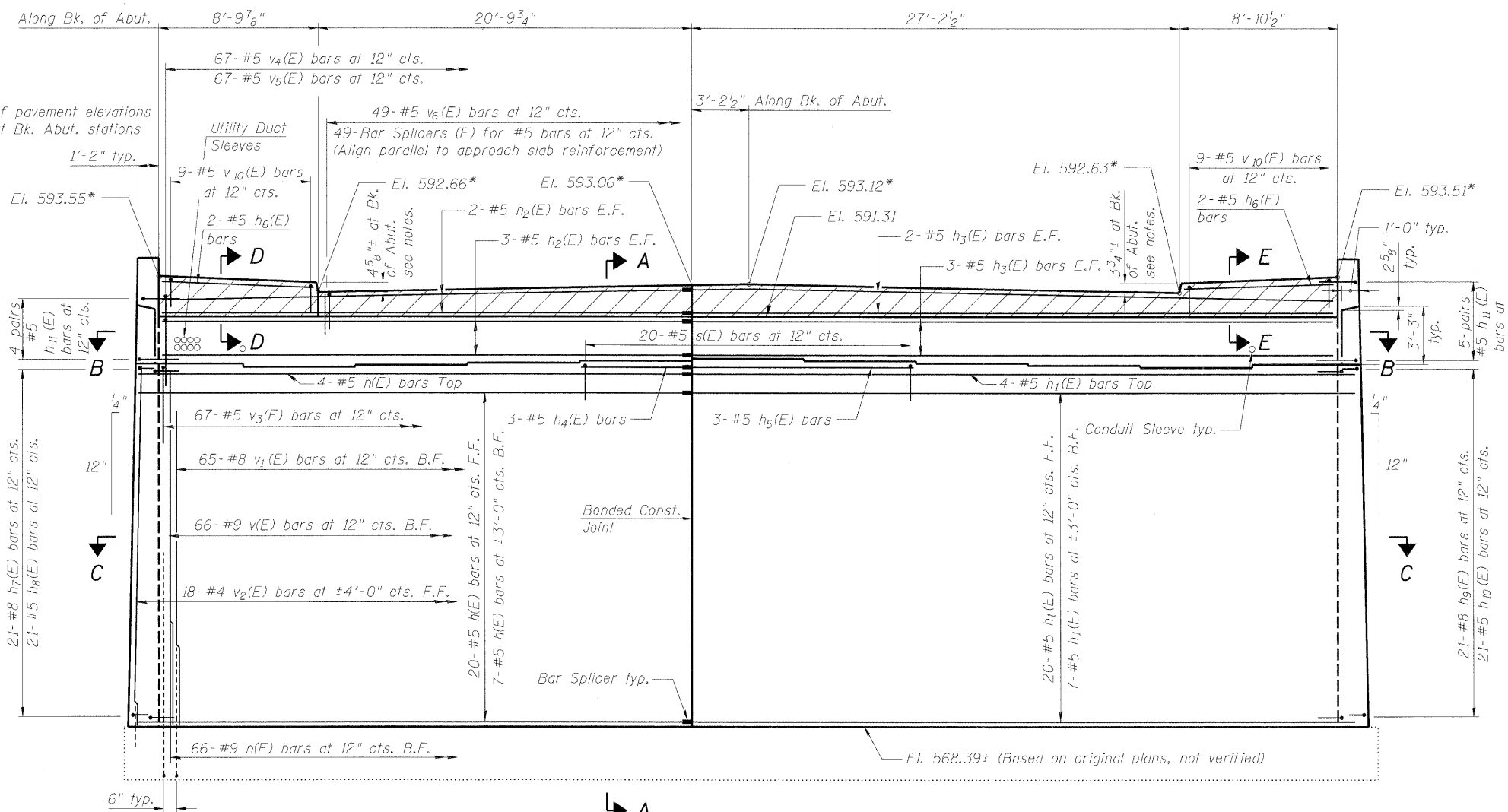
Concrete Removal



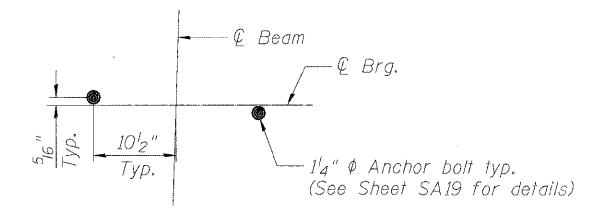
SECTION A-A



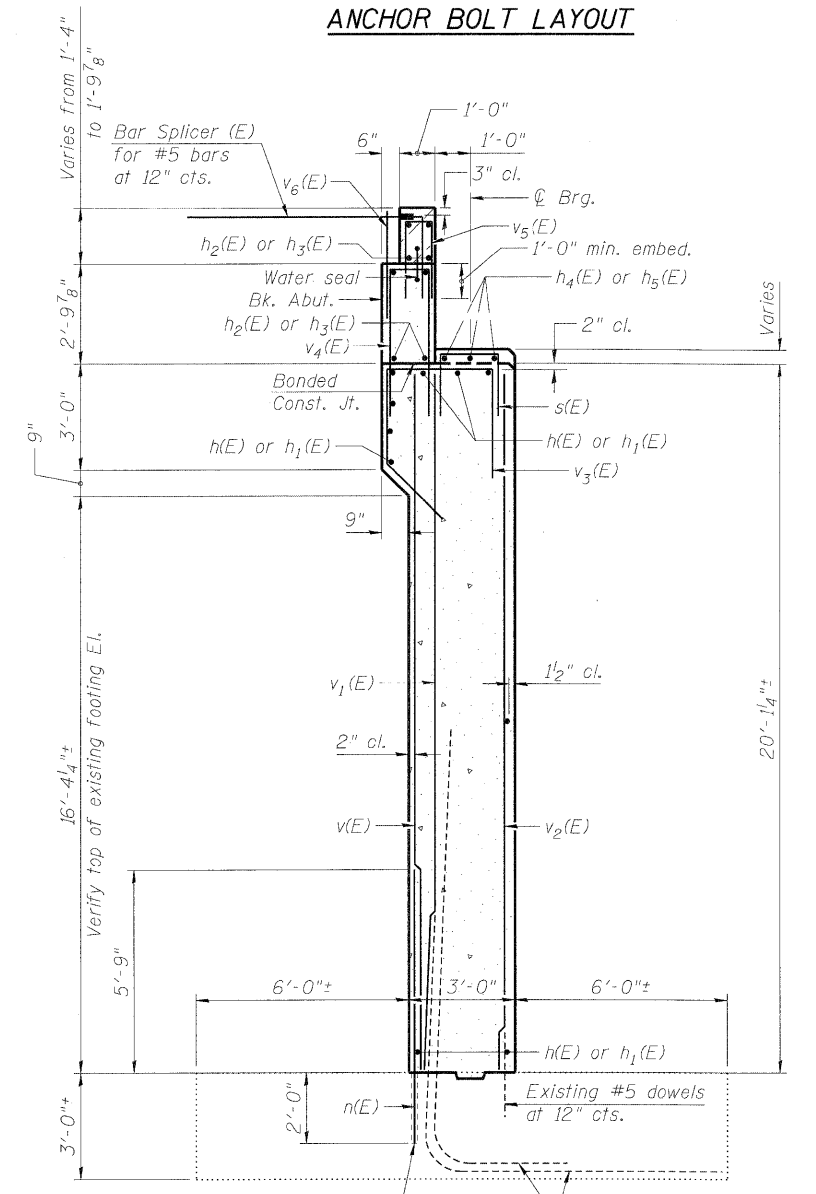
PLAN



ELEVATION



ANCHOR BOLT LAYOUT

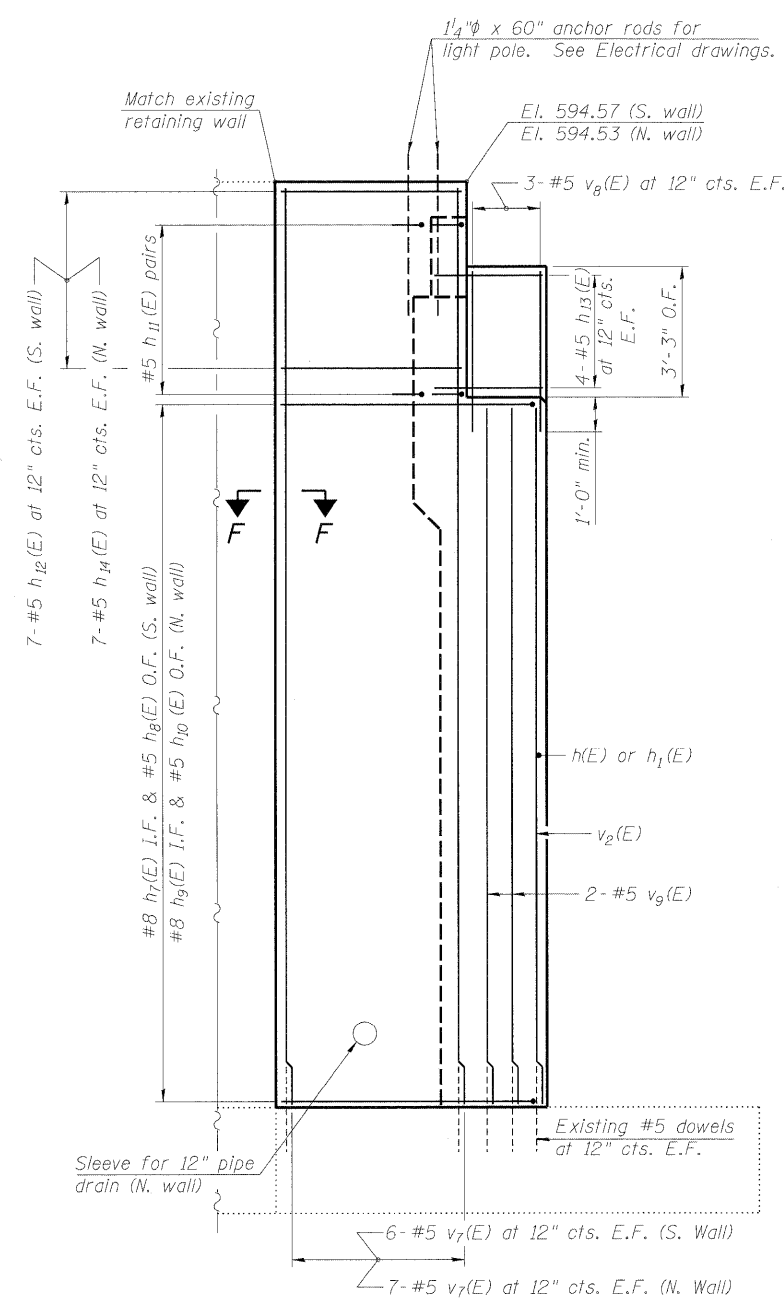


SECTION A-A

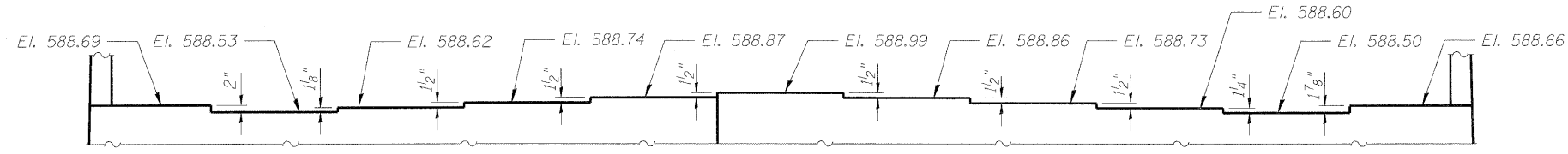
NOTES:

1. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
2. Space reinforcement in cap to miss anchor bolts.
3. Pour steps monolithically with cap. For step diagram, see Sheet SA22.
4. Water seal shall be 6" dumbbell type, nonmetallic.
5. Curbs are depressed for ADA ramps, see Roadway plans.
6. For Section B-B thru Section E-E, wingwall details and Bill of Material, see Sheet SA22.
7. Sleeve cost is included with Concrete Structures, see electrical sheets for number and size.

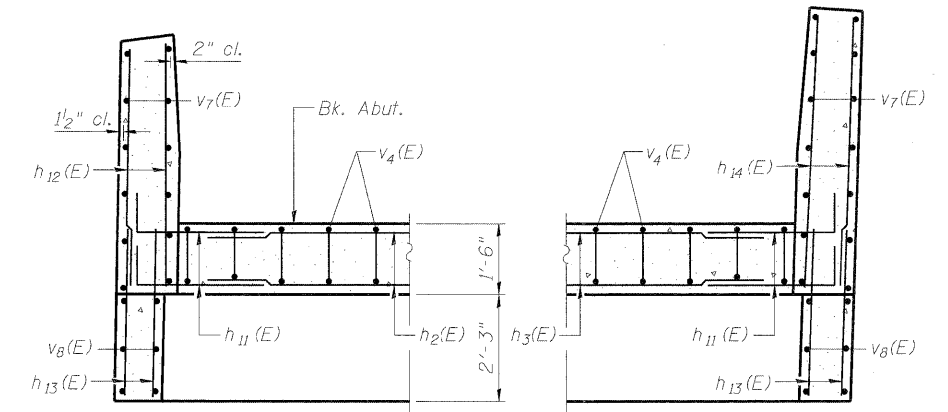
FILE NAME = 0161064-SA21-ABUTA.dgn 	DESIGNED - MBC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ABUTMENT A F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET) STRUCTURE NO. 016-1064	F.A.P. RTE. 392	SECTION 1717-2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 68
	DRAWN - MBO	REVISED -			SCALE: NTS	SHEET NO. SA21 OF SA31 SHEETS	STA. 11+81.01	CONTRACT NO. 62197	
CHECKED - LJH	REVISED -				FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
DATE - 1/13/09	REVISED -								



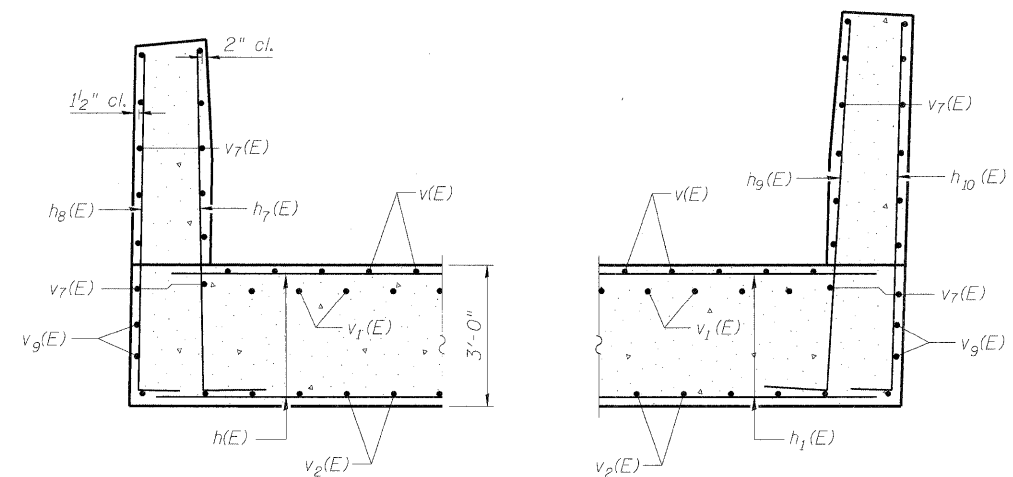
WINGWALL ELEVATION
Cut or adjust bars as req'd to match existing retaining wall.



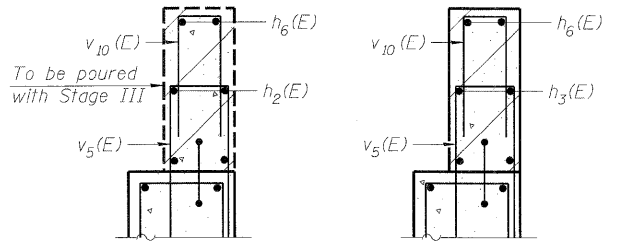
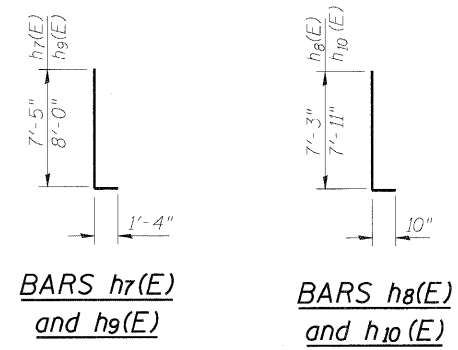
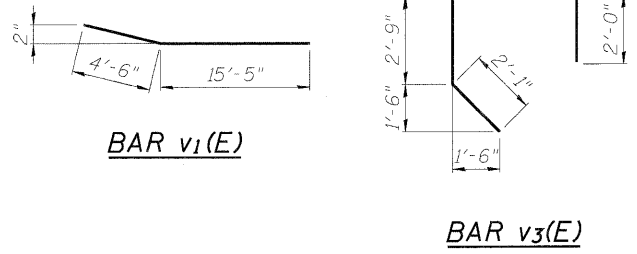
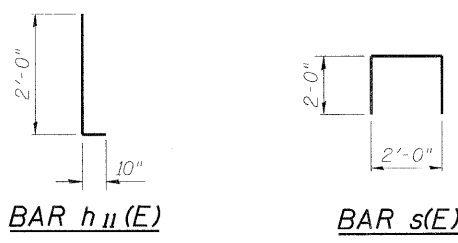
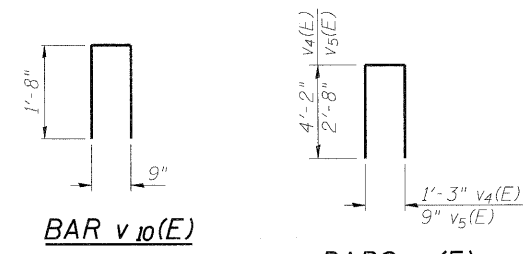
STEP DIAGRAM
Looking West



SECTION B-B

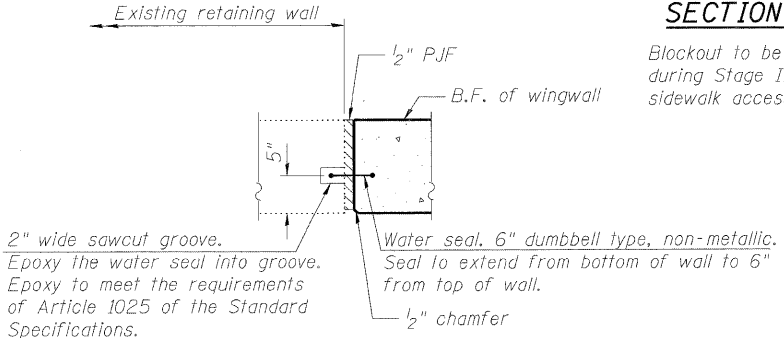


SECTION C-C



SECTION D-D **SECTION E-E**

Blockout to be covered during Stage II to allow sidewalk access.



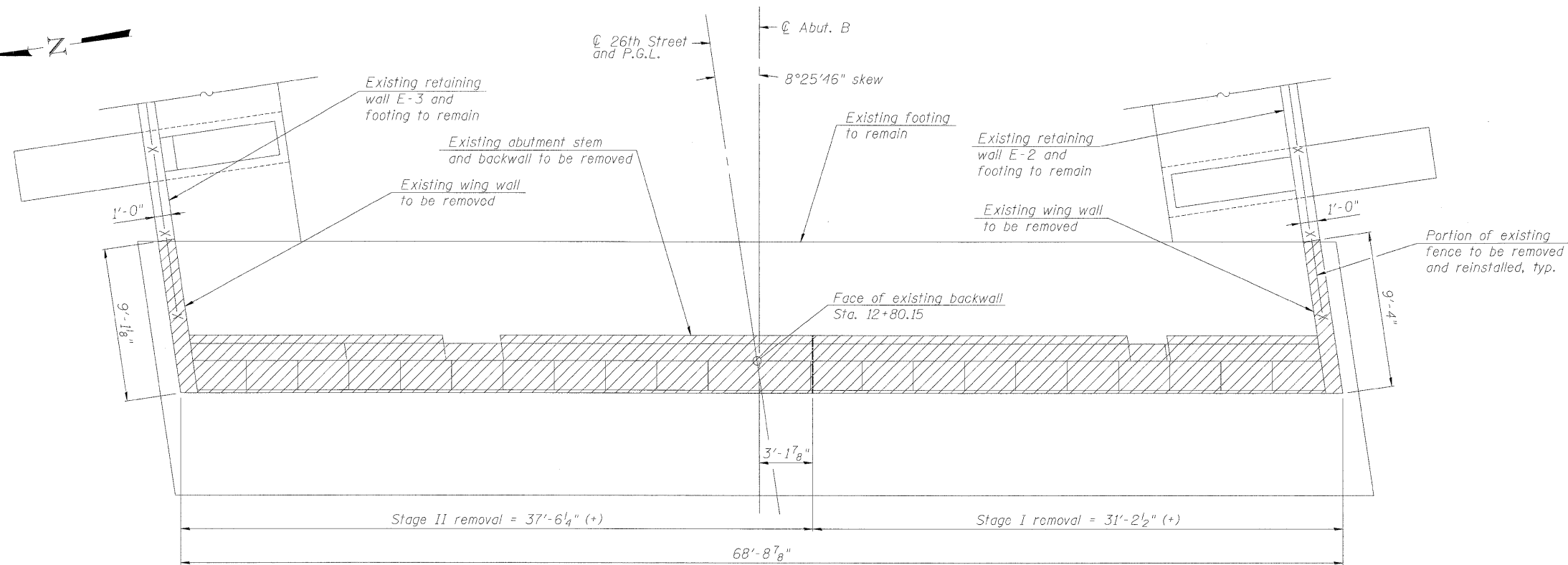
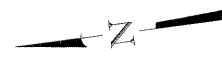
SECTION F-F

Cost of water seal installation is included with Concrete Structures.

ABUTMENT A
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h(E)$	31	#5	30'-7"	—
$h_1(E)$	31	#5	36'-11"	—
$h_2(E)$	10	#5	29'-3"	—
$h_3(E)$	10	#5	35'-9"	—
$h_4(E)$	3	#5	5'-11"	—
$h_5(E)$	3	#5	12'-3"	—
$h_6(E)$	4	#5	8'-7"	—
$h_7(E)$	21	#8	8'-9"	┘
$h_8(E)$	21	#5	8'-1"	┘
$h_9(E)$	21	#8	9'-4"	┘
$h_{10}(E)$	21	#5	8'-9"	┘
$h_{11}(E)$	18	#5	2'-10"	┘
$h_{12}(E)$	14	#5	5'-1"	—
$h_{13}(E)$	16	#5	3'-1"	—
$h_{14}(E)$	14	#5	5'-9"	—
$v(E)$	66	#9	19'-11"	—
$v_1(E)$	65	#8	19'-11"	┘
$v_2(E)$	18	#4	19'-11"	—
$v_3(E)$	67	#5	10'-3"	┘
$v_4(E)$	67	#5	9'-7"	—
$v_5(E)$	67	#5	6'-1"	—
$v_6(E)$	49	#5	3'-0"	—
$v_7(E)$	26	#5	25'-11"	—
$v_8(E)$	12	#5	4'-1"	—
$v_9(E)$	4	#5	19'-11"	—
$v_{10}(E)$	18	#5	4'-1"	—
$n(E)$	66	#9	7'-9"	—
$s(E)$	20	#5	6'-0"	┘
Structure Excavation		Cu. Yd.	635	
Concrete Structures		Cu. Yd.	200	
Reinforcement Bars, Epoxy Coated		Pound	17,510	
Concrete Sealer		Sq. Ft.	2,420	

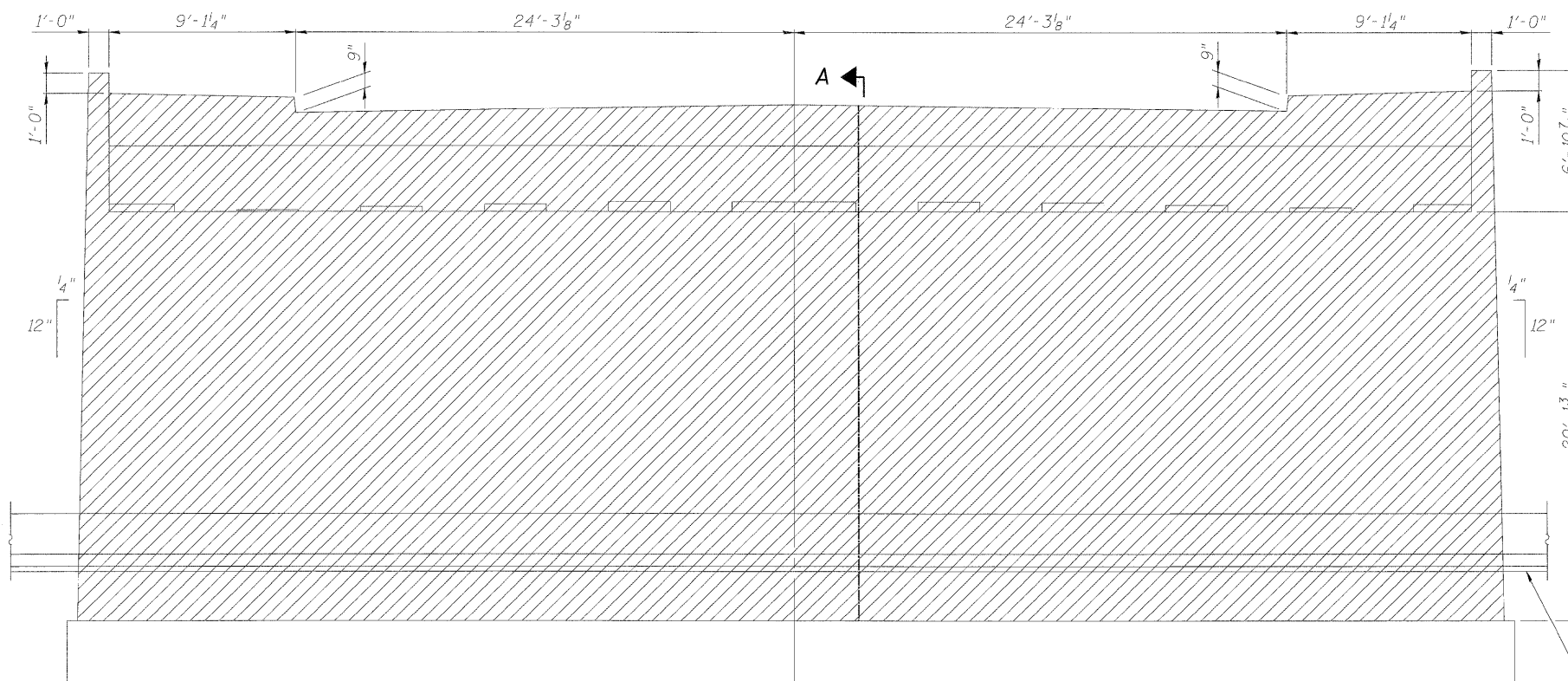
For details of Bar Splicers, see sheet SA29.



PLAN ABUTMENT B

NOTES:

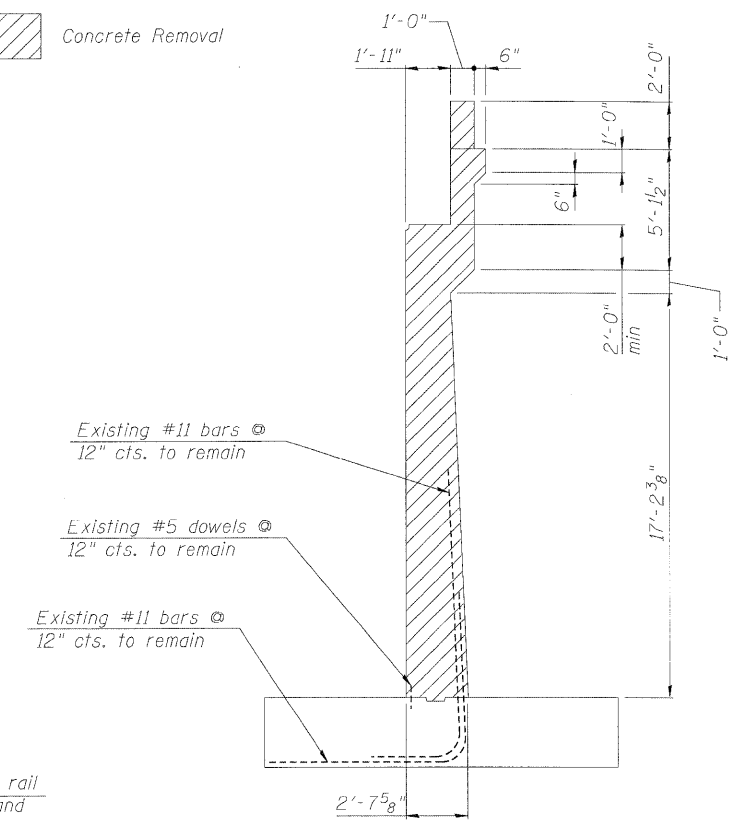
1. Hatched areas indicate Concrete Removal.
2. Abutment reinforcement identified as 'existing to remain' shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.



ELEVATION ABUTMENT B

LEGEND:

Concrete Removal



SECTION A-A

FILE NAME = 0161064-SA23-BREM.dgn



PLOT DATE = 1/12/2009

DESIGNED - JRW	REVISED -
DRAWN - JRW	REVISED -
CHECKED - SJB	REVISED -
DATE - 1/13/09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ABUTMENT B REMOVALS

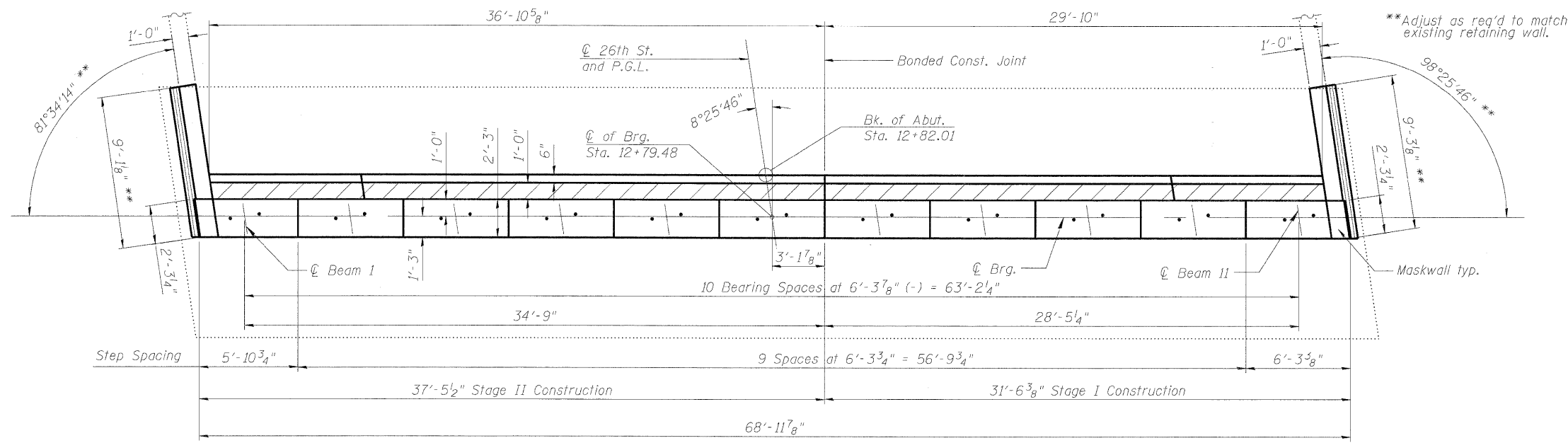
F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET)
STRUCTURE NO. 016-1064

SCALE: NTS

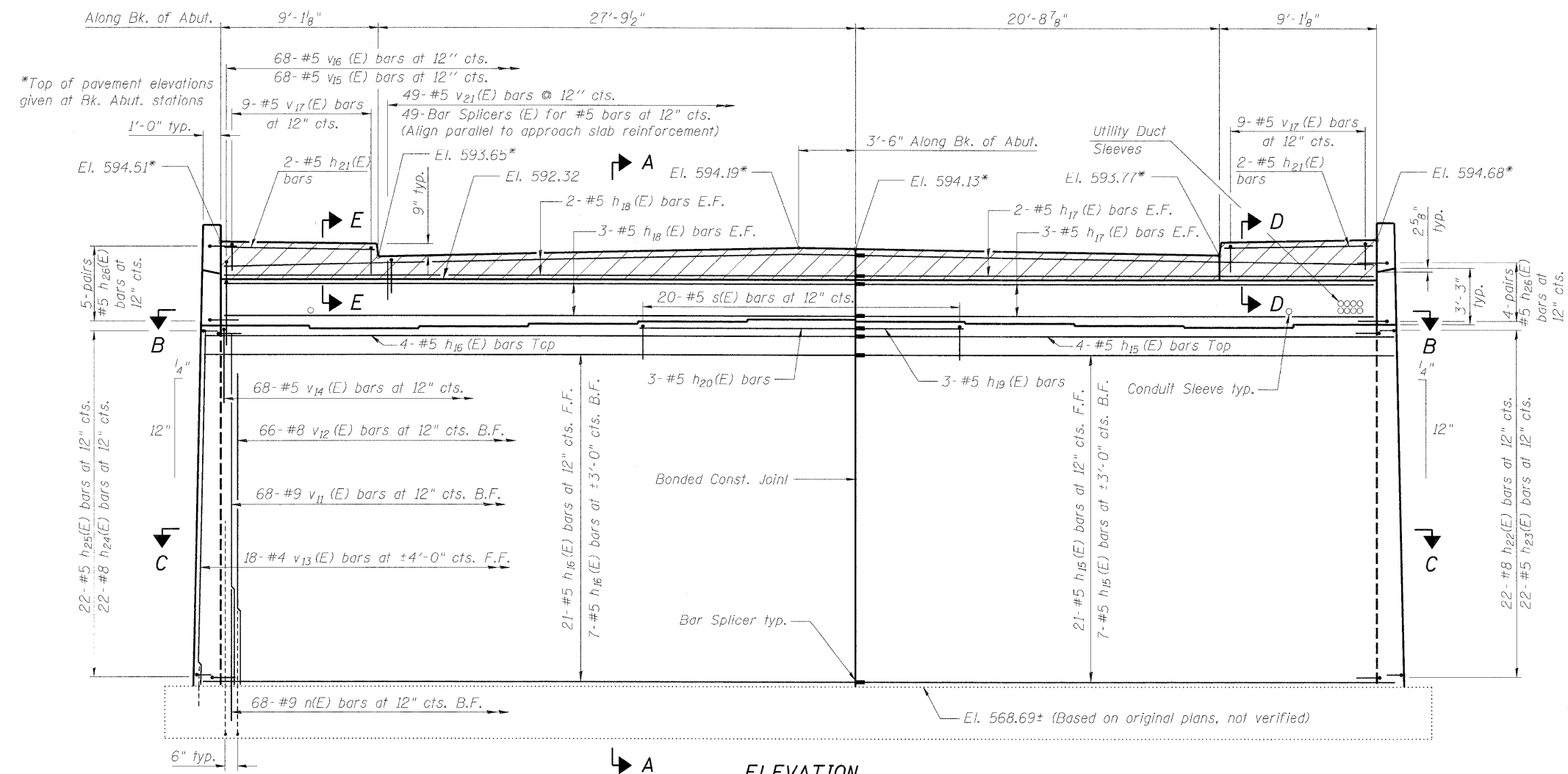
SHEET NO. SA23 OF SA31 SHEETS

STA. 11+81.01

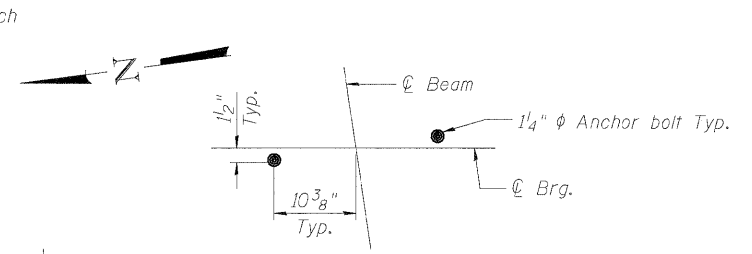
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717-2-3B-R	COOK	114	70
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62197	



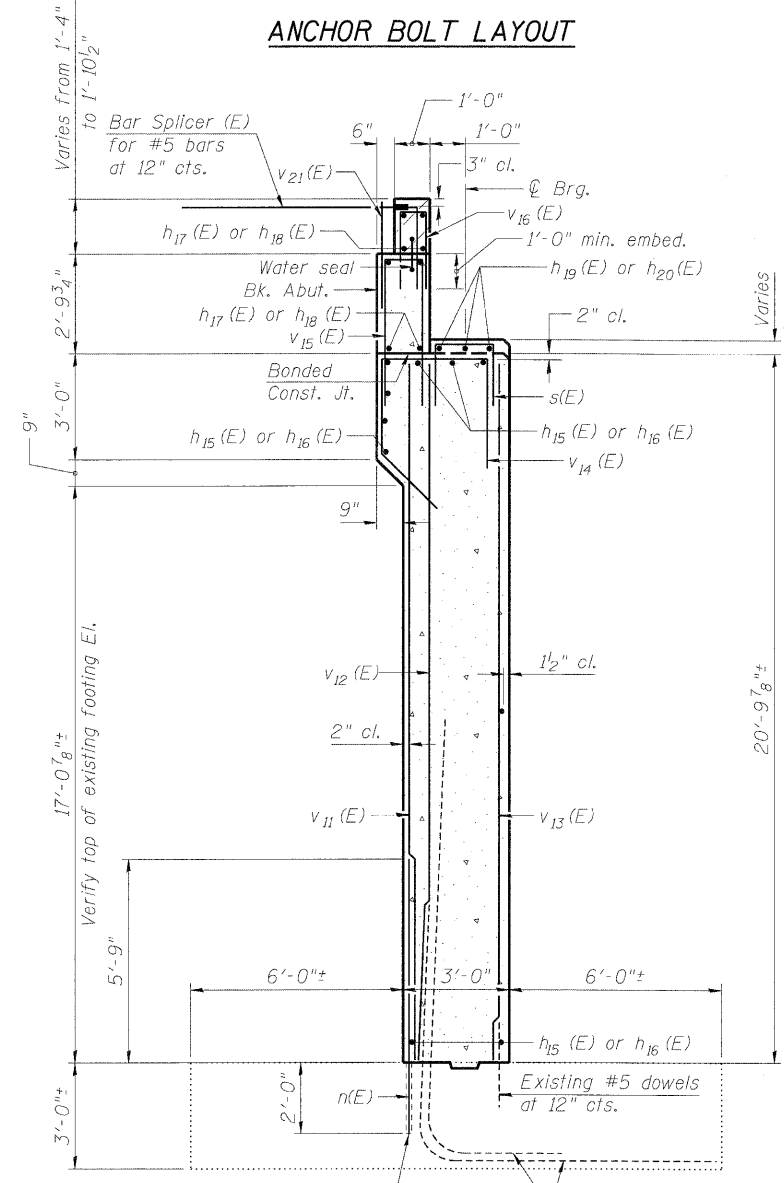
PLAN



ELEVATION



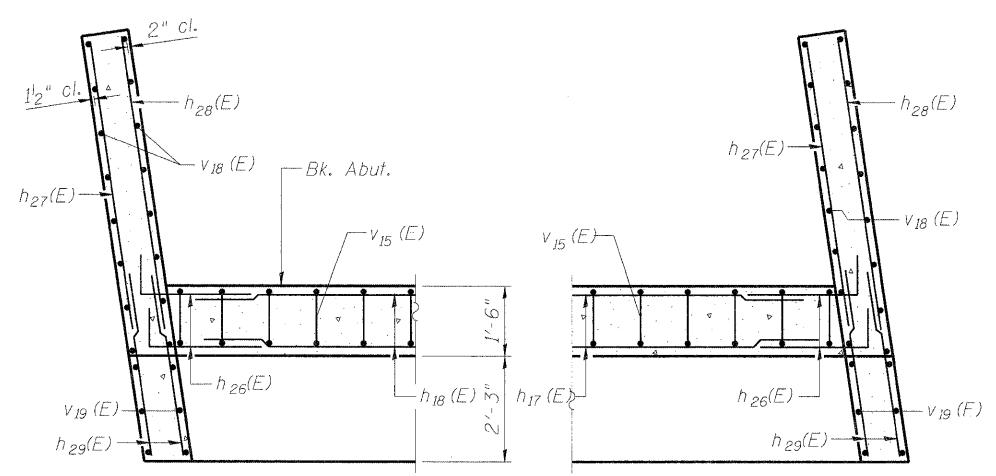
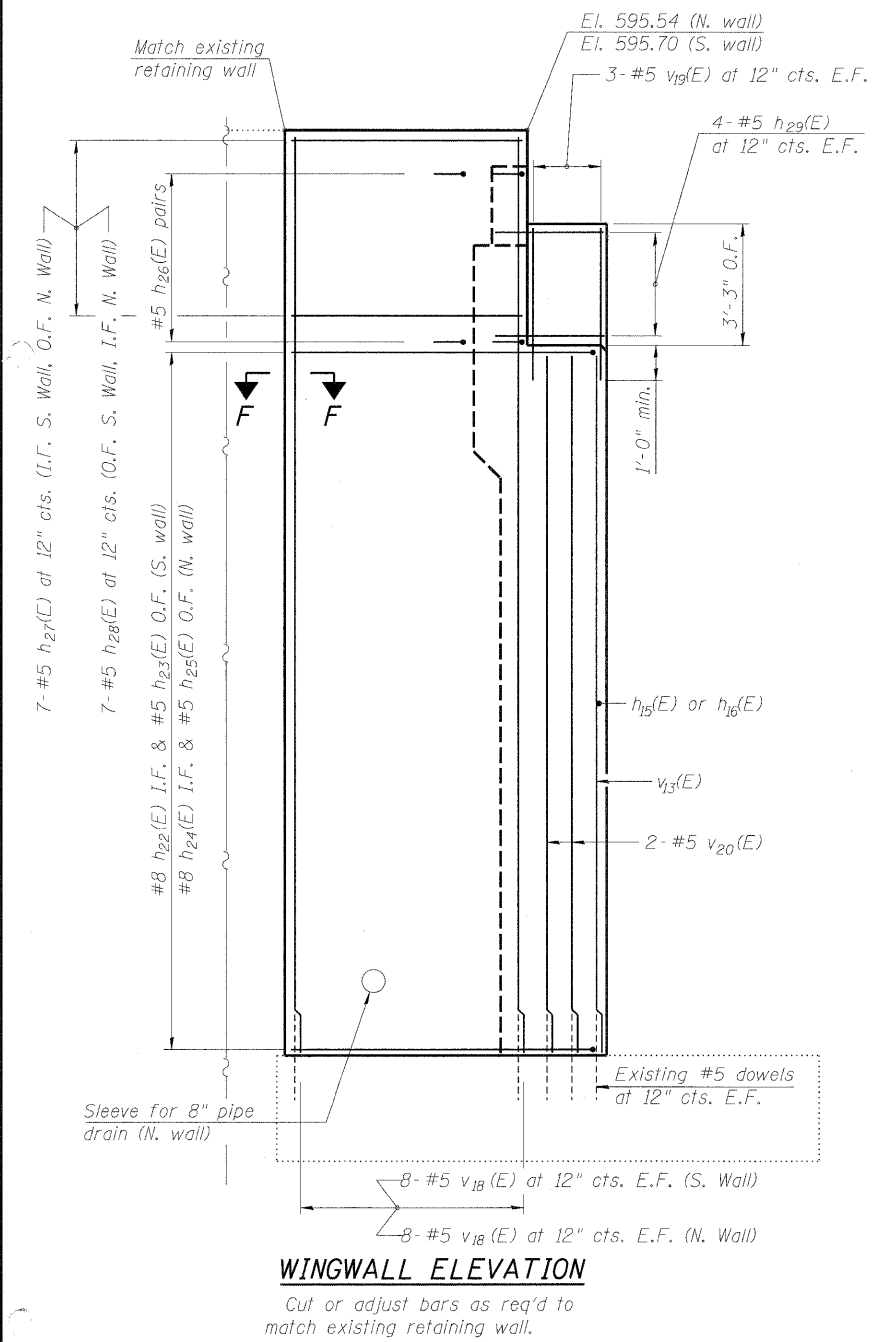
ANCHOR BOLT LAYOUT



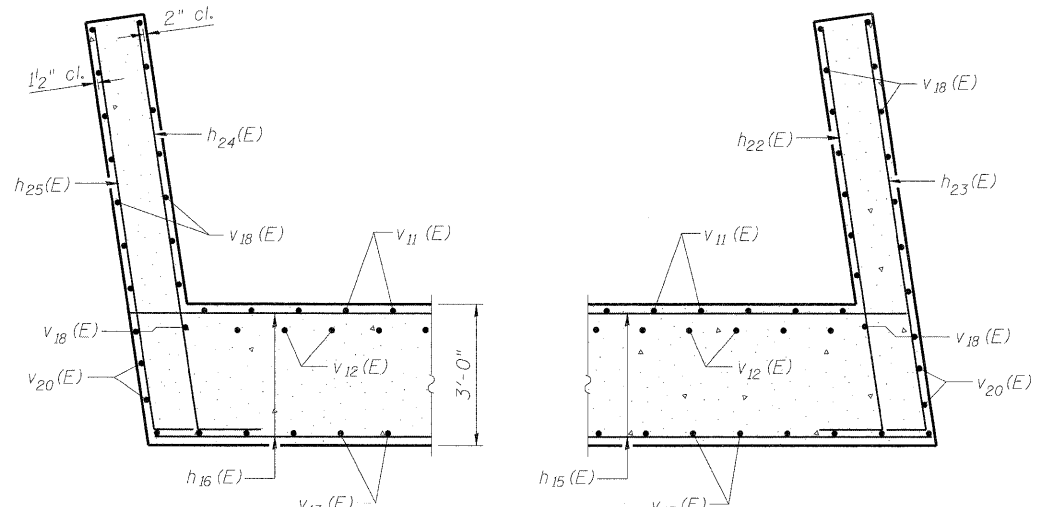
SECTION A-A

- NOTES:**
- Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 - Space reinforcement in cap to miss anchor bolts.
 - Pour steps monolithically with cap. For step diagram, see Sheet SA25.
 - Water seal shall be 6" dumbbell type, nonmetallic.
 - Curbs are depressed for ADA ramps, see Roadway drawings.
 - For Section B-B thru Section E-E, wingwall details and Bill of Material, see Sheet SA25.
 - Sleeve cost is included with Concrete Structures, see electrical sheets for number and size.

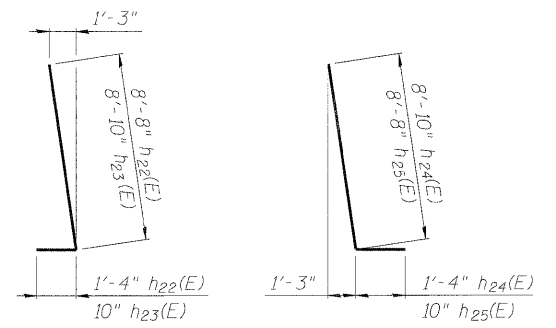
	DESIGNED - MBC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ABUTMENT B F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET) STRUCTURE NO. 016-1064	F.A.P. RTE. 392	SECTION 1717-2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 71
	DRAWN - JRW CHECKED - LJH PLOT DATE - 1/12/2009	DATE - 1/13/09			SCALE: NTS SHEET NO. SA24 OF SA31 SHEETS	STA. 11+81.01	CONTRACT NO. 62197 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT		



SECTION B-B

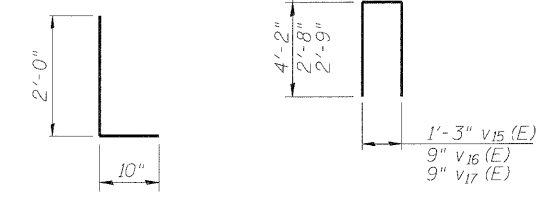


SECTION C-C



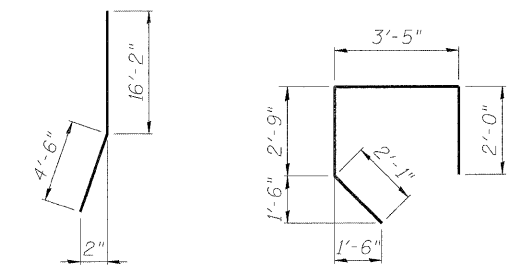
BARS h22(E) and h23(E)

BARS h24(E) and h25(E)



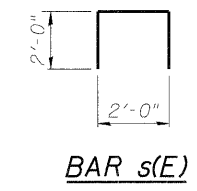
BAR h26(E)

BAR v15(E), v16(E) and v17(E)

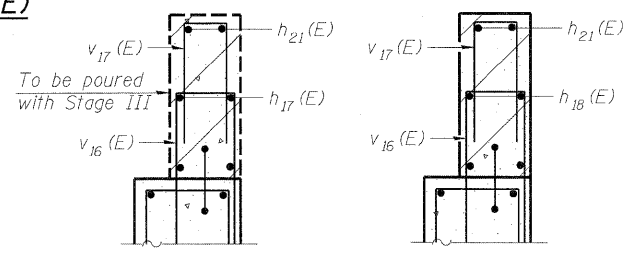


BAR v12(E)

BAR v14(E)



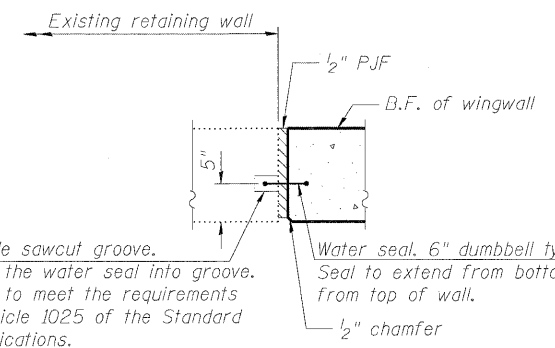
BAR s(E)



SECTION D-D

SECTION E-E

Blockout to be covered during Stage II to allow sidewalk access.



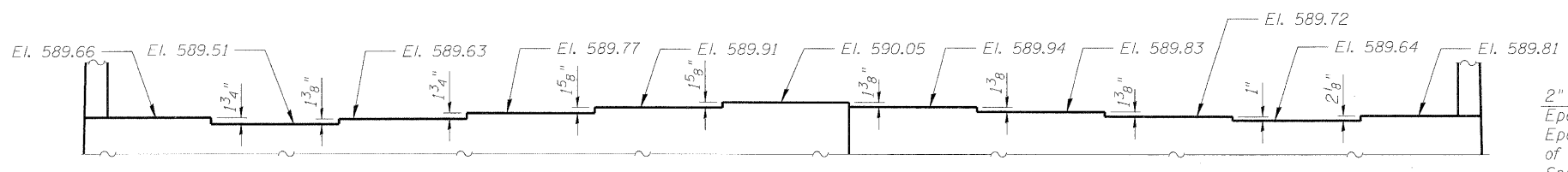
SECTION F-F

Cost of water seal installation is included with Concrete Structures.

ABUTMENT B
BILL OF MATERIAL

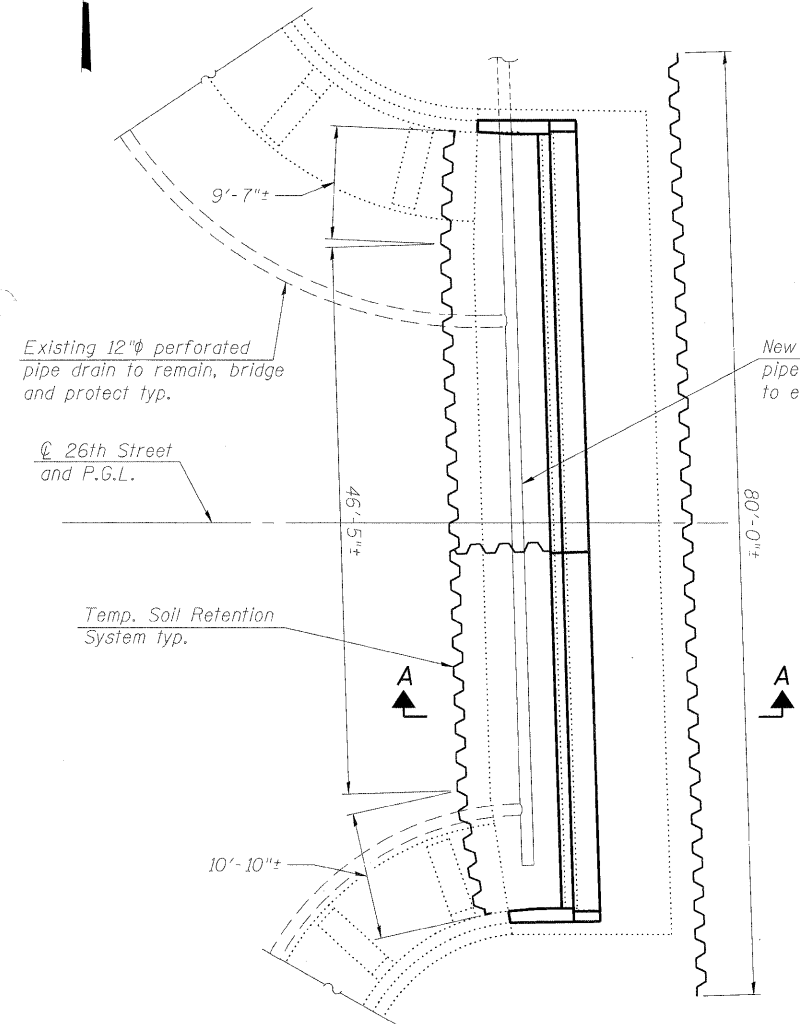
Bar	No.	Size	Length	Shape
h15(E)	32	#5	30'-5"	
h16(E)	32	#5	37'-2"	
h17(E)	10	#5	29'-8"	
h18(E)	10	#5	36'-4"	
h19(E)	3	#5	5'-11"	
h20(E)	3	#5	12'-4"	
h21(E)	4	#5	8'-9"	
h22(E)	22	#8	10'-0"	
h23(E)	22	#5	9'-8"	
h24(E)	22	#8	10'-2"	
h25(E)	22	#5	9'-6"	
h26(E)	18	#5	2'-10"	
h27(E)	14	#5	6'-6"	
h28(E)	14	#5	6'-8"	
h29(E)	16	#5	3'-6"	
v11(E)	68	#9	20'-6"	
v12(E)	66	#8	20'-8"	
v13(E)	18	#4	20'-6"	
v14(E)	68	#5	10'-3"	
v15(E)	68	#5	9'-7"	
v16(E)	68	#5	6'-1"	
v17(F)	18	#5	6'-3"	
v18(E)	32	#5	26'-8"	
v19(E)	12	#5	4'-1"	
v20(E)	4	#5	20'-10"	
v21(E)	49	#5	2'-10"	
n(E)	68	#9	7'-9"	
s(E)	20	#5	6'-0"	
Structure Excavation		Cu. Yd.	680	
Concrete Structures		Cu. Yd.	208	
Reinforcement Bars, Epoxy Coated		Pound	18,640	
Concrete Sealer		Sq. Ft.	2,610	

For details of Bar Splicers, see sheet SA29.

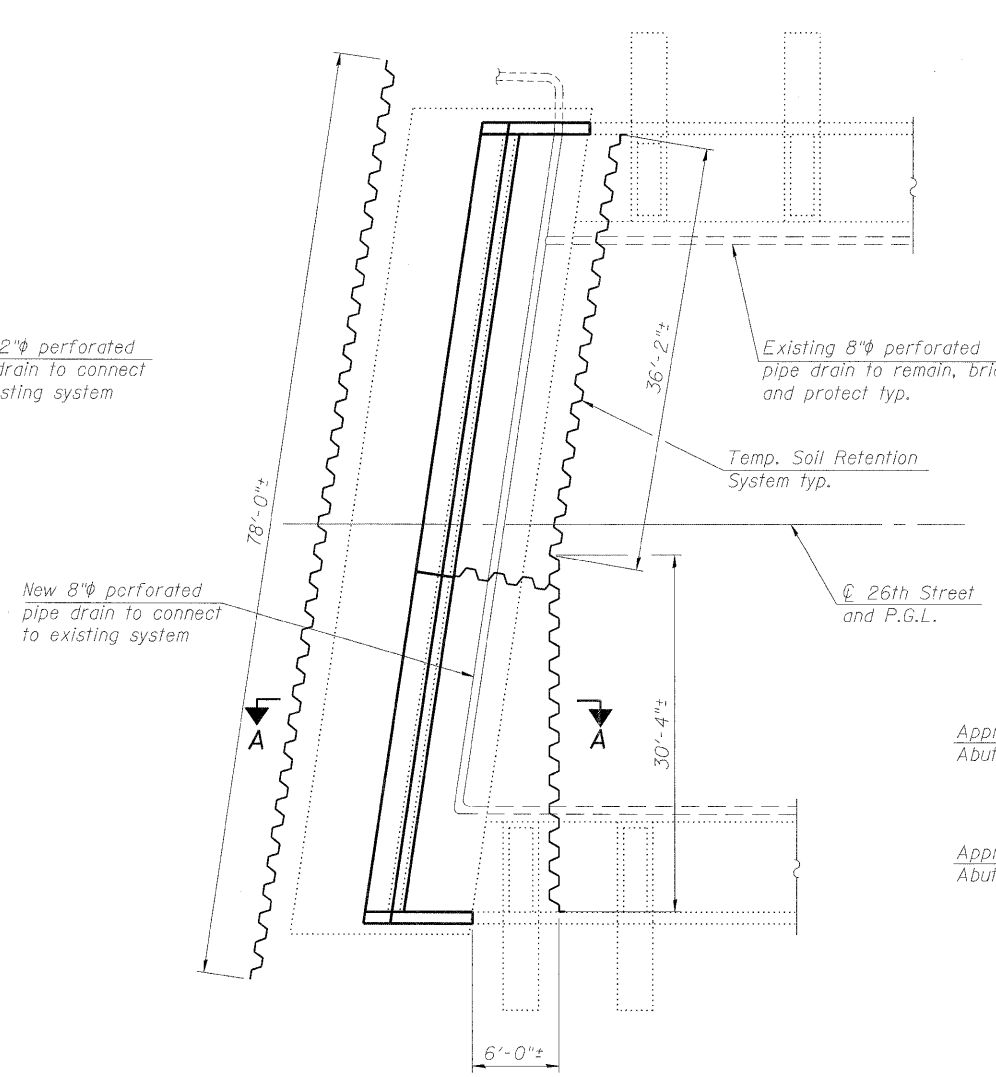


STEP DIAGRAM

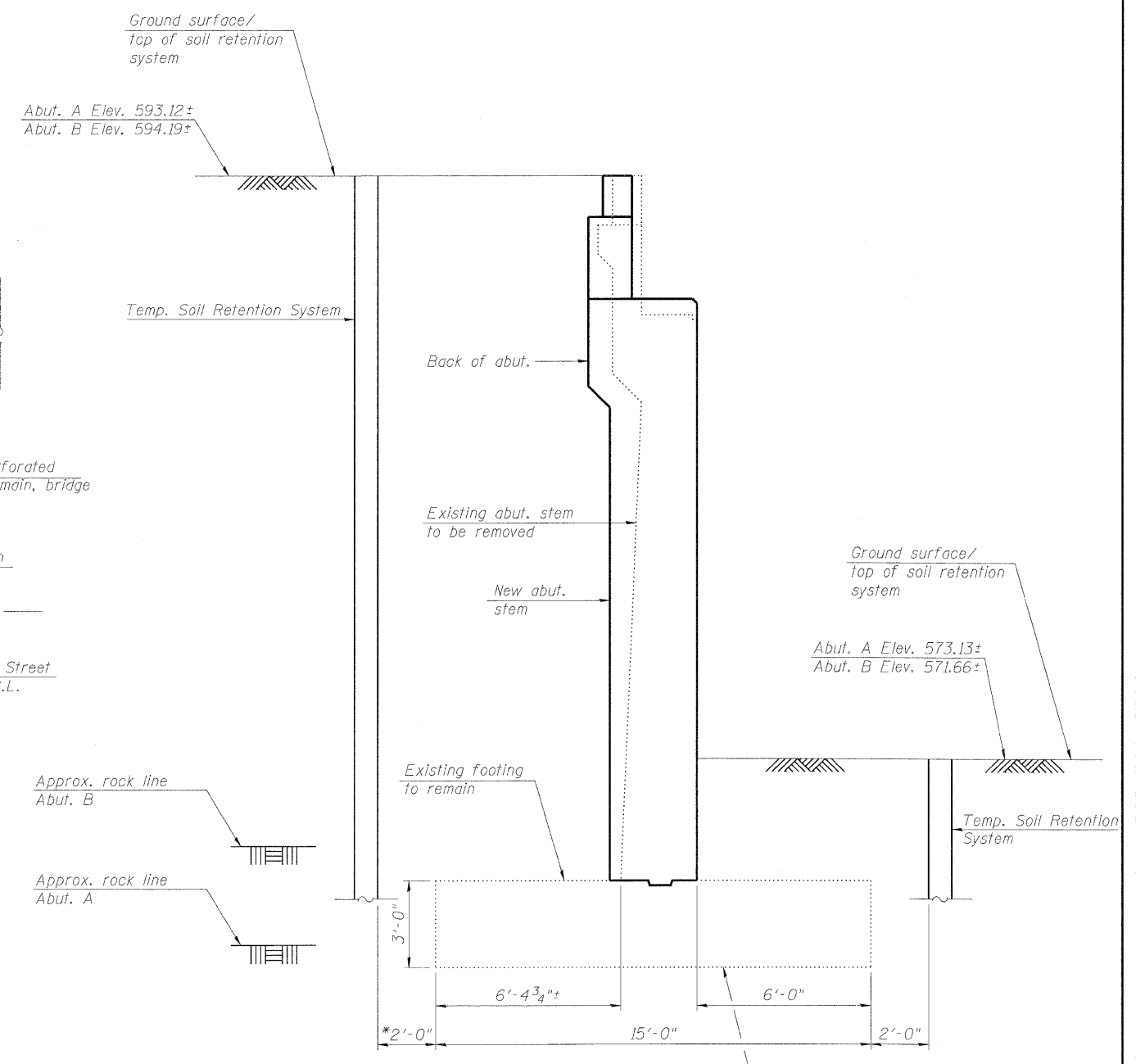
Looking East



PLAN ABUTMENT A



PLAN ABUTMENT B



SECTION A-A

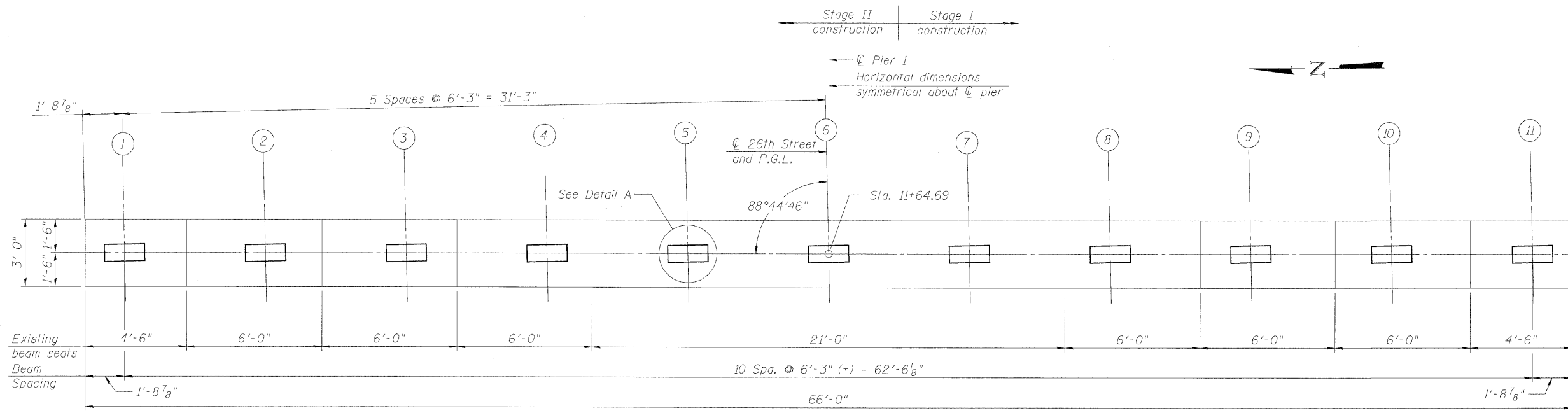
NOTES:

1. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
2. The contractor shall connect the temporary soil retention system to the existing retaining or abutment walls to ensure stability of system members. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Soil Retention System.
3. For existing drainage and utilities, see drawing DU-01.
4. For existing traffic signals, see roadway drawing SJG-01
5. For abutment stage removal line location, see sheets SA20 and SA23.

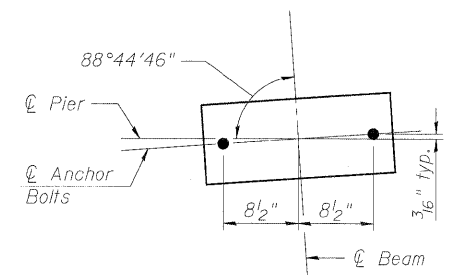
DESIGNED - JRW	REVISED -
DRAWN - JRW	REVISED -
CHECKED - MBQ	REVISED -
DATE - 1/13/09	REVISED -

TEMPORARY SOIL RETENTION		
F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET) STRUCTURE NO. 016-1064		
SCALE: NTS	SHEET NO. SA26 OF SA31 SHEETS	STA. 11+81.01

F.A.P. RTE. 392	SECTION 1717-2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 73
CONTRACT NO. 62197				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



TOP PLAN PIER 1



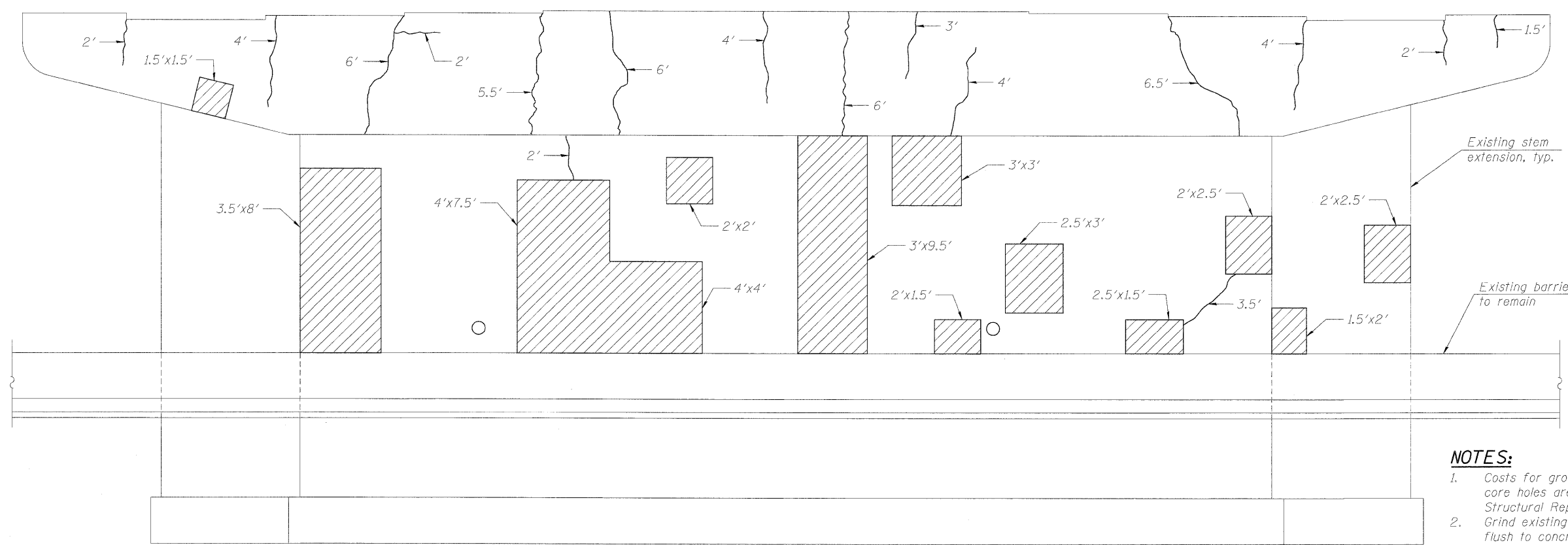
DETAIL A

BILL OF MATERIAL

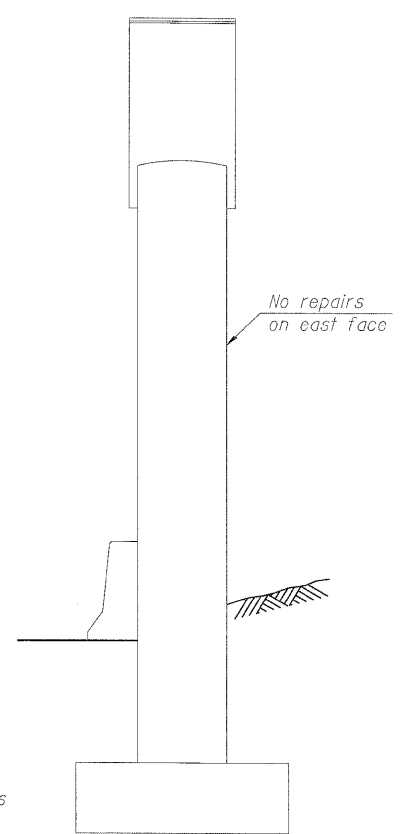
Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	145
Epoxy Crack Injection	Foot	62
Concrete Sealer	Sq. Ft.	1050

LEGEND:

- 1'x2' Structural Repair of Concrete (Depth Equal to or Less than 5 Inches) (W'xH')
- 2' Epoxy crack injection
- Existing core hole to be grouted solid

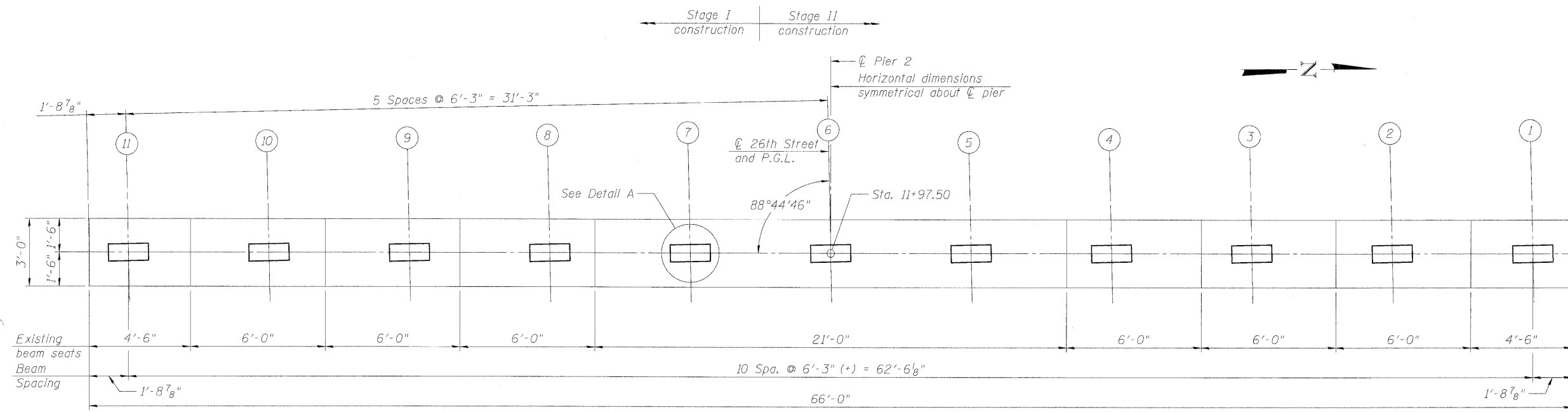


ELEVATION PIER 1 WEST FACE
(Looking east)

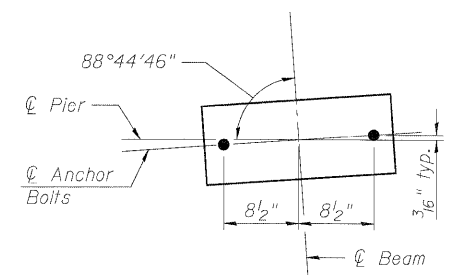


END VIEW PIER 1
(Looking north)

- NOTES:**
- Costs for grouting of existing core holes are incidental to Structural Repair of Concrete.
 - Grind existing pier anchor bolts flush to concrete.



TOP PLAN PIER 2



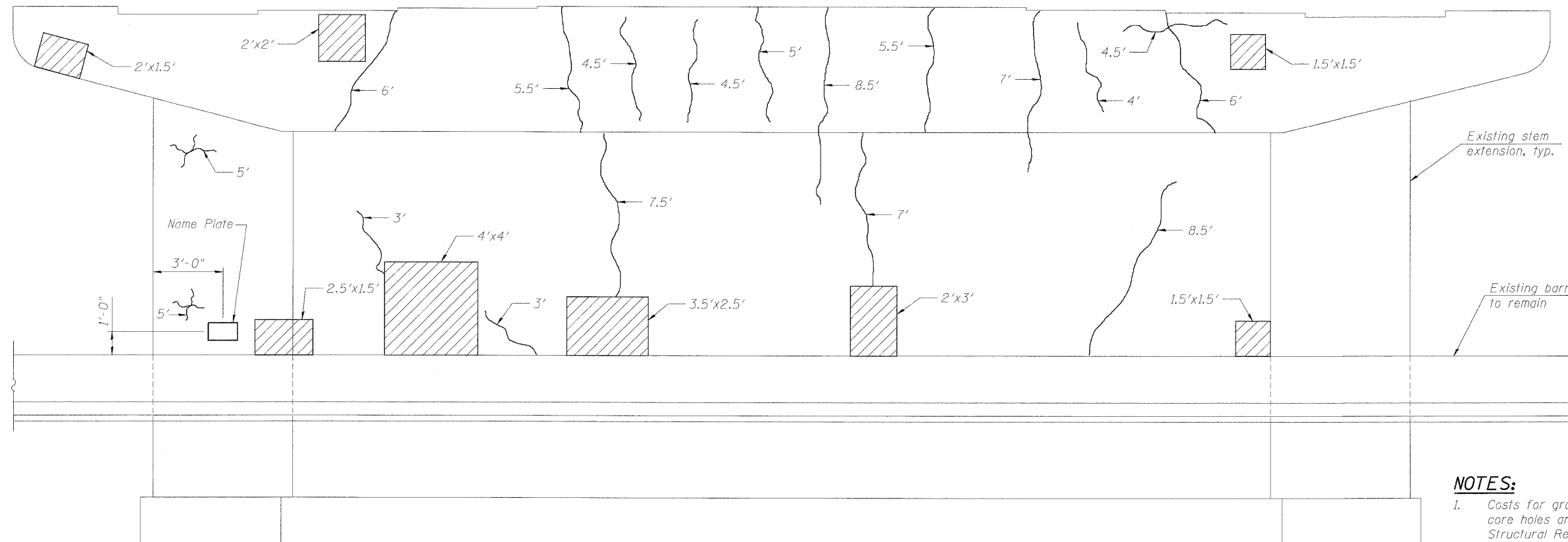
DETAIL A

BILL OF MATERIAL

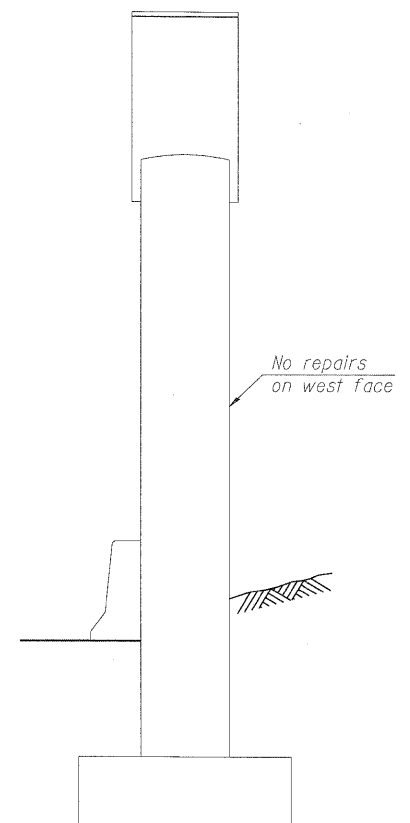
Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	46
Epoxy Crack Injection	Foot	100
Concrete Sealer	Sq. Ft.	1050

LEGEND:

- 1'x2' Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches) (W'xH')
- 2' Epoxy crack injection



ELEVATION PIER 2 EAST FACE
(Looking west)



END VIEW PIER 2
(Looking south)

- NOTES:**
- Costs for grouting of existing core holes are incidental to Structural Repair of Concrete.
 - Grind existing pier anchor bolts flush to concrete.

The diameter of this part is equal or larger than the diameter of bar spliced.

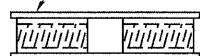
The diameter of this part is the same as the diameter of the bar spliced.

ROLLED THREAD DOWEL BAR



**** ONE PIECE**

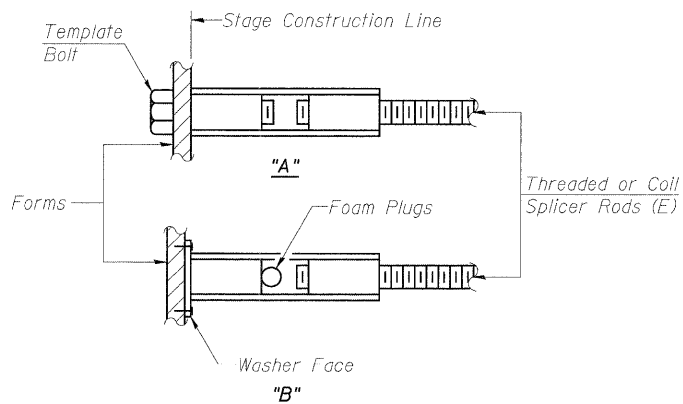
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

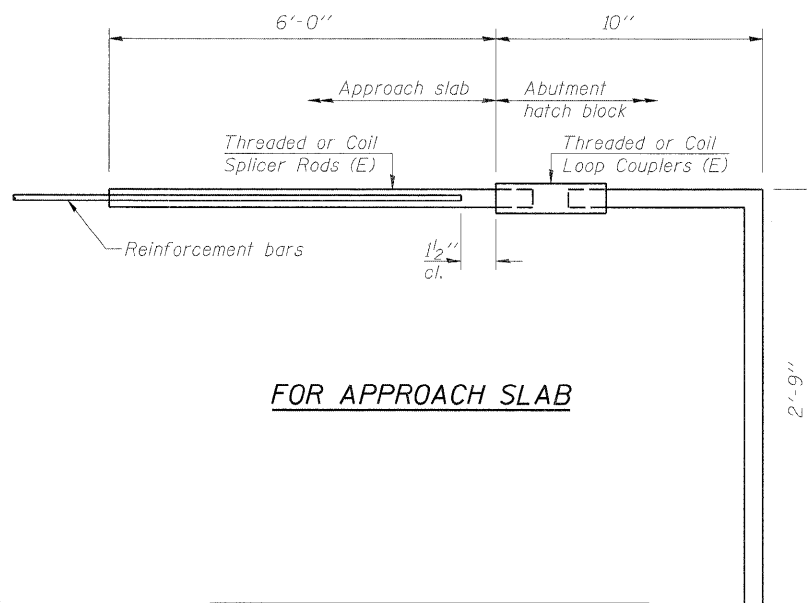
NOTES:

1. Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
2. Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
3. All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
4. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
5. Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_l$
- ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_l$

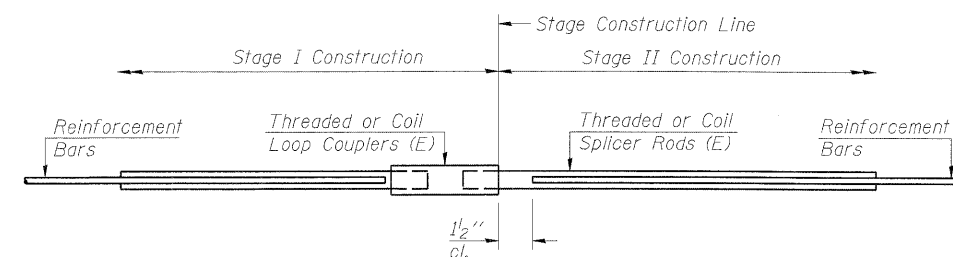
Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_l = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



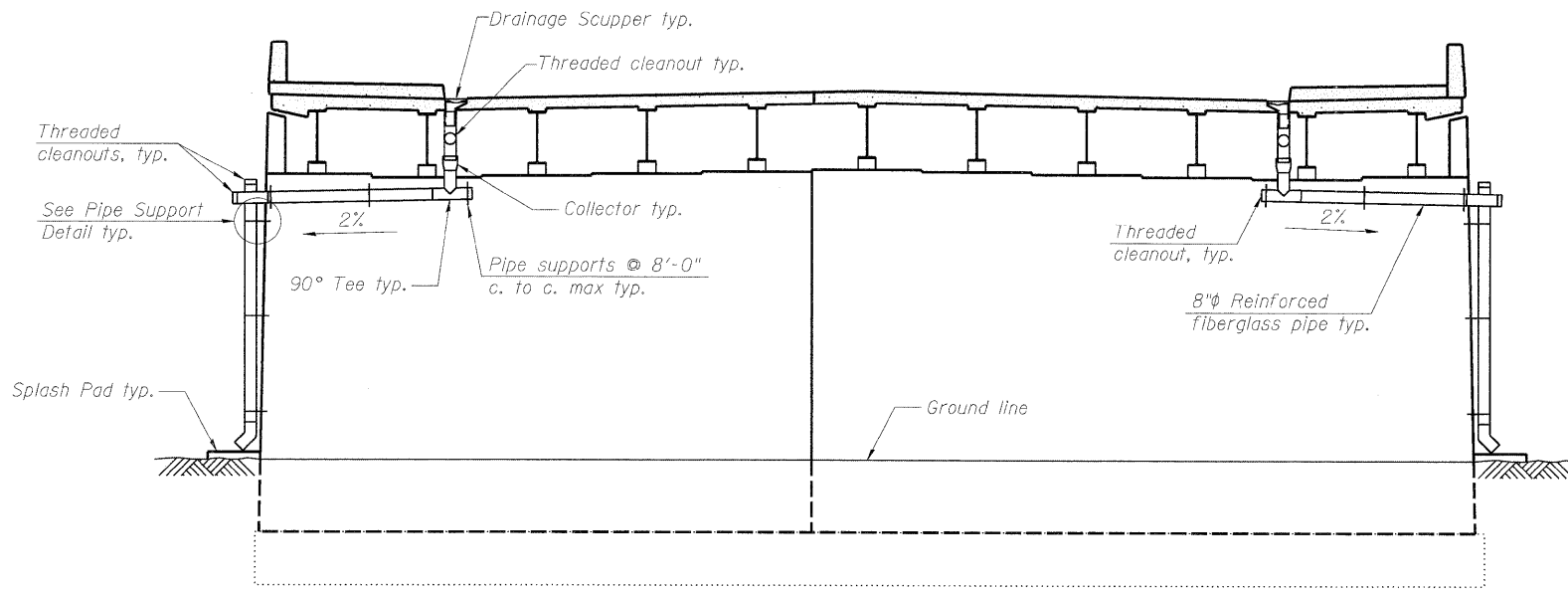
FOR APPROACH SLAB

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 98

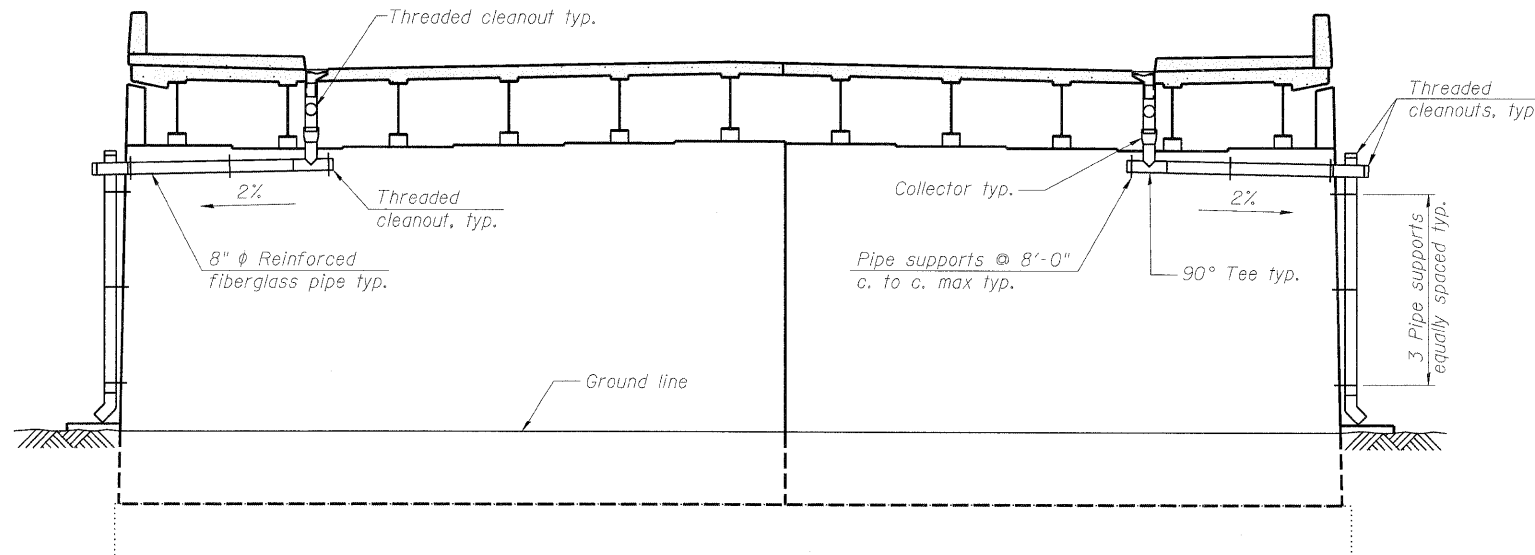


FOR STAGE CONSTRUCTION

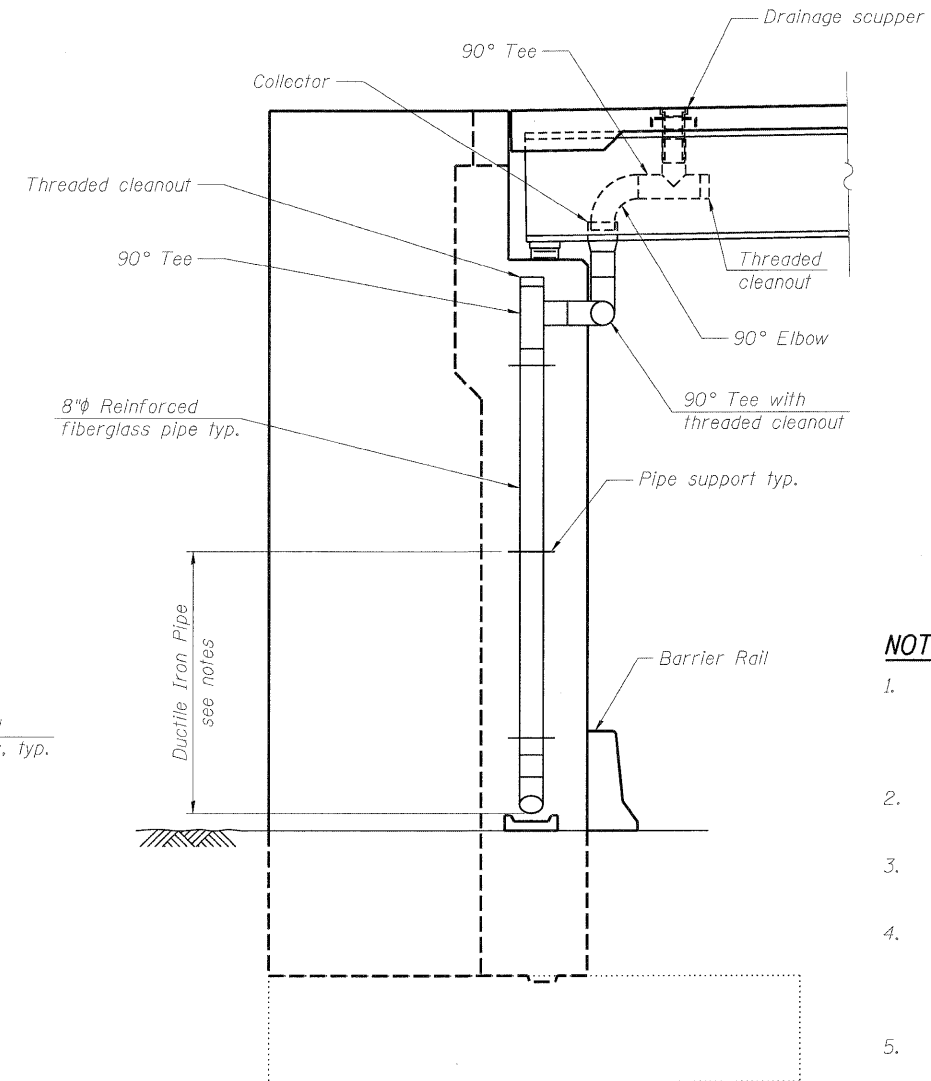
Bar Size	No. Assemblies Required	Location
#5	511	Bridge Deck
#6	8	Bridge Deck
#5	44	Abutment A
#5	45	Abutment B



ELEVATION ABUTMENT A
(Barrier Rail not shown)



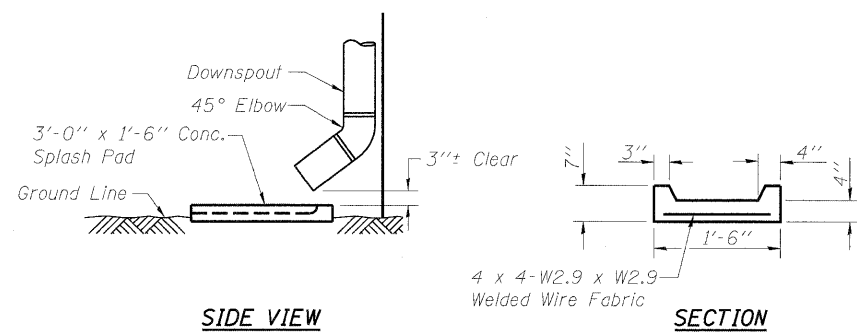
ELEVATION ABUTMENT B
(Barrier Rail not shown)



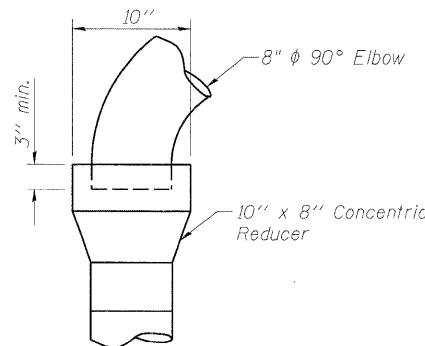
TYPICAL ABUTMENT END VIEW
(Opposite end similar)

NOTES:

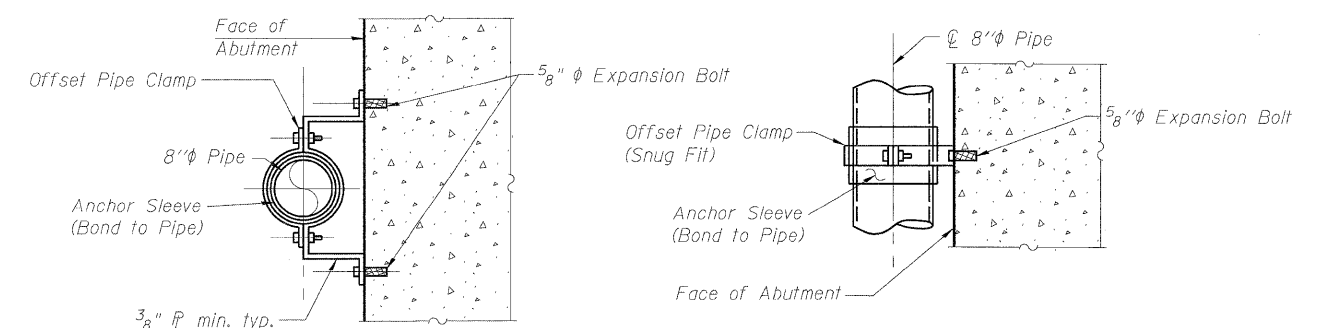
1. All pipes and fittings shall be reinforced fiberglass according to ASTM D 2996 RTRP with a 30,000 psi minimum short-time rupture strength hoop tensile stress.
2. All pipe supports and associated hardware shall be hot-dip galvanized according to AASHTO M 232.
3. Expansion bolts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
4. All costs associated with the installation of the downspouts, fittings, hardware, splash pads, and incidental items shall be included in the lump sum price for Drainage System.
5. The bottom 10' of the exposed vertical drainage pipe shall be ductile iron pipe. Ductile iron pipe shall conform to ASTM A377 and ductile iron fittings (castings) shall conform to ASTM A536. The cost of the ductile iron pipe shall be included in the lump sum price for Drainage System.



SPLASH PAD DETAIL

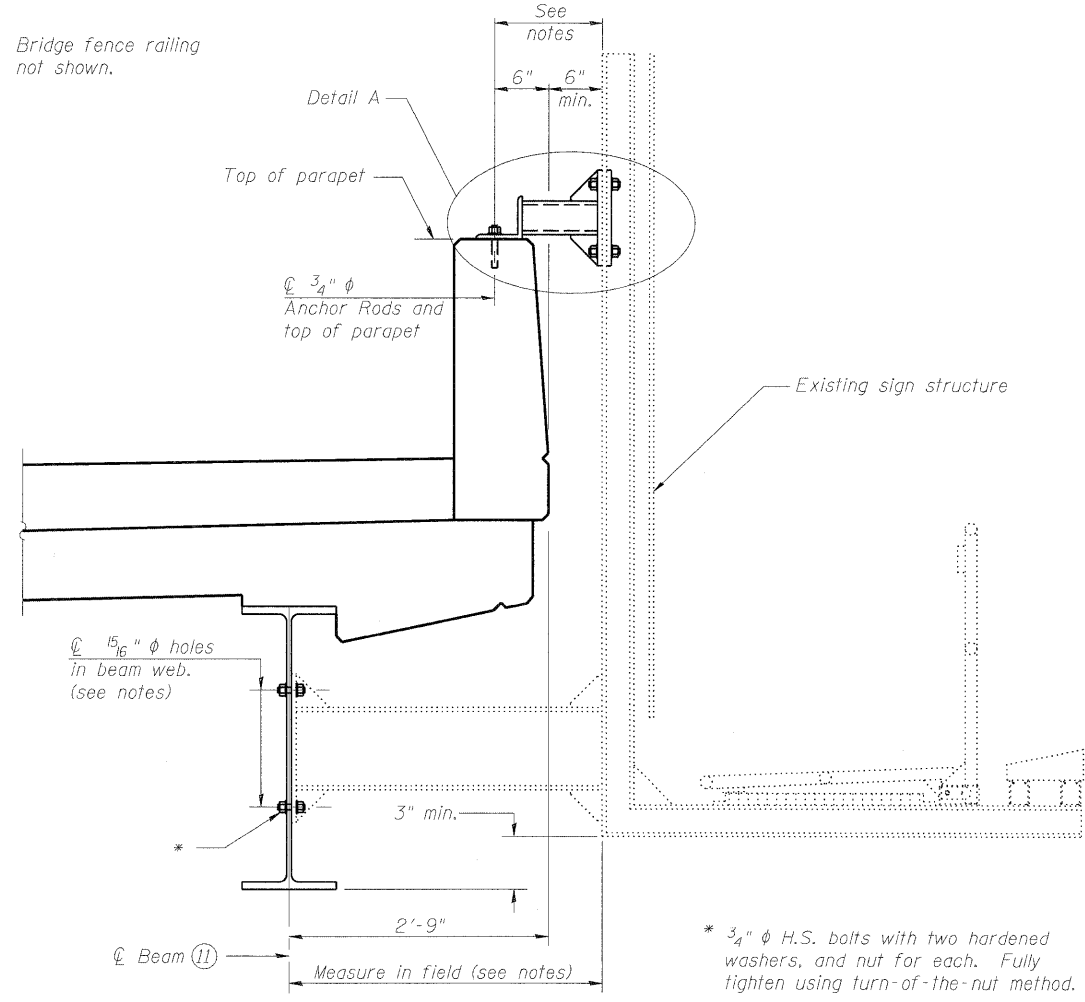


COLLECTOR FITTING DETAIL



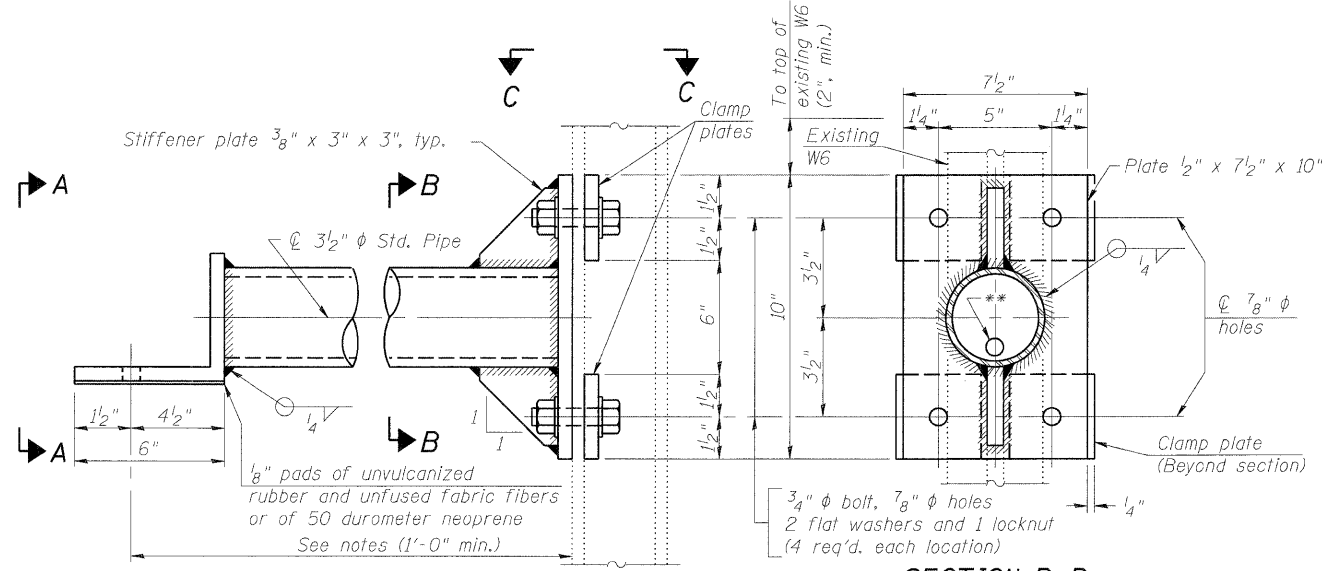
PIPE SUPPORT DETAIL

Bridge fence railing not shown.



PART SECTION

* 3/4" φ H.S. bolts with two hardened washers, and nut for each. Fully tighten using turn-of-the-nut method.

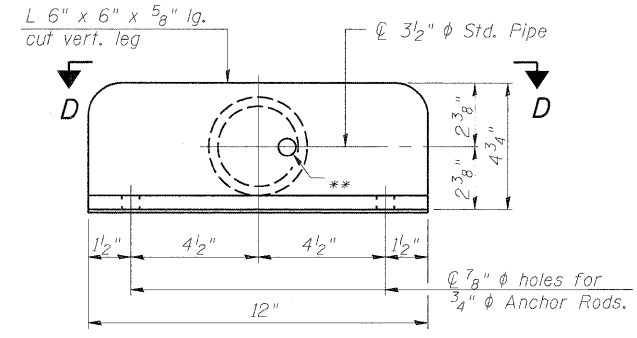


DETAIL A
(Upper bracket assembly - 7 req'd.)

SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Remove, Store, and Re-erect Overhead Sign Structure-Bridge Mounted	Each	1



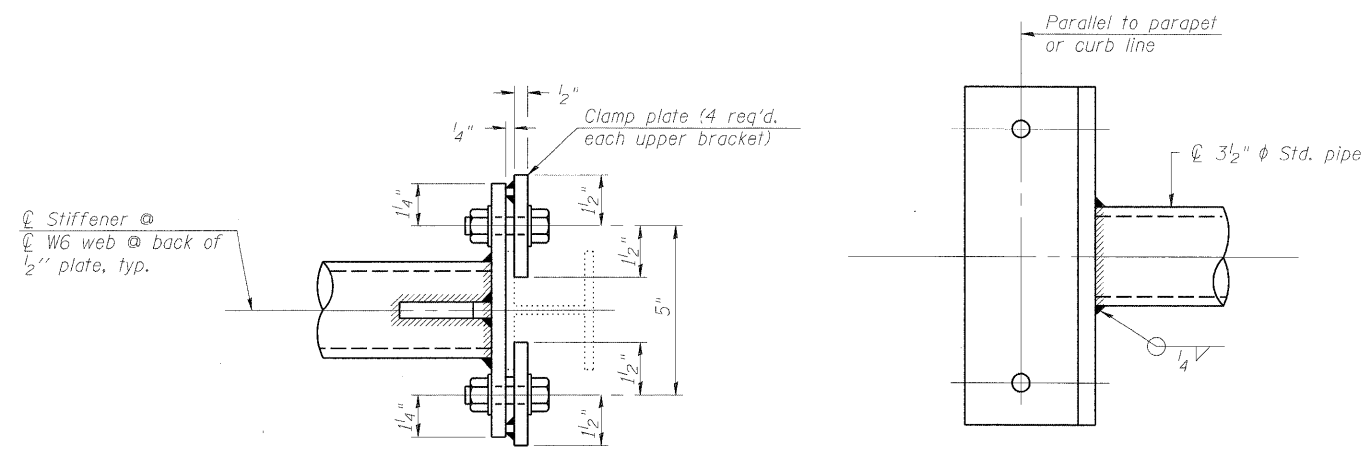
VIEW A-A

** 13/16" φ holes for galvanizing. After galvanizing, install 7/8" φ A307 hot-dip galvanized bolt to close hole in angle. (No bolt required in 1/2" plate.)

NOTES:

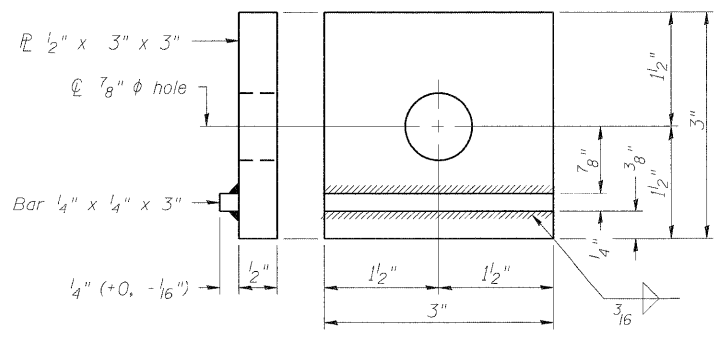
- Holes in beam may be drilled in the fabrication shop or in the field. Contractor shall field check all pertinent existing dimensions before submitting shop drawings.
- All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. Proposed exceptions must be approved by the Engineer.
- Contractor must install upper brackets prior to fence installation. Contractor shall determine length of upper brackets based on field measurement of existing lower brackets and bridge dimensions.
- All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specifications.
- All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.
- All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50).
- All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.
- All Steel Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.
- Anchor rods shall be all-threaded rod conforming to ASTM A307, 3/4" φ x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

This work will be paid for at the unit cost per Each for REMOVE, STORE, and RE-ERECT OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED.



SECTION C-C

SECTION D-D
Connection detail for 3 1/2" φ pipe to parapet.



CLAMP PLATE DETAILS

Bench Mark: Monument O, 23rd. & Canal, C.G. K135 1947 Elev. 593.72 (NAVD88)

Existing Structure: Structure No. 016-1093 was built in 1964 as the Frontage Road "B" Grade Separation, Section SW-1717.2-3B. The superstructure consists of a three span continuous, composite, steel plate girder system, with a total 8" thick deck including a 2 1/2" latex modified overlay applied in 1990. The length back to back of abutments is approximately 274'-0" measured along the centerline of Frontage Road "B". The deck out to out dimension is 30'-3" and varies at the west end. The substructure consists of closed abutments supported by pedestal footings on rock and two hammerhead piers supported by spread footings on rock. The bridge will be closed and traffic will be rerouted during rehabilitation.

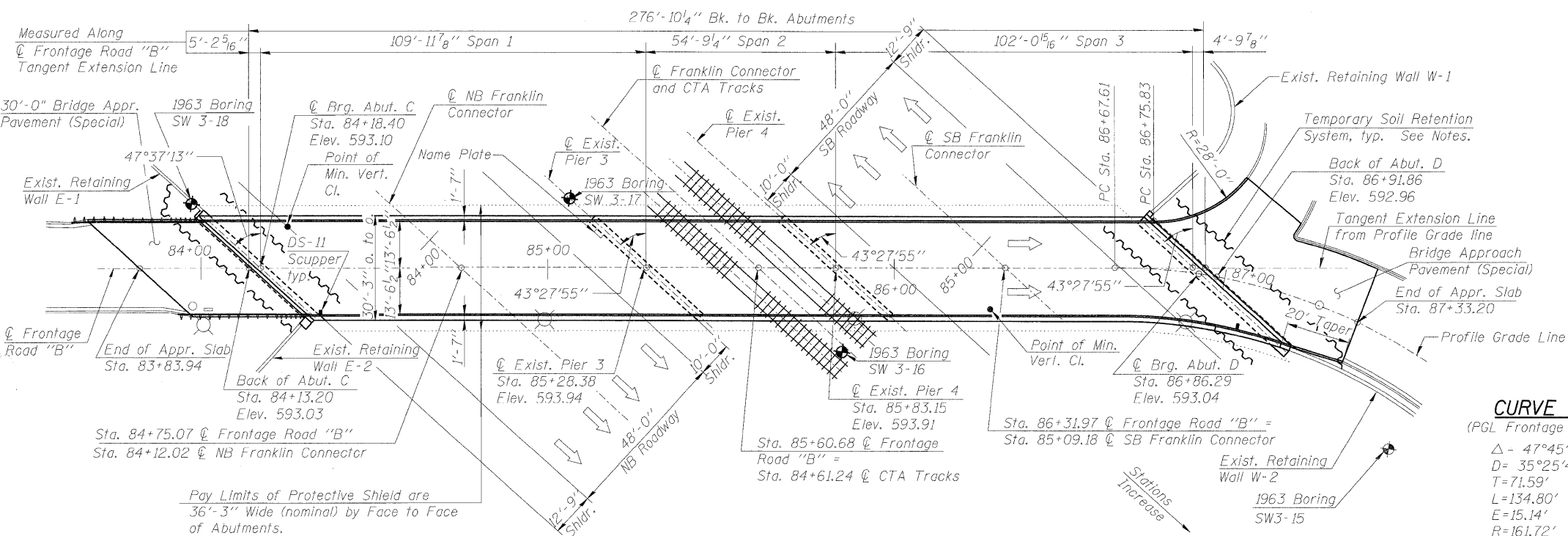
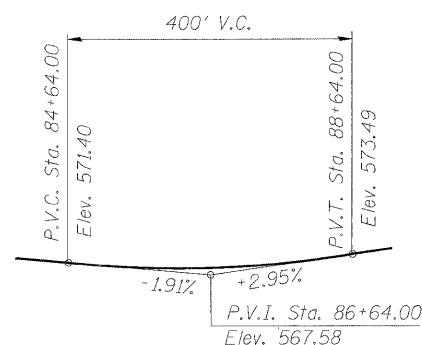
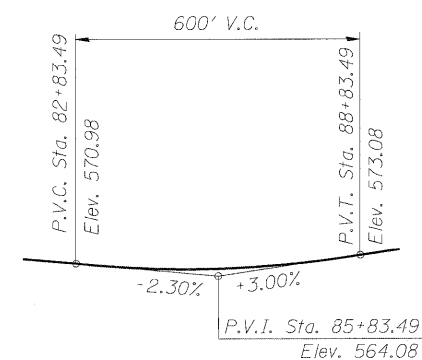
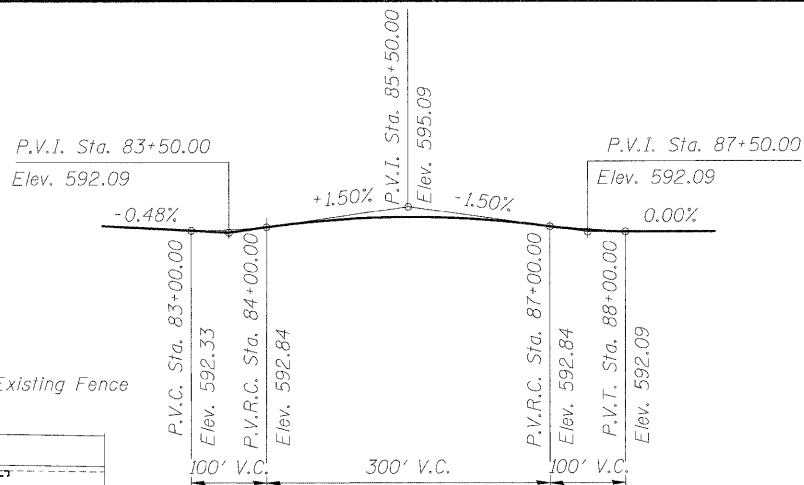
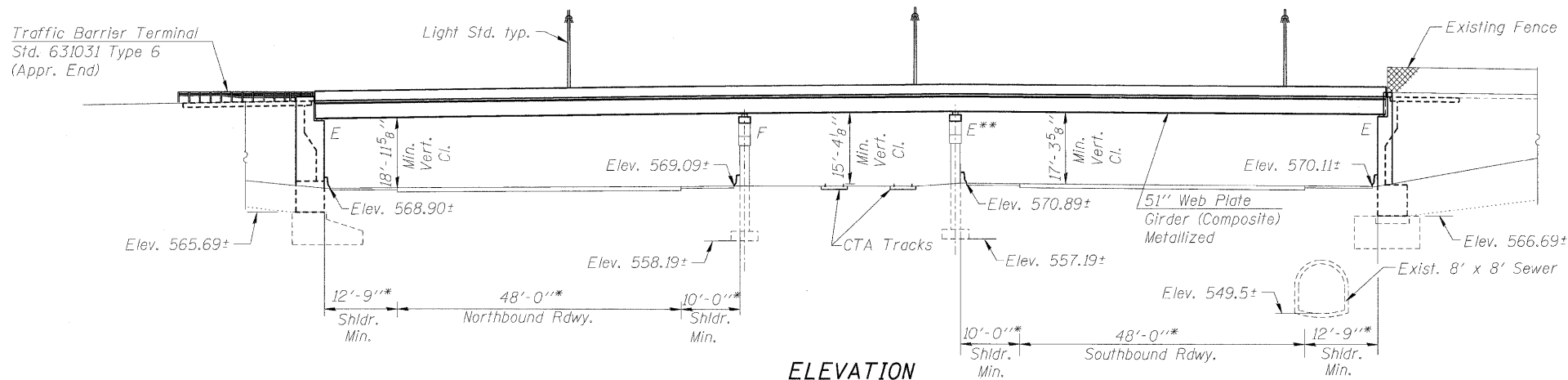
No Salvage.

STATION 85+60.68
RE-BUILT 2010 BY
STATE OF ILLINOIS
F.A.I. ROUTE 55
SECTION 1717-2-3B-R
LOADING HS20
STRUCTURE NO. 016-1093

NAME PLATE

See Std. 515001

Note: Locate on Pier 3 as shown on Sheet No. SB21.



CURVE DATA

(PGL Frontage Road "B")
 $\Delta = 47^{\circ}45'29''$
 $D = 35^{\circ}25'44''$
 $T = 71.59'$
 $L = 134.80'$
 $E = 15.14'$
 $R = 161.72'$
 $SE = 2\%$
 $P.C. = Sta. 86+67.61$
 $P.T. = Sta. 88+02.41$
 $P.I. = Sta. 87+35.01$

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson (TRD)
ENGINEER OF BRIDGES AND STRUCTURES

DESIGN SPECIFICATIONS

2002 AASHTO, 17th Edition.

LOADING HS20-44

Allow 50 #/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coeff. (A) = 0.04g
Site Coefficient (S) = 1.0

DESIGN STRESSES

FIELD UNITS

New Construction:
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50) - Primary
 $f_y = 36,000$ psi (M270 Grade 36)

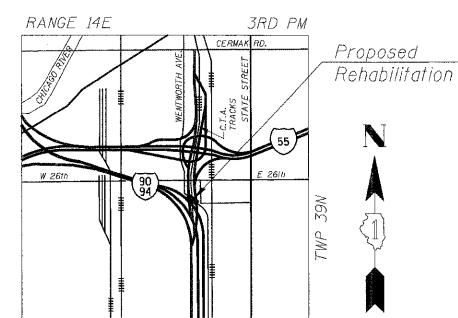
Existing Construction:
 $f'_c = 3,500$ psi
 $f_y = 40,000$ psi (Reinforcement)



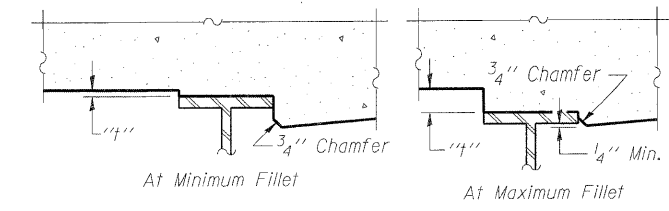
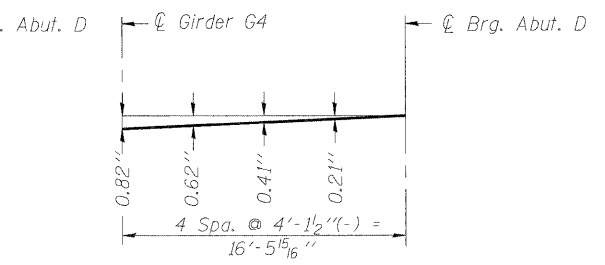
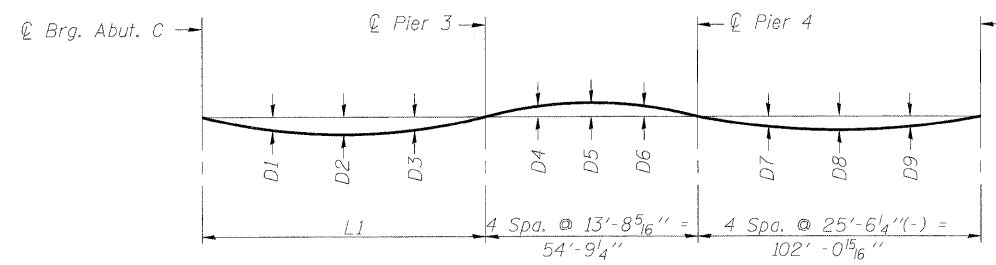
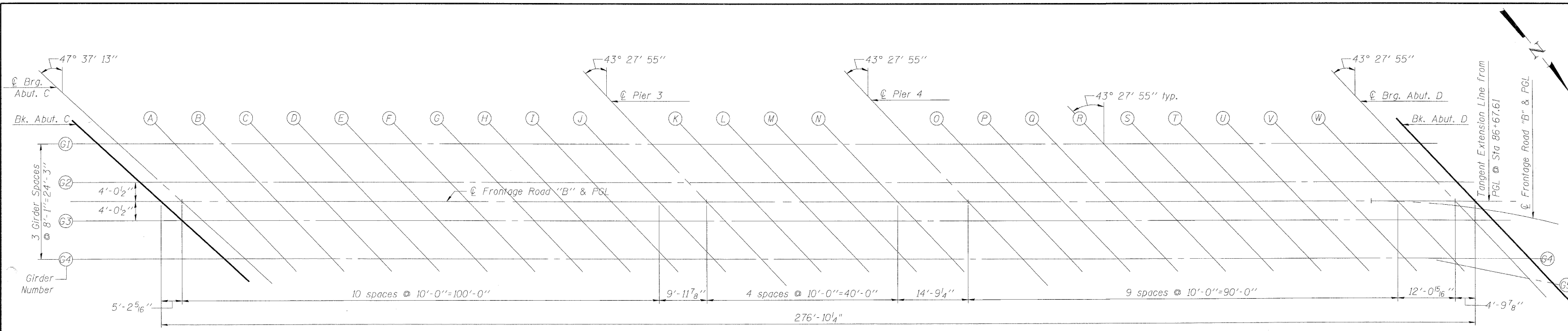
SIGNED: Michael B. Quirin
 DATE: 1-13-09
 EXPIRES: 11-30-10

NOTES:

- For existing utility information, see roadway drawings.
- For Bridge Approach Pavement details, see roadway drawings.
- For additional geometry related to the offset of Frontage Road "B" near Abutment D, see Sheet No. SB2.
- Temporary Soil Retention System is included in the cost for Braced Excavation.



FILE NAME = 0161093-SB01.dgn	DESIGNED - LSD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION		F.A.P. RTE. 392	SECTION 1717-2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 79	
	DRAWN - JJN	REVISED -		SCALE: NTS		SHEET NO. SB1 OF SB24 SHEETS	STA. 85+60.68		CONTRACT NO. 62197		
PLOT DATE = 1/12/2009	CHECKED - TNS	REVISED -		STA. 85+60.68		FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					
	DATE = 1/13/09	REVISED -									



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown in the table on Sheet No. SB4. These elevations, subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheet No. SB4, minus slab thickness, equals the fillet heights "t" above top flange of girders.

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections shown on Sheet No. SB4.

DEFLECTION TABLE

Girder No.	L1	D1	D2	D3	D4	D5	D6	D7	D8	D9
G1	4 Spa. @ 27'-11 ⁵ / ₁₆ "(+) = 111'-9 ³ / ₈ "	2.04"	2.66"	1.64"	0.41"	0.50"	0.38"	1.19"	1.93"	1.47"
G2	4 Spa. @ 27'-7 ³ / ₄ "(+) = 110'-7 ¹ / ₁₆ "	1.95"	2.56"	1.56"	0.40"	0.49"	0.37"	1.19"	1.92"	1.47"
G3	4 Spa. @ 27'-1 ³ / ₁₆ "(-) = 109'-4 ¹ / ₁₆ "	1.88"	2.46"	1.50"	0.39"	0.48"	0.37"	1.20"	1.92"	1.47"
G4	4 Spa. @ 27'-0 ⁹ / ₁₆ "(+) = 108'-2 ⁹ / ₁₆ "	1.84"	2.41"	1.49"	0.39"	0.49"	0.37"	1.26"	2.04"	1.57"

NOTES:

- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

GIRDER G1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abutment C	83+99.91	-12.125	593.08	593.08
⊙ Brg. Abutment C	84+05.10	-12.125	593.16	593.16
A	84+16.90	-12.125	593.32	593.40
B	84+26.90	-12.125	593.45	593.59
C	84+36.90	-12.125	593.57	593.76
D	84+46.90	-12.125	593.68	593.89
E	84+56.90	-12.125	593.77	593.99
F	84+66.90	-12.125	593.86	594.07
G	84+76.90	-12.125	593.94	594.13
H	84+86.90	-12.125	594.01	594.16
I	84+96.90	-12.125	594.07	594.17
J	85+06.90	-12.125	594.11	594.16
⊙ Brg. Pier 3	85+16.89	-12.125	594.15	594.15
K	85+26.89	-12.125	594.18	594.15
L	85+36.89	-12.125	594.20	594.16
M	85+46.89	-12.125	594.21	594.17
N	85+56.89	-12.125	594.21	594.18
⊙ Brg. Pier 4	85+71.66	-12.125	594.18	594.18
O	85+81.66	-12.125	594.16	594.20
P	85+91.66	-12.125	594.12	594.20
Q	86+01.66	-12.125	594.07	594.19
R	86+11.66	-12.125	594.02	594.16
S	86+21.66	-12.125	593.95	594.11
T	86+31.66	-12.125	593.87	594.03
U	86+41.66	-12.125	593.79	593.93
V	86+51.66	-12.125	593.69	593.80
W	86+61.66	-12.125	593.58	593.64
⊙ Brg. Abutment D	86+73.31	-12.233	593.45	593.45
Bk. Abutment D	86+77.78	-12.469	593.40	593.40

GIRDER G2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abutment C	84+08.77	-4.042	593.05	593.05
⊙ Brg. Abutment C	84+13.96	-4.042	593.12	593.12
A	84+24.56	-4.042	593.26	593.33
B	84+34.56	-4.042	593.38	593.51
C	84+44.56	-4.042	593.49	593.67
D	84+54.56	-4.042	593.59	593.79
E	84+64.56	-4.042	593.68	593.90
F	84+74.56	-4.042	593.76	593.97
G	84+84.56	-4.042	593.83	594.01
H	84+94.56	-4.042	593.89	594.03
I	85+04.56	-4.042	593.94	594.03
J	85+14.56	-4.042	593.98	594.02
⊙ Brg. Pier 3	85+24.55	-4.042	594.01	594.01
K	85+34.55	-4.042	594.03	594.00
L	85+44.55	-4.042	594.04	594.00
M	85+54.55	-4.042	594.04	594.00
N	85+64.55	-4.042	594.04	594.01
⊙ Brg. Pier 4	85+79.32	-4.042	594.00	594.00
O	85+89.32	-4.042	593.97	594.01
P	85+99.32	-4.042	593.92	594.00
Q	86+09.32	-4.042	593.87	593.99
R	86+19.32	-4.042	593.81	593.95
S	86+29.32	-4.042	593.73	593.89
T	86+39.32	-4.042	593.65	593.81
U	86+49.32	-4.042	593.55	593.69
V	86+59.32	-4.042	593.45	593.56
W	86+69.28	-4.050	593.33	593.39
⊙ Brg. Abutment D	86+81.03	-4.614	593.20	593.20
Bk. Abutment D	86+85.69	-5.083	593.15	593.15

PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abutment C	84+13.20	0.00	593.03	593.03
⊙ Brg. Abutment C	84+18.39	0.00	593.10	593.10
A	84+28.39	0.00	593.23	593.29
B	84+38.39	0.00	593.34	593.47
C	84+48.39	0.00	593.45	593.63
D	84+58.39	0.00	593.55	593.74
E	84+68.39	0.00	593.63	593.85
F	84+78.39	0.00	593.71	593.91
G	84+88.39	0.00	593.78	593.96
H	84+98.39	0.00	593.83	593.97
I	85+08.39	0.00	593.88	593.97
J	85+18.39	0.00	593.92	593.96
⊙ Brg. Pier 3	85+28.38	0.00	593.94	593.94
K	85+38.38	0.00	593.96	593.93
L	85+48.38	0.00	593.96	593.92
M	85+58.38	0.00	593.96	593.92
N	85+68.38	0.00	593.95	593.92
⊙ Brg. Pier 4	85+83.15	0.00	593.91	593.91
O	85+93.15	0.00	593.87	593.91
P	86+03.15	0.00	593.82	593.90
Q	86+13.15	0.00	593.77	593.89
R	86+23.15	0.00	593.70	593.84
S	86+33.15	0.00	593.62	593.78
T	86+43.15	0.00	593.53	593.69
U	86+53.15	0.00	593.43	593.57
V	86+63.15	0.00	593.32	593.44
W	86+73.15	-0.095	593.21	593.27
⊙ Brg. Abutment D	86+85.16	-0.957	593.07	593.07
Bk. Abutment D	86+89.91	-1.549	593.02	593.02

GIRDER G3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abutment C	84+17.63	4.042	593.01	593.01
⊙ Brg. Abutment C	84+22.82	4.042	593.08	593.08
A	84+32.22	4.042	593.19	593.25
B	84+42.22	4.042	593.30	593.42
C	84+52.22	4.042	593.41	593.58
D	84+62.22	4.042	593.50	593.69
E	84+72.22	4.042	593.58	593.79
F	84+82.22	4.042	593.65	593.85
G	84+92.22	4.042	593.72	593.90
H	85+02.22	4.042	593.77	593.91
I	85+12.22	4.042	593.81	593.90
J	85+22.22	4.042	593.85	593.89
⊙ Brg. Pier 3	85+32.21	4.042	593.87	593.87
K	85+42.21	4.042	593.88	593.85
L	85+52.21	4.042	593.88	593.84
M	85+62.21	4.042	593.88	593.84
N	85+72.21	4.042	593.86	593.83
⊙ Brg. Pier 4	85+86.98	4.042	593.82	593.82
O	85+96.98	4.042	593.77	593.81
P	86+06.98	4.042	593.72	593.80
Q	86+16.98	4.042	593.66	593.78
R	86+26.98	4.042	593.59	593.73
S	86+36.98	4.042	593.51	593.67
T	86+46.98	4.042	593.41	593.57
U	86+56.98	4.042	593.31	593.45
V	86+66.98	4.042	593.20	593.31
W	86+77.21	3.764	593.08	593.14
⊙ Brg. Abutment D	86+89.48	2.590	592.94	592.94
Bk. Abutment D	86+94.31	1.868	592.89	592.89

GIRDER G4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abutment C	84+26.49	12.125	592.96	592.96
⊙ Brg. Abutment C	84+31.68	12.125	593.02	593.02
A	84+39.88	12.125	593.12	593.17
B	84+49.88	12.125	593.22	593.33
C	84+59.88	12.125	593.32	593.48
D	84+69.88	12.125	593.40	593.58
E	84+79.88	12.125	593.48	593.68
F	84+89.88	12.125	593.54	593.73
G	84+99.88	12.125	593.59	593.76
H	85+09.88	12.125	593.64	593.77
I	85+19.88	12.125	593.68	593.77
J	85+29.88	12.125	593.70	593.74
⊙ Brg. Pier 3	85+39.87	12.125	593.72	593.72
K	85+49.87	12.125	593.72	593.69
L	85+59.87	12.125	593.72	593.68
M	85+69.87	12.125	593.70	593.66
N	85+79.87	12.125	593.68	593.65
⊙ Brg. Pier 4	85+94.64	12.125	593.62	593.62
O	86+04.64	12.125	593.57	593.61
P	86+14.64	12.125	593.51	593.59
Q	86+24.64	12.125	593.44	593.56
R	86+34.64	12.125	593.36	593.50
S	86+44.64	12.125	593.27	593.43
T	86+54.64	12.125	593.18	593.34
U	86+64.64	12.125	593.07	593.21
V	86+75.21	11.960	592.94	593.05
W	86+85.94	11.159	592.82	592.88
⊙ Brg. Abutment D	86+98.69	9.319	592.67	592.67
Bk. Abutment D	87+03.68	8.325	592.62	592.62

GIRDER G5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W	86+85.91	11.13	592.82	592.82
⊙ Brg. Abutment D	87+03.77	12.59	592.53	592.53
Bk. Abutment D	87+10.96	12.65	592.43	592.43

FILE NAME = 0161093-SB04.dgn



PLOT DATE = 1/12/2009

DESIGNED - LSD
 DRAWN - JJN
 CHECKED - TNS
 DATE - 1/13/09

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II

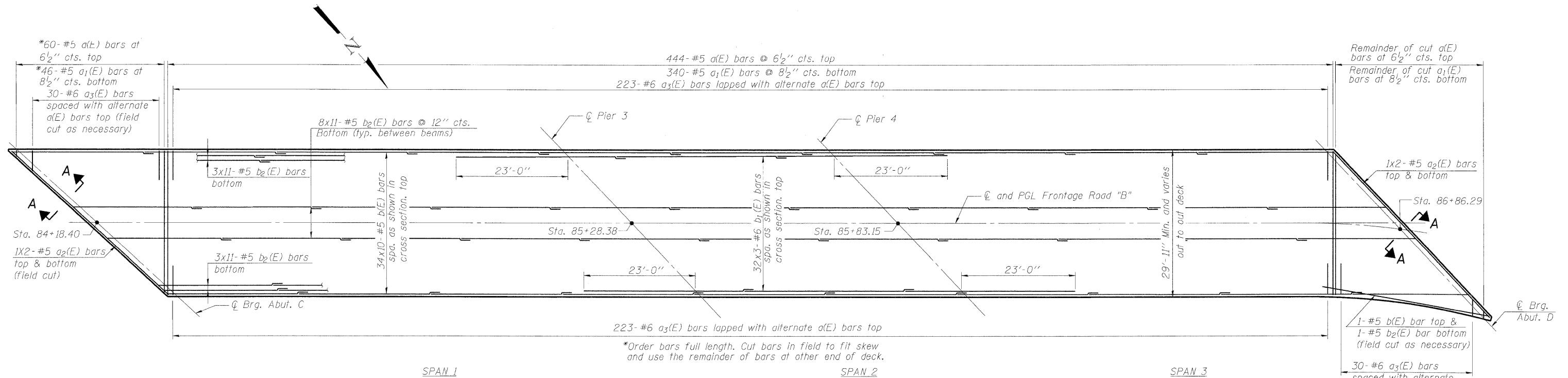
F.A.P. 392 FRANKLIN CONNECTOR (AT I-55 FRONTAGE ROAD B)
 STRUCTURE NO. 016-1093

SCALE: NTS

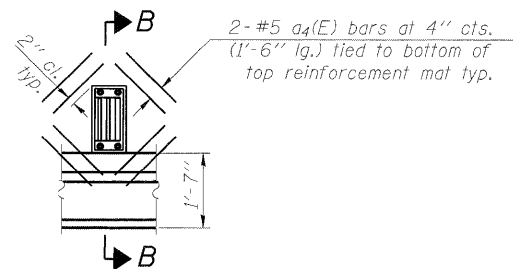
SHEET NO. SB4 OF SB24 SHEETS

STA. 85+60.68

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717-2-3B-R	COOK	114	82
CONTRACT NO. 62197				
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT				



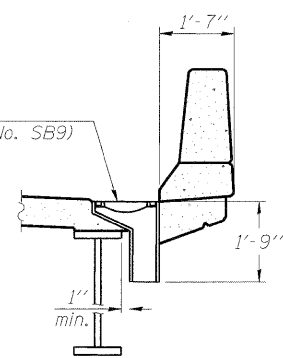
DECK PLAN



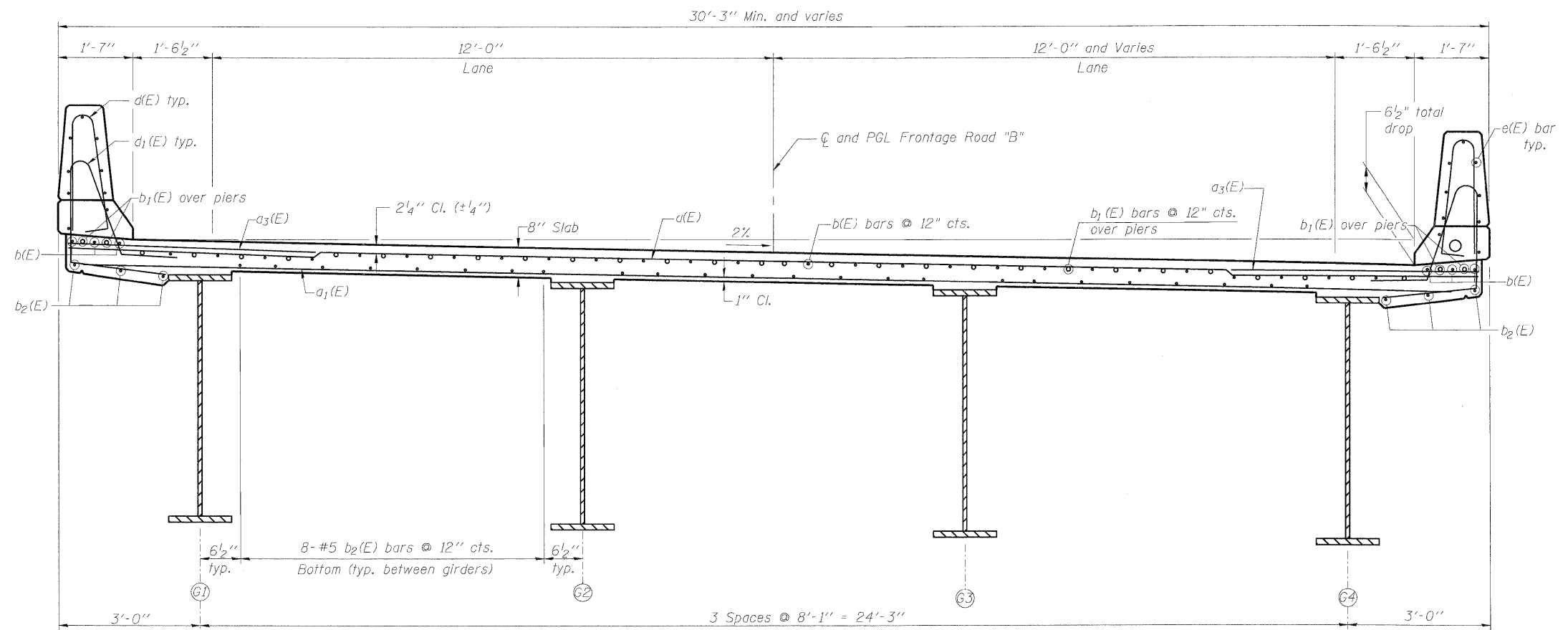
PLAN

Cut longitudinal reinforcement to clear drainage scuppers.

Drainage Scupper DS-11
(For details, see Sheet No. SB9)



SECTION B-B



**CROSS SECTION
(LOOKING WEST)**

MINIMUM LAP LENGTHS

#5 bar- 2'-2"
#6 bar- 2'-7"

NOTES:

1. For Section A-A, see Sheet No. SB6.
2. For parapet reinforcement details, see Sheet No. SB6.
3. Bars indicated thus (31x8-#5) indicates 31 lines of bars with 8 lengths per line.
4. Parapet not shown on plan view for clarity.
5. For location of drainage scuppers, see Sheet No. SB7.

FILE NAME = 0161093-SB05.dgn



PLOT DATE = 1/12/2009

DESIGNED - LSD	REVISD -
DRAWN - JUN	REVISD -
CHECKED - TNS	REVISD -
DATE - 1/13/09	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

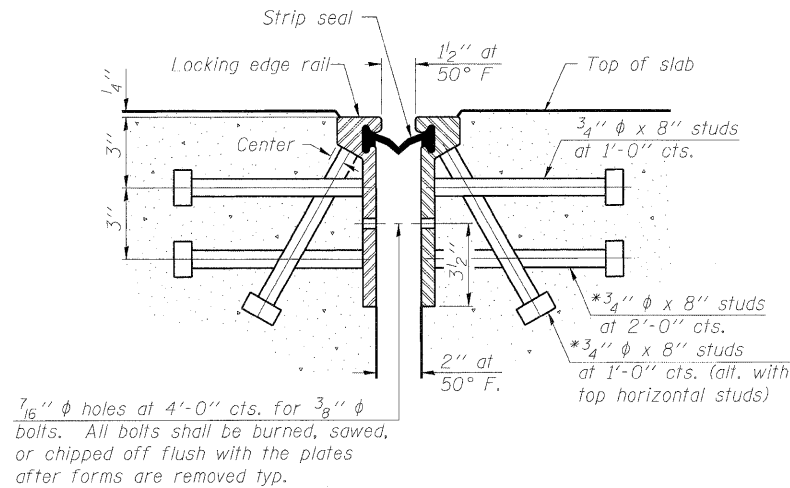
DECK PLAN & CROSS SECTION

F.A.P. 392 FRANKLIN CONNECTOR (AT I-55 FRONTAGE ROAD B)
STRUCTURE NO. 016-1093

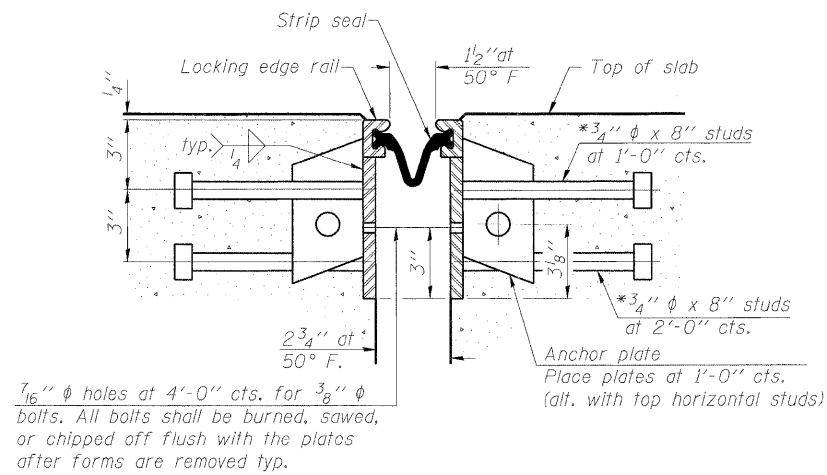
SCALE: NTS SHEET NO. SB5 OF SB24 SHEETS STA. 85+60.68

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717-2-3B-R	COOK	114	83
CONTRACT NO. 62197				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SECTION THRU ROLLED RAIL JOINT



SECTION THRU WELDED RAIL JOINT

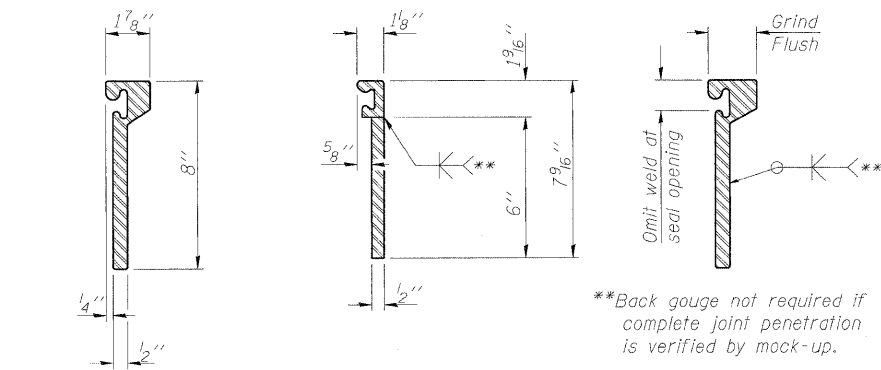
Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



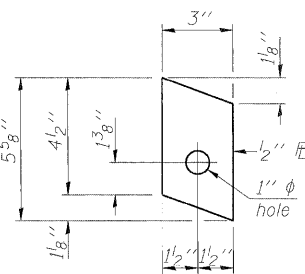
ROLLED (EXTRUDED) RAIL

WELDED RAIL

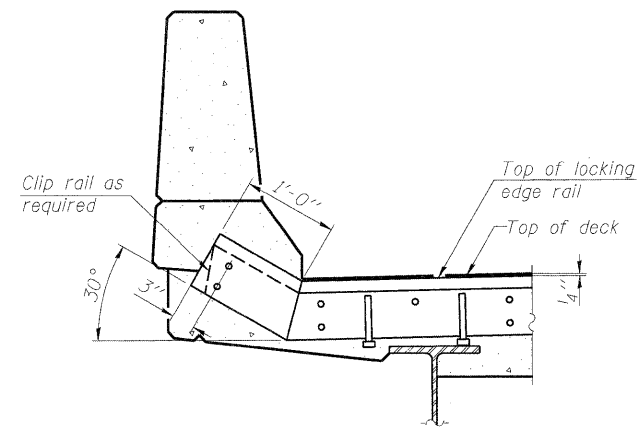
**Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

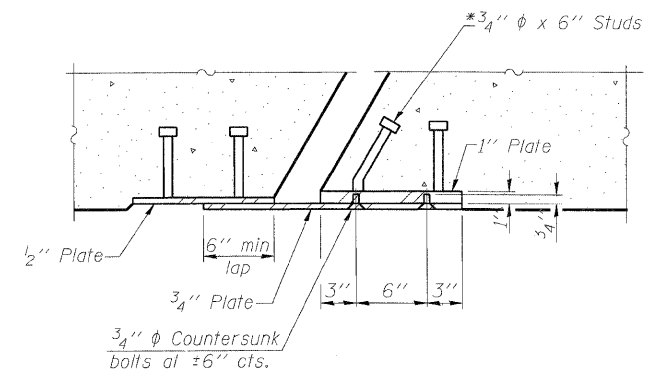


ANCHOR PLATE (for welded rail)

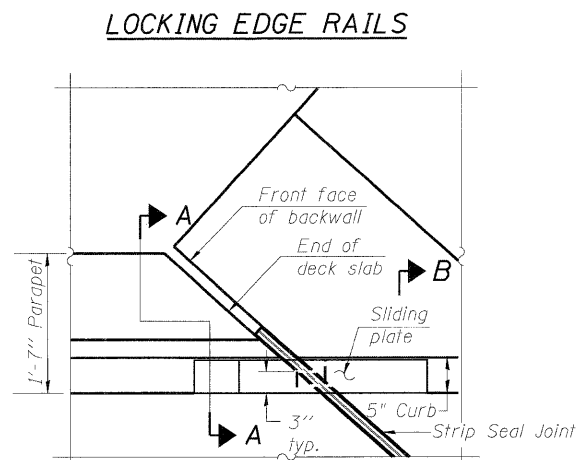


AT PARAPET

TYPICAL END TREATMENT

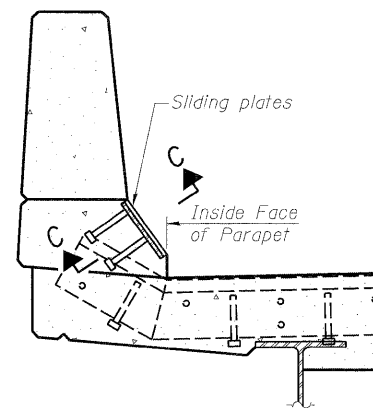


SECTION C-C

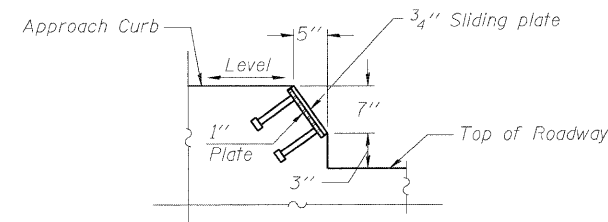


PLAN

NE corner shown, others similar.



SECTION A-A POINT BLOCK DETAILS



SECTION B-B

BILL OF MATERIAL

Item	Unit	Quantity
Preformed Joint Strip Seal	Foot	88

FILE NAME = 0161093-SB08.dgn



PLOT DATE = 1/12/2009

DESIGNED - LSD	REVISED -
DRAWN - JUN	REVISED -
CHECKED - TNS	REVISED -
DATE - 1/13/09	REVISED -

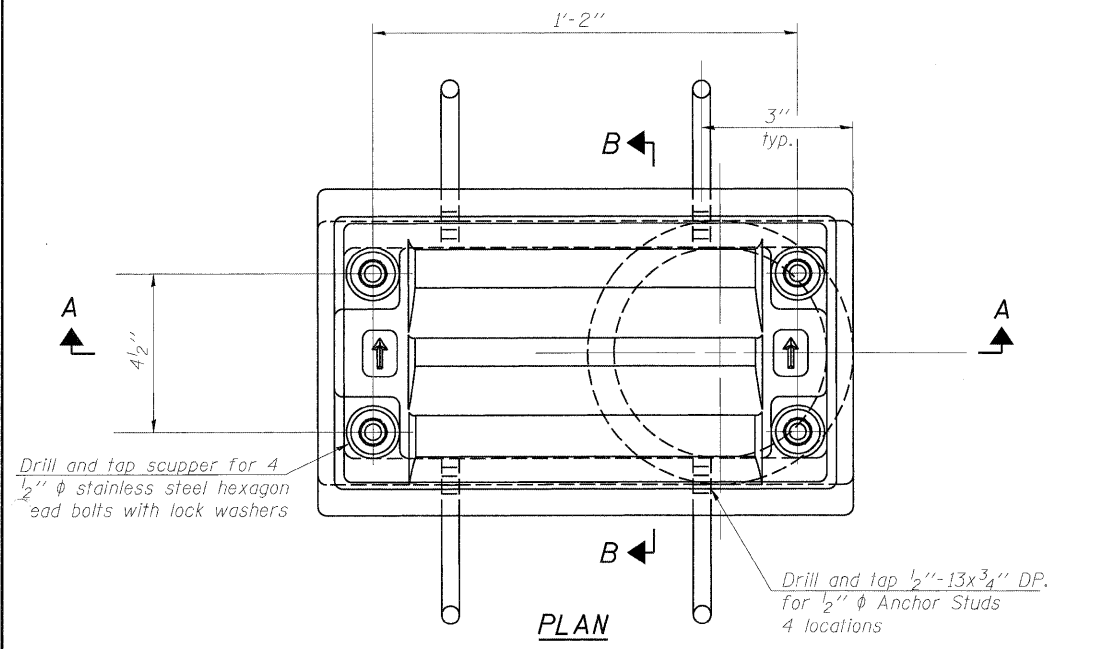
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS

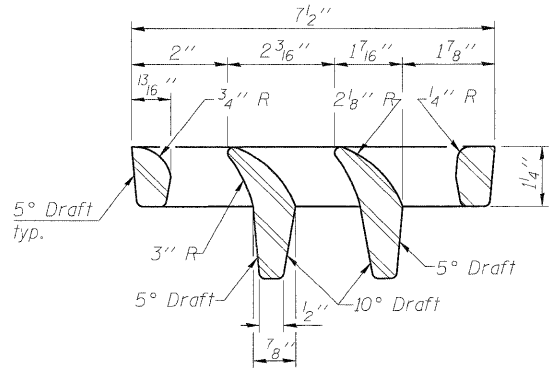
F.A.P. 392 FRANKLIN CONNECTOR (AT I-55 FRONTAGE ROAD B) STRUCTURE NO. 016-1093

SCALE: NTS SHEET NO. SB8 OF SB24 SHEETS STA. 85+60.68

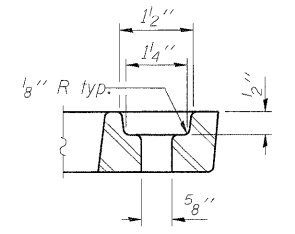
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717-2-3B-R	COOK	114	86
CONTRACT NO. 62197				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



PLAN

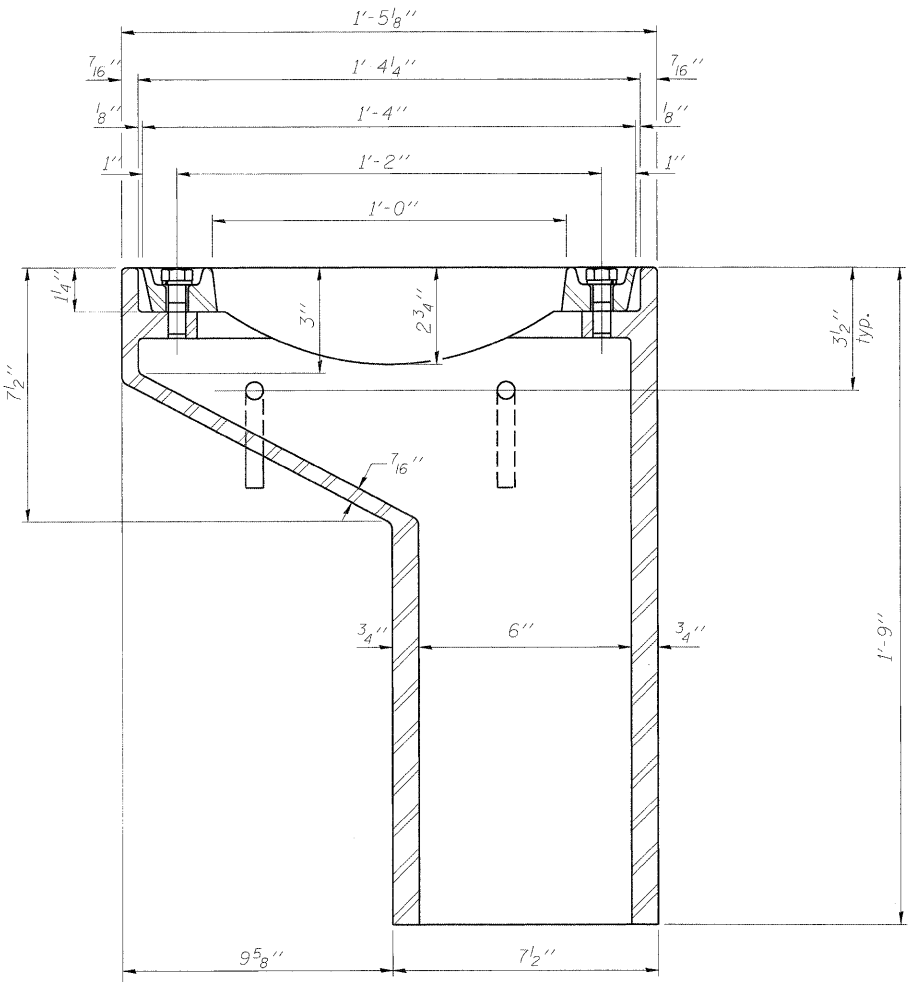


VANE GRATE DETAIL



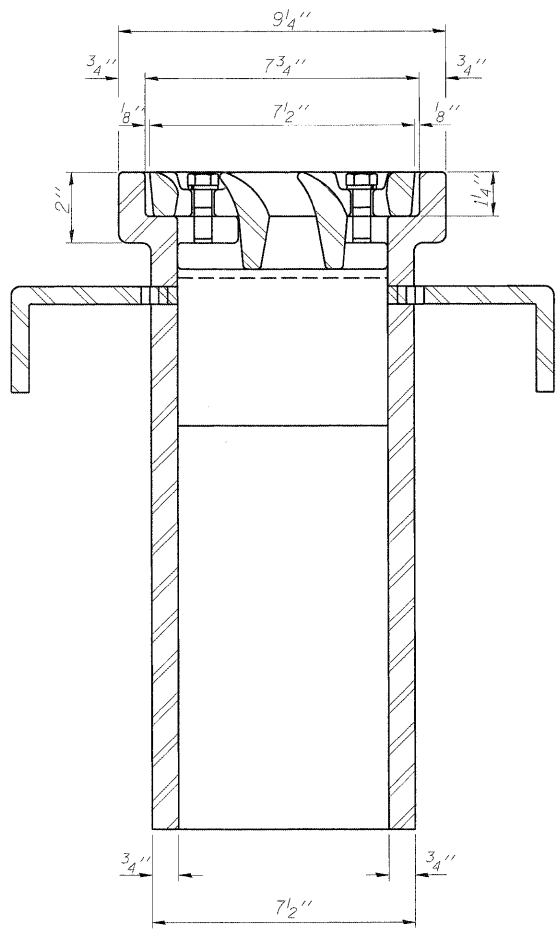
BOLT HOLE DETAIL

- Notes:
1. All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 2. Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 3. As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 4. Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames shall be galvanized according to AASHTO M111.
 5. The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 6. Cost of the Grate, Frame, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-II.
 7. Drains shall be located clear of all diaphragms.

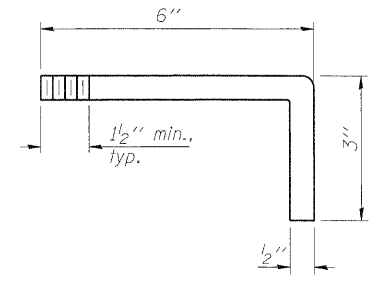


SECTION A-A

See Sheet No. SB7 for scupper location relative to parapet.



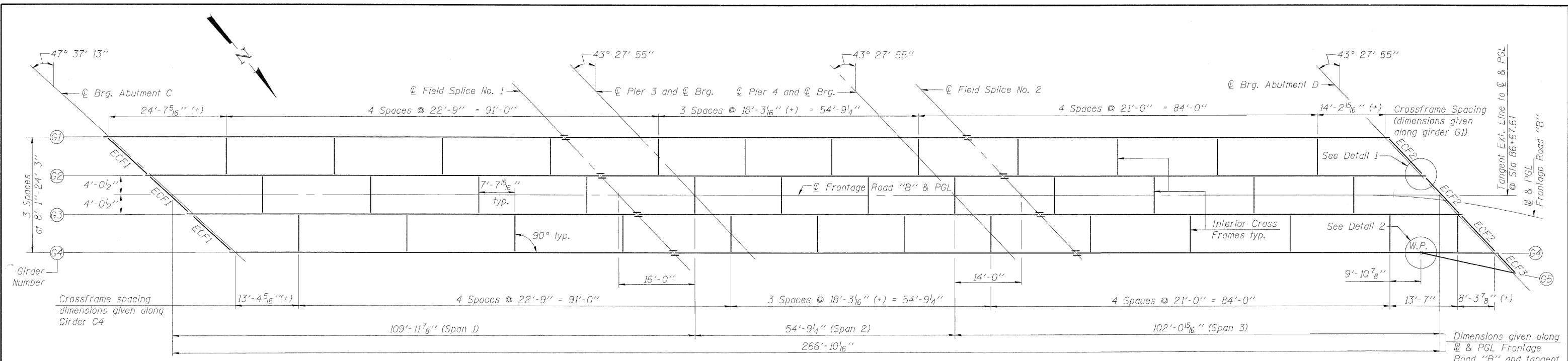
SECTION B-B



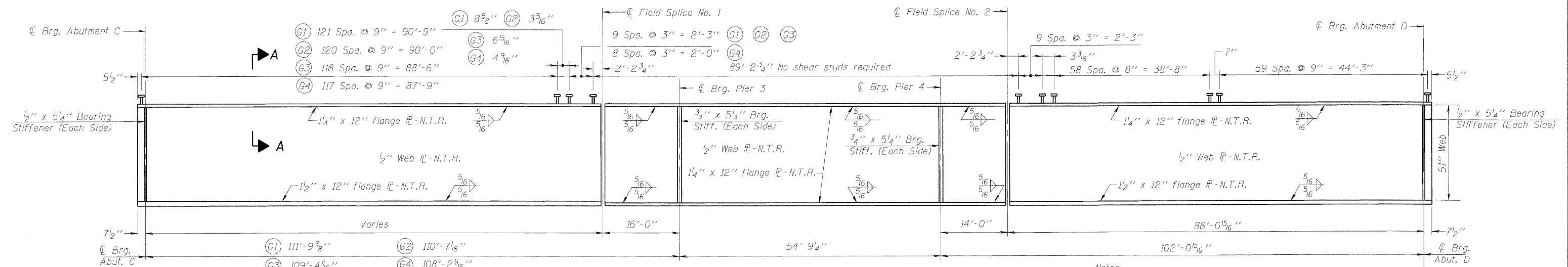
ANCHOR STUD DETAIL

BILL OF MATERIAL

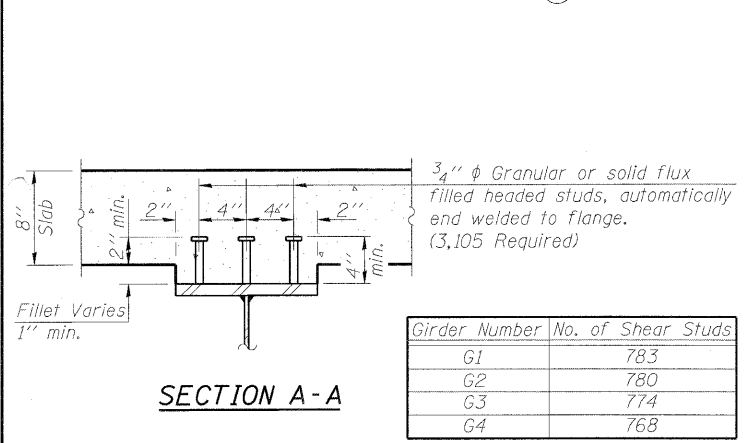
Item	Unit	Quantity
Drainage Scupper, DS-11	Each	2



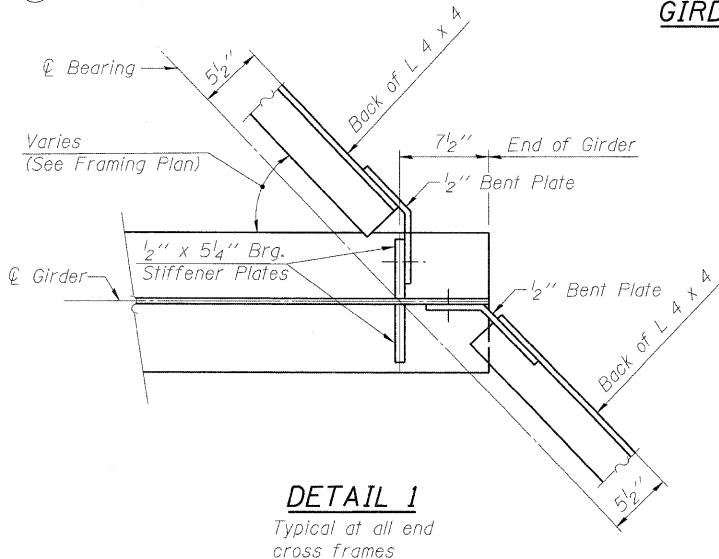
FRAMING PLAN



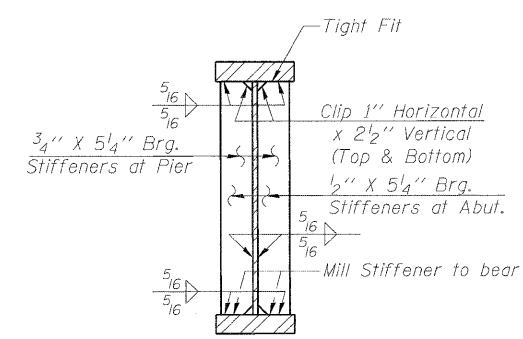
GIRDER ELEVATION



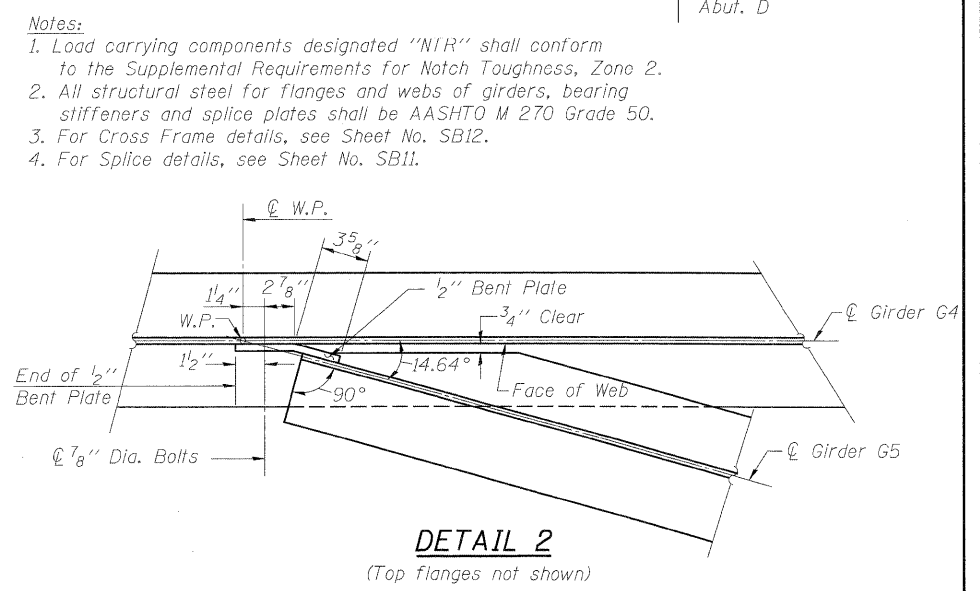
SECTION A-A



DETAIL 1
Typical at all end cross frames



SECTION AT ABUTMENT AND PIER



DETAIL 2
(Top flanges not shown)

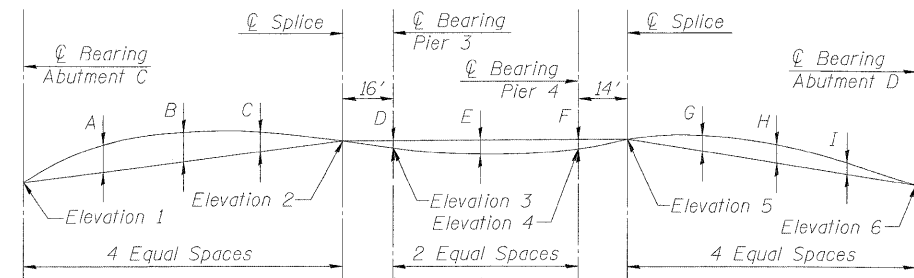
- Notes:**
1. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
 2. All structural steel for flanges and webs of girders, bearing stiffeners and splice plates shall be AASHTO M 270 Grade 50.
 3. For Cross Frame details, see Sheet No. SB12.
 4. For Splice details, see Sheet No. SB11.

INTERIOR GIRDER MOMENT TABLE						
	0.4 Sp. 1	Pier 3	0.5 Sp. 2	Pier 4	0.6 Sp. 3	
I_s	(in ⁴)	28062	26007	26007	26007	28062
$I_c(n)$	(in ⁴)	63940	-	-	-	63940
$I_c(3n)$	(in ⁴)	47113	-	-	-	47113
S_s	(in ³)	1095	972	972	972	1095
$S_c(n)$	(in ³)	1450	-	-	-	1450
$S_c(3n)$	(in ³)	1328	-	-	-	1328
Q	(k/')	1.03	1.72	1.72	1.72	1.03
M_D	(k)	1086	1485	704	1232	1005
s_D	(k/')	.71	-	-	-	.71
M_{sD}	(k)	837	-	-	-	596
M_L	(k)	1050	546	350	496	974
M_{Imp}	(k)	224	132	85	120	208
$^{5/8} [M_L + M_{Imp}]$	(k)	2126	1131	723	1025	1968
M_a	(k)	5264	3401	1856	2935	4640
f_s (non-comp)	(ksi)	11.9	18.3	8.7	15.2	11.0
f_s (comp)	(ksi)	7.6	-	-	-	5.4
f_s ($^{5/8} [M_L + M_{Imp}]$)	(ksi)	17.6	14.0	8.9	12.7	16.3
f_s (Overload)	(ksi)	37.1	32.3	17.6	27.9	32.7
f_s (Total)	(ksi)	48.2	42.0	22.9	36.3	42.5
VR	(k)	59.5	-	-	-	59.4

** Braced non-compact and partially braced section

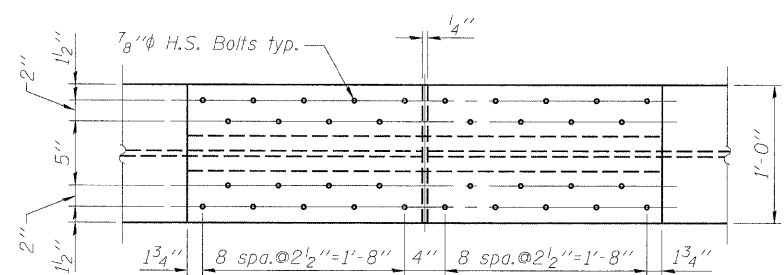
INTERIOR GIRDER REACTION TABLE			
	Abut.	Pier	
R_D	(k)	83.1	162.6
R_L	(k)	47.5	69.3
$Imp.$	(k)	10.1	16.7
R_{Total}	(k)	140.7	248.6

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).
- Q : Un-factored non-composite dead load (kips/ft.).
- M_D : Un-factored moment due to non-composite dead load (kip-ft.).
- s_D : Un-factored long-term composite (superimposed) dead load (kips/ft.).
- M_{sD} : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- M_L : Un-factored live load moment (kip-ft.).
- M_{Imp} : Un-factored moment due to impact (kip-ft.).
- M_a : Factored design moment (kip-ft.).
- $1.3 [M_D + M_{sD} + \frac{5}{8} (M_L + M_{Imp})]$
- f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M_D + M_{sD} + \frac{5}{8} (M_L + M_{Imp})$
- f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M_D + M_{sD} + \frac{5}{8} (M_L + M_{Imp})]$
- VR: Maximum $\frac{1}{4}$ + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

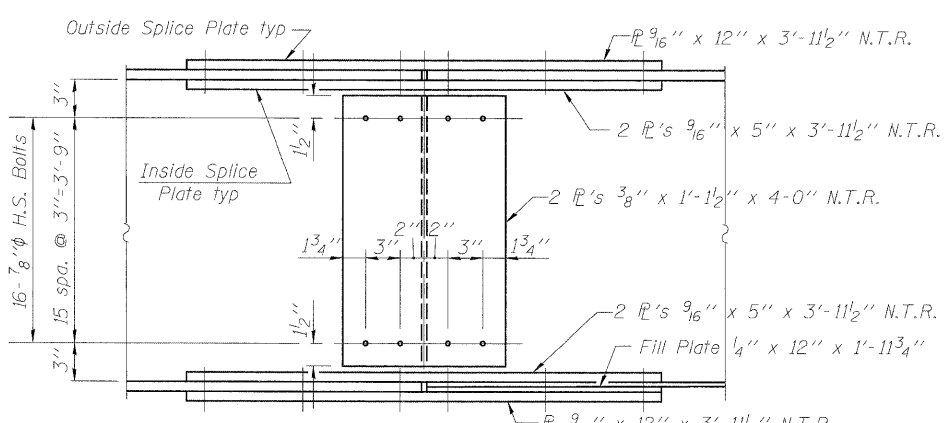


CAMBER DIAGRAM

Camber includes correction for Vertical Curve.



PLAN



ELEVATION

FIELD SPLICE #1 and #2 DETAIL

LOCATION	GIRDER G1	GIRDER G2	GIRDER G3	GIRDER G4
A	2 3/4"	2 1/2"	2 1/4"	2 1/2"
B	3 3/4"	3 1/2"	3 1/4"	3 1/4"
C	2 3/4"	2 1/2"	2 1/4"	2 1/4"
⊙ Bearing Pier 3-D	1 3/4"	1 3/4"	1 3/4"	1 1/2"
E	1 3/4"	1 3/4"	1 3/4"	1 1/2"
⊙ Bearing Pier 4-F	1 1/4"	1 1/2"	1 1/4"	1 1/2"
G	2"	2"	2"	2"
H	2 3/4"	2 1/2"	2 3/4"	2 3/4"
I	2"	2"	1 3/4"	1 3/4"

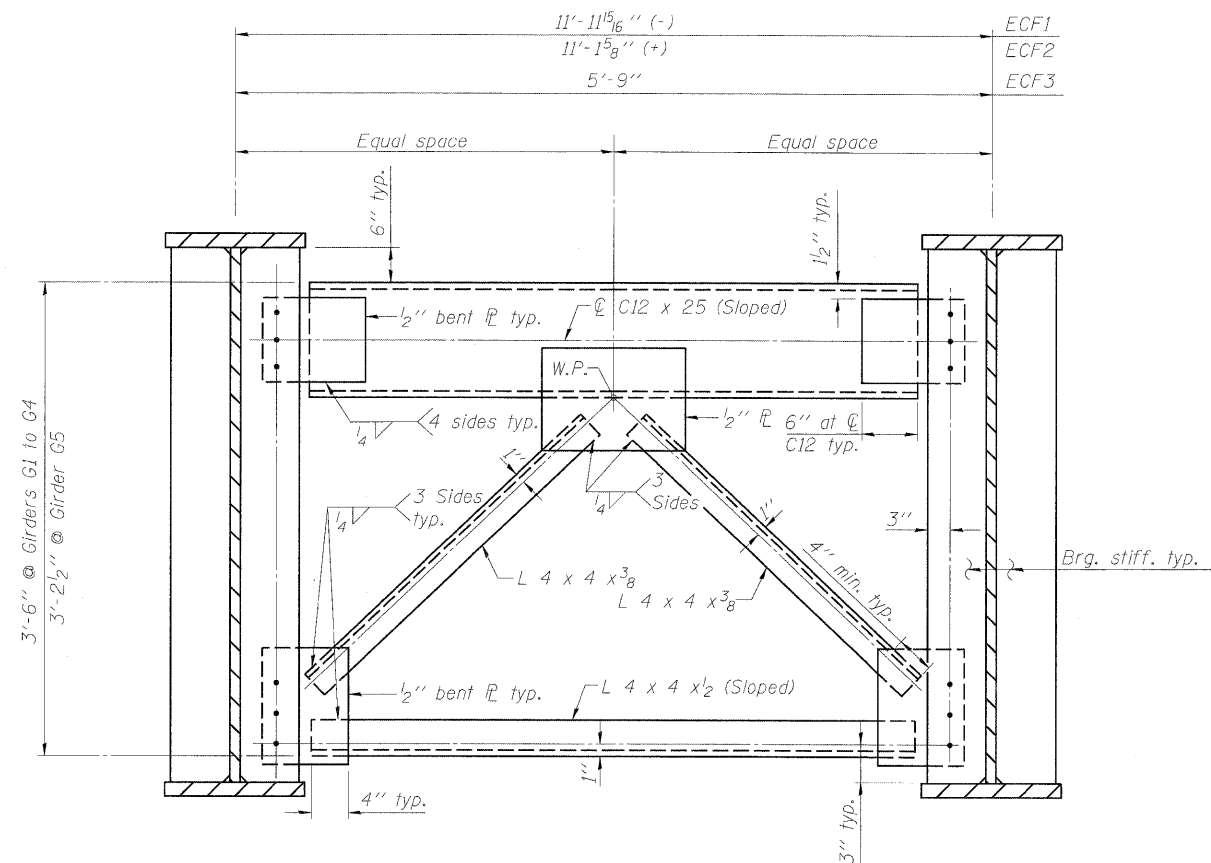
CAMBER VALUES TABLE

LOCATION	GIRDER G1	GIRDER G2	GIRDER G3	GIRDER G4
Elevation 1	592.31	592.27	592.23	592.18
Elevation 2	593.31	593.18	593.05	592.91
Elevation 3	593.31	593.16	593.02	592.85
Elevation 4	593.34	593.15	592.97	592.78
Elevation 5	593.34	593.15	592.95	592.76
Elevation 6	592.61	592.35	592.09	591.82

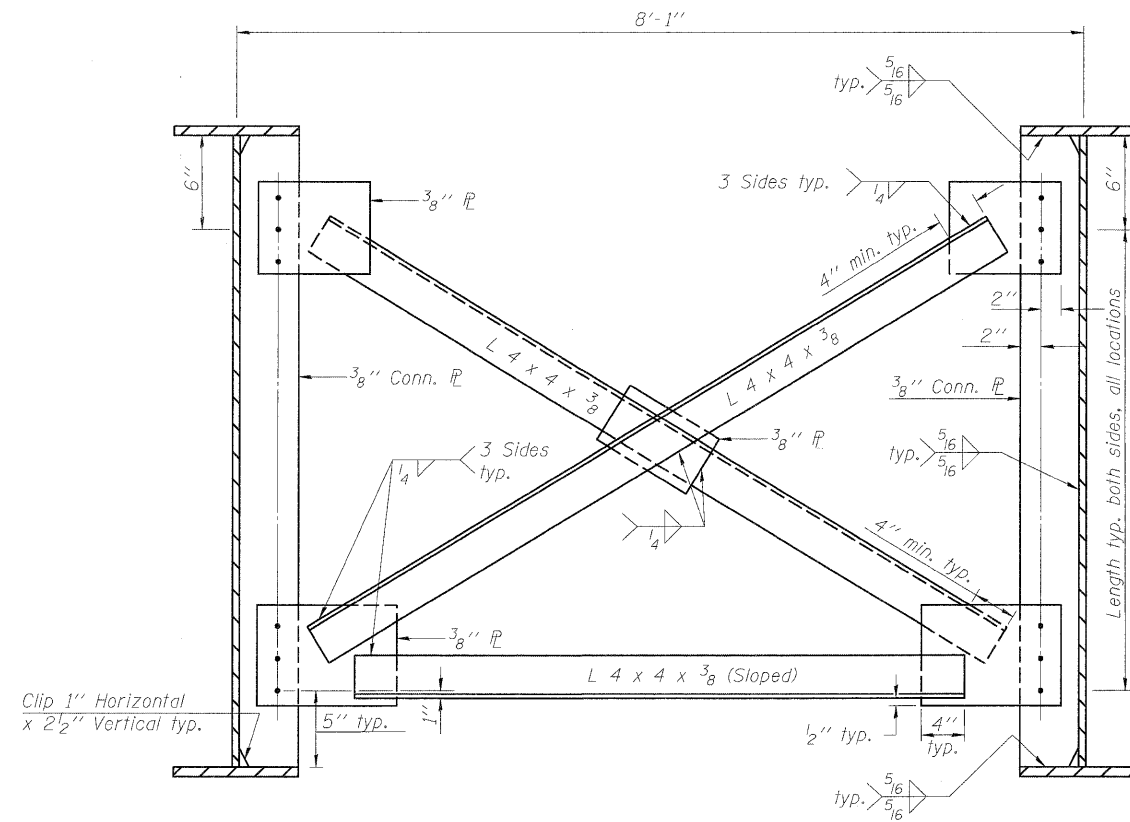
TOP OF GIRDER WEB ELEVATIONS

(FOR FABRICATION ONLY)

Elevations shown are theoretical elevations before concrete dead load deflection.



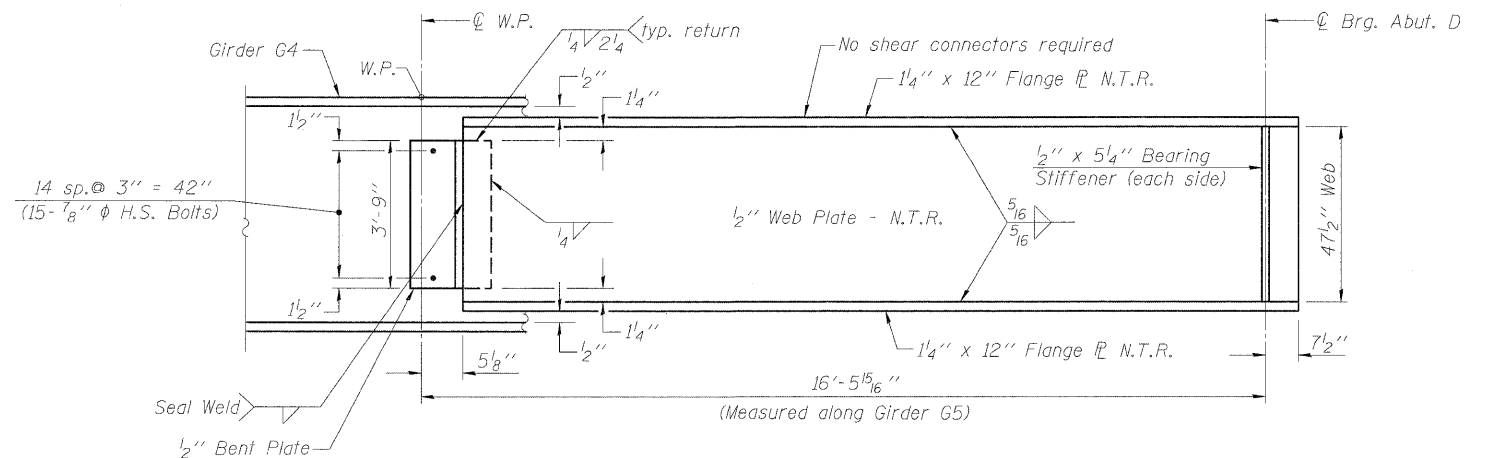
END CROSS FRAME ECF1, ECF2 and ECF3



INTERIOR CROSS FRAME

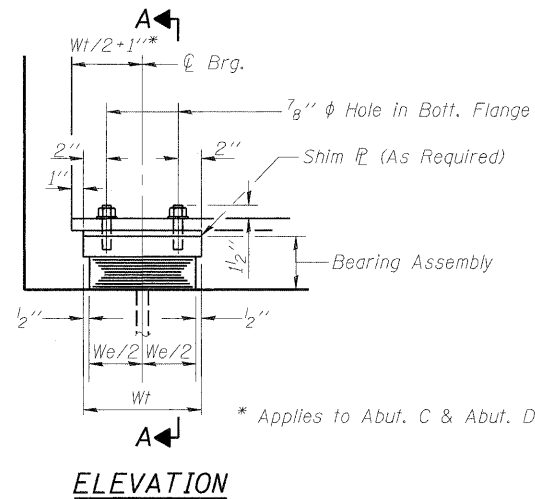
NOTES:

1. Bolts $\frac{3}{4}$ " ϕ , holes $\frac{15}{16}$ " ϕ . Provide 2 hardened washers for each bolt.
2. Place end cross frame with channel flanges and outstanding angle legs pointing away from abutment backwall.
3. All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
4. All structural steel for cross frames shall be AASHTO M270 Grade 36.



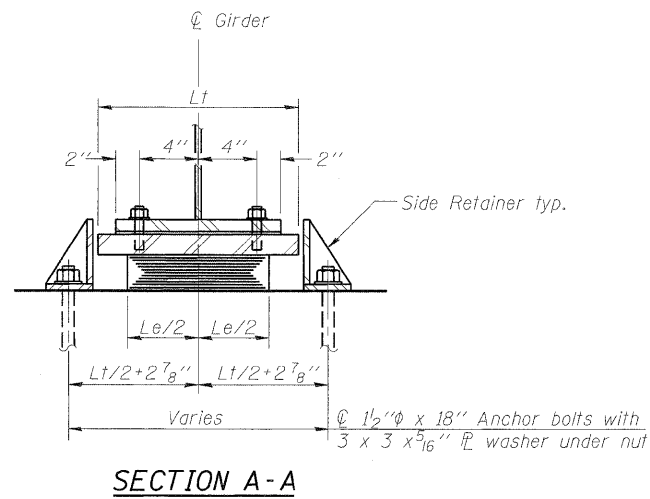
GIRDER G5 ELEVATION

FILE NAME = 0161093-SB12.dgn 	DESIGNED - LSD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS II F.A.P. 392 FRANKLIN CONNECTOR (AT I-55 FRONTAGE ROAD B) STRUCTURE NO. 016-1093		F.A.P. RTE. 392	SECTION 1717-2-3B-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 90
	DRAWN - JJJ CHECKED - TNS PLOT DATE = 1/12/2009	DATE - 1/13/09		REVISED - REVISED - REVISED - REVISED -	SCALE: NTS SHEET NO. SB12 OF SB24 SHEETS STA. 85+60.68	CONTRACT NO. 62197 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

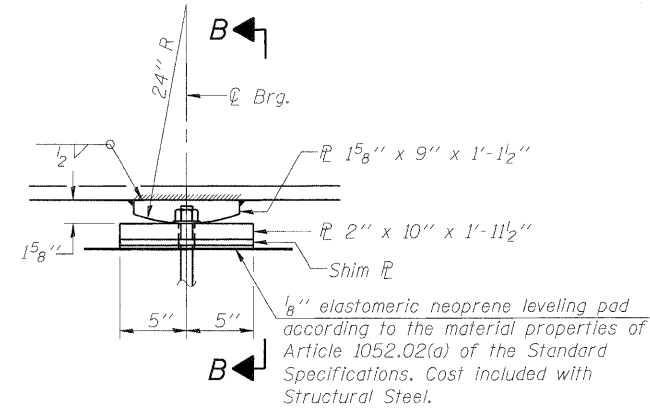


ELEVATION

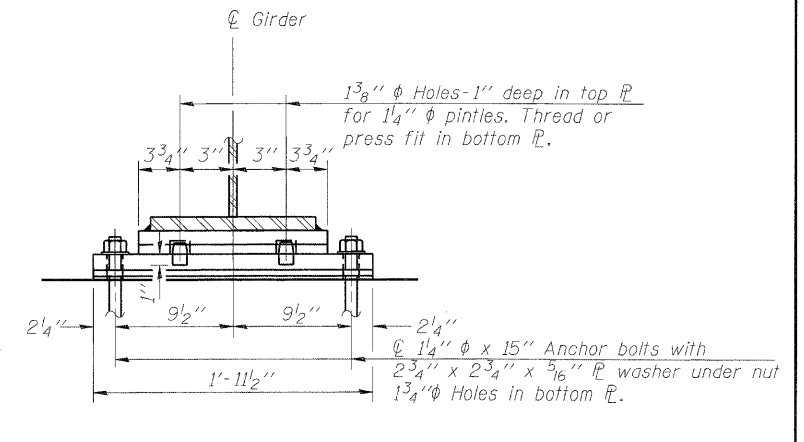
* Applies to Abut. C & Abut. D



SECTION A-A



ELEVATION



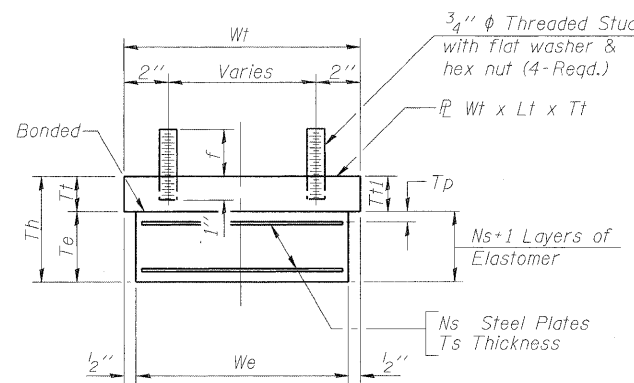
SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.

(At Abutments C and D, and Pier 4)

FIXED BEARING

(At Pier 3)



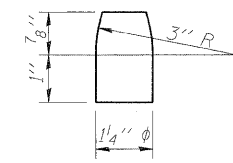
BEARING ASSEMBLY

Notes:

1. Shim plates shall not be placed under Bearing Assembly.
2. Two 1/8" adjusting shim plates shall be provided for each bearing in addition to all other plates shown on the bearing details.

EXPANSION BEARING TABLE												
Location	We	Le	Wt	Lt	Tt	Tt1	Te	Th	Tp	Ns	Ts	f
Abut. C	12"	18"	13"	20"	1 7/8"	—	3 9/16"	5 7/16"	9/16"	4	3 1/16"	3 1/4"
Abut. D (Girders G1-G4)	12"	18"	13"	20"	1 7/8"	—	5 1/16"	6 15/16"	9/16"	6	3 1/16"	3 1/4"
Abut. D (Girder G5)	6"	10"	7"	12"	1 1/2"	1 9/16"	3 7/16"	4 15/16" (+)*	5/16"	8	14 go	3"
Pier 4	14"	22"	15"	24"	2 1/2"	—	2 7/16"	4 15/16"	1/16"	2	3 1/16"	3"

* Average thickness

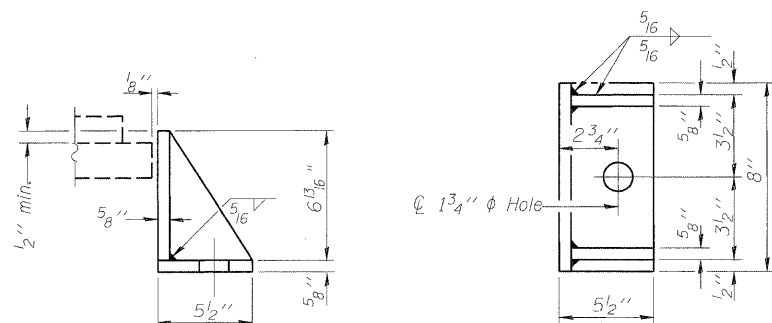


PINTLE

AASHTO M270
Grade 36

Notes:

1. All structural steel for bearings shall be AASHTO M270 Grade 50 except as noted.
2. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate method) of the grade and diameter specified. ASTM 307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36 ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
3. Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
4. Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
5. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
6. Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

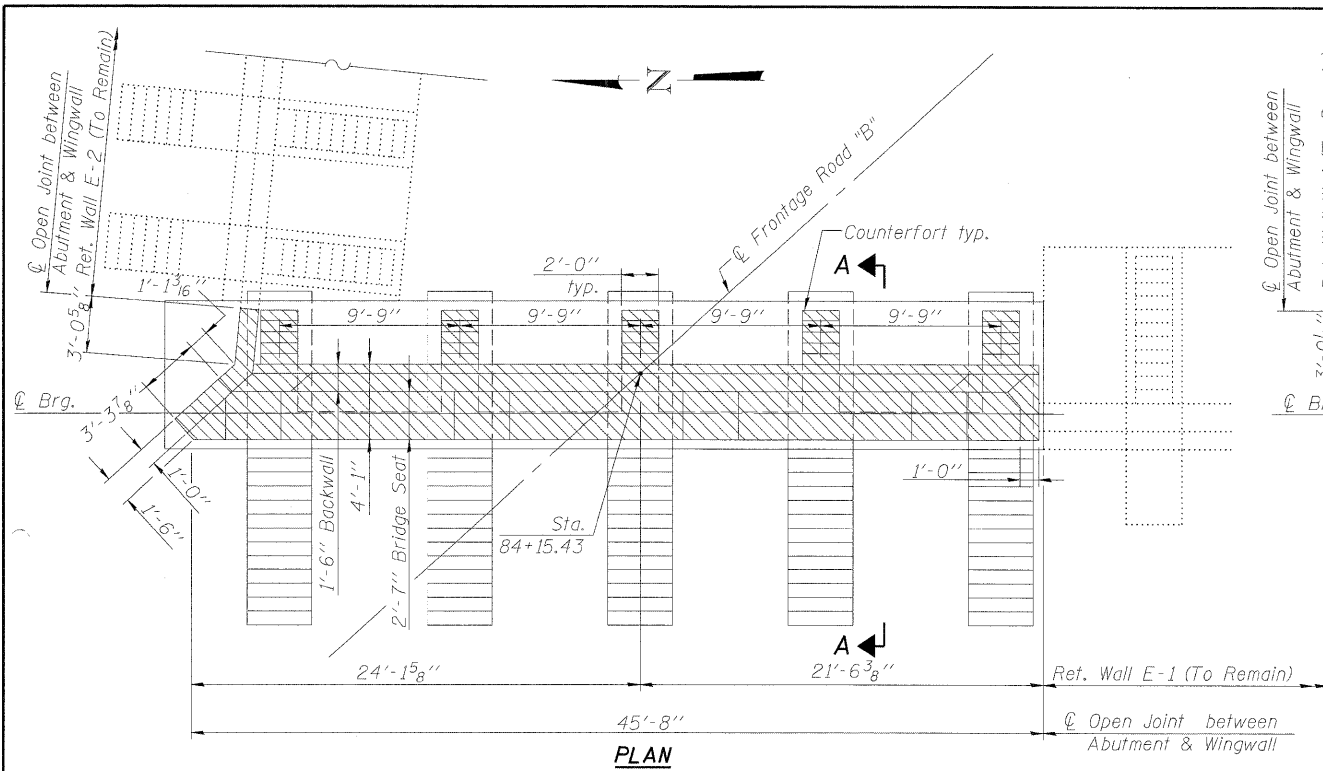


SIDE RETAINER

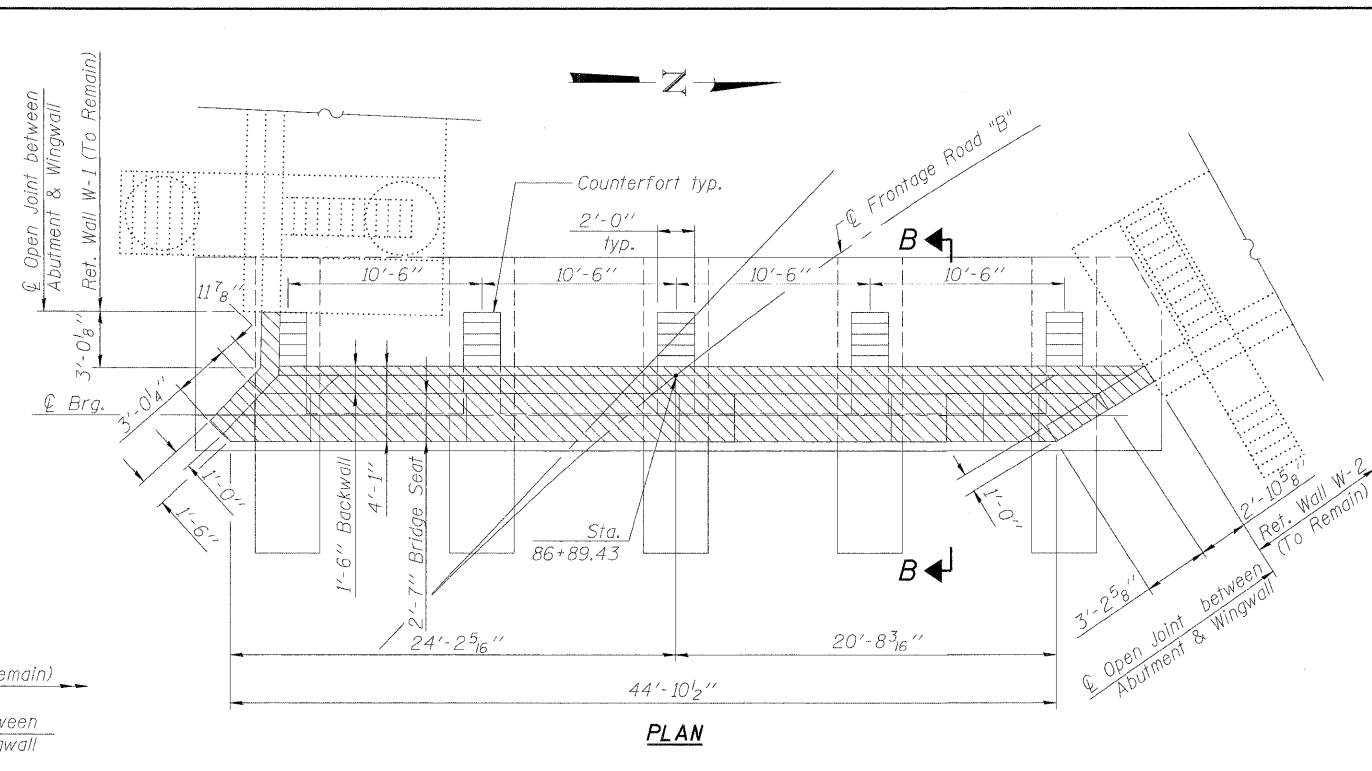
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates (Weight included with Structural Steel).

BILL OF MATERIAL

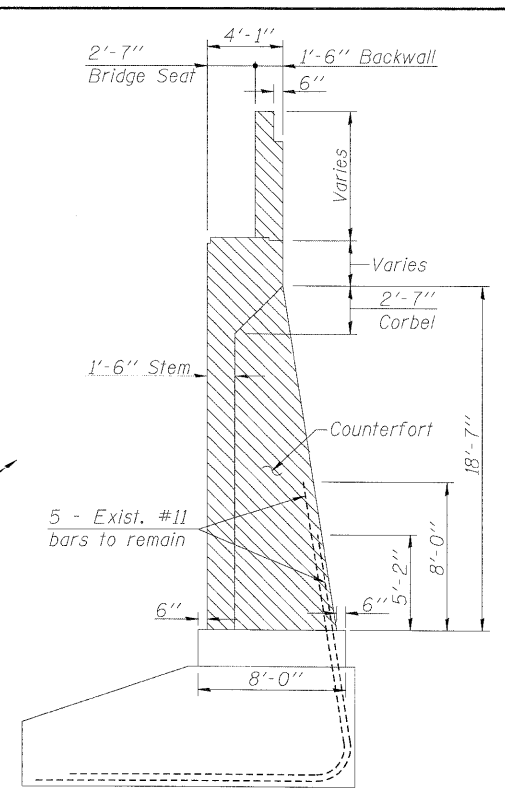
Item	Unit	Quantity
Elastomeric Bearing Assembly, Type I	Each	13
Anchor Bolts 1 1/4"	Each	8
Anchor Bolts 1 1/2"	Each	26



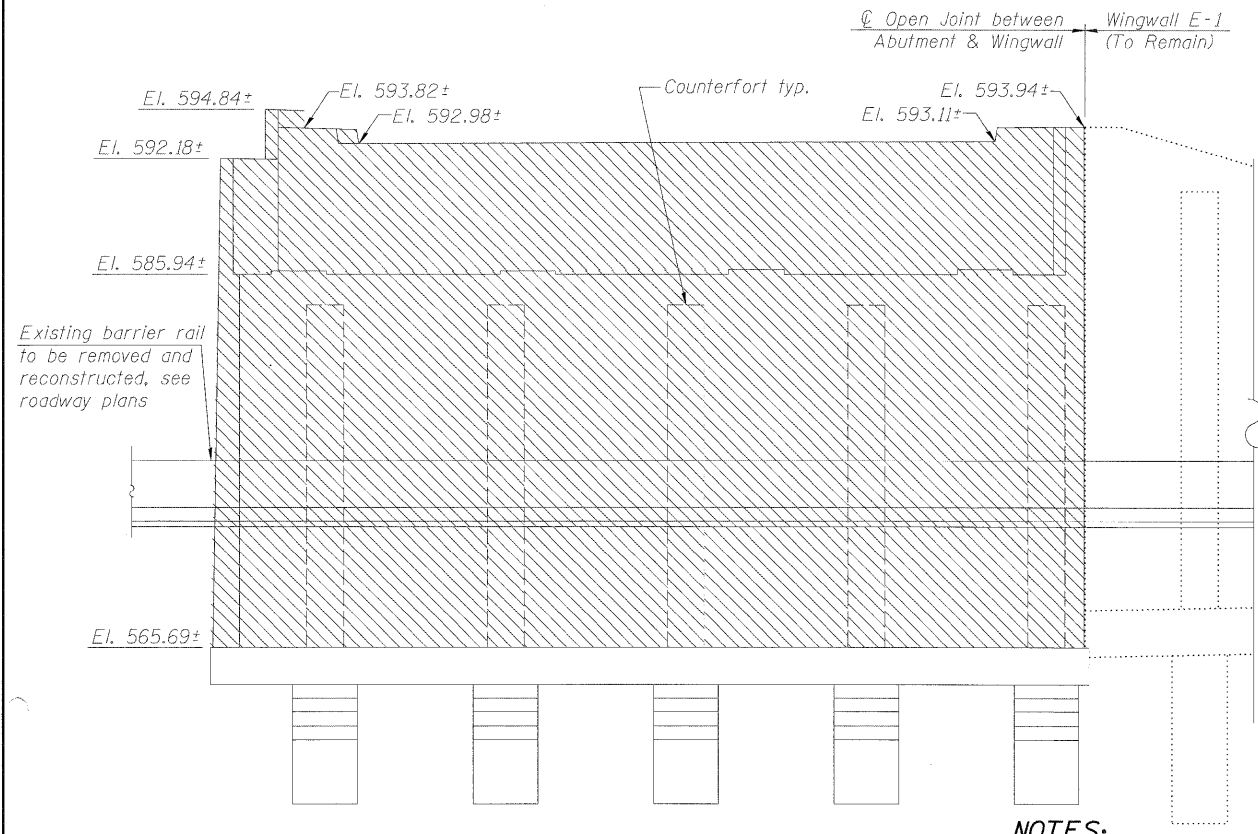
PLAN



PLAN

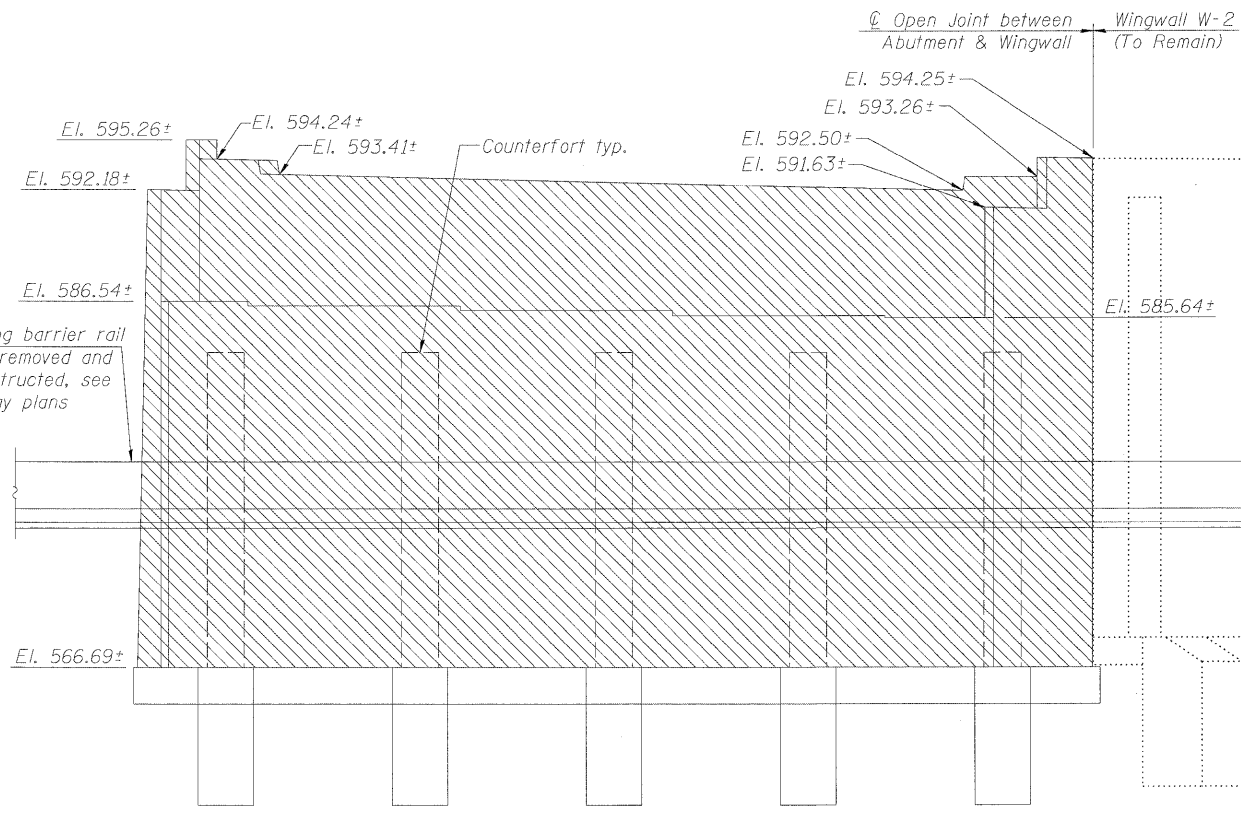


SECTION A-A



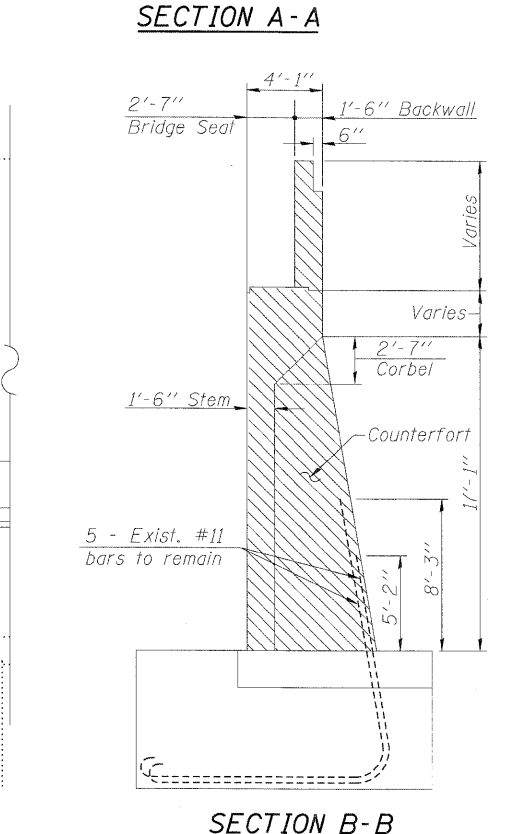
ELEVATION

ABUTMENT C



ELEVATION

ABUTMENT D



SECTION B-B

NOTES:

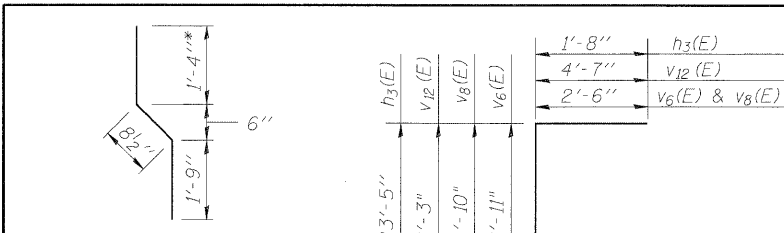
1. Existing reinforcement steel extending into removal area shall be cleaned, straightened and incorporated into the new construction. Costs shall be included in Concrete Removal.
2. Any reinforcement bars being reused that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Costs shall be included in Concrete Removal.
3. Bill of Material includes Concrete Removal quantities for Abutments C and D.
4. Portion of existing fence shall be removed and reinstalled. Costs shall be included in Concrete Removal.

Legend:

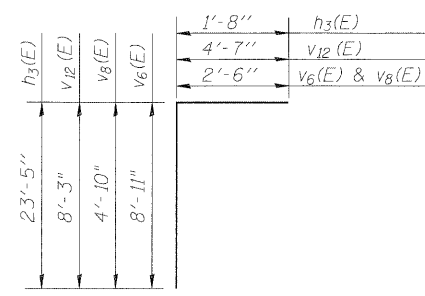
Concrete Removal

BILL OF MATERIAL

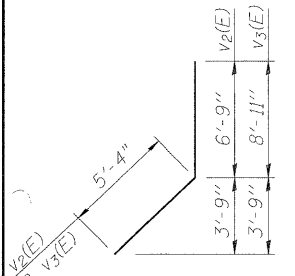
Item	Unit	Quantity
Concrete Removal	Cu. Yd.	220



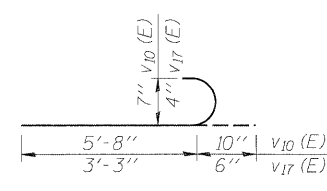
BAR v₁(E)



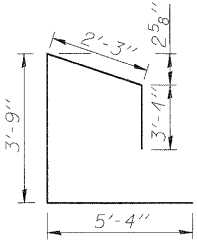
BARS v₆(E), v₈(E) & v₁₂(E)



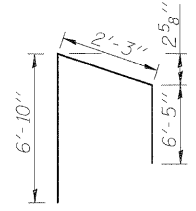
BARS v₂(E) & v₃(E)



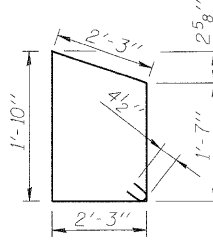
BAR v₁₀(E) & v₁₇(E)



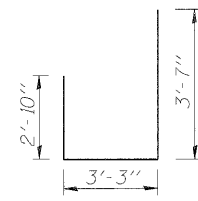
BAR h₆(E)



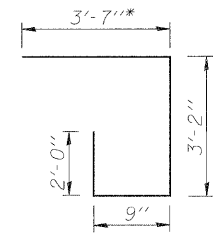
BAR h₇(E)



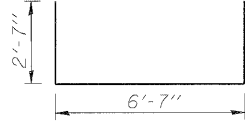
BAR h₈(E)



BAR h₉(E)



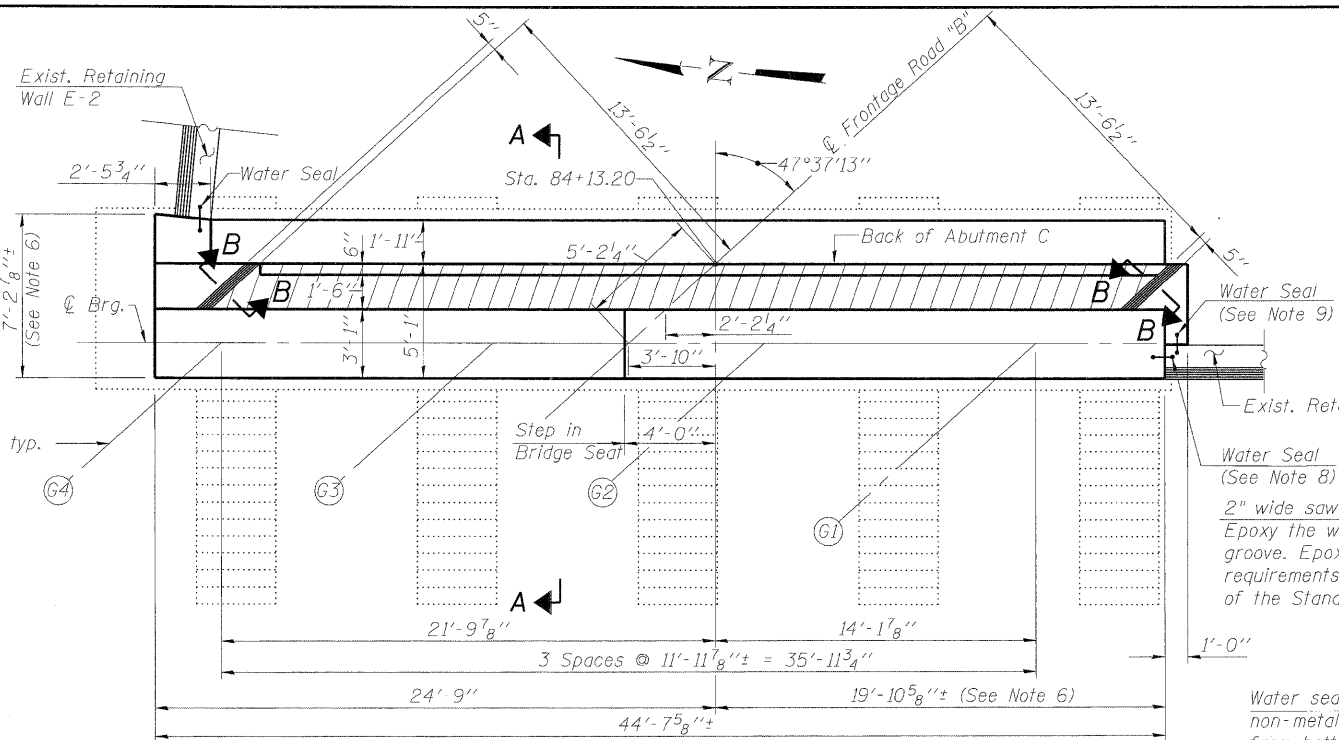
BAR h₁₀(E)



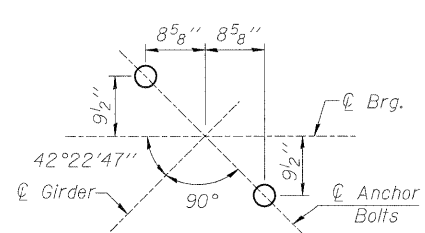
BAR h₁₁(E)

MINIMUM LAP LENGTHS

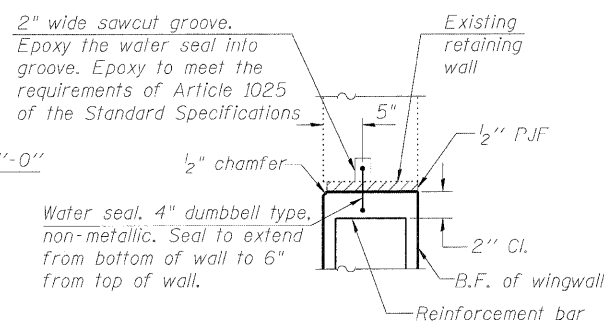
- #4 bar- 1'-8"
- #5 bar- 2'-2"
- #6 bar- 2'-7"
- #7 bar- 3'-5"



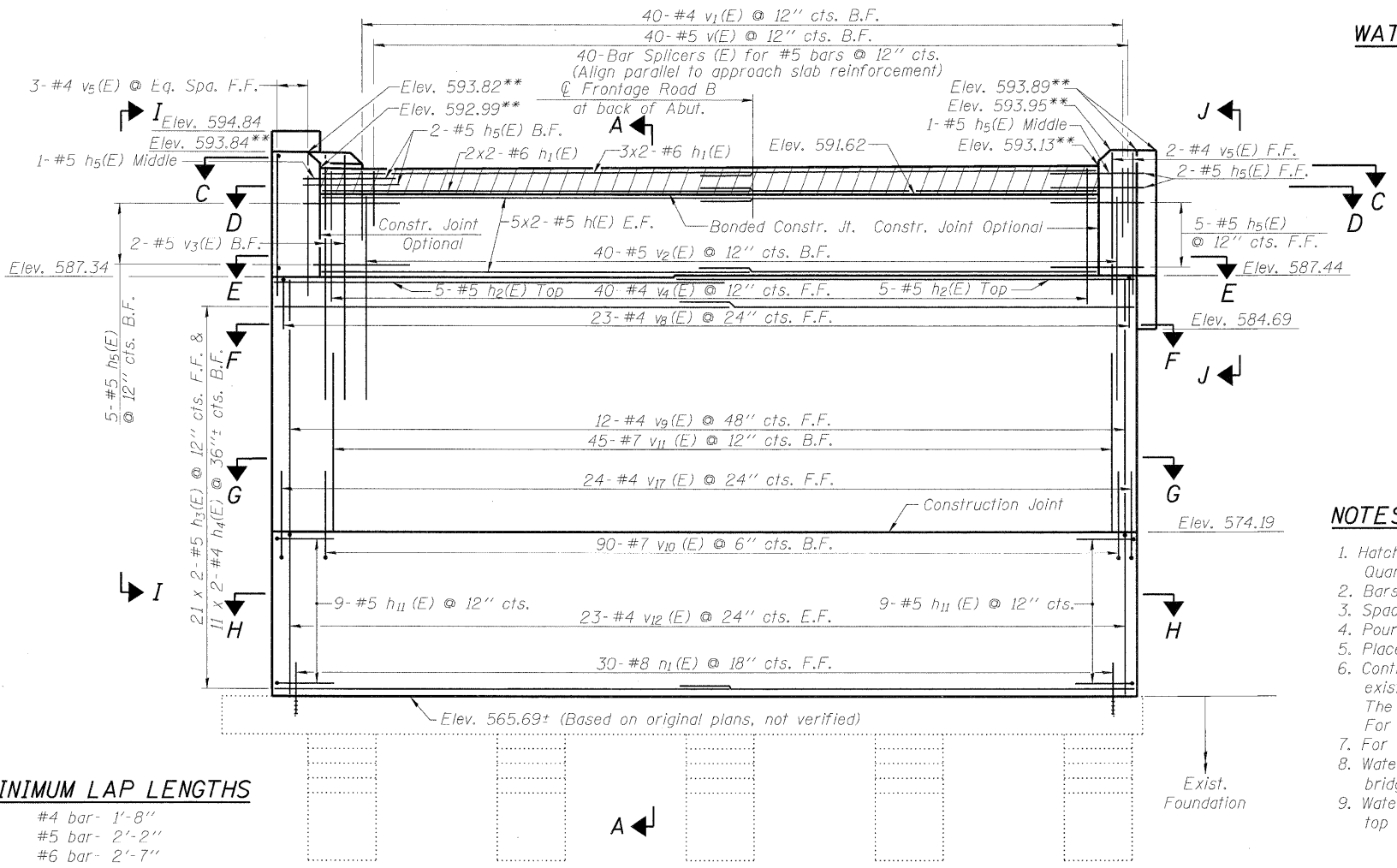
PLAN



ANCHOR BOLT PATTERN
(TYPICAL AT ALL GIRDERS)
ABUTMENT C



WATER SEAL DETAIL



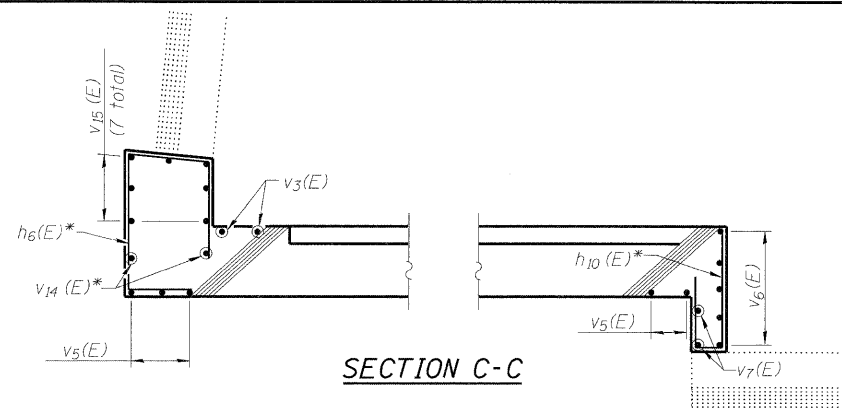
ELEVATION

ABUTMENT C BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
h ₁ (E)	20	#5	21'-3"	—
h ₁ (E)	10	#6	21'-7"	—
h ₂ (E)	10	#5	23'-8"	—
h ₃ (E)	42	#5	23'-5"	—
h ₄ (E)	22	#4	23'-5"	—
h ₅ (E)	16	#5	5'-0"	—
h ₆ (E)	7	#5	14'-8"	—
h ₇ (E)	14	#5	15'-6"	—
h ₈ (E)	2	#4	8'-8"	—
h ₉ (E)	3	#5	9'-8"	—
h ₁₀ (E)	6	#5	9'-6"	—
h ₁₁ (E)	18	#5	11'-9"	—
v ₁ (E)	40	#5	3'-11"	—
v ₁ (E)	40	#4	3'-10"	—
v ₂ (E)	40	#5	12'-1"	—
v ₃ (E)	2	#5	14'-3"	—
v ₄ (E)	40	#4	6'-7"	—
v ₅ (E)	5	#4	7'-4"	—
v ₆ (E)	5	#5	11'-5"	—
v ₇ (E)	2	#4	8'-11"	—
v ₈ (E)	23	#4	7'-4"	—
v ₉ (E)	12	#4	12'-11"	—
v ₁₀ (E)	90	#7	6'-6"	—
v ₁₁ (E)	45	#7	9'-3"	—
v ₁₂ (E)	46	#4	12'-10"	—
v ₁₃ (E)	6	#4	13'-0"	—
v ₁₄ (E)	2	#4	19'-5"	—
v ₁₅ (E)	7	#4	20'-6"	—
v ₁₆ (E)	6	#4	8'-4"	—
v ₁₇ (E)	24	#4	3'-9"	—
d ₁ (E)	14	#5	4'-1"	—
n ₁ (E)	30	#8	2'-9"	—
Concrete Sealer		Sq. Ft.	1,460	
Concrete Structures		Cu. Yd.	187	
Reinforcement Bars, Epoxy Coated		Pound	7,400	

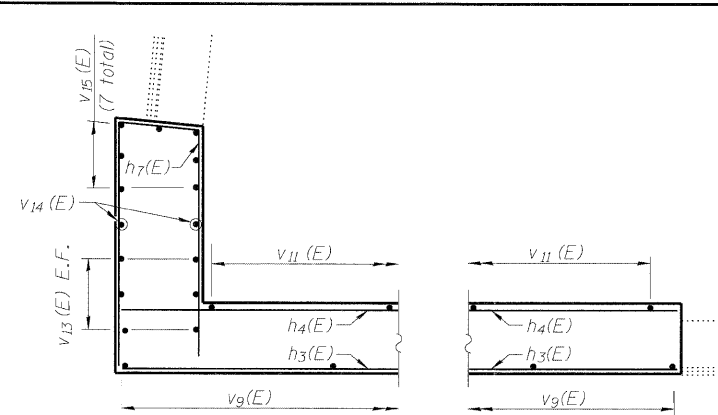
- LEGEND:**
- B.F. = Back Face
 - E.F. = Each Face
 - F.F. = Front Face
 - P.J.F. = Preformed Joint Filler
 - * = Cut bar in field as necessary
 - ** = Elevation applies at F.F. of backwall

NOTES:

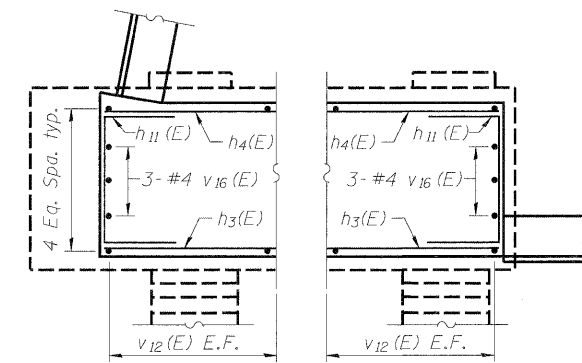
1. Hatched area to be poured after superstructure falsework has been removed. Quantity of concrete included with "Concrete Superstructure".
2. Bars indicated 3 x 2- #5 etc. indicates 3 lines of bars with 2 lengths per line.
3. Space reinforcement in bearing seat to miss anchor bolts.
4. Pour steps monolithically with bearing seat.
5. Place Bar Splicers (E) parallel to ϕ of Frontage Road "B".
6. Contractor to verify dimension. Contractor shall install a water seal between existing retaining walls and new abutment where indicated on the plan. The cost of the water seal installation shall be included with "Concrete Structures". For additional information, see Water Seal Detail.
7. For Bar Splicer Details, see Sheet No. SB22.
8. Water seal shall extend from existing foundation (Elev. 565.69) to 6" below bridge seat (Elev. 586.94).
9. Water seal shall extend from 6" below bridge seat (Elev. 586.94) to 6" below top of wall (Elev. 593.39).



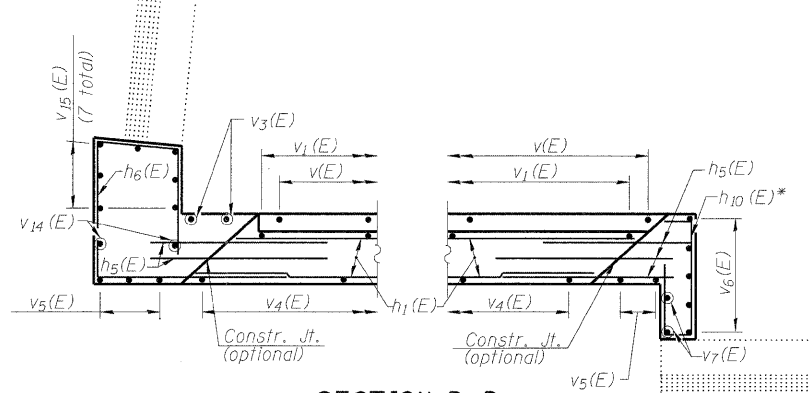
SECTION C-C



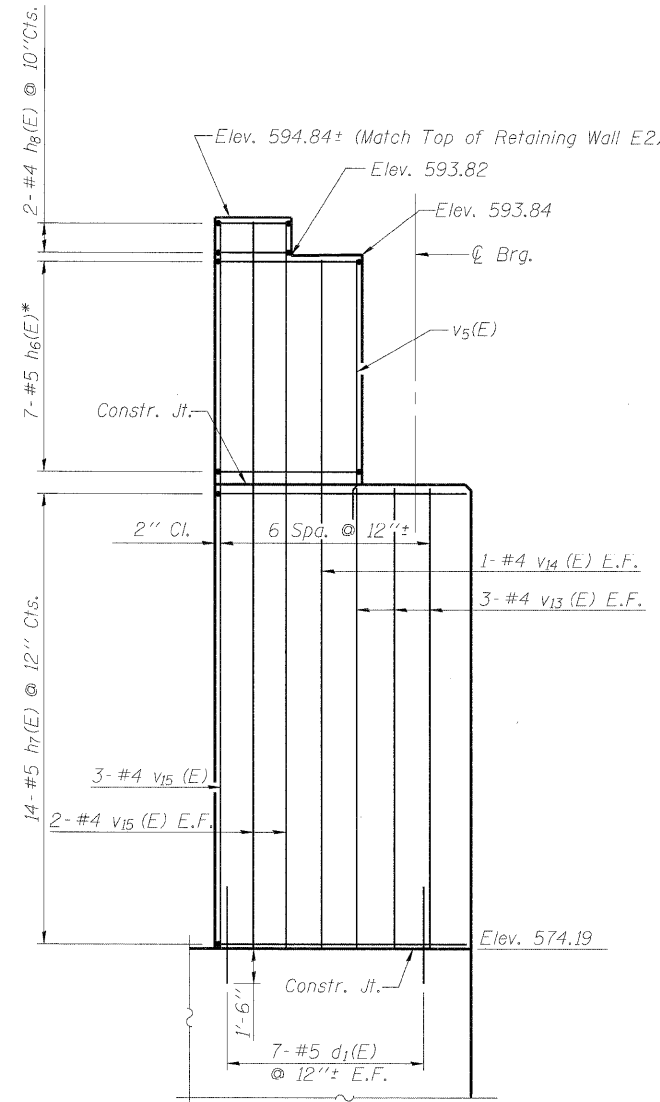
SECTION G-G



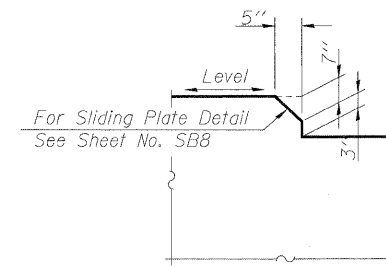
SECTION H-H



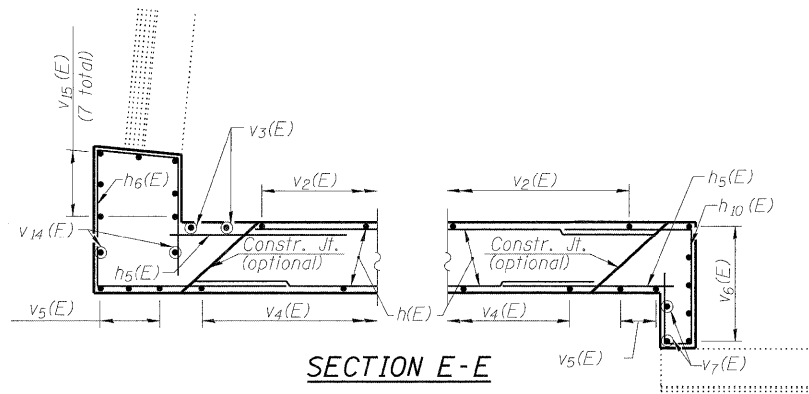
SECTION D-D



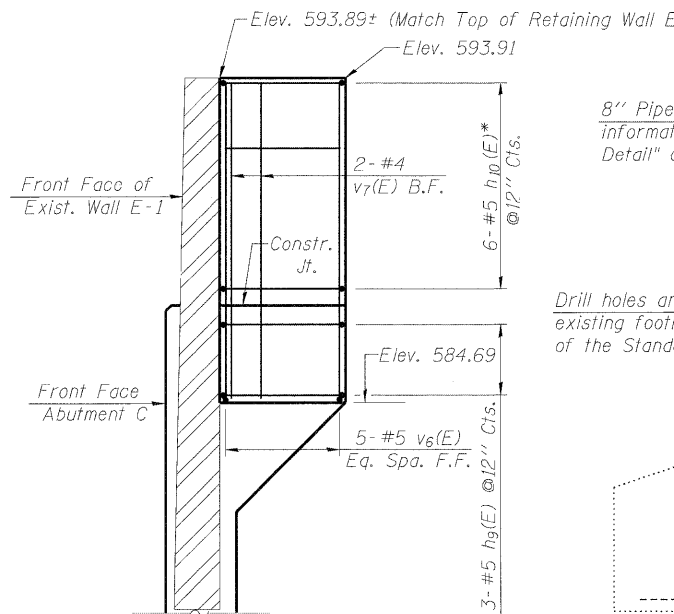
SECTION I-I



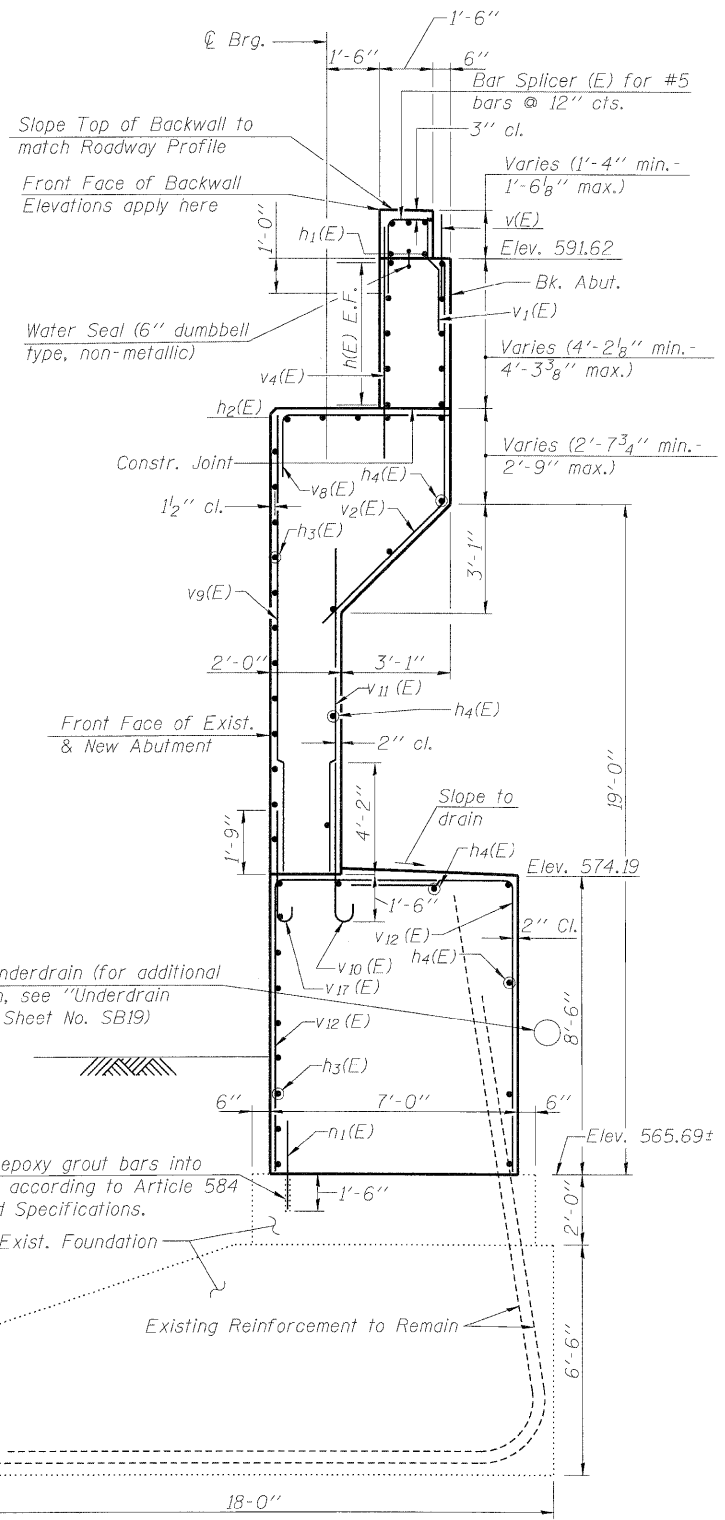
SECTION B-B



SECTION E-E



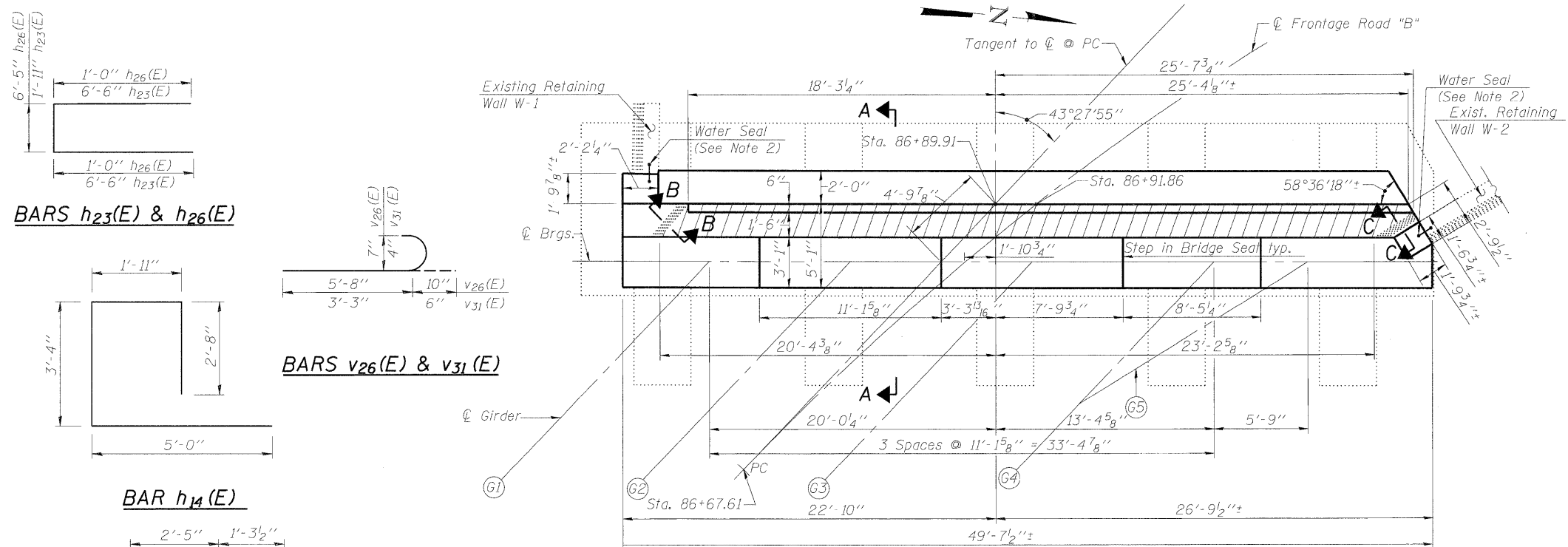
SECTION J-J



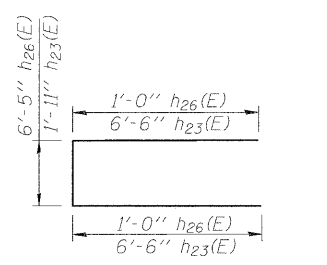
SECTION A-A

LEGEND:
* = Cut bar in field as necessary

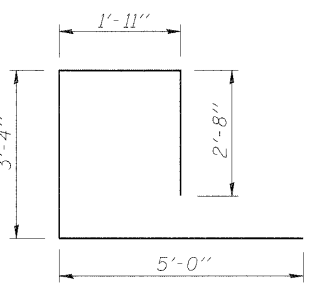
FILE NAME = 0161093-SB16.dgn JACOBS PLOT DATE = 1/12/2009	DESIGNED - LSD DRAWN - JJN CHECKED - TNS DATE - 1/13/09	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ABUTMENT C SECTIONS F.A.P. 392 FRANKLIN CONNECTOR (AT I-55 FRONTAGE ROAD B) STRUCTURE NO. 016-1093		F.A.P. RTE. 392 SECTION 1717-2-3B-R COUNTY COOK TOTAL SHEETS 114 SHEET NO. 94	CONTRACT NO. 62197 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT
	SCALE: NTS SHEET NO. SB16 OF SB24 SHEETS STA. 85+60.68	SECTION A-A SECTION B-B SECTION C-C SECTION D-D SECTION E-E SECTION F-F SECTION G-G SECTION H-H SECTION I-I SECTION J-J					



PLAN

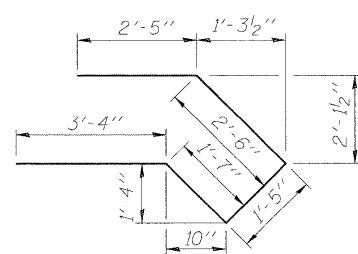


BARS h23(E) & h26(E)

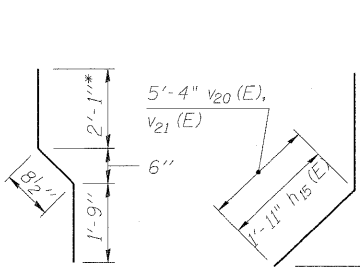


BARS v26(E) & v31(E)

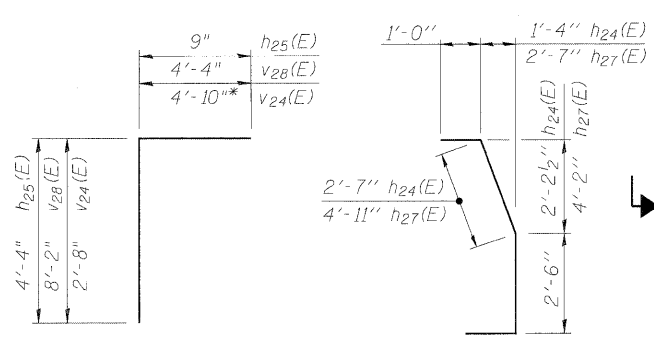
BAR h14(E)



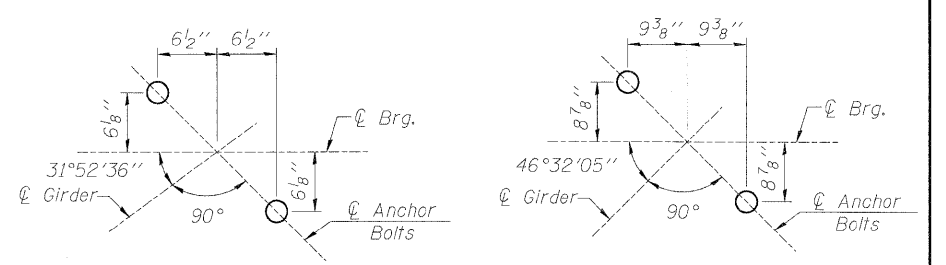
BAR h16(E)



BAR v19(E) BARS h15(E), v20(E) & v21(E)



BARS v24(E), v28(E) & h25(E) BARS h24(E) & h27(E)



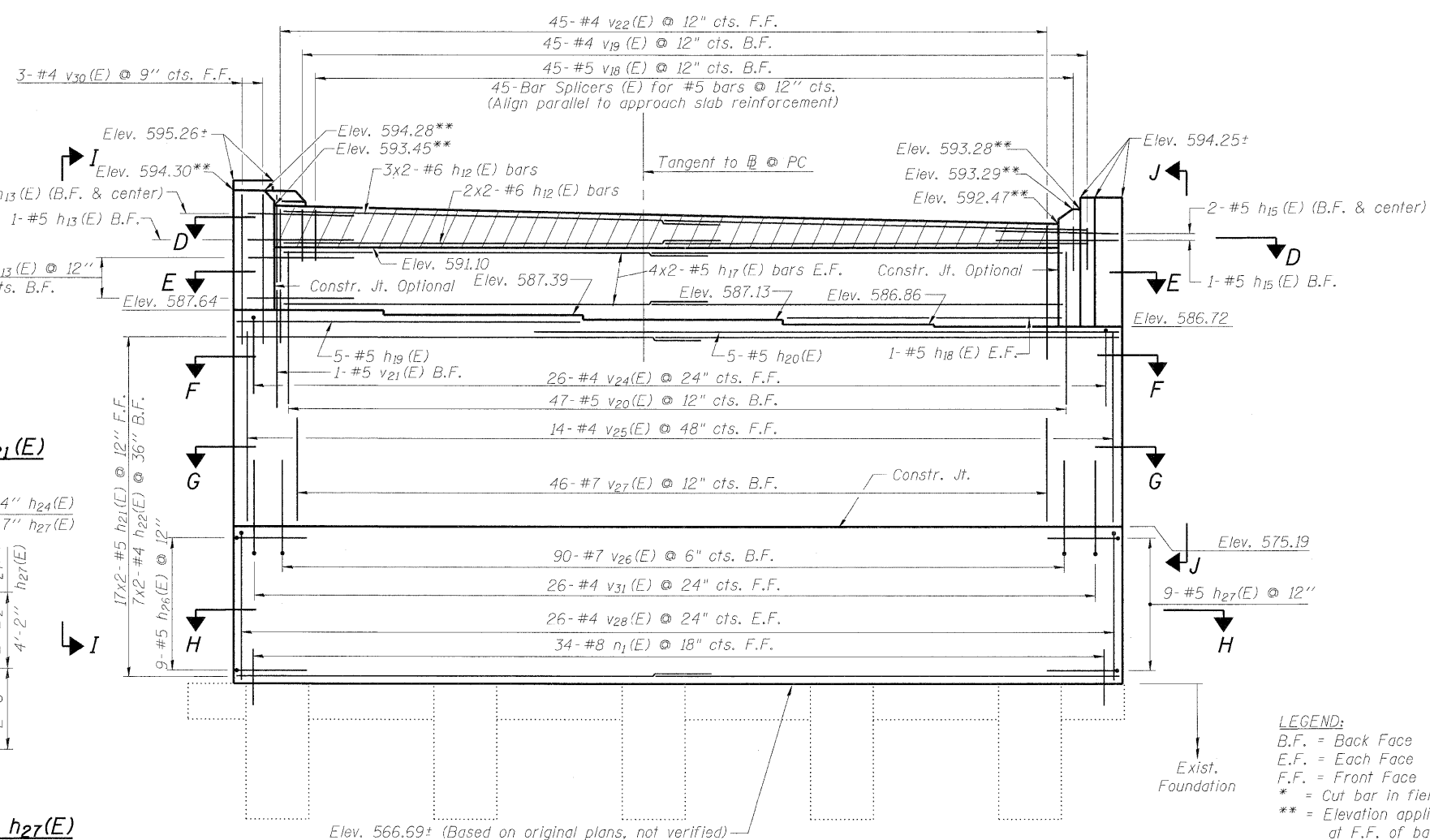
ANCHOR BOLT PATTERN (GIRDER G5)

ANCHOR BOLT PATTERN (GIRDERS G1 - G4)

ABUTMENT D

ABUTMENT D BILL OF MATERIAL

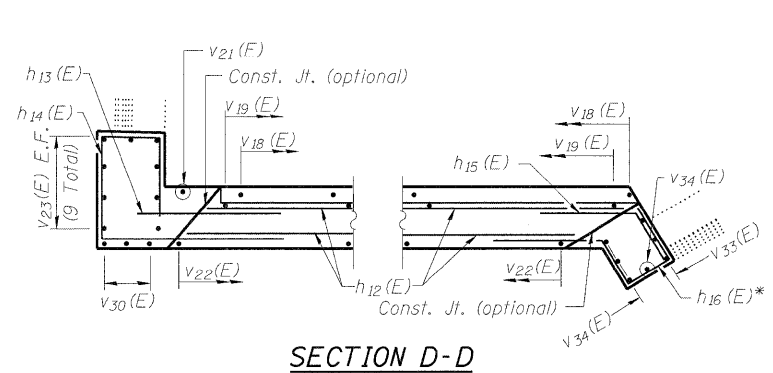
Bar	No.	Size	Length	Shape
h12(E)	10	#6	23'-8"	
h13(E)	7	#5	4'-4"	
h14(E)	7	#5	12'-11"	
h15(E)	3	#5	4'-11"	
h16(E)	8	#5	11'-3"	
h17(E)	16	#5	23'-8"	
h18(E)	2	#5	15'-4"	
h19(E)	5	#5	19'-3"	
h20(E)	5	#5	32'-8"	
h21(E)	34	#5	25'-11"	
h22(E)	14	#4	25'-7"	
h23(E)	13	#5	14'-11"	
h24(E)	12	#5	7'-1"	
h25(E)	12	#5	5'-1"	
h26(E)	9	#5	8'-5"	
h27(E)	9	#5	9'-5"	
v18(E)	45	#5	3'-9"	
v19(E)	45	#4	4'-7"	
v20(E)	47	#5	11'-7"	
v21(E)	1	#5	14'-7"	
v22(E)	45	#4	6'-7"	
v23(E)	9	#4	19'-4"	
v24(E)	26	#4	7'-6"	
v25(E)	14	#4	11'-4"	
v26(E)	90	#7	6'-6"	
v27(E)	46	#7	8'-3"	
v28(E)	52	#4	12'-6"	
v29(E)	7	#4	12'-3"	
v30(E)	3	#4	7'-6"	
v31(E)	26	#4	3'-9"	
v32(E)	9	#4	11'-4"	
v33(E)	3	#4	18'-6"	
v34(E)	4	#4	7'-0"	
d1(E)	24	#5	4'-1"	
n1(E)	34	#8	2'-9"	
Concrete Sealer		Sq. Ft.	1,530	
Concrete Structures		Cu. Yd.	200	
Reinforcement Bars, Epoxy Coated		Pound	7,500	



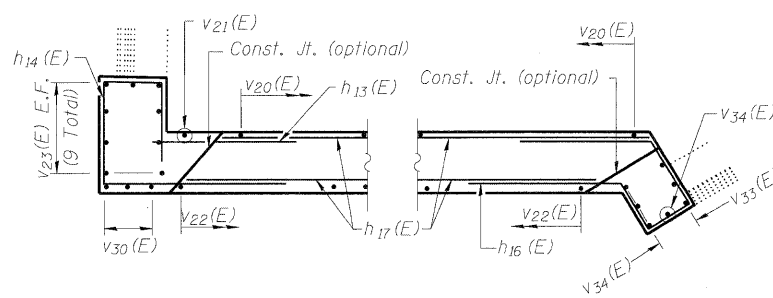
ELEVATION

LEGEND:
 B.F. = Back Face
 E.F. = Each Face
 F.F. = Front Face
 * = Cut bar in field as necessary
 ** = Elevation applies at F.F. of backwall

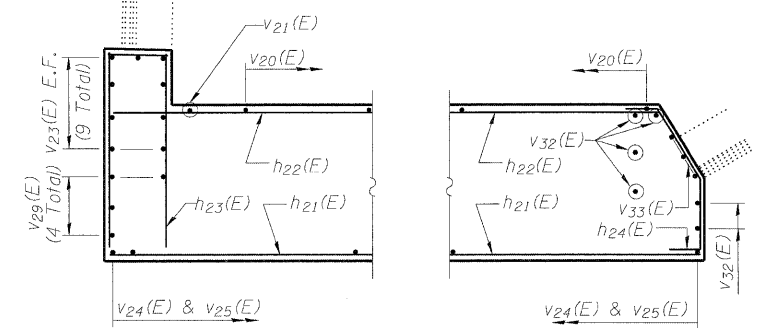
NOTES:
 1. For additional notes pertaining to abutments see Sheet No. SB15.
 2. For Water Seal details, see Sheet No. SB15.



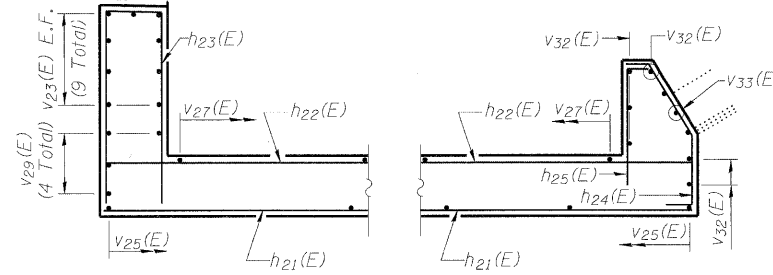
SECTION D-D



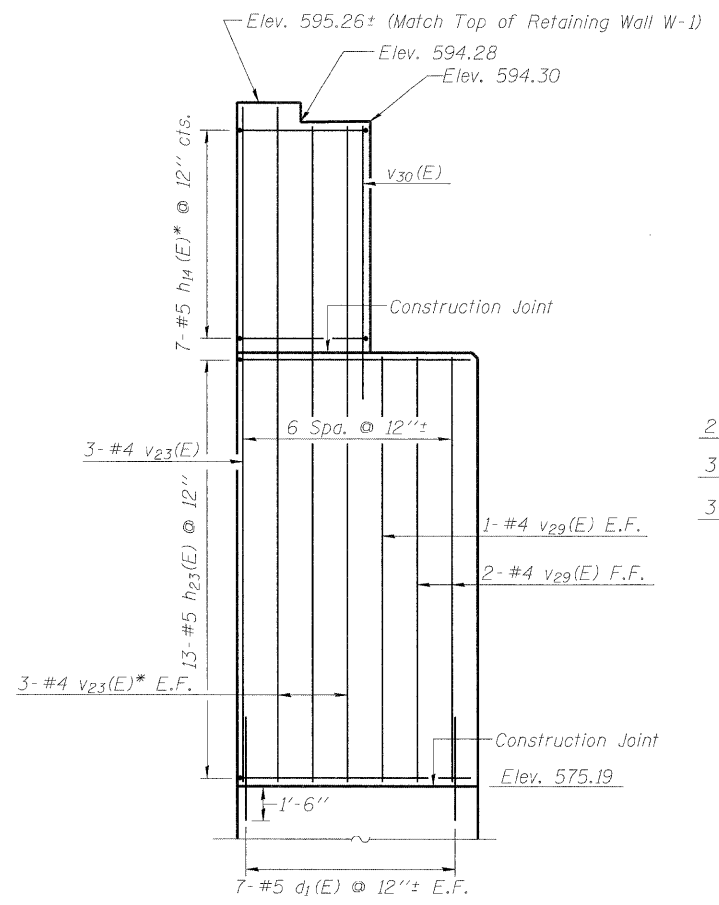
SECTION E-E



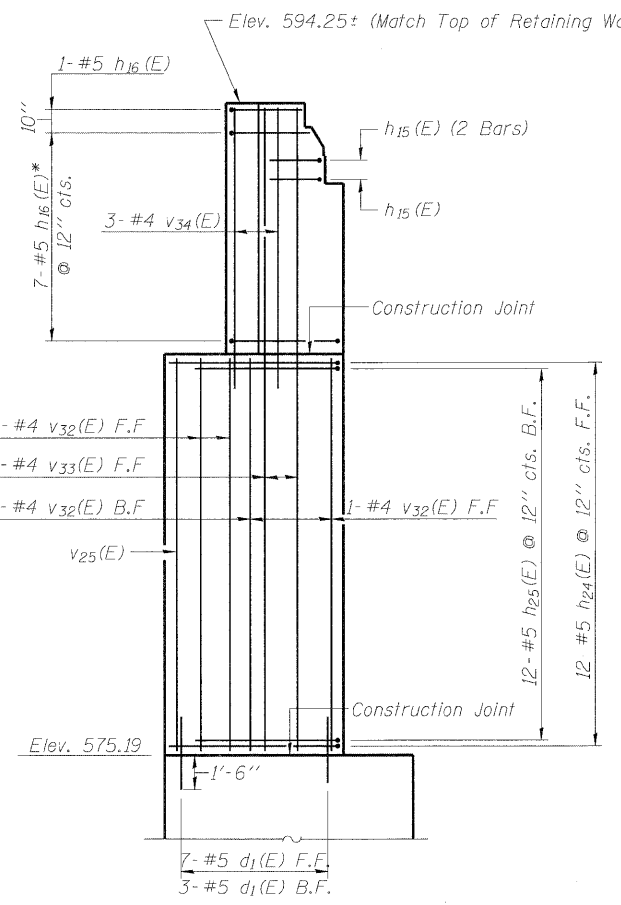
SECTION F-F



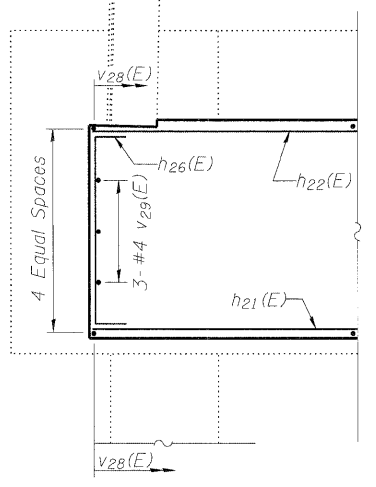
SECTION G-G



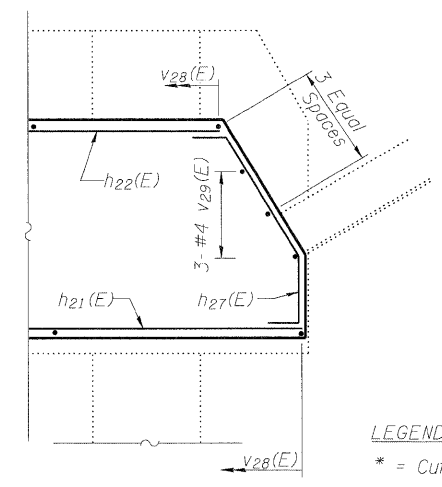
SECTION I-I



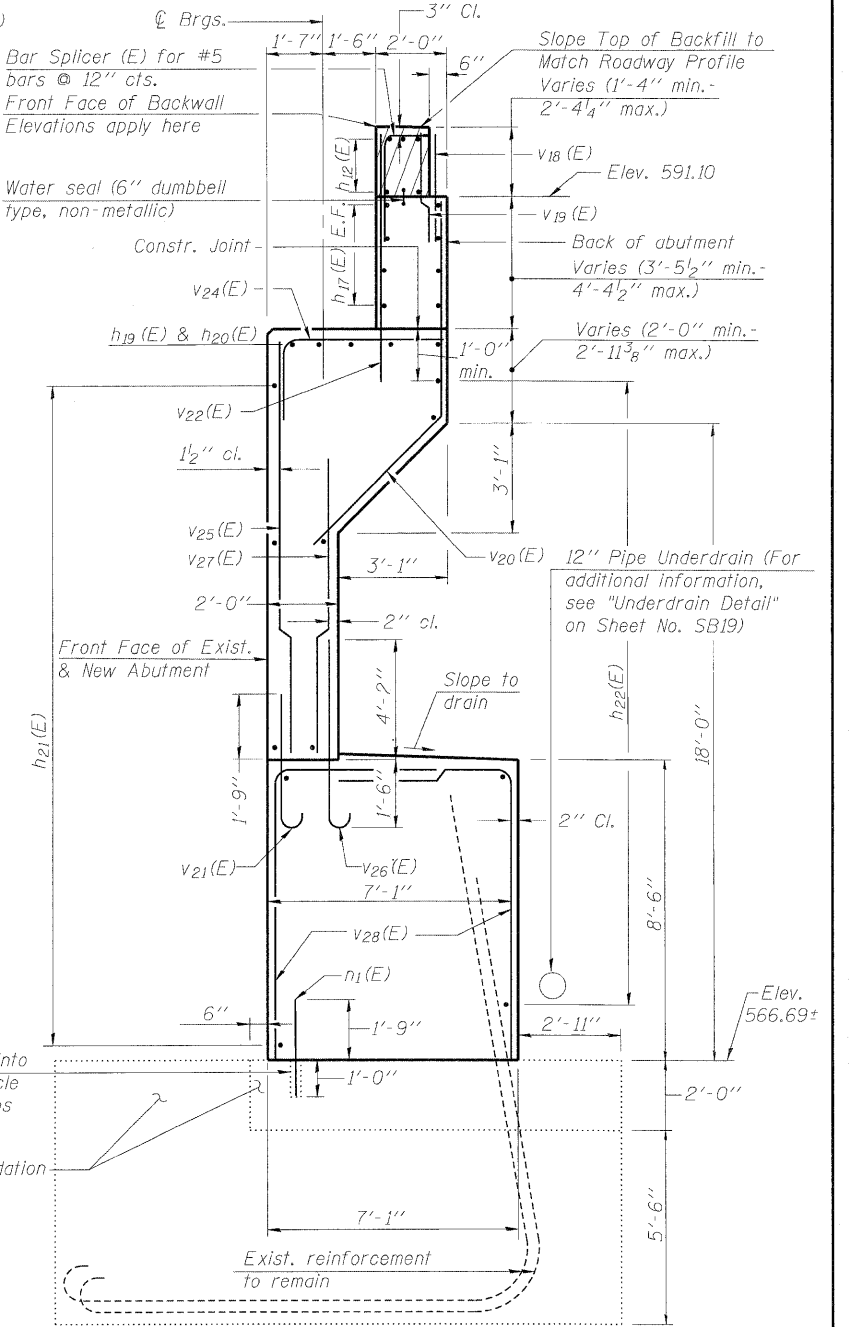
SECTION J-J



SECTION H-H



SECTION A-A

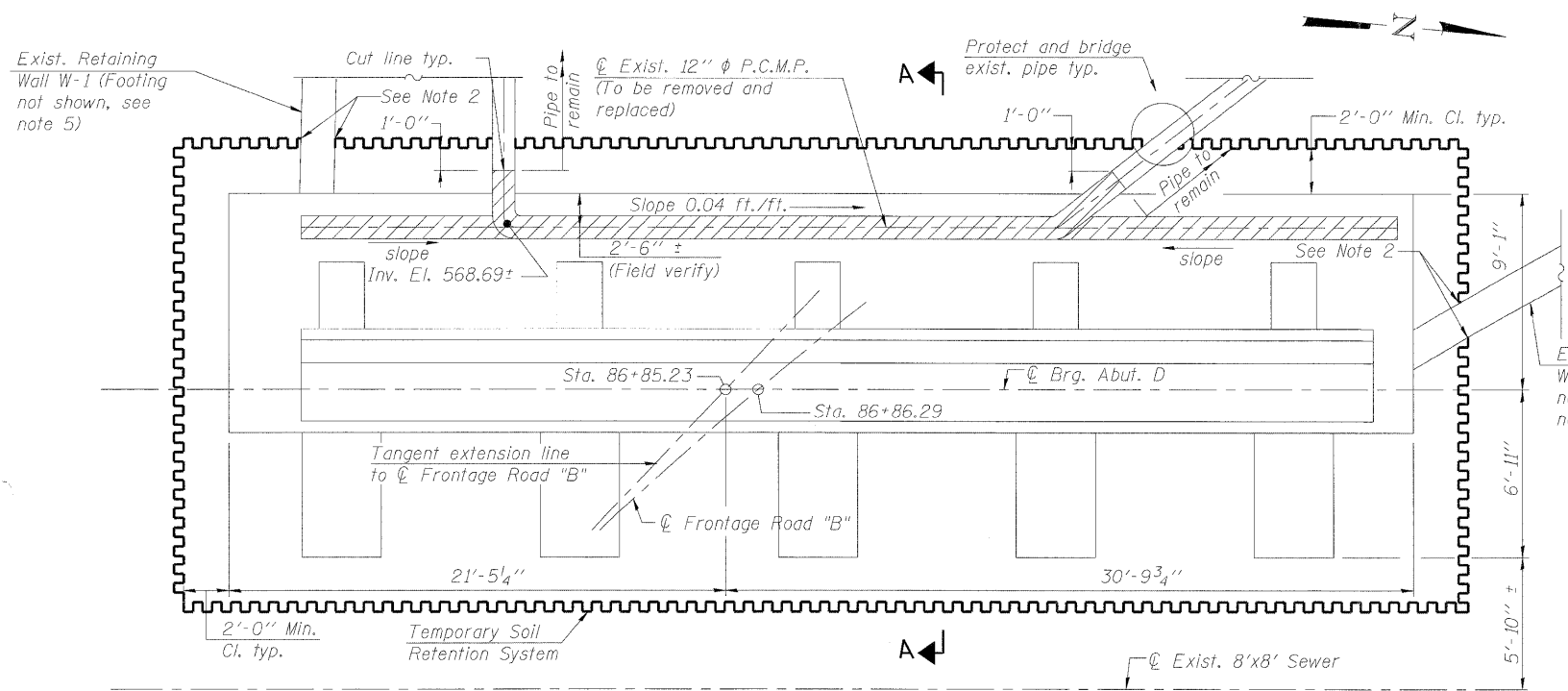


SECTION B-B

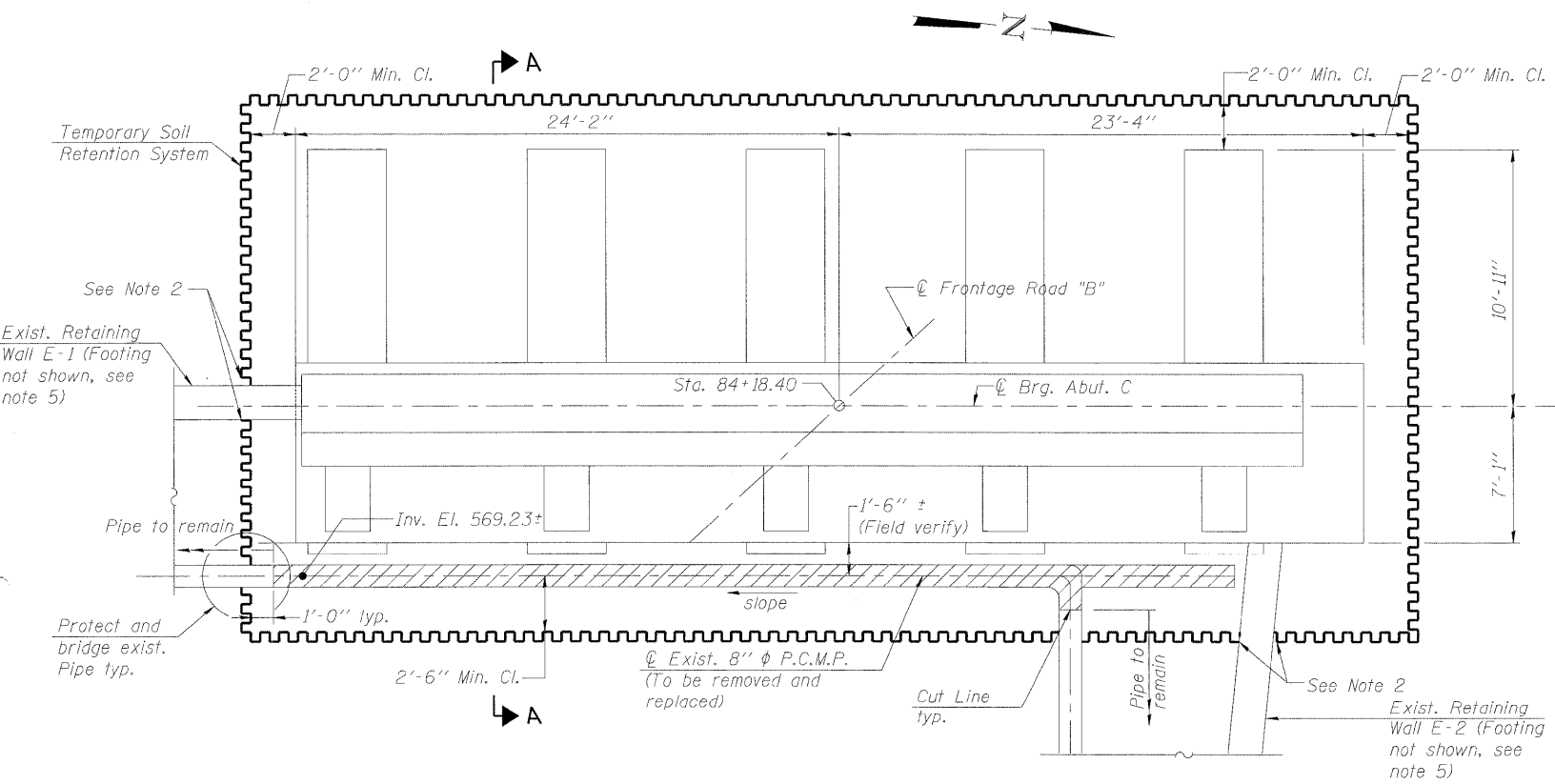
SECTION C-C

Drill holes and epoxy grout bars into existing footing according to Article 584 of the Standard Specifications

LEGEND:
* = Cut bar in field as necessary



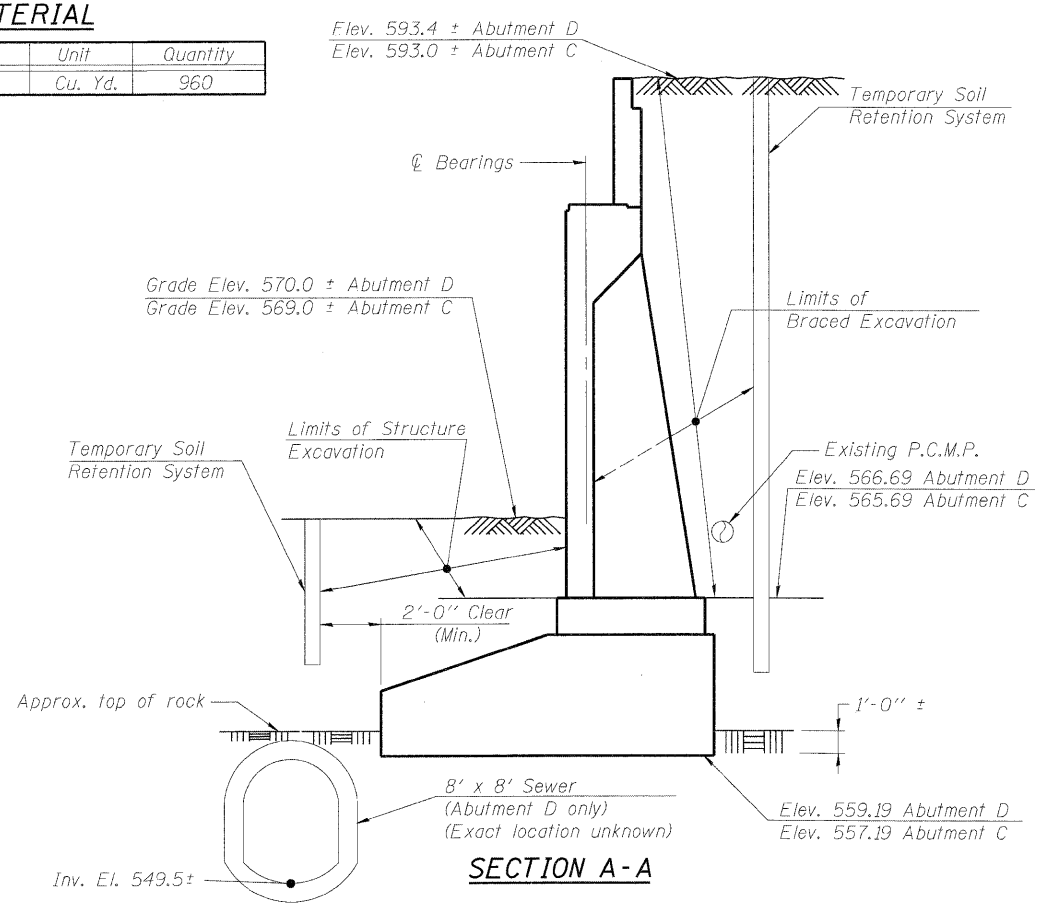
PLAN ABUTMENT D



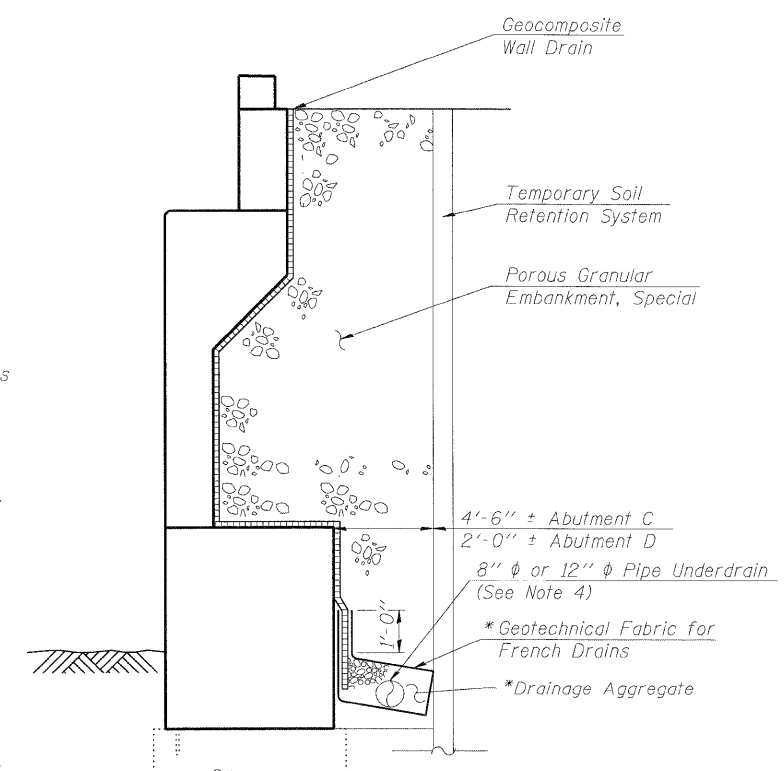
PLAN ABUTMENT C

BILL OF MATERIAL

Item	Unit	Quantity
Braced Excavation	Cu. Yd.	960



SECTION A-A

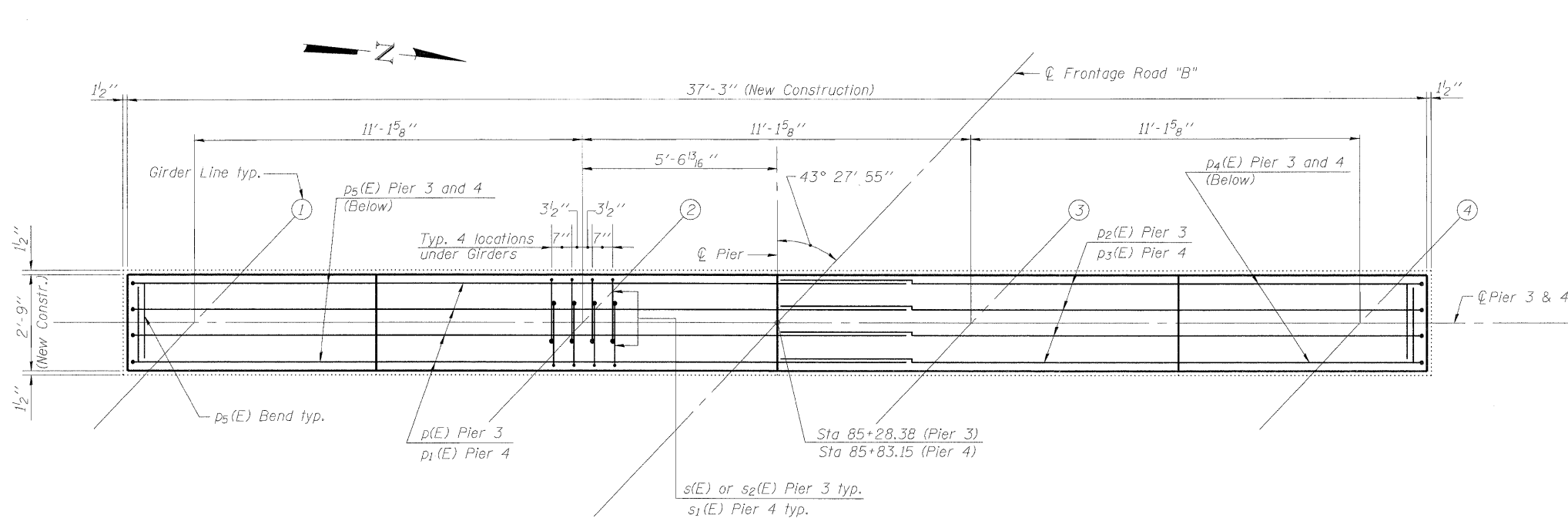


UNDERDRAIN DETAIL

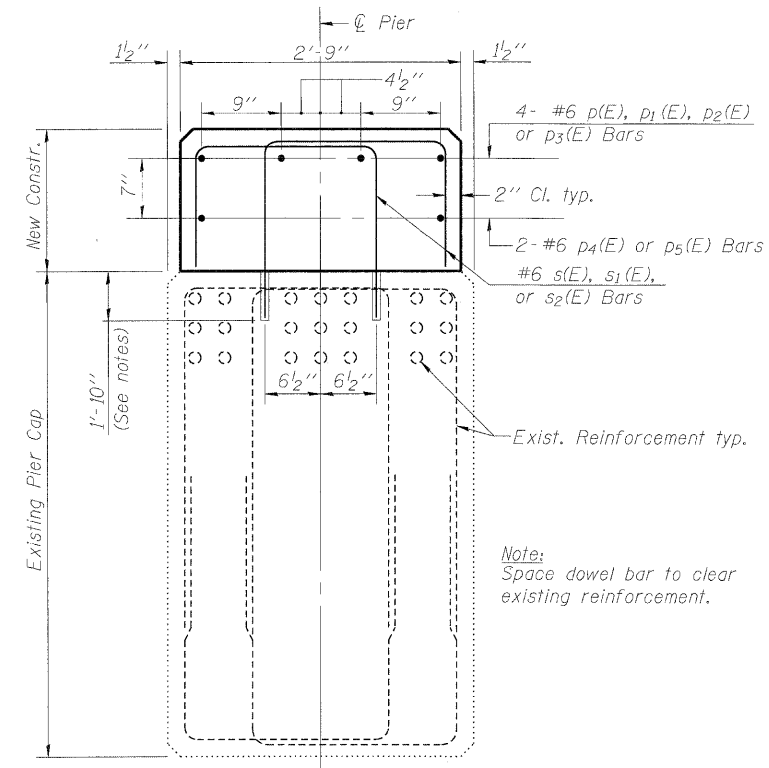
* Included in the cost of Pipe Underdrains for Structures.

NOTES:

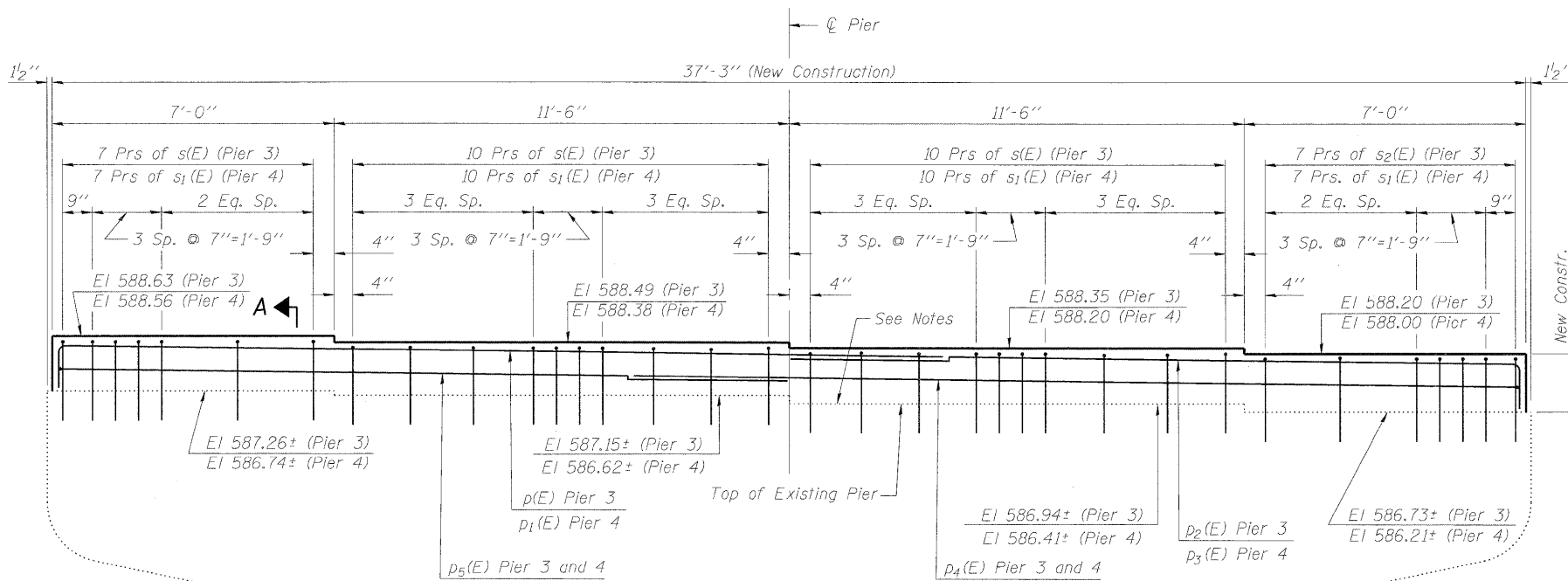
1. A Cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer. The temporary soil retention system is included in the cost for Braced Excavation.
2. The Contractor shall connect the temporary soil retention system to the existing retaining wall stem to ensure stability of system members placed to the top of existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Braced Excavation.
3. P.C.M.P. - Perforated Corrugated Metal Pipe.
4. A new pipe underdrain (sized to match existing) shall be installed at the same location as the pre-existing drain pipe that is removed during excavation. This new pipe shall connect into the existing drainage system, maintaining the existing slope configuration.
5. Contractor shall field verify the location of existing retaining wall footings prior to installing the temporary soil retention system.



PLAN PIER 3 & 4



SECTION A-A

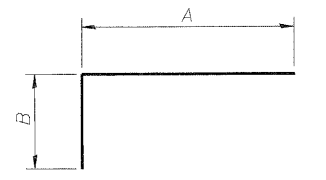


ELEVATION PIER 3 & 4

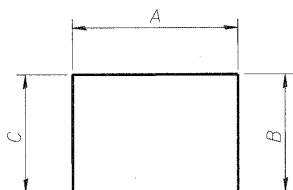
PIERS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p(E)	4	#6	24'-1"	□
p1(E)	4	#6	24'-6"	□
p2(E)	4	#6	19'-9"	□
p3(E)	4	#6	20'-1"	□
p4(E)	4	#6	24'-8"	□
p5(E)	4	#6	20'-8"	□
s(E)	54	#6	5'-11"	□
s1(E)	68	#6	6'-9"	□
s2(E)	14	#6	6'-1"	□
Concrete Sealer		Sq. Ft.	1,250	
Concrete Structures		Cu. Yd.	13	
Reinforcement Bars,		Pound	2,100	
Epoxy Coated				



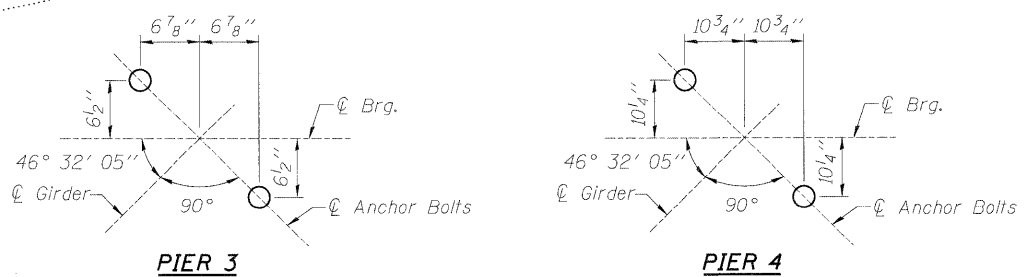
BAR p(E) to p5(E)



BAR s(E) to s2(E)

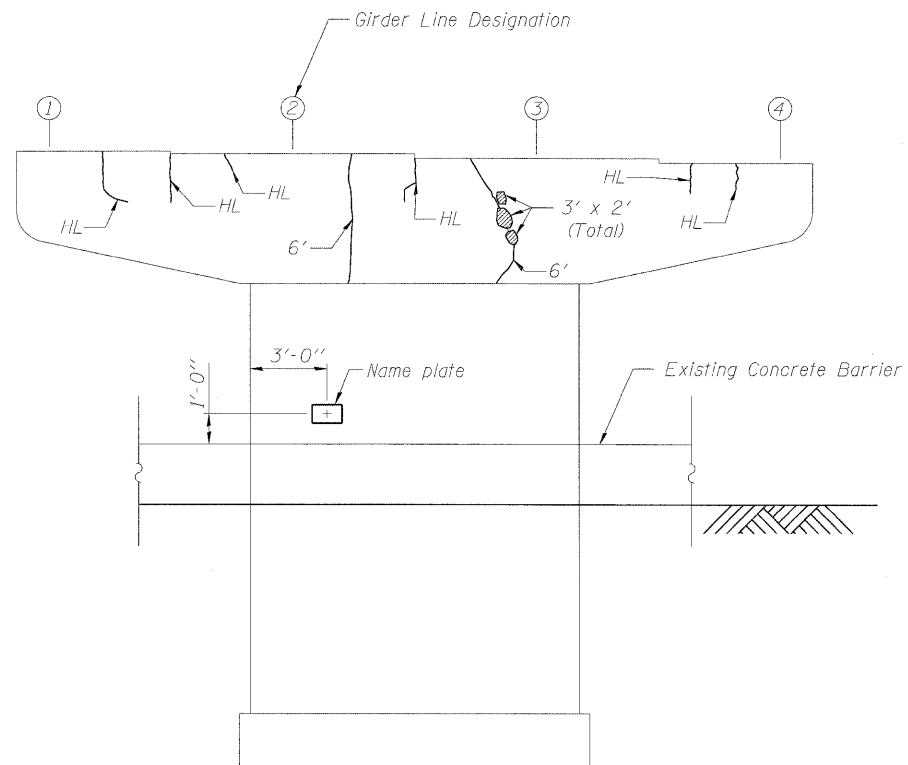
A, B, AND C DIMENSIONS

Bar	A	B	C
p(E)	22'-11"	1'-2"	-
p1(E)	22'-11"	1'-7"	-
p2(E)	18'-6"	1'-3"	-
p3(E)	18'-6"	1'-7"	-
p4(E)	22'-5"	2'-3"	-
p5(E)	18'-5"	2'-3"	-
s(E)	1'-9"	3'-0"	1'-2"
s1(E)	1'-9"	3'-5"	1'-7"
s2(E)	1'-9"	3'-1"	1'-3"

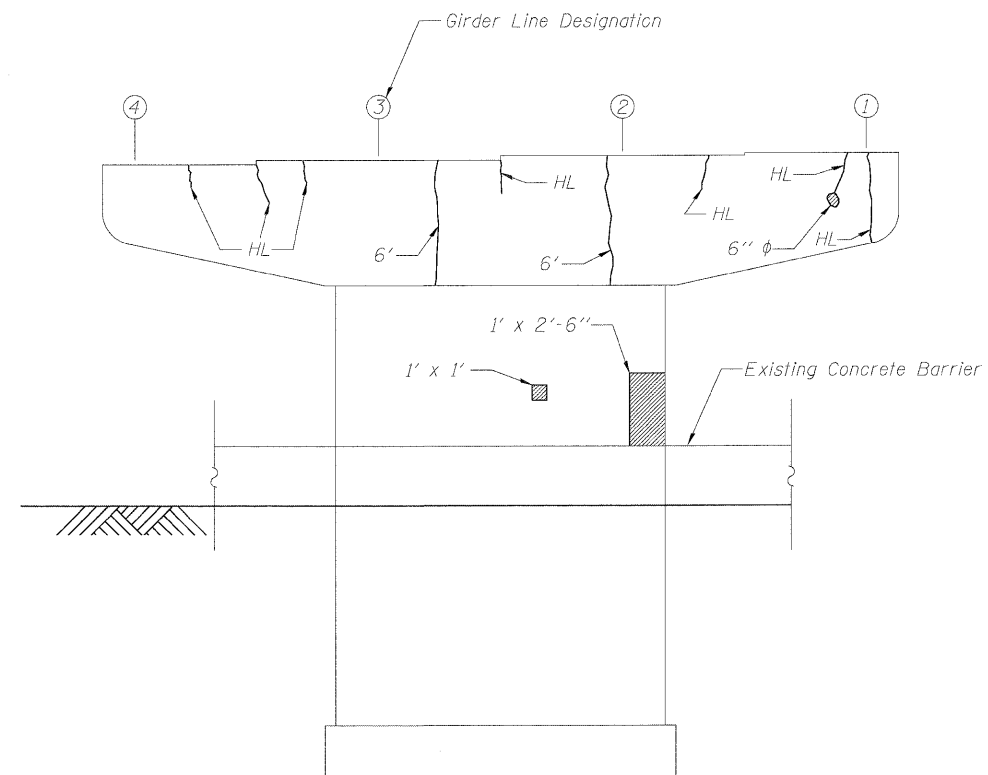


ANCHOR BOLT PATTERN
(Typical at all girders)

- NOTES:**
- Top surfaces of existing piers shall be coated with an epoxy bonding compound meeting the requirements of Article 1025 of the Standard Specifications prior to placing concrete. Top surfaces of piers shall be free of dust and dirt and blast tracked or scarified prior to applying epoxy.
 - Drill and grout dowel bars according to Article 584 of the Standard Specifications.



PIER 3 (EAST FACE)
(Proposed pier modifications not shown)



PIER 4 (WEST FACE)
(Proposed pier modifications not shown)

NOTES:

- Repairs to piers shall be performed after completion of pier modifications and superstructure replacement.
- No repairs are intended to be made on the west face of Pier 3 or the east face of Pier 4.
- Cost of any additional concrete removal in spalled regions, including repair or replacement of damaged bars using an approved bar splicer or anchorage system, shall be included in "Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)."
- Bill of materials includes total quantities for repairs to both Pier 3 and Pier 4.

BILL OF MATERIAL

Item	Unit	Quantity
Epoxy Crack Injection	Foot	24
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	10

Estimated quantities shown are based on field inspection performed in 2007. Actual quantities may be adjusted by the Engineer and will be paid for at the contract unit price.

LEGEND:

- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Epoxy Crack Injection
- Hairline Crack (Not to be injected)

The diameter of this part is equal or larger than the diameter of bar spliced.

The diameter of this part is the same as the diameter of the bar spliced.

ROLLED THREAD DOWEL BAR



**** ONE PIECE**

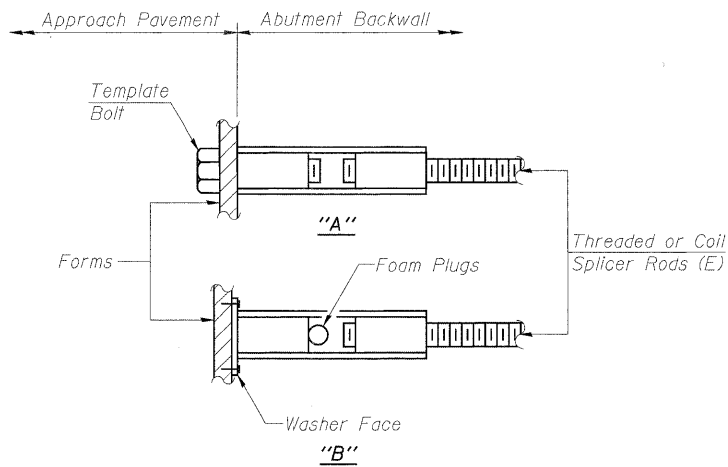
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

"A": Set bar splicer assembly by means of a template bolt.
 "B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

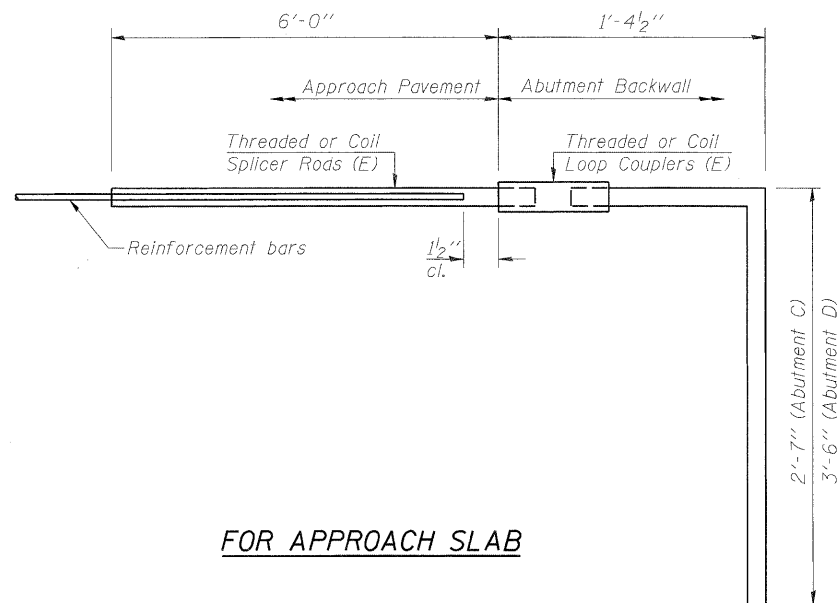
NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price for "Bar Splicers."



FOR APPROACH SLAB

Bar Splicer for #5 bar	
Min. Capacity -	23.0 kips - tension
Min. Pull-out Strength =	12.3 kips - tension
No. Required =	40 @ Abut. C
	45 @ Abut. D

FILE NAME = 0161093-SB22.dgn



DESIGNED -	LSD	REVISED -	
DRAWN -	JUN	REVISED -	
CHECKED -	TNS	REVISED -	
DATE -	1/13/09	REVISED -	
PLOT DATE =	1/12/2009		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BAR SPLICER ASSEMBLY DETAILS

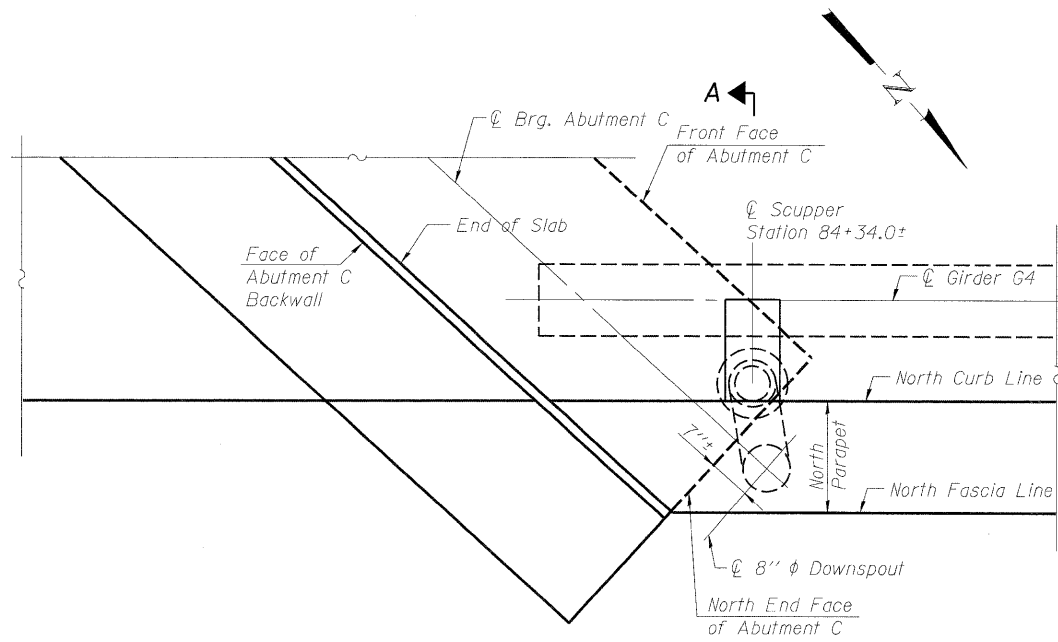
F.A.P. 392 FRANKLIN CONNECTOR (AT I-55 FRONTAGE ROAD B)
STRUCTURE NO. 016-1093

SCALE: NTS

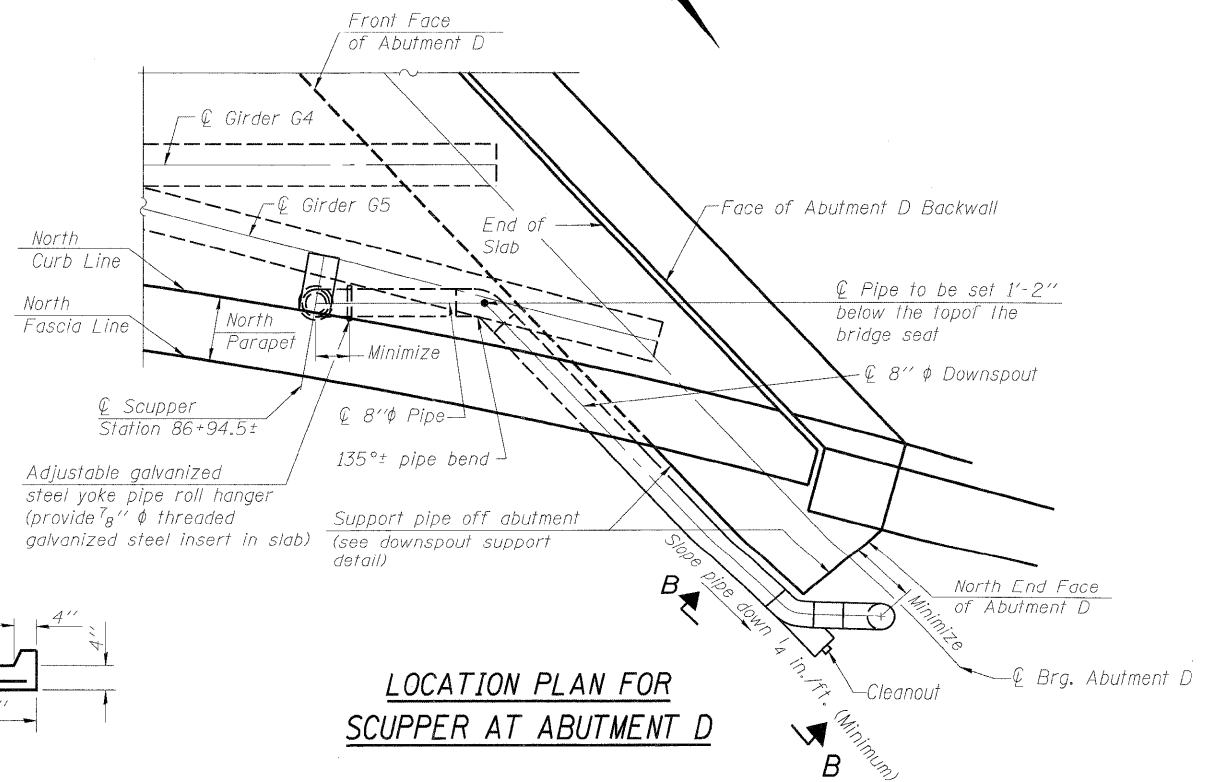
SHEET NO. SB22 OF SB24 SHEETS

STA. 85+60.68

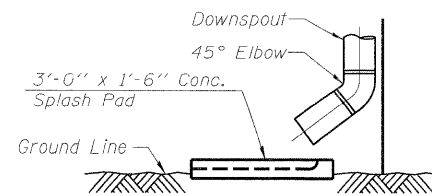
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
392	1717-2-3B-R	COOK	114	100
CONTRACT NO. 62197			FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT	



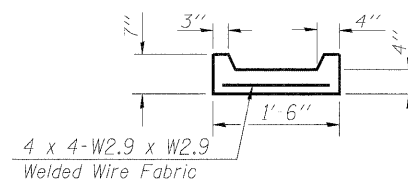
LOCATION PLAN FOR SCUPPER AT ABUTMENT C



LOCATION PLAN FOR SCUPPER AT ABUTMENT D

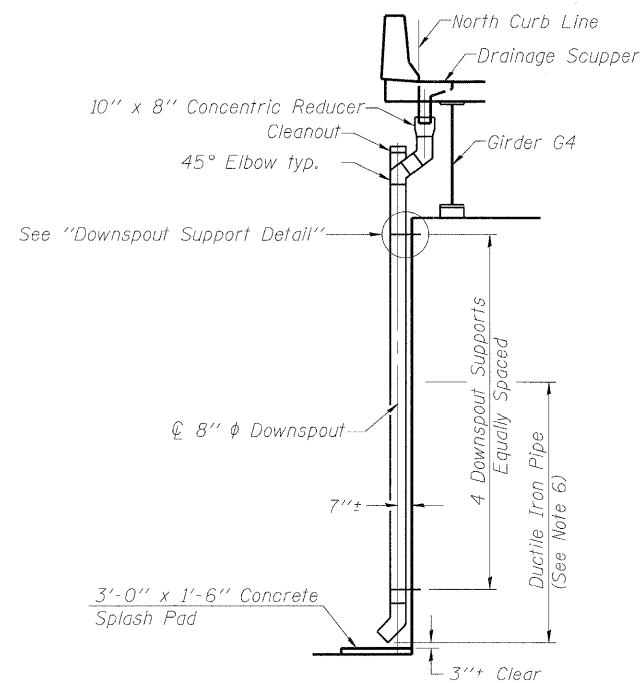


SIDE VIEW



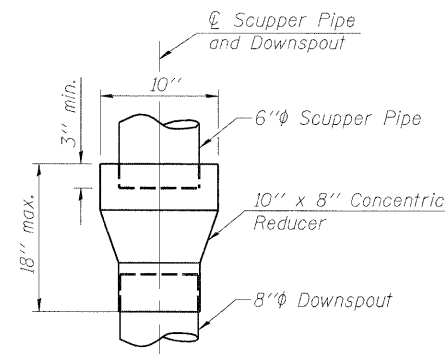
SECTION

SPLASH PAD DETAIL

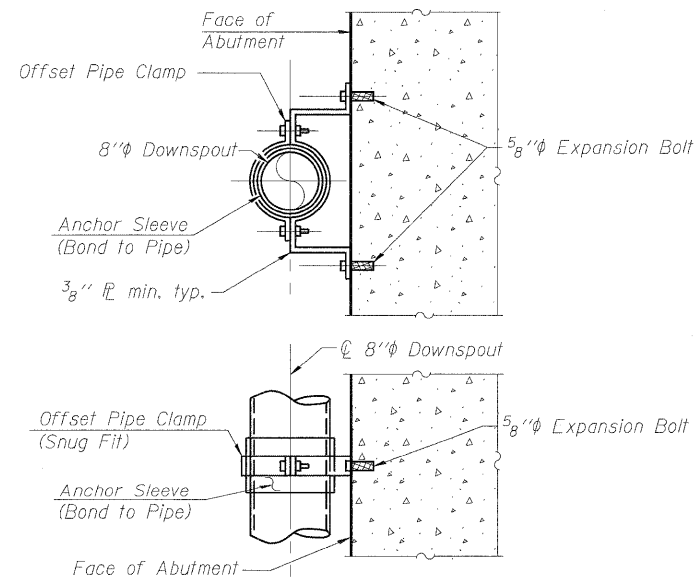


SECTION A-A

SECTION B-B SIMILAR (OPP. HAND)



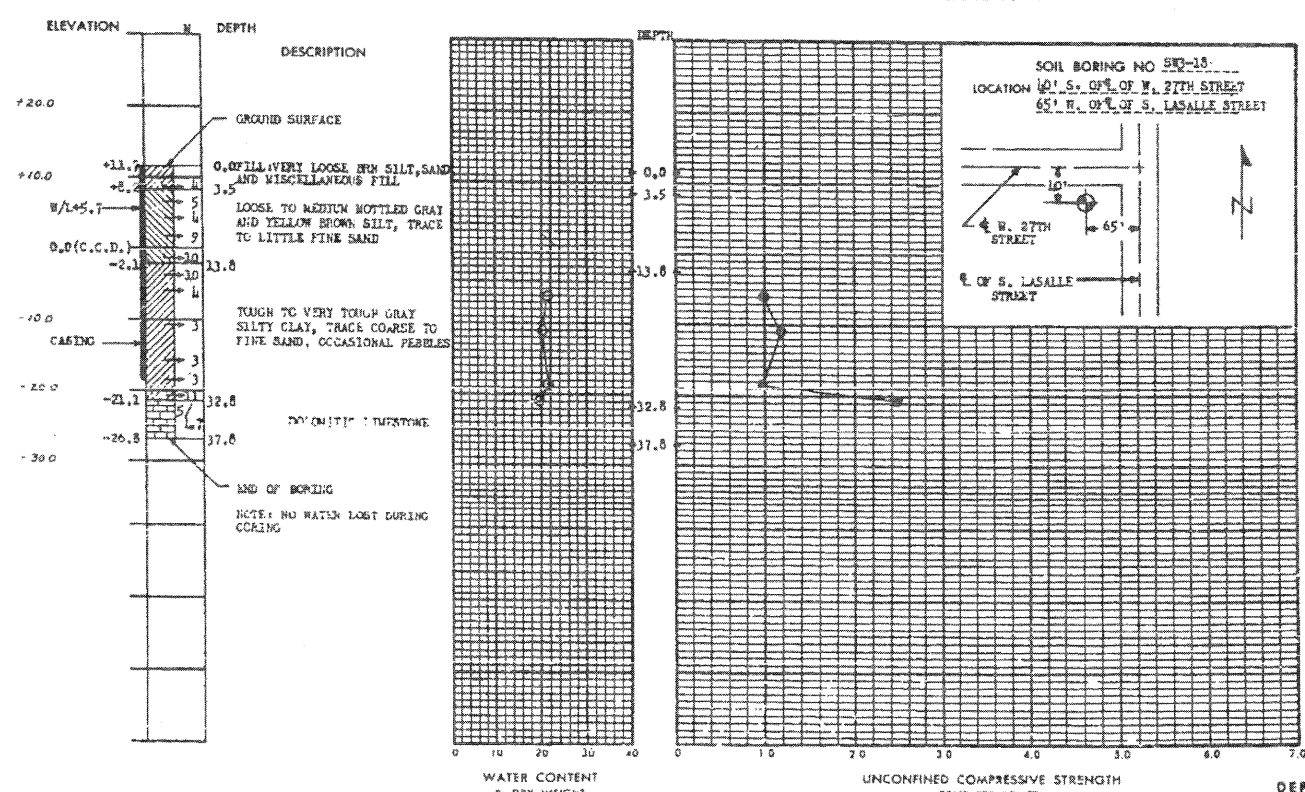
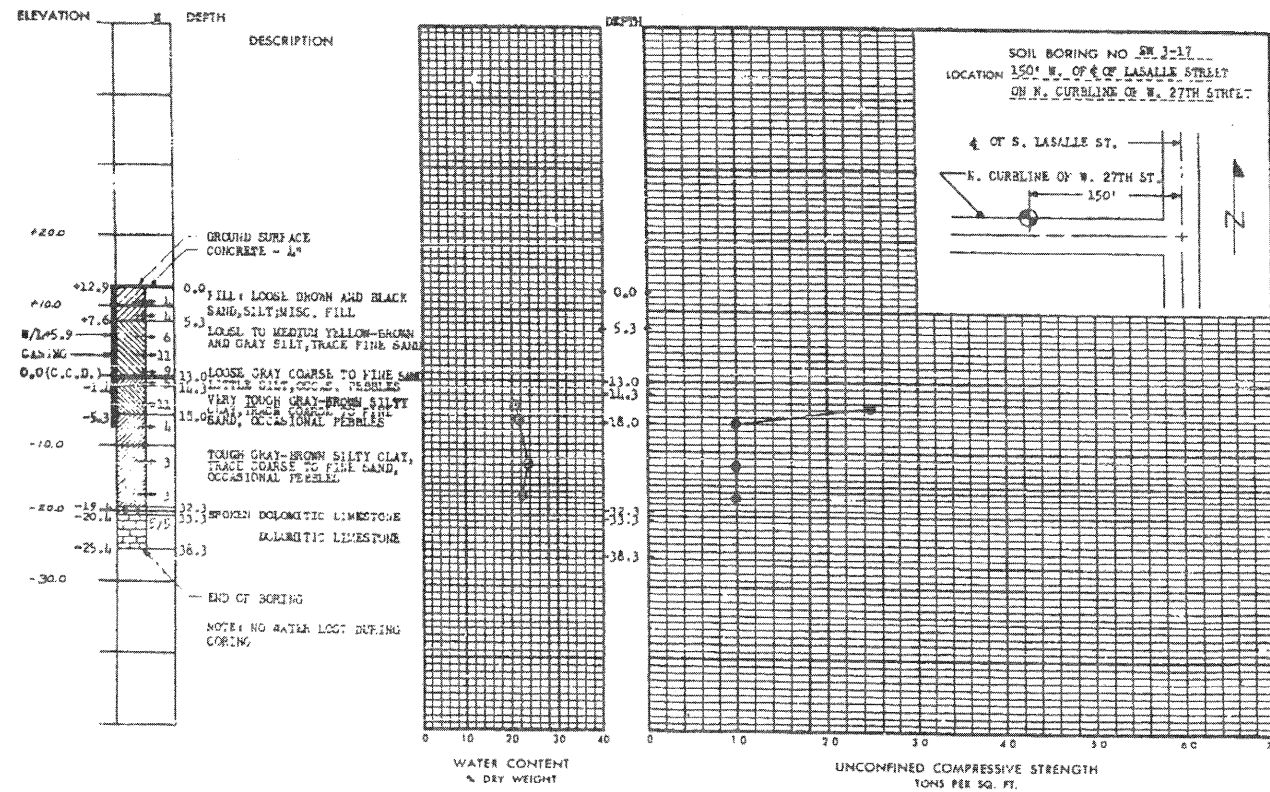
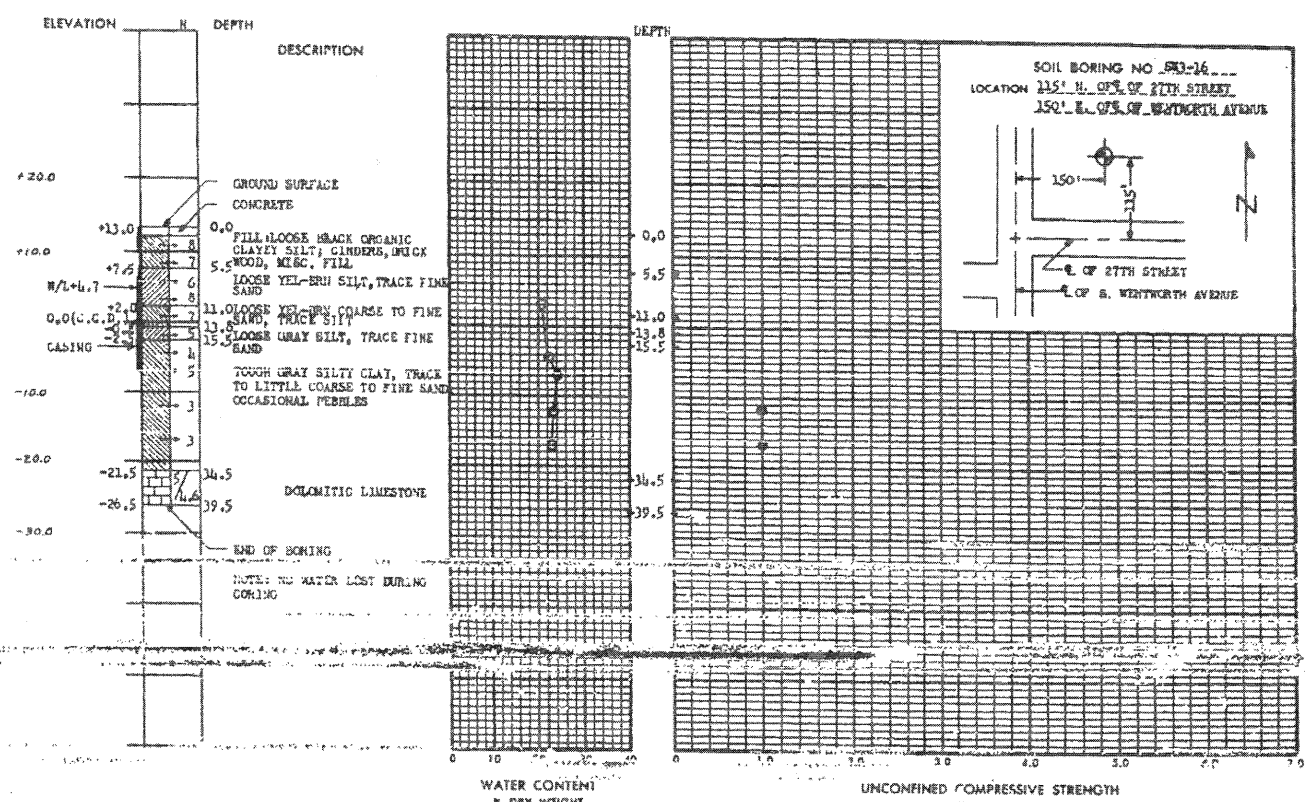
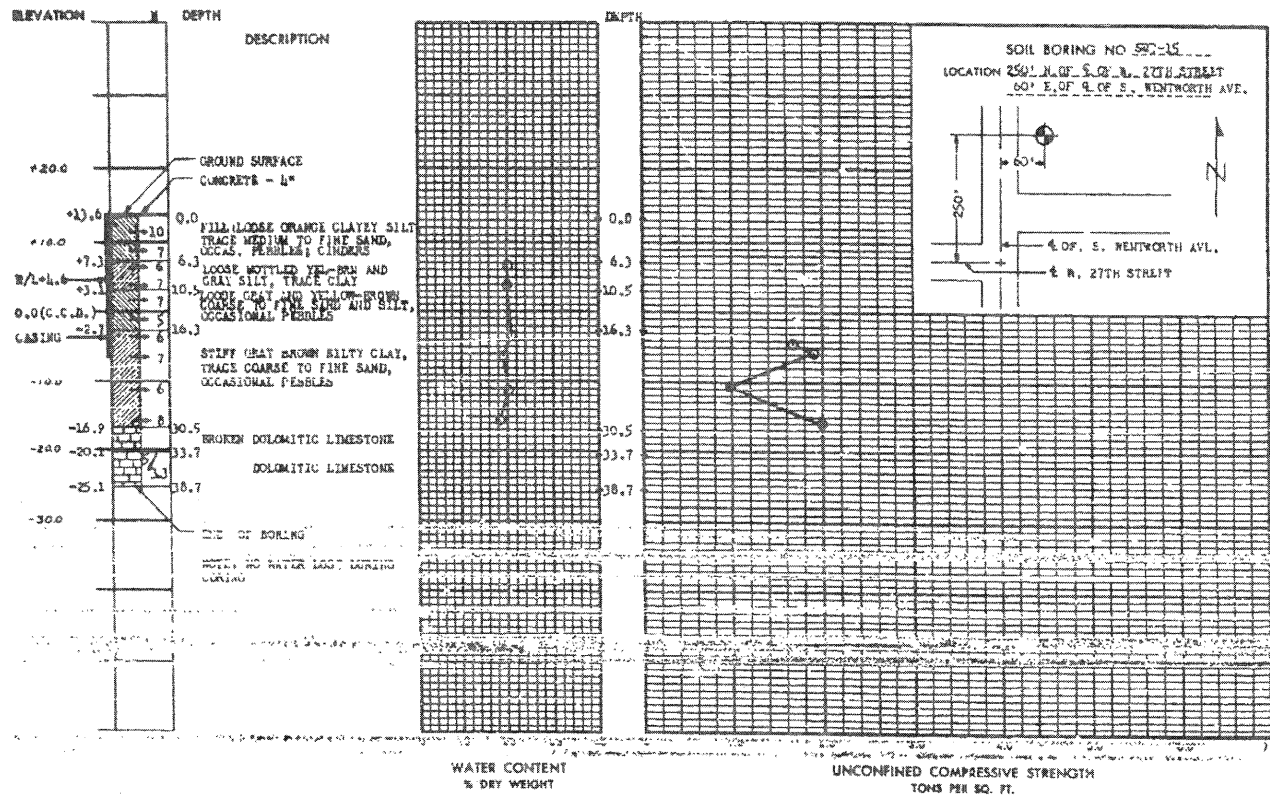
COLLECTOR FITTING DETAIL



DOWNSPOUT SUPPORT DETAIL

NOTES:

1. All pipes and fittings shall be reinforced fiberglass according to ASTM D 2996 RTRP with a 30,000 psi minimum short-time rupture strength hoop tensile stress.
2. All pipe supports and associated hardware shall be hot-dip galvanized according to AASHTO M 232.
3. Expansion bolts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
4. The contractor shall take appropriate precautions to assure that Protective Coat is not applied to the scupper.
5. All costs associated with the installation of the downspouts, fittings, hardware, splash pads, and incidental items shall be included in the lump sum price for "Drainage System".
6. The bottom 10 feet of the exposed vertical drainage pipe shall be ductile iron pipe. Ductile iron pipe shall conform to ASTM A377 and ductile iron fittings (castings) shall conform to ASTM A536. The cost of the ductile pipe and fittings shall be included in the lumpsum price for Drainage System.



REMARKS

N NUMBER OF BLADES OF SHOULDER
 VALUE 30 TO 100 PERCENTAGE %

O TEST VALUE

● ESTIMATED TEST VALUE

W/L WATER LEVEL - 24 HOURS AFTER DRILLING

D/P DEPTH OF POOL CORER / AND BY RECORDING

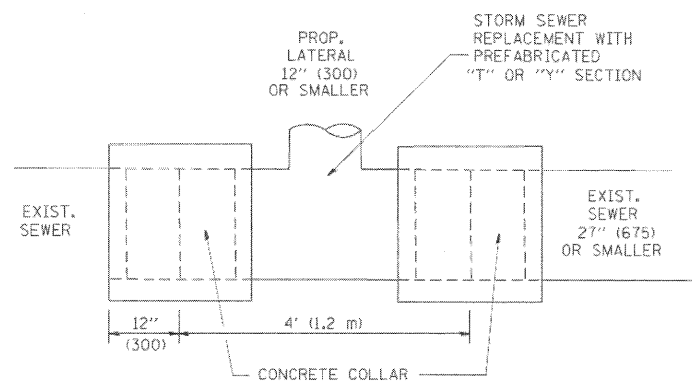
S/S SPLIT SPOON SAMPLE - 1 3/8" I.D., 2" O.D.

Designed By: CITY
 Drawn By: REPRODUCTION
 Checked By: M.S.
 Approved By: R.H.A.

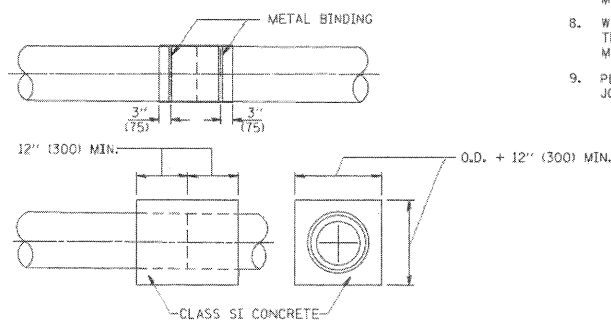
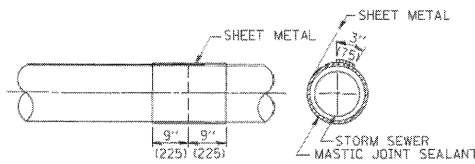
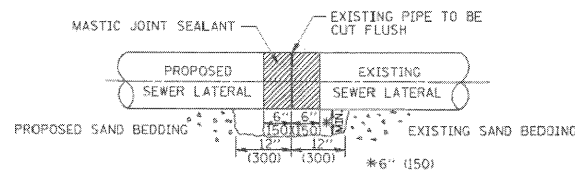
CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
 W 26th ST AND FRONTAGE ROAD OVERPASS BRIDGES
 SECTION SW - 1717.2 - 38
SOIL BORINGS
 SW3-15, SW3-16, SW3-17, SW3-18
 DE LEUW, CATHER & COMPANY
 CONSULTING ENGINEERS CHICAGO
 DATE: OCT 1963 SHEET NO. G-25 OF 62 SHEETS

FILE NAME = 0161093-SB24-BOR.dgn	DESIGNED - LSD	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS		F.A.P. RTE. 392	SECTION 1717-2-38-R	COUNTY COOK	TOTAL SHEETS 114	SHEET NO. 102
	DRAWN - JUN	REVISED - ---		F.A.P. 392 FRANKLIN CONNECTOR (AT I-55 FRONTAGE ROAD B) STRUCTURE NO. 016-1093		SCALE: NTS	SHEET NO. SB24 OF SB24 SHEETS	STA. 85+60.68	CONTRACT NO. 62197	
	CHECKED - TNS	REVISED - ---		FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT						
PLOT DATE = 1/12/2009	DATE - 1/13/09	REVISED - ---								

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	103
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



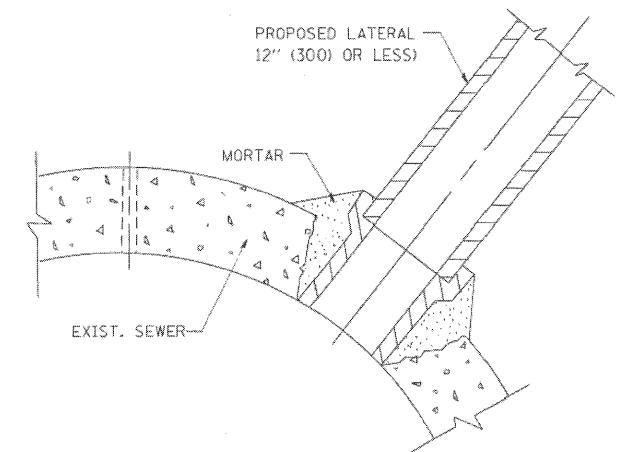
DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"
PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
 - CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".
- IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/93
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

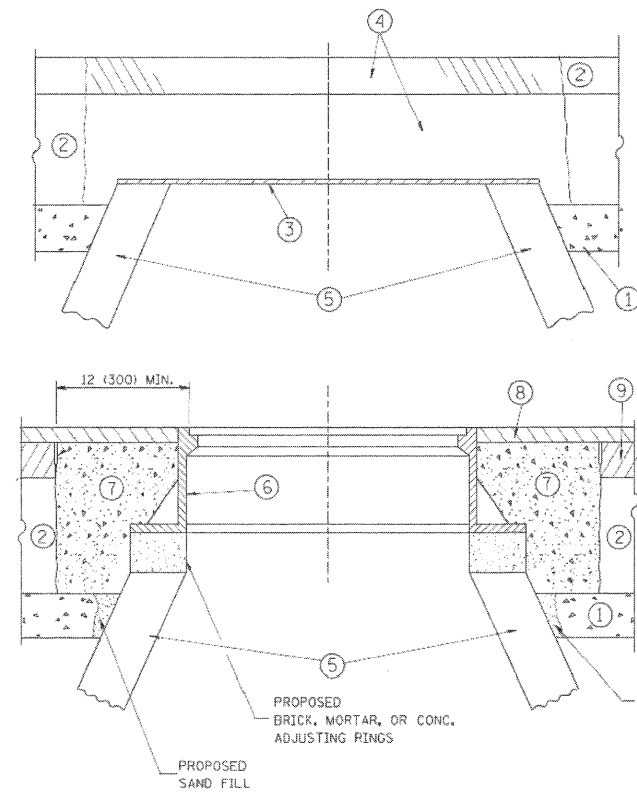
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY

B0500-01 (BD-7)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	104
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

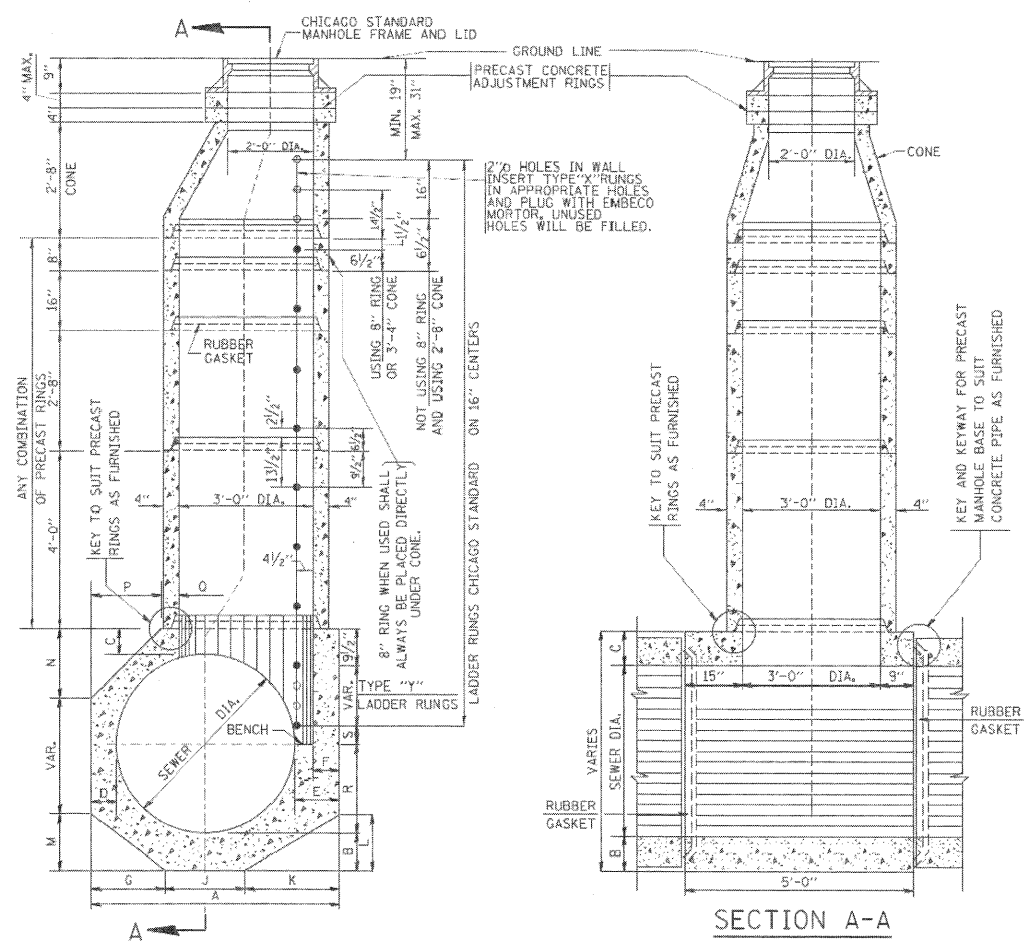
REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/99
R. SHAH	03/10/98
A. ABBAS	03/21/97
R. WIJEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

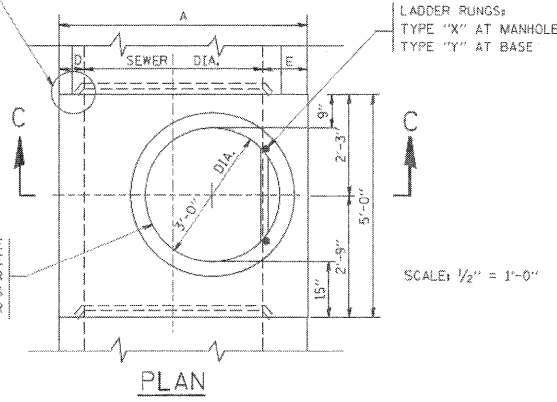
SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	105
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

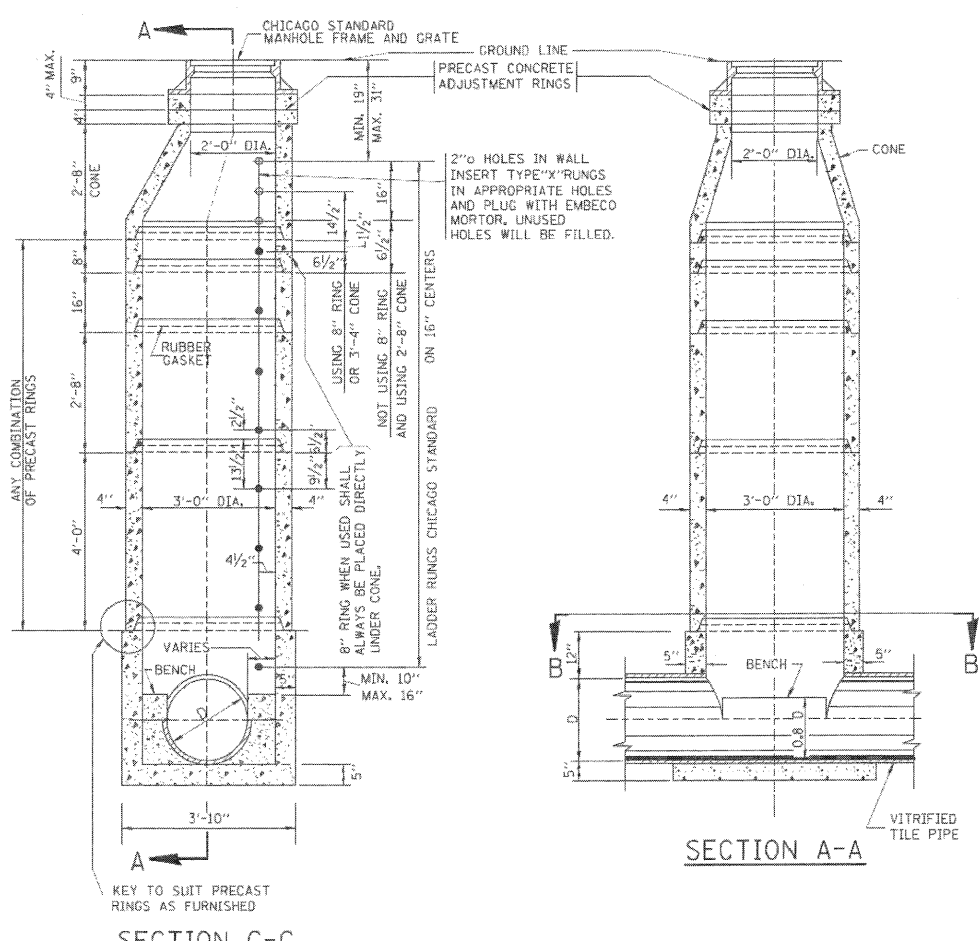


SECTION C-C

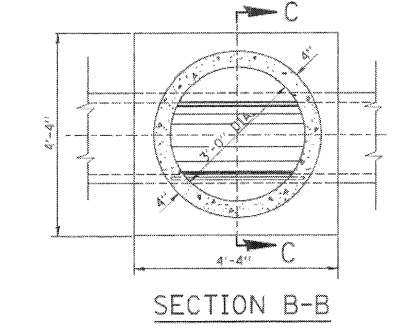


PLAN

TYPE "A" MANHOLE
FOR SEWERS
24" TO 120" DIAMETER
PRECAST BASES AND RINGS



SECTION C-C



SECTION B-B

TYPE "A" MANHOLE
FOR SEWERS
21" DIAMETER AND SMALLER
PRECAST BASES AND RINGS

SCALE: 1/2" = 1'-0"

SEWER DIA.	PART OF ITEM	DIMENSIONS OF PRECAST MANHOLE BASE																NO. "Y" RINGS
		A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R	
120"	---	12'-4 1/2"	12"	12"	12"	16 1/2"	12"	4'-0"	4'-0"	4'-4 1/2"	2'-7 1/2"	2'-5"	3'-7"	3'-7"	4'-8 1/2"	2'-0"	2 1/2"	7
108"	---	11'-4 1/2"	12"	12"	12"	16 1/2"	12"	3'-8"	3'-8"	4'-0 1/2"	2'-5"	2'-2"	3'-4"	3'-4"	4'-0 1/2"	2'-0"	6 1/2"	6
102"	---	10'-10 1/2"	12"	12"	12"	16 1/2"	12"	3'-6"	3'-6"	3'-10 1/2"	2'-4"	2'-1"	3'-2"	3'-2"	3'-8 1/2"	2'-0"	16 1/2"	5
96"	10-A	10'-2 1/2"	11"	11"	11"	15 1/2"	11"	3'-3"	3'-3"	3'-8 1/2"	2'-3"	2'-11"	2'-11"	3'-4 1/2"	2'-0"	9 1/2"	5	5
90"	10-B	9'-8 1/2"	11"	11"	11"	15 1/2"	11"	3'-1"	3'-1"	3'-6 1/2"	2'-1 1/2"	2'-2"	2'-10"	2'-10"	2'-11 1/2"	2'-0"	3 1/2"	5
84"	10-C	9'-0 1/2"	10"	10"	10"	14 1/2"	10"	2'-11"	2'-11"	3'-2 1/2"	2'-3"	2'-7"	2'-7"	2'-7 1/2"	2'-0"	12 1/2"	4	4
78"	10-D	8'-6 1/2"	10"	10"	10"	14 1/2"	10"	2'-9"	2'-9"	3'-0 1/2"	2'-2"	2'-6"	2'-6"	2'-2 1/2"	2'-0"	6 1/2"	4	4
72"	10	7'-10 1/2"	9"	9"	9"	13 1/2"	9"	2'-6"	2'-6"	2'-10 1/2"	2'-1"	18"	2'-3"	2'-3"	2'-2 1/2"	2'-0"	15 1/2"	3
66"	11	7'-4 1/2"	9"	9"	9"	13 1/2"	9"	2'-4"	2'-4"	2'-8 1/2"	19 1/2"	17"	2'-1"	2'-1"	18 1/2"	2'-0"	9 1/2"	3
60"	12	6'-8 1/2"	8"	8"	8"	12 1/2"	8"	2'-1 1/2"	2'-1"	2'-6"	18"	15"	23"	23"	13 1/2"	2'-0"	2 1/2"	3
54"	13	6'-2 1/2"	8"	8"	8"	12 1/2"	8"	2-3 1/2"	2-3"	2'-4"	17"	14"	21"	21"	9 1/2"	2'-0"	12 1/2"	2
48"	14	5'-6 1/2"	7"	7"	7"	11 1/2"	7"	20 1/2"	21"	2'-1"	15"	12 1/2"	18 1/2"	18 1/2"	5"	2'-0"	5 1/2"	2
42"	15	5'-0 1/2"	7"	7"	7"	11 1/2"	7"	18 1/2"	19"	2-3"	14"	11"	---	---	17 1/2"	2-1"	2 1/2"	2
36"	16	4'-4 1/2"	6"	6"	6"	10 1/2"	6"	16"	16"	20 1/2"	12 1/2"	9 1/2"	---	---	10 1/2"	18"	14 1/2"	1
30"	17	4'-0"	6"	6"	6"	12"	6"	14"	14"	20"	12"	8 1/2"	---	---	6"	15"	11 1/2"	1
24"	18	4'-0"	6"	6"	6"	12"	6"	16"	16"	16"	9 1/2"	---	---	---	6"	12"	8 1/2"	1

FOR STATE CONTRACT
ALL DIMENSIONS SHOULD
BE PREPARED IN METRIC
UNITS SOFT CONVERSION
METHOD SHOULD BE USED.

REVISIONS	
NAME	DATE
	6-18-82
	9-22-90

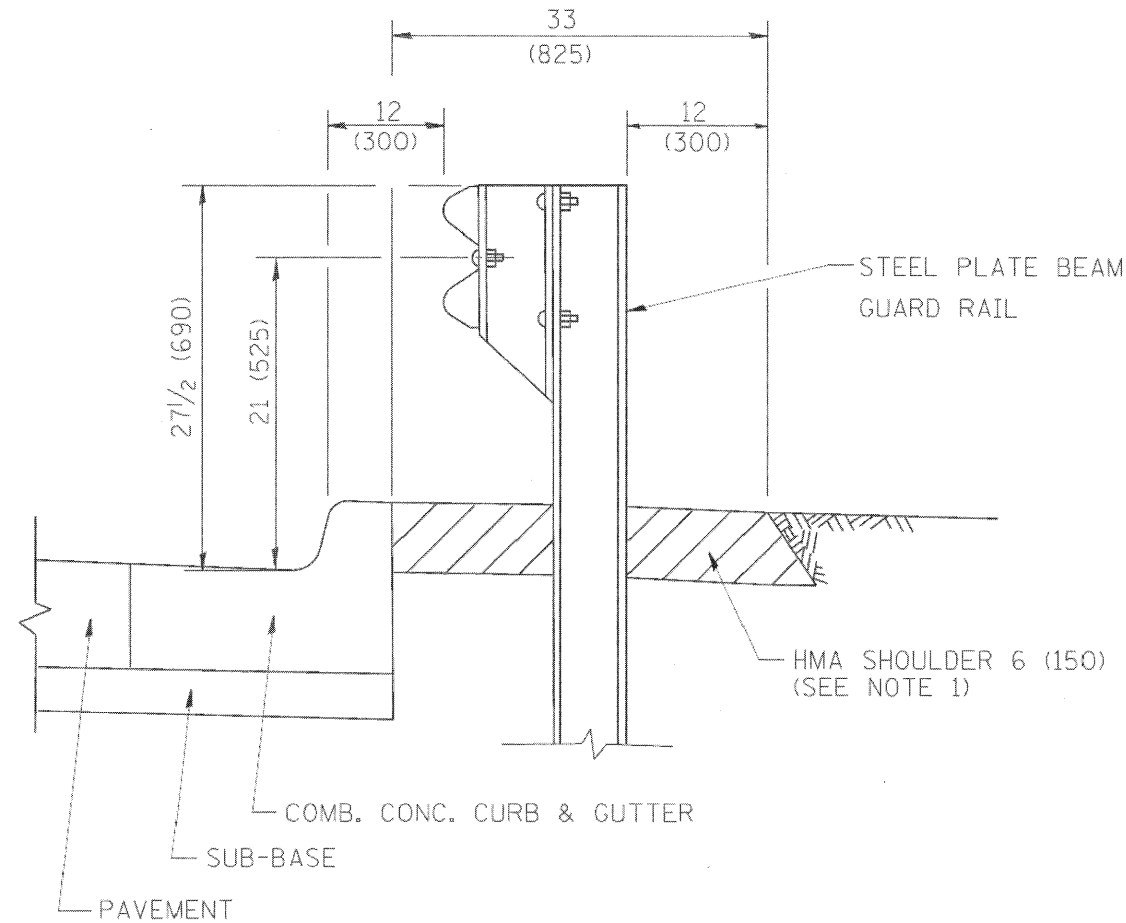
ILLINOIS DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DRAINAGE
DETAILS

SCALE: VERT. NONE
HORIZ.
DRAWN BY
CHECKED BY
B0600-12 (BD-9)

PLOT DATE = 2/15/2007
FILE NAME = K:\chicago\1717\1717.dgn
PLOT SCALE = 1/2" = 1'-0"
USER NAME = bboard

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	106
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

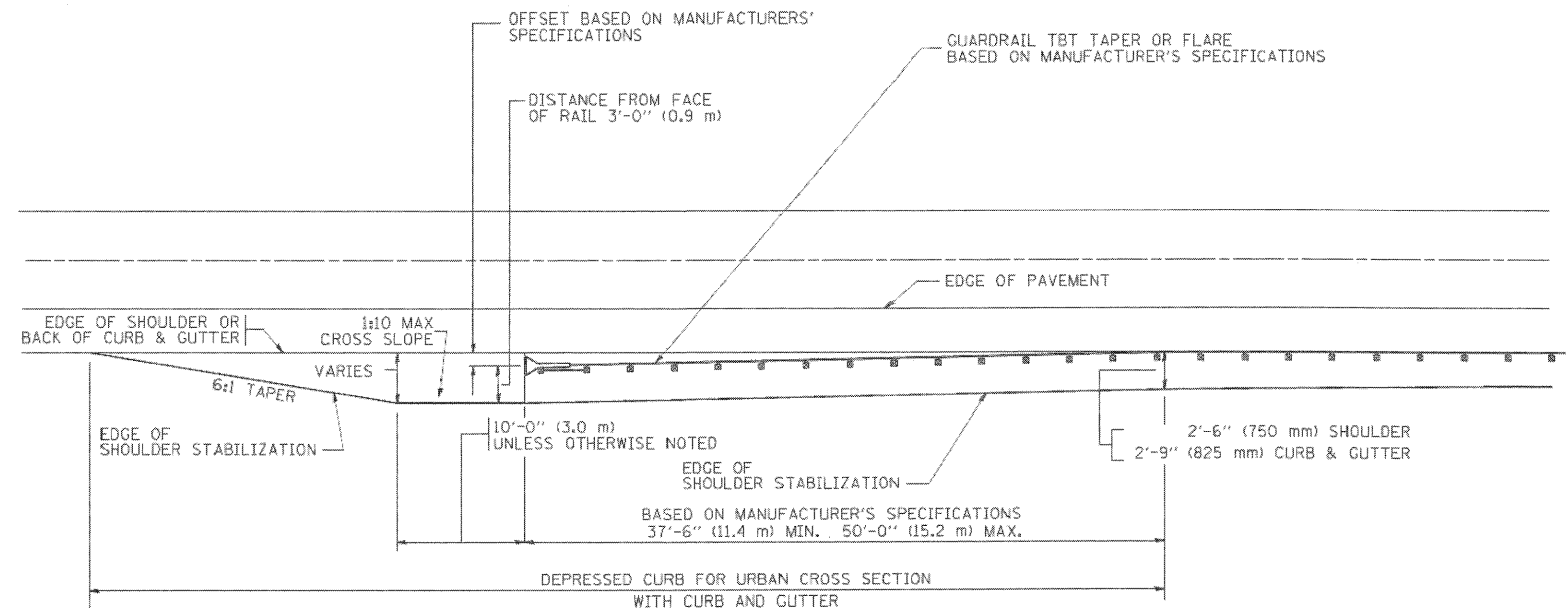


- NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: HMA SHOULDER 6 (150) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDER 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER
 [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



STABILIZATION AT TBT TY. 1 SPL.

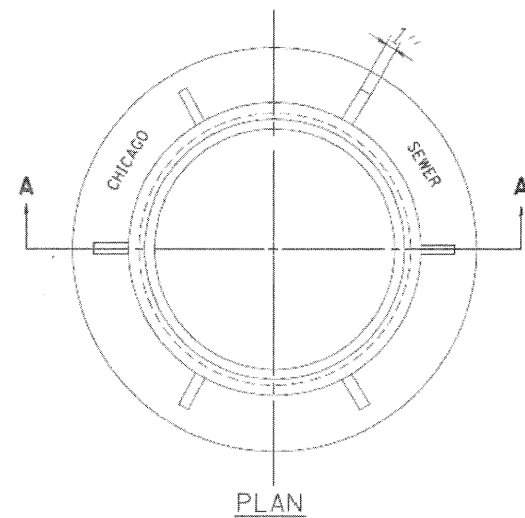
TBT = TRAFFIC BARRIER TERMINAL
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE
M. DE YONG	09-22-90
M. DE YONG	07-14-92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	02/23/95
A. ABBAS	03/21/97
E. GOMEZ	08/28/00
R. BORO	01/01/07

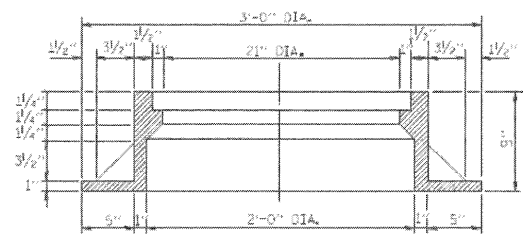
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.

SCALE: VERT. NONE
 HORIZ.
 DRAWN BY jls
 CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	107
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLAN

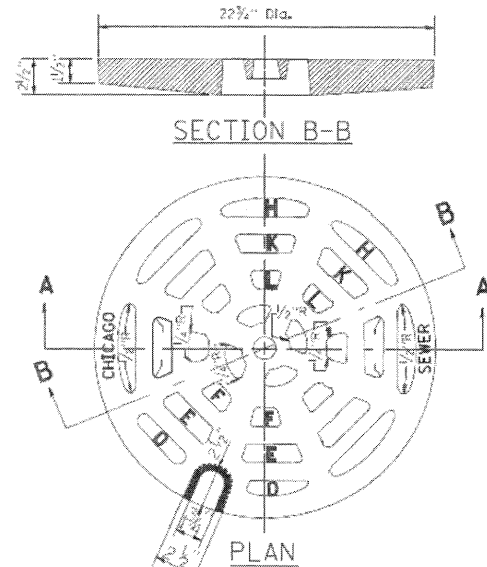


SECTION A-A

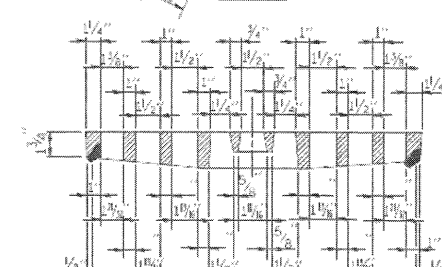
NOTE: METAL PLATES MUST BE FURNISHED FOR PERFORATED LIDS ON MANHOLES

CHICAGO STANDARD MANHOLE FRAME

SCALE: 1/2"=1'-0"
MATERIAL: CAST IRON



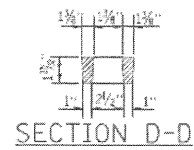
PLAN



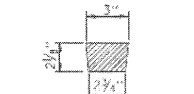
SECTION A-A

PERFORATED LID FOR CATCH BASINS & MANHOLES

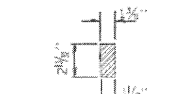
SCALE: 2"=1'-0"
MATERIAL: CAST IRON



SECTION D-D



SECTION E-E



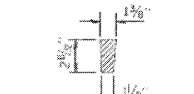
SECTION F-F



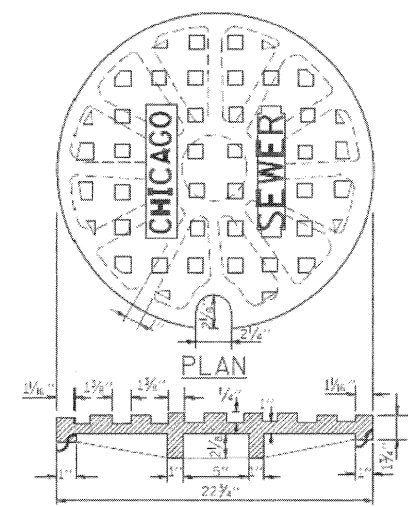
SECTION H-H



SECTION K-K



SECTION L-L



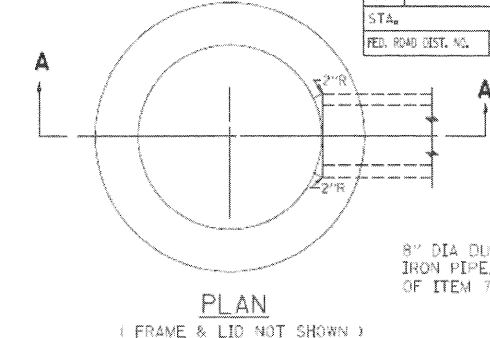
PLAN



SECTION

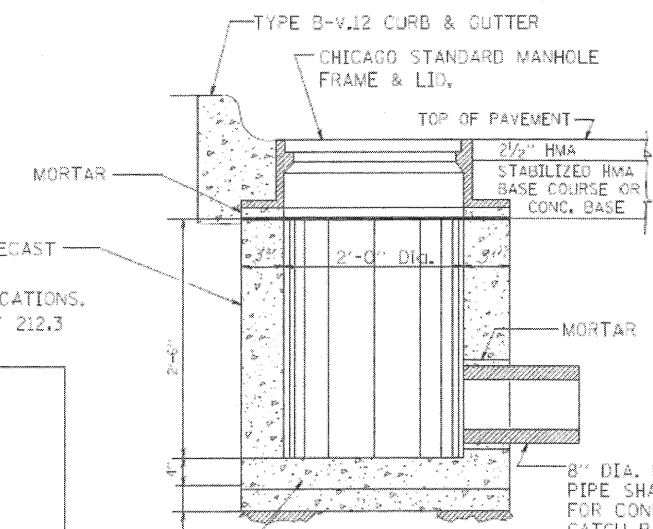
SOLID LID FOR MANHOLES

SCALE: NONE
MATERIAL: CAST IRON



PLAN

(FRAME & LID NOT SHOWN)



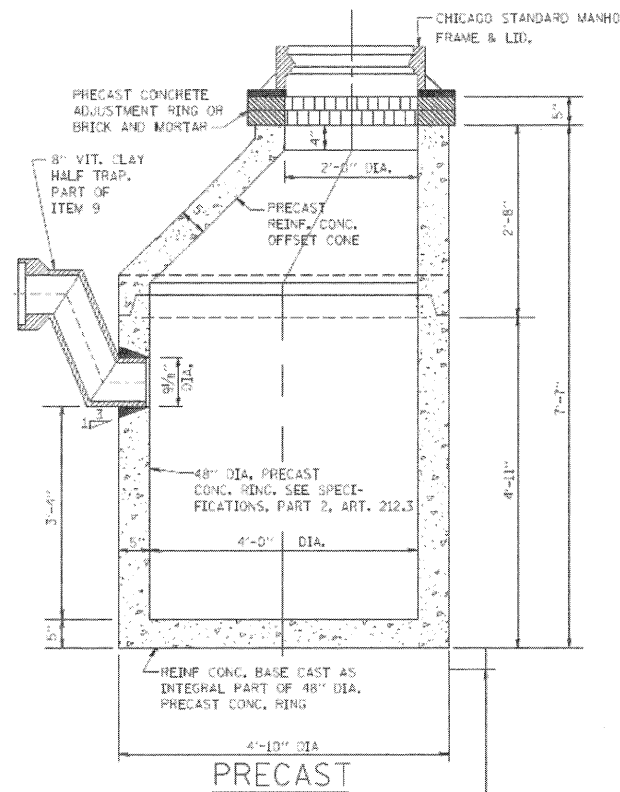
SECTION A-A

STANDARD INLETS

SCALE: 1"=1'-0"
ITEM 12

THIS INLET DETAIL IS SOMETIMES REFERRED TO AS "CHICAGO STANDARD INLET, TYPE A"

NOTE: INLETS SHALL NOT BE CONSTRUCTED UNLESS IT IS IMPOSSIBLE TO CONSTRUCT A CATCH BASIN. THE CONTRACTOR SHALL HAVE THE DEPARTMENT OF SEWERS APPROVAL BEFORE CONSTRUCTING INLETS.

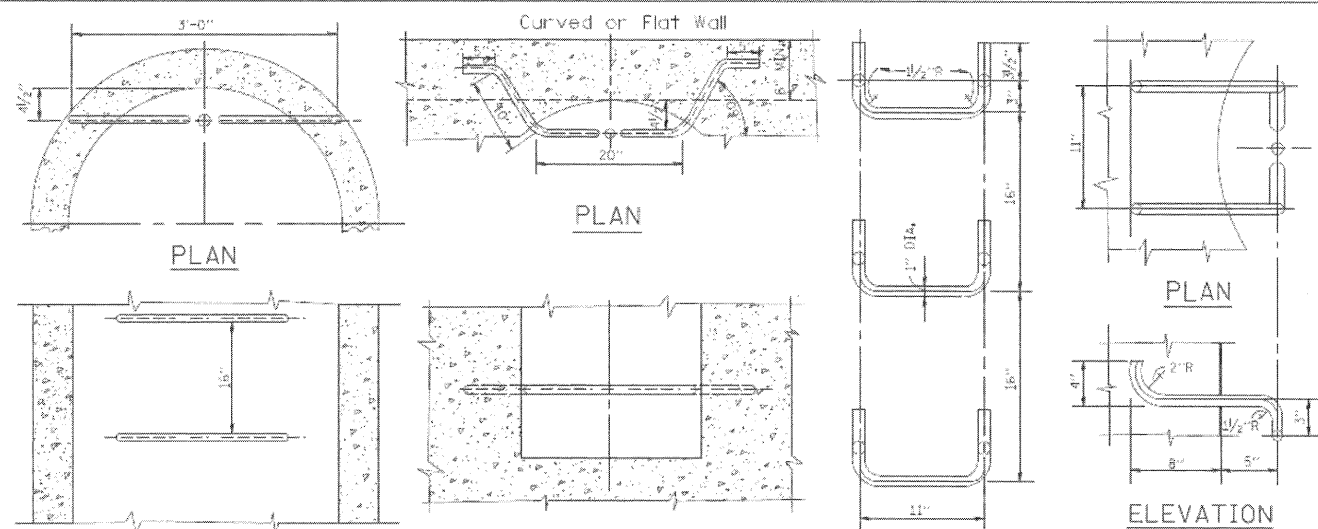


PRECAST

NOTE: 6" MINIMUM GRANULAR EMBEDMENT UNDER ALL CATCH BASINS

STANDARD CATCH BASINS

SCALE: 3/4"=1'-0"
ITEM 9



ELEVATION

TYPE X
SCALE: 1"=1'-0"

ELEVATION

TYPE Y
SCALE: 1"=1'-0"

SPACING

HANDHOLD-TYPE Z RUNG
Scale: 1/2"=1'-0"

STANDARD LADDER RUNGS

ALL LADDER RUNGS SHALL BE ALUMINUM OR GALVANIZED WROUGHT IRON AS SPECIFIED IN THE SPECIFICATIONS, PART 2, ARTICLE 214.2. RUNGS SHALL BE 1" DIAMETER OR OF A SHAPE HAVING AN EQUIVALENT CROSS-SECTIONAL AREA.

CITY OF CHICAGO
DEPARTMENT OF SEWERS
ENGINEERING DIVISION

ILLINOIS DEPARTMENT OF TRANSPORTATION

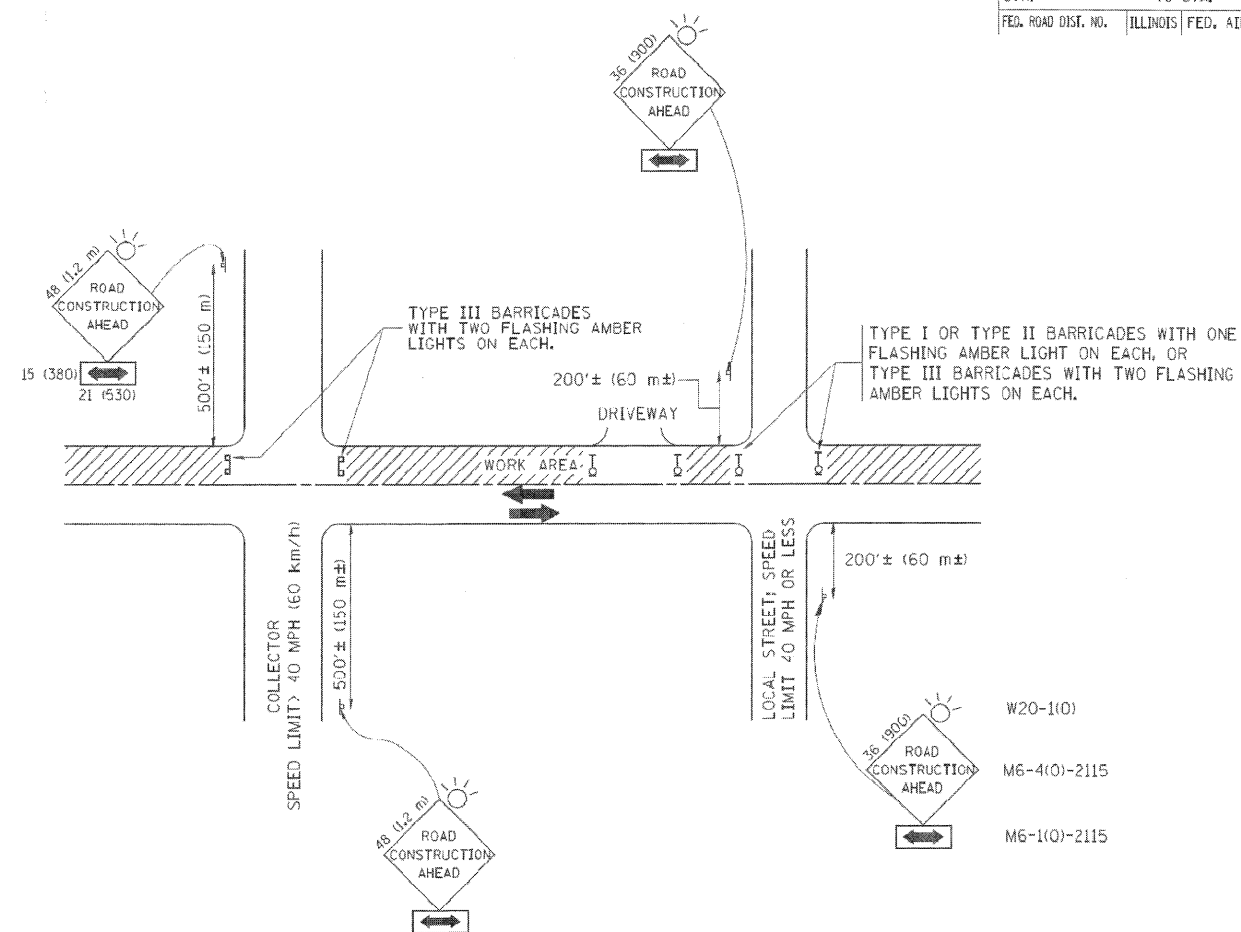
CITY OF CHICAGO
CATCH BASIN, INLET AND
MANHOLE DETAILS

REVISIONS	
NAME	DATE
M. GOMEZ	01/25/01

SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	107A
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in millimeters (inches) unless otherwise shown.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/08/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 FOR
 SIDE ROADS, INTERSECTIONS, AND
 DRIVEWAYS**

SCALE: NONE

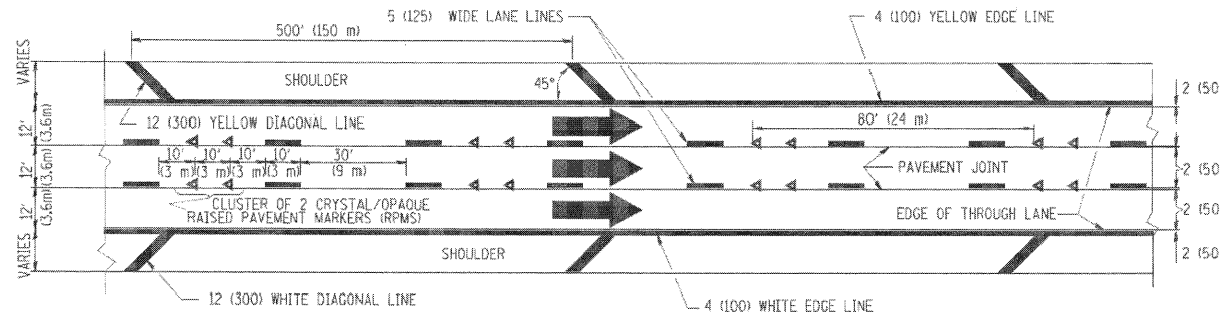
DRAWN BY

CHECKED BY

TC-10

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	108
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

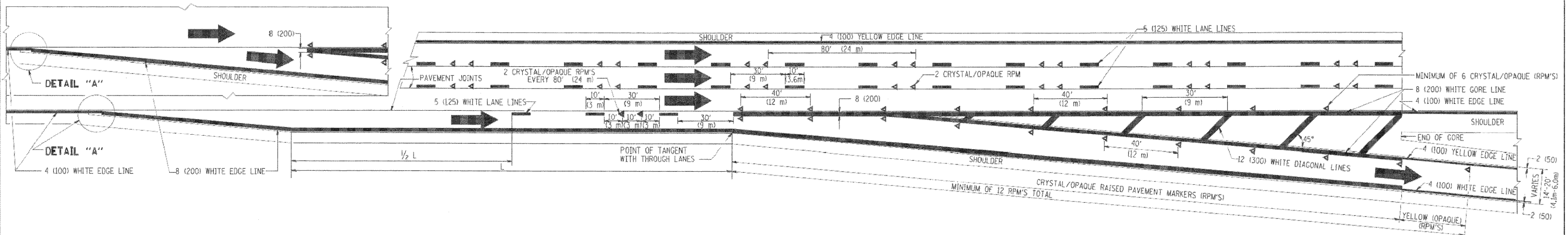
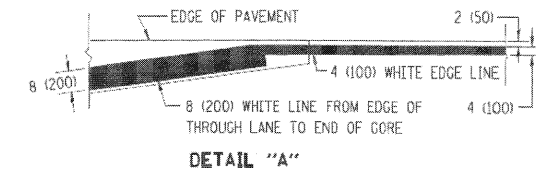
THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH
THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH



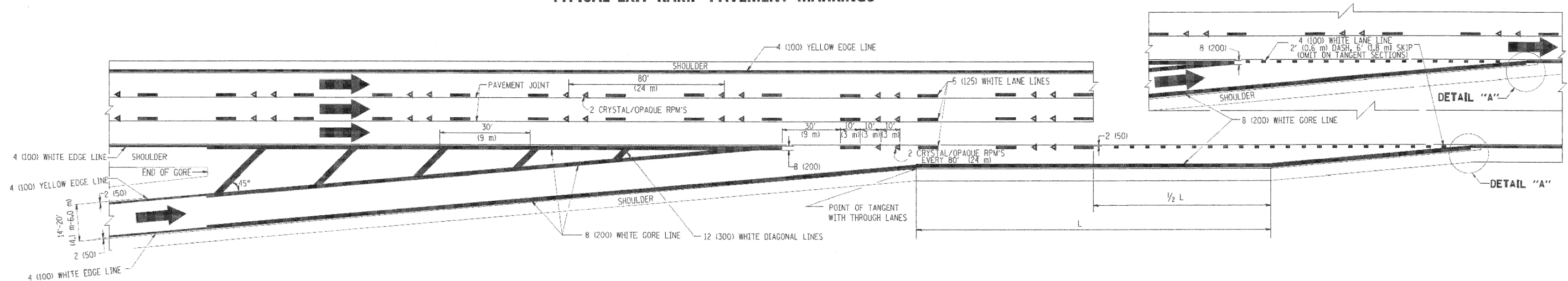
TYPICAL EDGE LINES & LANE LINES

NOTES:

1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC



TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
DWS	1/90
DWS	5/91
AH	3/96
DWS	7/96
JAF	2/06
SPB	1/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS

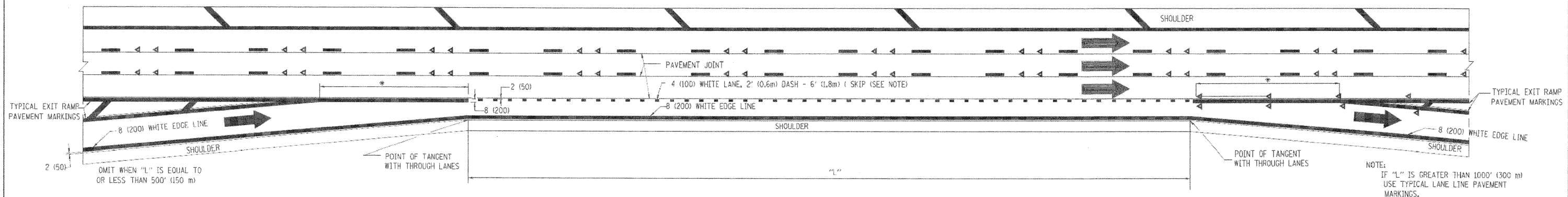
SCALE: NONE

DRAWN BY C.A.D.D.

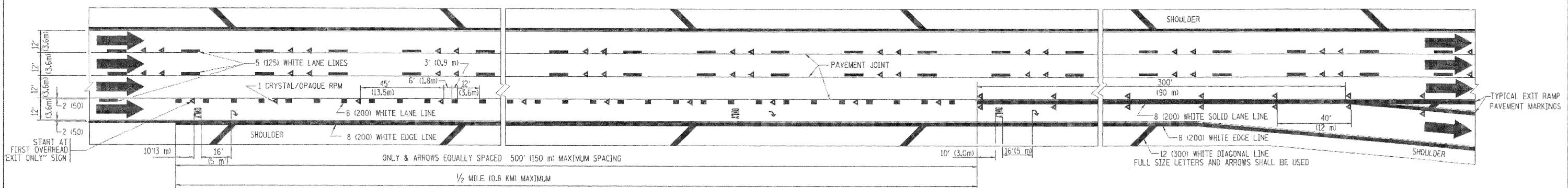
CHECKED BY

TC12 SHEET 1 OF 2

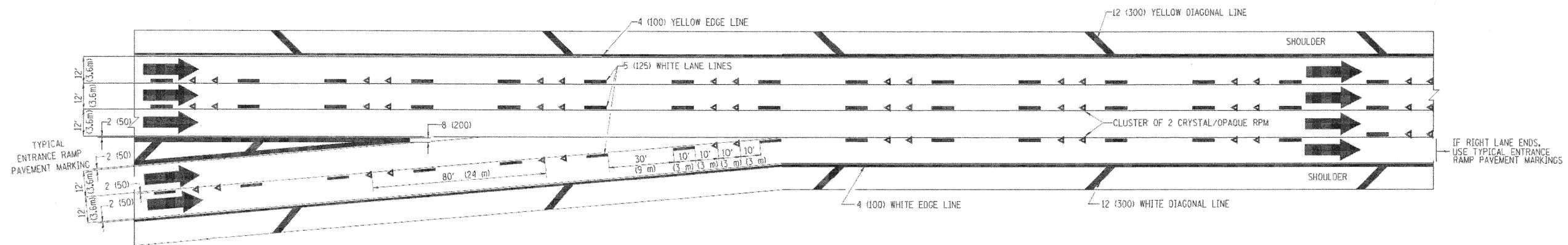
CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	109
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL ENTRANCE/EXIT RAMP COMBINATION PAVEMENT MARKINGS



TYPICAL EXIT ONLY LANE PAVEMENT MARKINGS



TYPICAL TWO LANE ENTRANCE RAMP PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
DWS	1/90
DWS	5/91
SPB	1/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

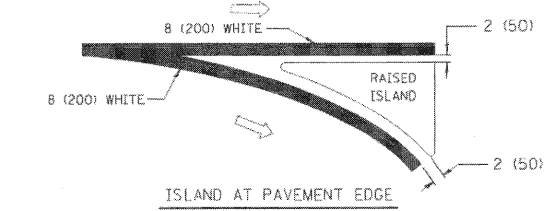
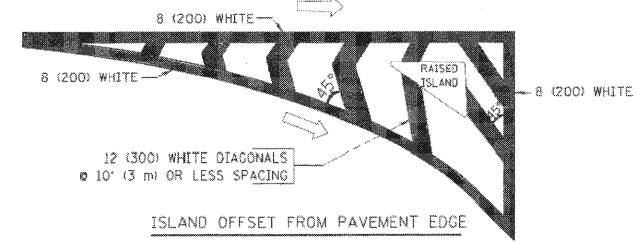
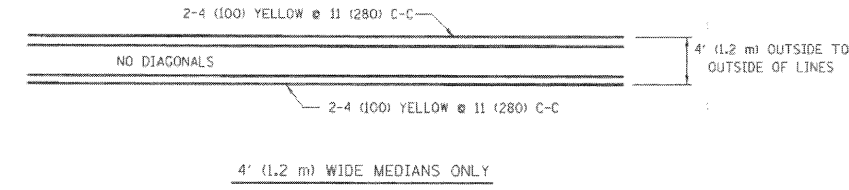
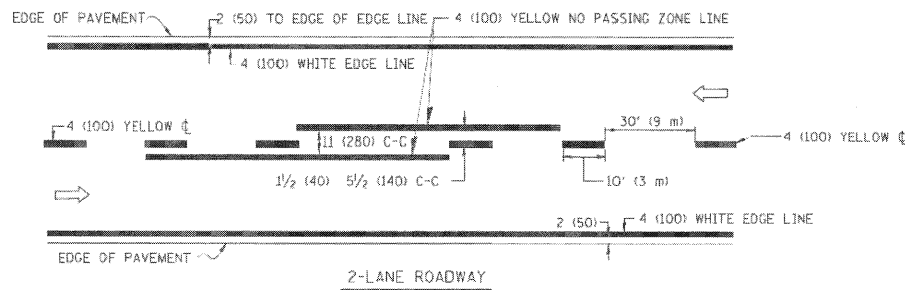
MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS

SCALE: NONE

DRAWN BY C.A.D.D.
CHECKED BY
TC12 SHEET 2 OF 2

DATE = 3/6/2007
FILE NAME = K:\dss\1404\1404.dgn
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USER NAME = bboard

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	110
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

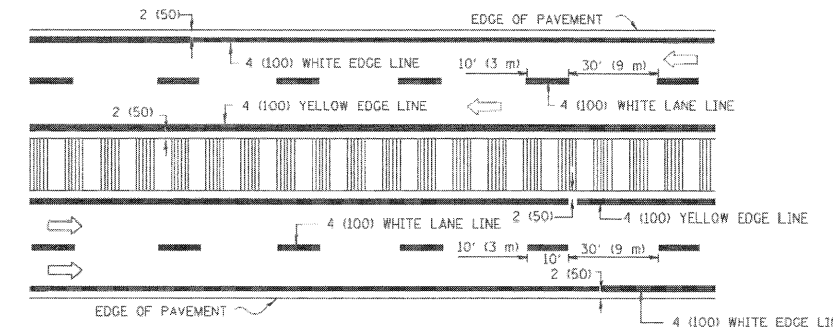
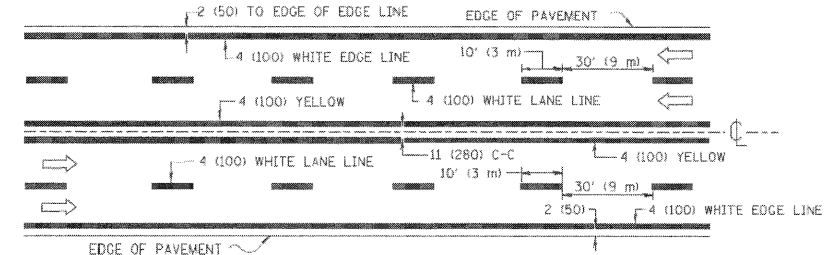


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

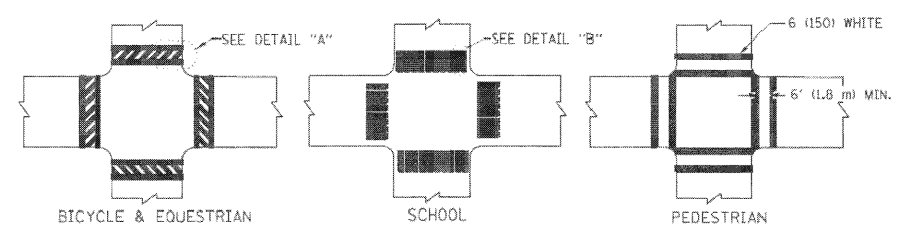
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

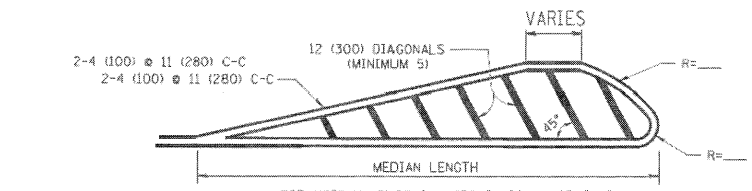


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

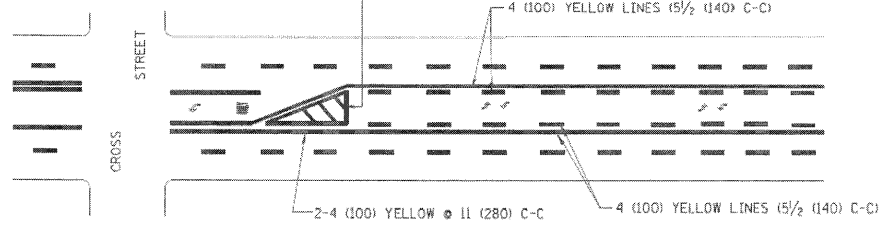


TYPICAL CROSSWALK MARKING

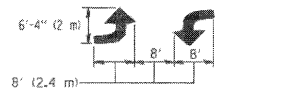


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

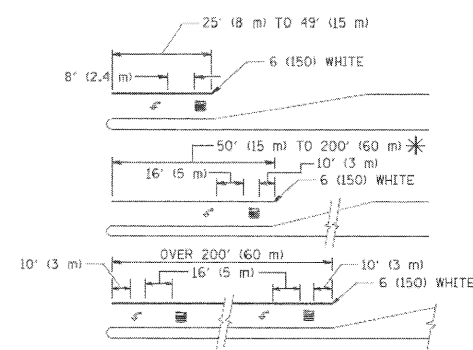


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

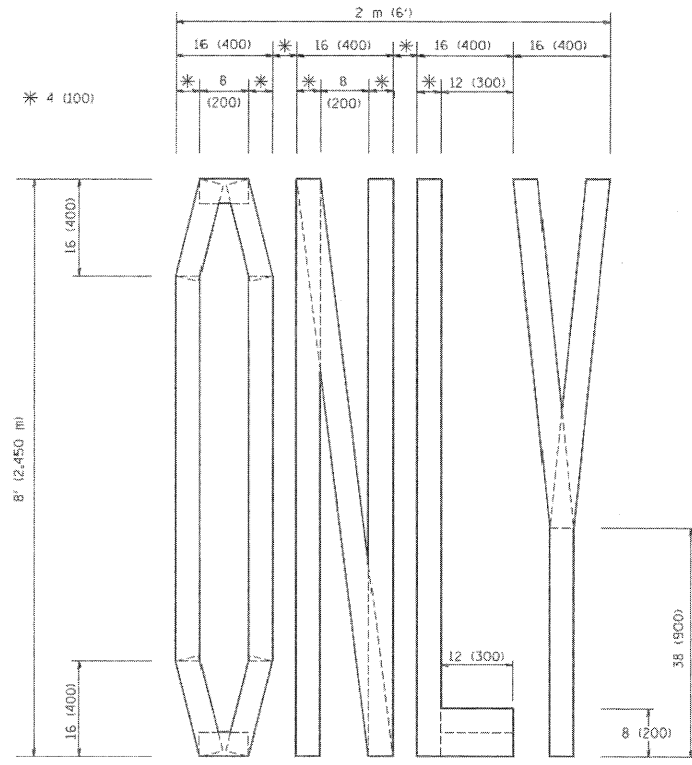
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE

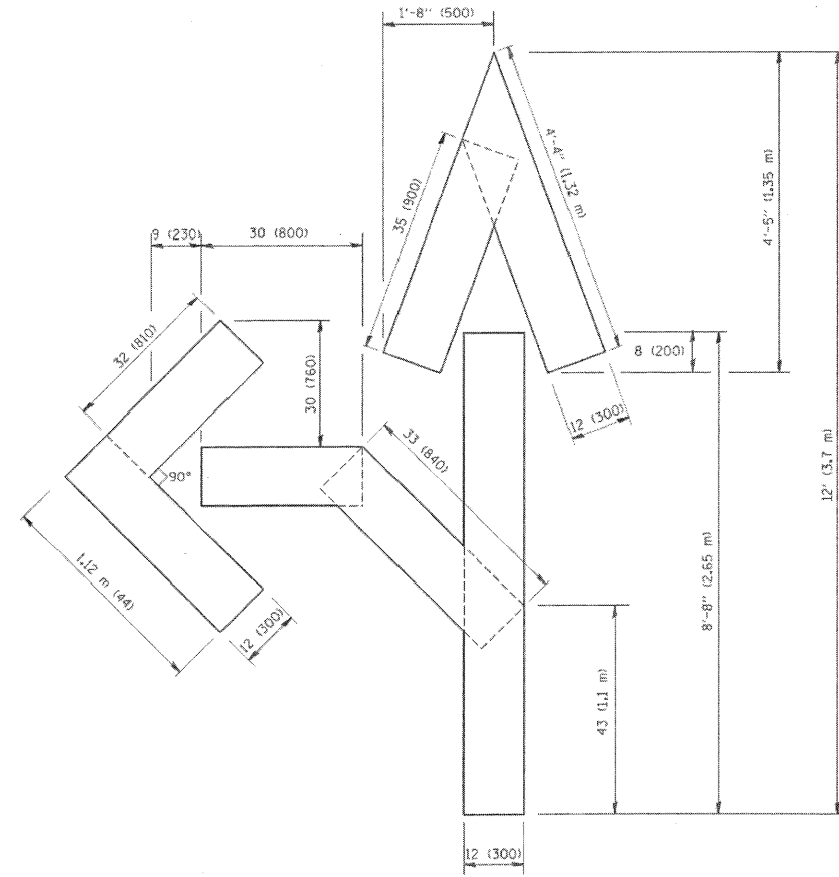
DRAWN BY CADD
CHECKED BY
TC-13

PLOT DATE = 3/6/2007
FILE NAME = K:\dstd\std13.dgn
PLOT SCALE = 1/8"=1'-0"
USER NAME = bburd

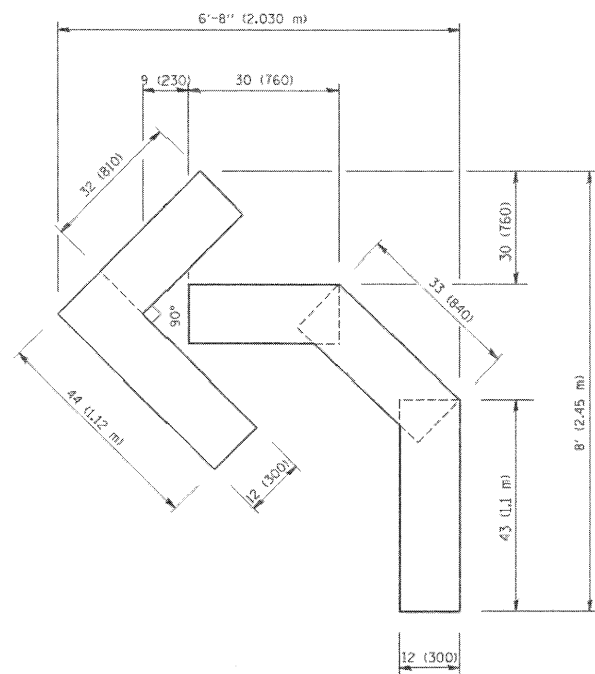
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	111
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

All dimensions are in inches (millimeters) unless otherwise shown.

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING**

SCALE: NONE

DRAWN BY CADD

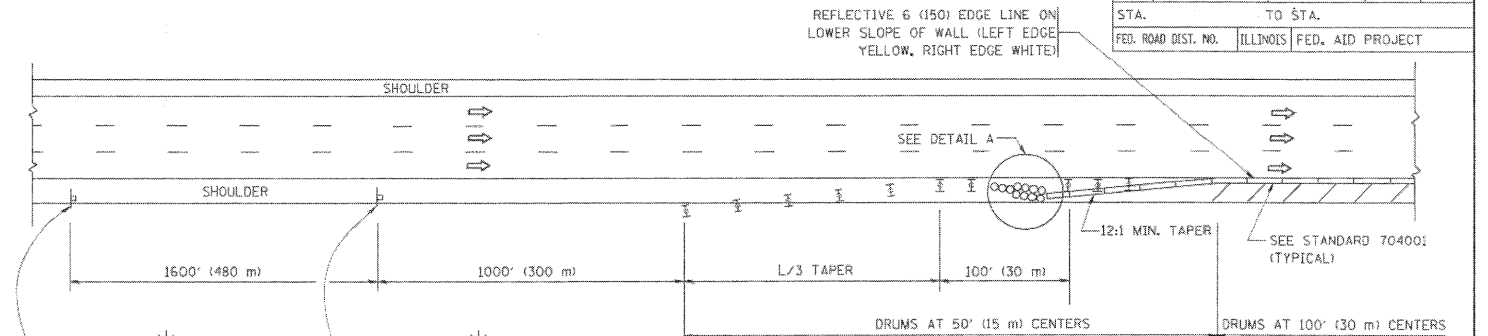
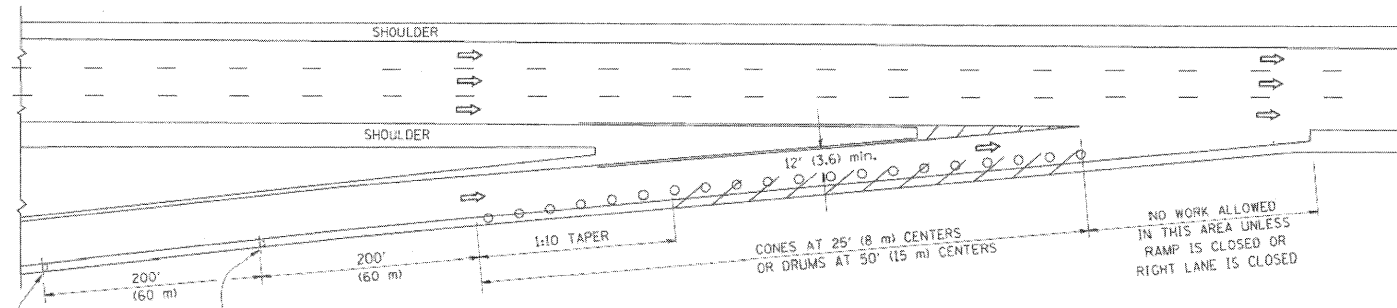
CHECKED BY

TC-16

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

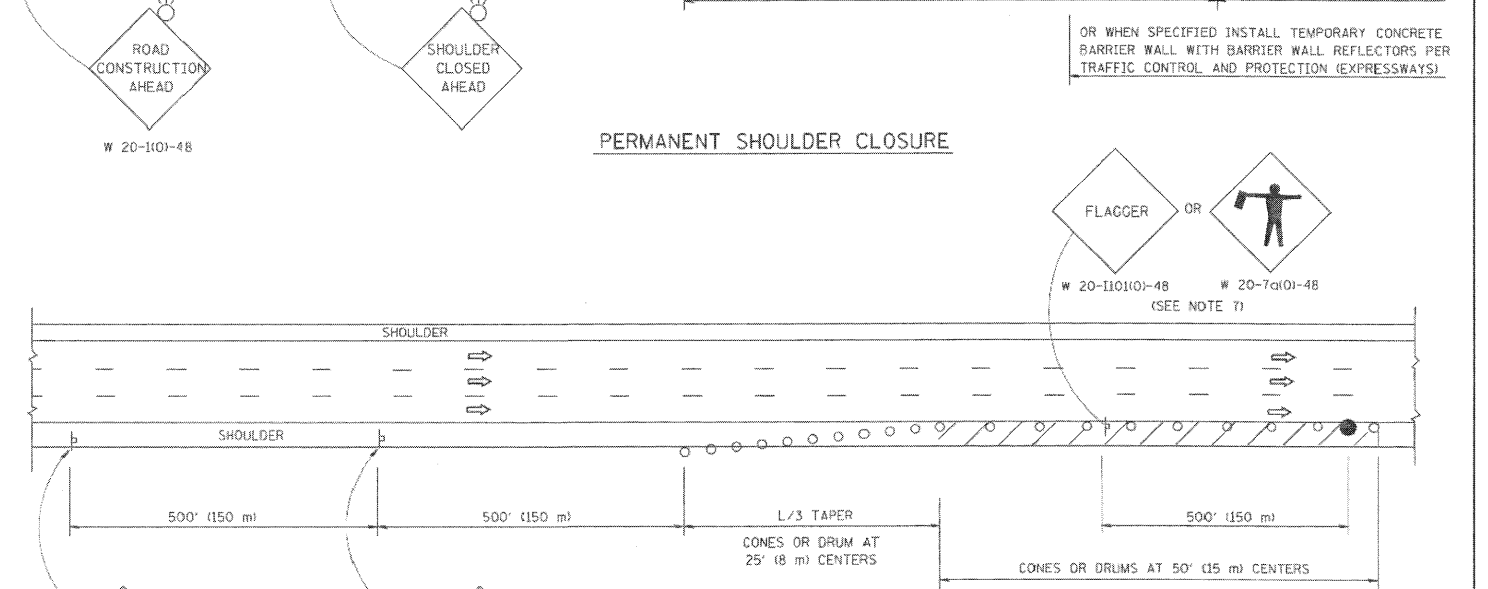
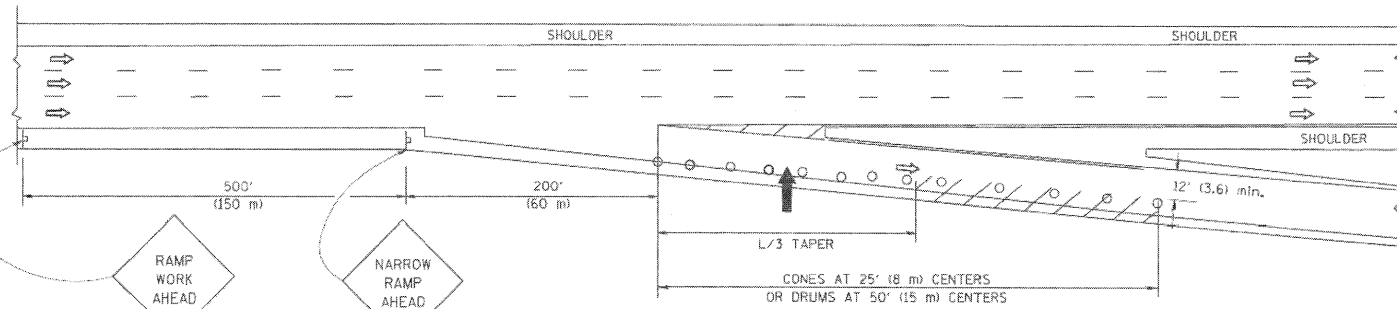
PARTIAL RAMP CLOSURE DETAILS

SHOULDER CLOSURE DETAILS



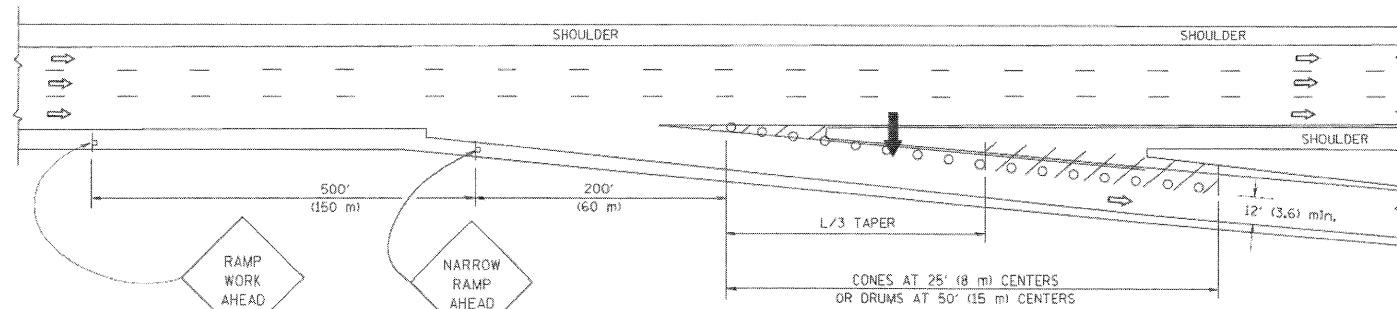
TYPICAL ENTRANCE RAMP

PERMANENT SHOULDER CLOSURE



TYPICAL EXIT RAMP

DAYTIME SHOULDER CLOSURE



TYPICAL EXIT RAMP

SYMBOLS

- ARROWBOARD
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h)	METRIC ENGLISH
OR GREATER:	$L=0.6S(W+S)$ $L=(W+S)S$

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE "TRAFFIC BARRIER TERMINAL, TYPE III, TEMPORARY" DEVICE TO MEET NCHRP350 FOR POSTED SPEED.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.

THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350 COMPLIANT FOR POSTED SPEED.

DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE
DWS	11/96
JAF	12/02
NCHRP 350	04/03
JAF	2/06
SPB	1/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL DETAILS
FOR FREEWAY
SHOULDER CLOSURES
PARTIAL RAMP CLOSURES

SCALE: NONE

DESIGNED BY: DWS

DRAWN BY:

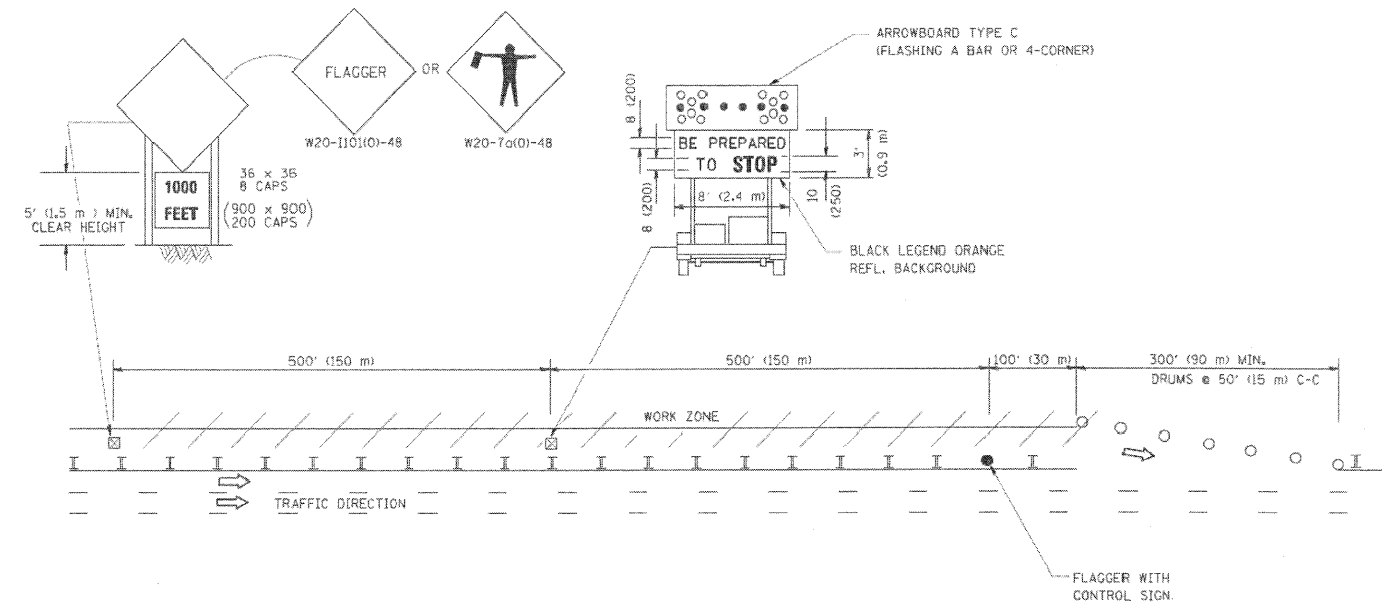
CHECKED BY:

TC-17

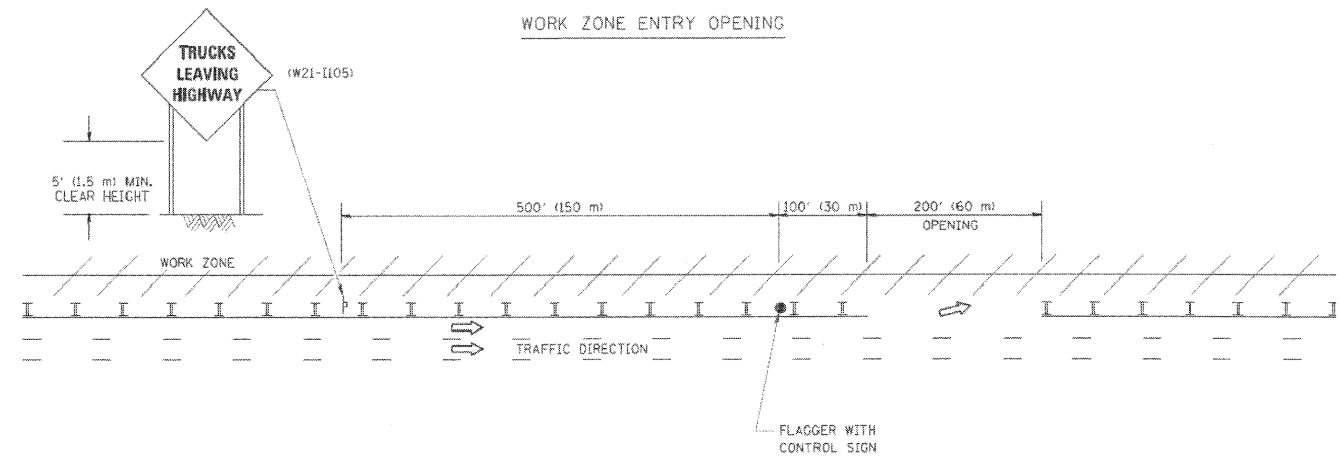
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	112A
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03
JAF	2/06
SPB	1/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS

SCALE: NONE

DRAWN BY CADD
CHECKED BY
TC-18

F.A. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55		1717.2-3B-R	COOK	114	112B
STA.		TO STA.			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1L-2115

M6-1R-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

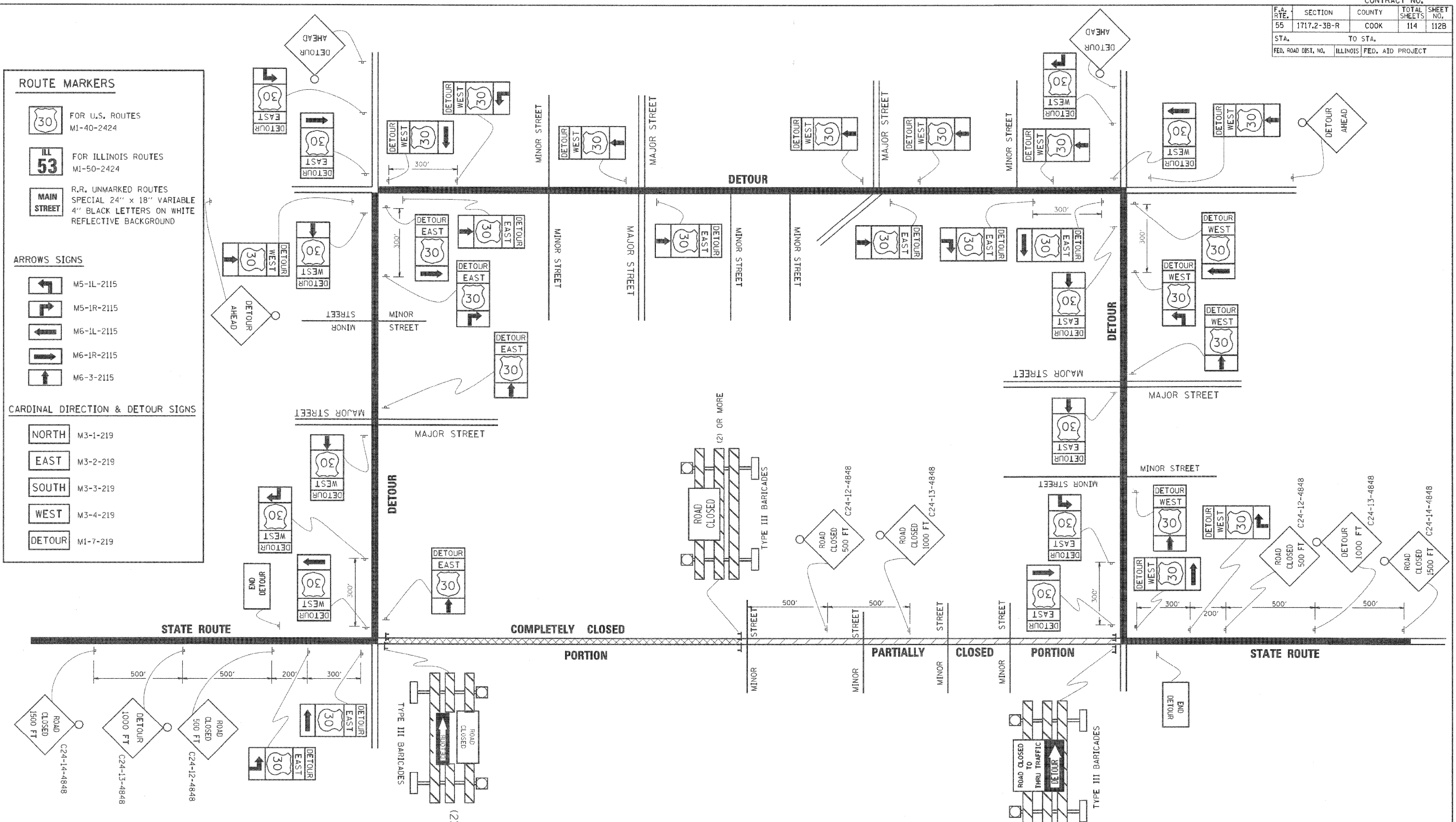
NORTH M3-1-219

EAST M3-2-219

SOUTH M3-3-219

WEST M3-4-219

DETOUR M1-7-219



REVISIONS	
NAME	DATE
	10/18/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

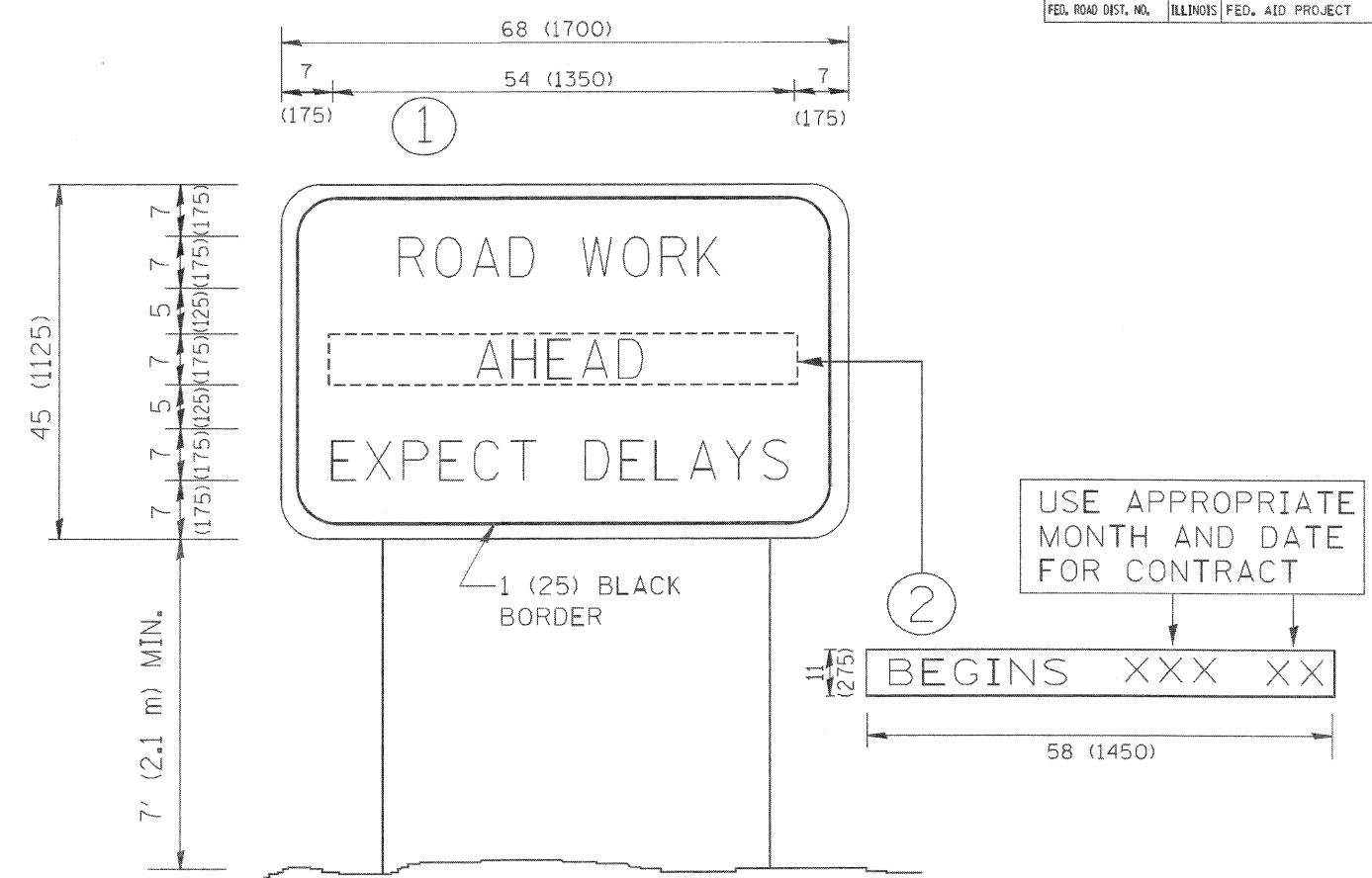
TYPICAL MARKING
FOR CLOSING
STATE HIGHWAYS

SCALE: NONE

DRAWN BY
CHECKED BY
TC-21

PLOT DATE: 3/7/2007
 PLOT SCALE: 1/8"=1'-0"
 USER NAME: bauer-d

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	112C
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

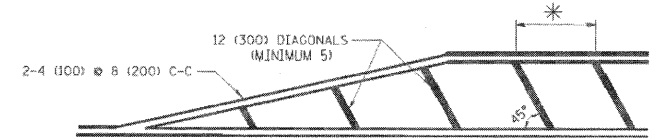
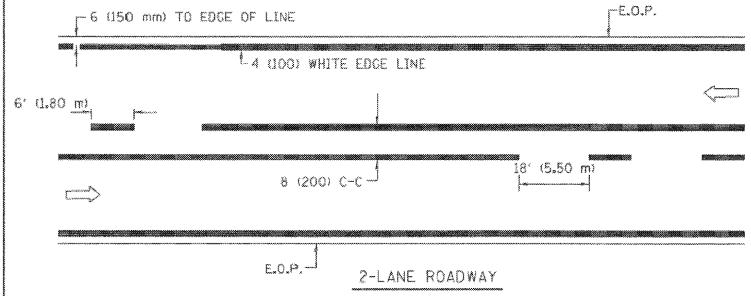
REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION
ARTERIAL ROAD INFORMATION SIGN

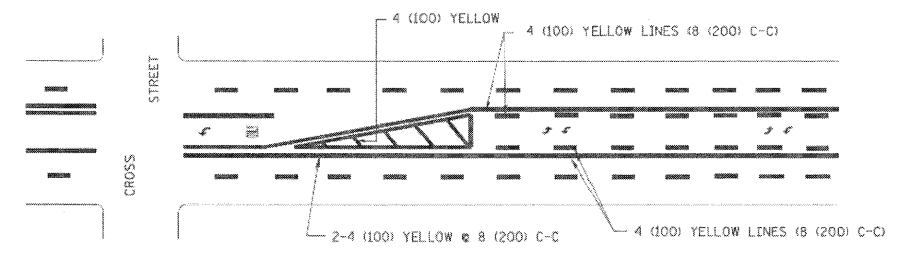
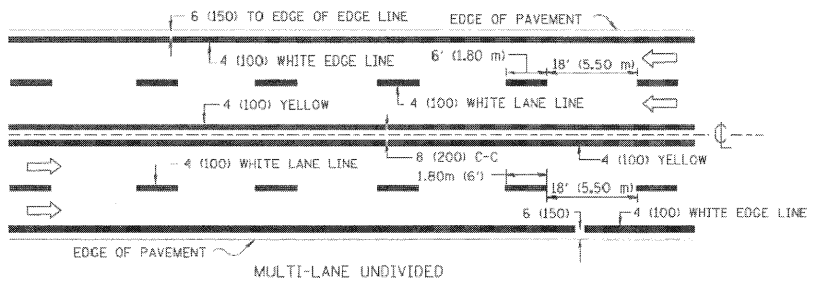
SCALE: NONE
 DRAWN BY DESIGN
 CHECKED BY
 TC22

PLOT DATE: 5/6/2007
 FILE NAME: K:\projects\17172\17172.dgn
 PLOT SCALE: 1/8"=1'-0"
 USER NAME: bauer-dl

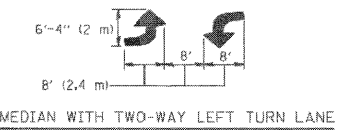
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	113
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



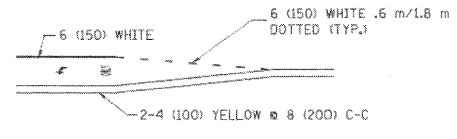
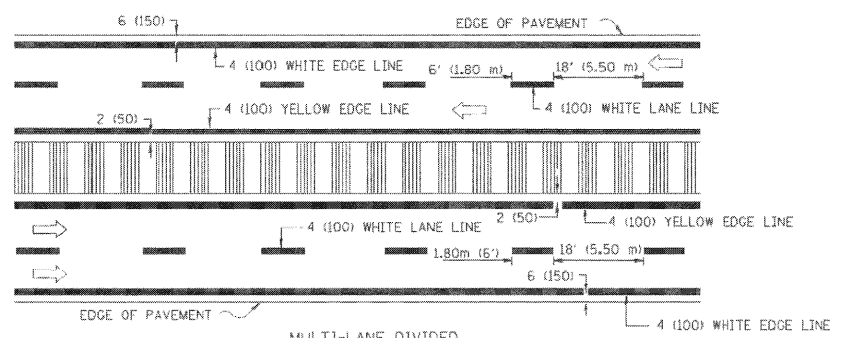
* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
* DIAGONAL LINE SPACING: 20' (6.1 m) C-C



A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



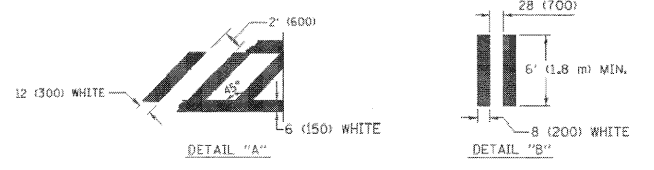
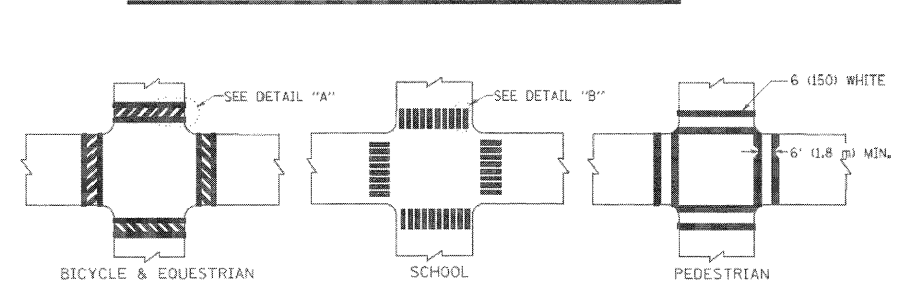
TYPICAL PAINTED MEDIAN MARKING



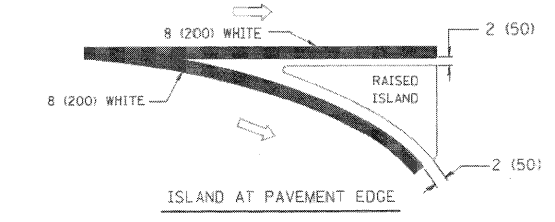
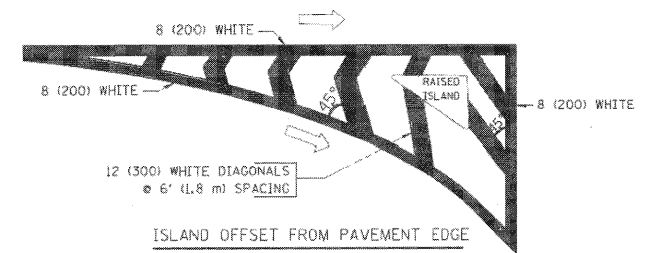
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.8 SQ. FT. (1.47 m²) ONLY. AREA = 22.9 SQ. FT. (2.13 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE
TYPICAL TURN LANE MARKING

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINES; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4 m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 8 (200) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2'-4" (700) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS; 20' (6.1 m) (LESS THAN 30 MPH (50 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)

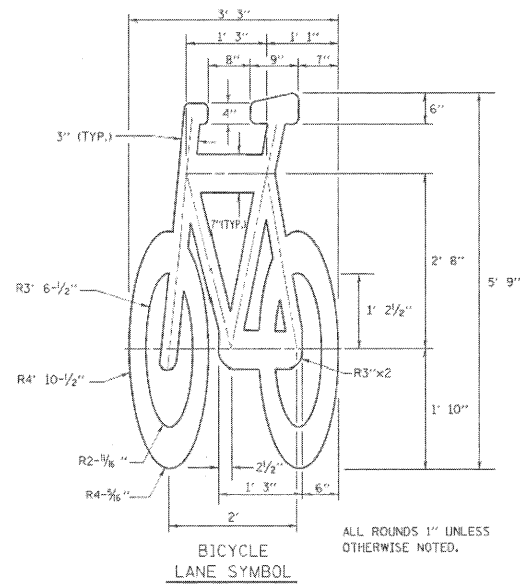
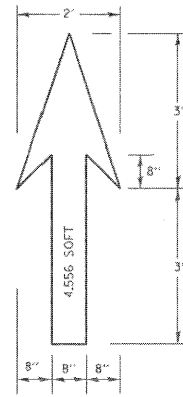
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS
NAME	DATE	
T. RAMMACHER	12/07/00	SCALE: NONE DRAWN BY CADD CHECKED BY TC-24

DATE: 3/7/2007
FILE NAME: K:\asystad\ss24.dwg
PLOT SCALE: 1/8"=1'-0"
USER NAME: bauer-dl

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	1717.2-3B-R	COOK	114	114
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



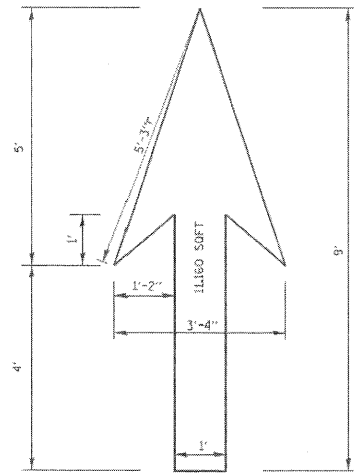
ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

NOTE:

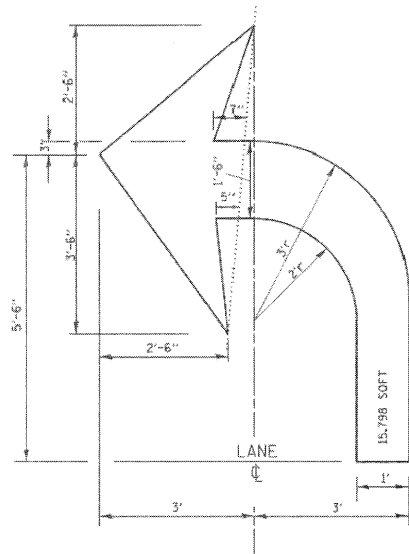
- FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.
- THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28

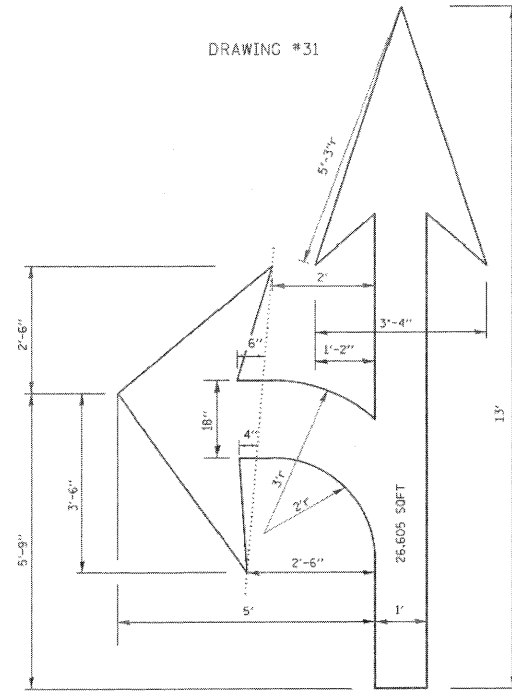
DRAWING #29



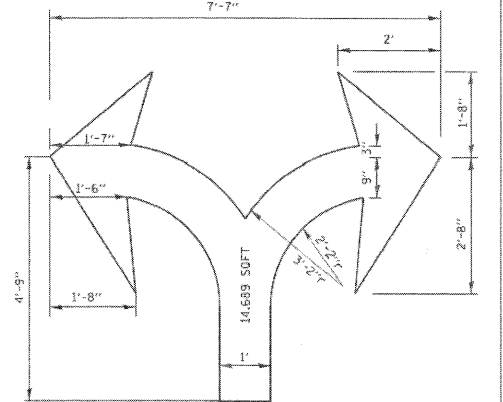
DRAWING #30



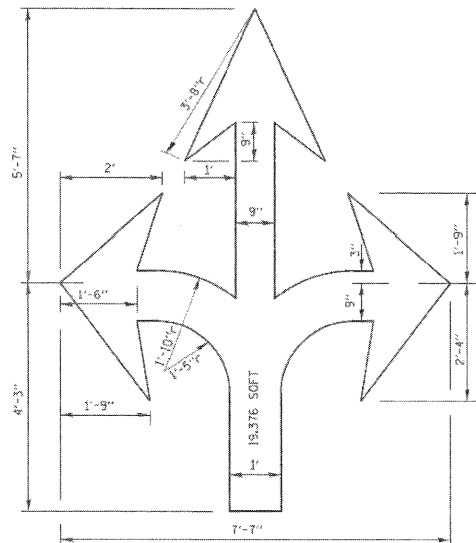
DRAWING #31



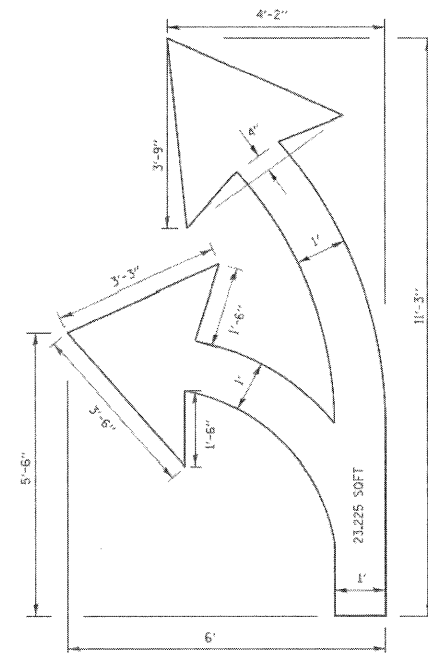
DRAWING #32



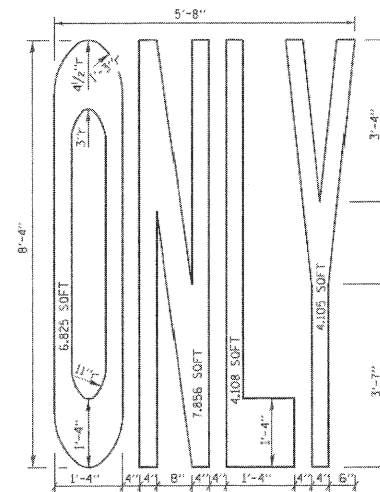
DRAWING #33



DRAWING #34



DRAWING #35



NOTE:

ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

REVISIONS	
NAME	DATE
T. RAMMACHER	12/07/09

ILLINOIS DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT
MARKINGS

SCALE: NONE

DRAWN BY
CHECKED BY
TC-24