

PAY ITEM NUMBER	DESIGNATION	UNIT	CONSTRUCTION CODE	
			URBAN	0059
			TOTAL QUANTITY	90% FEDERAL 10% STATE
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	559	599
42001300	PROTECTIVE COAT	SQ YD	2,452	2,452
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	48	48
50102400	CONCRETE REMOVAL	CU YD	27.0	27.0
40600290	BITUMINOUS MATERIAL (TACK COAT)	POUND	251	251
50157300	PROTECTIVE SHIELD	SQ YD	1,152	1,152
50300255	CONCRETE SUPERSTRUCTURE	CU YD	27.0	27.0
50300260	BRIDGE DECK GROOVING	SQ YD	2,331	2,331
50300205	REINFORCEMENT BARS, EPOXY COATED	POUND	2,790	2,790
50300515	BAR SPLICERS	EACH	32	32
52000110	PREFORMED JOINT STRIP SEAL	FOOT	181	181
67100100	MOBILIZATION	L SUM	1	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	80	80
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1,968	1,968
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	5,903	5,903
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2,662.5	2,662.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,406	1,406
70600240	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2
70600340	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	100	100
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1,197	1,197
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	150	150
78100100	RAISED REFLECTIVE PAVEMENT MARKING	EACH	54	54
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	57	57

* = SPECIALTY ITEM

PAY ITEM NUMBER	DESIGNATION	UNIT	CONSTRUCTION CODE	
			URBAN	0059
			TOTAL QUANTITY	90% FEDERAL 10% STATE
78300200	RAISED REFLECTIVE PAVEMENT MARKING REMOVAL	EACH	54	54
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	245	245
X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	182	182
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	31	31
Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	2,384	2,384
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	2,384	2,384
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	2,316	2,316
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	20	20
Z0015500	DEBRIS REMOVAL	L SUM	1	1
Z0015802	PLUG EXISTING DECK DRAINS	EACH	12	12
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	4	4
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	512	512
Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	25	25
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	10	10
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	504	504
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	46	46
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	216	216
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	17	17
* 78003137	PREFORMED PLASTIC PAVEMENT MARKING TYPE B - LINE 7"	FOOT	150	150
* 78011040	GROOVING FOR RECESSED PAVEMENT MARKER 8"	FOOT	150	150
Ø Z0076600	TRAINEES	HOURS	500	500
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	500	500

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<p>INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9580 F 312.425.9584 www.infrastructure-eng.com</p>	USER NAME = ALane	DESIGNED -	REVISED -
	PLOT SCALE = 240.0000' / ft.	DRAWN -	REVISED -
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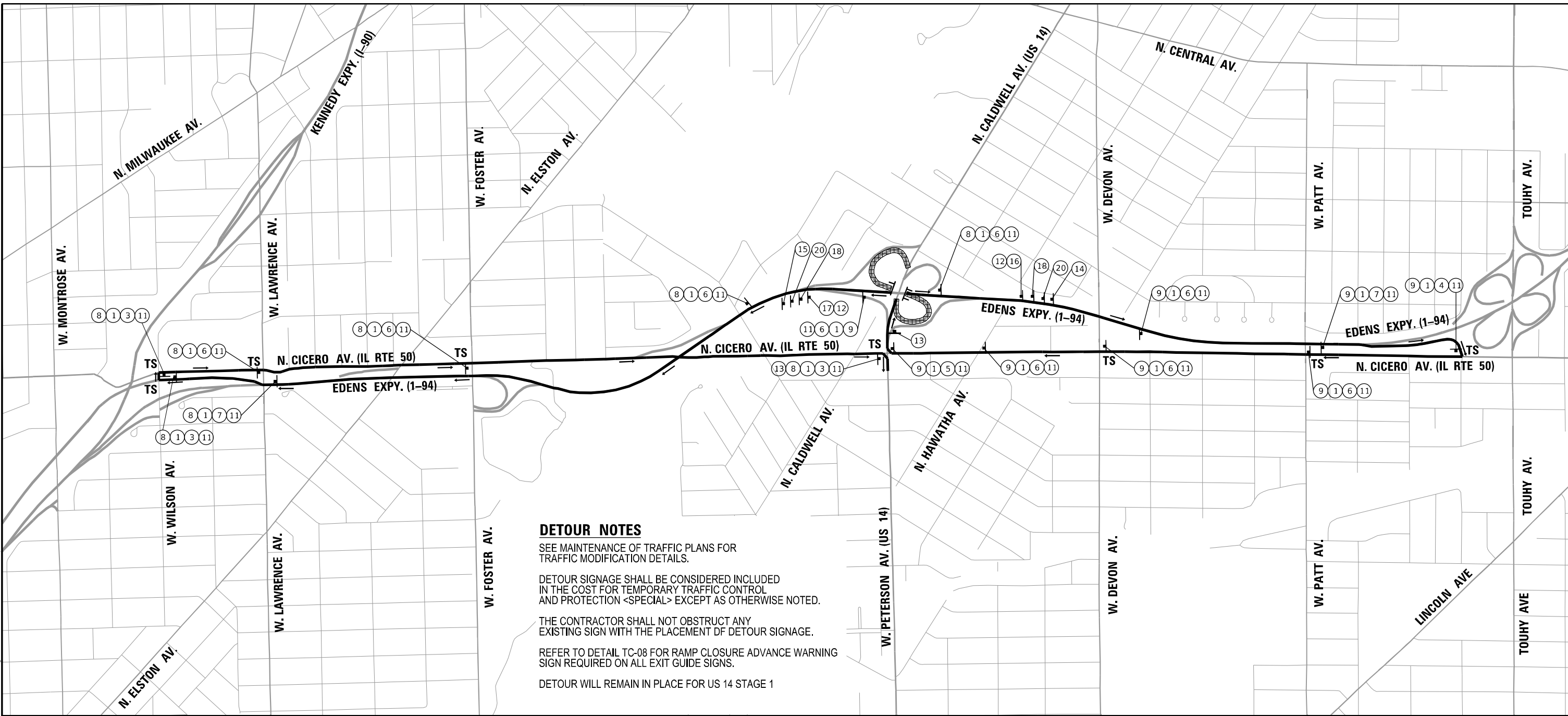
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
I-94 AT US-14 (PETERSON AVE)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	3
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62M51	

0042

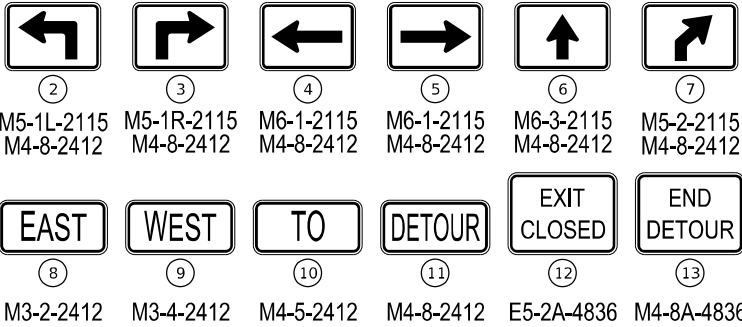


DETOUR NOTES
 SEE MAINTENANCE OF TRAFFIC PLANS FOR TRAFFIC MODIFICATION DETAILS.
 DETOUR SIGNAGE SHALL BE CONSIDERED INCLUDED IN THE COST FOR TEMPORARY TRAFFIC CONTROL AND PROTECTION <SPECIAL> EXCEPT AS OTHERWISE NOTED.
 THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN WITH THE PLACEMENT OF DETOUR SIGNAGE.
 REFER TO DETAIL TC-08 FOR RAMP CLOSURE ADVANCE WARNING SIGN REQUIRED ON ALL EXIT GUIDE SIGNS.
 DETOUR WILL REMAIN IN PLACE FOR US 14 STAGE 1

DETOUR ROUTE MARKERS



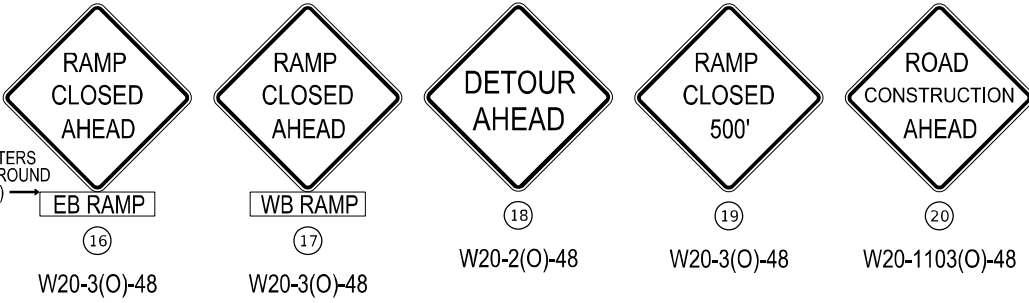
①
FOR ILLINOIS ROUTES
M1-4-2424



PHASE I PHASE II PHASE I PHASE II
 RAMP TO FOLLOW RAMP TO FOLLOW
 EB US 14 MARKED EB US 14 MARKED
 CLOSED DETOUR CLOSED DETOUR
 3 SEC DISPLAY 3 SEC DISPLAY
 18" LETTERS 18" LETTERS

⑭ PORTABLE CHANGABLE MESSAGE SIGN
 ⑮ PORTABLE CHANGABLE MESSAGE SIGN

MIN. 8" BLACK LETTERS ON ORANGE BACKGROUND 36" X 10" (TYP.)



LEGEND:

- PARTIAL CLOSURE
- DETOUR ROUTE
- TYPE III BARRICADE
- DETOUR / CLOSURE SIGNAGE
- TRAFFIC SIGNALIZED INTERSECTION

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 1 South Wacker | Suite 2650 | Chicago, IL 60606
 P 312.425.9500 | F 312.425.9594 | www.infrastructure-eng.com

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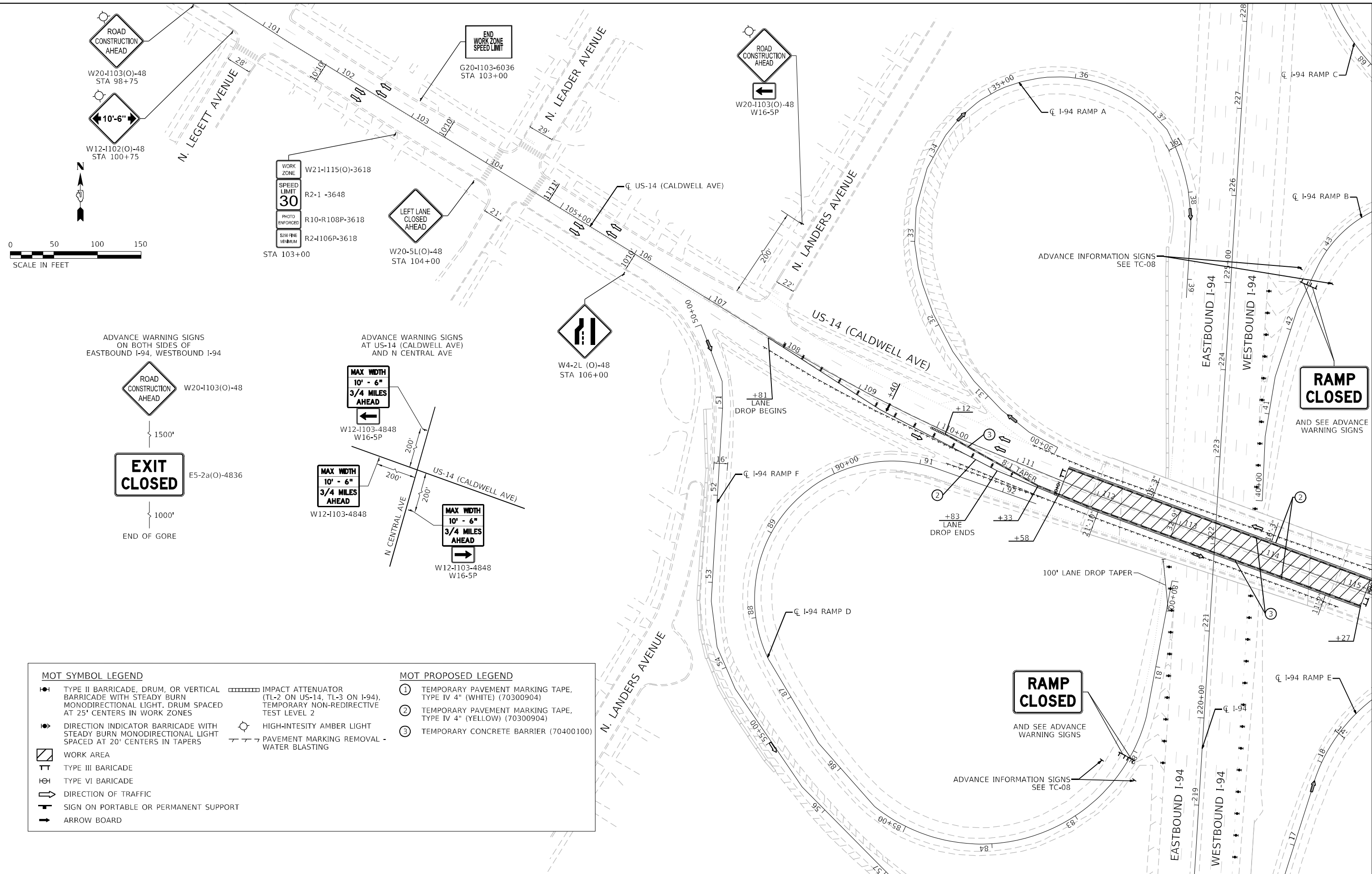
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**RAMP DETOUR PLAN EB & WB I-94 TO EB & WB US 14
 STAGE 1 & STAGE 2**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	7
ILLINOIS FED. AID PROJECT				CONTRACT NO. 62M51

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MOT SYMBOL LEGEND		MOT PROPOSED LEGEND	
	TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT. DRUM SPACED AT 25' CENTERS IN WORK ZONES		IMPACT ATTENUATOR (TL-2 ON US-14, TL-3 ON I-94), TEMPORARY NON-REDIRECTIVE TEST LEVEL 2
	DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT SPACED AT 20' CENTERS IN TAPERS		HIGH-INTENSITY AMBER LIGHT
	WORK AREA		PAVEMENT MARKING REMOVAL - WATER BLASTING
	TYPE III BARRICADE		1 TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
	TYPE VI BARRICADE		2 TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
	DIRECTION OF TRAFFIC		3 TEMPORARY CONCRETE BARRIER (70400100)
	SIGN ON PORTABLE OR PERMANENT SUPPORT		
	ARROW BOARD		

<p>INFRASTRUCTURE ENGINEERING 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9599 F 312.425.9594 www.infrastructure-eng.com</p>	USER NAME = ALane	DESIGNED - MLD	REVISED -
	PLOT SCALE = 1/2000.0589' / ft.	DRAWN - MLD	REVISED -
	PLOT DATE = 1/21/2022	CHECKED - ACL	REVISED -
		DATE - 10/15/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL PLANS STAGE 1					
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	8
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				

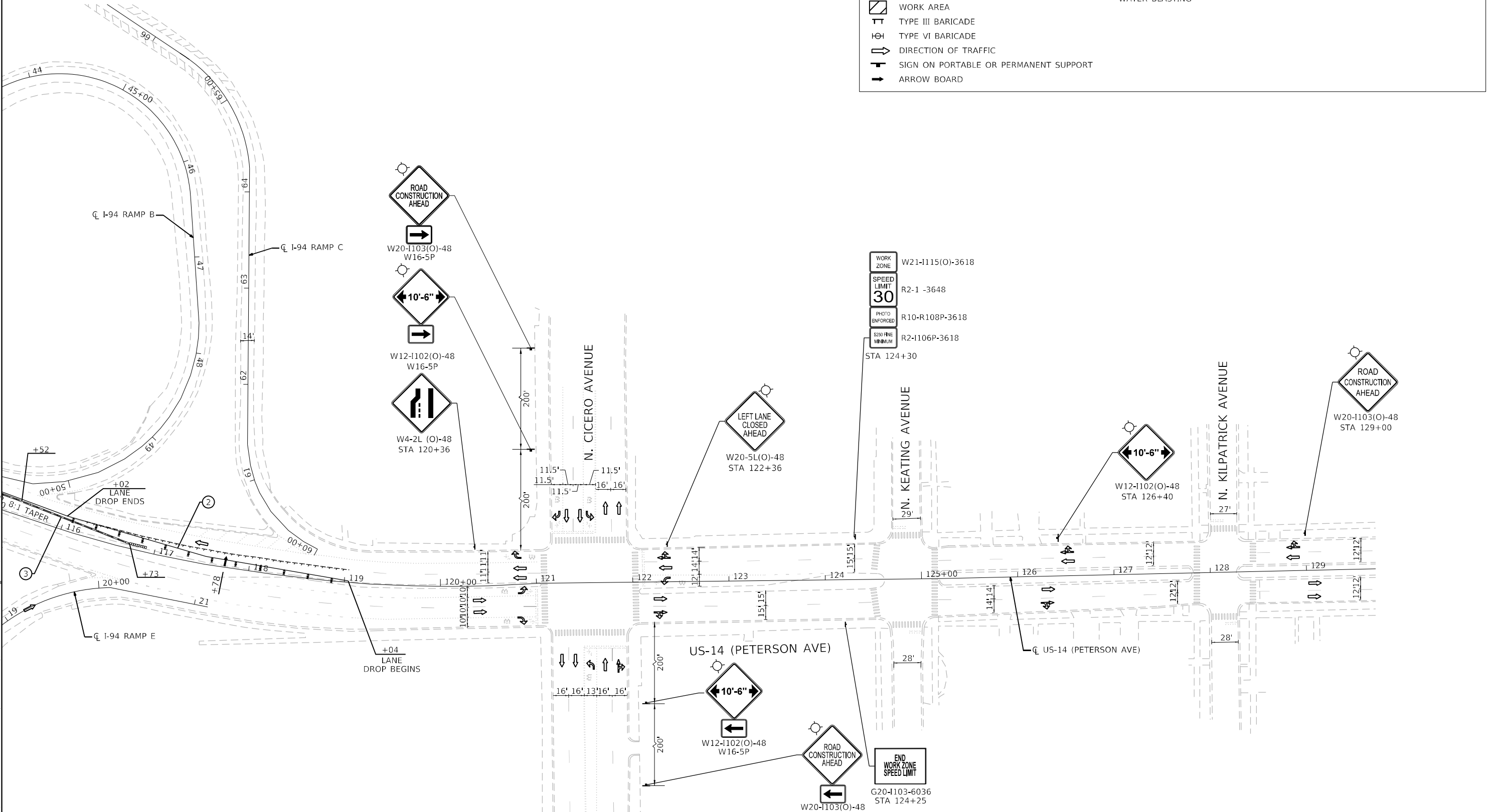


MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT. DRUM SPACED AT 25' CENTERS IN WORK ZONES
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT SPACED AT 20' CENTERS IN TAPERS
- WORK AREA
- TYPE III BARRICADE
- TYPE VI BARRICADE
- DIRECTION OF TRAFFIC
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- ARROW BOARD
- IMPACT ATTENUATOR (TL-2 ON US-14, TL-3 ON I-94), TEMPORARY NON-REDIRECTIVE TEST LEVEL 2
- HIGH-INTENSITY AMBER LIGHT
- PAVEMENT MARKING REMOVAL - WATER BLASTING

MOT PROPOSED LEGEND

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ③ TEMPORARY CONCRETE BARRIER (70400100)



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 1 South Wacker | Suite 2650 | Chicago, IL 60606
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USER NAME = ALane
 PLOT SCALE = 1/200, 0.589" = 1' / ft.
 PLOT DATE = 1/21/2022

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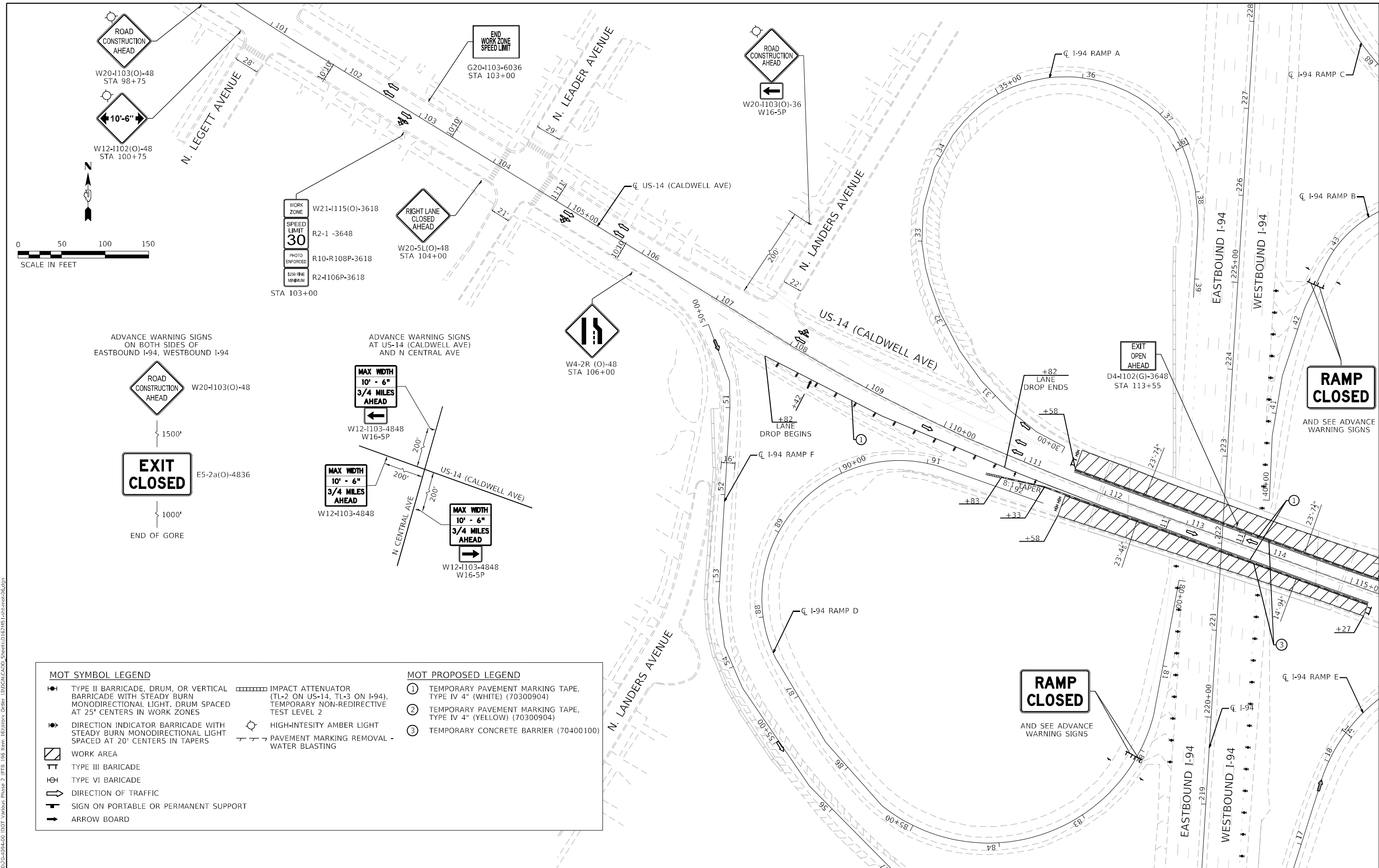
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
 STAGE 1**

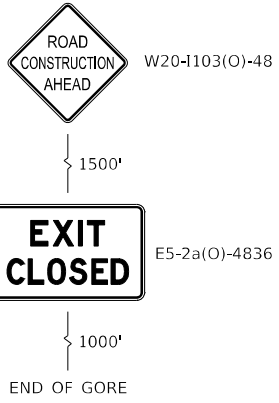
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	9

CONTRACT NO. 62M51

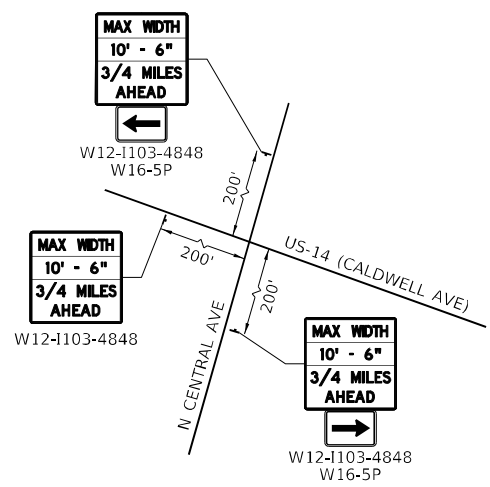
ILLINOIS FED. AID PROJECT



ADVANCE WARNING SIGNS ON BOTH SIDES OF EASTBOUND I-94, WESTBOUND I-94



ADVANCE WARNING SIGNS AT US-14 (CALDWELL AVE) AND N CENTRAL AVE



MOT SYMBOL LEGEND		MOT PROPOSED LEGEND	
	TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT. DRUM SPACED AT 25' CENTERS IN WORK ZONES		IMPACT ATTENUATOR (TL-2 ON US-14, TL-3 ON I-94), TEMPORARY NON-REDIRECTIVE TEST LEVEL 2
	DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT SPACED AT 20' CENTERS IN TAPERS		HIGH-INTENSITY AMBER LIGHT
	WORK AREA		PAVEMENT MARKING REMOVAL - WATER BLASTING
	TYPE III BARRICADE		TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
	TYPE VI BARRICADE		TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
	DIRECTION OF TRAFFIC		TEMPORARY CONCRETE BARRIER (70400100)
	SIGN ON PORTABLE OR PERMANENT SUPPORT		
	ARROW BOARD		

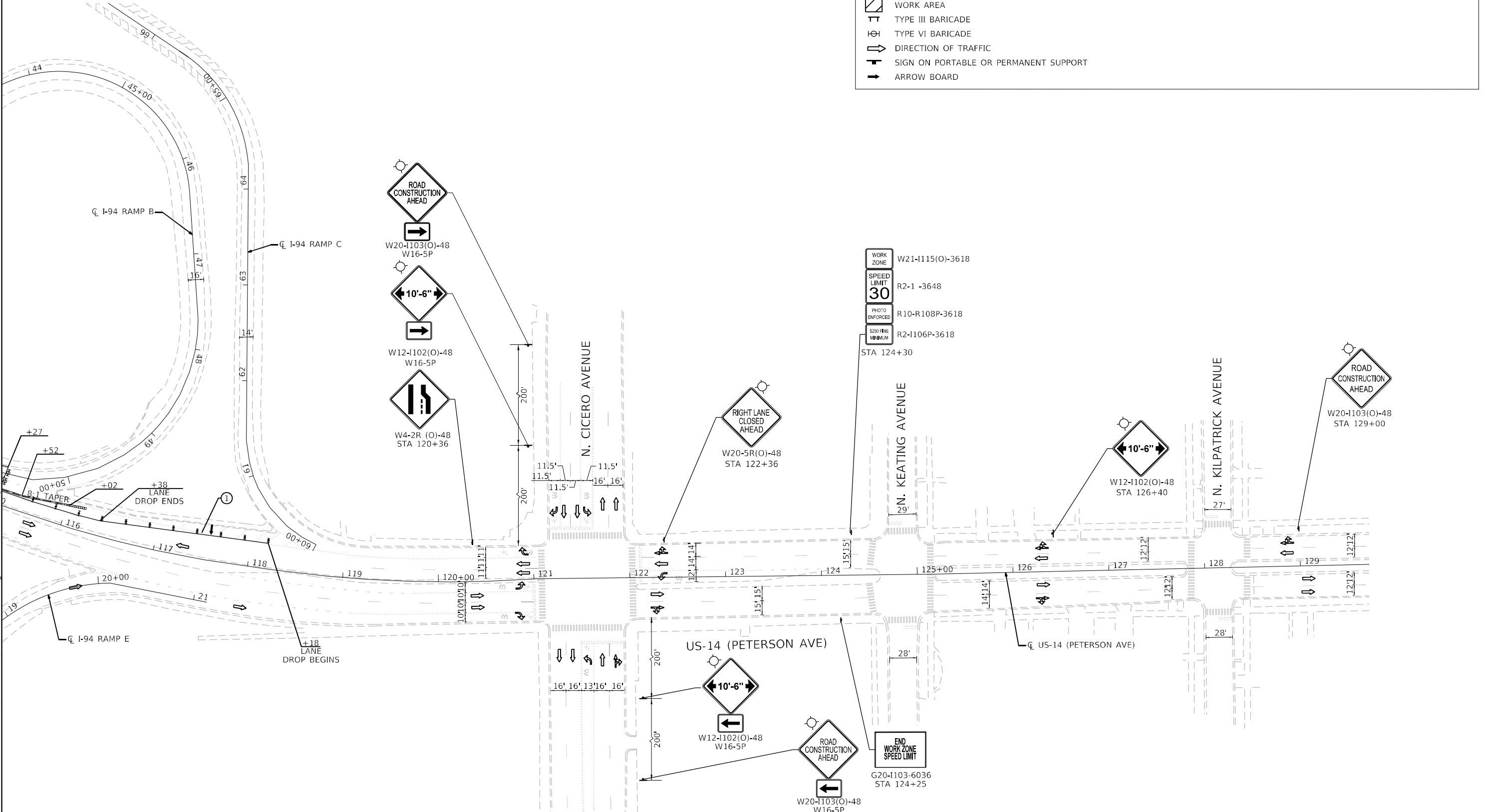
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 INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9599 F 312.425.9594 www.infrastructure-eng.com	USER NAME = ALane	DESIGNED - MLD	REVISED -
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		DATE - 10/15/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL PLANS STAGE 2			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	10
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				



MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT, DRUM SPACED AT 25' CENTERS IN WORK ZONES
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT SPACED AT 20' CENTERS IN TAPERS
- WORK AREA
- TYPE III BARRICADE
- TYPE VI BARRICADE
- DIRECTION OF TRAFFIC
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- ARROW BOARD
- IMPACT ATTENUATOR (TL-2 ON US-14, TL-3 ON I-94), TEMPORARY NON-REDICTIVE TEST LEVEL 2
- HIGH-INTENSITY AMBER LIGHT
- PAVEMENT MARKING REMOVAL - WATER BLASTING

MOT PROPOSED LEGEND

-
-
-

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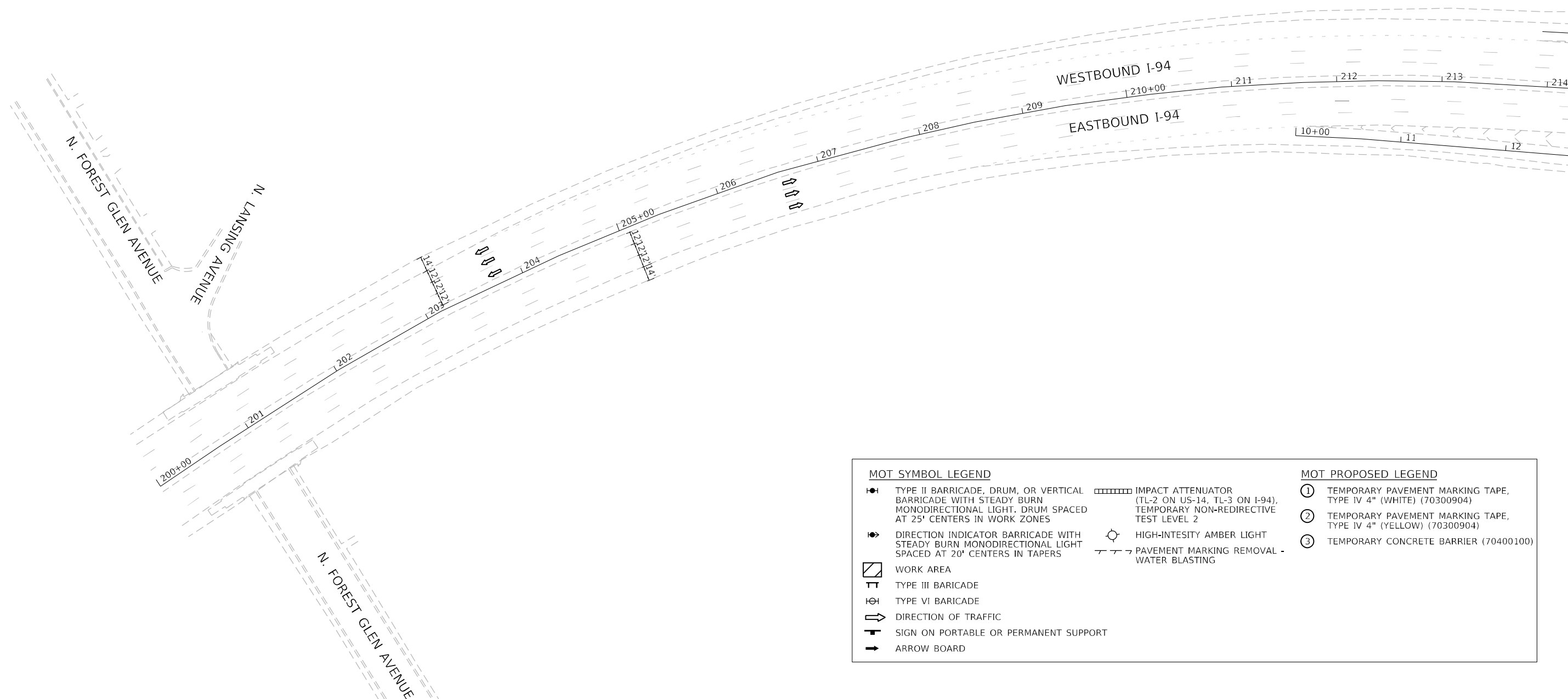
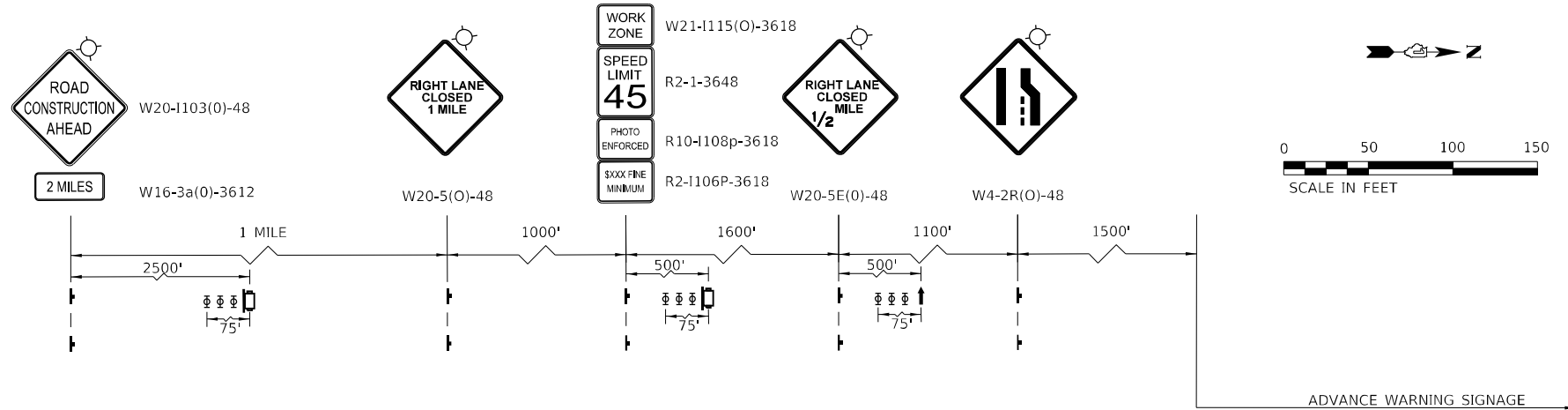
INFRASTRUCTURE ENGINEERING INCORPORATED
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 P 312.425.9599 | F 312.425.9598 | www.infrastructure-eng.com

USER NAME = ALane	DESIGNED - MLD	REVISED -
PLOT SCALE = 1/2000, 0.589' / ft.	DRAWN - MLD	REVISED -
PLOT DATE = 1/21/2022	CHECKED - ACL	REVISED -
	DATE - 10/15/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:			SHEET OF SHEETS			STA. TO STA.		
TRAFFIC CONTROL PLANS			STAGE 2					

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	11
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				



MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT. DRUM SPACED AT 25' CENTERS IN WORK ZONES
- ◆ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT SPACED AT 20' CENTERS IN TAPERS
- ▨ WORK AREA
- TT TYPE III BARRICADE
- ⊖ TYPE VI BARRICADE
- ➡ DIRECTION OF TRAFFIC
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ▬ IMPACT ATTENUATOR (TL-2 ON US-14, TL-3 ON I-94), TEMPORARY NON-REDIRECTIVE TEST LEVEL 2
- ⦿ HIGH-INTENSITY AMBER LIGHT
- ↔ PAVEMENT MARKING REMOVAL - WATER BLASTING

MOT PROPOSED LEGEND

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ③ TEMPORARY CONCRETE BARRIER (70400100)

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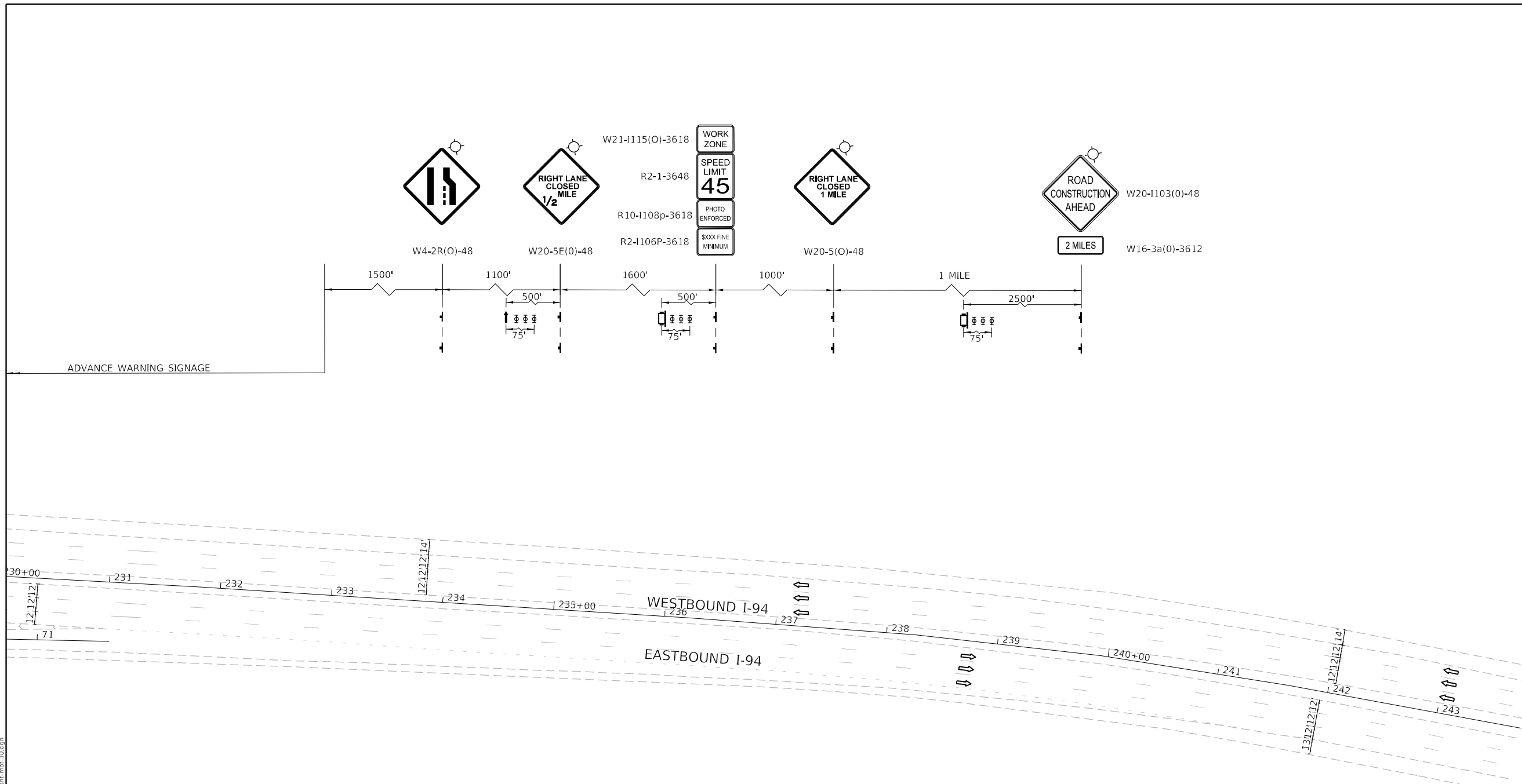
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
I-94 STAGE I (NIGHTTIME)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	12
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				



ADVANCE WARNING SIGNAGE

MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT. DRUM SPACED AT 25' CENTERS IN WORK ZONES
- ➔ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT SPACED AT 20' CENTERS IN TAPERS
- ▨ WORK AREA
- ▬ TYPE III BARRICADE
- ⊗ TYPE VI BARRICADE
- ➔ DIRECTION OF TRAFFIC
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD

- ▬ IMPACT ATTENUATOR (TL-2 ON US-14, TL-3 ON I-94), TEMPORARY NON-REDIRECTIVE TEST LEVEL 2
- ☉ HIGH-INTENSITY AMBER LIGHT
- ▬ PAVEMENT MARKING REMOVAL - WATER BLASTING

MOT PROPOSED LEGEND

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ③ TEMPORARY CONCRETE BARRIER (70400100)

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USER NAME = ALane
DESIGNED - MLD
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CHECKED - ACL
DATE - 10/15/2021

DESIGNED - MLD
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CHECKED - ACL
DATE - 10/15/2021

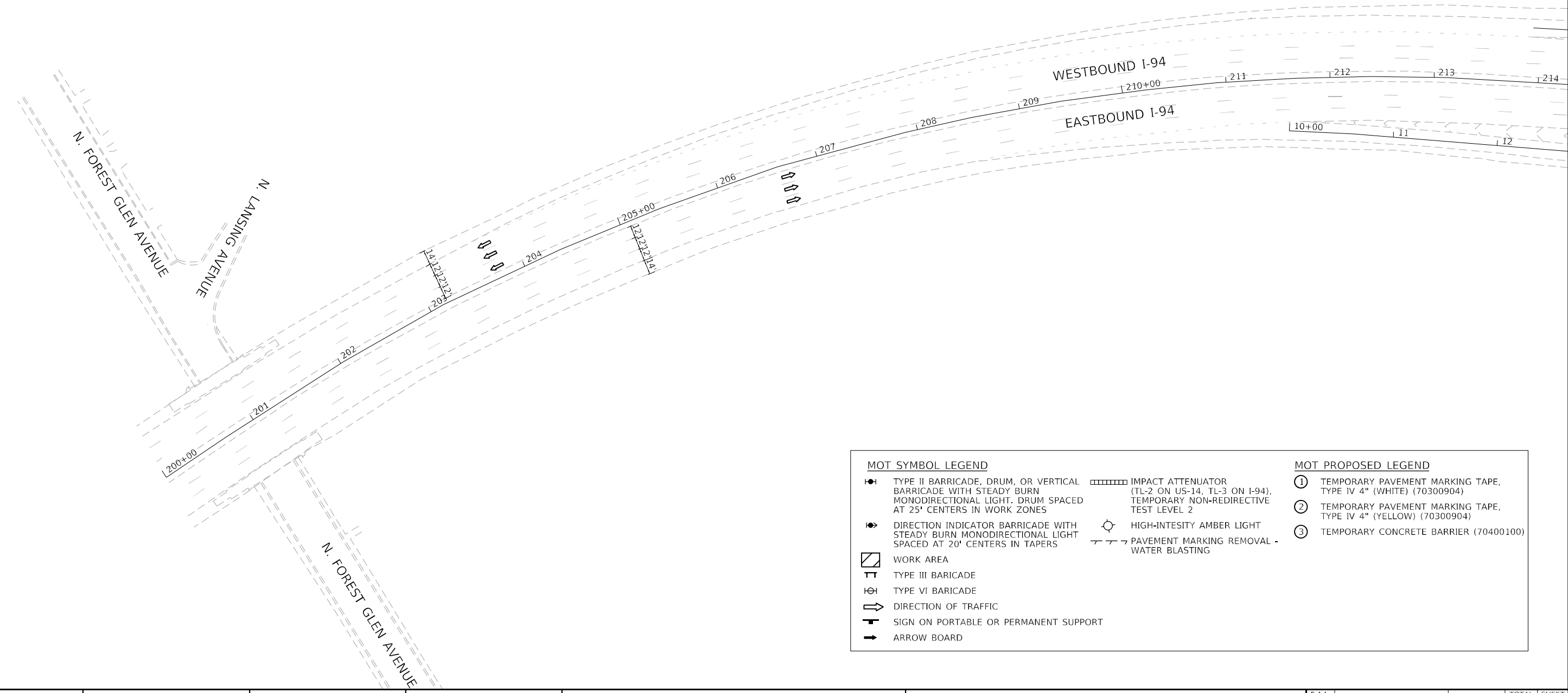
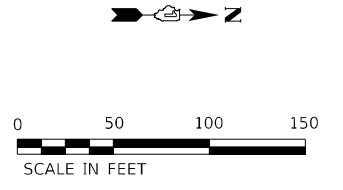
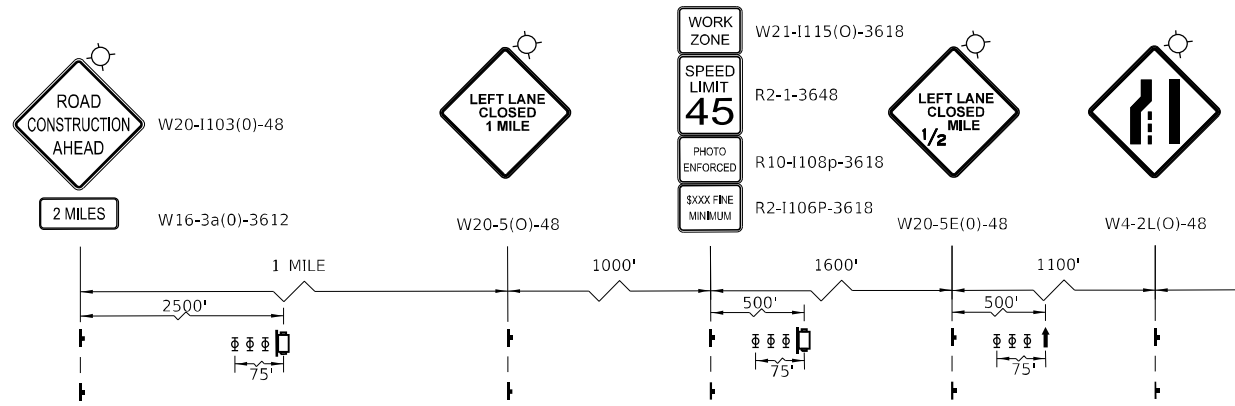
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
I-94 STAGE I (NIGHTTIME)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	14
CONTRACT NO. 62M51				
ILLINOIS		FED. AID PROJECT		



ADVANCE WARNING SIGNAGE

MOT SYMBOL LEGEND		MOT PROPOSED LEGEND	
	TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT. DRUM SPACED AT 25' CENTERS IN WORK ZONES		IMPACT ATTENUATOR (TL-2 ON US-14, TL-3 ON I-94), TEMPORARY NON-REDIRECTIVE TEST LEVEL 2
	DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT SPACED AT 20' CENTERS IN TAPERS		HIGH-INTENSITY AMBER LIGHT
	WORK AREA		PAVEMENT MARKING REMOVAL - WATER BLASTING
	TYPE III BARICADE		① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
	TYPE VI BARICADE		② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
	DIRECTION OF TRAFFIC		③ TEMPORARY CONCRETE BARRIER (70400100)
	SIGN ON PORTABLE OR PERMANENT SUPPORT		
	ARROW BOARD		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
I-94 STAGE II (NIGHTTIME)**

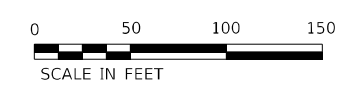
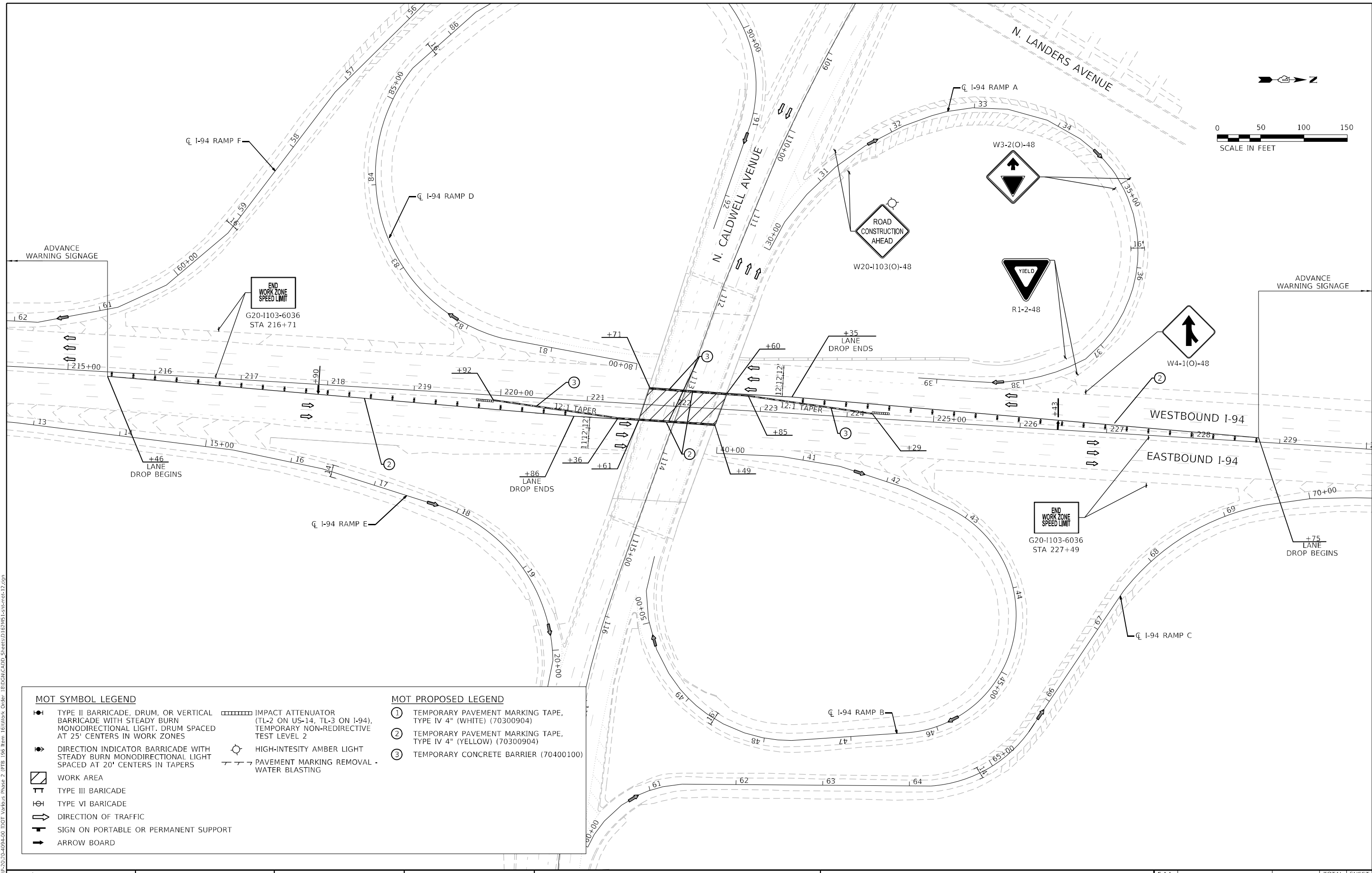
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	15
CONTRACT NO. 62M51				

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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	INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.475.8588 F 312.475.8589 www.infrastructure-eng.com	USER NAME = Alane DESIGNED - MLD DRAWN - MLD CHECKED - ACL DATE - 10/15/2021	REVISED - REVISED - REVISED - REVISED -
PLOT SCALE = 1/200,0000' / ft. PLOT DATE = 1/21/2022			

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MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT. DRUM SPACED AT 25' CENTERS IN WORK ZONES
- ◀ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT SPACED AT 20' CENTERS IN TAPERS
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ⊕ TYPE VI BARRICADE
- ⇌ DIRECTION OF TRAFFIC
- ⊡ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ⇓ ARROW BOARD

- ▬ IMPACT ATTENUATOR (TL-2 ON US-14, TL-3 ON I-94), TEMPORARY NON-REDIRECTIVE TEST LEVEL 2
- ⊙ HIGH-INTENSITY AMBER LIGHT
- ⊢ PAVEMENT MARKING REMOVAL - WATER BLASTING

MOT PROPOSED LEGEND

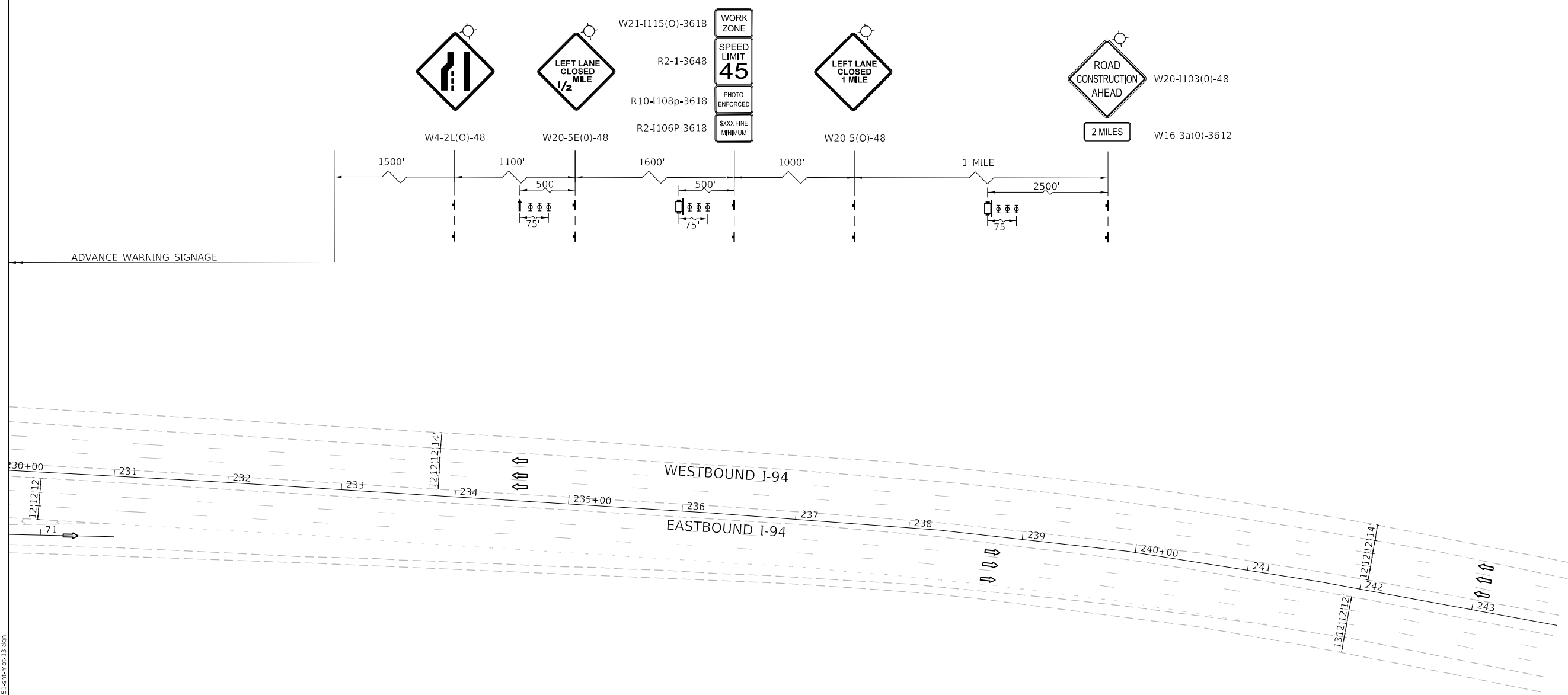
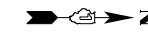
- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ③ TEMPORARY CONCRETE BARRIER (70400100)

 INFRASTRUCTURE ENGINEERING 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9598 www.infrastructure-eng.com	USER NAME = Alane	DESIGNED - MLD	REVISED -
	PLOT SCALE = 1/200,0000' / ft.	DRAWN - MLD	REVISED -
	PLOT DATE = 1/21/2022	CHECKED - ACL	REVISED -
		DATE - 10/15/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS		I-94 STAGE II (NIGHTTIME)	
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	16
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				



MOT SYMBOL LEGEND

- ◆ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT. DRUM SPACED AT 25' CENTERS IN WORK ZONES
- ◆ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT SPACED AT 20' CENTERS IN TAPERS
- ▨ WORK AREA
- TT TYPE III BARRICADE
- ⊕ TYPE VI BARRICADE
- ⇨ DIRECTION OF TRAFFIC
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- ARROW BOARD
- ▬ IMPACT ATTENUATOR (TL-2 ON US-14, TL-3 ON I-94), TEMPORARY NON-REDIRECTIVE TEST LEVEL 2
- ⊙ HIGH-INTENSITY AMBER LIGHT
- ≡≡≡ PAVEMENT MARKING REMOVAL - WATER BLASTING

MOT PROPOSED LEGEND

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ③ TEMPORARY CONCRETE BARRIER (70400100)

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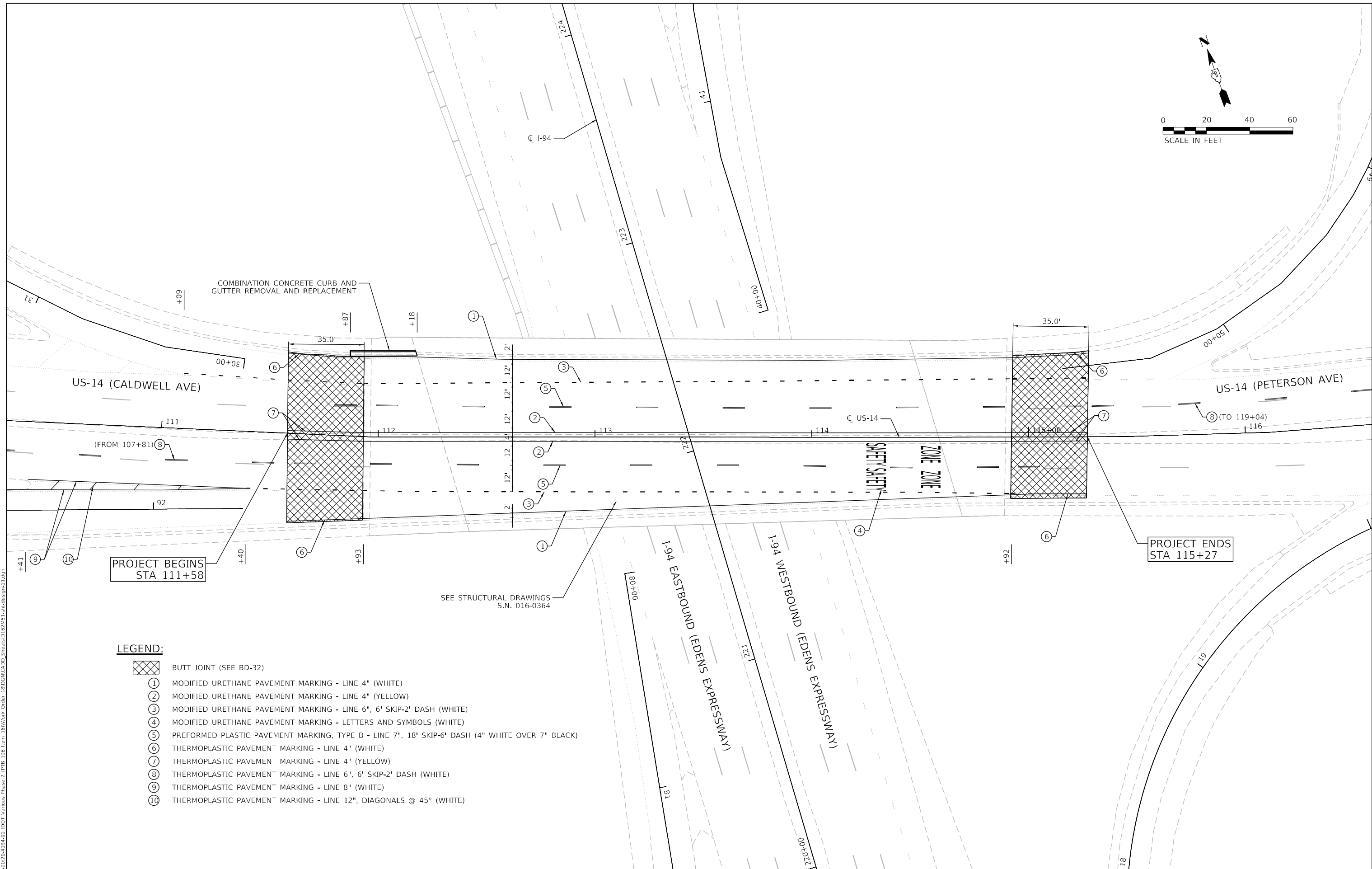
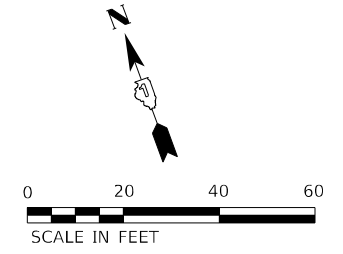
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PLOT DATE = 1/21/2022	CHECKED - ACL	REVISED -
	DATE - 10/15/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
I-94 STAGE II (NIGHTTIME)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	17
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				



- LEGEND:**
- BUTT JOINT (SEE BD-32)
 - ① MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (WHITE)
 - ② MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (YELLOW)
 - ③ MODIFIED URETHANE PAVEMENT MARKING - LINE 6", 6' SKIP-2' DASH (WHITE)
 - ④ MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
 - ⑤ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 7", 18' SKIP-6' DASH (4" WHITE OVER 7" BLACK)
 - ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
 - ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
 - ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 6", 6' SKIP-2' DASH (WHITE)
 - ⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE)
 - ⑩ THERMOPLASTIC PAVEMENT MARKING - LINE 12", DIAGONALS @ 45° (WHITE)

SEE STRUCTURAL DRAWINGS
S.N. 016-0364

PROJECT BEGINS
STA 111+58

PROJECT ENDS
STA 115+27

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 MODEL: P:\d\p\h\p\...
 FILE NAME: P:\d\p\h\p\...

 INFRASTRUCTURE ENGINEERING <small>1 South Wacker Suite 2650 Chicago, IL 60606</small>	USER NAME = Alane	DESIGNED - TY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-94 AT US-14 (PETERSON AVE)				F.A.I. RTE. 94	SECTION 2020-165-BR	COUNTY COOK	TOTAL SHEETS 46	SHEET NO. 18
	PLOT SCALE = 40,0000 * / in.	CHECKED - PK	REVISIED -		REVISIED -	SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 62M51
	PLOT DATE = 1/14/2022	DATE - 10/15/2021	REVISIED -										

Existing Structure: SN 016-0346 originally built in 1948 as Caldwell Avenue Grade Separation of Edens Superhighway, Section 263-0202.2-15D, Caldwell Avenue Sta. 5+90.73, Edens Superhighway Sta. 1+73.02. Structure was a four-span continuous non-composite wide flange steel beam structure with 7 inch concrete deck and a 12 inch asphaltic concrete overlay. It is supported on concrete piers and bent type abutments with pile foundations. This structure was rehabilitated in 1989 by removing the existing deck to widen to the North and South, replacing existing roller type bearings at Abutments with Elastomeric Bridge Bearings, and removing and reconstructing approach pavements.

Two-way traffic will be maintained utilizing staged construction.

Salvage: None

Bench Mark: Elev. 622.31 (Standard Cook County Highway Dept. Disc Set in Sidewalk Concrete Above Southeast Bridge Pier)

INDEX OF SHEETS

- | | |
|--|-----------------------------|
| 1. General Plan and Elevation | 14. Abutment Repair Details |
| 2. General Notes, Scope of Work & Bill of Material | 15. Pier 1 Repair Details |
| 3. Stage Construction Details | 16. Pier 2 Repair Details |
| 4. Temporary Concrete Barrier for Stage Construction | 17. Pier 3 Repair Details |
| 5. Deck Repair Plan | |
| 6. Protective Shield Details | |
| 7. Expansion Joint Removal Plan | |
| 8. Expansion Joint Removal Details | |
| 9. Expansion Joint Reconstruction Plan | |
| 10. Expansion Joint Reconstruction Details | |
| 11. Preformed Joint Seal - Sidewalk (1 of 2) | |
| 12. Preformed Joint Seal - Sidewalk (2 of 2) | |
| 13. Bar Splicer Assembly and Mechanical Splice Details | |

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specification for Highway Bridges

DESIGN STRESSES

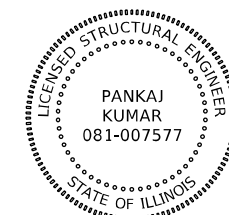
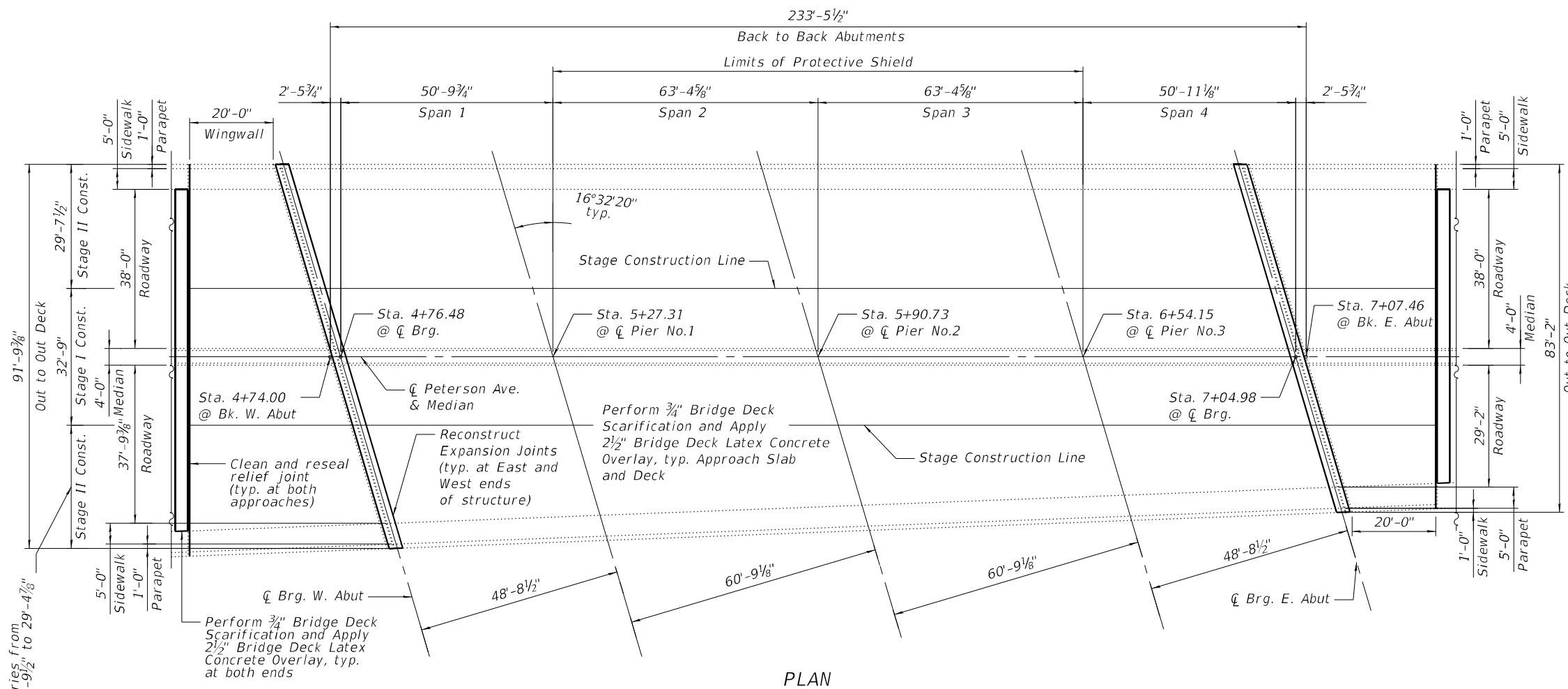
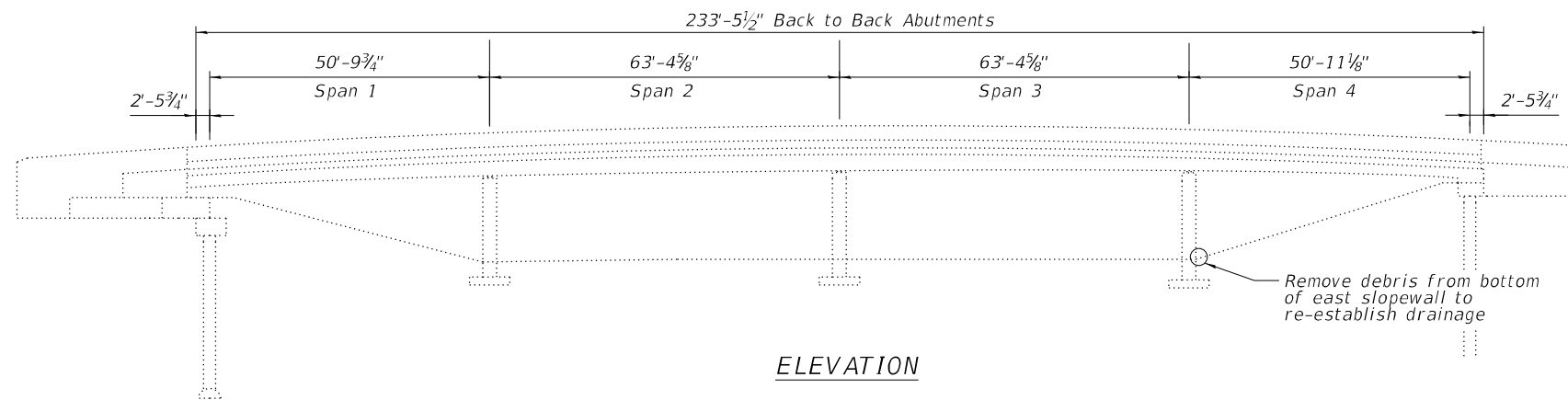
FIELD UNITS (New Construction)

$f'c = 4,000$ psi (Superstructure)

FIELD UNITS (Exist.)

$f'c = 3,500$ psi (Concrete Deck Slab)
 $f_y = 60,000$ psi (Reinforced Concrete Deck Slab)
 $f_c = 1,400$ psi (Concrete Substructure)
 $f_s = 24,000$ psi (Reinforced Concrete Substructure)
 $f_s = 20,000$ psi (Structural Steel, M183)

LOADING HS20-44



Pankaj Kumar

PANKAJ KUMAR, S.E.
 NO. 081-007577
 EXP. DATE: 11/30/2022



GENERAL PLAN AND ELEVATION

U.S.-14 OVER I-94

F.A.S. RTE. 341

SECTION 2020-165-BR

COOK COUNTY

STRUCTURE NO. 016-0364

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 PLOT DATE = 1/25/2022

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USER NAME = ALane	DESIGNED - TY	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - TY	REVISED -
PLOT DATE = 1/25/2022	CHECKED - PK	REVISED -
	DATE - 10/15/2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCALE:	SHEET 1 OF 17 SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	19
CONTRACT NO. 62M51			ILLINOIS FED. AID PROJECT	

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Protective Coat	Sq Yd	2,452		2,452
Concrete Removal	Cu Yd	27.0		27.0
Protective Shield	Sq Yd	1,152		1,152
Concrete Superstructure	Cu Yd	27.0		27.0
Bridge Deck Grooving	Sq Yd	2,331		2,331
Reinforcement Bars, Epoxy Coated	Pound	2,790		2,790
Bar Splicers	Each	32		32
Preformed Joint Strip Seal	Foot	181		181
Clean & Reseal Relief Joint	Foot	182		182
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	Sq Yd	2,384		2,384
Bridge Deck Scarification, 3/4"	Sq Yd	2,384		2,384
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft		2,316	2,316
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft		20	20
Debris Removal	L. Sum		1	1
Deck Slab Repair (Full Depth, Type II)	Sq Yd	4		4
Temporary Shoring and Cribbing	Each		25	25

SCOPE OF WORK

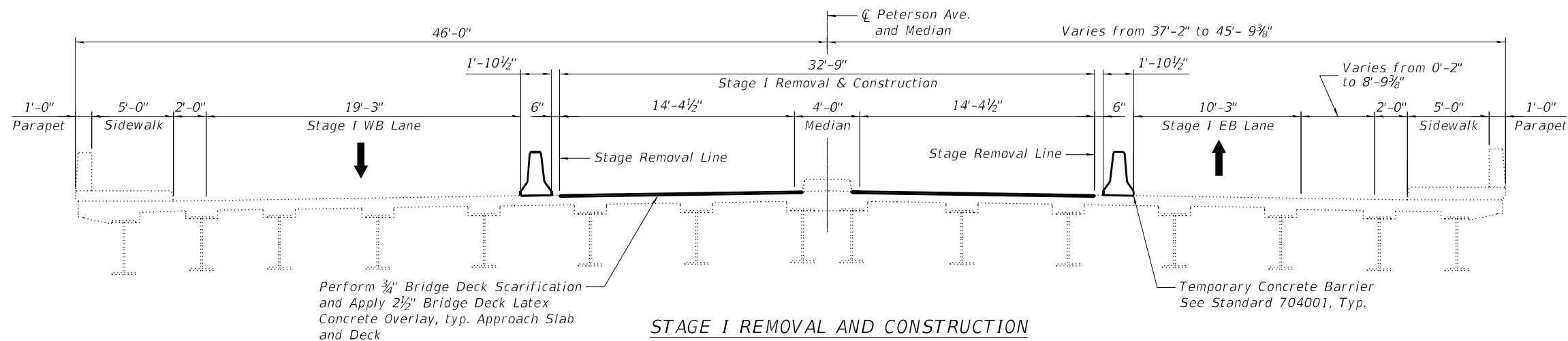
1. Perform 3/4" bridge deck scarification on the bridge deck and approach slabs.
2. Perform deck slab and approach slab repairs as required.
3. Remove bridge deck expansion joints at west and east abutments and install new preformed joint strip seals.
4. Apply 2 1/2" bridge deck latex concrete overlay on the bridge deck and approach span.
5. Perform bridge deck grooving on the bridge deck, approach slabs, and concrete over the joint.
6. Apply protective coat to the new surfaces of the top and inside faces of parapets, sidewalks, reconstructed transverse expansion joints, and overlay.
7. Clean and reseal relief joints.
8. Perform structural concrete repairs on the bridge deck, approach slabs, all 3 piers, and abutments.
9. Remove debris from the bottom of the east slopewall to the re-establish drainage.

GENERAL NOTES

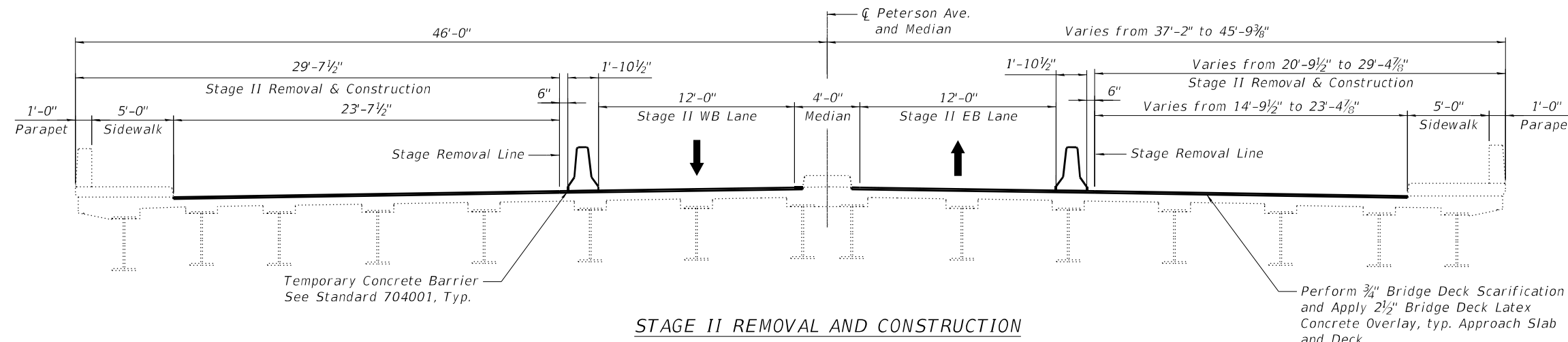
1. Reinforcement bars designated (E) shall be epoxy coated.
2. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by method that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete. As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
3. Plan dimensions and details relative to existing plans are subject to nominal construction 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 at the unit price bid for the work.
4. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
5. Contractor shall not scale dimensions from the contract plans for construction purposes. Scales shown are for information only.
6. Repairs shown are based upon inspection data provided by IDOT D1 Maintenance at the time of plan preparation and are for bidding purposes only. Actual area to be repaired shall be determined by the Engineer in the field at the time of construction.
7. Excessive deterioration or removal may require further evaluation of the structure or installation of additional temporary shoring and cribbing support systems.
8. Expansion joints shall be fabricated to conform to the existing cross slopes of the bridge.
9. All exposed concrete edge shall have a 3/4"x45° chamfer except where shown otherwise.

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 INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P. 312.425.9500 F. 312.425.9594 www.infrastructure-eng.com	USER NAME = ALane DESIGNED - TY DRAWN - TY CHECKED - PK DATE - 10/15/2021 PLOT SCALE = 0.1667' / 1 in. PLOT DATE = 1/25/2022	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, SCOPE OF WORK, & BILL OF MATERIAL STRUCTURE NO. 016-0364	F.A.I. RTE. = 94 SECTION = 2020-165-BR COUNTY = COOK TOTAL SHEETS = 46 SHEET NO. = 20 CONTRACT NO. 62M51 ILLINOIS FED. AID PROJECT
SCALE: SHEET 2 OF 17 SHEETS STA. TO STA.					



STAGE I REMOVAL AND CONSTRUCTION
(Looking East)



STAGE II REMOVAL AND CONSTRUCTION
(Looking East)

STAGE I REMOVAL

1. Install temporary concrete barrier as shown to locate EB and WB traffic.
2. Remove portions of bridge deck/abutment backwall adjacent to abutment joints, as shown in the plans.
3. Scarify 3/4" from bridge deck and approach slab as shown in the plans.

STAGE I CONSTRUCTION

1. Perform partial-depth approach slab repairs at locations shown in the plans.
2. Perform full-depth bridge deck repairs at locations shown in the plans.
3. Install preformed joint strip seal at east and west abutments and replace associated reinforcement and concrete adjacent to the joint
4. Apply 2 1/2" bridge deck latex concrete overlay to bridge deck and approach slab.
5. Perform bridge deck grooving for the latex overlay and portion of reconstructed concrete deck and approach slabs along joints.
6. Apply protective coat to the top of the reconstructed transverse joint areas and the top and inside faces of reconstructed parapets and to latex overlay.

STAGE II REMOVAL

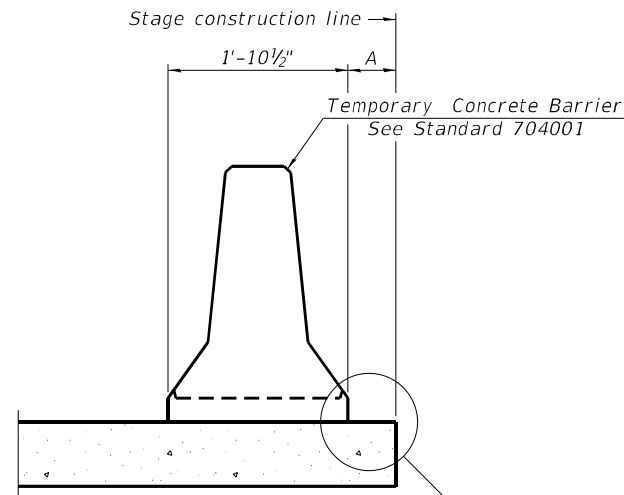
1. Install temporary concrete barrier as shown to locate EB and WB traffic.
2. Remove portions of bridge deck/abutment backwall adjacent to abutment joints, as shown in the plans.
3. Scarify 3/4" from bridge deck and approach slab as shown in the plans.

STAGE II CONSTRUCTION

1. Perform partial-depth approach slabs repairs at locations shown in the plans.
2. Perform full-depth bridge deck repairs at locations shown in the plans.
3. Install preformed joint strip seal at east and west abutments and replace associated reinforcement and concrete adjacent to the joint
4. Apply 2 1/2" bridge deck latex concrete overlay to bridge deck and approach slab.
5. Perform bridge deck grooving for the latex overlay and portion of reconstructed concrete deck and approach slabs along joints.
6. Apply protective coat to the top of reconstructed transverse joint areas and the top and inside faces of reconstructed parapets and latex overlay.

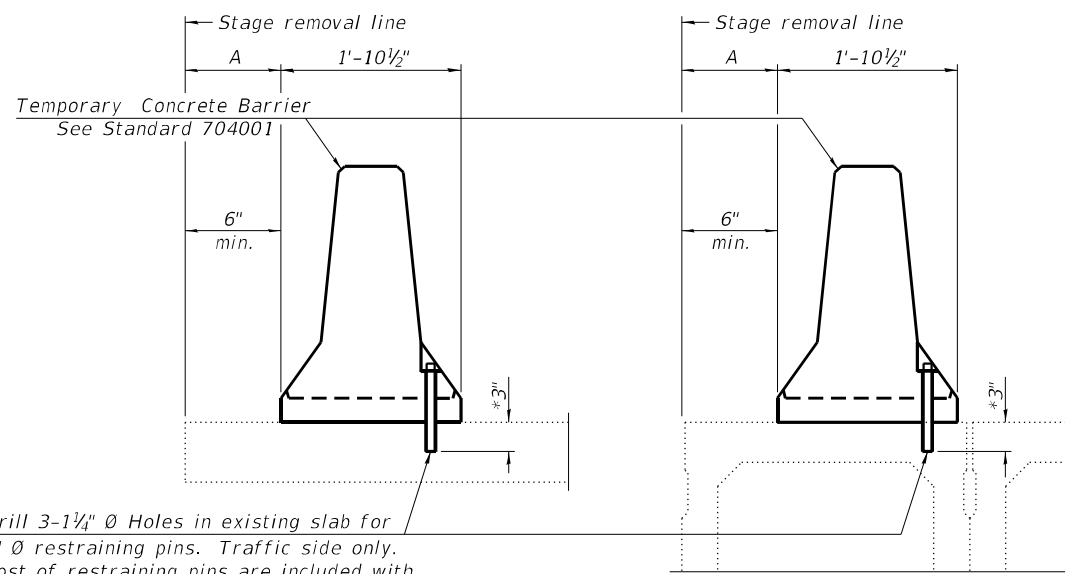
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PLOT SCALE = 0.1667' / in.	CHECKED - PK	REVISED -
PLOT DATE = 1/14/2022	DATE - 10/15/2021	REVISED -



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

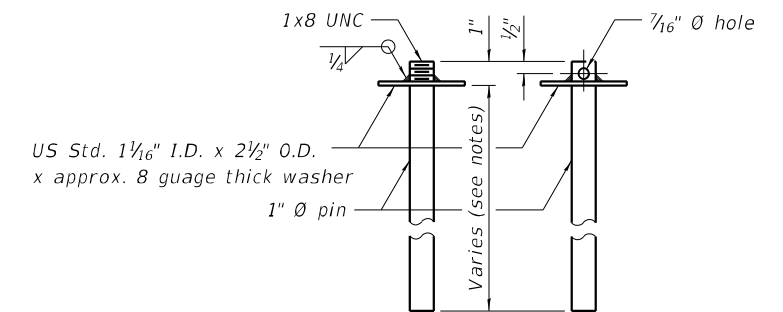


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

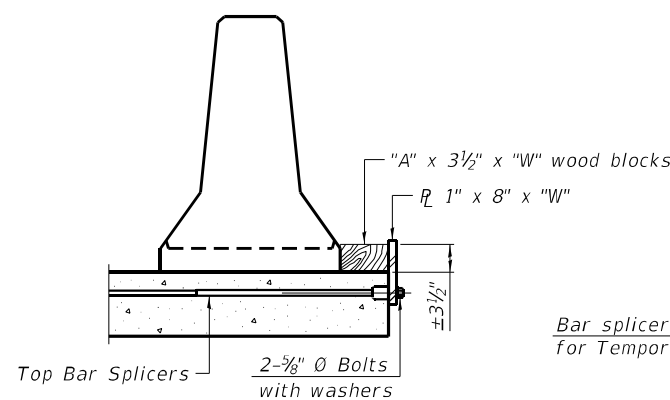
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM



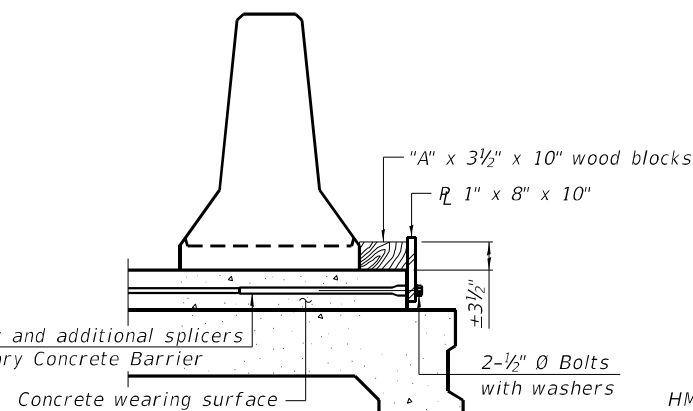
RESTRAINING PIN

SECTIONS THRU SLAB OR DECK BEAM

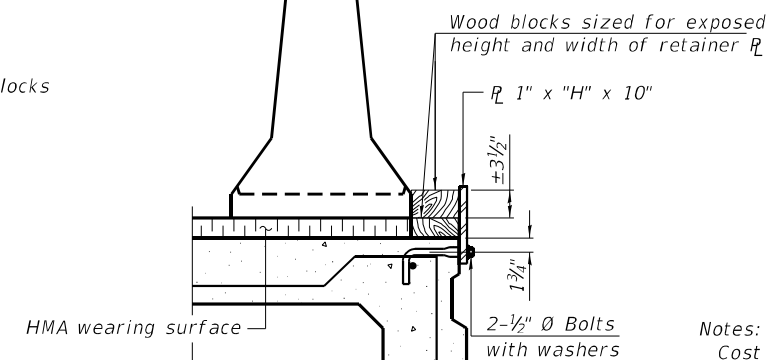


DETAIL I

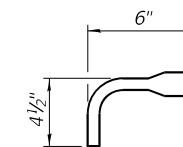
Bar splicers and additional splicers for Temporary Concrete Barrier



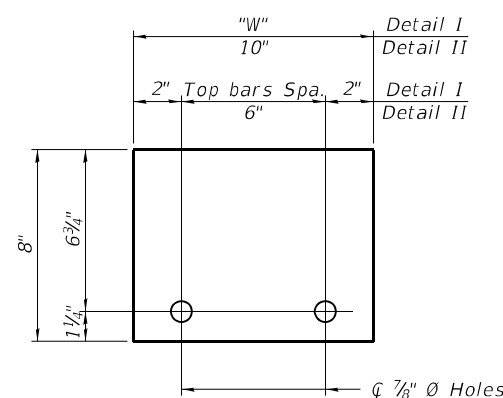
DETAIL II



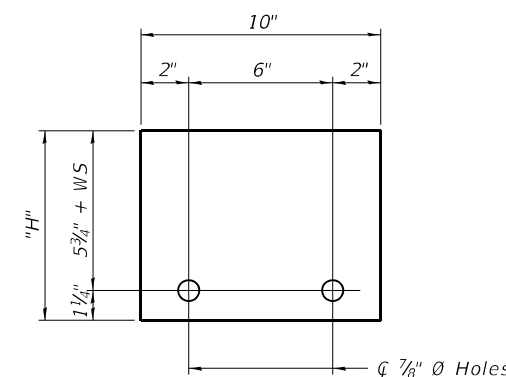
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:

- Cost of retainer assembly is included with Temporary Concrete Barrier.
- A retainer assembly shall be located at the approximate \bar{C} of each temporary concrete barrier.
- The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
- When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

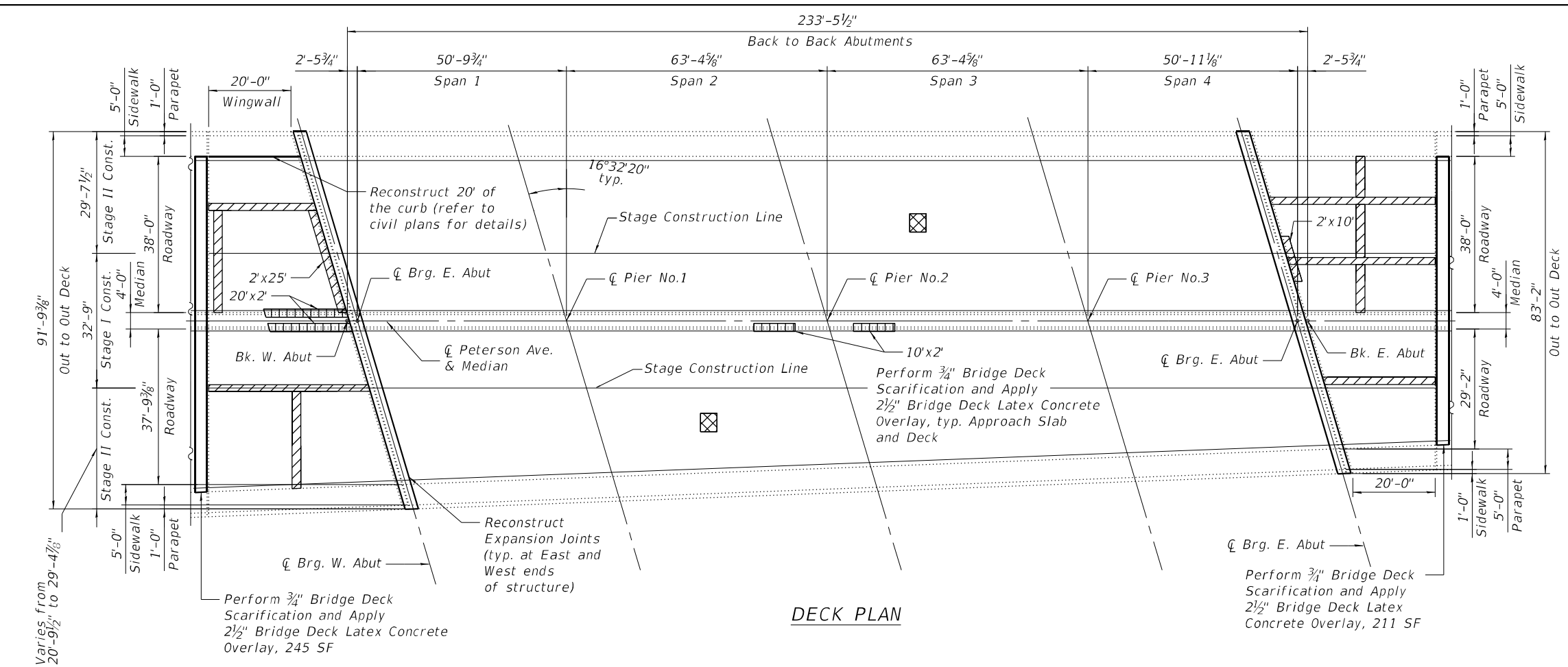
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

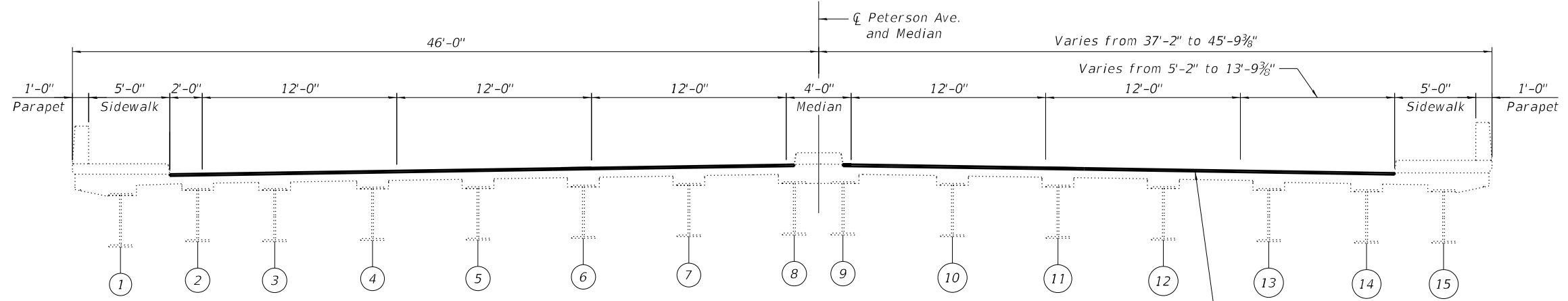
R-27 2-17-2017

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<p>INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9500 F 312.425.9594 www.infrastructure-eng.com</p>	USER NAME = AAlane DESIGNED - DRAWN - CHECKED - DATE - 10/15/2021	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 016-0364	F.A.I. RTE. 94 SECTION 2020-165-BR COUNTY COOK TOTAL SHEETS 46 SHEET NO. 22	CONTRACT NO. 62M51 ILLINOIS FED. AID PROJECT
	PLOT SCALE = 0.1667' / in. PLOT DATE = 12/14/2021	SCALE: SHEET OF SHEETS STA. TO STA.				



DECK PLAN



CROSS SECTION
(Looking East)

LEGEND

- Approach Slab Repair (Partial Depth), total 25 SY
- Deck Slab Repair (Full Depth Type II), total 4 SY
- Structural Repair of Concrete (Depth Equal to or Less Than 5") to the Face of Curb, total 120 SF

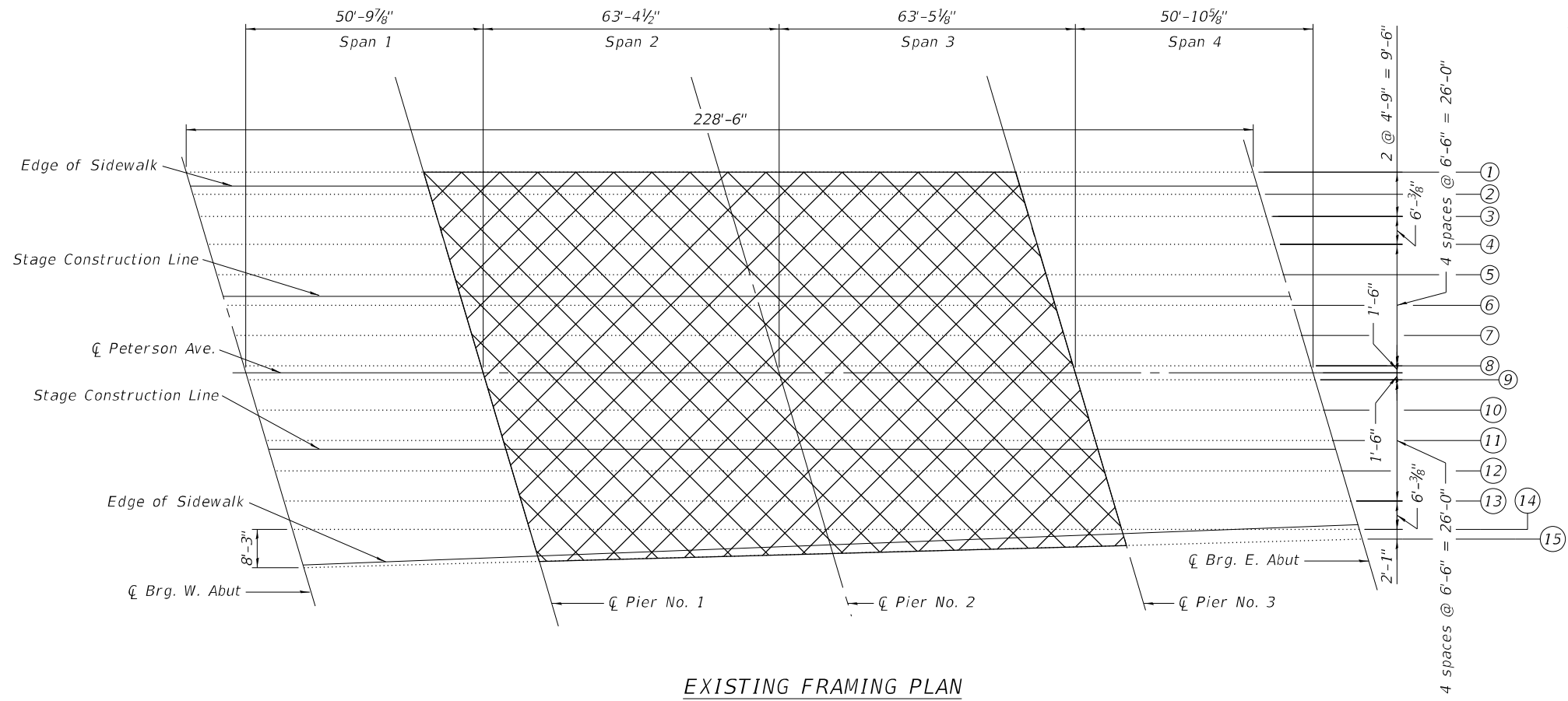
NOTES

1. Quantities and limits of Deck Slab and Approach Slab Repairs shown herein are estimated from a survey completed by the District. Actual limits shall be determined in the field by the Engineer and noted in the As-Built Plans.
2. Protective Coat shall be applied to the reconstructed top and inside face of the bridge parapets, sidewalks, median, and new concrete overlay areas.
3. For Expansion Joint Reconstruction Details, see Sheets 26 to 29.

BILL OF MATERIAL

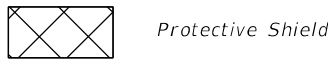
ITEM	UNIT	TOTAL
Protective Coat	Sq Yd.	2,452
Bridge Deck Grooving	Sq Yd.	2,331
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	Sq Yd.	2,384
Bridge Deck Scarification, 3/4 Inches	Sq Yd.	2,384
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft.	120
Deck Slab Repair (Full Depth, Type II)	Sq Yd.	4

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EXISTING FRAMING PLAN

LEGEND



NOTES

- 1. The protective shield covers Span 2 and Span 3 over the traffic

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Protective Shield	Sq Yd.	1,152

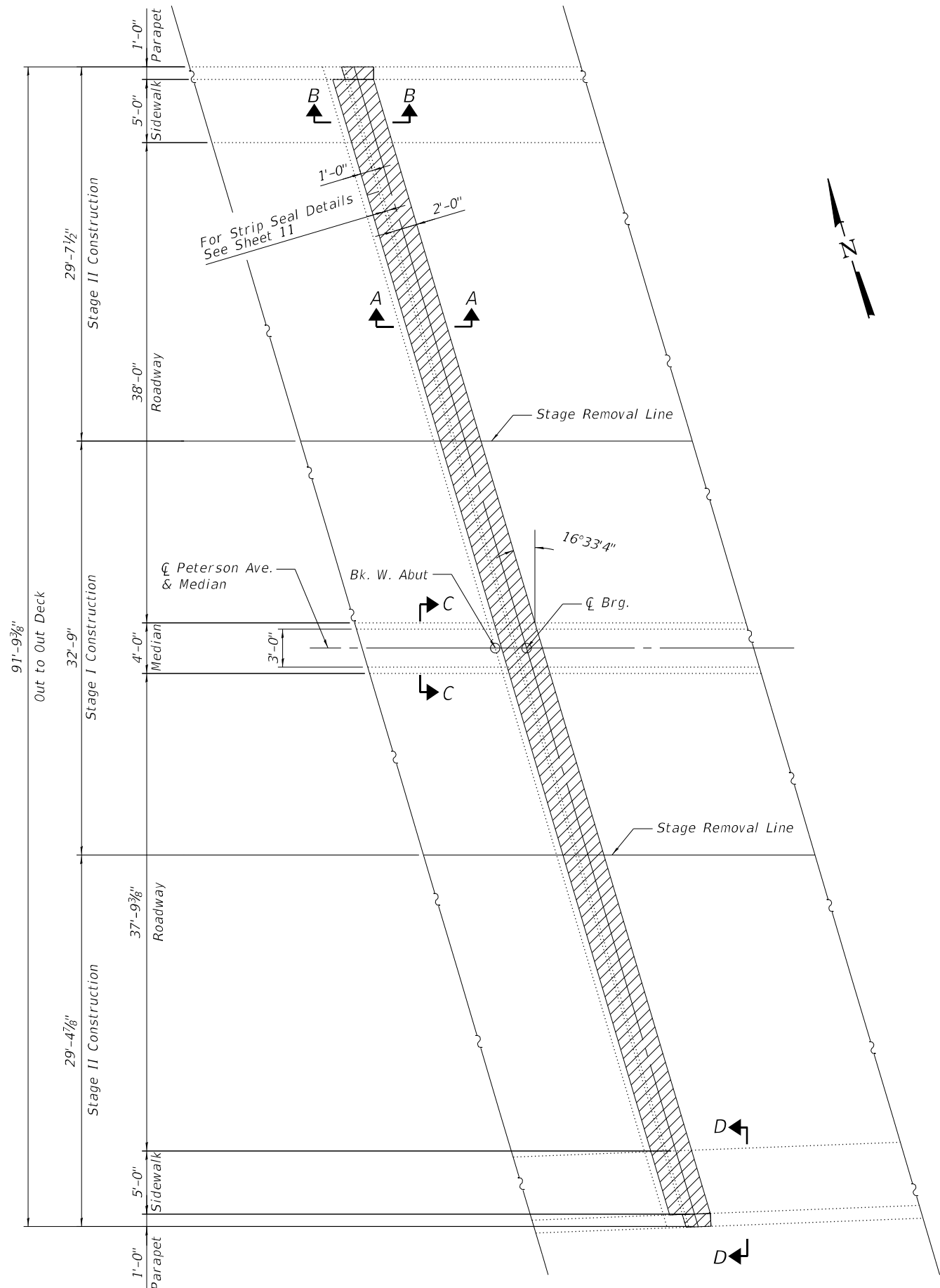
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 PLOT DATE = 1/14/2022

 INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9500 F 312.425.9594 www.infrastructure-eng.com	USER NAME = ALane	DESIGNED - TY	REVISED -
	PLOT SCALE = 0.1667' / in.	DRAWN - TY	REVISED -
	PLOT DATE = 1/14/2022	CHECKED - PK	REVISED -
		DATE - 10/15/2021	REVISED -

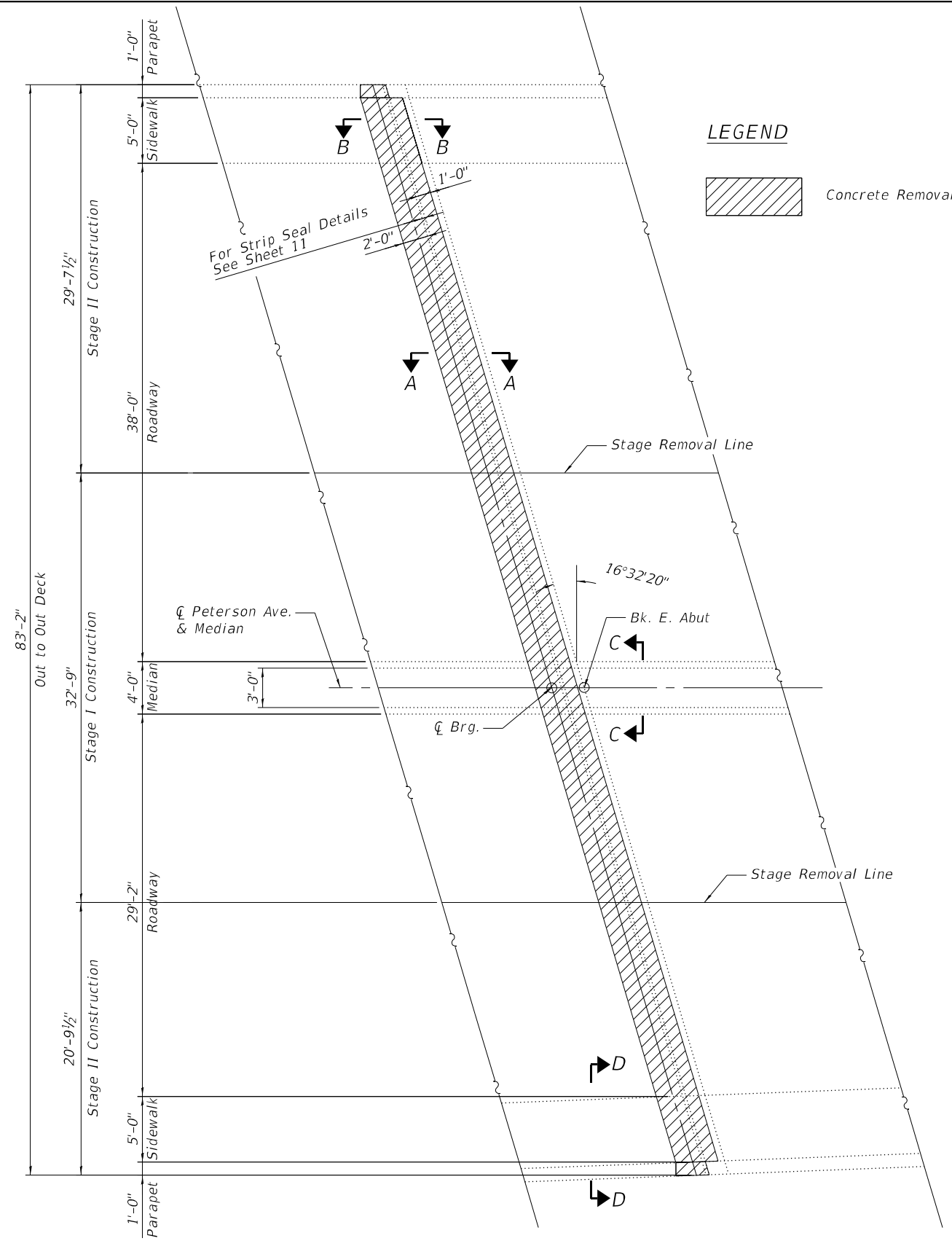
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROTECTIVE SHIELD DETAILS STRUCTURE NO. 016-0364		SCALE:	SHEET 6 OF 17 SHEETS	STA.	TO STA.


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	24
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				



WEST ABUTMENT JOINT REMOVAL PLAN




LEGEND

 Concrete Removal

EAST ABUTMENT JOINT REMOVAL PLAN

MODEL: D:\p\inf\11...
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 PLOT DATE = 1/25/2022

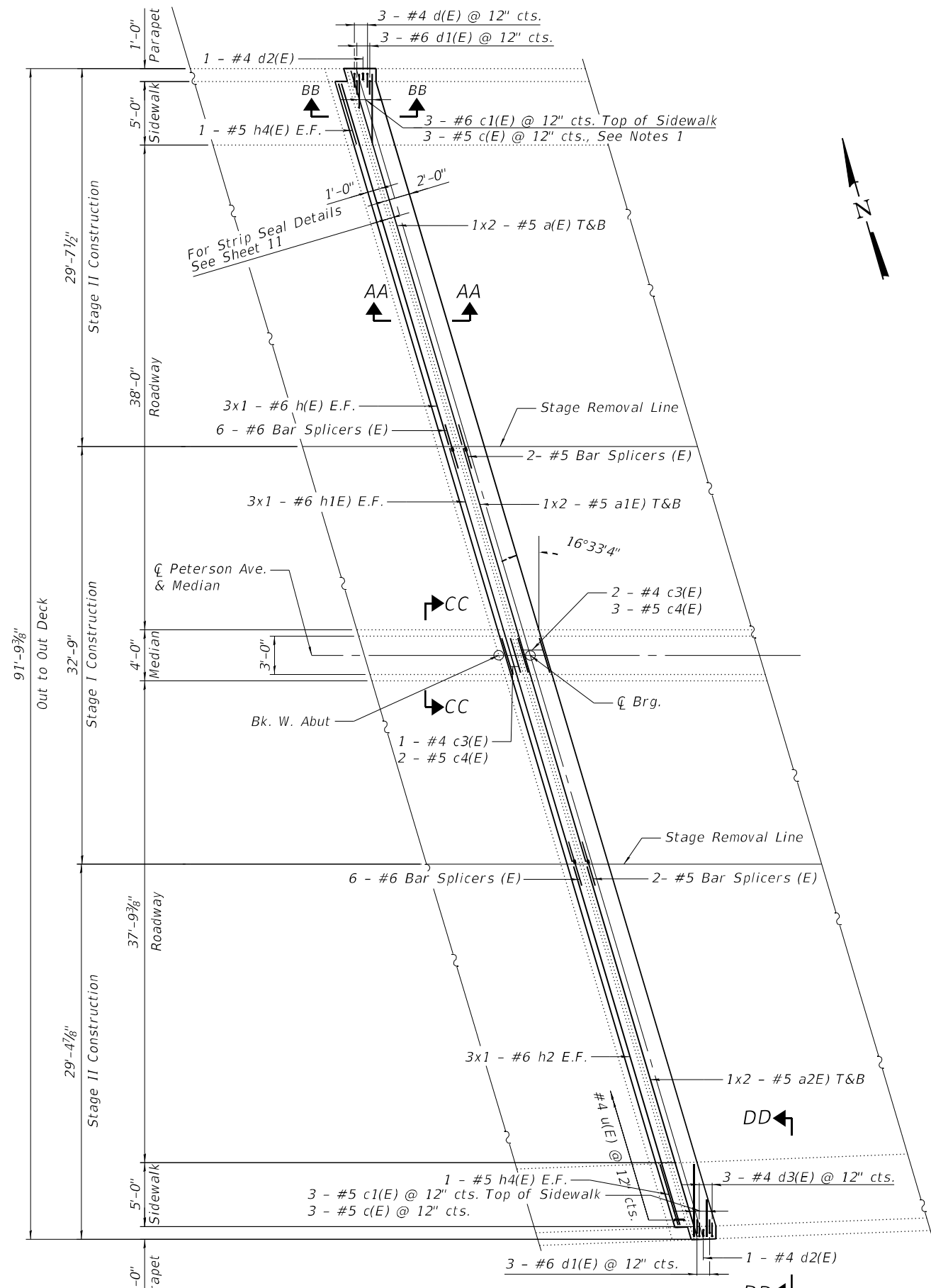
 INFRASTRUCTURE ENGINEERING 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9500 F 312.425.9594 www.infrastructure-eng.com	USER NAME = ALane	DESIGNED - TY	REVISED -
	DRAWN - TY	REVISED -	
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	DATE - 10/15/2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

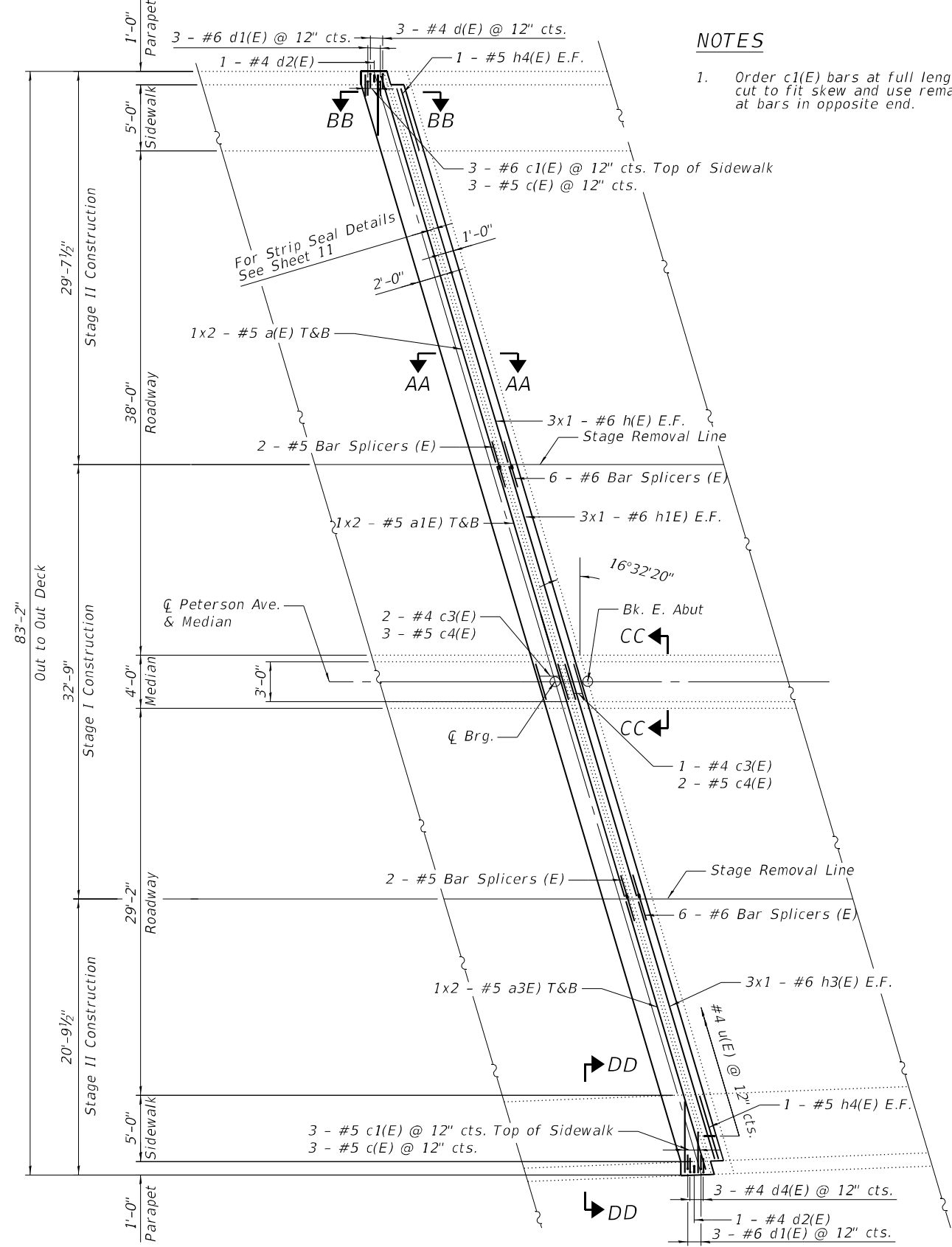
EXPANSION JOINT REMOVAL PLAN STRUCTURE NO. 016-0364	
SCALE:	TO STA.
SHEET 7 OF 17 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	25
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				

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WEST ABUTMENT JOINT RECONSTRUCTION PLAN



EAST ABUTMENT JOINT RECONSTRUCTION PLAN

NOTES

- Order c1(E) bars at full length and cut to fit skew and use remainder at bars in opposite end.

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXPANSION JOINT RECONSTRUCTION PLAN
 STRUCTURE NO. 016-0364**

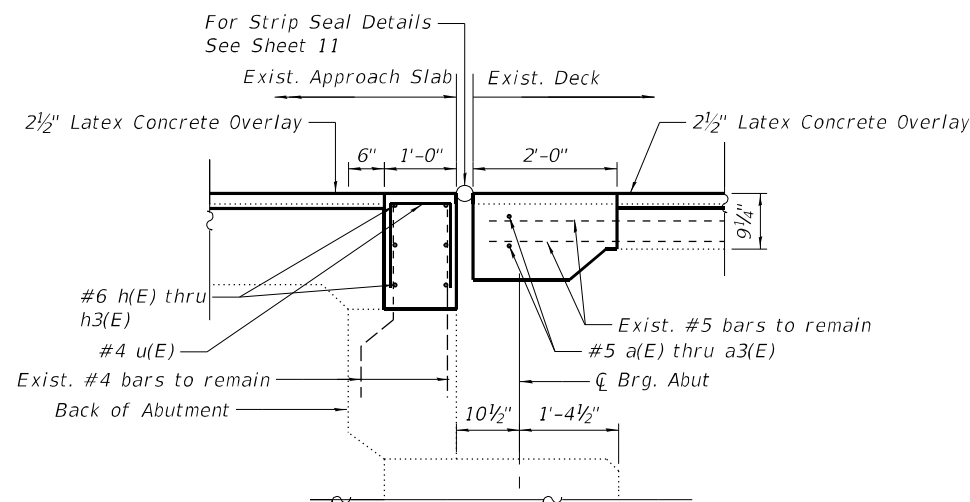
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94	2020-165-BR	COOK	46	27
				CONTRACT NO. 62M51
			ILLINOIS FED. AID PROJECT	

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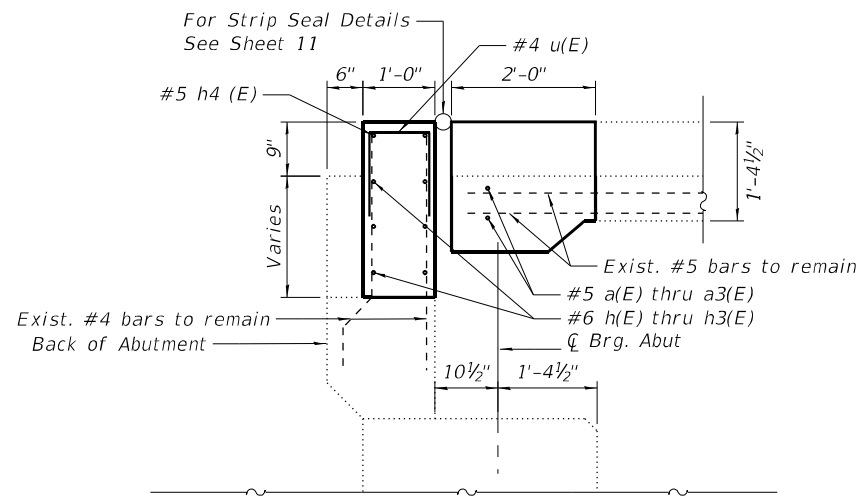
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 DESIGNED - TY
 DRAWN - TY
 CHECKED - PK
 DATE - 10/15/2021
 PLOT SCALE = 0.1667' / in.
 PLOT DATE = 1/25/2022

REVISIONS
 REVISIONS -
 REVISIONS -
 REVISIONS -
 REVISIONS -

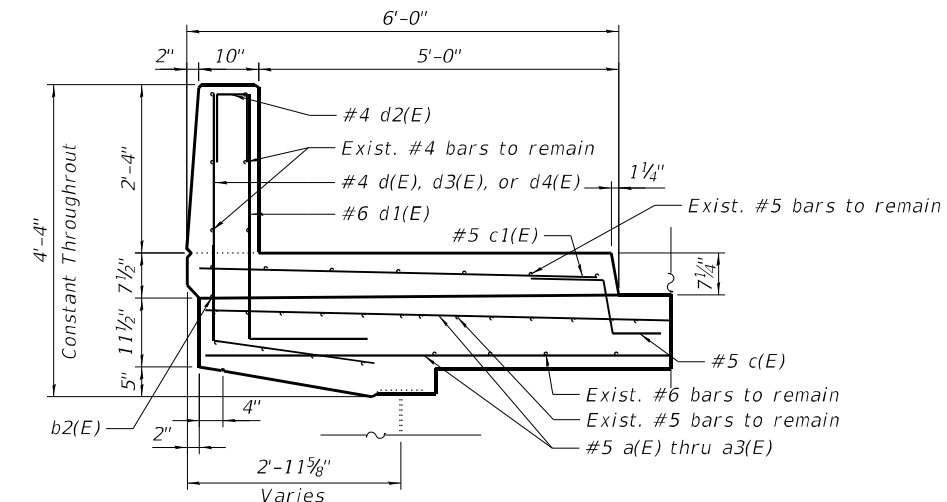
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SECTION AA-AA
(Dimensions ⊥ to C)



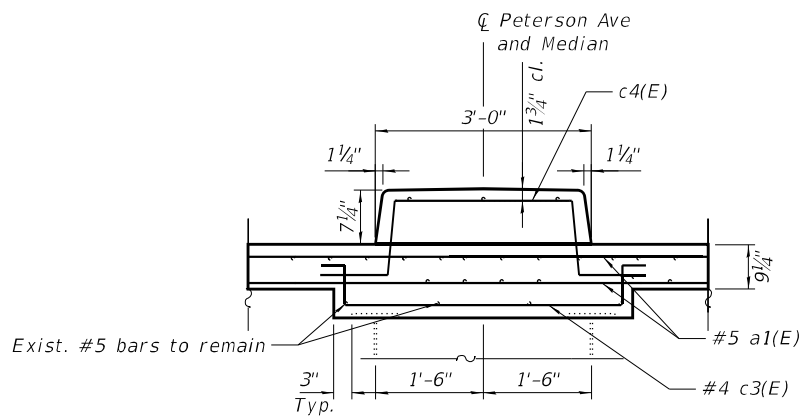
SECTION BB-BB
(Dimensions ⊥ to C)



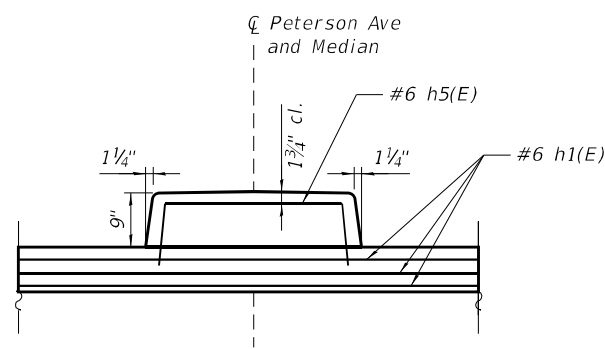
SECTION DD-DD

**BILL OF MATERIAL
BOTH ABUTMENTS**

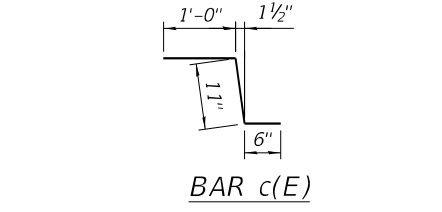
Bar	No.	Size	Length	Shape
a(E)	4	#5	30'-7"	—
a1(E)	4	#5	33'-11"	—
a2(E)	2	#5	30'-5"	—
a3(E)	2	#5	21'-4"	—
c(E)	12	#5	2'-5"	┌
c1(E)	12	#5	5'-7"	—
c3(E)	6	#4	7'-0"	┌
c4(E)	10	#5	6'-3"	┌
d(E)	6	#4	5'-5"	┌
d1(E)	12	#6	4'-4"	┌
d2(E)	4	#4	2'-9"	┌
d3(E)	3	#4	6'-5"	┌
d4(E)	3	#4	4'-11"	┌
h(E)	12	#6	29'-6"	—
h1(E)	12	#6	33'-11"	—
h2(E)	6	#6	29'-4"	—
h3(E)	6	#6	20'-3"	—
h4(E)	8	#5	6'-3"	┌
h5(E)	6	#6	8'-9"	┌
u(E)	180	#4	3'-0"	┌
Concrete Superstructure			Cu Yd	27.0
Reinforcement Bars, Epoxy Coated			Pound	2,790



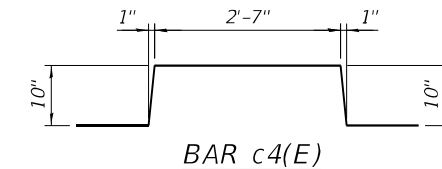
SECTION CC-CC
(Looking through deck)



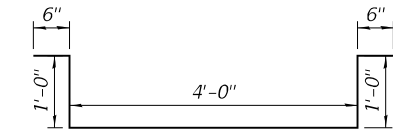
SECTION CC-CC
(Looking through approach slab)



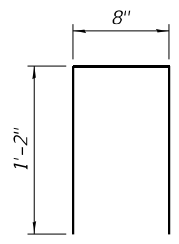
BAR c(E)



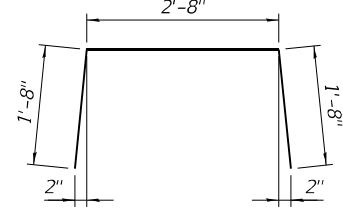
BAR c4(E)



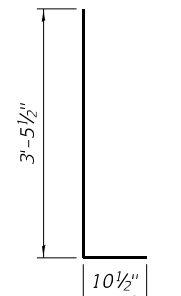
BAR c3(E)



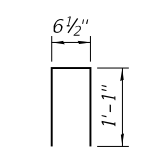
BAR u(E)



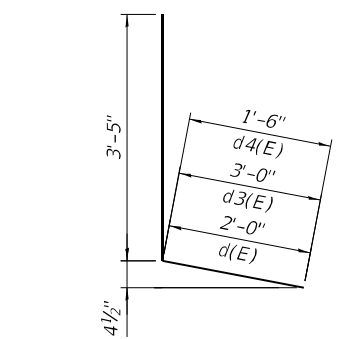
BAR h5(E)



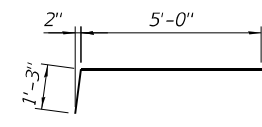
BAR d1(E)



BAR d2(E)



BAR d(E), d3(E), & d4(E)



BAR h4(E)

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 DATE: 10/15/2022

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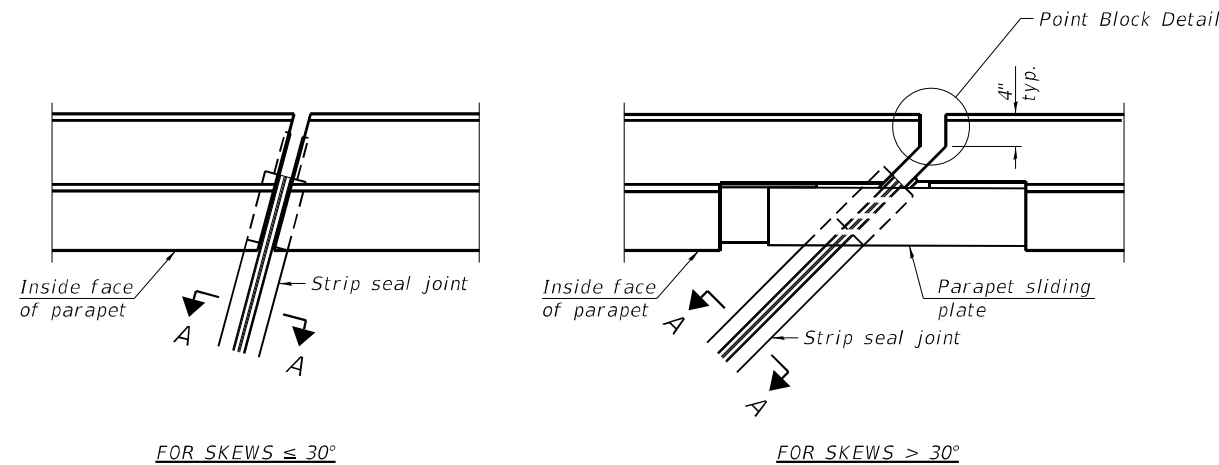
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PLOT SCALE = 0.1667' / in.	DRAWN - TY	REVISIONS -
PLOT DATE = 1/25/2022	CHECKED - PK	REVISIONS -
	DATE - 10/15/2021	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXPANSION JOINT RECONSTRUCTION DETAILS
STRUCTURE NO. 016-0364**

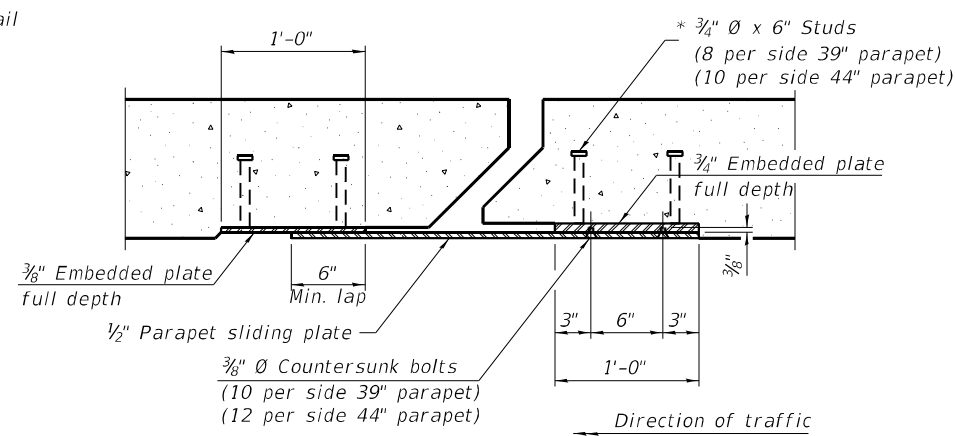
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F.A.I. RTE. 94	SECTION 2020-165-BR	COUNTY COOK	TOTAL SHEETS 46	SHEET NO. 28
CONTRACT NO. 62M51			ILLINOIS FED. AID PROJECT	



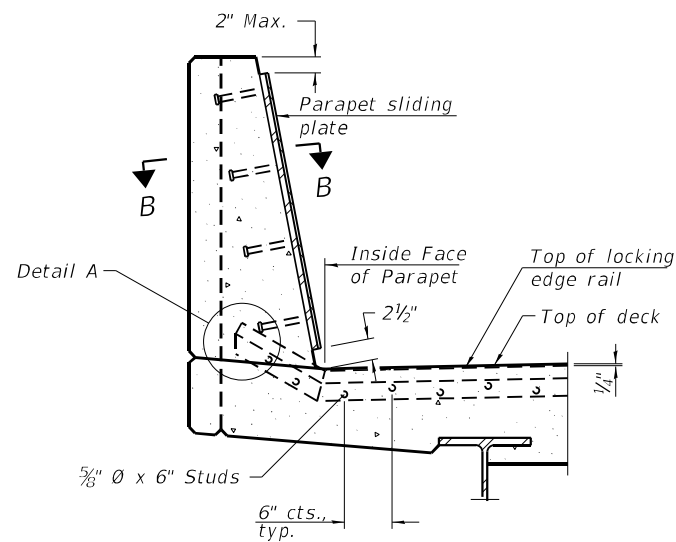
FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET



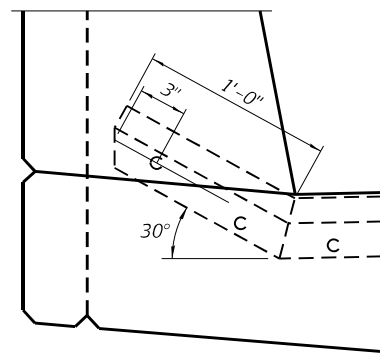
SECTION B-B

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$ ". 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 locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the $4\frac{1}{2}$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be $\frac{3}{16}$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.
 Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.
 39" constant slope barrier shown, 44" constant slope barrier similar as noted.
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

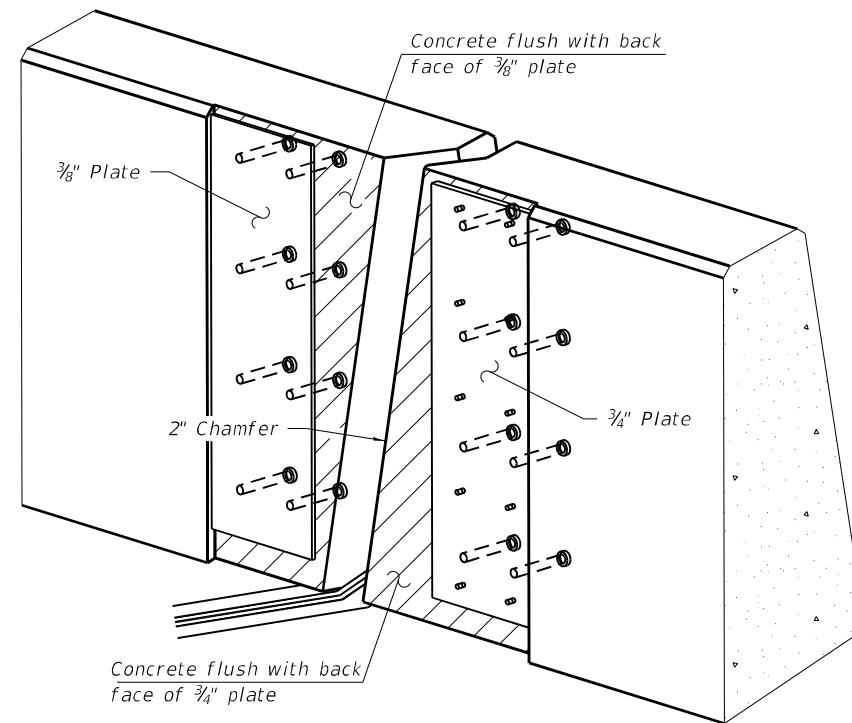


SECTION AT PARAPET

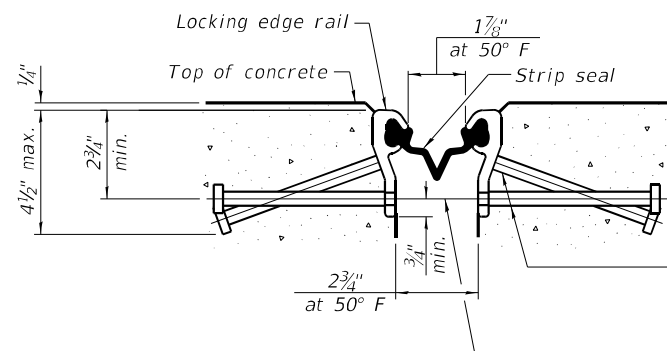
(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



DETAIL A



TRIMETRIC VIEW
(Showing embedded plates only)



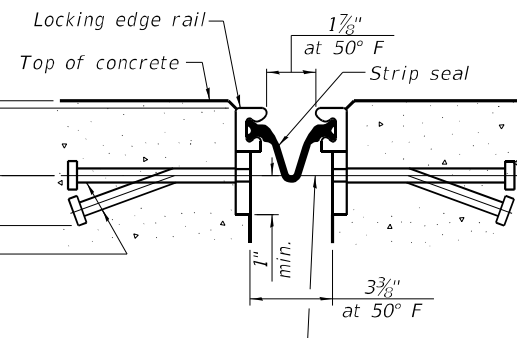
SHOWING ROLLED RAIL JOINT

* $\frac{5}{8}$ " \emptyset x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

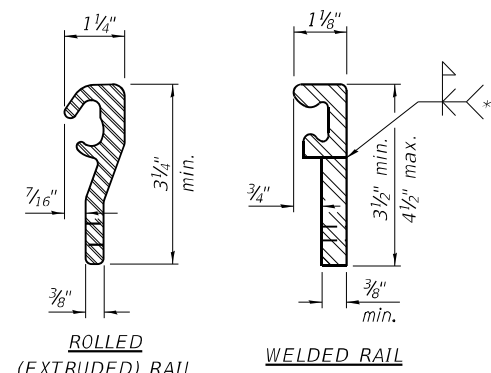
$\frac{3}{8}$ " \emptyset threaded rods in $\frac{1}{16}$ " \emptyset holes at ± 4 "-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

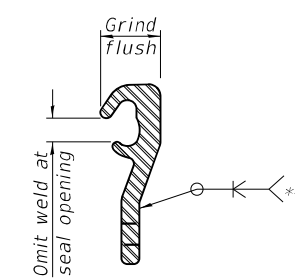


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

** 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. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	181

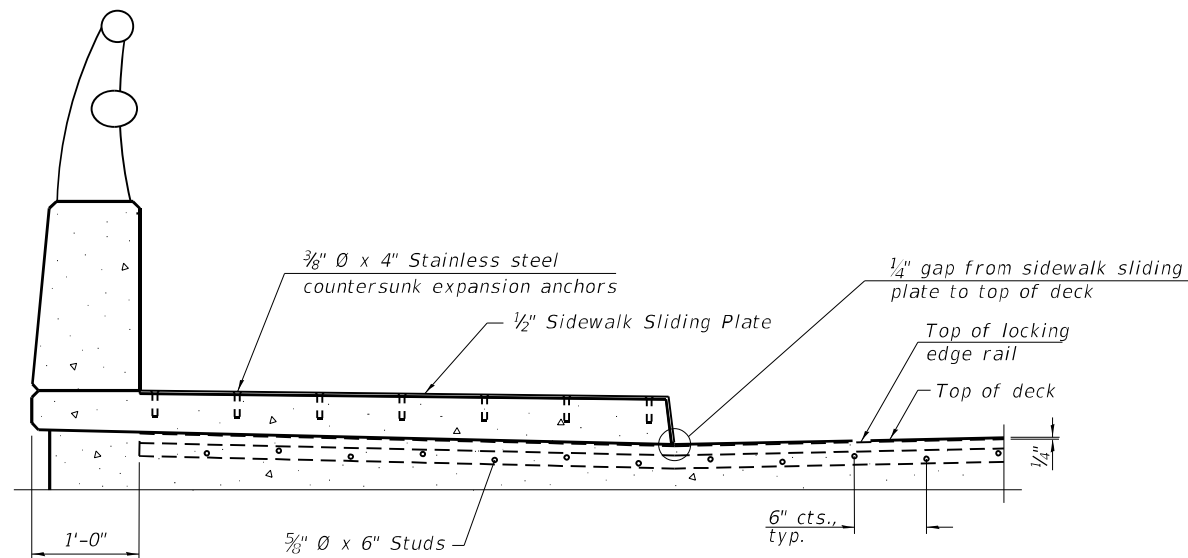
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EJ-SS-S

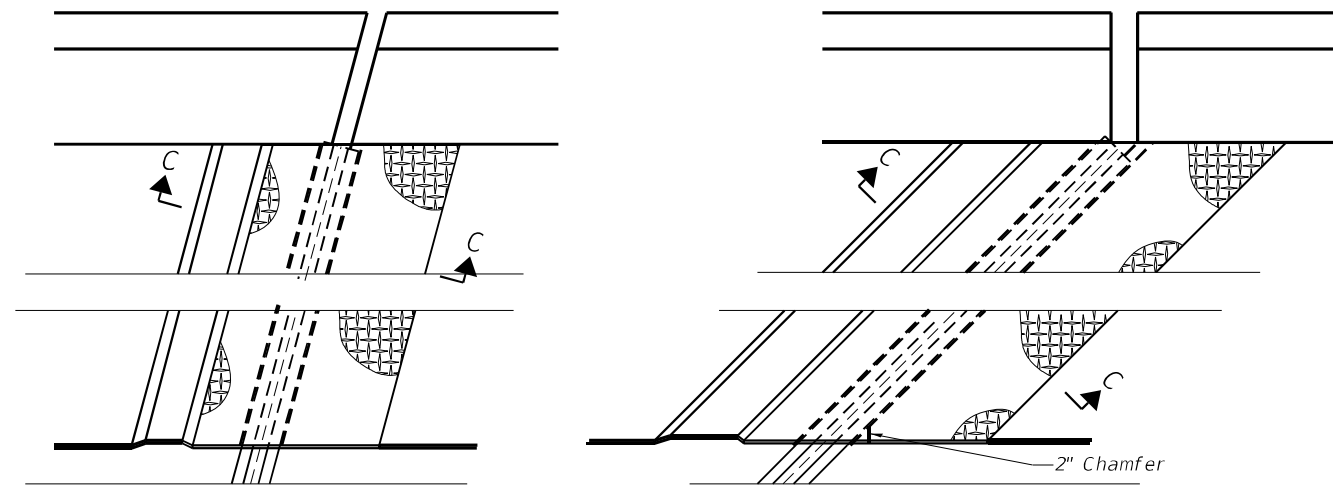
1-1-2020

(Sheet 1 of 2)

<p>INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9599 F 312.425.9594 www.infrastructure-eng.com</p>	USER NAME = ALane PLOT SCALE = 0.1667' / in. PLOT DATE = 12/14/2021	DESIGNED - DRAWN - CHECKED - DATE - 10/15/2021	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT SEAL - SIDEWALK STRUCTURE NO. 016-0364	F.A.I. RTE. = 94 SECTION = 2020-165-BR COUNTY = COOK TOTAL SHEETS = 46 SHEET NO. = 29 CONTRACT NO. = 62M51	ILLINOIS FED. AID PROJECT
	SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT					



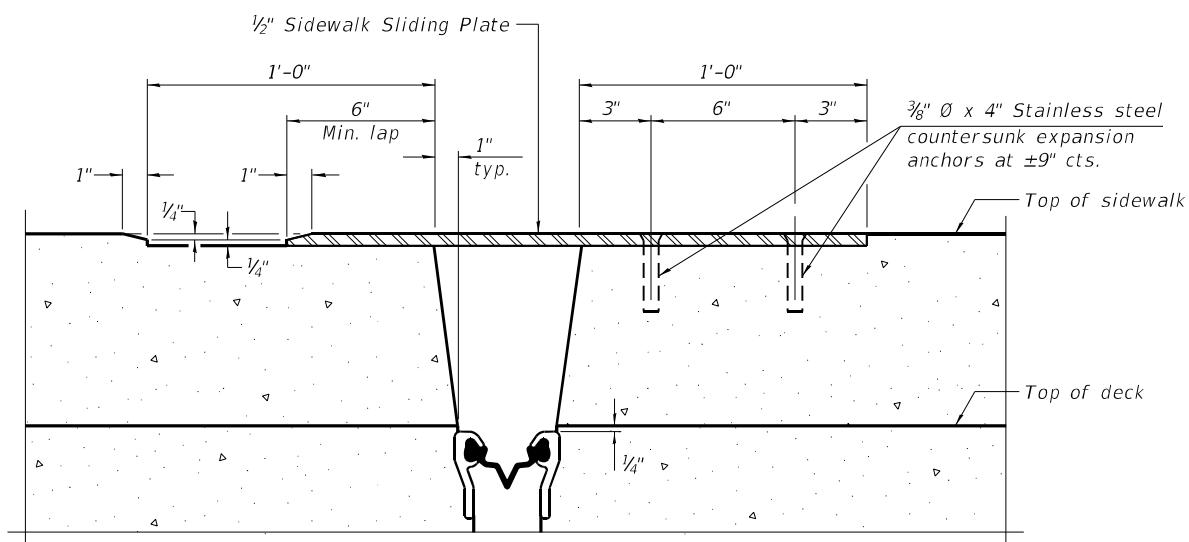
SECTION AT RAISED SIDEWALK



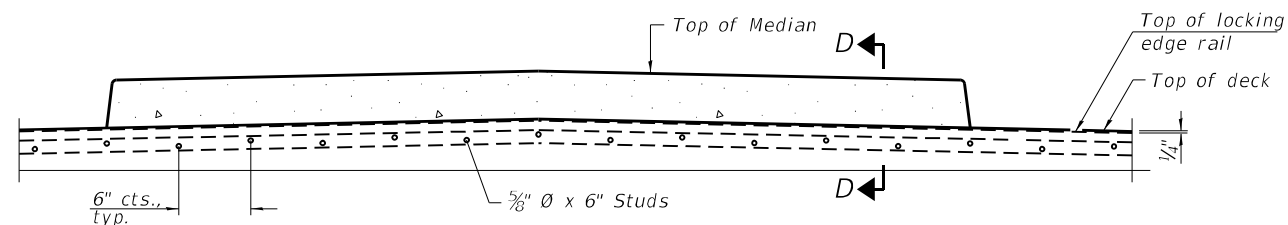
(FOR SKEWS $\leq 30^\circ$)

(FOR SKEWS $> 30^\circ$)

PLAN AT RAISED SIDEWALK

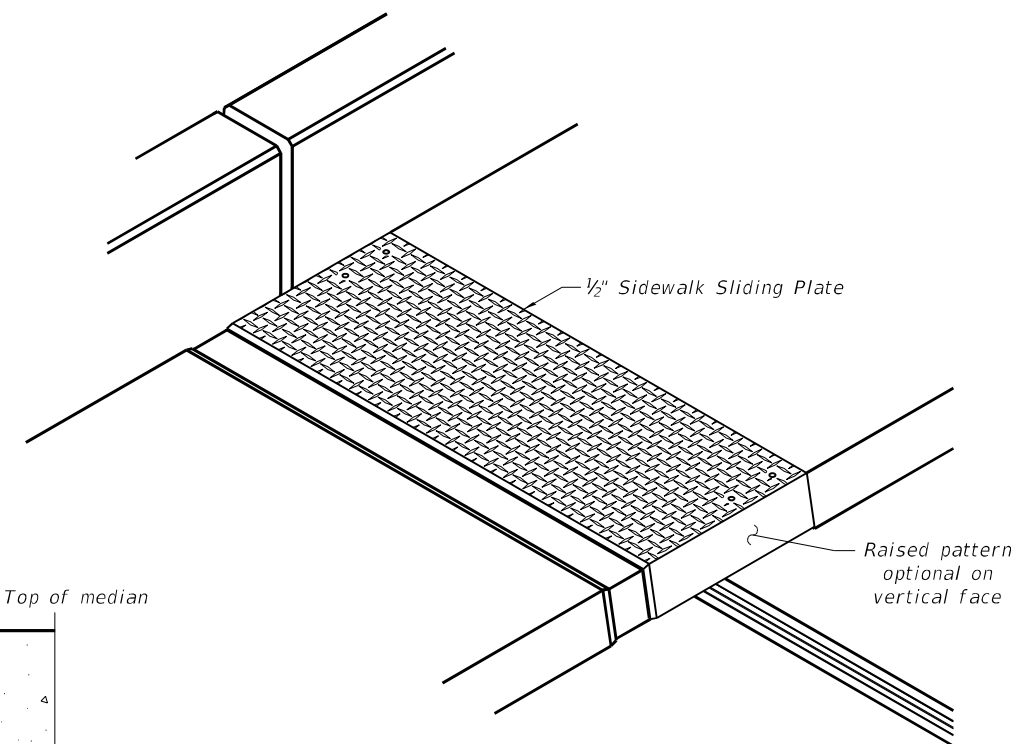


SECTION C-C

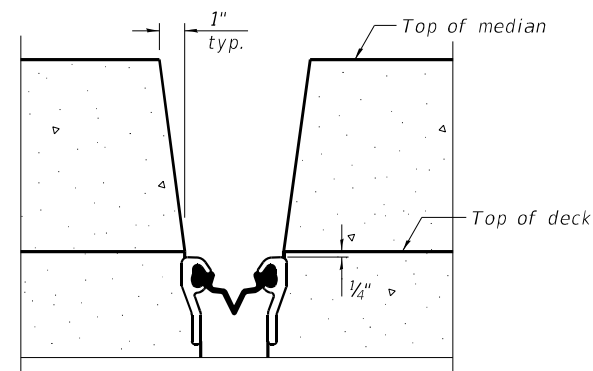


SECTION AT MEDIAN

For skews $> 30^\circ$, chamfer acute corners 2" similar to sidewalk.



TRIMETRIC VIEW



SECTION D-D
(at Rt. L's)

(Sheet 2 of 2)

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EJ-SS-S

1-1-2020

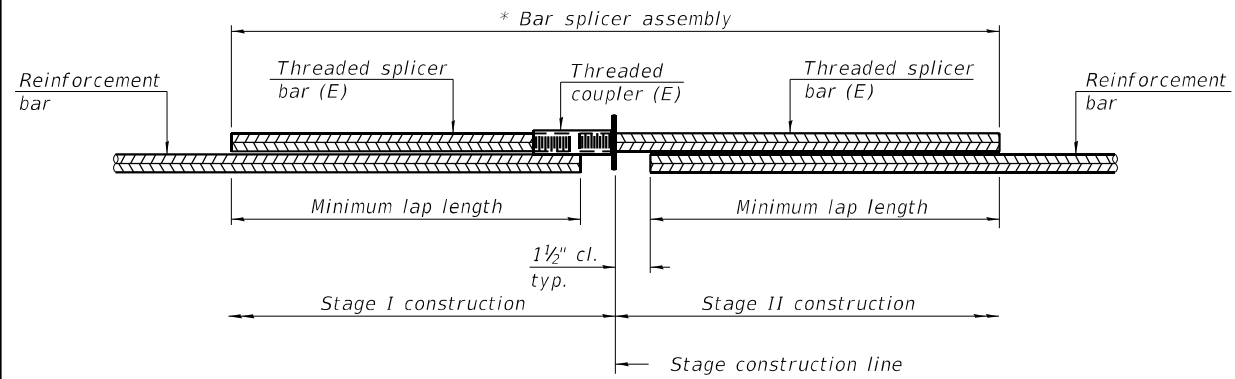
INFRASTRUCTURE ENGINEERING 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9599 F 312.425.9594 www.infrastructure-eng.com	USER NAME = ALane	DESIGNED -	REVISED -
	PLOT SCALE = 0.1667' / in.	DRAWN -	REVISED -
	PLOT DATE = 12/14/2021	CHECKED -	REVISED -
		DATE = 10/15/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT SEAL - SIDEWALK
STRUCTURE NO. 016-0364

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	30
CONTRACT NO. 62M51			ILLINOIS FED. AID PROJECT	

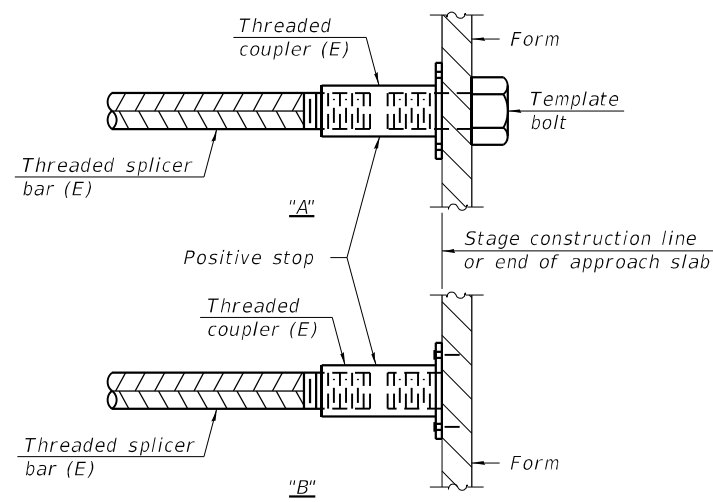


STANDARD BAR SPLICER ASSEMBLY PLAN
(All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck Side of Exp. Joint	#5	8	3'-6"
App.Slab Side of Exp. Joint	#6	24	5'-0"

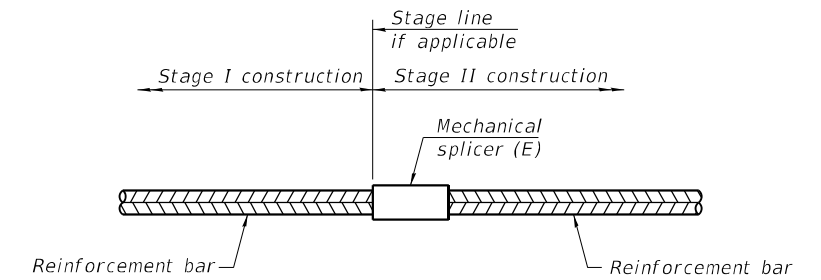


INSTALLATION AND SETTING METHODS

"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.

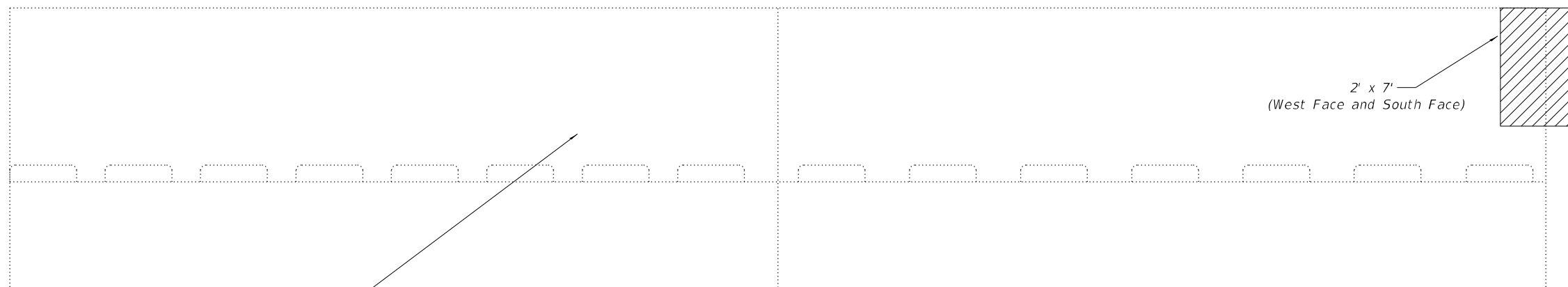


STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

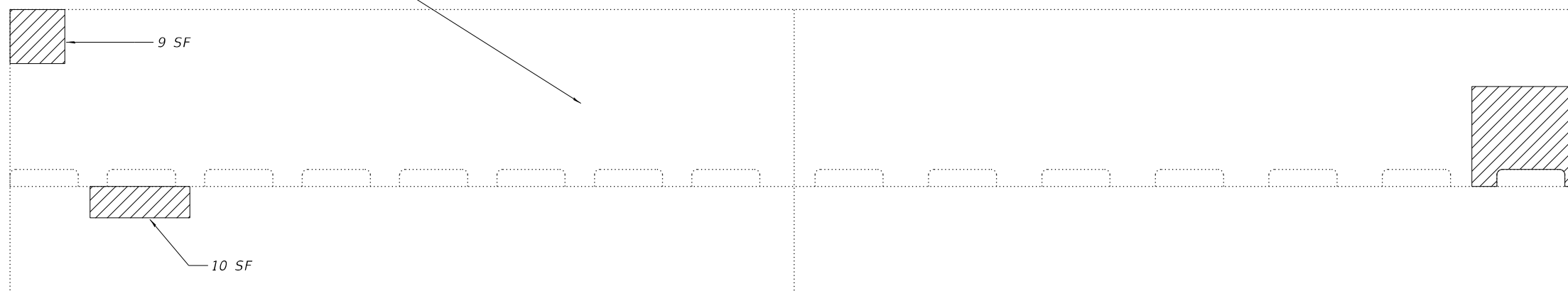
Notes:
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL Path: \\... \Infrastructure Phase 2 (RTE) 106 Item 161\Work Order 181001\CADD_Sheets\162\M51-S11T-BarSplicer.dgn



EAST ABUTMENT
(Looking East)

Remove Debris from Abutment Cap
(Remove cold patch Asphalt from beam ends at abutments. Removal and disposal of the debris shall be included with the cost of Structural Repair of Concrete.)



WEST ABUTMENT
(Looking West)

25 SF
Removal of diaphragm is required to perform the repair work. Removal of diaphragm is incidental to the structural repair at this location.

LEGEND



Structural Repair of Concrete (Depth Equal to or Less than 5"), 58 SF

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or less than 5")	Sq Ft.	58

MODEL Path: \\net\infrastructure\phase 2\IFB\106 Item 16\Work Order 18\BIDD\CADD_Sheets\016M51-SHT-AbutRng.dgn
 FILE NAME: P:\2020-165-00 IDOT\Work Order 16\Work Order 18\BIDD\CADD_Sheets\016M51-SHT-AbutRng.dgn

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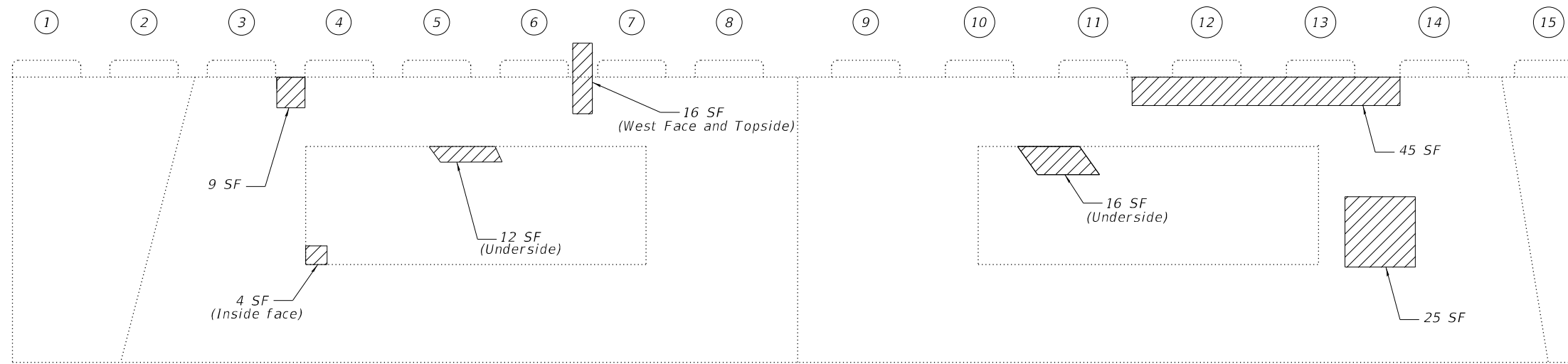
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	DRAWN - TY	REVISED -
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PLOT DATE = 1/14/2022	DATE - 10/15/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

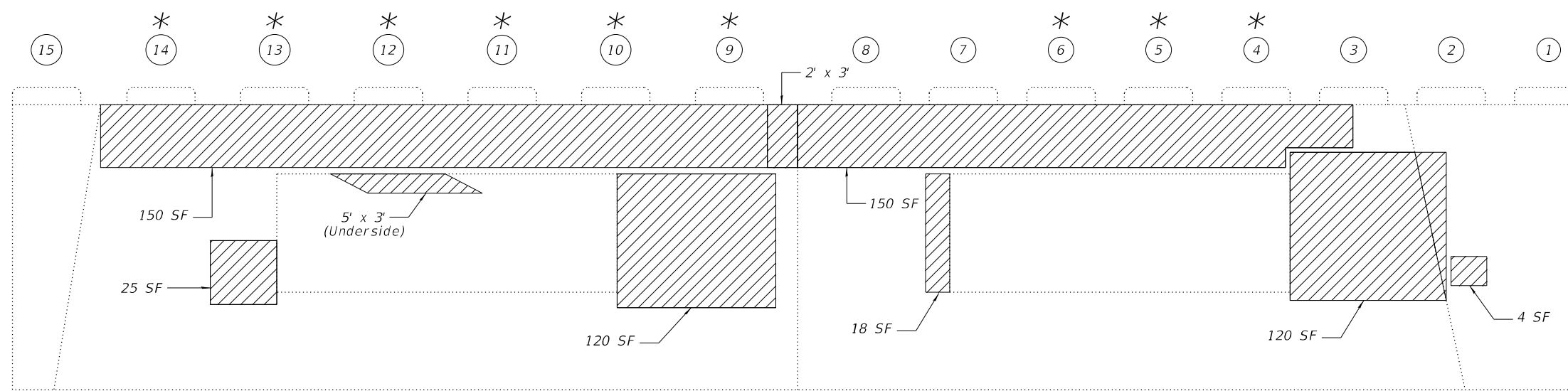
ABUTMENT REPAIR DETAILS
STRUCTURE NO. 016-0364

SCALE: SHEET 14 OF 17 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	32
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				



PIER 1 WEST FACE
(Looking East)



PIER 1 EAST FACE
(Looking West)

LEGEND

- Structural Repair of Concrete (Depth Equal to or Less than 5"), 735 SF
- * Beams need temporary shoring

NOTES

1. Beams are numbered from North to South

PIER 1 GIRDER REACTION TABLE

	Pier 1
$R_{x1}(k)$	68.3
$R_{x2}(k)$	42.8
$Imp(k)$	11.8
$R_{y1}(k)$	122.9

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	735
Temporary Shoring & Cribbing	Each	9

MODEL: D:\p1.dwg
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 PLOT DATE = 1/14/2022

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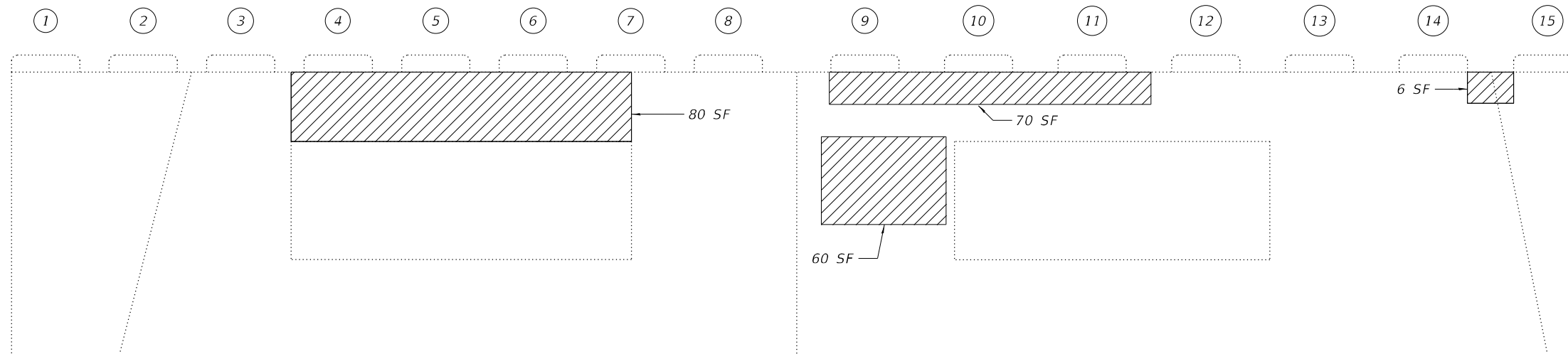
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	DRAWN - TY	REVISD -
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	DATE - 10/15/2021	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

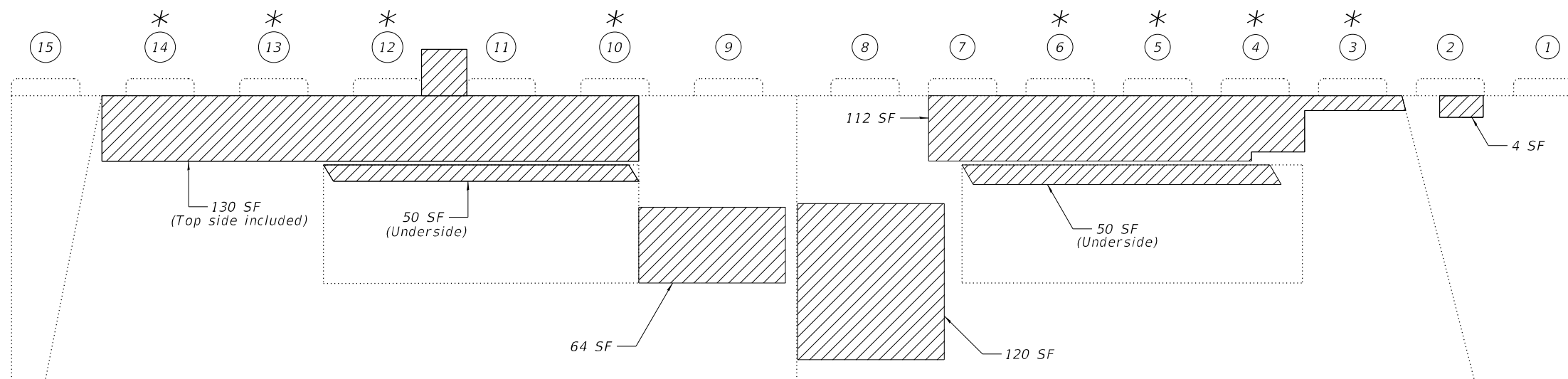
**PIER 1 REPAIR DETAILS
STRUCTURE NO. 016-0364**

SCALE: SHEET 15 OF 17 SHEETS STA. TO STA.

F.A.I. RTE. 94	SECTION 2020-165-BR	COUNTY COOK	TOTAL SHEETS 46	SHEET NO. 33
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62M51	



PIER 2 WEST FACE
(Looking East)



PIER 2 EAST FACE
(Looking West)

LEGEND



Structural Repair of Concrete (Depth Equal to or Less than 5"), 746 SF

* Beams need temporary shoring

NOTES

- Beams are numbered from North to South

PIER 2 GIRDER REACTION TABLE

	Pier 2
$R_{0L}(k)$	70.2
$R_{0R}(k)$	44.0
$Imp(k)$	11.7
$R_{100}(k)$	125.9

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq Ft.	746
Temporary Shoring & Cribbing	Each	8

MODEL: D:\p\h\it...
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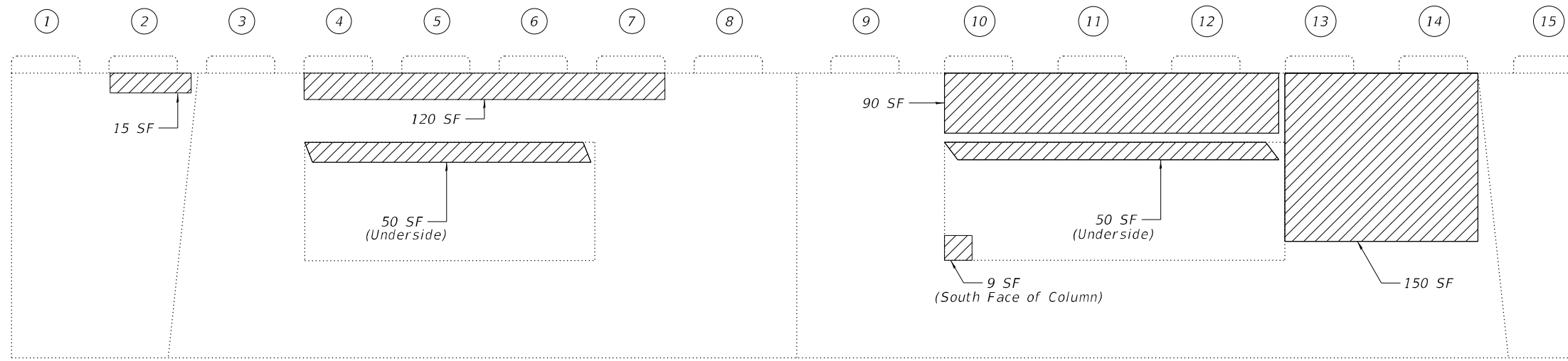
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CHECKED - PK	REVISD -	
DATE - 10/15/2021	REVISD -	

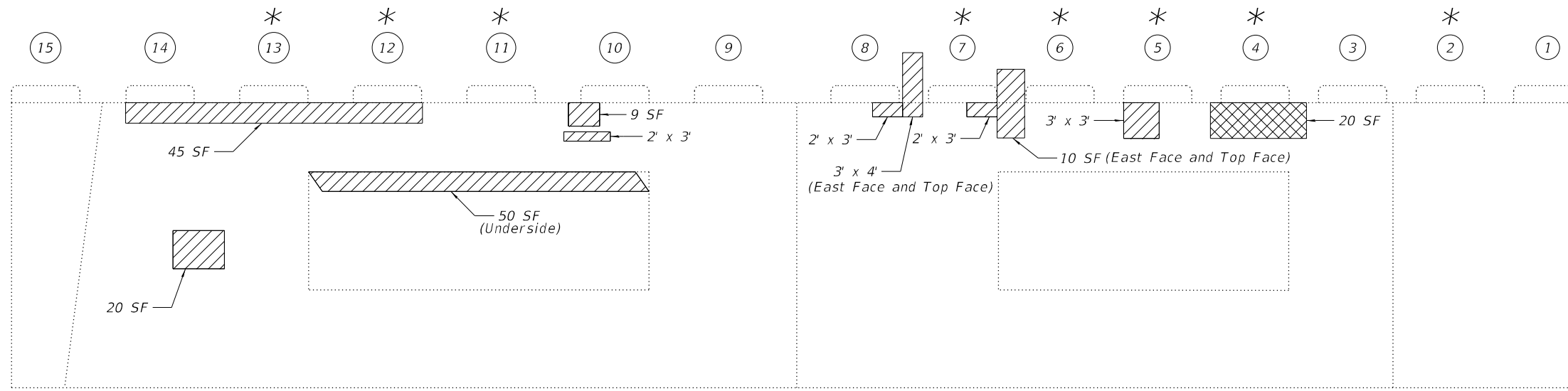
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 2 REPAIR DETAILS
STRUCTURE NO. 016-0364**
 SCALE: SHEET 16 OF 17 SHEETS STA. TO STA.

F.A.I. RTE. 94	SECTION 2020-165-BR	COUNTY COOK	TOTAL SHEETS 46	SHEET NO. 34
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				



PIER 3 WEST FACE
(Looking East)

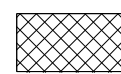


PIER 3 EAST FACE
(Looking West)

LEGEND



Structural Repair of Concrete (Depth Equal to or Less than 5"), 657 SF



Structural Repair of Concrete (Depth Greater than 5"), 20 SF

* Beams need temporary shoring

NOTES

- Reactions provided are maximum for the girder under the spans indicated. Contractor shall verify loading at each shoring location. Cost included in the pay item 'Temporary Shoring and Cribbing'.
- Beams are numbered from North to South

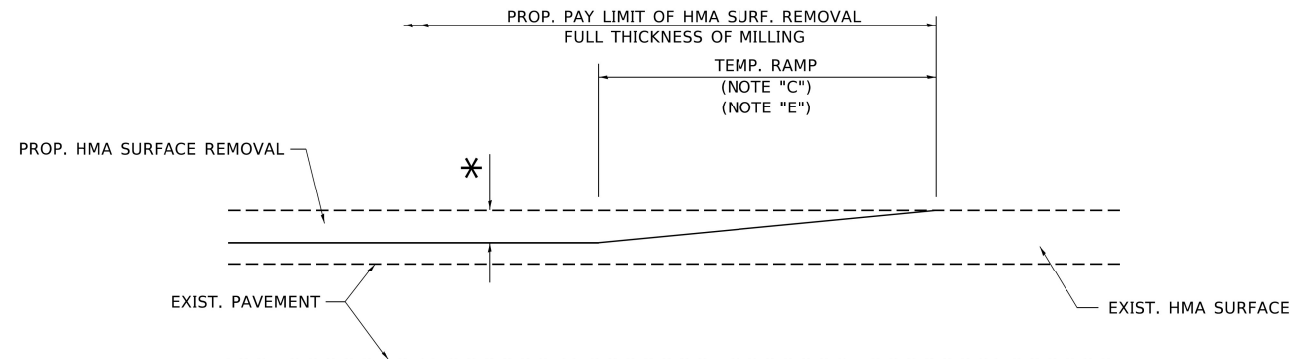
PIER 3 GIRDER REACTION TABLE

	Pier 3
$R_{\text{L}}(k)$	68.7
$R_{\text{R}}(k)$	43.0
$Imp(k)$	11.9
$R_{\text{U}}(k)$	123.6

BILL OF MATERIAL

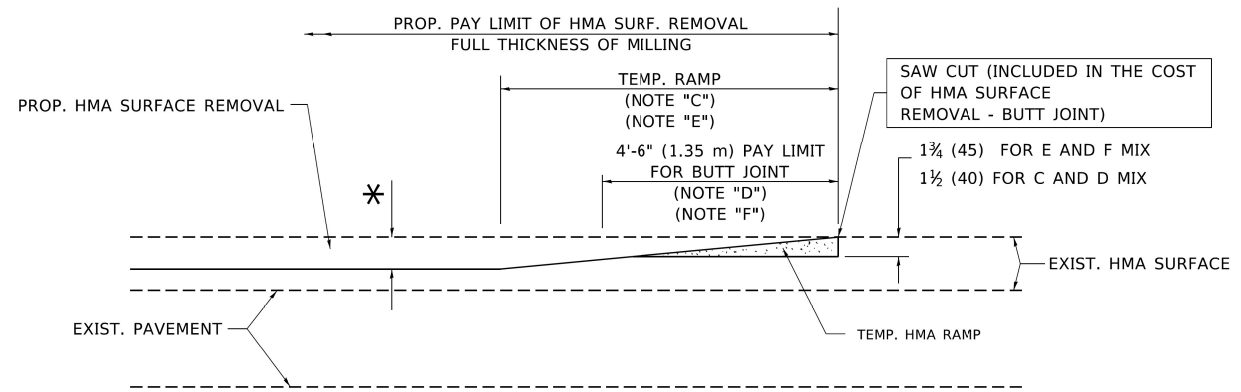
ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq Ft.	657
Structural Repair of Concrete (Depth Greater than 5")	Sq Ft.	20
Temporary Shoring & Cribbing	Each	8

MODEL Path: \\... \Infrastructure Phase 2 (FEB 196 Item 16)\Work Order 18\DDC\CAD\Sheet\162M51-SHT-PIER3-03.dwg



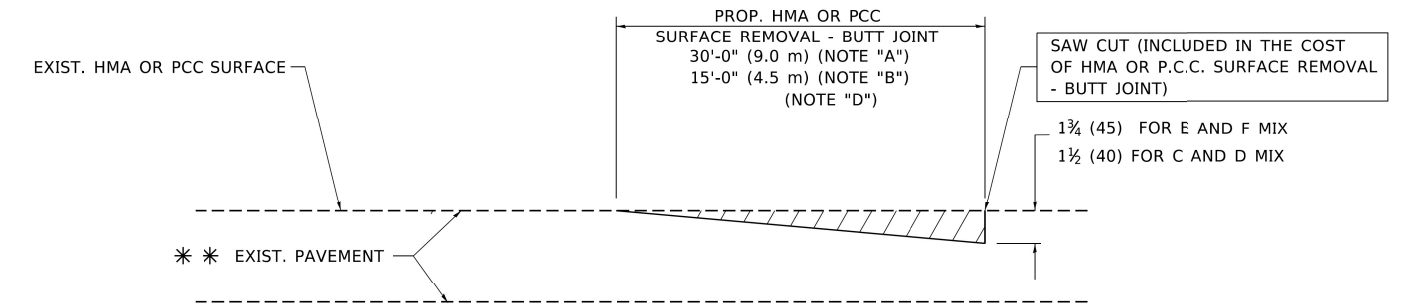
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

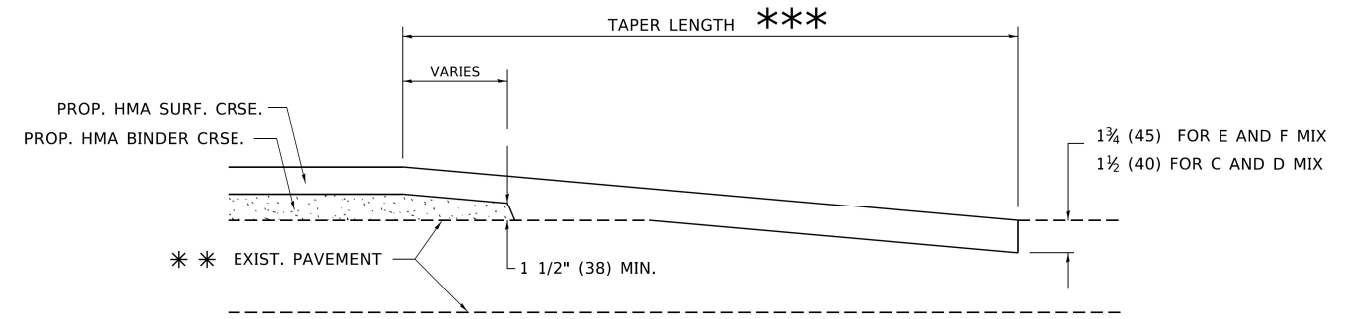


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

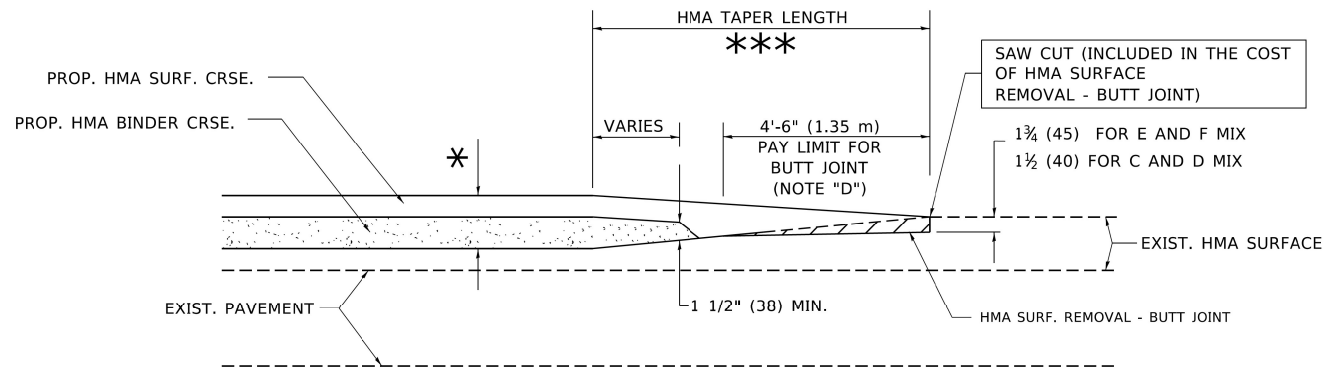
NOTES

- A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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



BUTT JOINT AND HMA TAPER

**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**

MODEL Path: \\p01\infrastructure\p01\work\2020\2020-09-04-00 IDOT Various Phase 2 (ITB) 106 Item 16\Work Order 18\DCM\CADD_Sheets\162\MS-1-Sub-Station\2020-01.dgn

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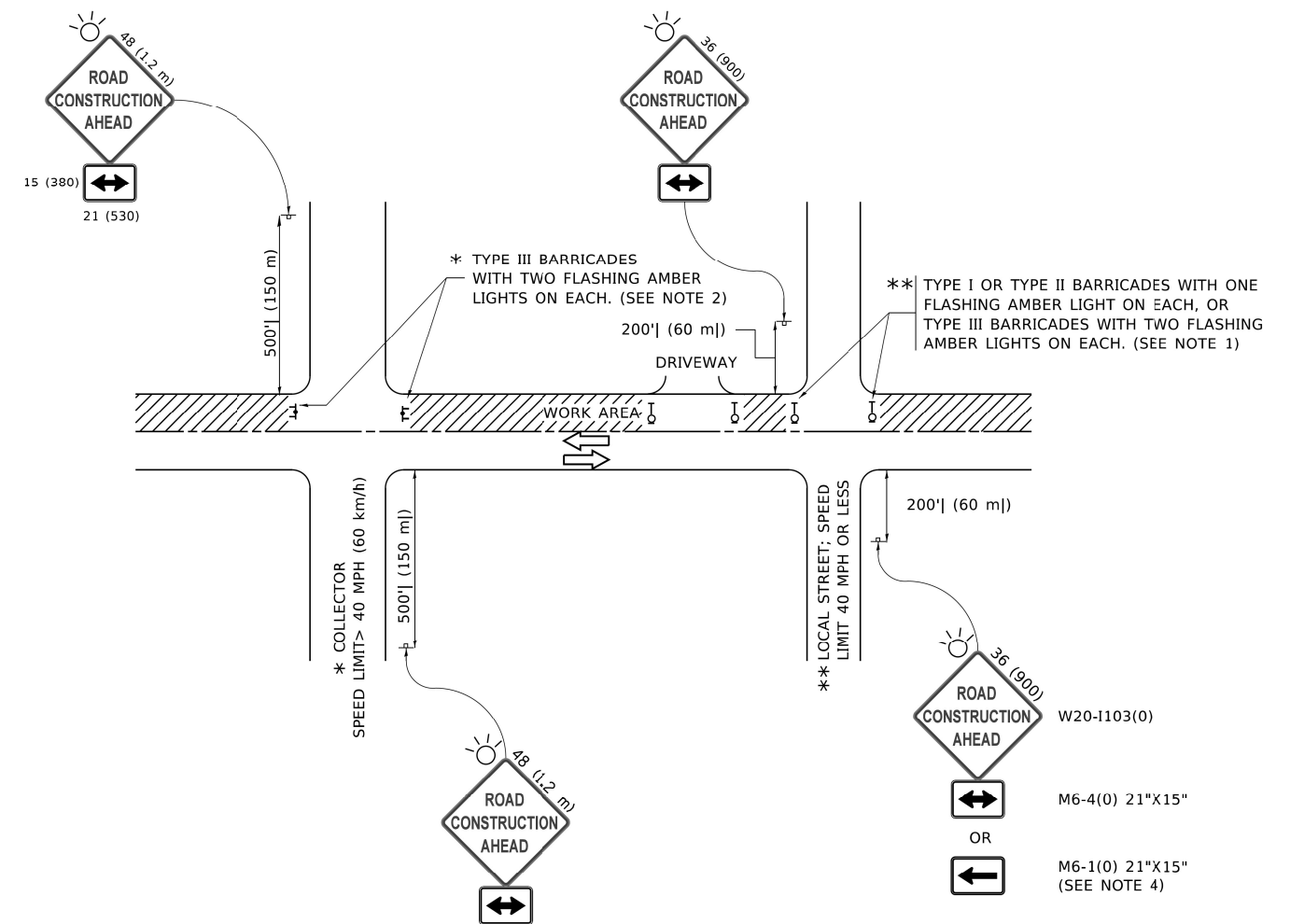
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PLOT SCALE = 240,0000' / ft.	DRAWN -	REVISED -
PLOT DATE = 12/14/2021	CHECKED -	REVISED -
	DATE = 10/15/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - BUTT JOINT AND
HMA TAPER DETAILS (BD-32)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	36
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				



NOTES:

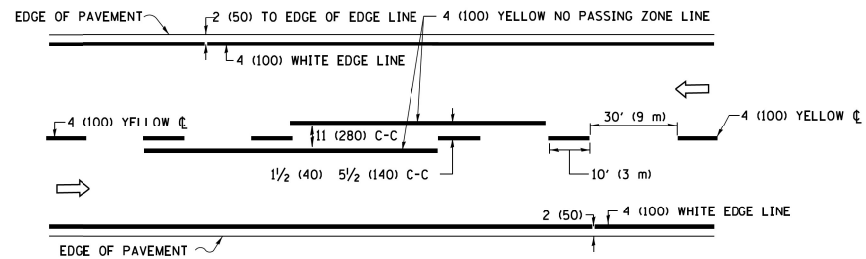
1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE 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) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

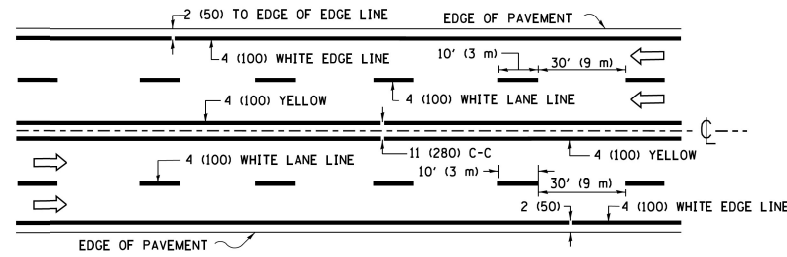
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PLOT SCALE = 240,0000' / ft.	DRAWN -	REVISED -
PLOT DATE = 12/14/2021	CHECKED -	REVISED -
	DATE - 10/15/2021	REVISED -

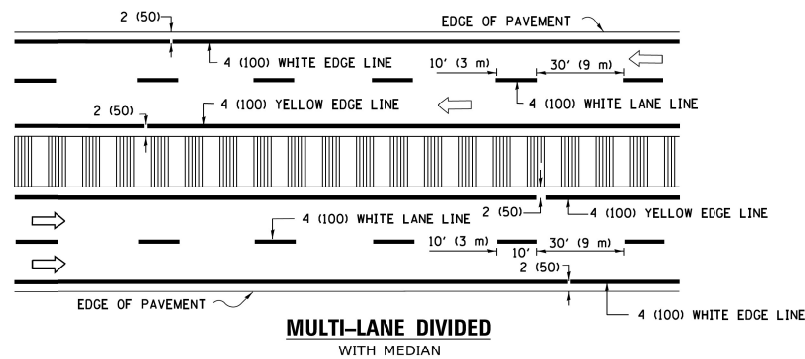
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	38
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

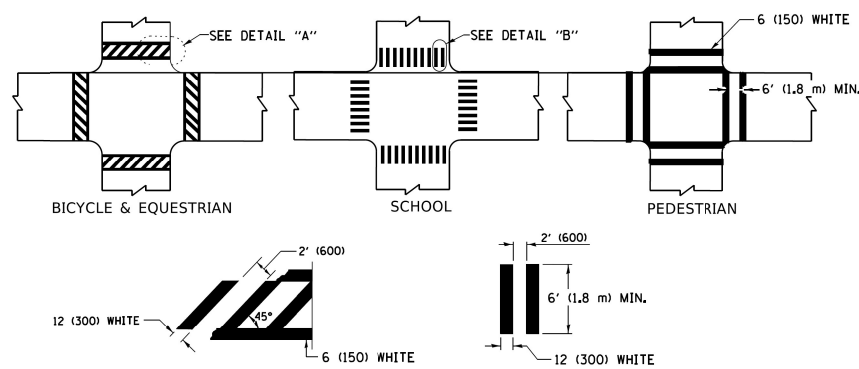


MULTI-LANE UNDIVIDED



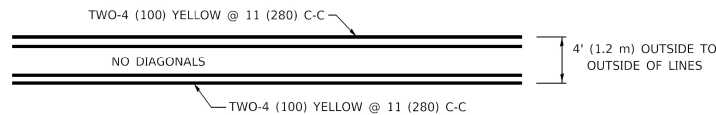
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

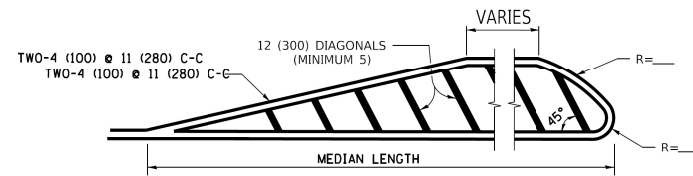


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

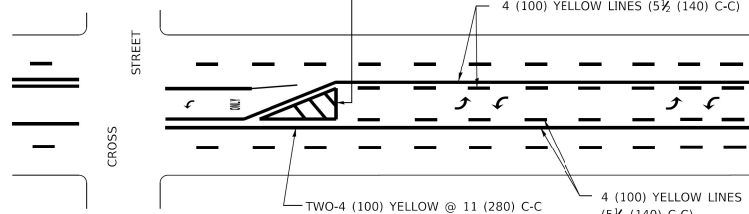


4' (1.2 m) WIDE MEDIANS ONLY



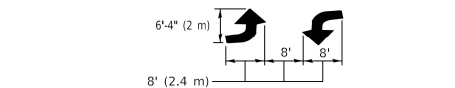
MEDIANS OVER 4' (1.2 m) WIDE

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))



**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

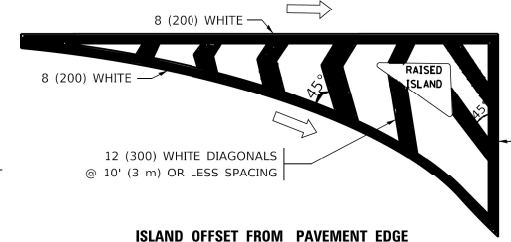
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



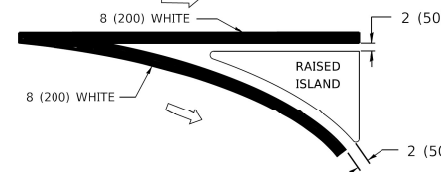
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE 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".

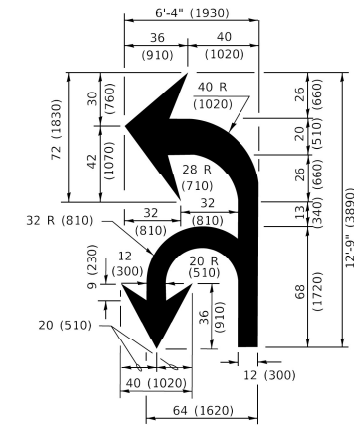


ISLAND OFFSET FROM PAVEMENT EDGE

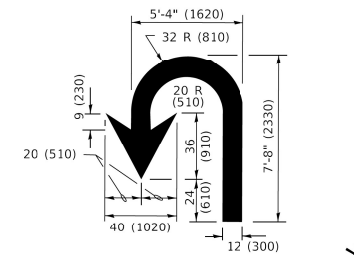


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION
* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

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 1/2 (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 MEDIANS IN YELLOW
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 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE 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° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	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" 15' (4.5 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 (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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.

MODEL Pathfull
FILE NAME: P:\2020\2020-09-04\DOT\Various Phase 2 (TPEL 106 Item 16)\Work Order 18102\CAADD_Sheets\162\MS-15b-atrnsrds-05.dgn

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USER NAME = Alane	DESIGNED -	REVISED -
PLOT SCALE = 20,0000 */ in.	DRAWN -	REVISED -
PLOT DATE = 12/14/2021	CHECKED -	REVISED -
	DATE -	REVISED -

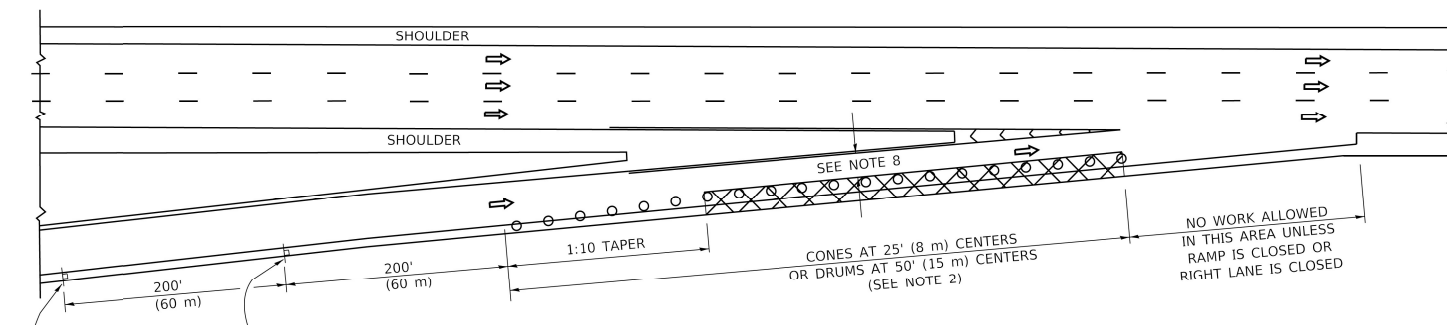
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE - TYPICAL PAVEMENT MARKINGS (TC-13)

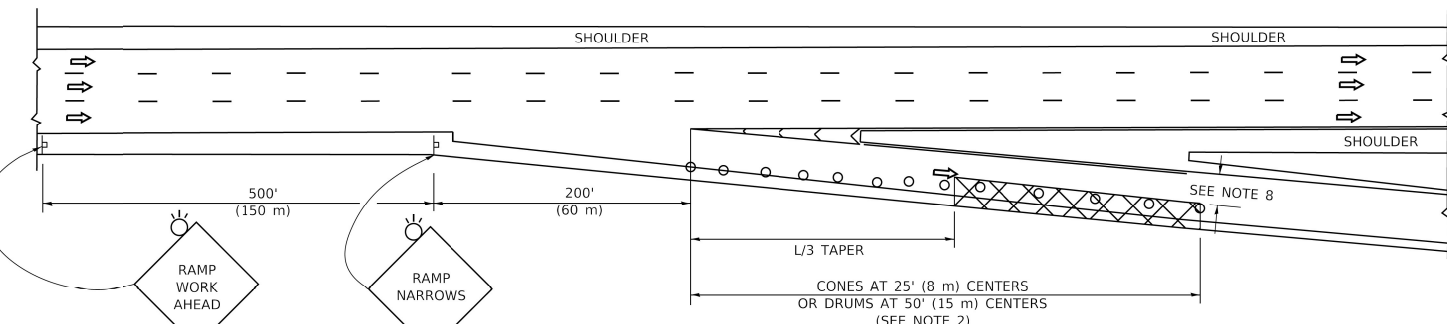
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	40
CONTRACT NO. 62M51				
ILLINOIS		FED. AID PROJECT		

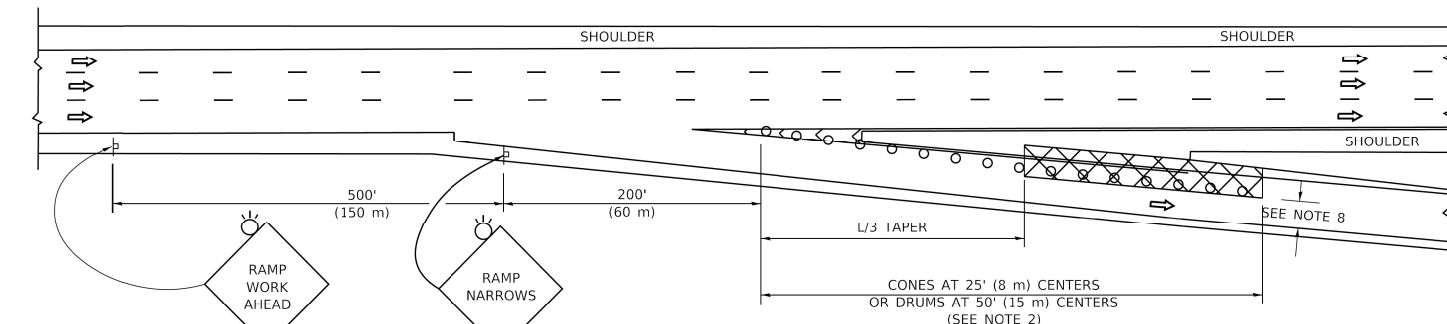
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

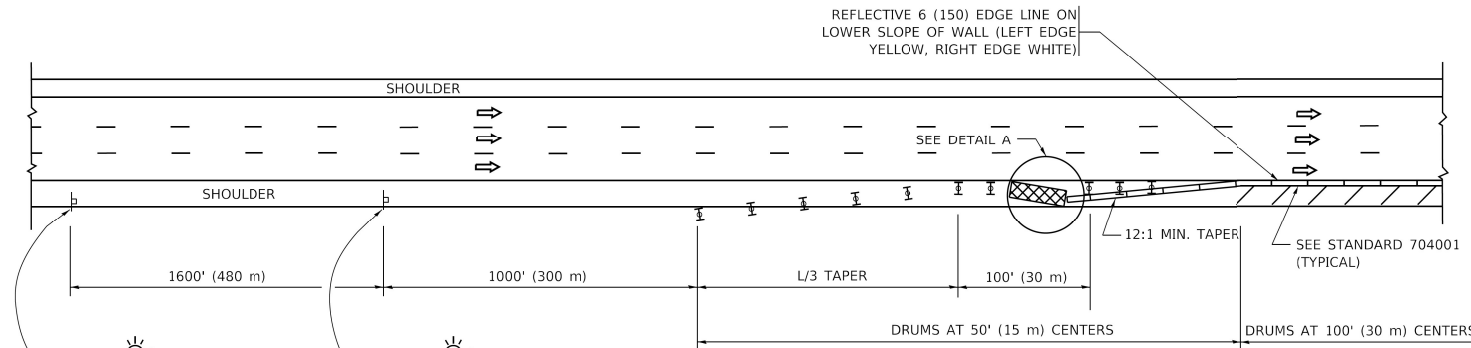
GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

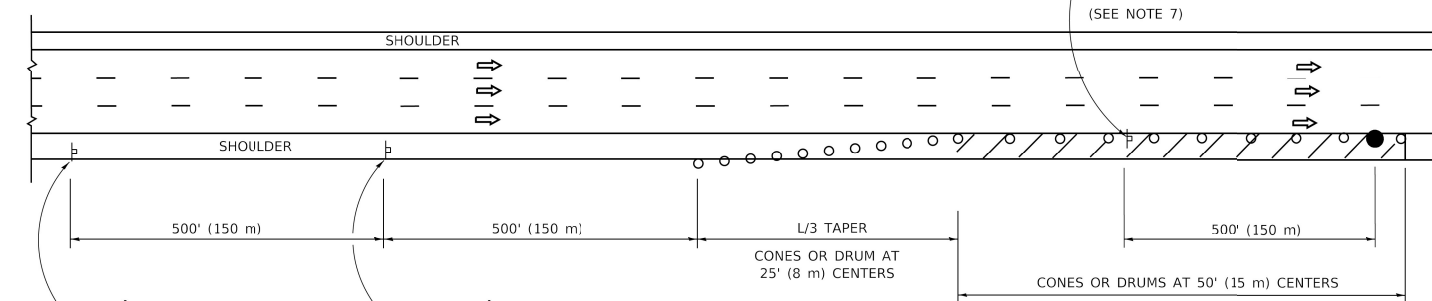
SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC: $L=0.65(W)(S)$
	ENGLISH: $L=(W)(S)$

W = WIDTH OF OFFSET IN FEET (METERS)
 S = NORMAL POSTED SPEED MPH (KM/H)
2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
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.

SHOULDER CLOSURE DETAILS

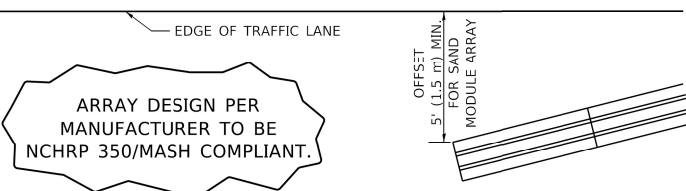


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
 1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350/MASH COMPLIANT.

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

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 NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
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 AVTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
 16' MIN. WIDTH CURVE SECTION.

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

MODEL Path: \\p1\work\2020\2020-09-04-00_IDOT_Various Phase 2 (TPEL 106 Item 16)\Work Order 181\DCM\CADD_Sheets\162\MS-1-Sub-Drawings\dc06.dgn

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 P 312.425.9598 | F 312.425.9594 | www.infrastructure-eng.com

USER NAME = Alane	DESIGNED -	REVISED -
PLOT SCALE = 20,0000 * / in.	DRAWN -	REVISED -
PLOT DATE = 12/14/2021	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE – TRAFFIC CONTROL DETAILS FOR FREEWAY –
 SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	41
CONTRACT NO. 62M51				
ILLINOIS FED. AID PROJECT				

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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

M6-1-2115

M6-2-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

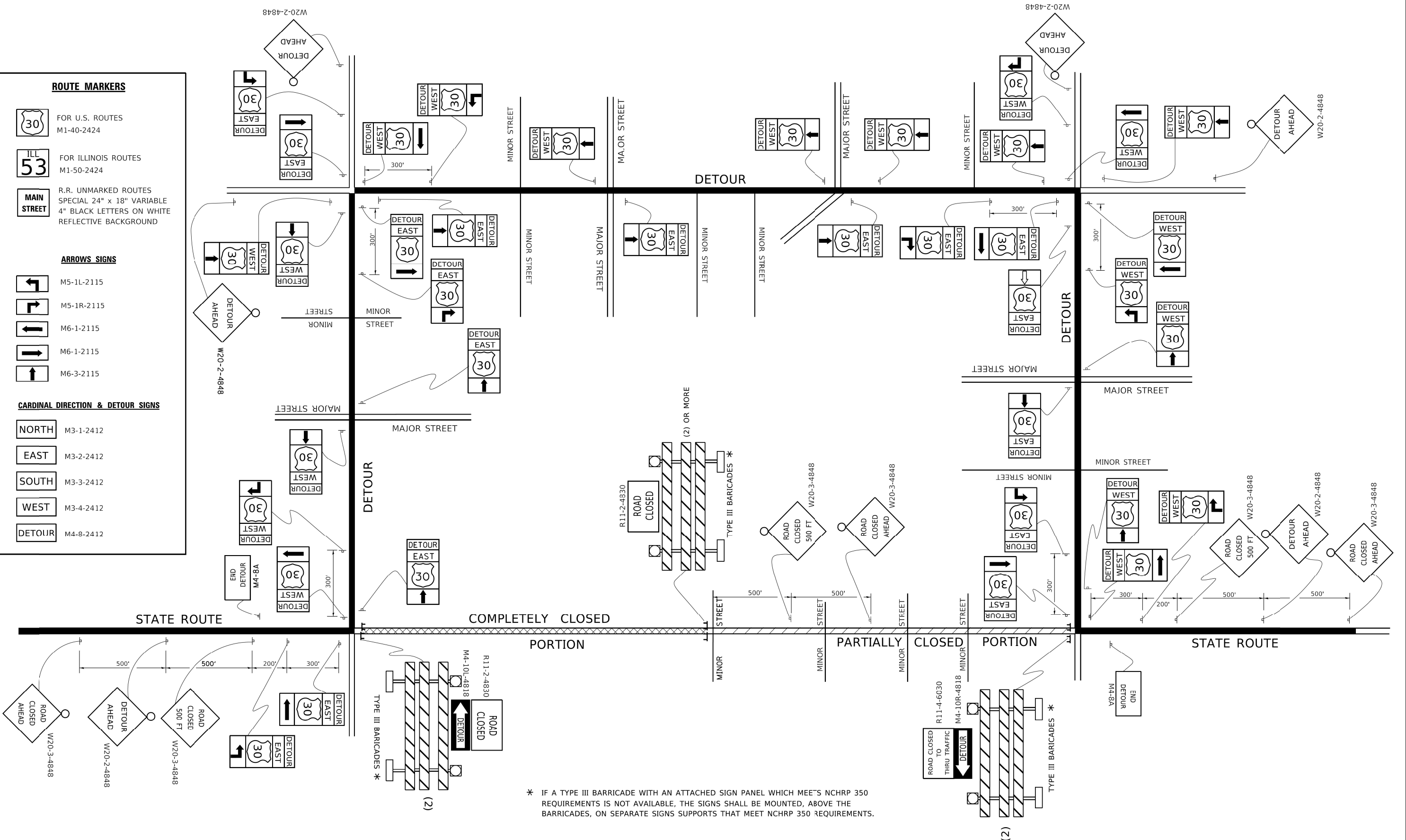
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

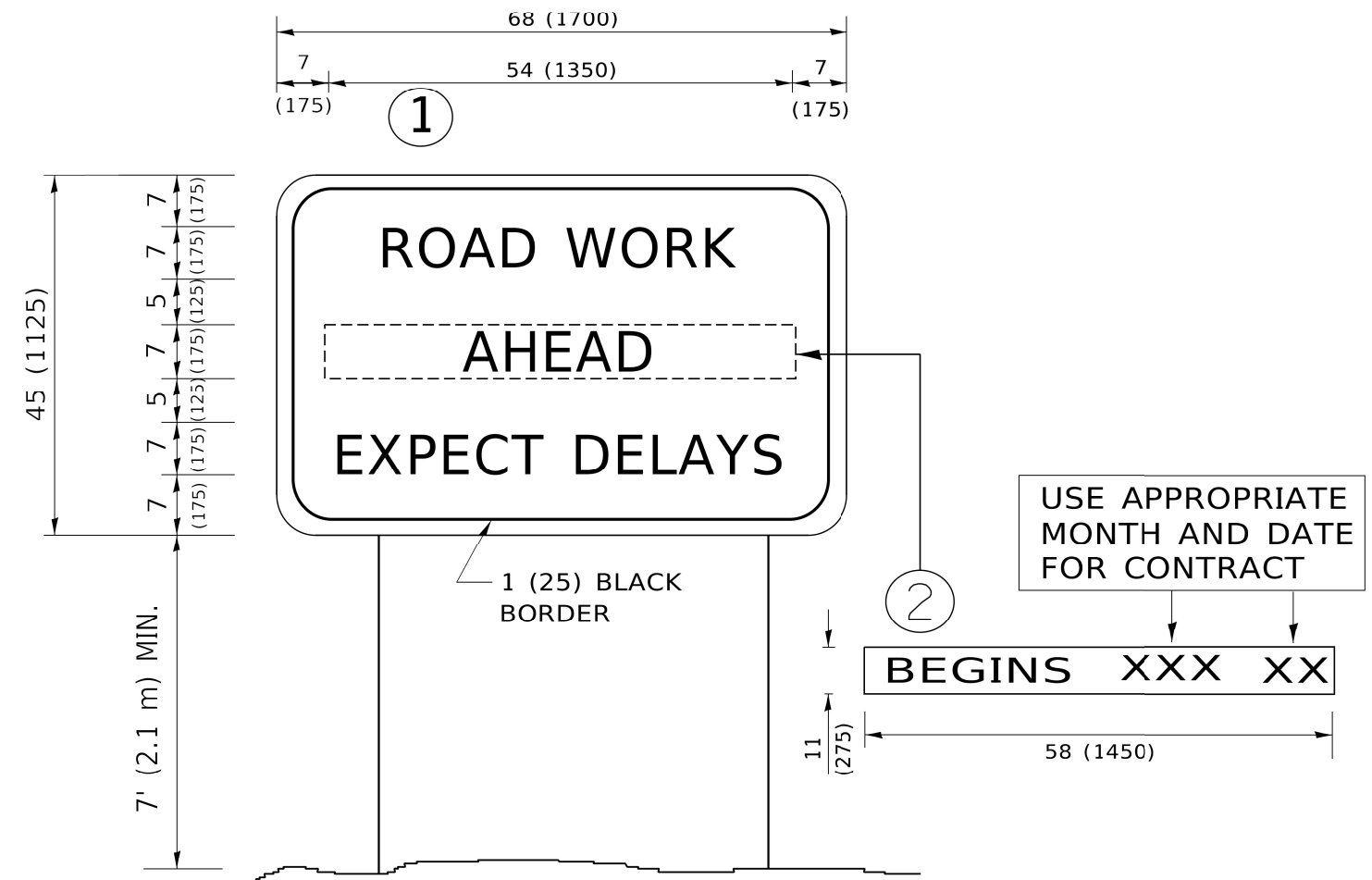
WEST M3-4-2412

DETOUR M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

 INFRASTRUCTURE ENGINEERING 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com	USER NAME = Alane PLOT SCALE = 20,0000'*/in. PLOT DATE = 12/14/2021	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE - DETOUR SIGNING FOR CLOSING STATE HIGHWAYS (TC-21)	SCALE:	SHEET OF SHEETS STA. TO STA.	F.A.I. RTE. 94 SECTION 2020-165-BR COUNTY COOK TOTAL SHEETS 46 SHEET NO. 42 CONTRACT NO. 62M51	ILLINOIS FED. AID PROJECT



NOTES:

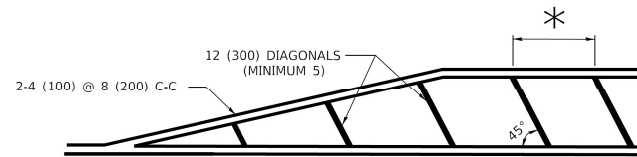
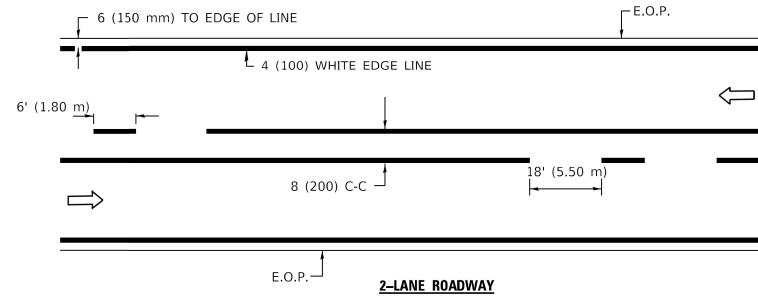
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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.

MODEL: P:\dxf\h... FILE NAME: P:\2020\4094-00_IDOT_Various Phase 2 (ITB)_196 Item 16\Work Order 16\DOT\CADD_Sheets\162M51-1-16-2020\08.dgn

USER NAME = Alane	DESIGNED -	REVISED -
PLOT SCALE = 20,0000 * / in.	DRAWN -	REVISED -
PLOT DATE = 12/14/2021	CHECKED -	REVISED -
	DATE -	REVISED -

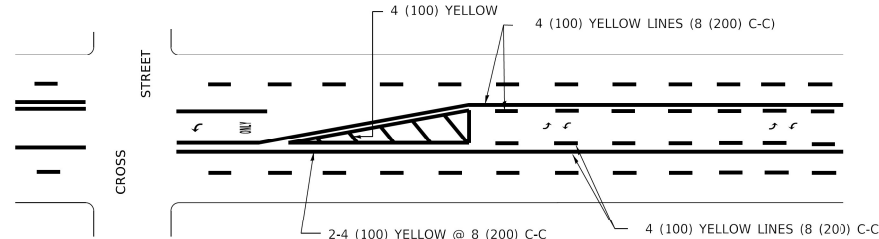
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	43
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62M51	



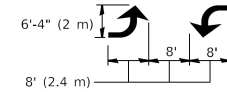
* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

* DIAGONAL LINE SPACING: 20' (6.1 m) C-C

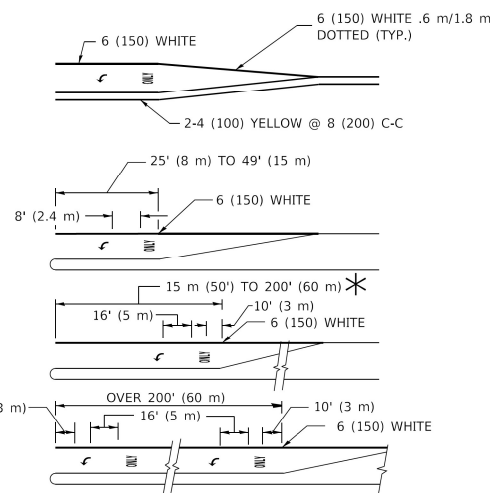
PAINTED MEDIANS



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

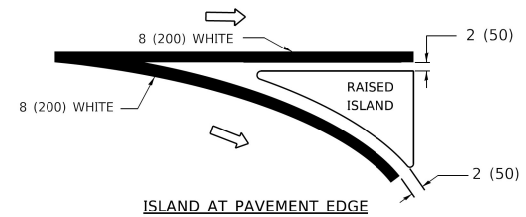
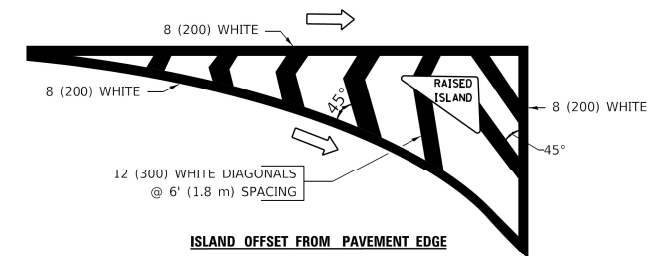


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

* 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

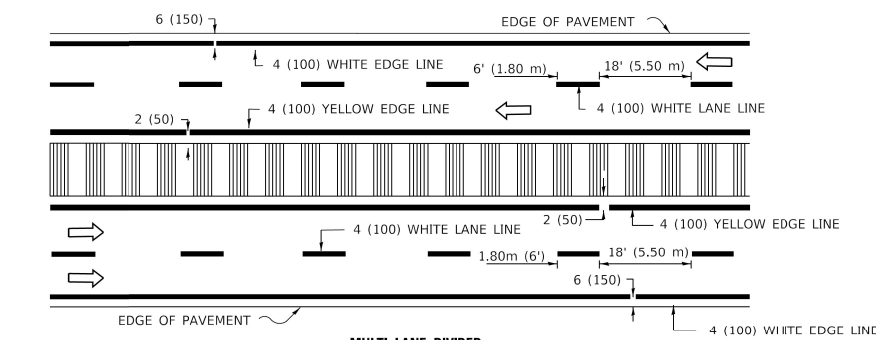
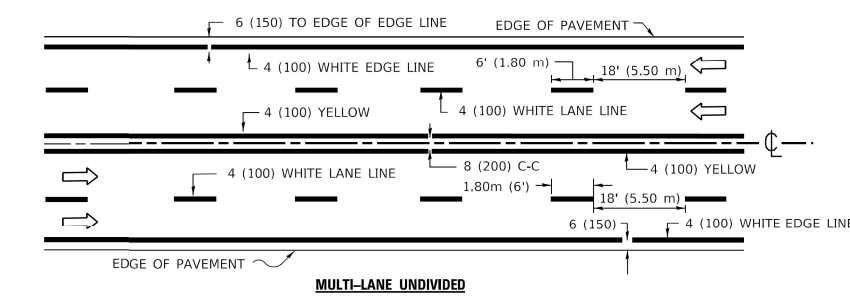


TYPICAL ISLAND MARKING

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) LINE; 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 A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	12 (300) @ 45° 24 (600) @ 90°	SOLID SOLID	WHITE WHITE	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	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)

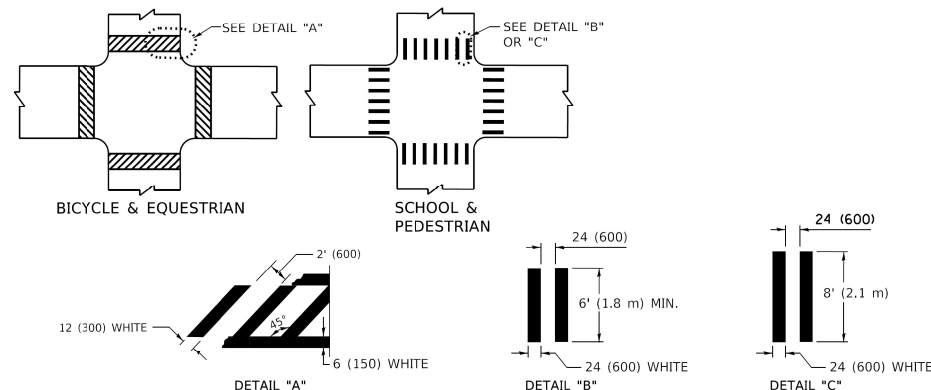
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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



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

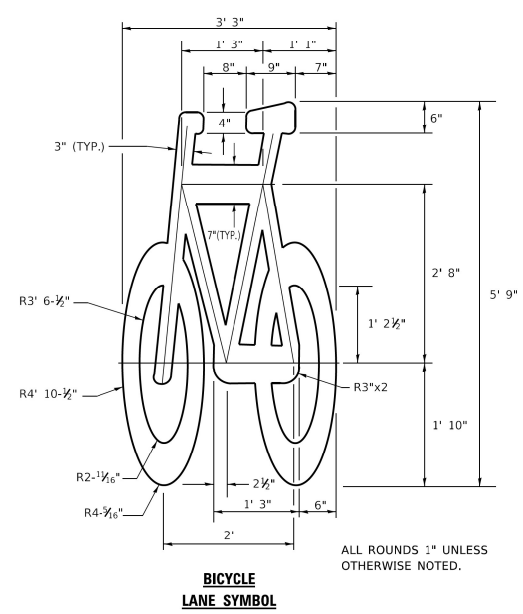
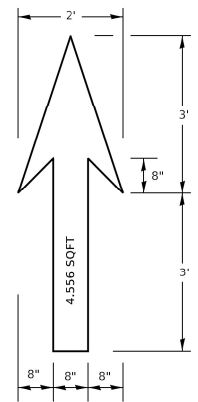
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

MODEL Pathfall
 FILE NAME: P:\2020\4094-00 IDOT\Various Phase 2 (TPEL 106 Item 16)\Work Order 18\DCM\CADD_Sheets\162\MS-1-16-20\2020-09-08.dgn

<p>INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P: 312.475.9598 F: 312.475.9594 www.infrastructure-eng.com</p>	USER NAME = Alane PLOT SCALE = 20,0000 * / in. PLOT DATE = 12/14/2021	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE - CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS (TC-24)	F.A.I. RTE. 94 SECTION 2020-165-BR COUNTY COOK TOTAL SHEETS 46 SHEET NO. 44	CONTRACT NO. 62M51
	SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT					

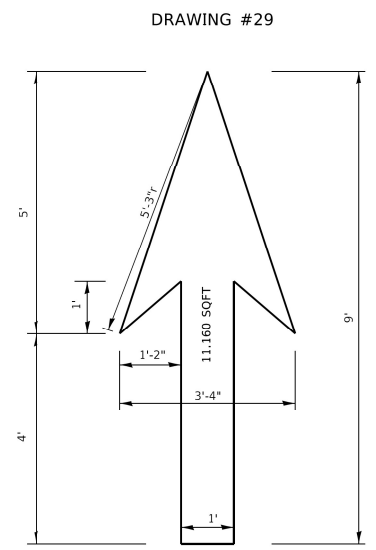


**BICYCLE
LANE SYMBOL**

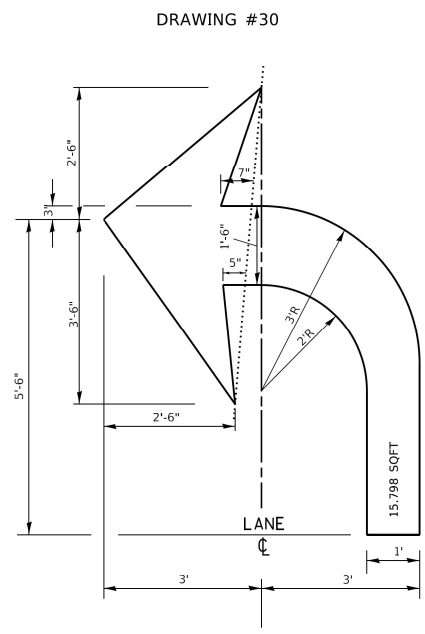
ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

- 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.

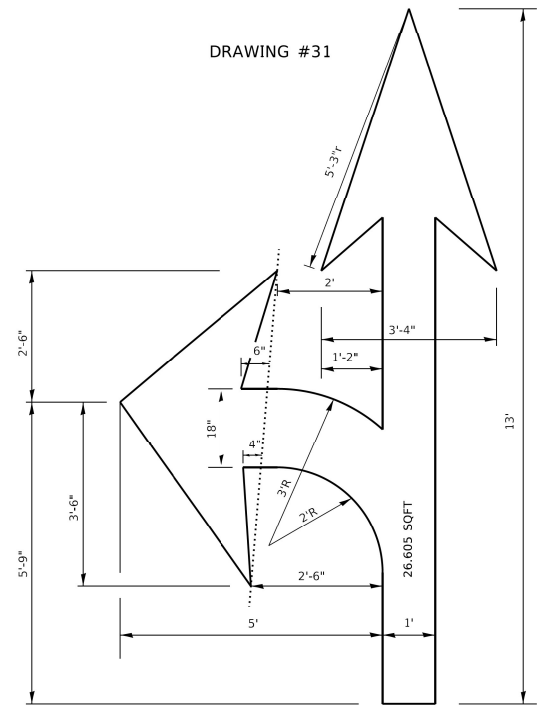
**TYPICAL BIKE LANE SYMBOLS
DRAWING #28**



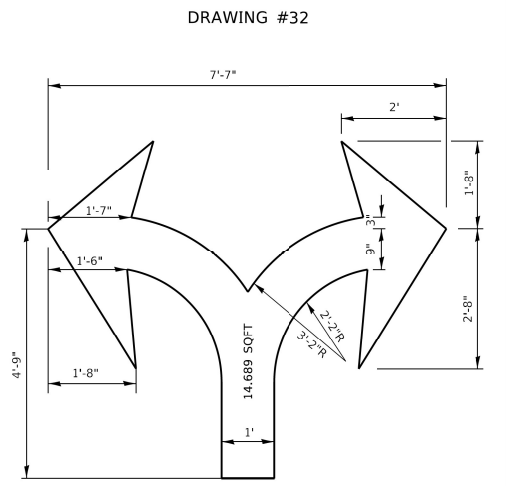
DRAWING #29



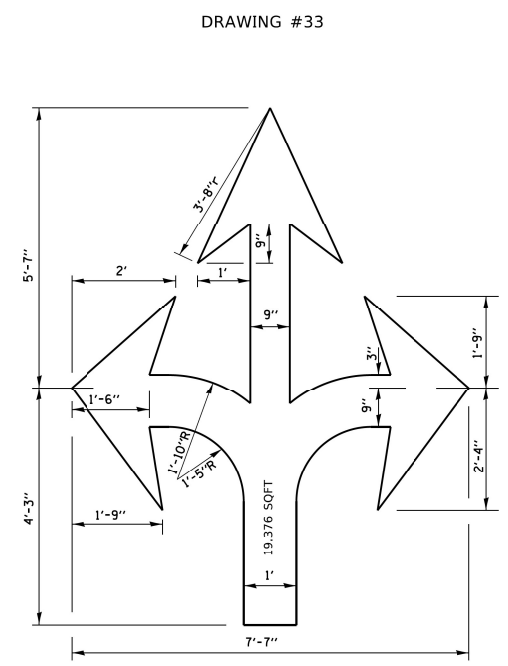
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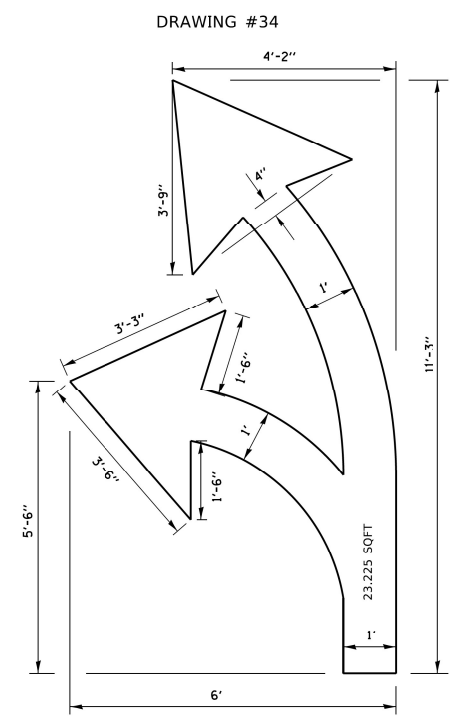
DRAWING #31



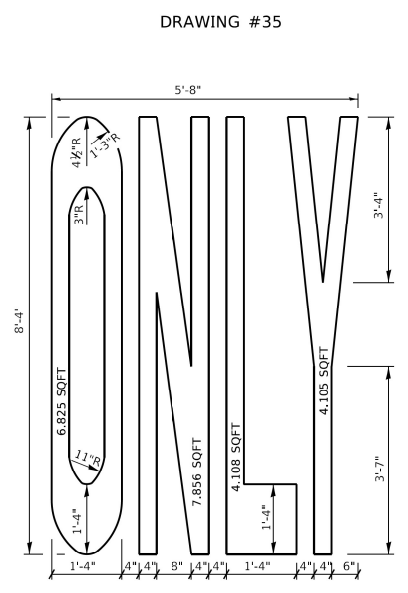
DRAWING #32



DRAWING #33



DRAWING #34

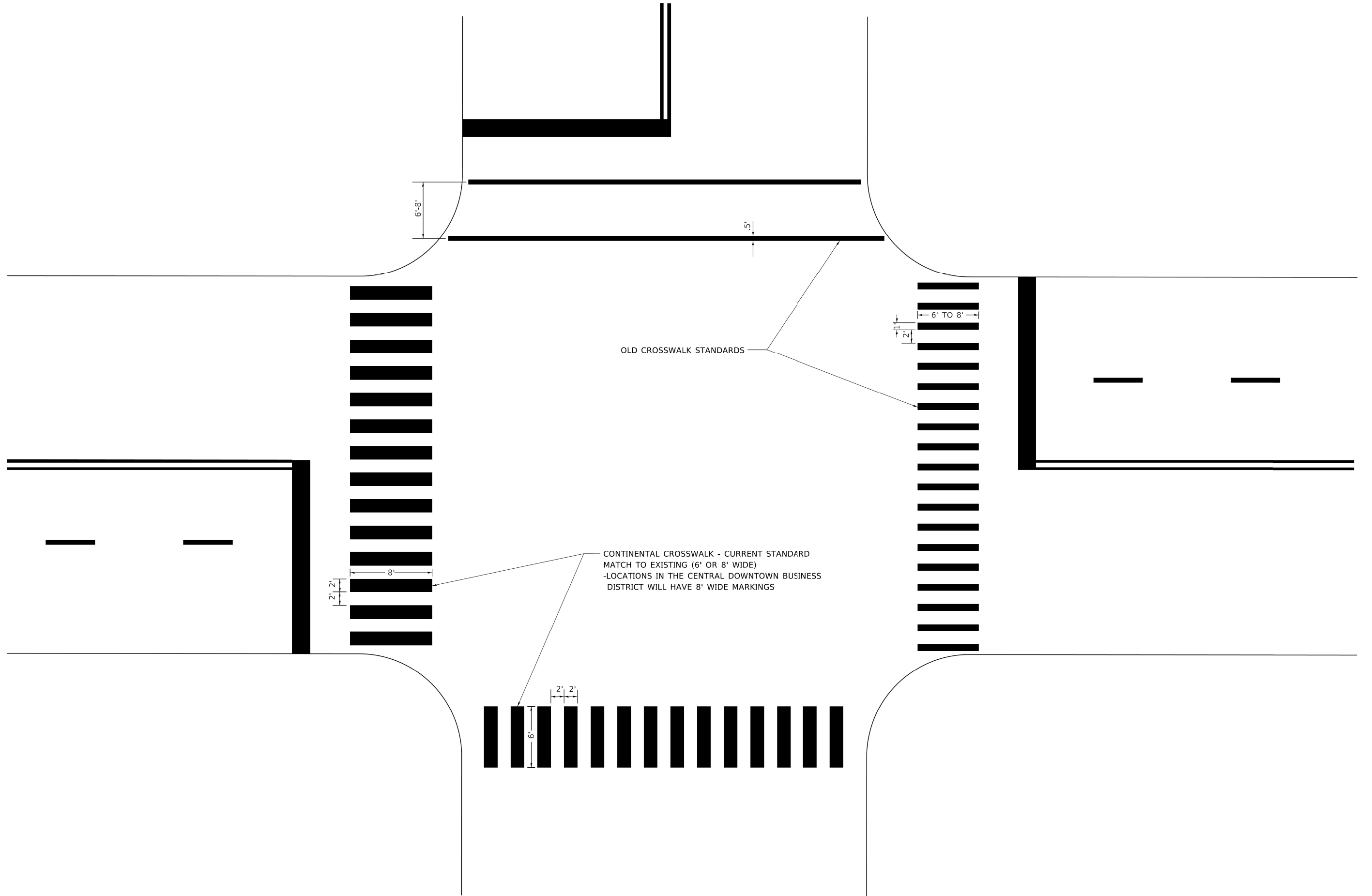


DRAWING #35

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

MODEL Path: \\... INFRASTRUCTURE ENGINEERING INCORPORATED

MODEL Path: \\...
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USER NAME = Alane
 PLOT SCALE = 20,0000 * / in.
 PLOT DATE = 12/14/2021

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE – CITY OF CHICAGO TYPICAL
 PAVEMENT MARKINGS (TC-24)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-165-BR	COOK	46	46
				CONTRACT NO. 62M51
ILLINOIS FED. AID PROJECT				