

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 62K49		

D-91-342-20

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN:  
VILLAGE OF DOLTON

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**PROPOSED  
HIGHWAY PLANS**

**ROUTE: I-94 BISHOP FORD EXPWY  
AT ILL. 83 (SIBLEY BLVD.)  
SECTION: 2019-178-BR**

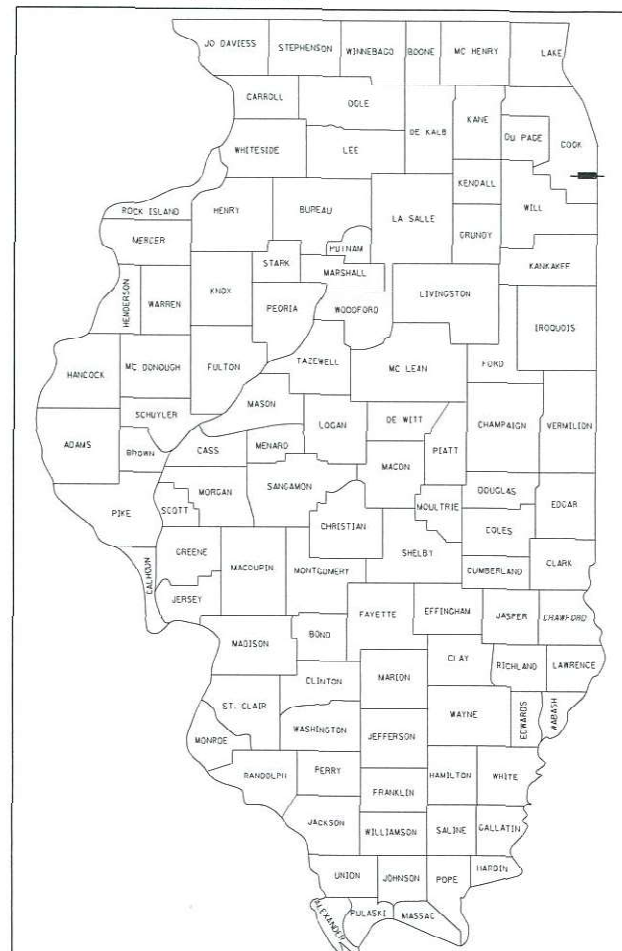
**BRIDGE BEAM REPLACEMENT, BRIDGE DECK REPAIRS,  
BRIDGE JOINT REPAIR  
COOK COUNTY  
C-91-142-20**

**I-94 BISHOP FORD TRAFFIC DATA**

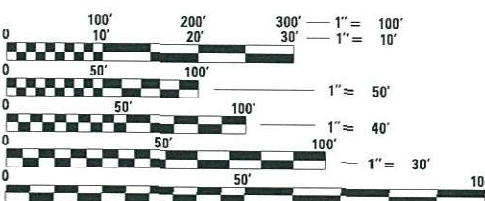
2018 ADT = 135,500  
POSTED SPEED = 55 MPH

**ILL. 83 (SIBLEY BLVD.) TRAFFIC DATA**

2018 ADT = 27,000  
POSTED SPEED = 35 MPH

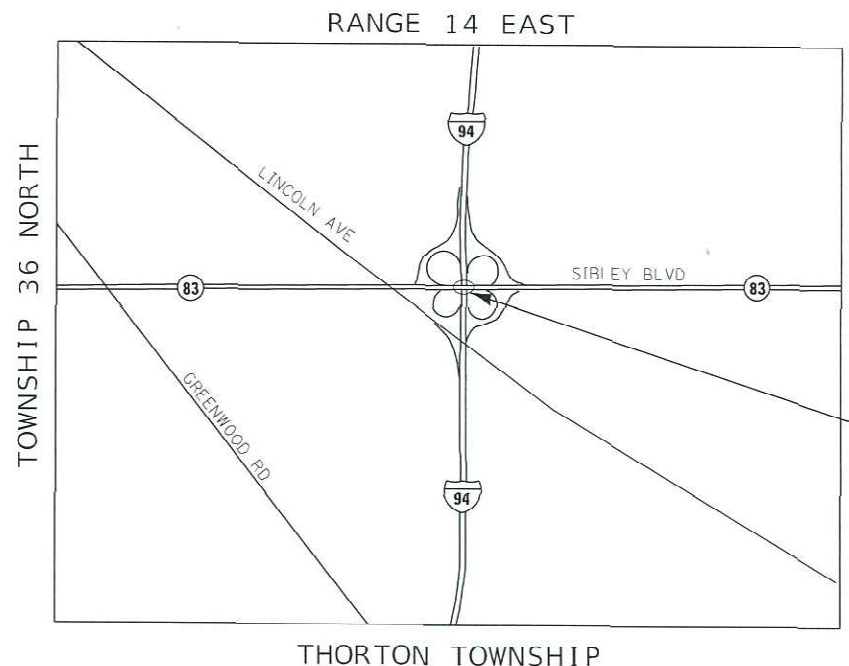


LOCATION OF SECTION INDICATED THUS: -



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



LOCATION MAP  
NOT TO SCALE



**PROJECT LOCATION**  
I-94 AT IL RTE 83 (SIBLEY BLVD.)  
STRUCTURE NO: 016-0956

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 17 20 20  
*Matthew D. Koehler*  
REGIONAL ENGINEER

May 8, 2020  
*Joseph A. Etk*  
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2020  
*James J. ...*  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

2600 Warrenville Road, Suite 203  
Downers Grove, Illinois 60515  
630.705.0110 voice, 630.839.2566 fax  
www.millennia.pro

MILLENNIA PROFESSIONAL SERVICES

MILLENNIA PROFESSIONAL SERVICES  
MATTHEW D. KOEHLER, P.E.  
# 062-067917

*Matthew D. Koehler*

DATE: 03/11/2020  
SIGNATURE AND SEAL  
APPLIES TO DRAWINGS:  
1-15

PROJECT ENGINEER: PRAVEEN KAINI, P.E. (847) 705-4237  
PROJECT MANAGER: FAWAD F. AQUEEL, P.E., PTOE (847) 705-4247

GROSS LENGTH OF PROJECT = 2230 FT. = 0.42 MILES  
NET LENGTH OF PROJECT = 1681 FT. = 0.32 MILES

CONTRACT NO. 62K49

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

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**LIST OF HIGHWAY STANDARDS**

000001-07	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
631033-08	TRAFFIC BARRIER TERMINAL, TYPE 6B
635001-02	DELINEATORS
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701400-09	APPROACH TO LANE CLOSURE, FREEWAY / EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY / EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE AT ENTRANCE OR EXIT RAMP, FOR SPEEDS GREATER/EQUAL TO 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS LESS/EQUAL TO 40 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY / EXPRESSWAY
701446-10	TWO LANE CLOSURE, FREEWAY / EXPRESSWAY
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

**COMMITMENTS**

NO COMMITMENTS FOR THIS PROJECT

**GENERAL NOTES**

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 OR DIGGER AT 312-744-700 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- THE CONTRACTOR SHALL TAKE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS, BY THE CONTRACTOR, SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE MUNICIPALITIES LISTED ON THE COVER SHEET.
- THE RESIDENT ENGINEER SHALL CONTACT THE DEPARTMENT'S ELECTRICAL MAINTENANCE CONTRACTOR, MEADE ELECTRIC COMPANY, AT (773) 287-7672 PRIOR TO THE START OF CONSTRUCTION TO LOCATE ALL IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV AND THE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR CLOSURES ON THE EXPRESSWAYS AT (847) 705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK. THE CONTRACTOR SHALL REGISTER ACCOUNT AT WWW.IDOTLCS.COM TO REQUEST.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- IN ADDITION TO FIELD AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- THE LOCATIONS OF THOSE BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTOR TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATIONS, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVE GROUND UTILITES REMAIN THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED THEIR LOCATION.
- FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS, OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS, SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- THE "ARTERIAL ROAD INFORMATION" SIGN (TC-22) IS APPLICABLE ONLY TO ARTERIAL ROADS AND SHALL NOT BE APPLIED TO EXPRESSWAYS.
- THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE AND EROSION CONTROL PROTECTION DURING ALL STAGES OF CONSTRUCTION.
- THE ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN, AT PATRICE.HARRIS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL PLACE ONE (1) CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER, TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH APPROPRIATE INFORMATION SHALL BE PLACED SEVEN (7) DAYS BEFORE THE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR DAY "CHANGEABLE MESSAGE SIGN". TWO (2) CHANGEABLE MESSAGE SIGNS WILL BE PLACED AT LOCATIONS WITH CLOSURES ON THE MAINLINE EXPRESSWAY AND ANY IMPACTED RAMPS.
- POLLUTION CONTROL: THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THIS WORK IS NOT TO BE PAID SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- ANY SECTION OF THE GUARDRAIL TERMINAL TYPE, 6B THAT IS DAMAGED DURING THE REMOVAL OPERATION IS TO BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE DEPARTMENT.
- THE COST OF SAW CUTTING SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS REMOVAL PAY ITEMS.



USER NAME = mkochlcr	DESIGNED - MDK	REVISED -
	DRAWN - MDK	REVISED -
PLOT SCALE = 2,0000' / in.	CHECKED - JP	REVISED -
PLOT DATE = 4/8/2020	DATE - 04/08/2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	2
<b>CONTRACT NO. 62K49</b>				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

FILE NAME = P:\2019\ME19003.Var-Ver-PHI\W014\_Sibley Blvd Over I-94\01-CADD\02-Shts\DI62K49 - 03-sht-S00.dgn  
 PLOT SCALE = 2.0000 / 1" =  
 USER NAME = Millennium Professional Services

PAYCODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITIES URBAN	CONST. TYPE CODE	
				BRIDGE 100% MCHD 0021 016-0956	BRIDGE 100% STATE 0013 016-0956
25000210	SEEDING, CLASS 2A	ACRE	0.06	0.06	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	5.4	5.4	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	5.4	5.4	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	5.4	5.4	
25100630	EROSION CONTROL BLANKET	SQ YD	307	307	
50102400	CONCRETE REMOVAL	CU YD	39.7	39.7	
50157300	PROTECTIVE SHIELD	SQ YD	96	96	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	39.7	39.7	
50300300	PROTECTIVE COAT	SQ YD	120.7	120.7	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	15,720	15,360	360
50500505	STUD SHEAR CONNECTORS	EACH	390	390	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	7,250	7,250	
50800530	MECHANICAL SPLICERS	EACH	252	252	
52000010	PREFORMED JOINT SEAL 1 1/4"	FOOT	190		190
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	3	3	
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	3	3	
52100520	ANCHOR BOLTS, 1"	EACH	12	12	
59200101	BRIDGE WASHING NO. 1	EACH	1	1	
63302720	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6B	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	34	34	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	143	143	
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1	
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	2,034	2,034	
70300906	PAVEMENT MARKING TAPE, TYPE IV 6"	FOOT	90	90	
70300908	PAVEMENT MARKING TAPE, TYPE IV 8"	FOOT	698	698	
70300912	PAVEMENT MARKING TAPE, TYPE IV 12"	FOOT	110	110	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	550	550	

• DENOTES SPECIALTY ITEM

REV-SEP



USER NAME = mkoehler	DESIGNED - MDK	REVISED -
PLOT SCALE = 2.0000 / 1"	DRAWN - MDK	REVISED -
PLOT DATE = 3/27/2020	CHECKED - JP	REVISED -
	DATE - 3.25.2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
SUMMARY OF QUANTITIES**

SCALE: N/A SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	3
CONTRACT NO. 62K49				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FILE NAME = P:\2019\ME19003.Var-Ver-PHI\W014\_Sibley Blvd Over I-94\01-CADD\02-Shts\DI62K49 - 03-sht-S00.dgn  
 PLOT SCALE = 2.0000 / in.  
 USER NAME = Millennium Professional Services

PAYCODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITIES URBAN	CONST. TYPE CODE	
				BRIDGE 100% MCHD 0021 016-0956	BRIDGE 100% STATE 0013 016-0956
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	1	1	
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1	
72000300	SIGN PANEL - TYPE 3	SQ FT	216	216	
72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	52	52	
73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	18	18	
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	255	255	
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1,804	1,804	
78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	635	635	
78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	63	63	
78100300	REPLACEMENT REFLECTOR	EACH	24	24	
78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	4	4	
78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	44	44	
X0327577	PROTECT AND MAINTAIN EXISTING UNDERPASS LUMINAIRE	L SUM	1	1	
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,138	1,138	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1	
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	17	17	
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	1,297	1,297	
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	12	12	
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	24	24	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	2	2	
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	15,500	15,160	340
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	126	126	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0018010	DRAINAGE SCUPPERS, DS-33	EACH	1	1	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	85.7	85.7	
Z0050100	REMOVE AND RE-ERECT EXISTING HANDRAIL	FOOT	82	82	
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1	
Z0073300	TEMPORARY SHORING AND CRIBBING	L SUM	1	1	
Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	hour	500	500	

• DENOTES SPECIALTY ITEM

Ø 0042

REV-SEP



USER NAME = mkoehler	DESIGNED - MDK	REVISED -
	DRAWN - MDK	REVISED -
PLOT SCALE = 2.0000 / in.	CHECKED - JP	REVISED -
PLOT DATE = 3/27/2020	DATE - 3.25.2020	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
SUMMARY OF QUANTITIES

SCALE: N/A SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	4
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 62K49	

P:\2019\ME19003.Var-Ver-PHI\W014\_Sibley Blvd Over I-94\01-CADD\02-Shts\DI62K49 - 03-sht-S00.dgn

**MAINTENANCE OF TRAFFIC GENERAL NOTES**

1. THE TRAFFIC CONTROL DEPICTED IN THE PLANS ARE THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES, AS SPECIFIED IN THE HIGHWAY AND DISTRICT STANDARDS, AS SHOWN IN THE INDEX OF SHEETS, AND SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (EXPRESSWAYS) & TRAFFIC CONTROL AND PROTECTION, (SPECIAL), UNLESS OTHERWISE INDICATED WITHIN THESE GENERAL NOTES, PLANS, OR SPECIAL PROVISIONS.
2. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL PROMPTLY RESPOND AT THE TIME OF NOTIFICATION BY THE ENGINEER.
3. ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
4. THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION.
5. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL GENERAL NOTES, PLANS, SPECIAL PROVISIONS, APPLICABLE HIGHWAY & DISTRICT STANDARDS, AND AS DIRECTED BY THE ENGINEER. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER 72 HOURS IN ADVANCE OF ANY PROPOSED CHANGE TO THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN.
6. IMMEDIATELY AFTER THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL RESTORE ALL PERMANENT PAVEMENT MARKINGS, LANDSCAPING, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES THAT WERE COVERED. IF THEY WERE REMOVED, DAMAGED, OR OTHERWISE AFFECTED BY CONSTRUCTION ACTIVITIES, THE COST TO REPAIR ANY DAMAGES WILL BE BORNE BY THE CONTRACTOR AND NOT THE RESPONSIBILITY OF THE DEPARTMENT.
7. NO WORK SHALL COMMENCE UNTILL TRAFFIC CONTROL REQUIREMENTS ARE MET.
8. REFER TO "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC" SPECIAL PROVISION FOR EXPRESSWAY LANE, RAMP, AND SHOULDER CLOSURE REQUIREMENTS. PLEASE NOTE REQUIREMENTS FOR STAGE CHANGES.
9. THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP, AND SHOULDER CLOSURES AND THREE (3) WEEKS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT 1. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON WORKWEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.
10. THE TIMING OF THE EXISTING TRAFFIC SIGNALS, AT THE INTERSECTION OF SIBLEY BLVD. AND LINCOLN AVE., IS TO BE ADJUSTED FOR THE DURATION OF THE STAGE 2 DETOUR. THIS WORK IS TO BE PAID FOR AS TEMPORARY TRAFFIC SIGNAL TIMING.
11. THE CONTRACTOR SHALL PLACE ONE (1) CHANGEABLE MESSAGE ALONG WESTBOUND SIBLEY BLVD., IN ADVANCE OF THE LANE CLOSURE. THE LOCATION OF THE CHANGEABLE MESSAGE SIGN IS TO BE DETERMINED BY THE ENGINEER. THE CHANGEABLE MESSAGE SIGN IS TO REMAIN IN PLACE FOR THE DURATION OF STAGES 1 THRU 3. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR DAY "CHANGEABLE MESSAGE SIGN".

**SUGGESTED SEQUENCE OF CONSTRUCTION**

**STAGE 1**

1. USING HIGHWAY STANDARDS DURING ALLOWABLE NIGHTTIME CLOSURE HOURS, INSTALL PROTECTIVE SHIELD AS SHOWN ON THE STRUCTURAL PLANS.
2. INSTALL TRAFFIC CONTROL DEVICES, WORK ZONE PAVEMENT MARKINGS, AND SIGNAGE ALONG WESTBOUND SIBLEY BOULEVARD ACCORDING TO THE STAGE 1 MAINTENACE OF TRAFFIC PLAN SHEETS.
3. USING HIGHWAY STANDARDS DURING ALLOWABLE NIGHTTIME CLOSURE HOURS, REMOVE NORTH PARAPET FENCE, PARAPET, SIDEWALK, AND BRIDGE DECK AS SHOWN ON THE STRUCTURAL PLANS.

**STAGE 2**

1. CLOSE RAMP FROM WESTBOUND SIBLEY BLVD. TO EASTBOUND I-94 ACCORDING THE PROPOSED DETOUR PLAN.
2. INSTALL TRAFFIC CONTROL DEVICES AND SIGNAGE AND CLOSE LANES ON EASTBOUND I-94 ACCORDING TO THE STAGE 2 MAINTENANCE OF TRAFFIC PLAN SHEETS.
3. INSTALL TEMPORARY SHORING AS SHOWN IN THE STRUCTURAL PLANS.
4. REMOVE DIAPHRAGMS BETWEEN BEAMS 1 & 2 ON SPAN #1.
5. REMOVE BEAMS 1 & 2 FROM THE WEST ABUTMENT TO THE EXISTING SPLICE AT 11'-6" EAST OF PIER #1.
6. REMOVE AND REPLACE BEARINGS AS SHOWN IN THE STRUCTURAL PLANS.
7. ERECT NEW BEAMS 1 & 2 FROM THE WEST ABUTMENT TO THE EXISTING SPLICE AT 11'-6" EAST OF PIER #1.
8. REMOVE EXISTING GUARDRAIL TERMINAL, TYPE 6B ALONG EASTBOUND I-94 OUTSIDE SHOULDER AS SHOWN IN THE STAING PLANS.
9. PERFORM STRUCTURAL REPAIR OF CONCRETE ON NORTH COLUMN AND CAP ON PIER #1.
10. REINSTALL EXISTING GUARDRAIL TERMINAL, TYPE 6B ALONG EASTBOUND I-94 OUTSIDE SHOULDER AS SHOWN IN THE STAING PLANS.
11. REMOVE TEMPORARY SHORING.
12. PERFORM RESTORATION TO DISTURBED LANDSCAPING ALONG EASTBOUND I-94.
13. REMOVE TRAFFIC CONTROL DEVICES AND SIGNAGE ALONG EASTBOUND I-94, OPEN LANES ALONG EASTBOUND I-94, AND RAMP FROM WESTBOUND SIBLEY BLVD. TO EASTBOUND I-94.

**STAGE 3**

1. REPLACE REMOVED BRIDGE DECK, SIDEWALK, AND PARAPET.
2. USING HIGHWAY STANDARDS DURING ALLOWABLE NIGHTTIME CLOSURE HOURS, REPLACE EXISTING SIGN STRUCTURE ON SPAN #2 ON THE NORTH FACE OF PARAPET, ALONG WESTBOUND SIBLEY BOULEVARD.
3. REPLACE REMOVED PARAPET FENCE.
4. REMOVE TRAFFIC CONTROL DEVICES AND SIGNAGE ALONG WESTBOUND SIBLEY BLVD.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON WESTBOUND SIBLEY BOULEVARD.

**STAGE 4**

1. REMOVE AND REPLACE DIAPHRAGM AT THE EAST ABUTMENT BETWEEN BEAMS 5 & 6 USING HIGHWAY STANDARDS.
2. PERFORM RESTORATION TO DISTURBED LANDSCAPING ALONG WESTBOUND I-94.

**STAGE 5**

1. RESEAL THE EXPANSION JOINTS AT BOTH ABUTMENTS (OUT TO OUT) USING HIGHWAY STANDARDS.

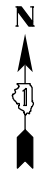


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	DRAWN - MDK	REVISED -
PLOT SCALE = 2,0000 ' / in.	CHECKED - JP	REVISED -
PLOT DATE = 4/30/2020	DATE - 04/08/2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
GENERAL NOTES AND SUGGESTED SEQUENCE OF CONSTRUCTION**

SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA. N/A TO STA. N/A	F.A. RTE. I-94	SECTION 2019-178-BR	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 5
			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				
			CONTRACT NO. 62K49				

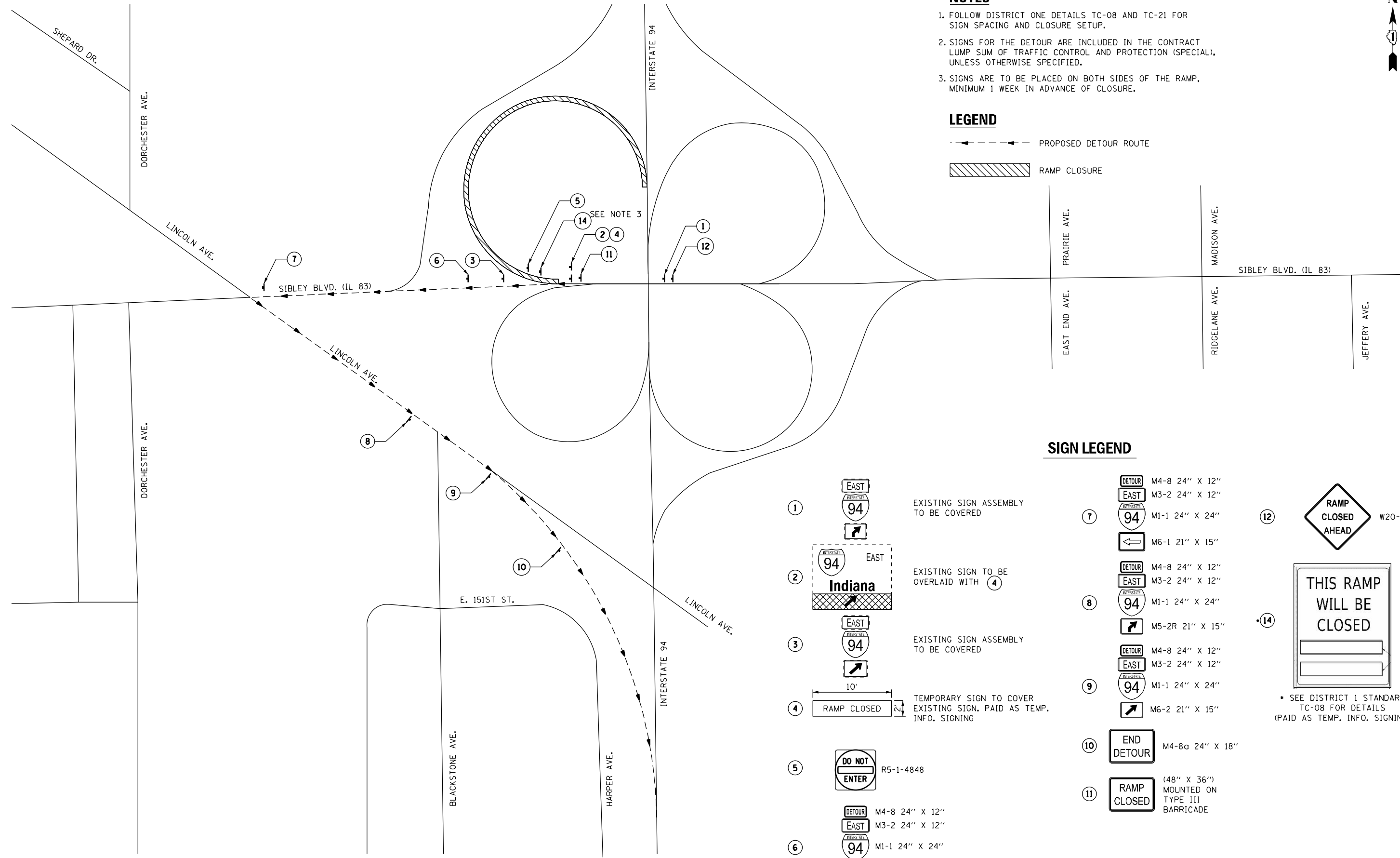


### NOTES

1. FOLLOW DISTRICT ONE DETAILS TC-08 AND TC-21 FOR SIGN SPACING AND CLOSURE SETUP.
2. SIGNS FOR THE DETOUR ARE INCLUDED IN THE CONTRACT LUMP SUM OF TRAFFIC CONTROL AND PROTECTION (SPECIAL), UNLESS OTHERWISE SPECIFIED.
3. SIGNS ARE TO BE PLACED ON BOTH SIDES OF THE RAMP, MINIMUM 1 WEEK IN ADVANCE OF CLOSURE.

### LEGEND

- PROPOSED DETOUR ROUTE
- RAMP CLOSURE



### SIGN LEGEND

- ① EXISTING SIGN ASSEMBLY TO BE COVERED
- ② EXISTING SIGN TO BE OVERLAID WITH ④
- ③ EXISTING SIGN ASSEMBLY TO BE COVERED
- ④ TEMPORARY SIGN TO COVER EXISTING SIGN. PAID AS TEMP. INFO. SIGNING
- ⑤ R5-1-4848
- ⑥ M4-8 24" X 12"  
 M3-2 24" X 12"  
 M1-1 24" X 24"  
 M5-1L 21" X 15"
- ⑦ M4-8 24" X 12"  
 M3-2 24" X 12"  
 M1-1 24" X 24"  
 M6-1 21" X 15"
- ⑧ M4-8 24" X 12"  
 M3-2 24" X 12"  
 M1-1 24" X 24"  
 M5-2R 21" X 15"
- ⑨ M4-8 24" X 12"  
 M3-2 24" X 12"  
 M1-1 24" X 24"  
 M6-2 21" X 15"
- ⑩ M4-8a 24" X 18"
- ⑪ (48" X 36") MOUNTED ON TYPE III BARRICADE
- ⑫ W20-30-48
- ⑭ SEE DISTRICT 1 STANDARD TC-08 FOR DETAILS (PAID AS TEMP. INFO. SIGNING)

FILE NAME = P:\2019\ME19003\_Ver\_Ver\_P\11\W014\_Sibley Blvd Over I-94\01-CADD\02-Shts\0162K49 - 06-Desour.dgn  
 PLOT SCALE = 200.0000 / in.  
 USER NAME = Millennium Professional Services



USER NAME = mkochlcr	DESIGNED - MDK	REVISED - -
	DRAWN - MDK	REVISED - -
PLOT SCALE = 200.0000 / in.	CHECKED - JP	REVISED - -
PLOT DATE = 3/30/2020	DATE - 3,25,2020	REVISED - -

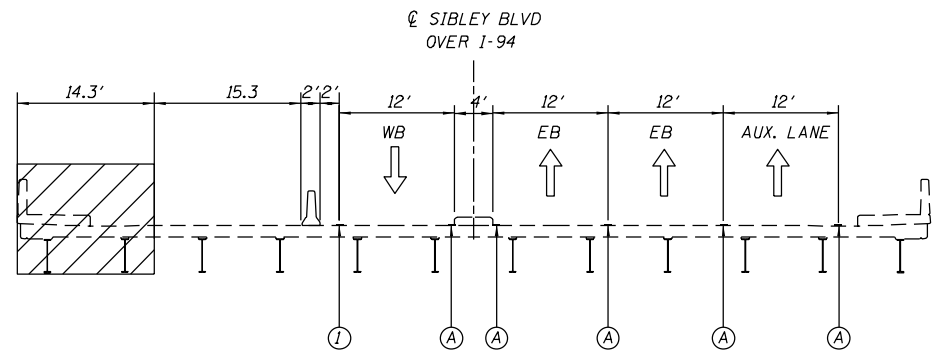
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
STAGE 2 DETOUR - WESTBOUND SIBLEY BLVD. TO EASTBOUND I-94**

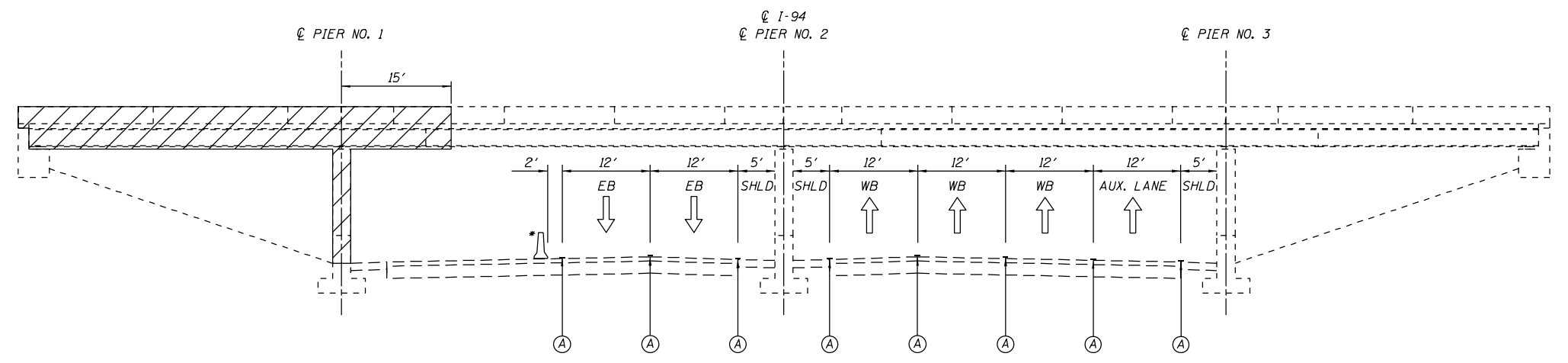
SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	6
CONTRACT NO. 62K49				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

P:\2019\ME19003\_Ver\_Ver\_P\11\W014\_Sibley Blvd Over I-94\01-CADD\02-Shts\0162K49 - 06-Desour.dgn



**STAGES 1, 2, & 3  
SIBLEY BLVD OVER I-94  
(LOOKING EAST)**



**STAGE 2  
I-94 AT SIBLEY BOULEVARD  
(LOOKING NORTH)**

\* PIN TEMPORARY CONCRETE BARRIER WALL, ON TRAFFIC SIDE, ADJACENT TO TEMPORARY SHORING AND CRIBBING

NOTE:  
REFER TO THE "WORK RESTRICTIONS" CONTRACT SPECIAL PROVISION. THE STAGE 2 WEEKEND CLOSURE OF LANE THREE (3) ALONG EASTBOUND I-94, THE AUXILIARY LANE, AND THE RAMP FROM WESTBOUND SIBLEY BOULEVARD TO EASTBOUND I-94 WILL ONLY BE PERMITTED FROM 10:00 P.M. ON FRIDAY TO 5:00 A.M. ON MONDAY.

**LEGEND**

- TEMPORARY CONCRETE BARRIER
- WORK ZONE
- EXISTING PAVEMENT MARKINGS
- PAVEMENT MARKING TAPE, TYPE IV
- DRUMS, TYPE II BARRICADES, OR VERTICAL BARRICADES,
- DIRECTION OF TRAFFIC

FILE NAME = P:\2019\ME19003\_Ver-Var-PHI\W014\_Sibley Blvd Over I-94\01-CADD\02-Shs\DI62K49 - 07-sht-Typical Sections.dgn  
 PLOT SCALE = 20.0000' / 1" / 20.0000' / 1"  
 USER NAME = Millennium Professional Services



USER NAME = mkochlcr	DESIGNED - MDK	REVISED -
	DRAWN - MDK	REVISED -
PLOT SCALE = 20.0000' / 1"	CHECKED - JP	REVISED -
PLOT DATE = 4/8/2020	DATE - 04/08/2020	REVISED -

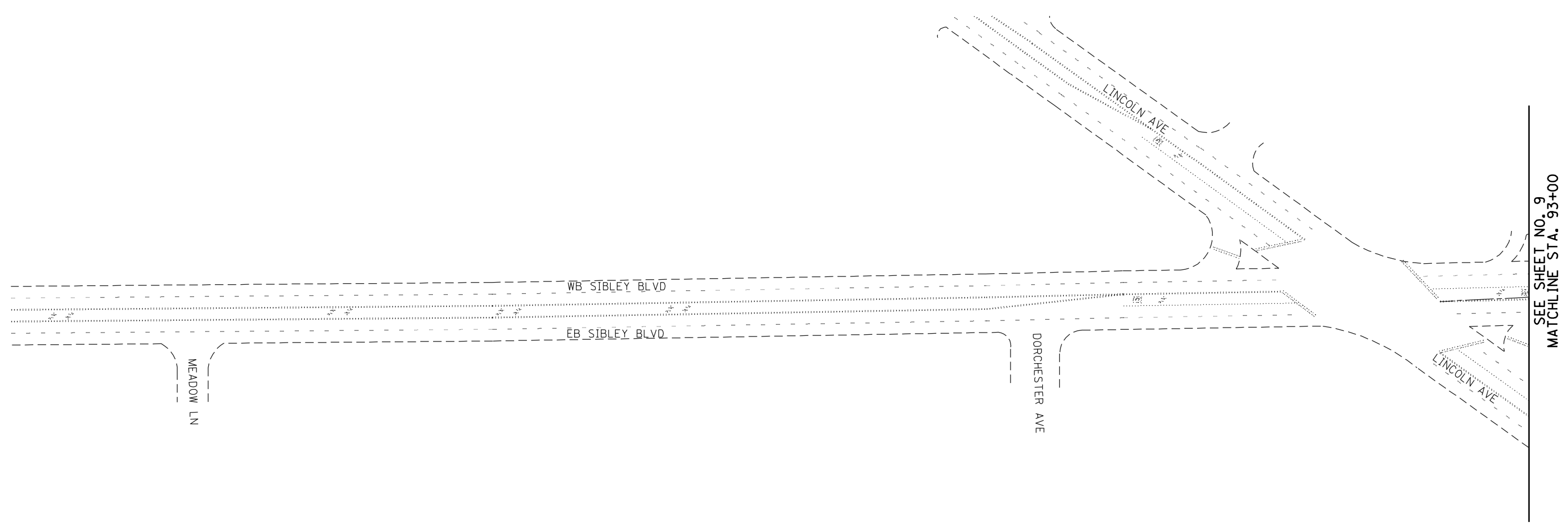
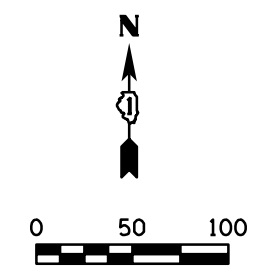
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS**

SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA. N/A	TO STA. N/A
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	7
<b>CONTRACT NO. 62K49</b>				
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

P:\2019\ME19003\_Ver-Var-PHI\W014\_Sibley Blvd Over I-94\01-CADD\02-Shs\DI62K49 - 07-sht-Typical Sections.dgn



FILE NAME = P:\2019\ME19003.Var\Var\_P\I\W014.Sibley Blvd Over I-94\01-CADD\02-Shts\0162K49 - 08-sht-Stage 1.dgn  
 PLOT SCALE = 100.0000 / in.  
 USER NAME = Millennia Professional Services



USER NAME = mkochlcr	DESIGNED - MDK	REVISED -
	DRAWN - MDK	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED - JP	REVISED -
PLOT DATE = 3/25/2020	DATE - 3.25.2020	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)**  
**MAINTENANCE OF TRAFFIC - STAGE I**

SCALE: 1"=50'    SHEET NO. 1 OF 3 SHEETS    STA. N/A    TO STA. N/A

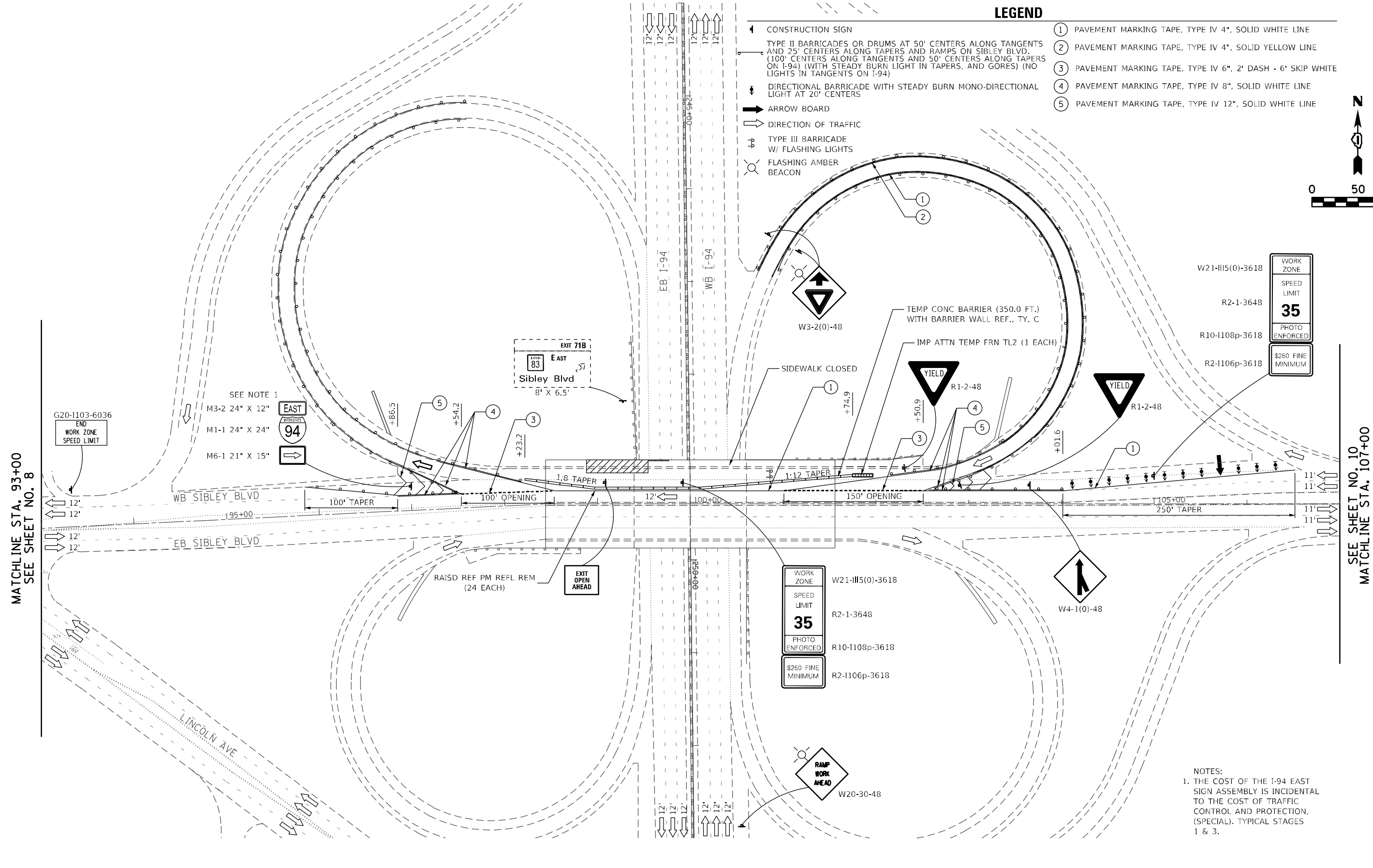
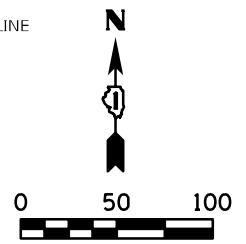
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	8
<b>CONTRACT NO. 62K49</b>				
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

P:\2019\ME19003.Var\Var\_P\I\W014.Sibley Blvd Over I-94\01-CADD\02-Shts\0162K49 - 08-sht-Stage 1.dgn



**LEGEND**

- 1 CONSTRUCTION SIGN
- TYPE II BARRICADES OR DRUMS AT 50' CENTERS ALONG TANGENTS AND 25' CENTERS ALONG TAPERS AND RAMP ON SIBLEY BLVD. (100' CENTERS ALONG TANGENTS AND 50' CENTERS ALONG TAPERS ON I-94) (WITH STEADY BURN LIGHT IN TAPERS, AND GORES) (NO LIGHTS IN TANGENTS ON I-94)
- DIRECTIONAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT AT 20' CENTERS
- ARROW BOARD
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE W/ FLASHING LIGHTS
- FLASHING AMBER BEACON
- 1 PAVEMENT MARKING TAPE, TYPE IV 4", SOLID WHITE LINE
- 2 PAVEMENT MARKING TAPE, TYPE IV 4", SOLID YELLOW LINE
- 3 PAVEMENT MARKING TAPE, TYPE IV 6", 2' DASH - 6' SKIP WHITE
- 4 PAVEMENT MARKING TAPE, TYPE IV 8", SOLID WHITE LINE
- 5 PAVEMENT MARKING TAPE, TYPE IV 12", SOLID WHITE LINE



WORK ZONE
SPEED LIMIT
<b>35</b>
PHOTO ENFORCED
\$250 FINE MINIMUM

WORK ZONE
SPEED LIMIT
<b>35</b>
PHOTO ENFORCED
\$250 FINE MINIMUM

NOTES:  
 1. THE COST OF THE I-94 EAST SIGN ASSEMBLY IS INCIDENTAL TO THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL). TYPICAL STAGES 1 & 3.

MATCHLINE STA. 93+00  
SEE SHEET NO. 8

SEE SHEET NO. 10  
MATCHLINE STA. 107+00

FILE NAME = P:\2019\ME19003.Var.Ver.PH1\W014.Sibley Blvd Over I-94\01-CADD\02-Shts\0162K49 - 09-sht-Stage 1.dgn  
 PLOT SCALE = 1/8" = 100.0000' / in.  
 USER NAME = Millennium Professional Services



USER NAME = mkochlcr	DESIGNED - MDK	REVISED -
	DRAWN - MDK	REVISED -
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PLOT DATE = 4/8/2020	DATE - 04/08/2020	REVISED -

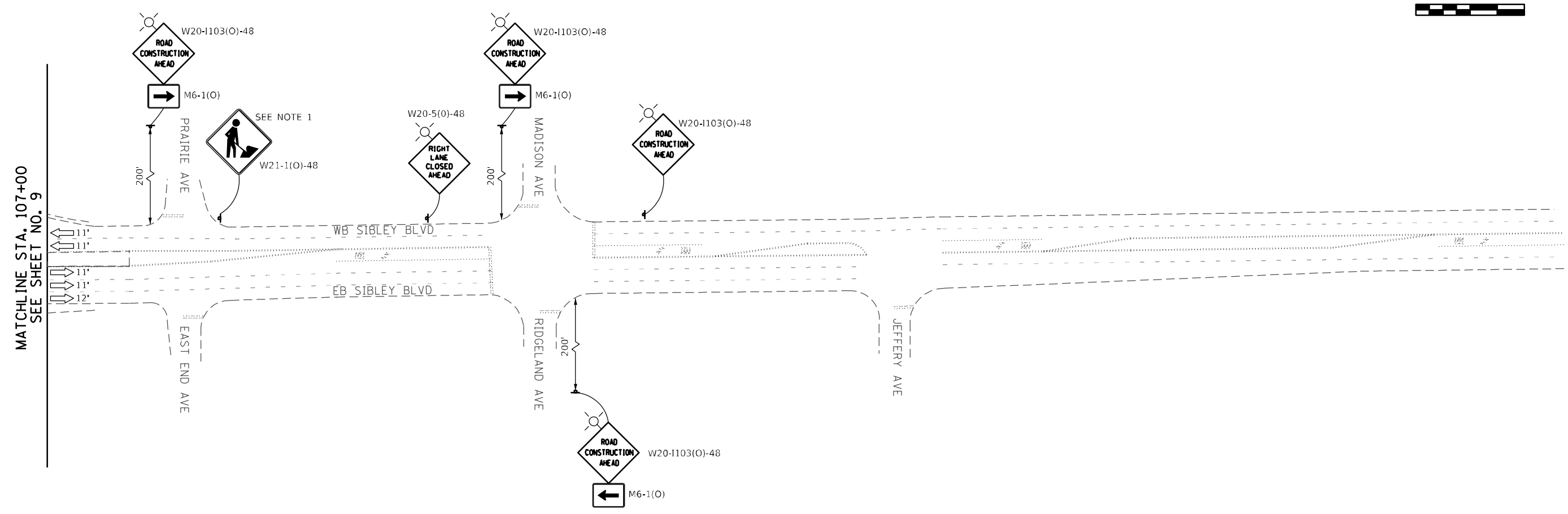
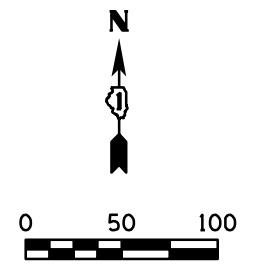
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
MAINTENANCE OF TRAFFIC - STAGE I**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	9
<b>CONTRACT NO. 62K49</b>				

**LEGEND**

- ① PAVEMENT MARKING TAPE, TYPE IV 4", SOLID WHITE LINE
  - ② PAVEMENT MARKING TAPE, TYPE IV 4", SOLID YELLOW LINE
  - ③ PAVEMENT MARKING TAPE, TYPE IV 6", 2' DASH - 6' SKIP WHITE
  - ④ PAVEMENT MARKING TAPE, TYPE IV 8", SOLID WHITE LINE
  - ⑤ PAVEMENT MARKING TAPE, TYPE IV 12", SOLID WHITE LINE
- CONSTRUCTION SIGN
  - TYPE II BARRICADES OR DRUMS AT 50' CENTERS ALONG TANGENTS AND 25' CENTERS ALONG TAPERS AND RAMP ON SIBLEY BLVD. (100' CENTERS ALONG TANGENTS AND 50' CENTERS ALONG TAPERS ON I-94) (WITH STEADY BURN LIGHT IN TAPERS, AND GORES) (NO LIGHTS IN TANGENTS ON I-94)
  - DIRECTIONAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT AT 20' CENTERS
  - ARROW BOARD
  - DIRECTION OF TRAFFIC
  - TYPE III BARRICADE W/ FLASHING LIGHTS
  - FLASHING AMBER BEACON



MATCHLINE STA. 107+00  
SEE SHEET NO. 9

NOTES:  
1. THIS SIGN IS TO ONLY BE USED WHEN THE OPERATION EXCEEDS ONE (1) HOUR IN DURATION. THE SIGN IS TO BE TAKEN DOWN WHEN WORKERS ARE NOT PRESENT.

FILE NAME = P:\2019\ME19003.Var\Var-PHI\W014\_Sibley Blvd Over I-94\01-CADD\02-Shts\DI62K49 - 10-sht-Stage 1.dgn  
PLOT SCALE = 100.0000 / in.  
USER NAME = Millennia Professional Services



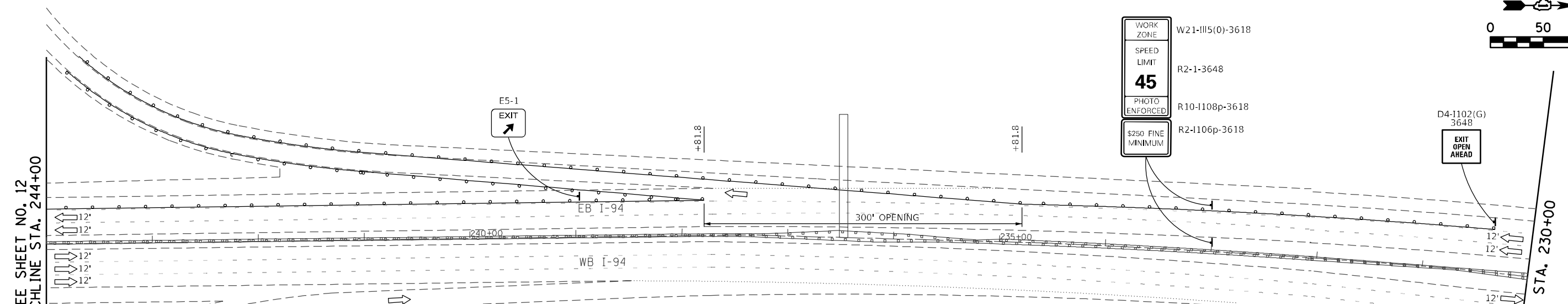
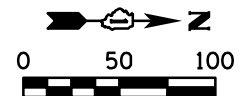
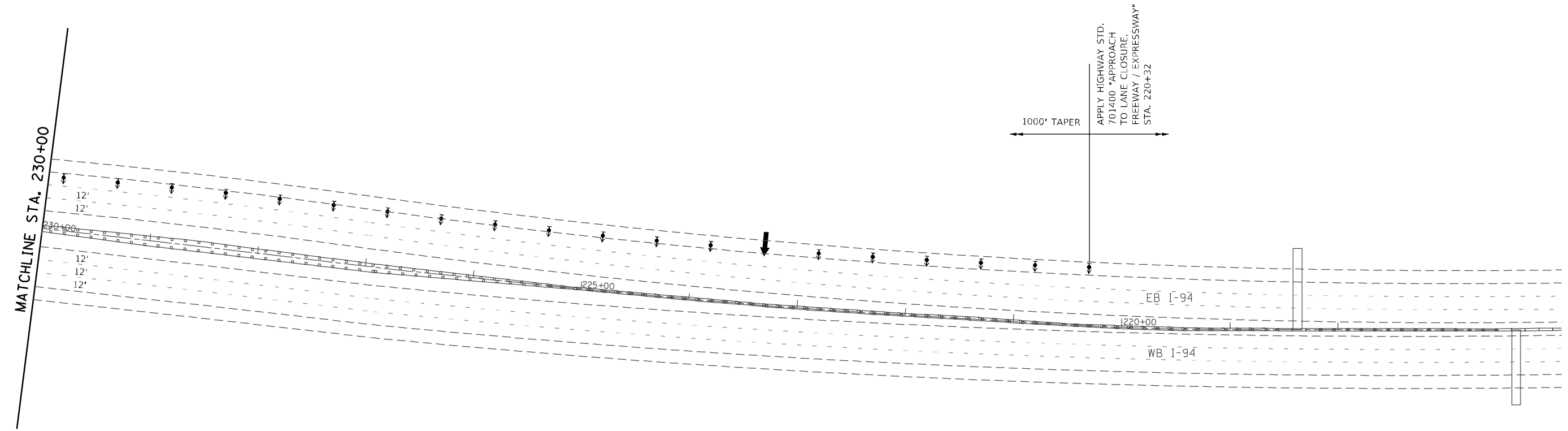
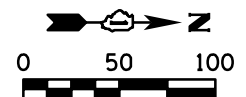
USER NAME = mkochlcr	DESIGNED - MDK	REVISED -
DRAWN - MDK	REVISIONS -	
PLOT SCALE = 100.0000 / in.	CHECKED - JP	REVISED -
PLOT DATE = 4/8/2020	DATE - 04/08/2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
MAINTENANCE OF TRAFFIC - STAGE I**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	10
<b>CONTRACT NO. 62K49</b>				

SCALE: 1"=50'    SHEET NO. 3 OF 3 SHEETS    STA. N/A TO STA. N/A



WORK ZONE	W21-III5(0)-3618
SPEED LIMIT	R2-1-3648
<b>45</b>	
PHOTO ENFORCED	R10-1108p-3618
\$250 FINE MINIMUM	R2-1106p-3618

D4-1102(G)  
3648  
EXIT  
OPEN  
AHEAD

**LEGEND**

- CONSTRUCTION SIGN
- TYPE II BARRICADES OR DRUMS AT 50' CENTERS ALONG TANGENTS AND 25' CENTERS ALONG TAPERS AND RAMPS ON SIBLEY BLVD (100' CENTERS ALONG TANGENTS AND 50' CENTERS ALONG TAPERS ON I-94) (WITH STEADY BURN LIGHT IN TAPERS, AND GORES) (NO LIGHTS IN TANGENTS ON I-94)
- DIRECTIONAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT AT 20' CENTERS
- ARROW BOARD
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE W/ FLASHING LIGHTS
- FLASHING AMBER BEACON
- PAVEMENT MARKING TAPE, TYPE IV 4", SOLID WHITE LINE
- PAVEMENT MARKING TAPE, TYPE IV 4", SOLID YELLOW LINE
- PAVEMENT MARKING TAPE, TYPE IV 6", 2' DASH - 6' SKIP WHITE
- PAVEMENT MARKING TAPE, TYPE IV 8", SOLID WHITE LINE
- PAVEMENT MARKING TAPE, TYPE IV 12", SOLID WHITE LINE

FILE NAME = P:\2019\MEI9003\_Ver-Var-PHI\W014\_Sibley Blvd Over I-94\01-CADD\02-Shts\DI62K49 - II-sht-Stage 2.dgn  
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 USER NAME = Millennia Professional Services



USER NAME = mkochlcr	DESIGNED - MDK	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - MDK	REVISED -
PLOT DATE = 4/8/2020	CHECKED - JP	REVISED -
	DATE - 04/08/2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
MAINTENANCE OF TRAFFIC - STAGE 2**

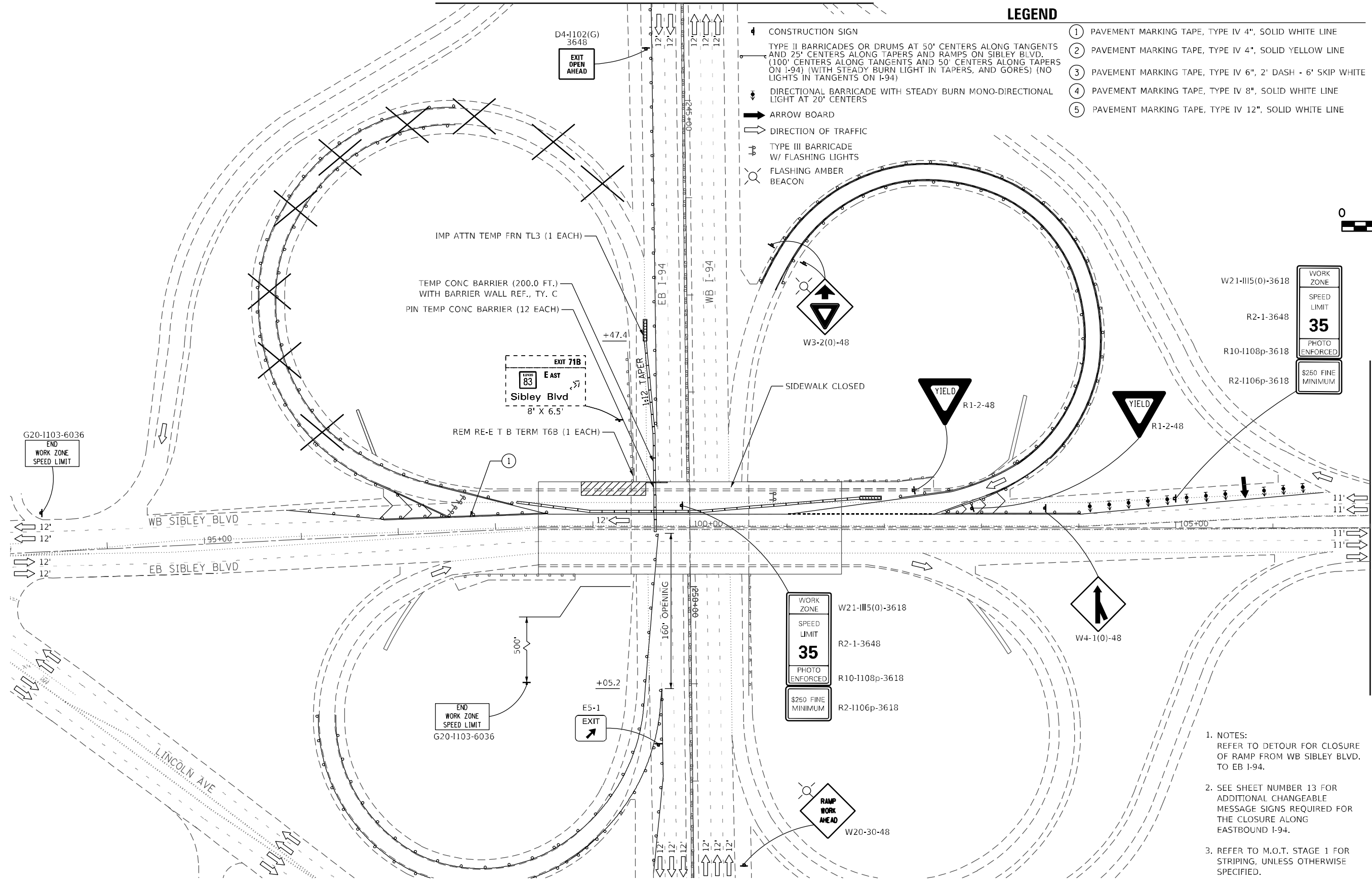
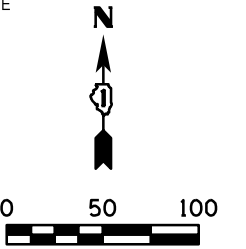
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	11
<b>CONTRACT NO. 62K49</b>				

SCALE: 1"=50' SHEET NO. 1 OF 3 SHEETS STA. N/A TO STA. N/A

SEE SHEET NO. 11  
MATCHLINE STA. 244+00

**LEGEND**

- ④ CONSTRUCTION SIGN
- TYPE II BARRICADES OR DRUMS AT 50' CENTERS ALONG TANGENTS AND 25' CENTERS ALONG TAPERS AND RAMP ON SIBLEY BLVD. (100' CENTERS ALONG TANGENTS AND 50' CENTERS ALONG TAPERS ON I-94) (WITH STEADY BURN LIGHT IN TAPERS, AND GORES) (NO LIGHTS IN TANGENTS ON I-94)
- DIRECTIONAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT AT 20' CENTERS
- ARROW BOARD
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE W/ FLASHING LIGHTS
- FLASHING AMBER BEACON
- ① PAVEMENT MARKING TAPE, TYPE IV 4", SOLID WHITE LINE
- ② PAVEMENT MARKING TAPE, TYPE IV 4", SOLID YELLOW LINE
- ③ PAVEMENT MARKING TAPE, TYPE IV 6", 2' DASH - 6' SKIP WHITE
- ④ PAVEMENT MARKING TAPE, TYPE IV 8", SOLID WHITE LINE
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 12", SOLID WHITE LINE



WORK ZONE  
SPEED LIMIT  
**35**  
PHOTO ENFORCED  
\$250 FINE MINIMUM

WORK ZONE  
SPEED LIMIT  
**35**  
PHOTO ENFORCED  
\$250 FINE MINIMUM

(SEE SHEET M.O.T. STAGE 1)  
MATCHLINE STA. 107+00

1. NOTES:  
REFER TO DETOUR FOR CLOSURE OF RAMP FROM WB SIBLEY BLVD. TO EB I-94.
2. SEE SHEET NUMBER 13 FOR ADDITIONAL CHANGEABLE MESSAGE SIGNS REQUIRED FOR THE CLOSURE ALONG EASTBOUND I-94.
3. REFER TO M.O.T. STAGE 1 FOR STRIPING, UNLESS OTHERWISE SPECIFIED.

FILE NAME = P:\2019\ME19003.Var\Var-PH1\W014.Sibley Blvd Over I-94\01-CADD\02-Shts\0162K49 - 12-sht-Stage 2.dgn  
 PLOT SCALE = 100.0000 / in.  
 USER NAME = Millennia Professional Services



USER NAME = mkochlcr	DESIGNED - MDK	REVISED -
	DRAWN - MDK	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED - JP	REVISED -
PLOT DATE = 4/8/2020	DATE - 04/08/2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
MAINTENANCE OF TRAFFIC - STAGE 2**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	12
<b>CONTRACT NO. 62K49</b>				
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

SCALE: 1"=50' SHEET NO. 2 OF 3 SHEETS STA. 93+00 TO STA107+00

P:\2019\ME19003.Var\Var-PH1\W014.Sibley Blvd Over I-94\01-CADD\02-Shts\0162K49 - 12-sht-Stage 2.dgn



PLACE 1 CHANGEABLE MESSAGE SIGN  
ALONG SOUTHBOUND DAN RYAN  
EXPRESSWAY, NORTH OF THE  
CHICAGO SKYWAY



PLACE 1 CHANGEABLE MESSAGE SIGN  
ALONG SOUTHBOUND DAN RYAN  
EXPRESSWAY, SOUTH OF 87TH STREET



PLACE 1 CHANGEABLE MESSAGE SIGN  
ALONG NORTHBOUND I-57 AT HALSTED



PLACE 1 CHANGEABLE MESSAGE SIGN  
ALONG SOUTHBOUND STONEY ISLAND  
FEEDER, SOUTH OF 95TH ST.

NOTE:  
THE CHANGEABLE MESSAGE SIGNS AT EACH OF THESE FOUR  
LOCATIONS ARE TO BE PLACED SEVEN (7) DAYS PRIOR TO  
IMPLEMENTING THE CLOSURE ALONG EASTBOUND I-94.  
THE CHANGEABLE MESSAGE SIGNS ARE TO BE REMOVED  
ONCE THE CLOSURE ALONG EASTBOUND I-94 HAS BEEN  
REMOVED.

FILE NAME = P:\2019\ME19003\_Ver-Var-PhII\W04\_Sibley Blvd Over I-94\01-CADD\02-Shts\DI62K49 - 13-Stage 2-Additional PCMS.dgn  
PLOT SCALE = 200.0000' / in.  
USER NAME = Millennium Professional Services



USER NAME = mkochlcr	DESIGNED - MDK	REVISED - -
	DRAWN - MDK	REVISED - -
PLOT SCALE = 200.0000' / in.	CHECKED - JP	REVISED - -
PLOT DATE = 3/25/2020	DATE - 3.25.2020	REVISED - -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
MAINTENANCE OF TRAFFIC - STAGE 2**

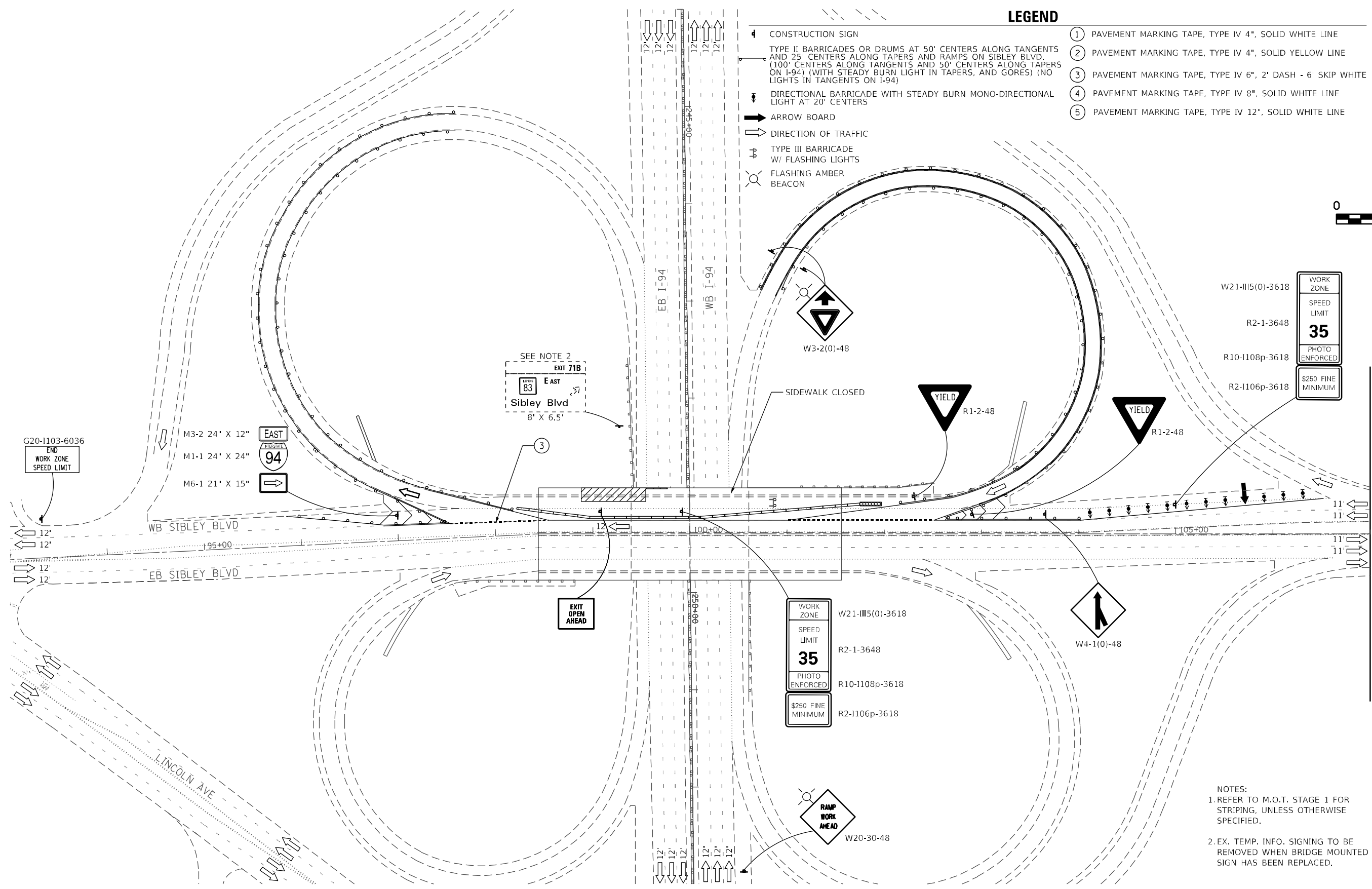
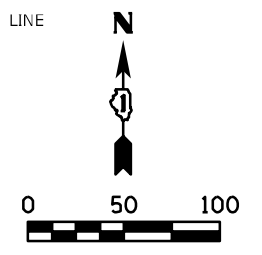
SCALE: \_\_\_\_\_ SHEET NO. 3 OF 3 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	13
<b>CONTRACT NO. 62K49</b>				
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				

P:\2019\ME19003\_Ver-Var-PhII\W04\_Sibley Blvd Over I-94\01-CADD\02-Shts\DI62K49 - 13-Stage 2-Additional PCMS.dgn

**LEGEND**

- ① PAVEMENT MARKING TAPE, TYPE IV 4", SOLID WHITE LINE
  - ② PAVEMENT MARKING TAPE, TYPE IV 4", SOLID YELLOW LINE
  - ③ PAVEMENT MARKING TAPE, TYPE IV 6", 2' DASH - 6' SKIP WHITE
  - ④ PAVEMENT MARKING TAPE, TYPE IV 8", SOLID WHITE LINE
  - ⑤ PAVEMENT MARKING TAPE, TYPE IV 12", SOLID WHITE LINE
- CONSTRUCTION SIGN
  - TYPE II BARRICADES OR DRUMS AT 50' CENTERS ALONG TANGENTS AND 25' CENTERS ALONG TAPERS AND RAMP ON SIBLEY BLVD. (100' CENTERS ALONG TANGENTS AND 50' CENTERS ALONG TAPERS ON I-94) (WITH STEADY BURN LIGHT IN TAPERS, AND GORES) (NO LIGHTS IN TANGENTS ON I-94)
  - DIRECTIONAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT AT 20' CENTERS
  - ARROW BOARD
  - DIRECTION OF TRAFFIC
  - TYPE III BARRICADE W/ FLASHING LIGHTS
  - FLASHING AMBER BEACON



WORK ZONE

SPEED LIMIT

**35**

PHOTO ENFORCED

\$250 FINE MINIMUM

WORK ZONE

SPEED LIMIT

**35**

PHOTO ENFORCED

\$250 FINE MINIMUM

NOTES:

1. REFER TO M.O.T. STAGE 1 FOR STRIPING, UNLESS OTHERWISE SPECIFIED.

2. EX. TEMP. INFO. SIGNING TO BE REMOVED WHEN BRIDGE MOUNTED SIGN HAS BEEN REPLACED.

(SEE SHEET MOT STAGE 1)  
MATCHLINE STA. 107+00

FILE NAME = P:\2019\ME19003.Var.Ver.PH1\W014.Sibley Blvd Over I-94\01-CADD\02-Shts\0162K49 - 14-sht-Stage 3.dgn  
 PLOT SCALE = 100.0000 / in.  
 USER NAME = Millennia Professional Services



USER NAME = mkochlcr	DESIGNED - MDK	REVISED -
	DRAWN - MDK	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED - JP	REVISED -
PLOT DATE = 4/8/2020	DATE - 04/08/2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
MAINTENANCE OF TRAFFIC - STAGE 3**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	14
<b>CONTRACT NO. 62K49</b>				

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

P:\2019\ME19003.Var.Ver.PH1\W014.Sibley Blvd Over I-94\01-CADD\02-Shts\0162K49 - 14-sht-Stage 3.dgn

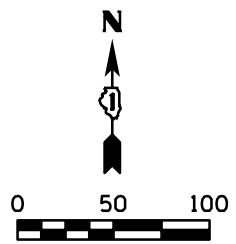
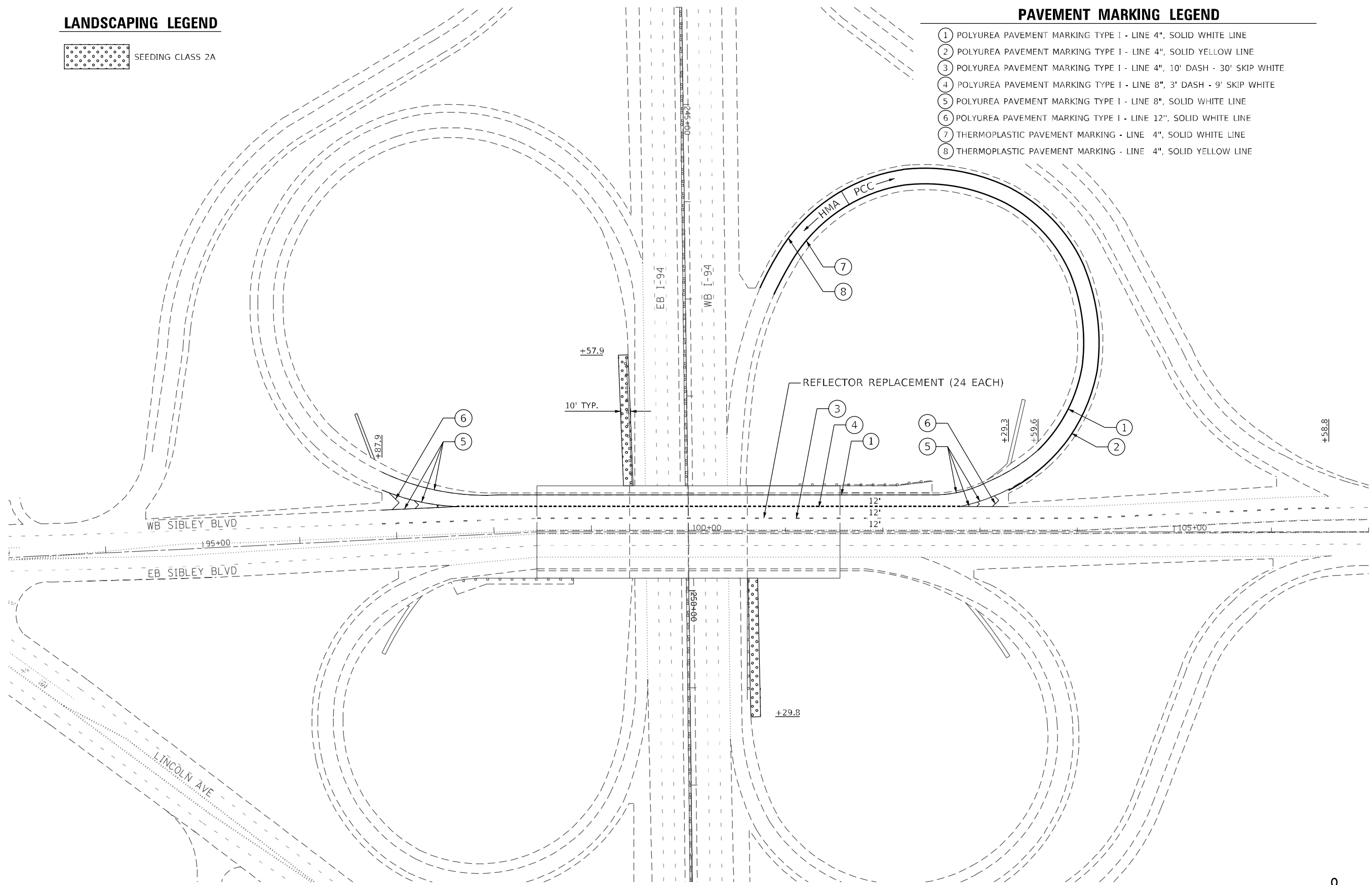
**LANDSCAPING LEGEND**



SEEDING CLASS 2A

**PAVEMENT MARKING LEGEND**

- ① POLYUREA PAVEMENT MARKING TYPE I - LINE 4", SOLID WHITE LINE
- ② POLYUREA PAVEMENT MARKING TYPE I - LINE 4", SOLID YELLOW LINE
- ③ POLYUREA PAVEMENT MARKING TYPE I - LINE 4", 10' DASH - 30' SKIP WHITE
- ④ POLYUREA PAVEMENT MARKING TYPE I - LINE 8", 3' DASH - 9' SKIP WHITE
- ⑤ POLYUREA PAVEMENT MARKING TYPE I - LINE 8", SOLID WHITE LINE
- ⑥ POLYUREA PAVEMENT MARKING TYPE I - LINE 12", SOLID WHITE LINE
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE LINE
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW LINE



FILE NAME = P:\2019\ME19003\_Ver-Var-PHI\W014\_Sibley Blvd Over I-94\01-CADD\02-Shts\DI62K49 - 15-sht-PMK.dgn  
 PLOT SCALE = 100.0000 / in.  
 USER NAME = Millennia Professional Services



USER NAME = mkochlcr	DESIGNED - MDK	REVISED -
	DRAWN - MDK	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED - JP	REVISED -
PLOT DATE = 4/17/2020	DATE - 04/08/2020	REVISED -

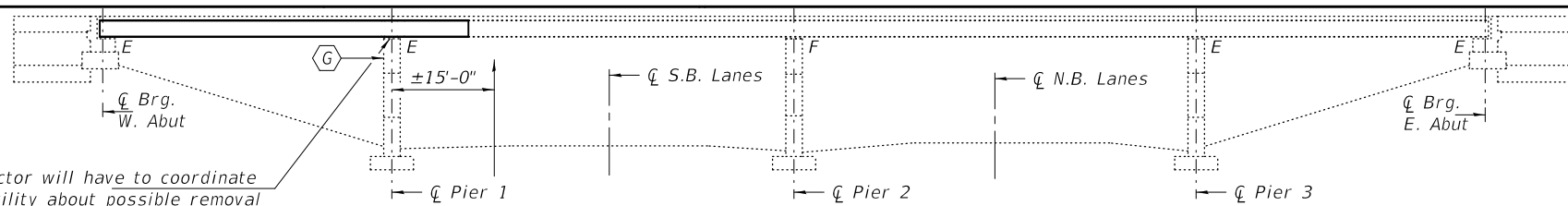
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SIBLEY BOULEVARD AT I-94 (BISHOP FORD EXPRESSWAY)  
PAVEMENT MARKING & LANDSCAPING PLAN**

SCALE: 1"=50'    SHEET NO. 1 OF 1 SHEETS    STA. N/A    TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	15
<b>CONTRACT NO. 62K49</b>				
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

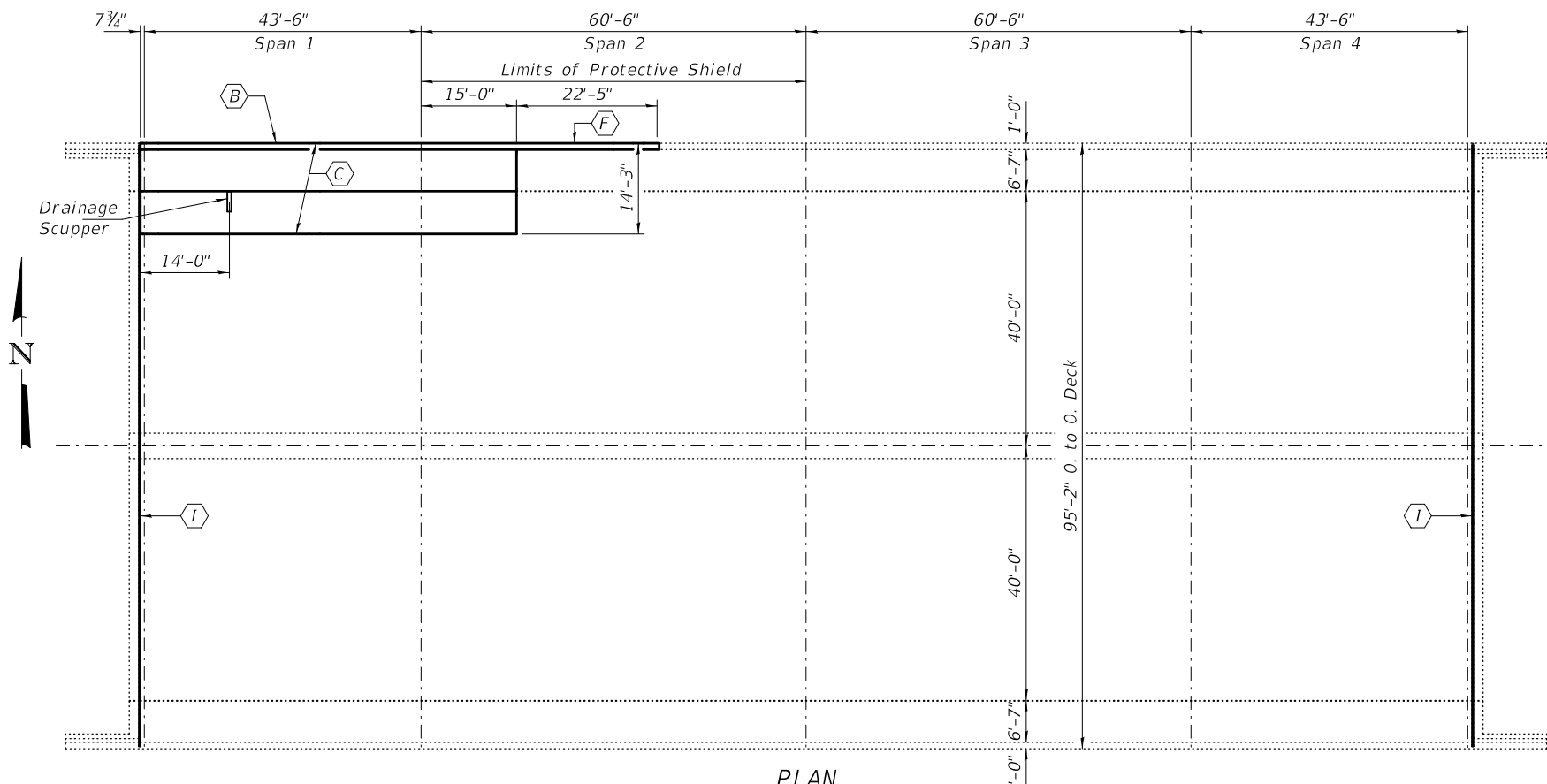
P:\2019\ME19003\_Ver-Var-PHI\W014\_Sibley Blvd Over I-94\01-CADD\02-Shts\DI62K49 - 15-sht-PMK.dgn



Contractor will have to coordinate with utility about possible removal and/or replacement of utility on the top of substructure cap Pier 1. If utility is in way of bridge work.

Temporary shoring & cribbing is required for Beams 1 & 2. The shoring & cribbing shall be removed as soon as possible after the repair is completed, to minimize Traffic Control.

**ELEVATION**



**REACTION TABLE AT TEMPORARY SHORING**

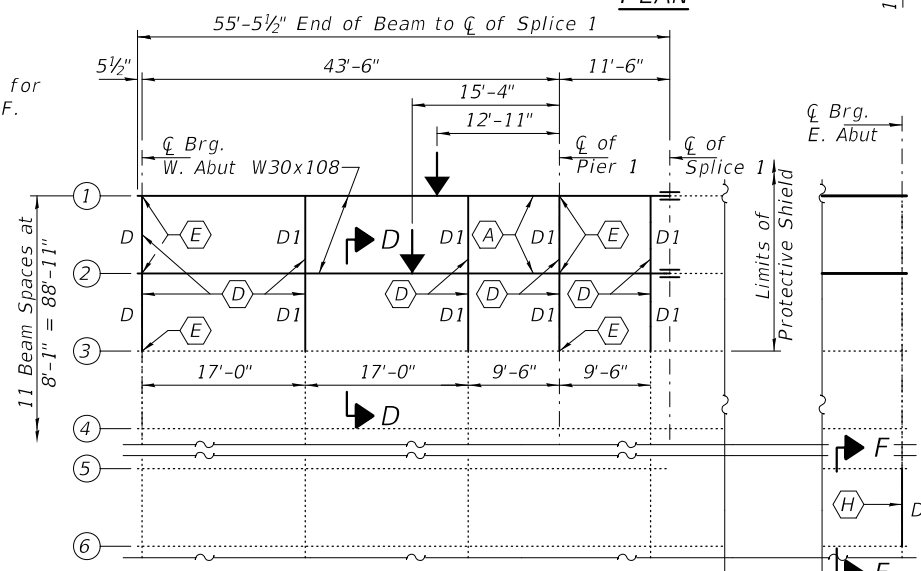
R <sub>P</sub>	(K)	67.0
R <sub>L</sub>	(K)	49.6
Imp.	(K)	13.9
R (Total)	(K)	130.5

**GENERAL NOTES**

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.  
 Fasteners shall be high strength bolts. Bolts 7/8"Ø, open holes 1 1/16"Ø, unless otherwise noted.  
 Reinforcement bars designated (E) shall be epoxy coated.  
 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.  
 All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel. Full painting of the structure to be completed under a separate contract.  
 The Contractor shall provide support and/or shoring systems for the slab and beam in the area of existing beam removal. See Special Provisions "Temporary Shoring and Cribbing".  
 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.  
 The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.  
 Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.  
 Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the special provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".  
 All soot on the underside of the bridge shall be removed according to Article 592 of the Standard Specifications, to the satisfaction of the engineer. This work shall be limited to Span 1 and portions of Span 2 within the lane closures.

**PLAN**

Note:  
See sheet 5 of 14 for Sec D-D and Sec F-F.



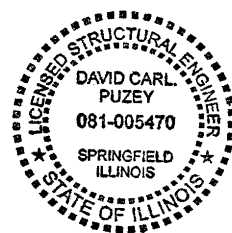
**PARTIAL FRAMING PLAN**

- (A) - Sections of Existing Beams 1 & 2 to be Removed and Replaced. See Sheet 5 of 14.
- (B) - Removal and Replacement of Parapet & Removal and Re-Erection of Parapet Fence.
- (C) - Removal and Replacement of Deck and Sidewalk Section including Drainage Scupper. See sheet 2 of 14.
- (D) - Existing Diaphragm and Clip Angle to be Removed and Replaced between Beams 1 & 2 on Span 1 & partial Span 2.
- (E) - Removal and Replacement of Bearings on Beams 1, 2 & 3 at West Abutment and Pier 1. See sheet 6 of 14.
- (F) - Replacement of Sign Structure on Span 2. See sheets 9 thru 12 of 14.
- (G) - Structural Repair of Concrete (Depth ≤ 5") on North Column and Cap on Pier 1. See sheet 7 of 14.
- (H) - Remove and Replace diaphragm between beams 5 & 6.
- (I) - Remove and Replace joint out to out of both abutments with Preformed Joint Seal.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	39.7
Concrete Superstructure	Cu. Yd.	39.7
Structural Steel Removal	Pound	15500
Stud Shear Connectors	Each	390
Protective Shield	Sq. Yd.	96.0
Preformed Joint Seal 1 1/4"	Foot	190
Bridge Washing No. 1	Each	1
Anchor Bolts, 1" Ø	Each	12
Jack and Remove Existing Bearings	Each	2
Elastomeric Bearing Assembly Type I	Each	3
Elastomeric Bearing Assembly Type II	Each	3
Furnishing and Erecting Structural Steel	Pound	15720
Protective Coat	Sq. Yd.	120.7
Remove and Re-erect Existing Hand Rail	Foot	82
Reinforcement Bars, Epoxy Coated	Pound	7250
Structural Repair of Concrete (Depth ≤ 5")	Sq. Ft.	126
Temporary Shoring and Cribbing	L. Sum	1
Mechanical Splicers	Each	252
Overhead Sign Structure Bridge Mounted	Foot	18
Drainage Scupper, DS-33	Each	1

\* On new superstructure concrete only.  
 \*\* Shoring to remain in place until repair of Pier, as shown on sheet 7 of 14, is completed.



Expires 11/30/2020

DESIGNED - Victor H. Veliz	EXAMINED - <i>Tracy A. Deak</i>	DATE - MAY 1, 2020
CHECKED - Stephen M. Ryan	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Venkat Reddy	PASSED - <i>David Carl Puzey</i>	REVISED -
CHECKED - VHV SMR	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

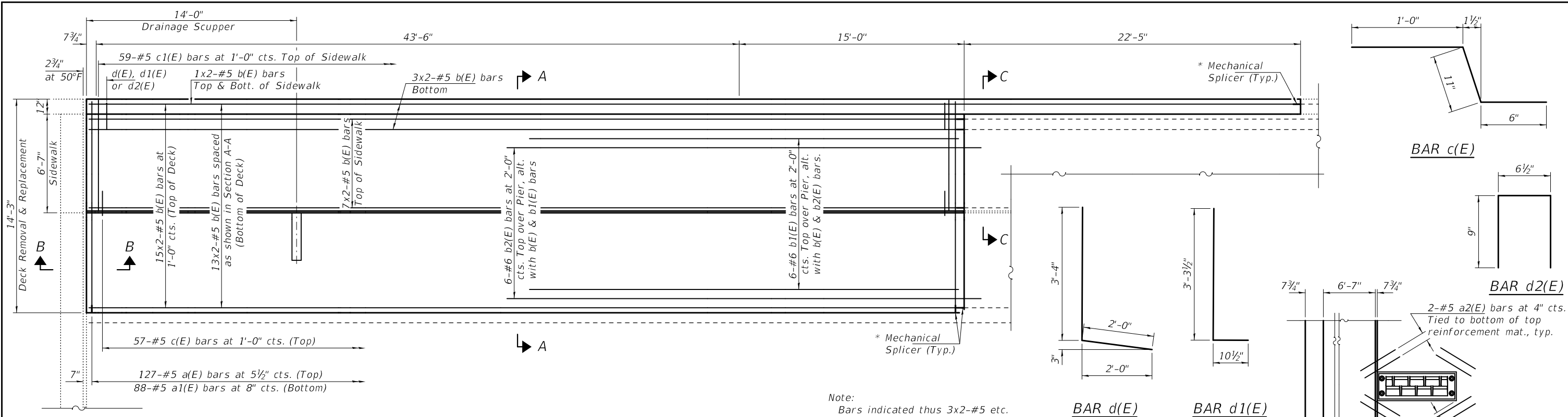
**GENERAL PLAN AND ELEVATION SIBLEY BLVD. (IL 83) OVER F.A.I 94 SN 016-0956**

SHEET NO. 1 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2019-178-BR	COOK	40	16
CONTRACT NO. 62K49				

ILLINOIS FED. AID PROJECT





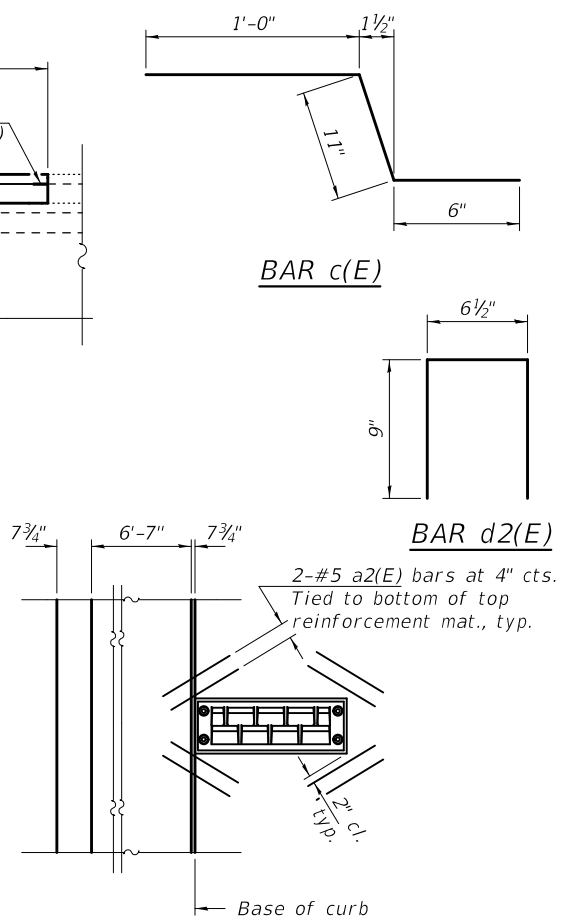
**PARTIAL DECK PLAN**

\* Existing reinforcement to extend 6" min. into concrete removal area to facilitate installation of Mechanical Splicers.

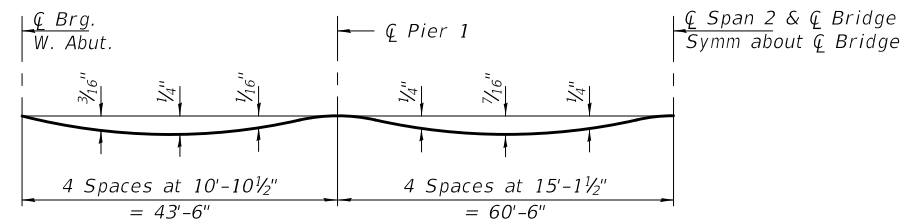
**MIN. BAR LAP**

#5 Bar = 3'-6"

Note:  
Bars indicated thus 3x2-#5 etc. indicates 3 lines of bars with 2 lengths per line.  
See sheet 3 of 14 for joint details.



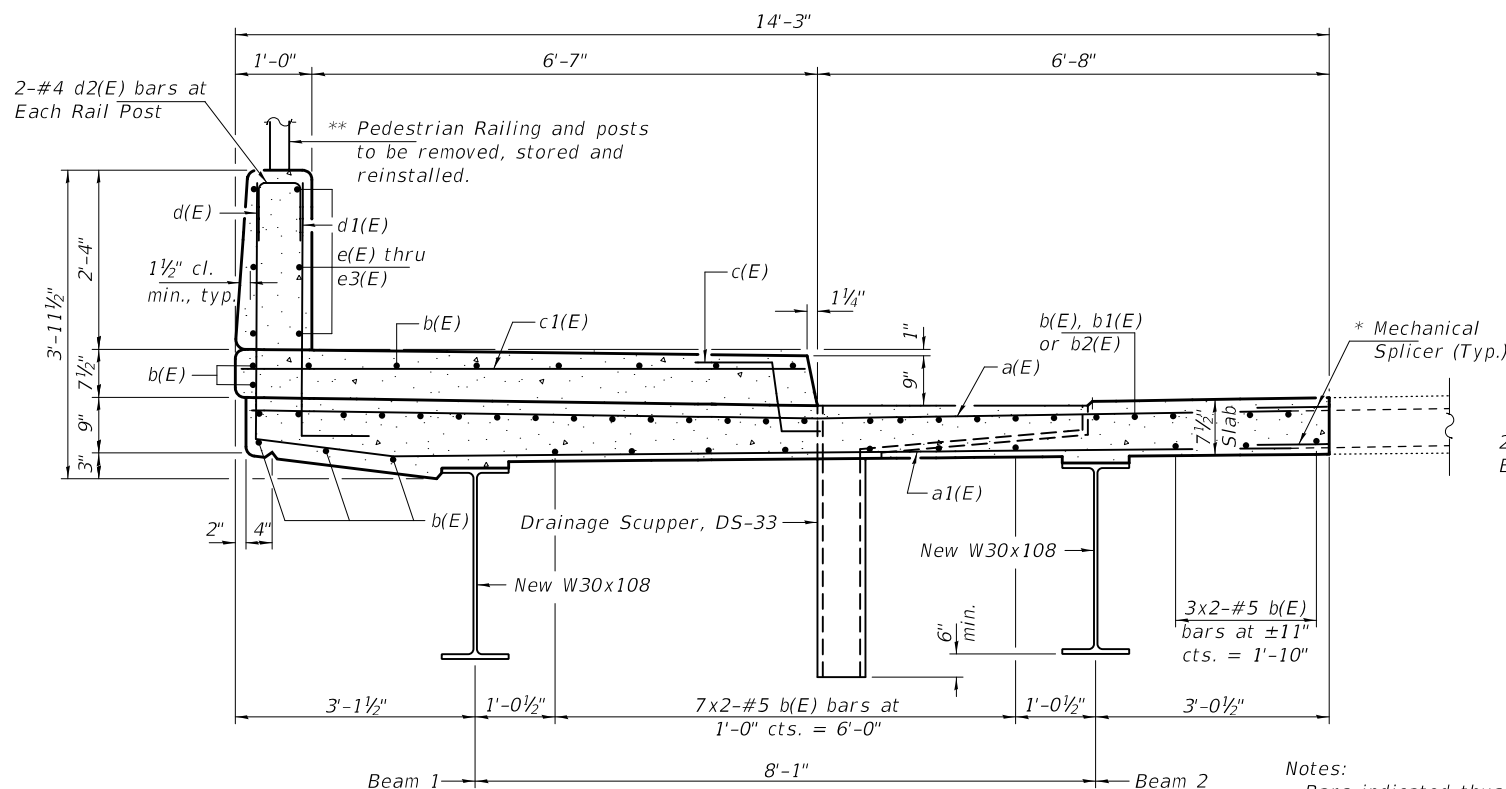
**SCUPPER REINFORCEMENT**



**DEAD LOAD DEFLECTION DIAGRAM**

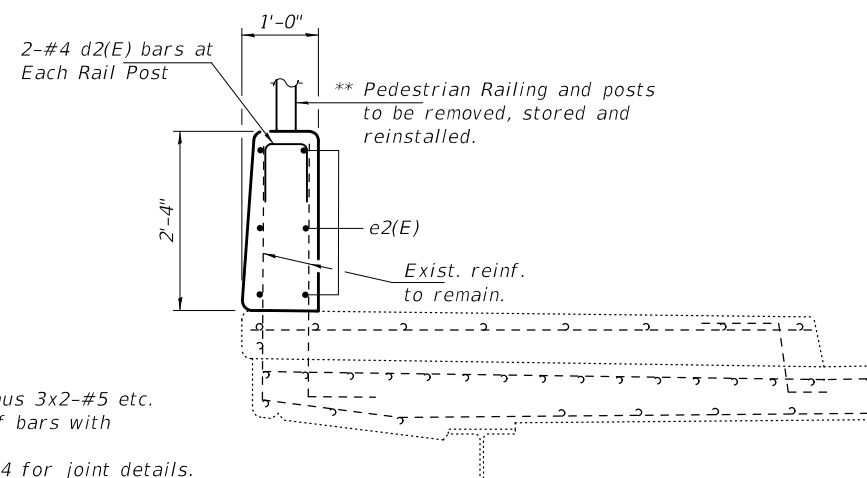
(Includes weight of concrete only)

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 original 1989 plans.



**SECTION A-A**

\*\* For existing fence information, see sheet 13 & 14 of 14. For new fence post inserts, see sheet 3 & 13 of 14. Cost of removal of existing fence is included with Concrete Removal.



**SECTION C-C**

Notes:  
Bars indicated thus 3x2-#5 etc. indicates 3 lines of bars with 2 lengths per line.  
See sheet 3 of 14 for joint details.  
See sheet 3 of 14 for parapet details.

**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	127	#5	13'-9"	—
a1(E)	88	#5	13'-9"	—
a2(E)	8	#5	2'-0"	—
b(E)	65	#5	31'-3"	—
b1(E)	6	#6	29'-3"	—
b2(E)	6	#6	31'-0"	—
c(E)	57	#5	2'-5"	—
c1(E)	57	#5	7'-3"	—
d(E)	83	#4	5'-4"	┌
d1(E)	83	#6	4'-2"	┌
d2(E)	18	#4	2'-0 1/2"	┌
e(E)	12	#4	18'-2"	—
e1(E)	12	#4	7'-0"	—
e2(E)	12	#4	14'-10"	—
Reinforcement Bars, Epoxy Coated		Pound	7230	
Concrete Superstructure		Cu. Yd.	39.7	

DESIGNED - VHV  
CHECKED - SMR  
DRAWN - Venkat Reddy  
CHECKED - VHV SMR

EXAMINED  
PASSED  
ENGINEER OF BRIDGES AND STRUCTURES

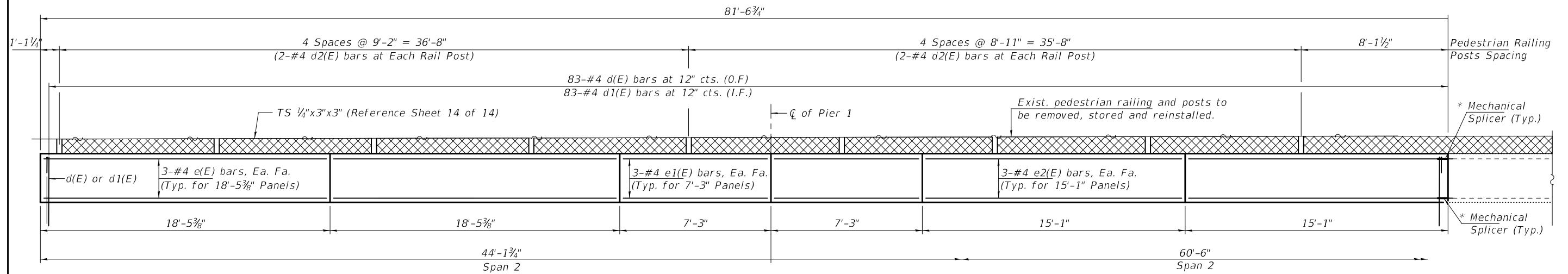
DATE - MAY 1, 2020  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

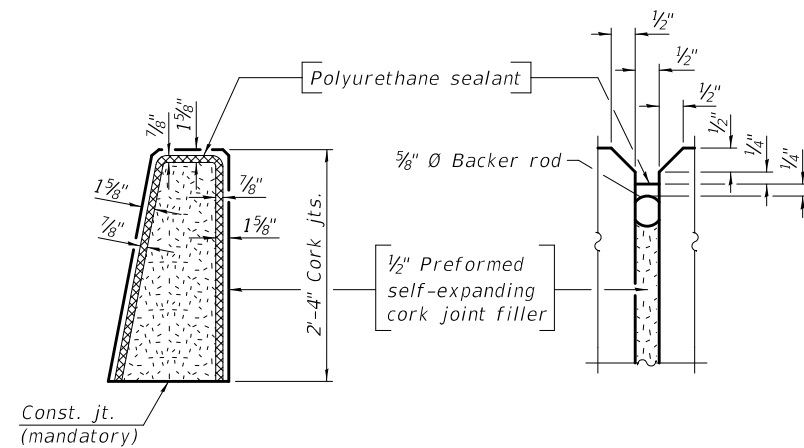
SUPERSTRUCTURE DETAILS  
SN 016-0956

SHEET NO. 2 OF 14 SHEETS

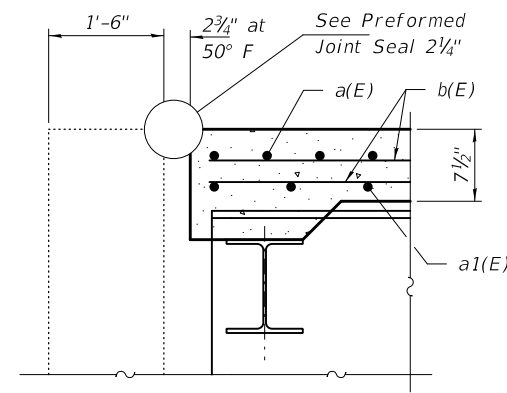
F.A.I. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
94 2019-178-BR COOK 40 17  
CONTRACT NO. 62K49  
ILLINOIS FED. AID PROJECT



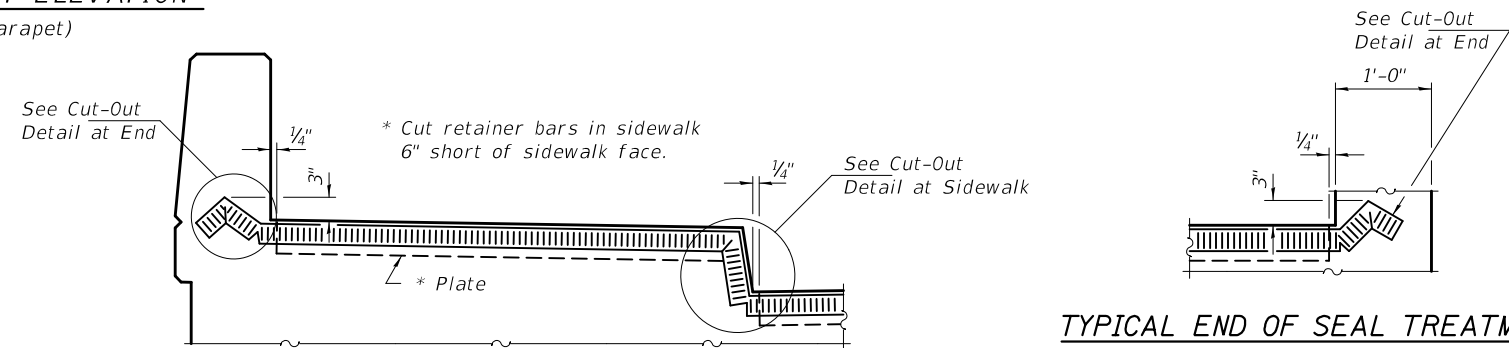
**INSIDE PARAPET ELEVATION**  
(North Parapet)



**PARAPET JOINT DETAILS**

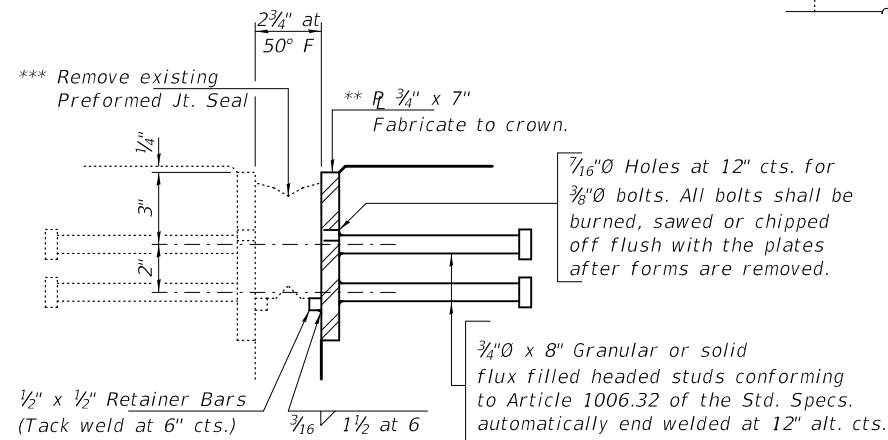


**SECTION B-B**



**SECTION D-D**

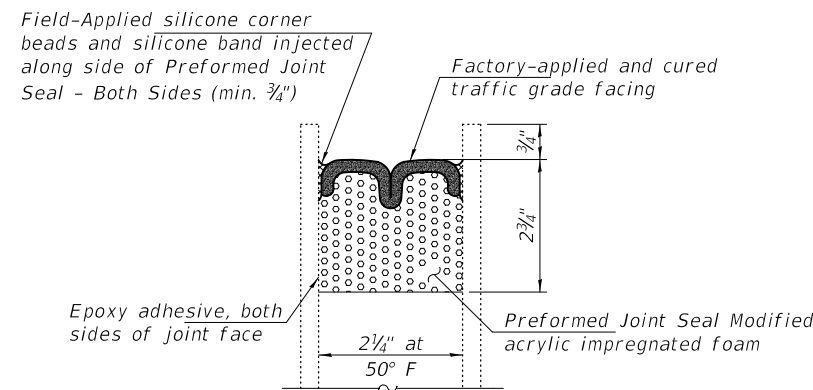
**TYPICAL END OF SEAL TREATMENT**



**SECTION C-C**

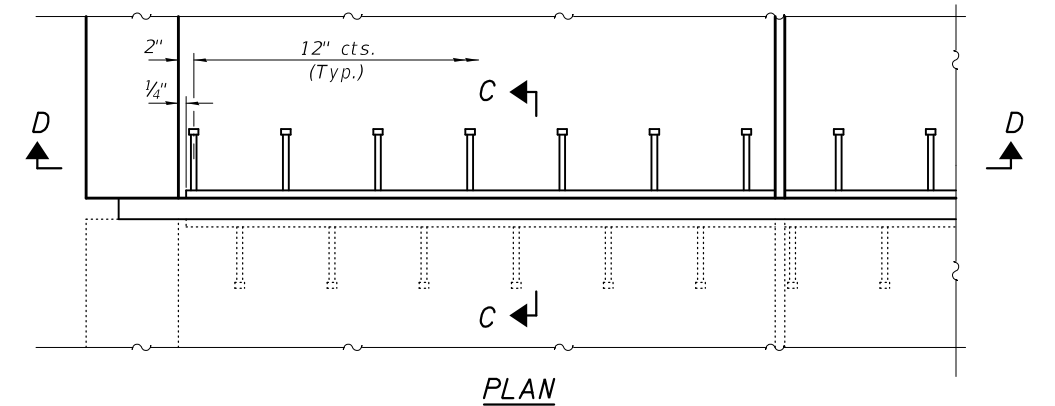
\*\* Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be 3/16\"/>

\*\*\* Cost included with Concrete Removal.



**PREFORMED JOINT SEAL DETAIL**

(Both Abuts.)



**PLAN**

DESIGNED - VHV	EXAMINED - <i>Timothy A. Daulton</i>	DATE - MAY 1, 2020
CHECKED - SMR	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Venkat Reddy	PASSED - <i>Carl Ringer</i>	REVISED -
CHECKED - VHV SMR	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

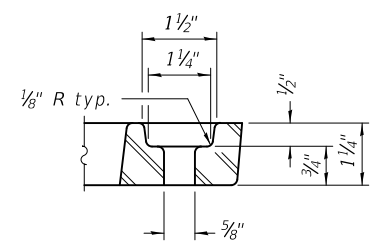
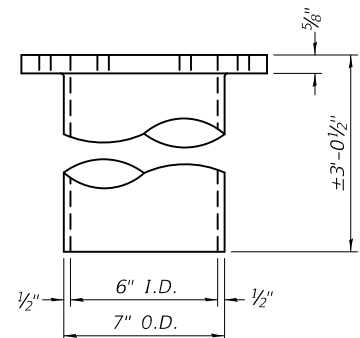
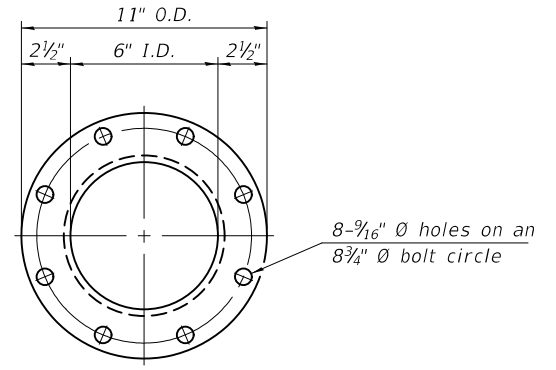
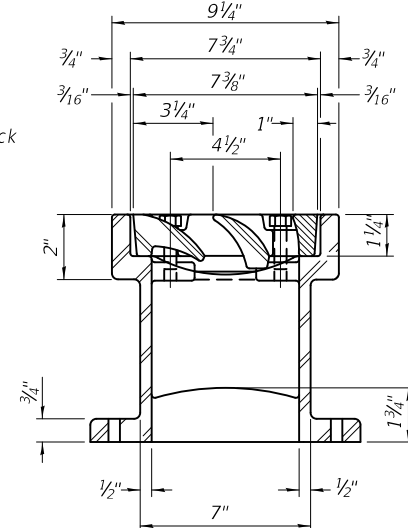
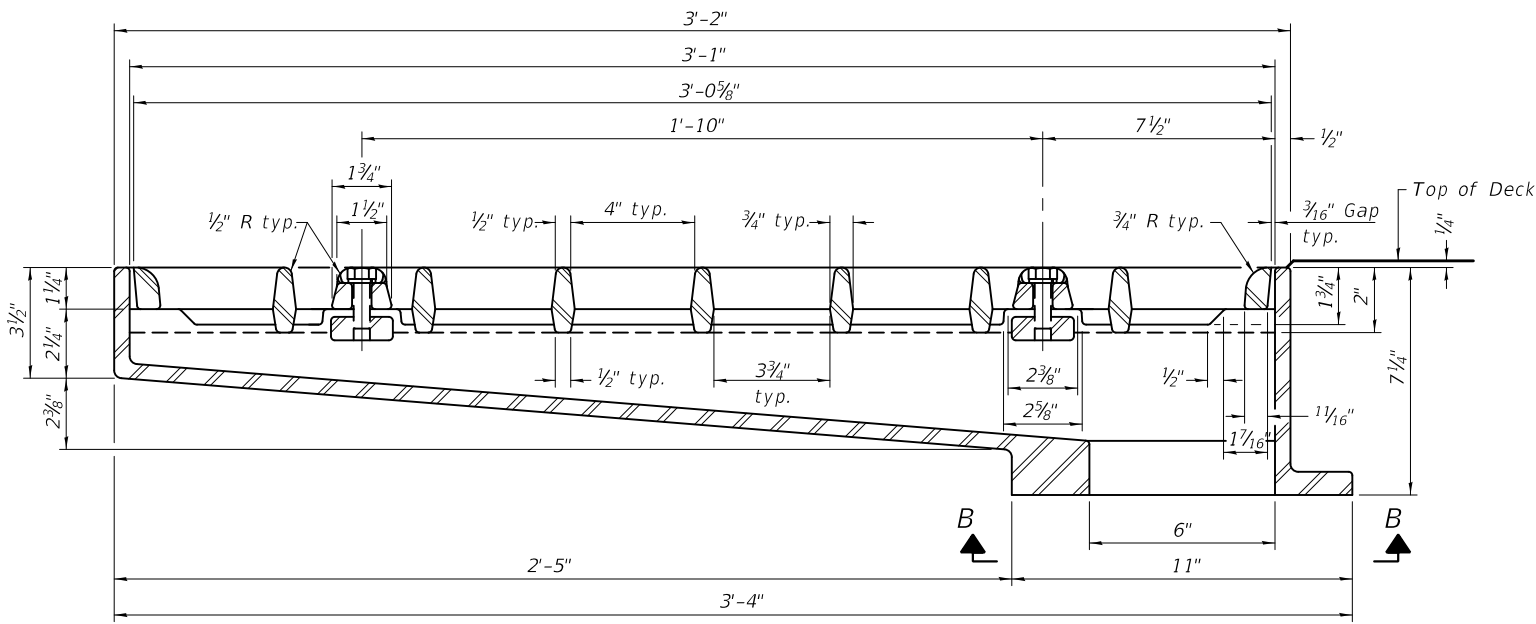
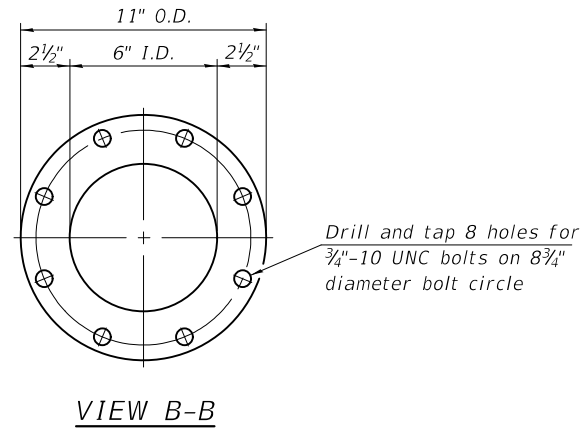
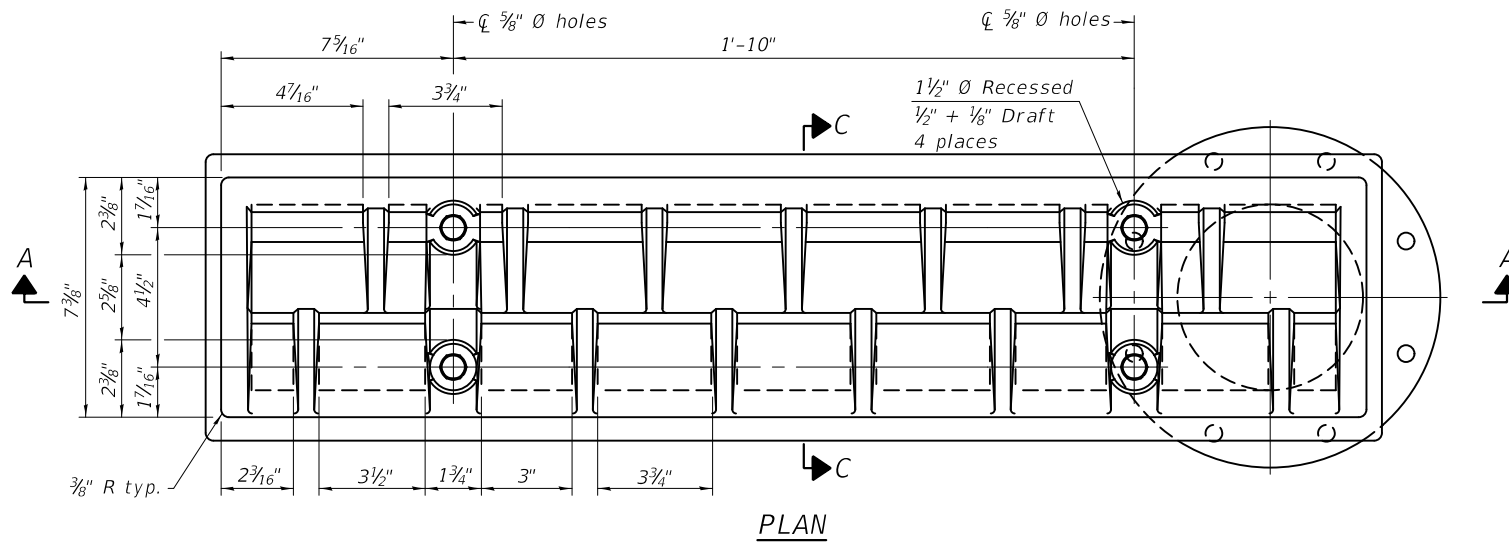
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PARAPET DETAILS**  
**SN 016 - 0956**

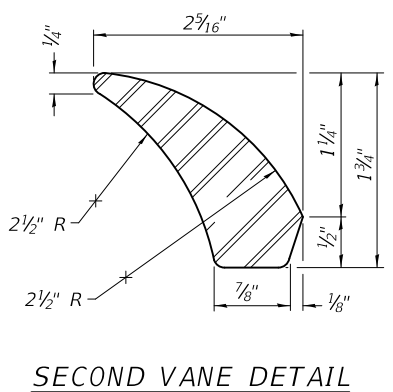
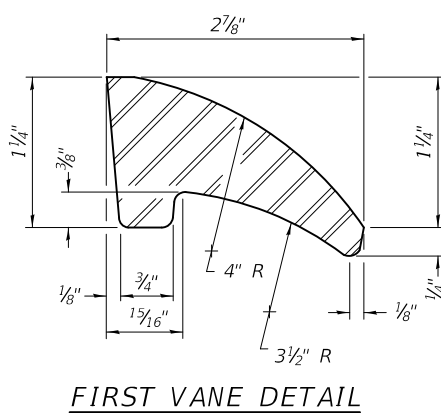
SHEET NO. 3 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2019-178-BR	COOK	40	18
CONTRACT NO. 62K49				

ILLINOIS FED. AID PROJECT



See sheet of for scupper location relative to parapet.



DOWNSPOUT

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-33	Each	1

DS-33 2-17-2017

DESIGNED - VHV  
 CHECKED - SMR  
 DRAWN - Venkat Reddy  
 CHECKED - VHV SMR

EXAMINED  
 PASSED  
 ENGINEER OF STRUCTURAL SERVICES  
 ENGINEER OF BRIDGES AND STRUCTURES

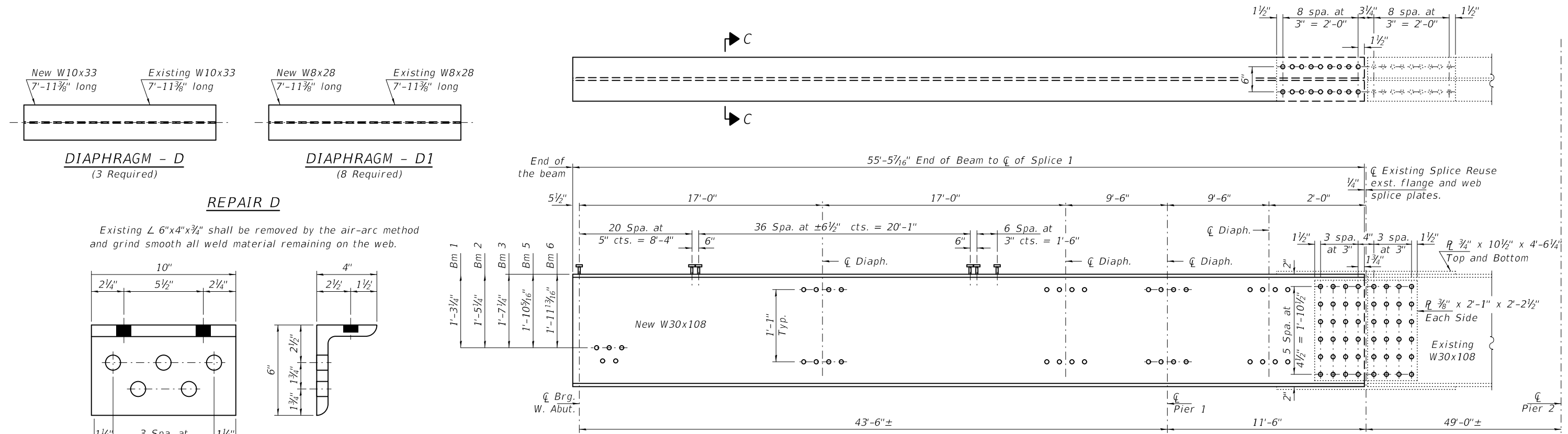
DATE - MAY 1, 2020  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

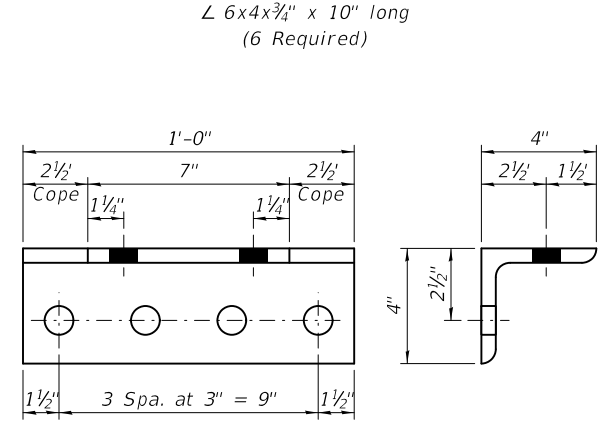
DRAINAGE SCUPPER, DS-33  
 SN 016 - 0956

SHEET NO. 4 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2019-178-BR	COOK	40	19
CONTRACT NO. 62K49				
ILLINOIS FED. AID PROJECT				



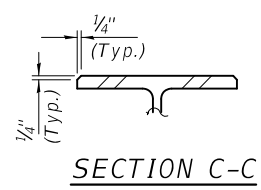
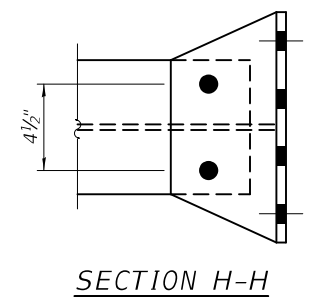
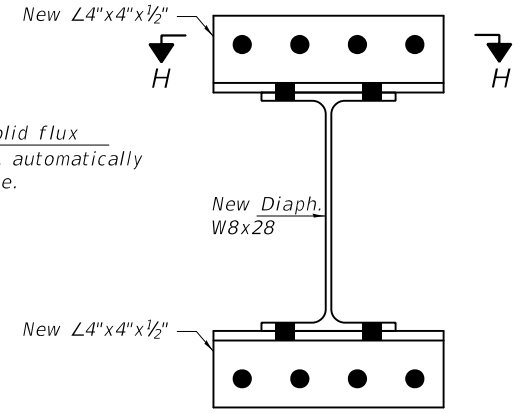
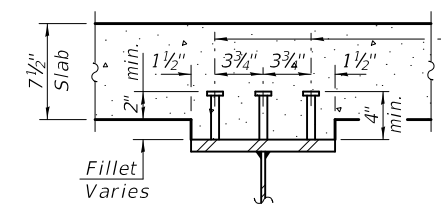
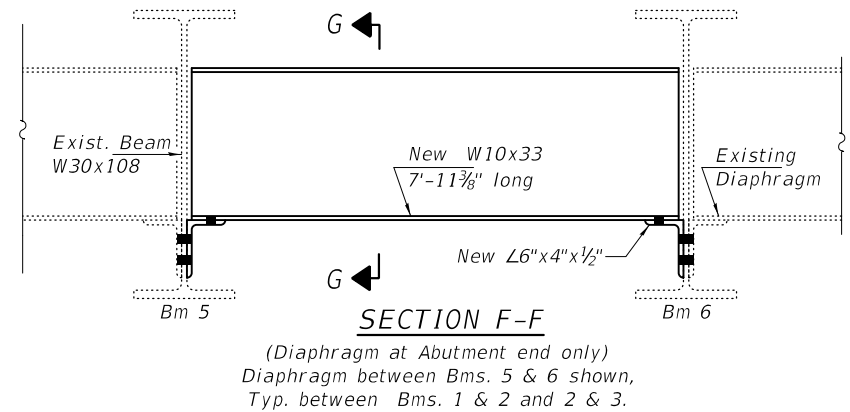
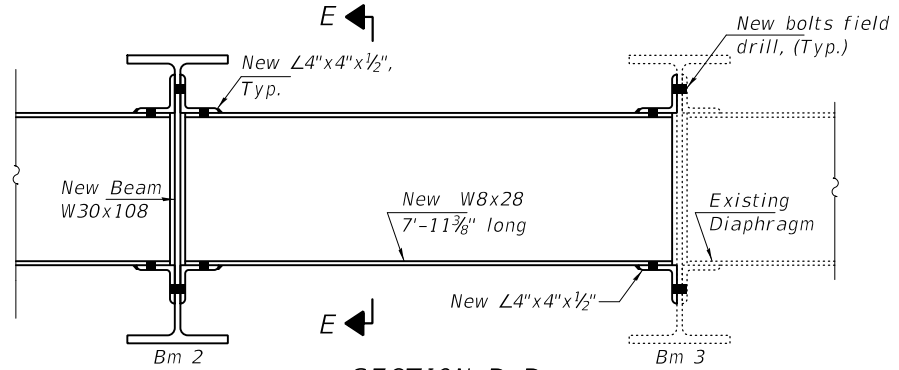
**NEW BOTTOM EXTERIOR CLIP ANGLE DETAILS**



**NEW TOP AND BOTTOM INTERIOR CLIP ANGLE DETAILS**

L 4x4x1/2" x 12" long  
(32 Required)

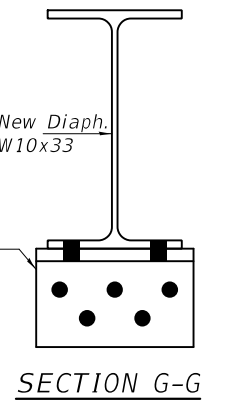
**Notes:**  
Diaphragm connection holes shall be 1 5/16"  $\phi$  for 3/4"  $\phi$  bolts.  
Two hardened washers shall be required at diaphragm connections.  
Existing clip angle to be removed using the air-arc method and grind smooth all weld material remaining on the web and diaphragm.  
Existing splice plates shall be removed from beams 1 and 2, cleaned and reused to connect new portions of beams 1 and 2.



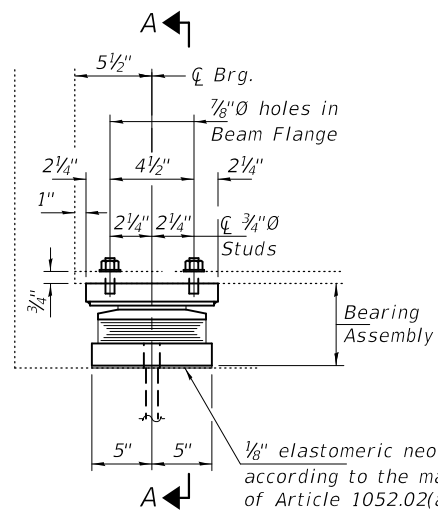
**BOLT HOLE LEGEND**

$\circ$  - Field drill using existing steel as template, except as noted.

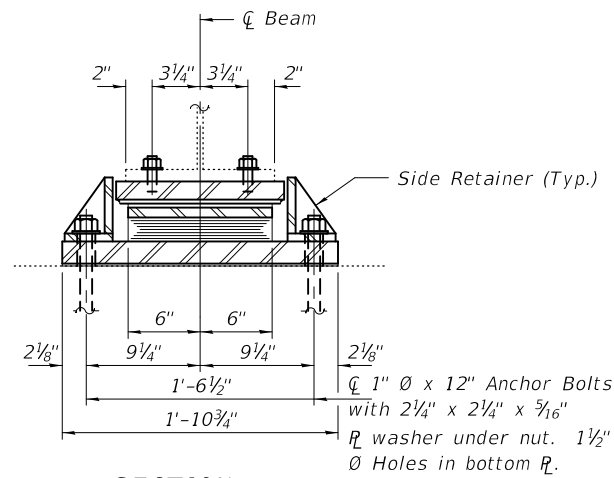
$\bullet$  - Use holes in new steel as template.



DESIGNED - VHV	EXAMINED - <i>Timothy A. Dredger</i>	DATE - MAY 1, 2020	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL REPAIR DETAILS SN 016 - 0956	F.A.I. RTE. 94	SECTION 2019-178-BR	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 20
CHECKED - SMR	PASSED - <i>Carl R. Berger</i>	REVISER -			SHEET NO. 5 OF 14 SHEETS	CONTRACT NO. 62K49		ILLINOIS FED. AID PROJECT	
DRAWN - Venkat Reddy	ENGINEER OF STRUCTURAL SERVICES	REVISER -							
CHECKED - VHV SMR	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -							



ELEVATION AT ABUTMENT



SECTION A-A

BEAM REACTIONS

	Abutment	Pier 1
R <sub>D</sub>	(K) 18.5	67.0
R <sub>L</sub>	(K) 40.2	49.6
Imp.	(K) 11.7	13.9
R (Total)	(K) 70.4	130.5

Notes:

Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I and Type II.  
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.  
Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with elastomeric bearing assembly Type I and Type II.

Prior to ordering any material, the contractor shall verify in the field all bearing height and shim thickness dimensions. Adjustment must account for deck heave due to pack rust, and beam displacement.

Min. Jack Capacity = 35 tons (Abuts)  
= 75 tons (Pier 1)

Anchor bolts shall be ASTM F1554 All - Thread (Or an Engineer-Approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C Anchor bolts may be used in lieu of ASTM F1554 Grade 36 (fy = 36ksi). The corresponding specified Grade of AASHTO M314 Anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to article 521.06 of the Standard Specifications.  
Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

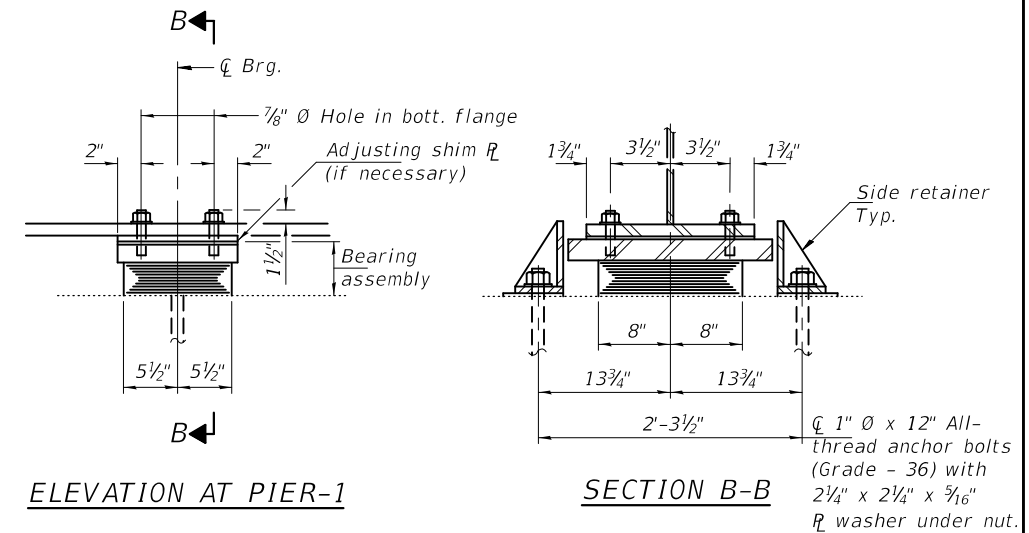
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.  
New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.

Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

Anchor bolts for Type II bearings shall be placed in holes drilled through the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

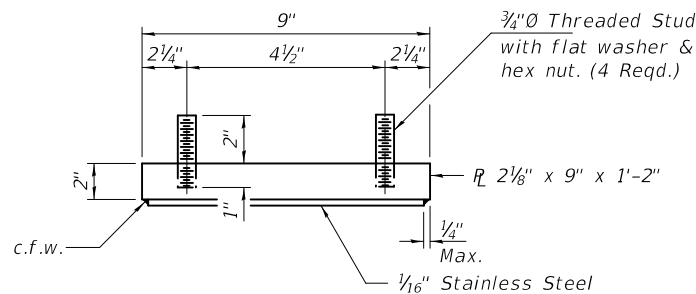


ELEVATION AT PIER-1

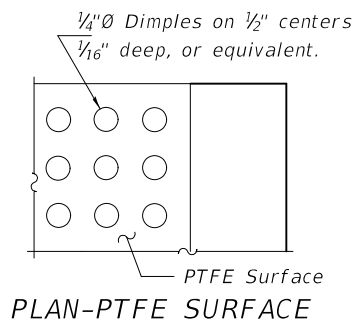
SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.

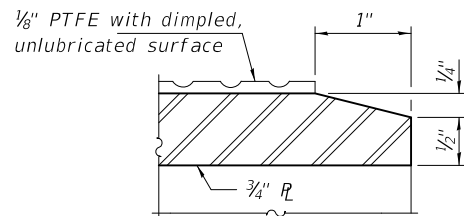
TYPE II TFE ELASTOMERIC EXP. BRG.



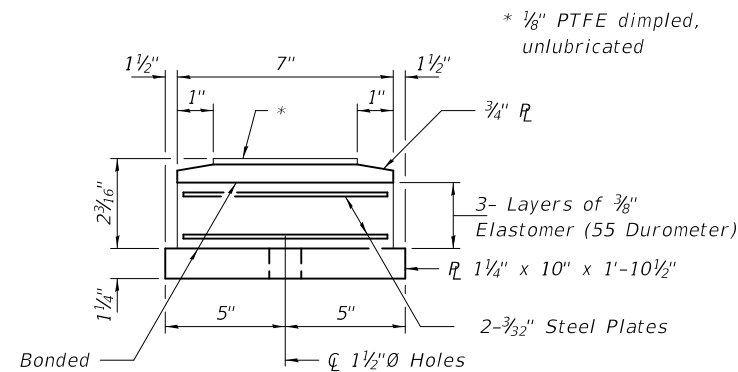
TOP BEARING ASSEMBLY



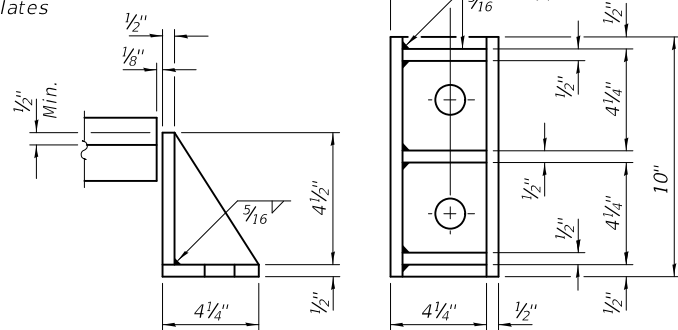
PLAN-PTFE SURFACE



SECTION THRU PTFE

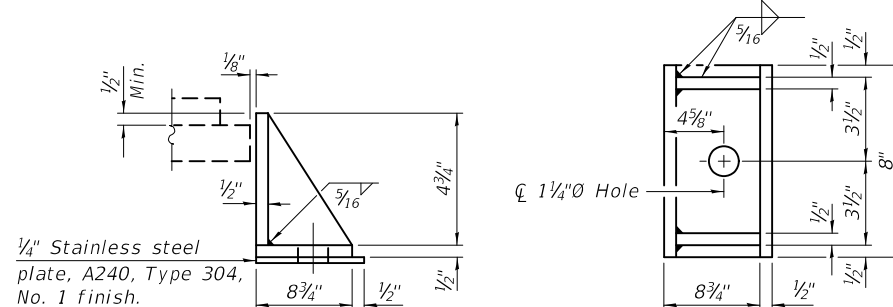


BOTTOM BEARING ASSEMBLY



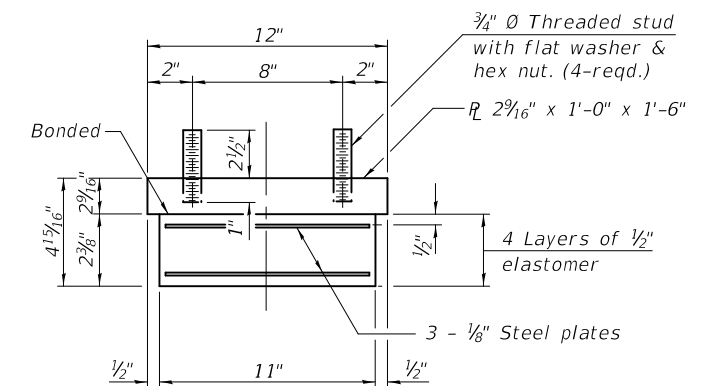
SIDE RETAINER (ABUT.)

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



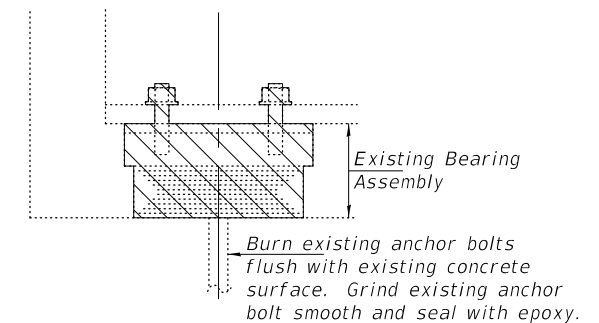
SIDE RETAINER (PIER-1)

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



BEARING ASSEMBLY (PIER-1)

Note:  
Shim plates shall not be placed under bearing assembly.



EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings. (Beam 3, 2 locations)  
Cost included with structural steel removal (Beams 1 & 2, Total 4 Locations)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	3
Elastomeric Bearing Assembly Type II	Each	3
Anchor Bolts	Each	12
Jack and Remove Existing Bearings	Each	2

DESIGNED - VHV  
CHECKED - SMR  
DRAWN - Venkat Reddy  
CHECKED - VHV SMR

EXAMINED - *Timothy A. Daulton*  
ENGINEER OF STRUCTURAL SERVICES  
PASSED - *Carl R. Ringer*  
ENGINEER OF BRIDGES AND STRUCTURES

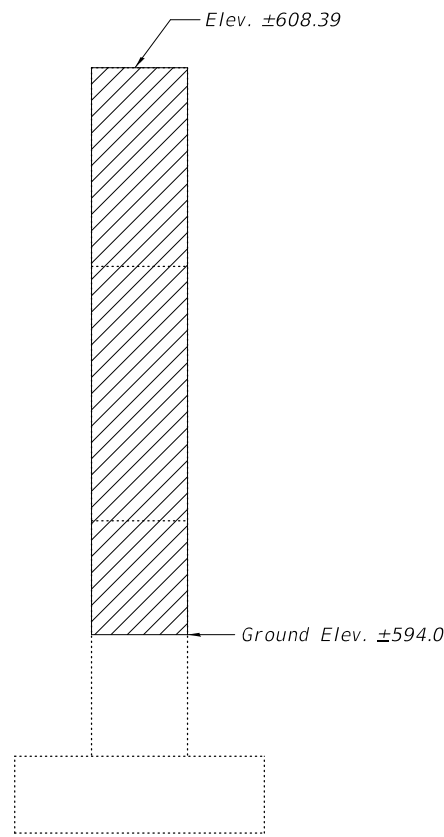
DATE - MAY 1, 2020  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

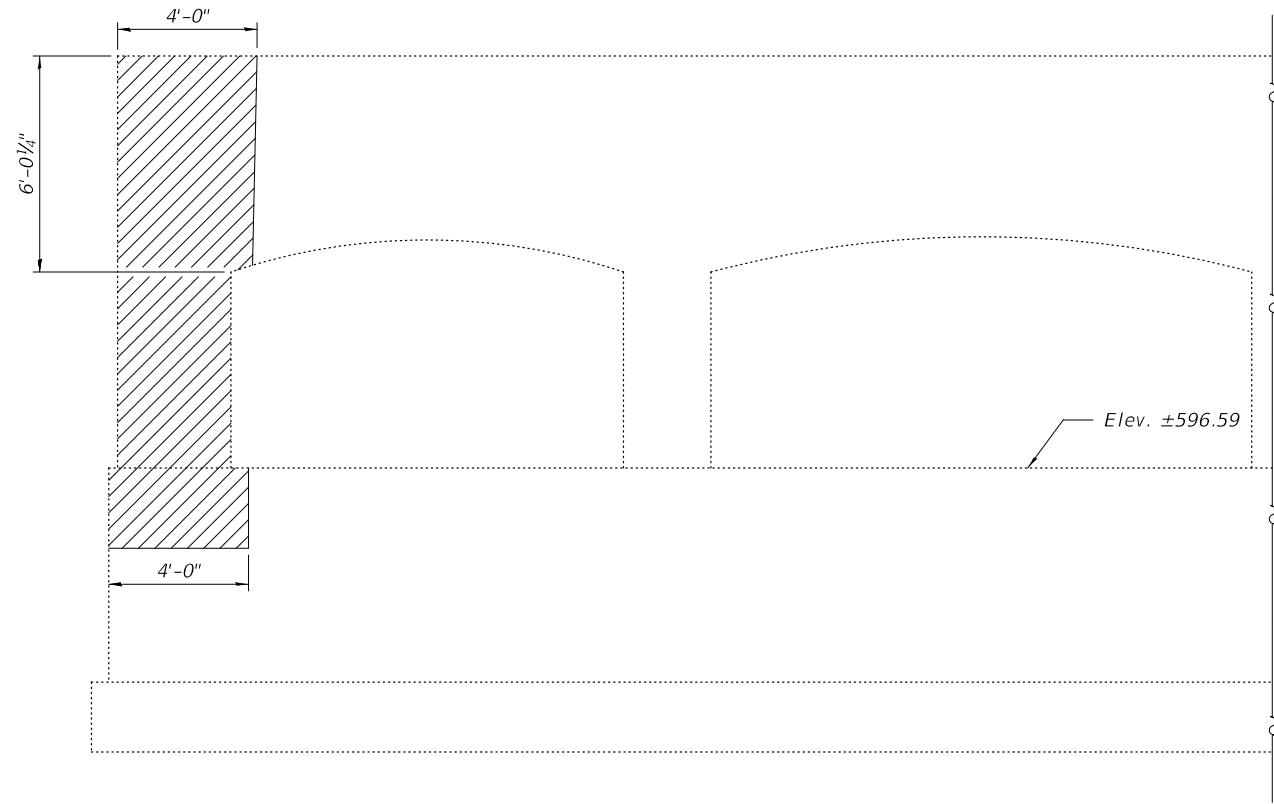
BEARING DETAILS  
SN 016 - 0956

SHEET NO. 6 OF 14 SHEETS

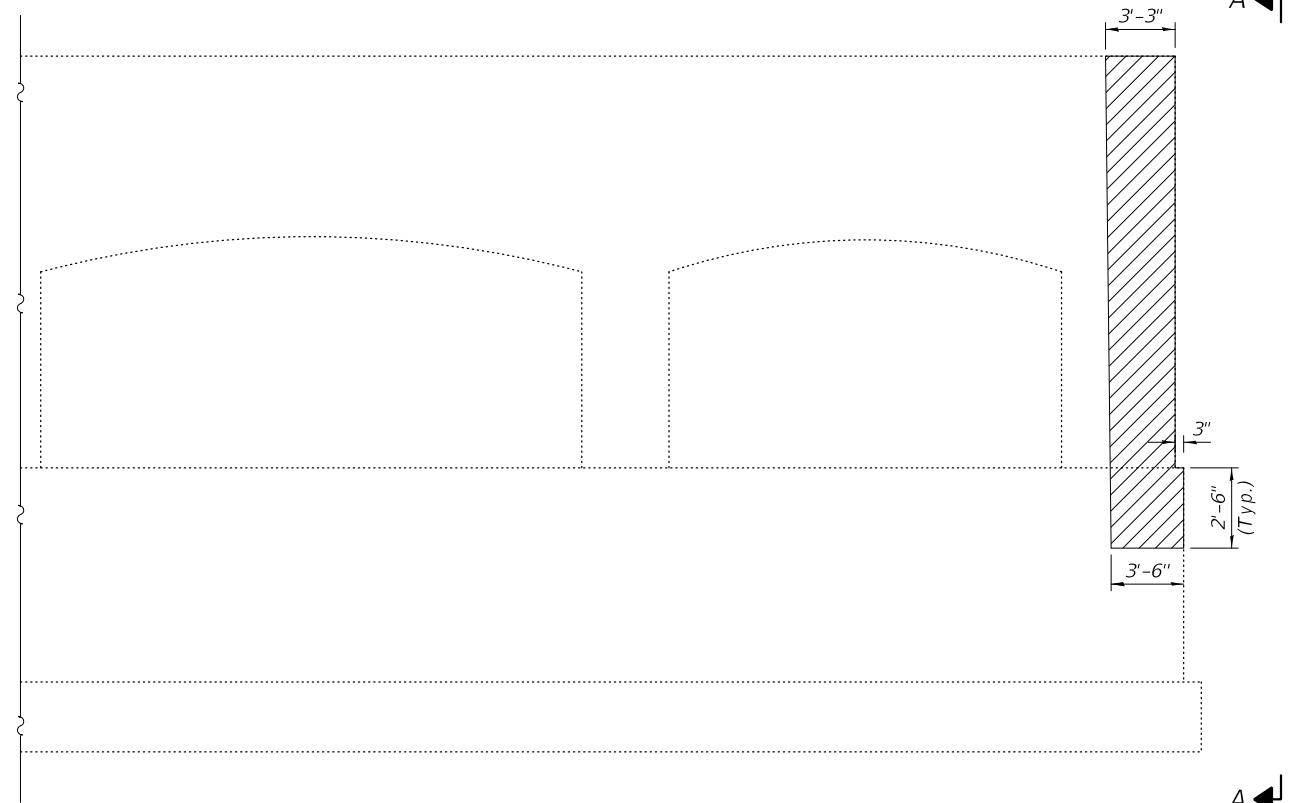
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2019-178-BR	COOK	40	21
CONTRACT NO. 62K49				
ILLINOIS FED. AID PROJECT				



SECTION A-A  
(North End)



PIER-1 ELEVATION  
(Looking East)



PIER-1 ELEVATION  
(Looking West)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair Concrete (Depth ≤ 5)	Sq. Ft.	126

DESIGNED - VHV  
 CHECKED - SMR  
 DRAWN - Venkat Reddy  
 CHECKED - VHV SMR

EXAMINED  
 PASSED  
*Timothy A. ...*  
 ENGINEER OF STRUCTURAL SERVICES  
*Carl ...*  
 ENGINEER OF BRIDGES AND STRUCTURES

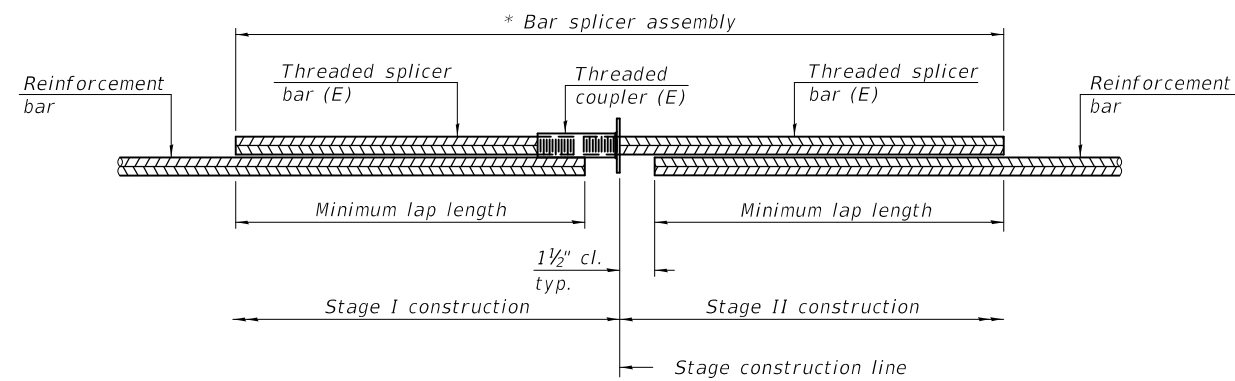
DATE - MAY 1, 2020  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PIER 1 NORTH COLUMN REPAIR DETAILS  
 SN 016 - 0956

SHEET NO. 7 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2019-178-BR	COOK	40	22
CONTRACT NO. 62K49				
ILLINOIS FED. AID PROJECT				

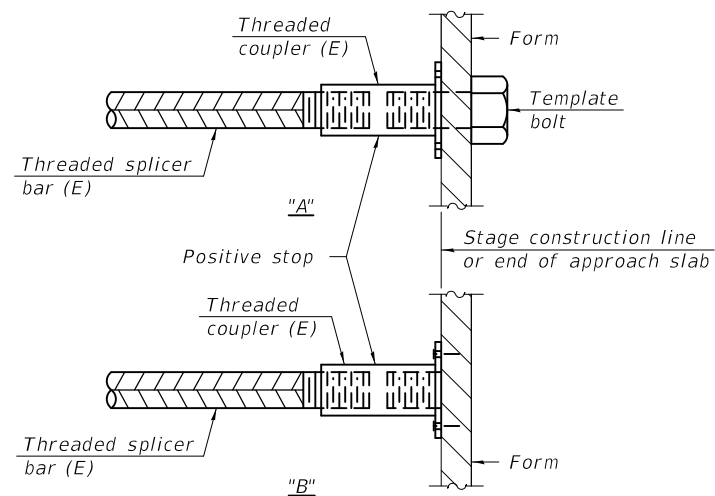


**STANDARD BAR SPLICER ASSEMBLY PLAN**  
 (All components shall be provided from one supplier)

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

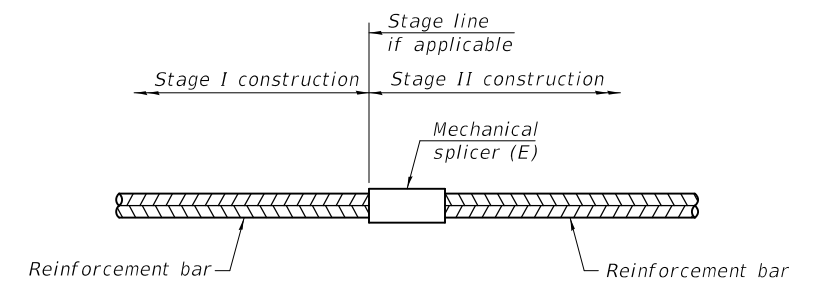


**INSTALLATION AND SETTING METHODS**

"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
Deck	#5	243
Side Walk	#5	9

**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.

BSD-1

1-1-2020

DESIGNED - VHV	EXAMINED	DATE - MAY 1, 2020
CHECKED - SMR	<i>Timothy A. ...</i> ENGINEER OF STRUCTURAL SERVICES	REVISED -
DRAWN - Venkat Reddy	PASSED	REVISED -
CHECKED - VHV SMR	<i>Carl ...</i> ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 SN 016 - 0956

SHEET NO. 8 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2019-178-BR	COOK	40	23
CONTRACT NO. 62K49				
ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

**SPECIFICATIONS:**

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

**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.

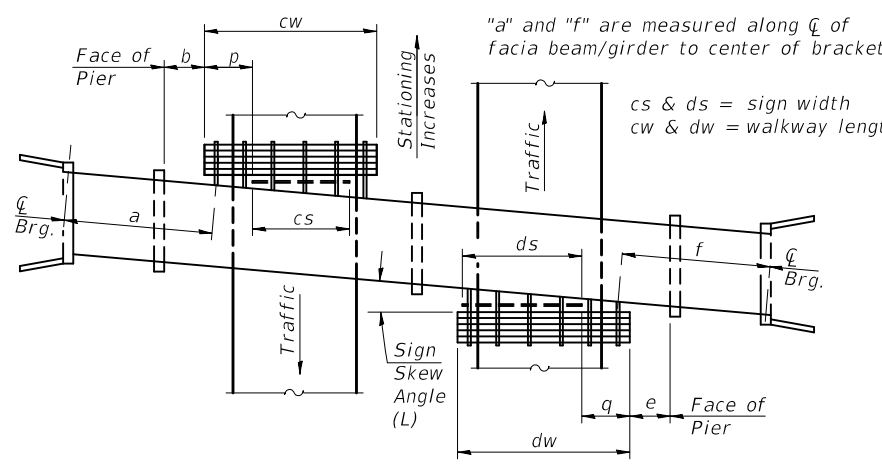
**GALVANIZING:** All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

**ANCHOR RODS:** All-threaded rod shall conform to ASTM F1554 Grade 105, 3/4" Ø 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".

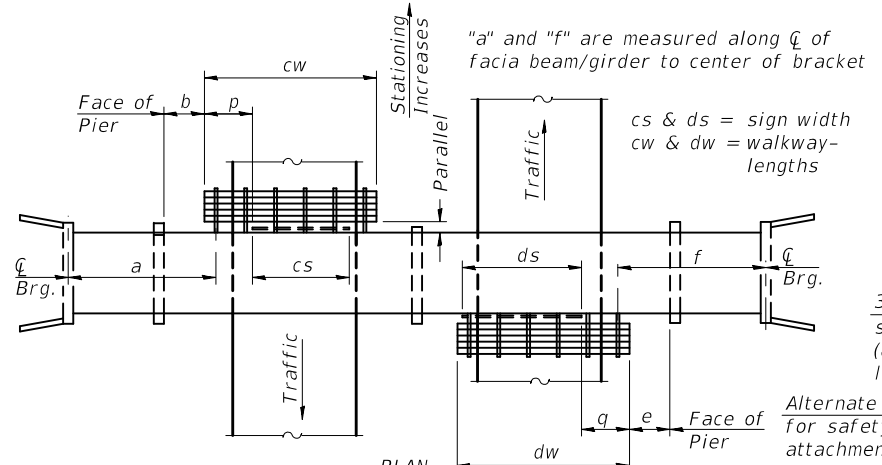
- ① Bracket spacing  $g \leq 6'-0"$ , max. Spacing shall be uniform if possible but may vary  $\pm 6"$  to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.
- ② Any design modifications shall be based on the 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.

**TOTAL BILL OF MATERIAL**

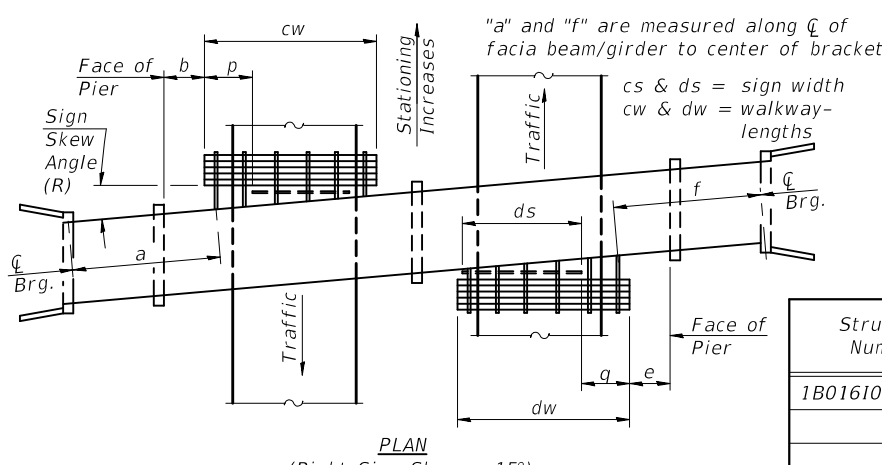
③ OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	18
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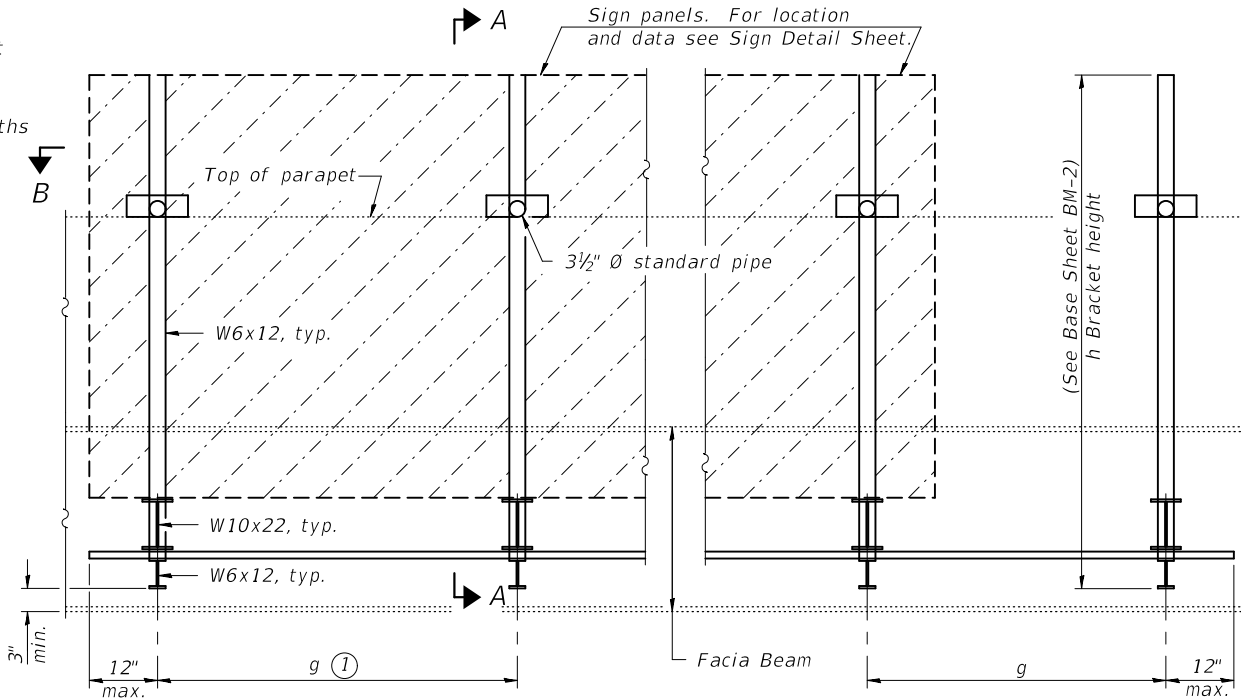
**WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath structure varies.)



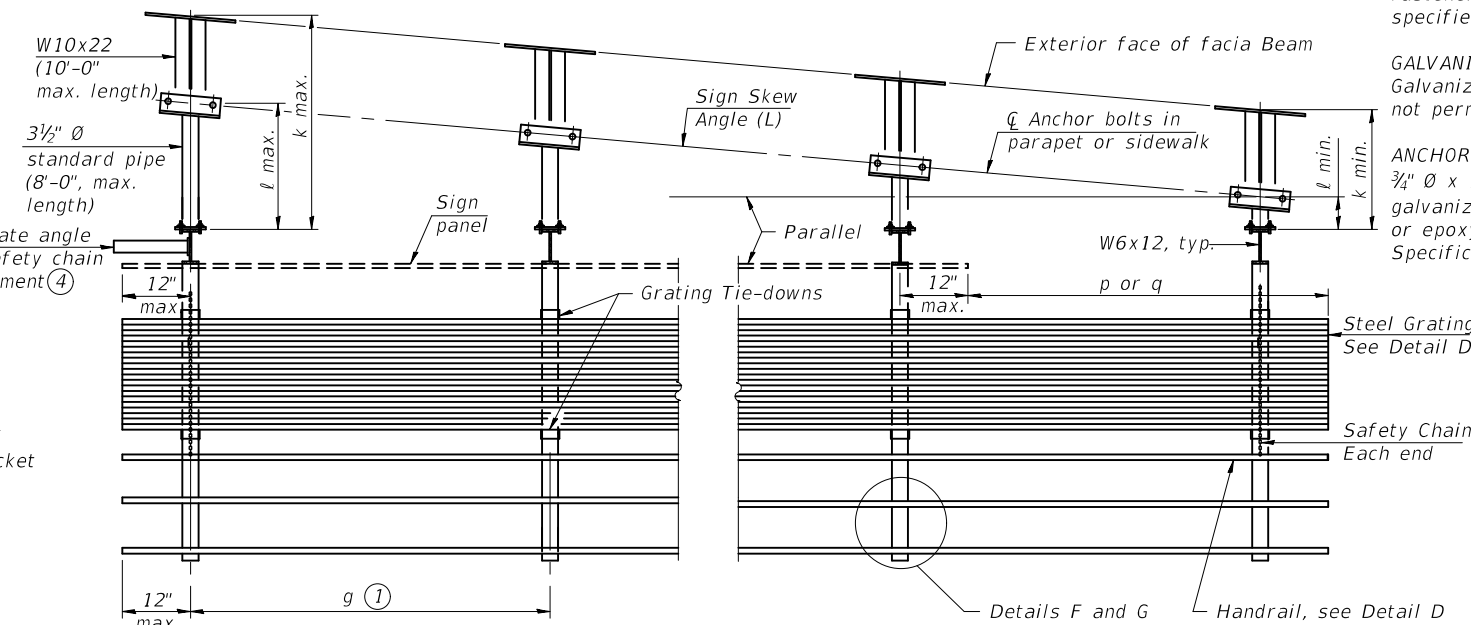
**WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath structure varies.)



**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	cs	cw	ds	dw	e	f	g	No. of Brackets (Total)	p	q	Total Grating/Hndrl. Lengths (cw + dw)
1B0161094R071.4			016-0956	1-94	-	-	18'-0"	-	-	-	-	-	5'-6"	4	-	-	0

Dimensions a, b, e, f & g may vary as approved by the Engineer, see ①.  
When cw < cs and/or dw < ds, use alternate brackets without walkway supports where applicable, see ③.

BM-1 2-17-2017

DESIGNED - VHV	EXAMINED
CHECKED - SMR	PASSED
DRAWN - Venkat Reddy	
CHECKED - VHV SMR	

Timothy A. ...  
ENGINEER OF STRUCTURAL SERVICES

...  
ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 1, 2020
REVISED -
REVISED -

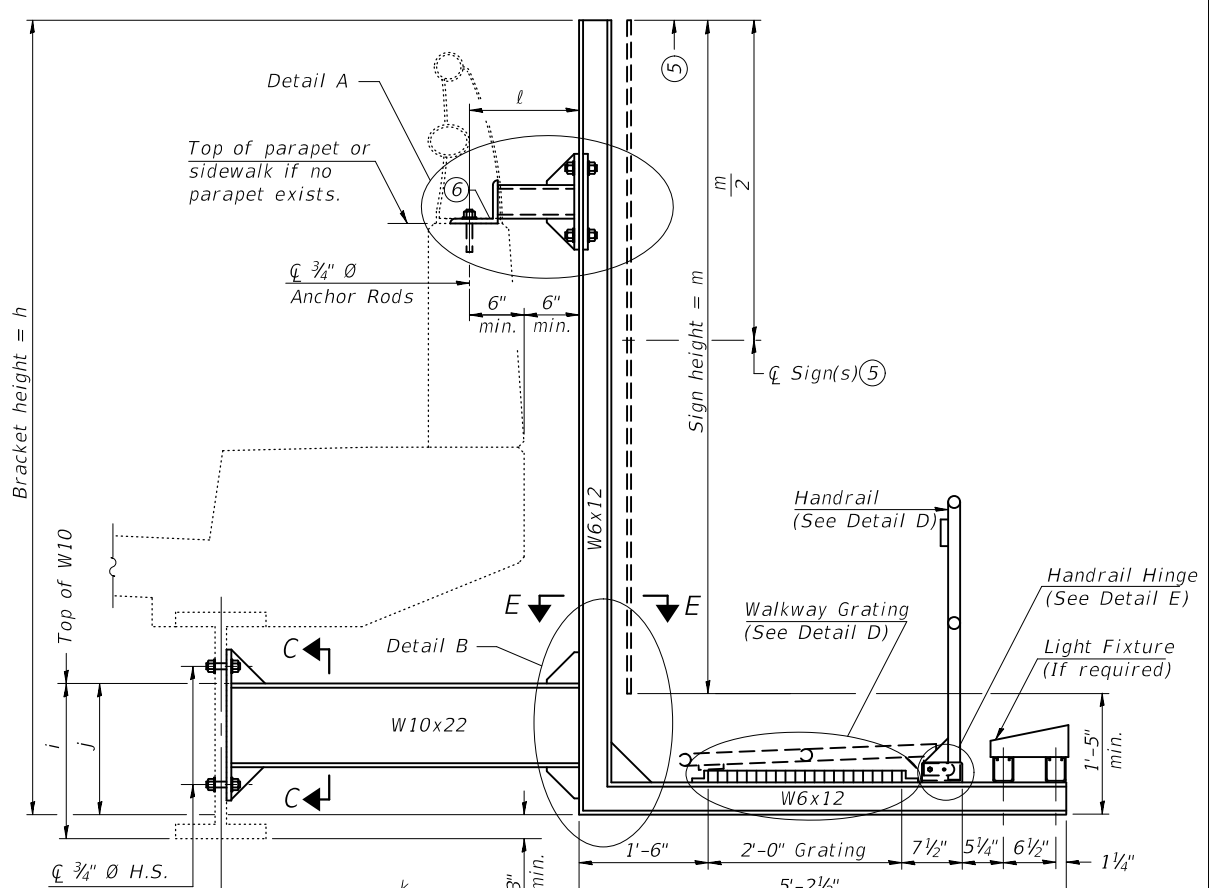
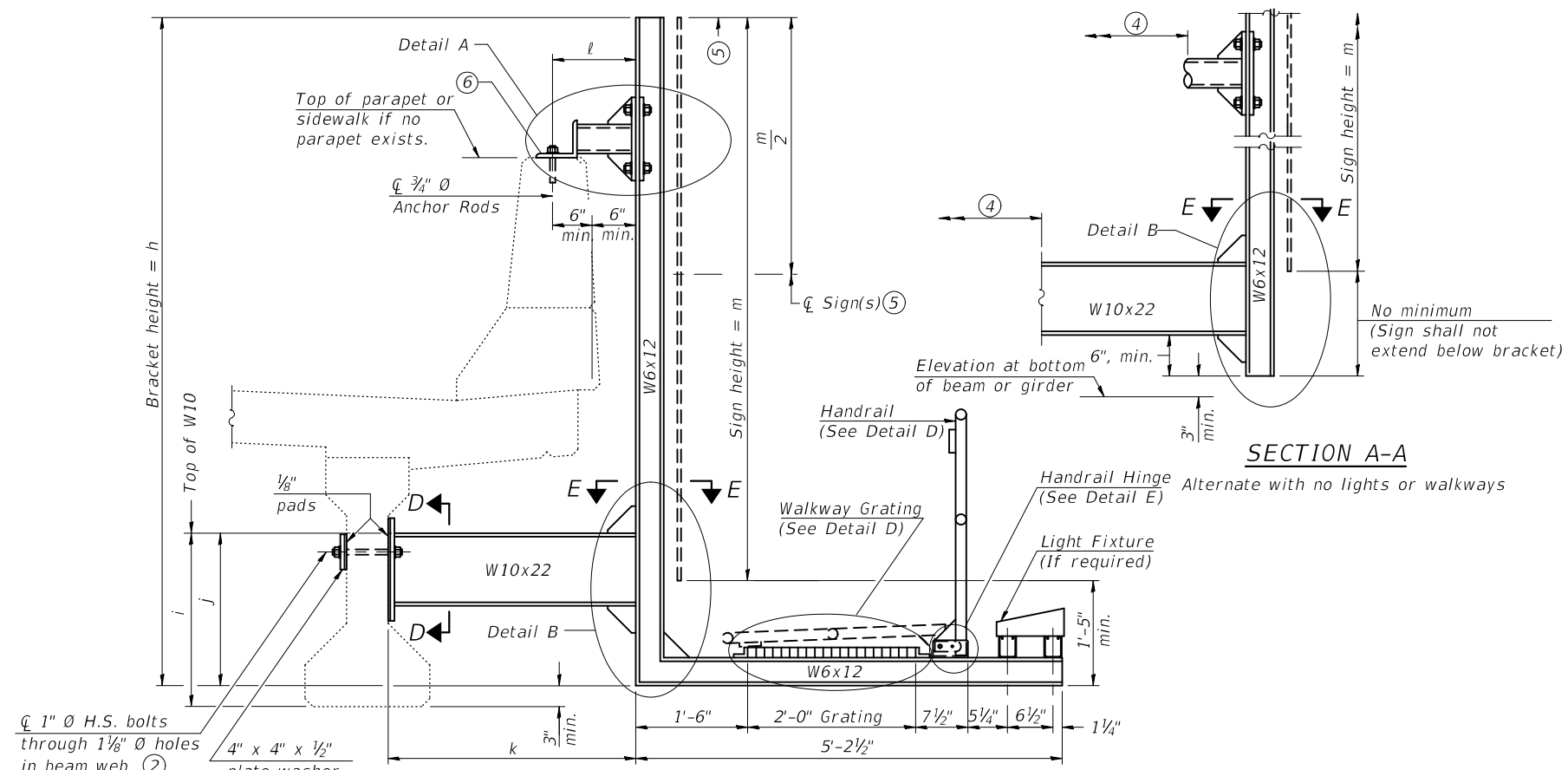
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BRIDGE MOUNT SIGN STRUCTURES**  
**GENERAL PLAN AND ELEVATION**  
**SN 016-0956**

F.A.I. RTE. 94	SECTION 2019-178-BR	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 24
CONTRACT NO. 62K49			ILLINOIS FED. AID PROJECT	

SHEET NO. 9 OF 14 SHEETS



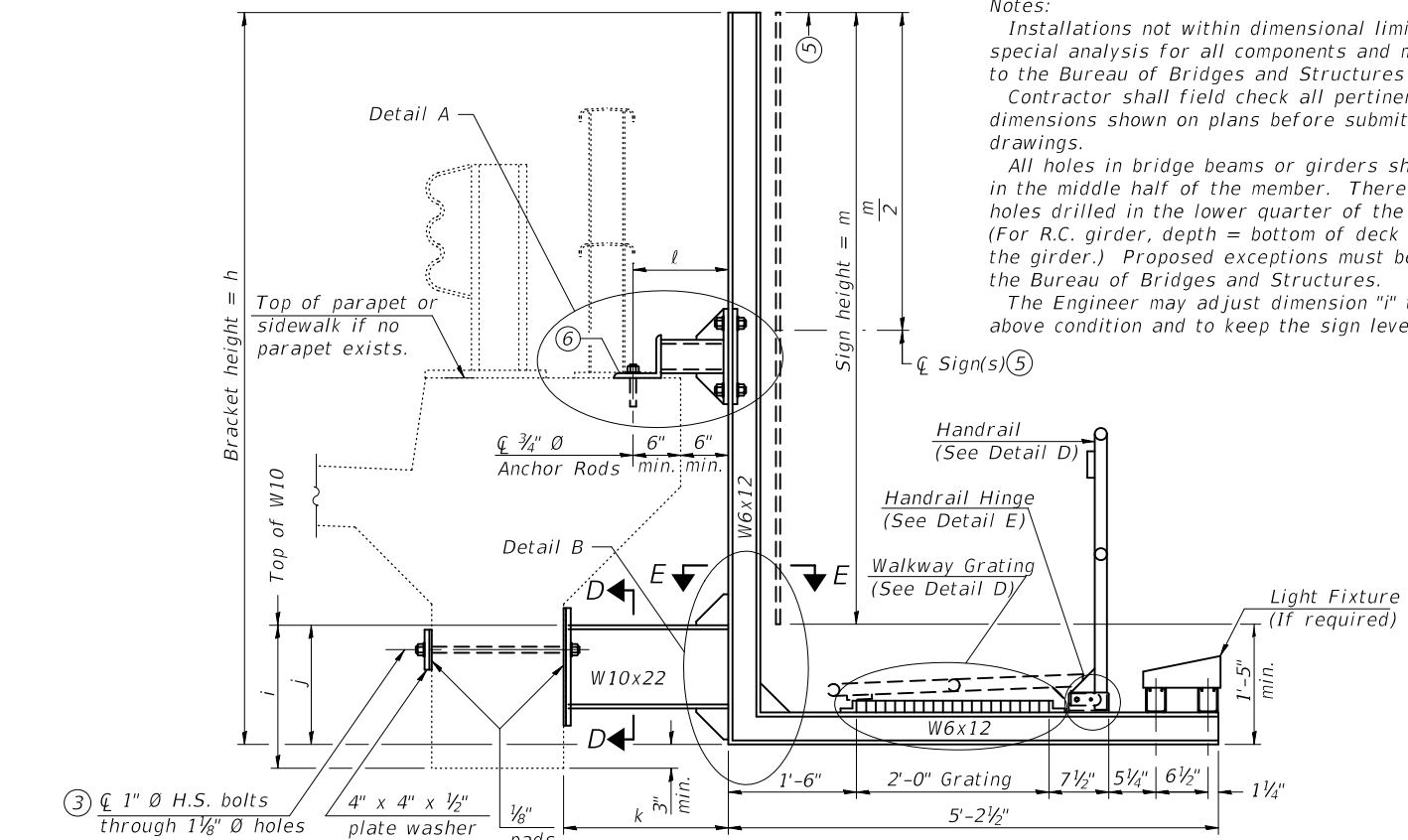


SECTION A-A Details for mounting to PPC I Beam or Bulb "T" & Details for mounting to parapet w/o rail

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

- 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 1/4" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.
- ④ For attachment details of 3 1/2" pipe and W10x22, see other sections as applicable.
- 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

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.

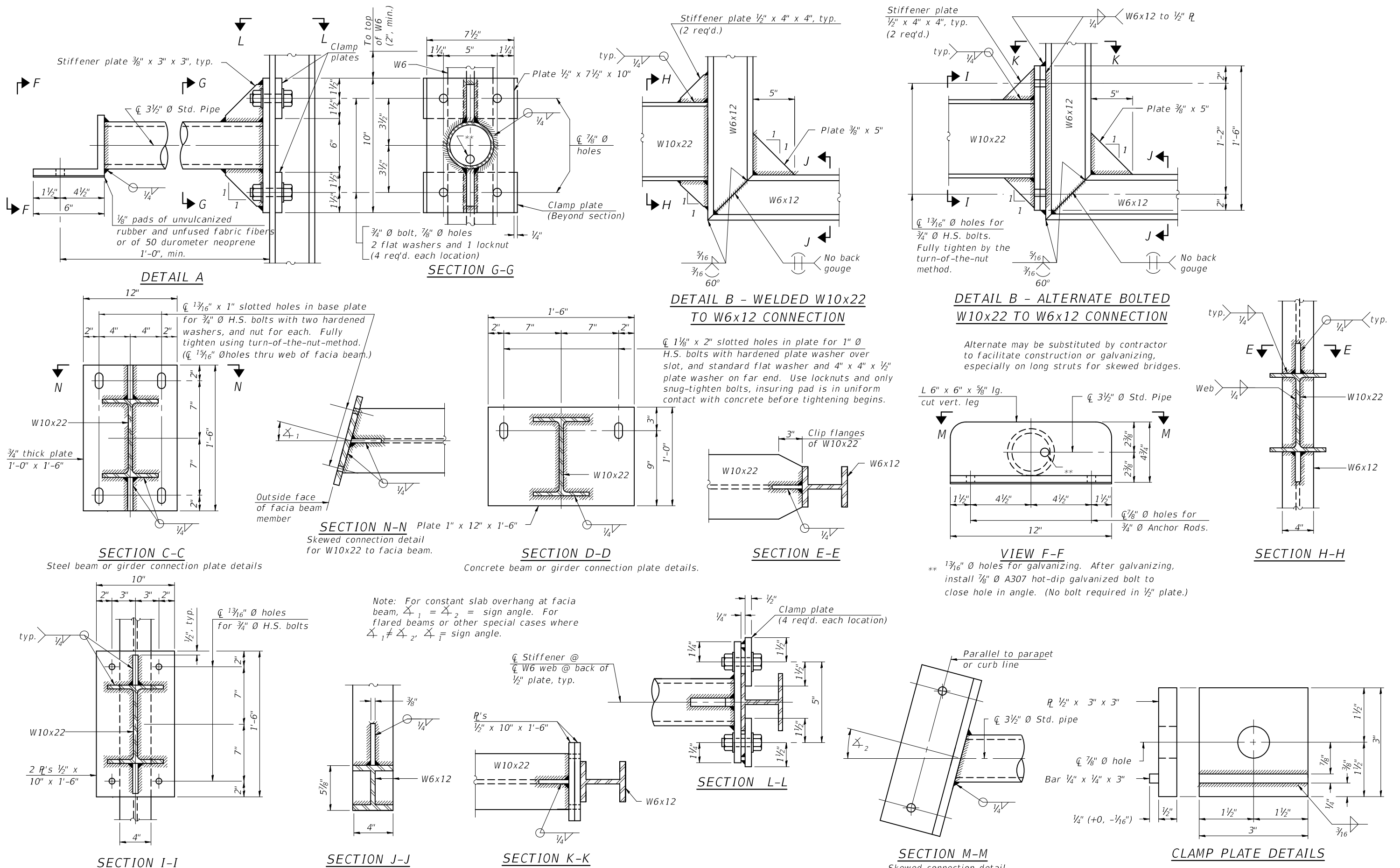
Structure Number	Station	h	i	j	k max. (10'-0" max.)	l max. (8'-0" max.)	m (15'-0" max.)
1B0161094R071.4		13'-0"	1'-8"	1'-5"	3'-8"	1'-1"	12'-0"

BM-2 2-17-2017

DESIGNED - VHV	EXAMINED - <i>Timothy A. Smith</i>	DATE - MAY 1, 2020
CHECKED - SMR	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Venkat Reddy	PASSED - <i>Carl Ringer</i>	REVISED -
CHECKED - VHV SMR	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNT SIGN STRUCTURES WALKWAY AND CONNECTION DETAILS SN 016 - 0956		F.A.I. RTE. 94	SECTION 2019-178-BR	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 25
SHEET NO. 10 OF 14 SHEETS						CONTRACT NO. 62K49
ILLINOIS FED. AID PROJECT						



BM-3  
2-17-2017

DESIGNED - VHV
CHECKED - SMR
DRAWN - Venkat Reddy
CHECKED - VHV SMR

EXAMINED	<i>Timothy A. Daulton</i> ENGINEER OF STRUCTURAL SERVICES
PASSED	<i>Carl Pinner</i> ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 1, 2020
REVISED -
REVISED -

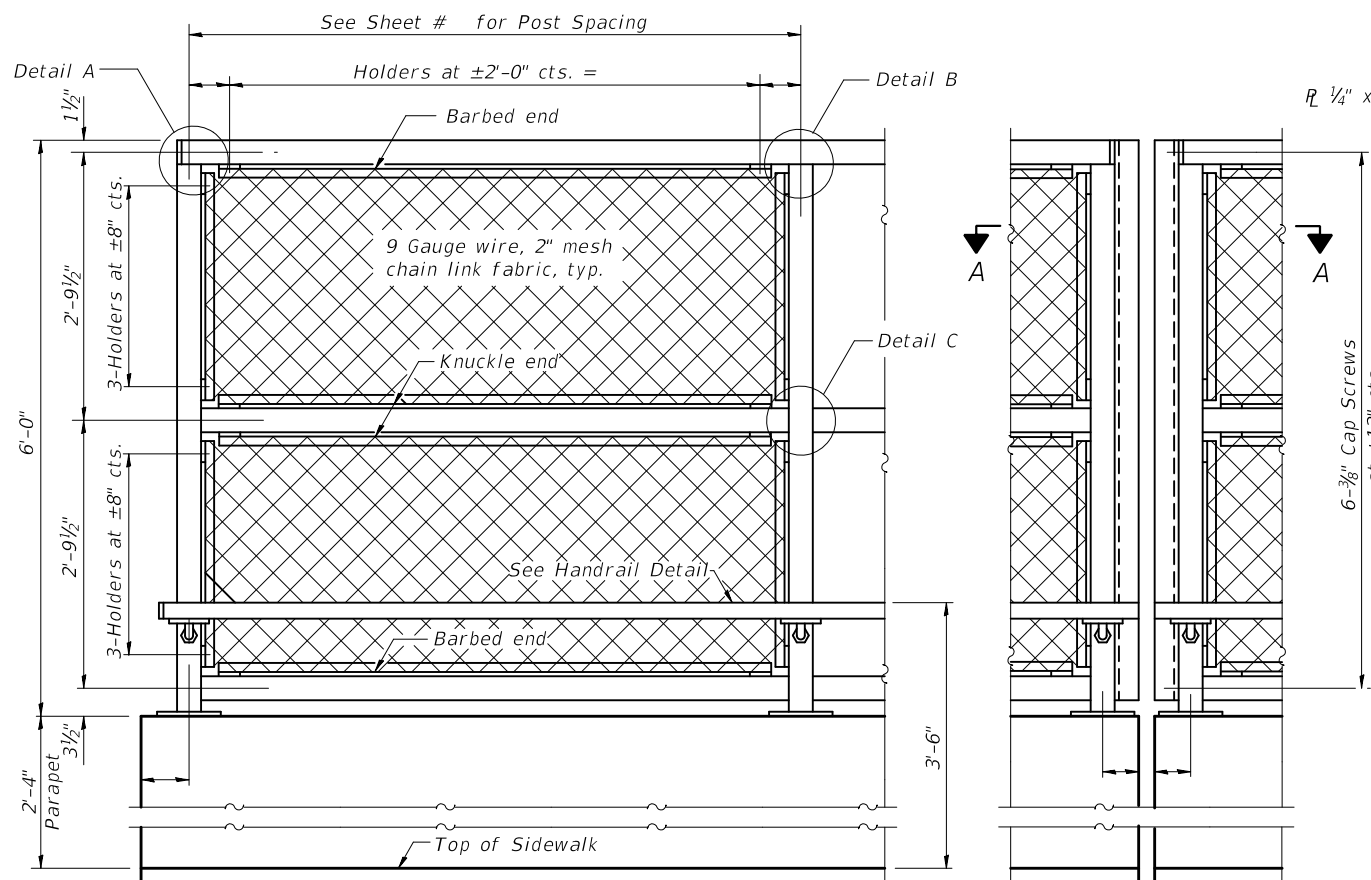
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNT SIGN STRUCTURES  
CONNECTION DETAILS  
SN 016 - 0956

SHEET NO. 11 OF 14 SHEETS

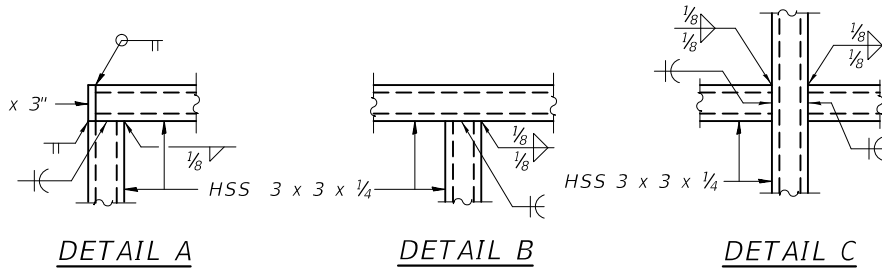
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2019-178-BR	COOK	40	26
CONTRACT NO. 62K49				
ILLINOIS / FED. AID PROJECT				



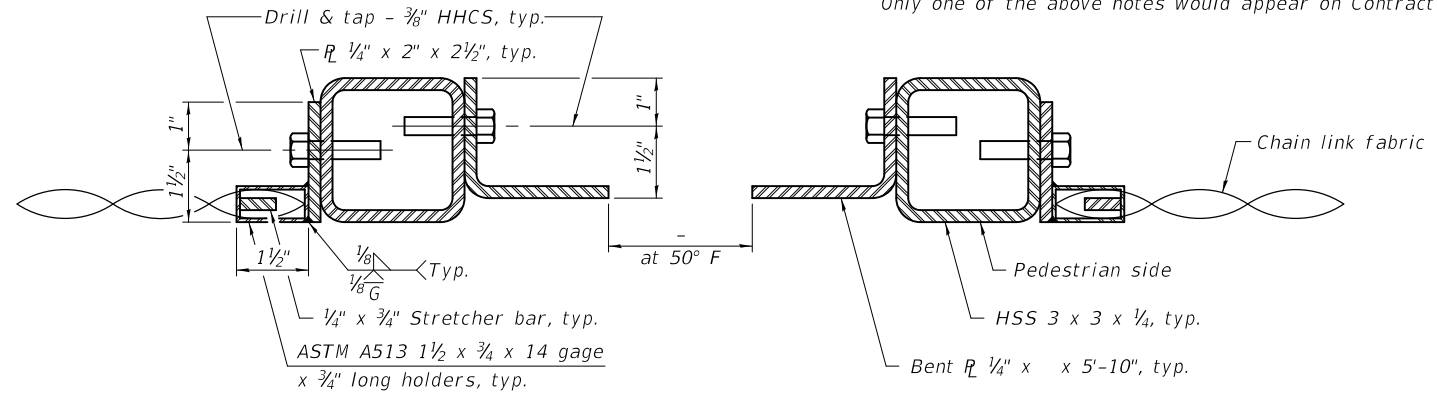


**ELEVATION**  
(Inside Face)

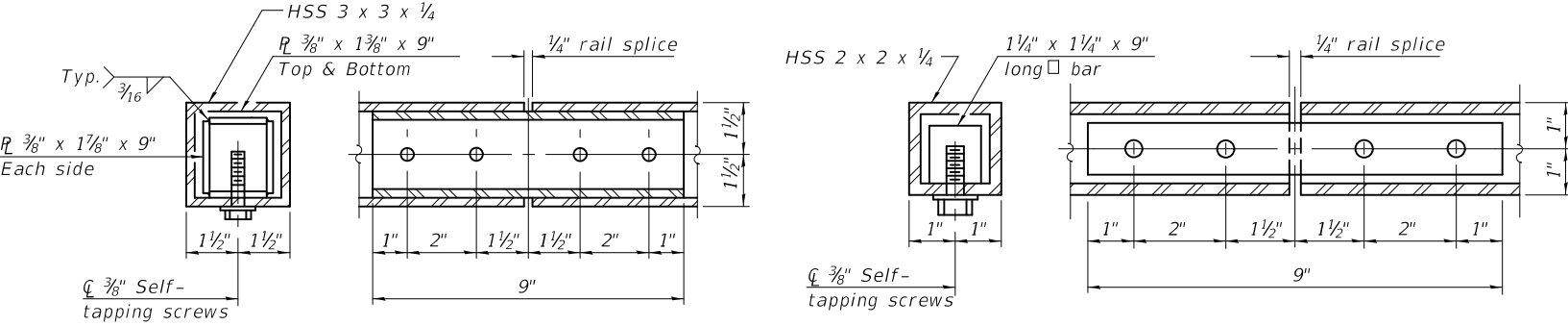
**ELEVATION**  
(At Expansion Joint)



The designer should add the appropriate note as applicable.  
**A. When railing is galvanized:**  
 All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.  
**B. When railing is painted:**  
 All post, railing, splices, anchor devices, and bent plates shall be painted using the (List the appropriate paint system for Structural Steel).  
 Only one of the above notes would appear on Contract Plans.

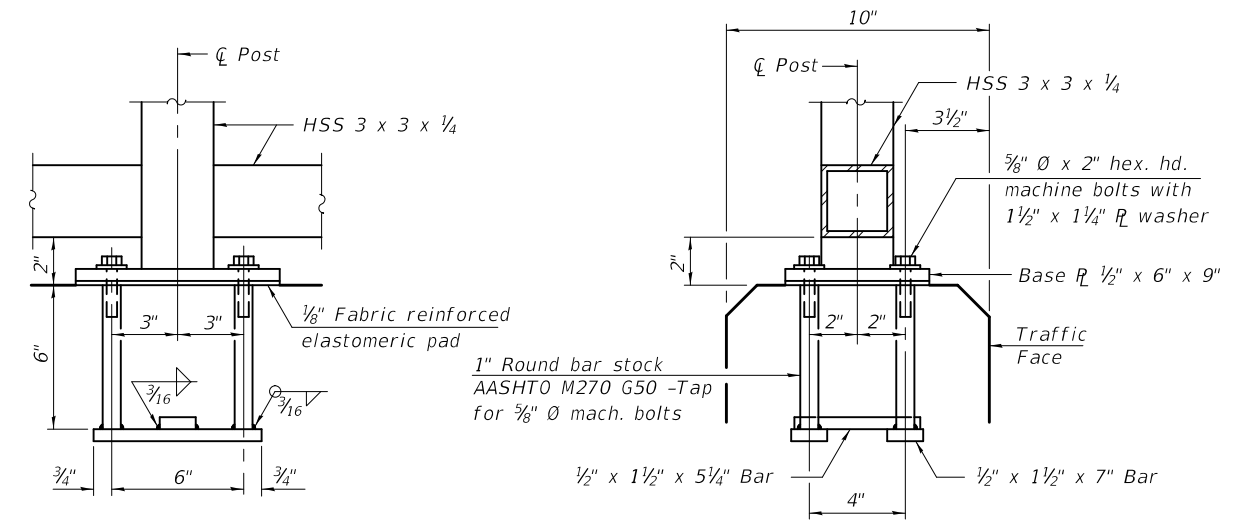


**SECTION A-A**



**RAIL SPLICE**

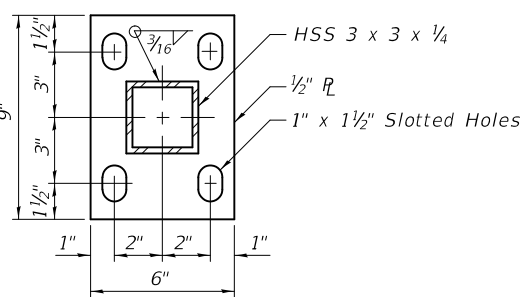
**HANDRAIL SPLICE**



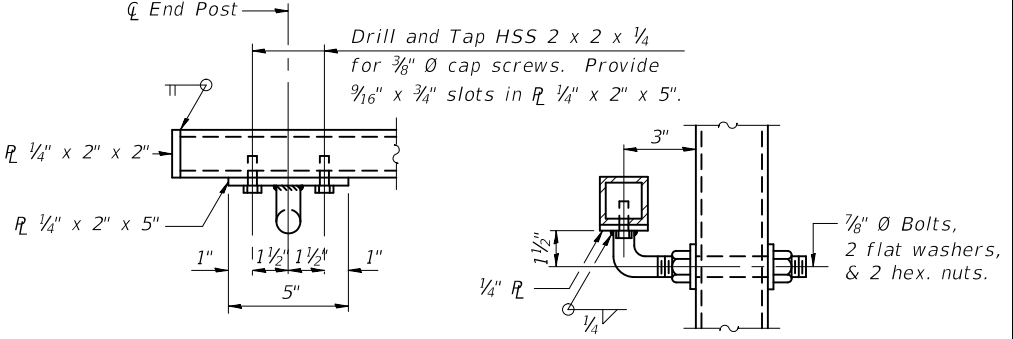
**ANCHOR BOLT DETAILS**

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

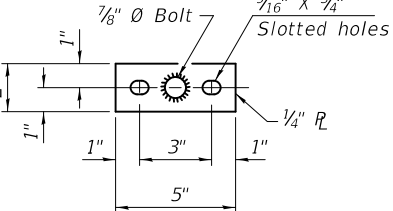
Note:  
CVN testing may be omitted for the railing.



**BASE R**



**HANDRAIL DETAIL**



**BASE R**  
(Handrail)

**BILL OF MATERIAL**

Item	Unit	Quantity
Bridge Fence Railing	Foot	

R-28 2-17-2017 (10'-0" Maximum Post Spacing)

DESIGNED - VHV	EXAMINED - <i>Timothy A. Smith</i>	DATE - MAY 1, 2020
CHECKED - SMR	PASSED - <i>Carl P. ...</i>	REVISD -
DRAWN - Venkat Reddy		REVISD -
CHECKED - VHV SMR		

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BRIDGE FENCE RAILING, PARAPET MOUNTED**  
**FOR INFORMATION ONLY**  
**SN 016-0956**

F.A.I. RTE. 94	SECTION 2019-178-BR	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 28
CONTRACT NO. 62K49				

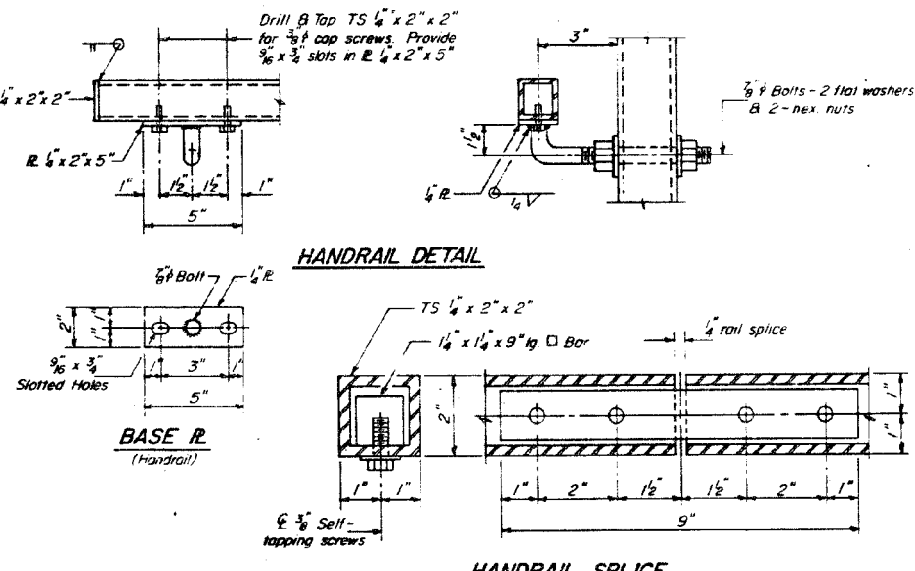
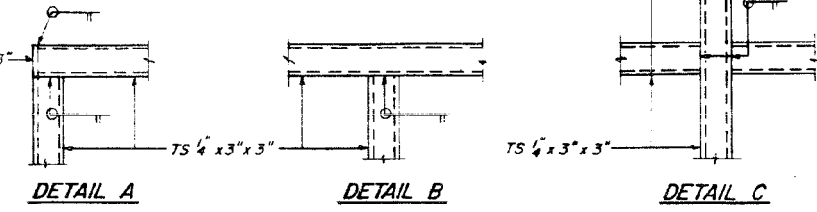
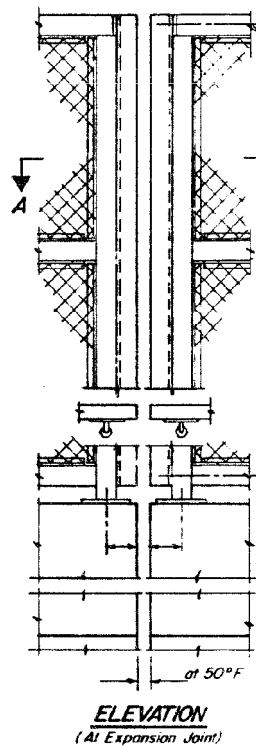
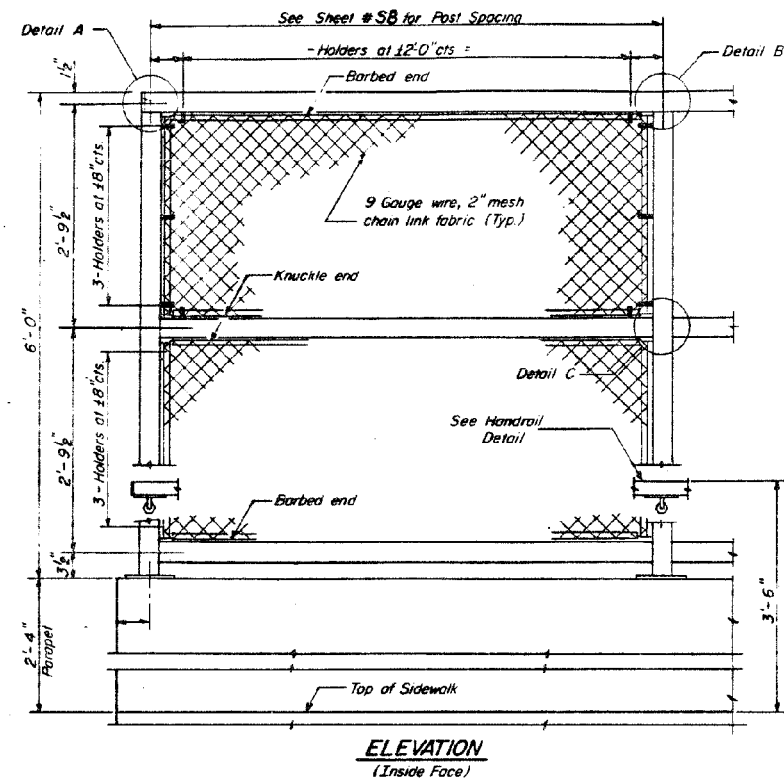
SHEET NO. 13 OF 14 SHEETS

ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NO.	REV.	DATE	BY	CHKD.	SHEET NO.
1	E. 99		COOK	191	108

SHT 20 OF 223



**NOTES**

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per linear foot for Pedestrian Railing. The 9 gauge fabric ties shall be in accordance with Article 710.33(1) of the Standard Specifications.

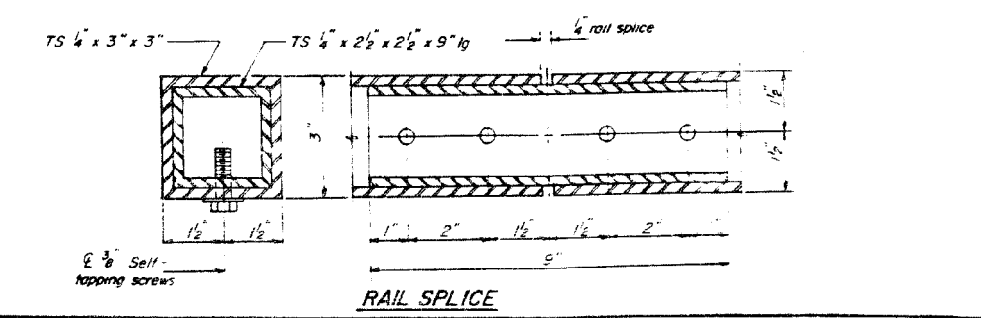
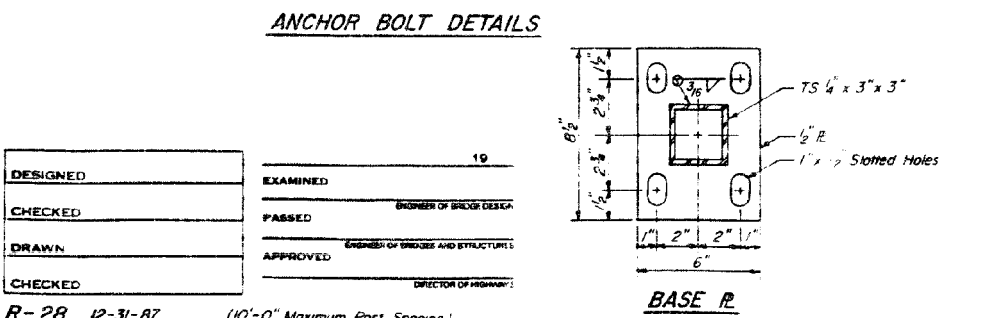
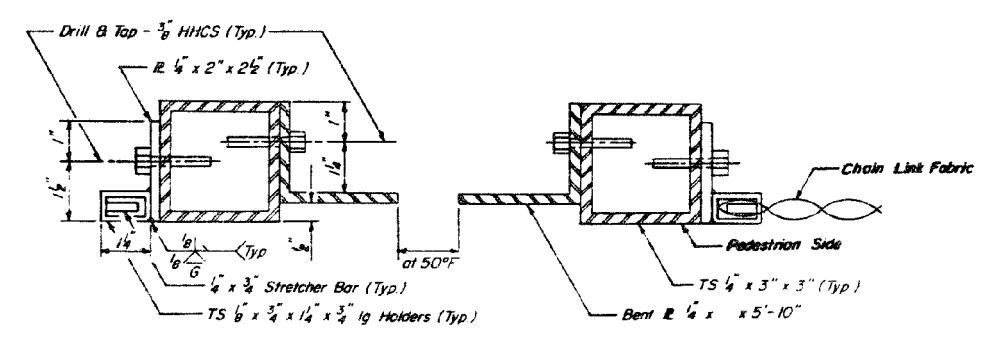
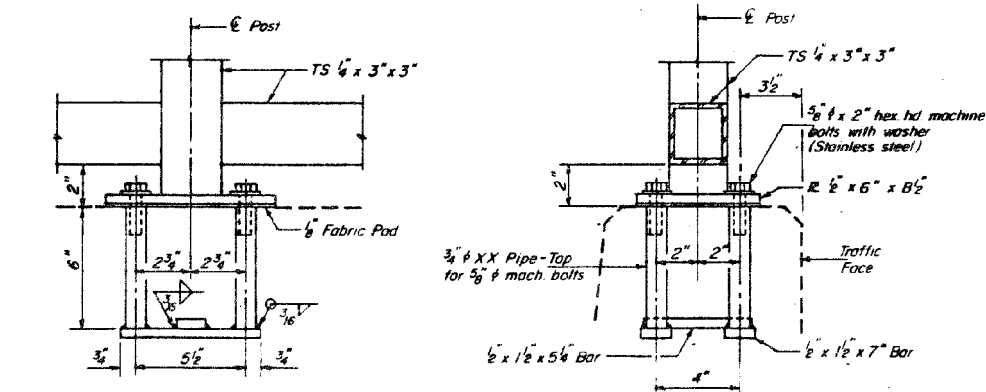
Installation of the chain link fabric shall be in accordance Section 629 of the Standard Specifications. Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing. All other steel shapes and plates shall conform to the requirements of AASHTO M183. The chain link fabric shall be placed along Pedestrian Side as shown on Section A-A. Stretcher bars shall be used at all four sides of each panel.

The designer should add the appropriate note as applicable.

**A When railing is galvanized:**  
All posts, railing, splices, anchor devices and bent plates shall be galvanized after shop fabrication in accordance with AASHTO M-111 and ASTM A-385. All bolts, nuts and washers shall be galvanized in accordance with AASHTO M-232. Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members. The chain link fabric shall conform to the requirements of Article 710.33b.1(A)(2) of the Std. Specs.

**B When railing is painted:**  
All posts, railing, splices, anchor devices and bent plates shall be painted using the zinc-silicate and vinyl paint system. The chain link fabric shall conform to the requirements of Article 710.33(A)(4) of the Std. Specs.

*Only one of the above notes would appear on Contract Plans.*



FOR INFORMATION ONLY

**BILL OF MATERIAL**

Item	Unit	Quantity
Pedestrian Railing	Lin Ft	912.7

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
PEDESTRIAN RAILING  
SIBLEY BLVD., IL-83 OVER I-55 RTE. 94  
SECTION STA. 100 + 00.00  
SCALE NO SCALE  
DATE MARCH 16, 1988

COOK COUNTY  
SN 016 - 0956  
DRAWN BY  
CHECKED BY

DESIGNED	19
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	APPROVED

R-28 12-31-87 110'-0" Maximum Post Spacing

DESIGNED - VHV	EXAMINED - Timothy A. Daulton	DATE - MAY 1, 2020
CHECKED - SMR	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Venkat Reddy	PASSED - Carl Ringer	REVISED -
CHECKED - VHV SMR	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING PEDESTRIAN RAILING - FOR INFORMATION ONLY  
SN 016 - 0956

SHEET NO. 14 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2019-178-BR	COOK	40	29
CONTRACT NO. 62K49			ILLINOIS FED. AID PROJECT	

STRUCTURE NUMBER		1B0161094R071.4-000	
LOCATION		EXPRESSWAY	
SIZE (W x H)	EXIT PLAQUE	-	
	MAIN PANEL	18' X 12'	
MOUNTING / TYPE		BRIDGE MOUNT	
MOUNTING LOC (L, M, R)		RIGHT	
SHEETING / COLOR	BACKGROUND	TYPE:	ZZ
		COLOR:	GREEN
		TYPE:	
	LEGEND / BORDER	COLOR:	
		TYPE:	ZZ
		COLOR:	WHITE



12.00" Radius, 2.00" Border, White on Green;  
 [EXIT] E Mod 2K 120 spacing; [71] E Mod 2K; [B] E Mod 2K;  
 12.00" Radius, 2.00" Border, White on Green;  
 [SOUTH] E Mod 2K; [EAST] E Mod 2K; [Sibley Blvd] E Mod 2K; Arrow 160 - 35.00" 45i;  
 Table of widths and spaces.

114.50	E	7.50	X	1.63	8.75	2.50	I	2.00	2.13	7.38	15.00	7	12.13	3.38	4.50	7.50	B	12.13	15.00				
31.50	S	36.00	15.00	12.13	2.75	10.13	2.88	9.75	2.13	8.88	2.13	H	9.75	31.13	27.50	14.38							
63.75	E	11.13	A	1.50	12.13	1.75	S	9.75	1.75	8.88	105.38												
14.25	S	13.00	5.00	3.13	6.38	10.63	4.88	3.25	5.00	10.50	3.25	y	13.63	16.00	B	12.88	4.50	3.25	4.63	12.25	3.25	10.50	55.88

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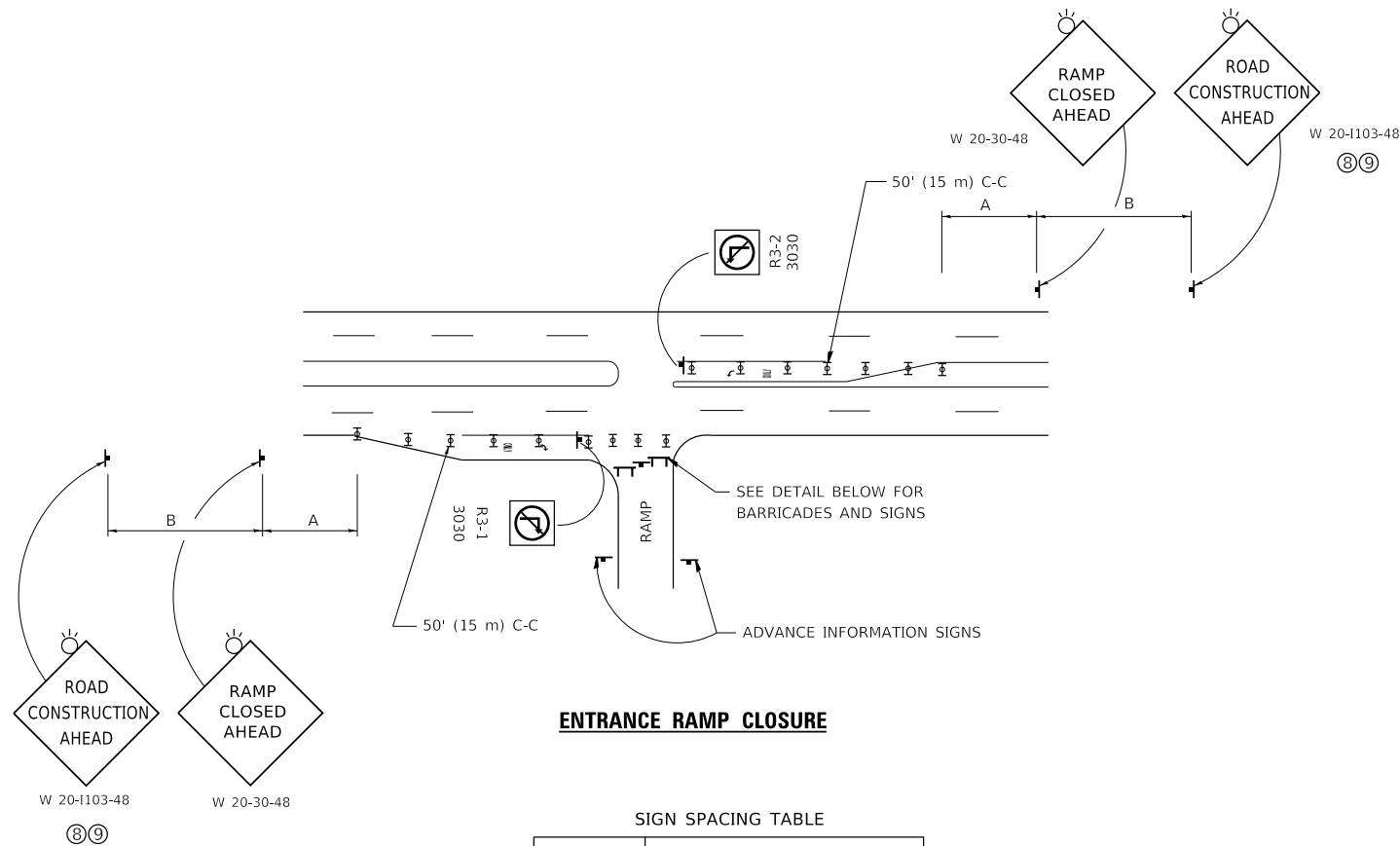
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DRAWN - LP	REVISOR -	
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PLOT DATE = 3/30/2020	DATE - 02/05/2020	REVISOR -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SIGN PANEL DESIGN**  
**EXIT 71B**

SCALE: SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	30
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K49	

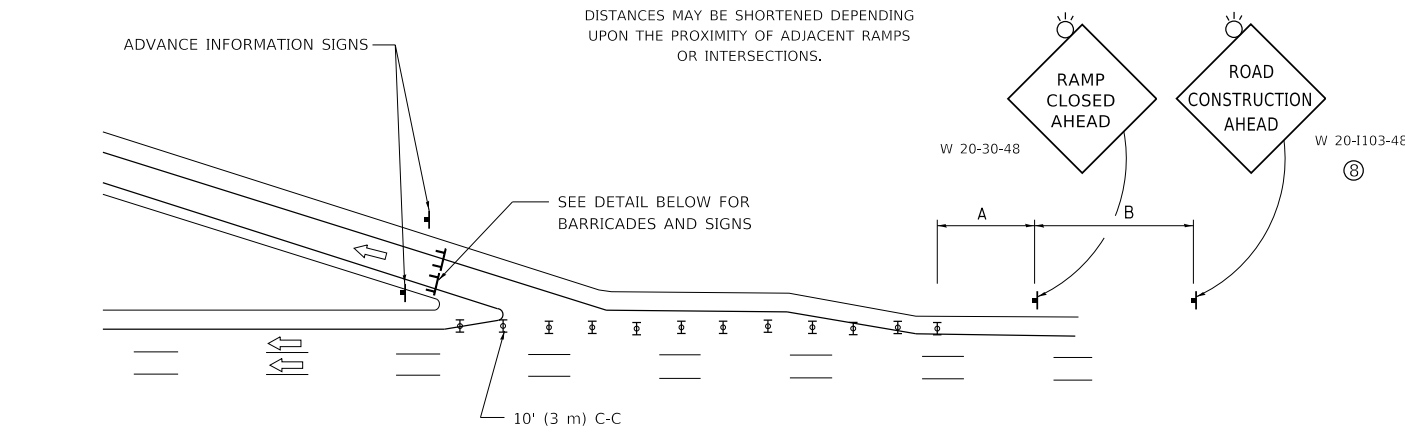


**ENTRANCE RAMP CLOSURE**

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

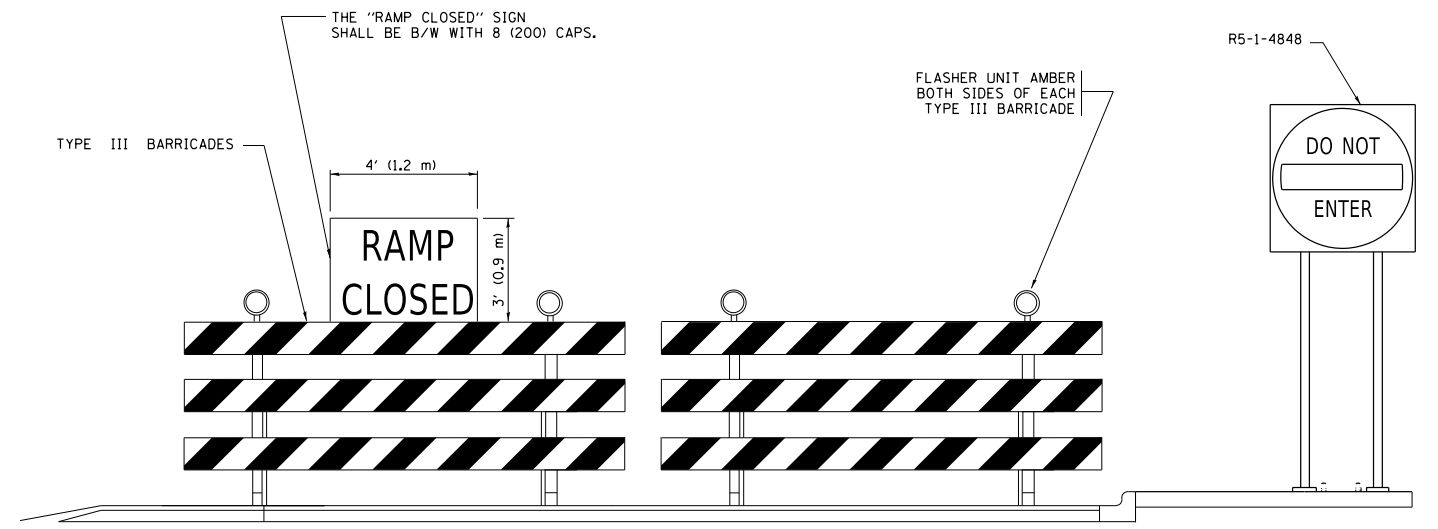
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



**EXIT RAMP CLOSURE**

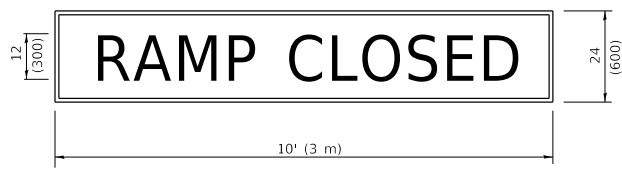
**SYMBOLS**

- ☐ TYPE II BARRICADE OR DRUM
- ☐ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



**DETAIL FOR REQUIRED BARRICADES & SIGNS**

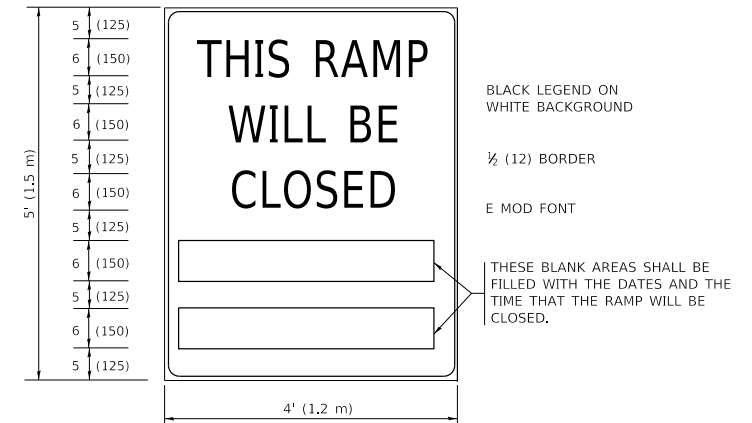
**RAMP CLOSURE ADVANCE WARNING SIGN**



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY  
E MOD FONT  
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

**RAMP CLOSURE ADVANCE INFORMATION SIGN**



BLACK LEGEND ON WHITE BACKGROUND

1/2 (12) BORDER

E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

**GENERAL NOTES:**

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

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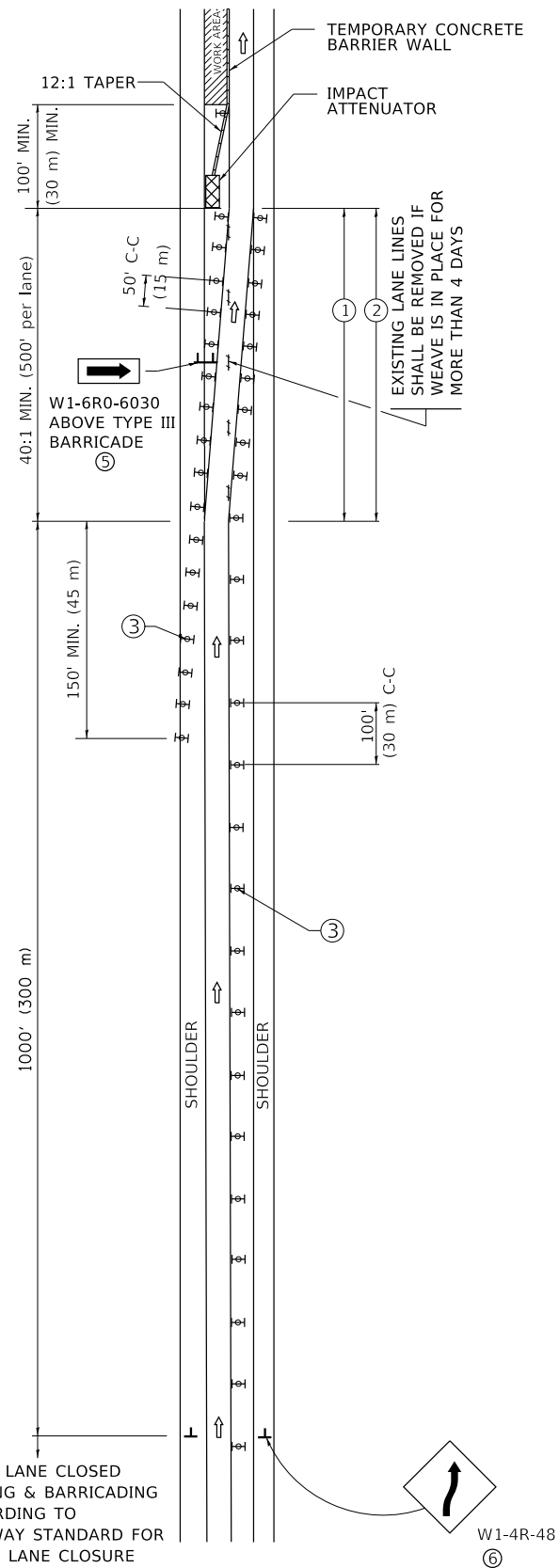
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP  
CLOSURE DETAILS**

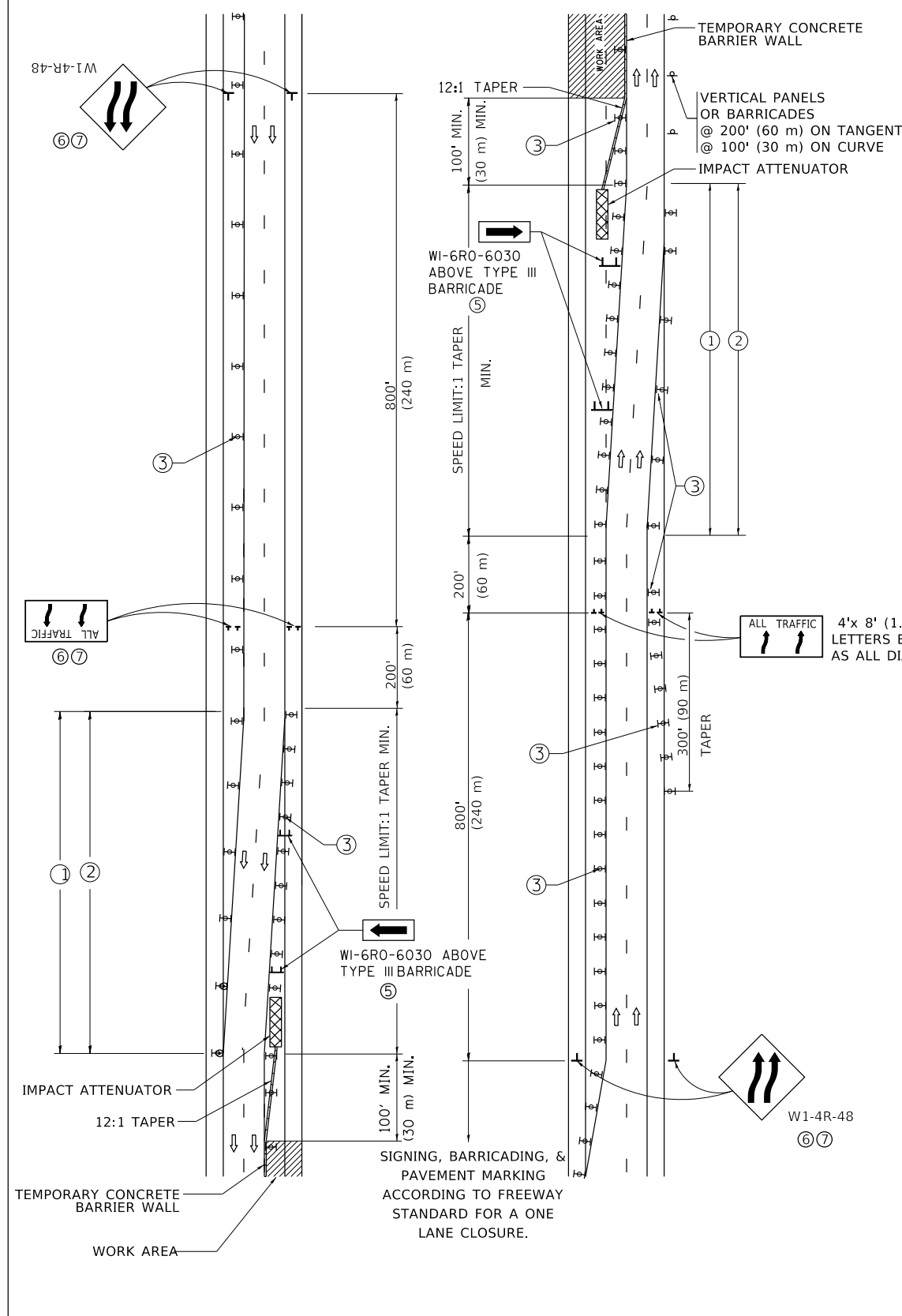
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	31
TC-08			CONTRACT NO. 62K49	
ILLINOIS FED. AID PROJECT				

# SINGLE LANE WEAVE



# MULTI-LANE WEAVE



### GENERAL NOTES:

- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

### SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W1-4R-48
- W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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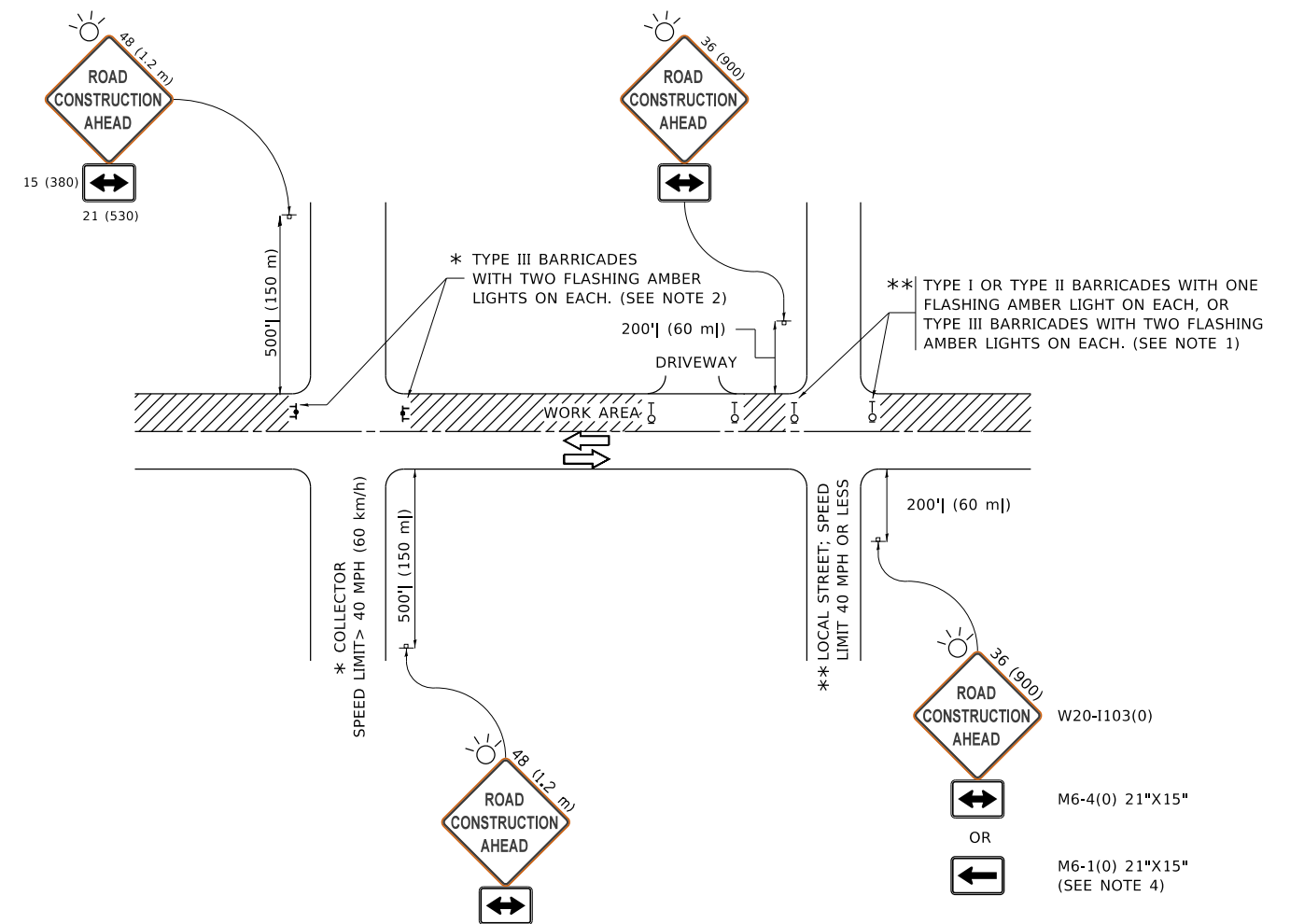
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR  
FREEWAY SINGLE & MULTI-LANE WEAVE

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE. I-94	SECTION 2019-178-BR	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 32
TC-09		CONTRACT NO. 62K49		
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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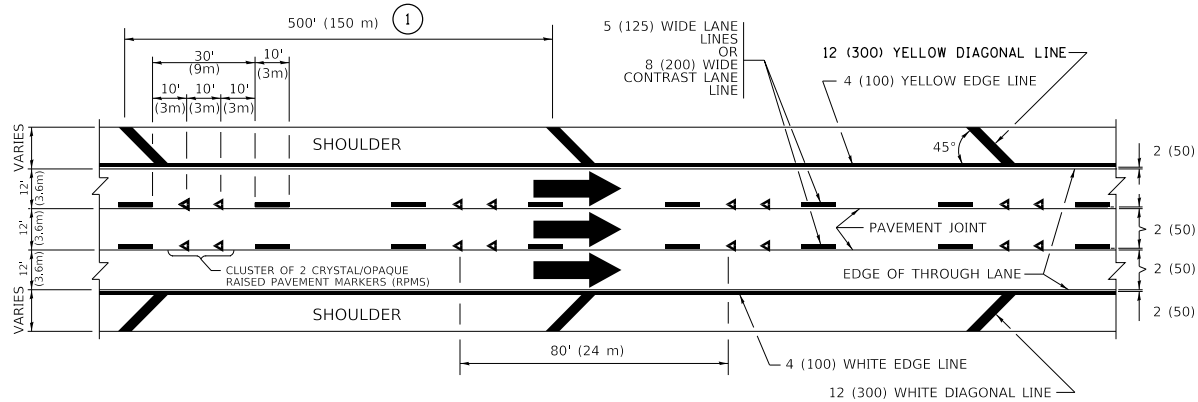
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PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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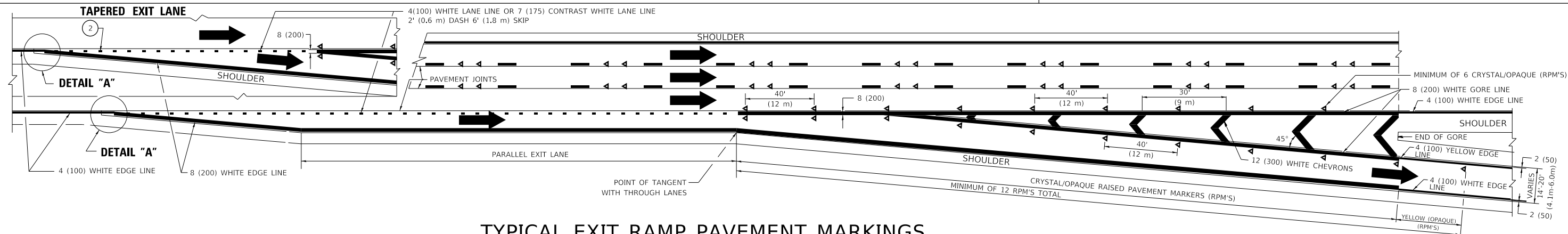
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<b>TC-10</b>			CONTRACT NO. 62K49	
ILLINOIS FED. AID PROJECT				



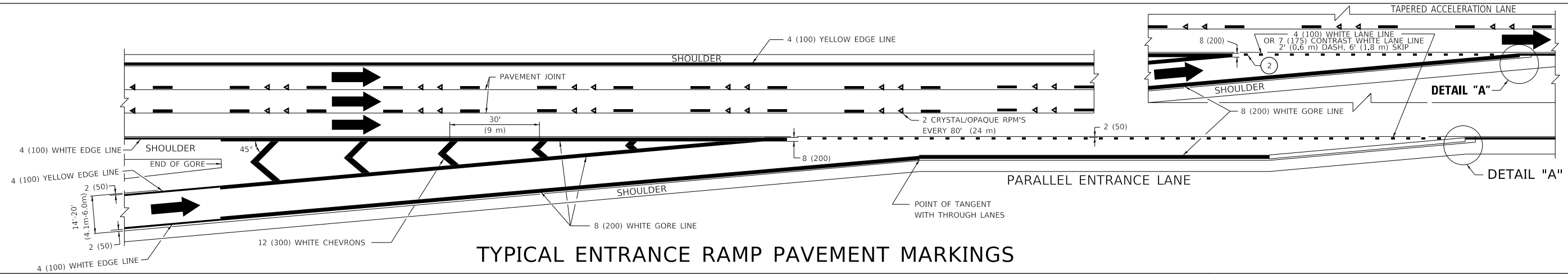
TYPICAL EDGE LINES & LANE LINES

**PAVEMENT MARKING MATERIALS**

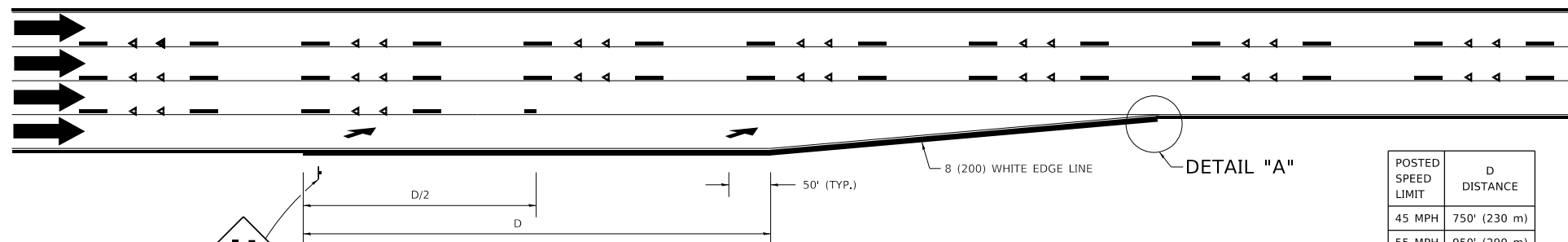
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

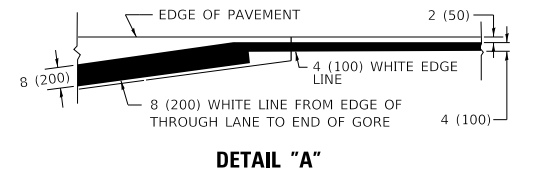


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS

POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



- NOTES:**
- ① 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.
  - ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

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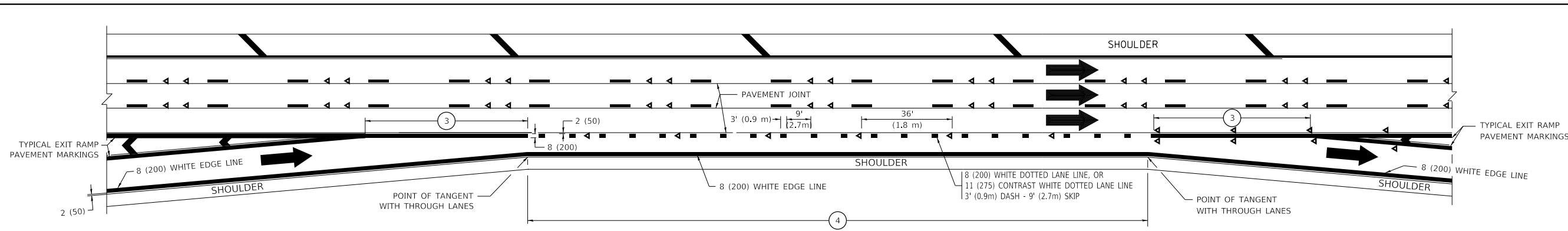
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

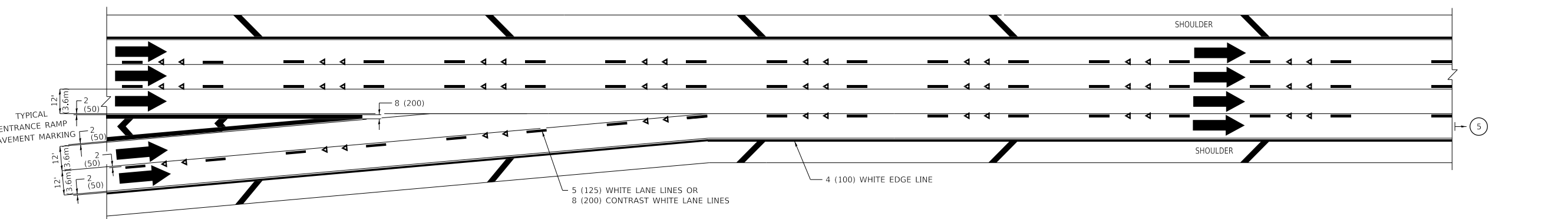
**MULTI-LANE FREEWAY  
PAVEMENT MARKING DETAILS**

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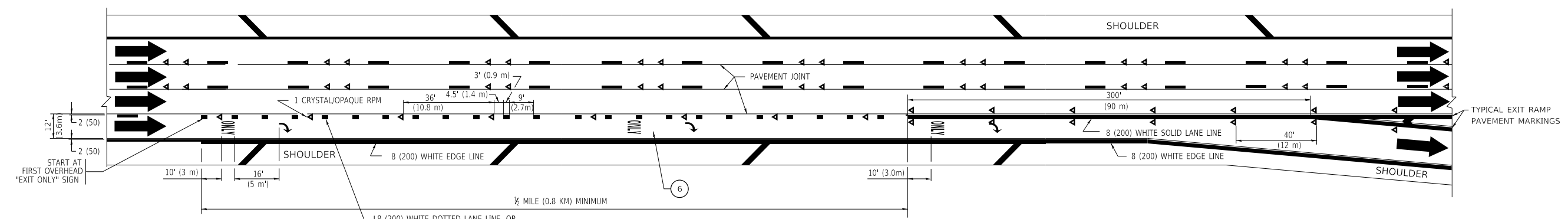
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TC-12		CONTRACT NO. 62K49		
ILLINOIS FED. AID PROJECT				



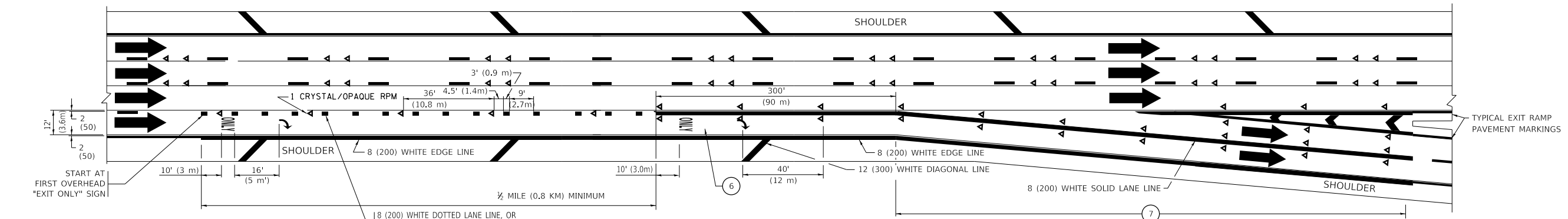
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

- NOTES:**
- 3 OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
  - 4 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
  - 5 FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
  - 6 ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
  - 7 CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

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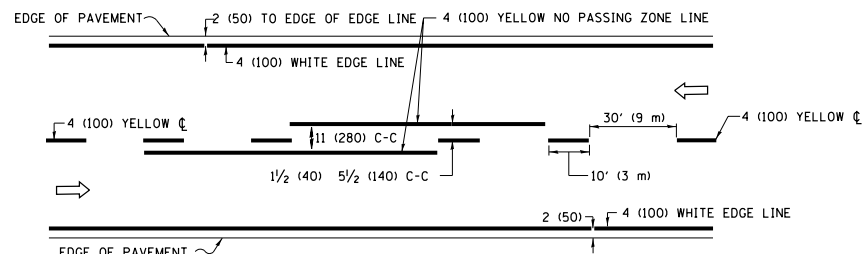
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

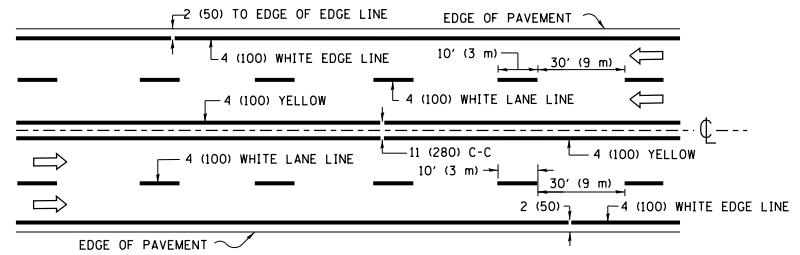
MULTI-LANE FREEWAY  
PAVEMENT MARKING DETAILS

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

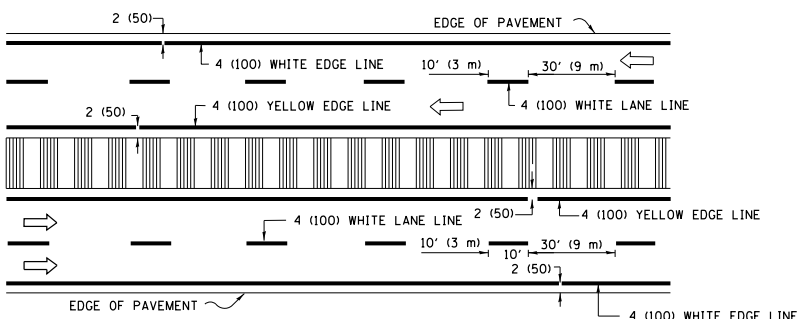
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TC-12		CONTRACT NO. 62K49		
		ILLINOIS FED. AID PROJECT		



**2-LANE ROADWAY**

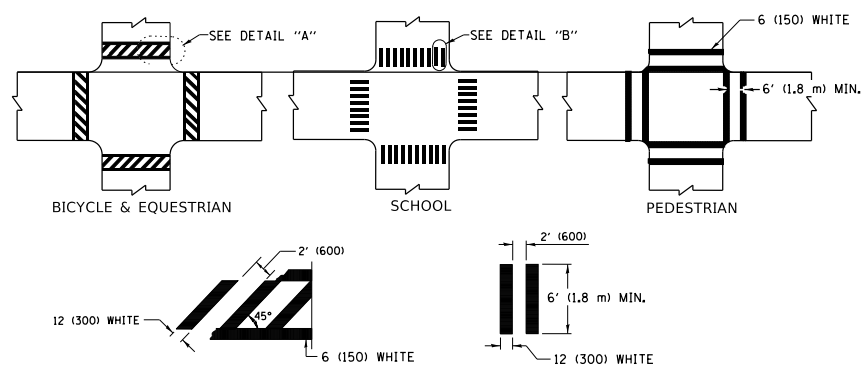


**MULTI-LANE UNDIVIDED**



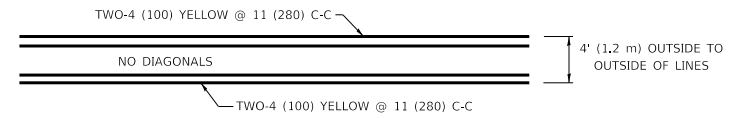
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

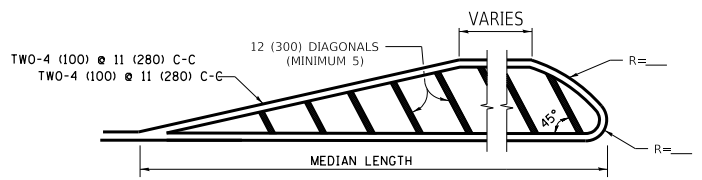


**TYPICAL CROSSWALK MARKING**

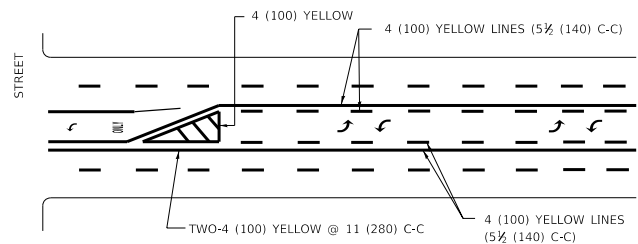
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



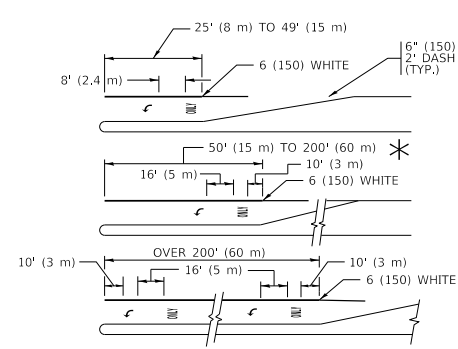
**4' (1.2 m) WIDE MEDIANS ONLY**



**MEDIANS OVER 4' (1.2 m) WIDE**



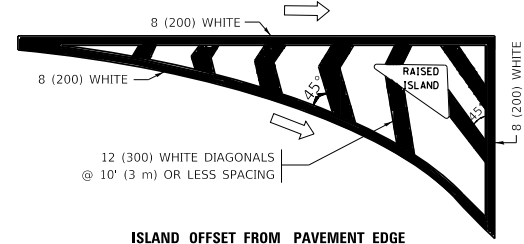
**TYPICAL PAINTED MEDIAN MARKING**



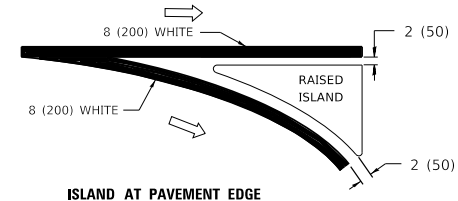
**TYPICAL LEFT (OR RIGHT) TURN LANE**

**TYPICAL TURN LANE MARKING**

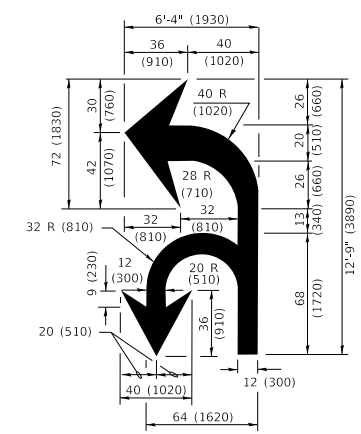
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



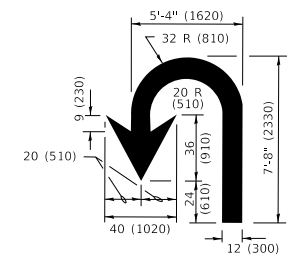
**ISLAND OFFSET FROM PAVEMENT EDGE**



**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" 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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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.

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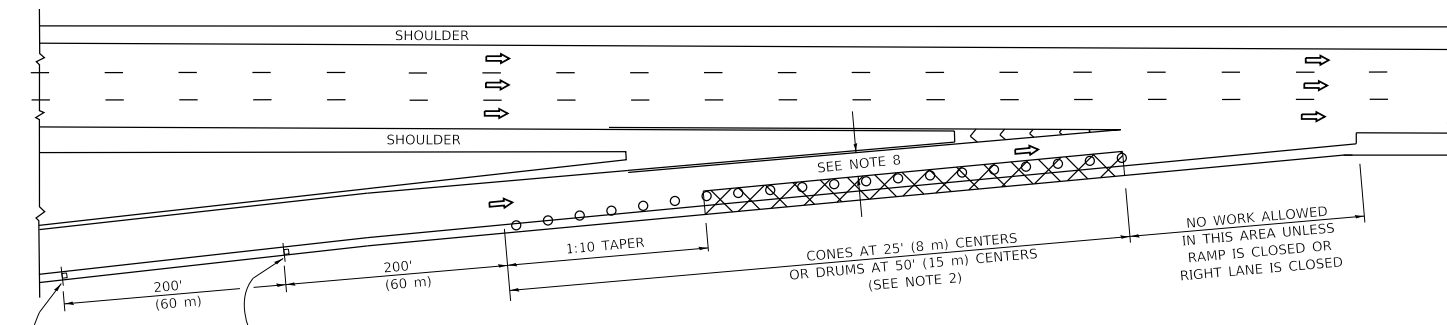
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE TYPICAL PAVEMENT MARKINGS**

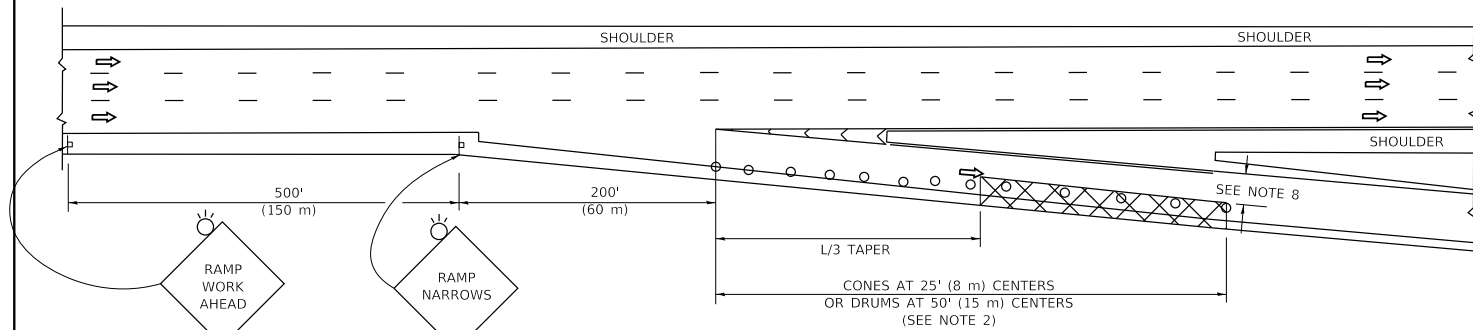
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F.A. RTE. I-94	SECTION 2019-178-BR	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 36
TC-13		CONTRACT NO. 62K49		
ILLINOIS		FED. AID PROJECT		

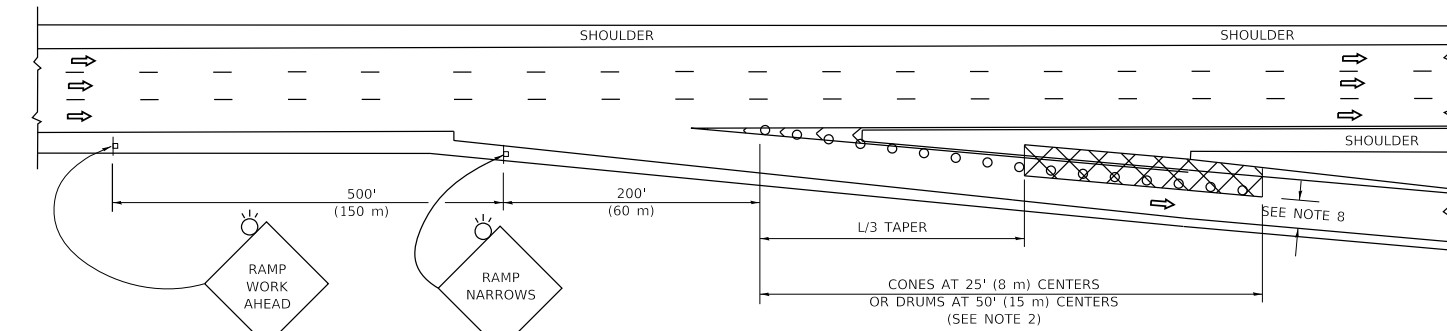
**PARTIAL RAMP CLOSURE DETAILS**



**TYPICAL ENTRANCE RAMP**



**TYPICAL EXIT RAMP**



**TYPICAL EXIT RAMP**

**SYMBOLS**

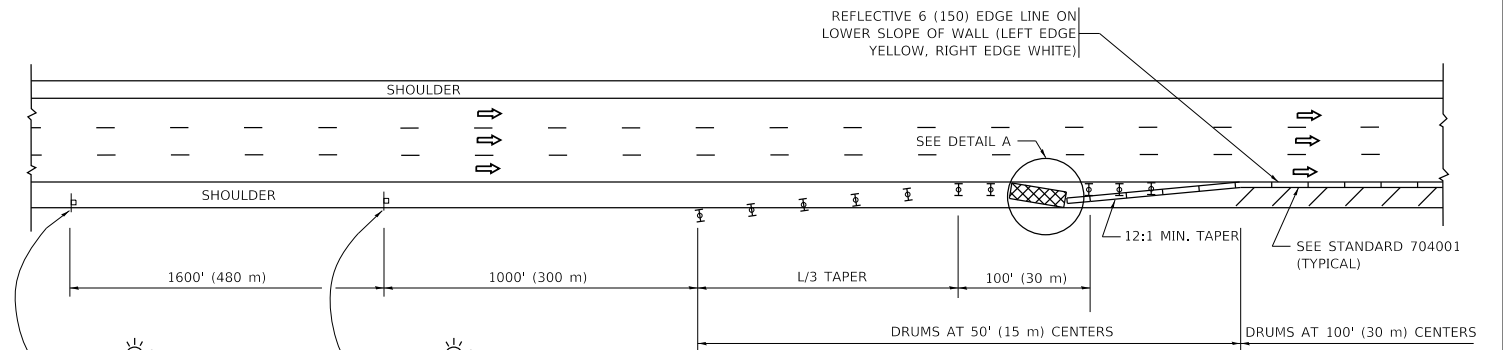
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

**GENERAL NOTES:**

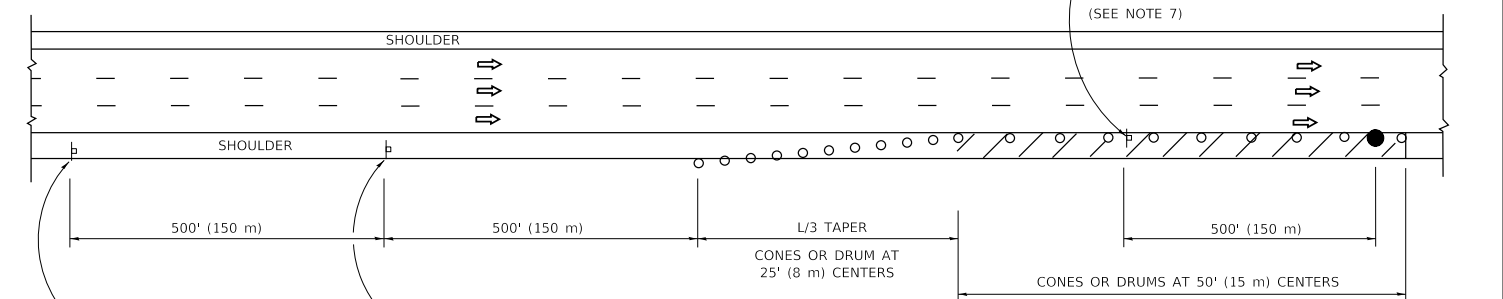
- THE "L" DISTANCE EQUALS:
 

SPEED LIMIT	FORMULAS
45 mph (80 km/h)	METRIC ENGLISH
OR GREATER:	$L=0.65(W)(S)$ $L=(W)(S)$
	W = WIDTH OF OFFSET IN FEET (METERS)
	S = NORMAL POSTED SPEED MPH (KM/H)
- 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.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

**SHOULDER CLOSURE DETAILS**

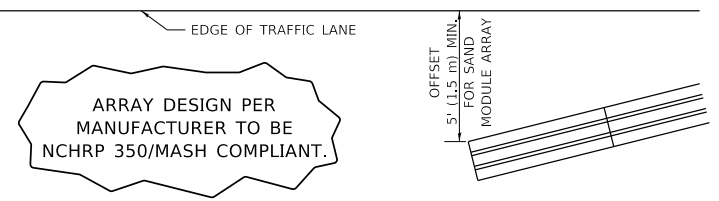


**PERMANENT SHOULDER CLOSURE**



**DAYTIME SHOULDER CLOSURE**

THIS DETAIL IS USED WHERE:  
 1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH 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)

- 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.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
  - FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
  - THE WORK AVTIVITY 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.
- 12' MIN. WIDTH TANGENT SECTION  
 16' MIN. WIDTH CURVE SECTION.

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

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

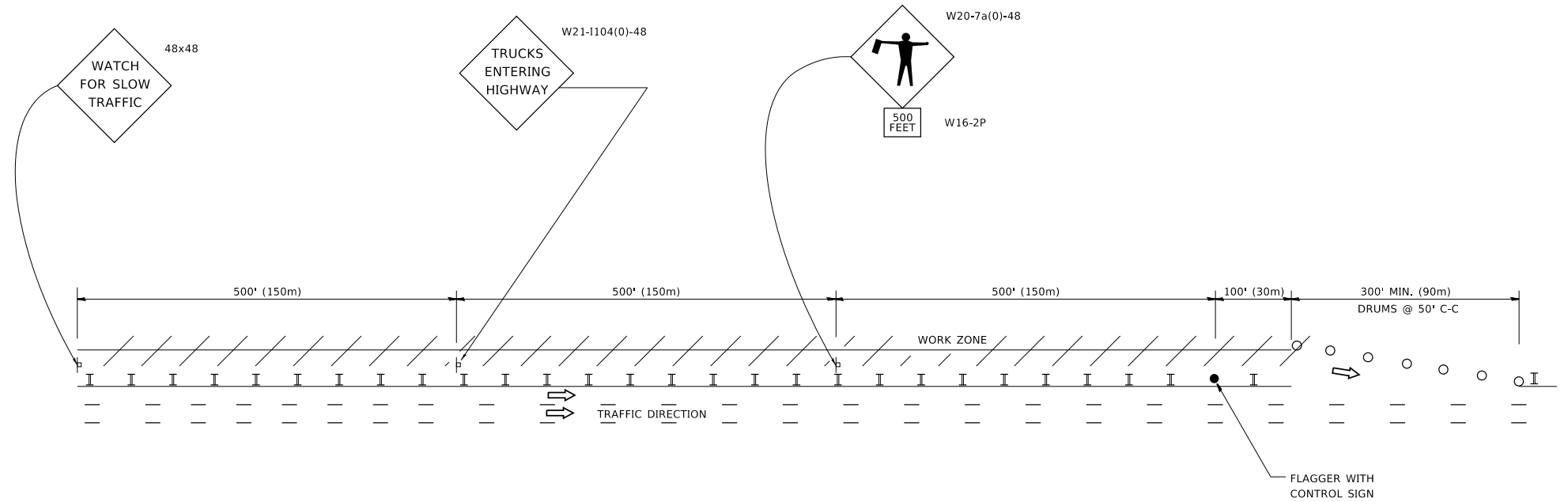
**TRAFFIC CONTROL DETAILS FOR FREEWAY**  
**SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES**

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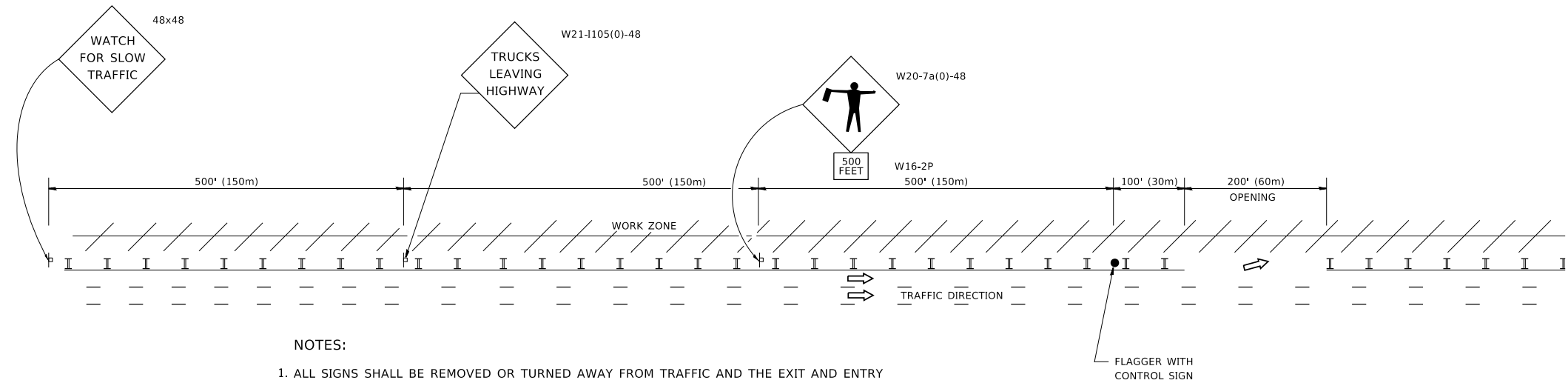
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	37
TC-17		CONTRACT NO. 62K49		
ILLINOIS FED. AID PROJECT				

# SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

## WORK ZONE EXIT OPENING



## WORK ZONE ENTRY OPENING



### NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMP.
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
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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	DRAWN -	REVISED - S.P.B. 01-07
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PLOT DATE = 3/4/2019	DATE -	REVISED - M.D.06-13

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FREEWAY /EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS  
AT WORK ZONE OPENINGS ON FREEWAYS /EXPRESSWAYS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	38
<b>TC-18</b>			CONTRACT NO. 62K49	
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**

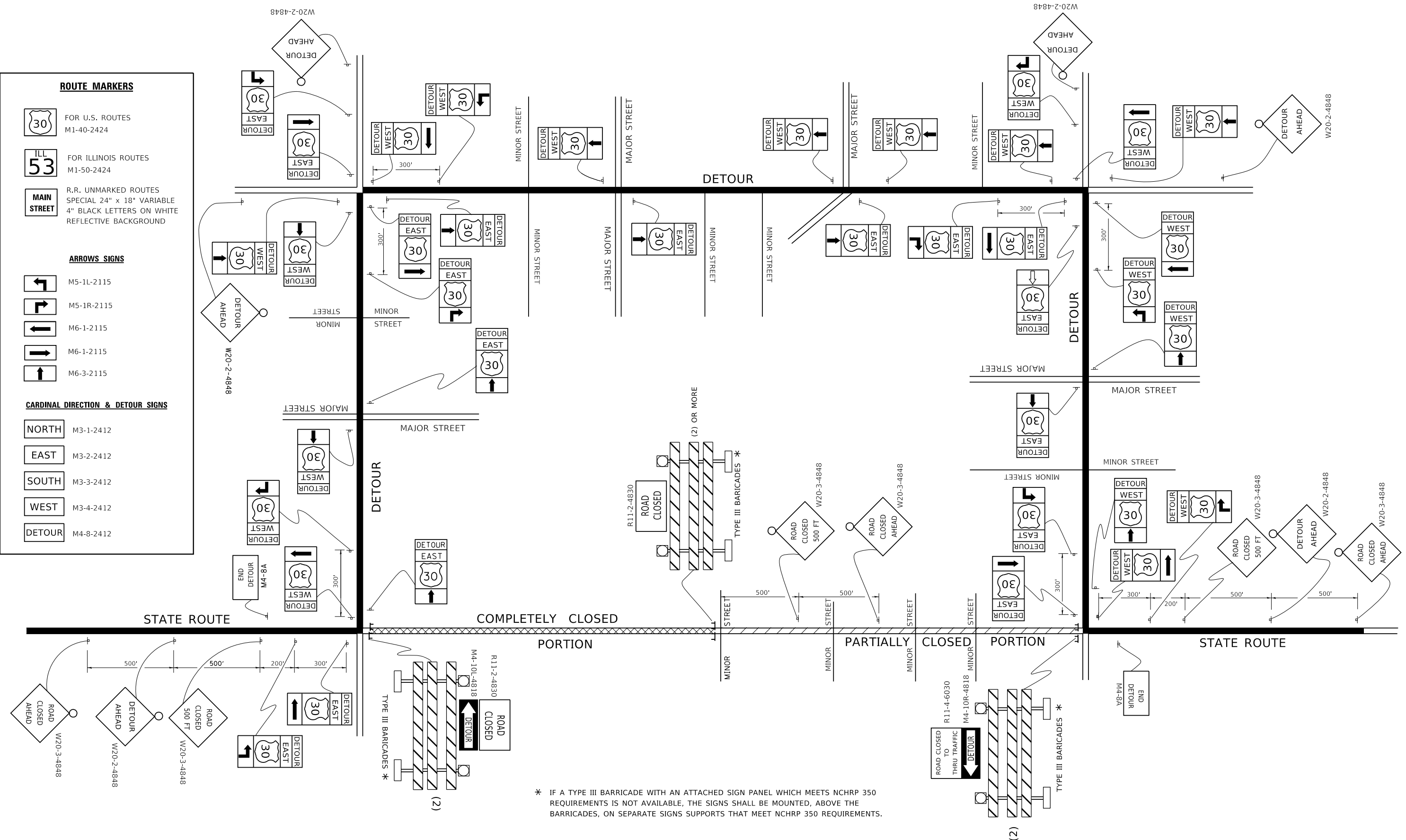
NORTH M3-1-2412

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.

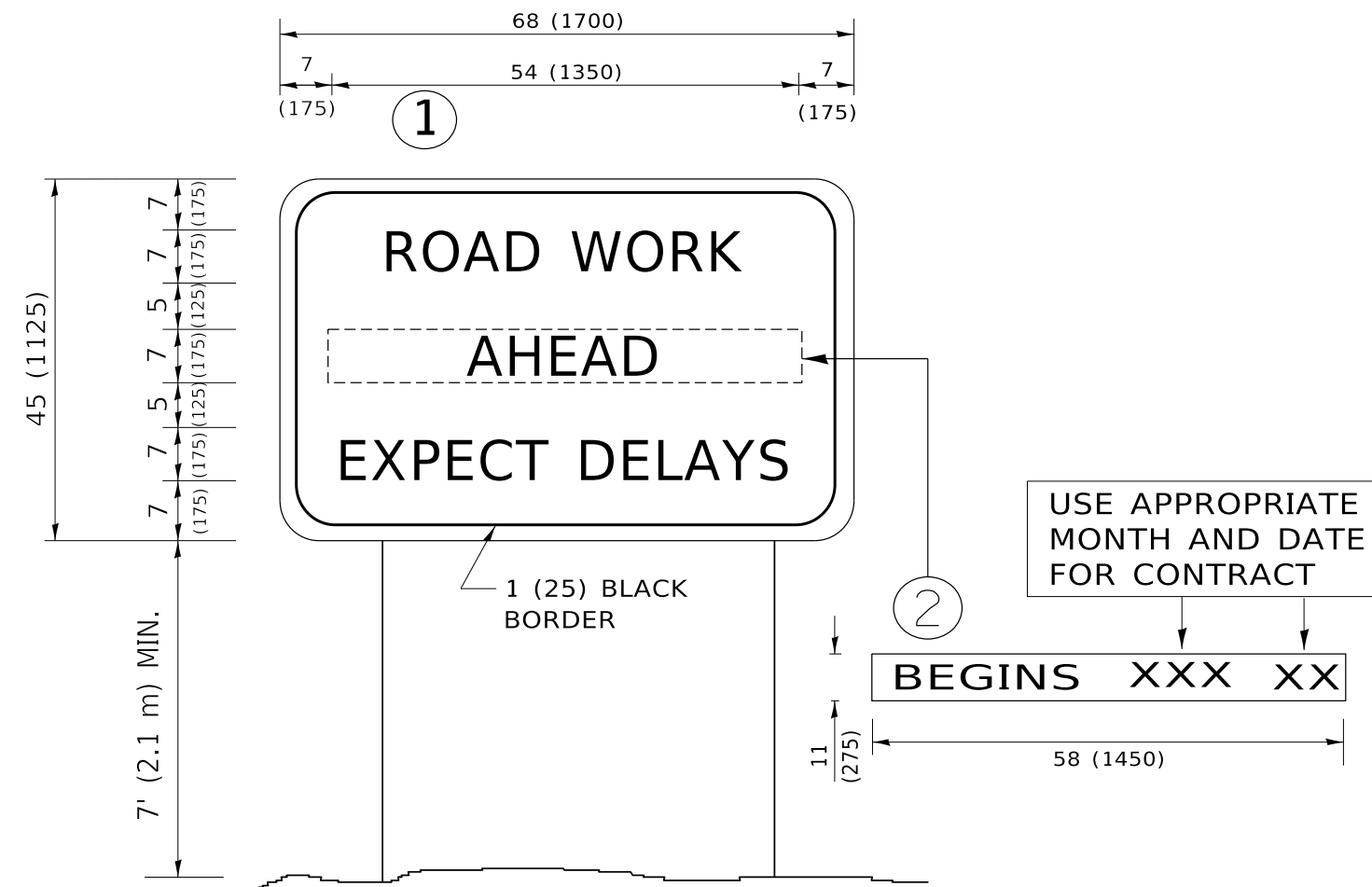
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PLOT DATE = 3/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DETOUR SIGNING  
 FOR CLOSING STATE HIGHWAYS**

SCALE: NONE    SHEET 1 OF 1 SHEETS    STA.    TO STA.

F.A. RTE. I-94	SECTION 2019-178-BR	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 39
TC-21		CONTRACT NO. 62K49		
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.

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PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-94	2019-178-BR	COOK	40	40
TC-22			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				