11-06-2026 LETTING ITEM 013

FAI RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(S-2323.2-4B) BJR, BDR 25	COOK	47 *	1
	ILLINOIS	CONTRACT NO. 80C67		

* 47 + 3 = 50 TOTAL SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAI 94 (I-90 / I-94)
SECTION (S-2323.2-4B) BJR, BDR 25
PROJECT BR-RIQS(262) BRIDGE DECK OVERLAY AND JOINT REPAIR COOK COUNTY

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN CITY OF CHICAGO

TRAFFIC DATA

PERSHING ROAD:
FUNCTIONAL CLASS = PRINCIPAL ARTERIAL WEST OF FAI 90/94 AND MINOR ARTERIAL EAST OF FAI 90/94
ADT (2025) = 11,700
POSTED SPEED LIMIT = 30 MPH

FAI 90/94 (DAN RYAN EXPRESSWAY):
FUNCTIONAL CLASS = INTERSTATE
ADT (2025) = 315,900
POSTED SPEED LIMIT = 55 MPH

STATE OF ILLINOIS
CHRISTOPHER M PROSPERI
062-065728
LICENSED PROFESSIONAL ENGINEER

EXPIRES 11-30-2027

SIGNATURE

8/10/2026
DATE

LICENSED STRUCTURAL ENGINEER
AMBER M. SEIBER
081-007929
STATE OF ILLINOIS

EXPIRES 11-30-2026

SIGNATURE

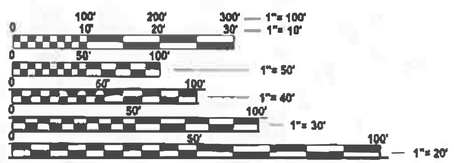
8/10/2026
DATE

AMBER SEIBER
062.068245
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

EXPIRES 11-30-2027

SIGNATURE

8/10/2026
DATE



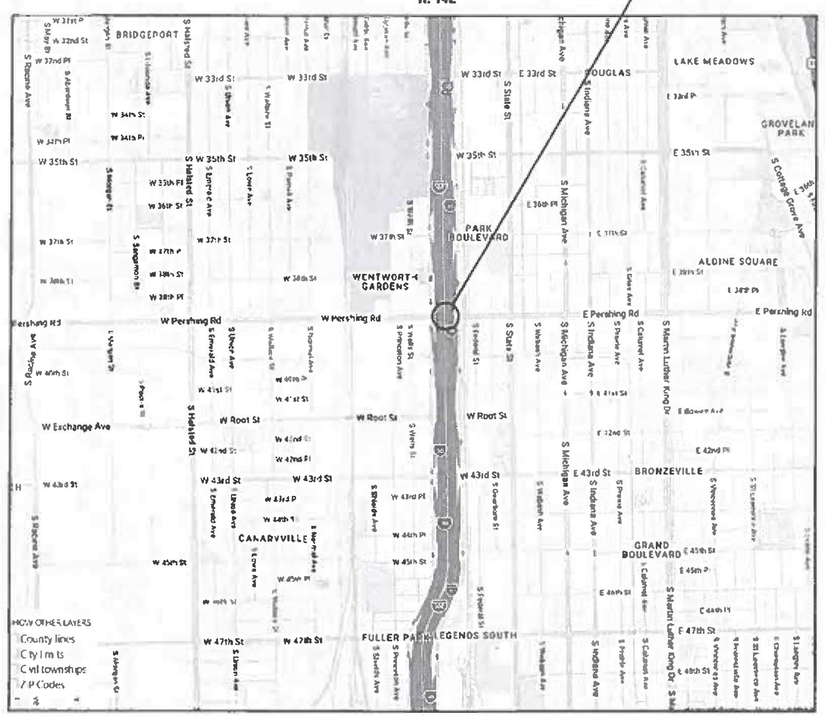
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

DIGGER
(312) 744-7000

PROJECT MANAGER: PRAVEEN KAINI, P.E. (847)705-4237

C-91-169-26

PROJECT LOCATION
STRUCTURE NO. 016-0398



LOCATION MAP

GROSS LENGTH = 357 FT. = 0.07 MILE
NET LENGTH = 357 FT. = 0.07 MILE

D-91-143-26



LOCATION OF SECTION INDICATED THUS: -

ORION ENGINEERS
Peralte-Clark LLC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 10, 2026
Jose Rios
REGIONAL ENGINEER

October 2, 2026
ENGINEER OF DESIGN AND ENVIRONMENT

October 2, 2026
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

CONTRACT NO. 80C67

INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES
3-5	SUMMARY OF QUANTITIES
6-14	MAINTENANCE OF TRAFFIC PLANS
15-15C	TEMPORARY TRAFFIC SIGNAL PLANS
16-17	PAVEMENT MARKING PLANS
18-33	STRUCTURE PLANS
34-47	DISTRICT DETAILS

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
701106-02	OFF-ROAD OPERATIONS, >15' AWAY
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE MULTILANE ENTRANCE OR EXIT RAMP 45MPH OR MORE
701427-05	LANE CLOSURE MULTILANE INTERMITTENT OR MOVING OPERATIONS 40MPH OR LESS
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701446-11	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701601-09	URBAN LANE CLOSURE MULTILANE, 1W 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES

IDOT DISTRICT 1 STANDARD DETAILS

STANDARD NO.	DESCRIPTION
TC-8	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC-9	SINGLE LANE WEAVE AND MULTI-LANE WEAVE
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-12	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (2 SHEETS)
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	SHORT-TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-17	TRAFFIC CONTROL AND DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGNING
TC-24	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS (3 SHEETS)
TC-26	DRIVEWAY ENTRANCE SIGNING

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC TELEPHONE AND GAS FACILITIES (48 HOUR NOTIFICATION REQUIRED).
2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
4. THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN PERFORMING DEMOLITION AND REMOVAL AROUND THE EXITING FACILITIES TO REMAIN IN PLACE. IF EXISTING ELEMENTS ARE DAMAGED, THE CONTRACTOR SHALL REPAIR/RESTORE TO MATCH THE EXISTING CONDITIONS OR BETTER.
5. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCES, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING.
6. TWO WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS, THE ENGINEER SHALL CONTACT MR. ABDULLA ALI, AREA TRAFFIC FIELD ENGINEER, AT ABDULLA.ALI@ILLINOIS.GOV.
7. DURING CONSTRUCTION OPERATIONS, WHENEVER LOOSE MATERIAL IS DEPOSIT IN THE FLOW LINE OF GUTTER, DRAINAGE STRUCTURES, DITCHES, ETC. SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.
8. WHEN ARTIFICIAL LIGHTS ARE USED THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
9. SAW CUTS (FULL DEPTH) SHALL BE REQUIRED WITHIN THE PAVEMENT, SIDEWALK, AND CURB & GUTTER AND THAT TO BE LEFT IN PLACE OR DIRECTED BY THE ENGINEER. THE WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF REMOVAL ITEMS.
10. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIAN IN THE FIELD.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
12. THE CONTRACTOR SHALL TAKE WHATEVER PRECAUTIONS WHICH MAY BE NECESSARY TO PROTECT THE PROPERTY OF THE VARIOUS PUBLIC UTILITIES WHICH MAY BE LOCATED UNDERGROUND OR ABOVE GROUND, AT OR ADJACENT TO THE SITE OF THIS IMPROVEMENT, HE WILL BE REQUIRED TO REPAIR OR REPLACE AT HIS OWN EXPENSE, OR BEAR THE COST, TO REPAIR OR REPLACE, ANY PUBLIC UTILITY PROPERTY WHICH HAS BEEN DAMAGED BY HIS/HER EFFORTS.

CITY OF CHICAGO GENERAL NOTES

1. IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF SEWERS AT (312) 747-7892 OR (312) 747-7893.

   THE CONTRACTOR NEEDS TO SUBMIT CONSTRUCTION PROCESS (CPP'S) TO CTA FOR REVIEW AND COMMENTS PRIOR TO THE COMMENCEMENT OF ANY WORK.

MODEL: 2D Drawing
FILE NAME: C:\Users\tasaiber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADdrawings\D180C67-Border.dgn

ORION ENGINEERS

USER NAME = spatel	DESIGNED - ZT	REVISED -	
	DRAWN - ZT	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 9/29/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-90/94 (DAN RYAN EXPRESSWAY) AT 39TH STREET /PERSHING ROAD
INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES

SCALE: | SHEET 2 OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	2
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED 10% STATE BRIDGE 0059 016-0398
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	408	408
44000600	SIDEWALK REMOVAL	SQ FT	408	408
50102400	CONCRETE REMOVAL	CU YD	43.3	43.3
50157300	PROTECTIVE SHIELD	SQ YD	3174	3174
50300255	CONCRETE SUPERSTRUCTURE	CU YD	46.8	46.8
50300300	PROTECTIVE COAT	SQ YD	4155	4155
50606701	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 1	L SUM	1	1
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	5440	5440
50800515	BAR SPLICERS	EACH	26	26
52000110	PREFORMED JOINT STRIP SEAL	FOOT	193	193
53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	2452	2452
53101409	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2"	SQ YD	2059	2059
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	1823	1823

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED 10% STATE BRIDGE 0059 016-0398
	53212755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	25	25
	67100100	MOBILIZATION	L SUM	1	1
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	180	180
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	5072	5072
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	775	775
	70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE	SQ FT	545	545
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	SQ FT	8938	8938
	70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	2227	2227
	70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	218	218
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	387.5	387.5
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	387.5	387.5
	70600241	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2
	70600340	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2
*					

* SPECIALTY ITEM

MODEL: 2D Drawing
FILE NAME: C:\Users\aseiber\orionengineersllc.com\Orion Admin - 2025\011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CAD\CADdrawings\D180C67-Border.dgn

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/12/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
STRUCTURE NO. 016-0398

SCALE: | SHEET X OF X SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	3
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED 10% STATE BRIDGE 0059 016-0398
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	504	504
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3004	3004
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	81	81
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	138	138
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	284	284
*	78004600	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LETTERS AND SYMBOLS	SQ FT	123	123
*	78004620	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4"	FOOT	1533	1533
*	78004630	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 6"	FOOT	43	43
*	78004660	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 12"	FOOT	304	304
*	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	140	140
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1389	1389
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	78	78

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED 10% STATE BRIDGE 0059 016-0398
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	244	244
*	78011000	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	123	123
*	78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	1533	1533
*	78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	43	43
*	78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	304	304
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2994	2994
*	X0325839	SIGNAL TIMING	L SUM	1	1
	X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	152	152
	X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	507	507
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	2388	2388
	X6640724	CHAIN LINK FABRIC, TYPE 3, SPECIAL	FOOT	20	20
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1

* SPECIALTY ITEM

MODEL: 2D Drawing
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	CHECKED -	REVISED -
PLOT DATE = 8/12/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
STRUCTURE NO. 016-0398

SCALE: | SHEET X OF X SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	4
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

				CONSTR. CODE
				90% FED 10% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0059 016-0398
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	14	14
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	285	285
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2866	2866
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1
Z0050400	REMOVE AND REPLACE ANCHOR BOLTS	EACH	12	12
Ø Z0076600	TRAINEES	HOUR	500	500
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500

* SPECIALTY ITEM

Ø 0042

MODEL: 2D Drawing
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ORION ENGINEERS

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/12/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
STRUCTURE NO. 016-0398

SCALE: | SHEET X OF X SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	5
		CONTRACT NO. 80C67		
	ILLINOIS FED. AID PROJECT			

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. ALL MAINTENANCE OF TRAFFIC (MOT) LANE CLOSURES CAN BE COMPLETED WITH IDOT HIGHWAY STANDARDS (PERSHING ROAD, WENTWORTH AVENUE, AND LA SALLE STREET). THE MOT PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING THE EXECUTION OF THE CONTRACT. HOWEVER, THE CONTRACTOR MAY MODIFY THE MOT PLANS TO MEET THE CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

2. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV AND EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT CARLOS.MUNOZ@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

3. 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 SEVEN DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON THE WORKWEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.

4. ANY LANE CLOSURES ALONG I-90/I-94 SHALL ONLY OCCUR DURING NIGHTTIME HOURS AS PER KEEPING THE EXPRESSWAY OPEN TO TRAFFIC SPECIAL PROVISION.

5. CTA WILL BE NOTIFIED AT LEAST TWO WEEKS PRIOR TO THE BEGINNING OF CONSTRUCTION. SEE SPECIAL PROVISIONS.

6. THE CONTRACTOR SHALL CONTACT THE CTA TRAFFIC PLANNING AT LEAST TWO WEEKS PRIOR TO START OF WORK FOR CTA BUS SERVICE IMPACTS AND CTA BUS STOP RELOCATIONS. CONTACT JACK CHALABIAN, TRAFFIC PLANNING COORDINATOR, AT JCHALABIAN@TRANSITCHICAGO.COM OR 312-681-4176.

7. THE CONTRACTOR MUST CONTACT CDOT'S DIVISION OF INFRASTRUCTURE MANAGEMENT AND SUBMIT A REQUEST FOR A STREET CLOSURE PERMIT. THE PERMIT MUST BE OBTAINED VIA EMAIL AT LEAST 4 WEEKS IN ADVANCE, AS ONLINE APPLICATIONS ARE NOT ACCEPTED.

8. DETOUR SIGNAGE SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC CONTROL AND PROTECTION (SPECIAL) OR TEMPORARY TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) EXCEPT AS NOTED.

9. TEMPORARY INFORMATION SIGNS ON TEMPORARY SUPPORTS SHALL BE PROVIDED FOR ALL COMMERCIAL DRIVEWAYS THAT ARE LOCATED WITHIN A WORK AREA. THIS WORK SHALL BE PAID FOR PER DISTRICT 1 DETAIL TC-26. THESE SIGNS SHALL BE RELOCATED AS REQUIRED FOR EACH CONSTRUCTION STAGE AND SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THIS SIGN RELOCATION WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR TEMPORARY INFORMATION SIGNING.

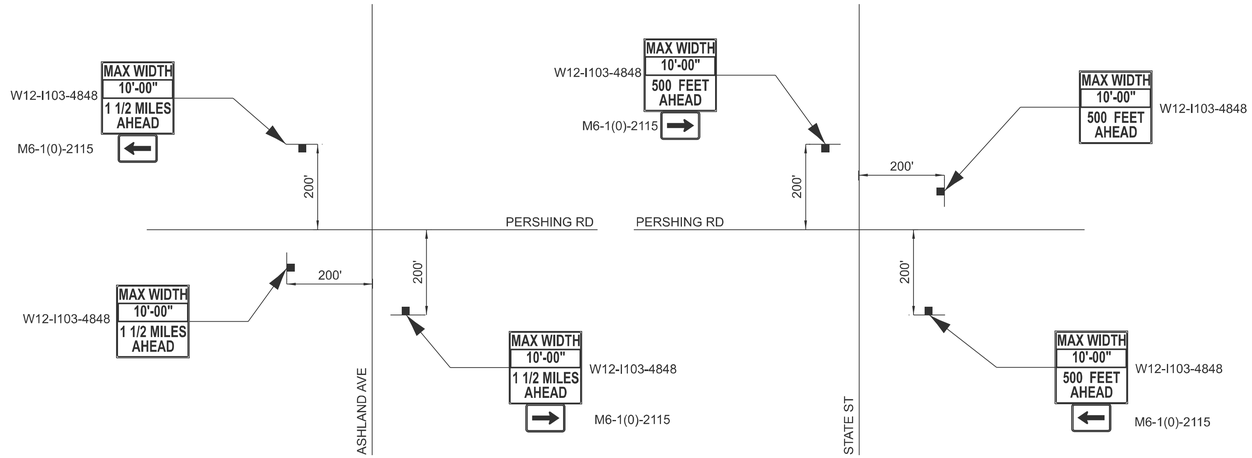
10. WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES/DRUMS AT THE END OF EACH WORKDAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND IT IS DETERMINED THAT OVERNIGHT LANE CLOSURES AND/OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT. WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.

11. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN-ON EVENTS ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.

12. TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 704 OF THE IDOT STANDARD SPECIFICATIONS. ALL TEMPORARY CONCRETE BARRIER APPROACH AND DEPARTING END UNITS SHALL BE ANCHORED TO THE PAVEMENT USING SIX ANCHOR PINS AS SHOWN IN IDOT STANDARD 704001. PINNING OF ADDITIONAL BARRIER UNITS WITH THREE ANCHOR PINS ON THE TRAFFIC SIDE HOLES WITHIN THE INSTALLATION SHALL BE REQUIRED WHEN EQUIPMENT, VEHICLES, MATERIALS, FIXED OBJECTS, OR A DROP-OFF IS LOCATED WITHIN 24" BEHIND THE BARRIER. THE 24" OF CLEAR PAVEMENT MEASUREMENT SHALL BE FROM THE BASE OF THE NON-TRAFFIC SIDE OF THE BARRIER. TRAFFIC SIDE PINNED BARRIER SHALL HAVE A MINIMUM OF 6" OF CLEAR PAVEMENT BEHIND THE BARRIER. WHERE BOTH PINNED AND UNPINNED BARRIER UNITS ARE USED IN A CONTINUOUS INSTALLATION, A TRANSITION SHALL BE PROVIDED BETWEEN THEM. THE TRANSITION FROM PINNED TO UNPINNED BARRIER SHALL CONSIST OF TWO ANCHOR PINS INSTALLED IN THE END HOLES ON THE TRAFFIC SIDE OF THE FIRST BARRIER BEYOND THE PINNED SECTION AND ONE ANCHOR PIN INSTALLED IN THE MIDDLE HOLE OF THE TRAFFIC SIDE OF THE SECOND BARRIER BEYOND THE PINNED SECTION. THE THIRD BARRIER BEYOND THE PINNED SECTION SHALL THEN BE UNPINNED.

13. TEMPORARY TYPE IV PAVEMENT MARKING TAPE LOCATIONS NOTED IN THE PLANS SHALL BE PLACED THROUGHOUT THE TAPER AND ALONGSIDE THE ADJACENT WORK AREA WHERE THE CLOSURE TIME EXCEEDS 14 DAYS.

14. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ONE SIDEWALK DURING ALL STAGES OF CONSTRUCTION.



ADVANCE MAX WIDTH SIGNING DETAILS (STAGES 1 & 2)

MODEL: 2D Drawing
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ORION ENGINEERS

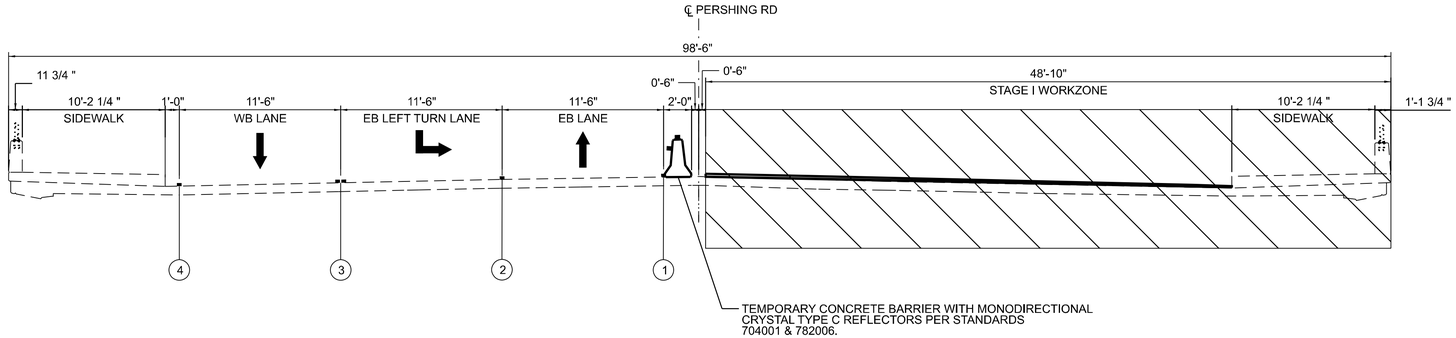
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	CHECKED -	REVISED -
PLOT DATE = 8/12/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

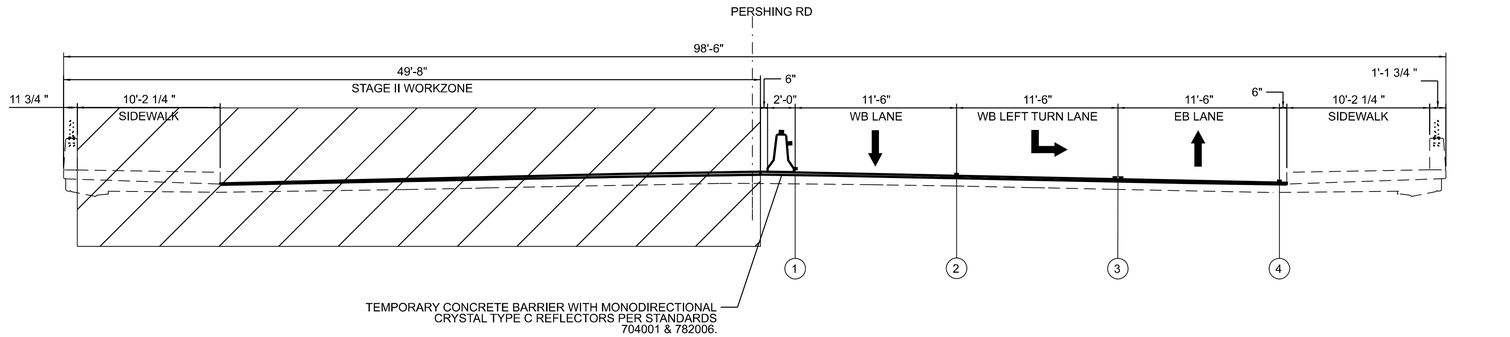
I–90/94 (DAN RYAN EXPRESSWAY) AT 39TH STREET /PERSHING ROAD
MAINTENANCE OF TRAFFIC GENERAL NOTES AND ADVANCE SIGNING

SCALE: | SHEET 2 OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	6
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION

MOT TYPICAL LEGEND

(1)	TEMPORARY PAVEMENT MARKING PAINT 6" (SOLID WHITE) (BOTTOM FLANGE OF CONCRETE BARRIER)
(2)	TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (SOLID WHITE)
(3)	TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW @ 8" C-C)
(4)	TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID WHITE)
	WORK AREA
	TEMPORARY CONCRETE BARRIER WITH MONODIRECTIONAL AMBER TYPE C REFLECTORS PER STANDARDS 704001 & 782006.
	DIRECTION OF TRAVEL

MODEL: 2D Drawing
FILE NAME: C:\Users\tasselberi\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADDrawings\D180C67-Border.dgn

ORION ENGINEERS

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PLOT DATE = 9/29/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-90/94 (DAN RYAN EXPRESSWAY) AT 39TH STREET / PERSHING ROAD
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS (PERSHING RD. STAGE I)

SCALE: | SHEET OF SHEETS | STA. TO STA.

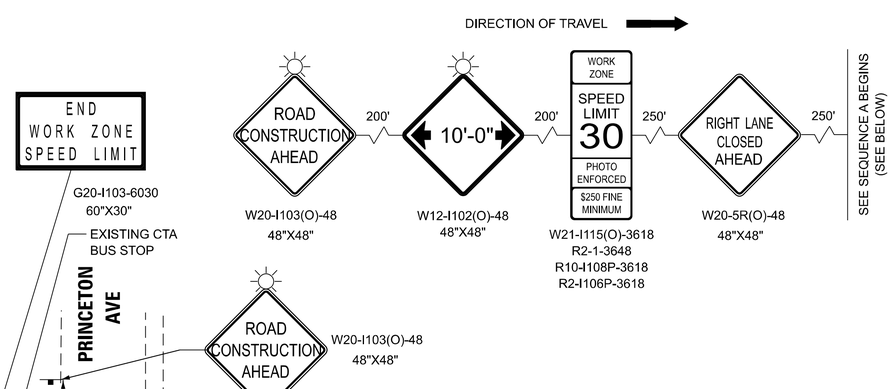
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	7
		CONTRACT NO. 80C67		
		ILLINOIS FED. AID PROJECT		

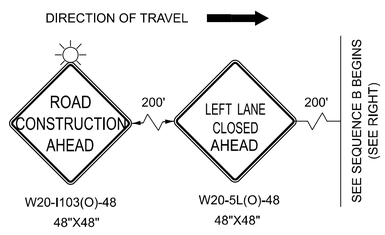
1. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID WHITE)
2. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID YELLOW)
3. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW @ 8" C-C)
4. TEMPORARY PAVEMENT MARKING PAINT 6" (SOLID WHITE) (BOTTOM FLANGE OF CONCRETE BARRIER)
5. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 24" (SOLID WHITE)
6. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (DOTTED WHITE @ 6' SKIP - 2' DASH)
7. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SKIP DASH WHITE @ 18' SKIP - 6' DASH)
8. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID YELLOW - 20' C-C @ 45 DEGREES)
9. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS TYPE IV (WHITE)
10. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (DOTTED YELLOW @ 6' SKIP - 2' DASH)
11. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (SOLID WHITE)

NOTES

1. TEMPORARY CONCRETE BARRIER SHALL NOT BE ANCHORED WITHIN BRIDGE LIMITS INCLUDING PCC BRIDGE APPROACH PAVEMENT.
2. CONTRACTOR TO COVER ALL SIGNAL HEADS THAT ARE NOT IN USE DURING THE APPROPRIATE MOT STAGE.

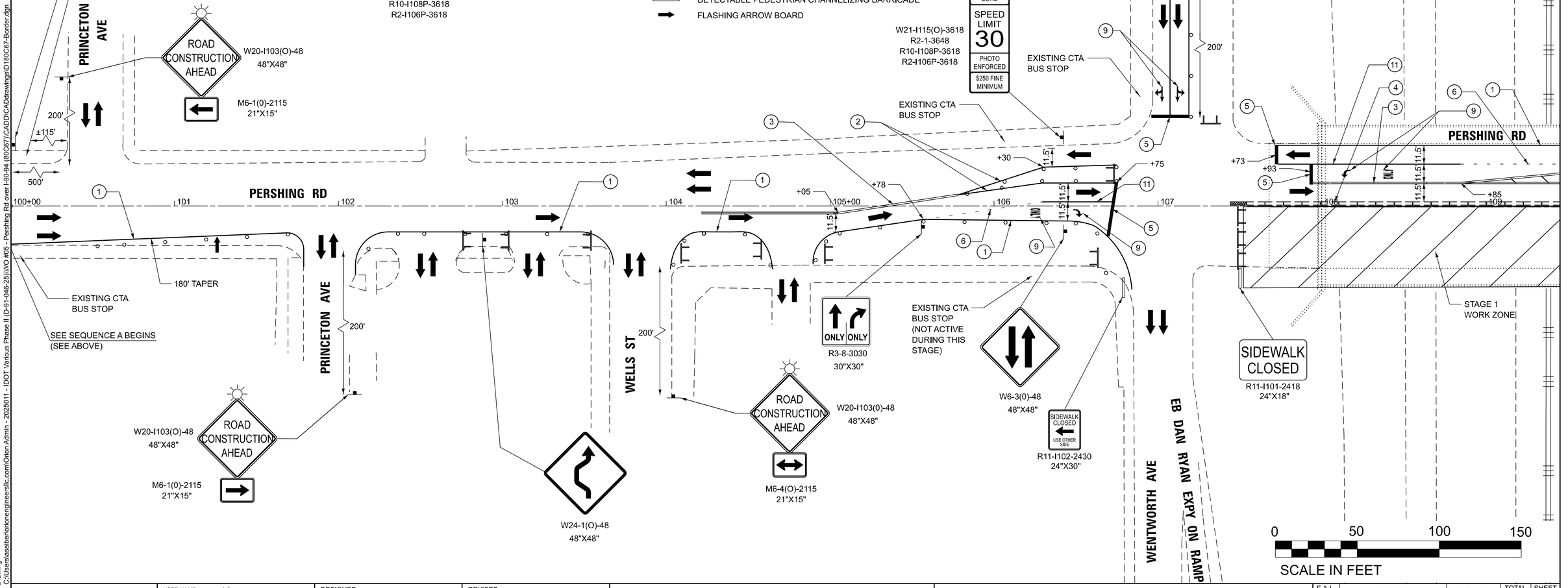
ADVANCED SIGNING DETAIL FOR EASTBOUND PERSHING ROAD





LEGEND

- TYPE II BARRICADES OR DRUMS (50' C-C AT TANGENTS, 20' C-C AT TAPERS & 10' C-C AT RADII)
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR TEMPORARY NON-REDIRECTIVE, NARROW TEST LEVEL 2
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- SIGN
- WORK ZONE
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
- FLASHING ARROW BOARD



MODEL: 2D Drawing
FILE NAME: C:\Users\aselber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADdrawings\D180C67-Border.dgn

ORION ENGINEERS

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	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 9/29/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-90/94 (DAN RYAN EXPRESSWAY) AT 39TH STREET / PERSHING ROAD
MAINTENANCE OF TRAFFIC STAGE 1 PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	8
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

N

I90/94 WEST BOUND EXPRESS LANES

I90/94 WEST BOUND LANES

WB DAN RYAN EXPY OFF-RAMP

CTA RED LINE

LASALLE ST

FEDERAL ST

DEARBORN ST

PERSHING ROAD

PERSHING RD

1. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID WHITE)
2. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID YELLOW)
3. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW @ 8" C-C)
4. TEMPORARY PAVEMENT MARKING PAINT 6" (SOLID WHITE) (BOTTOM FLANGE OF CONCRETE BARRIER)
5. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 24" (SOLID WHITE)
6. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (DOTTED WHITE @ 6' SKIP - 2' DASH)
7. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SKIP DASH WHITE @ 18' SKIP - 6' DASH)
8. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID YELLOW - 20' C-C @ 45 DEGREES)
9. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS TYPE IV (WHITE)
10. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (DOTTED YELLOW @ 6' SKIP - 2' DASH)
11. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (SOLID WHITE)

NOTES

1. TEMPORARY CONCRETE BARRIER SHALL NOT BE ANCHORED WITHIN BRIDGE LIMITS INCLUDING PCC BRIDGE APPROACH PAVEMENT.
2. CONTRACTOR TO COVER ALL SIGNAL HEADS THAT ARE NOT IN USE DURING THE APPROPRIATE MOT STAGE.

LEGEND

- TYPE II BARRICADES OR DRUMS (50' C-C AT TANGENTS, 20' C-C AT TAPERS & 10' C-C AT RADII)
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR TEMPORARY NON-REDIRECTIVE, NARROW TEST LEVEL 2
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- SIGN
- WORK ZONE
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
- FLASHING ARROW BOARD

W20-I103(0)-48
48"X48"
ROAD CONSTRUCTION AHEAD
M6-4(0)-2115
21"X15"

W1-6R(O)-6030
(ABOVE BARRICADE)
60"X30"

EXISTING CTA BUS STOP

W6-3(0)-48
48"X48"

SEE SEQUENCE D BEGINS
(SEE BELOW)

200'

W20-I103(0)-48
48"X48"
ROAD CONSTRUCTION AHEAD
M6-1(0)-2115
21"X15"

END WORK ZONE SPEED LIMIT
G20-I103-6030
60"X30"

POT STA 118+82.76

+07 +25 +84 +14 +94 +36 +75

110+00 111 112 113 114 115+00 116 117 118

180' TAPER

500'

11.5' 11.5' 11.5' 11.0' 11.0' 11.0' 11.0'

STAGE 1
WORK ZONE

EXISTING CTA
BUS STOP (NOT
ACTIVE DURING
THIS STAGE)

R3-2-2424
24"X24"

SIDEWALK CLOSED
R11-I101-2418
24"X18"

100'

SIDEWALK CLOSED
USE OTHER SIDE
R11-I102-2430
24"X30"

W12-I102(O)-48
48"X48"
10'-0"
M6-4(O)-2115
21"X15"

WORK ZONE
SPEED LIMIT 30
PHOTO ENFORCED
$250 FINE MINIMUM
W21-I115(0)-3618
R2-1-3648
R10-I108P-3618
R2-I106P-3618

W1-3R(0)-48
48"X48"

SEE SEQUENCE C BEGINS
(SEE RIGHT)

SEE SEQUENCE C BEGINS
(SEE RIGHT)

ADVANCED SIGNING DETAIL FOR WB DAN RYAN EXPY OFF-RAMP AND NB LA SALLE ST

DIRECTION OF TRAVEL

SEE SEQUENCE C BEGINS
(SEE LEFT)

200'

ROAD CONSTRUCTION AHEAD
W20-I103(0)-48
48"X48"

W1-6R(O)-6030
(ABOVE BARRICADE)
60"X30"

EXISTING CTA
BUS STOP

W20-I103(0)-48
48"X48"
ROAD CONSTRUCTION AHEAD
M6-4(0)-2115
21"X15"

ADVANCED SIGNING DETAIL FOR WESTBOUND PERSHING ROAD

DIRECTION OF TRAVEL

SEE SEQUENCE D BEGINS
(SEE ABOVE)

250' 250' 200' 200'

RIGHT LANE CLOSED AHEAD
W20-5R(O)-48
48"X48"

WORK ZONE
SPEED LIMIT 30
PHOTO ENFORCED
$250 FINE MINIMUM
W21-I115(0)-3618
R2-1-3648
R10-I108P-3618
R2-I106P-3618

10'-0"
W12-I102(O)-48
48"X48"

ROAD CONSTRUCTION AHEAD
W20-I103(0)-48
48"X48"

W20-I103(0)-48
48"X48"
ROAD CONSTRUCTION AHEAD
M6-1(0)-2115
21"X15"

0 50 100 150
SCALE IN FEET

MODEL: 2D Drawing
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-90/94 (DAN RYAN EXPRESSWAY) AT 39TH STREET / PERSHING ROAD
MAINTENANCE OF TRAFFIC STAGE 1 PLAN

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323,2-4B) BJR, BDR 25	COOK	47	9
		CONTRACT NO. 80C67		
	ILLINOIS FED. AID PROJECT			

1. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID WHITE)
2. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID YELLOW)
3. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW @ 8" C-C)
4. TEMPORARY PAVEMENT MARKING PAINT 6" (SOLID WHITE) (BOTTOM FLANGE OF CONCRETE BARRIER)
5. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 24" (SOLID WHITE)
6. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (DOTTED WHITE @ 6' SKIP - 2' DASH)
7. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SKIP DASH WHITE @ 18' SKIP - 6' DASH)
8. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID YELLOW - 20' C-C @ 45 DEGREES)
9. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS TYPE IV (WHITE)
10. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (DOTTED YELLOW @ 6' SKIP - 2' DASH)
11. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (SOLID WHITE)

NOTES

1. TEMPORARY CONCRETE BARRIER SHALL NOT BE ANCHORED WITHIN BRIDGE LIMITS INCLUDING PCC BRIDGE APPROACH PAVEMENT.
2. CONTRACTOR TO COVER ALL SIGNAL HEADS THAT ARE NOT IN USE DURING THE APPROPRIATE MOT STAGE.

LEGEND

- TYPE II BARRICADES OR DRUMS (50' C-C AT TANGENTS, 20' C-C AT TAPERS & 10' C-C AT RADII)
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR TEMPORARY NON-REDIRECTIVE, NARROW TEST LEVEL 2
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- SIGN
- WORK ZONE
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
- FLASHING ARROW BOARD

ADVANCED SIGNING DETAIL FOR EASTBOUND PERSHING ROAD

DIRECTION OF TRAVEL

ROAD CONSTRUCTION AHEAD — W20-I103(O)-48 48"X48" — 200' — 10'-0" — W12-I102(O)-48 48"X48" — 200' — WORK ZONE / SPEED LIMIT 30 / PHOTO ENFORCED / $250 FINE MINIMUM — W21-I115(O)-3618 R2-1-3648 R10-I108P-3618 R2-I106P-3618 — 250' — LEFT LANE CLOSED AHEAD — W20-5L(O)-48 48"X48" — 250' — SEE SEQUENCE A BEGINS (SEE BELOW)

END WORK ZONE SPEED LIMIT — G20-I103-6030 60"X30"

EXISTING CTA BUS STOP

PRINCETON AVE

ROAD CONSTRUCTION AHEAD — W20-I103(O)-48 48"X48" — M6-1(0)-2115 21"X15"

200' ±115' — 500'

PERSHING RD

100+00 | 101 | 102 | 103 | 104 | 105+00 | 106 | 107 | 108 | 109

180' TAPER

SEE SEQUENCE A BEGINS END OF TAPER (SEE ABOVE)

PRINCETON AVE — 200'

W24-1(O)-48 48"X48"

WELLS ST — 200'

ROAD CONSTRUCTION AHEAD — W20-I103(O)-48 48"X48" — M6-1(0)-2115 21"X15"

ROAD CONSTRUCTION AHEAD — W20-I103(O)-48 48"X48" — M6-4(0)-2115 21"X15"

11.0'

+49 — 120' TAPER — +69 — +72

+92 — 90' TAPER — +82 — 11' — +82 — +84

W1-6R(O)-6030 (ABOVE BARRICADE) 60"X30"

EXISTING CTA BUS STOP

W6-3(0)-48 48"X48"

EXISTING CTA BUS STOP (NOT ACTIVE DURING THIS STAGE), RELOCATE 200' WEST

SIDEWALK CLOSED / USE OTHER SIDE — R11-I102-2430 24"X30"

EXISTING CTA BUS STOP

W1-4R(0)-48 48"X48"

SIDEWALK CLOSED — R11-I101-2418 24"X18"

STAGE 2 WORK ZONE

WENTWORTH AVE

ROAD CONSTRUCTION AHEAD — W20-I103(0)-48 48"X48" — 200'

W12-I102(O)-48 48"X48" — 10'-0"

M6-4(O)-2115 21"X15"

ONLY

I90/94 EAST BOUND LANES

I90/94 EAST BOUND EXPRESS LANES

CTA RED LINE

PERSHING ROAD

WORK ZONE / SPEED LIMIT 30 / PHOTO ENFORCED / $250 FINE MINIMUM — W21-I115(O)-3618 R2-1-3648 R10-I108P-3618 R2-I106P-3618

EB DAN RYAN EXPY ON-RAMP

WENTWORTH AVE

N

0 50 100 150

SCALE IN FEET

MODEL: 2D Drawing
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-90/94 (DAN RYAN EXPRESSWAY) AT 39TH STREET / PERSHING ROAD
MAINTENANCE OF TRAFFIC STAGE 2 PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	10
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

N

I9094 WEST BOUND EXPRESS LANES

I9094 WEST BOUND LANES

WB DAN RYAN EXPY OFF-RAMP

CTA RED LINE

LASALLE ST

FEDERAL ST

DEARBORN ST

PERSHING RD

SIDEWALK CLOSED
R11-I101-2418
24"X18"

STAGE 2 WORK ZONE

W20-I103(0)-48
48"X48"
ROAD CONSTRUCTION AHEAD
M6-4(0)-2115
21"X15"

EXISTING CTA BUS STOP

SIDEWALK CLOSED
USE OTHER SIDE
R11-I102-2430
24"X30"

W6-3(0)-48
48"X48"

90' TAPER

W1-LR(O)-6030
(ABOVE BARRICADE)
60"X30"

R3-2-2424
24"X24"

W12-I102(O)-48
48"X48"
10'-0"
M6-4(O)-2115
21"X15"

WORK ZONE
SPEED LIMIT 30
PHOTO ENFORCED
$250 FINE MINIMUM
W21-I115(O)-3618
R2-1-3648
R10-I108P-3618
R2-I106P-3618

W24-1(O)-48
48"X48"

W20-I103(0)-48
48"X48"
ROAD CONSTRUCTION AHEAD
M6-4(0)-2115
21"X15"

W20-I103(0)-48
48"X48"
ROAD CONSTRUCTION AHEAD
M6-1(0)-2115
21"X15"

180' TAPER

SEE SEQUENCE D BEGINS (SEE BELOW)

200'

500'

END WORK ZONE SPEED LIMIT
G20-I103-6030
60"X30"

W20-I103(0)-48
48"X48"
ROAD CONSTRUCTION AHEAD
M6-1(0)-2115
21"X15"

SEE SEQUENCE C BEGINS (SEE RIGHT)

SEE SEQUENCE C BEGINS (SEE RIGHT)

WB DAN RYAN EXPY OFF-RAMP

LASALLE ST

FEDERAL ST

0 50 100 150
SCALE IN FEET

ADVANCED SIGNING DETAIL FOR WB DAN RYAN EXPY OFF-RAMP AND NB LA SALLE ST

DIRECTION OF TRAVEL

SEE SEQUENCE C BEGINS (SEE LEFT)

200'

W20-I103(0)-48
48"X48"
ROAD CONSTRUCTION AHEAD

ADVANCED SIGNING DETAIL FOR WESTBOUND PERSHING ROAD

DIRECTION OF TRAVEL

SEE SEQUENCE D BEGINS (SEE ABOVE)

250'

W20-5R(O)-48
48"X48"
RIGHT LANE CLOSED AHEAD

250'

W21-I115(O)-3618
R2-1-3648
R10-I108P-3618
R2-I106P-3618
WORK ZONE
SPEED LIMIT 30
PHOTO ENFORCED
$250 FINE MINIMUM

200'

W12-I102(O)-48
48"X48"
10'-0"

200'

W20-I103(O)-48
48"X48"
ROAD CONSTRUCTION AHEAD

1. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID WHITE)
2. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID YELLOW)
3. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW @ 8" C-C)
4. TEMPORARY PAVEMENT MARKING PAINT 6" (SOLID WHITE) (BOTTOM FLANGE OF CONCRETE BARRIER)
5. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 24" (SOLID WHITE)
6. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (DOTTED WHITE @ 6' SKIP - 2' DASH)
7. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SKIP DASH WHITE @ 18' SKIP - 6' DASH)
8. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID YELLOW - 20' C-C @ 45 DEGREES)
9. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS TYPE IV (WHITE)
10. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (DOTTED YELLOW @ 6' SKIP - 2' DASH)
11. TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (SOLID WHITE)

NOTES

1. TEMPORARY CONCRETE BARRIER SHALL NOT BE ANCHORED WITHIN BRIDGE LIMITS INCLUDING PCC BRIDGE APPROACH PAVEMENT.
2. CONTRACTOR TO COVER ALL SIGNAL HEADS THAT ARE NOT IN USE DURING THE APPROPRIATE MOT STAGE.

LEGEND

- TYPE II BARRICADES OR DRUMS (50' C-C AT TANGENTS, 20' C-C AT TAPERS & 10' C-C AT RADII)
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR TEMPORARY NON-REDIRECTIVE, NARROW TEST LEVEL 2
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- SIGN
- WORK ZONE
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
- FLASHING ARROW BOARD

MODEL: 2D Drawing
FILE NAME: C:\Users\aselber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADdrawings\D180C67-Border.dgn

ORION ENGINEERS

USER NAME = spatel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/29/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-90/94 (DAN RYAN EXPRESSWAY) AT 39TH STREET / PERSHING ROAD
MAINTENANCE OF TRAFFIC STAGE 2 PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	11
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

DETOUR ROUTE MARKERS



1
W20-I103(O)-48



2
M4-9(O)-3024



3
M4-9L(O)-3024



4
M4-9L(O)-3024



5
M4-9L(O)-3024



6
M4-9R(O)-3024



7
R3-2-36



8
M4-4(O)-2412



9
W20-2(O)-4848



10
R.R. UNMARKED ROUTES
SPECIAL 24"x18" VARIABLE
6" BLACK LETTERS ON ORANGE
REFLECTIVE BLACKGROUND



11
R.R. UNMARKED ROUTES
SPECIAL 24"x18" VARIABLE
6" BLACK LETTERS ON ORANGE
REFLECTIVE BLACKGROUND

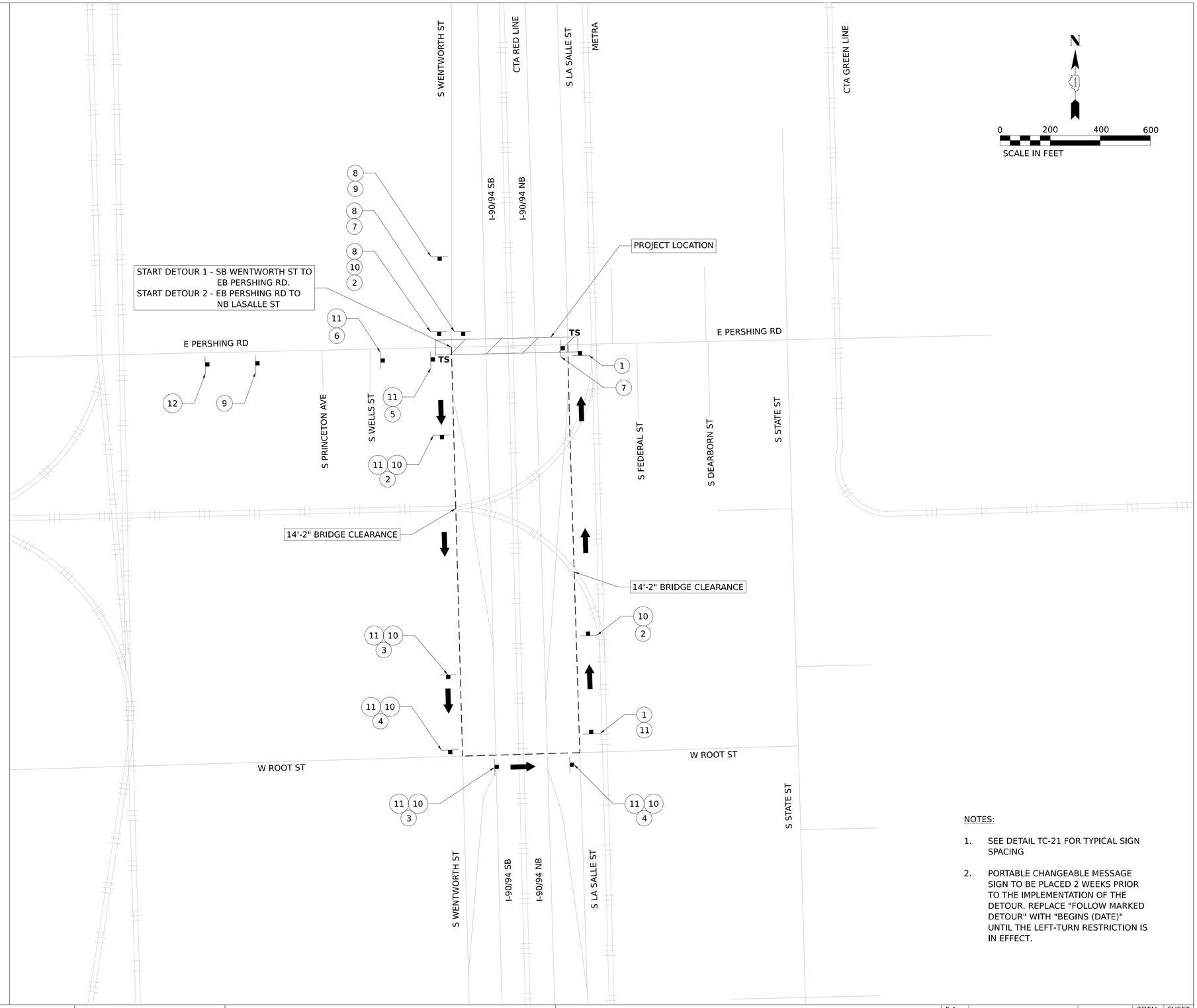
NO LEFT TURN AT LASALLE	FOLLOW MARKED DETOUR

3 SEC DISPLAY
18" LETTERS

12
PORTABLE
CHANGEABLE
MESSAGE SIGN

LEGEND

- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- TYPE III BARRICADE
- # DETOUR / CLOSURE SIGNAGE
- **TS** SIGNALIZED INTERSECTION



NOTES:

1. SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING
2. PORTABLE CHANGEABLE MESSAGE SIGN TO BE PLACED 2 WEEKS PRIOR TO THE IMPLEMENTATION OF THE DETOUR. REPLACE "FOLLOW MARKED DETOUR" WITH "BEGINS (DATE)" UNTIL THE LEFT-TURN RESTRICTION IS IN EFFECT.

MODEL: Default
FILE NAME: Z:\21-0001 IDOT 199 Item 13 Phase II Various (Orion)\15_Pershing St\50_Design\CAD\Sheets\Pershing-sht-Stage 1 Detours I and II.dgn

Peralte-Clark LLC

USER NAME = mit.patel	DESIGNED - MBP	REVISED -	
	DRAWN - MBP	REVISED -	
PLOT SCALE = 400.000 ' / in.	CHECKED - CMP	REVISED -	
PLOT DATE = 9/24/2026	DATE - 9/24/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN – ROUTES 1 & 2 (STAGE 1) – SB WENTWORTH ST TO EB PERSHING RD & EB PERSHING RD TO NB LASALLE

SCALE:1" = 200' | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	12
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

DETOUR ROUTE MARKERS



1
W20-I103(O)-48



2
M4-9(O)-3024



3
M4-9L(O)-3024



4
M4-9L(O)-3024



5
R3-2-36



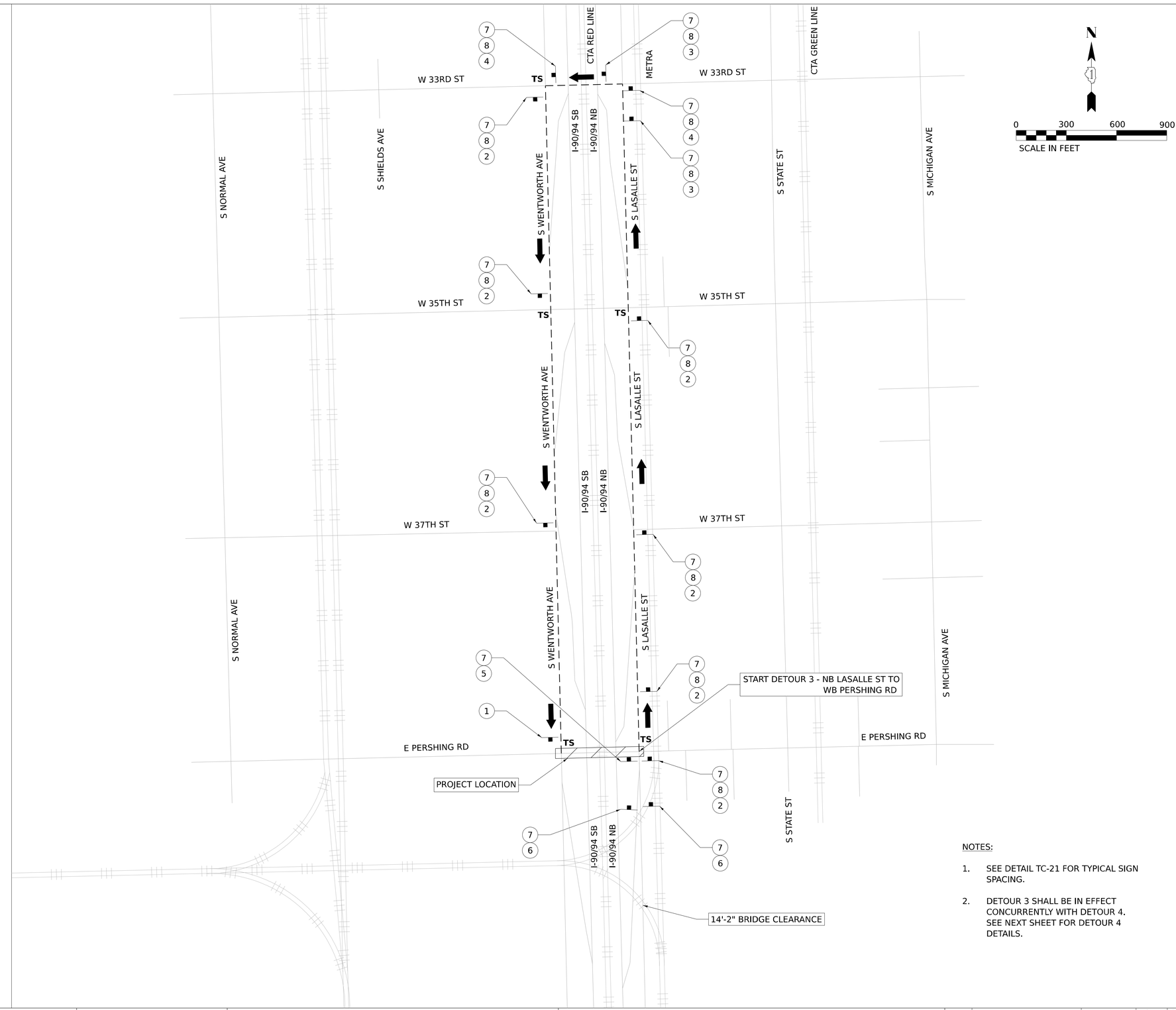
6
W20-2(O)-4848



7
M4-4(O)-2412



8
R.R. UNMARKED ROUTES
SPECIAL 24"x18" VARIABLE
6" BLACK LETTERS ON ORANGE
REFLECTIVE BLACKGROUND



LEGEND

- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- TYPE III BARRICADE
- (#) DETOUR / CLOSURE SIGNAGE
- **TS** SIGNALIZED INTERSECTION

NOTES:

1. SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING.
2. DETOUR 3 SHALL BE IN EFFECT CONCURRENTLY WITH DETOUR 4. SEE NEXT SHEET FOR DETOUR 4 DETAILS.

MODEL: Default
FILE NAME: Z:\21-0001 IDOT 199 Item 13 Phase III Various (Orion)\15_Pershing St\50_Design\CAD\Sheets\Pershing-sht-Stage 2 Detour III.dgn

Peralte-Clark LLC

USER NAME = mit.patel	DESIGNED - MBP	REVISED -	
	DRAWN - MBP	REVISED -	
PLOT SCALE = 600.000 ' / in.	CHECKED - CMP	REVISED -	
PLOT DATE = 9/24/2026	DATE - 9/24/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN – ROUTE 3 (STAGE 2)
NB LASALLE ST TO WB PERSHING RD

SCALE:1" = 300' | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	13
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

DETOUR ROUTE MARKERS



1
W20-I103(O)-48



2
M4-9(O)-3024



3
M4-9L(O)-3024



4
M4-9L(O)-3024



5
M4-9L(O)-3024



6
M4-9R(O)-3024



7
R3-2-36



8
W20-2(O)-4848



9
R.R. UNMARKED ROUTES
SPECIAL 24"x18" VARIABLE
6" BLACK LETTERS ON ORANGE
REFLECTIVE BLACKGROUND

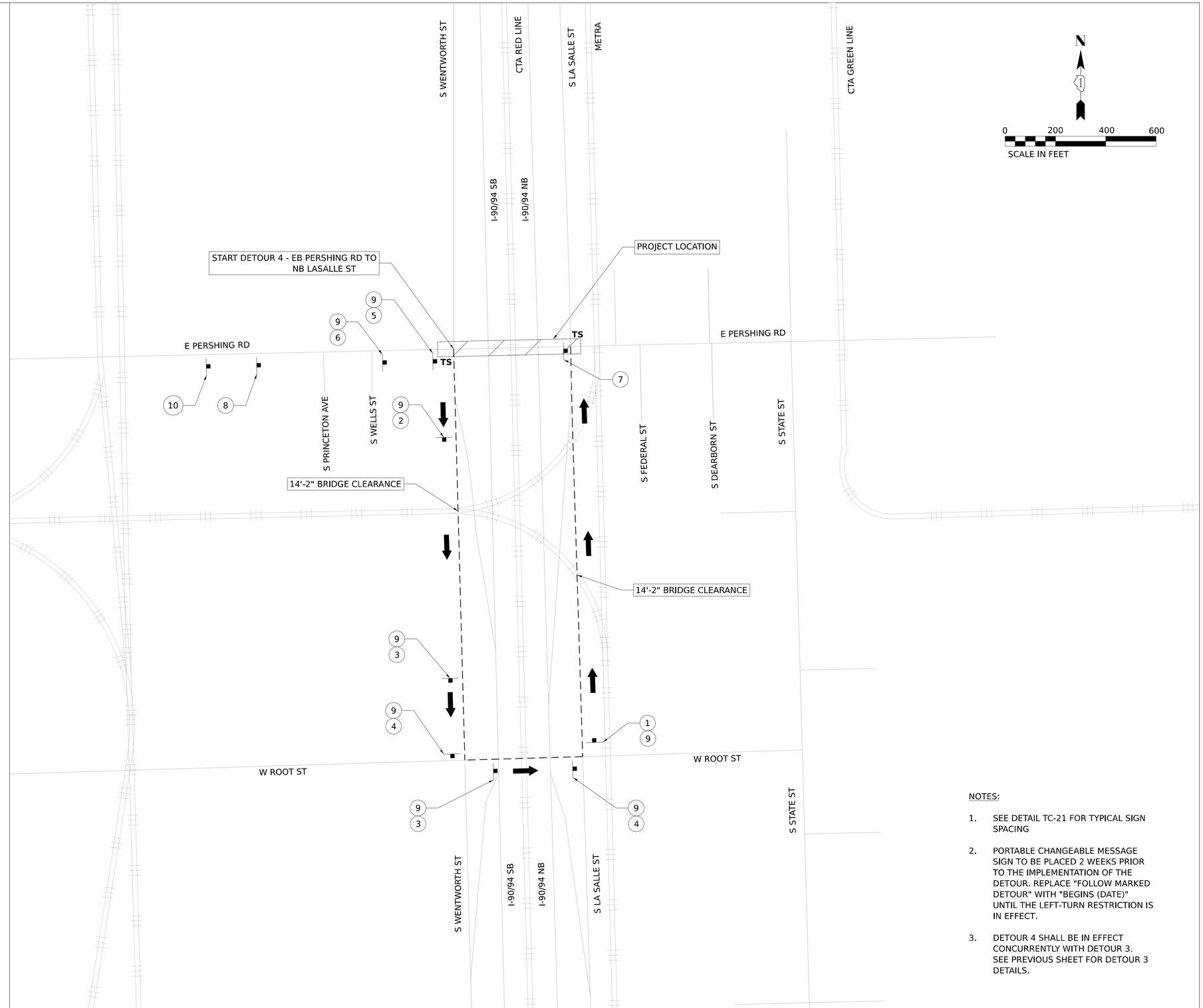


3 SEC DISPLAY
18" LETTERS

10
PORTABLE
CHANGEABLE
MESSAGE SIGN

LEGEND

- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- TYPE III BARRICADE
- (#) DETOUR / CLOSURE SIGNAGE
- **TS** SIGNALIZED INTERSECTION



NOTES:

1. SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING
2. PORTABLE CHANGEABLE MESSAGE SIGN TO BE PLACED 2 WEEKS PRIOR TO THE IMPLEMENTATION OF THE DETOUR. REPLACE "FOLLOW MARKED DETOUR" WITH "BEGINS (DATE)" UNTIL THE LEFT-TURN RESTRICTION IS IN EFFECT.
3. DETOUR 4 SHALL BE IN EFFECT CONCURRENTLY WITH DETOUR 3. SEE PREVIOUS SHEET FOR DETOUR 3 DETAILS.

MODEL: Default
FILE NAME: Z:\21-0001 IDOT 199 Item 13 Phase II Various (Orion)\15_Pershing St\50_Design\CAD\Sheets\Pershing-sht-Stage 2 Detour IV.dgn

Peralte-Clark LLC

USER NAME = mit.patel	DESIGNED - MBP	REVISED -
	DRAWN - MBP	REVISED -
PLOT SCALE = 400.000 ' / in.	CHECKED - CMP	REVISED -
PLOT DATE = 9/24/2026	DATE - 9/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN – ROUTE 4 (STAGE 2)
EB PERSHING RD TO NB LASALLE

SCALE:1" = 200' | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	14
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

DESIGNED: KSA
APPROVED: BPT
CONSULTANT: PERALTE-CLARK
DATE: 09/29/2026

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC SAFETY
TEMPORARY TRAFFIC SIGNAL TIMING SCHEDULE: STAGE 1

W. PERSHING RD. & S. WENTWORTH AVE.

3900 S. / 200 W.

REVIEWED: TRAFFIC ENGINEER

APPROVED: TRAFFIC ENGINEER

SHEET 15 OF 47
11" X 17"

SHEET NO.	TOTAL SHEETS	COUNTY	SECTION	F.A. RTE.
15	47	COOK	(S-2323.2-4B) BJR. BDR 25	90/94

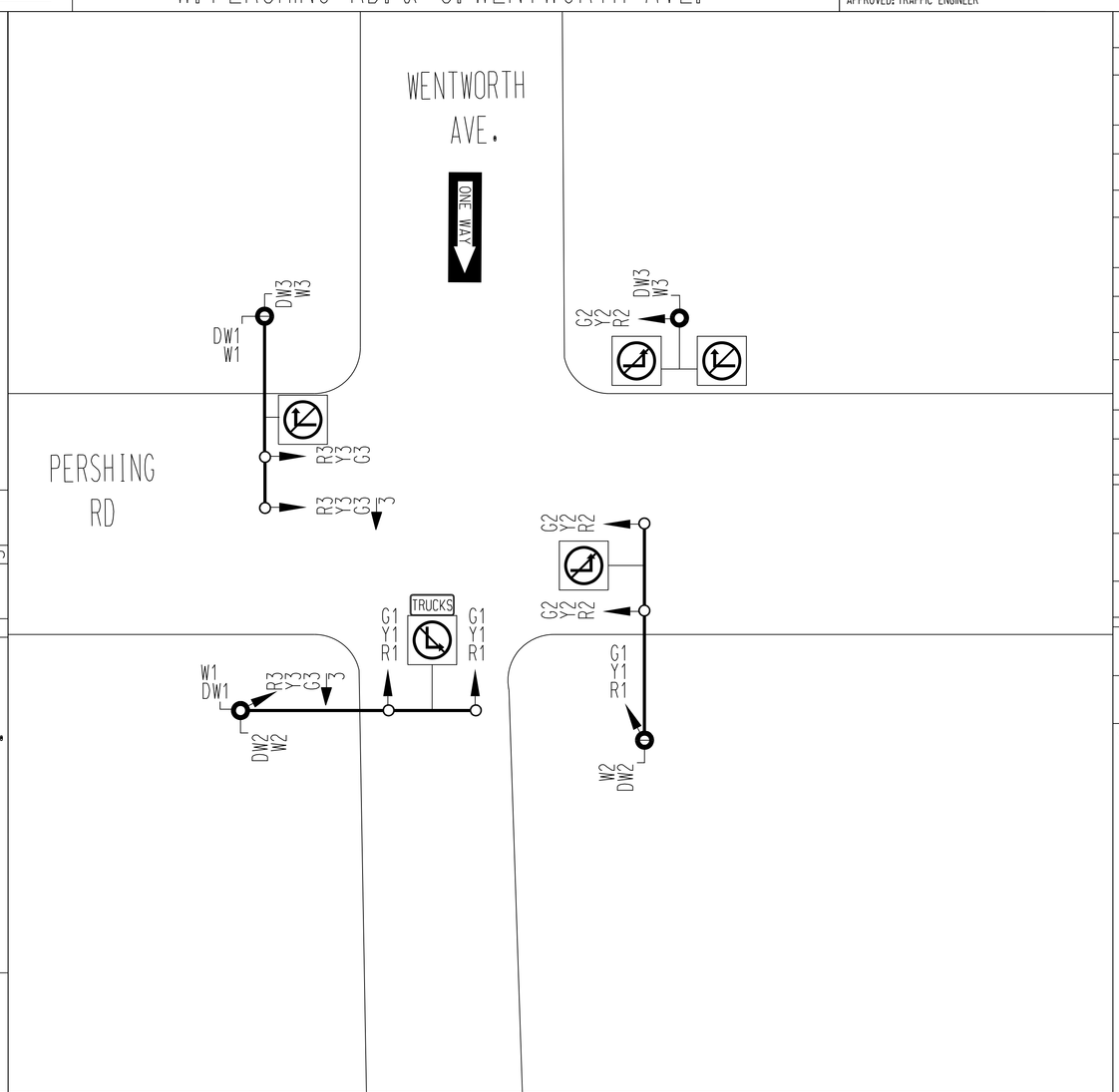
CONTRACT NO. 80C87
ILLINOIS FED. AID PROJECT

Times Of Operation:
ALL TIMES

Dial:	Offset:	1	2	3
1	105 SEC. / 0"	1	2	3
2		1	2	3
3		1	2	3
4		1	2	3

FLASH OPERATION:
R1, R2, R3;
W., DW., ↑'S-OFF.

ALL PED. SIGNALS ARE OF THE COUNTDOWN TYPE

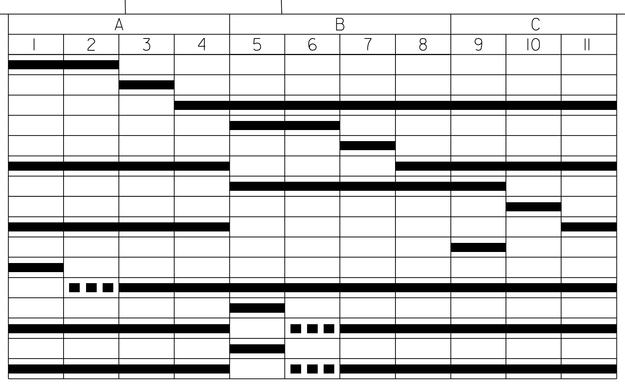


SYMBOLIC

"NO RIGHT TURN SIGN"

"NO LEFT TURN SIGN"

SIGNAL INDICATIONS:	PHASE: INTERVAL:	
WENTWORTH AVE.	(SB.)	G1
"	"	Y1
"	"	R1
PERSHING RD.	(EB.)	G2
"	"	Y2
"	"	R2
PERSHING RD.	(WB.)	G3
"	"	Y3
"	"	R3
"	" LT. GA ← 3	
WALK	(W. X'WALK)	W1
DON'T WALK	"	DW1
WALK	(S. X'WALK)	W2
DON'T WALK	"	DW2
WALK	(N. X'WALK)	W3
DON'T WALK	"	DW3



DIAL 1, ELAPSED TIME
SECONDS/INTERVAL

0	21	43	46	48	74	89	92	94	100	103	105
21	22	3	2	26	15	3	2	6	3	2	

DATE
SENT:
INSTALLED:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

S WENTWORTH AVE AND W PERSHING RD
TEMPORARY TRAFFIC SIGNAL TIMING SCHEDULE STAGE 1

SCALE: N.T.S. | SHEET 1 OF 4 SHEETS | STA. | TO STA.

REVISED	-	
REVISED	-	
REVISED	-	
REVISED	-	

DESIGNED	- KSA	
DRAWN	- KSA	
CHECKED	- BPT	
DATE	- 2026-09-29	

USER NAME	= shilpa.ayyasamy
PLOT SCALE	= 2.000 ' / in.
PLOT DATE	= 9/29/2026

Peralte-Clark LLC

DEO Drwg. No.

MODEL: Default
FILE NAME: Z:\21-0001 IDOT 199 Item 13 Phase II Various (Chtown)\15_Pershing St\50_Design\CADSheets\W015-stn-pershingSIseatle TS Timing.dgn

DESIGNED: KSA
APPROVED: BPT
CONSULTANT: PERALTE-CLARK
DATE: 09/29/2026

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC SAFETY
TEMPORARY TRAFFIC SIGNAL TIMING SCHEDULE: STAGE 1

S. LASALLE ST. & W. PERSHING RD.

3900 S. / 140 W.

REVIEWED: TRAFFIC ENGINEER

APPROVED: TRAFFIC ENGINEER

SHEET 15A OF 47
11" X 17"

SHEET NO.	TOTAL SHEETS	COUNTY	CONTRACT NO. 80C87
15A	47	COOK	

F.A. RTE.	SECTION		ILLINOIS	FED. AID PROJECT
90/94	(S-2323.2-4B) BJR, BDR 25			

S LASALLE ST AND W PERSHING RD
TEMPORARY TRAFFIC SIGNAL TIMING SCHEDULE STAGE 1

SCALE: N.T.S. | SHEET 2 OF 4 SHEETS | STA. | TO STA.

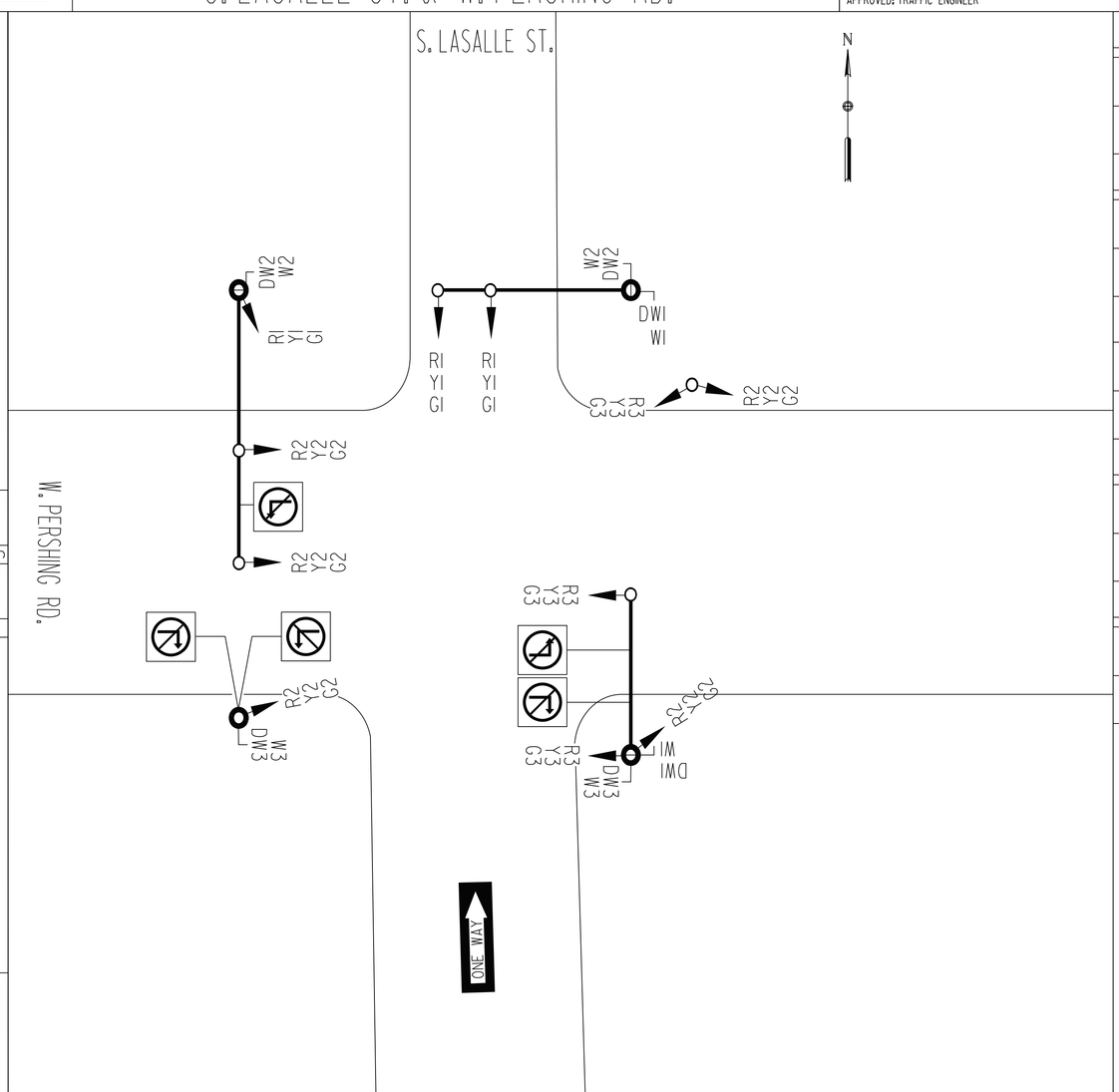
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Times Of Operation:

Dial:	Offset:	ALL TIMES
1 105 SEC.	0"	
2	1	
	2	
	3	
3	1	
	2	
	3	
4	1	
	2	
	3	

FLASH OPERATION:
R1, R2, R3;
W., DW. - OFF.

ALL PED. SIGNALS ARE OF THE COUNTDOWN TYPE

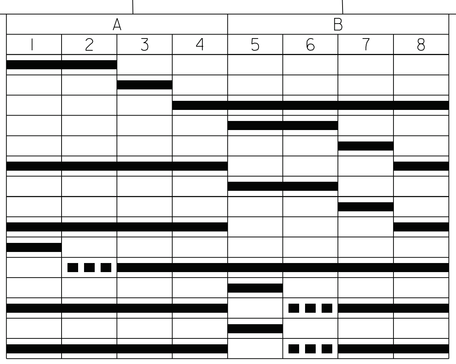


SYMBOLIC

"NO RIGHT TURN SIGN"

"NO LEFT TURN SIGN"

SIGNAL INDICATIONS:	PHASE: / INTERVAL:	
LASALLE ST.	(NB.)	G1
"	"	Y1
"	"	R1
PERSHING RD.	(WB.)	G2
"	"	Y2
"	"	R2
PERSHING RD.	(EB.)	G3
"	"	Y3
"	"	R3
WALK	(E. X'WALK)	W1
DON'T WALK	"	DW1
WALK	(N. X'WALK)	W2
DON'T WALK	"	DW2
WALK	(S. X'WALK)	W3
DON'T WALK	"	DW3



REPEAT

0	38	52	55	57	86	100	103	105
38	14	3	2	29	14	3	2	

DIAL 1, ELAPSED TIME
SECONDS/INTERVAL

DATE
SENT:
INSTALLED:

DESIGNED	- KSA	
DRAWN	- KSA	
CHECKED	- BPT	
DATE	- 2026-09-29	

REVISED	-
REVISED	-
REVISED	-
REVISED	-

USER NAME	= shilpa.ayyarsamy
PLOT SCALE	= 2.000 ' / in.
PLOT DATE	= 9/29/2026

Peralte-Clark LLC

DEO Drwg. No.

MODEL: Default
FILE NAME: 21-21-0001 IDOT 199 Item 13 Phase II Various (Orlan)\15_Pershing St\50_Design\CADS\sheets\W015-str-pershingSglasalle TS Timing.dgn

DESIGNED: KSA
APPROVED: BPT
CONSULTANT: PERALTE-CLARK
DATE: 09/29/2026

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC SAFETY
TEMPORARY TRAFFIC SIGNAL TIMING SCHEDULE: STAGE 2

W. PERSHING RD. & S. WENTWORTH AVE.

3900 S. / 200 W.

REVIEWED: TRAFFIC ENGINEER

APPROVED: TRAFFIC ENGINEER

SHEET 15B OF 47
11" X 17"

SHEET NO.	TOTAL SHEETS	COUNTY	SECTION	F.A. RTE.
15B	47	COOK	(S-2323.2-4B) BJR, BDR 25	90/94

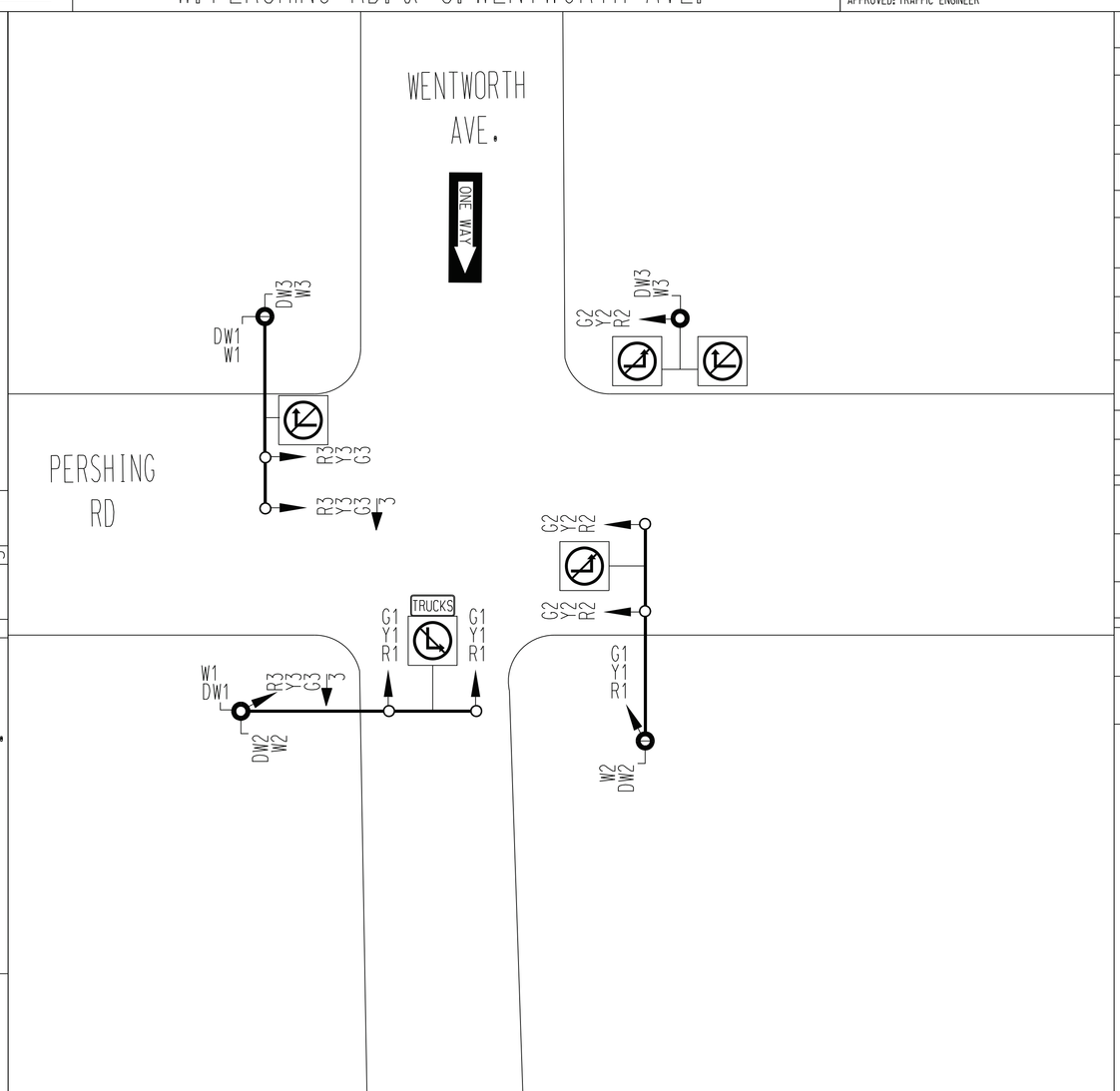
CONTRACT NO. 80C87
ILLINOIS FED. AID PROJECT

Times Of Operation:

Dial:	Offset:	Times Of Operation:
1 105 SEC.	1 0"	ALL OTHER TIMES
	2	
	3	6 AM - 10 AM, MON THRU FRI
2 105 SEC.	1 0"	
	2	
	3	3 PM - 7 PM, MON THRU FRI
3 105 SEC.	1 0"	
	2	
	3	
4	1	
	2	
	3	

FLASH OPERATION:
R1, R2, R3;
W., DW., ↑'S-OFF.

ALL PED. SIGNALS ARE OF THE COUNTDOWN TYPE

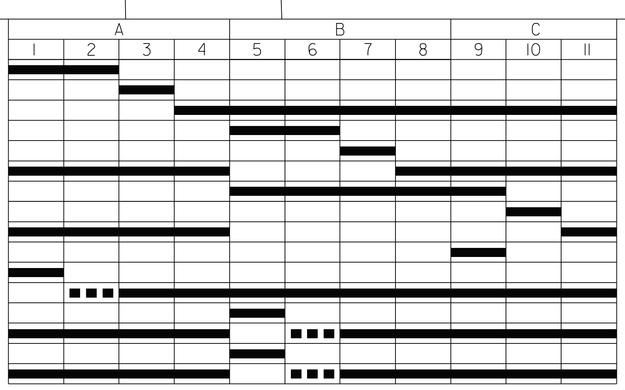


SYMBOLIC

"NO RIGHT TURN SIGN"

"NO LEFT TURN SIGN"

SIGNAL INDICATIONS:	PHASE: INTERVAL:
WENTWORTH AVE. (SB.)	G1
" "	Y1
" "	R1
PERSHING RD. (EB.)	G2
" "	Y2
" "	R2
PERSHING RD. (WB.)	G3
" "	Y3
" "	R3
" " LT. GA ←	3
WALK (W. X'WALK)	W1
DON'T WALK "	DW1
WALK (S. X'WALK)	W2
DON'T WALK "	DW2
WALK (N. X'WALK)	W3
DON'T WALK "	DW3



REPEAT

DIAL 1, ELAPSED TIME
SECONDS/INTERVAL

0	8	30	33	35	73	88	91	93	100	103	105
8	22	3	2	38	15	3	2	7	3	2	

DIAL 2, ELAPSED TIME
SECONDS/INTERVAL

0	4	21	24	26	72	87	90	92	100	103	105
4	17	3	2	46	15	3	2	8	3	2	

DIAL 3, ELAPSED TIME
SECONDS/INTERVAL

0	19	41	44	46	77	92	95	97	100	103	105
19	22	3	2	31	15	3	2	3	3	2	

DATE SENT:

INSTALLED:

DESIGNED - KSA	REVISED -	
DRAWN - KSA	REVISED -	
CHECKED - BPT	REVISED -	
DATE - 2026-09-29	REVISED -	

S WENTWORTH AVE AND W PERSHING RD
TEMPORARY TRAFFIC SIGNAL TIMING SCHEDULE STAGE 2

SCALE: N.T.S. | SHEET 3 OF 4 SHEETS | STA. | TO STA.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DEO Drwg. No.

USER NAME = shrija.ayyasamy
PLOT SCALE = 2.000 ' / In.
PLOT DATE = 9/29/2026

Peralte-Clark LLC

MODEL: Default
FILE NAME: Z:\21-0001 IDOT 199 Item 13 Phase II Various (Orlan)\15_Pershing St\50_Design\CADSheets\W01S-sht-pershingSIgsatle TS Timing.dgn

DESIGNED: KSA
APPROVED: BPT
CONSULTANT: PERALTE-CLARK
DATE: 09/29/2026

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC SAFETY
TEMPORARY TRAFFIC SIGNAL TIMING SCHEDULE: STAGE 2

S. LASALLE ST. & W. PERSHING RD.

3900 S. / 140 W.

REVIEWED: TRAFFIC ENGINEER

APPROVED: TRAFFIC ENGINEER

SHEET 15C OF 47
11" X 17"

SHEET NO.	TOTAL SHEETS	COUNTY	SECTION	F.A. RTE.
15C	47	COOK	(S-2323.2-4B) BJR. BDR 25	90/94

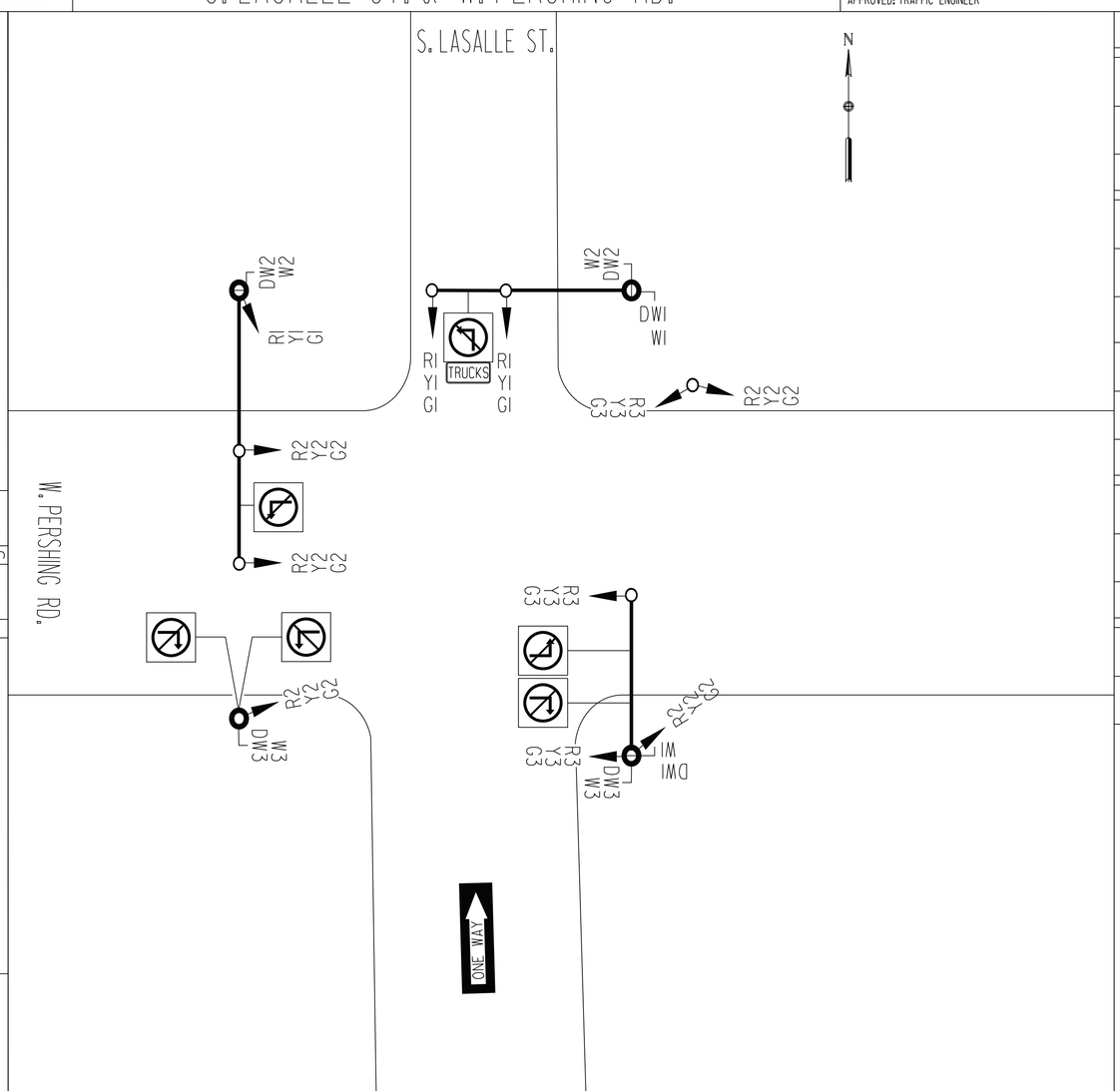
CONTRACT NO. 80C87
ILLINOIS FED. AID PROJECT

Times Of Operation:

Dial:	Offset:	
1 105 SEC.	0"	ALL TIMES
2		
3		
4		

FLASH OPERATION:
R1, R2, R3;
W., DW.-OFF.

ALL PED. SIGNALS ARE OF THE COUNTDOWN TYPE

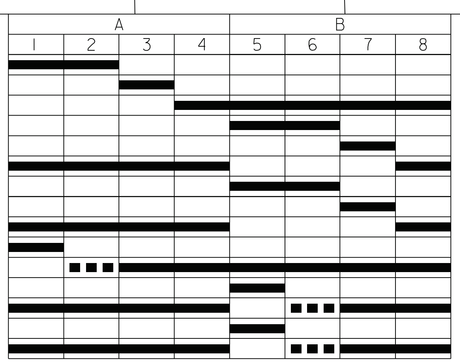


SYMBOLIC

"NO RIGHT TURN SIGN"

"NO LEFT TURN SIGN"

SIGNAL INDICATIONS:	PHASE: INTERVAL:
LASALLE ST. (NB.)	G1
" "	Y1
" "	R1
PERSHING RD. (WB.)	G2
" "	Y2
" "	R2
PERSHING RD. (EB.)	G3
" "	Y3
" "	R3
WALK (E. X'WALK)	W1
DON'T WALK "	DW1
WALK (N. X'WALK)	W2
DON'T WALK "	DW2
WALK (S. X'WALK)	W3
DON'T WALK "	DW3



REPEAT

DIAL 1, ELAPSED TIME
SECONDS/INTERVAL

0	29	43	46	48	86	100	103	105
29	14	3	2	38	14	3	2	

DATE SENT:

INSTALLED:

	REVISED -
	REVISED -
	REVISED -
	REVISED -

DESIGNED - KSA
DRAWN - KSA
CHECKED - BPT
DATE - 2026-09-29

USER NAME = ahdja.ayyasamy
PLOT SCALE = 2.000 ' / In.
PLOT DATE = 9/29/2026

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

S LASALLE ST AND W PERSHING RD
TEMPORARY TRAFFIC SIGNAL TIMING SCHEDULE STAGE 2

SCALE: N.T.S. | SHEET 4 OF 4 SHEETS | STA. | TO STA.

Peralte-Clark LLC

DEO Drwg. No.

MODEL: Default
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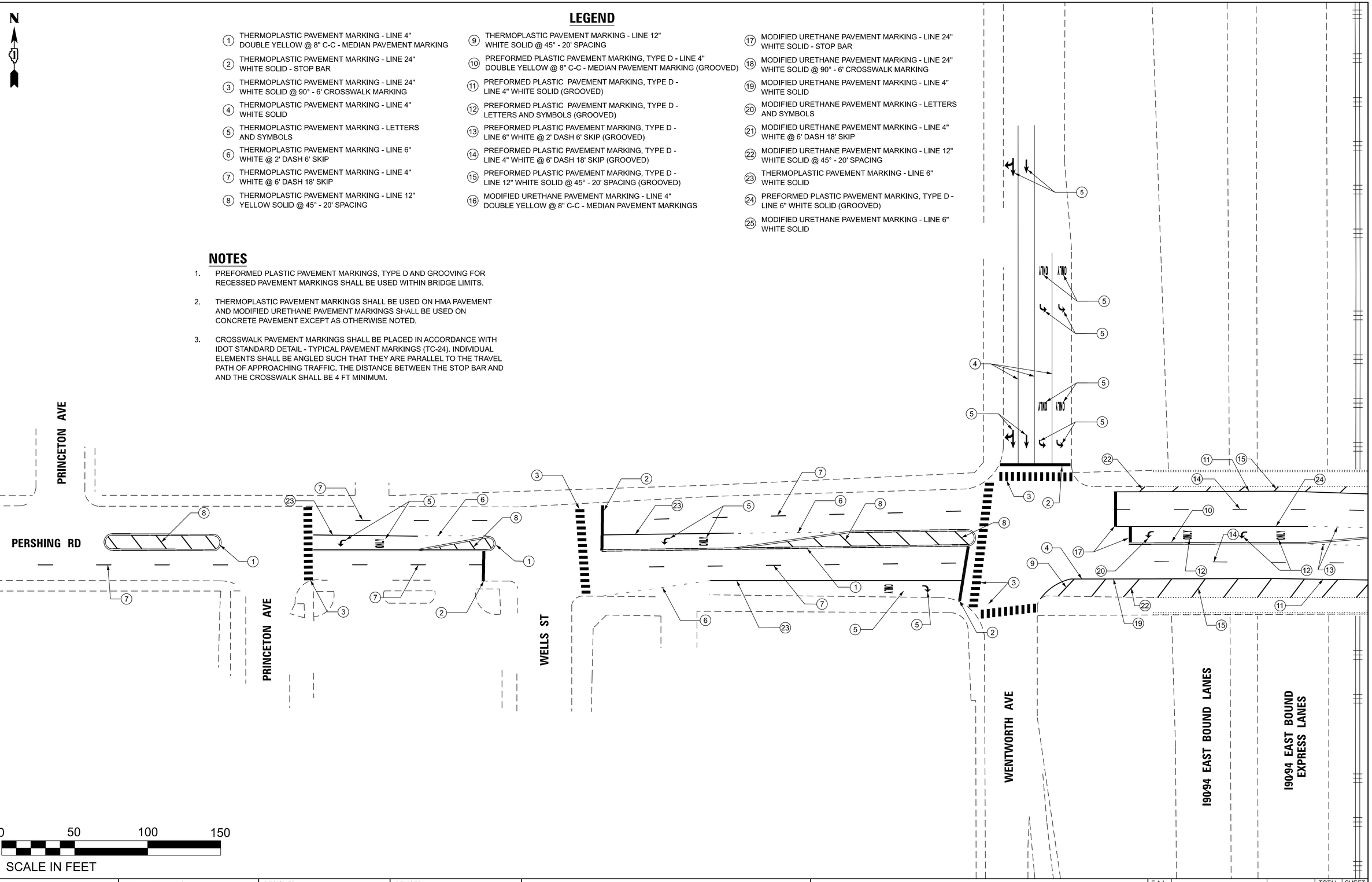
N

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" DOUBLE YELLOW @ 8" C-C - MEDIAN PAVEMENT MARKING
2. THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE SOLID - STOP BAR
3. THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE SOLID @ 90° - 6' CROSSWALK MARKING
4. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID
5. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
6. THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE @ 2' DASH 6' SKIP
7. THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE @ 6' DASH 18' SKIP
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW SOLID @ 45° - 20' SPACING
9. THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE SOLID @ 45° - 20' SPACING
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 4" DOUBLE YELLOW @ 8" C-C - MEDIAN PAVEMENT MARKING (GROOVED)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 4" WHITE SOLID (GROOVED)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LETTERS AND SYMBOLS (GROOVED)
13. PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 6" WHITE @ 2' DASH 6' SKIP (GROOVED)
14. PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 4" WHITE @ 6' DASH 18' SKIP (GROOVED)
15. PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 12" WHITE SOLID @ 45° - 20' SPACING (GROOVED)
16. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" DOUBLE YELLOW @ 8" C-C - MEDIAN PAVEMENT MARKINGS
17. MODIFIED URETHANE PAVEMENT MARKING - LINE 24" WHITE SOLID - STOP BAR
18. MODIFIED URETHANE PAVEMENT MARKING - LINE 24" WHITE SOLID @ 90° - 6' CROSSWALK MARKING
19. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" WHITE SOLID
20. MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS
21. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" WHITE @ 6' DASH 18' SKIP
22. MODIFIED URETHANE PAVEMENT MARKING - LINE 12" WHITE SOLID @ 45° - 20' SPACING
23. THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID
24. PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 6" WHITE SOLID (GROOVED)
25. MODIFIED URETHANE PAVEMENT MARKING - LINE 6" WHITE SOLID

NOTES

1. PREFORMED PLASTIC PAVEMENT MARKINGS, TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKINGS SHALL BE USED WITHIN BRIDGE LIMITS.
2. THERMOPLASTIC PAVEMENT MARKINGS SHALL BE USED ON HMA PAVEMENT AND MODIFIED URETHANE PAVEMENT MARKINGS SHALL BE USED ON CONCRETE PAVEMENT EXCEPT AS OTHERWISE NOTED.
3. CROSSWALK PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH IDOT STANDARD DETAIL - TYPICAL PAVEMENT MARKINGS (TC-24). INDIVIDUAL ELEMENTS SHALL BE ANGLED SUCH THAT THEY ARE PARALLEL TO THE TRAVEL PATH OF APPROACHING TRAFFIC. THE DISTANCE BETWEEN THE STOP BAR AND AND THE CROSSWALK SHALL BE 4 FT MINIMUM.



MODEL: 2D Drawing
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ORION ENGINEERS

USER NAME = spatel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/29/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERSHING ROAD OVER I-90/94 AND CTA
PAVEMENT MARKING DETAILS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	16
		CONTRACT NO. 80C67		
	ILLINOIS FED. AID PROJECT			

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" DOUBLE YELLOW @ 8" C-C - MEDIAN PAVEMENT MARKING
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LASALLE ST
FEDERAL ST
PERSHING RD
I90/94 WEST BOUND EXPRESS LANES
I90/94 WEST BOUND LANES
ONLY
ONLY
FEDERAL ST
PERSHING RD
DEARBORN ST

NOTES

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0 50 100 150
SCALE IN FEET

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ORION ENGINEERS

USER NAME = spatel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/29/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERSHING ROAD OVER I-90/94 AND CTA
PAVEMENT MARKING DETAILS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	17
		CONTRACT NO. 80C67		
	ILLINOIS FED. AID PROJECT			

SN 016-0398 was orginally constructed in 1961. The superstructure was replaced in 2000 and consists of five continuous spans supported on composite W30 steel beams with a reinforced concrete deck. The overall length of the structure is 297'-6" from back to back abutment and has an out to out deck width of 98'-6". The superstructure is supported on cantilever full height abutments and multi-column piers.

Traffic Control: Traffic to be maintained by stage construction

No Salvage

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications
for Highway Bridges, 17th Edition

LOADING HS 20-44

No allowance for future wearing surface.

DESIGN STRESSES

FIELD UNITS (New Const.)

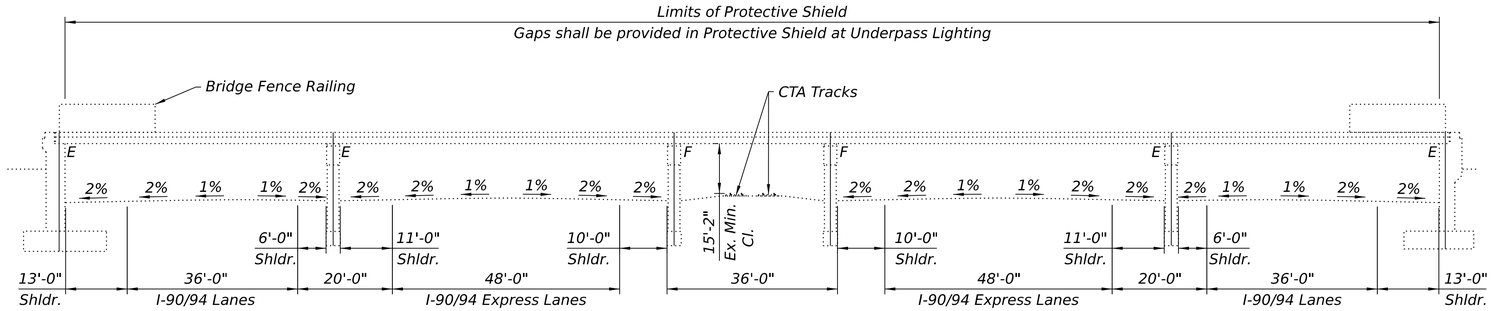
f 'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)

FIELD UNITS (2000 Const.)

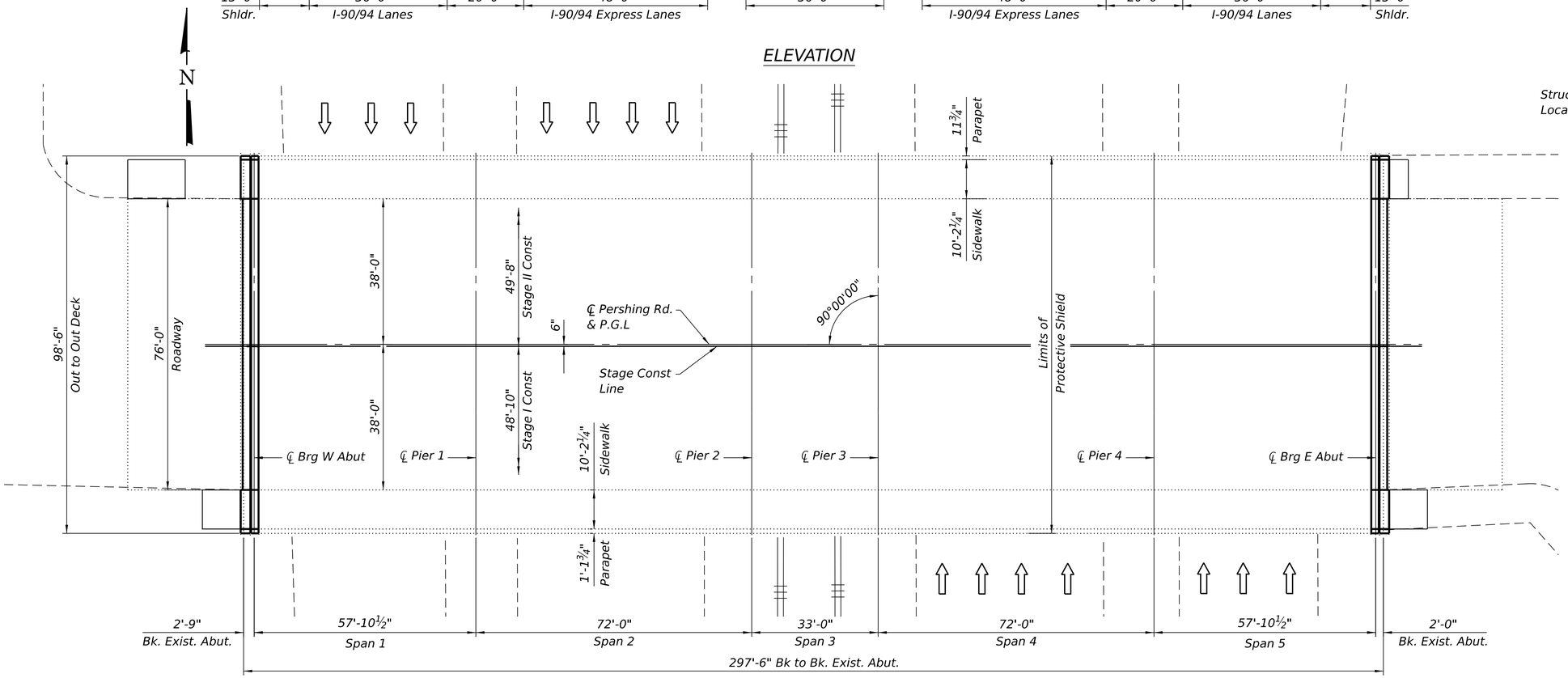
f 'c = 3,500 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
fy = 36,000 psi (M270 Grade 36)

FIELD UNITS (1961 Const.)

f 'c = 3,500 psi (Substructure)
fy = 40,000 psi (Reinforcement)

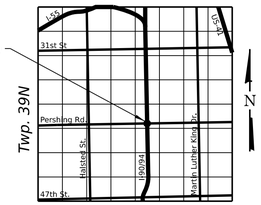


ELEVATION



PLAN

Range 14E, 3rd P.M.



LOCATION SKETCH

LICENSED STRUCTURAL ENGINEER
AMBER M. SEIBER
081-007929
STATE OF ILLINOIS
Expires 11-30-2028

GENERAL PLAN AND ELEVATION
PERSHING RD OVER I-90/94
SEC. F.A.P 0391
COOK COUNTY
STRUCTURE NO. 016-0398

MODEL: 2D Drawing
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ORION ENGINEERS

USER NAME = spatel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/29/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUTURE NO. 016-0398

SCALE: | SHEET S1 OF S16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323,2-4B) BJR, BDR 25	COOK	47	18
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

GENERAL DATA

1. Plan dimensions and details relative to the existing structure have been taken from existing plans 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 work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

2. Reinforcement bars designated (E) shall be epoxy coated.

3. Prior to pouring the new concrete for the joint reconstruction, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC – SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall not exceed SSP3. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

   As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding ¼in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas, and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

4. The removal and reattachment of the existing fence required for repair work (e.g., transverse joint reconstruction, Concrete Superstructure) shall be included in the contract unit price for the work being performed.

5. The Contractor shall exercise care during removal of existing items to ensure that the integrity of the slab, beams, and diaphragms will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams, and diaphragms caused by their operations as directed by the Engineer at no additional cost to the Department. The Contractor shall take all necessary precautions that will allow for the protection of passing vehicles from falling objects and/or materials until completion of work.

6. Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into new construction. Any reinforcement bars that area damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the Contractor's expense.

7. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

8. All structural steel shall conform to AASHTO classification M-270 Gr. 36, unless otherwise noted.

9. No field welding is permitted except as specified in the contract documents.

10. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

11. Cleaning and painting of the existing abutment bearings shall be as specified in the special provision for "Cleaning and Painting Bearings". All existing steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All existing steel shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat for all bearing steel surfaces shall be Gray, Munsell No. 5B 7/1.

INDEX OF SHEETS

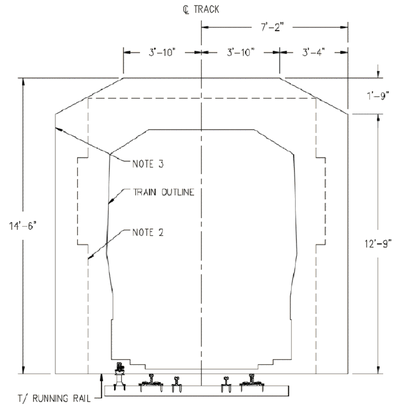
S1 - General Plan And Elevation
S2 - General Data
S3 - Stage Construction Details
S4 - Deck Plan Repairs
S5 - Expansion Joint Reconstruction Plan
S6 - Expansion Joints Details
S7 - Preformed Joint Strip Seal-Sidewalk (1 of 2)
S8 - Preformed Joint Strip Seal-Sidewalk (2 of 2)
S9 - Abutment Repair Details
S10 - Pier 1 Repair Details
S11 - Pier 2 Repair Details
S12 - Pier 3 Repair Details
S13 - Pier 4 Repair Details
S14 - Bar Splicer Assembly And Mechanical Splicer Details
S15 - Existing Framing Plan
S16 - Existing Bearing Details

SCOPE OF WORK

1. Install Protective Shield over I-90/94 traffic lanes and CTA Tracks.
2. Perform ¾" Bridge Deck Scarification.
3. Perform deck slab repairs as required.
4. Remove and replace damaged sidewalk panels.
5. Perform structural repair of concrete on the substructure units.
6. Reconstruct bridge deck expansion joints at the Abutments. Install New Preformed Joint Strip Seals.
7. Apply a 2½" Bridge Deck Latex Concrete Overlay on bridge deck and approaches.
8. Perform Bridge Deck Grooving and Diamond Grinding.
9. Apply Protective Coat to entire bridge including the top and inside faces of parapets, sidewalks, reconstructed expansion joints and surface of the new overlay.
10. Clean and paint the bearings at the Abutments.
11. Repair chain link fabric in pedestrian fence.
12. Replace Loose Anchor bolts in Pier 3 Beams 1 to 6.

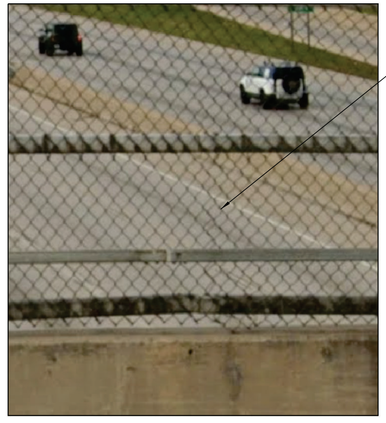
TOTAL BILL OF MATERIALS

ITEM	UNIT	SUPER	SUB	TOTAL
Portland Cement Concrete Sidewalk 5 Inch	Sq Ft	408		408
Sidewalk Removal	Sq Ft	408		408
Concrete Removal	Cu Yd	43.3		43.3
Protective Shield	Sq Yd	3174		3174
Concrete Superstructure	Cu Yd	46.8		46.8
Protective Coat	Sq Yd	4155		4155
Reinforcement Bars, Epoxy Coated	Pound	5440		5440
Bar Splicer	Each	26		26
Preformed Joint Strip Seal	Foot	193		193
Bridge Deck Scarification ¾"	Sq Yd	2452		2452
Bridge Deck Latex Concrete Overlay, 2½"	Sq Yd	2959		2959
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft		1823	1823
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq Ft		25	25
Clean and Reseal Relief Joint	Foot	152		152
Portland Cement Concrete Surface Removal (Variable Depth)	Sq Yd	507		507
Bridge Deck Grooving (Longitudinal)	Sq Yd	2392		2392
Chain Link Fabric, Type 3, Special	Foot	20		20
Cleaning and Painting Bearings	Each	28		28
Diamond Grinding (Bridge Section)	Sq Yd	2870		2870
Remove and Replace Anchor Bolts	Each		12	12



CTA TRAIN ENVELOPE CLEARANCE

Notes:
1. Contact CTA if work will be in curved track area or station areas.
2. The minimum train clearance envelope and shall not be used except when permitted by CTA in Appendix G Note 1 of the CTA Adjacent Construction Manual.
3. Where necessary for unobstructed view of wayside signals, signs, etc. CTA may require greater clearances than specified in the diagram. Coordination with rail operations will be required.



DAMAGED CHAIN LINK FABRIC

MODEL: 2D Drawing
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ORION ENGINEERS

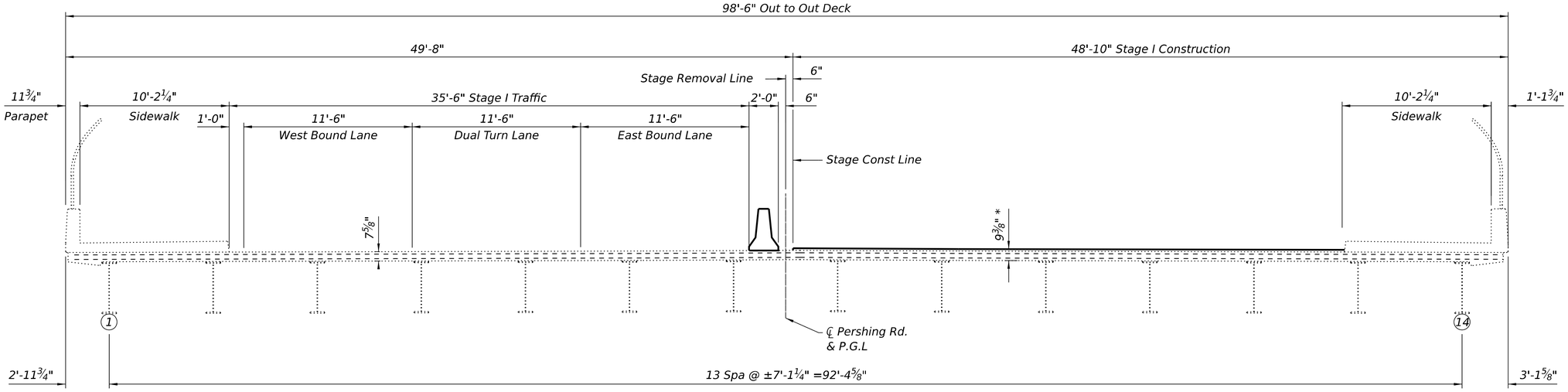
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PLOT DATE = 10/1/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 016-0398

SCALE: | SHEET S2 OF S16 SHEETS | STA. | TO STA.

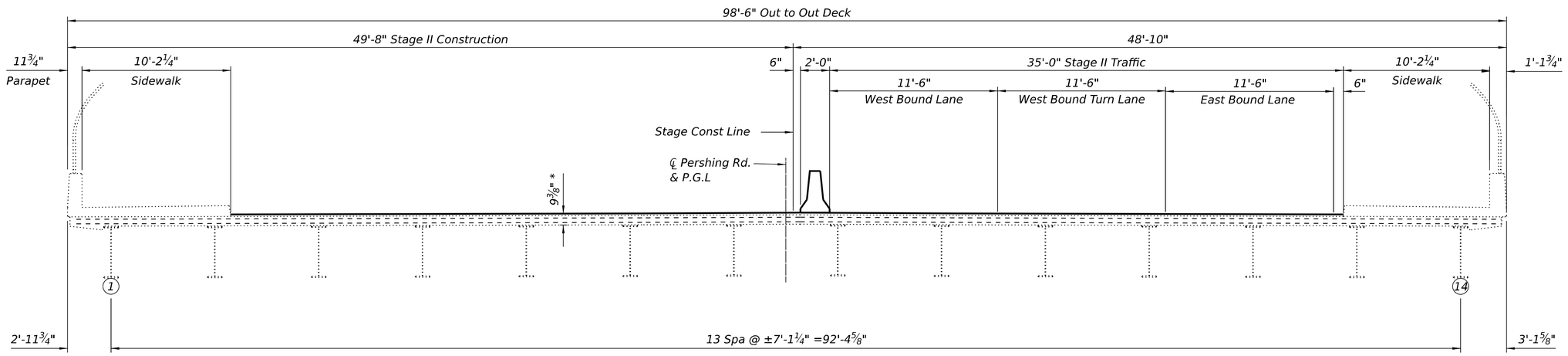
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90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	19
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		



STAGE I CONSTRUCTION

(Looking East)

* Prior to Diamond Grinding



STAGE II CONSTRUCTION

(Looking East)

MODEL: 2D Drawing
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ORION ENGINEERS

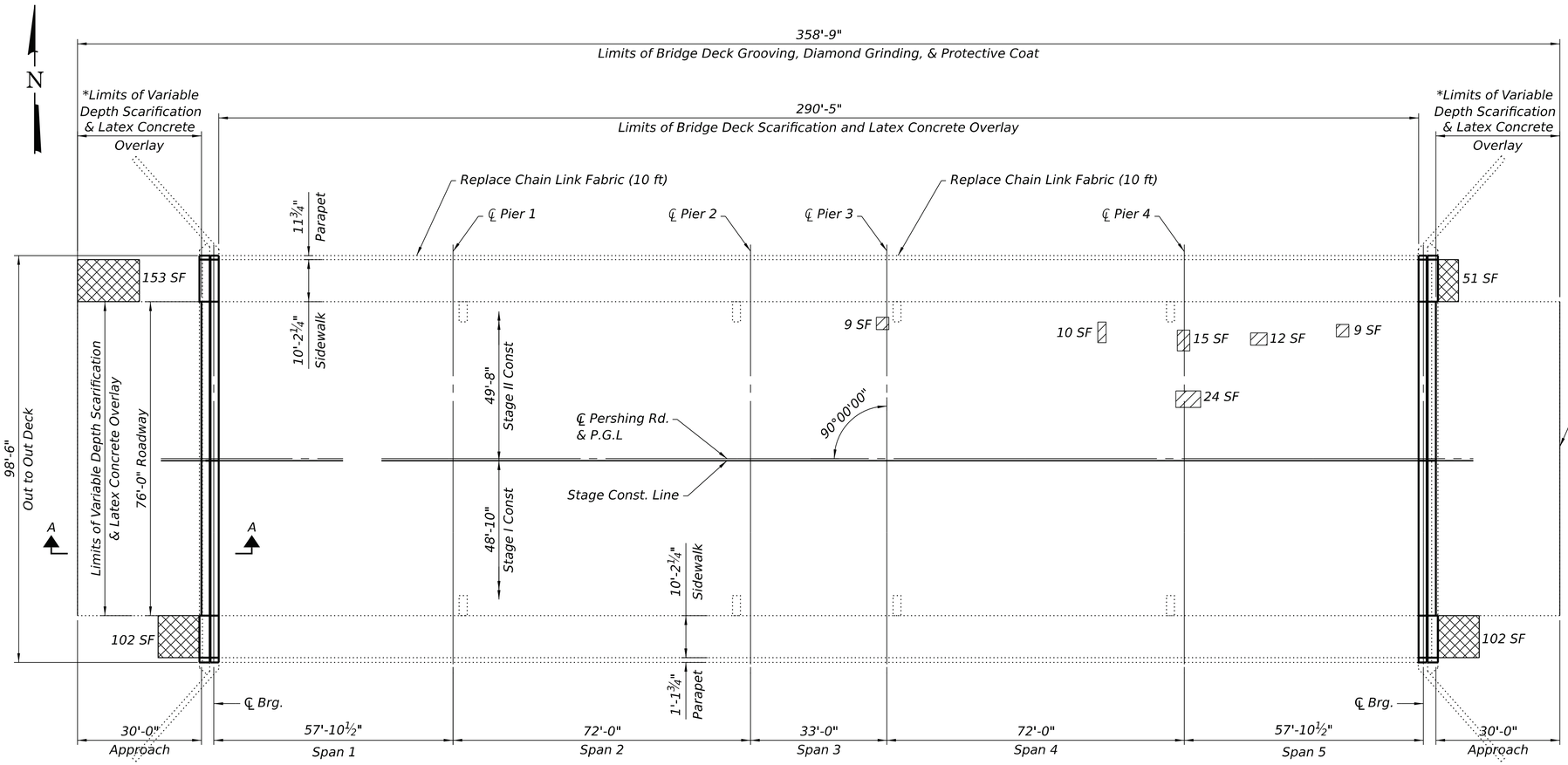
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/29/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-0398

SCALE: | SHEET S3 OF S16 SHEETS | STA. | TO STA.

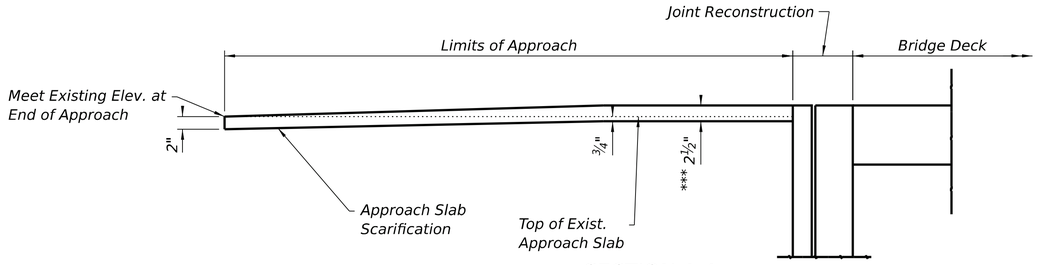
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90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	20
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		



PLAN

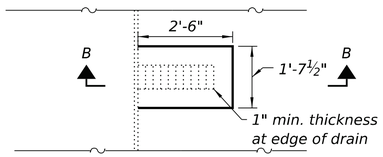
*Scarification varies from ¾" to 2" and Latex Concrete Overlay varies from 2½" to 2" to meet existing elevation at the end of Approaches. Per Existing Plans, the Approach Slabs have 3½" cover to reinforcement. Contractor shall take neccesary precautions to ensure existing reinforcement is not damaged during removal operations. Variable Depth Scarification is paid for as Portland Cement Concrete Surface Removal (Variable Depth).

** For information only. See Bridge Deck Concrete Overlays Special Provision.

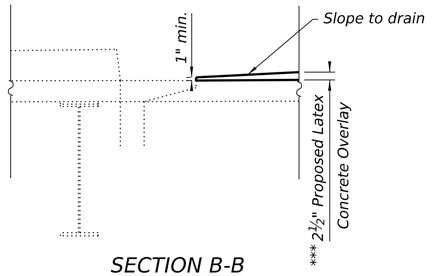


SECTION A-A

***Prior to Diamond Grinding



SCUPPER DETAIL



SECTION B-B

Notes:
Areas of deck repairs shown are estimated. The Engineer shall show actual locations and size of deck repairs as on As-Built Plans.
For West and East Abutments Expansion Joint removal and reconstruction, see S5 and S6.
Diamond Grinding shall be performed for a width that extends to within 2ft of the curb/sidewalk.
Protective Coat shall be applied to the full surface of the structure including the Bridge Deck, Approach Slabs, Replaced Joints, as well as the top and inside faces of the Sidewalks and Parapets.

LEGEND

- **Deck Slab Repair (Partial)
- Existing Bridge Scuppers to be Cleaned
- Sidewalk Removal and Replacement

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Portland Cement Concrete Sidewalk 5 Inch	Sq Ft	408
Sidewalk Removal	Sq Ft	408
Protective Shield	Sq Yd	3174
Protective Coat	Sq Yd	4155
Bridge Deck Scarification, ¾"	Sq Yd	2452
Bridge Deck Latex Concrete Overlay, 2½ "	Sq Yd	2959
Clean and Reseal Relief Joint	Foot	152
Portland Cement Concrete Surface Removal (Variable Depth)	Sq Yd	507
Bridge Deck Grooving (Longitudinal)	Sq Yd	2392
Cleaning Drainage System	L Sum	1
Chain Link Fabric, Type 3, Special	Foot	20
Diamond Grinding (Bridge Section)	Sq Yd	2870

MODEL: 2D Drawing
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ORION ENGINEERS

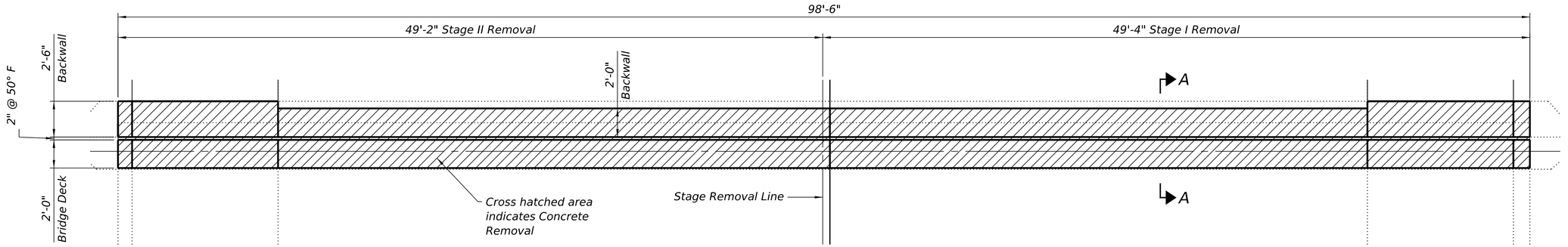
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PLOT DATE = 9/30/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN REPAIRS
STRUTURE NO. 016-0398

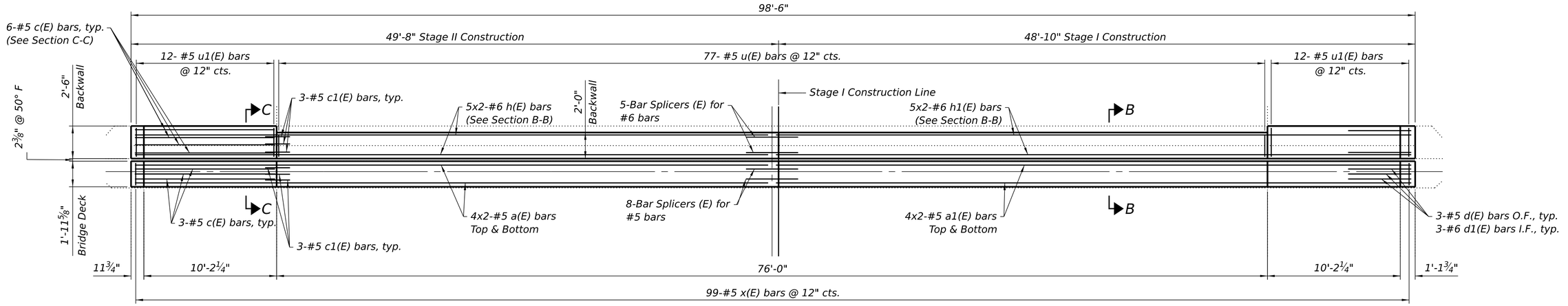
SCALE: | SHEET S4 OF S16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	21
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	



EXISTING PLAN AT ABUTMENT

(East Abutment shown, West Abutment opposite by 180 degrees)



PROPOSED PLAN AT ABUTMENT

(East Abutment shown, West Abutment opposite by 180 degrees)

Bars indicated thus 2x2-#6 etc. indicates 2 lines of bars with 2 lengths per line.
See Sheet S6 for Section A-A, B-B, and reinforcement in sidewalk & parapet.
See Sheet S14 for Bar Splicer Details.

MINIMUM BAR LAP

#5 bar = 2'-7"
#6 bar = 3'-1"

MODEL: 2D Drawing
FILE NAME: C:\Users\aselber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADdrawings\D180C67-Border.dgn

ORION ENGINEERS

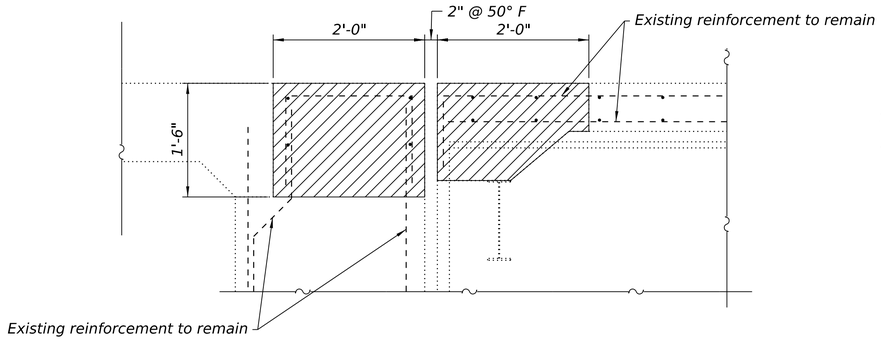
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

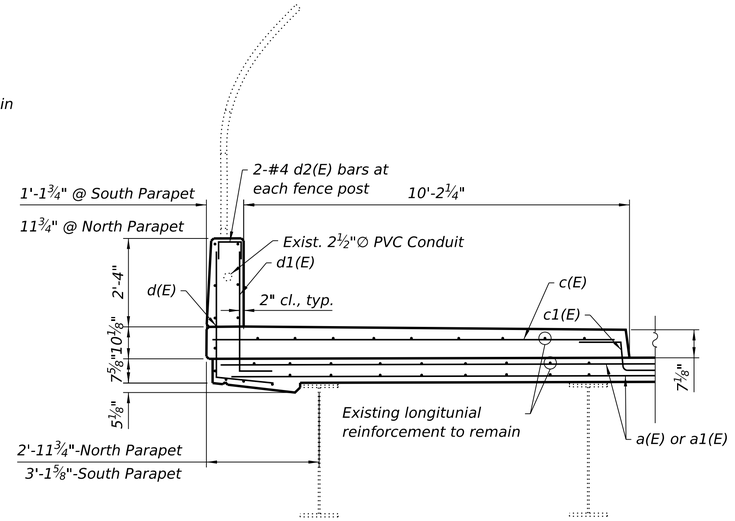
EXPANSION JOINT RECONSTRUCTION PLAN
STRUCTURE NO. 016-0398

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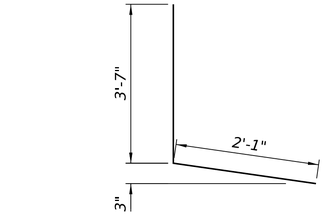
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		CONTRACT NO. 80C67		
	ILLINOIS FED. AID PROJECT			



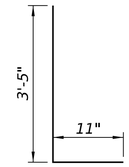
SECTION A-A



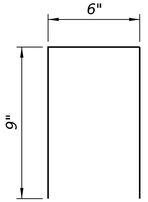
SIDEWALK DETAILS - DECK



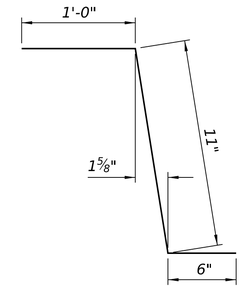
Bar d(E)



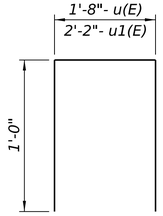
Bar d1(E)



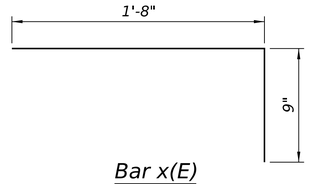
Bar d2(E)



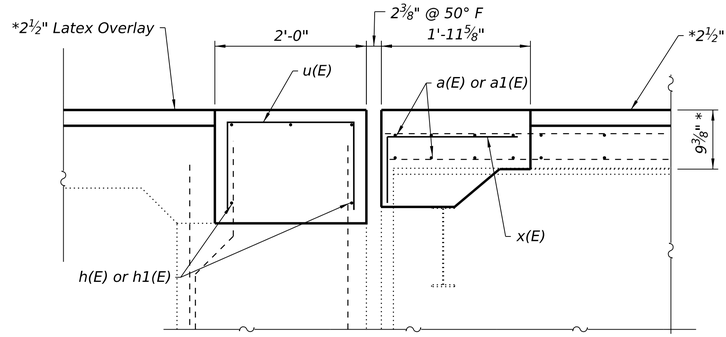
Bar c1(E)



Bar u(E) & u1(E)

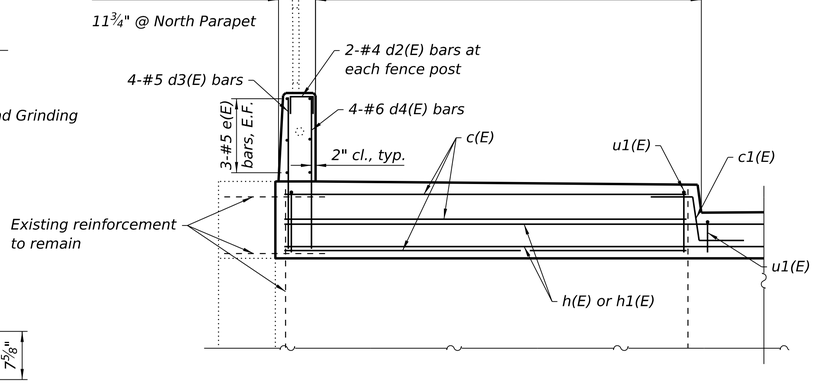


Bar x(E)

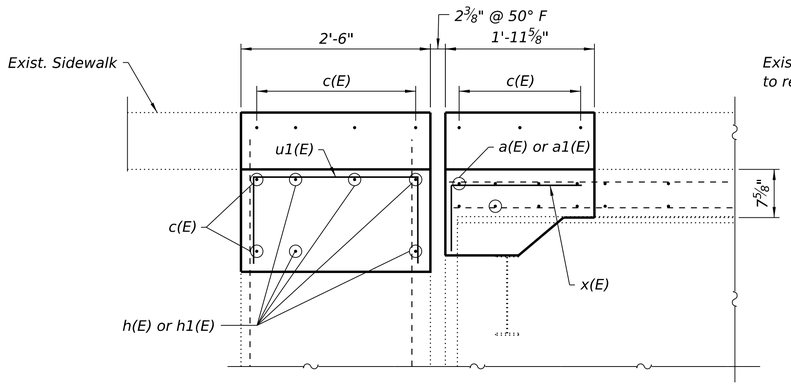


SECTION B-B

* Prior to Diamond Grinding



SIDEWALK DETAILS - BACKWALL



SECTION C-C

BILL OF MATERIAL

BAR	No. BARS	SIZE	LENGTH	SHAPE
a(E)	32	#5	26'-0"	——
a1(E)	32	#5	25'-7"	——
c(E)	36	#5	10'-11"	——
c1(E)	24	#5	2'-5"	⌝
d(E)	12	#5	5'-8"	⌞
d1(E)	12	#6	4'-4"	⌞
d2(E)	16	#4	2'-0"	⊓
d3(E)	16	#5	3'-9"	——
d4(E)	16	#6	3'-9"	——
e(E)	24	#5	2'-2"	——
h(E)	20	#6	26'-3"	——
h1(E)	20	#6	25'-10"	——
u(E)	154	#5	3'-8"	⊓
u1(E)	48	#5	4'-2"	⊓
x(E)	198	#5	2'-5"	⌝
Concrete Removal			Cu. Yd.	43.3
Concrete Superstructure			Cu. Yd.	46.8
Reinforcement Bars, Epoxy Coated			Pound	5440

MODEL: 2D Drawing
FILE NAME: C:\Users\aselber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADDrawings\D180C67-Border.dgn

ORION ENGINEERS

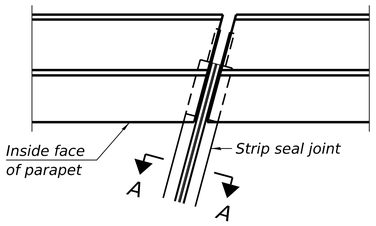
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

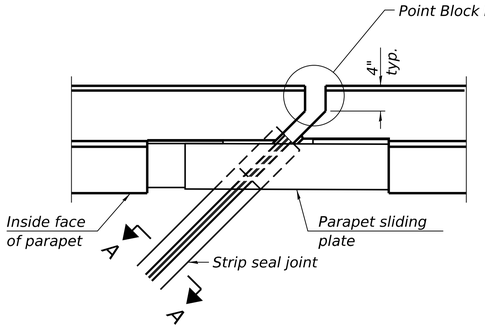
EXPANSION JOINT DETAILS
STRUCTURE NO. 016-0398

SCALE: | SHEET S6 OF S16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323,2-4B) BJR, BDR 25	COOK	47	23
		CONTRACT NO. 80C67		
	ILLINOIS FED. AID PROJECT			

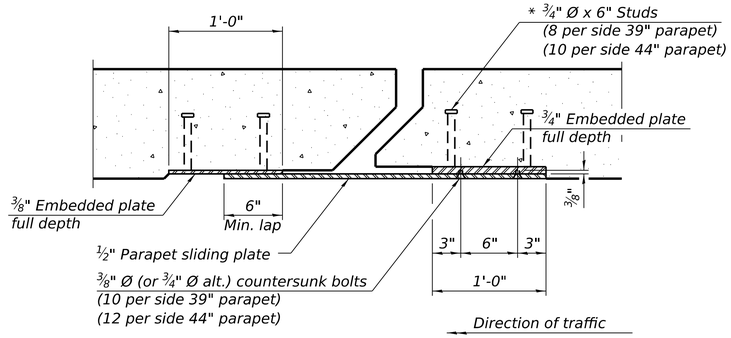


FOR SKEWS ≤ 30°



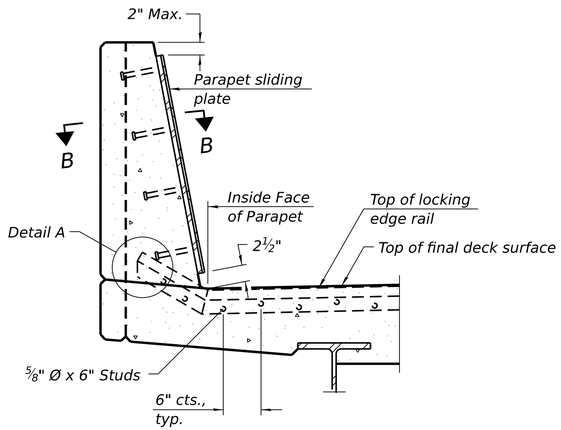
FOR SKEWS > 30°

PLAN AT PARAPET



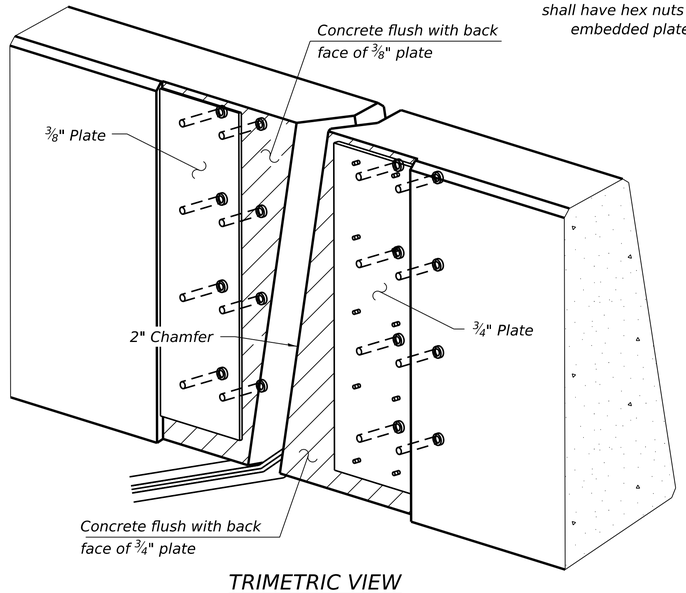
SECTION B-B

(¾" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



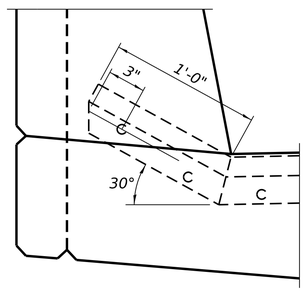
SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

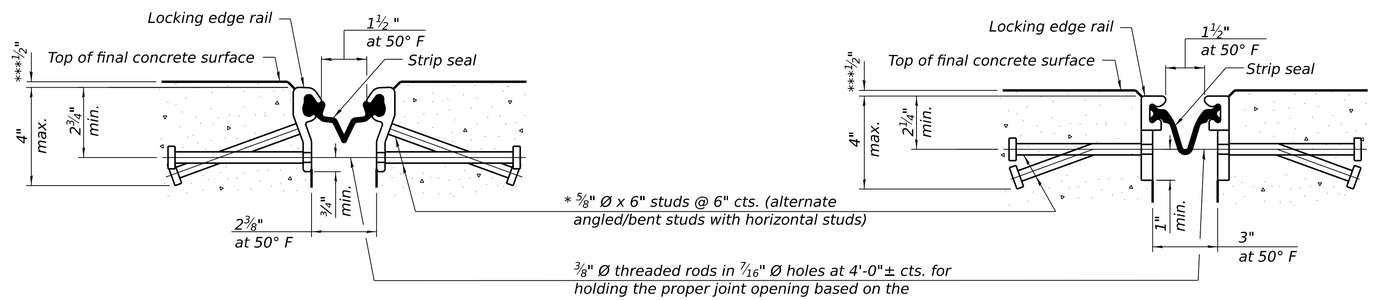
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



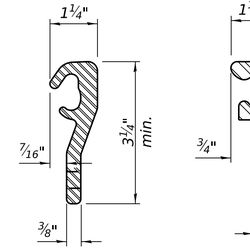
SHOWING ROLLED RAIL JOINT

***Prior to diamond grinding

SHOWING WELDED RAIL JOINT

SECTION A-A

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

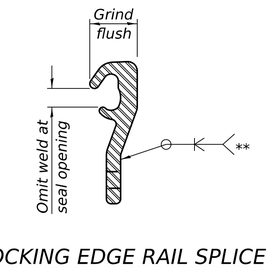


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	193

EJ-SS-S 10-3-2025

MODEL: 2D Drawing
FILE NAME: C:\Users\aselber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADDrawings\D180C67-Border.dgn

ORION ENGINEERS

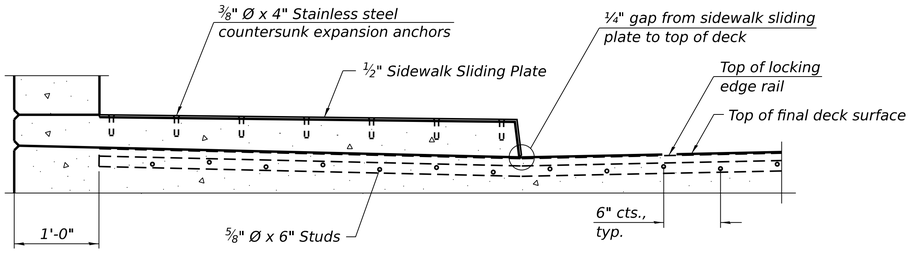
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

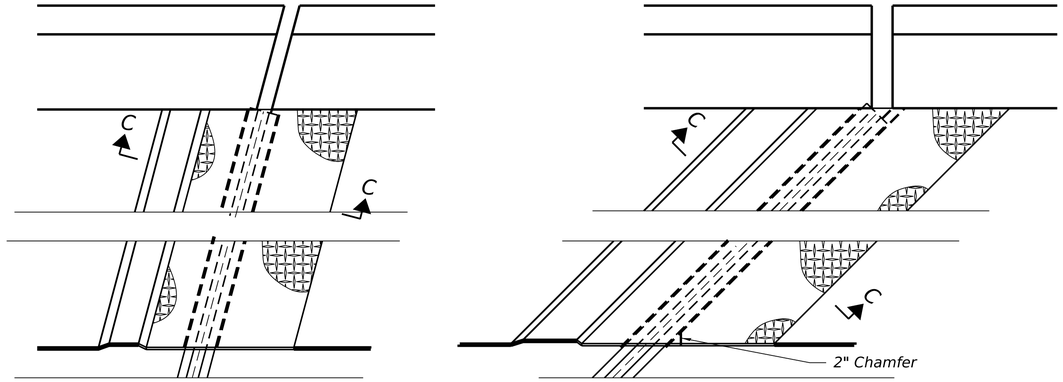
PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 016-0398

SCALE: | SHEET S7 OF S16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323,2-4B) BJR, BDR 25	COOK	47	24
		CONTRACT NO. 80C67		
	ILLINOIS FED. AID PROJECT			



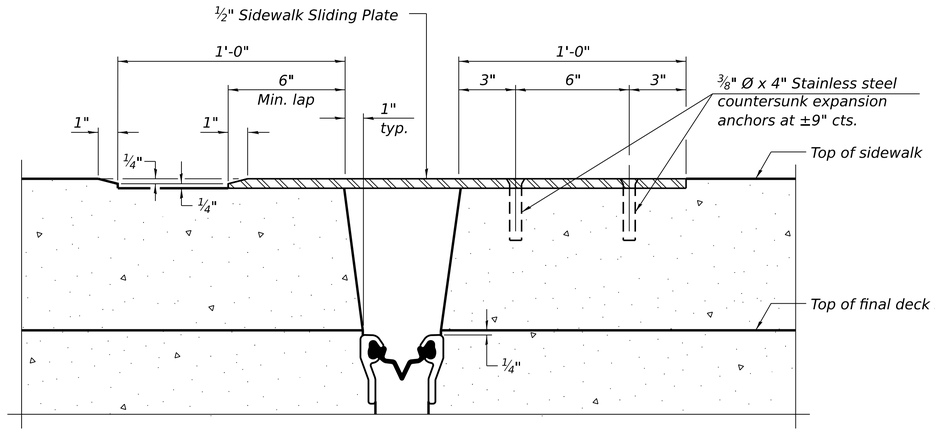
SECTION AT RAISED SIDEWALK



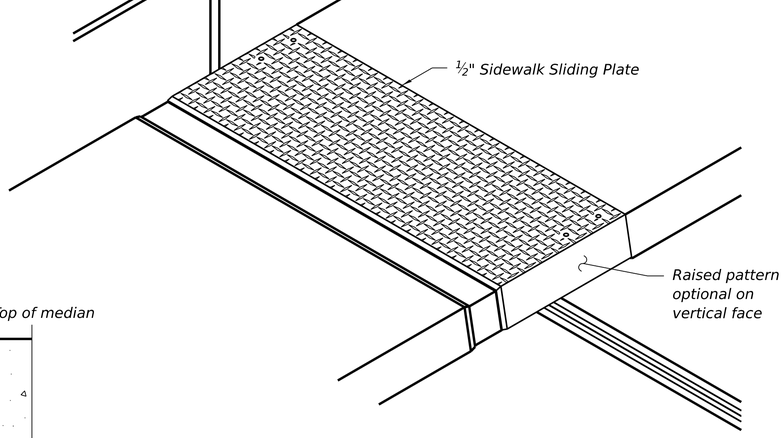
(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

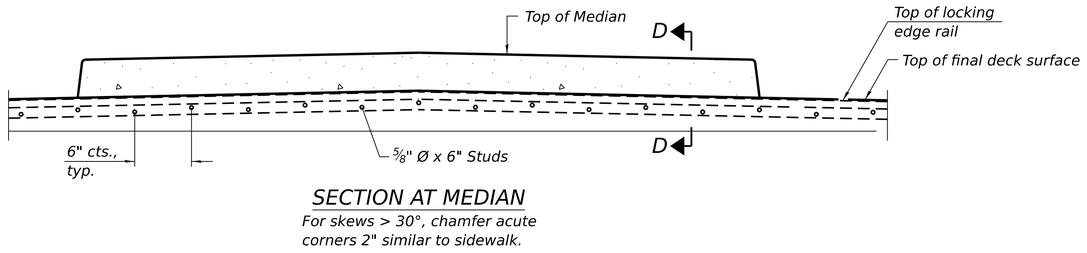
PLAN AT RAISED SIDEWALK



SECTION C-C

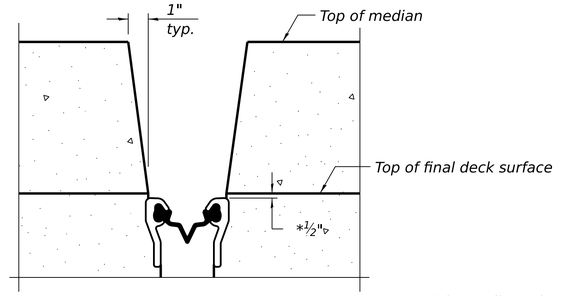


TRIMETRIC VIEW



SECTION AT MEDIAN

For skews > 30°, chamfer acute corners 2" similar to sidewalk.



SECTION D-D

(at Rt. ∠'s)

*Prior to dimand grinding

EJ-SS-S 10-3-2025

MODEL: 2D Drawing
FILE NAME: C:\Users\aselber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADDrawings\D180C67-Border.dgn

ORION ENGINEERS

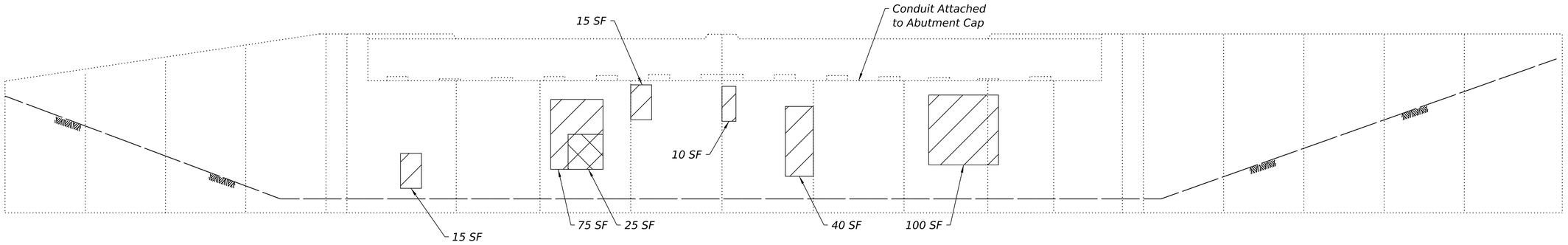
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/29/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

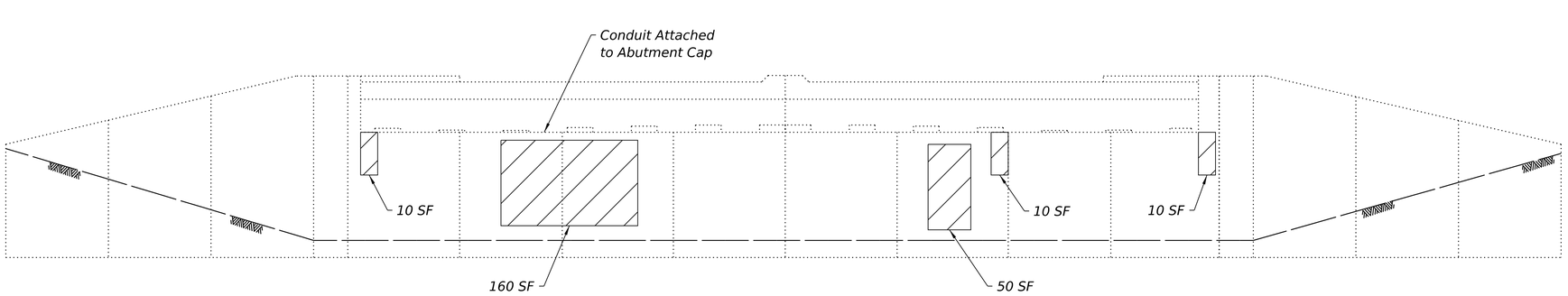
PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 016-0398

SCALE: | SHEET S8 OF S16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	25
		CONTRACT NO. 80C67		
	ILLINOIS FED. AID PROJECT			



WEST ABUTMENT ELEVATION



EAST ABUTMENT ELEVATION

LEGEND

Structural Repair of Concrete
(Depth Equal to or Less than 5 Inches)

Structural Repair of Concrete
(Depth Greater than 5 Inches)



ITEMS ATTACHED TO ABUTMENT

(West Abutment Shown, East Abutment Similar)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft	495
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq Ft	25

Note:
All repairs are estimated. Exact size and location of repairs to be determined by the Engineer.
Temporary removal and reconnection of drainage system, conduits, guardrail, or signs if necessary, is included in the cost of Structural Repair of Concrete (Depth Equal to or Less than 5 Inches).

MODEL: 2D Drawing
FILE NAME: C:\Users\aselber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADdrawings\D180C67-Border.dgn

ORION ENGINEERS

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PLOT DATE = 9/29/2026	DATE -	REVISED -	

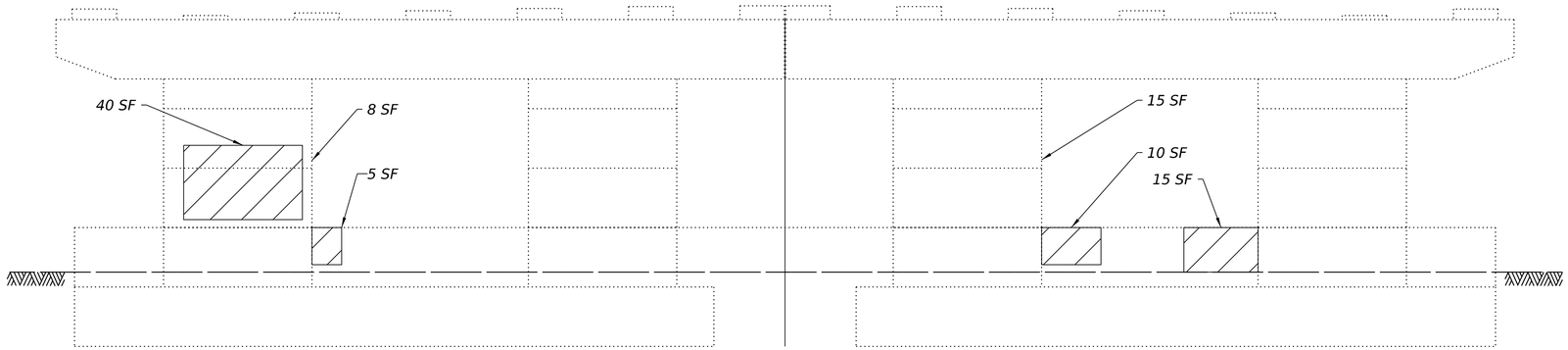
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT REPAIR DETAILS
STRUCTURE NO. 016-0398

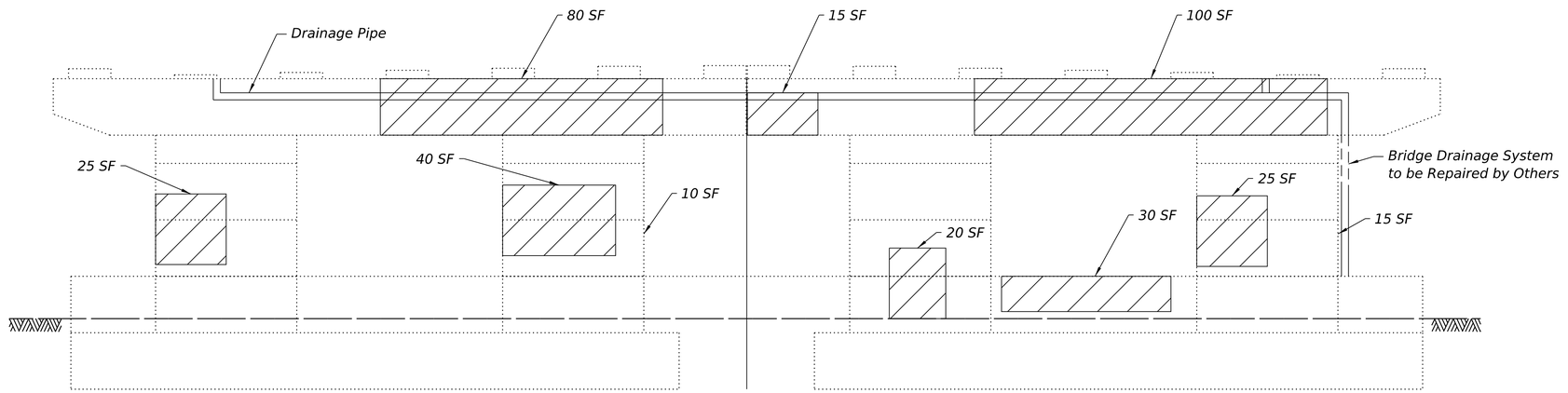
SCALE: | SHEET S9 OF S16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	26
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

Note:
All repairs are estimated. Exact size and location of repairs to be determined by the Engineer.
Temporary removal and reconnection of drainage system, conduits, guardrail, or signs if necessary, is included in the cost of Structural Repair of Concrete (Depth Equal to or Less than 5 Inches).



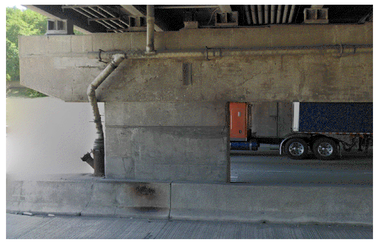
WEST FACE PIER 1 ELEVATION



EAST FACE PIER 1 ELEVATION

LEGEND

Structural Repair of Concrete
(Depth Equal to or Less than 5 Inches)



ITEMS ATTACHED TO PIER 1

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft	453

MODEL: 2D Drawing
FILE NAME: C:\Users\aselber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADD\CADDrawings\D180C67-Border.dgn

ORION ENGINEERS

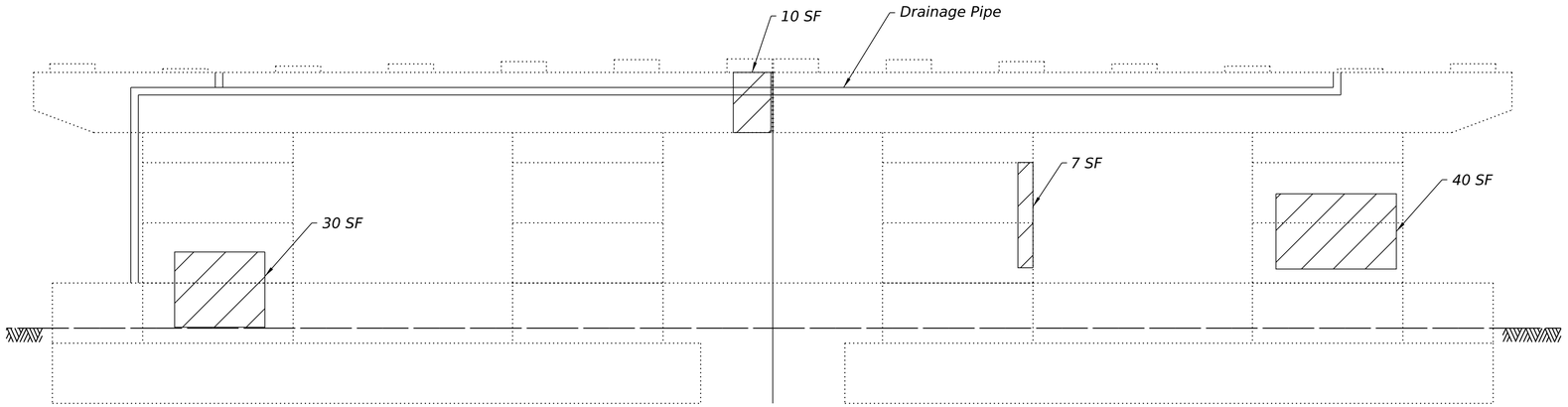
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/29/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

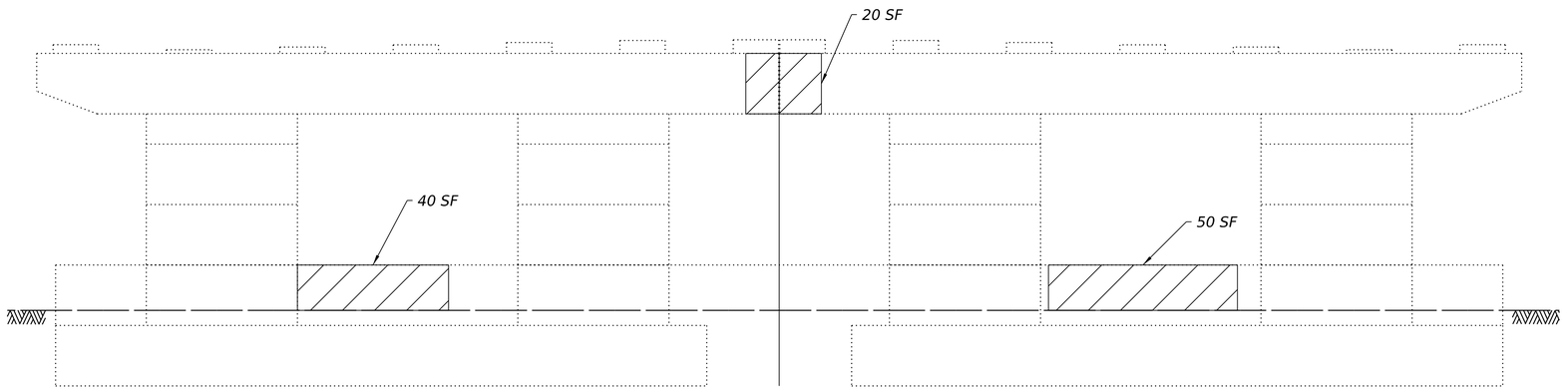
PIER 1 REPAIR DETAILS
STRUCTURE NO. 016-0398

SCALE: | SHEET S10 OF S16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	27
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	



WEST FACE PIER 2 ELEVATION



EAST FACE PIER 2 ELEVATION

Note:
All repairs are estimated. Exact size and location of repairs to be determined by the Engineer.
Temporary removal and reconnection of drainage system, conduits, guardrail, or signs if necessary, is included in the cost of Structural Repair of Concrete (Depth Equal to or Less than 5 Inches).

LEGEND

Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)



ITEMS ATTACHED TO PIER 2

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft	197

MODEL: 2D Drawing
FILE NAME: C:\Users\aselber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADDrawings\D180C67-Border.dgn

ORION ENGINEERS

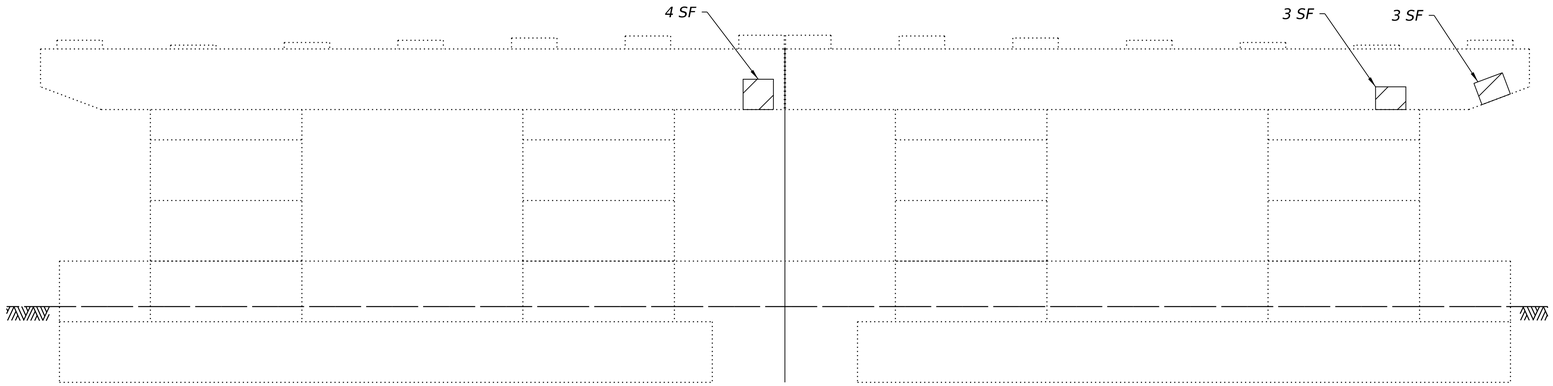
USER NAME = spatel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/29/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

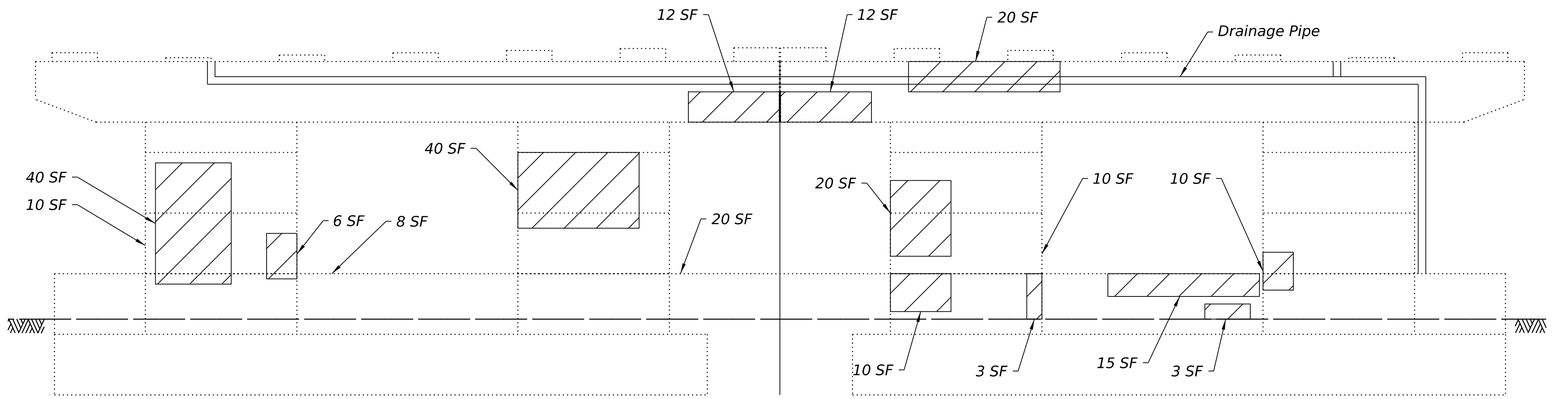
PIER 2 REPAIR DETAILS
STRUCTURE NO. 016-0398

SCALE: | SHEET S11 OF S16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	28
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		



WEST FACE PIER 3 ELEVATION



EAST FACE PIER 3 ELEVATION

Note:
All repairs are estimated. Exact size and location of repairs to be determined by the Engineer.
Temporary removal and reconnection of drainage system, conduits, guardrail, or signs if necessary, is included in the cost of Structural Repair of Concrete (Depth Equal to or Less than 5 Inches).

LEGEND

Structural Repair of Concrete
(Depth Equal to or Less than 5 Inches)



ITEMS ATTACHED TO PIER 3

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft	249

MODEL: 2D Drawing
FILE NAME: C:\Users\aselber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADDrawings\D180C67-Border.dgn

ORION ENGINEERS

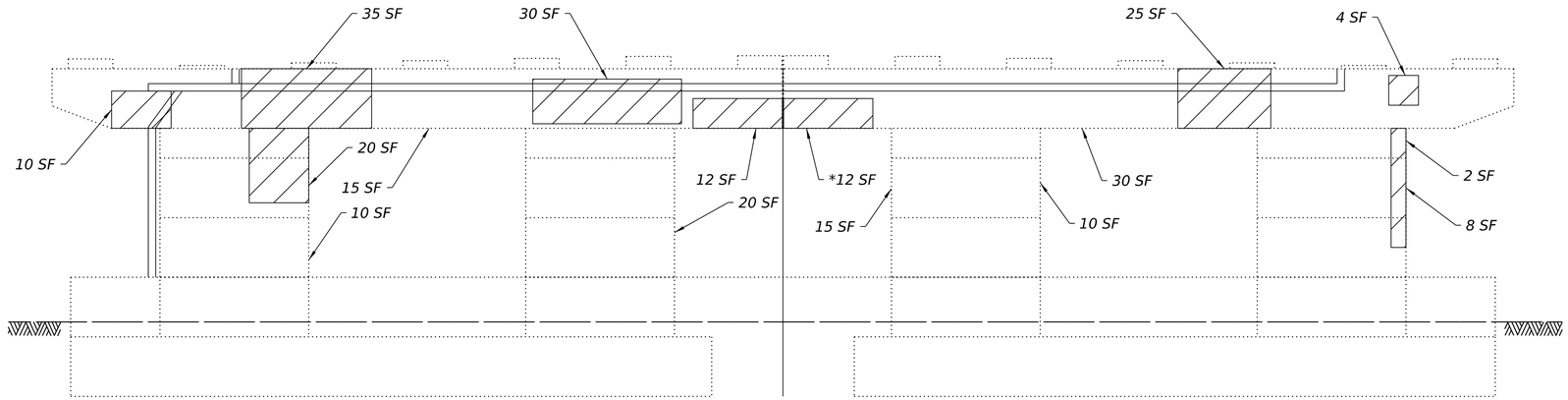
USER NAME = spatel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/29/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

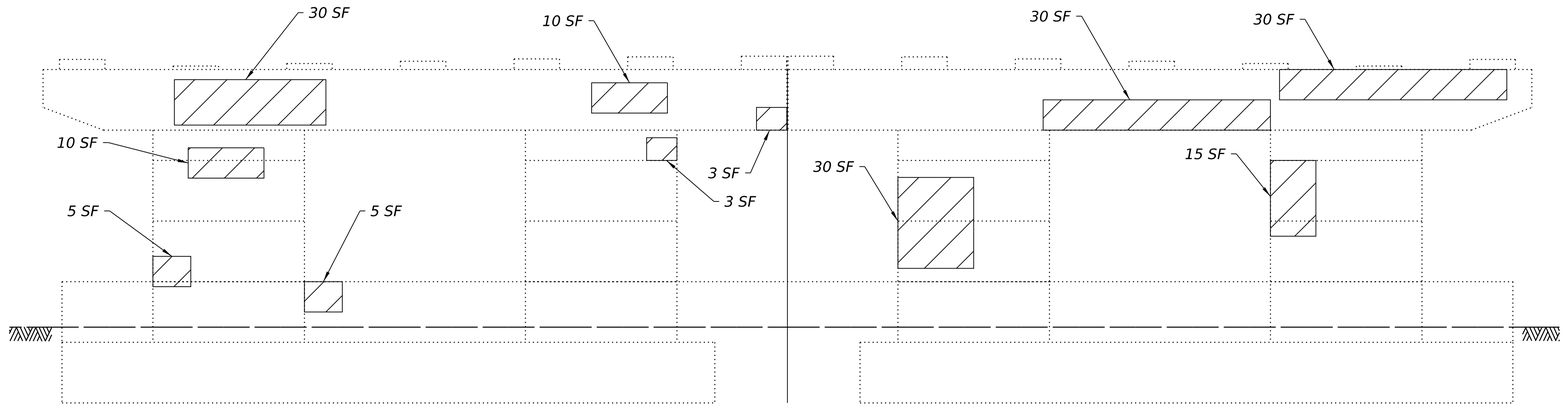
PIER 3 REPAIR DETAILS
STRUCTURE NO. 016-0398

SCALE: | SHEET S12 OF S16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	29
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	



WEST FACE PIER 4 ELEVATION

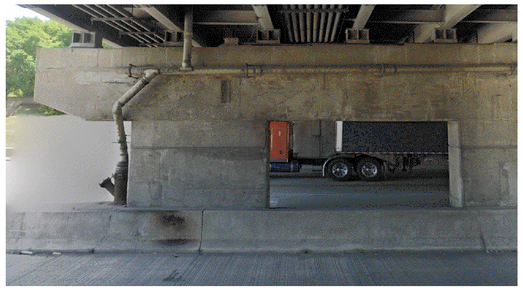


EAST FACE PIER 4 ELEVATION

Note:
All repairs are estimated. Exact size and location of repairs to be determined by the Engineer.
Temporary removal and reconnection of drainage system, conduits, guardrail, or signs if necessary, is included in the cost of Structural Repair of Concrete (Depth Equal to or Less than 5 Inches).

LEGEND

Structural Repair of Concrete
(Depth Equal to or Less than 5 Inches)



ITEMS ATTACHED TO PIER 4

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft	429

MODEL: 2D Drawing
FILE NAME: C:\Users\aseiber\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADDrawings\D180C67-Border.dgn

ORION ENGINEERS

USER NAME = spatel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/29/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

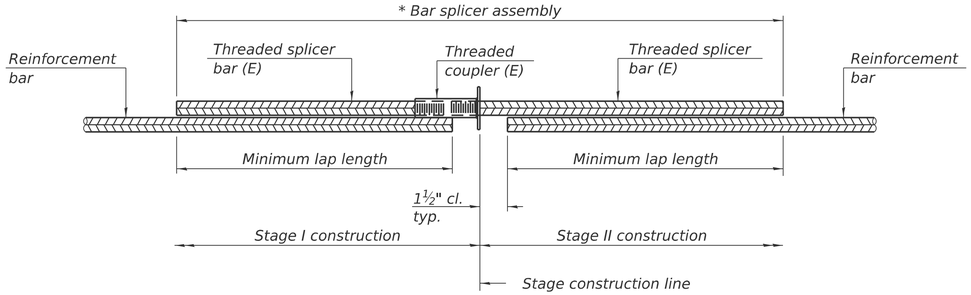
PIER 4 REPAIR DETAILS
STRUCTURE NO. 016-0398

SCALE: | SHEET S13 OF S16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	30

CONTRACT NO. 80C67

ILLINOIS | FED. AID PROJECT



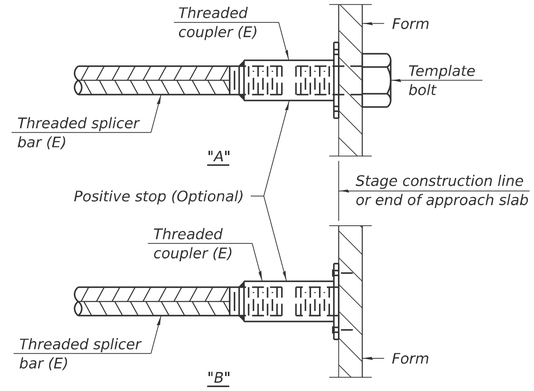
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

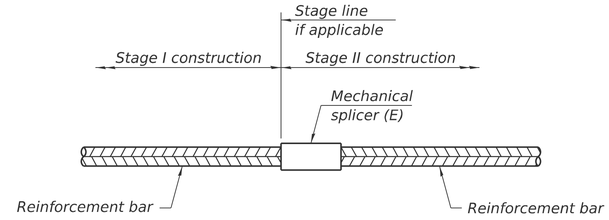
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Abutment	#5	16	3'-6"
Backwall	#6	10	4'-0"



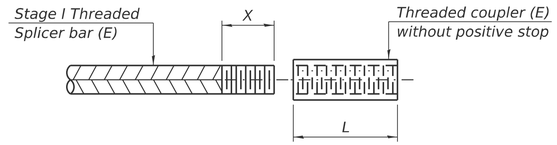
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

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

4-4-2025

ORION ENGINEERS

USER NAME = spatel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/12/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-0398

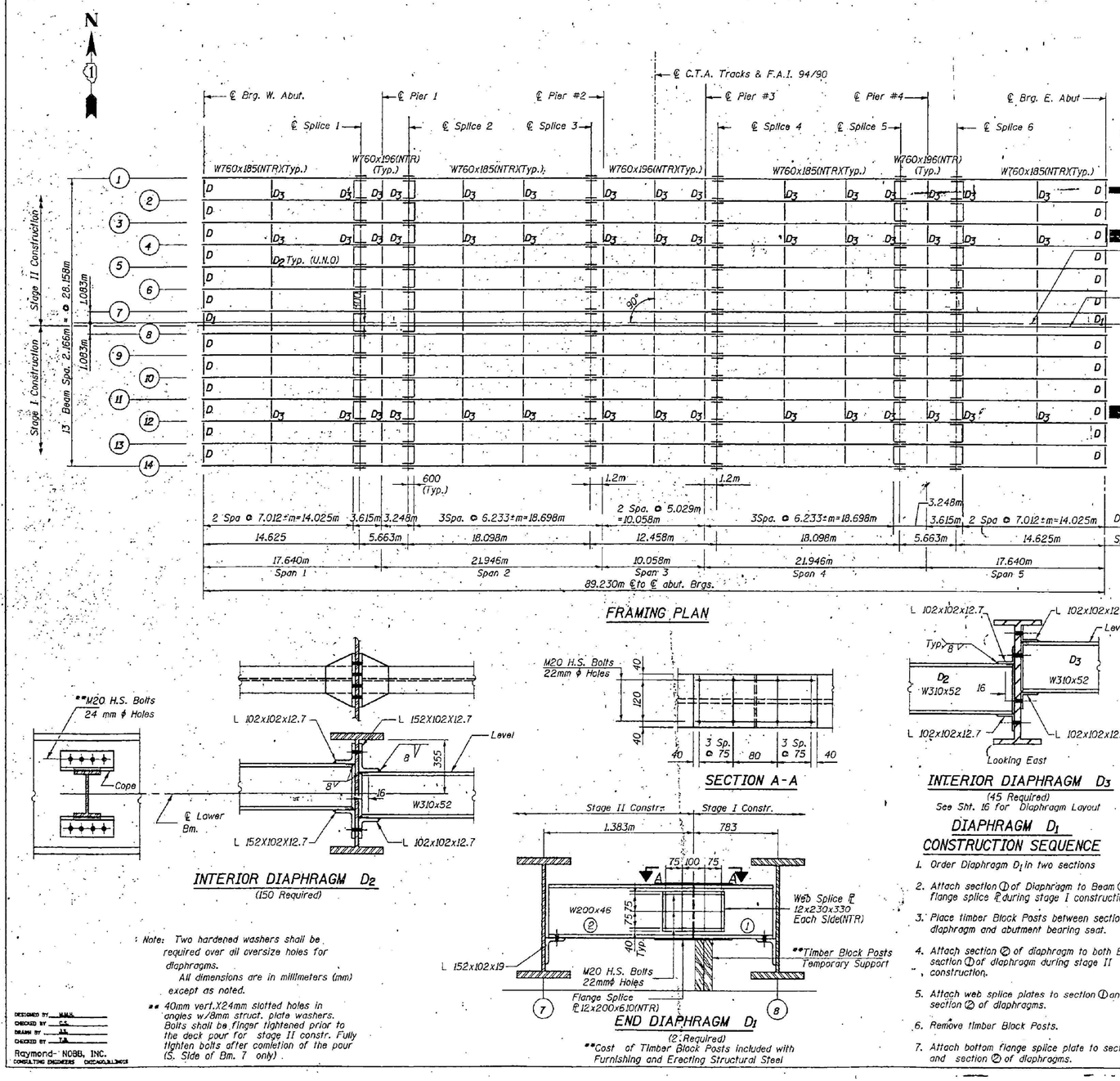
SCALE: | SHEET S14 OF S16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	31
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

MODEL: 2D Drawing
FILE NAME: C:\Users\aselberton\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADDrawings\D180C67-Border.dgn

SHEET NO. 15 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1478	2323.2-4B-BR	COOK	115	58
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



FRAMING PLAN

INTERIOR DIAPHRAGM D_2

(150 Required)

SECTION A-A

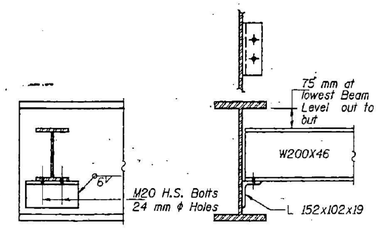
END DIAPHRAGM D_1

(2 Required)

**Cost of Timber Block Posts included with Furnishing and Erecting Structural Steel

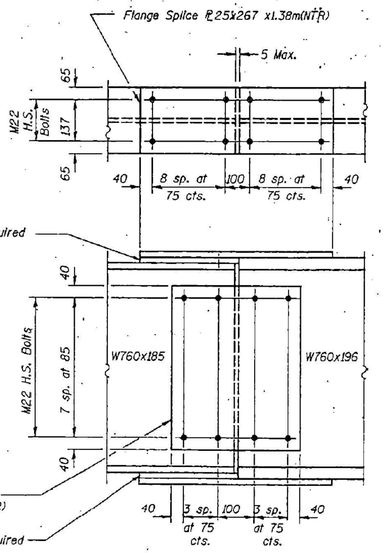
INTERIOR DIAPHRAGM D_3

(45 Required)
See Sht. 16 for Diaphragm Layout



END DIAPHRAGM D

24 Required



SPLICE

DIAPHRAGM D_1 CONSTRUCTION SEQUENCE

1. Order Diaphragm D_1 in two sections
2. Attach section ① of Diaphragm to Beam ⑦ and top flange splice ℙ during stage I construction.
3. Place timber Block Posts between section 1 of diaphragm and abutment bearing seat.
4. Attach section ② of diaphragm to both Beam ⑦ and section ① of diaphragm during stage II construction.
5. Attach web splice plates to section ① and section ② of diaphragms.
6. Remove timber Block Posts.
7. Attach bottom flange splice plate to section ① and section ② of diaphragms.

: Note: Two hardened washers shall be required over all oversize holes for diaphragms.
All dimensions are in millimeters (mm) except as noted.

** 40mm vert. X24mm slotted holes in angles w/8mm struct. plate washers. Bolts shall be finger tightened prior to the deck pour for stage II constr. Fully tighten bolts after completion of the pour (S. Side of Bm. 7 only).

DESIGNED BY M.M.K.
CHECKED BY C.S.
DRAWN BY A.S.
CHECKED BY T.R.

Raymond-NOBB, INC.
CONSULTING ENGINEERS CHICAGO, ILLINOIS

F:\PROJECTS\USTATION\-4651\PERSHING\BRIDGE\64651SHT15.DGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STEEL FRAMING LAYOUT PLAN

PERSHING ROAD(39TH STREET) OVER F.A.I. -94/90
COOK COUNTY

PERSHING ROAD STA. 12+387.950
SECTION: 2323.2-4B-BR
STRUCTURE NO. 016-0398

SCALE: VERT. HORIZ.
DATE : 7/21/00

FOR INFORMATION ONLY

MODEL: 2D Drawing
FILE NAME: C:\Users\saselberton\orionengineersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADdrawings\D180C67-Border.dgn

ORION ENGINEERS

USER NAME = spatel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/12/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

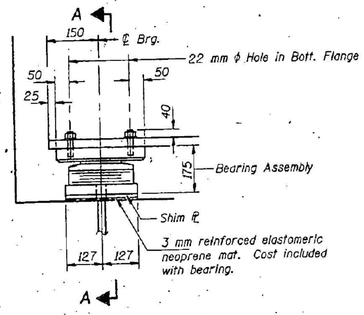
EXISTING FRAMING PLAN
STRUCTURE NO. 016-0398

SCALE: | SHEET S15 OF S16 SHEETS | STA. | TO STA.

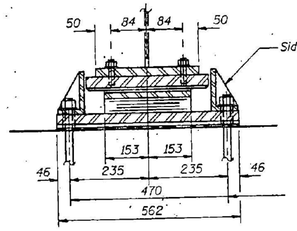
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	32
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

SHEET NO. 17 OF 29 SHEETS

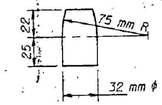
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1478	2323.2-4B-BR	COOK	115	60
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



ELEVATION AT ABUT.



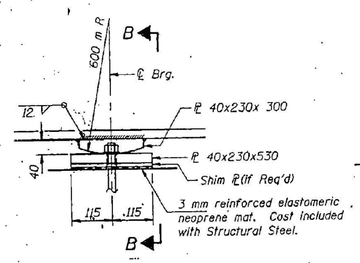
SECTION A-A



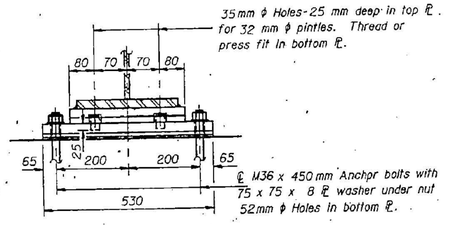
PINTLE

℄ M24x300mm Anchor bolts with 60 x60 x 8 ℄ washer under nut. 40 mm ϕ Holes in bottom ℄.

Notes: Anchor bolts at fixed bearings may be built into the masonry. See sheet #18 for Anchor Bolt installation.
All dimensions are in millimeters (mm) except as noted.
All bearing steel plates and steel Extension plates will be grade 345 steel



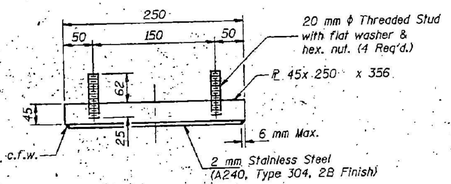
ELEVATION AT PIER



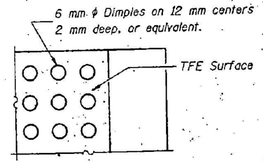
SECTION B-B

FIXED BEARING AT PIERS 2 & 3
(28 Required)

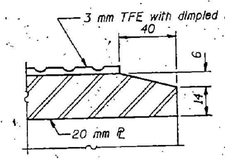
TYPE II ELASTOMERIC EXP. BRG. ABUTMENTS



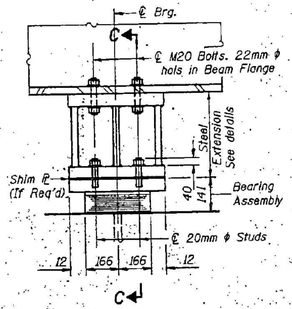
TOP BEARING ASSEMBLY



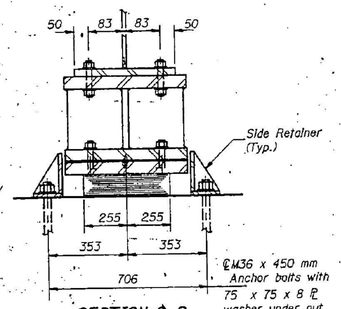
PLAN-TFE SURFACE



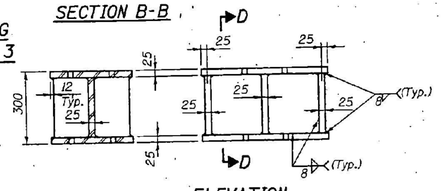
SECTION THRU TFE.



ELEVATION AT PIER

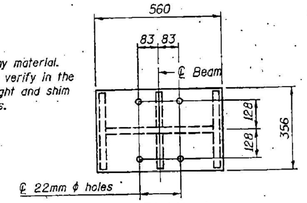


SECTION C-C



SECTION D-D

ELEVATION STEEL EXTENSION

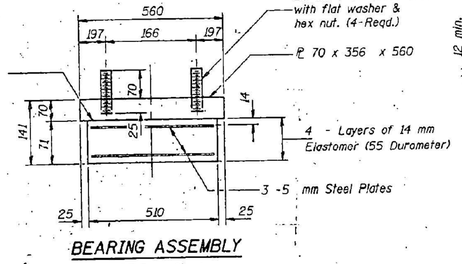


PLAN STEEL EXTENSION

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

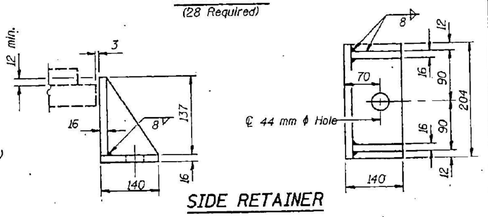
FABRICATED STEEL EXTENSION PIER 1 & 4
(28 Required)

TYPE I ELASTOMERIC EXP. BRG. AT PIERS 1 & 4
(28 Required)



BEARING ASSEMBLY PIER 1 & 4

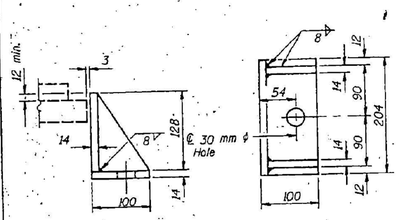
Note: Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

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

PIER 1 & 4



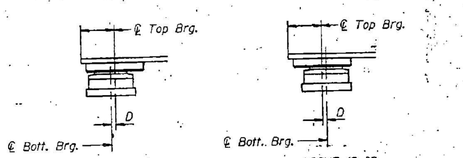
SIDE RETAINER

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

ABUTMENTS

Note: The 3 mm TFE 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 3 mm TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



SETTING ANCHOR BOLTS AT EXP. BRG.

D= 1 mm per each 10 m of expansion for every 8 °C temp. change from the normal temp. of 10 °C.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	28
Elastomeric Bearing Assembly Type II	Each	28

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BEARING DETAILS
PERSHING ROAD(39TH STREET) OVER F.A.I. -94/90
COOK COUNTY
PERSHING ROAD — SECTION: 2323.2-4B-BR
STA. 12+387.950 — STRUCTURE NO. 016-0398
SCALE: VERT. HORIZ. — DATE : 7/21/00

DESIGNED BY MMA
CHECKED BY R.K.
DRAWN BY A.K.
CHECKED BY T.R.
Raymond- NOBB, INC.

\PROJECTS\STATION-4651\PERSHING\BRIDGE\54651BEARINGS

FOR INFORMATION ONLY

MODEL: 2D Drawing
FILE NAME: C:\Users\aselbert\otoneng\neersllc.com\Orion Admin - 2025011 - IDOT Various Phase II (D-91-046-25)\WO #05 - Pershing Rd over I-90-94 (80C67)\CADD\CADDrawings\D180C67-Border.dgn

ORION ENGINEERS

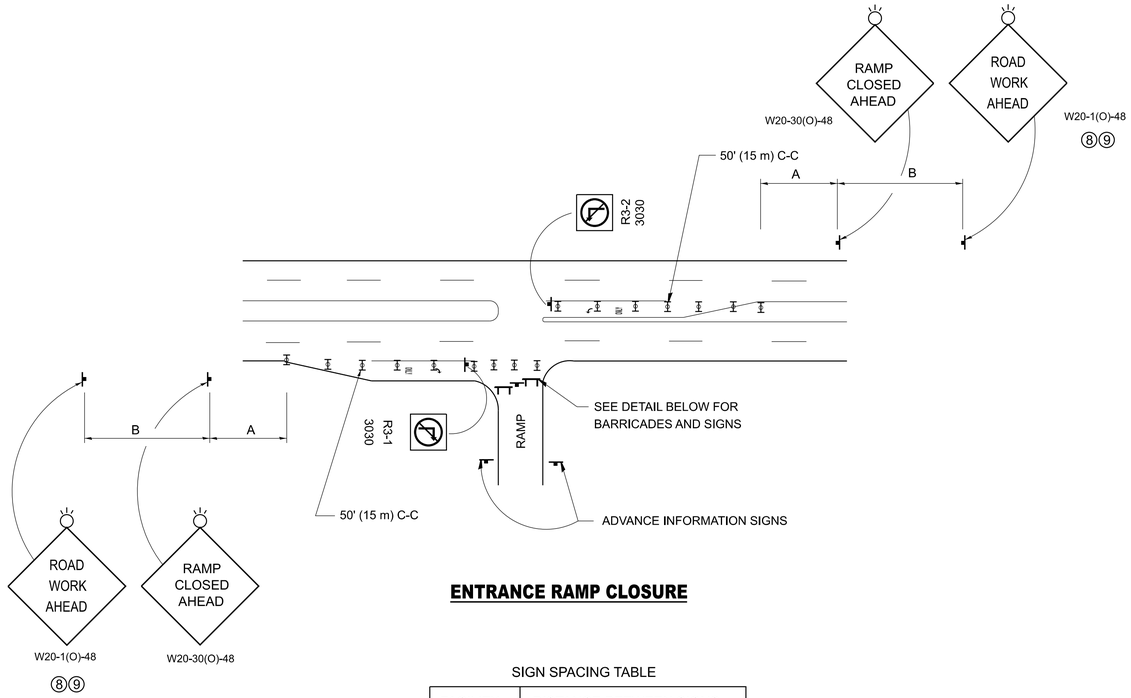
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/12/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BEARING DETAILS
STRUCTURE NO. 016-0398

SCALE: | SHEET S16 OF S17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	33
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

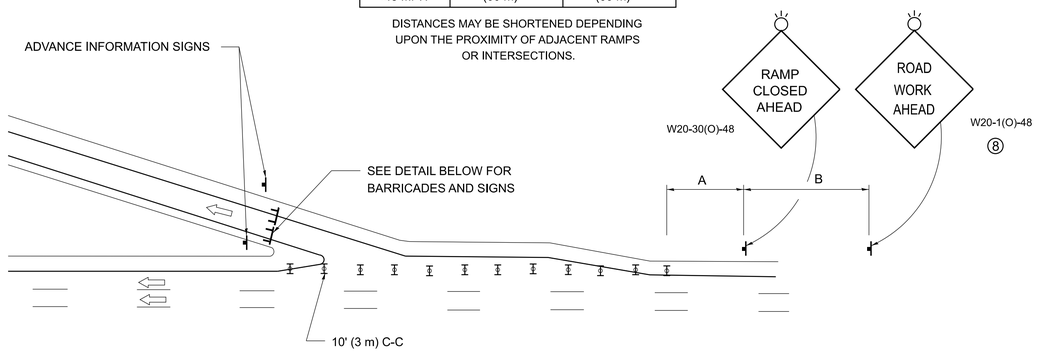


ENTRANCE RAMP CLOSURE

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.

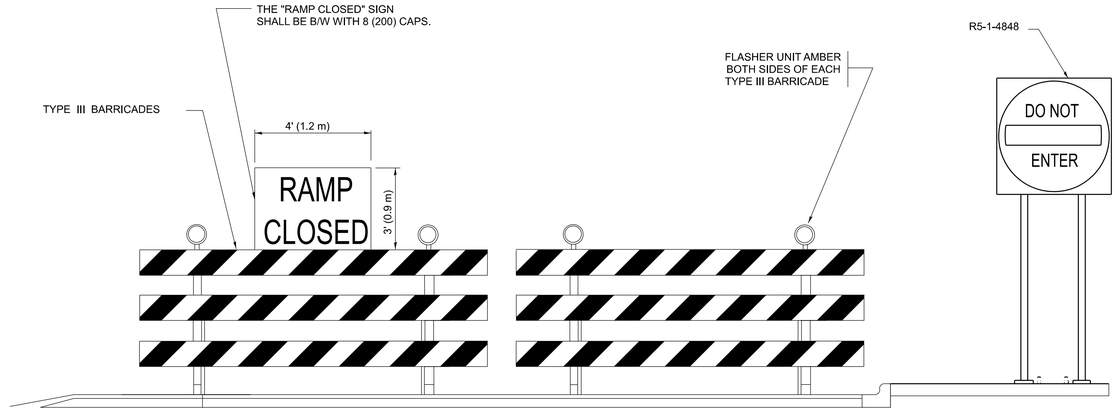


EXIT RAMP CLOSURE

SYMBOLS

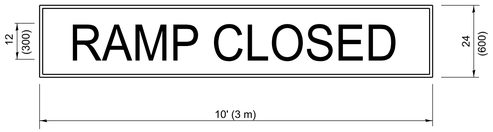
TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



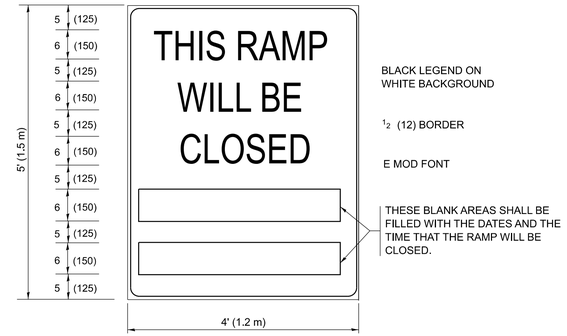
DETAIL FOR REQUIRED BARRICADES & SIGNS

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

½ (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, PRECEEDED 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 WORK AHEAD" SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A "ROAD WORK AHEAD" SIGN.
9. ARTERIAL "ROAD WORK 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.

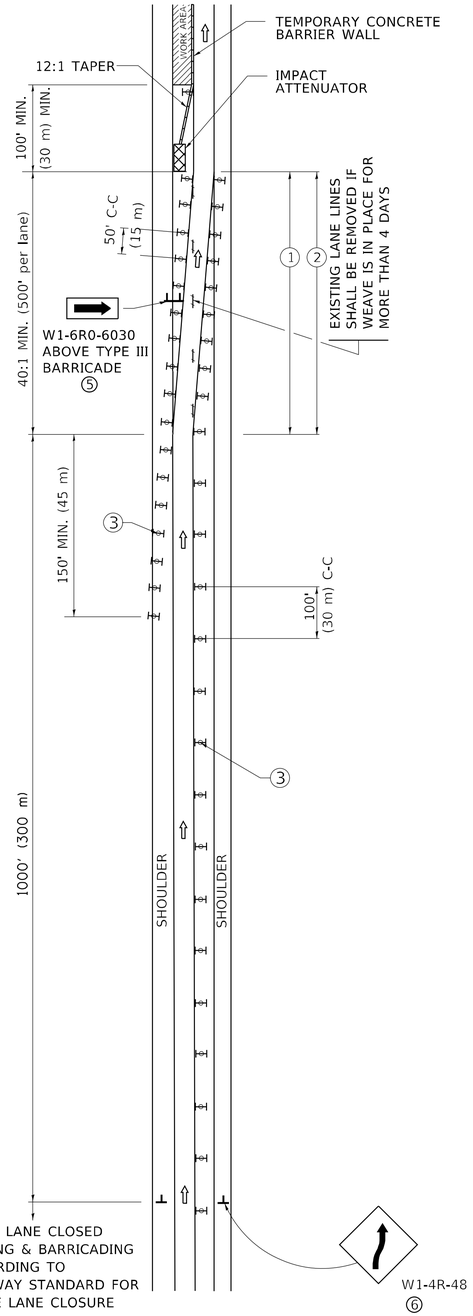
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	DRAWN -	REVISED - M.D._01-18			
PLOT SCALE = 0.08333317 ' / In.	CHECKED -	REVISED - D.S._05-25			
PLOT DATE = 9/15/2026	DATE - 02-83	REVISED - D.S._09-26		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.	

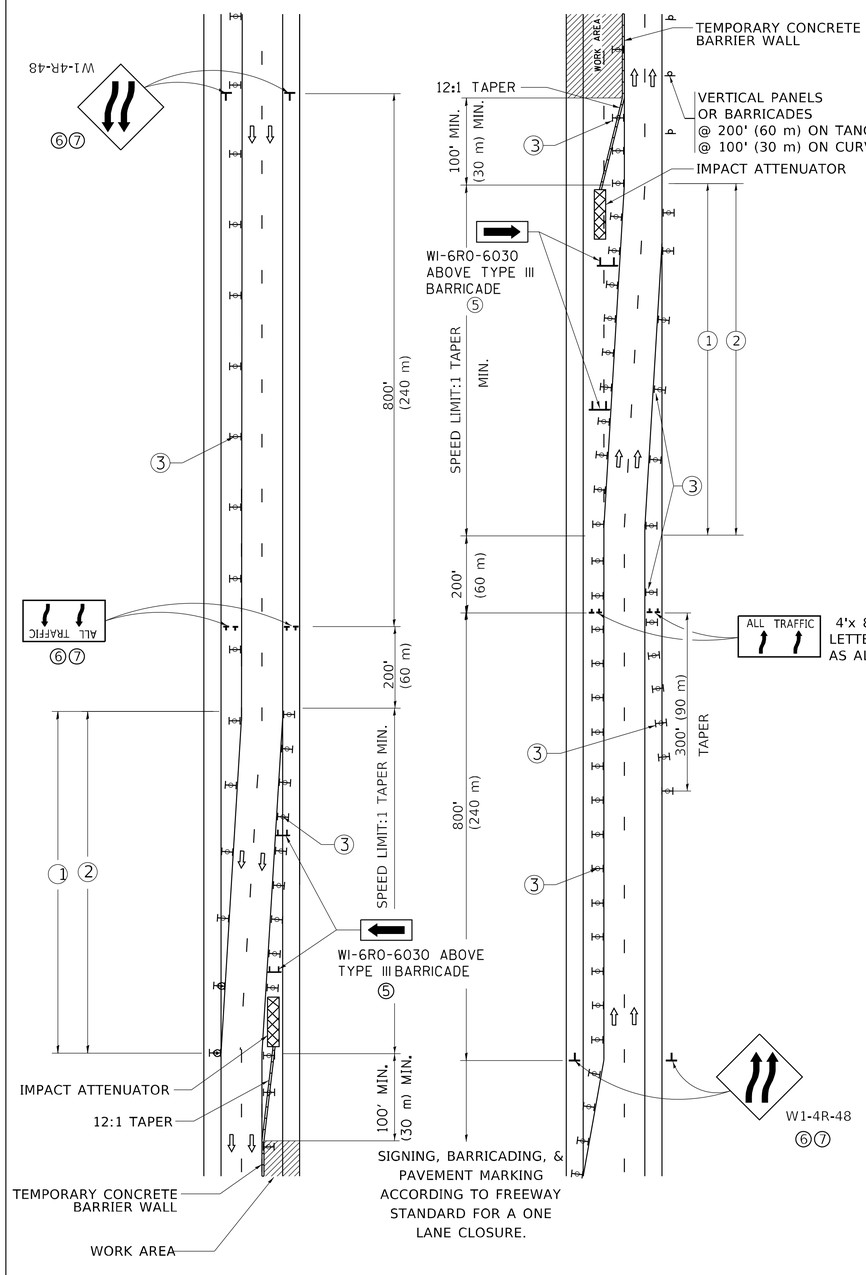
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	34
	TC-08	CONTRACT NO. 80C67		
	ILLINOIS FED. AID PROJECT			

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SINGLE LANE WEAVE



MULTI–LANE WEAVE



GENERAL NOTES:

① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.

② CONTINOUS 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.

③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.

④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.

⑤ TYPE III BARRICADES MAY BE OMMITTED 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.

⑥ 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.

⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

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

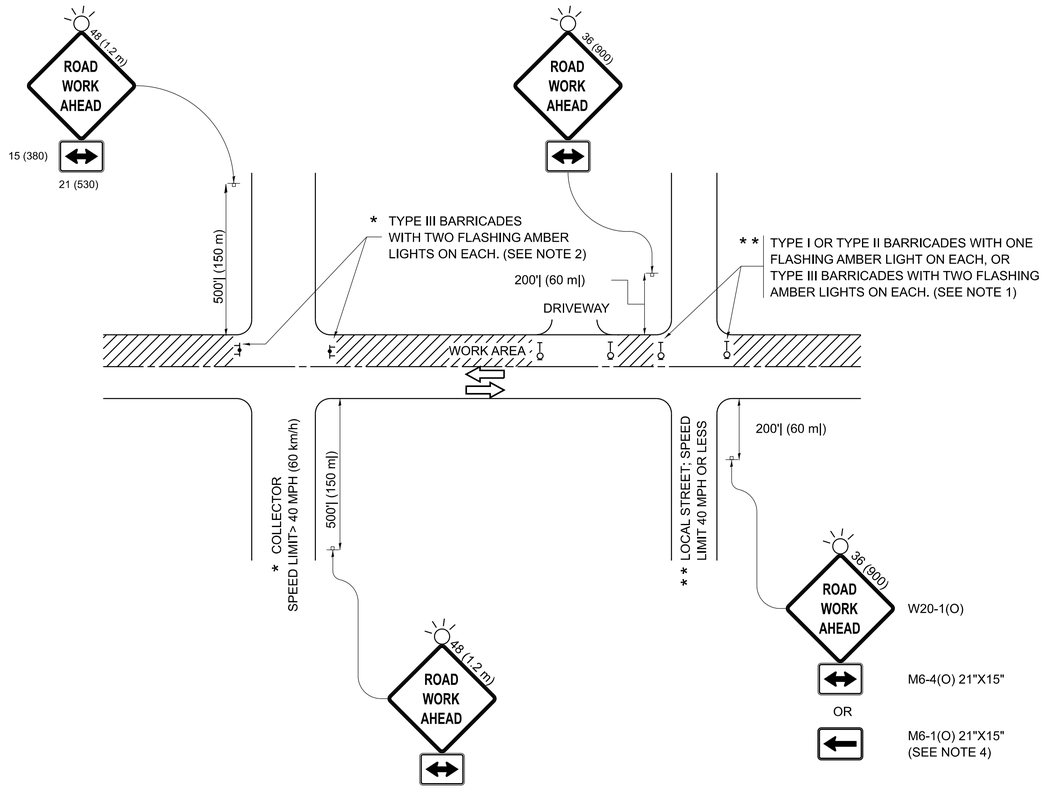


ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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	DRAWN -	REVISED - S.P.B. 01-07			CONTRACT NO. 80C67
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09			ILLINOIS | FED. AID PROJECT
PLOT DATE = 3/4/2019	DATE - 02-87	REVISED - M.D. 06-13		SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.	

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sc09.dgn 3/4/2019 10:24:46 AM User:footemj



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 WORK 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 WORK AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. 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. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
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.

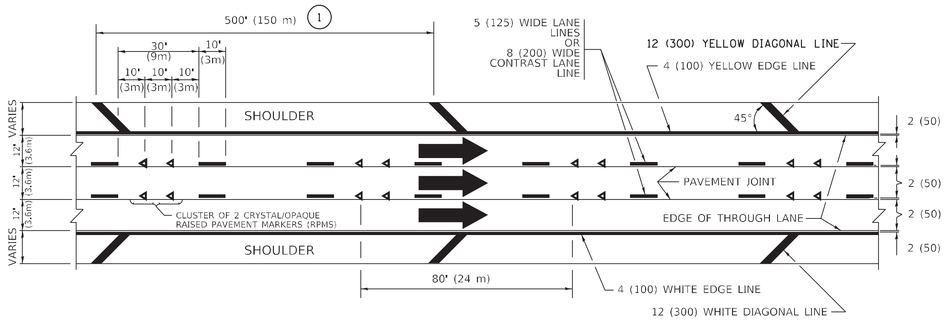
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USER NAME = lawrence.demanche	DESIGNED - L.H.A.	REVISED - A. SCHUETZE 07-01-13	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**	
	DRAWN -	REVISED - A. SCHUETZE 09-15-06			
PLOT SCALE = 0.08333317 ' / In.	CHECKED -	REVISED - D. SENDERAK 05-03-25			
PLOT DATE = 9/15/2026	DATE - 06-89	REVISED - D. SENDERAK 09-15-26		SCALE: SHEET OF SHEETS STA. TO STA.	

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	36
	TC-10	CONTRACT NO. 80C67		
	ILLINOIS FED. AID PROJECT			

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TYPICAL EDGE LINES & LANE LINES

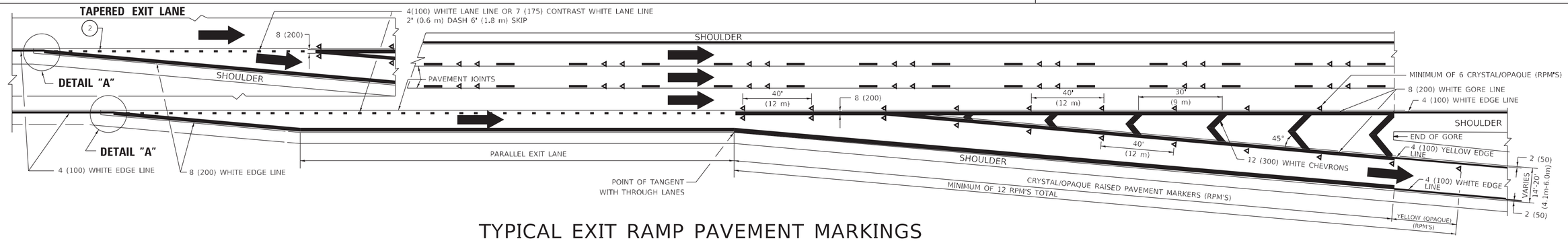
PAVEMENT MARKING MATERIALS

1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.

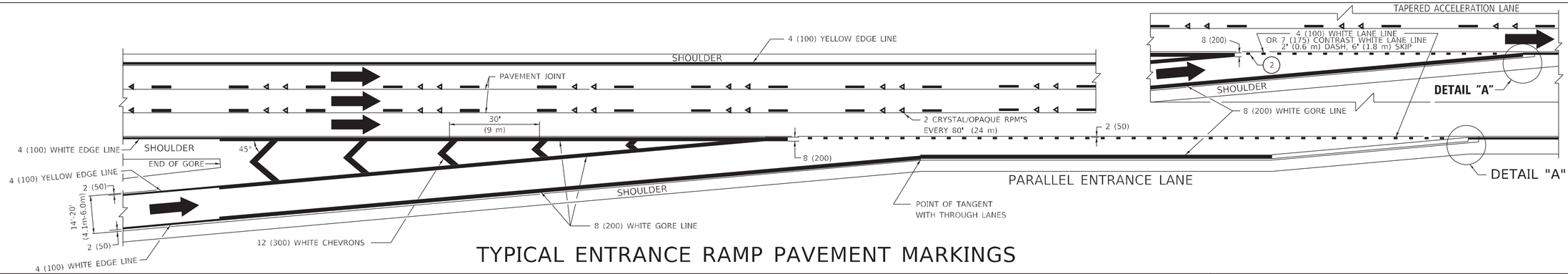
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.

3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE D, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.

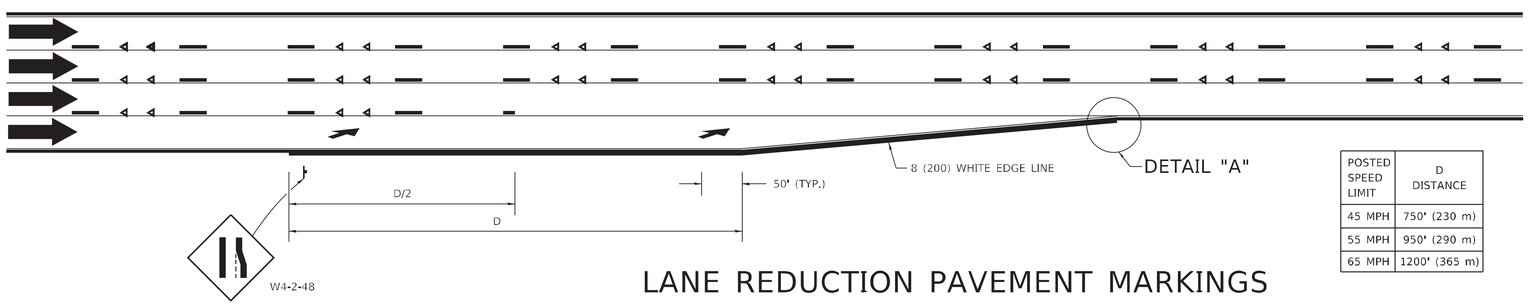
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

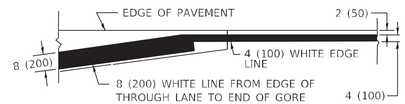


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



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

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

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.

USER NAME = Lawrence.DeManche	DESIGNED - D.W.S.	REVISED - S.P.B. 01-10	
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PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M.D. 09-17	
PLOT DATE = 11/18/2022	DATE - 01-90	REVISED - K. SMITH 11-18-22	

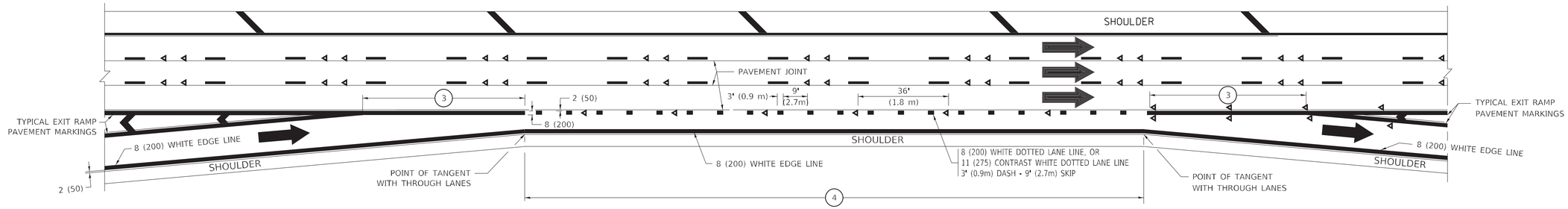
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

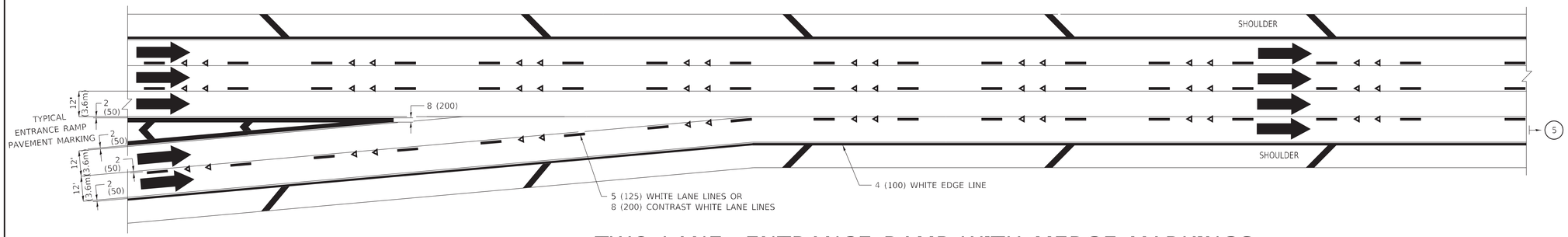
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

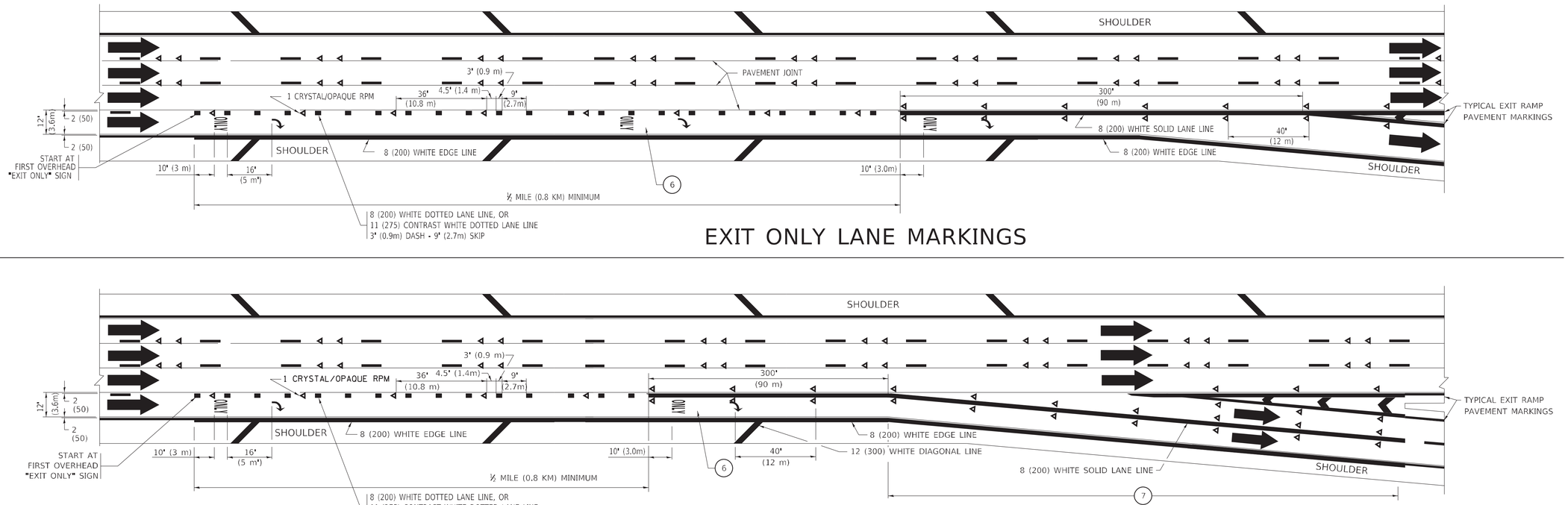
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AUXILIARY LANE MARKINGS



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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PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 01-10	
PLOT DATE = 3/4/2019	DATE - 01-90	REVISED - M.D. 09-17	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	38
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

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TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

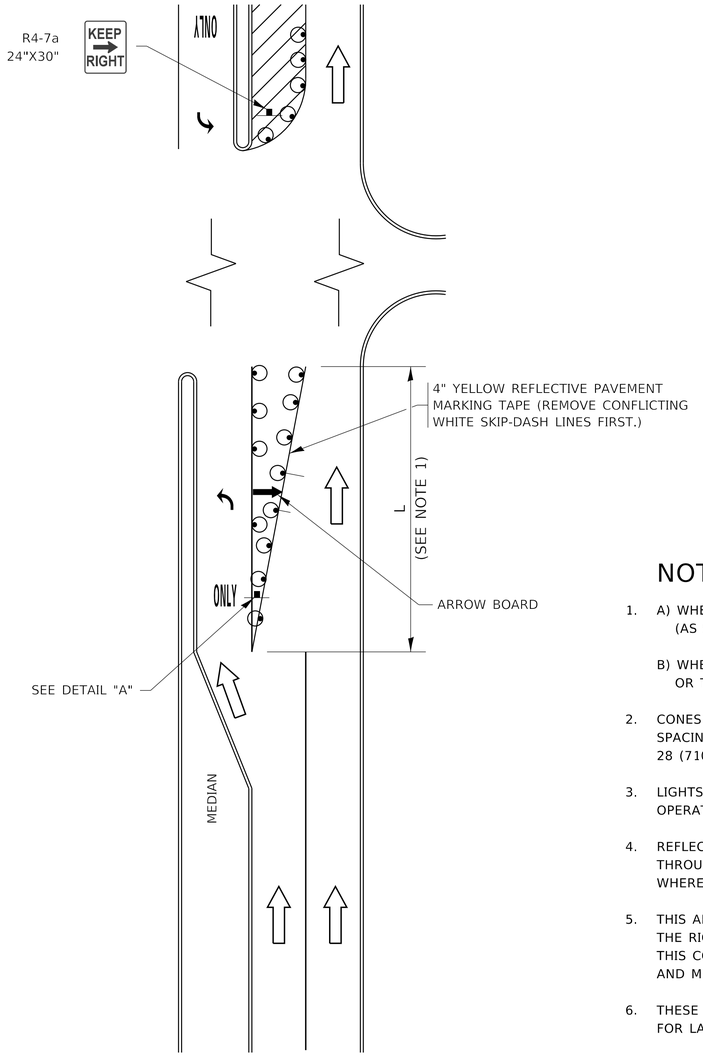


FIGURE 1

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. 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.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

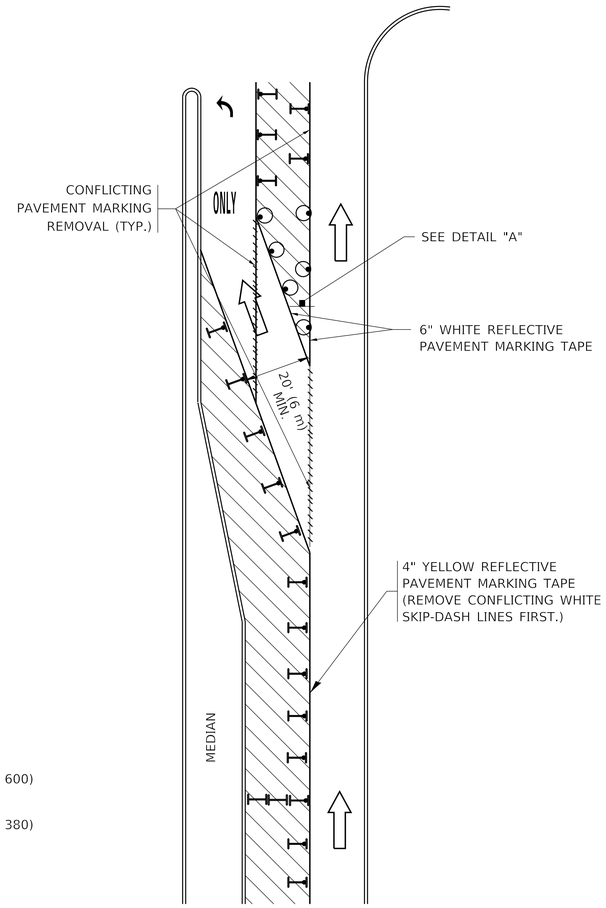
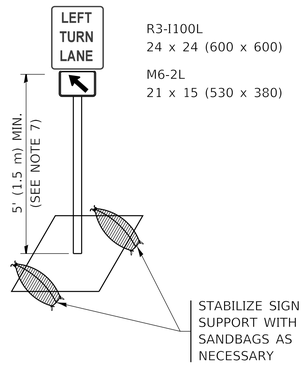


FIGURE 2



DETAIL A

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

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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

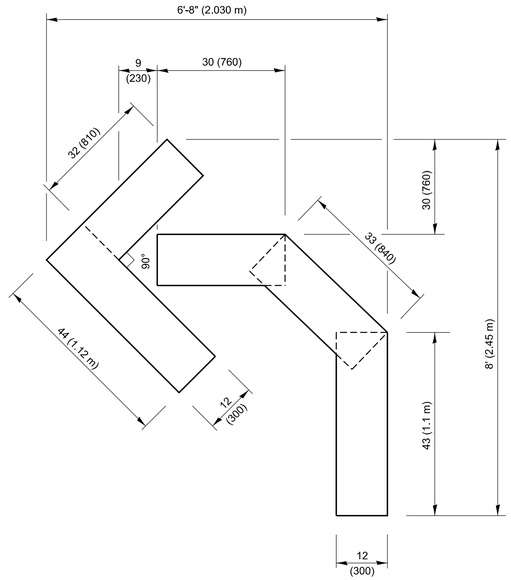
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	39
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

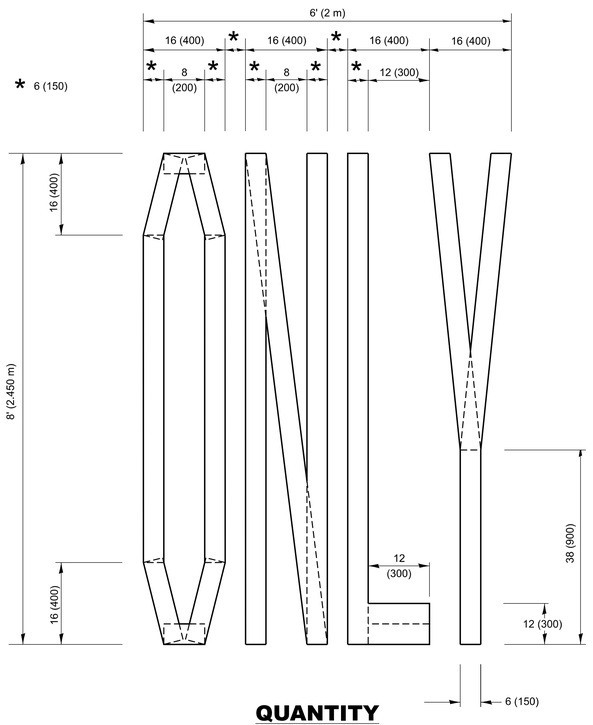
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tc14.dgn 3/4/2019 10:36:01 AM User=footemj



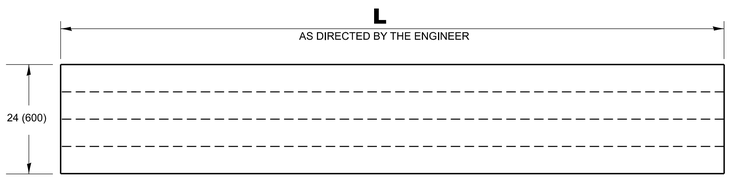
QUANTITY

6 (150) LINE = 30.4 ft. (9.27 m)
15.2 sq. ft. (1.41 sq. m)



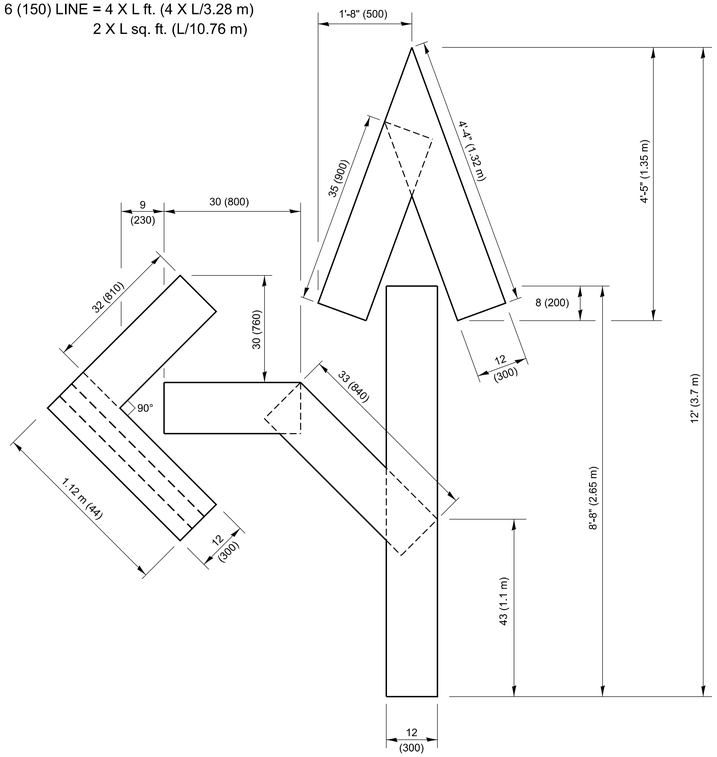
QUANTITY

6 (150) LINE = 64.1 ft. (19.5 m)
32.05 sq. ft. (2.98 sq. m)



QUANTITY

6 (150) LINE = 4 X L ft. (4 X L/3.28 m)
2 X L sq. ft. (L/10.76 m)

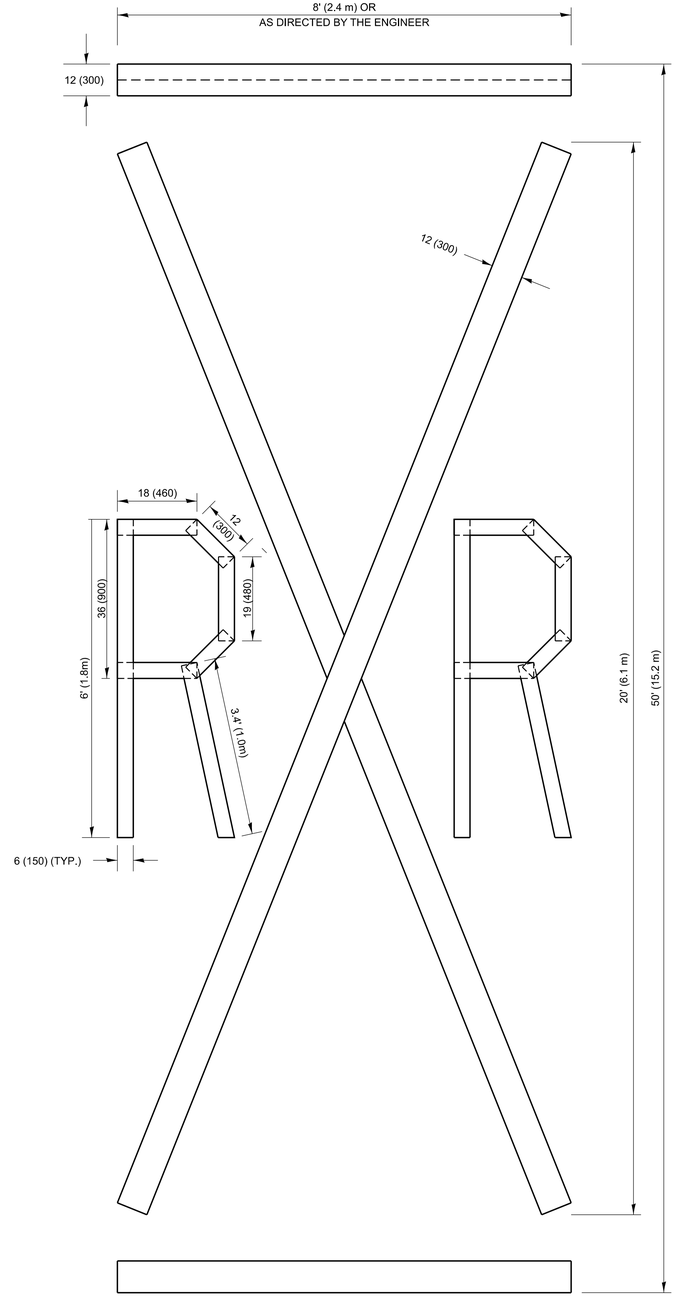


QUANTITY

6 (150) LINE = 55 ft. (16.76 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 6" LINES TO MATCH THE 6" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 6" TAPE REQUIRED.



QUANTITY

6 (150) LINE = 225.9 ft. (68.9 m)
112.95 sq. ft. (10.5 sq. m)

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

USER NAME = lawrence.demanche	DESIGNED -	REVISED - E. GOMEZ 08-28-00	
	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = 0.08333317 ' / In.	CHECKED -	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 9/15/2026	DATE - 09-18-94	REVISED - J. JONES 09-15-26	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

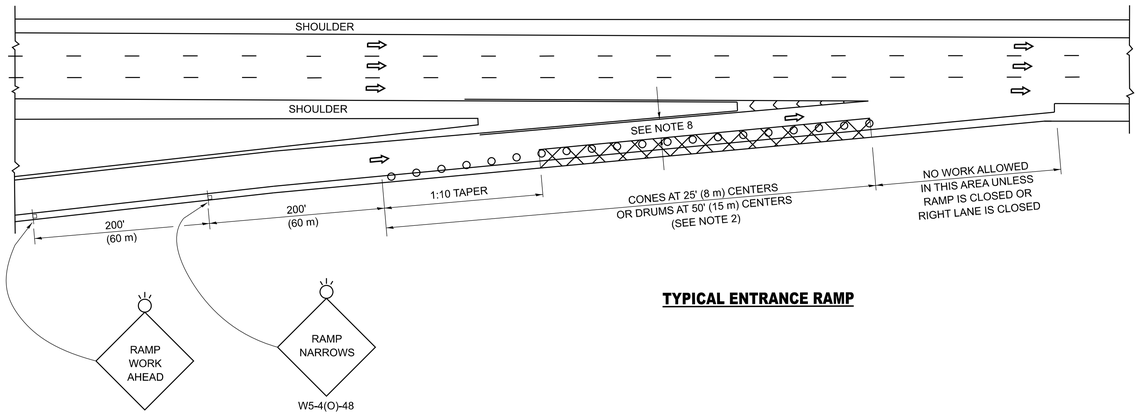
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	40
	TC-16	CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

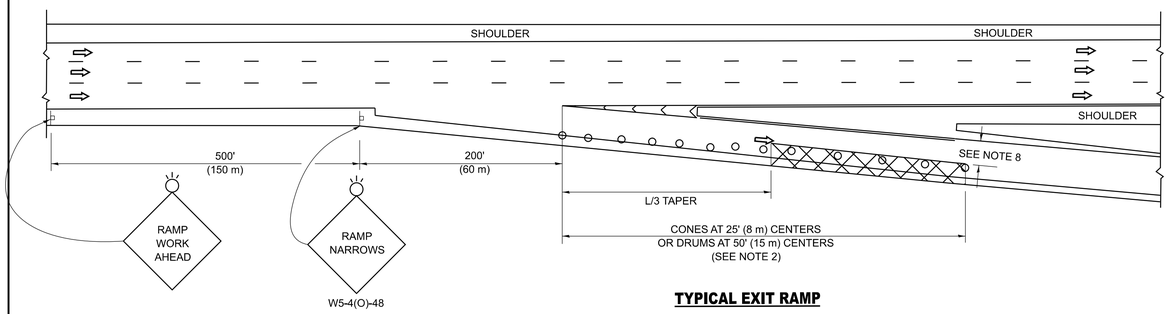
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TC-16.dgn 9/15/2026 3:40:39 PM User=lawrence.demanche

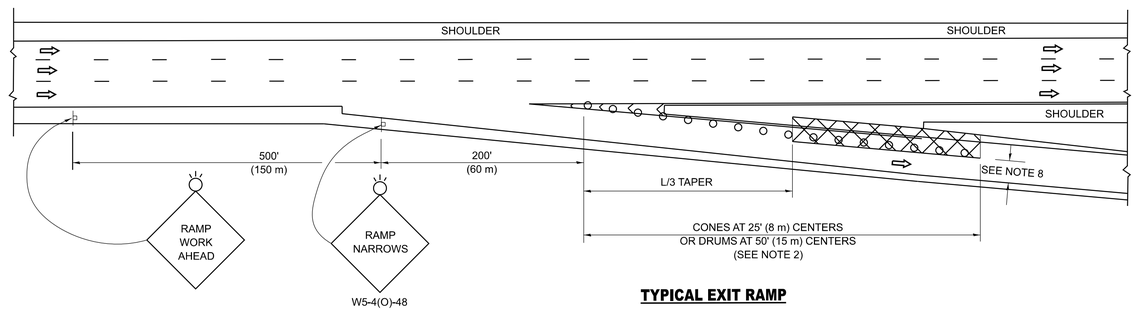
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

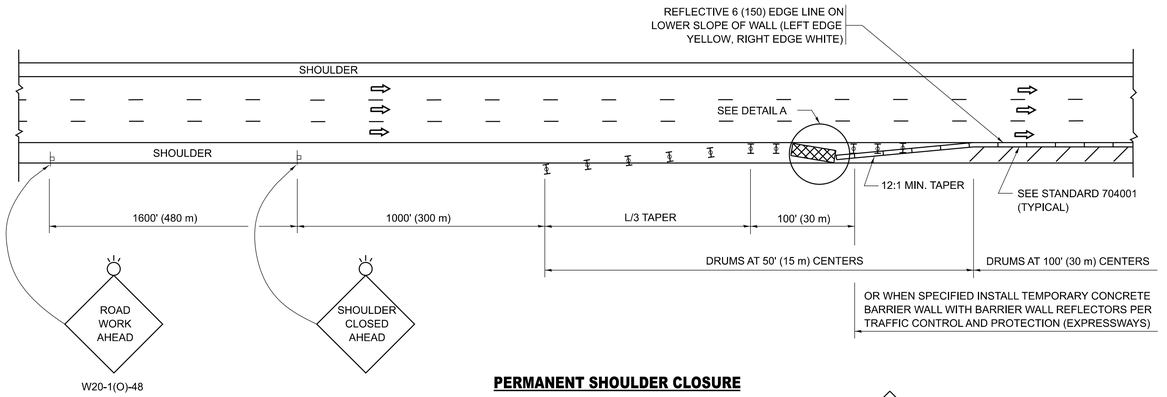


TYPICAL EXIT RAMP

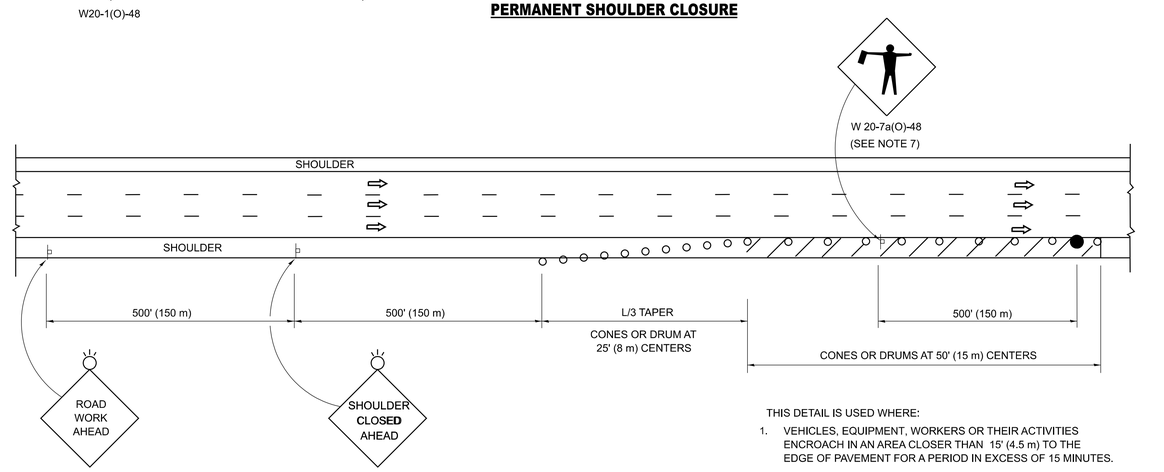


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



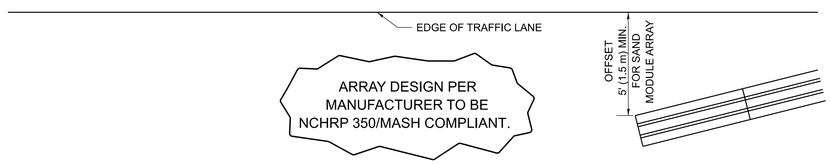
PERMANENT SHOULDER CLOSURE



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.

TEMPORARY SHOULDER CLOSURE



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

SYMBOLS

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

GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

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

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)

2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTICLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENTUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
   a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
   b. THE WORK AVTIVITY REQUIRES FREQUENT 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.
8. 12' MIN. WIDTH TANGENT SECTION
   16' MIN. WIDTH CURVE SECTION.
9. TEMPORARY SHOULDER AND NON-SYSTEM INTERCHANGE PARTIAL RAMP CLOSURES ARE ALLOWED WEEKDAYS BETWEEN 9:00 A.M. AND 3:00 P.M. AND BETWEEN 7:00 P.M. AND 5:00 A.M. OR AS APPROVED BY THE EXPRESSWAY TRAFFIC OPERATIONS ENGINEER. PERMANENT SHOULDER AND PARTIAL RAMP CLOSURES WILL ONLY BE PERMITTED IF CALLED FOR IN THE PLANS OR AS APPROVED BY THE EXPRESSWAY OPERATIONS ENGINEER.

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

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USER NAME = lawrence.demanche	DESIGNED -	REVISED -	M.D. 01-18
	DRAWN - D.W.S.	REVISED -	M.D. 10-20
PLOT SCALE = 0.08333317 ' / In.	CHECKED -	REVISED -	D.S. 05-25
PLOT DATE = 9/15/2026	DATE - 11-96	REVISED -	D.S. 09-26

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	41
	TC-17	CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

TC-17.dgn 9/15/2026 4:03:30 PM User=lawrence.demanche

ROUTE MARKERS

30 — FOR U.S. ROUTES
M1-40-2424

ILL 53 — FOR ILLINOIS ROUTES
M1-50-2424

MAIN STREET — 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
- M6-1-2115
- 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

DETOUR
MINOR STREET
MAJOR STREET
STATE ROUTE
COMPLETELY CLOSED PORTION
PARTIALLY CLOSED PORTION
TYPE III BARICADES *
(2)
300'
500'
200'

W20-2-4848 DETOUR AHEAD
W20-2-4848 DETOUR AHEAD
W20-3-4848 ROAD CLOSED AHEAD
W20-2-4848 DETOUR AHEAD
W20-3-4848 ROAD CLOSED 500 FT
W20-3-4848 ROAD CLOSED AHEAD
M4-8A END DETOUR
M4-10L-4818 DETOUR
R11-2-4830 ROAD CLOSED
R11-4-6030 M4-10R-4818 ROAD CLOSED TO THRU TRAFFIC DETOUR

* 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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USER NAME = brad.gagliano	DESIGNED - _____	REVISED - 10-18-02	
	DRAWN - _____	REVISED - R. BORO 09-14-09	
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PLOT DATE = 8/30/2023	DATE - _____	REVISED - _____	

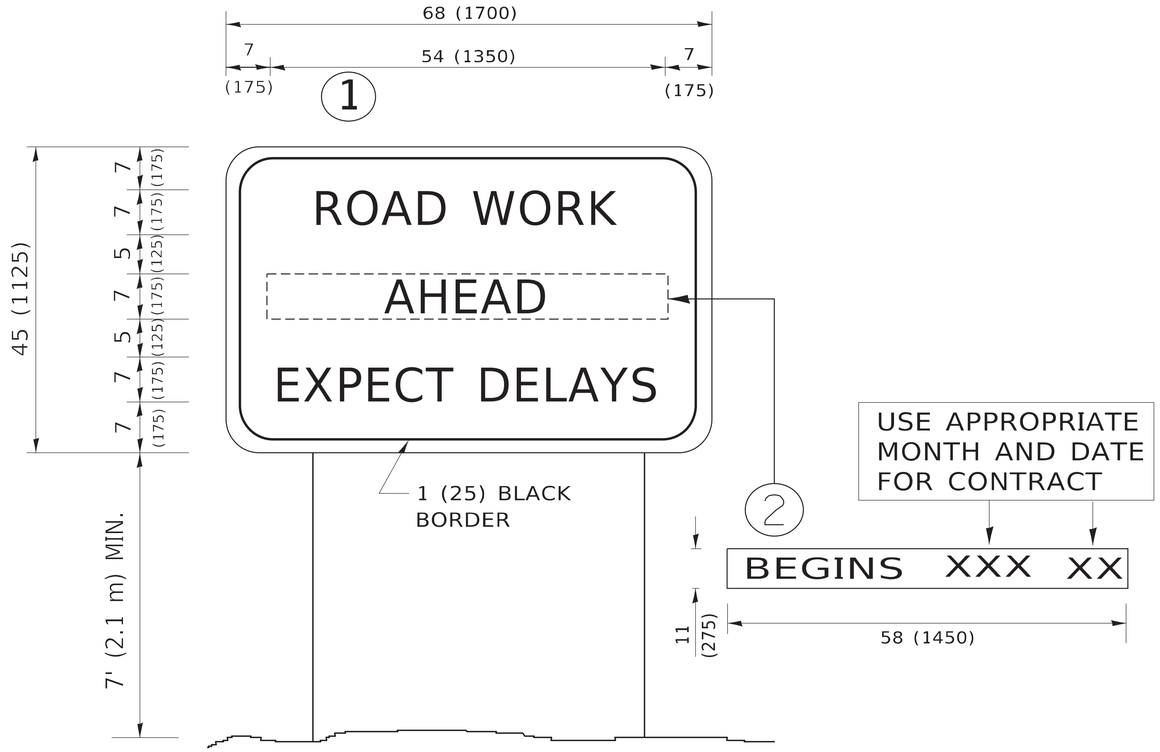
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	42
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

TC-21.dgn 4/17/2025 6:09:34 AM User=brad.gagliano



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.

USER NAME = {ootem}	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

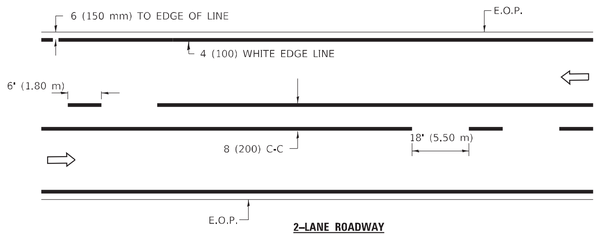
ARTERIAL ROAD INFORMATION SIGN

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

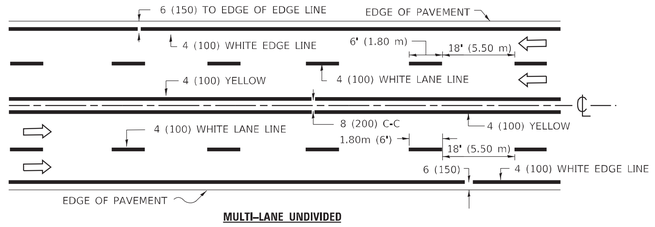
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90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	43
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

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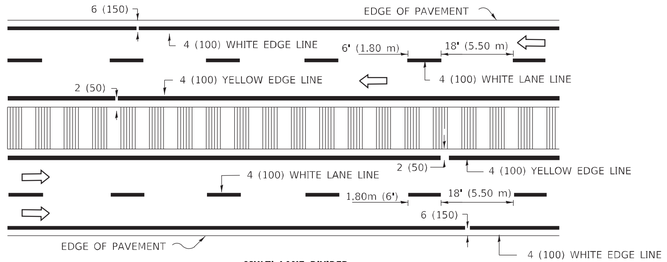
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2–LANE ROADWAY



MULTI–LANE UNDIVIDED

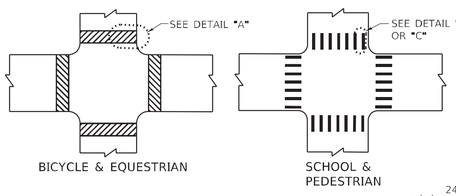


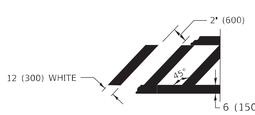
MULTI–LANE DIVIDED

WITH MOUNTABLE MEDIAN

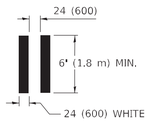
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

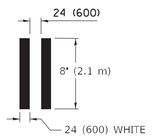




DETAIL "A"



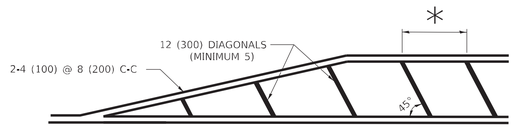
DETAIL "B"



DETAIL "C"

CENTRAL DOWNTOWN BUSINESS DISTRICT

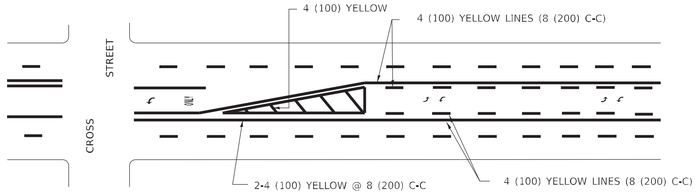
TYPICAL CROSSWALK MARKING



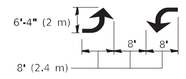
* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

PAINTED MEDIANS

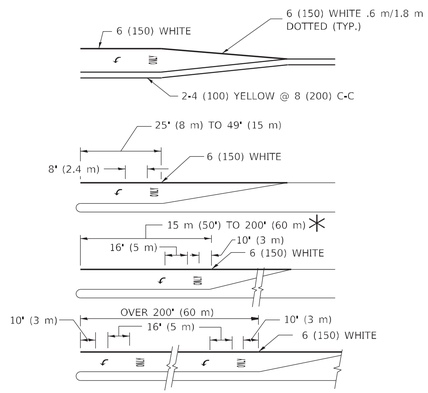


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

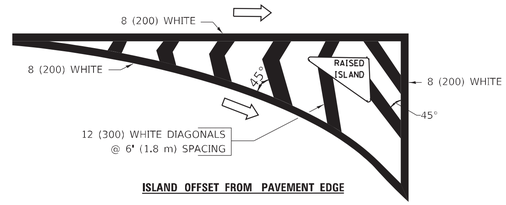


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

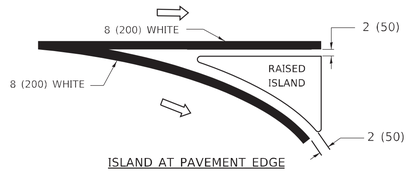
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	 4 (100) 2 @ 4 (100)	 SOLID SOLID	 YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	 12 (300) @ 45° 24 (600) @ 90°	 SOLID SOLID	 WHITE WHITE	 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33m²) EACH "X"=54.0 SQ. FT. (5.0 m²)

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

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

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	DRAWN -	REVISED	- K. ENG 02-28-12
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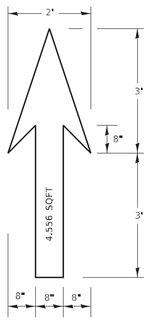
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

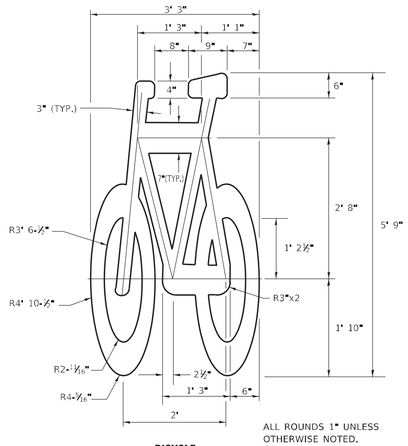
CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	44
		CONTRACT NO. 80C67		
	ILLINOIS	FED. AID PROJECT		

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ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

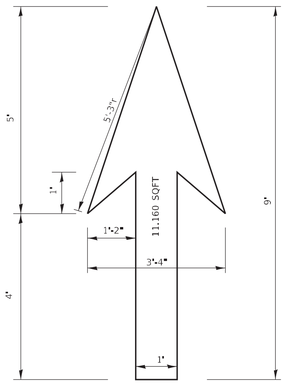
BICYCLE LANE SYMBOL

NOTE:

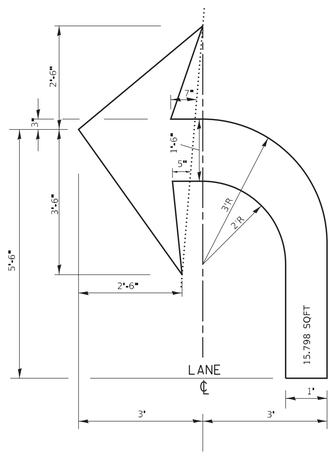
1. FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.
2. THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE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

TYPICAL BIKE LANE SYMBOLS
DRAWING #28

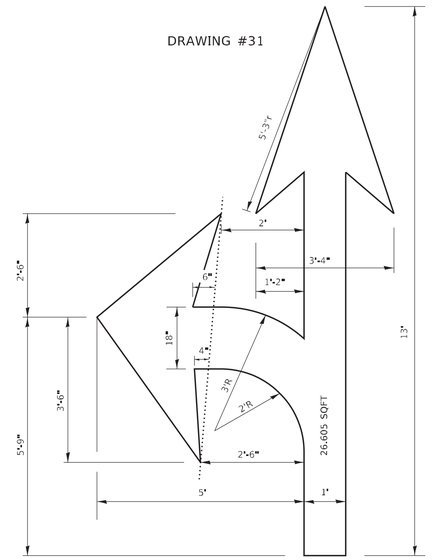
DRAWING #29



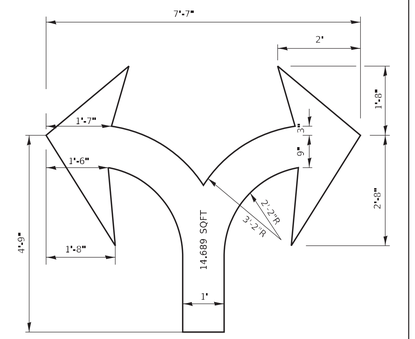
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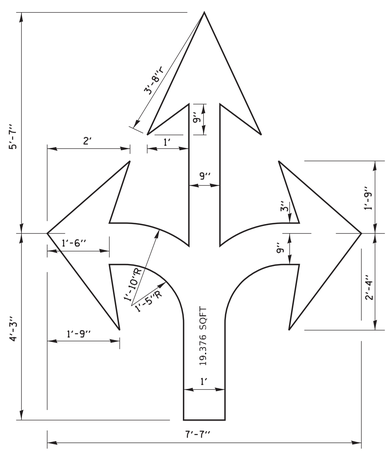
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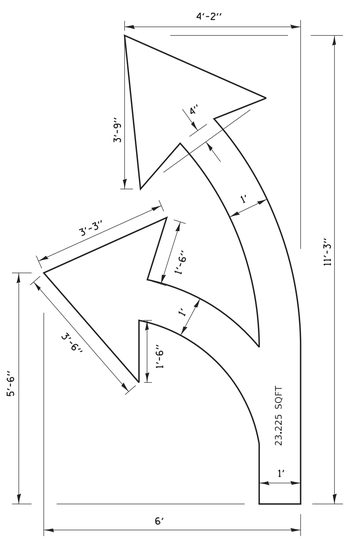
DRAWING #32



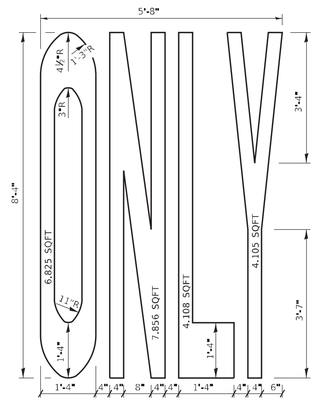
DRAWING #33



DRAWING #34



DRAWING #35



NOTE:

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

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

STATE OF ILLINOIS
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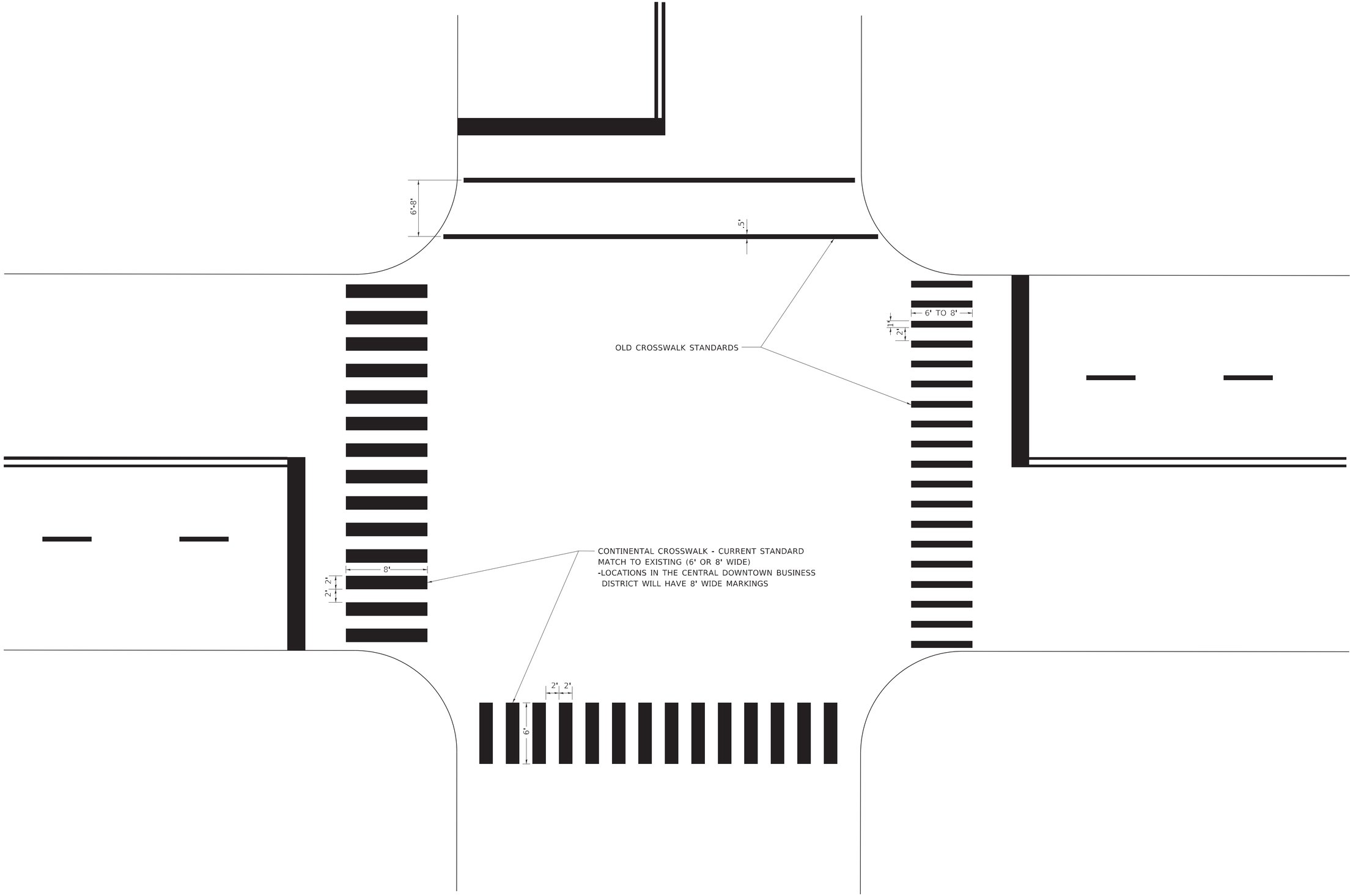
CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	45
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

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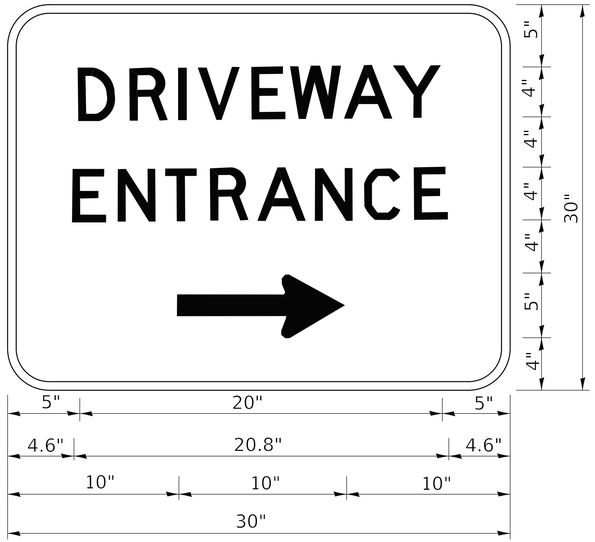
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	46
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

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3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

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	DRAWN -	REVISED -	
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PLOT DATE = 8/6/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(S-2323.2-4B) BJR, BDR 25	COOK	47	47
		CONTRACT NO. 80C67		
		ILLINOIS	FED. AID PROJECT	

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