

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	1
ILLINOIS CONTRACT NO. 62M52				

* 39 + 5 = 44 TOTAL SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 94: I-90/94
AT ROOSEVELT ROAD
SECTION: 2020-166-BR
PROJECT: NHPP-2T3W(364)
BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIRS
COOK COUNTY

C-91-382-20

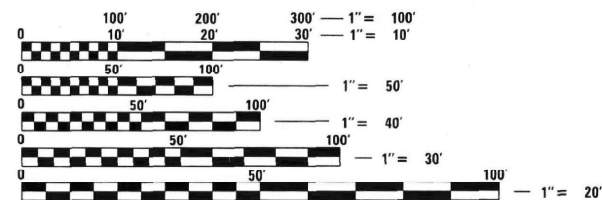
FOR INDEX OF SHEETS AND HIGHWAY STANDARDS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE CITY OF CHICAGO

TRAFFIC DATA

2022 ADT = 22,600 VPD
POSTED SPEED LIMIT = 30 MPH
PRINCIPAL ARTERIAL

PROJECT LOCATION
ROOSEVELT RD
OVER I-90/94
STRUCTURE NO. 016-0478



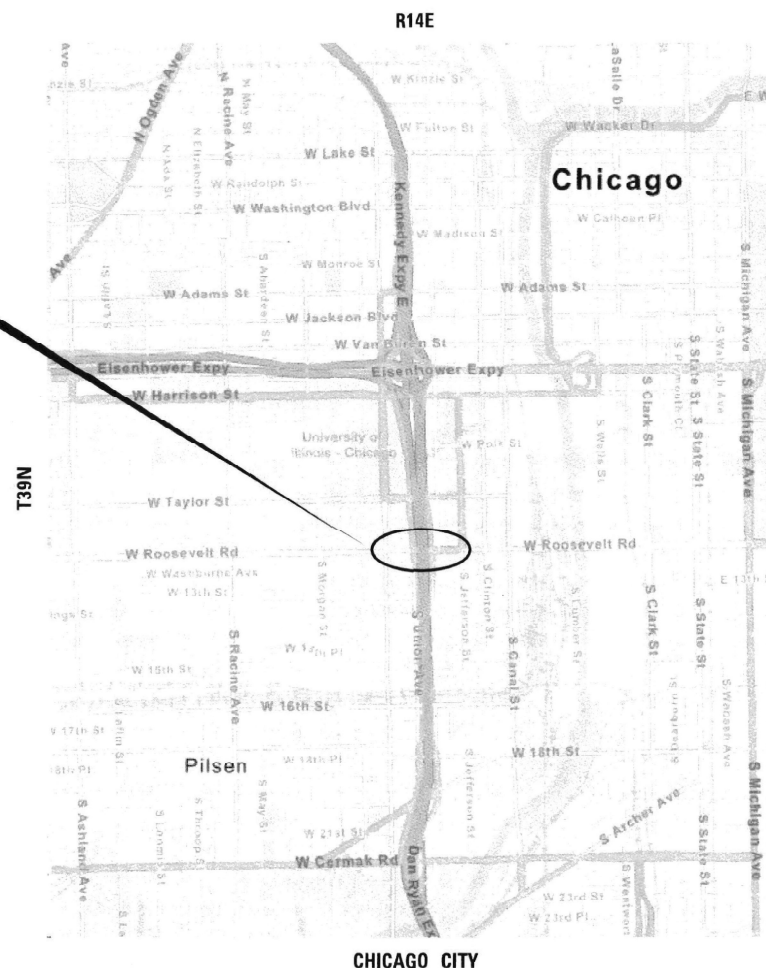
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES 773-287-7672

PROJECT ENGINEER: DAN WILGREEN (847) 705-4240
PROJECT MANAGER: FAWAD AQUEEL

CONTRACT NO. 62M52



CHICAGO CITY

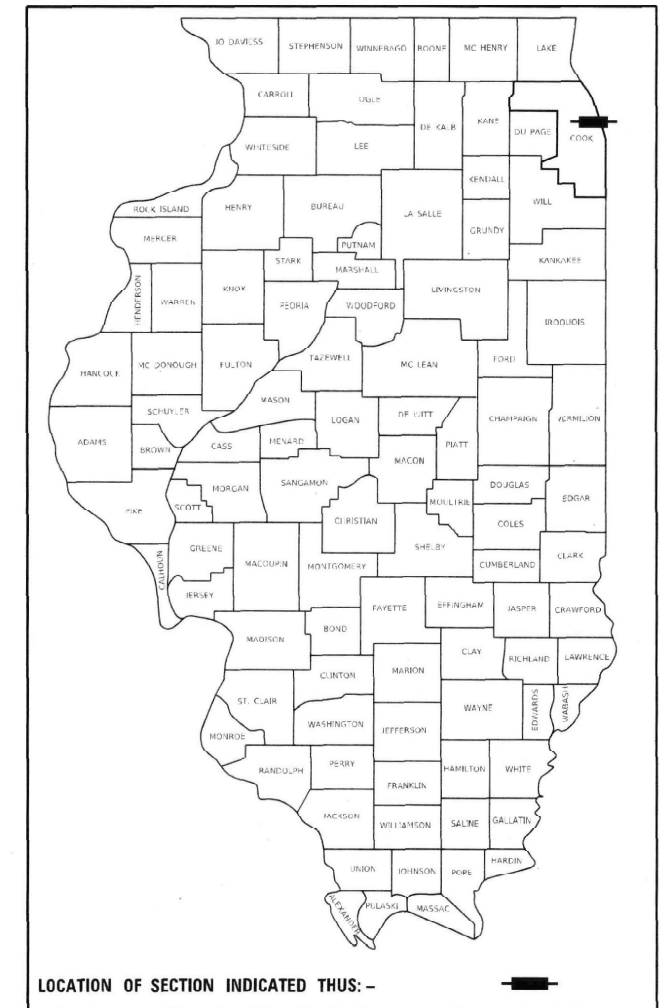
GROSS LENGTH = 1185 FT. = 0.22 MILES
NET LENGTH = 1185 FT. = 0.22 MILES



Alexander Carl Lane
ALEXANDER CARL LANE, P.E.
IL LIC. NO. 067-063261
EXP: 11/30/2025
DATE: 10/6/2023

THIS SEAL AND SIGNATURE PERTAINS TO SHEETS 1 TO 14

INFRASTRUCTURE ENGINEERING | INCORPORATED
1 South Wacker | Suite 2650 | Chicago, IL 60606
P 312.425.9560 | F 312.425.5564 | www.infrastructure-eng.com
CONTACT: ALEXANDER LANE (312) 477-0620



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED OCTOBER 13 20 23

REGION 1 ENGINEER

December 8, 2023

ENGINEER OF DESIGN AND ENVIRONMENT

December 8, 2023

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5-12	MAINTENANCE OF TRAFFIC - DETOUR PLANS
13	ROADWAY PLAN
14	ADA DETAILS
15-31	STRUCTURAL DRAWINGS - S.N. 016-0478
32	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
32A	ENTRANCE AND EXIT RAMP CLOSURE DETAILS (TC-8)
32B	SINGLE LANE WEAVE AND MULTI-LANE WEAVE (TC-9)
33	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
33A-33B	MULTI-LANE FREEWAY PAVEMENT MARKING DETAIL (TC-12)
34	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
34A	PARTIAL RAMP & SHOULDER CLOSURE DETAILS (TC-17)
35	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS (TC-21)
36	ARTERIAL ROAD INFORMATION SIGN (TC-22)
37-39	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS (TC-24)

STATE STANDARDS

STANDARD NO.	DRAWING NAME
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701400-11	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701446-11	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER

HMA TABLE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE			
BUTT JOINT			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1-1/2" & VARIES		4% @ 70 Gyr	QC/QA
QMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA): QUALITY CONTROL FOR PERFORMANCE (QCP): PAY FOR PERFORMANCE (PFP)			
MIXTURE REQUIREMENT NOTES:			
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.			
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.			

GENERAL NOTES

- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.
- MEADE ELECTRIC COMPANY, THE IDOT DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR, LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES. CALL 773-287-7672 FOR THE INITIAL LOCATE. REQUEST FOR LOCATES OF PREVIOUSLY MARKED FACILITIES MAY BE AT THE CONTRACTOR'S EXPENSE.
- IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11.G.1. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL CONTACT CARLOS MUNOZ DISTRICT ONE EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR AT CARLOS.MUNOZ@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN, AT PATRICE.HARRIS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE DEPARTMENT HAS DETERMINED THAT IN STREAM WORK IS NOT REQUIRED FOR THE WORK SPECIFIED IN THIS CONTRACT. THE DEPARTMENT HAS NOT OBTAINED A 404 PERMIT. IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING AN USACE 404 PERMIT IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER USACE PERMITS.
- THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM I.D.O.T. FIELD MAINTENANCE ENGINEERS.
- THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
- FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT. ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.
- DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTENT)" SHOWN IN PLANS.
- THE CENTERLINE IS FOR INFORMATION ONLY.

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 FILE NAME: P:\2020-2020-4094-00 IDOT Various Phase 2 (P78 196 Item 16)WD 31 62M52DCHICADD Sheets\162M52-16-060008.dgn

INFRASTRUCTURE ENGINEERING INCORPORATED
 1 South Wacker | Suite 2650 | Chicago, IL 60606
 P 312.425.9580 | F 312.425.9584 | www.infrastructure-eng.com

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PLOT SCALE = 20.0000' / in.	DRAWN - DBE	REVISED -
PLOT DATE = 11/15/2023	CHECKED - ACL	REVISED -
	DATE = 10/06/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES
 ROOSEVELT ROAD OVER I-90/4 BRIDGE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	2
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				

PAY ITEM NUMBER	DESIGNATION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				90% FEDERAL 10% STATE	100% STATE
20200100	EARTH EXCAVATION	CU YD	2.6	2.6	
28000510	INLET FILTERS	EACH	3	3	
35101400	AGGREGATE BASE COURSE, TYPE B	TON	2	2	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	158	158	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	352	352	
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	37	37	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	207.5	207.5	
44000600	SIDEWALK REMOVAL	SQ FT	208	208	
50102400	CONCRETE REMOVAL	CU YD	36.5	36.5	
50157300	PROTECTIVE SHIELD	SQ YD	1,844	1,844	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	36.4	36.4	
50300260	BRIDGE DECK GROOVING	SQ YD	1,715	1,715	
50300300	PROTECTIVE COAT	SQ YD	1,823	1,823	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	3,720	3,720	
50800515	BAR SPLICERS	EACH	48	48	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	172	172	
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	8	8	
67100100	MOBILIZATION	L SUM	1	1	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	5	5	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	1	1	

* = SPECIALTY ITEM

PAY ITEM NUMBER	DESIGNATION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				90% FEDERAL 10% STATE	100% STATE
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	180	180	
70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE	SQ FT	206	206	
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	3,629	3,629	
70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	151	151	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	512.5	512.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	512.5	512.5	
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4	
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3,204	3,204	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	58	58	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	100	100	
78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 7"	FOOT	191	191	
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	103	103	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	706	706	
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	269	269	
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	84	84	
78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	191	191	
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,934	1,934	
78200011	BARRIER WALL REFLECTORS, TYPE C	FOOT	41	41	
* X0327032	TEMPORARY VIDEO DETECTION	EACH	6	6	
X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	24	24	
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	129	129	
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	100		100
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1	

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 INFRASTRUCTURE ENGINEERING <small>1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9580 F 312.425.9584 www.infrastructure-eng.com</small>	USER NAME = alane	DESIGNED - VW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES ROOSEVELT ROAD OVER I-90/94 BRIDGE			F.A.I. RTE. 94	SECTION 2020-166-BR	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 3
	PLOT SCALE = 20.0000' / in.	CHECKED - ACL	REVISED -					CONTRACT NO. 62M52				
	PLOT DATE = 10/20/2023	DATE = 10/06/2023	REVISED -									
								ILLINOIS FED. AID PROJECT				

PAY ITEM NUMBER	DESIGNATION	UNIT	QUANTITY	CONSTRUCTION CODE	
				URBAN	
				90% FEDERAL 10% STATE	0059 100% STATE
Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	1	1	
Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	1,733	1,733	
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1,733	1,733	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	254	254	
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	20	20	
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	1	1	
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	6		6
Z0029603	HANDRAIL REPAIRS	L SUM	1	1	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52	
Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	1	1	
* Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	6	6	

* = SPECIALTY ITEM

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**INFRASTRUCTURE
ENGINEERING INCORPORATED**
1 South Wacker | Suite 2650 | Chicago, IL 60606
P 312.425.8100 | F 312.425.9594 | www.infrastruct-engine.com

USER NAME = Alane
PLOT SCALE = 20,0000 * / in.
PLOT DATE = 10/13/2023

DESIGNED - VW	REvised -
DRAWN - VW	REvised -
CHECKED - ACL	REvised -
DATE - 10/06/2023	REvised -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
ROOSEVELT ROAD OVER I-90/94 BRIDGE			
SCALE:	SHEET OF SHEETS	STA. TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	4
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC GENERAL NOTES

- ALL MAINTENANCE OF TRAFFIC (MOT) LANE CLOSURES CAN BE COMPLETED WITH IDOT HIGHWAY STANDARDS (ROOSEVELT ROAD) AND ILLINOIS TOLLWAY STANDARD DRAWINGS (I-90/94). THE MOT PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY CONTRACTOR'S MAINTENANCE OF TRAFFIC, ALONG WITH ANY OTHER MARKERS THAT WERE MISSING REFLECTORS PRIOR TO REOPENING THE LANES TO TRAFFIC.
- THE CONTRACTOR SHALL CONTACT THE IDOT DISTRICT 1 ARTERIAL TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL CONTACT CARLOS MUNOZ DISTRICT ONE EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR AT CARLOS.MUNOZ@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE ROOSEVELT ROAD WORK ZONE SPEED LIMIT SHALL BE 30 MPH.
- EXISTING REFLECTORS IN RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH STAGED TRAFFIC PATTERNS SHALL BE REMOVED UNDER THIS CONTRACT. THESE SHALL BE REPLACED WITHIN THE LIMITS OF THIS IMPROVE OR MODIFY THE MOT PLANS TO MEET 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.
- ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE PAVEMENT MARKING TAPE, TYPE IV (AND/OR MODIFIED URETHANE) USED FOR STAGING SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL-GRINDING" WITHIN THE PROJECT LIMITS AND "PAVEMENT MARKING REMOVAL-WATER BLASTING" OUTSIDE THE PROJECT LIMITS.
- PAVEMENT MARKING TAPE, TYPE IV (AND/OR TYPE III) SHOWN ON THE PLANS FOR ANY CONSTRUCTION STAGE THAT THE CONTRACTOR PROPOSES TO EXTEND OVER THE WINTER PERIOD SHALL MEAN MODIFIED URETHANE PAVEMENT MARKING AND WILL BE PAID FOR THEIR RESPECTIVE CONTRACT UNIT PRICE.
- THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
- 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.

ROOSEVELT ROAD CONSTRUCTION STAGING

MAINTENANCE OF TRAFFIC - STAGE 1
CONSTRUCTION:

- COMPLETE BRIDGE DECK AND JOINT REPAIRS AND OVERLAY OF THE INSIDE LANES IN EACH DIRECTION.
- COMPLETE BUTT JOINT ON THE APPROACH PAVEMENT OF THE INSIDE LANES.

MAINTENANCE OF TRAFFIC:

- CLOSE THE INSIDE LANES OF TRAFFIC IN BOTH DIRECTIONS AND MAINTAIN TRAFFIC ON THE OUTSIDE LANES.
- DETOUR RUBLE STREET TO WESTBOUND ROOSEVELT ROAD VIA DETOUR PLAN.
- DETOUR UNION AVENUE TO EASTBOUND ROOSEVELT ROAD VIA DETOUR PLAN.
- BICYCLE TRAFFIC WILL BE MAINTAINED ON THE OUTSIDE LANES.
- PEDESTRIAN ACCESS WILL REMAIN ON THE SIDEWALKS.

MAINTENANCE OF TRAFFIC - STAGE 2
CONSTRUCTION:

- COMPLETE BRIDGE DECK AND JOINT REPAIRS AND OVERLAY OF THE OUTSIDE LANES IN THE EASTBOUND AND WESTBOUND DIRECTIONS.
- COMPLETE BUTT JOINT ON THE APPROACH PAVEMENT OF THE OUTSIDE LANES AND ADJACENT SIDE STREETS.

MAINTENANCE OF TRAFFIC:

- CLOSE THE OUTSIDE LANES OF TRAFFIC IN THE EASTBOUND AND WESTBOUND DIRECTIONS AND MAINTAIN ONE LANE OF TRAFFIC ON THE INSIDE LANES.
- DETOUR RUBLE STREET TO WESTBOUND ROOSEVELT ROAD VIA DETOUR PLAN.
- DETOUR UNION AVENUE TO EASTBOUND ROOSEVELT ROAD VIA DETOUR PLAN.
- BICYCLE TRAFFIC WILL BE SHIFTED TO THE SIDEWALK. BIKES WILL BE WALKED IN THE WORK ZONE.
- PEDESTRIAN ACCESS SHALL BE MAINTAINED ON ONE OF THE SIDEWALKS AT ALL TIMES.

I-90/94 CONSTRUCTION STAGING

MAINTENANCE OF TRAFFIC - STAGE 1
CONSTRUCTION:

- COMPLETE WEST ABUTMENT REPAIRS.

MAINTENANCE OF TRAFFIC:

- CLOSE THE OUTSIDE SHOULDER AND OUTSIDE LANE OF EASTBOUND I-90/94 DURING ALLOWABLE LANE CLOSURE HOURS.

MAINTENANCE OF TRAFFIC - STAGE 2
CONSTRUCTION:

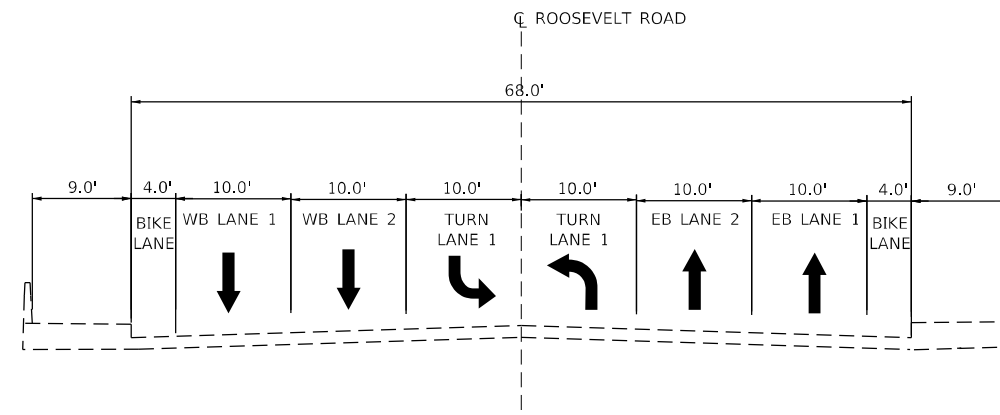
- COMPLETE THE WEST FACE OF PIER REPAIRS
- COMPLETE THE EAST FACE OF PIER REPAIRS

MAINTENANCE OF TRAFFIC:

- CLOSE THE INSIDE SHOULDER AND INSIDE LANE ON EASTBOUND I-90/94 DURING ALLOWABLE LANE CLOSURE HOURS.
- CLOSE THE INSIDE SHOULDER AND INSIDE LANE ON WESTBOUND I-90/94 DURING ALLOWABLE LANE CLOSURE HOURS.

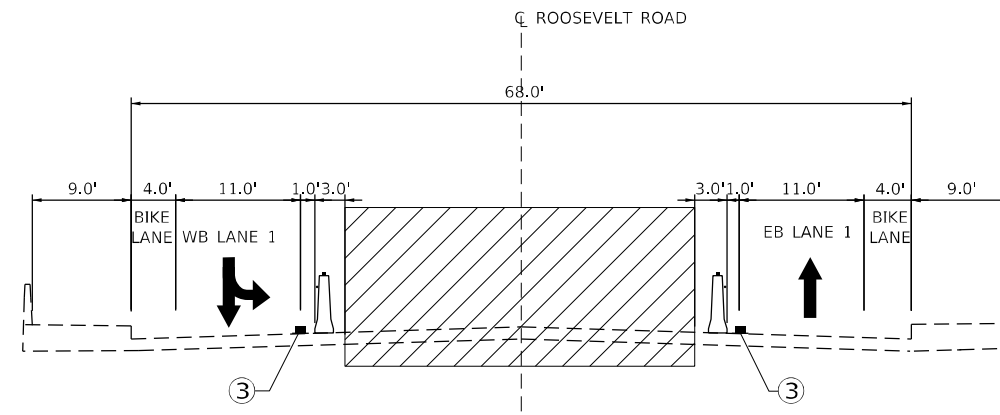
WORK ZONE SPEED LIMIT:

	EXISTING POSTED SPEED	PROPOSED POSTED SPEED
ROOSEVELT STAGE 1	30 MPH	30 MPH
ROOSEVELT STAGE 2	30 MPH	30 MPH
I-90/94 STAGE 1	45 MPH	45 MPH
I-90/94 STAGE 2	45 MPH	45 MPH



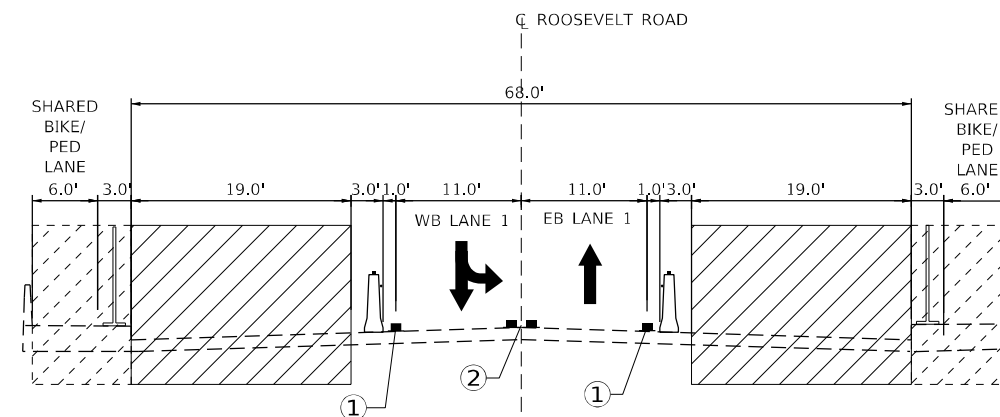
EXISTING TYPICAL CROSS SECTION

ON SN 016-0478



STAGE 1 CONSTRUCTION

ON SN 016-0478



STAGE 2 CONSTRUCTION

ON SN 016-0478

MOT TYPICAL LEGEND

- TEMPORARY CONCRETE BARRIER WITH TYPE C, BI-DIRECTIONAL CRYSTAL REFLECTORS PER STD 704001 AND 782006.
- CONSTRUCTION FENCE
- WORK AREA
- SIDEWALK WORK AREA - ONE SIDEWALK TO REMAIN OPEN AT ALL TIMES
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT MARKINGS
- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV (WHITE)
- ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV (DOUBLE YELLOW @ 8' C-C)
- ③ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV (SINGLE YELLOW)

MODEL Path: I:\Projects\2020\2020-09-04-00 IDOT VARIOUS Phase 2 (RTE 106 Item 16110) 37 62M52\DOC\CADD Sheets\16110\MS2-shc-mot-01.dgn

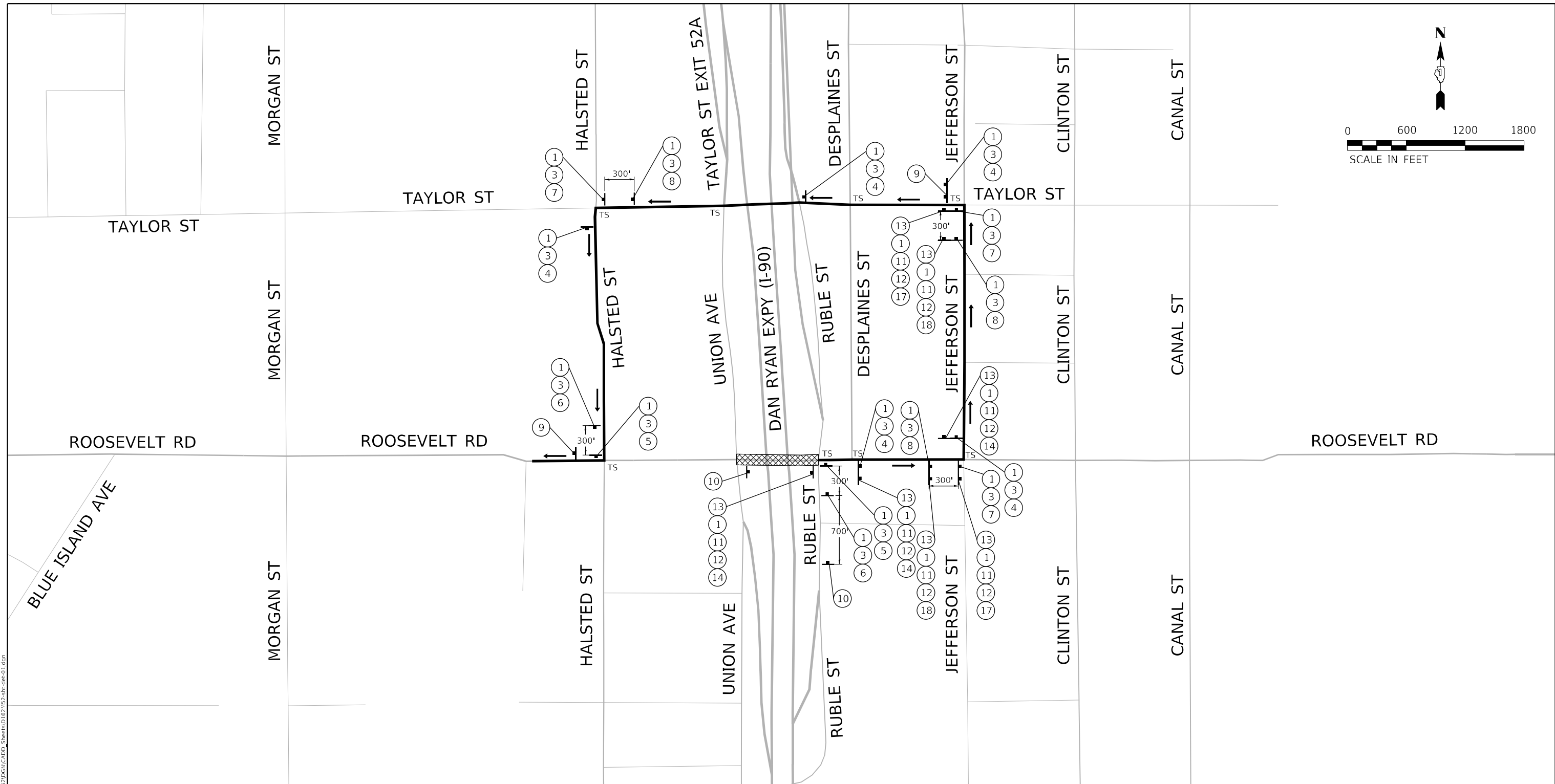
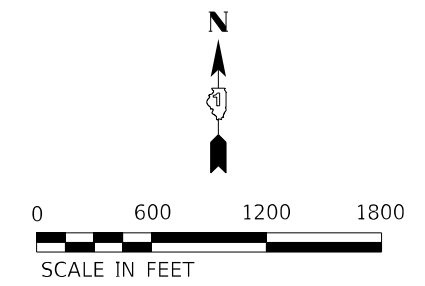
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USER NAME = Alane	DESIGNED - DBE	REVISED -
PLOT SCALE = 1000.0000' / in.	DRAWN - DBE	REVISED -
PLOT DATE = 11/16/2023	CHECKED - ACL	REVISED -
	DATE - 10/06/2023	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS GENERAL NOTES	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	5
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				



DETOUR PLAN NOTES:

1. SEE SHEET 8 FOR SIGN SIZING AND DETAILS.
2. SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING.
3. DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
4. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED.
5. PROPOSED DETOUR SIGNING SHALL BE COVERED OR REMOVED WHEN NOT REQUIRED DURING CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN WITH THE PLACEMENT OF DETOUR SIGNAGE.
7. DETOUR SIGNAGE SHALL BE CONSIDERED INCLUDED IN THE COST FOR TEMPORARY TRAFFIC CONTROL AND PROTECTION (SPECIAL) EXCEPT AS OTHERWISE NOTED.
8. A MINIMUM OF 14 DAYS IN ADVANCE OF THE DETOUR BEGINNING FOR THE PROJECT, THE CONTRACTOR SHALL PLACE ONE PORTABLE CHANGEABLE MESSAGE SIGN AT THE BEGINNING OF THE ROUTE BEING DETOURED AS DIRECTED AND AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM MOTORISTS OF THE UPCOMING CLOSURE. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER. THIS WORK IS TO BE PAID FOR PER CONTRACT UNIT PRICE FOR CHANGEABLE MESSAGE SIGN.
9. THE FOLLOWING SIGNALS ARE TO BE RETIMED DURING THE DURATION OF THE DETOUR:
 - ROOSEVELT RD & HALSTED ST
 - ROOSEVELT RD & RUBLE ST
 - ROOSEVELT RD & DESPLAINES ST
 - ROOSEVELT RD & JEFFERSON ST
 - TAYLOR ST & HALSTED ST
 - TAYLOR ST & UNION AVE
 - TAYLOR ST & DESPLAINES ST
 - TAYLOR ST & JEFFERSON ST

LEGEND:

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

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

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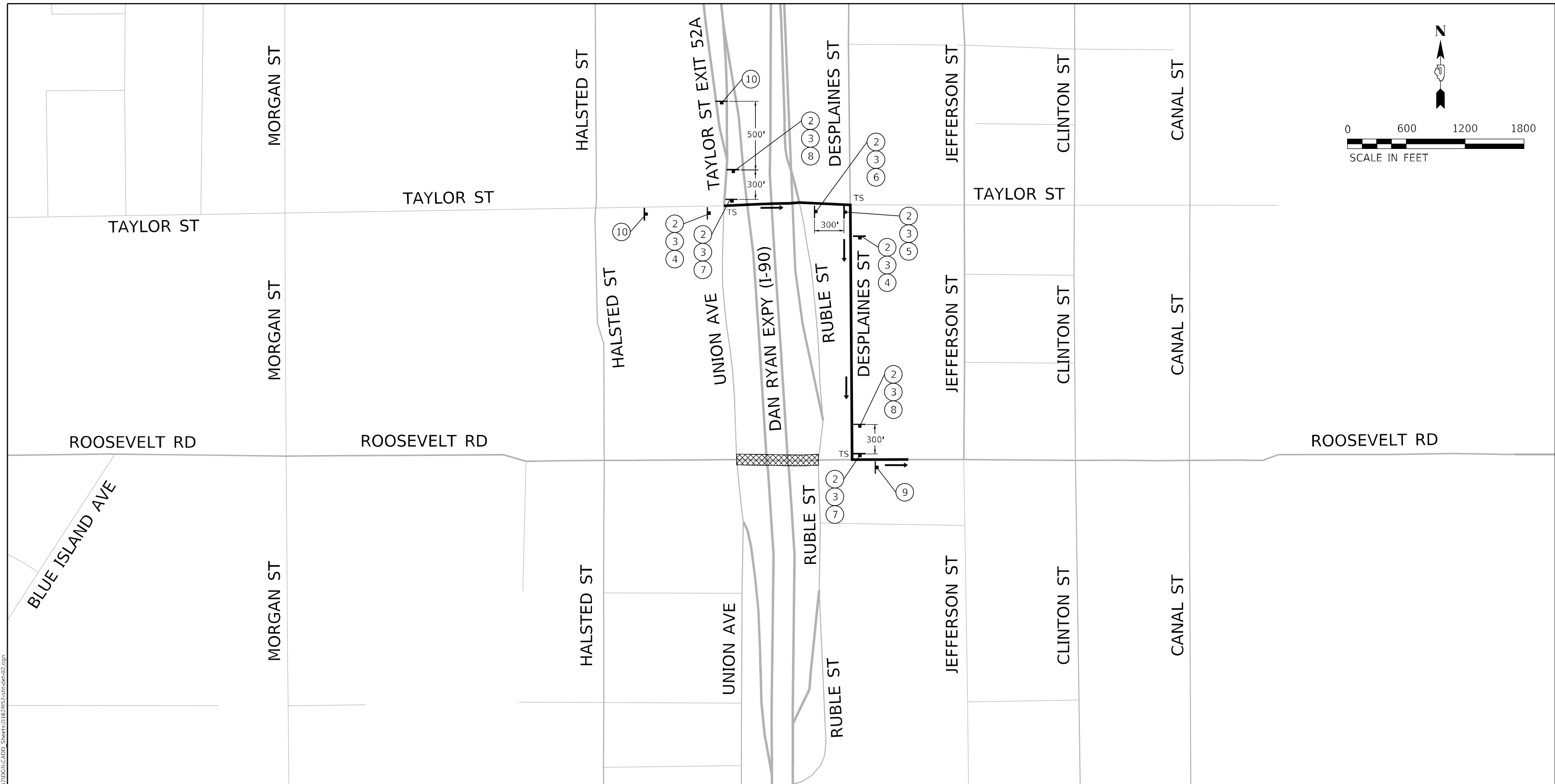
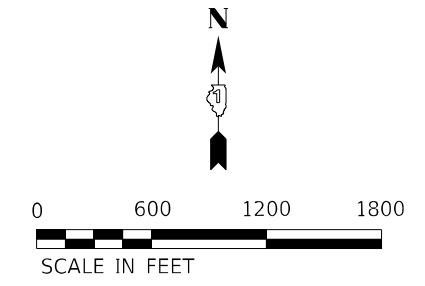
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PLOT DATE = 11/16/2023	CHECKED - ACL	REVISED -
	DATE - 10/06/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETOUR PLAN
RUBLE ST TO WB ROOSEVELT ROAD**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	6
CONTRACT NO. 62M52			ILLINOIS FED. AID PROJECT	



DETOUR PLAN NOTES:

1. SEE SHEET 8 FOR SIGN SIZING AND DETAILS.
2. SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING.
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 - ROOSEVELT RD & DESPLAINES ST
 - ROOSEVELT RD & JEFFERSON ST
 - TAYLOR ST & HALSTED ST
 - TAYLOR ST & UNION AVE
 - TAYLOR ST & DESPLAINES ST
 - TAYLOR ST & JEFFERSON ST

LEGEND:

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

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PLOT SCALE = 100,0000' / in.	DRAWN - VW	REVISED -
PLOT DATE = 11/16/2023	CHECKED - ACL	REVISED -
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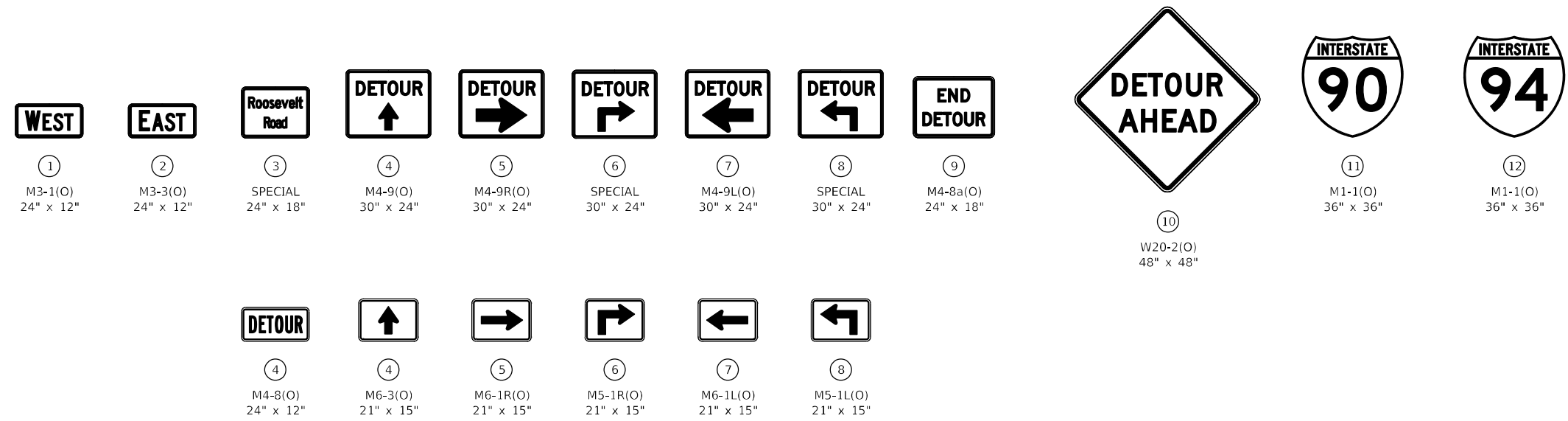
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETOUR PLAN
UNION AVE TO EB ROOSEVELT ROAD**

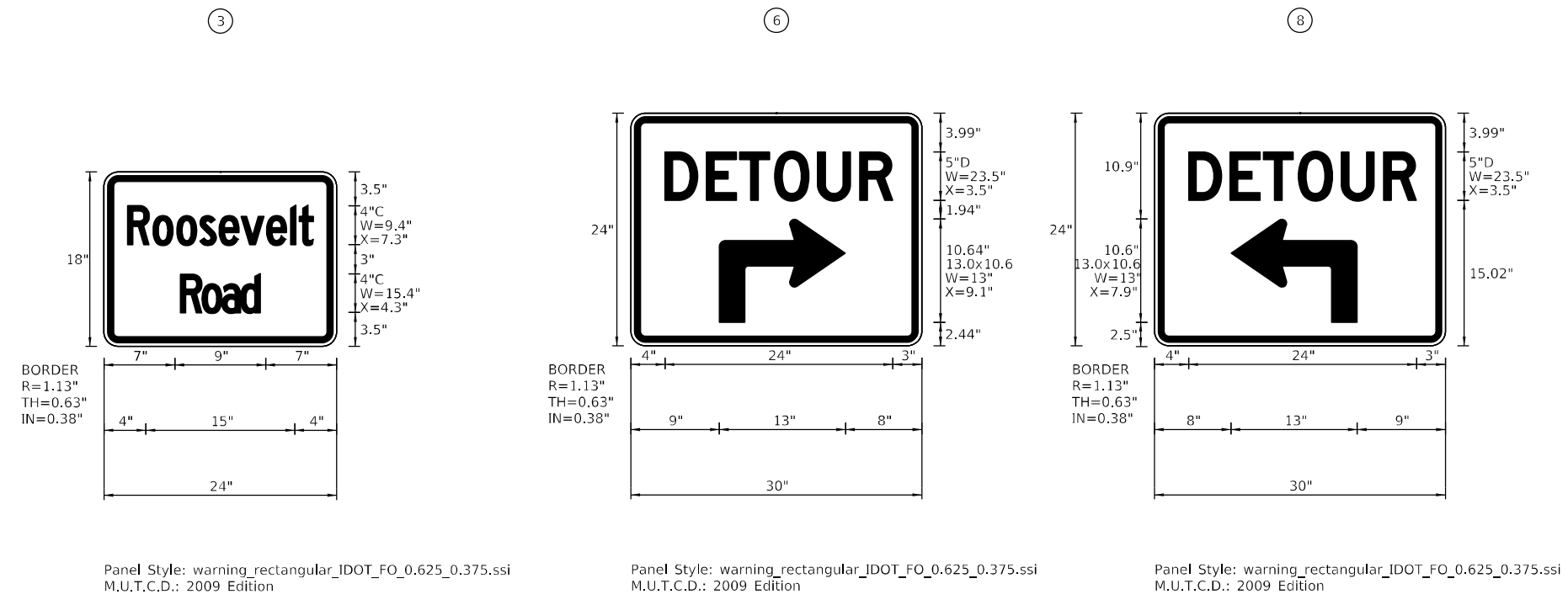
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	7
CONTRACT NO. 62M52			ILLINOIS FED. AID PROJECT	

**DETOUR SIGNAGE LEGEND
ROOSEVELT ROAD**

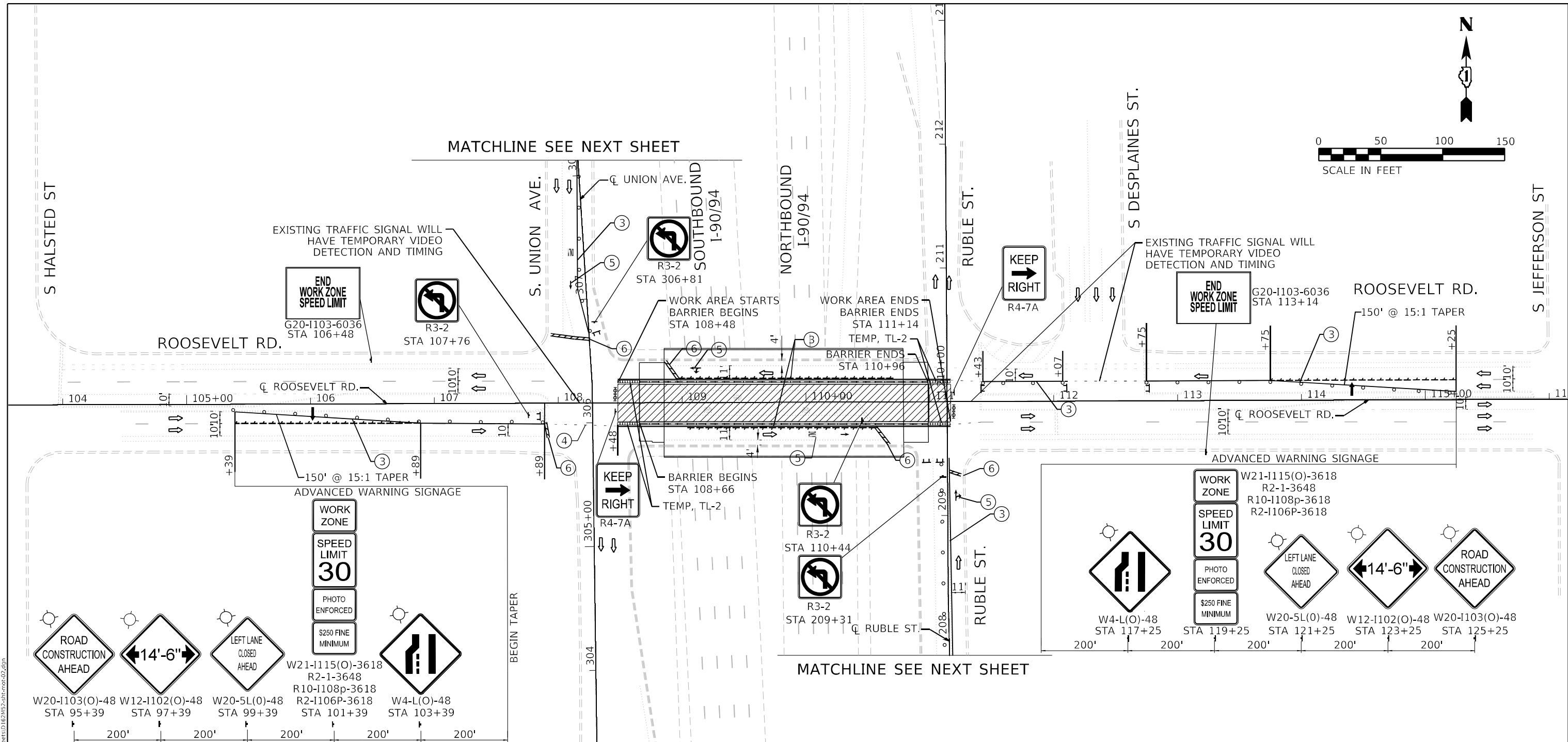
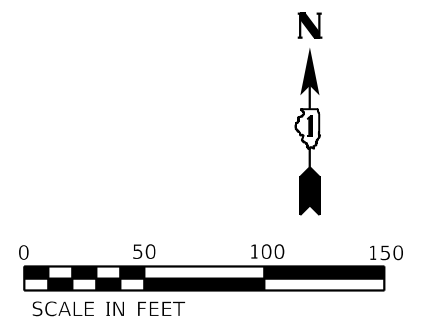


**DETOUR SIGNAGE LEGEND
ROOSEVELT ROAD**



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<p>INFRASTRUCTURE ENGINEERING 1 South Wacker Suite 2650 Chicago, IL 60606 P: 312.425.9598 F: 312.425.9594 www.infrastructure-eng.com</p>	USER NAME = Alane PLOT SCALE = 100,0000' / in. PLOT DATE = 11/16/2023	DESIGNED - VW DRAWN - VW CHECKED - ACL DATE - 10/06/2023	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR SIGN DETAILS AND NOTES ROOSEVELT ROAD	F.A.I. RTE. 94 SECTION 2020-166-BR COUNTY COOK TOTAL SHEETS 39 SHEET NO. 8 CONTRACT NO. 62M52
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	ILLINOIS FED. AID PROJECT					

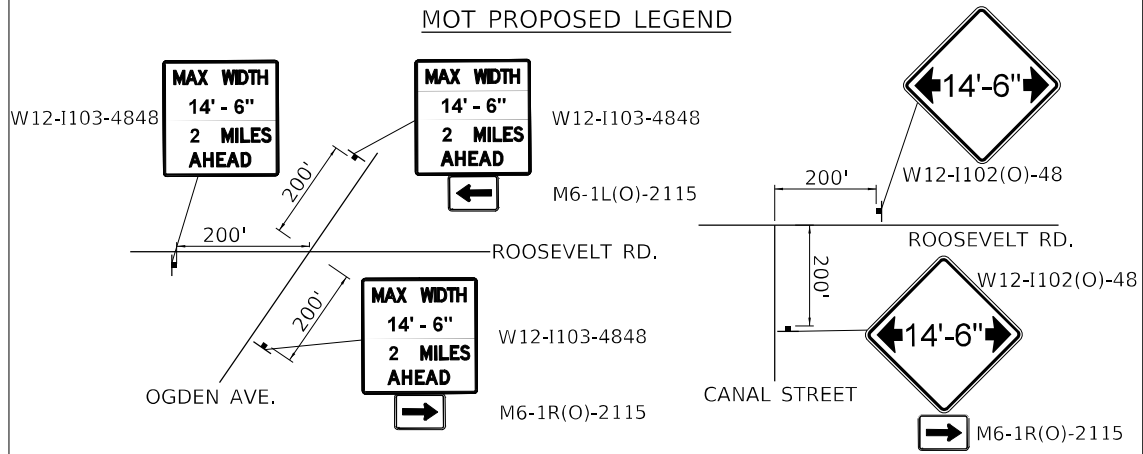


- MOT SYMBOL LEGEND**
- DRUM OR BARRICADE
 - ⚡ DIRECTION INDICATOR BARRICADE
 - ▨ WORK AREA
 - ⌄ TYPE III BARRICADE
 - ⇨ DIRECTION OF TRAFFIC
 - ⌄ SIGN ON PORTABLE OR PERMANENT SUPPORT
 - ⇨ ARROW BOARD
 - ⊗ BARRICADE OR DRUM WITH FLASHING LIGHT
 - ▬ TEMPORARY CONCRETE BARRIER
 - ▬ IMPACT ATTENUATOR
 - ⌄ PAVEMENT MARKING REMOVAL

- MOT PROPOSED LEGEND**
- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW)
 - ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE)
 - ③ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW)
 - ④ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SKIP-DASH 2'-6") (WHITE)
 - ⑤ TEMPORARY PAVEMENT MARKING TAPE LETTERS & SYMBOLS, (WHITE)
 - ⑥ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE)
 - ⑦ CONSTRUCTION FENCE

NOTES:

1. TRAFFIC CONTROL BASED ON STANDARD 701601-09.
2. REMOVE CONFLICTING PAVEMENT MARKING USING PAVEMENT MARKING REMOVAL - WATERBLASTING
3. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON ONE OF THE SIDEWALKS AT ALL TIMES



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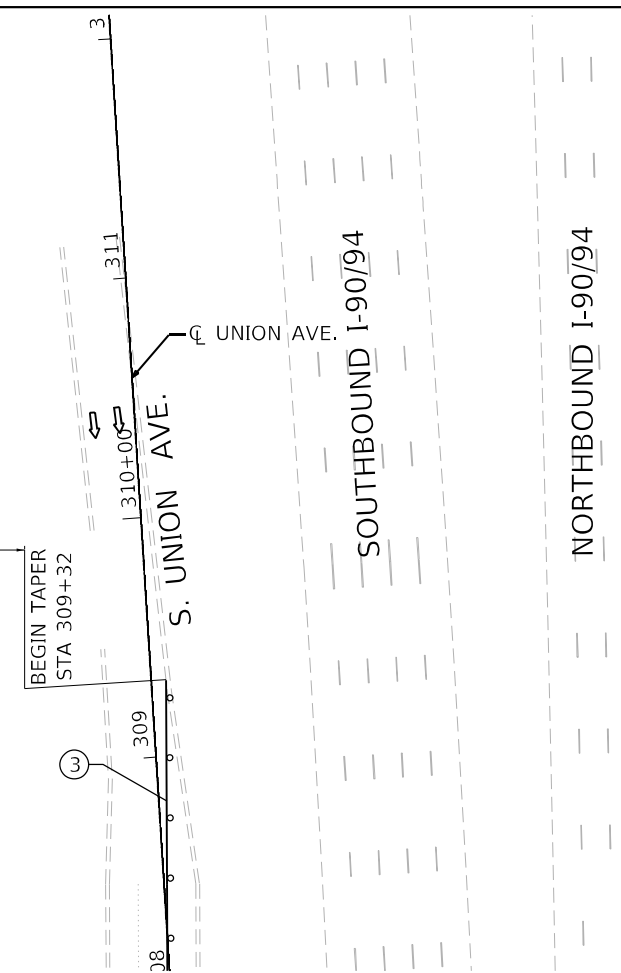
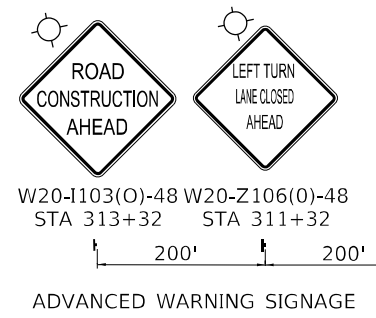
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
STAGE 1**

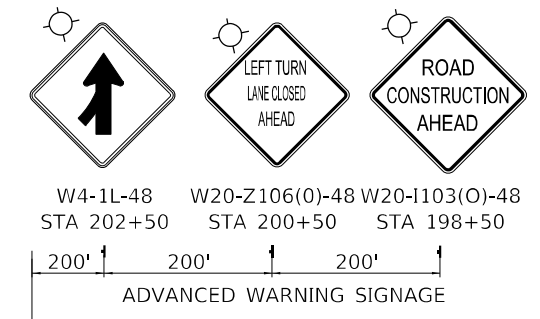
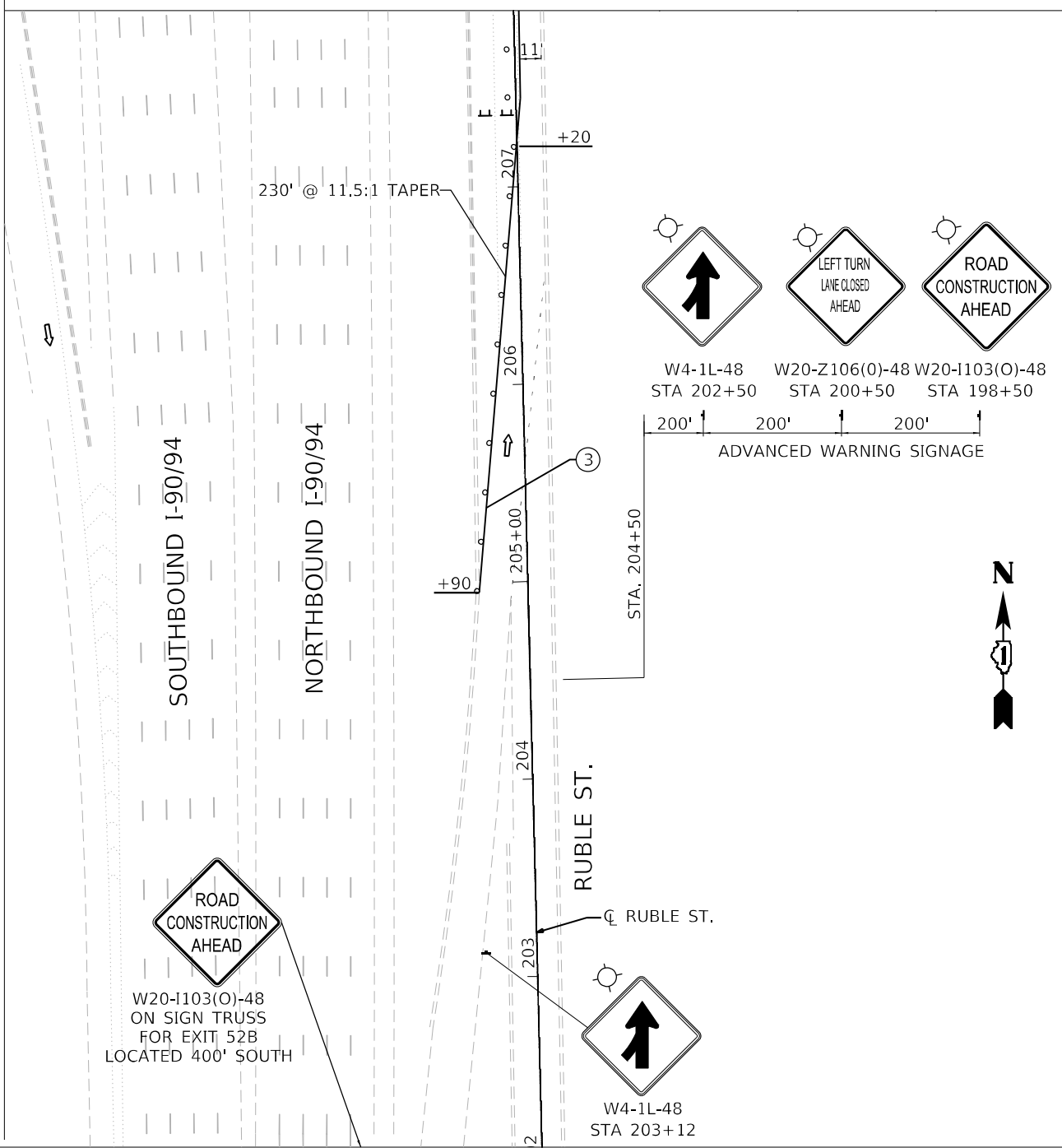
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	9
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				



MATCHLINE SEE PREVIOUS SHEET

MATCHLINE SEE PREVIOUS SHEET



MOT SYMBOL LEGEND

- DRUM OR BARRICADE
- ⚡ DIRECTION INDICATOR BARRICADE
- ▨ WORK AREA
- ⌄ TYPE III BARRICADE
- ➡ DIRECTION OF TRAFFIC
- ⌄ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➡ ARROW BOARD
- ⚡ BARRICADE OR DRUM WITH FLASHING LIGHT
- ▬ TEMPORARY CONCRETE BARRIER
- ▬ IMPACT ATTENUATOR
- PAVEMENT MARKING REMOVAL

MOT PROPOSED LEGEND

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW)
- ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE)
- ③ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW)
- ④ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SKIP-DASH 2'-6') (WHITE)
- ⑤ TEMPORARY PAVEMENT MARKING TAPE LETTERS & SYMBOLS, (WHITE)
- ⑥ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE)
- ⑦ CONSTRUCTION FENCE

NOTES:

1. TRAFFIC CONTROL BASED ON STANDARD 701601-09.
2. REMOVE CONFLICTING PAVEMENT MARKING USING PAVEMENT MARKING REMOVAL - WATERBLASTING
3. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON ONE OF THE SIDEWALKS AT ALL TIMES

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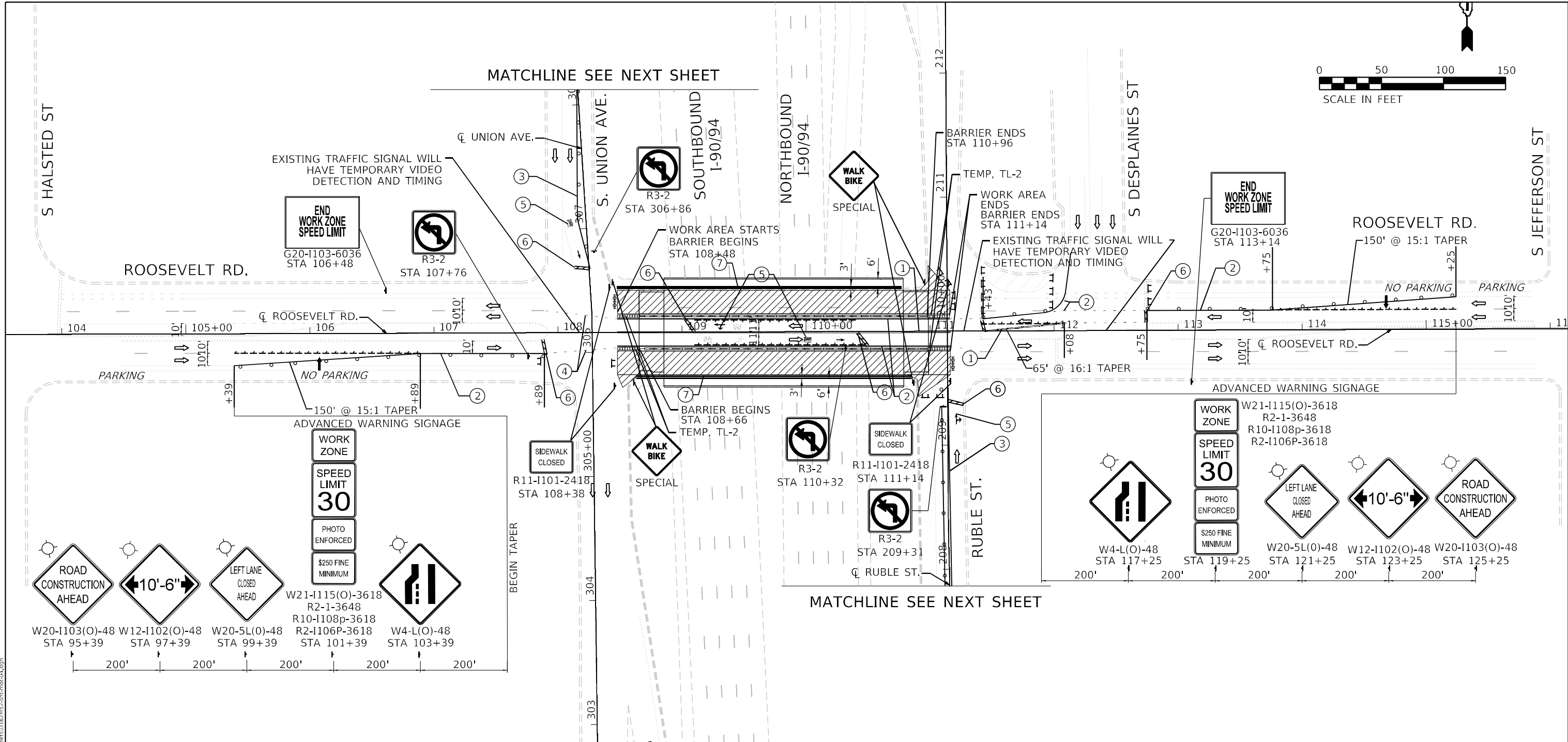
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	DATE - 10/06/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
STAGE 1**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	10
CONTRACT NO. 62M52			ILLINOIS FED. AID PROJECT	

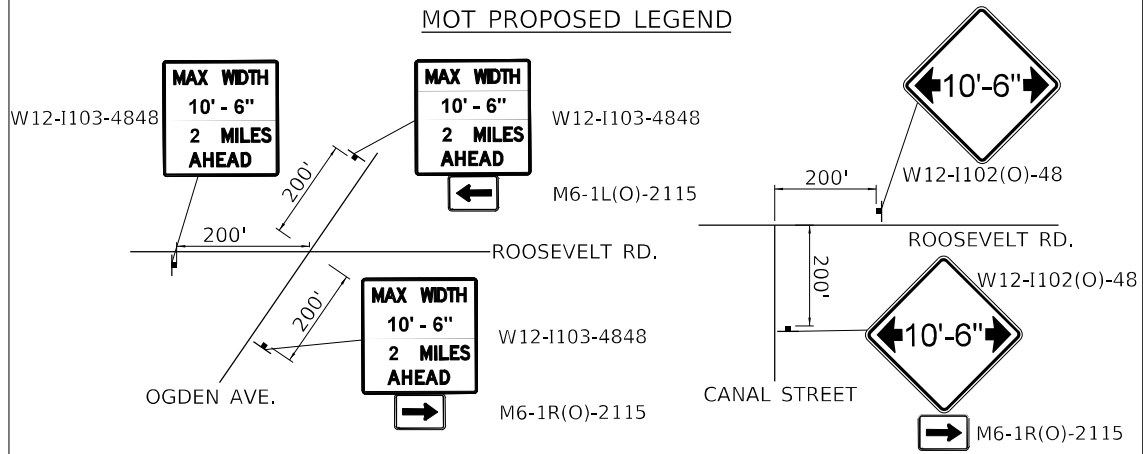


- MOT SYMBOL LEGEND**
- DRUM OR BARRICADE
 - ⚡ DIRECTION INDICATOR BARRICADE
 - ▨ WORK AREA
 - ⌄ TYPE III BARRICADE
 - ⇨ DIRECTION OF TRAFFIC
 - ⌄ SIGN ON PORTABLE OR PERMANENT SUPPORT
 - ⇨ ARROW BOARD
 - ⊗ BARRICADE OR DRUM WITH FLASHING LIGHT
 - ▬ TEMPORARY CONCRETE BARRIER
 - ▬ IMPACT ATTENUATOR
 - PAVEMENT MARKING REMOVAL

- MOT PROPOSED LEGEND**
- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW)
 - ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE)
 - ③ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW)
 - ④ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (SKIP-DASH 2'-6") (WHITE)
 - ⑤ TEMPORARY PAVEMENT MARKING TAPE LETTERS & SYMBOLS, (WHITE)
 - ⑥ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE)
 - ⑦ CONSTRUCTION FENCE

NOTES:

1. TRAFFIC CONTROL BASED ON STANDARD 701601-09.
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3. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON ONE OF THE SIDEWALKS AT ALL TIMES



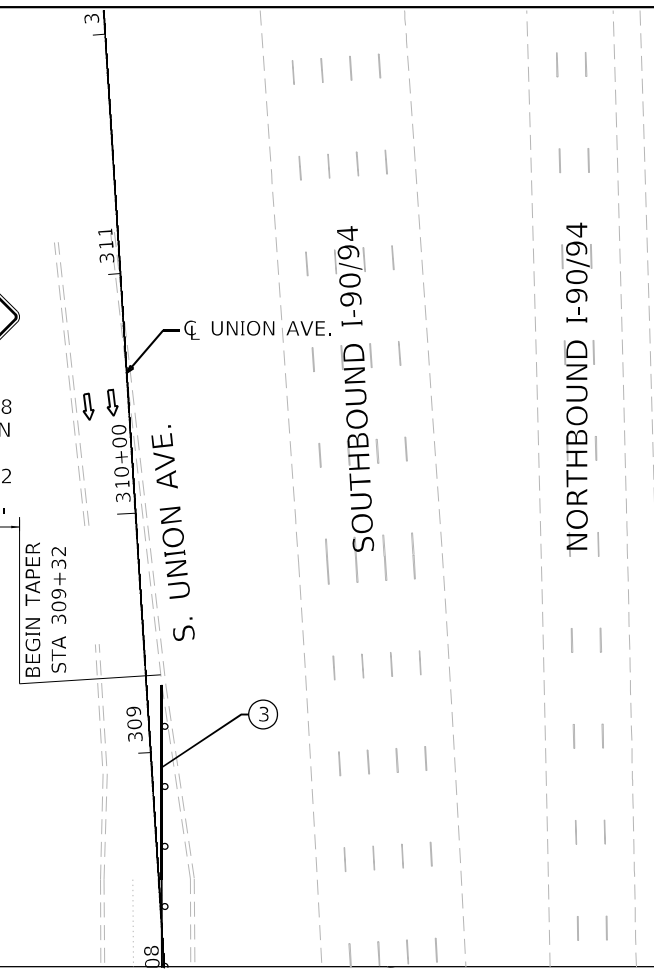
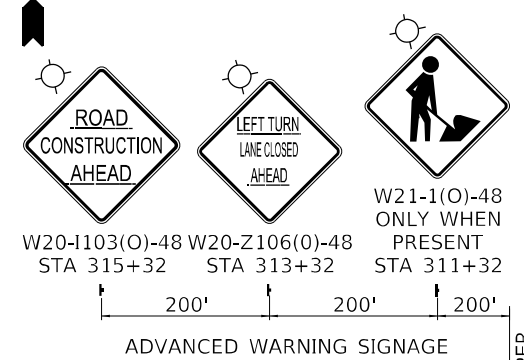
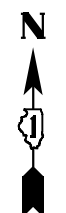
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
STAGE 2**

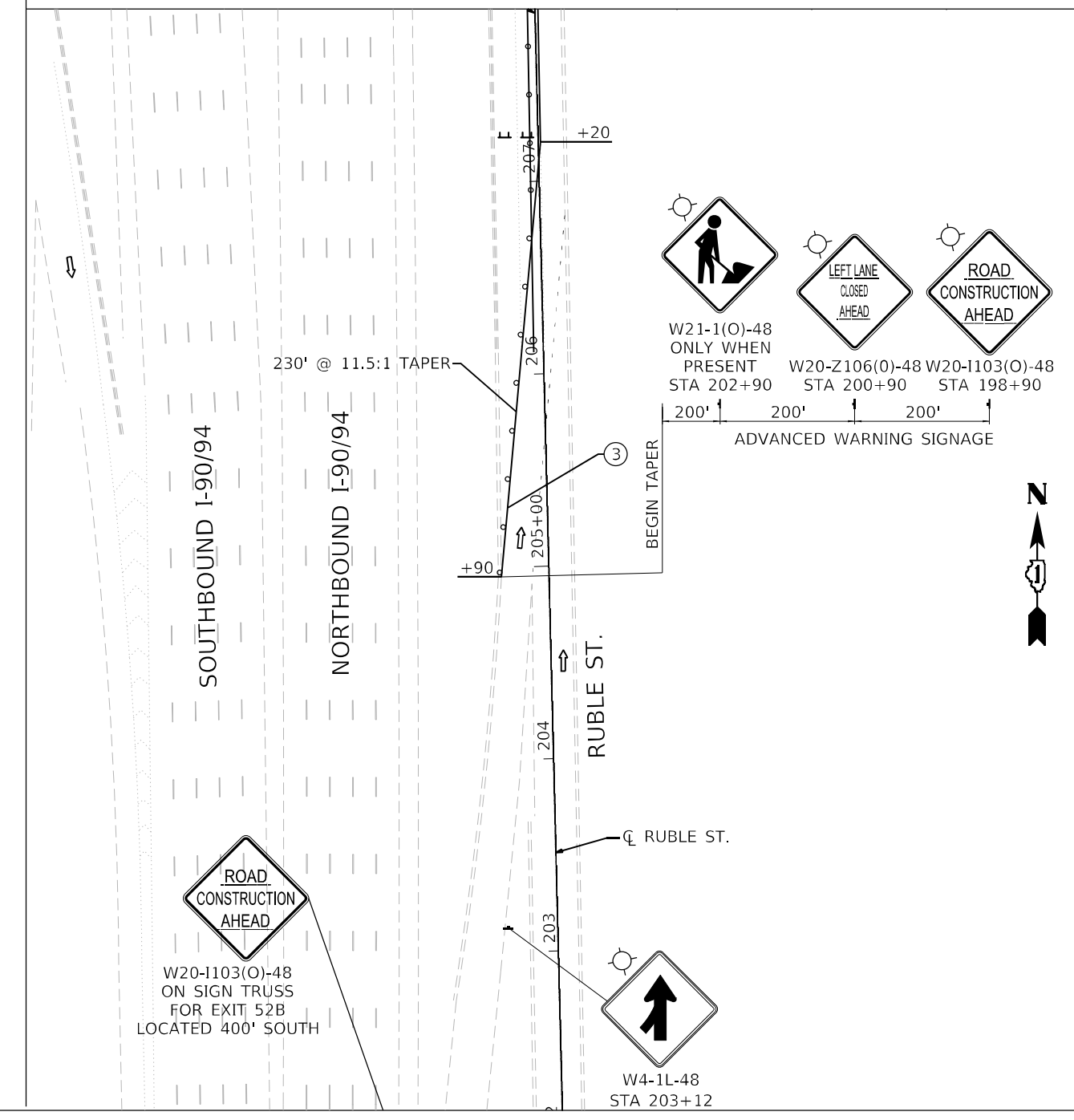
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	11
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				



MATCHLINE SEE PREVIOUS SHEET

MATCHLINE SEE PREVIOUS SHEET



MOT SYMBOL LEGEND

- DRUM OR BARRICADE
- ⚡ DIRECTION INDICATOR BARRICADE
- ▨ WORK AREA
- ⌄ TYPE III BARRICADE
- ➡ DIRECTION OF TRAFFIC
- ⌄ SIGN ON PORTABLE OR PERMANENT SUPPORT
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MOT PROPOSED LEGEND

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NOTES:

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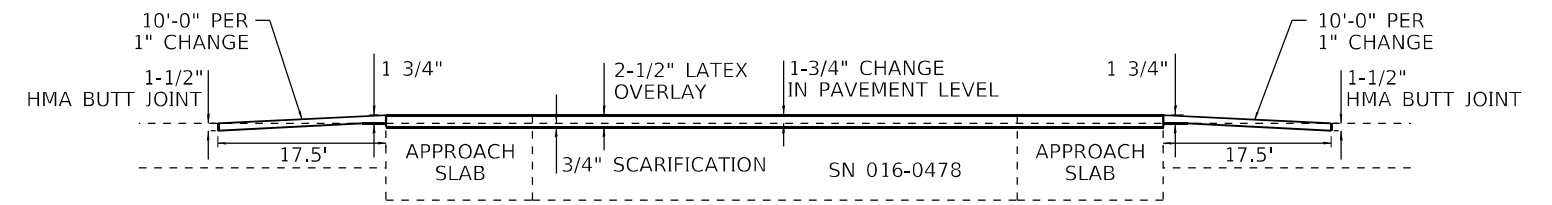
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

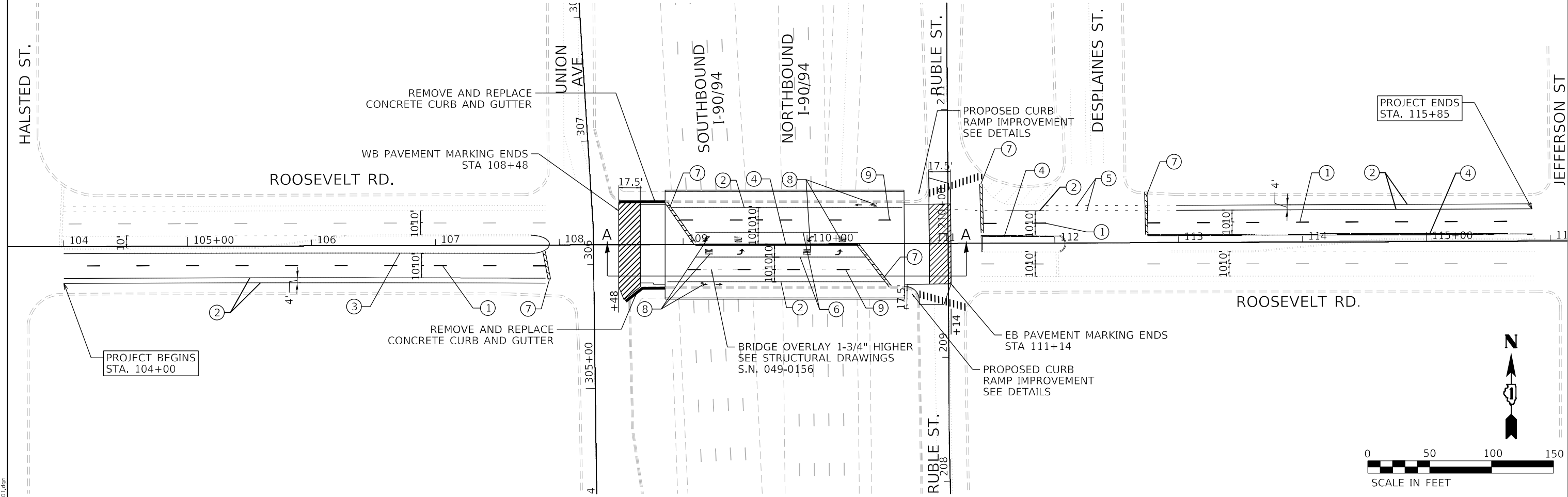
**TRAFFIC CONTROL PLANS
STAGE 2**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	12
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				



DETAIL A-A



PAVEMENT MARKING LEGEND

- ① LINE 4", SKIP-DASH, WHITE (10' LINE - 30' SPACE) - LANE LINES
- ② LINE 4", SOLID, WHITE - EDGE LINE (TYP)
- ③ LINE 2 @ 4" SOLID YELLOW, 11" C-C - CENTERLINE (TYP)
- ④ LINE 6", SKIP-DASH, WHITE (2' LINE - 6' SPACE) - DOTTED LINES (TYP)
- ⑤ LINE 6", SOLID, WHITE - TURN LINE (TYP)
- ⑥ LINE 8", SOLID, WHITE - GORE LINE (TYP)
- ⑦ LINE 12", SOLID, WHITE - PAINTED MEDIANS DIAGONALS (TYP) (SEE DISTRICT DETAIL TC-13 FOR SPACING)
- ⑧ LINE 24", SOLID, WHITE - STOP LINE (TYP)
- ⑨ LETTERS & SYMBOLS, SOLID, WHITE - TURN LANE MARKINGS (TYP)

LEGEND

- HMA BUTT JOINT (BD-32) 10'-0" PER 1" CHANGE SEE STRUCTURAL DRAWINGS

NOTES:

1. ALL FINAL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE ON CONCRETE AND THERMOPLASTIC ON ASPHALT.
2. ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
ROOSEVELT ROAD**

SCALE: SHEET OF SHEETS STA. TO STA.

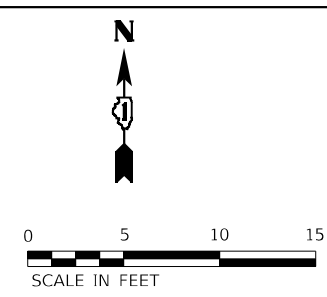
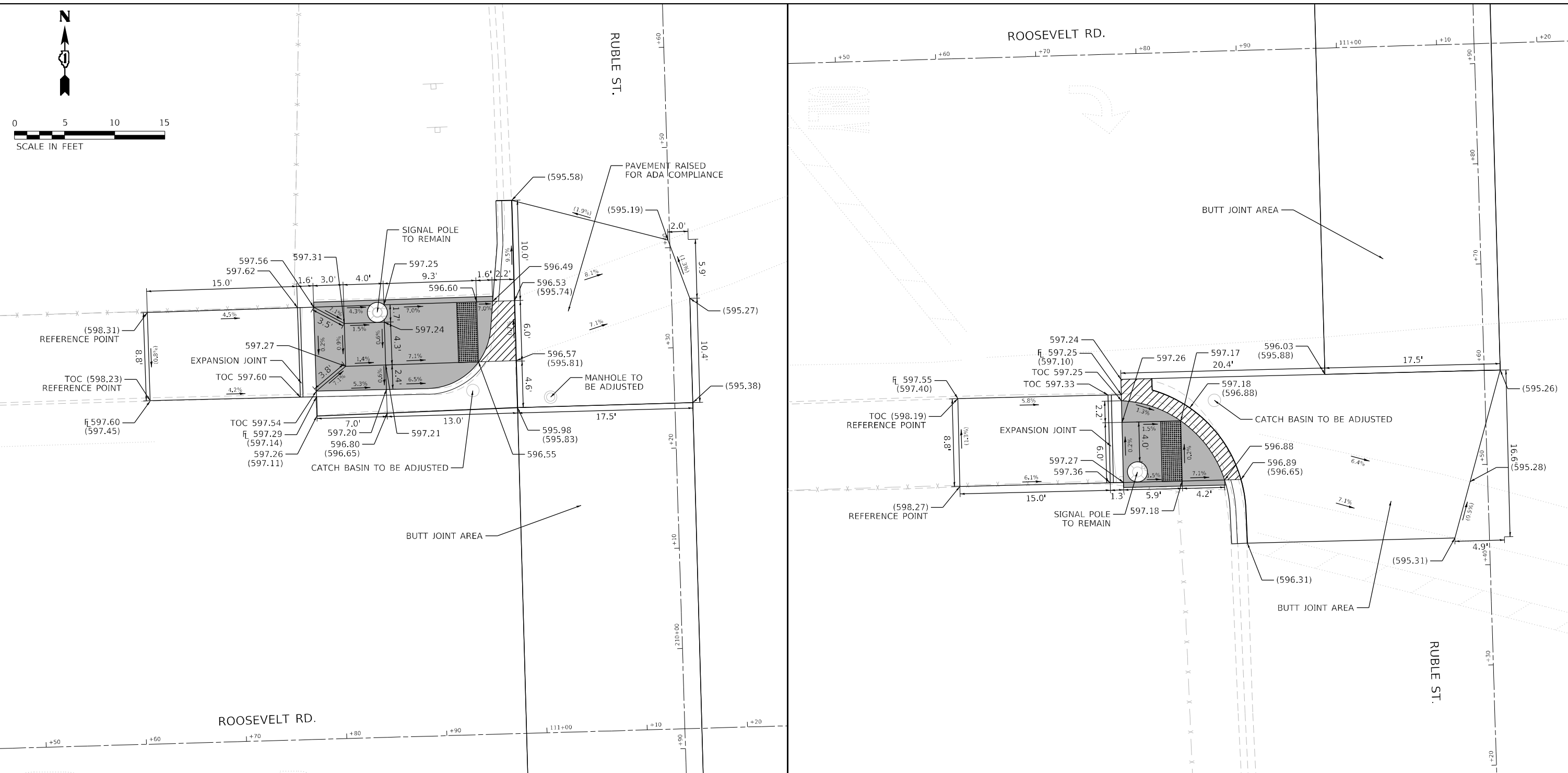
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94	2020-166-BR	COOK	39	13
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				

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DATE	- 10/06/2023
REVISIONS	-
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PLOT DATE	= 11/17/2023

DESIGNED	- DBE
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REFERENCE BENCHMARK: #2290 EL. 594.21
 BENCHMARK: SW BOLT OF FIRE HYDRANT
 LOCATION: SE CORNER OF ROOSEVELT ROAD AND DES PLAINES STREET

- NOTE:**
- REFER TO ROADWAY AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS. CROSSWALK WIDTH SHALL BE A MINIMUM OF 6 FT AND SHALL BE OFFSET A MINIMUM OF 4 FT FROM THE STOP BAR.
 - CONTRACTOR TO CORRECT CROSS SLOPE TO LESS THAN 2% WITHIN THE CROSSWALK WITH THE MILLING MACHINE.

LEGEND

xx.xx'	EXISTING LENGTH
()	EXISTING ELEVATION / SLOPE
[Solid Grey]	PROPOSED SIDEWALK
[Grid Pattern]	DETECTABLE WARNINGS
[Diagonal Lines]	DEPRESSED CURB AND GUTTER

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<p>INFRASTRUCTURE ENGINEERING 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com</p>	USER NAME = Alane	DESIGNED - TY	REVISED -
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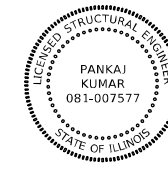
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	14
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Benchmark: Cut at SW bolt of fire hydrant at SE corner of Roosevelt Road and Des Plaines Street, EL 594.21.

Existing Structure: SN 016-0478 was built as FAI 94, Section S-2626.2-4B at Sta. 5+97.03 in 1961. The entire structure except center pier was replaced in 1986. Superstructures consist of concrete deck on two span continuous composite rolled steel beams. Substructures consist of high wall abutments on steel piles and a wall pier on drilled shafts. Length is 194'-10" back-to-back abutments. Out-to-out deck width is 88'-0".

Traffic will be maintained using Stage Construction.

No Salvage.



Pankaj Kumar

PANKAJ KUMAR, S.E.
NO. 081-007577
EXP. DATE: 11/30/2024

INDEX OF SHEETS

1. General Plan and Elevation
2. General Notes, Scope of Work, & Bill of Materials
3. Stage Construction Details
4. Temporary Concrete Barrier For Stage Construction
5. Deck Plan
6. Abutment and Deck Concrete Removal
7. Abutment and Deck Concrete Removal Sections
8. Abutment and Deck Alterations
9. Abutment and Deck Details (Sheet 1 of 4)
10. Abutment and Deck Details (Sheet 2 of 4)
11. Abutment and Deck Details (Sheet 3 of 4)
12. Abutment and Deck Details (Sheet 4 of 4)
13. Bridge Fence Railing
14. Preformed Joint Strip Seal - Sidewalk (Sheet 1 of 2)
15. Preformed Joint Strip Seal - Sidewalk (Sheet 2 of 2)
16. Abutment and Pier Repairs
17. Bar Splicer Assembly And Mechanical Splicer Details

DESIGN STRESSES

Existing Construction

$f'_c = 3,500$ psi (Concrete)
 $f_s = 20,000$ psi (Pier Reinforcement)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (Structural Steel, AASHTO M223, Grade 50)
 $f_y = 36,000$ psi (Structural Steel, AASHTO M183)

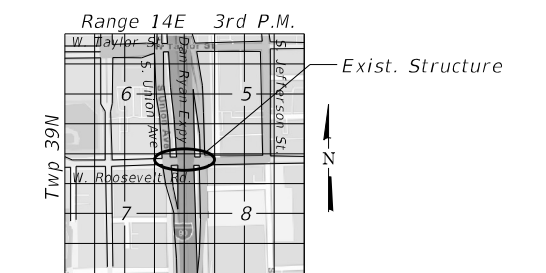
New Construction

$f'_c = 4,000$ psi (Superstructure Concrete)
 $f_y = 60,000$ psi (Reinforcement)

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges (17th Edition)

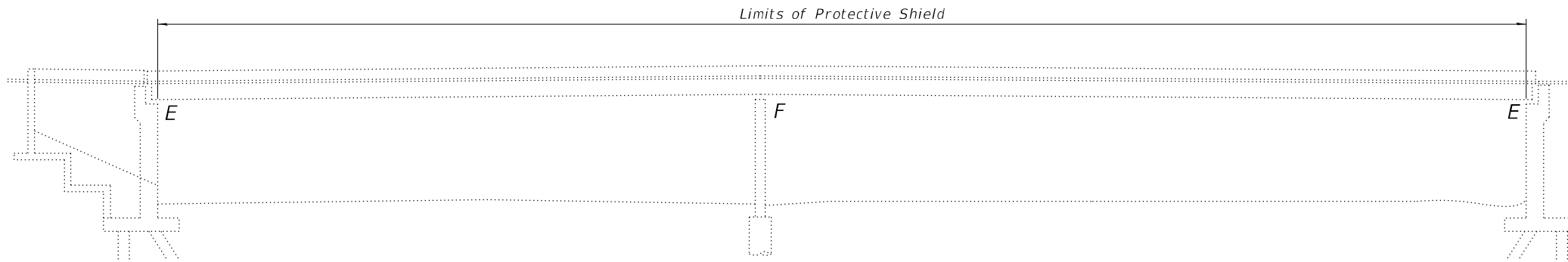
LOADING HS20-44



LOCATION SKETCH

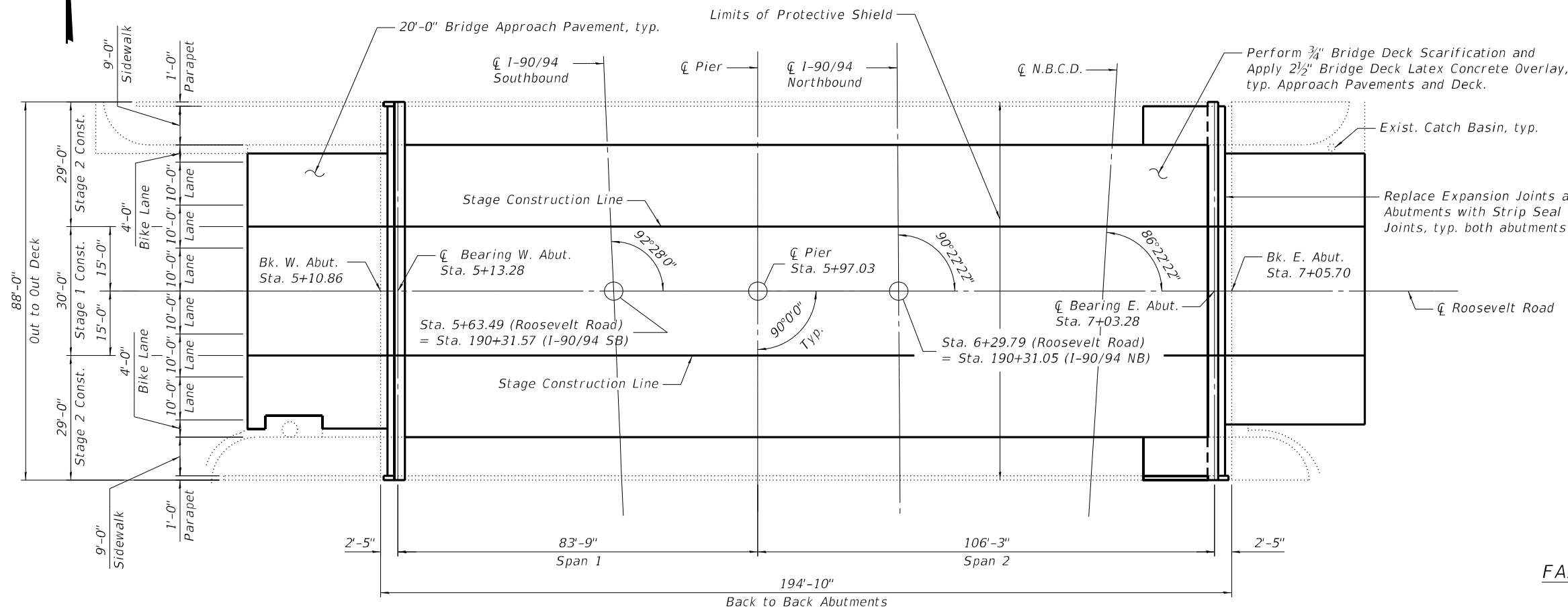
GENERAL PLAN AND ELEVATION

ROOSEVELT ROAD
OVER I-90/94 (DAN RYAN EXPRESSWAY)
FAI ROUTE 90/94 SECTION 2020-166-BR
COOK COUNTY
STATION 5+97.03
STRUCTURE NO. 016-0478



ELEVATION

(Looking North)



PLAN

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SHEET 1 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	15
CONTRACT NO. 62M52				

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GENERAL NOTES

All expansion joint structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior girder at each of these additional bracket locations.

SCOPE OF WORK

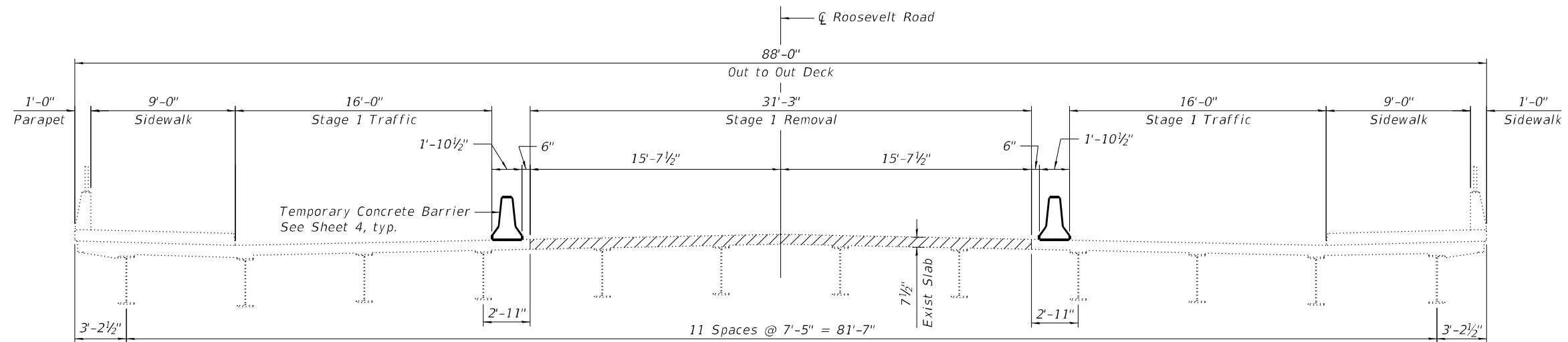
1. Perform $\frac{3}{4}$ " bridge deck scarification on the bridge deck and approach slabs.
2. Repair structural concrete on Pier and Abutment. Install shoring and cribbing to support Girder 6 on the west side of Pier.
3. Remove bridge deck expansion joints at both abutments and install new preformed strip seal joints.
4. Replace missing handrails.
5. Apply $2\frac{1}{2}$ " bridge deck latex concrete overlay on the bridge deck and approach slabs.
6. Apply protective coat to deck, approach slabs, reconstructed sidewalks, and reconstructed parapets.
7. Perform bridge deck grooving on the bridge deck and approach slabs.
8. Remove and reconstruct sidewalks and parapets at east end deck for ADA Compliance

TOTAL BILL OF MATERIAL

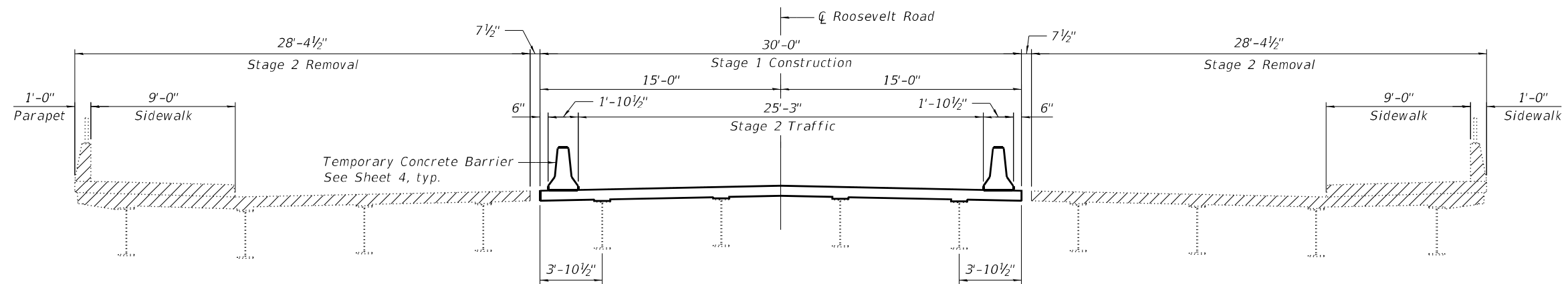
ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	36.5		36.5
Protective Shield	Sq Yd	1,843		1,843
Concrete Superstructure	Cu Yd	36.4		36.4
Bridge Deck Grooving	Sq Yd	1,715		1,715
* Protective Coat	Sq Yd	1,823		1,823
Reinforcement Bars, Epoxy Coated	Pound	3,720		3,720
Bar Splicers	Each	48		48
Preformed Joint Strip Seal	Foot	172		172
Approach Slab Repair (Full Depth)	Sq Yd	1		1
Bridge Deck Latex Concrete Overlay, $2\frac{1}{2}$ Inches	Sq Yd	1,733		1,733
Bridge Deck Scarification, $\frac{3}{4}$ "	Sq Yd	1,733		1,733
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft		254	254
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq Ft		20	20
Deck Slab Repair (Full Depth, Type II)	Sq Yd	1		1
Handrail Repairs	L. Sum	1		1
Temporary Shoring and Cribbing	Each		1	1

* Quantity is for the top of deck, sidewalks, and parapets and the roadway face of sidewalks and parapets. Quantity is also for the top of new concrete on both abutment backwalls.

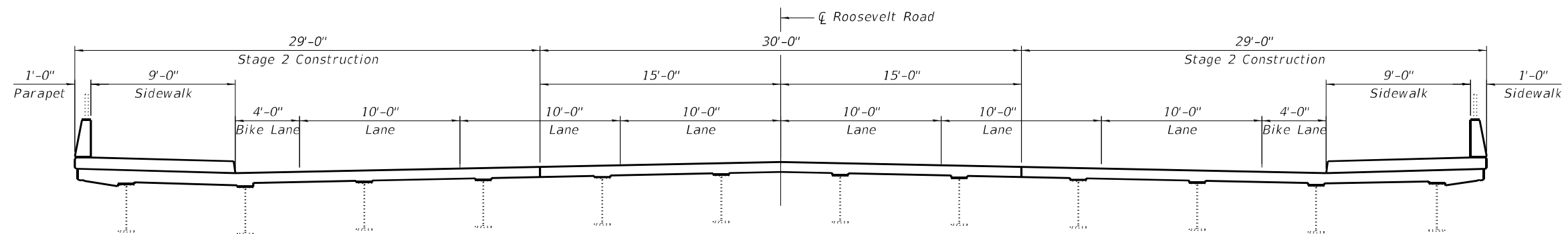
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STAGE 1 REMOVAL
(Looking East)



**STAGE 1 CONSTRUCTION
& STAGE 2 REMOVAL**
(Looking East)



STAGE 2 CONSTRUCTION
(Looking East)

NOTES

1. Stage Construction Details are shown for the expansion joint replacement at the west and east ends of the deck.
2. Hatch area indicates concrete removal

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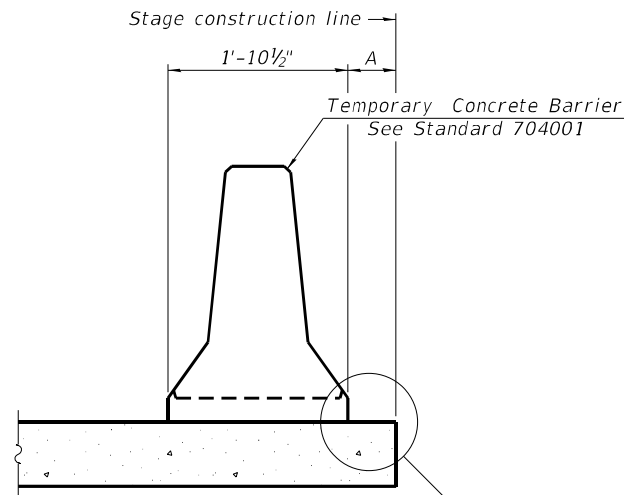
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-0478**

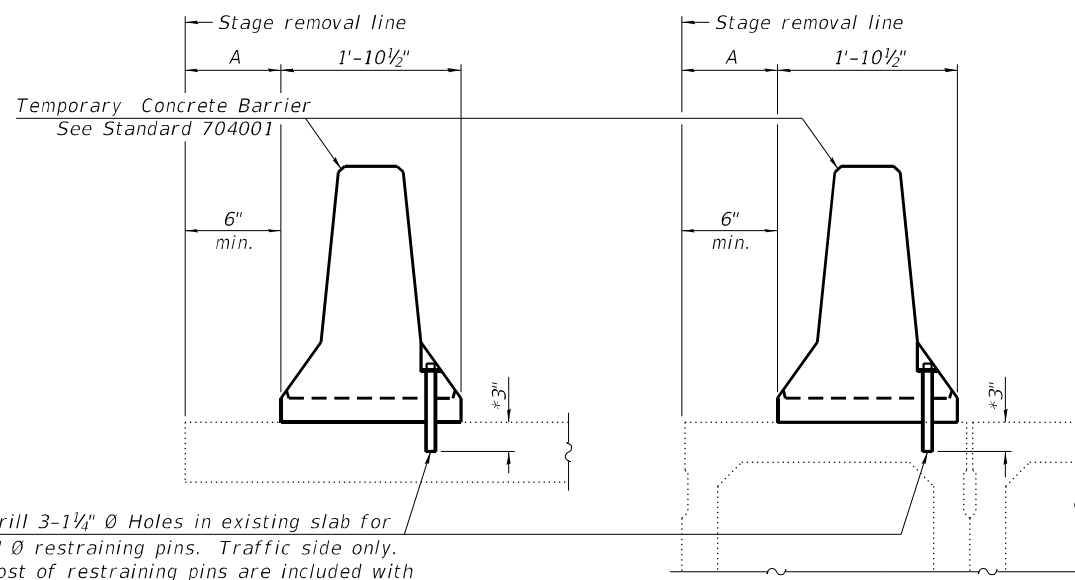
SHEET 3 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	17
CONTRACT NO. 62M52				
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When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



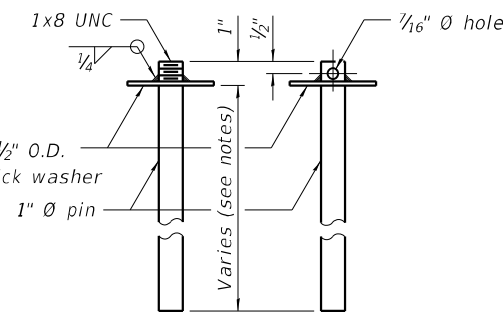
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

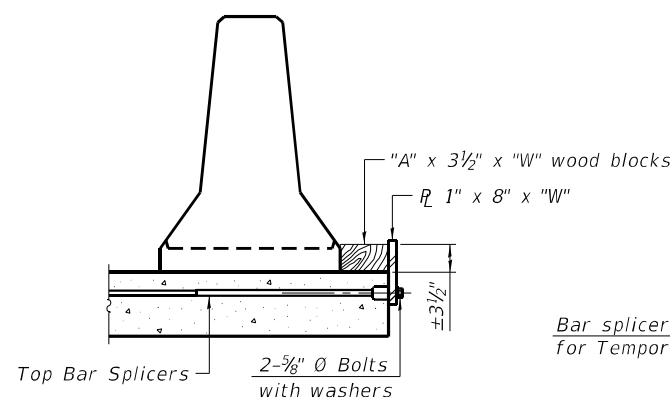
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

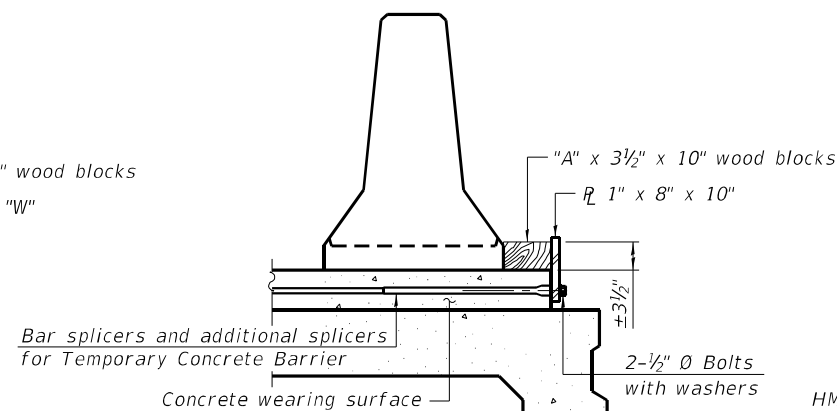
SECTIONS THRU SLAB OR DECK BEAM



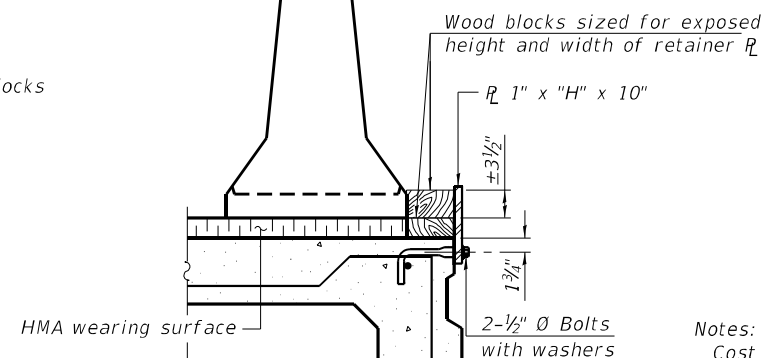
RESTRAINING PIN



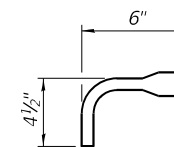
DETAIL I



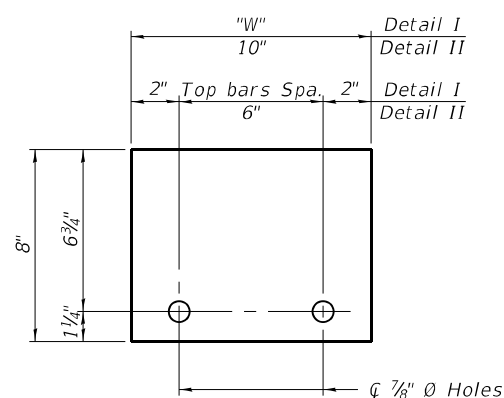
DETAIL II



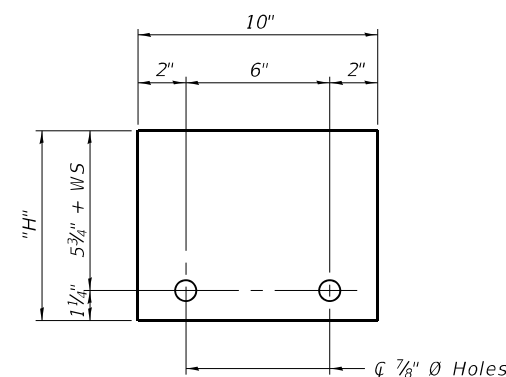
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

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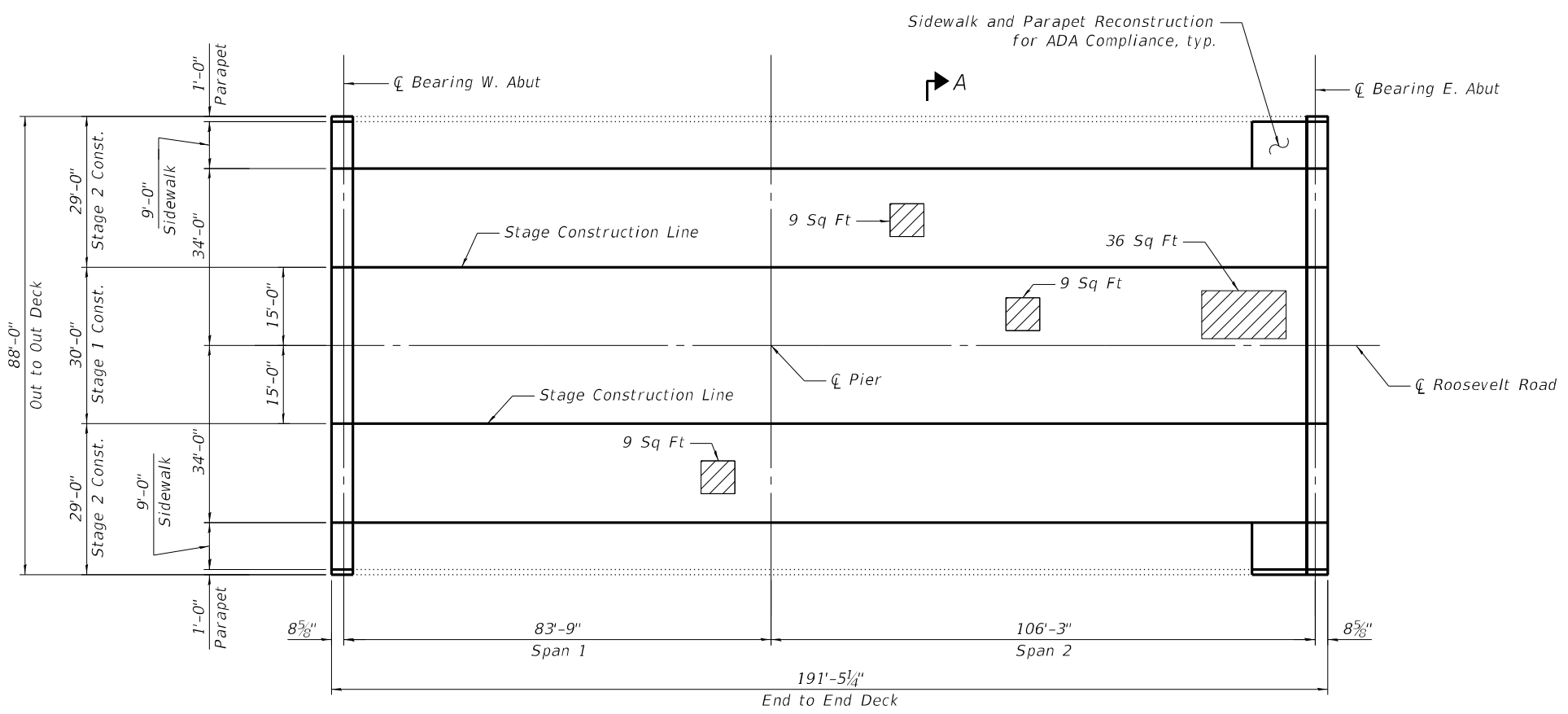
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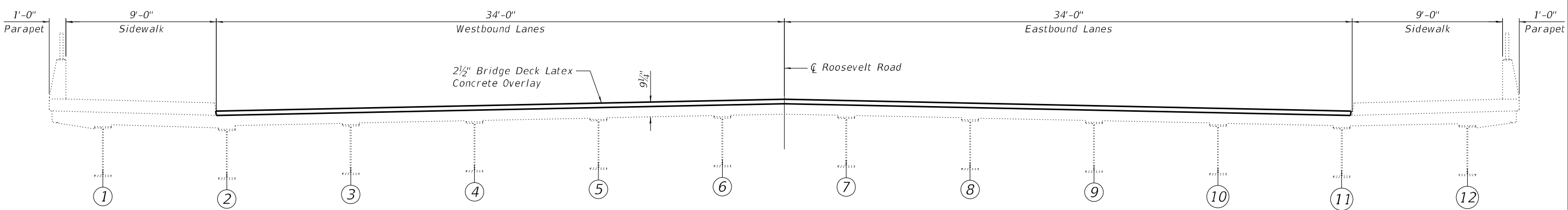
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 016-0478

SHEET 4 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	18
CONTRACT NO. 62M52				
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PLAN



SECTION A-A

NOTES

- Quantity and limits of Deck Slab Repairs shown herein are estimated from a survey completed by the District. Actual limits shall be determined in the field by the Engineer and noted in the As-Built Plans.
- Areas of Deck Slab Repair (Partial Depth) are Provide for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2 1/2".
- Protective Coat shall be applied to the new concrete overlay areas

LEGEND

Deck Slab Repair (Partial Depth), total 7 Sq Yd

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Protective Coat	Sq Yd	1,823
Bridge Deck Grooving	Sq Yd	1,715
* Approach Slab Repair (Full Depth)	Sq Yd	1
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq Yd	1,733
Bridge Deck Scarification, 3/4"	Sq Yd	1,733
* Deck Slab Repair (Full Depth, Type II)	Sq Yd	1

* A nominal amount of additional Full Depth repair quantities have been provided to account for repairs not shown. Actual repair areas shall be determined in the field by the Engineer

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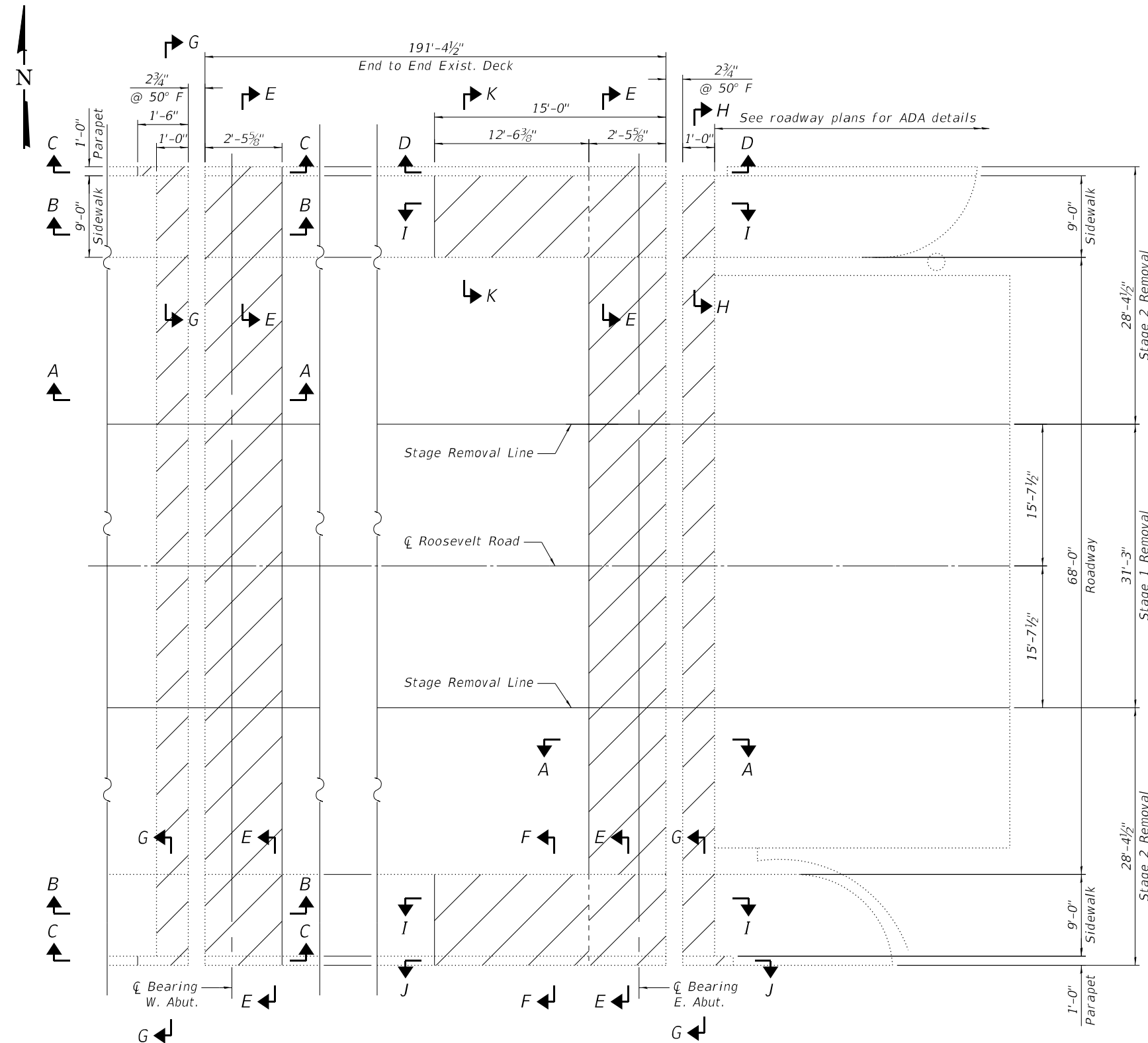
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**DECK PLAN
STRUCTURE NO. 016-0478**

SHEET 5 OF 17 SHEETS

F.A.I. RTE. 94	SECTION 2020-166-BR	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 19
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62M52	



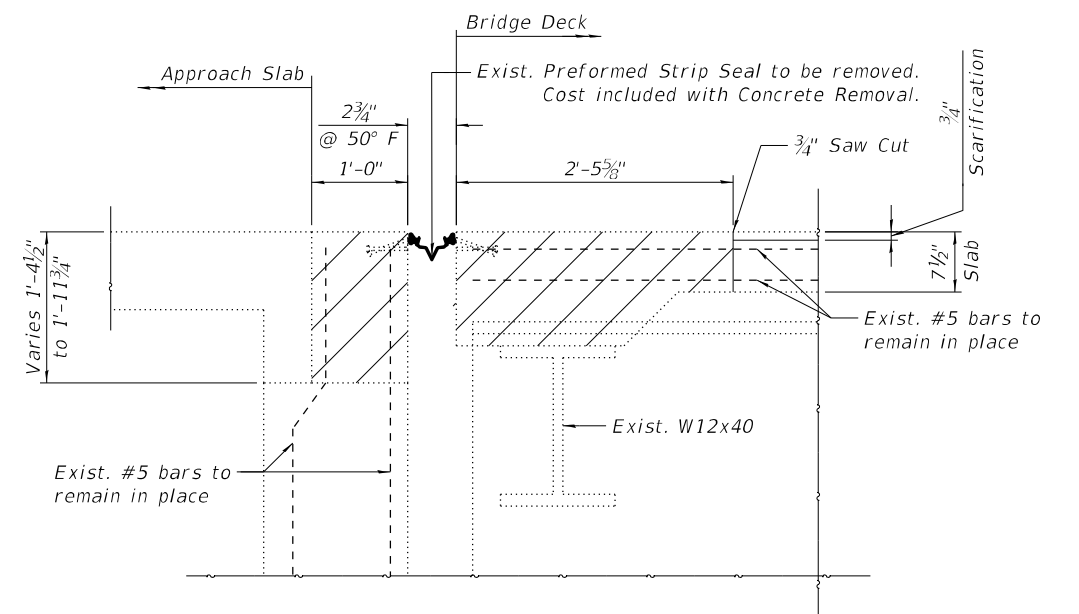
REMOVAL PLAN

LEGEND

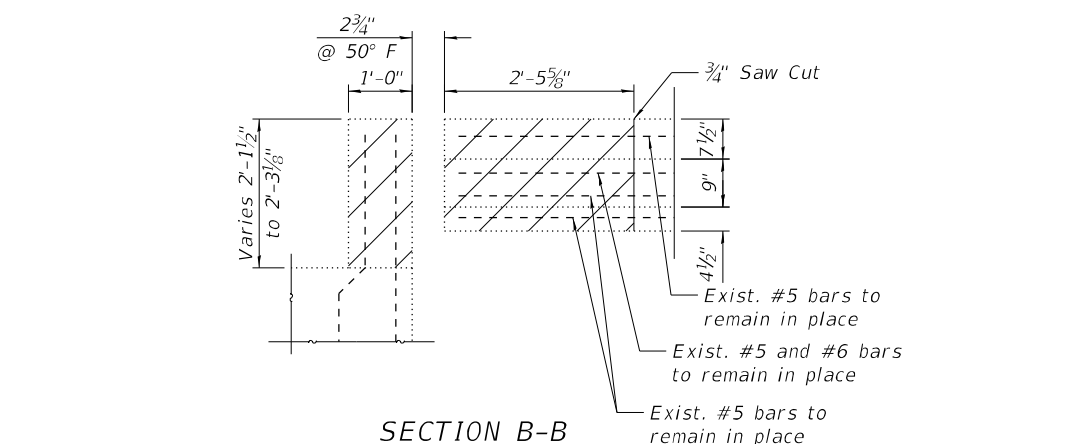
Concrete Removal

NOTES

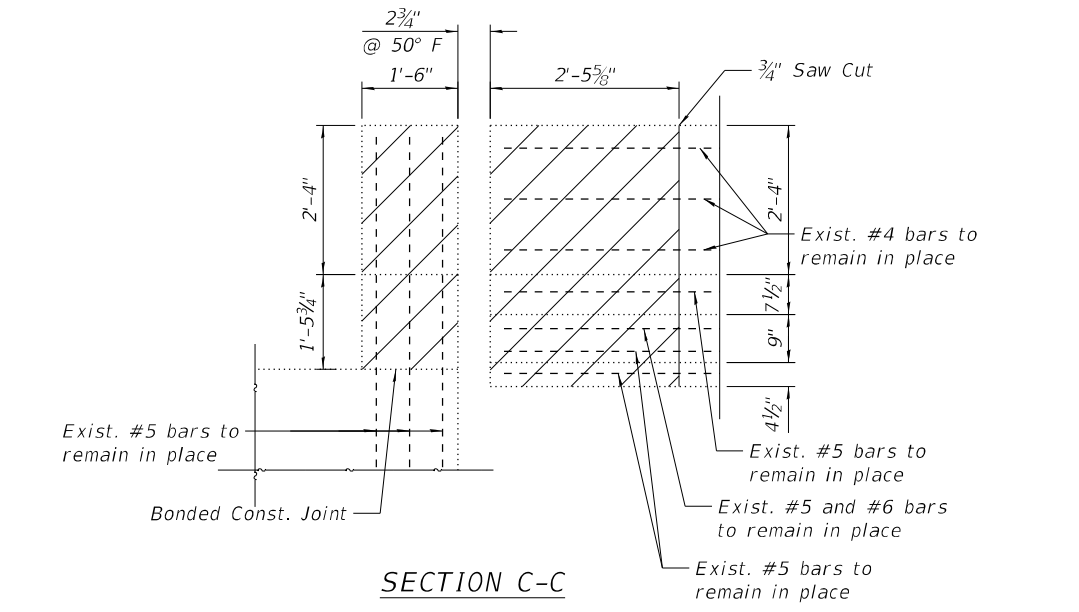
- All work associated with the railing will not be measured or paid for separately but shall be considered as included with the cost of Handrail Repairs.
- For Sections D-D, E-E, F-F, G-G, H-H, I-I, J-J, and K-K, see Sheet 7.



SECTION A-A



SECTION B-B



SECTION C-C

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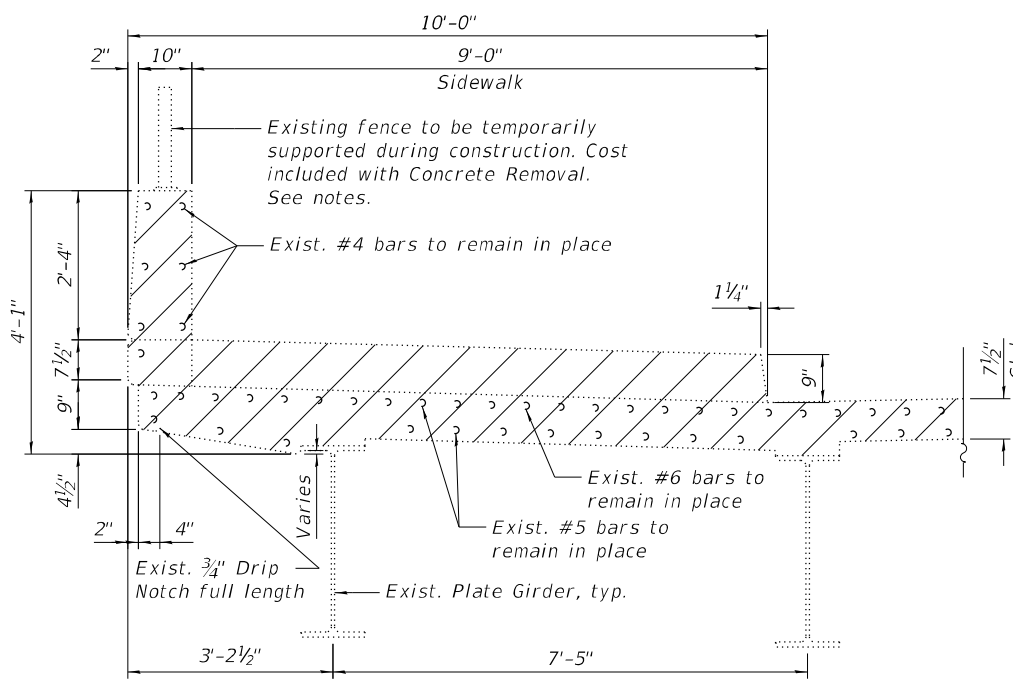
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DEPARTMENT OF TRANSPORTATION**

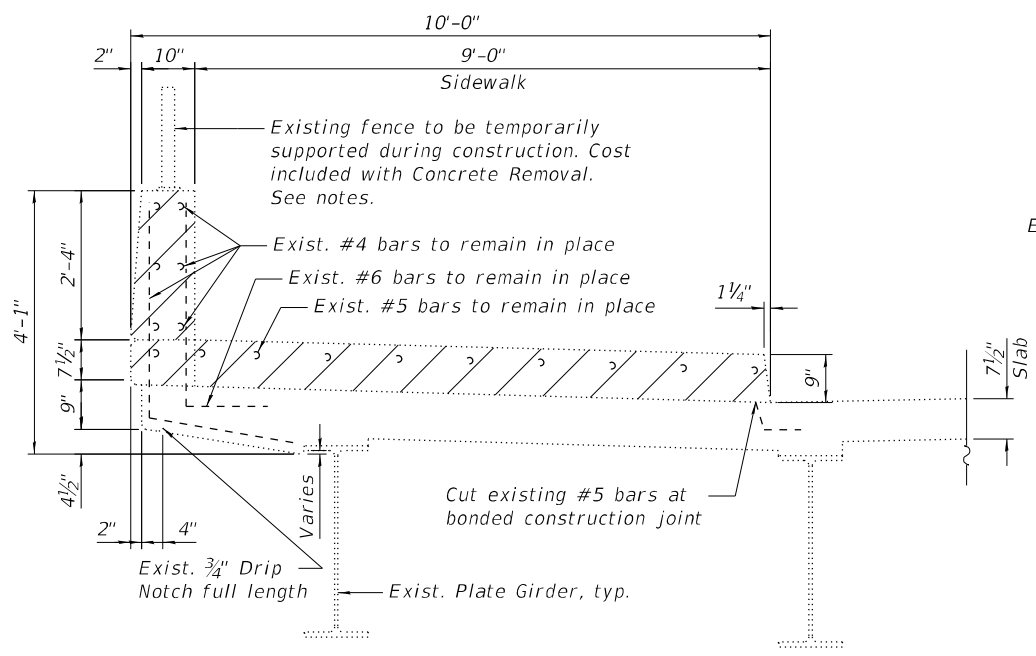
**ABUTMENT AND DECK CONCRETE REMOVAL
STRUCTURE NO. 016-0478**

SHEET 6 OF 17 SHEETS

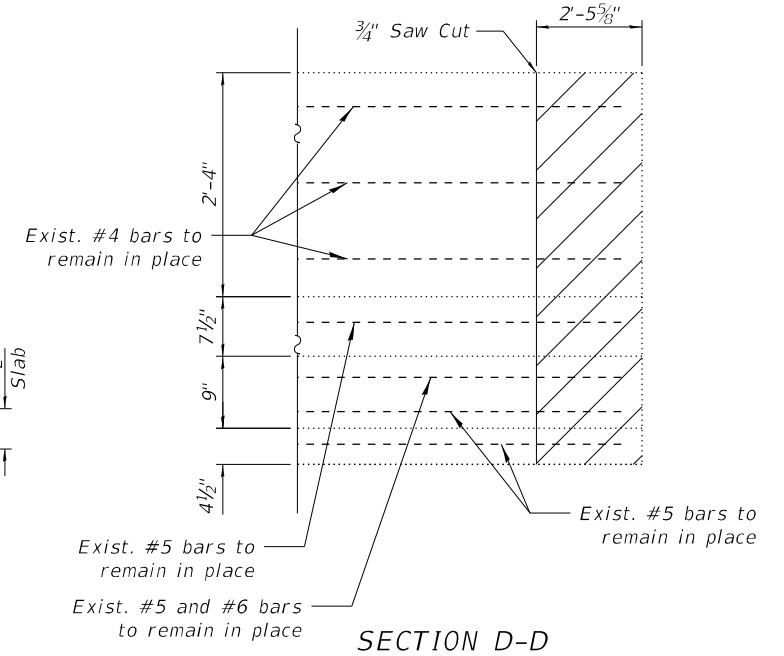
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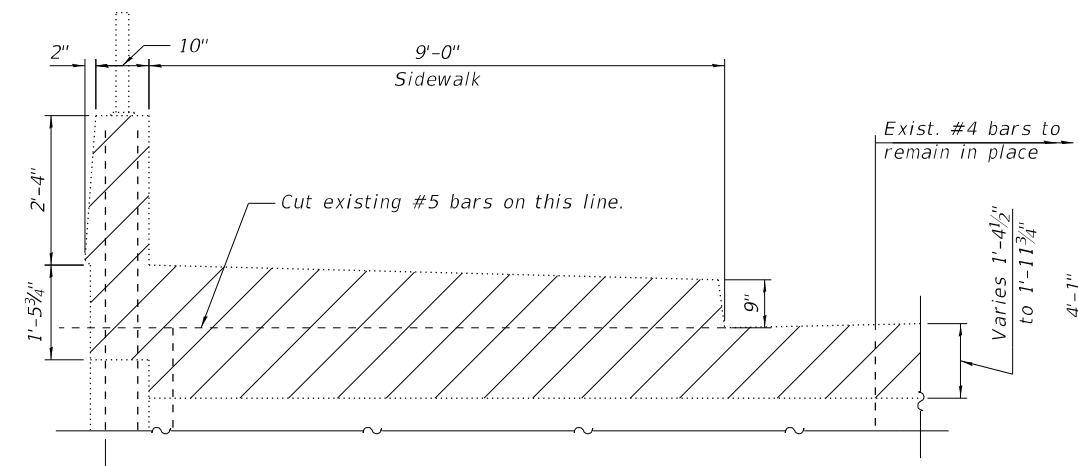
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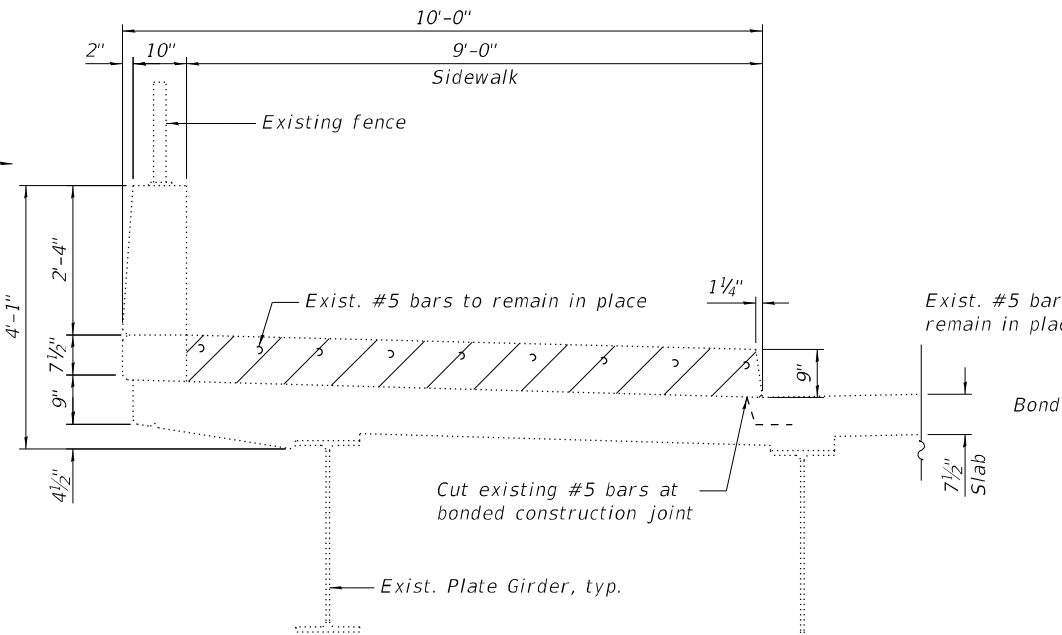
SECTION F-F



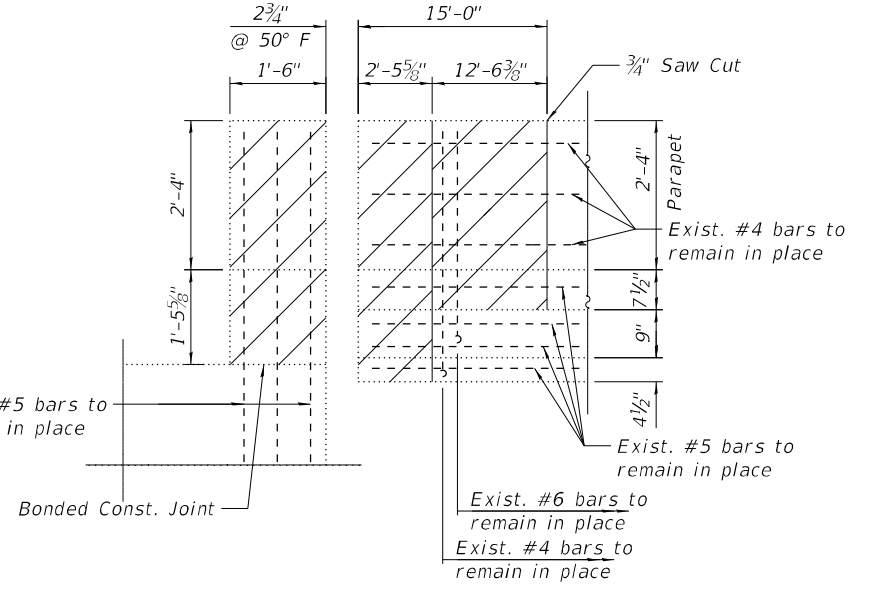
SECTION D-D



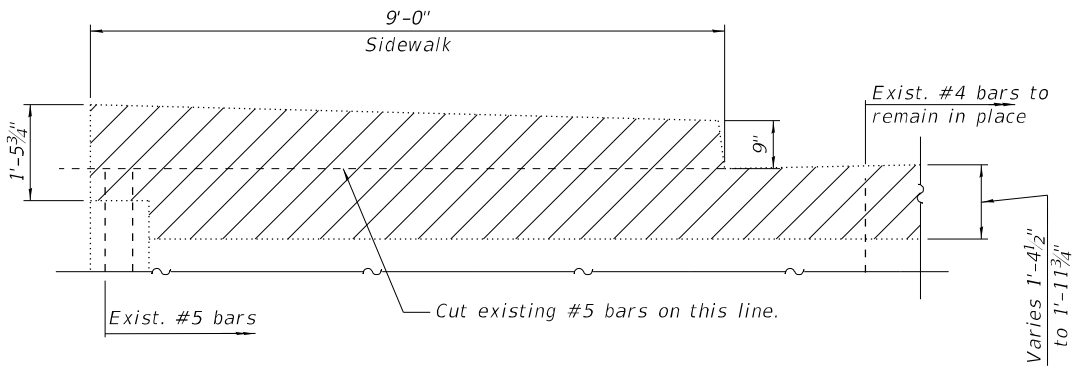
SECTION G-G



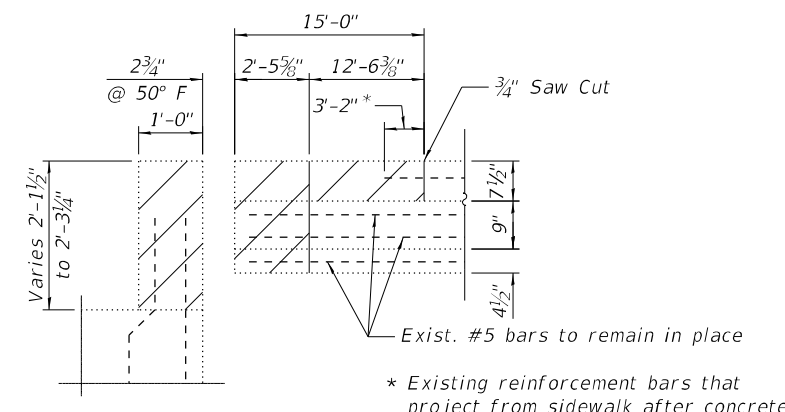
SECTION K-K



SECTION J-J



SECTION H-H



SECTION I-I

NOTE

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal

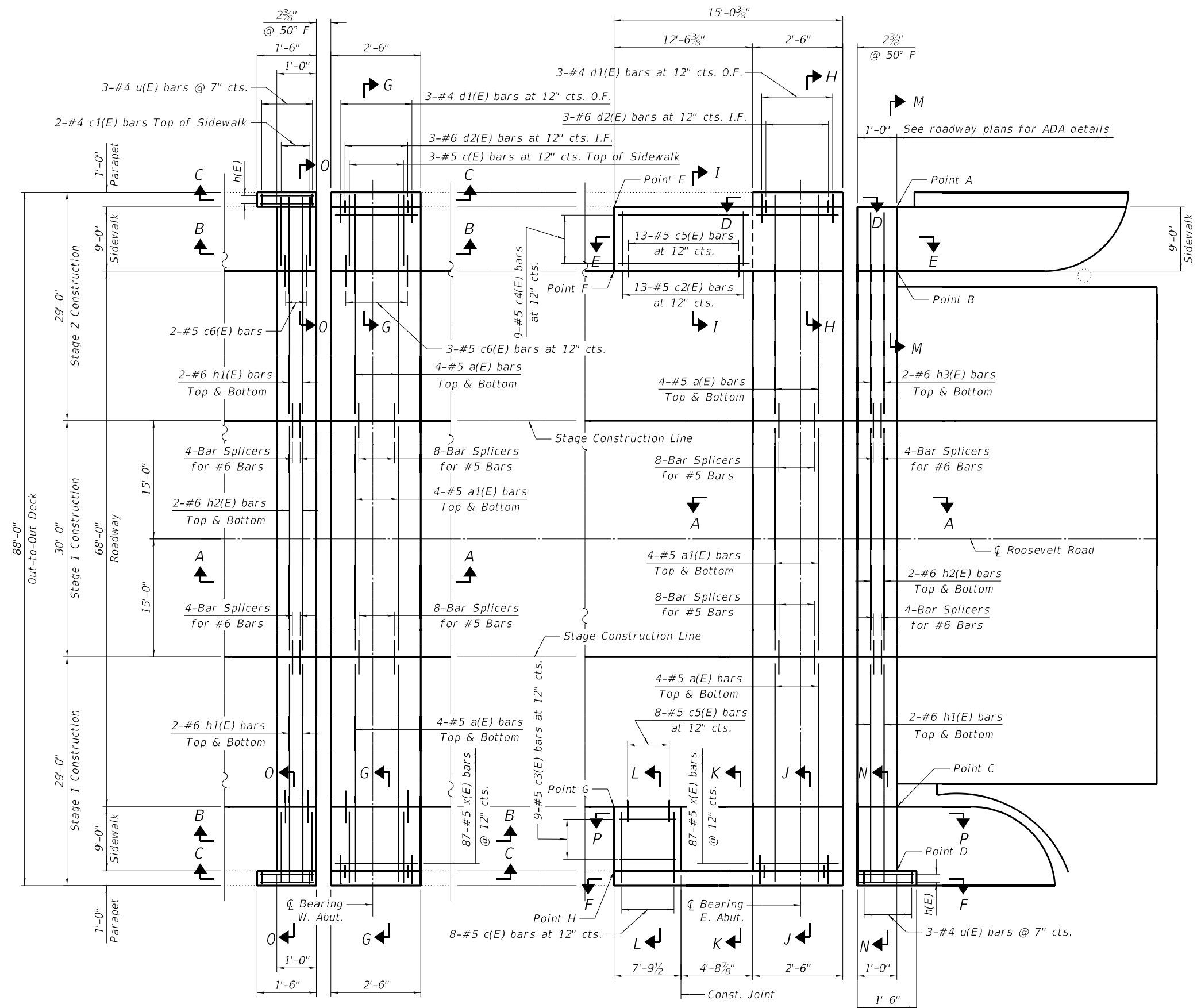
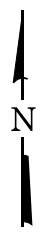
LEGEND

Concrete Removal

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu Yd	36.5

MODEL: P:\d\full
 FILE NAME: P:\2020\4094-00 IDOT\Various Phase 2\ITB\ 106 Item 16\WDO 37 62M52\WDO\CADD_Sheets\162M52-SHT-STR-05A-ADA-Ren.dgn
 P:\2020\4094-00 IDOT\Various Phase 2\ITB\ 106 Item 16\WDO 37 62M52\WDO\CADD_Sheets\162M52-SHT-STR-05A-ADA-Ren.dgn



PLAN

ELEVATION TABLE

Location	Prop. Elev.
Point A	597.56
Point B Top of Sidewalk	597.54
Point C Top of Sidewalk	597.25
Point D	597.27
Point E	598.31
* Point F Top of Sidewalk	598.23
* Point G Top of Sidewalk	598.19
* Point H	598.27

* Match existing elevations

NOTE

- For Sections A-A thru P-P, see Sheets 9 thru 12.

MODEL Path: \\p1\inf\proj\2023\2023-04-09-400_IDOT_Various_Phase_2_LTRB_106_Item_161100_37_62452\NOI\CADD_Sheets\161100_37_SHT-STB-06_Abnt.dgn
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 P 312.425.9588 | F 312.425.9594 | www.infrastructure-eng.com

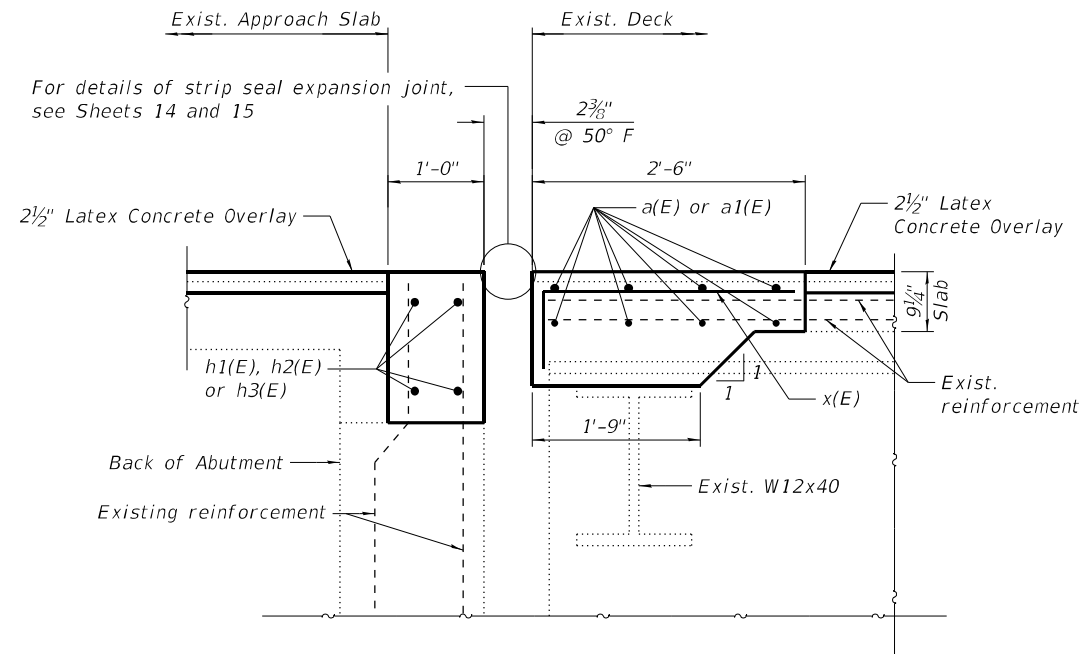
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PLOT SCALE =	CHECKED - PK	REVISED -
PLOT DATE = 11/30/2023	DRAWN - TY	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

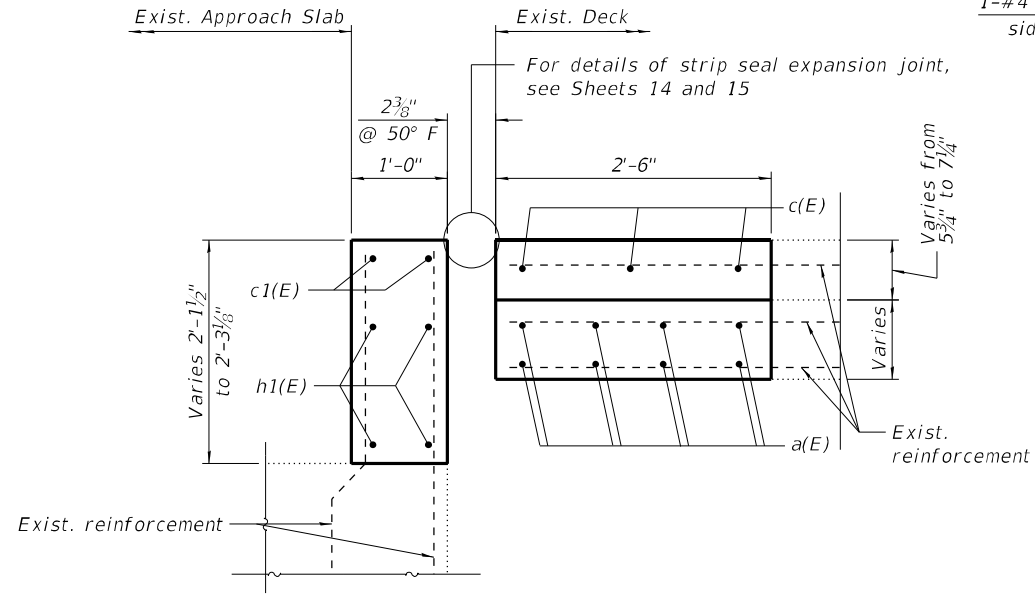
**ABUTMENT AND DECK ALTERATIONS
STRUCTURE NO. 016-0478**

SHEET 8 OF 17 SHEETS

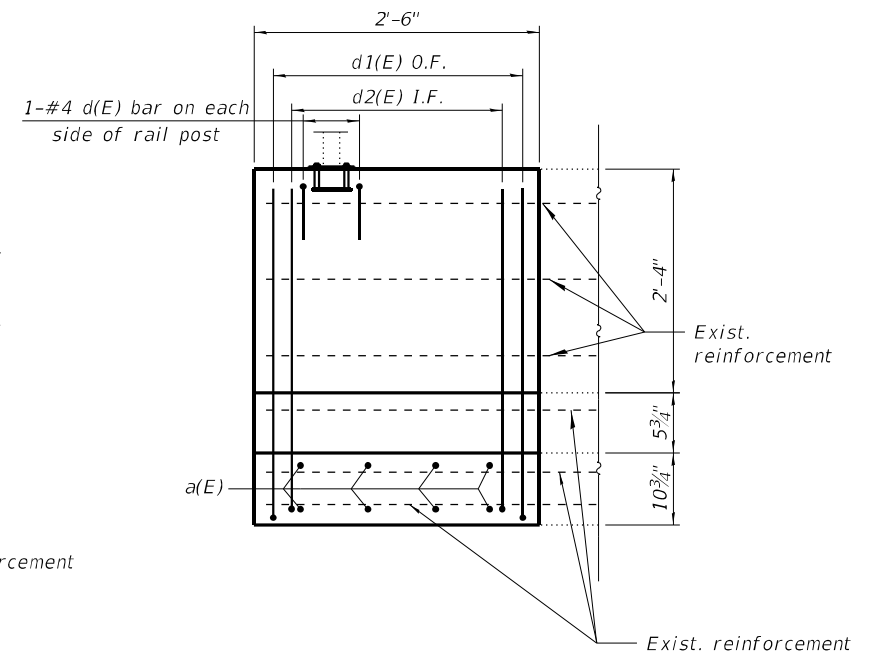
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	22
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				



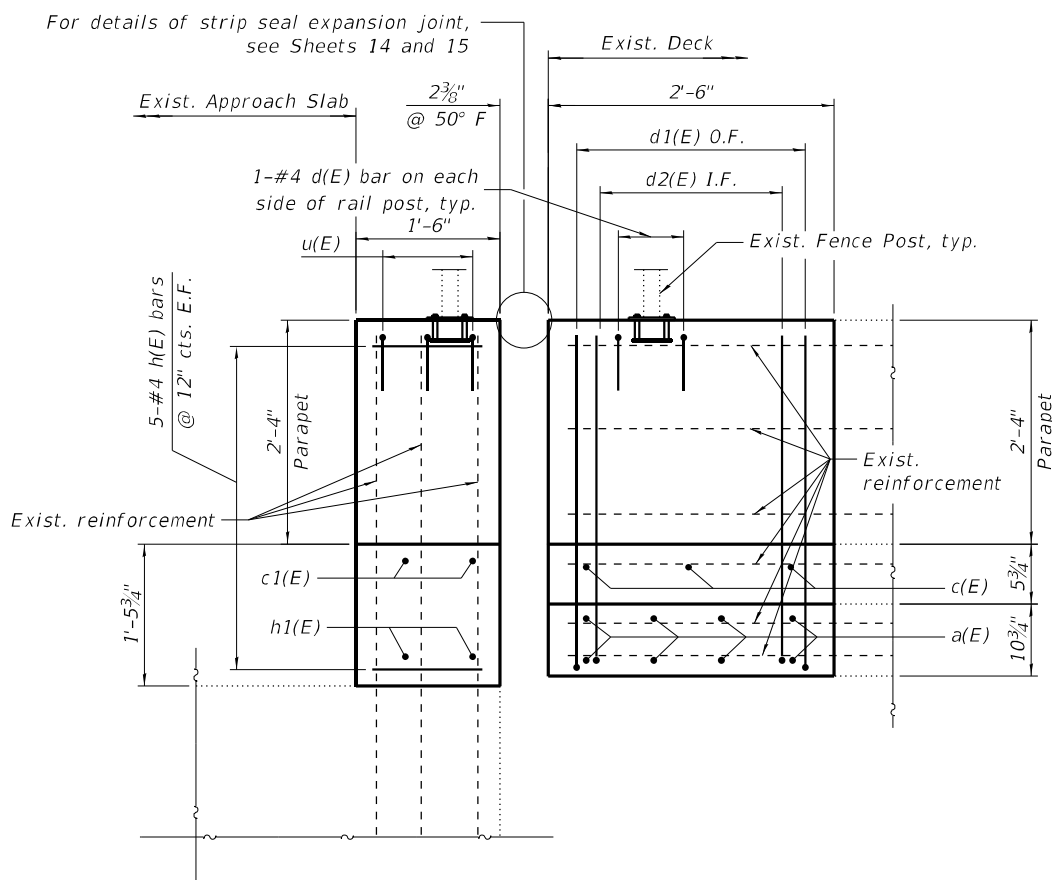
SECTION A-A



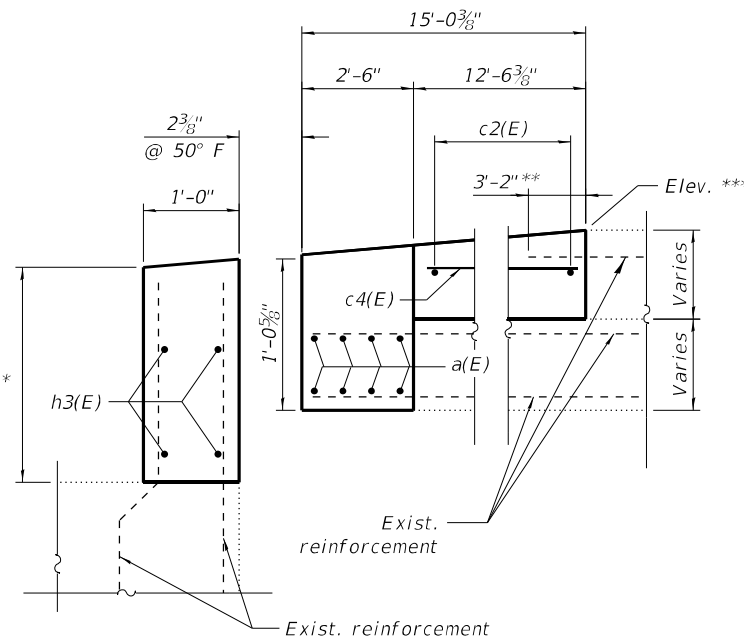
SECTION B-B



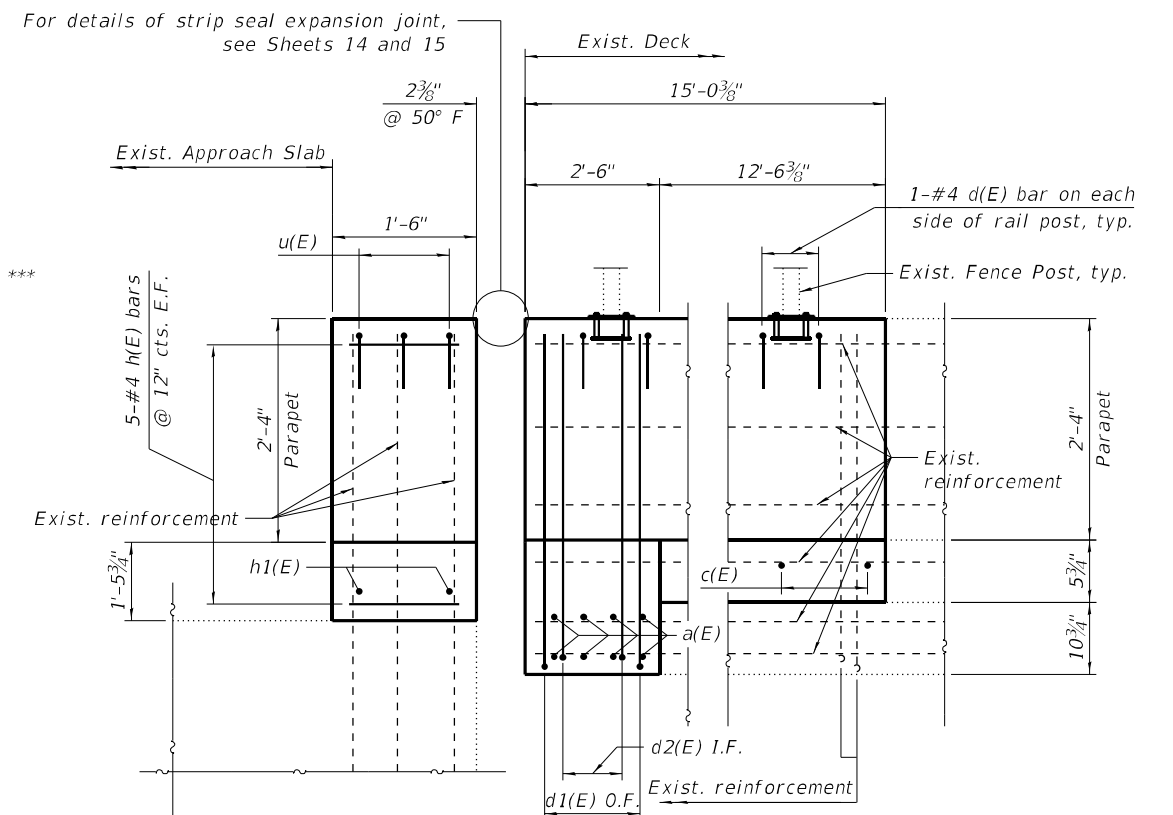
SECTION D-D



SECTION C-C



SECTION E-E



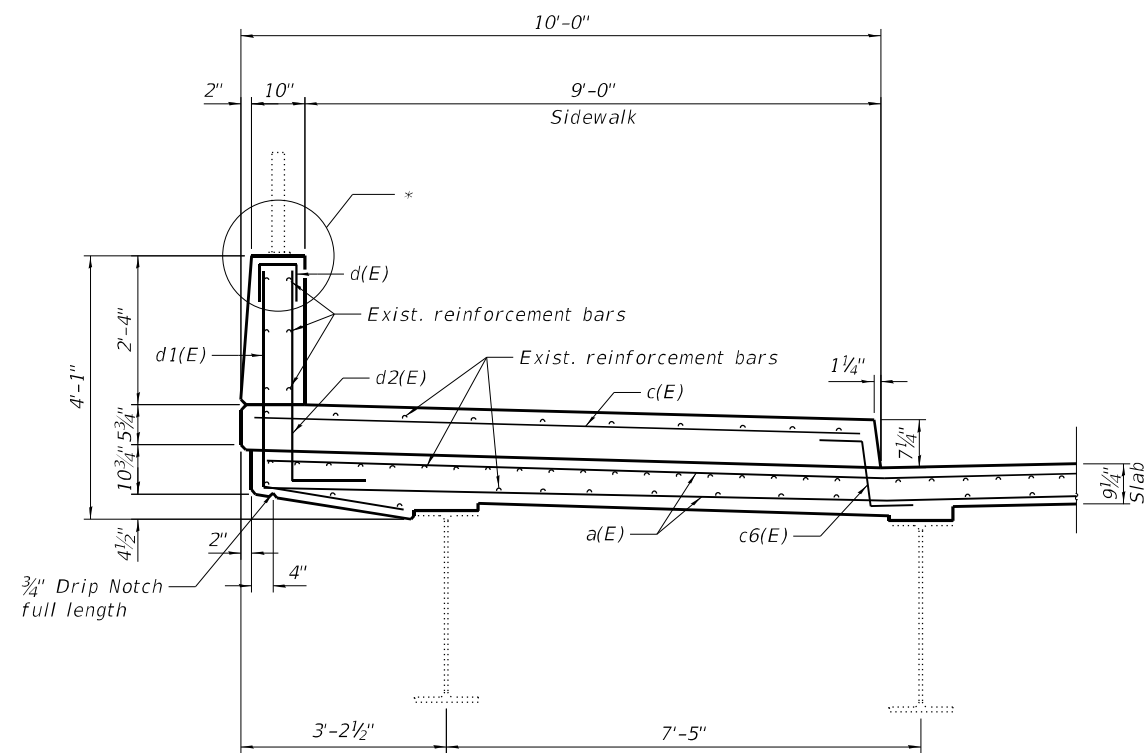
SECTION F-F

* Varies 1'-9 3/8" to 1'-9 3/4" from east to west at roadway face

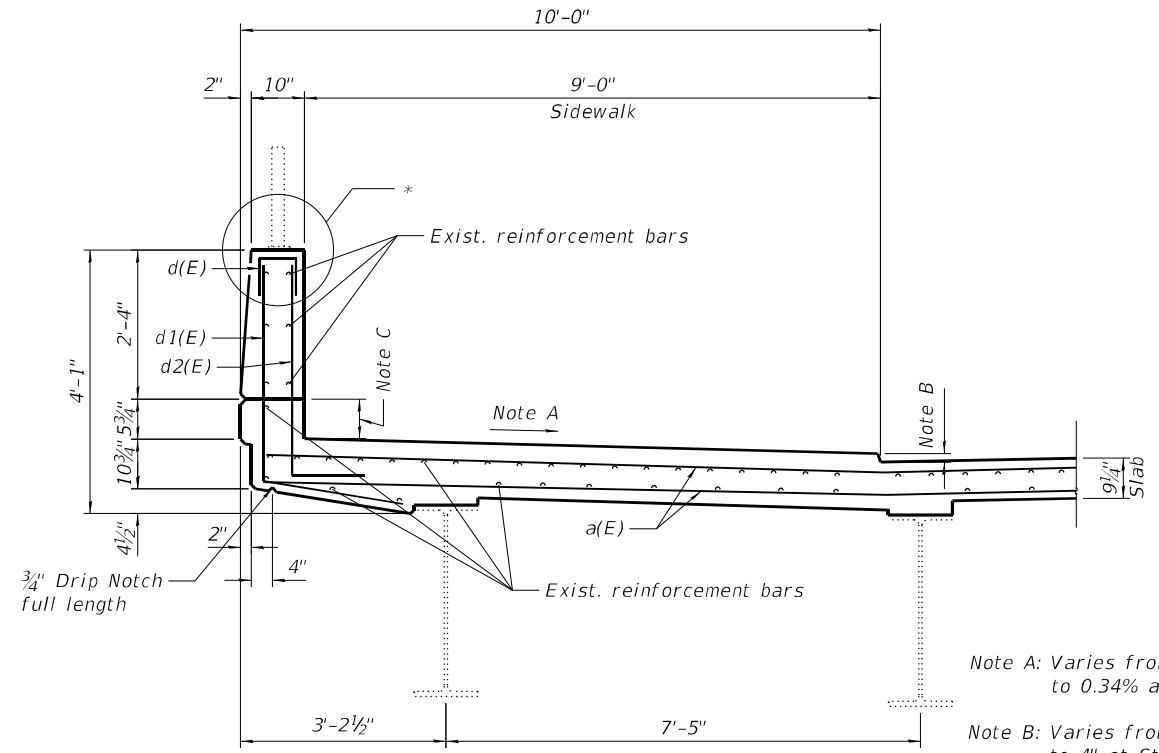
** Bend reinforcement bars in field to fit, cost included with Reinforcement Bars, Epoxy Coated.

*** See Sheet 8 for top of sidewalk elevations

MODEL Path: \\...
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SECTION G-G

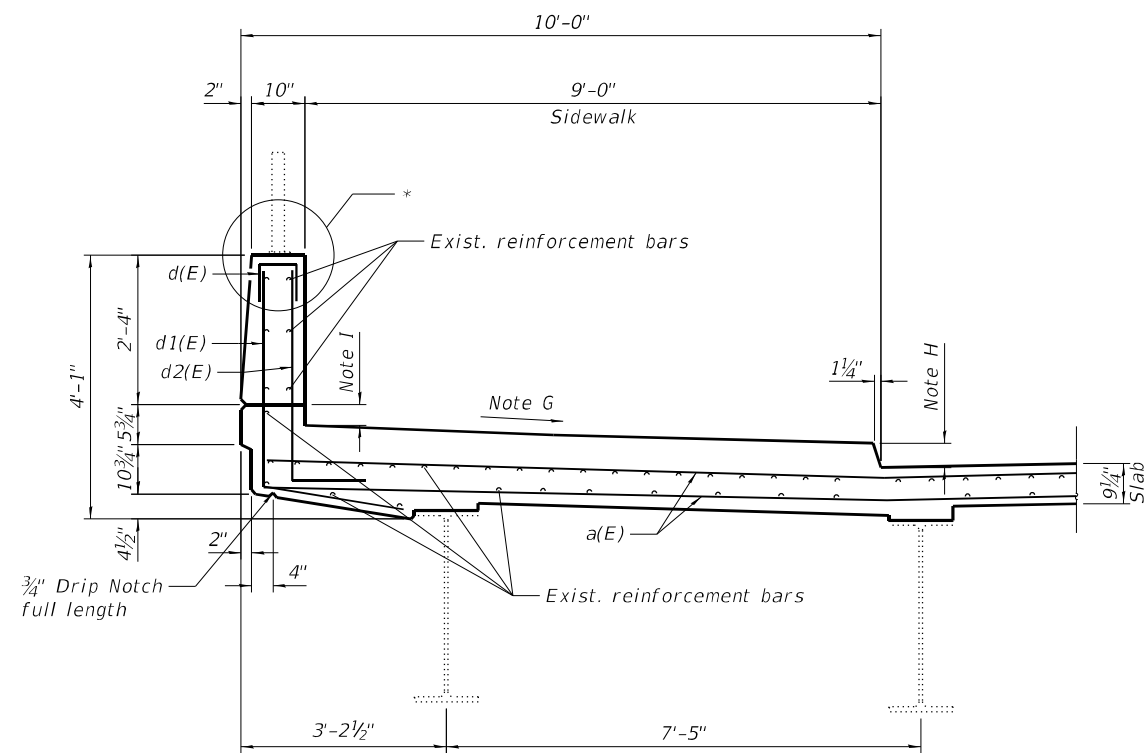


SECTION H-H

Note A: Varies from 0.24% at Sta. 7+07.40 to 0.34% at Sta. 7+09.90

Note B: Varies from 3 3/8" at Sta. 7+07.40 to 4" at Sta. 7+09.90

Note C: Varies from 2 7/8" at Sta. 7+07.40 to 2 1/2" at Sta. 7+09.90

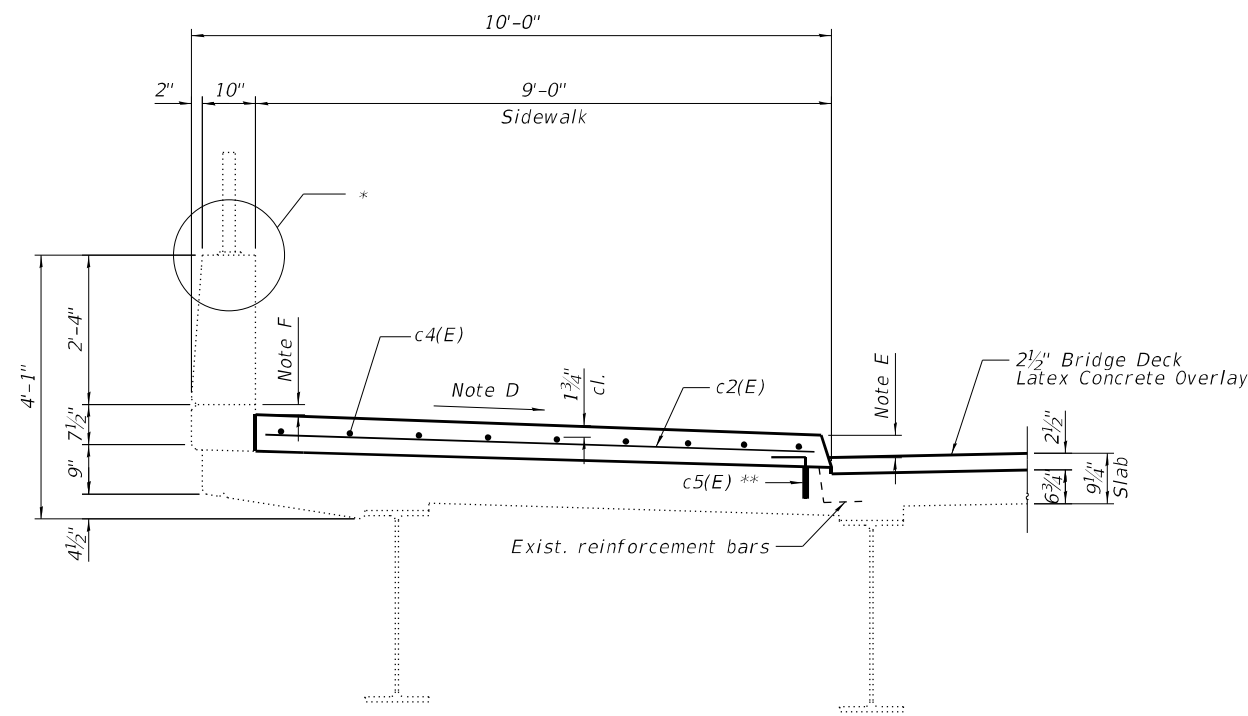


SECTION J-J

Note G: Varies from 0.27% at Sta. 7+07.40 to 0.45% at Sta. 7+09.90

Note H: Varies from 5/8" at Sta. 7+07.40 to 1 3/4" at Sta. 7+09.90

Note I: Varies from 4 1/2" at Sta. 7+07.40 to 3 3/4" at Sta. 7+09.90



SECTION I-I

Note D: Varies from 0.34% at Sta. 7+09.90 to 0.8% at Sta. 7+22.43

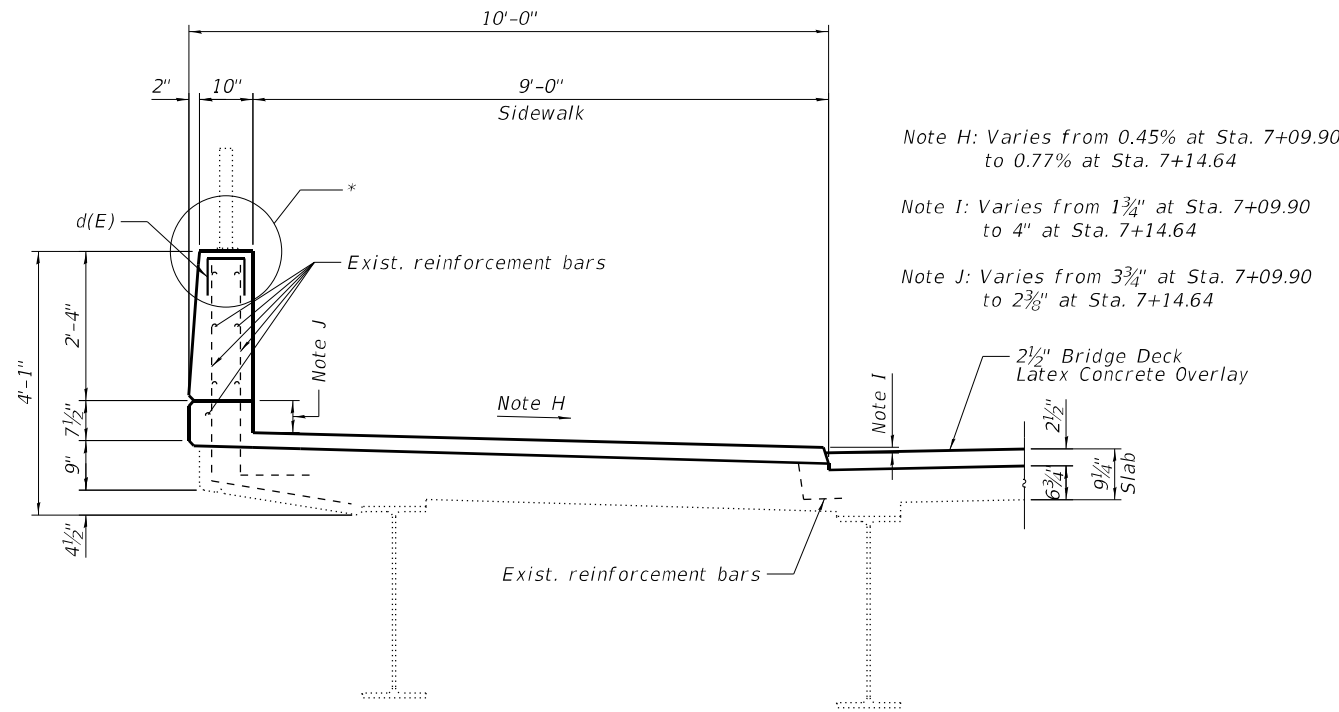
Note E: Varies from 4" at Sta. 7+09.90 to 7 1/2" at Sta. 7+22.43

Note F: Varies from 2 1/2" at Sta. 7+09.90 to 0" at Sta. 7+22.43

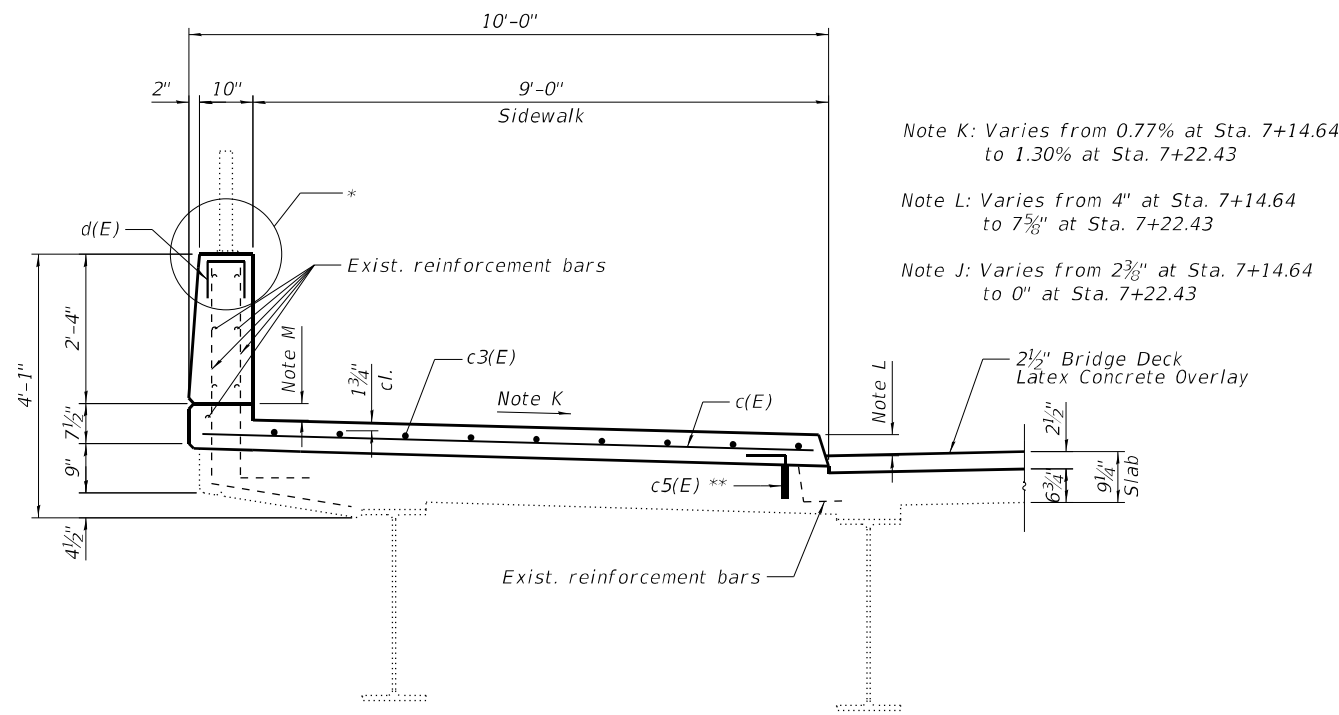
* See Anchorage Assembly on Sheet 12

** Drill and set c5(E) bars according to Article 509.06 of the Standard Specifications. Drilled hole shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".

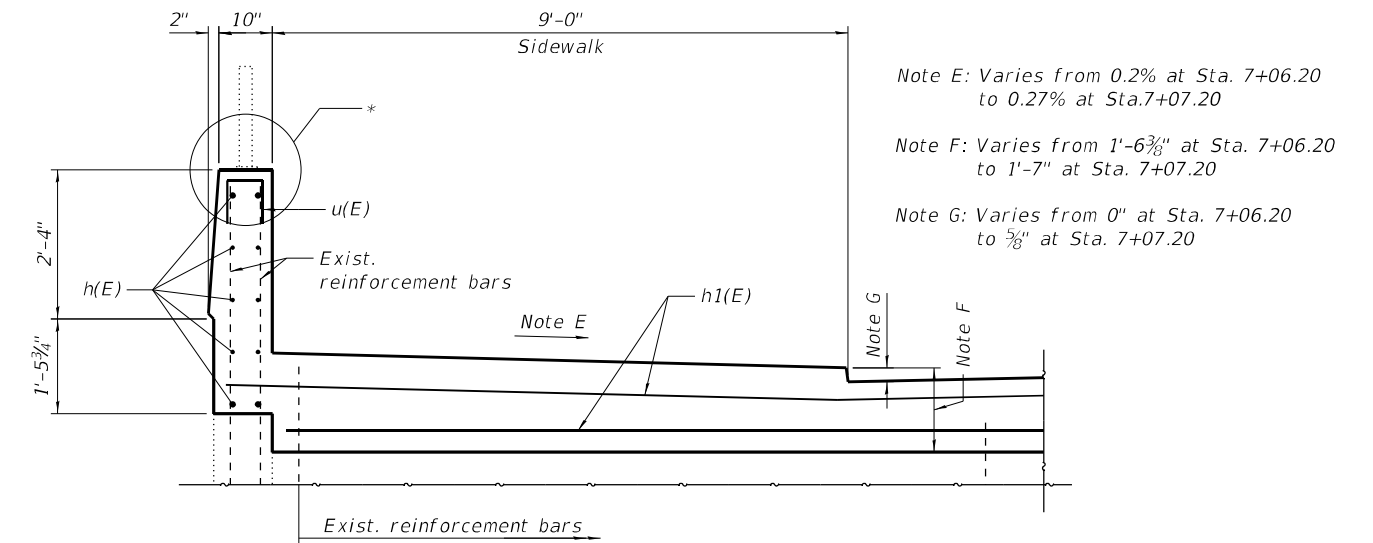
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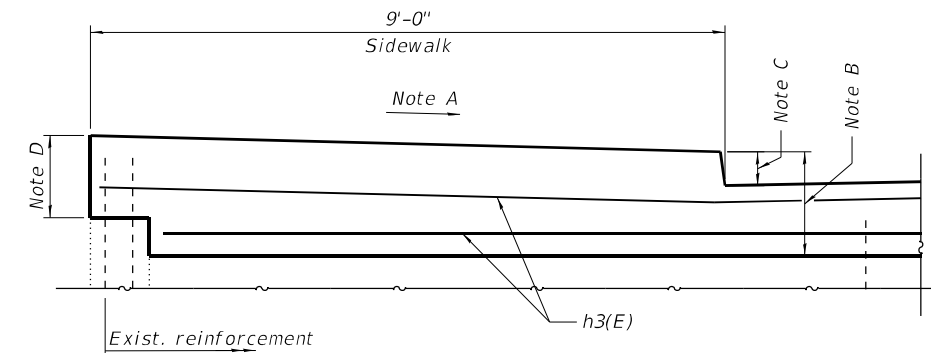
SECTION K-K



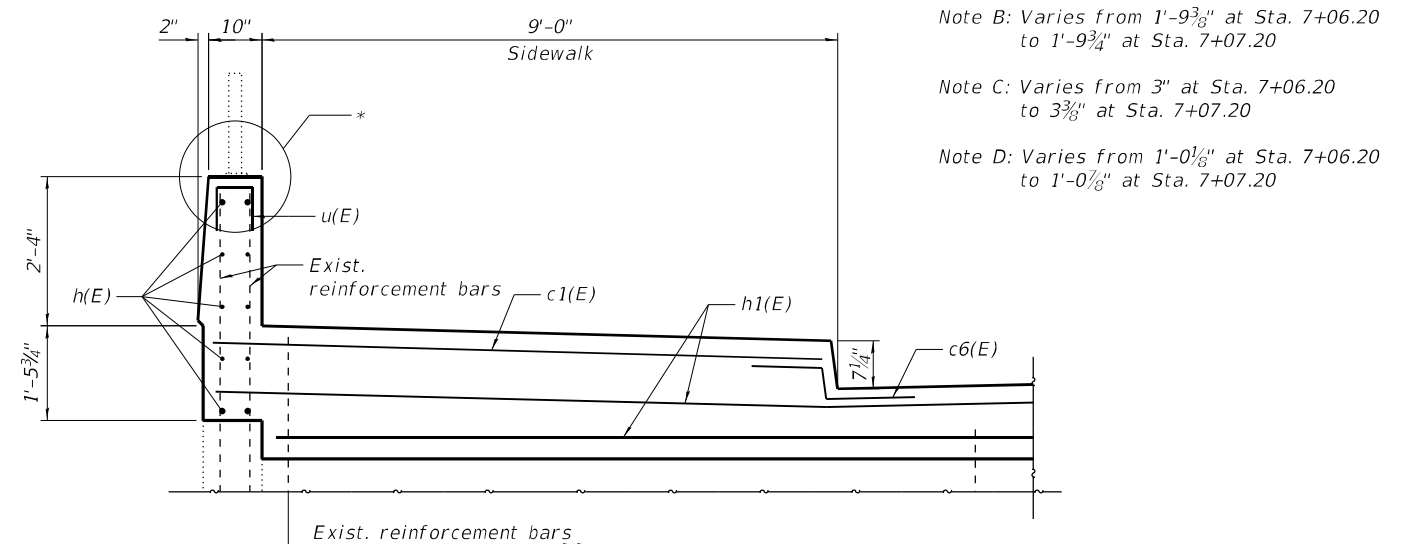
SECTION L-L



SECTION N-N



SECTION M-M



SECTION O-O

* See Anchorage Assembly on Sheet 12

** Drill and set c5(E) bars according to Article 509.06 of the Standard Specifications. Drilled hole shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".

MODEL Path: \\...
FILE NAME: P:\2023\04\09\400 IDOT Various Phase 2 (ITB) 106 Item 161\10.37 62M52\016-0478-STR-00B-Abutment3.dgn

<p>INFRASTRUCTURE ENGINEERING 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9598 www.infrastructure-eng.com</p>	USER NAME = TYU	DESIGNED - TY	REVISED -
	PLOT SCALE =	CHECKED - PK	REVISED -
	PLOT DATE = 11/30/2023	DRAWN - TY	REVISED -
		CHECKED - PK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT AND DECK DETAILS (SHEET 3 OF 4)
STRUCTURE NO. 016-0478**

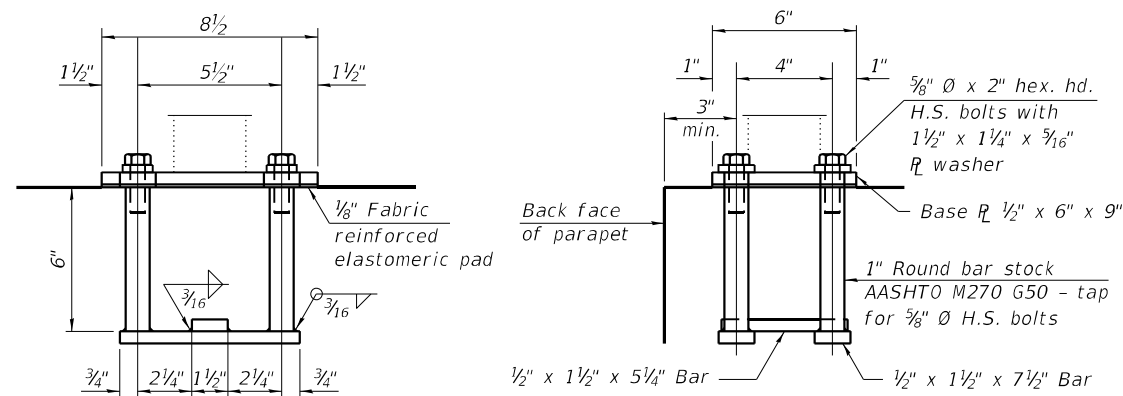
SHEET 11 OF 17 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	25
CONTRACT NO. 62M52				

ILLINOIS FED. AID PROJECT

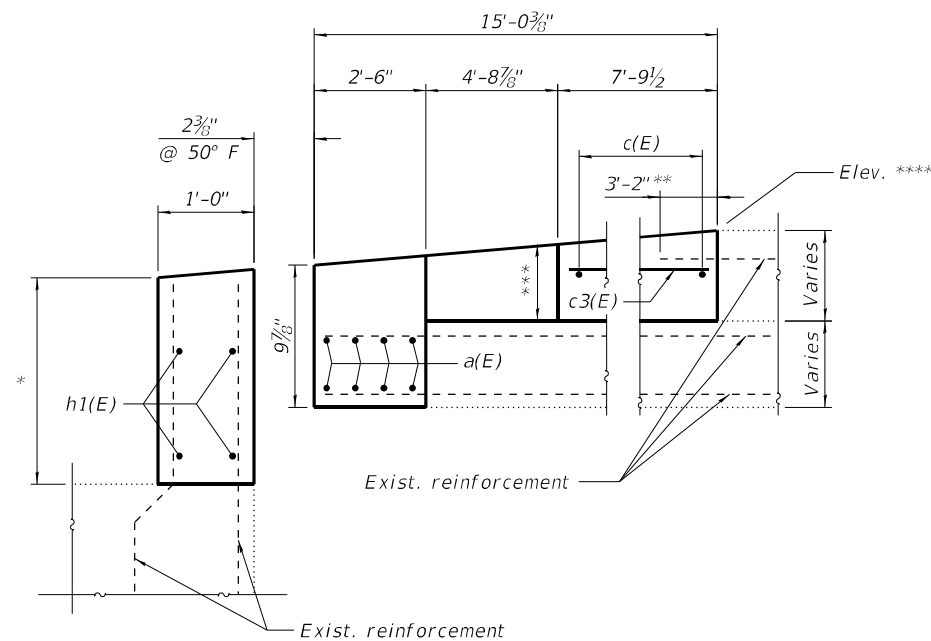
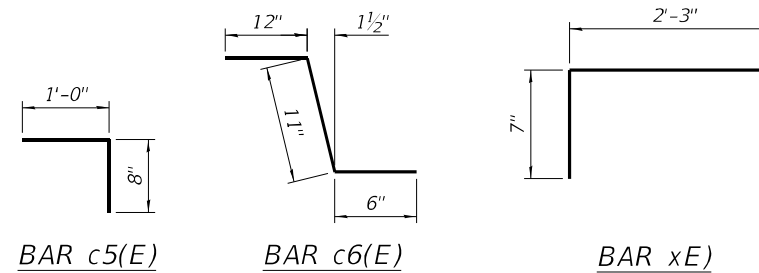
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	32	#5	28'-8"	—
a1(E)	16	#5	29'-8"	—
c(E)	14	#5	9'-6"	—
c1(E)	4	#4	9'-6"	—
c2(E)	13	#5	8'-6"	—
c3(E)	9	#5	7'-5"	—
c4(E)	9	#5	12'-2"	—
c5(E)	23	#5	1'-8"	└
c6(E)	10	#5	2'-5"	└
d(E)	10	#4	2'-1"	└
d1(E)	12	#4	5'-6"	└
d2(E)	12	#6	4'-4"	└
h(E)	30	#4	1'-3"	—
h1(E)	12	#6	28'-8"	—
h2(E)	8	#6	29'-8"	—
h3(E)	4	#6	27'-8"	—
u(E)	9	#4	3'-1"	└
x(E)	174	#5	2'-10"	└
Concrete Superstructure			Cu Yd	36.4
Reinforcement Bars, Epoxy Coated			Pound	3,720



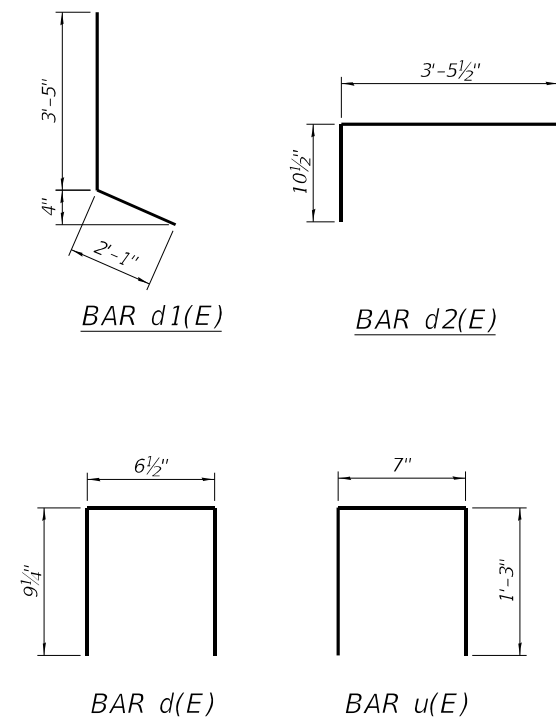
ANCHORAGE ASSEMBLY

The Bridge Fence Railing fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates. In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" diameter fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



SECTION P-P

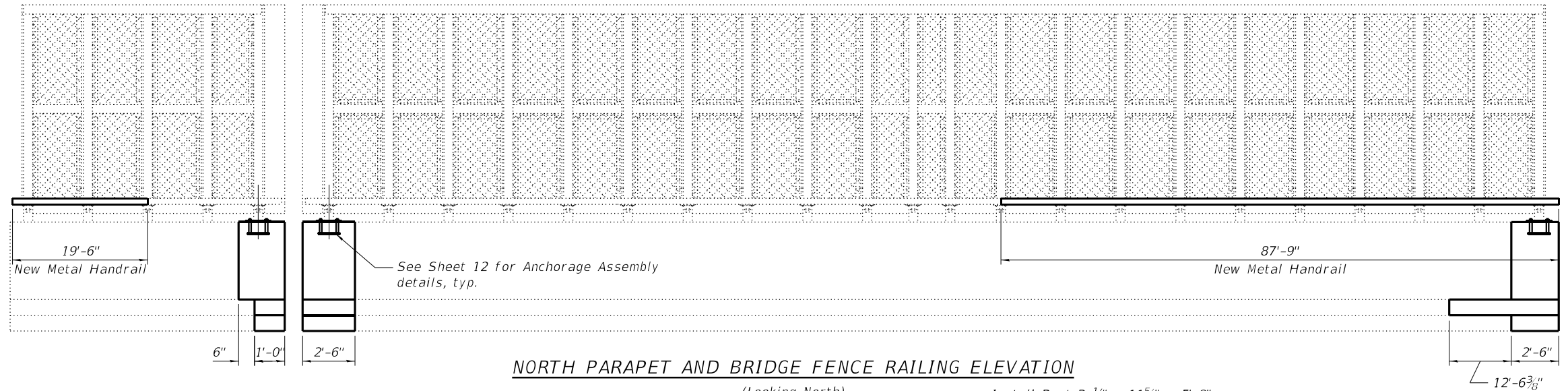
- * Varies 1'-6 3/8" to 1'-7" from east to west at roadway face
- ** Bend reinforcement bars in field to fit, cost included with Reinforcement Bars, Epoxy Coated.
- *** Varies 1 3/4" to 4" from east to west at roadway face
- **** See Sheet 8 for top of sidewalk elevations



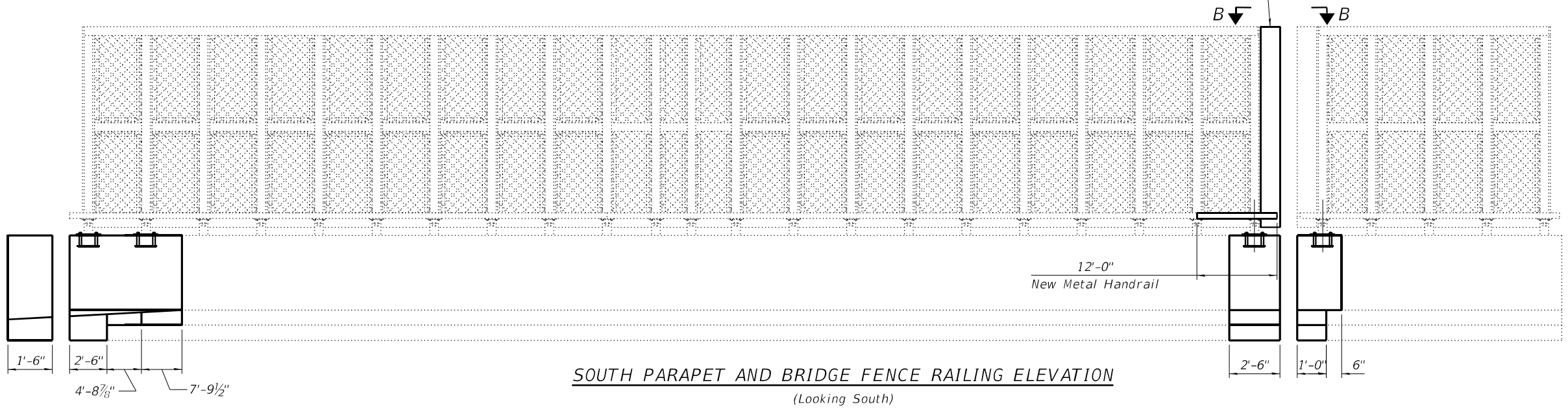
NOTE

1. Cost of furnishing and installing the fence post anchorage assembly and fabric bearing pad is included with Handrail Repairs.

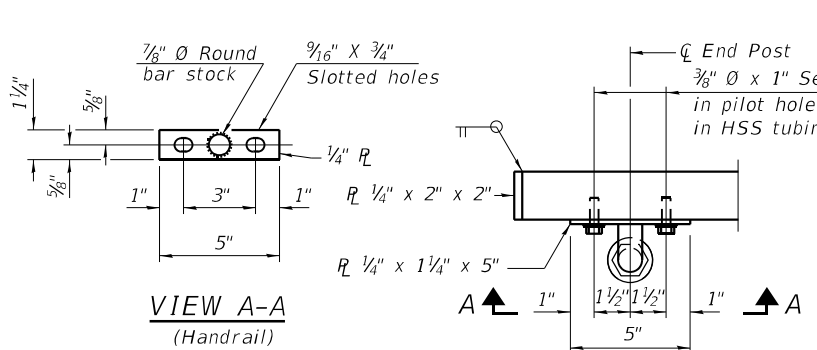
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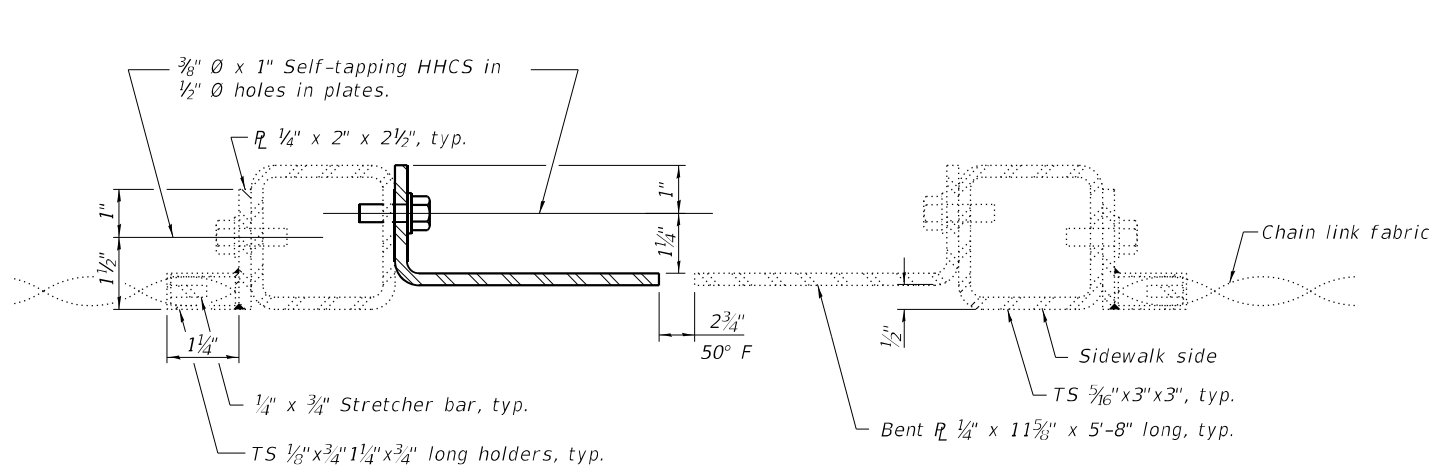
NORTH PARAPET AND BRIDGE FENCE RAILING ELEVATION
(Looking North)



SOUTH PARAPET AND BRIDGE FENCE RAILING ELEVATION
(Looking South)



HANDRAIL DETAIL



SECTION B-B

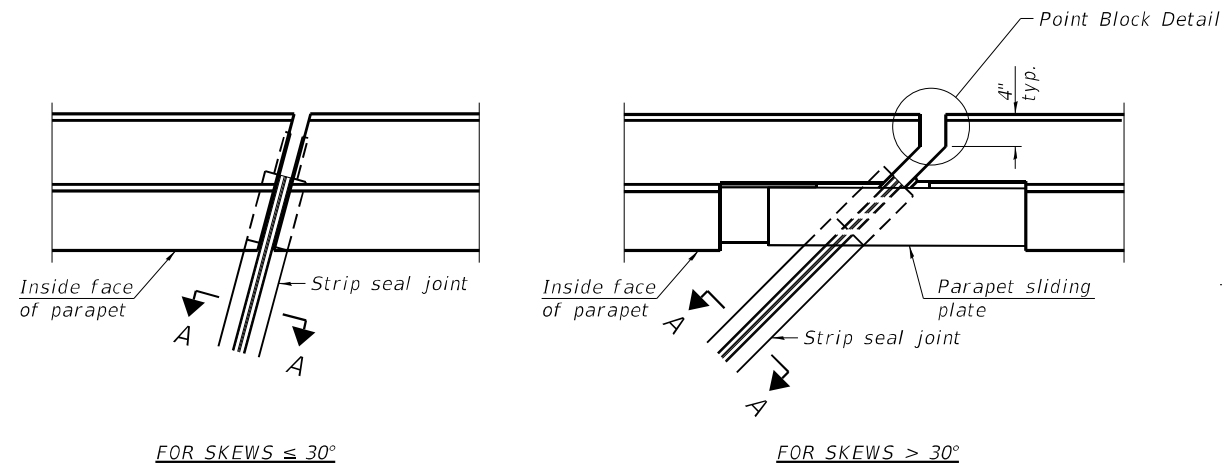
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Handrail Repairs	L Sum	1

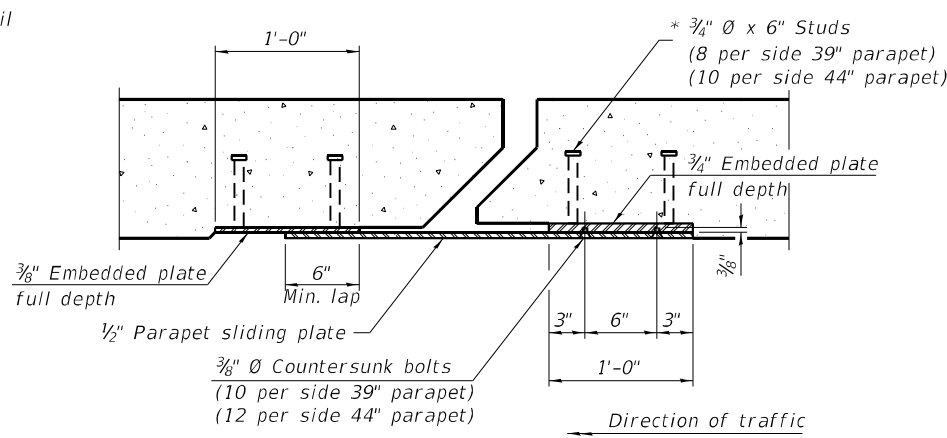
NOTE

1. Reinstallation of existing handrail shall be in accordance with the applicable requirements of Section 509 of the Standard Specifications.

MODEL Path: \\...
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 P 312.425.9598 | F 312.425.9594 | www.infrastructure-eng.com

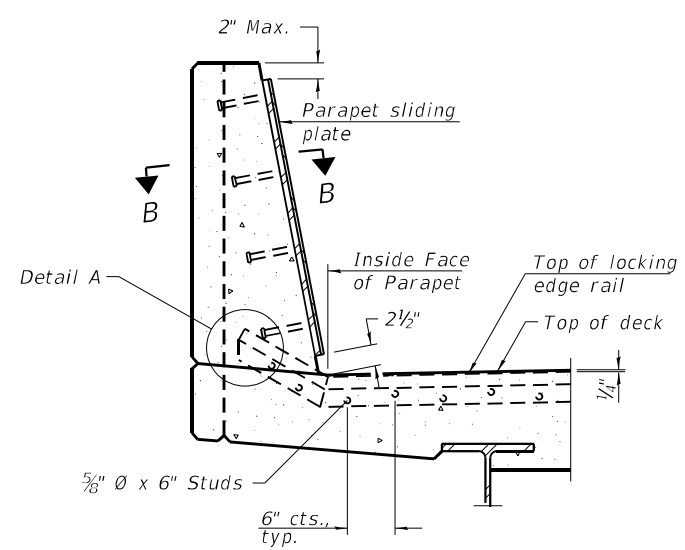


PLAN AT PARAPET



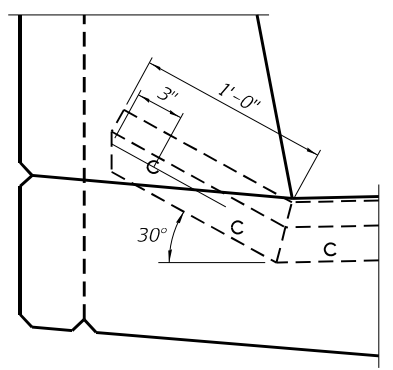
SECTION B-B

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

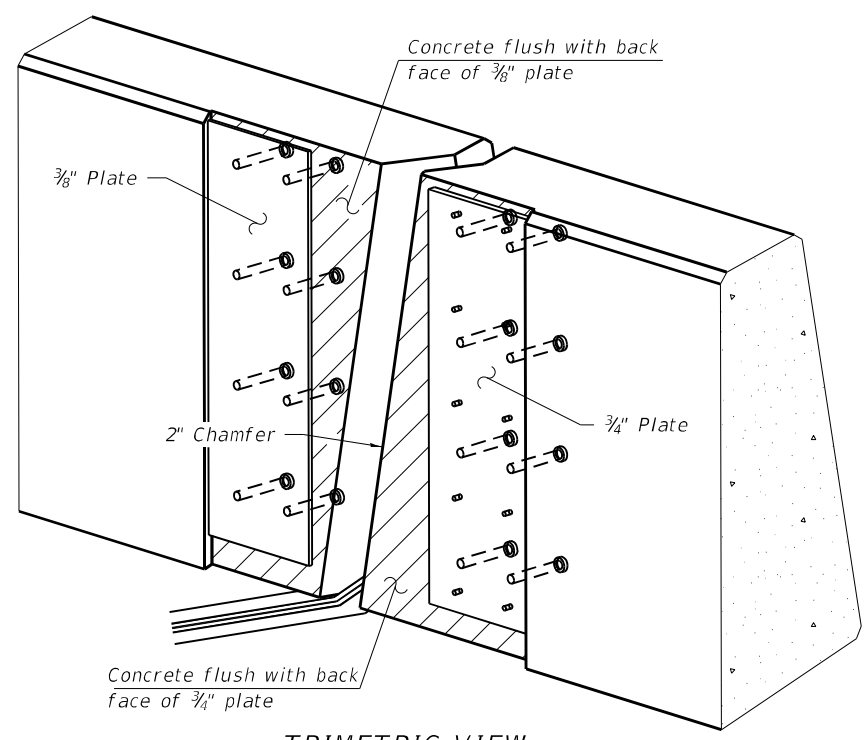


SECTION AT PARAPET

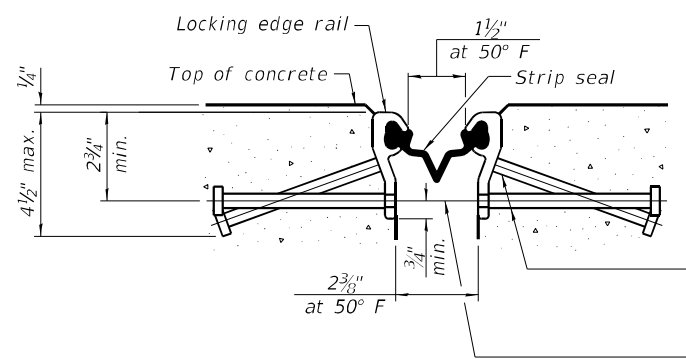
(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL A



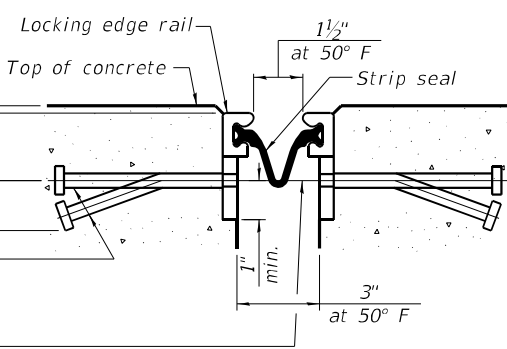
TRIMETRIC VIEW (Showing embedded plates only)



SHOWING ROLLED RAIL JOINT

* 3/8" 0 x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

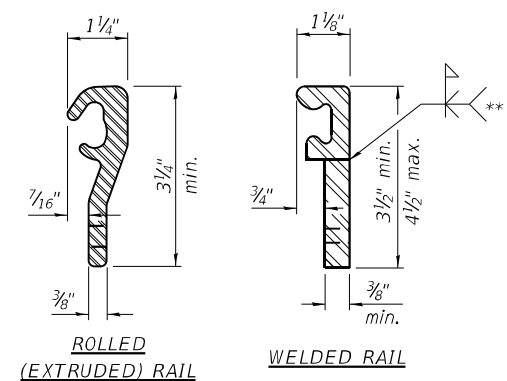
3/8" 0 threaded rods in 1/16" 0 holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.



SHOWING WELDED RAIL JOINT

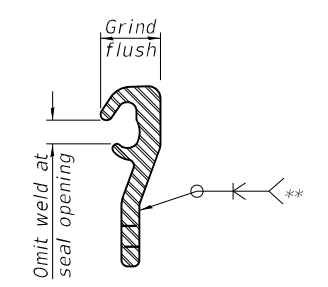
SECTION A-A

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



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	172

EJ-SS-S

11-1-2022

MODEL Path: I:\Projects\2020\2020-09-14-00 IDOT Virobus Phase 2 (RTE 106 Item 161) 106 Item 161\106-37 62M52\DOT\CAD\Sheet\2020-09-14-00 EJA.dgn

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USER NAME = TYU	DESIGNED - TY	REVISED -
PLOT SCALE =	CHECKED - PK	REVISED -
PLOT DATE = 11/28/2023	DRAWN - TY	REVISED -
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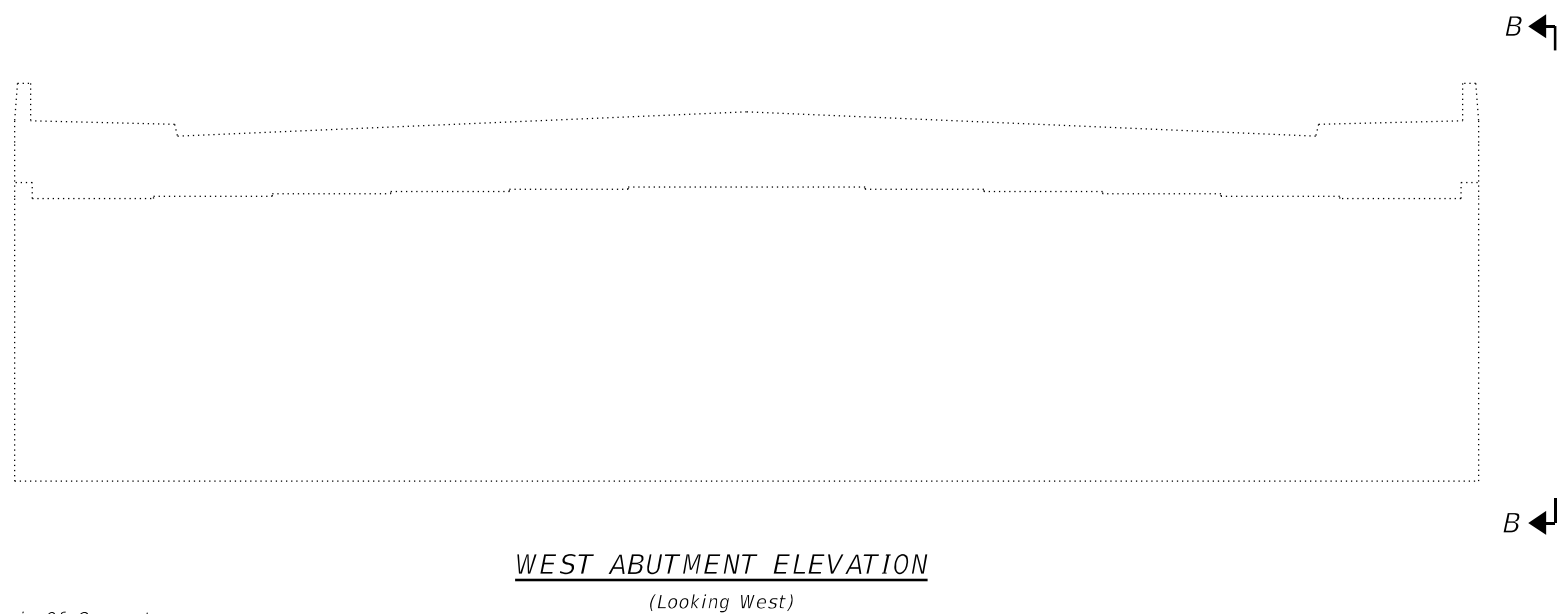
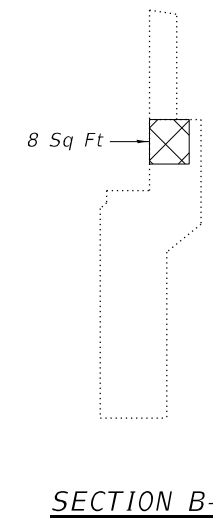
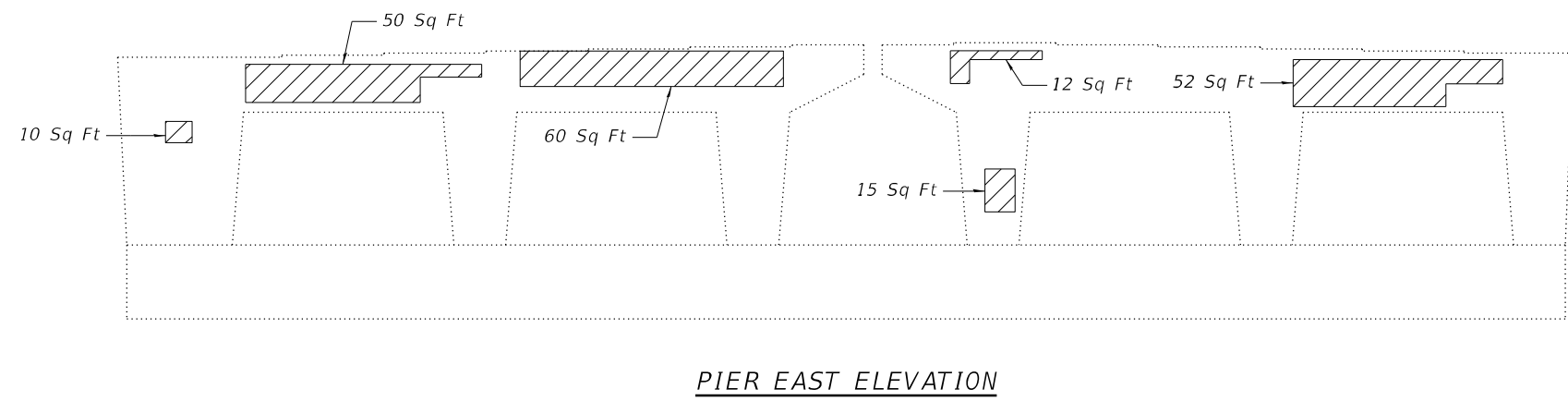
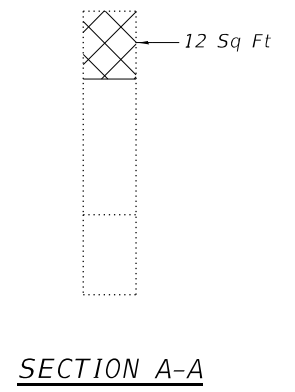
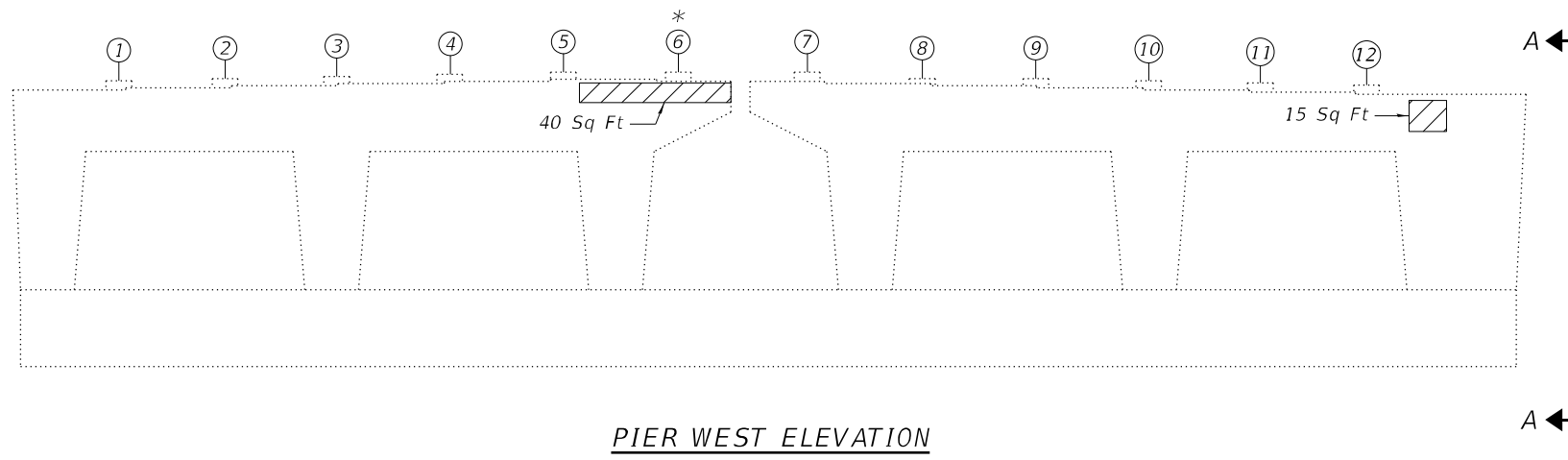
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK (SHEET 1 OF 2)
 STRUCTURE NO. 016-0478

SHEET 14 OF 17 SHEETS

F.A.I. RTE. 94	SECTION 2020-166-BR	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 28
CONTRACT NO. 62M52				

ILLINOIS FED. AID PROJECT



- LEGENDS**
- Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)
 - Structural Repair Of Concrete (Depth Greater Than 5 Inches)
 - ① Girder Number
 - * Beam Requires Temporary Shoring

INTERIOR BEAM REACTION TABLE AT PIER

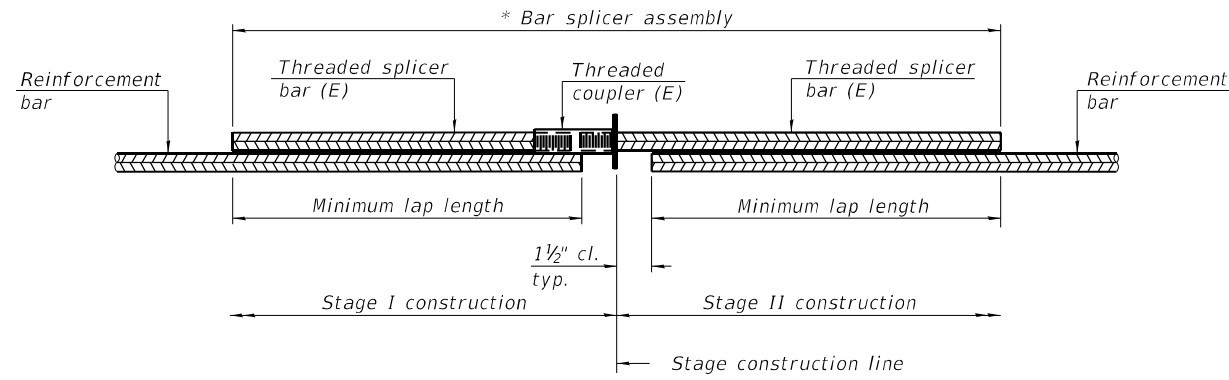
R DL (k)	155.5
R LL (k)	71.1
Imp (k)	17.1
R_Total (k)	243.7

Note: Values given in this table is based on Service Loads

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	254
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq Ft	20
Temporary Shoring and Cribbing	Each	1

MODEL Path: \\... INFRASTRUCTURE Phase 2 (ITE) 106 Item: 161110.37 62M52\DCI\CADD_Sheets\162M52-SHT-STR-1_PierRep.dgn

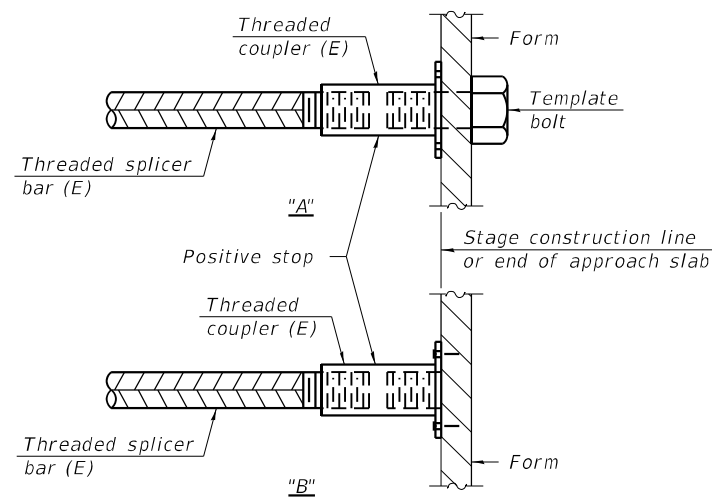


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

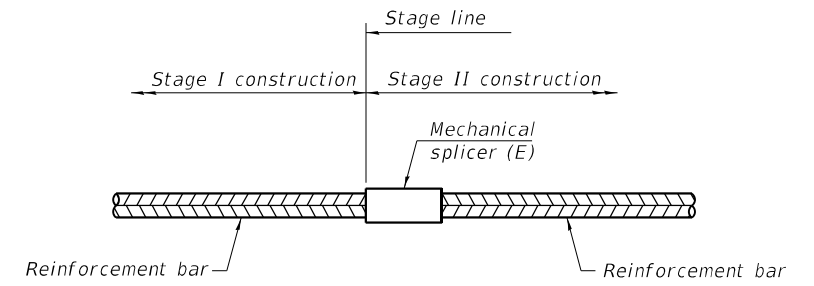
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Abutments	#6	16	4'-0"
Deck	#5	32	3'-6"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

BSD-1

1-1-2020

MODEL Path: I:\P\2020\04\04\04\00 IDOT\Various Phase 2 (FTE) 106 Item: 161110 37 62M52\DCM\CADD_Sheets\162M52-SHT-STB-17_Splice.dgn
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USER NAME = Alane	DESIGNED - TY	REvised -
	CHECKED - PK	REvised -
PLOT SCALE =	DRAWN - TY	REvised -
PLOT DATE = 10/6/2023	CHECKED - PK	REvised -

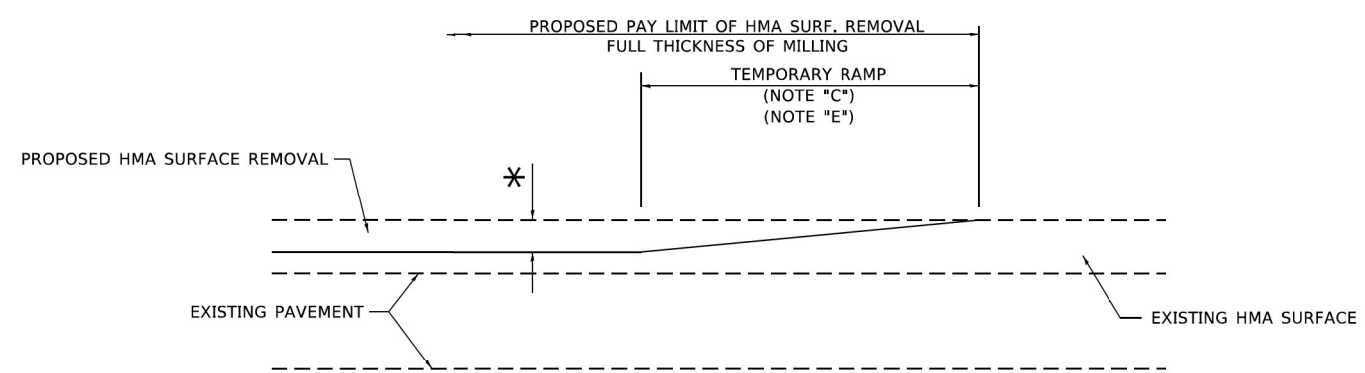
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 016-0478**

SHEET 17 OF 17 SHEETS

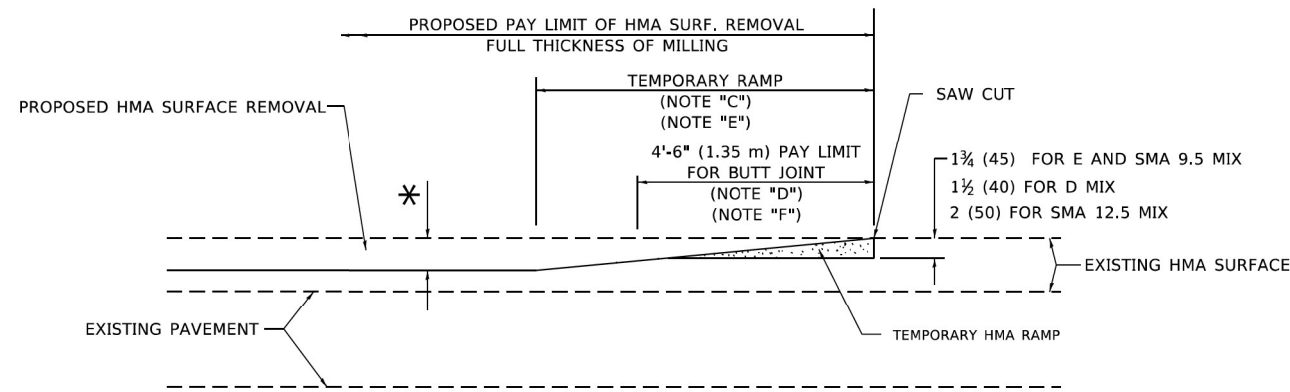
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	31
CONTRACT NO. 62M52				

ILLINOIS FED. AID PROJECT



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

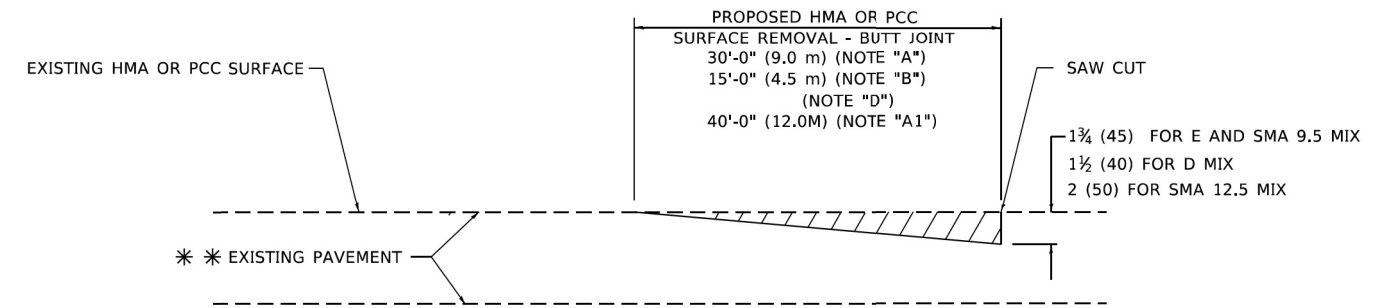
OPTION 1



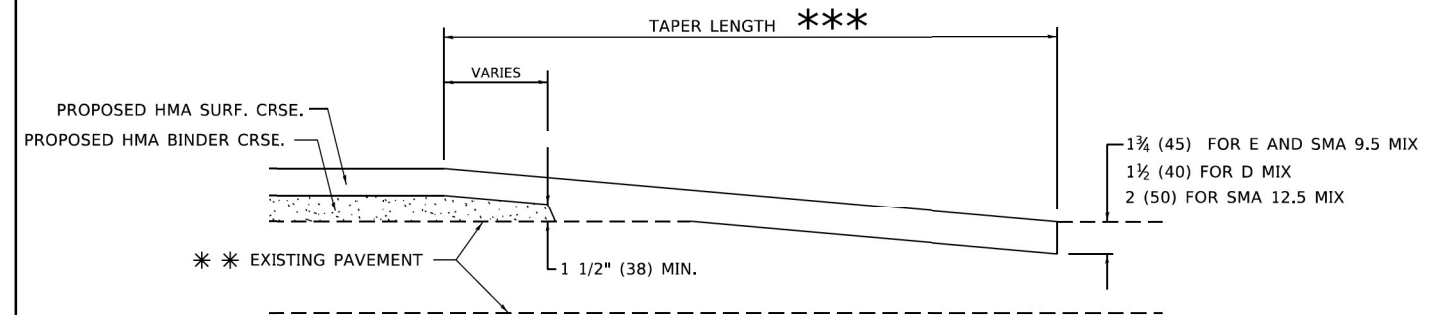
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

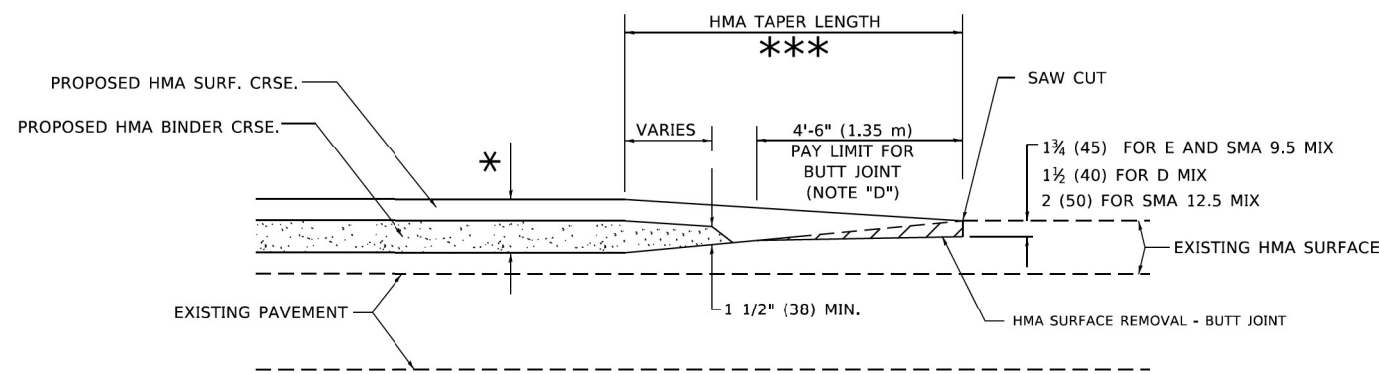
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".
2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

MODEL Path: \\... INFRASTRUCTURE ENGINEERING INCORPORATED

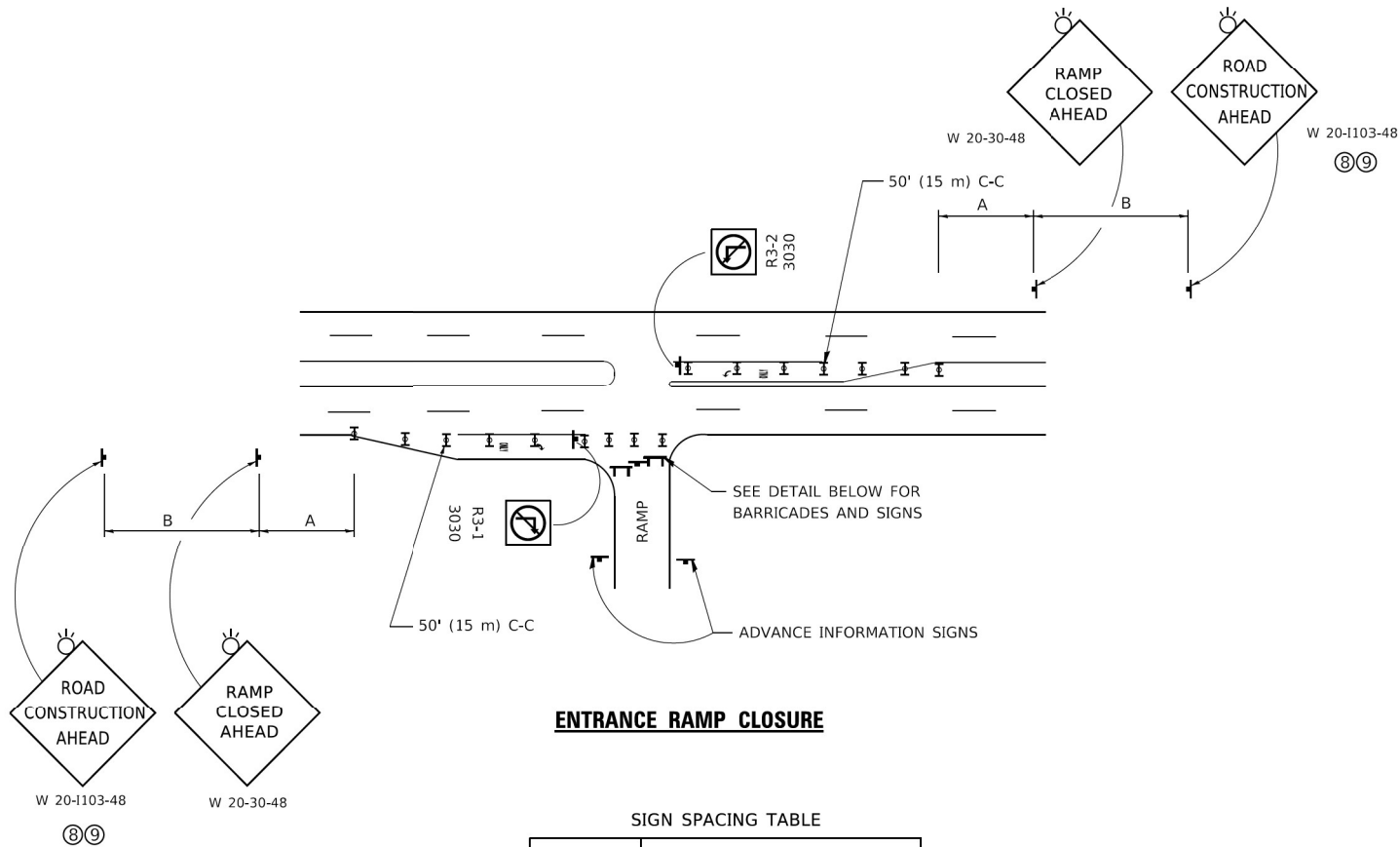
<p>INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com</p>	USER NAME = Alane	DESIGNED - VW	REVISED -
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	PLOT DATE = 10/6/2023	CHECKED - ACL	REVISED -
		DATE - 10/06/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	32
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				

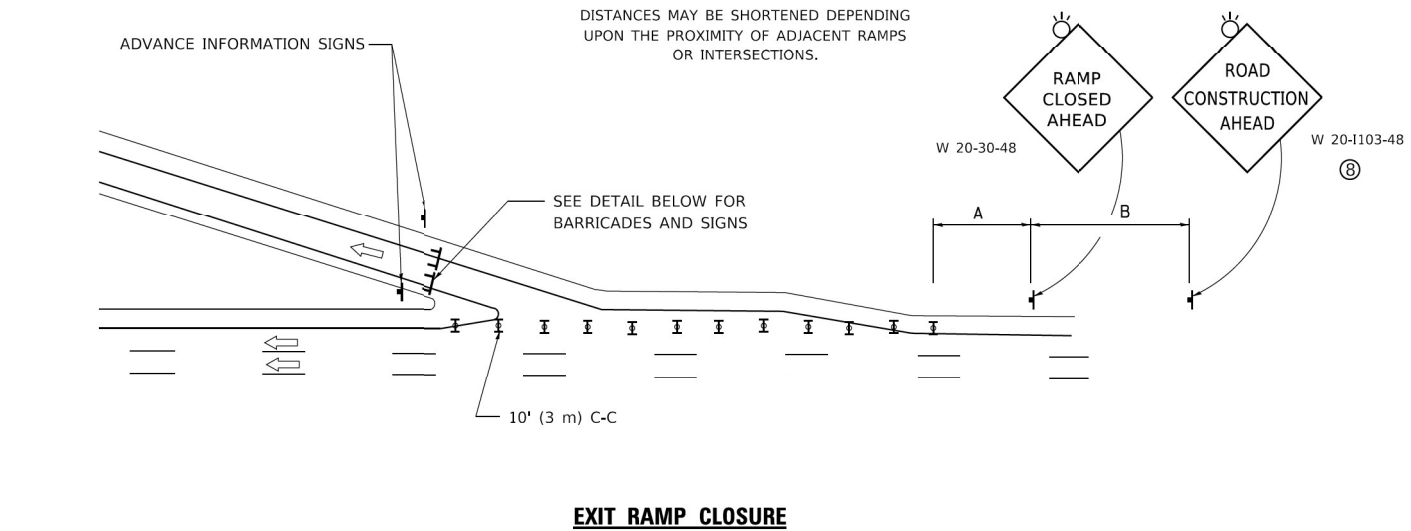


ENTRANCE RAMP CLOSURE

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)

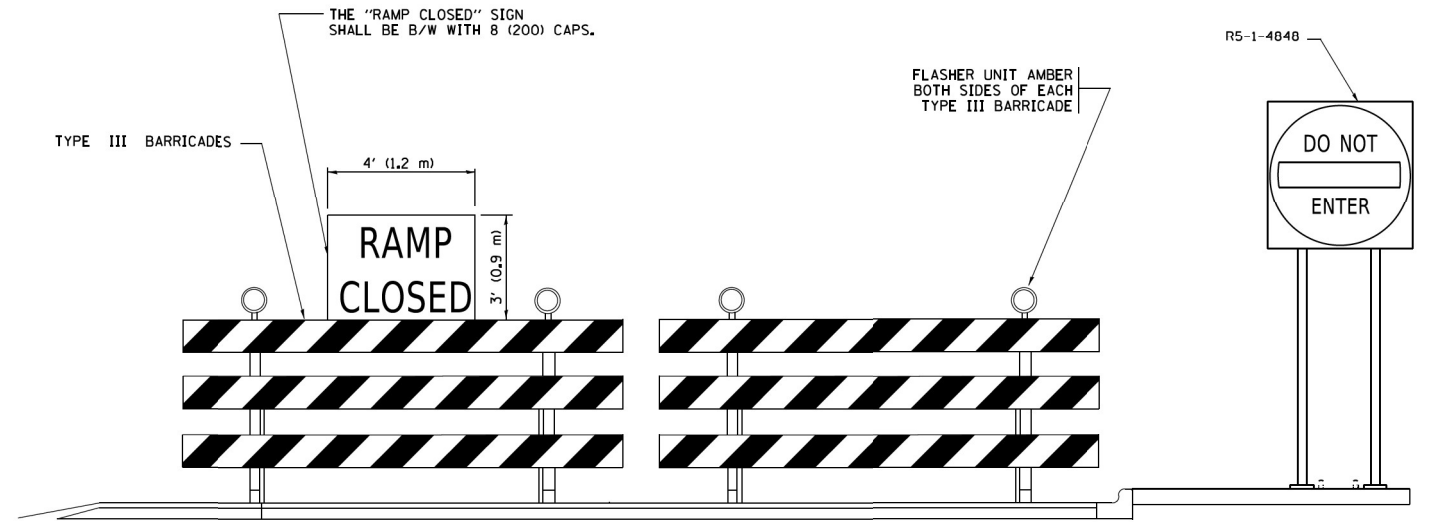
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

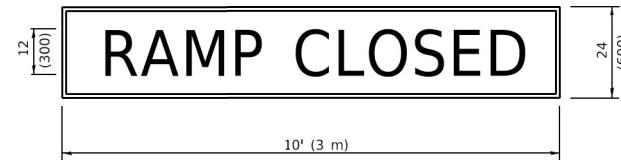
SYMBOLS

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



DETAIL FOR REQUIRED BARRICADES & SIGNS

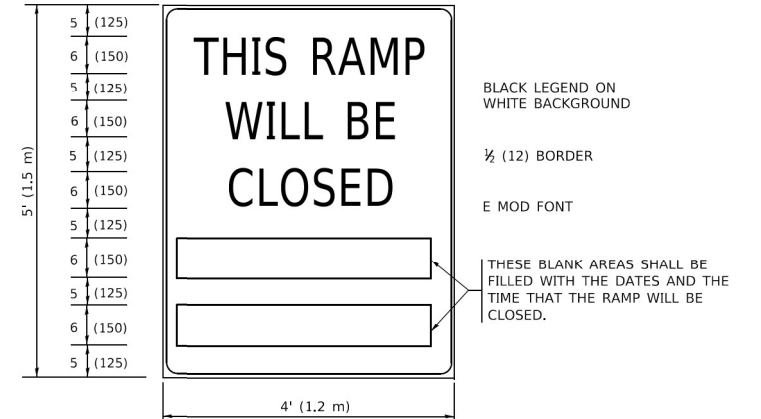
RAMP CLOSURE ADVANCE WARNING SIGN



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



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

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

GENERAL NOTES:

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

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

MODEL: P:\d\p\inf\... FILE NAME: P:\2020\2020-4094-00_IDOT_Verbois_Phase 2 (ITB)_106 Item: 161W10_37_62M52\BDC\1\CADD_Sheets\162M52-shc-ctd-02.dgn

<p>INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com</p>	USER NAME = Alane	DESIGNED - VW	REVISED -
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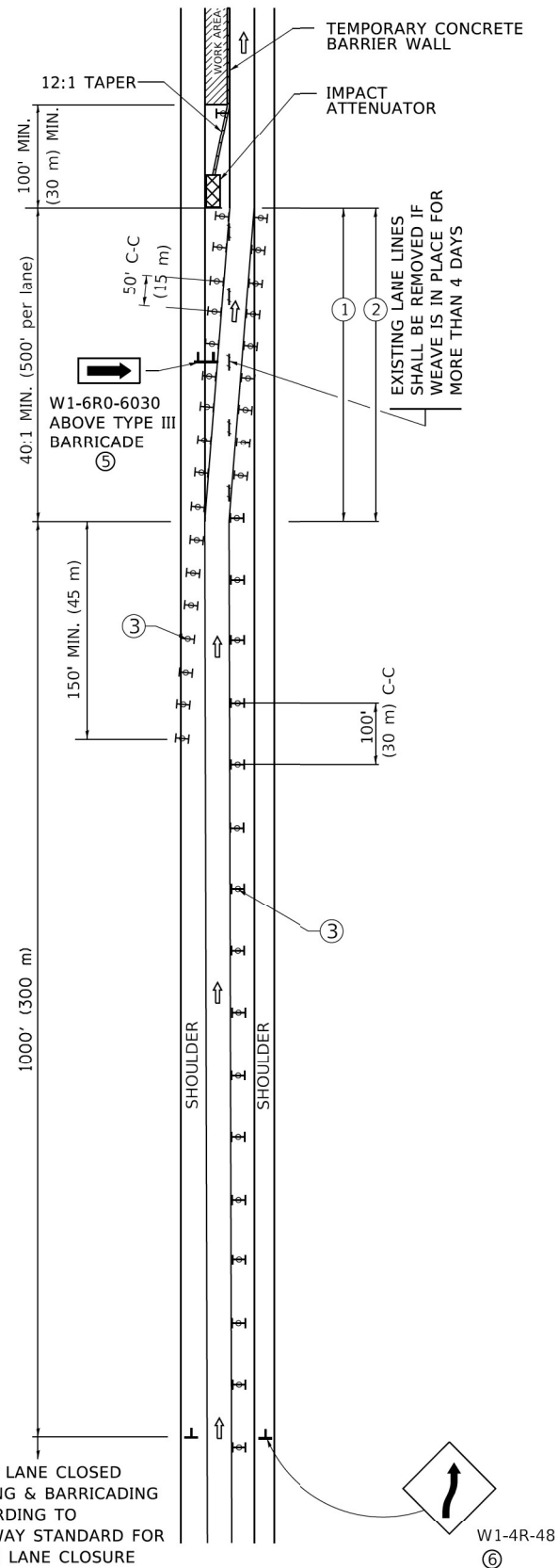
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - ENTRANCE AND EXIT RAMP CLOSURE DETAILS (TC-08)

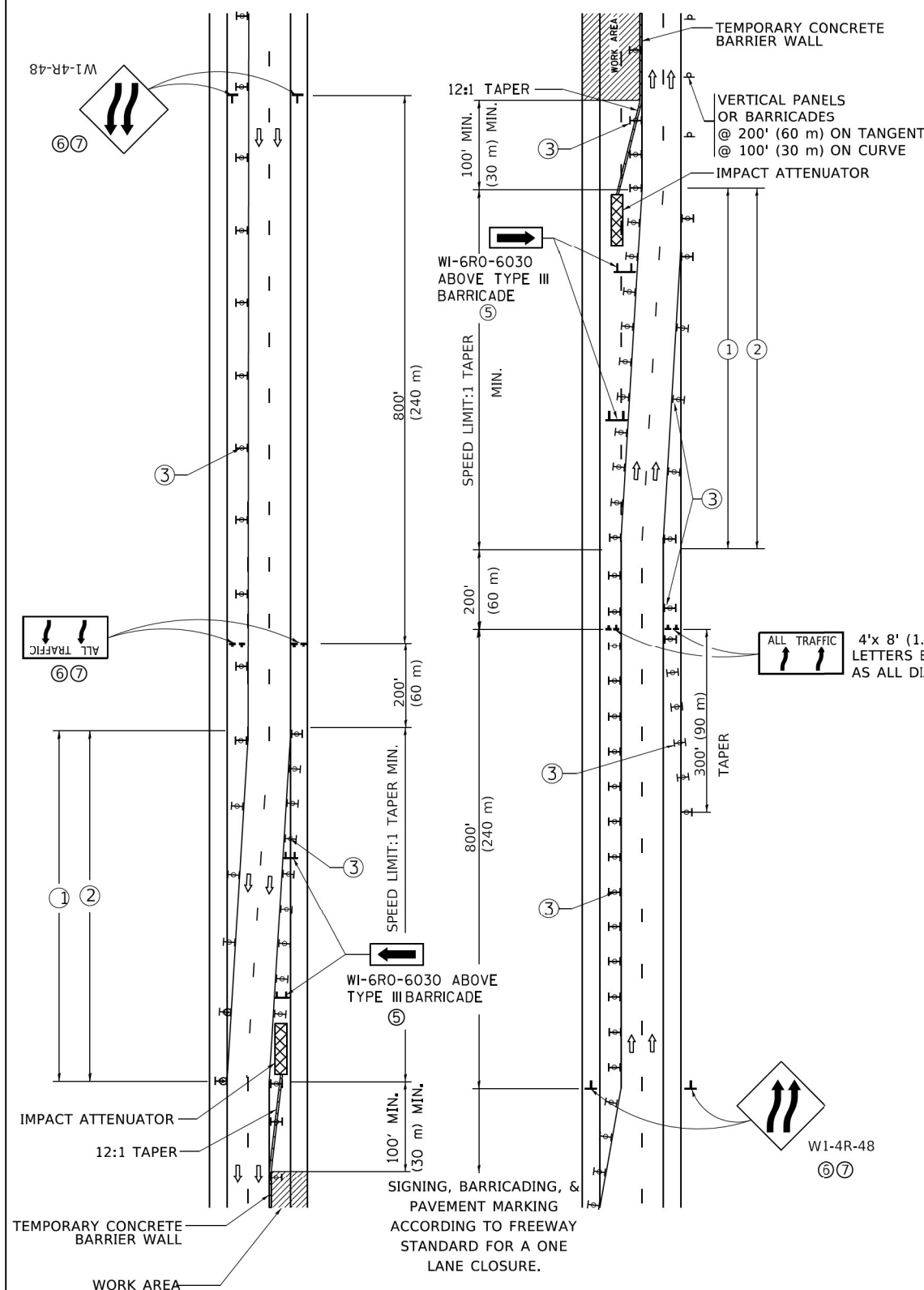
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	32A
			CONTRACT NO. 62M52	
		ILLINOIS	FED. AID PROJECT	

SINGLE LANE WEAVE



MULTI-LANE WEAVE



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

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

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL Path: \\...
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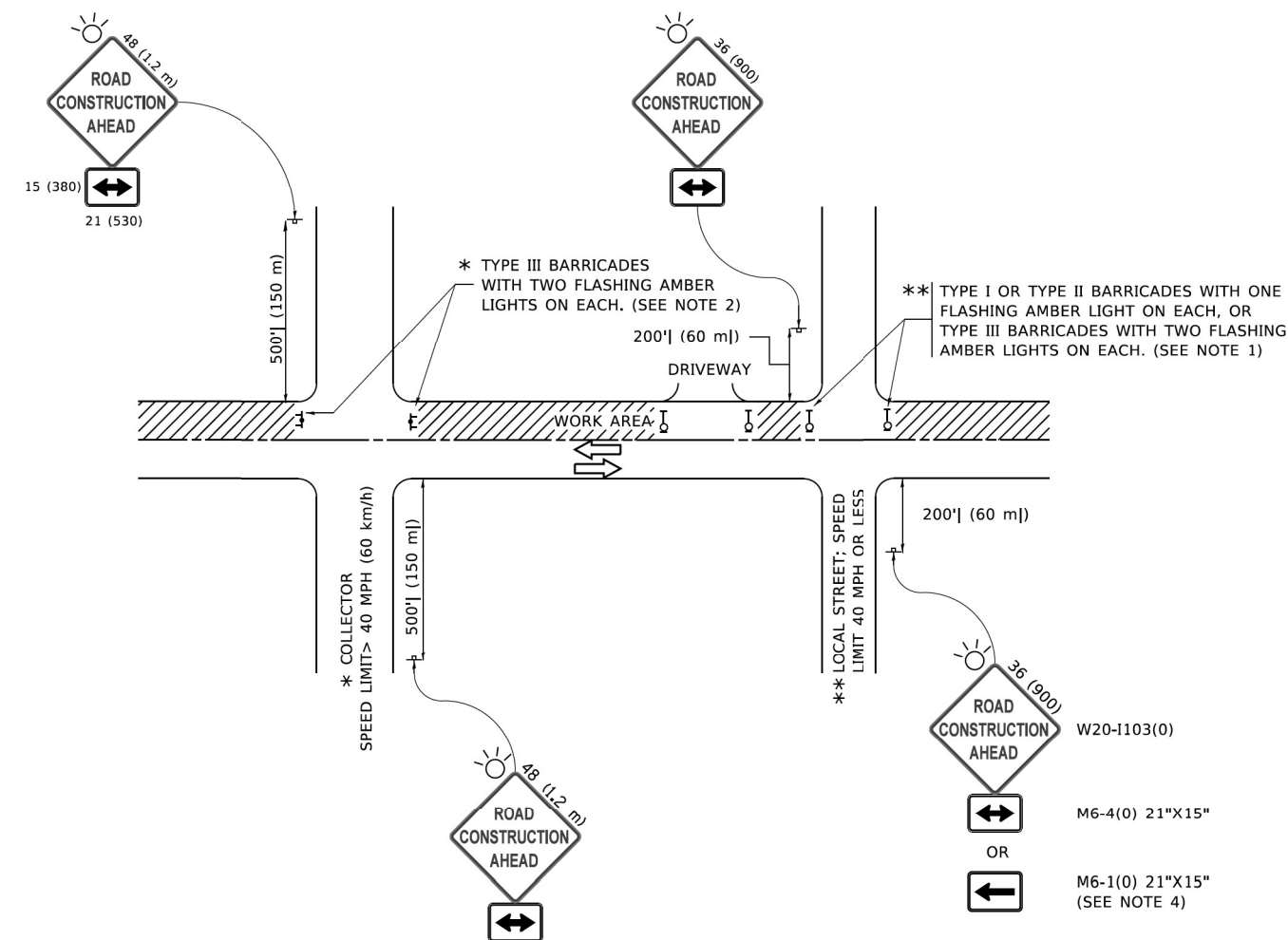
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	DATE - 10/06/2023	REVISED -

STATE OF ILLINOIS	DISTRICT ONE - SINGLE LANE WEAVE AND MULTI-LANE WEAVE (TC-9)
DEPARTMENT OF TRANSPORTATION	

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	32B
CONTRACT NO. 62M52				

ILLINOIS	FED. AID PROJECT
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NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) 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. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

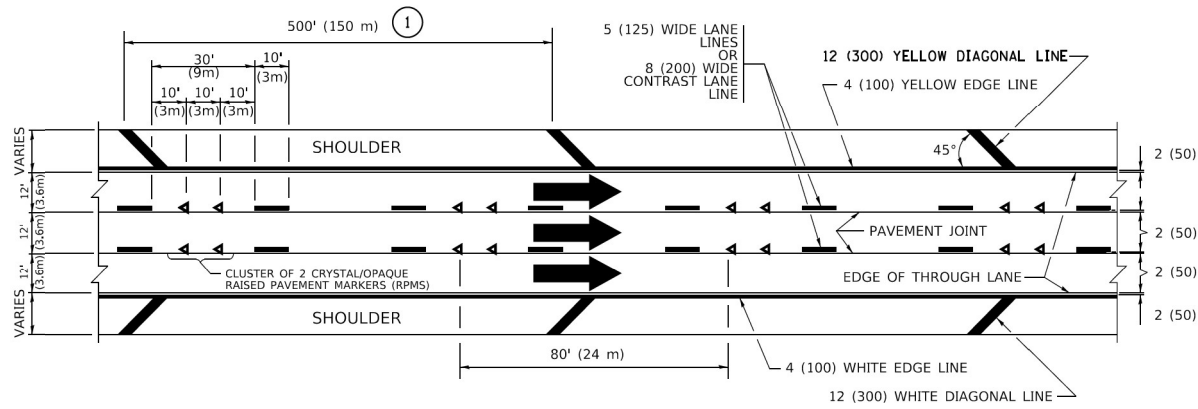
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	PLOT SCALE = 20,0000 * / in.	DRAWN - VW	REVISED -
	PLOT DATE = 10/6/2023	CHECKED - ACL	REVISED -
		DATE - 10/06/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE – TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

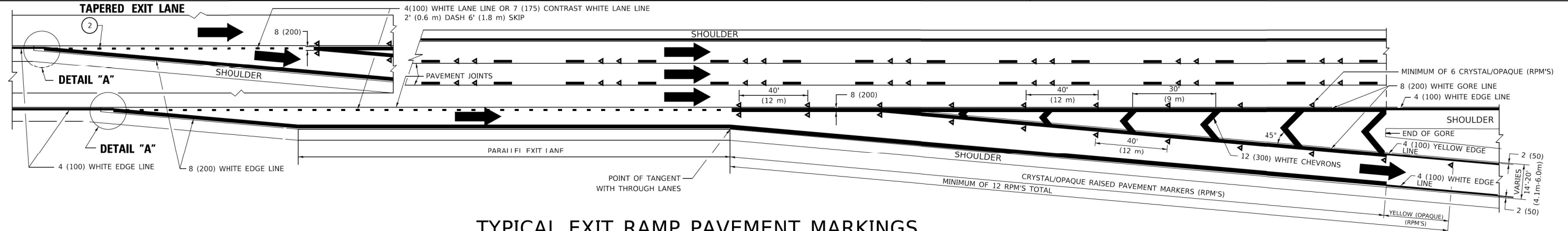
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94	2020-166-BR	COOK	39	33
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62M52	



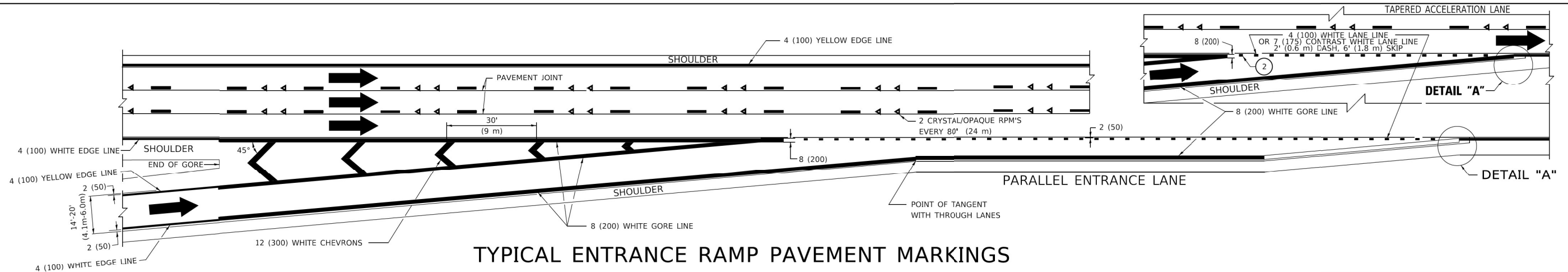
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

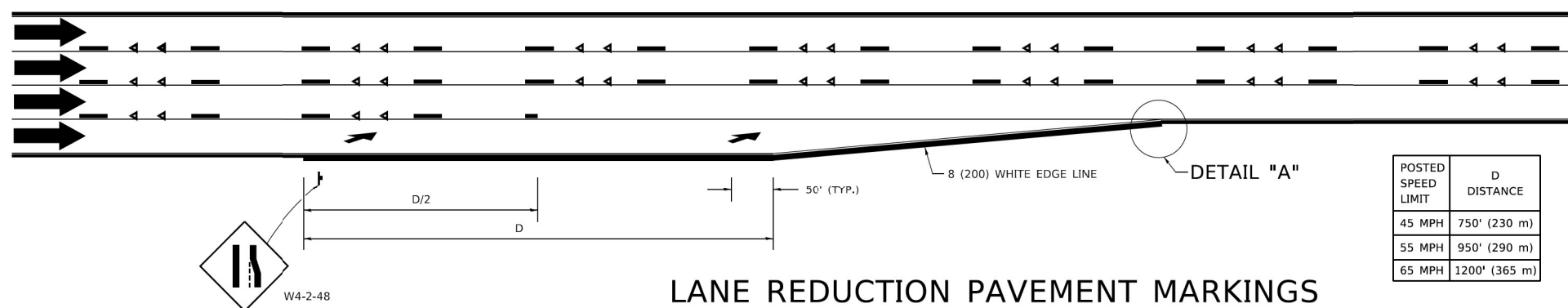
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE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



TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



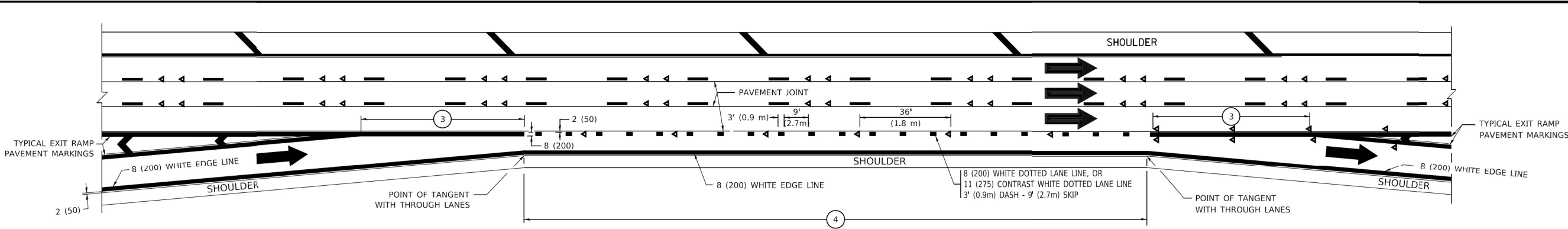
LANE REDUCTION PAVEMENT MARKINGS

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

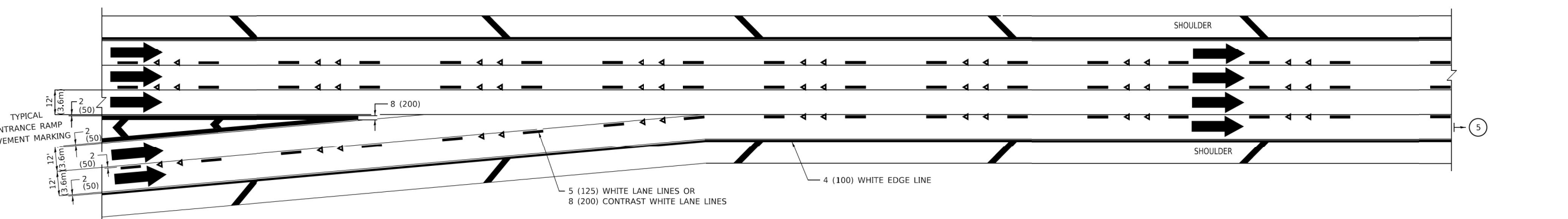
NOTES:

1. THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
2. 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

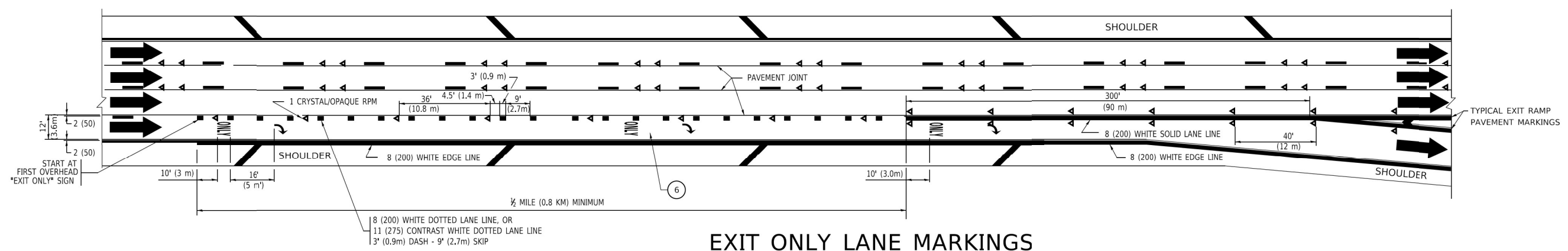
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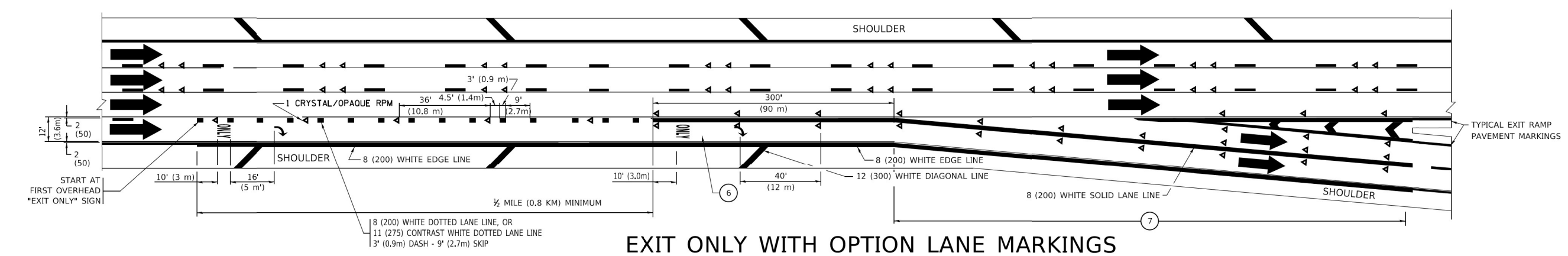
AUXILIARY LANE MARKINGS



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.

MODEL: P:\d\p\11
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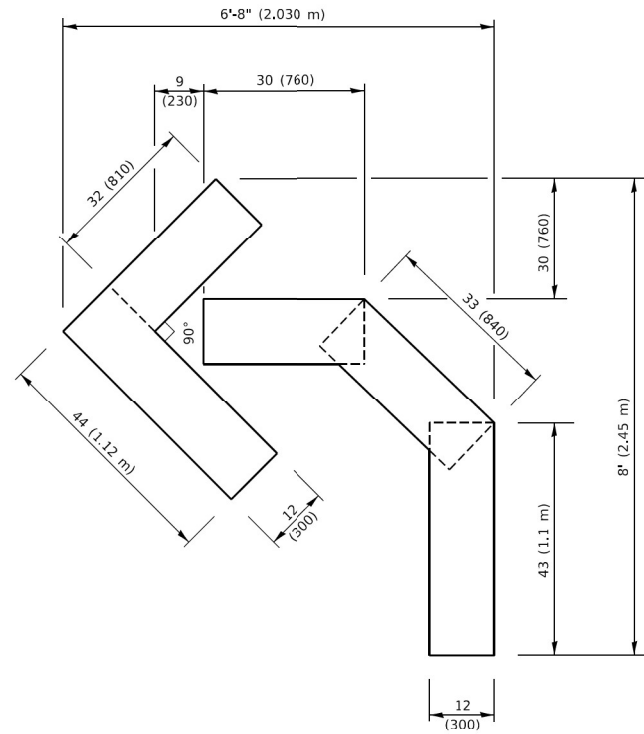
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

MULTI-LANE FREEWAY PAVEMENT MARKING DETAIL (TC-12)

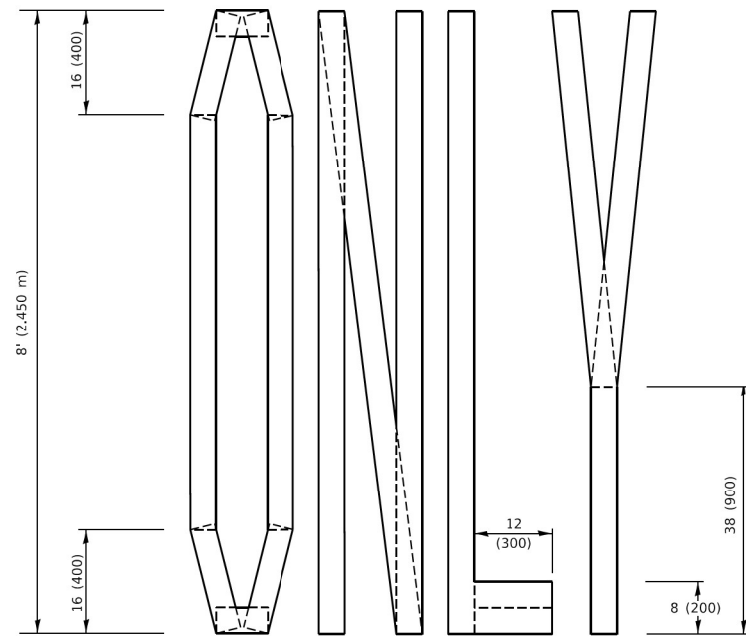
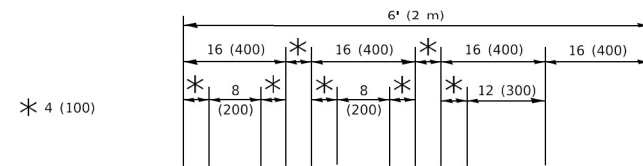
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	33B
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				



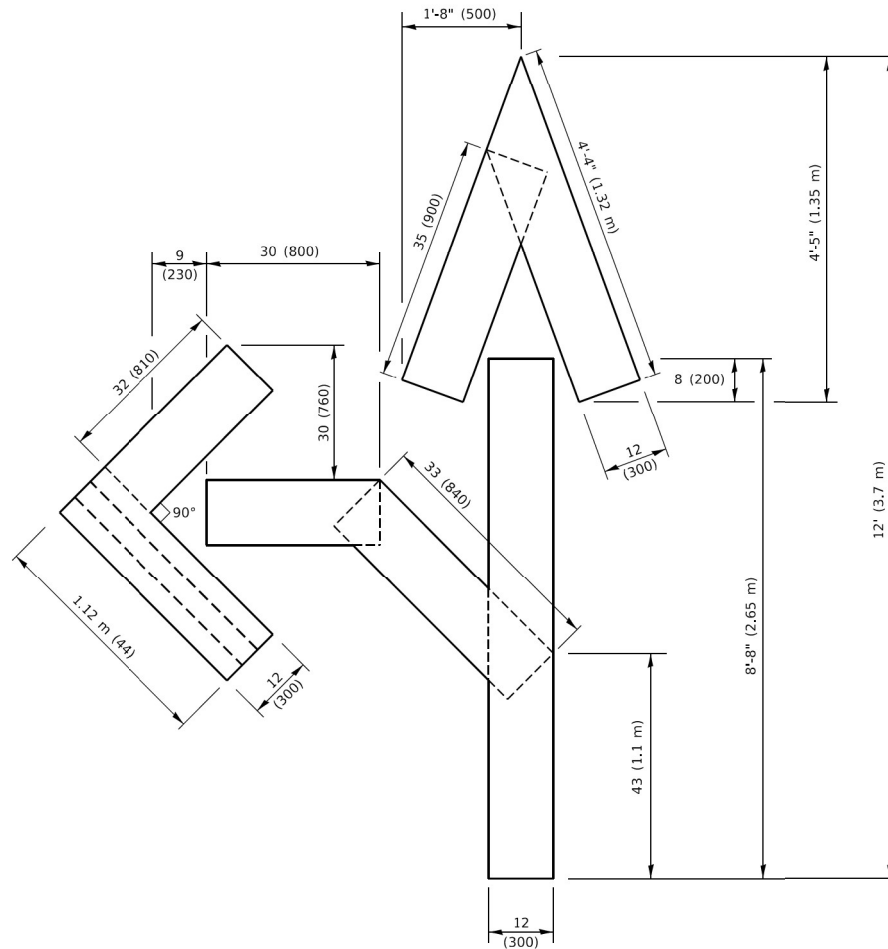
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

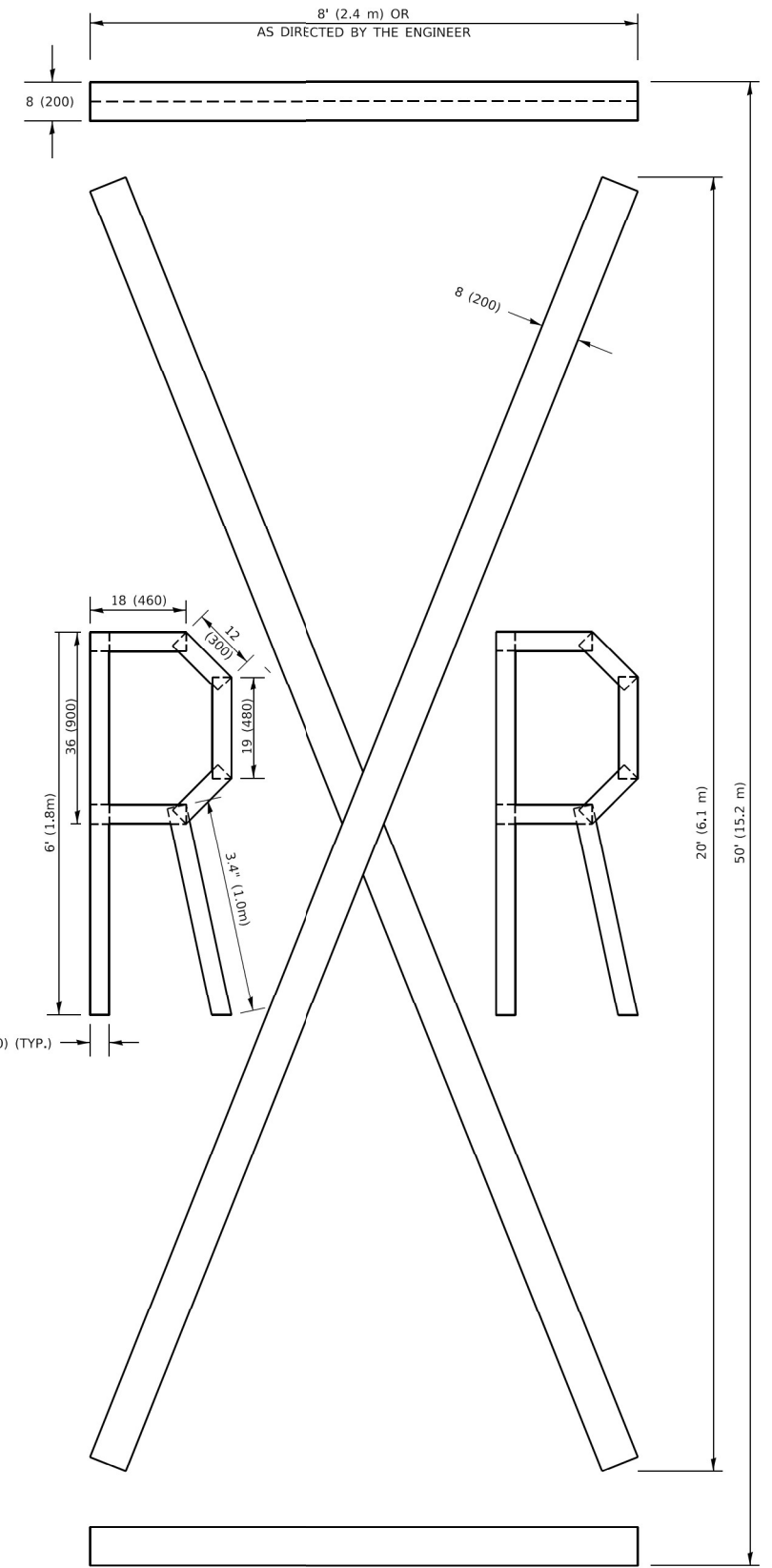


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



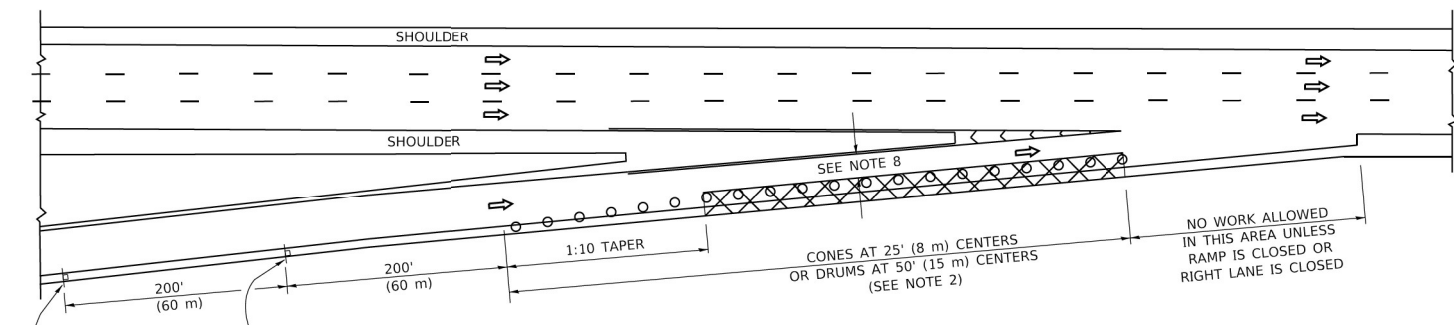
QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

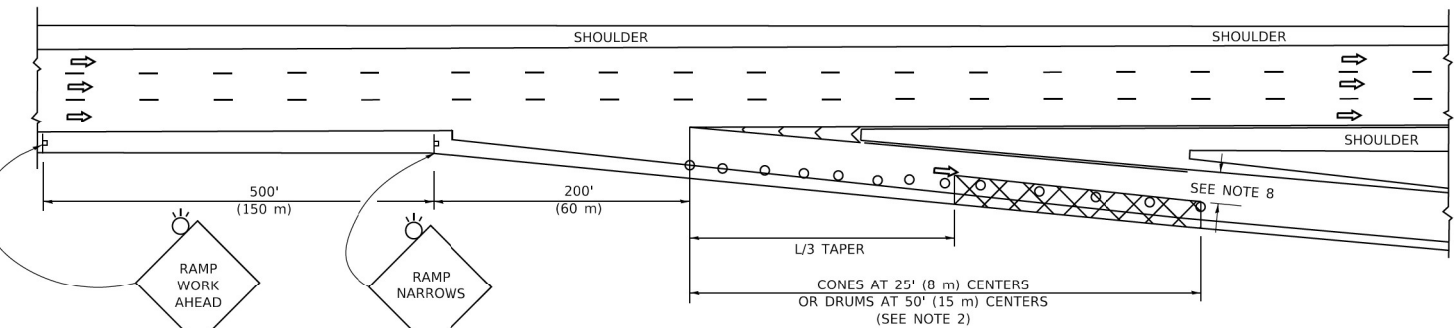
All dimensions are in inches (millimeters) unless otherwise shown.

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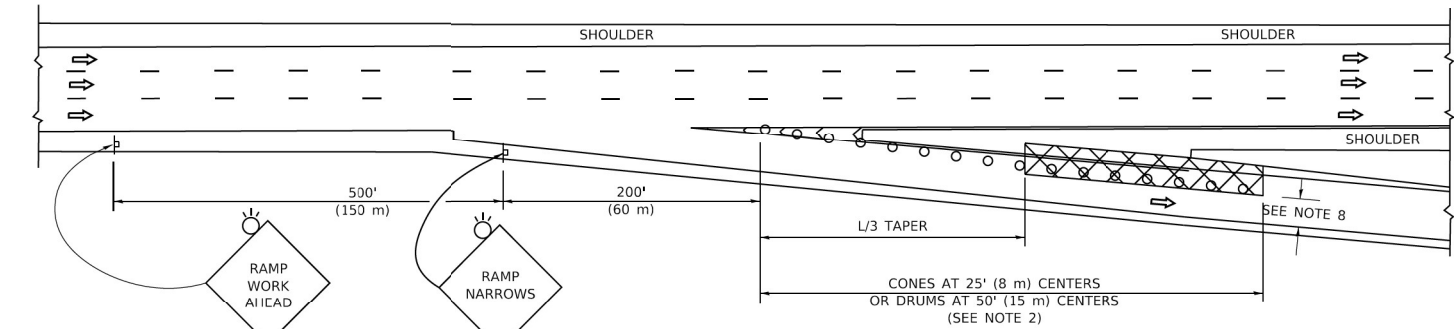
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

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

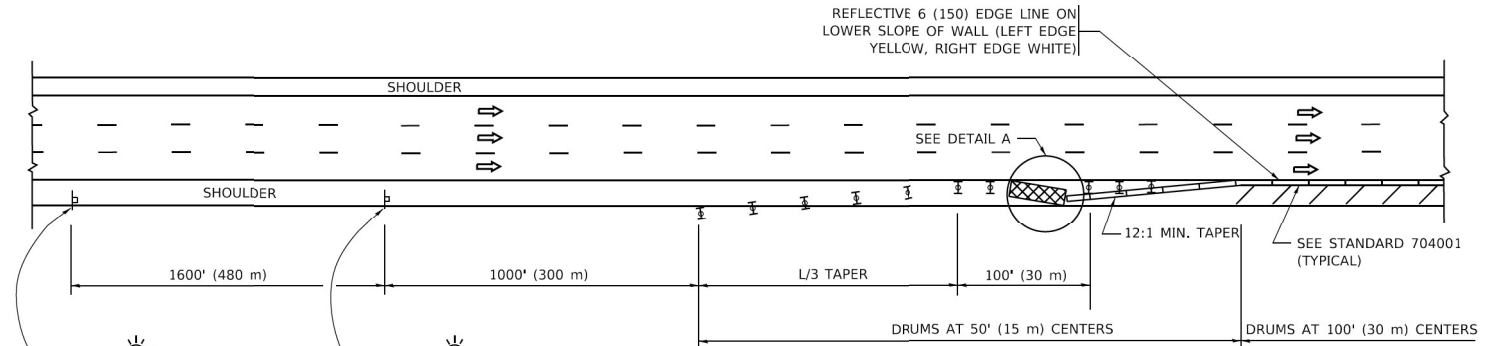
GENERAL NOTES:

- THE "L" DISTANCE EQUALS:

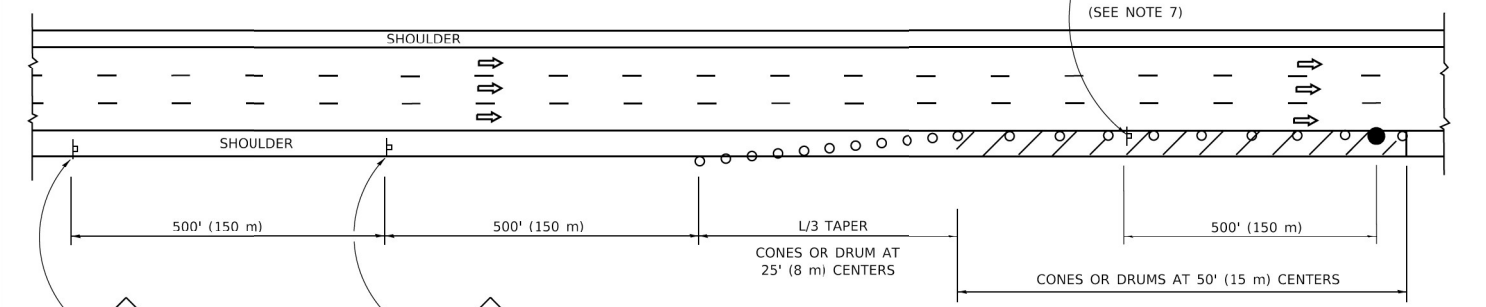
SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER	METRIC: $L = 0.65(W)(S)$ ENGLISH: $L = (W)(S)$

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)
- TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

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

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

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

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

MODEL: P:\d\p\11... FILE NAME: P:\2020\2020-09-04-00_IDOT_Various Phase 2 (TPEL 106 Item 16)WVO_37_62M52\DC\1\CADD_Sheets\162M52-shr-cd-08.dwg

<p>INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com</p>	USER NAME = Alane	DESIGNED -	REVISED -
	PLOT SCALE = 20,0000 * / in.	DRAWN -	REVISED -
	PLOT DATE = 11/15/2023	CHECKED -	REVISED -
		DATE = 10/06/2023	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - PARTIAL RAMP & SHOULDER CLOSURE DETAILS (TC-17)			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	34A
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				

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ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

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

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

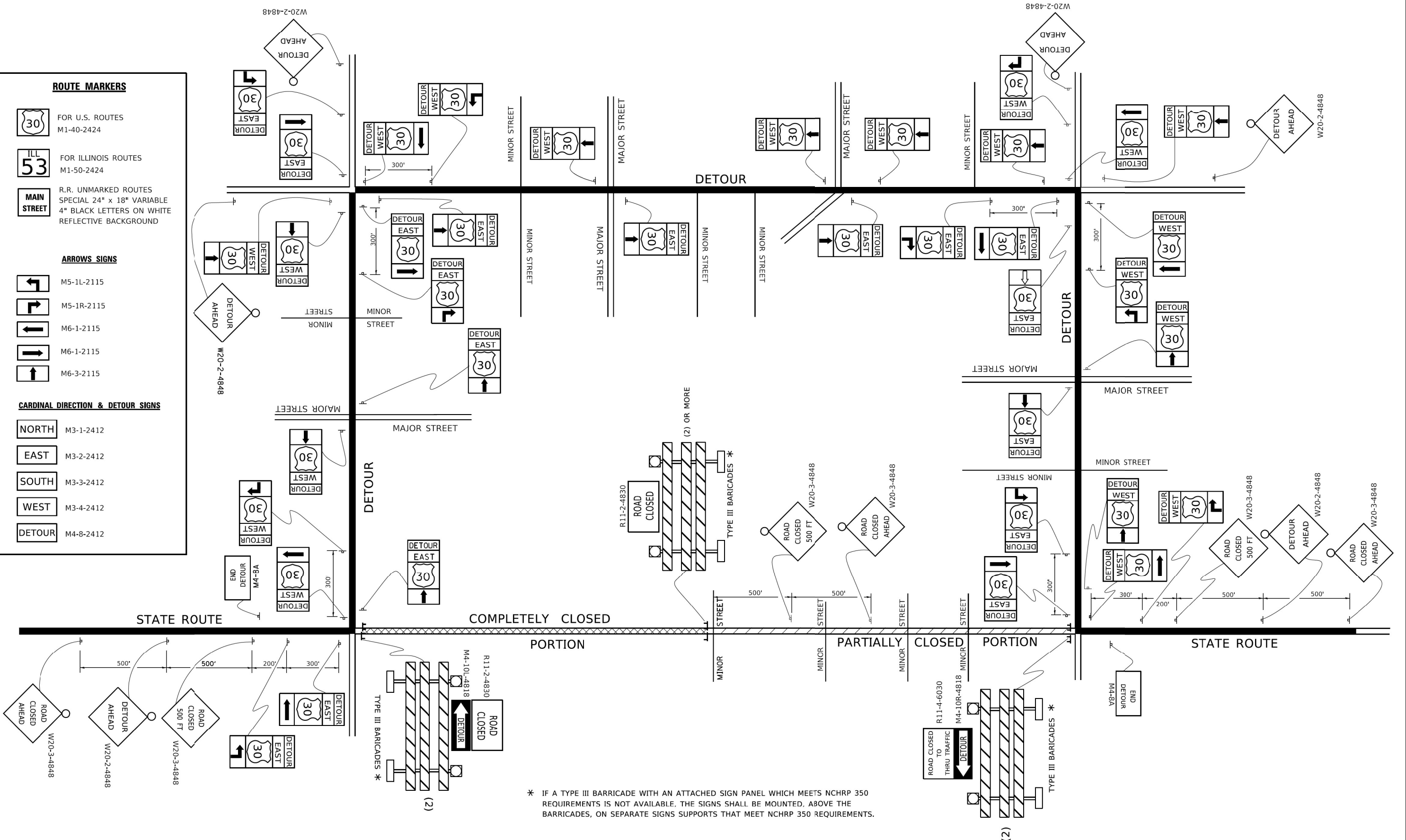
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



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

INFRASTRUCTURE ENGINEERING INCORPORATED
 1 South Wacker | Suite 2650 | Chicago, IL 60606
 P 312.425.9599 | F 312.425.9598 | www.infrastructure-eng.com

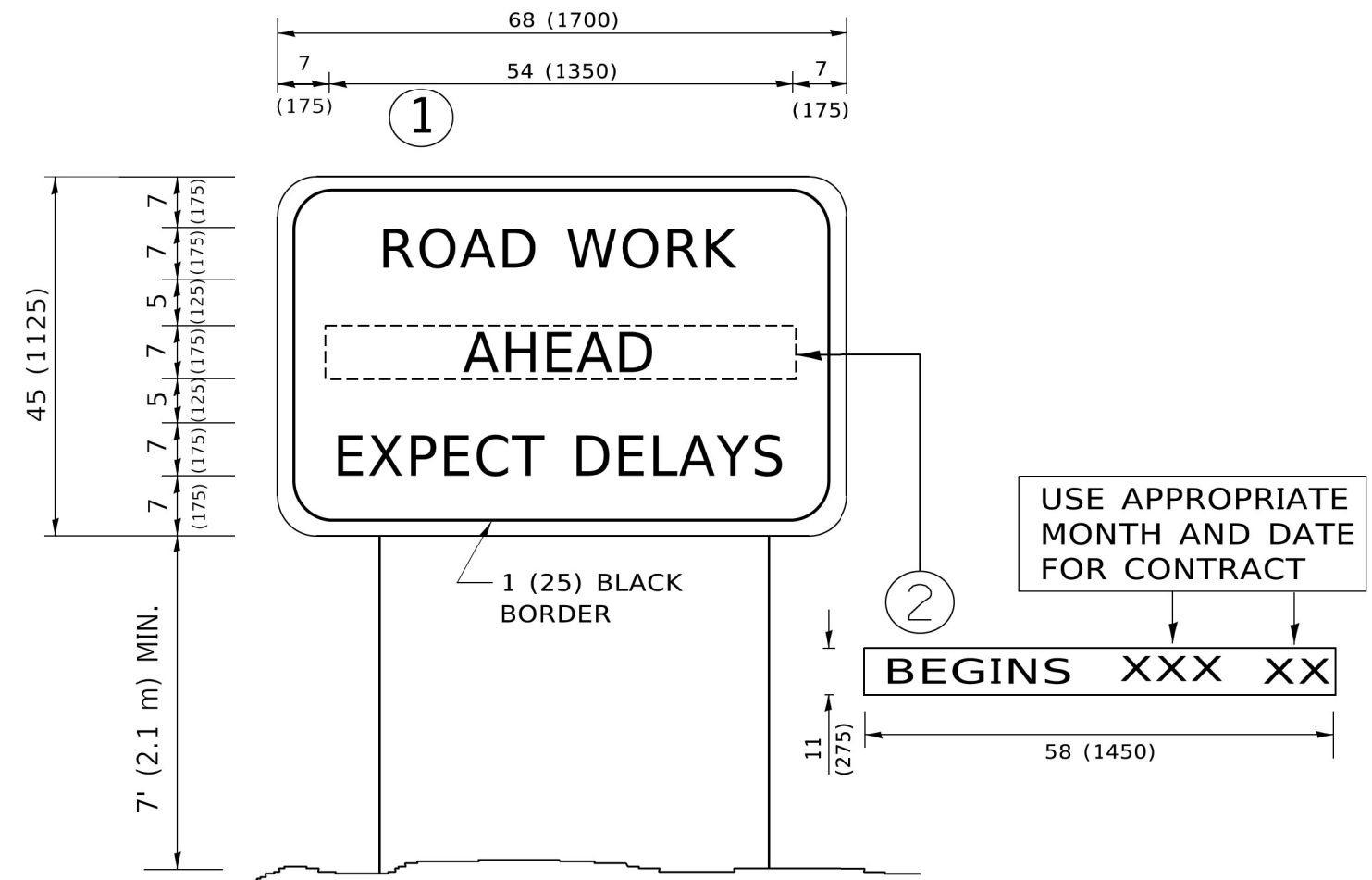
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PLOT DATE = 10/16/2023	CHECKED - ACL	REVISED -
	DATE - 10/06/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE - DETOUR SIGNING FOR CLOSING STATE HIGHWAYS (TC-21)

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	35
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				

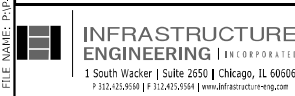


NOTES:

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

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

MODEL: P:\d\inf\...
 FILE NAME: P:\d\inf\...
 MODEL: P:\d\inf\...
 FILE NAME: P:\d\inf\...



USER NAME = Alane
 PLOT SCALE = 20,0000 * / in.
 PLOT DATE = 10/6/2023

DESIGNED - VW
 DRAWN - VW
 CHECKED - ACL
 DATE - 10/06/2023

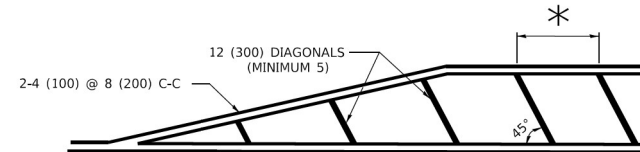
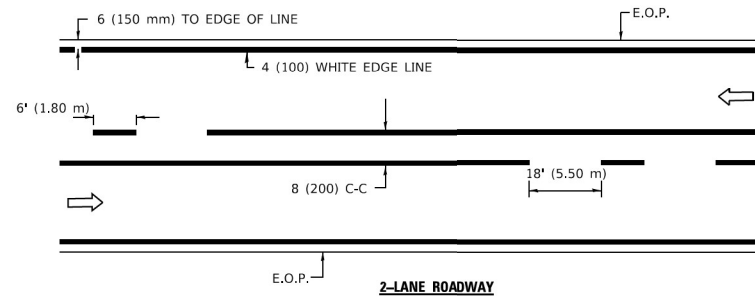
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

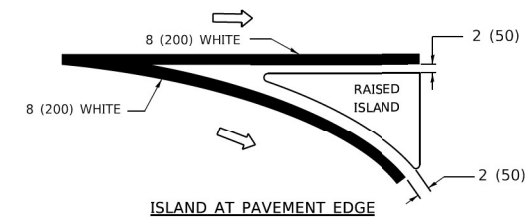
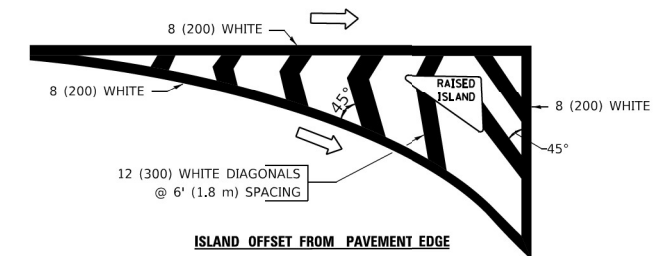
DISTRICT ONE – ARTERIAL ROAD INFORMATION SIGN (TC-22)

SCALE: SHEET OF SHEETS STA. TO STA.

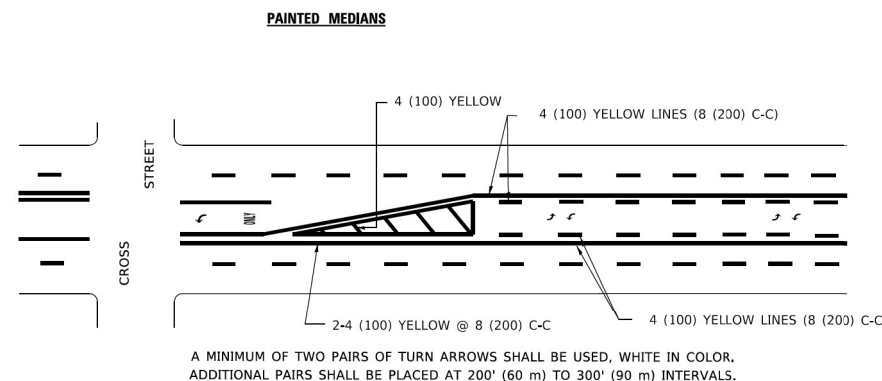
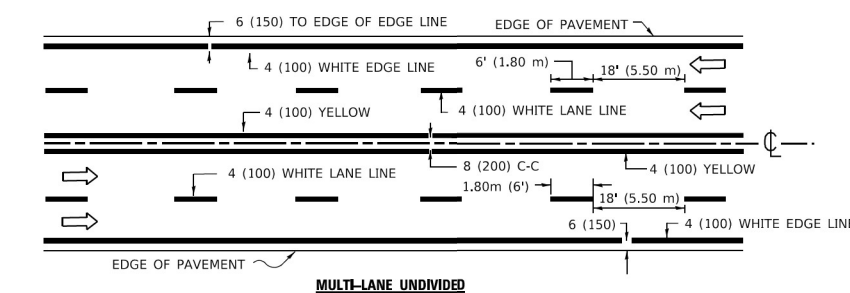
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	36
CONTRACT NO. 62M52			ILLINOIS FED. AID PROJECT	



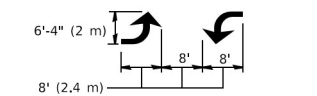
- * FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
- * DIAGONAL LINE SPACING: 20' (6.1 m) C-C



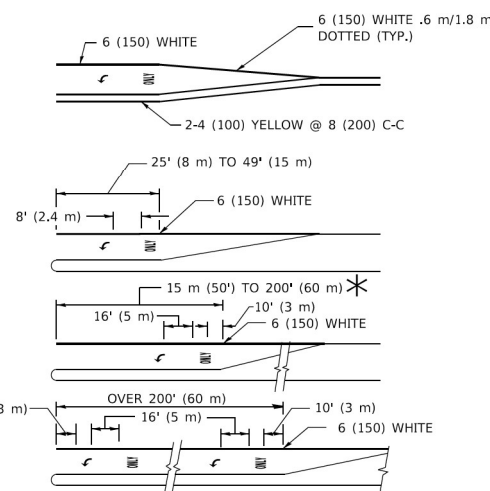
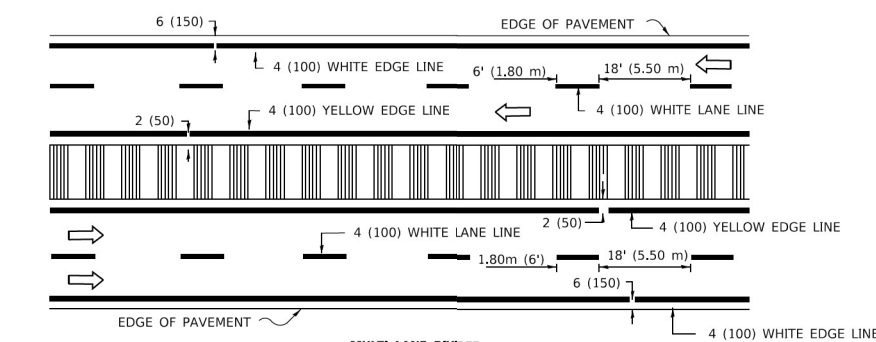
TYPICAL ISLAND MARKING



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



TYPICAL 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

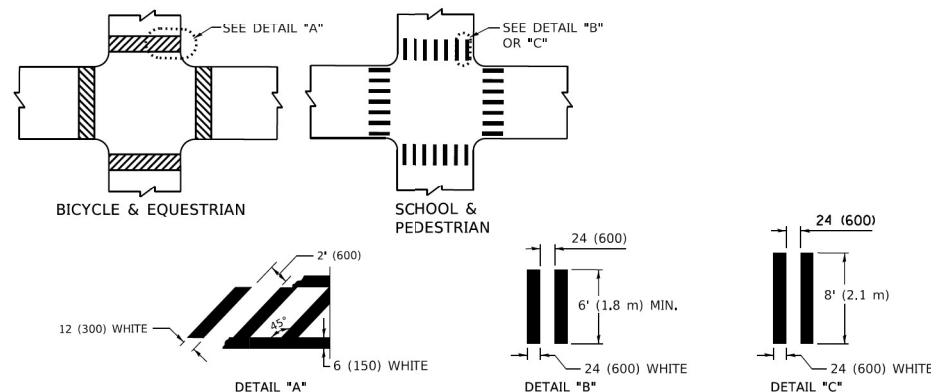
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (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 "RR" = 3.6 SQ. FT. (0.33m ²) EACH "X" = 54.0 SQ. FT. (5.0 m ²)

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

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

MODEL Path/Id FILE NAME: P:\2020\4094-00 IDOT\Utilities\Phase 2\ITPEL 106 Item: 161110.0 37 62M52\BDC\1\CADDD_Sketches\162M52-shc-ctd-06.dgn

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

TYPICAL TURN LANE MARKING

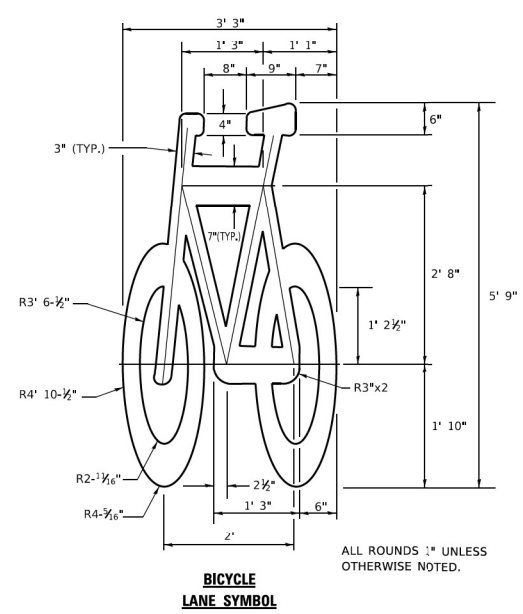
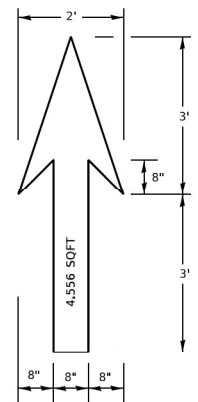
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

USER NAME = Alane	DESIGNED - VW	REVISED -
PLOT SCALE = 20,0000 * / in.	DRAWN - VW	REVISED -
PLOT DATE = 10/6/2023	CHECKED - ACL	REVISED -
	DATE - 10/06/2023	REVISED -

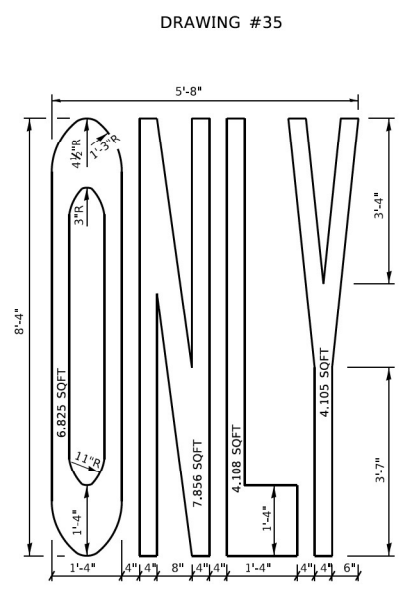
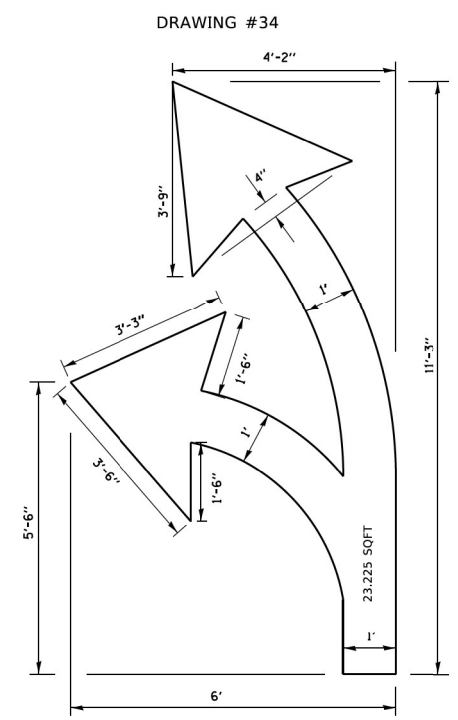
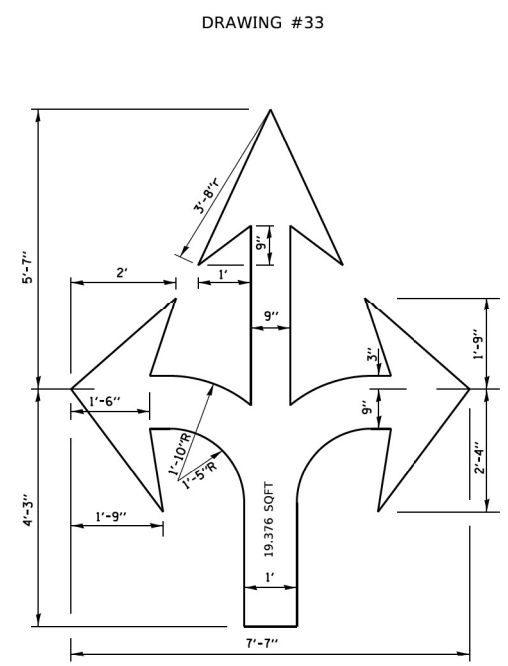
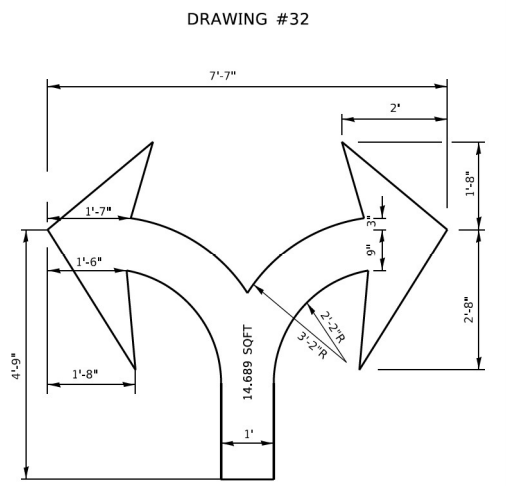
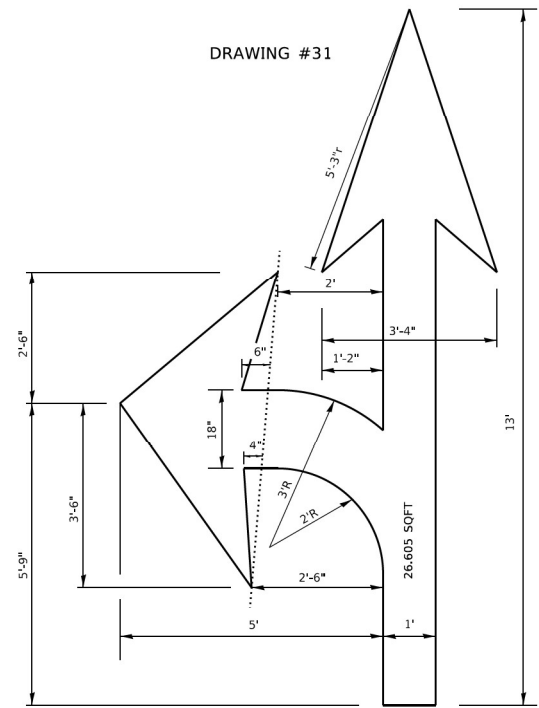
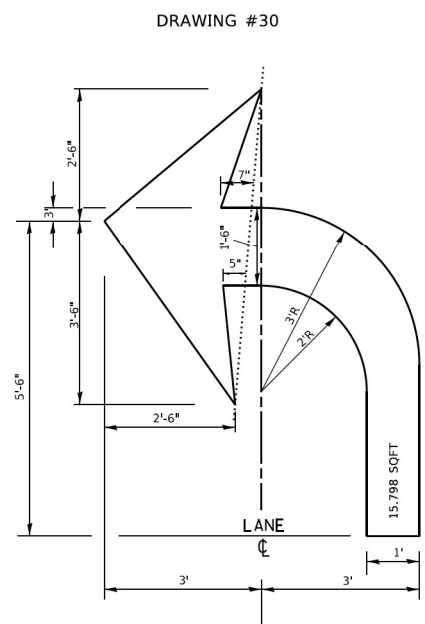
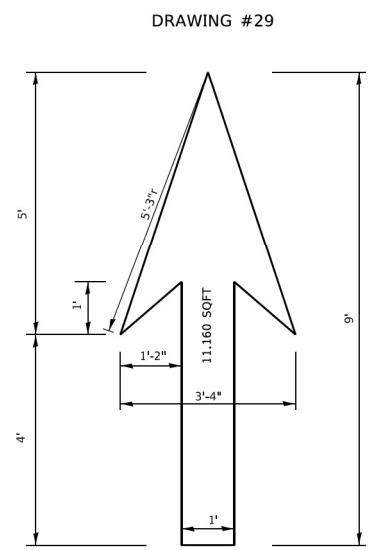
SCALE:	SHEET OF SHEETS	STA. TO STA.	F.A.I. RTE. 94	SECTION 2020-166-BR	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 37
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ILLINOIS	FED. AID PROJECT
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- NOTE:**
- FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.
 - THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

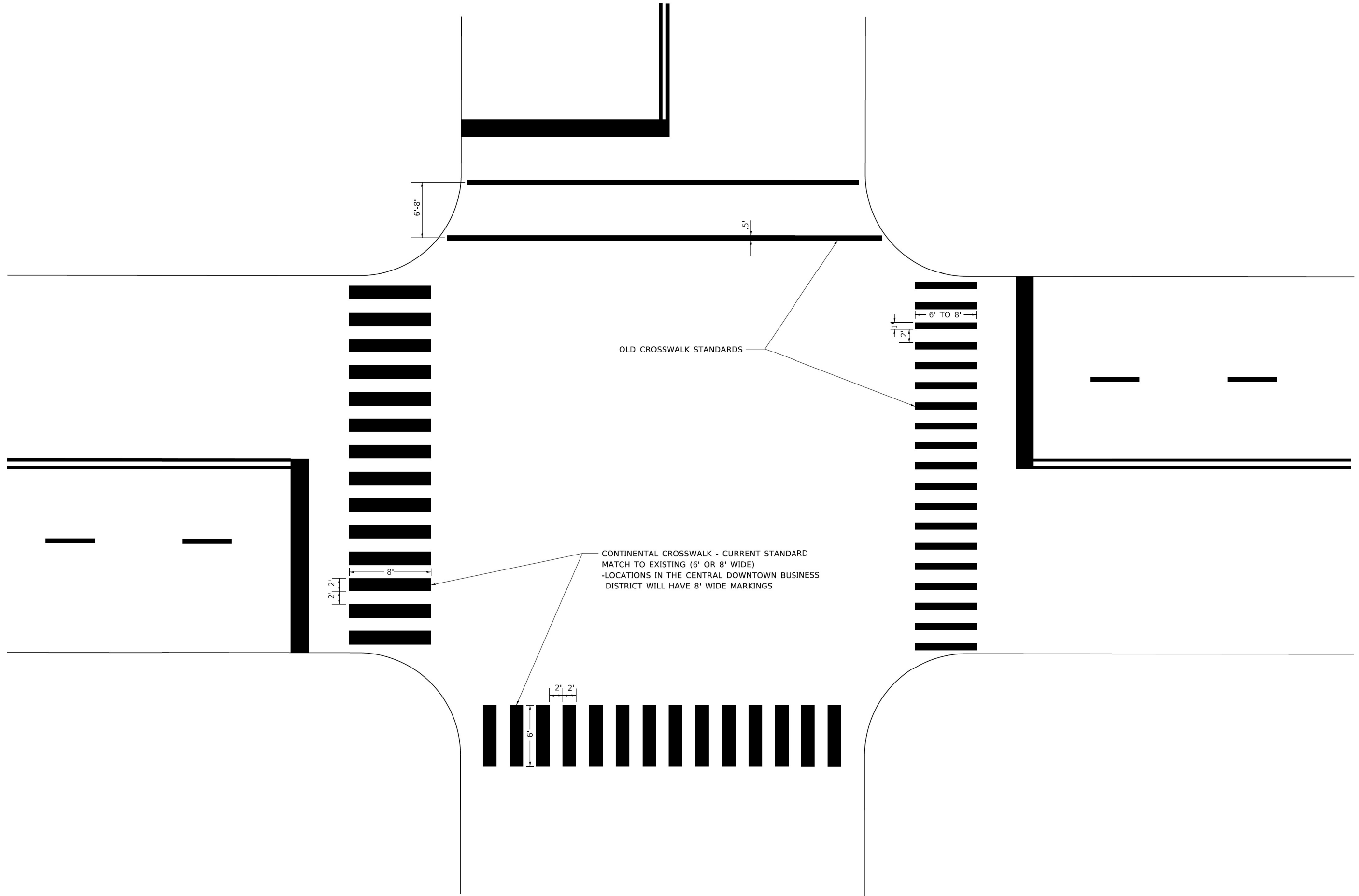
TYPICAL BIKE LANE SYMBOLS
DRAWING #28



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

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CONTINENTAL CROSSWALK - CURRENT STANDARD
 MATCH TO EXISTING (6' OR 8' WIDE)
 -LOCATIONS IN THE CENTRAL DOWNTOWN BUSINESS
 DISTRICT WILL HAVE 8' WIDE MARKINGS

OLD CROSSWALK STANDARDS

INFRASTRUCTURE ENGINEERING INCORPORATED
 1 South Wacker | Suite 2650 | Chicago, IL 60606
 P 312.425.9598 | F 312.425.9598 | www.infrastructure-eng.com

USER NAME = Alane
PLOT SCALE = 20,0000 * / in.
PLOT DATE = 10/6/2023

DESIGNED - VW
DRAWN - VW
CHECKED - ACL
DATE - 10/06/2023

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2020-166-BR	COOK	39	39
CONTRACT NO. 62M52				
ILLINOIS FED. AID PROJECT				