

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	267-1212.2-15D BDR, BJR 25	COOK	23	1
		ILLINOIS	CONTRACT NO. 80B47	

* 23 + 2 = 25 TOTAL SHEETS

D-91-011-26



LOCATION OF SECTION INDICATED THUS: -



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 19th 2026
Jack R... REGIONAL ENGINEER

May 8 2026
Scott... ENGINEER OF DESIGN AND ENVIRONMENT

May 8 2026
Y. Perry DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED
IN CITY OF CHICAGO

TRAFFIC DATA

FAI 90 (KENNEDY EXPRESSWAY):
FUNCTIONAL CLASS = INTERSTATE
ADT (2024) = 131,900
POSTED SPEED LIMIT = 55 MPH

AINSLIE STREET:
FUNCTIONAL CLASS = LOCAL ROAD
ADT (2022) = 1,550
POSTED SPEED LIMIT = 30 MPH

PROPOSED
HIGHWAY PLANS
FAI 90 (KENNEDY EXPRESSWAY)
UNDER F.A.U. 1372 (AINSLIE STREET)
SECTION (267-1212.2-15D) BDR, BJR 25
BRIDGE REPAIR AND JOINT REPLACEMENT
COOK COUNTY

C-91-012-26

PROJECT LOCATION
STRUCTURE NO. 016-1105



EXPIRES 11-30-2027

Lukas Janulis
SIGNATURE

3/18/2026

DATE

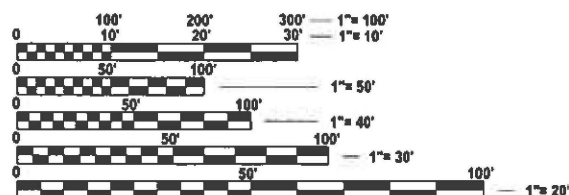


EXPIRES 11-30-2026

Amber Sciber
SIGNATURE

3/18/2026

DATE



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

DIGGER
(312) 744-7000

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

CONTRACT NO. 80B47



LOCATION MAP

GROSS LENGTH = 306 FT. = 0.06 MILE

NET LENGTH = 306 FT. = 0.06 MILE



INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-6	MAINTENANCE OF TRAFFIC PLANS
6A	PAVEMENT MARKING PLAN
7-17	STRUCTURE PLANS
18-23A	DISTRICT DETAILS

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
701301-04	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L 2W, MOVING OPERATIONS DAY ONLY
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-13	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701427-05	LANE CLOSURE MULTILANE INTERMITTENT OR MOVING OPERATIONS 40MPH OR LESS
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701446-11	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

IDOT DISTRICT 1 STANDARD DETAILS

STANDARD NO.	DESCRIPTION
TC-8	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC-9	SINGLE LANE WEAVE AND MULTI-LANE WEAVE
TC-12	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
TC-17	TRAFFIC CONTROL AND DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-24	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS

MAINTENANCE OF TRAFFIC GENERAL NOTES

- ALL MAINTENANCE OF TRAFFIC (MOT) LANE CLOSURES CAN BE COMPLETED WITH IDOT HIGHWAY STANDARDS (AINSLIE STREET AND I-90). THE MOT PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING THE EXECUTION OF THE CONTRACT. HOWEVER, THE CONTRACTOR MAY MODIFY THE MOT PLANS TO MEET THE CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV AND CARLOS MUNOZ, THE IDOT DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR, AT CARLOS.MUNOZ@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP, AND SHOULDER CLOSURES AND SEVEN DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON THE WORKWEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.
- ANY LANE CLOSURES ALONG I-90 SHALL ONLY OCCUR DURING NIGHTTIME HOURS AS PER KEEPING THE EXPRESSWAY OPEN TO TRAFFIC SPECIAL PROVISION. THE EASTBOUND I-90 EXIT RAMP AT LAWRENCE AVENUE MAY BE CLOSED FOR UP TO ONE WEEK FOR INSTALLATION OF TEMPORARY SHORING AND TEMPORARY CONCRETE BARRIER TO FACILITATE SUBSTRUCTURE REPAIRS.
- CTA WILL BE NOTIFIED AT LEAST TWO WEEKS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- THE CONTRACTOR MUST CONTACT CDOT'S DIVISION OF INFRASTRUCTURE MANAGEMENT AND SUBMIT A REQUEST FOR A STREET CLOSURE PERMIT. THE PERMIT MUST BE OBTAINED VIA EMAIL AT LEAST 4 WEEKS IN ADVANCE, AS ONLINE APPLICATIONS ARE NOT ACCEPTED.

GENERAL NOTES

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

CITY OF CHICAGO GENERAL NOTES

- IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF SEWERS AT (312) 747-7892 OR (312) 747-7893.
- THE CONTRACTOR NEEDS TO SUBMIT CONSTRUCTION PROCESS (CPP'S) TO CTA FOR REVIEW AND COMMENTS PRIOR TO THE COMMENCEMENT OF ANY WORK.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**AINSLIE STREET OVER I-90 AND CTA
INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES**

SCALE: SHEET 2 OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(267-1212,2-15D) BDR, BJR 25	COOK	23	2
CONTRACT NO. 80B47				
		ILLINOIS	FED. AID PROJECT	

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				100% STATE	
				BRIDGE 0013	S.N. 016-1105
20700220	POROUS GRANULAR EMBANKMENT	CU YD	16	16	
50102400	CONCRETE REMOVAL	CU YD	11.6	11.6	
50104650	SLOPE WALL REMOVAL	SQ YD	94	94	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	11.7	11.7	
50300300	PROTECTIVE COAT	SQ YD	32	32	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2340	2340	
51100100	SLOPE WALL 4 INCH	SQ YD	94	94	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	141.5	141.5	
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	794	794	
53212755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	92	92	
67100100	MOBILIZATION	L SUM	1	1	
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	175	175	
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	1	1	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				100% STATE	
				BRIDGE 0013	S.N. 016-1105
* 78004620	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANARD - LINE 4"	FOOT	726	726	
* 78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	726	726	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	3	3	
X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	96	96	
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	6	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1	
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	219	219	

* INDICATES SPECIALTY ITEM



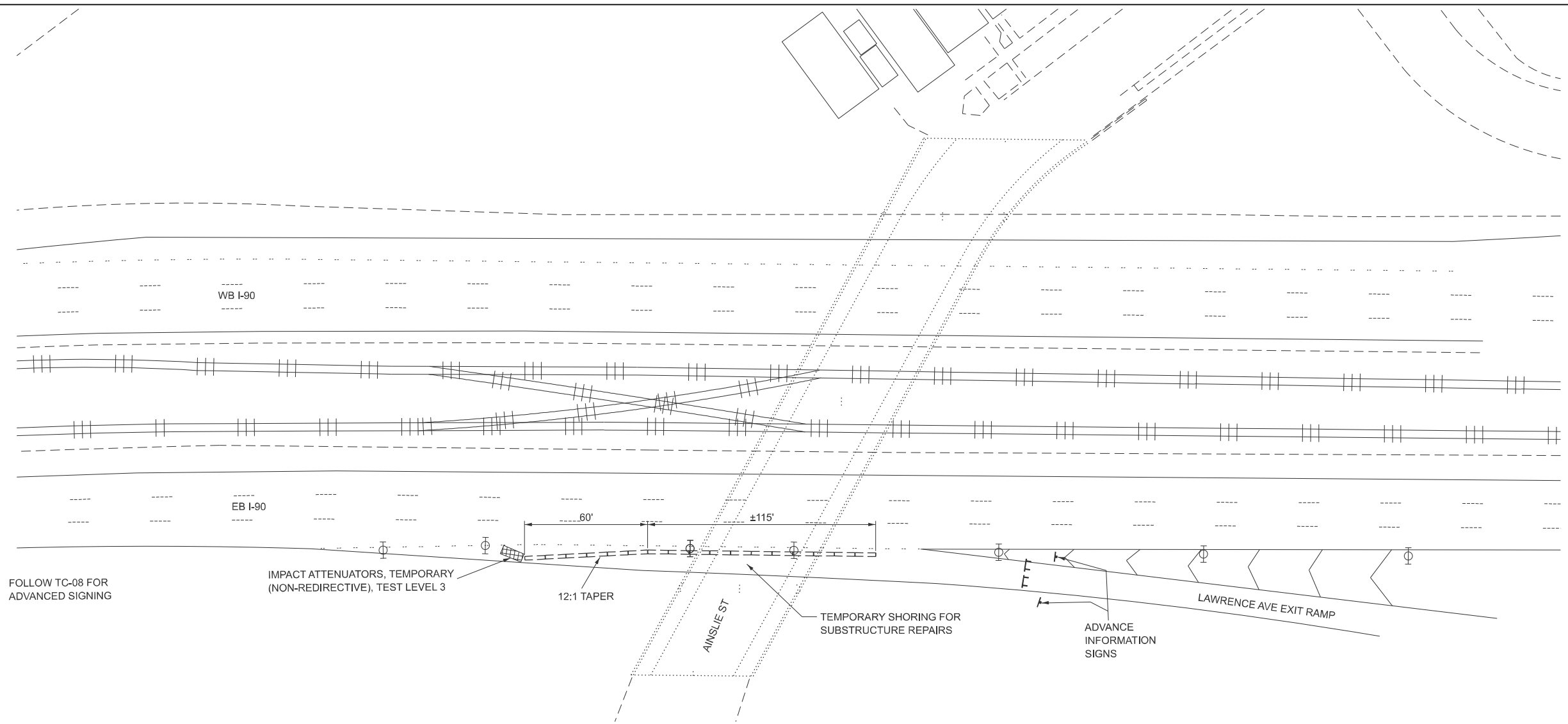
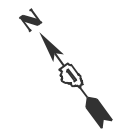
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

AINSLIE STREET OVER I-90 AND CTA
 INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES

SCALE: SHEET 2 OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(267-1212.2-15D) BDR, BJR 25	COOK	23	3
CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				



FOLLOW TC-08 FOR ADVANCED SIGNING

DETOUR OVERVIEW

1. THE EXIT RAMP CLOSURE SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE STANDARDS TC-08 AND TC-17.
2. ADVANCED SIGNING SHALL BE IN ACCORDANCE WITH STANDARD TC-08.
3. ACTUAL LOCATION FOR SIGNING SHOWN ON THE MOT MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
4. INSTALL TYPE C REFLECTORS ON BOTH THE TOP AND TRAFFIC SIDE OF THE TEMPORARY CONCRETE BARRIER.

RAMP	WORK ACTIVITY	DURATION
EB I-90 EXIT AT LAWRENCE AVENUE	SUBSTRUCTURE REPAIRS	1 WEEK

LEGEND

- ▬ PROPOSED SIGN
- ⊕⊕ PROPOSED TYPE II DRUMS WITH FLASHING LIGHT
- ⊔⊔ PROPOSED TYPE III BARRICADE WITH 2 FLASHING LIGHTS
- ⇔ PROPOSED TEMPORARY CONCRETE BARRIER

MODEL: 2D Drawing
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PLOT DATE = 4/16/2026	DATE -	REVISED -

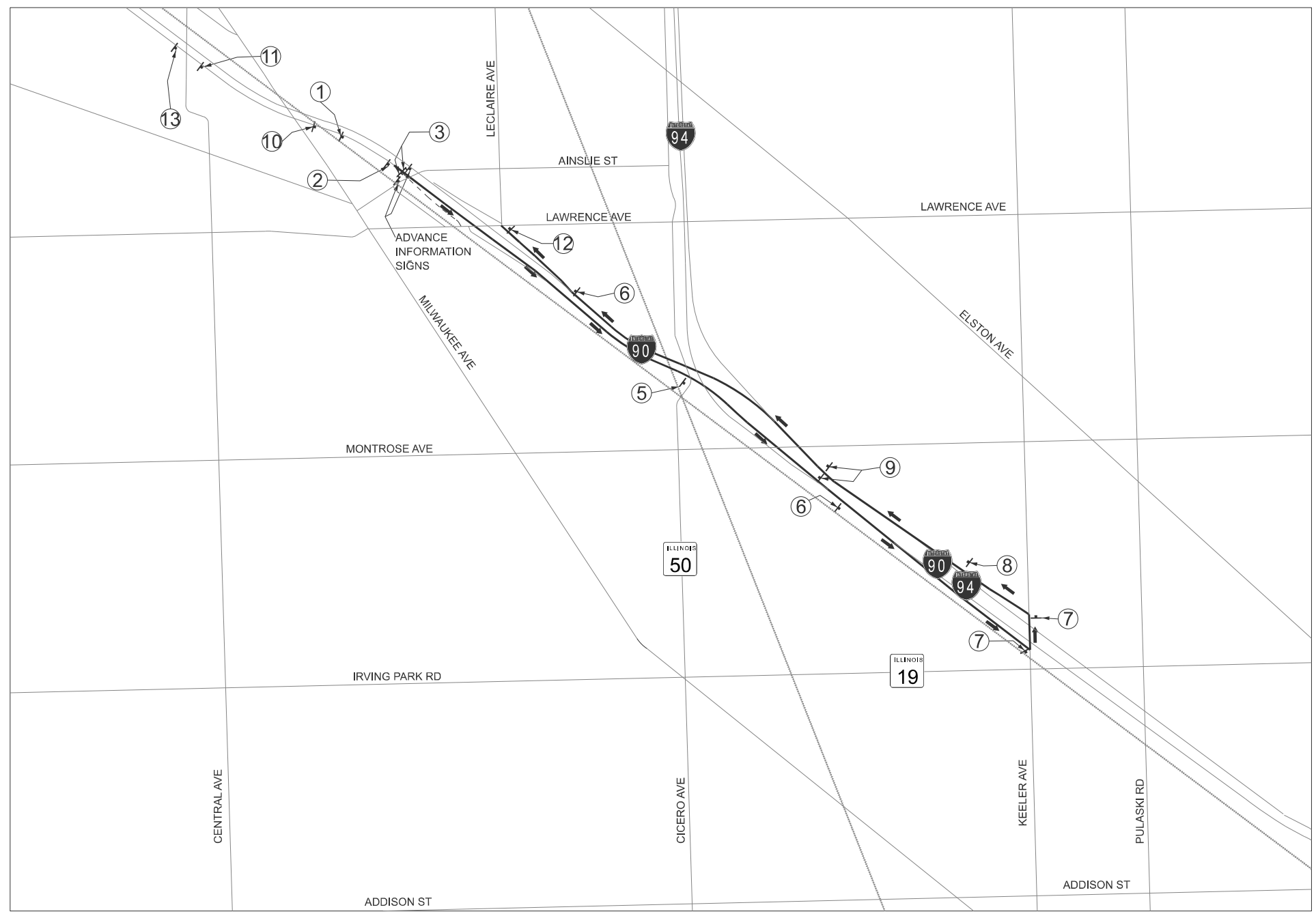
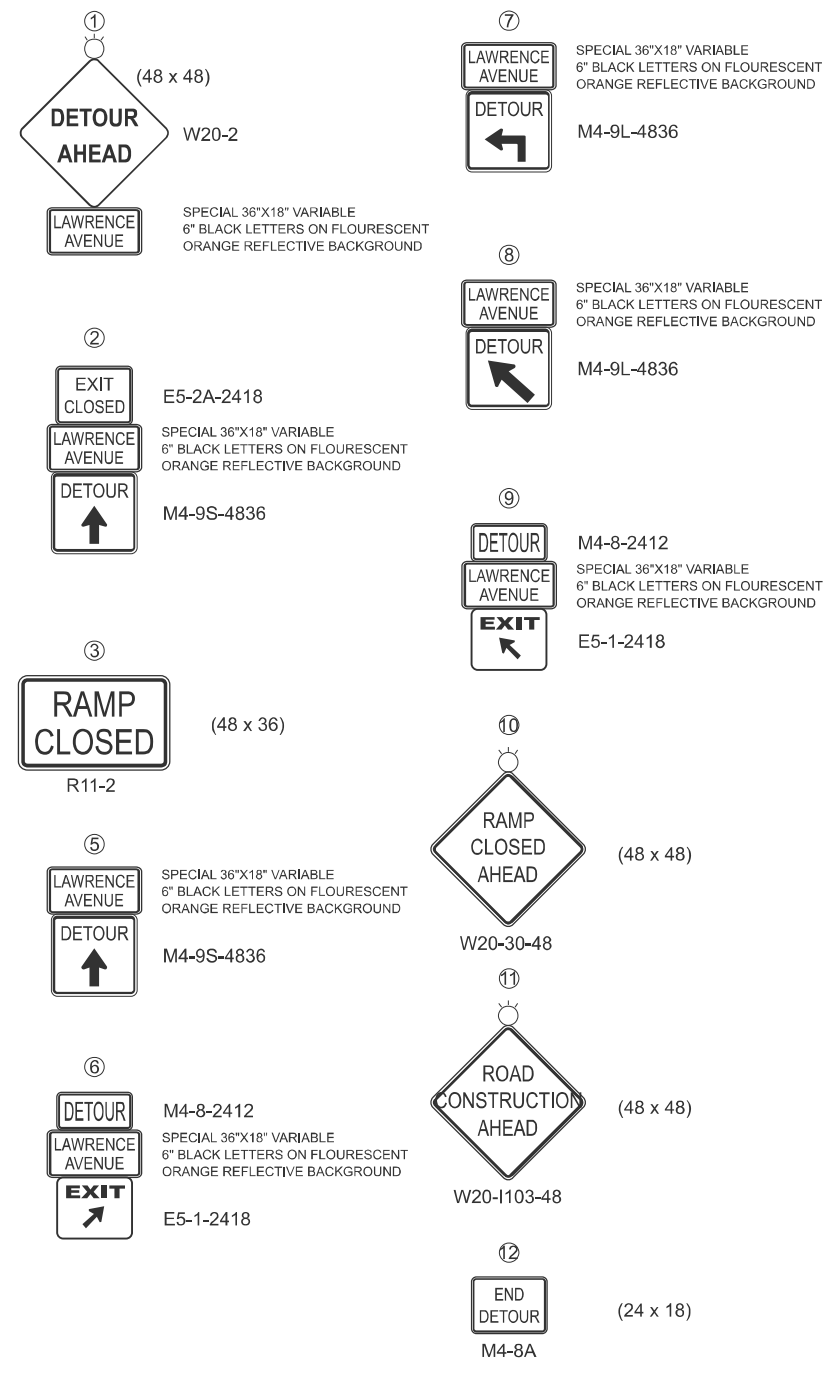
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EB I-90 EXIT AT LAWRENCE AVENUE
MAINTENANCE OF TRAFFIC PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(267-1212,2-15D) BDR, BJR 25	COOK	23	4
CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				

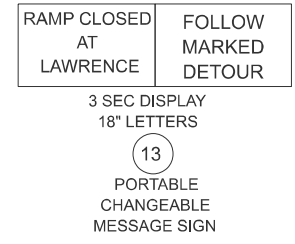
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1. THE CONTRACTOR SHALL COORDINATE ALL DETOUR SIGNING WITH SIGNING IN PLACE FOR THE CONSTRUCTION ON ADJACENT PROJECTS.
2. THE DETOUR SIGNAGE SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE STANDARD TC-21 OR AS DIRECTED BY THE ENGINEER.
3. THE EXIT RAMP CLOSURE SIGNAGE SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE STANDARD TC-08 OR AS DIRECTED BY THE ENGINEER.
4. ACTUAL LOCATION FOR SIGNING SHOWN ON THE DETOUR PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
5. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHEN THE DETOUR IS IN EFFECT SHALL BE COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
6. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN WITH THE PLACEMENT OF DETOUR SIGNAGE.
7. THE CONTRACTOR SHALL ERECT PORTABLE MESSAGE SIGNS ON ROADWAYS OR RAMPs PROPOSED TO BE CLOSED 7 DAYS IN ADVANCE OF CLOSURE. THE MESSAGE TO BE AS SPECIFIED BY THE ENGINEER. CHANGEABLE MESSAGE SIGNS ARE TO BE INSTALLED IN EACH DIRECTION ALONG ROADWAYS PROPOSED TO BE CLOSED.
8. DETOUR SIGNING AND ALL OTHER ASSOCIATED TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PORTECTION (EXPRESSWAYS) UNLESS OTHERWISE NOTED.

LEGEND

- ROAD CLOSED
- PROPOSED DETOUR ROUTE
- PROPOSED SIGN
- ⚡ PROPOSED TYPE III BARRICADE
- ➡ DIRECTION OF DETOUR



DETOUR OVERVIEW

RAMP	WORK ACTIVITY	DURATION
EB I-90 EXIT TO LAWRENCE AVENUE	SUBSTRUCTURE REPAIRS	1 WEEK



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PLOT DATE = 4/15/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EB I-90 EXIT TO LAWRENCE AVENUE
KEELER AVENUE DETOUR**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(267-1212,2-15D) BDR, BJR 25	COOK	23	5
CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				

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① W20-3	⑦ M3-2-2412 SPECIAL 24" X 18" VARIABLE 5" BLACK LETTERS ON FLOURESCENT ORANGE REFLECTIVE BACKGROUND M5-1R-3024	⑭ M3-4-2412 SPECIAL 24" X 18" VARIABLE 5" BLACK LETTERS ON FLOURESCENT ORANGE REFLECTIVE BACKGROUND M4-9L-3024
② W20-2	⑧ M3-2-2412 SPECIAL 24" X 18" VARIABLE 5" BLACK LETTERS ON FLOURESCENT ORANGE REFLECTIVE BACKGROUND M4-9-3024	⑮ M3-4-2412 SPECIAL 24" X 18" VARIABLE 5" BLACK LETTERS ON FLOURESCENT ORANGE REFLECTIVE BACKGROUND M5-1L-3024
③ W20-3	⑨ M3-2-2412 SPECIAL 24" X 18" VARIABLE 5" BLACK LETTERS ON FLOURESCENT ORANGE REFLECTIVE BACKGROUND M4-9L-3024	⑯ M4-8A (24 x 18)
④ R11-4	⑩ M3-2-2412 SPECIAL 24" X 18" VARIABLE 5" BLACK LETTERS ON FLOURESCENT ORANGE REFLECTIVE BACKGROUND M5-1L-3024	⑰ (60 x 30) (48 x 18) R11-4 M4-10L
⑤ R11-4 (48 x 18)	⑪ M3-4-2412 SPECIAL 24" X 18" VARIABLE 5" BLACK LETTERS ON FLOURESCENT ORANGE REFLECTIVE BACKGROUND M4-9R-3024	⑱ (48 x 30)
⑥ M3-2-2412 SPECIAL 24" X 18" VARIABLE 5" BLACK LETTERS ON FLOURESCENT ORANGE REFLECTIVE BACKGROUND M4-9R-3024	⑫ M3-4-2412 SPECIAL 24" X 18" VARIABLE 5" BLACK LETTERS ON FLOURESCENT ORANGE REFLECTIVE BACKGROUND M5-1R-3024	⑲ (48 x 66) W20-SPECIAL
	⑬ M3-4-2412 SPECIAL 24" X 18" VARIABLE 5" BLACK LETTERS ON FLOURESCENT ORANGE REFLECTIVE BACKGROUND M4-9-3024	

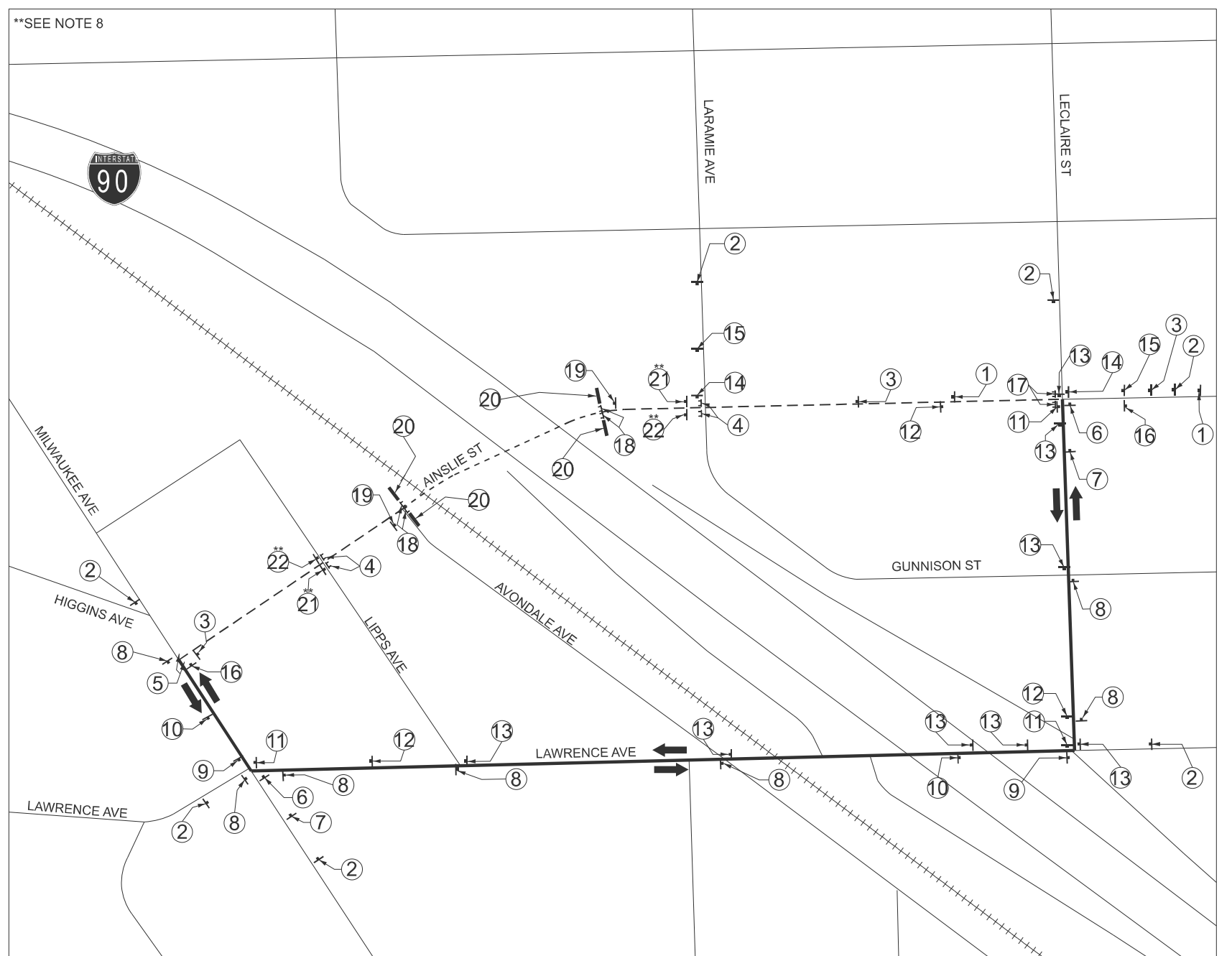
① OVERLAY PANEL ① TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION. (I.E. "FROM APR 2")

② OVERLAY PANEL ② TO CONTAIN ENDING MONTH OF FULL CLOSURE & DETOUR (I.E. "THRU JULY"). OMIT THE DATE ON PANEL ②; MONTH ONLY.

ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS ① AND ② IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AFTER CLOSURE.

SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

1. THE CONTRACTOR SHALL COORDINATE ALL DETOUR SIGNING WITH SIGNING IN PLACE FOR THE CONSTRUCTION ON ADJACENT PROJECTS.
2. THE DETOUR SIGNAGE SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE STANDARD TC-21 OR AS DIRECTED BY THE ENGINEER.
3. ACTUAL LOCATION FOR SIGNING SHOWN ON THE DETOUR PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
4. ALL EXISTING SIGNAGE THAT IS NOT APPLICABLE WHEN THE DETOUR IS IN EFFECT SHALL BE COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
5. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN WITH THE PLACEMENT OF DETOUR SIGNAGE.
6. TYPE III BARRICADE PLACEMENT SHALL FOLLOW STANDARD 701901.
7. DETOUR SIGNING AND ALL OTHER ASSOCIATED TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) UNLESS OTHERWISE NOTED.



⑳ R11-101-2418 (24 x 18)	㉑ R9-11L (24 x 18)	㉒ R9-11R (24 x 18)
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8. BOTH SIDES OF SIDEWALK ON THE AINSLIE STREET BRIDGE SHALL NOT BE CLOSED SIMULTANEOUSLY. SIDEWALK ACCESS TO AT LEAST ONE SIDE OF THE BRIDGE SHALL BE MAINTAINED AT ALL TIMES AND THE OPEN SIDEWALK SHALL BE SAFELY TRAVERSABLE AND ADA COMPLIANT WITH NO OPEN HOLES OR HAZARDS.

9. SIDEWALK CLOSURE SIGNAGE, DETECTABLE PEDESTRIAN CHANNELIZING BARRICADES AND ALL OTHER NOTED REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) UNLESS OTHERWISE NOTED.

LEGEND

- ROAD CLOSED
- - - - ROAD CLOSED TO THROUGH TRAFFIC
- PROPOSED DETOUR ROUTE
- PROPOSED SIGN
- ⊥ PROPOSED TYPE III BARRICADE WITH TWO FLASHING AMBER LIGHTS
- ➔ DIRECTION OF DETOUR
- ▬ DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

DETOUR OVERVIEW

BRIDGE	WORK ACTIVITY	DURATION
AINSLE ST OVER I-90	BRIDGE REPAIR AND JOINT REPLACEMENT RESULTING IN BRIDGE CLOSURE	2 MONTHS

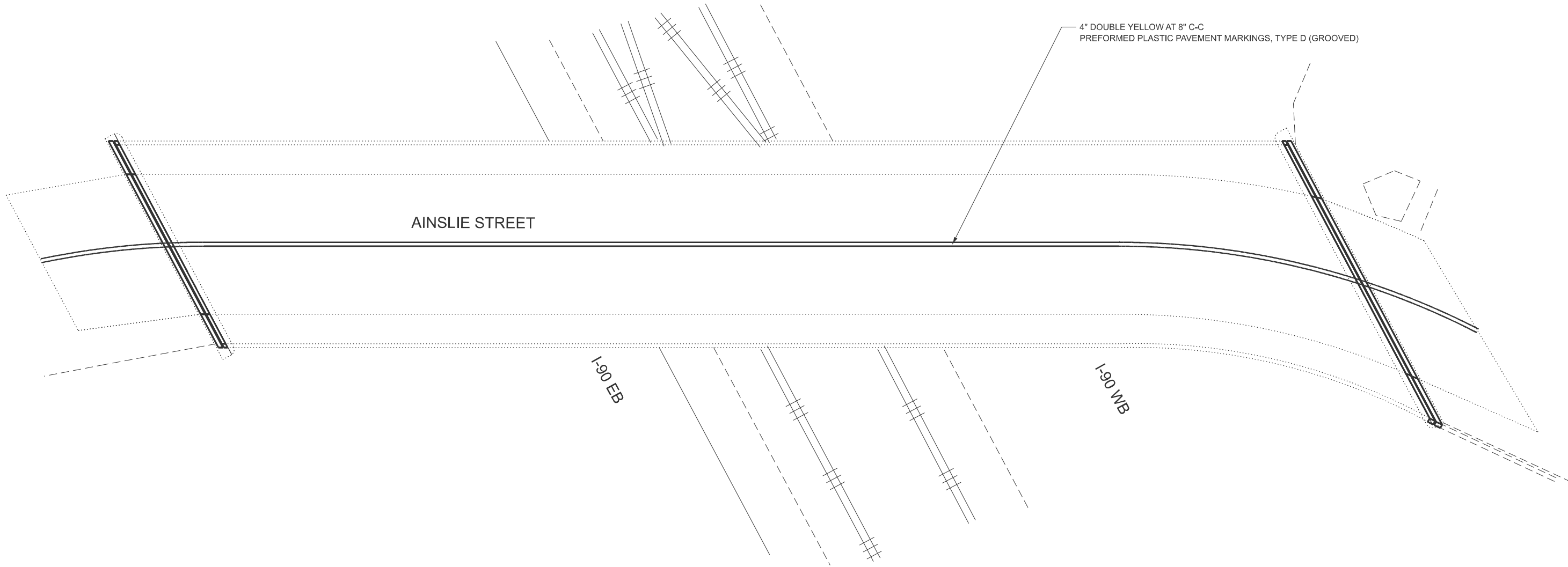


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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE:		SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(267-1212,2-15D) BDR, BJR 25	COOK	23	6
CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				



MODEL: 2D Drawing
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USER NAME = zstoberna	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/17/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AINSLIE STREET PAVEMENT MARKING PLAN
 SCALE: SHEET S1 OF S11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(267-1212,2-15D) BDR, BJR 25	COOK	23	6A
CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				

Existing Structure: S.N. 016-1105 was constructed in 1958 and consists of four (47'-4", 104'-0", 103'-0", 42'-0") continuous spans of rolled steel girders. In 2002, the deck and superstructure were replaced, and all piers and abutments underwent concrete repairs. The substructure consists of two reinforced concrete stub abutments with wingwalls and three reinforced concrete piers founded on spread footings. The structure is 302'-4½" from back-to-back abutments (measured along local tangent) on a 28°00' right ahead skew and the overall out-to-out width of the bridge is 53'-0".

Traffic Control: Traffic will be detoured during construction

No Salvage

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

LOADING HS 20-44

No allowance for future wearing surface.

DESIGN STRESSES

FIELD UNITS (New Const.)

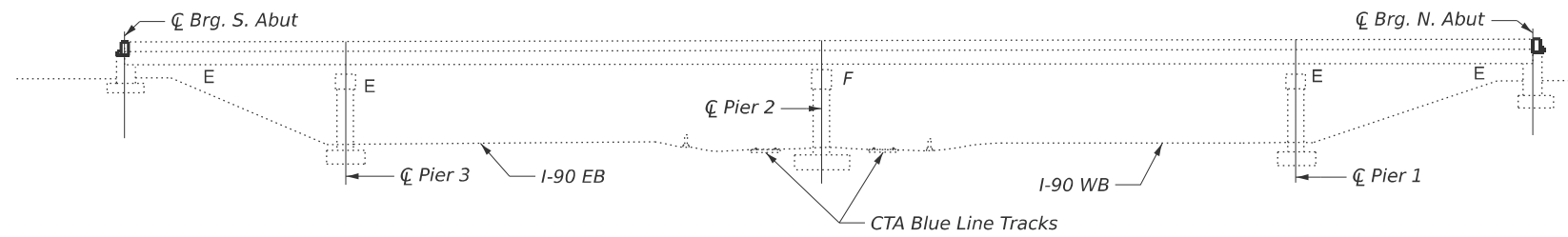
f_c = 4,000 psi (Superstructure)
f_y = 60,000 psi (Reinforcement)

FIELD UNITS (2002 Const.)

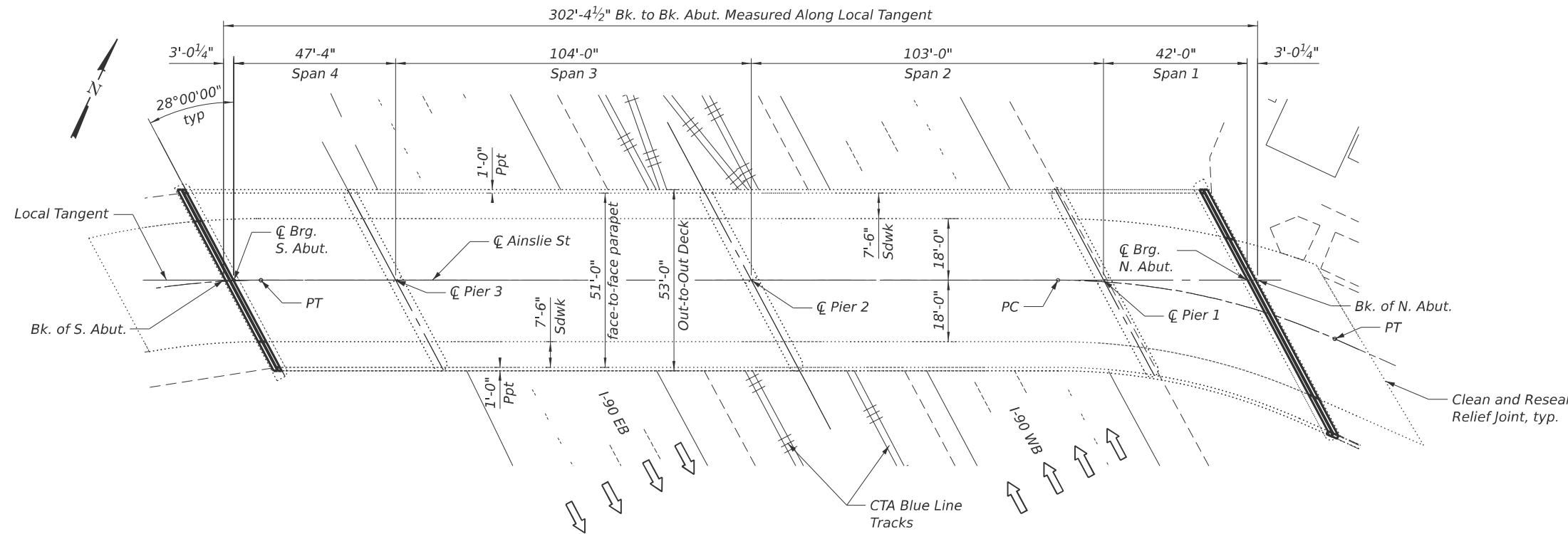
f_c = 3,500 psi
f_y = 60,000 psi (Reinforcement)
f_y = 50,000 psi (M270 grade 50)
f_y = 36,000 psi (M270 grade 36)

FIELD UNITS (1958 Const.)

f_c = 1,400 psi
f_s = 20,000 psi (Reinforcement)



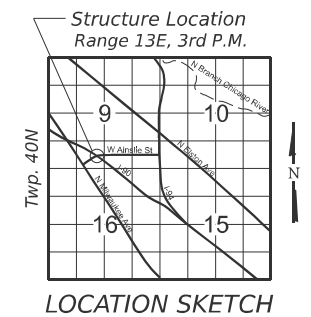
ELEVATION



PLAN



Amber Seiber
Expires 11-30-2026



LOCATION SKETCH

**GENERAL PLAN AND ELEVATION
AINSLIE STREET OVER I-90 AND CTA
SEC. F.A.U. 90 (267-1212.2-15D) BDR, BJR 25
COOK COUNTY
STRUCTURE NO. 016-1105**

MODEL: 2D Drawing
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN AND ELEVATION
STRUCTURE NO. 016-1105**

SCALE: SHEET S1 OF S11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(267-1212.2-15D) BDR, BJR 25	COOK	23	7
CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				

GENERAL DATA

1. Plan dimensions and details relative to the existing structure have been taken from existing plans and 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 work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. All structural steel shall conform to AASHTO M-270 Gr. 36 unless otherwise noted.
4. The removal and reattachment of the existing fence and gates required for repair work (e.g., transverse joint or slope wall reconstruction, Concrete Superstructure) shall be included in the contract unit price for the work being performed.
5. The Contractor shall exercise care during removal of existing items to ensure that the integrity of the slab, beams, and diaphragms will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams, and diaphragms caused by their operations as directed by the Engineer at no additional cost to the Department. The Contractor shall take all necessary precautions that will allow for the protection of passing vehicles from falling objects and/or materials until completion of work.
6. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

SCOPE OF WORK

1. Perform structural repair of concrete on substructure units.
2. Reconstruct bridge deck expansion joints at each Abutment. Install New Performed Joint Strip Seals.
3. Apply Protective Coat to the reconstructed transverse expansion joints.
4. Perform slope wall repairs.
5. Clean and reseal relief joint.

INDEX OF SHEETS

- S1 - General Plan And Elevation
- S2 - General Data
- S3 - North Abutment Joint Plan
- S4 - South Abutment Joint Plan
- S5 - Expansion Joint Details
- S6 - Performed Joint Strip Seal-Sidewalk (1 of 2)
- S7 - Performed Joint Strip Seal-Sidewalk (2 of 2)
- S8 - Abutment Repair Details
- S9 - Pier 1 Repair Details
- S10 - Pier 2 Repair Details
- S11 - Pier 3 Repair Details

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	11.6		11.6
Concrete Superstructure	Cu Yd	11.7		11.7
Protective Coat	Sq Yd	32		32
Performed Joint Strip Seal	Foot	141.5		141.5
Porous Granular Embankment	Cu YD		16	16
Reinforcement Bars, Epoxy Coated	Pound	2,340		2,340
Slope Wall Removal	Sq Yd		94	94
Slope Wall 4 Inch	Sq Yd		94	94
Structural Repair of Concrete (Depth Equal to or less than 5 Inches)	Sq Ft		794	794
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq Ft		92	92
Temporary Shoring and Cribbing	Each		3	3
Clean and Reseal Relief Joint	Foot	96		96

MODEL: 2D Drawing
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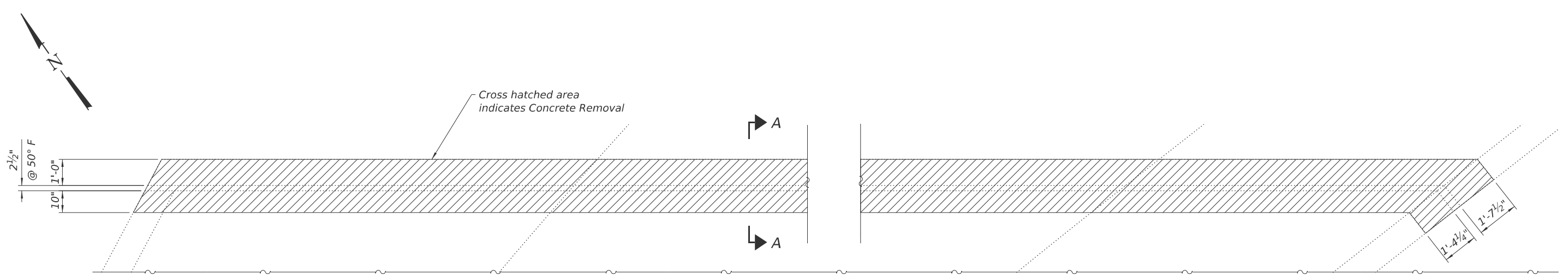
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PLOT DATE = 5/4/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

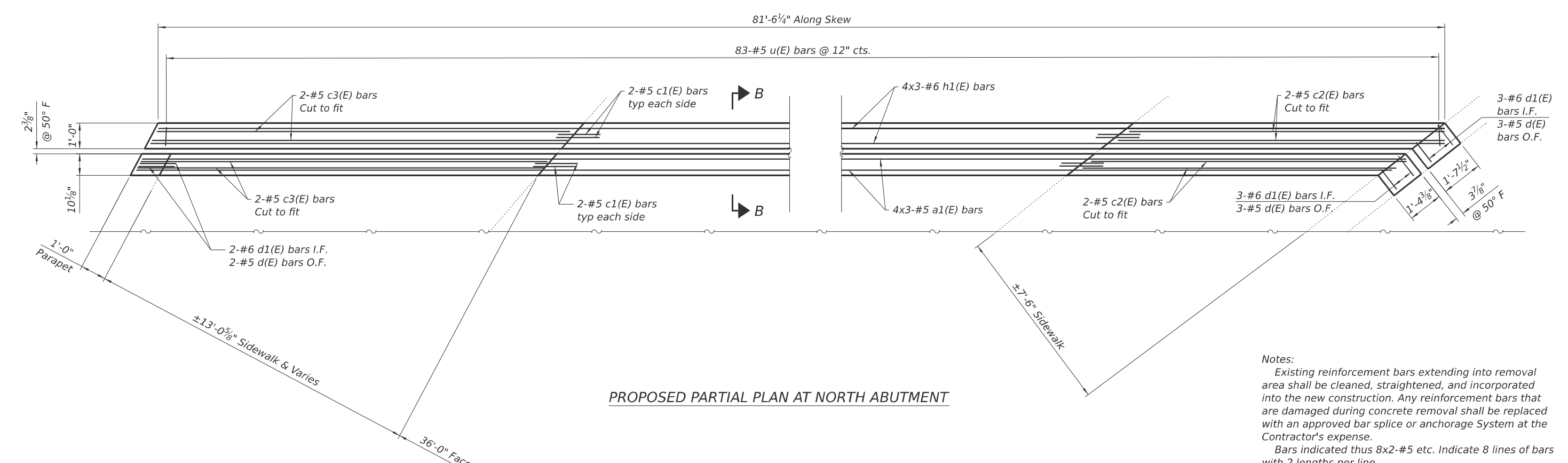
**GENERAL DATA
STRUCTURE NO. 016-1105**

SCALE: SHEET S2 OF S11 SHEETS STA. TO STA.

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90	(267-1212,2-15D) BDR, BJR 25	COOK	23	8
ILLINOIS			CONTRACT NO. 80B47	
FED. AID PROJECT				



EXISTING PARTIAL PLAN AT NORTH ABUTMENT



PROPOSED PARTIAL PLAN AT NORTH ABUTMENT

Min Lap Length:
 #5 bar = 2'-10"
 #6 bar = 3'-1"

Notes:
 Existing reinforcement bars extending into 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 splice or anchorage system at the Contractor's expense.
 Bars indicated thus 8x2-#5 etc. Indicate 8 lines of bars with 2 lengths per line.
 Work this sheet with Expansion Joint Details Sheet.
 Cost of removal and disposal of existing expansion joint is included in the cost of Concrete Removal.
 Protective coat shall be applied to new concrete at the expansion joints including deck, sidewalk, and top and inside face of parapet.

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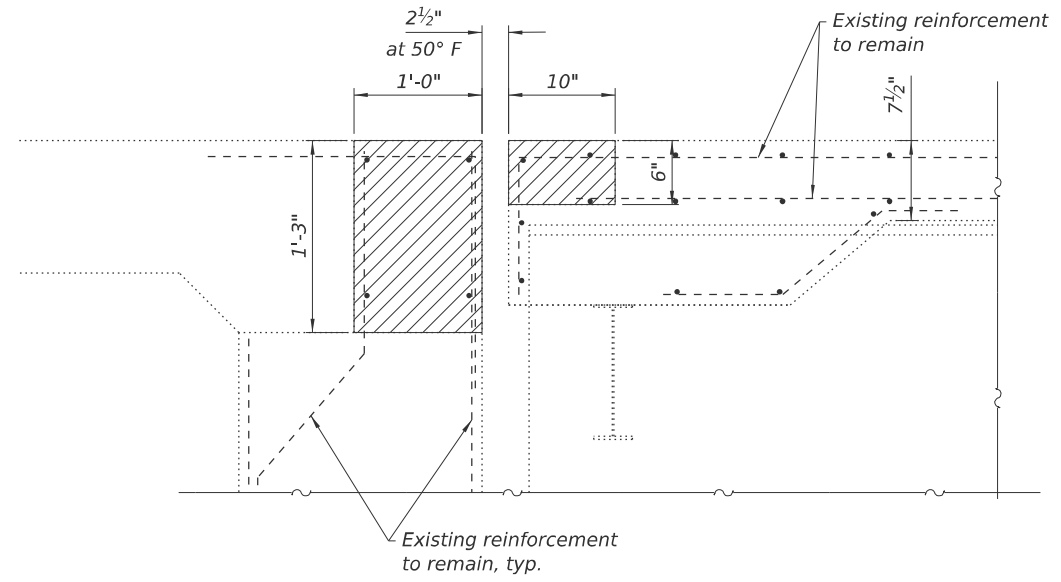
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT JOINT PLAN
 STRUCTURE NO. 016-1105

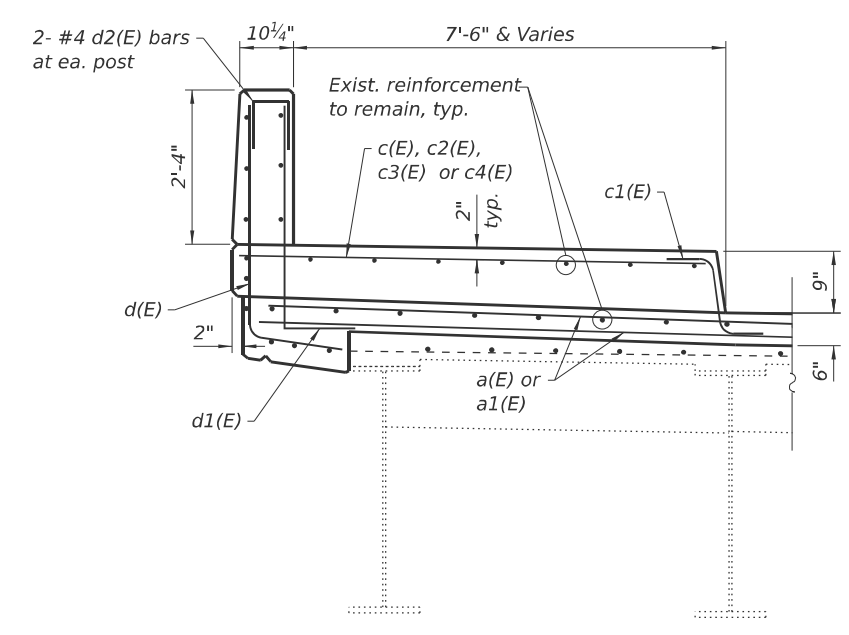
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				

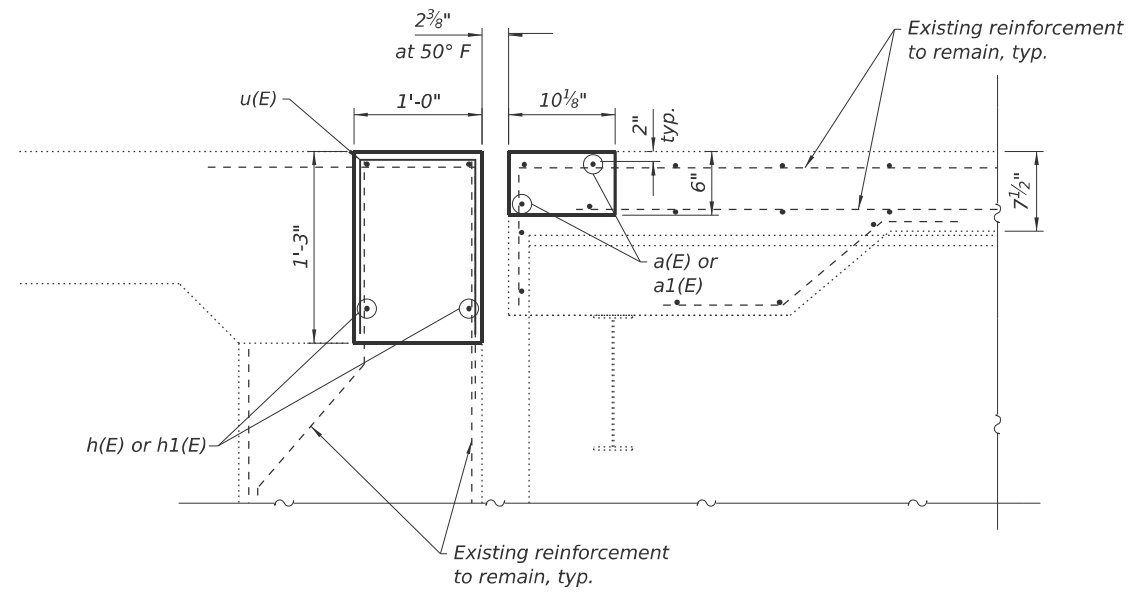
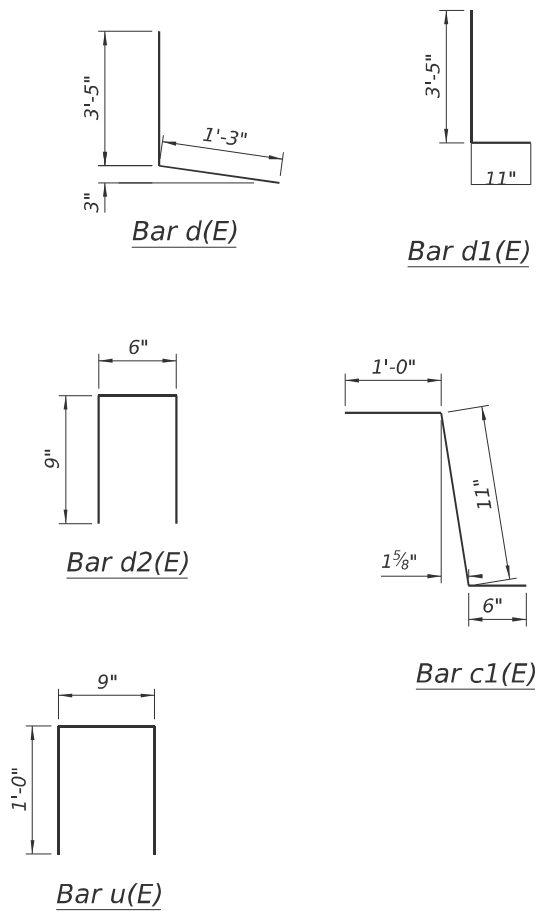
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SECTION A-A



SIDEWALK DETAILS



SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	8	#5	31'-4"	—
a1(E)	12	#5	29'-3"	—
c(E)	4	#5	9'-4"	—
c1(E)	16	#5	2'-5"	└
c2(E)	4	#5	11'-10"	—
c3(E)	4	#5	16'-4"	—
c4(E)	4	#5	10'-0"	—
d(E)	12	#5	4'-8"	└
d1(E)	12	#6	4'-4"	└
d2(E)	10	#4	2'-0"	└
h(E)	8	#6	31'-5"	—
h1(E)	12	#6	29'-5"	—
u(E)	144	#5	2'-9"	└
Concrete Removal			Cu. Yd.	11.6
Concrete Superstructure			Cu. Yd.	11.7
Protective Coat			Sq. Yd.	32
Reinforcement Bars, Epoxy Coated			Pound	2,340



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PLOT DATE = 5/5/2026	DATE -	REVISED -

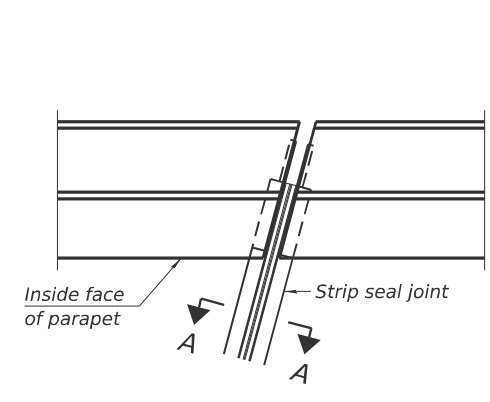
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS
 STRUCTURE NO. 016-1105

SCALE: SHEET S5 OF S11 SHEETS STA. TO STA.

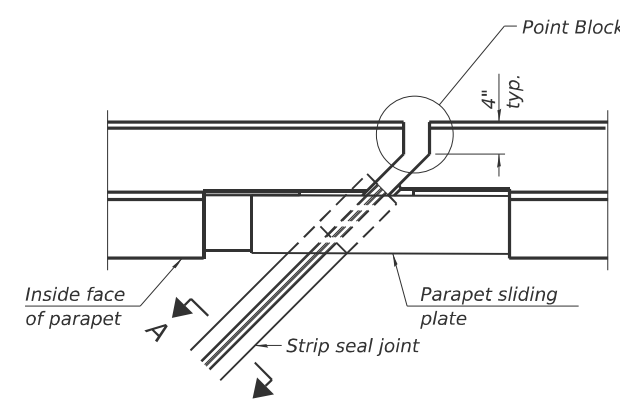
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(267-1212,2-15D) BDR, BJR 25	COOK	23	11
CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				

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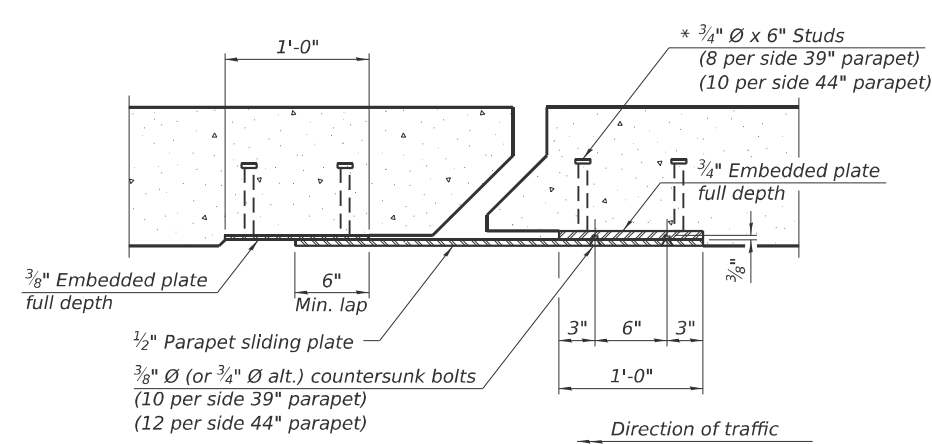


FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET

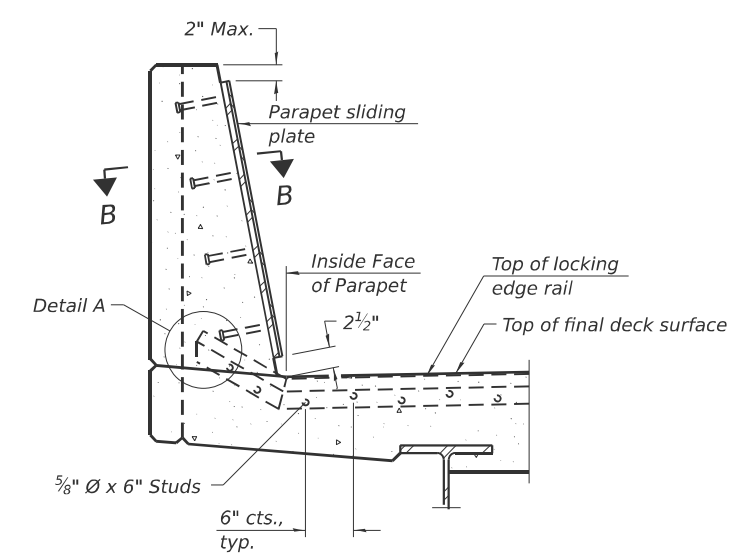


FOR SKEWS $> 30^\circ$



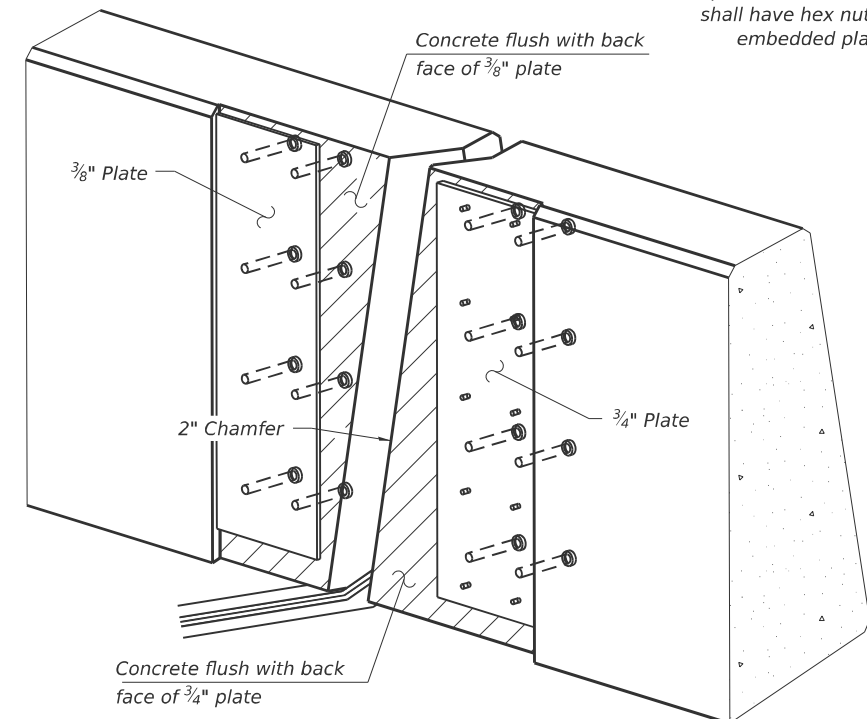
SECTION B-B

($3/4$ " \varnothing countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



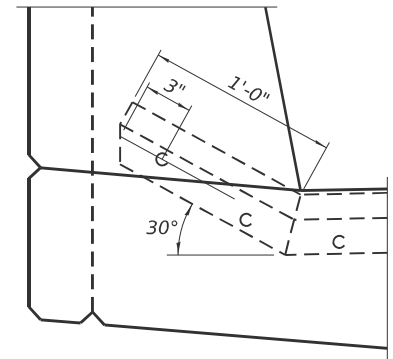
SECTION AT PARAPET

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



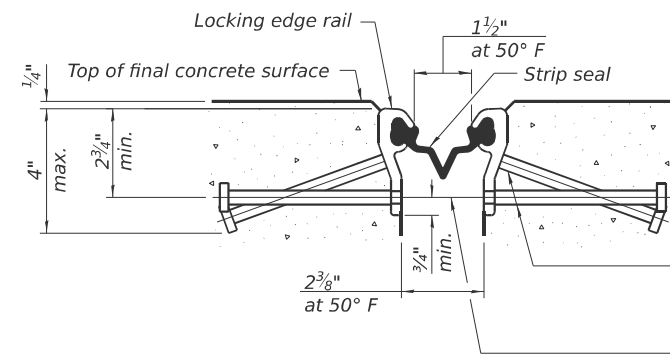
TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

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



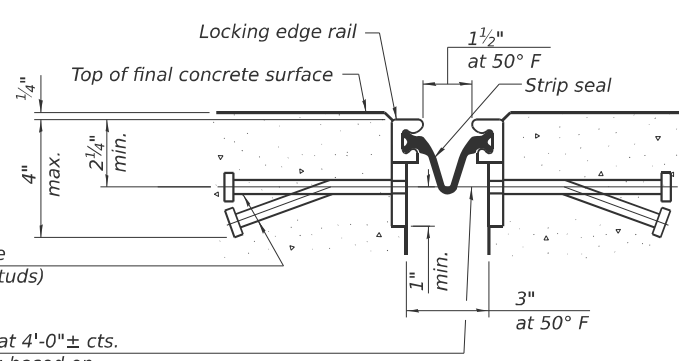
SHOWING ROLLED RAIL JOINT

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

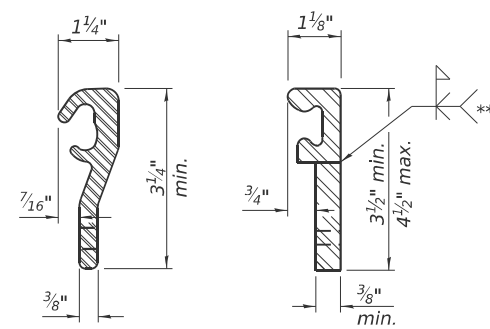
$3/8$ " \varnothing threaded rods in $7/16$ " \varnothing holes at 4'-0" \pm cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

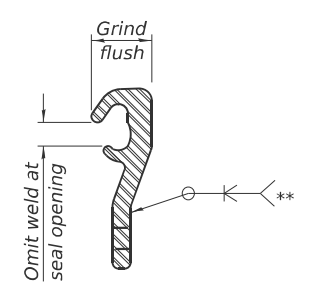


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	141.5



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4-4-2025
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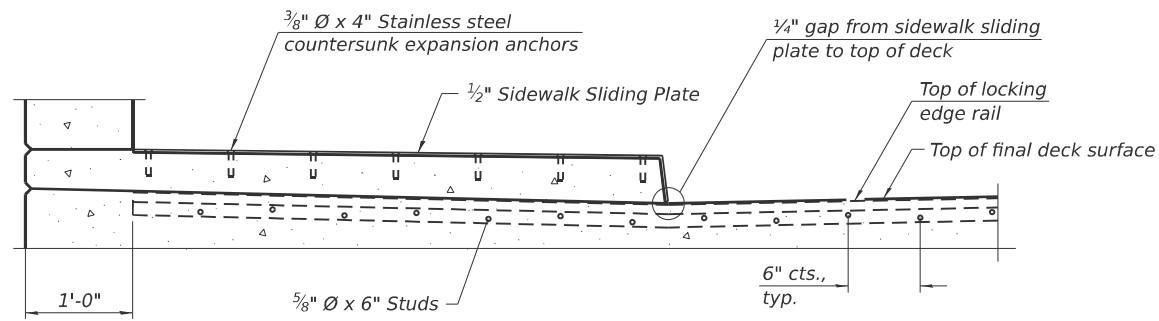
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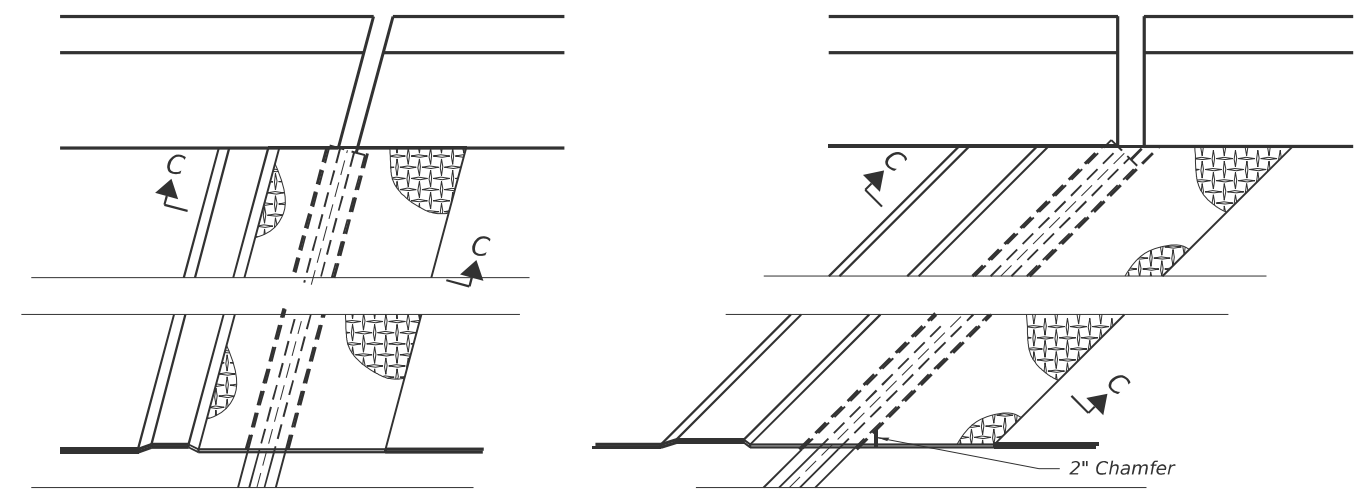
PERFORMED JOINT STRIP SEAL- SIDEWALK
STRUCTURE NO. 016-1105

SCALE: SHEET S6 OF S11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				



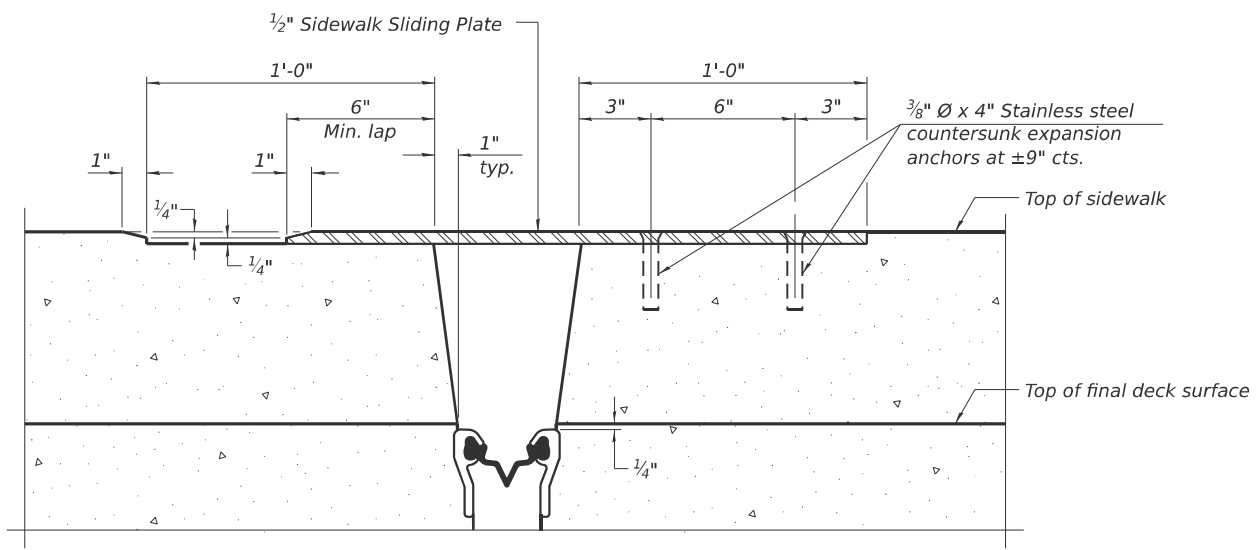
SECTION AT RAISED SIDEWALK



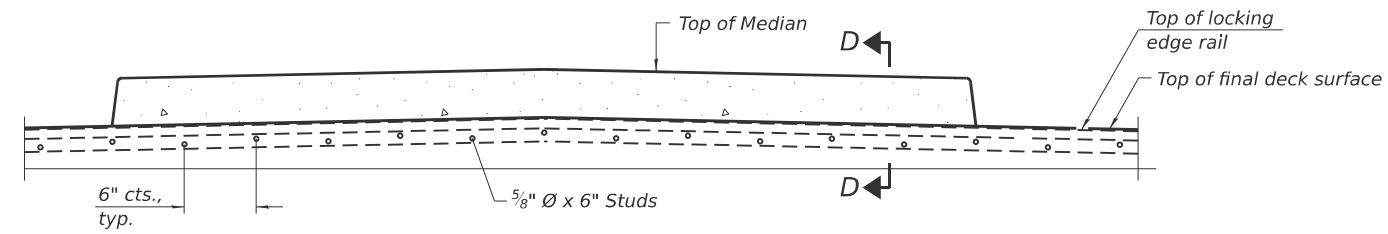
(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

PLAN AT RAISED SIDEWALK

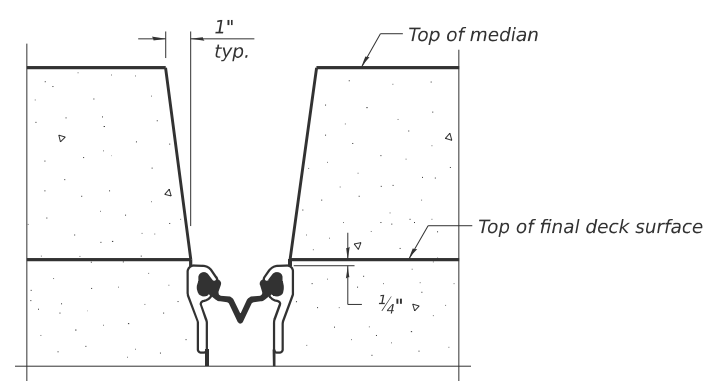


SECTION C-C



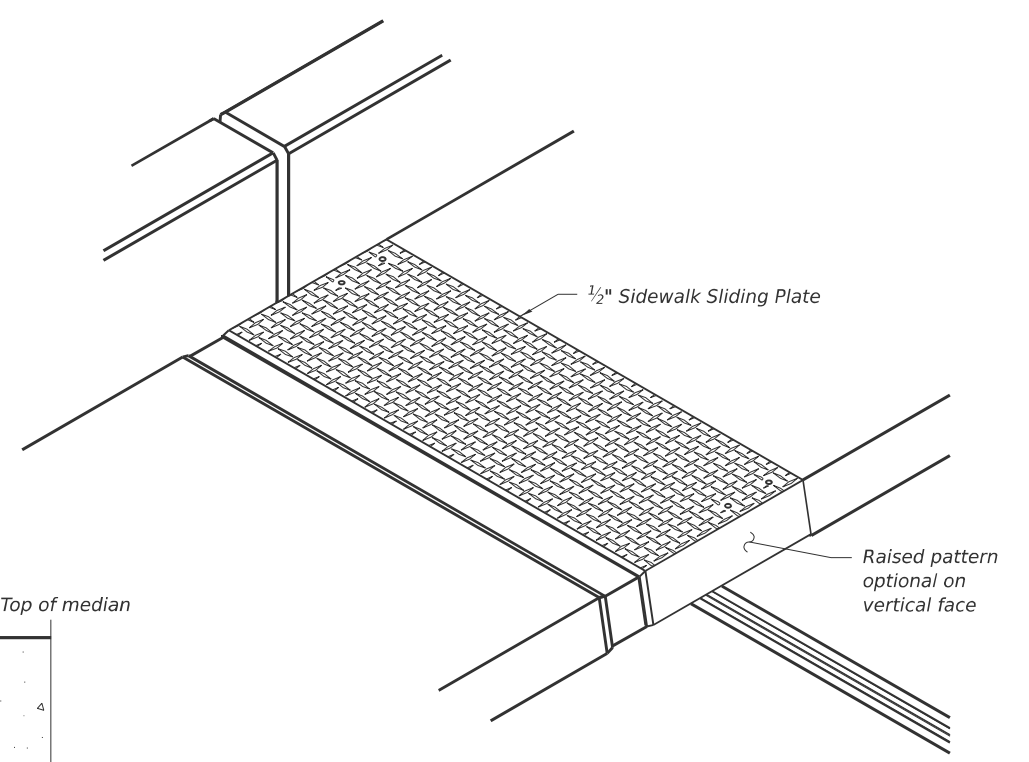
SECTION AT MEDIAN

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



SECTION D-D

(at Rt. L's)



TRIMETRIC VIEW

MODEL: 2D Drawing
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EJ-SS-S

4-4-2025



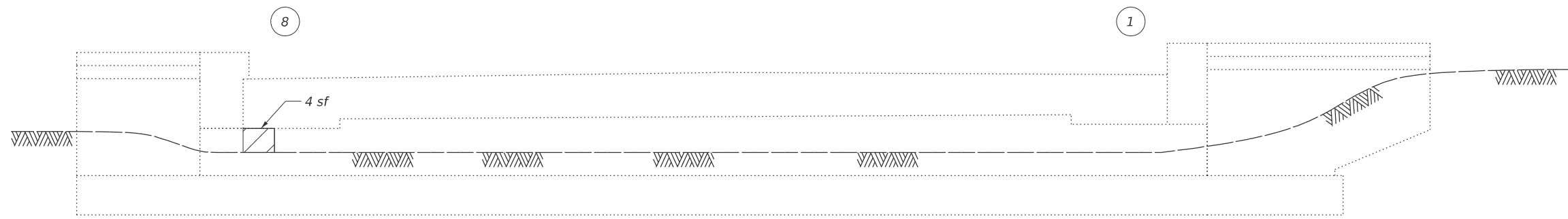
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

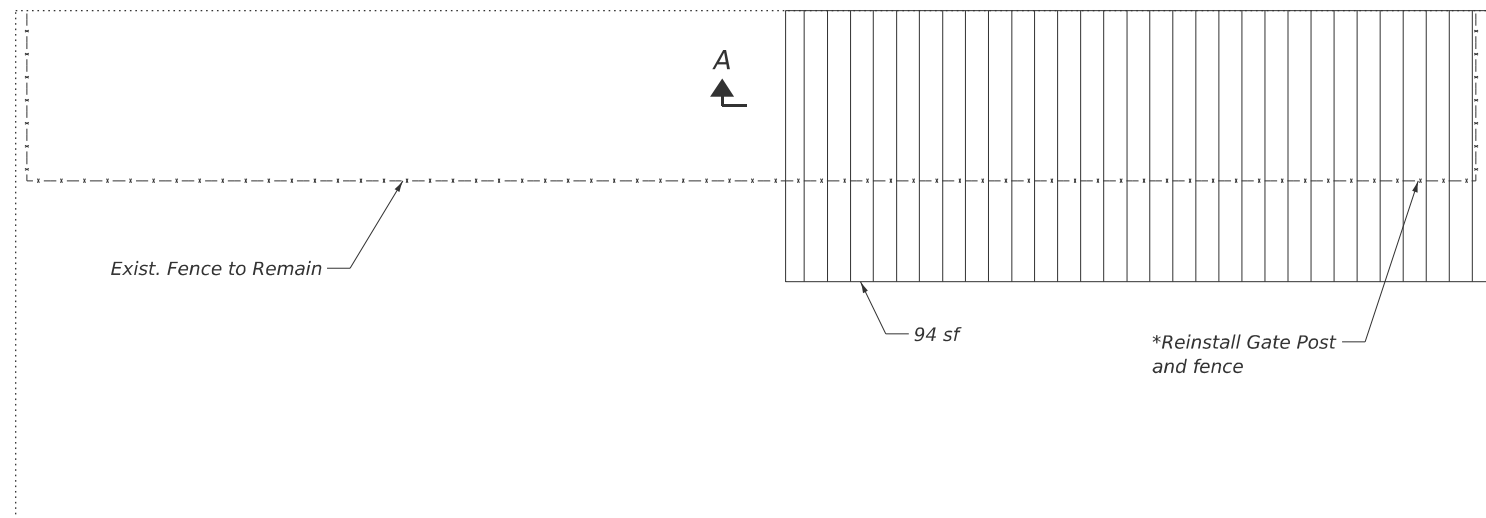
**PERFORMED JOINT STRIP SEAL- SIDEWALK
STRUCTURE NO. 016-1105**

SCALE: SHEET S7 OF S11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(267-1212,2-15D) BDR, BJR 25	COOK	23	13
CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				



SOUTH ABUTMENT
(Looking South)



NORTH SLOPE WALL PLAN

Notes:
 Repair areas estimated based on an inspection completed in 2025. Actual repair areas and locations shall be determined by the Engineer and shown in the As-Built Plans.
 Slope wall shall be reinforced with welded wire fabric 6"x6"-W4.0xW4.0, weighing 58 lbs. per 100 sq. ft. Cost included with Slope Wall 4".
 Existing reinforcement shall be cleaned and incorporated into new construction. Cost included with Slope Wall Removal.
 Existing and new welded wire fabric must be lapped a minimum of 6".
 Porous Granular Embankment shall be used to in-fill void areas encountered beneath slope wall. The quantity assumed 6" depth for the full area of Slope Wall 4".

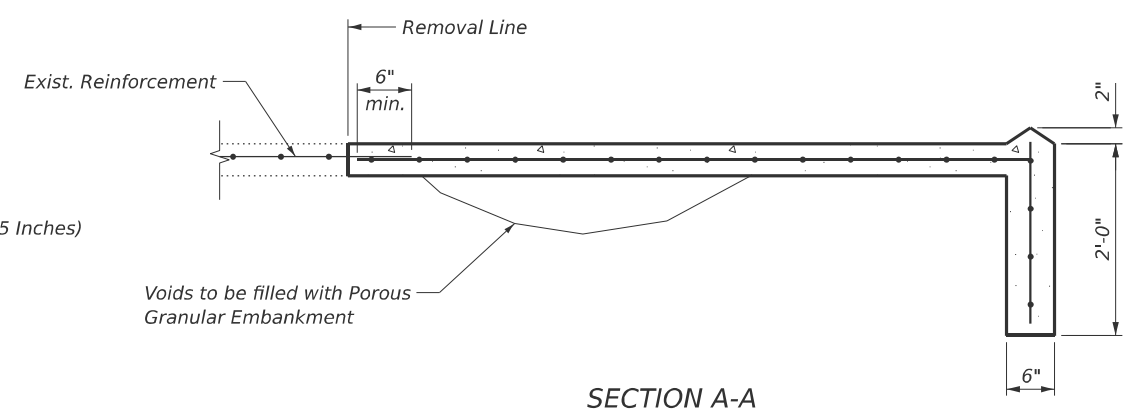
* Cost included with Slope Wall 4 Inch

LEGEND

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

 Slopewall Removal and Replacement

 Girder Number



SECTION A-A

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu Yd	16
Slope Wall Removal	Sq Yd	94
Slope Wall 4 Inch	Sq Yd	94
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft	4

MODEL: 2D Drawing
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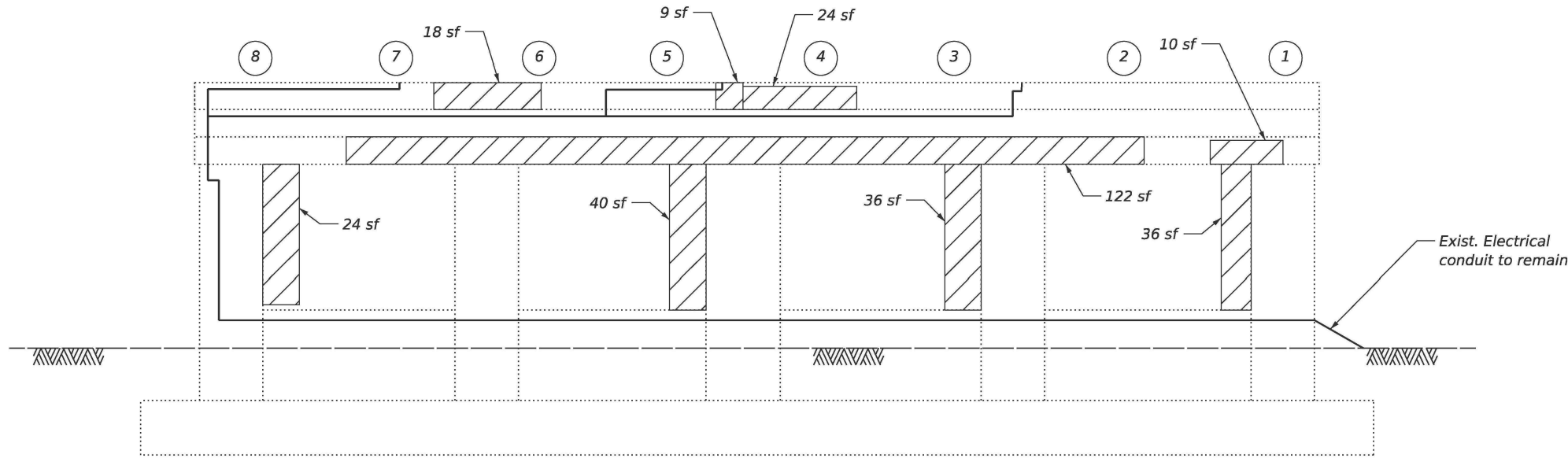
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT REPAIR DETAILS
STRUCTURE NO. 016-1105

SCALE: SHEET S8 OF S11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B47			ILLINOIS FED. AID PROJECT	

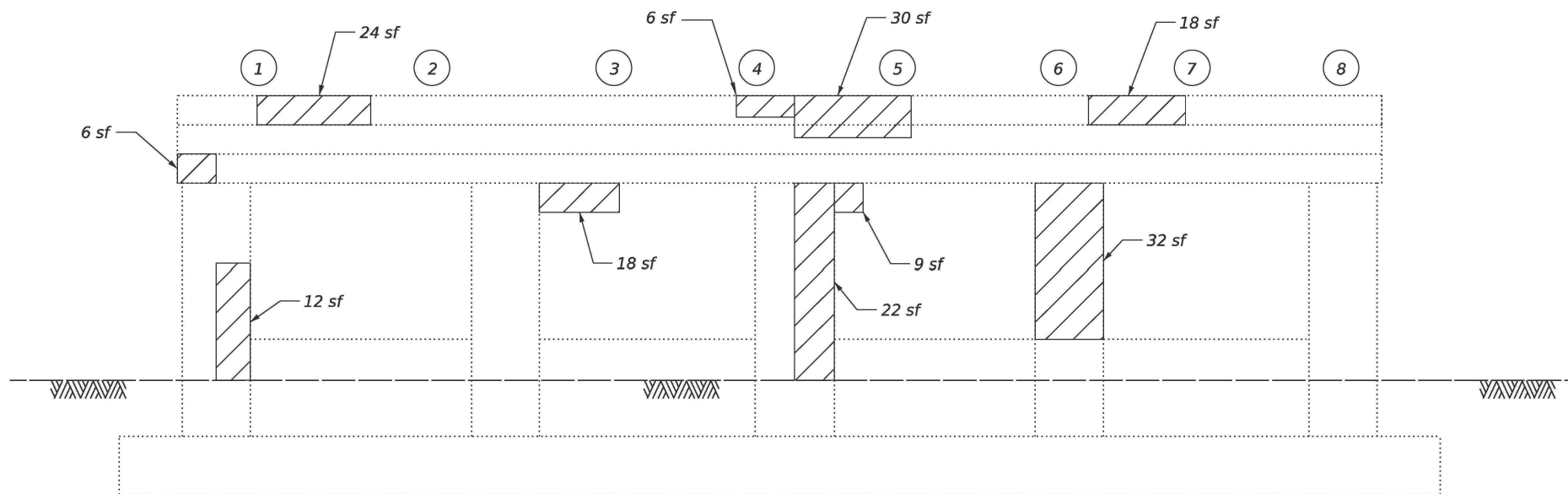
Notes:
 Repair areas estimated based on inspection completed in 2025. Actual repair areas and locations shall be determined by the Engineer and shown in the As-Built Plans.
 Existing Electrical Conduits attached to the substructure shall be protected during repairs. Temporary removal and reconnection of the conduits, if necessary, is included in the cost of Structural Repair of Concrete (Depth Equal to or Less than 5 Inches).



East Face Pier 1
 (Looking South)



CONDUIT ON PIER 1
 (Looking Northwest)



West Face Pier 1
 (Looking North)



CONDUIT ON PIER 1
 (Looking Southwest)

LEGEND



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



Electrical Conduit



Girder Number

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft	496

MODEL: 2D Drawing
 FILE NAME: C:\Users\jason@orionengineersinc.com\Orion Admin - 2025011 - IDOT Veribus Phase II (D-91-046-25)\W04 - 80B47\CADD\CADDrawing\0180B47-Boarder.dgn



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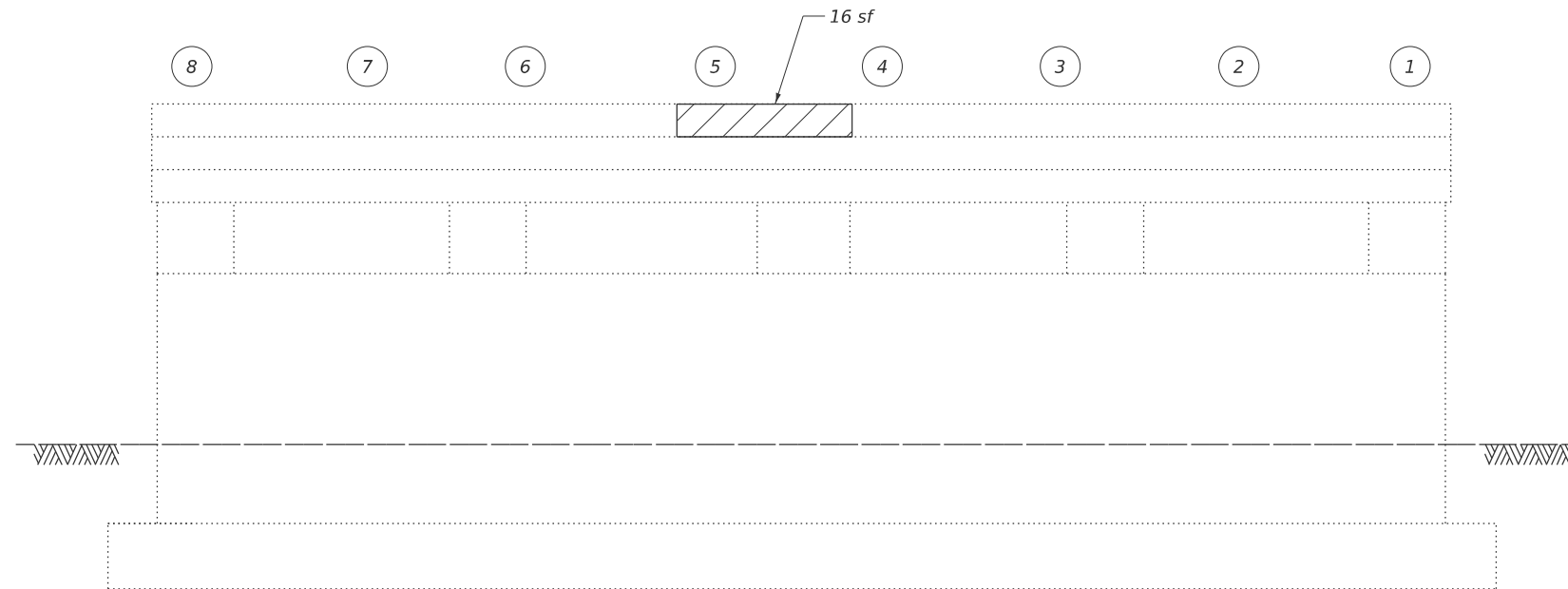
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 REPAIR DETAILS
STRUCTURE NO. 016-1105

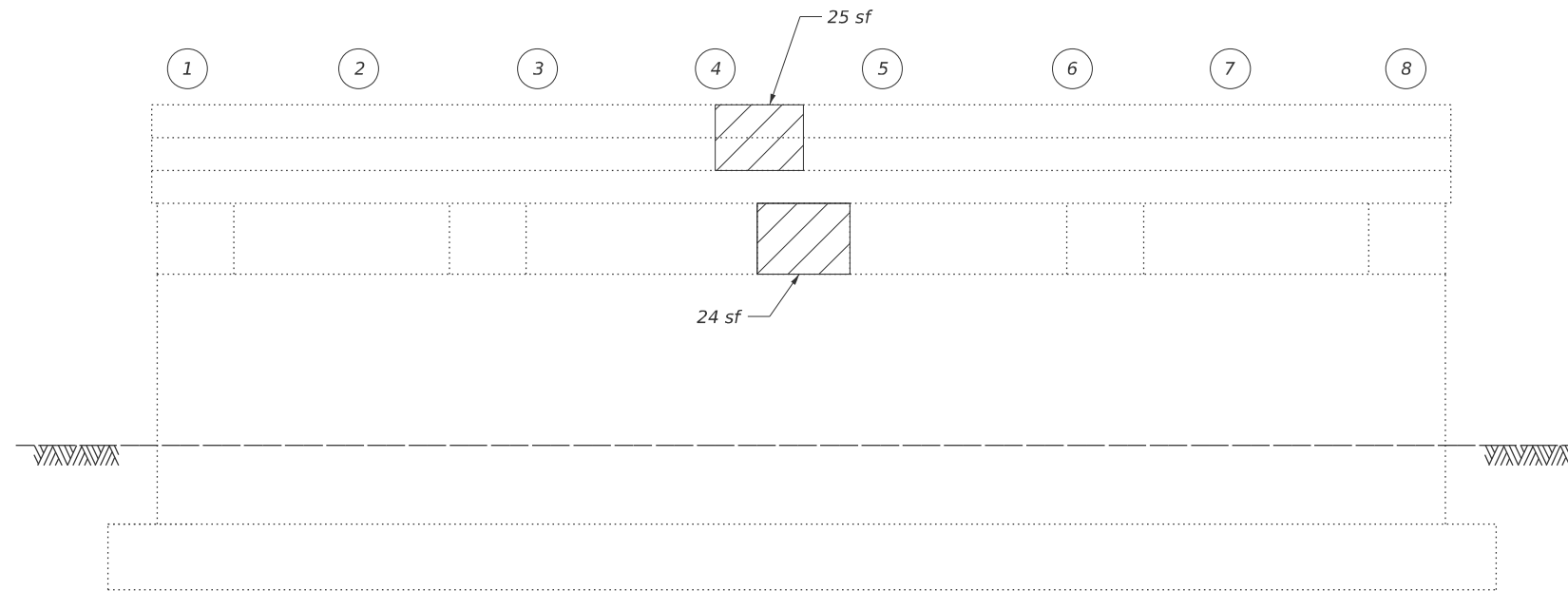
SCALE: SHEET S9 OF S11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(267-1212.2-15D) BDR, BJR 25	COOK	23	15
CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				

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EAST FACE PIER 2
 (Looking South)



WEST FACE PIER 2
 (Looking North)

Note:
 Repair areas estimated based on inspection completed in 2025. Actual repair areas and locations shall be determined by the Engineer and shown in the As-Built Plans.

LEGEND



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



Girder Number

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft	65



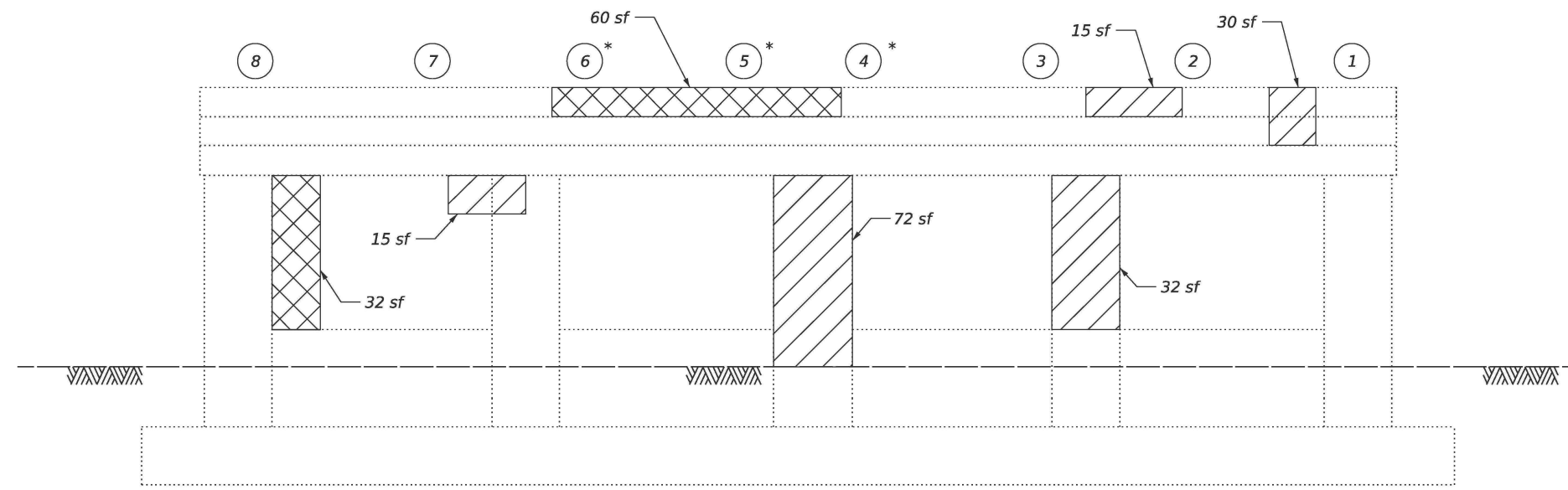
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	DRAWN -	REVISED -
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PLOT DATE = 5/4/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

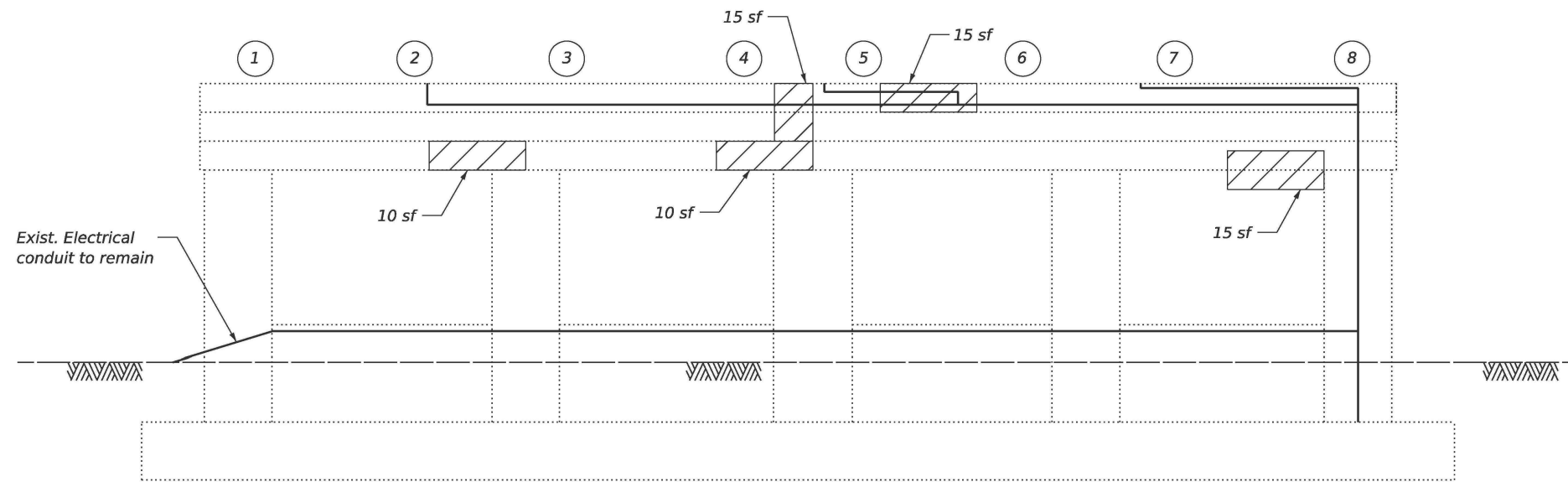
PIER 2 REPAIRS DETAILS
STRUCTURE NO. 016-1105

SCALE: SHEET S10 OF S11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(267-1212,2-15D) BDR, BJR 25	COOK	23	16
CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				



EAST FACE PIER 3
(Looking South)



WEST FACE PIER 3
(Looking North)

- LEGEND**
- Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)
 - Structural Repair of Concrete (Depth Greater than 5 Inches)
 - Electrical Conduit
 - Girder Number
 - *

 Beam Requires Temporary Shoring

INTERIOR GIRDER REACTION TABLE		
Pier 1		
R _φ	(k)	132
R _⊥	(k)	54
R _I	(k)	14
R _{Total}	(k)	200

Notes:
 Repair areas estimated based on inspection completed in 2025. Actual repair areas and locations shall be determined by the Engineer and shown in the As-Built Plans.
 Existing Electrical Conduits attached to the substructure shall be protected during repairs. Temporary removal and reconnections of the conduits, if necessary, is included in the cost of Structural Repair of Concrete (Depth Equal to or Less than 5 Inches).



CONDUIT ON PIER 3
(Looking Northeast)



CONDUIT ON PIER 3
(Looking Southeast)

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft	229
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq Ft	92
Temporary Shoring and Cribbing	Each	3

MODEL: 2D Drawing
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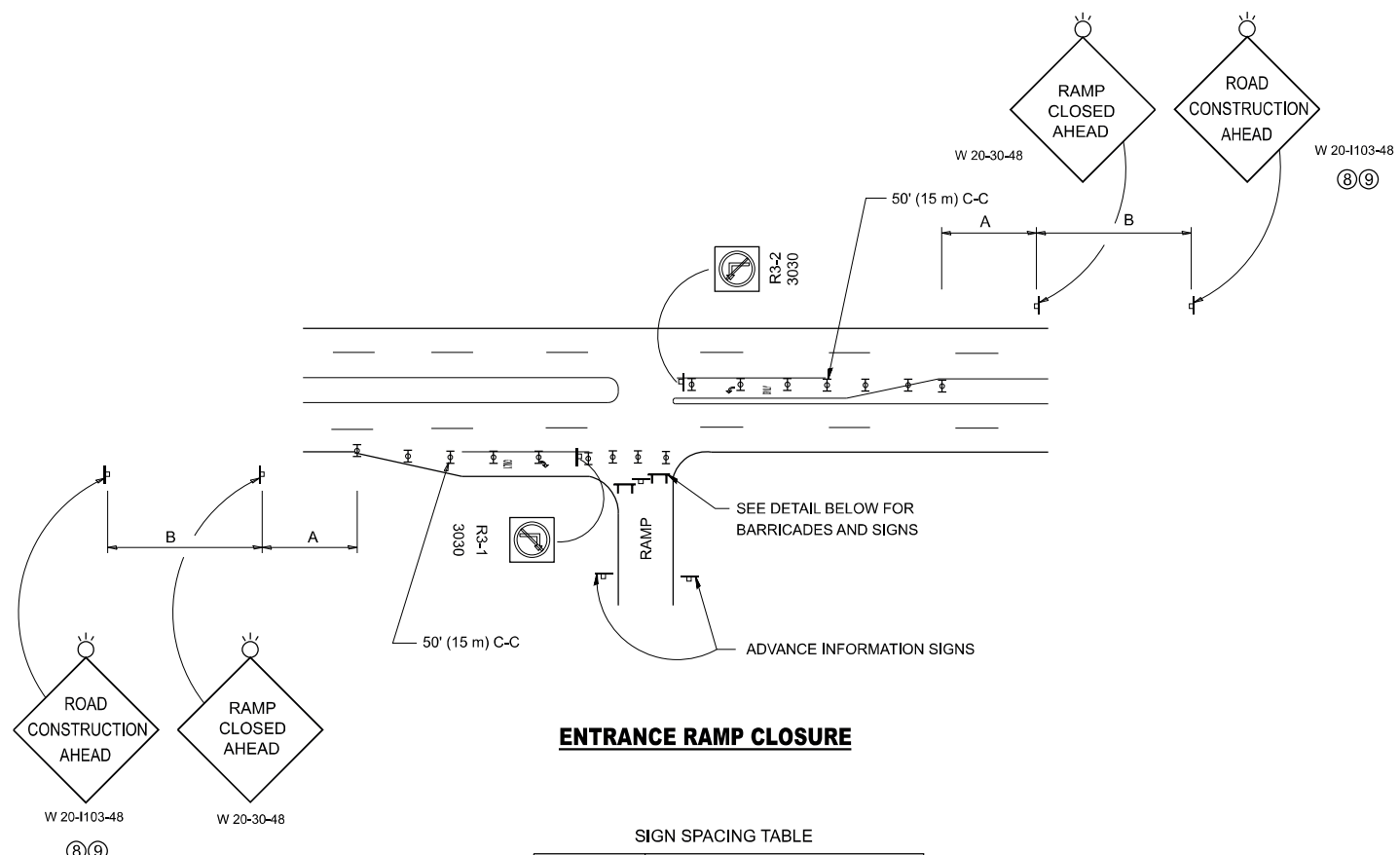
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PLOT DATE = 5/4/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 3 REPAIR DETAILS
STRUCTURE NO. 016-1105

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B47				
ILLINOIS FED. AID PROJECT				

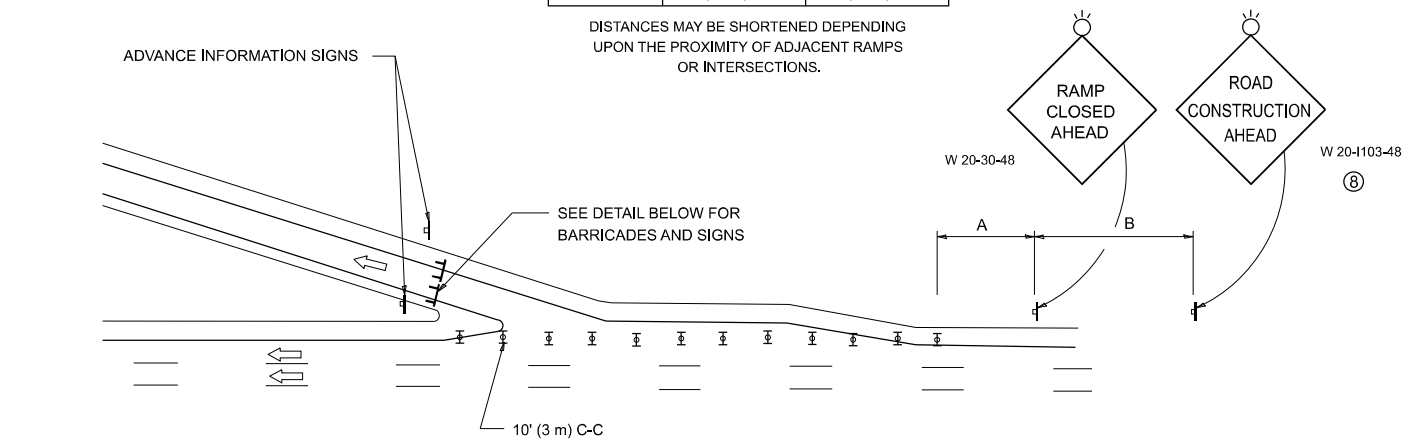


ENTRANCE RAMP CLOSURE

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)

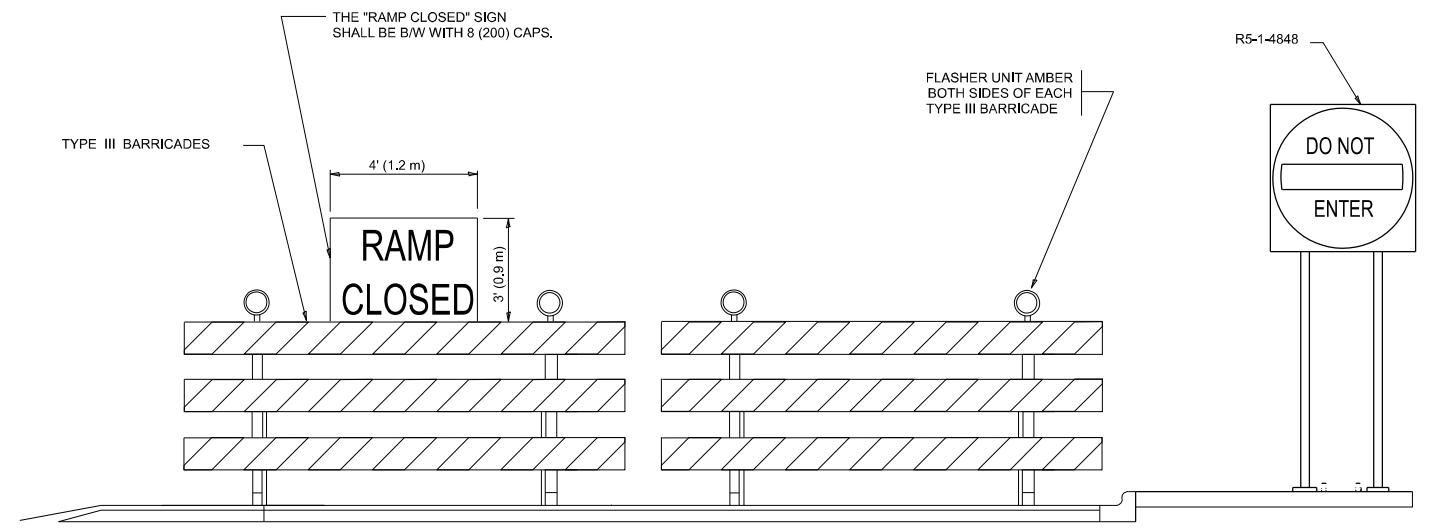
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

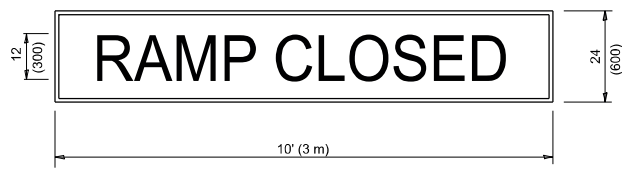
SYMBOLS

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



DETAIL FOR REQUIRED BARRICADES & SIGNS

RAMP CLOSURE ADVANCE WARNING SIGN

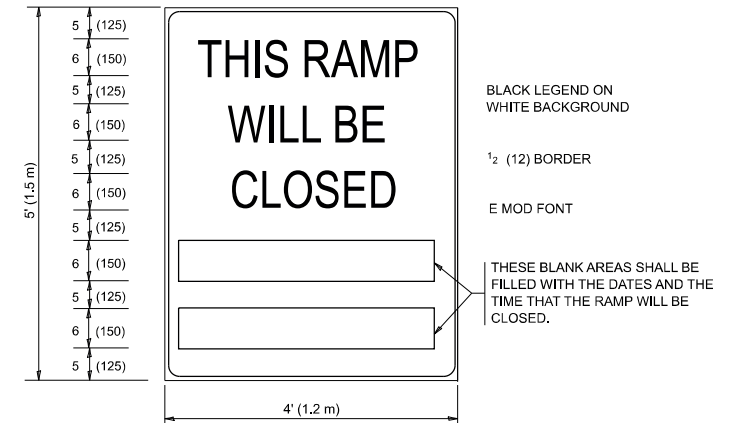


BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

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

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

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND

1/2 (12) BORDER

E MOD FONT

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

GENERAL NOTES:

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

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

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		REVISED - D.S._05-25

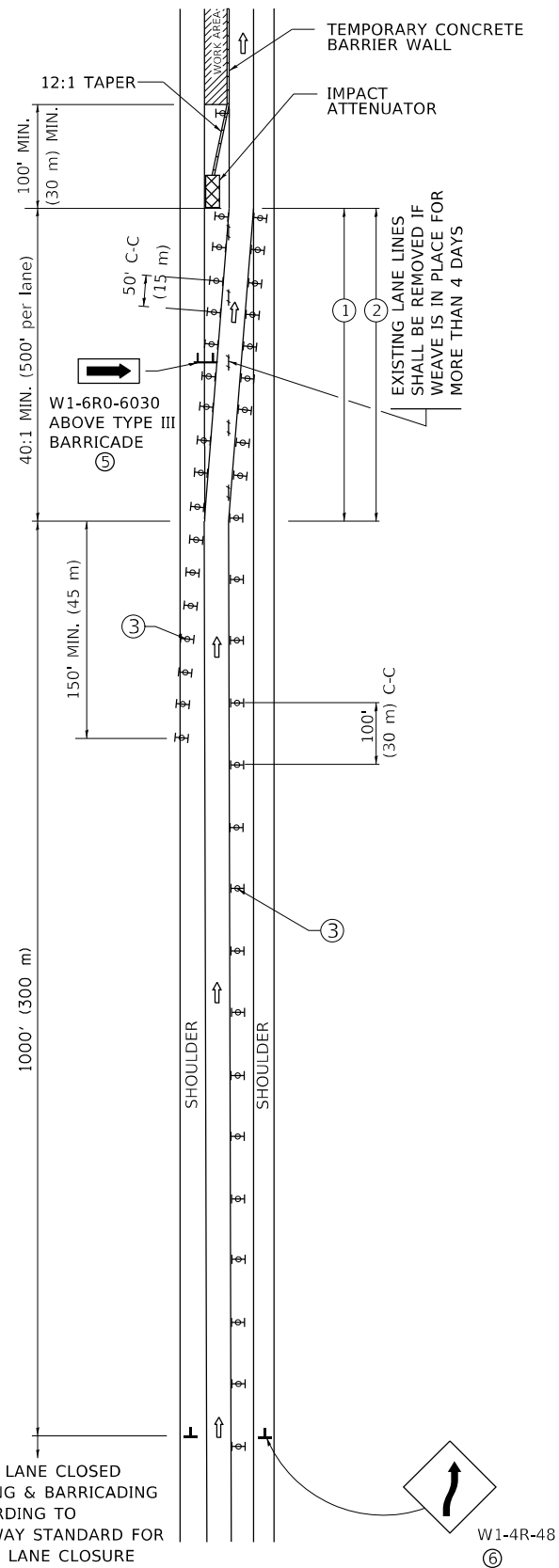
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

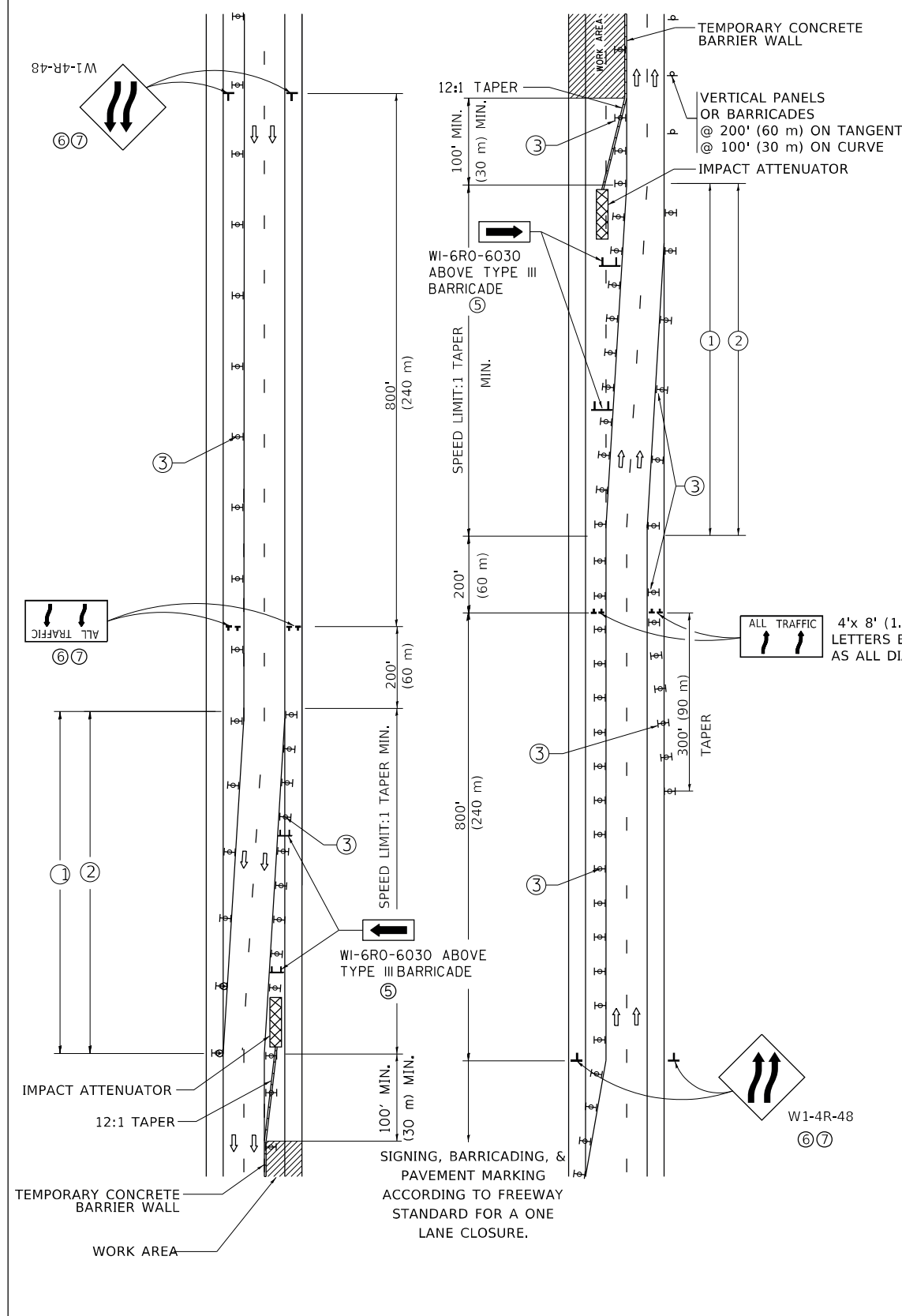
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 80B47	
ILLINOIS FED. AID PROJECT				

SINGLE LANE WEAVE

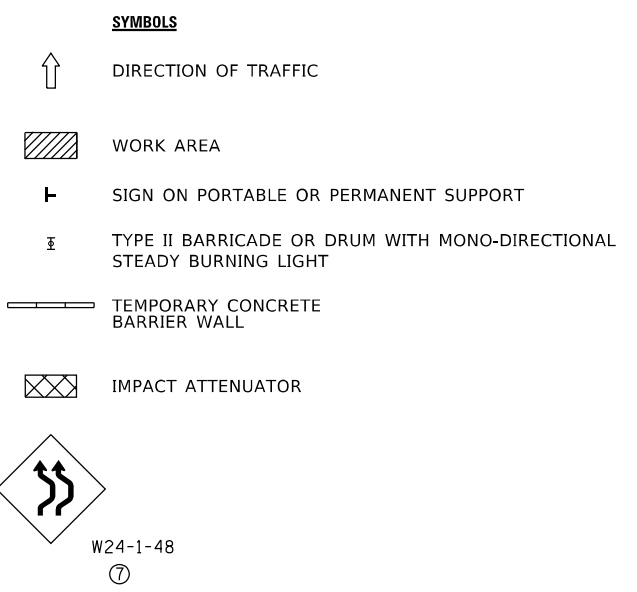


MULTI-LANE WEAVE



GENERAL NOTES:

- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- ② 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.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ TYPE III BARRICADES MAY BE 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.
- ⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- ⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.



ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

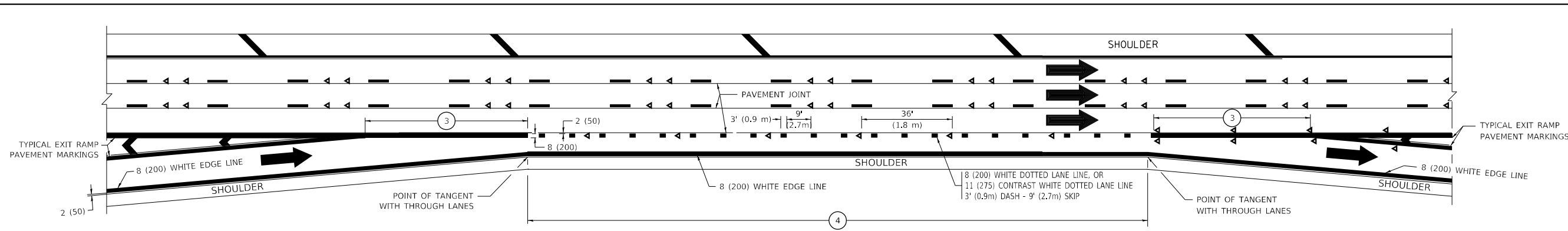
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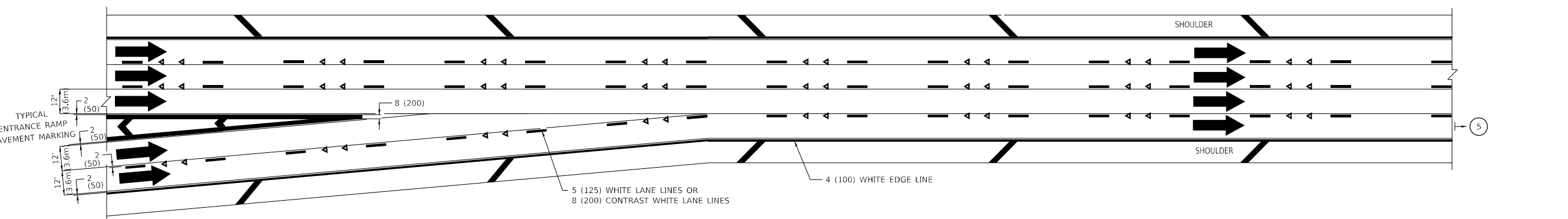
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE			
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	

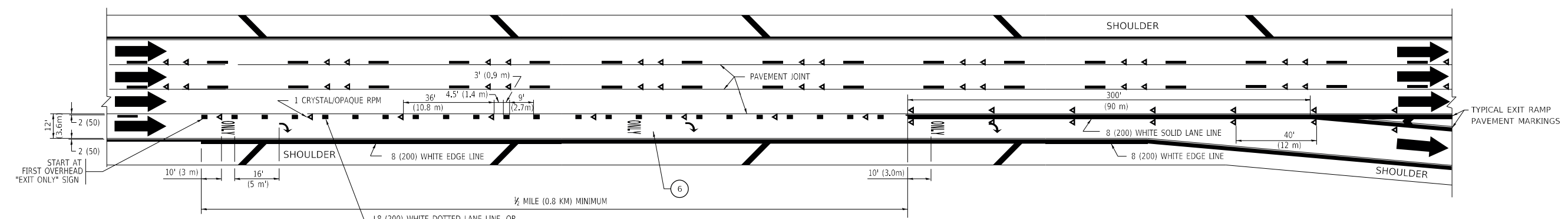
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			CONTRACT NO. 80B47	
ILLINOIS FED. AID PROJECT				



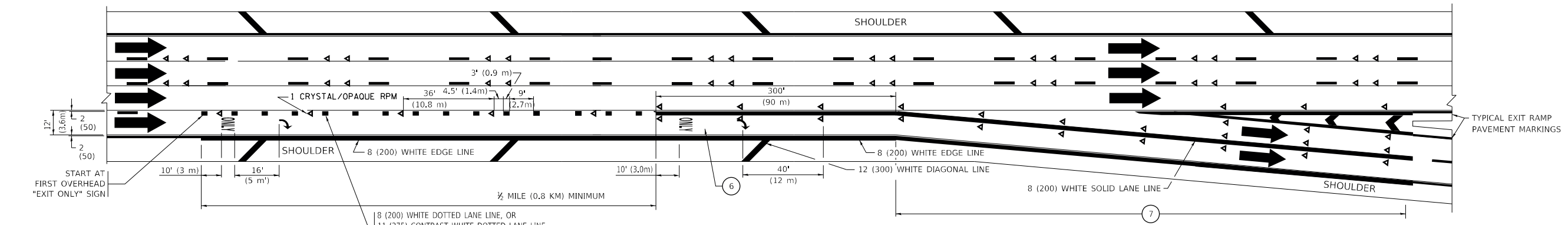
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

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

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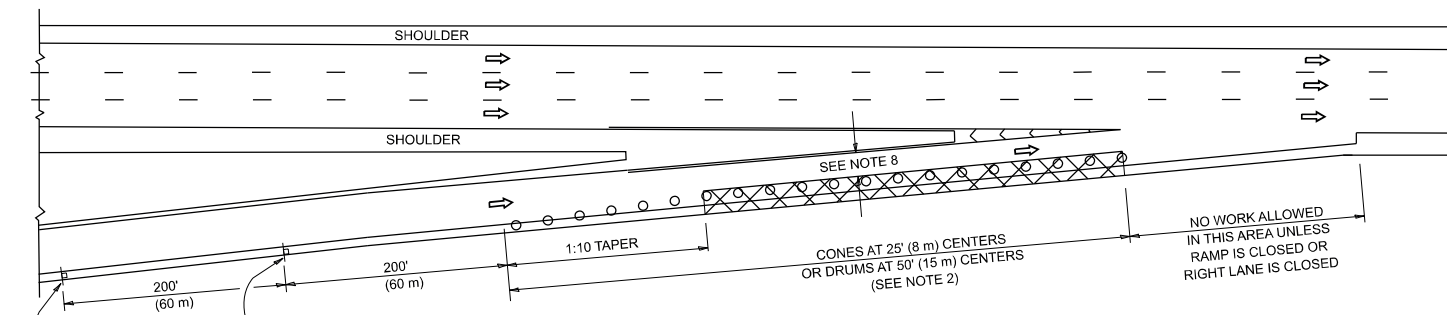
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS**

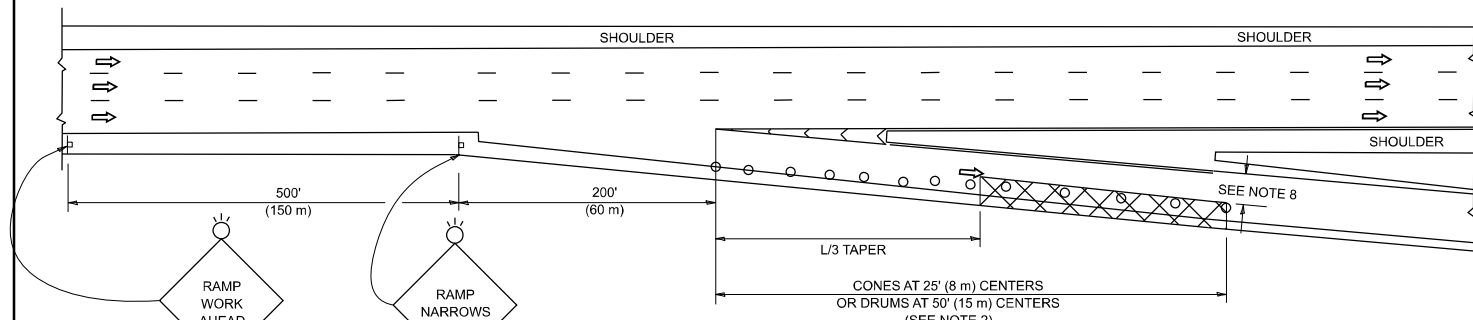
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-12		CONTRACT NO. 80B47		
ILLINOIS		FED. AID PROJECT		

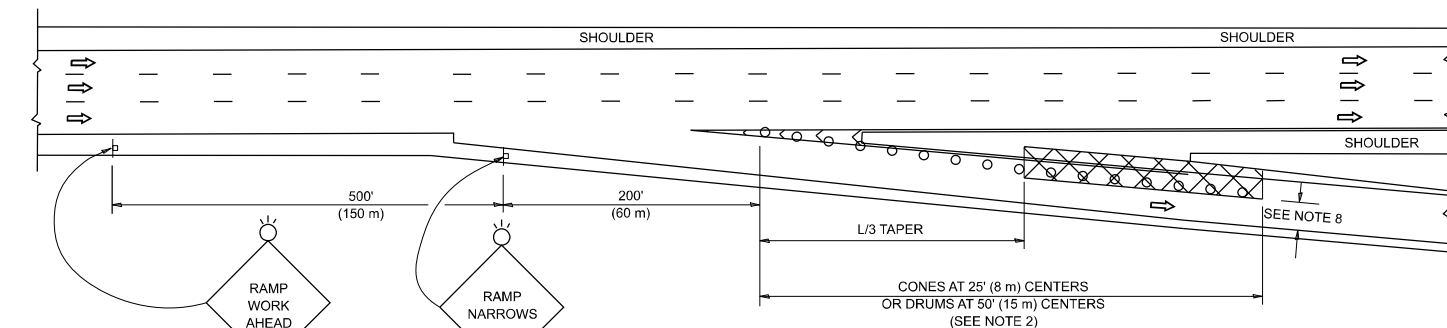
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

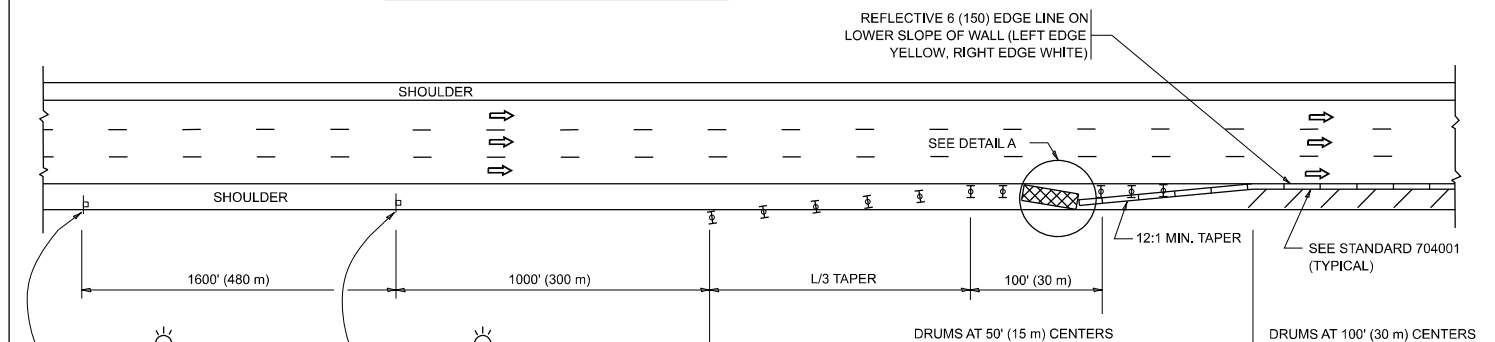
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES:

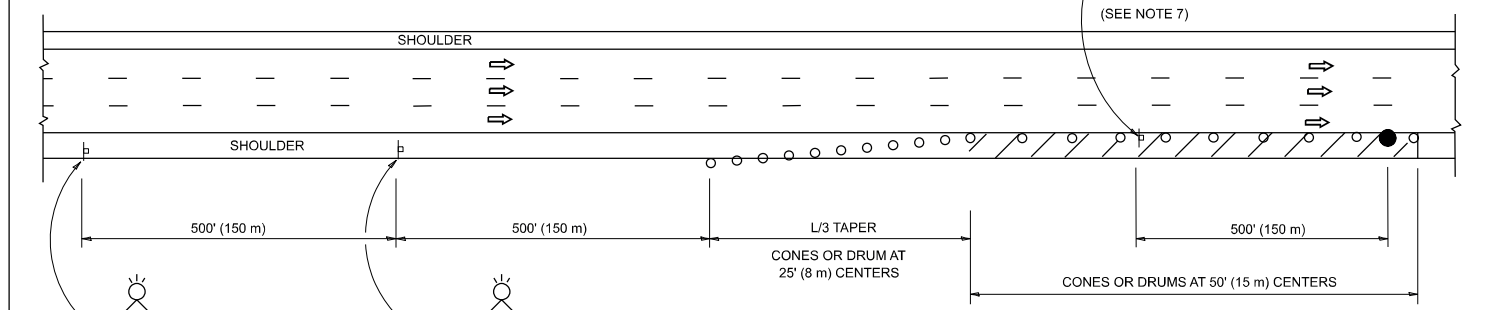
- THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH L=0.85(W)(S) L=(W)(S)
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
- TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS

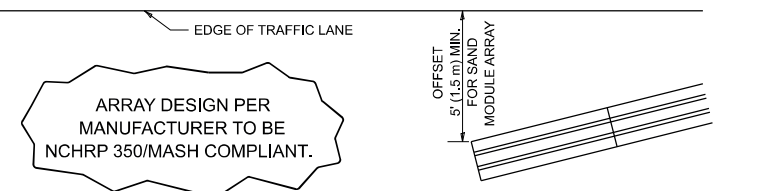


PERMANENT SHOULDER CLOSURE



TEMPORARY SHOULDER CLOSURE

- THIS DETAIL IS USED WHERE:
- 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.



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

- THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - THE WORK ACTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

- 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.
- TEMPORARY SHOULDER AND NON-SYSTEM INTERCHANGE PARTIAL RAMP CLOSURES ARE ALLOWED WEEKDAYS BETWEEN 9:00 A.M. AND 3:00 P.M. AND BETWEEN 7:00 P.M. AND 5:00 A.M. OR AS APPROVED BY THE EXPRESSWAY TRAFFIC OPERATIONS ENGINEER. PERMANENT SHOULDER AND PARTIAL RAMP CLOSURES WILL ONLY BE PERMITTED IF CALLED FOR IN THE PLANS OR AS APPROVED BY THE EXPRESSWAY OPERATIONS ENGINEER.

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

MODEL: TC-17 (Sheet)
FILE NAME: c:\p\work\ivictolawrence.demanche\0951415\TC-17.dgn

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	DRAWN - D.W.S.	REVISED - M.D. 01-18
PLOT SCALE = 0.08333317' / in.	CHECKED -	REVISED - M.D. 10-20
PLOT DATE = 10/2/2025	DATE - 11-96	REVISED - D.S. 05-25

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			23	22
TC-17			CONTRACT NO. 80B47	
ILLINOIS FED. AID PROJECT				

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ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

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

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

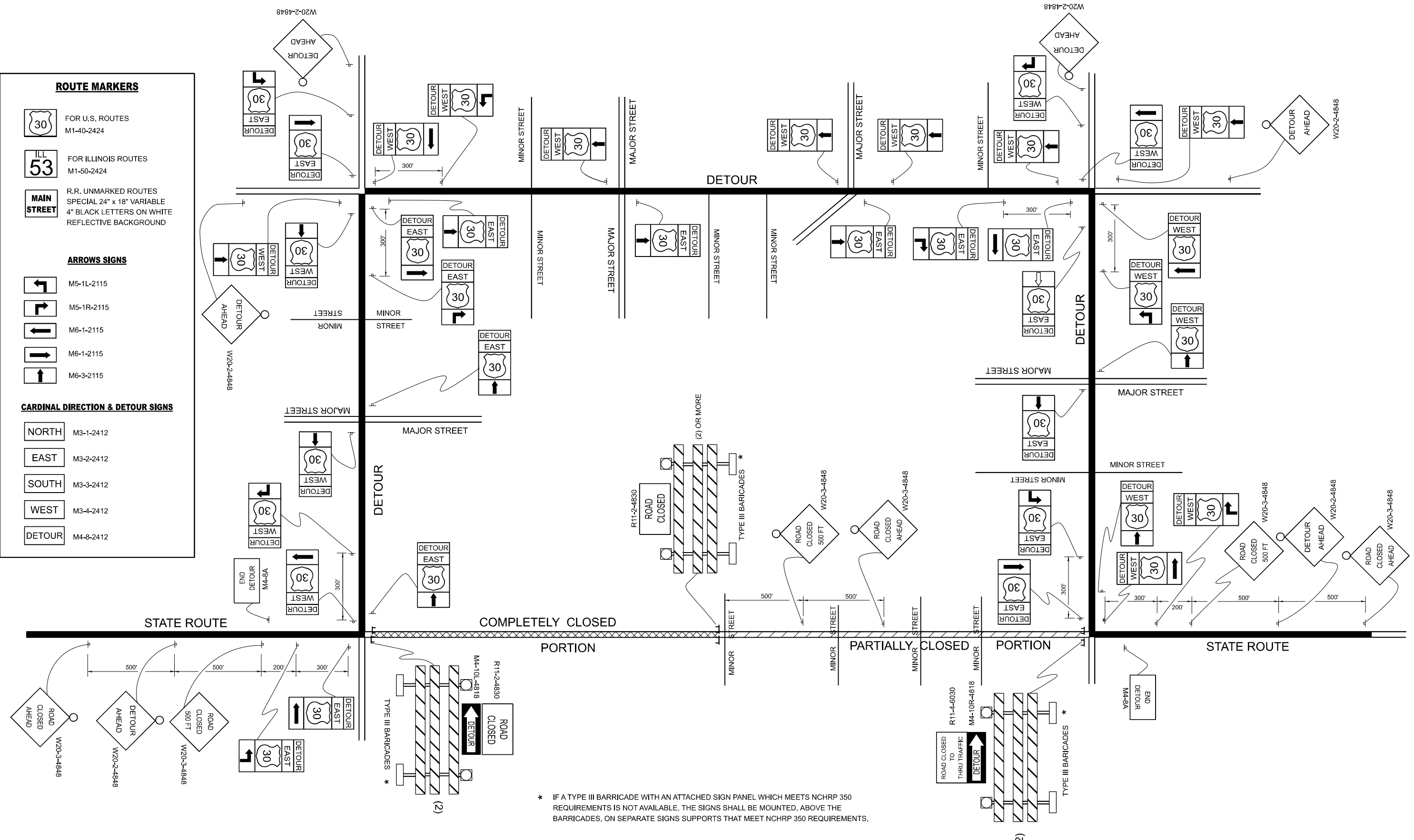
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



* 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.

USER NAME = brad.gagliano	DESIGNED -	REVISED - 10-18-02
PLOT SCALE = 0.083333317 / in.	DRAWN -	REVISED - R. BORO 09-14-09
PLOT DATE = 8/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DETOUR SIGNING
 FOR CLOSING STATE HIGHWAYS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			23	23
TC-21			CONTRACT NO. 80B47	
ILLINOIS FED. AID PROJECT				

