

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	1
		ILLINOIS	CONTRACT NO. 80B62	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

CHICAGO AVE:
2022 ADT = 18,700
SPEED LIMIT = 30 MPH
% TRUCKS = 6.4%

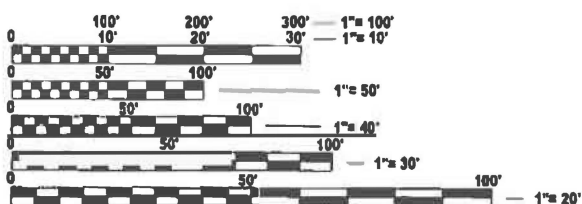
I-90/I-94:
2024 ADT = 229,000
SPEED LIMIT = 55 MPH
% TRUCKS = 5.2%

DESIGN CLASSIFICATION

CHICAGO AVE:
MINOR ARTERIAL

I-90/I-94:
INTERSTATE

PROJECT IS LOCATED IN
THE CITY OF CHICAGO



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

PROJECT ENGINEER: MR. LUKASZ POCIECHA (847) 705-4255
PROJECT MANAGER: MR. VESELIN VELICHKOV

CONTRACT NO. 80B62

**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 94
SECTION (0404.2-1B) BD,BJR 25
PROJECT BR-TP37(636)
BRIDGE DECK OVERLAY, BRIDGE JOINT
REPLACEMENT AND REPAIR
COOK COUNTY



LOCATION MAP
NOT TO SCALE



DATE: 12-16-2025

LICENSE EXPIRES 11-30-2027
WINSON TENG
MICHAEL BAKER INTERNATIONAL
SHEETS 1-9, 15-17, 47-59



DATE: 12-16-2025

LICENSE EXPIRES 11-30-2027
HUU LY
SINGH + ASSOCIATES
SHEETS 10-14



DATE: 12-16-2025

LICENSE EXPIRES 11-30-2026
DENNIS MORGAN
MICHAEL BAKER INTERNATIONAL
SHEETS 18-46

D-91-051-26



LOCATION OF SECTION INDICATED THIS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Jan 30th 2026
[Signature] IR
REGIONAL ENGINEER
March 20 2026
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT
March 20 2026
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GROSS LENGTH = 373.8 FT. = 0.071 MILE
NET LENGTH = 373.8 FT. = 0.071 MILE

Michael Baker
INTERNATIONAL
200 West Adams Street, Suite 1800, Chicago, IL 60606
Phone: (312) 707-8770 · MBAKERINTL.COM

INDEX OF SHEETS

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47 - 59	DISTRICT ONE DETAILS

DISTRICT ONE DETAILS

BD-17	CITY OF CHICAGO DETAILS FOR PCC DRIVEWAY, ALLEY RETURN AND SIDEWALK
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-58	CITY OF CHICAGO DETECTABLE WARNINGS
TC-08	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC-09	FREEWAY SINGLE AND MULTI LANE WEAVE
TC-10	TRAFFIC CONTROL & PROTECTION FOR SIDEROADS, INTERSECTIONS & DRIVEWAYS
TC-17	TRAFFIC CONTROL FOR FREEWAY SHOULDER CLOSURES & PARTIAL RAMP CLOSURES
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-24	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS
TC-26	DRIVEWAY ENTRANCE SIGNING

HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701400-12	APPROACH TO LANE CLOSURE FREEWAY EXPRESSWAY
701401-13	LANE CLOSURE FREEWAY EXPRESSWAY
701411-09	LANE CLOSURE MULTILANE ENTRANCE OR EXIT RAMP >= 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT/MOVING OPER., SPD <= 40 MPH
701428-01	TRAFFIC CONTROL SETUP REMOVAL FREEWAY EXPRESSWAY
701446-11	TWO LANE CLOSURE FREEWAY EXPRESSWAY
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W W/ MOUNTABLE MEDIAN
701611-01	URBAN HALF-RD CLOSURE, MULTILANE, 2W W/ MOUNTABLE MEDIAN
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

GENERAL NOTES

1. 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.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
3. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
4. THE CONTRACTOR SHALL CONTACT DISTRICT ONE EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR CARLOS MUNOZ AT CARLOS.MUNOZ@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
5. THE RESIDENT ENGINEER SHALL CONTACT AREA TRAFFIC FIELD ENGINEER ABDULLA ALI AT ABDULLA.ALI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
6. ALL SHORT-TERM PAVEMENT MARKINGS ON FINAL SURFACES SHALL BE TYPE IV TAPE.
7. DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOWLINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKDAY. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
8. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO COMMENCING WITH CONSTRUCTION. ANY COST ASSOCIATED WITH OBTAINING THESE PERMITS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR THE ITEMS BEING INSTALLED.
9. POLLUTION CONTROL: THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
10. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING AT THE COMPLETION OF THIS CONTRACT. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
11. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
12. THE CONTRACTOR AND RESIDENT ENGINEER SHALL NOTIFY IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 PRIOR TO STARTING CONSTRUCTION ACTIVITIES NEAR THE VINE PLANTINGS.
13. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.

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FILE NAME: D180B62_Index and Notes.dgn

Michael Baker
INTERNATIONAL
200 West Adams Street, Suite 1800, Chicago, IL 60606
Phone: (312) 707-8770 - MBAKER@MINTL.COM

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PLOT DATE = 1/24/2026	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STANDARDS, AND GENERAL NOTES
I-90/94 AT CHICAGO AVENUE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404,2-1B) BD,BJR 25	COOK	59	2
CONTRACT NO. 80B62				
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE
				0047	0047
				URBAN	S.N. 016-2046
20200100	EARTH EXCAVATION	CU YD	14	14	
* 21101630	TOPSOIL FURNISHAND PLACE, 8"	SQ YD	21	21	
* 25200110	SODDING, SALT TOLERANT	SQ YD	21	21	
28000510	INLET FILTERS	EACH	4	4	
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	108	108	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	242	242	
40600370	LONGITUDINAL JOINT SEALANT	FOOT	352	352	
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	53	53	
42001300	PROTECTIVE COAT	SQ YD	161	161	
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	972	972	
44000600	SIDEWALK REMOVAL	SQ FT	1,164	1,164	
45200100	JOINT OR CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)	FOOT	95	95	
45200300	JOINT OR CRACK FILLING	POUND	33	33	
50102400	CONCRETE REMOVAL	CU YD	56.6		56.6
50157300	PROTECTIVE SHIELD	SQ YD	2,594		2,594

* SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
I-90/94 AT CHICAGO AVENUE**

SCALE: SHEET 1 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	3
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE
				0047	0047
				URBAN	S.N. 016-2046
50300255	CONCRETE SUPERSTRUCTURE	CU YD	60.9		60.9
50300300	PROTECTIVE COAT	SQ YD	1,814		1,814
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	60		60
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	5,030		5,030
50800515	BAR SPLICERS	EACH	16		16
52000110	PREFORMED JOINT STRIP SEAL	FOOT	293.5		293.5
53016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	1		1
53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1,710		1,710
53101410	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4"	SQ YD	1,710		1,710
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	74		74
58700300	CONCRETE SEALER	SQ FT	9,043		9,043
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	20	20	
* 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	

* SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES	
I-90/94 AT CHICAGO AVENUE	
SCALE:	SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	4
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY	BRIDGE
				0005	0047
				URBAN	S.N. 016-2046
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	3	3	
67100100	MOBILIZATION	L SUM	1	1	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	60	60	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,324	1,324	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3,240	3,240	
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	6,838	6,838	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	525	525	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	525	525	
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2	
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2	
* 72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	1	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,247	1,247	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	96	96	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	642	642	

* SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
I-90/94 AT CHICAGO AVENUE**

SCALE: SHEET 3 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	5
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE
				0047 URBAN	0047 S.N. 016-2046
* 7820011	BARRIER WALL REFLECTORS, TYPE C	EACH	6	6	
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	8,662	8,662	
Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	9		9
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	8		8
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	1,652		1,652
X4240122	BRIDGE SIDEWALK REPAIR (PARTIAL DEPTH)	SQ FT	110		110
X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	31	31	
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	349	349	
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	239	239	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	188	188	
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,652		1,652
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	6	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	

* SPECIALTY ITEM

MODEL: Default
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Michael Baker
INTERNATIONAL
200 West Adams Street, Suite 1800, Chicago, IL 60606
Phone: (312) 707-8770 · MBAKERINTL.COM

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PLOT DATE =	1/24/2026	DATE -	01/16/2026

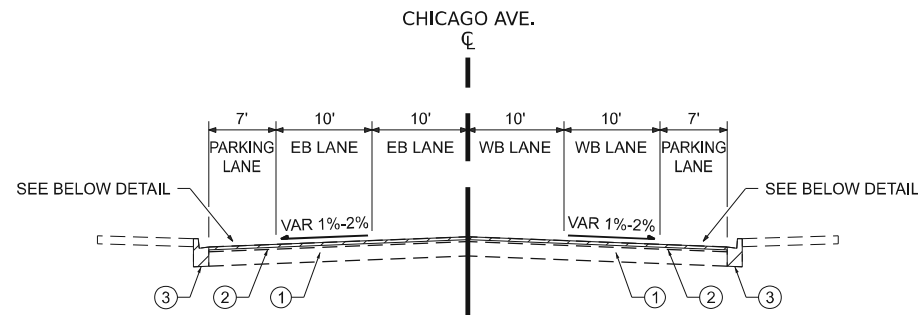
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-90/94 AT CHICAGO AVENUE

SCALE: SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	6
CONTRACT NO. 80B62			ILLINOIS FED. AID PROJECT	

REV-SEP



EXISTING TYPICAL SECTION

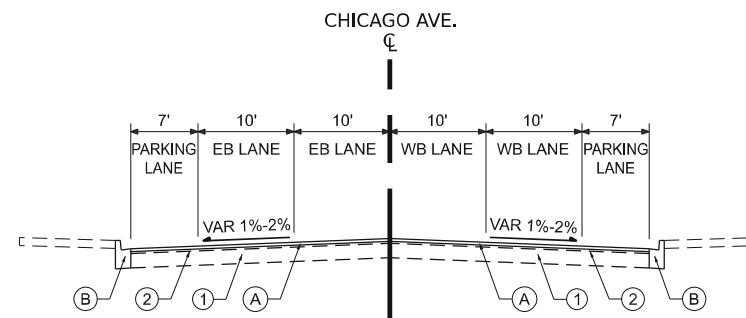
STA. 11+99.1 TO STA. 15+72.9
BRIDGE OMISSION: STA. 12+43.1 TO STA. 15+28.9
(LOOKING WEST)

EXISTING LEGEND

- ① EXIST. P.C. CONCRETE BASE, 9"
- ② EXIST. HMA SURFACE, 3" & VARIES
- ③ EXIST. CONCRETE CURB & GUTTER TY. B-6.12
- ☒ REMOVAL

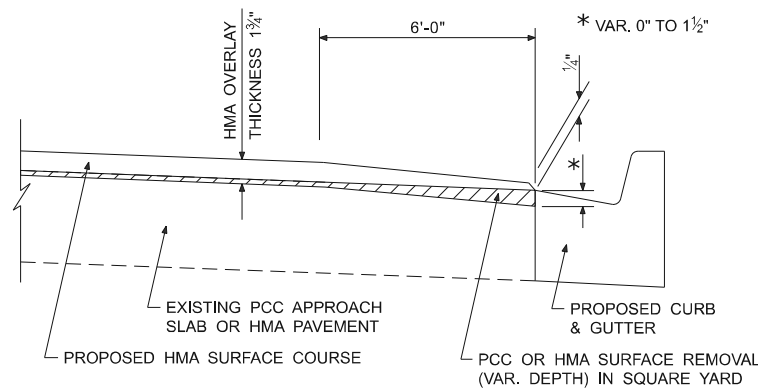
PROPOSED LEGEND

- Ⓐ PROP. HMA SURFACE CSE, IL-9.5, MIX "D", N70, 1.75"
- Ⓑ PROP. CURB & GUTTER REM. & REPL.



PROPOSED TYPICAL SECTION

STA. 11+99.1 TO STA. 15+72.9
BRIDGE OMISSION: STA. 12+43.1 TO STA. 15+28.9
(LOOKING WEST)



**DETAIL: HMA TAPER AT
EDGE OF APPROACH SLAB**

HOT-MIX ASPHALT MIXTURE REQUIREMENTS CHART

MIXTURE TYPE	AIR VOIDS @ N _{DES}	QMP
HOT-MIX ASPHALT OVERLAY		
HMA SURFACE COURSE, IL-9.5, MIX "D", N70	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)		

NOTES:

- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LB/SQ YD/IN.
- 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.
- THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE MIX.

MODEL: Default
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200 West Adams Street, Suite 1800, Chicago, IL 60606
Phone: (312) 707-8770 - MBAKER@MBAKERINTL.COM

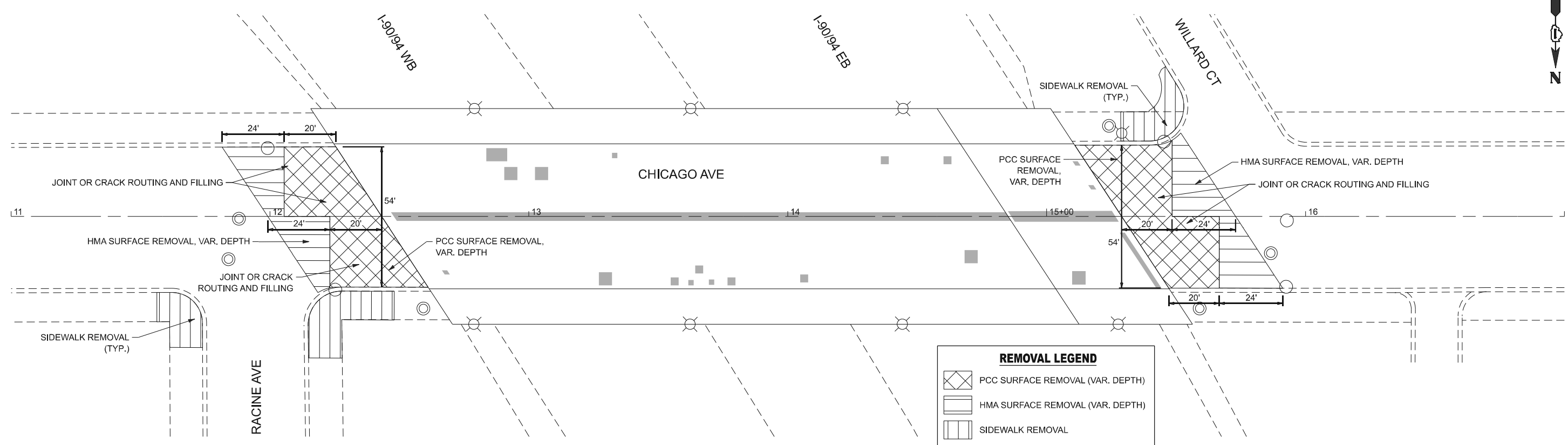
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
I-90/94 AT CHICAGO AVENUE**

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

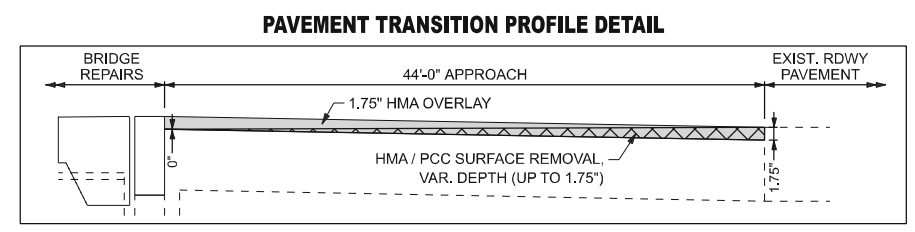
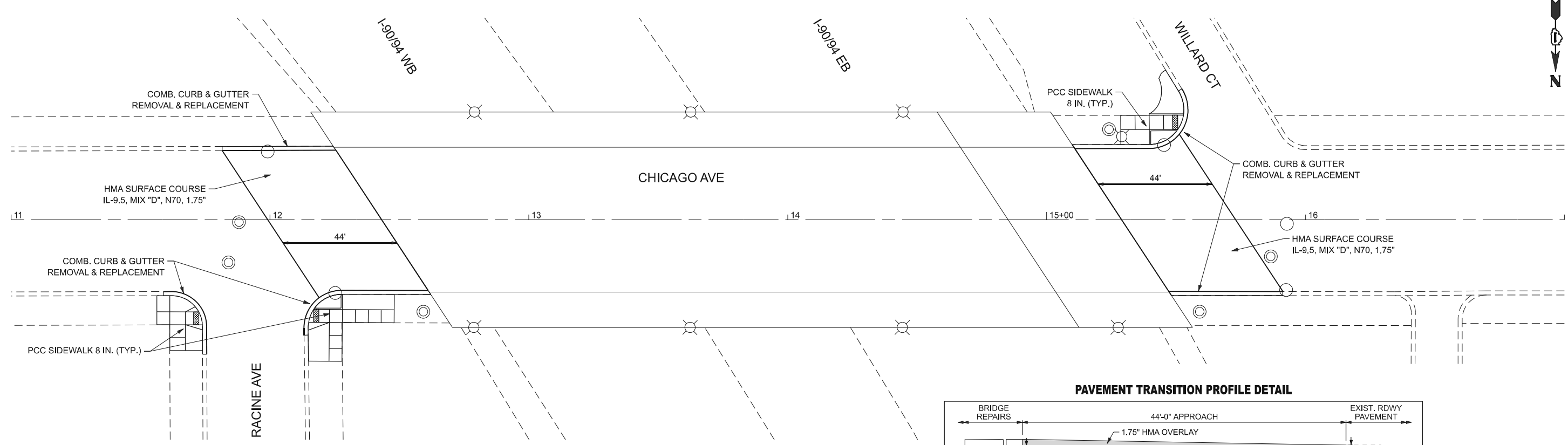
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	8
CONTRACT NO. 80B62				
ILLINOIS			FED. AID PROJECT	



REMOVAL LEGEND

- PCC SURFACE REMOVAL (VAR. DEPTH)
- HMA SURFACE REMOVAL (VAR. DEPTH)
- SIDEWALK REMOVAL
- BRIDGE DECK PATCHING (REFER TO BRIDGE PLANS)

EXISTING



PROPOSED

MODEL: Default
FILE NAME: D:\80862_Remove and Proposed Plan.dgn

Michael Baker INTERNATIONAL
200 West Adams Street, Suite 1800, Chicago, IL 60606
Phone: (312) 707-8770 - MBAKER@MBAKINTL.COM

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DATE - 01/16/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL AND PROPOSED ROADWAY PLAN
I-90/94 AT CHICAGO AVENUE**

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	9
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. TRAFFIC CONDITIONS, CRASHES, AND OTHER UNFORSEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
2. THE MAINTENANCE OF TRAFFIC PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THE CONTRACT. THE CONTRACTOR MAY MODIFY THE MAINTENANCE OF TRAFFIC PLANS TO MEET CONSTRUCTION NEEDS, BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
3. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN OR PEDESTRIAN SIDEWALK WITH THE PLACEMENT OF TEMPORARY CONSTRUCTION SIGNING. THE CONTRACTOR MUST MAINTAIN A 4-FOOT MINIMUM CLEAR WIDTH ON ALL SIDEWALKS WHEN INSTALLING CONSTRUCTION SIGNS ON OR NEAR SIDEWALKS THAT ARE OPEN TO PEDESTRIANS.
4. THE CONTRACTOR SHALL COVER ANY EXISTING SIGN WHICH CONFLICT WITH TEMPORARY SIGNING. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
5. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAVEMENT MARKING TAPE TYPE IV.
6. DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO AVOID ANY CONSTRUCTION DEBRIS FROM ENCROACHING INTO TRAVEL LANES.
7. PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES. ANY TEMPORARY SIGNAGE, TEMPORARY ACCESS PATHS, OR OTHER ITEMS NEEDED TO REROUTE PEDESTRIAN TRAFFIC AROUND WORK ZONES SHALL BE APPROVED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
8. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES 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.
9. ALL EXISTING LANE LINE PAVEMENT MARKINGS IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED VIA WATER BLASTING WITH VACUUM RECOVERY. THE EXISTING PAVEMENT MARKINGS THAT WERE REMOVED SHALL BE RESTORED IN KIND AFTER THE COMPLETION OF THE STAGING.
10. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
11. WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES/DRUMS AT THE END OF EACH WORKDAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND IT IS DETERMINED THAT OVERNIGHT LANE CLOSURES AND/OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT. WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.
12. A MINIMUM OF 72 HOURS IN ADVANCE OF ANY STAGE SHIFT OR DETOUR ACTIVATION, CONTRACTOR SHALL COORDINATE WITH THE CHICAGO FIRE DEPARTMENT ENGINE COMPANY 14 (1122 W. CHICAGO AVENUE) AT (312) 744-5000.

SEQUENCE OF CONSTRUCTION

STAGE 1

TRAFFIC

REMOVE EXISTING PAVEMENT MARKINGS IN CONFLICT WITH STAGE 1 TEMPORARY PAVEMENT MARKINGS. SHIFT TRAFFIC TO THE NORTH SIDE (WB) OF THE EXISTING BRIDGE. ONE LANE OF TRAFFIC TO BE PROVIDED IN EACH DIRECTION

CONSTRUCTION

THE PROPOSED IMPROVEMENTS WILL BE CONDUCTED ON THE SOUTH HALF OF THE BRIDGE AND ROADWAY.

STAGE 2

TRAFFIC

REMOVE EXISTING PAVEMENT MARKINGS IN CONFLICT WITH STAGE 1 TEMPORARY PAVEMENT MARKINGS. SHIFT TRAFFIC TO THE SOUTH SIDE (EB) OF THE EXISTING BRIDGE. ONE LANE OF TRAFFIC TO BE PROVIDED IN EACH DIRECTION

CONSTRUCTION

THE PROPOSED IMPROVEMENTS WILL BE CONDUCTED ON THE NORTH HALF OF THE BRIDGE AND ROADWAY.

SPECIAL SIGN DETAIL

ARTERIAL ROAD INFORMATION SIGN FOR ROADS TO BE FULLY CLOSED AND DETOURED



OVERLAY TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION

OVERLAY TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR (MONTH ONLY)

SPECIAL 48" X 66"

7" BLACK LETTERS ON ORANGE REFLECTIVE BACKGROUND, 6" RADIUS, 1.3" BORDER, HIGHWAY C FONT

NOTE

-ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS 1 & 2 IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED. SIGNS TO BE PLACED TWO WEEKS PRIOR TO FULL CLOSURE. REMOVE SIGNS ONCE THE ROAD CLOSURE IS ESTABLISHED.

-SIGN TO BE PAID FOR AS TEMPORARY INFORMATION SIGNING



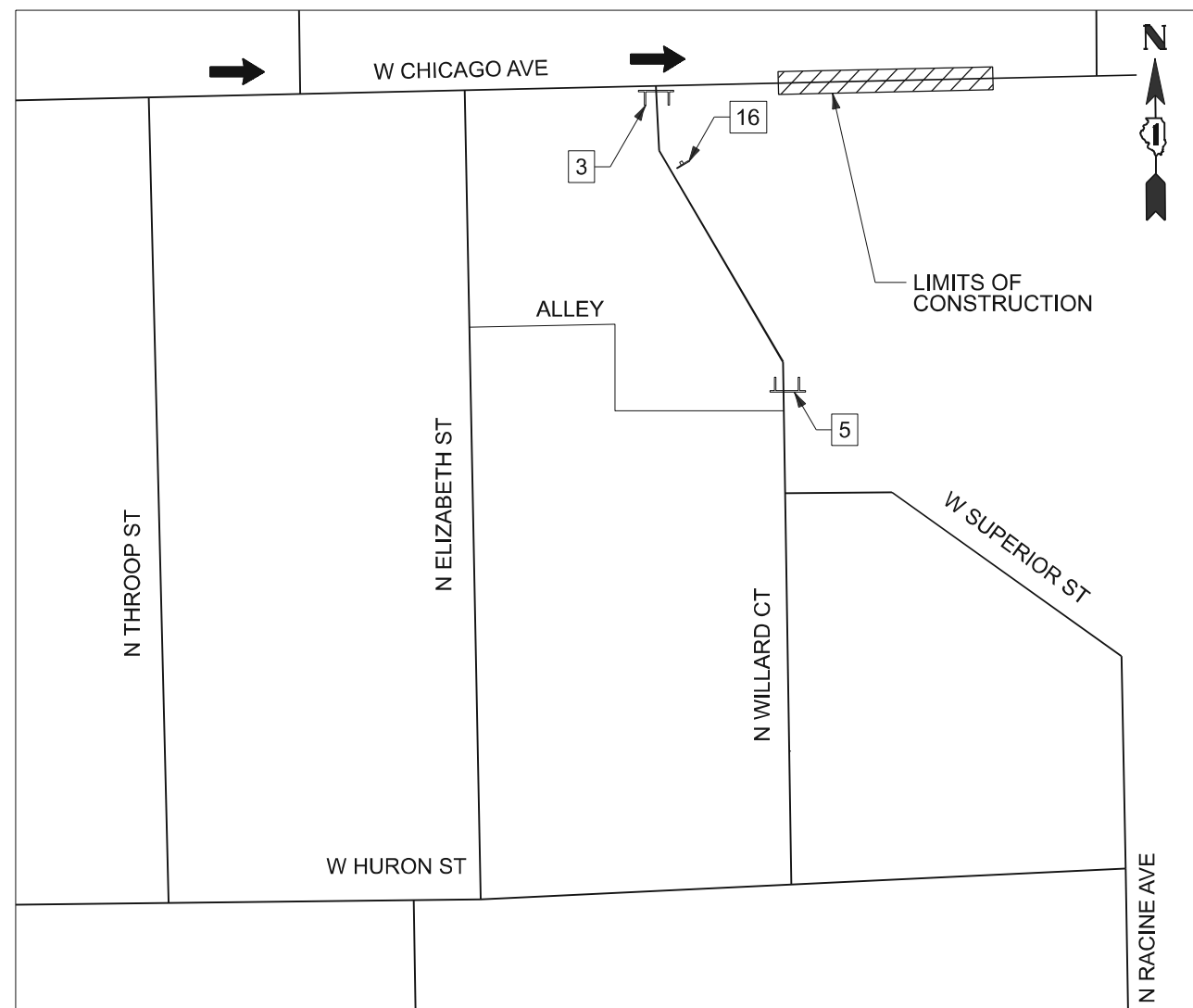
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	DRAWN - MJ	REVISED -
PLOT SCALE =	CHECKED - HTL	REVISED -
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -

STATE OF ILLINOIS
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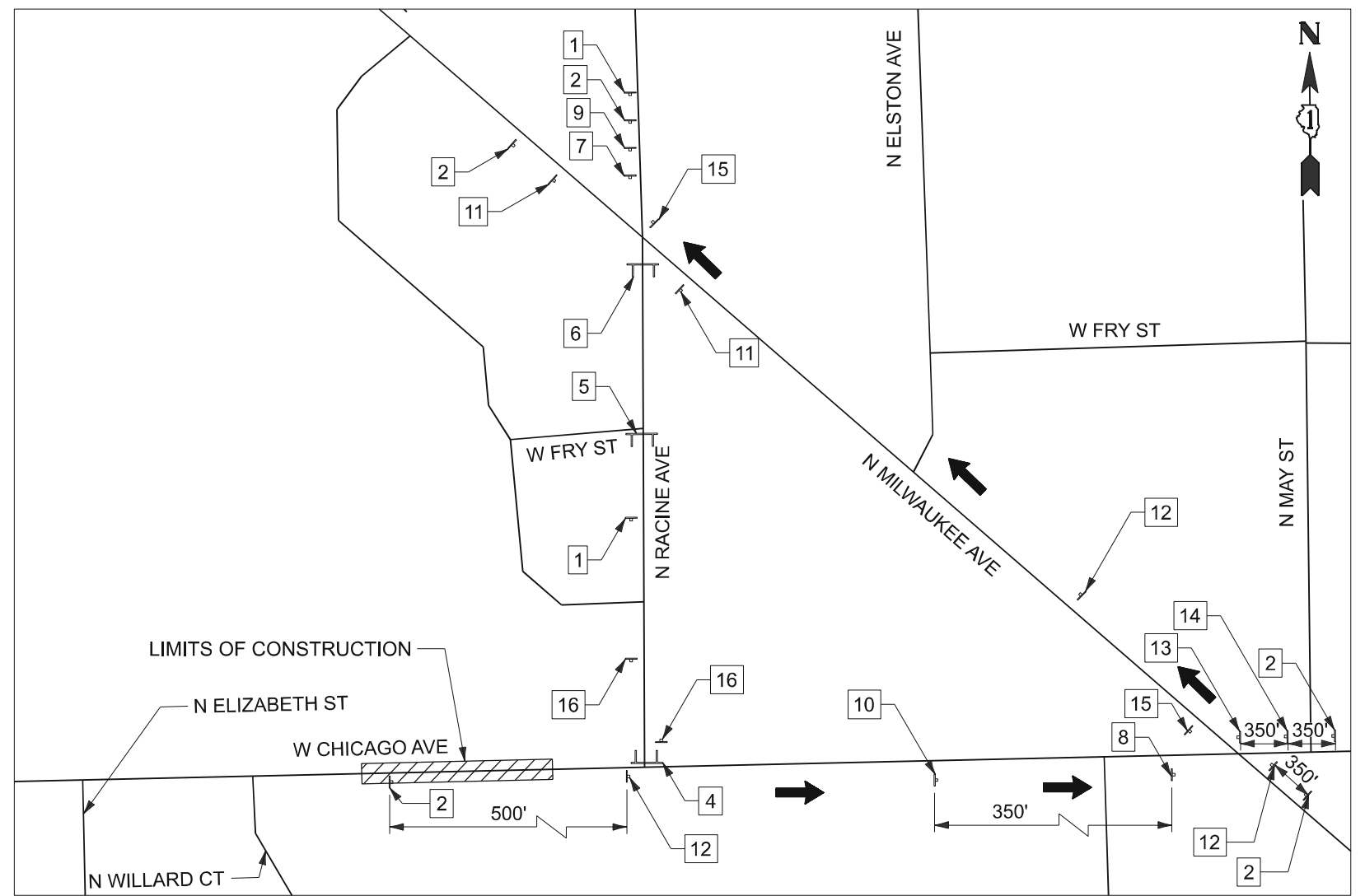
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL GENERAL NOTES AND SEQUENCE OF CONSTRUCTION

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD, BJR 25	COOK	59	10
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				



STAGE 1 DETOUR - N. WILLARD COURT



STAGE 2 DETOUR - N. RACINE AVENUE

SIGN LEGEND

1		4		7		9		11		13		15	
	W20-3(O)-36		R11-2-4830 M4-10R-4818 TYPE III BARRICADE		M4-5(O)-2412 SPECIAL(O)- 2.5' X 2' 2		M4-5(O)-2412 SPECIAL(O)- 2.5' X 2' 2		M4-5(O)-2412 SPECIAL(O)- 2.5' X 2' 2		M3-1(O)-2412 SPECIAL(O)- 2.5' X 2' 2		M4-8A(O)-2418
2		5		8		10		12		14		16	ROAD WILL BE CLOSED SIGN (SPECIAL) SEE PREVIOUS SHEET FOR ARTERIAL INFORMATION SIGN DETAIL
	W20-2(O)-36 SPECIAL(O)-3018		R11-4-6030 TYPE III BARRICADE		M3-1(O)-2412 SPECIAL(O)- 2.5' X 2' 2		M3-1(O)-2412 SPECIAL(O)- 2.5' X 2' 2		M3-1(O)-2412 SPECIAL(O)- 2.5' X 2' 2		M3-1(O)-2412 SPECIAL(O)- 2.5' X 2' 2		
3		6											
	R11-2-4830 TYPE III BARRICADE		R11-4-6030 M4-10L-4818 TYPE III BARRICADE										

DETOUR LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- STATIC SIGN

- NOTES**
- SEE MAINTENANCE OF TRAFFIC PLANS FOR SIGN LOCATION DETAIL.
 - SIGN TO BE 6" BLACK LETTER ON ORANGE REFLECTIVE BACKGROUND.
 - SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING
 - THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGNAGE WITH THE PLACEMENT OF DETOUR SIGNAGE.
 - A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE CONSTRUCTION ON CHICAGO AVE, THE CONTRACTOR SHALL PLACE ONE (1) ARTERIAL DETOUR INFO SIGN AT EACH END OF THE PROJECT ALONG THE ROUTE AS DIRECTED AND AT A LOCATION DESIGNATED BY THE PLANS TO INFORM MOTORISTS OF THE UPCOMING BRIDGE WORK. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER TEMPORARY INFORMATION SIGNING.



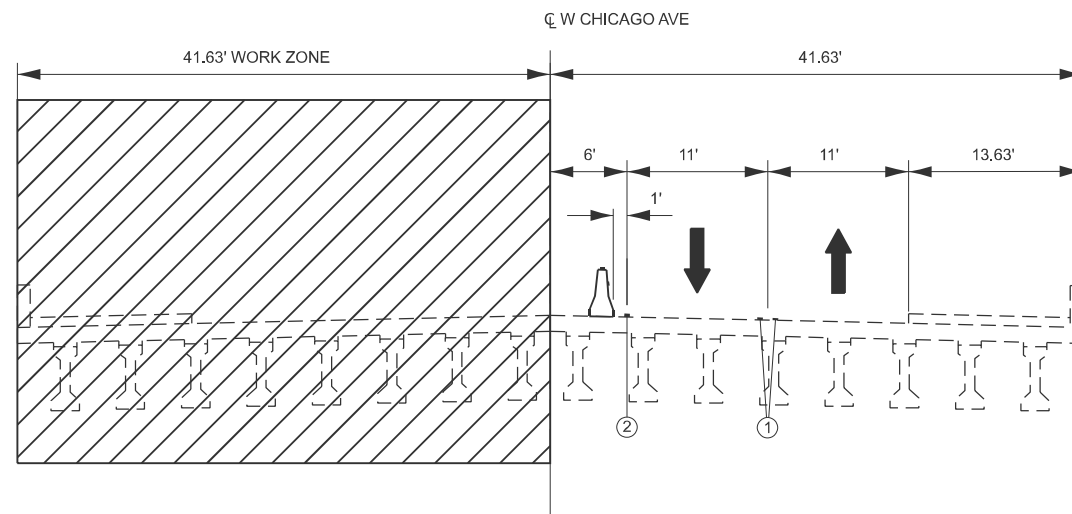
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PLOT SCALE =	DRAWN - MJ	REVISED -
PLOT DATE = 8/21/2025	CHECKED - HTL	REVISED -
	DATE - 8/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN
N RACINE AVE AND N WILLARD CT

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404,2-1B) BD. BJR 25	COOK	59	11
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

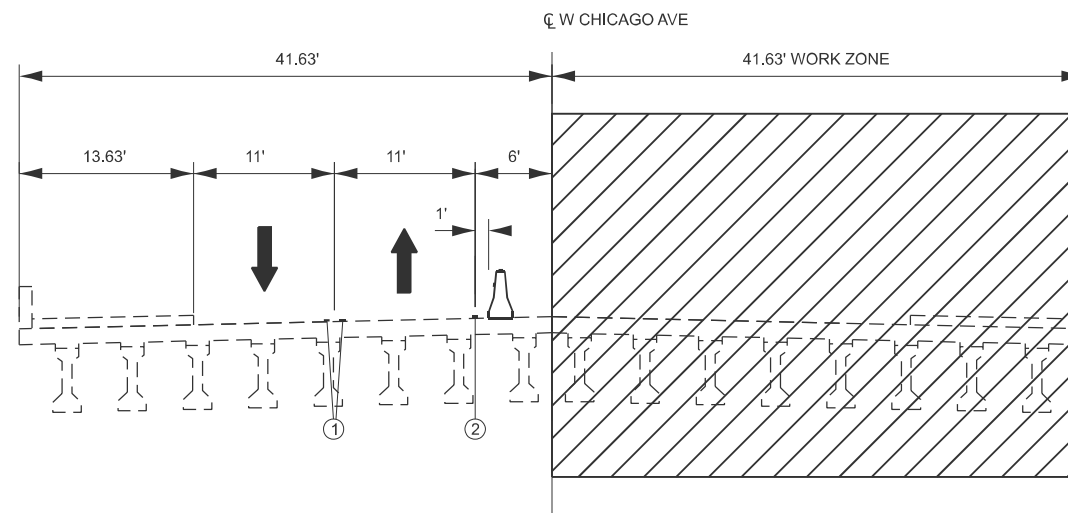


PROPOSED LEGEND

- ① TEMPORARY PAVEMENT MARKING TAPE - 4 INCH DOUBLE YELLOW 8" C-C
- ② TEMPORARY PAVEMENT MARKING TAPE - 4 INCH SOLID WHITE
- ↑ DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER WITH BI-DIRECTIONAL CRYSTAL TYPE C REFLECTORS PER STD 704001 AND 782006

MOT TYPICAL SECTION - STAGE 1

W CHICAGO AVE BRIDGE OVER KENNEDY EXPY
LOOKING WEST



MOT TYPICAL SECTION - STAGE 2

W CHICAGO AVE BRIDGE OVER KENNEDY EXPY
LOOKING WEST



USER NAME =	DESIGNED - MJ	REVISED -
	DRAWN - MJ	REVISED -
PLOT SCALE =	CHECKED - HTL	REVISED -
PLOT DATE = 8/21/2025	DATE - 8/21/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
MAINTENANCE OF TRAFFIC

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404,2-1B) BD, BJR 25	COOK	59	12
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

W2-1115(O)-3618

WORK ZONE

R2-1-3648

SPEED LIMIT 30

R2-1106P-3618

\$250 FINE MINIMUM

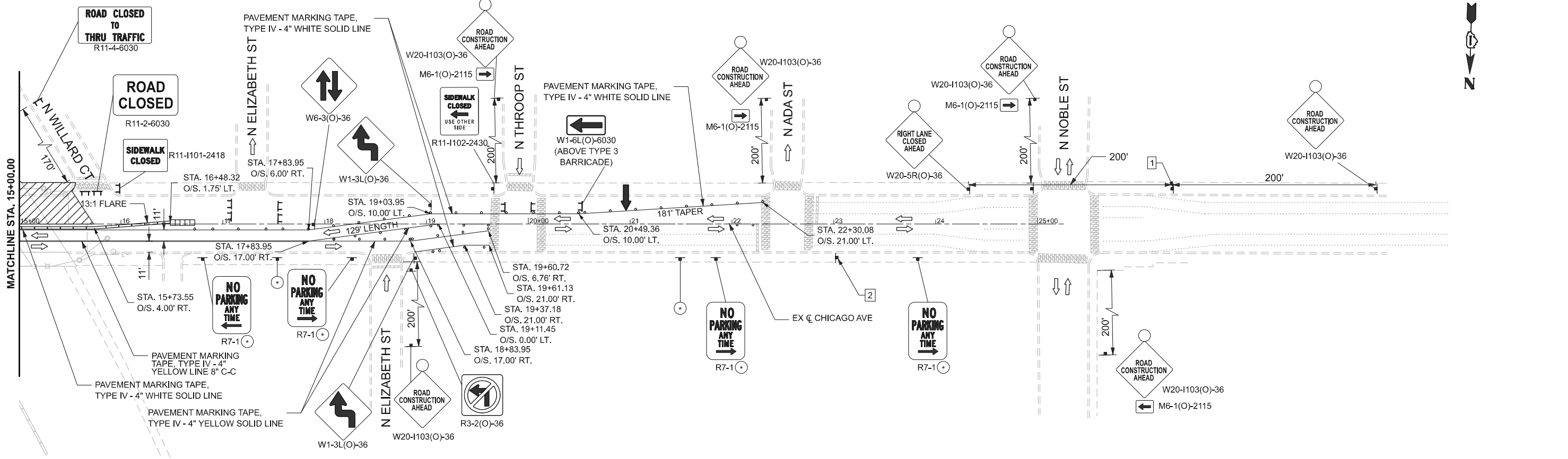
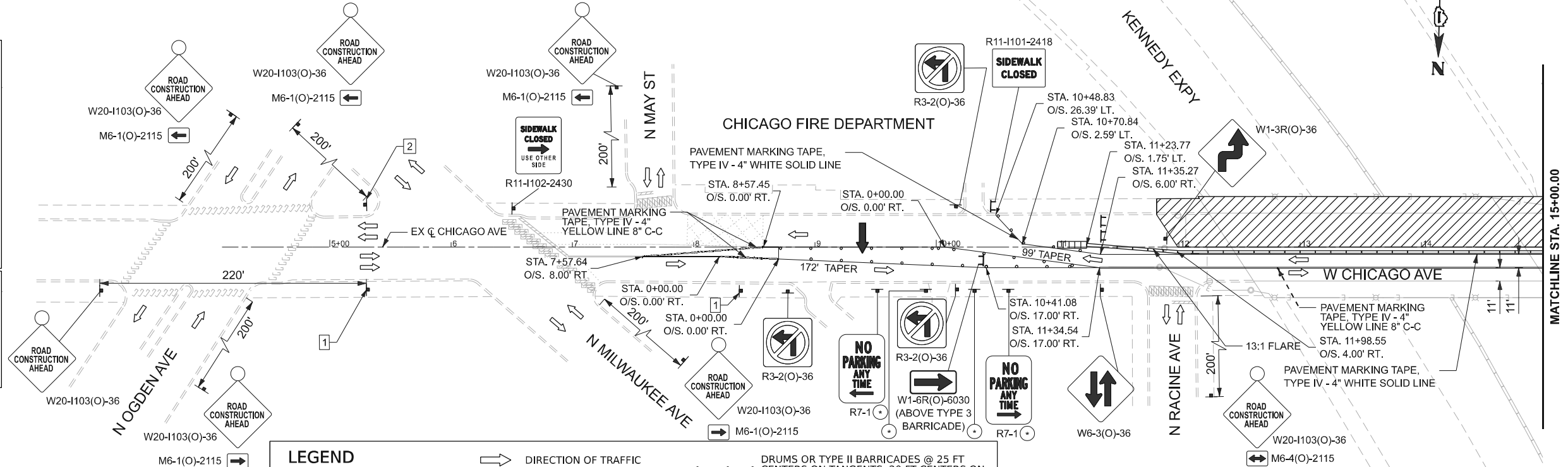
END WORKZONE SPEED LIMIT

G20-1103-6036

NOTE:
R11-1102 SIGNS ARE TO BE MOUNTED ON DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

LEGEND

- WORK ZONE
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- ARROW BOARD
- DRUMS OR TYPE II BARRICADES @ 25 FT CENTERS ON TANGENTS, 20 FT CENTERS ON TAPERS AND 10 FT CENTERS ALONG RADII
- TEMPORARY CONCRETE BARRIER WITH REFLECTORS TYPE C (80' SPACING)
- EXISTING PARKING SIGNS TO BE COVERED



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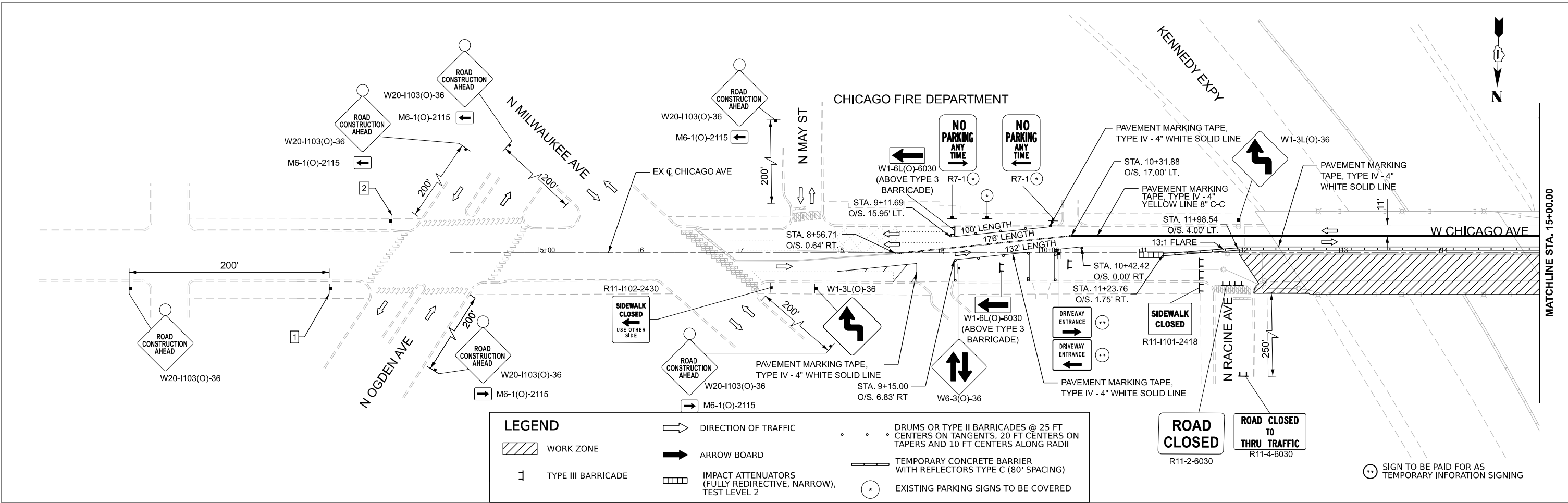
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1
MAINTENANCE OF TRAFFIC

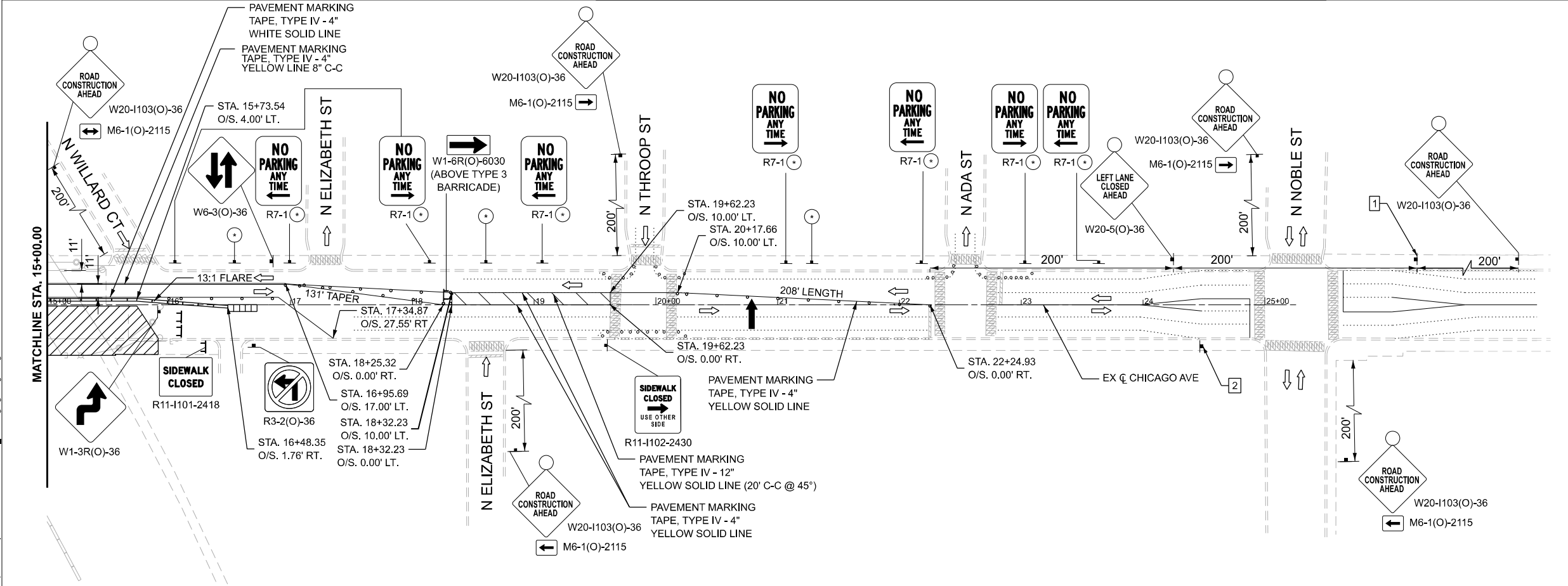
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F.A.I. RTE. 90/94	SECTION (0404.2-1B) BD. BUR 25	COUNTY COOK	TOTAL SHEETS 59	SHEET NO. 13
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				



LEGEND

- WORK ZONE
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- ARROW BOARD
- IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2
- DRUMS OR TYPE II BARRICADES @ 25 FT CENTERS ON TANGENTS, 20 FT CENTERS ON TAPERS AND 10 FT CENTERS ALONG RADII
- TEMPORARY CONCRETE BARRIER WITH REFLECTORS TYPE C (80' SPACING)
- EXISTING PARKING SIGNS TO BE COVERED



SIGN LEGEND

- W2-115(O)-3618 WORK ZONE
- R2-1-3648 SPEED LIMIT 30
- R2-1106P-3618 \$250 FINE MINIMUM
- G20-1103-6036 END WORKZONE SPEED LIMIT

NOTE:
R11-1102 SIGNS ARE TO BE MOUNTED ON DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

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	DRAWN - AD	REVISED -
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PLOT DATE = 3/6/2026	DATE - 3/3/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

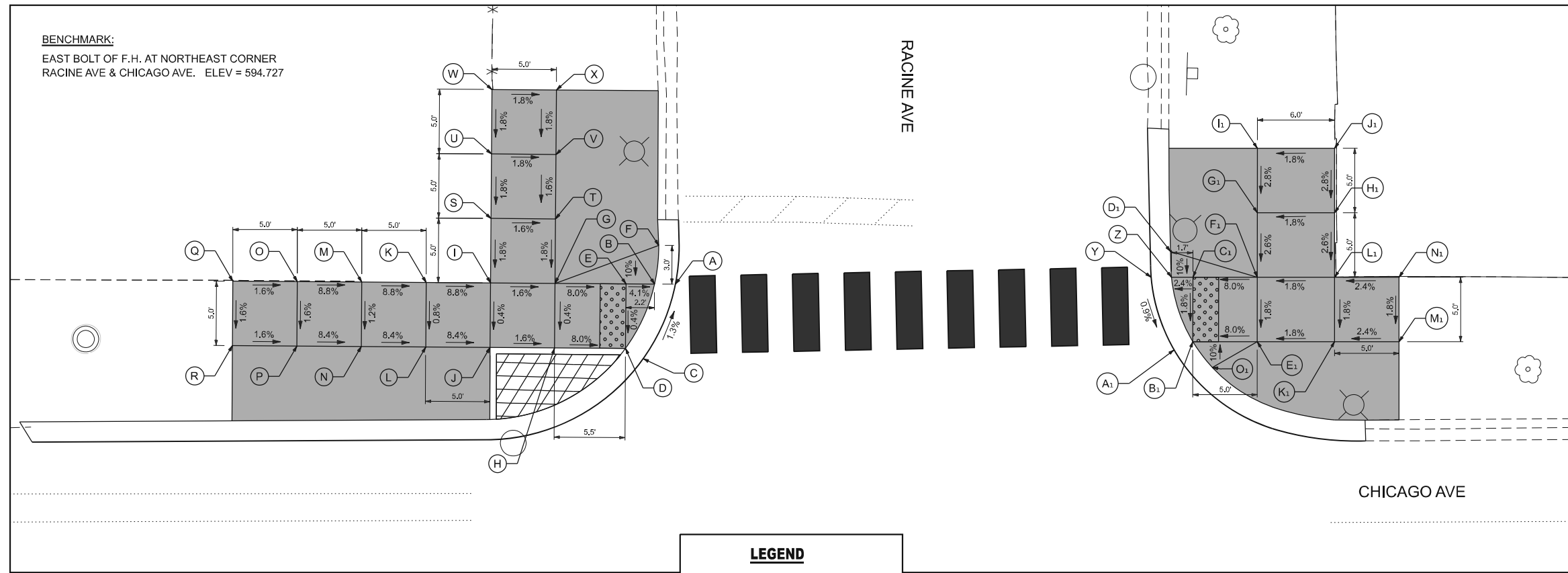
**STAGE 2
MAINTENANCE OF TRAFFIC**

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 0+00.00 TO STA. 30+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9094	(0404.2-1B) BD. BUR 25	COOK	59	14
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

CHICAGO AVENUE AT RACINE AVENUE

PT.	STA.	OS.	ELEV.
A	12+12.30	39.60' RT	(594.03)
B	12+13.91	39.61' RT	594.02
C	12+14.80	33.82' RT	(594.10)
D	12+16.17	34.63' RT	594.09
E	12+16.13	39.63' RT	594.11
F	12+13.59	42.61' RT	594.32
G	12+21.64	39.66' RT	594.55
H	12+21.67	34.66' RT	594.53
I	12+26.64	39.70' RT	594.63
J	12+26.67	34.70' RT	594.61
K	12+31.64	39.73' RT	595.07
L	12+31.67	34.73' RT	595.03
M	12+36.64	39.77' RT	595.51
N	12+36.67	34.77' RT	595.45
O	12+41.64	39.80' RT	595.95
P	12+41.67	34.80' RT	595.87
Q	12+46.64	39.84' RT	(596.03)
R	12+46.67	34.84' RT	(595.95)
S	12+26.60	44.70' RT	594.72
T	12+21.60	44.67' RT	594.64
U	12+26.57	49.70' RT	594.81
V	12+21.57	49.67' RT	594.72
W	12+26.53	54.70' RT	(594.90)
X	12+21.53	54.67' RT	(594.81)
Y	11+75.40	40.15' RT	(593.22)
Z	11+73.81	40.15' RT	593.21
A1	11+73.61	34.51' RT	(593.17)
B1	11+72.15	35.15' RT	593.16
C1	11+72.15	40.15' RT	593.25
D1	11+73.89	42.15' RT	593.41
E1	11+67.15	35.15' RT	593.56
F1	11+67.15	40.15' RT	593.65
G1	11+67.15	45.15' RT	593.78
H1	11+61.15	45.15' RT	593.89
I1	11+67.15	50.15' RT	(593.92)
J1	11+61.15	50.15' RT	(594.03)
K1	11+61.15	35.15' RT	593.67
L1	11+61.15	40.15' RT	593.76
M1	11+56.15	35.15' RT	(593.79)
N1	11+56.15	40.15' RT	(593.88)
O1	11+70.64	33.15' RT	593.48



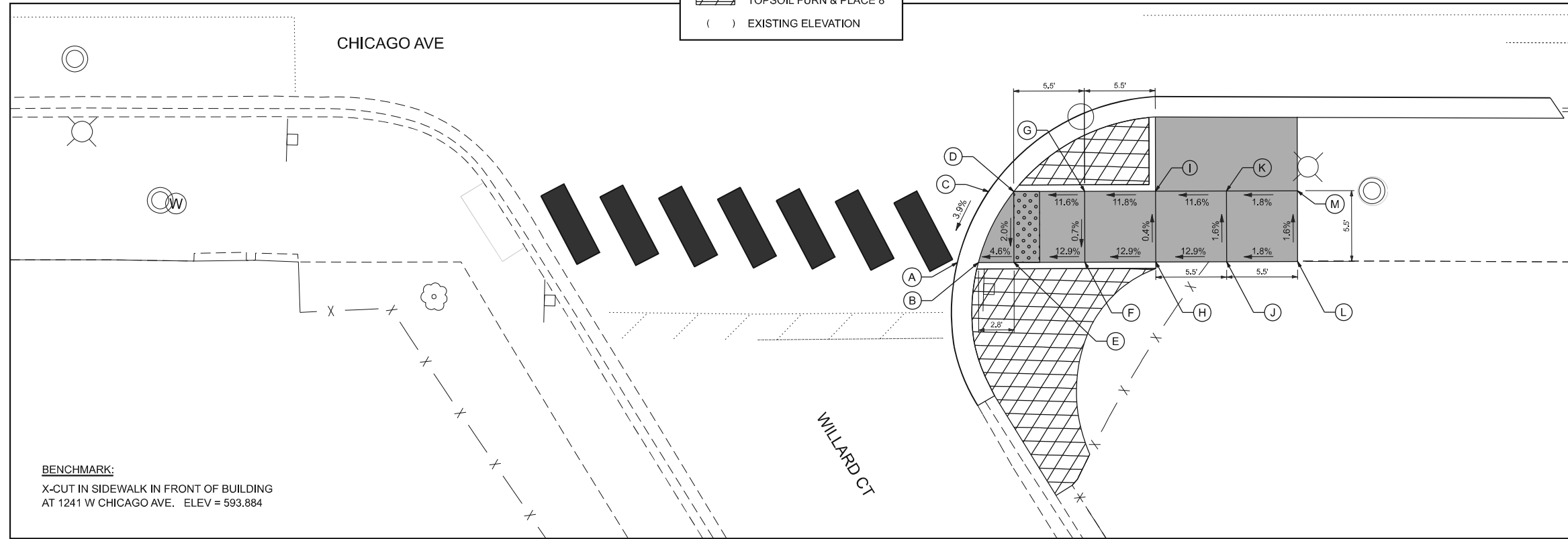
- NOTES:**
1. THE CONTRACTOR SHALL USE RAISED SIDE CURB BARRIERS AND/OR LANDSCAPED SURFACES TO MEET THE REQUIREMENTS OF PROWAG R203.6.1.1
 2. CURB RAMPS WITH RUNNING SLOPES GREATER THAN 1:12 ARE DESIGNED IN ACCORDANCE WITH THE "15-FOOT RULE" (PROWAG R304.2.1).

LEGEND

- DETECTABLE WARNING
- PCC SIDEWALK 8" SUB. GRAN. MAT. B 4"
- PROPOSED SIDE CURB
- SODDING, SALT TOLERANT TOPSOIL FURN & PLACE 8"
- () EXISTING ELEVATION

CHICAGO AVENUE AT WILLARD COURT

PT.	STA.	OS.	ELEV.
A	15+55.12	39.90' LT	(594.88)
B	15+53.49	39.90' LT	594.87
C	15+52.70	34.39' LT	(595.12)
D	15+50.75	34.39' LT	595.11
E	15+50.73	39.89' LT	595.00
F	15+45.23	39.87' LT	595.71
G	15+45.25	34.37' LT	595.75
H	15+39.73	39.86' LT	596.42
I	15+39.75	34.36' LT	596.40
J	15+34.23	39.84' LT	597.13
K	15+34.25	34.34' LT	597.04
L	15+28.73	39.82' LT	(597.23)
M	15+28.75	34.32' LT	(597.14)



BENCHMARK:
X-CUT IN SIDEWALK IN FRONT OF BUILDING AT 1241 W CHICAGO AVE. ELEV = 593.884

MODEL: Default; FILE NAME: D180B62_ADA_Details.dgn

Michael Baker INTERNATIONAL
200 West Adams Street, Suite 1800, Chicago, IL 60606
Phone: (312) 707-8770 - MBAKERINTL.COM

DESIGNED - WJT	REVISED -
DRAWN - WJT	REVISED -
CHECKED - DFM	REVISED -
DATE - 01/16/2026	REVISED -

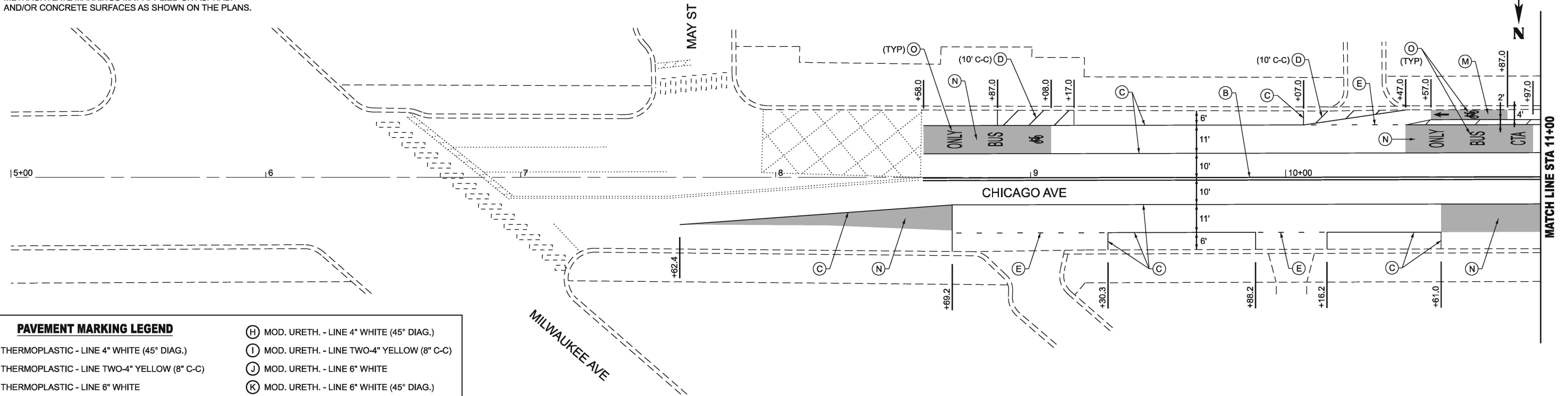
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DETAILS
I-90/94 AT CHICAGO AVENUE**

SCALE: 1"=5' SHEET 1 OF 1 SHEETS STA. TO STA.

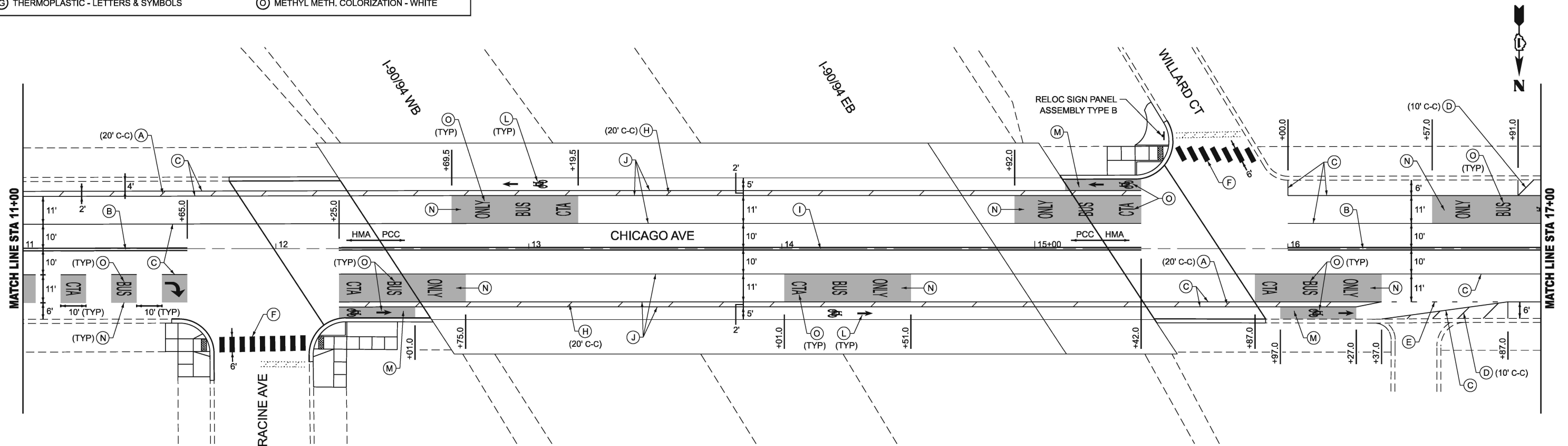
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404,2-1B) BD,BJR 25	COOK	59	15
CONTRACT NO. 80B62				
ILLINOIS FED.AID PROJECT				

MATERIAL NOTE:
 MODIFIED URETHANE MARKINGS SHALL BE APPLIED ON CONCRETE SURFACES, AND THERMOPLASTIC MARKINGS SHALL BE APPLIED ON ASPHALT SURFACES. METHYL METHACRYLATE MARKINGS MAY APPLIED ON ASPHALT AND/OR CONCRETE SURFACES AS SHOWN ON THE PLANS.



PAVEMENT MARKING LEGEND

- | | |
|--|---|
| (A) THERMOPLASTIC - LINE 4" WHITE (45° DIAG.) | (H) MOD. URETH. - LINE 4" WHITE (45° DIAG.) |
| (B) THERMOPLASTIC - LINE TWO-4" YELLOW (8" C-C) | (I) MOD. URETH. - LINE TWO-4" YELLOW (8" C-C) |
| (C) THERMOPLASTIC - LINE 6" WHITE | (J) MOD. URETH. - LINE 6" WHITE |
| (D) THERMOPLASTIC - LINE 6" WHITE (45° DIAG.) | (K) MOD. URETH. - LINE 6" WHITE (45° DIAG.) |
| (E) THERMOPLASTIC - LINE 6" WHITE (2' DASH, 6' SKIP) | (L) MOD. URETH. - LETTERS & SYMBOLS |
| (F) THERMOPLASTIC - LINE 24" WHITE | (M) METHYL METH. COLORIZATION - GREEN |
| (G) THERMOPLASTIC - LETTERS & SYMBOLS | (N) METHYL METH. COLORIZATION - RED |
| | (O) METHYL METH. COLORIZATION - WHITE |



MODEL: Default
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Michael Baker
 INTERNATIONAL
 200 West Adams Street, Suite 1800, Chicago, IL 60606
 Phone: (312) 707-8770 - MBAKERINTL.COM

DESIGNED - WJT	REVISD -
DRAWN - WJT	REVISD -
CHECKED - DFM	REVISD -
DATE - 01/16/2026	REVISD -

DESIGNED - WJT	REVISD -
DRAWN - WJT	REVISD -
CHECKED - DFM	REVISD -
DATE - 01/16/2026	REVISD -

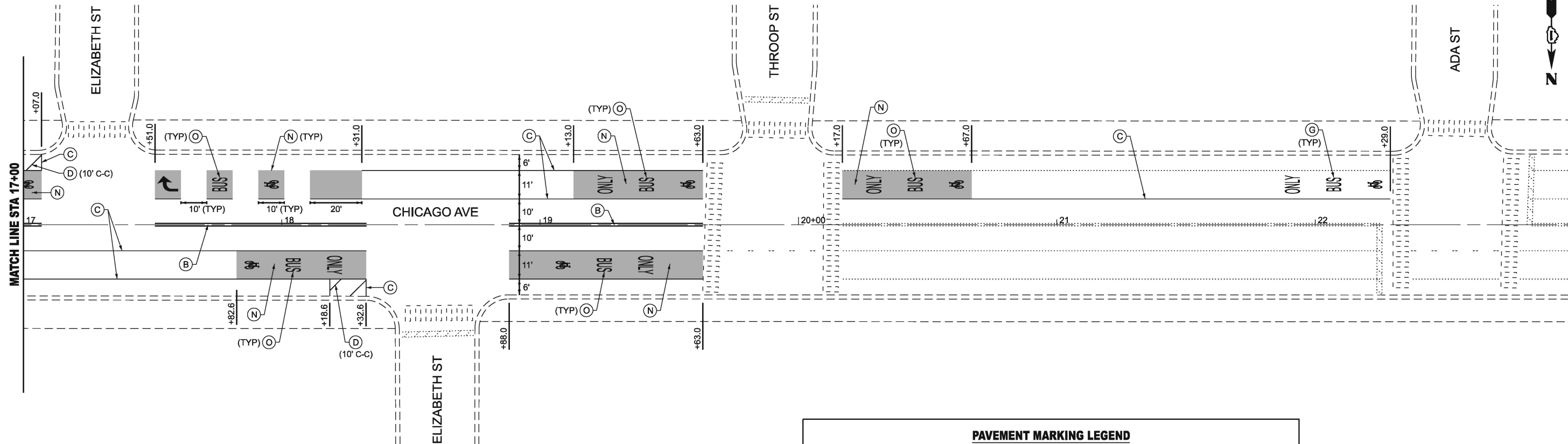
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CHECKED - DFM	REVISD -
DATE - 01/16/2026	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLANS
I-90/94 AT CHICAGO AVENUE

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	16
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND	
(A) THERMOPLASTIC - LINE 4" WHITE (6' DASH, 18' SKIP)	(H) MOD. URETH. - LINE TWO-4" YELLOW (8" C-C)
(B) THERMOPLASTIC - LINE TWO-4" YELLOW (8" C-C)	(I) MOD. URETH. - LINE 6" WHITE
(C) THERMOPLASTIC - LINE 6" WHITE	(J) MOD. URETH. - LINE 6" WHITE (45° DIAG.)
(D) THERMOPLASTIC - LINE 6" WHITE (45° DIAG.)	(K) MOD. URETH. - LETTERS & SYMBOLS
(E) THERMOPLASTIC - LINE 6" WHITE (2' DASH, 6' SKIP)	(L) METHYL METH. COLORIZATION - GREEN
(F) THERMOPLASTIC - LINE 24" WHITE	(M) METHYL METH. COLORIZATION - RED
(G) THERMOPLASTIC - LETTERS & SYMBOLS	(N) METHYL METH. COLORIZATION - WHITE

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Michael Baker
 INTERNATIONAL
 200 West Adams Street, Suite 1800, Chicago, IL 60606
 Phone: (312) 707-8770 - MBAKERINTL.COM

DESIGNED - WJT	REVISED -
DRAWN - WJT	REVISED -
CHECKED - DFM	REVISED -
DATE - 01/16/2026	REVISED -
PLOT DATE = 3/11/2026	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLANS
 I-90/94 AT CHICAGO AVENUE

SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	17
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

Existing Structure: S.N. 016-2046 built in 1957 with 4 lanes and 2 sidewalks. In 1990 the deck was replaced and the span arrangement was reconfigured with a pier replacement. The current superstructure consists of one simple span of composite rolled W36x135 beams and three continuous spans of various rolled W36 beams with a total length of 285'-9⁵/₈" back-to-back of abutment. The bridge is 83'-3" out-to-out. The substructure consists of closed abutments supported on timber piles and three multicolumn piers supported on caissons.

Traffic will be maintained utilizing staged construction.

Salvage: None.

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

EXISTING DESIGN STRESSES

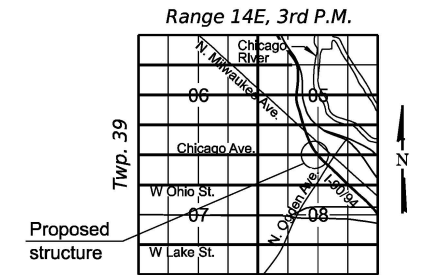
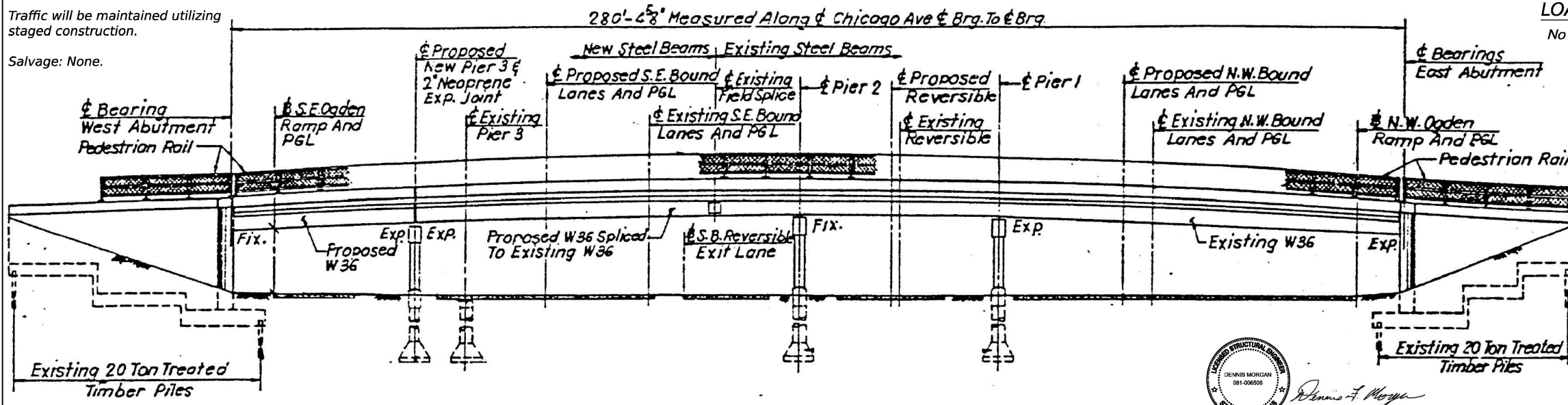
1957 CONSTRUCTION
f_c = 3,500 psi (concrete)
f_y = 20,000 (rein.)
f_y = 18,000 psi (structural steel)

1990 CONSTRUCTION
f_c = 3,500 psi (concrete)
f_y = 60,000 (rein.)
f_y = 20,000 psi (structural steel)

LOADING HS20-44
No allowance for future wearing surface

PROPOSED DESIGN STRESSES

FIELD UNITS:
f_c = 4,000 psi (Superstructure)
f_y = 60,000 (reinforcement)



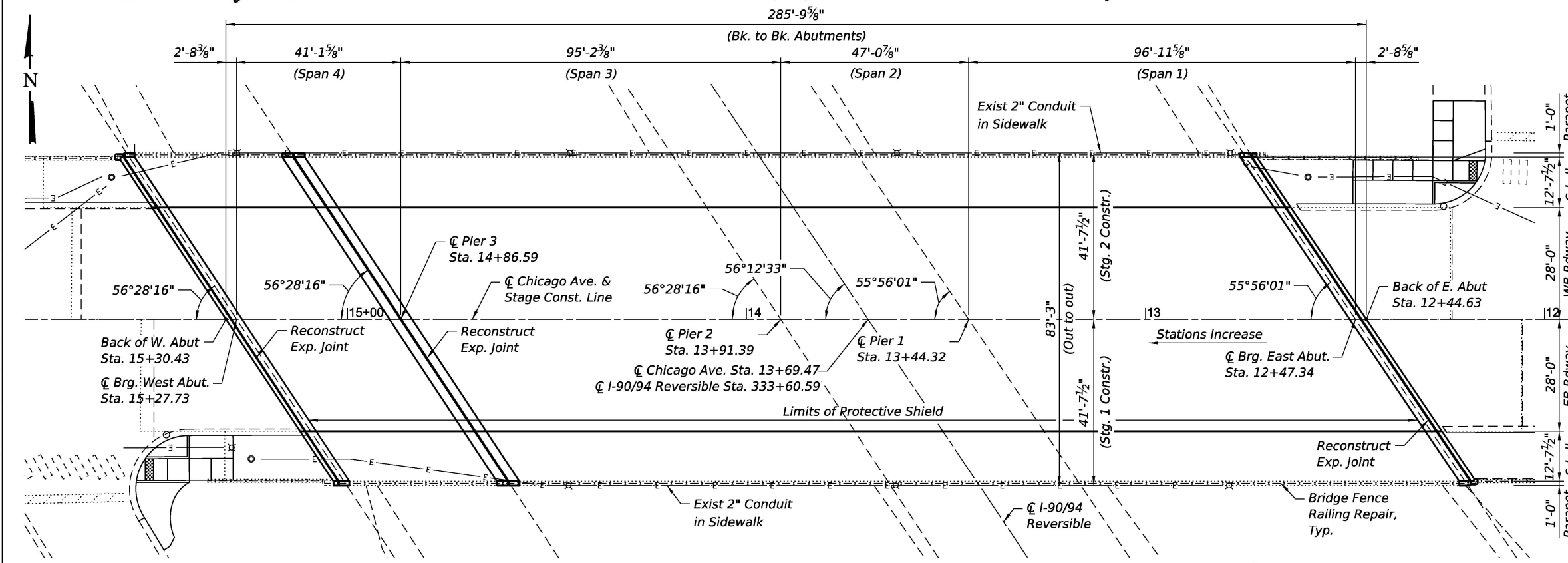
ELEVATION

NOTE:
Span 4 shall be a simple span.
Spans 1 through 3 shall be continuous.

NOTE:
Elevation Of Southwest Wingwall Is Developed.

LICENSE EXPIRES 11-30-2026
DENNIS MORGAN
MICHAEL BAKER INTERNATIONAL
SHEETS 18-46

- SCOPE OF WORK**
1. Disconnect and support in-place bridge fence railing at appropriate stage and locations. Coordinate with expansion joint parapet construction and fence anchor repairs.
 2. Remove and replace expansion joints at both abutments and Pier 3 with Preformed Strip Seals.
 3. Perform partial depth repairs to bridge deck.
 4. Perform bridge sidewalk and bridge sidewalk curb repair
 5. Replace curb and gutter adjacent to bridge approach slab.
 6. Scarify bridge deck 3/4" and install Bridge Deck Latex Concrete Overlay, 2 3/4" on bridge.
 7. Perform 1/4" Diamond Grinding and Longitudinal Grooving on new concrete overlay.
 8. Apply Concrete Sealer to top/inside surfaces of parapets and existing sidewalks.
 9. Remove existing fence post anchors and surrounding parapet concrete at indicated locations.
 10. Install new parapet fence anchors.
 11. Reinstall Bridge Fence Railing.
 12. Apply Protective Coat on the top surface of the deck overlay and on new concrete of the joint replacement.



PLAN

Note: Up to 1/4" may be ground off of concrete overlay on bridge deck.

LEGEND

- Existing Electric Conduit
- Existing Fence
- Existing Lighting
- Existing Manhole
- Existing Drainage Inlet

GENERAL PLAN AND ELEVATION
CHICAGO AVE. OVER I-90/94
F.A.I. 90/94
SEC. (0404.2-1B) BD, BJR 25
COOK COUNTY
STATION 13+69.47
STRUCTURE NO. 016-2046

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Michael Baker INTERNATIONAL

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PLOT SCALE =		DRAWN	EML	REVISION	-
PLOT DATE =	3/9/2026	CHECKED	JD	REVISION	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 016-2046

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD, BJR 25	COOK	59	18
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. No field welding is permitted except as specified in the contract documents.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Prior to pouring the deck overlay, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC - SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4" in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

4. Plan dimensions and details relative to the existing structure have been taken from the existing plans and are subject to nominal construction variation. 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 variation 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.
5. Existing reinforcement extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any existing reinforcement bars damaged during the concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
6. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.
7. A film forming Concrete Sealer shall be applied to the top and inside surfaces of the existing parapets and sidewalk.
8. Protective Coat shall be applied to the top surface of the concrete deck overlay and on new concrete at the joint replacements and parapet fence anchorage replacements.
9. All structural steel shall conform to AASHTO classification M-270 Gr. 36 unless otherwise noted.
10. Areas of Deck Slab Repairs and Approach Slab Repairs are estimated. The Engineer shall show actual locations and size of deck repairs on As-Built Plans.

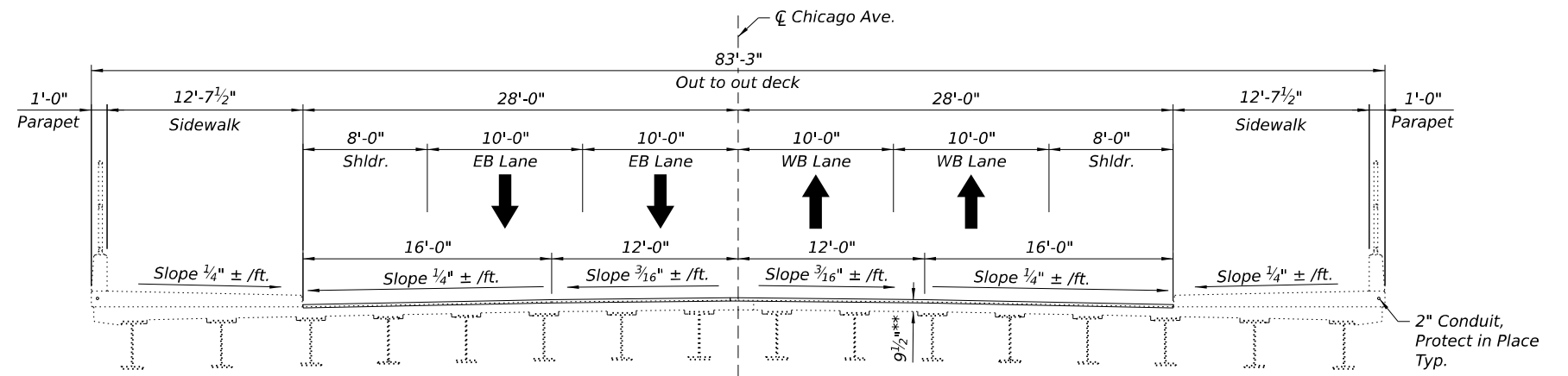
INDEX OF SHEETS

- S-01 GENERAL PLAN & ELEVATION
- S-02 GENERAL DATA
- S-03 STAGED CONSTRUCTION
- S-04 TEMPORARY CONCRETE BARRIER
- S-05 DECK REPAIRS
- S-06 DECK REPAIRS
- S-07 APPROACH REPAIRS
- S-08 BRIDGE FENCE RAILING REPAIRS
- S-09 BRIDGE FENCE RAILING REPAIRS
- S-10 JOINT RECONSTRUCTION DETAILS
- S-11 JOINT RECONSTRUCTION DETAILS
- S-12 JOINT RECONSTRUCTION DETAILS
- S-13 JOINT RECONSTRUCTION DETAILS
- S-14 JOINT RECONSTRUCTION DETAILS
- S-15 JOINT RECONSTRUCTION DETAILS
- S-16 PREFORMED JOINT
- S-17 PREFORMED JOINT
- S-18 BAR SPLICE ASSEMBLY
- S-19 EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
- S-20 EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
- S-21 EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
- S-22 EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
- S-23 EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
- S-24 EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
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- S-26 EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
- S-27 EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
- S-28 EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
- S-29 EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	56.6	---	56.6
Protective Shield	Sq Yd	2,594	---	2,594
Concrete Superstructure	Cu Yd	60.9	---	60.9
Protective Coat	Sq Yd	1,814	---	1,814
Furnishing And Erecting Structural Steel	Pound	60	---	60
Reinforcement Bars, Epoxy Coated	Pound	5,030	---	5,030
Bar Splicers	Each	16	---	16
Prefomed Joint Strip Seal	Foot	293.5	---	293.5
* Deck Slab Repair (Full Depth, Type I)	Sq Yd	1	---	1
Bridge Deck Scarification 3/4"	Sq Yd	1,710	---	1,710
Bridge Deck Latex Concrete Overlay, 2 3/4"	Sq Yd	1,710	---	1,710
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	74	---	74
Concrete Sealer	Sq Ft	9,043	---	9,043
Approach Slab Repair (Full Depth)	Sq Yd	9	---	9
Approach Slab Repair (Partial Depth)	Sq Yd	8	---	8
Diamond Grinding (Bridge Section)	Sq Yd	1,652	---	1,652
Bridge Sidewalk Repair (Partial Depth)	Sq Ft	110	---	110
Bridge Deck Grooving (Longitudinal)	Sq Yd	1,652	---	1,652

* The work shall be measured for payment in SQ YD as determined by the IDOT Project Manager. An allowance of 1 SQ YD has been provided in the Contract Documents.



TYPICAL SECTION

(Looking West)

** Prior to 1/4" diamond grinding

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Michael Baker INTERNATIONAL

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	CHECKED JD	REVISED -
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PLOT DATE = 3/11/2026	CHECKED JD	REVISED -

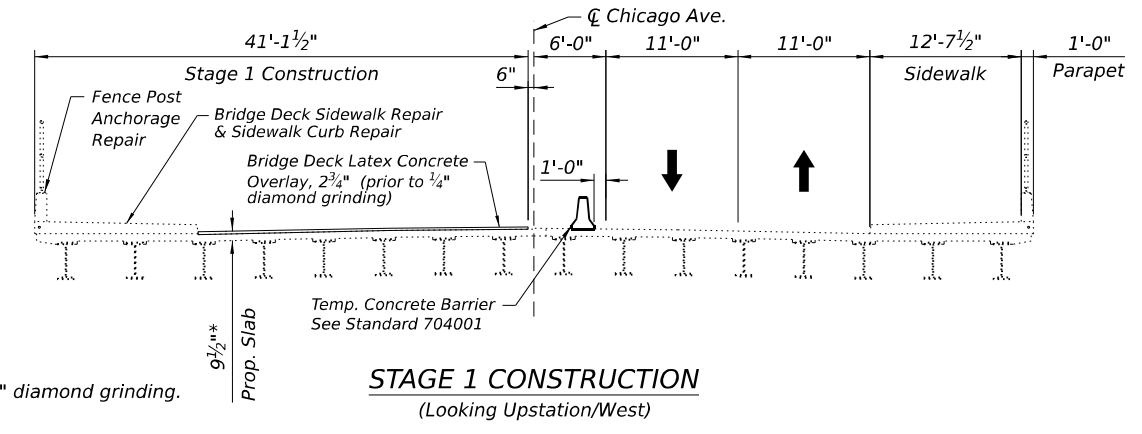
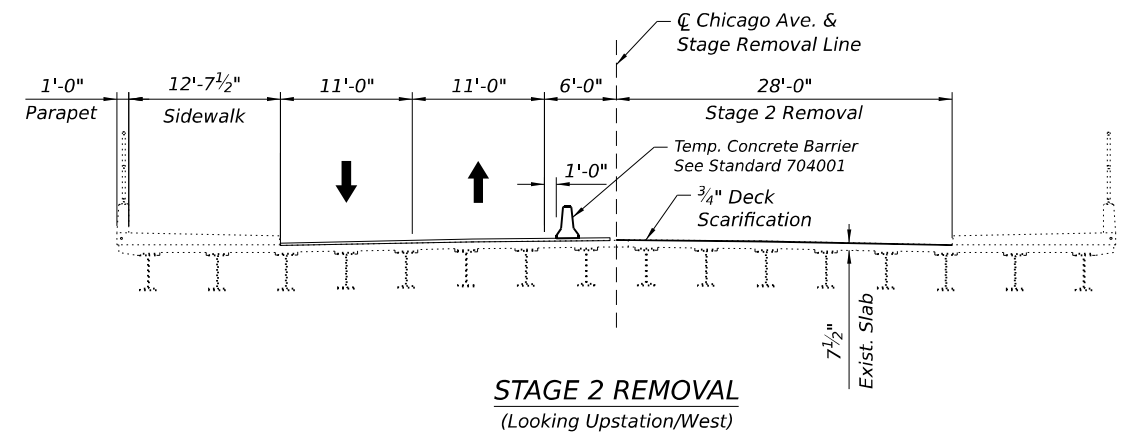
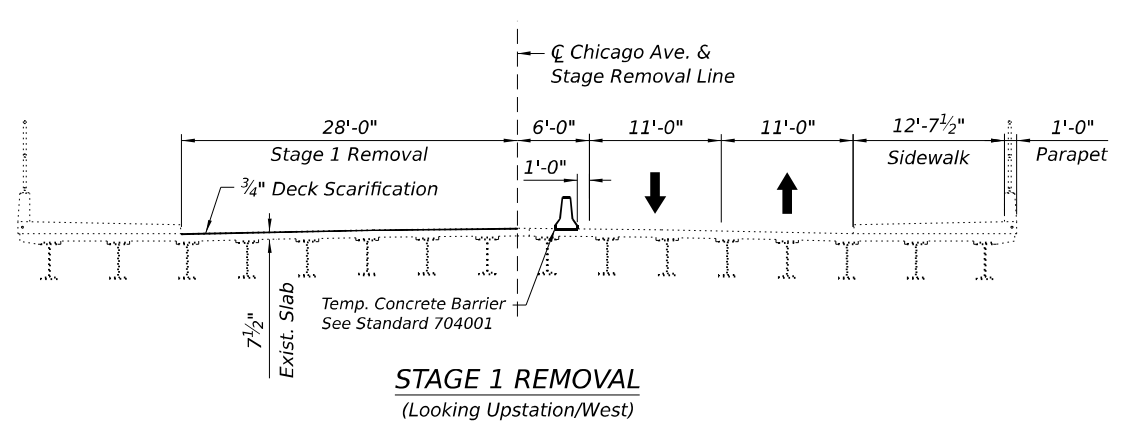
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 016-2046**

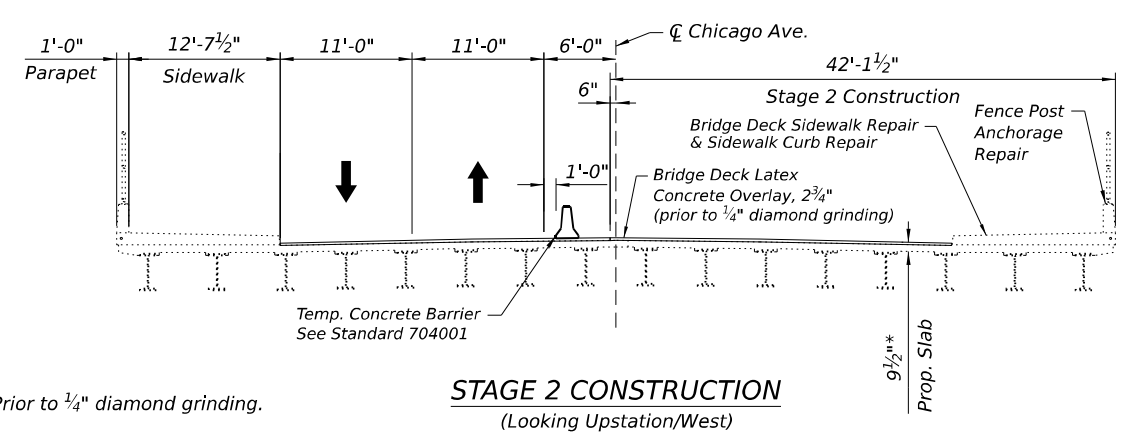
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B62				
ILLINOIS		FED. AID PROJECT		

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* Prior to 1/4" diamond grinding.



* Prior to 1/4" diamond grinding.



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PLOT SCALE =	CHECKED JD	REVISED -
PLOT DATE = 3/9/2026	DRAWN EML	REVISED -
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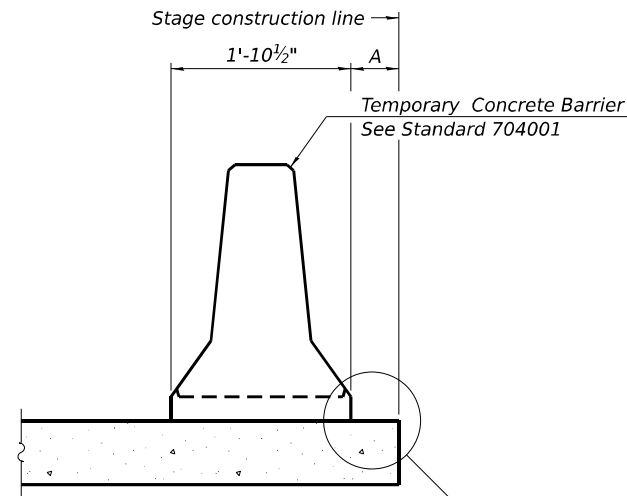
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
STRUCTURE NO. 016-2046

SHEET S-03 OF S-29 SHEETS

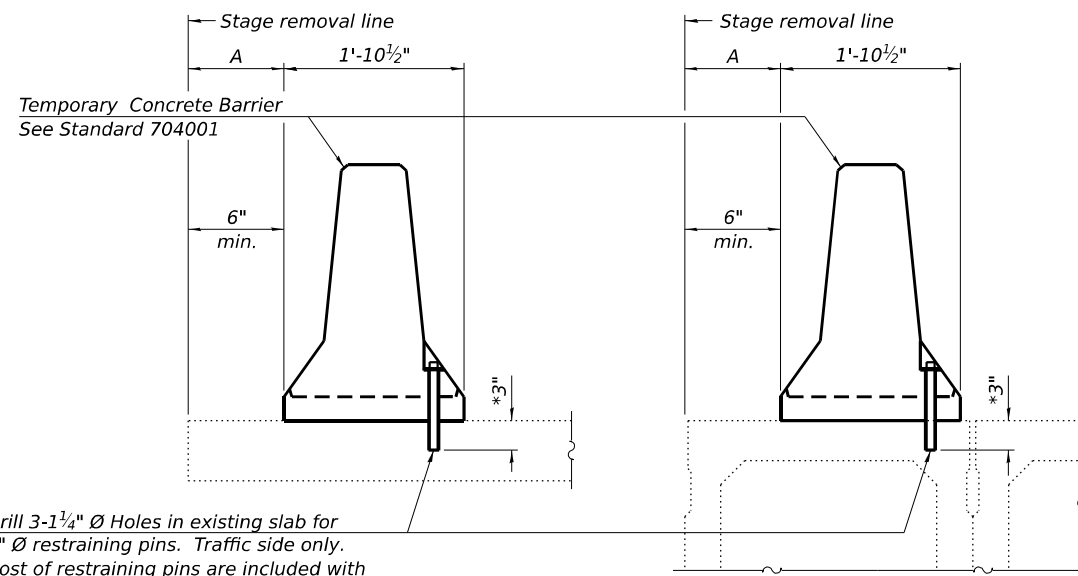
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CONTRACT NO. 80B62				
ILLINOIS		FED. AID PROJECT		

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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

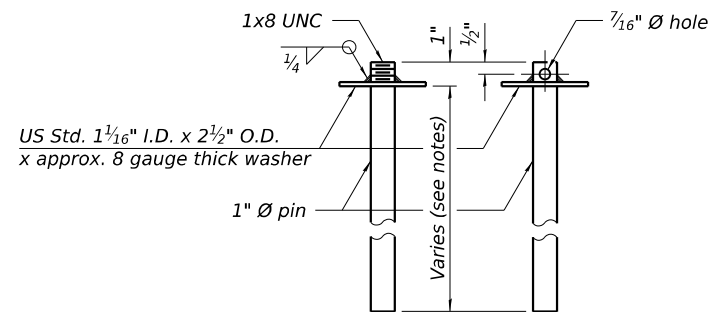


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

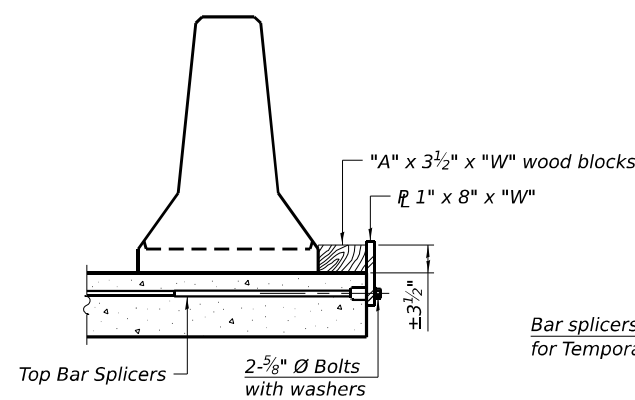
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

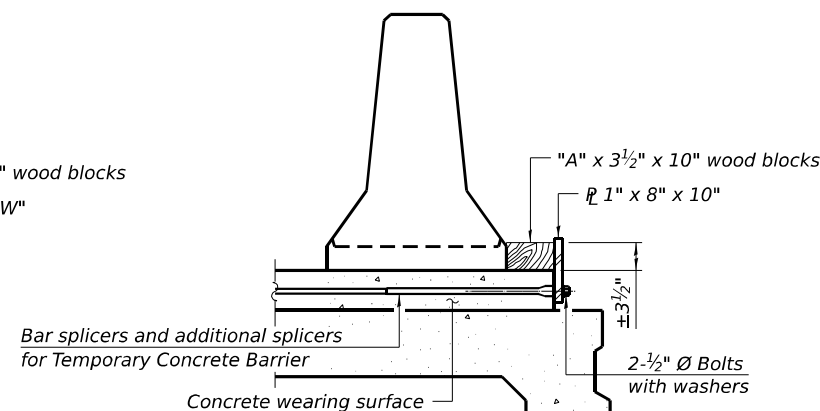


RESTRAINING PIN

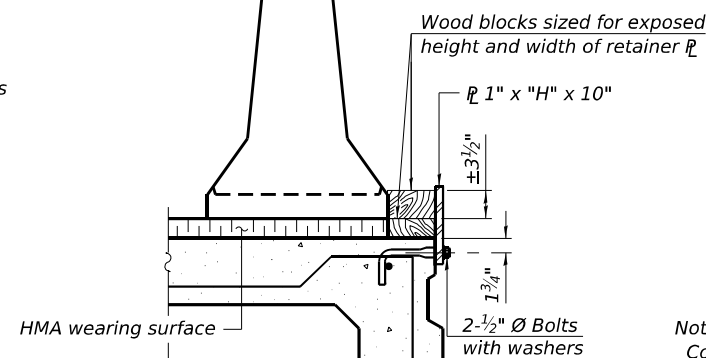
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



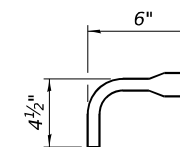
DETAIL I



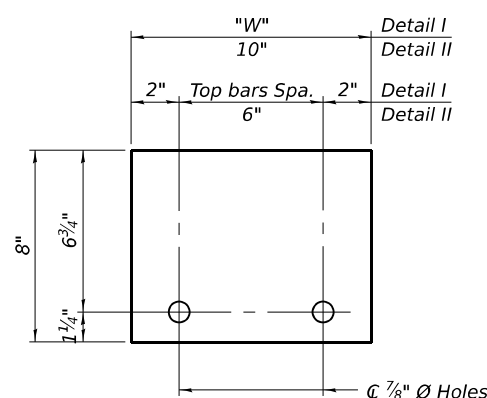
DETAIL II



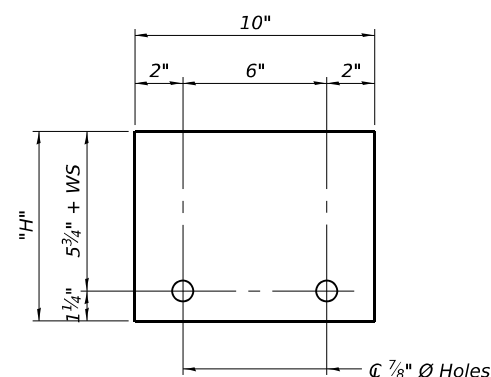
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



STEEL RETAINER 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 5-15-2023

Michael Baker INTERNATIONAL

USER NAME = edward.leisio	DESIGNED EML	REVISED -
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PLOT DATE = 1/24/2026	CHECKED JD	REVISED -

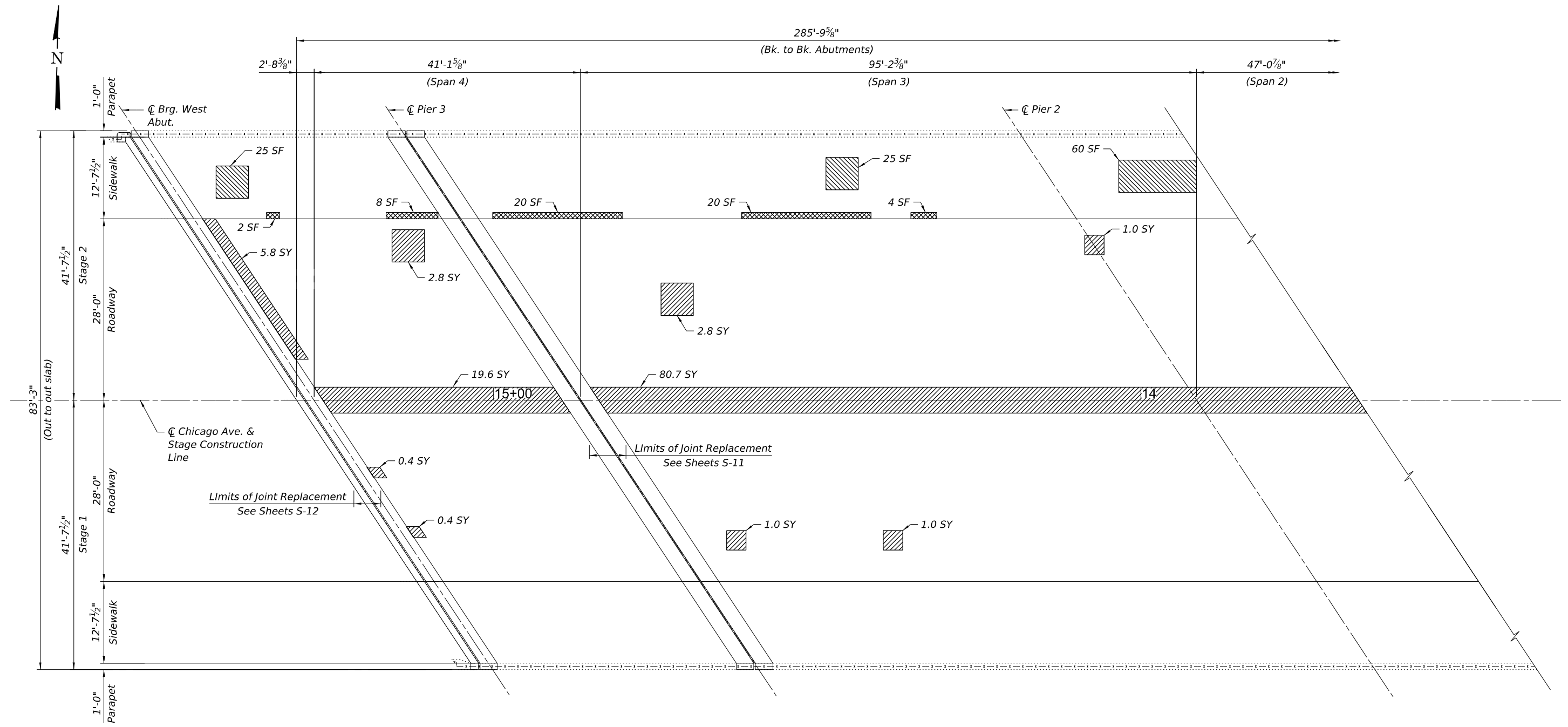
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER STRUCTURE NO. 016-2046

SHEET S-04 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404,2-1B) BD,BJR 25	COOK	59	21
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

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DECK REPAIR PLAN

NOTES:

1. Deck Slab Repair (Partial) locations and quantities are shown for information only and will not be measured for payment but shall be included in the cost of Bridge Deck Latex Concrete Overlay. See BDE special provision 80475 for Bridge Deck Latex Concrete Overlay.

LEGEND

- Deck Slab Repair (Partial)
- Bridge Sidewalk Repair (Partial Depth)
- Structural Repair of Concrete (Depth equal to or less than 5 inches)



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PLOT DATE =	1/24/2026	CHECKED	JD	REVISED	-

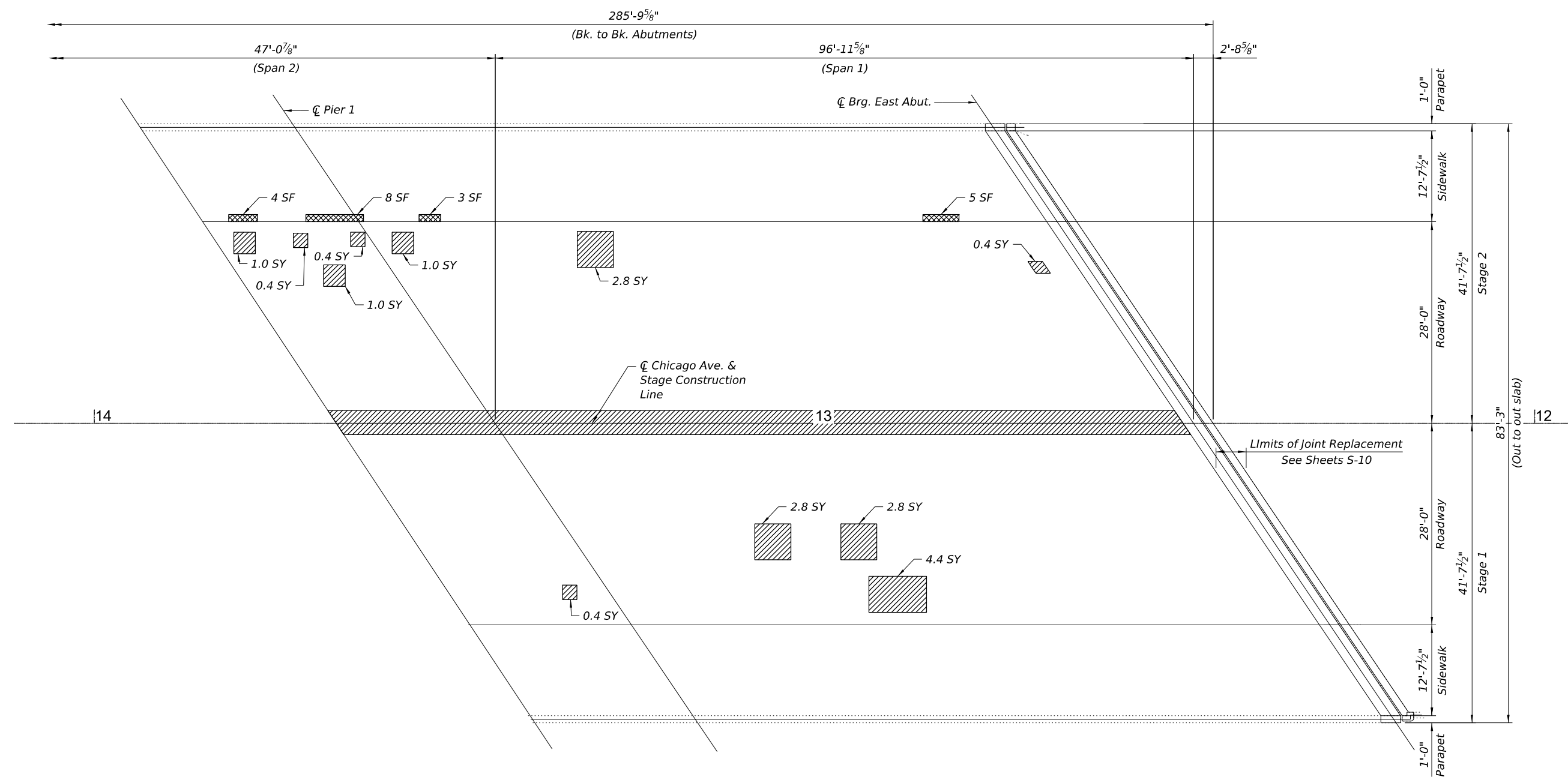
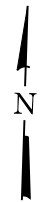
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK REPAIRS
 STRUCTURE NO. 016-2046**

SHEET S-05 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B62				
ILLINOIS		FED. AID PROJECT		

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DECK REPAIR PLAN

NOTES:

- Deck Slab Repair (Partial) locations and quantities are shown for information only and will not be measured for payment but shall be included in the cost of Bridge Deck Latex Concrete Overlay. See BDE special provision 80475 for Bridge Deck Latex Concrete Overlay.

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Sidewalk Repair (Partial Depth)	Sq. Ft.	110
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	74

LEGEND

- Deck Slab Repair (Partial)
- Bridge Sidewalk Repair (Partial Depth)
- Structural Repair of Concrete (Depth equal to or less than 5 inches)



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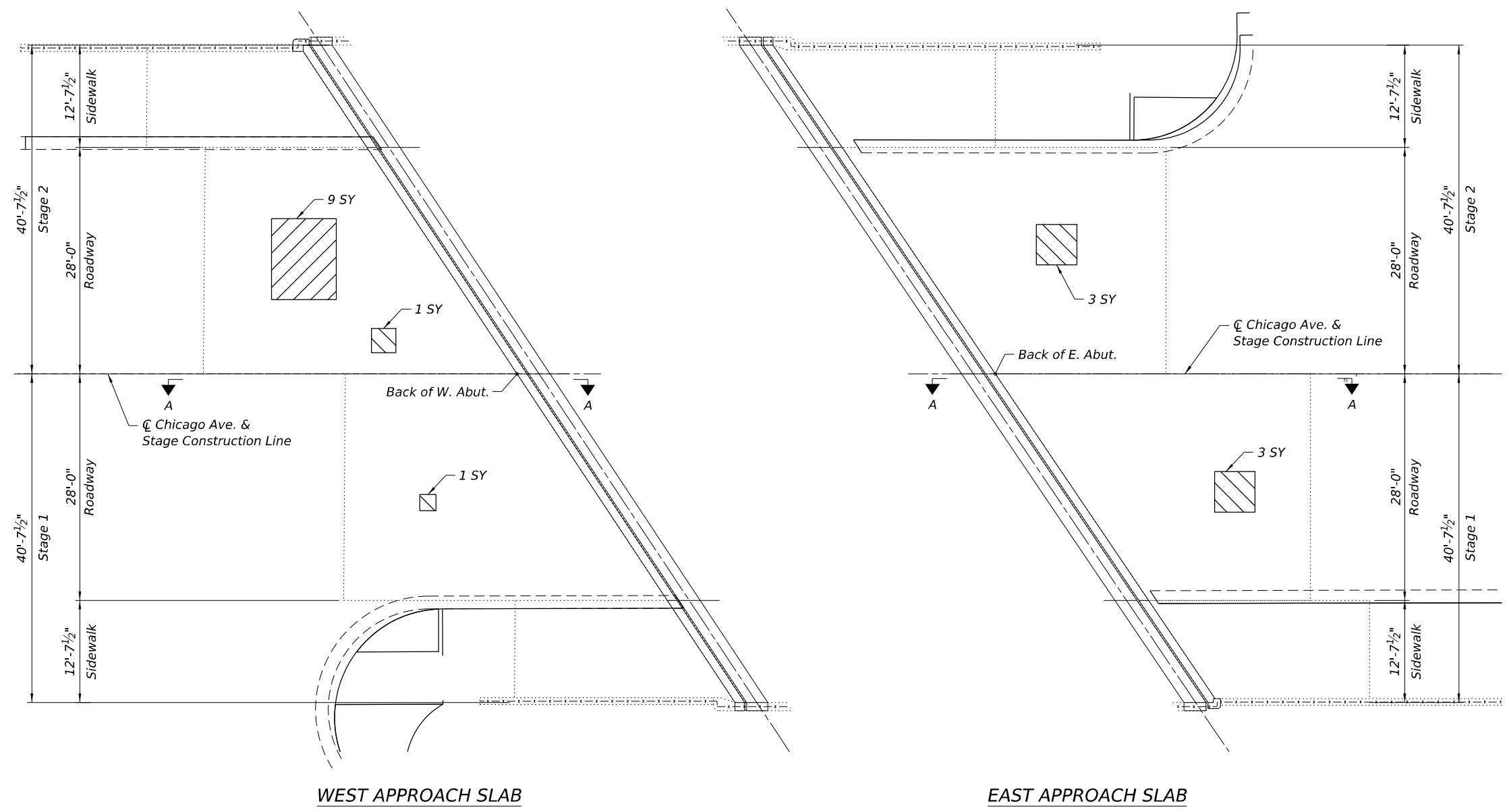
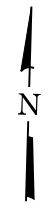
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK REPAIRS
 STRUCTURE NO. 016-2046**

SHEET S-06 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B62				
ILLINOIS		FED. AID PROJECT		

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WEST APPROACH SLAB

EAST APPROACH SLAB

NOTES

1. For Concrete Pavement Scarification, Curb and Gutter Remove and Replace, and joint or crack filling, see Roadway Plans.

BILL OF MATERIAL

Item	Unit	Quantity
Approach Slab Repair (Full Depth)	Sq. Yd.	9
Approach Slab Repair (Partial Depth)	Sq. Yd.	8

LEGEND

- Approach Slab Repair (Full Depth)
- Approach Slab Repair (Partial Depth)



USER NAME = edward.leisio	DESIGNED EML	REVISED -
PLOT SCALE =	CHECKED JD	REVISED -
PLOT DATE = 1/24/2026	DRAWN EML	REVISED -
	CHECKED JD	REVISED -

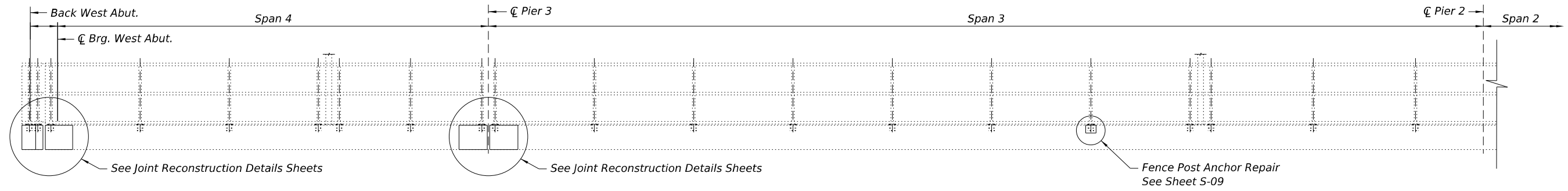
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB REPAIRS
 STRUCTURE NO. 016-2046**

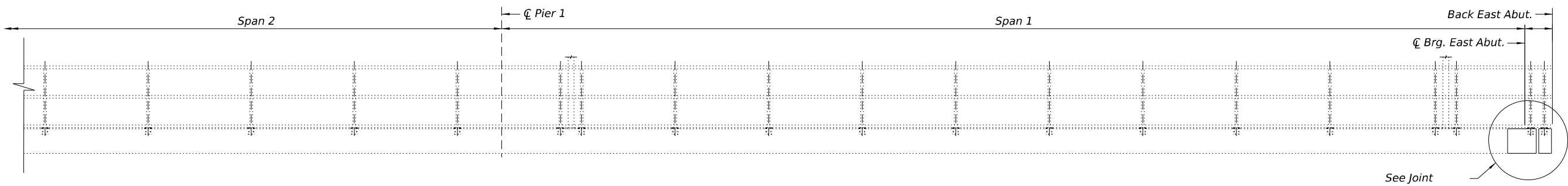
SHEET S-07 OF S-29 SHEETS

F.A.I. RTE. 90/94	SECTION (0404,2-1B) BD,BJR 25	COUNTY COOK	TOTAL SHEETS 59	SHEET NO. 24
				CONTRACT NO. 80B62
		ILLINOIS FED. AID PROJECT		

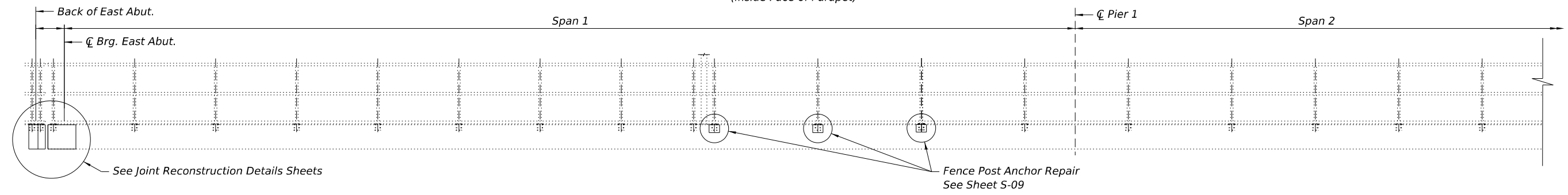
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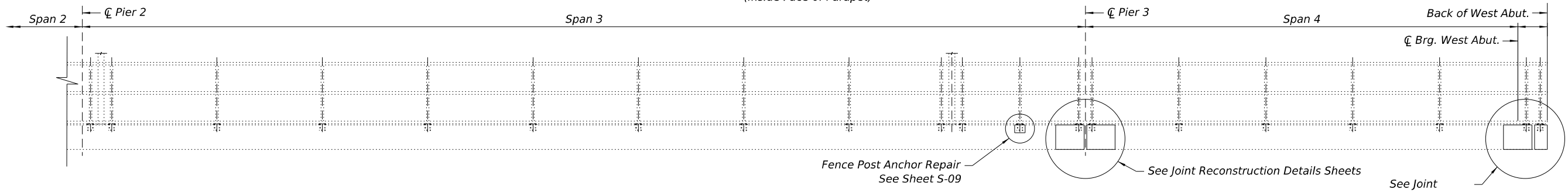
NORTH PARAPET ELEVATION
 (Inside Face of Parapet)



NORTH PARAPET ELEVATION
 (Inside Face of Parapet)



SOUTH PARAPET ELEVATION
 (Inside Face of Parapet)



SOUTH PARAPET ELEVATION
 (Inside Face of Parapet)

NOTES:

- The existing fence attached to the parapet shall be detached and temporarily supported or detached and stored during joint reconstruction and fence post anchor repairs. After the completion of the work, the fence must be reattached to the parapet. All activities related to the handling of the fence during joint reconstruction and fence post anchor repair will be paid under the "Concrete Removal" pay item.



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		CHECKED	JD	REVISED	-
PLOT SCALE =		DRAWN	EML	REVISED	-
PLOT DATE =	3/9/2026	CHECKED	JD	REVISED	-

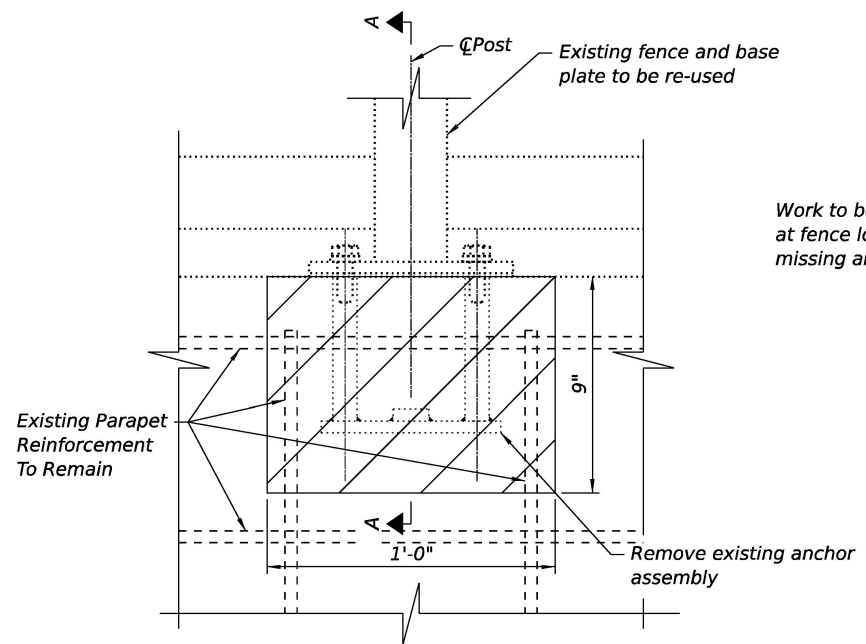
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING REPAIR
 STRUCTURE NO. 016-2046

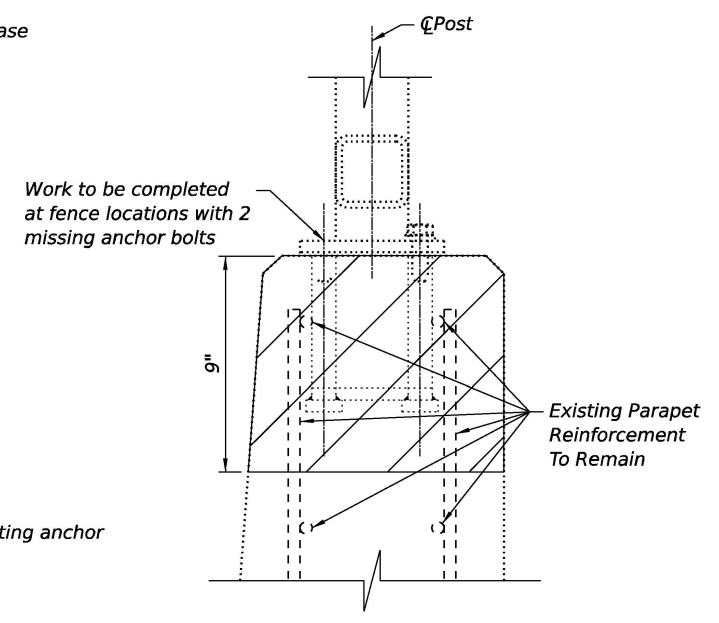
SHEET S-08 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

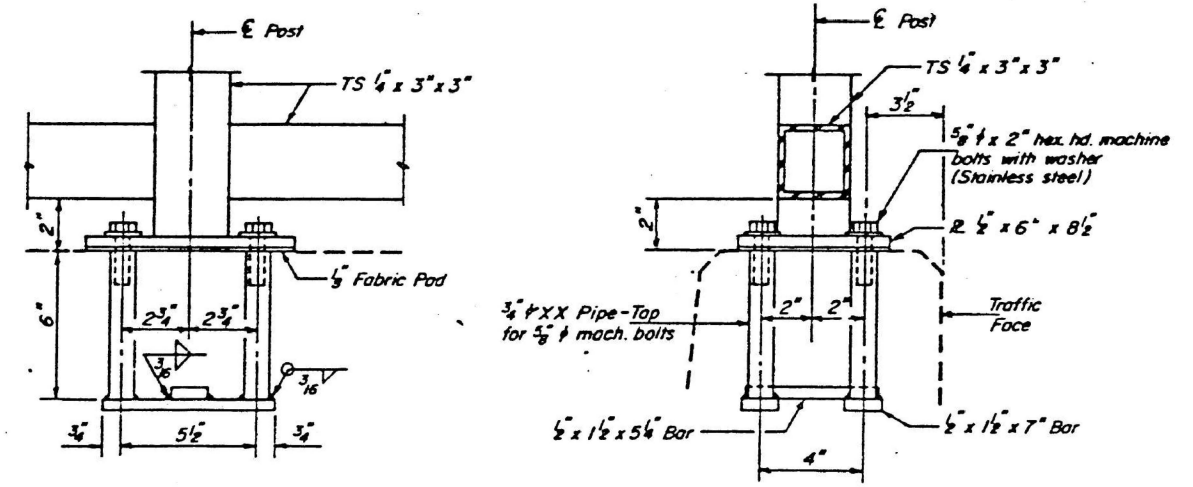
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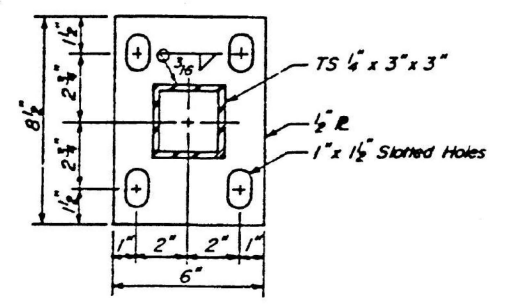
FENCE POST ANCHOR REMOVAL ELEVATION



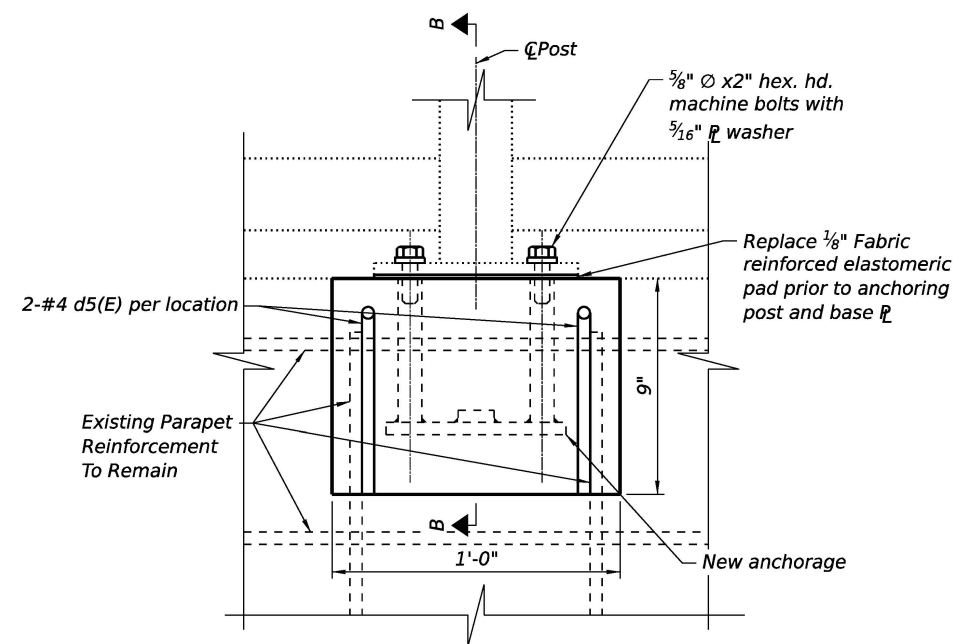
SECTION A-A



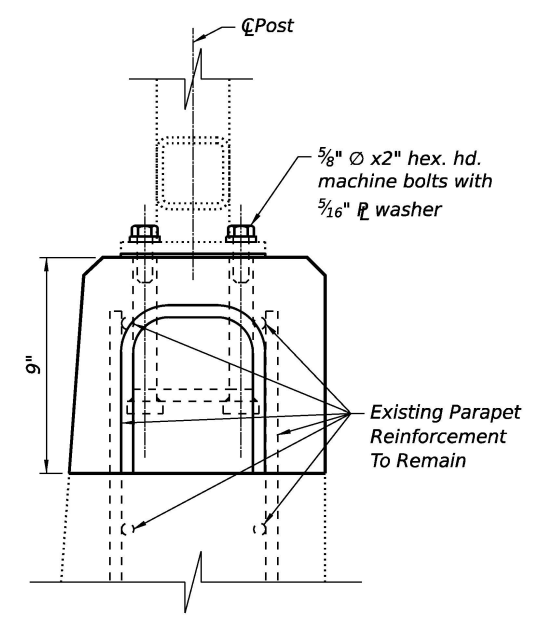
ANCHOR BOLT DETAILS



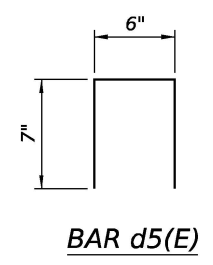
BASE PLATE



FENCE POST ANCHOR REPAIR ELEVATION



SECTION B-B



BAR d5(E)

FENCE POST ANCHOR REPAIRS
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d5(E)	10	#4	1'-8"	□
Concrete Removal			Cu. Yd.	0.2
Concrete Superstructure			Cu. Yd.	0.2
Furnishing And Erecting Structural Steel			Pound	60
Reinforcement Bars, Epoxy Coated			Pound	20

NOTES

1. Work to be performed at fence post anchor locations with two missing bolts. 5 total locations, 4 on the south parapet and 1 on north parapet.
2. Remove concrete around anchor assembly taking care to protect existing barrier reinforcement.
3. Replace anchor assembly within barrier and install concrete in barrier.
4. Replace 1/8" fabric reinforced elastomeric pad prior to anchoring post and base plate.
5. Furnishing and erecting steel includes anchorage, base plate, hex bolts, and washers.
6. See sheet S-25 for standard fence details.
7. Fasteners and washers shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized.



USER NAME =	edward.leisio	DESIGNED	EML	REVISED	-
		CHECKED	JD	REVISED	-
PLOT SCALE =		DRAWN	EML	REVISED	-
PLOT DATE =	3/9/2026	CHECKED	JD	REVISED	-

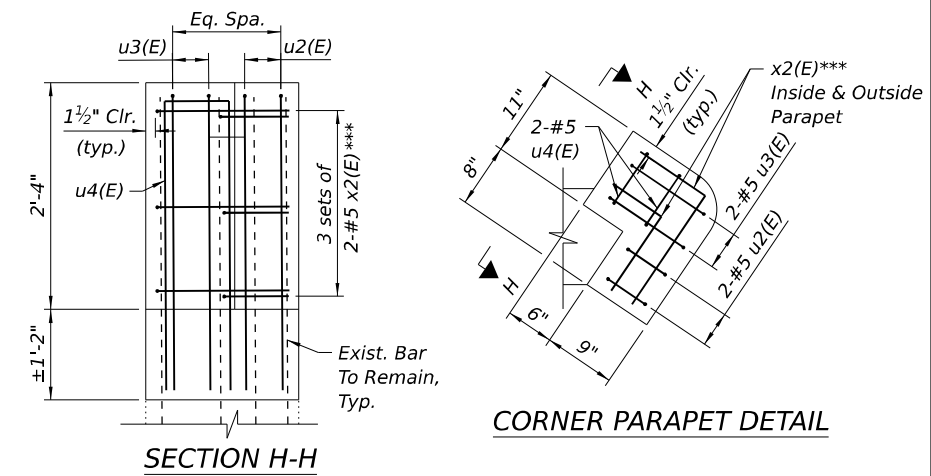
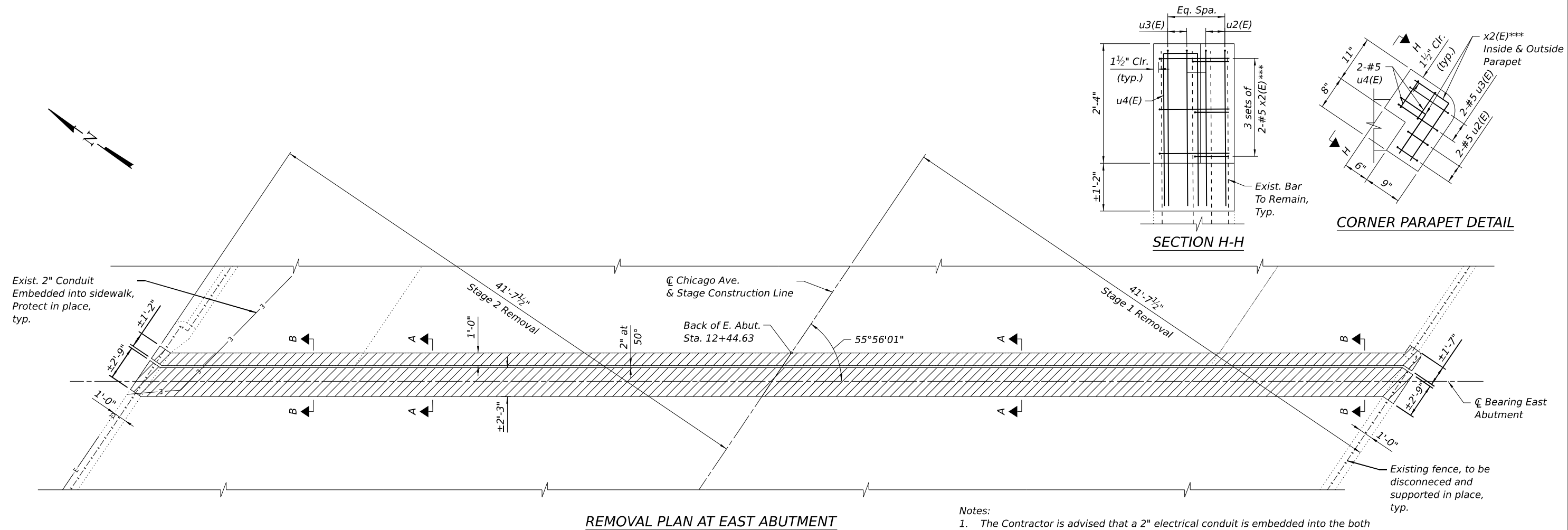
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING REPAIR
 STRUCTURE NO. 016-2046

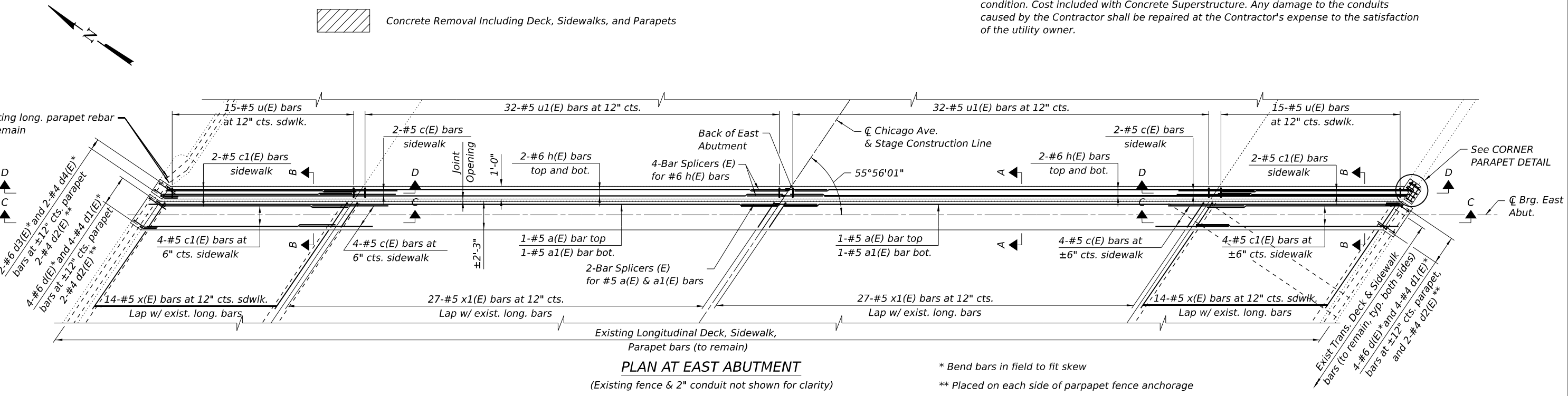
SHEET S-09 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 80B62	
			ILLINOIS FED. AID PROJECT	

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- Notes:
- The Contractor is advised that a 2" electrical conduit is embedded into the both sidewalks. The Contractor shall take proper precautions to protect the conduits during concrete removal and replacement, and replace the conduits according to the as-built condition. Cost included with Concrete Superstructure. Any damage to the conduits caused by the Contractor shall be repaired at the Contractor's expense to the satisfaction of the utility owner.



- * Bend bars in field to fit skew
- ** Placed on each side of parapet fence anchorage
- *** Trim bars in field to maintain clear cover



USER NAME = edward.leisio	DESIGNED EML	REVISED -
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PLOT SCALE =	DRAWN EML	REVISED -
PLOT DATE = 1/24/2026	CHECKED DFM	REVISED -

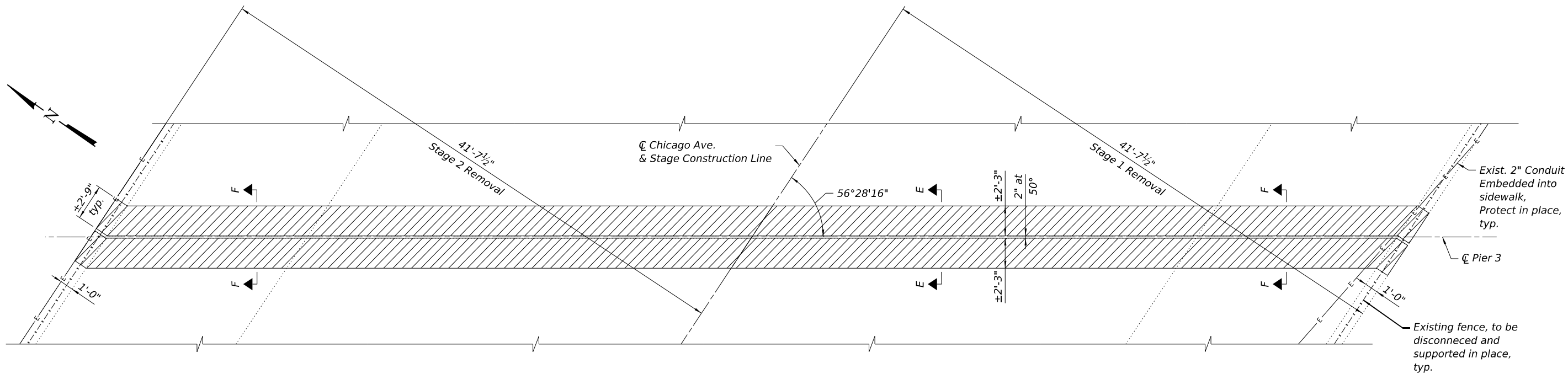
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS
 STRUCTURE NO. 016-2046

SHEET S-10 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

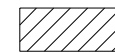
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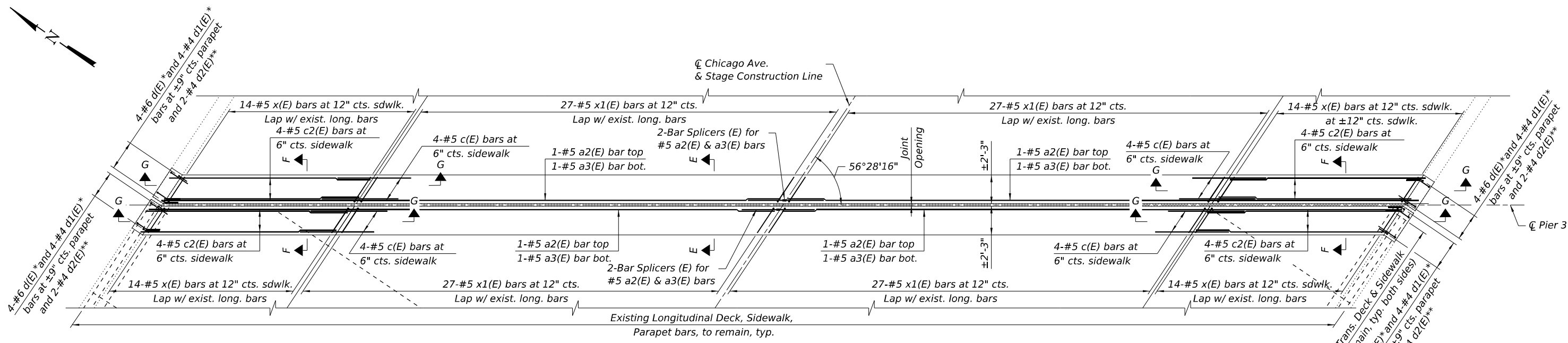


REMOVAL PLAN AT PIER 3

Notes:
 The Contractor is advised that a 2" electrical conduit is embedded into the both sidewalks. The Contractor shall take proper precautions to protect the conduits during concrete removal and replacement, and replace the conduits according to the as-built condition. Cost included with Concrete Superstructure. Any damage to the conduits caused by the Contractor shall be repaired at the Contractor's expense to the satisfaction of the utility owner.

LEGEND

 Concrete Removal Including Deck, Sidewalks, and Parapets



PLAN AT PIER 3
 (Existing fence & 2" conduit not shown for clarity)

* Bend bars in field to fit skew
 ** Placed on each side of parapet fence anchorage



USER NAME = edward.leisio	DESIGNED EML	REVISED -
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PLOT SCALE =	DRAWN EML	REVISED -
PLOT DATE = 1/24/2026	CHECKED DFM	REVISED -

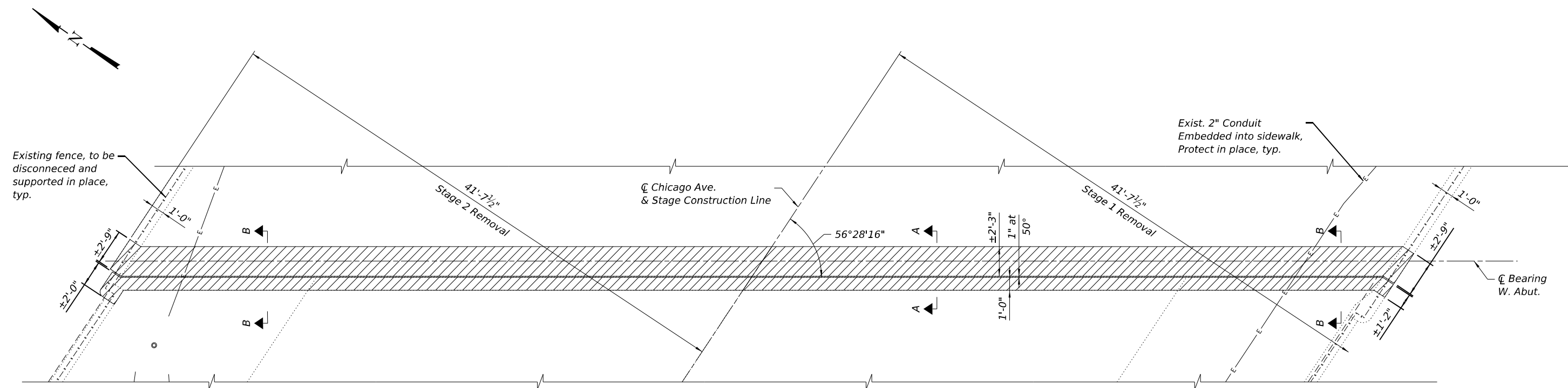
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS
 STRUCTURE NO. 016-2046**

SHEET S-11 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B62				
ILLINOIS		FED. AID PROJECT		

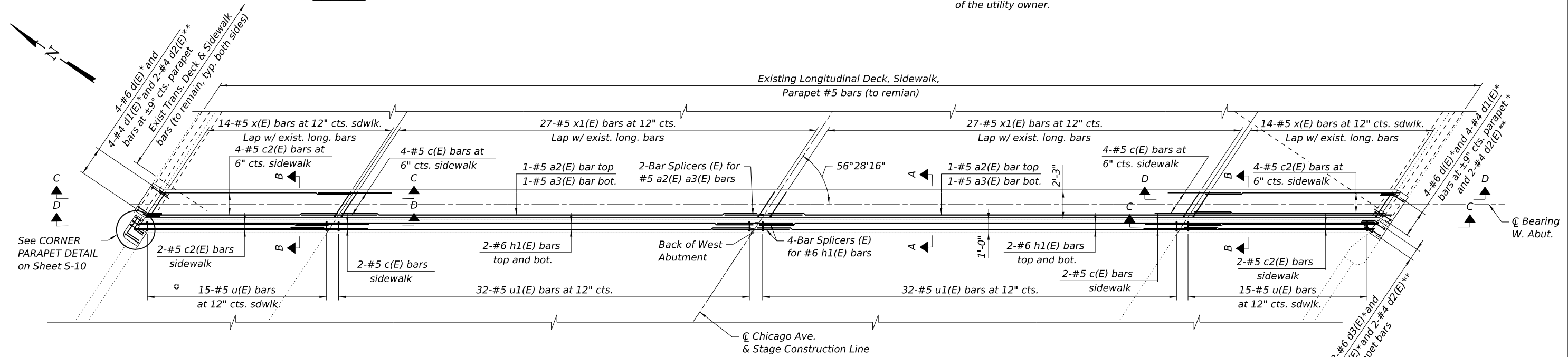
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REMOVAL PLAN AT WEST ABUTMENT

Concrete Removal Including Deck, Sidewalks, and Parapets

Notes:
 The Contractor is advised that a 2" electrical conduit is embedded into the both sidewalks. The Contractor shall take proper precautions to protect the conduits during concrete removal and replacement, and replace the conduits according to the as-built condition. Cost included with Concrete Superstructure. Any damage to the conduits caused by the Contractor shall be repaired at the Contractor's expense to the satisfaction of the utility owner.



PLAN AT WEST ABUTMENT
 (Existing fence & 2" conduit not shown for clarity)

* Bend bars in field to fit skew
 ** Placed on each side of parapet fence anchorage



USER NAME = edward.leisio	DESIGNED EML	REVISED -
PLOT SCALE =	CHECKED DFM	REVISED -
PLOT DATE = 1/24/2026	DRAWN EML	REVISED -
	CHECKED DFM	REVISED -

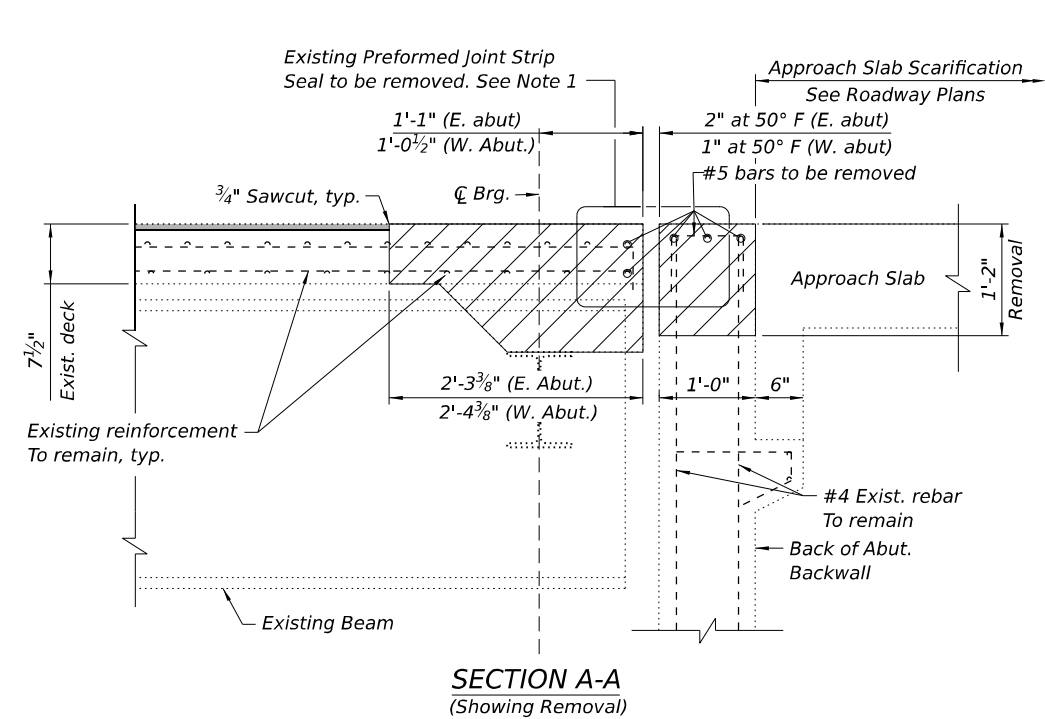
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS
 STRUCTURE NO. 016-2046

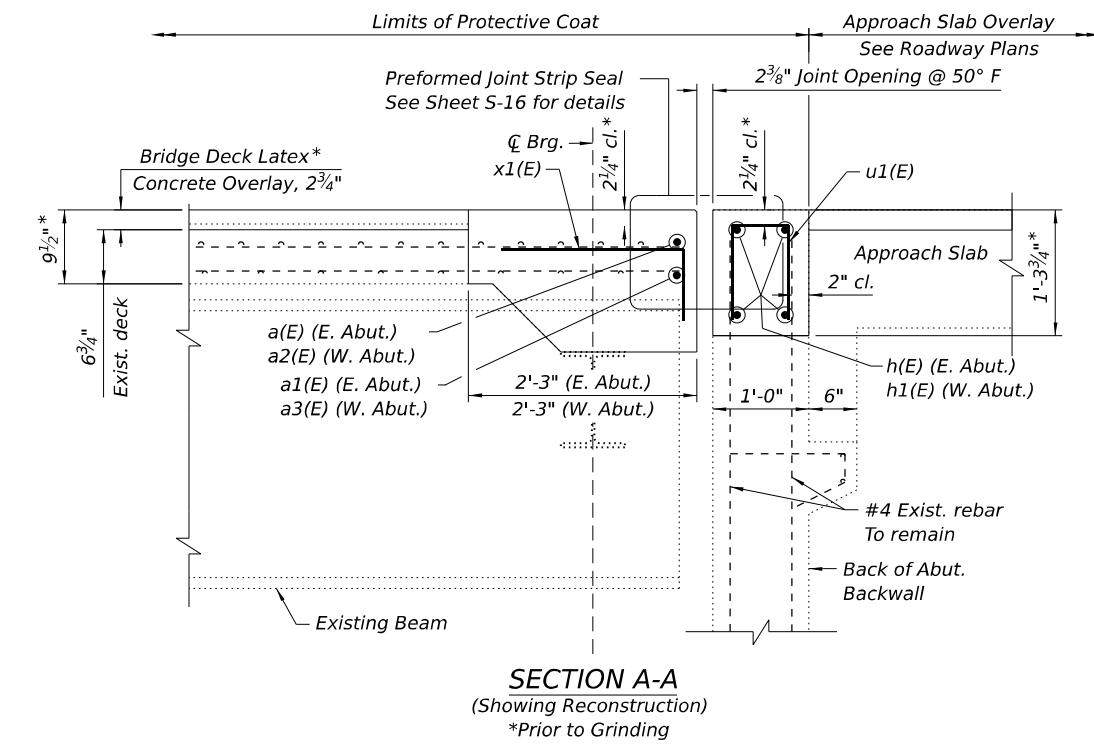
SHEET S-12 OF S-29 SHEETS

F.A.I. RTE. 90/94	SECTION (0404,2-1B) BD,BJR 25	COUNTY COOK	TOTAL SHEETS 59	SHEET NO. 29
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

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SECTION A-A
 (Showing Removal)



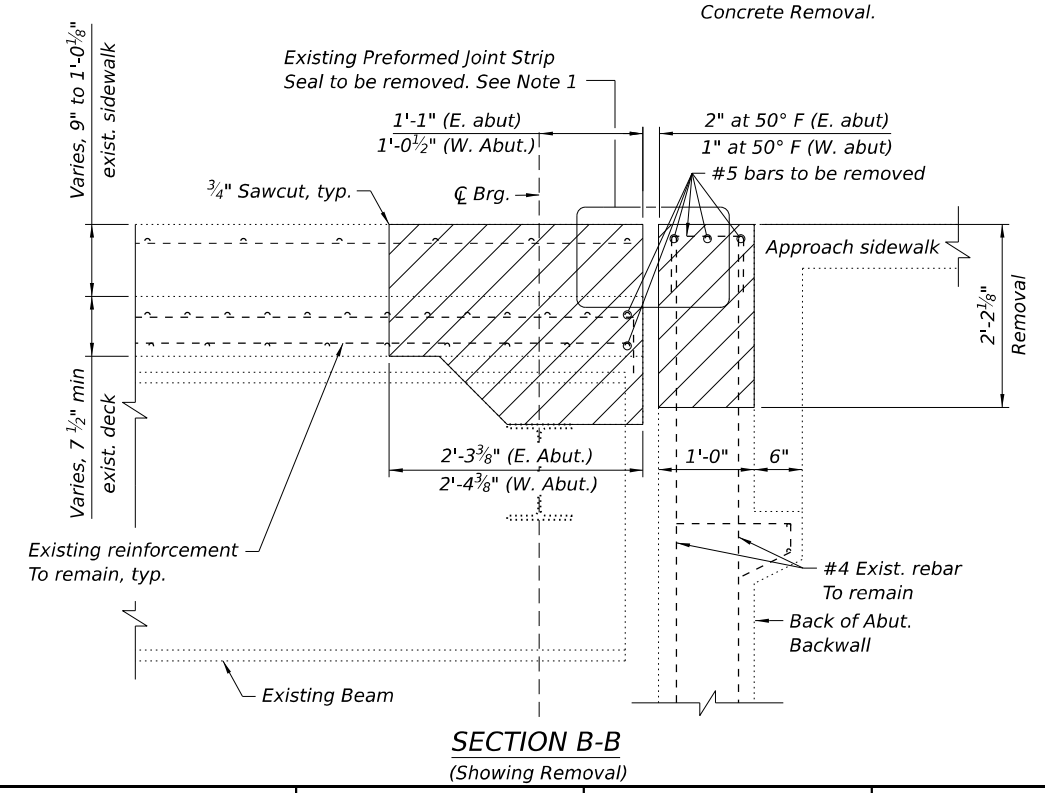
SECTION A-A
 (Showing Reconstruction)
 *Prior to Grinding

LEGEND

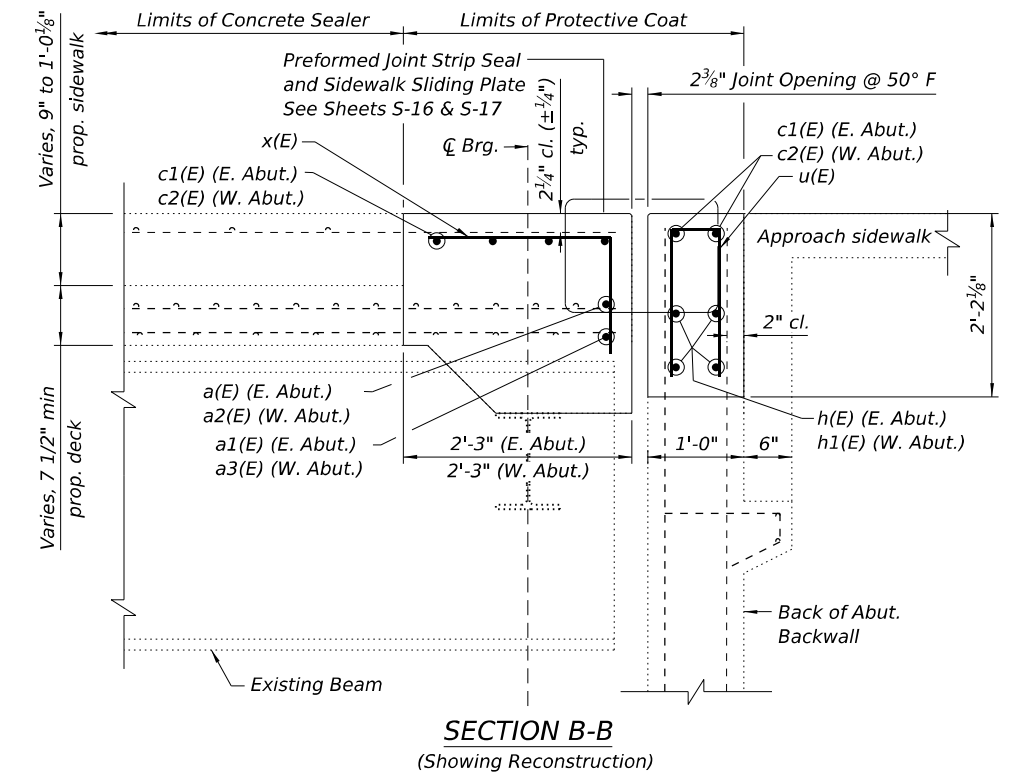
- Concrete Removal (See note 2)
- Bridge Deck Scarification 3/4"

NOTES

1. Removal and disposal of existing expansion joint shall be included with the cost of concrete removal.
2. Existing longitudinal and transverse reinforcing bars in deck and existing vertical reinforcing bars in backwall shall be cleaned, straightened and incorporated into new concrete. Bars may be cut as needed to fit proposed expansion joint and reinforcement, cost included with Concrete Removal.



SECTION B-B
 (Showing Removal)



SECTION B-B
 (Showing Reconstruction)



USER NAME = edward.leisio	DESIGNED EML	REvised -
PLOT SCALE =	CHECKED DFM	REvised -
PLOT DATE = 3/9/2026	DRAWN EML	REvised -
	CHECKED DFM	REvised -

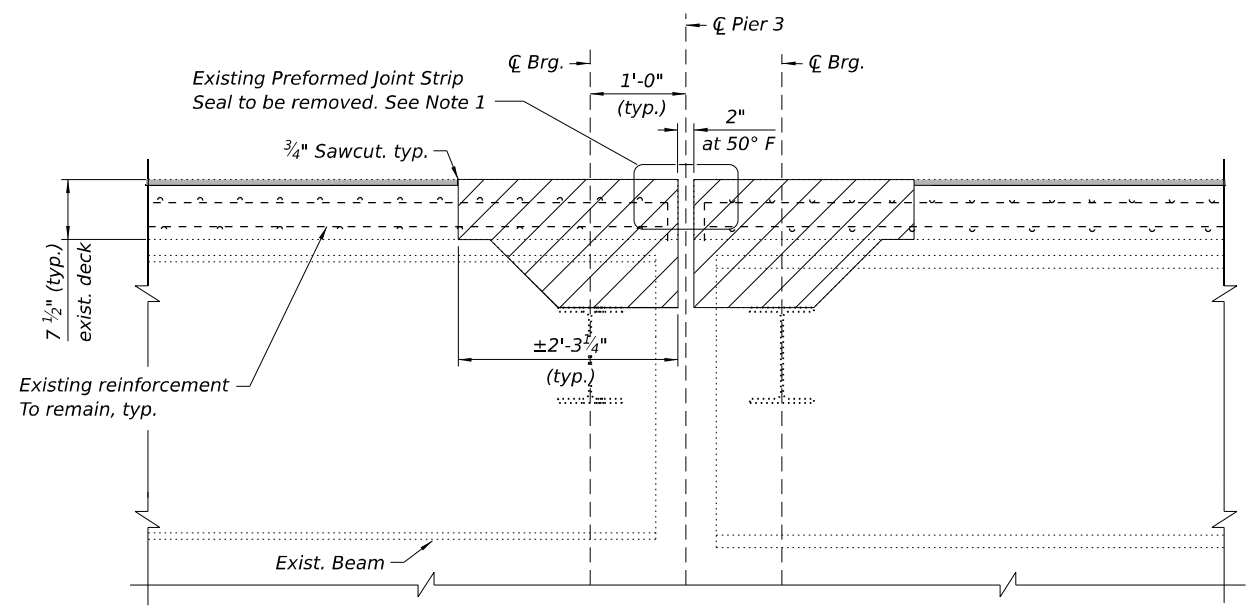
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS
STRUCTURE NO. 016-2046

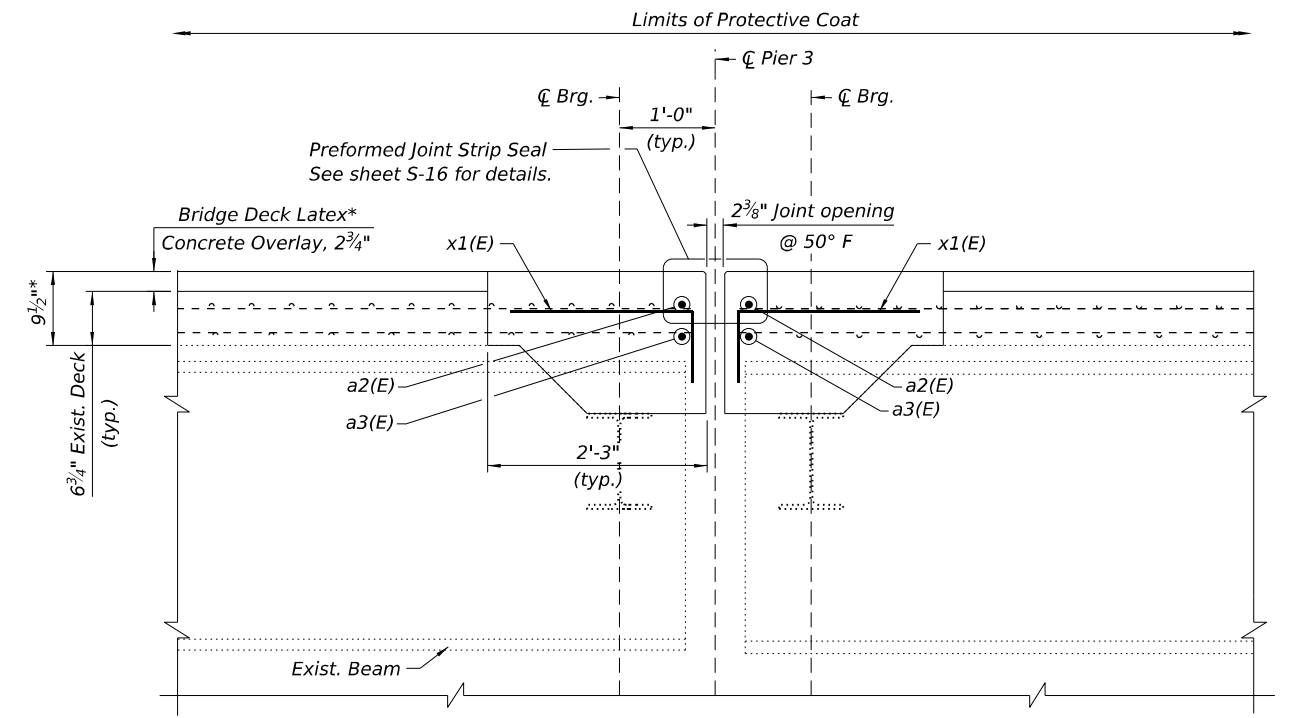
SHEET S-13 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

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SECTION E-E



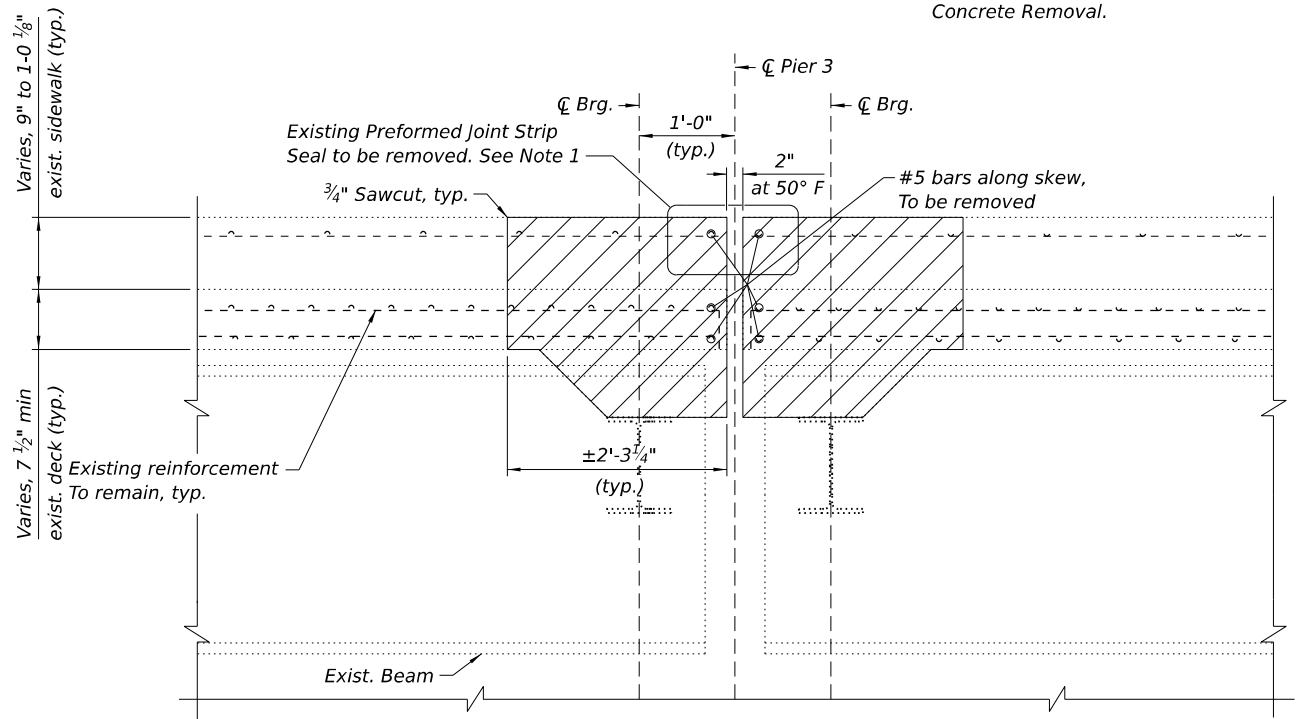
SECTION E-E
 * Prior to grinding

LEGEND

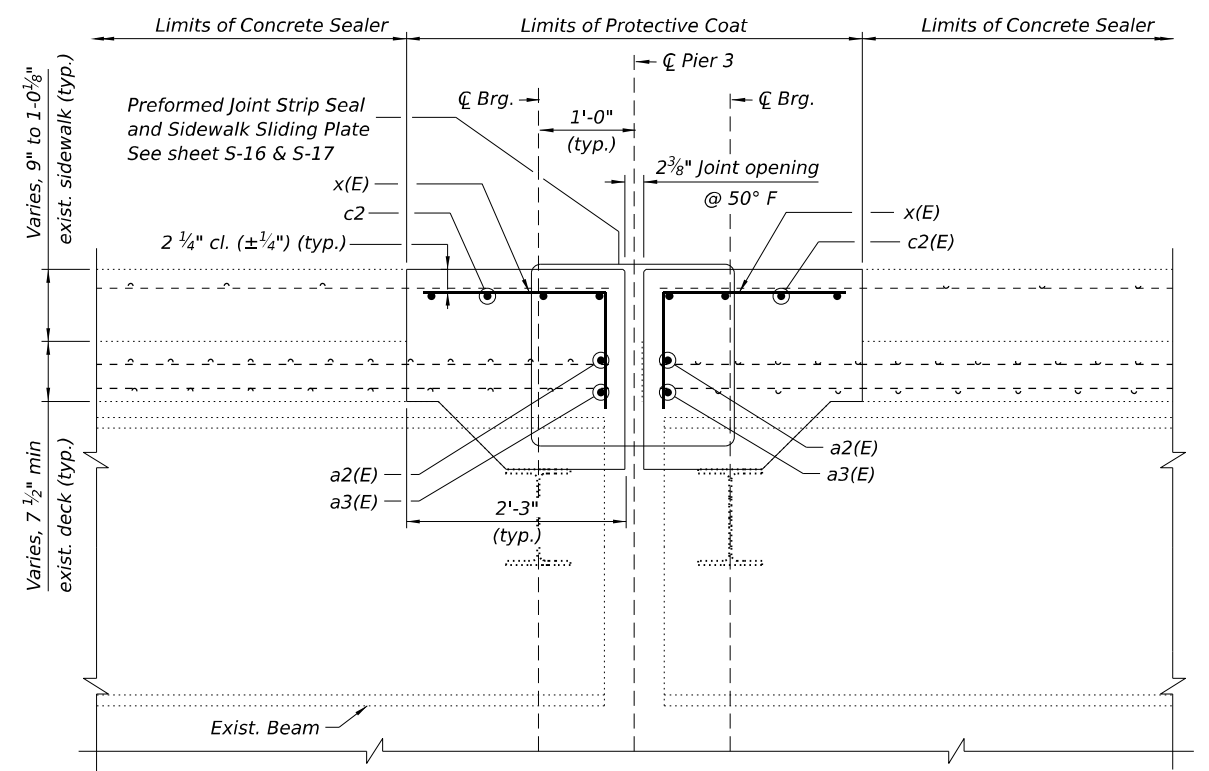
- Concrete Removal (See note 2)
- Bridge Deck Scarification 3/4"

NOTES

1. Removal and disposal of existing expansion joint shall be included with the cost of Concrete Removal.
2. Existing longitudinal and transverse reinforcing bars in deck and existing vertical reinforcing bars in backwall shall be cleaned, straightened and incorporated into new concrete. Bars may be cut as needed to fit proposed expansion joint and reinforcement, cost included with Concrete Removal.



SECTION F-F



SECTION F-F



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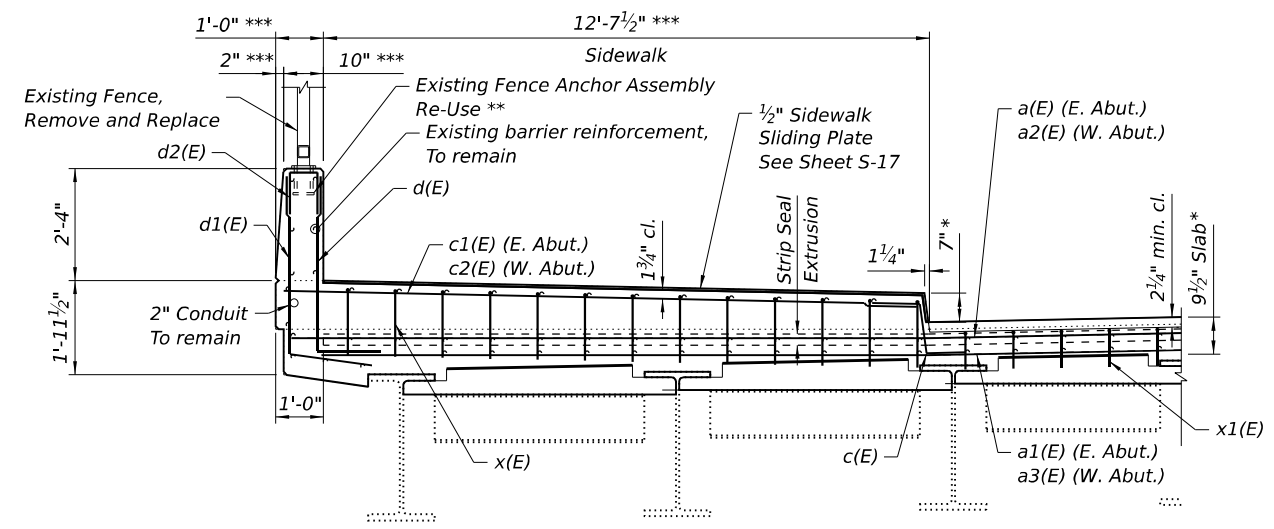
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS
 STRUCTURE NO. 016-2046

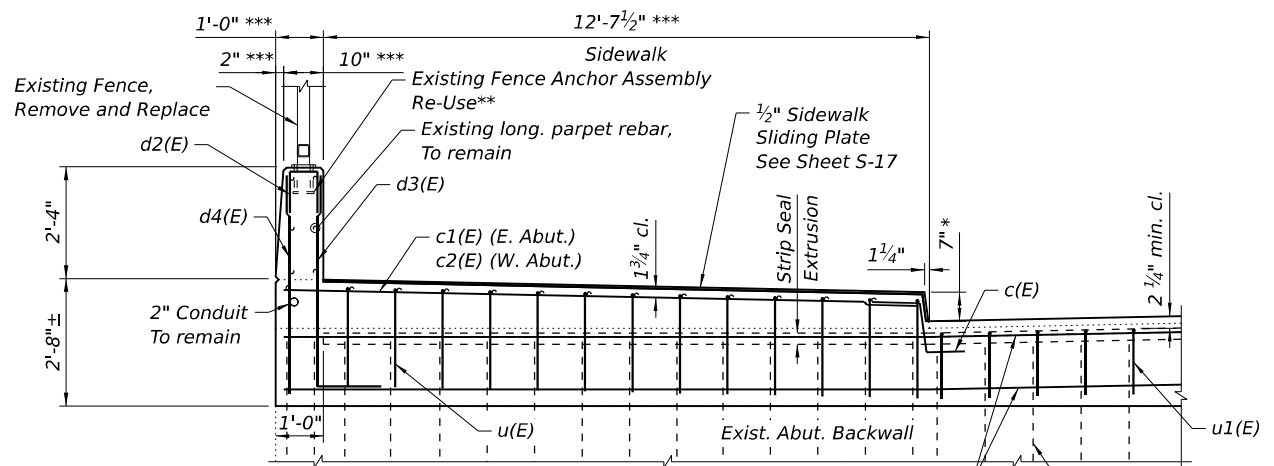
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

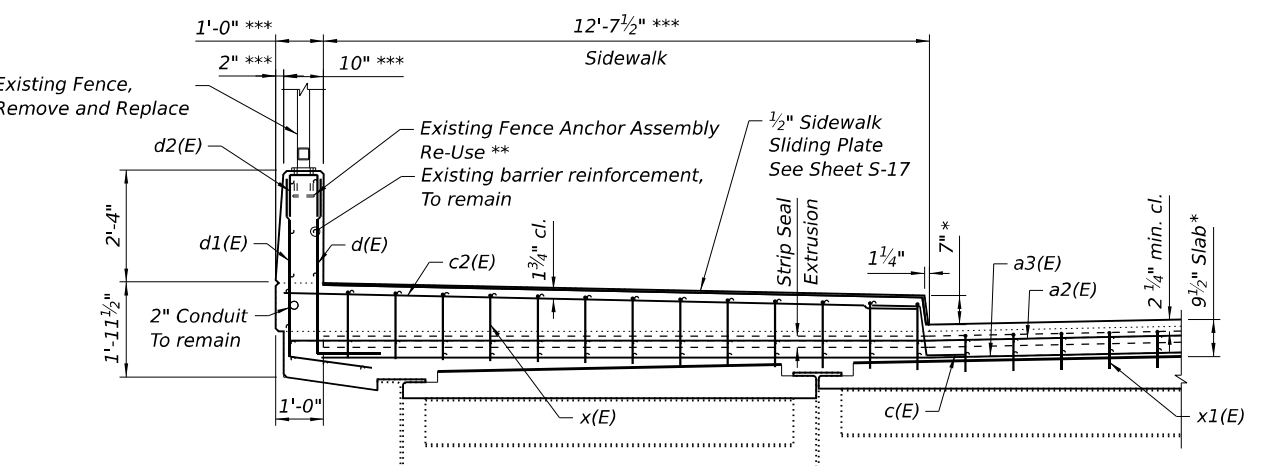
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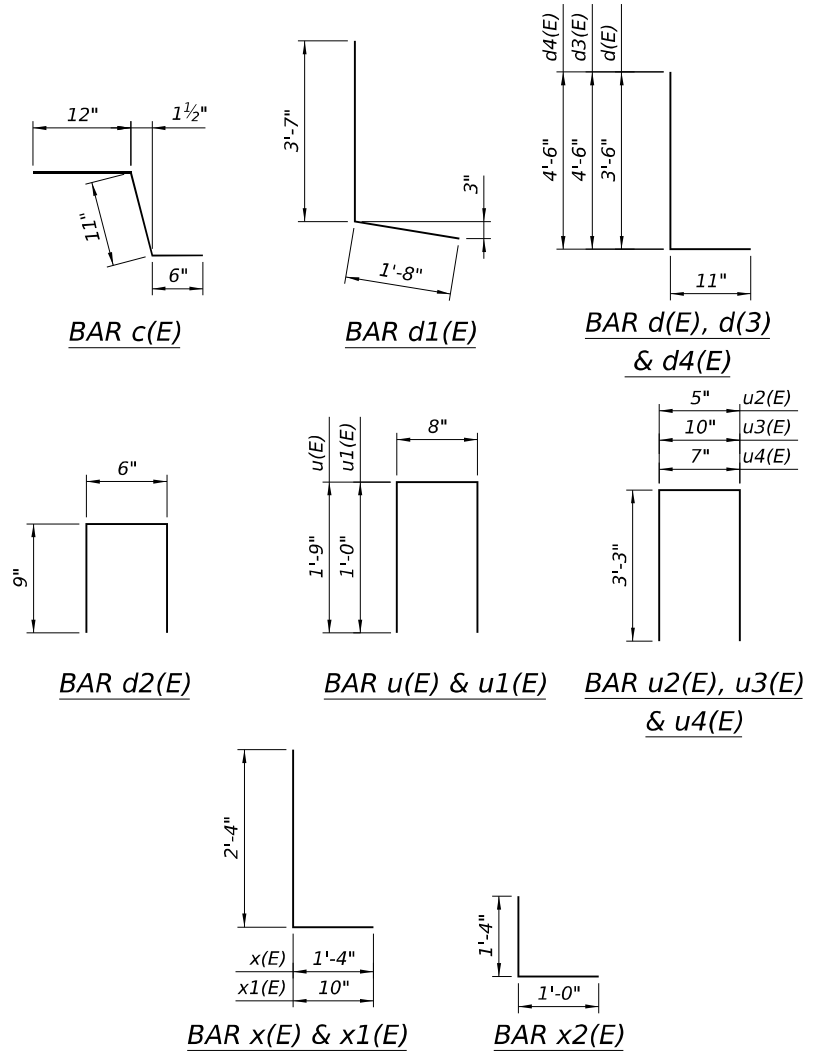
SECTION C-C
 *Prior to grinding
 ** Cost included in Concrete Removal
 *** Measured perpendicular to alignment



SECTION D-D
 *Prior to grinding
 ** Cost included in Concrete Removal
 *** Measured perpendicular to alignment



SECTION G-G
 *Prior to grinding
 ** Cost included in Concrete Removal
 *** Measured perpendicular to alignment



EAST ABUT. JOINT RECONSTRUCTIONS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	2	#5	48'-8"	—
a1(E)	2	#5	47'-10"	—
c(E)	12	#5	2'-5"	∩
c1(E)	12	#5	14'-10"	—
d(E)	8	#6	4'-5"	L
d1(E)	8	#4	5'-3"	L
d2(E)	6	#4	2'-0"	∩
d3(E)	2	#6	5'-5"	L
d4(E)	2	#4	5'-5"	L
h(E)	8	#6	48'-8"	—
u(E)	30	#5	4'-2"	∩
u1(E)	64	#5	2'-8"	∩
u2(E)	2	#5	6'-11"	∩
u3(E)	2	#5	7'-4"	∩
u4(E)	2	#5	7'-1"	∩
x(E)	28	#5	3'-8"	L
x1(E)	54	#5	3'-2"	L
x2(E)	6	#5	2'-4"	L
Concrete Removal			Cu. Yd.	17.4
Concrete Superstructure			Cu. Yd.	18.8
Reinforcement Bars, Epoxy Coated			Pound	1,770

PIER 3 JOINT RECONSTRUCTIONS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	4	#5	49'-7"	—
a3(E)	4	#5	48'-9"	—
c(E)	16	#5	2'-5"	∩
c2(E)	16	#5	14'-9"	—
d(E)	16	#6	4'-5"	L
d1(E)	16	#4	5'-3"	L
d2(E)	8	#4	2'-0"	∩
x(E)	56	#5	3'-8"	L
x1(E)	108	#5	3'-2"	L
Concrete Removal			Cu. Yd.	22.2
Concrete Superstructure			Cu. Yd.	23.9
Reinforcement Bars, Epoxy Coated			Pound	1,450

WEST ABUT. JOINT RECONSTRUCTIONS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	2	#5	49'-7"	—
a3(E)	2	#5	48'-9"	—
c(E)	12	#5	2'-5"	∩
c2(E)	12	#5	14'-9"	—
d(E)	8	#6	4'-5"	L
d1(E)	8	#4	5'-3"	L
d2(E)	6	#4	2'-0"	∩
d3(E)	2	#6	5'-5"	L
d4(E)	2	#4	5'-5"	L
h1(E)	8	#6	49'-7"	—
u(E)	30	#5	4'-2"	∩
u1(E)	64	#5	2'-8"	∩
u2(E)	2	#5	6'-11"	∩
u3(E)	2	#5	7'-4"	∩
u4(E)	2	#5	7'-1"	∩
x(E)	28	#5	3'-8"	L
x1(E)	54	#5	3'-2"	L
x2(E)	6	#5	2'-4"	L
Concrete Removal			Cu. Yd.	16.8
Concrete Superstructure			Cu. Yd.	17.9
Reinforcement Bars, Epoxy Coated			Pound	1,790



USER NAME =	edward.leisio	DESIGNED	EML	REVISED	-
PLOT SCALE =		CHECKED	DFM	REVISED	-
PLOT DATE =	3/9/2026	DRAWN	EML	REVISED	-
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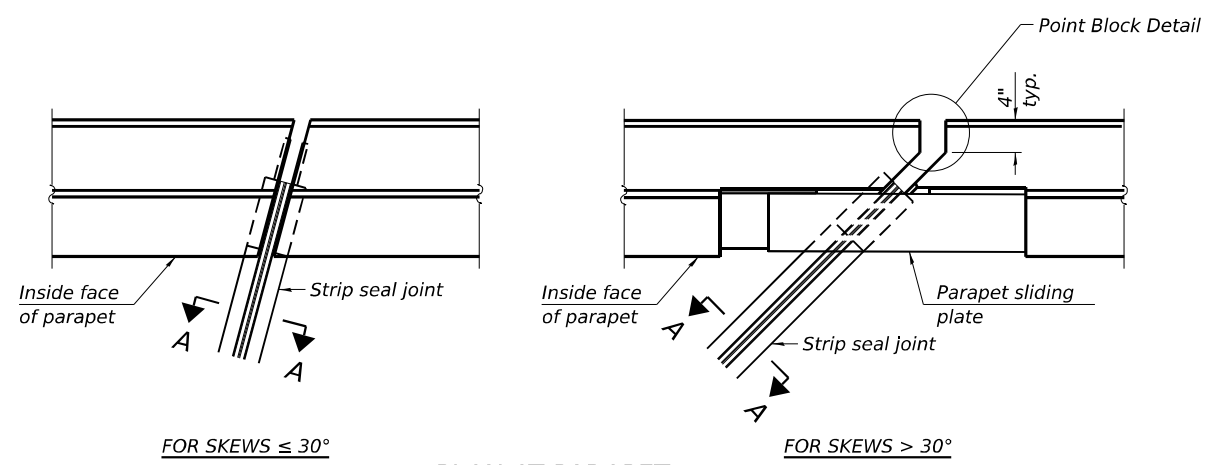
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS
 STRUCTURE NO. 016-2046**

SHEET S-15 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404,2-1B) BD,BJR 25	COOK	59	32
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

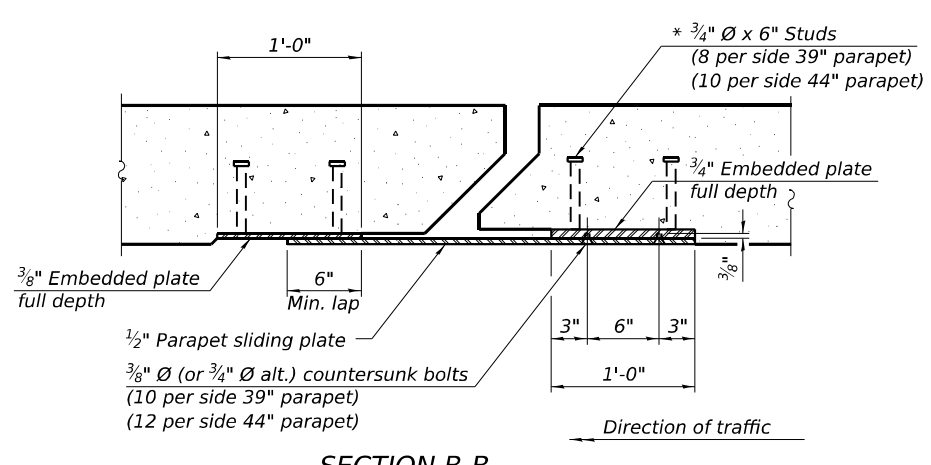
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FOR SKEWS ≤ 30°

PLAN AT PARAPET

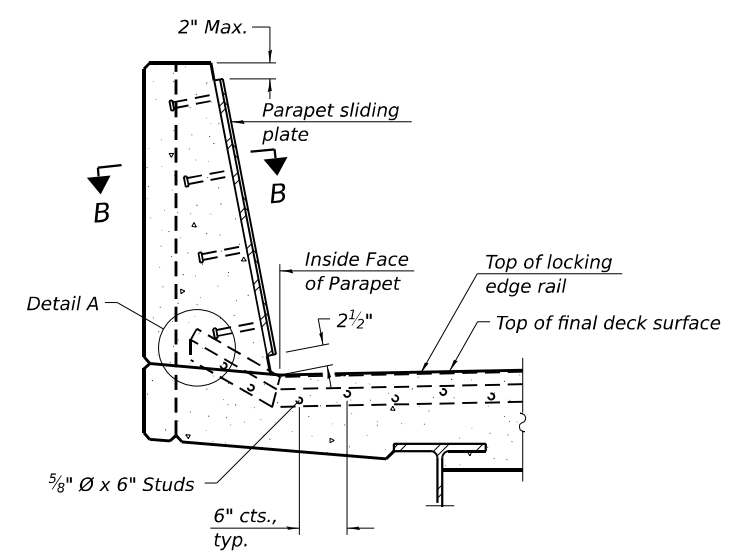
FOR SKEWS > 30°



SECTION B-B

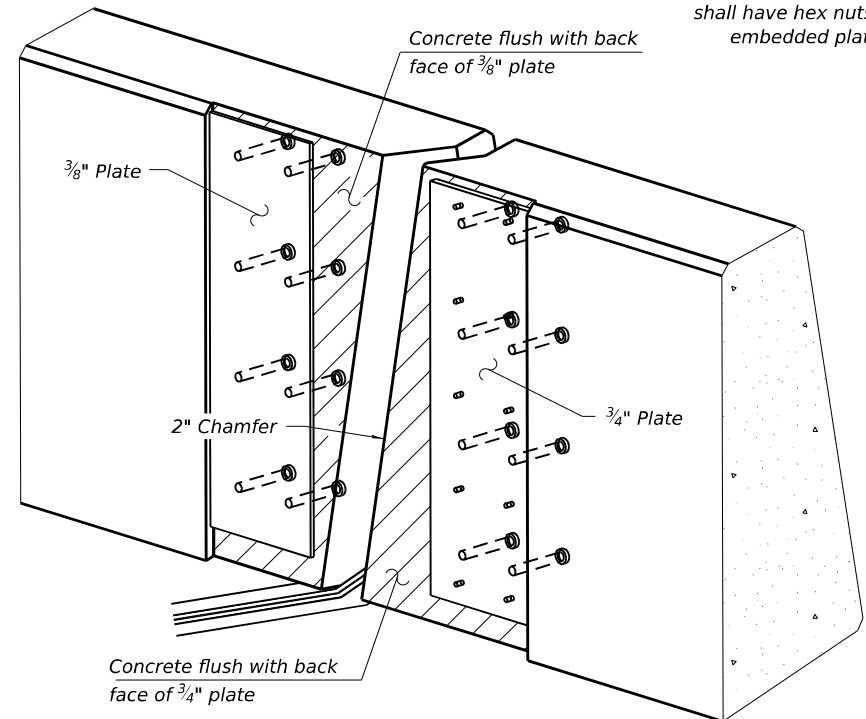
($\frac{3}{4}$ " Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

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



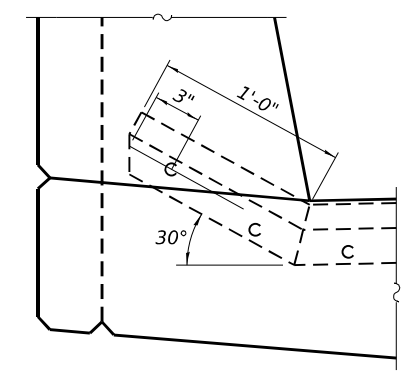
SECTION AT PARAPET

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



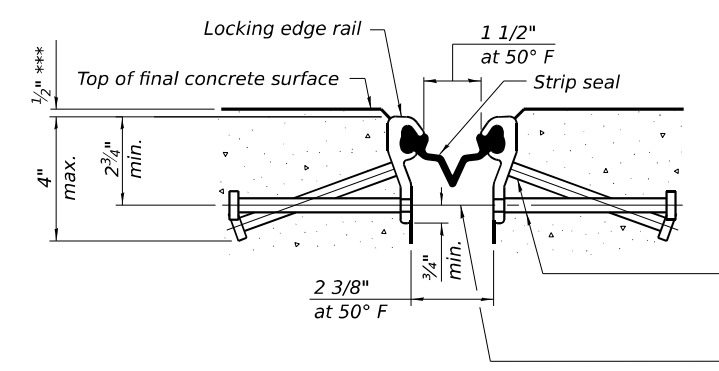
TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

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



SHOWING ROLLED RAIL JOINT

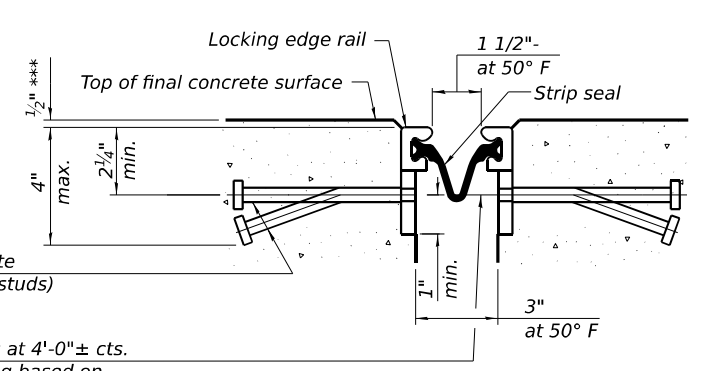
*** Prior to $\frac{1}{4}$ " diamond grinding.

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

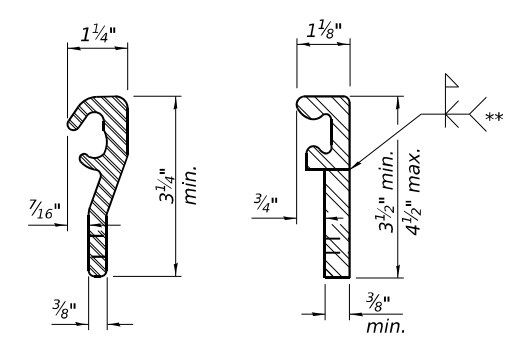
$\frac{3}{8}$ " Ø threaded rods in $\frac{7}{16}$ " Ø holes at 4'-0" ± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

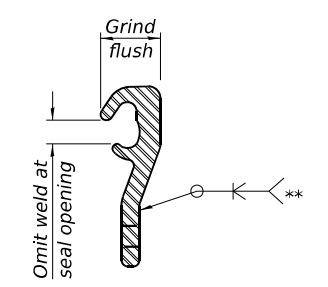


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	293.5

EJ-SS-S
Michael Baker INTERNATIONAL

4-4-2025

USER NAME = edward.leisio	DESIGNED EML	REVISED -
PLOT SCALE =	CHECKED JD	REVISED -
PLOT DATE = 3/9/2026	DRAWN EML	REVISED -
	CHECKED JD	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

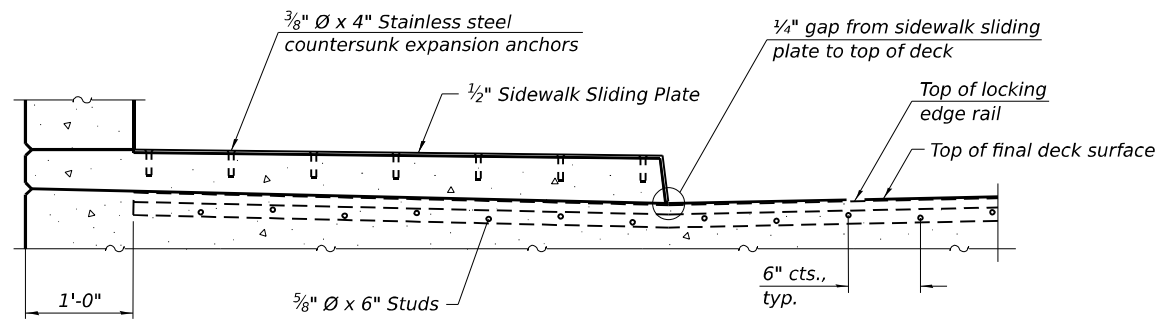
**PREFORMED JOINT STRIP SEAL
 STRUCTURE NO. 016-2046**

(Sheet 1 of 3)

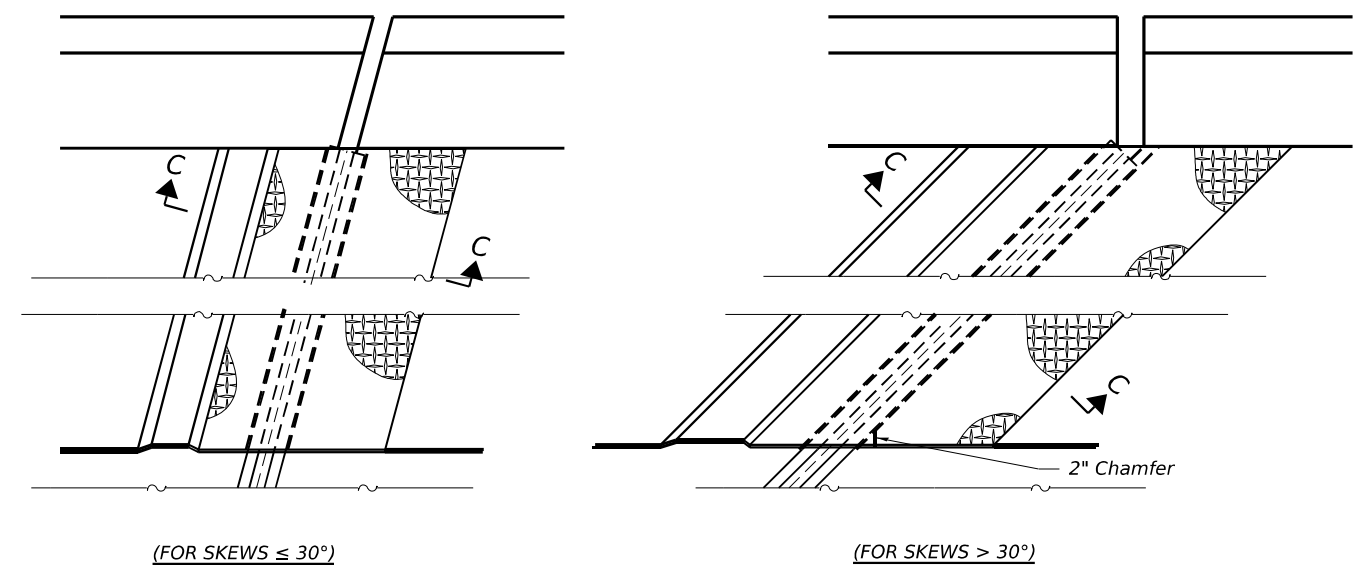
SHEET S-16 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

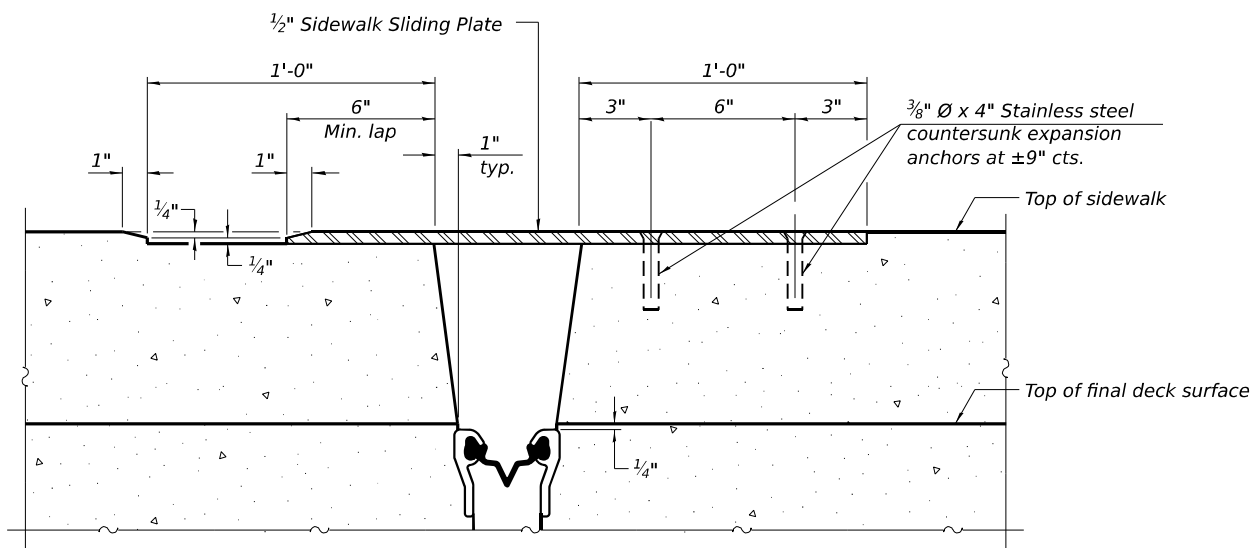
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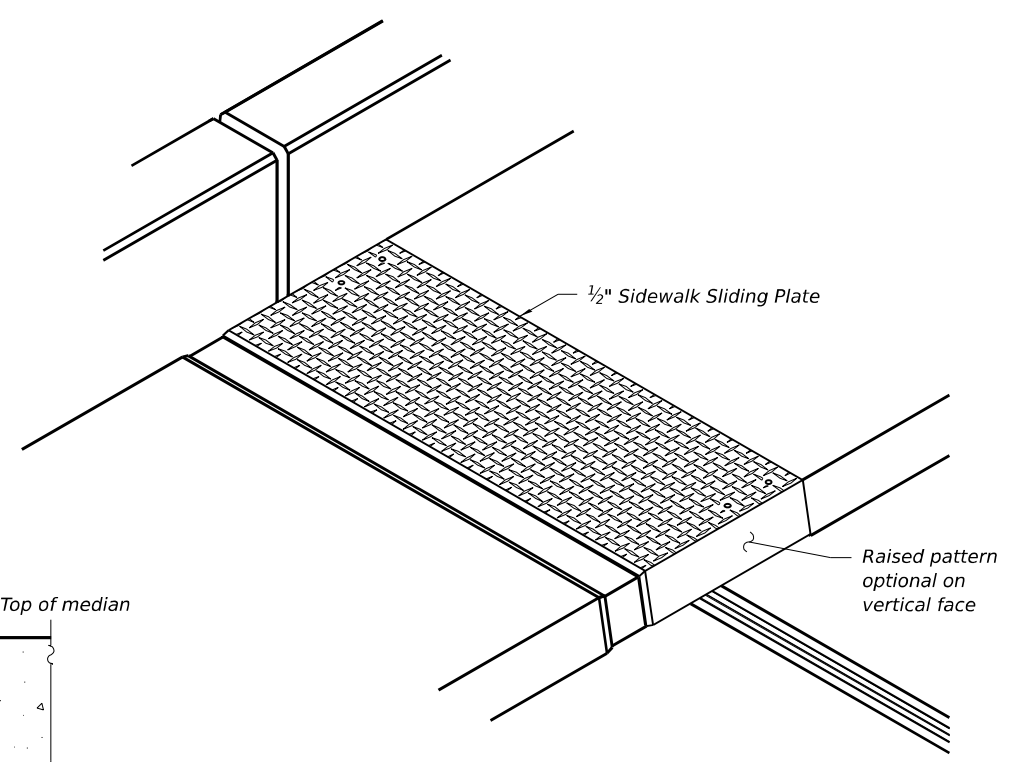
SECTION AT RAISED SIDEWALK



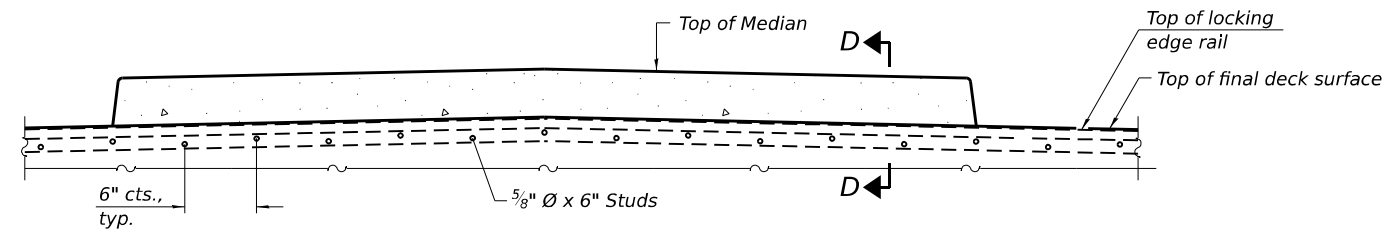
PLAN AT RAISED SIDEWALK



SECTION C-C

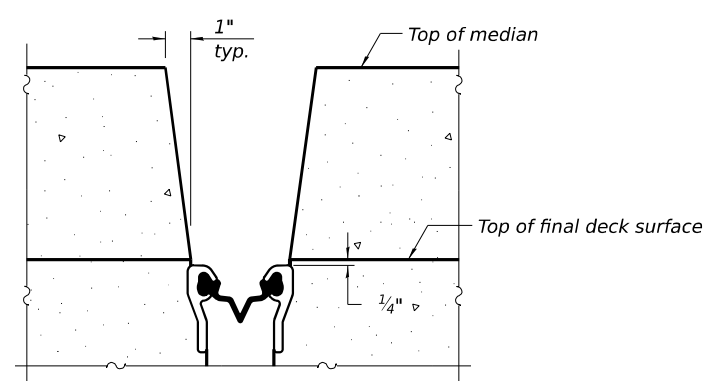


TRIMETRIC VIEW



SECTION AT MEDIAN

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



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

EJ-SS-S

4-4-2025

(Sheet 2 of 3)

Michael Baker INTERNATIONAL

USER NAME =	edward.leisio	DESIGNED	EML	REVISED	-
		CHECKED	JD	REVISED	-
PLOT SCALE =		DRAWN	EML	REVISED	-
PLOT DATE =	1/24/2026	CHECKED	JD	REVISED	-

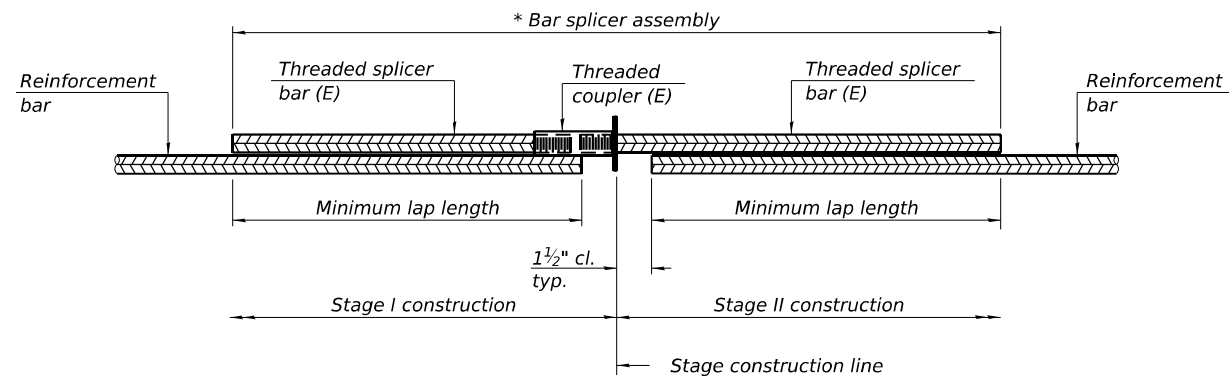
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
 STRUCTURE NO. 016-2046**

SHEET S-17 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404,2-1B) BD,BJR 25	COOK	59	34
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

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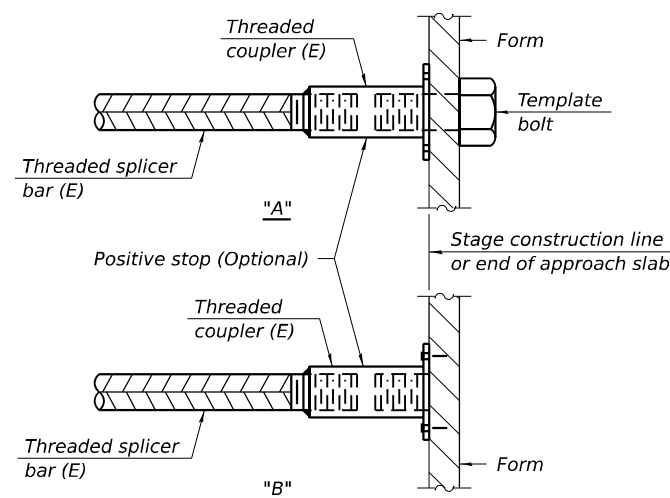
STANDARD BAR SPLICER ASSEMBLY PLAN

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

Threaded splicer bar length = min. lap length + 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
East Abut.	#5	2	3'-6"
East Abut.	#6	4	4'-0"
Pier 3	#5	4	3'-6"
West Abut.	#5	2	3'-6"
West Abut.	#6	4	4'-0"

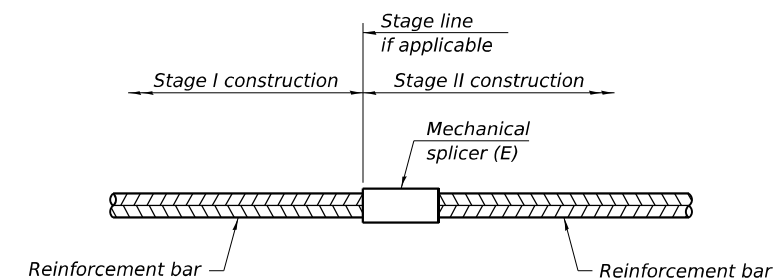


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

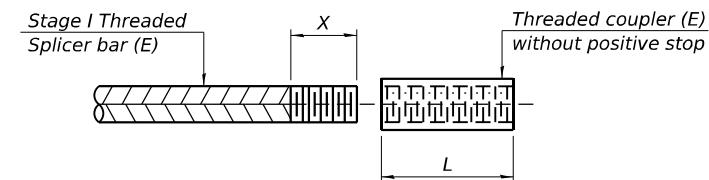
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

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

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

4-4-2025

Michael Baker INTERNATIONAL

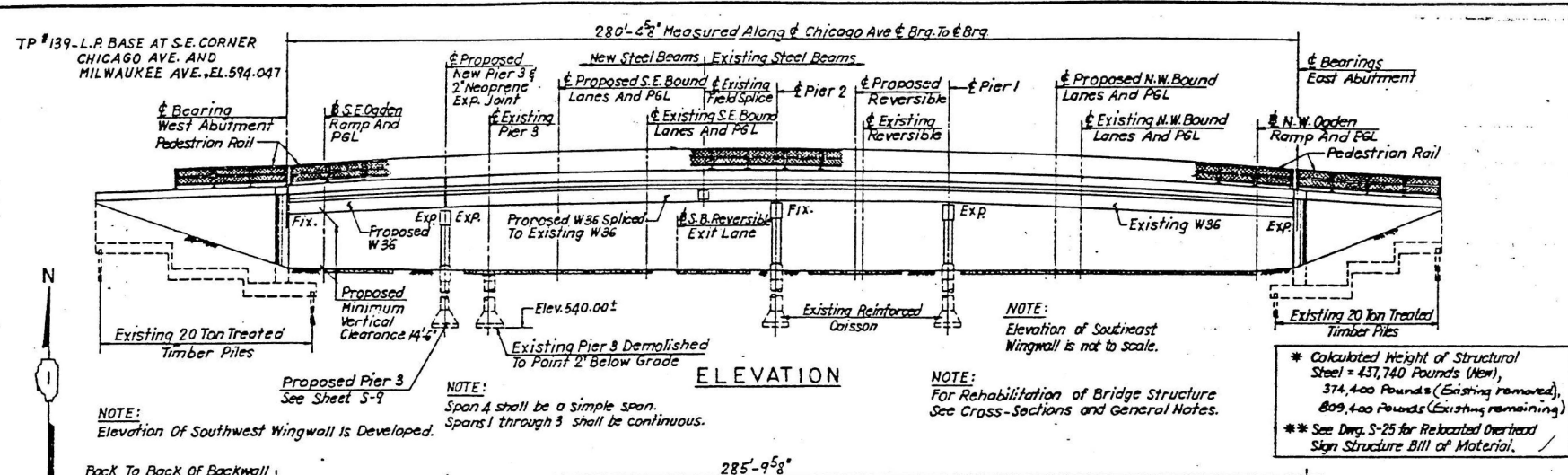
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	CHECKED JD	REVISED -
PLOT SCALE =	DRAWN EML	REVISED -
PLOT DATE = 1/24/2026	CHECKED JD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICE ASSEMBLY DETAILS
STRUCTURE NO. 016-2046**

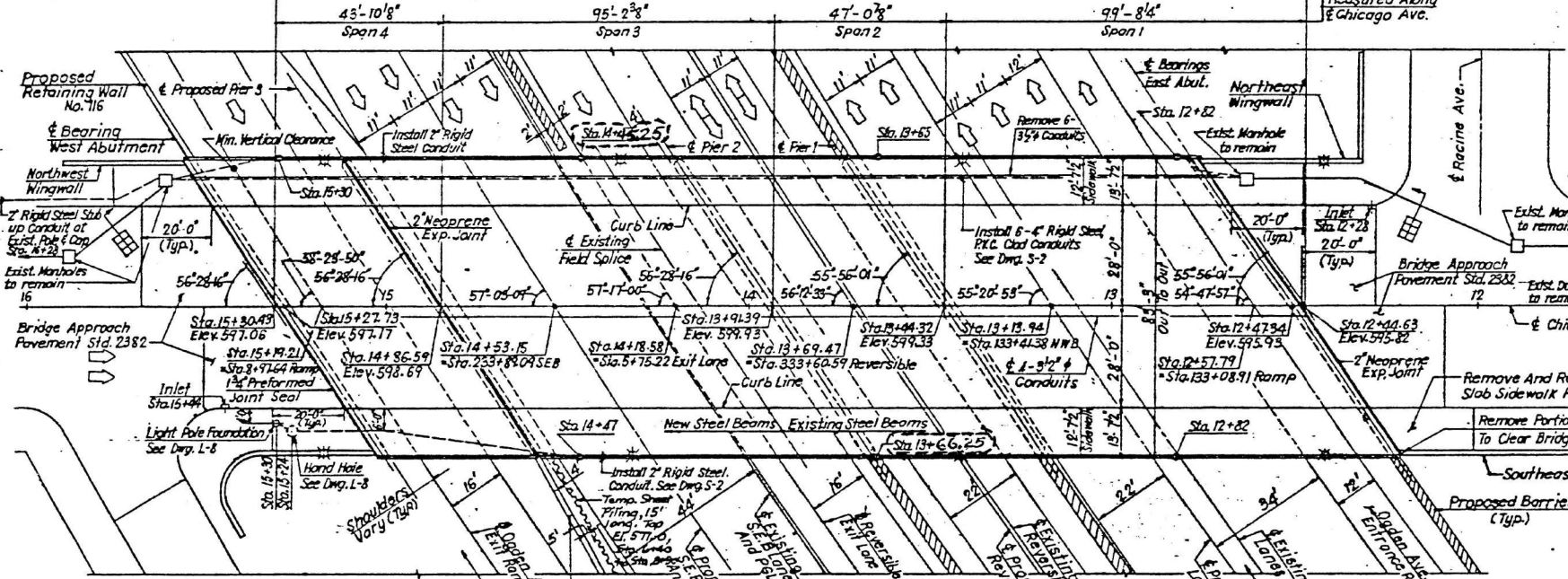
SHEET S-18 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404,2-1B) BD,BJR 25	COOK	59	35
CONTRACT NO. 80B62				
ILLINOIS		FED. AID PROJECT		



ITEM	UNIT	SUB	SUPER	TOTAL
Rustication Finish	Sq. Ft.	5,065	—	5,065
Geocomposite Wall Drain	Sq. Yd.	965	—	965
Pipe Drains - 6"	Lin. Ft.	90	—	90
Furnishing Concrete Piles	Lin. Ft.	6,200	—	6,200
Driving Concrete Piles	Lin. Ft.	6,200	—	6,200
Test Pile Concrete	Each	3	—	3
Concrete Removal	Cu. Yd.	148.1	—	148.1
Class "X" Concrete Superstructure	Cu. Yd.	—	912.0	912.0
Cleaning and Painting Steel Bearings	L. Sum	—	1	1
Jack and Remove Existing Bearings	Each	—	10	10
Class "X" Concrete (Retaining Wall)	Cu. Yd.	1304.4	—	1304.4
Class "X" Concrete (Erecting Structural Steel)	L. Sum	—	1	1
Stud Shear Connectors	Each	—	8422	8422
Structural Steel Removal	L. Sum	—	1	1
Pedestrian Rail	Lin. Ft.	—	754	754
Concrete Retaining Wall Removal	Lin. Ft.	338	—	338
Reinforcement Bars	Pound	138,700	—	138,700
Reinforcement Bars, Epoxy Coated	Pound	37,380	104,960	142,340
Bridge Seat Sealer	L. Sum	—	1	1
Install Elast. Erg. Assy. Type II	Each	—	16	16

ITEM	UNIT	SUB	SUPER	TOTAL
Steel Sheet Piling	Sq. Ft.	17,495	—	17,495
Protective Coat	Sq. Yd.	—	1,778	1,778
Neoprene Expansion Joint 2"	Lin. Ft.	—	208	208
Removal of Existing Concrete Deck	L. Sum	—	1	1
Cleaning and Painting Steel Bridge	L. Sum	—	1	1
Structure Excavation	Cu. Yd.	4022.7	—	4022.7
Poros Granular Backfill, Special Cu. Yd.	642	—	642	642
Caisson Shafts, 42"	Cu. Ft.	2,991	—	2,991
Preformed Joint Seal - 1 1/2"	Lin. Ft.	—	100	100
Epoxy Crack Sealing	Lin. Ft.	20	—	20
Protective Shield	Sq. Yd.	—	5,288	5,288
Pipe Underdrain for Structures 6"	Lin. Ft.	835	—	835
Epoxy Mortar Repair (Depth < 1/4")	Cu. Ft.	15	—	15
Formed Concrete Repair (1.5" < Depth < 5.0")	Sq. Ft.	135	—	135
Furnishing Steel Piles HP 10 x 42	Lin. Ft.	16,029	—	16,029
Driving Steel Piles	Lin. Ft.	16,029	—	16,029
Test Pile Steel HP 10 x 42	Each	3	—	3
Temporary Sheet Piling	Sq. Ft.	43,546	—	43,546
Moist Plates	Each	—	1	1
Formed Conc. Repair (225")	Sq. Ft.	20	—	20



EXISTING UTILITIES:
Calc. area = 1510 Sq. Ft.
The existing utilities have been taken from the original bridge plans and from field observations. The information shown concerning type and location is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to type and location of underground and other utilities as may be necessary to avoid damage thereto.

EXISTING STRUCTURE:
Chicago Avenue; over I-90/94, Section No. 0404.2-B, built in 1960, Structure No. 016-2046.
Superstructure: four-span, continuous, wide-flange beam with reinforced concrete deck.
Substructure: Abutments and wingwalls supported by timber piles.
Multiple column piers supported by caissons.

Traffic to be maintained utilizing stage construction.

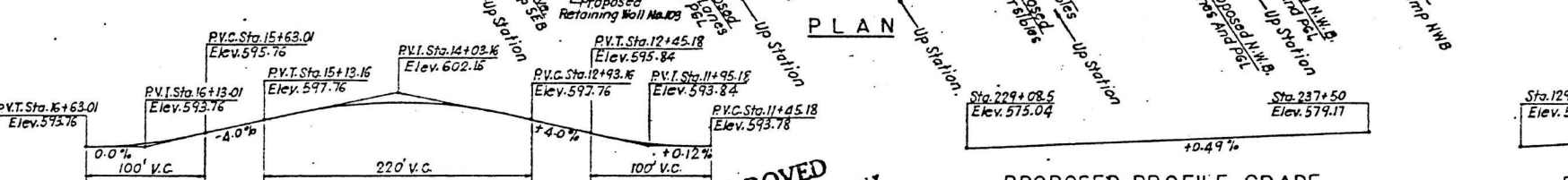
DESIGN SPECIFICATIONS: AASHTO (R83) with current Interim Specifications 1984 thru 1988.
LOADING HS 20-44: Allow 25 lbs./sq.ft. for future wearing surface.

DESIGN STRESSES: $f_c = 3,500$ psi (Concrete) $f_s = 20,000$ psi (Proposed Structural Steel)
 $f_y = 60,000$ psi (Reinforcement) $f_s = 18,000$ psi (Existing Structural Steel)

Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.

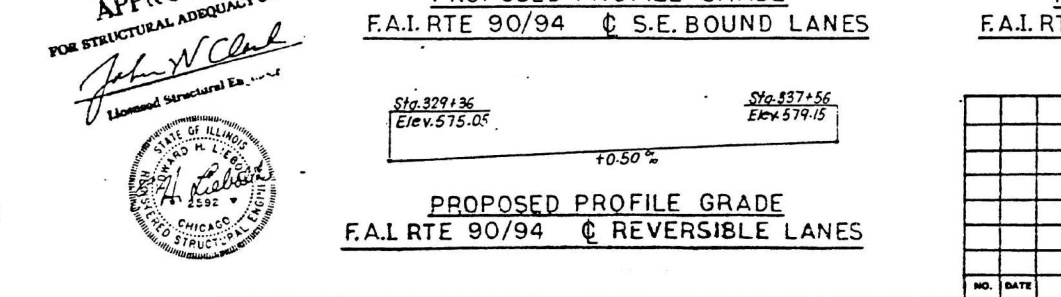
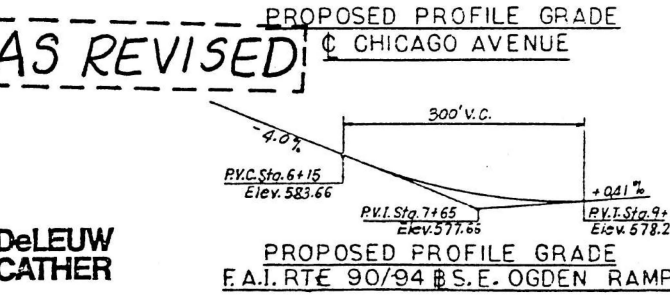
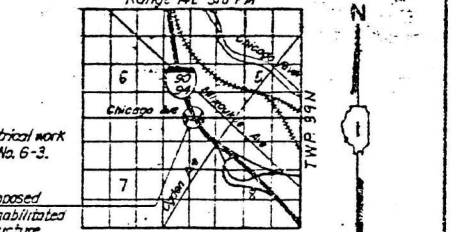
CONCRETE DECK REMOVAL:
The Contractor will be required to mark on top of the concrete deck the locations of the top flange of all the steel beams or girders, prior to any removal of the bridge concrete deck. Saw cutting directly over the top of the beam or girder flanges is not permitted.

SOIL CONDITION: See Proposal for Boring Data.
CONCRETE DECK NOTES: See Sheets S-2 and S-3.
STEEL FRAMING NOTES: See Sheets S-5 and S-6.



LEGEND
Exp - Expansion Bearing
Fix - Fixed Bearing
X - Existing Light Pole (Removed by City)
O - Drainage Outlet
o - Proposed Light Pole (Erected by City)

NOTE: Pay items governing City of Chicago electrical work are included in Summary of Quantities Dwg. No. 6-3.



NO.	DATE	REVISION	BY

KENNEDY RECONSTRUCTION PROJECT
ILLINOIS DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE BRIDGE
GENERAL PLAN AND ELEVATION

FAI 90/94
SEC. 0404.2-1B-R (89)

COOK COUNTY
STA. 333+60.59

DE LEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS

DATE 01/90
JOB NO. P03978
DESIGNED GAJ/TJS
DRAWN APP/JMMs
CHECKED GJA
APPROVED ERL
SCALE
DRAWING NO. S-1

AS REVISED

APPROVED FOR STRUCTURAL ADEQUACY ONLY
John W. Clark
Licensed Structural Engineer



(REVISED 3-15-90 D.L.G.)

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Michael Baker INTERNATIONAL

USER NAME	DESIGNED	CHECKED	PLOT SCALE	PLOT DATE	EML	JD	EML	JD
edward.leisio	EML	JD		1/24/2026				
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	REVIS	REVIS						
	REVIS	REVIS						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

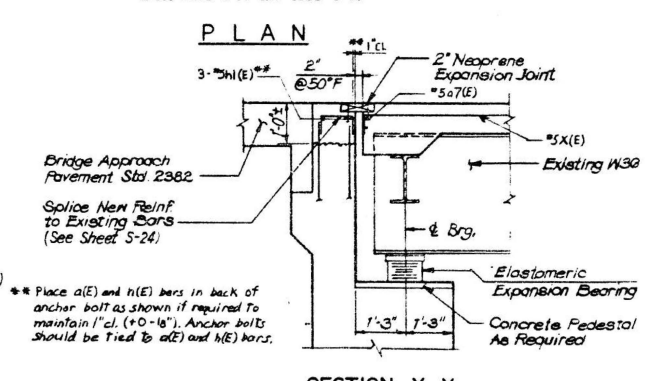
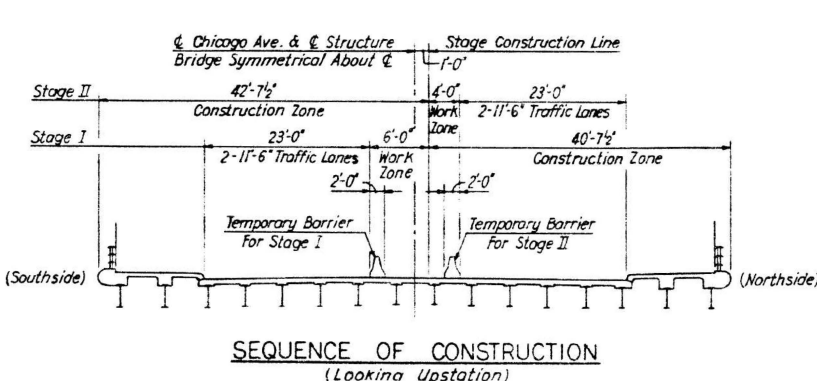
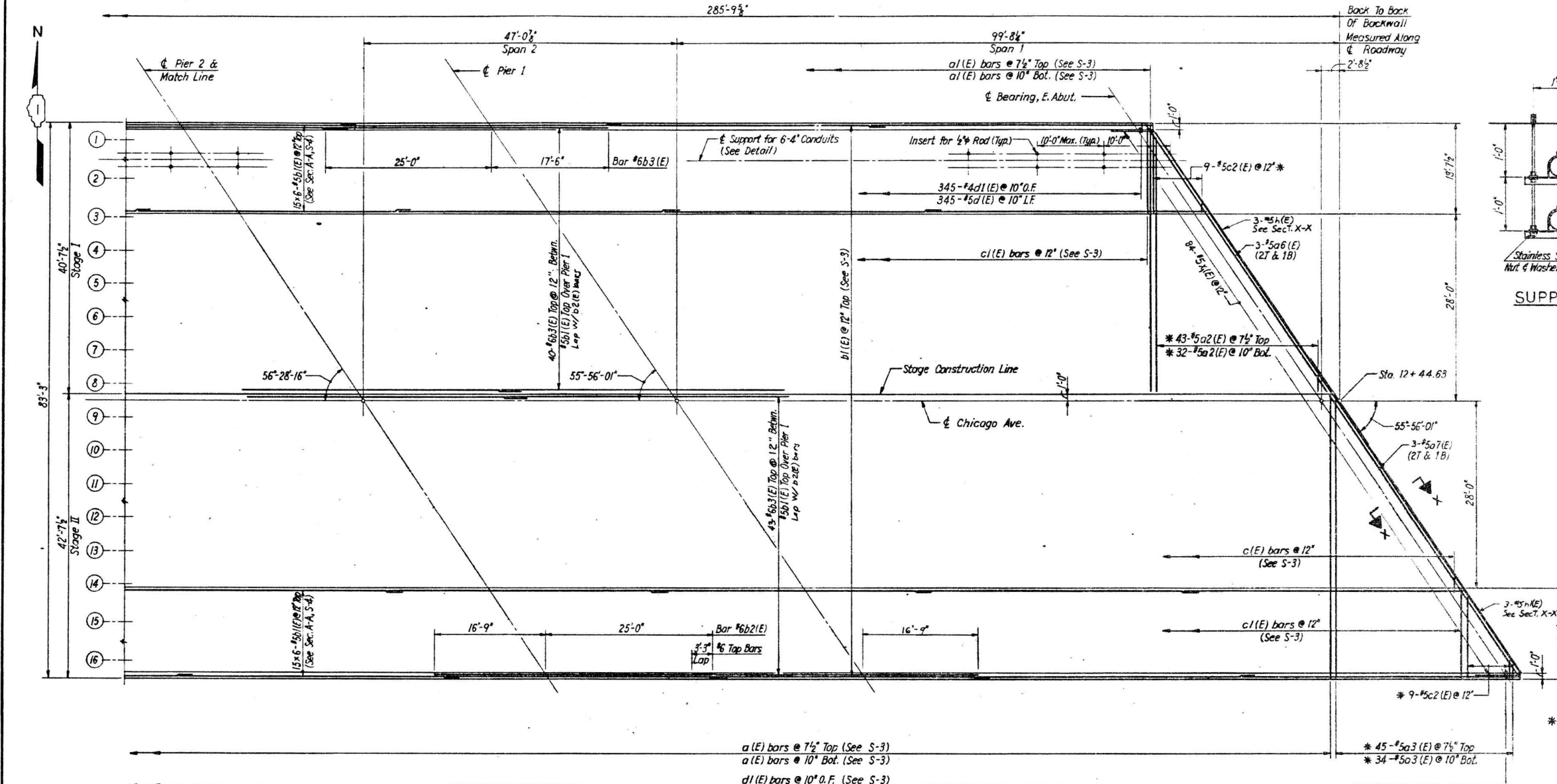
EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
STRUCTURE NO. 016-2046

SHEET S-19 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD, BJR 25	COOK	59	36

CONTRACT NO. 80B62
ILLINOIS FED. AID PROJECT

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 90/94	#	COOK	98	66
STA. TO STA.				
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				
* 0304.6-1 P-K & 0402.2-1B-R (89)				



NOTES:
 The concrete, for bridge floors finished in accordance with Article 503.15 of the Standard Specifications, shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The finishing machine, when required, shall be set parallel to the skew for striking off and screeding the concrete.
 See Sheet S-4 for Superstructure Details and Bill of Material.
 Reinforcement bars designated (E) shall epoxy coated.
 Bars indicated thus 15x6-#5, indicates 15 lines of bars with 6 lengths per line.
 See Sheet S-4 for parapet reinforcement.
 Minimum lap splices shall be 2'-2" for #5 bar and 2'-9" for #6 bar, except as noted otherwise.

KENNEDY RECONSTRUCTION PROJECT ILLINOIS DEPARTMENT OF TRANSPORTATION			DATE	01/90
			JOB NO.	P03978
CHICAGO AVENUE BRIDGE DECK SLAB PLAN - EAST HALF			DESIGNED	TS
			DRAWN	MMS
FAI 90/94 SEC. 0404.2-1B-R (89)			CHECKED	EHL
			APPROVED	EHL
DE LEUW, CATHER & COMPANY ENGINEERS AND PLANNERS			SCALE	
			DRAWING NO.	S-2

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Michael Baker INTERNATIONAL

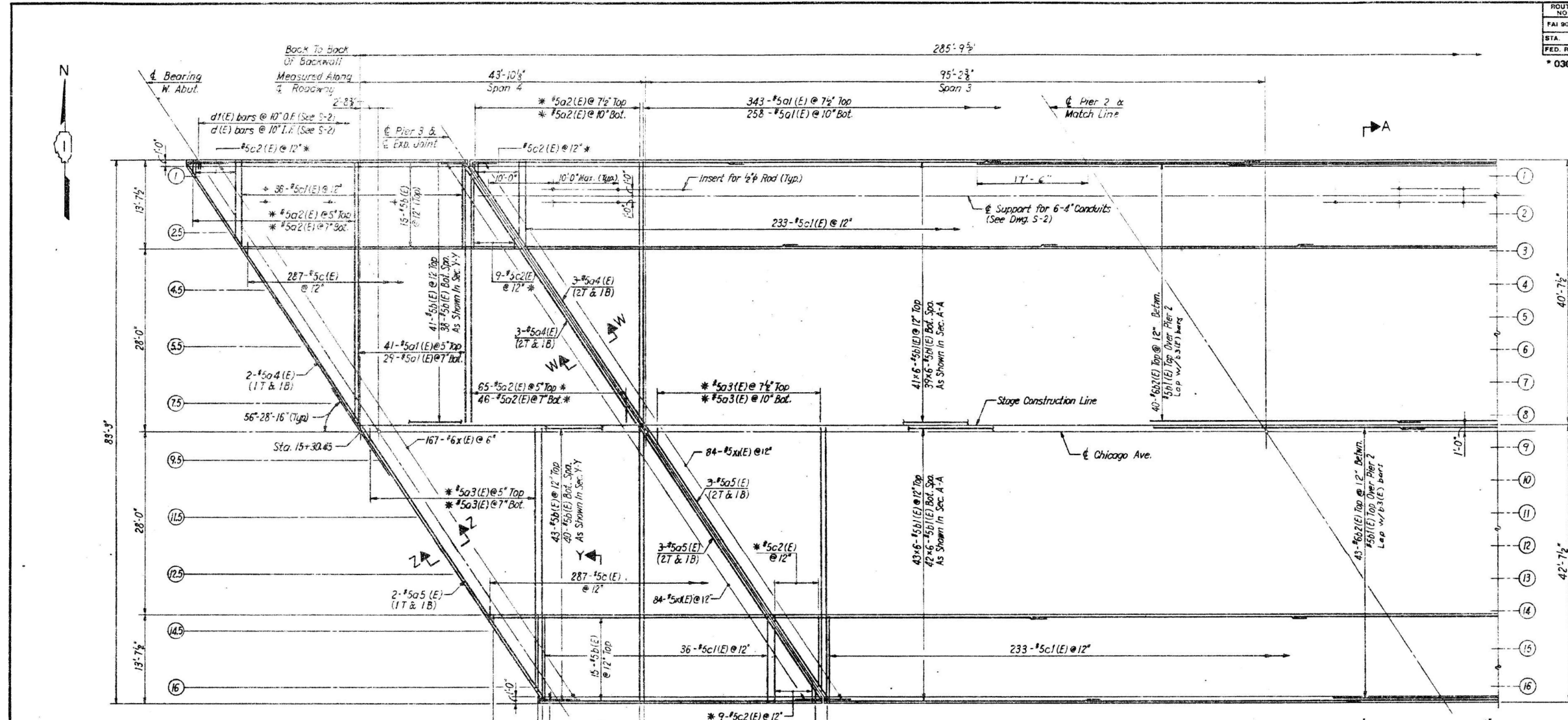
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
STRUCTURE NO. 016-2046

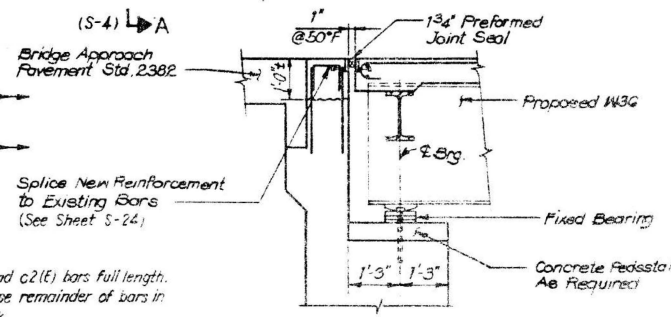
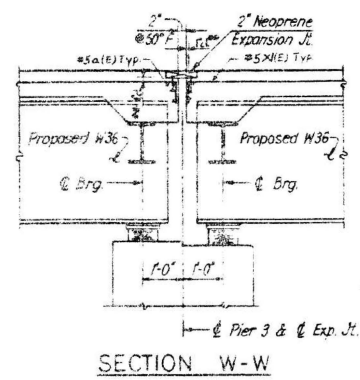
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	37
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 90/94	2	COOK	98	67
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT		
* 0304.6-1 P-K & 0402.2-1B-R (89)				



NOTES:
 The concrete, for bridge floors finished in accordance with Article 503.15 of the Standard Specifications, shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The finishing machine, when required, shall be set parallel to the skew for striking off and screeding the concrete.
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 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 15x6-#5, indicates 15 lines of bars with 6 lengths per line.
 See Sheet S-4 for parapet reinforcement.
 Minimum lap splices shall be 2'-2" for #5 bar and 2'-9" for #6 bar.

BILL OF MATERIAL		
ITEM	UNIT	QTY.
Glass 'X' Concrete Superstructure	Cu Yd.	112.0
Reinforcement Bars, Epoxy Coated	Pounds	166,960
Neoprene Expansion Joint	Lin. Ft.	202



* Order a2(E), a3(E) and c2(E) bars full length. Cut to fit skew and use remainder of bars in opposite end of deck.

**DELEUW
CATHER**

KENNEDY RECONSTRUCTION PROJECT ILLINOIS DEPARTMENT OF TRANSPORTATION				DATE	01/90
				JOB NO.	P0397B
CHICAGO AVENUE BRIDGE DECK SLAB PLAN - WEST HALF				DESIGNED	TC
				DRAWN	MMS
FAI 90/94 SEC. 0404.2-1B-R(89)				CHECKED	EHL
				APPROVED	EHL
DE LEUW, CATHER & COMPANY ENGINEERS AND PLANNERS				SCALE	
				DRAWING NO.	S-3

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**Michael Baker
INTERNATIONAL**

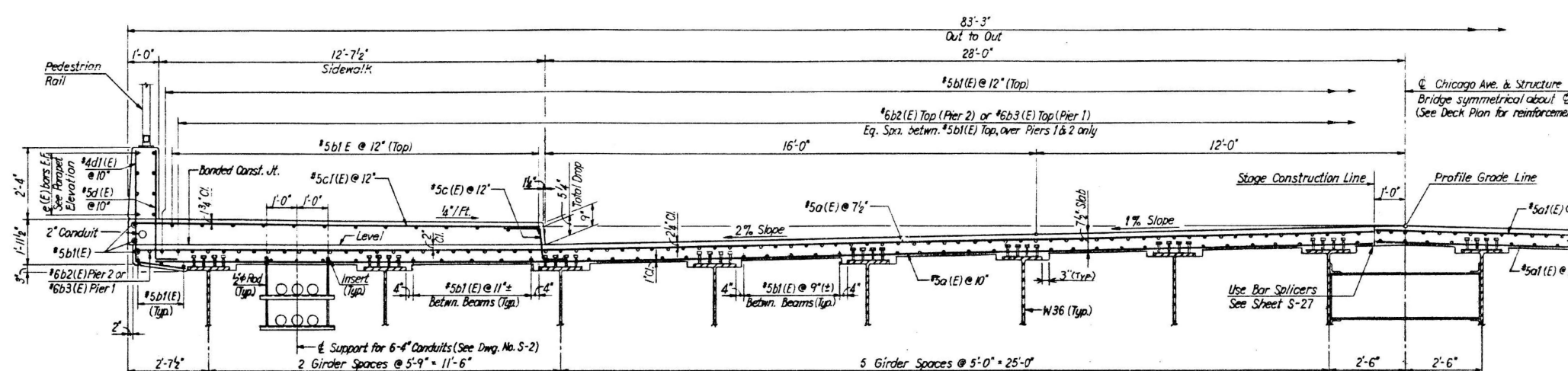
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

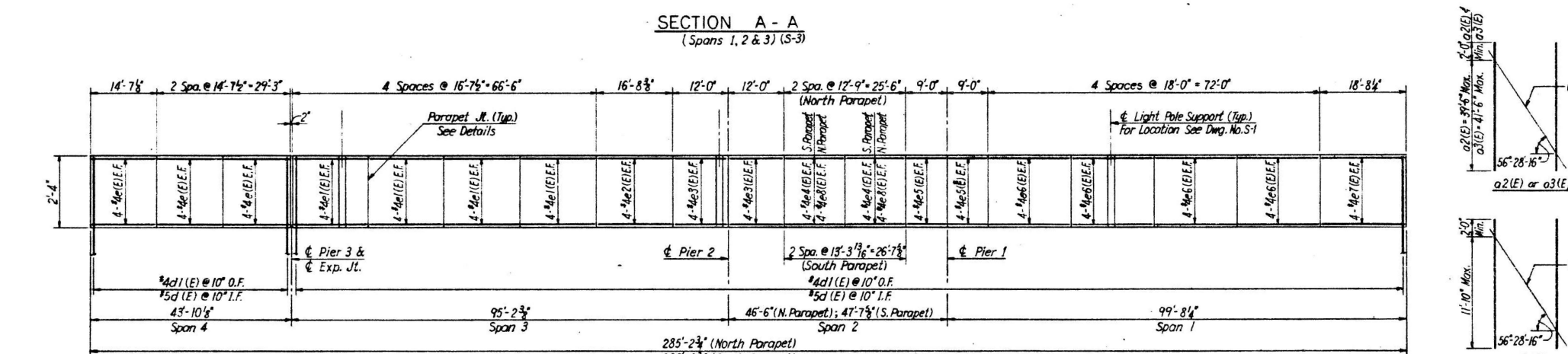
**EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
STRUCTURE NO. 016-2046**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD, BJR 25	COOK	59	38
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 90/94	#	COOK	96	68
STA.	TO STA.			
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				
* 0304.2-1B-R (89)				



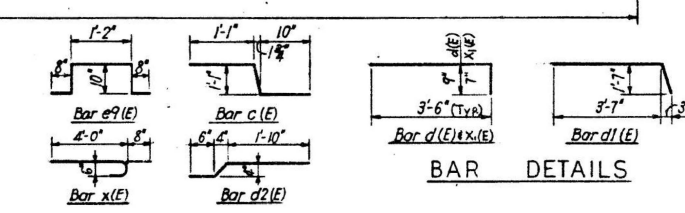
BAR LIST				
BAR	NO.	SIZE	LENGTH	SHAPE
a1(E)	665	#5	42'-3"	---
a1(E)	671	#5	40'-2"	---
a2(E)	186	#5	41'-6"	---
a3(E)	195	#5	43'-6"	---
a4(E)	8	#5	48'-6"	---
a5(E)	8	#5	50'-10"	---
a6(E)	3	#5	48'-9"	---
a7(E)	3	#5	51'-2"	---
x(E)	167	#6	4'-8"	---
x(E)	252	#5	4'-1"	---
h(E)	3	#5	47'-6"	---
h(E)	3	#5	50'-2"	---
b(E)	192	#5	42'-4"	---
b1(E)	1170	#5	42'-2"	---
b2(E)	83	#6	41'-9"	---
b3(E)	83	#6	42'-6"	---
c(E)	574	#5	3'-0"	---
c1(E)	532	#5	13'-4"	---
c2(E)	36	#5	13'-10"	---
d(E)	690	#5	4'-3"	---
d1(E)	690	#4	5'-2"	---
d2(E)	18	#4	2'-10"	---
e(E)	48	#4	14'-3"	---
e1(E)	64	#4	16'-3"	---
e2(E)	16	#4	16'-4"	---
e3(E)	32	#4	11'-8"	---
e4(E)	16	#4	13'-0"	---
e5(E)	32	#4	8'-8"	---
e6(E)	64	#4	17'-8"	---
e7(E)	16	#4	18'-4"	---
e8(E)	16	#4	12'-5"	---
e9(E)	24	#4	4'-2"	---



STATION 333+60.59
REBUILT 199 BY
STATE OF ILLINOIS
SEC. 0404.2-1B-R(89)
F.A. PROJ. 1R-94-2(175)49
LOADING HS 20
STR. NO. 016-2046

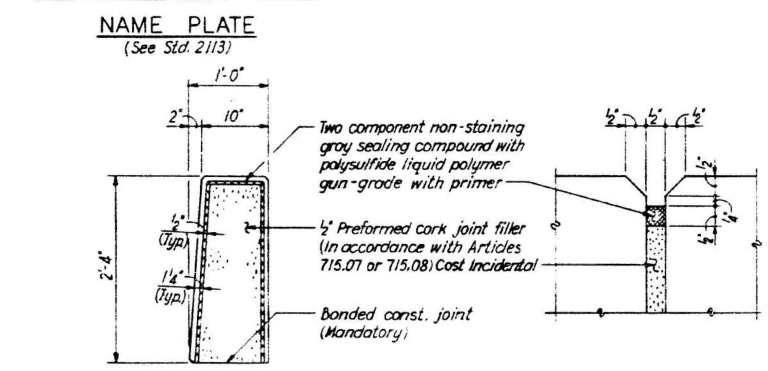
Clean and repaint existing
Name Plate adjacent to new
Name Plate. Cost shall
be incidental to pay item:
Name Plates.

OUTSIDE ELEVATION - SOUTH PARAPET
(Inside Elevation - North Parapet Similar)

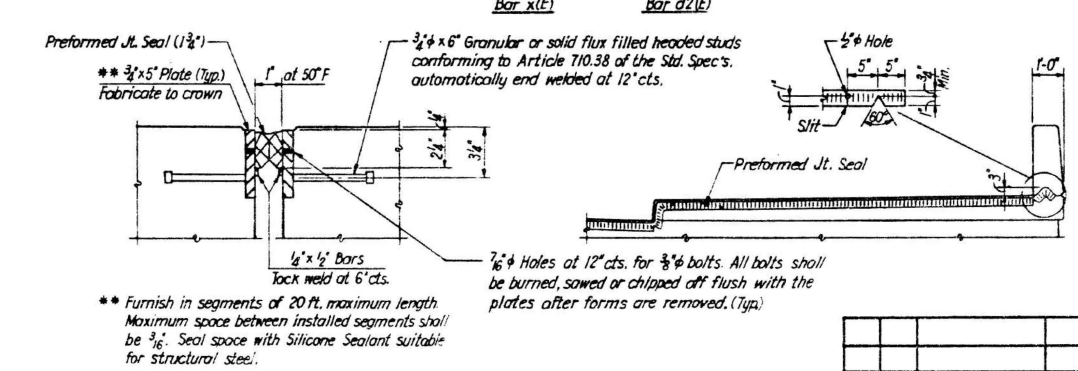


BAR CUTTING
DIAGRAMS

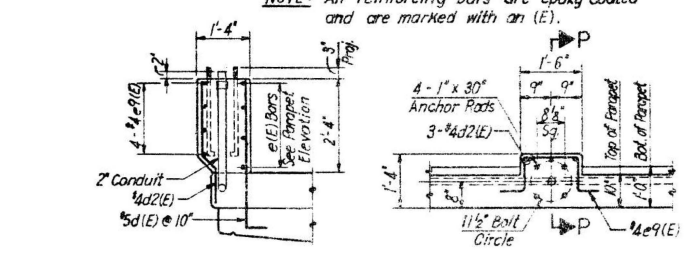
NOTE: All reinforcing bars are epoxy coated
and are marked with an (E).



DETAILS OF PARAPET JOINT



DETAILS OF FIXED JOINT
(West Abutment)



SECTION P-P
LIGHT POLE SUPPORT AT PARAPET

DeLEUW
CATHER

KENNEDY RECONSTRUCTION PROJECT		DATE	01/90
ILLINOIS DEPARTMENT OF TRANSPORTATION		JOB NO.	P03978
CHICAGO AVENUE BRIDGE		DESIGNED	TS
DECK SECTIONS AND DETAILS		DRAWN	mm:s
FAI 90/94	COOK COUNTY	CHECKED	EHL
SEC. 0404.2-1B-R (89)	STA. 333+60.59	APPROVED	EHL
DE LEUW, CATHER & COMPANY		SCALE	
ENGINEERS AND PLANNERS		DRAWING NO.	S-4

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Michael Baker
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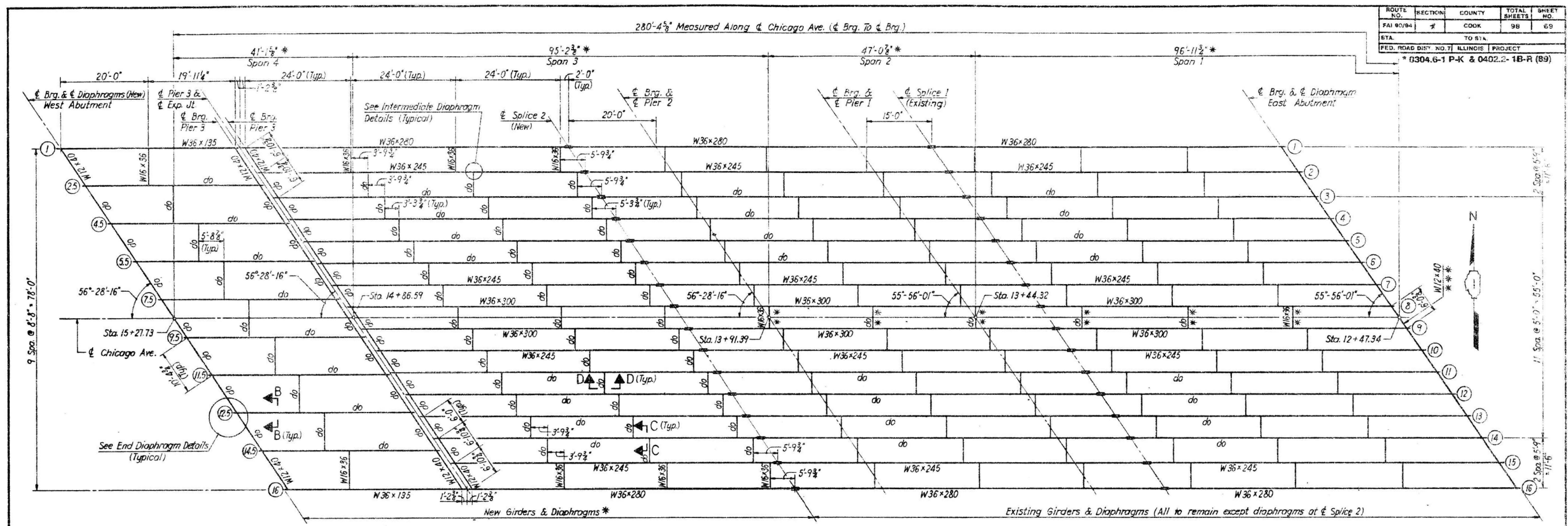
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		CHECKED	JD	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

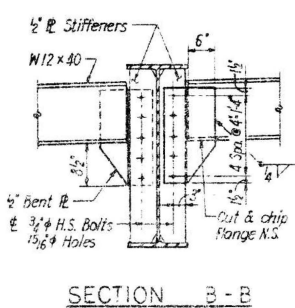
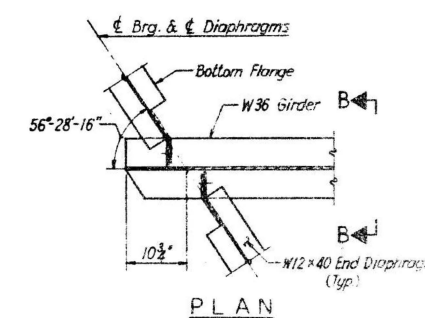
EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
STRUCTURE NO. 016-2046

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	39
				CONTRACT NO. 80B62
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 90/94	2	COOK	98	69
STA. TO STA.		ILLINOIS PROJECT		
FED. ROAD DIST. NO. 7		* 0304.6-1 P-K & 0402.2-1B-R (89)		

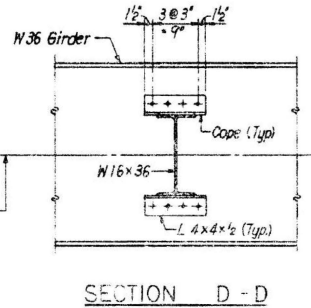
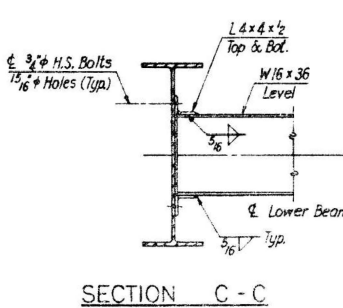
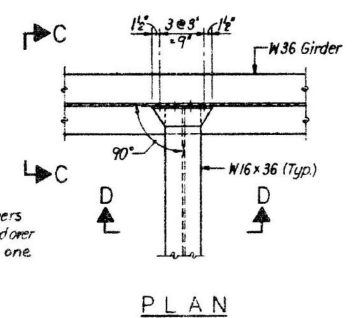


FRAMING PLAN



END DIAPHRAGM DETAILS

*** Install new end diaphragm between existing girders (8) & (9) at & bearings, east abutment loose. Tighten before Stage II of deck is poured. (1-W12x40) Remove existing diaphragm.



INTERMEDIATE DIAPHRAGM DETAILS

*** Install new median diaphragms between existing girders (8) & (9) Loose. Tighten before Stage II of deck is poured. (W16x36 at six locations.)

- *NOTES:**
1. Calculated weight of Structural Steel = 437,740 Pounds.
 2. Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.
 3. Anchor bolts shall be set before bolting diaphragms (bolting cross frames) over supports.
 4. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

**DeLEUW
CATHER**

KENNEDY RECONSTRUCTION PROJECT		DATE	01/90
ILLINOIS DEPARTMENT OF TRANSPORTATION		JOB NO.	P03978
CHICAGO AVENUE BRIDGE		DESIGNED	TS
FRAMING PLAN		DRAWN	mms
FAI 90/94	COOK COUNTY	CHECKED	EHL
SEC. 0404.2-1B-R (89)	STA. 333 + 60.59	APPROVED	EHL
DE LEUW, CATHER & COMPANY		SCALE	
ENGINEERS AND PLANNERS		DRAWING NO.	S-5

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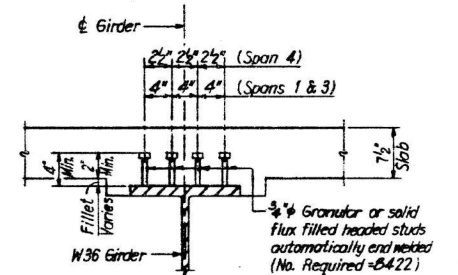
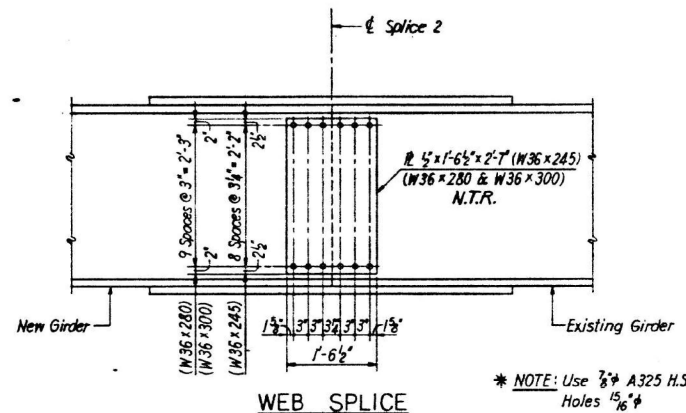
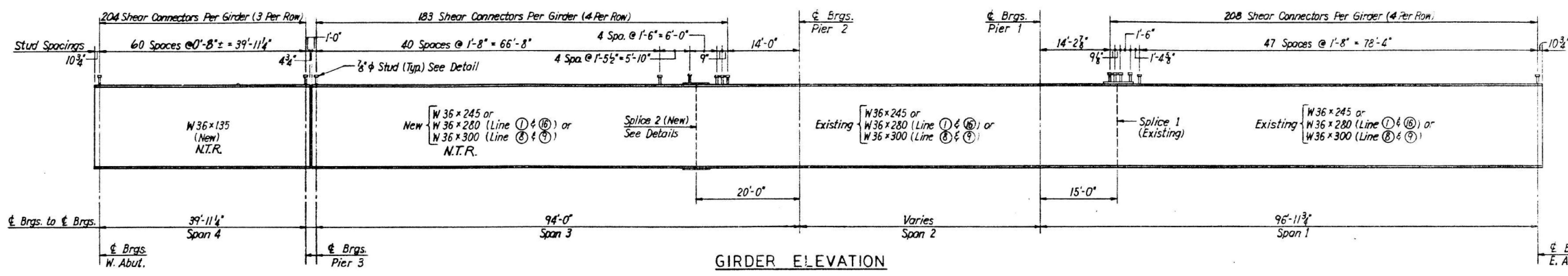
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

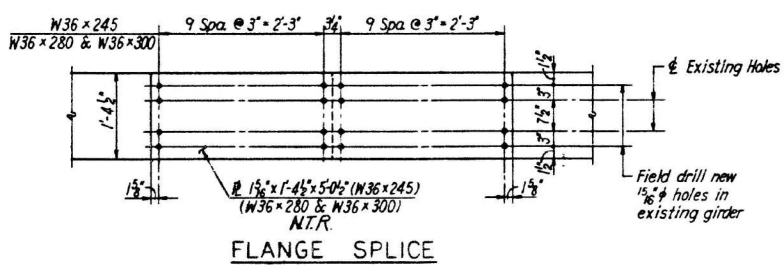
**EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
STRUCTURE NO. 016-2046**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	40
SHEET S-23 OF S-29 SHEETS			CONTRACT NO. 80B62	
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 90/94	#	COOK	98	70
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT	* 0304.6-1 P-K & 0402.2-1B-R (89)		



SHEAR STUDS
 Span 1 - 208 Per Girder x 16 Girders = 3328
 Span 3 - 204 Per Girder x 16 Girders = 3264
 Span 4 - 183 Per Girder x 10 Girders = 1830
 B422 - Total Shear Connectors



SPLICE #2 DETAILS

BILL OF MATERIAL		
ITEM	UNIT	QTY.
Erecting Structural Steel	Lump Sum	1
Stud Shear Connectors	Each	6174

	INTERIOR GIRDER MOMENT TABLE					
	0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.5 Span 3	0.5 Span 4
I_s (in ⁴)	16,100	16,100	16,100	16,100	16,100	7,800
I_c (in ⁴)	33,335	—	—	—	33,335	22,520
S_s (in ³)	895	895	895	895	895	439
S_c (in ³)	1,189	—	—	—	1,189	679
R (K/ft)	0.779	0.904	0.904	0.904	0.779	0.990
M_R (K)	612.6	655.9	390.6	596.9	581.5	198.0
s_R (K/ft)	0.125	—	—	—	0.125	0.217
M_{sR} (K)	109.8	—	—	—	104.9	43.4
M_L (K)	539.3	319.5	214.6	289.8	520.2	355.5
M_{imp} (K)	118.6	79.9	62.2	75.4	119.7	106.7
S_y (M _L + I) (K)	1,096.5	665.7	461.3	608.7	1,066.5	770.3
M_a (K)	2,364.6	1,718.1	1,107.5	1,567.3	2,278.8	1,315.2
f_s (non-comp) (K.s.i.)	8.2	8.8	5.2	8.0	7.8	5.4
f_s (comp) (K.s.i.)	1.2	—	—	—	1.2	0.9
f_s (4 + I) (K.s.i.)	11.1	8.9	6.2	8.2	10.8	13.6
f_s (Overload) (K.s.i.)	20.5	17.7	11.4	16.2	19.8	19.9
f_s (Total) (K.s.i.)	26.7	23.0	14.8	21.1	25.7	25.9
VR (K)	32.5	—	30.7	—	32.4	32.9

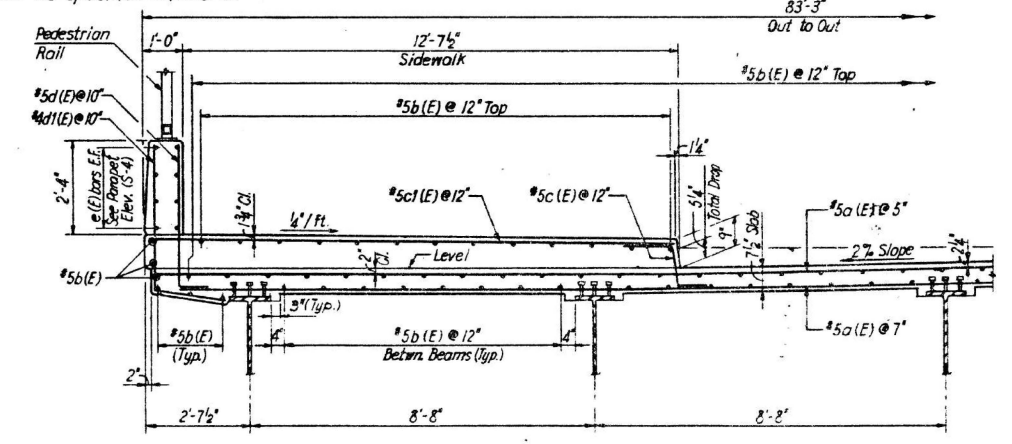
	INTERIOR GIRDER REACTION TABLE					
	E. Abut.	Pier 1	Pier 2	Pier 3 (Span 3)	Pier 3 (Span 4)	W. Abut.
R_R (K)	35.5	70.6	66.4	34.6	24.1	24.1
R_L (K)	30.4	40.5	39.5	30.5	33.5	33.5
$Imp.$ (K)	6.7	10.5	10.3	7.0	10.1	10.1
R_{Total} (K)	72.6	121.6	116.2	72.1	67.7	67.7

*** NOTES:**

- Fasteners shall be high strength bolts (AASHTO M164). Bolts 3/8" φ, open holes 15/16" φ, unless otherwise noted.
- The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components include the wide flange beams and all splice plate material.
- The three-coat lead-and-chromate-free alkylid paint system shall be used for shop and field painting of New Structural Steel. The color of the final finish coat shall be a moderate yellow paint, Munsell 10 YR 7/6, for the outside and bottom of fascia beams and for fascia bearings, and a light gray paint, Munsell 10 YR 7/1, for the inside of the fascia beams and all interior beams and framing.
- The three-coat lead-and-chromate-free alkylid paint system shall be used for shop and field painting of Existing Structural Steel. The color of the final finish coat shall be the same color as specified in Note 3.

SYMBOL LEGEND:

- I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total and Overload).
- I_c and S_c are the moment of inertia and section modulus of the composite section used in computing R_s (Total and Overload).
- VR is the maximum V + impact shear range in span.
- f_s (Total) is the sum of the stresses due to $1.8 [M_R + M_{sR} + \frac{1}{3} (M_L + I)]$
- f_s (Overload) is the sum of the stresses due to $M_R + M_{sR} + \frac{1}{3} (M_L + I)$
- M_R - Moment due to dead loads on non-composite section.
- M_{sR} - Moment due to dead loads on composite section.
- M_L - Moment due to live load on non-composite or composite section.
- I - Live load impact.
- M_a (Applied Moment) = $1.8 [M_R + M_{sR} + \frac{1}{3} (M_L + I)]$



SECTION Y-Y
(Span 4)
(See Div. 5-3)

KENNEDY RECONSTRUCTION PROJECT ILLINOIS DEPARTMENT OF TRANSPORTATION		DATE	01/90
		JOB NO.	P0397B
CHICAGO AVENUE BRIDGE FRAMING DETAILS		DESIGNED	TS
		DRAWN	mms
FAI 90/94 SEC. 0404.2-1B-R (89)		CHECKED	EHL
		APPROVED	EHL
DE LEUW, CATHER & COMPANY ENGINEERS AND PLANNERS		SCALE	
		DRAWING NO.	S-6

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Michael Baker INTERNATIONAL

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CHECKED	JD	REVISION	-	REVISION	-
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
STRUCTURE NO. 016-2046

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	41
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1A: 90/94	SEC. 0404.2-1B	COOK	98	77
STA.	TEL. STA.			
110 ROAD DIST. NO. 7	ILLINOIS	PROJECT		
* 0304.6-1 P-K & 0402.2-1B-R (89)				

Joint Size	C° at 50°F	D° at 50°F
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

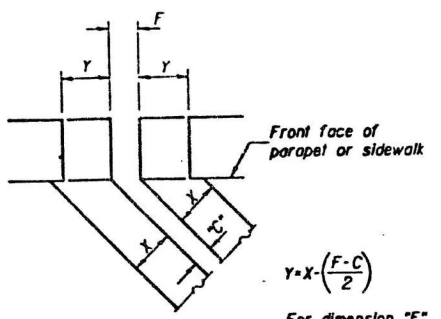
INSTALLATION NOTES

1. Install sponge mandrels into positions shown to form flap convolution.
2. Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy).
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

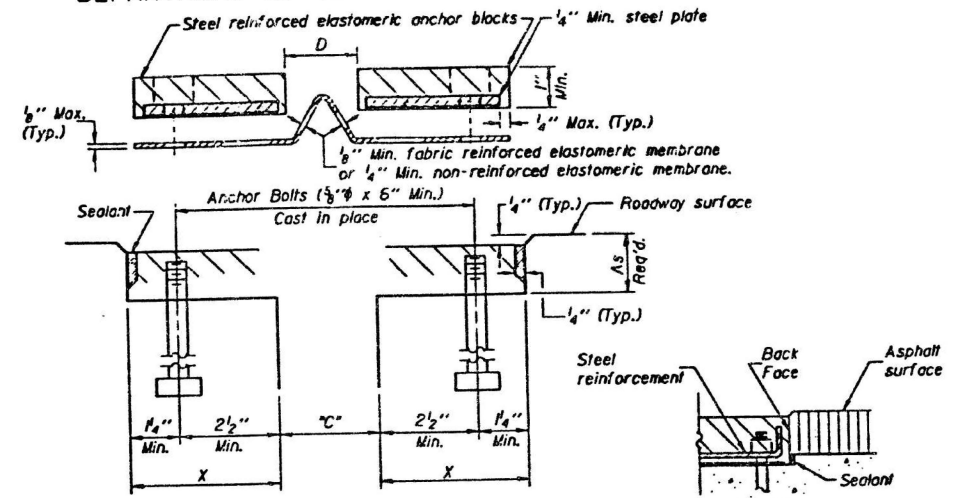
SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" c/s.



FORMING BLOCKOUT SKETCH

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

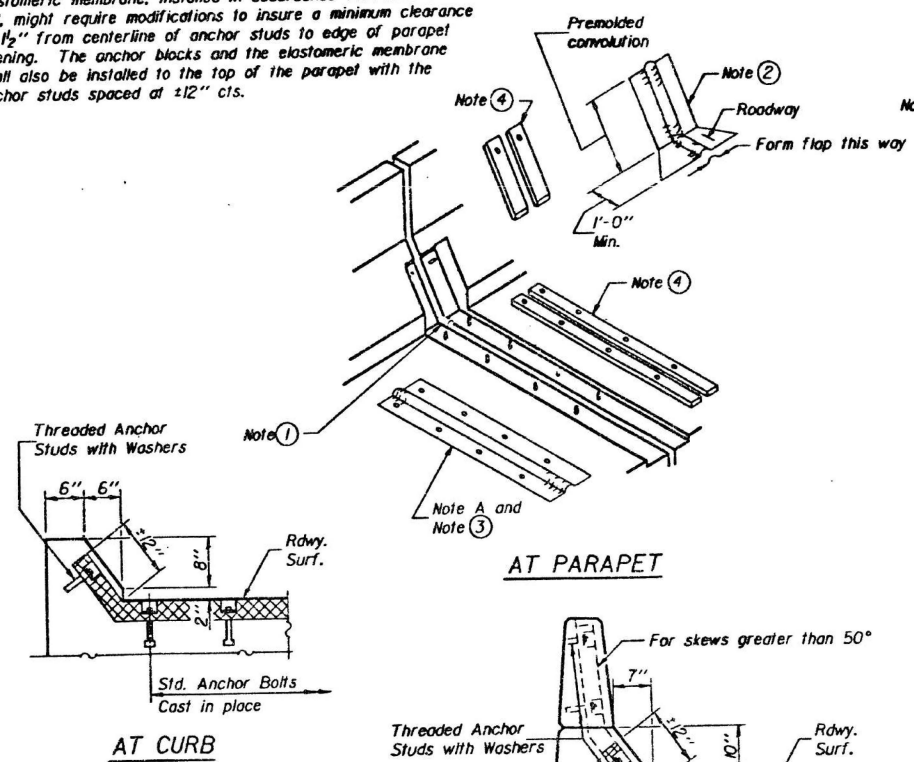


CROSS SECTION

ANCHOR BLOCK REINFORCEMENT WITH ASPHALT SURFACE

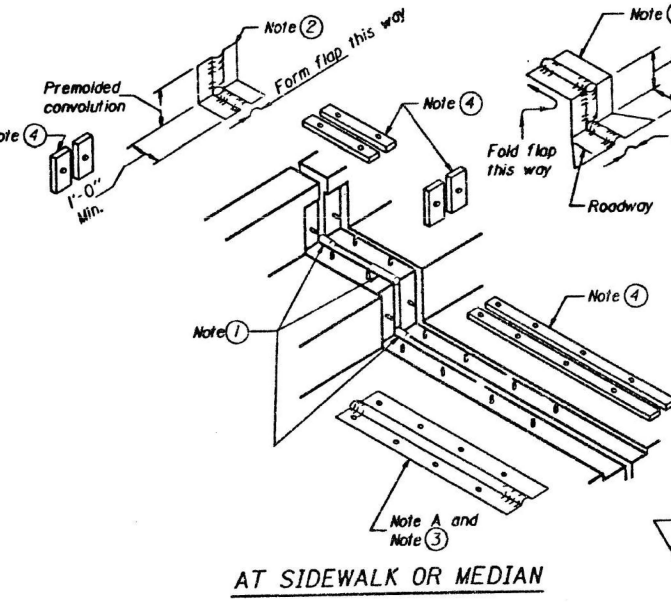
GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. See Special Provisions. The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure. The steel reinforcement must extend up the back face of anchor blocks when asphalt surfaces are used but is optional in concrete blockout. The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed. Joint openings shall be adjusted in accordance with Article 503.07(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F. The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer. Anchor bolts, nuts and washers shall be galvanized.



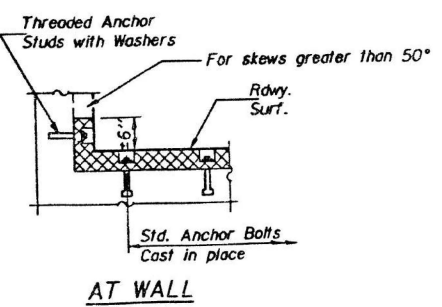
AT PARAPET

AT CURB



AT SIDEWALK OR MEDIAN

AT SIDEWALK OR MEDIAN TYPICAL END TREATMENTS



AT WALL

AT WALL

DeLEUW CATHER

KENNEDY RECONSTRUCTION PROJECT ILLINOIS DEPARTMENT OF TRANSPORTATION				DATE	01/90
				JOB NO.	P0397850
CHICAGO AVENUE BRIDGE NEOPRENE EXPANSION JOINT				DESIGNED	IDOT
				DRAWN	IDOT
FBI 90/94 SEC. 0404.2-1B-R(89)				CHECKED	IDOT
				APPROVED	
DE LEUW, CATHER & COMPANY ENGINEERS AND PLANNERS				SCALE	
				DRAWING NO.	S-13

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Michael Baker INTERNATIONAL

USER NAME =	edward.leisio	DESIGNED	EML	REVISED	-
PLOT SCALE =		CHECKED	JD	REVISED	-
PLOT DATE =	1/24/2026	DRAWN	EML	REVISED	-
		CHECKED	JD	REVISED	-

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

**EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
STRUCTURE NO. 016-2046**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	42
				CONTRACT NO. 80B62
				ILLINOIS FED. AID PROJECT

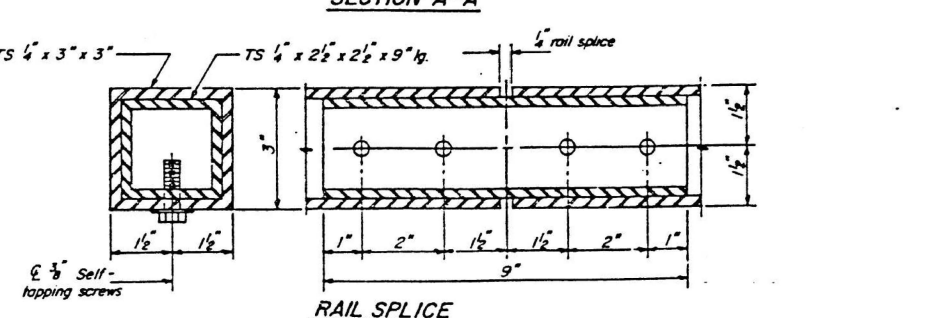
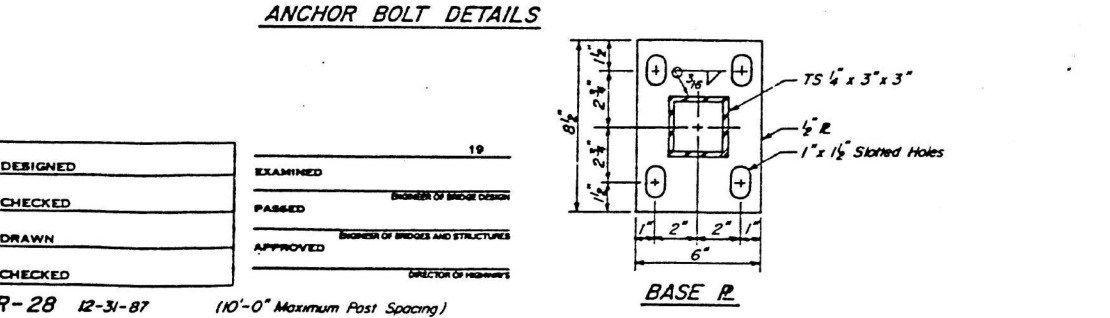
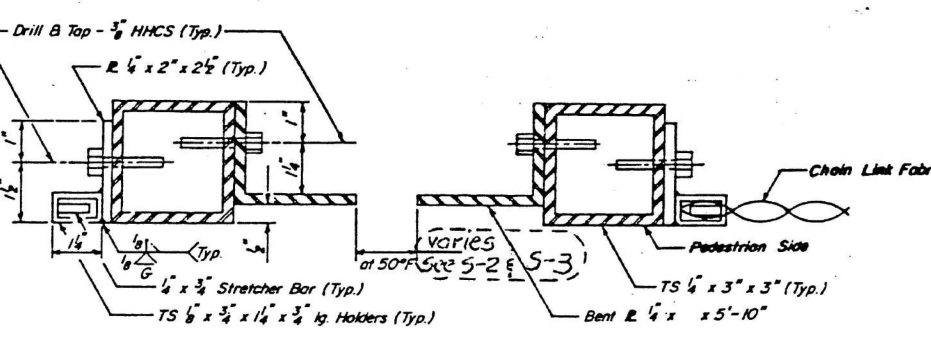
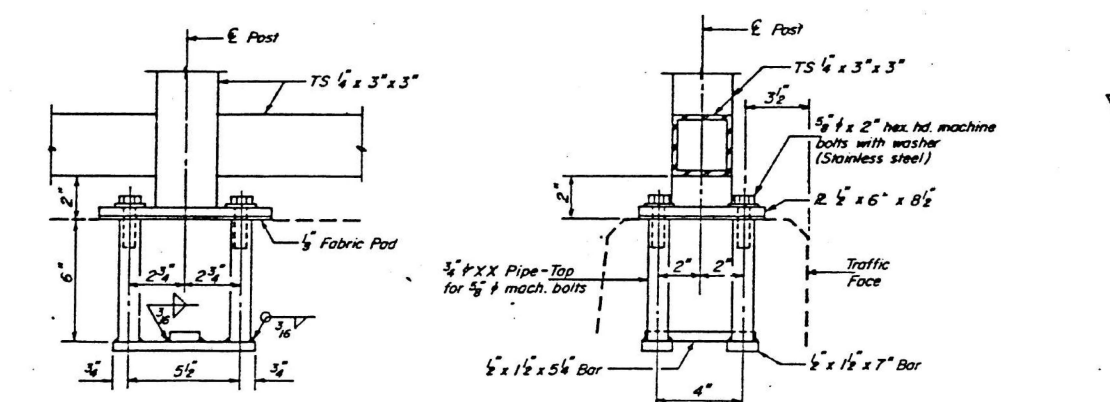
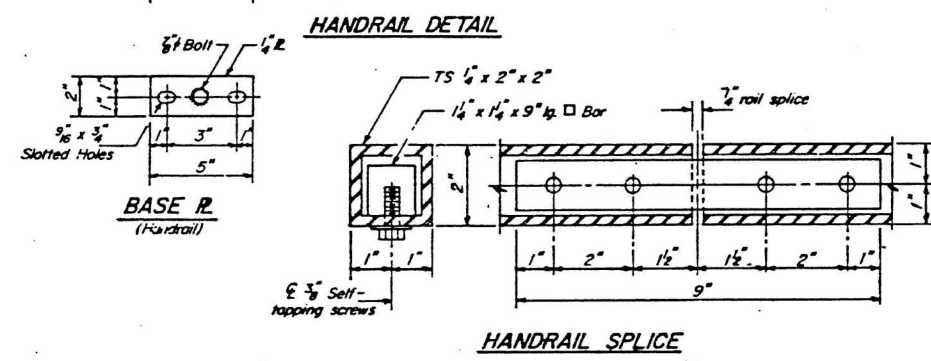
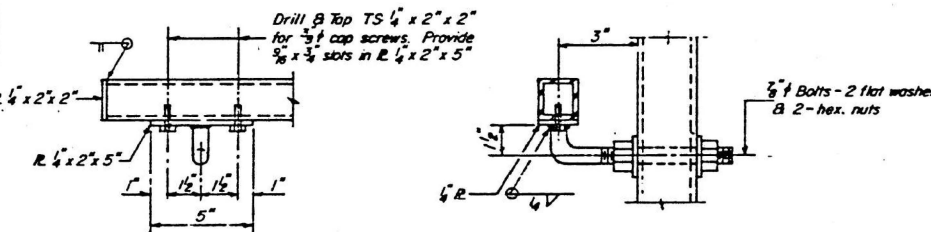
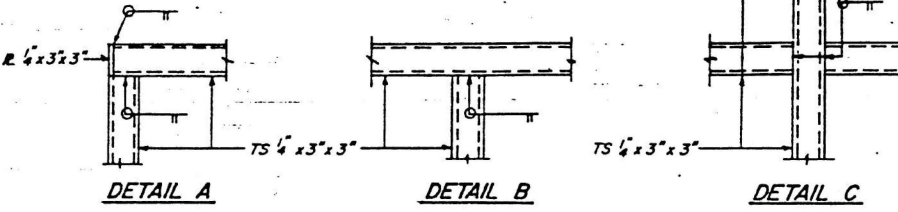
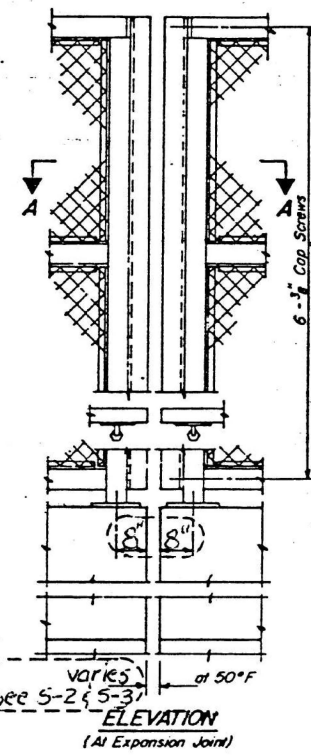
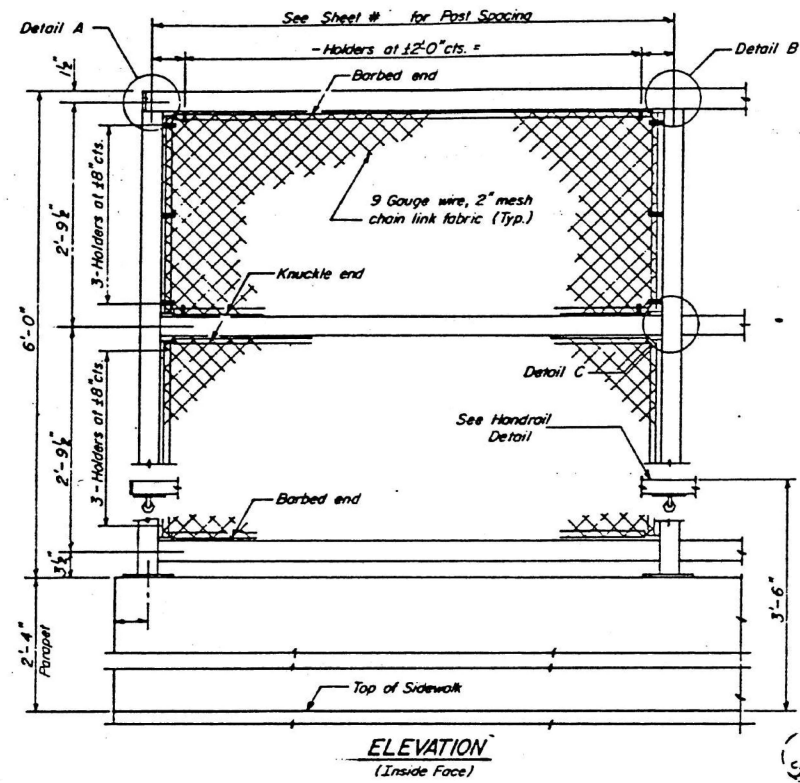
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD, BUR 25	COOK	59	43
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

SHEET NO. 98
SHEETS 75A

* 0304.6-1 P-K & 0402.2-1B-R (89)



NOTES

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

Installation of the chain link fabric shall be in accordance Section 629 of the Standard Specifications.

Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.

All other steel shapes and plates shall conform to the requirements of AASHTO M83.

The chain link fabric shall be placed along Pedestrian Side as shown on Section A-A.

Stretcher bars shall be used at all four sides of each panel.

All posts, railing, splices, anchor devices and bent plates shall be galvanized after shop fabrication in accordance with AASHTO M-111 and ASTM A-385. All bolts, nuts and washers shall be galvanized in accordance with AASHTO M-232.

Weld holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.

The chain link fabric shall conform to the requirements of Article 710.33a(1)(2)(3) of the Std. Specs.

AS REVISED

BILL OF MATERIAL

Item	Unit	Quantity
Pedestrian Railing	Lin. Ft.	754

CHICAGO AVENUE BRIDGE
PEDESTRIAN RAILING

F.A.I. 90/94
SEC. 0404.2-1B-R (89)

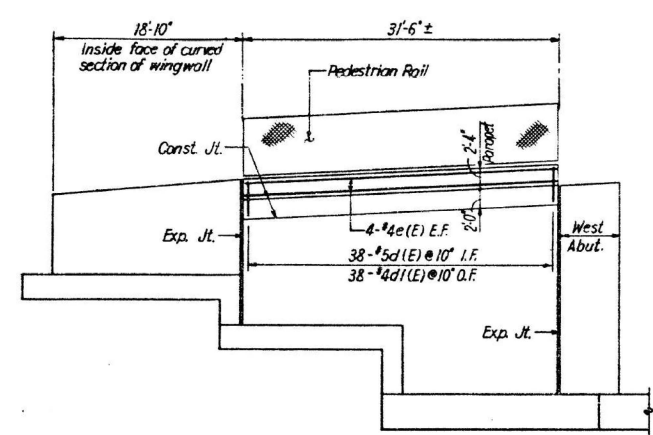
COOK COUNTY
STA. 333 + 60.59

DESIGNED	19
CHECKED	ENGINEER OF BRIDGE DESIGN
DRAWN	ENGINEER OF BRIDGES AND STRUCTURES
CHECKED	DIRECTOR OF HIGHWAYS

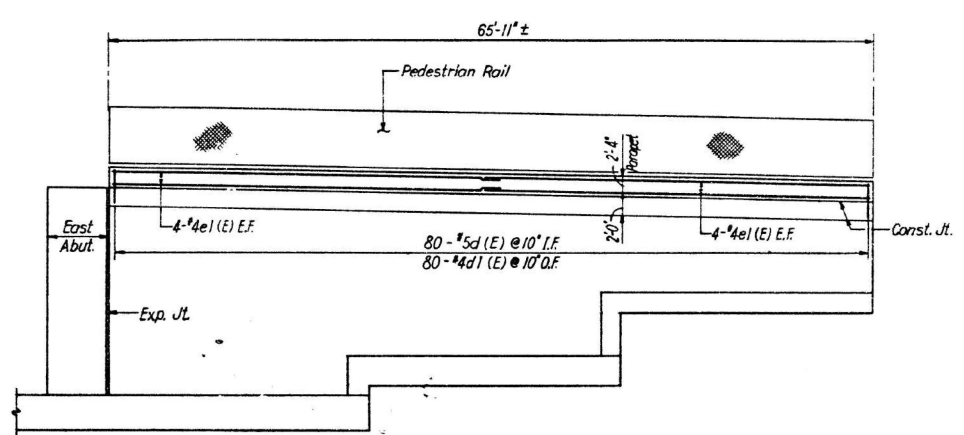
R-28 12-31-87 (10'-0" Maximum Post Spacing)

(REVISED 3-15-90 D.L.G.)

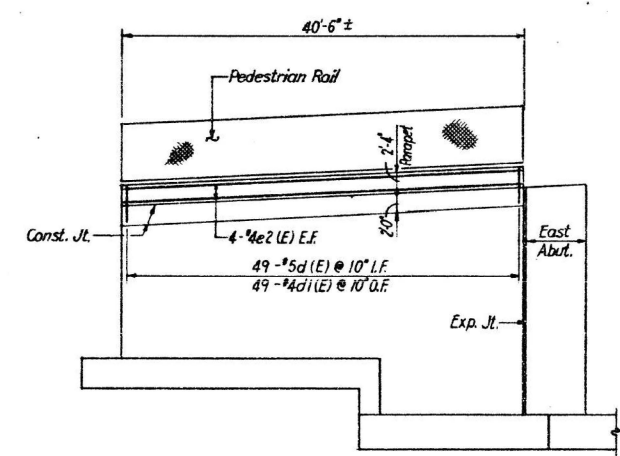
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FAI 90/94	*	COOK	98	87
STA.	TO STA.			
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT		
* 0304.6-1 P-K & 0402.2-1B-R (89)				



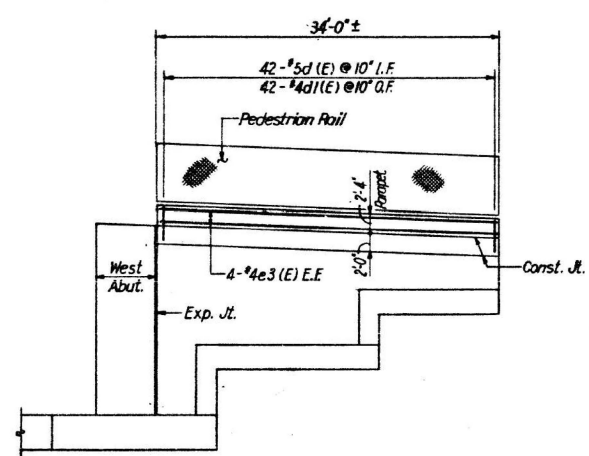
SOUTHWEST WINGWALL



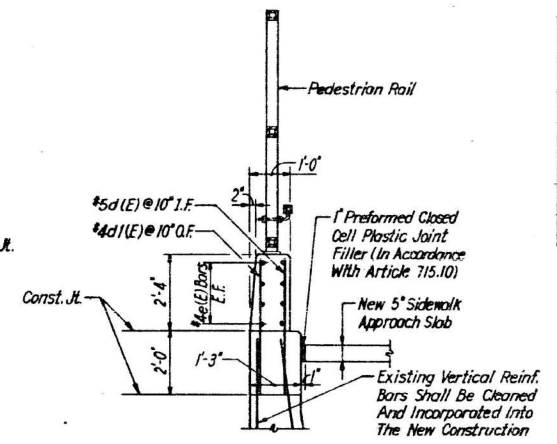
SOUTHEAST WINGWALL



NORTHEAST WINGWALL



NORTHWEST WINGWALL

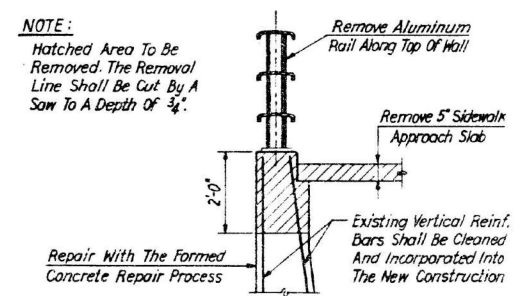


TYPICAL PARAPET SECTION

BAR	NO.	SIZE	LENGTH	SHAPE
d(E)	209	#5	4'-2"	---
d1(E)	209	#4	4'-2"	---
e(E)	8	#4	31'-2"	---
e1(E)	16	#4	33'-8"	---
e2(E)	8	#4	39'-8"	---
e3(E)	8	#4	33'-8"	---

NOTE: All Reinforcing Bars Are Epoxy Coated And Are Marked With An (E).

ITEM	UNIT	QTY.
Class "X" Concrete	Cu. Yd.	29.5
Reinforcement Bars - Epoxy Coated	Pound	2470



EXISTING WINGWALL SECTION

NOTE:

Hatched Area To Be Removed. The Removal Line Shall Be Cut By A Saw To A Depth Of 3/4".

Remove Aluminum Rail Along Top Of Wall

Remove 5" Sidewalk Approach Slab

Repair With The Formed Concrete Repair Process

Existing Vertical Reinf. Bars Shall Be Cleaned And Incorporated Into The New Construction

KENNEDY RECONSTRUCTION PROJECT				DATE	01/90
ILLINOIS DEPARTMENT OF TRANSPORTATION				JOB NO.	P03678
CHICAGO AVENUE BRIDGE				DESIGNED	T.S.
WINGWALL PARAPET DETAILS				DRAWN	m.m.s.
FAI 90/94				CHECKED	EHL
SEC. 0404.2-1B-R (89)				APPROVED	EHL
COOK COUNTY				SCALE	
STA. 333 + 60.59				DRAWING NO.	S-23
DE LEUW, CATHER & COMPANY				ENGINEERS AND PLANNERS	

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Michael Baker INTERNATIONAL

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CHECKED	JD	REVISION	-	REVISION	-
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PLOT DATE =	1/24/2026	CHECKED	JD	REVISION	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

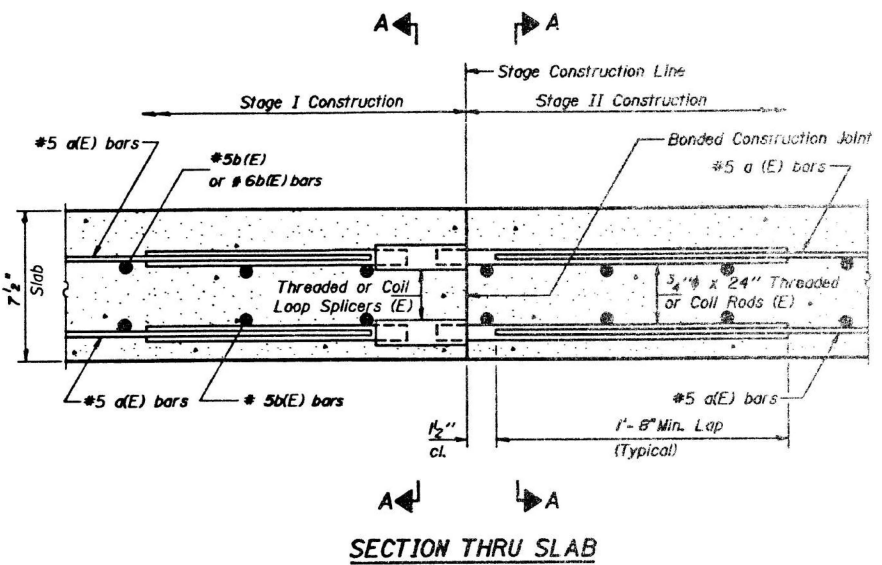
EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)
STRUCTURE NO. 016-2046
SHEET S-27 OF S-29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	44
CONTRACT NO. 80B62				
ILLINOIS		FED. AID PROJECT		

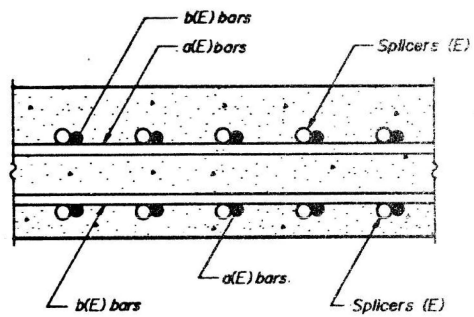
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DATE	01/90	SHEET NO.	98	91
JOB NO.	P0397850	SHEETS		
* 0304.6-1 P-K & 0402.2-1B-R (89)				



SECTION THRU SLAB



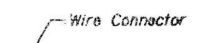
SECTION A-A
 SPLICER DETAILS
 (No. Req'd. 797)

Cost Incidental to Reinforcement Bars (Epoxy Coated).

The diameter of this part of Splicer is the same as the diameter of the bar spliced.

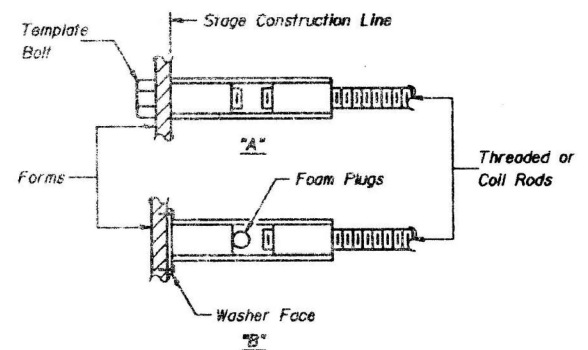


ONE PIECE



WELDED SECTIONS

SPLICER ALTERNATIVES
 ** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS
 "A": Set splicer by means of a template bolt.
 "B": Set splicers by nailing to wood forms or cementing to steel forms.
 (E): Indicates epoxy coating.

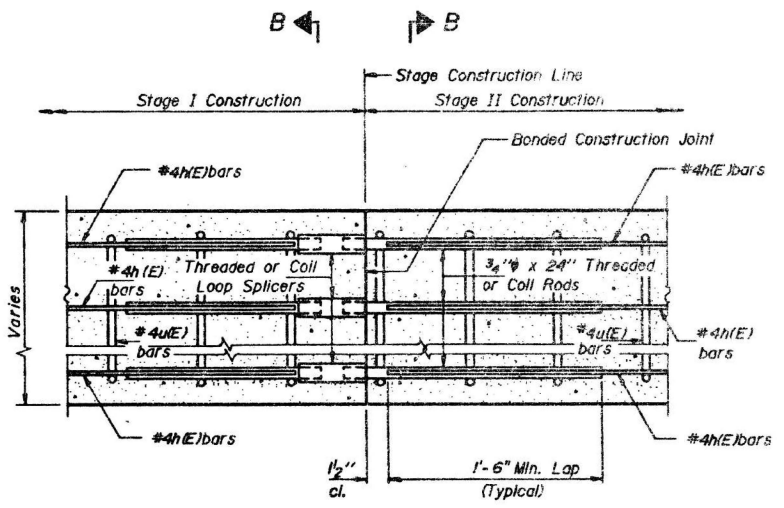
NOTES

Steel Splicer (Coupler) assembly shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Steel Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length and have effective tensile stress area equal to or greater than that of the lapped reinforcement bars.
 All reinforcement bars shall be lapped and tied to the splicer rods.
 Splicer (coupler) assembly in the slab shall be epoxy coated in accordance with the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed splicer (coupler) assembly satisfies the following requirements:

- Minimum Capacity (Tension in kips) = $1.25 \times T_y \times A_t$
- Minimum Pull-out Strength (Tension in kips) = $1.25 \times T_{allow} \times A_t$

Where T_y = Yield strength of lapped reinforcement bars in ksi.
 T_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
 t_c = 28 day concrete

Typical Splicer (Coupler) Assembly Sizes:		
In Slabs:	#5 bar lap with 3/4" Splicer (Coupler) x 2'-0" Splicer Rods	Minimum Capacity = 23.0 kips-tension Minimum Pull-out Strength = 9.2 kips-tension
In Sub-Structure:	#7 bar lap with 1" Splicer (Coupler) x 3'-5" Splicer Rods	Minimum Capacity = 45.1 kips-tension Minimum Pull-out Strength = 18.0 kips-tension
	#8 bar lap with 1 1/4" Splicer (Coupler) x 4'-6" Splicer Rods	Minimum Capacity = 58.9 kips-tension Minimum Pull-out Strength = 23.6 kips-tension



SECTION THRU ABUTMENT BACKWALL
 (Bridge Seats - Similar)

SPLICER DETAILS
 (No. Req'd. 38)

Cost Incidental to Reinforcement Bars (Epoxy Coated)

DeLEUW
 CATHER

KENNEDY RECONSTRUCTION PROJECT ILLINOIS DEPARTMENT OF TRANSPORTATION			DATE	01/90
CHICAGO AVENUE BRIDGE BAR SPLICER DETAILS			JOB NO.	P0397850
FAI 90/94 SEC. 0404.2-1B-R(89)			DESIGNED	IDOT
DELEUW, CATHER & COMPANY ENGINEERS AND PLANNERS			DRAWN	IDOT
			CHECKED	IDOT
			APPROVED	
			SCALE	
			DRAWING NO.	S-27

Michael Baker
 INTERNATIONAL

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CHECKED	JD	REVISION			
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

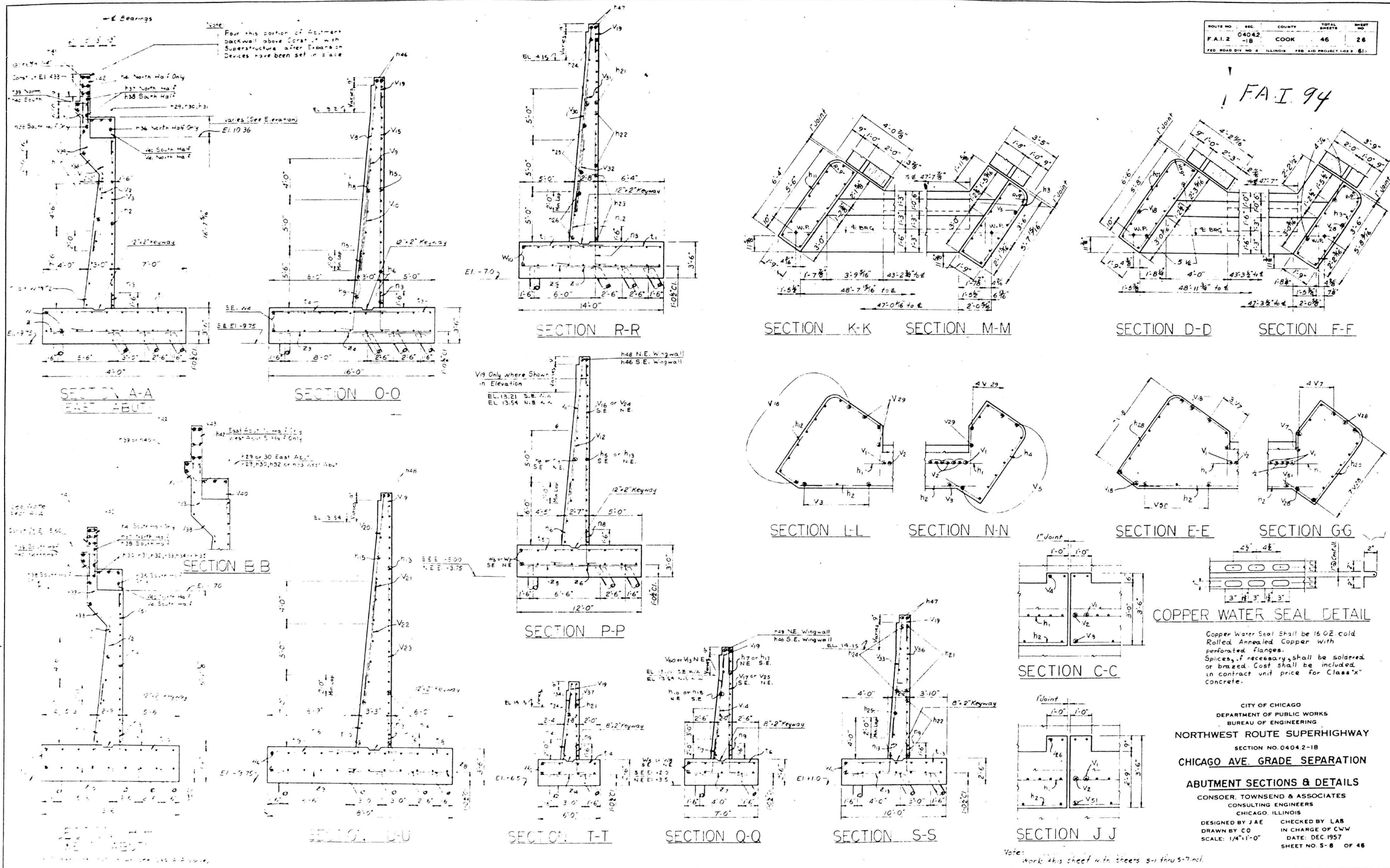
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 STRUCTURE NO. 016-2046

SHEET S-28 OF S-29 SHEETS

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	45
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 2	0404.2-1B	COOK	46	26
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT 102-B (1)				

FA.I. 94



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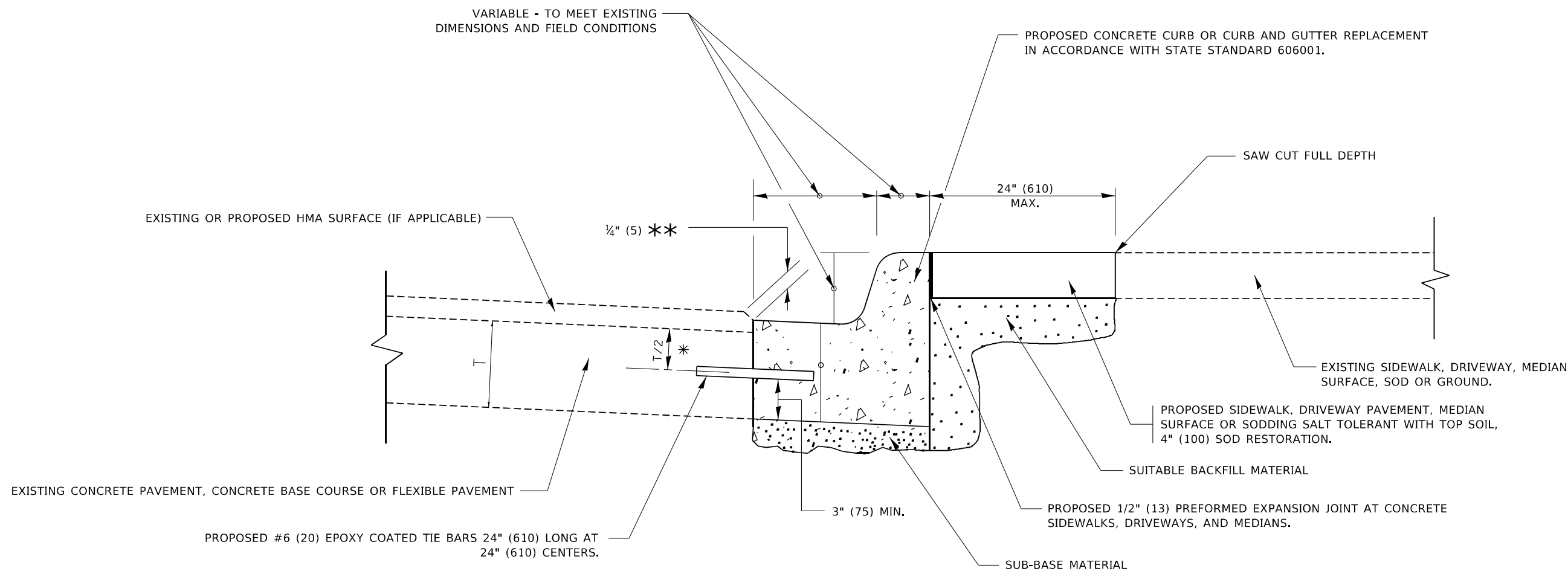
Michael Baker INTERNATIONAL

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS (FOR REFERENCE ONLY) STRUCTURE NO. 016-2046

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	46
CONTRACT NO. 80B62				
ILLINOIS FED. AID PROJECT				



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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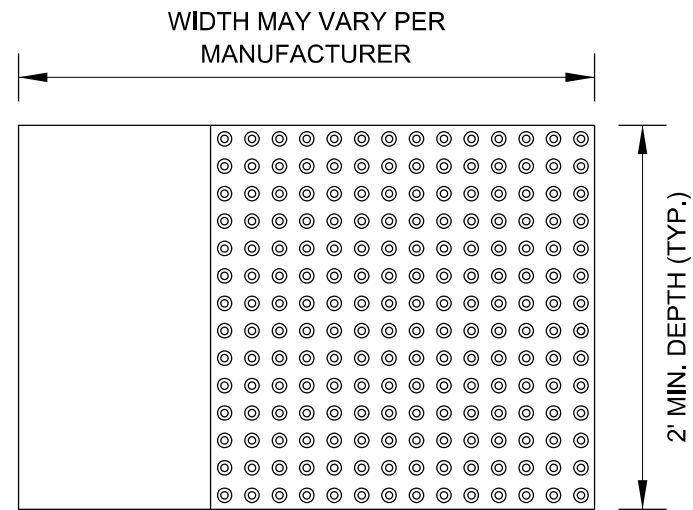
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT**

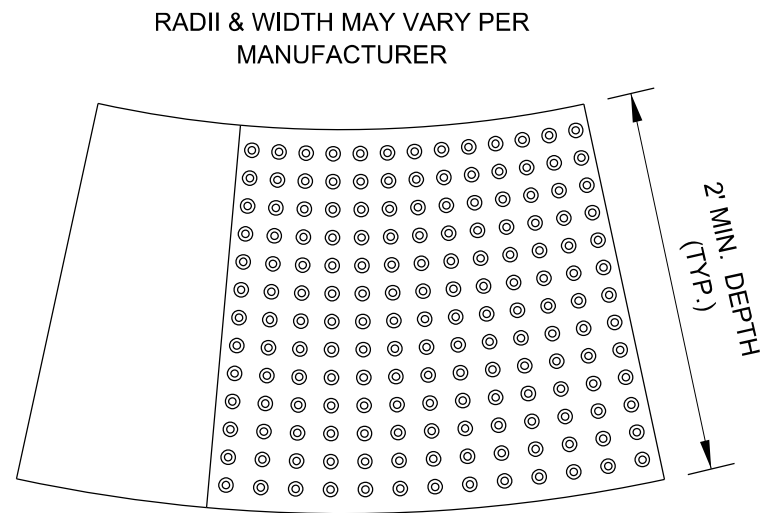
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ILLINOIS FED. AID PROJECT				

STRAIGHT DETECTABLE WARNING UNITS



RADIAL DETECTABLE WARNING UNITS

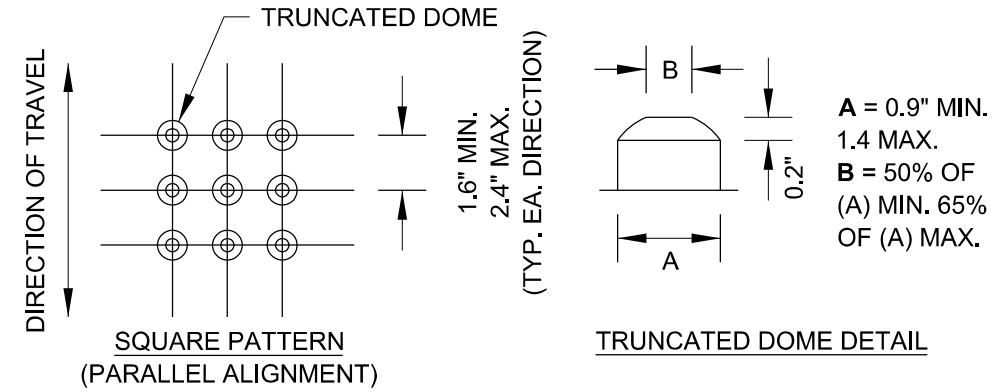


DETECTABLE WARNING UNIT SIZES

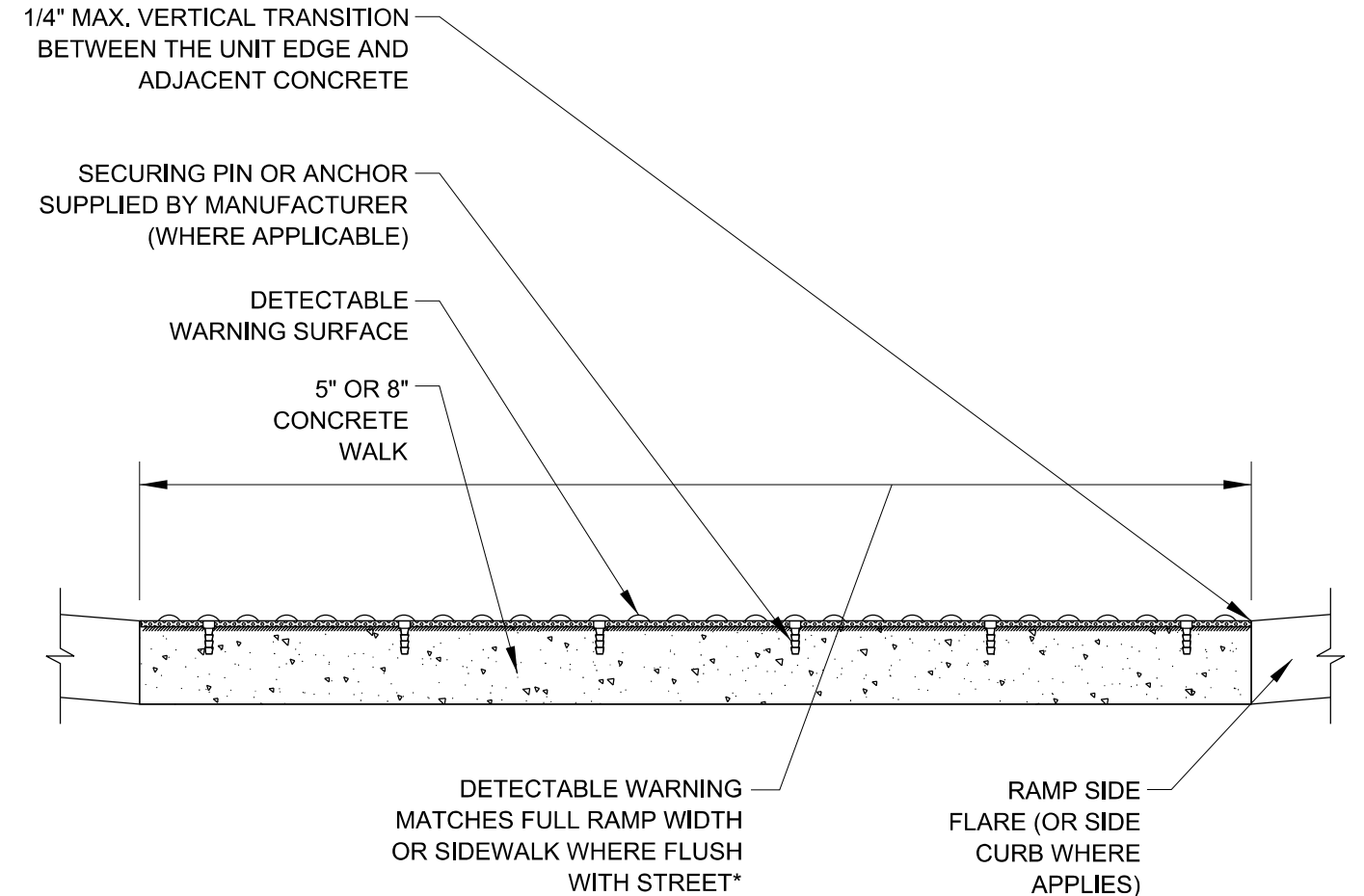
- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.

GENERAL NOTE:

THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS OR FLUSH TRANSITIONS, WHERE RADIAL UNITS ARE SITUATED ABOUT THE CURB RADIUS, DOME ORIENTATION IS NOT SIGNIFICANT.



UNIT PATTERN & DOME DETAIL



*A BORDER OF 2 INCHES OR LESS AROUND THE DETECTABLE WARNING SURFACE IS ACCEPTABLE IF REQUIRED FOR PROPER INSTALLATION OF THE DETECTABLE WARNING SURFACE PRODUCT

DETECTABLE WARNING UNIT SECTION

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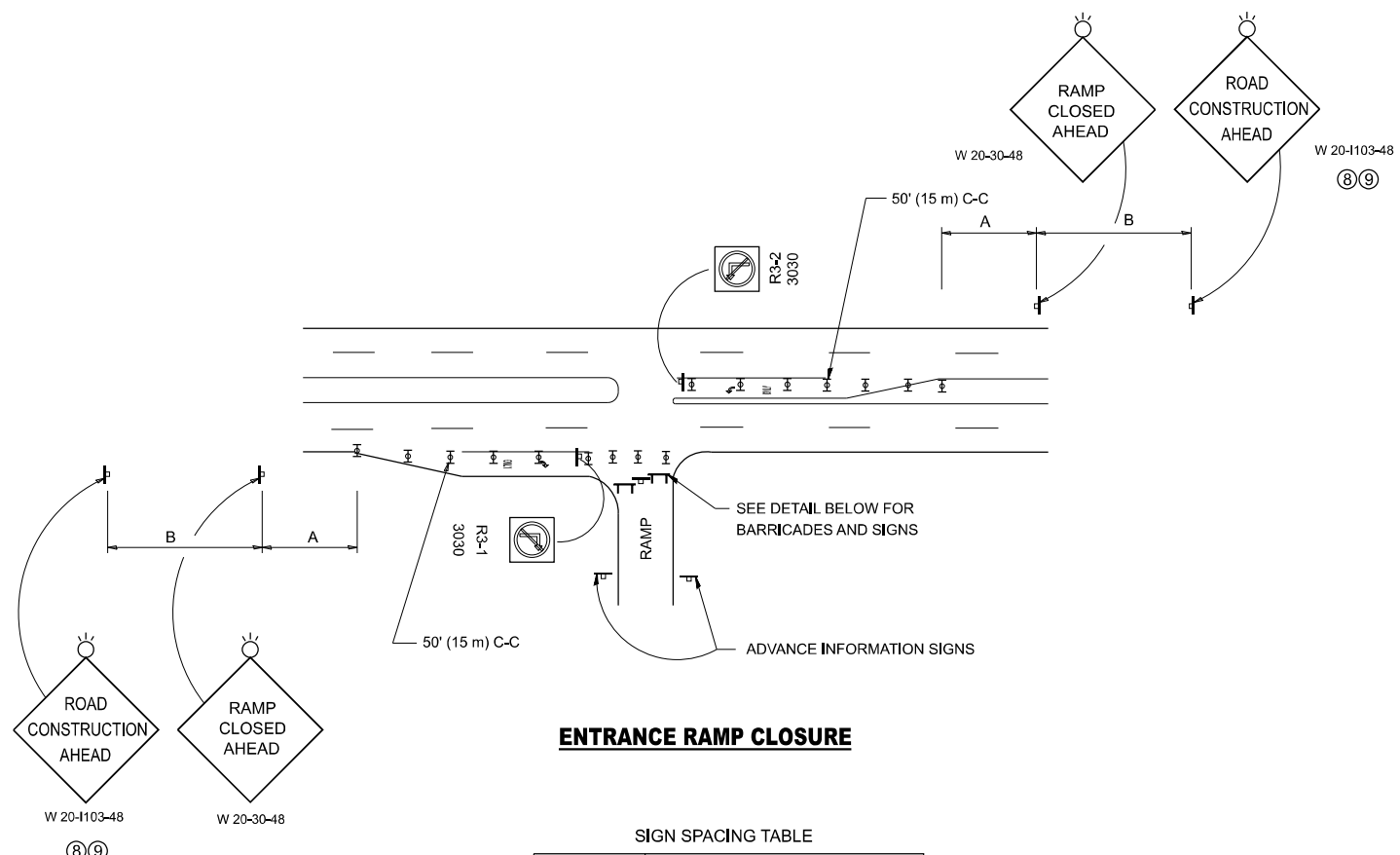
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DETECTABLE WARNINGS

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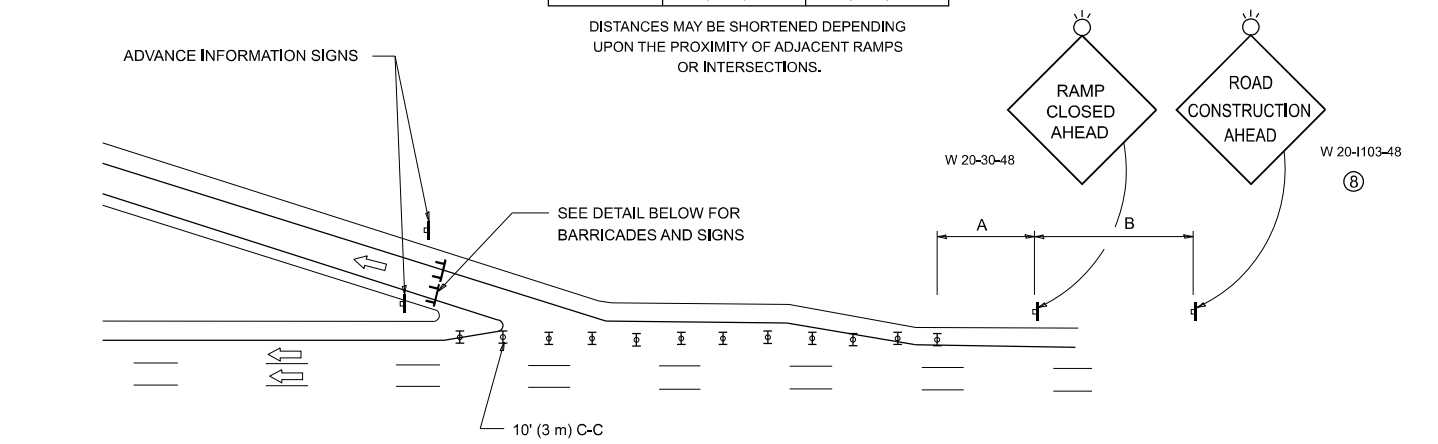
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BD 58		CONTRACT NO. 80B62		
ILLINOIS FED. AID PROJECT				



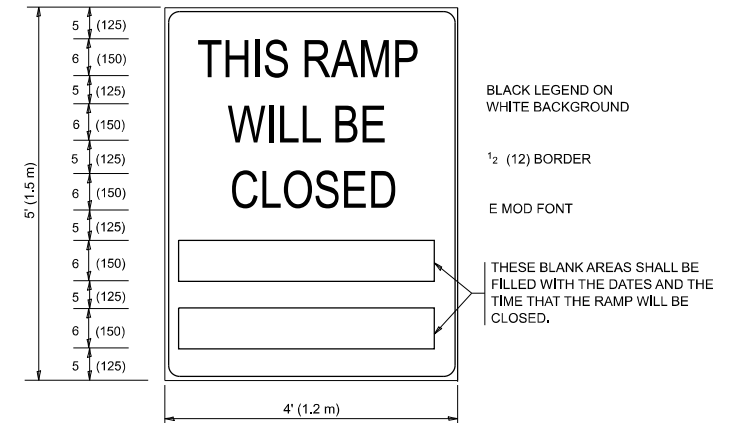
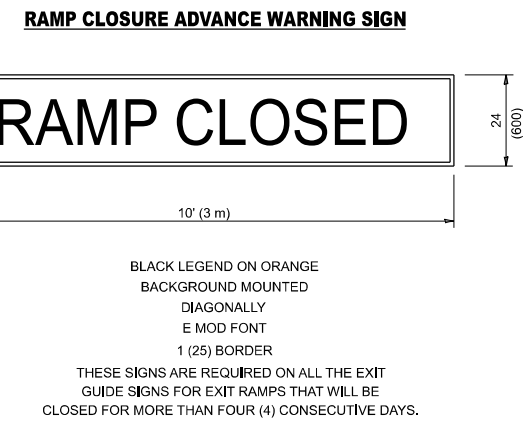
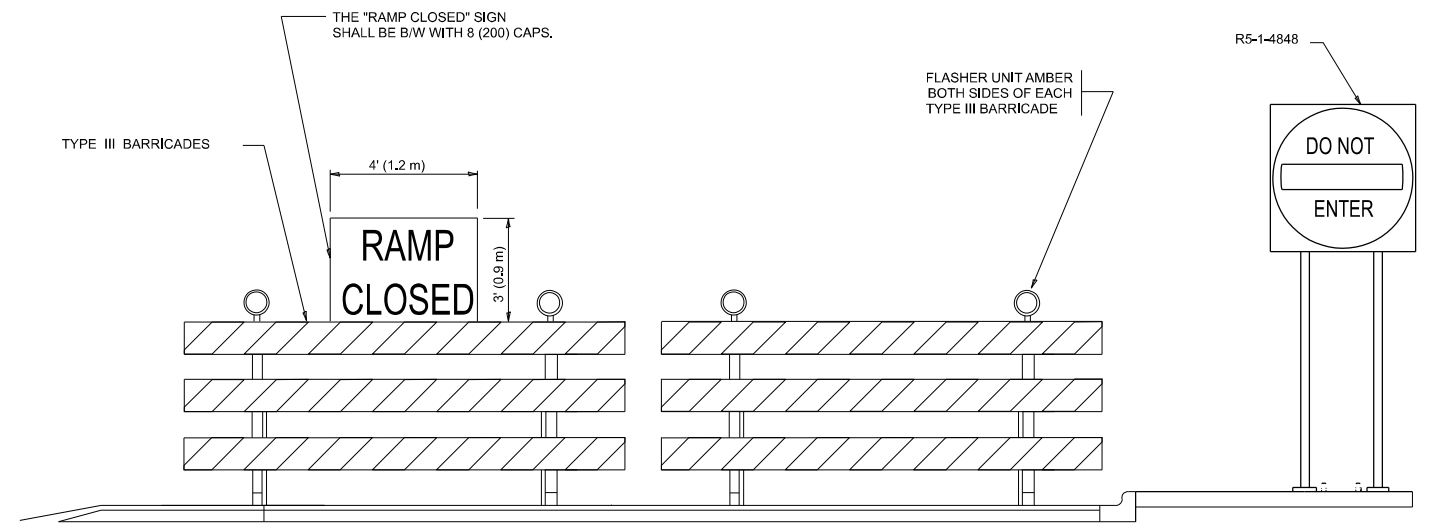
SIGN SPACING TABLE

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.



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



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

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

GENERAL NOTES:

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

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

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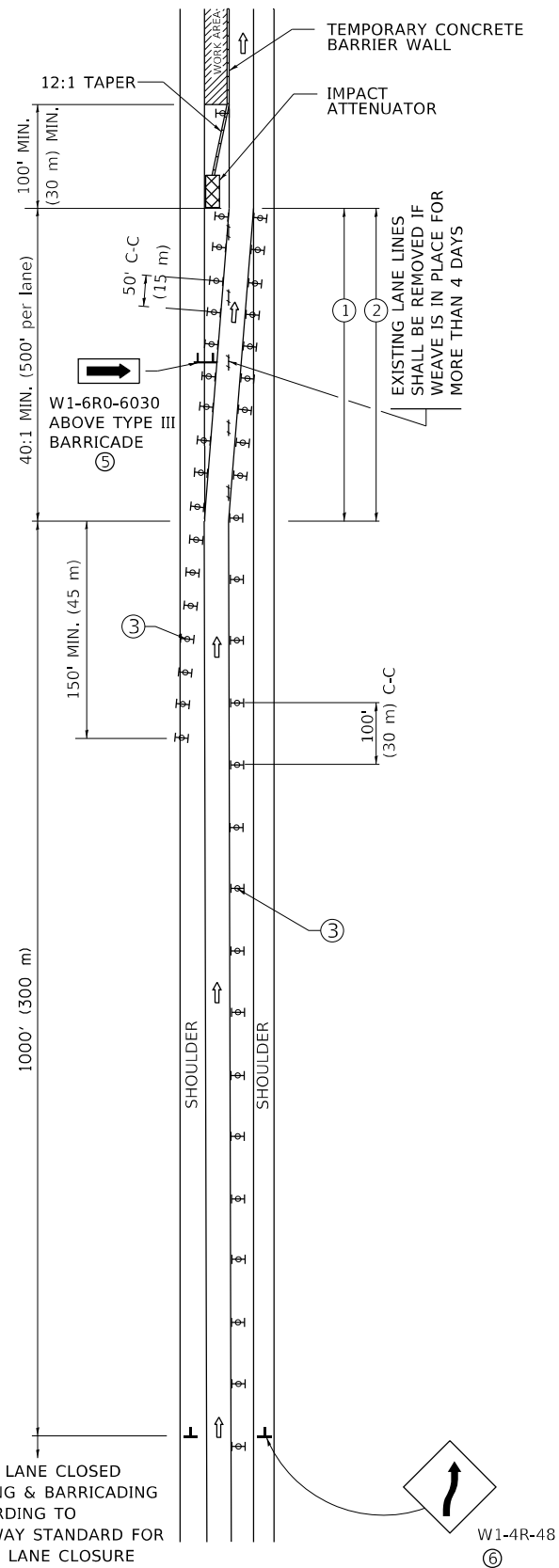
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

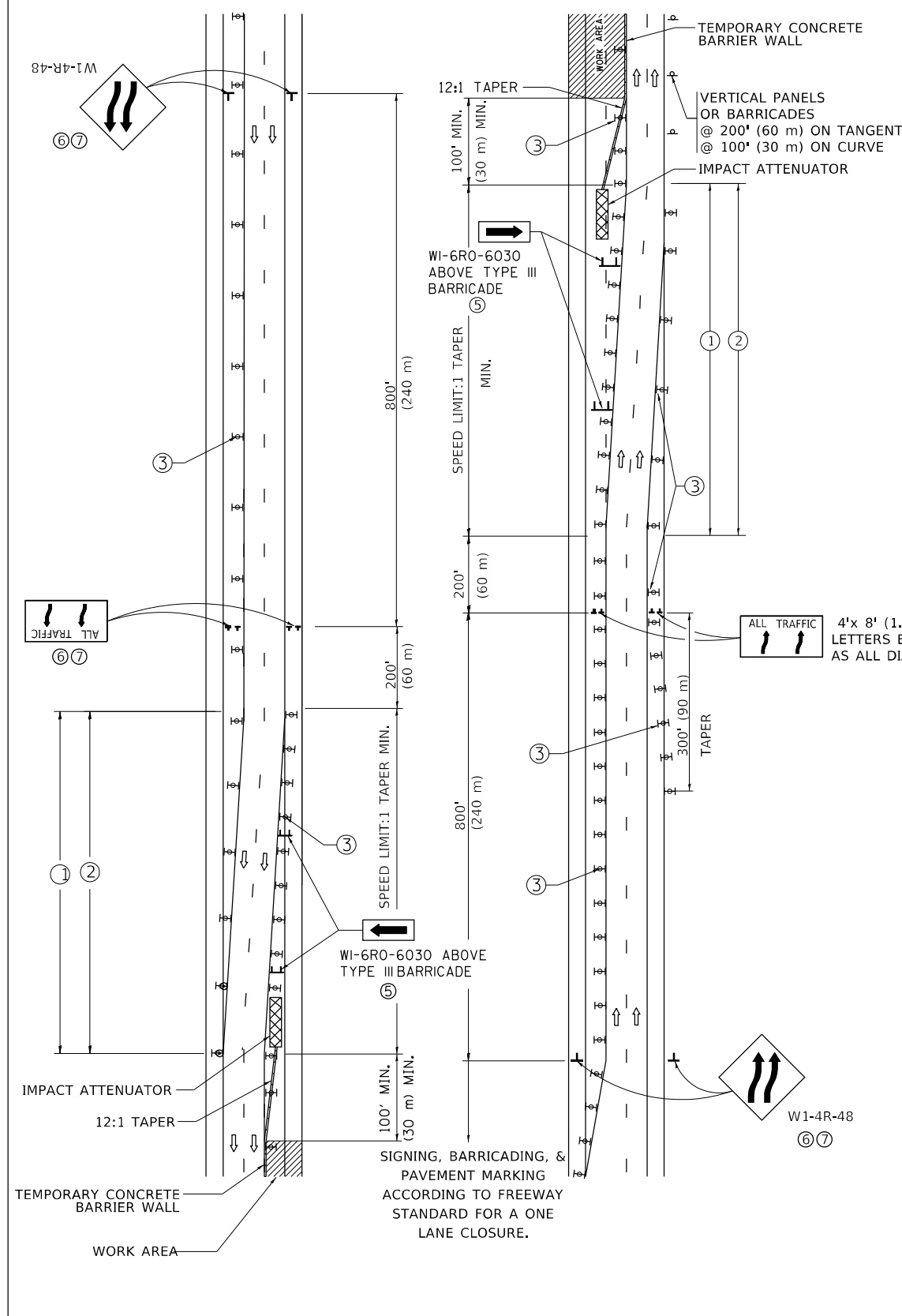
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	50
TC-08			CONTRACT NO. 80B62	
ILLINOIS FED. AID PROJECT				

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.

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

SYMBOLS

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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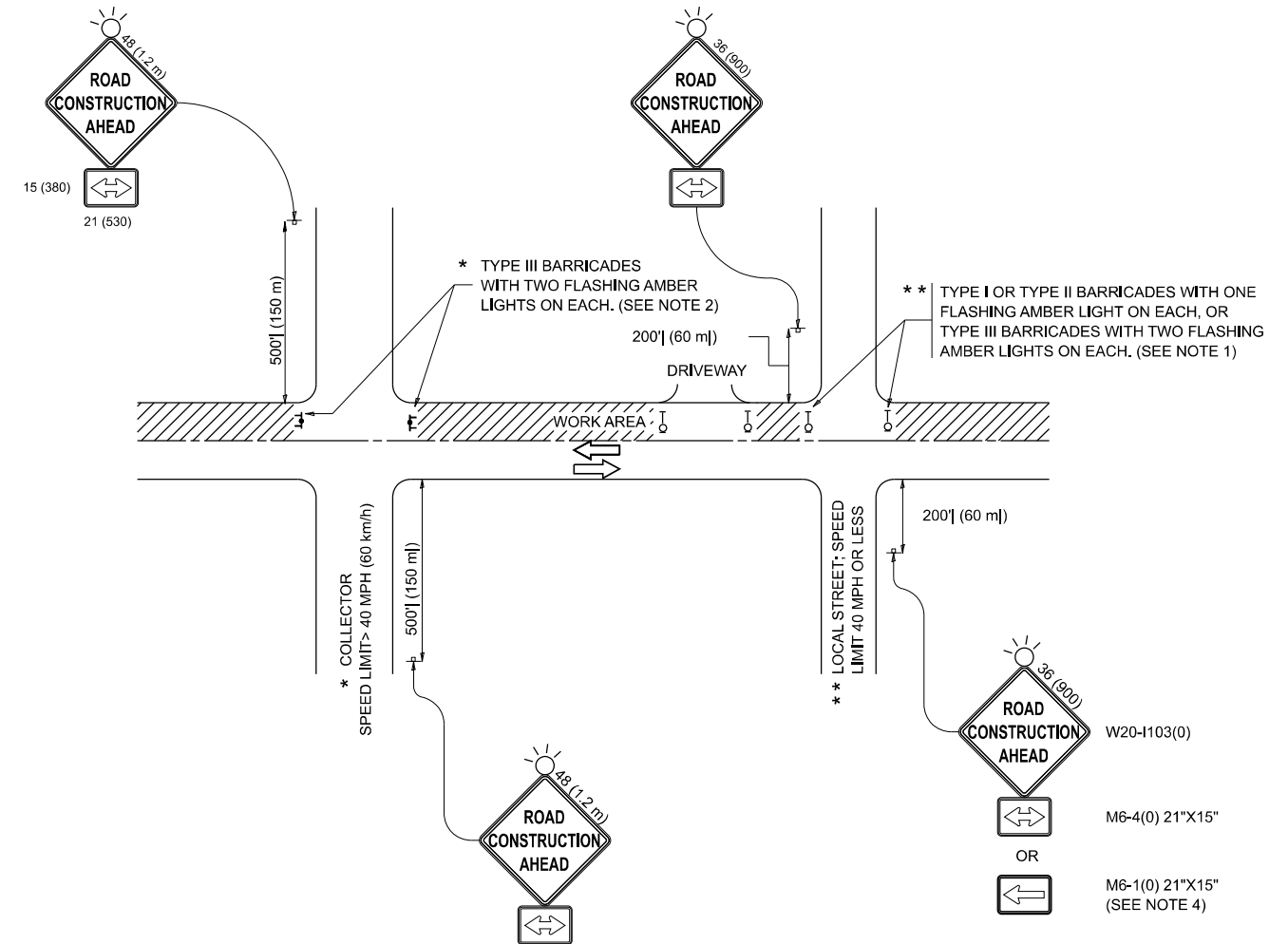
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PLOT DATE = 3/4/2019	DATE - 02-87	REVISED - M.D. 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR
FREEWAY SINGLE & MULTI-LANE WEAVE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	51
TC-09			CONTRACT NO. 80B62	
ILLINOIS FED. AID PROJECT				



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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		REVISED - D. SENDERAK 05-03-25

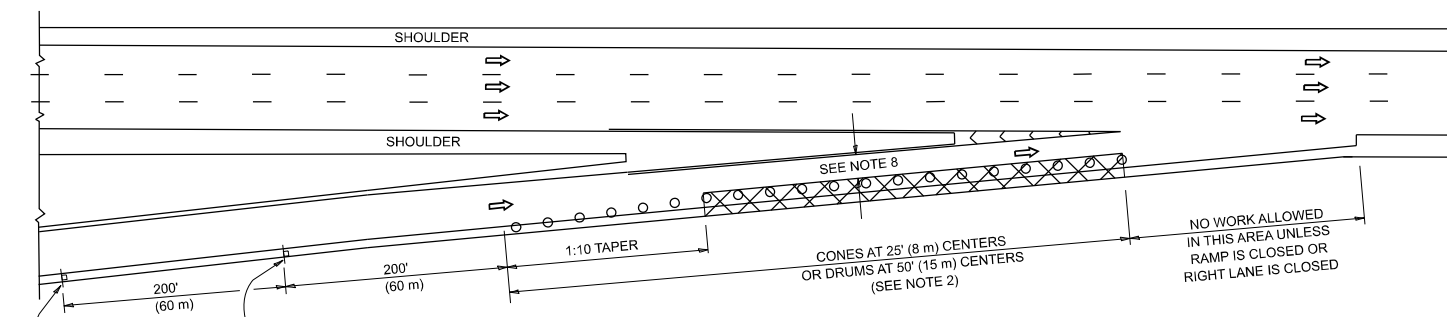
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

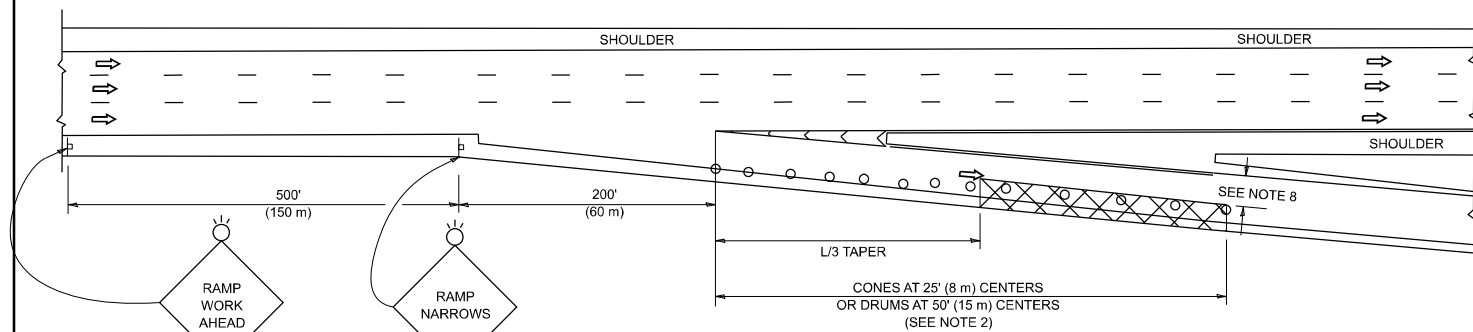
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS FED. AID PROJECT				

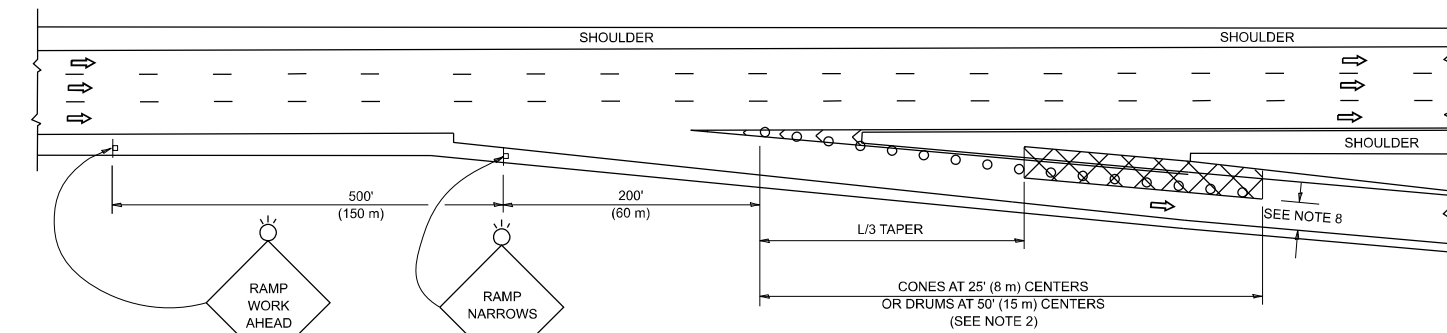
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

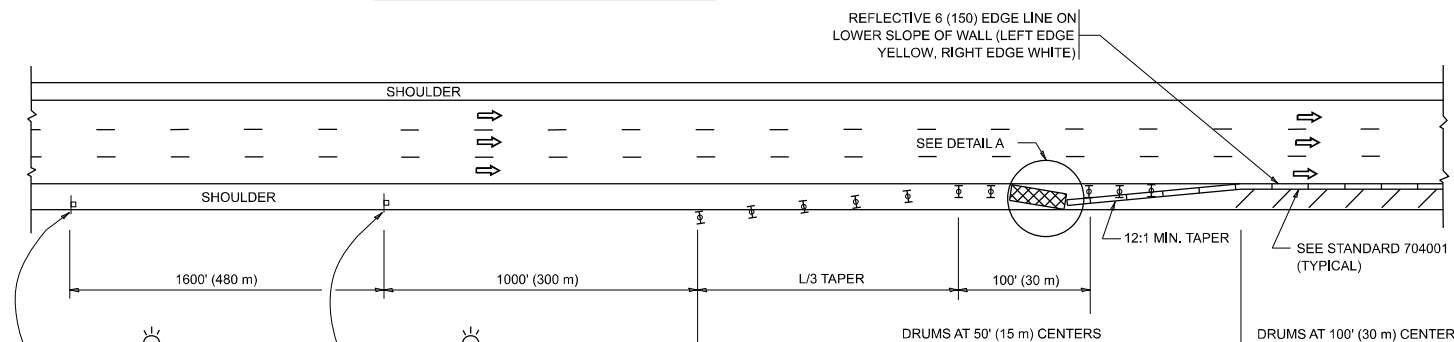
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES:

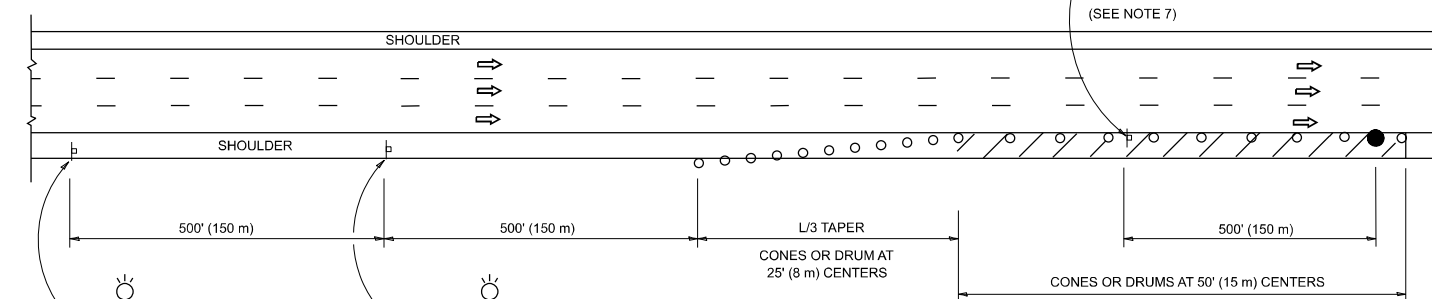
- THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH L=0.65(W)(S) L=(W)(S)
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
- TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE



TEMPORARY 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.



**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:
 a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD,
 b. 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.

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PLOT DATE = 10/2/2025	CHECKED -	REVISED - M.D. 10-20
	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.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	53
TC-17			CONTRACT NO. 80B62	
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

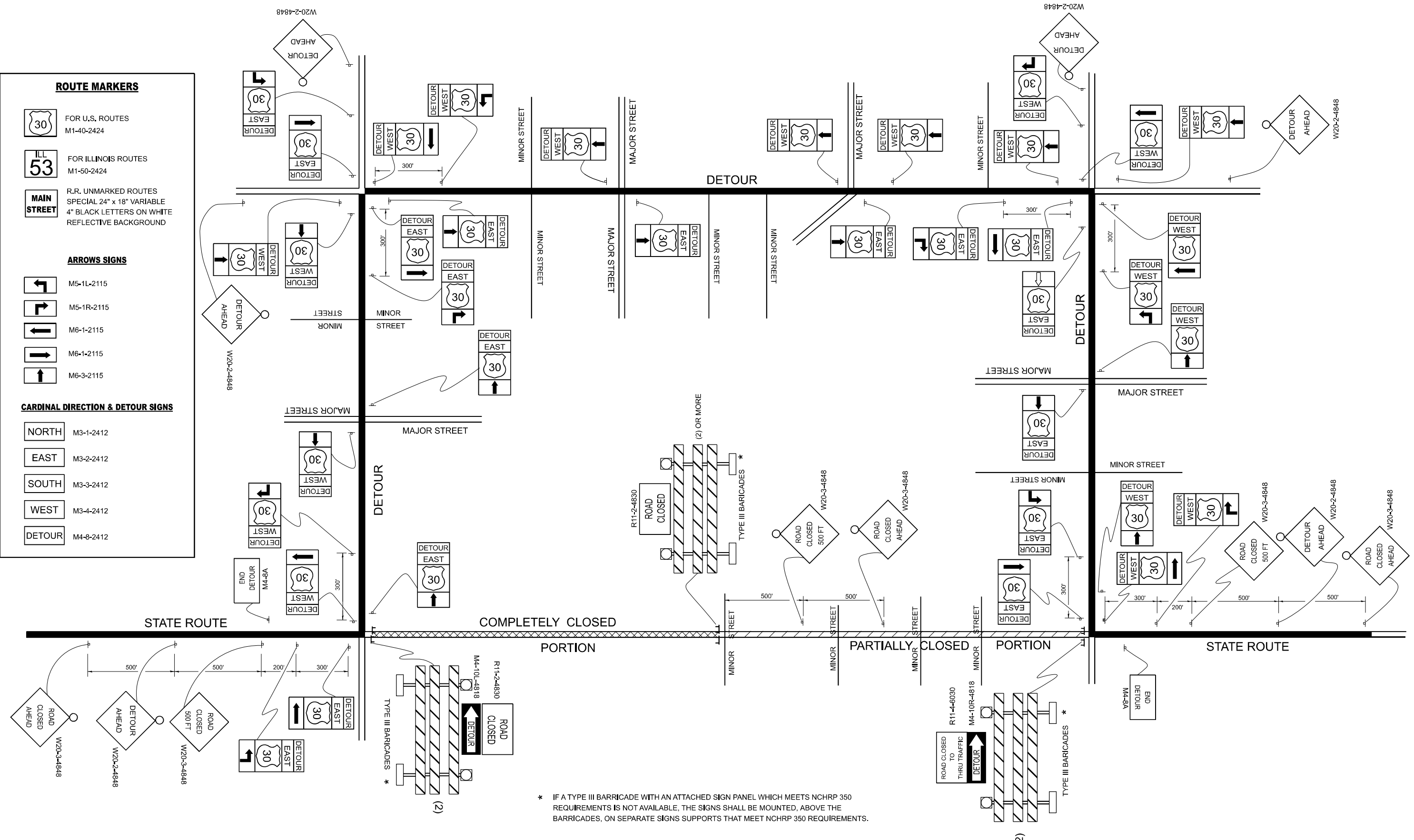
NORTH M3-1-2412

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.

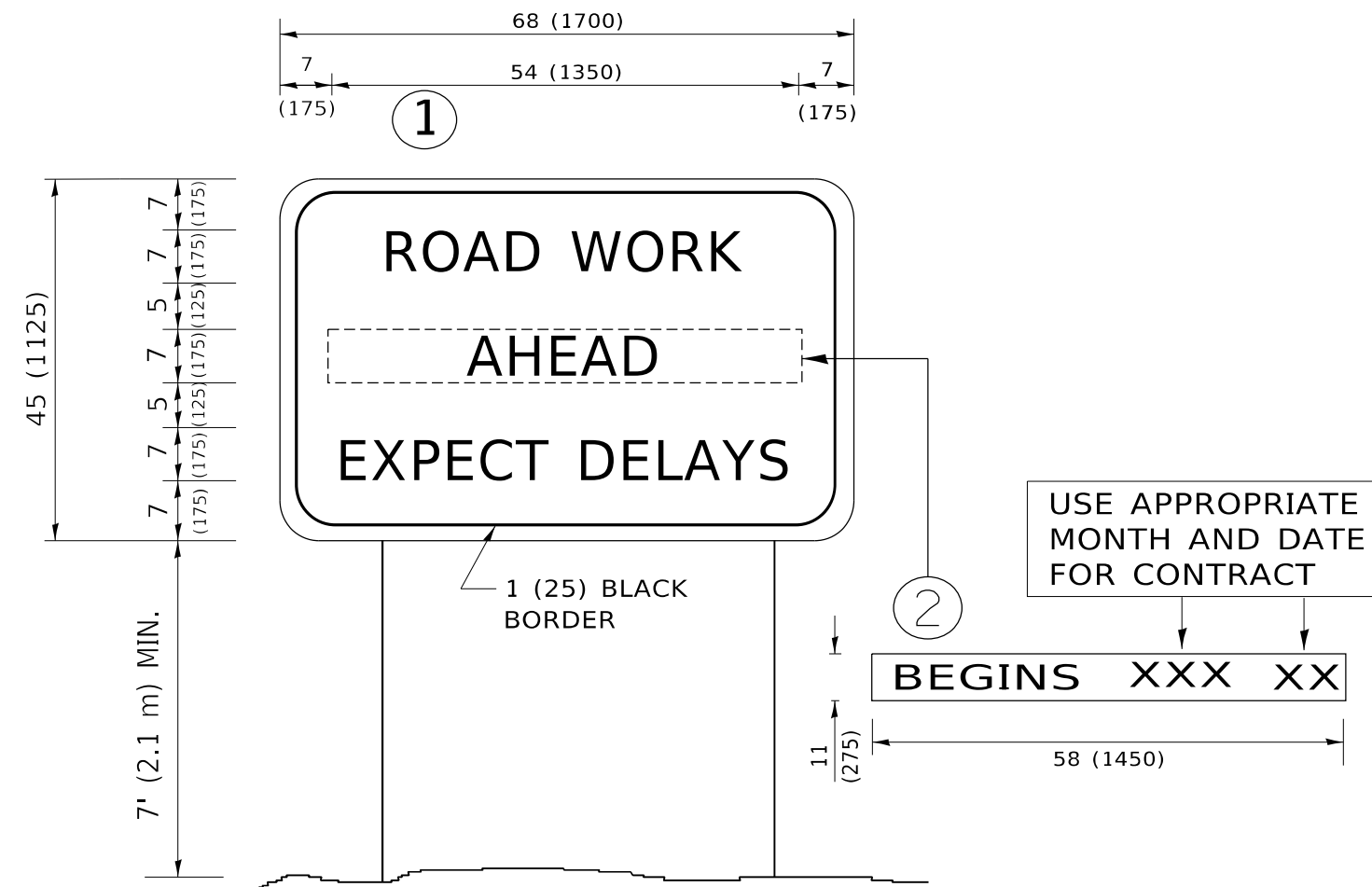
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	DATE -	REVISED -

**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. 90/94	SECTION (0404.2-1B) BD,BJR 25	COUNTY COOK	TOTAL SHEETS 59	SHEET NO. 54
TC-21		CONTRACT NO. 80B62		
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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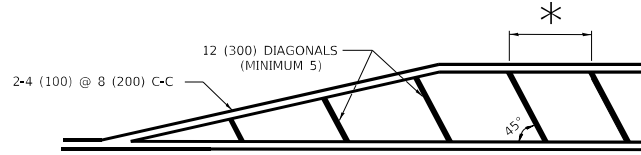
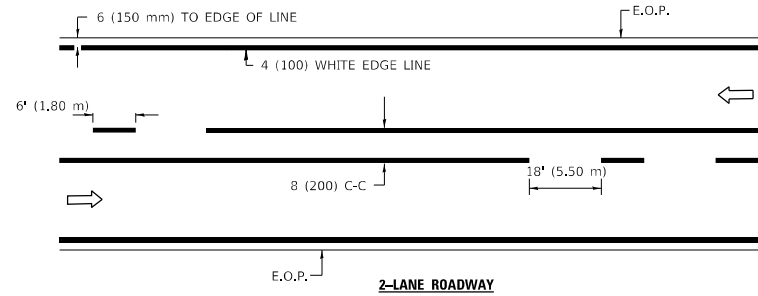
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PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

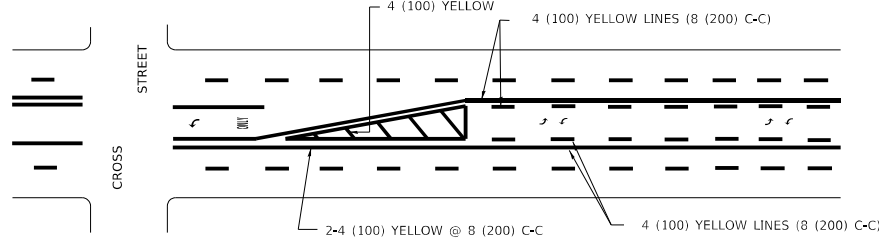
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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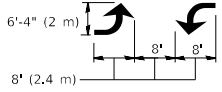


* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
* DIAGONAL LINE SPACING: 20' (6.1 m) C-C

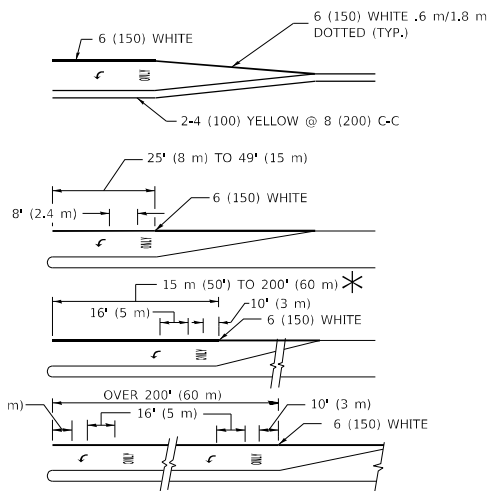
PAINTED MEDIANS



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



TYPICAL PAINTED MEDIAN MARKING

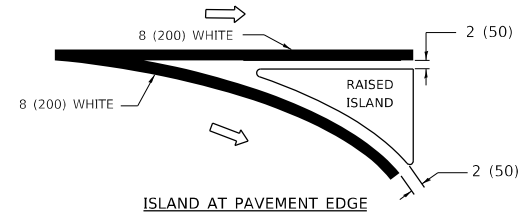
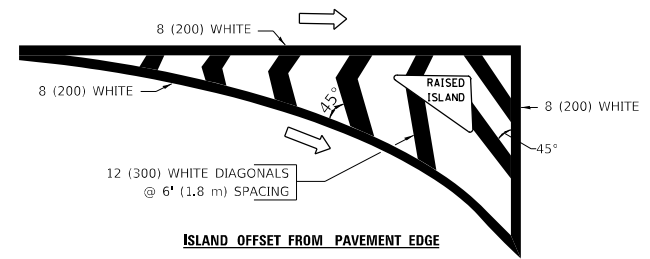


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

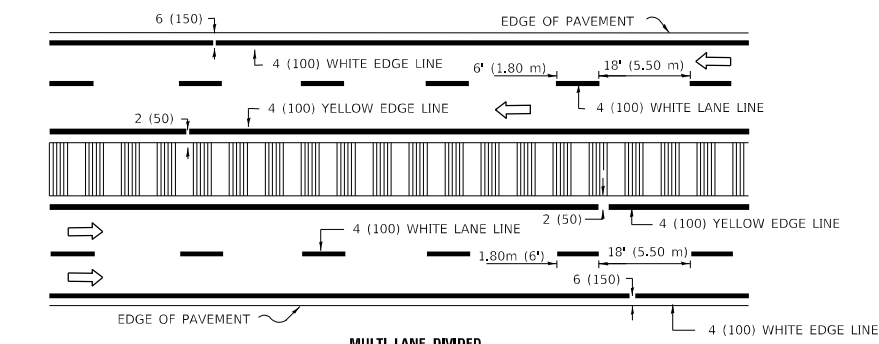
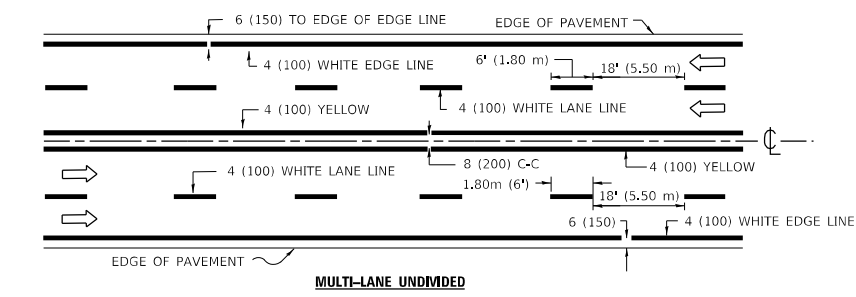


TYPICAL ISLAND MARKING

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

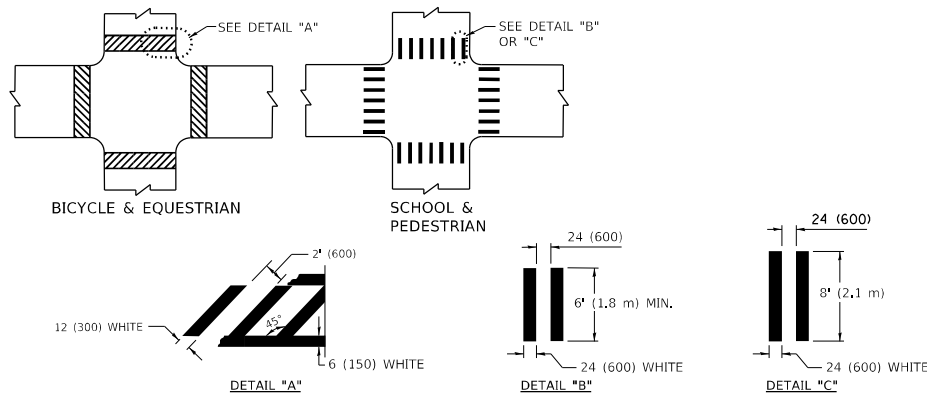
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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



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

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

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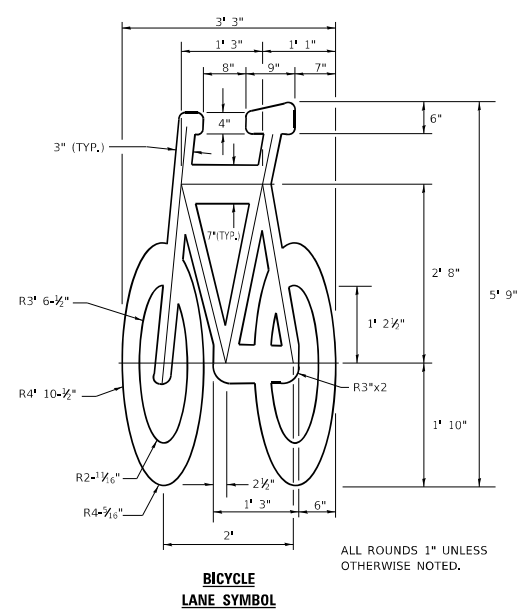
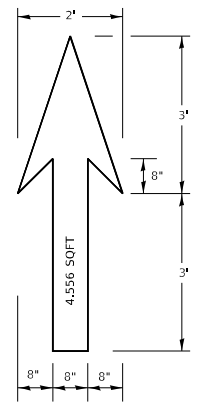
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

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

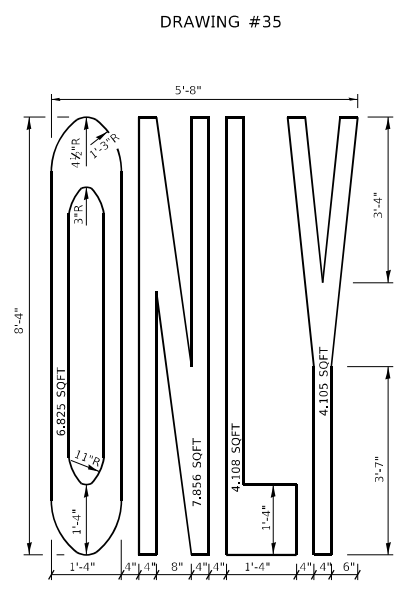
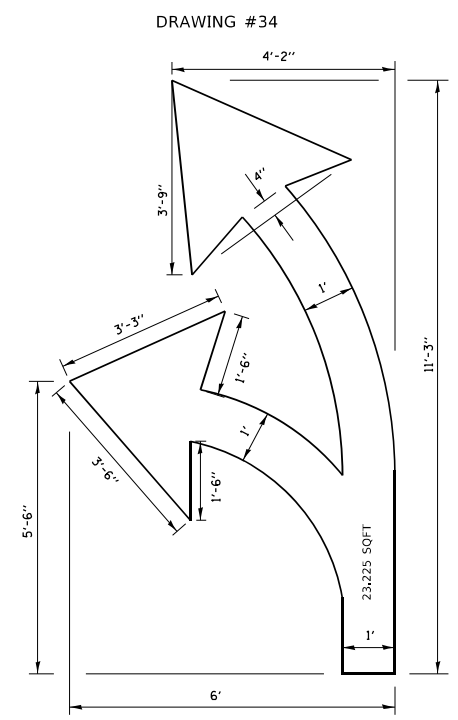
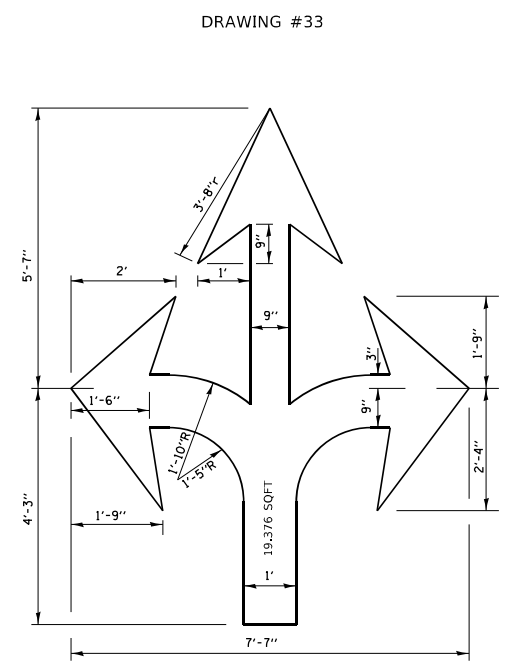
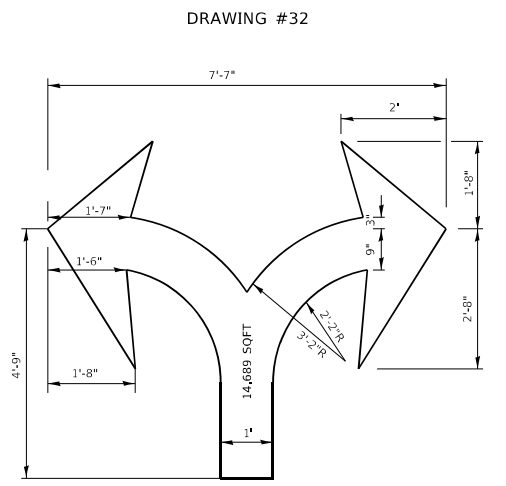
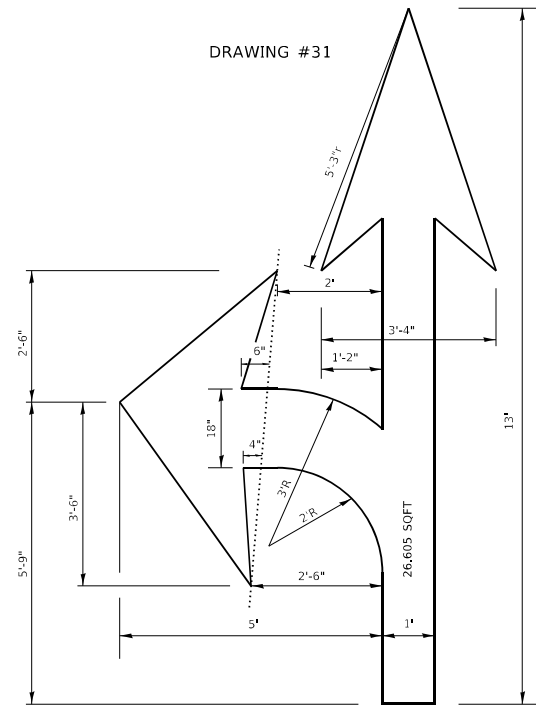
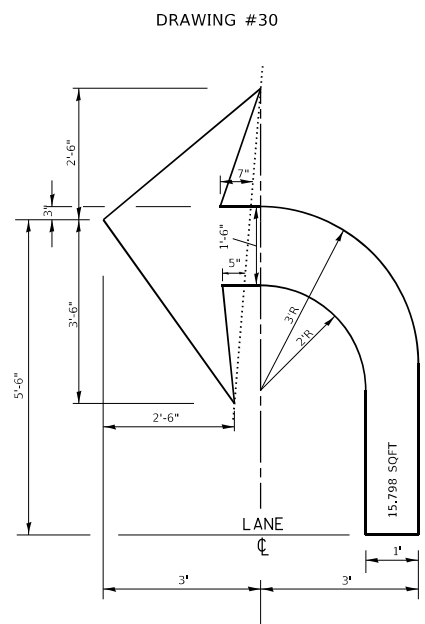
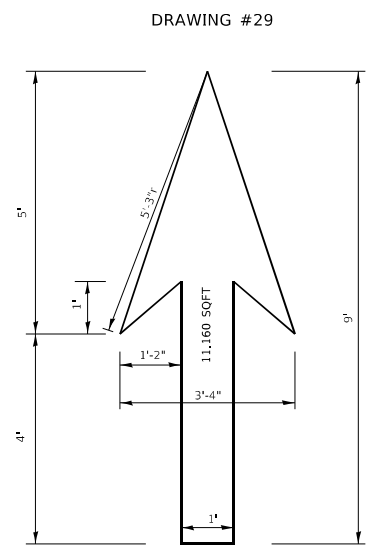
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90/94	(0404.2-1B) BD,BJR 25	COOK	59	56
TC-24		CONTRACT NO. 80B62		
ILLINOIS		FED. AID PROJECT		



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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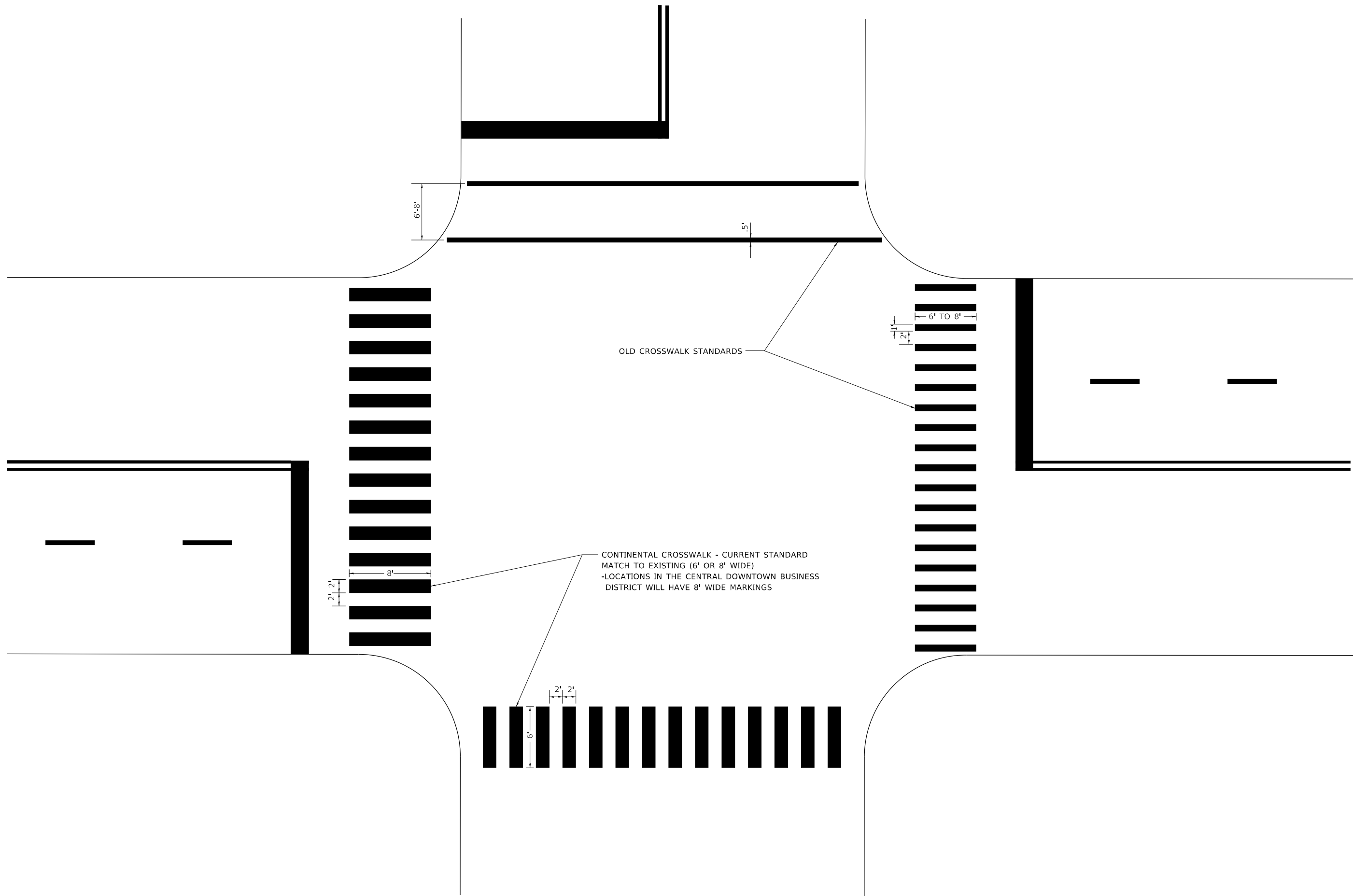
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	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 2	OF 3 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	57
TC-24		CONTRACT NO. 80B62		
ILLINOIS		FED. AID PROJECT		

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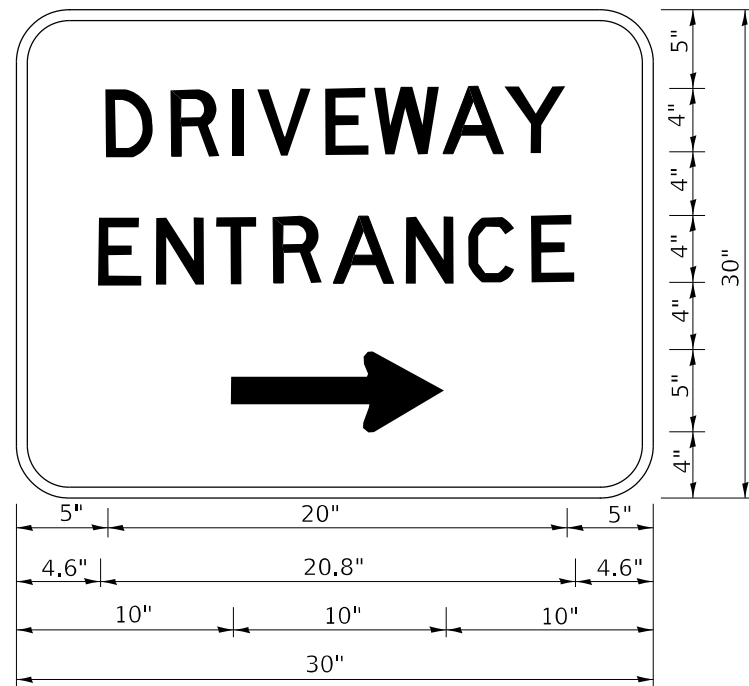
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PLOT DATE = 3/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
 TYPICAL PAVEMENT MARKINGS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	58
TC-24			CONTRACT NO. 80B62	
ILLINOIS FED. AID PROJECT				



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

NOTES:

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

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USER NAME = Ieysa	DESIGNED -	REVISED - C. JUCIUS 02-15-07
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 * / in.	CHECKED -	REVISED -
PLOT DATE = 8/6/2021	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	(0404.2-1B) BD,BJR 25	COOK	59	59
TC-26			CONTRACT NO. 80B62	
ILLINOIS FED. AID PROJECT				