

INDEX OF SHEETS

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GENERAL NOTES

- EXISTING UNDERGROUND AND ABOVE-GROUND FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED UPON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATION OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE ONLY. IN ADDITION, THERE MAY BE OTHER FACILITIES, STRUCTURES, AND UTILITIES WHICH DID NOT EXIST OR THE EXISTENCE OF WHICH WAS NOT KNOWN AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY; AND TO PROTECT ALL SUCH EXISTING FEATURES DURING CONSTRUCTION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL EXISTING FIELD DIMENSIONS AND CONDITIONS PRIOR TO ORDERING MATERIALS AND THE BEGINNING OF CONSTRUCTION.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT 1 TRAFFIC CONTROL SUPERVISOR A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S DISTRICT ONE EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT [WWW.IDOTILCS.COM](http://www.idotilcs.com) TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANES, RAMPS, AND SHOULDER CLOSURES AND 7 DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON WORK WEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- DO NOT SCALE FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF CHICAGO, THE CTA, AND THE CHICAGO SKYWAY.
- ALL INCIDENTAL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT. TWO WEEKS PRIOR TO THE REPLACEMENT OF PERMANENT PAVEMENT MARKINGS, THE ENGINEER SHALL CONTACT MATTHEW DAEDA, EXPRESSWAYS AREA TRAFFIC FIELD ENGINEER, AT MATTHEW.DAEDA@ILLINOIS.GOV.
- THE CONTRACTOR SHALL PROVIDE MANLIFTS TO THE ENGINEER (OR ENGINEER'S DESIGNATED REPRESENTATIVE), AS REQUIRED IN NUMBER AND TYPE, FOR THE ENGINEER'S USE IN INSPECTING THE VARIOUS ASPECTS OF THE CONTRACTOR'S WORK. COST SHALL BE INCLUDED IN THE VARIOUS ITEMS OF WORK.
- THE CONTRACTOR SHALL COORDINATE WITH CTA BUS OPERATION SERVICES PRIOR TO IMPLEMENTING THE MAINTENANCE OF TRAFFIC PLAN.

HIGHWAY STANDARDS

701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701400-09	APPROACH TO LANE CLOSURE, FREEWAY/ EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS \geq 45 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701446-10	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701901-08	TRAFFIC CONTROL DEVICES

COMMITMENTS

NONE.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, STATE HIGHWAY STANDARDS,
GENERAL NOTES AND COMMITMENTS
I-90/94 AT CTA RAILROAD**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90/94	2019-128-BR	COOK	20	2
CONTRACT NO.				62K01
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				100% STATE
				BRIDGE
				0013
				016-0141
59000200	EPOXY CRACK INJECTION	FOOT	19	19
67100100	MOBILIZATION	L SUM	1	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	21	21
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1
Z0001905	STRUCTURAL STEEL REPAIR	POUND	3450	3450
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	49	49
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	87	87
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES
I-90/94 AT CTA RAILROAD**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90/94	2019-128-BR	COOK	20	3
CONTRACT NO.			62K01	
ILLINOIS FED. AID PROJECT				

MOT GENERAL NOTES

1. THE TRAFFIC CONTROL DEPICTED HERE IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED IN THE HIGHWAY STANDARDS AS SHOWN IN THE INDEX OF SHEETS AND THE SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (EXPRESSWAYS) UNLESS OTHERWISE INDICATED WITHIN THESE GENERAL NOTES, PLANS OR SPECIAL PROVISIONS.
2. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL PROMPTLY RESPOND AT THE TIME OF NOTIFICATION BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.
3. ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
4. THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION.
5. ALL "ROAD CONSTRUCTION AHEAD", "SHOULDER CLOSED AHEAD", AND "SPEED LIMIT AHEAD" SIGNS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL TYPE A AMBER FLASHING LIGHTS.
6. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847)-705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING OF WORK.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING LABOR, SIGNS AND TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC UNLESS NOTED OTHERWISE IN THE SPECIAL PROVISIONS.
8. LANES MAY ONLY BE CLOSED DURING THE ALLOWABLE HOURS LISTED IN THE KEEPING THE EXPRESSWAY OPEN TO TRAFFIC SPECIAL PROVISION. THIS CONTRACT WILL ONLY ALLOW NIGHTTIME CLOSURES AS LISTED IN THE SPECIAL PROVISIONS.
9. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL GENERAL NOTES, SPECIAL PROVISIONS, APPLICABLE STATE STANDARDS, AND AS DIRECTED BY THE ENGINEER. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO IMPLEMENTING ANY CHANGES.
10. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY PROPOSED CHANGE TO THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN.
11. THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY DRAINAGE AND EROSION CONTROL PROTECTION DURING ALL PHASES OF CONSTRUCTION.
12. THE CONTRACTOR SHALL PLACE ONE (1) CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH APPROPRIATE INFORMATION SHALL BE PLACED SEVEN (7) DAYS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR DAY, "CHANGEABLE MESSAGE SIGN". TWO (2) CHANGEABLE MESSAGE SIGNS WILL BE PLACED AT LOCATIONS WITH CLOSURES ON BOTH SIDES OF THE EXPRESSWAY.
13. CONTACT MICHAEL LOWREY, CHICAGO SKYWAY CHIEF OPERATING OFFICER, AT MLOWREY@CHICAGOSKYWAY.ORG, 72 HOURS IN ADVANCE OF THE CLOSURE OF THE I-90/94 SLIP RAMP FROM THE EXPRESS LANES TO THE LOCAL LANES ADJACENT TO 59TH STREET.
14. IMMEDIATELY AFTER THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL RESTORE ALL PERMANENT PAVEMENT MARKINGS, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES THAT WERE COVERED, IF THEY WERE REMOVED, DAMAGED, OR OTHERWISE AFFECTED BY CONSTRUCTION. THE COST TO REPAIR ANY DAMAGES WILL BE BORNE BY THE CONTRACTOR AND NOT THE RESPONSIBILITY OF THE DEPARTMENT.
15. CONTRACTOR SHALL REQUEST AND GAIN THE APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP AND SHOULDER CLOSURES.
16. PLEASE SEE KEEPING THE EXPRESSWAY OPEN TO TRAFFIC CONTRACT SPECIAL PROVISIONS FOR NIGHT TIME LANE CLOSURE ALLOWABLE HOURS.

SUGGESTED SEQUENCE OF CONSTRUCTION

BENTS D AND E AND SPANS 3 AND 5:

1. INSTALL PORTABLE CHANGEABLE MESSAGE SIGNS AS DIRECTED BY THE ENGINEER.
2. PERFORM REPAIRS TO BENTS D AND E AND SPAN 3 AND 5 DURING NIGHTTIME EXPRESS LANE AND ADJACENT SHOULDER CLOSURES.
3. REOPEN THE EXPRESS LANES TO TRAFFIC AND REMOVE TEMPORARY TRAFFIC DEVICES.
4. UTILIZE IDOT TRAFFIC CONTROL STANDARDS TO MAINTAIN TRAFFIC.

BENTS C AND G AND SPAN 2:

1. INSTALL PORTABLE CHANGEABLE MESSAGE SIGNS AS DIRECTED BY THE ENGINEER.
2. PERFORM REPAIRS TO BENTS C AND G BY PROVIDING SHOULDER AND ADJACENT LANE CLOSURES DURING NIGHTTIME HOURS.
3. PERFORM REPAIRS TO SPAN 2 BY PROVIDING LANE WEAVES TO PERFORM STRUCTURAL STEEL REPAIRS.
4. REOPEN ALL LANES AND RAMP TO TRAFFIC AND REMOVE TEMPORARY TRAFFIC DEVICES.
5. UTILIZE IDOT TRAFFIC CONTROL STANDARDS TO MAINTAIN TRAFFIC.

BENT F AND SPAN 6:

1. INSTALL PORTABLE CHANGEABLE MESSAGE SIGNS AS DIRECTED BY THE ENGINEER.
2. PERFORM REPAIRS TO THE EAST SIDE OF BENT F DURING EXPRESS LANE AND ADJACENT SHOULDER CLOSURES, POSSIBLY IN CONJUNCTION WITH THE REPAIR WORK ON BENT E AND SPAN 5.
3. PERFORM REPAIRS TO THE WEST SIDE OF BENT F BY CLOSING THE I-90/94 SLIP RAMP FROM THE EXPRESS LANES TO THE LOCAL LANES ADJACENT TO 59TH STREET. COORDINATION WITH THE CHICAGO SKYWAY WILL BE REQUIRED.
4. PERFORM REPAIRS TO SPAN 6 BY PROVIDING LANE WEAVES TO PERFORM STRUCTURAL STEEL REPAIRS.
5. REOPEN ALL LANES, SHOULDERS AND RAMP TO TRAFFIC AND REMOVE TEMPORARY TRAFFIC DEVICES.
6. UTILIZE IDOT TRAFFIC CONTROL STANDARDS TO MAINTAIN TRAFFIC.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC GENERAL NOTES
AND SUGGESTED SEQUENCE OF CONSTRUCTION
I-90/94 AT CTA RAILROAD**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE. I-90/94	SECTION 2019-128-BR	COUNTY COOK	TOTAL SHEETS 20	SHEET NO. 4
CONTRACT NO.				62K01
ILLINOIS FED. AID PROJECT				

Existing Structure: The existing structure was built in 1961. The current structure is a six-span structure carrying CTA tracks. The bridge is 424'-2 3/4" long from centerline bearings along the centerline of span. The bridge width varies from 21'-0" to 32'-0". The superstructure consists of steel plate girders, floorbeams and lateral bracing. The substructure consists of steel bents.

Traffic Control: Traffic is to be maintained utilizing Temporary Lane Closures.

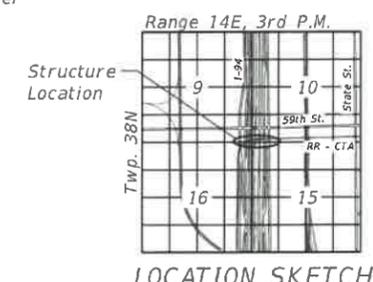
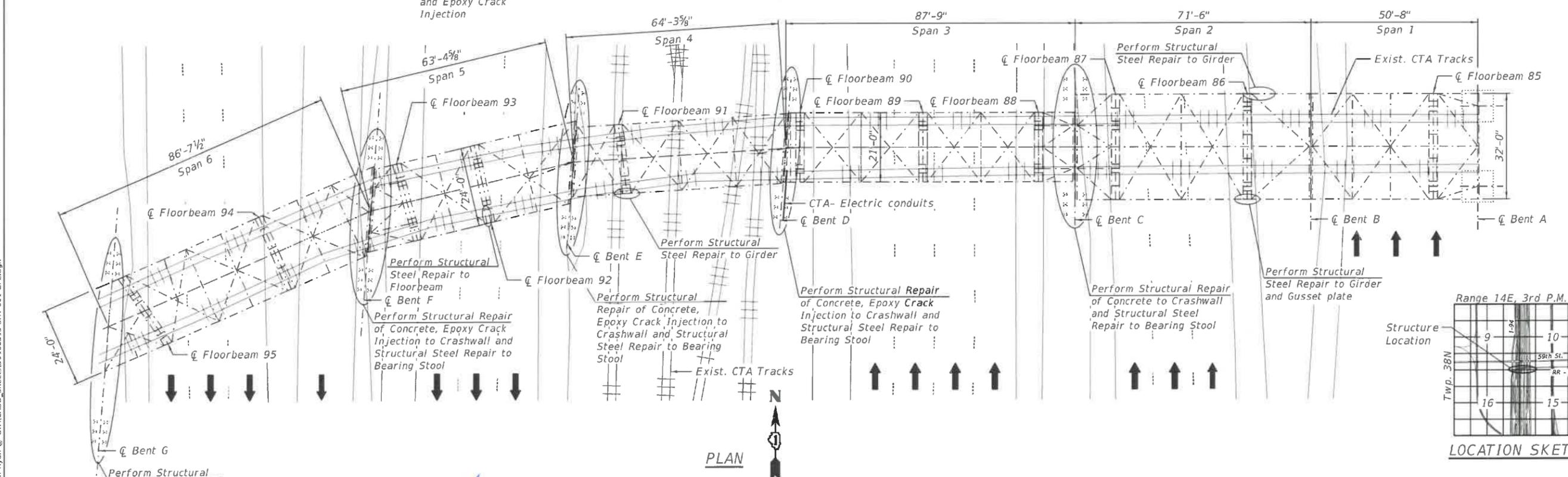
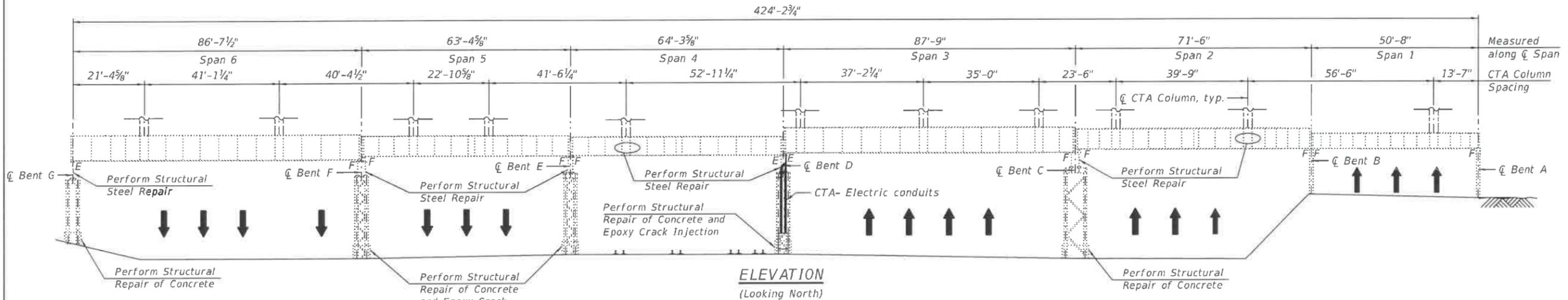
Salvage: No salvage.

NOTE:

1. For General Notes, Index of Sheets, Total Bill of Material and Scope of Work, see Sheet S-02

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition



SIGNED *Sneha*
SNEHA PRIYANG SHAH, S.E. IL. LIC. NO. 081-007062

DATE 12/11/2019 FOR SHEETS S-03 AND S-08 THRU S-12 (TOTAL OF 6 SHEETS)



SIGNED *Moussa A. Issa*
DR. MOUSSA A. ISSA, S.E. IL. LIC. NO. 081-005738 EXPIRES 11-30-2020

DATE 12/11/2019 FOR SHEETS S-01, S-02 AND S-04 THRU S-07 (TOTAL OF 6 SHEETS)

GENERAL PLAN & ELEVATION
RR - CTA OVER I-90/94 DAN RYAN
F.A.I RTE. 94
COOK COUNTY
STRUCTURE NO. 016-0141

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 016-0141
SHEET S-01 OF S-12 SHEET

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I-90/94	2019-128-BR	COOK	20	5

CONTRACT NO. 62K01
ILLINOIS FED. AID PROJECT

GENERAL NOTES:

1. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
2. All exposed concrete edges shall have a 3/4x45° chamfer except where shown otherwise.
3. All new fasteners shall be ASTM A325, Type 1 hot-dipped galvanized bolts. Holes shall be 1 3/16" dia. for 3/4" dia. bolts, and 1 5/16" dia. for 7/8" dia. bolts, unless otherwise noted.
4. All Structural Steel shall conform to AASHTO M270 Grade 50 unless otherwise noted.
5. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
6. Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".
7. Cost of the field welding is included with the cost of Structural Steel Repair.
8. All bearing stools shall be cleaned per Power Tool Cleaning to Bare Metal - SSPC-SP-11.
9. All new structural steel shall be Hot-Dip galvanized. See Special Provision for "Hot-Dip Galvanizing for Structural Steel". Cost included with the cost of Structural Steel Repair.
10. Load carrying components designated "CVN" shall conform to the Impact Testing Requirement, Zone 2.
11. During repair operations, the Contractor shall locate and protect all utilities or facilities in the vicinity of the work including, but not limited to, fiber optic and/or electrical conduits attached to the structure. This work shall be performed to the satisfaction of the Engineer and will not be paid for separately, but shall be included with Structural Steel Repair. It shall be the Contractor's responsibility to restore and replace any damaged utilities or facilities to the satisfaction of the Engineer at no cost to the Department.
12. All repair plates are non Fracture Critical Members.

INDEX OF SHEETS

- S-01 General Plan and Elevation
- S-02 General Notes, Index of Sheets & Total Bill of Material
- S-03 Field Welding General Notes
- S-04 Framing Plan
- S-05 Girder Repair Details Spans 2 and 4
- S-06 Structural Steel Repair Sections And Details I
- S-07 Structural Steel Repair Sections And Details II
- S-08 Bent C Repairs
- S-09 Bent D Repairs
- S-10 Bent E Repairs
- S-11 Bent F Repairs
- S-12 Bent G Repairs

SCOPE OF WORK

1. Perform Structural Repair of Concrete for the crash walls of the Bents.
2. Perform Epoxy Crack Injection for the crash walls of the Bents.
3. Perform Steel Plating Repairs to Girders G2R, G2L and G4B.
4. Perform Steel Plating Repairs to Floorbeam 92.
5. Perform Steel Plating Repairs to the gusset plate at the south end of Floorbeam 86.
6. Install new stiffeners to the outside faces of the stool webs (Total of 84 stiffeners).
7. Perform Steel Plating Repairs to the north end of the transverse beam supported on the stools at Bent G.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
EPOXY CRACK INJECTION	FOOT	-	19	19
STRUCTURAL STEEL REPAIR	POUND	740	2710	3450
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	-	49	49
STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	-	87	87

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS & TOTAL BILL OF MATERIAL
STRUCTURE NO. 016-0141

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I-90/94	2019-128-BR	COOK	20	6
CONTRACT NO. 62K01				
		ILLINOIS	FED. AID PROJECT	

FIELD WELDING NOTES:

Field Welding:

1. All field welding operations, including cleaning, testing and inspection, shall be performed in accordance with the AASHTO/AWS Bridge Welding Code D 1.5-2015 (BWC) and additional requirements as specified in these notes.
2. All field welding shall be performed by the manual Shielded Metal Arc Welding (SMAW) process. Other welding processes will not be considered for approval. Welding electrodes used to perform the welding handling on the work site shall be in accordance with Clause 4.5 of the BWC and shall be constantly monitored and approved by the Contractor's QC Certified Welding Inspector (CWI).
3. Prior to start of the work, the Contractor shall submit to the Engineer for approval a properly prepared Welding Procedure Specification (WPS). The WPS shall include all information as required by the BWC.

Welder Qualification Tests:

1. Welders proposed to perform the work shall be qualified for overhead position fillet welds in accordance with BWC requirements. Copies of welder qualification documents shall be reviewed and approved by the Contractor's QC CWI and subsequently provided to the Engineer.
2. In addition, all welders shall be required to successfully complete a one-time special on-site overhead fillet weld qualification test immediately prior to start of the work. The qualification test shall be a fillet weld T-Test Plate (Option 1) as per Clause 5.23.1.4 of the BWC. Only visual and fillet weld break testing is required. Macrotech testing is not required. On-site welder qualification testing shall be administered by the Contractor's QC CWI. Cost for the additional testing shall be included with the various items of work. No additional compensation will be made to the Contractor for performing these tests.

Cleaning Prior to Welding:

1. The existing bearing stools shall be cleaned per Power Tool Cleaning to Bare Metal - SSPC-SP-11.
2. Surfaces to be welded shall be free of surface rust and meet SSPC-SP-11 condition requirements immediately prior to welding. Should there be a delay between power tool cleaning and welding that results in surface flash rusting, power tool cleaning of the weld area shall be repeated.

Welding Preheat:

1. Preheating operations shall be in accordance with Clause 4 of the BWC, except that the minimum preheat and interpass temperature shall be 250 degrees F. The Contractor's QC CWI shall verify and monitor minimum preheat and interpass temperatures.

Weld Quality:

1. All welds shall be visually inspected and approved by the Contractor's QC CWI.
2. Weld quality shall meet the requirements of Clause 6.26 of the BWC.

Non-Destructive Testing (NDT) of Welds:

1. After visual inspection and approval by the Contractor's QC CWI, all welds shall be 100% inspected by Magnetic Particle Testing (MT). Personnel performing the MT and testing procedures shall be in accordance with Clause 6 of the BWC.
2. The Contractor's QC CWI shall verify qualifications of the NDT personnel, witness all MT testing and countersign all MT reports. Copies of completed MT reports shall be provided to the Engineer.
3. Costs for NDT shall be borne by the Contractor and included in the various items of work. No separate payment will be made for NDT.

Quality Control (QC) Inspection:

1. All phases of work including cleaning, welding and testing shall be witnessed, inspected and approved by an inspector who is qualified as a Certified Welding Inspector (CWI) by the American Welding Society. Reference Clause 6 of the BWC.
2. The CWI shall be employed/engaged by the Contractor and costs will be included with the various items of work. No separate payment will be made for inspection costs. Scheduling of QC CWI inspection is the Contractor's responsibility.
3. Should the Contractor elect to perform work in multiple locations on the structure, a sufficient number of CWI's shall be made available to provide inspection at each work site location. The number of inspectors assigned and work locations shall be approved by the Engineer.
4. The Contractor's QC CWI shall prepare daily reports, suitable to the Engineer, which will document the work inspected and welds approved.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

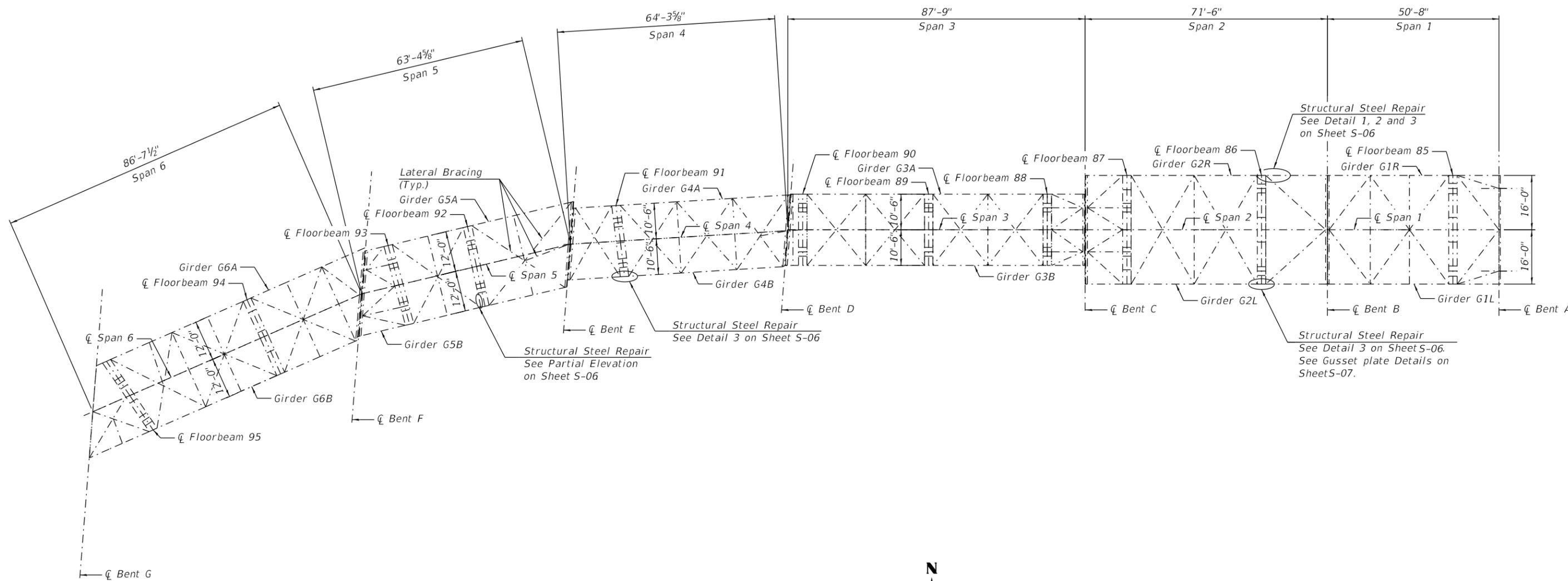
**FIELD WELDING GENERAL NOTES
STRUCTURE NO.: 016-0141**

SHEET S-03 OF S-12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90/94	2019-128-BR	COOK	20	7
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BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	740



FRAMING PLAN
 (Substructure Structural Steel Repairs not shown for clarity)



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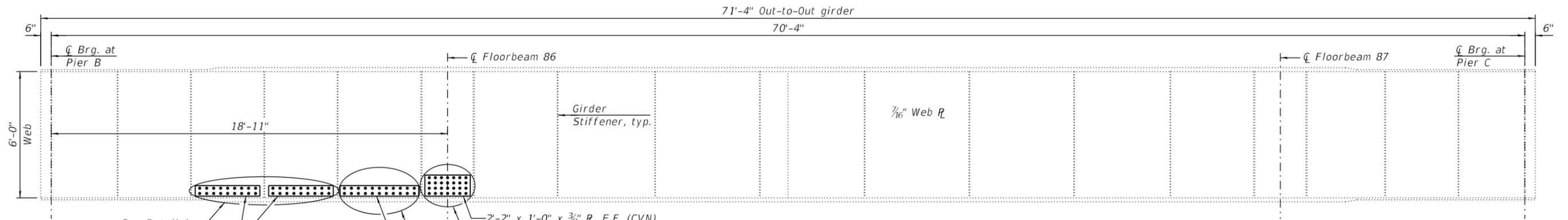
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

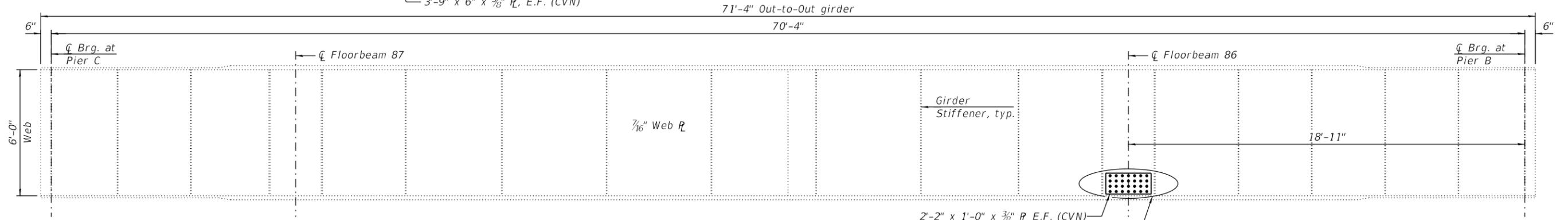
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STRUCTURE NO. 016-0141
 SHEET S-04 OF S-12 SHEET

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I-90/94	2019-128-BR	COOK	20	8

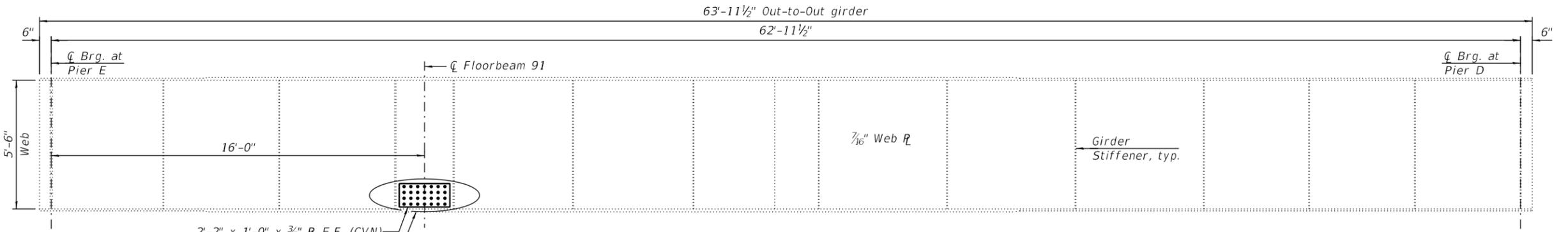
CONTRACT NO. 62K01
 ILLINOIS FED. AID PROJECT



GIRDER G2R ELEVATION
(North Face)



GIRDER G2L ELEVATION
(South Face)



GIRDER G4B ELEVATION
(South Face)

NOTES:

- For locations of Girder Repairs and Bill of Materials, see framing plan sheet S-04.
- All contact surfaces of joints for the Girders shall be free of paint or lacquer.
- Plate connection holes shall be $1\frac{1}{16}$ " \emptyset for $\frac{7}{16}$ " \emptyset bolts. Two hardened washers shall be required.
- "CVN" denotes Charpy-V-Notch Impact Energy Requirements, Zone 2.
- Cost of field drilling $1\frac{1}{16}$ " \emptyset holes is included with Structural Steel Repair.
- All connection bolts and fasteners shall be paid for as Structural Steel Repair.
- For Detail 1, 2 and 3, see sheet S-06.

LEGEND
E.F. Each Face

MODEL: Default
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12/11/2019 10:21:33 AM



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PLOT SCALE =	CHECKED - MI, MA	REVISED -
PLOT DATE =	DRAWN - EBK CP	REVISED -
	DATE - 12/11/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER REPAIR DETAILS SPAN 2 AND 4
STRUCTURE NO. 016-0141

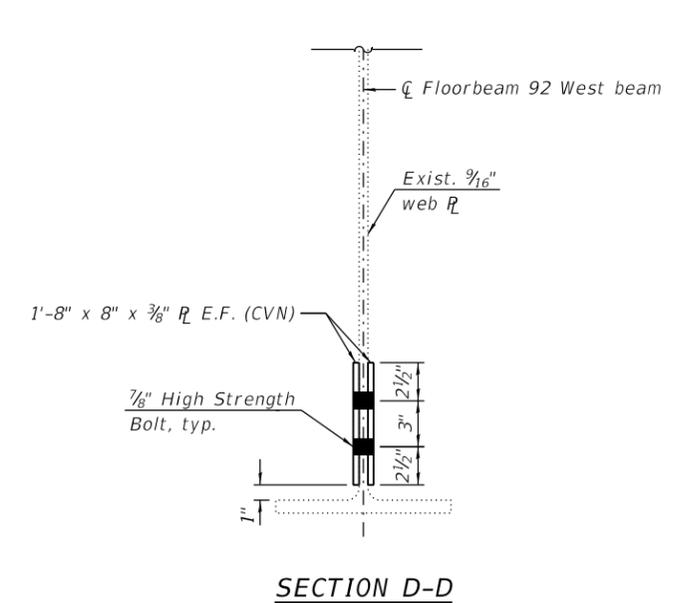
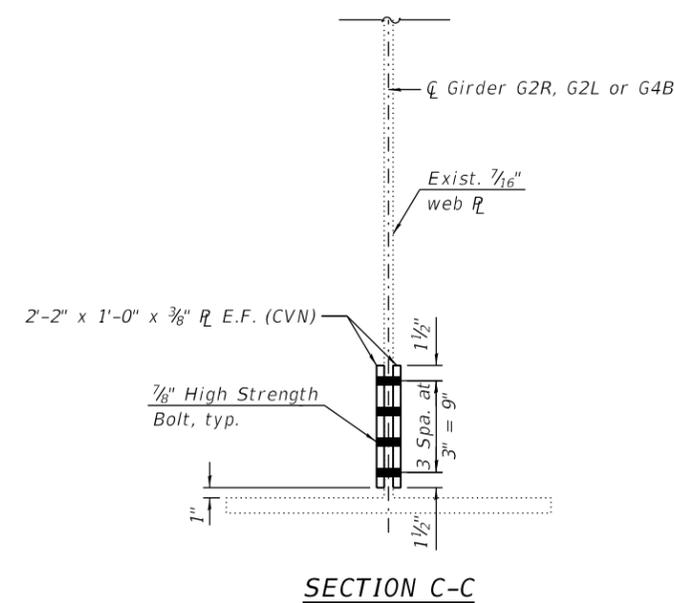
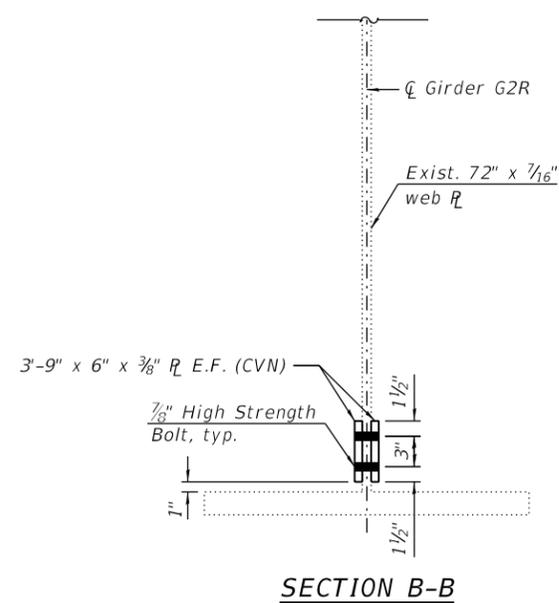
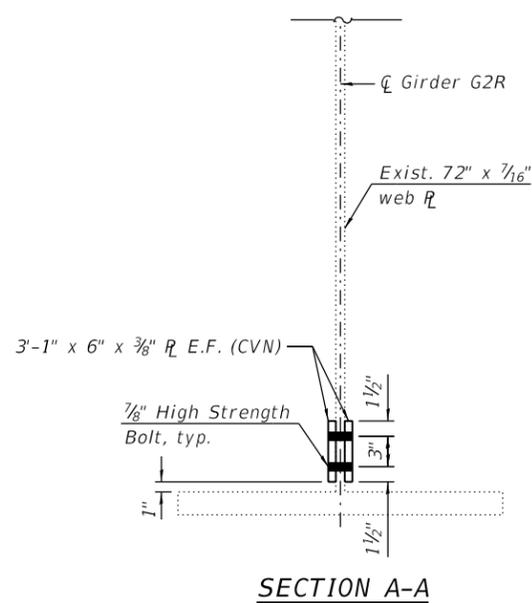
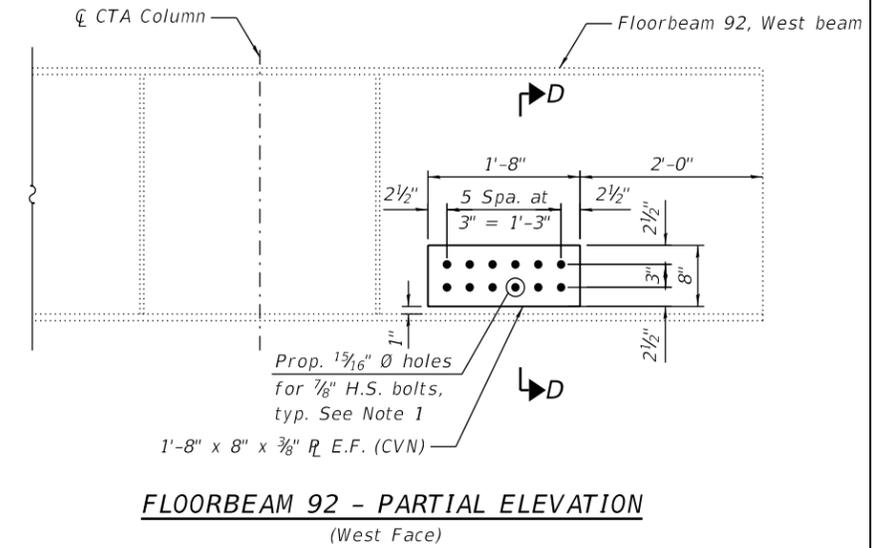
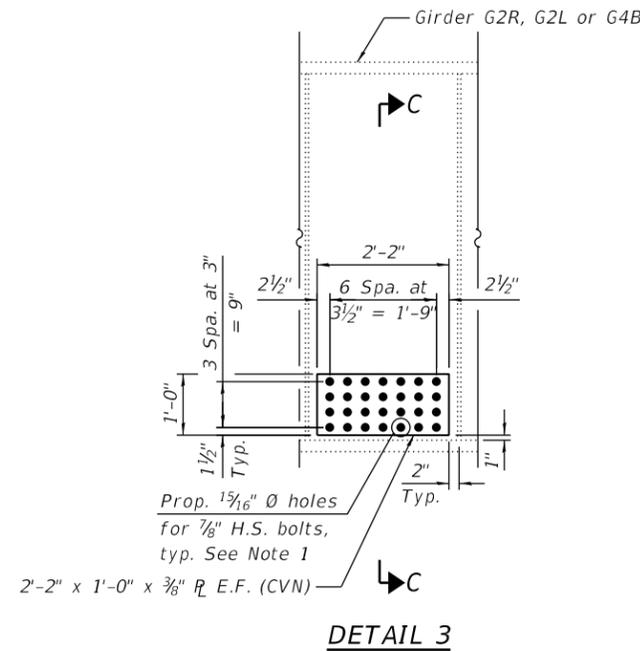
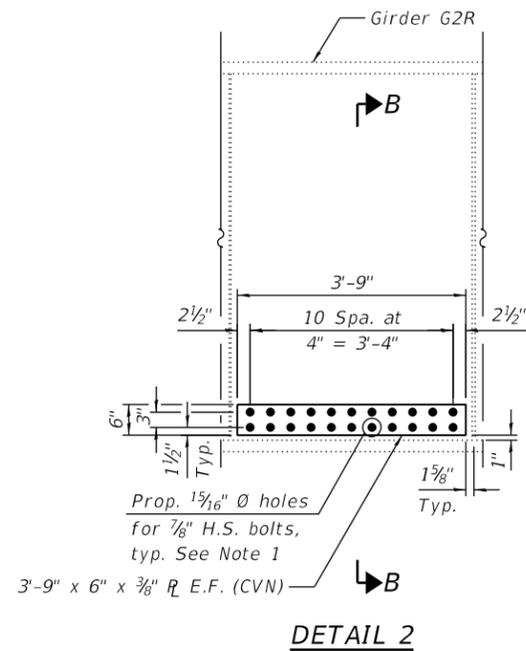
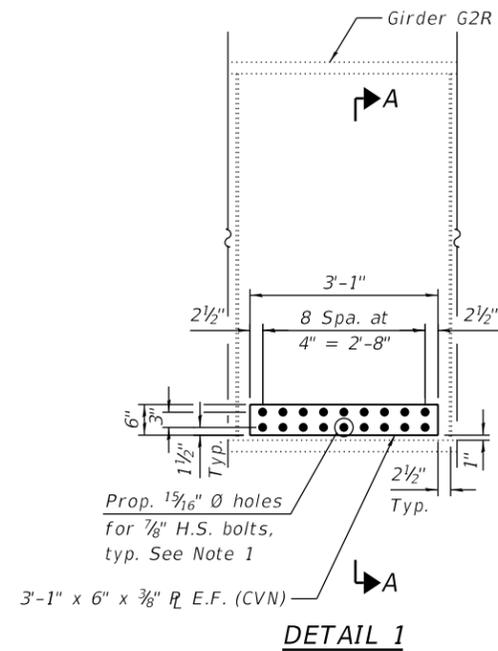
SHEET S-05 OF S-12 SHEET

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90/94	2019-128-BR	COOK	20	9
CONTRACT NO. 62K01				
		ILLINOIS	FED. AID PROJECT	

NOTES:

1. "CVN" denotes Charpy-V-Notch Impact Energy Requirements, Zone 2.

2. For more Notes, see Sheet S-07.



LEGEND

E.F. Each Face

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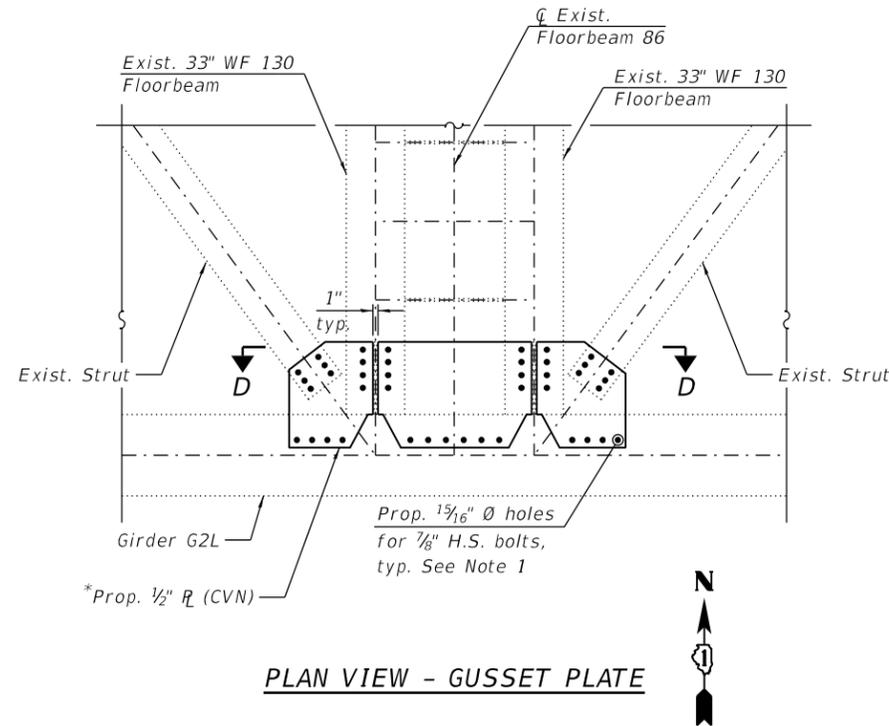
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	DATE - 12/11/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL REPAIR SECTIONS AND DETAILS I
STRUCTURE NO. 016-0141

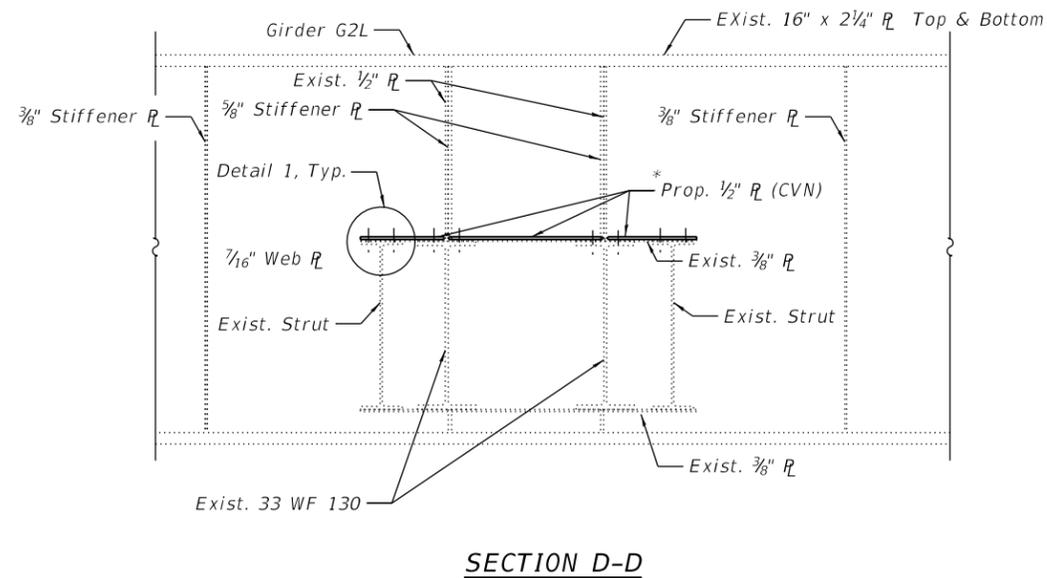
SHEET S-06 OF S-12 SHEET

F.A.I. RTE. I-90/94	SECTION 2019-128-BR	COUNTY COOK	TOTAL SHEETS 20	SHEET NO. 10
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K01	

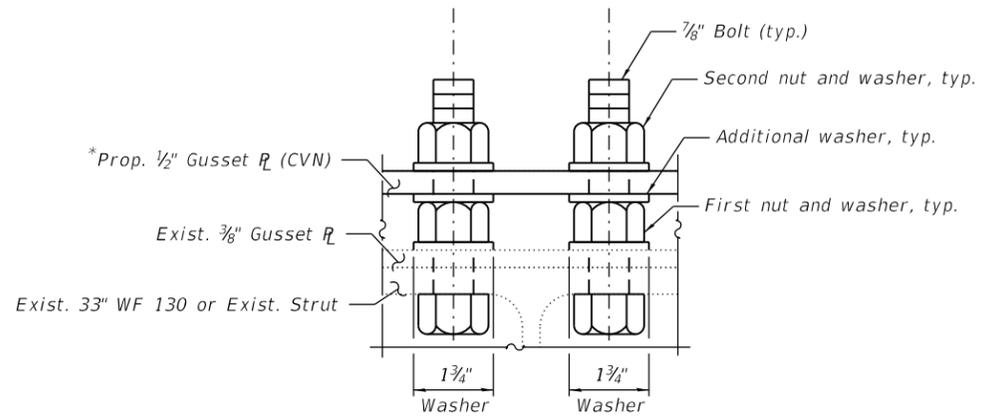


PLAN VIEW - GUSSET PLATE

*New gusset plates to match existing gusset plates in shape, size and hole locations. The Contractor shall verify all dimensions in field prior to ordering materials. The number and spacing for proposed 7/8" Ø H.S. bolts shall match existing holes. Contractor shall use existing plate as template.



SECTION D-D



DETAIL 1

NOTES

1. Portions of this drawing are extracted from the original drawing for this bridge. Details shown are provided to illustrate the work to be performed.
2. Repairs and replacement shown are based on field inspection. Conditions in field may have changed. Contractor to verify all components for repair or replacement as directed by the Engineer.
3. Existing gusset plate bolts shall be replaced with 7/8" Ø H.S. bolts according to the "Construction Sequence for R Stiffening" presented on this sheet. At no time shall there be more than one empty fastener hole.
4. Holes will be field drilled, using the holes in existing plates and angles as a template. Cost included with Structural Steel Repair.
5. Holes in existing steel plates shall be field reamed to obtain diameter required for bolt installation.
6. Contractor shall field verify the required bolt length and length of thread necessary to install all bolts in accordance with the Standard Specifications and Section 8.2.1 of the 2004 RCSC "Specification for Structural Joints using ASTM A325 or A490 Bolts."
7. For tightening of the double-nut H.S. bolts for the gusset plate repair, as shown in Detail 1, using Turn-of-the-Nut Method in accordance with Section 505.04(f)(2)d of the Standard Specifications and Section 8.2.1 of the 2004 RCSC "Specification for Structural Joints using ASTM A325 or A490 Bolts," the bolt length used to determine the amount of nut rotation from the snug-tight condition shall be taken as the following: For tightening of the first nut, the length shall be from the underside of the head to the far side of the first nut; for tightening of the second nut, the length shall be from the inside face of the proposed gusset plate to the far side of the second nut.
8. Twist-off type fastener systems will not be permitted for the double-nut H.S. bolt for the gusset plate repair as shown in Detail 1.
9. The Contractor shall take care to avoid exposing the threads, nuts and washers of the double-nut H.S. bolts for the gusset plate repair, as shown in Detail 1, to paint, dirt, moisture or other foreign material that may alter their as-received condition. Fastener components that accumulate rust, dirt or debris shall not be incorporated in the work unless they are requalified as specified in Section 7 of the 2004 RCSC "Specification for Structural Joints using ASTM A325 or A490 Bolts."
10. For Bill of Materials, see Sheet S-04.
11. "CVN" denotes Charpy-V-Notch Impact Energy Requirements, Zone 2.

CONSTRUCTION SEQUENCE FOR R STIFFENING:

1. Clean exterior faces of existing steel (angles, plates and gusset plates) according to the special provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."
2. Remove existing gusset plate bolt and replace with proposed H.S. bolts. Existing bolts shall be replaced one at a time. As each rivet/bolt is replaced with a H.S. bolt, the first washer and nut shall be installed and fully tightened as shown in Detail 1 on this sheet.
3. Construct template for location of newly installed H.S. bolts to determine if field reaming of fill or repair plates is required.
4. Install additional washer as shown in Detail 1 on this sheet.
5. Place repair plate with holes centered with centerline of new H.S. bolts. Install second washer and nut and fully tighten.

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PLOT DATE =	DATE - 12/11/2019	REVISED -

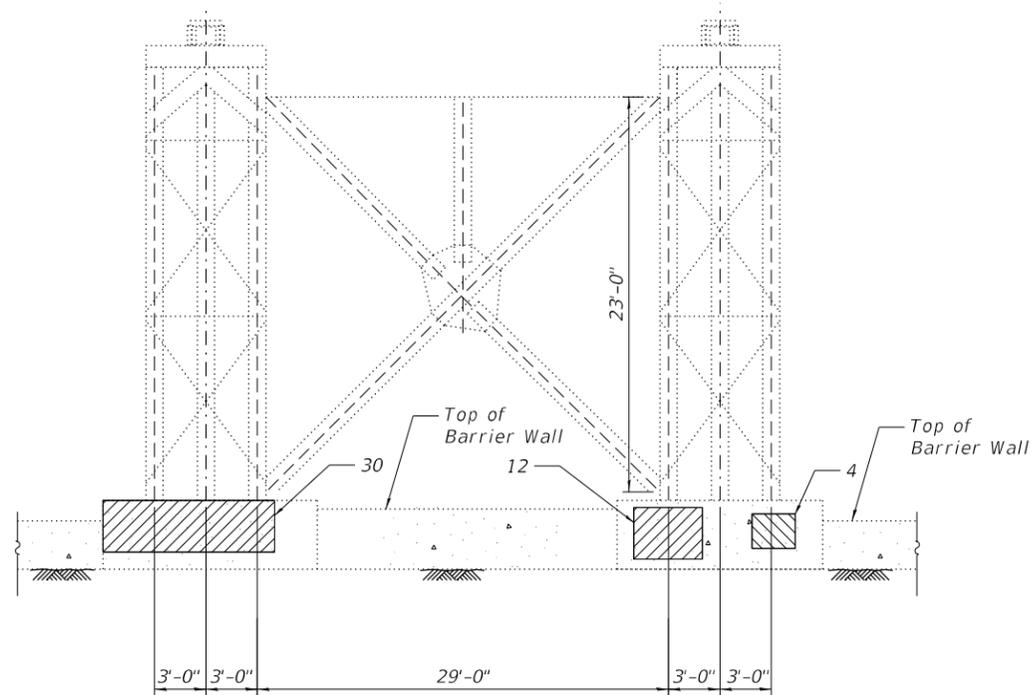
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL REPAIR SECTIONS AND DETAILS II
STRUCTURE NO. 016-0141**

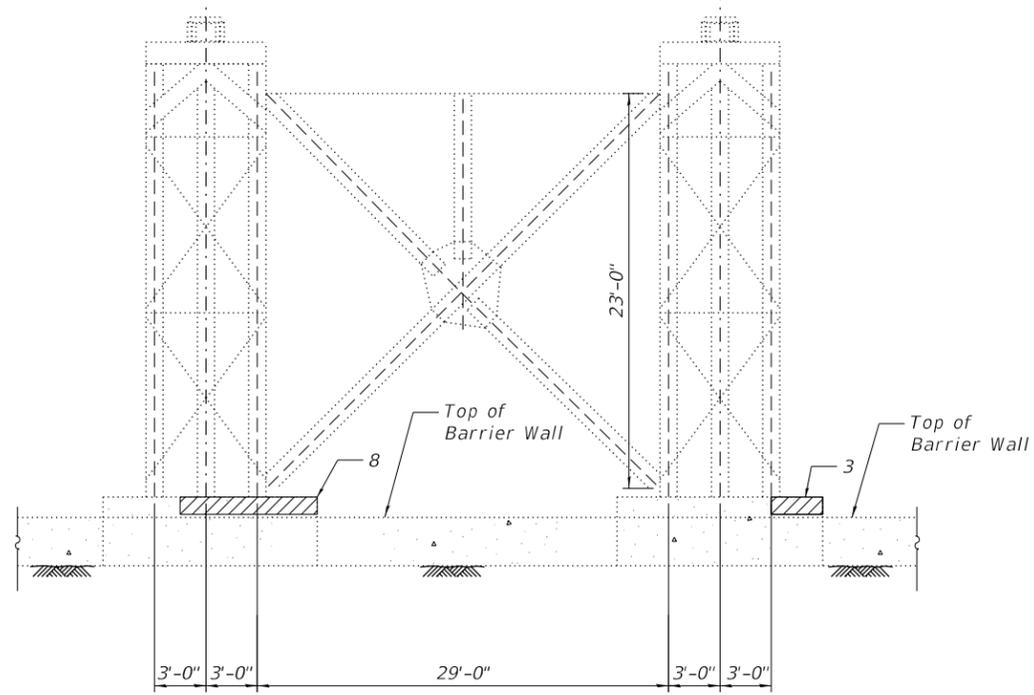
SHEET S-07 OF S-12 SHEET

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62K01				
ILLINOIS FED. AID PROJECT				

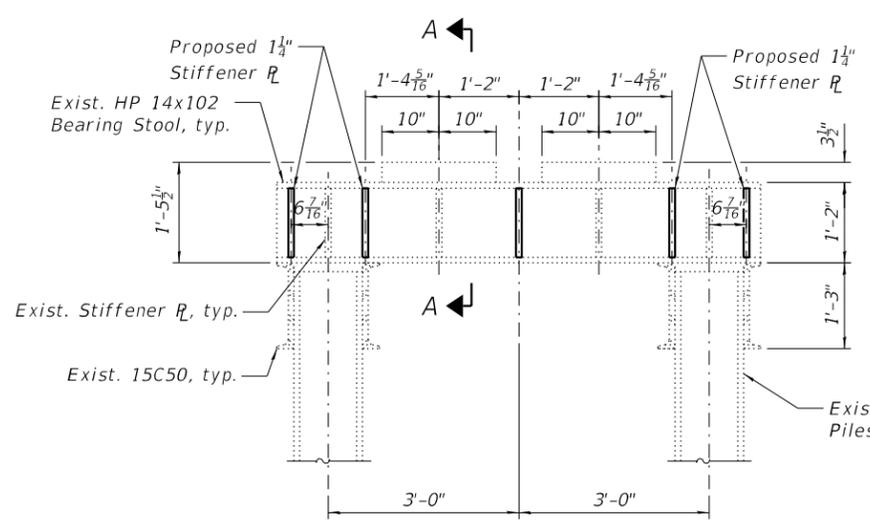
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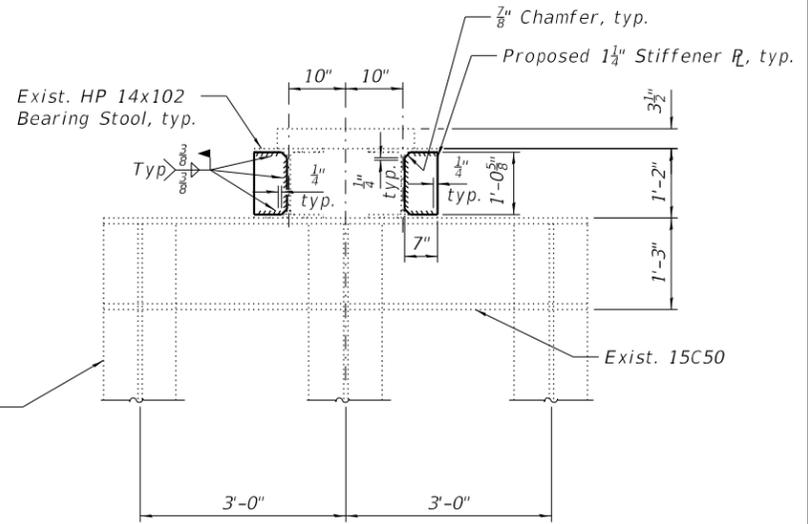
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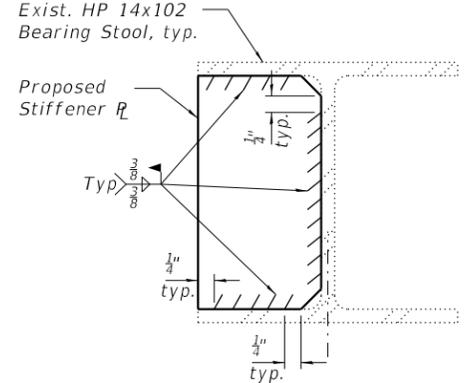
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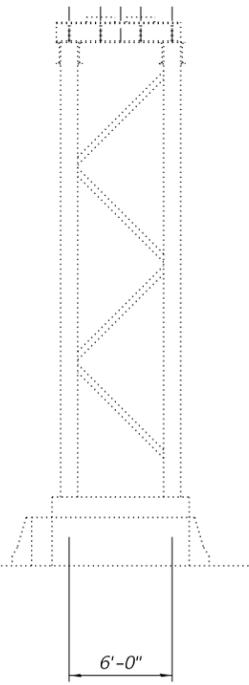
END VIEW



SECTION A-A



TYPICAL WELD DETAIL



END VIEW
 (Looking North)

NOTES:

1. All concrete repair areas shown in this sheet are in Square Feet.
2. All concrete repair areas shown in this sheet shall be verified in the field for actual locations, size and depth.
3. See Sheet S-03 of S-12 for field welding general notes.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	630
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	4
Structural Repair of Concrete (Depth Greater than 5")	Sq. Ft.	53

LEGEND

- Structural Repair of Concrete (Depth Equal to or Less than 5")
- Structural Repair of Concrete (Depth Greater than 5")



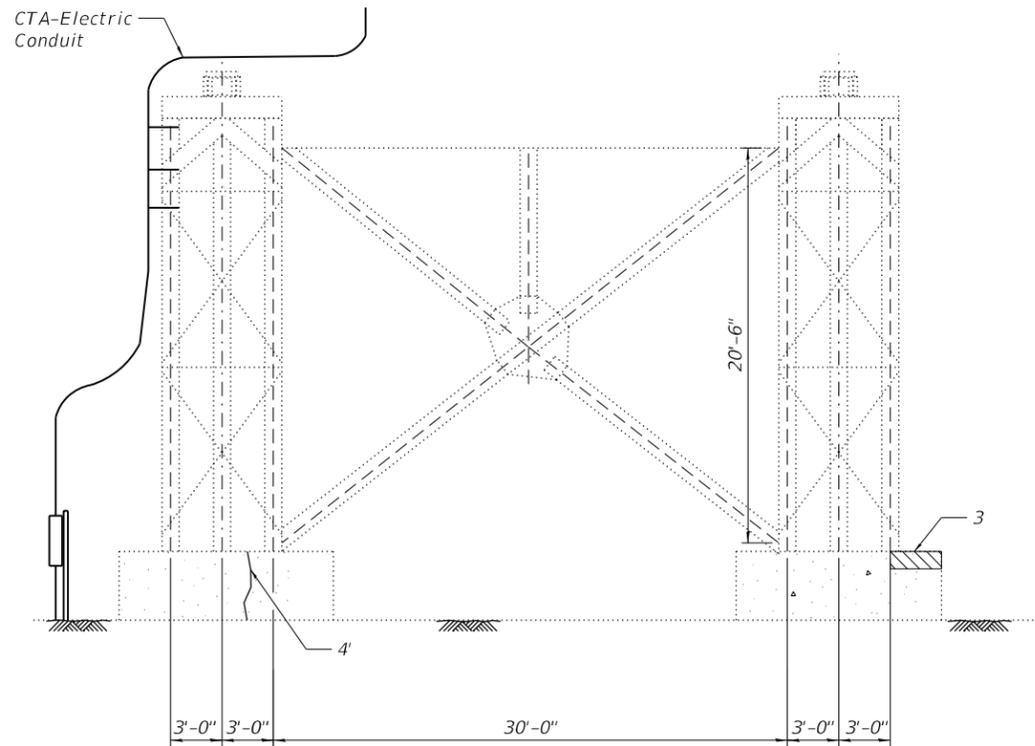
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

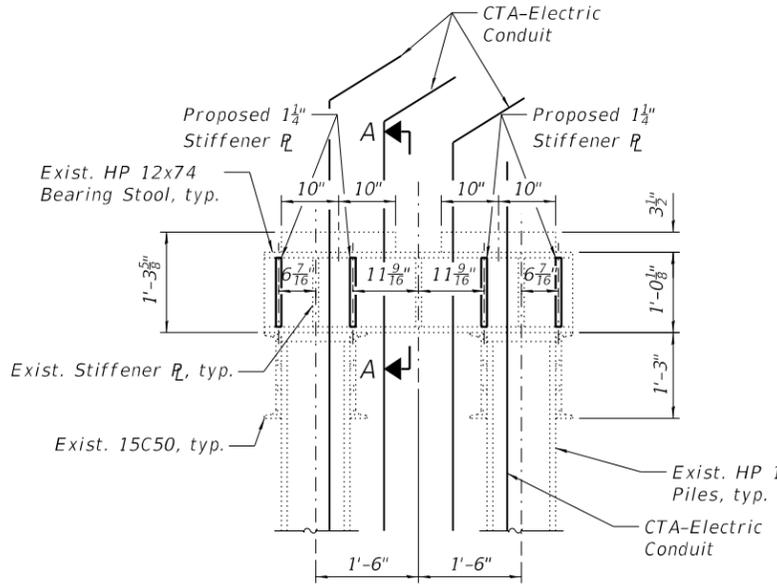
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STRUCTURE NO.: 016-0141

SHEET S-08 OF S-12 SHEETS

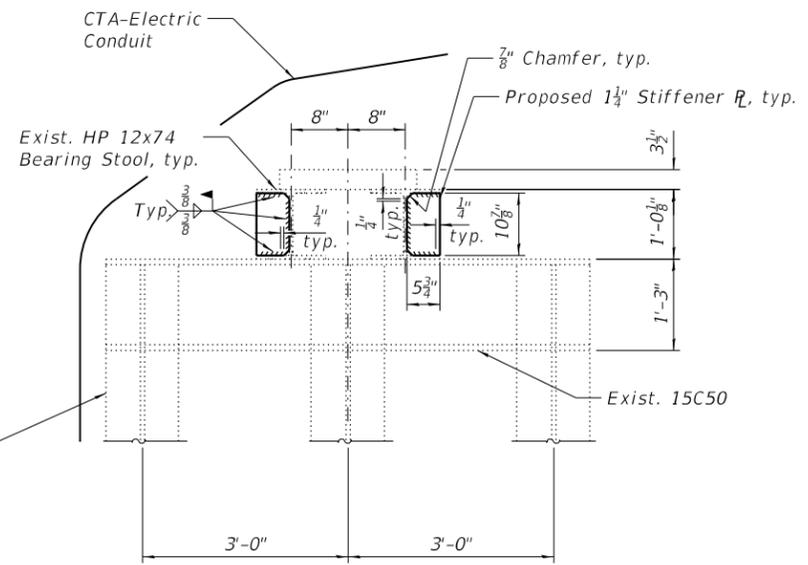
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I-90/94	2019-128-BR	COOK	20	12
CONTRACT NO. 62K01				
ILLINOIS FED. AID PROJECT				



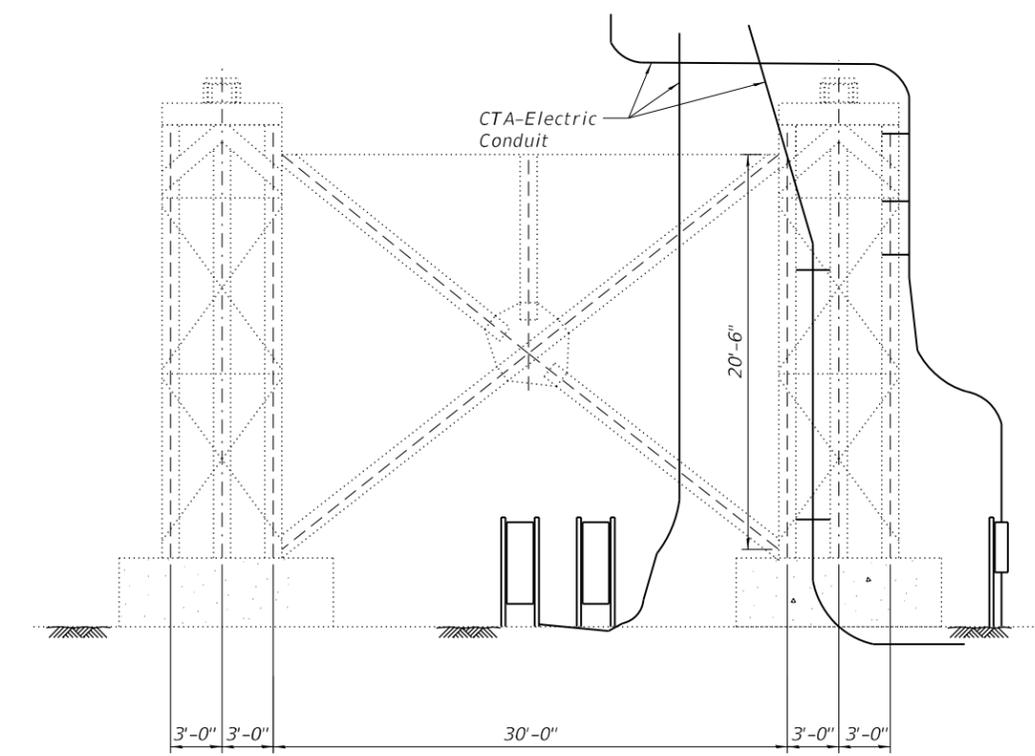
BENT D - EAST FACE
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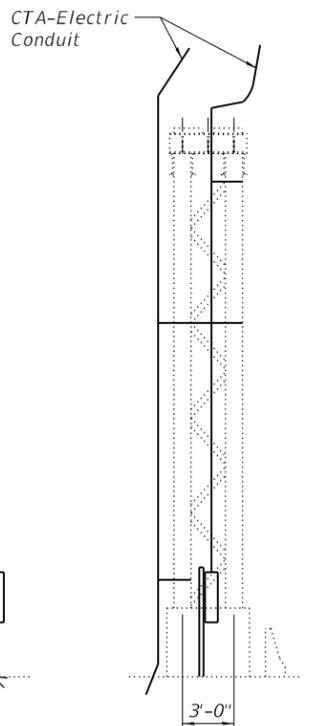
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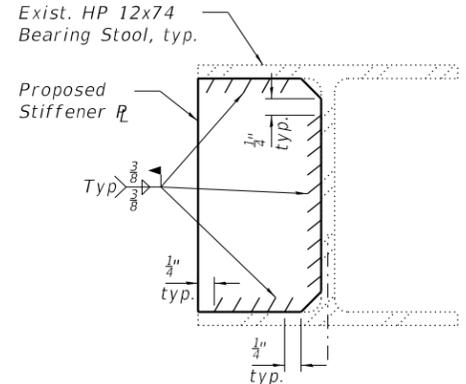
SECTION A-A



BENT D - WEST FACE
(Looking East)



END VIEW
(Looking North)



TYPICAL WELD DETAIL

NOTES:

1. All concrete repair areas shown in this sheet are in Square Feet.
2. All concrete repair areas shown in this sheet shall be verified in the field for actual locations, size and depth.
3. See Sheet S-03 of S-12 for field welding general notes.

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	4
Structural Steel Repair	Pound	360
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	3

LEGEND

- Structural Repair of Concrete (Depth Equal to or Less than 5")
- Epoxy Crack Injection

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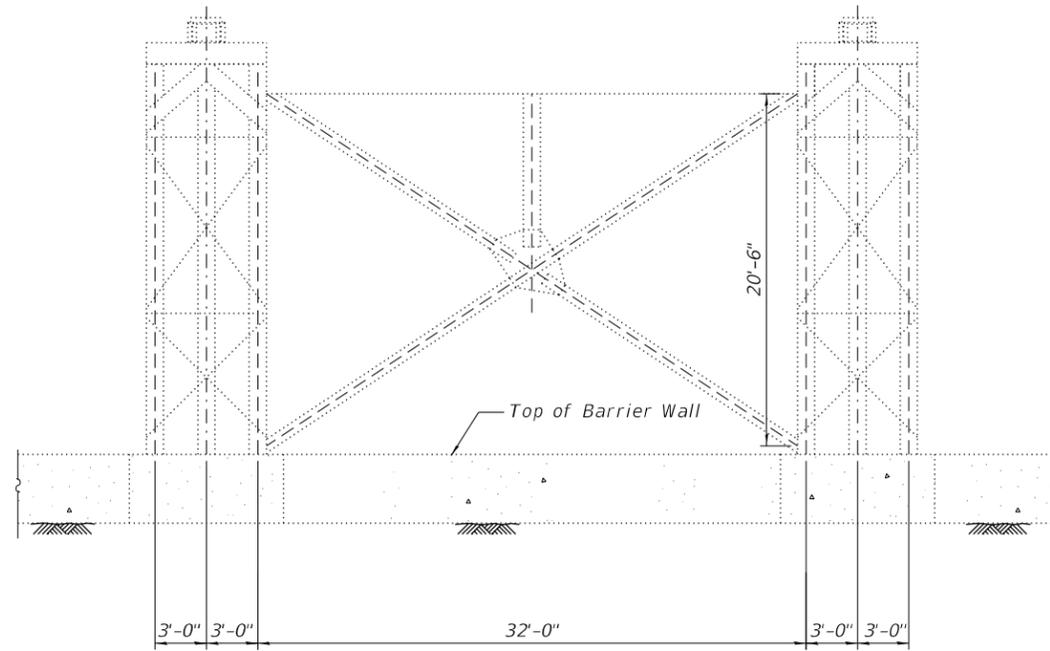
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BENT D REPAIRS
STRUCTURE NO.: 016-0141**

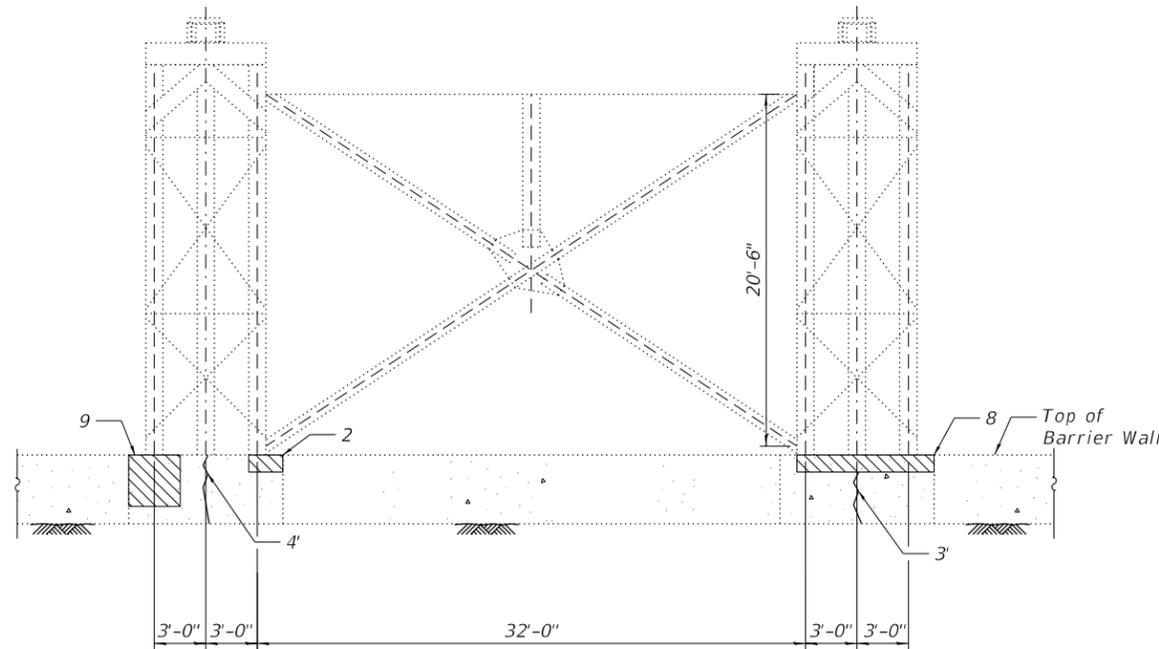
SHEET S-09 OF S-12 SHEETS

F.A.I. RTE. I-90/94	SECTION 2019-128-BR	COUNTY COOK	TOTAL SHEETS 20	SHEET NO. 13
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K01	

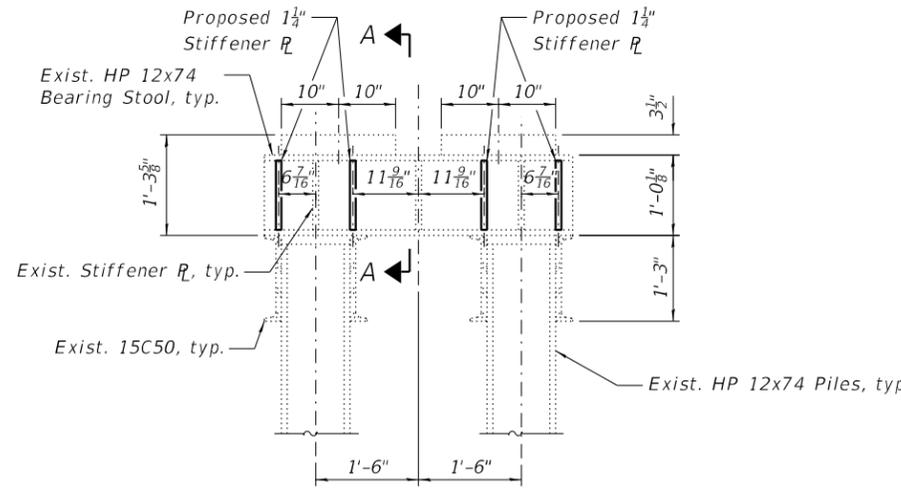
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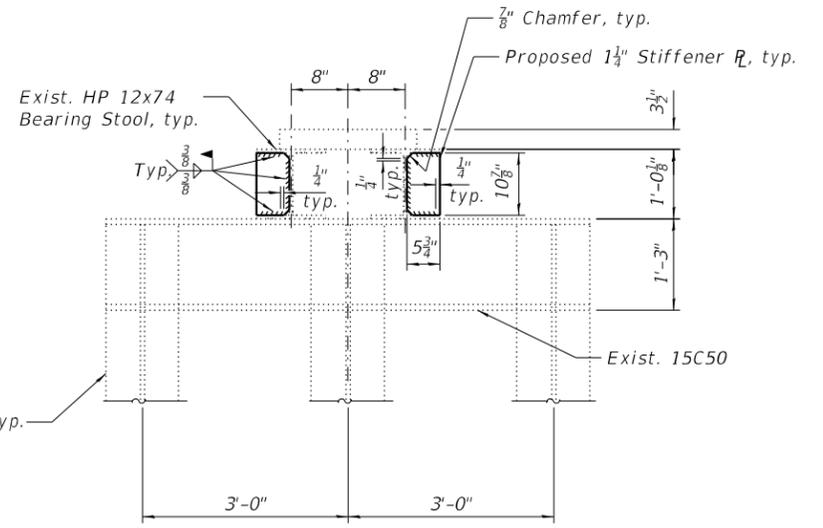
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 (Looking West)



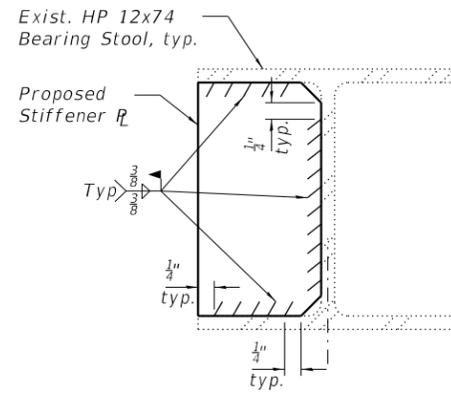
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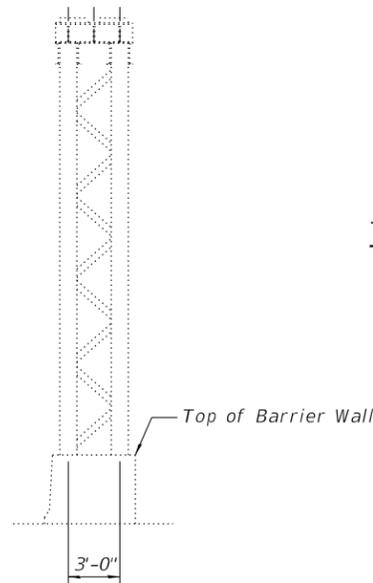
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SECTION A-A



TYPICAL WELD DETAIL



END VIEW
 (Looking North)

NOTES:

1. All concrete repair areas shown in this sheet are in Square Feet.
2. All concrete repair areas shown in this sheet shall be verified in the field for actual locations, size and depth.
3. See Sheet S-03 of S-12 for field welding general notes.

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	7
Structural Steel Repair	Pound	360
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	19

LEGEND

- Structural Repair of Concrete (Depth Equal to or Less than 5")
- Epoxy Crack Injection



USER NAME =	DESIGNED - SAT	REVISED -
PLOT SCALE =	CHECKED - SPS	REVISED -
PLOT DATE =	DRAWN - JN	REVISED -
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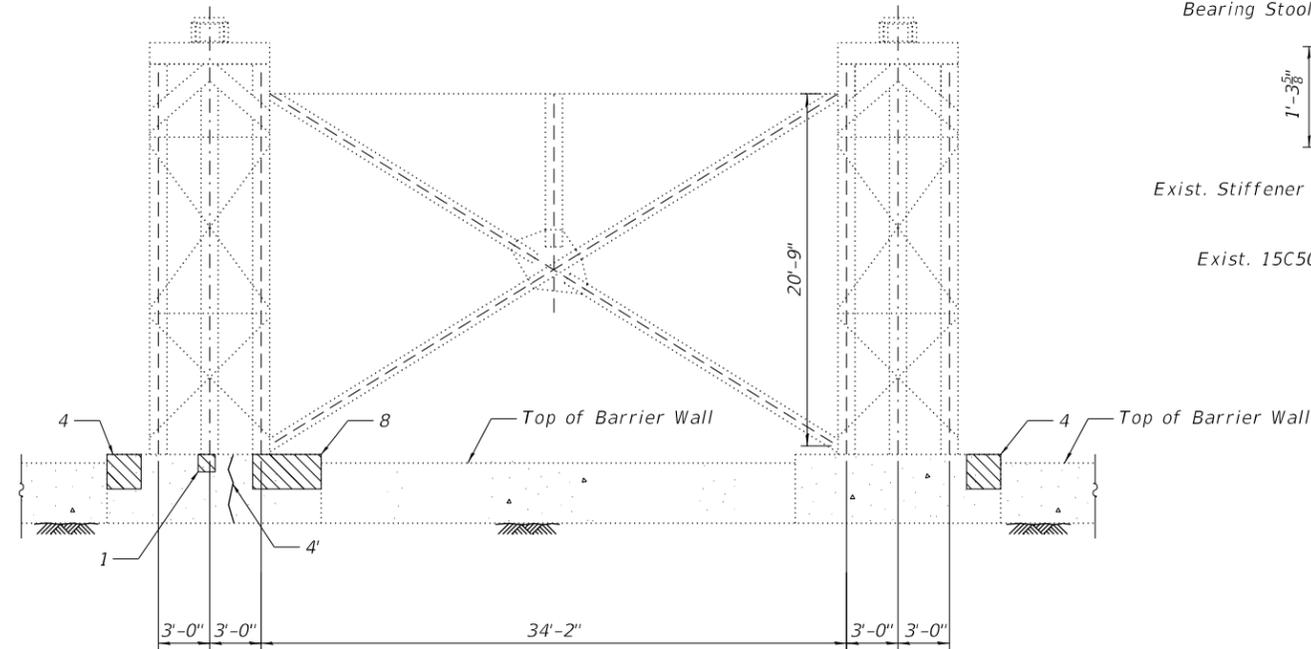
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENT E REPAIRS
STRUCTURE NO.: 016-0141

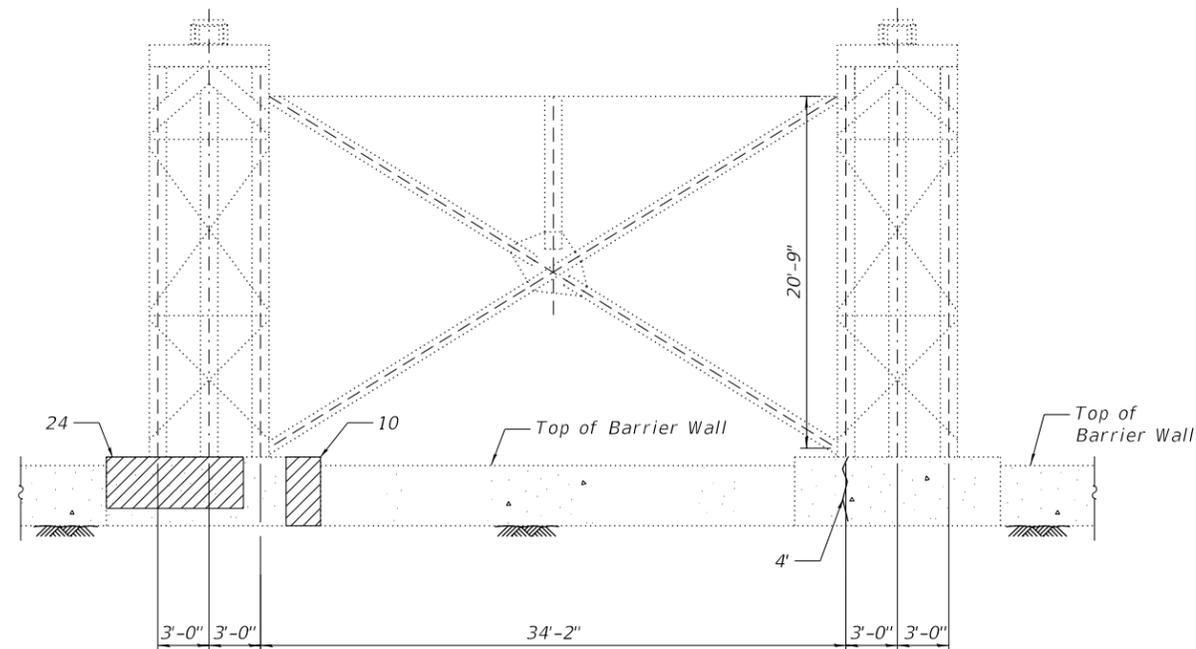
SHEET S-10 OF S-12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62K01				
ILLINOIS FED. AID PROJECT				

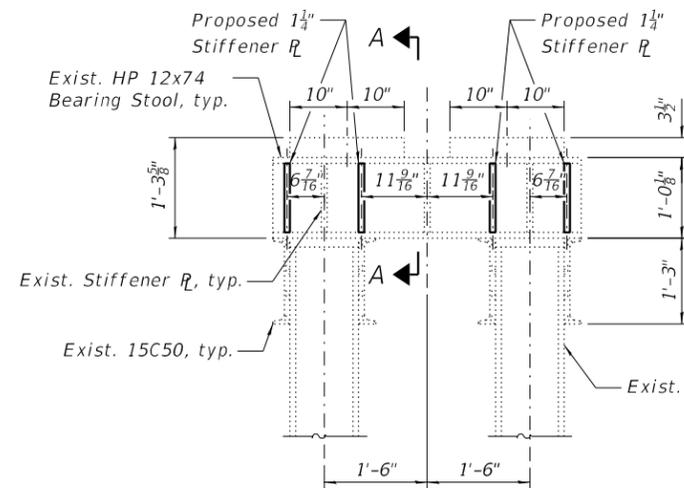
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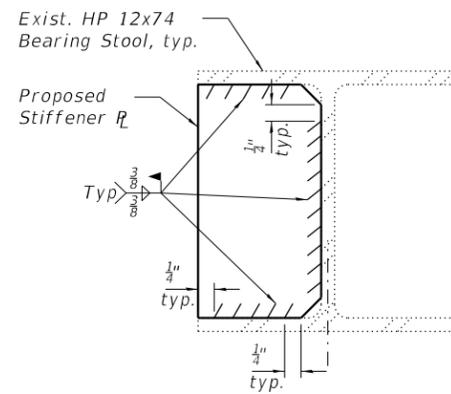
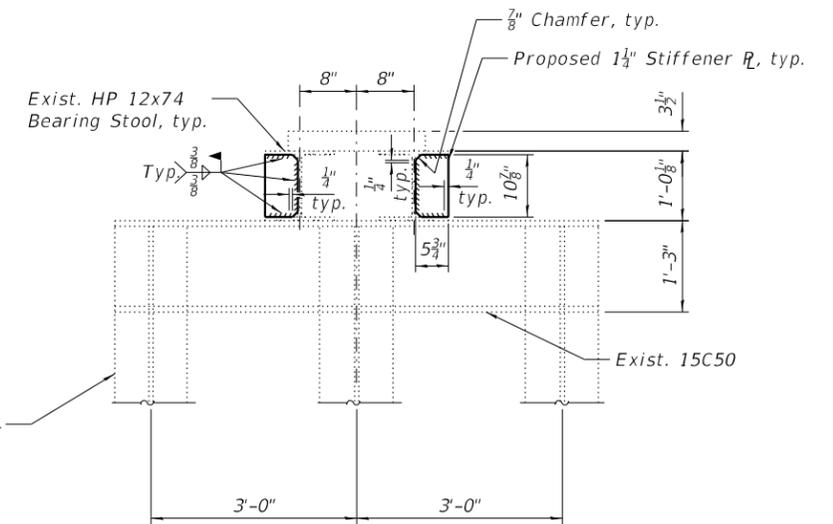
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 (Looking West)



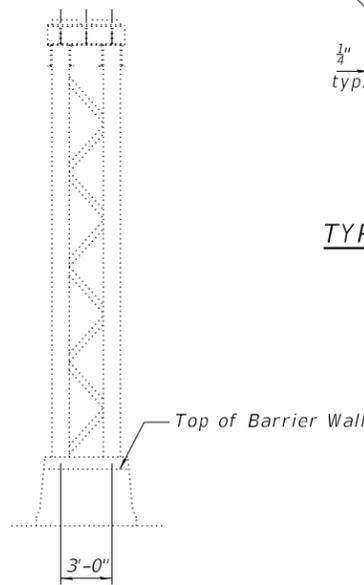
BENT F - WEST FACE
 (Looking East)



END VIEW



TYPICAL WELD DETAIL



END VIEW

NOTES:

1. All concrete repair areas shown in this sheet are in Square Feet.
2. All concrete repair areas shown in this sheet shall be verified in the field for actual locations, size and depth.
3. See Sheet S-03 of S-12 for field welding general notes.

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	8
Structural Steel Repair	Pound	360
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	17
Structural Repair of Concrete (Depth Greater than 5")	Sq. Ft.	34

LEGEND

- Structural Repair of Concrete (Depth Equal to or Less than 5")
- Structural Repair of Concrete (Depth Greater than 5")
- Epoxy Crack Injection



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PLOT SCALE =	CHECKED - SPS	REVISED -
PLOT DATE =	DRAWN - JN	REVISED -
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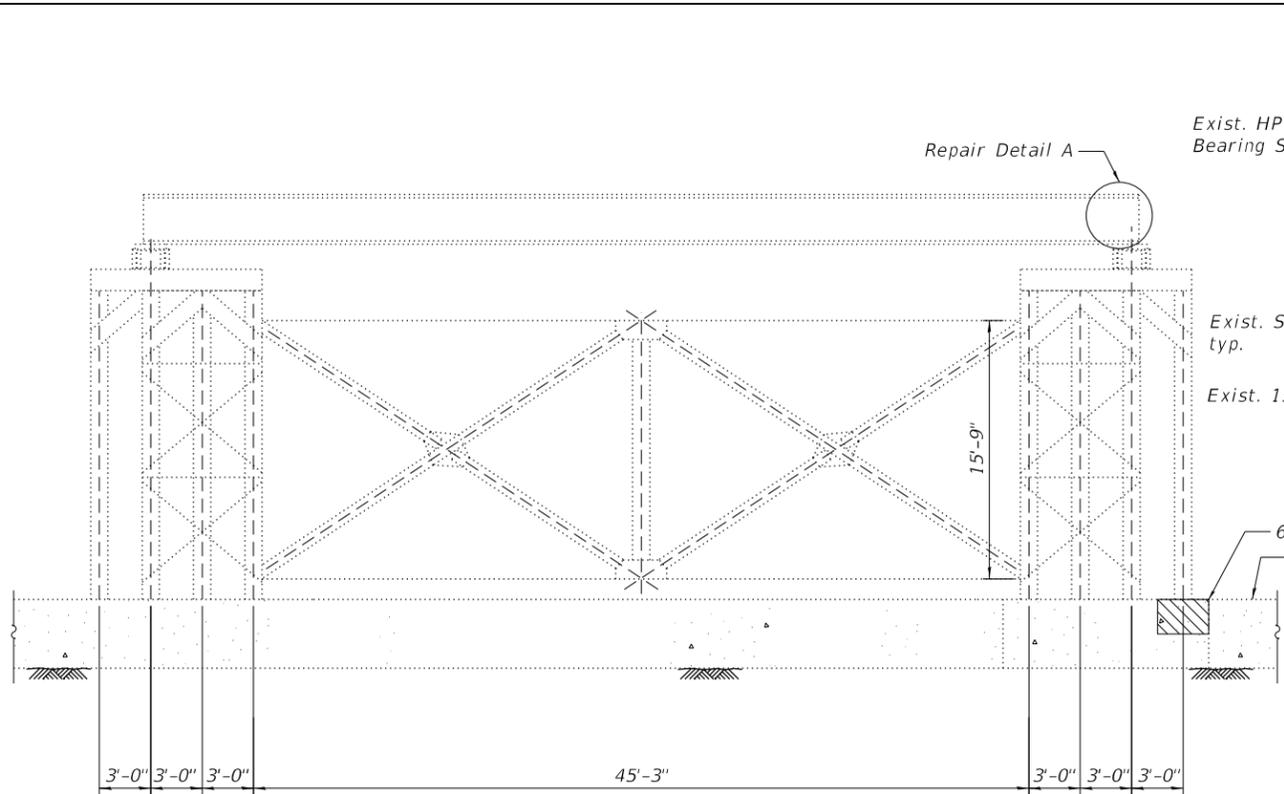
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENT F REPAIRS
STRUCTURE NO.: 016-0141

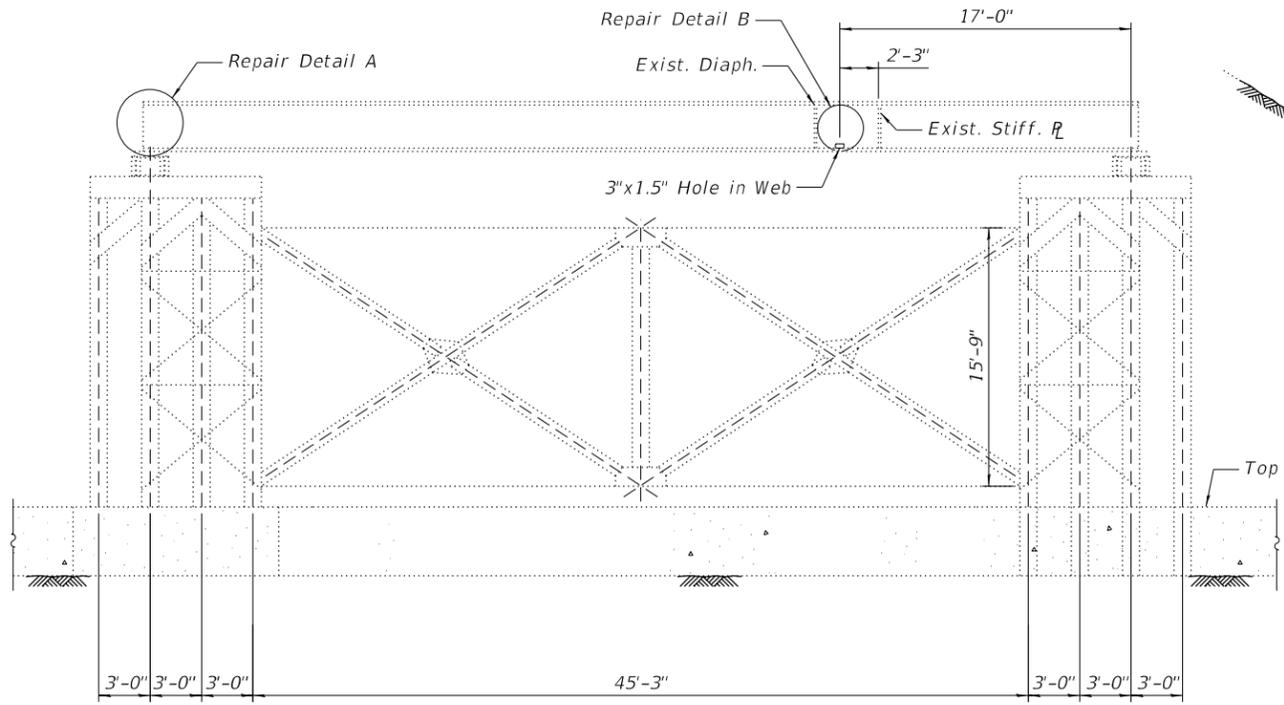
SHEET S-11 OF S-12 SHEETS

F.A.I. RTE. I-90/94	SECTION 2019-128-BR	COUNTY COOK	TOTAL SHEETS 20	SHEET NO. 15
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K01	

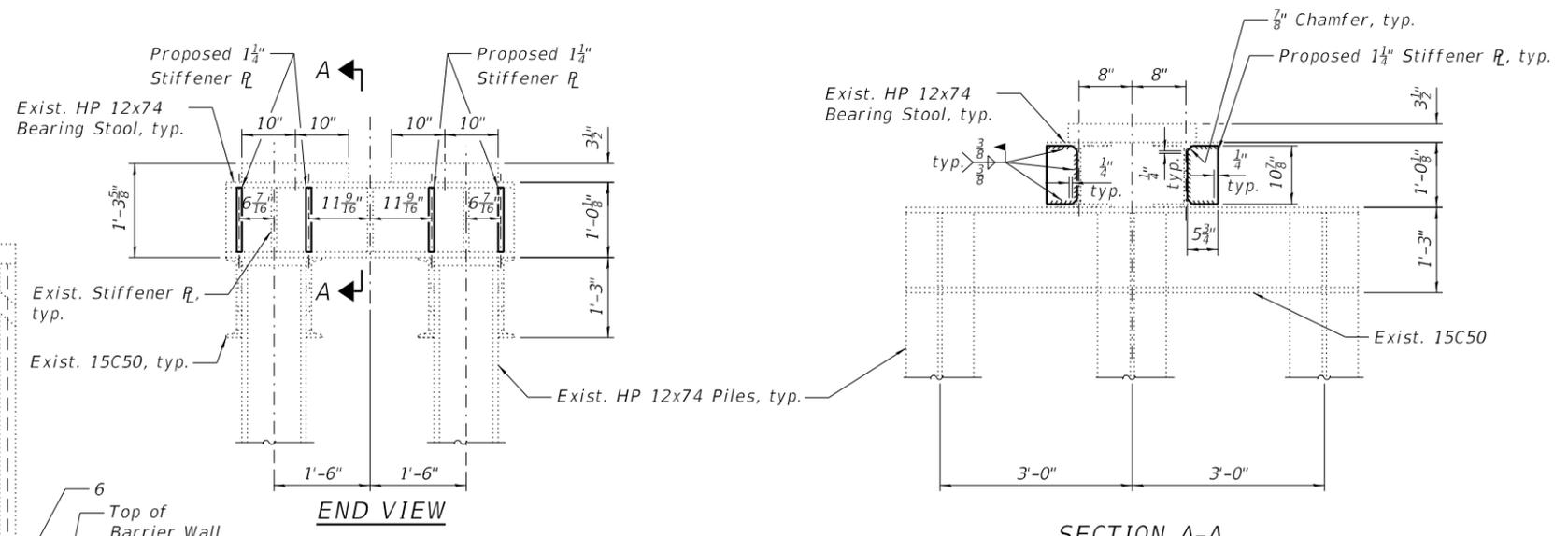
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BENT G - EAST FACE
 (Looking West)

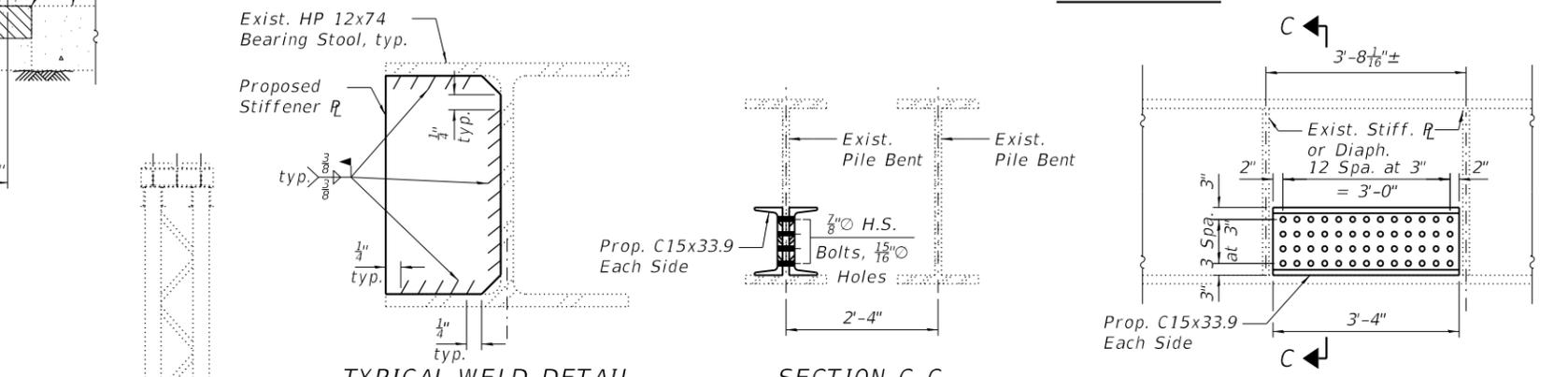


BENT G - WEST FACE
 (Looking East)



END VIEW

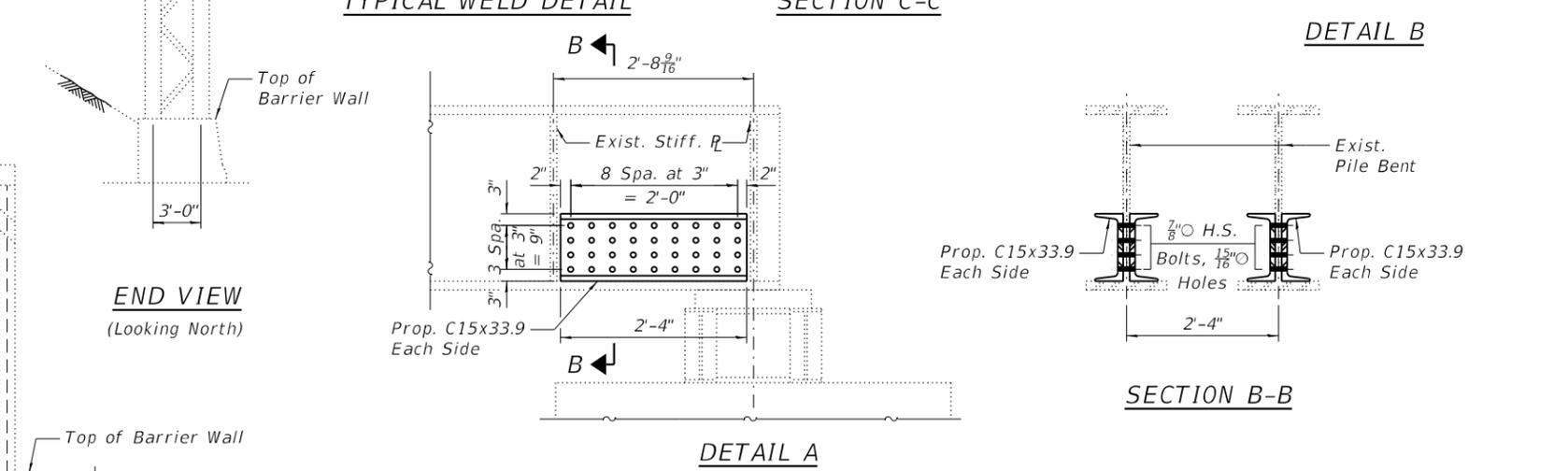
SECTION A-A



TYPICAL WELD DETAIL

SECTION C-C

DETAIL B



END VIEW
 (Looking North)

DETAIL A

SECTION B-B

NOTES:

1. Field drill holes in existing bent cap and proposed channel section.
2. Cost of field drilling is included with the cost of Structural Steel Repair.
3. All new fasteners shall be 7/8" \varnothing high strength bolts ASTM A325 Type 1, hot-dipped galvanized. Cost included with the cost of Structural Steel Repair.
4. All concrete repair areas shown in this sheet are in Square Feet.
5. All concrete repair areas shown in this sheet shall be verified in the field for actual locations, size and depth.
6. See Sheet S-03 of S-12 for field welding general notes.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	1000
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	6

LEGEND

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



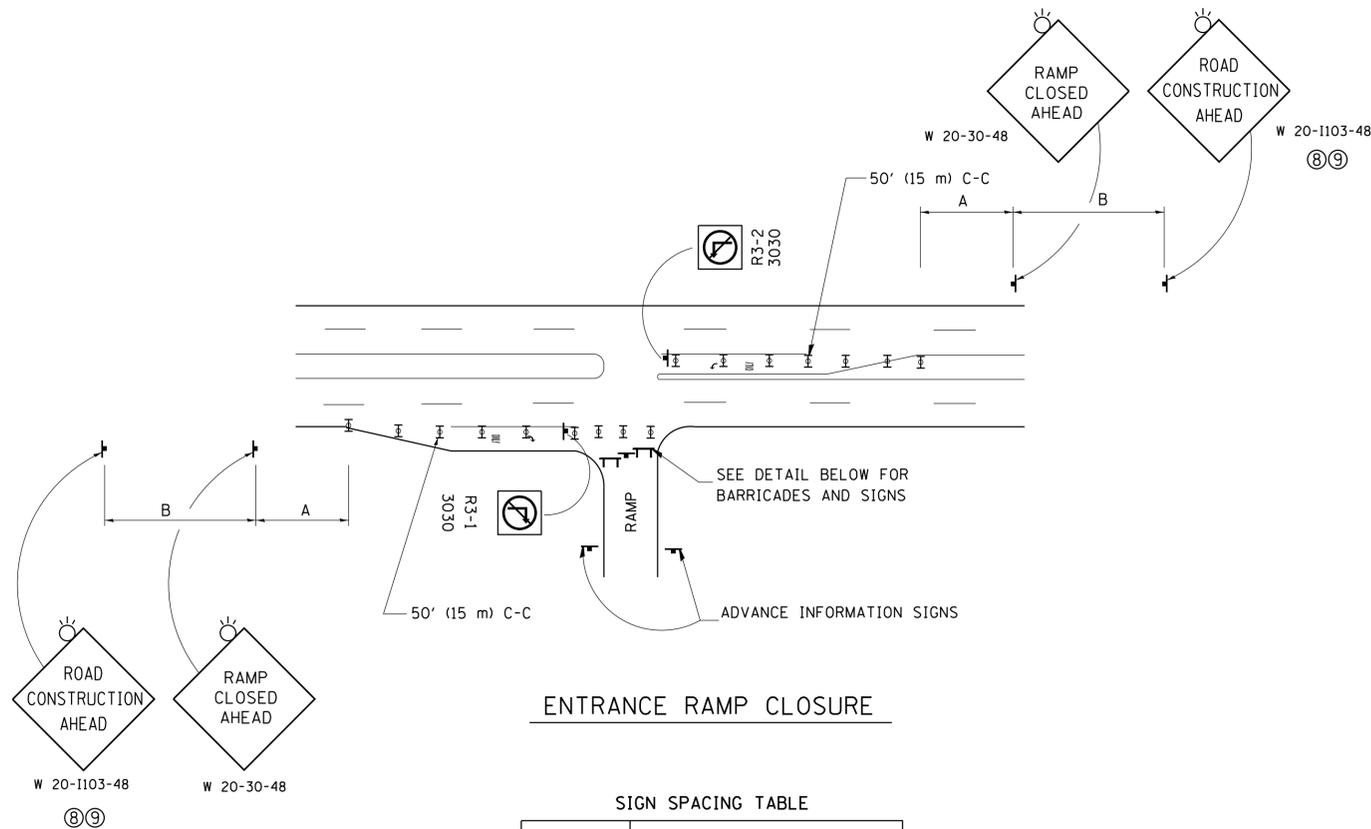
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CHECKED - SPS	REVISOR -	
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PLOT DATE =	CHECKED - SPS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENT G REPAIRS
STRUCTURE NO.: 016-0141

SHEET S-12 OF S-12 SHEETS

F.A.I. RTE. I-90/94	SECTION 2019-128-BR	COUNTY COOK	TOTAL SHEETS 20	SHEET NO. 16
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K01	

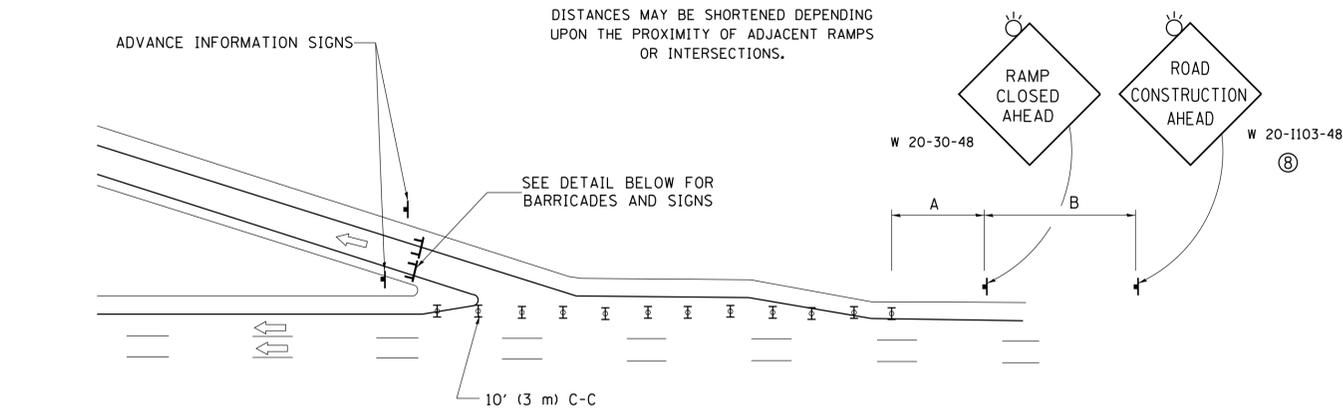


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

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

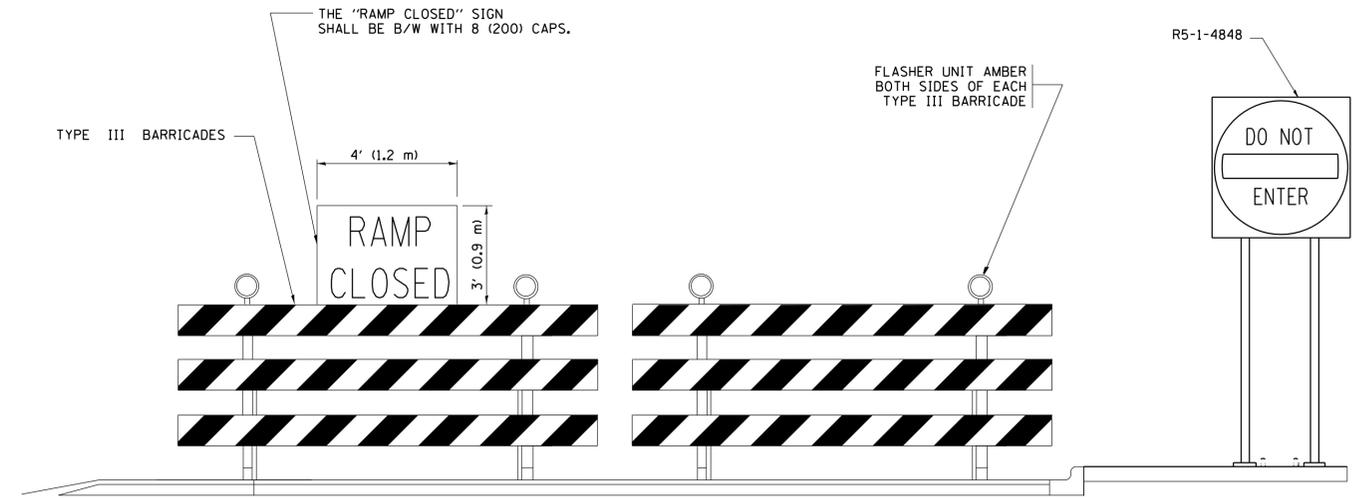
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

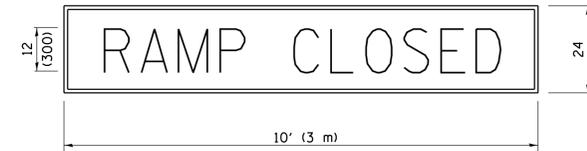
SYMBOLS

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



DETAIL FOR REQUIRED BARRICADES & SIGNS

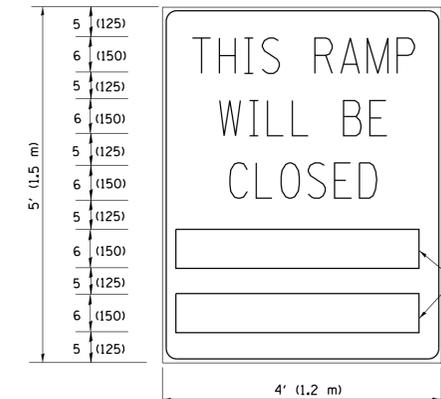
RAMP CLOSURE ADVANCE WARNING SIGN



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

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

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND

1/2 (12) BORDER

E MOD FONT

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

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

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

GENERAL NOTES:

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

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

FILE NAME =	USER NAME = footemj	DESIGNED - D.W.S.	REVISED - S.P.B. 01-07
pw:\IL\084EBID\INTEG\11inois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\Dist		DRAWN\CADData\CADsheets\tc08.dgn	REVISED - S.P.B. 12-09
Default	PLOT SCALE = 50.000' / in.	CHECKED -	REVISED - M.D. 06-13
	PLOT DATE = 11/27/2017	DATE - 02-83	REVISED - M.D. 01-18

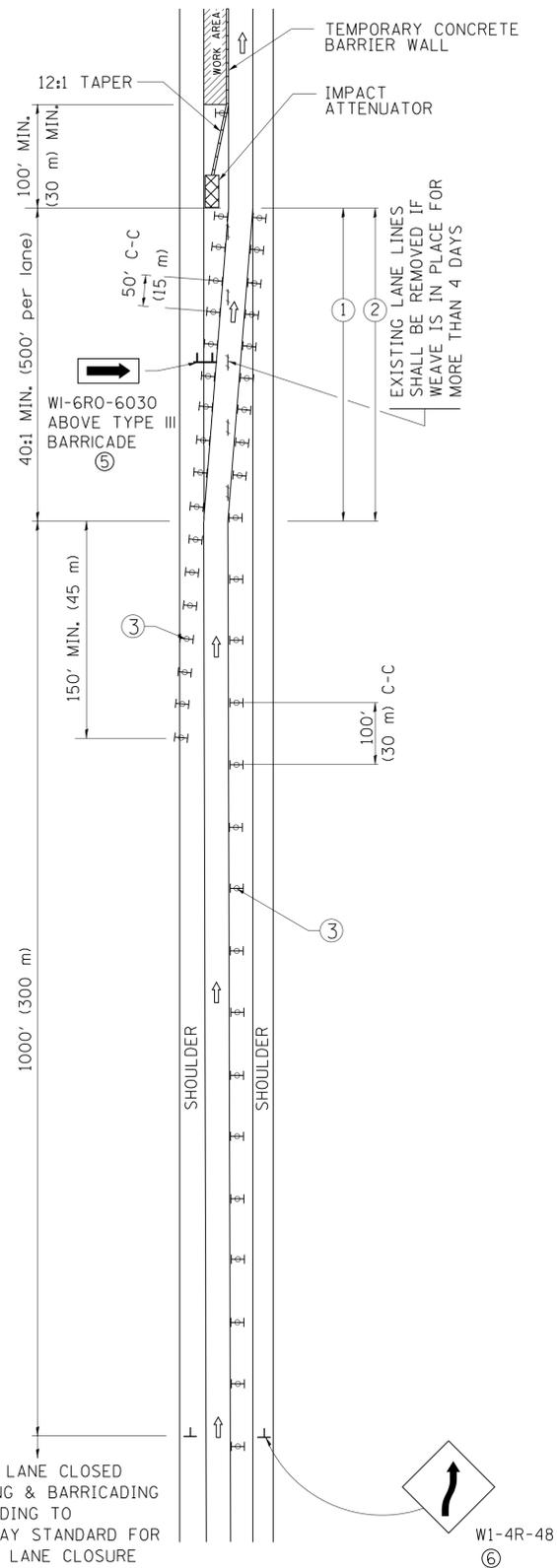
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

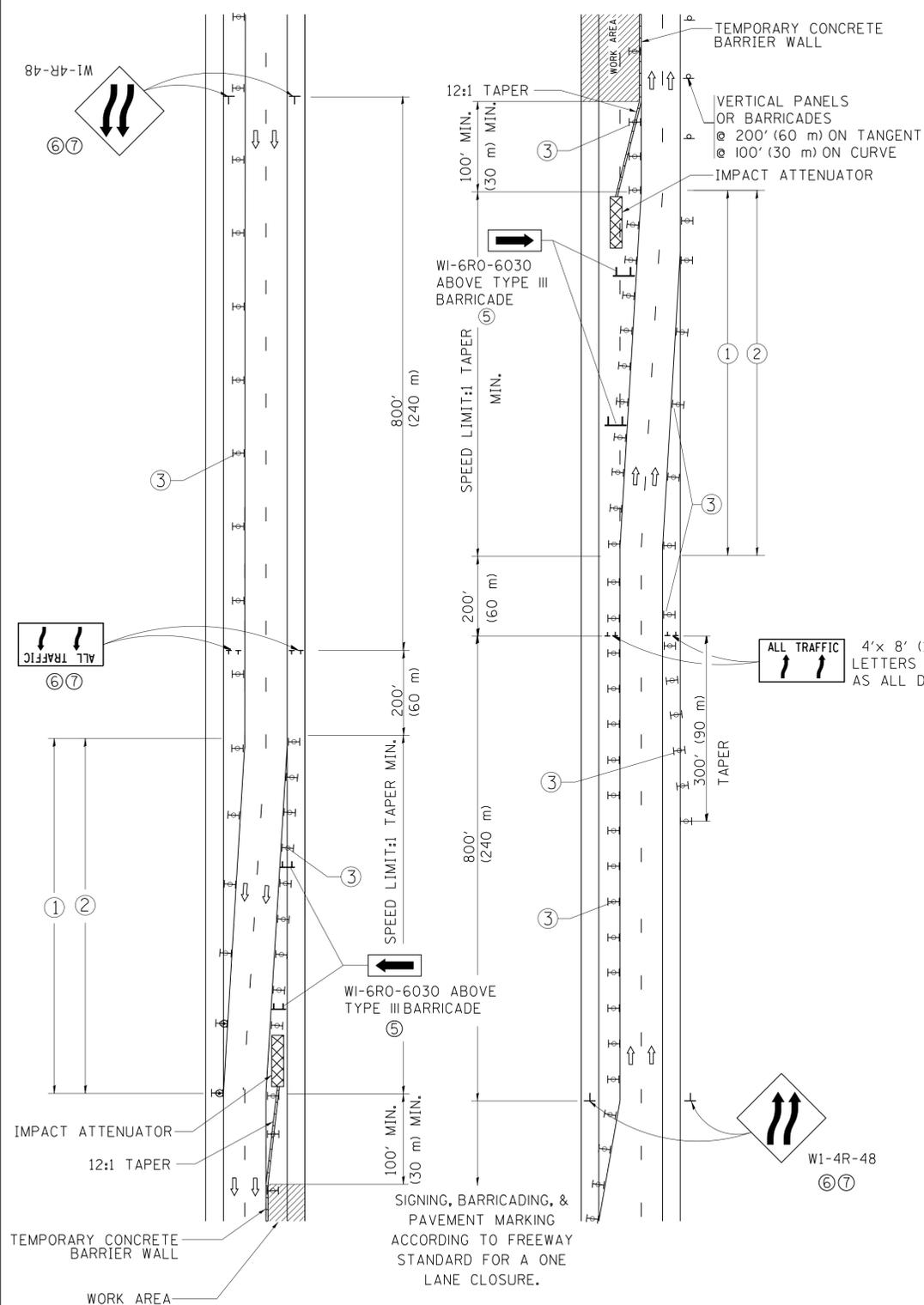
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2019-128-BR	COOK	20	17
TC-08		CONTRACT NO. 62K01		
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.

SYMBOLS

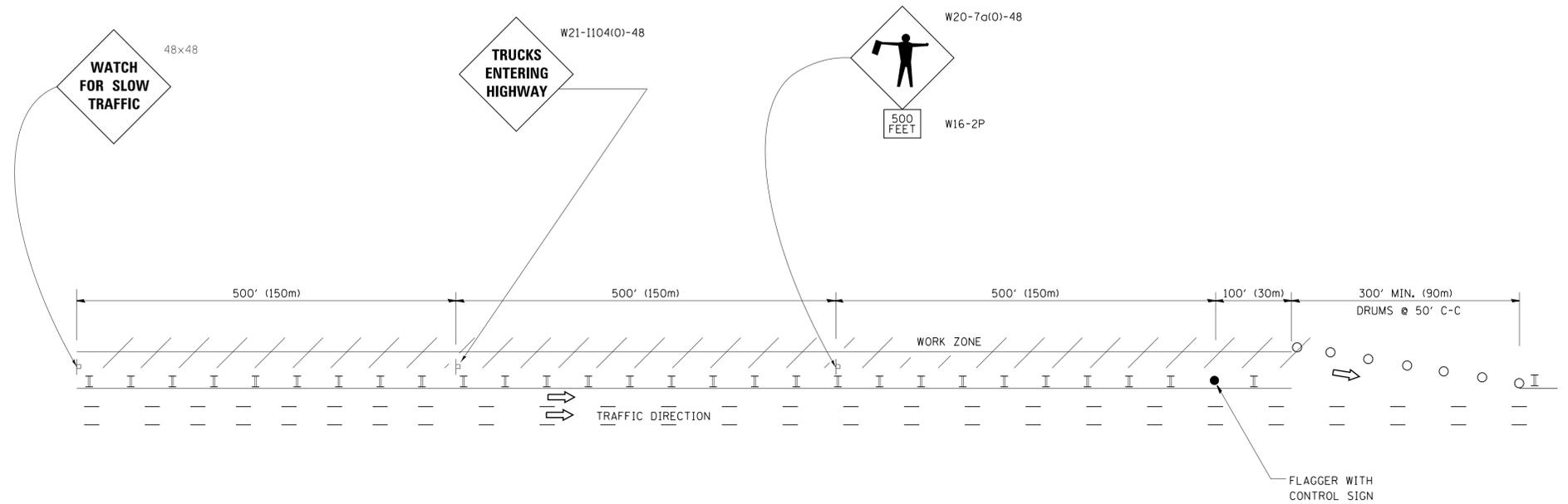
- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W1-4R-48
- W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

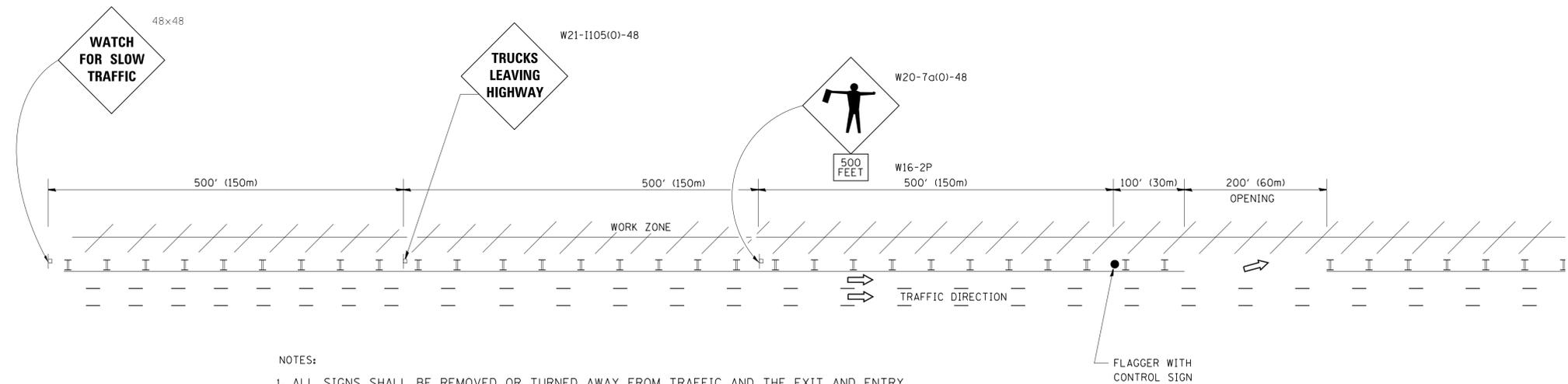
FILE NAME =	USER NAME = footemj	DESIGNED - DWS	REVISED - JAF 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\pwork\footemj\d0108315\tc09.dgn		DRAWN -	REVISED - SPB 01-07			90/94	2019-128-BR	COOK	20	18
		CHECKED -	REVISED - SPB 12-09			TC-09		CONTRACT NO. 62K01		
		DATE - 02-87	REVISED - MD 06-13			FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMP.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - J.A.F. 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw_work\pwidot\footemj\d0108315\tc18.dgn		DRAWN -	REVISED - S.P.B. 01-07			90/94	2019-128-BR	COOK	20	20
		CHECKED -	REVISED - S.P.B. 12-09			TC-18		CONTRACT NO. 62K01		
		DATE -	REVISED - M.D. 06-13			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			