04 25 2025 LETTING ITEM 047

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COOK | 14 | 1 BLUNOIS CONTRACT NO. 62X27

D-91-012-25

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT IS LOCATED IN THE VILLAGE OF GLENVIEW AND CITY OF CHICAGO

TRAFFIC DATA

0

0

0

0

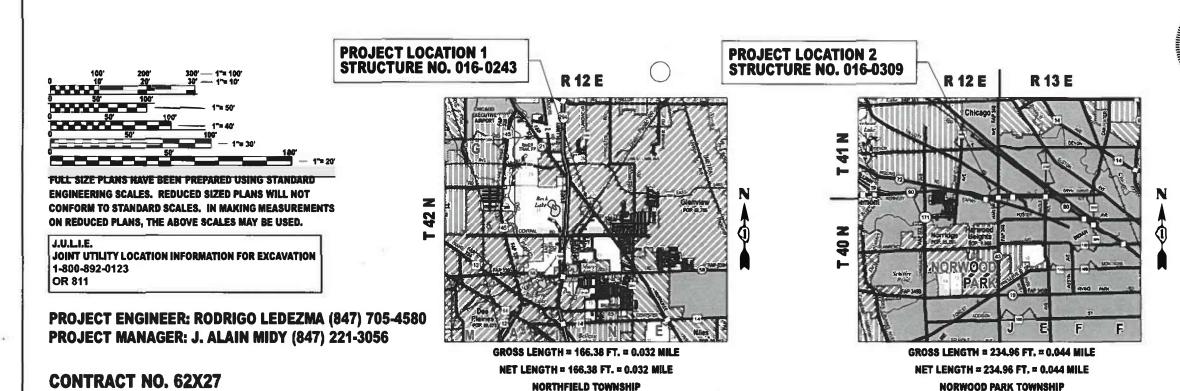
2023 ADT = 28400 2046 ADT = 8131 SPEED LIMIT = 45 FUNCTIONAL CLASS = OTHER PRINCIPAL ARTERIAL

2023 ADT = 27900 2046 ADT = 28280 SPEED LIMIT = 30 FUNCTIONAL CLASS = OTHER PRINCIPAL ARTERIAL

PROPOSED HIGHWAY PLANS

LOCATION 1 F.A.P. ROUTE 374 (IL 21) OVER UNION PACIFIC RAILROAD STRUCTURE NO. 016-0243 LOCATION 2 F.A.P. ROUTE 348 (IL 43) OVER I-90 (KENNEDY EXPWY) & CTA STRUCTURE NO. 016-0309 SECTION (60B&C-NRM) BR 24 BRIDGE REPAIR, RAILING REPLACEMENT **COOK COUNTY**

C-9 1-010 25



LOCATION OF SECTION INDICATED THUS; -

MATTHEW X. LICENSE EXPIRES: 11/30/2025

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

INDEX OF SHEETS

- 1 COVER
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- 14A D1 STANDARD DETAIL TC-17: TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

HIGHWAY STANDARDS

000001-08 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

001006 DECIMAL OF AN INCH AND OF A FOOT

606001-08 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

701106-02 OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY

701400-12 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY

701401-13 LANE CLOSURE, FREEWAY/EXPRESSWAY

701411-09 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH

701428-01 TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY

701446-11 TWO LANE CLOSURE, FREEWAY/EXPRESSWAY

701601-09 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN

701701-10 URBAN LANE CLOSURE MULTILANE INTERSECTION 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE

701901-10 TRAFFIC CONTROL DEVICES

IDOT DISTRICT 1 STANDARD DETAILS

STANDARD NO.	DESCRIPTION

BD-24 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

TC-8 ENTRANCE AND EXIT RAMP CLOSURE DETAILS

TC-9 TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE

TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-17 TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

GENERAL NOTES

- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE OF GLENVIEW, AND THE CITY OF CHICAGO.
- 2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA KANNAN-HOSADULLA @ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO INSURE THAT NO DEBRIS WILL ENDANGER OR INTERFERE WITH TRAFFIC ON THE RAILROAD BENEATH THE BRIDGE ACCORDING TO ARTICLE 107.12 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPROPRIATE PAY ITEM INVOLVED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THESE PLANS HAVE BEEN PREPARED FROM FIELD NOTES RECEIVED FROM THE BUREAU OF MAINTENANCE.
- THE ENGINEER SHALL CONTACT FADI SULTAN, AREA TRAFFIC FIELD ENGINEER, AT (847) 772-4058 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMEMNT OF PERMANENT PAVEMENT MARKINGS.
- OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- 10. THE CONTRACTOR SHALL CONTACT THE IDOT EXPRESSWAY TRAFFIC CONTROL SUPERVISOR DISTRICT ONE CARLOS AT CARLOS MUNOZ@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF REGINNING WORK
- I. THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP AND SHOULDER CLOSURES AND 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 WORKWEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS
- 12. LANE CLOSURES ON IL-21 AND IL-43 SHALL BE INSTALLED ONLY DURING THE ALLOWABLE HOURS SPECIFICED IN THE "KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY)" SPECIAL PROVISION.
- 13. ALL STEEL RAILING WORK LOCATED ABOVE THE I-90 EXPRESSWAY SHALL REQUIRE EXPRESSWAY LANE OR SHOULDER CLOSURES AT THE ALLOWABLE HOURS SPECIFIED IN THE "KEEPING THE EXPRESSWAYS OPEN TO TRAFFIC" SPECIAL PROVISION.
- 14. THE CONTRACTOR SHALL REPLACE ALL REMOVED STEEL RAILING AT THE END OF EACH WORK DAY, AT NO TIME SHALL REMOVED STEEL RAILING BE LEFT REMOVED ADJACENT TO SIDEWALK OPEN TO PEDESTRIANS.

SCALE: NTS

GENERAL NOTES CONTINUED

- 15. CTA AND PACE OPERATE BUS ROUTES ON HARLEM AND MUST MAINTAIN BUS STOPS AND LAYOVER IN THE SOUTHBOUND CURB LANE, IN FRONT OF THE RAPID TRANSIT STATION. THIS WILL BE IN PLACE UNTIL THE BUS TERMINAL BUS BRIDGE ACROSS THE EXPRESSWAY IS COMPLETED. WORK SHOULD COMMNECE UNTIL THE BUS TERMINAL BRIDGE IS COMPLETED. CTA BUSES REQUIRE A MINIMUM LANE WIDTH OF 11' IN WORK ZONES. CONTRACTOR MUST CONTACT CTA WITHIN A MINIMUM OF TWO WEEKS PRIOR TO ANY LANE OR STREET CLOSURES TO DISCUSS ANY IMPACTS TO BUS OPERATIONS, I.E. DETOURS, TEMPORARY BUS STOP RELOCATIONS OR ELIMINATIONS. TWO OR MORE CONSECUTIVE BUS STOP MAY NOT BE CLOSED AT THE SAME TIME. PLEASE CONTACT TRAFFIC.PLANNING@TRANSITCHICAGO.COM TO COORDINATE ANY BUS SERVICE ISSUES. PLEASE CONTACT TRACEBUS.COM
- 16. PROJECT IS ABOVE AND ADJACENT TO THE CTA'S CONGRESS -CN BLUE LINE TRACK STRUCTURES AND STATION HOUSE, RESPECTIVELY, AT HARLEM AVE. THE CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING NEAR AND ABOVE TRACK STRUCTURES, NEAR THE TRACKS AND THEIR FOUNDATIONS, AND BELOW EXISTING OVERHEAD SIGNAL & COMMUNICATION CABLES, AND THE STATION HOUSE ENTRANCE, MAINTAIN MINIMUM 9'-6" HORIZONTAL CLEARANCE FROM THE FACE OF EXISTING COLUMNS TO THE NEAREST POINT OF CONSTRUCTION AREA (PROPOSED CONDUIT INSTALL, MANHOLE AND CUT TRENCH), ALL EXCAVATION AND DEMOLITION WORK, MINIMUM 4'-6" NEAR EXISTING CTA'S STRUCTURES SHALL BE DONE BY HAND. THE CONTRACTOR SHALL PROTECT ALL CTA'S ELEVATED STRUCTURES FROM CONSTRUCTION DEBRIS. THE CONTRACTOR SHALL RESTORE ALL DAMAGED STRUCTURES AND UTILITIES TO THE SATISFACTION OF THE CTA. SEE THE FOLLOWING LOCATION FOR ACM: HTTPS://WWW.TRANSITCHICAGO.COM/ASSETS/1/6/ ADJACENT_CONSTRUCTION_MANUAL_MARCH_2022.PDF COORDINATE INSURANCE REQUIREMENTS WITH L. LINDA LEE, CPCU, ARM, AIC, AINS, CSM - CTA RISK COMPLIANCE LAW DEPARTMENT, PHONE: 312-681-2921, EMAIL: LLEE@TRANSITCHICAGO.COM. THIS WORK IS SUBJECT TO THE REQUIREMENTS ESTABLISHED IN THE CTA ADJACENT CONSTRUCTION MANUAL AND CTA REQUIREMENTS FOR CONTRACTORS WORKING ALONG THE RIGHT OF WAY (R O W) WHICH CAN BE FOUND HERE HTTP://WWW.TRANSITCHICAGO.COM/NEARBYCONSTRUCTION/ COORDINATE ALL ACTIVITIES WITH ABDIN CARRILLO, CONSTRUCTION PROJECT MANAGER III. CAPITAL CONSTRUCTION, PHONE: 312-681-3913, REFERENCE OUC NUMBER: EFP-129192, RE; SAFETY, SECURITY, INSURANCE, FLAGGING SERVICE, ETC.
- 17. COORDINATE ANY CITY OF CHICAGO ROW IMPACTS (INCLUDING WORK ZONE IMPACTS, TRAFFIC CONTROL, OR STREET CLOSURES/DETOURS) WITH CDOT-DIVISION OF INFRASTRUCTURE MANAGEMENT AND CTA BUS OPERATIONS PRIOR TO THE IMPLEMENTATION OF ANY ASSOCIATED STAGING.

COMMITMENTS

NONE

USER NAME = HeinkeR	DESIGNED	-	JGT	REVISED -	
	DRAWN	-	RNH	REVISED -	
PLOT SCALE = NOT TO SCALE	CHECKED	-	JGT	REVISED -	
PLOT DATE = 3/12/2025	DATE	-	02/21/2025	REVISED -	

				CONSTRUC	CTION CODE
				100% STATE	100% STATE
CODE	ITEM	UNIT	TOTAL	BRIDGE	BRIDGE
NO.	I I EM	UNIT	QUANTITY	0047 S.N. 016-0243	0047 S.N. 016-0309
50102400	CONCRETE REMOVAL	CU YD	0.1		0.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	0.1		0.1
50901739	BRIDGE FENCE RAILING, CURVED	FOOT	235		235
52000005	PREFORMED JOINT SEAL, 1"	FOOT	578	358	220
52000015	PREFORMED JOINT SEAL, 1.5"	FOOT	183		183
67100100	MOBILIZATION	LSUM	1	0.5	0.5
70102631	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	EACH	1	1	
					
70200100	NIGHTTIME WORK ZONE LIGHTING	LSUM	1		1
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWA YS)	LSUM	1		1
X7200061	TEMPORAR Y INFORMATION SIGNING	SQ FT	80		80
X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	362	179	183
X4400223	CURB REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	20		20
X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	10		10
X5091600	STEEL RAILING REMOVAL	FOOT	235		235

MODEL: 62X27 ROADWAY BORDER FILE NAME: c:\pw workirsh pw\pw user\d0552504\D`

RS&M.

USER NAME = HeinkeR	DESIGNED	-	JGT	REVISED	-
	DRAWN	-	RNH	REVISED	=
PLOT SCALE = NOT TO SCALE	CHECKED	-	JGT	REVISED	=
PLOT DATE = 2/19/2025	DATE	-	02/21/2025	REVISED	-

	SUMMARY OF QUANTITIES		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ı		374/348 (60B&C-NRM) BR 24		соок	14	3
Į				CONTRACT	NO. 622	K27
	SCALE: NTS SHEET 1 OF 2 SHEETS		ILLINOIS FED. AII	D PROJECT		

				CONSTRUC	CTION CODE
				100% STATE	100% STATE
CODE	ITCM	LINUT	TOTAL	BRIDGE	BRIDGE
NO.	ITEM	UNIT	QUANTITY	0047 S.N. 016-0243	0047 S.N. 016-0309
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	3	3
Z0041895	POLYMER CONCRETE	CU FT	14	12	2
70102631	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	EACH	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1		1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		1
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1		1
Z0012500	CONCRETE CURB REPAIR	FOOT	3		
20012000	CONGRETE GURB REPAIR	FOOT	3	3	

MODEL: 62X27 ROADWAY BORDER FILE NAME: c:\pw work\rsh pw\pw user\d0552504\D162

RS&H.

USER NAME = HeinkeR	DESIGNED	-	JGT	REVISED	-
	DRAWN	-	RNH	REVISED	-
PLOT SCALE = NOT TO SCALE	CHECKED	-	JGT	REVISED	-
PLOT DATE = 2/19/2025	DATE	-	02/21/2025	REVISED	-

	SUMMARY OF QUANTITIES		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		374/348	(60B&C-NRM) BR 24	соок	14	4
ļ				CONTRACT	NO. 622	X27
	SCALE: NTS SHEET 2 OF 2 SHEETS		ILLINOIS FED. AII	PROJECT		

Benchmark: Standard County Disc set in Concrete Monument in triangle at intersection of Milwaukee Avenue, Glenview Road and Dearlove Road. Elev. 674.444.

Existing Structure: S.N. 016-0243 was originally built in 1969 as F.A. Route 22 (S.B.I. Route 21), Section 211-KVX-W & BR. In 1998 the structure was repaired, at that time the Bituminous Concrete Overlay was replaced with a Reinforced Concrete Overlay. The Existing three span structure consists of Precast Prestressed Concrete Deck Beams supported by open abutments and two (2) Column Piers. Dimensions are 166'-4 5/8" bk. to bk. Abutments and 82'-0" out to out with a 17°05'56.5" skew. In 2008 the precast concrete deck beams and concrete overlay were replaced and the substructure was repaired.

18'-03/4"

ELEVATION

17°05'56.5"

RR Communication Wires

18'-03/4"

E F

C Union Pacific

31+00

└─ 1'-4½"

<u>PLAN</u>

Railroad

– Sta. 30+71.94

Sta. 30+99.12

C Pier 2

53'-0%"

166'-458" Bk. to Bk. Abuts

Proposed Improvements: Reseal joints at abutments and piers. Repair joint edges along abutments.

Existing Underground AT&T, -

no impact. Contractor to

Exist. R.O.W.

watch and protect.

Remove and replace

expansion joint. See

Bk. W. Abut.

Sta. 29+88.76

Repair Curb - 3'

Polymer Concrete -

Exist. R.O.W.

(Repair concrete joint edge 1'x13') $2'-3^{3}/4$ "

preformed joint seal details.

@ Milwaukee Ave.-

30+00

€ Pier 1

53'-0³/₈"

1'-3³/₄"

Sta. 30+44.76

(IL. Rte. 21)

End of Approach Slab ---

Existing Underground Crown -

impact. Contractor to watch

Castle/Century Link, no

and protect.

Remove and replace

expansion joint. See

preformed joint seal

Polymer Concrete

(Repair concrete

joint edge 2'x7')

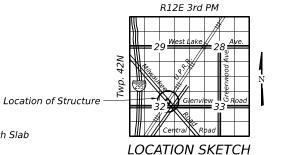
Polymer Concrete

(Repair concrete joint edge 2'x7')

Relief Joint to be Cleaned and

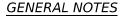
Resealed

details.



TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Preformed Joint Seal, 1"	Foot	358
Clean and Reseal Relief Joint	Foot	179
Concrete Curb Repair	Foot	3
Polymer Concrete	Cu Ft	12



Plan dimensions and details relative to the existing structure have been taken from 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.

The Contractor shall exercise extreme caution during Concrete Removal to avoid damaging the concrete beams or rebar to remain. Any damage to the existing concrete beams or rebar to remain caused by the Contractor in the performance of his/her work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.

Dimensions of repair are estimated. Actual type, location, and dimensions of deck repair is to be determined by the Engineer during Construction.

Concrete removal and surface preparation shall be included in the price of Polymer Concrete.

SCOPE OF WORK

 Existing Underground Nicor, no impact. Contractor to watch and protect.

- 1. Replace Silicone Joints with Preformed Joint Seals
- 2. Repair concrete joint edges
- 3. Repair concrete curb
- 4. Relief Joint to be Cleaned and Resealed

LEGEND

Proposed Polymer Concrete

Relief Joint to be Cleaned and Resealed

Proposed Preformed Joint Seals

INDEX OF SHEETS

- 1. General Plan and Elevation
- 2. Joint Repair and Replacement



GENERAL PLAN & ELEVATION

IL. RTE. 21 (MILWAUKEE AVE.)

OVER UNION PACIFIC RAILROAD

F.A.P. RTE. 374 - SEC. (60B&C-NRM) BR 24

<u>COOK COUNTY</u> STRUCTURE NO. 016-0243

RS&H

 USER NAME
 = HeInkeR
 DESIGNED
 JIK
 REVISED

 CHECKED
 JGT
 REVISED

 PLOT SCALE
 = NOT TO SCALE
 DRAWN
 RNH
 REVISED

 PLOT DATE
 = 3/21/2025
 CHECKED
 JIK
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

53'-0³/₈"

→ End of Approach Slab

Existing Overhead Teleport,

no impact. Contractor to

Remove and replace

expansion joint. See

Remove and replace

expansion joint. See

preformed joint seal details.

Cleaned and

Resealed

2'-3¾"

Relief Joint to be

Polymer Concrete (Repair concrete

joint edge 1'x26')

Bk. E. Abut.

Sta. 31+55.14

Exist. R.O.W.

24'-0"

32+00 0

preformed joint seal details.

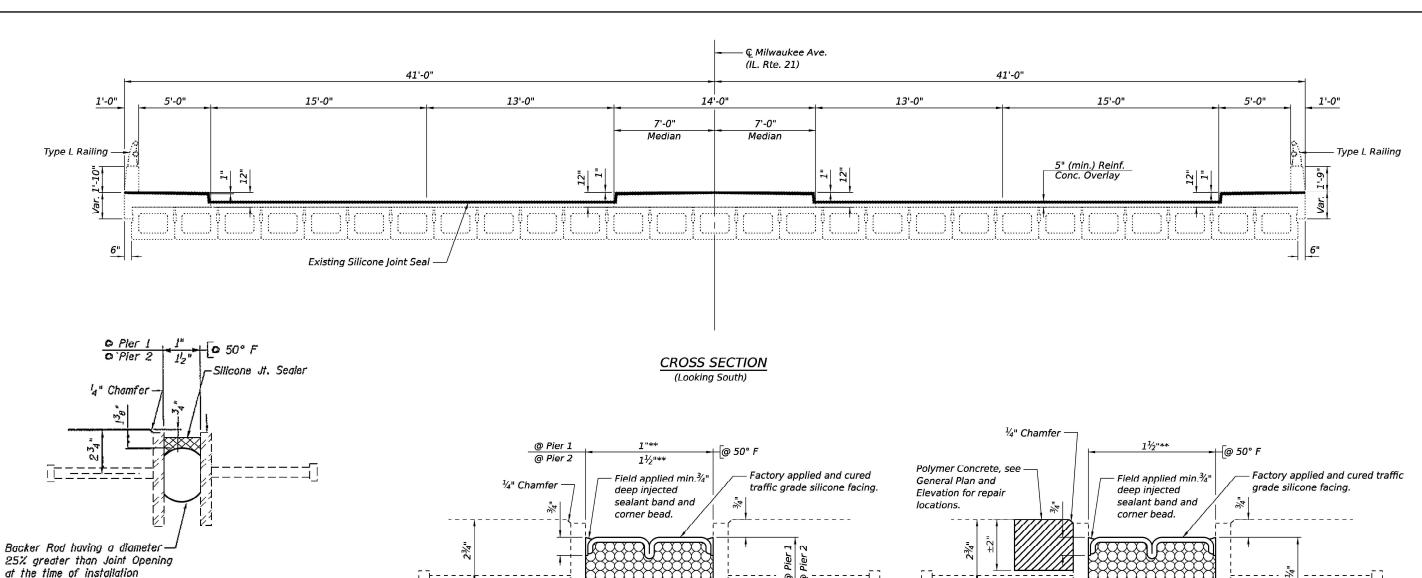
watch and protect.

Exist. R.O.W.

GENERAL PLAN AND ELEVATION
LOCATION 1 - STRUCTURE NUMBER 016-0243

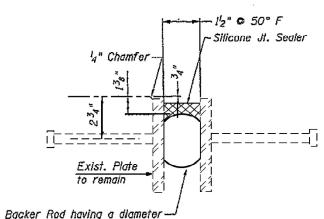
SHEET 1 OF 2 SHEETS

P. SECTION COUNTY TOTAL SHEETS NO.
4 (608&C-NRM) BR 24 COOK 14 5
CONTRACT NO. 62X27



Impregnated foam

EXISTING SILICONE JOINT SEAL (AT PİERS)



25% greater than Joint Opening at the time of installation EXISTING SILICONE JOINT SEAL

(AT ABUTMENTS)

PROPOSED PREFORMED JOINT SEAL (at Piers)

- Per manufacturer recommendation
- Verify in field

Exist. Plate -

Preformed Joint Seal 1

to remain

- Impregnated foam Exist. Plate to remain Preformed Joint Seal 1'

PROPOSED PREFORMED JOINT SEAL (at Abutments)

- Per manufacturer recommendation
- Verify in field

Notes

Repair areas of spalled and deteriorated concrete adjacent to expansion joint. Removal of existing expansion joint material shall be included in the cost of Preformed Joint Seal.

Joint opening shall be adjusted according to Article 520.04 of the Standard Specifications when the joint is installed at an ambient temperature other than 50

Joint seals shall be preformed pre-compressed, silicone coated, self-expanding sealant system.

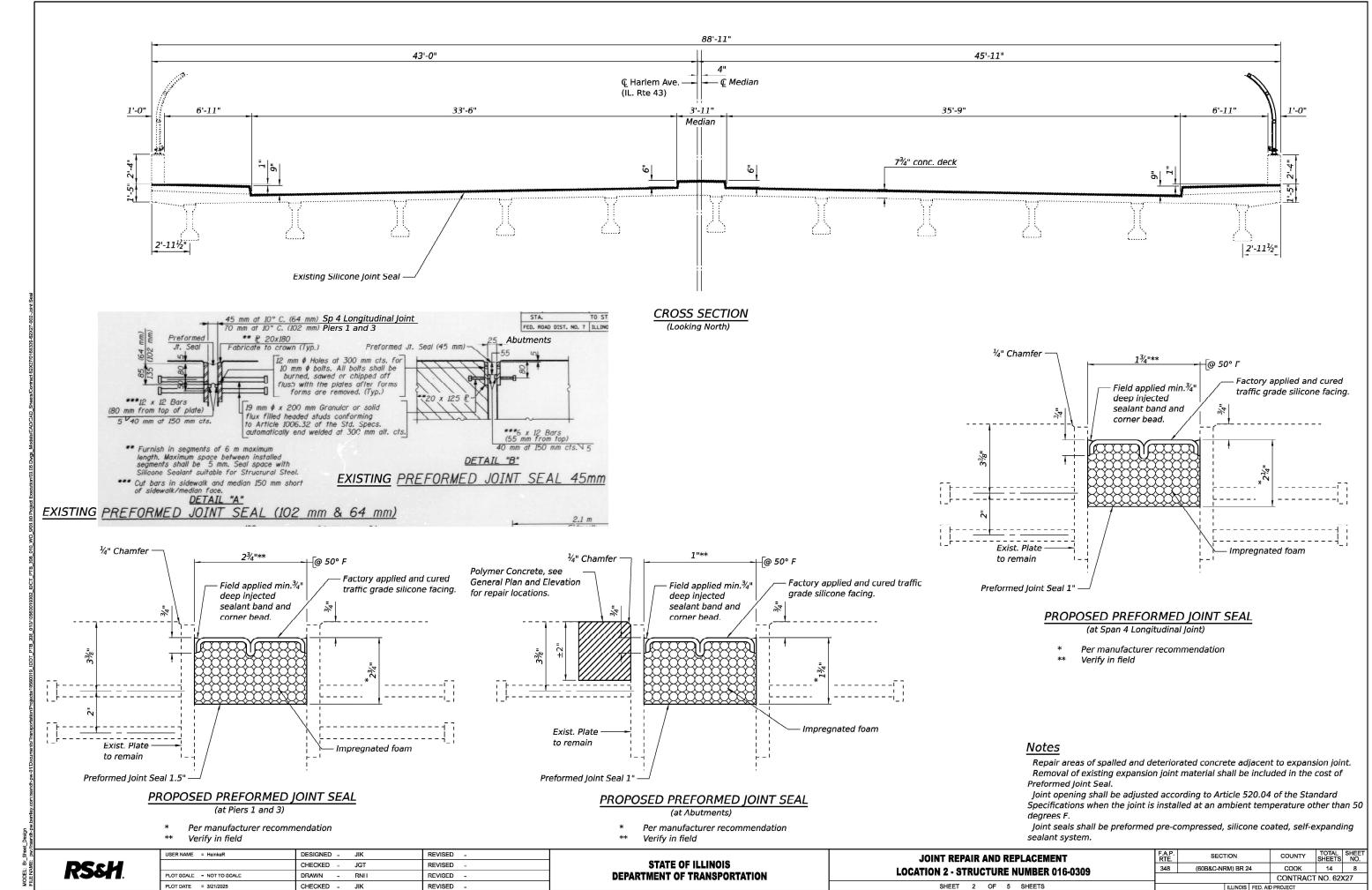


USER NAME = HeinkeR	DESIGNED - JIK	REVISED -
	CHECKED - JGT	REVISED -
PLOT SCALE - NOT TO SCALE	DRAWN - RNII	REVISED -
PLOT DATE = 3/21/2025	CHECKED - JIK	REVISED -

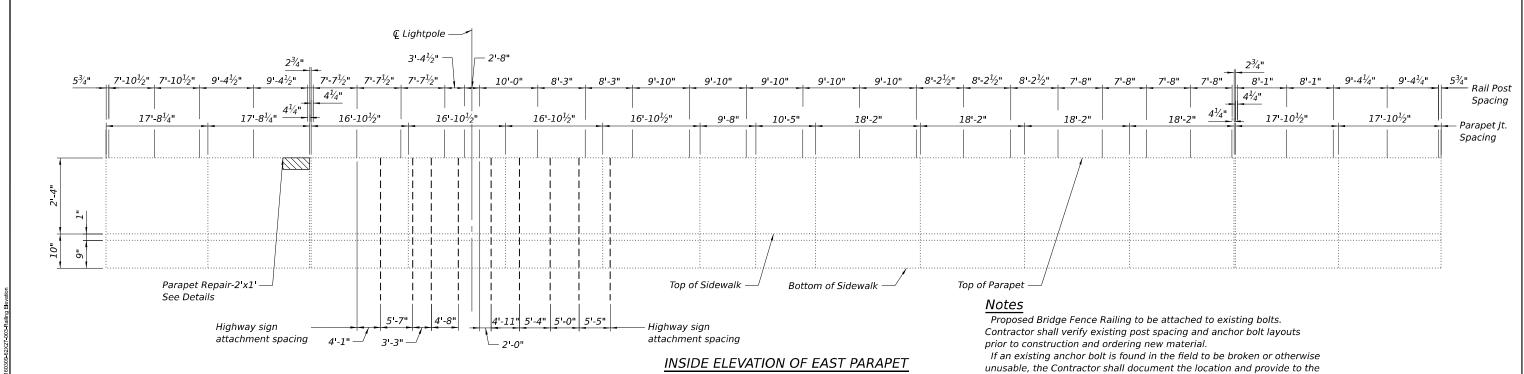
JOINT REPAIR AND REPLACEMENT CATION 1 - STRUCTURE NUMBER 016-0243						
	SHEET	2	OF	2	SHEETS	

N.P. E.	SECTION	ON		COUNTY	TOTAL SHEETS	SHEET NO.
4	(60B&C-NRM) BR 24		COOK	14	6	
			CONTRACT	NO. 62)	(27	
	l II	LUNOIS	FFD AII	PROJECT		

Benchmark: S. Flange Bolt of F.H. N.E. Corner, Harlem Ave. & Higgins Road. Sta. 3+82.11, 12.97 FT RT. Elev. 653.26. TOTAL BILL OF MATERIAL R12E 3rd PM R13E 3rd PM Existing Structure: S.N. 016-0309 was built under Section 267-1415.2F-15D in 1958 as F.A. Route 173. The deck, bearings, and pier caps were replaced in 2000 UNIT TOTAL under Section 1415.2B Concrete Removal Cu Yd 0.1 The existing bridge has four simple spans which consist of a cast-in-place concrete deck on Precast Prestressed Concrete I-Beams. 0.1 Concrete Superstructure Cu Yd The substructure consists of open abutments with short wingwalls and multi-column piers. Dimensions are 89'-0" out to out and 235'-7" bk. to bk. Abutments with 235 Bridge Fence Railing, Curved Foot 220 Preformed Joint Seal, 1" Foot Preformed Joint Seal, 1.5' 183 Foot Proposed Improvements: Reseal joints at abutments and piers. Repair curb. Replace East sidewalk railing. Repair parapet. Repair concrete at approach slab. 183 Clean and Reseal Relief Joint Foot Location of Structure Curb Removal and Replacement Greater Foot 20 than 10 Feet Replace Bridge Fence Combination Curb and Gutter Removal and Foot 10 Railing, Curved Replacement Less than or Equal to 10 Feet LOCATION SKETCH (See note 3) 235 Steel Railing Removal Foot Polymer Concrete Cu Ft **GENERAL NOTES** Plan dimensions and details relative to the existing structure have been taken from 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 € C.T.A. Track be paid for the quantity actually furnished at the unit price bid for the work. The Contractor shall exercise extreme caution during Concrete Removal to avoid damaging Existing Underground Crown the concrete beams or rebar to remain. Any damage to the existing concrete beams or rebar **ELEVATION** Castle/Century Link, no to remain caused by the Contractor in the performance of his/her work shall be repaired by Note: All dimensions are approximate based on existing structure impact. Contractor to watch the Contractor, to the satisfaction of the Engineer, at no cost to the Department. and protect. (North side of Remove and replace Existing Underground AT&T, W Bryn Mawr Ave.) expansion joint. See Removal of chain link fence bolted to sidewalk and temporary orange safety fence is no impact. Contractor to preformed joint seal details. included with Steel Railing Removal. Remove and replace watch and protect. (span 4 long joint) expansion joint. See Remove and replace All post, railing, splices, anchor devices, and bent plates shall be painted using the Organic preformed joint seal details. expansion joint. See Remove and replace Zinc Rich Primer / Epoxy / Urethane paint system. The entire system shall be shop applied, preformed joint seal details. expansion joint. See with the exception that masked off connection surfaces and field installed fasteners shall all Remove and replace preformed joint seal details. be touched up and finish coated in the field. The color of the final finish coat shall be Reddish expansion joint. See Brown, Munsell No. 2.5YR 3/4. preformed joint seal details. Dimensions of repair are estimated. Actual type, location, and dimensions of deck repair is to be determined by the Engineer during Construction. Concrete removal and surface preparation shall be included in the price of Polymer C Harlem Ave. 01°09'00" Concrete Polymer Concrete (IL. Rte. 43) SCOPE OF WORK (Repair concrete 1. Replace Silicone Joints with Preformed Joint Seals oint edge 1'x6') 2. Repair concrete joint edges © Pier 2 Bk. N. Abut. C Pier 1 3. Replace bridge railing Bk. S. Abut. € Pier 3 Sta. 8+77.50 Sta.8+00.00 Sta. 9+14.36 4. Repair parapet Sta. 7+16.75 Sta. 6+79.40 5 5. Repair concrete curb +7+00· 3+00 9+00 6. Relief Joint to be Cleaned and Resealed © median Relief Joint to be Cleaned and **LEGEND** Resealed Relief Joint to be - Replace Railing Cleaned and Proposed Polymer Concrete Repair curb, see sheet 4 of Resealed 6 for details Relief Joint to be Cleaned and Resealed Proposed Preformed Joint Seals **INDEX OF SHEETS** Repair Parapet. see sheet 4 of 6 1. General Plan and Elevation for details 2. Joint Repair and Replacement 3. Parapet and Railing Details 4-5. Bridge Fence Railing, Curved KLENCK 34'-111/4" 83'-21/2" 77'-3%" Existing Underground Zayo, 34'-7" GENERAL PLAN & ELEVATION no impact. Contractor to IL. RTE 43 (HARLEM AVE.) 234'-115/8" Bk. to Bk. Abutments watch and protect **OVER INTERSTATE 90** PLAN F.A.P. RTE. 348 - SEC. (60B&C-NRM) BR 24 Note: All dimensions and stations are approximate based on existing structure 2/21/2025 DATE SIGNÉD: **COOK COUNTY** 11/30/2026 LICENSE EXPIRES: STRUCTURE NO. 016-0309 JSER NAME = HeinkeR DESIGNED - JIK REVISED SECTION **GENERAL PLAN AND ELEVATION STATE OF ILLINOIS** CHECKED -JGT REVISED (60B&C-NRM) BR 24 COOK **LOCATION 2 - STRUCTURE NUMBER 016-0309** REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62X27 SHEET 1 OF 5 SHEETS PLOT DATE = 3/21/2025 CHECKED -REVISED .



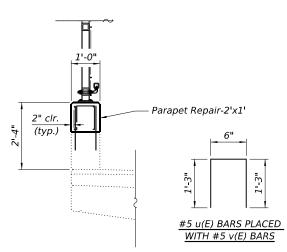
/21/2025 11:10:56



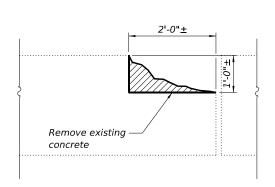
(Exaggerated vertically for clarity)

BILL OF MATERIAL

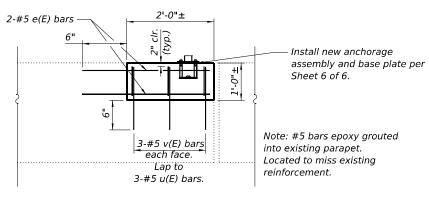
				•
Bar	No.	Size	Length	Shape
e(E)	4	#5	2'-4"	
u(E)	3	3 #5 3		П
v(E)	6	6 #5		
Reinforce	ement B	Pound	30	
Ероху Сс	ated	Found	30	
Concrete		Cu. Yd.	0.1	
Superstru	ıcture		Cu. ru.	0.1



PARAPET REPAIR SECTION

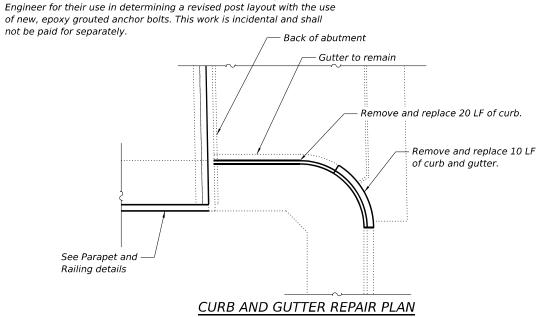


PARAPET CONCRETE REMOVAL ELEVATION



PARAPET REPAIR ELEVATION

Note: Bars epoxy grouted shall have an embedment sufficient to develop 1.25 times the capacity of the reinforcement bar.



Existing reinforcement extending out of existing parapet shall be cleaned and incorporated into the new construction. Cost included with Concrete Superstructure. Reinforcement bars designated (E) shall be epoxy coated.

Cost of #5 u(E) bars and #5 e(E) bars and #5 v(E) bars epoxy grouted into existing parapet included in cost of Concrete Superstructure.

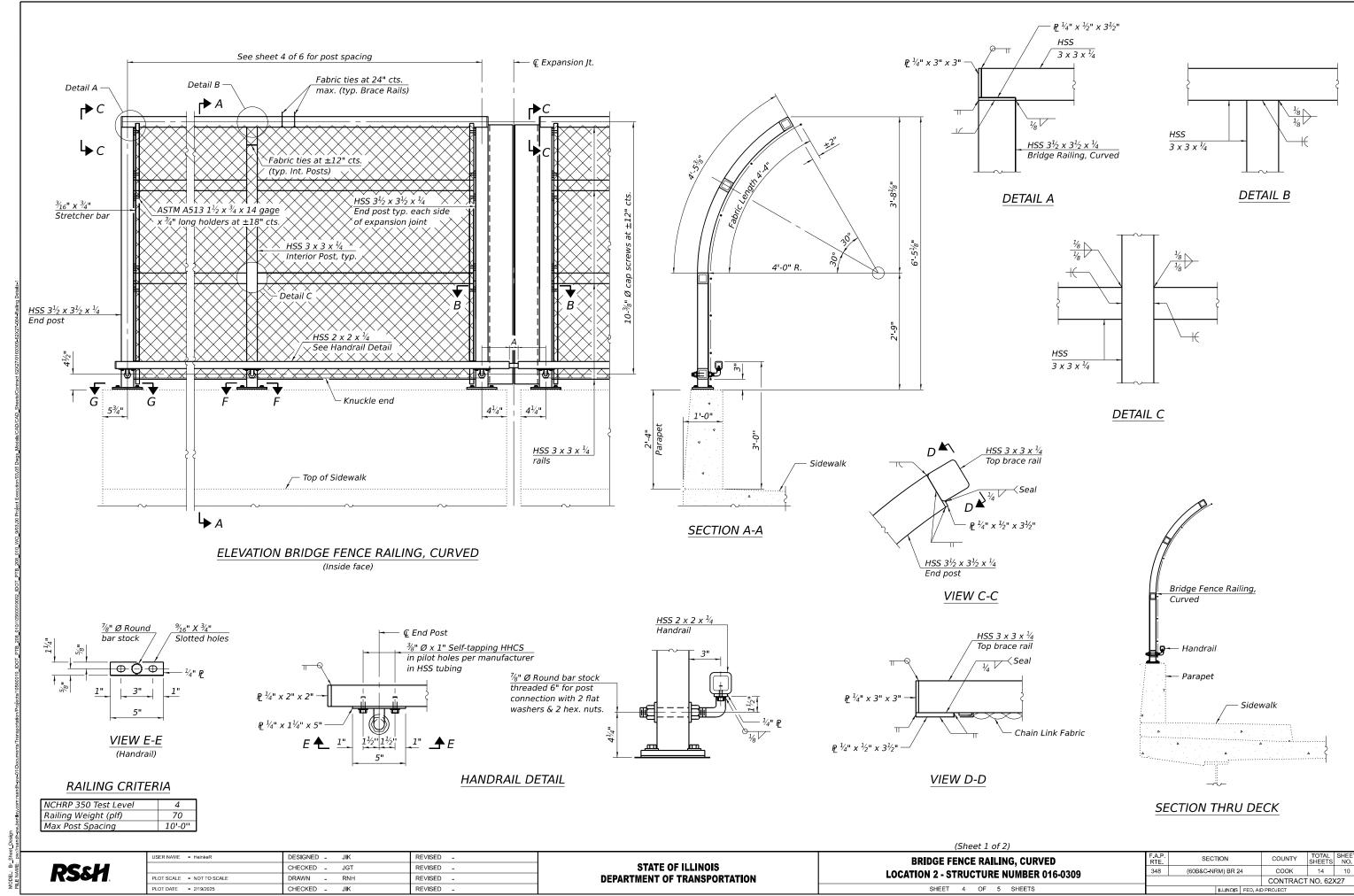
	PA	KAPEI	KEPAIR	\ CLE	EVALIC	אוע
M-4- D			-111 1			

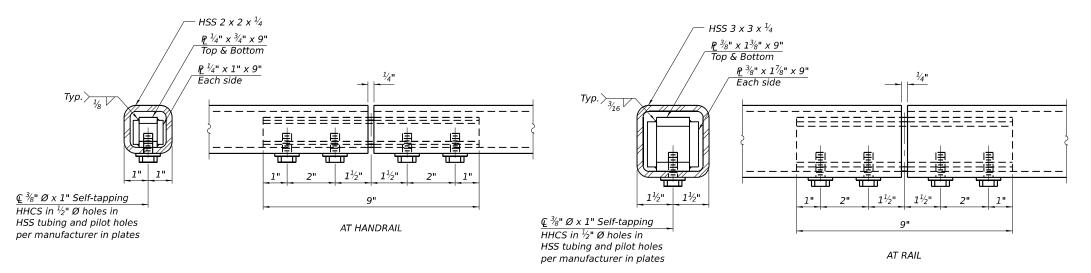
USER NAME = HeinkeR	DESIGNED - JIK	REVISED -
	CHECKED - JGT	REVISED -
PLOT SCALE = NOT TO SCALE	DRAWN - RNH	REVISED -
PLOT DATE = 3/21/2025	CHECKED - JIK	REVISED -

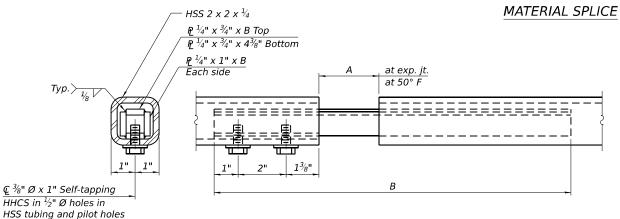
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PAR/	F.A.P. RTE.	SEC					
OCATION	348	(60B&C-NI					
OCATION							
S	HEET	3	OF	5	SHEETS		

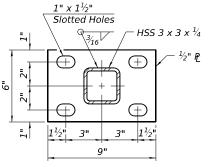
CTION COUNTY NRM) BR 24 COOK CONTRACT NO. 62X27



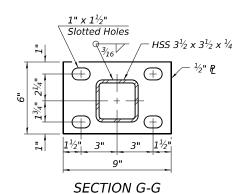




EXPANSION SPLICE (Weld bottom plate on bolt side)



SECTION F-F



Location	T	Α	В	С	D
Over Strip Seal Jt.	≤4"	2½"	1'-5%"	71/4"	7"
Over Finger or Modular Jt.	≤9½"	5½"	1'-115/8"		
Over Finger or Modular Jt.	≤15"	8 ¹ / ₄ "	2'-51/8"		

T= ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.

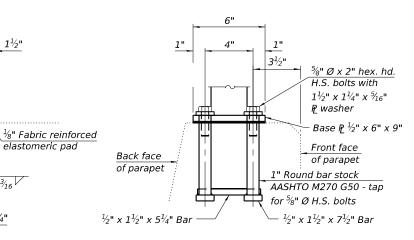
Place reinforcement bars to miss anchor rod locations. CVN testing is not required for the HSS tubing used in the Bridge Fence Railing, Curved.

All HSS tubing used for the Handrail shall be CVN tested according to Article 1006.34(b) of the Standard Specifications. All heavy hex nuts shall be according to ASTM A 563 grade DH. All fully threaded anchor rods shall be ASTM F1554 grade 105. The post base plate shall be fastened to the curb snug tight and given an additional $\frac{1}{8}$ " turn.

Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.

When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.

See sheet 8 of 10 for dimensions of concrete openings at expansion joints.

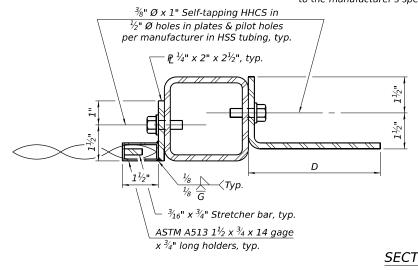


ANCHORAGE ASSEMBLY

The Bridge Fence Railing, Curved fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.

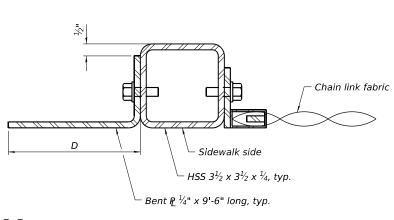
1½"

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting $\frac{5}{8}$ " Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



1½"

21/4" 11/2" 21/4"



SECTION B-B

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing, Curved	Foot	235

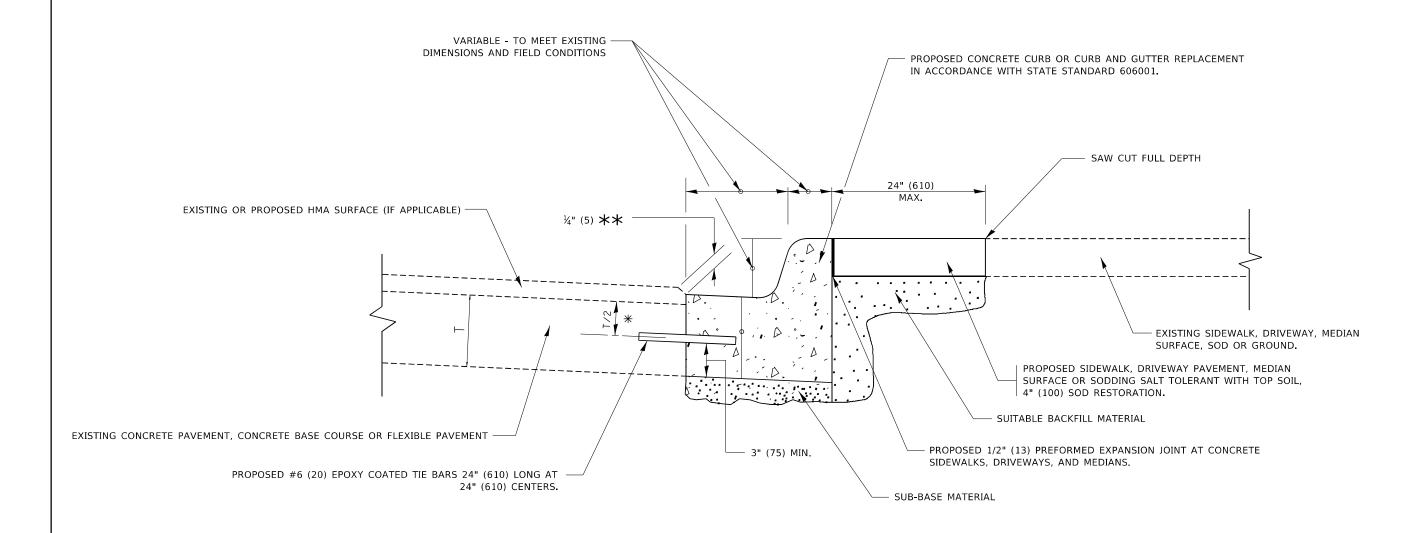
(Sheet 2 of 2)

|--|

per manufacturer in plates

USER NAME = HeinkeR	DESIGNED - JIK	REVISED -
	CHECKED - JGT	REVISED -
PLOT SCALE = NOT TO SCALE	DRAWN - RNH	REVISED -
PLOT DATE = 3/21/2025	CHECKED - JIK	REVISED -

F.A.P. RTE	SECT	TION		COUNTY	TOTAL SHEETS	SHEE NO.			
348	(60B&C-NF	RM) BR 2	4	соок	14	11			
			CONTRACT	NO. 62	<27				
NAME OF THE PROPERTY.									

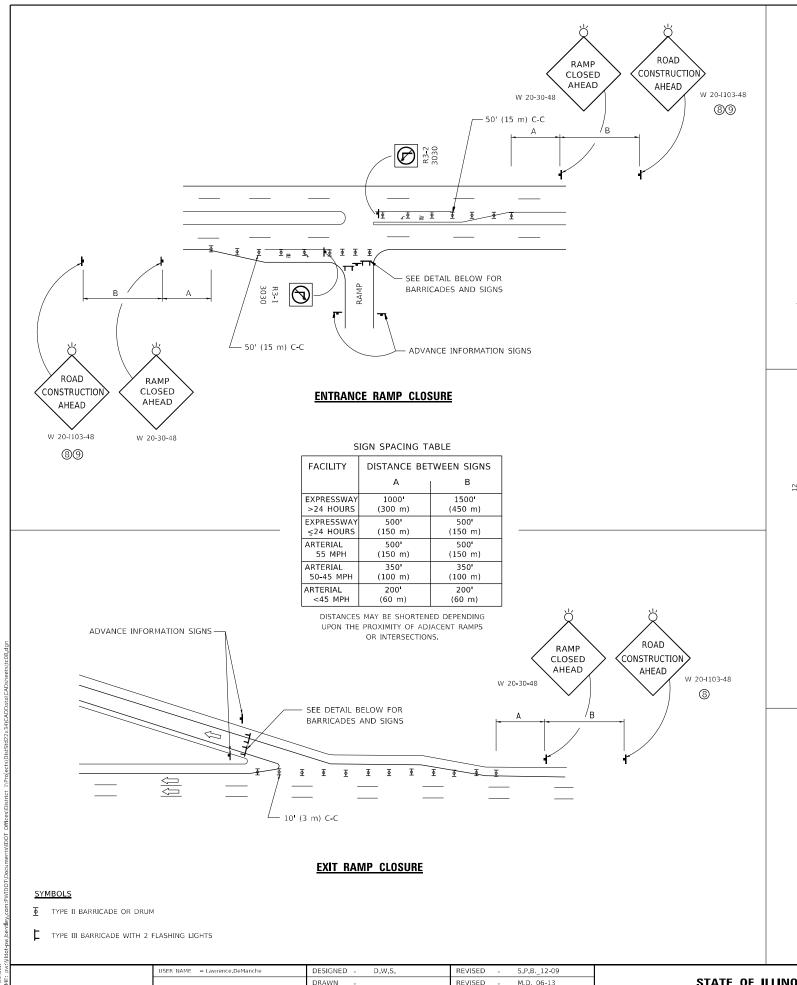


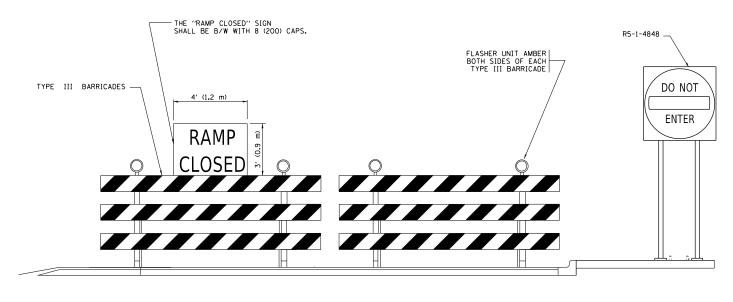
- 💥 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

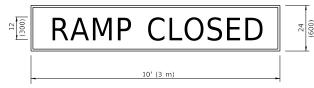
USER NAME = footemj	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97		CURB OR CURB AND GUTTER	RTF.	SECTION	COUNTY	SHEETS	1 NO
	DRAWN -	REVISED - M. GOMEZ 01-22-01	STATE OF ILLINOIS		374/348	(60B&C-NRM) BR 24	соок	14	12
PLOT SCALE = 50.0000 1 / in.	CHECKED -	REVISED - R. BORO 12-15-09	DEPARTMENT OF TRANSPORTATION	REMOVAL AND REPLACEMENT		3D600-06 (BD-24)	CONTRAC	T NO. 62	2X27
PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. A	AID PROJECT		





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

THIS RAMP 6 (150) 5 (125) BLACK LEGEND ON WHITE BACKGROUND 6 (150) 5 (125) ½ (12) BORDER CLOSED 6 (150) E MOD FONT 5 (125) 6 (150) THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE 5 (125) TIME THAT THE RAMP WILL BE 6 (150) (125)

RAMP CLOSURE ADVANCE INFORMATION SIGN

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

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

GENERAL NOTES:

① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.

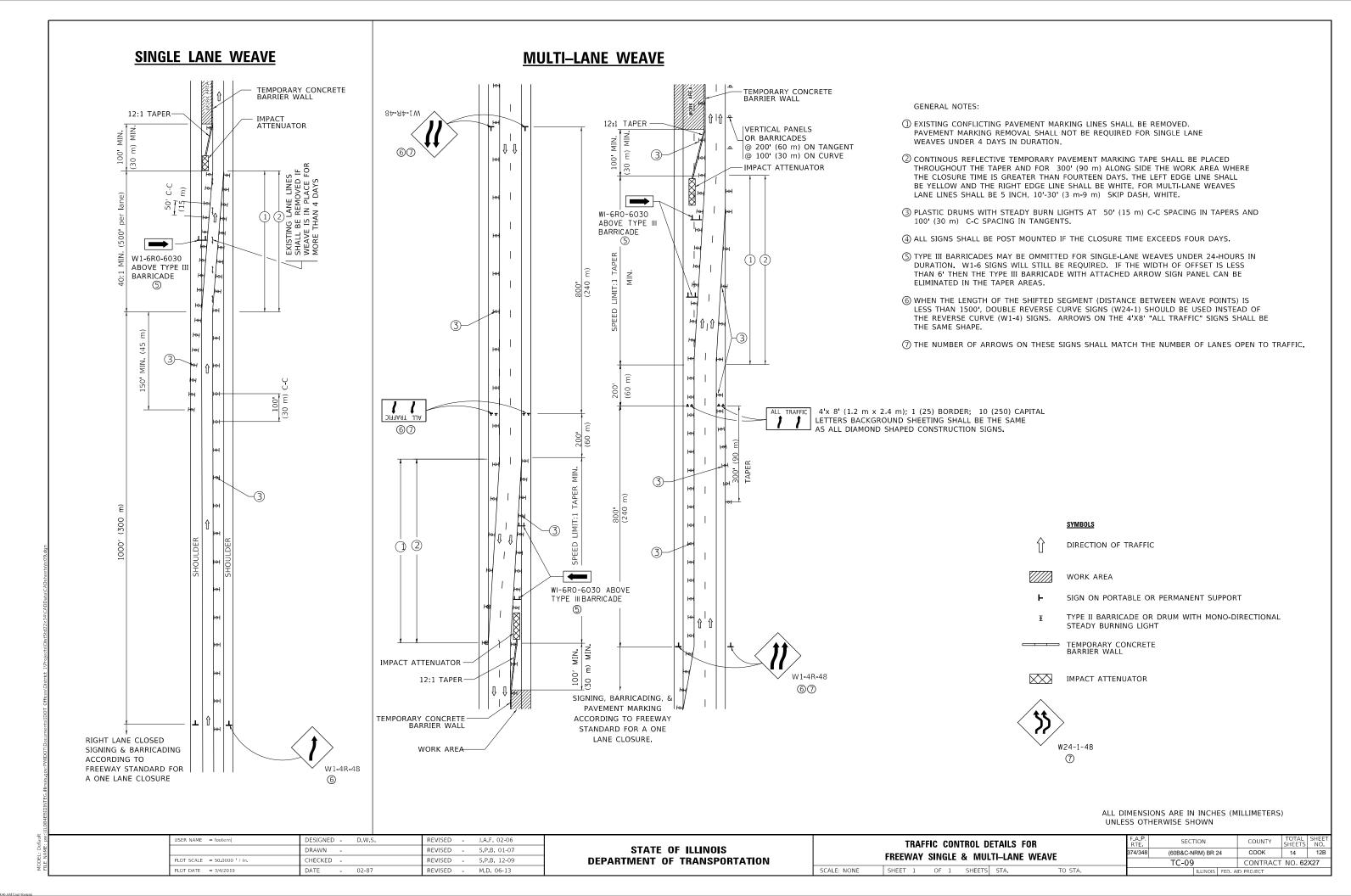
CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

- (2) VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEEDED BY A W20-7 FLAGGER WARNING SIGN.
- 4 ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- (3) THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

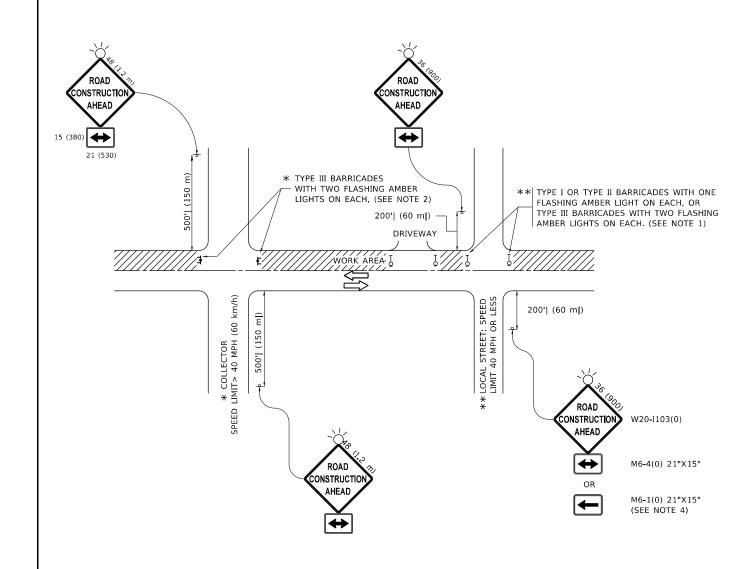
- 6 AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED
 IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL
 ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE
 REQUIRED FOR EXIT RAMP CLOSURES 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.
- ② 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.

USER NAME = Lawrence DeManche	DESIGNED - D.W.S.	REVISED - S.P.B12-09		ENTRANCE AN		ENTRANCE AND EXIT RAMP				F.A.P.	SECTION	COUNTY	TOTAL	SHEET
	DRAWN -	REVISED - M.D06-13	STATE OF ILLINOIS						••	374/348	(60B&C-NRM) BR 24	соок	14	12A
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - M.D01-18	DEPARTMENT OF TRANSPORTATION	CLOSURE_DETAILS					TC-08	CONTRA	CT NO. 62	2X27		
PLOT DATE = 5/3/2024	DATE - 02-83	REVISED - D.S05-24		SCALE: NONE	SHEET 1	OF	1 SHE	ETS STA.	TO STA.		ILLINOIS F	D. 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,
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) 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
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER
- 7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

USER NAME = Lawrence, DeManche	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24

					TION FOR DRIVEWAYS
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.

F.A.P. RTE	SECTION			COUNTY	TOTAL SHEETS	SHEE NO.	
74/348	(60B&C-N	IRM) BR 2		COOK	14	13	
TC-10					CONTRACT	NO. 62	X27
TILINOIC FED AT					D DROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

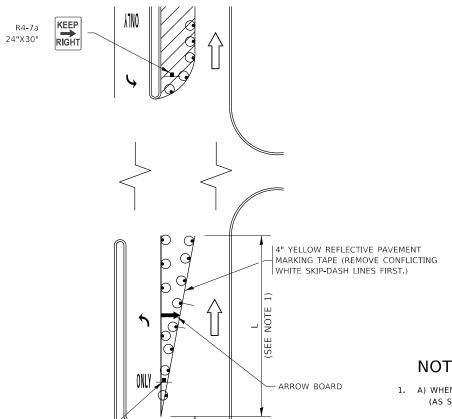
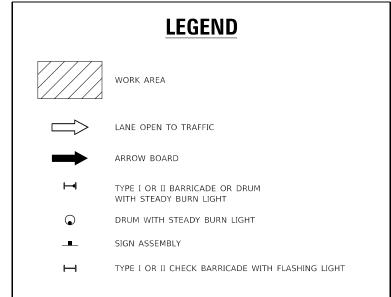


FIGURE 1

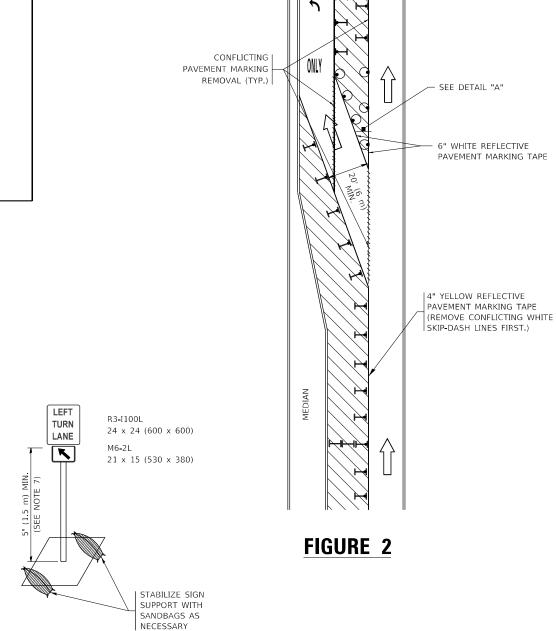
SEE DETAIL "A"

WITHIN A LANE CLOSURE



NOTES:

- 1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- 2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS, CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- 6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- 7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREOUIREMENTS.
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



TURN BAY ENTRANCE

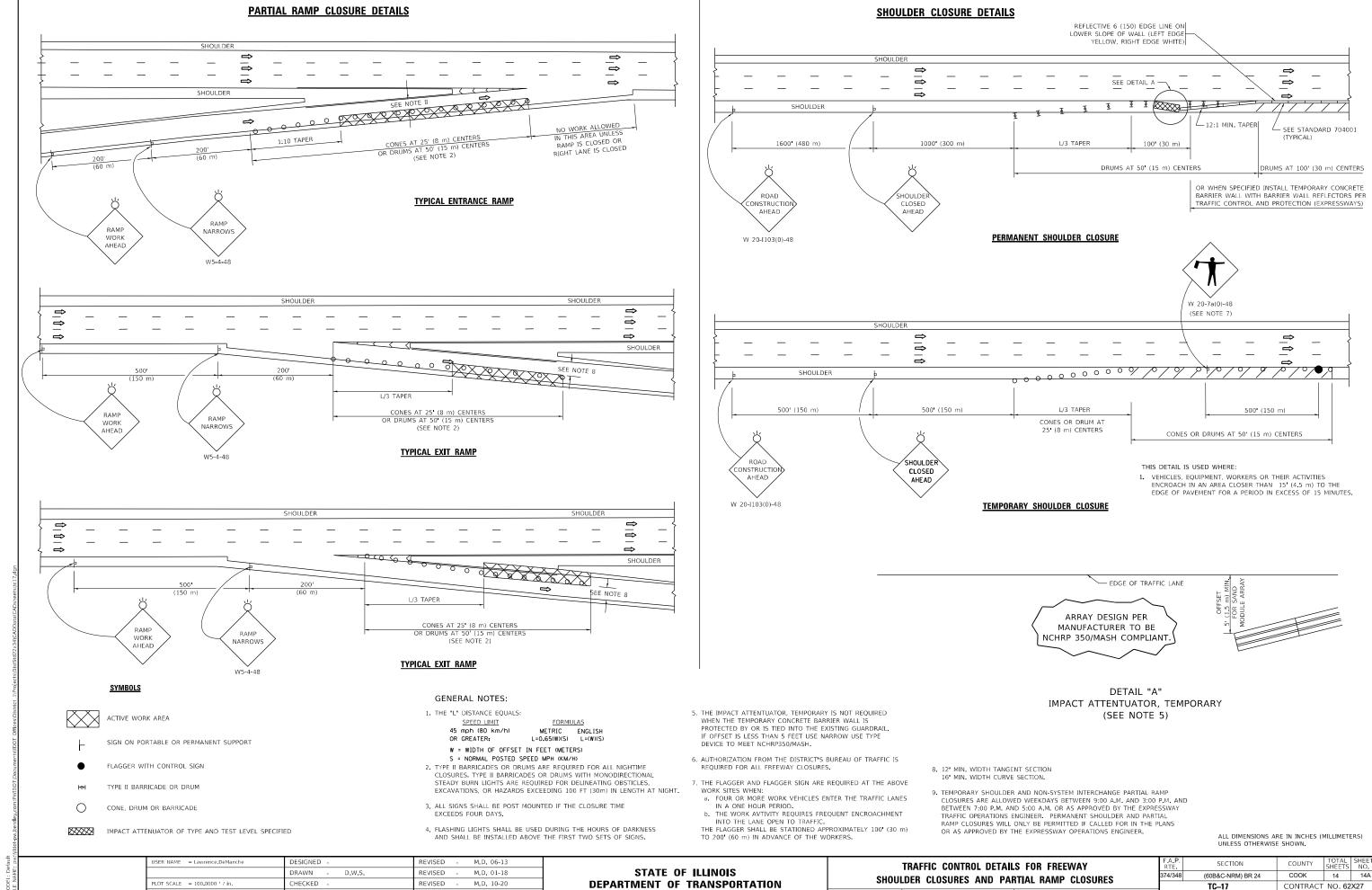
DETAIL A

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

USER NAME = footemj	DESIGNED	- T.	RAMMACHER	09-08-94	REVISED	-	R. BORO 09-14-09
	DRAWN	-	A. HOUSEH	11-07-95	REVISED	- A.	SCHUETZE 07-01-13
PLOT SCALE = 50.0000 ' / in.	CHECKED	-	A. HOUSEH	10-12-96	REVISED	- A.	SCHUETZE 09-15-16
PLOT DATE = 3/4/2019	DATE	- T	RAMMACHER	01-06-00	REVISED	_	

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)						
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	

F.A.P. RTE	SEC	COUNTY	TOTAL SHEETS	SHEE NO.		
374/348	74/348 (60B&C-NRM) BR 24			соок	14	14
	TC-14		CONTRACT	NO. 6	32X27	
		ILLINOIS	FED. A	ID PROJECT		



D.S. 05-24

REVISED

SHEET 1 OF 1 SHEETS STA.

1

PLOT DATE = 5/3/2024

DATE