

RT. FAL 57

BR. WATER PROOF.
SEC. ing MEMBRANE
System
1976-1



for Letter 2-11-76

BRIDGE NOTES

- BR #1 Remove existing Bituminous Concrete Surface from east and west approach pavements, (estimated at ± 427 sq. yds.). Approach pavement resurfacing shall extend ± 135 feet back of bridge abutments, (far ends of gutter transitions) at which Stations, Expansion Joint Rehabilitation, Type 2 will apply and Concrete Pavement Scarification begins. The Engineer shall field determine the necessity of any additional types of Expansion Joint Rehabilitation required after Bituminous Surface Removal.
- BR #2 Case VII shall apply for repairs to the loose expansion angle, (deck side) in the driving lane over the south abutment and will extend from C of deck to the vertical surface of the west safety walk, (field measured length = $\pm 23'-4\frac{1}{2}"$). Depth of removal shall not exceed 10". Construct Concrete Transition block northeast corner only, (Conc. Rem. - 1.1 cu. yd)
(CL-X Conc. - 1.1 cu. yd)
- BR #3 Construct Concrete Transition Block southwest corner only.
- BR #4 Case VII shall apply for repairs to the loose expansion angle (pavement side) in the driving lane over the north, (west) abutment and will extend from C of deck to the vertical surface of the south safety walk, (field measured length = $\pm 18'-0"$). Conc. Rem. 1.0 cu. yd, CL-X Conc. - 1.0 cu. yd.
- BR #5 The expansion joint over the south (east) abutment has been previously repaired and sealed. Case IV and Case V shall apply for the expansion joints over both abutments.
- BR #10 & 12 Remove existing Bituminous Concrete Surface from deck and 100 feet of north and south approach pavements, (estimated at 821 sq. yds. Br. #10 and 916 sq. yds. Br. #12). Expansion Joint Rehabilitation, Type 2 shall apply at the 100 foot extremities and the Engineer shall field determine the necessity of any additional types of Expansion Joint Rehabilitation required after Bituminous Surface Removal. Concrete Pavement Scarification not required. Adjust approach pavement resurfacing thickness to accommodate 1/2" minimum cover on shoulders. The upper parapet wall of the South Abutment, (Br. #12) shall be repaired as shown in the Detail, Sheet # 4 of the plans.
- BR #14, 15, 16 The existing Bituminous Concrete transition blocks shall be removed. This work will be considered incidental to Concrete Transition Blocks.
- BR #17, 32, Case IV and Case V shall apply except that at Br. #17, (a total of $\pm 10'-0"$ or $\pm 2'-6"$ at each deck corner), and at Br. #32 and #34, (a total of ± 8 lin. ft., each bridge or $\pm 2'-0"$ each deck corner), will be attached by epoxy grouting (1/2" ϕ x 6" threaded rods in 3/4" ϕ drilled holes on similar centers as the threaded studs. See Special Provisions for epoxy grouting. This work will be considered incidental to Neoprene Expansion Dam.
- BR #49 Case VII shall apply for modification of the expansion joint, (pavement side) over the West Abutment and will extend face to face of wingwalls, including the median, (field measured length = $\pm 55'-5"$). The median and curb shall be saw cut $\pm 2"$ at extremity of concrete removal.
- BR #51 Case VII shall apply for replacing the missing expansion angle, (pavement side) over the south abutment and will extend face to face of wingwalls, (field measured length = $\pm 34'-0"$) including the $\pm 4'-6"$ of expansion angle still in place. Furnishing and welding the studs will be considered incidental to Fabricating and Erecting Structural Steel, (computed weight 435 pounds, Conc. Rem. - 1.7 cu. yd., CL-X conc. - 1.7 cu. yd.
- BR #52 Case I shall apply for sealing the deck expansion joints except that the 1" x 1 1/2" "header bars" will not be required. The 1/4" x 1/2" "stay" bars shall be welded on 6" alternate centers and will be considered incidental to Preformed Joint Sealer 2 1/2".
- thru Br. #61 Inc.

GENERAL NOTES

It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction & ordering of materials.

All structural steel shall conform to AASHTO M 183. All structural steel work shall be done in accordance with the applicable Provisions of Section 507 of the Standard Specifications.

Resurfacing areas shall include a minimum of 100 feet of approach pavement and shoulders on either side of each bridge and the full length and width of each bridge deck.

Resurfacing shall be feather edged at all "below grade" drainage facilities, (deck drains, catch basins, inlets, etc.). Gutters, gutter transitions, and similar "at grade" drainage facilities will be resurfaced unless otherwise directed by the Engineer.

Shoulder preparation will be required at interchange structures and shall consist of grading and compacting stone and turf areas between edge of pavement or back of "at grade" drainage facilities and face of S. P. B. G. R. to insure adequate shoulder surface runoff. Shoulder preparation will be considered incidental to the Contract.

Concrete Transition Blocks will be located on the north side of southbound and south side of northbound mainline structures unless otherwise specified.

Preformed Expansion Joint Fillers and Poured Joint Sealers shall conform to Sections 715 and 716 respectively of the Standard Specifications. Asphalt Fillers shall conform to Article 713.08 of the Standard Specifications.

Where Case VII and Case IX are designated, quantities for Concrete Removal, Reinforcement Bars, Class X Concrete and Furnishing and Erecting Structural Steel will be paid for separately. See Sheet 7 for Schedule of Quantities.

The Contractor will be required to work on at least six bridges simultaneously.

Traffic Control Requirements

Standard 2309

Standard 2316

Standard 2316

Br. #1, 11, 14, 17, 42.

Br. #2 thru #7 inclusive, #9, #10, #12, #13, #15, #16, #18 thru 31 inclusive, #33, #34, #36 thru #41 inclusive, #43 thru #48 inclusive, and #50 thru #61 inclusive.

Revised (incidental to Std. 2316) Br. #8, #32, #35 and #49 thru #61 inclusive. Br. #1, #8, #11, #14, #17, #32, #35, #42, #49, #58, and #59 will require additional ramp warning (to be located by the Engineer) which will include "Road Construction Ahead" at all times during construction and "Flagman Ahead" during working hours and will be considered incidental to Standard 2309 and 2316.

The linear foot quantities for Expansion Joint Rehabilitation Type 3 (See Special Provision) as shown in the Schedule of Quantities is for information only. (NON-PARTICIPATING)

STATE	ROUTE NO.	SEC.	COUNTY	BRIDGE NO.	PROJECT NO.
57	*	VARIOUS	8	2	

* DISTRICT 3-BRIDGE
WATERPROOFING MEMBRANE
SYSTEM 1976-1

F. A. I. ROUTE 57

SUMMARY OF QUANTITIES

Code No.	Item	Unit	KANKAKEE				IROQUOIS				FORD				COUNTIES				PROJECT 257-5050257
			PART.	N.PART.	PART.	N.PART.	PART.	N.PART.	PART.	N.PART.	PART.	N.PART.	PART.	N.PART.	Kankakee	Iroquois	Ford	Total	
215004	AGGREGATE SHOULDERS, TYPE B	TON													35	105	12	152	
406001	BITUMINOUS MATERIALS (PRIME COAT)	GALLON													430	1,548	215	2,193	
501022	CONCRETE REMOVAL	CU YD	14.8	8.8	4.1	2.4	2.6	1.5	236	6.5	4.1	34.2							
504003	CLASS "X" CONCRETE	CU YD	14.8	8.8	4.1	2.4	2.6	1.5	236	6.5	4.1	34.2							
507001	F. & E. STRUCTURAL STEEL	POUND	0	0	0	0	0	0	435								435	435	
512001	REINFORCEMENT BARS	POUND	3520	0	0	290	0	0	3520	290								3610	
617008	BITUMINOUS CONCRETE SURFACE REMOVAL	SQ YD	0	1248	0	916	0	0	1,248	916								2,164	
646001	ENGINEER'S FIELD OFFICE, TYPE A	EACH																1	
646003	ENGINEER'S FIELD LABORATORY	EACH																1	
X04941	WATERPROOFING MEMBRANE SYSTEM	SQ YD							6,925.6	19,746.0							4,371	31,642.6	
X40615	BITUMINOUS CONCRETE SURFACE COURSE MIX D CL-I	TON							469 - 317	2452 - 1587							520 - 255	5,600	
XZ1089	TRAFFIC CONTROL AND PROTECTION STANDARD 2316	L SUM							0.1/0.1	0.7							0.1	1.0	
XZ1014	TRAFFIC CONTROL AND PROTECTION STANDARD 2309	EACH							1/1	3								5	
XZ1224	PRESSURE GROUTING ANGLES	LIN FT	0	272	0	1,077	0	260	272	1,077							260	1,609	
Z10188	CONCRETE PAVEMENT SCARIFICATION	SQ YD							1,158	3,820							572	5,550	
Z10205	DECK SLAB REPAIR (PARTIAL)	SQ YD	0	229/132	0	307	0	24	229/132	307							24	692	
XZ1326	DECK WATERPROOFING MEMBRANE PATCH	SQ FT							0/1,188									1,188	
XZ1186	PREFORMED JOINT SEALER 2 1/2"	LIN FT							116/689	234.9							40.3	1,080.2	
XZ1182	NEOPRENE EXPANSION DAM	LIN FT							862.7	2,363.6							388.9	3,615.2	
XZ1327	EXPANSION JOINT REHABILITATION TYPE I	LIN FT							288/1499	116								1,903	
XZ1328	EXPANSION JOINT REHABILITATION TYPE II	LIN FT	0	48	0	8	0	0	48	8								56	
XZ1329	CONCRETE TRANSITION BLOCKS	EACH							4	64							8	76	
406005	LEVELING BINDER (MACHINE METHOD)	TON							271	240								511.0	
X40617	ALTERNATE "A" OPEN-GRADED PLANT MIX SURFACE COURSE (CALCINED SHALE)	TON							96.6	79.6								176.2	
X40618	ALTERNATE "B" OPEN-GRADED PLANT MIX SURFACE COURSE (CRUSHED SLAG)	TON							165.8	138.8								304.6	
X40619	ALTERNATE "C" OPEN-GRADED PLANT MIX SURFACE COURSE (TRAP ROCK)	TON							193.8	164.8								358.6	

SUMMARY OF QUANTITIES

PARTICIPATING			NON-PARTICIPATING		
ITEM	UNIT	TOTAL	ITEM	UNIT	TOTAL
CONCRETE REMOVAL	CU. YD.	21.5	CONCRETE REMOVAL	CU. YD.	12.7
CLASS "X" CONCRETE	CU. YD.	21.5	CLASS X CONCRETE	CU. YD.	12.7
REINFORCEMENT BARS	LBS.	3,520	F. & E. STRUCTURAL STEEL	LBS.	435
			BIT. CONC. SURFACE REMOVAL	SQ. YD.	2,164
			PRESSURE GROUTING ANGLES	LIN. FT.	1,609
			DECK SLAB REPAIR	SQ. YD.	692
			EXPAN. JT. REHABILITATION TY-II	LIN. FT.	56
			REINFORCEMENT BARS	LBS.	290

0 PART 1 NON-PART

State of Illinois
Department of Transportation
District Three

Prepared By: *Ralph A. Chaboy*
District Engineer of Design

Date: 12-12-75

Examined By: *Philip J. [Signature]*

District Engineer of Construction
District Engineer of Maintenance

James S. [Signature]
District Engineer of Materials

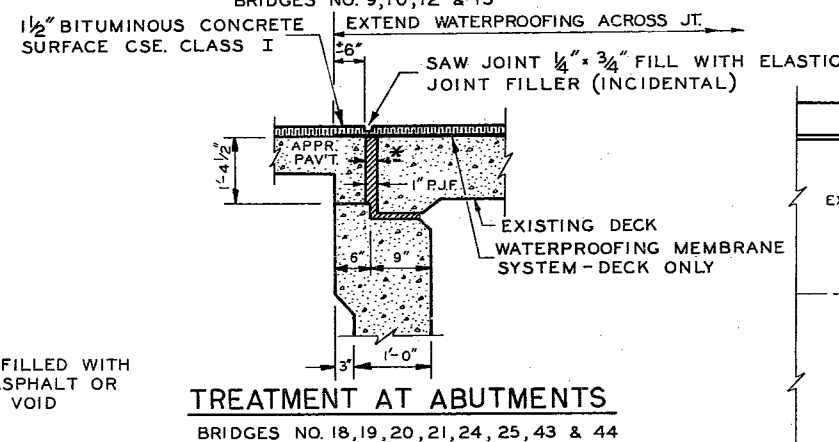
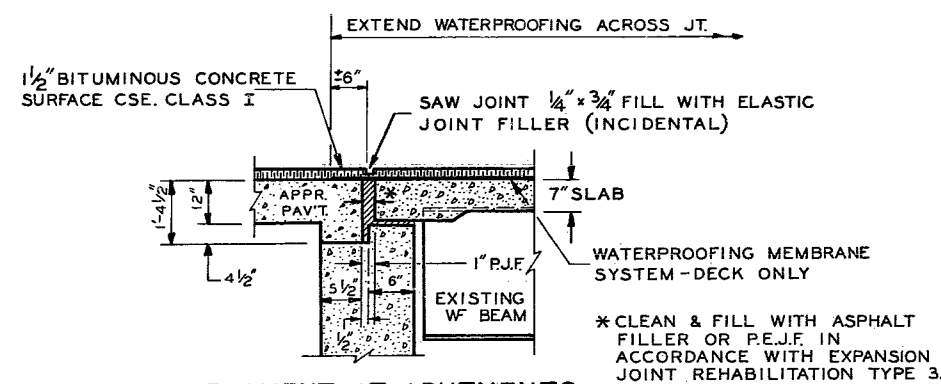
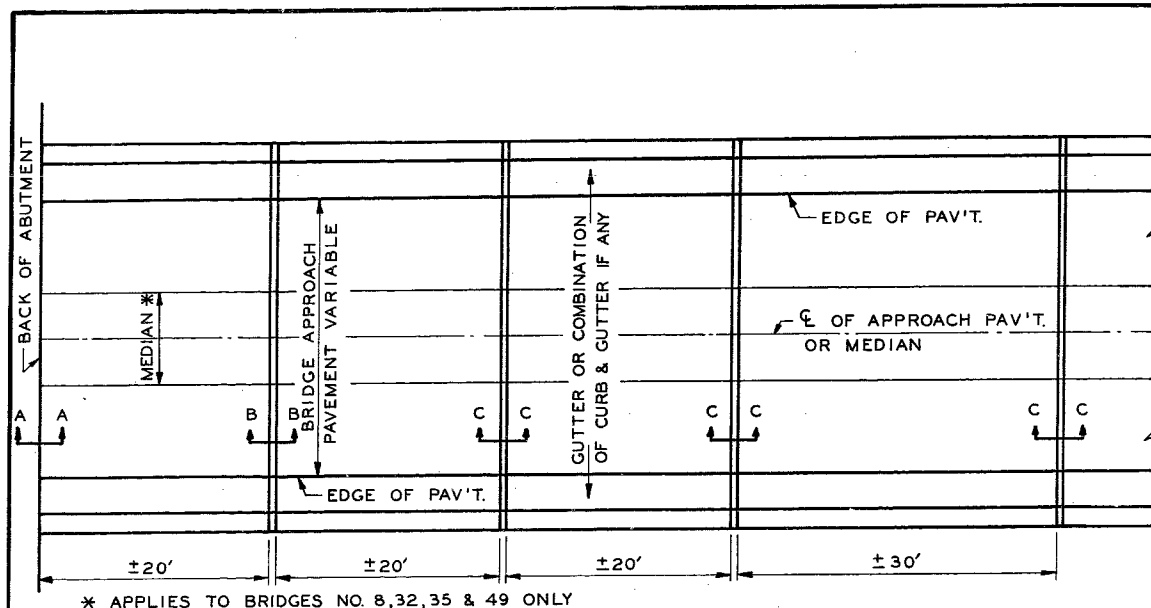
Alvin [Signature]
District Engineer of Traffic

SCHEDULE OF QUANTITIES (F.A.I. ROUTE 57)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-57	*	VARIOUS	8	3

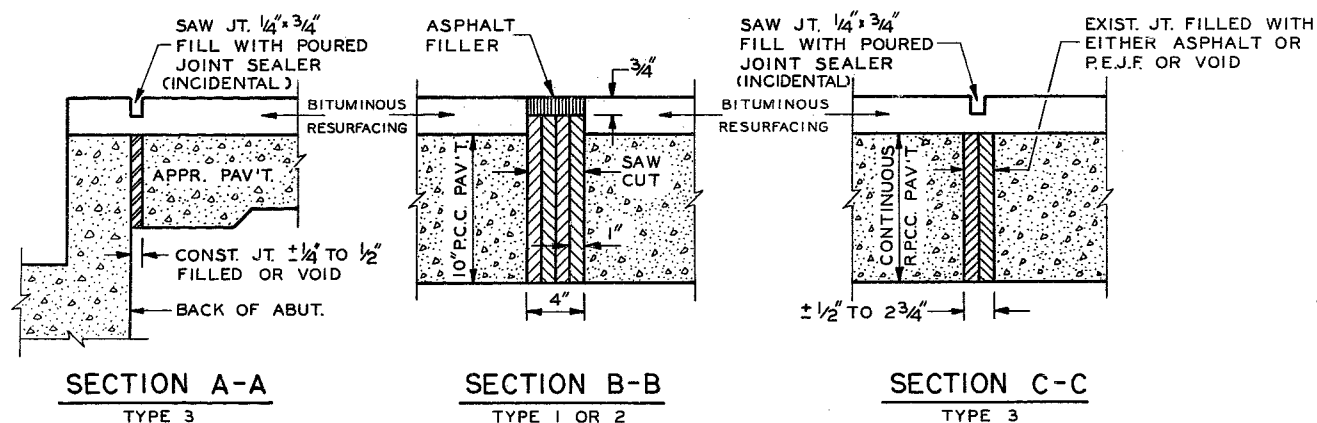
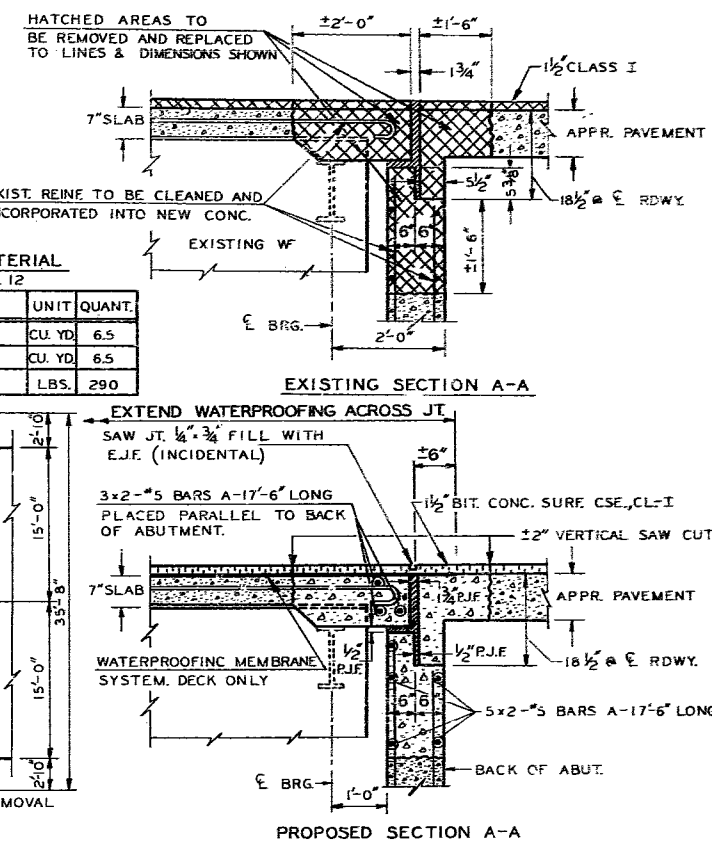
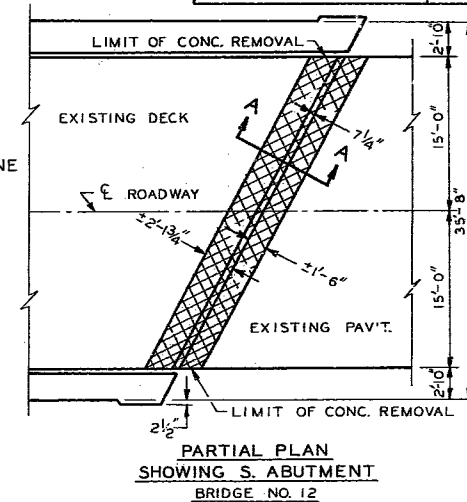
FED. ROAD DIST. NO. 7 ZIL. FED. AIR PROJECT
* DISTRICT 3 - BRIDGE WATERPROOFING MEMBRANE SYSTEM 1976-1

BRIDGE NO.	BRIDGE INVENTORY NO.	SECTION	STATION	LOCATION	DECK WIDTH LIN. FT.	DECK LENGTH LIN. FT.	ANGLE OF CROSSING	WATERPROOF MEMBRANE SYSTEM-SQ. YD.	P.S. 2 1/2" NEO. EXP. DAM.				BIT. CONC. SURF. CLASS 1-TONS				DECK REPAIR SQ. YDS.	PRESSURE GROUTING LIN. FT.	AGGREGATE SHOULDERS TYPE B. TONS	CONC. PAVT. SCARIF. SQ. YD.	EXPANSION JOINT REHABILITATION			CONC. TRANS. BLOCKS. TYPE EA.			
									CASE IV LF	CASE V LF	CASE VI LF	CASE VII LF	DECK	APPR. PAVEMENT SHOULDERS	PRIME COAT GALLONS	TYPE 1 LIN. FT.					TYPE 2 LIN. FT.	TYPE 3 LIN. FT.					
PROJECT NO. 1-57-7(22*)316																											
1	046-0058	46-1 HBK	641 + 28.35	MANTENO INTERCHANGE	30.0	245'0"	69°32'	817.0	12.0	64.0			69	3.0	22		107.0			48	176						
2	046-0018	46-1 B	549 + 60	S.B. 4.6 MI. N. ILL. 50 INTER.	39.0	98'10"	70°00'	428.0	14.0	59.6	23.4	98.8	36	50	80	30	43	3.0	32	6	107.0		200	2	1		
3	046-0019	46-1 B	549 + 60	N.B. 4.6 MI. N. ILL. 50 INTER.	39.0	98'10"	70°00'	428.0	14.0	83.0		98.8	36	50	80	30	43	2.0	34	6	107.0		200	2	1		
4	046-0016	46-2 VB	325 + 93.10	S.B. 0.3 MI. N. ILL. 50 OVER ICRR.	31.0 AVG	176'9"	84°30'	609.0	14.0	44.0	18.0		**	**	**	43	3.0		3	118.0	53		126				
5	046-0017	46-2 VB	325 + 93.10	N.B. 0.3 MI. N. ILL. 50 OVER ICRR.	37.0 AVG	176'9"	84°30'	727.0	14.0	62.0			**	**	**	43	27.0	55	3	138.0	61		149				
6	046-0014	46-2 HB	311 + 37.70	S.B. I-57 ILL. 50 INTER.	46.0 AVG	187'0"	70°38'53"	956.0	12.0	99.2			**	**	**	43	37.0		3	187.0	85		217				
7	046-0015	46-2 HB	311 + 37.70	N.B. I-57 ILL. 50 INTER.	47.6 AVG	187'0"	70°38'53"	989.0	12.0	101.8			**	**	**	43	5.0	64	2	178.0	89		222				
TOTAL (PROJECT NO. 1-57-7(22*)316)									4954.0	920	513.4	41.4	797.6	141	152	240.0	88	301	80.0	241.0	23	942.0	288	48	1290.0	4	2
PROJECT NO. 1-57-6(12*)261																											
8	046-0052	46-4 HBK	413 + 74.82	I-57, U.S. 52, 45 INTER.	55.0	222'9"	90°00'	1361.2	24.0	110.3			114	55	80	25	43	142.0	31		109.0		320				
9	046-0001	46-4 B	500 + 43.30	N.B. 4.3 MI. N. CHEBANSE INTER.	42.0	69'1"	90°00'	322.4					27	55	80	25	43		6	107.0		192	2	2			
10	046-0002	140 - BI	500 + 43.30	S.B. 4.3 MI. N. CHEBANSE INTER.	37.5	69'1"	90°00'	288.0					24	55	80	25	43	7	6		144						
TOTAL (KANKAKEE COUNTY)									6925.6	116.0	623.7	41.4	197.6	306	317	480	163	430	229.0	272.0	35	1158.0	288	48	1946.0	6	4
11	038-0136	38-1 HB	726 + 94.41	CHEBANSE INTERCHANGE	28.0	198'7"	84°40'03"	617.8	14.7	56.3			78	50	80	30	43	30.0	26		97.0	44		110	1	4	
12	038-0015	141-B	843 + 70	S.B. 2.3 MI. S. CHEBANSE INTER.	30.0	214'9"	62°00'	715.8					60	50	80	30	43	70	6		8	202					
13	038-0016	38-1-B	843 + 70	N.B. 2.3 MI. S. CHEBANSE INTER.	30.0	214'9"	62°00'	715.8					60	50	80	30	43	15.0	6	107.0		204					
14	038-0135	38-2 HB1	995 + 82.18	CLIFTON INTERCHANGE	30.0	259'0"	30°36'28"	863.0	15.2	70.0			73	50	80	30	43	143.0	14		124	1	4				
15	038-0013	38-2 HVB	1037 + 61.38	N.B. 0.7 MI. S. CLIFTON INTER.	30.0	369'10"	48°21'15"	1232.8	17.0	80.3			104	47	80	33	43	3.0	66	6	107.0		200	1	2		
16	038-0014	38-2 HVB	1037 + 61.38	S.B. 0.7 MI. S. CLIFTON INTER.	30.0	369'10"	48°21'15"	1232.8	17.0	80.3			104	47	80	33	43	6.0	46	6	107.0		200	1	2		
17	038-0123	38-3 HB	129 + 68.72	ASHKUM INTERCHANGE	32.5	262'2"	57°38'23"	947.0	12.7	71.2			74	49	80	31	43	2.0	28		112						
18	038-0011	38-4 B	348 + 54.5	N.B. 4.1 MI. S. ASHKUM INTER.	40.0	22'9"	60°03'	101.0					9	46	80	34	43		6	107.0		150	2	2			
19	038-0012	38-4 B	348 + 54.5	S.B. 4.1 MI. S. ASHKUM INTER.	40.0	22'9"	60°03'	101.0					9	46	80	34	43		6	107.0		150	2	2			
20	038-0158	38-4 B-1	399 + 21	S.B. 5 MI. S. ASHKUM INTER.	40.0	21'6"	83°45'	96.0					8	53	80	27	43		6	107.0		144	2	2			
21	038-0159	38-4 B-1	399 + 21	N.B. 5 MI. S. ASHKUM INTER.	40.0	21'6"	83°45'	96.0					8	53	80	27	43		6	107.0		144	2	2			
22	038-0009	38-4 B2	456 + 03.5	N.B. 6.1 MI. S. ASHKUM INTER.	40.0	110'0"	82°55'	489.0	5.3	80.5			41	53	80	27	43	20	47	6	107.0		144	2	2		
23	038-0010	38-4 B2	456 + 03.5	S.B. 6.1 MI. S. ASHKUM INTER.	40.0	110'0"	82°55'	489.0	4.2	80.8			41	53	80	27	43	2.0	83	6	107.0		168	2	2		
24	038-0167	38-4 B3	507 + 51	S.B. 7.1 MI. S. ASHKUM INTER.	40.0	20'13"	54°45'	90.0					8	44	80	36	43		6	107.0		156	2	2			
25	038-0168	38-4 B3	507 + 51	N.B. 7.1 MI. S. ASHKUM INTER.	40.0	20'13"	54°45'	90.0					8	44	80	36	43		6	107.0		156	2	2			
26	038-0007	38-5 HB1	585 + 10.21	N.B. 8.6 MI. S. ASHKUM INTER.	40.0	103'5"	88°49'	460.0	4.7	76.8			**	**	**	43		46	6	107.0		192	2	2			
27	038-0008	38-5 HB1	585 + 10.21	S.B. 8.6 MI. S. ASHKUM INTER.	40.0	103'5"	88°49'	460.0	4.7	79.0			**	**	**	43	3.0	37	6	107.0		192	2	2			
28	038-0006	38-5 VB	592 + 63.65	S.B. 8.8 MI. S. ASHKUM INTER.	40.0	170'9"	90°00'	759.0	4.7	79.9			**	**	**	43	1.0	19	5	107.0		192	2	2			
29	038-0005	38-5 VB	592 + 63.65	N.B. 8.8 MI. S. ASHKUM INTER.	40.0	170'9"	90°00'	759.0	4.7	79.9			**	**	**	43	2.0	43	3	107.0		192	2	2			
30	038-0004	38-5 VB1	604 + 54.72	N.B. 9 MI. S. ASHKUM INTER.	40.0	221'11"	44°38'50"	987.0	4.7	113.7			83	40	80	40	43	20	83	6	107.0		232				
31	038-0003	38-5 VB1	604 + 54.72	S.B. 9 MI. S. ASHKUM INTER.	40.0	221'11"	44°38'50"	987.0	4.7	113.7			83	40	80	40	43	1.0	25	3	107.0		232				
32	038-0031	38-5 HB2	647 + 34.20	GILMAN INTERCHANGE	35.0	219'9"	87°55'30"	855.0	40.3	78.3			72	54	80	26	43	50	19		1520		230				
33	038-0001	38-5 B	697 + 75	S.B. 0.96 MI. S. GILMAN INTER.	40.0	87'4"	68°30'	388.0	6.0	85.8			33	49	80	31	43		16	2	107.0		196	2	2		
34	038-0002	38-5 B	697 + 75	N.B. 0.96 MI. S. GILMAN INTER.	40.0	87'4"	68°30'	388.0	6.0	85.8			33	49	80	31	43	10	31	2	107.0		196	2	2		
35	038-0048	38-5 HB4	800 + 59.81	ONARGA INTERCHANGE	35.0	219'9"	88°48'	855.0	40.3	78.0			72	54	80	26	43		23		147.0		185				
36	038-0155	38-6 B	928 + 50	S.B. 2.4 MI. S. ONARGA INTER.	40.0	124'3"	90°00'	552.0	6.0	79.9			46	55	80	25	43	10	83		144	2	2				
37	038-0156	38-6 B	928 + 50	N.B. 2.4 MI. S. ONARGA INTER.	40.0	124'3"	90°00'	552.0	6.0	79.9			46	55	80	25	43	10	7		144	2	2				
38	038-0153	38-6 B-1	963 + 62.5	S.B. 3.1 MI. S. ONARGA INTER.	40.0	97'9"	73°00'	434.0		83.6			37	50	80	30	43	20	52		98	2	2				
39	038-0154	38-6 B-1	963 + 62.5	N.B. 3.1 MI. S. ONARGA INTER.	40.0	97'9"	73°00'	434.0		83.6			37	50	80	30	43	10	10		98	2	2				
40	038-0151	38-7 B	1187 + 00	S.B. 7.3 MI. S. ONARGA INTER.	40.0	90'2"	80°00'</																				

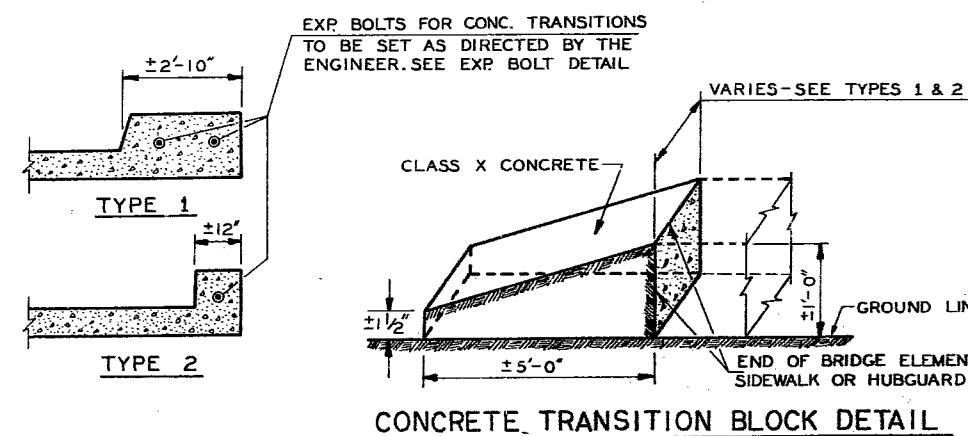
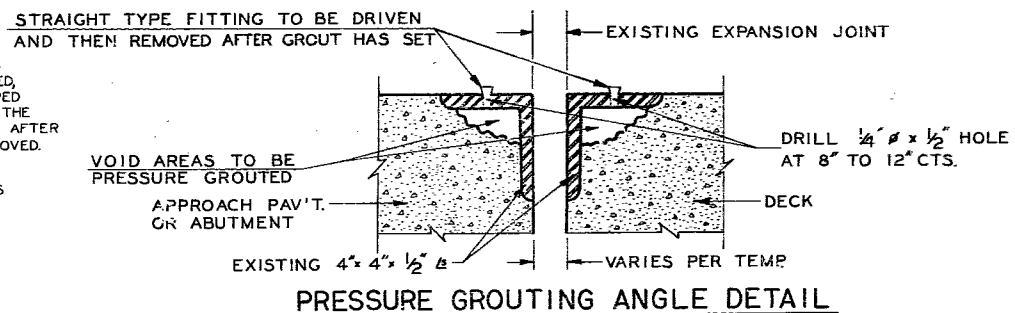
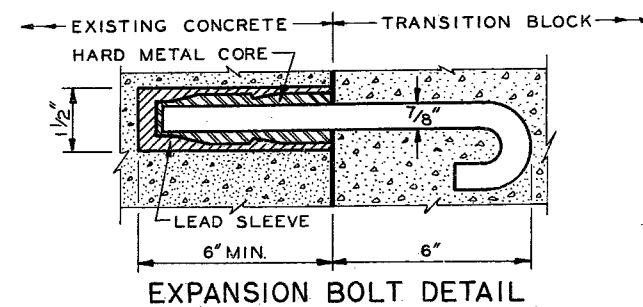
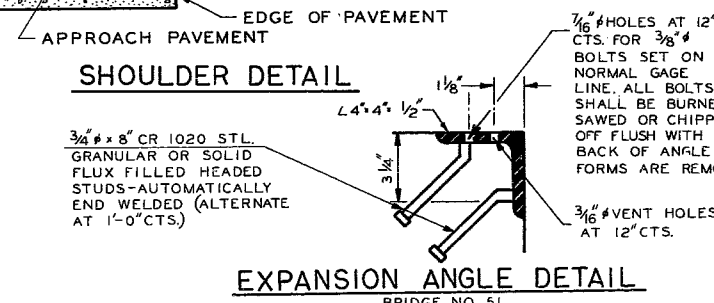
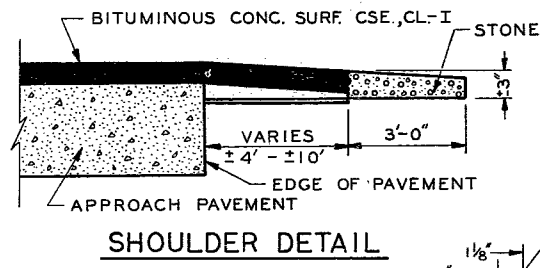
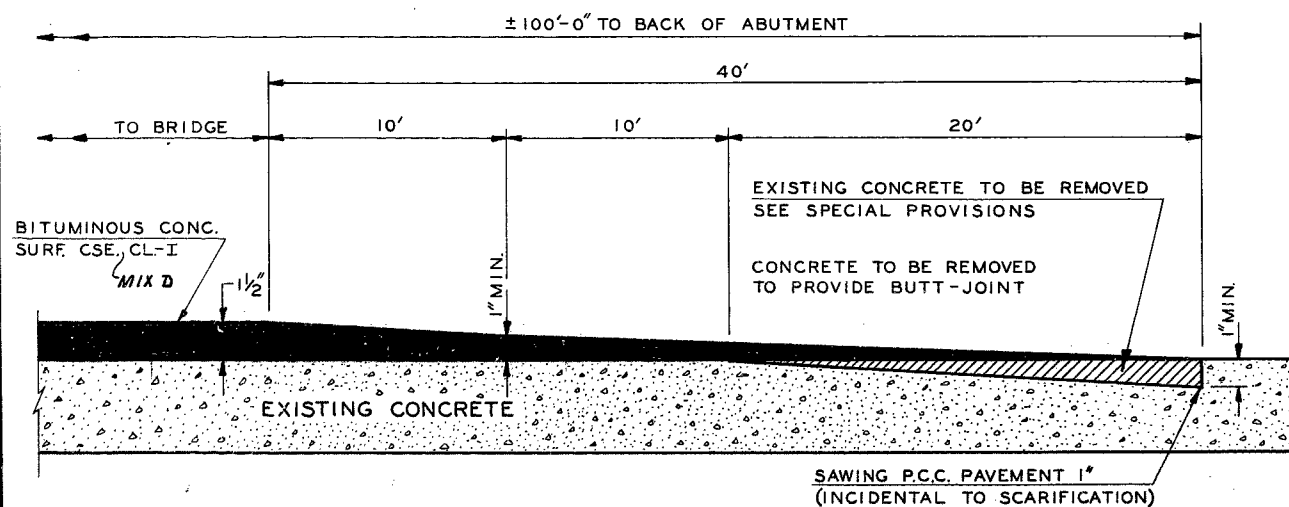


BILL OF MATERIAL
BRIDGE NO. 12

ITEM	UNIT	QUANT.
CONCRETE REMOVAL	CU. YD.	6.5
CLASS "X" CONCRETE	CU. YD.	6.5
REINFORCEMENT BARS	LBS.	290

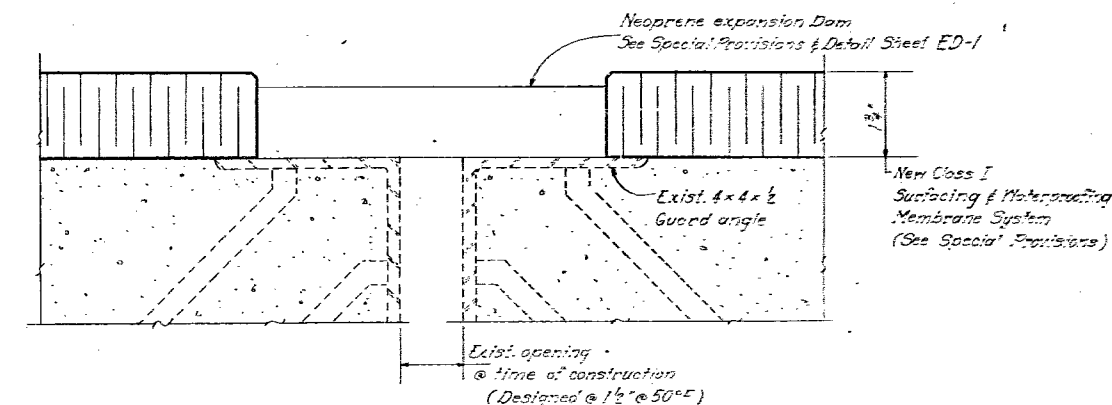


EXPANSION JOINT REHABILITATION



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P.A. 57	*	VARIOUS	8	5
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT:	

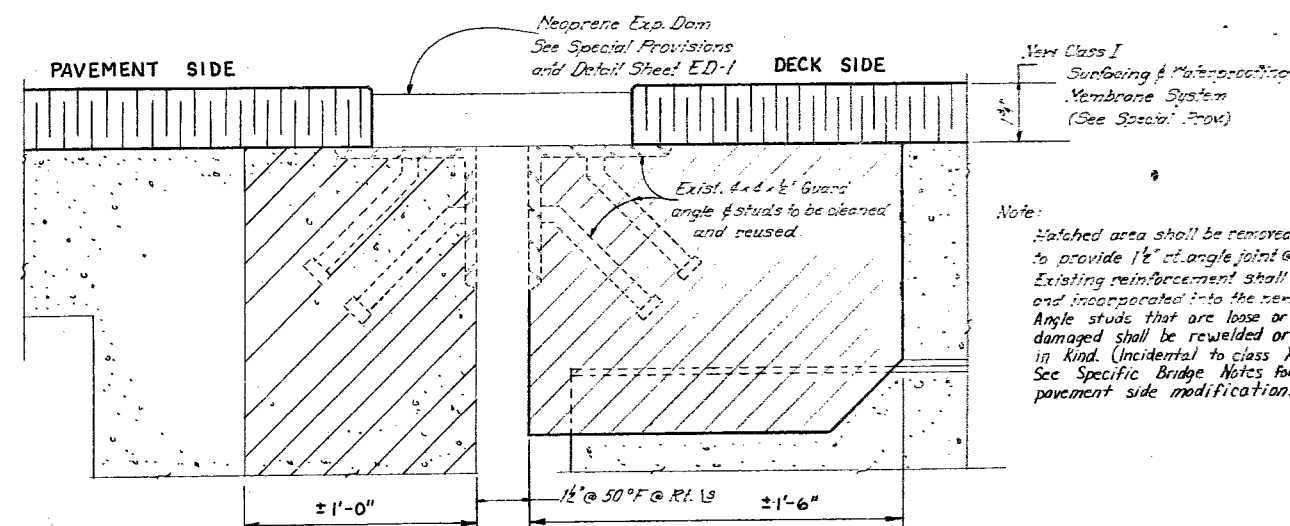
* DISTRICT 3-BRIDGE WATERPROOFING
MEMBRANE SYSTEM 1976-1



SECTION

JOINT MODIFICATIONS FOR DECK WATERPROOFING
Existing open joint with adequate capacity for required expansion
Max. Exp. length 200 Ft.

CASE V



SECTION

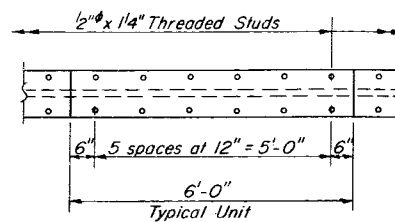
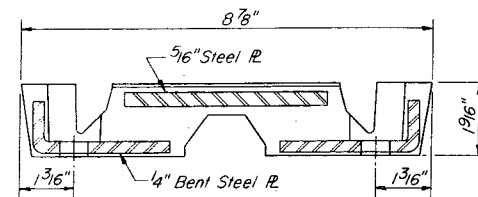
JOINT MODIFICATIONS FOR DECK WATERPROOFING
Existing open joint is less than 1/2\"/>

CASE VII

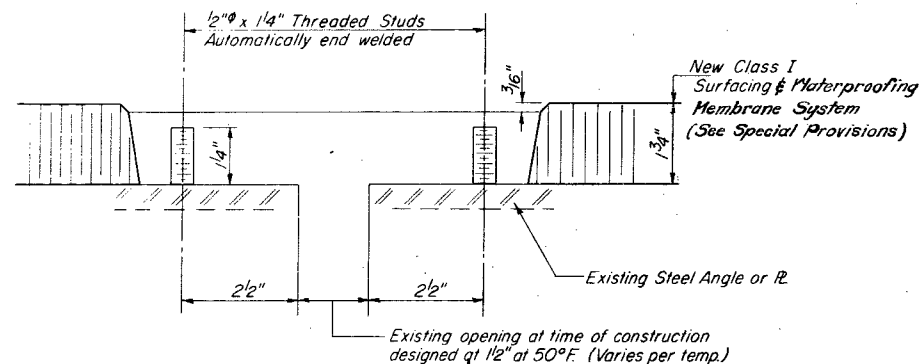
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	VARIOUS	8	6
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* DISTRICT 3-BRIDGE WATERPROOFING
MEMBRANE SYSTEM 1976-1



PLAN



Note: Threaded studs require a clipped washer, lockwasher & hex nut.

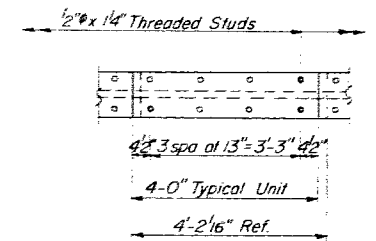
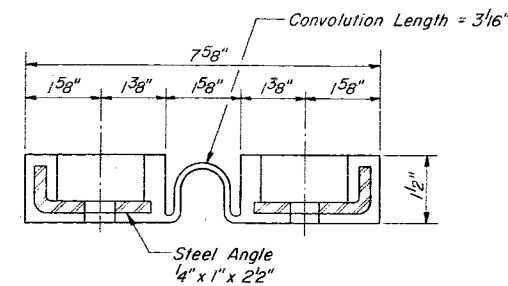
CROSS SECTION

Dimensions are at right angles

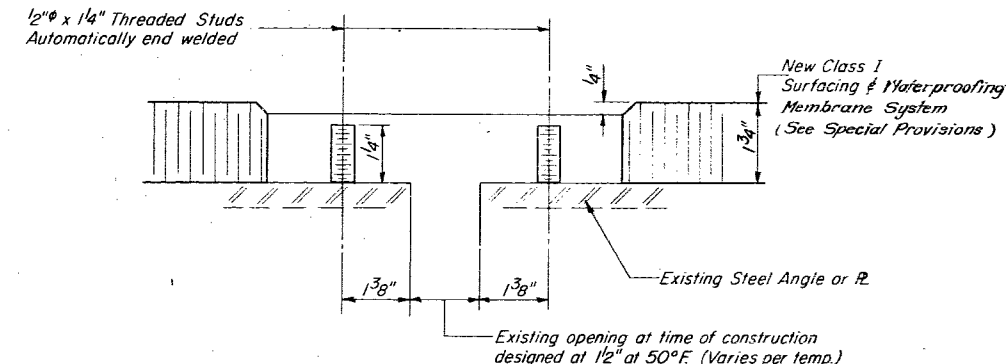
FOR EXPANSION LENGTH OF DECK = 0 to 160 Ft.

TRANSFLEX MODEL 200A
NARROW GAGE

(Structural Rubber Products Co.)



PLAN



Note: Threaded studs require a flat washer & locknut.

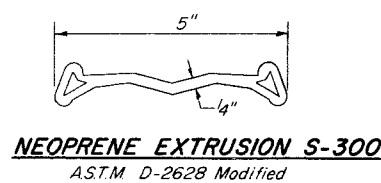
CROSS SECTION

Dimensions are at right angles

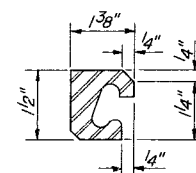
FOR EXPANSION LENGTH OF DECK = 0 to 200 Ft.

FEL-SPAN MODEL T-30-1/2-S

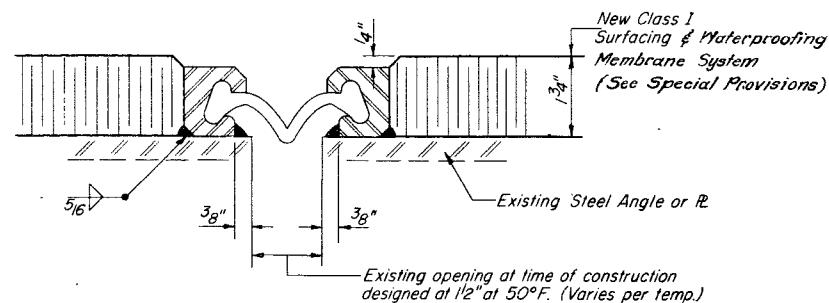
(Fel-Pro Building Products Inc.)



NEOPRENE EXTRUSION S-300
ASTM D-2628 Modified



STEEL EXTRUSION-TYPE E
ASTM A-242



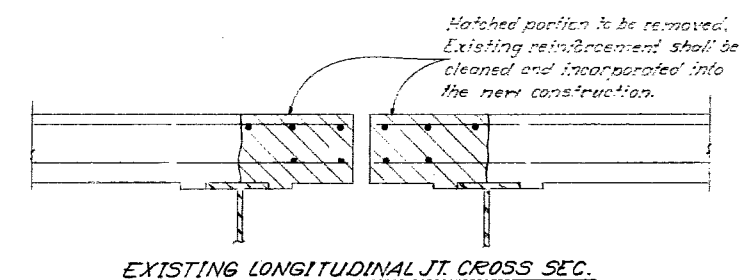
CROSS SECTION

Dimensions are at right angles

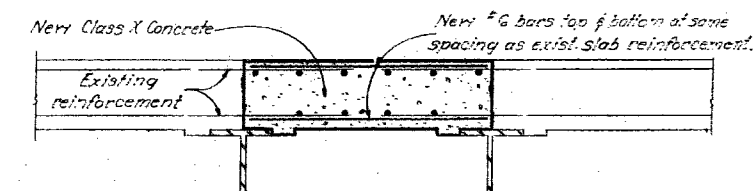
FOR EXPANSION LENGTH OF DECK = 0 to 200 Ft.
2" MAX. OPENING AT 50°F

WABO-MAURER MODEL S-300E

(Watson Bowman Associates Inc.)



EXISTING LONGITUDINAL JOINT CROSS SEC.



RECONSTRUCTED LONGITUDINAL JOINT

METHOD TO RECONSTRUCT LONGITUDINAL JOINT
When 6 to 8 outside beams or girders is 65'-0" or less

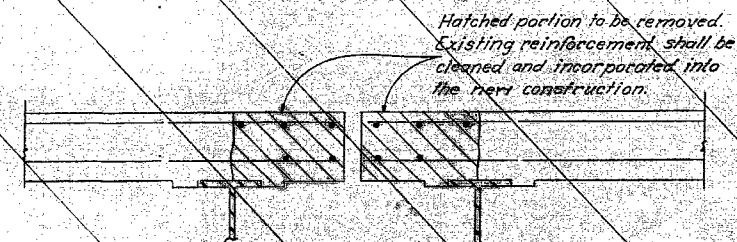
CASE II

DESIGNED	19
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	APPROVED
	DIRECTOR OF HIGHWAYS

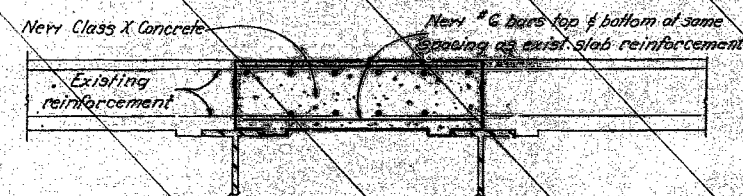
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	CONTRACT	TOTAL SHEETS	SHEET NO.	SHEET NO.
U.S. 57	*	Various	8	EA	
DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY	DATE	

* District 3-Bridge Waterproofing
Membrane System 1975-1



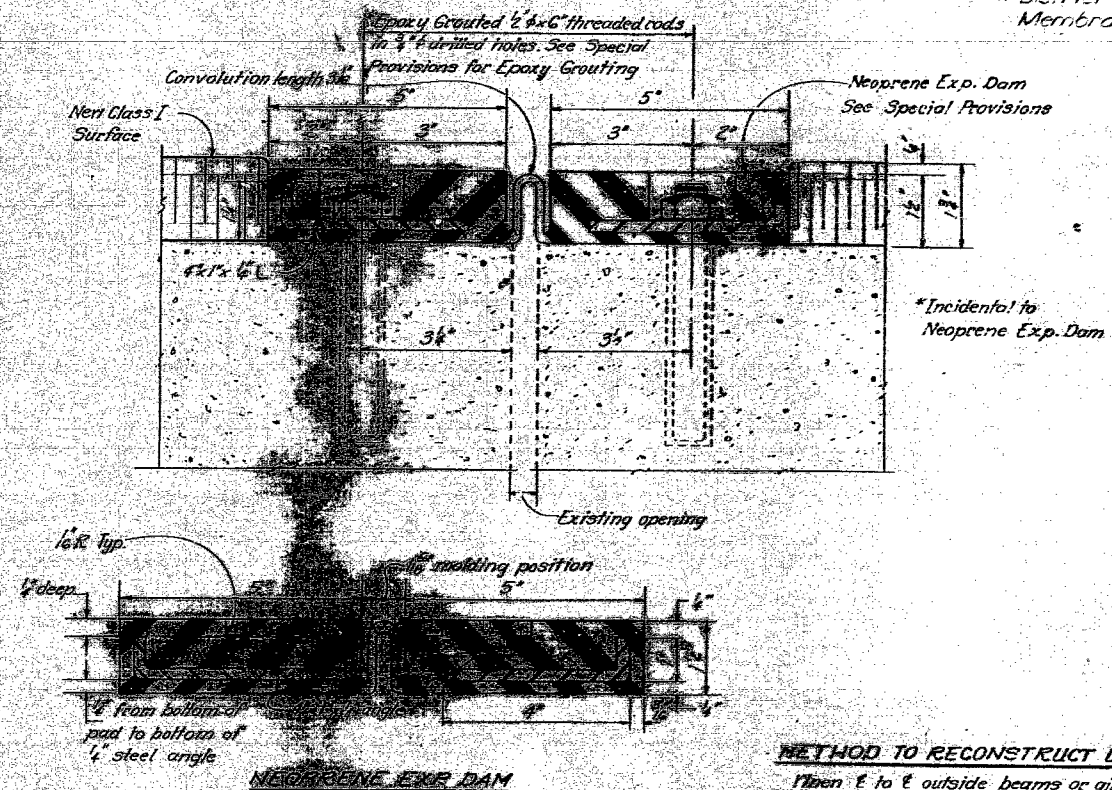
EXISTING LONGITUDINAL JT. CROSS SEC.



RECONSTRUCTED LONGITUDINAL JT.

METHOD TO RECONSTRUCT LONGITUDINAL JOINT
When ℓ to ℓ outside beams or girders is 65" or less

CASE II



METHOD TO RECONSTRUCT LONGITUDINAL JOINT
When ℓ to ℓ outside beams or girders is over 65"0"

CASE I

DESIGNED	19
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	APPROVED

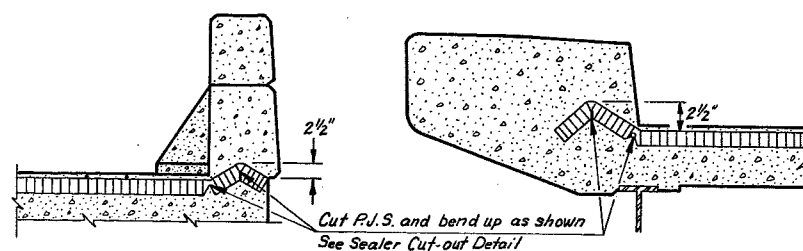
* DISTRICT 3-BRIDGE WATERPROOFING MEMBRANE SYSTEM 1976-1

SCHEDULE OF QUANTITIES (F.A.I. ROUTE 57-BELT LINE)

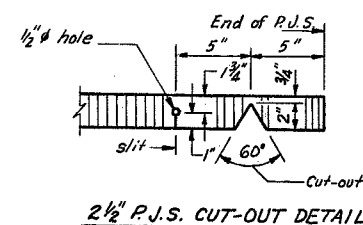
COUNTY	BRIDGE NO.	BRIDGE INVENTORY NO.	SECTION	STATION	LOCATION	PREF. JT. SEALER 2 1/2"		DECK WATER-PROOFING MEMBRANE PATCH SQ. FT.	DECK SLAB REPAIR (PARTIAL) SQ. YD.	EXPANSION JOINT REHABILITATION TYPE I LIN. FT.
						CASE I LIN. FT.	CASE III LIN. FT.			
PROJECT NO. 1-57-6 (126) 261										
KANKAKEE	52	046-0013	139-B-2	92+06	N.B. 1.8 MI. N. I-57&IIL 17 INTER.	85	12	9	1	168
	53	046-0012	139-B-2	92+06	S.B. 1.8 MI. N. I-57&IIL 17 INTER.	85	12	9	1	192
	54	046-0011	139-HB-3	138+90.96	S.B. 0.95 MI. N. I-57&IIL 17 INTER.	56	12	90	10	168
	55	046-0010	139-HB-3	138+90.96	N.B. 0.95 MI. N. I-57&IIL 17 INTER.	56	12	45	5	140
	56	046-0009	139-VB	143+72.02	S.B. 0.9 MI. N. I-57&IIL 17 INTER.	85'-6"	12	126	14	150
	57	046-0008	139-VB	143+72.02	N.B. 0.9 MI. N. I-57&IIL 17 INTER.	85'-6"	12	36	4	150
	58	046-0007	139-HB	190+92.05	S.B. I-57&IIL 17 INTER.					168
	59	046-0006	139-HB	190+92.05	N.B. I-57&IIL 17 INTER.		6			168
	60	046-0004	140-BDEFP	260+90	S.B. 2.9 MI. N. RT. 45-52 INTER.	67	12	477	53	57
	61	046-0003	140-BDEFP	260+90	N.B. 2.9 MI. N. RT. 45-52 INTER.	67	12	396	44	138
TOTALS						587	102	1,188	132	1,499

SCHEDULE OF QUANTITIES (CASES VII & IX)

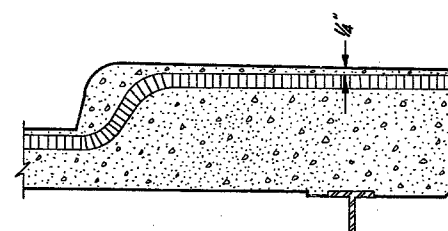
COUNTY	BRIDGE NO.	CASE NO.	CONCRETE REMOVAL CU. YDS.	CLASS "X" CONCRETE CU. YDS.	REINFORCEMENT BARS		
					NO. REQ'D.	LENGTH	POUNDS
PROJECT NO. 1-57-7 (224) 316							
KANKAKEE	2	VII	1.1	1.1			
	4	VII	1.0	1.0			
	6	IX	9.4	9.4	534	2'-1"	1,670
	7	IX	9.4	9.4	534	2'-1"	1,670
	TOTAL PROJ. NO. 1-57-7 (224) 316			20.9	20.9		3,340
	PROJECT NO. 1-57-6 (126) 261						
10	IX	2.7	2.7	110	1'-7"	180	
TOTAL (KANKAKEE COUNTY)			23.6	23.6		3,520	
IROQUOIS							
	TOTAL (IROQUOIS COUNTY)			0	0		0
FORD	49	VII	2.4	2.4			
	TOTAL PROJ. NO. 1-57-6 (126) 261			5.1	5.1		180
	PROJECT NO. 1-57-5 (151) 257						
	51	VII	1.7	1.7			
	TOTAL PROJ. NO. 1-57-5 (151) 257			1.7	1.7		
	TOTAL (FORD COUNTY)			4.1	4.1		
GRAND TOTALS			27.7	27.7		3,520	



CURB SEALER TREATMENTS

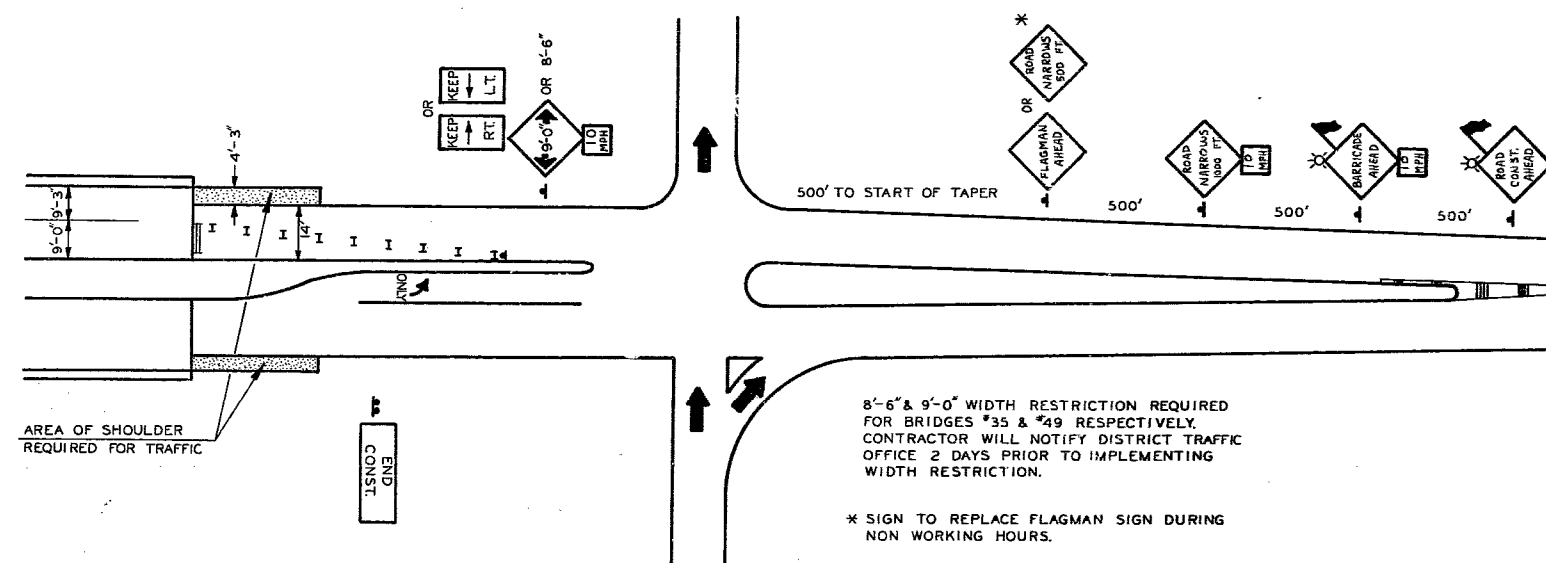


2 1/2" P.J.S. CUT-OUT DETAIL



MEDIAN OR SIDEWALK TREATMENT

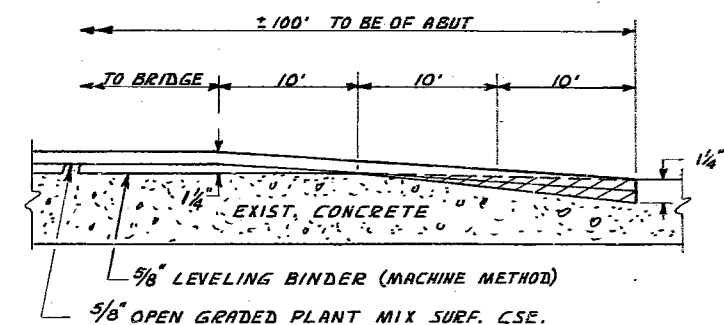
CASE III



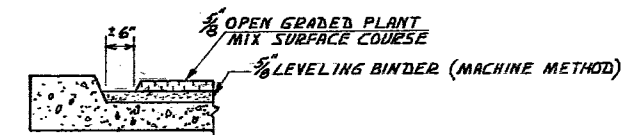
8'-6" & 9'-0" WIDTH RESTRICTION REQUIRED FOR BRIDGES #35 & #49 RESPECTIVELY. CONTRACTOR WILL NOTIFY DISTRICT TRAFFIC OFFICE 2 DAYS PRIOR TO IMPLEMENTING WIDTH RESTRICTION.

* SIGN TO REPLACE FLAGMAN SIGN DURING NON WORKING HOURS.

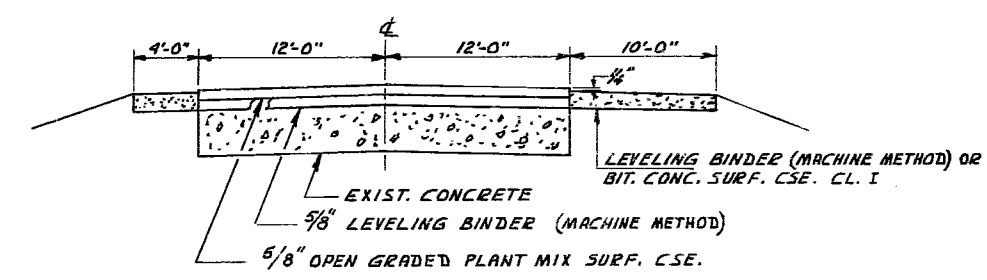
SCHEDULE OF QUANTITIES									
County	Bridge No.	Bridge Inventory No.	Open-Graded Plant Mix Surf. Cse. -Ton						Leveling Binder Appr. Pav't. & Shoulder Ton
			Deck			Appr. Pavement			
			Alt. "A"	Alt. "B"	Alt. "C"	Alt. "A"	Alt. "B"	Alt. "C"	
KANKAKEE	Project No. I-57-7(224)316								
	4	046-0016	11	19	22	9.4	16.2	19.2	61
	5	046-0017	13	23	26	9.4	16.2	19.2	62
	6	046-0014	17	29	34	9.4	16.2	19.2	73
	7	046-0015	18	30	35	9.4	16.2	19.2	75
	Total Proj. I-57-7(224)316		59	101	117	37.6	64.8	76.8	271
	Total Kank. County		59	101	117	37.6	64.8	76.8	271
IROQUOIS	Project No. I-57-6(126)261								
	26	038-0007	8	14	17	9.4	16.2	19.2	55
	27	038-0008	8	14	17	9.4	16.2	19.2	55
	28	038-0006	13	23	27	9.4	16.2	19.2	65
	29	038-0005	13	23	27	9.4	16.2	19.2	65
	Total Proj. I-57-6(126)261		42	74	88	37.6	64.8	76.8	240
	Total Iroquois County		42	74	88	37.6	64.8	76.8	240
GRAND TOTAL		101	175	205	75.2	129.6	153.6	511.0	



BUTT JOINT
BR. #4, 5, 6, 7, 26, 27, 28 & 29



TYPICAL BRIDGE SECTION



TYPICAL SECTION