

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID INTERSTATE HIGHWAY

PROJECT NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
57	*	VARIOUS	8	1

* DISTRICT 3 - BRIDGE WATERPROOFING MEMBRANE SYSTEM 1976-1

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1.	COVER SHEET
2.	SUMMARY OF QUANTITIES, GENERAL NOTES & BRIDGE NOTES
3.	SCHEDULE OF QUANTITIES (F.A.I. ROUTE 57)
4.	APPROACH PAVEMENT DETAIL
5,6,6A.	NEOPRENE EXPANSION DAM DETAIL & LONG JOINT RECONSTR.
7.	SCHEDULE OF QUANTITIES & DETAILS
STANDARDS	
STANDARD	2299 - 6
STANDARD	2300 - 1
STANDARD	2309 - 3
STANDARD	2316 - 4

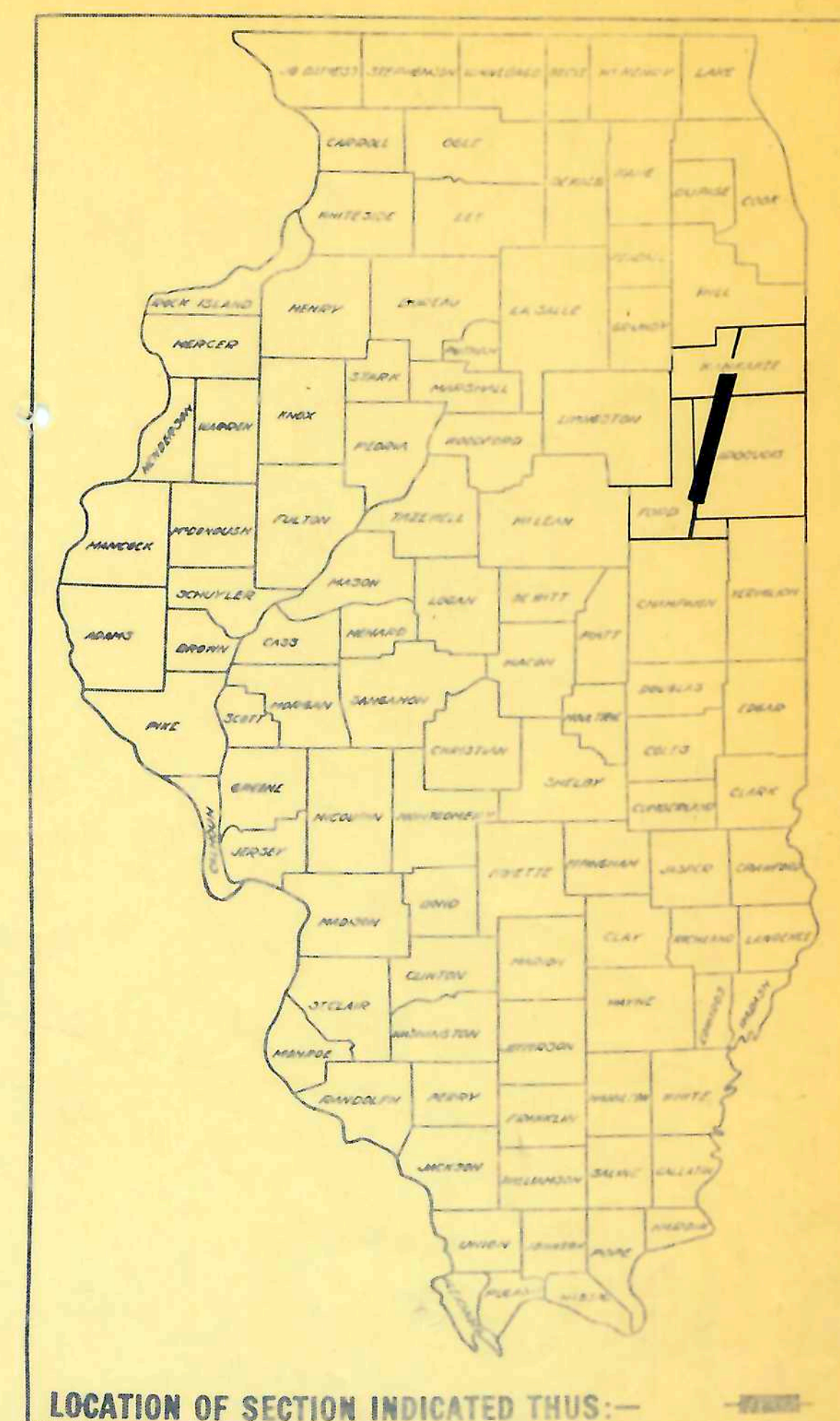
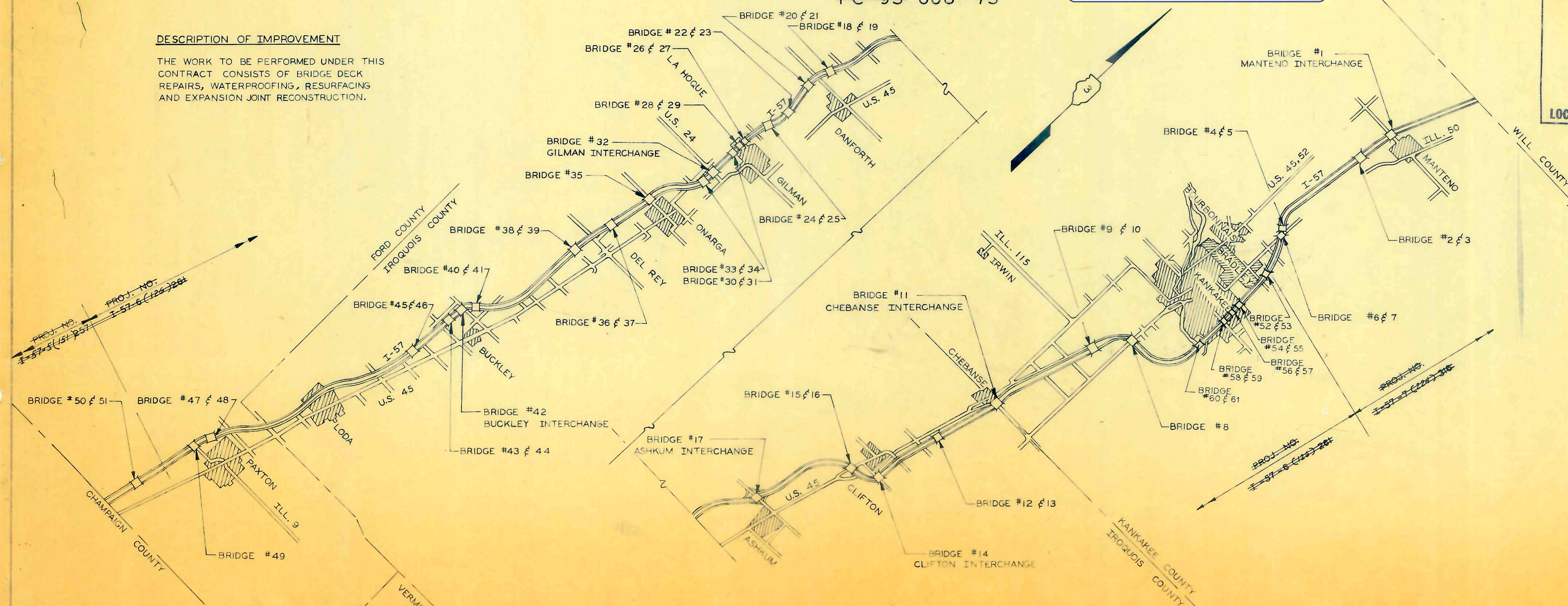
F.A.I. ROUTE 57
DISTRICT 3-BRIDGE WATERPROOFING MEMBRANE SYSTEM 1976-1
PROJECT I-57-5 (I5I) 257
KANKAKEE-IROQUOIS-FORD COUNTIES

PC-93-004-73
~~PC-93-005-73~~
~~PC-93-008-75~~

INFORMATION ONLY

DESCRIPTION OF IMPROVEMENT

THE WORK TO BE PERFORMED UNDER THIS CONTRACT CONSISTS OF BRIDGE DECK REPAIRS, WATERPROOFING, RESURFACING AND EXPANSION JOINT RECONSTRUCTION.



LOCATION OF SECTION INDICATED THUS:—

STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
 DIVISION OF HIGHWAYS

SUBMITTED 12/15/76
 EXAMINED Jan. 29, 77
 PASSED Jan. 29, 77
 APPROVED Jan. 29, 77
 DIRECTOR OF HIGHWAYS

DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____
 DIVISION ADMINISTRATOR

DATE _____

CONTRACT NO. 3205

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 $\frac{1}{2}$ 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 $\frac{1}{2}$ 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 12" 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, #34 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 thru Br. #61 Inc. 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".

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 Br. #1, 11, 14, 17, 42.
Standard 2316 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.
Standard 2316 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)

ROUTE NO.	SEC.	BRIDGE	SECTION	DATE
57	*	VARIOUS	A	2

* DISTRICT 3-BRIDGE
WATERPROOFING MEMBRANE
SYSTEM 1976-1

F.A.L. ROUTE 57

SUMMARY OF QUANTITIES

Code No.	Item	Unit	KANKAKEE				IROQUOIS				FORD				COUNTIES			PROJECT 57-5 (5) 257 Total
			PART.	N. PART.	PART.	N. PART.	PART.	N. PART.	PART.	N. PART.	PART.	N. PART.	PART.	N. PART.	Kankakee	Iroquois	Ford	
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	23.6	6.5	4.1	34.2						
504003	CLASS "X" CONCRETE	CU YD	14.8	8.8	4.1	2.4	2.6	1.5	23.6	6.5	4.1	34.2						
507001	F. & E. STRUCTURAL STEEL	POUND	0	0	0	0	0	435									435	435
512001	REINFORCEMENT BARS	POUND	3520	0	0	290	0	0	3520	290		380						
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	31,042.6						
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	1077	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	229/32	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

PART @ NON-PART

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 TYPE II	LIN. FT.	56
			REINFORCEMENT BARS	LBS.	290

State of Illinois
Department of Transportation
District Three

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

Date: 12-12-75

Examined By: *Philip J. Smith*
District Engineer of Construction

James S. Sullivan
District Engineer of Maintenance

Alvin J. Jones
District Engineer of Materials

Alvin J. Jones
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

* DISTRICT 3 - BRIDGE WATERPROOFING MEMBRANE SYSTEM 1976-1

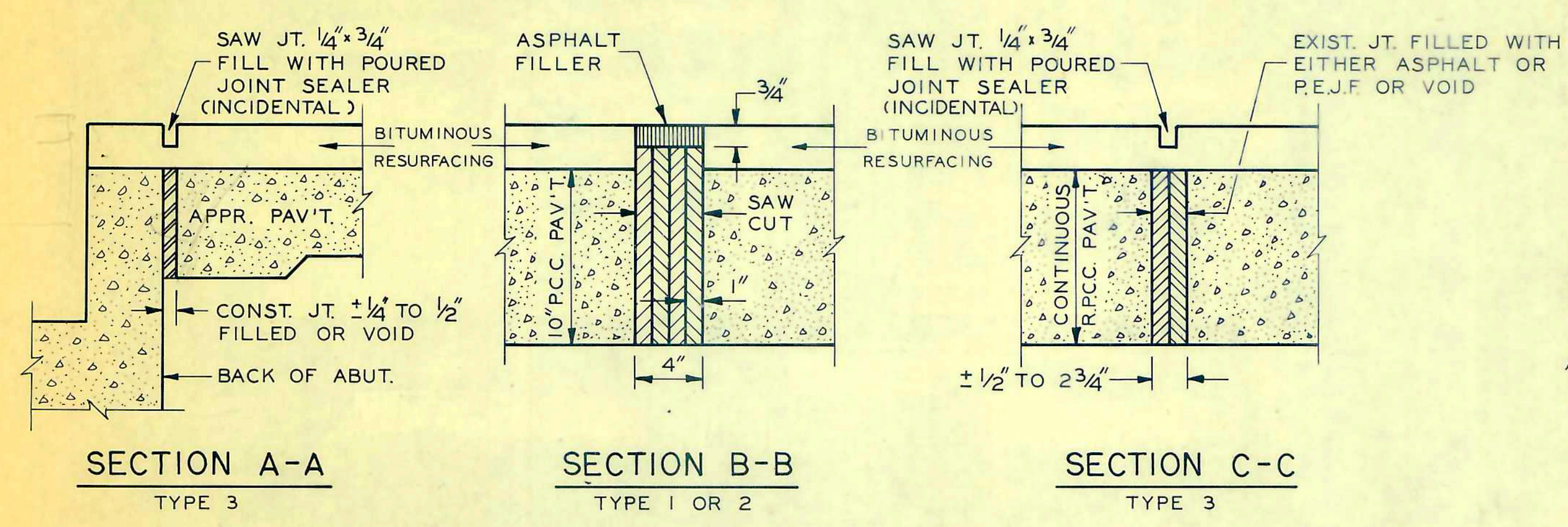
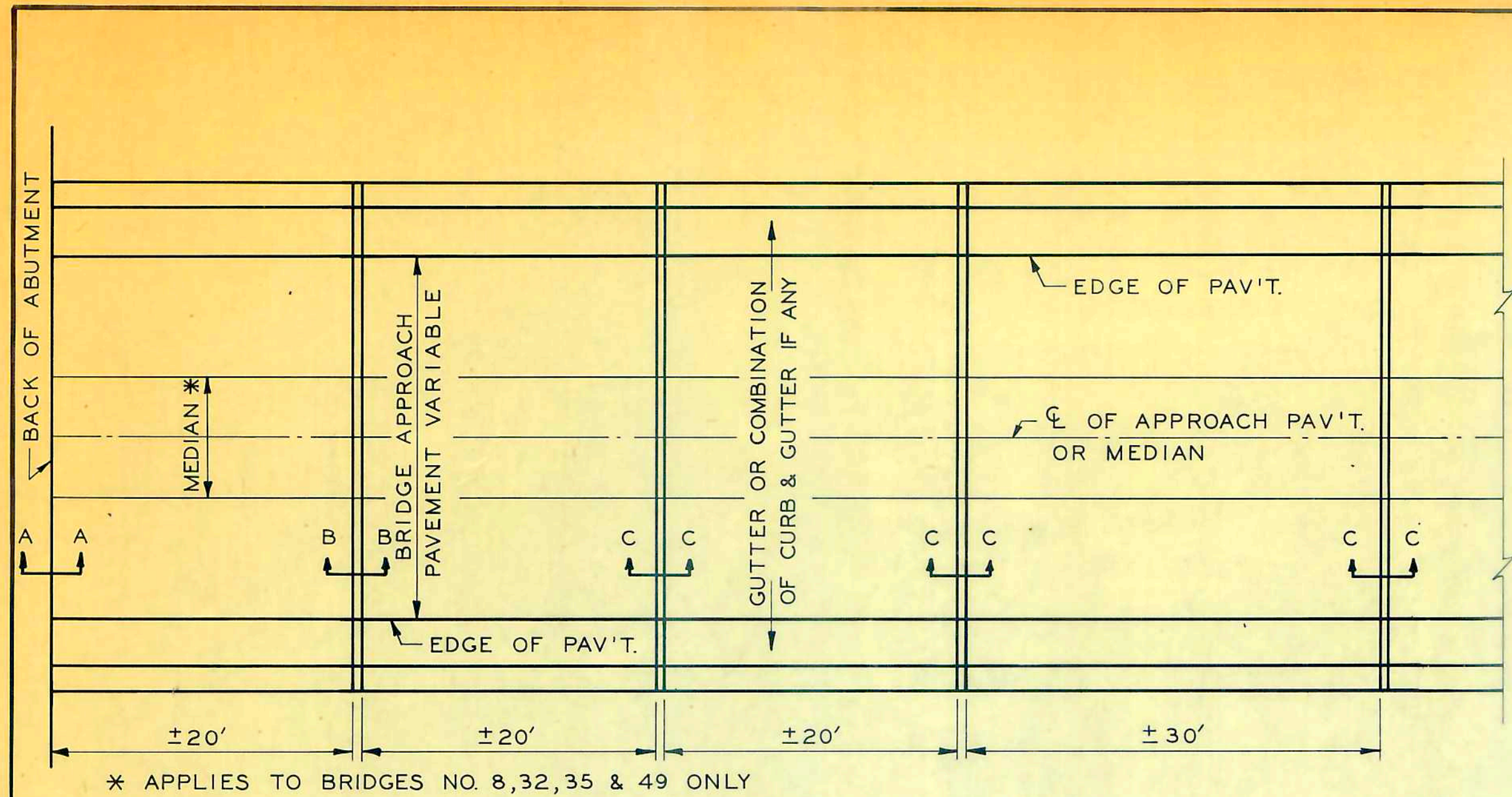
BRIDGE NO.	BRIDGE INVENTORY NO.	SECTION	STATION	LOCATION	DECK WIDTH LIN. FT.	DECK LENGTH LIN. FT.	ANGLE OF CROSSING	WATERPROOF MEMBRANE SYSTEM-SQ.YD.	P.J.S. 2 1/2" NEO. EXP. DAM.					BIT. CONC. SURF. CSE. CLASS 1-TONS		BIT. MAT. PRIME COAT GALLONS	DECK SLAB REPAIR SQ.YDS.	PRESSURE GROUTING LIN.FT.	AGGREGATE SHOULDERS TYPE B. TONS	CONC. PAV. SCARIF. SQ.YD.	EXPANSION JOINT REHABILITATION			CONC. TRANS. BLOCKS.			
									CASE IX LF	CASE X LF	CASE XI LF	CASE XII LF	DECK	APPR. PAVEMENT SHOULDERS	TYPE 1 LIN. FT.						TYPE 2 LIN. FT.	TYPE 3 LIN. FT.	TYPE EA.				
PROJECT NO. 1-57-7 (224) 316 TOTAL																											
1	046-0058	46-1 HBK	641+28.35	MANTENO INTERCHANGE	30.0	245'-0"	69°32'	817.0	12.0	64.0			69	NON-PART 52	80	PART 28	43	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	234	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 ICR.	31.0	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 ICR.	37.0	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	187'-0"	70°38'-53"	956.0	12.0	99.2			**	**	**	43	37.0	34	3	187.0	85			217			
7	046-0015	46-2 HB	311+37.70	N.B. I-57 ILL. 50 INTER.	47.6	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 (224) 316)									4954.0	920	513.4	41.4	197.6	141	152	240.0	88	301	80.0	241.0	23	942.0	288	48	1290.0	4	2
PROJECT NO. 1-57-6 (226) 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	700		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 HB-1	995+82.18	CLIFTON INTERCHANGE	30.0	259'-0"	30°36'-28"	883.0	15.2	70.0			73	50	80	30	43	143.0	14		107.0	24			184	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+88.72	ASHKUM INTERCHANGE	32.5	262'-2"	57°38'-23"	947.0	12.7	71.2			74	49	80	31	43	2.0	28		107.0	48			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	2.0	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 1/2"	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 1/2"	54°45'	90.0					8	44	80	36	43			6	107.0				156	2	2
26	038-0007	38-5 HB-1	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 HB-1	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 VB-1	604+54.72	N.B. 9 MI. S. ASHKUM INTER.	40.0	221'-11 1/2"	44°38'-50"	987.0	4.7	113.7			83	40	80	40	43	2.0	83	6	107.0				232		
31	038-0003	38-5 VB-1	604+54.72	S.B. 9 MI. S. ASHKUM INTER.	40.0	221'-11 1/2"	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 HB-2	647+34.20	GILMAN INTERCHANGE	35.0	219'-9"	87°55'-30"	855.0	40.3	78.3			72	54	80	26	43	5.0	19		152.0				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 HB-4	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	1.0	83		107.0				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	1.0	17		107.0				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	2.0	52		107.0				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	1.0	10		107.0				98	2	2
40	038-0151	38-7 B	1187+00	S.B. 7.3 MI. S. ONARGA INTER.	40.0	90'-2 1/2"	80°00'	401.0		81.2		90.2	34	52	80	28	43	2.0	56		107.0				98	2	2
41	038-0152	38-7 B	1187+00	N.B. 7.3 MI. S. ONARGA INTER.	40.0	90'-2 1/2"	80°00'	401.0		81.2		90.2	34	52	80	28	43	2.0	32		107.0				98	2	2
42	038-0076	38-7 HB-2	1225+75.45	BUCKLEY INTERCHANGE	32.5	290'-5 1/2"	41°05'-44"	1049.0	4.0	90.5			88	46	80	34	43		41		107.0				176	2	4
43	038-0149	38-7 B-1	1272+47	S.B. 0.9 MI. S. BUCKLEY INTER.	40.0	27'-5 1/2"	65°00'	122.0				27.5	10	48	8												

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

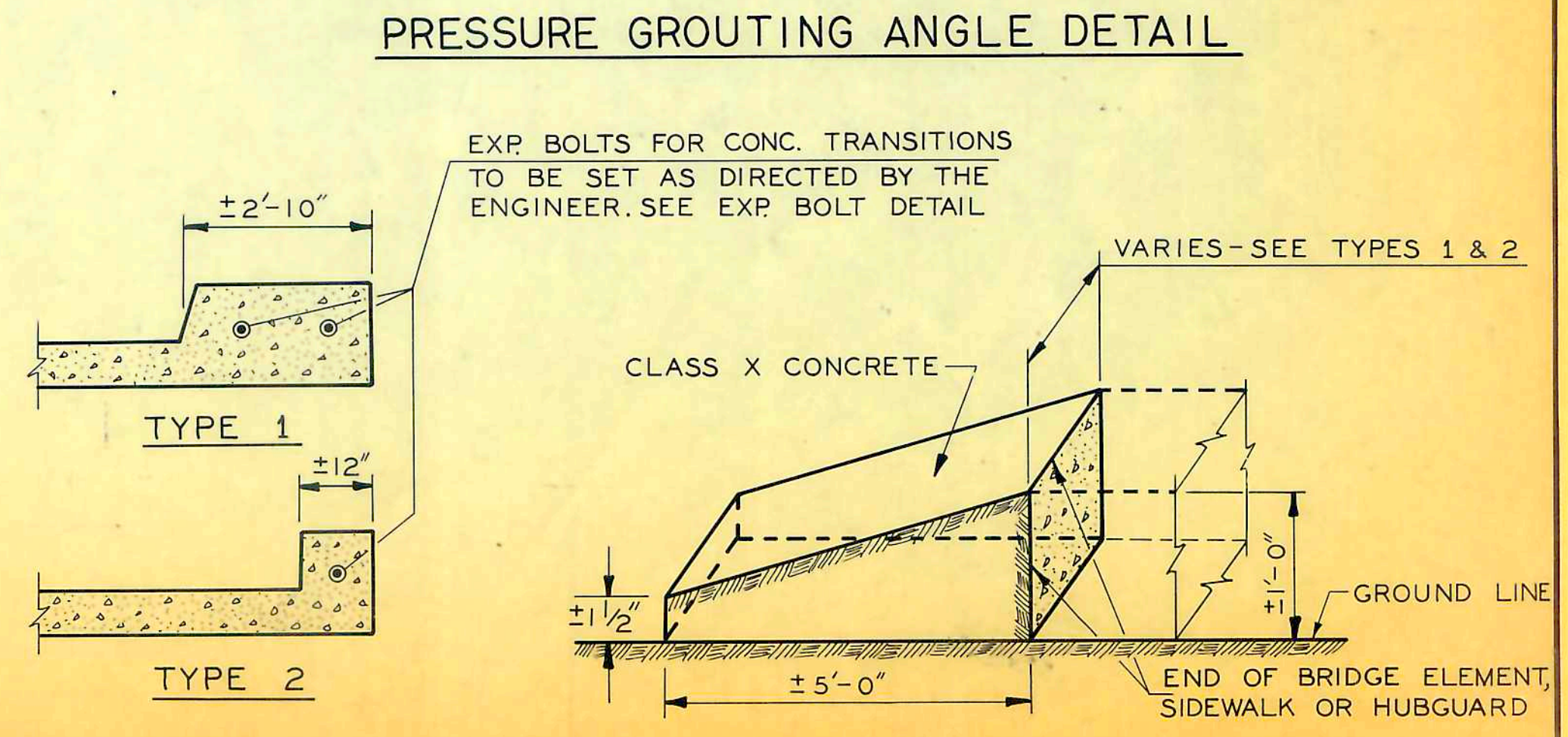
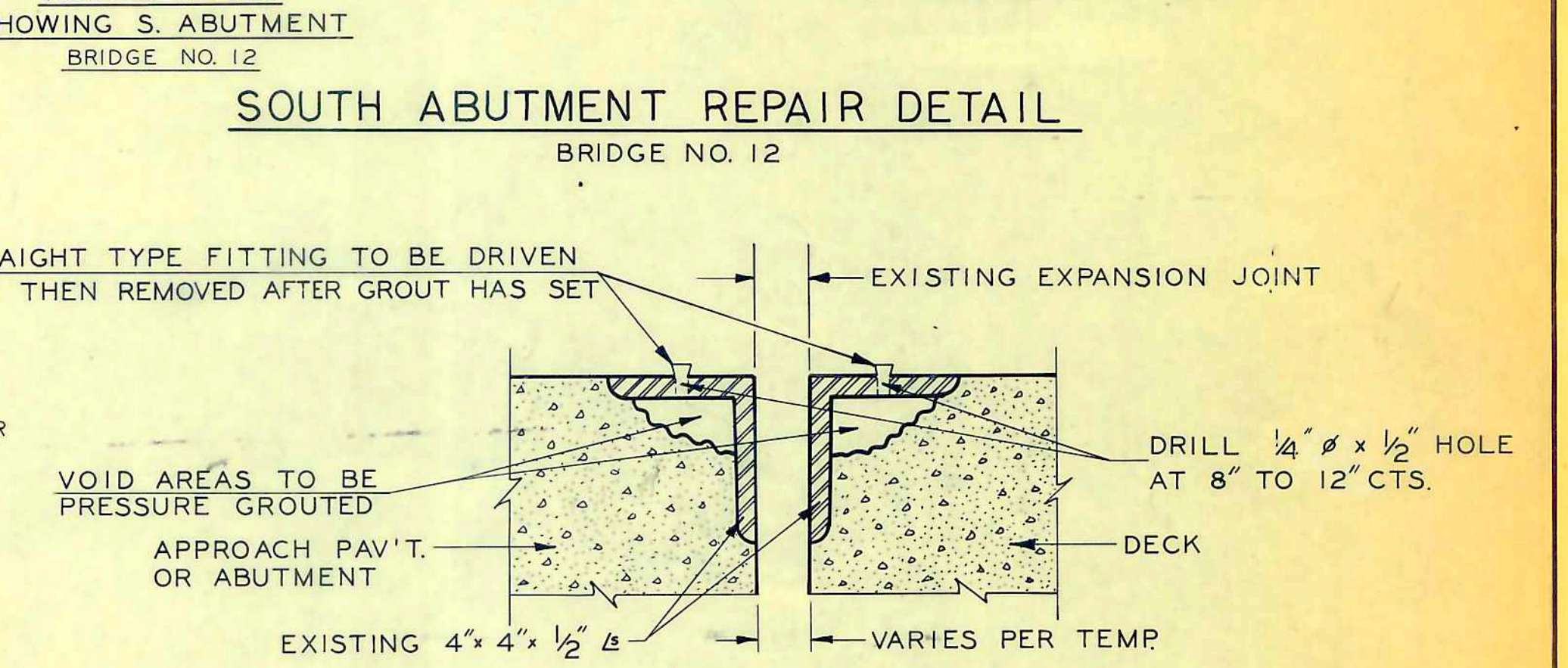
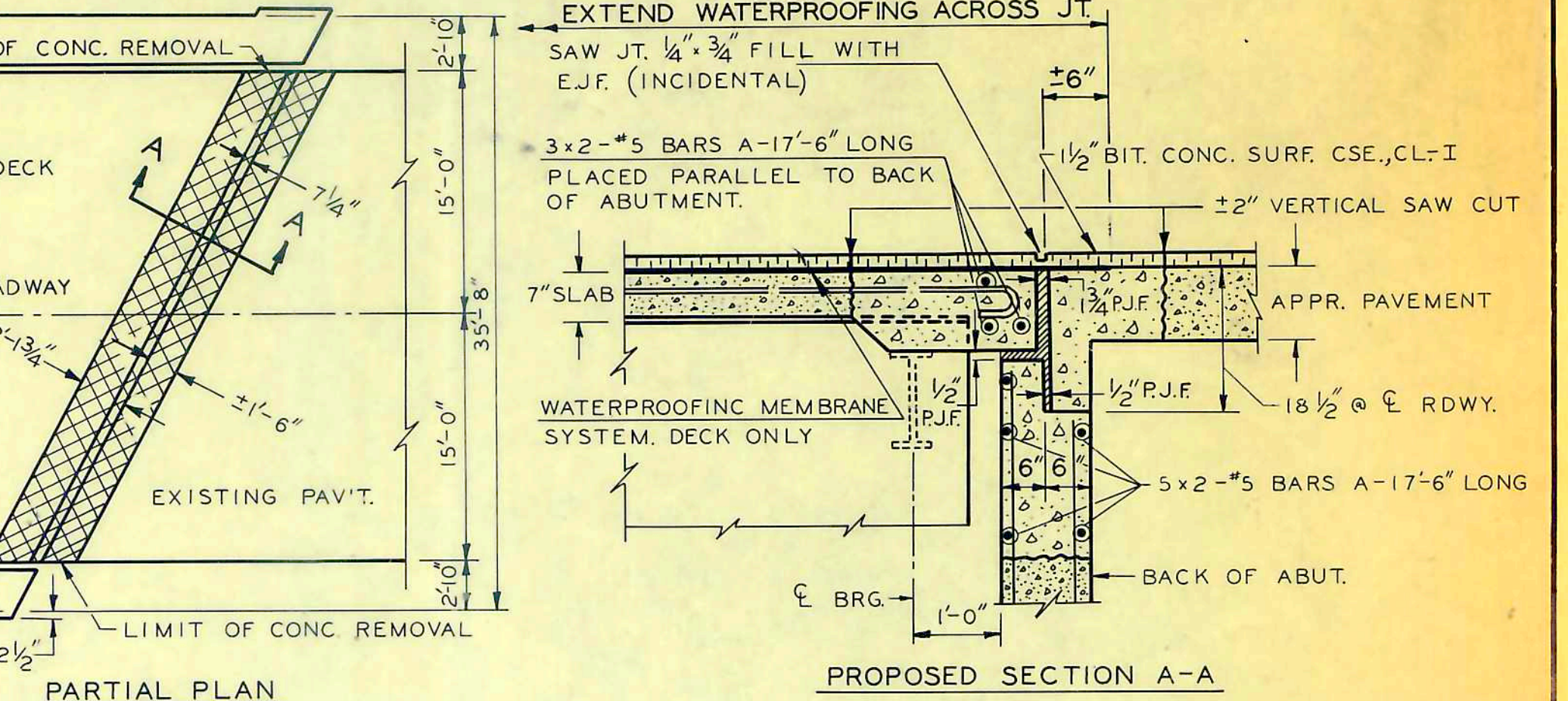
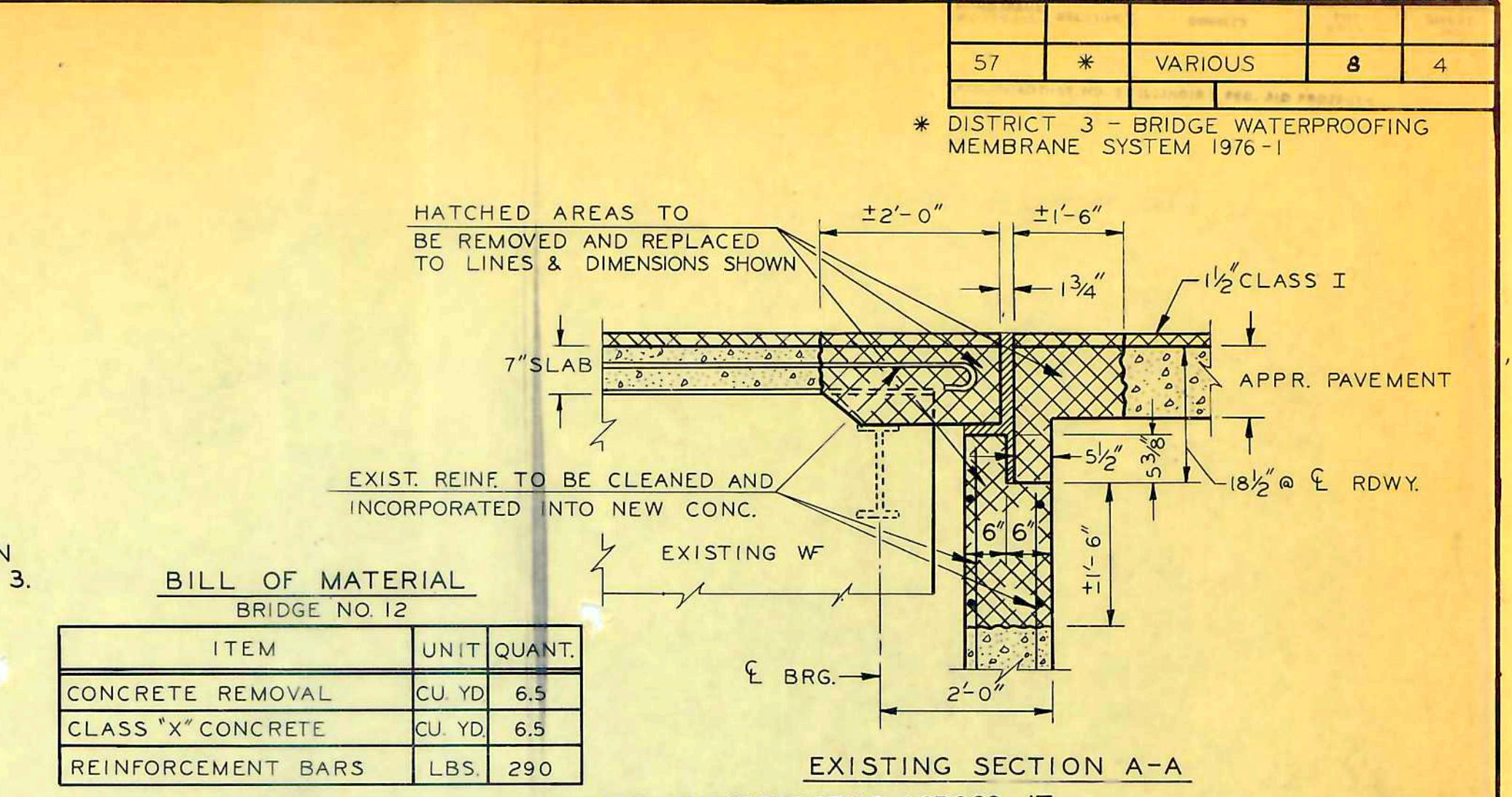
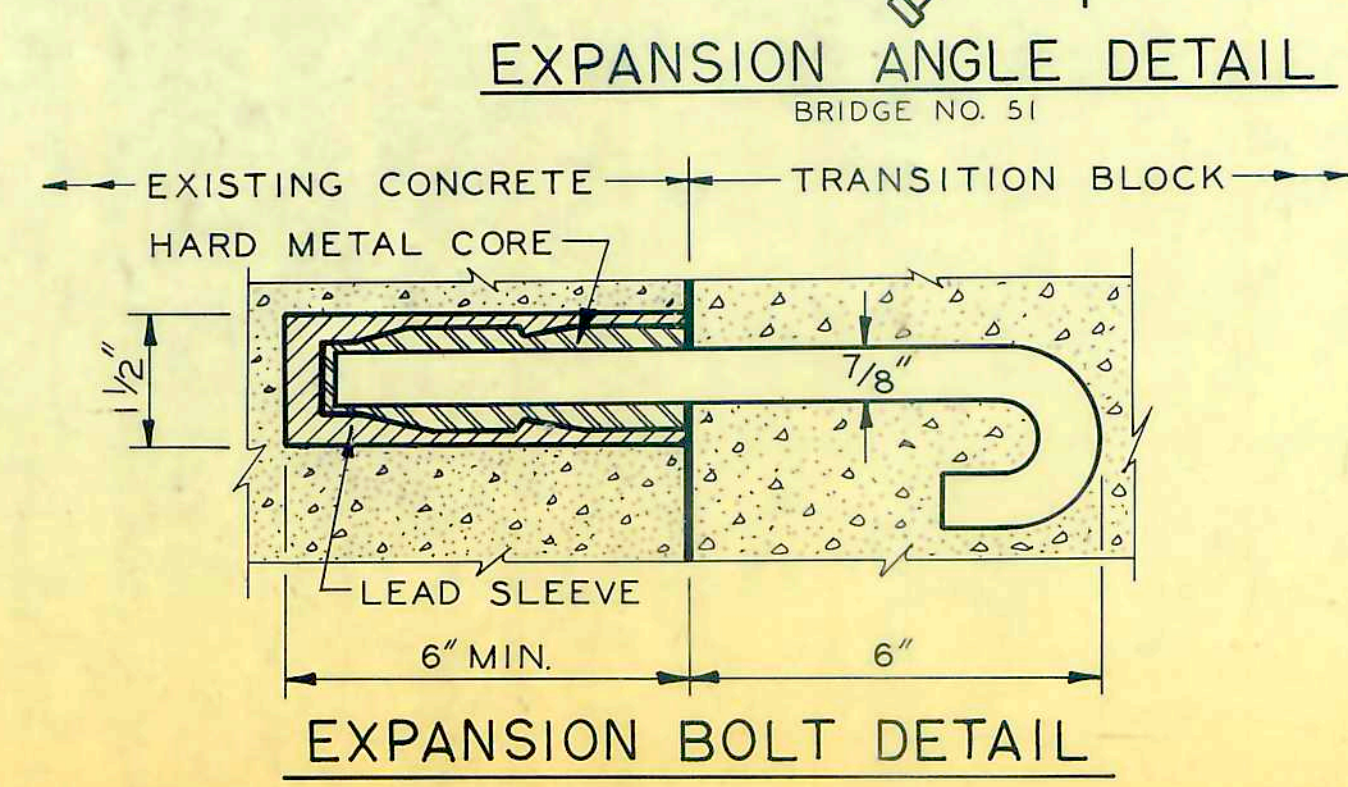
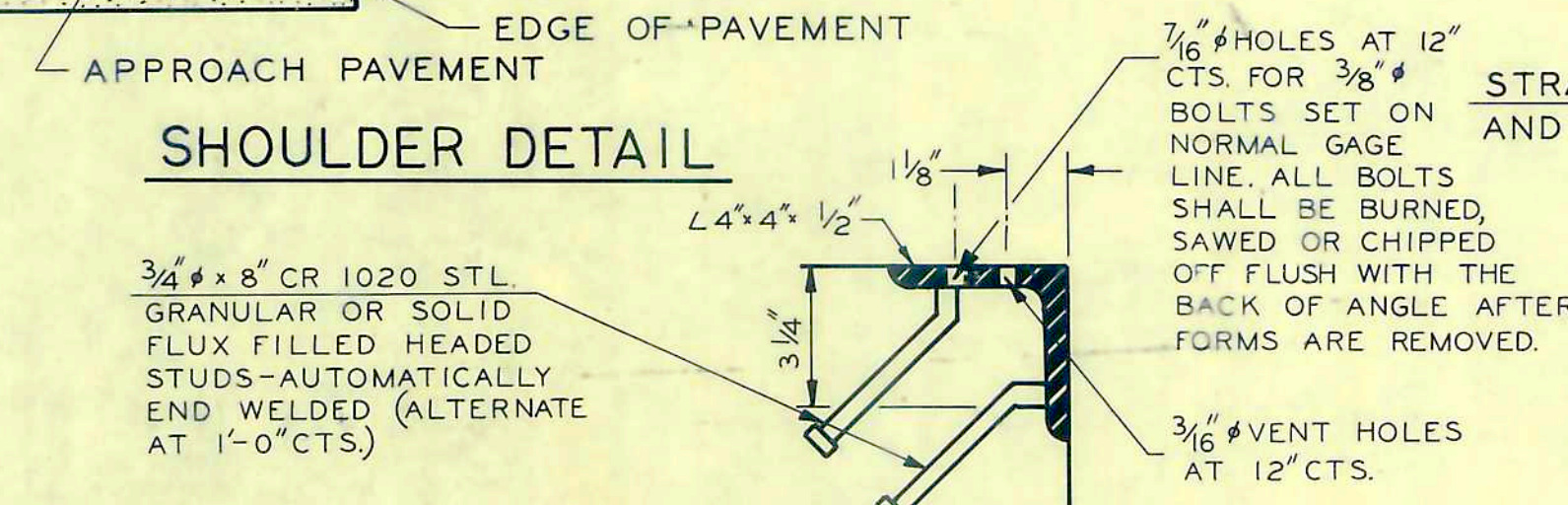
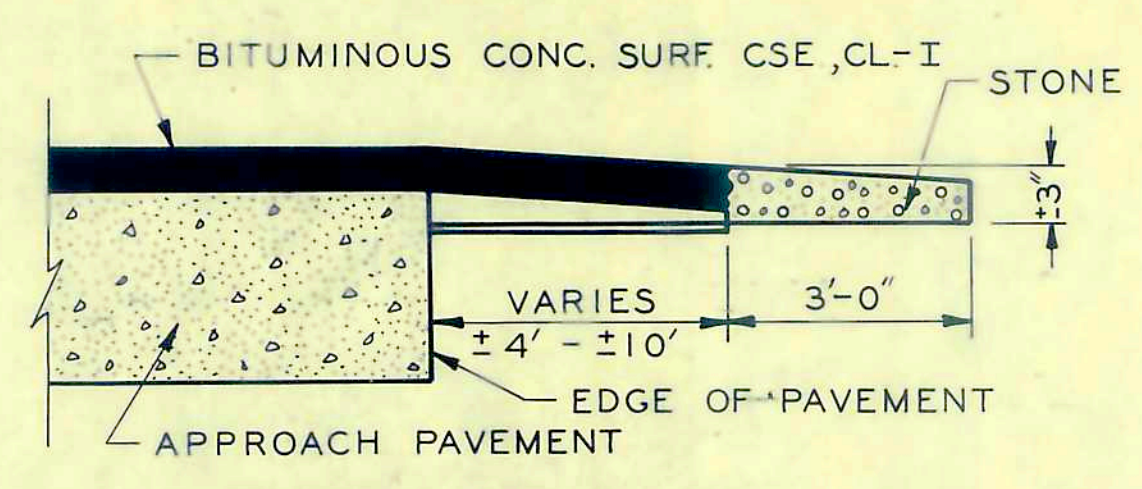
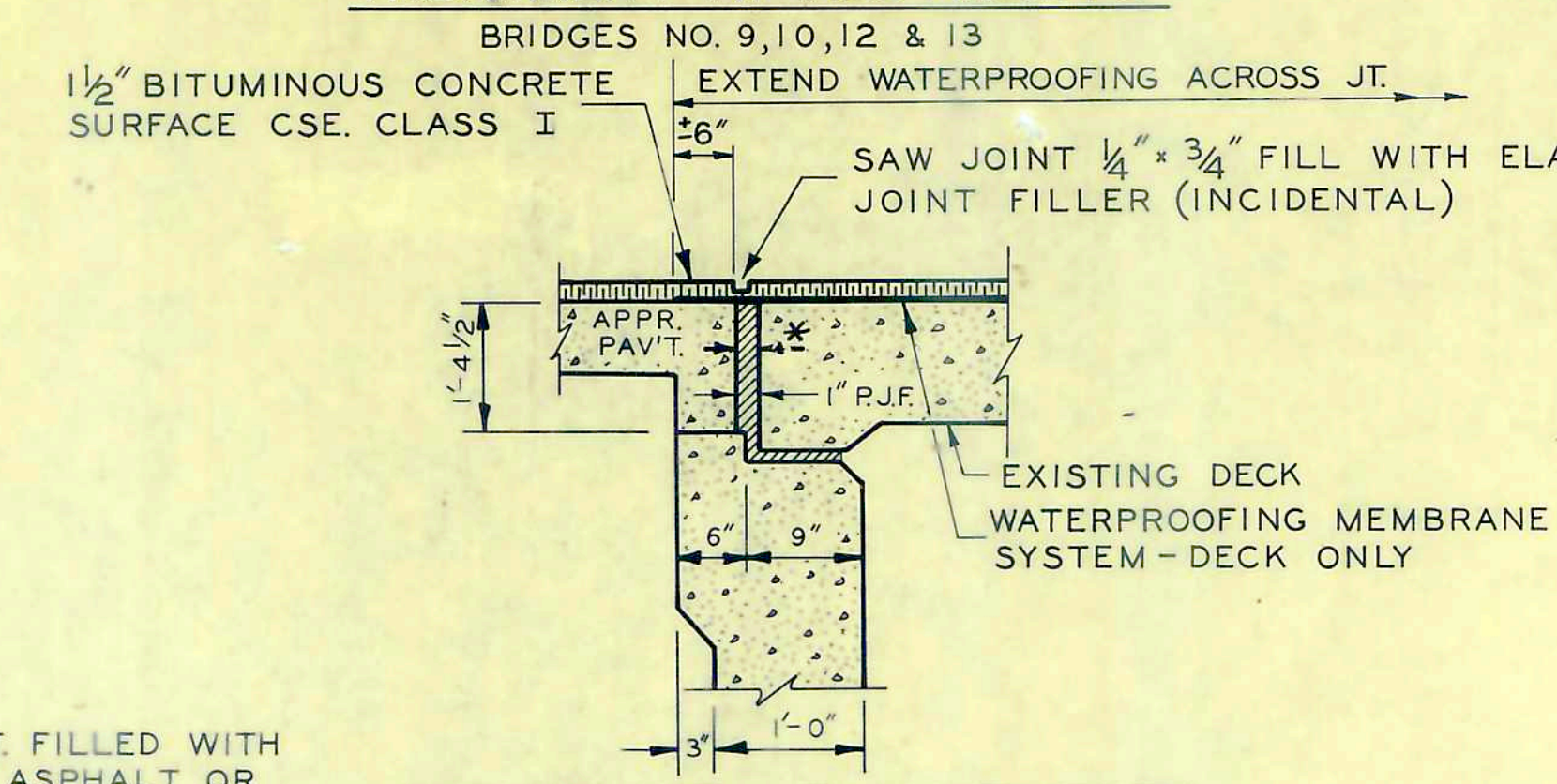
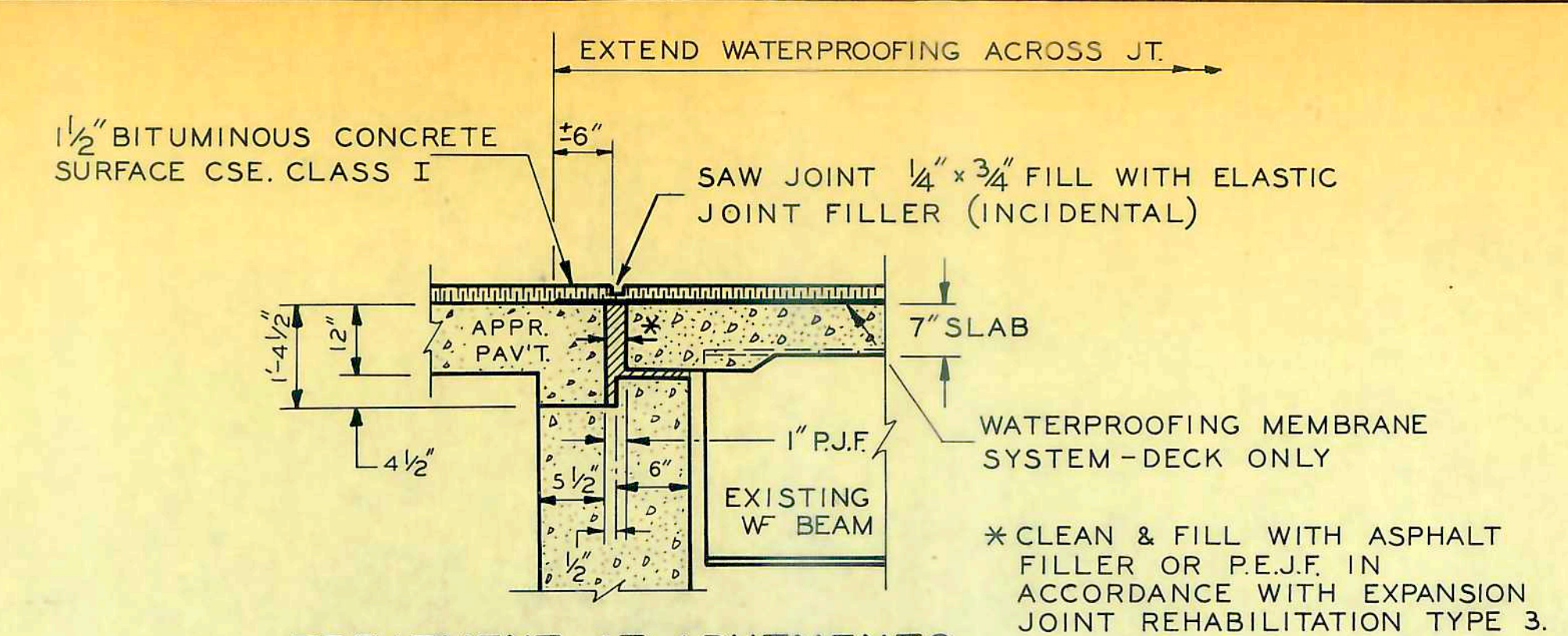
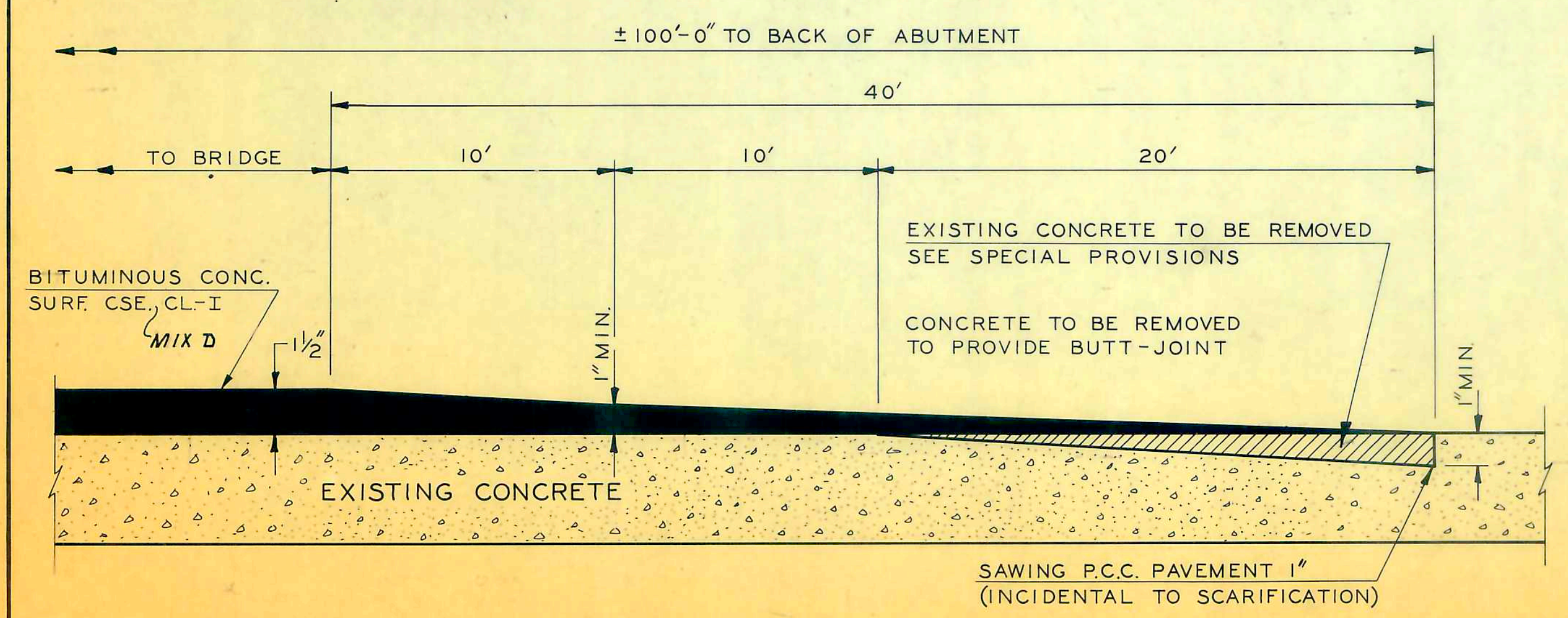
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA-57	*	VARIOUS	8	3

* DISTRICT 3 - BRIDGE WATERPROOFING MEMBRANE SYSTEM 1976-1

Y-Z COO	BRIDGE NO.	BRIDGE INVENTORY NO.	SECTION	STATION	LOCATION	DECK WIDTH LIN. FT.	DECK LENGTH LIN. FT.	ANGLE OF CROSSING	WATERPROOF MEMBRANE SYSTEM-SQ.YD.	R.S. 2 1/2' NEO. EXP. DAM.				BIT. CONC. SURF. CSE. CLASS 1-TONS		DECK SLAB REPAIR SQ.YDS.	PRESSURE GROUTING LIN. FT.	AGGREGATE SHOULDERS TYPE B. TONS	CONC. PAV'T. 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.		
										MIX D																
PROJECT NO. 1-57-7 (224) 316																										
KANKAKEE	1	046-0058	46-1 HBK	641 + 28.35	MANTENO INTERCHANGE	30.0	245'-0"	69°32'	817.0	12.0	64.0			69	80	43	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	234	98.8	36	80	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	80	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	120	99.2			**	**	43	37.0	34	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	120	101.6			**	**	43	5.0	64	2	178.0	89			222		
TOTAL (PROJECT NO. 1-57-7 (224) 316									4954.0	920	513.4	41.4	197.6	141	240.0	301	80.0	241.0	23	942.0	288	48	1290.0	4	2	
PROJECT NO. 1-57-6 (264) 261																										
KANKAKEE	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	80	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	80	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	80	43	7	6					144			
	TOTAL (KANKAKEE COUNTY)									6925.6	116.0	623.7	41.4	197.6	306	480	430	229.0	272.0	35	1158.0	288	48	1946.0	6	4
S-OCCOON	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	80	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	80	43	700		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	80	43	15.0		6				204			
	14	038-0135	38-2 HB B1	995 + 82.18	CLIFTON INTERCHANGE	30.0	259'-0"	30°36'-28"	863.0	15.2	70.0			73	80	43	143.0	14		107.0			184	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	80	43	3.0	66	6	107.0	24		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	80	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	80	43	2.0	28		107.0	48		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	80	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	80	43		6		107.0			150	2	2	
	20	038-0158	38-4 B1	399 + 21	S.B. 5 MI. S. ASHKUM INTER.	40.0	21'-6"	83°45'	96.0					8	80	43		6		107.0			144	2	2	
	21	038-0159	38-4 B1	399 + 21	N.B. 5 MI. S. ASHKUM INTER.	40.0	21'-6"	83°45'	96.0					8	80	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	80	43	2.0	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	80	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 1/4"	54°45'	90.0					8	80	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 1/4"	54°45'	90.0					8	80	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	22'-11 1/2"	44°38'-50"	987.0	4.7	113.7			83	80	43	2.0	83	6	107.0			232			
	31	038-0003	38-5 VB1	604 + 54.72	S.B. 9 MI. S. ASHKUM INTER.	40.0	22'-11 1/2"	44°38'-50"	987.0	4.7	113.7			83	80	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	4.0	78.3			72	80	43	5.0	19		152.0			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	80	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	80	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	4.0	78.0			72	80	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	80	43	1.0	83		107.0			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	80	43	1.0	17		107.0			144	2	2	
	38	038-0153	38-6 B1	963 + 62.5	S.B. 3.1 MI. S. ONARGA INTER.	40.0	97'-9"	73°00'	434.0		83.6			37	80	43	2.0	52		107.0			98	2	2	
	39	038-0154	38-6 B1	963 + 62.5	N.B. 3.1 MI. S. ONARGA INTER.	40.0	97'-9"	73°00'	434.0		83.6			37	80	43	1.0	10		107.0			98	2	2	
	40	038-0151	38-7 B	1187 + 00	S.B. 7.3 MI. S. ONARGA INTER.	40.0	90°-2 1/2"	80°00'	401.0		81.2		90.2	34	80	43	2.0	56		107.0			98	2	2	
	41	038-0152	38-7 B	1187 + 00	N.B. 7.3 MI. S. ONARGA INTER.	40.0	90°-2 1/2"	80°00'	401.0		81.2		90.2	34	80	43	2.0	32		107.0			98	2	2	
	42	038-0076	38-7 HB2	1225 + 75.45	BUCKLEY INTERCHANGE	32.5	290'-5 1/2"	41°05'-44"	1049.0	4.0	90.5			88	80	43		41		107.0			176	2	4	
	43	038-0149	38-7 B1	1272 + 47	S.B. 0.9 MI. S. BUCKLEY INTER.	40.0	27'-5 1/2"	65°00'	122.0				27.5	10	80	43				107.0			102	2	2	
	44	038-0150																								



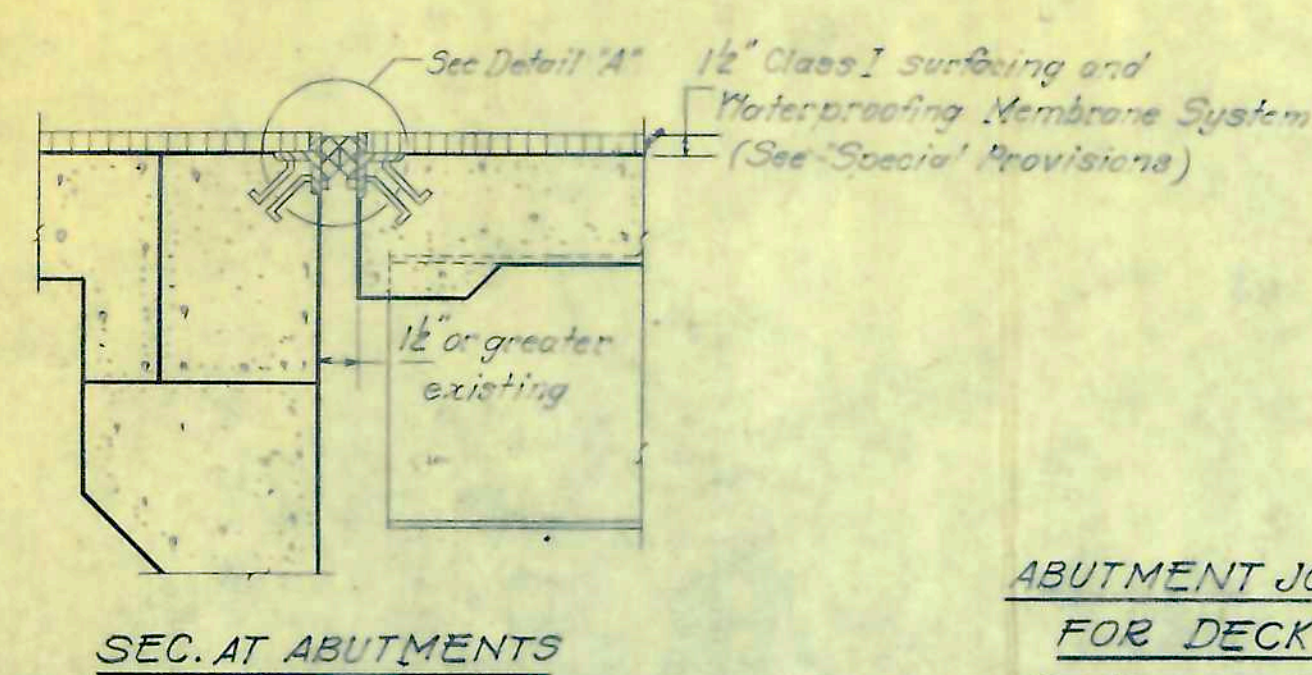
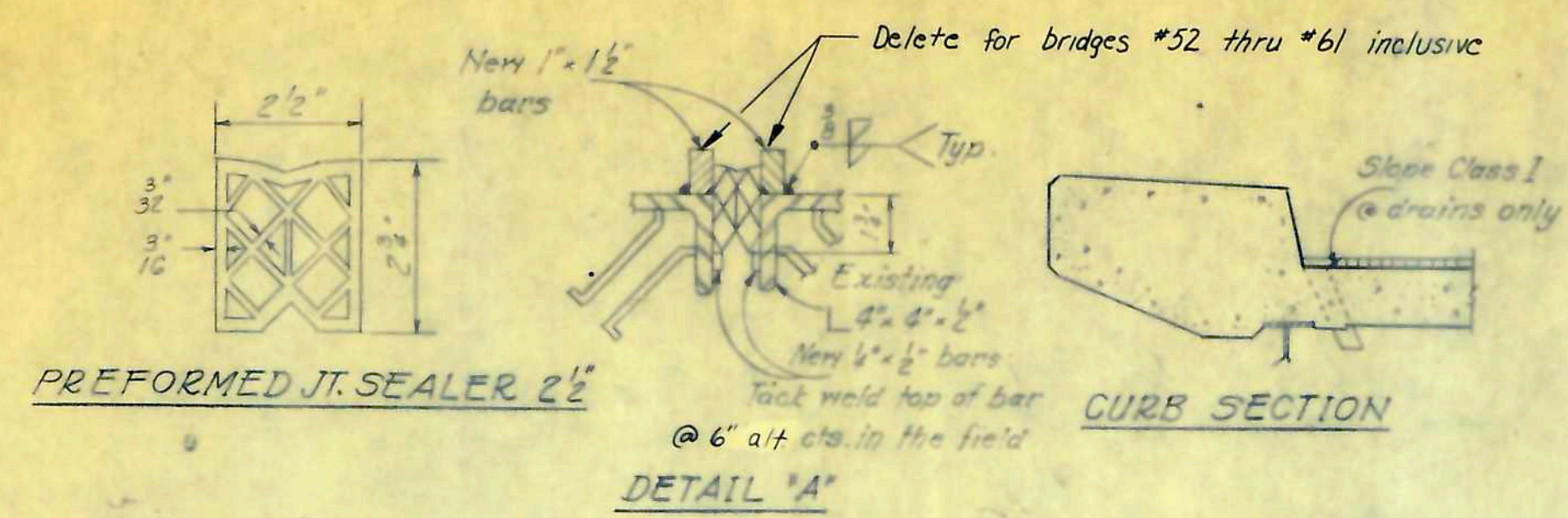
EXPANSION JOINT REHABILITATION



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

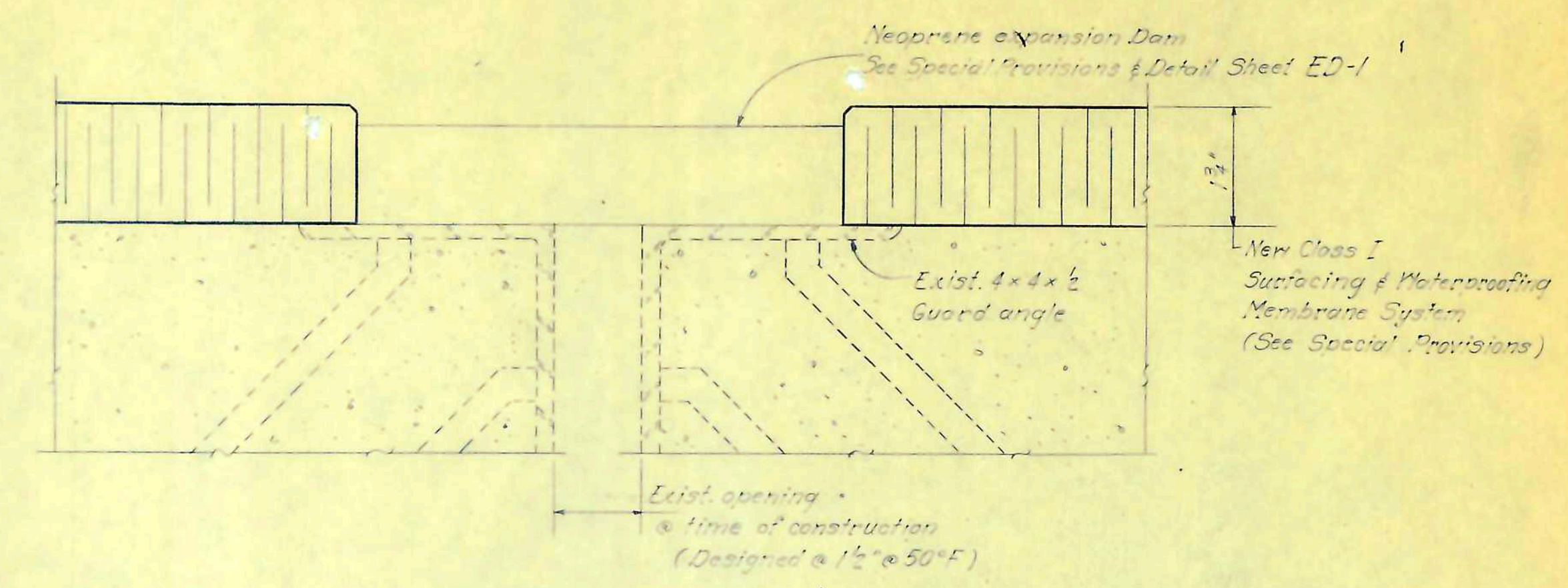
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
R.A. 57	*	VARIOUS	8	5
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* DISTRICT 3-BRIDGE WATERPROOFING
MEMBRANE SYSTEM 1976-1



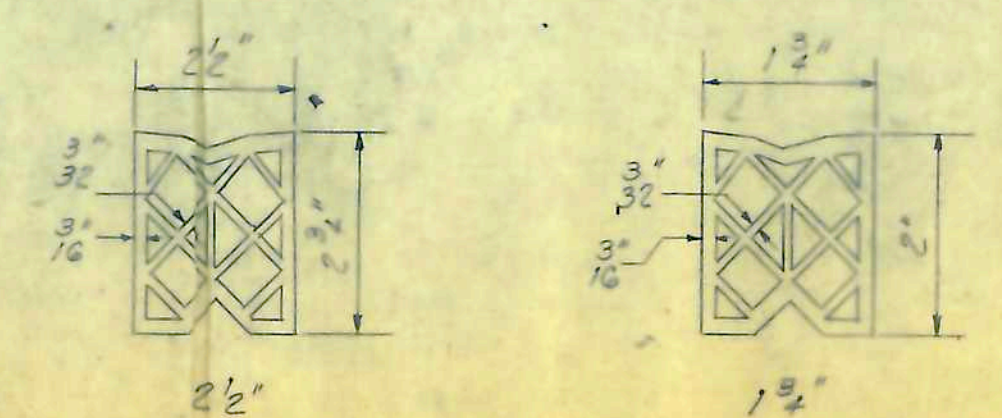
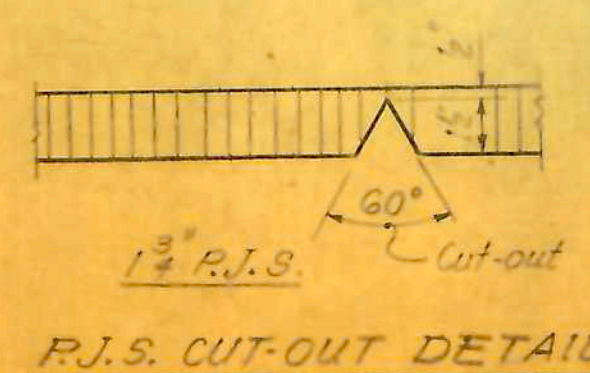
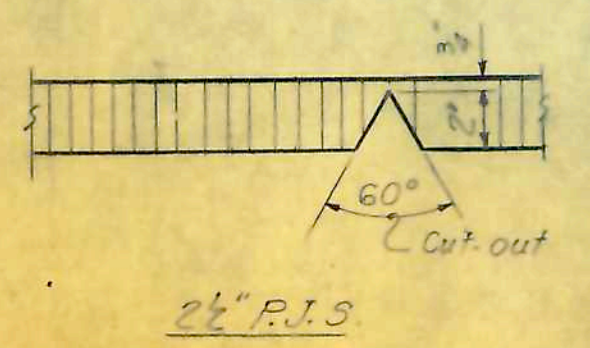
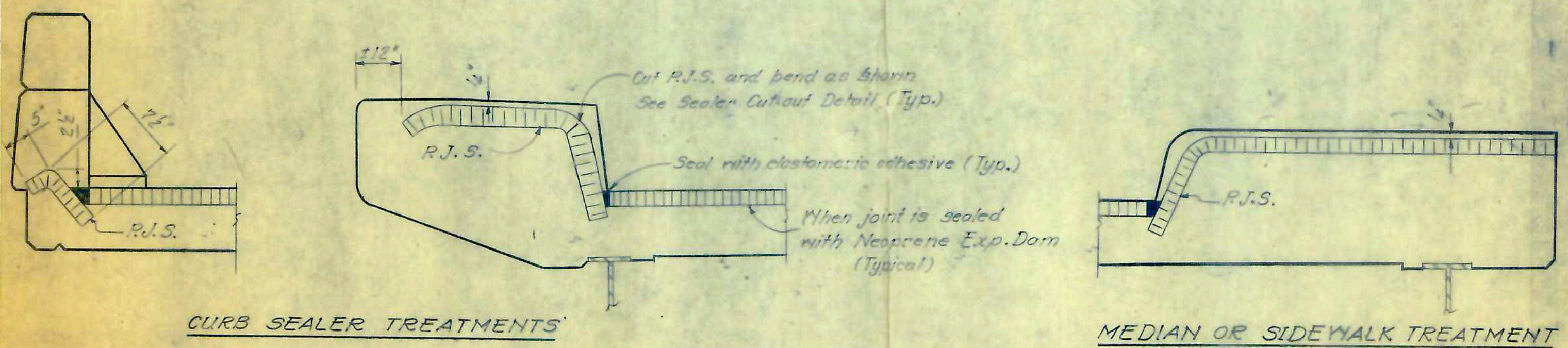
ABUTMENT JOINT MODIFICATIONS
FOR DECK WATERPROOFING
Existing opening is between 1 1/2 inch and 2 inch at 50°F and the expansion length and skew falls into the 2 1/2 inch R.J.S. range.

CASE I



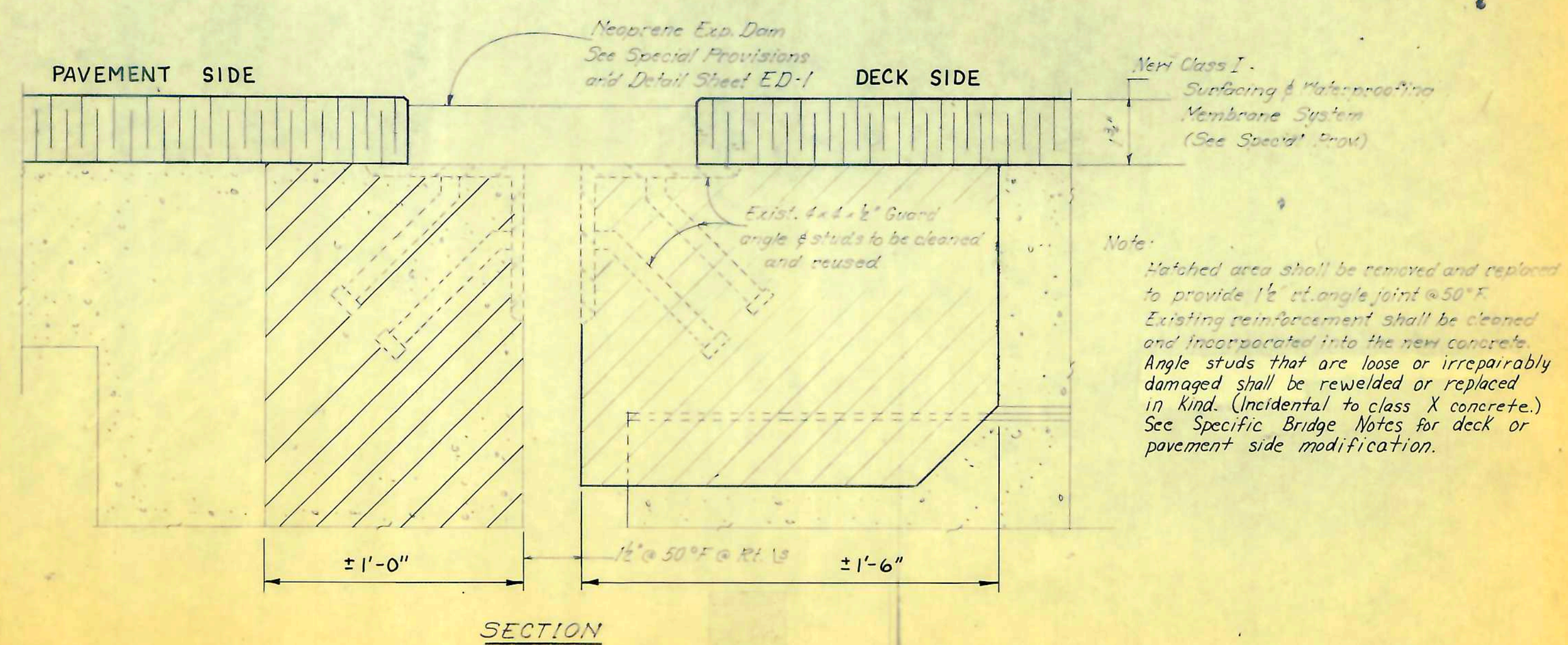
JOINT MODIFICATIONS FOR DECK WATERPROOFING
Existing open joint with adequate capacity for required expansion. Max. Exp. length 200 Ft.

CASE II



PREFORMED JOINT SEALERS
Use 2 1/2 inch R.J.S. for 1 inch min. opening @ 50°F and 1 1/2 inch R.J.S. for 3/4 inch min. opening @ 50°F

CASE IV



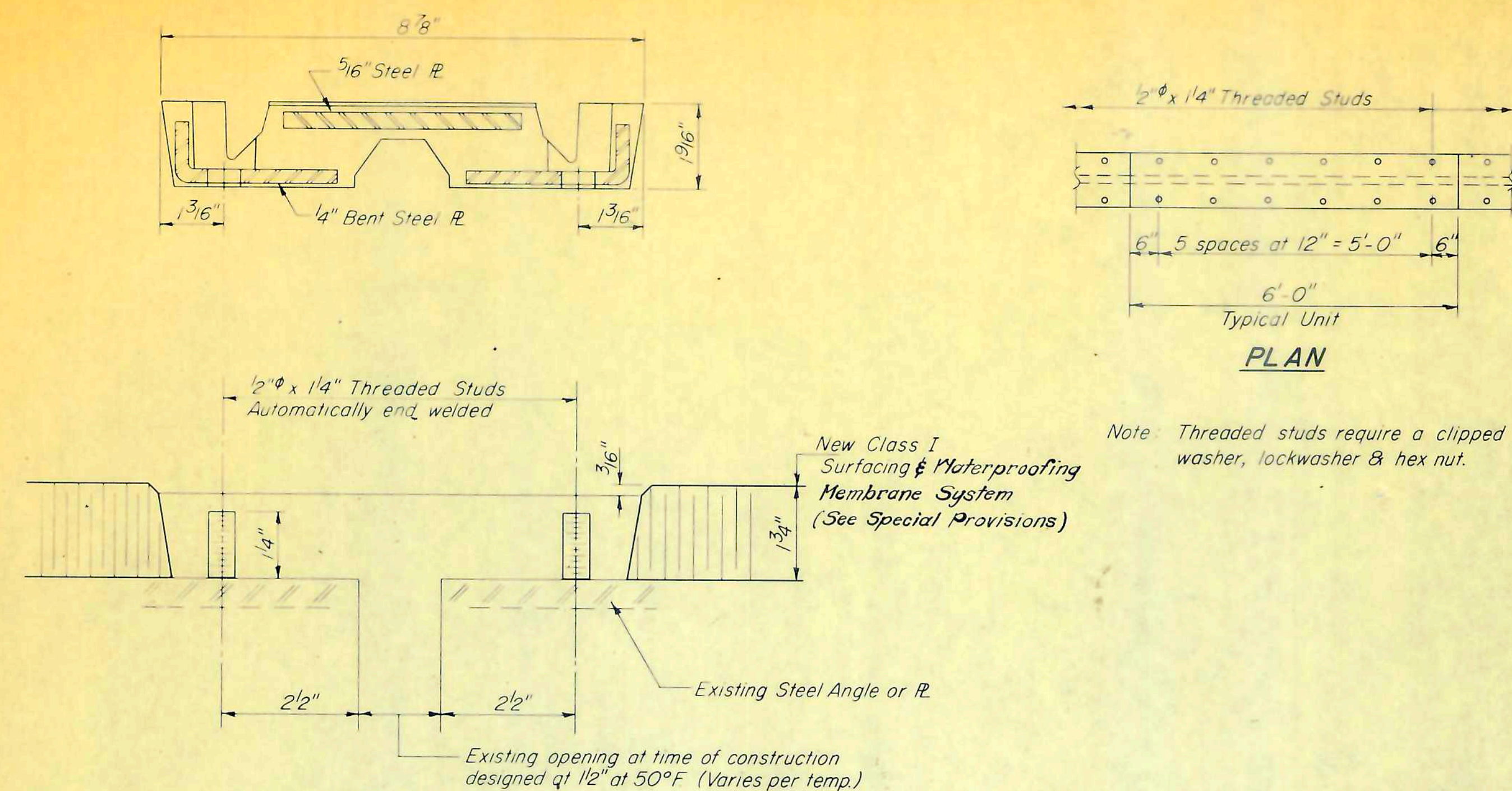
JOINT MODIFICATIONS FOR DECK WATERPROOFING
Existing open joint is less than 1 1/2 inch @ 50°F and there is not adequate expansion capacity. Maximum Exp. length 500 feet.

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	

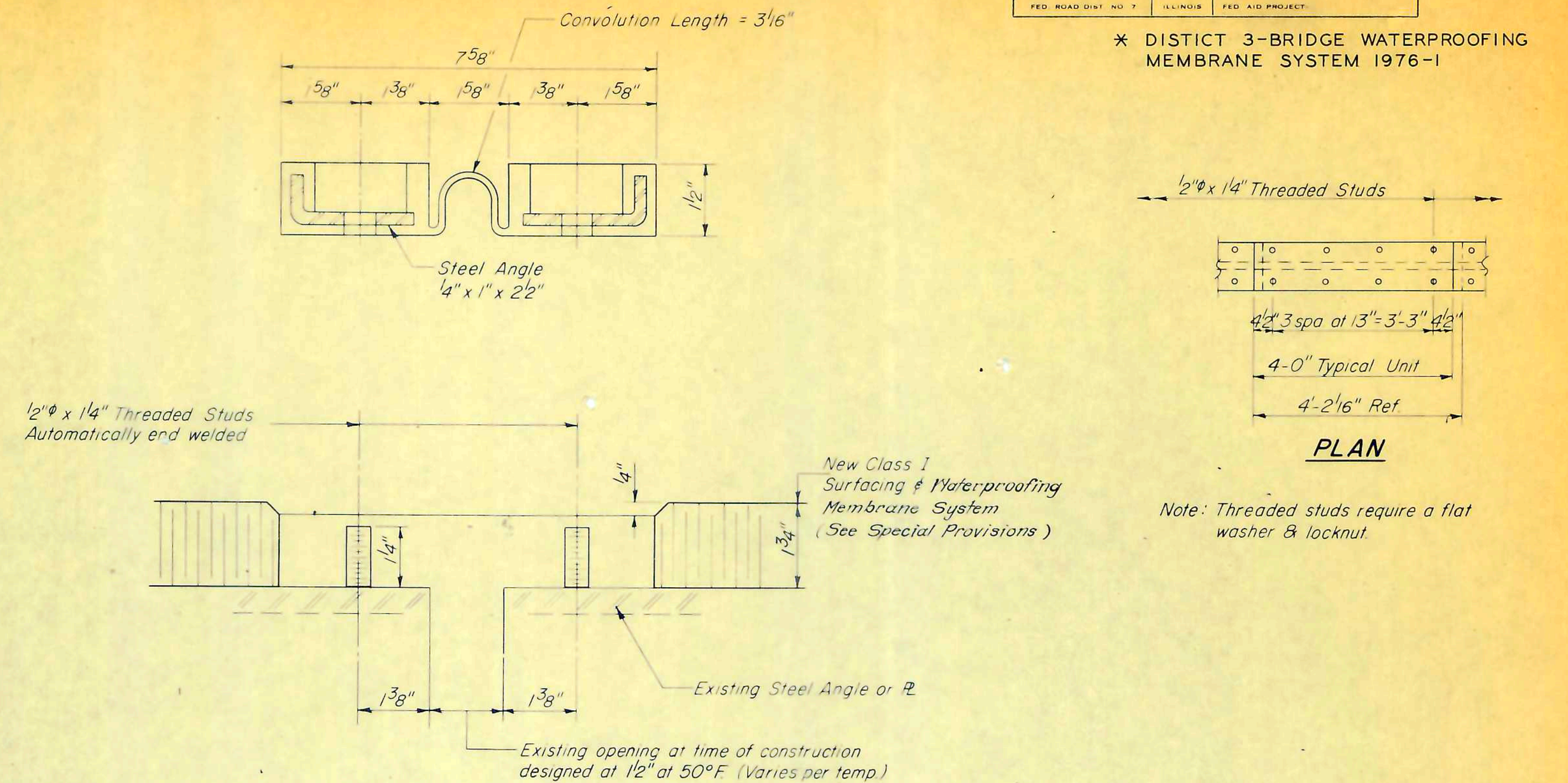
* DISTRICT 3-BRIDGE WATERPROOFING
MEMBRANE SYSTEM 1976-1



FOR EXPANSION LENGTH OF DECK = 0 to 160 Ft.

**TRANSFLEX MODEL 200A
NARROW GAGE**

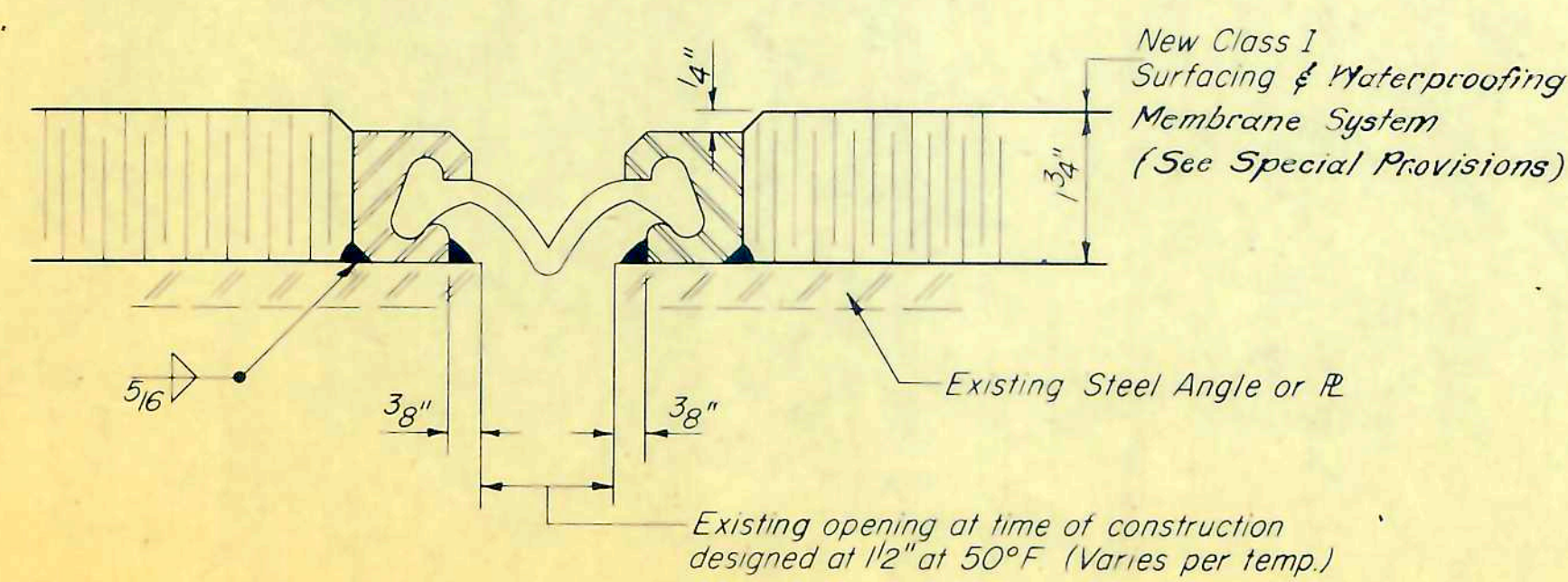
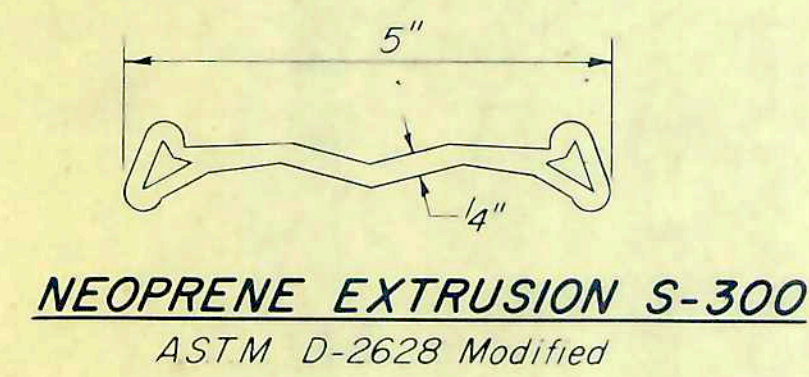
(Structural Rubber Products Co.)



FOR EXPANSION LENGTH OF DECK = 0 to 200 Ft.

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

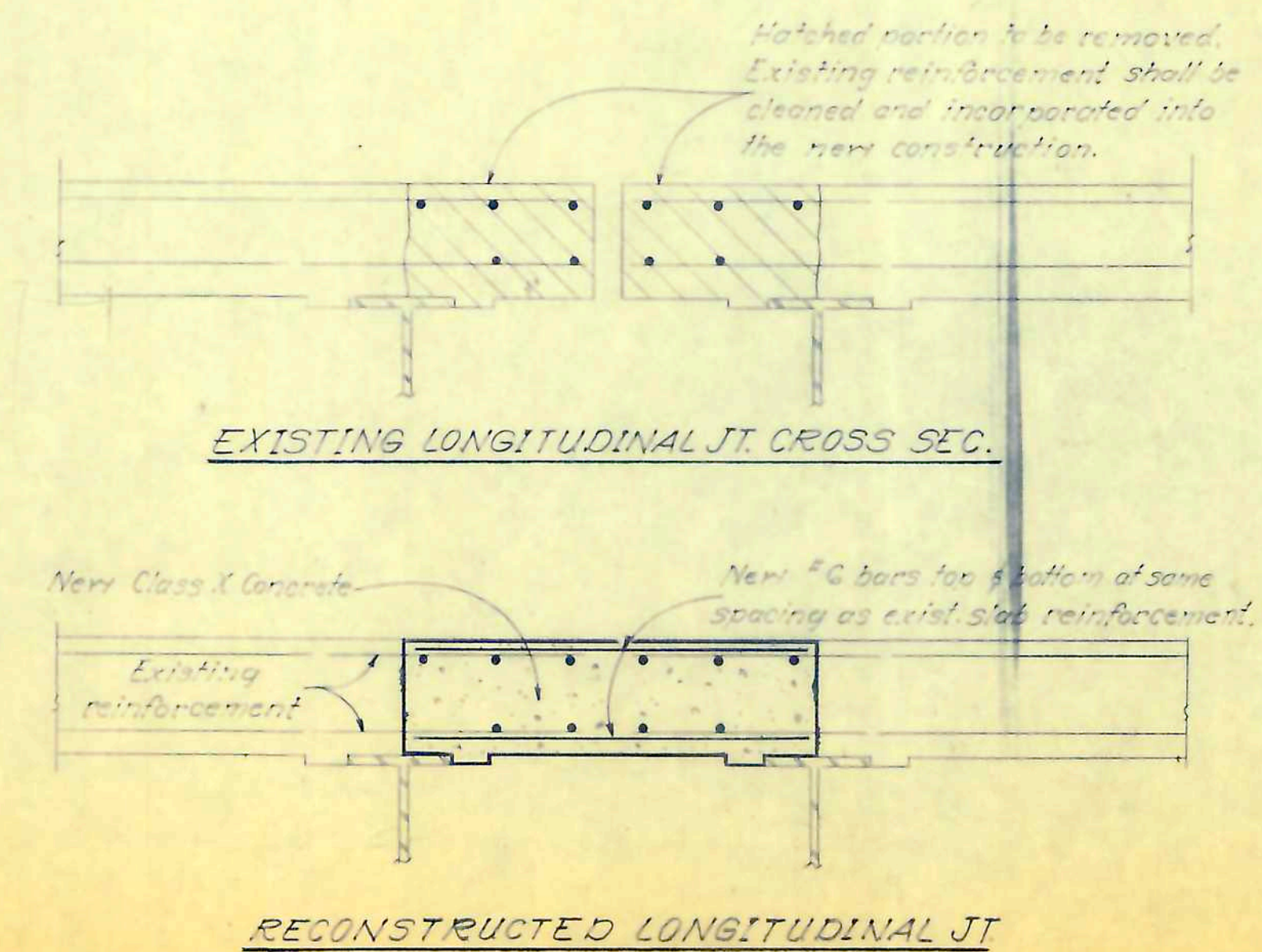
(Fel-Pro Building Products Inc.)



STEEL EXTRUSION-TYPE E

(ASTM A-242)

CROSS SECTION
Dimensions are at right angles



METHOD TO RECONSTRUCT LONGITUDINAL JOINT
When 6' to 6' outside beams or girders is 25'-0" or less

CASE III

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

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

WABO-MAURER MODEL S-300E

(Watson Bowman Associates Inc.)

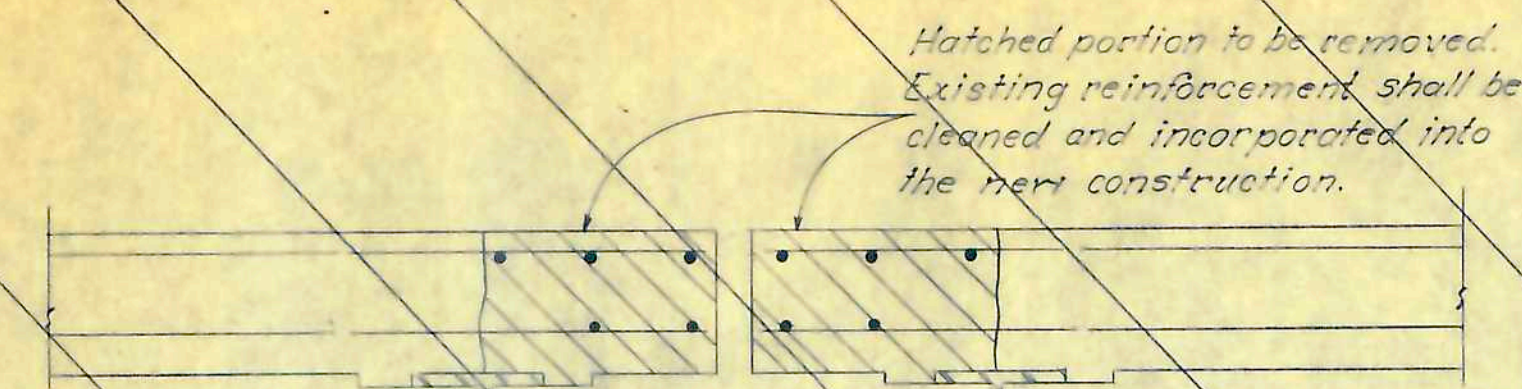
ED-1 6-13-75

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

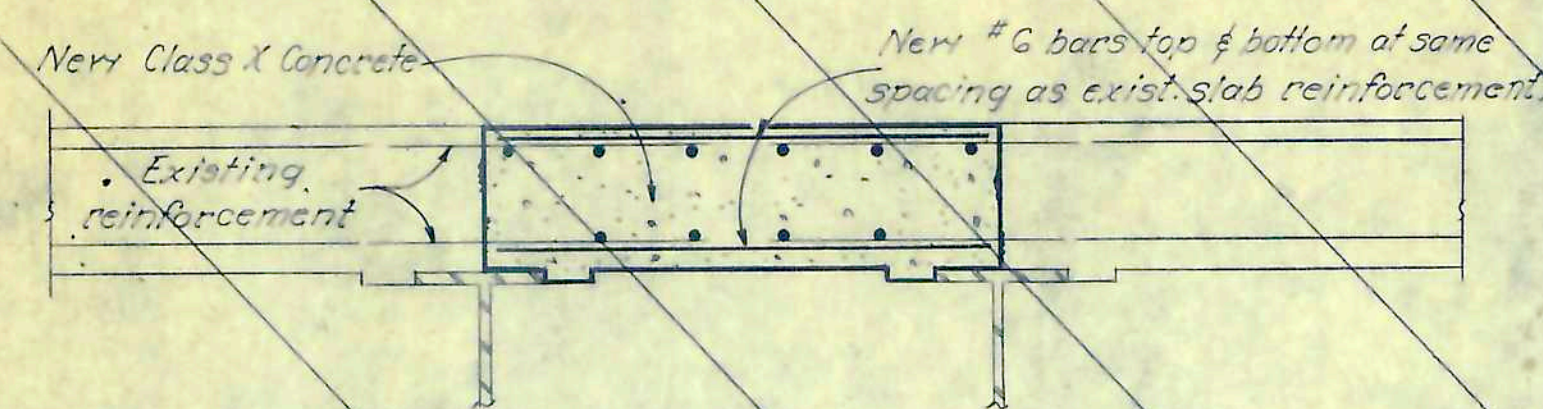
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I. P. A. I. 57	*	Various	8	6A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.
SHEETS

* District 3-Bridge Waterproofing
Membrane System 1976-1



EXISTING LONGITUDINAL JT. CROSS SEC.

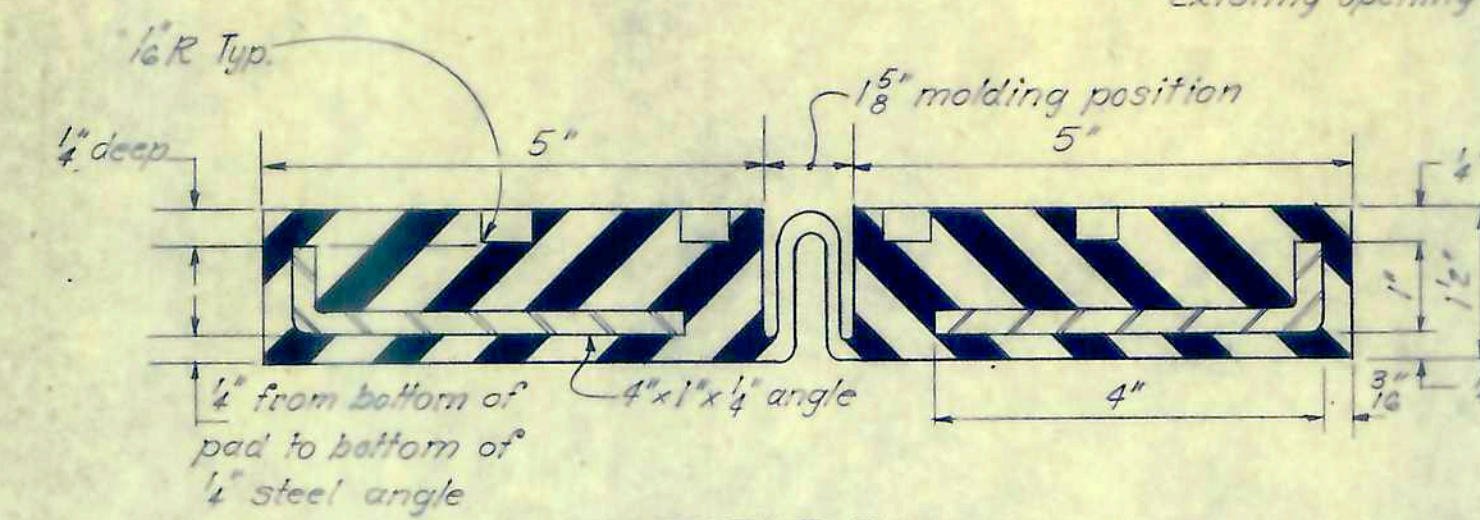
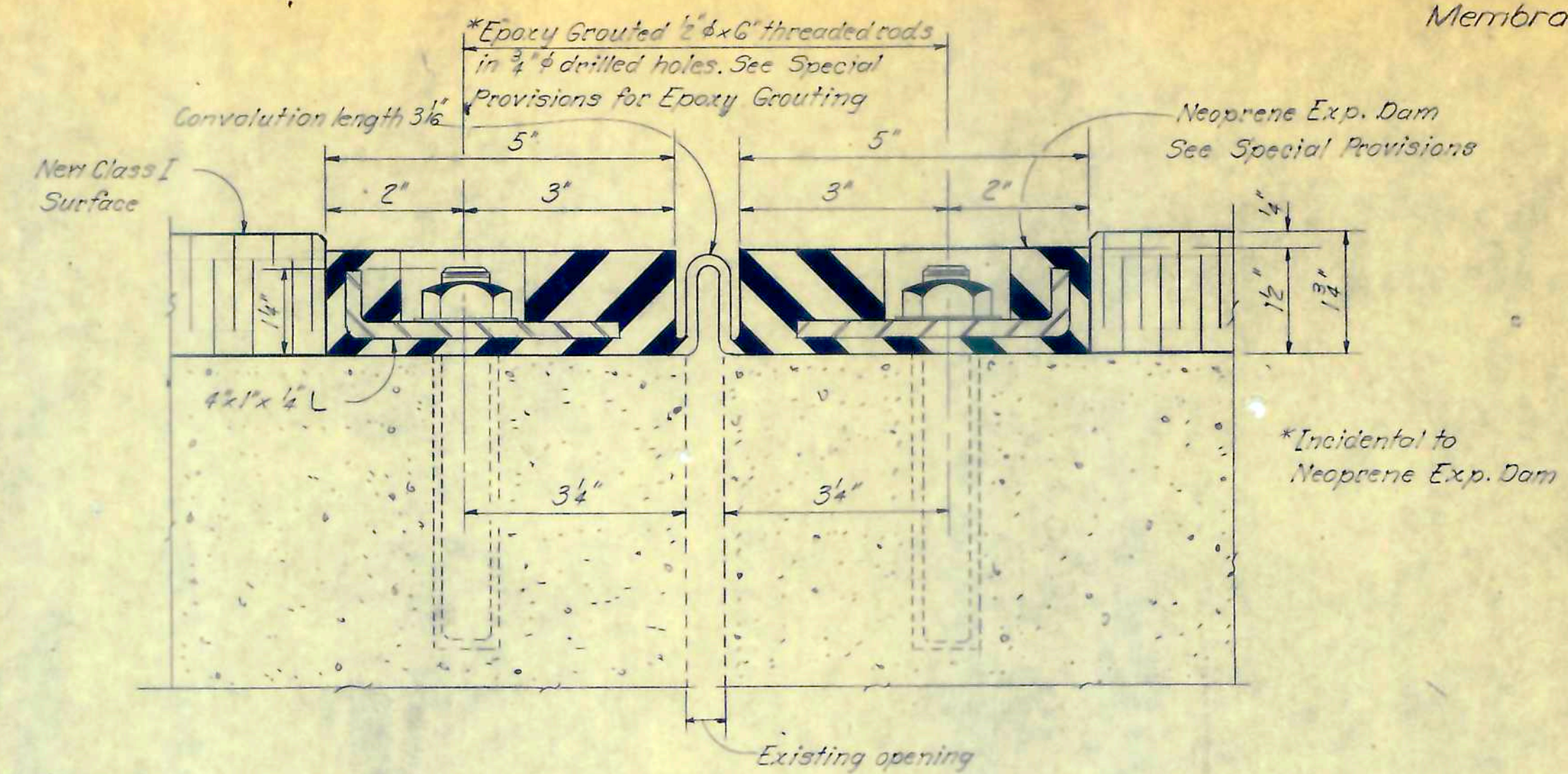


RECONSTRUCTED LONGITUDINAL JT

METHOD TO RECONSTRUCT LONGITUDINAL JOINT

When ℓ to ℓ outside beams or girders is 65'0" or less

CASE X



NEOPRENE EXP. DAM

METHOD TO RECONSTRUCT LONGITUDINAL JOINT

When ℓ to ℓ outside beams or girders is over 65'0"

CASE X

DESIGNED
CHECKED
DRAWN
CHECKED

EXAMINED	19
PASSED	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
APPROVED	ENGINEER OF DESIGN
	DIRECTOR OF HIGHWAYS

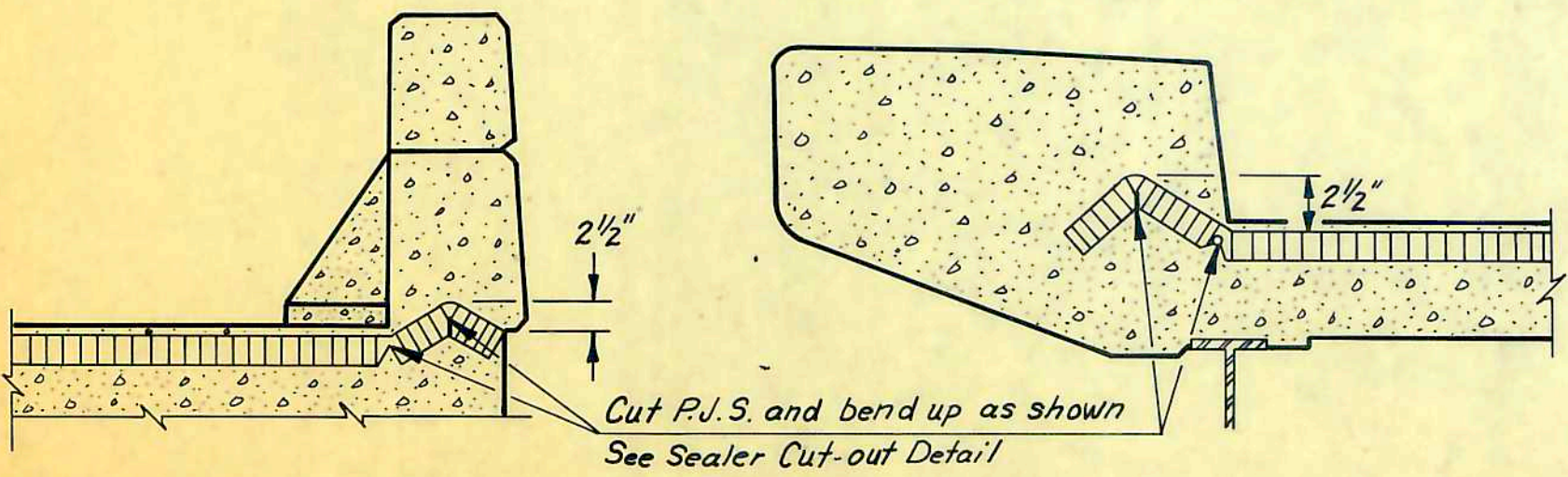
* DISTRICT 3-BRIDGE
WATERPROOFING MEMBRANE
SYSTEM 1976-1

SCHEDULE OF QUANTITIES (FAI. ROUTE 57-BELT LINE)

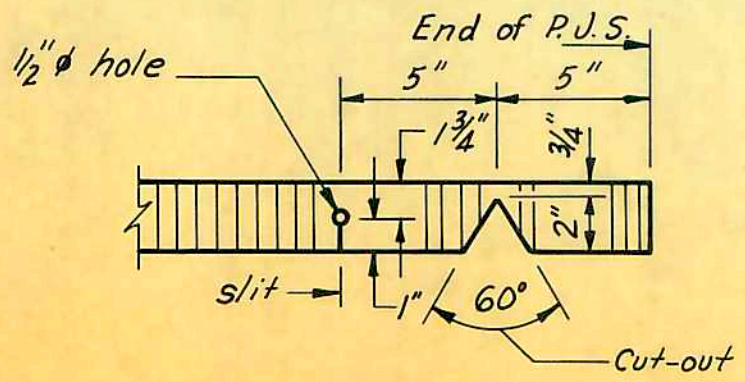
COUNTY	BRIDGE NO.	BRIDGE INVENTORY NO.	SECTION	STATION	LOCATION	PREF. JT. SEALER 2 1/2"		DECK WATER-PROOFING MEMBRANE PATCH SQ. FT.	DECK SLAB REPAIR (PARTIAL) SQ. YD.	EXPANSION JOINT REHABILITATION TYPE I LIN. FT.
						CASE I LIN. FT.	CASE III LIN. FT.			
PROJECT NO. 1-57-6 (126) 261										
KANKAKEE	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)

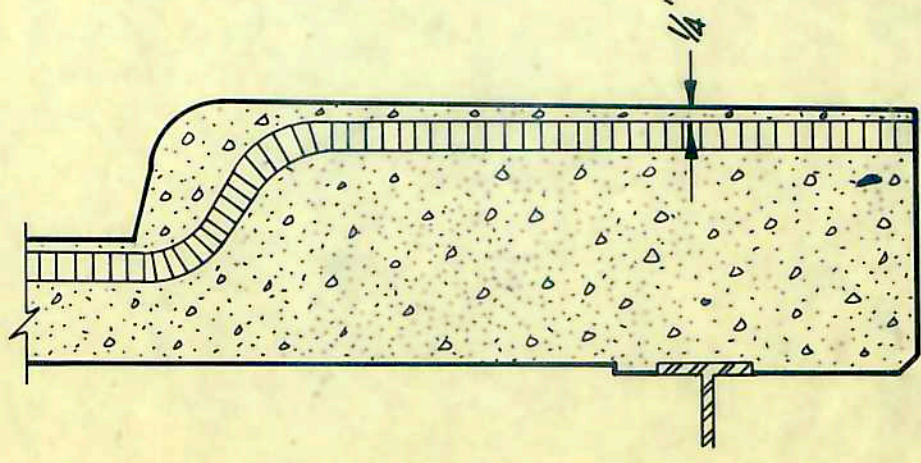
COUNTY	BRIDGE NO.	CASE NO.	CONCRETE REMOVAL CU. YDS.	CLASS "X" CONCRETE CU. YDS.	REINFORCEMENT BARS		
					NO. REQ'D.	LENGTH	POUNDS
PROJECT NO. 1-57-7 (224) 316							
KANKAKEE	2	VII	1.1	1.1			
	4	VII	1.0	1.0			
	6	IX	9.4	9.4	534	2'-1"	1,670
	7	IX	9.4	9.4	534	2'-1"	1,670
	TOTAL PROJ. NO. 1-57-7 (224) 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

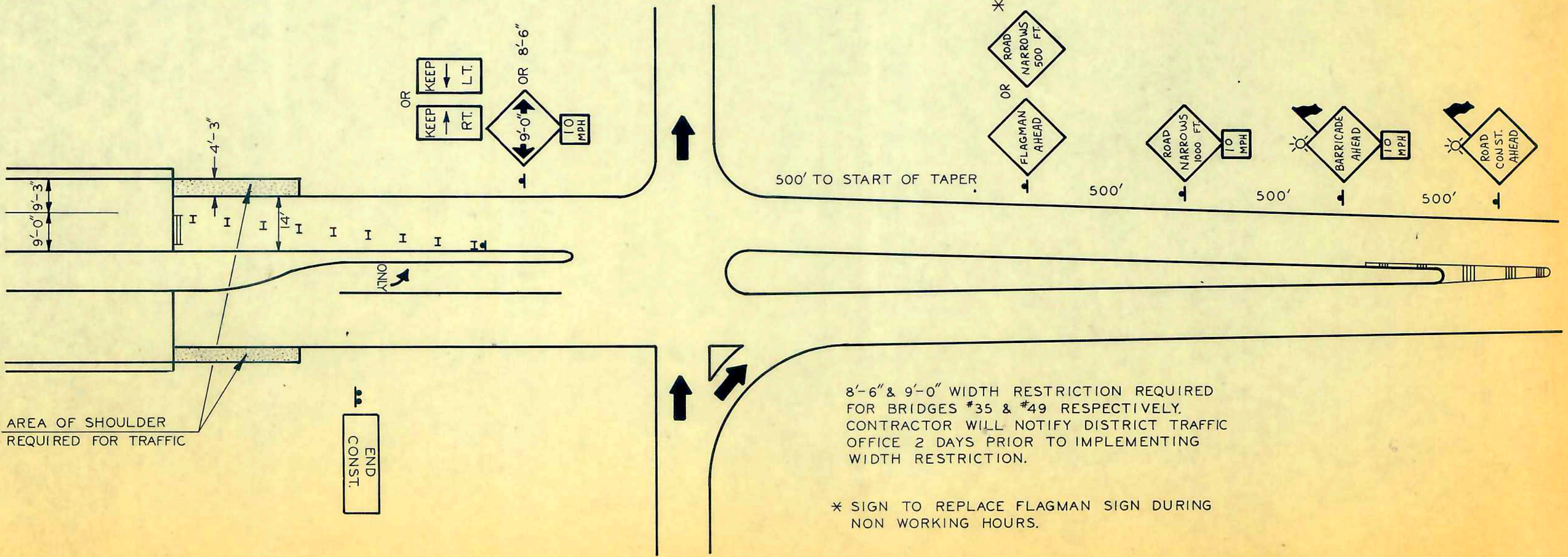


2 1/2" P.J.S. CUT-OUT DETAIL



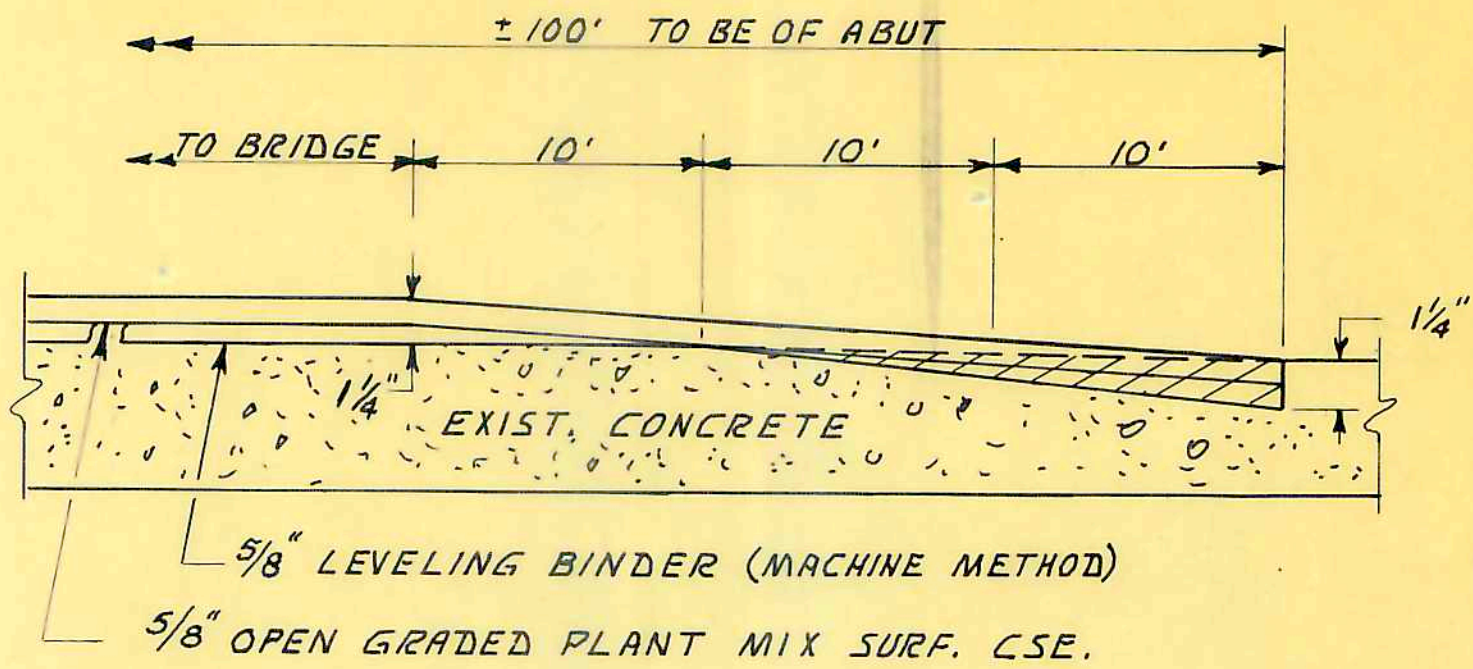
MEDIAN OR SIDEWALK TREATMENT

CASE III



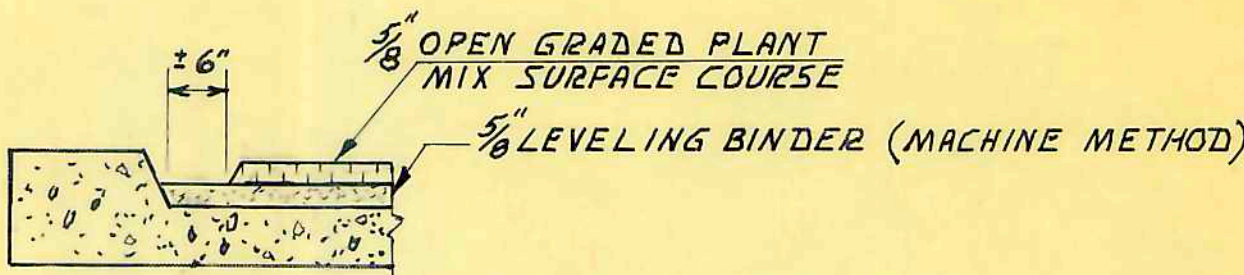
STANDARD 2316 REVISED

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

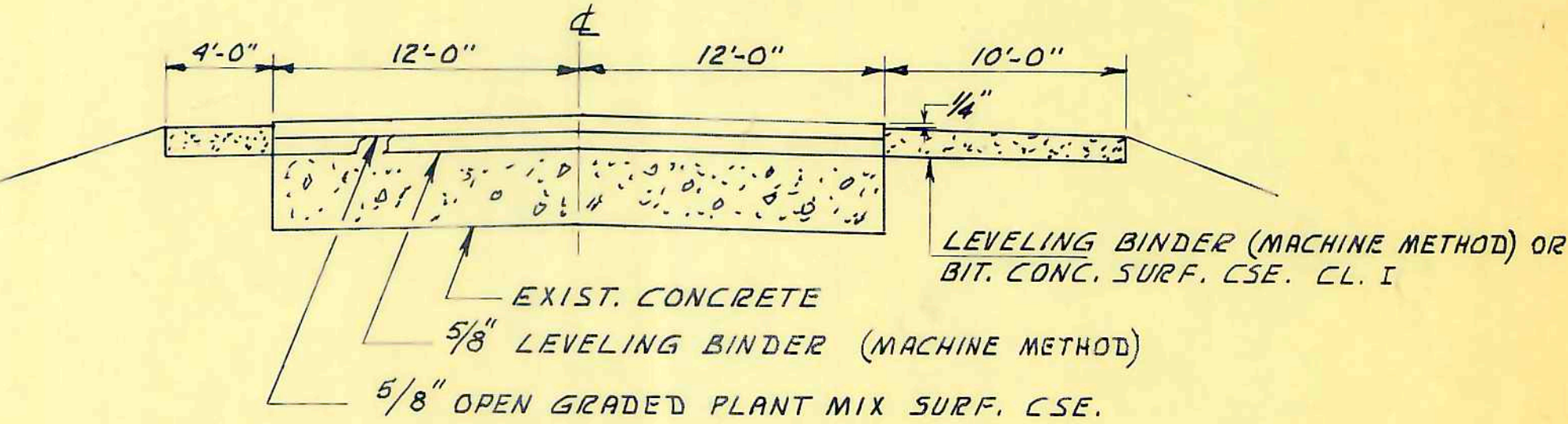


BUTT JOINT

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

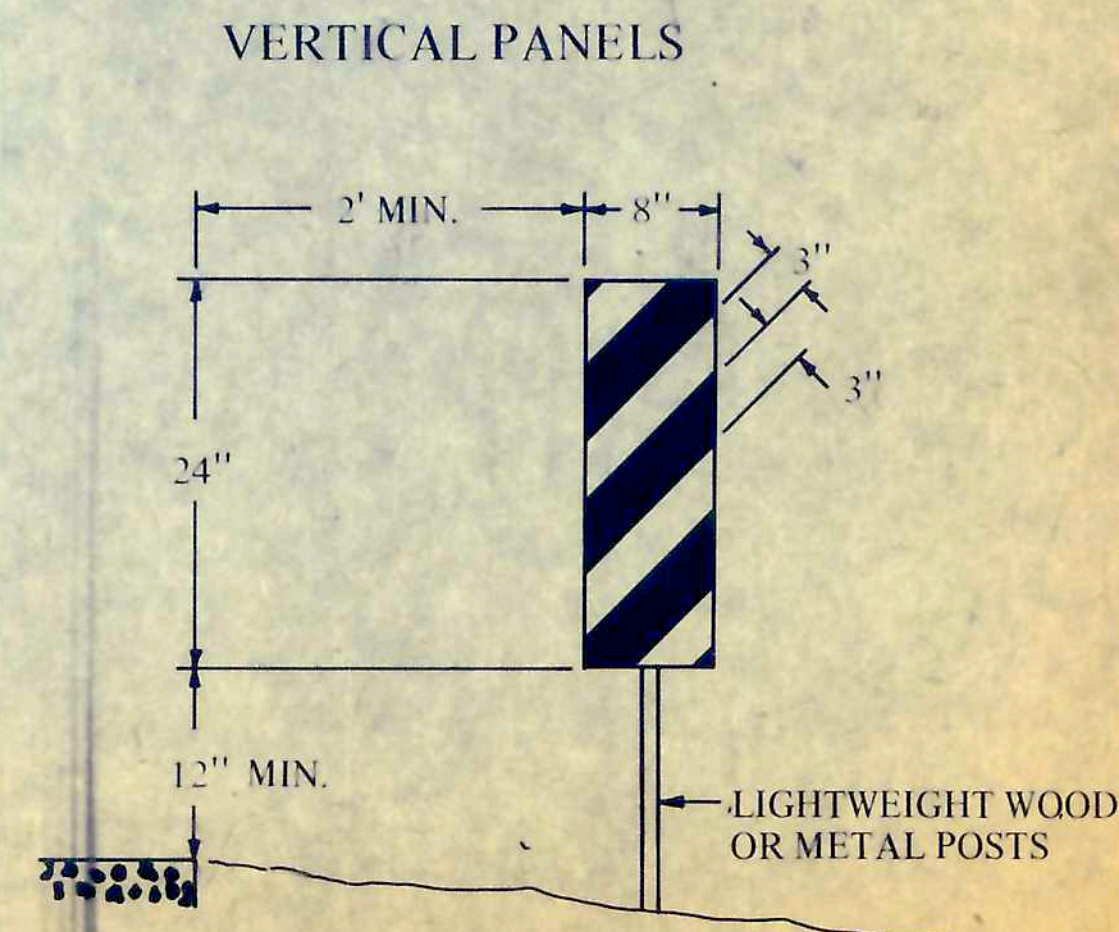
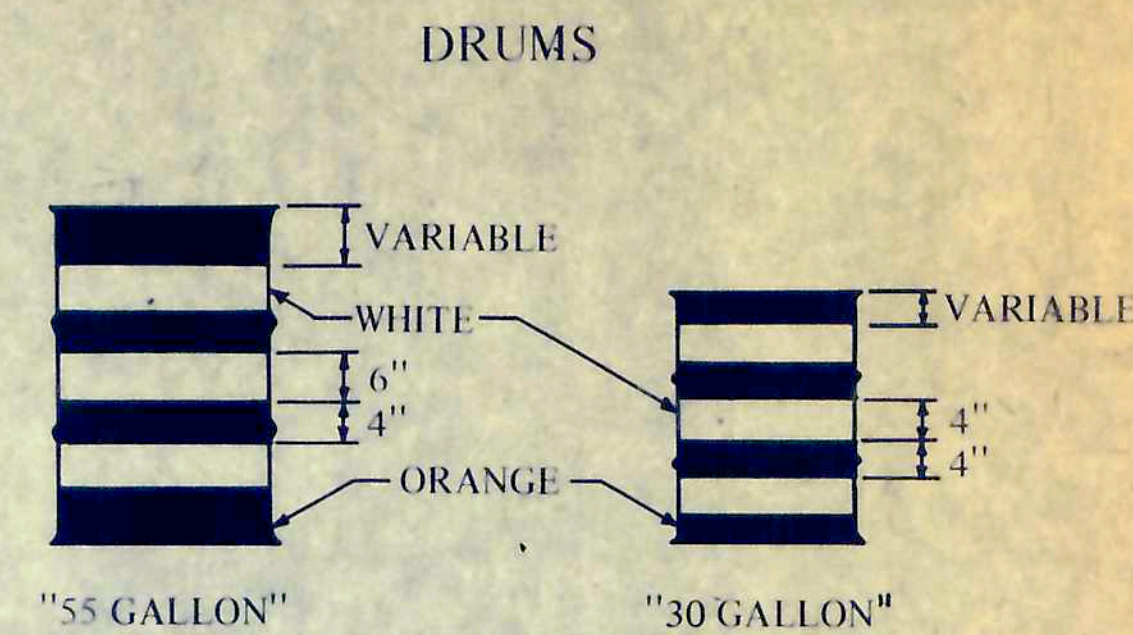
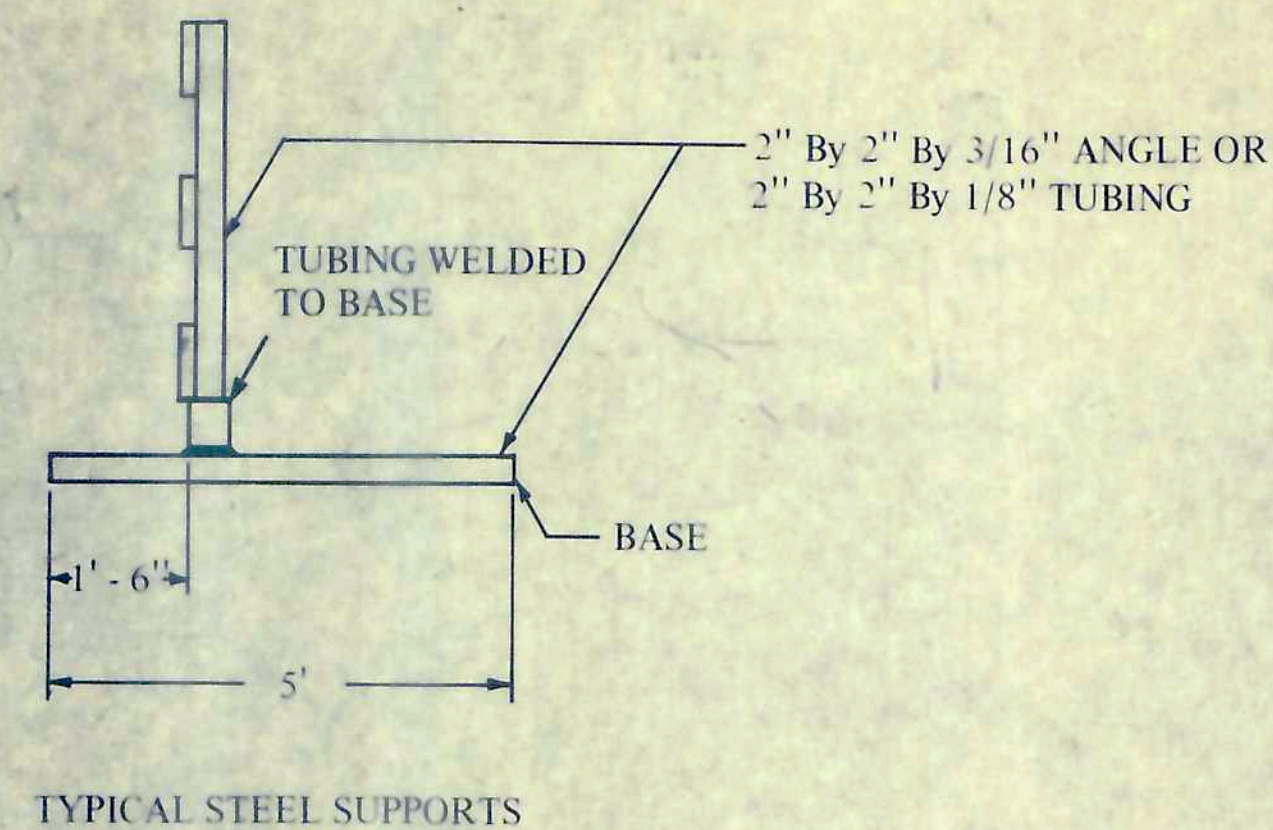
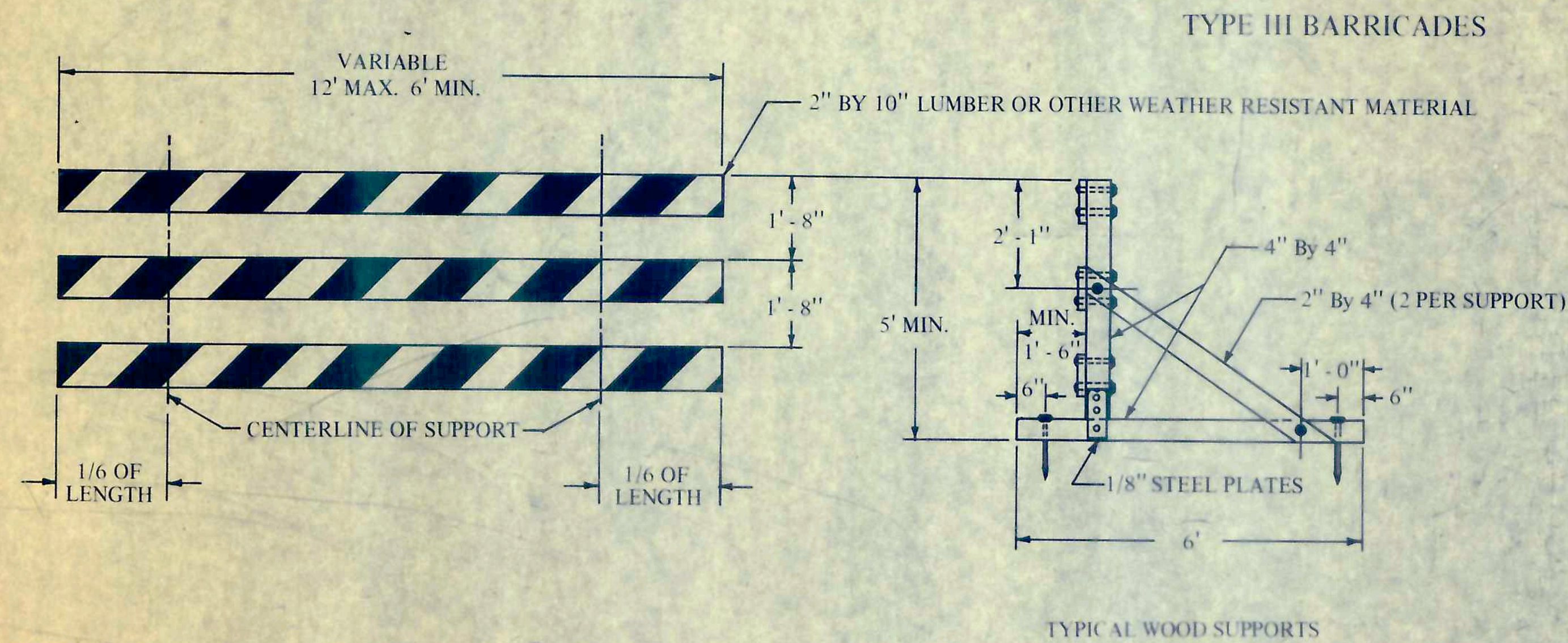
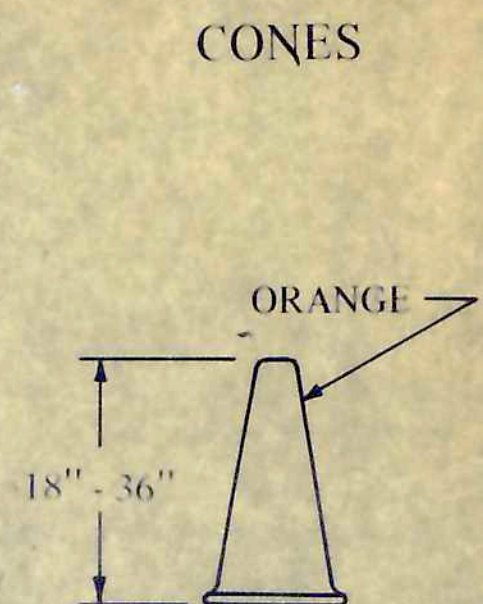
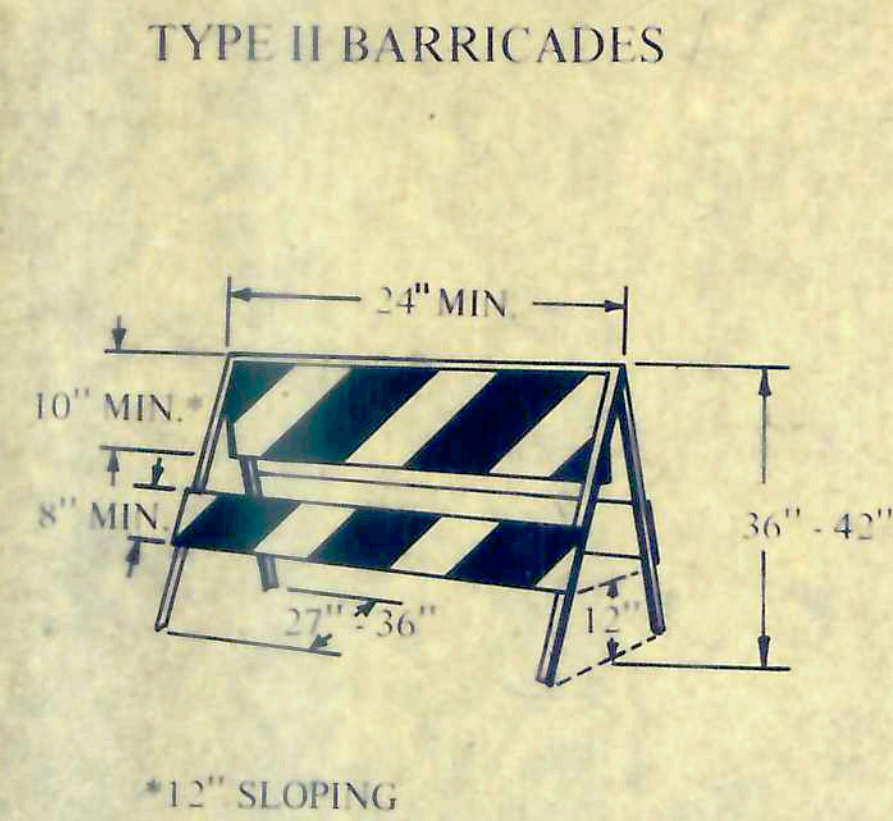
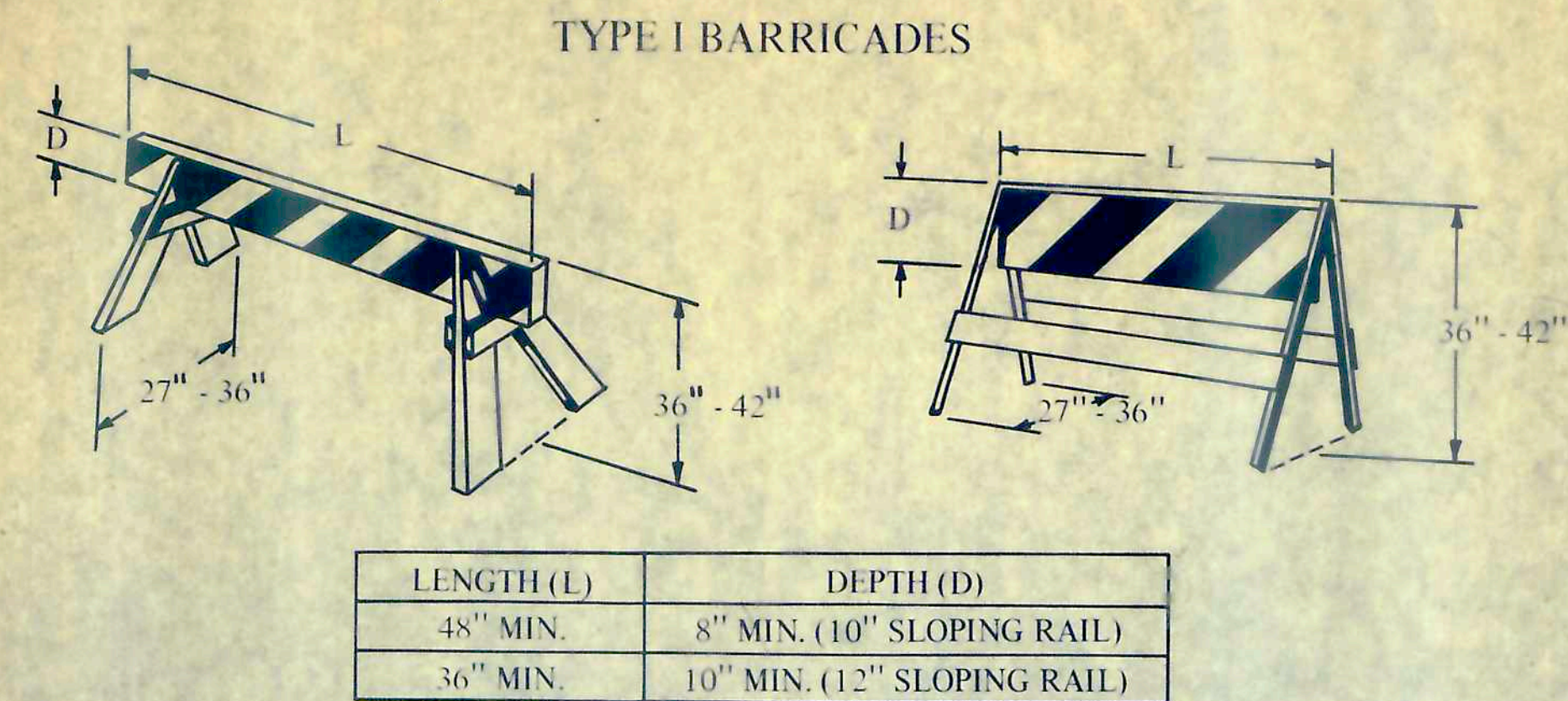


TYPICAL BRIDGE SECTION



TYPICAL SECTION

STANDARD DESIGN
DESIGN OF TRAFFIC CONTROL DEVICES FOR HIGHWAY CONSTRUCTION AND MAINTENANCE



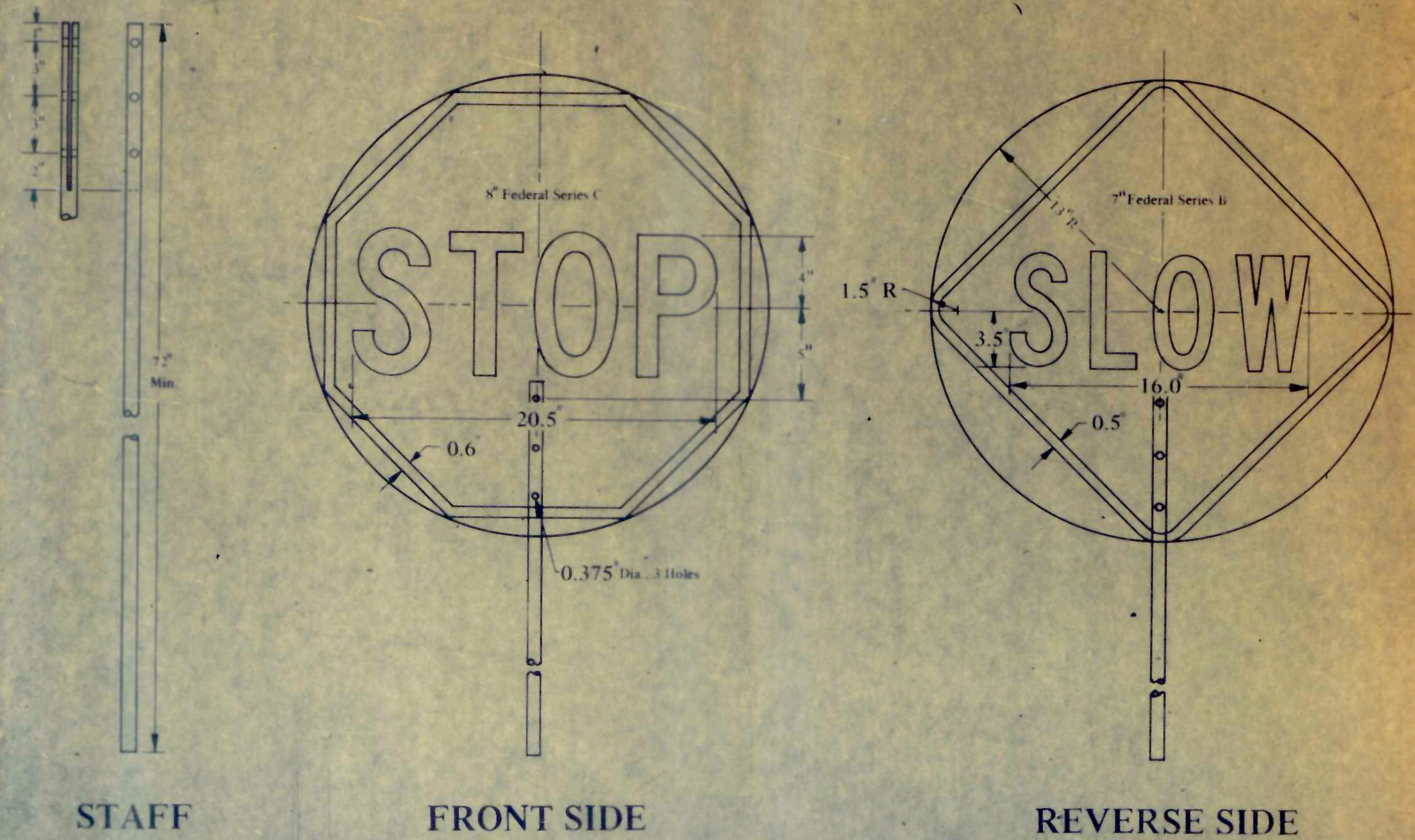
GENERAL NOTES

1. Barricade legs or supports shall be orange, white or silver in color.
2. All reflectorized material, except for the orange portions of drums, shall meet the latest reflective sheeting requirements of the Department to be used in construction and maintenance areas.
3. All barricades and vertical panels shall have alternating reflectorized white and reflectorized orange stripes at 45° from the vertical. Barricade stripes shall be 6 inches in width on barricades 36 inches or greater in length and 4 inches in width on barricades less than 36 inches in length. Stripes on vertical panels shall be 3 inches in width.
4. Type I and Type II Barricades shall be striped on both sides. Type III Barricades shall be striped on both sides where traffic approaches from either direction.
5. Diagonal stripes shall slope downward at 45° toward the side on which traffic will pass.
6. Vertical panels placed on the outside of curves shall be reflectorized on both sides.
7. The top rail on Type I and Type II Barricades may be vertical as shown or sloping at no greater than a 30 degree angle.
8. Frames shown are typical. Alternate designs and/or materials may be permitted when authorized by the Engineer. All materials shall be substantial and durable. Nominal lumber sizes are acceptable to satisfy dimensions.
9. Barricades may be identified with a legend that does not exceed one inch in height at a location not visible to traffic.
10. Weights of concrete, stone, or brick will not be allowed and all weights used to stabilize barricades other than sandbags must be rigidly attached to the barricades as close to the ground as possible. No weights or sandbags will be allowed on the top rail of barricades.
11. When used, warning lights on Type I and Type II Barricades shall be mounted above the top rail to the side on which traffic will pass and shall not obscure any reflectorized portion of the rail.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ISSUED 4-3-69
APPROVED 12-27-74 G.E. Moody Engineer of Traffic	REVIS By DATE

STANDARD 2299- 6

STANDARD DESIGN FOR FLAGMAN TRAFFIC CONTROL SIGN



GENERAL NOTES

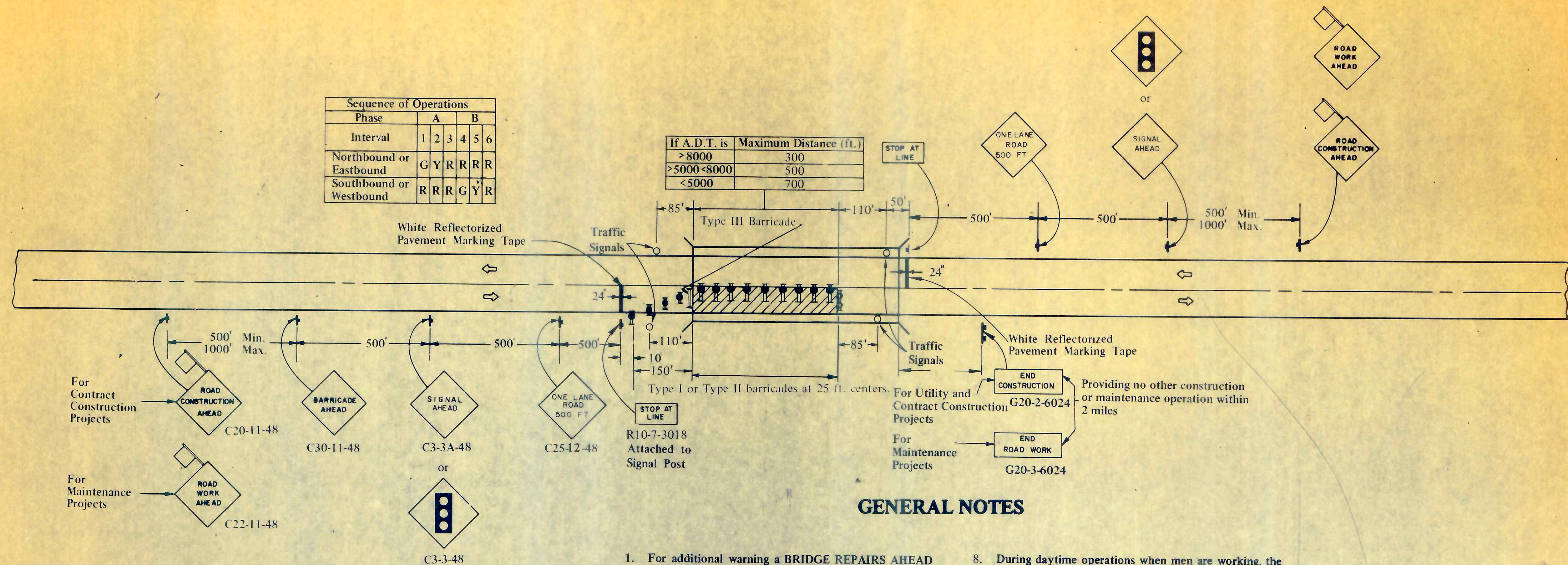
1. The "STOP" face shall consist of white letters and border on a red reflectorized background.
2. The "SLOW" face shall consist of black letters and border on an orange reflectorized background.
3. Areas outside sign borders shall be light blue.
4. The portion of the staff within the sign face shall match the sign colors.
5. All colors and letters shall meet applicable federal standards.
6. The sign shall be attached to the staff with rust resistant hardware.
7. The staff shall consist of two sections joined by a coupling located 60 in. from the bottom of the staff. Alternate designs may be used when approved by the Engineer. All materials shall be substantial and durable.
8. This sign shall be furnished by the contractor and shall be used by the flagman in lieu of flags or other signaling devices. The cost of furnishing and maintaining the sign shall be considered incidental to the contract and no additional compensation will be allowed.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ISSUED 4-3-69	
APPROVED 6-12-1973		REVISED	
L. E. Mobley		BY DATE	

STANDARD 2300-1

STANDARD DESIGN

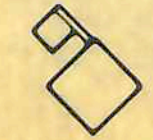
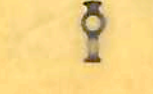
TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR HIGHWAY CONSTRUCTION AND MAINTENANCE



TYPICAL APPLICATION

Bridge Deck Repair

SYMBOLS

-  Work Area.
-  Sign with 18 in. by 18 in. (minimum) orange flag attached.
-  Sign on portable or permanent support.
-  Type I or Type II Barricade with flashing lights.
-  Type I or Type II Barricade with steady burning light.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ISSUED 4-3-69
APPROVED <i>E. E. Moberly</i> 1973		REVISOR
BY		DATE

CASE IX

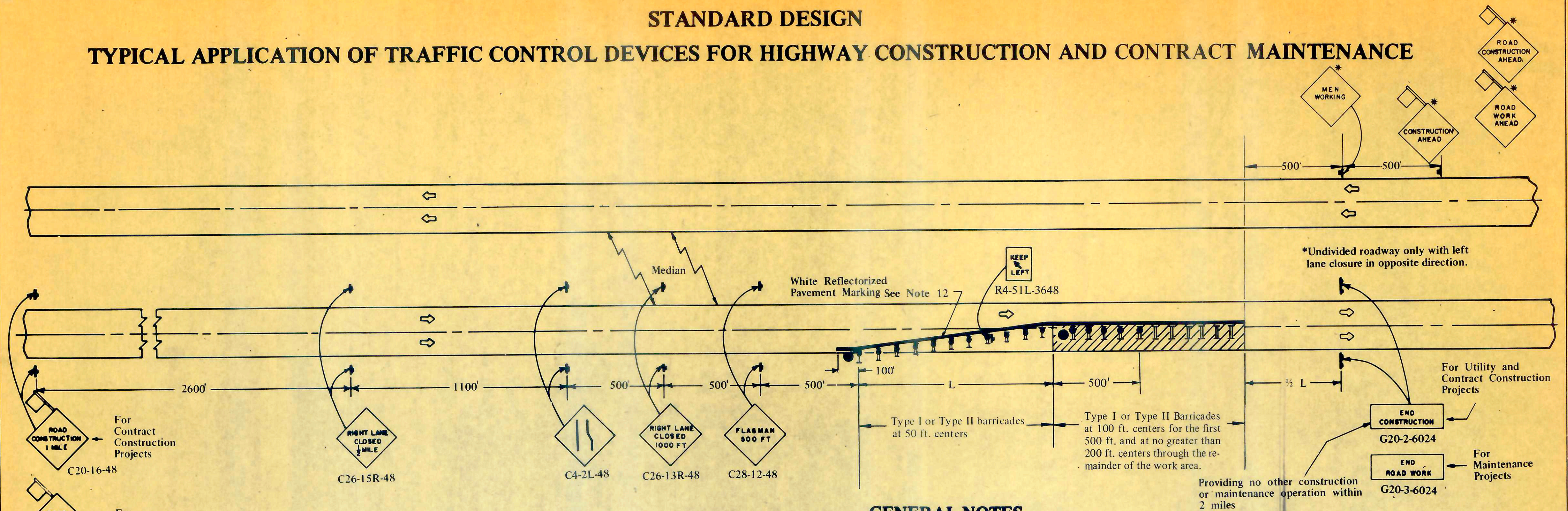
TWO-LANE, TWO WAY TRAFFIC, RURAL ONE LANE CLOSURE ON A BRIDGE DECK DAY OR NIGHT OPERATIONS

Where, at any time, any vehicle, equipment, men or their activities will encroach on one lane of a bridge deck and traffic signals are required.

STANDARD 2309-3

STANDARD DESIGN

TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR HIGHWAY CONSTRUCTION AND CONTRACT MAINTENANCE



GENERAL NOTES

- The "L" distance equals the lane width times the taper ratio.
Normal Posted Speed Taper Ratio
m.p.h. ft./ft.
70 100/1
65 90/1
60 80/1
55 70/1
50 60/1
45 or less 50/1
- When there is no work being performed, the FLAGMAN 500 FT sign(s), flagmen, and any MEN WORKING sign(s) will not be required. A RIGHT LANE CLOSED 500 FT sign(s) shall be installed in place of the FLAGMAN 500 FT sign(s).
- This case also applies when work is being performed in the left lane. Under these conditions, LEFT LANE CLOSED signs shall be substituted for RIGHT LANE CLOSED signs. On undivided highways, signs shall be added in the opposite direction as shown (high intensity flashing lights will not be required on these signs) and cones shall be placed along the center line throughout the taper and work area.
- Signs mounted in the median may be omitted when the median is less than 10 feet wide.
- This case does not apply when work is being performed in the middle lane(s) of a six or more lane highway. Special plans approved by the Engineer will be required.
- Cones may be substituted for barricades during day operations. On fully access-controlled facilities, cones shall be a minimum of 28 in. in height.
- Utility companies may work on utility crossings on fully access-controlled freeways under emergency conditions only.
- Steady burning lights will not be required on Type I or Type II Barricades for day operations.
- The Engineer may require drums, either 55 gallon or 30 gallon, to be used to supplement the barricades if the closure time exceeds four days.
- All signs shall be post mounted if the closure time exceeds four days.
- High intensity flashing lights shall be used on each approach in advance of the work area during hours of darkness and installed above the first two signs in each series.
- Reflectorized temporary pavement marking tape shall be placed throughout the taper and for 300 feet alongside the work area where the closure time is greater than four days.
- When a side road intersects the highway on which work is being performed, additional traffic control devices shall be erected and flagmen provided as directed by the Engineer.
- Longitudinal dimensions may be adjusted slightly to fit field conditions. The lateral placement of the flagmen may be varied from that shown. The flagman shown at the beginning of the work area shall be stationed approximately 100 feet in advance of the work party.
- All signs shall be in accordance with the Illinois Manual on Uniform Traffic Control Devices and be reflectorized. All warning signs shall be a minimum of 48 in. by 48 in.
- All vehicles, equipment, men and their activities are restricted at all times to one side of the pavement unless otherwise authorized by the Engineer.
- All barricade lights shall be monodirectional.
- Form BT 725 is required.

SYMBOLS

- Work Area.
- Sign with 18 in. by 18 in. (minimum) orange flag attached.
- Sign on portable or permanent support.
- Flagman with Traffic Control sign.
- Type I or Type II Barricade
- Type I or Type II Barricade with steady burning light

CASE XVI

MULTILANE, DIVIDED AND UNDIVIDED, RURAL OPERATIONS EXCEEDING ONE DAYLIGHT OPERATION

Where, at any time, any vehicle, equipment, men or their activities will encroach on any portion of the lane immediately adjacent to the shoulder or on the shoulder within 2 feet of the edge of pavement.

STANDARD 2316-4

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ISSUED 4-3-69	
APPROVED <i>E. M. Moberly</i> 6-12 1973		REVISOR BY DATE RTY 4/25/75	