FEDERAL AID PROJECT NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F A I-55	57-9HB	MC LEAN	93	1
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT I-55-4(102)148		

STATE JOB NO. P-93-025-67

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED
FEDERAL AID INTERSTATE HIGHWAY

SCALES

PLAN	0	50	100	150	200 FEET
PROFILE, HOR.	0	50	100	150	200 "
PROFILE, VERT.	0	5	10	15	20 "
CROSS-SECTIONS, HOR.	0	5	10	15	20 "
CROSS-SECTIONS, VERT.	0	2.5	5	7.5	10 "

F.A.I. ROUTE 55 SECTION 57-9HB
MC LEAN COUNTY
PROJECT I-55-4(102)148

C-93-047-72

INDEX OF SHEETS

1.	COVER SHEET AND INDEX
2.	TYPICAL SECTION: MAINLINE, C.H. 36, PRIVATE DRIVE AND DETOUR
3.	TYPICAL SECTION: RAMPS
4.	GENERAL NOTES AND TABULATION OF QUANTITIES
5.	SUMMARY OF QUANTITIES
6.- 7.	PLAN & PROFILE: MAINLINE STA. 270+33.00
8.	PLAN & PROFILE: C.H. 36
9	PLAN & PROFILE: PRIVATE DRIVE
10.	PLAN: RAMP A
11	PROFILE: RAMP A
12.	PLAN & PROFILE: DETOUR ROAD
13.	REST AREA TIES
14.	REST AREA CONTOUR MAP
15.	REST AREA - GENERAL LAYOUT - GRID COORDINATES
16.	GENERAL R.O.W. AND DRAINAGE
17.	TERMINAL SECTIONS
18.	SEEDING DETAIL, FIELD ENTRANCE, EXCELSIOR BLANKET
19.	FIELD TILE PLACEMENT
20.	SPECIAL HEADWALL DETAILS: LT. & RT. STA. 299+80 35° SKEW
21.	SPECIAL HEADWALL DETAILS: LT. STA. 4+85 (PVT. DR.) 30° SKEW
21A.	BARRIER DETAILS
22.- 79.	BRIDGE PLANS: STRUCTURE 57-9HB
30.- 84	STATION CROSS SECTIONS: F.A.I.-55
85.- 89.	STATION CROSS SECTIONS: C.H.-36
90.	STATION CROSS SECTIONS: RAMP A (EXTENTION OF RELOCATED C.H. 36)
91.- 92.	STATION CROSS SECTIONS: PRIVATE ROAD
93.	STATION CROSS SECTIONS: DETOUR ROAD

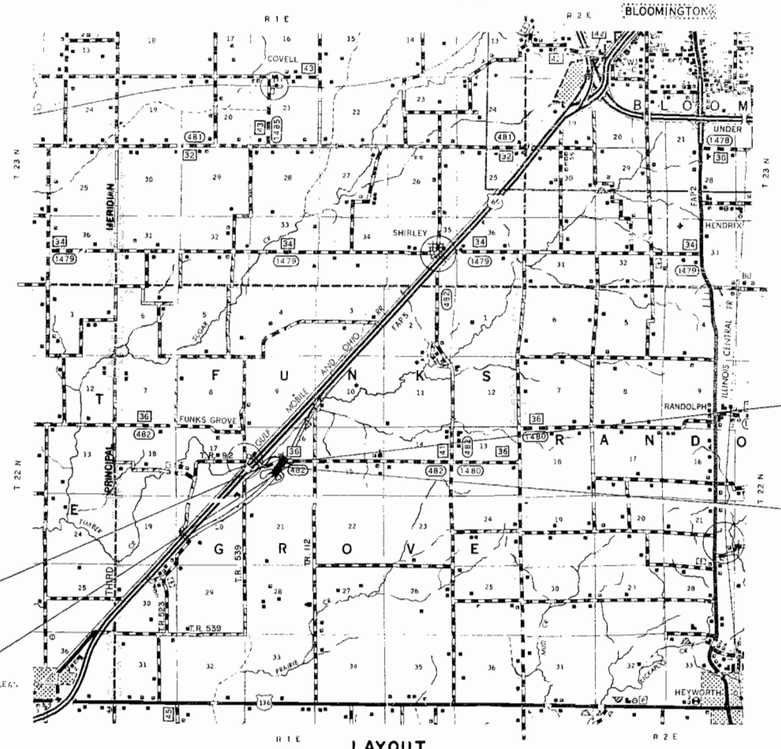
STANDARD NO. 1686-3 2113-1 2228-2 2231-3 2263-2 2310-2
1744-2 2102 2169-4 2230-7 2262-1 2298-3 2325-1
2250- 2153-9 2258-1 2299-4

SECTION 57-9HB INCLUDES:

TWO FIVE SPAN SEPARATION STRUCTURES CARRYING F.A.I. ROUTE 55 OVER RELOCATED COUNTY HIGHWAY NO. 36 AND RAMP A AT STA. 298+31.80 AS FOLLOWS:

NORTHBOUND LANES: · · · · · · · · · · · · · · TWO APPROACH SPANS CONSISTING OF 36 INCH PRECAST PRESTRESSED CONCRETE I BEAMS & 3 SPANS VARIABLE DEPTH REINFORCED CONCRETE GIRDERS, REINFORCED CONCRETE DECK ON REINFORCED CONCRETE PIERS AND PILE BENT ABUTMENTS, WITH SPANS ON CENTERLINE AT 31'-6", THREE AT 60'-0", AND ONE AT 30'-0", WIDTH VARIES FROM 55'-2 1/4" TO 51'-7 1/8" OUT TO OUT OF DECK

SOUTHBOUND LANES: · · · · · · · · · · · · · · TWO APPROACH SPANS CONSISTING OF 36 INCH PRECAST PRESTRESSED CONCRETE I BEAMS & 3 SPANS VARIABLE DEPTH REINFORCED CONCRETE GIRDERS, REINFORCED CONCRETE DECK ON REINFORCED CONCRETE PIERS AND PILE BENT ABUTMENTS, WITH SPANS ON CENTERLINE AT 32'-6", 60'-0", 59'-0", 57'-0", AND 31'-6", WIDTH 42'-0" OUT TO OUT OF DECK



BEGIN RELOC. C.H.-36
STA. 33+56.79

END RELOC. C.H.-36
STA. 64+83.89

SECTION 57-9HB (BRIDGE)
PROJECT I-55-4(102)148
STA. 296+56.45 TO 298+96.95 (NORTHBOUND)

STA 298+31.80 (F.A.I.-55) =
STA. 50+00.00 (C.H.-36)

LOCATION OF SECTION INDICATED THUS:—

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUBMITTED 1/30, 19 73 — DISTRICT ENGINEER
EXAMINED 1/30, 19 73 — ENGINEER OF PLANS AND CONTRACTS
PASSED 1/30, 19 73 — ENGINEER OF CER. LIV.
APPROVED 1/30, 19 73 — UNDER SECRETARY CHIEF TRANSPORTATION ENGINEER
APPROVED 1/30, 19 73 — SECRETARY

RELOCATED C.H. 36
MAXIMUM GRADE = 4.00%
LENGTH OF MAXIMUM GRADE = 400'
MINIMUM STOPPING SIGHT DISTANCE = 350'
MINIMUM HORIZONTAL RADIUS = 763.94'

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DIVISION ENGINEER DATE

TOTAL LENGTH OF SECTION	57-9HB	= 240.5	FEET = 0046	MILES
NET LENGTH OF SECTION	57-9HB	= 240.5	FEET = 0046	MILES
TOTAL LENGTH OF PROJECT	I-55-4(102)148	= 240.5	FEET = 0.046	MILES
NET LENGTH OF PROJECT	I-55-4(102)148	= 240.5	FEET = 0.046	MILES

STATE OF ILLINOIS
JOHN T. VOHS
No. 20422
REGISTERED PROFESSIONAL ENGINEER

HOMER L. CHASTAIN & ASSOCIATES
CONSULTING ENGINEERS
DECATUR, ILLINOIS

DESIGN DESIGNATION

F.A.I. -55 = 3176 (91) TRUNK 15.18 (P.C.C.-20)
C.H. 36 = 500 (72) - LAND ACCESS 0.049 (B-20)

CONTRACT NO. 29386

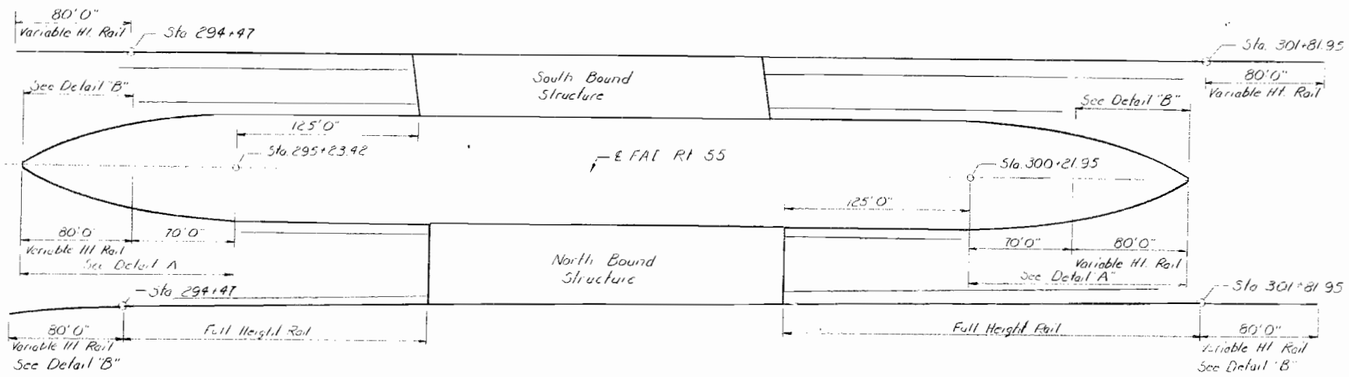
P.E. JOB NO.

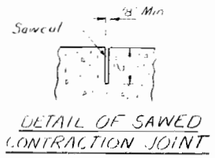
MC LEAN COUNTY SECTION 57-9HB F. A. I. ROUTE 55

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

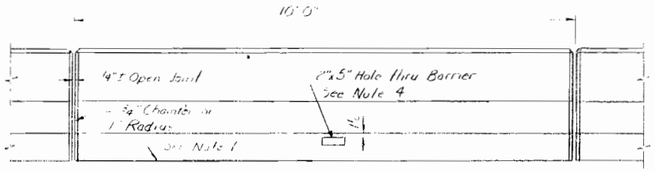
ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F.A.I. 55	57-9HB	McLEAN	93	21A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. A.D. PROJECT		

SHEET NO.
SHEETS





DETAIL OF SAWED CONTRACTION JOINT



SIDE ELEVATION OF PRECAST BARRIER

GENERAL NOTES:

Where horizontal alignment of the concrete barrier is curved, the construction of the barrier may be either curved or an maximum 10 foot chords.

Precast barrier sections shall have threaded inserts for lifting placed in barrier during fabrication. Inserts shall be placed a minimum of 1/4 inch below the surface and embedded to develop sufficient capacity to lift the section safely.
Detail and location of the lifing device and its method of anchorage is subject to the approval of the Engineer.
The inserts are to be filled with grout after the sections are in place.

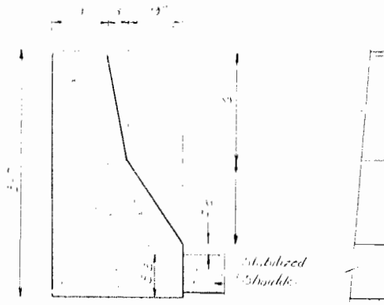
ELEVATIONS AT BASE OF MEDIAN BARRIER RAIL

Station	Distance from Median Edge of Pavement		Edge of Pavement Elevs		Elev of Base of Median Rail	
	Left	Right	Left	Right	Left	Right
293+73.42	42.25	42.25	706.42	706.42	704.14	704.14
+75	41.97	41.97	706.42	706.42	704.13	704.13
294+00	30.30	30.30	706.29	706.23	704.08	704.08
+25	21.16	21.16	706.16	706.16	705.03	705.03
+50	14.11	14.11	706.03	706.03	705.32	705.32
+75	9.11	9.11	705.23	705.89	705.46	705.46
295+00	6.15	6.15	705.76	705.76	705.49	705.49
+25	5.25	5.25	705.63	705.63	705.41	705.41
+50	5.25	5.25	705.50	705.50	705.28	705.28
+75	5.25	5.25	705.36	705.36	705.16	705.16
296+00	5.25	5.25	705.23	705.23	705.01	705.01
+25	5.25	5.25	705.10	705.10	704.88	704.88
+50	5.25	5.25	704.96	704.96	704.74	704.74
299+00	5.25	5.25	703.24	703.64	703.42	703.42
+25	5.25	5.25	703.51	703.51	703.29	703.29
+50	5.25	5.25	703.38	703.38	703.16	703.16
+75	5.25	5.25	703.24	703.24	703.02	703.02
300+00	5.25	5.25	703.11	703.11	702.89	702.89
+25	5.27	5.27	702.98	702.98	702.76	702.76
+50	6.56	6.56	702.84	702.84	702.57	702.57
+75	9.88	9.88	702.71	702.71	702.23	702.23
301+00	13.67	13.67	702.58	702.58	701.80	701.80
+25	22.71	22.71	702.45	702.45	701.26	701.26
+50	32.21	32.21	702.32	702.32	700.60	700.60
+71.95	42.25	42.25	702.18	702.18	699.90	699.90

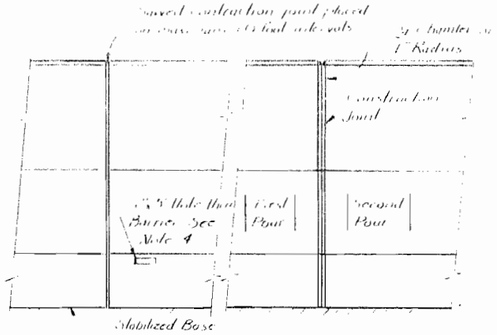
NOTES:

(1) Precast barrier sections shall be placed on a bed formed of dry cement to obtain proper alignment and setting.

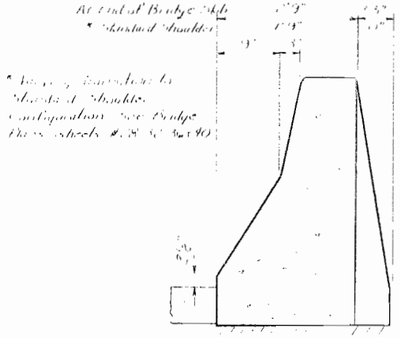
(4) The 2"x 5" holes thru barriers shall be provided where cross drainage is required. Location and number of holes shall be as shown on the plans or where required as directed by the Engineer in the field.



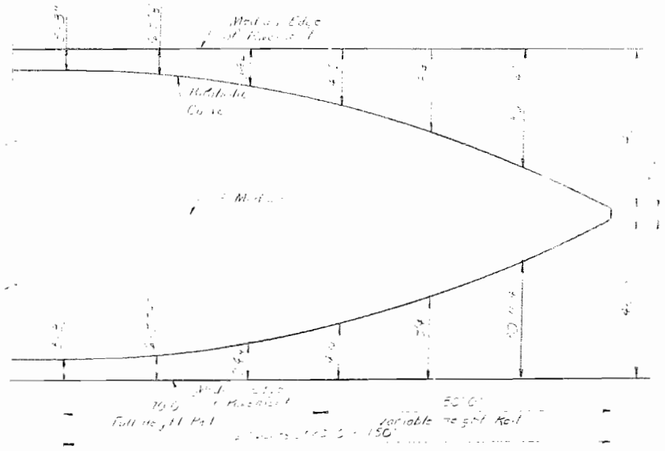
TYPICAL SECTION OF BARRIER



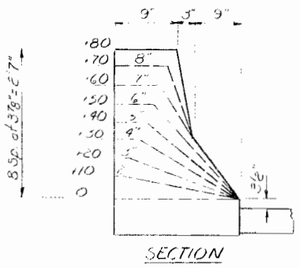
SIDE ELEVATION OF CAST IN PLACE BARRIER



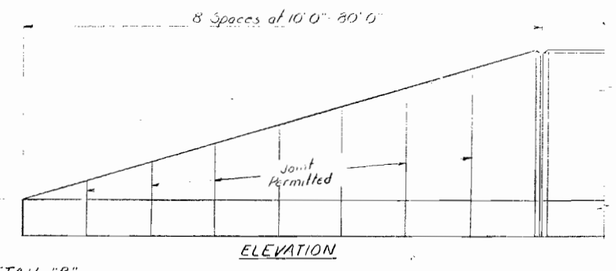
SECTION OF BARRIER AT TRANSITION



DETAIL A



SECTION



ELEVATION

DETAIL "B"

DESIGNED	A. J. Bourdet
CHECKED	S.E. Lindsey
DRAWN	S.E. Lindsey
CHECKED	

EXAMINED Oct. 20 1972
PASSED V.G. Dawson
APPROVED Richard H. Masterman

Single Concrete Barrier Length 2948

FOR INFORMATION ONLY

BARRIER DETAILS
FAI RT 55 SEC 57-9HB
McLEAN COUNTY
STA 297+80.50

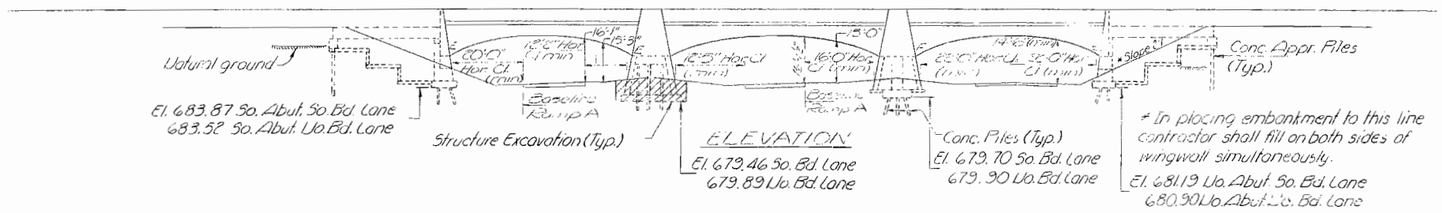
THETZGEN

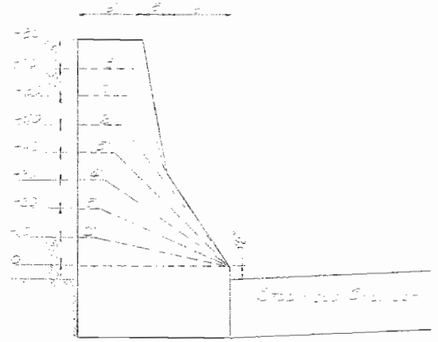
2 M 1 J3C 463 Y 230

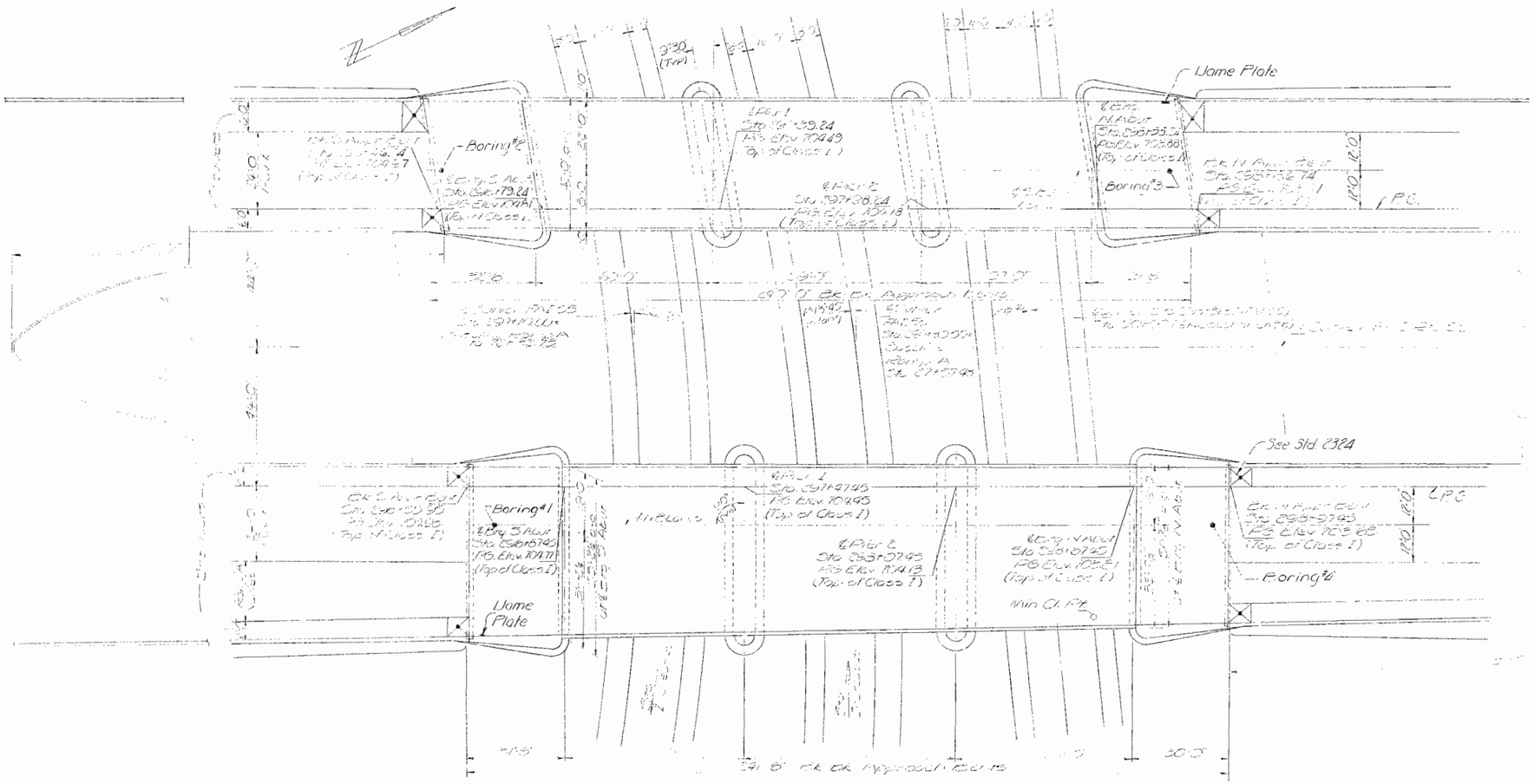
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9RB	Mc LEAN	93	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

SHEET NO. 1
55 SHEETS







DESIGNED	A. I. Khayyat
CHECKED	
DRAWN	
CHECKED	

EXAMINED October 30 19 81
Bridge, Culvert, Drainage and Traffic Structures

PASSED W. E. Bamesberger
Engineer of Design

APPROVED Richard H. Hotterman
Chief Highway Engineer

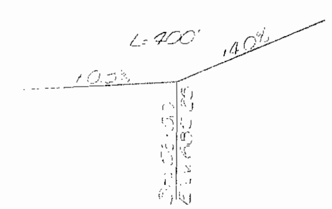
F.A. PROJ. I-55-4(102)148
SECTION 57-9RB
RAMP A OVER C.R. 26
WEST AREA RAMP A
F.A.I. RTE. 55 SEC. 57-9RB
Mc LEAN COUNTY
STATION 697+52.00

DIETZGEN

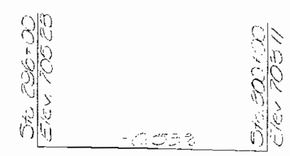
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
[redacted]

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	23
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

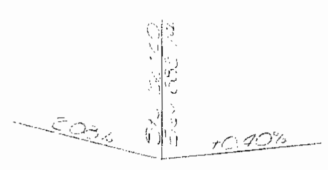
SHEET NO. 2
55 SHEETS



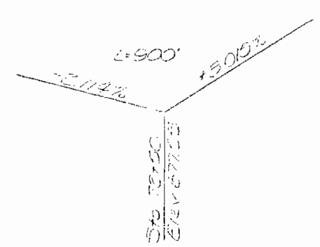
PROFILE CH 36



PROFILE GRADE
FAI-55



PROFILE GRADE
RAMP A



PROFILE GRADE
RAMP A

GENERAL NOTES

All reinforcement bars shall be lapped 24 Dia. unless otherwise shown.

The basic lead silico chromate paint system shall be used for 2 coats of shop painting of structural steel.

The contractor shall make allowance for the deflection of forms, shrinkage & settlement of falsework, in addition to allowance for dead load deflection.

An alternate strand pattern using Extra High Strength Prestressing Strand (270 ksi) is permitted.

The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete except the aggregates shall conform to the requirements of Handrail Concrete.

Protective Coat shall not be applied to surfaces to which Coal Tar Interlayer Protective Coat is applied.

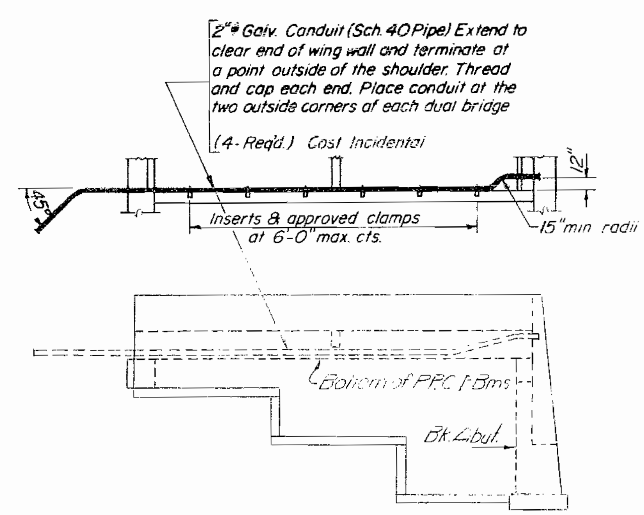
The Contractor shall drive four Conc. test piles in permanent locations; one each at Pier 1 & No. Abut of North Bd. Lanes and So. Abut & Pier 2 of South Bd. Lanes as directed by the Engineer before ordering the remainder of piles.

CURVE DATA RAMP A

[illegible]
Δ=64°02'17.2" L
D=7°45'06"
T=754.06'
L=881.0'
E=151.6'

RAMP A OFFSET

FAI 55 Sta. 299+47.00 90' Rt. [illegible]
FAI 55 Sta. 304+97.05 69' Rt. [illegible]



ELECTRICAL CONDUIT LOCATION

TOTAL BILL OF MATERIAL

	Item	Unit	Super.	Sub.	Total
*	Bituminous Concrete Surface Course Class I	Tons	194		194
	Structure Excavation	Cu.Yds.		623	623
*	Protective Coat	Sq.Yds.	453		453
	Class X Concrete	Cu.Yds.	1505.8	1307.2	2813.0
	Furnishing & Erecting P.P.C. I-Beams 36"	Lin.Ft.	813		[illegible]
	Structural Steel	Lbs.	37 670		[illegible]
	Reinforcement Bars	Lbs.	357340	[illegible]	[illegible]
	Concrete Piles	Lin.Ft.		[illegible]	[illegible]
	Test Pile (Concrete)	Each		4	4
	Name Plates	Each	2		2
	Preformed Joint Sealer (2½")	Lin.Ft.	32		32
	Preformed Joint Sealer (4")	Lin.Ft.	96		96
*	Coal Tar Interlayer Protective Coat	Sq.Yds.	2365		2365

* THESE ITEMS ARE TO BE CONSTRUCTED BY THE PAVING CONTRACTOR FOR SECTION 57-9.

DESIGN STRESSES

FIELD UNITS

fc=1400 psi
fs=20000 psi [illegible]
n=10

LOADING HS20-44 & ALT

PRECAST PRESTRESSED UNITS

f'c = 5000 psi
f'ci = 4000 psi
f's = 248,000 psi Strands
fsi = 173,600 psi Strands

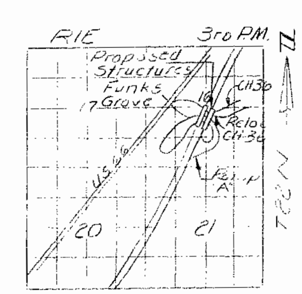
Note:
For footing layout see sh # 55.

DESIGNED	[illegible]
CHECKED	[illegible]
DRAWN	[illegible]
CHECKED	[illegible]

Oct. 20 1972
EXAMINED [signature]
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W.E. Baumann
ENGINEER OF DESIGN
APPROVED Richard H. Golterman
CHIEF HIGHWAY ENGINEER

STATION 297+80.50
BUILT 19 BY
STATE OF ILLINOIS
FAI RT. 55 SEC. 57-9HB
FA PROJ. I-55-4(102)
LOADING HS20 & ALT.

NAME PLATE
(See Std. 2113)



LOCATION SKETCH

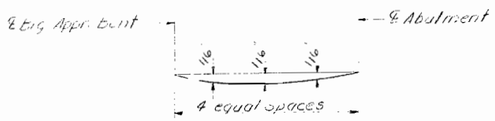
DATA SHEET FOR FAI RTE 55
OVER [illegible] REST AREA RAMP
FAI RTE 55 - SEC 57-9HB
MC LEAN COUNTY
STATION 297+80.50

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	24
FED. ROAD DIST. NO. 7	ILLINOIS	FED. A.S. PROJECT		

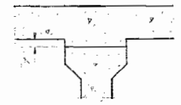
SHEET NO. 5
38 SHEETS



DEAD LOAD DEFLECTION DIAGRAM

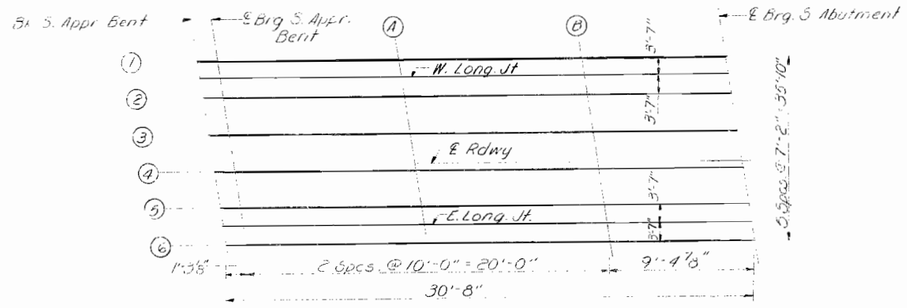
(Includes weight of concrete only)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sts. *4, 5 & 6.



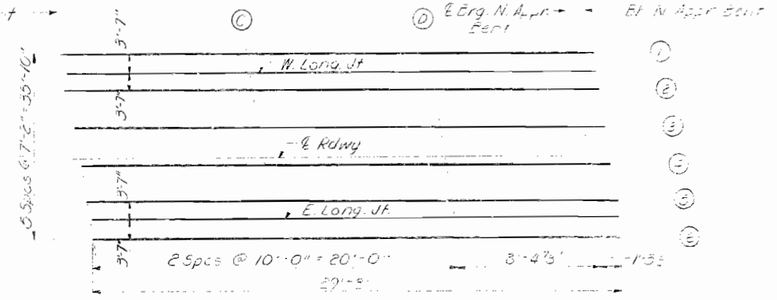
FILLET HEIGHTS

To determine "f": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted algebraically from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on Sts. *4, 5 & 6 minus beam thickness equals the fillet heights "f". A positive value of "f" equals the fillet heights above the top of the beam. A negative value of "f" not to exceed "e", equals the embedment of the beam above the theoretical bottom of slab elevation.

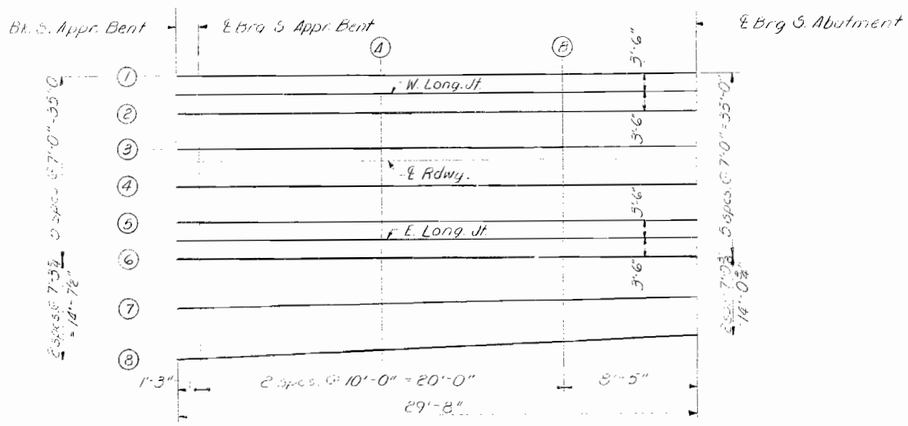


SOUTH APPROACH

SOUTH BD. LANE

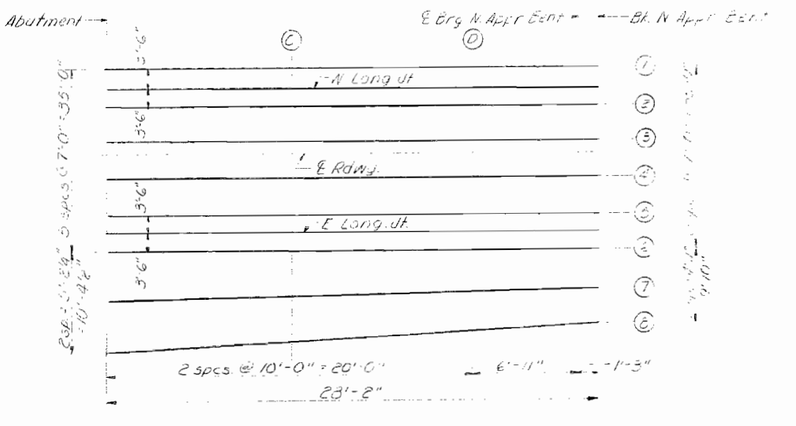


NORTH APPROACH



SOUTH APPROACH

NORTH BD. LANE



NORTH APPROACH

LOCATION PLAN

DESIGNED	A.y. Khayyat
CHECKED	L.M. Tabet
DRAWN	Bev Robinson
CHECKED	L.M.T.

EXAMINED Oct. 20 1972
BRIDGE, CULVERT AND TRAFFIC STRUCTURE ENGINEER
PASSED W.E. Baumann
ENGINEER OF DESIGN
APPROVED Richard A. McCormack
CHIEF HIGHWAY ENGINEER

APPROACH SLABS
TOP OF CLASS I ELEVATIONS
F.A.I. RT. 55 SEC. 57-9HB
McLEAN COUNTY
STA. 297+80.50

BLITZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
[redacted]

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	25

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

SHEET NO. 4 OF 58 SHEETS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29641.397	-19.917	704.846	704.846
℄ Brg. S. Appr. Bent	29642.664	-19.917	704.840	704.840
A	29652.664	-19.917	704.787	704.791
B	29662.664	-19.917	704.734	704.737
℄ Brg. S. Abutment	29672.054	-19.917	704.684	704.684
℄ Brg. N. Abutment	29851.740	-19.917	703.732	703.732
C	29861.740	-19.917	703.679	703.683
D	29871.740	-19.917	703.626	703.629
℄ Brg. N. Appr. Bent	29880.130	-19.917	703.581	703.581
Bk. N. Approach Bent	29881.397	-19.917	703.574	703.574

WEST LONGITUDINAL JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29641.997	-16.334	704.918	704.918
℄ Brg. S. Appr. Bent	29643.264	-16.334	704.911	704.911
A	29653.264	-16.334	704.858	704.862
B	29663.264	-16.334	704.805	704.809
℄ Brg. S. Abutment	29672.654	-16.334	704.755	704.755
℄ Brg. N. Abutment	29852.340	-16.334	703.803	703.803
C	29862.340	-16.334	703.750	703.754
D	29872.340	-16.334	703.697	703.701
℄ Brg. N. Appr. Bent	29880.730	-16.334	703.652	703.652
Bk. N. Approach Bent	29881.997	-16.334	703.646	703.646

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29642.596	-12.751	704.989	704.989
℄ Brg. S. Appr. Bent	29643.863	-12.751	704.982	704.982
A	29653.863	-12.751	704.929	704.933
B	29663.863	-12.751	704.876	704.880
℄ Brg. S. Abutment	29673.253	-12.751	704.827	704.827
℄ Brg. N. Abutment	29852.939	-12.751	703.874	703.874
C	29862.939	-12.751	703.821	703.825
D	29872.939	-12.751	703.768	703.772
℄ Brg. N. Appr. Bent	29881.329	-12.751	703.724	703.724
Bk. N. Approach Bent	29882.596	-12.751	703.717	703.717

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29643.796	-5.584	705.099	705.099
℄ Brg. S. Appr. Bent	29645.063	-5.584	705.092	705.092
A	29655.063	-5.584	705.039	705.043
B	29665.063	-5.584	704.986	704.990
℄ Brg. S. Abutment	29674.453	-5.584	704.936	704.936
℄ Brg. N. Abutment	29854.139	-5.584	703.984	703.984
C	29864.139	-5.584	703.931	703.935
D	29874.139	-5.584	703.878	703.881
℄ Brg. N. Appr. Bent	29882.529	-5.584	703.833	703.833
Bk. N. Approach Bent	29883.796	-5.584	703.827	703.827

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29644.730	-0.001	705.181	705.181
℄ Brg. S. Appr. Bent	29645.997	-0.001	705.174	705.174
A	29655.997	-0.001	705.121	705.125
B	29665.997	-0.001	705.068	705.072
℄ Brg. S. Abutment	29675.387	-0.001	705.018	705.018
℄ Brg. N. Abutment	29855.073	-0.001	704.066	704.066
C	29865.073	-0.001	704.013	704.017
D	29875.073	-0.001	703.960	703.964
℄ Brg. N. Appr. Bent	29883.463	-0.001	703.916	703.916
Bk. N. Approach Bent	29884.730	-0.001	703.909	703.909

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29644.995	1.582	705.155	705.155
℄ Brg. S. Appr. Bent	29646.262	1.582	705.148	705.148
A	29656.262	1.582	705.095	705.099
B	29666.262	1.582	705.042	705.046
℄ Brg. S. Abutment	29675.652	1.582	704.992	704.992
℄ Brg. N. Abutment	29855.338	1.582	704.040	704.040
C	29865.338	1.582	703.987	703.991
D	29875.338	1.582	703.934	703.938
℄ Brg. N. Appr. Bent	29883.728	1.582	703.890	703.890
Bk. N. Approach Bent	29884.995	1.582	703.883	703.883

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29646.194	8.749	705.036	705.036
℄ Brg. S. Appr. Bent	29647.461	8.749	705.030	705.030
A	29657.461	8.749	704.977	704.981
B	29667.461	8.749	704.924	704.927
℄ Brg. S. Abutment	29676.851	8.749	704.874	704.874
℄ Brg. N. Abutment	29856.537	8.749	703.922	703.922
C	29866.537	8.749	703.869	703.873
D	29876.537	8.749	703.816	703.819
℄ Brg. N. Appr. Bent	29884.927	8.749	703.771	703.771
Bk. N. Approach Bent	29886.194	8.749	703.764	703.764

EAST LONGITUDINAL JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29646.794	12.332	704.976	704.976
℄ Brg. S. Appr. Bent	29648.061	12.332	704.969	704.969
A	29658.061	12.332	704.916	704.920
B	29668.061	12.332	704.863	704.867
℄ Brg. S. Abutment	29677.451	12.332	704.813	704.813
℄ Brg. N. Abutment	29857.137	12.332	703.861	703.861
C	29867.137	12.332	703.808	703.812
D	29877.137	12.332	703.755	703.758
℄ Brg. N. Appr. Bent	29885.527	12.332	703.710	703.710
Bk. N. Approach Bent	29886.794	12.332	703.704	703.704

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29647.393	15.915	704.898	704.898
℄ Brg. S. Appr. Bent	29648.660	15.915	704.891	704.891
A	29658.660	15.915	704.838	704.842
B	29668.660	15.915	704.785	704.789
℄ Brg. S. Abutment	29678.050	15.915	704.735	704.735
℄ Brg. N. Abutment	29857.736	15.915	703.783	703.783
C	29867.736	15.915	703.730	703.734
D	29877.736	15.915	703.677	703.681
℄ Brg. N. Appr. Bent	29886.126	15.915	703.633	703.633
Bk. N. Approach Bent	29887.393	15.915	703.626	703.626

DESIGNED A.J. Khayyal
CHECKED
DRAWN Bev Robinson
CHECKED

Oct. 20, 1972
EXAMINED (signature) ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED W.E. Baumann ENGINEER OF DESIGN
APPROVED Richard H. Golterman CHIEF HIGHWAY ENGINEER

SOUTH-BD LANE
FAI RTE 55 SEC 57-9HB
McLEAN COUNTY
STA. 297+83.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...155	57-9HB	MC LEAN	93	26
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5
53 SHEETS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29655.950	-15.917	704.852	704.852
℄ Brg. S. Appr. Bent	29657.200	-15.917	704.846	704.846
A	29667.200	-15.917	704.793	704.797
B	29677.200	-15.917	704.740	704.743
℄ Brg. S. Abutment	29685.627	-15.917	704.695	704.695
℄ Brg. N. Abutment	29869.273	-15.917	703.722	703.722
C	29879.273	-15.917	703.669	703.673
D	29889.273	-15.917	703.616	703.619
℄ Brg. N. Appr. Bent	29896.200	-15.917	703.579	703.579
Bk. N. Approach Bent	29897.450	-15.917	703.573	703.573

WEST LONGITUDINAL JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29655.950	-12.417	704.925	704.925
℄ Brg. S. Appr. Bent	29657.200	-12.417	704.919	704.919
A	29667.200	-12.417	704.866	704.870
B	29677.200	-12.417	704.813	704.816
℄ Brg. S. Abutment	29685.627	-12.417	704.768	704.768
℄ Brg. N. Abutment	29869.273	-12.417	703.795	703.795
C	29879.273	-12.417	703.742	703.746
D	29889.273	-12.417	703.689	703.692
℄ Brg. N. Appr. Bent	29896.200	-12.417	703.652	703.652
Bk. N. Approach Bent	29897.450	-12.417	703.645	703.645

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29655.950	-8.917	704.982	704.982
℄ Brg. S. Appr. Bent	29657.200	-8.917	704.976	704.976
A	29667.200	-8.917	704.923	704.926
B	29677.200	-8.917	704.870	704.873
℄ Brg. S. Abutment	29685.627	-8.917	704.825	704.825
℄ Brg. N. Abutment	29869.273	-8.917	703.852	703.852
C	29879.273	-8.917	703.799	703.803
D	29889.273	-8.917	703.746	703.749
℄ Brg. N. Appr. Bent	29896.200	-8.917	703.709	703.709
Bk. N. Approach Bent	29897.450	-8.917	703.702	703.702

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29655.950	-1.917	705.092	705.092
℄ Brg. S. Appr. Bent	29657.200	-1.917	705.085	705.085
A	29667.200	-1.917	705.032	705.036
B	29677.200	-1.917	704.979	704.982
℄ Brg. S. Abutment	29685.627	-1.917	704.934	704.934
℄ Brg. N. Abutment	29869.273	-1.917	703.961	703.961
C	29879.273	-1.917	703.908	703.912
D	29889.273	-1.917	703.855	703.858
℄ Brg. N. Appr. Bent	29896.200	-1.917	703.818	703.818
Bk. N. Approach Bent	29897.450	-1.917	703.812	703.812

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29655.950	0.0	705.121	705.121
℄ Brg. S. Appr. Bent	29657.200	0.0	705.115	705.115
A	29667.200	0.0	705.062	705.066
B	29677.200	0.0	705.009	705.012
℄ Brg. S. Abutment	29685.627	0.0	704.964	704.964
℄ Brg. N. Abutment	29869.273	0.0	703.991	703.991
C	29879.273	0.0	703.938	703.942
D	29889.273	0.0	703.885	703.888
℄ Brg. N. Appr. Bent	29896.200	0.0	703.848	703.848
Bk. N. Approach Bent	29897.450	0.0	703.842	703.842

BEAM 4

Location	Station	Offsel	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29655.950	5.083	705.042	705.042
℄ Brg. S. Appr. Bent	29657.200	5.083	705.035	705.035
A	29667.200	5.083	704.982	704.986
B	29677.200	5.083	704.929	704.933
℄ Brg. S. Abutment	29685.627	5.083	704.885	704.885
℄ Brg. N. Abutment	29869.273	5.083	703.911	703.911
C	29879.273	5.083	703.858	703.862
D	29889.273	5.083	703.805	703.809
℄ Brg. N. Appr. Bent	29896.200	5.083	703.769	703.769
Bk. N. Approach Bent	29897.450	5.083	703.762	703.762

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29655.950	12.083	704.932	704.932
℄ Brg. S. Appr. Bent	29657.200	12.083	704.926	704.926
A	29667.200	12.083	704.873	704.877
B	29677.200	12.083	704.820	704.823
℄ Brg. S. Abutment	29685.627	12.083	704.775	704.775
℄ Brg. N. Abutment	29869.273	12.083	703.802	703.802
C	29879.273	12.083	703.749	703.753
D	29889.273	12.083	703.696	703.699
℄ Brg. N. Appr. Bent	29896.200	12.083	703.659	703.659
Bk. N. Approach Bent	29897.450	12.083	703.652	703.652

EAST LONGITUDINAL JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29655.950	15.583	704.859	704.859
℄ Brg. S. Appr. Bent	29657.200	15.583	704.853	704.853
A	29667.200	15.583	704.800	704.804
B	29677.200	15.583	704.747	704.750
℄ Brg. S. Abutment	29685.627	15.583	704.702	704.702
℄ Brg. N. Abutment	29869.273	15.583	703.729	703.729
C	29879.273	15.583	703.676	703.680
D	29889.273	15.583	703.623	703.626
℄ Brg. N. Appr. Bent	29896.200	15.583	703.586	703.586
Bk. N. Approach Bent	29897.450	15.583	703.579	703.579

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29655.950	19.083	704.787	704.787
℄ Brg. S. Appr. Bent	29657.200	19.083	704.780	704.780
A	29667.200	19.083	704.727	704.731
B	29677.200	19.083	704.674	704.678
℄ Brg. S. Abutment	29685.627	19.083	704.629	704.629
℄ Brg. N. Abutment	29869.273	19.083	703.656	703.656
C	29879.273	19.083	703.603	703.607
D	29889.273	19.083	703.550	703.553
℄ Brg. N. Appr. Bent	29896.200	19.083	703.513	703.513
Bk. N. Approach Bent	29897.450	19.083	703.507	703.507

DESIGNED A.V. Kleinpeter
CHECKED J.M. Ruhl
DRAWN Bev Robinson
CHECKED J.M.R.

EXAMINED Oct. 20 1961
Traffic Engineer
PASSED W.C. Baumann
Engineer of Design
APPROVED Richard H. Gutterman
State Highway Engineer

APPROACH SPANS
TOP OF CLASS I ELEVATIONS
NORTH ED. LANE
FAI RT 55 SEC 57-9HB
MCLEAN COUNTY
STA 297+30.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	27
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 6
58 SHEETS

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29655.950	26.409	704.635	704.635
℄ Brg. S. Appr. Bent	29657.200	26.396	704.628	704.628
A	29667.200	26.296	704.577	704.581
B	29677.200	26.196	704.526	704.530
℄ Brg. S. Abutment	29685.627	26.112	704.483	704.483
℄ Brg. N. Abutment	29869.273	24.273	703.548	703.548
C	29879.273	24.173	703.497	703.501
D	29889.273	24.073	703.446	703.449
℄ Brg. N. Appr. Bent	29896.200	24.003	703.411	703.411
Bk. N. Approach Bent	29897.450	23.991	703.405	703.405

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Approach Bent	29655.950	33.735	704.482	704.482
℄ Brg. S. Appr. Bent	29657.200	33.709	704.476	704.476
A	29667.200	33.509	704.427	704.431
B	29677.200	33.309	704.378	704.382
℄ Brg. S. Abutment	29685.627	33.141	704.337	704.337
℄ Brg. N. Abutment	29869.273	29.463	703.440	703.440
C	29879.273	29.263	703.391	703.395
D	29889.273	29.063	703.343	703.346
℄ Brg. N. Appr. Bent	29896.200	28.923	703.308	703.308
Bk. N. Approach Bent	29897.450	28.899	703.303	703.303

DESIGNED A. I. Khappal
CHECKED J.M. Patel
DRAWN Rev Robinson
CHECKED J.M.P.

EXAMINED Oct. 20 1977
PASSED W. E. Bauman
ENGINEER OF DESIGN
APPROVED Richard A. Gutterman
CHIEF HIGHWAY ENGINEER

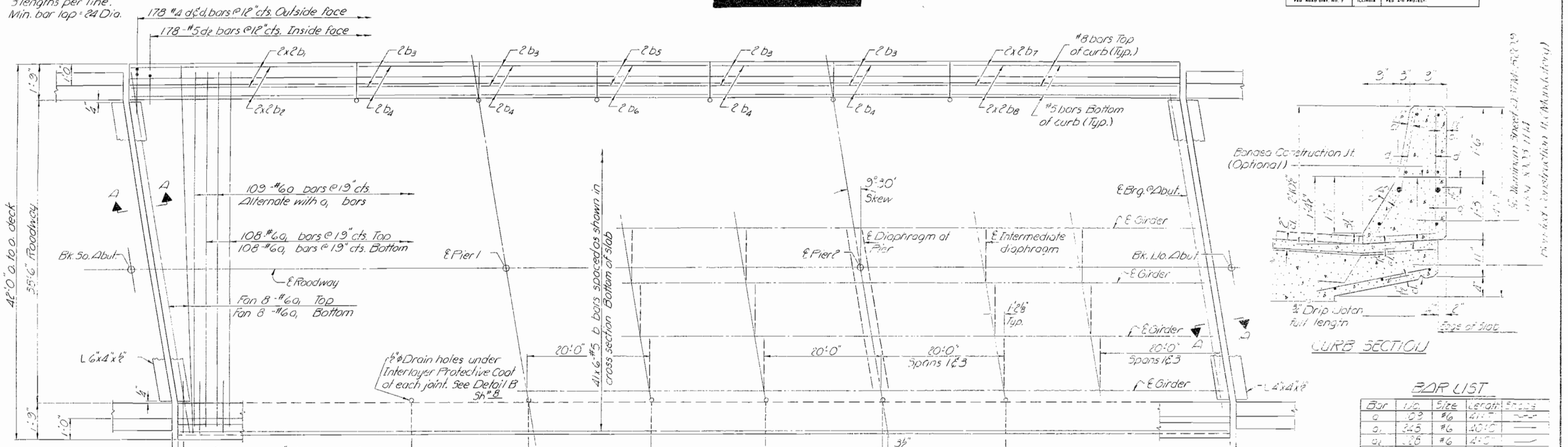
APPROACH SLABS
TOP OF CLASS I ELEVATIONS
N.F.T. - E.D. LANE
F.A.I. RT. 55 SEC. 57-9HE
McLEAN COUNTY
STA. 297+80.52

Note:
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Min. bar lap = 24 Dia.

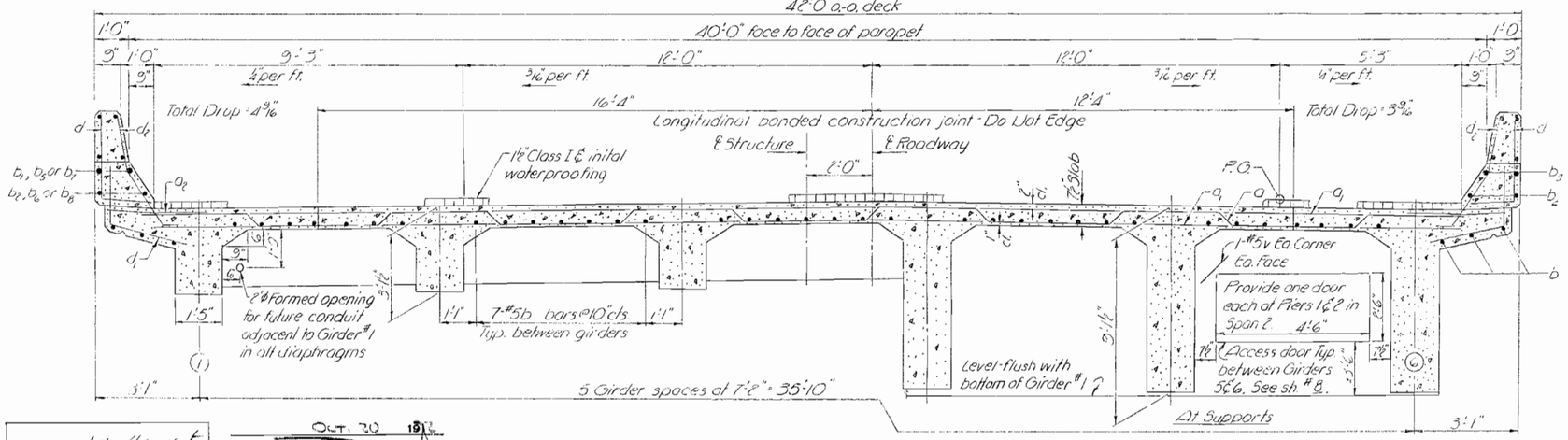
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

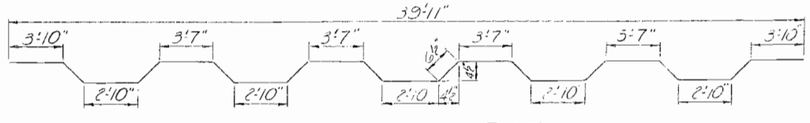
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	28
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

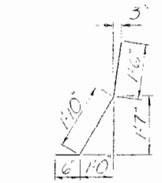
SHEET NO. 28 OF 56 SHEETS

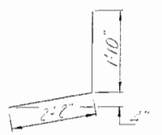


Note:
For Sec. 4-4 see sh. 3.
For Class I detail see sh. 5.









BAR LIST

Bar	No.	Size	Length	Shape
a	109	#6	41'-7"	
a1	245	#6	40'-0"	
a2	28	#6	41'-5"	
b	246	#5	30'-9"	
b1	8	#5	21'-2"	
b2	8	#5	20'-11"	
b3	16	#5	19'-3"	
b4	16	#5	19'-3"	
b5	4	#5	15'-3"	
b6	4	#5	15'-3"	
b7	8	#5	13'-11"	
b8	6	#5	19'-2"	
d	336	#4	3'-11"	
d1	336	#4	4'-2"	
d2	336	#5	3'-10"	
v	16	#5	5'-0"	

See sheet # 3 for longitudinal reinforcement in top of slab.
For Girder ordinates see sh. 11.
For slab reinforcement & Class I Conc. see detail on sh. 22.

SOUTH BD. LANES SUPERSTRUCTURE BILL OF MATERIAL

Item	Unit	Quantity
Class I Concrete	Cu. Yds.	545.4
Reinforcement Bars	Lbs.	32270

DESIGNED A. Thompson
CHECKED
DRAWN J.D.
CHECKED

EXAMINED Oct. 20 19
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

CROSS SECTION
(LOOKING NORTH)

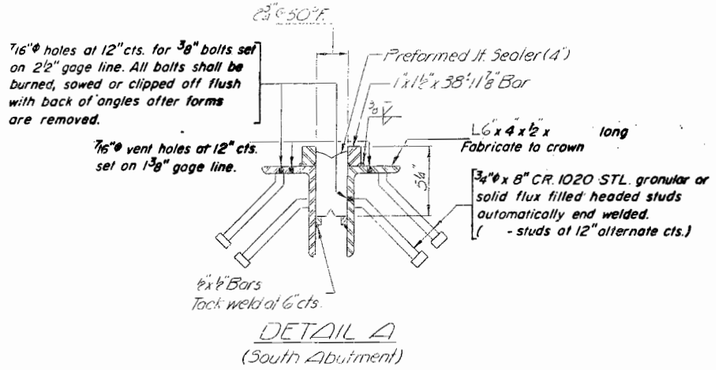
SOUTH BD. LANES SUPERSTRUCTURE
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

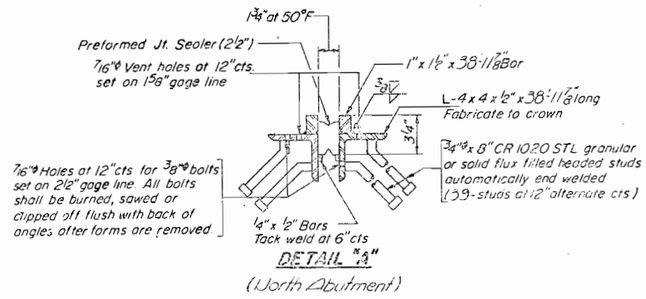
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	Mc LEAN	93	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

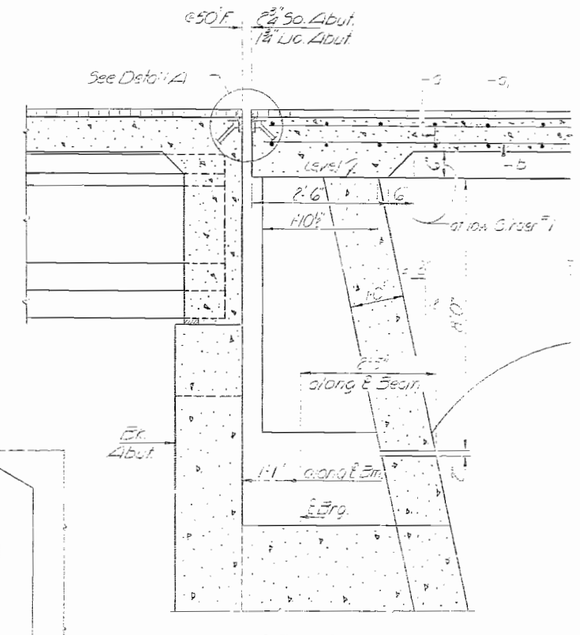
SHEET NO. 2
58 SHEETS



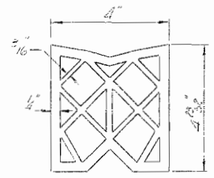
DETAIL A
(South Abutment)



DETAIL "A"
(North Abutment)

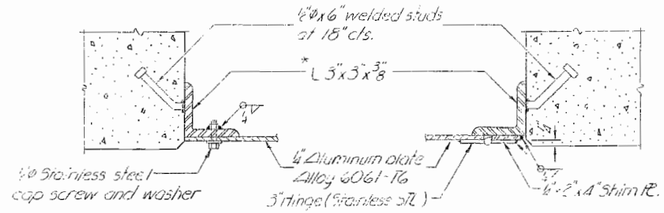


SEC. A-A



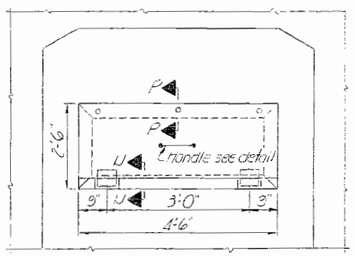
PREFORMED JOINT SEALER (4")

*Exposed surfaces of Ls shall be given one field coat of Aluminum paint

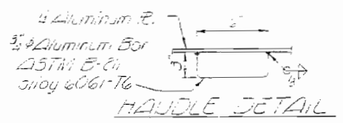


SEC. P-P

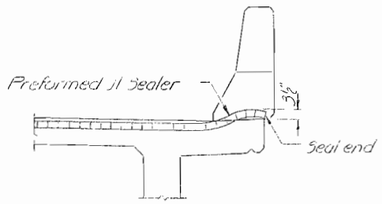
SEC. U-U



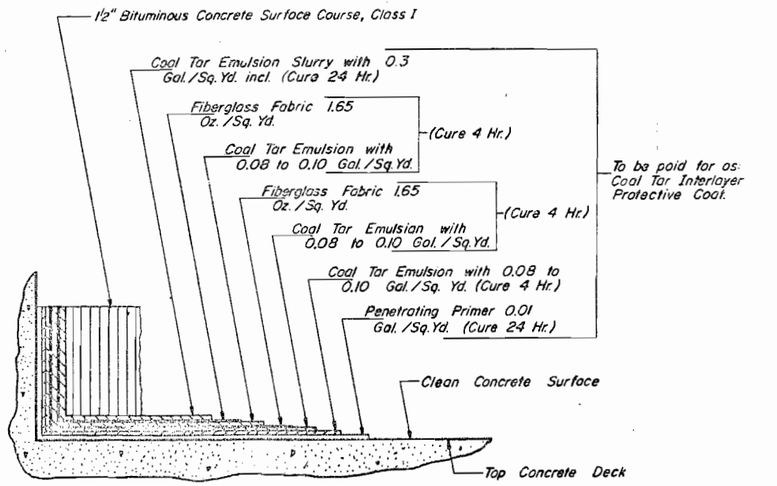
DOOR ELEVATION
(Cost incidental)



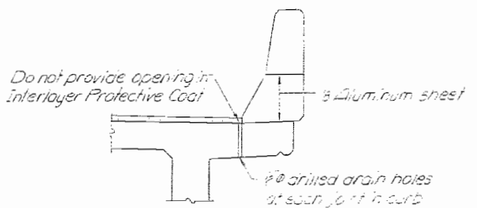
HANDLE DETAIL



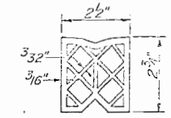
TYPICAL END OF SEALER TREATMENT



DETAIL OF DECK SURFACING



DETAIL B



PREFORMED JOINT SEALER (2½")

DESIGNED	A. Y. Khamyat
CHECKED	
DRAWN	J.D.
CHECKED	

EXAMINED Sept. 20 19 71
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

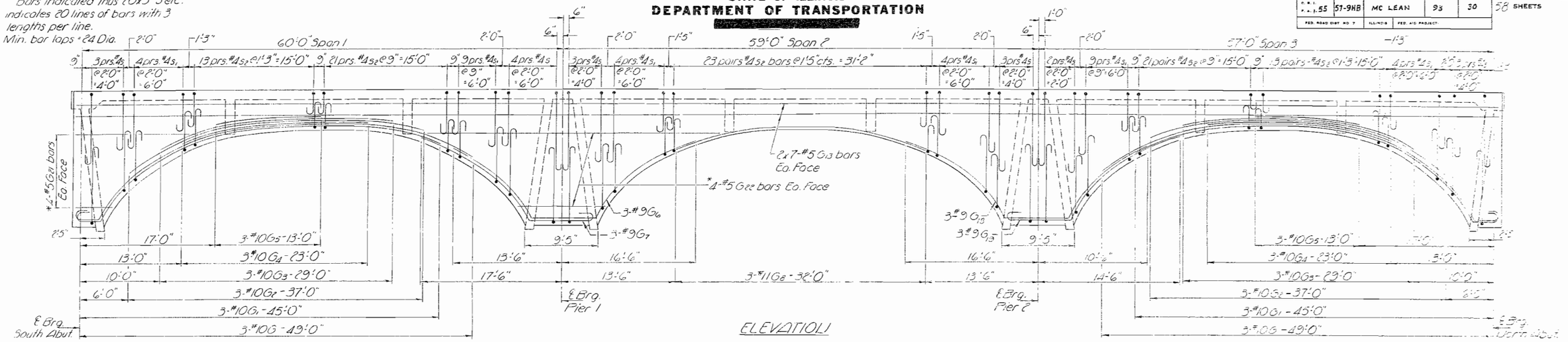
SOUTH BD. LAUES
SUPERSTRUCTURE DETAILS
F.A.I. RT. 55 SEC. 57-9.1HB
MC LEAN COUNTY
STA. 297+50.50

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	30
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3
58 SHEETS

Note:
Bars indicated thus 20x3 #5 etc. indicates 20 lines of bars with 3 lengths per line.
Min. bar laps = 24 Dia.

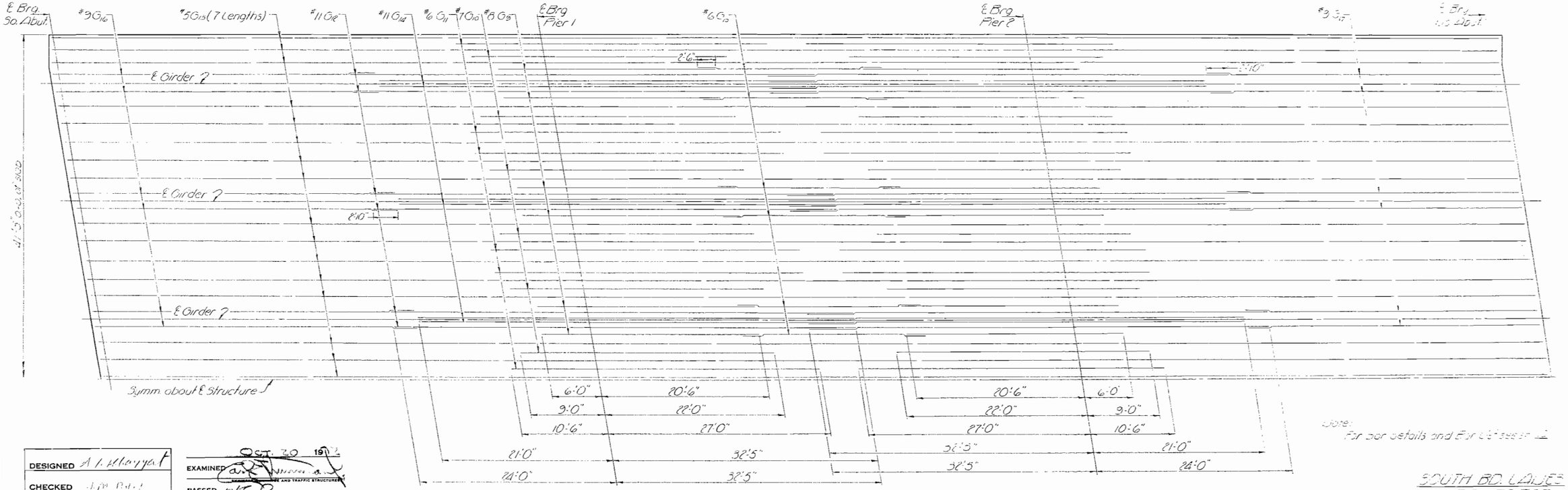
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION

*Order G22 bars full length. Cut to fit and use the remainder of bars in similar locations at other supports.

Note:
Lap G16 & G14 bar at ℄ Span 2 thus → 8



HALF PLAN
Showing longitudinal reinforcement in top of slab.

Note:
For bar details and ℄ of G6's see sh. 12

DESIGNED	A. Mavyat
CHECKED	J.M. Pahl
DRAWN	J.D.
CHECKED	J.M.P.

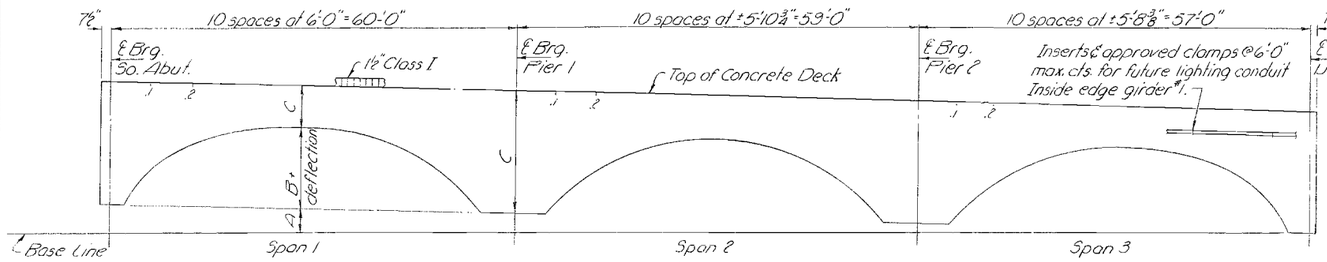
EXAMINED Oct. 30 1962
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED H.E. Bauman
ENGINEER OF DESIGN
APPROVED Charles H. Hotterman
CHIEF HIGHWAY ENGINEER

SOUTH BD. LANES
GIRDER REINFORCEMENT
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA 297+80.50

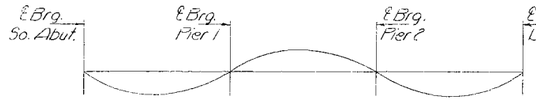
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
U.S. 1 + F.A.I. 55	57-9HB	MC LEAN	98	31
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 3
98 SHEETS



GIRDER ORDIUATES



DEAD LOAD DEFLECTIOU DIAGRAM
* See Table below

Inserts & clamps to be incidental to contract.

BASE LIUE ELEVATIOUS

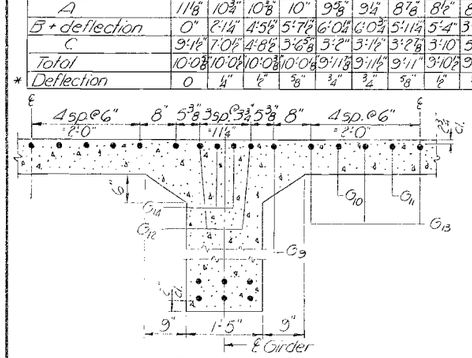
Girder	6	5	4	3	2	1
Elevation	634.54	634.68	634.79	634.74	634.63	634.49

DIMEUSIOU "D"

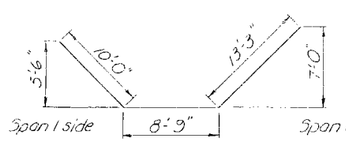
G_1	G_2	G_3	G_4	G_5	G_6
8'-6"	8'-7⅝"	8'-9"	8'-9⅜"	8'-8¼"	8'-6⅜"

ALL GIRDERS - SOUTH BD. LAUES

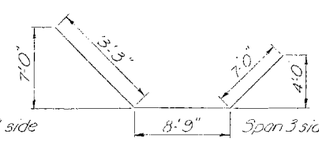
	℄ Brg. Abut.	Span 1 .1	.2	.3	.4	.5	.6	.7	.8	.9	℄ Brg. Pier 1	Span 2 .1	.2	.3	.4	.5	.6	.7	.8	.9	℄ Brg. Pier 2	Span 3 .1	.2	.3	.4	.5	.6	.7	.8	.9	℄ Brg. Abut.
Dimension	11⅛"	10¾"	10⅜"	10"	9⅝"	9¼"	8⅞"	8½"	8⅛"	7¾"	7⅜"	7"	6⅝"	6¼"	5⅞"	5½"	5⅛"	4¾"	4⅜"	4"	3⅝"	3¼"	2⅞"	2½"	2⅛"	1¾"	1⅜"	1"	⅝"	⅜"	0
A	0"	2'-1¼"	4'-5⅛"	5'-7½"	6'-0⅝"	6'-0⅜"	5'-11⅝"	5'-4"	3'-9⅜"	11⅝"	0"	11⅛"	3'-10⅜"	5'-4⅛"	5'-10⅜"	5'-11⅝"	5'-10⅜"	5'-10⅜"	5'-4⅛"	3'-10¼"	11¼"	0"	10"	3'-8⅝"	5'-3⅜"	5'-11"	6'-0⅜"	6'-0⅛"	5'-7⅝"	4'-5⅛"	2'-0⅜"	0
B + deflection	9'-1⅛"	7'-0⅜"	4'-6⅝"	3'-6⅜"	3'-2"	3'-1⅛"	3'-2⅞"	3'-10"	5'-4"	8'-2"	9'-1⅛"	8'-2⅛"	5'-3"	3'-9"	3'-2⅛"	3'-1⅛"	3'-2⅛"	3'-9"	5'-3"	8'-2⅛"	9'-1⅛"	8'-3⅝"	5'-4⅜"	3'-10¼"	3'-3"	3'-1⅛"	3'-2"	3'-6⅜"	4'-8¾"	7'-1¼"	9'-1⅛"
C	9'-1⅛"	7'-0⅜"	4'-6⅝"	3'-6⅜"	3'-2"	3'-1⅛"	3'-2⅞"	3'-10"	5'-4"	8'-2"	9'-1⅛"	8'-2⅛"	5'-3"	3'-9"	3'-2⅛"	3'-1⅛"	3'-2⅛"	3'-9"	5'-3"	8'-2⅛"	9'-1⅛"	8'-3⅝"	5'-4⅜"	3'-10¼"	3'-3"	3'-1⅛"	3'-2"	3'-6⅜"	4'-8¾"	7'-1¼"	9'-1⅛"
Total	10'-0⅜"	10'-0⅜"	10'-0⅜"	10'-0⅜"	9'-11⅛"	9'-11⅛"	9'-11"	9'-10⅜"	9'-10"	9'-10⅜"	9'-9⅞"	9'-9⅞"	9'-7⅞"	9'-7⅞"	9'-7"	9'-6⅞"	9'-6¼"	9'-5⅞"	9'-5⅝"	9'-5⅝"	9'-5⅝"	9'-4⅝"	9'-4⅜"	9'-4⅜"	9'-4⅛"	9'-3⅞"	9'-3⅝"	9'-3⅜"	9'-2⅞"	9'-2⅝"	9'-1⅛"
* Deflection	0	¼"	½"	⅝"	¾"	¾"	⅝"	½"	⅜"	⅛"	0	-⅛"	-¼"	-⅜"	-⅜"	-⅜"	-⅜"	-⅜"	-⅜"	-¼"	-⅛"	0	⅛"	¼"	⅜"	½"	⅝"	⅝"	½"	⅜"	¼"	0



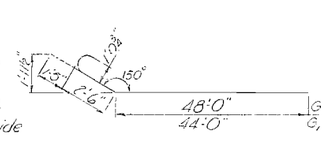
SEC. THRU GIRDER AT PIERS



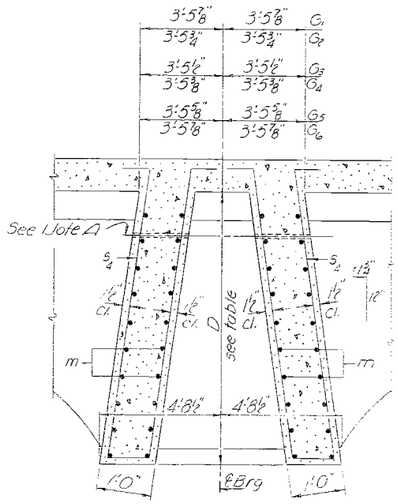
BAR G_6



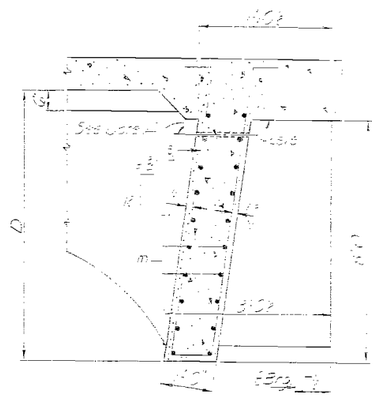
BAR G_{18}



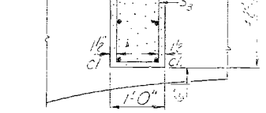
BARS G_1 & G_6



SECTIOU THRU DIAPHRAGMS AT PIERS

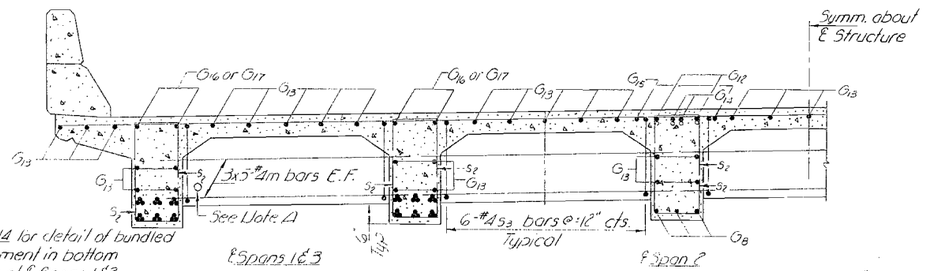


SECTIOU THRU DIAPHRAGMS AT ABUTMEUTS



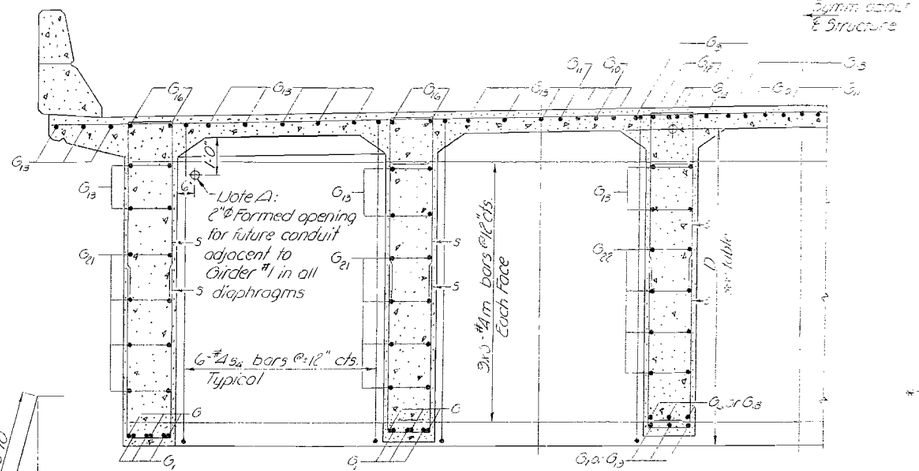
BARS G_7 & G_{19}

SECTIOU THRU IUTERIOR DIAPHRAGMS



See sh 14 for detail of bundled reinforcement in bottom of Girder at ℄ Spans 1 & 3.

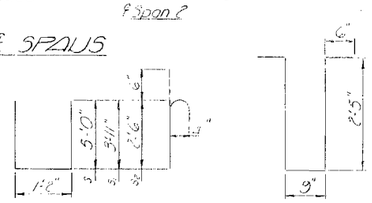
HALF SECTIOU AT ℄ SPAUS



At Abutments

At Piers

HALF SECTIOU AT SUPPORTS



BARS S_3, S_5 & S_{3E} BAR S_3 BAR S_4

SIX GIRDERS
BAR LIST FOR GIRDERS

Bar	No.	Size	Length	Space
G	36	# 5	57'-0"	—
G_1	36	# 5	57'-0"	—
G_2	36	# 10	38'-3"	—
G_3	36	# 10	38'-3"	—
G_4	36	# 6	38'-3"	—
G_5	36	# 10	38'-3"	—
G_6	2	# 5	32'-5"	—
G_7	2	# 9	32'-5"	—
G_8	2	# 5	33'-10"	—
G_9	24	# 8	32'-6"	—
G_{10}	24	# 7	42'-5"	—
G_{11}	24	# 6	37'-6"	—
G_{12}	24	# 11	56'-5"	—
G_{13}	353	# 5	17'-0"	—
G_{14}	30	# 11	53'-5"	—
G_{15}	12	# 6	23'-0"	—
G_{16}	12	# 6	33'-6"	—
G_{17}	12	# 5	26'-8"	—
G_{18}	13	# 5	29'-0"	—
G_{19}	5	# 9	21'-5"	—
G_{20}	13	# 5	13'-6"	—
G_{22}	13	# 5	45'-0"	—
S_1	816	# 4	6'-0"	—
S_2	408	# 4	6'-0"	—
S_3	1032	# 4	11'-2"	—
S_4	180	# 4	9'-5"	—
S_5	180	# 4	9'-5"	—
m	330	# 4	11'-5"	—

** Quantity included in Bar list for Girders, sh. 7.

SOUTH BD. LAUES
GIRDER REIUFORCEMEUT
ELI. RT 55 SEC. 57-9HB
MC LEAU COUUTY
STA. 297+80.50

DESIGNED	A. I. Khayyat
CHECKED	
DRAWN	JD
CHECKED	

EXAMINED _____ DIST. 7, ILL. 1972
PASSED _____ ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
APPROVED _____ ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

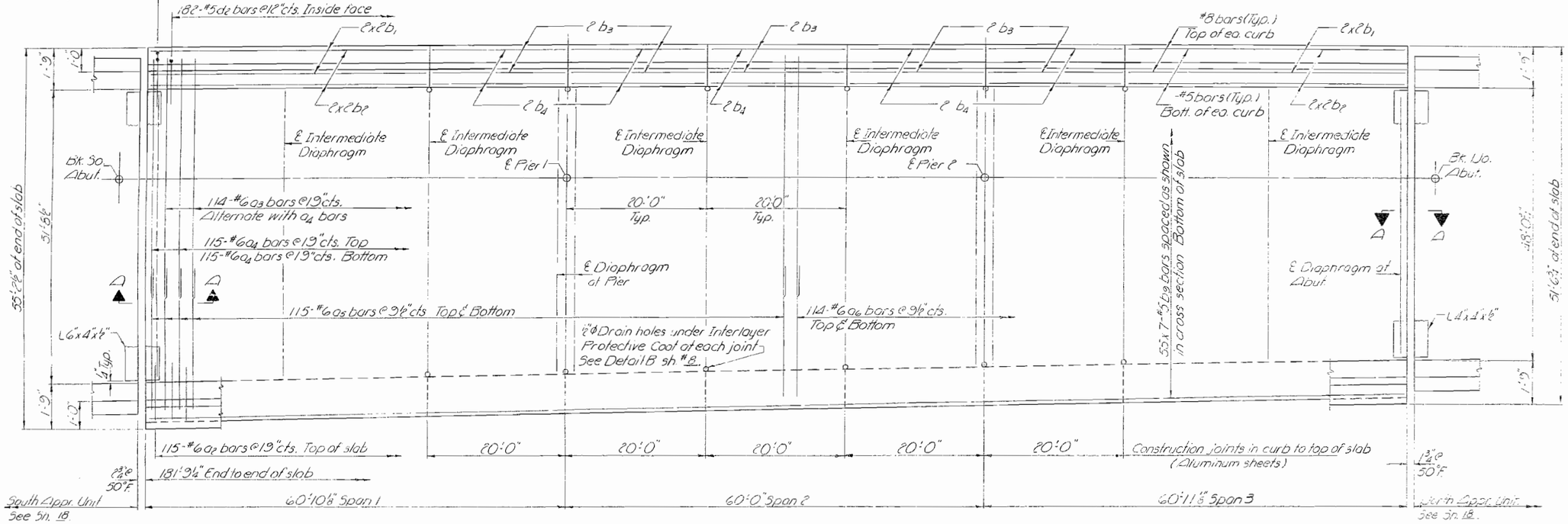
DIETZGEN

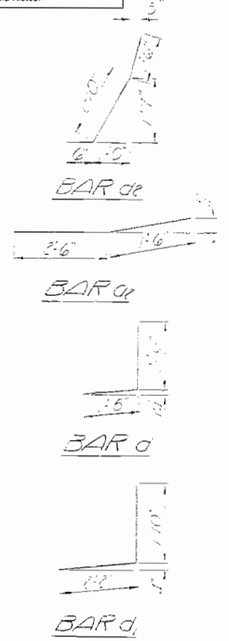
Note:
Bars indicated thus 20x3 #5 etc
indicates 20 lines of bars with
3 lengths per line.
Min. bar laps = 24 Dia.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	32
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

SHEET NO. 1/
38 SHEETS





BAR LIST

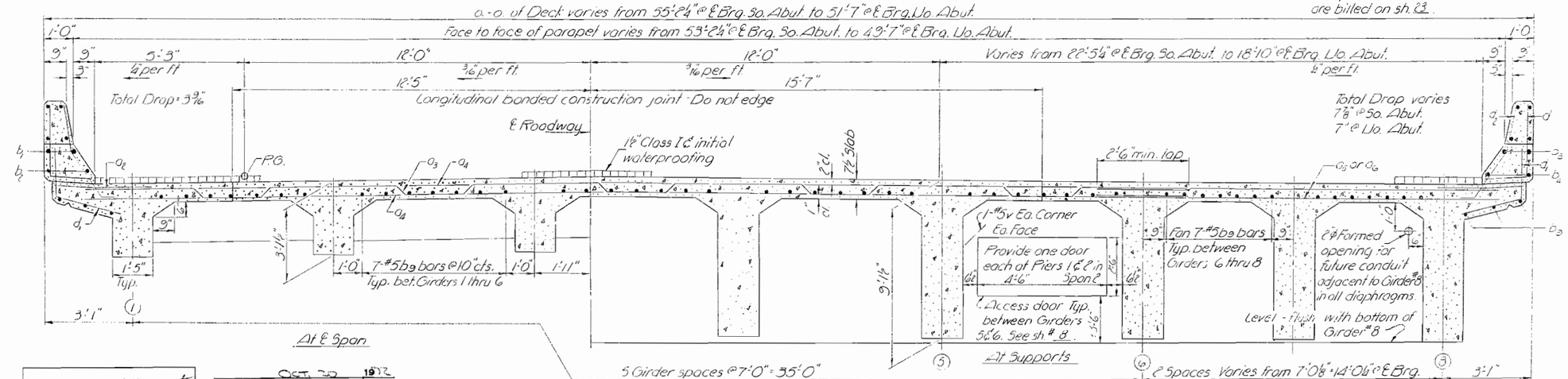
Bar	No.	Size	Length	Shape
a_2	230	# 6	4'-0"	
a_3	114	# 6	40'-10"	
a_4	230	# 6	38'-4"	
a_5	230	# 6	17'-4"	
a_6	228	# 6	15'-6"	
b_1	16	# 8	81'-4"	
b_2	16	# 5	82'-1"	
b_3	20	# 8	13'-9"	
b_4	20	# 5	13'-9"	
b_5	385	# 5	27'-0"	
d_1	364	# 4	3'-1"	
d_2	364	# 4	4'-0"	
d_3	364	# 5	3'-1"	
f	16	# 5	3'-0"	

See Sheet #13 for longitudinal reinforcement in top of slab.
For Girder ordinates see sh. 4.

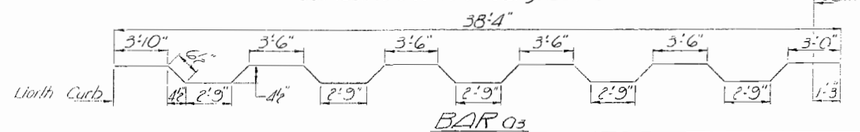
NORTH BD. LANES
SUPERSTRUCTURE
BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu. Yds.	793.7
Reinforcement Bars	Lbs.	104,240

Note:
For curb section see sh. 7.
For Sec. A-A see sh. 12.
For Class I detail see sh. 6.
Parapet reinf. and Class X Conc. are billed on sh. 13.



CROSS SECTION
(LOOKING NORTH)



DESIGNED	A. I. Khayat
CHECKED	
DRAWN	J.D.
CHECKED	

EXAMINED Oct 20 1972
PASSED H. E. Baumann ENGINEER OF DESIGN
APPROVED Richard H. Mc Cormack CHIEF HIGHWAY ENGINEER

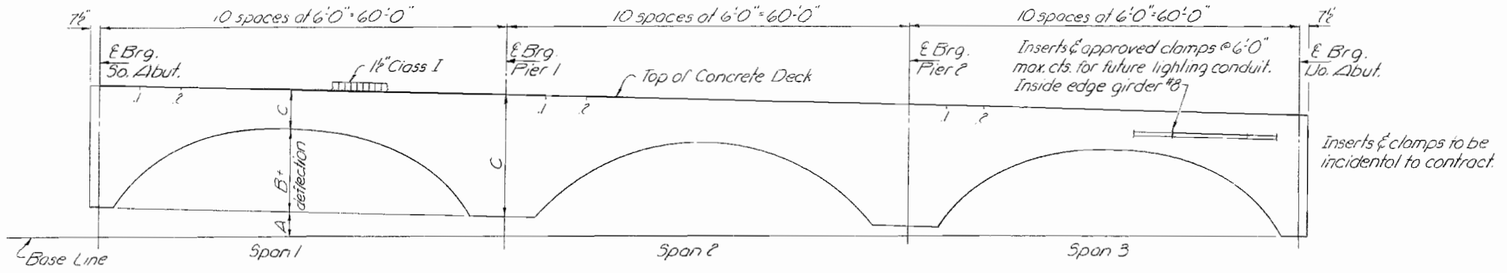
NORTH BD. LANES
SUPERSTRUCTURE
FAI RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

HEITZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	53
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

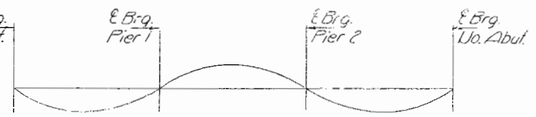
SHEET NO. 53
58 SHEETS



GIRDER ORDINATES

BASE LINE ELEVATIONS

Girder	1	2	3	4	5	6	7	8
Elevation	694.48	694.61	694.72	694.67	694.56	694.41	694.30	694.20



DEAD LOAD DEFLECTION DIAGRAM

* See Table below

GIRDERS 1 THRU 5

	℄ Brg.	Span 1									℄ Brg.	Span 2									℄ Brg.	Span 3									℄ Brg.
Dimension	Abut.	.1	.2	.3	.4	.5	.6	.7	.8	.9	Pier 1	.1	.2	.3	.4	.5	.6	.7	.8	.9	Pier 2	.1	.2	.3	.4	.5	.6	.7	.8	.9	Abut.
A	11⅛"	11"	10⅜"	10¼"	9⅛"	9½"	9⅛"	8¾"	8⅜"	8"	7⅞"	7¼"	6⅞"	6½"	6⅛"	5¾"	5⅜"	5"	4⅝"	4⅛"	3¾"	3⅜"	3"	2⅝"	2¼"	1⅞"	1½"	1⅛"	¾"	⅜"	0
B+deflection	0	2'-1¼"	4'-5⅛"	5'-7⅛"	6'-0⅛"	6'-0⅜"	5'-11¼"	5'-4"	3'-9⅞"	11⅞"	0	11⅞"	3'-10⅛"	5'-4⅛"	5'-10⅛"	5'-11⅛"	5'-10⅛"	5'-4⅛"	3'-10⅜"	11⅞"	0	11⅞"	3'-9⅞"	5'-4"	5'-11¼"	6'-0⅜"	6'-0¼"	5'-7⅛"	4'-5⅛"	2'-1¼"	0
C	9'-1⅛"	7'-0⅛"	4'-8⅛"	3'-6⅞"	3'-2"	3'-1⅛"	3'-2⅛"	3'-10"	5'-4"	8'-2"	9'-1⅛"	8'-1⅛"	5'-2⅛"	3'-9"	3'-2⅛"	3'-1⅛"	3'-2⅛"	3'-9"	5'-2⅛"	8'-1⅛"	9'-1⅛"	8'-2"	5'-4"	3'-10"	3'-2⅛"	3'-1⅛"	3'-2"	3'-6⅞"	4'-8⅛"	7'-0⅛"	9'-1⅛"
Total	10'-0⅛"	10'-0⅛"	10'-0⅜"	10'-0⅛"	10'-0⅛"	9'-11⅞"	9'-11⅛"	9'-10⅜"	9'-10⅛"	9'-9⅝"	9'-9⅛"	9'-8⅝"	9'-8⅛"	9'-7⅝"	9'-7⅛"	9'-6⅝"	9'-6⅛"	9'-6⅛"	9'-5⅞"	9'-5⅝"	9'-5⅝"	9'-5"	9'-4⅞"	9'-4⅝"	9'-4⅜"	9'-4⅛"	9'-3⅞"	9'-3¾"	9'-3⅝"	9'-2⅞"	9'-1⅝"

GIRDER 6

	℄ Brg.	Span 1									℄ Brg.	Span 2									℄ Brg.	Span 3									℄ Brg.
Dimension	Abut.	.1	.2	.3	.4	.5	.6	.7	.8	.9	Pier 1	.1	.2	.3	.4	.5	.6	.7	.8	.9	Pier 2	.1	.2	.3	.4	.5	.6	.7	.8	.9	Abut.
A	11½"	11⅜"	10⅜"	10⅜"	10"	9⅝"	9¼"	8⅞"	8½"	8⅛"	7⅝"	7¼"	6⅞"	6½"	6⅛"	5¾"	5⅜"	5"	4⅝"	4¼"	3⅞"	3½"	3⅛"	2¾"	2⅜"	1⅞"	1½"	1⅛"	¾"	⅜"	0
B+deflection	0	2'-1¼"	4'-5⅛"	5'-7⅛"	6'-0¼"	6'-0⅜"	5'-11¼"	5'-4"	3'-9⅞"	11⅞"	0	11⅞"	3'-10⅛"	5'-4⅛"	5'-10⅛"	5'-11⅛"	5'-10⅛"	5'-4⅛"	3'-10⅜"	11⅞"	0	11⅞"	3'-9⅞"	5'-4"	5'-11¼"	6'-0⅜"	6'-0¼"	5'-7⅛"	4'-5⅛"	2'-1¼"	0
C	9'-1⅛"	7'-0⅛"	4'-8⅛"	3'-6⅞"	3'-2"	3'-1⅛"	3'-2⅛"	3'-10"	5'-4"	8'-2"	9'-1⅛"	8'-1⅛"	5'-2⅛"	3'-9"	3'-2⅛"	3'-1⅛"	3'-2⅛"	3'-9"	5'-2⅛"	8'-1⅛"	9'-1⅛"	8'-2"	5'-4"	3'-10"	3'-2⅛"	3'-1⅛"	3'-2"	3'-6⅞"	4'-8⅛"	7'-0⅛"	9'-1⅛"
Total	10'-1"	10'-0⅛"	10'-0⅜"	10'-0⅛"	10'-0⅛"	9'-11⅞"	9'-11⅜"	9'-10⅜"	9'-10⅛"	9'-9¾"	9'-9⅛"	9'-8⅝"	9'-8⅛"	9'-7⅝"	9'-7⅛"	9'-6⅝"	9'-6⅛"	9'-6⅛"	9'-5⅞"	9'-5⅝"	9'-5⅝"	9'-5⅛"	9'-4⅞"	9'-4⅝"	9'-4⅜"	9'-4⅛"	9'-3⅞"	9'-3¾"	9'-3⅝"	9'-2¾"	9'-2⅛"	9'-1⅝"

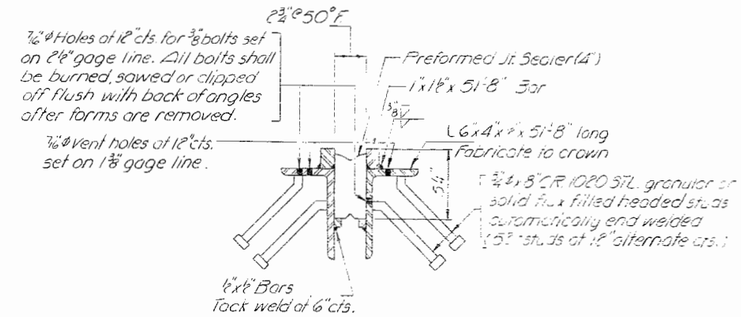
GIRDER 7

	℄ Brg.	Span 1									℄ Brg.	Span 2									℄ Brg.	Span 3									℄ Brg.
Dimension	Abut.	.1	.2	.3	.4	.5	.6	.7	.8	.9	Pier 1	.1	.2	.3	.4	.5	.6	.7	.8	.9	Pier 2	.1	.2	.3	.4	.5	.6	.7	.8	.9	Abut.
A	11"	10⅝"	10¼"	9⅞"	9⅝"	9¼"	8⅞"	8½"	8⅛"	7¾"	7⅝"	7"	6⅝"	6¼"	5⅞"	5½"	5⅛"	4¾"	4⅜"	4"	3⅝"	3¼"	3"	2⅝"	2¼"	1⅞"	1½"	1⅛"	¾"	⅜"	0
B+deflection	0	2'-1¼"	4'-5⅛"	5'-7⅛"	6'-0¼"	6'-0⅜"	5'-11¼"	5'-4"	3'-9⅞"	11⅞"	0	11⅞"	3'-10⅜"	5'-4⅛"	5'-10⅛"	5'-11⅛"	5'-10⅛"	5'-4⅛"	3'-10⅜"	11⅞"	0	11⅞"	3'-9⅞"	5'-4"	5'-11¼"	6'-0⅜"	6'-0¼"	5'-7⅛"	4'-5⅛"	2'-1¼"	0
C	9'-1⅛"	7'-0⅛"	4'-8⅛"	3'-6⅞"	3'-2"	3'-1⅛"	3'-2⅛"	3'-10"	5'-4"	8'-2"	9'-1⅛"	8'-1⅛"	5'-2⅛"	3'-9"	3'-2⅛"	3'-1⅛"	3'-2⅛"	3'-9"	5'-2⅛"	8'-1⅛"	9'-1⅛"	8'-2"	5'-4"	3'-10"	3'-2⅛"	3'-1⅛"	3'-2"	3'-6⅞"	4'-8⅛"	7'-0⅛"	9'-1⅛"
Total	10'-0⅛"	10'-0⅜"	10'-0⅛"	10'-0"	9'-11⅞"	9'-11⅝"	9'-11"	9'-10⅝"	9'-10"	9'-9⅜"	9'-8⅞"	9'-8⅜"	9'-7⅞"	9'-7⅜"	9'-6⅞"	9'-6⅜"	9'-5⅞"	9'-5⅜"	9'-5⅛"	9'-4⅞"	9'-5⅛"	9'-4⅞"	9'-4⅝"	9'-4⅜"	9'-4⅛"	9'-4⅛"	9'-3¾"	9'-3¼"	9'-2¾"	9'-2⅛"	9'-1⅝"

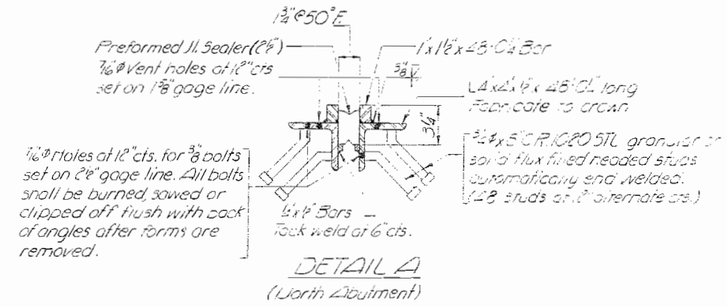
GIRDER 8

	℄ Brg.	Span 1									℄ Brg.	Span 2									℄ Brg.	Span 3									℄ Brg.
Dimension	Abut.	.1	.2	.3	.4	.5	.6	.7	.8	.9	Pier 1	.1	.2	.3	.4	.5	.6	.7	.8	.9	Pier 2	.1	.2	.3	.4	.5	.6	.7	.8	.9	Abut.
A	10⅛"	10⅛"	9¾"	9⅜"	9"	8¾"	8⅜"	8"	7⅝"	7¼"	7"	6⅝"	6¼"	5⅞"	5½"	5⅛"	4⅞"	4½"	4⅛"	3⅞"	3½"	3⅛"	2¾"	2⅜"	2⅛"	1¾"	1⅜"	1"	¾"	⅜"	0
B+deflection	0	2'-1¼"	4'-5⅛"	5'-7⅛"	6'-0¼"	6'-0⅜"	5'-11¼"	5'-4"	3'-9⅞"	11⅞"	0	11⅞"	3'-10⅛"	5'-4⅛"	5'-10⅛"	5'-11⅛"	5'-10⅛"	5'-4⅛"	3'-10⅜"	11⅞"	0	11⅞"	3'-9⅞"	5'-4"	5'-11¼"	6'-0¼"	6'-0¼"	5'-7⅛"	4'-5⅛"	2'-1¼"	0
C	9'-1⅛"	7'-0⅛"	4'-8⅛"	3'-6⅞"	3'-2"	3'-1⅛"	3'-2⅛"	3'-10"	5'-4"	8'-2"	9'-1⅛"	8'-1⅛"	5'-2⅛"	3'-9"	3'-2⅛"	3'-1⅛"	3'-2⅛"	3'-9"	5'-2⅛"	8'-1⅛"	9'-1⅛"	8'-2"	5'-4"	3'-10"	3'-2⅛"	3'-1⅛"	3'-2"	3'-6⅞"	4'-8⅛"	7'-0⅛"	9'-1⅛"
Total	10'-0"	9'-11⅞"	9'-11⅜"	9'-11⅛"	9'-11⅛"	9'-11"	9'-10⅝"	9'-10"	9'-9⅝"	9'-8⅞"	9'-8⅛"	9'-8"	9'-7⅝"	9'-7"	9'-6⅜"	9'-6⅛"	9'-5⅝"	9'-5⅝"	9'-5⅜"	9'-5⅛"	9'-5⅛"	9'-4¾"	9'-4⅝"	9'-4⅝"	9'-4⅜"	9'-4⅛"	9'-4"	9'-3⅝"	9'-3⅛"	9'-2⅞"	9'-1⅛"

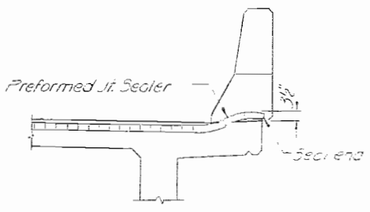
* Deflection	0	¼"	½"	⅝"	¾"	¾"	⅝"	½"	⅜"	⅛"	0	-⅛"	-¼"	-⅜"	-½"	-½"	-½"	-⅜"	-¼"	-⅛"	0	⅛"	⅜"	½"	⅝"	¾"	¾"	⅝"	½"	¼"	0



DETAIL A
(South Abutment)



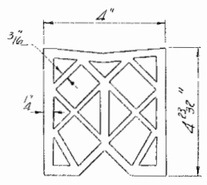
DETAIL A
(North Abutment)



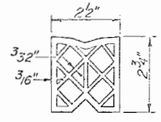
TYPICAL END OF SEALER TREATMENT

DESIGNED	A. I. Khayat
CHECKED	J. M. [illegible]
DRAWN	J.D.
CHECKED	J.M.P.

Oct. 20 19 72
EXAMINED [illegible]
BRIDGE AND TRAFFIC STRUCTURES
PASSED M. G. Ballman
ENGINEER OF DESIGN
APPROVED Richard E. Holtzman
CHIEF HIGHWAY ENGINEER



PREFORMED JOINT SEALER (4")



PREFORMED JOINT SEALER (2½")

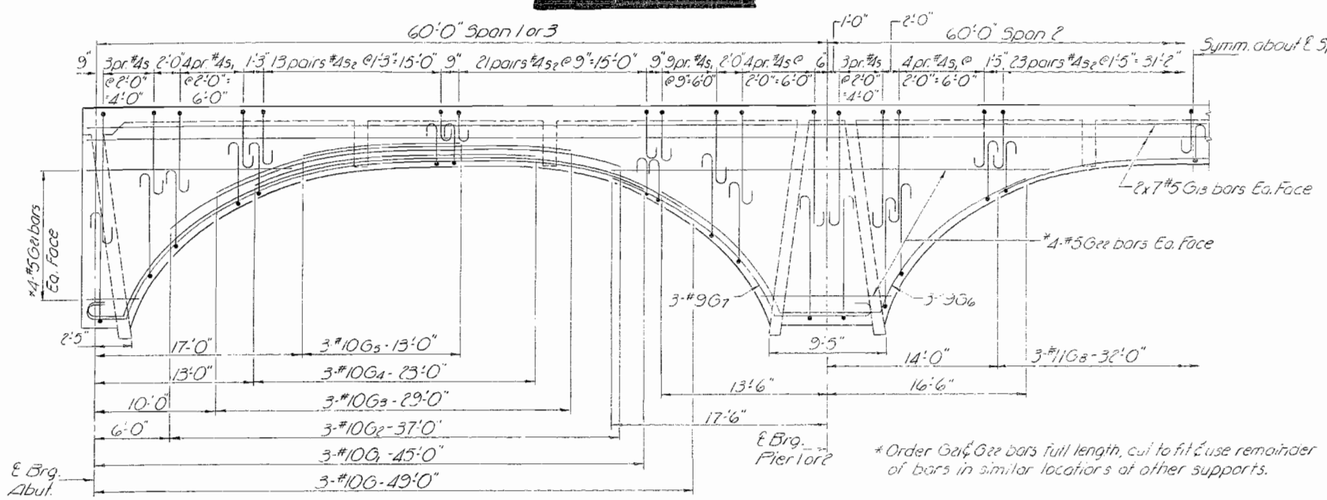
NORTH BD. LANES
SUPERSTRUCTURE DETAILS
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	Mc LEAN	93	34
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3
58 SHEETS

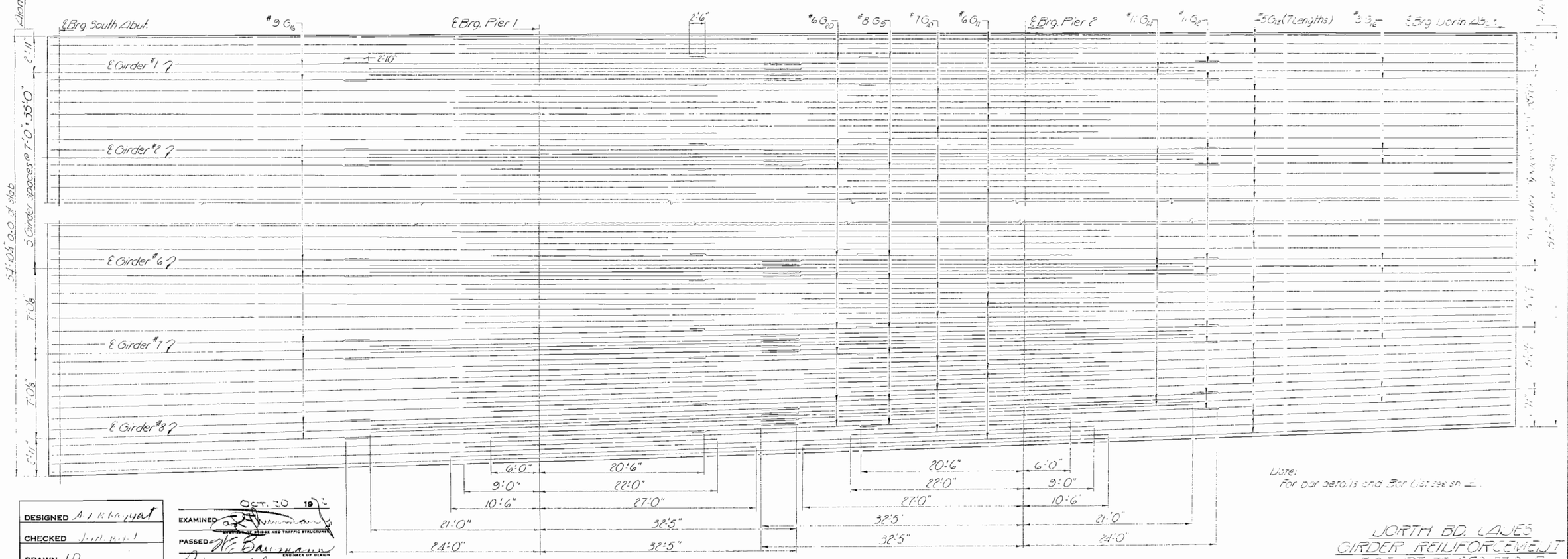
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Note:
Lap G12 & G14 bars at ℄ Span 2 thus → 8

* Order G6 & G6e bars full length, cut to fit & use remainder of bars in similar locations at other supports.

ELEVATION



Note:
For bar details and Bar List see sh. 4.

PLAN
Showing longitudinal reinforcement in top of slab.

DESIGNED	A.I.B.C. Wyatt
CHECKED	J.J.M.P.J.
DRAWN	J.D.
CHECKED	J.J.M.P.

EXAMINED Oct. 30 19[illegible]
DIRECTOR OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Bauhofer
ENGINEER OF DESIGN
APPROVED Richard H. Holtermann
CHIEF HIGHWAY ENGINEER

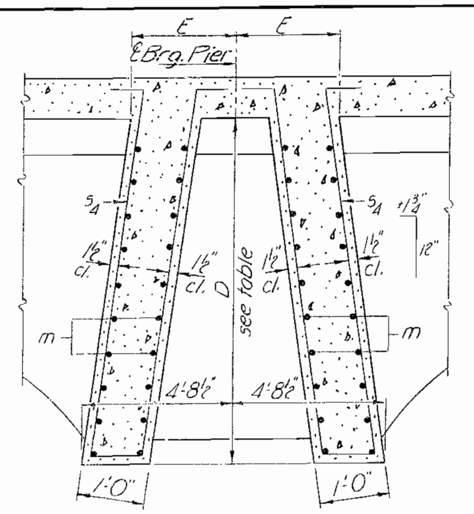
NORTH BD. LANES
GIRDER REINFORCEMENT
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

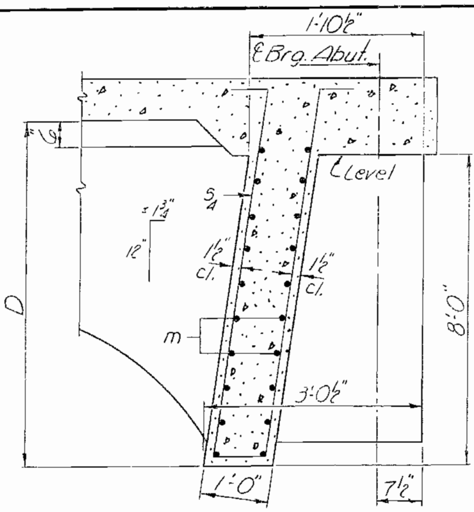
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A.I. 55	57-9HB	MC LEAN	93	35
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 14
58 SHEETS

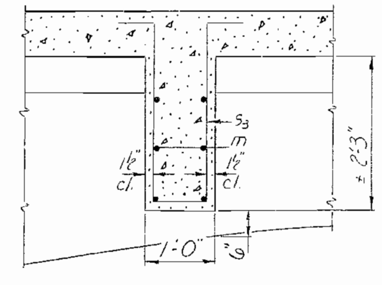
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
[redacted]



SECTION THRU DIAPHRAGMS AT PIERS



SECTION THRU DIAPHRAGMS AT ABUTMENTS

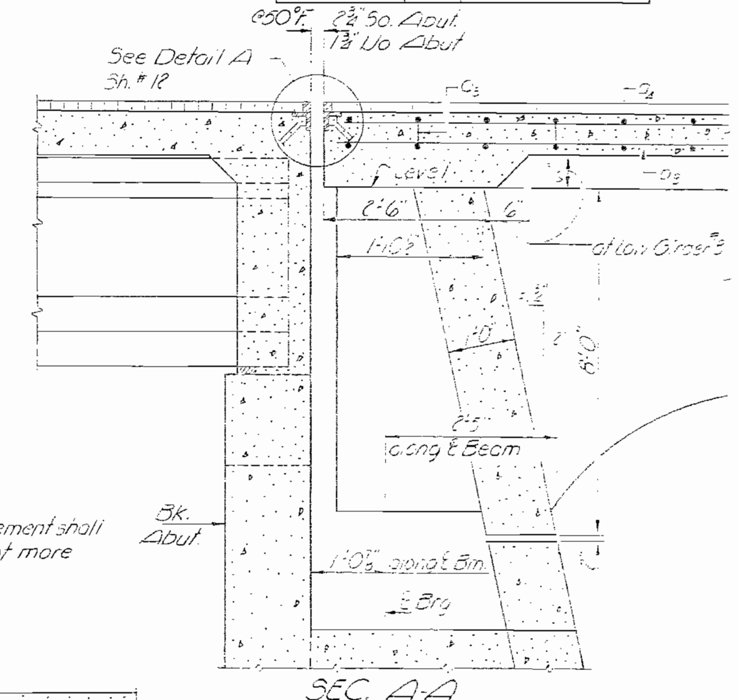


SECTION THRU INTERIOR DIAPHRAGMS

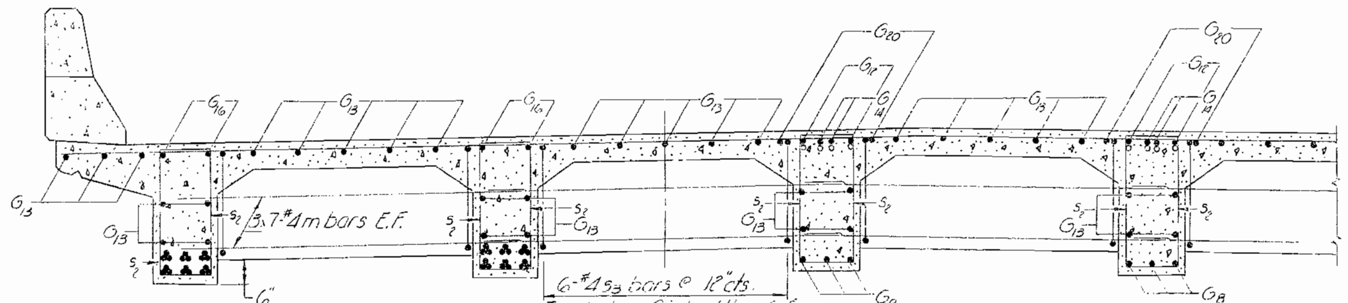
DIMENSIONS "D&E"

	D				E
	S.Abut.	Pier 1	Pier 2	N.Abut.	Pier 1&2
G_1	8'-10⅜"	8'-10"	8'-9¾"	8'-9⅜"	3'-5⅜"
G_2	8'-11⅞"	8'-11½"	8'-11¼"	8'-10⅞"	3'-5⅛"
G_3	9'-1¼"	9'-0⅞"	9'-0⅝"	9'-0¼"	3'-5"
G_4	9'-0⅝"	9'-0¼"	9'-0"	8'-11⅝"	3'-5"
G_5	8'-11¼"	8'-10⅞"	8'-10⅝"	8'-10⅜"	3'-5⅜"
G_6	8'-9⅝"	8'-9¼"	8'-8⅞"	8'-8½"	3'-5½"
G_7	8'-7¾"	8'-7½"	8'-7½"	8'-7¼"	3'-5¾"
G_8	8'-6"	8'-6"	8'-6"	8'-6"	3'-5⅞"

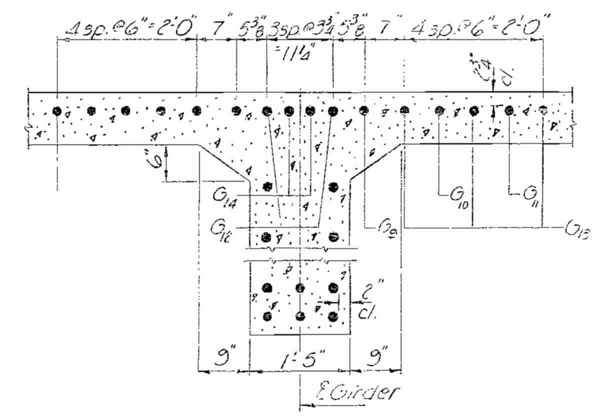
† Note:
Bundeled reinforcement shall be tied together at not more than 6'-0" cts.



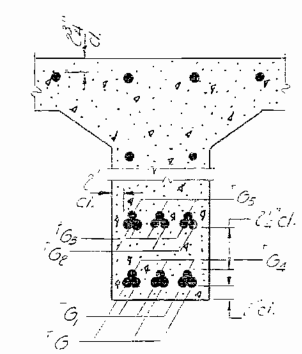
SEC. A-A



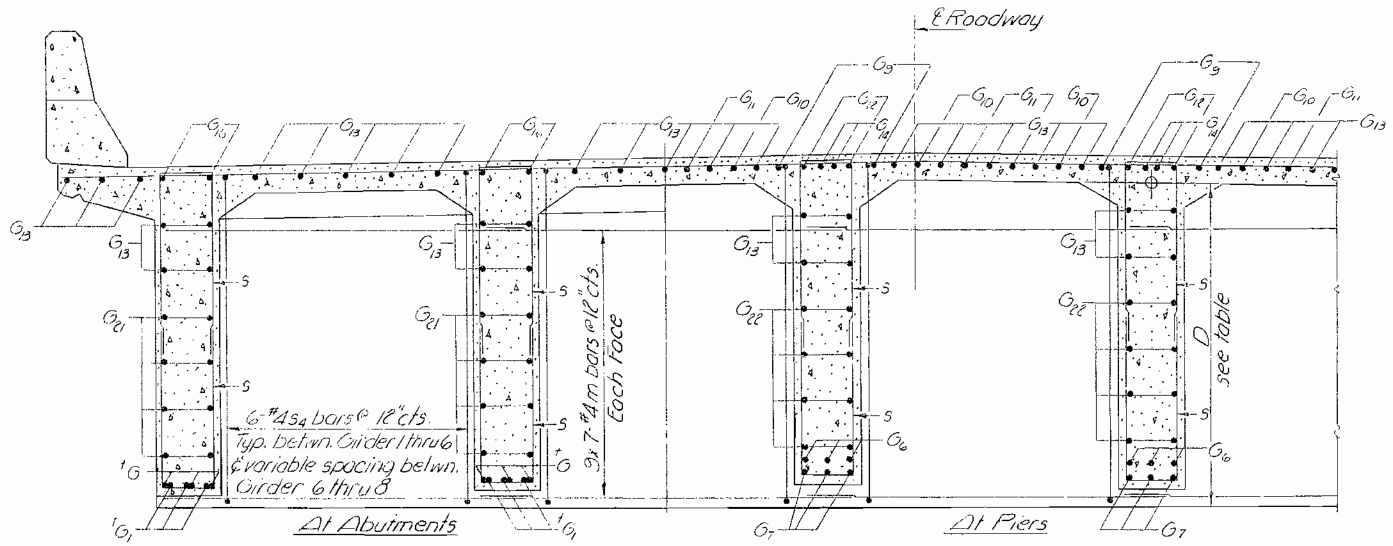
HALF SECTION AT ℄ SPANS



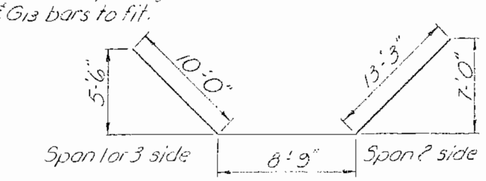
SEC. THRU GIRDER AT PIERS
Showing typ. spacing between Girders 1 thru 6. For the variable spacing between Girders 6 thru 8 fan G_9, G_{10}, G_{11} & G_{13} bars to fit.



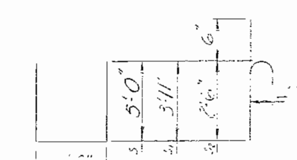
SEC. THRU GIRDER AT ℄ SPANS 1&3



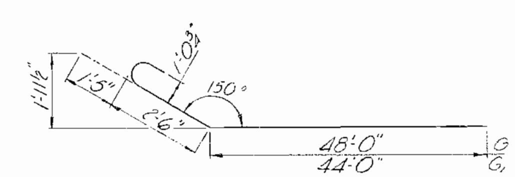
HALF SECTION AT SUPPORTS



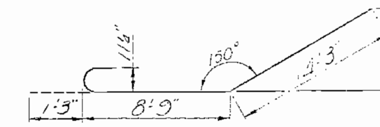
BAR G_6



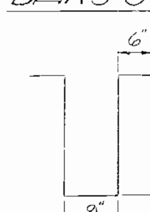
BARS S_1 & S_2



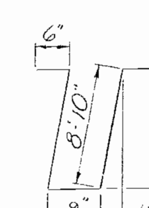
BARS G & G_1



BAR G_7



BAR S_3



BAR S_4

** BAR LIST FOR EIGHT GIRDERS

Bar	No.	Size	Length	Shape
G	48	#10	51'-[illegible]	
G_1	48	#10	47'-[illegible]	
G_2	48	#10	38'-0	
G_3	48	#10	29'-6	
G_4	48	#10	23'-6	
G_5	48	#10	[illegible]	
G_6	48	#9	[illegible]	
G_7	45	#9	[illegible]	
G_8	[illegible]	[illegible]	33'-0	
G_9	32	#6	[illegible]	
G_{10}	32	#7	31'-0	
G_{11}	32	#6	37'-6"	
G_{12}	32	#11	56'-5"	
G_{13}	[illegible]	#5	[illegible]	
G_{14}	32	#11	53'-5"	
G_{16}	32	#9	39'-[illegible]	
G_{20}	[illegible]	#6	24'-0	
G_{21}	[illegible]	#5	[illegible]	
G_{22}	[illegible]	#5	[illegible]	
S	320	#4	[illegible]	
S_1	544	#4	[illegible]	
S_2	456	#4	[illegible]	
S_3	252	#4	6'-[illegible]	
S_4	252	#4	9'-5	
m	1008	#4	[illegible]	

** Quantity included in Bill of Materials on sh. 11.

Note:
Bars indicated thus 20x3 #5 etc. indicates 20 lines of bars with 3 lengths per line.
Min. bar laps = 24 Dia.

DESIGNED	A. I. Khayyat
CHECKED	J. M. Patel
DRAWN	J.D.
CHECKED	[illegible]

OCT. 20, 1972
EXAMINED [signature] ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Baumann ENGINEER OF DESIGN
APPROVED Richard H. Golterman CHIEF HIGHWAY ENGINEER

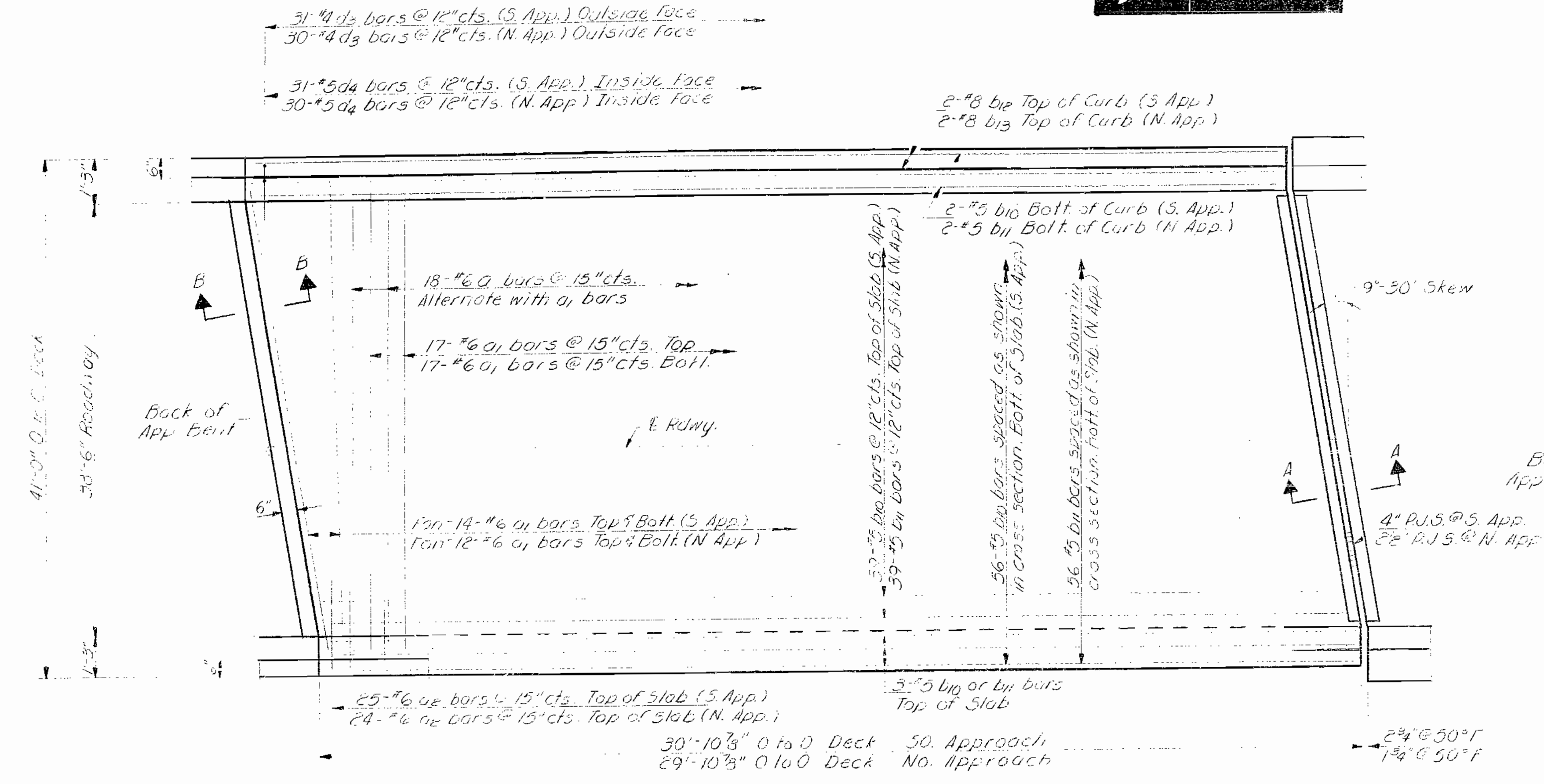
NORTH BD. LANES
GIRDER REINFORCEMENT
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

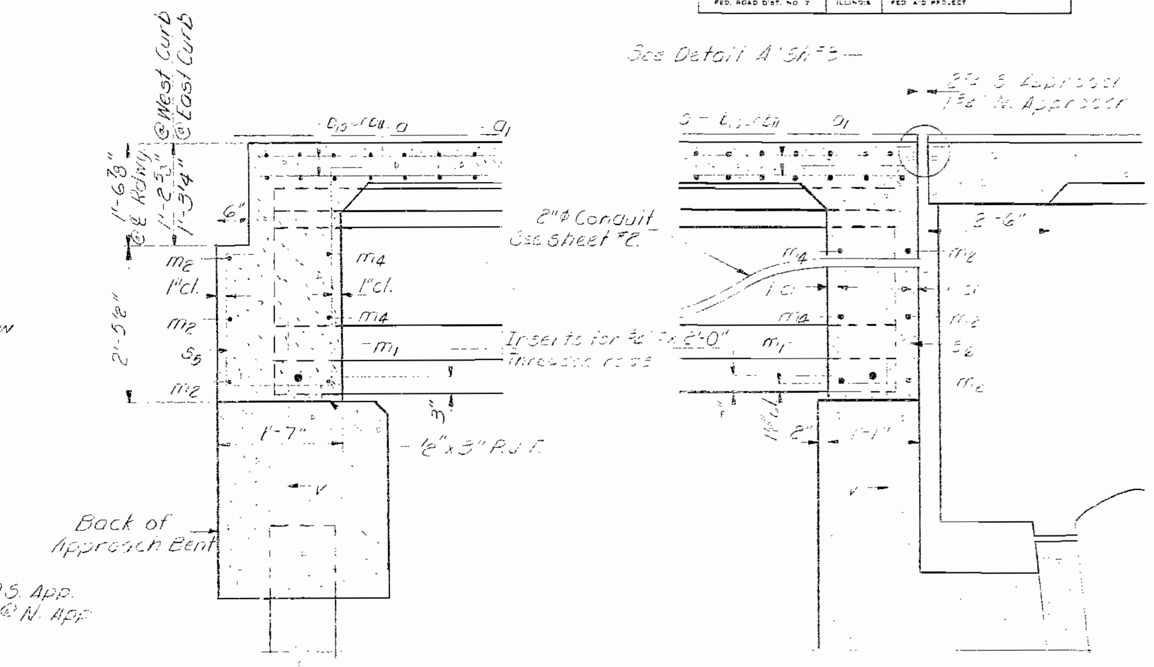
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A.I. 55	57-9HB	MC LEAN	93	36
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 15
15 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
[redacted]

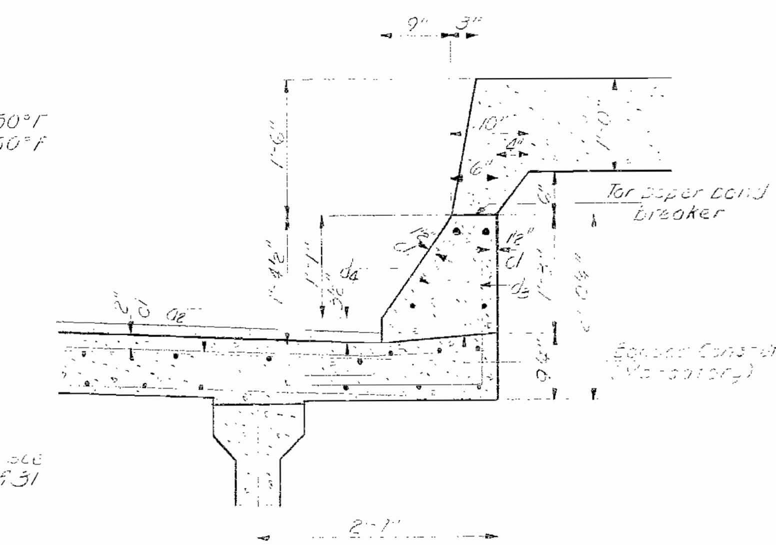


PLAN

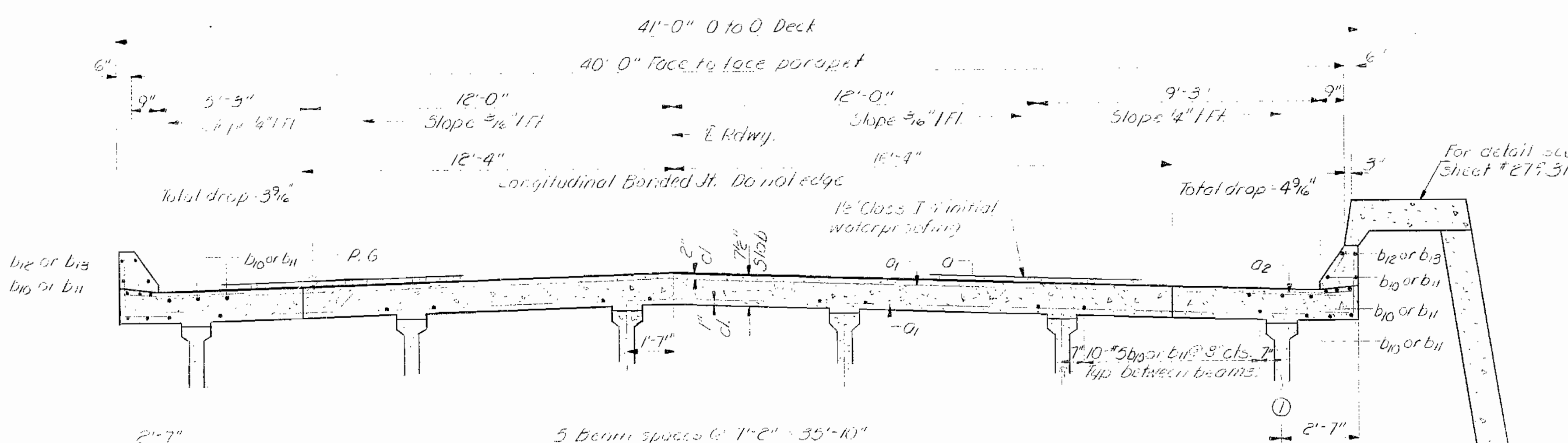


SECTION B-B

SECTION A-A



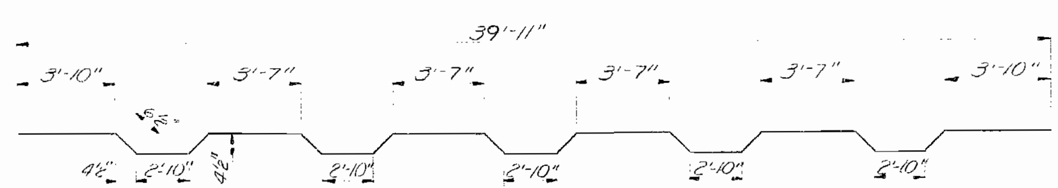
CURB SECTION



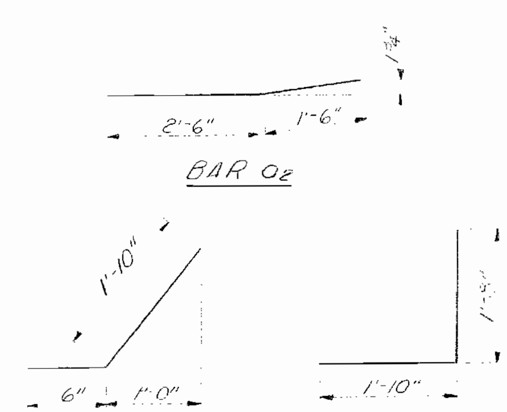
CROSS SECTION
Looking South

DESIGNED	A. Ihlenfeldt
CHECKED	J. m. [illegible]
DRAWN	Bev Robinson
CHECKED	[illegible]

Oct. 30 1974
EXAMINED [signature] ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Baumann ENGINEER OF DESIGN
APPROVED Richard H. Golterman CHIEF HIGHWAY ENGINEER



BAR a



BAR a2

BAR d4

BAR d3

TWO APPROACH SPANS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	36	#6	41'-7"	[illegible]
a1	72	#6	40'-0"	[illegible]
a2	98	#6	[illegible]	[illegible]
b10	108	#5	30'-7"	
b11	105	#5	29'-7"	
b12	4	#8	30'-7"	
b13	4	#8	29'-7"	
d3	122	#4	3'-6"	
d4	122	#5	2'-4"	
m	20	#5	[illegible]	
[illegible]	24	#5	9'-3"	
m3	20	#5	[illegible]	
[illegible]	[illegible]	#4	[illegible]	
s5	[illegible]	#4	[illegible]	
s6	[illegible]	#4	2'-7"	
s7	[illegible]	#4	7'-0"	
Class X Concrete			Cu. Yds.	89.5
Reinforcement Bars			Lbs.	28700

For bar m1, m2, m4, s5, s6 & s7, see Sh. #16

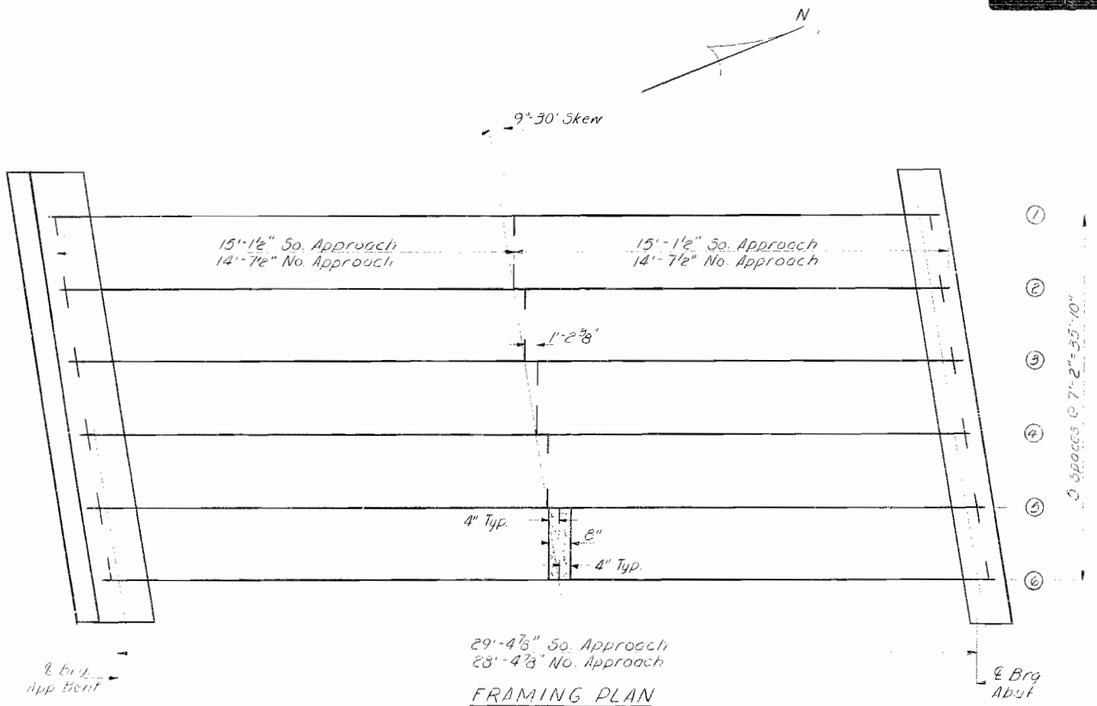
SOUTH BD LANES
SOUTH - NORTH APPROACH SLABS
FAI RT 55 SEC 57-9HB
McLEAN COUNTY
STA 297+80.50

DIETZGEN

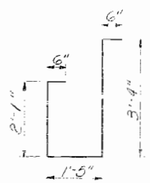
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. Rte. 55	57-9HB	MC LEAN	93	37
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 37
93 SHEETS



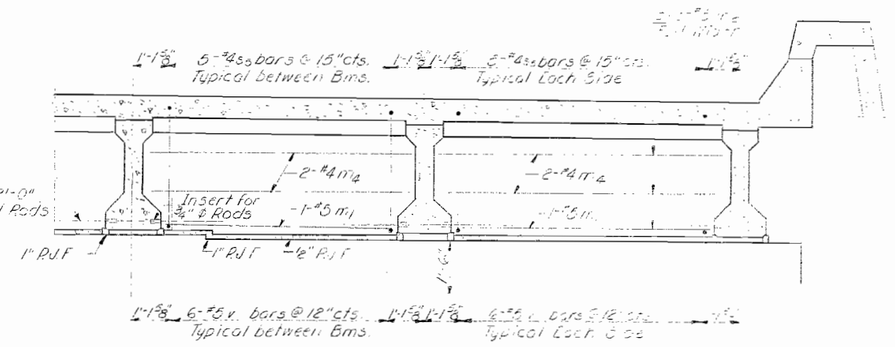
FRAMING PLAN
Showing ℄ of P.P.C. Beams
(South Approach shown)



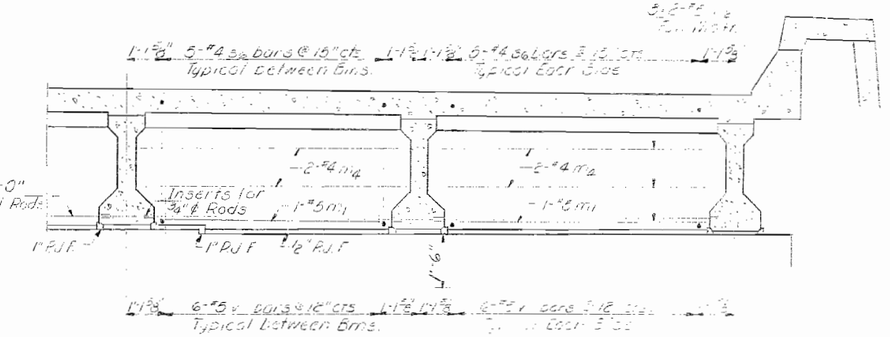
BAR S_5

BAR S_6

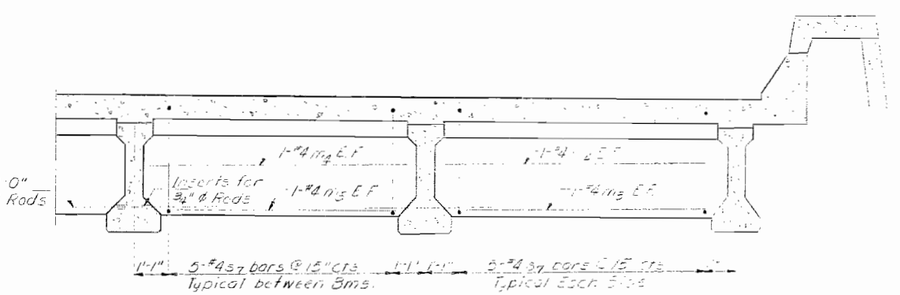
BAR S_7



DIAPHRAGM AT APPROACH BENT

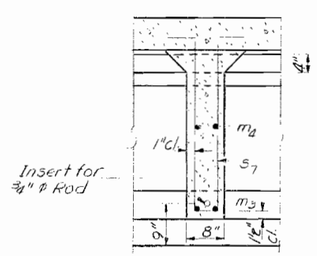


DIAPHRAGM AT ABUTMENT



INTERIOR DIAPHRAGM

PARTIAL PLAN



SECTION THRU INTERIOR DIAPHRAGM

NOTES:
Bars called S_7 and m_3 are billed with Approach Slab Bill of Material on sheet #18
Bar s_7 is billed with Abutment Bill of Material on sheet #28 & 29.
See sheet #15 for sections thru abutment and approach bent diaphragms.

DESIGNED	A. J. Robinson
CHECKED	J. M. Baird
DRAWN	Bev Robinson
CHECKED	J. M. B.

EXAMINED Oct. 20 1972
PASSED W. E. Baumann ENGINEER OF DESIGN
APPROVED Richard H. Hotterman CHIEF HIGHWAY ENGINEER

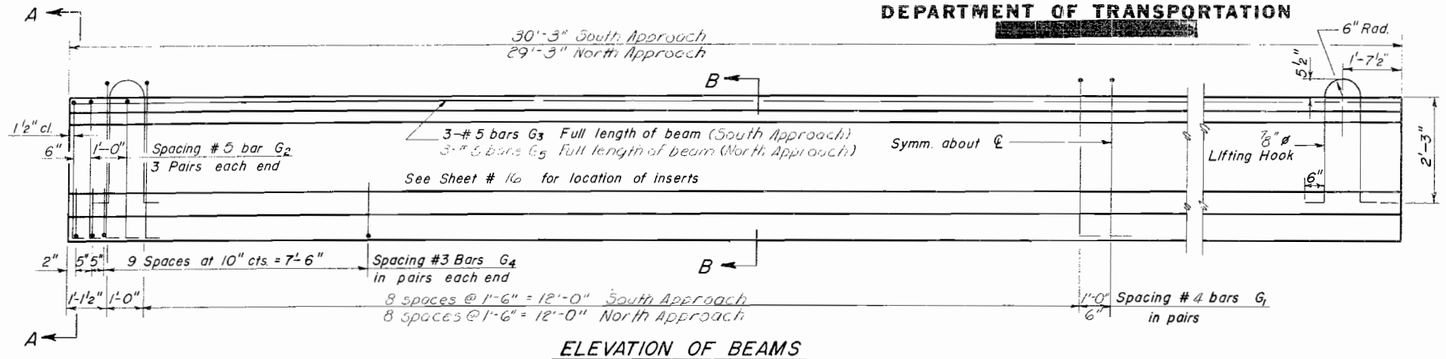
APPROACH DIAPHRAGM DETAILS
SOUTH BD. LANE
FAI RT 55 SEC 57-9HB
MCLEAN COUNTY
STA 297+80.50

BLTZGEN

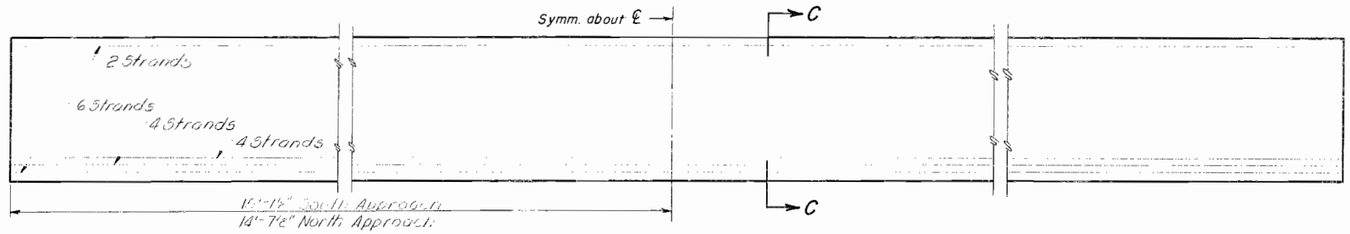
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	Mt LEAN	93	38
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

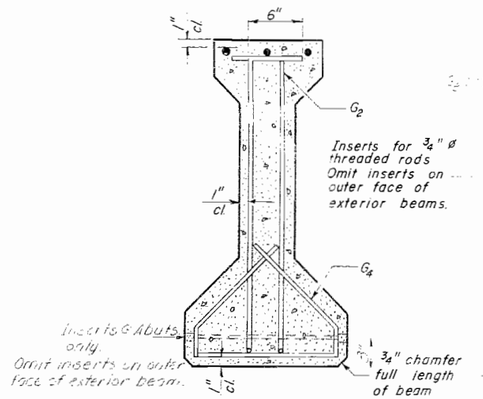
SHEET NO.
93 SHEETS



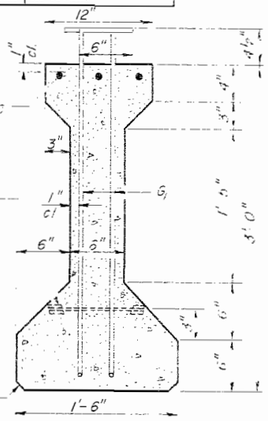
ELEVATION OF BEAMS
Showing Reinforcement & Dimensions



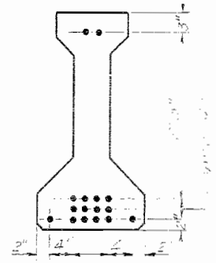
ELEVATION OF BEAMS
Showing Prestressing Steel

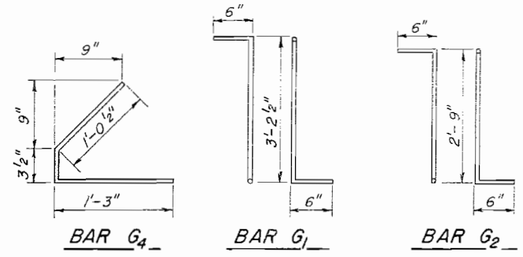


SECTION A-A



SECTION B-B





BAR LIST

Bar	No. Req'd	Length	Size	Shape
G3	42	42	#4	42'-3"
G5	12	12	#5	12'-3"
G4	5	—	#3	3'-3"
G2	45	48	#5	3'-7"
G1	—	5	#5	25'-0"

* For one beam only.

TWO APPROACHES

BILL OF MATERIAL

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 36"	Lin Ft.	357

NOTES

All inserts and threaded rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per lineal foot of "Furnishing And Erecting Precast Prestressed Concrete I-Beams, 36 In."

Prestressing Steel shall have a nominal diameter of 7/16".

Inserts for ¾" ø threaded rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams.

Steel for lifting hooks shall be non-deformed bars

DESIGNED	A. J. Klaupfel
CHECKED	A. J. K.
DRAWN	TB Fuller BKR
CHECKED	T. J. K.

EXAMINED Oct. 20 1972
PASSED W. E. Bauman ENGINEER OF DESIGN
APPROVED C. Marx Holtzman CHIEF HIGHWAY ENGINEER

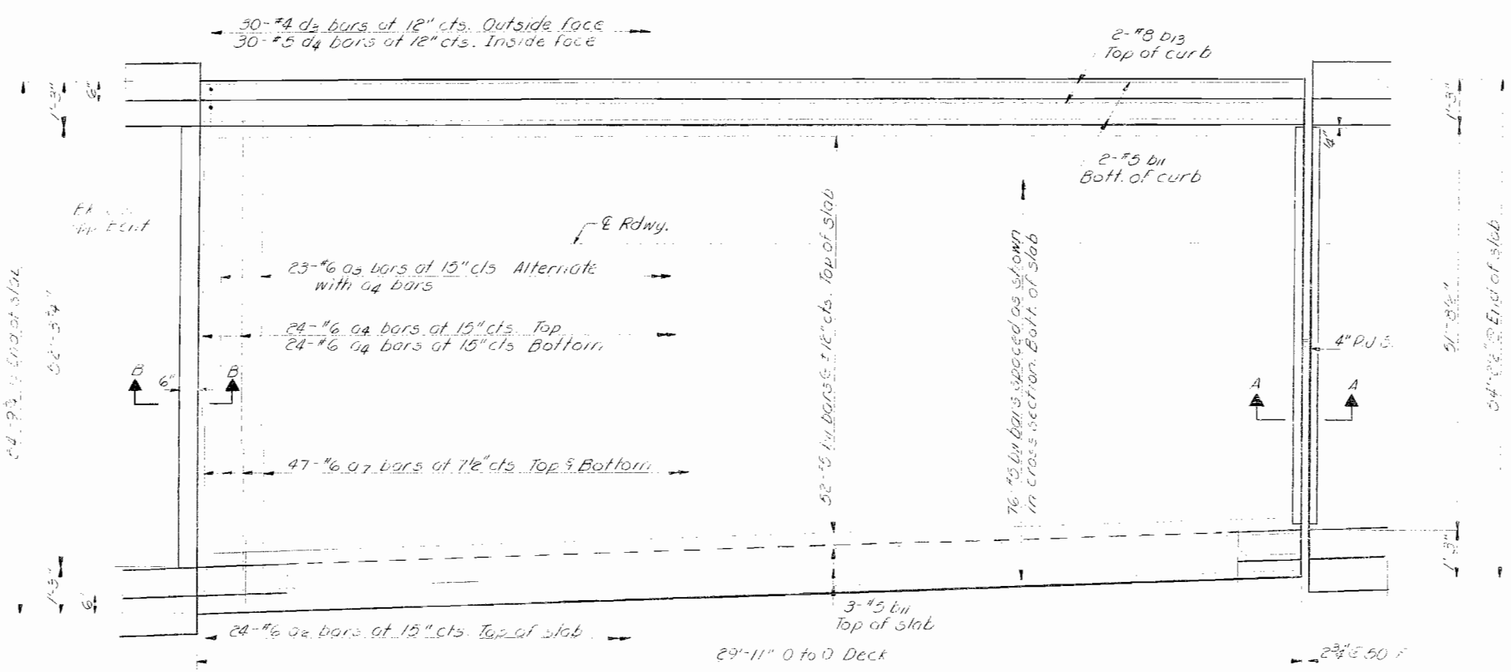
PI-4-36S 8-1-63 Rev. 1-2-64 Rev. 1-1-67 CG Rev. 5-20-68

SOUTH BD LANES
50' NO. APPRO. 24 FT.
FAI RT. 55 SEC 57-9HB
McLEAN COUNTY
STA 297-50.50

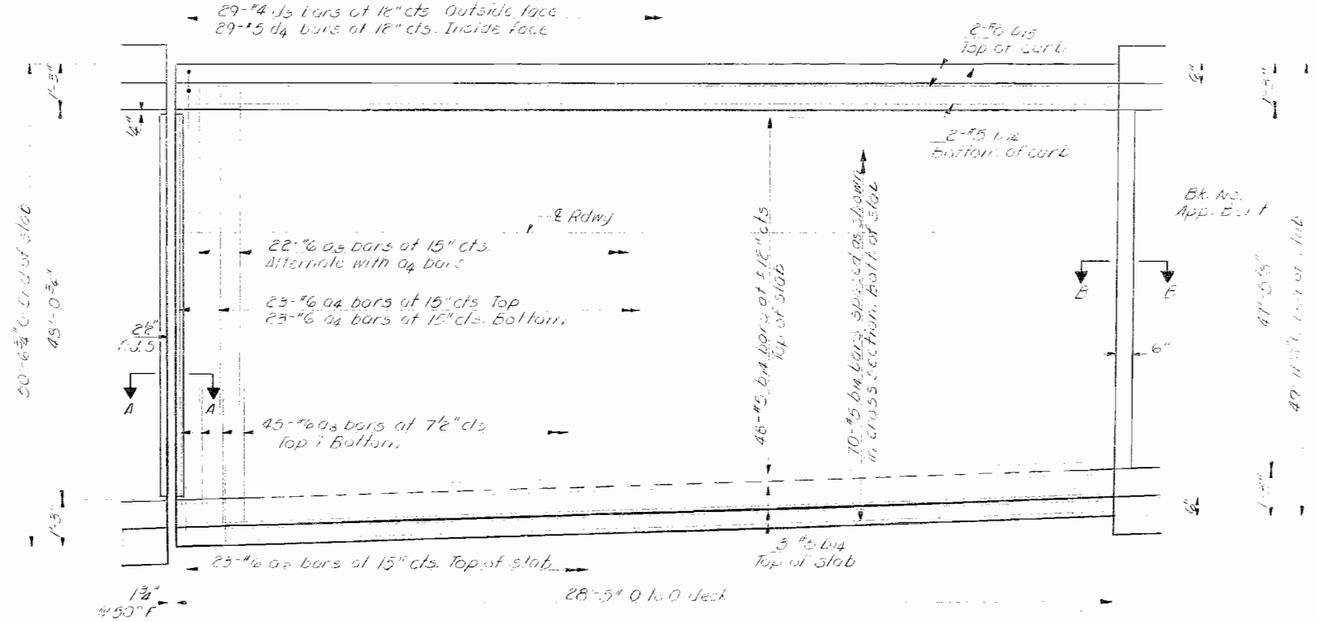
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A.I. 55	57-9HB	Mc LEAN	93	39
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

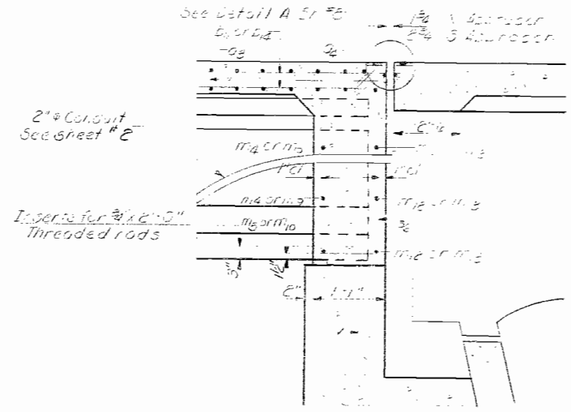
SHEET NO. 39 OF 93 SHEETS



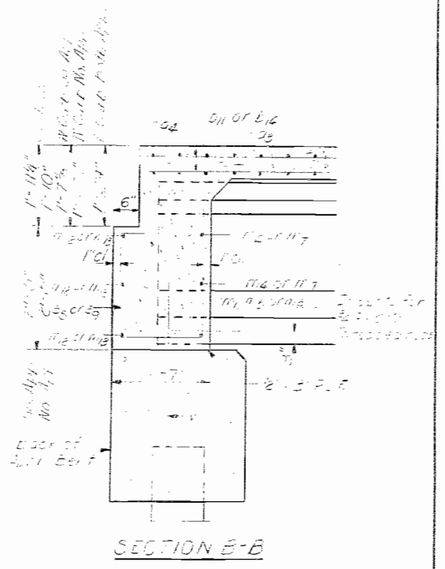
PLAN
South Approach



PLAN
North Approach



SECTION A-A



SECTION B-B

For bridge seat width & Bearing Detail see Sh # 9

DESIGNED	A. Hillegass
CHECKED	J.M.P.H.
DRAWN	Bev Robinson
CHECKED	J.M.P.

EXAMINED Oct. 20 1972
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Bamesberger
ENGINEER OF DESIGN
APPROVED Ralph A. Hoffman
CHIEF HIGHWAY ENGINEER

NORTH BD. LANES
SOUTH & NORTH APPROACH SLABS
F.A.I. RT. 55 SEC. 57-9HB
McLEAN COUNTY
STA. 297+80.50

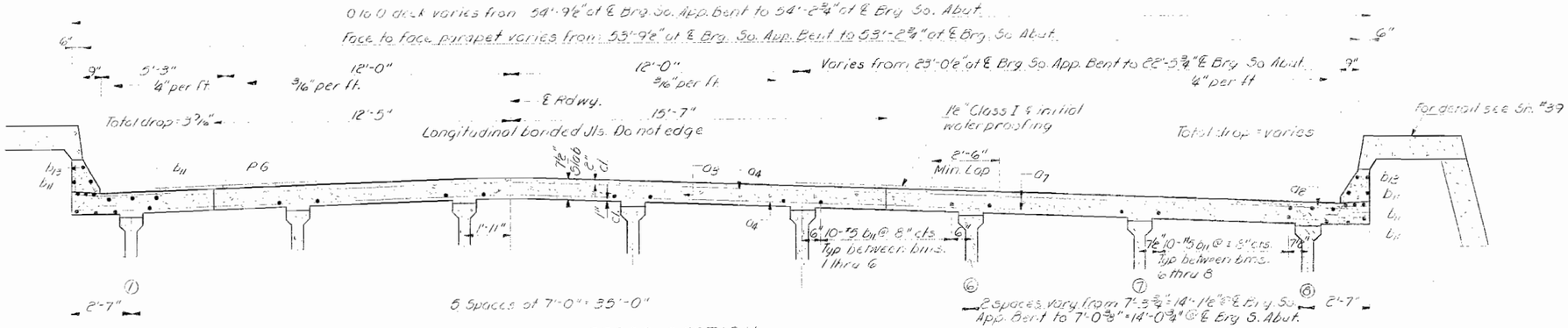
DET.1ZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. I.55	57-9HB	MC LEAN	93	40
FED. ROAD DIST. NO. 7	ILLINOIS	FED. A.D. PROJECT		

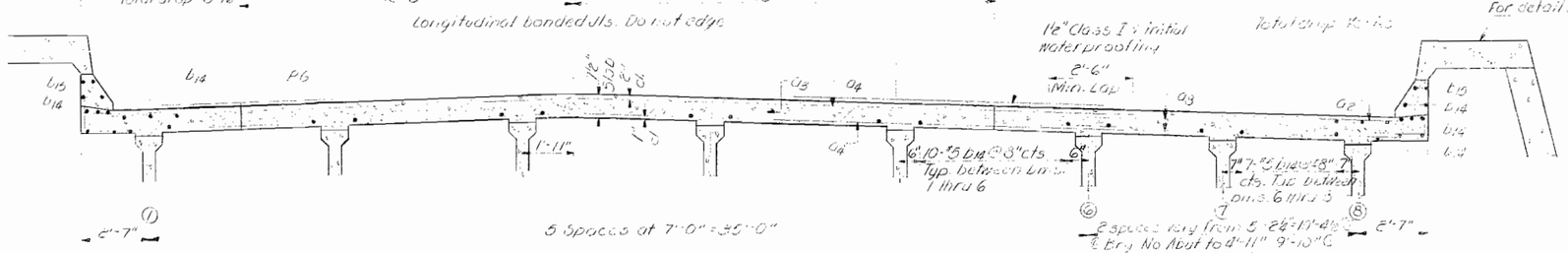
SHEET NO. 9
93 SHEETS

0100 deck varies from 54'-9½" at ℄ Brg. So. App. Bent to 54'-2¾" at ℄ Brg. So. Abut.
Face to face parapet varies from 53'-9½" at ℄ Brg. So. App. Bent to 53'-2¾" at ℄ Brg. So. Abut.

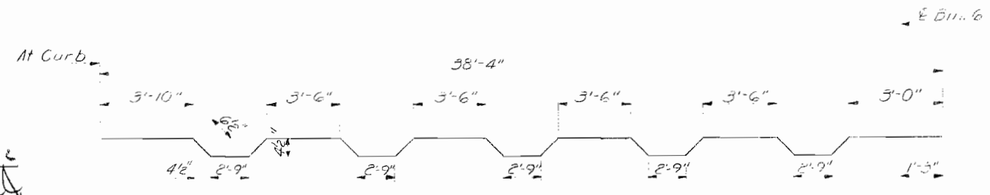


CROSS SECTION
South Approach
Looking North

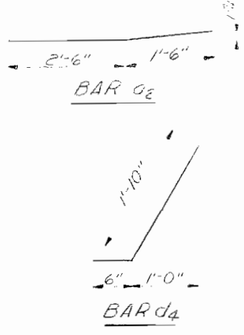
0100 deck varies from 50'-6½" at ℄ Brg. No. Abut to 50'-0" ℄ Brg. No. App. Bent
Face to face parapet varies from 49'-6½" at ℄ Brg. No. Abut to 49'-0" at ℄ Brg. No. App. Bent



CROSS SECTION
North Approach
Looking North



BAR a3



BAR a2
BAR d3
BAR d4

TWO APPROACH SLABS
BILL OF MATERIAL

Bar	No.	Size	Length	Weight
a2	24	#5	4'-2	
a2	24	#5	4'-2	
a4	24	#5	23'-2	
a7	96	#5	4'-2	
a8	96	#5	2'-9	
c1	168	#5	29'-7	
c2	2	#5	29'-7	
c3	2	#5	29'-7	
c4	2	#5	29'-2	
c5	2	#5	28'-2	
d2	2	#5	5'-6	
d3	2	#5	5'-6	
e1	2	#5	5'-6	
e2	2	#5	5'-6	
e3	2	#5	5'-6	
e4	2	#5	5'-6	
e5	2	#5	5'-6	
e6	2	#5	5'-6	
e7	2	#5	5'-6	
e8	2	#5	5'-6	
e9	2	#5	5'-6	
f1	2	#5	5'-6	
f2	2	#5	5'-6	
f3	2	#5	5'-6	
f4	2	#5	5'-6	
f5	2	#5	5'-6	
f6	2	#5	5'-6	
f7	2	#5	5'-6	
f8	2	#5	5'-6	
f9	2	#5	5'-6	
g1	2	#5	5'-6	
g2	2	#5	5'-6	
g3	2	#5	5'-6	
g4	2	#5	5'-6	
g5	2	#5	5'-6	
g6	2	#5	5'-6	
g7	2	#5	5'-6	
g8	2	#5	5'-6	
g9	2	#5	5'-6	
h1	2	#5	5'-6	
h2	2	#5	5'-6	
h3	2	#5	5'-6	
h4	2	#5	5'-6	
h5	2	#5	5'-6	
h6	2	#5	5'-6	
h7	2	#5	5'-6	
h8	2	#5	5'-6	
h9	2	#5	5'-6	
i1	2	#5	5'-6	
i2	2	#5	5'-6	
i3	2	#5	5'-6	
i4	2	#5	5'-6	
i5	2	#5	5'-6	
i6	2	#5	5'-6	
i7	2	#5	5'-6	
i8	2	#5	5'-6	
i9	2	#5	5'-6	
j1	2	#5	5'-6	
j2	2	#5	5'-6	
j3	2	#5	5'-6	
j4	2	#5	5'-6	
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j6	2	#5	5'-6	
j7	2	#5	5'-6	
j8	2	#5	5'-6	
j9	2	#5	5'-6	
k1	2	#5	5'-6	
k2	2	#5	5'-6	
k3	2	#5	5'-6	
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q6	2	#5	5'-6	
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r6	2	#5	5'-6	
r7	2	#5	5'-6	
r8	2	#5	5'-6	
r9	2	#5	5'-6	
s1	2	#5	5'-6	
s2	2	#5	5'-6	
s3	2	#5	5'-6	
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s5	2	#5	5'-6	
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s7	2	#5	5'-6	
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t9	2	#5	5'-6	
u1	2	#5	5'-6	
u2	2	#5	5'-6	
u3	2	#5	5'-6	
u4	2	#5	5'-6	
u5	2	#5	5'-6	
u6	2	#5	5'-6	
u7	2	#5	5'-6	
u8	2	#5	5'-6	
u9	2	#5	5'-6	
v1	2	#5	5'-6	
v2	2	#5	5'-6	
v3	2	#5	5'-6	
v4	2	#5	5'-6	
v5	2	#5	5'-6	
v6	2	#5	5'-6	
v7	2	#5	5'-6	
v8	2	#5	5'-6	
v9	2	#5	5'-6	
w1	2	#5	5'-6	
w2	2	#5	5'-6	
w3	2	#5	5'-6	
w4	2	#5	5'-6	
w5	2	#5	5'-6	
w6	2	#5	5'-6	
w7	2	#5	5'-6	
w8	2	#5	5'-6	
w9	2	#5	5'-6	
x1	2	#5	5'-6	
x2	2	#5	5'-6	
x3	2	#5	5'-6	
x4	2	#5	5'-6	
x5	2	#5	5'-6	
x6	2	#5	5'-6	
x7	2	#5	5'-6	
x8	2	#5	5'-6	
x9	2	#5	5'-6	
y1	2	#5	5'-6	
y2	2	#5	5'-6	
y3	2	#5	5'-6	
y4	2	#5	5'-6	
y5	2	#5	5'-6	
y6	2	#5	5'-6	
y7	2	#5	5'-6	
y8	2	#5	5'-6	
y9	2	#5	5'-6	
z1	2	#5	5'-6	
z2	2	#5	5'-6	
z3	2	#5	5'-6	
z4	2	#5	5'-6	
z5	2	#5	5'-6	
z6	2	#5	5'-6	
z7	2	#5	5'-6	
z8	2	#5	5'-6	
z9	2	#5	5'-6	

Concrete Superstructure, Class PV ... Length ... Weight ...
Epoxy Coated Reinforcement ... Length ... Weight 24,050

For curb section, see Sh. #15.
For bar splice detail, see Sh. #39 and Sh. #21 respectively.

NORTH & SOUTH LANES
APPROACH SLABS
FAI RT 55 SEC 57-9HB
McLEAN COUNTY
STA 297+30.50

DESIGNED	A. J. Wheppert
CHECKED	J. M. Patel
DRAWN	Bev Robinson
CHECKED	T. M. B.

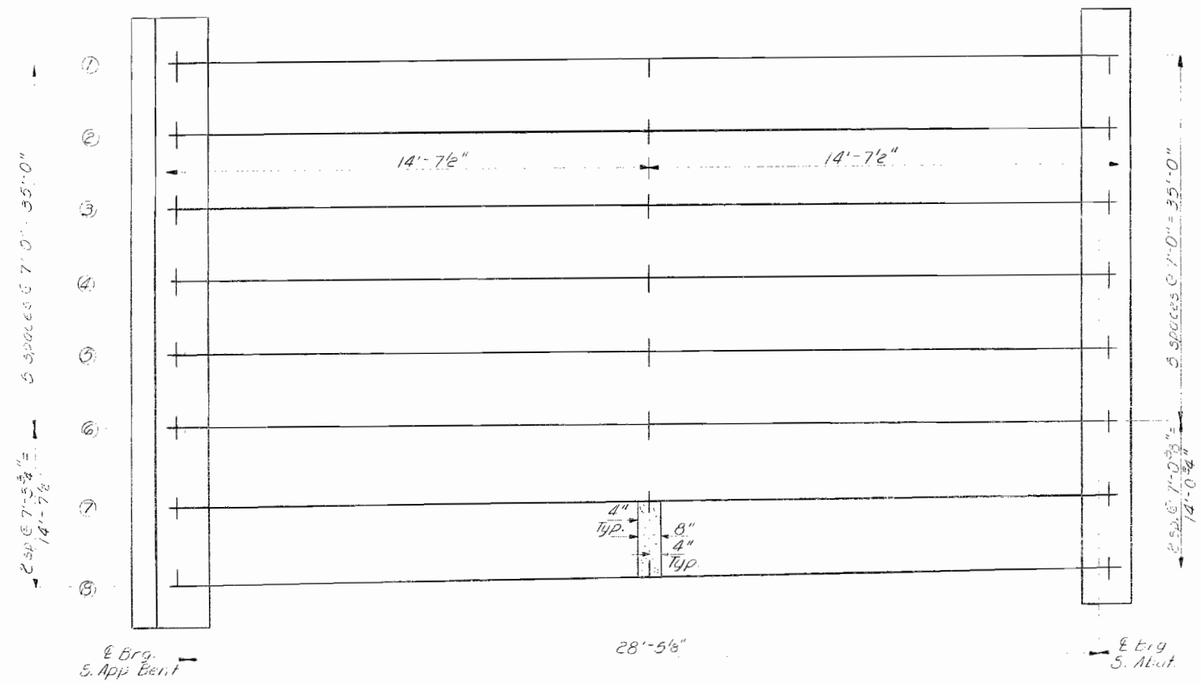
EXAMINED Oct. 20 19 76
PASSED W. P. Baumann ENGINEER OF DESIGN
APPROVED Richard H. Holtermann CHIEF HIGHWAY ENGINEER

DIETZGEN

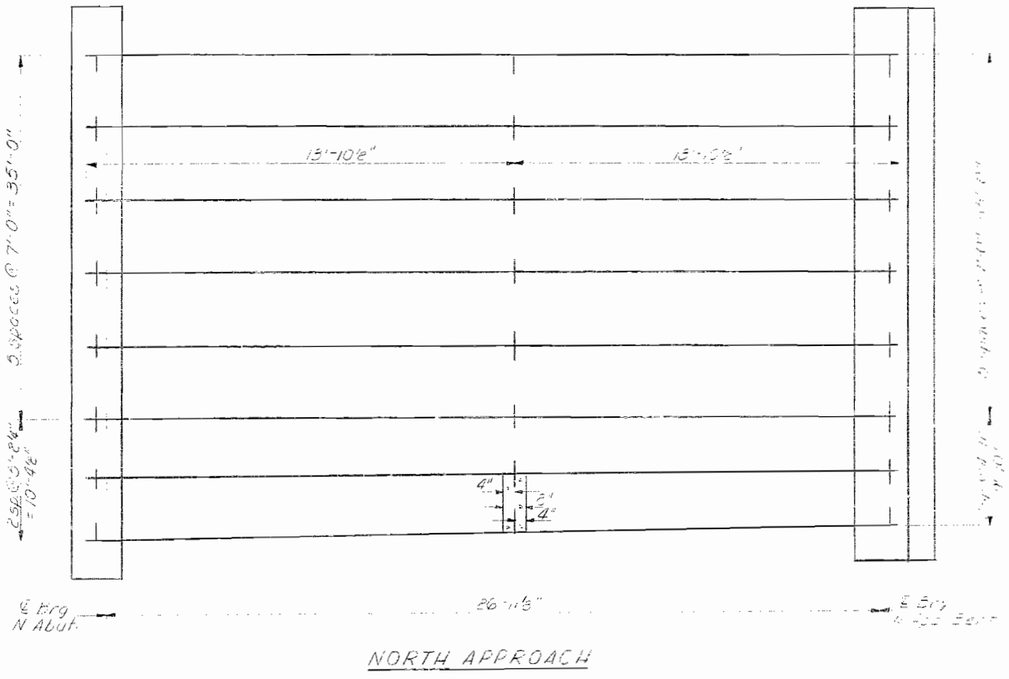
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	41
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 25
93 SHEETS

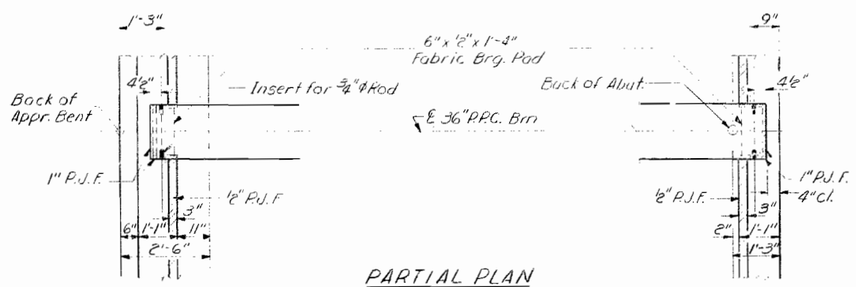


SOUTH APPROACH

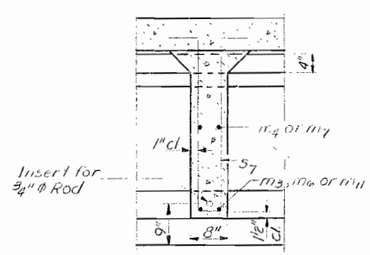


NORTH APPROACH

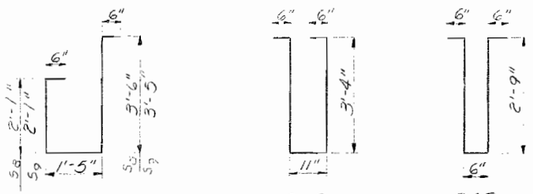
FRAMING PLAN
Showing ℄ P.P.C. Beams



PARTIAL PLAN



SECTION THRU INTERIOR DIAPHRAGM



BARS S8 & S9 BAR S6 BAR S7

DESIGNED	A. I. Waldyka
CHECKED	J. M. Patel
DRAWN	Bev Robinson
CHECKED	J. M. P.

EXAMINED Oct. 20 1972
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Bauman
ENGINEER OF DESIGN
APPROVED Richard H. Hatterman
CHIEF HIGHWAY ENGINEER

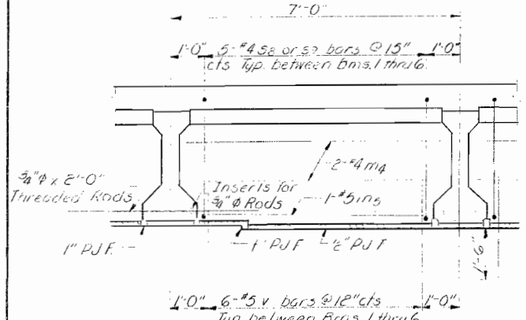
APPROACH BEAMS LAYOUT
NORTH ED. LANES
FAI RT 55 SEC. 57-9HB
McLEAN COUNTY
STA 297+80.50

BRITZGEN

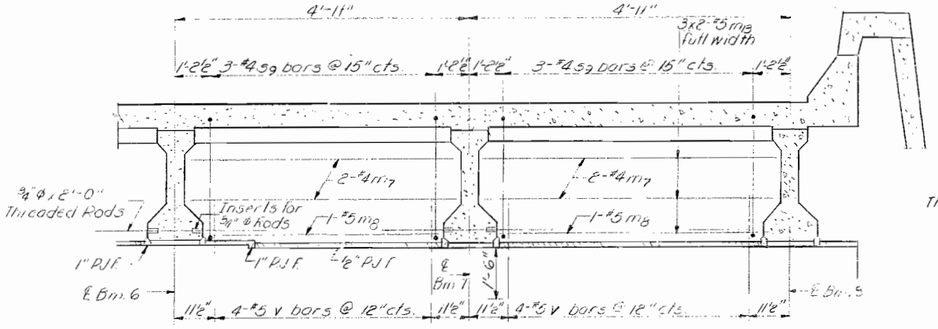
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A.I. 55	57-9HB	MC LEAN	93	42
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

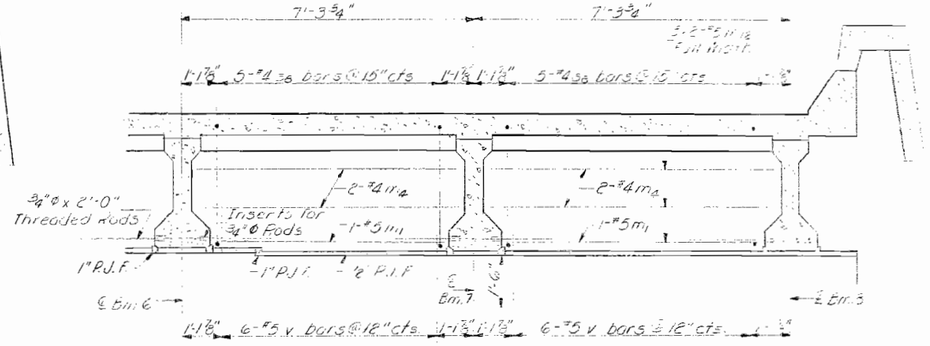
SHEET NO. 41
55 SHEETS



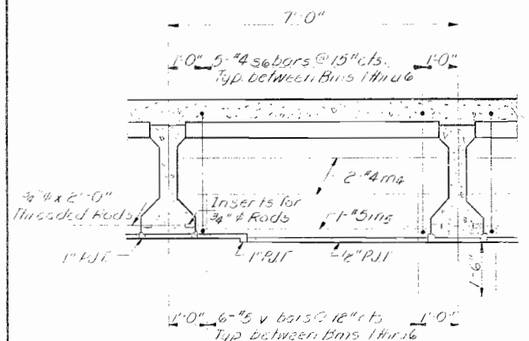
DIAPHRAGM AT APPROACH BENT



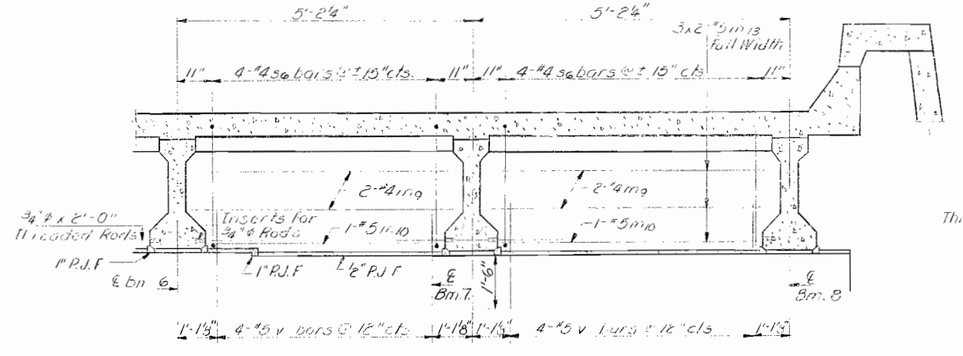
DIAPHRAGM AT NORTH APPROACH BENT



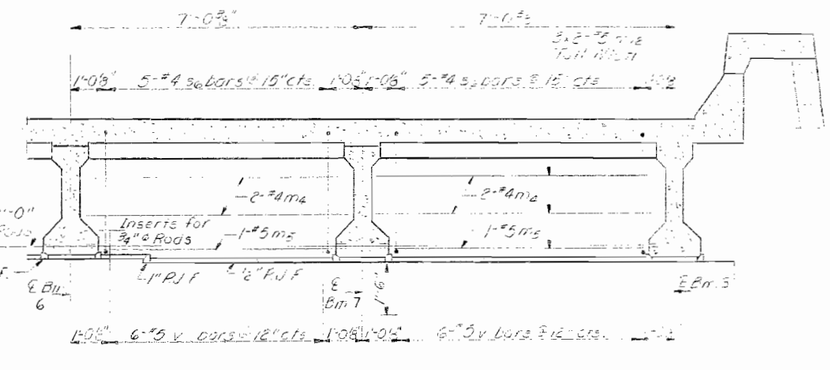
DIAPHRAGM AT SOUTH APPROACH BENT



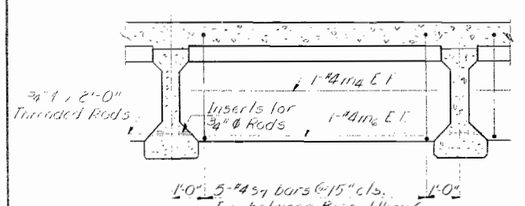
DIAPHRAGM AT ABUTMENT



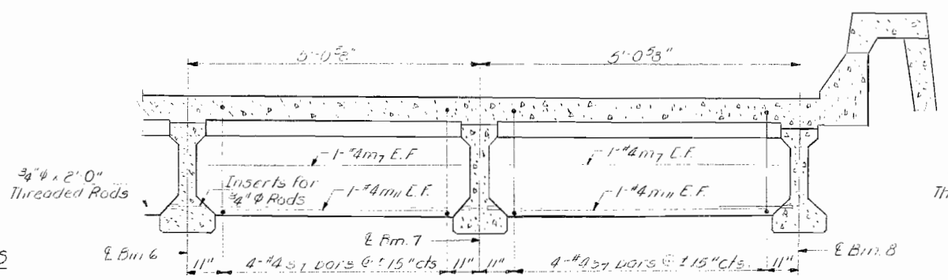
DIAPHRAGM AT NORTH ABUTMENT



DIAPHRAGM AT SOUTH ABUTMENT

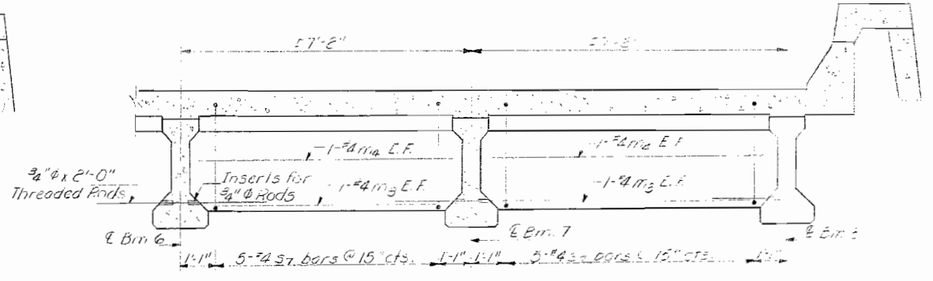


INTERIOR DIAPHRAGM
SOUTH & NORTH APPROACHES
Typical between Bms. 1 thru 6



INTERIOR DIAPHRAGM

NORTH APPROACH
Diaphragm details between 6, 7 & 8 only.



INTERIOR DIAPHRAGM

SOUTH APPROACH
Diaphragm details between Beams 6, 7 & 8 only

DESIGNED	A. I. Mangat
CHECKED	A. M. Patel
DRAWN	Bev Robinson
CHECKED	A. M. P.

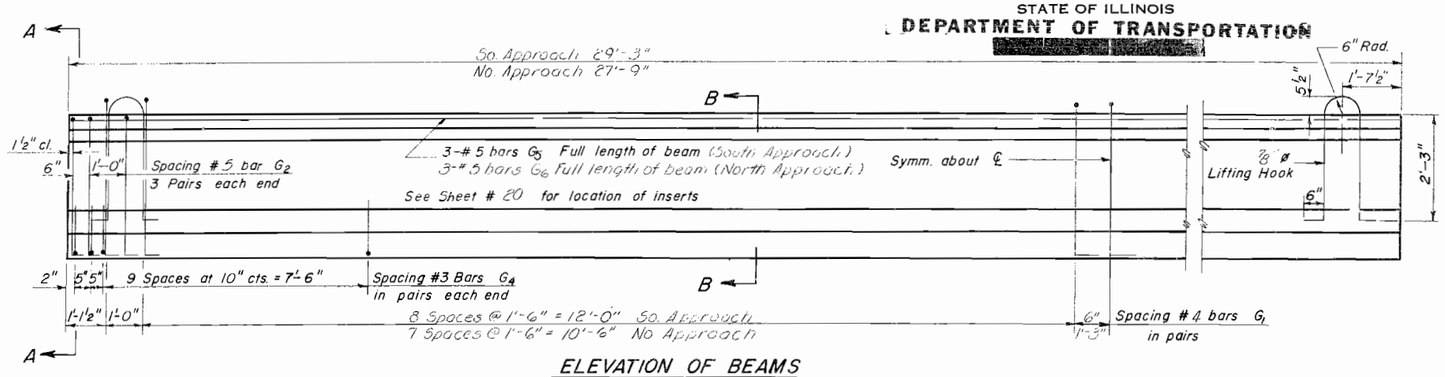
EXAMINED Oct. 20 1972
PASSED H. E. Baumann ENGINEER OF DESIGN
APPROVED Richard H. Wolterman CHIEF HIGHWAY ENGINEER

APPROACH
DIAPHRAGM DETAILS
NORTH BD. LANE
FAI RT 55 SEC 57-9HB
McLEAN COUNTY
STA 297+80.50

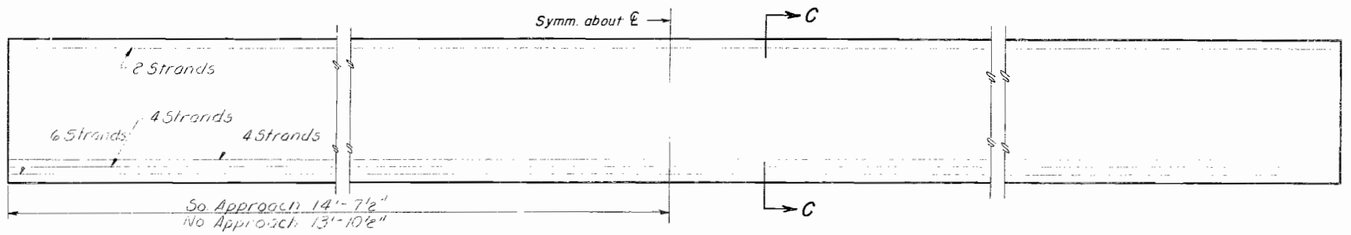
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC-LEAN	93	43
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

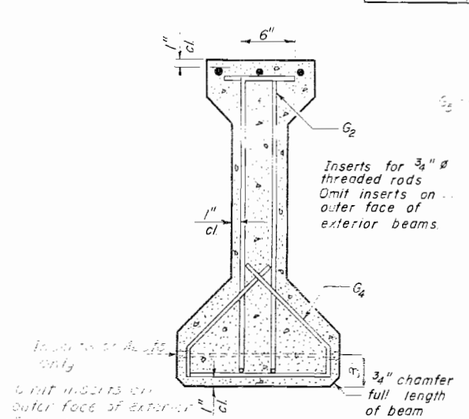
SHEET NO. 43 OF 93 SHEETS



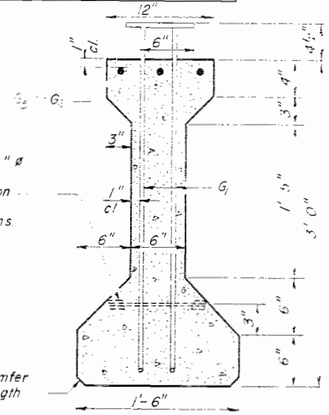
ELEVATION OF BEAMS
Showing Reinforcement & Dimensions



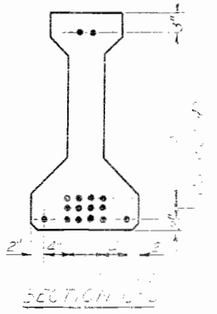
ELEVATION OF BEAMS
Showing Prestressing Steel



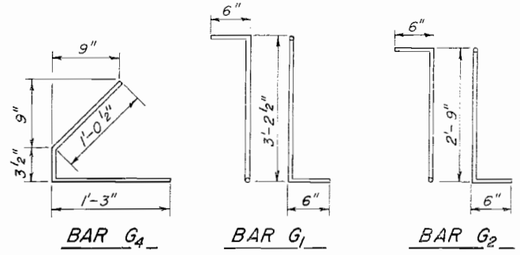
SECTION A-A

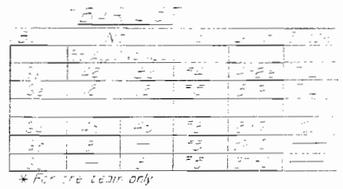


SECTION B-B



SECTION C-C





TWO APPROACHES
BILL OF MATERIAL

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 36"	Lin. Ft.	[illegible]

NOTES

All inserts and threaded rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per lineal foot of "Furnishing And Erecting Precast Prestressed Concrete I-Beams, 36 In."

Prestressing Steel shall have a nominal diameter of 7/16".

Inserts for ¾" ø threaded rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams.

Steel for lifting hooks shall be non-deformed bars

DESIGNED	[illegible]
CHECKED	[illegible] BRR
DRAWN	T.B. Fuller
CHECKED	[illegible]

EXAMINED OCT 30 1972
PASSED [illegible]
APPROVED Richard W. Holtzman
CHIEF HIGHWAY ENGINEER

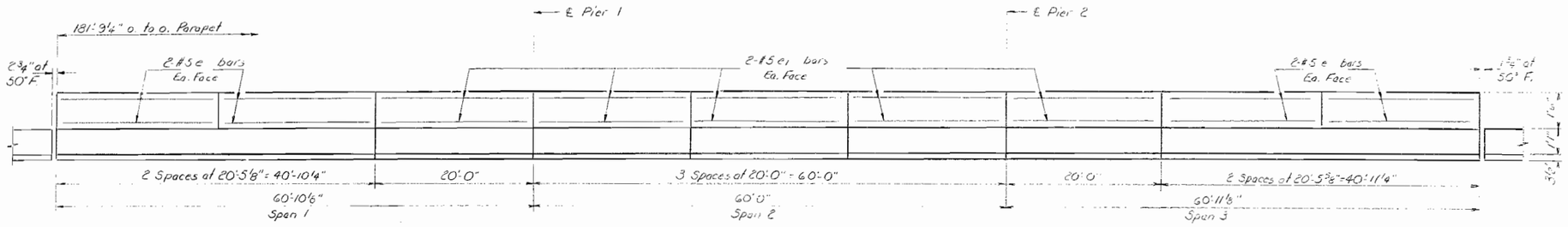
P1-4-36S 8-1-63 Rev. 1-2-64 Rev. 1-[illegible]-66 Rev. 5-20-68

NORTH END LANES
SOUTH APPROACH SLAB
FAI RTE. SEC. 57-9E
MCLEAN COUNTY
ILL. 55 STA. [illegible]

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	44
FED. ROAD DIST. NO. 7	ILLINOIS	FED. A.I. PROJECT		

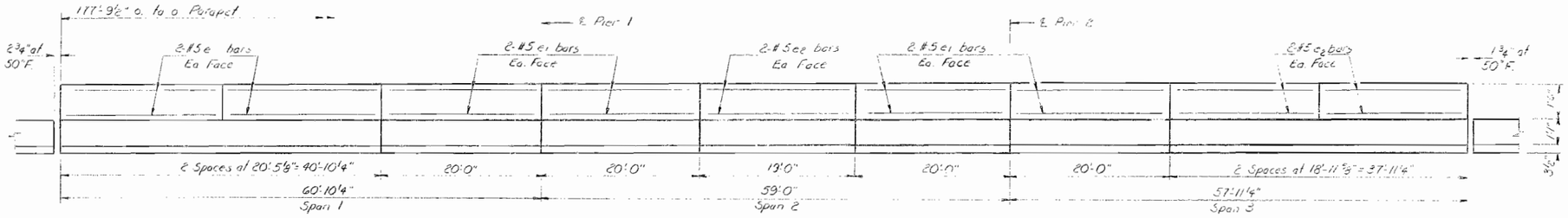
SHEET NO. 44
93 SHEETS



NORTH BOUND LANES

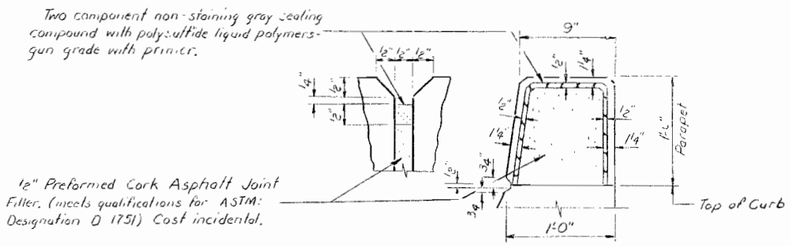
South Abutment

North Abutment



SOUTH BOUND LANES

INSIDE ELEVATION



PARAPET JOINT DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	48	#5	20'-2"	
e1	12	#5	19'-9"	
e2	24	#5	18'-9"	
Class A Concrete		Cu. Yds.	32.1	
Reinforcement Bars		Lbs.	1930	

DESIGNED	A. J. Miller 1972
CHECKED	Tom Bittel
DRAWN	J.C. Lindsey
CHECKED	

EXAMINED Oct. 30 1972
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED H.E. Bauman
ENGINEER OF DESIGN
APPROVED Richard J. Hollerman
CHIEF HIGHWAY ENGINEER

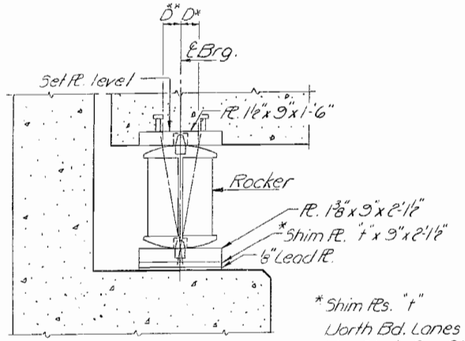
PARAPET
FAI. RT. 55 SEC. 57-9 HB
McLEAN COUNTY
STA. 297+80.50

HETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

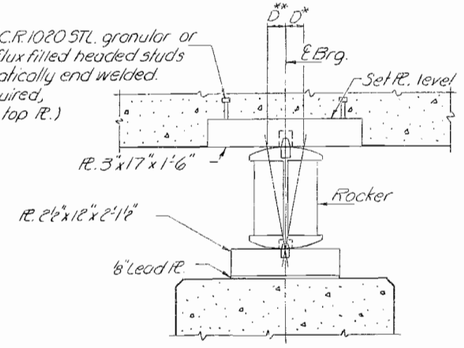
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
U.S. RT. 55	57-3HB	MC LEAN	93	45
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

SHEET NO. 45
58 SHEETS



ELEVATION

* Shim Plts. "t"
North Bd. Lanes
No. Abut. So. Abut. & Pier 2 - ⅝" Plt. Beam 3 only.
South Bd. Lanes
No. Abut., So. Abut. & Pier 2 - ⅝" Plt. Beam 6 only.

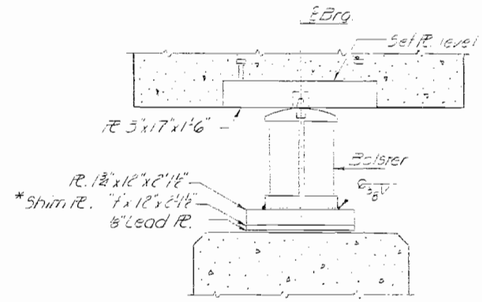


ELEVATION

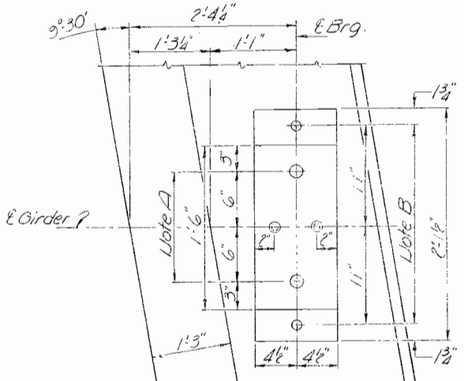
NOTES FOR POSITIONING OF TOP PL. AT EXPANSION BEARINGS

D* (Side of bearing toward fixed bearing)
D* = ⅛" per each 100' of expansion for every 15° fall below normal Temp. of 50°F.

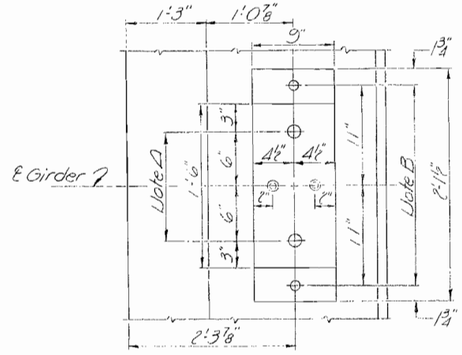
D** (Side of bearing away from fixed bearing)
D** = ⅛" per each 100' of expansion for every 15° rise above the normal Temp. of 50°F.



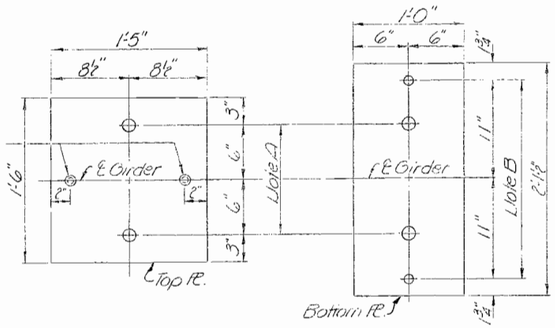
ELEVATION



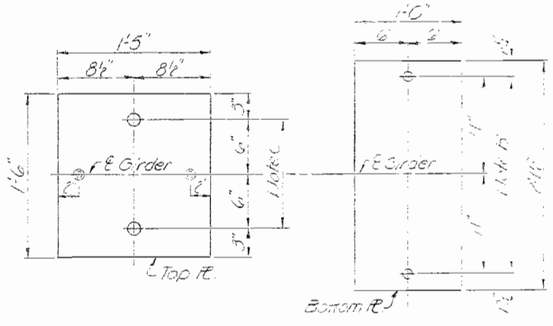
PLAN-ABUTMENT-SO. BD. LANES



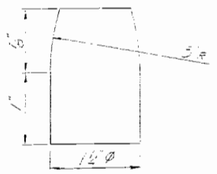
PLAN-ABUTMENT-NO. BD. LANES



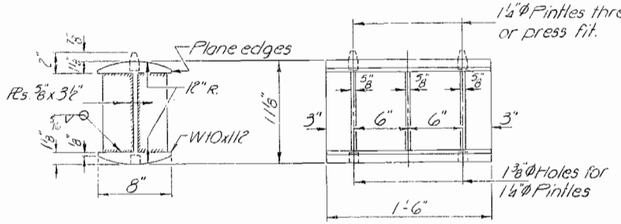
PLAN
PIER 1



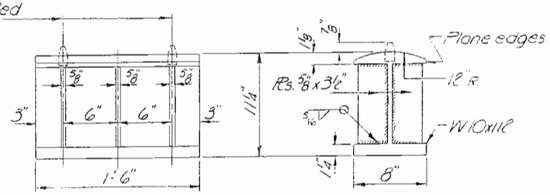
PLAN
PIER 2



PINTLE



ROCKER



BOLSTER

DESIGNED	J.J. Wiegand
CHECKED	J.M. Ridel
DRAWN	J.D.
CHECKED	J.M.J.

EXAMINED Sept. 20 1972
PASSED W.E. Ballman ENGINEER OF DESIGN
APPROVED Richard Z. Gerstmeyer CHIEF HIGHWAY ENGINEER

Note A
1⅜" Holes - 1" deep in top Plt. for pintles. Thread or press fit pintles into bottom Plt.

Note B
1¼"ø Holes for 1"ø x 12" anchor bolts. ⅝"x 2½"x 2½" Plt. Washers under nut.

Note C
1⅜"ø Holes 1" deep in top Plt. only for 1½"ø pintles.

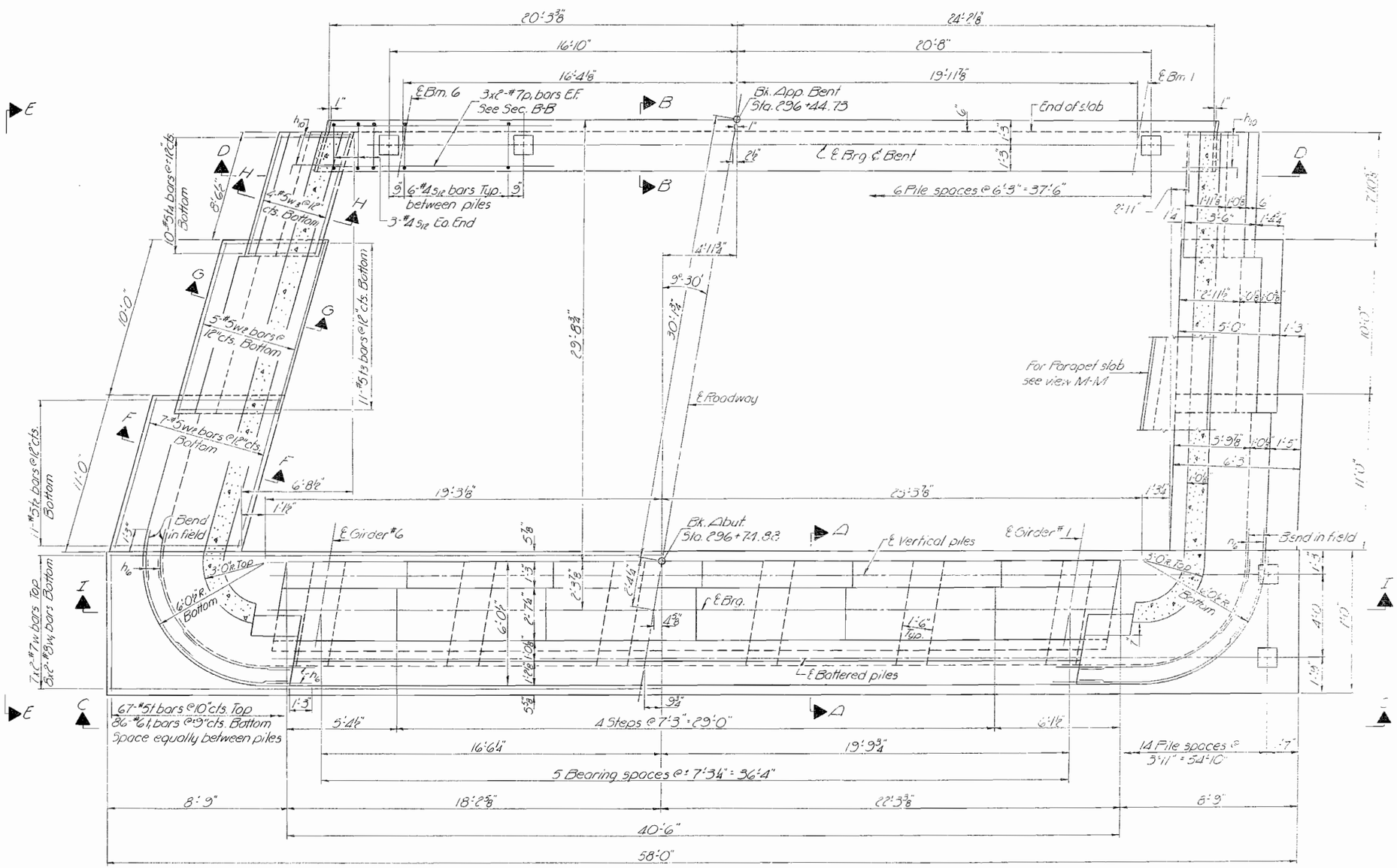
BEARING DETAILS
F.A.I. RT. 55 SEC. 57-3HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	46
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 55
58 SHEETS



PLAN

DESIGNED	J. Illegible
CHECKED	J. M. Pate
DRAWN	J.D.
CHECKED	J. M.

EXAMINED Oct. 20 1972
BRIDGES, CULVERTS AND TRAFFIC STRUCTURES
PASSED W. E. Peterson
ENGINEER OF DESIGN
APPROVED Richard H. Gutterman
CHIEF HIGHWAY ENGINEER

Note:
Work this sheet with sheets # 26, 27 & 28.

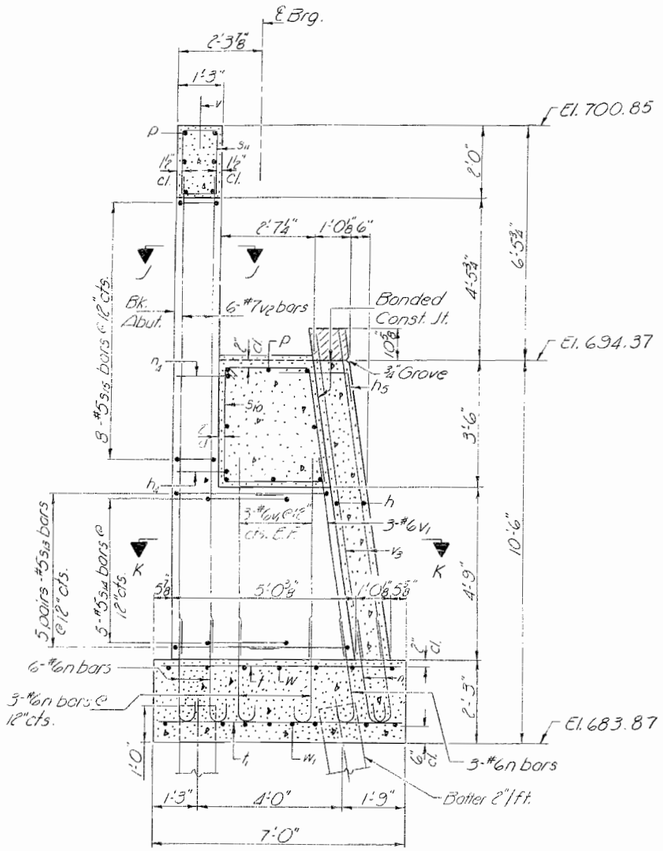
SOUTH ABUTMENT
SOUTH BD. LANES
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+60.50

DIETZGEN

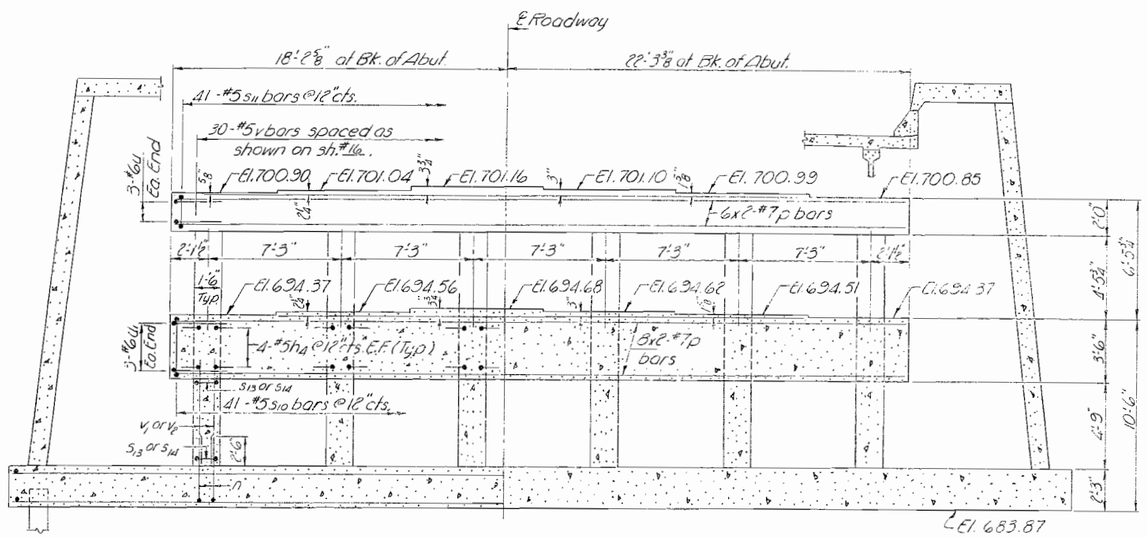
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
[redacted]

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I. R. I. F. A. I. 55	57-9HB	MC LEAN	93	47
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

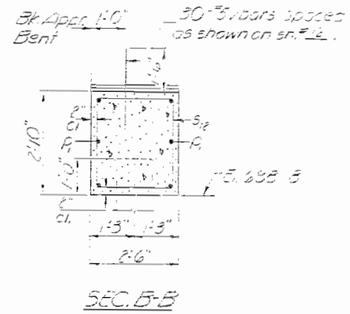
SHEET NO. 2a
58 SHEETS



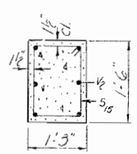
SEC. A-A



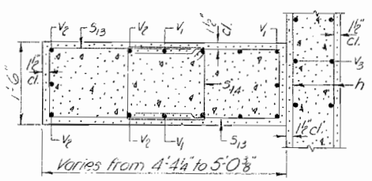
SECTION I-I



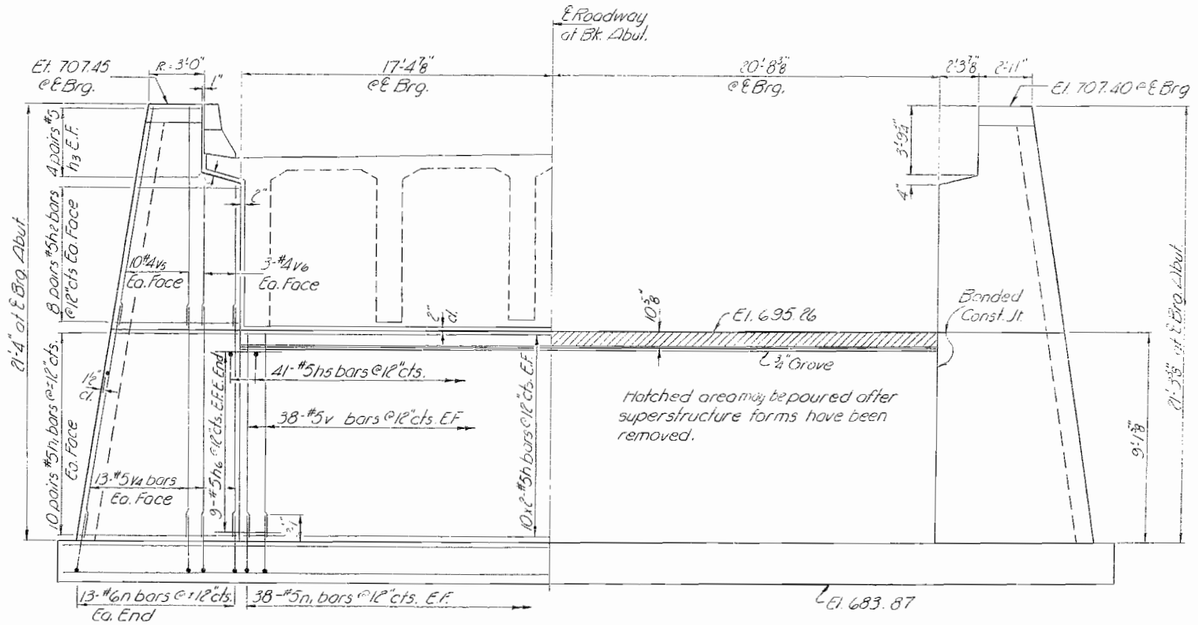
SEC. B-B



SEC. J-J



SEC. K-K



VIEW C-C

DESIGNED	[illegible]
CHECKED	[illegible]
DRAWN	J.D.
CHECKED	[illegible]

OCT 20 1972

EXAMINED [signature]
DIRECTOR OF BRIDGE AND TRAFFIC STRUCTURES

PASSED [signature]
ENGINEER OF DESIGN

APPROVED [signature]
CHIEF HIGHWAY ENGINEER

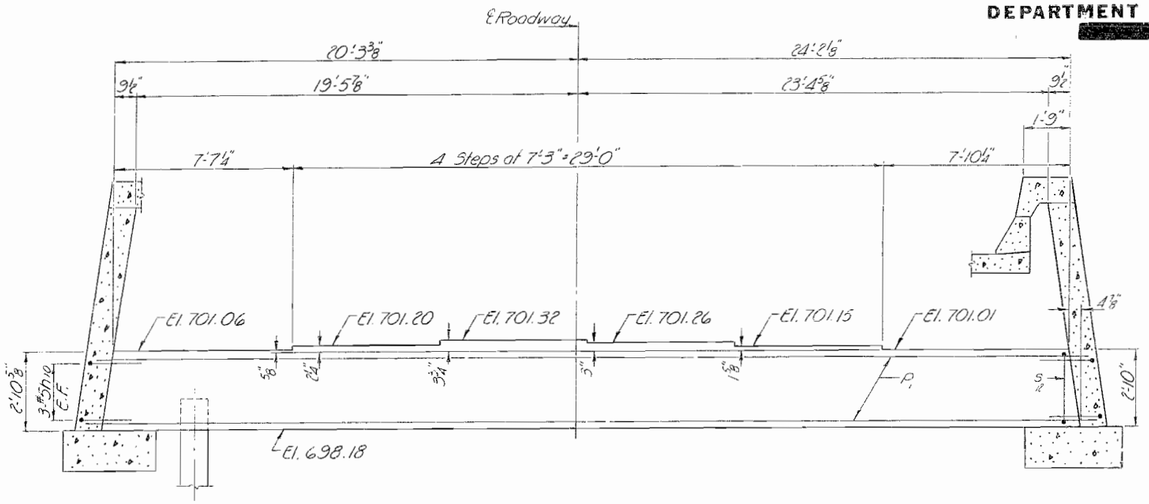
SOUTH ABUTMENT
SOUTH BD. LANES
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

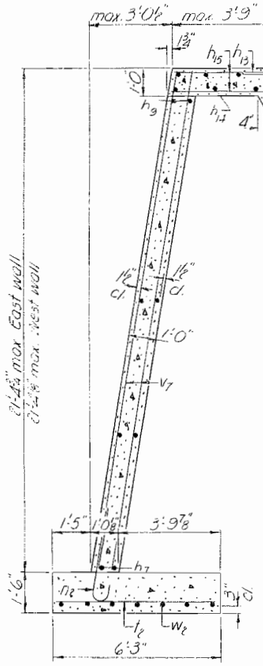
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
[redacted]

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F.A.I. 55	57-9HB	MC LEAN	93	48
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

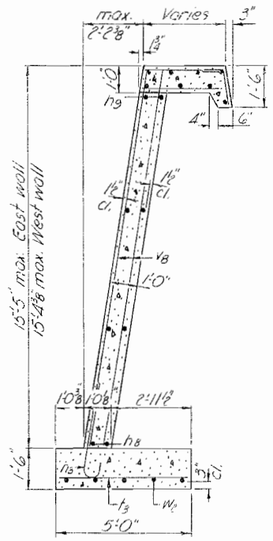
SHEET NO. 48
58 SHEETS



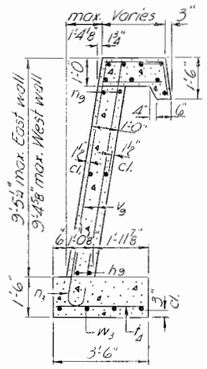
VIEW D-D



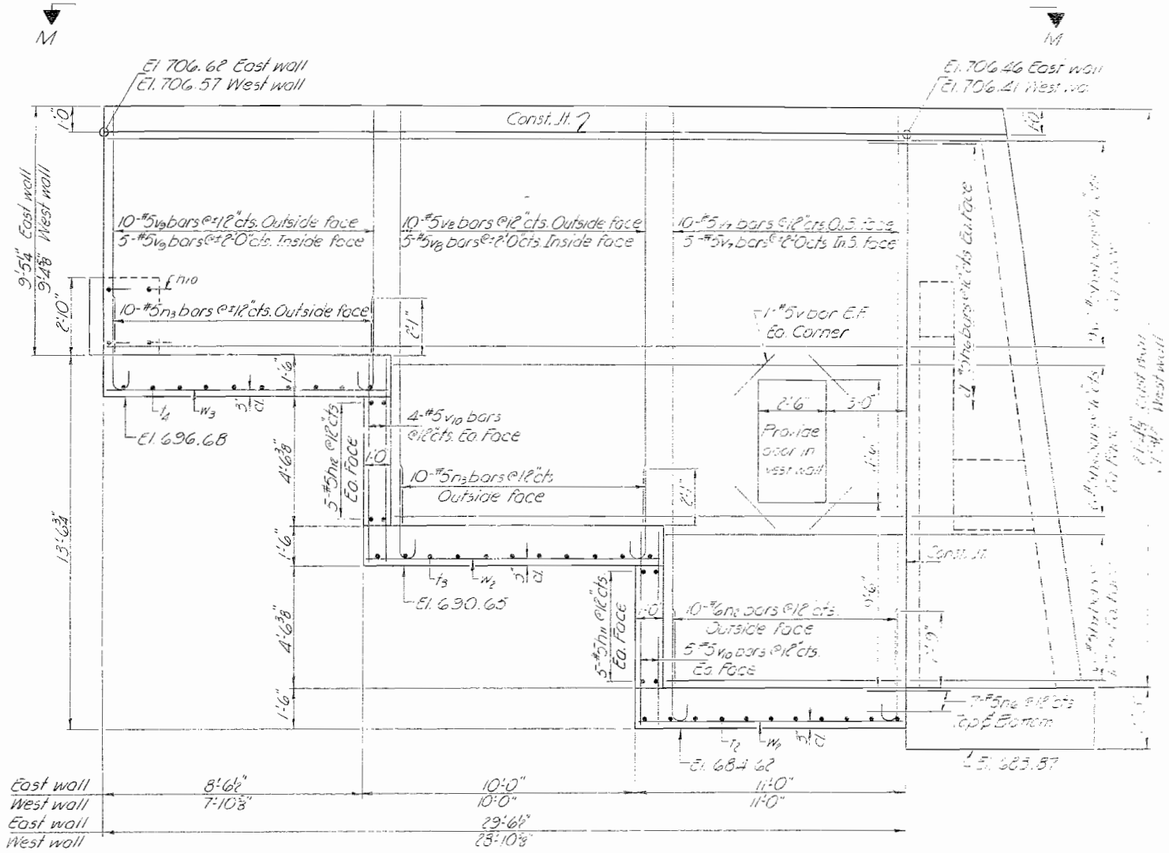
SEC. F-F



SEC. G-G

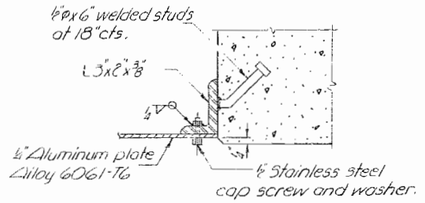


SEC. H-H

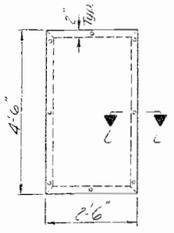


VIEW E-E

Note:
Work this street with streets "A", B, & C" when and where directed by the Engineer.



SEC. L-L



DOOR ELEVATION
(Cost of door & frame are incidental)

DESIGNED	[illegible]
CHECKED	[illegible]
DRAWN	J.D.
CHECKED	[illegible]

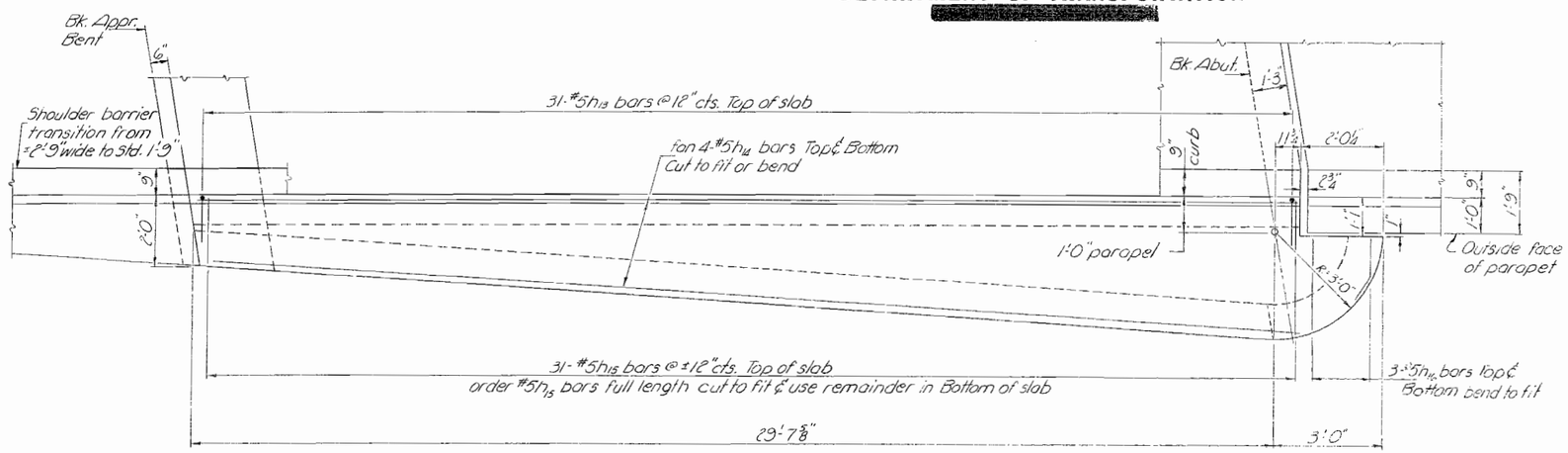
EXAMINED OCT. 29 1976
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED [illegible]
ENGINEER OF DESIGN
APPROVED [illegible]
CHIEF HIGHWAY ENGINEER

SOUTH ABUTMENT
SOUTH BD. LANES
F.A.I. RT 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 237+80.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

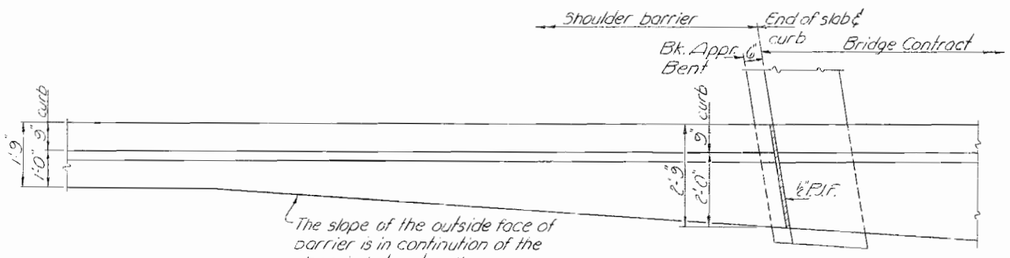
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	49
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 25
58 SHEETS



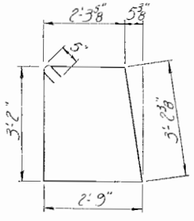
VIEW M-M

Showing reinforcement in slab above walls
Typ. for both walls

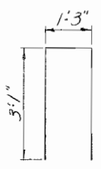


PLAN

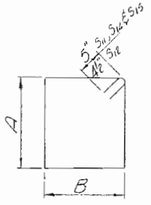
Showing transition of shoulder barrier



BAR S_{10}

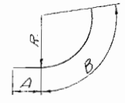


BAR S_{13}



BARS S_{11}, S_{12}, S_{14} & S_{16}

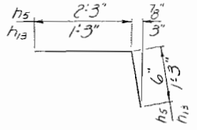
Bar	A	B
S_{11}	1'-9"	1'-0"
S_{12}	2'-6"	2'-2"
S_{14}	2'-1"	1'-3"
S_{16}	1'-3"	1'-0"



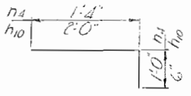
BARS h_1, h_2 & h_3

Bar	R.	A	B
h_1	5'-9"	2'-0"	5'-0"
h_2	4'-5"	2'-0"	4'-0"
h_3	3'-2"	0	3'-0"

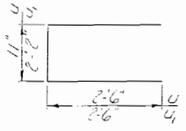
Cut h_1, h_2 & h_3 in the field to fit if necessary.



BARS h_5 & h_{13}



BARS h_4 & h_{10}



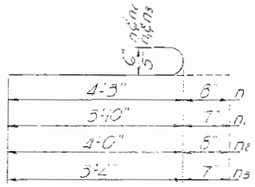
BARS U & U_1

APPR. BENT PILE DATA

Type: Concrete
Capacity: 35 Tons
Est. Length: 37'
No. Required: 7

ABUTMENT PILE DATA

Type: Concrete
Capacity: 35 Tons
Est. Length: 43'
No. Required: 30
Including 1 Test pile



BARS n thru n_3

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n	40	# 5	19'-8"	
n_1	80	# 5	7'-0"	
n_2	6	# 5	6'-0"	
n_3	32	# 5	3'-10"	
n_4	48	# 5	2'-4"	
n_5	41	# 5	2'-8"	
n_6	148	# 5	4'-0"	
n_7	24	# 5	9'-9"	
n_8	74	# 5	19'-3"	
n_9	78	# 5	15'-3"	
n_{10}	12	# 5	8'-6"	
n_{11}	20	# 5	4'-3"	
n_{12}	20	# 5	3'-3"	
n_{13}	62	# 5	2'-6"	
n_{14}	16	# 5	32'-3"	
n_{15}	62	# 5	3'-5"	
n_{16}	12	# 5	2'-2"	
h_1	142	# 6	4'-11"	
h_2	76	# 5	4'-5"	
h_3	20	# 6	4'-5"	
h_4	40	# 5	3'-[illegible]"	
h_5	28	# 7	21'-3"	
h_6	6	# 7	34'-2"	
S_{10}	41	# 5	18'-3"	
S_{11}	41	# 5	6'-4"	
S_{12}	48	# 4	10'-[illegible]"	
S_{13}	60	# 5	7'-5"	
S_{14}	30	# 5	7'-6"	
S_{15}	48	# 5	5'-4"	
T	67	# 5	6'-9"	
T_1	86	# 6	6'-9"	
T_2	22	# 5	6'-10"	
T_3	22	# 5	4'-9"	
T_4	20	# 5	3'-2"	
U	6	# 6	5'-1"	
U_1	6	# 6	7'-3"	
V	68	# 5	3'-0"	
V_1	54	# 6	6'-3"	
V_2	36	# 7	12'-5"	
V_3	76	# 5	3'-10"	
V_4	52	# 5	6'-3"	
V_5	40	# 4	1'-10"	
V_6	8	# 4	7'-9"	
V_7	30	# 5	8'-0"	
V_8	32	# 5	5'-1"	
V_9	30	# 5	9'-8"	
V_{10}	36	# 5	7'-3"	
W	4	# 7	30'-2"	
W_1	16	# 8	30'-6"	
W_2	24	# 5	10'-5"	
W_3	8	# 5	3'-3"	
Class X Concrete		Cu Yds.	159.9	
Reinforcement Bars		Lbs.	20570	
Concrete Piles		Lin Ft.	326	
Test Piles (Concrete)		Each	1	

DESIGNED	A. [illegible]
CHECKED	J. [illegible]
DRAWN	J.D.
CHECKED	J. [illegible]

EXAMINED Oct. 30 1962
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED [illegible]
ENGINEER OF DESIGN
APPROVED [illegible]
CHIEF HIGHWAY ENGINEER

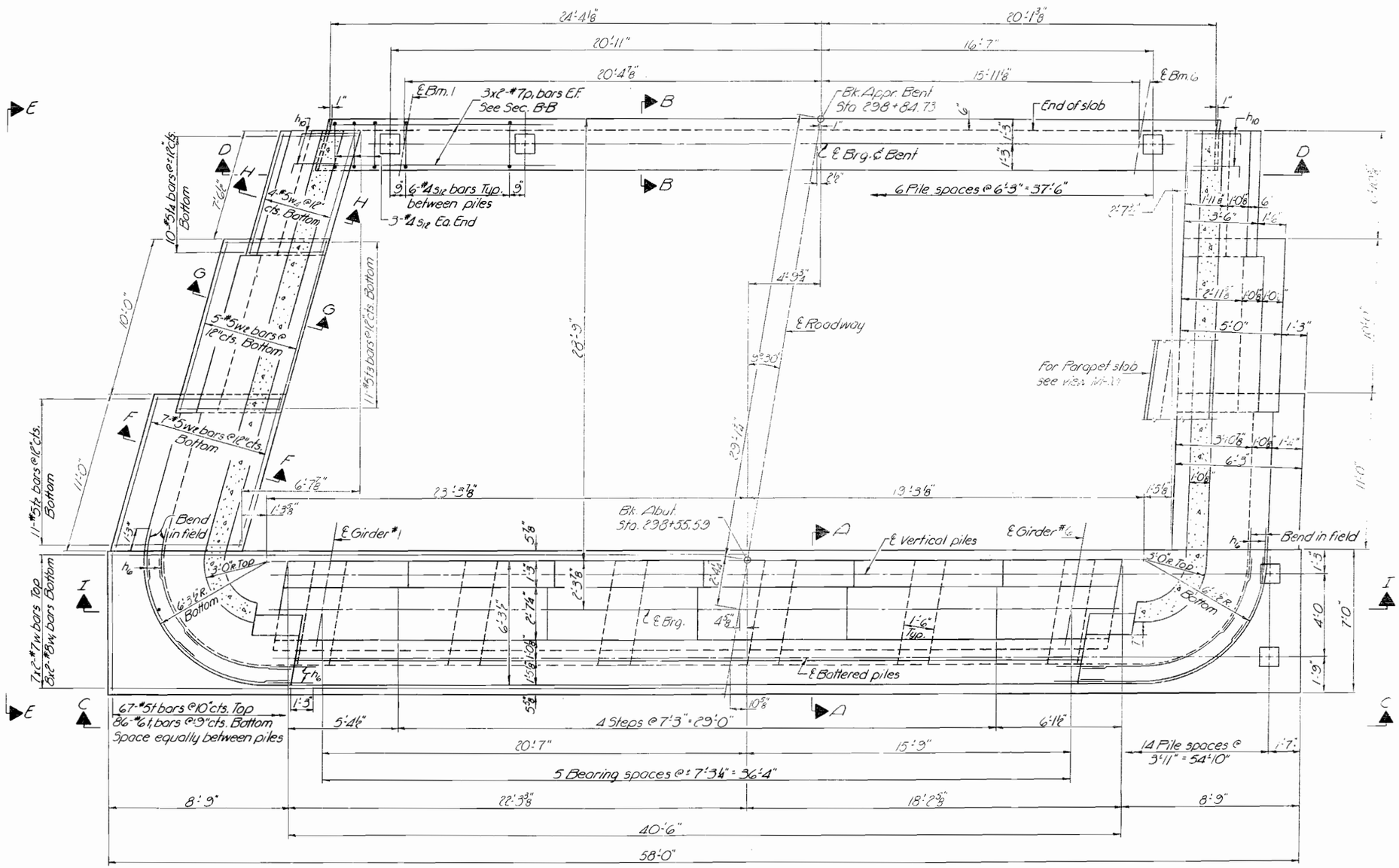
SOUTH ABUTMENT
SOUTH BD. LANES
F.A.I. RT. 55 SEC. 57-9H.B
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	Mc LEAN	93	50
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 23
58 SHEETS



PLAN

DESIGNED	J.D.
CHECKED	
DRAWN	J.D.
CHECKED	

EXAMINED Oct. 30 1912
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

Note:
Work this sheet with sheets #30, 31 & 32.

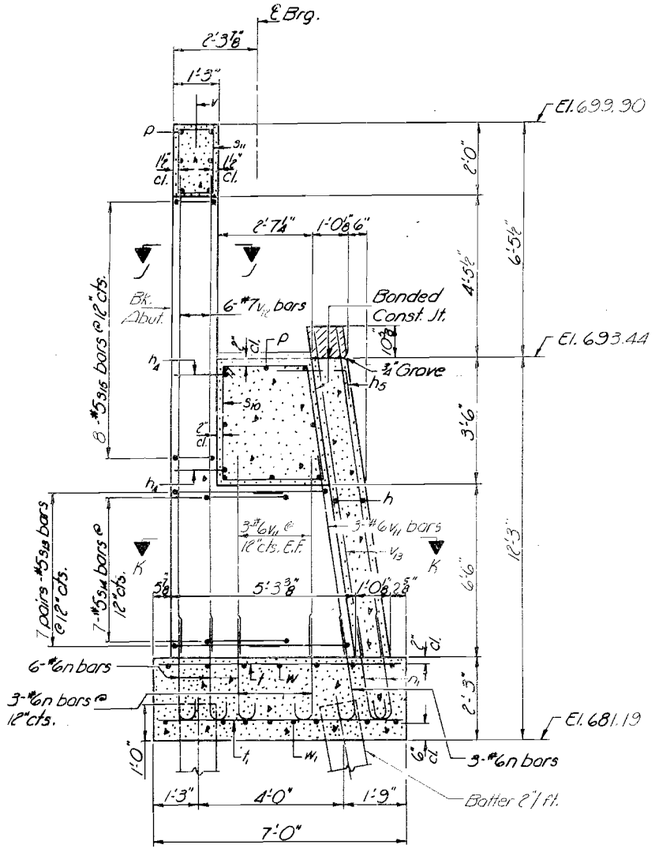
NORTH ABUTMENT
SOUTH BD. LANES
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

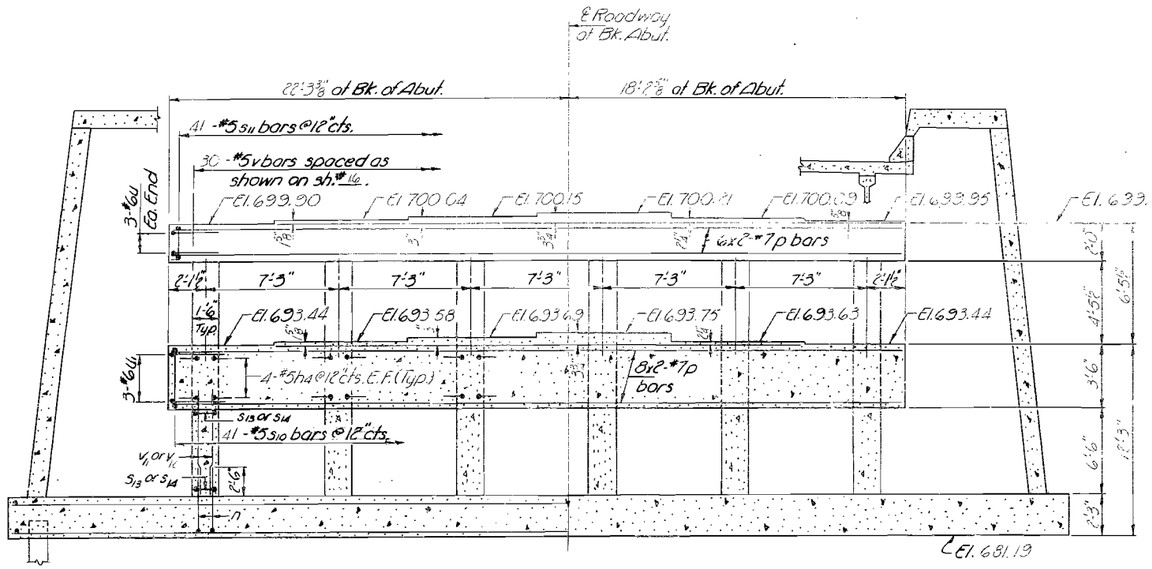
DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

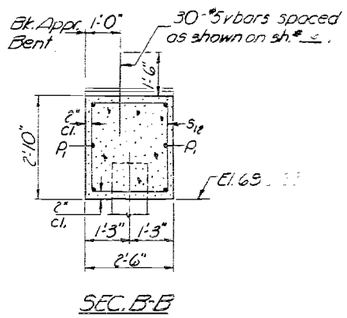
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	51
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 51 SHEETS

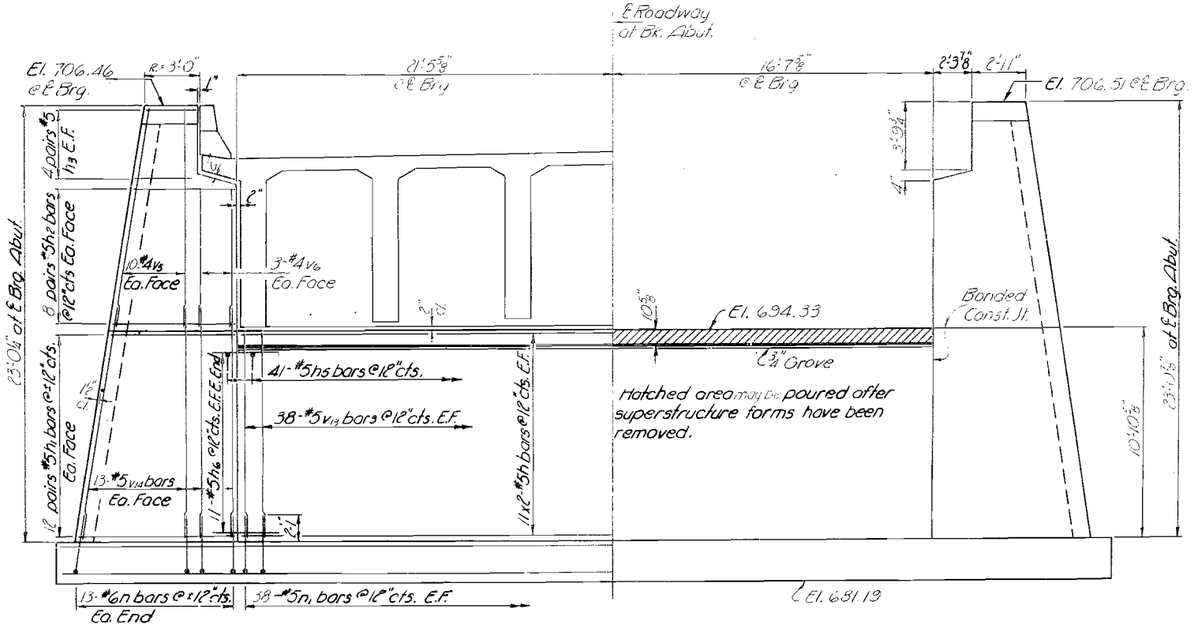




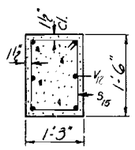
SECTION I-I



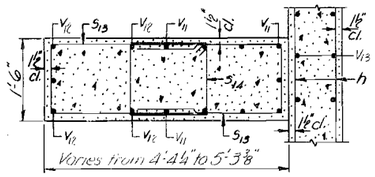
SEC. B-B



VIEW C-C



SEC. J-J



SEC. K-K

DESIGNED	
CHECKED	
DRAWN J.D.	
CHECKED	

EXAMINED Oct. [illegible] 19[illegible]
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

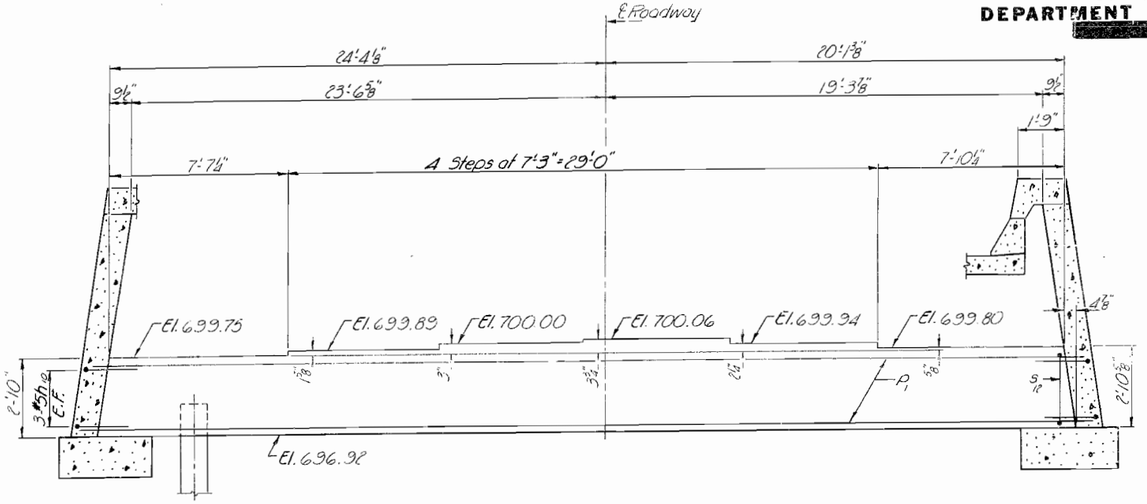
NORTH ABUTMENT
SOUTH BD. LANES
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

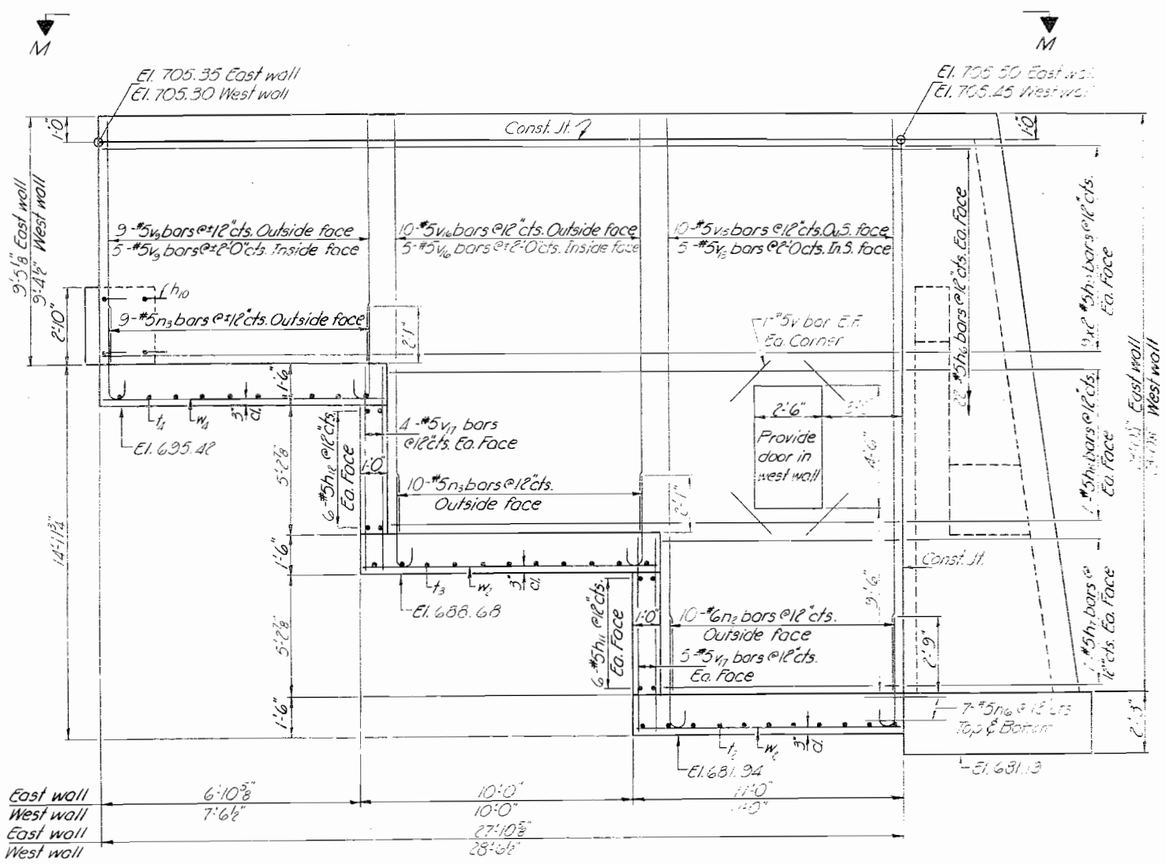
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	52
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 52 OF 58 SHEETS



VIEW D-D



VIEW E-E

SEC. F-F

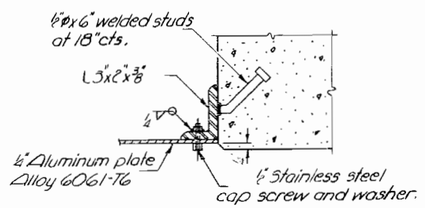
SEC. G-G

SEC. H-H

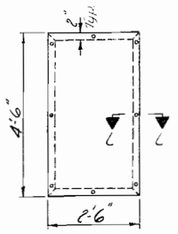
DESIGNED	J.J. Whipple
CHECKED	
DRAWN	J.D.
CHECKED	

EXAMINED Oct 30 19
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

Work this sheet with sheets # 29, 30 & 31.
Cut or Bend #5 bars to fit if necessary.



SEC. L-L



DOOR ELEVATION
(Cost of door & frame are incidental)

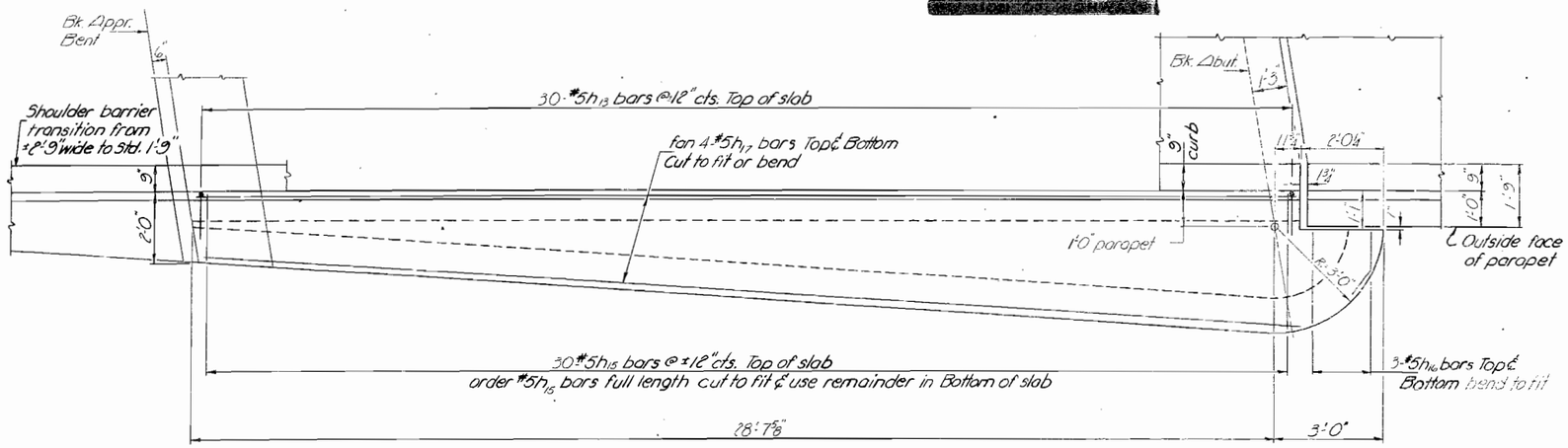
NORTH ABUTMENT
SOUTH BD. LANES
F.A.I. RT 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

K & E CO. 19-1255

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

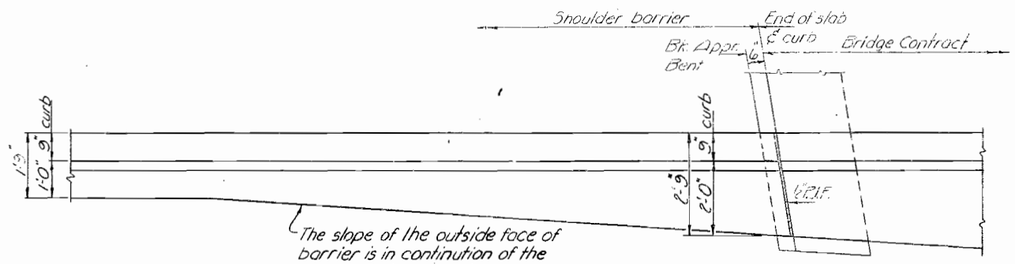
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	53
FED'L ROAD DIST. NO. 7	ILLINOIS	FED'L AID PROJECT		

SHEET NO. 53
58 SHEETS



VIEW M-M

Showing reinforcement in slab above walls
Typ. for both walls



The slope of the outside face of barrier is in continuation of the sloped abutment walls.

PLAN

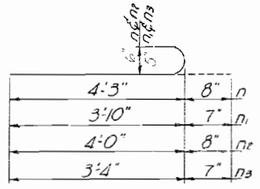
Showing transition of shoulder barrier

APPR. BENT PILE DATA

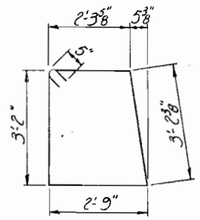
Type: Concrete
Capacity: 35 Tons
Est. Length: 36'
No. Required: 7

ABUTMENT PILE DATA

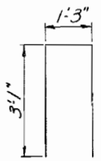
Type: Concrete
Capacity: 35 Tons
Est. Length: 42'
No. Required: 30



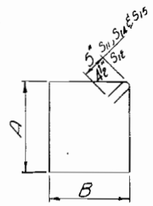
BARS n thru n3



BAR s10

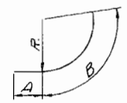


BAR s13



BARS s11, s12, s14 & s15

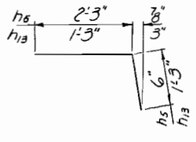
Bar	A	B
s11	1'-9"	1'-0"
s12	2'-6"	2'-2"
s14	2'-1"	1'-3"
s15	1'-3"	1'-0"



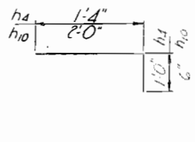
BARS h1, h2 & h3

Bar	R.	A	B
h1	5'-9"	2'-0"	5'-0"
h2	4'-3"	2'-0"	4'-0"
h3	3'-2"	0	3'-0"

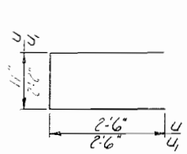
Cut h1, h2 & h3 in the field to fit if necessary.



BARS h5 & h13



BARS h4 & h10



BARS u & u1

DESIGNED	J.D.		
CHECKED			
DRAWN	J.D.		
CHECKED			

EXAMINED Oct 29 1974
PASSED
APPROVED
ENGINEER OF DESIGN
DIRECTOR OF HIGHWAYS
STATE HIGHWAY ENGINEER

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n	44	# 5	9'-8"	
n1	96	# 5	7'-0"	
n2	64	# 5	4'-0"	
n3	32	# 5	3'-0"	
n12	48	# 5	2'-4"	
n23	41	# 5	2'-3"	
n31	160	# 5	4'-0"	
n1'	28	# 5	9'-9"	
n12'	28	# 5	13'-9"	
n23'	76	# 5	15'-3"	
n31'	2	# 5	2'-6"	
n1	24	# 5	4'-9"	
n12	24	# 5	3'-5"	
n123	60	# 5	2'-6"	
n123	60	# 5	5'-3"	
n132	12	# 5	6'-8"	
n1'2'	16	# 5	3'-4"	
h	142	# 6	4'-1"	
h1	76	# 5	4'-5"	
h2	30	# 6	4'-3"	
h3	58	# 5	3'-1"	
h4	28	# 7	2'-3"	
h5	16	# 7	1'-3"	
s10	41	# 5	10'-3"	
s11	41	# 5	6'-6"	
s11	41	# 4	10'-1"	
s13	64	# 5	7'-5"	
s14	42	# 5	7'-1"	
s15	28	# 5	5'-1"	
t	67	# 5	6'-3"	
t1	36	# 6	6'-3"	
t2	22	# 5	6'-0"	
t3	22	# 5	4'-3"	
t4	3	# 5	3'-5"	
u	3	# 6	5'-1"	
u1	6	# 6	7'-2"	
v	68	# 5	3'-0"	
v1	42	# 4	1'-8"	
v2	12	# 4	1'-3"	
v3	28	# 5	2'-3"	
w	52	# 6	3'-3"	
w1	34	# 7	16'-3"	
w2	76	# 5	3'-1"	
w3	32	# 5	1'-8"	
w4	20	# 5	10'-3"	
w5	20	# 5	15'-1"	
w6	36	# 5	3'-0"	
W	18	# 7	30'-1"	
W1	18	# 8	30'-6"	
W2	34	# 5	10'-8"	
W4	5	# 5	5'-1"	
Class X Concrete			Cu. Yds.	16.2
Reinforcement Bars			Lbs.	4,180
Concrete Piles			Lin. Ft.	1,260

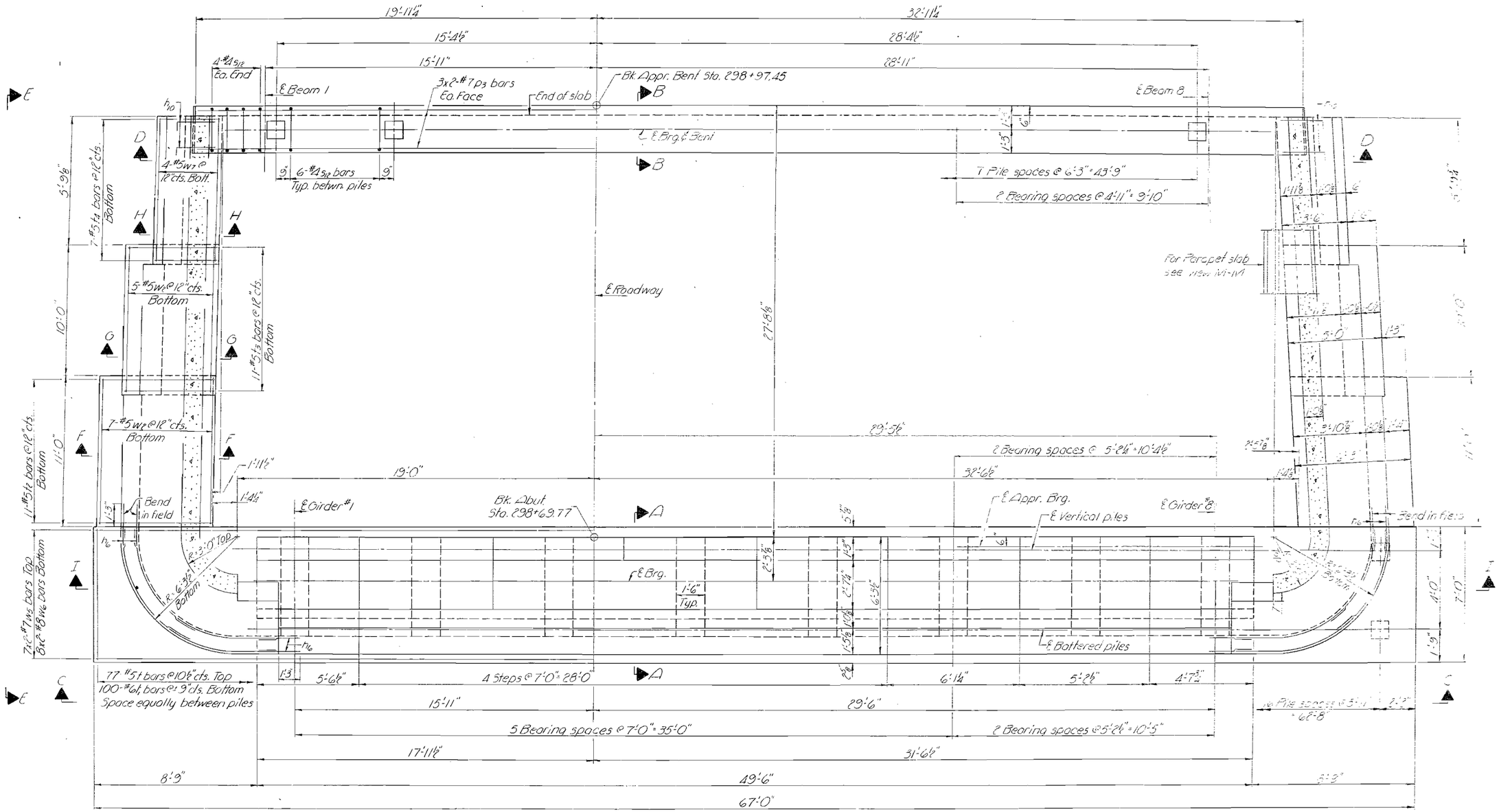
NORTH ABUTMENT
SOUTH BD. LANES
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	54
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT.		

SHEET NO. 35
58 SHEETS



PLAN

DESIGNED	A.T. Murphy Jr.
CHECKED	J.M. Patel
DRAWN	JD
CHECKED	JMP

EXAMINED Oct. 20 1972
BRIDGE, HIGHWAYS AND TRAFFIC STRUCTURES
PASSED W.E. Baumann
ENGINEER OF DESIGN
APPROVED Richard H. Holtzman
CHIEF HIGHWAY ENGINEER

Note: Work this sheet with sheets # 34, 35 & 36

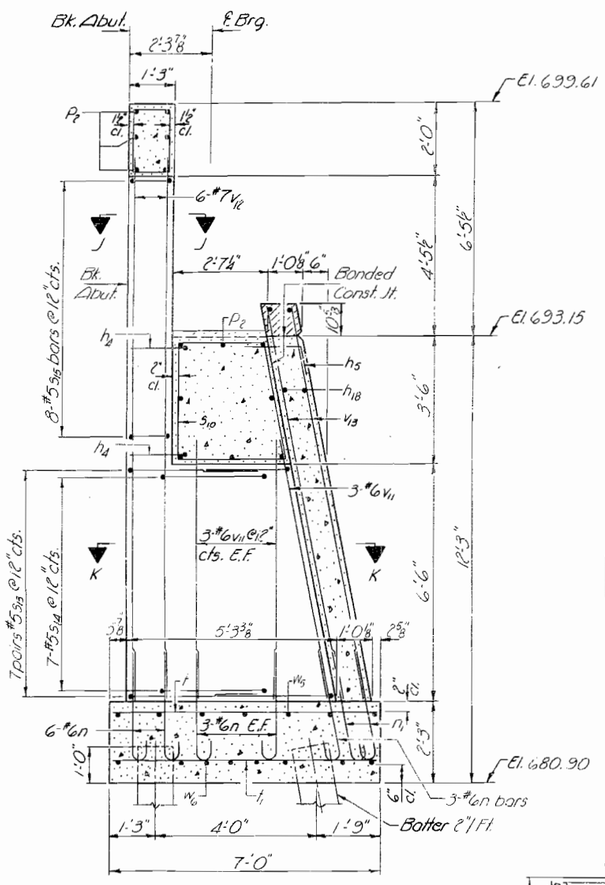
NORTH ABUTMENT
NORTH BD. LANES
F.A.I. RT. 55 SEC. 57-3HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

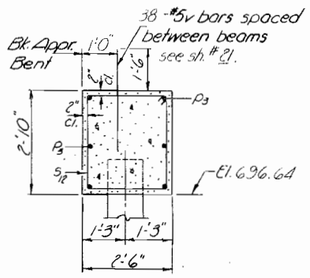
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	Mc LEAN	93	55
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

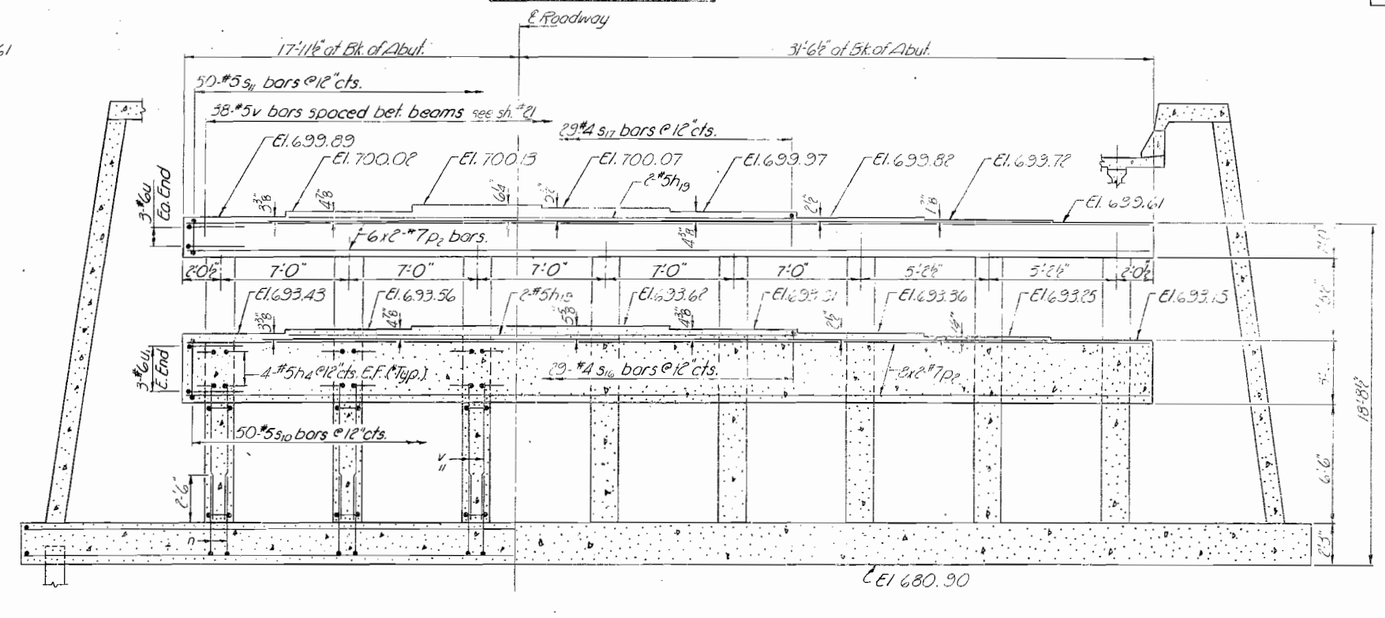
SHEET NO. 54
55 SHEETS



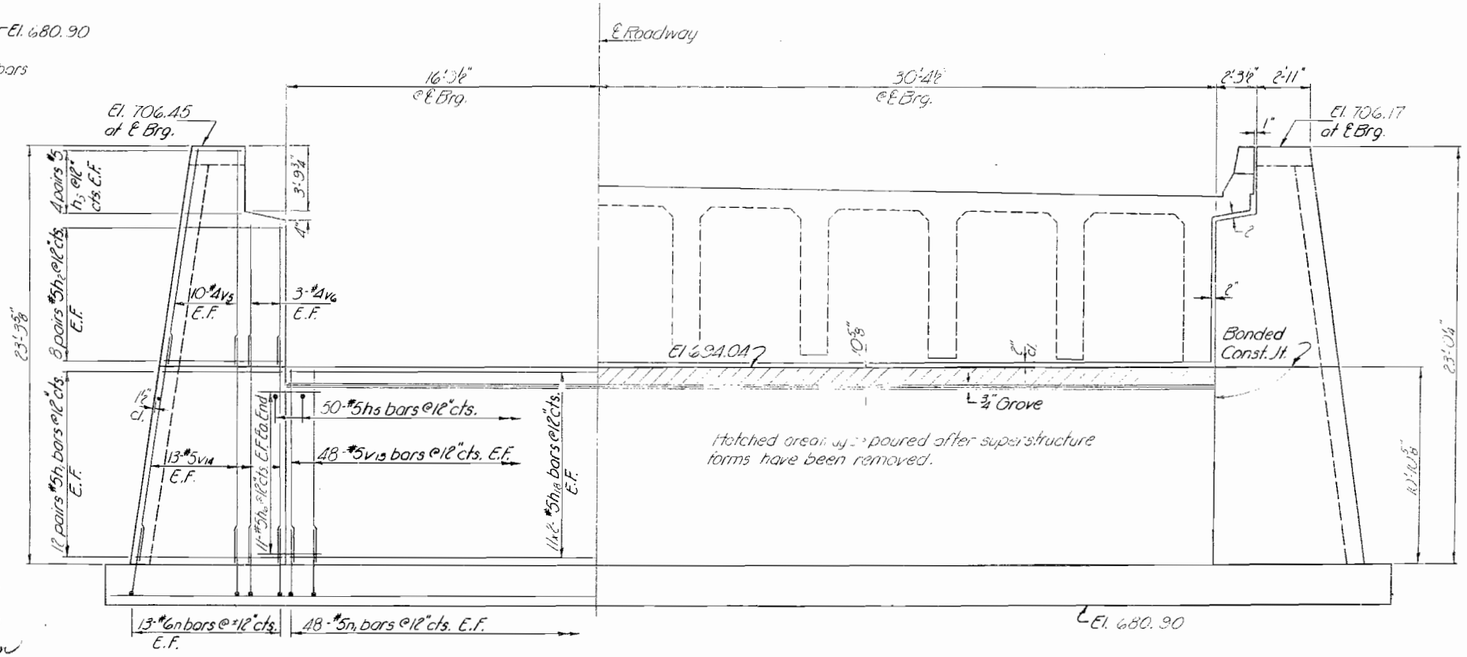
SEC. A-A



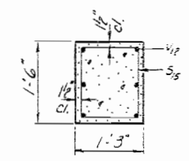
SEC. B-B



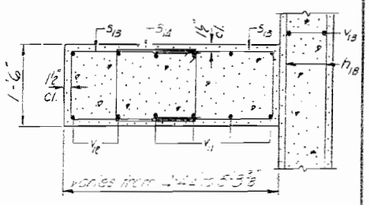
SECTION I-I



VIEW C-C



SEC. J-J



SEC. K-K

DESIGNED	J. Dietzgen
CHECKED	J. H. Pate
DRAWN	J.D
CHECKED	J.M.C.

EXAMINED Oct. 20 1972
PASSED H. E. Baumann ENGINEER OF DESIGN
APPROVED Robert A. Otterman CHIEF HIGHWAY ENGINEER

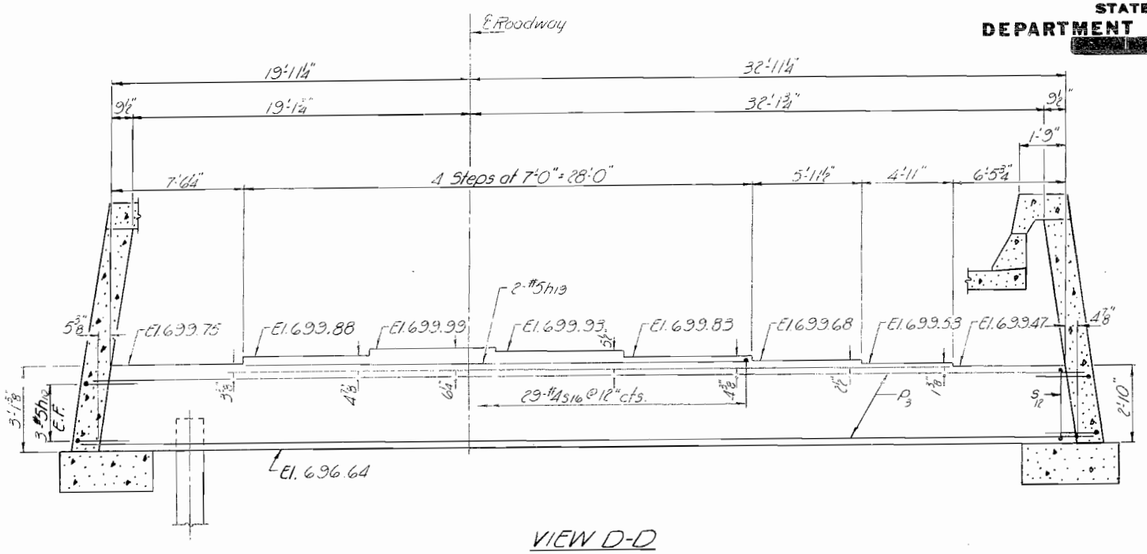
NORTH ABUTMENT
NORTH BD. LANES
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

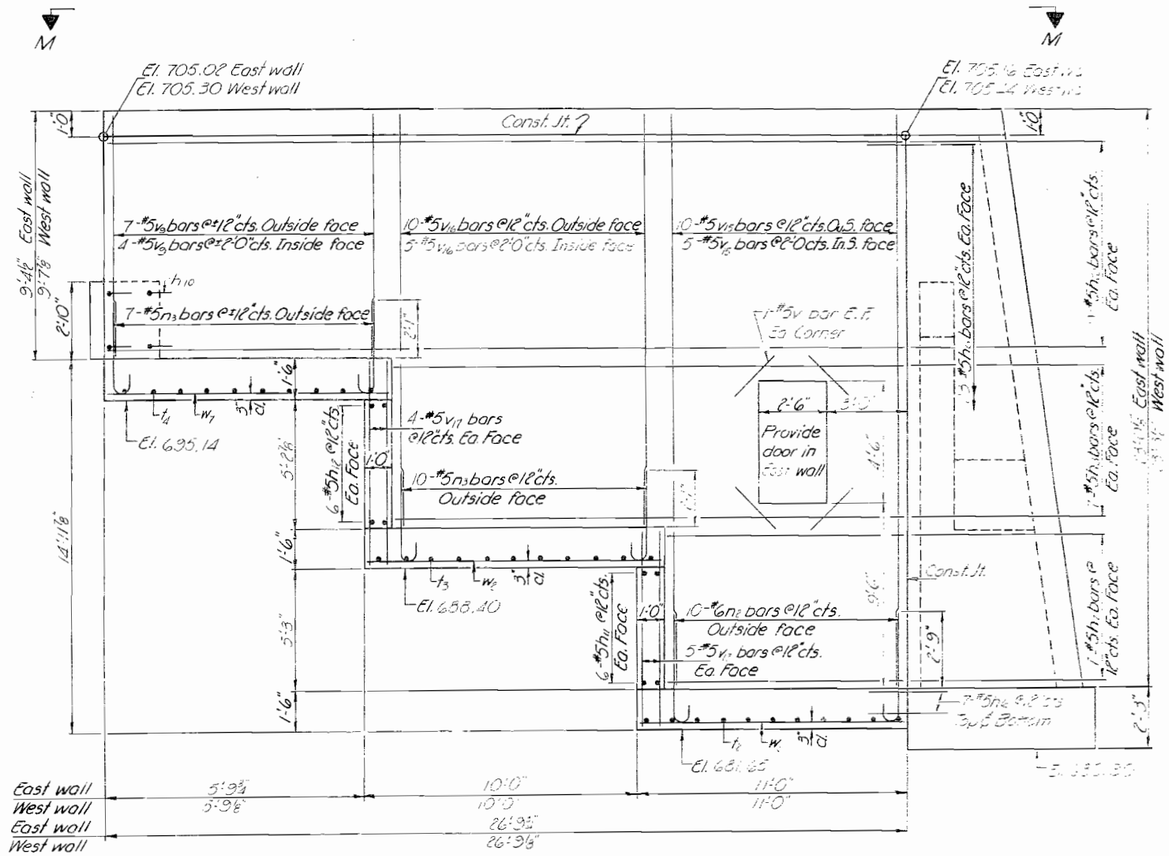
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	56
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

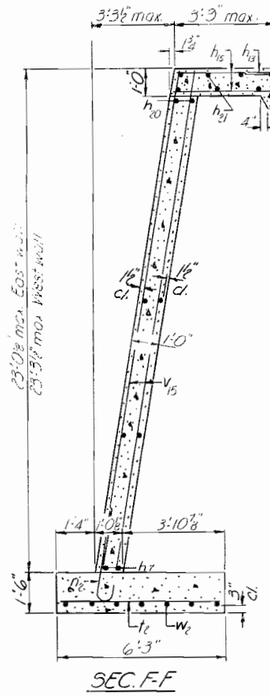
SHEET NO. 55
55 SHEETS



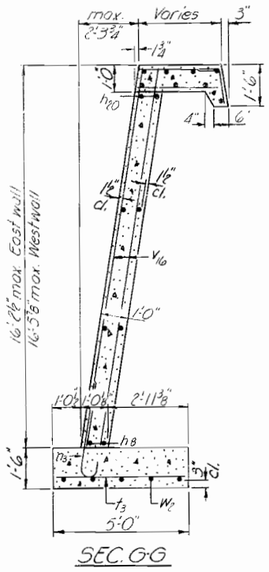
VIEW D-D



VIEW E-E

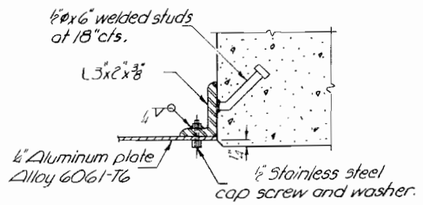


SEC. F-F

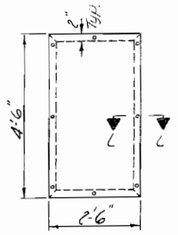


SEC. G-G

SEC. H-H



SEC. L-L



DOOR ELEVATION
(Cost of door & frame are incidental)

Work this sheet with sheets #53, 54 & 55

DESIGNED	A.J. Murphy
CHECKED	
DRAWN	J.D.
CHECKED	

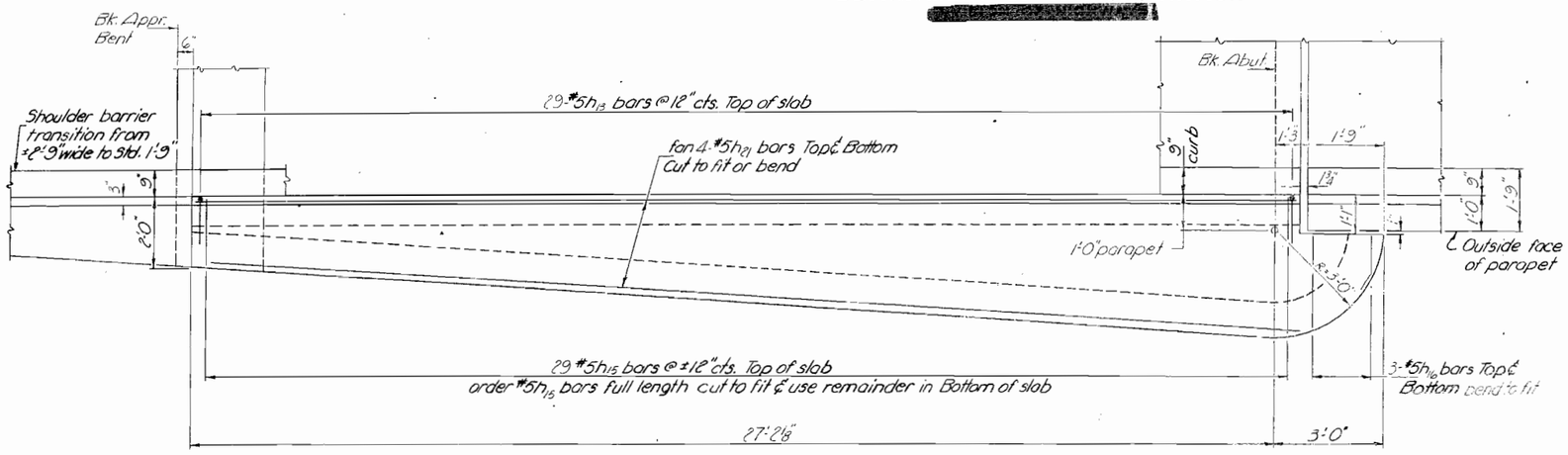
EXAMINED Oct 30 1956
PASSED
APPROVED

NORTH ABUTMENT
NORTH BD. LANES
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

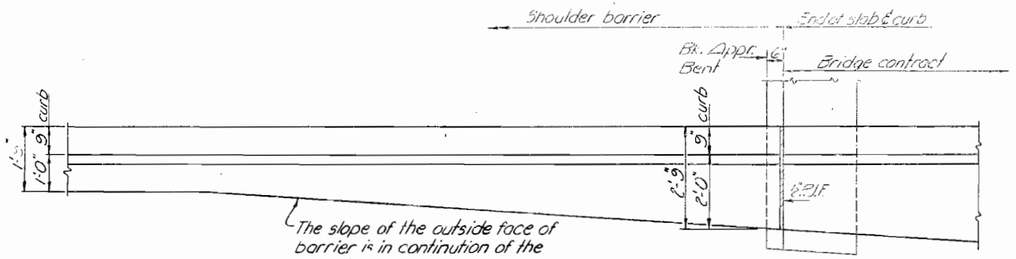
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	57
FED'L ROAD DIST. NO. 7	ILLINOIS	FED'L AID PROJECT		

SHEET NO. 57
93 SHEETS



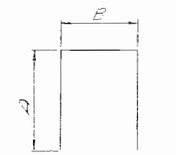
VIEW M-M

Showing reinforcement in slab above walls
Typ. for both walls



PLAN

Showing transition of shoulder barrier



BARS S_{13}, S_{16} & S_{17}

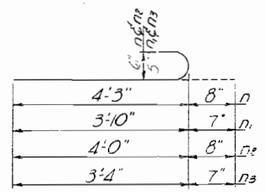
Bar	A	B
S_{13}	3'-1"	1'-3"
S_{16}	1'-3"	2'-2"
S_{17}	1'-3"	1'-0"

APPR. BENT PILE DATA

Type: Concrete
Capacity: 35 Tons
Est. Length: 54'
No. Required: 8

ABUTMENT PILE DATA

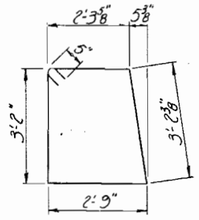
Type: Concrete
Capacity: 35 Tons
Est. Length: 39'
No. Required: 34
Including 1 Test pile



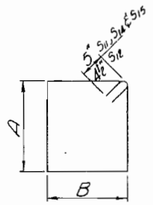
BARS n thru n_3

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n	36	# 5	7'-0"	—
n_1	64	# 5	6'-10"	—
n_3	38	# 5	3'-0"	—
n_4	64	# 5	2'-4"	—
n_5	50	# 5	2'-3"	—
n_6	64	# 5	3'-0"	—
n_7	28	# 5	3'-9"	—
n_8	28	# 5	19'-3"	—
n_{10}	12	# 5	3'-6"	—
n_{11}	24	# 5	4'-9"	—
n_{12}	24	# 5	3'-3"	—
n_{13}	58	# 5	2'-6"	—
n_{15}	58	# 5	5'-3"	—
n_{16}	8	# 5	2'-0"	—
n_{18}	44	# 5	24'-1"	—
n_{19}	6	# 5	27'-9"	—
n_{20}	36	# 5	26'-6"	—
n_{21}	16	# 5	29'-10"	—
n	178	# 6	4'-11"	—
n_1	96	# 5	2'-5"	—
n_2	30	# 6	1'-8"	—
n_3	34	# 5	3'-11"	—
S_1	39	# 7	26'-0"	—
S_2	12	# 7	28'-2"	—
S_9	30	# 5	18'-3"	—
S_{11}	30	# 5	6'-2"	—
S_{12}	30	# 4	10'-1"	—
S_{13}	16	# 5	7'-5"	—
S_{14}	56	# 5	7'-6"	—
S_{15}	32	# 5	3'-4"	—
S_{16}	53	# 4	4'-8"	—
S_{17}	13	# 4	3'-2"	—
t	77	# 5	6'-9"	—
-	100	# 6	6'-9"	—
t_2	22	# 5	6'-0"	—
t_3	22	# 5	4'-9"	—
t_4	4	# 5	3'-3"	—
u	6	# 6	5'-11"	—
u_1	6	# 6	7'-2"	—
v	54	# 5	21'-0"	—
v_{15}	20	# 4	1'-2"	—
v_{16}	12	# 4	7'-3"	—
v_{13}	22	# 5	9'-2"	—
v_1	72	# 6	5'-7"	—
v_4	48	# 7	40'-2"	—
v_{14}	34	# 5	10'-7"	—
v_{18}	50	# 5	18'-0"	—
v_{19}	24	# 5	22'-9"	—
v_{20}	30	# 5	5'-10"	—
v_{17}	52	# 5	8'-0"	—
w_2	32	# 5	10'-3"	—
w_3	14	# 7	34'-10"	—
w_5	16	# 5	33'-0"	—
w_7	8	# 5	6'-6"	—
Class X Concrete		Cu. Yds.	80.6	
Reinforcement Bars		Lbs.	2439.20	
Concrete Piles		Lin. Ft.	67.5	
Test Pile (Contract)		Each	1	

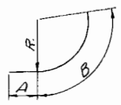


BAR S_{10}



BARS S_{11}, S_{12}, S_{14} & S_{16}

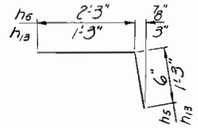
Bar	A	B
S_{11}	1'-9"	1'-0"
S_{12}	2'-6"	2'-2"
S_{14}	2'-1"	1'-3"
S_{15}	1'-3"	1'-0"



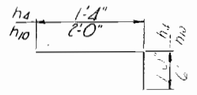
BARS h_1, h_2 & h_3

Bar	R.	A	B
h_1	5'-9"	2'-0"	3'-0"
h_2	4'-3"	2'-0"	4'-0"
h_3	3'-2"	0	3'-0"

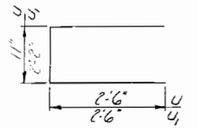
Cut h_1, h_2 & h_3 in the field to fit if necessary.



BARS h_5 & h_{13}



BARS h_4 & h_{10}



BARS u & u_1

DESIGNED	J.D.		
CHECKED			
DRAWN	J.D.		
CHECKED			

Oct 20 1972
EXAMINED
DIRECTOR OF HIGHWAYS AND TRAFFIC ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
DIRECTOR OF HIGHWAYS AND CHIEF HIGHWAY ENGINEER

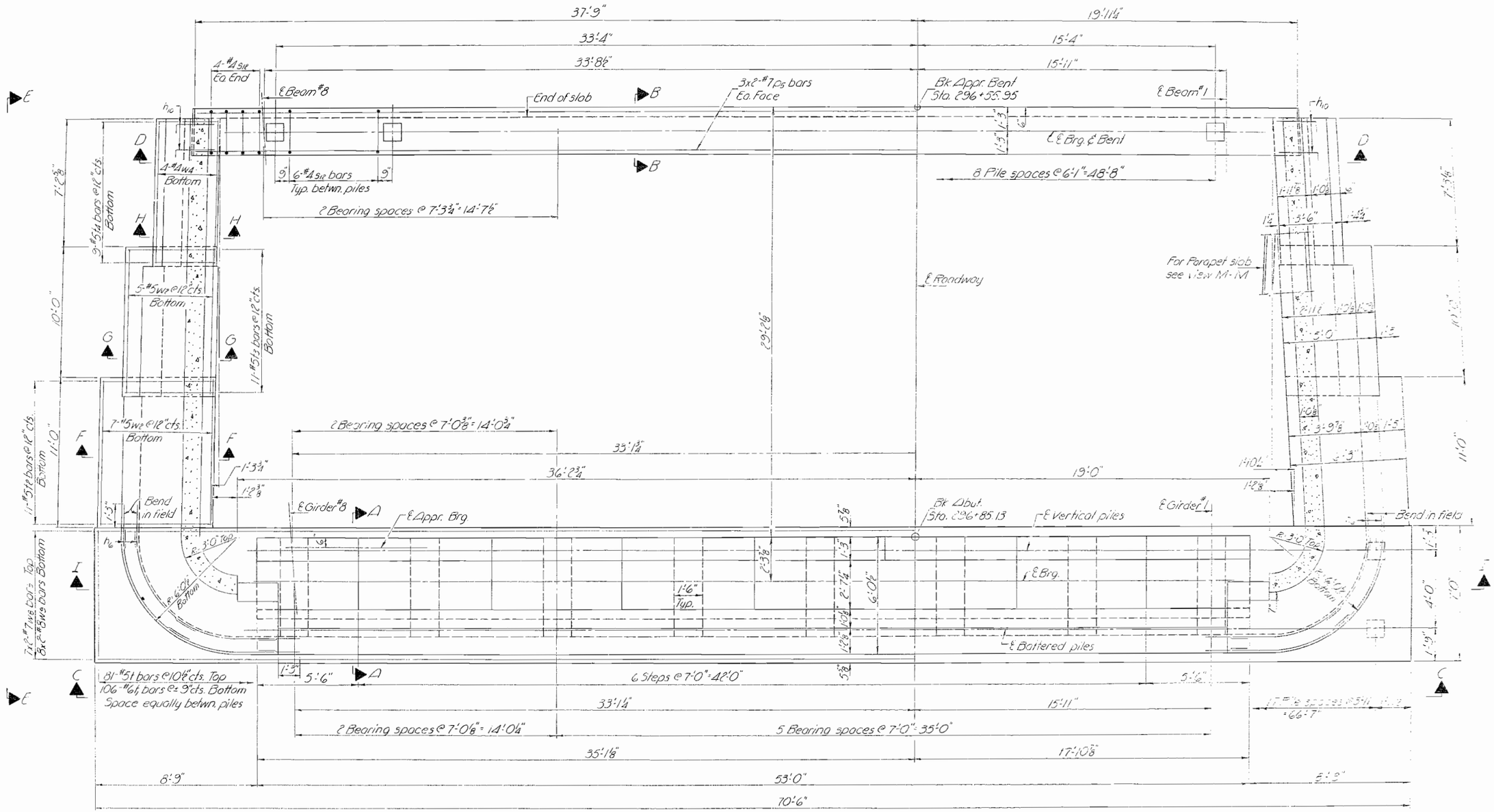
NORTH ABUTMENT
NORTH BD. LANES
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

DIRTY QUEEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	58
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

SHEET NO. 57
59 SHEETS



DESIGNED	A. J. Whitmyer
CHECKED	J. M. Hall
DRAWN	AD
CHECKED	J. M. P.

OCT. 20 1972

EXAMINED
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES

PASSED
ENGINEER OF DESIGN

APPROVED
CHIEF HIGHWAY ENGINEER

PLAN

Note:
Work this sheet with sheets #38, 39 & 40.

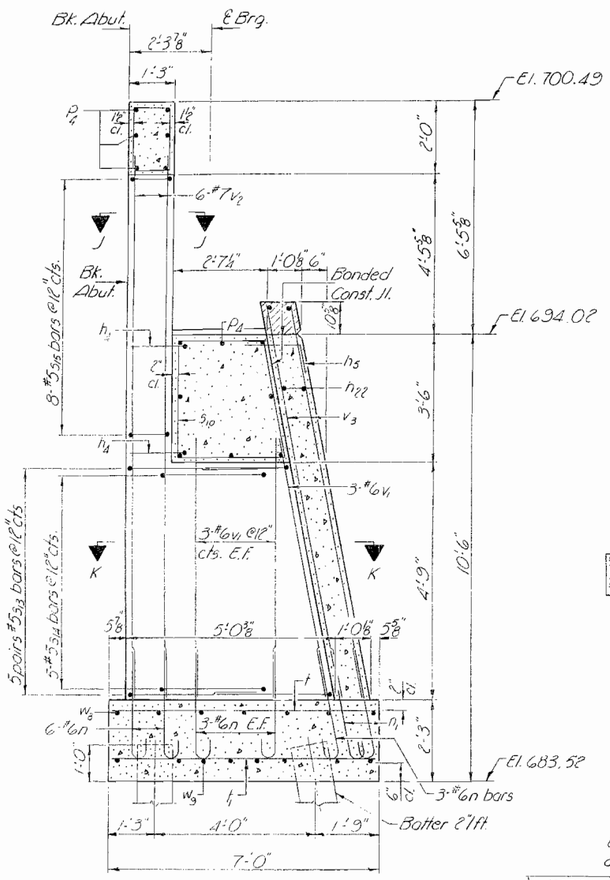
SOUTH ABUTMENT
NORTH 30° LANES
FED. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

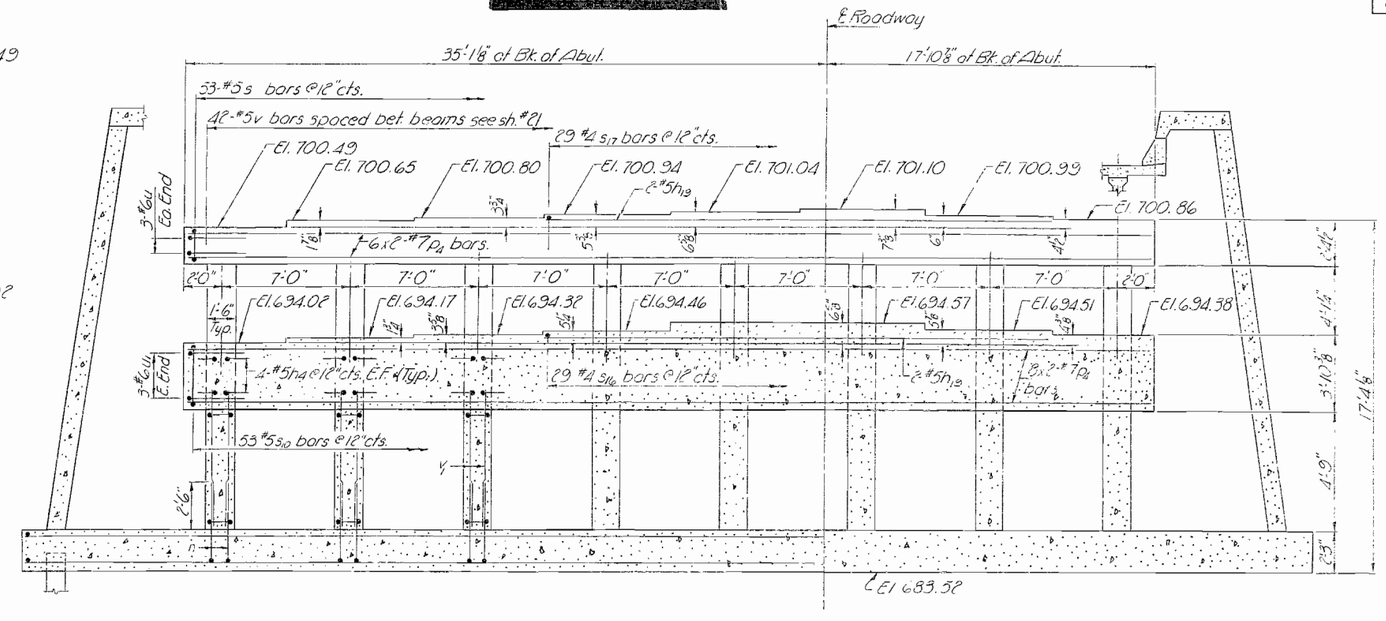
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9H8	MC LEAN	93	59
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 38
58 SHEETS

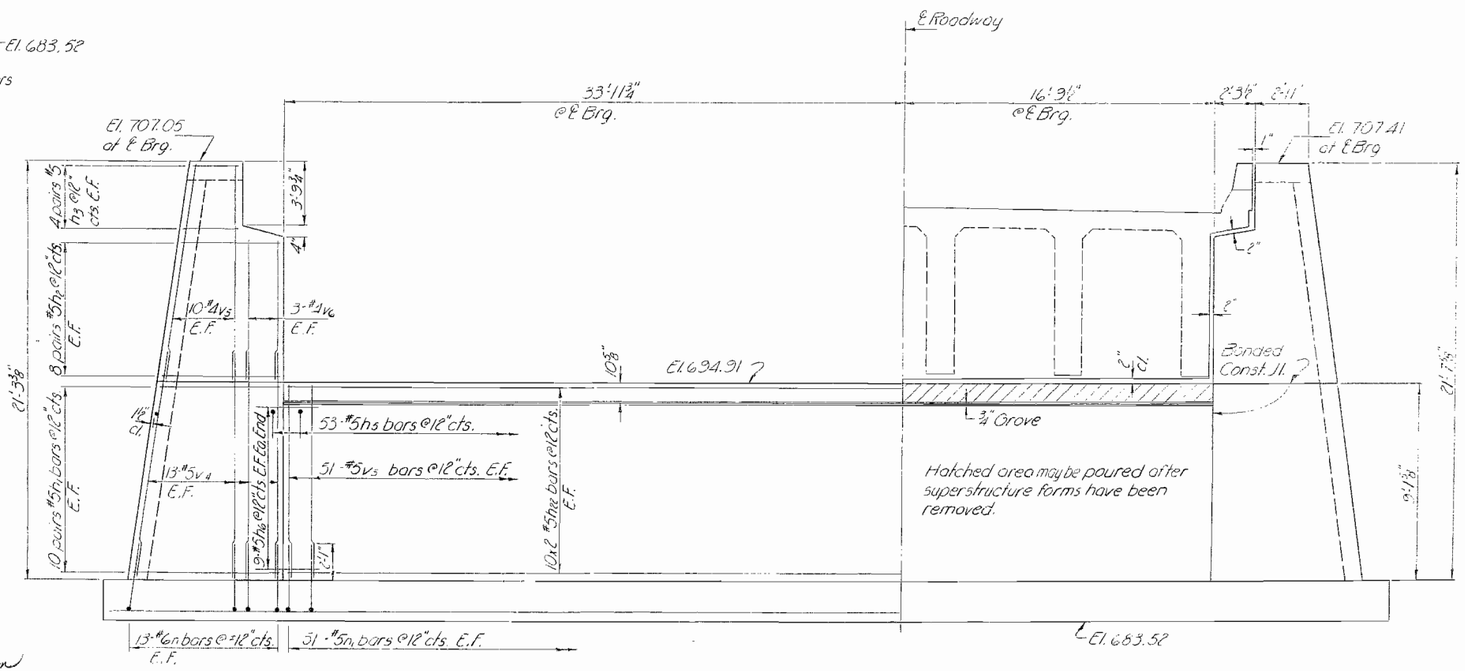


SEC. A-A

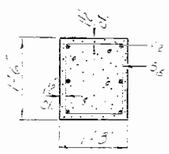
SEC. B-B



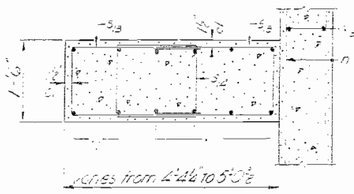
SECTION I-I



VIEW C-C



SEC. J-J



SEC. K-K

DESIGNED	A. J. Hagopian
CHECKED	J. M. Cole
DRAWN	J.D.
CHECKED	J. M. C.

EXAMINED Oct. 20 1952
BUREAU OF BRIDGES AND TRAFFIC STRUCTURES
PASSED W. C. Baumann
ENGINEER OF DESIGN
APPROVED Richard H. Rotherman
CHIEF HIGHWAY ENGINEER

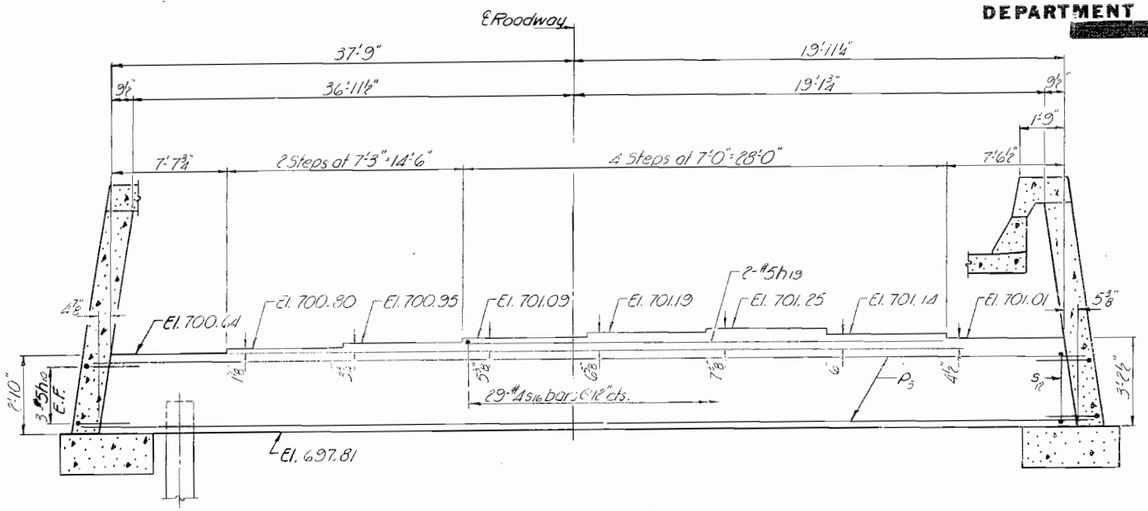
SOUTH ABUTMENT
NORTH BD. LANES
F.A.I. RT. 55 SEC. 57-3 H
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

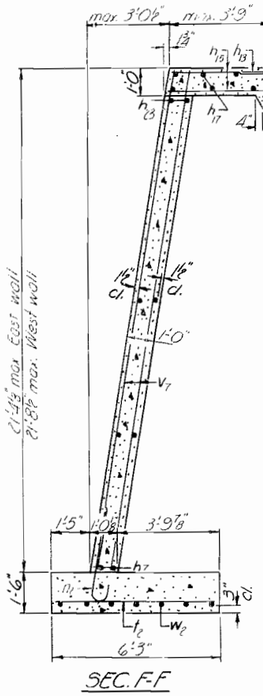
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	60
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

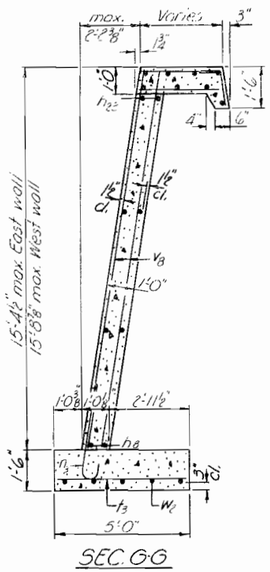
SHEET NO. 59
52 SHEETS



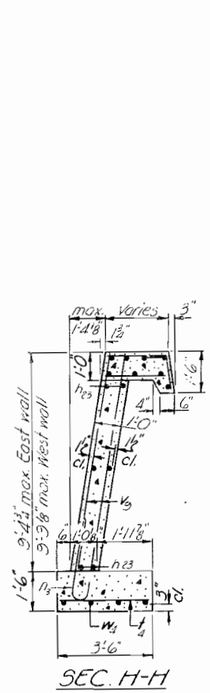
VIEW D-D



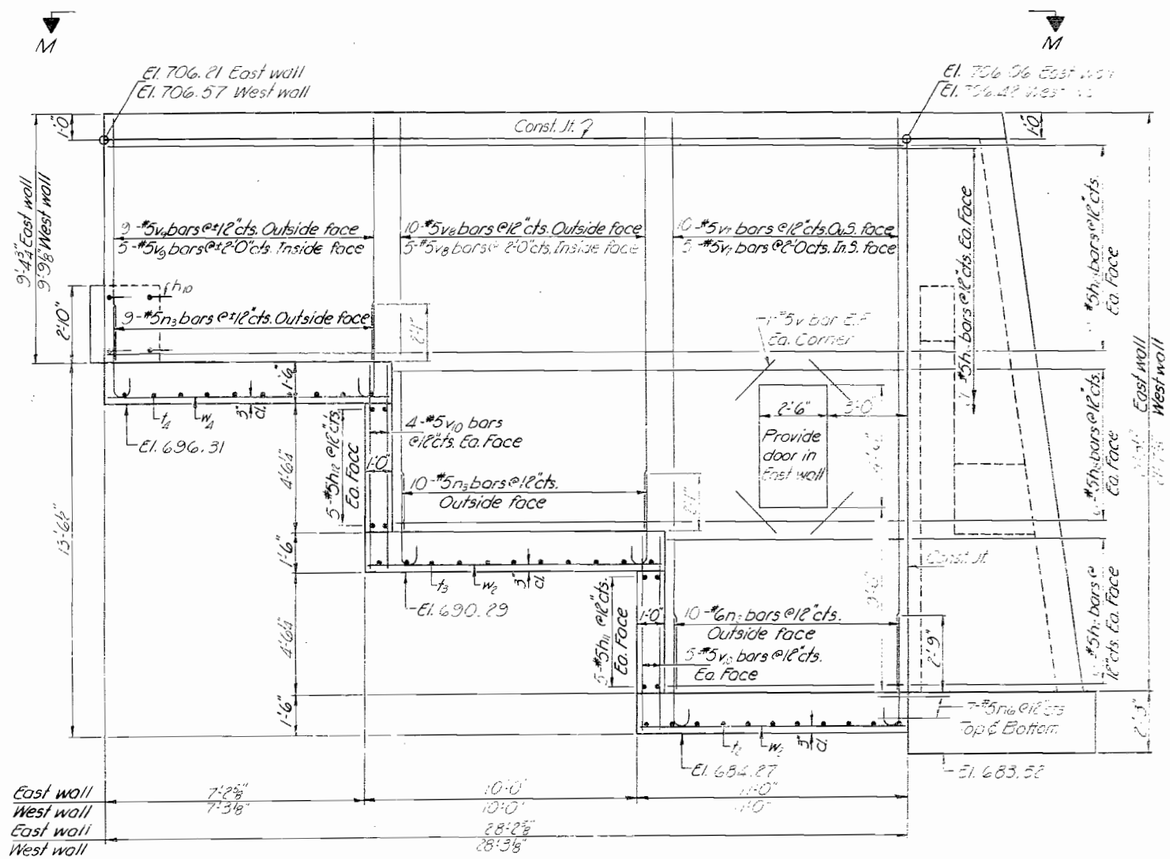
SEC. F-F



SEC. G-G

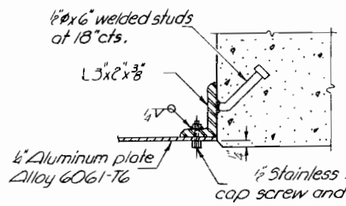


SEC. H-H

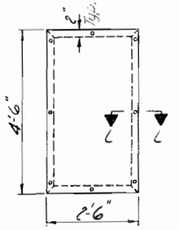


VIEW E-E

Work this sheet with sheets #37,38 & 40.



SEC. L-L



DOOR ELEVATION
(Cost of door & frame are incidental)

DESIGNED	A. J. Manager
CHECKED	J. [illegible]
DRAWN	J.D.
CHECKED	[illegible]

EXAMINED Oct 20 1972
PASSED [signature] ENGINEER OF DESIGN
APPROVED [signature] CHIEF HIGHWAY ENGINEER

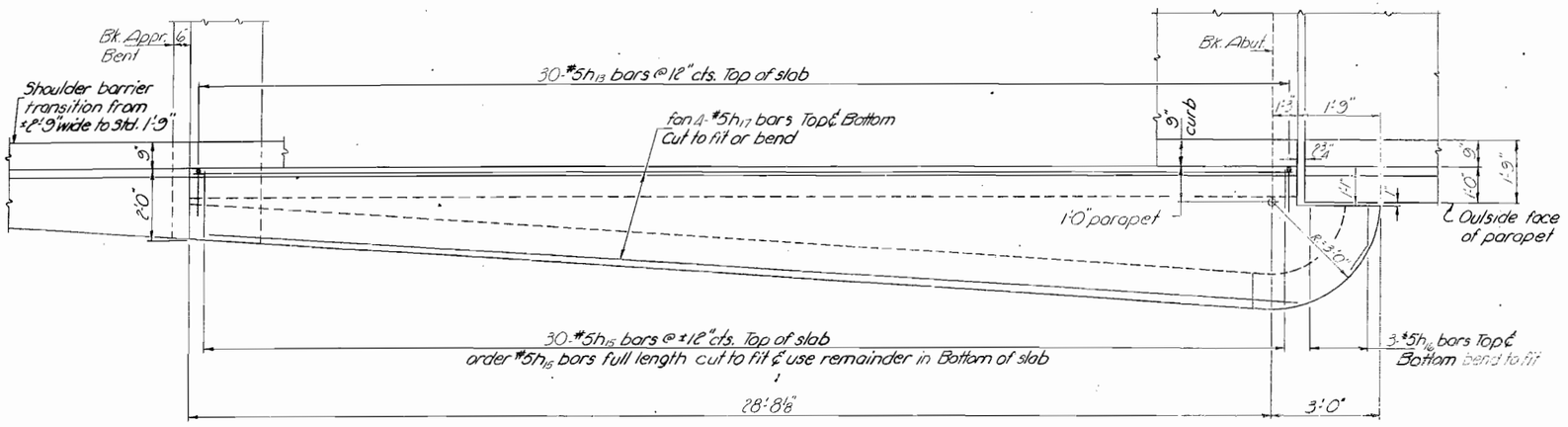
SOUTH ABUTMENT
NORTH BD. LANES
F.A.I.RT.55 SEC.57-9HB
MC LEAN COUNTY
STA. 297+80.50

K & E CO. 19-1288

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

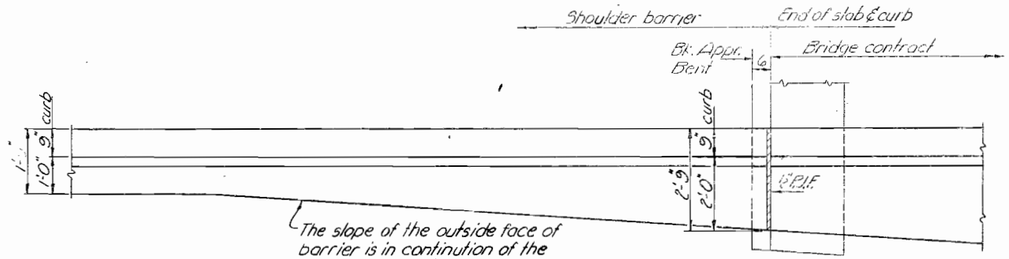
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
U.S. 51 & F.A.I. 55	57-9HB	MC LEAN	93	61
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 25
52 SHEETS



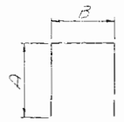
VIEW M-M

Showing reinforcement in slab above walls
Typ. for both walls



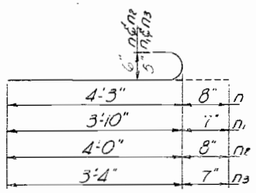
PLAN

Showing transition of shoulder barrier

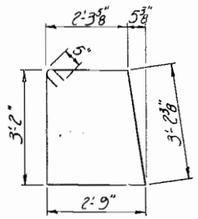


BARS S_{12}, S_{16} & S_{17}

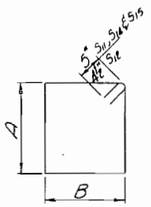
Bar	A	B
S_{13}	3'-1"	1'-3"
S_{16}	1'-3"	2'-2"
S_{17}	1'-3"	1'-0"



BARS n thru n_3

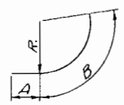


BAR S_{10}



BARS S_{11}, S_{12}, S_{14} & S_{15}

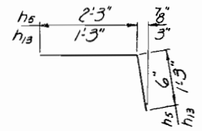
Bar	A	B
S_{11}	1'-9"	1'-0"
S_{12}	2'-6"	2'-2"
S_{14}	2'-1"	1'-3"
S_{15}	1'-3"	1'-0"



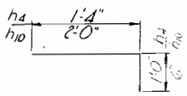
BARS h_1, h_2 & h_3

Bar	R.	A	B
h_1	5'-9"	2'-0"	5'-0"
h_2	4'-5"	2'-0"	4'-0"
h_3	3'-2"	0	3'-0"

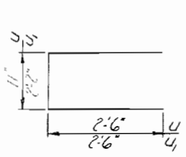
Cut h_1, h_2 & h_3 in the field to fit if necessary.



BARS h_5 & h_{13}



BARS h_4 & h_{10}



BARS U & U_1

APPR. BENT PILE DATA

Type: Concrete
Capacity: 35 Tons
Est. Length: 38'
No. Required: 3

ABUTMENT PILE DATA

Type: Concrete
Capacity: 35 Tons
Est. Length: 43'
No. Required: 36

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n_1	80	#5	7'-0"	—
n_2	64	#5	6'-10"	—
n_3	32	#5	3'-10"	—
n_4	64	#5	8'-4"	—
n_5	33	#5	8'-3"	—
n_6	148	#5	4'-10"	—
n_7	82	#5	9'-3"	—
n_8	32	#5	3'-3"	—
n_9	18	#5	2'-6"	—
n_{11}	60	#5	4'-3"	—
n_{12}	60	#5	2'-3"	—
n_{13}	60	#5	2'-6"	—
n_{15}	60	#5	5'-3"	—
n_{16}	12	#5	2'-3"	—
n_{17}	16	#5	5'-4"	—
n_{19}	6	#5	27'-3"	—
n_{20}	40	#5	25'-1"	—
n_{21}	34	#5	25'-2"	—
s_1	172	#6	4'-1"	—
s_2	104	#5	4'-2"	—
s_4	80	#6	4'-5"	—
s_{13}	38	#5	5'-11"	—
s_{14}	68	#7	27'-10"	—
s_{15}	18	#7	31'-9"	—
s_{16}	33	#5	12'-3"	—
s_{21}	55	#5	6'-4"	—
s_3	56	#4	5'-11"	—
s_{18}	80	#5	7'-5"	—
s_{22}	40	#5	7'-6"	—
s_{24}	64	#5	5'-11"	—
s_{19}	58	#4	4'-3"	—
s_{17}	29	#4	3'-5"	—
n	81	#5	6'-2"	—
n_1	106	#6	3'-3"	—
n_2	28	#5	6'-1"	—
n_3	22	#5	4'-3"	—
n_4	18	#5	3'-3"	—
u	6	#6	5'-1"	—
u_1	6	#6	7'-2"	—
s	98	#5	3'-0"	—
s_1	73	#6	6'-3"	—
s_2	28	#7	4'-5"	—
s_3	102	#5	3'-0"	—
s_5	36	#5	10'-3"	—
s_7	40	#4	11'-6"	—
s_8	6	#4	7'-3"	—
s_9	30	#5	3'-3"	—
s_{23}	30	#5	15'-8"	—
s_{25}	28	#5	3'-3"	—
s_{10}	36	#5	7'-3"	—
w_1	24	#5	3'-3"	—
w_4	8	#5	8'-6"	—
w_5	14	#7	36'-7"	—
w_9	16	#8	36'-10"	—
Class X Concrete			Cu. Yds.	33.3
Reinforcement Bars			Lbs.	13550
Concrete Piles			Lin. Ft.	1870

DESIGNED	A.J. Mangieri
CHECKED	
DRAWN	J.D.
CHECKED	

OCT. 20, 1972

EXAMINED
BUREAU OF BRIDGES AND TRAFFIC STRUCTURES

PASSED W.E. Baumann
ENGINEER OF DESIGN

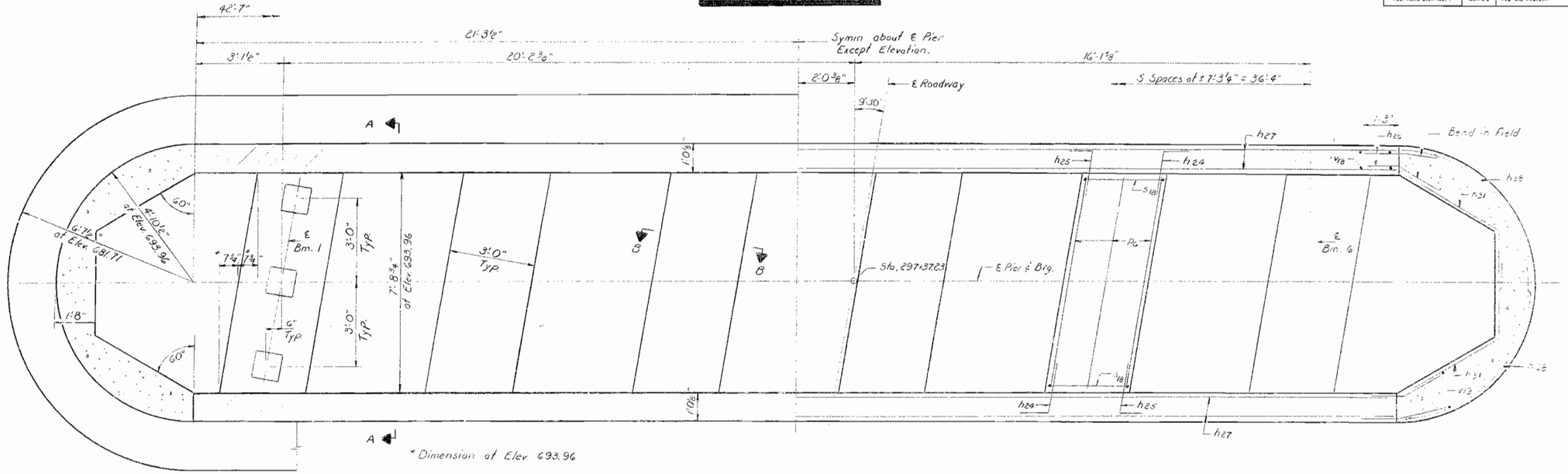
APPROVED Richard H. Hostetter
DIRECT HIGHWAY ENGINEER

SOUTH ABUTMENT
NORTH BD. LANES
F.A.I. RT. 55 SEC. 57-9HB
MC LEAN COUNTY
STA. 297+80.50

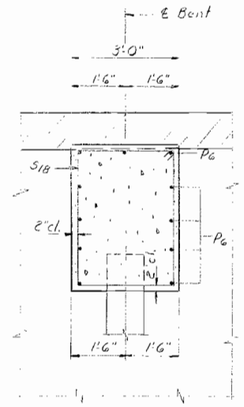
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	62
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

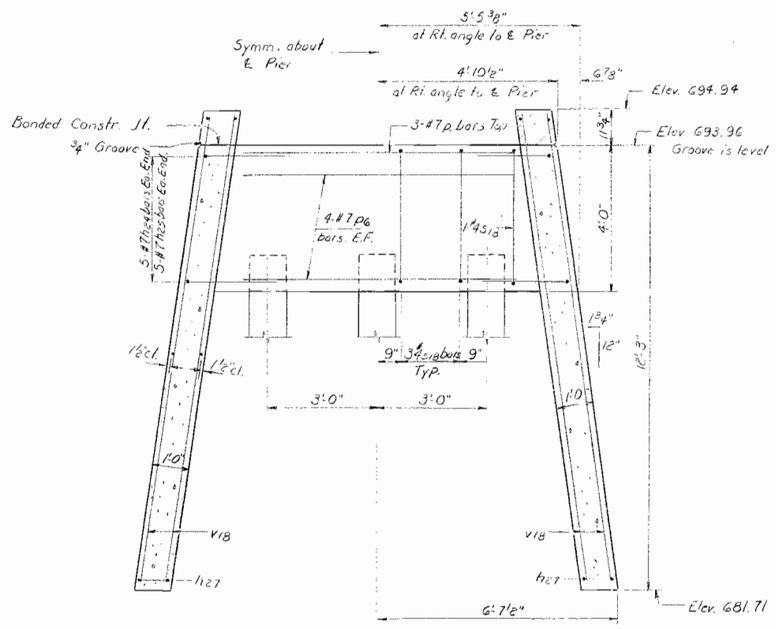
SHEET NO. 62 OF 93 SHEETS



TOP PLAN



SECTION B-B



SECTION A-A

Notes:
For Elevations see sheet # 42
For bars h24, h25 & S18 see sheet # 43
For Bill of Material see sheet # 43.
Hatched area may be poured after forms of superstructure have been removed
All edges shall have standard ¾" chamfer unless otherwise noted.
If metal shell piles are used the exposed pile lengths shall be painted with a zinc rich paint. Cost incidental

DESIGNED	J. Thompson
CHECKED	J. W. Patel
DRAWN	S.E. Lindsey
CHECKED	J. P. L.

EXAMINED Oct. 20 1972
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED W. E. Baumann
ENGINEER OF DESIGN
APPROVED Richard H. Holtermann
CHIEF HIGHWAY ENGINEER

PIER 1
SOUTH BOUND LANE
F.A.I. RT. 55 SEC. 57-9 HB
MC LEAN COUNTY
STA. 297+80.50

DIETZGEN

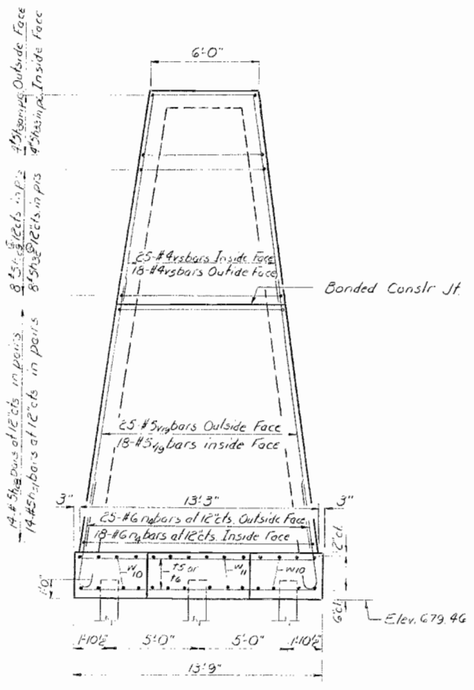
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	63
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

SHEET NO. 63
93 SHEETS

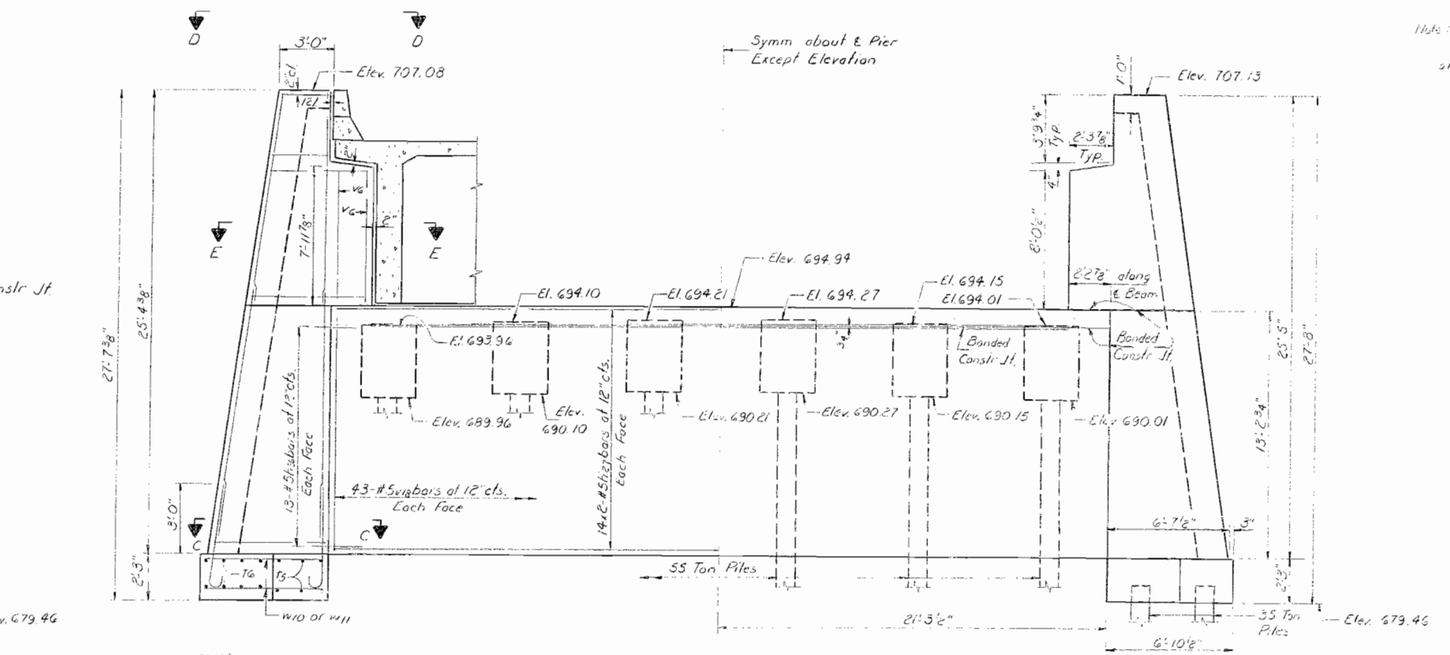
Note:
Hatched area to be poured after forms of Superstructure have been removed.

Note:
For Bars h28 thru h33 & m6 see Sheet # 53

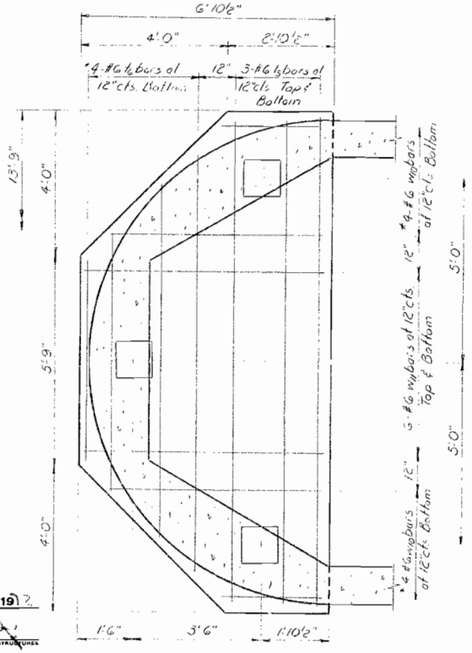


END VIEW

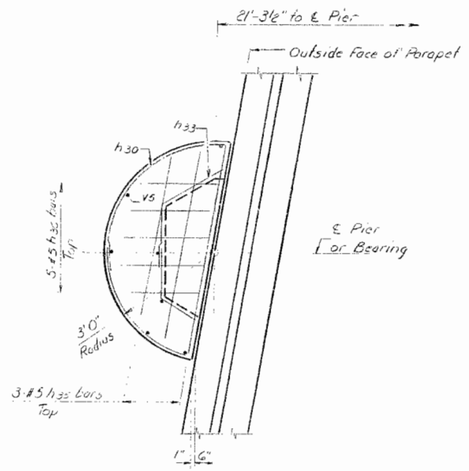
*Order wing & ta bars full length
Cut to fit and use remainder of bars
in top of footing



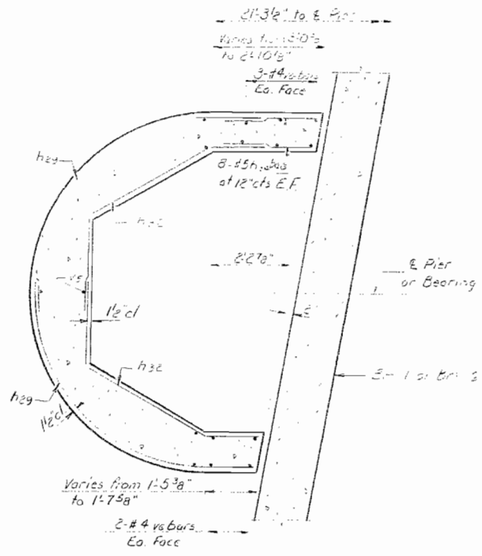
ELEVATION
Looking North



SECTION C-C



VIEW D-D



SECTION E-E

DESIGNED	J. Lindsey
CHECKED	J. W. Patel
DRAWN	S.E. Lindsey
CHECKED	J.W.P.

EXAMINED Oct 30 1972
PASSED W.E. Bamesberger ENGINEER OF DESIGN
APPROVED Richard A. Mottelman CHIEF HIGHWAY ENGINEER

PIER 1
SOUTH BOUND LANE
FAI RT 55 SEC 57-9HB
McLEAN COUNTY
STA. 297+80.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

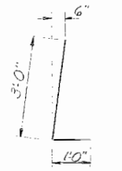
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	64
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 64
93 SHEETS

PILE DATA

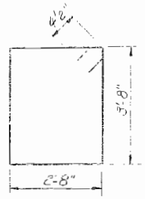
PILE BENT
Type : Concrete
Capacity : 55 Tons
Length : 54'
No. Req'd : 18

SHELL FOOTING
Type : Concrete
Capacity : 35 Tons
Length : 41'
No. Req'd : 6

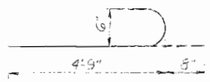


BAR h25

BAR h24

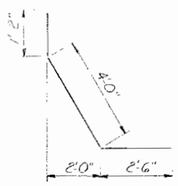


BAR S18

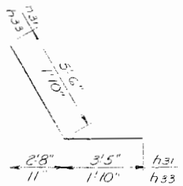


BAR n4

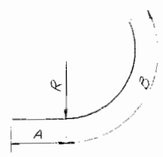
Note
Cut or bend bars h31, h32 & h33 to fit if necessary.



BAR h32



BARS h31 & h33



BARS h28, h29, & h30

Bar	R	A	B
h28	6'-4"	0"	10'-9"
h29	4'-7"	1'-2"	7'-9"
h30	3'-5"	0"	6'-0"

BILL OF MATERIAL

Bar	No	Size	Length	Type
n24	60	#7	41'-0"	
h25	60	#7	41'-0"	
h26	104	#5	24'-6"	
h27	112	#5	21'-10"	
h28	56	#5	10'-9"	
h29	32	#5	8'-11"	
h30	16	#5	6'-0"	
h31	56	#5	8'-11"	
h32	32	#5	7'-8"	
h33	16	#5	3'-8"	
h34	32	#5	2'-9"	
n35	6	#5	5'-0"	
n35	10	#5	2'-3"	
F4	64	#6	5'-5"	
F8	96	#7	7'-8"	
S18	48	#4	19'-5"	
F5	12	#6	13'-6"	
F6	6	#6	17'-6"	
V5	86	#4	11'-10"	
V6	20	#4	7'-9"	
V12	172	#5	15'-2"	
V13	86	#5	6'-2"	
n12	16	#6	9'-0"	
n11	84	#6	5'-7"	
Class A Concrete			Cu. Yds.	41.0
Reinforcement Bars			Lbs.	8,985
Surface Area			Sq. Ft.	1248

DESIGNED [illegible]
CHECKED [illegible]
DRAWN S.E. Lindsey
CHECKED [illegible]

EXAMINED Oct. 20 19 72
[signature] ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED [signature] ENGINEER OF DESIGN
APPROVED [signature] CHIEF HIGHWAY ENGINEER

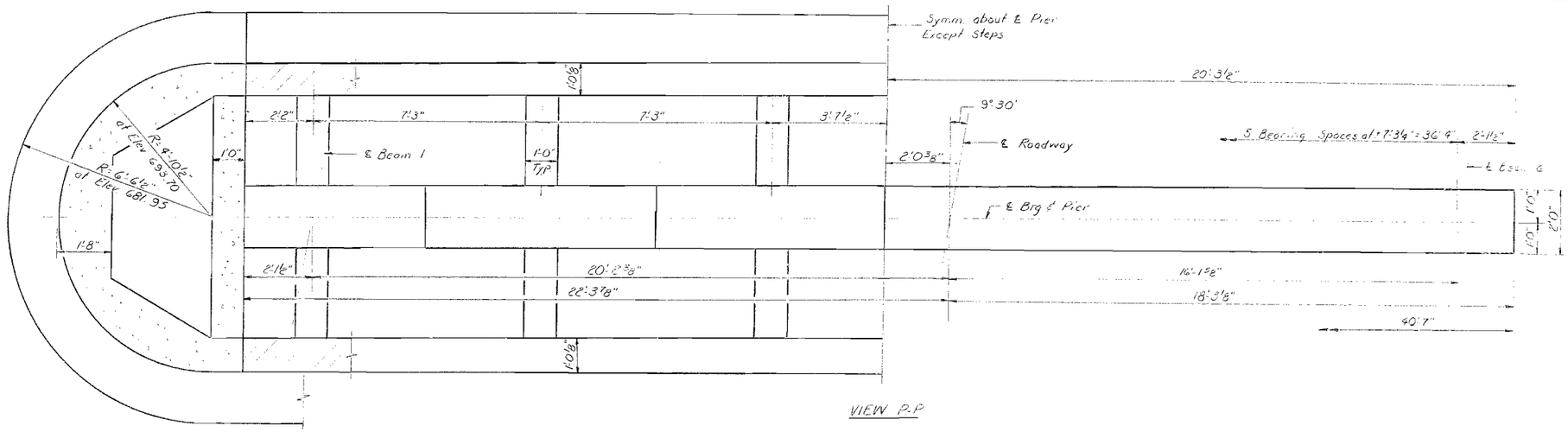
PIER 1
SOUTH BOUND LANE
FAI RT 55 SEC 57-9 HE
McLEAN COUNTY
STA 297+80.50

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

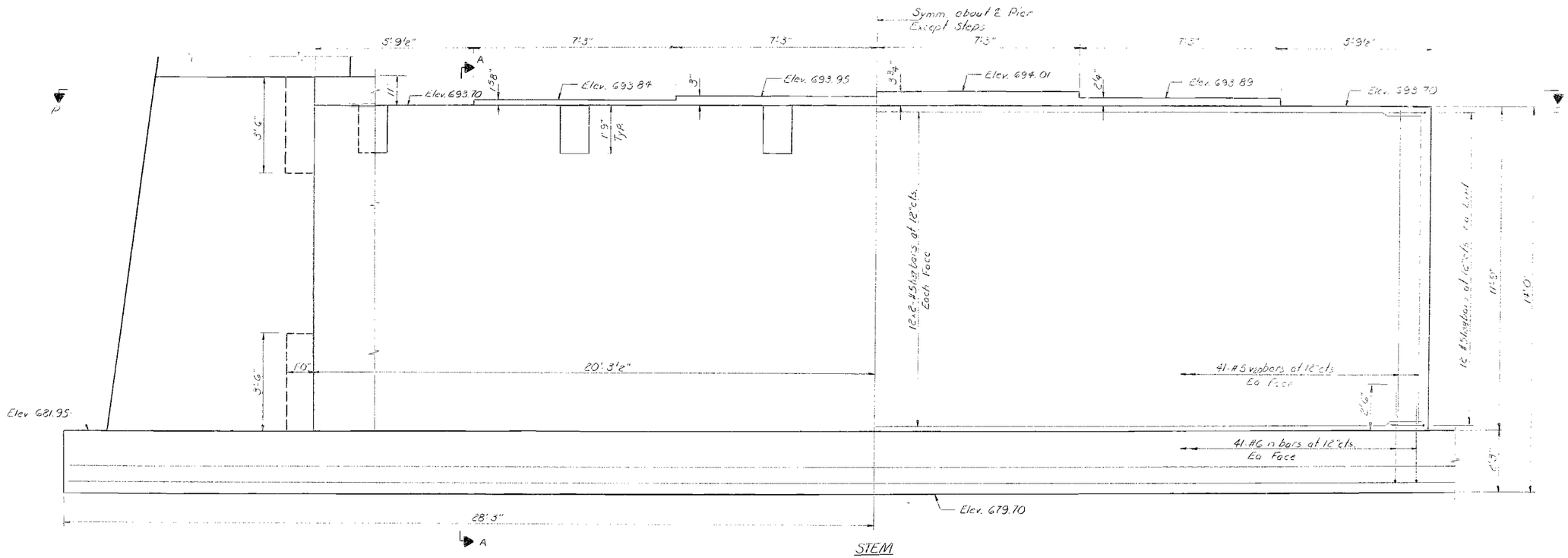
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	65
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 65
58 SHEETS



VIEW P-P

Notes:
All edges shall have standard ¾ chamfer unless otherwise noted.
For bars in ℄ r. see sheet # 67
For Bill of Material see sheet # 67
For Sec A A see sheet # 65



STEM ELEVATION
Looking North

DESIGNED	A. J. Nelligan
CHECKED	J.M.P.
DRAWN	S.E. Lindsey
CHECKED	J.M.P.

EXAMINED Oct. 30 1972
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED [illegible]
ENGINEER OF DESIGN
APPROVED Richard H. Mogerman
CHIEF HIGHWAY ENGINEER

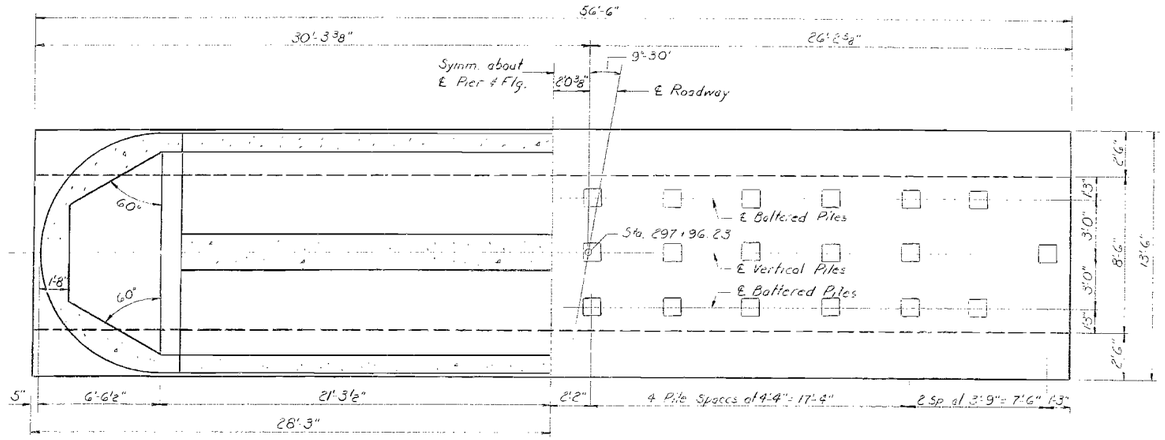
PIER 2
SOUTH BOUND LANE
FAI. RT. 55 SEC 57-3 HB
McLEAN COUNTY
STA 297+80.50

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

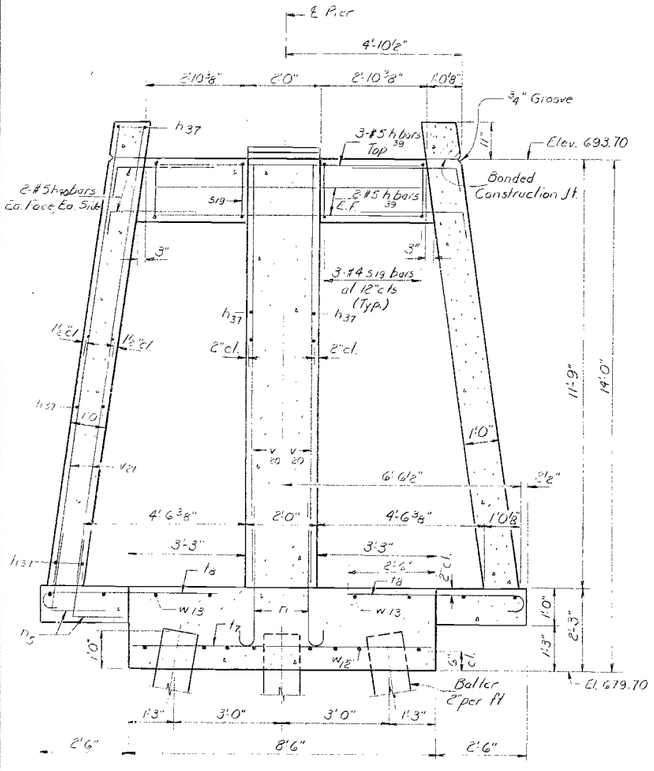
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I. F. A. I. 55	57-9HB	MC LEAN	93	66
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 45
55 SHEETS

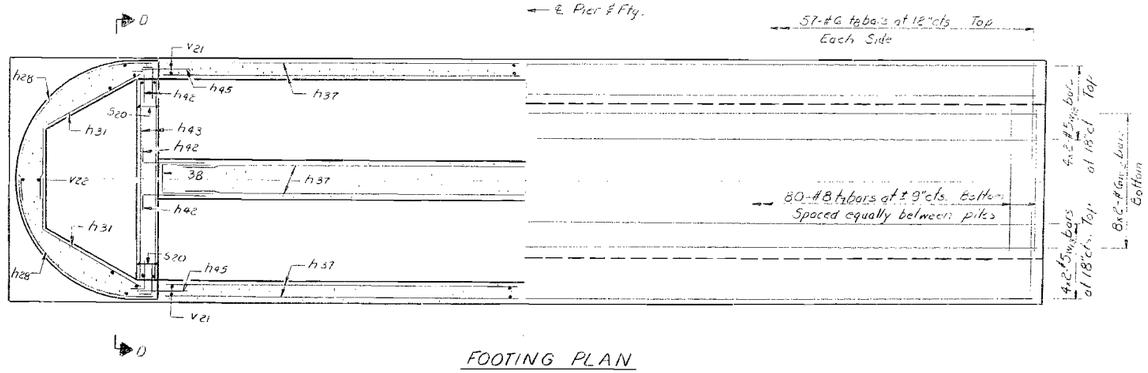


FOOTING PLAN
Showing dimensions & pile layout

Notes:
Hatched areas may be poured after forms of superstructure have been removed.
For small elevation & details see sheet # 45
For bars h31, h32, h40, h42, h43, h44, S19, S20, V18 see sheet # 47
For Section D-D see sheet # 47



SECTION A-A



FOOTING PLAN
Showing Reinforcement

DESIGNED	V. Malayyat
CHECKED	J. M. Patel
DRAWN	S. E. Lindsey
CHECKED	J. M. Patel

EXAMINED Richard A. Gutierrez — Oct. 20 1972
CHIEF BRIDGE AND TRAFFIC STRUCTURES ENGINEER
PASSED H. E. Blumhorst
ENGINEER OF DESIGN
APPROVED Richard A. Gutierrez
CHIEF HIGHWAY ENGINEER

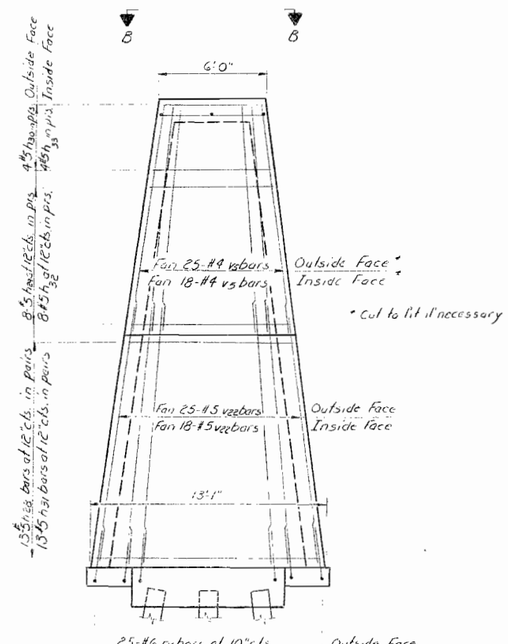
PIER 2
SOUTH BOUND LANE
FAI RT. 55 SEC. 57-9 HB
McLEAN COUNTY
STA 297+60.50

DIETZGEN

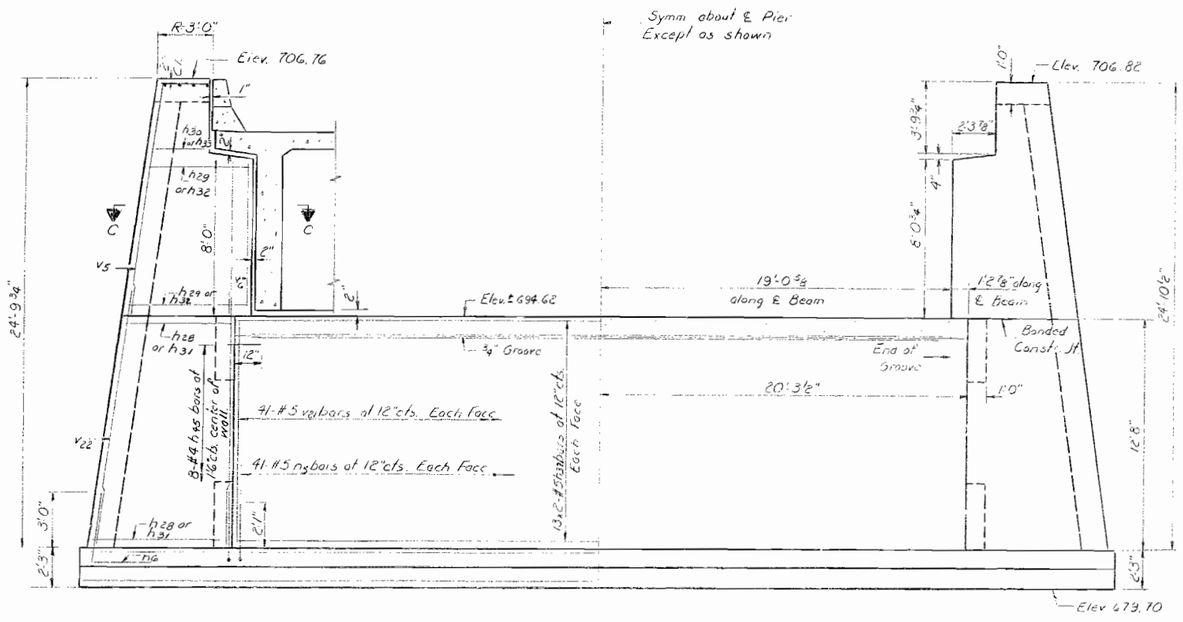
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	McLEAN	93	67
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 67
58 SHEETS

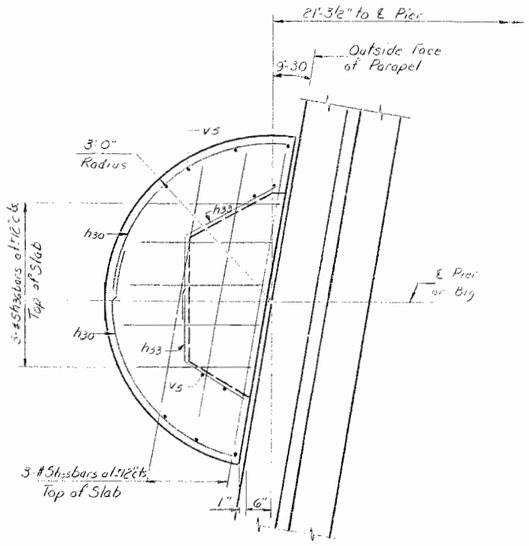


END VIEW

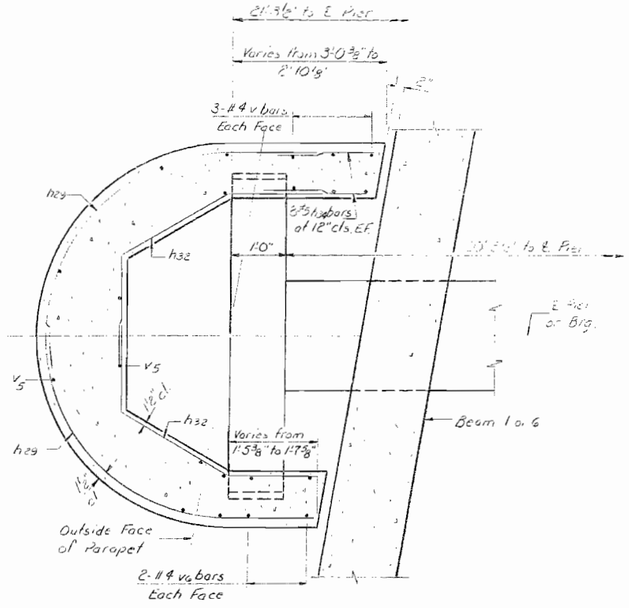


SHELL
ELEVATION
Looking North

Notes:
Work for g shall n. on shells 66 & 67



VIEW B-B



SECTION C-C

DESIGNED	A. L. Hillyer
CHECKED	L. H. [illegible]
DRAWN	S.E. Lindsey
CHECKED	L. H. [illegible]

EXAMINED Oct. 20 1972
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED [illegible]
ENGINEER OF DESIGN
APPROVED Richard H. Hetterman
CHIEF HIGHWAY ENGINEER

PIER 2
SOUTH BOUND LANE
FAI. RT. 55 SEC 57-9HB
McLEAN COUNTY
STA. 297+80.50

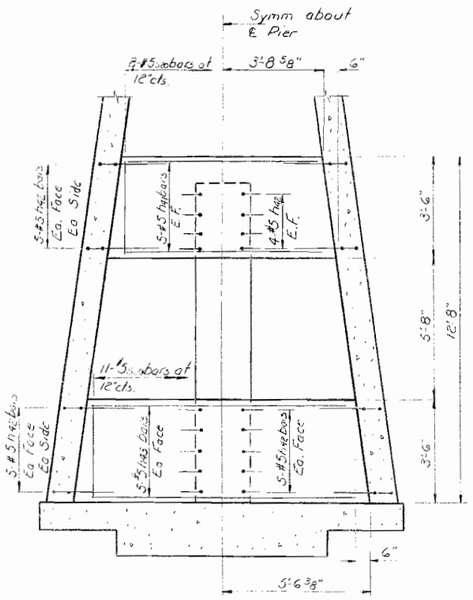
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	68
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

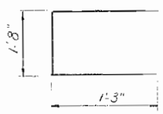
SHEET NO. 27
58 SHEETS

PILE DATA

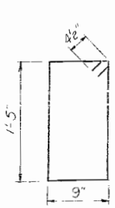
Type : Concrete
Capacity : 35 Tons
Length : 41'
No. Reqd : 36 including one test pile



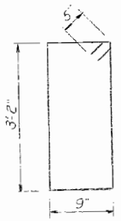
SECTION D-D



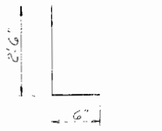
BAR h38



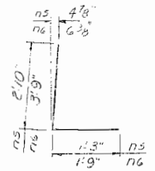
BAR S19



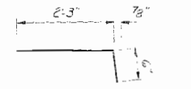
BAR S20



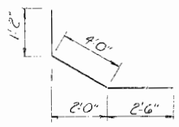
BAR h42



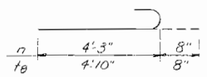
BARS n5 & n6



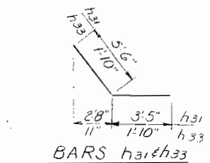
BAR h40



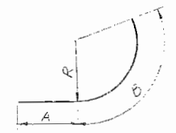
BAR h32



BARS n & h8



BARS h31 & h33



BARS h26 h29 h30

Bar	R	A	B
h26	6'-4"	0"	10'-9"
h29	4'-7"	1'-2"	7'-9"
h30	3'-5"	0"	6'-0"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h26	52	#5	10'-9"	
h29	32	#5	8'-11"	
h30	18	#5	6'-0"	
h31	52	#5	5'-11"	
h32	36	#5	7'-2"	
h33	14	#5	5'-8"	
h34	28	#5	2'-5"	
h35	4	#5	3'-10"	
h36	10	#5	2'-3"	
h37	132	#5	20'-10"	
h38	24	#5	4'-2"	
h39	42	#5	7'-6"	
h40	46	#5	8'-5"	
h41	20	#5	7'-3"	
h42	16	#5	3'-0"	
h43	20	#5	9-9	
n2	36	#6	6'-0"	
n	82	#6	6'-7"	
n5	164	#5	4'-1"	
n6	86	#6	5'-9"	
S19	36	#4	5'-1"	
S20	36	#5	8'-8"	
t7	80	#6	5'-5"	
t8	14	#6	5'-5"	
v5	86	#4	11'-10"	
v6	20	#4	7'-3"	
v20	82	#5	11'-6"	
v21	164	#5	12'-5"	
v22	86	#5	13'-9"	
w4	16	#6	29'-0"	
w5	16	#5	25'-9"	
Class A Concrete		Cu. Yds.	145.7	
Reinforcement Bars		Lbs.	5570	
Concrete Piles		Lin. Ft.	1435	
Test Pile Concrete		Each	1	

DESIGNED	A. J. Mungovan
CHECKED	J. M. Hall
DRAWN	S. E. Lindsey
CHECKED	[illegible]

EXAMINED Oct. 30 1972
PASSED H. E. Baumann
ENGINEER OF DESIGN
APPROVED Richard H. Hotterman
CHIEF HIGHWAY ENGINEER

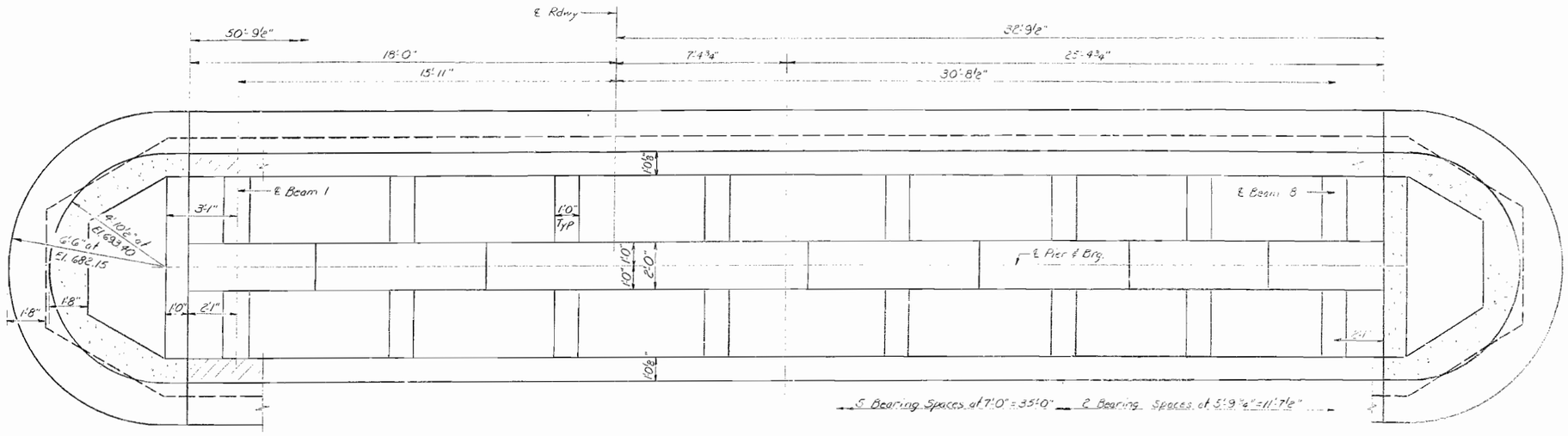
PIER 2
SOUTH BOUND LANE
FAI. RT. 55 SEC. 57-9 HB
Mc LEAN COUNTY
STA 297+80.50

BLITZGEN

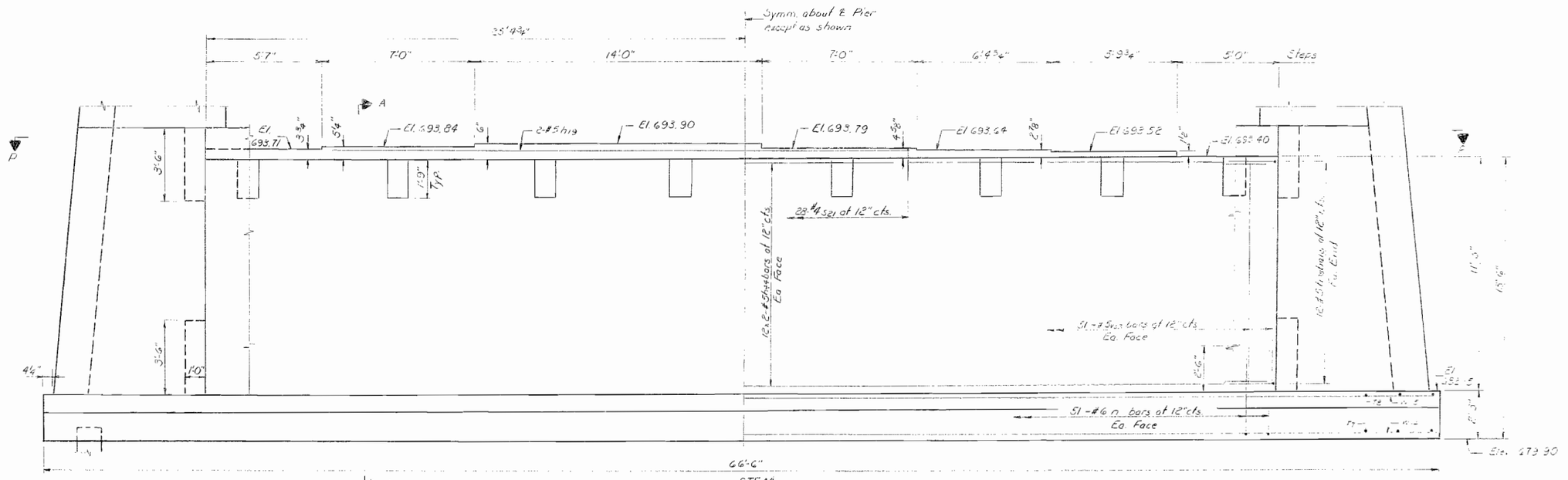
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	69
FED. ROAD DIST. NO. 7	ILLINOIS	FED. A.D. PROJECT.		

SHEET NO. 69
93 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



VIEW P-P



STEM ELEVATION
Looking North

Notes:

All edges shall have standard ¾" chamfers unless otherwise noted
For Bill of Material see sheet #51.
For Sec. A-A see sheet #49.
For bars #38, n & s21 see sheet #51.

DESIGNED	A. I. Khayyat
CHECKED	J.M. Patel
DRAWN	S.L. Lindsey
CHECKED	J. M.P.

EXAMINED Oct. 20 1972
Chief Engineer Bridge and Traffic Structures
PASSED
Engineer of Design
APPROVED
Chief Highway Engineer

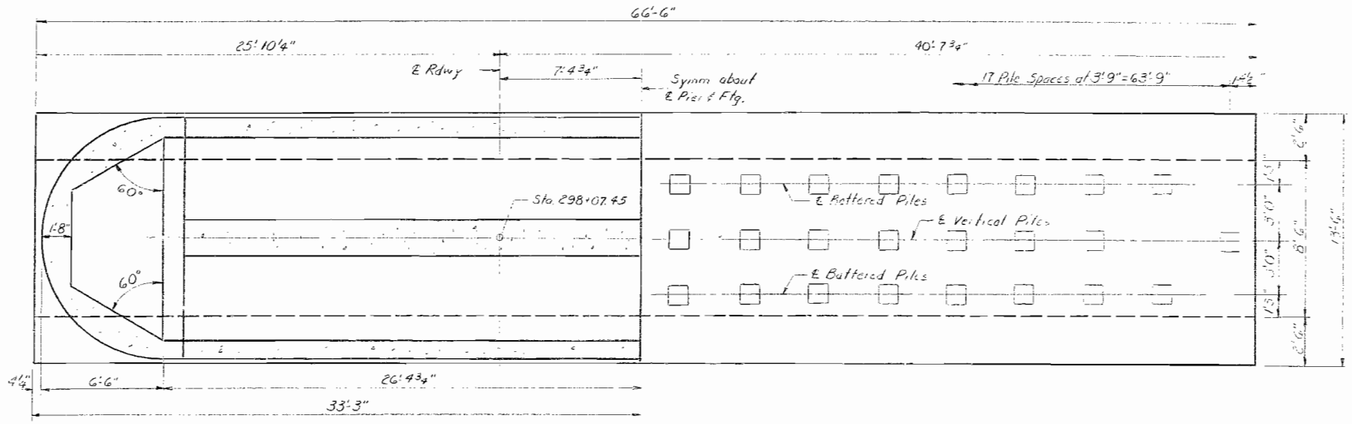
PIER 2
NORTH BOUND LANES
FAI RT 55 SEC. 57-9 HB
McLEAN COUNTY
STA. 297+80.50

DIETZGEN

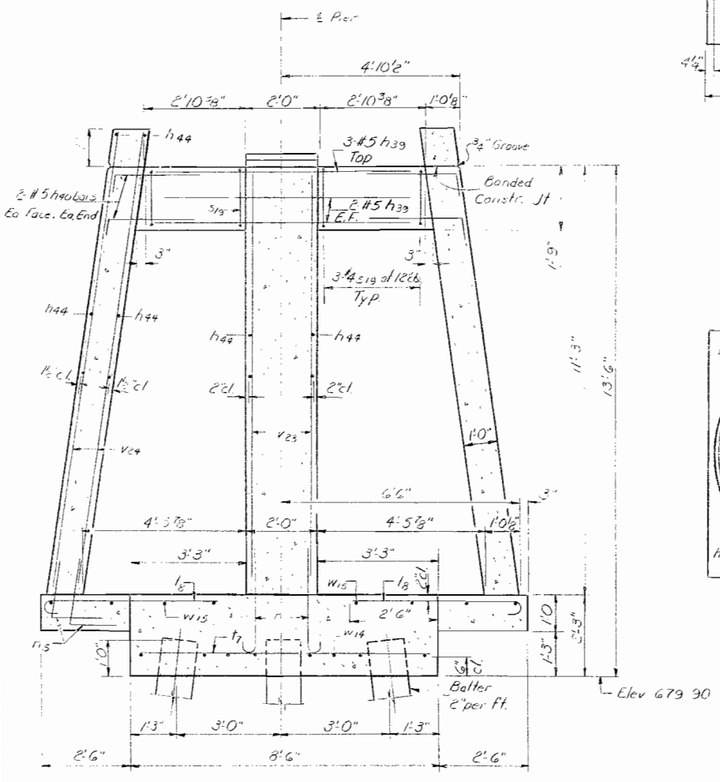
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	McLEAN	93	70
FED. ROAD DIST. NO. 7	ILLINOIS	FED. A.D. PROJECT		

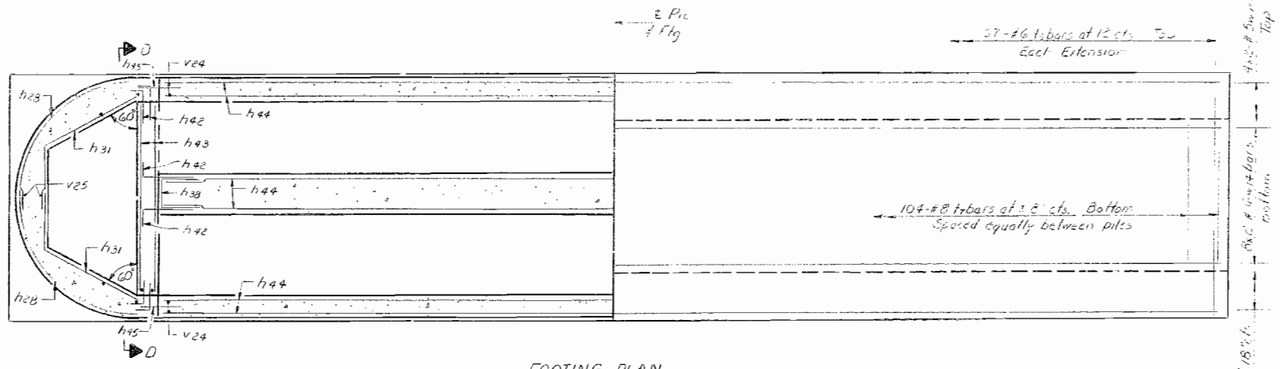
SHEET NO. 55
55 SHEETS



FOOTING PLAN



SECTION A-A



FOOTING PLAN
Showing Reinforcement

Notes:
Hatched area may be poured after forms of superstructure have been removed.
For shell Elevation & Details see sheet #50
For bars h40 & s19 see sheet #50
For Section D-D see sheet #51.

DESIGNED	A. L. Allsopp
CHECKED	L.M.P.Hal
DRAWN	S.E.Lindsey
CHECKED	L.M.P.

EXAMINED Oct 20 1972
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED W. E. Bauman
ENGINEER OF DESIGN
APPROVED Richard J. Bolterman
CHIEF HIGHWAY ENGINEER

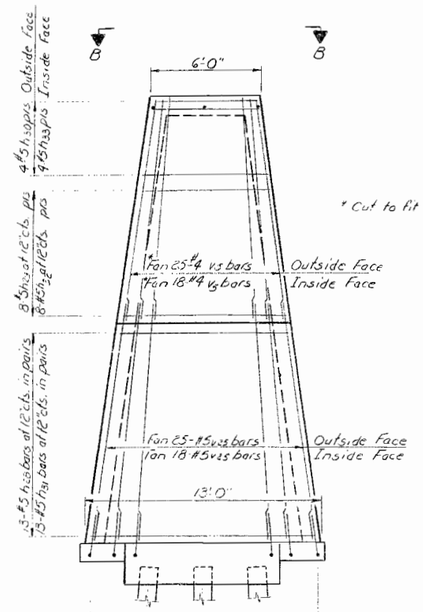
PIER E
NORTH BOUND LANES
FAI RT 55 SEC 57-9HB
McLEAN COUNTY
STA 297+80.50

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

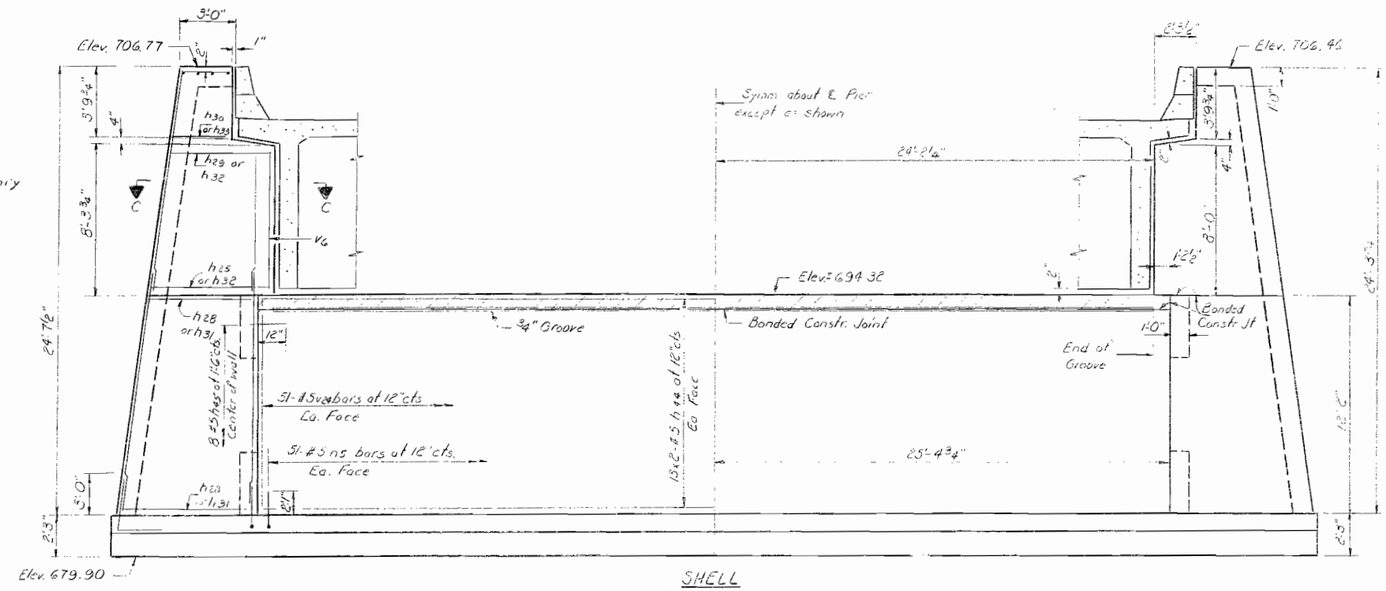
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-3HB	MC LEAN	93	71
FED. ROAD DIST. NO. 7	ILLINOIS	FED. A.D. PROJECT		

SHEET NO. 55
93 SHEETS

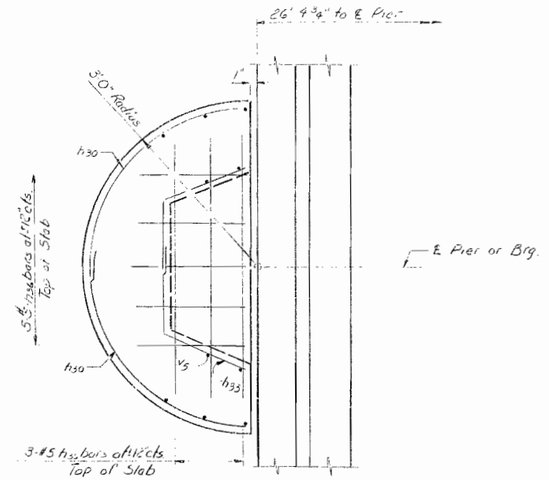


END VIEW

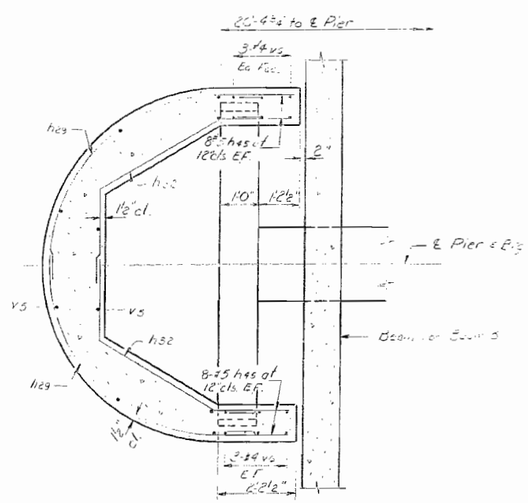
* Cut to fit if necessary



SHELL
ELEVATION
Looking North



VIEW B-B



SEC GC

DESIGNED	A. J. Schaap
CHECKED	L.M.H.
DRAWN	S.E. Lindsey
CHECKED	L.M.H.

EXAMINED OCT. 20 1972
PASSED W. E. Saucier
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
APPROVED Richard D. Holtzman
ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

PIER 2
NORTH BOUND LANES
F.A.I. RT. 55 SEC. 57-3 HB
McLEAN COUNTY
STA. 297+80.50

DIETZGEN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	72
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

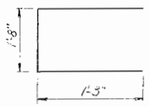
SHEET NO. 5
93 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
[redacted]

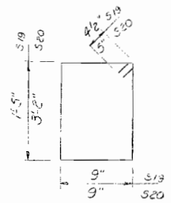
PILE DATA

Type : Concrete
Capacity : 35 Tons
Length : 37'
No. Req'd : 48

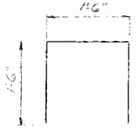
BAR h40



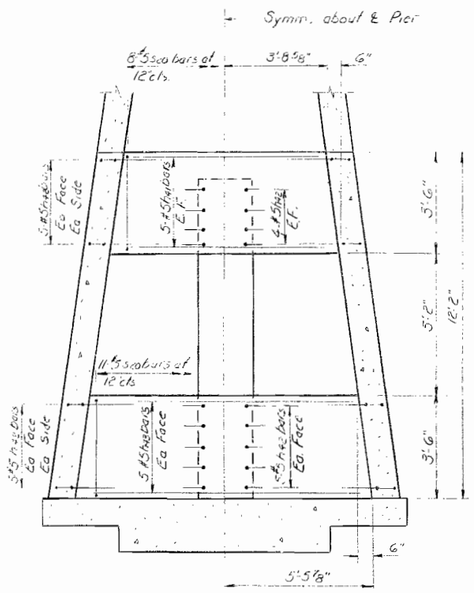
BAR h38



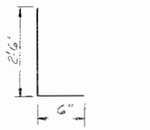
BARS s19 & s20



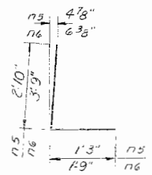
BAR s21



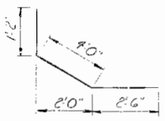
SECTION D-D



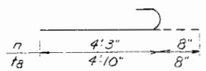
BAR h42



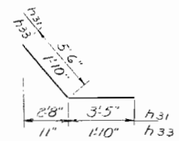
BARS n5 & n6



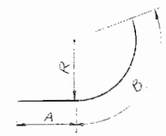
BAR h32



BARS n & t8



BARS h31 & h33



BARS h28, h29 & h30

Bar	R	A	B
h28	6'4"	0"	10'9"
h29	4'7"	1'6"	7'9"
h30	3'5"	0"	6'0"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h19	2	#5	5'-2	
h38	32	#5	10'3	
h39	32	#5	3'11	
h20	16	#5	6'-0	
h31	56	#5	2'11	
h32	32	#5	7'3	
h33	16	#5	3'8	
h36	16	#5	5'0	
h26	10	#5	2'3	
h35	24	#5	4'6	
h23	36	#5	7'6"	
h24	64	#5	2'3	
h41	20	#5	7'3	
h42	116	#5	3'0	
h43	20	#5	5'-2	
h44	192	#5	22'1	
h45	96	#5	2'-2	
n	108	#6	9'11	
n5	204	#5	6'1	
n6	56	#5	5'-2	
s19	45	#4	5'	
s20	58	#5	5'5	
s21	29	#4	4'-2	
t7	104	#6	5'-2	
t8	134	#6	5'-6	
v3	56	#4	11'-10	
v4	24	#4	7'-5"	
v33	132	#5	11'-0"	
v34	204	#5	12'0"	
v35	86	#5	5'-5"	
w16	16	#6	33'-1"	
w15	16	#5	33'-1"	

Class A Concrete	Cu. Yds.	8.5
Reinforcement Bars	Lbs.	2,252
Concrete Piles	Lin. Ft.	1776

DESIGNED	A. J. Whitegoat
CHECKED	J. P. Hall
DRAWN	S. E. Lindsey
CHECKED	J. M. R.

EXAMINED Oct 30 19 72
PASSED M. E. Bannerman ENGINEER OF DESIGN
APPROVED Edward N. Holtzman CHIEF HIGHWAY ENGINEER

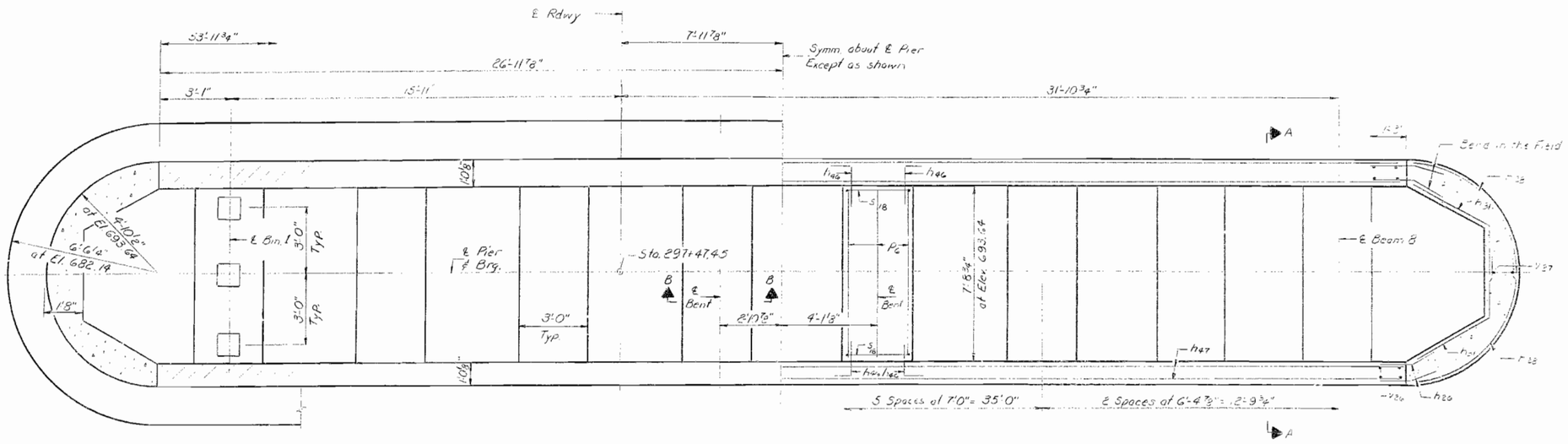
PIER 2
NORTH BOUND LANES
FAI RT 55 SEC. 57-9HB
McLEAN COUNTY
STA. 297+80.50

D. LETZGEN

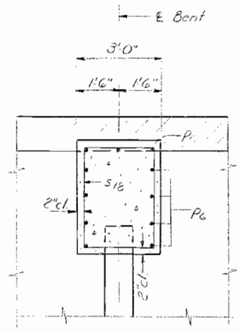
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A.I. 55	57-9HB	MC LEAN	93	73
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

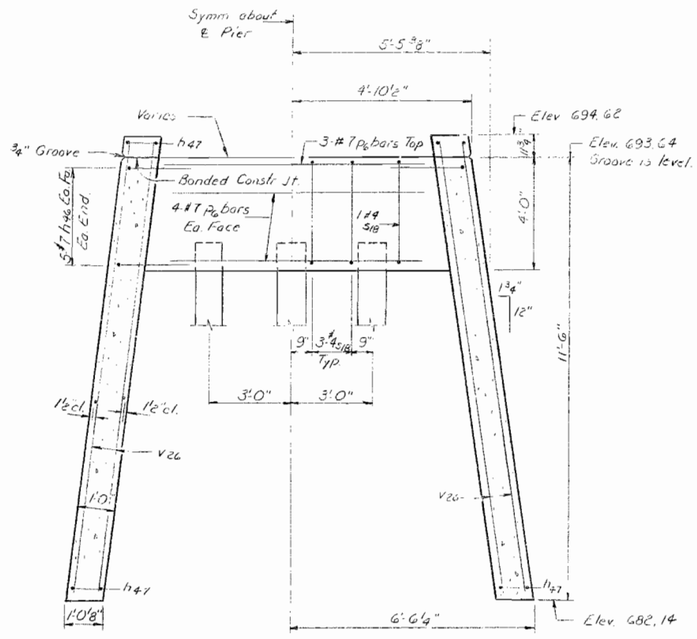
SHEET NO. 55
OF 93 SHEETS



TOP PLAN



SEC. B-B



SEC. A-A

Notes:
For Elevation see sheet #53
For Bars tag No. h46 & h47 see sheet #54
For Bill of Material see sheet # 54
Indicated area may be poured after forms of superstructure have been removed
All edges shall have standard 3/4 chamfers unless otherwise noted.
If metal shell piles are used the exposed pile shall be painted with a zinc rich paint. Cost included.

DESIGNED	A. J. Wheeler
CHECKED	J. M. Patel
DRAWN	S. E. Lindsay
CHECKED	J. M. Patel

EXAMINED OCT. 20 1977
PASSED W. C. Bauman ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
APPROVED Richard J. Holtzman CHIEF HIGHWAY ENGINEER

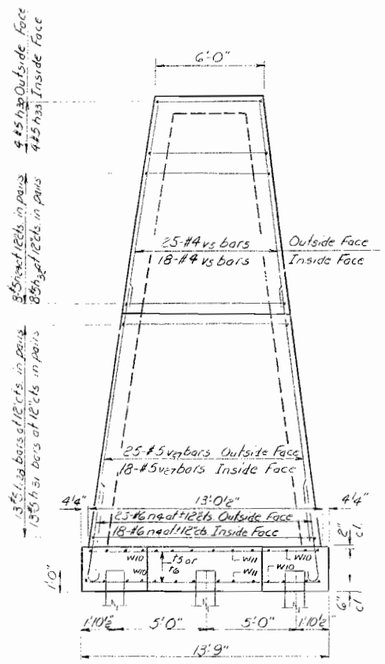
PIER 1
NORTH BOUND LANES
FAI. RT. 55 SEC. 57-9 HB
MC LEAN COUNTY
STA. 237+80.50

DILTZGEN

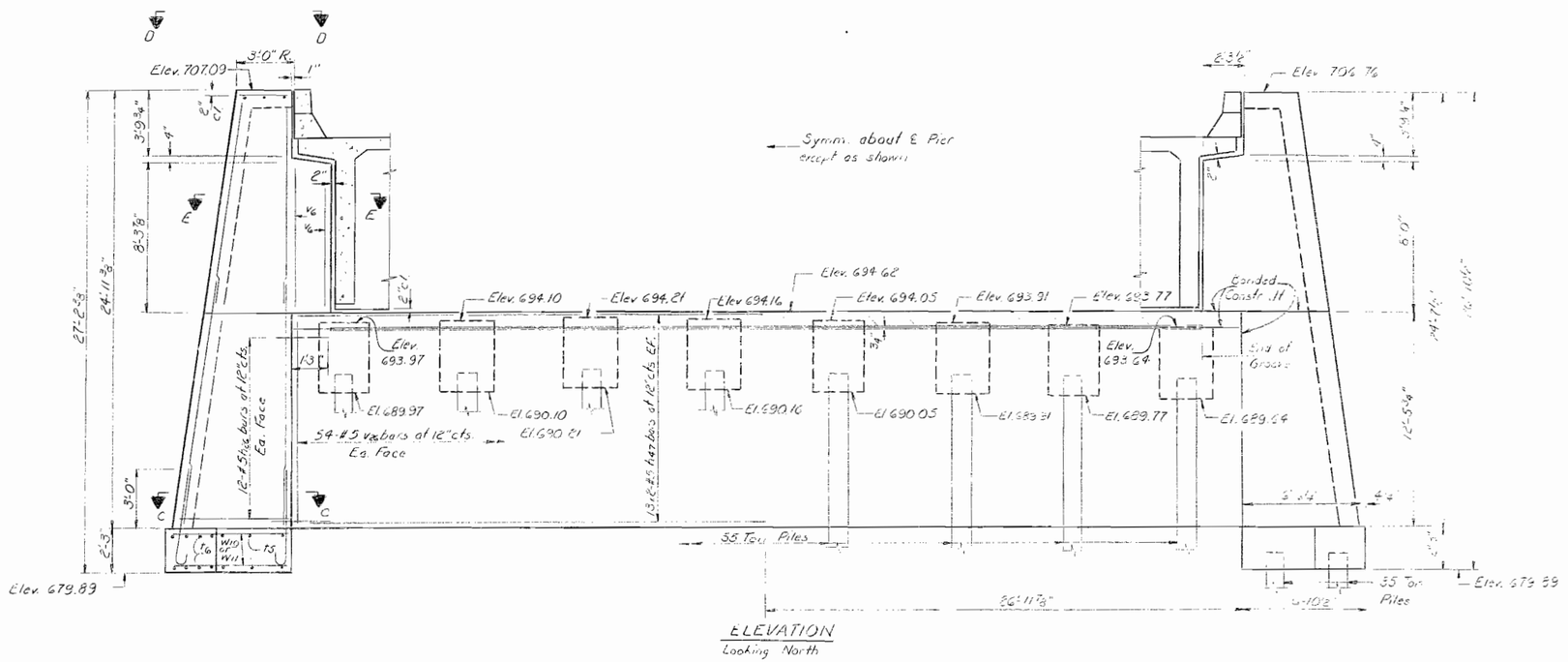
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	74
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 55
58 SHEETS

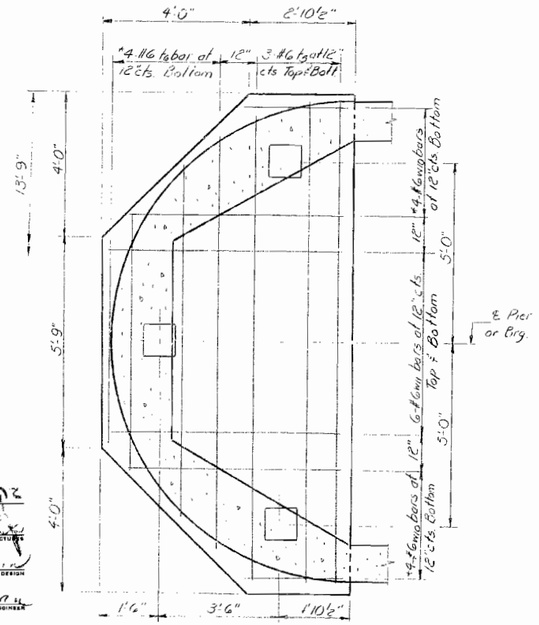


END VIEW

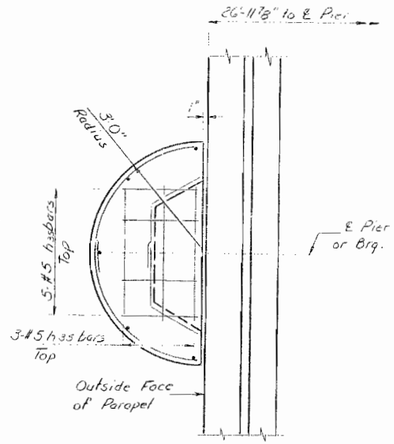


ELEVATION
Looking North

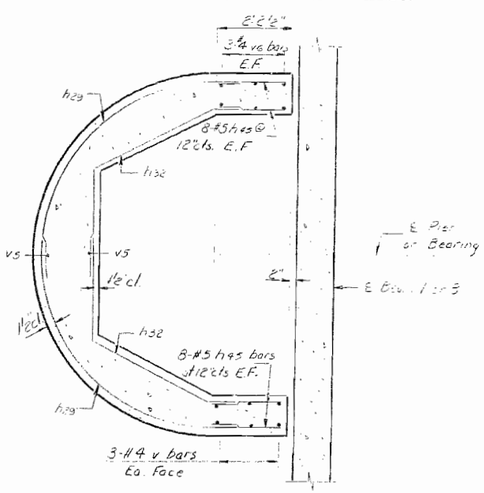
* Order w10 & tb bars full length, cut to fit & use remainder of bars in Typ. ℄ footing.



SEC. C-C



VIEW D-D



SEC. E-E

DESIGNED	J. J. Murphy
CHECKED	J. M. Bartel
DRAWN	S.E. Lindsey
CHECKED	J. M. P.

EXAMINED Oct. 20 1972
PASSED [signature] ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
APPROVED [signature] CHIEF HIGHWAY ENGINEER

DIETZGEN

PIER 1
NORTH BOUND LANES
FAI. RT. 55 SEC. 57-9 HB
McLEAN COUNTY
STA. 297+80.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

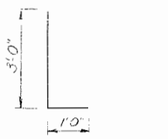
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	75
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 54
58 SHEETS

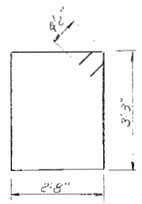
PILE DATA

PILE BENT
Type: Concrete
Capacity: 55 Tons
Length: 53'
No. Req'd: 24 including 1 Test Pile

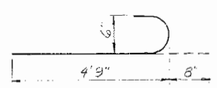
SHELL FOOTING
Type: Concrete
Capacity: 35 Tons
Length: 37'
No. Req'd: 6



BAR h46

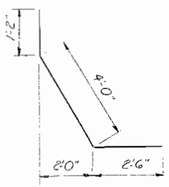


BAR S18

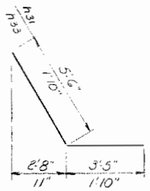


BAR n4

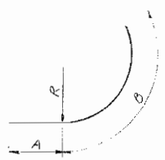
Note:
Cut or bend bars h31, h32, & h33 to fit if necessary



BAR h32



BARS h31 & h33



BAR h28, h29 & h30

Bar	R	A	B
h28	6'-4"	0"	10'9"
h29	4'-7"	1'2"	7'9"
h30	3'5"	0"	6'0"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h25	36	#5	3'6	
h26	32	#5	10'9"	
h29	32	#5	8'11"	
h30	16	#5	6'0"	
h31	52	#5	8'11	
h32	32	#5	7'8"	
h33	16	#5	3'8"	
h34	4	#5	5'0"	
n36	10	#5	2'3	
n45	64	#5	12'0"	
n46	160	#7	4'0"	
n47	104	#5	27'6	
n4	36	#6	5'5	
S18	32	#4	13'3"	
t5	12	#6	13'0	
t6	5	#6	17'0	
v5	56	#4	11'10	
v6	24	#4	7'9"	
v26	216	#5	12'3	
v27	96	#5	13'6	
w10	18	#4	9'3"	
w11	64	#4	6'7"	

Class A Concrete	Cu Yds	27.3
Reinforcement Bars	Lbs.	4250
Concrete Piles	Lin. Ft.	74
Test Pile Concrete	Each	1

DESIGNED	[illegible]
CHECKED	J.M.P.
DRAWN	S.E. Lindsey
CHECKED	J.M.P.

EXAMINED Oct. 20 19[illegible]
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED [illegible]
ENGINEER OF DESIGN
APPROVED Richard H. Hotter
CHIEF HIGHWAY ENGINEER

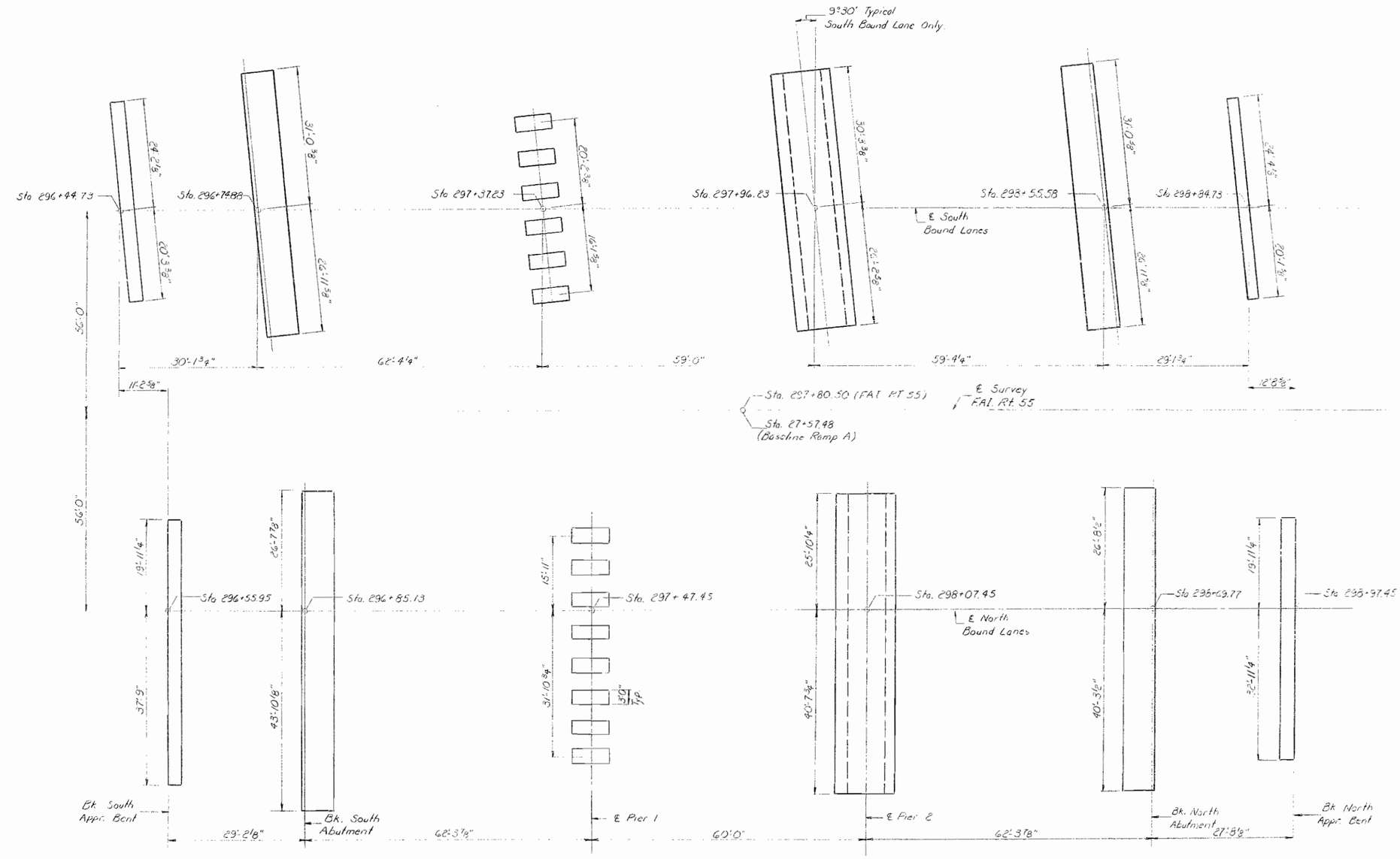
PIER 1
NORTH BOUND LANE
FAI. RT 55 SEC. 57-9 HB
McLEAN COUNTY
STA. 297+80.50

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	76
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

SHEET NO. 57
53 SHEETS



FOOTING PLAN

DESIGNED	A. J. Klingler
CHECKED	J. M. Meister
DRAWN	S. E. Lindsey
CHECKED	J. M. M.

EXAMINED Oct. 20 19 97
BUREAU OF BRIDGE AND TRAFFIC STRUCTURES
PASSED W. E. Zaumann
ENGINEER OF DESIGN
APPROVED Richard A. Gutterman
CHIEF HIGHWAY ENGINEER

FOOTING LAYOUT
FAI. RT 55 SEC. 57-9 HB
McLEAN COUNTY
STA 297+80.50

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
[redacted]

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	77
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 5
93 SHEETS

Boring No. 1
Station 296+65
Offset CL NBML

Surface Water El. ——
Groundwater El. at Completion ——
After —— Hours

Ground Surface	Elevation	N	Qu t/s.f.	w (%)
BROWN SILTY CLAY (HARD)	696.2	9	4.5 P	19
	691.7			
DARK BROWN SANDY CLAY LOAM (MEDIUM)		10	-	-
	689.2			
BROWN SILTY CLAY (MEDIUM)		5	0.7 B	19
	686.7			
BROWN CLAY GLACIAL TILL (STIFF)		8	1.6 B	16
		10	1.9 B	14
		11	1.6 B	13
		9	1.9 B	14
		11	2.7 B	13
	674.2			
GRAY CLAY GLACIAL TILL (VERY STIFF)		12	3.5 B	12
	669.2			
GRAY CLAY (TILL) (STIFF)		9	1.8 B	16
	666.7			
GRAY CLAY (TILL) (VERY STIFF)		12	3.7 B	13
	664.2			
GRAY SILTY CLAY (ORGANIC) (STIFF)		12	1.9 S	12
	661.7			
GRAY SILTY CLAY (LITTLE ORGANIC) (VERY STIFF)		14	3.5 P	39
	659.2			
DARK GRAY CLAY (TILL) (STIFF)		9	2.9 B	24
	656.7			
GRAY SILTY CLAY W/SAND LAYERS (MEDIUM)		3	0.7 B	21
	654.2			
GRAY CLAY (TILL) SANDY (MEDIUM)		4	0.7 B	20
		4	0.9 S	17
	649.2			
GRAY SAND & GRAVEL (SMALL) (VERY LOOSE)		1	-	-
	646.7			
GRAY SAND & GRAVEL (SMALL) (MEDIUM)		12	-	-
		11	-	-
	643.7			
GRAY CLAY (TILL) & SILTY CLAY (HARD)		54	5.2 S	13
	639.2			
GRAY CLAY (TILL) SANDY SMALL SAND LAYER (VERY DENSE)		107	-	-
		57	-	-
	634.2			
GRAY CLAY (TILL) HARD	632.7	106	7.6 S	8
BORING COMPLETED				

Boring No. 2
Station 296+48
Offset CL SBML

Surface Water El. ——
Groundwater El. at Completion ——
After —— Hours

Ground Surface	Elevation	N	Qu t/s.f.	w (%)
BROWN SILTY CLAY (VERY STIFF)	697.1	8	3.0 P	21
	692.6			
BROWN SILTY CLAY (STIFF)		9	2.3 B	19
	690.1			
BROWN CLAY (GLACIAL TILL) (VERY STIFF)		12	3.2 B	22
	687.6			
BROWN CLAY (GLACIAL TILL) (STIFF)		8	2.3 B	16
		10	2.5 S	21
	682.6			
GRAY CLAY (GLACIAL TILL) (STIFF)		8	2.4 B	15
		7	1.5 B	13
		7	1.6 B	14
GRAY CLAY (GLACIAL TILL) (STIFF)		8	2.1 B	14
		8	2.7 B	13
THIN SAND ZONE		9	2.5 B	15
		10	2.3 B	13
	662.6			
GRAY CLAY (GLACIAL TILL) (HARD)		7	1.5 B	14
		21	8.5 B	11
	660.2			
DARK GRAY SILTY CLAY (ORGANIC) (VERY STIFF)		17	3.5 S	36
	657.6			
GRAY CLAY (TILL) (SOFT)		3	0.5 B	21
	655.1			
GRAY CLAY (TILL) (STIFF)		5	1.4 B	21
	652.6			
GRAY CLAY (TILL) SANDY (SOFT)		5	0.7 B	17
	650.1			
GRAY TILL & SAND (VERY LOOSE)		4	-	-
	647.6			
GRAY SAND & SMALL GRAVEL (VERY LOOSE)		5	-	-
1/2" PEAT		9	-	-
	641.6			
GRAY CLAY (TILL) (HARD)		70	5.5 S	10
		54	4.4 S	9
	637.6			
GRAY CLAY (TILL) SANDY (HARD)		54	4.5+ P	9
	635.1			
GRAY CLAY(TILL)VERY SANDY (HARD)		150	4.5+ P	6
	632.6			
GRAY CLAY (TILL) (VERY STIFF)	631.1	200	3.7 B	8
BORING COMPLETED				

N-Standard Penetration Test – Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 # hammer falling 30"

Qu-Unconfined Compressive Strength – t/sf
w-Water Content – percentage of oven dry weight - %

Type failure
B-Bulge Failure
S-Shear Failure
E-Estimated Value
P-Penetrometer

DESIGNED	J. Vitek
CHECKED	[illegible]
DRAWN	Bev Robinson
CHECKED	J.M.V.

EXAMINED OCT. 20 1972
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED W.E. Baumann
ENGINEER OF DESIGN
APPROVED Leslie H. Gastorna
CHIEF HIGHWAY ENGINEER

BORING DATA
F.A.I. RT. 55 SEC. 57-9HB
McLEAN COUNTY
STA. 297+80.50

DIETZGEN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9H8	MC LEAN	93	78
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5
58 SHEETS

Boring No. #3
Station 298+78
Offset CL SBML

Surface Water El. ——
Groundwater El. at Completion ——
After —— Hours

Ground Surface 686.6	Elevation	N	Qu t/s.f.	w (%)
BROWN SILTY CLAY & SANDY LOAM (HARD)	0			
682.1		12	5.4 S	16
BROWN SAND & SMALL GRAVEL (VERY LOOSE)	-5	4	-	-
679.6				
BROWN CLAY (GLACIAL TILL) (STIFF)		8	1.5 B	15
677.1				
GRAY CLAY (TILL), SILTY (STIFF)	-10	16	2.6 S	12
674.6				
GRAY CLAY (TILL) (VERY STIFF)		12	3.7 S	12
672.1				
GRAY CLAY (TILL) (STIFF)	-15	9	1.5 B	15
		11	2.9 B	13
	-20	8	2.1 B	14

	Elevation	N	Qu t/s.f.	w (%)
GRAY CLAY(TILL) (STIFF)		7	1.0 B	16
662.1	-25			
GRAY CLAY (TILL) (HARD)		11	4.2 B	13
ORGANIC SILTY CLAY 659.6				
DARK GRAY SILTY CLAY SOME ORGANIC (STIFF)		9	1.9 S	36
657.1	-30			
GRAY CLAY (TILL) (STIFF)		6	1.2 B	21
654.6				
GRAY CLAY (TILL) (SOFT)		4	0.4 B	25
652.1	-35			
GRAY CLAY (TILL) (MEDIUM)		6	0.8 B	24
649.6				
GRAY SAND (FINE) (VERY LOOSE)		3	-	-
647.1	-40			
GRAY SAND (FINE) (LOOSE)		9	-	-
644.6				
GRAY SAND & SMALL GRAVEL (MEDIUM)		15	-	-
642.1	-45			
GRAY CLAY (TILL) (HARD)		46	4.6 S	13
		51	6.0 S	8
637.1	-50			
GRAY SAND & GRAVEL (VERY DENSE)		71	-	-
634.6				
GRAY CLAY (TILL) (HARD)		104	7.6 S	8
	-55			
630.6		150	5.5 S	10
BORING COMPLETED				

Boring No. #4
Station 298+92
Offset CL NBML

Surface Water El. ——
Groundwater El. at Completion ——
After —— Hours

Ground Surface 689.5	Elevation	N	Qu t/s.f.	w (%)
BLACK SILTY CLAY	0			
687.0				
BROWN CLAY (GLACIAL TILL) (MEDIUM)	-5	4	0.7 B	13
682.5				
GRAY CLAY (TILL), SILTY (STIFF)		4	1.6 B	23
	-10	9	2.3 B	15
(ORGANIC)		7	2.3 B	15
675.0				
GRAY CLAY (TILL) (HARD)	-15	12	4.0 B	12
672.5				
GRAY CLAY (TILL) (VERY STIFF)		13	3.8 B	12
667.5	-20	13	3.5 B	13

	Elevation	N	Qu t/s.f.	w (%)
GRAY CLAY (TILL) (STIFF)		10	2.9 B	14
	-25	12	2.7 S	13
662.5				
DARK BROWN SILTY CLAY, ORGANIC (VERY STIFF)		10	3.0 E	34
660.0	-30			
ORANGE & GRAY SILTY CLAY & CLAY (TILL) (STIFF)		6	1.5 B	23
657.5				
GRAY SILTY CLAY (STIFF)		5	1.2 S	23
655.0	-35			
GRAY CLAY (TILL) (STIFF)		6	1.0 B	16
		7	1.4 B	18
650.0				
GRAY SAND & SANDY LOAM (LOOSE) 648.5	-40	6	-	-
GRAY SAND & SMALL GRAVEL (LOOSE)		6	-	-
645.0				
GRAY CLAY (TILL), GRAVEL LAYERS (HARD)	-45	28	8.0 S	9
642.5				
GRAY CLAY (TILL) THIN SAND LAYERS (VERY STIFF)		125	3.9 S	9
640.0	-50			
GRAY CLAY (TILL) (HARD)		80	7.2 S	9
		110	4.4 S	9
636.0	-55			
BORING COMPLETED				

N-Standard Penetration Test-Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 # hammer falling 30".

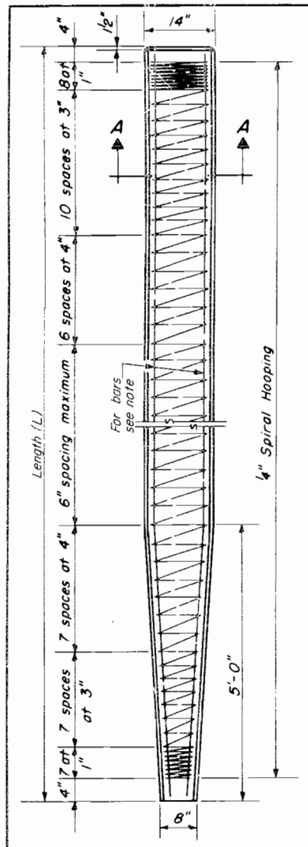
Qu-Unconfined Compressive Strength-t/sf
w-Water Content-percentage of oven dry weight-%.

Type failure
B-Bulge Failure
S-Shear Failure
E-Estimated Value
P-Penetrometer

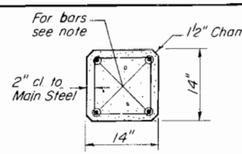
DESIGNED A.J. Whitmyer
CHECKED J.W. Dietz
DRAWN Lee Robinson
CHECKED J.W.D.

EXAMINED Oct 7, 1960 19 62
PASSED W.C. Baumann ENGINEER OF DESIGN
APPROVED Richard L. McCormick CHIEF HIGHWAY ENGINEER

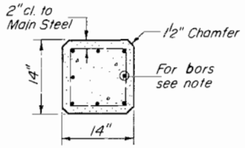
BORING DATA
FAI RT 55 SEC. 57-9AE
McLEAN COUNTY
STA. 297+80.50



DETAIL OF PRECAST CONCRETE PILES



SECTION A-A FOR PILES UNDER 45' LONG

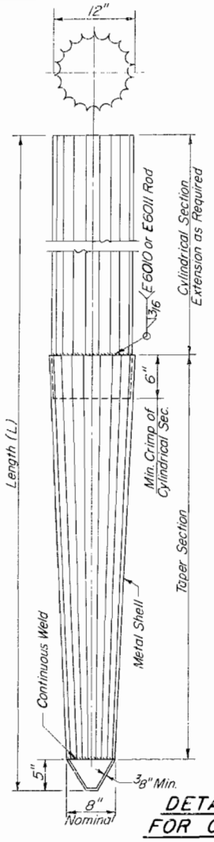


SECTION A-A FOR PILES 45' OR MORE

TIP

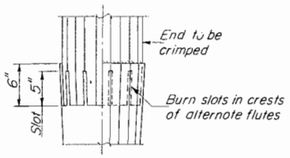
Note: For 14" Piles 45' long or more use 8-#8 bars 4 for the full length and 4 to the point of bevel. For 14" Piles under 45' long use 4-#9 bars full length.

Handling: For Pile lengths up to 45', use two slings placed at a distance of 0.21 L from each end. For Piles longer than 45' use three slings placed at a distance of 0.12 L from each end and at mid point of pile.



DETAIL OF TAPERED METAL SHELLS FOR CAST IN PLACE CONCRETE PILES

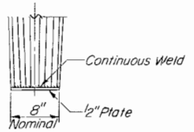
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FIELD CRIMP DETAIL

Note: 6" Crimp shall either be supplied on the cylindrical section or made in the field as detailed.

* See Pile Reinforcement Detail.

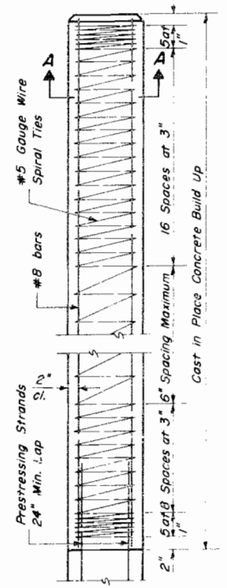


OPTIONAL FLAT END

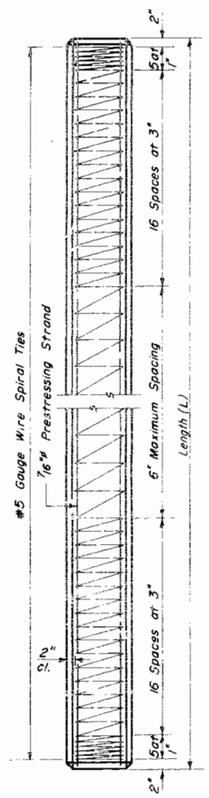
ALLOWABLE TAPER SECTIONS

10' Length - Taper 1" in 2'-6"
17' Length - Taper 1" in 4'-0"
25' Length - Taper 1" in 7'-0"
30' Length - Taper 1" in 7'-0"

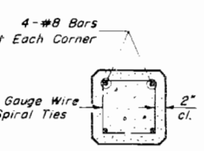
NOTE:
The thickness of the shell shall be 0.1793 inches with a tolerance of 5%. The thickness of the shell shall be .25 inches for the 55 Ton piles.



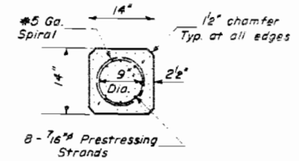
PILE BUILD UP



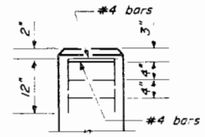
PILE PLAN



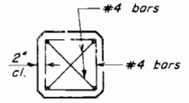
SECTION A-A



SECTION THRU PILE



ELEVATION
(End Reinforcement)



PLAN
(End Reinforcement)

DESIGN STRESSES

fc' = 5,000 psi.
fci' = 4,000 psi.
fs' = 268,000 psi. (31,000 lbs.)
fsi' = 188,000 psi. (21,700 lbs.)

NOTES

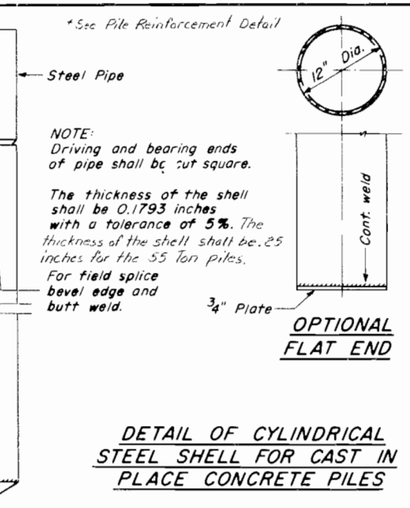
Prestressing steel shall be non-galvanized extra high strength stress-relieved 7-wire strand. The nominal diameter shall be 7/16" and the minimum nominal cross-sectional area shall be 0.1155 square inch.

For Pile lengths up to 65', use two slings placed at a distance of 0.21 L * from each end. For Piles longer than 65', use three slings placed at a distance of 0.12 L * from each end and at mid-point of pile. * L = Over all length of pile to be handled.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-9HB	MC LEAN	93	79
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

SHEET NO. 55
93 SHEETS

PRECAST PRESTRESSED CONCRETE PILE



NOTE:
Driving and bearing ends of pipe shall be cut square.

The thickness of the shell shall be 0.1793 inches with a tolerance of 5%. The thickness of the shell shall be .25 inches for the 55 Ton piles.

For field splice bevel edge and butt weld.

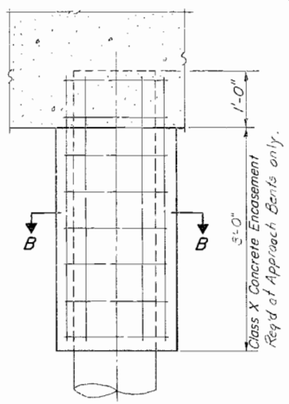
OPTIONAL FLAT END

DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES

DESIGNED	[illegible]
CHECKED	[illegible]
DRAWN	S.L.
CHECKED	[illegible]

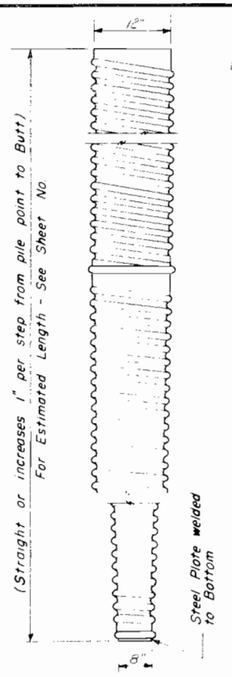
EXAMINED OCT 20 1970
PASSED
APPROVED
ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

X-3 11-21-67, 8-19-70

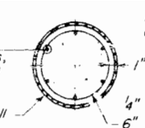


SECTION B-B

DETAIL OF ENCASEMENT FOR METAL SHELLS

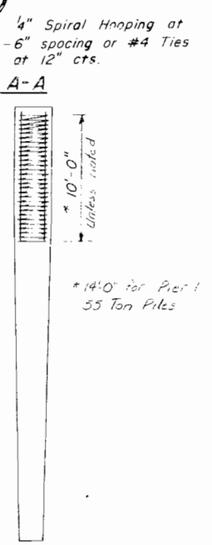


PILE REINFORCEMENT



SECTION A-A

Reinforcement is incidental to the cost of furnishing piles.

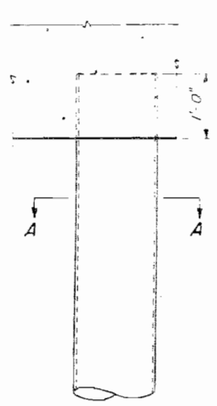


At least 10% of the length of pile shall have a Butt diameter equal to or greater than 12".

Gauges are furnished to suit soil conditions (16 Gauge avg. min.)

BUTT

POINT
(Applies only to Step Taper type pile)



DETAIL OF MANDREL DRIVEN STRAIGHT OR STEP-TAPER PILES FOR CAST IN PLACE CONCRETE PILES

PILE DETAILS
FAI. RT. 55 SEC 57-3+5
McLEAN COUNTY
STA 297+30.50