

INDEX OF SHEETS ON SHEET NO.2

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

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
55	(22, 99)	WILL DUPAGE	119	1

PC-91-213-75

STATION EQUATIONS

STA. 466+76.62 BACK= STA. 466+72.95 AHEAD	1
STA. 487+58.11 BACK= STA. 604+00.00 AHEAD	2
STA. 863+54.84 BACK= STA. 863+57.30 AHEAD	3
STA. 1011+36.07 BACK= STA. 1011+00.00 AHEAD	4
STA. 1049+93.21 BACK= STA. 1050+17.27 AHEAD	5
STA. 1128+90.50 E. B. BACK= STA. 1128+90.50 AHEAD E. EXPWY. = STA. 1129+76.71 W. B. BACK	6

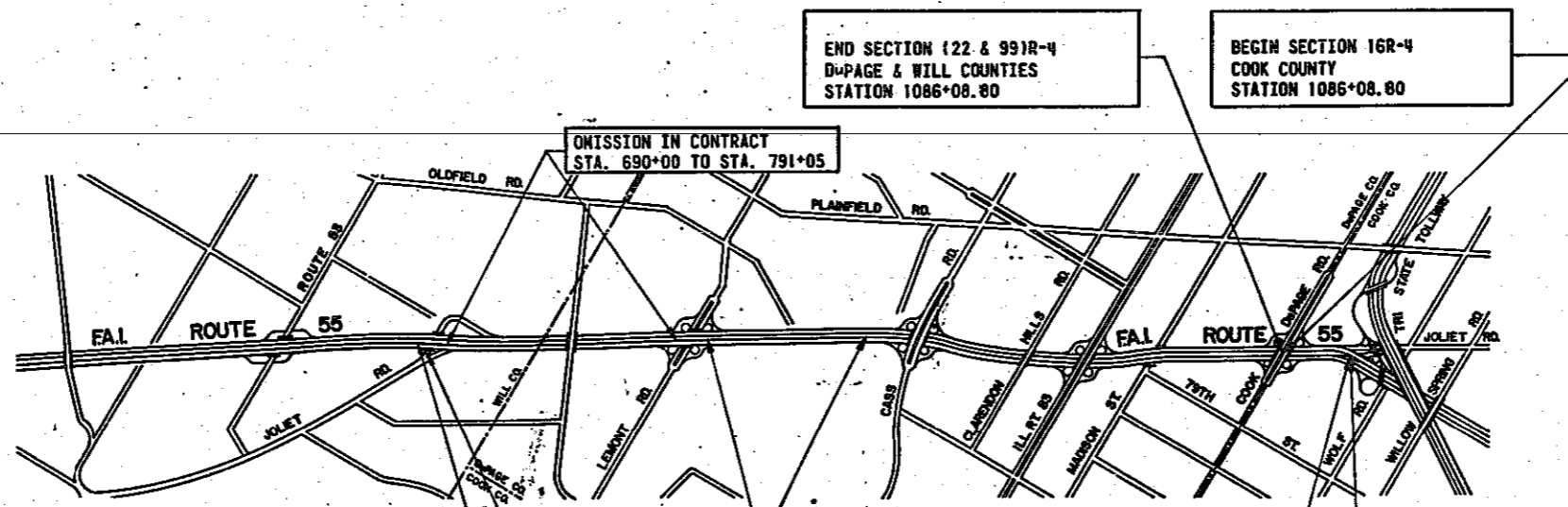
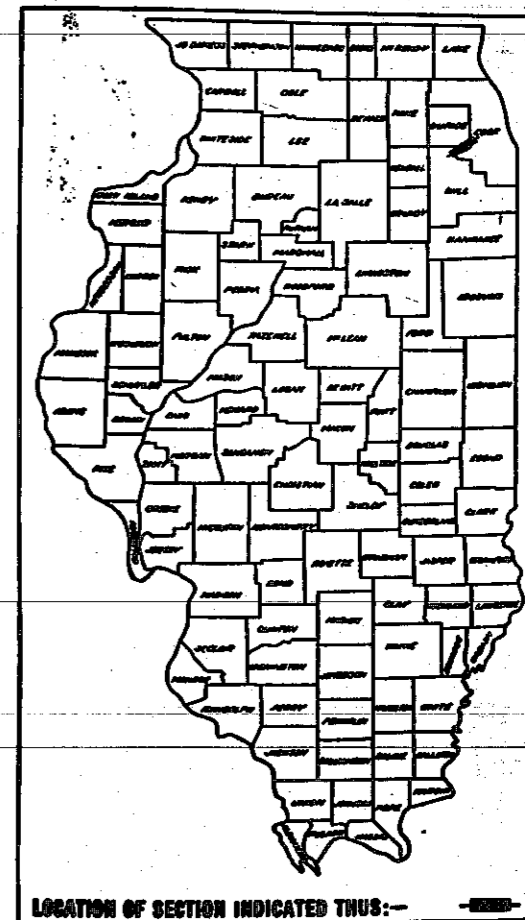
SCALES

PLAN	1 INCH	80 FT.
PROFILE, HOR.	1 INCH	80 FT.
PROFILE, VERT.	1 INCH	5 FT.
CROSS-SECTIONS	1 INCH	8 FT. VERT. 10' HOR.

F.A.I. ROUTE 55 ADLAI E. STEVENSON EXPRESSWAY REHABILITATION

**SECTION (22, 99, 16) R-4
PROJECT I-IR-FI-55-6(124)264
WILL, DUPAGE & COOK COUNTIES
PC-91-213-75**

WHEREVER IN THESE PLANS THE DESIGNATED PROJECT IS SHOWN AS I-UI-55-6()264 OR I-FI-55-6()264, IT SHALL BE INTERPRETED TO BE I-IR-FI-55-6(124)264.



ADLAI E. STEVENSON EXPRESSWAY

PROJECT: I-IR-FI-55-6(124)264
(22 & 99)R-4
GROSS LENGTH = 40,638.35 LIN. FT.
NET LENGTH = 22,605.30 LIN. FT. OR (4.281 MILES)

16R-4
GROSS LENGTH = 2,191.20 LIN. FT.
NET LENGTH = 2,191.20 LIN. FT. OR (0.415 MILES)

PROJECT LENGTH=24,796.50 LIN. FT. OR (4.696 MILES)

IMPROVEMENT BEGINS
STATION 679+80

PROJECT: I-IR-FI-55-6(124)264
BEGIN SECTION (22 & 99)R-4
DUPAGE & WILL COUNTIES
STATION 679+80

OMISSION IN CONTRACT
STA. 801+75 TO STA. 880+93.5

IMPROVEMENT ENDS
STATION 1108+00

PROJECT: I-IR-FI-55-6(124)264
END SECTION 16R-4
COOK COUNTY
STATION 1108+00

APPROVED
FOR STRUCTURAL ANALYSIS ONLY



Harry Novickas

1-117



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED: *Edward C. ...*
DISTRICT ENGINEER

APPROVED: *...*
DIRECTOR OF HIGHWAYS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____ DATE: _____
DIVISION ADMINISTRATOR

ME MURPHY ENGINEERING INCORPORATED
CONSULTING ENGINEERS

CONTRACT NO. 92310

COUNTY: WILL, DUPAGE, COOK SECTION: (22, 99, 16) R-4 F.A.I. ROUTE 55

INDEX OF SHEETS

FAI RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55	(22,89) R-4	WILL COV FARE	119	2
FED ROAD DIST NO. 7	ILLINOIS	FA PROJ 1-41-55-64	16-8-4 0008	

<p>1 COVER SHEET</p> <p>2 INDEX OF SHEETS, SIGNATURE BOX</p> <p>3 GENERAL PLAN NOTES</p> <p>4-8 SUMMARY OF QUANTITIES</p> <p>9,10 TYPICAL SECTIONS</p> <p>11 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 880+83.50 TO STA. 895+00</p> <p>12 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 895+00 TO STA. 910+00</p> <p>13 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 910+00 TO STA. 925+00</p> <p>14 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 925+00 TO STA. 940+00</p> <p>15 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 940+00 TO STA. 955+00</p> <p>16 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 955+00 TO STA. 970+00</p> <p>17 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 970+00 TO STA. 985+00</p> <p>18 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 985+00 TO STA. 1000+00</p> <p>19 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 1000+00 TO STA. 1015+00</p> <p>20 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 1015+00 TO STA. 1030+00</p> <p>21 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 1030+00 TO STA. 1045+00</p> <p>22 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 1045+00 TO STA. 1060+00</p> <p>23 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 1060+00 TO STA. 1075+00</p> <p>24 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 1075+00 TO STA. 1090+00</p> <p>25 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 1090+00 TO STA. 1105+00</p> <p>26 MEDIAN AND DRAINAGE, PLAN & PROFILE- STA. 1105+00 TO STA. 1108+00</p> <p>27 BRIDGE APPROACH IMPROVEMENTS- JOLIET ROAD WEST</p> <p>28 BRIDGE APPROACH IMPROVEMENTS- JOLIET ROAD WEST</p> <p>29 BRIDGE APPROACH IMPROVEMENTS- LEMONT ROAD</p> <p>30 CONCRETE BARRIER DETAILS</p> <p>31 CONCRETE BARRIER TRANSITIONS</p> <p>32 SPECIAL DETAILS FOR DOUBLE CONCRETE BARRIER</p> <p>33 BOX CULVERT DETAIL STA. 993+00 MEDIAN</p> <p>34 BOX CULVERT CONNECTIONS</p> <p>35 TYPE B-24 FRAME AND GRATE & DROP MANHOLE DETAILS</p> <p>36 CATCH BASIN, SPECIAL & INLET, SPECIAL</p> <p>37 EXPANSION JOINT, SPECIAL</p> <p>38 PIPE DRAIN OUTLET & PIPE UNDERDRAINS</p> <p>39 CASS AVENUE STAGING</p>	<p>40-98 BRIDGE DRAWINGS:</p> <p>40-50 JOLIET ROAD</p> <p>51-64 LEMONT ROAD</p> <p>65-71 CASS AVENUE</p> <p>72-86 MADISON STREET</p> <p>87-92 COUNTY LINE ROAD</p> <p>93 NEOPRENE EXPANSION JOINT</p> <p>94 DETAILS OF DECK SLAB REPAIRS</p> <p>95 ANGLE EXPANSION JOINT ADJUSTMENT LONGITUDINAL JOINT ADJUSTMENT</p> <p>96 PILE DETAILS</p> <p>97 DRAINAGE SCUPPER</p> <p>97A DRAINAGE SCUPPER- CAST IRON ALTERNATE</p> <p>98 DETAILS OF COLLISION WALLS AT BRIDGE PIERS (CLARENDON HILLS ROAD)</p> <p>99 SCHEDULE OF SIGNING QUANTITIES</p> <p>100 SIGN SPACING LAYOUT</p> <p>101 FLOURESCENT SIGN LIGHTING EQUIPMENT ELECTRICAL DETAILS OS-6</p> <p>102 FLOURESCENT SIGN LIGHTING FIXTURES OS-6A</p>	<p>103 OVERHEAD SIGN STRUCTURES GENERAL PLAN & ELEVATION ALUMINUM TRUSS & STEEL SUPPORTS</p> <p>104 OVERHEAD SIGN STRUCTURES ALUMINUM TRUSS DETAILS</p> <p>105 OVERHEAD SIGN STRUCTURES SUPPORT FRAME FOR ALUMINUM TRUSS</p> <p>106 OVERHEAD SIGN STRUCTURES ALUMINUM WALKWAY DETAILS</p> <p>107 OVERHEAD SIGN STRUCTURES ALUMINUM WALKWAY DETAILS</p> <p>108 OVERHEAD SIGN STRUCTURES FOUNDATION DETAILS</p> <p>109 TIMBER BARRIER DETAIL</p> <p>110 RAMP BARRICADE PLACEMENT THREE LANE ROADWAY</p> <p>111 RAMP BARRICADE PLACEMENT TWO LANE ROADWAY</p> <p>112 ONE LANE CLOSURE</p> <p>113 TWO LANE CLOSURE</p> <p>114 ONE AND TWO LANE JOG DETAIL</p> <p>115 MOVING OPERATIONS UTILIZING FLASHING ARROWS</p> <p>116 PAVEMENT MARKING DETAILS</p> <p>117 CULVERT SCHEDULE</p> <p>118 CULVERT SCHEDULE</p> <p>119 PROGRESS SCHEDULE (DELETED FROM CONTRACT)</p>
---	---	---

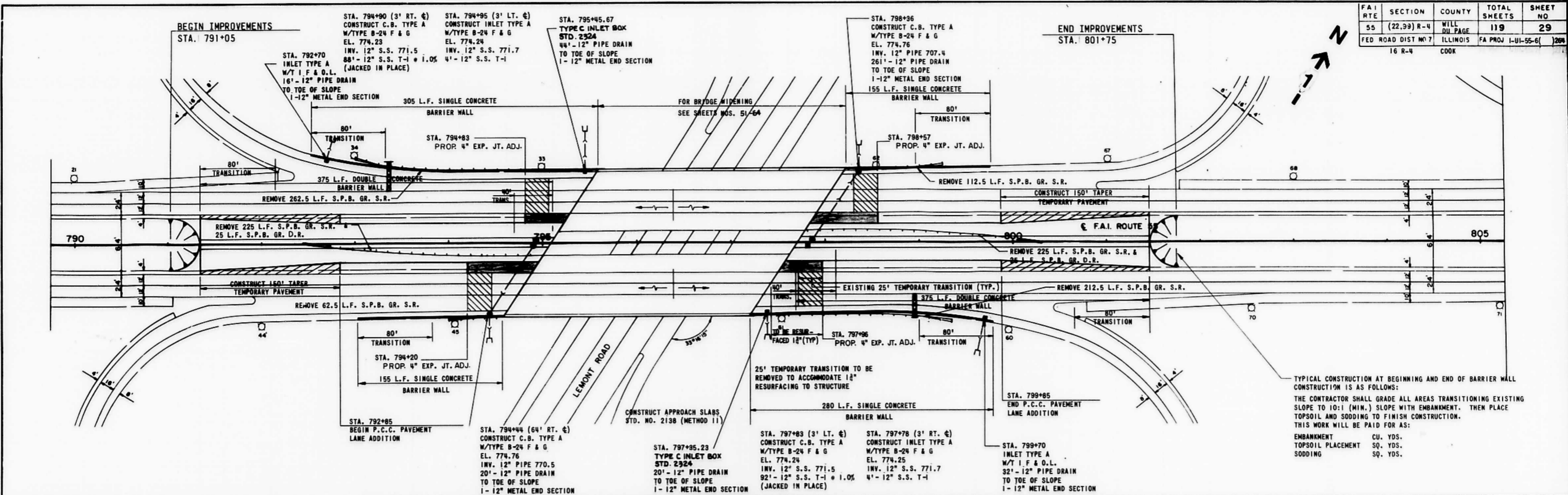
REVISIONS		ILLINOIS DIVISION OF HIGHWAYS STEVENSON EXPRESSWAY
NAME	DATE	
		INDEX OF SHEETS SCALE: VERT NO SCALE DRAWN BY: H.Z. DATE: SEPTEMBER 1975 CHECKED BY: N.L.

Revised 11-2-75 G.H.P.

FAI RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55	(22.39) R-4	WILL DU PAGE	119	29
FED ROAD DIST NO 7		ILLINOIS	FA PROJ I-UI-55-6	
16 R-4		COOK		

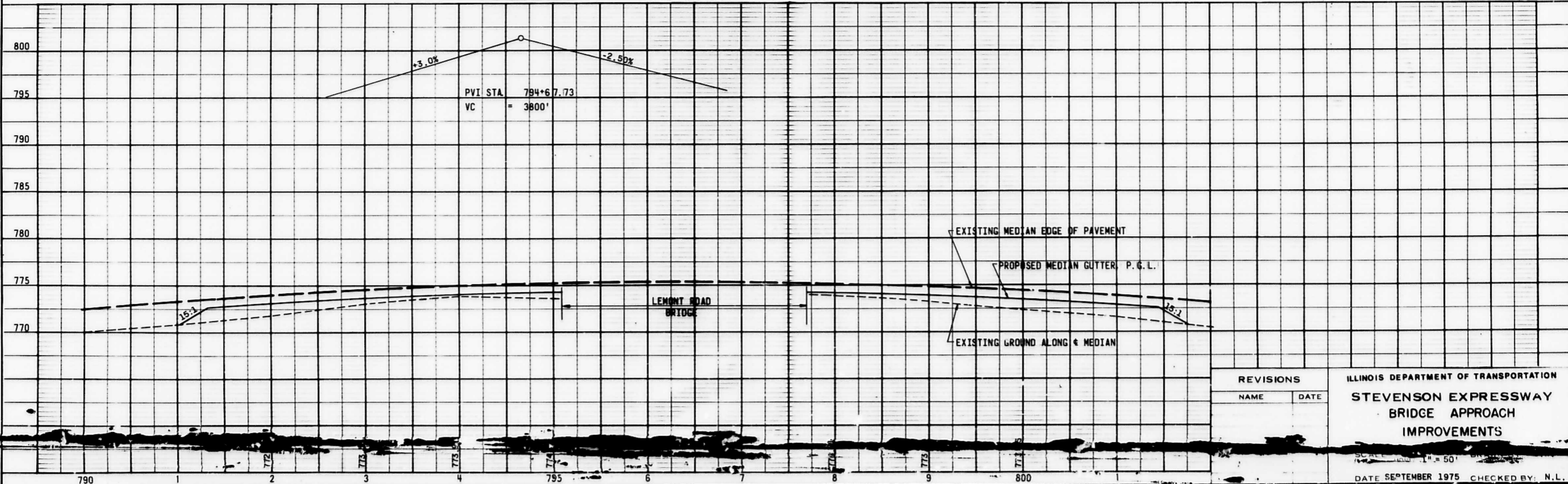
DATE	BY	REVISIONS

DATE	BY	REVISIONS



TYPICAL CONSTRUCTION AT BEGINNING AND END OF BARRIER WALL CONSTRUCTION IS AS FOLLOWS:
 THE CONTRACTOR SHALL GRADE ALL AREAS TRANSITIONING EXISTING SLOPE TO 10:1 (MIN.) SLOPE WITH EMBANKMENT. THEN PLACE TOPSOIL AND SODDING TO FINISH CONSTRUCTION.
 THIS WORK WILL BE PAID FOR AS:

EMBANKMENT	CU. YDS.
TOPSOIL PLACEMENT	SQ. YDS.
SODDING	SQ. YDS.



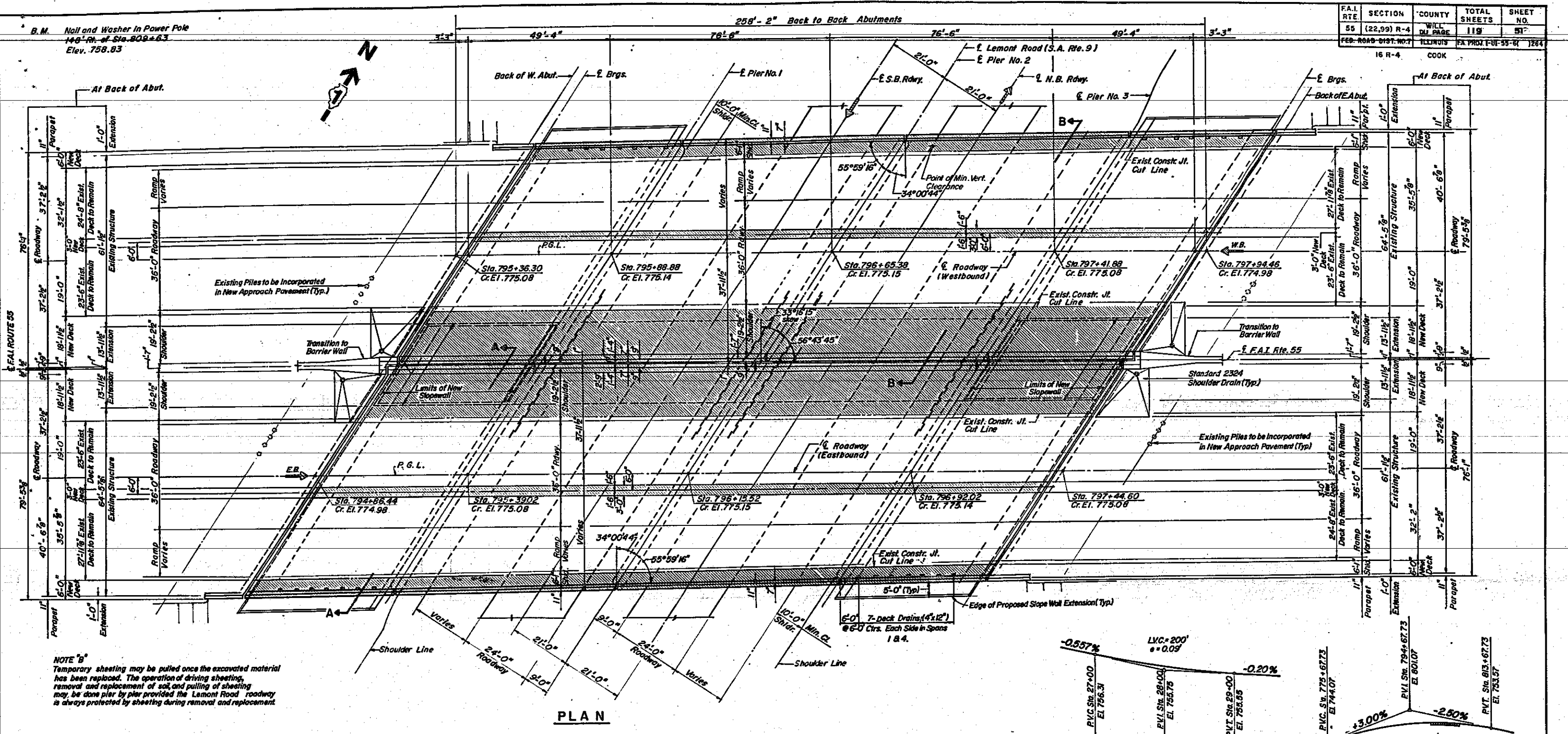
REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**STEVENSON EXPRESSWAY
 BRIDGE APPROACH
 IMPROVEMENTS**

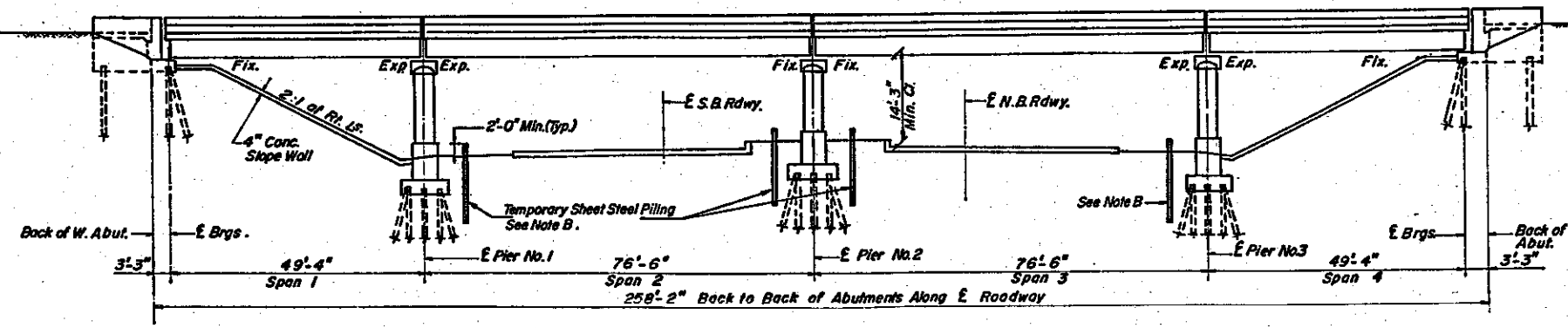
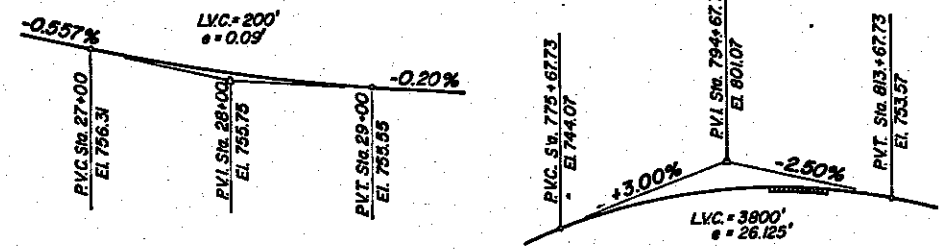
DATE SEPTEMBER 1975 CHECKED BY: N.L.

B.M. Nail and Washer in Power Pole
140'-Rt. of Sta. 809+6.3
Elev. 758.83

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(22,99) R-4	DU PAGE	119	51
FEB-ROAD-DIST. NO. 7	ILLINOIS	FA PROJ. I-UF-55-6	1284	

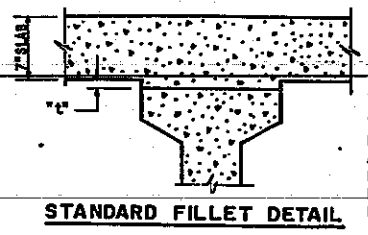


NOTE "B"
Temporary sheeting may be pulled once the excavated material has been replaced. The operation of driving sheeting, removal and replacement of soil, and pulling of sheeting may be done pier by pier provided the Lemont Road roadway is always protected by sheeting during removal and replacement.

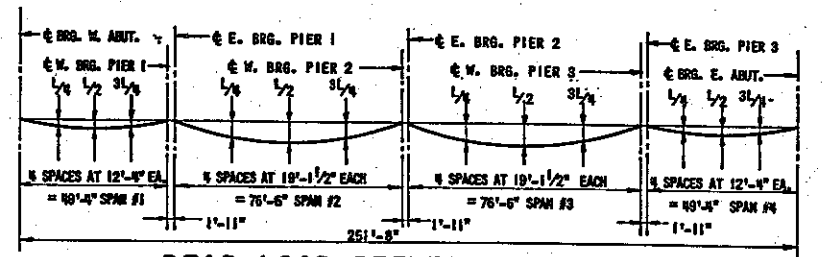


STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE		ADLAI E. STEVENSON EXPRESSWAY F.A.I. ROUTE 55 REHABILITATION PROJECT	
GENERAL PLAN AND ELEVATION			
F.A.I. ROUTE 55 OVER LEMONT ROAD			
STATION 796+40.45			
F.A.I. ROUTE 55	DU PAGE COUNTY	SECTION 22 R-4 AS BUILT SECTION 22-2 HB-1	
MURPHY ENGINEERING INCORPORATED CONSULTING ENGINEERS	SCALE DATE	DRAWN BY A.R. CHECKED BY K.N.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(22.99) R-4	WILL	119	83
FED. ROAD DIST. NO.	ILLINOIS	FA. PROJ. NO.	05-01	1964



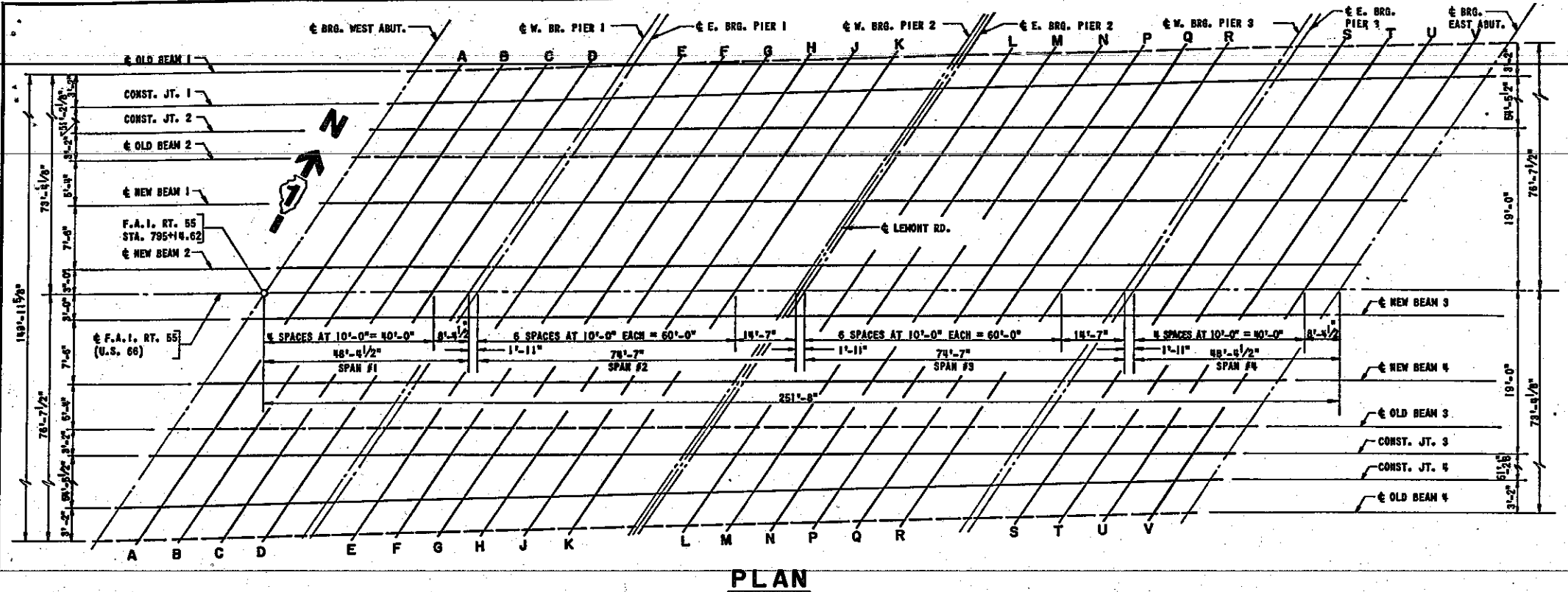
NOTE:
TO DETERMINE "C" AFTER ALL PRECAST PRESTRESSED BEAMS HAVE BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE BEAMS SHALL BE TAKEN AT INTERVALS SHOWN ON THIS SHEET. THESE ELEVATIONS SUBTRACTED FROM THE "THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS" MINUS "C", EQUALS THE FILLET HEIGHTS "C" ABOVE TOP FLANGES OF BEAMS.



DEAD LOAD DEFLECTION DIAGRAM
(INCLUDES WEIGHT OF CONCRETE SLAB, CURB, PARAPET AND INITIAL DECK SURFACING ONLY)

DEAD LOAD DEFLECTION TABLE						
SPAN NO.	1&4			2&3		
LOCATION	1/4	1/2	3/4	1/4	1/2	3/4
NEW BEAMS 1-4	1/8"	1/8"	1/8"	9/16"	13/16"	9/16"
OLD BEAMS 1-4 CONST. JTS. 1-4	1/16"	1/8"	1/16"	1/2"	11/16"	1/2"

NOTES:
THE ABOVE DEFLECTIONS ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION TABULATED BELOW.
OFFSETS ARE MEASURED RADIALLY, POSITIVE NORTH OF C SURVEY AND NEGATIVE SOUTH OF C SURVEY.
ELEVATIONS ARE GIVEN AT TOP OF CONCRETE SLAB.



PLAN

LINE	BEAM OR JOINT	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD-LOAD DEFLECTION
C BRG. WEST ABUT.	OLD BM.1	795+62.745	73.845	774.497	
	CONST. JT.1	795+60.667	70.177	774.507	
	CONST. JT.2	795+27.067	19.000	774.668	
	OLD BM.2	795+25.009	15.833	774.598	
	NEW BM.1	795+21.510	10.500	774.481	
	NEW BM.2	795+16.588	3.000	774.317	
	NEW BM.3	795+12.652	-3.000	774.309	
	NEW BM.4	795+07.731	-10.500	774.456	
	OLD BM.3	795+04.231	-15.833	774.561	
	CONST. JT.3	795+02.153	-19.000	774.622	
	CONST. JT.4	794+66.421	-73.458	774.284	
	OLD BM.4	794+64.343	-76.625	774.213	
A	OLD BM.1	795+72.830	73.474	774.446	774.452
	CONST. JT.1	795+70.752	70.307	774.516	774.522
	CONST. JT.2	795+37.087	19.000	774.684	774.690
	OLD BM.2	795+35.009	15.833	774.614	774.621
	NEW BM.1	795+31.510	10.500	774.498	774.505
	NEW BM.2	795+26.588	3.000	774.334	774.341
	NEW BM.3	795+22.652	-3.000	774.327	774.334
	NEW BM.4	795+17.731	-10.500	774.475	774.482
	OLD BM.3	795+14.231	-15.833	774.580	774.586
	CONST. JT.3	795+12.153	-19.000	774.642	774.648
	CONST. JT.4	794+76.506	-73.928	774.311	774.317
	OLD BM.4	794+74.428	-76.495	774.241	774.247
B	OLD BM.1	795+82.916	73.605	774.463	774.462
	CONST. JT.1	795+80.838	70.438	774.523	774.523
	CONST. JT.2	795+47.087	19.000	774.698	774.707
	OLD BM.2	795+45.009	15.833	774.629	774.639
	NEW BM.1	795+41.510	10.500	774.513	774.524
	NEW BM.2	795+36.588	3.000	774.349	774.361
	NEW BM.3	795+32.652	-3.000	774.343	774.355
	NEW BM.4	795+27.731	-10.500	774.492	774.503
	OLD BM.3	795+24.231	-15.833	774.597	774.607
	CONST. JT.3	795+22.153	-19.000	774.660	774.669
	CONST. JT.4	794+86.592	-73.198	774.336	774.346
	OLD BM.4	794+84.514	-76.364	774.266	774.276

LINE	BEAM OR JOINT	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD-LOAD DEFLECTION
G	OLD BM.1	795+93.001	73.735	774.458	774.468
	CONST. JT.1	795+90.923	70.568	774.529	774.538
	CONST. JT.2	795+57.087	19.000	774.711	774.720
	OLD BM.2	795+55.009	15.833	774.642	774.651
	NEW BM.1	795+51.510	10.500	774.527	774.537
	NEW BM.2	795+46.588	3.000	774.364	774.375
	NEW BM.3	795+42.652	-3.000	774.358	774.368
	NEW BM.4	795+37.731	-10.500	774.507	774.518
	OLD BM.3	795+34.231	-15.833	774.613	774.623
	CONST. JT.3	795+32.153	-19.000	774.676	774.685
	CONST. JT.4	794+96.677	-73.067	774.360	774.370
	OLD BM.4	794+94.599	-76.234	774.290	774.300
D	OLD BM.1	796+03.087	73.865	774.462	774.467
	CONST. JT.1	796+01.009	70.699	774.533	774.538
	CONST. JT.2	795+67.087	19.000	774.722	774.727
	OLD BM.2	795+65.009	15.833	774.654	774.659
	NEW BM.1	795+61.510	10.500	774.539	774.545
	NEW BM.2	795+56.588	3.000	774.377	774.383
	NEW BM.3	795+52.652	-3.000	774.372	774.378
	NEW BM.4	795+47.731	-10.500	774.522	774.528
	OLD BM.3	795+44.231	-15.833	774.628	774.633
	CONST. JT.3	795+42.153	-19.000	774.691	774.696
	CONST. JT.4	795+06.763	-72.937	774.382	774.388
	OLD BM.4	795+04.685	-76.103	774.313	774.318
E WEST BRG. PIER NO. 1	OLD BM.1	796+11.533	73.975	774.464	
	CONST. JT.1	796+09.455	70.808	774.536	
	CONST. JT.2	795+75.962	19.000	774.730	
	OLD BM.2	795+73.884	15.833	774.662	
	NEW BM.1	795+69.885	10.500	774.548	
	NEW BM.2	795+64.963	3.000	774.386	
	NEW BM.3	795+61.027	-3.000	774.382	
	NEW BM.4	795+56.106	-10.500	774.532	
	OLD BM.3	795+52.606	-15.833	774.639	
	CONST. JT.3	795+50.528	-19.000	774.702	
	CONST. JT.4	795+15.209	-72.826	774.400	
	OLD BM.4	795+13.132	-75.994	774.331	
F	OLD BM.1	796+33.637	74.260	774.465	774.509
	CONST. JT.1	796+31.559	71.094	774.538	774.582
	CONST. JT.2	795+97.378	19.000	774.747	774.790
	OLD BM.2	795+95.301	15.833	774.680	774.722
	NEW BM.1	795+91.801	10.500	774.567	774.616
	NEW BM.2	795+86.880	3.000	774.407	774.456
	NEW BM.3	795+82.943	-3.000	774.404	774.453
	NEW BM.4	795+78.022	-10.500	774.556	774.605
	OLD BM.3	795+74.523	-15.833	774.663	774.706
	CONST. JT.3	795+72.445	-19.000	774.727	774.770
	CONST. JT.4	795+37.313	-72.542	774.441	774.485
	OLD BM.4	795+35.235	-75.709	774.378	774.416

LINE	BEAM OR JOINT	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD-LOAD DEFLECTION
E EAST BRG. PIER NO. 1	OLD BM.1	796+13.466	73.999	774.465	
	CONST. JT.1	796+11.388	70.833	774.536	
	CONST. JT.2	795+77.378	19.000	774.732	
	OLD BM.2	795+75.301	15.833	774.664	
	NEW BM.1	795+71.801	10.500	774.550	
	NEW BM.2	795+66.880	3.000	774.388	
	NEW BM.3	795+62.943	-3.000	774.384	
	NEW BM.4	795+58.022	-10.500	774.535	
	OLD BM.3	795+54.523	-15.833	774.641	
	CONST. JT.3	795+52.445	-19.000	774.705	
	CONST. JT.4	795+17.142	-72.603	774.404	
	OLD BM.4	795+15.064	-75.969	774.335	
H	OLD BM.1	796+53.808	74.521	774.460	774.516
	CONST. JT.1	796+51.731	71.354	774.533	774.589
	CONST. JT.2	796+17.378	19.000	774.757	774.813
	OLD BM.2	796+15.301	15.833	774.690	774.746
	NEW BM.1	796+11.801	10.500	774.576	774.633
	NEW BM.2	796+06.880	3.000	774.419	774.484
	NEW BM.3	796+02.943	-3.000	774.417	774.482
	NEW BM.4	795+98.022	-10.500	774.571	774.636
	OLD BM.3	795+94.523	-15.833	774.680	774.735
	CONST. JT.3	795+92.445	-19.000	774.744	774.800
	CONST. JT.4	795+57.484	-72.281	774.472	774.528
	OLD BM.4	795+55.407	-75.448	774.404	774.460

Work This Sheet with Sheet No. 54

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT ONE

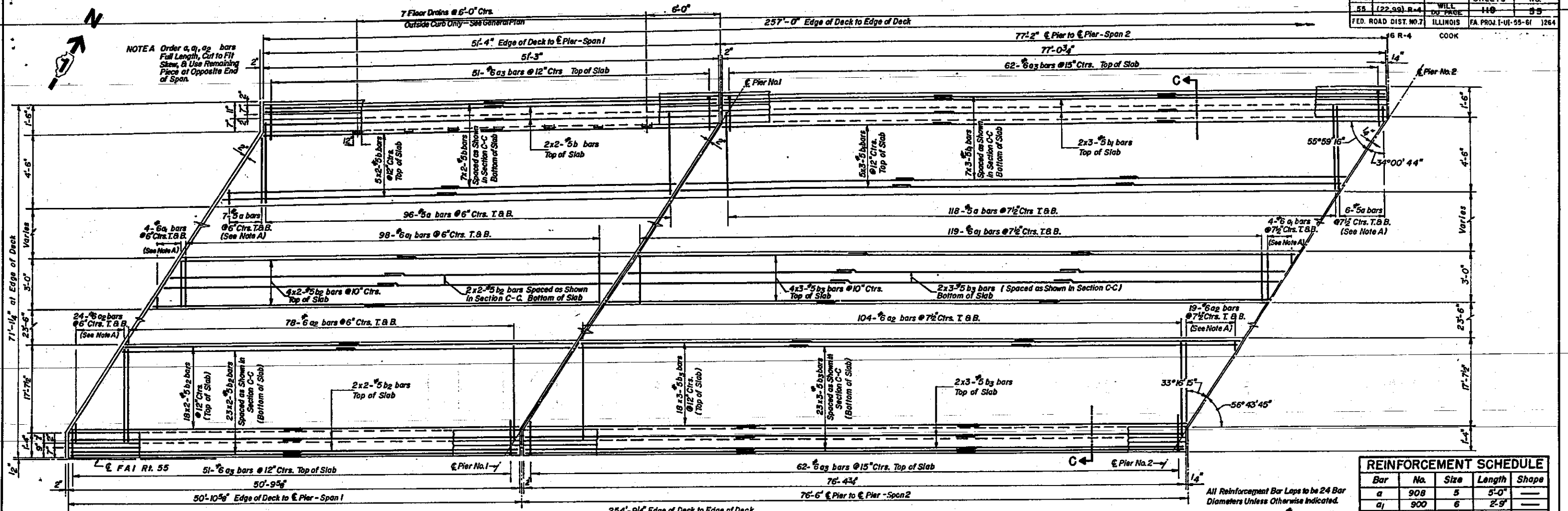
ADLAI E. STEVENSON EXPRESSWAY
F.A.I. ROUTE 55
REHABILITATION PROJECT

DECK ELEVATIONS			
F.A.I. ROUTE 55 OVER LEMONT ROAD			
STATION 796+40.45		SECTION 22 R-4	
F.A.I. ROUTE 55		AS BUILT SECTION 22-2HB-1	

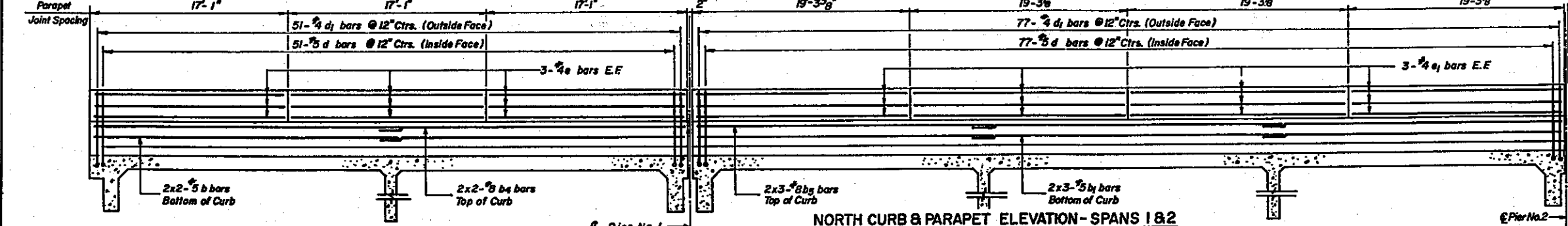
MURPHY ENGINEERING INCORPORATED CONSULTING ENGINEERS	SCALE: DATE:	DRAWN BY: H.Z. CHECKED BY: J.R.L.
---	-----------------	--------------------------------------

LINE	BEAM OR JOINT	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
J	OLD BM.1	796+63.894	74.651	774.455	774.505
	CONST. JT.1	796+61.816	71.485	774.529	774.579
	CONST. JT.2	796+27.378	19.000	774.760	774.808
	OLD BM.2	796+25.301	15.833	774.693	774.742
	NEW BM.1	796+21.801	10.500	774.581	774.638
	NEW BM.2	796+16.880	3.000	774.424	774.480
	NEW BM.3	796+12.943	-3.000	774.422	774.478
	NEW BM.4	796+08.022	-10.500	774.578	774.632
	OLD BM.3	796+04.523	-15.833	774.686	774.734
K	CONST. JT.3	796+02.445	-19.000	774.799	774.799
	CONST. JT.4	795+67.570	-72.151	774.488	774.536
	OLD BM.4	795+65.492	-75.317	774.418	774.468
	OLD BM.1	796+73.880	74.782	774.449	774.482
	CONST. JT.1	796+71.802	71.615	774.523	774.556
L	CONST. JT.2	796+37.378	19.000	774.761	774.794
	OLD BM.2	796+35.301	15.833	774.695	774.728
	NEW BM.1	796+31.801	10.500	774.583	774.621
	NEW BM.2	796+26.880	3.000	774.426	774.484
	NEW BM.3	796+22.943	-3.000	774.425	774.483
	NEW BM.4	796+18.022	-10.500	774.580	774.618
	OLD BM.3	796+14.523	-15.833	774.690	774.723
	CONST. JT.3	796+12.445	-19.000	774.755	774.788
	CONST. JT.4	795+77.656	-72.020	774.498	774.530
M	OLD BM.4	795+75.578	-75.187	774.431	774.463
	OLD BM.1	797+10.792	75.258	774.413	774.457
	CONST. JT.1	797+08.714	72.091	774.489	774.533
	CONST. JT.2	796+73.878	19.000	774.753	774.795
	OLD BM.2	796+71.801	15.833	774.688	774.730
	NEW BM.1	796+68.301	10.500	774.578	774.627
	NEW BM.2	796+63.380	3.000	774.424	774.473
	NEW BM.3	796+59.443	-3.000	774.425	774.474
	NEW BM.4	796+54.522	-10.500	774.582	774.631
N	OLD BM.3	796+51.023	-15.833	774.694	774.736
	CONST. JT.3	796+48.945	-19.000	774.760	774.803
	CONST. JT.4	796+14.468	-71.544	774.529	774.573
	OLD BM.4	796+12.390	-74.711	774.463	774.507
	OLD BM.1	797+20.877	75.388	774.400	774.456
	CONST. JT.1	797+18.799	72.221	774.476	774.532
	CONST. JT.2	796+83.878	19.000	774.747	774.801
	OLD BM.2	796+81.801	15.833	774.683	774.736
	NEW BM.1	796+78.301	10.500	774.573	774.636
O	NEW BM.2	796+73.380	3.000	774.420	774.482
	NEW BM.3	796+69.443	-3.000	774.421	774.484
	NEW BM.4	796+64.522	-10.500	774.580	774.642
	OLD BM.3	796+61.023	-15.833	774.692	774.746
	CONST. JT.3	796+58.945	-19.000	774.758	774.812
	CONST. JT.4	796+24.553	-71.414	774.534	774.590
	OLD BM.4	796+22.476	-74.581	774.468	774.524
	OLD BM.1	797+30.963	75.518	774.386	774.441
	CONST. JT.1	797+28.885	72.352	774.462	774.518
P	CONST. JT.2	796+93.878	19.000	774.740	774.796
	OLD BM.2	796+91.801	15.833	774.676	774.732
	NEW BM.1	796+88.301	10.500	774.567	774.632
	NEW BM.2	796+83.380	3.000	774.414	774.479
	NEW BM.3	796+79.443	-3.000	774.417	774.481
	NEW BM.4	796+74.522	-10.500	774.575	774.640
	OLD BM.3	796+71.023	-15.833	774.688	774.744
	CONST. JT.3	796+68.945	-19.000	774.755	774.811
	CONST. JT.4	796+34.639	-71.284	774.538	774.593
Q	OLD BM.4	796+32.561	-74.450	774.472	774.528
	OLD BM.1	797+41.048	75.649	774.369	774.419
	CONST. JT.1	797+38.971	72.482	774.446	774.496
	CONST. JT.2	797+03.878	19.000	774.732	774.780
	OLD BM.2	797+01.801	15.833	774.668	774.716
	NEW BM.1	796+98.301	10.500	774.560	774.616
	NEW BM.2	796+93.380	3.000	774.407	774.464
	NEW BM.3	796+89.443	-3.000	774.410	774.466
	NEW BM.4	796+84.522	-10.500	774.570	774.626
R	OLD BM.3	796+81.023	-15.833	774.683	774.731
	CONST. JT.3	796+78.945	-19.000	774.750	774.799
	CONST. JT.4	796+44.724	-71.153	774.640	774.590
	OLD BM.4	796+42.647	-74.320	774.475	774.525
	OLD BM.1	797+51.134	75.779	774.052	774.385
	CONST. JT.1	797+49.056	72.612	774.429	774.482
	CONST. JT.2	797+13.878	19.000	774.722	774.755
	OLD BM.2	797+11.801	15.833	774.658	774.691
	NEW BM.1	797+08.301	10.500	774.551	774.589
S	NEW BM.2	797+03.380	3.000	774.399	774.437
	NEW BM.3	796+99.443	-3.000	774.402	774.440
	NEW BM.4	796+94.522	-10.500	774.563	774.601
	OLD BM.3	796+91.023	-15.833	774.676	774.709
	CONST. JT.3	796+88.945	-19.000	774.744	774.777
	CONST. JT.4	796+54.610	-71.023	774.540	774.573
	OLD BM.4	796+52.732	-74.190	774.476	774.509
	OLD BM.1	797+77.861	76.125	774.298	774.304
	CONST. JT.1	797+75.783	72.958	774.376	774.383
T	CONST. JT.2	797+40.378	19.000	774.689	774.695
	OLD BM.2	797+38.301	15.833	774.625	774.632
	NEW BM.1	797+34.801	10.500	774.519	774.526
	NEW BM.2	797+29.880	3.000	774.370	774.377
	NEW BM.3	797+25.943	-3.000	774.375	774.382
	NEW BM.4	797+21.022	-10.500	774.537	774.544
	OLD BM.3	797+17.523	-15.833	774.652	774.658
	CONST. JT.3	797+15.445	-19.000	774.720	774.726
	CONST. JT.4	796+81.537	-70.677	774.535	774.541
U	OLD BM.4	796+79.459	-73.644	774.472	774.478
	OLD BM.1	797+77.861	76.125	774.298	774.304
	CONST. JT.1	797+75.783	72.958	774.376	774.383
	CONST. JT.2	797+40.378	19.000	774.689	774.695
	OLD BM.2	797+38.301	15.833	774.625	774.632
	NEW BM.1	797+34.801	10.500	774.519	774.526
	NEW BM.2	797+29.880	3.000	774.370	774.377
	NEW BM.3	797+25.943	-3.000	774.375	774.382
	NEW BM.4	797+21.022	-10.500	774.537	774.544
V	OLD BM.3	797+17.523	-15.833	774.652	774.658
	CONST. JT.3	797+15.445	-19.000	774.720	774.726
	CONST. JT.4	796+81.537	-70.677	774.535	774.541
	OLD BM.4	796+79.459	-73.644	774.472	774.478
	OLD BM.1	798+08.117	76.516	774.225	774.230
	CONST. JT.1	798+06.039	73.349	774.304	774.309
	CONST. JT.2	797+70.378	19.000	774.639	774.644
	OLD BM.2	797+68.301	15.833	774.577	774.582
	NEW BM.1	797+64.801	10.500	774.472	774.478
W	NEW BM.2	797+59.880	3.000	774.324	774.330
	NEW BM.3	797+55.943	-3.000	774.331	774.337
	NEW BM.4	797+51.022	-10.500	774.495	774.501
	OLD BM.3	797+47.523	-15.833	774.612	774.617
	CONST. JT.3	797+45.445	-19.000	774.681	774.686
	CONST. JT.4	797+11.793	-70.286	774.517	774.522
	OLD BM.4	797+09.715	-73.453	774.457	774.459
	OLD BM.1	798+16.566	76.625	774.202	774.207
	CONST. JT.1	798+14.488	73.458	774.282	774.287
X	CONST. JT.2	797+78.753	19.000	774.622	774.627
	OLD BM.2	797+76.676	15.833	774.561	774.566
	NEW BM.1	797+73.176	10.500	774.456	774.461
	NEW BM.2	797+68.255	3.000	774.307	774.309
	NEW BM.3	797+64.318	-3.000	774.317	774.319
	NEW BM.4	797+59.397	-10.500	774.481	774.487
	OLD BM.3	797+55.880	-15.833	774.598	774.604
	CONST. JT.3	797+53.802	-19.000	774.668	774.673
	CONST. JT.4	797+20.240	-70.177	774.509	774.514
Y	OLD BM.4	797+18.162	-73.344	774.447	774.447
	OLD BM.1	797+87.946	76.255	774.275	774.285
	CONST. JT.1	797+85.868	73.088	774.354	774.364
	CONST. JT.2	797+50.378	19.000	774.673	774.683
	OLD BM.2	797+48.301	15.833	774.611	774.620
	NEW BM.1	797+44.801	10.500	774.505	774.516
	NEW BM.2	797+39.880	3.000	774.358	774.367
	NEW BM.3	797+35.943	-3.000	774.362	774.373
	NEW BM.4	797+31.022	-10.500	774.524	774.536
Z	OLD BM.3	797+27.523	-15.833	774.640	774.650
	CONST. JT.3	797+25.445	-19.000	774.709	774.718
	CONST. JT.4	796+91.622	-70.547	774.630	774.640
	OLD BM.4	796+89.544	-73.714	774.467	774.477

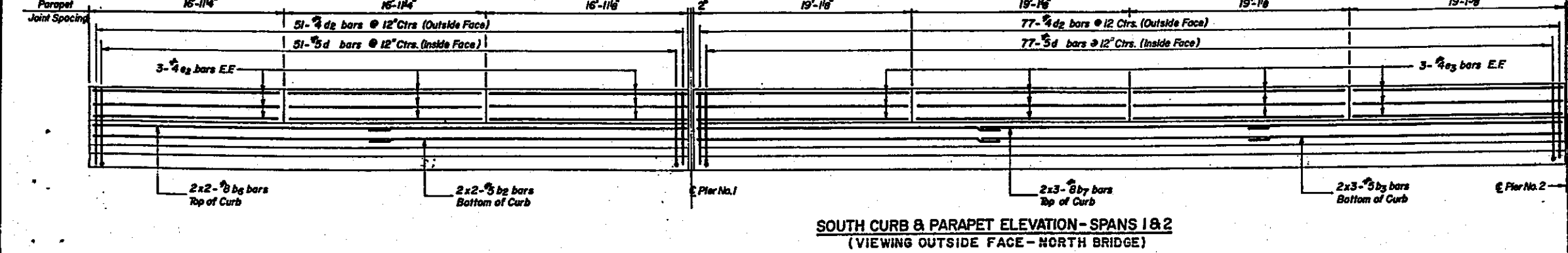
LINE	BEAM OR JOINT	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
J	OLD BM.1	796+63.894	74.651	774.455	774.505
	CONST. JT.1	796+61.816	71.485	774.529	774.579
	CONST. JT.2	796+27.378	19.000	774.760	774.808
	OLD BM.2	796+25.301	15.833	774.693	774.742
	NEW BM.1	796+21.801	10.500	774.581	774.638
	NEW BM.2	796+16.880	3.000	774.424	774.480
	NEW BM.3	796+12.943	-3.000	774.422	774.478
	NEW BM.4	796+08.022	-10.500	774.578	774.632
	OLD BM.3	796+04.523	-15.833	774.686	774.734
K	CONST. JT.3	796+02.445	-19.000	774.799	774.799
	CONST. JT.4	795+67.570	-72.151	774.488	774.536
	OLD BM.4	795+65.492	-75.317	774.418	774.468
	OLD BM.1	796+73.880	74.782	774.449	774.482
	CONST. JT.1	796+71.802	71.615	774.523	774.556
L	CONST. JT.2	796+37.378	19.000	774.761	774.794
	OLD BM.2	796+35.301	15.833	774.695	774.728
	NEW BM.1	796+31.801	10.500	774.583	774.621
	NEW BM.2	796+26.880	3.000	774.426	774.484
	NEW BM.3	796+22.943	-3.000	774.425	774.483
	NEW BM.4	796+18.022	-10.500	774.580	774.618
	OLD BM.3	796+14.523	-15.833	774.690	774.723
	CONST. JT.3	796+12.445	-19.000	774.755	774.788
	CONST. JT.4	795+77.656	-72.020	774.498	774.530
M	OLD BM.4	795+75.578	-75.187	774.431	774.463
	OLD BM.1	797+10.792	75.258	774.413	774.457
	CONST. JT.1	797+08.714	72.091	774.489	774.533
	CONST. JT.2	796+73.878	19.000	774.753	774.795
	OLD BM.2	796+71.801	15.833	774.688	774.730
	NEW BM.1	796+68.301	10.500	774.578	774.627
	NEW BM.2	796+63.380	3.000	774.424	774.473
	NEW BM.3	796+59.443	-3.000	774.425	774.474
	NEW BM.4	796+54.522	-10.500	774.582	774.631
N	OLD BM.3	796+51.023	-15.833	774.694	774.736
	CONST. JT.3	796+48.945	-19.000	774.760	774.803
	CONST. JT.4	796+14.468	-71.544	774.529	774.573
	OLD BM.4	796+12.390	-74.711	774.463	774.507
	OLD BM.1	797+20.877	75.388	774.400	774.456
	CONST. JT.1	797+18.799	72.221	774.476	774.532
	CONST. JT.2	796+83.878	19.000	7	



DECK SLAB PARTIAL PLAN - SPANS 1&2-NORTH BRIDGE
(SOUTH BRIDGE SIMILAR BY 180° ROTATION)



NORTH CURB & PARAPET ELEVATION - SPANS 1&2
(VIEWING INSIDE FACE - NORTH BRIDGE)



SOUTH CURB & PARAPET ELEVATION - SPANS 1&2
(VIEWING OUTSIDE FACE - NORTH BRIDGE)

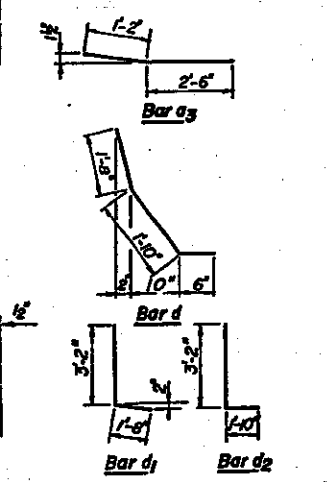
REINFORCEMENT SCHEDULE

Bar	No.	Size	Length	Shape
a	908	5	5'-0"	—
a1	900	6	2'-9"	—
a2	900	6	17'-11"	—
a3	432	6	3'-8"	—
b	64	5	26'-2"	—
b1	96	5	26'-5"	—
b2	204	5	25'-10"	—
b3	306	5	26'-2"	—
b4	8	8	26'-6"	—
b5	12	8	26'-11"	—
b6	8	8	26'-3"	—
b7	12	8	26'-8"	—
d	512	5	4'-0"	—
d1	256	4	4'-10"	—
d2	256	4	5'-0"	—
e	36	4	16'-9"	—
e1	48	4	18'-11"	—
e2	36	4	16'-8"	—
e3	48	4	18'-9"	—

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Reinforcement Bars	Lbs.	62,080
Class X Concrete	Cu. Yds.	27.1

All Reinforcement Bar Laps to be 24 Bar Diameters Unless Otherwise Indicated.
Bars Noted Thus 7x3-5 b bars, Indicates 7 Lines of 5 b bars w/ 3 Lengths per Line.
Saw P.C.C Surface 3" Prior to Conc. Removal.
E.F. Indicates "Each Face"
Work This Sheet with Sheet Nos 57 & 58



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT ONE

ADLAI E. STEVENSON EXPRESSWAY
F.A.I. ROUTE 55
REHABILITATION PROJECT

DECK REINFORCEMENT SPANS 1&2
F.A.I. ROUTE 55 OVER LEMONT ROAD

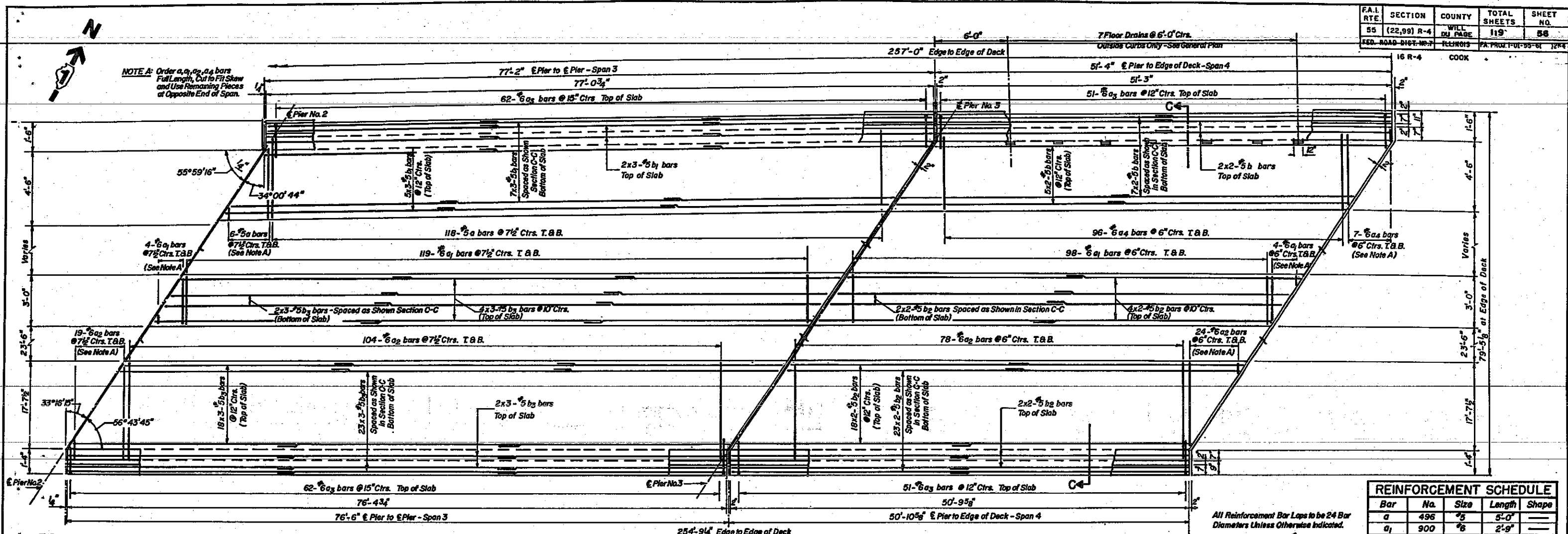
STATION 796+40.45 SECTION 22R-4
F.A.I. ROUTE 55 DU PAGE COUNTY AS BUILT SECTION 22-2HB-1

MURPHY ENGINEERING INCORPORATED
CONSULTING ENGINEERS

SCALE DATE

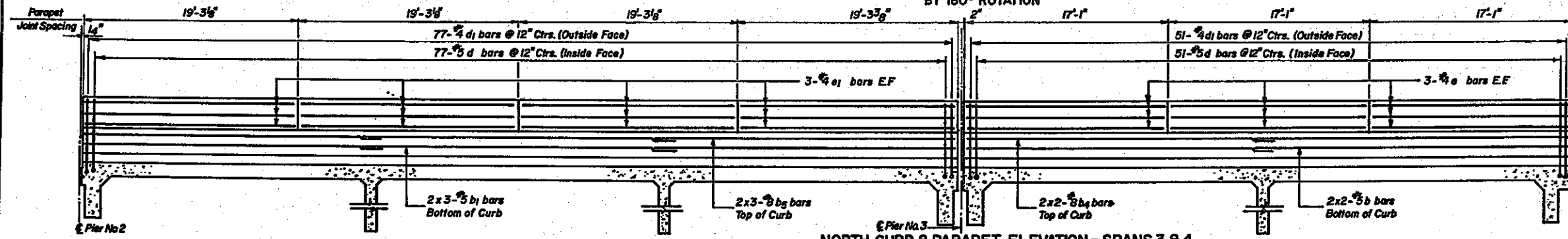
DRAWN T.L.R. & P.B.
CHECKED J.R.L.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(22,99) R-4	WILL DU PAGE	119	56
FED. ROAD DIST. NO. 7		ILLINOIS	PA. PROJ. FUI-55-51	1244
COOK				

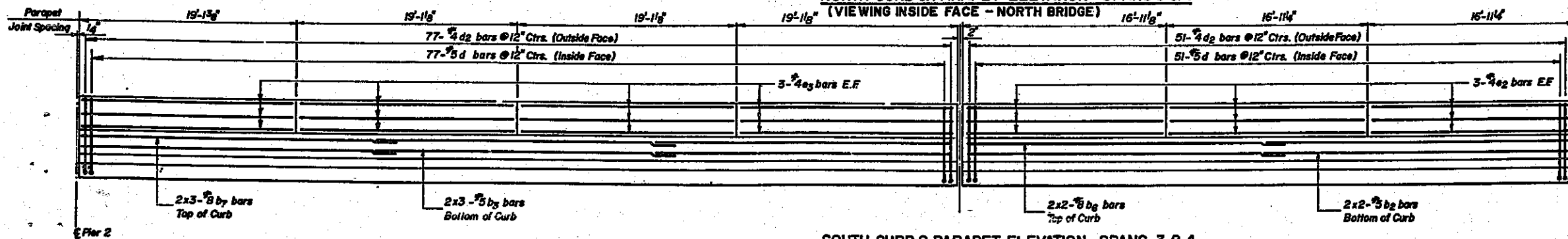


DECK SLAB PARTIAL PLAN - SPAN 3 & 4 NORTH BRIDGE

SOUTH BRIDGE SIMILAR BY 180° ROTATION

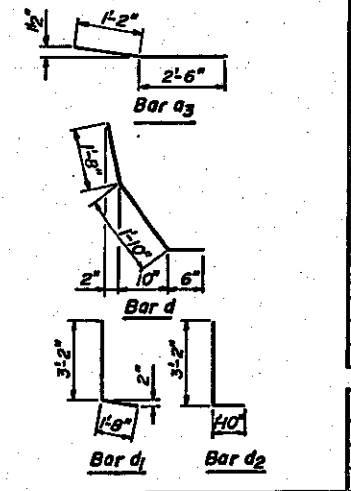


NORTH CURB & PARAPET ELEVATION - SPANS 3 & 4 (VIEWING INSIDE FACE - NORTH BRIDGE)



SOUTH CURB & PARAPET ELEVATION - SPANS 3 & 4 (VIEWING OUTSIDE FACE - NORTH BRIDGE)

All Reinforcement Bar Laps to be 24 Bar Diameters Unless Otherwise Indicated.
 Bars Noted Thus 7x3-#5 b bars, Indicates 7 Lines of 5 b bars W/3 Lengths per Line.
 Saw P.C.C Surface 3/4 Prior to Conc. Removal.
 E.F. Indicates "Each Face".
 Work This Sheet with Sheet Nos 57 & 58



Bar	No.	Size	Length	Shape
a	496	#5	5'-0"	—
a1	900	#5	2'-9"	—
a2	900	#5	17'-11"	—
a3	452	#5	3'-6"	—
a4	412	#5	5'-0"	—
b	64	#5	26'-2"	—
b1	96	#5	26'-5"	—
b2	204	#5	25'-10"	—
b3	306	#5	26'-2"	—
b4	8	#5	26'-6"	—
b5	12	#5	26'-11"	—
b6	8	#5	26'-3"	—
b7	12	#5	26'-8"	—
d	512	#5	4'-0"	—
d1	256	#5	4'-10"	—
d2	256	#5	5'-0"	—
e	36	#4	16'-9"	—
e1	48	#4	18'-11"	—
e2	36	#4	16'-8"	—
e3	48	#4	18'-9"	—

BILL OF MATERIAL		
ITEM	UNIT	TOTAL
Reinforcement Bars	Lbs.	63,020
Class X Concrete	Cu. Yds.	2172

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE

ADLAI E. STEVENSON EXPRESSWAY
 F.A.I. ROUTE 55
 REHABILITATION PROJECT

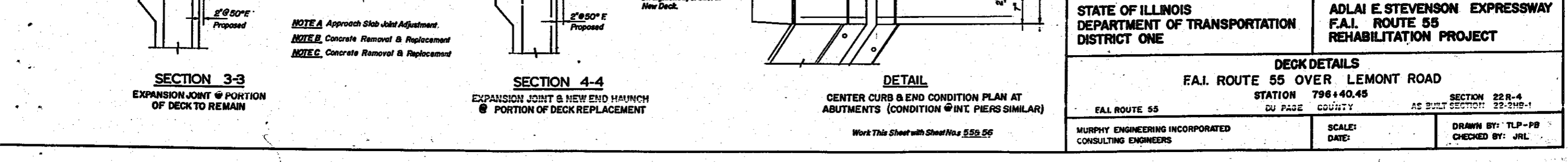
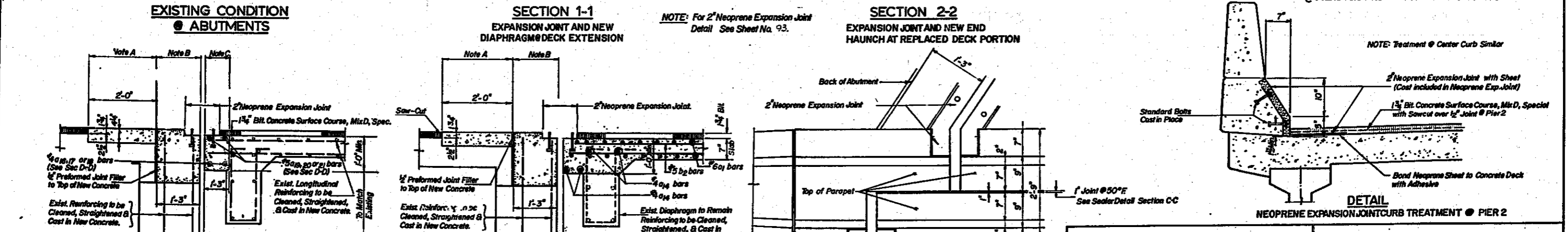
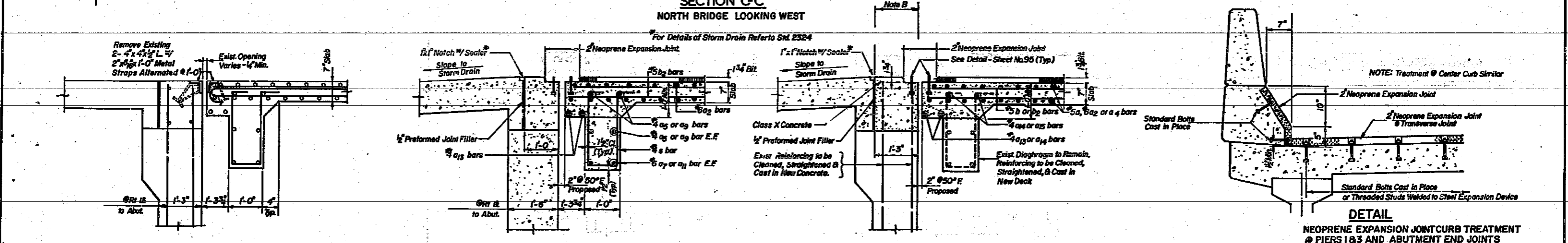
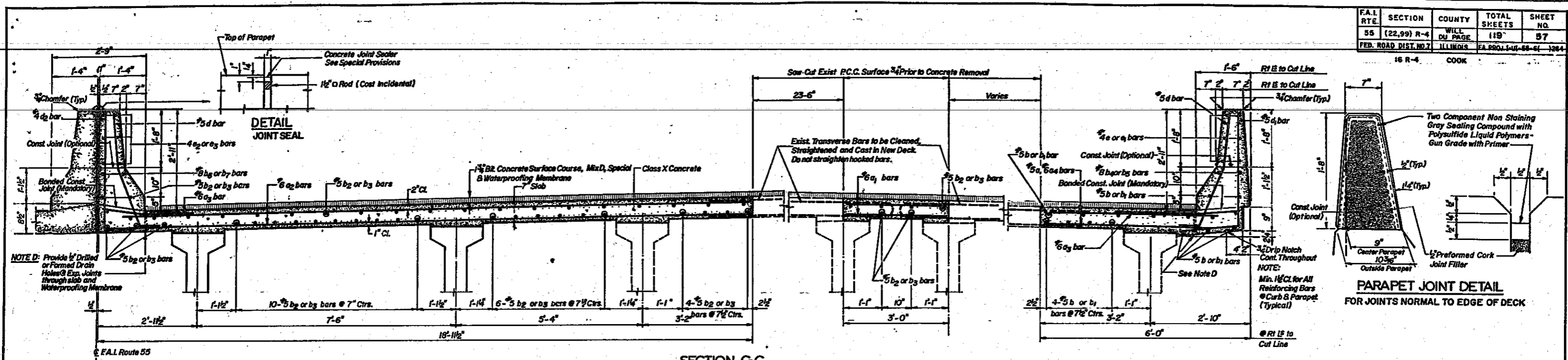
DECK REINFORCEMENT SPANS 3 & 4
F.A.I. ROUTE 55 OVER LEMONT ROAD

STATION 756 + 40.45 SECTION 22 R-4
 DU PAGE COUNTY AS BUILT SECTION 22-210-1

MURPHY ENGINEERING INCORPORATED SCALE DATE
 CONSULTING ENGINEERS

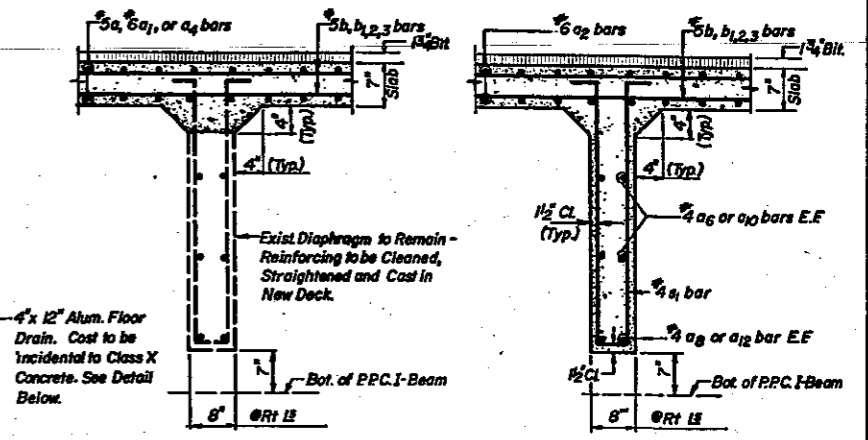
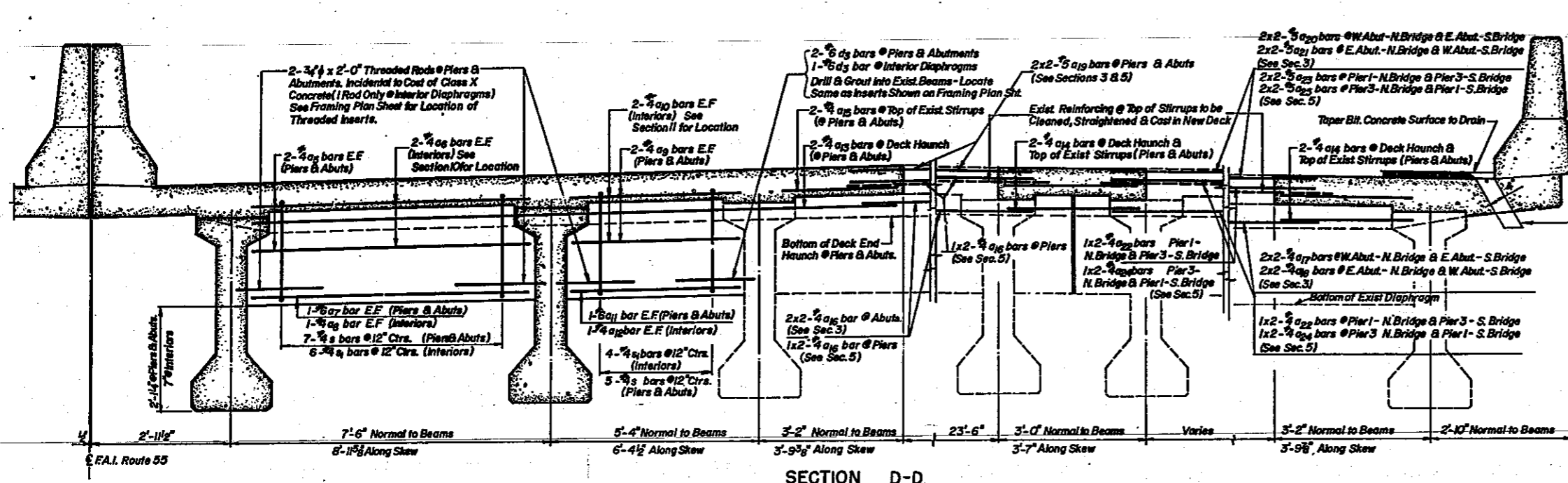
ADLAI E. STEVENSON EXPRESSWAY
 F.A.I. ROUTE 55
 REHABILITATION PROJECT
 DRAWN T.L.P. & P.B.
 CHECKED J.R.L.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(22,99) R-4	WILL DU PAGE	119	57
FED. ROAD DIST. NO. 7	ILLINOIS	FA PROJ. I-55-61-1264		



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE		ADLAI E. STEVENSON EXPRESSWAY F.A.I. ROUTE 55 REHABILITATION PROJECT	
DECK DETAILS			
F.A.I. ROUTE 55 OVER LEMONT ROAD			
STATION 796+40.45		SECTION 22 R-4	
F.A.I. ROUTE 55		AS BUILT SECTION 22-2HS-1	
MURPHY ENGINEERING INCORPORATED CONSULTING ENGINEERS		SCALE: DATE:	DRAWN BY: TLP-PB CHECKED BY: JRL

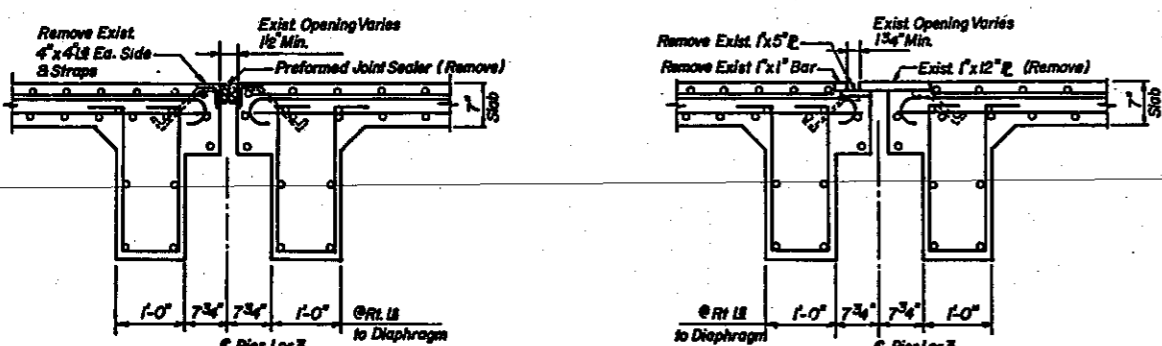
Work This Sheet with Sheet Nos. 55a-56



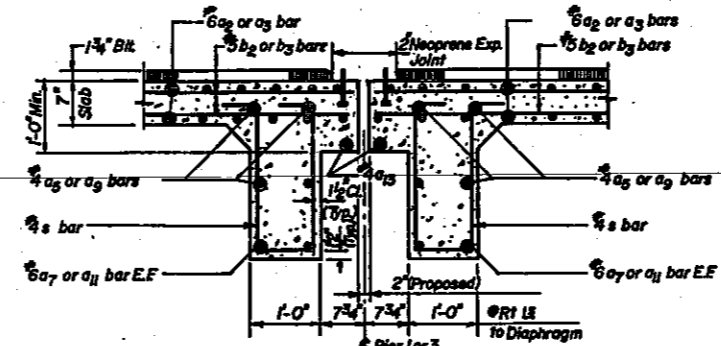
SECTION D-D
NORTH BRIDGE - LOOKING WEST

SECTION II-II
INTERIOR DIAPHRAGM @
PORTION OF DECK TO BE REPLACED

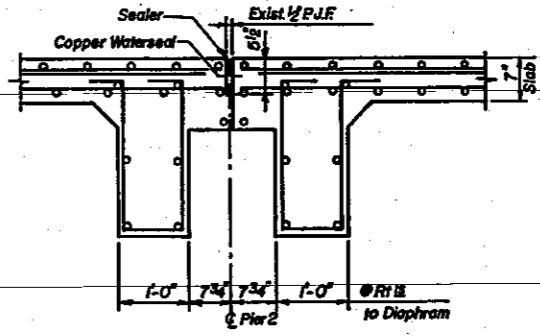
SECTION IO-IO
INTERIOR DIAPHRAGM @
PORTION OF NEW DECK EXTENSION



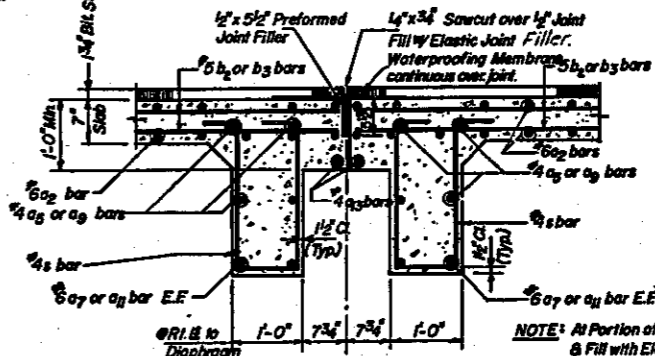
EXISTING CONDITIONS
PIERS 1 & 3



SECTION 6-6
PROPOSED EXPANSION DAM
& NEW DIAPHRAGMS - PIERS 1 & 3



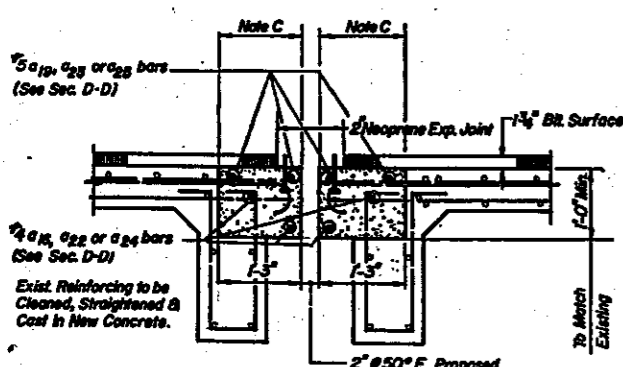
EXISTING CONDITION PIER 2



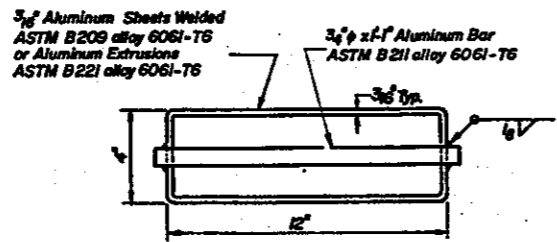
SECTION 8-8
PROPOSED 1/2 JOINT & NEW DIAPHRAGMS - PIER 2

BILL OF MATERIAL

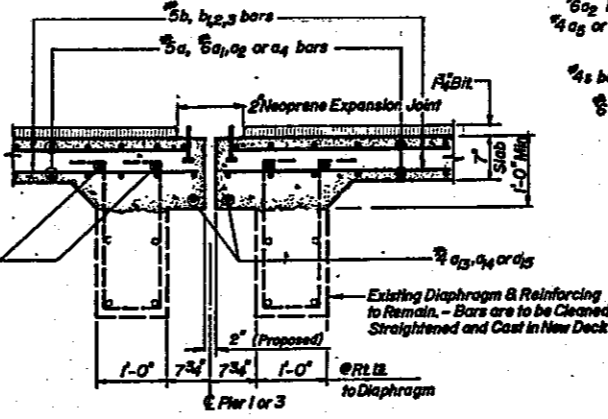
Bar	No.	Size	Length	Shape	
a5	64	#4	7'-9"	---	
a6	48	#4	6'-5"	---	
a7	32	#6	7'-9"	---	
a8	24	#6	5'-8"	---	
a9	64	#4	5'-3"	---	
a10	48	#6	4'-5"	---	
a11	32	#6	5'-3"	---	
a12	24	#6	3'-6"	---	
a13	20	#6	18'-7"	---	
a14	128	#4	3'-3"	---	
a15	32	#4	3'-0"	---	
a16	48	#4	15'-6"	---	
a17	8	#4	16'-3"	---	
a18	8	#4	16'-3"	---	
a19	48	#5	15'-7"	---	
a20	8	#5	16'-4"	---	
a21	8	#5	18'-4"	---	
a22	16	#4	16'-7"	---	
a23	16	#5	16'-9"	---	
a24	16	#4	17'-9"	---	
a25	16	#5	17'-11"	---	
a5	44	#6	2'-0"	---	
s	192	#4	5'-11"	CF	
s1	160	#4	8'-7"	CF	
Class X Concrete				CuYd	25.0
Reinforcement Bars				Lbs	6,770



SECTION 5-5
PROPOSED JOINT & EXPANSION
DECK PORTIONS TO REMAIN



FLOOR DRAIN DETAIL
Cost to be incidental to Class X Concrete



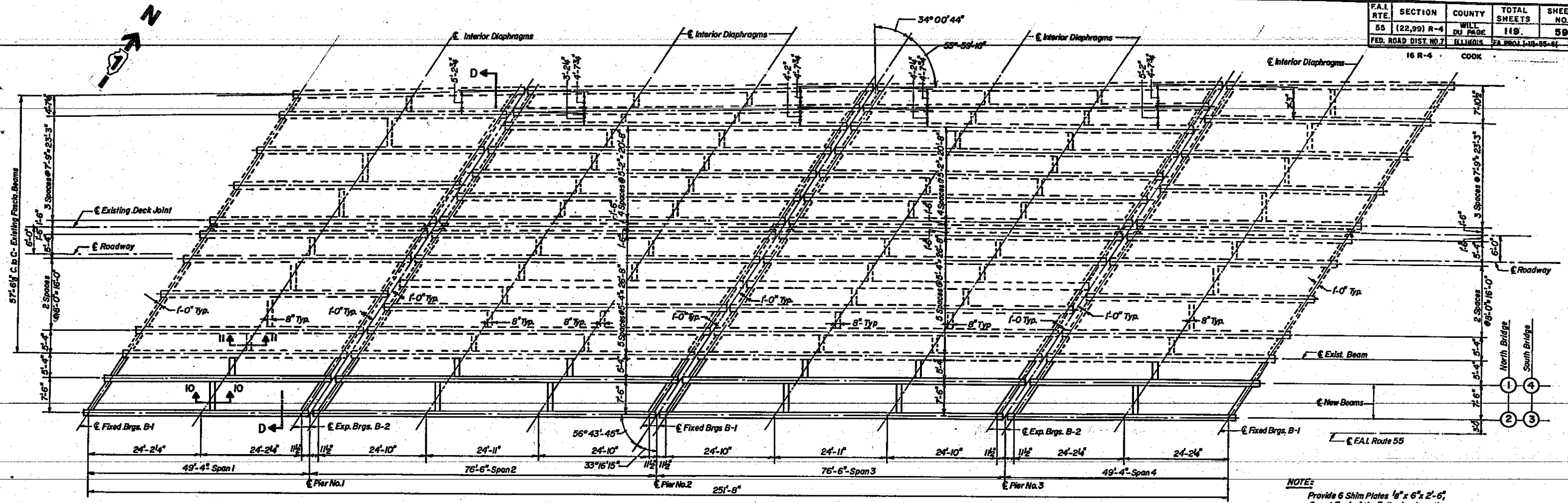
SECTION 7-7
PROPOSED EXPANSION JOINT
& NEW DECK END HAUNCH @ REPLACED
DECK PORTION - PIERS 1 & 3.

NOTE: At Portion of Deck to Remain - Clean 1/2 Joint & Fill with Elastic Joint Filler.

Work This Sheet with Sheet No's 55, 56 & 59

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE		ADLAI E. STEVENSON EXPRESSWAY F.A.I. ROUTE 55 REHABILITATION PROJECT	
DECK DETAILS			
F.A.I. ROUTE 55 OVER LEMONT ROAD			
F.A.I. ROUTE 55		STATION 796+40.45	SECTION 22-R-4
MURPHY ENGINEERING INCORPORATED CONSULTING ENGINEERS		DU PAGE COUNTY	AS BUILT SECTION 22-R-4-1
SCALE: DATE:		DRAWN BY: TLP CHECKED BY: JRL	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(22,99) R-4	WILL DU PAGE	119	59
FED. ROAD DIST. NO. 7	ILLINOIS	FA PROJ. 110-85-61	1964	
16 R-4		COOK		

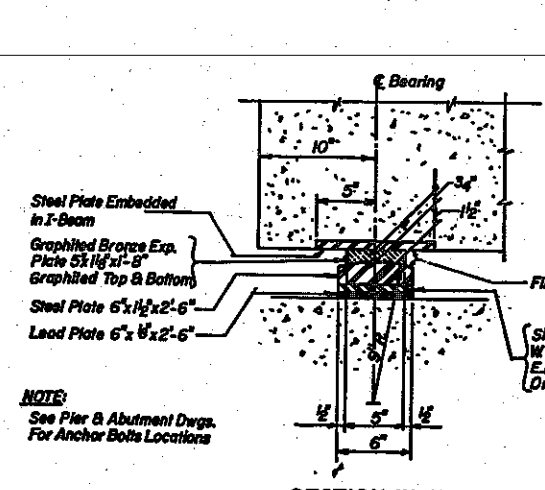


NOTE: For Sections 10 & 11 See Deck Details Sht. No. 58

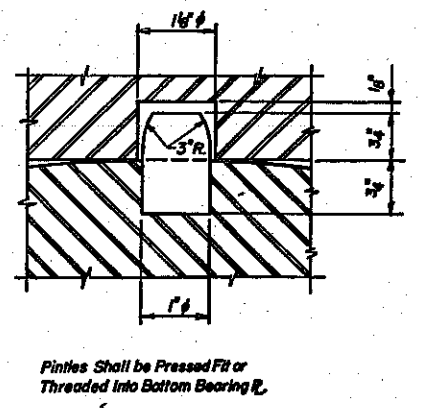
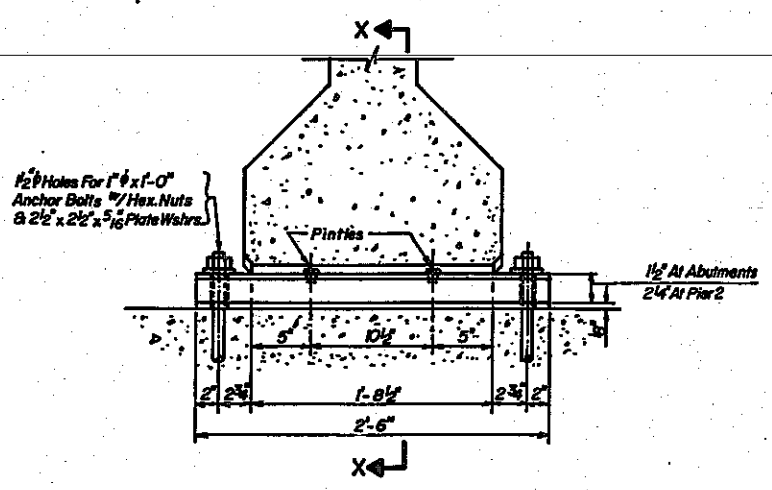
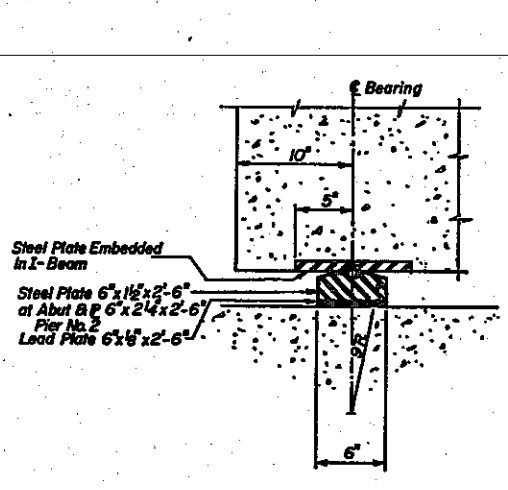
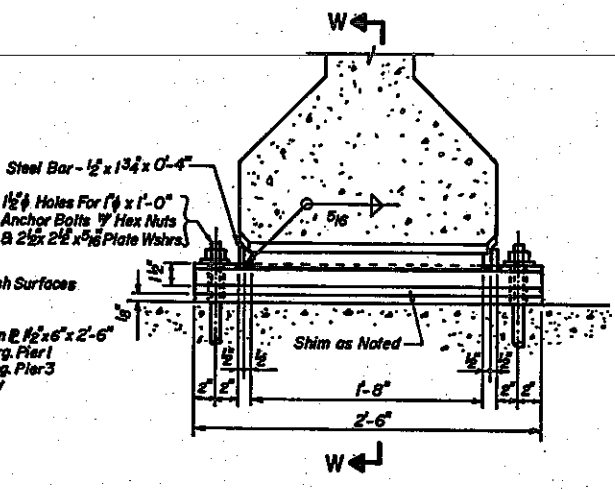
FRAMING PLAN - NORTH BRIDGE
(SOUTH BRIDGE SIMILAR BY 180° ROTATION)

NOTE: Provide 6 Shim Plates 1/2" x 6" x 2'-6", One at Each of the Following Locations:

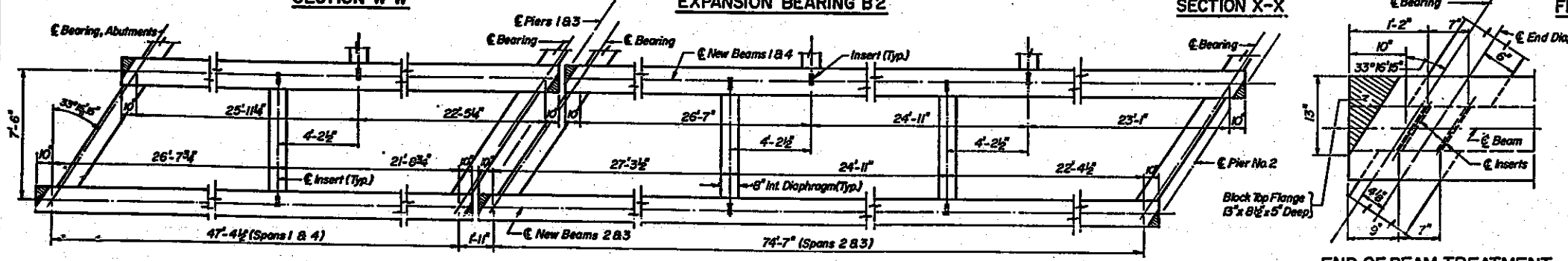
BEAM No. 2	BEAM No. 3
W. Brg., Pier 1	W. Brg., Pier 3
E. Brg., Pier 1	E. Brg., Pier 3
W. Abutment	E. Abutment



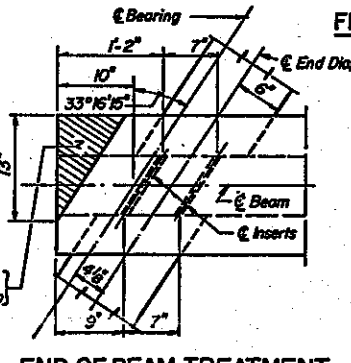
NOTE: See Pier & Abutment Drgs. For Anchor Bolt Locations



Work This Sheet with Sheet No. 60



PART FRAMING PLAN - SHOWING INTERIOR DIAPHRAGM INSERT LOCATIONS

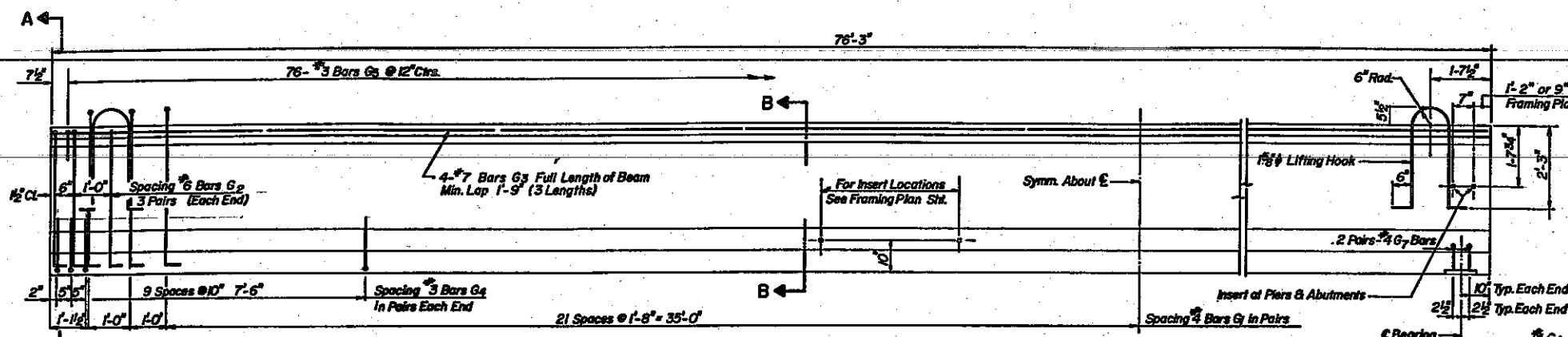


END OF BEAM TREATMENT

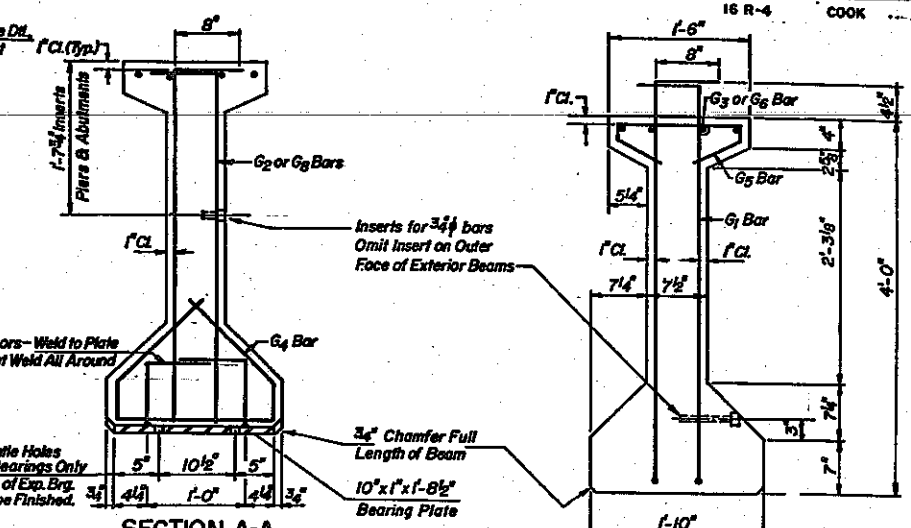
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE	ADLAI E. STEVENSON EXPRESSWAY F.A.I. ROUTE 55 REHABILITATION PROJECT
FRAMING PLAN & BEARING DETAILS F.A.I. ROUTE 55 OVER LEMONT ROAD	
FAL ROUTE 55	STATION 796+40.45
MURPHY ENGINEERING INCORPORATED CONSULTING ENGINEERS	SCALE: DATE:
SECTION 22 R-4 AS BUILT SECTION 22-21B-1	DRAWN BY: TLP - PB CHECKED BY: JRL

F.A.I. RATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55 (22,99) R-4	WILL DU PAGE	ILLINOIS	119	60
FED. ROAD DIST. NO. Y	ILLINOIS	FA PROJ. LINE 55-61	1244	

NOTE: See Framing Plan Sheet No. For Fixed & Expansion Bearings & For Proper Plate Placement

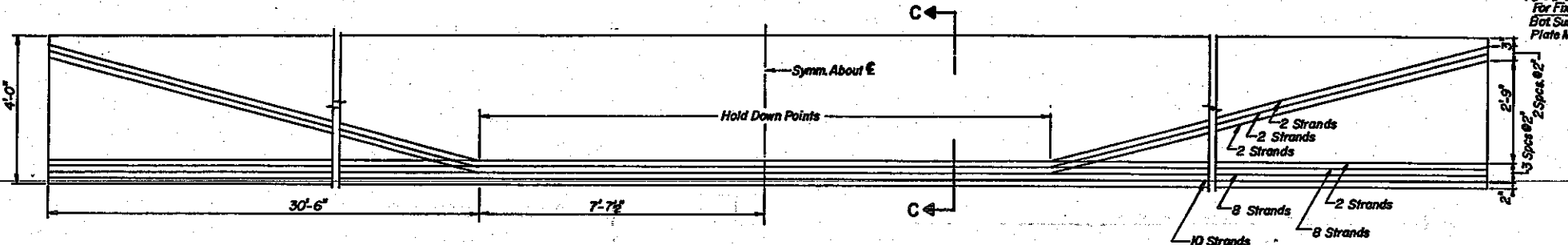


ELEVATION OF 74'-7\"/>



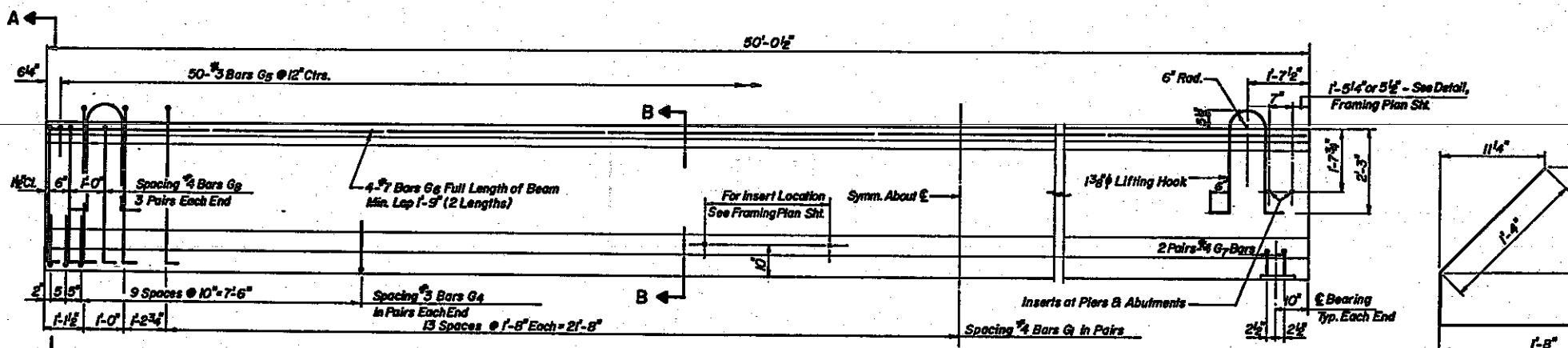
SECTION A-A

SECTION B-B

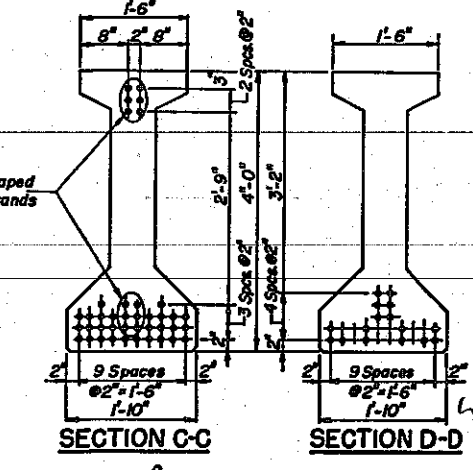


PRESTRESSING STEEL DETAIL FOR 74'-7\"/>

REINFORCEMENT SCHEDULE				
Bar	No.	Size	Length	Shape
G ₁	94	4	5'-6 1/2"	TL
G ₂	12	6	4'-10"	TL
G ₃	12	7	26'-7"	TL
G ₄	48	3	3'-5 1/2"	TL
G ₅	76	3	2'-8 1/2"	TL
G ₆	8	4	1'-4"	TL
G ₇	62	4	5'-6 1/2"	TL
G ₈	48	3	3'-5 1/2"	TL
G ₉	50	3	2'-8 1/2"	TL
G ₁₀	8	7	25'-10"	TL
G ₁₁	8	4	1'-4"	TL
G ₁₂	12	4	4'-10"	TL

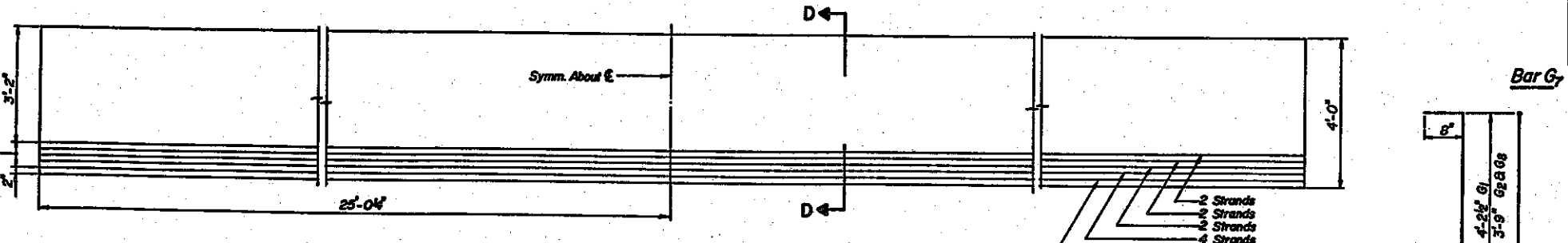


ELEVATION OF 48'-4 1/2\"/>

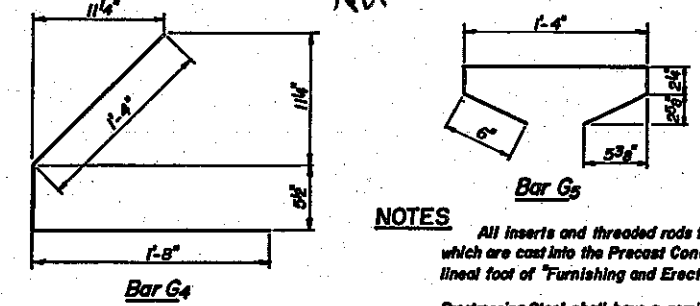


SECTION C-C

SECTION D-D



PRESTRESSING STEEL DETAIL FOR 48'-4 1/2\"/>



Bar G₄

Bar G₇

Bars G₁, G₂, & G₃

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 linear foot of "Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48 Inch."
- Prestressing Steel shall have a nominal diameter of 7/16".
- Inserts for 3/4" threaded rods are to be two strut coil type for Beam No's. 1 & 4 and single coil, flared loop type for Beam No's. 2 & 3.
- Steel for lifting hooks shall be non-deformed bars f_y = 40,000 psi.
- Corners of top flanges of all beams shall be blocked as shown in "End of Beam Treatment" detail on Framing Plan sheet to avoid interference with adjacent deck slab.
- Work This Sheet with Sheet No. 59

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT ONE

ADLAI E. STEVENSON EXPRESSWAY
F.A.I. ROUTE 55
REHABILITATION PROJECT

DETAILS OF PRECAST PRESTRESSED CONCRETE I-BEAM
F.A.I. ROUTE 55 OVER LEMONT ROAD

F.A.I. ROUTE 55
STATION 796+40.45
DU PAGE COUNTY

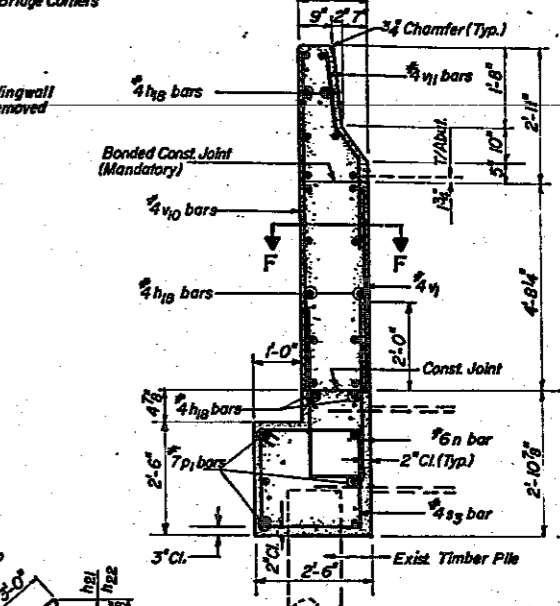
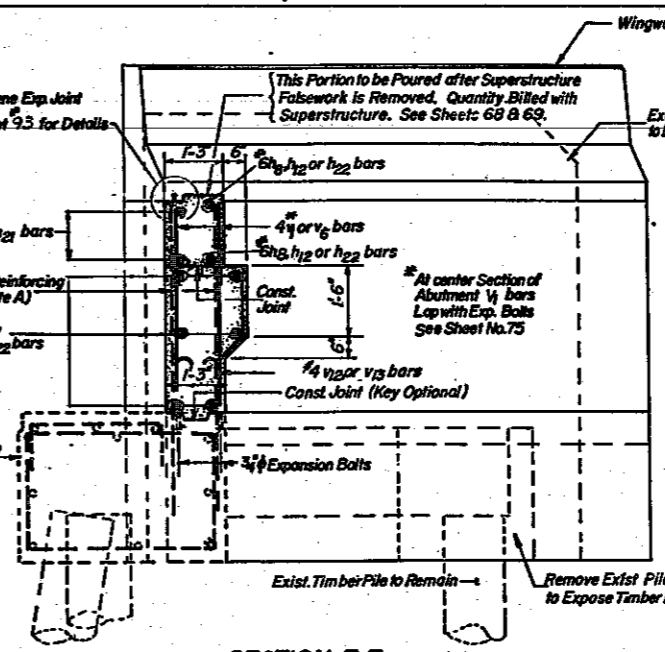
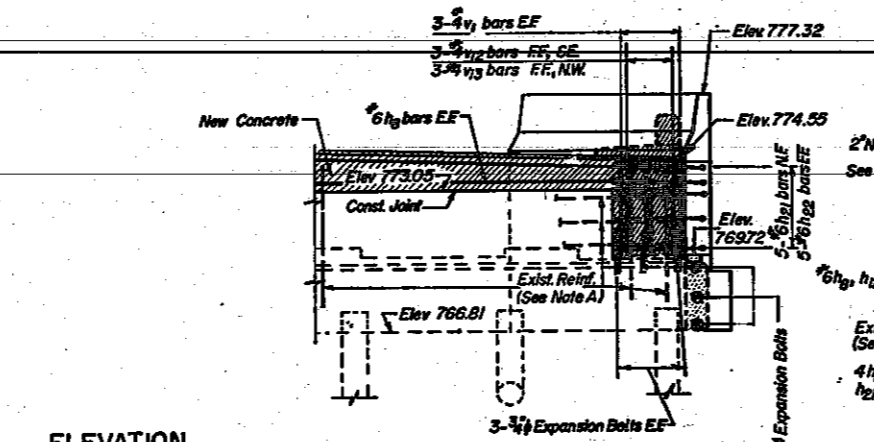
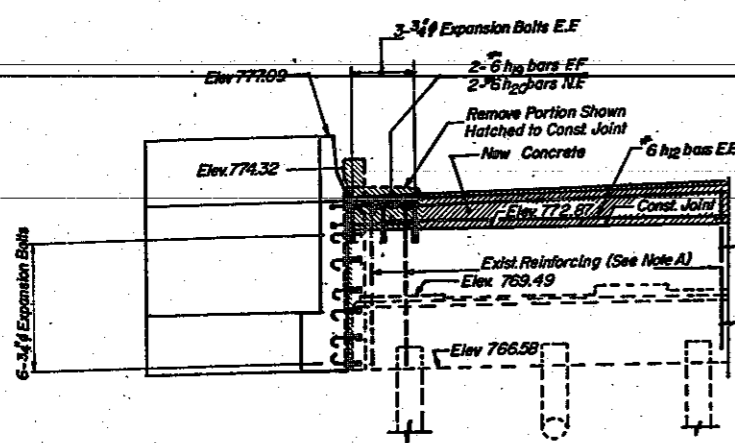
SECTION 22 R-4
AS BUILT SECTION 22-2R-4

MURPHY ENGINEERING INCORPORATED
CONSULTING ENGINEERS

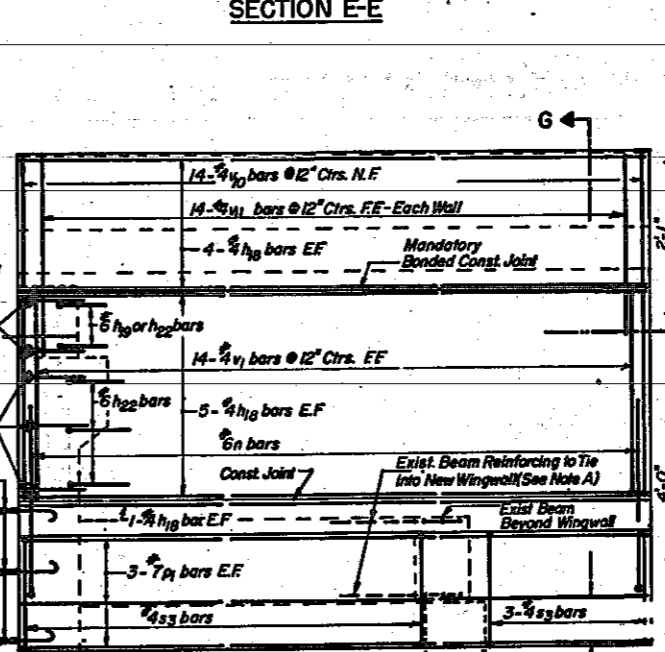
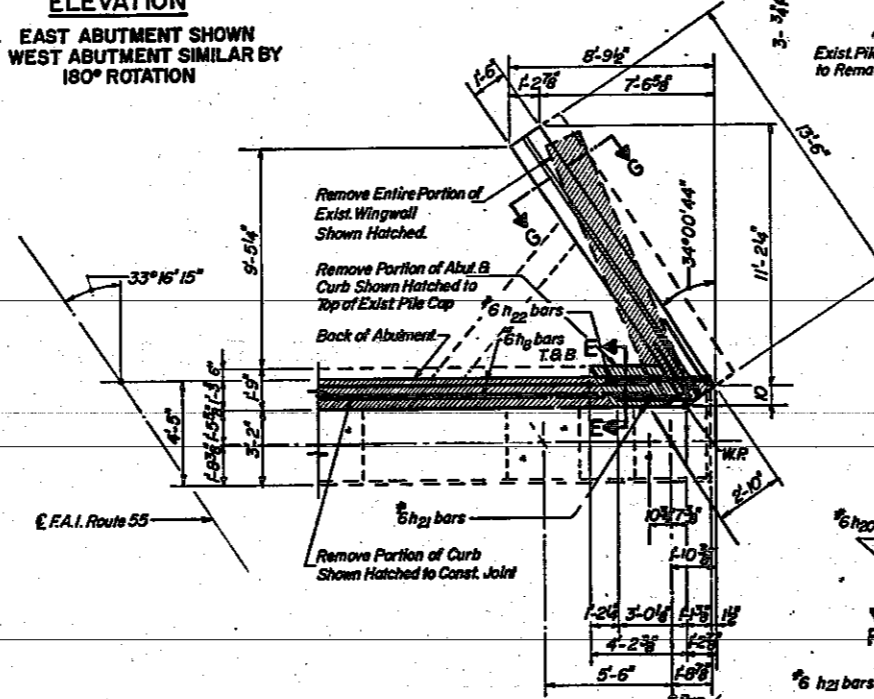
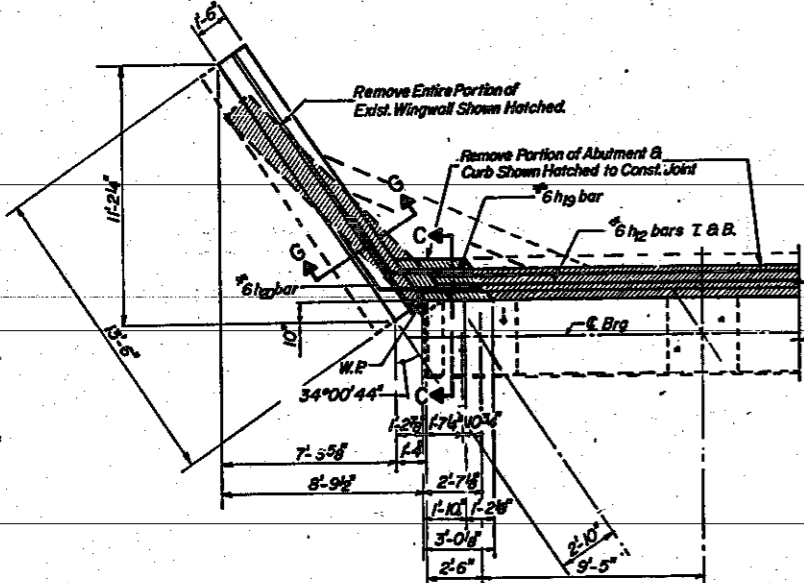
SCALE:
DATE:

DRAWN BY: PB
CHECKED BY: JRL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(22,99) R-4	WILL DU PAGE	119	61
FED. ROAD DIST. NO. 7	ILLINOIS	FA PROJ. I-UI-55-6	1284	



ELEVATION
EAST ABUTMENT SHOWN
WEST ABUTMENT SIMILAR BY
180° ROTATION



REINFORCEMENT SCHEDULE

Bar	No.	Size	Length	Shape
h ₈	80	#4	13'-3"	
h ₉	4	#6	6'-3"	
h ₁₀	4	#6	7'-6"	
h ₁₁	10	#6	6'-2"	
h ₁₂	10	#6	7'-4"	
n	56	#6	9'-3"	
p ₁	24	#7	13'-3"	
s ₂	52	#4	9'-3"	
v ₁	68	#4	4'-6"	
v ₁₀	56	#4	7'-5"	
v ₁₁	56	#4	4'-0"	
v ₁₂	6	#4	4'-7"	
v ₁₃	6	#4	5'-0"	

Work This Sheet with Sheet No. 75

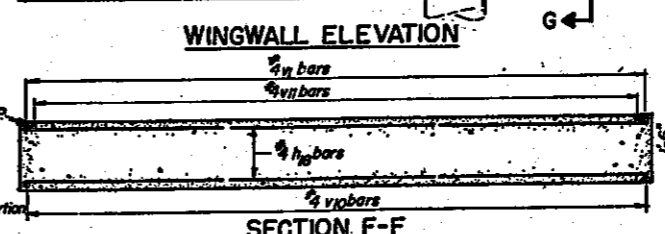
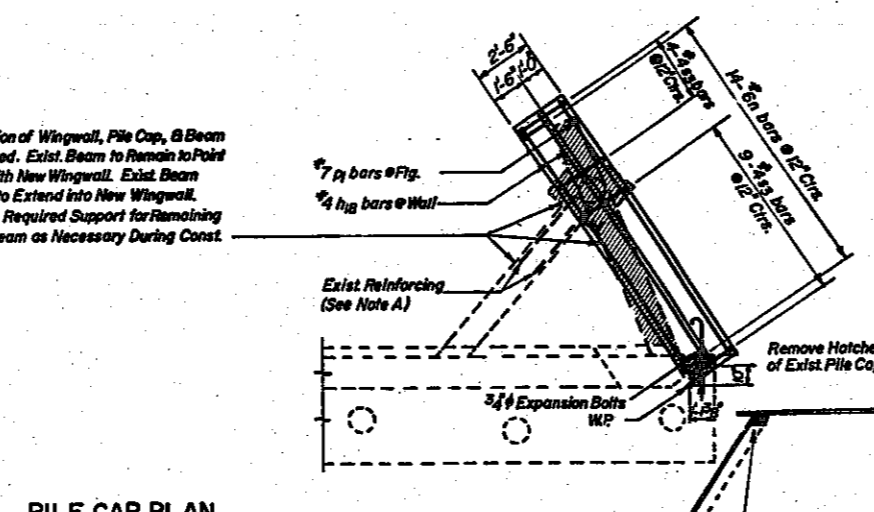
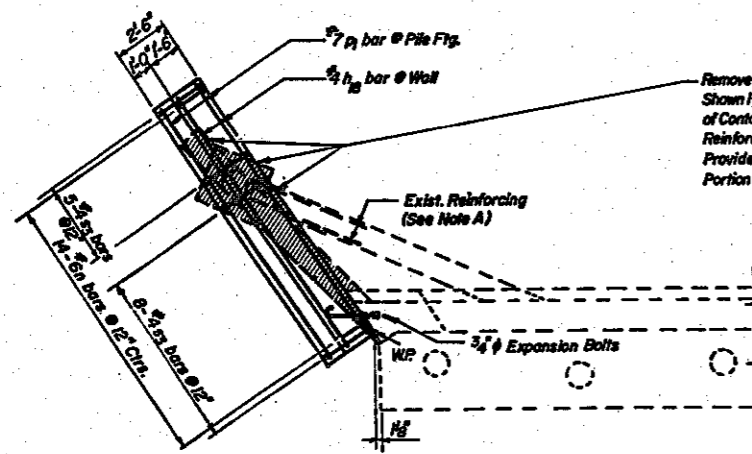
EAST ABUTMENT

TOP PLAN

WINGWALL ELEVATION

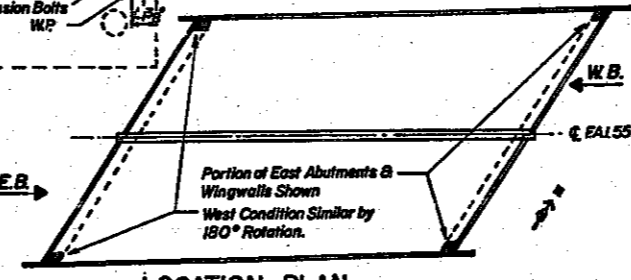
BILL OF MATERIAL

Item	Unit	Total
Reinforcement Bars	Pounds	3420
Class X Concrete	Cu. Yd.	34.9
Concrete Removal	Cu. Yd.	20.1
Expansion Bolts (#4)	Each	42



PILE CAP PLAN

SECTION F-F



LOCATION PLAN

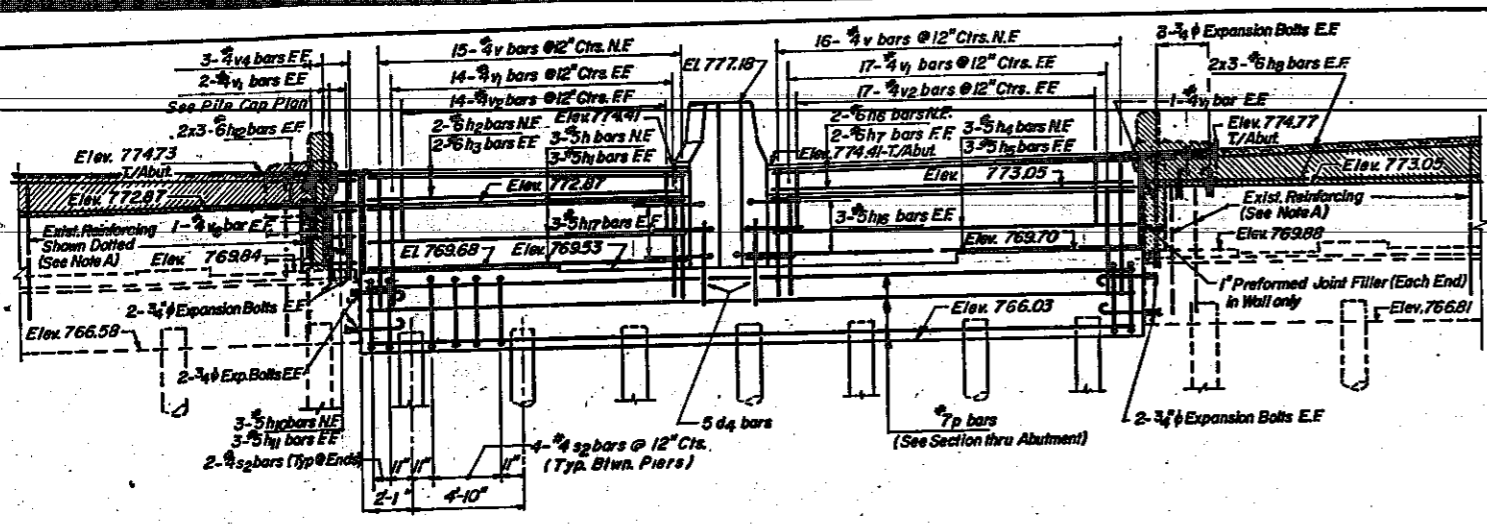
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT ONE

ADLAI E. STEVENSON EXPRESSWAY
F.A.I. ROUTE 55
REHABILITATION PROJECT

ABUTMENT & WINGWALL DETAILS
F.A.I. ROUTE 55 OVER LEMONT ROAD

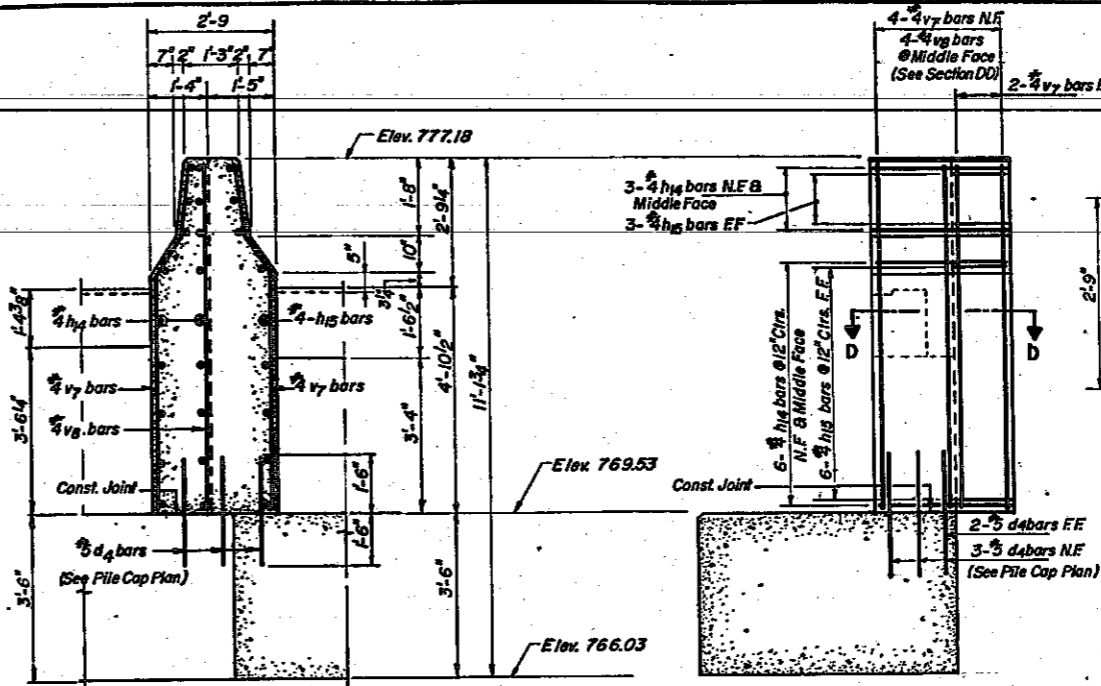
F.A.I. ROUTE 55 STATION 7961 40.45 SECTION 22R-4
DU PAGE COUNTY AS BUILT SECTION 22-2HB-1

MURPHY ENGINEERING INCORPORATED SCALE: DRAWN BY: TLP-PB
CONSULTING ENGINEERS DATE: CHECKED BY: JRL



ELEVATION
EAST ABUTMENT SHOWN
WEST ABUTMENT SIMILAR
BY 180° ROTATION

NOTE: Space Reinforcing to Miss Anchor Bolts.
Four Piles Monolithically w/ Pile Cap.



SECTION A-A

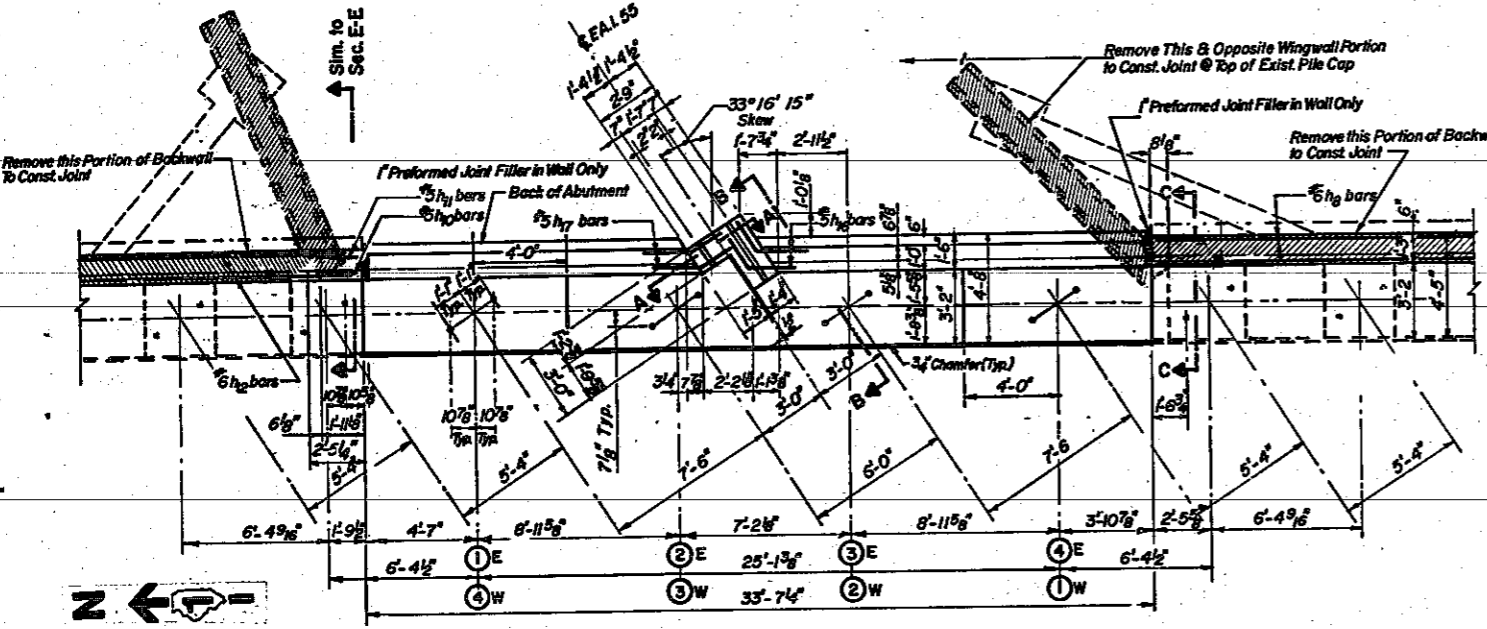
SECTION B-B

SECTIONAL PLAN D-D

Bar	No.	Size	Length	Shape
d ₄	10	#5	3'-0"	—
h ₁	6	#5	14'-1"	—
h ₂	6	#5	13'-0"	—
h ₃	4	#6	14'-1"	—
h ₄	4	#6	13'-5"	—
h ₅	6	#5	15'-6"	—
h ₆	6	#5	16'-5"	—
h ₇	4	#6	15'-6"	—
h ₈	4	#6	16'-2"	—
h ₉	24	#6	24'-10"	—
h ₁₀	6	#5	1'-8"	—
h ₁₁	6	#5	2'-4"	—
h ₁₂	24	#6	26'-7"	—
h ₁₃	36	#4	2'-9"	—
h ₁₄	18	#4	0'-11"	—
h ₁₅	12	#5	4'-9"	—
h ₁₇	12	#5	3'-0"	—
p	16	#7	33'-0"	—
s ₂	56	#4	15'-9"	□
v	62	#4	5'-10"	—
v ₁	74	#4	4'-6"	—
v ₂	62	#4	3'-4"	—
v ₃	6	#4	3'-1"	—
v ₄	4	#4	2'-9"	—
v ₇	12	#4	7'-6"	—
v ₈	8	#4	7'-7"	—

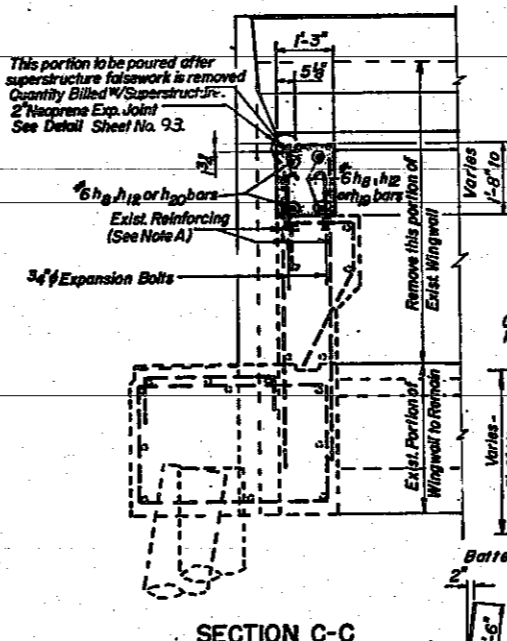
Item	Unit	Total
Reinforcement Bars	Pounds	5200
Class X Concrete	Cu. Yd.	97.9
Concrete Removal	Cu. Yd.	19.4
Concrete Piles	Lin. Ft.	448
Expansion Bolts (#4)	Each	36

Work This Sheet with Sheet No. 61.

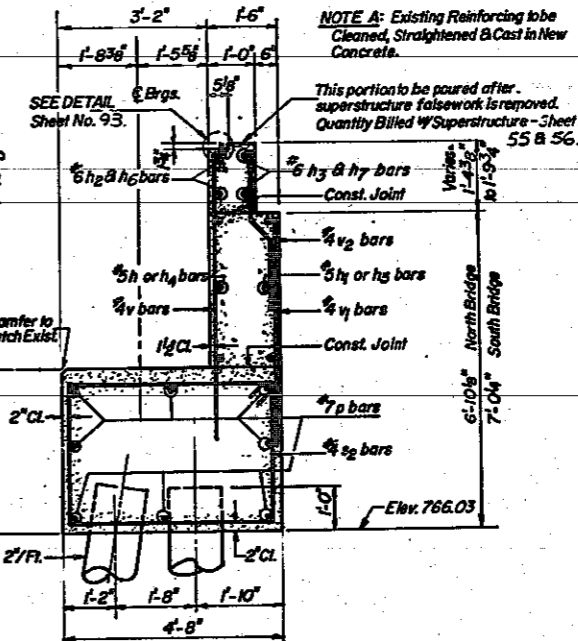


TOP VIEW

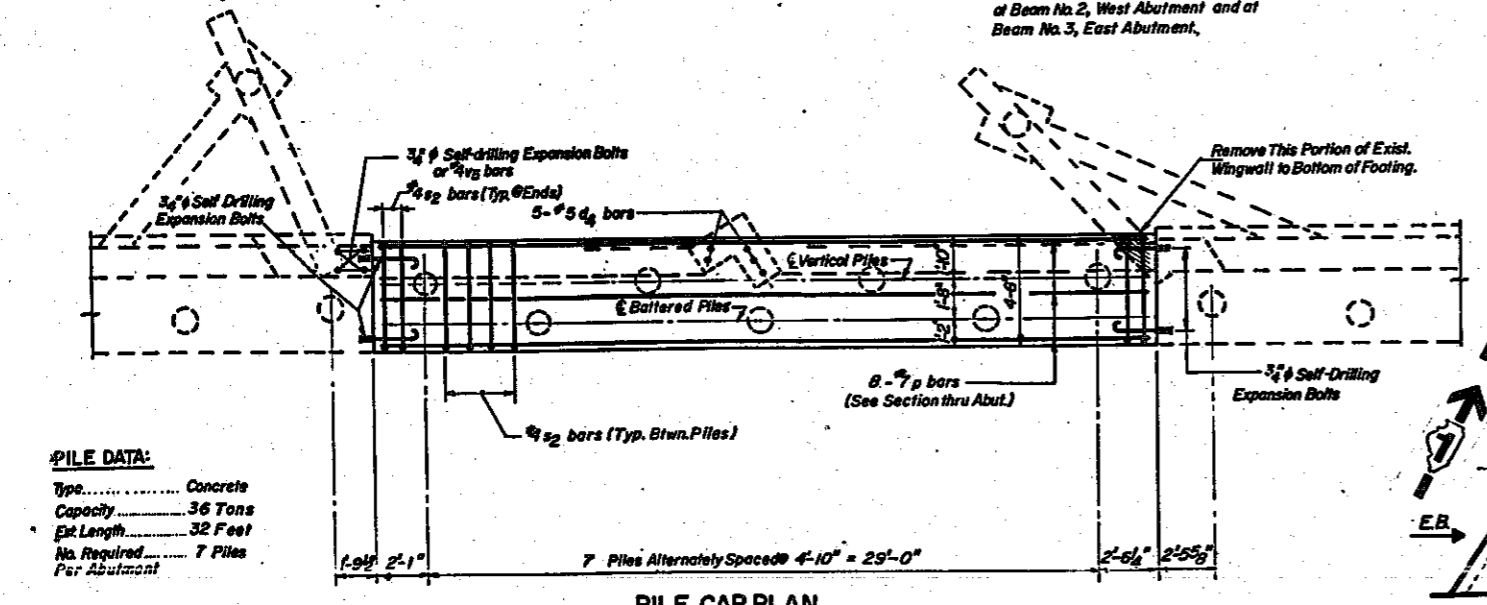
NOTE: Provide # Shim Plates Under Bearings of Beam No. 2, West Abutment and at Beam No. 3, East Abutment.



SECTION C-C

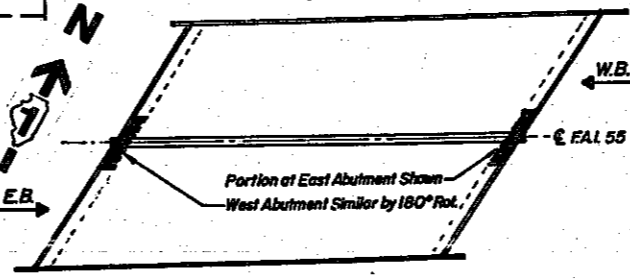


SECTION THRU NEW ABUTMENT



PILE CAP PLAN

PILE DATA:
Type..... Concrete
Capacity..... 36 Tons
Ext Length..... 32 Feet
No. Required..... 7 Piles
Per Abutment



LOCATION PLAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT ONE

ADLAI E. STEVENSON EXPRESSWAY
F.A.I. ROUTE 55
REHABILITATION PROJECT

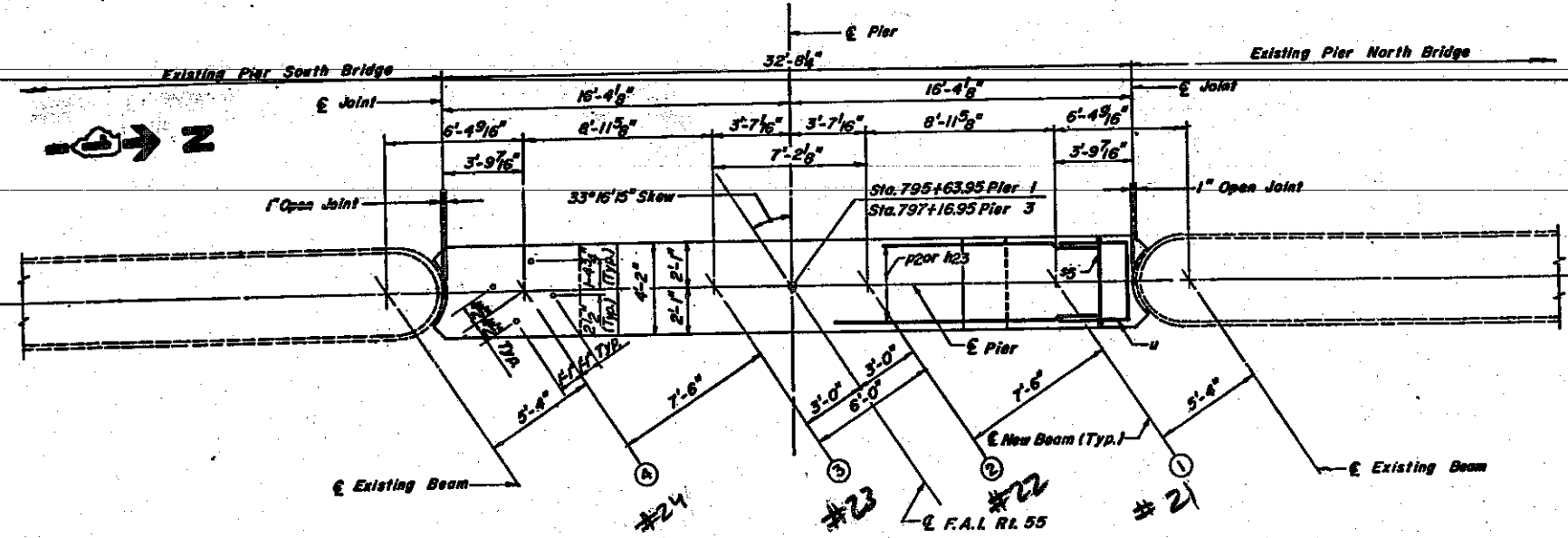
ABUTMENT & BARRIER WALL DETAILS
F.A.I. ROUTE 55 OVER LEMONT ROAD

F.A.I. ROUTE 55 DU PAGE COUNTY SECTION 22 R-4 AS BUILT SECTION 22-24R-1

MURPHY ENGINEERS INCORPORATED
CONSULTING ENGINEERS

SCALE: DATE: DRAWN BY: TLP-PB CHECKED BY: J.R.L.

NOTES:
 Space Reinforcement in Cap to Miss Anchor Bolts.
 All Edges Shall Have Standard 3/4" Chamfer Except as Noted.
 Four Steps Monolithically With Cap.
 Minimum Spiral Lap = 1 1/2 Turns.
 Provide 1/8" Shim Plates Under Bearings of Beam No. 2, Pier 1, and at Beam No. 3, Pier 3.
 Minimum Spiral anchorage at each end = 1/2 extra turns.
 Provide 4-4 Spacers in Spiral.

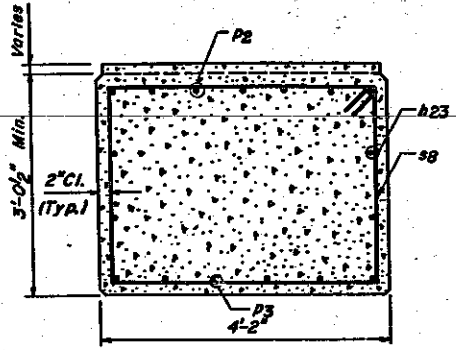


TOP PLAN

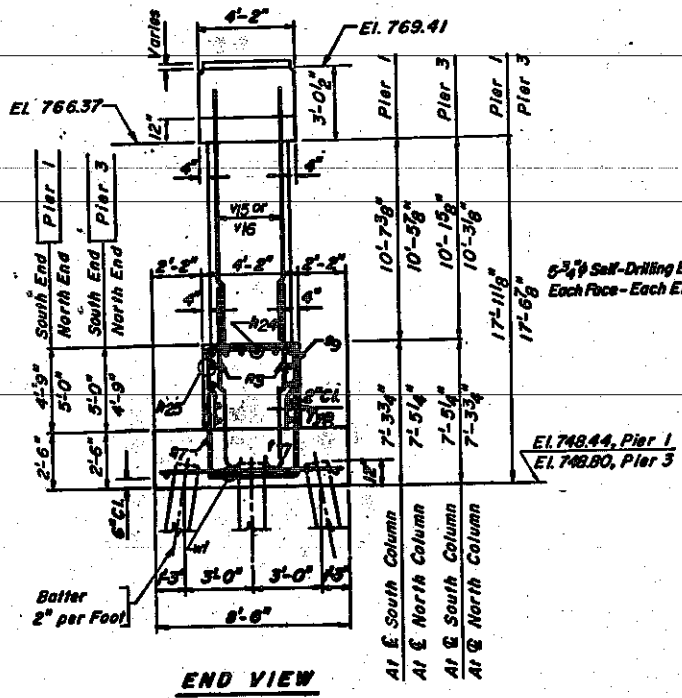
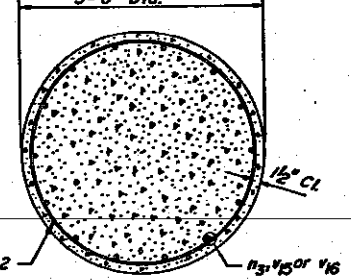
BARS #5, #7, #9, #U

A & B DIMENSIONS		
BAR	A	B
#5	3'-10"	1'-11"
#7	3'-10"	3'-6"
#9	3'-10"	4'-7"
u	3'-10"	3'-8"

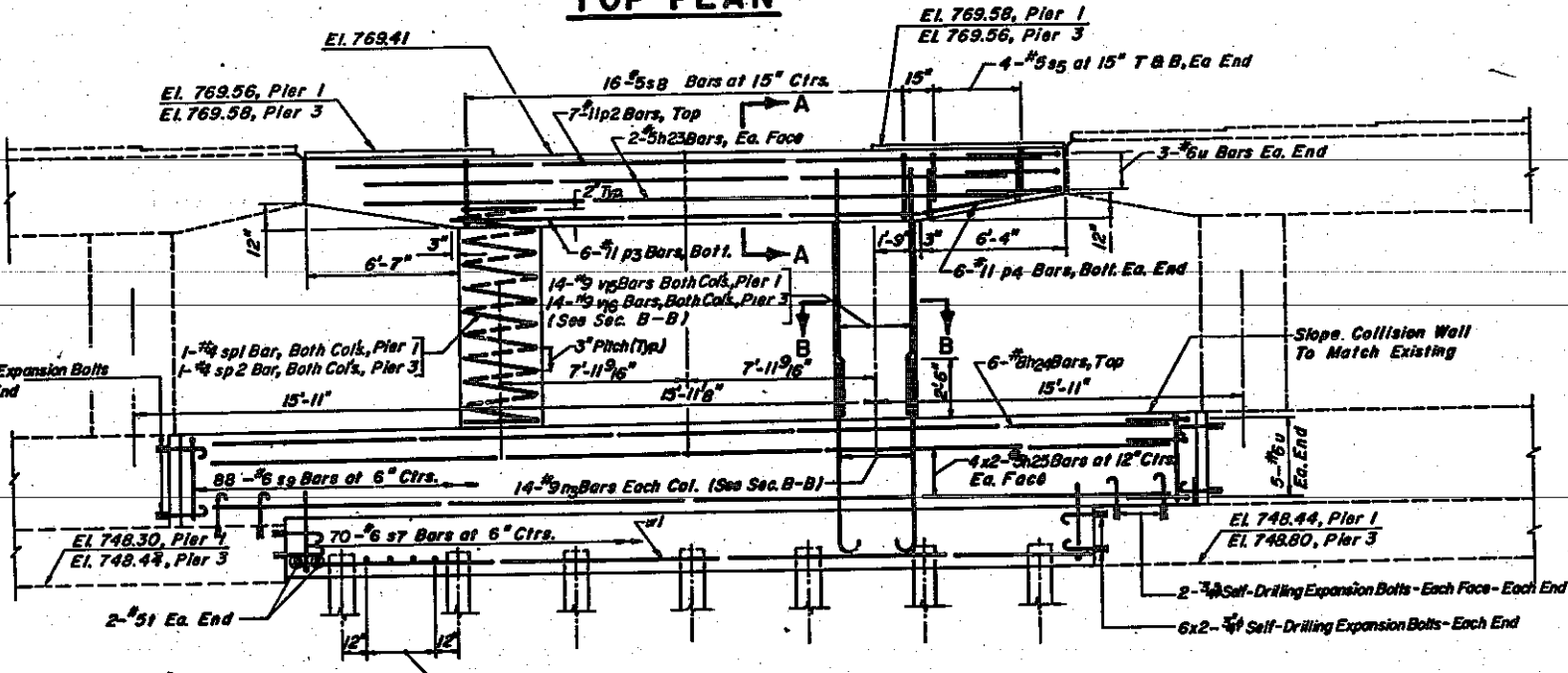
SECTION A-A



SECTION B-B



END VIEW



**ELEVATION
(LOOKING WEST)**

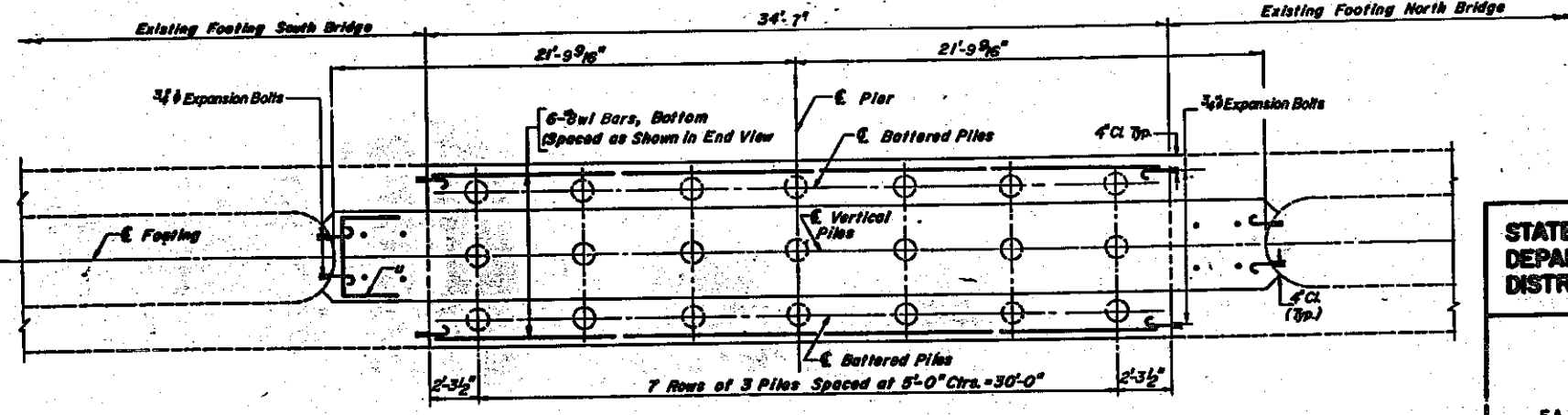
REINFORCEMENT SCHEDULE

BAR NO.	NO.	SIZE	LENGTH	SHAPE	BAR NO.	NO.	SIZE	LENGTH	SHAPE
#23	8	#5	28'-0"		#7	140	#6	10'-10"	
#24	12	#8	39'-10"		#8	32	#5	13'-10"	
#25	32	#5	23'-9"		#9	176	#6	13'-0"	
#3	96	#9	10'-6"	C	u	56	#5	8'-2"	
#2	14	#1	30'-8"		#15	28	#5	12'-11"	
#3	12	#11	20'-0"		#16	28	#5	12'-7"	
#4	24	#11	6'-4"		#17	12	#5	3'-3"	
#5	32	#5	7'-8"		#18	2	#4	470'-0"	WWWW
					#19	2	#4	450'-0"	WWWW

BILL OF MATERIALS

DESCRIPTION	UNITS	QUANTITY
Class X Concrete	Cu. Yds.	165.2
Reinforcement Bars	Pounds	20,820
Crossed Timber Piles	Lin. Ft.	924
Expansion Bolts (3/4")	Each	104

PILE DATA
 Type..... Crossed Timber
 Capacity..... 21 Tons ✓
 Est. Length..... 22 Foot ✓
 No. Required..... 21 Piles per Pier



FOOTING PLAN

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE

ADLAI E. STEVENSON EXPRESSWAY
 F.A.I. ROUTE 55
 REHABILITATION PROJECT

PIER NOS. 1 & 3
 F.A.I. ROUTE 55 OVER LEMONT ROAD
 STATION 796+40.45

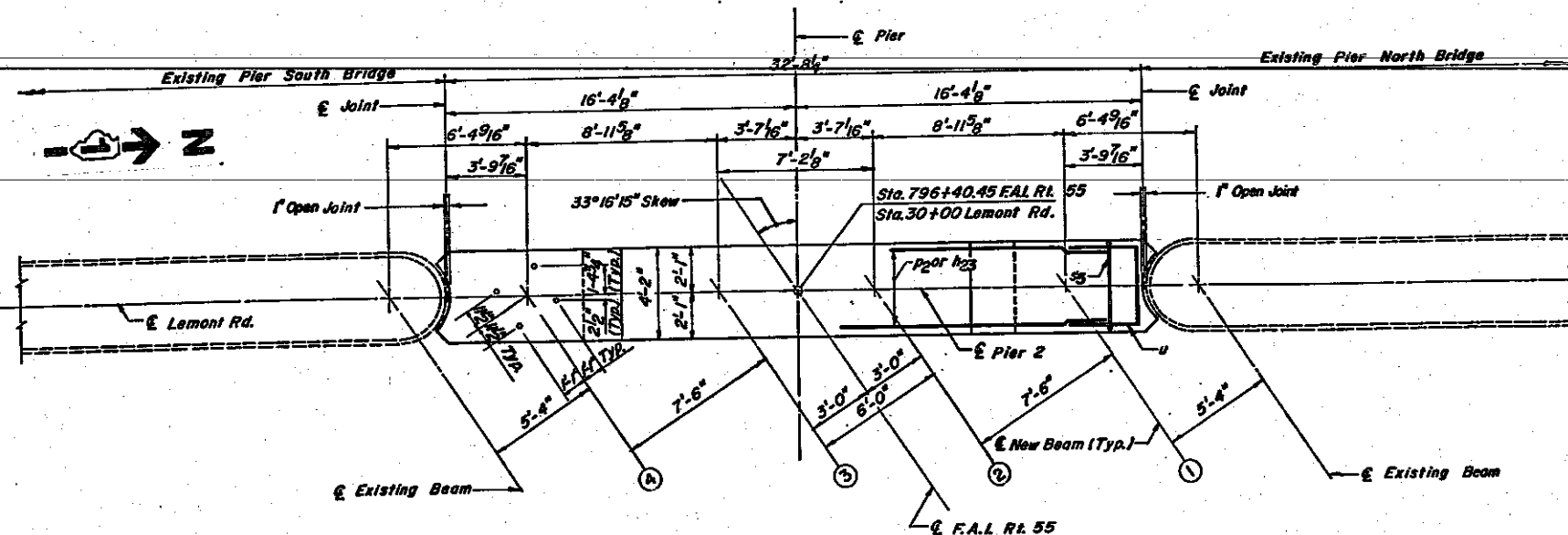
F.A.I. ROUTE 55
 DU PAGE COUNTY
 SECTION 22-2N6-1

MURPHY ENGINEERING INCORPORATED
 CONSULTING ENGINEERS

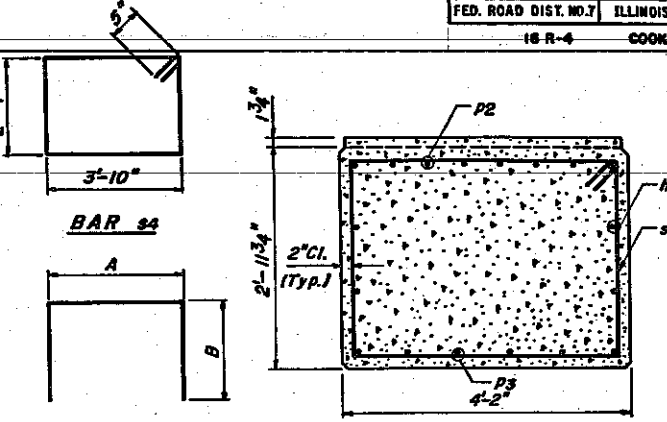
SCALE:
 DATE:

DRAWN BY: J.R.L.
 CHECKED BY: C.K.

NOTES:
 Space Reinforcement in Cap to Miss Anchor Bolts.
 All Edges Shall Have Standard $\frac{3}{4}$ " Chamfer Except as Noted.
 Four Steps Monolithically With Cap.
 Minimum Spiral Lap = $1\frac{1}{2}$ Turns.
 Minimum Spiral anchorage at each end = $1\frac{1}{2}$ extra turns.
 Provide 4- $\frac{3}{4}$ " Spacers in Spiral.



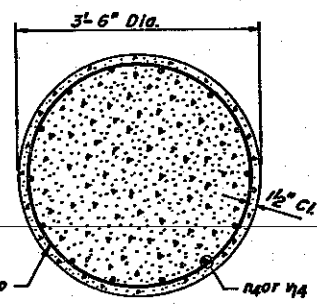
TOP PLAN



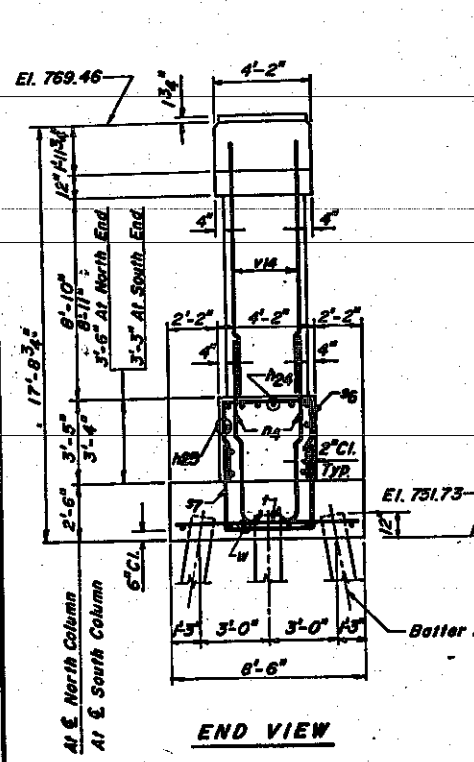
BARS 35, 36, 37, & U

A & B DIMENSIONS		
BAR	A	B
35	3'-10"	1'-11"
36	3'-10"	3'-2"
37	3'-10"	3'-6"
U	3'-10"	3'-8"

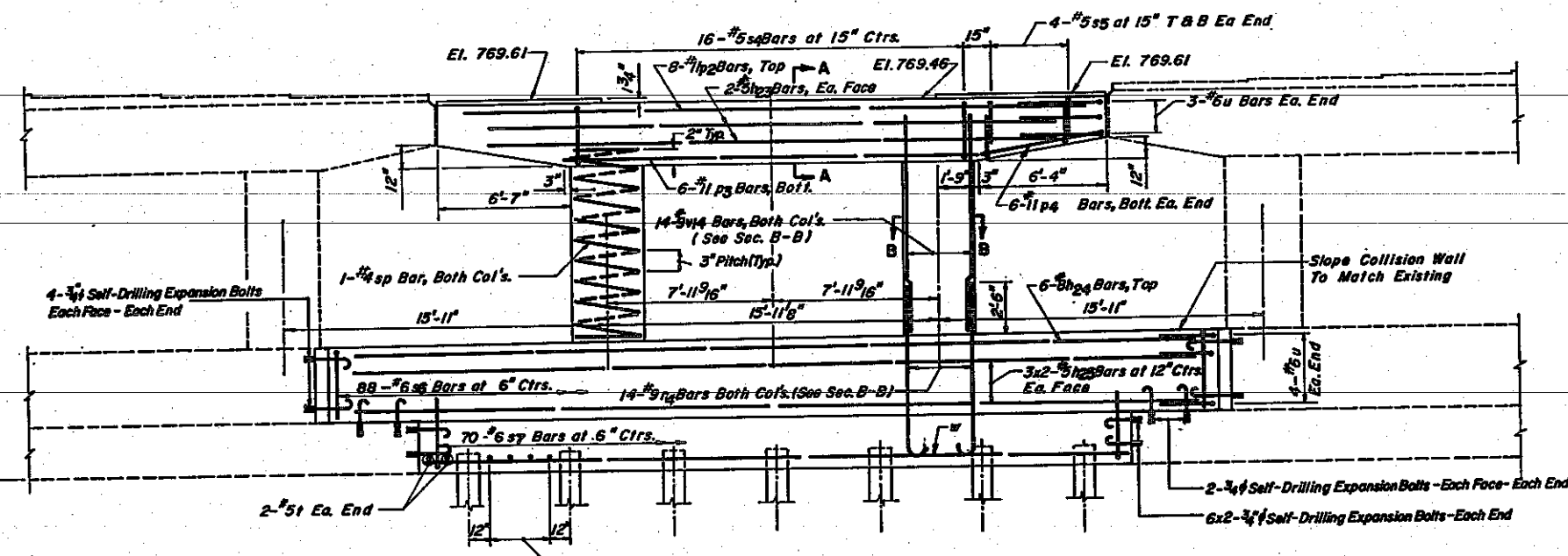
SECTION A-A



SECTION B-B



END VIEW

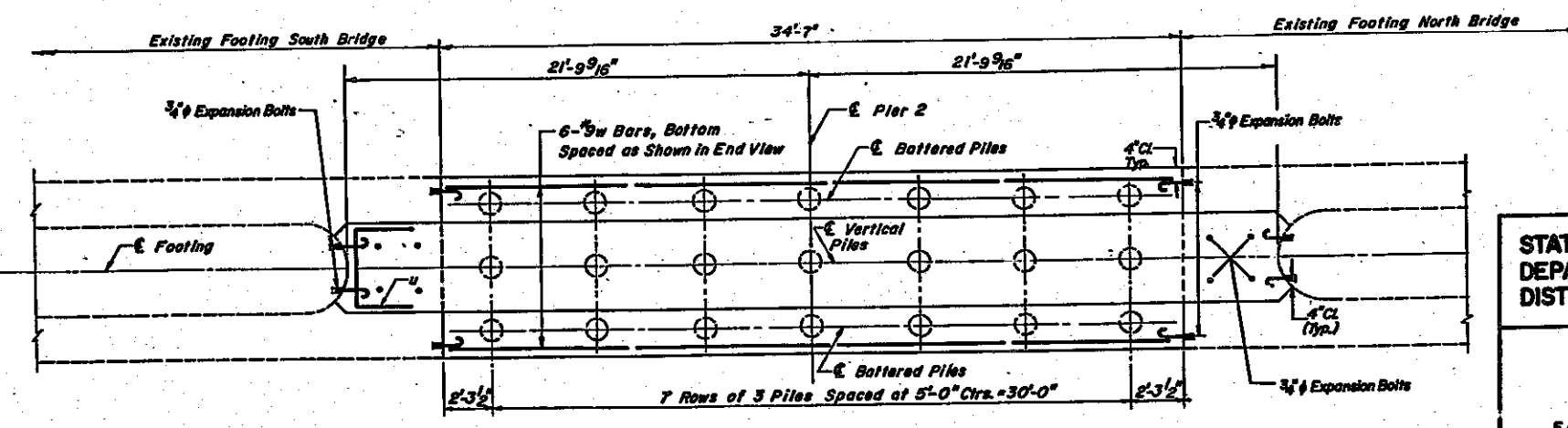


**ELEVATION
(LOOKING WEST)**

REINFORCEMENT SCHEDULE									
BAR	NO.	SIZE	LENGTH	SHAPE	BAR	NO.	SIZE	LENGTH	SHAPE
	16	#5	7'-8"		35	16	#5	7'-8"	
	88	#6	10'-2"		36	88	#6	10'-2"	
	70	#6	10'-10"		37	70	#6	10'-10"	
A23	4	#5	28'-0"		1	28	#5	8'-2"	
A24	6	#8	39'-10"						
A25	12	#5	23'-9"						
A4	28	#9	9'-0"		U	14	#6	11'-2"	
P2	8	#11	30'-8"		V4	28	#9	11'-2"	
P3	6	#11	20'-0"		W	6	#9	34'-3"	
P4	12	#11	6'-4"						
S4	16	#5	13'-8"		SP	2	#4	399'-0"	NNNN

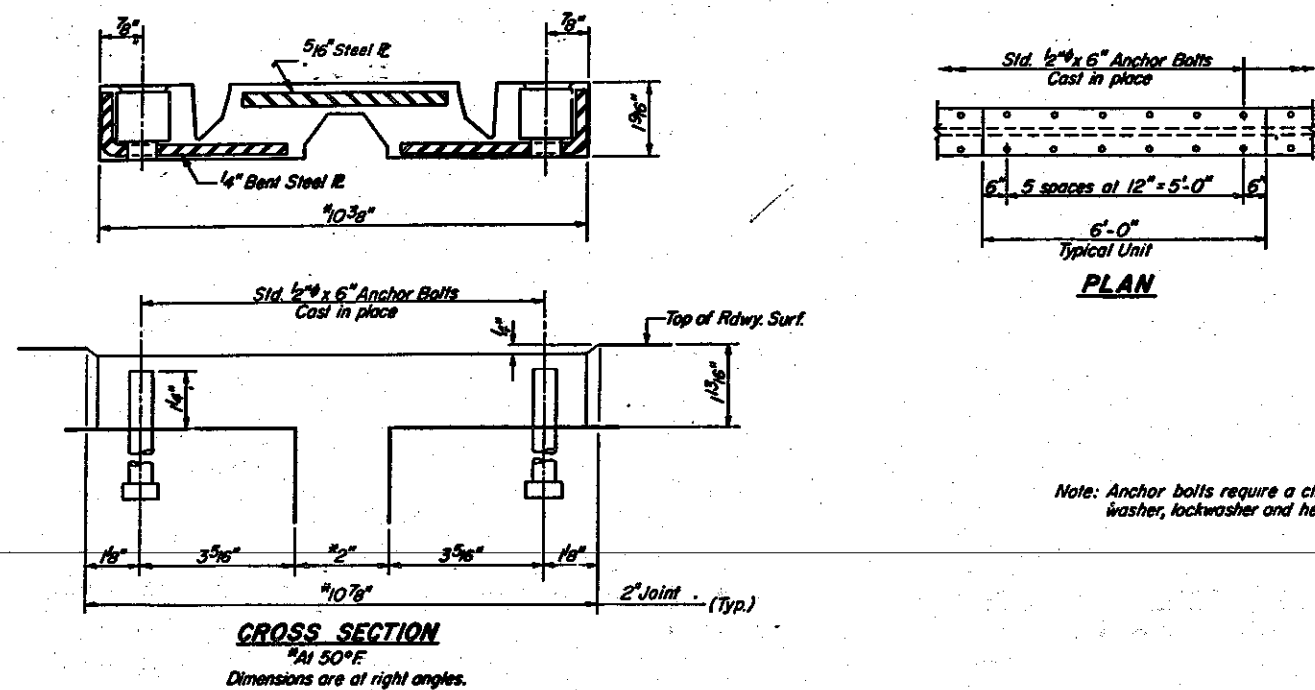
BILL OF MATERIALS		
DESCRIPTION	UNITS	QUANTITY
Class X Concrete	Cu. Yds.	71.0
Reinforcement Bars	Pounds	9,860
Crested Timber Piles	Lin. Ft.	482
Expansion Bolts (4" N)	Each	48

PILE DATA
 Type..... Crested Timber
 Capacity..... 21 Tons
 Est. Length..... 22 Feet
 No. Required..... 21 Piles per Pier

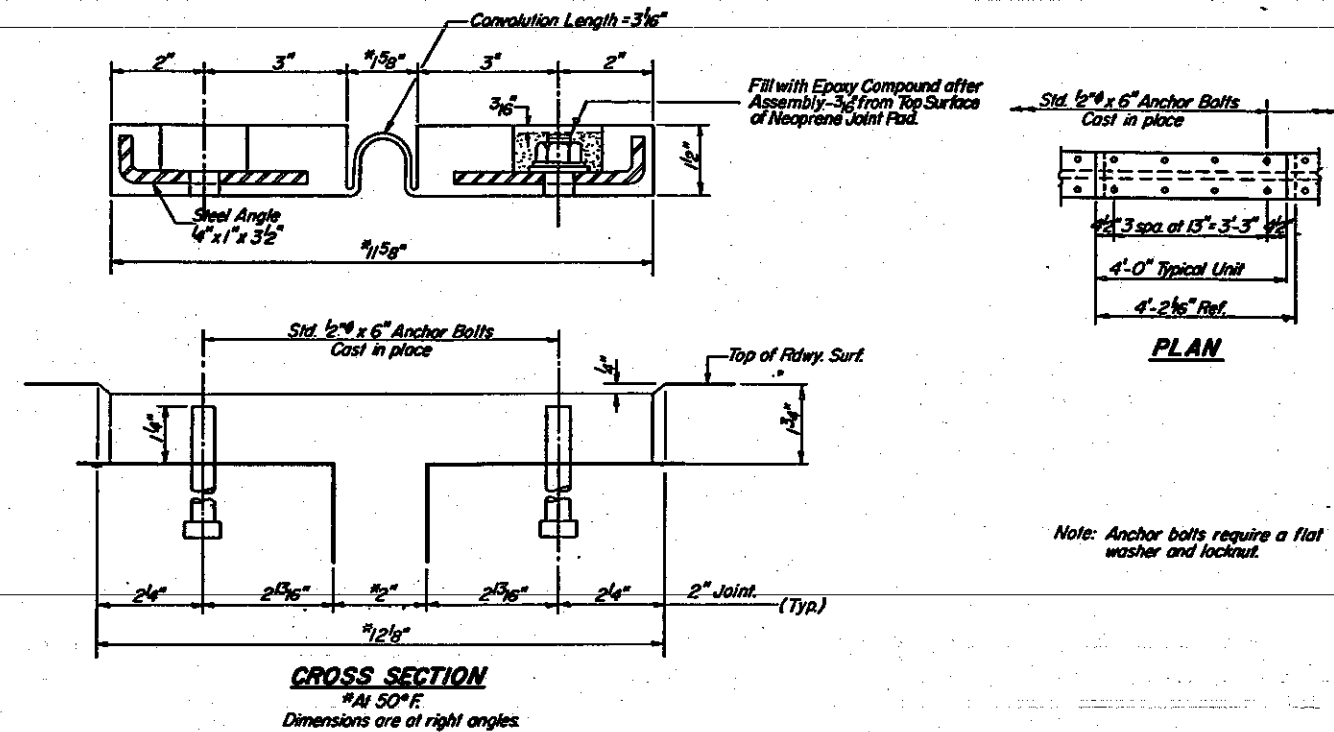


FOOTING PLAN

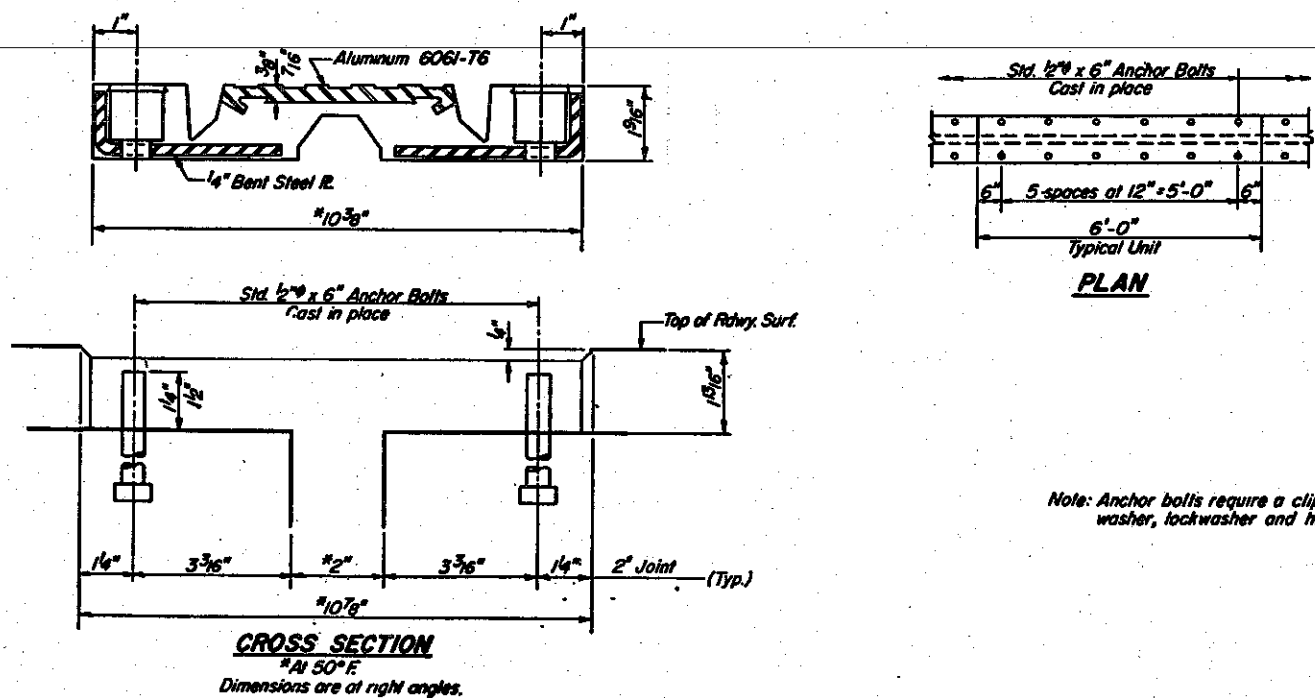
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE	ADLAI E. STEVENSON EXPRESSWAY F.A.I. ROUTE 55 REHABILITATION PROJECT
PIER NO. 2 F.A.I. ROUTE 55 OVER LEMONT ROAD STATION 796+40.45	
F.A.I. ROUTE 55	DU PAGE COUNTY
MURPHY ENGINEERING INCORPORATED CONSULTING ENGINEERS	SCALE: DATE:
	DRAWN BY: J.R.L. CHECKED BY: C.K.



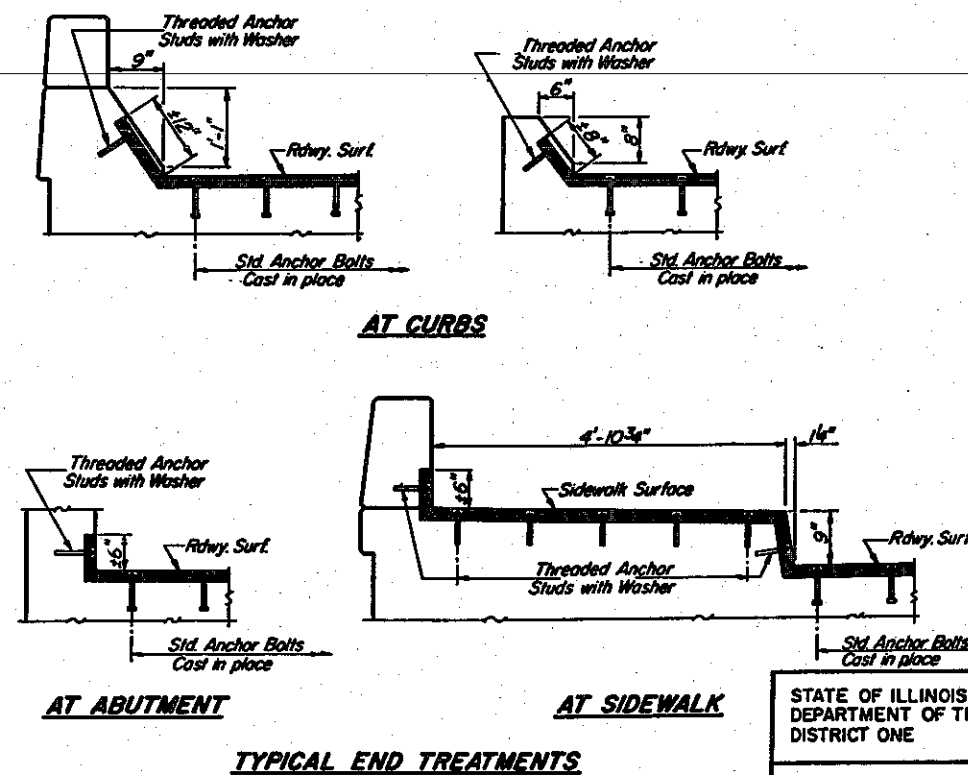
TRANSFLEX MODEL 200A
(Structural Rubber Products Co.)



FEL-SPAN MODEL T-30
(Fel-Pro Building Products Inc.)



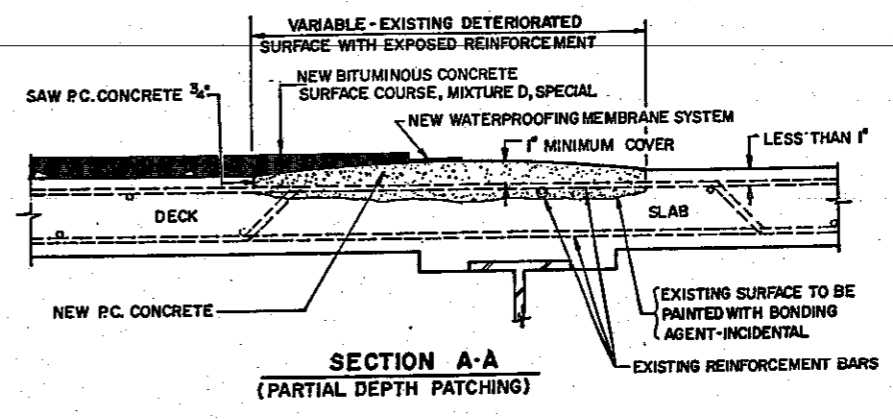
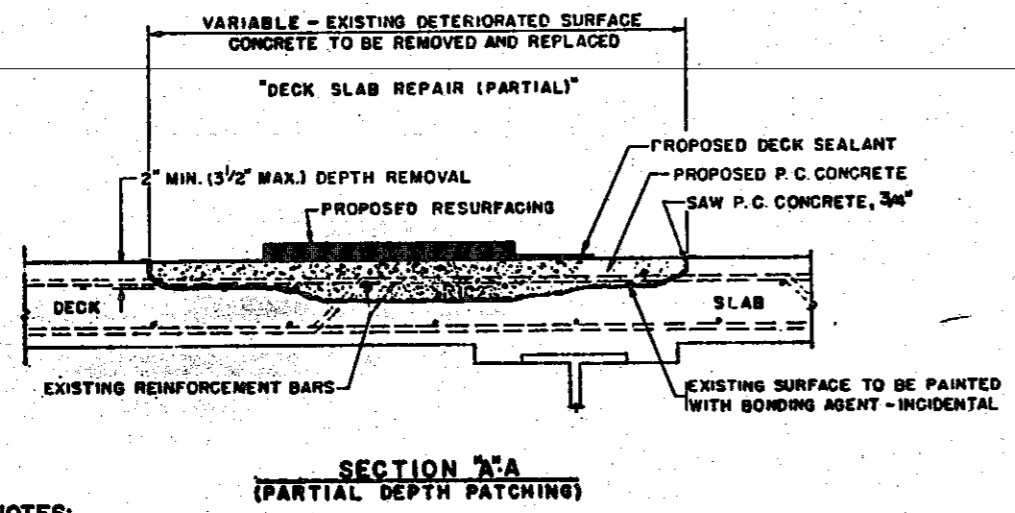
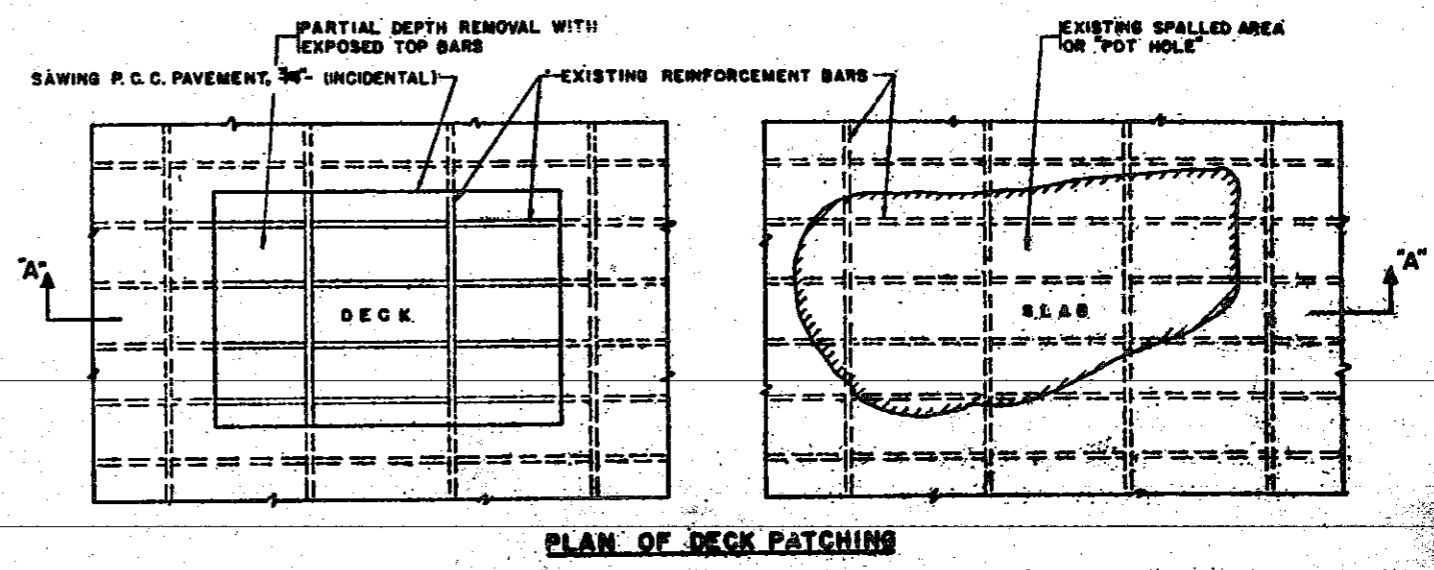
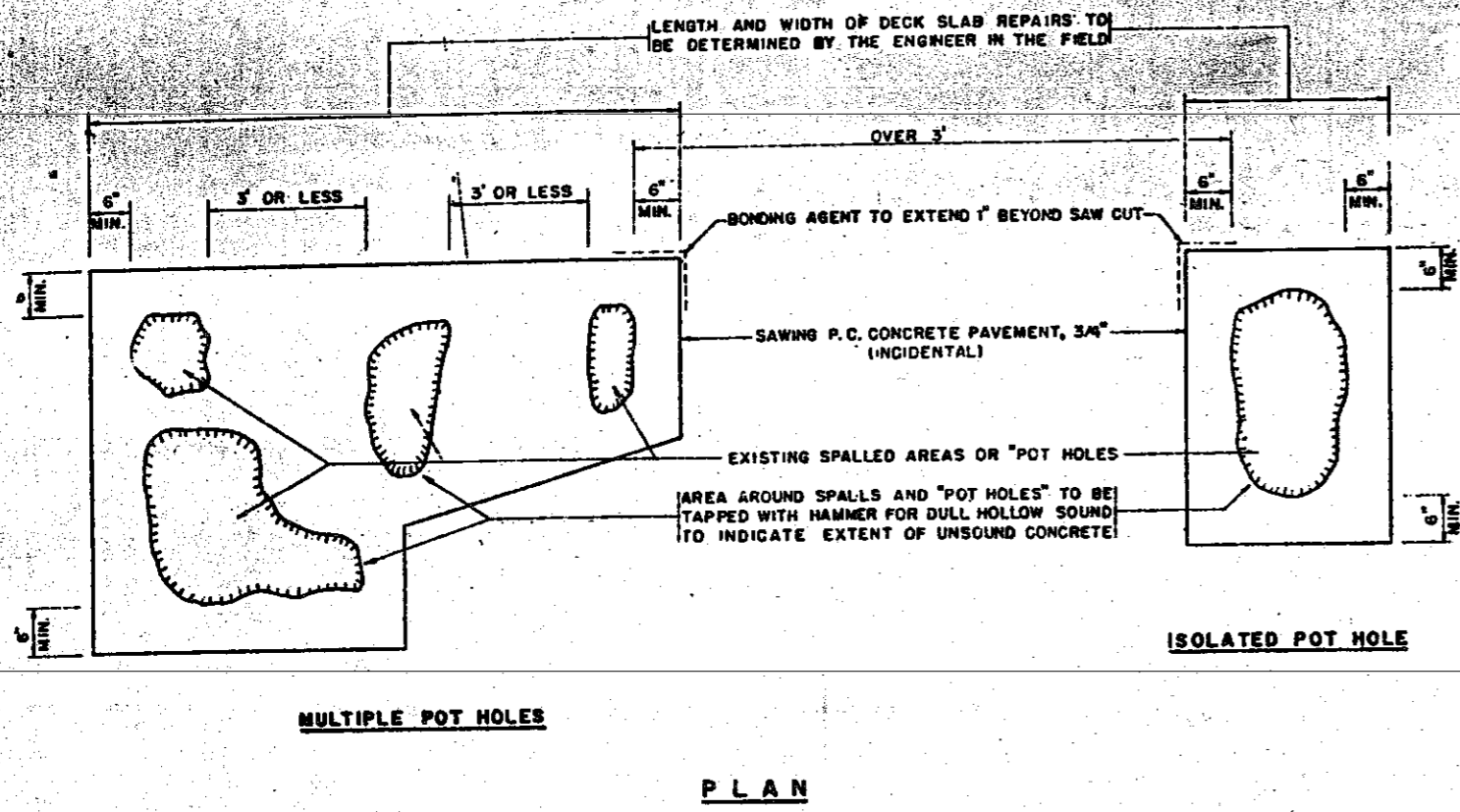
WABOFLEX MODEL SR 2
(Watson-Bowman Associates Inc.)



NOTE:
Joint openings shall be adjusted in accordance with Article 503.07 (c) of the Std. Spec's. when the deck is poured at an ambient temperature other than 50°F

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE	ADLAI E. STEVENSON EXPRESSWAY F.A.I. ROUTE 55 REHABILITATION PROJECT
2" NEOPRENE EXPANSION JOINT	
SECTIONS (6, 22 & 99) R-4	
MURPHY ENGINEERING INCORPORATED CONSULTING ENGINEERS	DRAWN PB CHECKED AA

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(22,99) R-4	WILL DU PAGE	119	94
FED. ROAD DIST. NO. 7		ILLINOIS	EA PROJ. T-UT-95-61	1254
16 R-4		COOK		



NOTES:

ALL EXISTING REINFORCEMENT BARS SHALL REMAIN IN PLACE EXCEPT AS PROVIDED UNDER "PARTIAL DEPTH PATCHING" "TYING TOGETHER" OF LOOSE BARS WILL BE REQUIRED.

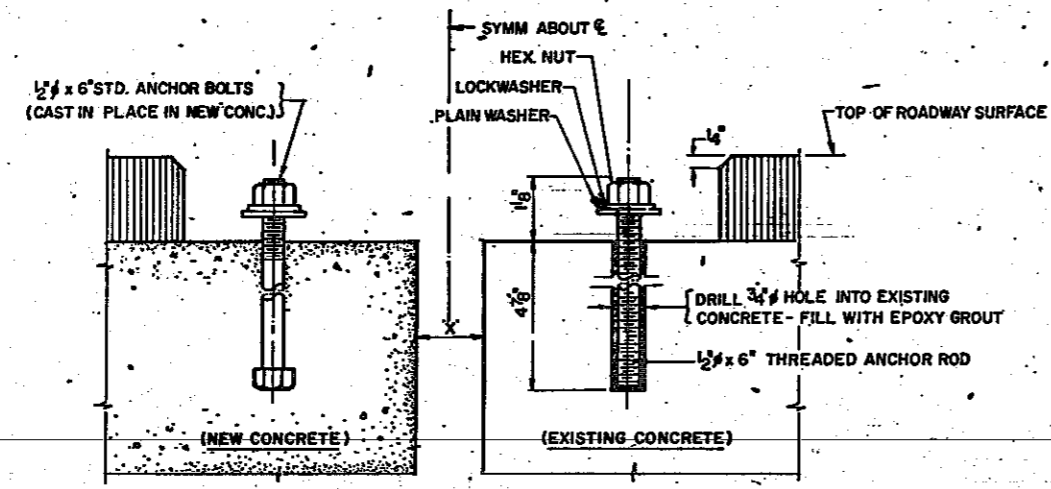
BONDING AGENTS ARE TO BE EXTENDED AT LEAST 1 INCH BEYOND THE PERIMETER OF THE PATCH IN ORDER TO INSURE PROPER BONDING OF THE EDGES.

WHEN DEPTH OF REPAIRS OR DETERIORATION EXCEED 3 1/2 INCHES, FULL DEPTH REMOVAL AND REPLACEMENT WITH P.C. CONCRETE IS REQUIRED. THIS WORK WILL BE PAID AS "DECK SLAB REPAIR (FULL DEPTH)".

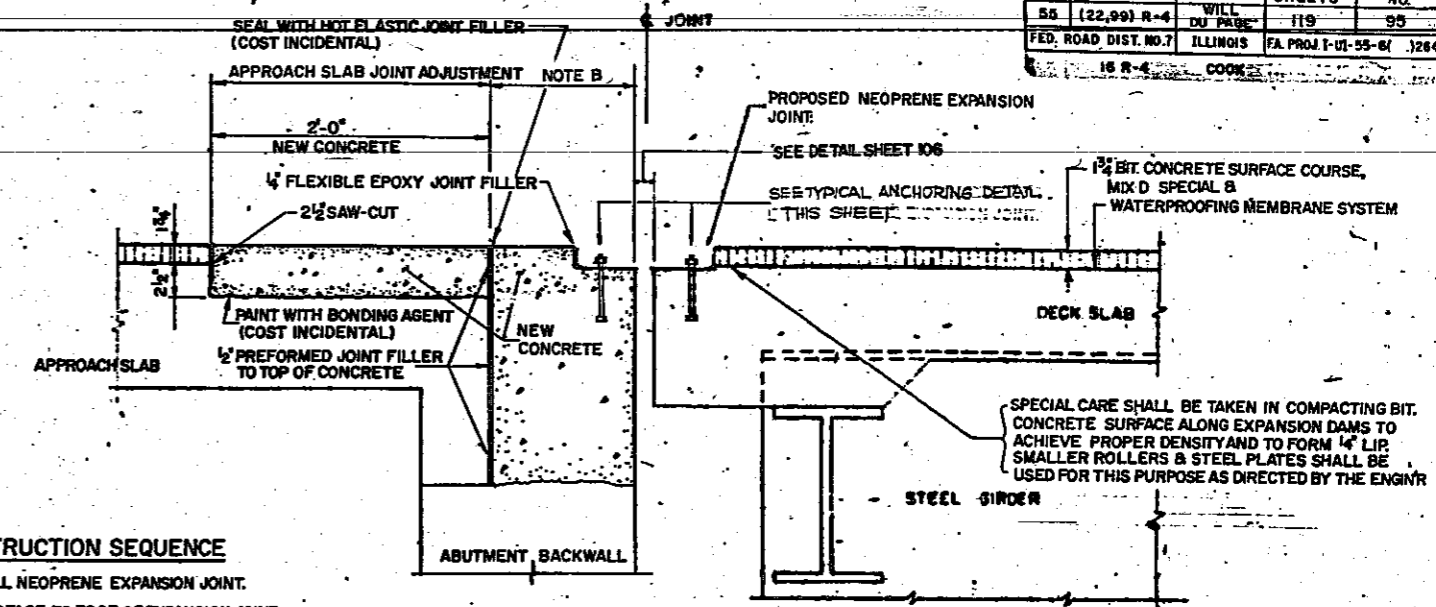
IN ORDER TO PREVENT FRACTURE OF THE DECK, ALL HAND AND MECHANICAL TOOLS USED FOR REMOVING THE SURFACE CONCRETE FROM THE BRIDGE, SHALL BE LIMITED TO 45 POUNDS IN WEIGHT UNLESS OTHERWISE APPROVED BY THE ENGINEER.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE	ADLAI E STEVENSON EXPRESSWAY F.A.I. ROUTE 55 REHABILITATION PROJECT
TYPICAL DETAILS OF DECK SLAB REPAIRS	
SECTIONS (16, 22 & 99) R-4	
MURPHY ENGINEERING INCORPORATED CONSULTING ENGINEERS	SCALE: DATE:
	DRAWN BY: P.B. CHECKED BY: A.A.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(22,99) R-4	WILL	119	95
FED. ROAD DIST. NO. 7	ILLINOIS	FA PROJ. I-UI-55-67	1264	



TYPICAL ANCHORING DETAIL



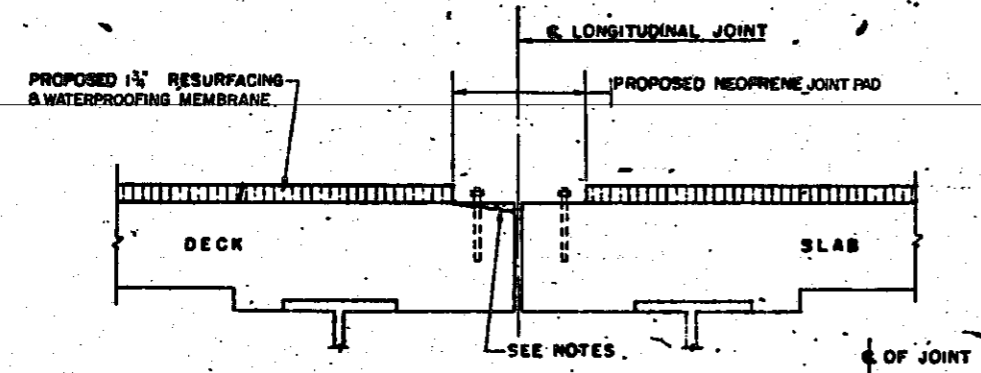
CONSTRUCTION SEQUENCE

1. INSTALL NEOPRENE EXPANSION JOINT.
2. RESURFACE TO EDGE OF EXPANSION JOINT.
3. SAW-CUT, REMOVE BIT SURFACE & P.C. CONCRETE.
4. CONSTRUCT CONCRETE JOINT AS SHOWN.

NOTE B:
APPROACH SLAB REMOVAL & REPLACEMENT (SPECIAL)

AT CERTAIN LOCATIONS OR IF IN THE OPINION OF THE ENGINEER, PARTIAL DEPTH REPAIR ADJACENT TO THE ADJUSTMENT IS NECESSARY. THE WORK WILL BE PAID FOR AS DECK SLAB REPAIR PARTIAL AND OR "APPROACH SLAB JOINT ADJUSTMENT" TYPE.

APPROACH SLAB JOINT ADJUSTMENT

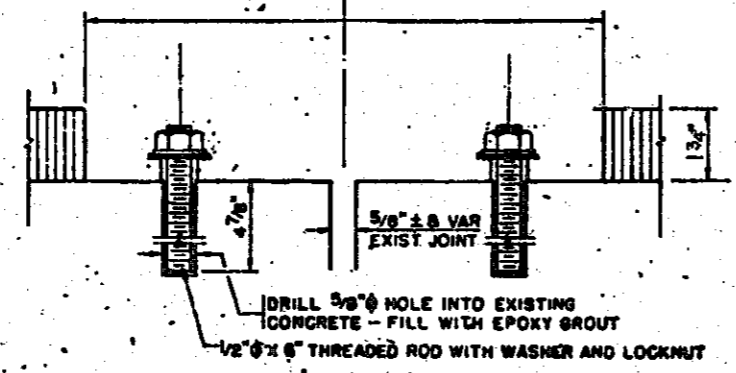


NOTES

ANY UNSOUND CONCRETE OR DIFFERENCE IN ELEVATION ACROSS THE JOINT TO BE CORRECTED BY SCARIFICATION AND/OR REPAIR THE AREA WITH EPOXY MORTAR OR RICH MIX CONCRETE - SEE SPECIAL PROVISIONS.
THE CONCRETE SURFACE SHALL BE CLEANED, DRY AND FREE OF ANY PROTRUSIONS.

BASIS OF PAYMENT:

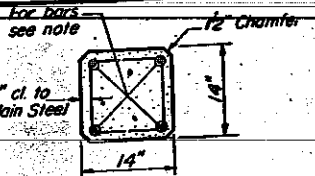
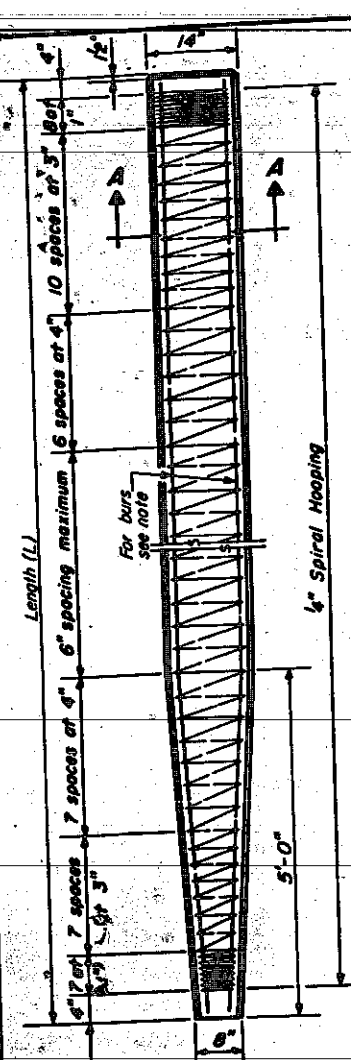
PER LINEAL FOOT FOR "NEOPRENE EXPANSION JOINT" WHICH PRICE SHALL INCLUDE THE CUTTING, DRILLING, EPOXY, GROUTING, ANCHOR RODS AND HARDWARES.



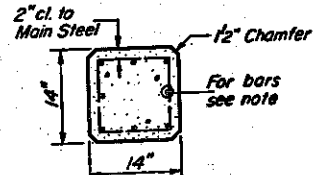
TYPICAL DETAIL OF NEOPRENE LONGITUDINAL JOINT ADJUSTMENT

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE	ADLA E. STEVENSON EXPRESSWAY F.A.I. ROUTE 55 REHABILITATION PROJECT
ANGLE EXPANSION JOINT ADJUSTMENT AND LONGITUDINAL JOINT ADJUSTMENT	
MURPHY ENGINEERING INCORPORATED CONSULTING ENGINEERS	SCALE: DATE:
	DRAWN BY: PB CHECKED BY: AA

16 R-4 COOK



SECTION A-A FOR PILES UNDER 45' LONG



SECTION A-A FOR PILES 45' OR MORE

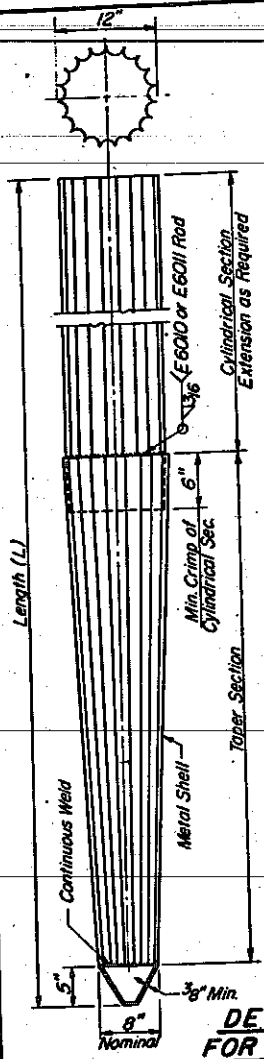


TIP

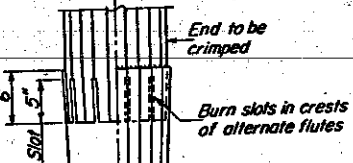
Note: For 14" Piles 45' long or more use 8-#9 bars 4 for the full length and 4 to the point of bevel. For 14" Piles under 45' long use 4-#9 bars full length.

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

DETAIL OF PRECAST CONCRETE PILES

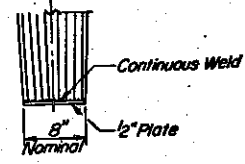


DETAIL OF TAPERED METAL SHELLS FOR CAST IN PLACE CONCRETE PILES



FIELD CRIMP DETAIL

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

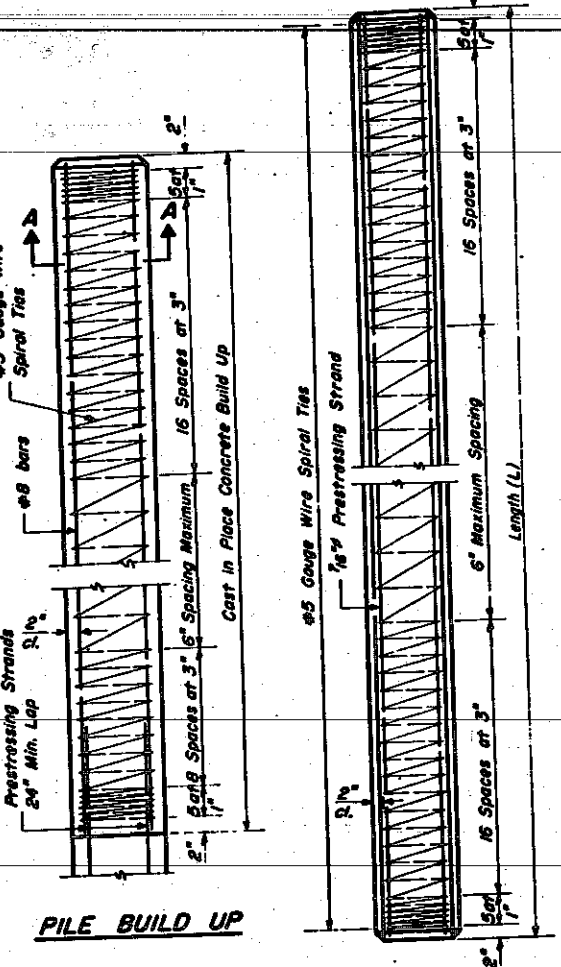


OPTIONAL FLAT END

ALLOWABLE TAPER SECTIONS

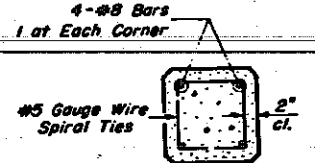
- 10' Length - Taper 1" in 2'-6"
- 17' Length - Taper 1" in 4'-0"
- 25' Length - Taper 1" in 7'-0"
- 30' Length - Taper 1" in 7'-0"

NOTE: The thickness of the shell shall be 0.1793 inches with a tolerance of 5%.

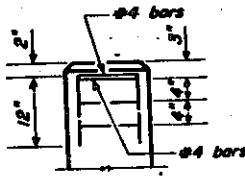


PILE BUILD UP

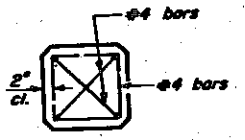
PILE PLAN



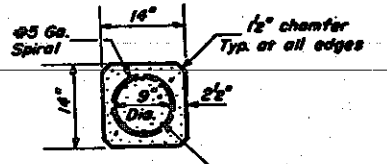
SECTION A-A



ELEVATION (End Reinforcement)



PLAN (End Reinforcement)



SECTION THRU PILE

DESIGN STRESSES

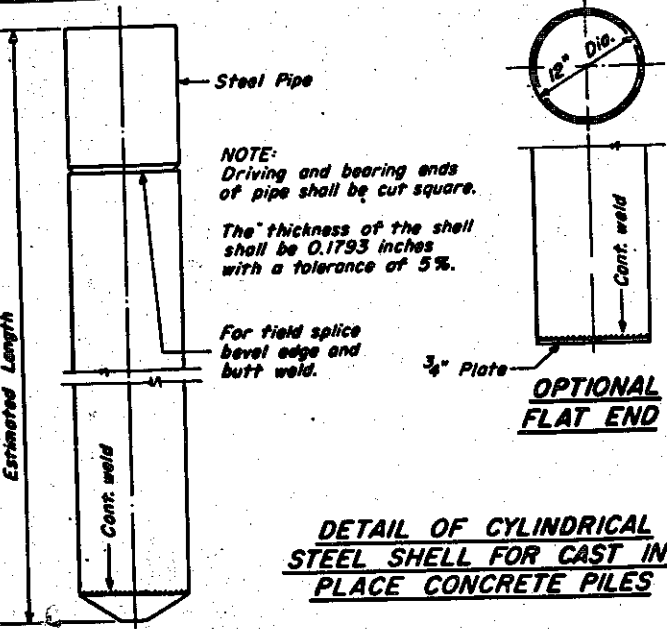
- $f'_c = 5,000$ psi.
- $f_c = 4,000$ psi.
- $f_s = 268,000$ psi. (31,000 lbs.)
- $f'_s = 186,000$ psi. (21,700 lbs.)

NOTES

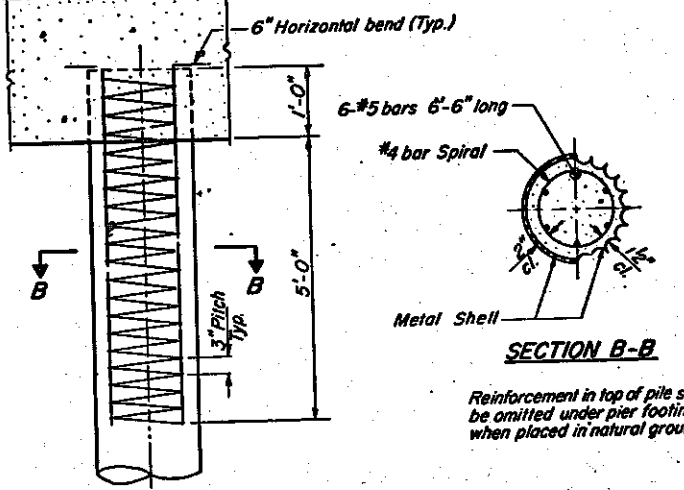
Prestressing steel shall be non-galvanized extra high strength stress-relieved 7-wire strand. The nominal diameter shall be $7/16$ " and the minimum nominal cross-sectional area shall be 0.1155 square inch.

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.

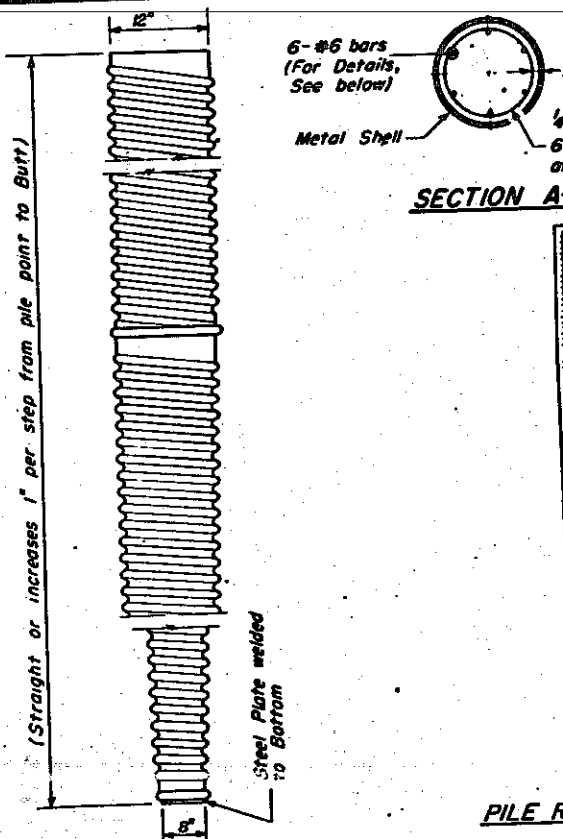
PRECAST PRESTRESSED CONCRETE PILE



DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES



DETAIL OF REINFORCEMENT FOR METAL SHELLS



PILE REINFORCEMENT

SECTION A-A

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



BUTT



POINT

(Applies only to Step Taper type pile)

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT ONE

ADLAI E. STEVENSON EXPRESSWAY
F.A.I. ROUTE 55
REHABILITATION PROJECT

PILE DETAILS

SECTIONS (16, 22 & 99) R-4

MURPHY ENGINEERING INCORPORATED
CONSULTING ENGINEERS

DRAWN PB
CHECKED AA