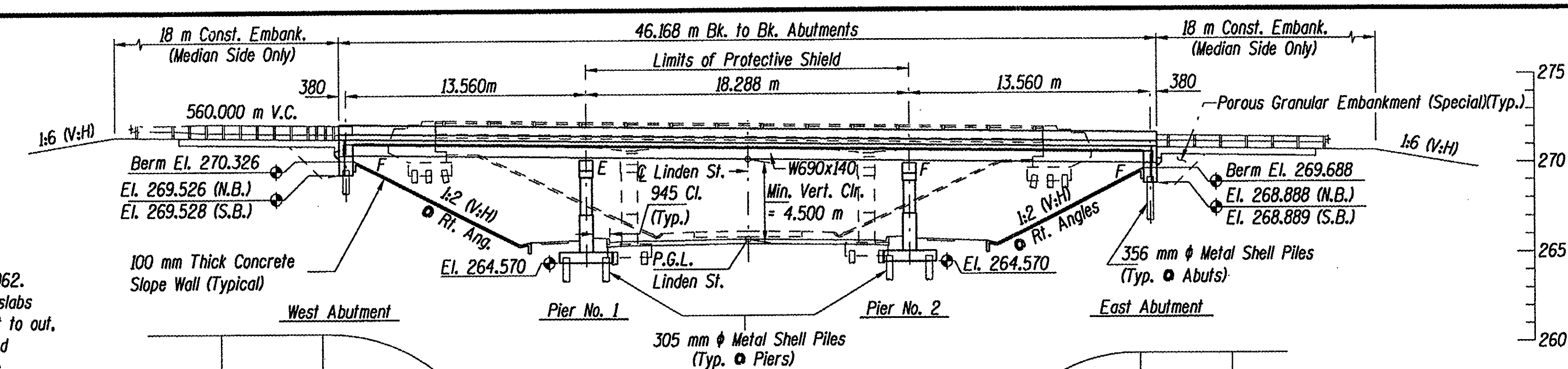
Bench Marks:

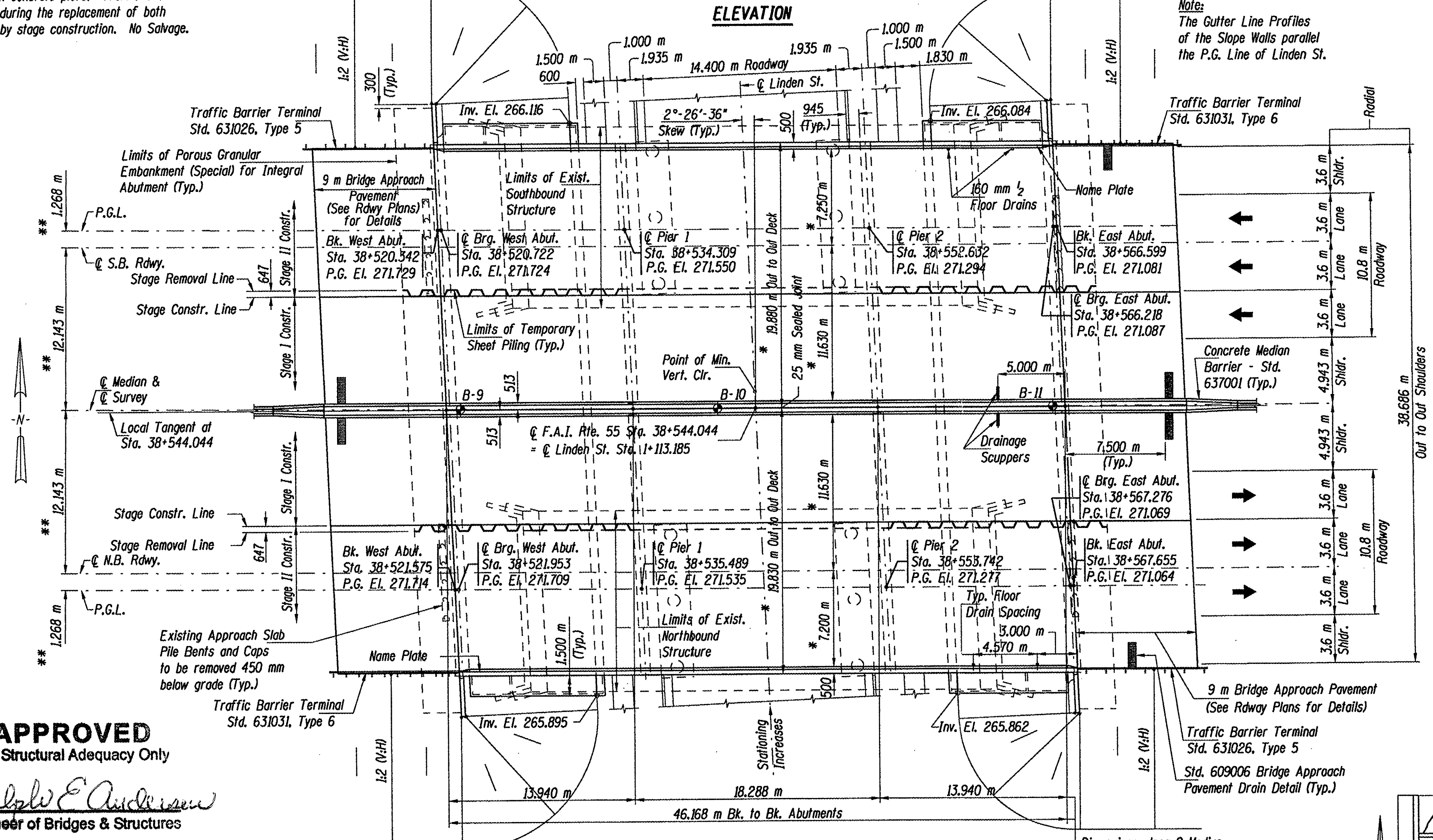
B.M. 38:
Brass Plate in median (at C) of F.A.I. 55
Sta. 38+480.252 El. 270.525

Note:
The existing B.M. will be removed during median construction. A new permanent B.M. will be established during construction.

Existing Structures:
No. 057-0028 (N.B.) & No. 057-0029 (S.B.)
Built as F.A.I. Rte. 55, Sec. 57-4HB-3 in 1962. The Superstructures consist of 3 span R.C. slabs 35.26 m Bk. to Bk. abutments by 13.31 m out to out, supported by concrete pile bent abutments and multi-column concrete piers. Traffic shall be maintained during the replacement of both structures by stage construction. No Salvage.



ELEVATION

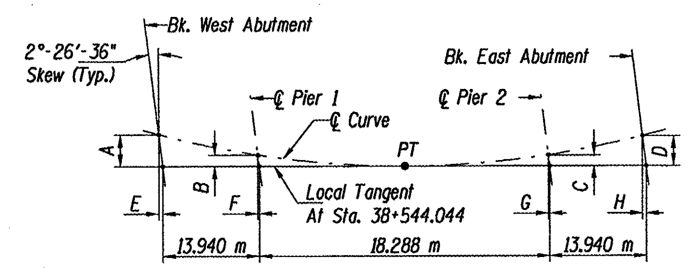


PLAN

* Dimensions at Rt. angles to Local Tangent at Sta. 38+544.044

** Radial Dimensions

Note:
The Gutter Line Profiles of the Slope Walls parallel the P.G. Line of Linden St.



OFFSET SKETCH

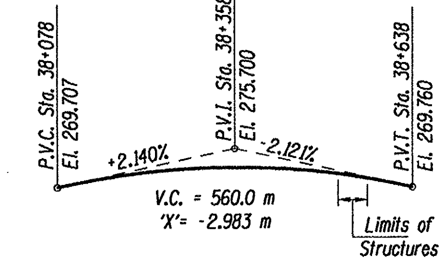
LOCAL TANGENT STATION	CURVE	A	B	C	D	E	F	G	H
38+544.044	P.G. S.B. Lane	40	7	5	36	2	0	0	2
38+544.044	Median	38	6	6	38	2	0	0	2
38+544.044	P.G. N.B. Lane	36	5	7	40	2	0	0	2

BORING INFORMATION

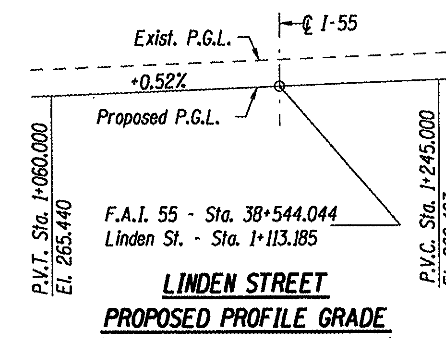
BORING NO.	LOCATION	STATION	OFFSET	EXIST. GRND. SURF. ELEV.
9	W. Abut.	38+522.0	at ℄	271.5
10	Pier 1	38+541.2	at ℄	266.3
11	E. Abut.	38+566.2	at ℄	270.8

HORIZONTAL CURVE DATA

P.I. Sta. = 38+663.124
Δ = 3°-00'-45" (Lt.)
R = 6985.515 m
T = 183.684 m
L = 367.283 m
E = 2.415 m
S.E. = None
P.C. Sta. = 38+479.440
P.T. Sta. = 38+846.723



F.A.I. 55 - PROPOSED PROFILE GRADE
(Along P.G.L. N.B. or S.B. Roadway)



LINDEN STREET PROPOSED PROFILE GRADE
(Looking West Along ℄ Roadway)

GARY L. CLACK 081-005210 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS RIVERTON, ILLINOIS

Gary L. Clack 8/17/09 exp. 11/30/10

Note: All dimensions are in millimeters (mm) except as noted.

APPROVED
For Structural Adequacy Only
Ralph E. Anderson
Engineer of Bridges & Structures

STATION 38+544.044 BUILT 20__ BY STATE OF ILLINOIS F.A.I. RT. 55 SEC. (57-4HB-3)BR F.A. PROJECT ________ LOADING MS18 & ALT. STR. NO. 057-0235	STATION 38+544.044 BUILT 20__ BY STATE OF ILLINOIS F.A.I. RT. 55 SEC. (57-4HB-3)BR F.A. PROJECT ________ LOADING MS18 & ALT. STR. NO. 057-0236
(Northbound)	(Southbound)

LETTERING FOR NAME PLATES
(See Plan for locations, See Std. 515001)

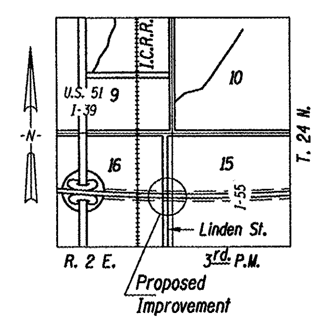
DESIGN STRESSES

f'c = 24 MPa
fy = 400 MPa (Reinf. Bars)
fy = 345 MPa (Structural Steel) (M270M, Grade 345)
fy = 250 MPa (Structural Steel) (M270M, Grade 250)

DESIGN SPECIFICATIONS
1996 AASHTO Specifications

LOADING MS18 & ALT.
Allow 1.2 kN/m² Future Wearing Surface

SEISMIC DATA
S.P.C. = A
A = 0.044 g
S = 1.0



LOCATION PLAN

CONTRACT NO. 78757

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-4HB-3)BR	McLean	310	201
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT		

Sheet 1 of 31

GENERAL PLAN & ELEVATION
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063
DATE 03/26/04

$TIME$ 8/16/2009 $FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.K.	1/5/97
REVIEWED	E	E

GENERAL NOTES

1. Fasteners shall be AASHTO M164M TYPE 1, mechanically galvanized bolts. Bolts M 22 , open holes 24 mm Dia., unless otherwise noted.

2. Calculated mass of Structural Steel = 14,360 kg. (M 270M, Grade 250)
Calculated mass of Structural Steel = 121,700 kg. (M 270M, Grade 345)

3. The inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsel No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".

4. Field welding of construction accessories will not be permitted to beams.

5. Anchor bolts shall be set before bolting diaphragms over supports.

6. The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270M, Grade 345.

7. The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These Components are the wide flange beams and all splice plate material except fill plates.

8. Reinforcement bars shall conform to the requirements of ASTM A 706M Gr 400. See Special Provisions.

9. Slope Wall shall be reinforced with welded wire fabric, 152 x 152 - MW25.8 x MW25.8 with a mass of 2.91 kg/m².

10. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 3 mm. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 3 mm adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, shims of the dimensions of top plate shall be provided and placed as detailed.

11. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

12. All dimensions are in millimeters (mm) except as noted.

13. For pavement removal and excavation between existing and new abutments, see roadway plans.

14. Slipforming of the concrete parapets will not be allowed.

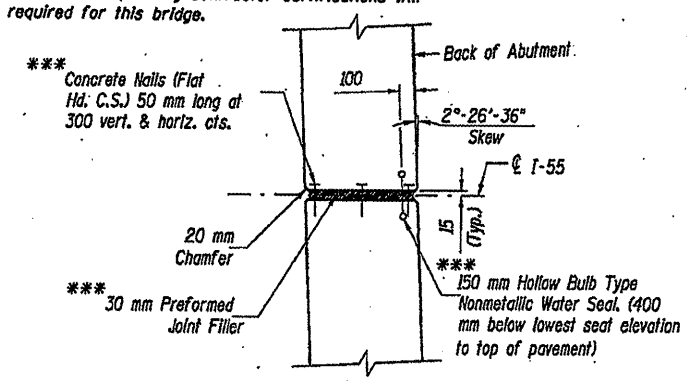
15. All construction joints shall be bonded.

16. The SSPC QP-1 painting contractor certifications will be required for this bridge.

TOTAL BILL OF MATERIAL

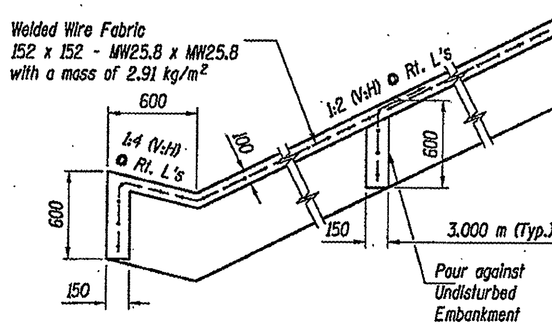
ITEM	UNIT	NORTHBOUND		SOUTHBOUND		TOTAL
		SUPER.	SUB.	SUPER.	SUB.	
Removal of Existing Structures No. 1	Each	1	-	-	-	1
Removal of Existing Structures No. 2	Each	-	-	1	-	1
Structure Excavation	m^3	-	443	-	461	904
Concrete Superstructure	m^3	238.3	-	239.4	-	477.7
Concrete Structures	m^3	-	186.0	-	186.7	372.7
Bridge Deck Grooving	m^2	872	-	875	-	1,747
* Protective Coat	m^2	976	-	978	-	1,954
Elastomeric Bearing Assembly, Type I	Each	9	-	9	-	18
Furnishing and Erecting Structural Steel Bridge No. 2	L. Sum	-	-	-	-	1
Stud Shear Connectors	Each	4,671	-	4,671	-	9,342
Reinforcement Bars, Epoxy Coated	kg	32,880	17,480	32,920	17,480	100,760
Slope Wall 100 mm	m^2	-	445	-	445	890
Furnishing Metal Shell Piles 356 mm x 6.35 mm	m	-	231.5	-	231	462.5
Driving Piles	m	-	660.5	-	660	1320.5
Test Pile Metal Shells	Each	-	2	-	2	4
Furnishing Metal Shell Piles 305 mm x 6.35 mm	m	-	429	-	429	858
Temporary Sheet Piling	m^2	-	215.2	-	215.2	430.4
Name Plates	Each	1	-	1	-	2
Bar Splicers	Each	631	90	631	90	1,442
Drainage Scuppers, DS-33	Each	1	-	1	-	2
Floor Drains	Each	2	-	2	-	4
Porous Granular Embankment (Special)	m^3	153	-	153	-	306
Protective Shield	m^2	280	-	280	-	560
Preformed Joint Seal 64 mm	m	23.1	-	23.1	-	46.2
Anchor Bolts, M24	Each	54		54		108
Anchor Bolts, M30	Each	18		18		36

* Includes bridge deck surface and the top and inside face of parapets.

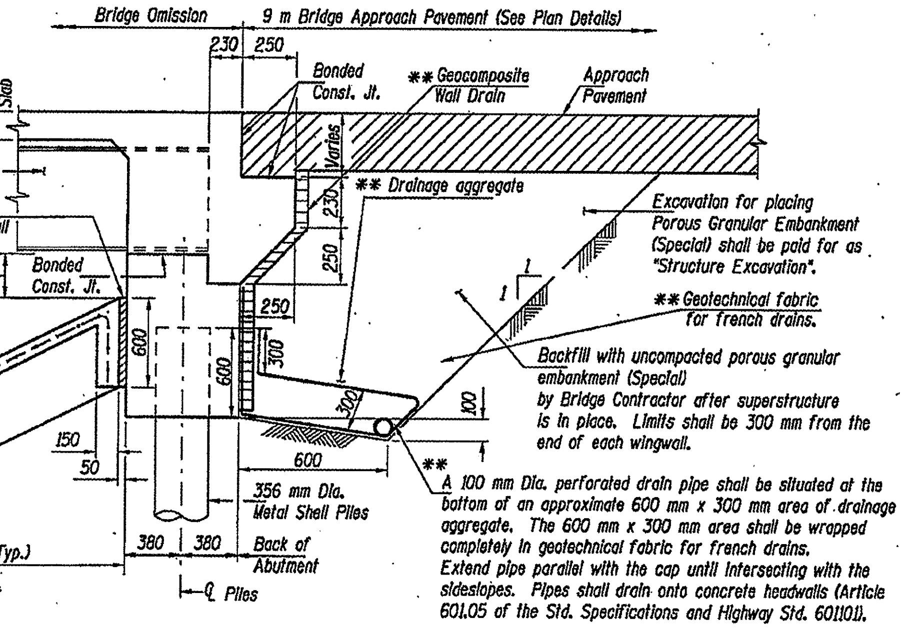


PARTIAL PLAN - JOINT DETAIL AT ABUTMENTS

*** Cost included with "Concrete Structures".



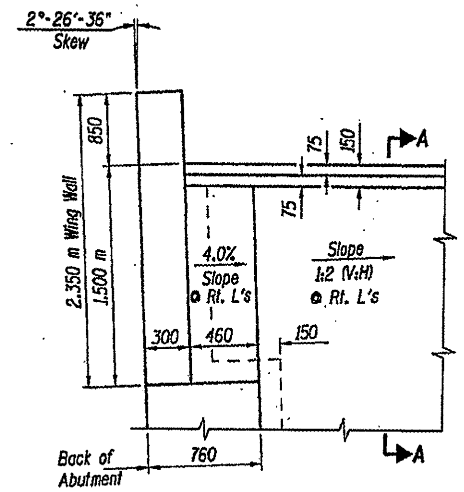
SECTION THRU SLOPE WALL



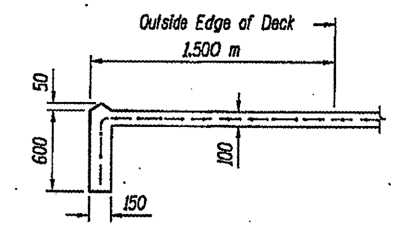
SECTION THRU INTEGRAL ABUTMENT

Dimensions are @ Rt. ∠'s

** Cost included with "Porous Granular Embankment (Special)".



PARTIAL PLAN
SLOPE WALL TREATMENT AT WING WALL



SECTION A-A

GENERAL NOTES & SLOPEWALL DETAILS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

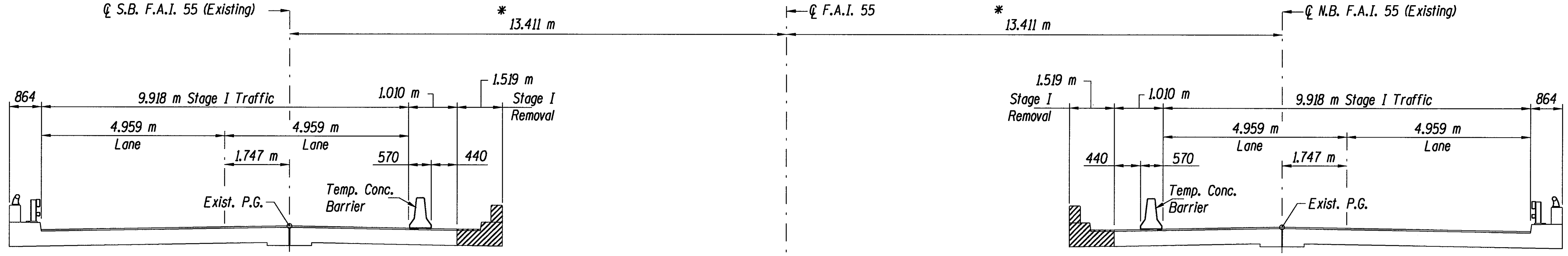
HANSON

JOB NO. 94S2063

DATE 03/26/04

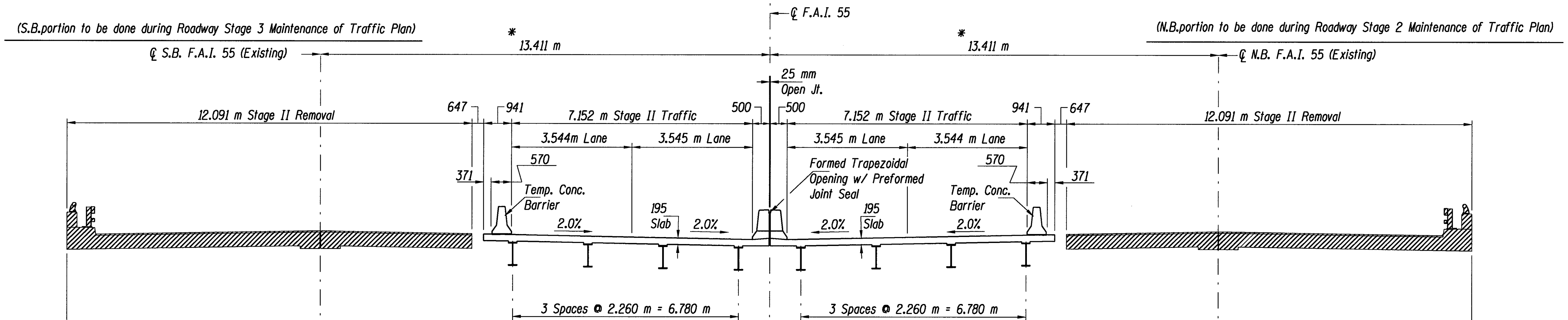
LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED		

$TIME$ 8/16/2009 $FILE$



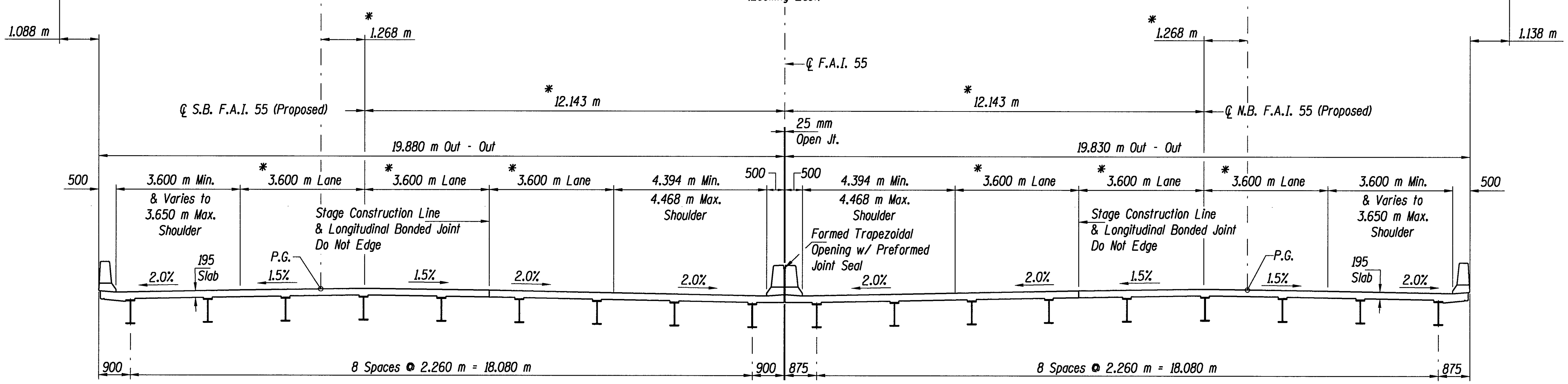
STAGE I DECK CROSS SECTION

(Looking East)



STAGE II DECK CROSS SECTION

(Looking East)



STAGE III DECK CROSS SECTION

(Looking East)

* Radial Dimension

NOTES:

For Temporary Concrete Barrier Details see Temporary Concrete Barrier Sheet. For Temporary Concrete Barrier Quantities see Roadway Plans.

Hatched areas indicate Removal of Existing Structures.

CONSTRUCTION STAGING
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

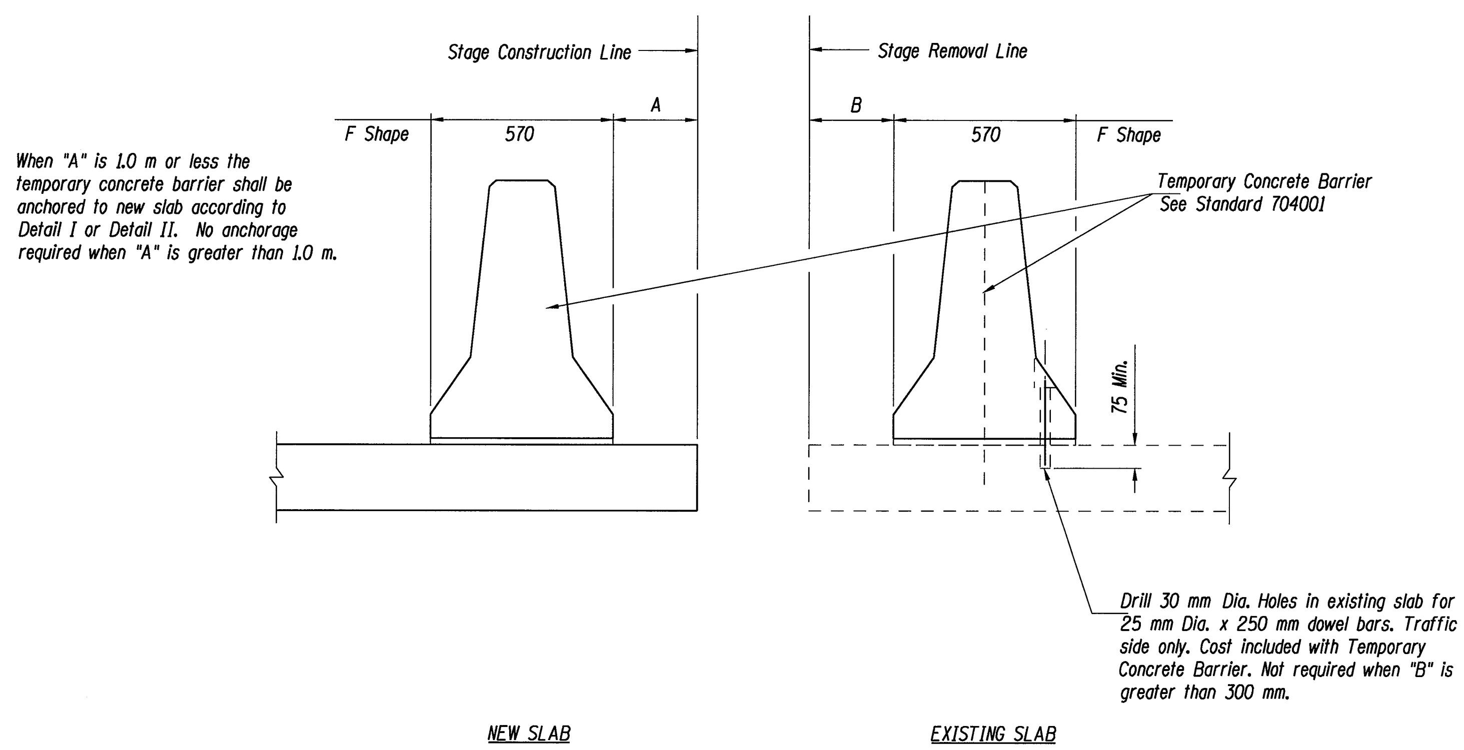
HANSON

JOB NO. 94S2063

DATE 03/26/04

$TIME$ 8/16/2009 $FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**



SECTIONS THRU SLAB

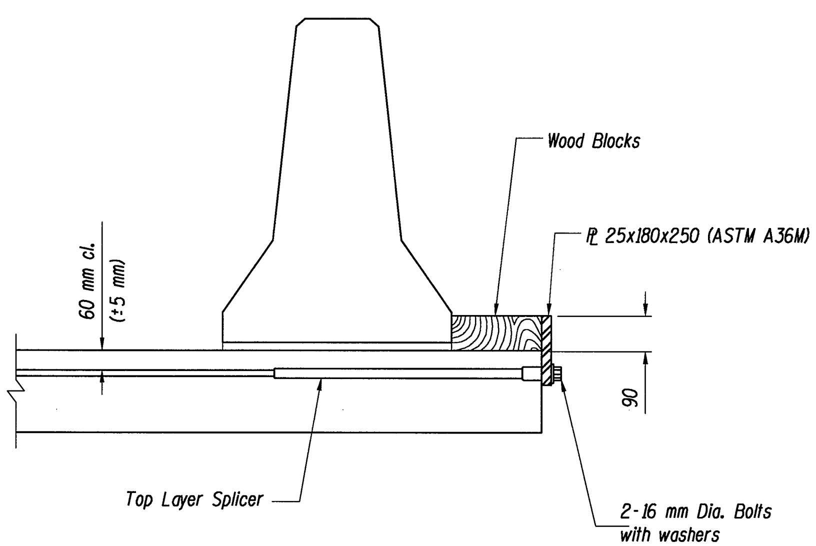
NOTES

Detail I With Bar Splicer or Couplers:
Connect one (1) 25x180x250 steel ℙ to the top layer of couplers with 2 -16 mm Dia. bolts screwed to coupler at approximate ℄ of each 3 m barrier panel.

Detail II With Extended Reinforcement Bars:
Connect one (1) 25x180x250 steel ℙ to the concrete slab with 2-16 mm Dia. Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

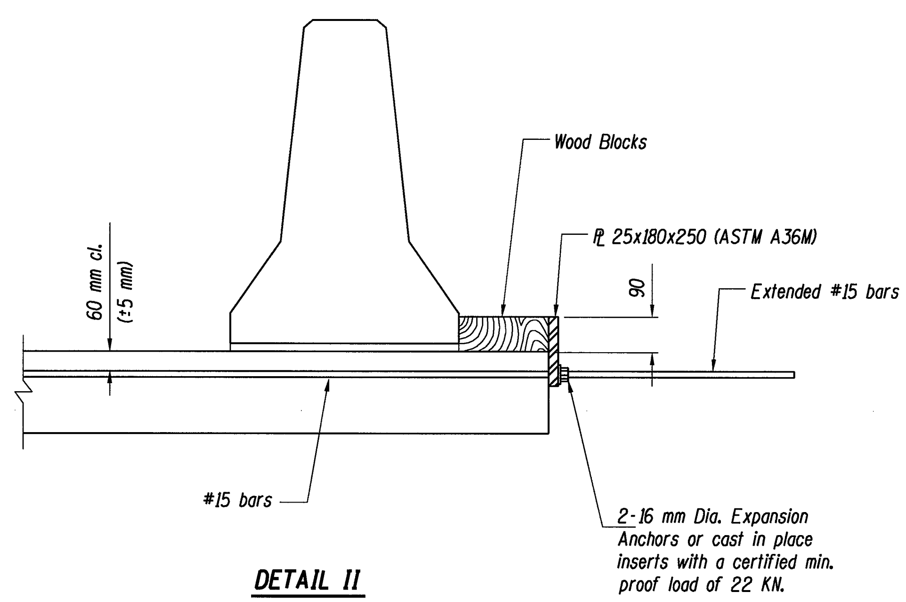
Cost of anchorage is included with Temporary Concrete Barrier.
All dimensions are in millimeters (mm) except as noted.

Quantities for Temporary Concrete Barrier and Relocate Temporary Concrete Barrier are included in the Roadway Plans



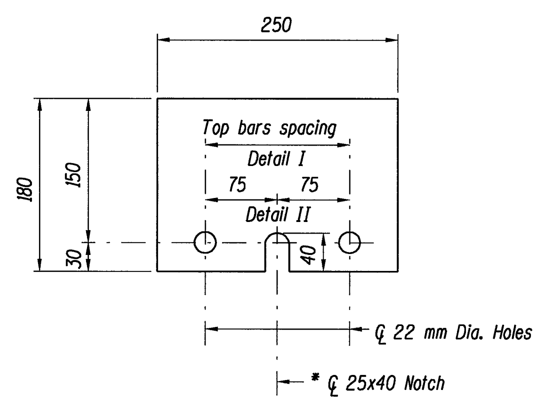
DETAIL I

The 25x180x250 Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 25x180x250 Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



ℙ 25x180x250

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063

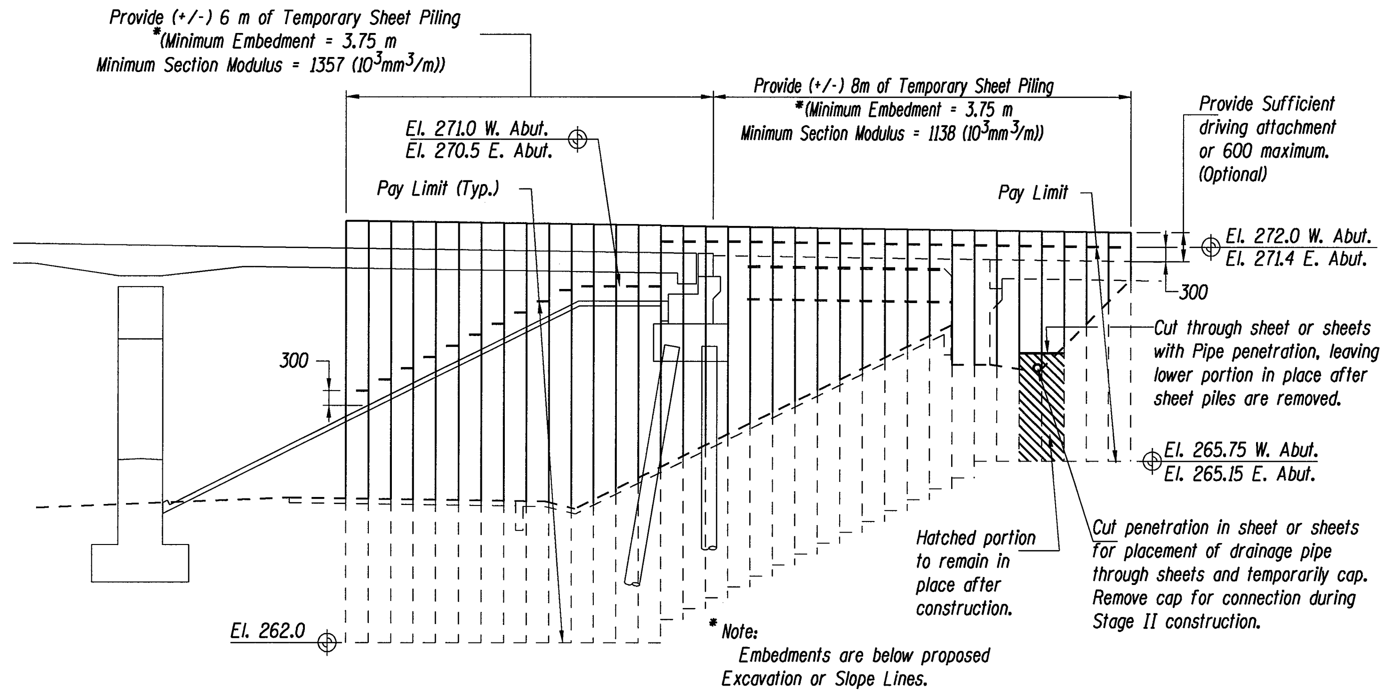
DATE 03/26/04

$TIME$ 8/16/2009 $FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

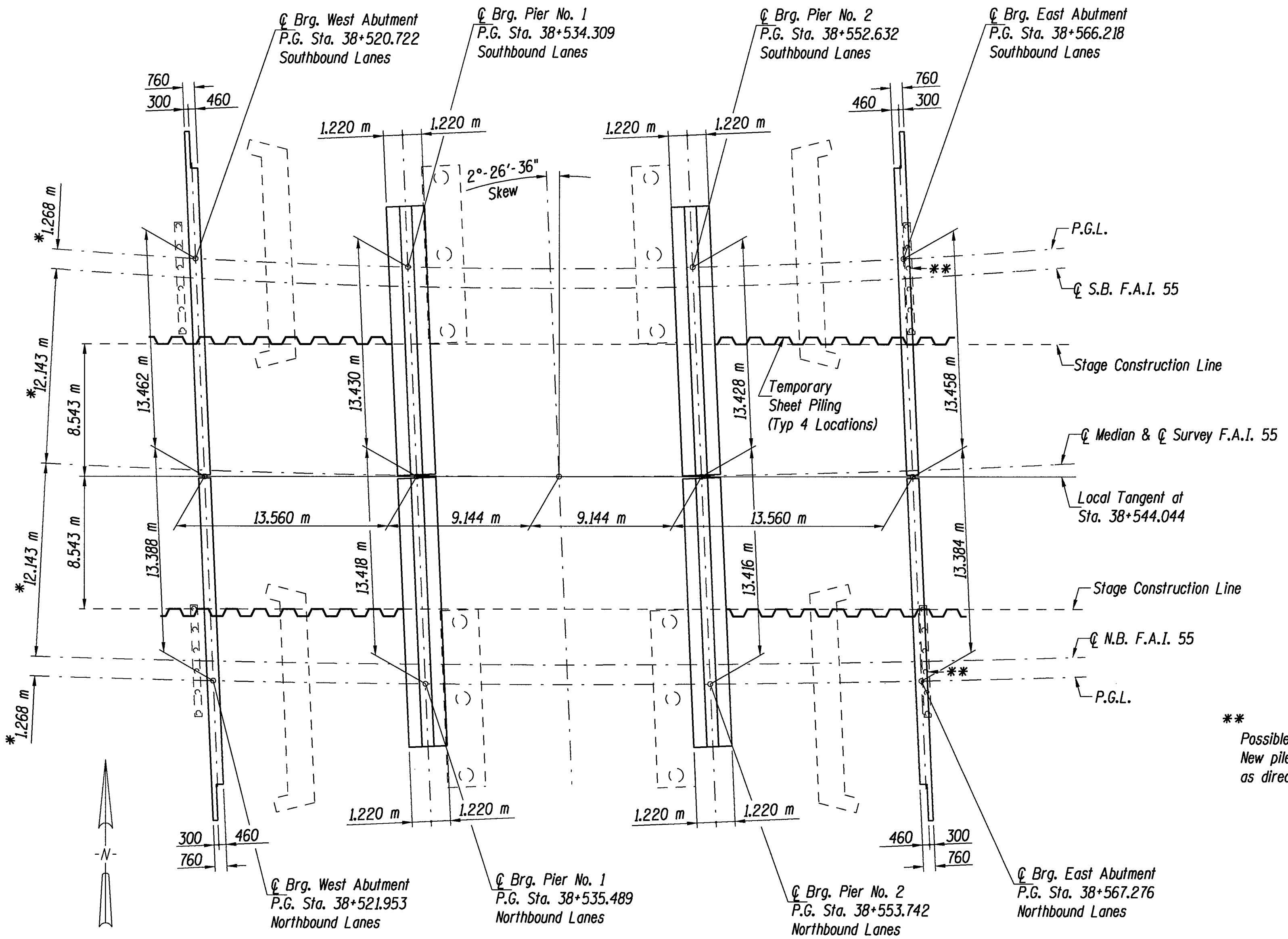
SUGGESTED CONSTRUCTION SEQUENCE

1. Remove Existing Superstructure - Stage I
2. Place Temporary Sheet Piling.
3. Remove portion of existing abutment.
4. Excavate Stage I to finish grade lines.
5. Construct Stage I Abutments
6. Place drainage pipe and backfill and penetrate sheet or sheets with drain.
7. Complete Stage I and switch traffic flow.
8. Excavate Stage II to finish grade lines.
9. Construct Stage II Abutments.
10. Complete pipe drain and abutment backfill.
11. Remove Temporary Sheet Piling.
12. Complete Stage II Construction.



TEMPORARY SHEET PILING
(East Abutment Shown - West Abutment Similar)

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.



FOOTING LAYOUT
* Radial Dimensions

Note:
Piles at the east abutment shall be driven through 457 mm (1'-6") diameter precored holes extending to elevation 265.00 according to Article 512.09(c) of the Standard Specifications. Cost included in driving piles.

**
Possible interference with existing approach pavement pile. New piles shall be relocated to clear existing piles as directed by the Engineer.

FOOTING LAYOUT & TEMPORARY SHEET PILING
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

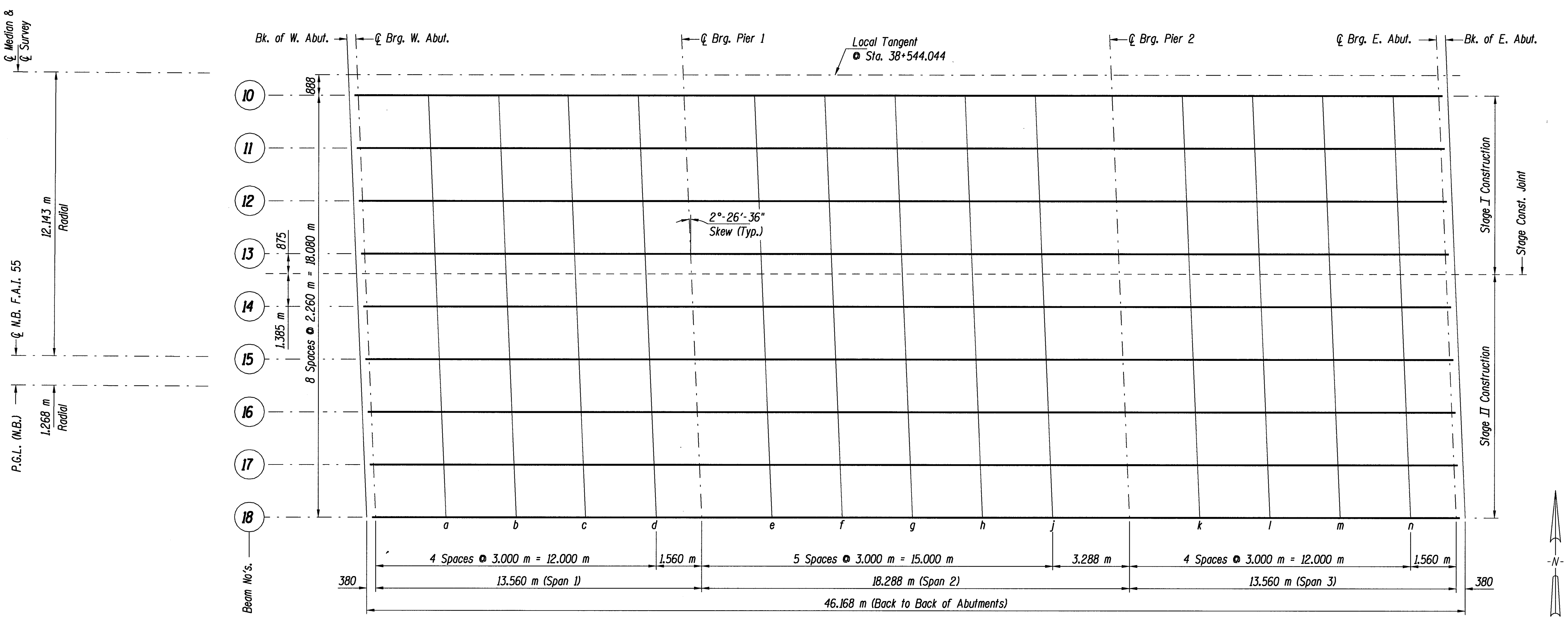
HANSON

JOB NO. 94S2063

DATE 03/26/04

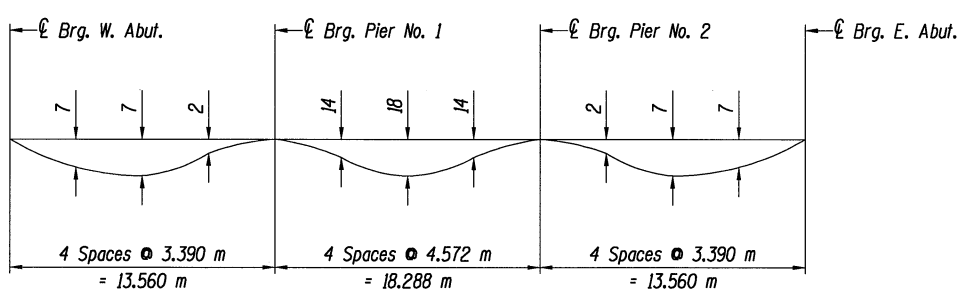
$TIME$ 8/16/2009 $FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**



DIAGRAMMATIC PLAN - TOP OF SLAB ELEVATIONS - NORTH BOUND

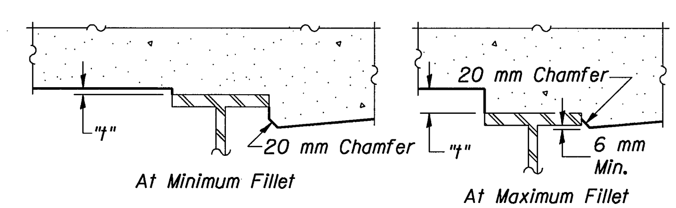
Note: All Dimensions shown in plan are measured horizontally.



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 Theoretical Grade Elevations Adjusted for Dead Load Deflection (Elev. B) shown in the "Top of Slab Elevations" table.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

TOP OF SLAB ELEVATIONS (N.B.) SHEET 1
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063

DATE 03/26/04

$TIME$
8/16/2009
$FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

BEAM 10
(0.888 m Rt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.996	271.533	271.533
C.L. Brg. W. Abut.	38+521.379	271.528	271.528
a	38+524.379	271.491	271.497
b	38+527.379	271.453	271.460
c	38+530.379	271.414	271.418
d	38+533.379	271.375	271.376
C.L. Brg. Pier No. 1	38+534.938	271.354	271.354
e	38+537.938	271.314	271.323
f	38+540.938	271.272	271.288
g	38+543.938	271.231	271.248
h	38+546.938	271.188	271.201
j	38+549.938	271.145	271.152
C.L. Brg. Pier No. 2	38+553.227	271.097	271.097
k	38+556.227	271.052	271.054
l	38+559.227	271.007	271.013
m	38+562.227	270.961	270.968
n	38+565.227	270.914	270.917
C.L. Brg. E. Abut.	38+566.785	270.890	270.890
Bk. E. Abut.	38+567.164	270.884	270.884

BEAM 11
(3.148 m Rt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+521.094	271.577	271.577
C.L. Brg. W. Abut.	38+521.477	271.572	271.572
a	38+524.477	271.535	271.541
b	38+527.477	271.497	271.504
c	38+530.477	271.458	271.462
d	38+533.477	271.419	271.420
C.L. Brg. Pier No. 1	38+535.035	271.398	271.398
e	38+538.035	271.357	271.367
f	38+541.035	271.316	271.332
g	38+544.035	271.274	271.292
h	38+547.035	271.232	271.245
j	38+550.035	271.189	271.196
C.L. Brg. Pier No. 2	38+553.324	271.141	271.141
k	38+556.324	271.096	271.098
l	38+559.324	271.051	271.056
m	38+562.324	271.005	271.012
n	38+565.324	270.958	270.961
C.L. Brg. E. Abut.	38+566.883	270.933	270.933
Bk. E. Abut.	38+567.262	270.927	270.927

BEAM 12
(5.408 m Rt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+521.188	271.621	271.621
C.L. Brg. W. Abut.	38+521.570	271.616	271.616
a	38+524.570	271.579	271.585
b	38+527.570	271.541	271.548
c	38+530.570	271.502	271.506
d	38+533.570	271.463	271.464
C.L. Brg. Pier No. 1	38+535.129	271.442	271.442
e	38+538.129	271.401	271.411
f	38+541.129	271.360	271.375
g	38+544.129	271.318	271.336
h	38+547.129	271.276	271.289
j	38+550.129	271.232	271.240
C.L. Brg. Pier No. 2	38+553.418	271.184	271.184
k	38+556.418	271.140	271.141
l	38+559.418	271.094	271.100
m	38+562.418	271.048	271.055
n	38+565.418	271.002	271.005
C.L. Brg. E. Abut.	38+566.977	270.977	270.977
Bk. E. Abut.	38+567.355	270.971	270.971

BEAM 13
(7.668 m Rt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+521.285	271.665	271.665
C.L. Brg. W. Abut.	38+521.668	271.660	271.660
a	38+524.668	271.623	271.629
b	38+527.668	271.585	271.592
c	38+530.668	271.546	271.550
d	38+533.668	271.506	271.507
C.L. Brg. Pier No. 1	38+535.227	271.486	271.486
e	38+538.227	271.445	271.454
f	38+541.227	271.404	271.419
g	38+544.227	271.362	271.380
h	38+547.227	271.320	271.333
j	38+550.227	271.276	271.283
C.L. Brg. Pier No. 2	38+553.516	271.228	271.228
k	38+556.516	271.183	271.185
l	38+559.516	271.138	271.144
m	38+562.516	271.092	271.099
n	38+565.516	271.045	271.048
C.L. Brg. E. Abut.	38+567.074	271.021	271.021
Bk. E. Abut.	38+567.453	271.015	271.015

STAGE CONSTRUCTION JOINT
(8.543 m Rt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+521.324	271.682	271.682
C.L. Brg. W. Abut.	38+521.707	271.677	271.677
a	38+524.707	271.640	271.646
b	38+527.707	271.602	271.609
c	38+530.707	271.563	271.567
d	38+533.707	271.523	271.524
C.L. Brg. Pier No. 1	38+535.266	271.503	271.503
e	38+538.266	271.462	271.471
f	38+541.266	271.421	271.436
g	38+544.266	271.379	271.397
h	38+547.266	271.337	271.350
j	38+550.266	271.293	271.300
C.L. Brg. Pier No. 2	38+553.555	271.245	271.245
k	38+556.555	271.200	271.202
l	38+559.555	271.155	271.161
m	38+562.555	271.109	271.116
n	38+565.555	271.062	271.065
C.L. Brg. E. Abut.	38+567.113	271.038	271.038
Bk. E. Abut.	38+567.492	271.032	271.032

BEAM 14
(9.928 m Rt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+521.383	271.702	271.702
C.L. Brg. W. Abut.	38+521.766	271.697	271.697
a	38+524.766	271.660	271.666
b	38+527.766	271.622	271.629
c	38+530.766	271.583	271.587
d	38+533.766	271.543	271.544
C.L. Brg. Pier No. 1	38+535.324	271.523	271.523
e	38+538.324	271.482	271.491
f	38+541.324	271.441	271.456
g	38+544.324	271.399	271.417
h	38+547.324	271.356	271.369
j	38+550.324	271.313	271.320
C.L. Brg. Pier No. 2	38+553.613	271.265	271.265
k	38+556.613	271.220	271.222
l	38+559.613	271.175	271.181
m	38+562.613	271.129	271.136
n	38+565.613	271.082	271.085
C.L. Brg. E. Abut.	38+567.172	271.057	271.057
Bk. E. Abut.	38+567.551	271.051	271.051

℄ N.B. F.A.I. 55

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+521.475	271.734	271.734
C.L. Brg. W. Abut.	38+521.857	271.730	271.730
a	38+524.857	271.692	271.698
b	38+527.857	271.654	271.661
c	38+530.857	271.615	271.619
d	38+533.857	271.576	271.577
C.L. Brg. Pier No. 1	38+535.416	271.555	271.555
e	38+538.416	271.514	271.524
f	38+541.416	271.473	271.488
g	38+544.416	271.431	271.449
h	38+547.416	271.389	271.402
j	38+550.416	271.345	271.353
C.L. Brg. Pier No. 2	38+553.705	271.297	271.297
k	38+556.705	271.252	271.254
l	38+559.705	271.207	271.213
m	38+562.705	271.161	271.168
n	38+565.705	271.114	271.117
C.L. Brg. E. Abut.	38+567.264	271.089	271.089
Bk. E. Abut.	38+567.643	271.083	271.083

BEAM 15
(12.188 m Rt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+521.477	271.733	271.733
C.L. Brg. W. Abut.	38+521.859	271.729	271.729
a	38+524.859	271.691	271.697
b	38+527.859	271.653	271.660
c	38+530.859	271.614	271.618
d	38+533.859	271.575	271.576
C.L. Brg. Pier No. 1	38+535.418	271.554	271.554
e	38+538.418	271.513	271.523
f	38+541.418	271.472	271.487
g	38+544.418	271.430	271.448
h	38+547.418	271.388	271.401
j	38+550.418	271.344	271.352
C.L. Brg. Pier No. 2	38+553.707	271.296	271.296
k	38+556.707	271.251	271.253
l	38+559.707	271.206	271.212
m	38+562.707	271.160	271.167
n	38+565.707	271.113	271.116
C.L. Brg. E. Abut.	38+567.266	271.088	271.088
Bk. E. Abut.	38+567.645	271.082	271.082

P.G.L. (N.B.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+521.529	271.714	271.714
C.L. Brg. W. Abut.	38+521.911	271.710	271.710
a	38+524.911	271.672	271.678
b	38+527.911	271.634	271.641
c	38+530.911	271.595	271.599
d	38+533.911	271.556	271.557
C.L. Brg. Pier No. 1	38+535.470	271.535	271.535
e	38+538.470	271.494	271.503
f	38+541.470	271.453	271.468
g	38+544.470	271.411	271.429
h	38+547.470	271.369	271.382
j	38+550.470	271.325	271.332
C.L. Brg. Pier No. 2	38+553.759	271.277	271.277
k	38+556.759	271.232	271.234
l	38+559.759	271.187	271.193
m	38+562.759	271.141	271.148
n	38+565.759	271.094	271.097
C.L. Brg. E. Abut.	38+567.318	271.069	271.069
Bk. E. Abut.	38+567.697	271.063	271.063

BEAM 16
(14.448 m Rt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+521.574	271.698	271.698
C.L. Brg. W. Abut.	38+521.957	271.694	271.694
a	38+524.957	271.656	271.662
b	38+527.957	271.618	271.625
c	38+530.957	271.579	271.583
d	38+533.957	271.540	271.540
C.L. Brg. Pier No. 1	38+535.516	271.519	271.519
e	38+538.516	271.478	271.487
f	38+541.516	271.437	271.452
g	38+544.516	271.395	271.413
h	38+547.516	271.352	271.365
j	38+550.516	271.309	271.316
C.L. Brg. Pier No. 2	38+553.805	271.261	271.261
k	38+556.805	271.216	271.218
l	38+559.805	271.171	271.176
m	38+562.805	271.124	271.131
n	38+565.805	271.078	271.081
C.L. Brg. E. Abut.	38+567.363	271.053	271.053
Bk. E. Abut.	38+567.742	271.047	271.047

BEAM 17
(16.708 m Rt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+521.672	271.658	271.658
C.L. Brg. W. Abut.	38+522.055	271.654	271.654
a	38+525.055	271.616	271.622
b	38+528.055	271.578	271.585
c	38+531.055	271.539	271.543
d	38+534.055	271.500	271.500
C.L. Brg. Pier No. 1	38+535.613	271.479	271.479
e	38+538.613	271.438	271.447
f	38+541.613	271.397	271.412
g	38+544.613	271.355	271.373
h	38+547.613	271.312	271.325
j	38+550.613	271.269	271.276
C.L. Brg. Pier No. 2	38+553.902	271.221	271.221
k	38+556.902	271.176	271.178
l	38+559.902	271.130	271.136
m	38+562.902	271.084	271.091
n	38+565.902	271.037	271.041
C.L. Brg. E. Abut.	38+567.461	271.013	271.013
Bk. E. Abut.	38+567.840	271.007	271.007

BEAM 18
(18.968 m Rt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+521.770	271.612	271.612
C.L. Brg. W. Abut.	38+522.152	271.607	271.607
a	38+525.152	271.570	271.576
b	38+528.152	271.532	271.539
c	38+531.152	271.493	271.496
d	38+534.152	271.453	271.454
C.L. Brg. Pier No. 1	38+535.711	271.432	271.432
e	38+538.711	271.392	271.401
f	38+541.711	271.350	271.366
g	38+544.711	271.308	271.326
h	38+547.711	271.266	271.279
j	38+550.711	271.222	271.229
C.L. Brg. Pier No. 2	38+554.000	271.174	271.174
k	38+557.000	271.129	271.131
l	38+560.000	271.084	271.089
m	38+563.000	271.037	271.044
n	38+566.000	270.991	270.994
C.L. Brg. E. Abut.	38+567.559	270.966	270.966
Bk. E. Abut.	38+567.938	270.960	270.960

TOP OF SLAB ELEVATIONS - (NORTH BOUND)

ELEV. A = Theoretical Grade Elevations
ELEV. B = Theoretical Grade Elevations Adjusted For Dead Load Deflection.

NOTE: Top of slab elevation stations are based on span lengths measured along local tangent (at Station 38+544.044), beam offsets measured perpendicular to local tangent, and skew angle of 2°-26′-36″.

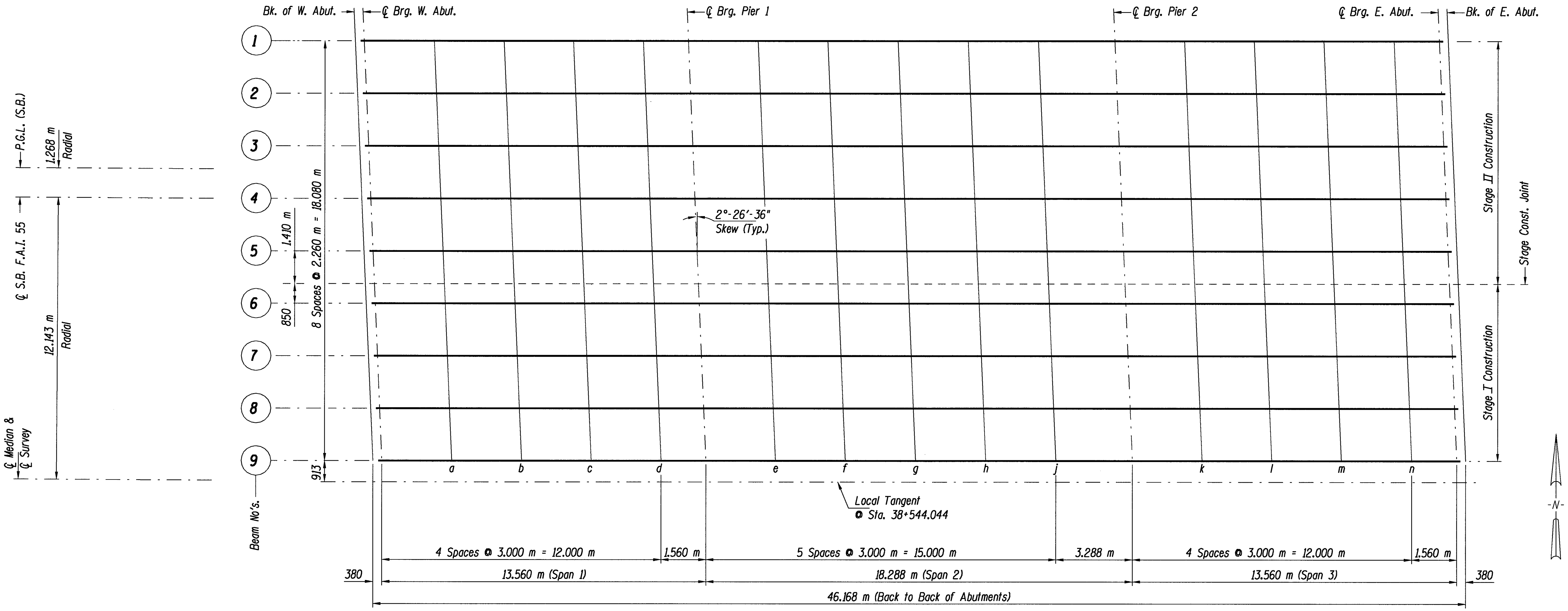
TOP OF SLAB ELEVATIONS (N.B.) SHEET 2
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063
DATE 03/26/04

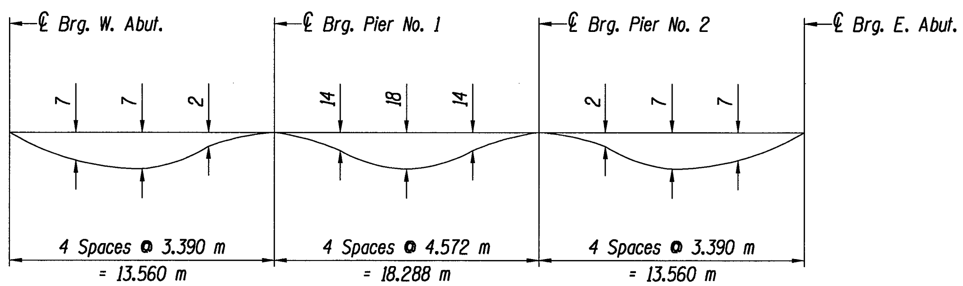
$TIME$
8/16/2009
$FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**



DIAGRAMMATIC PLAN - TOP OF SLAB ELEVATIONS - SOUTH BOUND

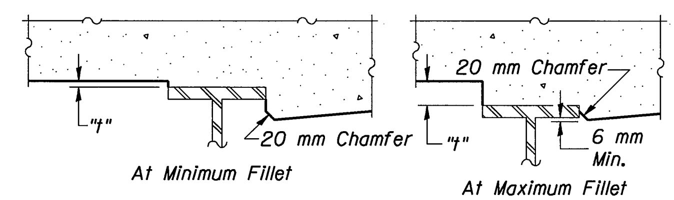
Note: All Dimensions shown in plan are measured horizontally.



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 Theoretical Grade Elevations Adjusted for Dead Load Deflection (Elev. B) shown in the "Top of Slab Elevations" table.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

TOP OF SLAB ELEVATIONS (S.B.) SHEET 1
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063

DATE 03/26/04

$TIME$ 8/16/2009 $FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

BEAM 1
(18.993 m Lt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.148	271.631	271.631
C.L. Brg. W. Abut.	38+520.527	271.627	271.627
a	38+523.527	271.590	271.596
b	38+526.527	271.552	271.559
c	38+529.527	271.513	271.517
d	38+532.527	271.474	271.475
C.L. Brg. Pier No. 1	38+534.090	271.453	271.453
e	38+537.090	271.413	271.422
f	38+540.090	271.372	271.387
g	38+543.090	271.331	271.348
h	38+546.090	271.288	271.301
j	38+549.090	271.245	271.252
C.L. Brg. Pier No. 2	38+552.379	271.197	271.197
k	38+555.379	271.153	271.155
l	38+558.379	271.108	271.114
m	38+561.379	271.062	271.069
n	38+564.379	271.016	271.019
C.L. Brg. E. Abut.	38+565.938	270.991	270.991
Bk. E. Abut.	38+566.316	270.985	270.985

BEAM 2
(16.733 m Lt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.246	271.675	271.675
C.L. Brg. W. Abut.	38+520.625	271.671	271.671
a	38+523.625	271.634	271.640
b	38+526.625	271.596	271.603
c	38+529.625	271.557	271.561
d	38+532.625	271.518	271.519
C.L. Brg. Pier No. 1	38+534.188	271.497	271.497
e	38+537.188	271.457	271.466
f	38+540.188	271.416	271.431
g	38+543.188	271.374	271.392
h	38+546.188	271.332	271.345
j	38+549.188	271.289	271.296
C.L. Brg. Pier No. 2	38+552.477	271.241	271.241
k	38+555.477	271.197	271.198
l	38+558.477	271.152	271.157
m	38+561.477	271.106	271.113
n	38+564.477	271.059	271.062
C.L. Brg. E. Abut.	38+566.035	271.035	271.035
Bk. E. Abut.	38+566.414	271.029	271.029

BEAM 3
(14.473 m Lt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.344	271.713	271.713
C.L. Brg. W. Abut.	38+520.723	271.708	271.708
a	38+523.723	271.671	271.677
b	38+526.723	271.633	271.640
c	38+529.723	271.595	271.599
d	38+532.723	271.556	271.556
C.L. Brg. Pier No. 1	38+534.285	271.535	271.535
e	38+537.285	271.495	271.504
f	38+540.285	271.454	271.469
g	38+543.285	271.412	271.430
h	38+546.285	271.370	271.383
j	38+549.285	271.327	271.334
C.L. Brg. Pier No. 2	38+552.574	271.279	271.279
k	38+555.574	271.234	271.236
l	38+558.574	271.189	271.195
m	38+561.574	271.143	271.150
n	38+564.574	271.097	271.100
C.L. Brg. E. Abut.	38+566.133	271.072	271.072
Bk. E. Abut.	38+566.512	271.066	271.066

P.G.L. (S.B.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.388	271.729	271.729
C.L. Brg. W. Abut.	38+520.767	271.724	271.724
a	38+523.767	271.687	271.693
b	38+526.767	271.649	271.656
c	38+529.767	271.611	271.615
d	38+532.767	271.571	271.571
C.L. Brg. Pier No. 1	38+534.329	271.550	271.550
e	38+537.329	271.510	271.519
f	38+540.329	271.469	271.484
g	38+543.329	271.427	271.445
h	38+546.329	271.385	271.398
j	38+549.329	271.342	271.349
C.L. Brg. Pier No. 2	38+552.618	271.294	271.294
k	38+555.618	271.250	271.252
l	38+558.618	271.204	271.210
m	38+561.618	271.159	271.166
n	38+564.618	271.112	271.115
C.L. Brg. E. Abut.	38+566.177	271.087	271.087
Bk. E. Abut.	38+566.556	271.081	271.081

BEAM 4
(12.213 m Lt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.438	271.746	271.746
C.L. Brg. W. Abut.	38+520.816	271.741	271.741
a	38+523.816	271.704	271.710
b	38+526.816	271.666	271.673
c	38+529.816	271.628	271.631
d	38+532.816	271.588	271.589
C.L. Brg. Pier No. 1	38+534.379	271.567	271.567
e	38+537.379	271.527	271.536
f	38+540.379	271.486	271.501
g	38+543.379	271.444	271.462
h	38+546.379	271.402	271.415
j	38+549.379	271.359	271.366
C.L. Brg. Pier No. 2	38+552.668	271.311	271.311
k	38+555.668	271.267	271.268
l	38+558.668	271.221	271.227
m	38+561.668	271.176	271.183
n	38+564.668	271.129	271.132
C.L. Brg. E. Abut.	38+566.227	271.105	271.105
Bk. E. Abut.	38+566.605	271.099	271.099

℄ S.B. F.A.I. 55

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.435	271.747	271.747
C.L. Brg. W. Abut.	38+520.813	271.742	271.742
a	38+523.813	271.705	271.711
b	38+526.813	271.667	271.674
c	38+529.813	271.629	271.632
d	38+532.813	271.589	271.590
C.L. Brg. Pier No. 1	38+534.376	271.568	271.568
e	38+537.376	271.528	271.537
f	38+540.376	271.487	271.502
g	38+543.376	271.445	271.463
h	38+546.376	271.403	271.416
j	38+549.376	271.360	271.367
C.L. Brg. Pier No. 2	38+552.665	271.312	271.312
k	38+555.665	271.268	271.269
l	38+558.665	271.222	271.228
m	38+561.665	271.177	271.184
n	38+564.665	271.130	271.133
C.L. Brg. E. Abut.	38+566.224	271.106	271.106
Bk. E. Abut.	38+566.602	271.100	271.100

BEAM 5
(9.953 m Lt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.535	271.713	271.713
C.L. Brg. W. Abut.	38+520.914	271.708	271.708
a	38+523.914	271.671	271.677
b	38+526.914	271.633	271.640
c	38+529.914	271.594	271.598
d	38+532.914	271.555	271.556
C.L. Brg. Pier No. 1	38+534.477	271.534	271.534
e	38+537.477	271.494	271.503
f	38+540.477	271.453	271.468
g	38+543.477	271.411	271.429
h	38+546.477	271.369	271.382
j	38+549.477	271.326	271.333
C.L. Brg. Pier No. 2	38+552.766	271.278	271.278
k	38+555.766	271.233	271.235
l	38+558.766	271.188	271.194
m	38+561.766	271.142	271.149
n	38+564.766	271.096	271.099
C.L. Brg. E. Abut.	38+566.324	271.071	271.071
Bk. E. Abut.	38+566.703	271.065	271.065

STAGE CONSTRUCTION JOINT
(8.453 m Lt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.594	271.691	271.691
C.L. Brg. W. Abut.	38+520.973	271.686	271.686
a	38+523.973	271.649	271.655
b	38+526.973	271.611	271.618
c	38+529.973	271.573	271.576
d	38+532.973	271.533	271.534
C.L. Brg. Pier No. 1	38+534.535	271.512	271.512
e	38+537.535	271.472	271.481
f	38+540.535	271.431	271.446
g	38+543.535	271.389	271.407
h	38+546.535	271.347	271.360
j	38+549.535	271.304	271.311
C.L. Brg. Pier No. 2	38+552.824	271.256	271.256
k	38+555.824	271.211	271.213
l	38+558.824	271.166	271.172
m	38+561.824	271.120	271.127
n	38+564.824	271.074	271.077
C.L. Brg. E. Abut.	38+566.383	271.049	271.049
Bk. E. Abut.	38+566.762	271.043	271.043

BEAM 6
(7.693 m Lt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.633	271.673	271.673
C.L. Brg. W. Abut.	38+521.012	271.669	271.669
a	38+524.012	271.632	271.638
b	38+527.012	271.594	271.601
c	38+530.012	271.555	271.559
d	38+533.012	271.516	271.517
C.L. Brg. Pier No. 1	38+534.574	271.495	271.495
e	38+537.574	271.455	271.464
f	38+540.574	271.413	271.429
g	38+543.574	271.372	271.390
h	38+546.574	271.329	271.342
j	38+549.574	271.286	271.293
C.L. Brg. Pier No. 2	38+552.863	271.238	271.238
k	38+555.863	271.194	271.195
l	38+558.863	271.148	271.154
m	38+561.863	271.103	271.110
n	38+564.863	271.056	271.059
C.L. Brg. E. Abut.	38+566.422	271.031	271.031
Bk. E. Abut.	38+566.801	271.025	271.025

BEAM 7
(5.433 m Lt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.727	271.627	271.627
C.L. Brg. W. Abut.	38+521.105	271.622	271.622
a	38+524.105	271.585	271.591
b	38+527.105	271.547	271.554
c	38+530.105	271.509	271.512
d	38+533.105	271.469	271.470
C.L. Brg. Pier No. 1	38+534.668	271.448	271.448
e	38+537.668	271.408	271.417
f	38+540.668	271.367	271.382
g	38+543.668	271.325	271.343
h	38+546.668	271.283	271.296
j	38+549.668	271.240	271.247
C.L. Brg. Pier No. 2	38+552.957	271.192	271.192
k	38+555.957	271.147	271.149
l	38+558.957	271.102	271.108
m	38+561.957	271.056	271.063
n	38+564.957	271.009	271.012
C.L. Brg. E. Abut.	38+566.516	270.985	270.985
Bk. E. Abut.	38+566.895	270.979	270.979

BEAM 8
(3.173 m Lt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.824	271.581	271.581
C.L. Brg. W. Abut.	38+521.203	271.576	271.576
a	38+524.203	271.539	271.545
b	38+527.203	271.501	271.508
c	38+530.203	271.462	271.466
d	38+533.203	271.423	271.424
C.L. Brg. Pier No. 1	38+534.766	271.402	271.402
e	38+537.766	271.362	271.371
f	38+540.766	271.320	271.336
g	38+543.766	271.279	271.297
h	38+546.766	271.236	271.249
j	38+549.766	271.193	271.200
C.L. Brg. Pier No. 2	38+553.055	271.145	271.145
k	38+556.055	271.100	271.102
l	38+559.055	271.055	271.061
m	38+562.055	271.009	271.016
n	38+565.055	270.963	270.966
C.L. Brg. E. Abut.	38+566.613	270.938	270.938
Bk. E. Abut.	38+566.992	270.932	270.932

BEAM 9
(0.193 m Lt.)

	STATION	ELEV. A	ELEV. B
Bk. W. Abut.	38+520.922	271.534	271.534
C.L. Brg. W. Abut.	38+521.301	271.530	271.530
a	38+524.301	271.492	271.499
b	38+527.301	271.454	271.461
c	38+530.301	271.416	271.419
d	38+533.301	271.376	271.377
C.L. Brg. Pier No. 1	38+534.863	271.355	271.355
e	38+537.863	271.315	271.324
f	38+540.863	271.274	271.289
g	38+543.863	271.232	271.250
h	38+546.863	271.190	271.203
j	38+549.863	271.146	271.154
C.L. Brg. Pier No. 2	38+553.152	271.098	271.098
k	38+556.152	271.054	271.056
l	38+559.152	271.008	271.014
m	38+562.152	270.962	270.969
n	38+565.152	270.916	270.919
C.L. Brg. E. Abut.	38+566.711	270.891	270.891
Bk. E. Abut.	38+567.090	270.885	270.885

TOP OF SLAB ELEVATIONS - (SOUTH BOUND)

ELEV. A = Theoretical Grade Elevations
ELEV. B = Theoretical Grade Elevations Adjusted
For Dead Load Deflection.

NOTE: Top of slab elevation stations are based on span lengths measured along local tangent (at Station 38+544.044), beam offsets measured perpendicular to local tangent, and skew angle of 2°-26'-36".

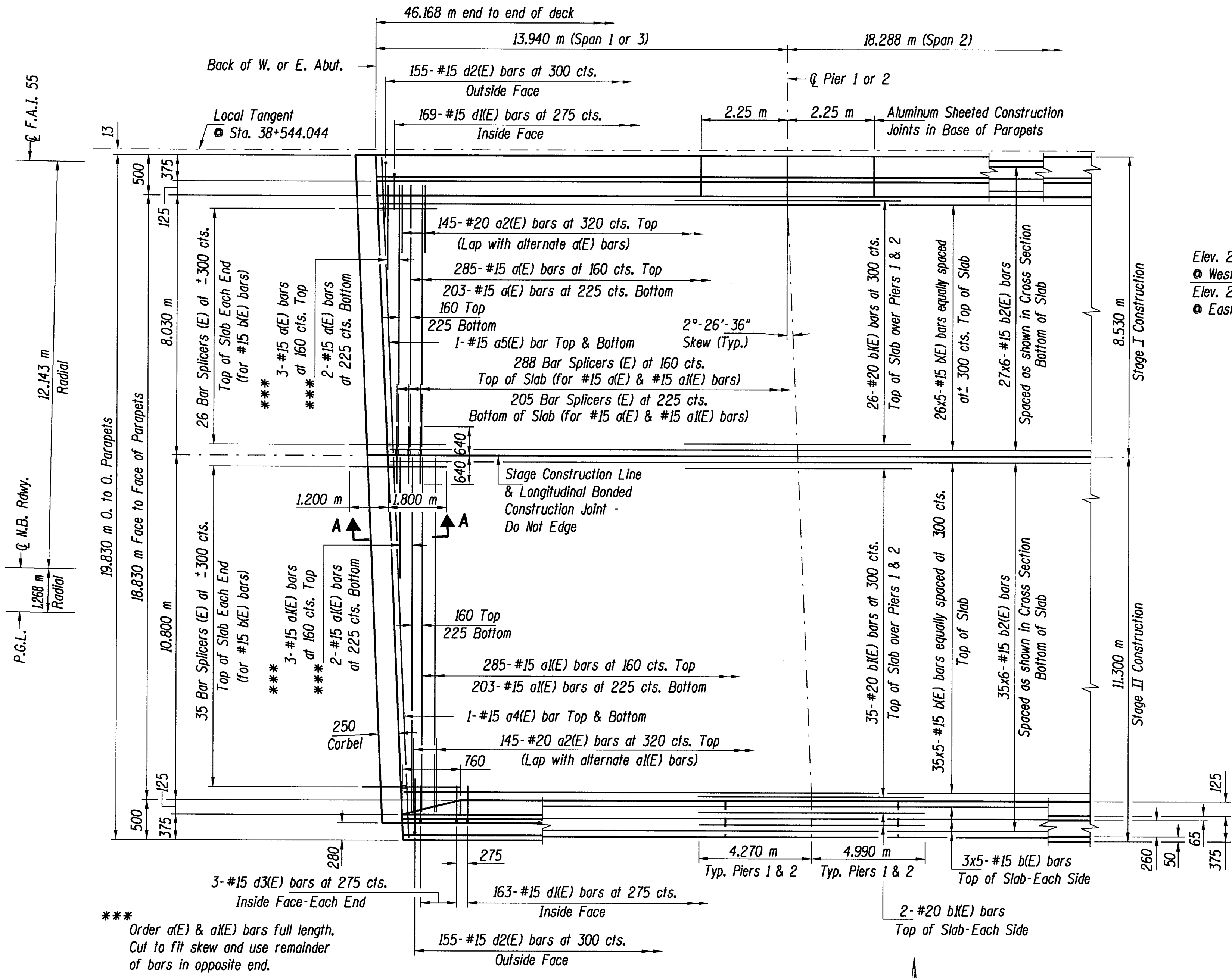
TOP OF SLAB ELEVATIONS (S.B.) SHEET 2
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

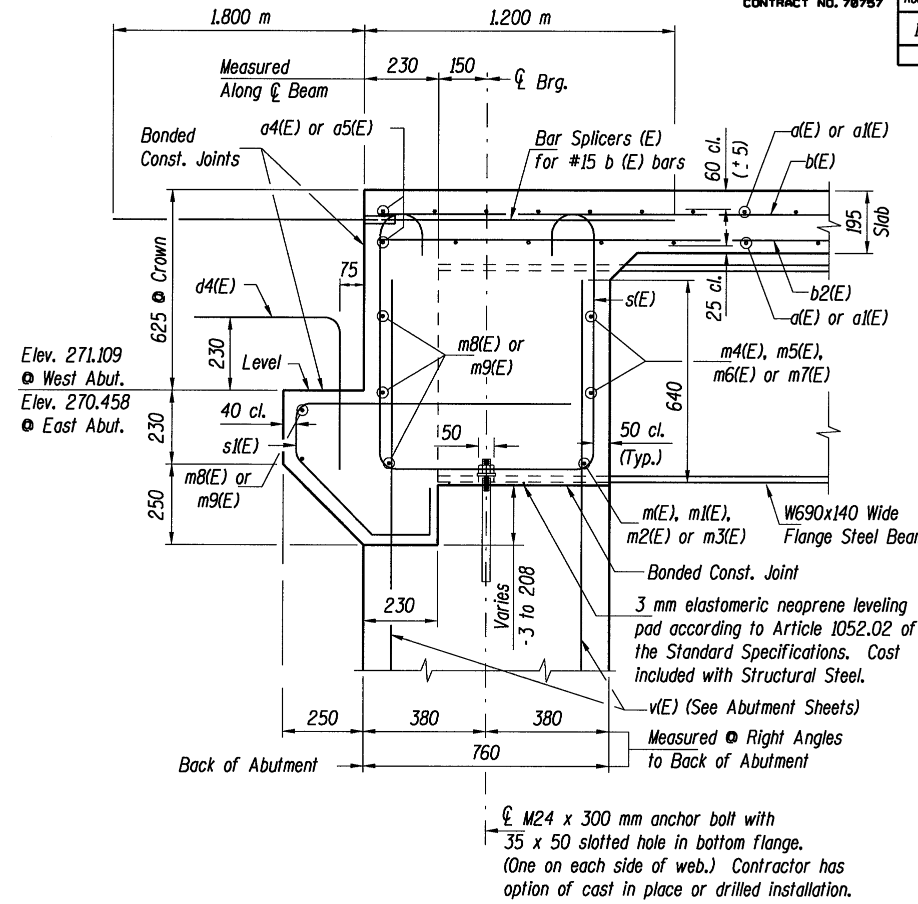
JOB NO. 94S2063
DATE 03/26/04

$TIME$
8/16/2009
$FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	**	**/**/**



HALF PLAN - NORTHBOUND

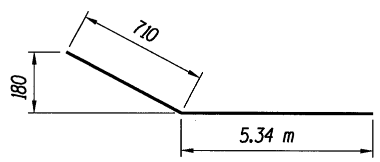


SECTION A-A
AT ABUTMENT

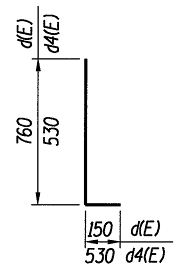
Concrete in Diaphragm is included with Concrete Superstructure.

BILL OF MATERIAL
SUPERSTRUCTURE - NORTHBOUND

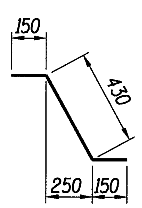
Bar	No.	Size	Length (m)	Shape
a(E)	493	#15	8.14	
a1(E)	493	#15	10.91	
a2(E)	290	#20	1.20	
a3(E)	8	#15	0.60	
a4(E)	4	#15	11.12	
a5(E)	4	#15	8.46	
b(E)	335	#15	9.64	
b1(E)	130	#15	9.26	
b2(E)	372	#15	8.12	
d(E)	648	#15	0.91	
d1(E)	332	#15	0.73	
d2(E)	310	#15	1.15	
d3(E)	6	#15	0.82	
d4(E)	134	#15	1.06	
e(E)	72	#15	3.81	
e1(E)	64	#15	2.17	
e2(E)	36	#15	4.50	
e3(E)	14	#15	6.06	
e4(E)	8	#15	7.11	
e5(E)	16	#25	2.17	
e6(E)	16	#25	6.33	
e7(E)	8	#25	7.38	
e8(E)	2	#15	6.05	
m(E)	4	#20	0.78	
m1(E)	14	#20	2.16	
m2(E)	2	#20	1.32	
m3(E)	2	#20	0.76	
m4(E)	8	#20	2.30	
m5(E)	20	#20	2.90	
m6(E)	4	#20	2.28	
m7(E)	4	#20	2.82	
m8(E)	10	#20	8.19	
m9(E)	10	#20	10.96	
s(E)	108	#15	2.51	
s1(E)	124	#15	1.46	
Concrete Superstructure			m^3	238.3
Reinforcement Bars Epoxy Coated			kg	32,880



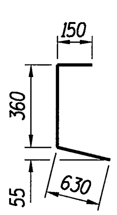
BAR e8(E)



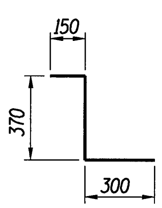
BAR d(E) & d4(E)



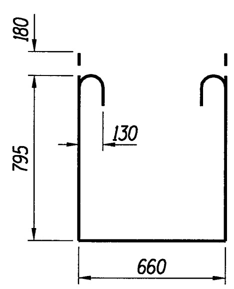
BAR d1(E)



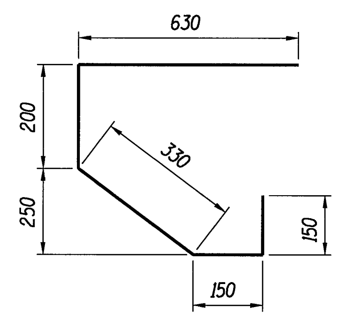
BAR d2(E)



BAR d3(E)



BAR s(E)



BAR s1(E)

NOTES:

All dimensions are in millimeters (mm) except as noted.

Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus: 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.

See General Plan & Elevation Sheet for location of drainage scuppers.

Cut longitudinal reinforcement to clear drainage scuppers.

MINIMUM BAR LAPS
(Unless otherwise noted)
#15 Bars = 510 mm
#20 Bars = 640 mm

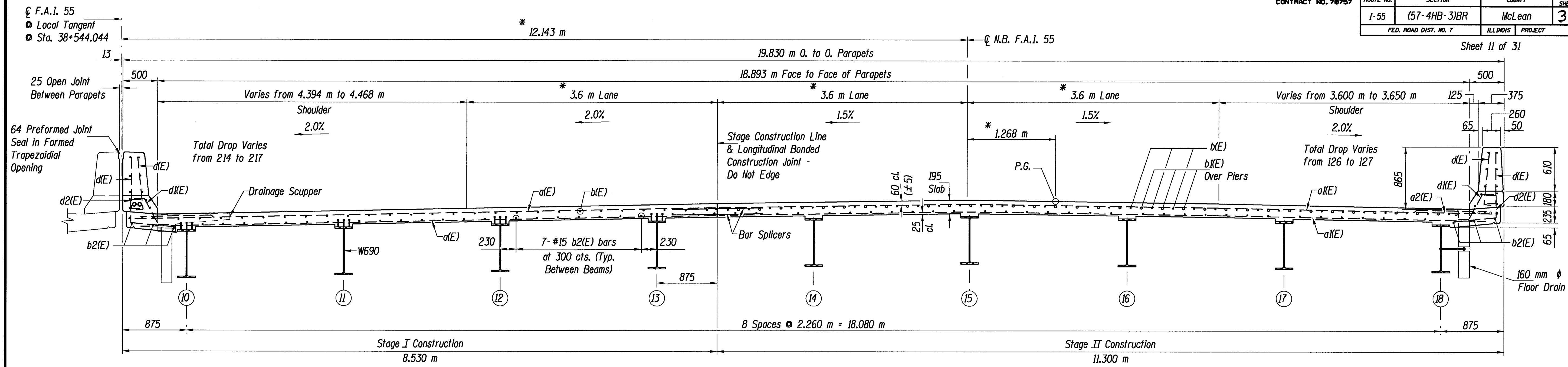
SUPERSTRUCTURE - NORTHBOUND
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063
DATE 03/26/04

$TIME$ 8/16/2009 $FILE$

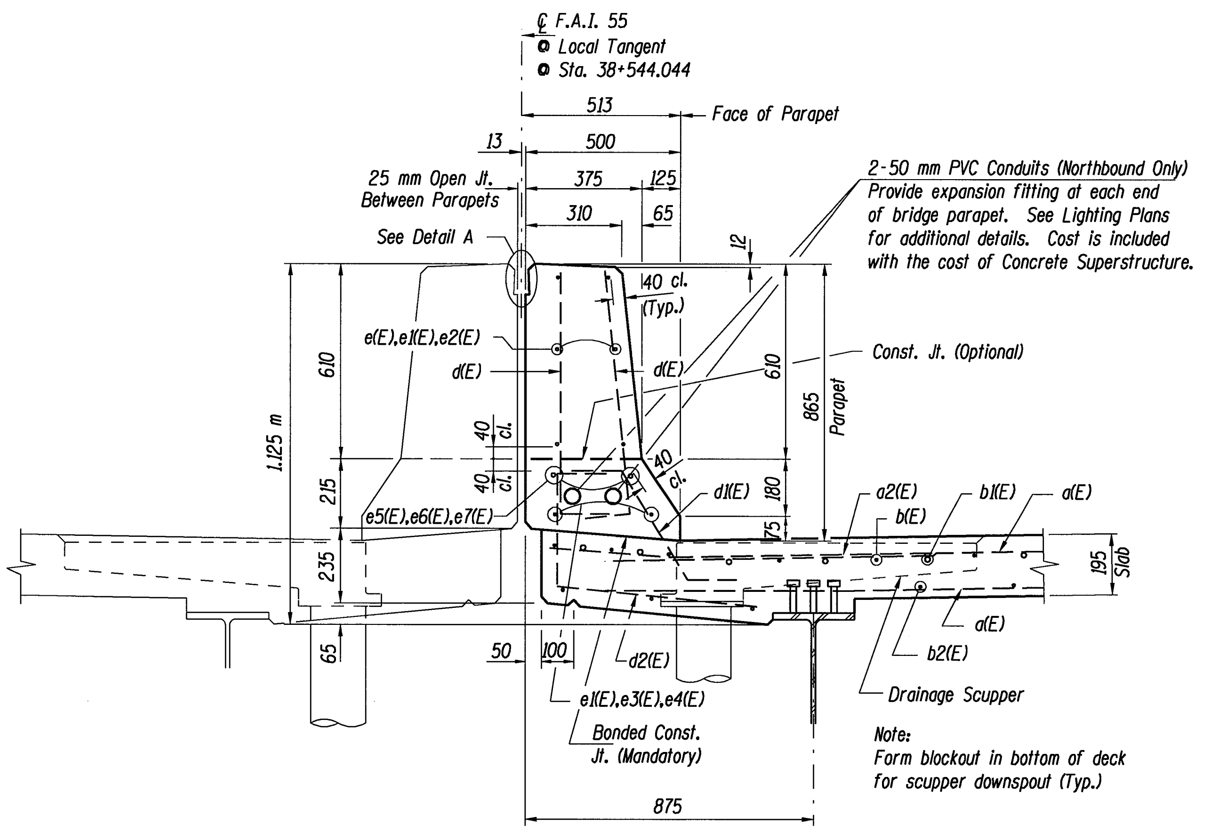
LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**



CROSS SECTION - NORTHBOUND

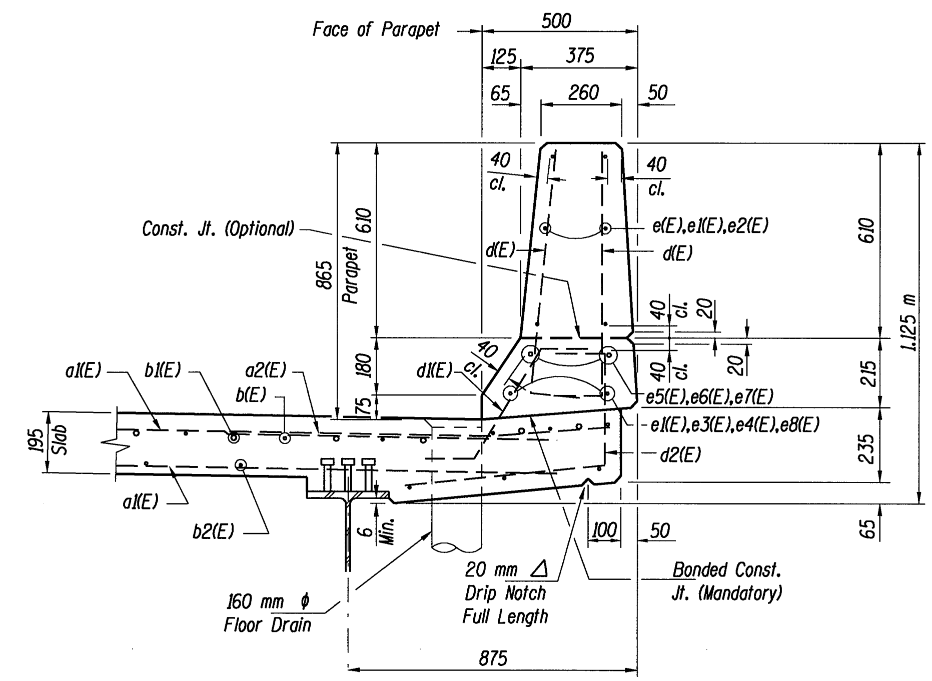
(Looking Up-Station)

* Radial Dimension

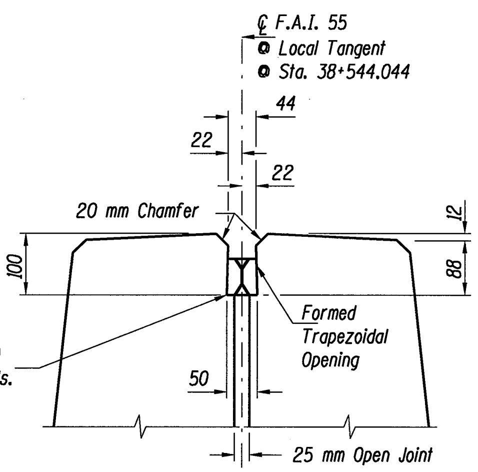


SECTION THRU MEDIAN PARAPET

50 mm ϕ Conduits shall only be placed in the curb portion of the parapet.



SECTION THRU FASCIA PARAPET



DETAIL A

SUPERSTRUCTURE DETAILS - NORTHBOUND
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

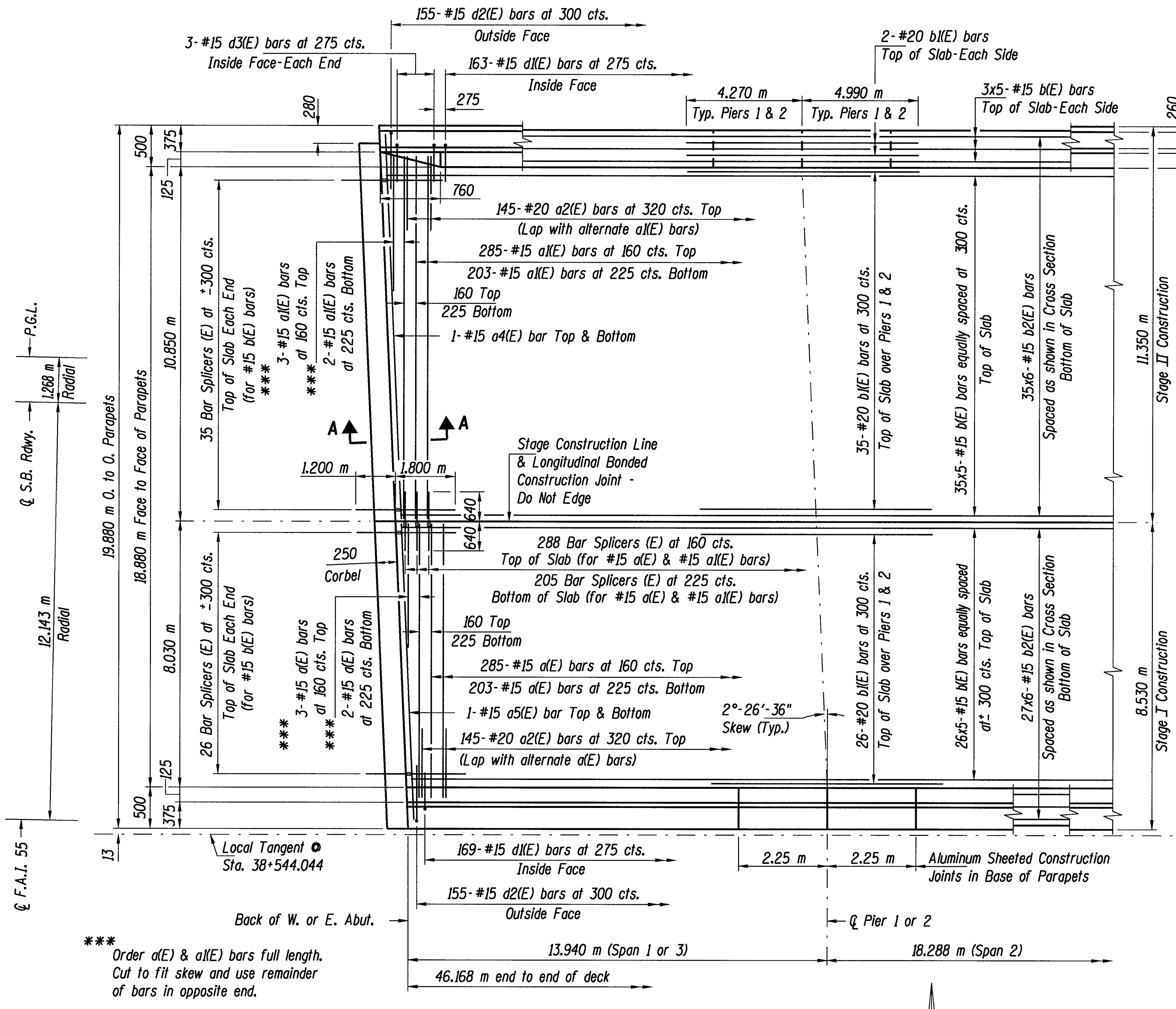
HANSON

JOB NO. 94S2063

DATE 03/26/04

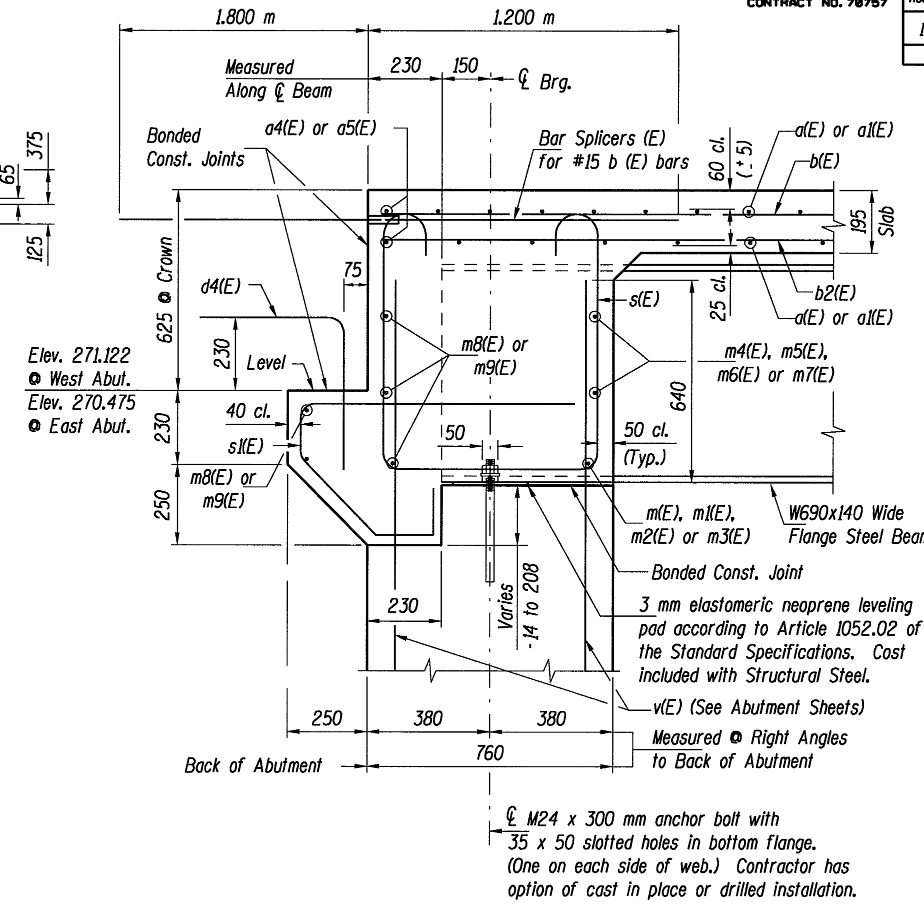
$TIME$ 8/17/2009 $FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**



*** Order a(E) & a1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

HALF PLAN - SOUTHBOUND

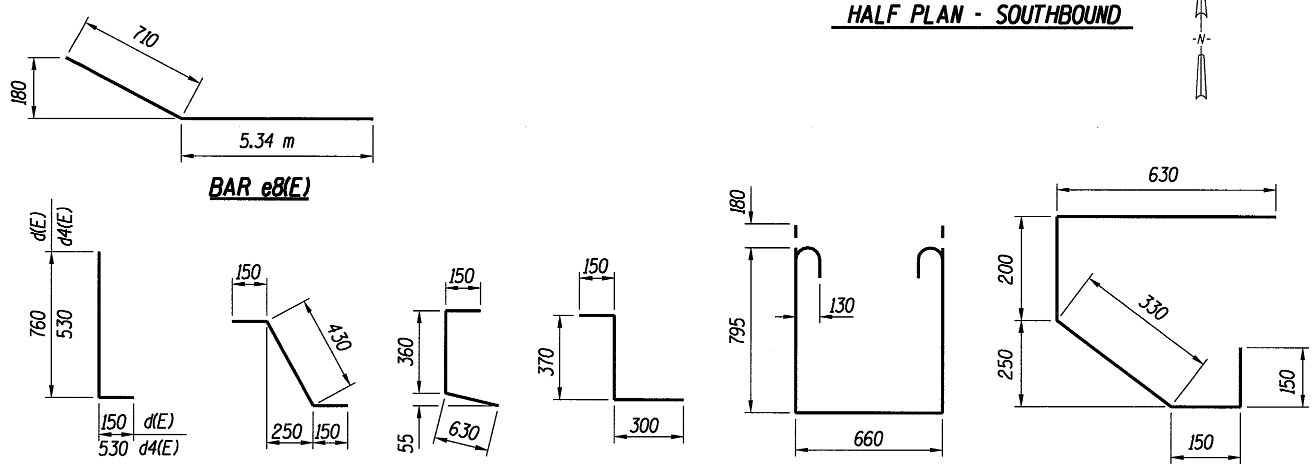


SECTION A-A
AT ABUTMENT

Concrete in Diaphragm is included with Concrete Superstructure.

BILL OF MATERIAL
SUPERSTRUCTURE - SOUTHBOUND

Bar	No.	Size	Length (m)	Shape
a(E)	493	#15	8.14	
a1(E)	493	#15	10.96	
a2(E)	290	#20	1.20	
a3(E)	8	#15	0.60	
a4(E)	4	#15	11.12	
a5(E)	4	#15	8.46	
b(E)	335	#15	9.64	
b1(E)	130	#15	9.26	
b2(E)	372	#15	8.12	
d(E)	648	#15	0.91	
d1(E)	332	#15	0.73	
d2(E)	310	#15	1.15	
d3(E)	6	#15	0.82	
d4(E)	134	#15	1.06	
e(E)	72	#15	3.81	
e1(E)	64	#15	2.17	
e2(E)	36	#15	4.50	
e3(E)	14	#15	6.06	
e4(E)	8	#15	7.11	
e5(E)	16	#25	2.17	
e6(E)	16	#25	6.33	
e7(E)	8	#25	7.38	
e8(E)	2	#15	6.05	
m(E)	4	#20	0.78	
m1(E)	14	#20	2.16	
m2(E)	2	#20	1.32	
m3(E)	2	#20	0.76	
m4(E)	8	#20	2.30	
m5(E)	20	#20	2.90	
m6(E)	4	#20	2.28	
m7(E)	4	#20	2.82	
m8(E)	10	#20	8.19	
m9(E)	10	#20	10.96	
s(E)	108	#15	2.51	
s1(E)	124	#15	1.46	
Concrete Superstructure			m^3	239.4
Reinforcement Bars Epoxy Coated			kg	32,920



BAR e8(E)

BAR d(E) & d4(E) BAR d1(E) BAR d2(E) BAR d3(E) BAR s(E) BAR s1(E)

NOTES:

All dimensions are in millimeters (mm) except as noted.

Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus: 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.

See General Plan & Elevation Sheet for location of drainage scuppers.

Cut longitudinal reinforcement to clear drainage scuppers.

MINIMUM BAR LAPS
(Unless otherwise noted)
#15 Bars = 510 mm
#20 Bars = 640 mm

SUPERSTRUCTURE - SOUTHBOUND
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

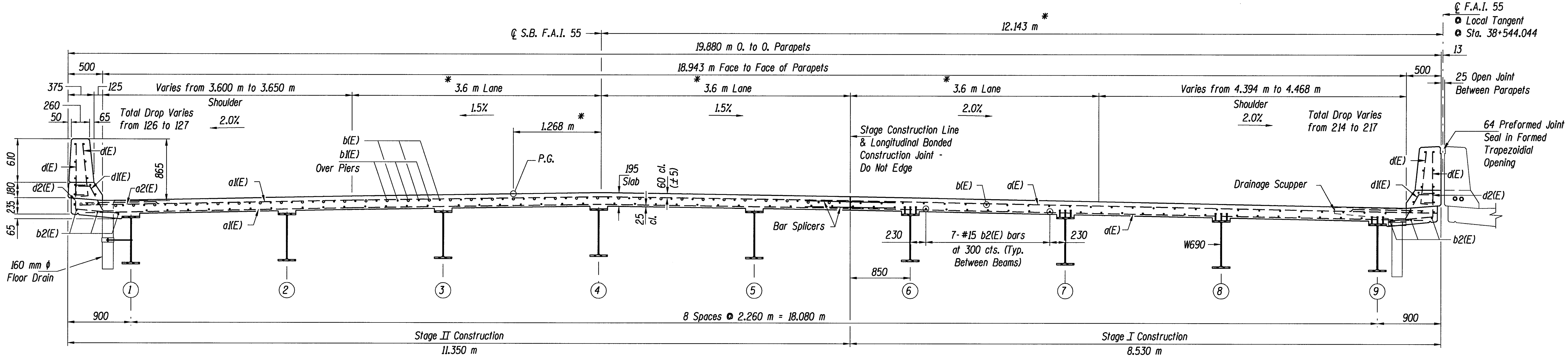
HANSON

JOB NO. 94S2063

DATE 03/26/04

$TIME$ 8/16/2009 $FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**



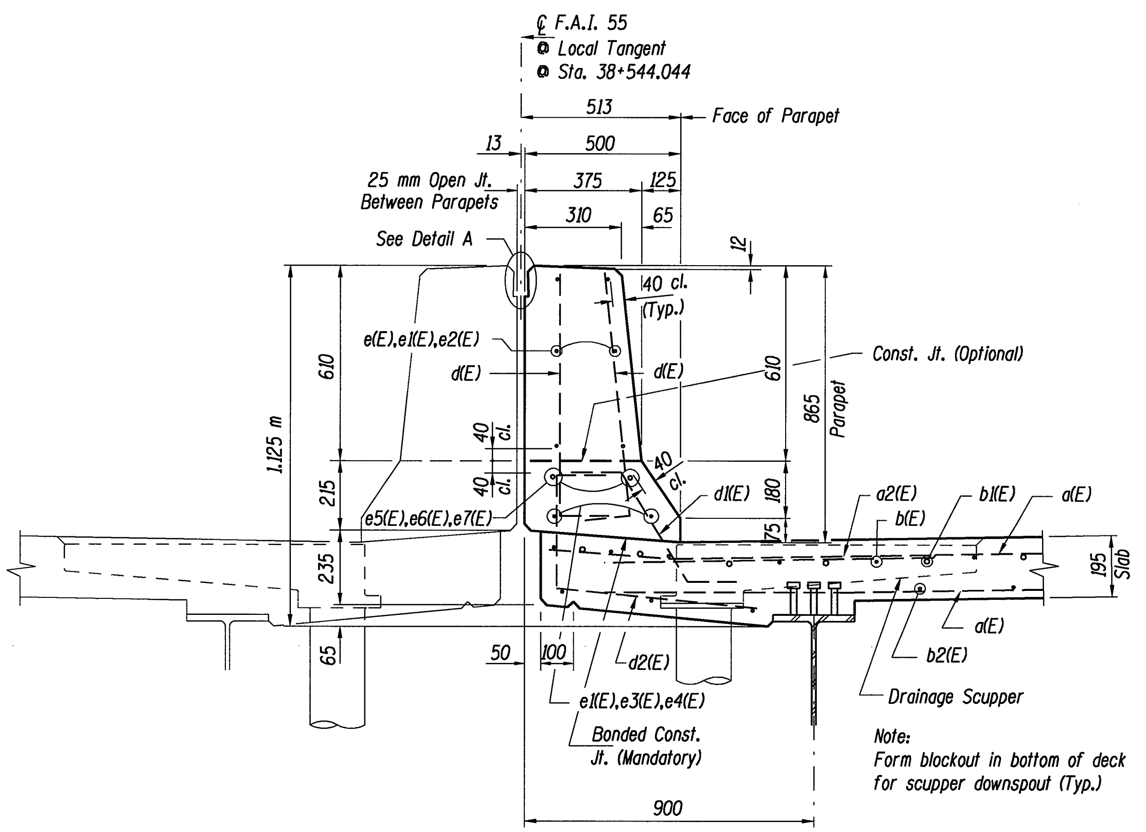
NEAR PIER

CROSS SECTION - SOUTHBOUND

(Looking Up-Station)

NEAR MIDSPAN

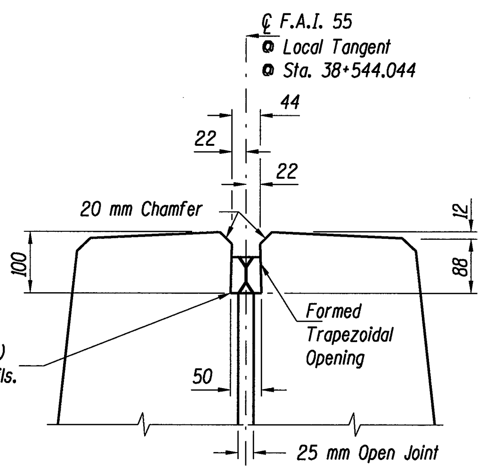
* Radial Dimensions



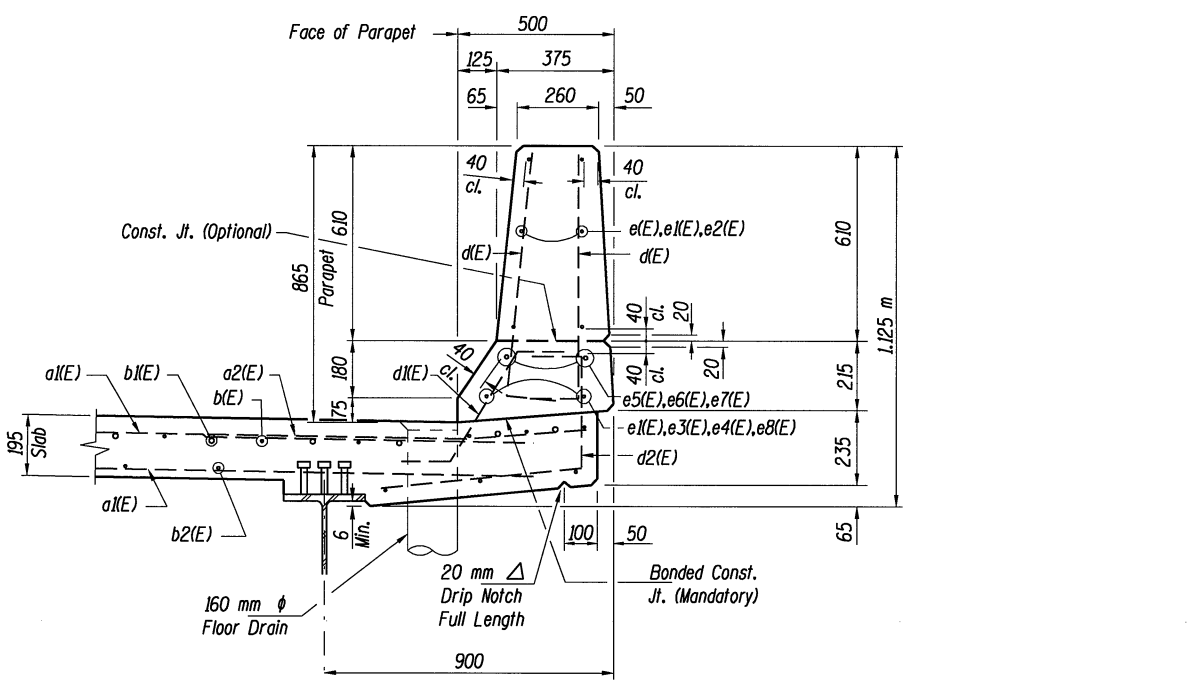
Note:
Form blockout in bottom of deck for scupper downspout (Typ.)

SECTION THRU MEDIAN PARAPET

50 mm ϕ Conduits shall only be placed in the curb portion of the parapet.



DETAIL A



SECTION THRU FASCIA PARAPET

SUPERSTRUCTURE DETAILS - SOUTHBOUND
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

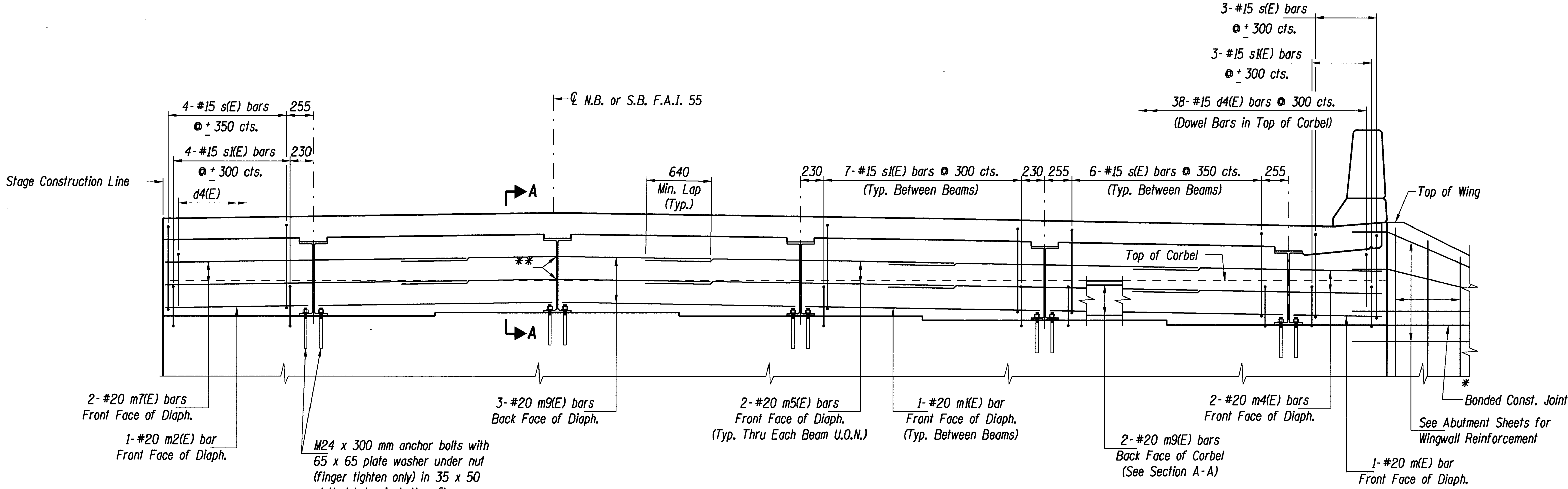
JOB NO. 94S2063

DATE 03/26/04

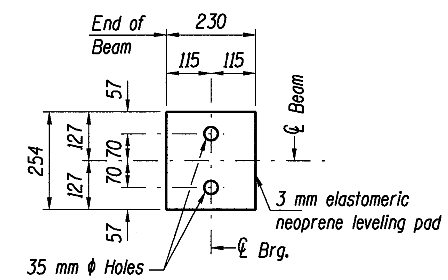
$TIME$
8/17/2009
$FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

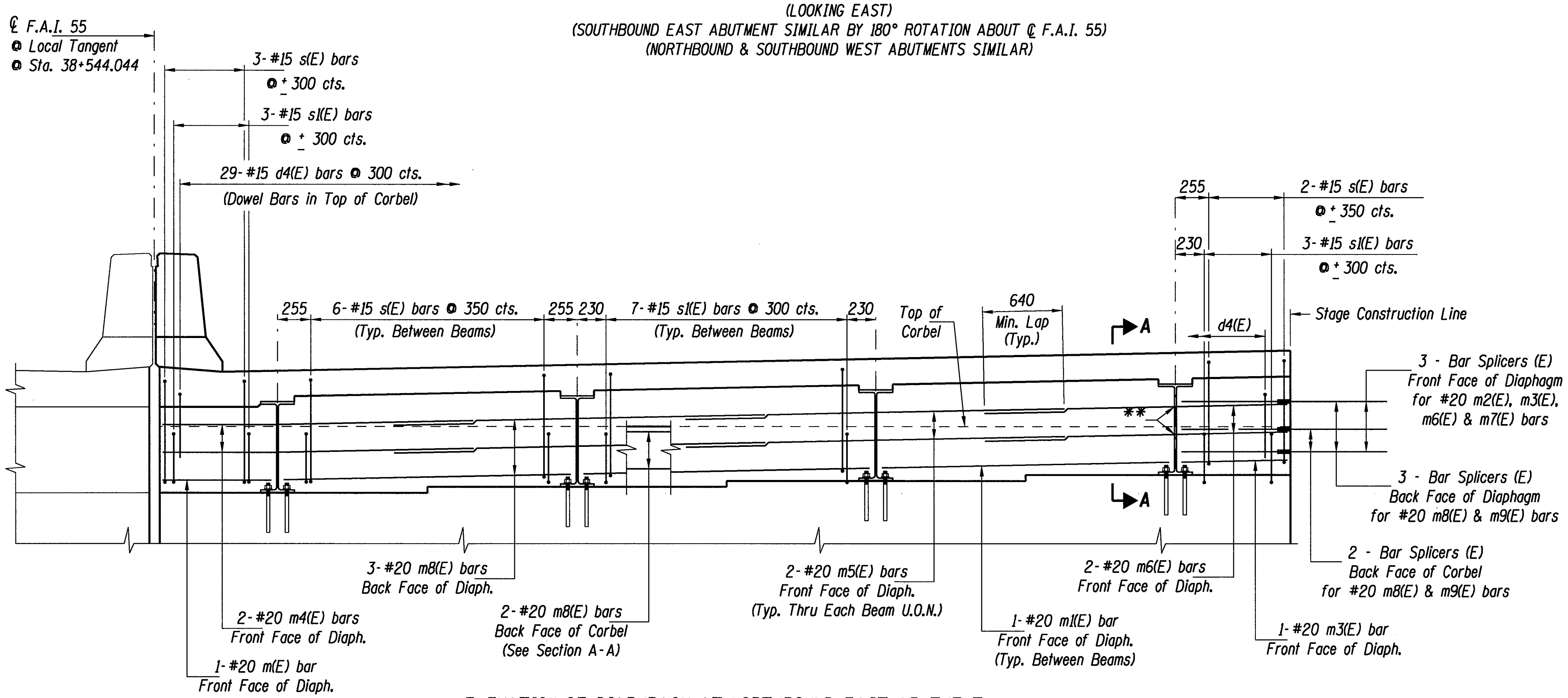
CONTRACT NO. 70757	ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	I-55	(57-4HB-3)BR	McLean	310	214
		FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	



ELEVATION OF DIAPHRAGM AT NORTHBOUND EAST ABUTMENT
STAGE II CONSTRUCTION
(SHOWING REINFORCEMENT)
(LOOKING EAST)
(SOUTHBOUND EAST ABUTMENT SIMILAR BY 180° ROTATION ABOUT ℄ F.A.I. 55)
(NORTHBOUND & SOUTHBOUND WEST ABUTMENTS SIMILAR)



LEAD PLATE DETAIL



ELEVATION OF DIAPHRAGM AT NORTHBOUND EAST ABUTMENT
STAGE I CONSTRUCTION
(SHOWING REINFORCEMENT)
(LOOKING EAST)
(SOUTHBOUND EAST ABUTMENT SIMILAR BY 180° ROTATION ABOUT ℄ F.A.I. 55)
(NORTHBOUND & SOUTHBOUND WEST ABUTMENTS SIMILAR)

NOTES:

Reinforcement bars designated (E) shall be epoxy coated.

All dimensions are in millimeters (mm) except as noted.

All dimensions are measured horizontally & along skew.

* Bonded Construction Joint.

** 2-25 mm Dia. holes in beam web (Typ.) See Structural Steel Framing Plan for locations.

Foe Section A-A see Sheets 10 & 12 of 31.

MINIMUM BAR LAPS
#15 Bars = 510 mm
#20 Bars = 640 mm

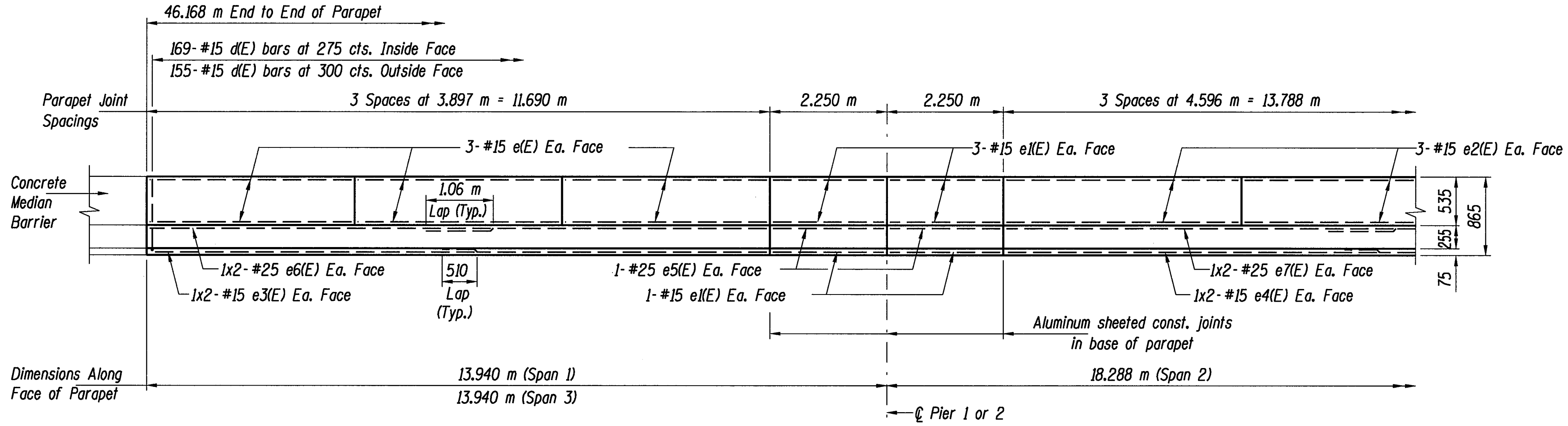
SUPERSTRUCTURE DETAILS - (N.B. & S.B.)
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

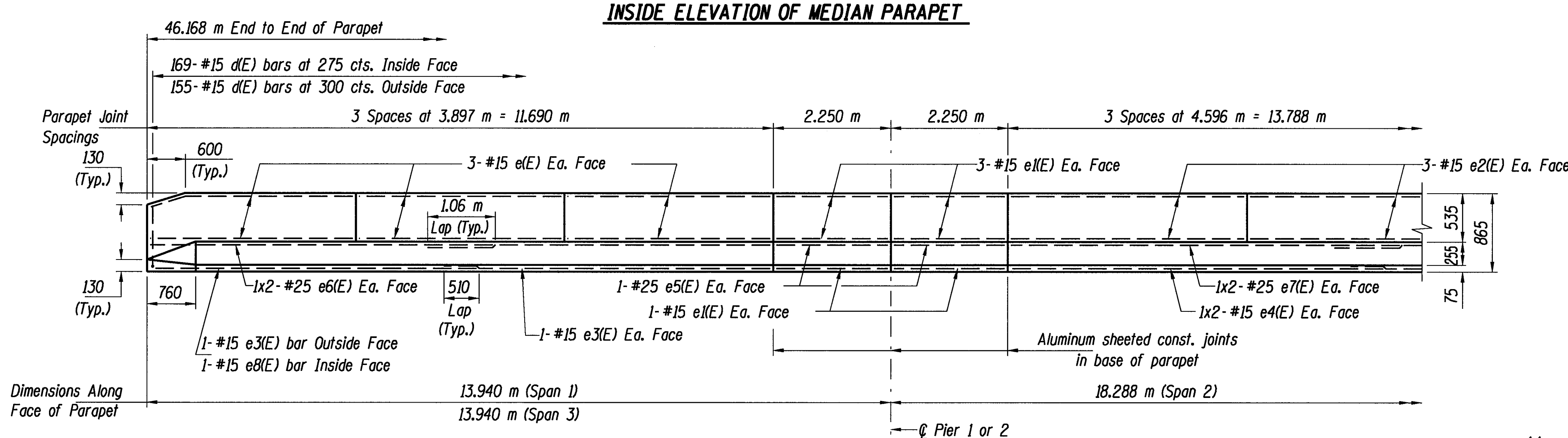
JOB NO. 94S2063
DATE 03/26/04

$TIME$
8/16/2009
$FILE$

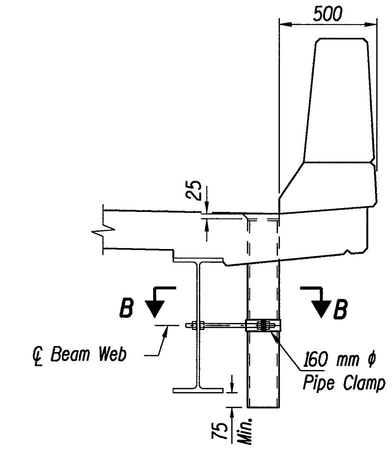
LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**



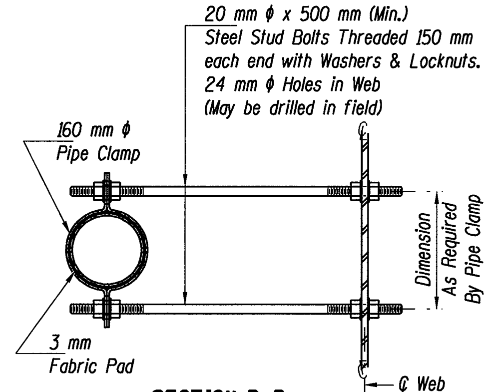
INSIDE ELEVATION OF MEDIAN PARAPET



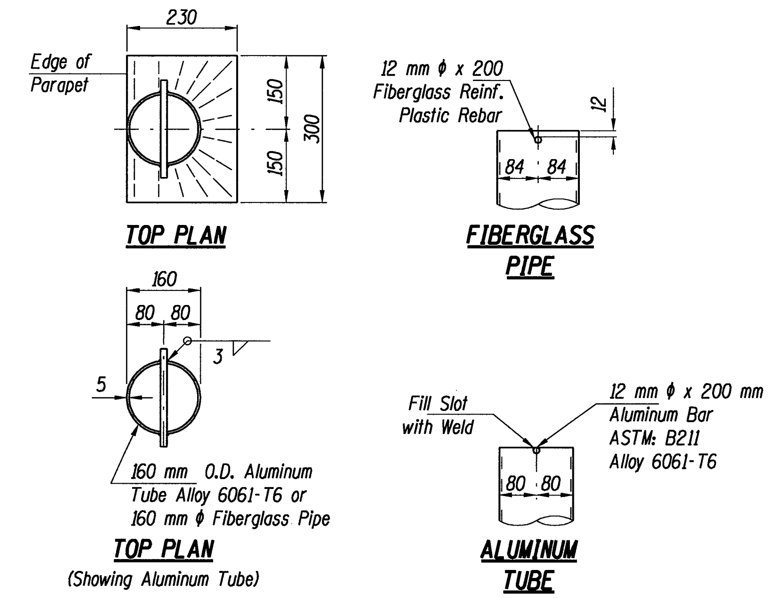
INSIDE ELEVATION OF FASCIA PARAPET



SECTION AT PARAPET



SECTION B-B

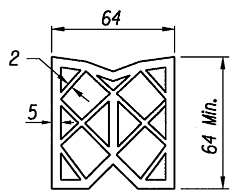


FLOOR DRAIN DETAILS

Notes:

The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures.
The exterior surfaces of the drain shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 & SSPC Paint 27 prior to painting.

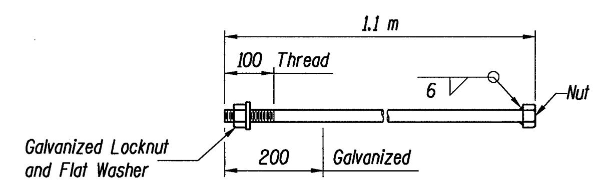
Fiberglass Pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 200 MPa minumim.



PREFORMED JOINT SEAL (64 mm)

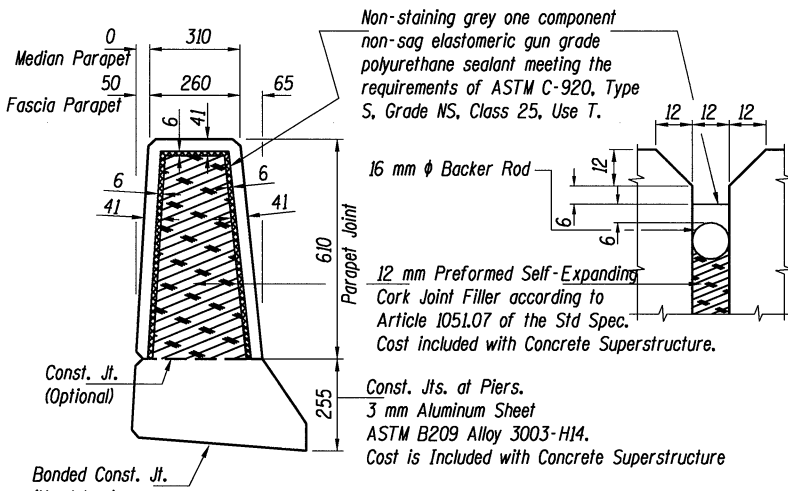
MINIMUM BAR LAPS

#15 Bars = 510 mm
#25 Bars = 1.060 m

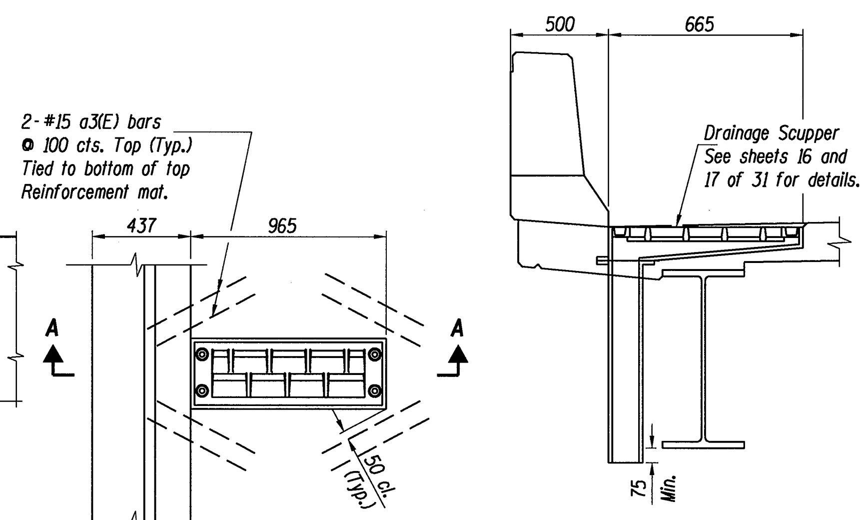


M24 ANCHOR BOLT

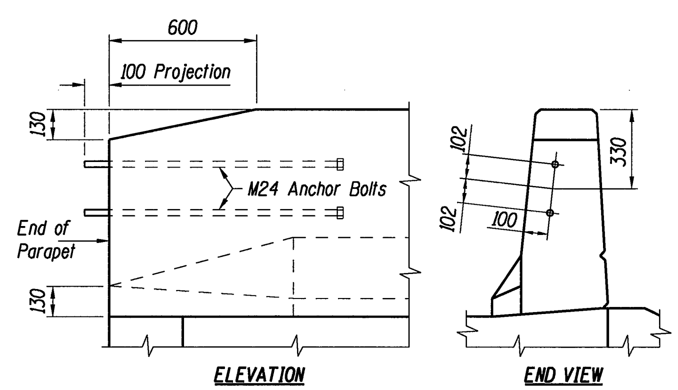
Cost of bolts to be included with Concrete Superstructure.



PARAPET JOINT DETAILS



DRAINAGE SCUPPER DETAILS



ANCHOR BOLT LOCATION

At S.E. corner of Northbound Bridge
At N.W. corner of Southbound Bridge

SUPERSTRUCTURE DETAILS - (N.B & S.B.)
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

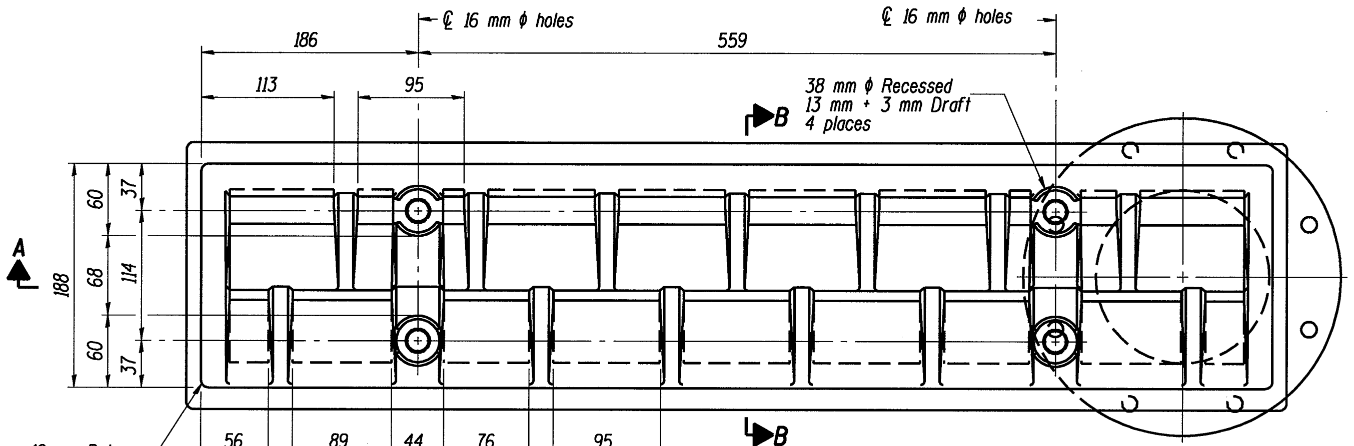
HANSON

JOB NO. 94S2063

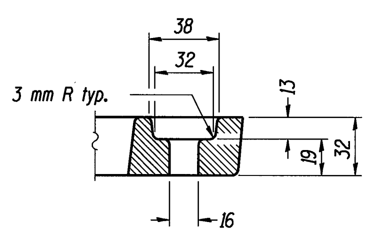
DATE 03/26/04

$TIME$
8/16/2009
$FILE$

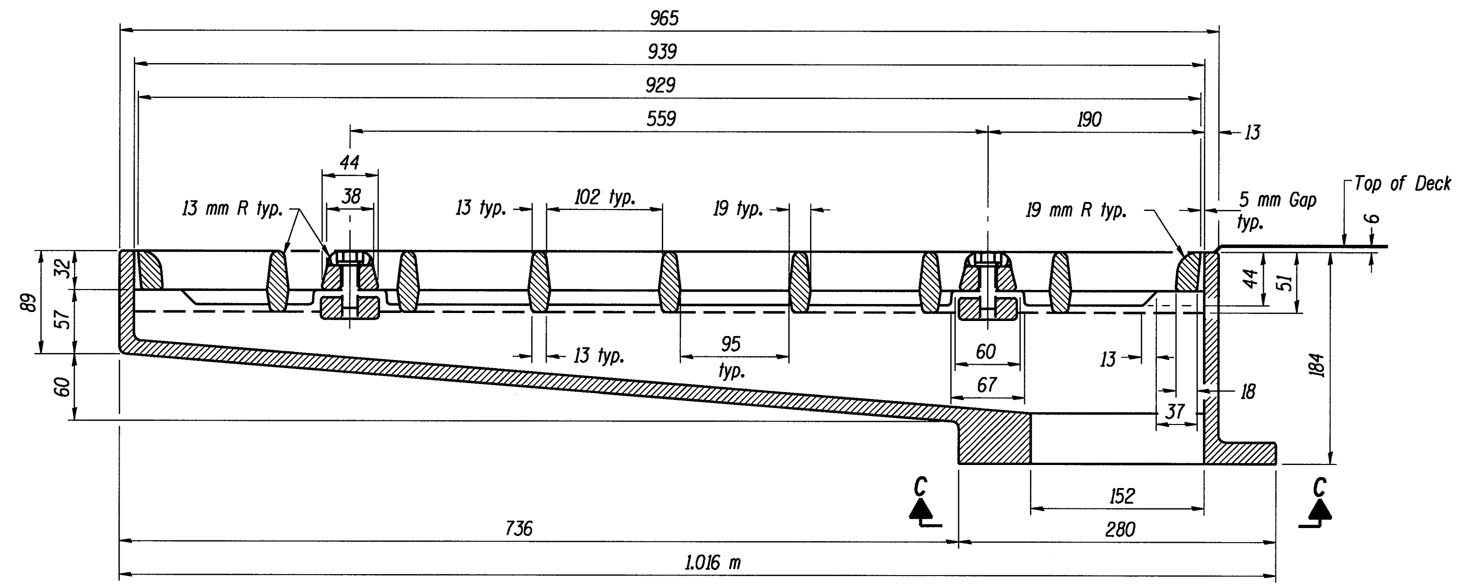
LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**



PLAN



BOLT HOLE DETAIL



SECTION A-A

See sheet 15 of 31 for scupper location relative to parapet.

Work this sheet with sheet 17 of 31.

STEEL DRAINAGE SCUPPER
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
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HANSON

JOB NO. 94S2063

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DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

$TIME$
8/16/2009
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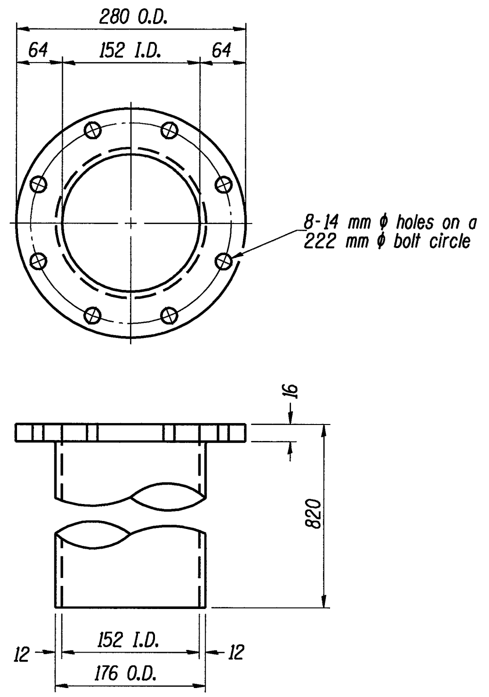
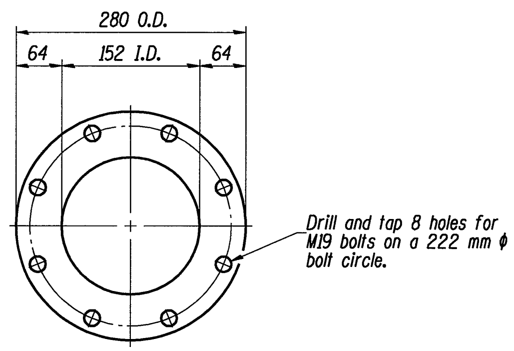
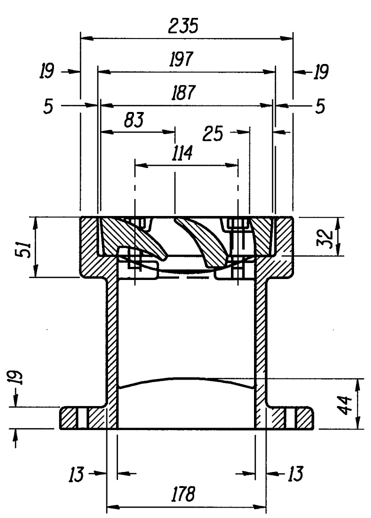


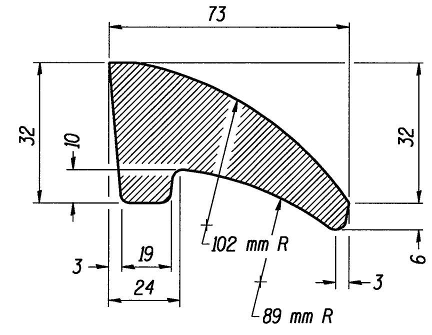
DOWNSPOUT



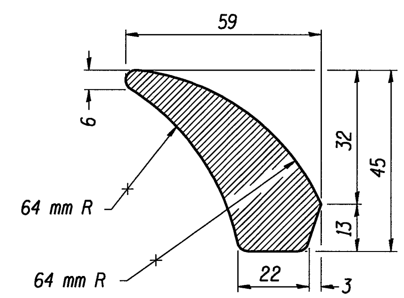
VIEW C-C



SECTION B-B



FIRST VANE DETAIL



SECOND VANE DETAIL

Notes: All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232M.

The grate, frame and downspout shall be galvanized according to AASHTO M 111 and ASTM A 385. Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-33.

All dimensions are in millimeters (mm) except as noted.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 2070 MPa min. may be used in lieu of cast iron or steel equivalent.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-33	Each	2

Work this sheet with sheet 16 of 31.

ALTERNATE - CAST IRON DRAINAGE SCUPPER
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063

DATE 03/26/04

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8/16/2009
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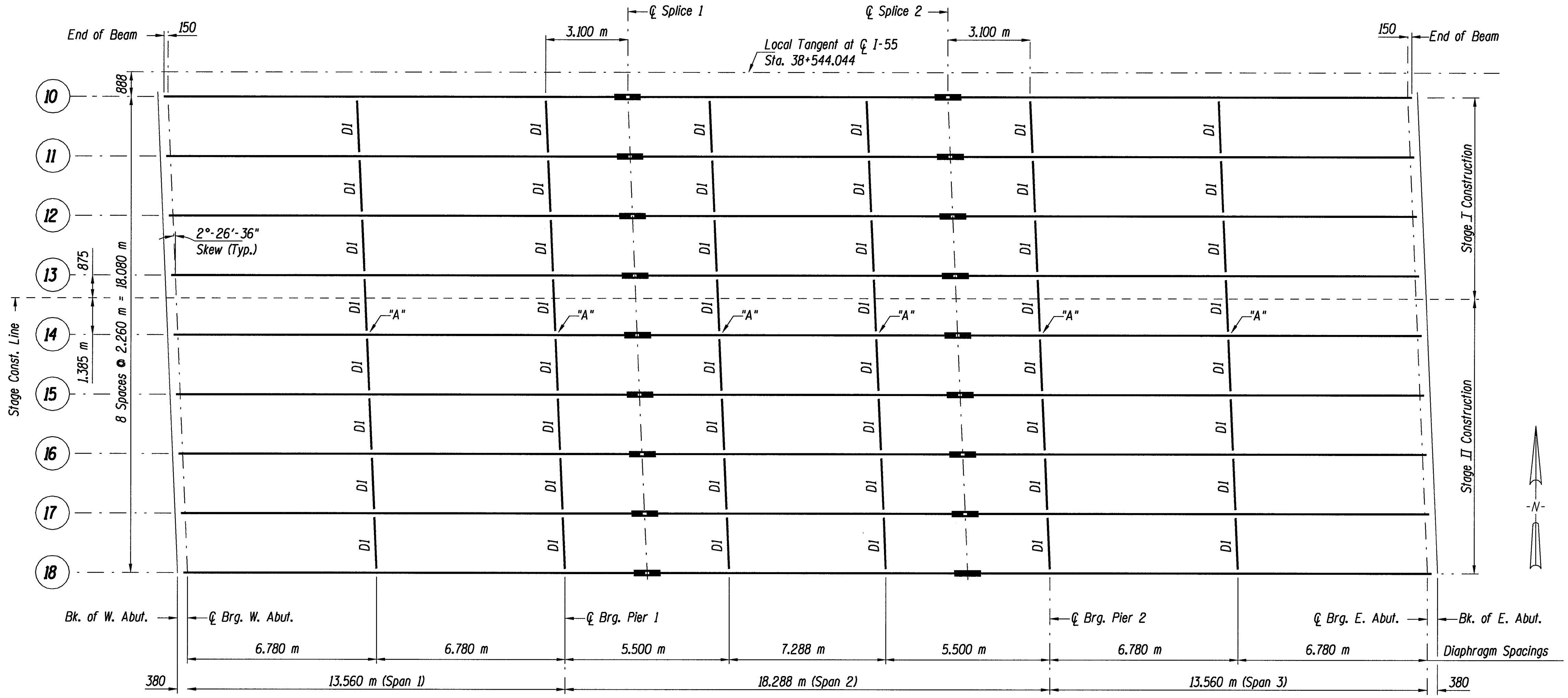
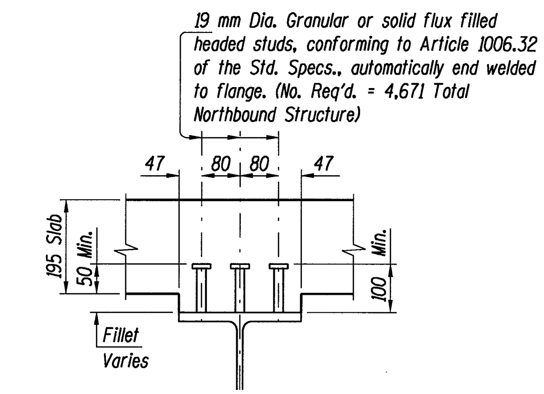
LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**



FRAMING PLAN - (NORTHBOUND)



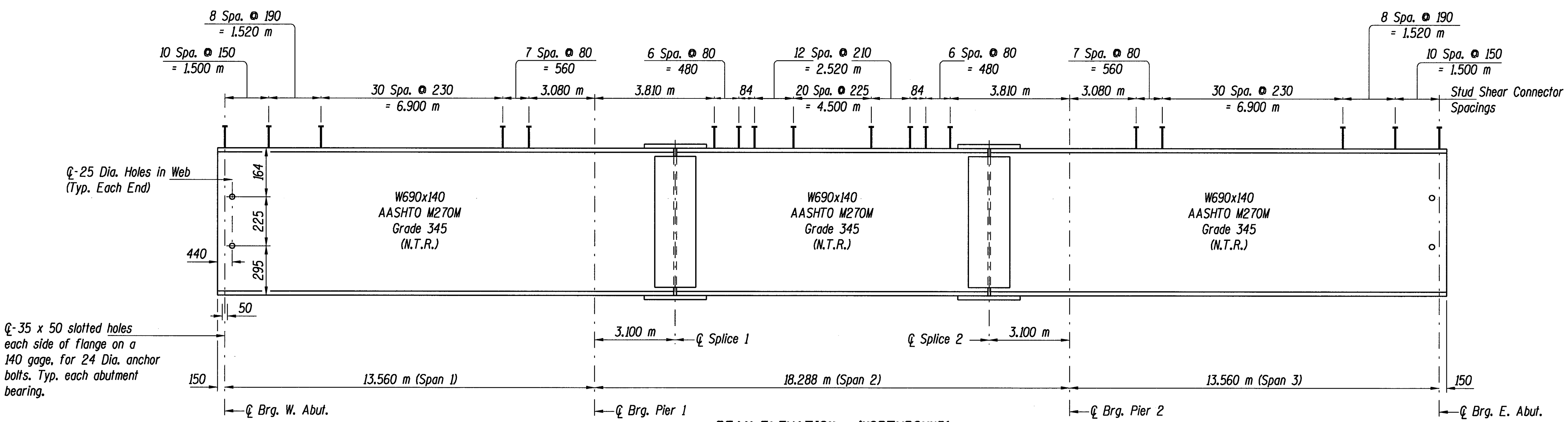
STUD SHEAR CONNECTOR DETAIL

(NORTHBOUND)

Note:

Use 22 mm x 40 mm slotted holes in the connection angles at location "A" only. Provide 8 mm plate washers for slotted holes. Bolts shall be finger-tightened prior to the deck pour for Stage II Construction and then fully tightened after completion of the deck pour for Stage II Construction.

All cross frames or diaphragms shall be installed as steel is erected and secured with erction pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.



BEAM ELEVATION - (NORTHBOUND)

Note: N.T.R. refers to the Supplemental Requirements for Notch Toughness.

STRUCTURAL STEEL FRAMING PLAN - (N.B.)
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063

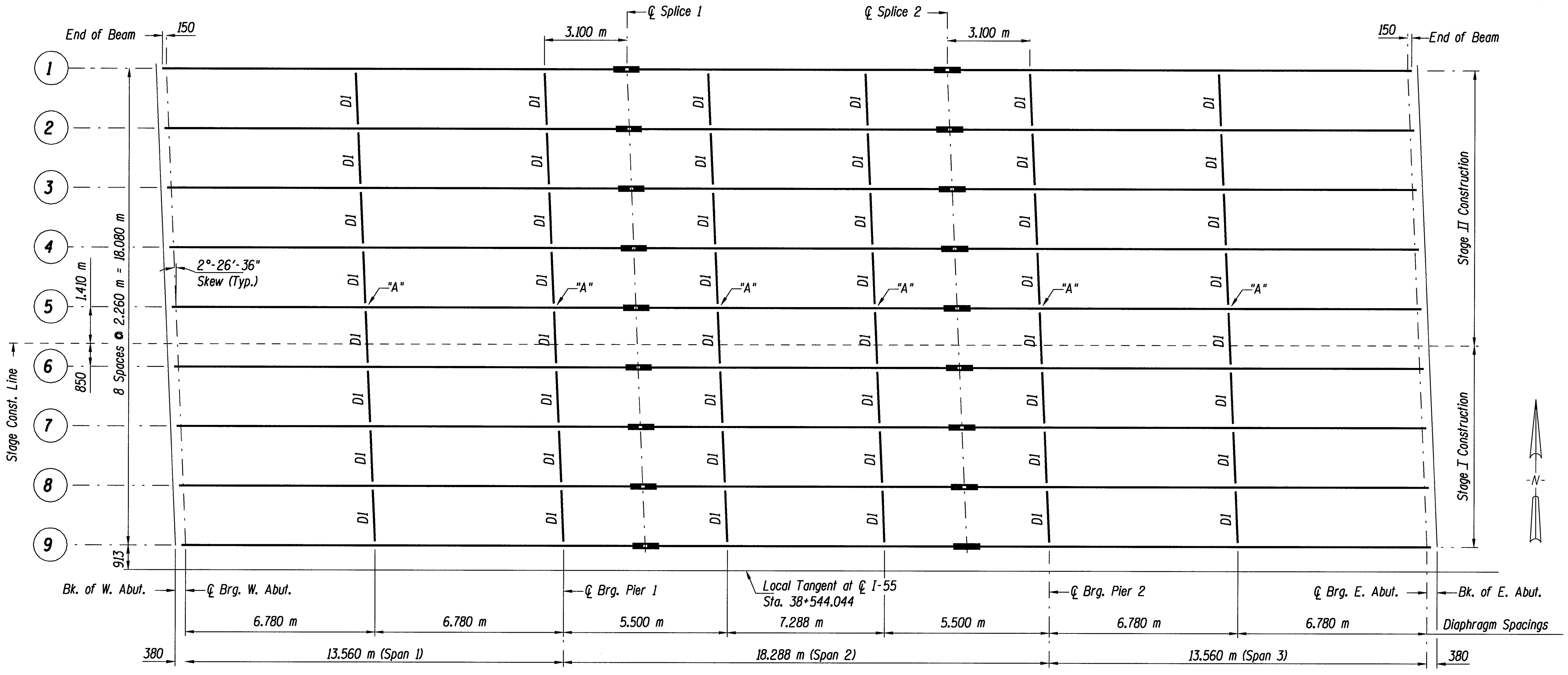
DATE 03/26/04

$TIME$ 8/16/2009 $FILE$

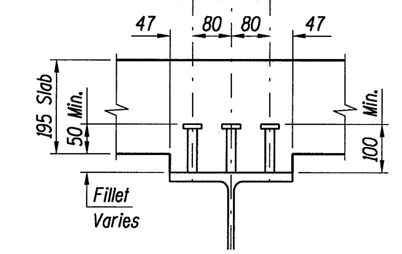
LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

CONTRACT NO. 70757

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-4HB-3)BR	McLean	310	219
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

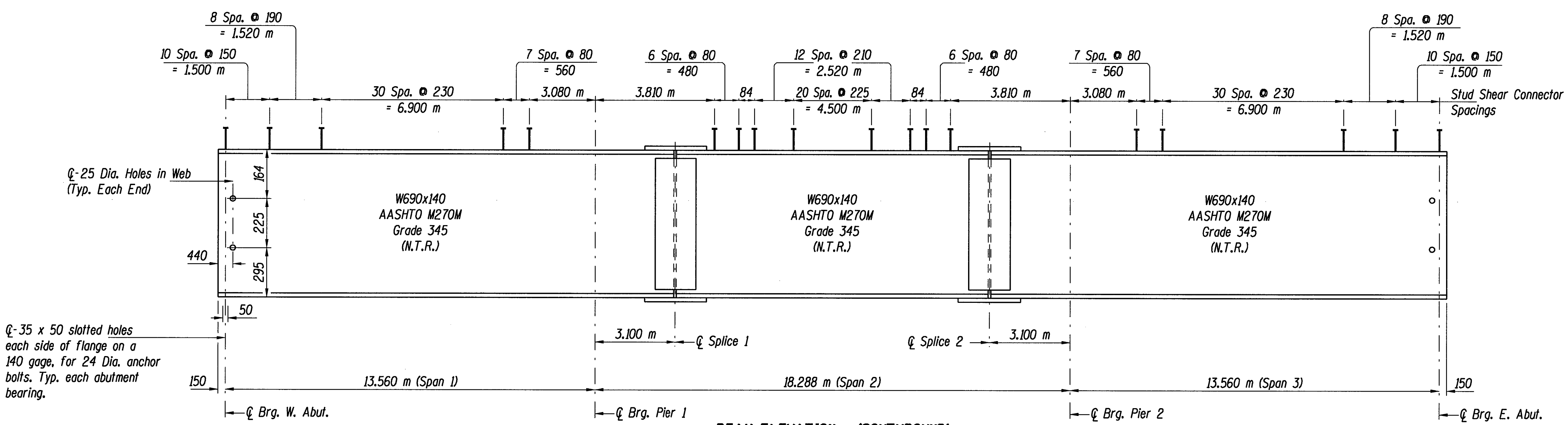


FRAMING PLAN - (SOUTHBOUND)



STUD SHEAR CONNECTOR DETAIL (SOUTHBOUND)

19 mm Dia. Granular or solid flux filled headed studs, conforming to Article 1006.32 of the Std. Specs., automatically end welded to flange. (No. Req'd. = 4,671 Total Southbound Structure)



BEAM ELEVATION - (SOUTHBOUND)

Note: N.T.R. refers to the Supplemental Requirements for Notch Toughness.

Note:
Use 22 mm x 40 mm slotted holes in the connection angles at location "A" only. Provide 8 mm plate washers for slotted holes. Bolts shall be finger-tightened prior to the deck pour for Stage II Construction and then fully tightened after completion of the deck pour for Stage II Construction.
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

STRUCTURAL STEEL FRAMING PLAN - (S.B.)
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063
DATE 03/26/04

$TIME$ 8/16/2009 $FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

INTERIOR BEAM MOMENT TABLE

		0.4 Span 1 or 0.6 Span 3	Pier 1 or 2	0.5 Span 2
I_s	($10^6 mm^4$)	1360.0	1360.0	1360.0
I_c (n)	($10^6 mm^4$)	4208.0	-	4208.0
I_c (3n)	($10^6 mm^4$)	3174.0	-	3174.0
S_s	($10^3 mm^3$)	3980.0	3980.0	3980.0
S_c (n)	($10^3 mm^3$)	6235.0	-	6235.0
S_c (3n)	($10^3 mm^3$)	5679.0	-	5679.0
DL	(kN/m)	12.1	16.2	12.1
M DL	(kN•m)	138	400	185
s DL	(kN/m)	4.16	-	4.16
Ms DL	(kN•m)	57	-	87
M LL	(kN•m)	414	236	536
M (Imp)	(kN•m)	124	68	145
$\frac{5}{3}$(M LL+M(Imp))	(kN•m)	897	507	1135
Ma	(kN•m)	1419	1178	1829
f_s DL (non-comp)	(MPa)	35	100	47
f_s DL (comp)	(MPa)	10	-	15
f_s $\frac{5}{3}$(M LL+M(Imp))	(MPa)	144	127	182
f_s (Overload)	(MPa)	189	228	244
* f_s (Total)	(MPa)	245	296	317
VR	(kN)	260.0	-	204.0

*Non-compact Section

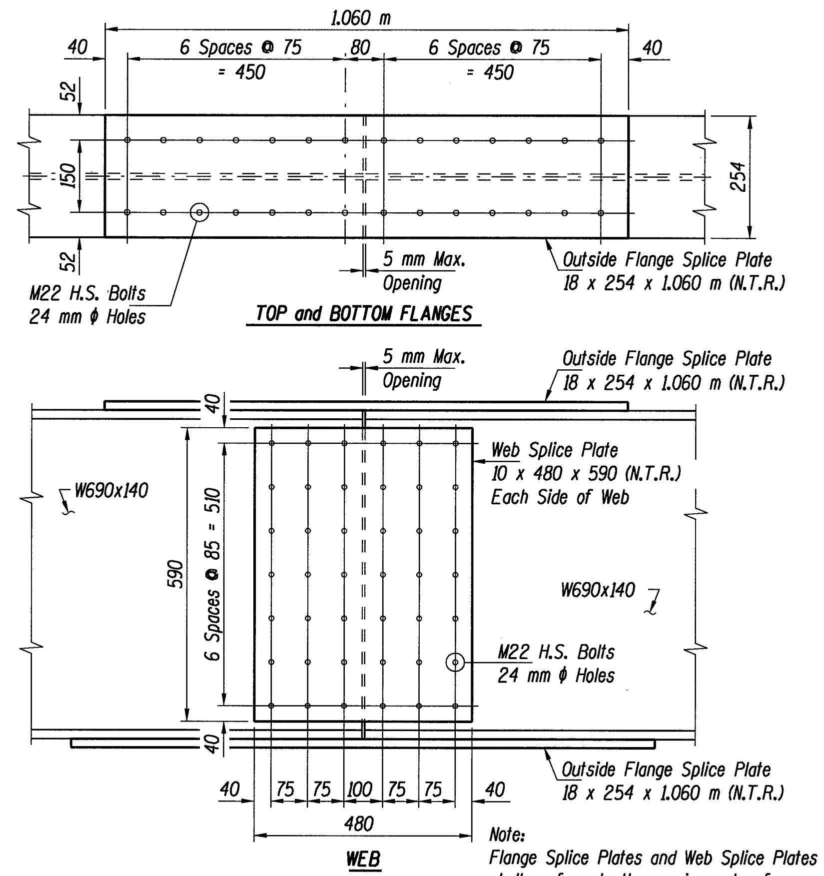
** TOP OF BEAM ELEVATIONS - SOUTHBOUND

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9
℄ Brg. W. Abut.	271.412	271.456	271.493	271.526	271.493	271.454	271.407	271.361	271.315
℄ Pier 1	271.222	271.266	271.304	271.336	271.303	271.264	271.217	271.171	271.124
℄ Splice 1	271.179	271.223	271.261	271.293	271.260	271.221	271.174	271.128	271.081
℄ Splice 2	271.009	271.053	271.091	271.123	271.090	271.050	271.004	270.957	270.910
℄ Pier 2	270.966	271.010	271.048	271.080	271.047	271.007	270.961	270.914	270.867
℄ Brg. E. Abut.	270.776	270.820	270.857	270.890	270.856	270.816	270.770	270.723	270.676

** TOP OF BEAM ELEVATIONS - NORTHBOUND

Location	Beam 10	Beam 11	Beam 12	Beam 13	Beam 14	Beam 15	Beam 16	Beam 17	Beam 18
℄ Brg. W. Abut.	271.313	271.357	271.401	271.445	271.482	271.514	271.479	271.439	271.392
℄ Pier 1	271.123	271.166	271.210	271.254	271.291	271.322	271.287	271.247	271.201
℄ Splice 1	271.080	271.123	271.167	271.211	271.248	271.279	271.244	271.204	271.158
℄ Splice 2	270.909	270.953	270.996	271.040	271.077	271.108	271.073	271.033	270.986
℄ Pier 2	270.866	270.909	270.953	270.997	271.033	271.064	271.029	270.989	270.942
℄ Brg. E. Abut.	270.675	270.718	270.762	270.806	270.842	270.873	270.838	270.798	270.751

**For Fabrication only



SPLICE DETAILS

(36 - Required)

Note:
Flange Splice Plates and Web Splice Plates shall conform to the requirements of AASHTO M 270M, Grade 345.

INTERIOR BEAM REACTION TABLE

		West Abut.	Pier No. 1	Pier No. 2	East Abut.
R DL	(kN)	79.5	285.5	285.5	79.5
R LL	(kN)	185.9	215.1	215.1	185.9
IMP.	(kN)	55.8	62.4	62.4	55.8
R (Total)	(kN)	321.2	563.0	563.0	321.2

I_S and S_S are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).

$I_{c(n)}$ and $S_{c(n)}$ are the moment of inertia and section modulus of the composite section used in computing stresses due to Live load.

$I_{c(3n)}$ and $S_{c(3n)}$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads.

VR is the maximum LL + Impact shear range in span.

f_S (Total) is the sum of the stresses due to

1.3 [M DL + M_S DL + $\frac{5}{3}$(M LL + M(Imp))].

f_S (Overload) is the sum of the stresses due to

M DL + M_S DL + $\frac{5}{3}$(M LL + M(Imp)).

M DL - Moment due to dead loads on non-composite section.

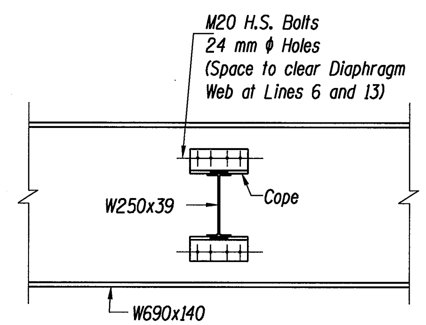
M_S DL - Moment due to dead loads on composite section.

M LL - Moment due to live load on non-composite or composite section.

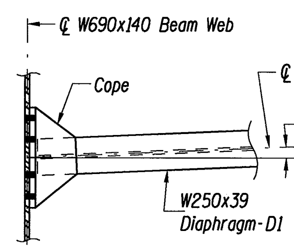
M (Imp) = Moment due to Live Load Impact on non-composite or composite section.

M_a (Applied Moment) = 1.3 [M DL + M_s DL + $\frac{5}{3}$(M LL + M(Imp))].

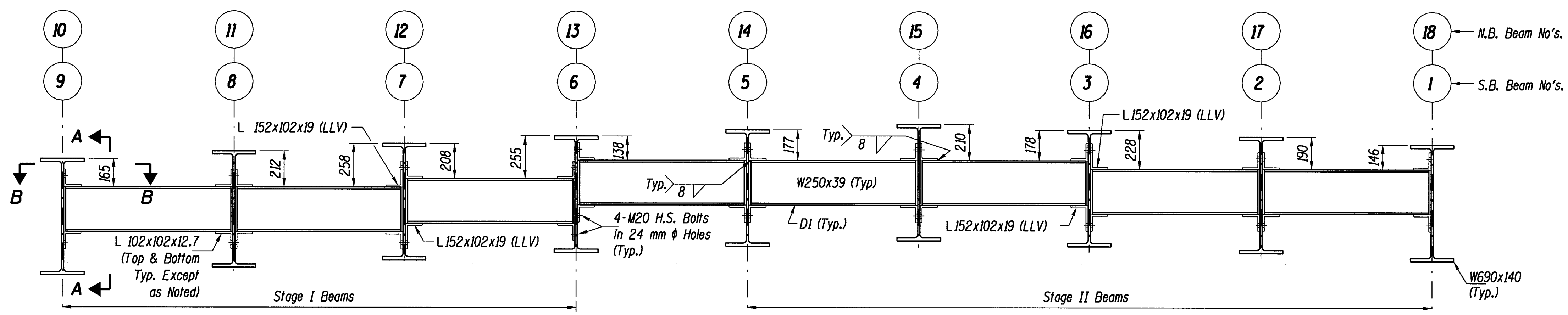
Note:
Two hardened washers shall be required over all oversized holes for diaphragms.



SECTION A-A



SECTION B-B



CROSS SECTION

SOUTH BOUND - LOOKING WEST
NORTH BOUND - LOOKING EAST

INTERIOR DIAPHRAGM DETAILS - D1

(48 Individual Diaphragms Required per Bridge)

STRUCTURAL STEEL DETAILS - (N.B. & S.B.)
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
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HANSON

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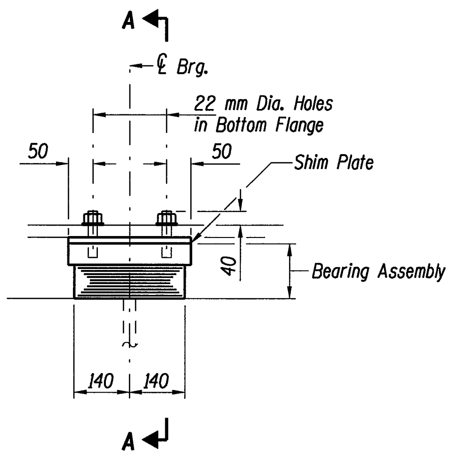
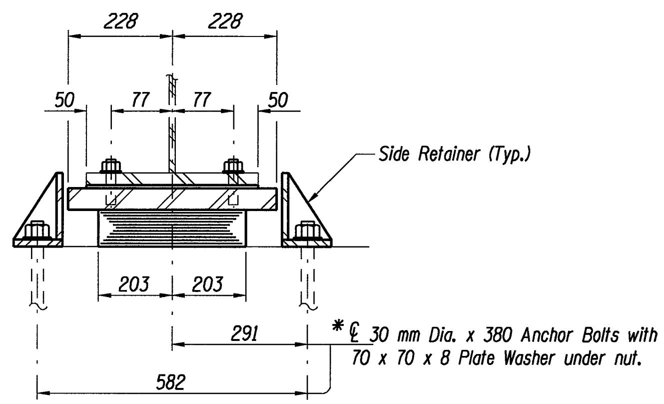
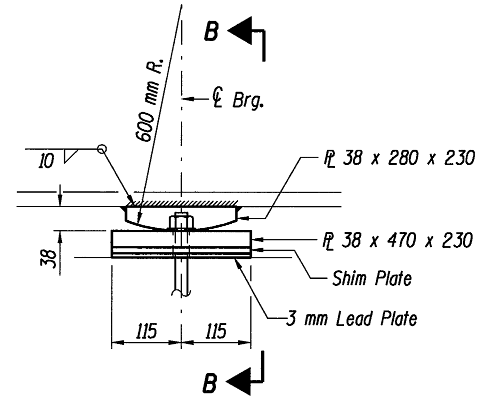


ELEVATION AT PIER

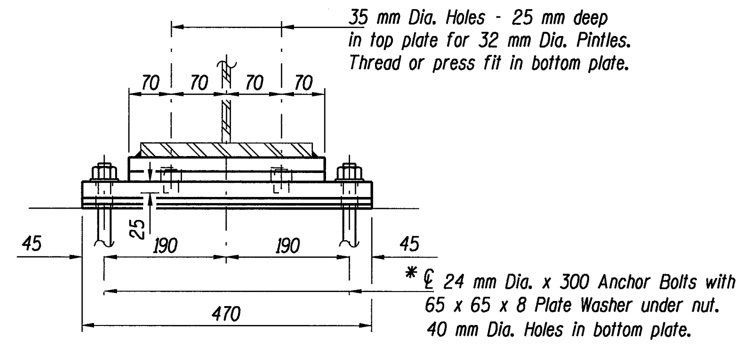


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



ELEVATION AT PIER



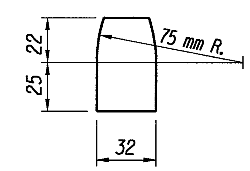
SECTION B-B

FIXED BEARING

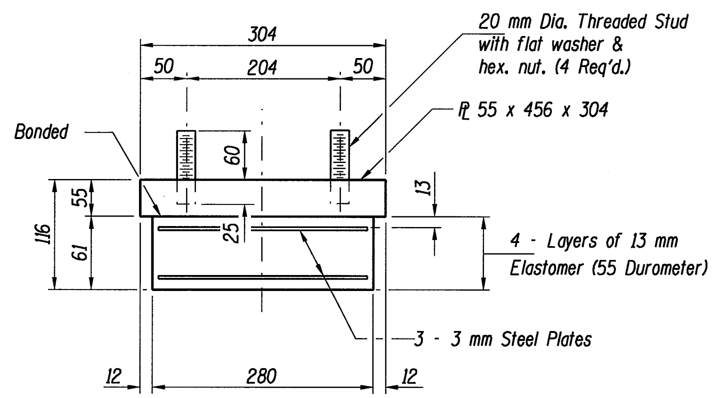
Notes:
All dimensions are in millimeters (mm) except as noted.

Top plate of elastomeric bearing assembly and top and bottom bearing plates of fixed bearing shall be AASHTO M270M Grade 345.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 250 (Fy=248MPa). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

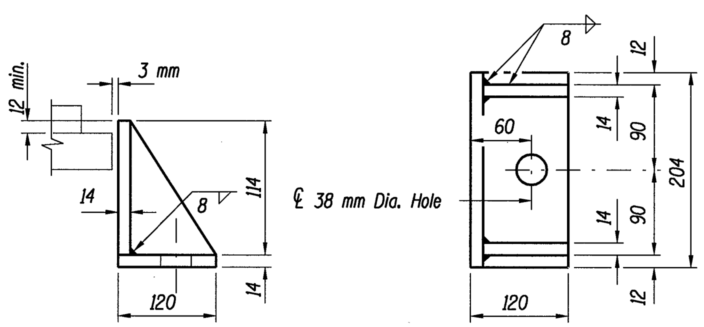


PINTLE



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Mass included with Structural Steel.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	18
Anchor bolts, M30	Each	36
Anchor bolts, M24	Each	108

BEARING DETAILS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

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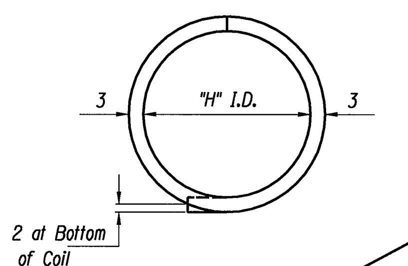
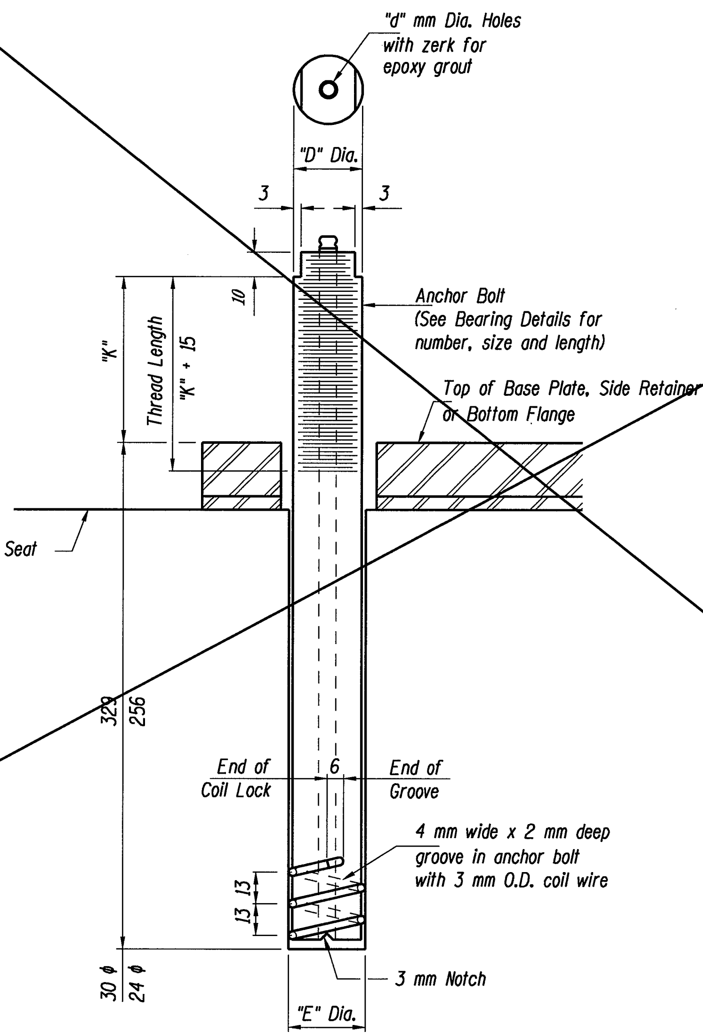
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

D	E	H	K	d
24	27	20	44	6
30	33	26	51	10
36	39	32	54	13
48	51	44	73	15
64	67	60	86	25



PLAN - COIL WIRE



ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS for ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolts shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed. The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel member is held securely to the concrete bearing seat.

2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.

2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

LOCATION	SIZE	TYPE
Abutments	24 mm ϕ x 300	A307
Pier 1	30 mm ϕ x 380	A307
Pier 2	24 mm ϕ x 300	A307

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

All dimensions are in millimeters (mm) except as noted.

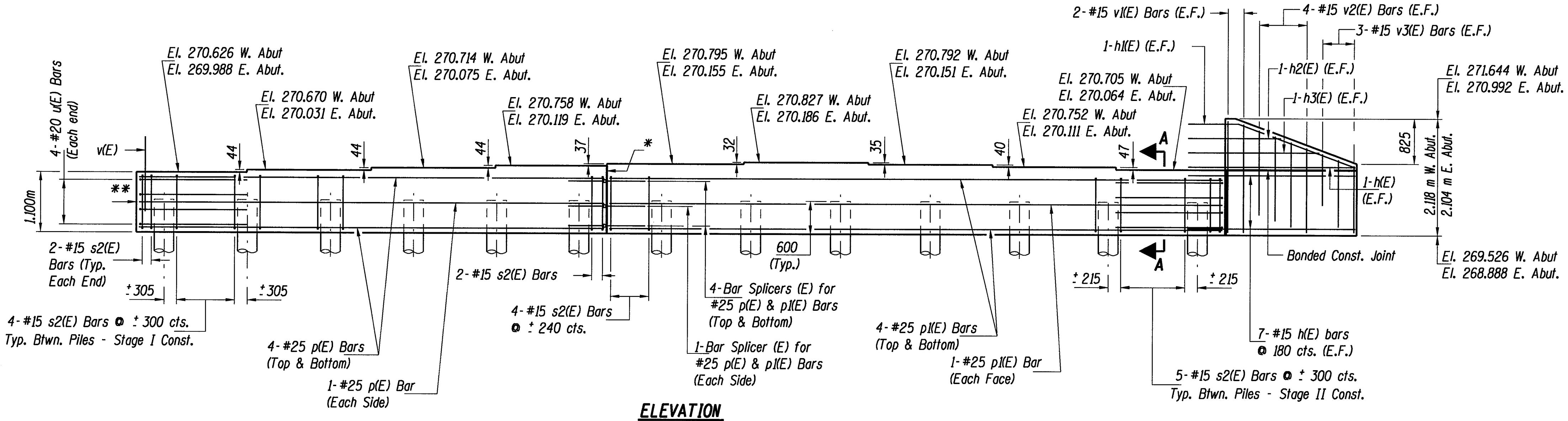
ANCHOR BOLT DETAILS FOR BEARINGS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

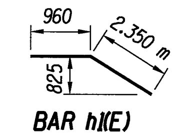
JOB NO. 94S2063
DATE 03/26/04

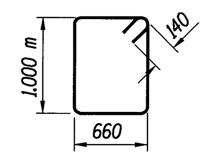
$TIME$
8/16/2009
$FILE$

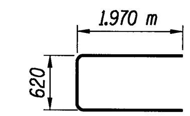
LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**



ELEVATION
(East Abutment Shown)
(West Abutment Similar)

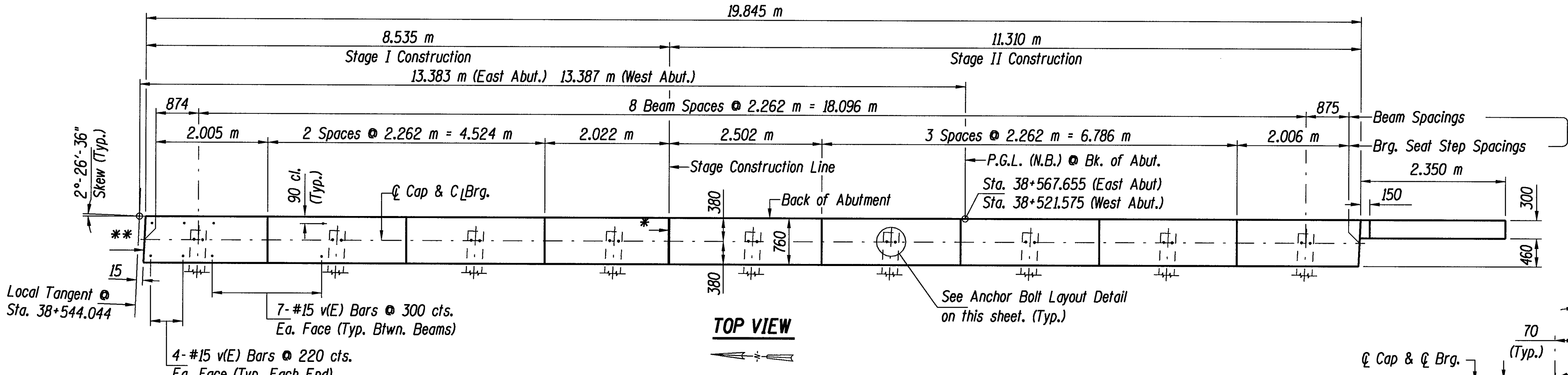




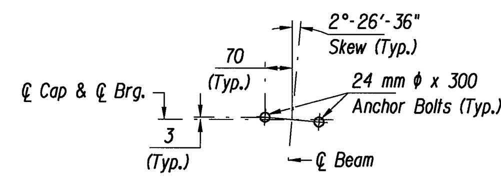


BILL OF MATERIAL
EAST & WEST ABUTMENTS - NORTHBOUND

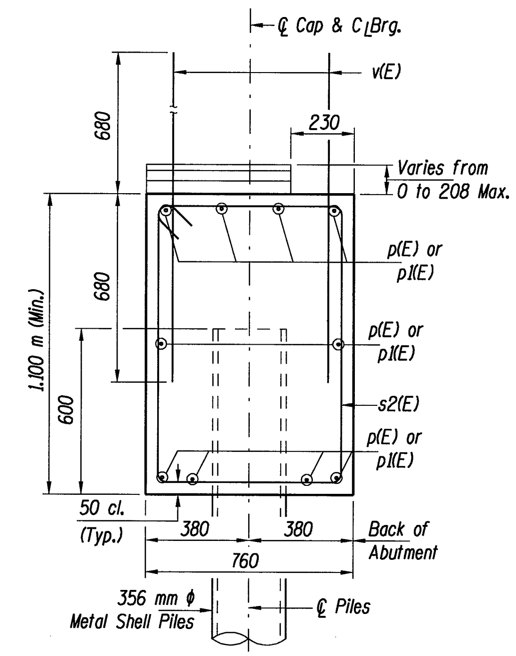
Bar	No.	Size	Length (m)	Shape
h(E)	32	#15	3.00	
hI(E)	4	#15	3.31	
h2(E)	4	#15	2.00	
h3(E)	4	#15	2.75	
p(E)	20	#25	8.43	
pI(E)	20	#25	11.21	
s2(E)	120	#15	3.60	
u(E)	16	#20	4.56	
v(E)	256	#15	1.36	
vI(E)	8	#15	1.93	
v2(E)	16	#15	1.51	
v3(E)	12	#15	1.19	
Reinforcement Bars, Epoxy Coated			kg	3,220
Concrete Structures			m^3	35.8
Structure Excavation			m^3	233
Furnishing Metal Shell Piles, 356 mm x 6.35 mm			m	231.5
Driving Piles			m	231.5
Test Piles, Metal Shells			Each	1



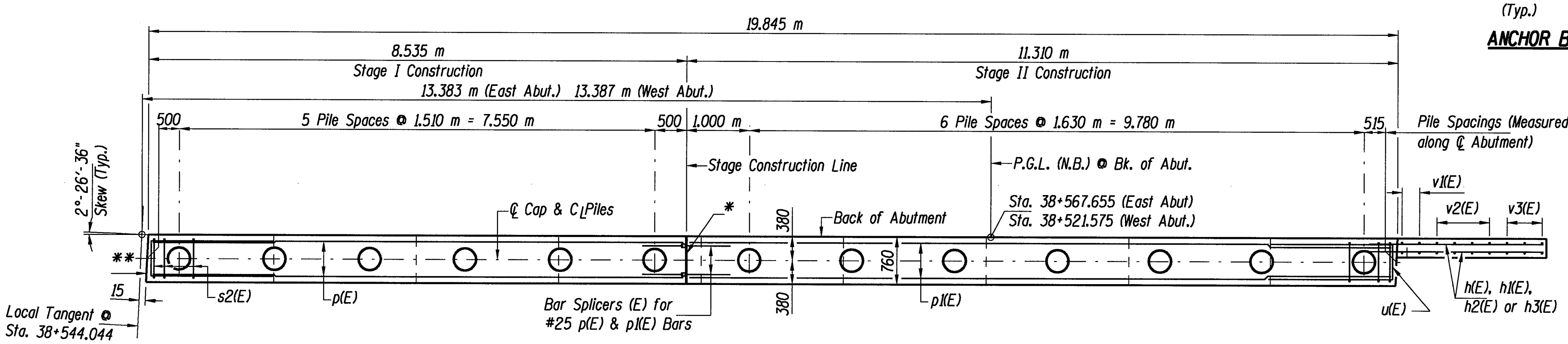
TOP VIEW



ANCHOR BOLT LAYOUT DETAIL



SECTION A-A
Dimensions are at right angles.



PLAN - PILE CAP

Notes:
1. Cast steps monolithically with cap.
2. All edges shall have standard 20 mm chamfers except as noted.
3. See Sheet 29 of 31 for Bar Splicer (Splicer Details).
4. Reinforcement bars designated (E) shall be Epoxy Coated.
5. All Dimensions are in millimeters (mm) except as noted.

*
Bonded Construction Joint @ Stage Construction Line.
**
Premolded Joint Filler & Water Seal between abutments.
See Sheet 2 of 31 for Details.

PILE DATA
EAST & WEST ABUTMENTS - NORTHBOUND

Type and Size: Metal Shell Piles 356 mm Dia. x 6.35 mm walls
Nominal Required Bearing: 930 kN
Allowable Resistance Available: 310 kN
Est. Length: 9.5 m @ E. Abut.
9.0 m @ W. Abut.
Number Required: 26***
***Includes one test pile at West Abutment

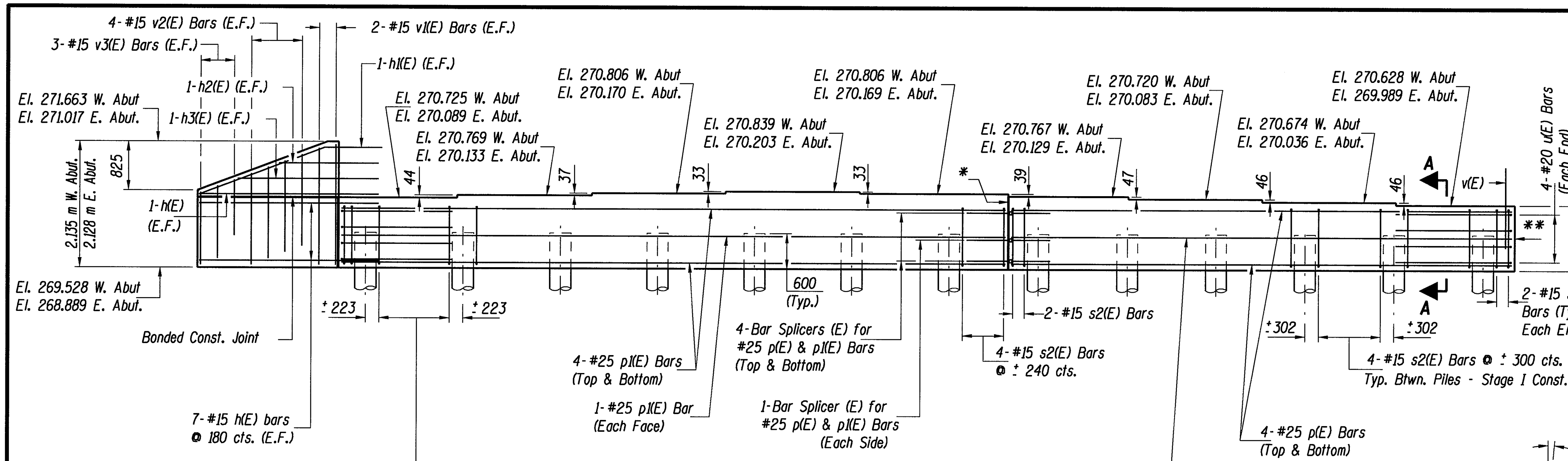
EAST & WEST ABUTMENTS - NORTHBOUND
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

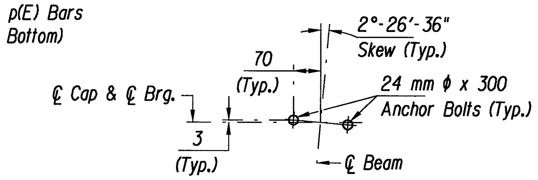
JOB NO. 94S2063
DATE 03/26/04

$TIME$ 8/16/2009 $FILE$

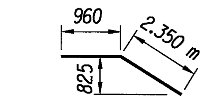
LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.H.	11/5/97
REVIEWED	*	**/**/**



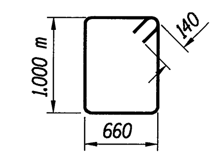
ELEVATION
(East Abutment Shown)
(West Abutment Similar)



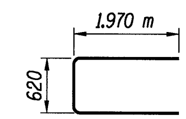
ANCHOR BOLT LAYOUT DETAIL



BAR h1(E)



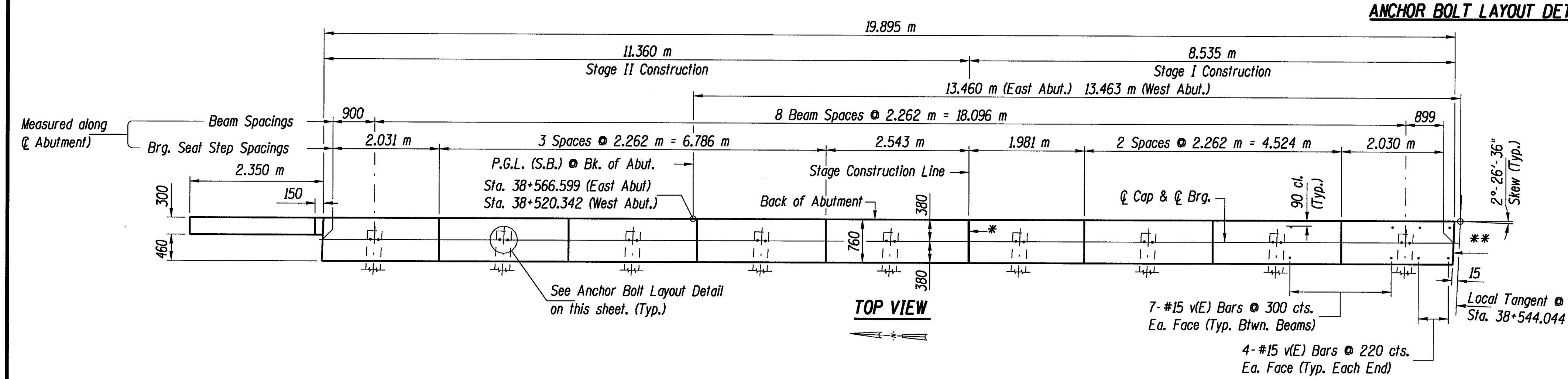
BAR s2(E)



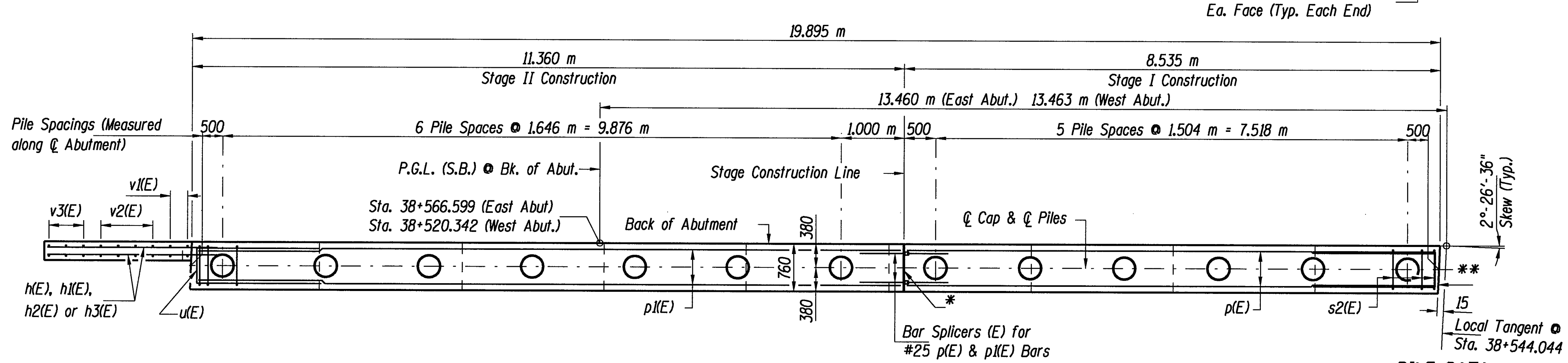
BAR u(E)

BILL OF MATERIAL
EAST & WEST ABUTMENTS - SOUTHBOUND

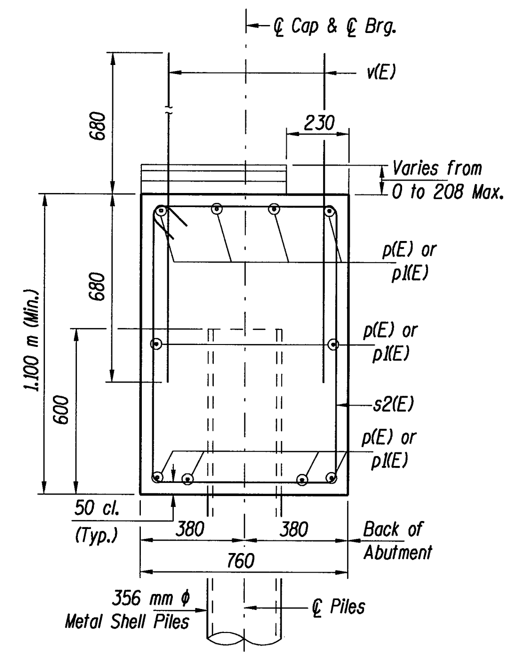
Bar	No.	Size	Length (m)	Shape
h(E)	32	#15	3.00	
h1(E)	4	#15	3.31	
h2(E)	4	#15	2.00	
h3(E)	4	#15	2.75	
p(E)	20	#25	8.43	
p1(E)	20	#25	11.21	
s2(E)	120	#15	3.60	
u(E)	16	#20	4.56	
v(E)	256	#15	1.36	
v1(E)	8	#15	1.93	
v2(E)	16	#15	1.51	
v3(E)	12	#15	1.19	
Reinforcement Bars, Epoxy Coated		kg	3,220	
Concrete Structures		m³	36.0	
Structure Excavation		m³	233	
Furnishing Metal Shell Piles, 356 mm x 6.35 mm		m	231	
Driving Piles		m	231	
Test Piles, Metal Shells		Each	1	



TOP VIEW



PLAN - PILE CAP



SECTION A-A
Dimensions are at right angles.

PILE DATA
EAST & WEST ABUTMENTS - SOUTHBOUND

Type and Size: Metal Shell Piles 356 mm Dia. x 6.35 mm walls
Nominal Required Bearing: 930 kN
Allowable Resistance Available: 310 kN
Est. Length: 9.5 m @ E. Abut.
9.0 m @ W. Abut.
Number Required: 26***

***Includes one test pile at East Abutment.

Notes:
1. Cast steps monolithically with cap.
2. All edges shall have standard 20 mm chamfers except as noted.
3. See Sheet 29 of 31 for Bar Splicer (Splicer Details).
4. Reinforcement bars designated (E) shall be Epoxy Coated.
5. All Dimensions are in millimeters (mm) except as noted.

*
Bonded Construction Joint @ Stage Construction Line.

**
Premolded Joint Filler & Water Seal between abutments.
See Sheet 2 of 31 for Details.

EAST & WEST ABUTMENTS - SOUTHBOUND
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

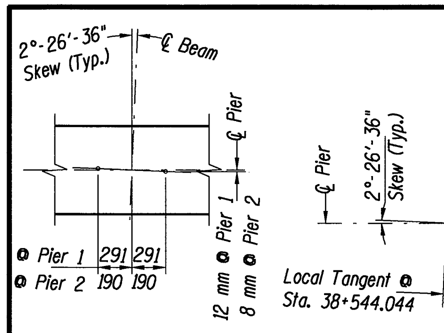
JOB NO. 94S2063
DATE 03/26/04

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

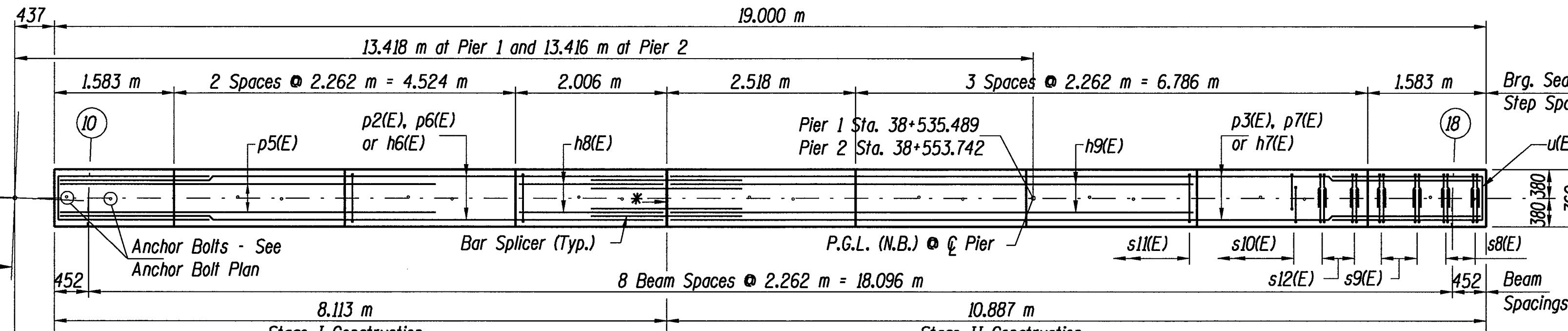
$TIME$
8/16/2009
$FILE$

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-4HB-3)BR	McLean	310	225
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

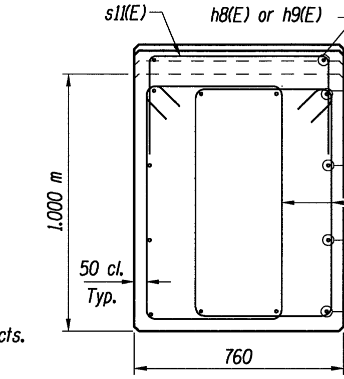
CONTRACT NO. 78757



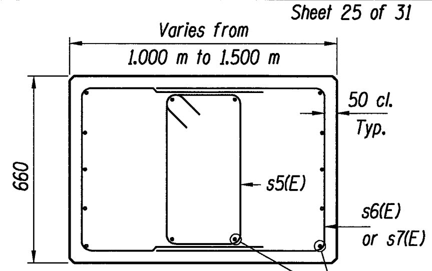
ANCHOR BOLT PLAN (TYP.)



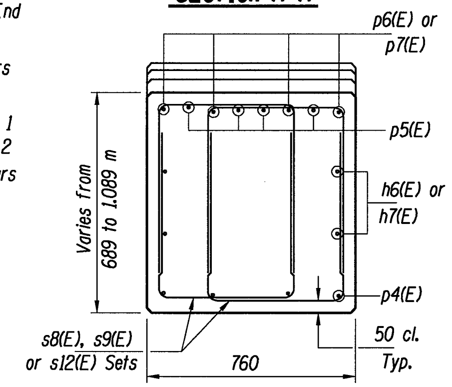
TOP PLAN



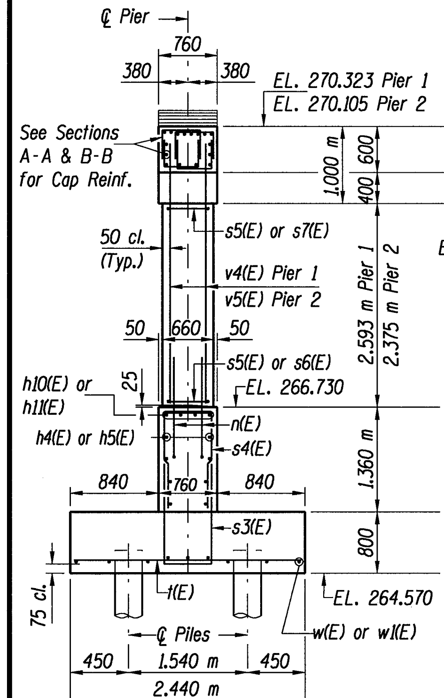
SECTION A-A



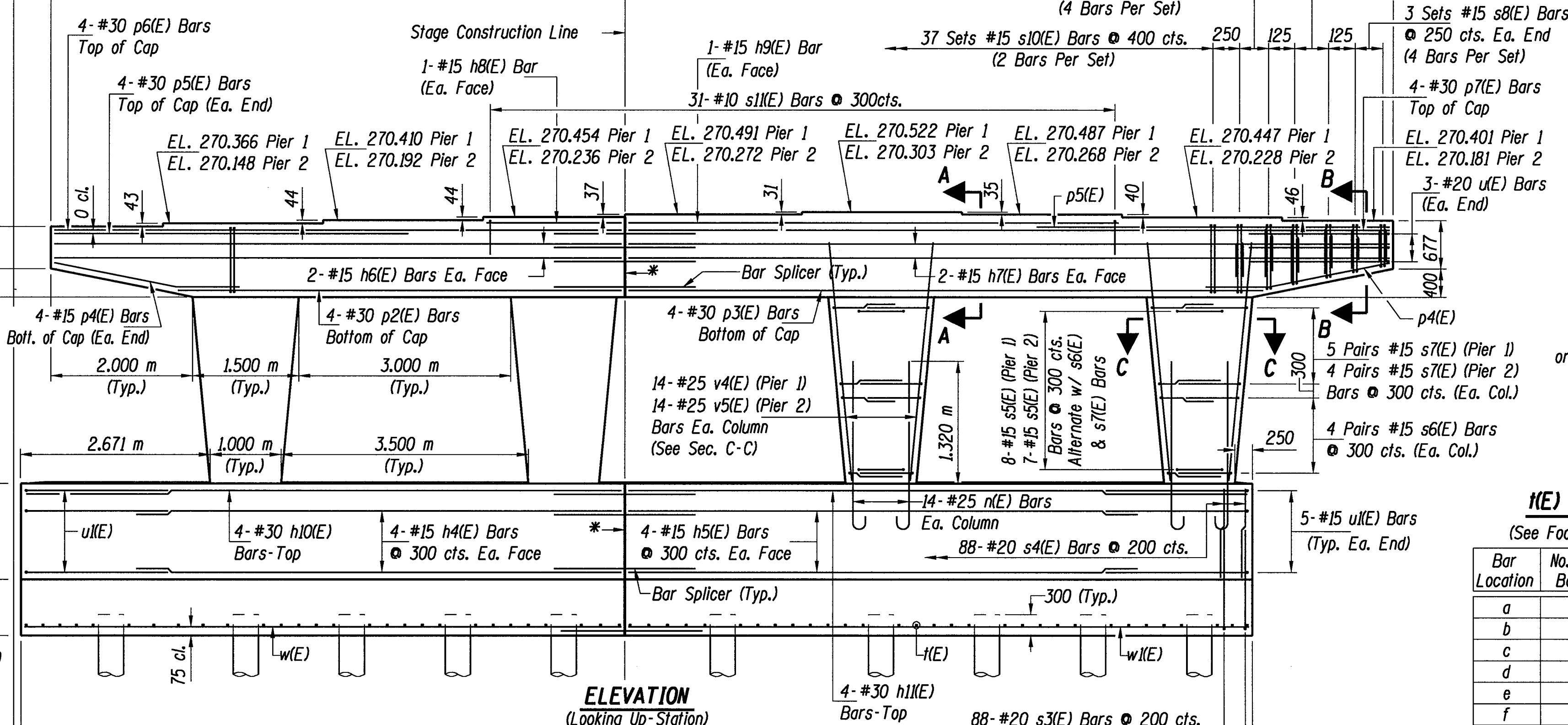
SECTION C-C



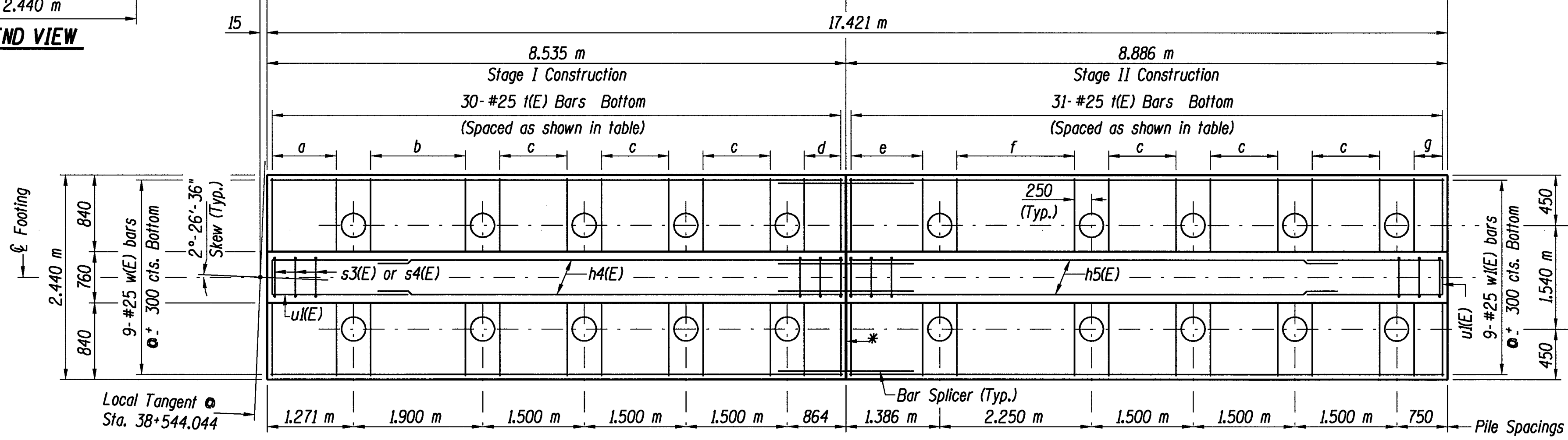
SECTION B-B



END VIEW



ELEVATION
(Looking Up-Station)



FOOTING PLAN

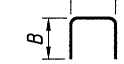
BILL OF MATERIAL
PIERS 1 & 2 - NORTHBOUND

Bar	No.	Size	Length (m)	Shape
h4(E)	16	#15	7.18	
h5(E)	16	#15	7.53	
h6(E)	8	#15	8.01	
h7(E)	8	#15	10.78	
h8(E)	4	#15	1.91	
h9(E)	4	#15	6.94	
h10(E)	8	#30	8.44	
h11(E)	8	#30	8.79	
n(E)	112	#25	2.22	
p2(E)	8	#30	6.10	
p3(E)	8	#30	8.88	
p4(E)	16	#15	2.60	
p5(E)	16	#30	5.00	
p6(E)	8	#30	8.01	
p7(E)	8	#30	10.78	
s3(E)	176	#20	4.40	
s4(E)	176	#20	3.22	
s5(E)	120	#15	2.08	
s6(E)	64	#15	2.32	
s7(E)	144	#15	2.60	
s8(E)	48	#15	1.46	
s9(E)	96	#15	1.78	
s10(E)	148	#15	3.00	
s11(E)	62	#15	1.56	
s12(E)	96	#15	2.04	
t(E)	122	#25	2.34	
u(E)	12	#20	4.56	
u1(E)	20	#15	4.56	
v4(E)	56	#25	3.21	
v5(E)	56	#25	3.00	
w(E)	18	#25	8.43	
w1(E)	18	#25	8.78	
Reinforcement Bars, Epoxy Coated			kg	14,260
Concrete Structures			m^3	150.2
Structure Excavation			m^3	210
Furnishing Metal Shell Piles 305mm x 6.35mm			m	429
Driving Piles			m	429
Test Pile Metal Shells			Each	1

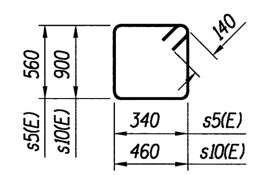
t(E) BARS
(See Footing Plan)

Bar Location	No. of Bars	Bar Spacing
a	5	± 237
b	7	± 233
c	5	250
d	3	± 270
e	5	± 265
f	8	250
g	3	± 213

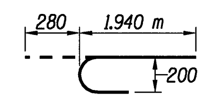
BARS s3(E), s4(E), s6(E), s7(E), s8(E), s9(E), s11(E) & s12(E)



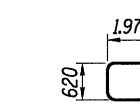
Bar	A	B
s3(E)	660	1.870
s4(E)	660	1.280
s6(E)	560	880
s7(E)	560	1.020
s8(E)	460	500
s9(E)	460	660
s11(E)	660	450
s12(E)	460	790



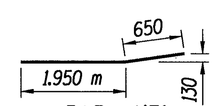
BARS s5(E) & s10(E)



BAR n(E)



BARS u(E) & u1(E)



BAR p4(E)

PILE DATA
PIERS 1 & 2 NORTHBOUND

Type: Metal Shell Piles 305 mm Dia. x 6.35 mm walls
Nominal Bearing Required: 1230 kN
Allowable Resistance Available: 410 kN
Est. Length: 11 m @ Pier 1
11 m @ Pier 2
No. Req'd.: 20 @ Pier 1 **
20 @ Pier 2 **
** Includes 1 Test Pile at Pier 2

MIN. BAR LAPS
(Unless Otherwise Noted)

#15 Bars: 640
#20 Bars: 1.110 m
#25 Bars: 1.850 m
#30 Bars: 2.600 m

Notes:
1. Cast steps monolithically with cap.
2. All edges shall have standard 20 mm chamfers except as noted.
3. All dimensions are in millimeters (mm) except as noted.
4. Reinforcement bars designated (E) shall be Epoxy Coated.
5. Space reinforcement in cap to miss anchor bolts.

* Bonded Construction Joint @ Stage Construction Line

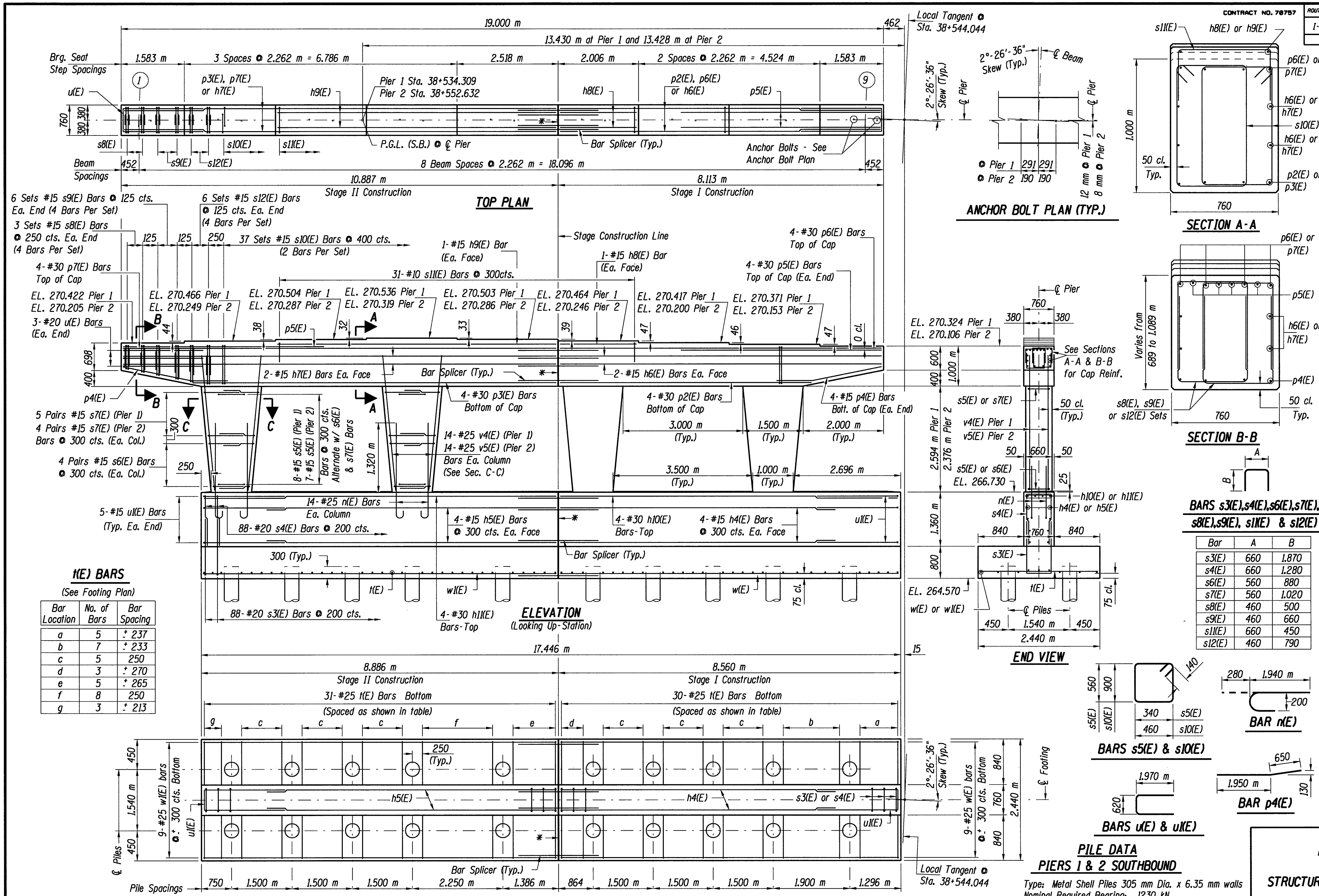
PIERS 1 & 2 - NORTHBOUND
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063
DATE 03/26/04

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

$TIME$
8/16/2009
$FILE$



t(E) BARS

(See Footing Plan)

Bar Location	No. of Bars	Bar Spacing
a	5	± 237
b	7	± 233
c	5	250
d	3	± 270
e	5	± 265
f	8	250
g	3	± 213

BARS s3(E),s4(E),s6(E),s7(E), s8(E),s9(E), s11(E) & s12(E)

Bar	A	B
s3(E)	660	1.870
s4(E)	660	1.280
s6(E)	560	880
s7(E)	560	1.020
s8(E)	460	500
s9(E)	460	660
s11(E)	660	450
s12(E)	460	790

BARS s5(E) & s10(E)

	340	s5(E)
	460	s10(E)

BILL OF MATERIAL
PIERS 1 & 2 - SOUTHBOUND

Bar	No.	Size	Length (m)	Shape
h4(E)	16	#15	7.18	
h5(E)	16	#15	7.53	
h6(E)	8	#15	8.01	
h7(E)	8	#15	10.78	
h8(E)	4	#15	1.91	
h9(E)	4	#15	6.94	
h10(E)	8	#30	8.44	
h11(E)	8	#30	8.79	
n(E)	112	#25	2.22	
p2(E)	8	#30	6.10	
p3(E)	8	#30	8.88	
p4(E)	16	#15	2.60	
p5(E)	16	#30	5.00	
p6(E)	8	#30	8.01	
p7(E)	8	#30	10.78	
s3(E)	176	#20	4.40	
s4(E)	176	#20	3.22	
s5(E)	120	#15	2.08	
s6(E)	64	#15	2.32	
s7(E)	144	#15	2.60	
s8(E)	48	#15	1.46	
s9(E)	96	#15	1.78	
s10(E)	148	#15	3.00	
s11(E)	62	#15	1.56	
s12(E)	96	#15	2.04	
t(E)	122	#25	2.34	
u(E)	12	#20	4.56	
u1(E)	20	#15	4.56	
v4(E)	56	#25	3.21	
v5(E)	56	#25	3.00	
w(E)	18	#25	8.43	
w1(E)	18	#25	8.78	
Reinforcement Bars, Epoxy Coated			kg	14,260
Concrete Structures			m^3	150.7
Structure Excavation			m^3	228
Furnishing Metal Shell Piles 305mm x 6.35 mm			m	429
Driving Piles			m	429
Test Pile Metal Shells			Each	1

PILE DATA
PIERS 1 & 2 SOUTHBOUND

Type: Metal Shell Piles 305 mm Dia. x 6.35 mm walls
Nominal Required Bearing: 1230 kN
Allowable Resistance Available: 410 kN
Est. Length: 11 m @ Pier 1
11 m @ Pier 2
No. Req'd.: 20 @ Pier 1 **
20 @ Pier 2 **

** Includes 1 Test Pile at Pier 1

MIN. BAR LAPS
(Unless Otherwise Noted)

#15 Bars: 640
#20 Bars: 1.110 m
#25 Bars: 1.850 m
#30 Bars: 2.600 m

Notes:

1. Cast steps monolithically with cap.
2. All edges shall have standard 20 mm chamfers except as noted.
3. All dimensions are in millimeters (mm) except as noted.
4. Reinforcement bars designated (E) shall be Epoxy Coated.
5. Space reinforcement in cap to miss anchor bolts.

* Bonded Construction Joint @ Stage Construction Line

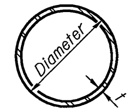
PIERS 1 & 2 - SOUTHBOUND
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063
DATE 03/26/04

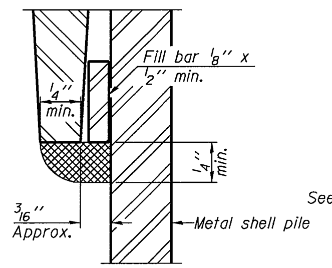
LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

$TIME$ 8/16/2009 $FILE$

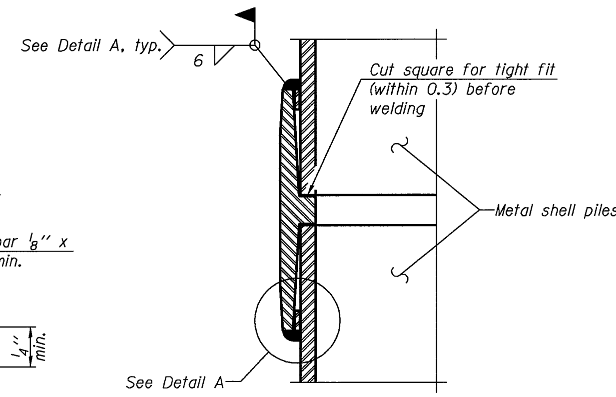


METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (kg./m.)	Inside volume (m^3/m)
PP305	4.55	330	0.0687
PP305	6.35	460	0.0690
PP356	6.35	535	0.0923
PP356	7.92	665	0.0906

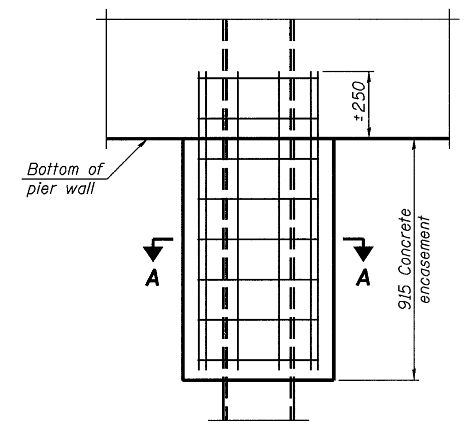


DETAIL A

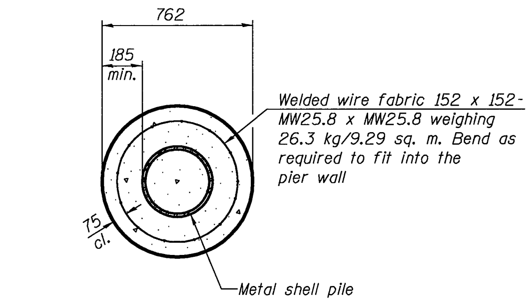


Notes:
The 3 x 13 min. fill bar may be constructed of 2 bars with a 3 max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



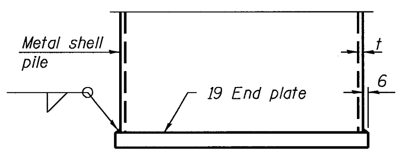
ELEVATION



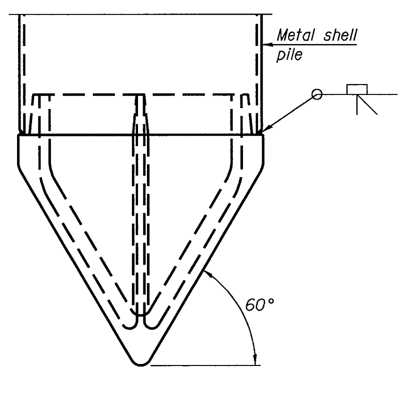
SECTION A-A

Note:
Forms for encasement may be omitted when soil conditions permit.

CONCRETE ENCASEMENT AT PIERS



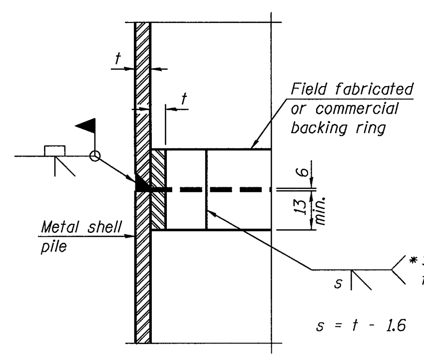
END PLATE ATTACHMENT



Note A:
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

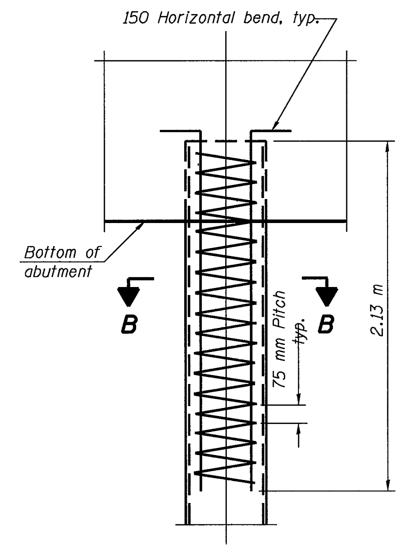
METAL SHELL PILE SHOE ATTACHMENT

(See Note A)

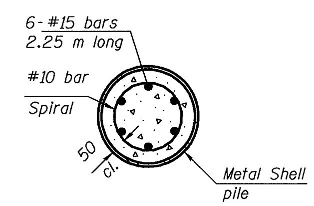


COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

(All dimensions are in millimeters (mm) except as noted.)

Note:
The metal shell piles shall be according to ASTM A 252 Grade 3.

F-MS 10-1-08

METAL SHELL PILES AT ABUTMENTS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

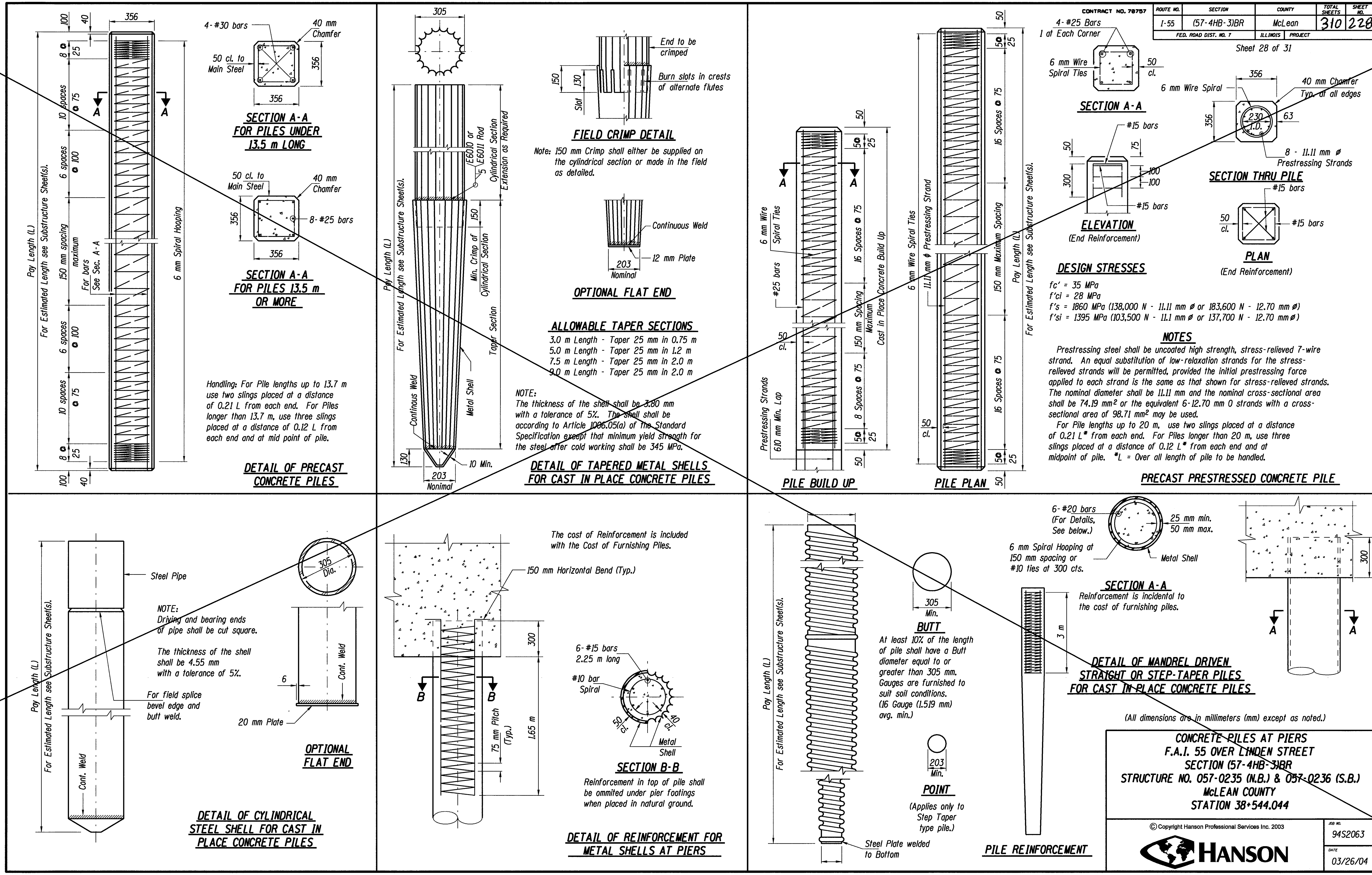
HANSON

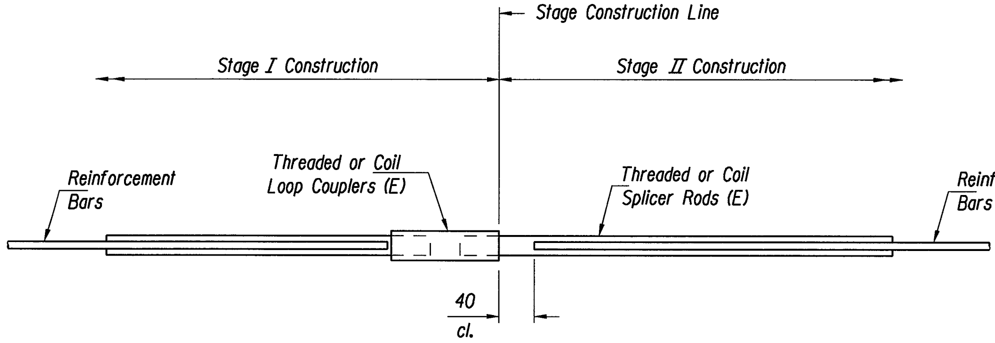
JOB NO. 94S2063

DATE 03/26/04

$TIME$ 8/16/2009 $FILE$

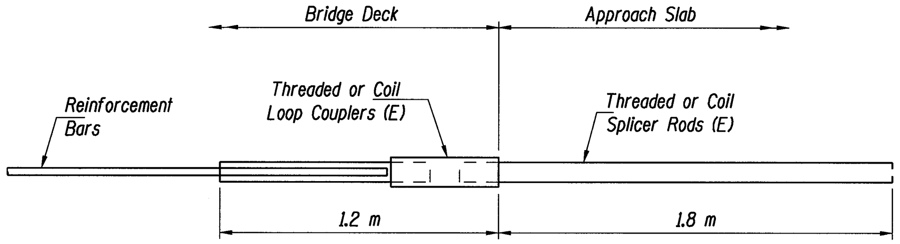
LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**


CONTRACT NO. 78757
ROUTE NO. I-55
SECTION (57-4HB-3)BR
COUNTY McLean
TOTAL SHEETS 310
SHEET NO. 228
FED. ROAD DIST. NO. 7
ILLINOIS
PROJECT
Sheet 28 of 31
4-#30 bars
40 mm Chamfer
50 cl. to Main Steel
356
SECTION A-A
FOR PILES UNDER
13.5 m LONG
8-#25 bars
SECTION A-A
FOR PILES 13.5 m
OR MORE
Pay Length (L)
For Estimated Length see Substructure Sheet(s).
6 mm Spiral Hooping
10 spaces @ 75
6 spaces @ 100
150 mm spacing maximum
For bars See Sec. A-A
Handling: For Pile lengths up to 13.7 m use two slings placed at a distance of 0.21 L from each end. For Piles longer than 13.7 m, use three slings placed at a distance of 0.12 L from each end and at mid point of pile.
DETAIL OF PRECAST
CONCRETE PILES
305
E6010 or E6011 Rod
Cylindrical Section Extension as Required
Min. Crimp of Cylindrical Section
Taper Section
Metal Shell
Continuous Weld
10 Min.
203 Nominal
End to be crimped
Burn slots in crests of alternate flutes
Slot
FIELD CRIMP DETAIL
Note: 150 mm Crimp shall either be supplied on the cylindrical section or made in the field as detailed.
Continuous Weld
12 mm Plate
203 Nominal
OPTIONAL FLAT END
ALLOWABLE TAPER SECTIONS
3.0 m Length - Taper 25 mm in 0.75 m
5.0 m Length - Taper 25 mm in 1.2 m
7.5 m Length - Taper 25 mm in 2.0 m
9.0 m Length - Taper 25 mm in 2.0 m
NOTE:
The thickness of the shell shall be 3.80 mm with a tolerance of 5%. The shell shall be according to Article 1006.05(a) of the Standard Specification except that minimum yield strength for the steel after cold working shall be 345 MPa.
DETAIL OF TAPERED METAL SHELLS
FOR CAST IN PLACE CONCRETE PILES
6 mm Wire Spiral Ties
#25 bars
Prestressing Strands
610 mm Min. Lap
16 Spaces @ 75
150 mm Spacing Maximum
8 Spaces @ 75
Cast in Place Concrete Build Up
PILE BUILD UP
6 mm Wire Spiral Ties
11.11 mm ø Prestressing Strand
150 mm Maximum Spacing
PILE PLAN
4-#25 Bars
1 at Each Corner
6 mm Wire Spiral Ties
SECTION A-A
6 mm Wire Spiral
40 mm Chamfer Typ. at all edges
230 I.D.
8 - 11.11 mm ø Prestressing Strands
SECTION THRU PILE
#15 bars
ELEVATION
(End Reinforcement)
PLAN
(End Reinforcement)
DESIGN STRESSES
f'c = 35 MPa
f'ci = 28 MPa
f's = 1860 MPa (138,000 N - 11.11 mm ø or 183,600 N - 12.70 mm ø)
f'si = 1395 MPa (103,500 N - 11.1 mm ø or 137,700 N - 12.70 mm ø)
NOTES
Prestressing steel shall be uncoated high strength, stress-relieved 7-wire strand. An equal substitution of low-relaxation strands for the stress-relieved strands will be permitted, provided the initial prestressing force applied to each strand is the same as that shown for stress-relieved strands. The nominal diameter shall be 11.11 mm and the nominal cross-sectional area shall be 74.19 mm² or the equivalent 6-12.70 mm O strands with a cross-sectional area of 98.71 mm² may be used.
For Pile lengths up to 20 m, use two slings placed at a distance of 0.21 L* from each end. For Piles longer than 20 m, use three slings placed at a distance of 0.12 L* from each end and at midpoint of pile. *L = Over all length of pile to be handled.
PRECAST PRESTRESSED CONCRETE PILE
Steel Pipe
NOTE:
Driving and bearing ends of pipe shall be cut square.
The thickness of the shell shall be 4.55 mm with a tolerance of 5%.
For field splice bevel edge and butt weld.
Cont. Weld
305 Dia.
20 mm Plate
OPTIONAL
FLAT END
DETAIL OF CYLINDRICAL
STEEL SHELL FOR CAST IN
PLACE CONCRETE PILES
The cost of Reinforcement is included with the Cost of Furnishing Piles.
150 mm Horizontal Bend (Typ.)
75 mm Pitch (Typ.)
1.65 m
6-#15 bars 2.25 m long
#10 bar Spiral
Metal Shell
SECTION B-B
Reinforcement in top of pile shall be ommited under pier footings when placed in natural ground.
DETAIL OF REINFORCEMENT FOR
METAL SHELLS AT PIERS
305 Min.
BUTT
At least 10% of the length of pile shall have a Butt diameter equal to or greater than 305 mm. Gauges are furnished to suit soil conditions. (16 Gauge (1.519 mm) avg. min.)
203 Min.
POINT
(Applies only to Step Taper type pile.)
Steel Plate welded to Bottom
6-#20 bars (For Details, See below.)
25 mm min. 50 mm max.
6 mm Spiral Hooping at 150 mm spacing or #10 ties at 300 cts.
Metal Shell
SECTION A-A
Reinforcement is incidental to the cost of furnishing piles.
PILE REINFORCEMENT
DETAIL OF MANDREL DRIVEN
STRAIGHT OR STEP-TAPER PILES
FOR CAST IN PLACE CONCRETE PILES
(All dimensions are in millimeters (mm) except as noted.)
CONCRETE PILES AT PIERS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044
© Copyright Hanson Professional Services Inc. 2003
HANSON
JOB NO. 94S2063
DATE 03/26/04
$TIME$
8/16/2009
$FILE$
LAYOUT G.L.C. 11/5/97
DRAWN D.A.N. 11/5/97



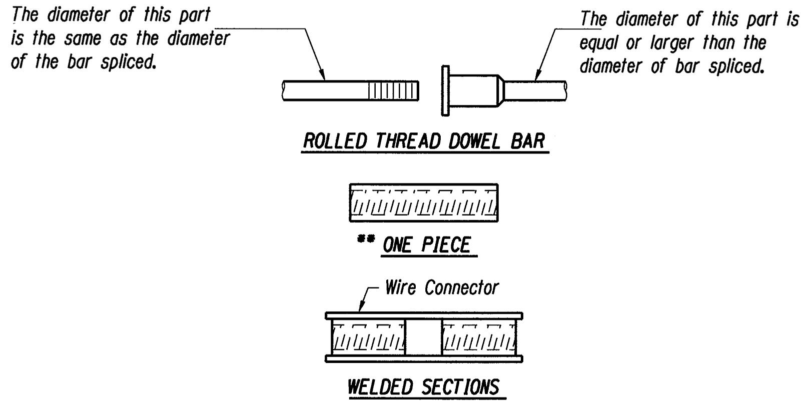
BAR SPLICER ASSEMBLY DETAIL

Bar Size	No. Assemblies Required	Location
#15	986	Bridge Deck (Stage Construction Line)
#15	24	Pier Caps (Stage Construction Line)
#15	32	Pier Stems (Stage Construction Line)
#20	32	Abutment Diaphragms (Stage Construction Line)
#25	36	Pier Footings (Stage Construction Line)
#25	40	Abutment Caps (Stage Construction Line)
#30	32	Pier Caps (Stage Construction Line)
#30	16	Pier Stems (Stage Construction Line)



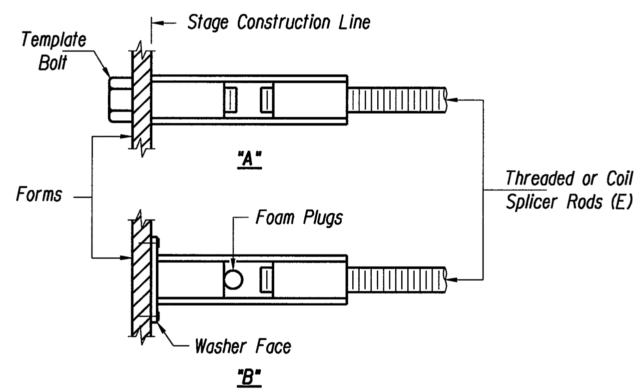
INTEGRAL ABUTMENT BAR SPLICER ASSEMBLY DETAIL FOR #15 BAR

Minimum Capacity = 100 kN-tension
Minimum Pull-out Strength = 53 kN-tension
No. Required = 244



BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563M, Grade C, D or DH may be used.



INSTALLATION & SETTING METHODS

"A" : Set bar splicer assembly by means of template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

NOTES

Bar Splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 400 MPa yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel rods.

Bar Splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kN) $= 1.25 \times fy \times A_t \times 10^{-3}$

② Minimum *Pull-out Strength (Tension in kN) $= 0.66 \times fy \times A_t \times 10^{-3}$

Where fy = Yield strength of lapped reinforcement bars in MPa.

A_t = Tensile stress area of lapped reinforcement bars (mm^2).

* = 28 day concrete.

BAR SPLICER ASSEMBLIES

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kN - tension	Min. Pull-Out Strength kN - tension
#15	660 mm	100	53
#20	790 mm	150	79
#25	1.04 m	250	137
#30	1.37 m	350	185

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."
All dimensions are in millimeters (mm) except as noted.

BAR SPILCER ASSEMBLY DETAILS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063
DATE 03/26/04

$TIME$
8/16/2009
$FILE$

LAYOUT	G.L.C.	11/5/97
DRAWN	D.A.N.	11/5/97
REVIEWED	*	**/**/**

CONTRACT NO. 70757	ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	I-55	(57-4HB-3)BR	McLean	310	230
	FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

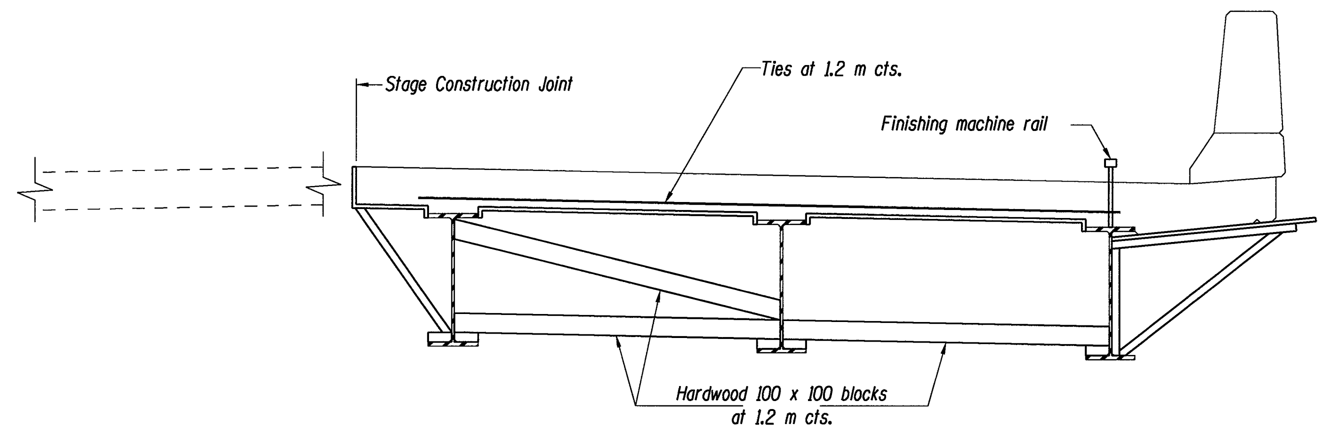
NOTES:

When cantilever forming brackets are used, the work shall be done according to Article 503.06, except as modified below and in the details shown on this sheet.

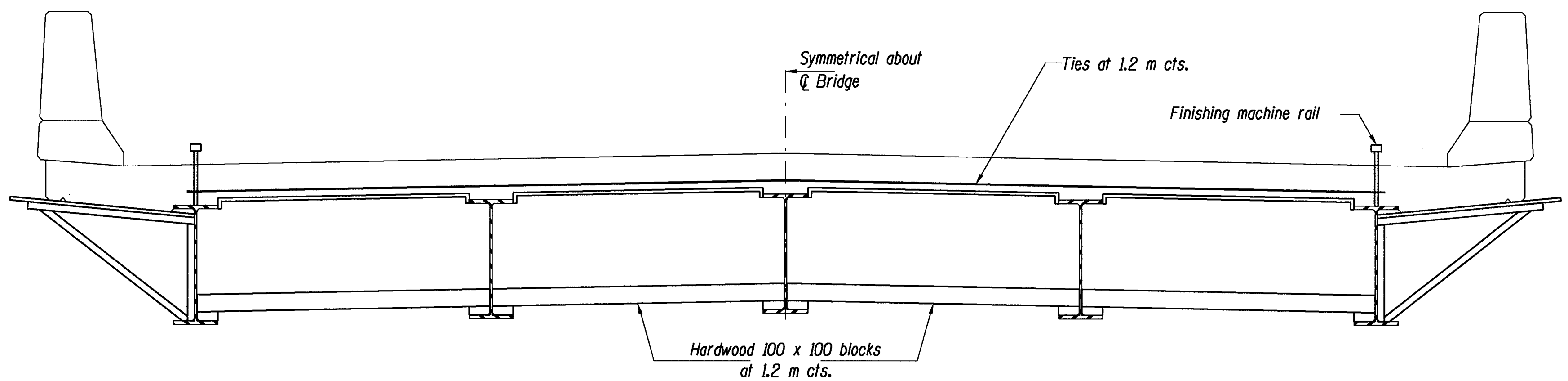
The finishing machine rails shall be placed on the top flange of the exerior beams.

The
beams or girders supporting cantilever forming brackets shall be tied together at 1.2 m intervals.

For Standard Construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



FORM BRACES FOR STAGE CONSTRUCTION



FORM BRACES FOR STANDARD CONSTRUCTION

CANTILEVER FORMING BRACKETS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063

DATE 03/26/04

$TIME$
8/16/2009
$FILE$

LAYOUT	D.A.N.	2/12/98
DRAWN	D.A.N.	2/12/98
REVIEWED	*	**/**/**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-4HB-3)BR	McLean	310	231
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

CONTRACT NO. 78757

BORING B-9

ILLINOIS DEPARTMENT OF TRANSPORTATION
STRUCTURE BORING LOG

Date 5-12-96

ROUTE FAI 55/74 DESCR. I-55 Over Linden St., Bloomington, Illinois
SECT. STRUCT. NO. 057-0028 NB 057-0029 SB DRILLED BY CIDCO, Inc.
COUNTY McLean LOCAT. SE 1/4 S. 16, TWP. 24N, RNG. 2E PM

Boring No. B-9, W.Abut
Station 38+522.0
Offset @ cL
Surface El. 271.5 m

Surf. Wat. El.
Groundwater Elev.:
when drilling 264.7
at Completion 261.6
after 26 Hrs. 264.7

Description / Elev.	Depth	Blows	Qu kPa	W %
Black and grn. gray, moist, f. sandy silty CLAY (fill)	-1.5	4, 7, 12	220 P	28
	-3.0	5, 7, 9	210 B	27
	-4.5	7, 12, 14	270 BS	25
	-6.0	7, 11, 13	280 BS	31
264.7 Gray, v. moist to wet, silty f.-c. SAND w/f.-c. gravel, tr. clay	-7.5	7, 8, 7	115 P	12
263.2 Brown, moist, calc. f. sandy SILT w/c. sand and f.-m. gravel (glacial till)	-9.0	3, 8, 9	260 BS	16
261.5 Gray, moist, calc. f. sandy clayey SILT w/c. sand and f.-c. gravel (glacial till)	-10.5	9, 10, 14	555 BS	13
	-12.0	17, 25, 26	450 B	12
	-13.5	7, 12, 13	595 B	12
	-15.0	6, 9, 13	480 B	13
	-16.5	7, 15, 16	450 B	13
	-18.0	9, 16, 24	105/240 P	14
	-19.5	8, 13, 15	410 B	13
251.4 E.O.B.	-21.0			
	-22.5			

Note: Sample @ 17.85 to 18.30 disturbed by driving on cobble

SPT. (N)=Sum of last two blow values in samp. (Qu) B=Bulge S=Shear P=Penet.Test
Stations, Depths, Offset, and Elevations are in Meters

BORING B-10

ILLINOIS DEPARTMENT OF TRANSPORTATION
STRUCTURE BORING LOG

Date 5-15-96

ROUTE FAI 55/74 DESCR. I-55 Over Linden St., Bloomington, Illinois
SECT. STRUCT. NO. 057-0028 NB 057-0029 SB DRILLED BY CIDCO, Inc.
COUNTY McLean LOCAT. SE 1/4 S. 16, TWP. 24N, RNG. 2E PM

Boring No. B-10, Pier 1
Station 38+541.2
Offset @ cL
Surface El. 266.3 m

Surf. Wat. El.
Groundwater Elev.:
when drilling 264.1
at Completion 264.4
after 27 Hrs. 264.8

Description / Elev.	Depth	Blows	Qu kPa	W %
4 in. asphalt over sand and gravel				
265.9 Black to brown, moist, f. sandy silty CLAY w/iron stains (fill)		4, 8, 13	260 B	29
265.1 Yel., brn., and gray, v. moist, f. sandy SILT, tr. c. sand and clay, occ. sand lenses	-1.5	8, 5, 6	20 P	28
		3, 3, 2	50 B	19
263.4 Yel. brown, moist, calc. f. sandy clayey SILT, tr. c. sand and f.-m. gravel (glacial till)	-3.0	3, 7, 9	155 B	20
		8, 11, 13	335 B	16
262.0 Gray, moist to v. moist, calc. f. sandy clayey SILT w/c. sand and f.-c. gravel (glacial till)	-4.5	8, 12, 14	575 B	13
		7, 15, 16	650 B	12
	-6.0	7, 12, 15	690 B	11
	-7.5	8, 13, 16	430 B	11
	-9.0	8, 13, 15	460 B	13
	-10.5	7, 10, 12	260 B	13
	-12.0	9, 13, 16	260 B	14
	-13.5	9, 13, 19	200 B	13
	-15.0	7, 12, 16	450 B	13
	-16.5	10, 14, 16	315 B	13
	-18.0	9, 16, 36	355 B	16
247.7 E.O.B.	-19.5			
	-21.0			
	-22.5			

SPT. (N)=Sum of last two blow values in samp. (Qu) B=Bulge S=Shear P=Penet.Test
Stations, Depths, Offset, and Elevations are in Meters

BORING B-11

ILLINOIS DEPARTMENT OF TRANSPORTATION
STRUCTURE BORING LOG

Date 5-10-96

ROUTE FAI 55/74 DESCR. I-55 Over Linden St., Bloomington, Illinois
SECT. STRUCT. NO. 057-0028 NB 057-0029 SB DRILLED BY CIDCO, Inc.
COUNTY McLean LOCAT. SE 1/4 S. 16, TWP. 24N, RNG. 2E PM

Boring No. B-11, E.Abut
Station 38+566.2
Offset @ cL
Surface El. 270.8 m

Surf. Wat. El.
Groundwater Elev.:
when drilling 263.1
at Completion 261.0
after Hrs.

Description / Elev.	Depth	Blows	Qu kPa	W %
Black and gray, moist, f. sandy silty CLAY (fill)	-1.5	8, 9, 12	260 B	26
	-3.0	5, 9, 12	180 B	25
		5, 7, 13	295 B	25
	-4.5	6, 9, 12	95/385 P	23
265.7 Brn. to black, moist, f. sandy clayey SILT, occ. f. gravel lenses		2, 7, 2	285 P	29
265.1 Grn. gray to brown, moist to wet, calc. f. sandy clayey SILT, tr. c. sand and f. gravel, occ. silty f.-c. sand seams (glacial till)	-6.0	4, 5, 8	200 B	15
	-7.5	7, 11, 15	240 B	12
262.3 Gray, moist, calc. f. sandy clayey SILT, tr. to some c. sand and f.-m. gravel, occ. silt lenses (glacial till)	-9.0	7, 11, 13	270 B	15
	-10.5	8, 11, 17	375 B	13
	-12.0	6, 10, 14	180 B	13
	-13.5	7, 7, 10	155 BS	14
	-15.0	5, 9, 15	375 B	13
	-16.5	8, 10, 16	335 B	12
	-18.0	8, 12, 15	335 B	12
	-19.5	8, 12, 14	355 B	12
250.7 E.O.B.	-21.0			
	-22.5			

SPT. (N)=Sum of last two blow values in samp. (Qu) B=Bulge S=Shear P=Penet.Test
Stations, Depths, Offset, and Elevations are in Meters

BORINGS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCTURE NO. 057-0235 (N.B.) & 057-0236 (S.B.)
McLEAN COUNTY
STATION 38+544.044

HANSON

JOB NO. 94S2063
DATE 03/26/04

$TIME$ 8/16/2009 $FILE$

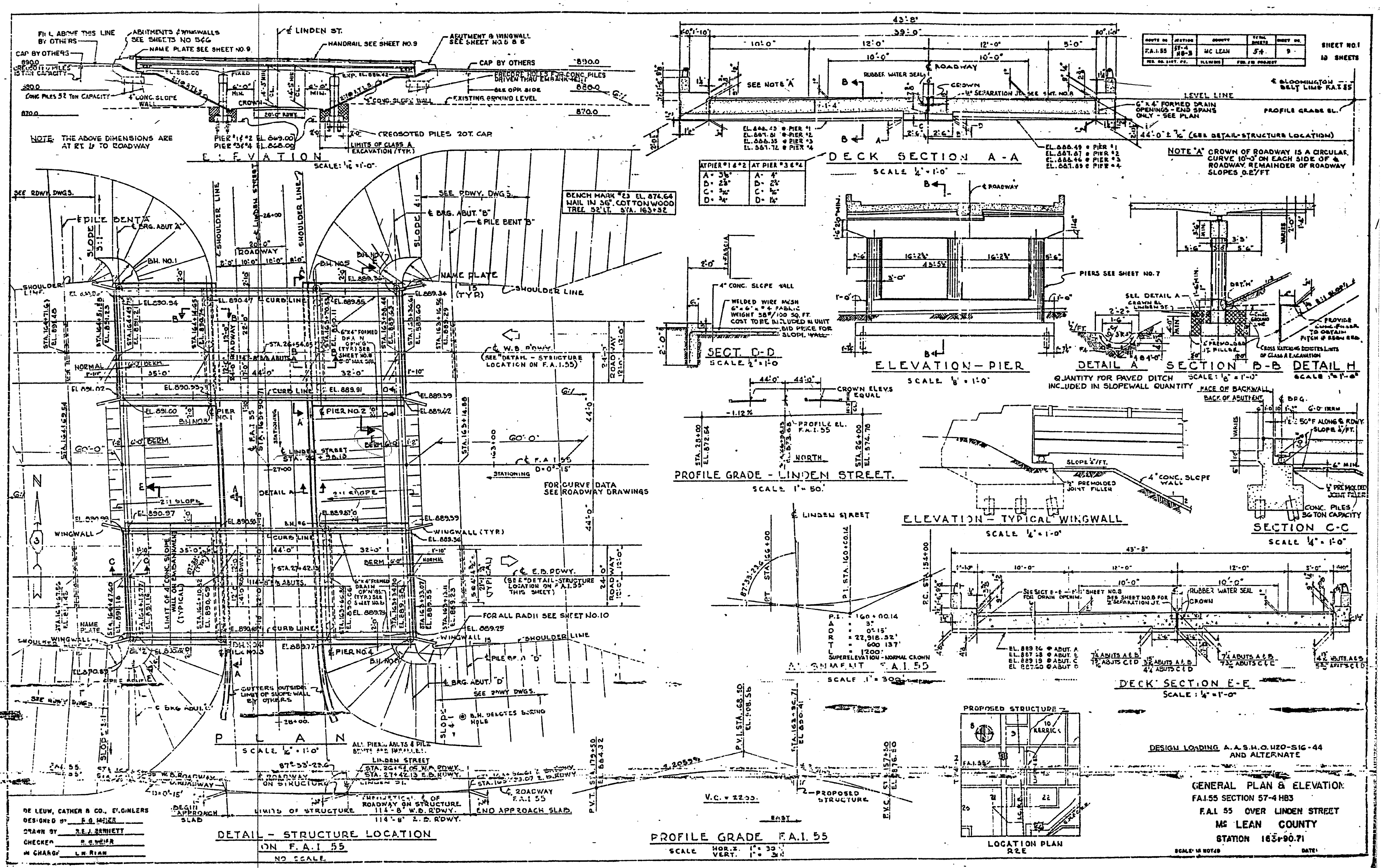
LAYOUT	DRAWN	REVIEWED
	D.A.N.	

TOTAL SHEETS 310 | SHEET NO. 232

CONTRACT NO. 70757

SHEET NO. 01

09 SHEETS



EXISTING STRUCTURE PLANS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCT. NO. 057-0028 (N.B.) & 057-0029 (S.B.)
McLEAN COUNTY
STATION 38+544.044

JOB: 94S2063

DATE: 10/15/04

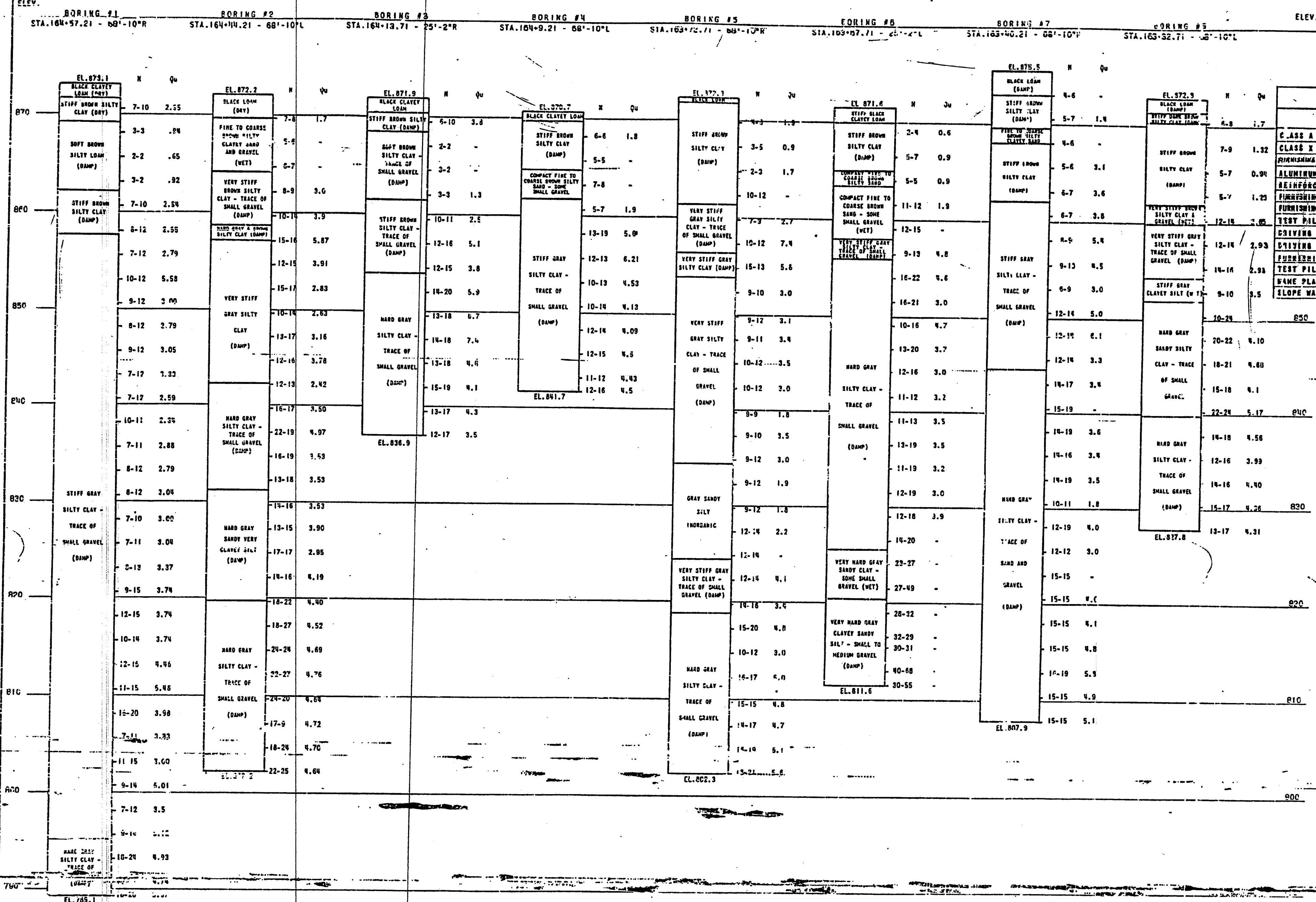
FOR INFORMATION ONLY

$TIME$
7/12/2009
$FILE$

LAYOUT	DAP	10/15/04
DRAWN	DAP	10/15/04
REVIEWED	TEH	10/15/04

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I 55	57-4 HB-3	MC LEAN	54	10

SHEET NO. 2
10 SHEETS



TOTAL BILL OF MATERIALS - 2 BRIDGES
SECTION 57-4HB3

ITEM	UNIT	SUPER-STRUCTURE	SUB-STRUCTURE	TOTAL
CLASS A EXCAVATION FOR STRUCTURES	CU. YD.	—	400	400
CLASS X CONCRETE (STRUCTURES)	CU. YD	591.0	467.3	1058.3
FURNISHING & ERECTING STRUCTURAL STEEL	POUND	26,460		26,460
ALUMINUM HANDRAIL	LIN. FT.	450		450
REINFORCEMENT BARS (STRUCTURES)	POUND	167,850	41,738	209,588
FURNISHING CREOSOTED PILES UP TO 20 FEET	LIN. FT.		1,938	1,938
FURNISHING CREOSOTED PILES, 20.1 TO 28 FT.	LIN. FT.		600	600
TEST PILE (TIMBER)	EACH		2	2
DRIVING TIMBER PILES	LIN. FT.		2,538	2,538
DRIVING CONCRETE PILES	LIN. FT.		1,480	1,480
FURNISHING CONCRETE PILES	LIN. FT.		1,480	1,480
TEST PILE CONCRETE	EACH		2	2
NAME PLATES	EACH		2	2
SLOPE WALL	SQ. YD.		877	877

GENERAL NOTES FOR TEST BORINGS

THE "N" VALUES INDICATE THE NUMBER OF BLOWS REQUIRED TO DRIVE A 2" O.D. SPLIT SPOON SAMPLER FOR TWO 6-INCH INTERVALS, USING A 140LB. WEIGHT FALLING FREE FOR 30 INCHES. THE TWO NUMBERS ADDED TOGETHER WILL GIVE THE BLOWS PER FOOT.

THE "Qu" VALUES ARE THE UNCONFINED COMPRESSIVE STRENGTHS IN TONS PER SQUARE FOOT AS DETERMINED IN THE FIELD WITH A RIMAC SPRINGS TESTER. AN * INDICATES THE VALUE WAS ESTIMATED BECAUSE THE SAMPLE WAS NOT RECOVERED.

THE "W" VALUES ARE THE PERCENTAGES OF MOISTURE, WHERE DETERMINED

THE WATER LEVELS, W.T., WERE TAKEN 24 HOURS AFTER THE COMPLETION OF THE BORINGS. THE NUMBER IN PARENTHESIS SHOWS THE DATE ON WHICH THE READING WAS MADE. IF THE HOLE CAVED IN AND THE 24 HOUR READING WAS NOT DETERMINED, NO WATER LEVEL IS SHOWN.

CLASSIFICATION IS BY VISUAL EXAMINATION IN THE FIELD AND CHECKED IN THE LABORATORY.

DE LEUW, CATHER & CO. ENGINEERS
DESIGNED BY M. SALISBURY
DRAWN BY D.H.
CHECKED S.G. MEIER
IN CHARGE L.N. RIAN

BORING AND QUANTITIES
F.A.I. 55 SECTION 57-4 HB3
F.A.I. 55 OVER LINDEN STREET
McLEAN COUNTY
STATION 163+90.71
SCALE: AS NOTED DATE:

FOR INFORMATION ONLY

EXISTING STRUCTURE PLANS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCT. NO. 057-0028 (N.B.) & 057-0029 (S.B.)
McLEAN COUNTY
STATION 38+544.044

JOB # 94S2063
DATE 10/15/04

$TIME$ 7/12/2009 $FILE$

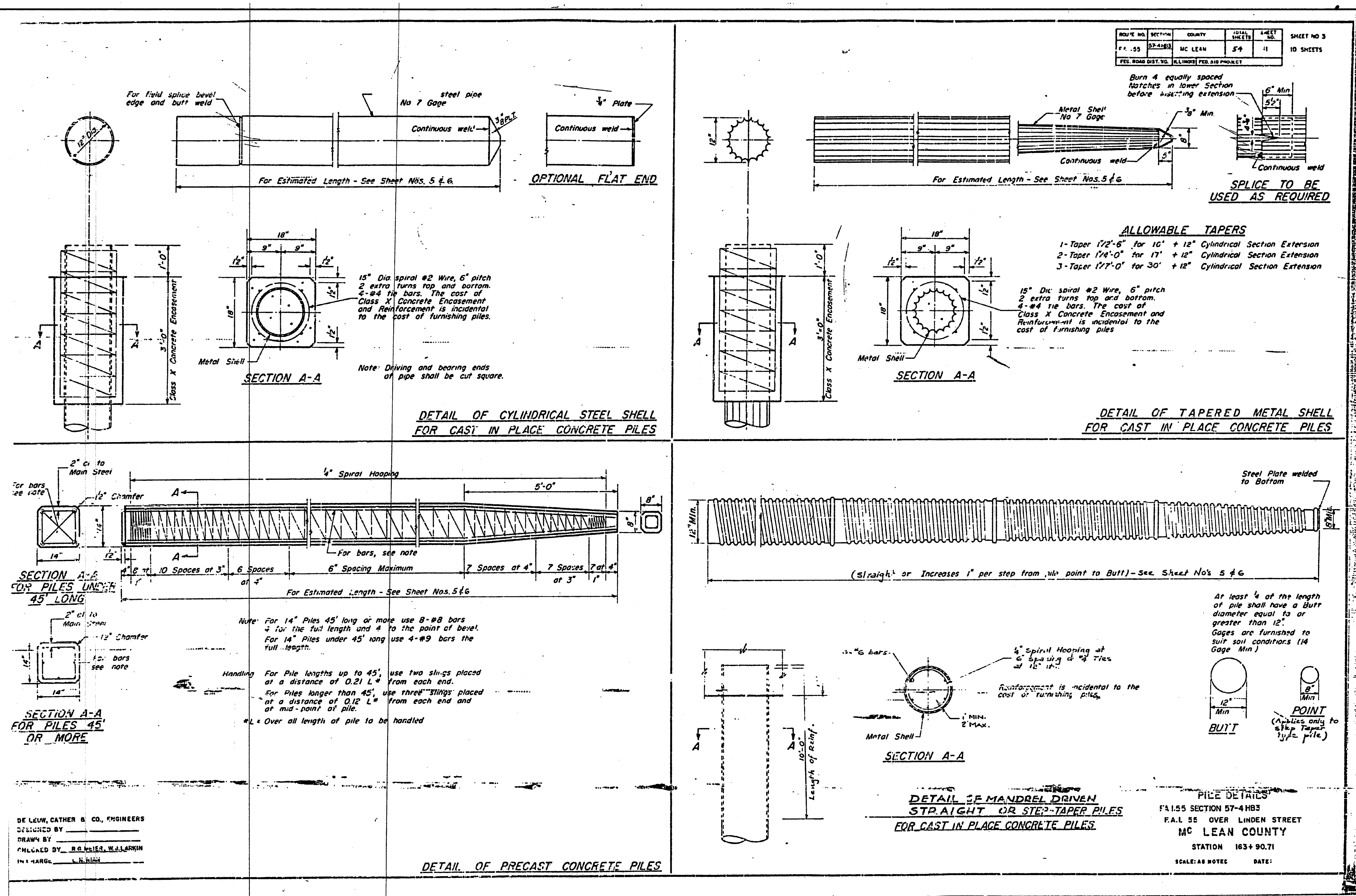
LAYOUT	DAP	10/15/04
DRAWN	DAP	10/15/04
REVIEWED	TEH	10/15/04

TOTAL SHEETS 310 SHEET NO. 234

CONTRACT NO. 70757

SHEET NO. 03

09 SHEETS



$TIME$ 7/12/2009 $FILE$

LAYOUT	DAP	10/15/04
DRAWN	DAP	10/15/04
REVIEWED	TEH	10/15/04

FOR INFORMATION ONLY

EXISTING STRUCTURE PLANS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCT. NO. 057-0028 (N.B.) & 057-0029 (S.B.)
McLEAN COUNTY
STATION 38+544.044

JOB # 94S2063

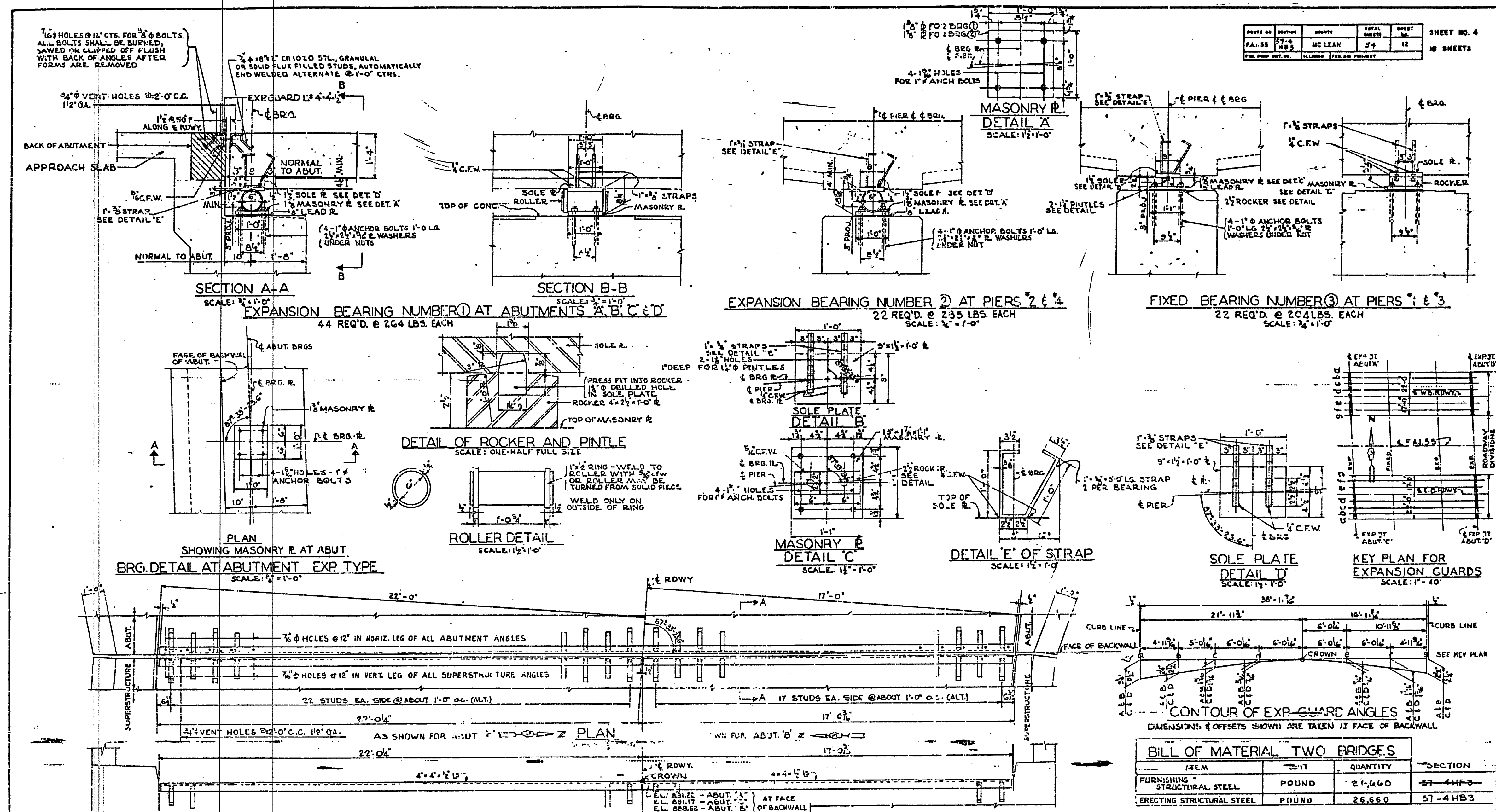
DATE 10/15/04

TOTAL SHEETS 310 SHEET NO. 235

CONTRACT NO. 70757

SHEET NO. 04

09 SHEETS



NOTE: THE ROADWAY EXPANSION GUARD SHALL BE FABRICATED TO FIT RDWY. SCALE: ½" = 1'-0"
GUARDS FOR ABUTMENTS "C" & "B" AS NOTED ABOVE
GUARDS FOR ABUTMENTS "A" & "D" SIMILAR, SEE KEY PLAN
C.F.W. DENOTES CONTINOUS FILLET WELD

BILL OF MATERIAL TWO BRIDGES

ITEM	UNIT	QUANTITY	SECTION
FURNISHING STRUCTURAL STEEL	POUND	26,660	~~57-4HB3~~
ERECTING STRUCTURAL STEEL	POUND	26,660	57-4HB3

EXPANSION GUARD NOTES:
SEE "GENERAL NOTES" FOR STRUCTURAL STEEL, SHEET NUMBER 3.
EXPANSION JOINT ASSEMBLIES SHALL BE FABRICATED AND ERECTED TO CONFORM TO THE [illegible] FOR INSPECTION. ALL PARTS OF JOINT ASSEMBLY INCLUDING STUD AND STRAP ANCHORS SHALL BE INCLUDED IN WEIGHT OF STRUCTURAL STEEL.
GUARD SETTING INSTRUCTIONS:
JOINT OPENINGS SHOWN ON GUARD DETAILS ARE BASED ON AN ASSUMED TEMPERATURE OF 50°F. THEY INCLUDE A ½" ALLOWANCE FOR POSSIBLE FORWARD MOVEMENT AT THE TOP OF THE ABUTMENT DUE TO EARTH PRESSURE THRUST OF APPROACH SLAB, ETC. THE OPENINGS WILL INCREASE OR DECREASE APPROXIMATELY [illegible] FOR EACH 10°F. DROP OR RISE IN TEMPERATURE FOR N.W. & S.W. ABUTMENTS AND 1/16" FOR N.E. & S.E. ABUTMENTS AT THE TIME CONCRETE IS POURED. EXPANSION GUARD ON ABUTMENT JOINT OPENINGS SHOULD BE ADJUSTED FOR TEMPERATURE AS NOTED ABOVE. TOTAL ESTIMATED WEIGHT OF SUPERSTRUCTURE EXPANSION GUARDS = 4,285 LBS.

BEARING & MISCELLANEOUS DETAILS
F.A.I. 55 SECTION 57-4 HB3
F.A.I. 55 OVER LINDEN STREET
McLEAN COUNTY
STATION 163+90.71
SCALE: AS NOTED DATE:

DE LEUW, CATHER & CO. ENGINEERS
DESIGNED BY L. GANZ
DRAWN BY J.R. ROSATORE
CHECKED R.G. HERN
IN CHARGE L.M. RIAN

FOR INFORMATION ONLY

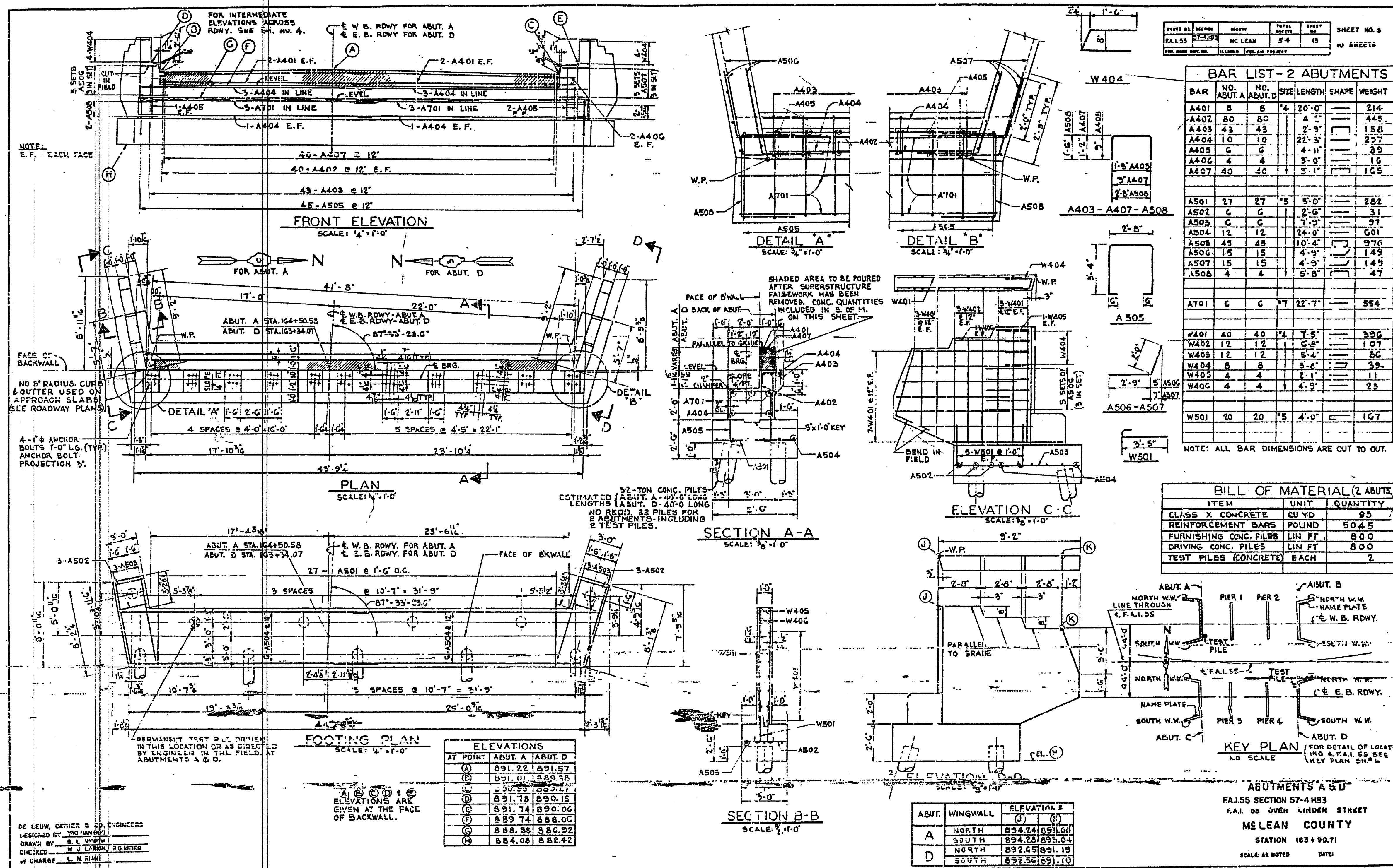
EXISTING STRUCTURE PLANS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCT. NO. 057-0028 (N.B.) & 057-0029 (S.B.)
McLEAN COUNTY
STATION 38+544.044

JOB # 94S2063

DATE 10/15/04

$TIME$ 7/12/2009 $FILE$

LAYOUT	DAP	10/15/04
DRAWN	DAP	10/15/04
REVIEWED	TEH	10/15/04



F.A.I. 55	57-4HB3	MC LEAN	54	13

SHEET NO. 5
10 SHEETS

BAR LIST - 2 ABUTMENTS						
BAR	NO. ABUT. A	NO. ABUT. D	SIZE	LENGTH	SHAPE	WEIGHT
A401	8	8	#4	20'-0"		214
A402	80	80		4'-2"		445
A403	43	43		2'-9"		158
A404	10	10		22'-3"		297
A405	6	6		4'-11"		39
A406	4	4		3'-0"		16
A407	40	40		3'-1"		165
A501	27	27	#5	5'-0"		282
A502	6	6		2'-6"		31
A503	6	6		7'-9"		97
A504	12	12		24'-0"		601
A505	45	45		10'-4"		970
A506	15	15		4'-9"		149
A507	15	15		4'-9"		149
A508	4	4		5'-8"		47
A701	6	6	#7	22'-7"		554
W401	40	40	#4	7'-5"		396
W402	12	12		6'-8"		107
W403	12	12		5'-4"		86
W404	8	8		3'-8"		39
W405	4	4		2'-1"		11
W406	4	4		4'-9"		25
W501	20	20	#5	4'-0"		167

NOTE: ALL BAR DIMENSIONS ARE CUT TO OUT.

BILL OF MATERIAL (2 ABUTS.)		
ITEM	UNIT	QUANTITY
CLASS X CONCRETE	CU YD	95
REINFORCEMENT BARS	POUND	5045
FURNISHING CONC. PILES	LIN FT	800
DRIVING CONC. PILES	LIN FT	800
TEST PILES (CONCRETE)	EACH	2

ELEVATIONS		
AT POINT	ABUT. A	ABUT. D
(A)	891.22	891.57
(B)	891.01	889.38
(C)	[illegible]	[illegible]
(D)	891.78	890.15
(E)	891.74	890.06
(F)	889.74	888.06
(G)	888.58	886.92
(H)	884.08	882.42

(A) (B) (C) (D) & (E) ELEVATIONS ARE GIVEN AT THE FACE OF BACKWALL.

ABUT.	WINGWALL	ELEVATIONS (J)	ELEVATIONS (K)
A	NORTH	894.24	893.00
	SOUTH	894.28	893.04
D	NORTH	892.65	891.19
	SOUTH	892.56	891.10

DE LEUW, CATHER & CO. ENGINEERS
DESIGNED BY YAO HAN HUO
DRAWN BY B. L. WORTH
CHECKED W. J. LARKIN, R.G. MEIER
IN CHARGE L. N. RIAN

FOR INFORMATION ONLY

EXISTING STRUCTURE PLANS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCT. NO. 057-0028 (N.B.) & 057-0029 (S.B.)
McLEAN COUNTY
STATION 38+544.044

JOB # 94S2063
DATE 10/15/04

LAYOUT	DAP	10/15/04
DRAWN	DAP	10/15/04
REVIEWED	TEH	10/15/04

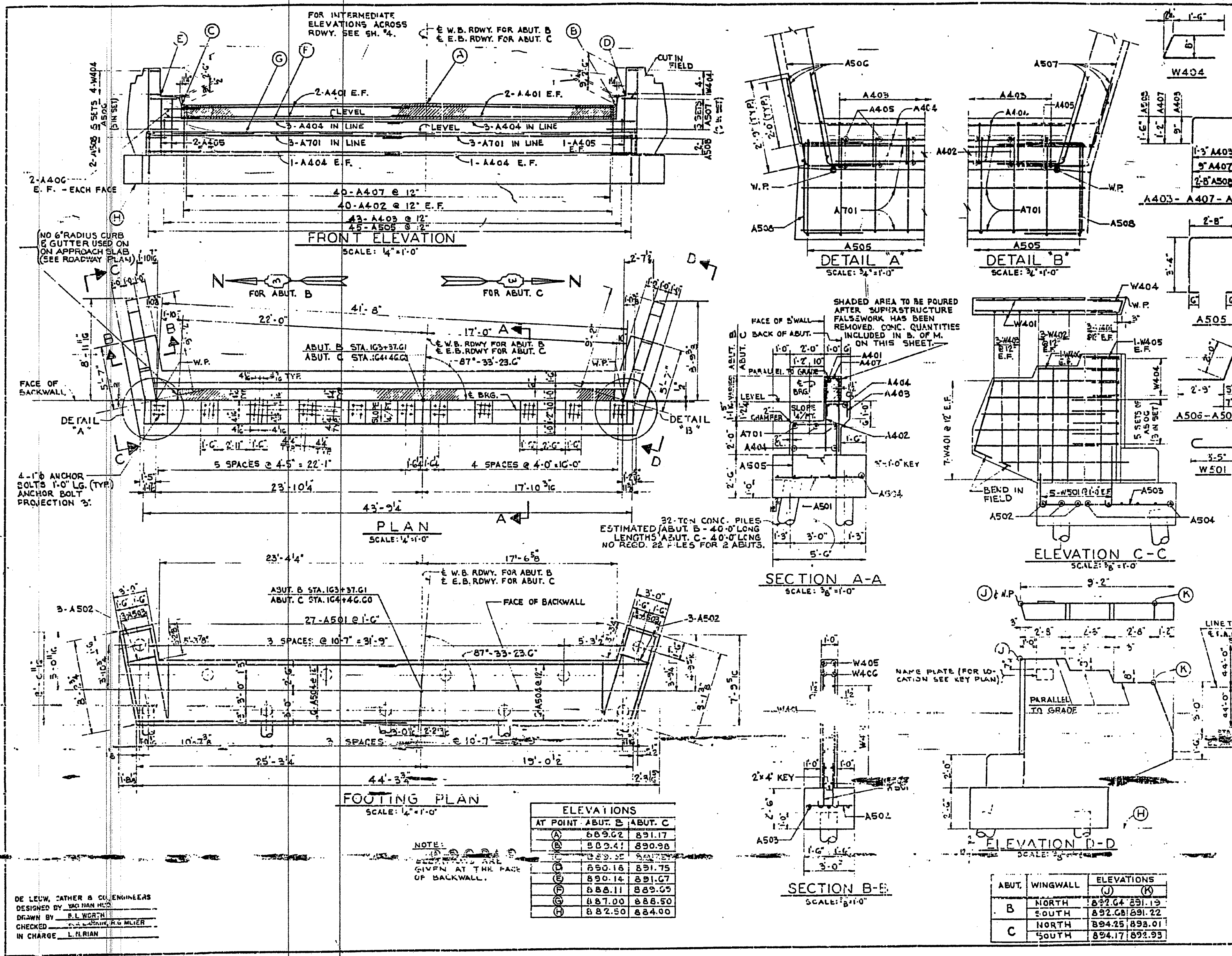
$TIME$ 7/12/2009 $FILE$

TOTAL SHEETS 310 SHEET NO. 237

CONTRACT NO. 70757

SHEET NO. 06

09 SHEETS



BAR LIST - 2 ABUTMENTS						
BAR	NO. ABUT. B	NO. ABUT. C	SIZE	LENGTH	SHAPE	WEIGHT
A401	8	8	#4	20'-0"		214
A402	80	80		4'-2"		445
A403	43	43		2'-9"		158
A404	10	10		22'-3"		297
A405	6	6		4'-11"		39
A406	4	4		3'-0"		16
A407	40	40		3'-1"		165
A501	27	27	#5	5'-0"		282
A502	6	6		2'-6"		31
A503	6	6		7'-9"		97
A504	12	12		24'-0"		601
A505	45	45		10'-4"		970
A506	15	15		4'-9"		149
A507	15	15		4'-9"		149
A508	4	4		5'-6"		47
A701	6	6	#7	22'-7"		554
W401	40	40	#4	7'-5"		396
W402	12	12		6'-8"		107
W403	12	12		5'-4"		86
W404	8	8		3'-8"		39
W405	4	4		2'-1"		11
W406	4	4		4'-9"		25
W501	20	20	#5	4'-0"		167

NOTE: ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL (2 ABUTS.)		
ITEM	UNIT	QUANTITY
CLASS X CONCRETE	CU YD	95
REINFORCEMENT BARS	POUND	5045
FURNISHING CONC. PILES	LIN FT	880
DRIVING CONC. PILES	LIN FT	880
NAME PLATES	EACH	2

ELEVATIONS		
AT POINT	ABUT. B	ABUT. C
A	889.62	891.17
B	889.41	890.98
C	[illegible]	[illegible]
D	890.16	891.75
E	890.14	891.67
F	888.11	889.65
G	887.00	888.50
H	882.50	884.00

NOTE: ELEVATIONS ARE GIVEN AT THE FACE OF BACKWALL.

ABUT.	WINGWALL	ELEVATIONS J	ELEVATIONS K
B	NORTH	892.64	891.19
	SOUTH	892.68	891.22
C	NORTH	894.25	893.01
	SOUTH	894.17	892.93

DE LEUW, CATHER & CO. ENGINEERS
DESIGNED BY VAN HAN HUS
DRAWN BY R. L. WORTH
CHECKED
IN CHARGE L. N. RIAN

ABUTMENTS B & C
F.A.I. 55 SECTION 57-4HB3
F.A.I. 55 OVER LINDEN STREET
McLEAN COUNTY
STATION 163+90.71
SCALE: AS NOTED DATE:

FOR INFORMATION ONLY

EXISTING STRUCTURE PLANS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCT. NO. 057-0028 (N.B.) & 057-0029 (S.B.)
McLEAN COUNTY
STATION 38+544.044

JOB # 94S2063
DATE 10/15/04

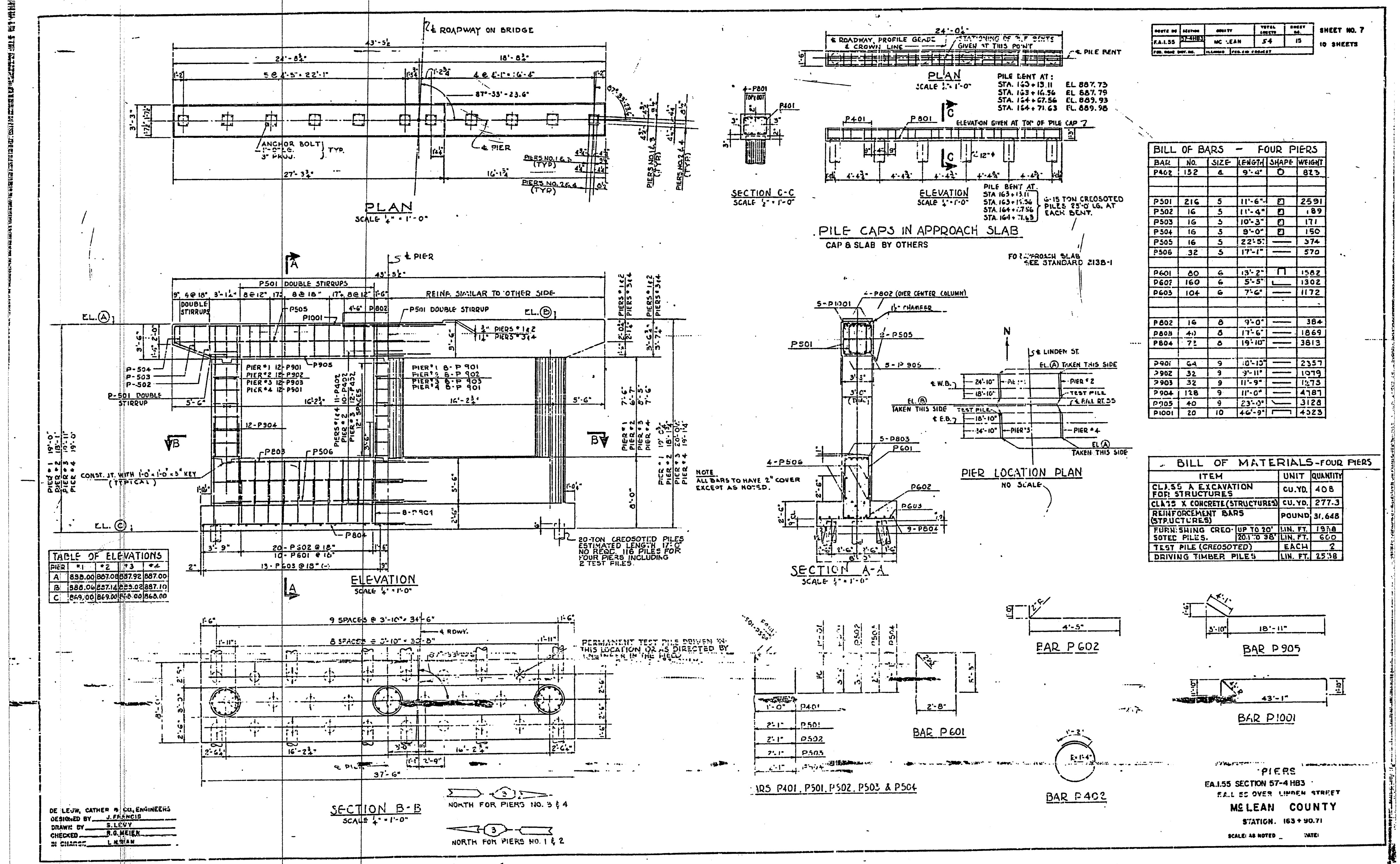
$TIME$ 7/12/2009 $FILE$

LAYOUT	DAP	10/15/04
DRAWN	DAP	10/15/04
REVIEWED	TEH	10/15/04

CONTRACT NO. 70757

SHEET NO. 07

09 SHEETS



BILL OF BARS - FOUR PIERS					
BAR	NO.	SIZE	LENGTH	SHAPE	WEIGHT
P402	132	4	9'-4"	O	823
P501	216	5	11'-6"		2591
P502	16	5	11'-4"		189
P503	16	5	10'-3"		171
P504	16	5	9'-0"		150
P505	16	5	22'-5"		374
P506	32	5	17'-1"		570
P601	80	6	13'-2"		1582
P602	160	6	5'-5"		1302
P603	104	6	7'-6"		1172
P802	16	8	9'-0"		384
P803	40	8	17'-6"		1869
P804	72	8	19'-10"		3813
P901	64	9	10'-10"		2357
P902	32	9	9'-11"		1079
P903	32	9	11'-9"		1278
P904	128	9	11'-0"		4787
P905	40	9	23'-0"		3128
P1001	20	10	46'-9"		4023

BILL OF MATERIALS - FOUR PIERS			
ITEM		UNIT	QUANTITY
CLASS A EXCAVATION FOR STRUCTURES		CU. YD.	408
CLASS X CONCRETE (STRUCTURES)		CU. YD.	277.3
REINFORCEMENT BARS (STRUCTURES)		POUND	31,648
FURNISHING CREOSOTED PILES.	UP TO 20'	LIN. FT.	1938
	20.1 TO 38'	LIN. FT.	600
TEST PILE (CREOSOTED)		EACH	2
DRIVING TIMBER PILES		LIN. FT.	2538

TABLE OF ELEVATIONS				
PIER	#1	#2	#3	#4
A	898.00	887.08	887.92	887.00
B	888.06	887.14	889.02	887.10
C	869.00	869.00	868.00	868.00

FOR INFORMATION ONLY

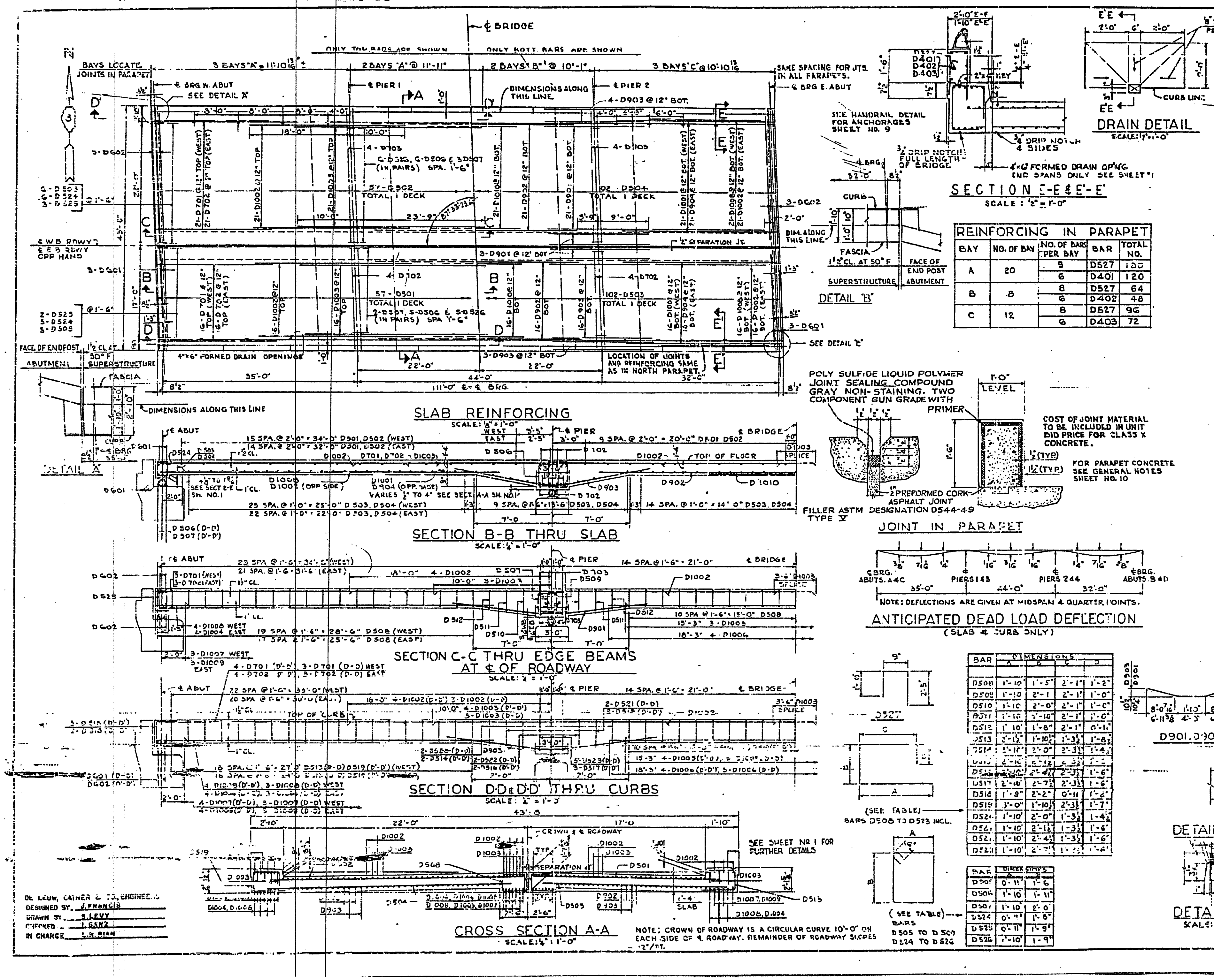
EXISTING STRUCTURE PLANS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCT. NO. 057-0028 (N.B.) & 057-0029 (S.B.)
McLEAN COUNTY
STATION 38+544.044

JOB # 94S2063

DATE 10/15/04

$TIME$ 7/12/2009 $FILE$

LAYOUT	DAP	10/15/04
DRAWN	DAP	10/15/04
REVIEWED	TEH	10/15/04



BILL OF BARS - 2 DECKS

BAR	NO	SIZE	LENGTH	SHAPE	WEIGHT
D401	120	4	11'-7"	—	928
D402	48	4	9'-9"	—	313
D403	72	4	10'-7"	—	509
D501	102	5	18'-0"	—	1915
D502	102	5	23'-0"	—	2447
D503	200	5	17'-0"	—	3546
D504	200	5	22'-0"	—	4589
D505	44	5	5'-10"		268
D506	88	5	8'-6"		780
D507	40	5	8'-8"		362
D508	236	5	6'-6"		1600
D509	16	5	7'-0"		117
D510	16	5	6'-11"		116
D511	16	5	6'-9"		113
D512	16	5	6'-6"		108
D513	114	5	7'-0"		832
D514	8	5	8'-6"		71
D515	8	5	8'-9"		73
D516	8	5	9'-0"		75
D517	12	5	9'-3"		116
D518	20	5	6'-0"		125
D519	114	5	8'-9"		1040
D520	8	5	6'-6		54
D521	8	5	6'-9"		56
D522	8	5	7'-0"		58
D523	12	5	7'-3"		91
D524	44	5	6'-2"		283
D525	20	5	6'-4"		132
D526	88	5	8'-2"		750
D527	340	5	5'-0"		
D601	24	6	18'-3"	—	658
D602	24	6	24'-3"	—	874
D701	100	7	21'-0"	—	4292
D702	132	7	18'-3"	—	4924
D703	32	7	24'-3"	—	1586
D901	24	9	18'-0"		1469
D902	74	9	36'-6"	—	9133
D903	176	9	18'-0"		10,771
D904	74	9	20'-0"	—	5032
D1001	74	10	23'-0"	—	7324
D1002	282	10	28'-0"	—	33,977
D1003	200	10	33'-9"	—	29,045
D1004	30	10	28'-0"	—	3615
D1005	26	10	30'-6"	—	3412
D1006	30	10	36'-6"	—	4712
D1007	26	10	23'-0"	—	2573
D1008	104	10	31'-0"	—	13879
D1009	26	10	20'-0"	—	2238
D1010	74	10	16'-0"	—	5095

BILL OF MATERIALS 2 DECKS

ITEM	UNIT	QUANTITY
CLASS X CONCRETE	CU. YD.	591
REINFORCEMENT BARS	POUND	167850

REINFORCING IN PARAPET

BAY	NO. OF BAY	NO. OF BARS PER BAY	BAR	TOTAL NO.
A	20	9	D527	180
		6	D401	120
B	8	8	D527	64
		6	D402	48
C	12	8	D527	96
		6	D403	72

DE LEUW, CATHER & CO. ENGINEERS
DESIGNED BY J. FRANCIS
DRAWN BY S. LEVY
CHECKED I. GANZ
IN CHARGE L.N. RIAN

FOR INFORMATION ONLY

EXISTING STRUCTURE PLANS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCT. NO. 057-0028 (N.B.) & 057-0029 (S.B.)
McLEAN COUNTY
STATION 38+544.044

JOB # 94S2063
DATE 10/15/04

$TIME$ 7/12/2009 $FILE$

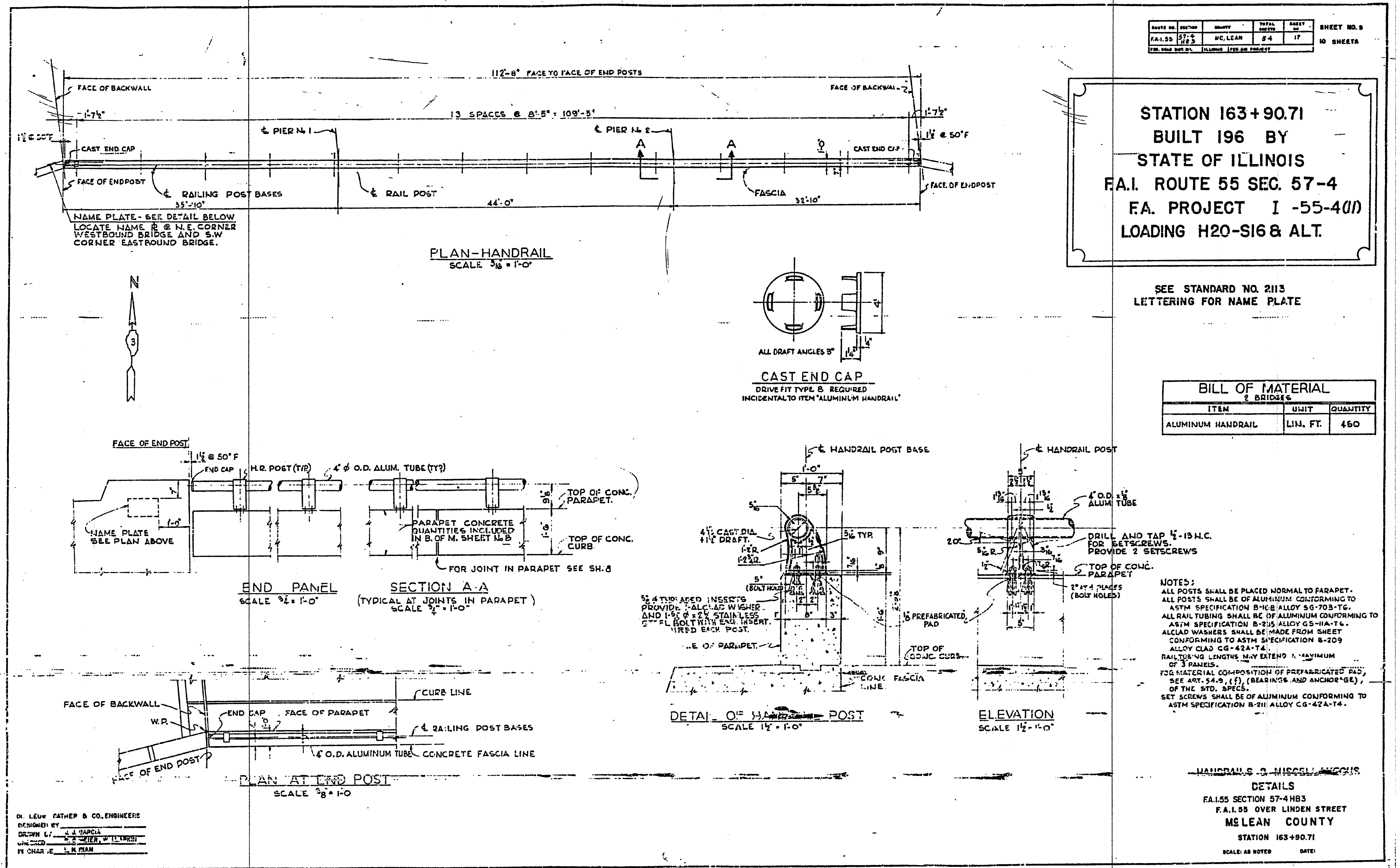
LAYOUT	DAP	10/15/04
DRAWN	DAP	10/15/04
REVIEWED	TEH	10/15/04

TOTAL SHEETS 310 SHEET NO. 240

CONTRACT NO. 70757

SHEET NO. 09

09 SHEETS



EXISTING STRUCTURE PLANS
F.A.I. 55 OVER LINDEN STREET
SECTION (57-4HB-3)BR
STRUCT. NO. 057-0028 (N.B.) & 057-0029 (S.B.)
McLEAN COUNTY
STATION 38+544.044

JOB # 94S2063

DATE 10/15/04

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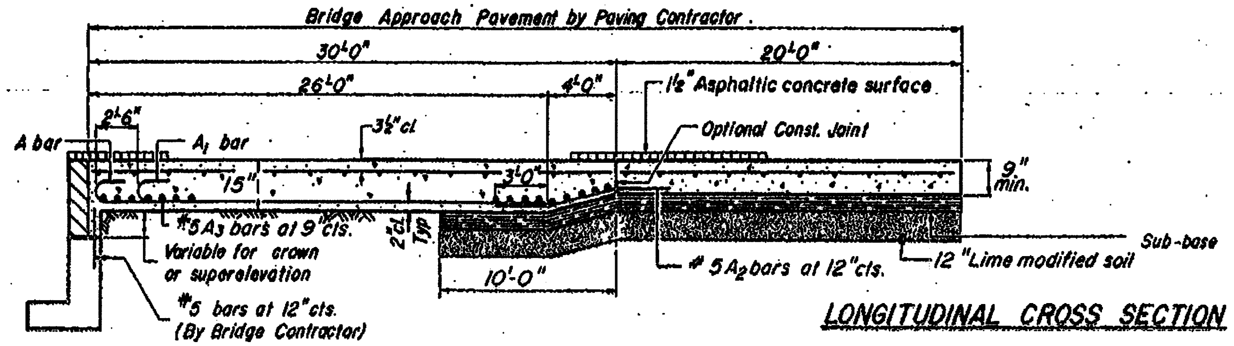
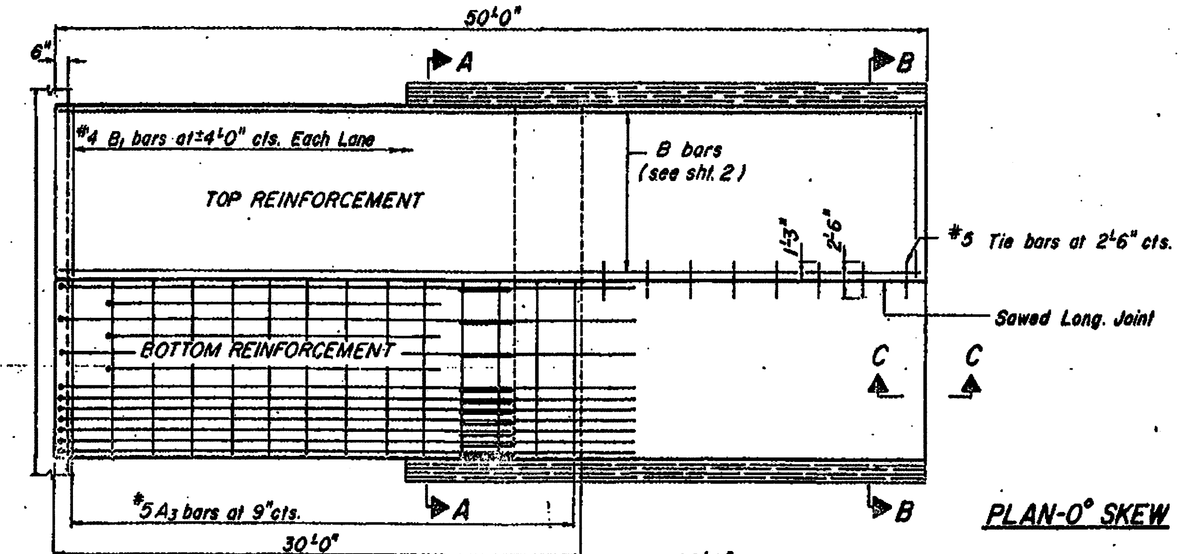
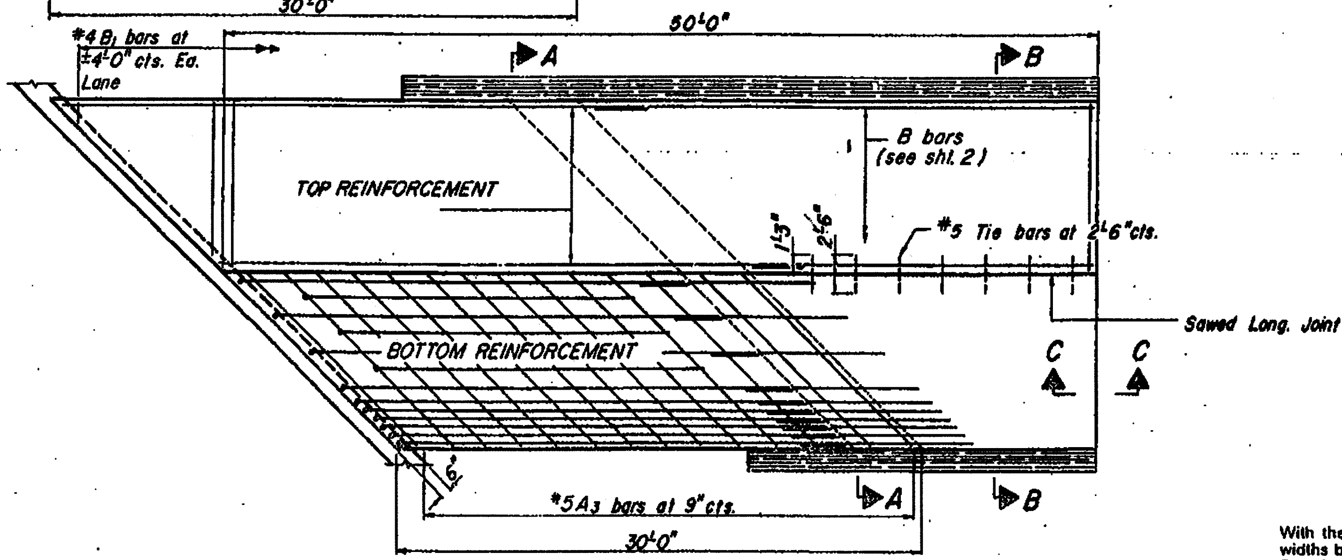
LAYOUT	DAP	10/15/04
DRAWN	DAP	10/15/04
REVIEWED	TEH	10/15/04



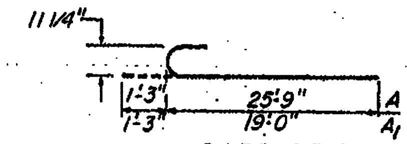
LONGITUDINAL CROSS SECTION



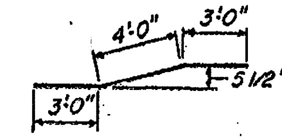
PLAN-0° SKEW



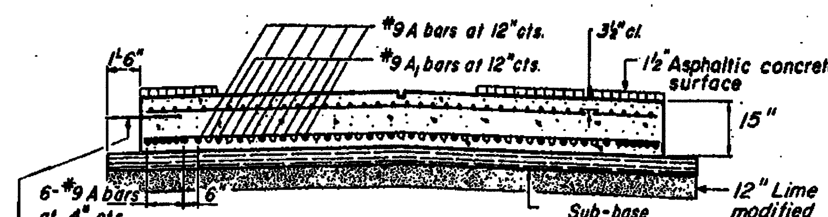
PLAN-SKEW



BARS A&A₁

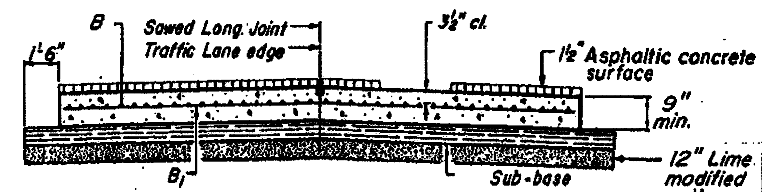


BAR A₂

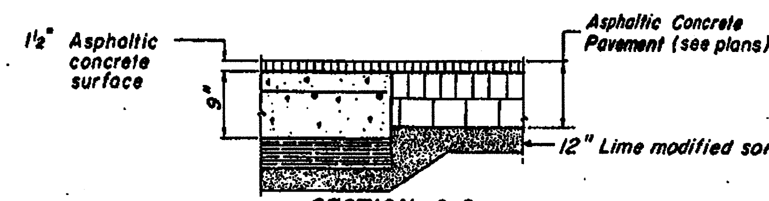


SECTION A-A

Note:
When the road plans show curb and gutter or bridge approach shoulder pavement adjacent to approach slabs, the tie bars shall be as specified on the appropriate standard. The cost of these tie bars will be included in the contract unit price for the the adjacent item.
Transitions for curb and gutter shall be as shown on the plans.



SECTION B-B



SECTION C-C

GENERAL NOTES

With the approval of the Engineer the contractor will be permitted to reduce the paving widths by substituting a Keyed Longitudinal Construction Joint with tie bars in lieu of the Specified Sawed Longitudinal Joint.

The Contractor at his option may place the sub-base monolithic with the bridge approach pavement. When this option is used, the sub-base may be constructed to the same width as the pavement, and the reinforcement shall be in accordance to the total pavement and sub-base thickness.

The sub-base shall be of the same material and thickness as under adjacent pavement. When sub-base is not required under adjacent pavement, the sub-base shall be either 6" granular or 4" stabilized material.

The asphaltic surface shall be omitted from the bridge approach pavement when the adjacent structure has no asphaltic surface.

Pavement joints shall be as detailed on Standard 2323.

The cost of tie bars, sub-base and bituminous prime shall be included in the cost of Bridge Approach Pavement.

Illinois Department of Transportation

APPROVED Sept. 14, 1989
Engineer of Bridges and Structures

APPROVED Sept. 14, 1989
Engineer of Design

ISSUED 1-2-75

BRIDGE APPROACH PAVEMENT

FOR USE WITH ASPHALTIC CONCRETE PAVEMENT

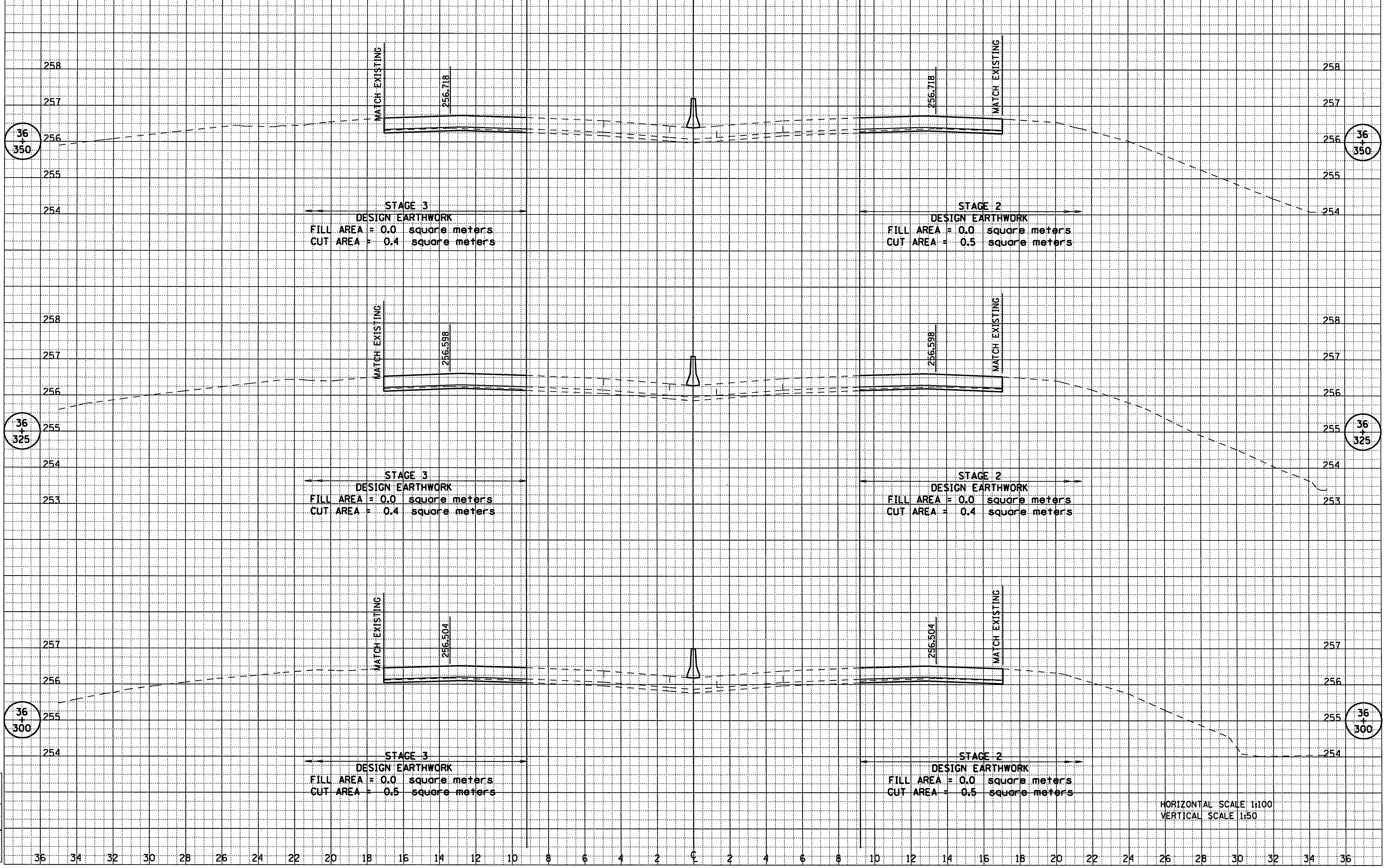
(Sheet 1 of 2)

STANDARD 2360-4

H-5.25 d

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	242
STA. 36+300.000		TO STA. 36+350.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



HORIZONTAL SCALE 1:100
VERTICAL SCALE 1:50

FINAL SURVEY	
NOTE BOOK	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED
NO.	BY / DATE

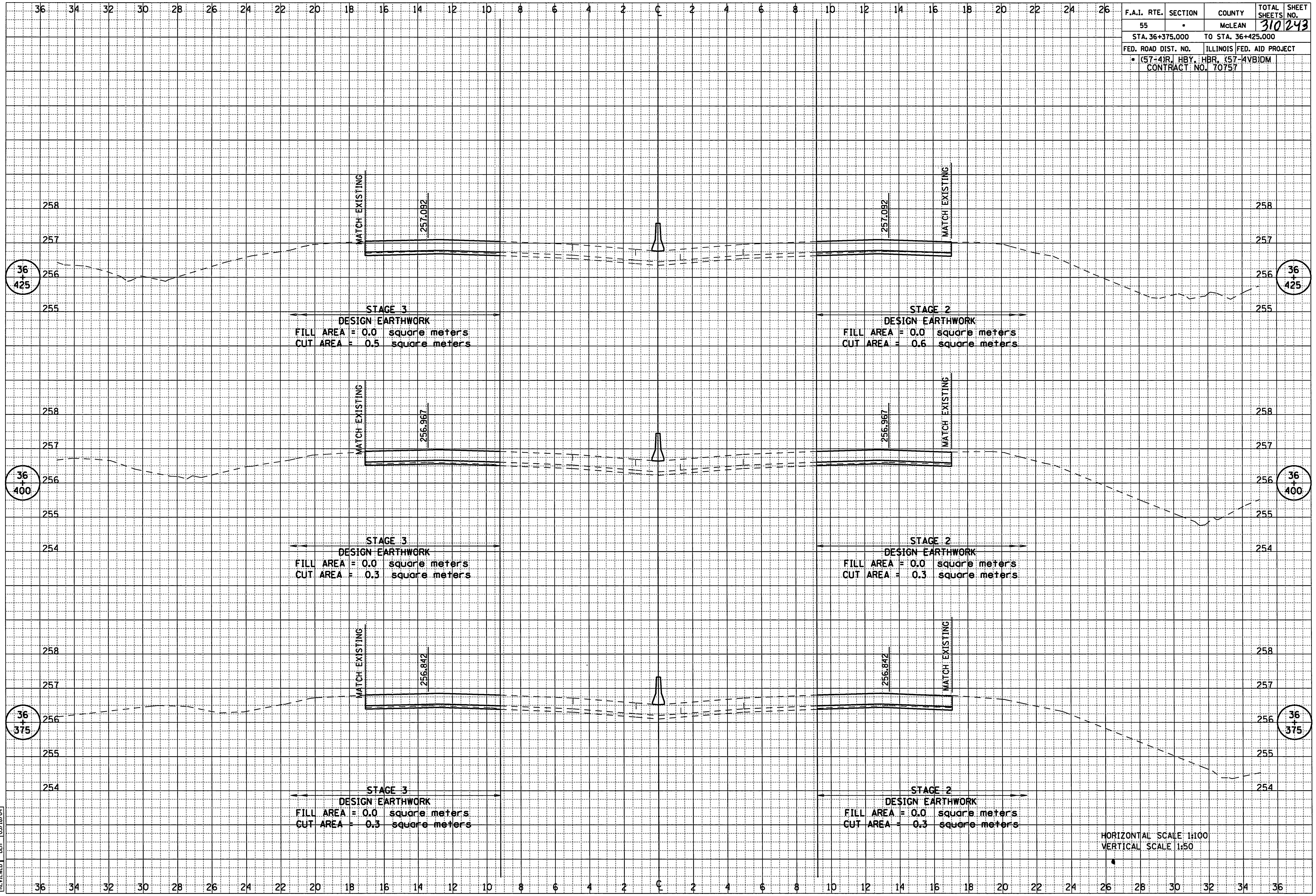
ORIGINAL SURVEY	
NOTE BOOK	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED
NO.	BY / DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/15/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	243
STA. 36+375.000		TO STA. 36+425.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



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LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/15/2009
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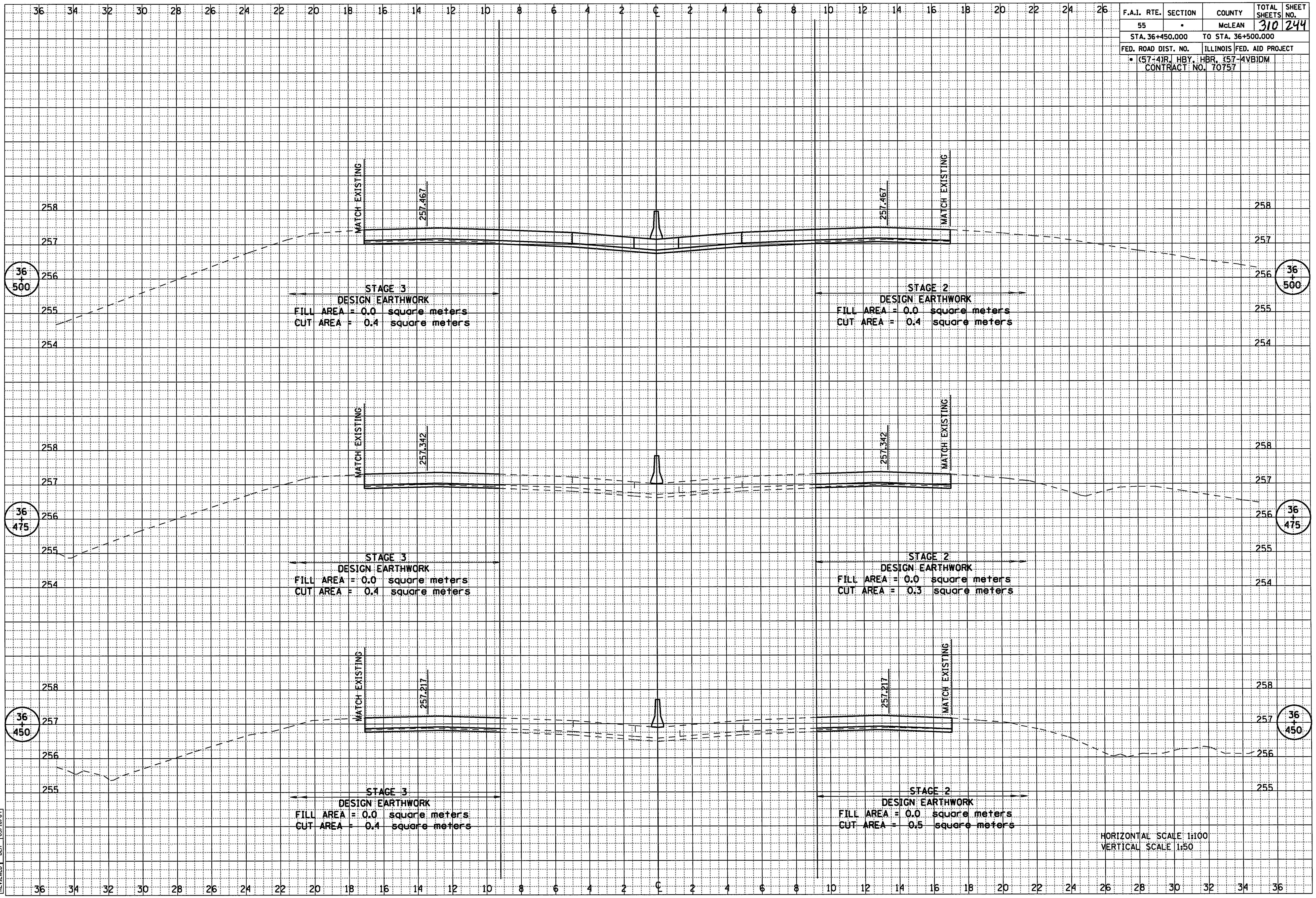
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	244
STA. 36+450.000	TO STA. 36+500.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



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LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/15/2009
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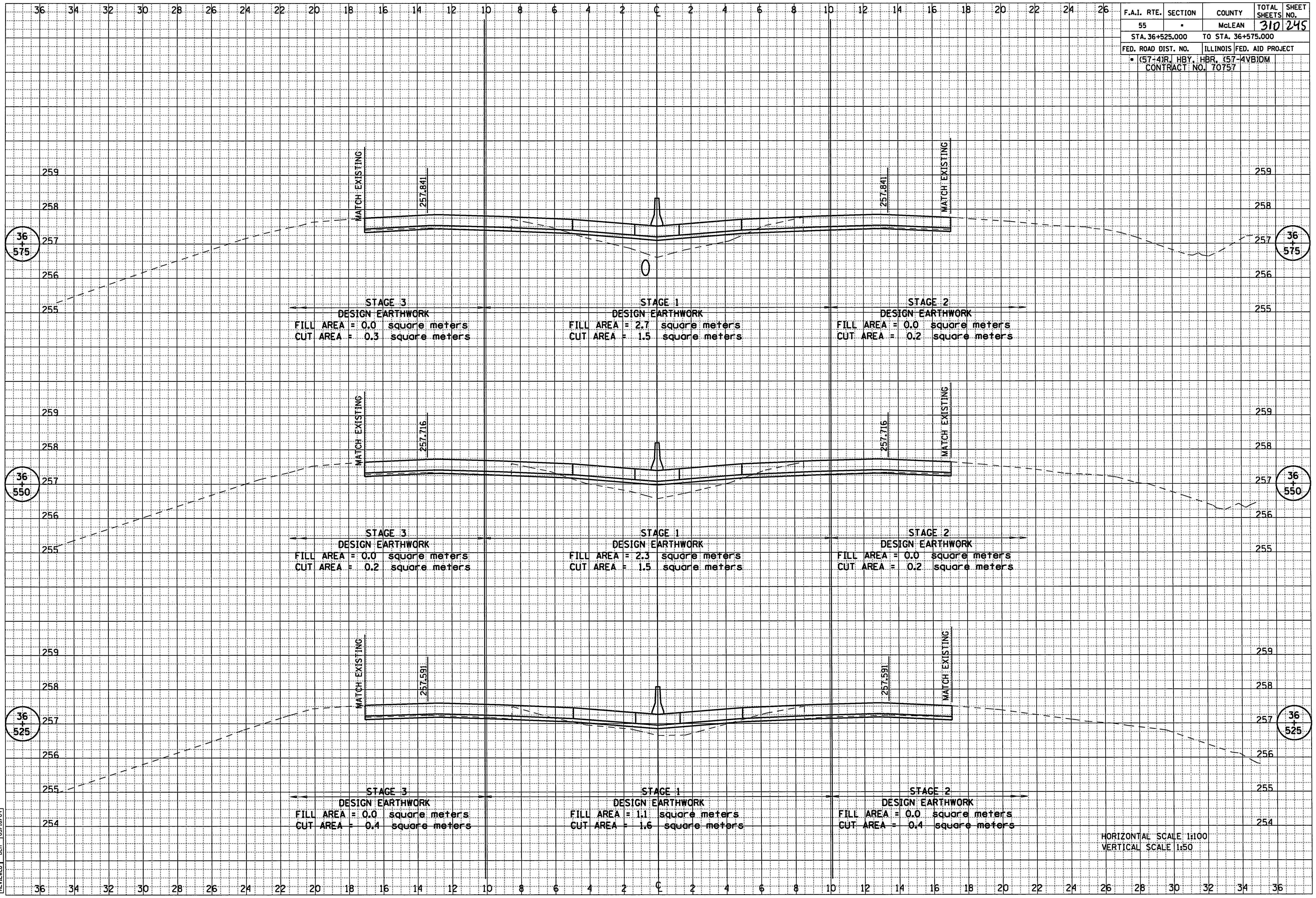
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	245
STA. 36+525.000	TO STA. 36+575.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



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LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/15/2009
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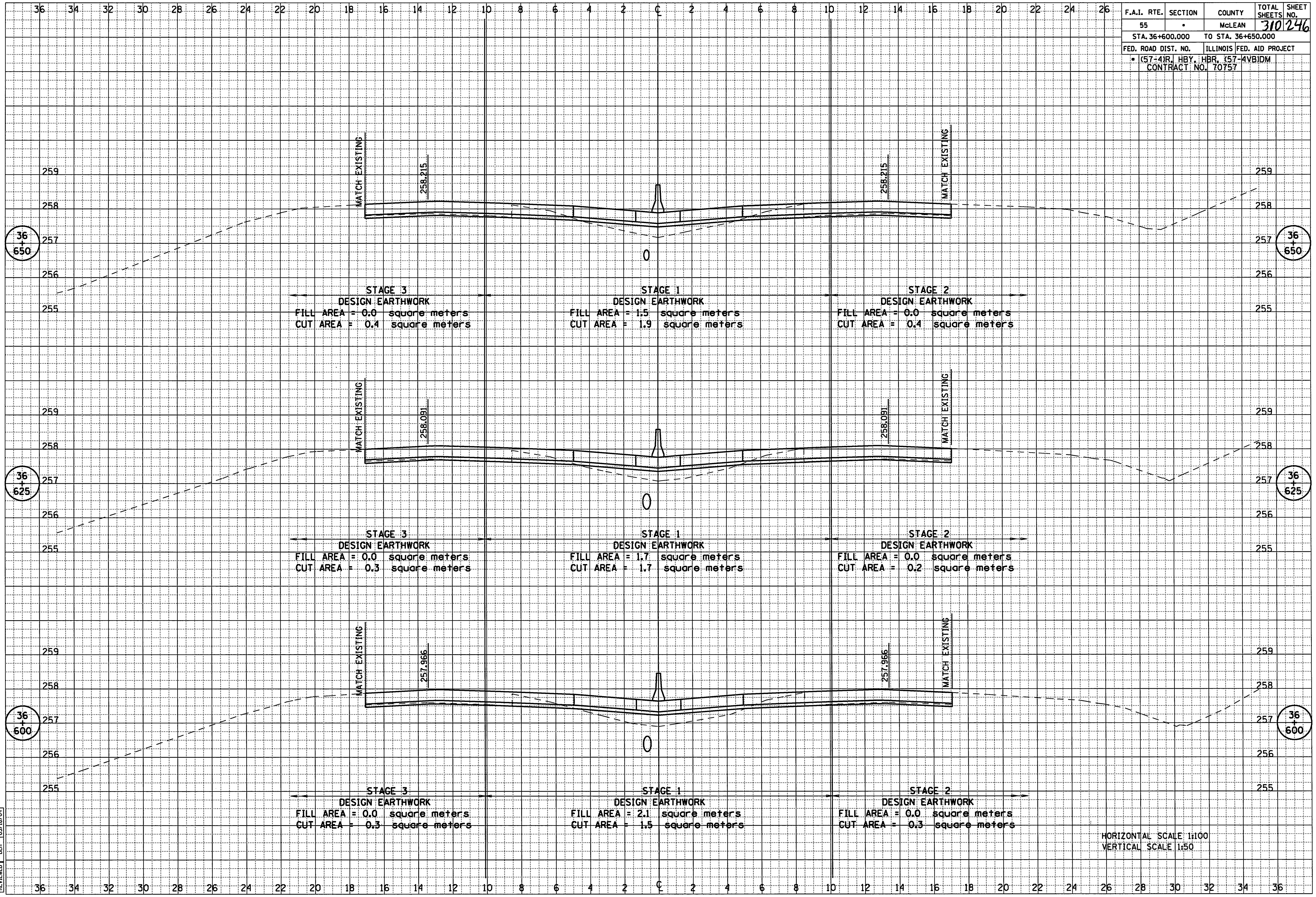
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	246

STA. 36+600.000 TO STA. 36+650.000

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

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



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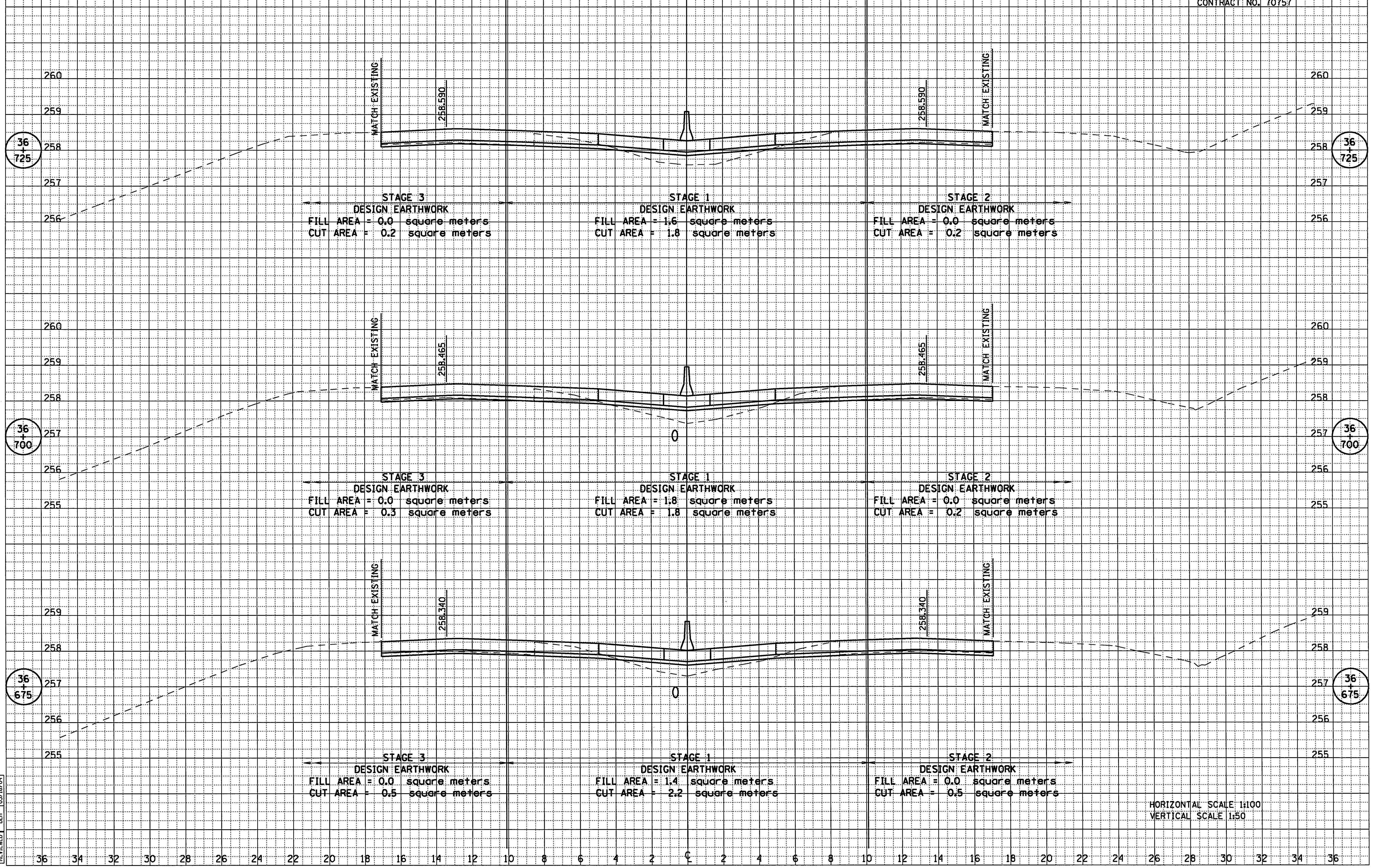
SURVEYED		
PLOTTED		
NOTE BOOK TEMPLATE		
AREAS		
NO. AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK TEMPLATE		
AREAS		
NO. AREAS CHECKED		

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/15/2009
#FILE#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	247
STA. 36+675.000		TO STA. 36+725.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (57-4)R, HBY, HBR, (57-4VB)DM				
CONTRACT NO. 70757				

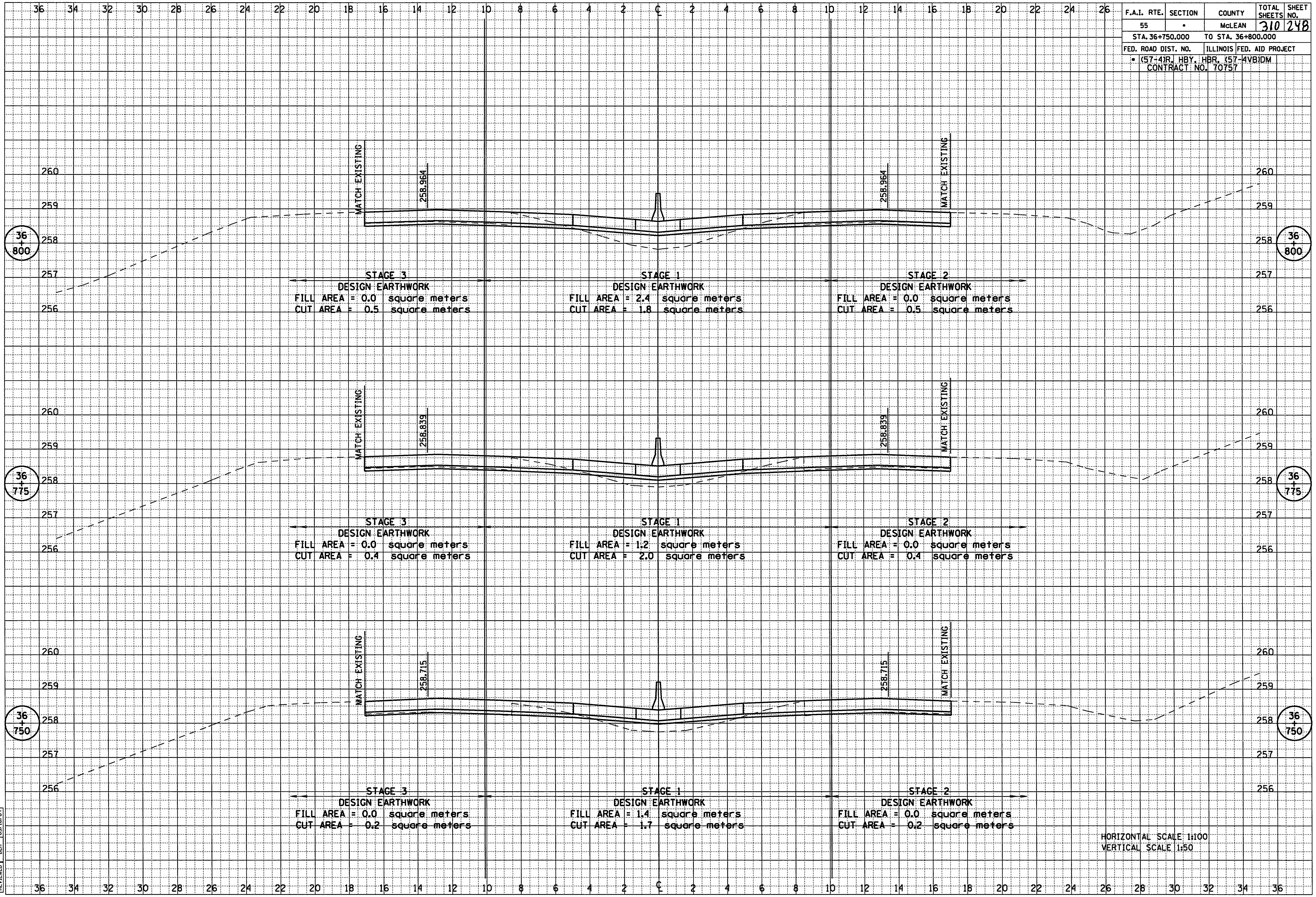


LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/15/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	248
STA. 36+750.000	TO STA. 36+800.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



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LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

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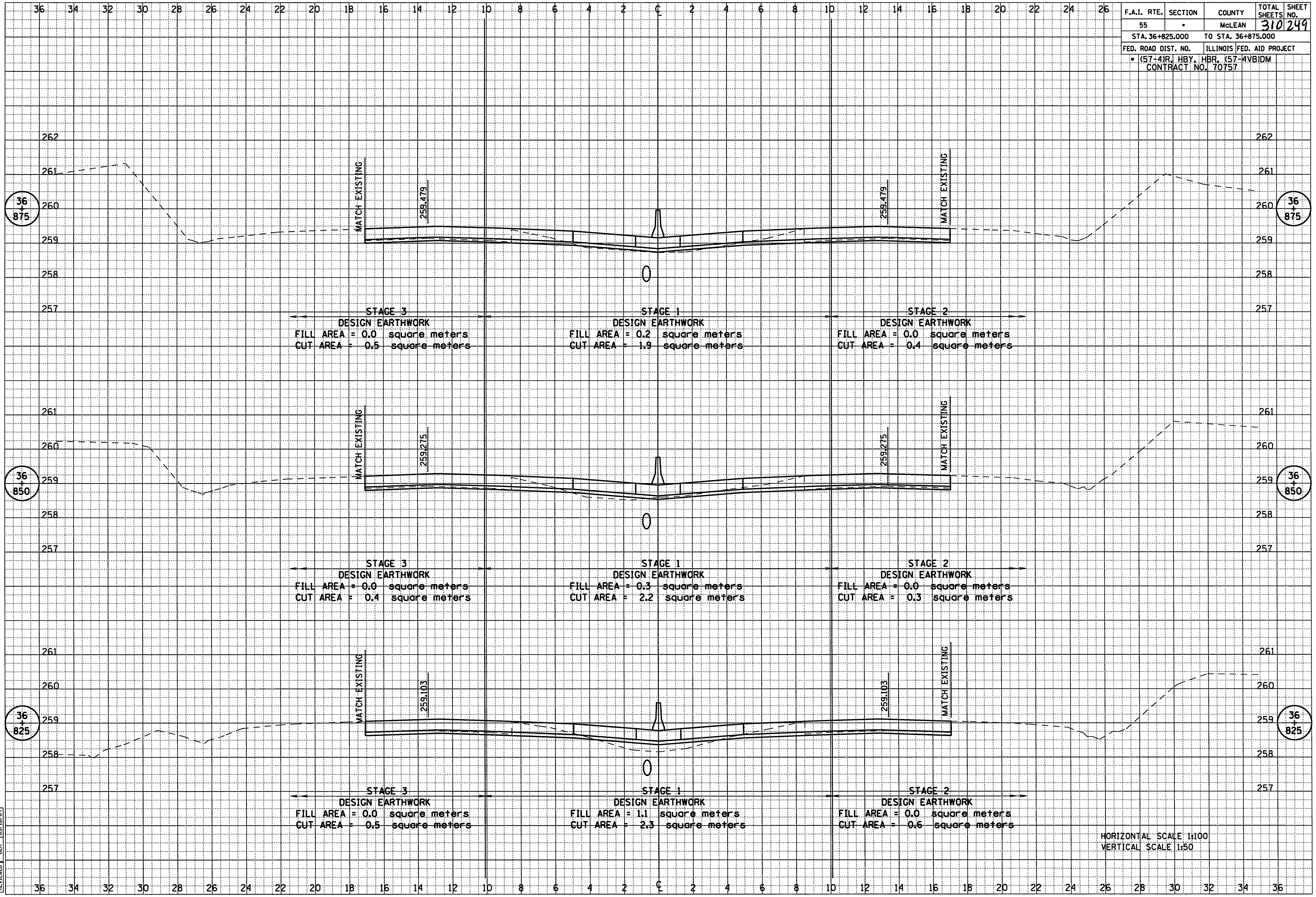

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LAYOUT 04/18/01
DRAWN 04/18/01
REVIEWED DLH 03/18/04

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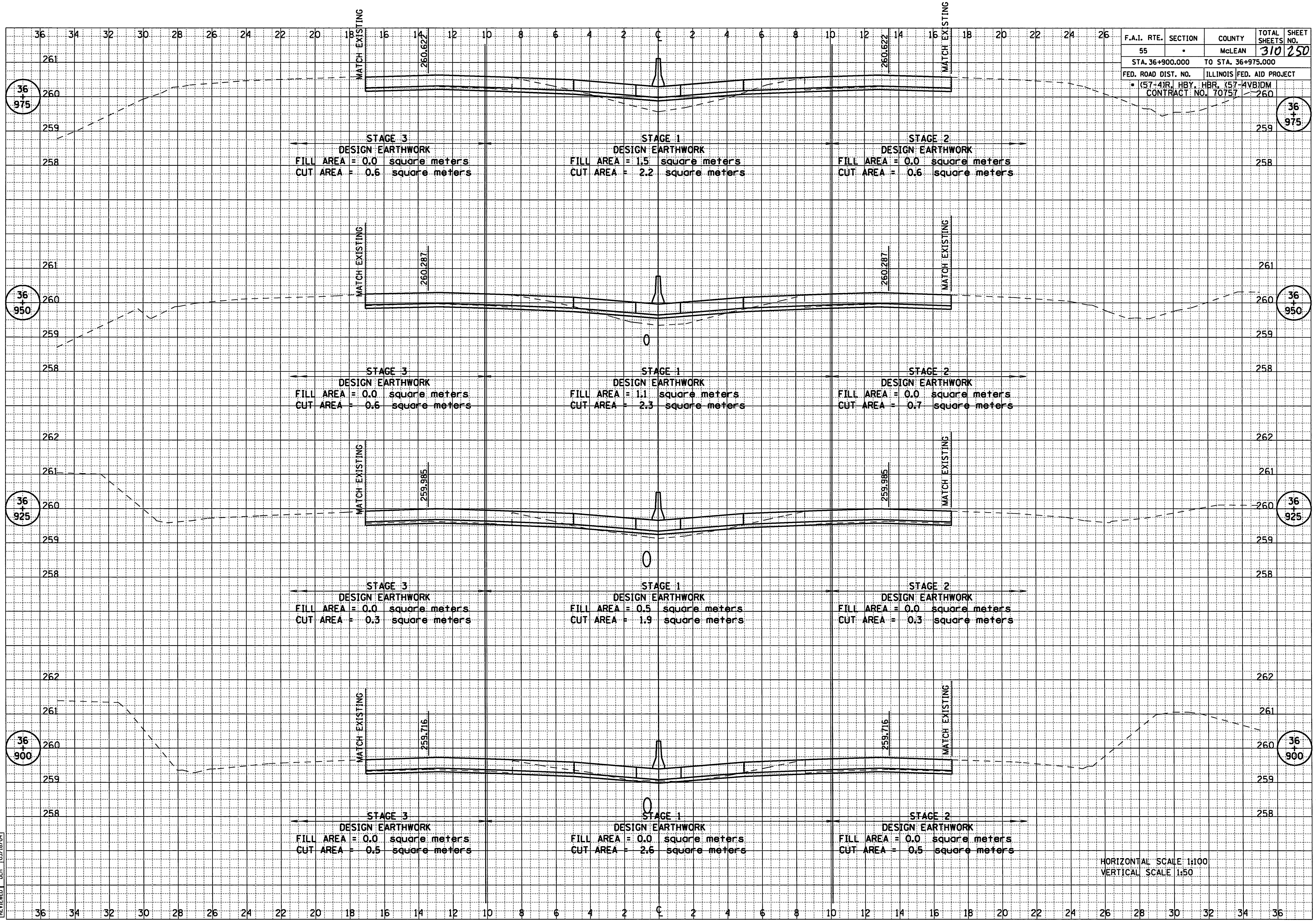
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	250
STA. 36+900.000		TO STA. 36+975.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



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LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

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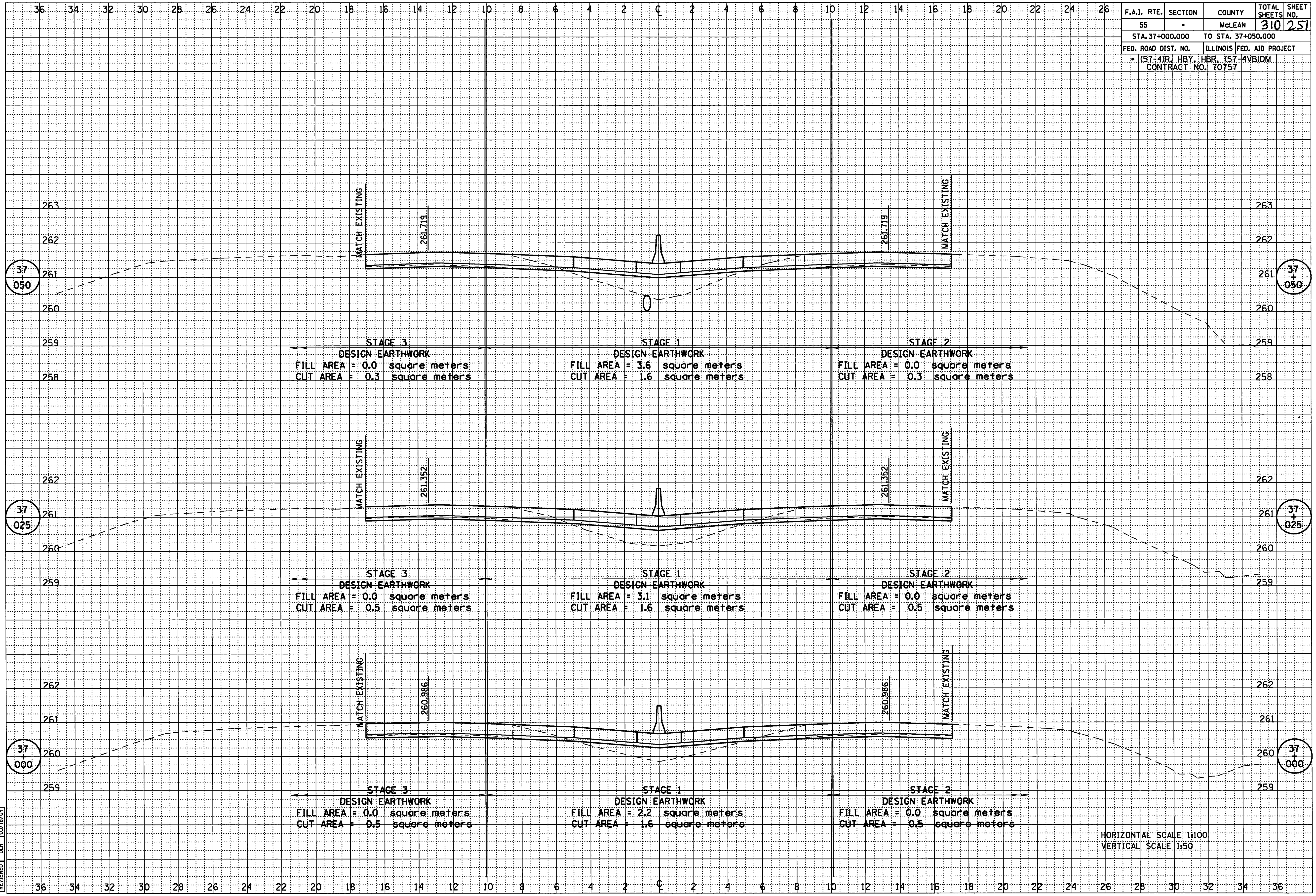
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	251

STA. 37+000.000 TO STA. 37+050.000

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

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



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LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

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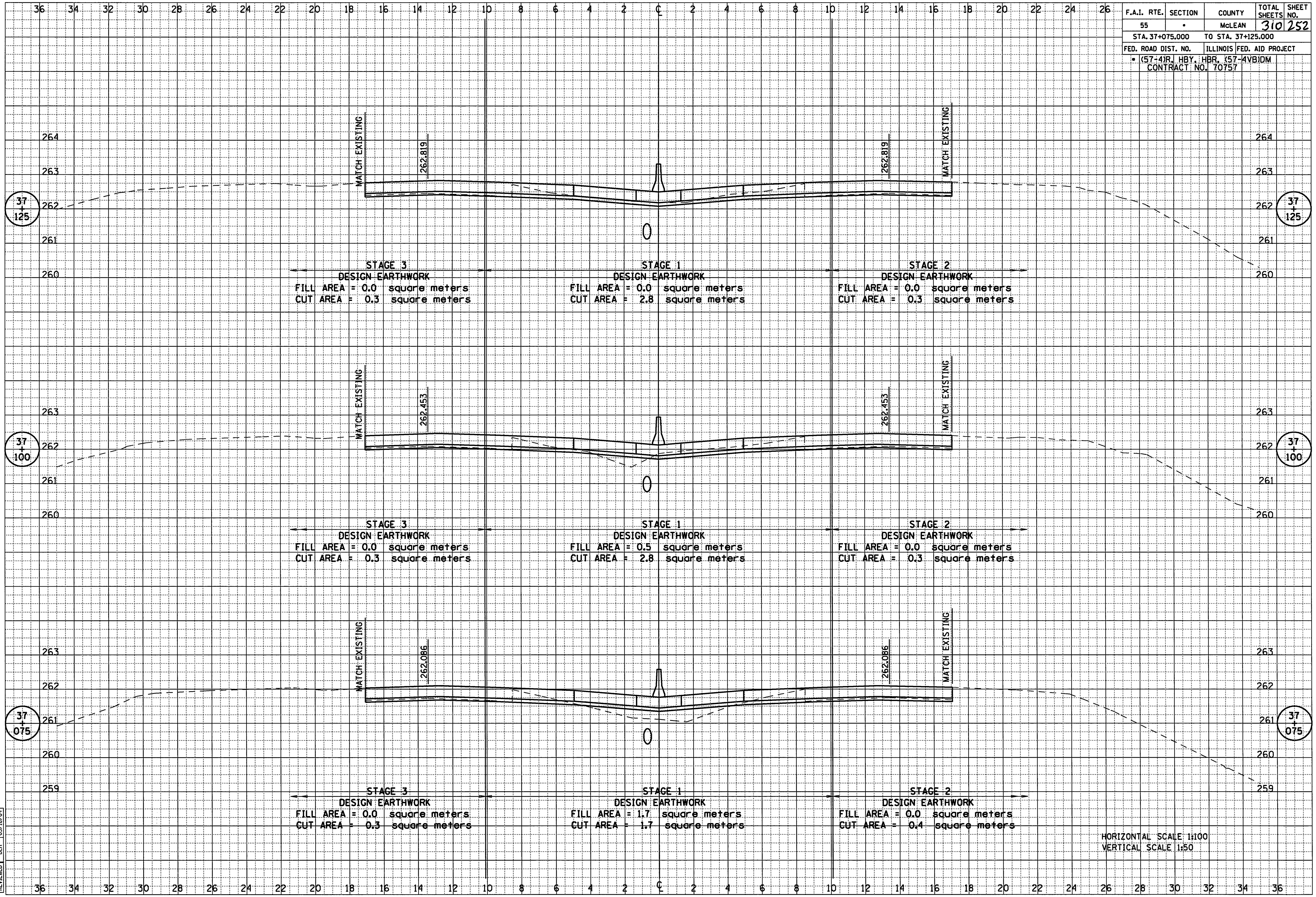
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	252
STA. 37+075.000	TO STA. 37+125.000			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



HORIZONTAL SCALE 1:100
VERTICAL SCALE 1:50

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LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

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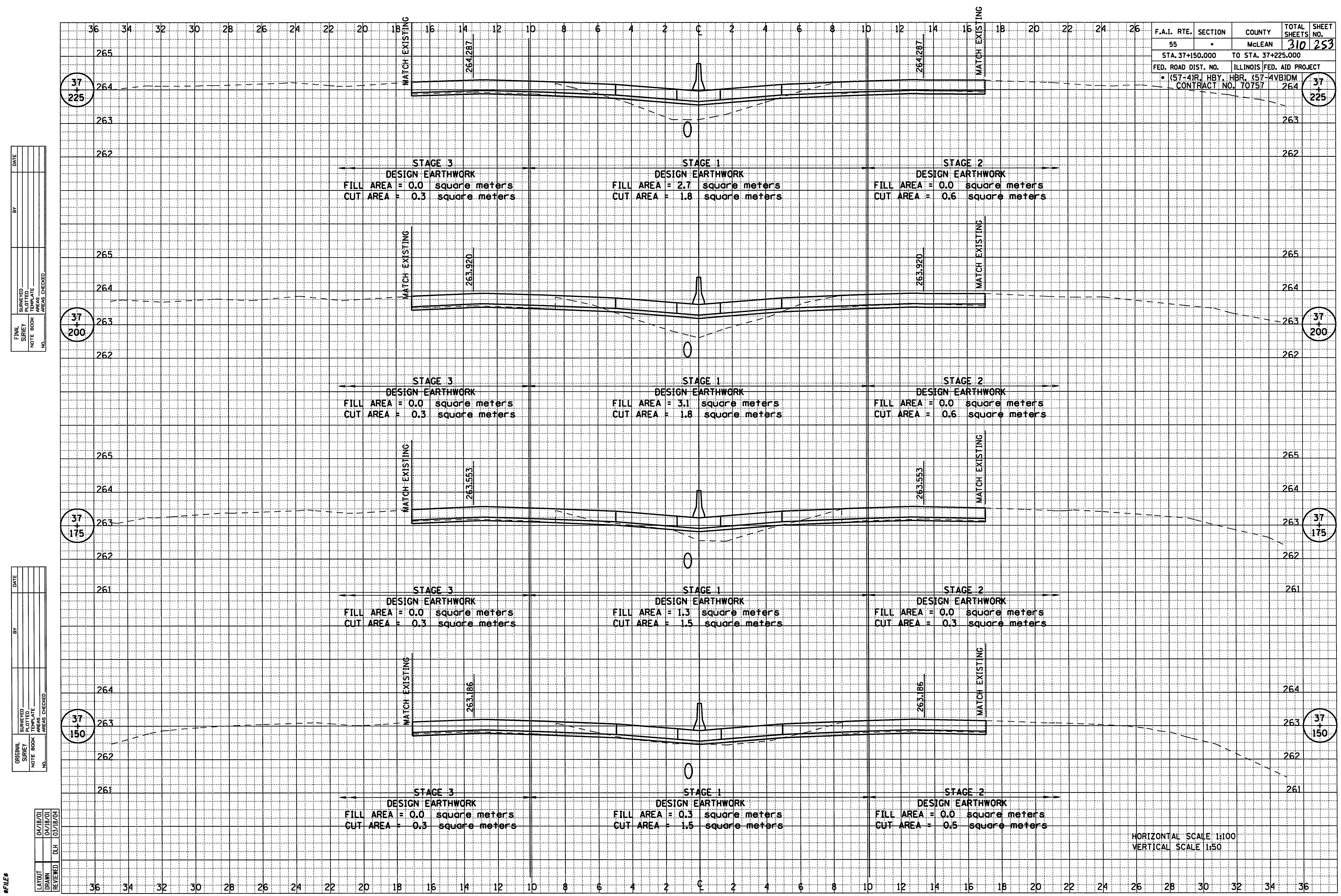
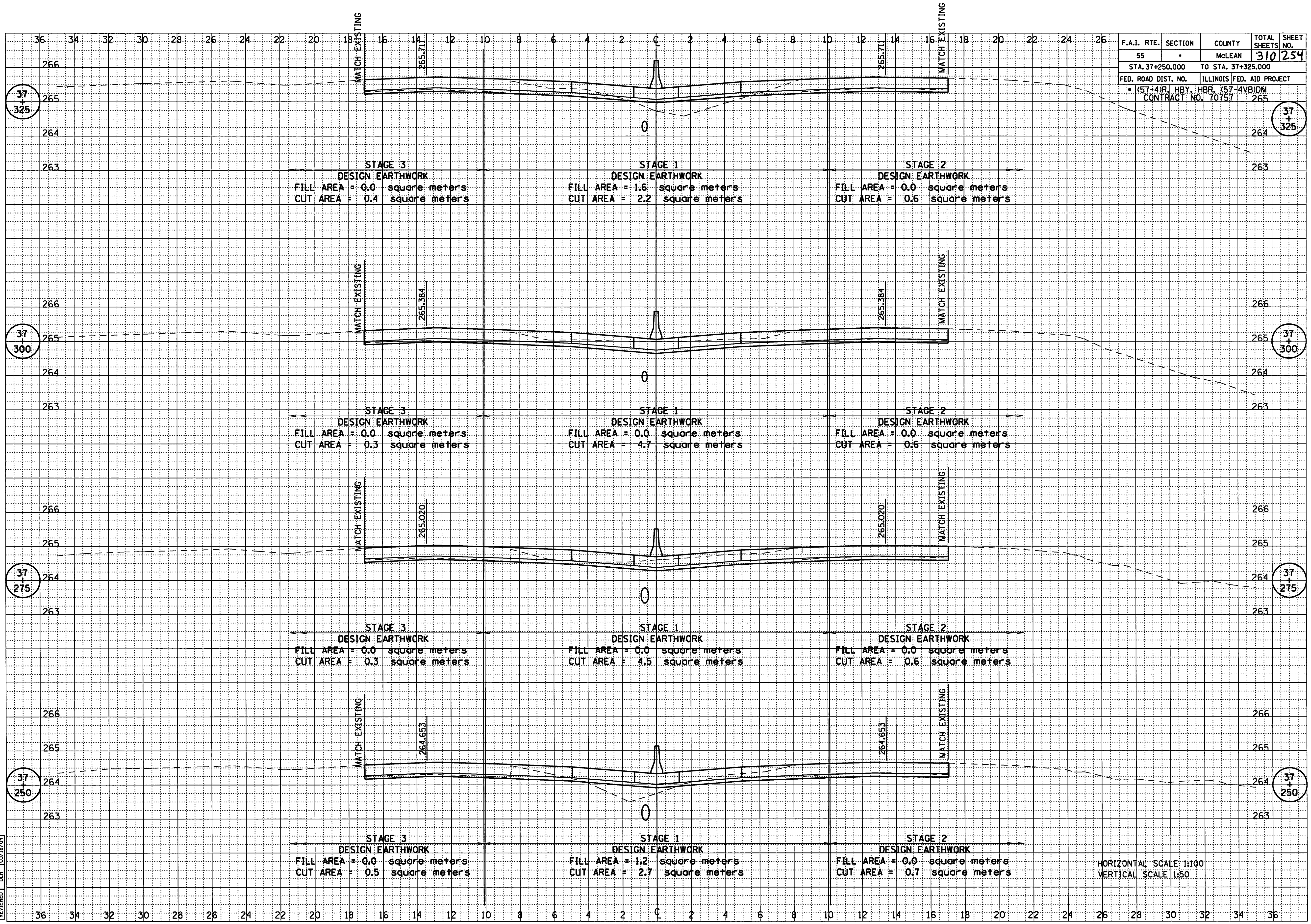
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	253
STA. 37+150.000	TO STA. 37+225.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (57-4)R, HBY, HBR, (57-4VB)DM	CONTRACT NO. 70757			





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LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
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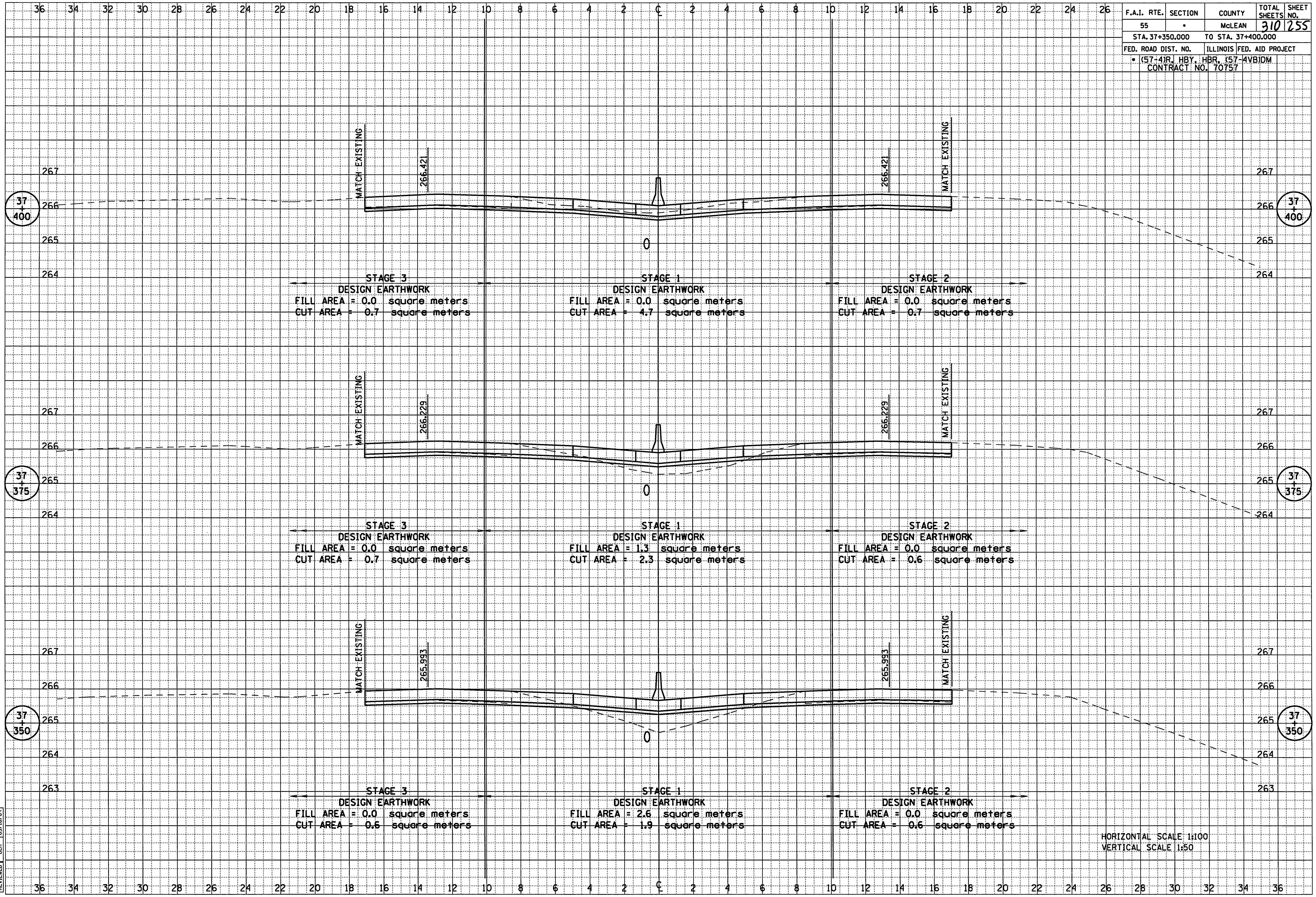
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	255
STA. 37+350.000 TO STA. 37+400.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



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NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
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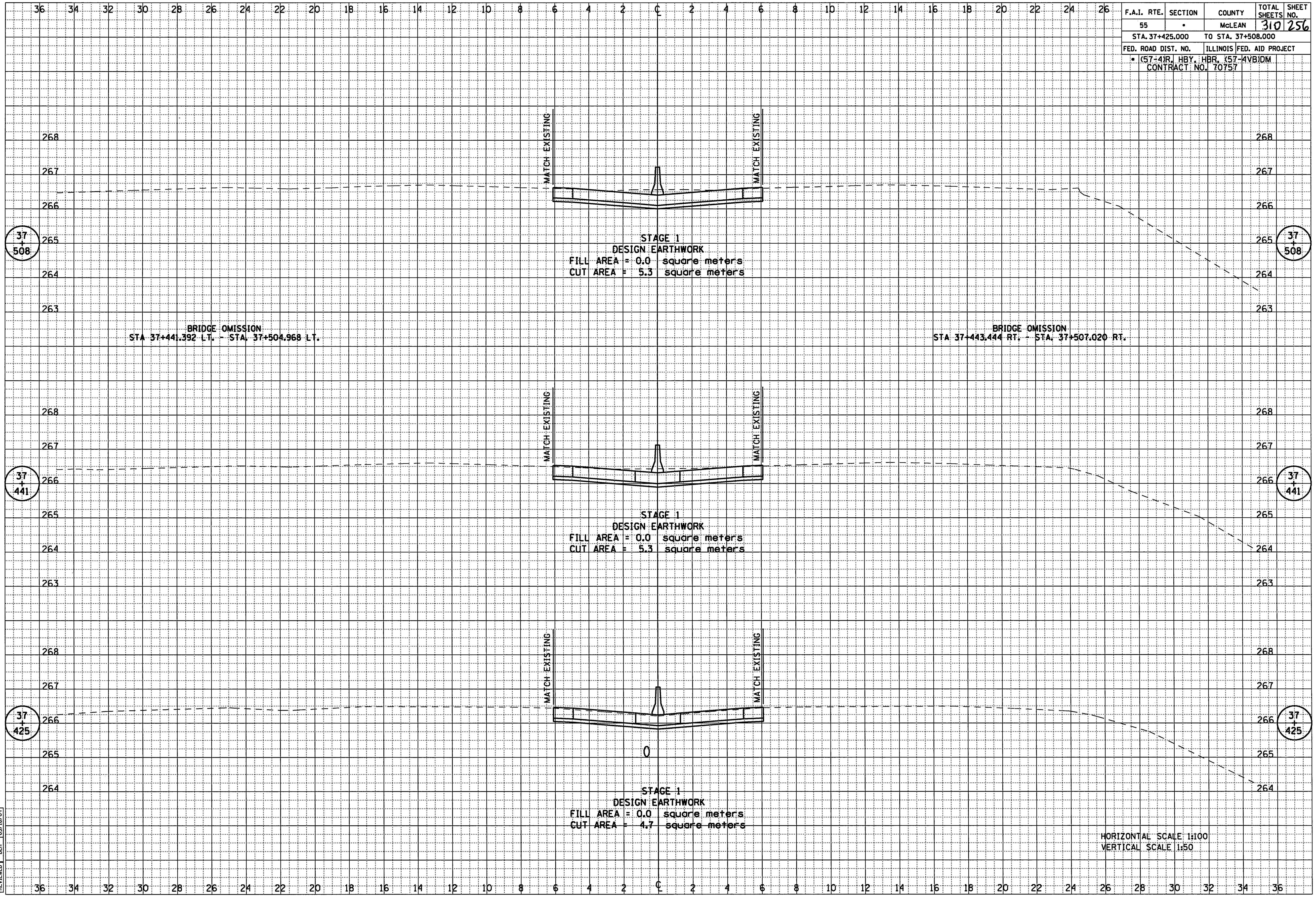
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	256
STA. 37+425.000 TO STA. 37+508.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY: NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY: NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	257
STA. 37+525.000	TO STA. 37+600.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
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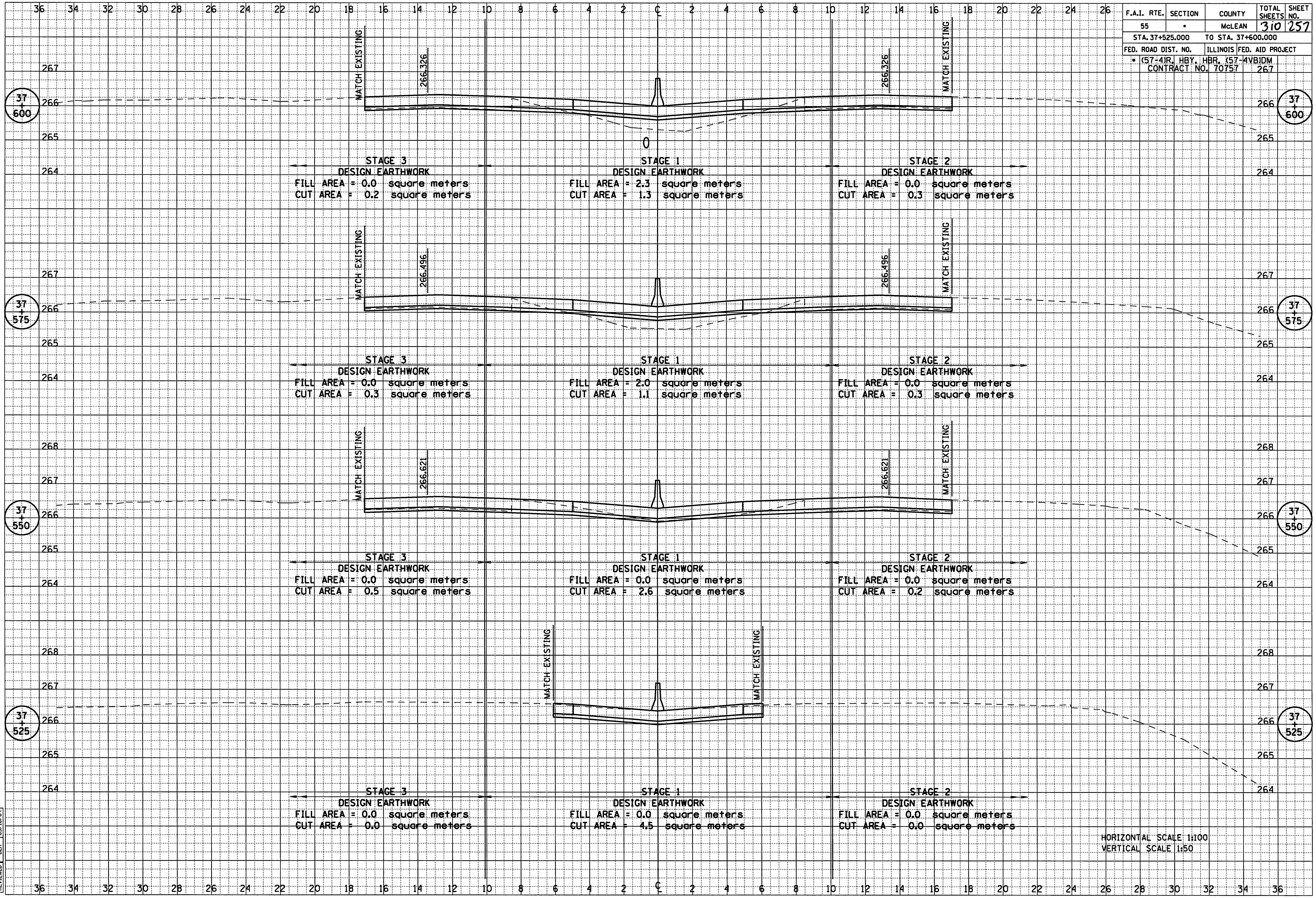
CONTRACT NO. 70757				



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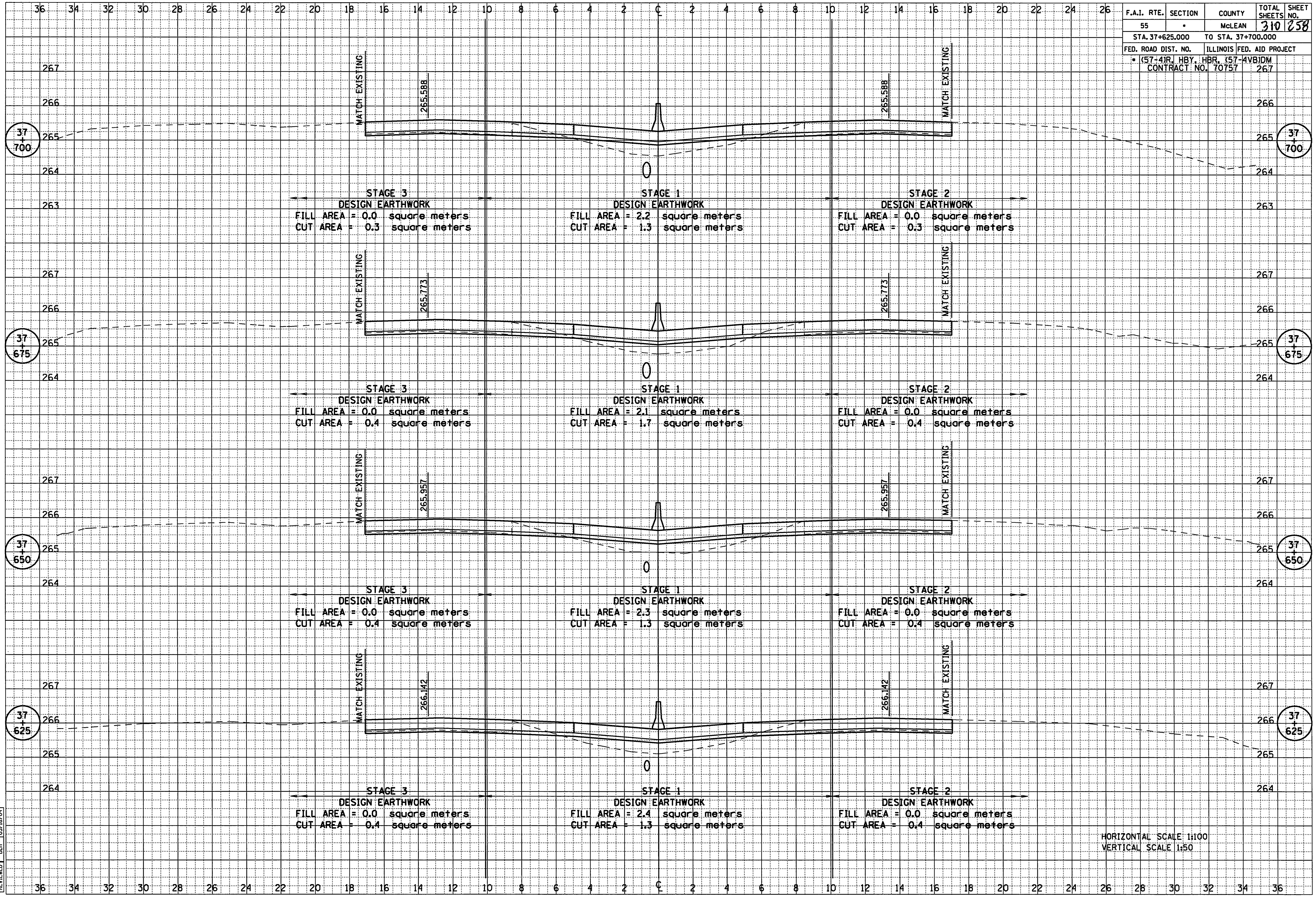
ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	258
STA. 37+625.000	TO STA. 37+700.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



LAYOUT		04/18/01
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REVIEWED	DLH	03/18/04

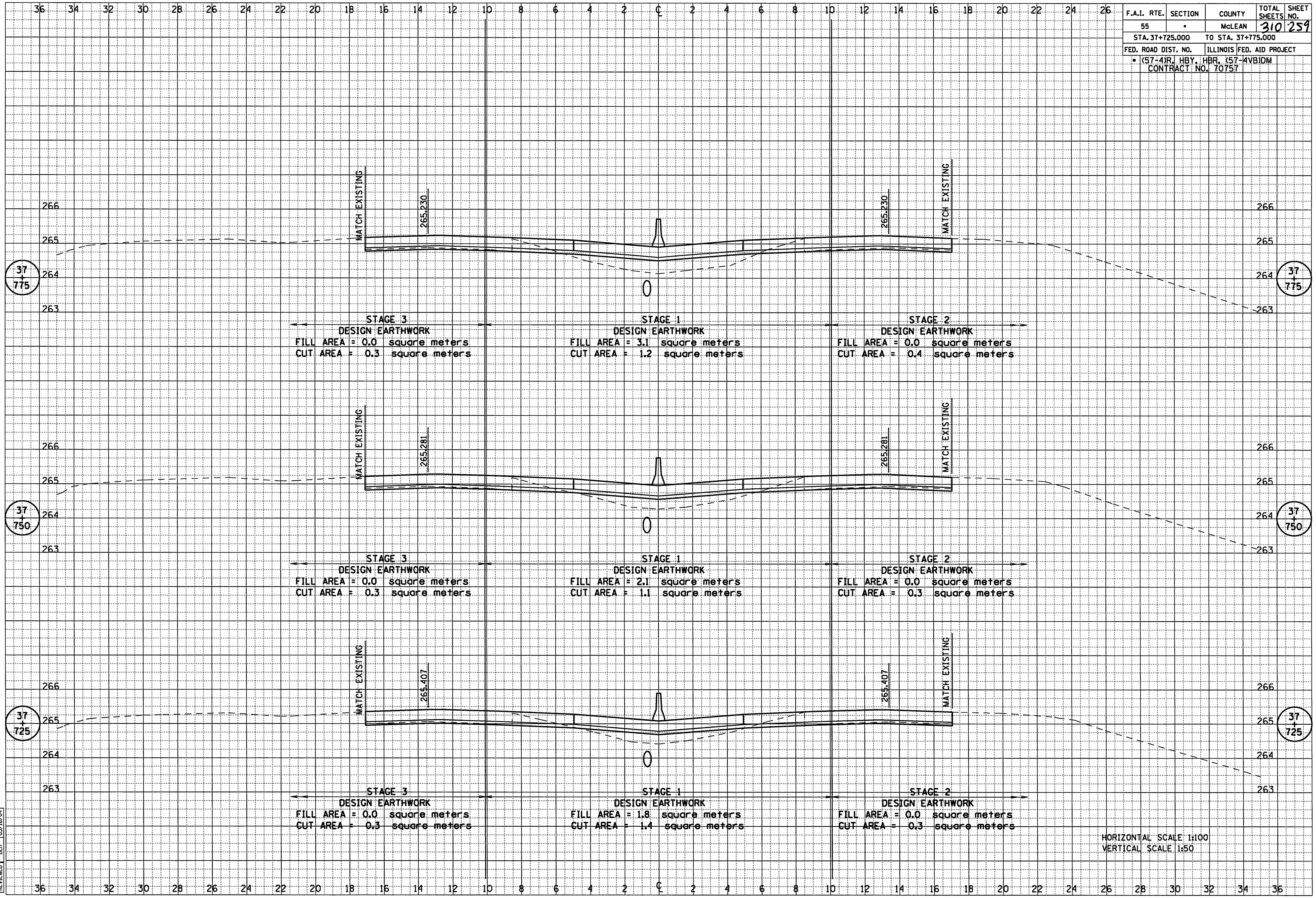
4/16/2009
#FILE#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	259

STA. 37+725.000 TO STA. 37+775.000

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

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



HORIZONTAL SCALE 1:100
VERTICAL SCALE 1:50

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NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

LAYOUT		04/18/01
DRAWN	DLH	04/18/01
REVIEWED		03/18/04

4/16/2009
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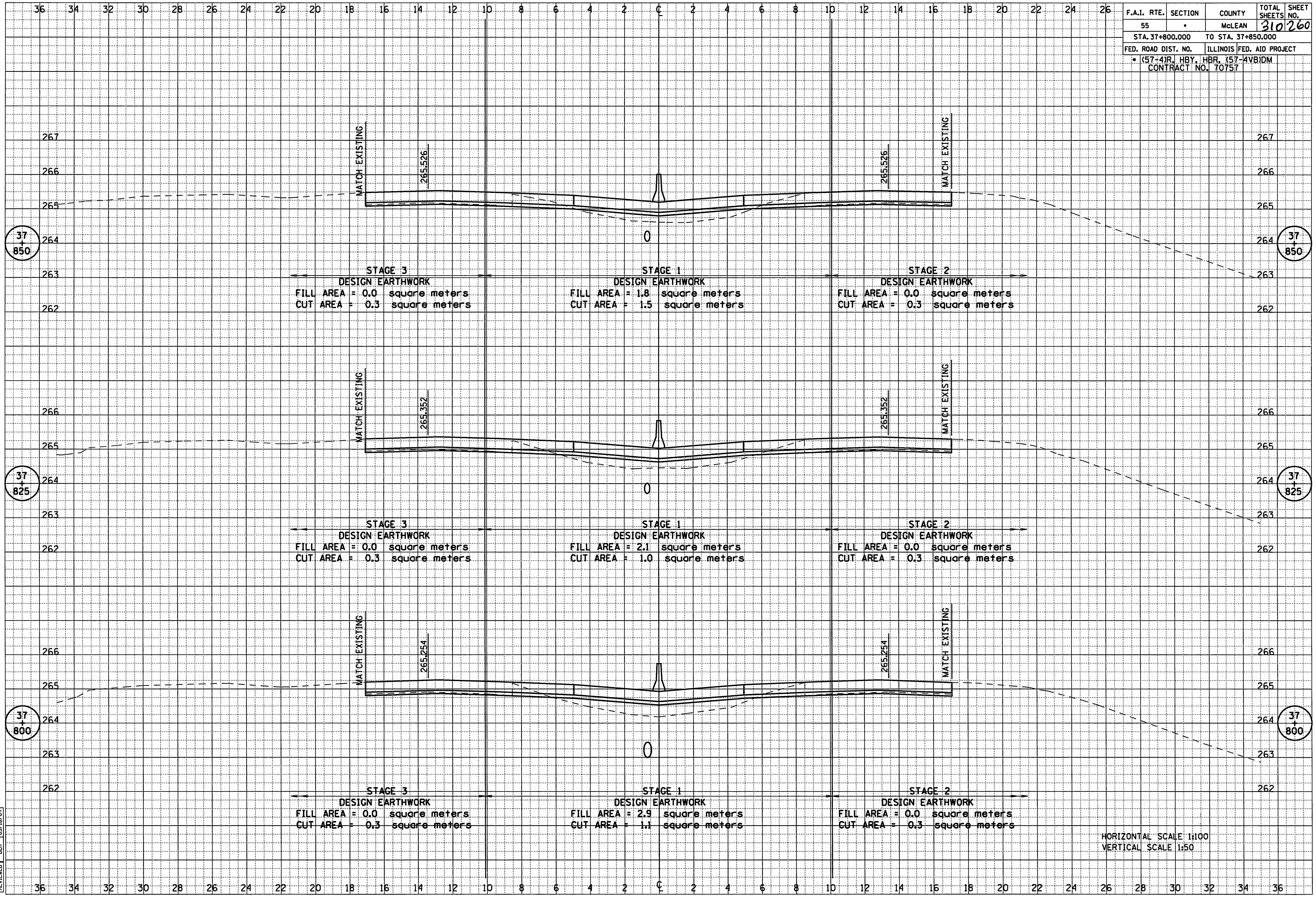

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
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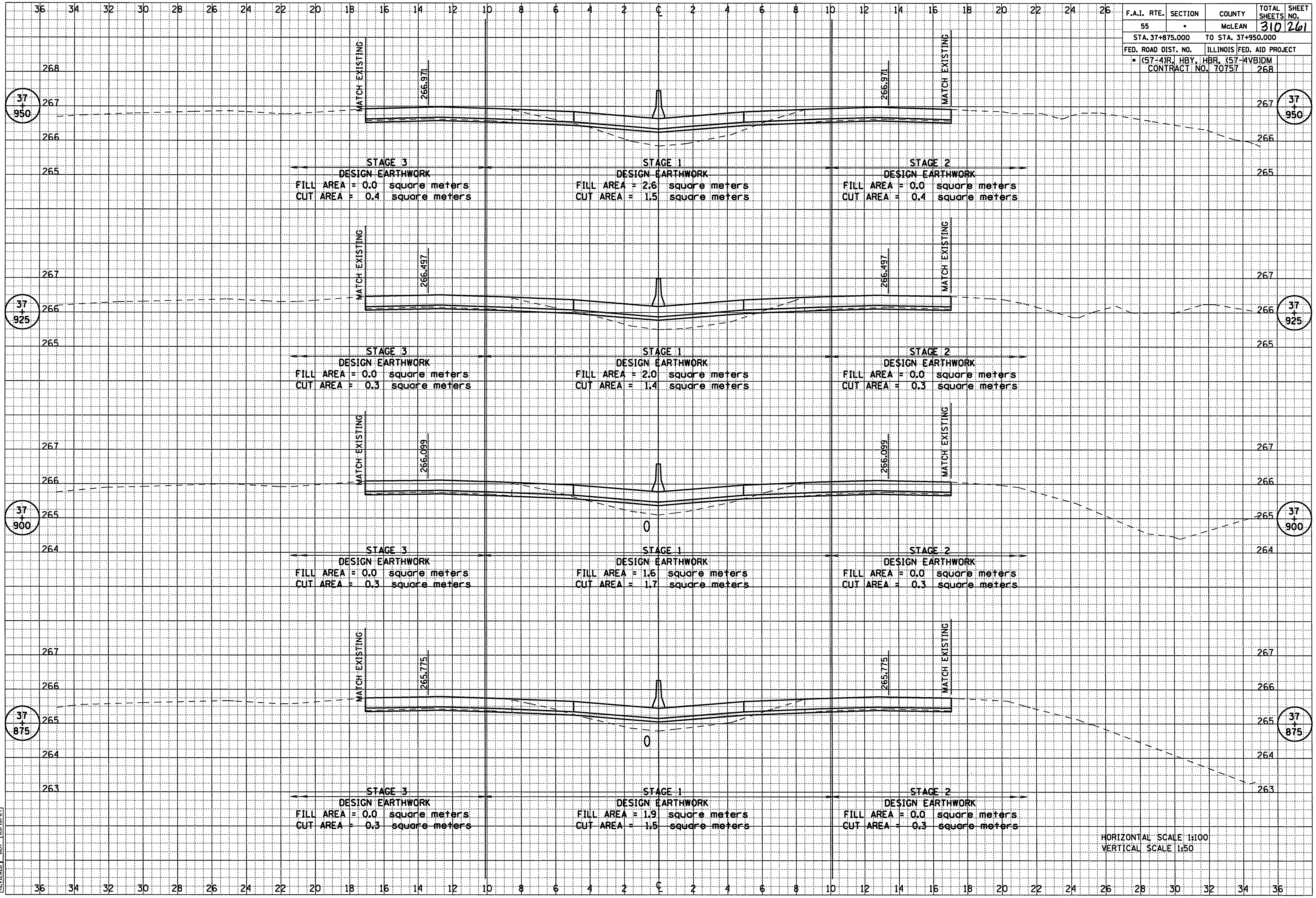
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	261
STA. 37+875.000 TO STA. 37+950.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (57-4)R, HBY, HBR, (57-4VB)DM				
CONTRACT NO. 70757				



HORIZONTAL SCALE 1:100
VERTICAL SCALE 1:50

FINAL SURVEY — NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

ORIGINAL SURVEY — NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
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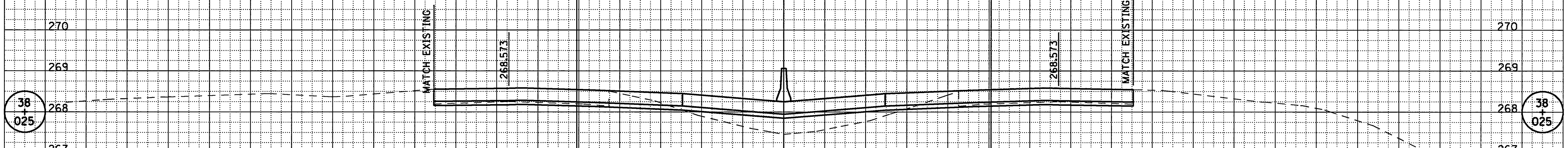
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	262

STA. 37+975.000 TO STA. 38+025.000

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

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



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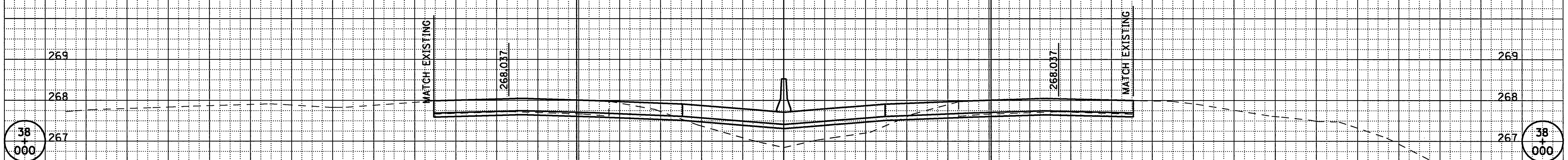
STAGE 3 DESIGN EARTHWORK	STAGE 1 DESIGN EARTHWORK	STAGE 2 DESIGN EARTHWORK
FILL AREA = 0.0 square meters	FILL AREA = 2.7 square meters	FILL AREA = 0.0 square meters
CUT AREA = 0.4 square meters	CUT AREA = 1.4 square meters	CUT AREA = 0.4 square meters



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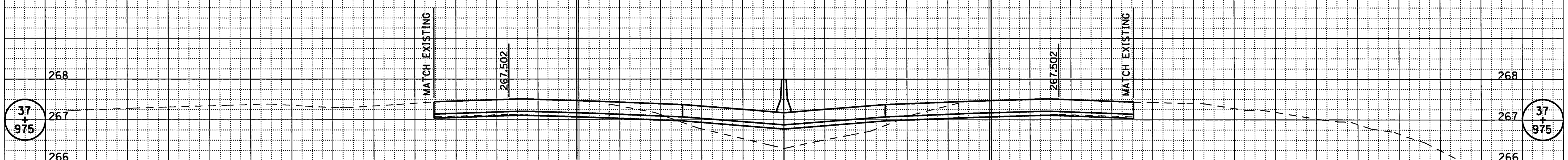
STAGE 3 DESIGN EARTHWORK	STAGE 1 DESIGN EARTHWORK	STAGE 2 DESIGN EARTHWORK
FILL AREA = 0.0 square meters	FILL AREA = 2.9 square meters	FILL AREA = 0.0 square meters
CUT AREA = 0.5 square meters	CUT AREA = 1.7 square meters	CUT AREA = 0.5 square meters



STAGE 3 DESIGN EARTHWORK	STAGE 1 DESIGN EARTHWORK	STAGE 2 DESIGN EARTHWORK
FILL AREA = 0.0 square meters	FILL AREA = 3.0 square meters	FILL AREA = 0.0 square meters
CUT AREA = 0.1 square meters	CUT AREA = 1.3 square meters	CUT AREA = 0.2 square meters

HORIZONTAL SCALE 1:100
VERTICAL SCALE 1:50

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
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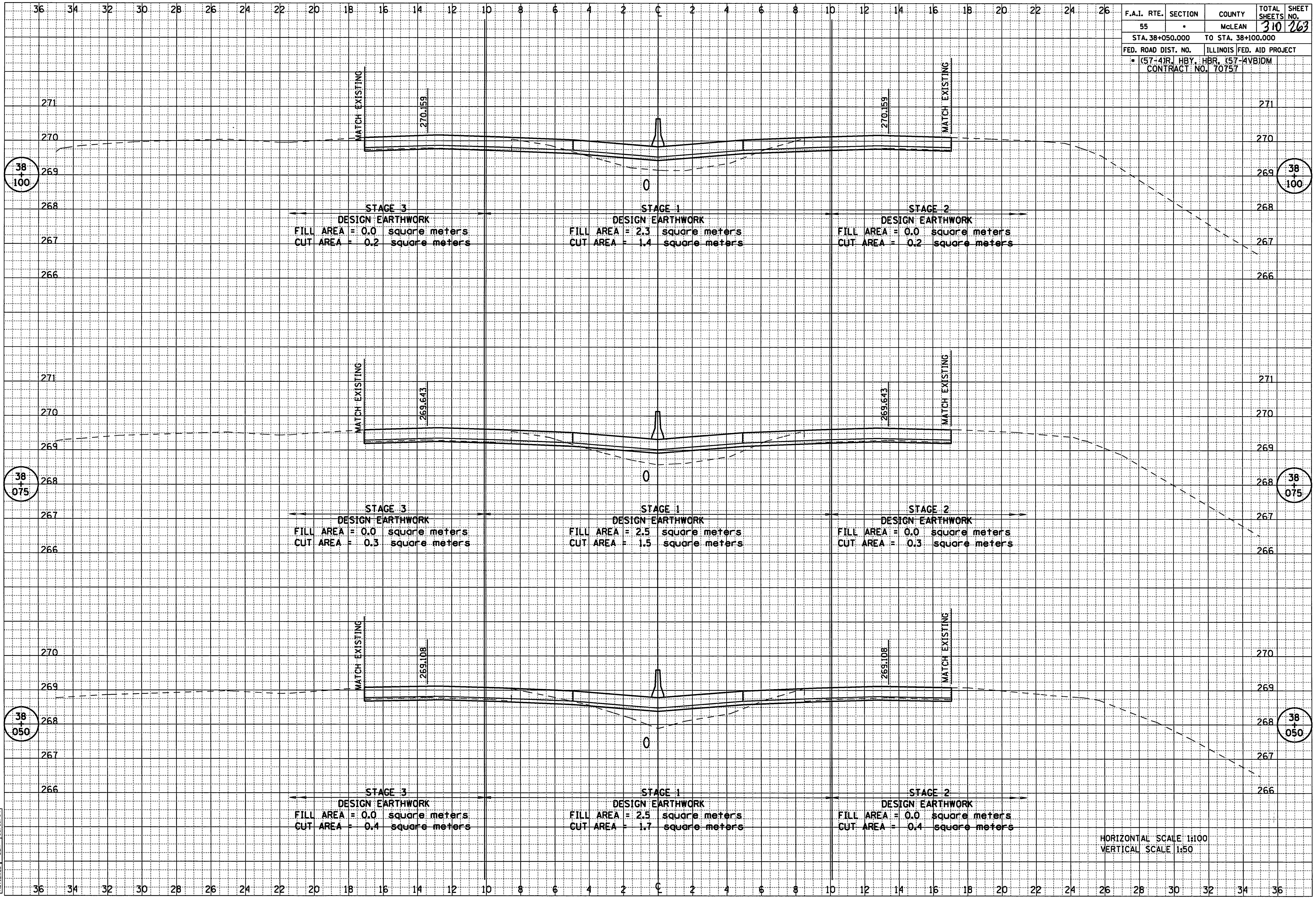
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	263
STA. 38+050.000	TO STA. 38+100.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
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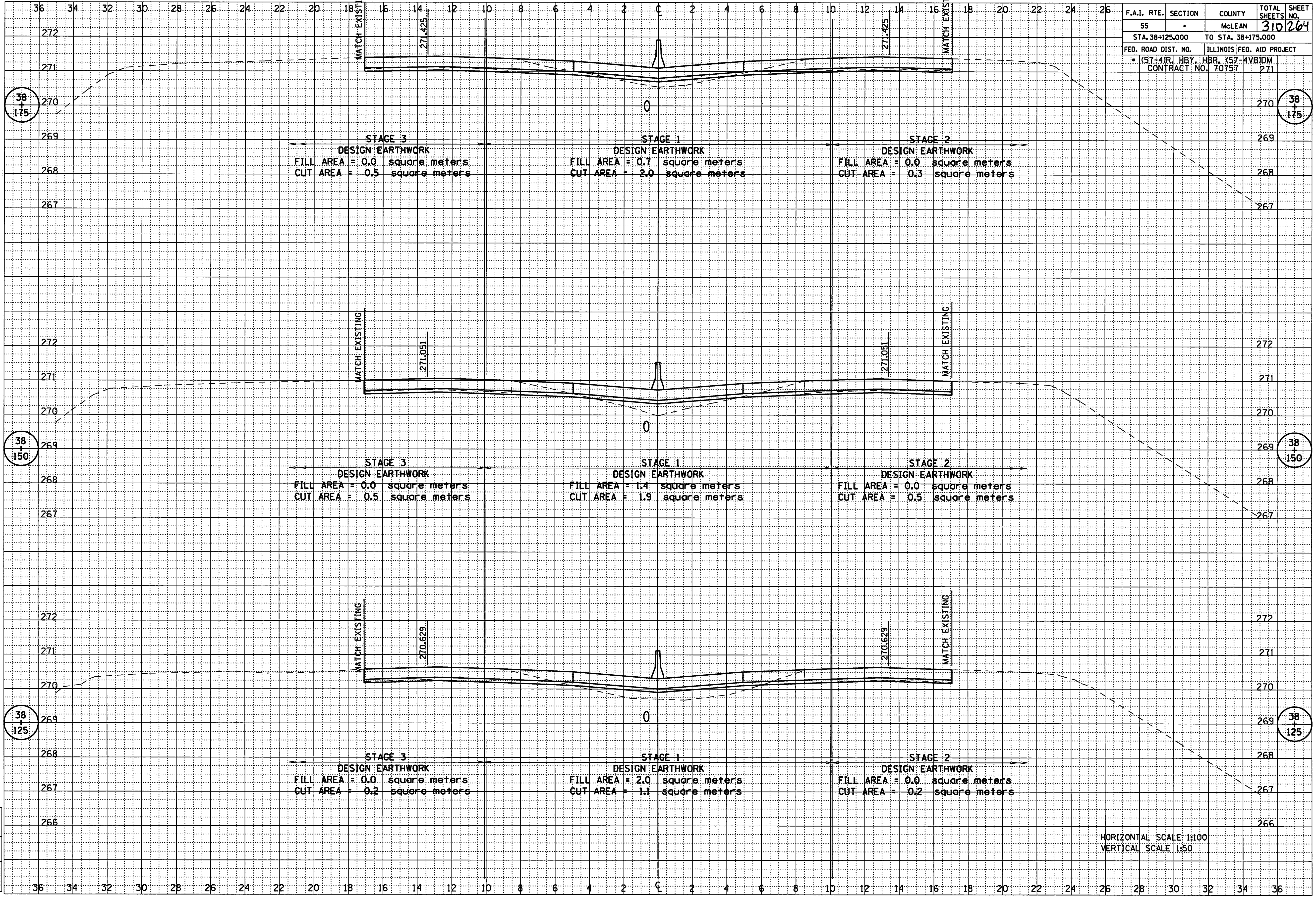
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	264
STA. 38+125.000	TO STA. 38+175.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY | NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

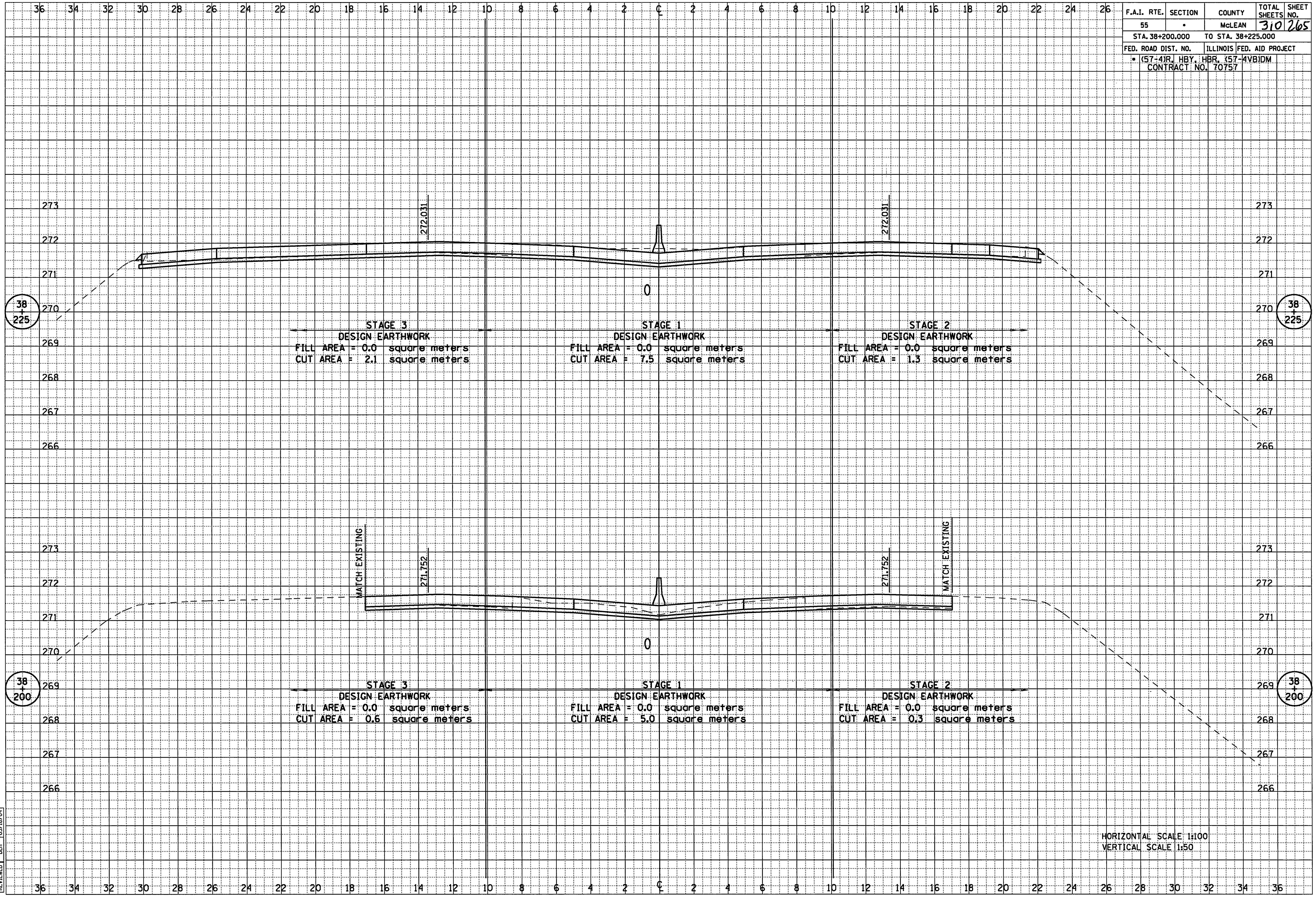
ORIGINAL SURVEY | NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	265
STA. 38+200.000		TO STA. 38+225.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



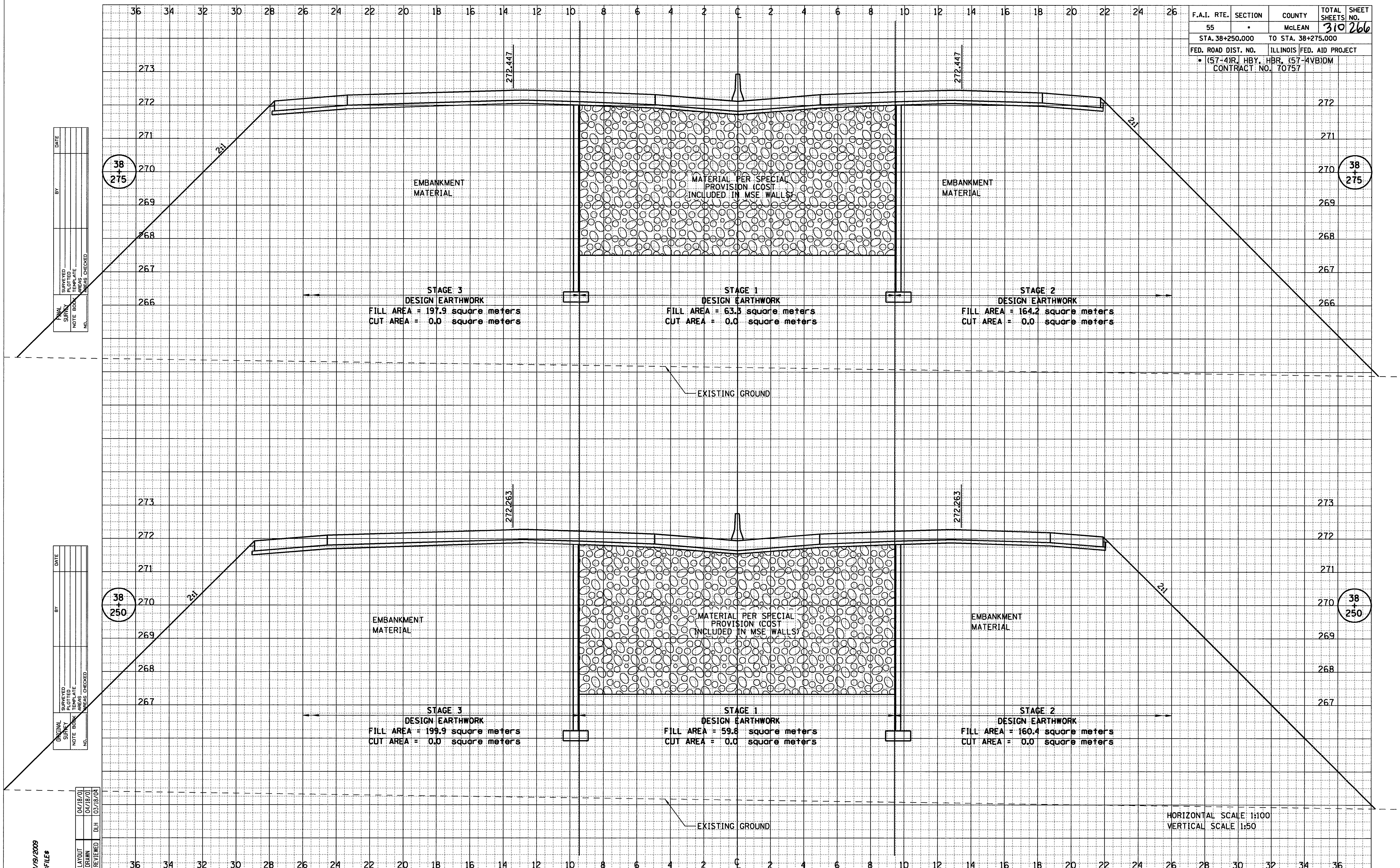
FINAL SURVEY: NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

ORIGINAL SURVEY: NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

LAYOUT		04/18/01
DRAWN	DLH	04/18/01
REVIEWED		03/18/04

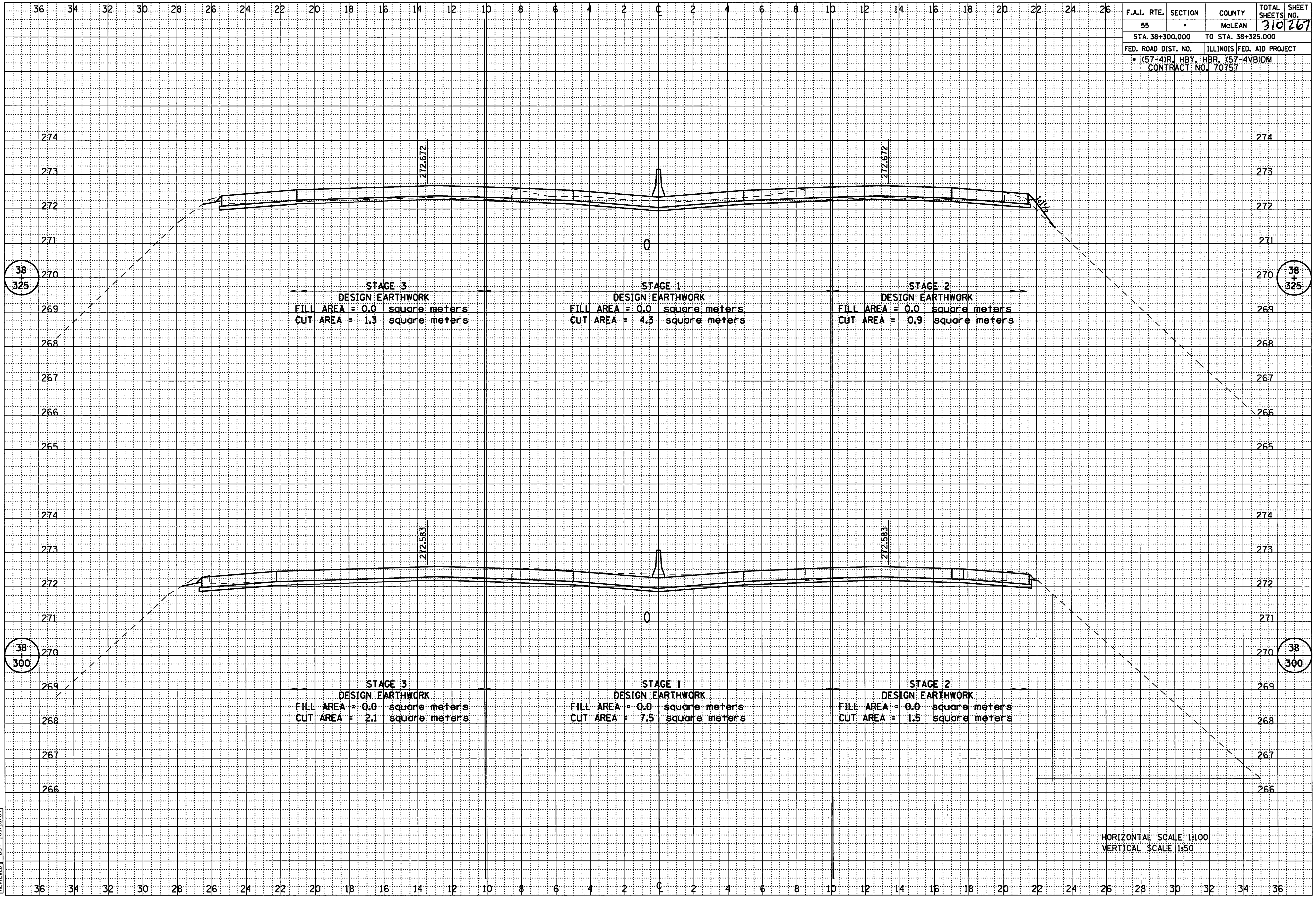
4/16/2009
#FILE#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	266
STA. 38+250.000	TO STA. 38+275.000			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
• (57-4)R, HBY, HBR, (57-4VB)DM CONTRACT NO. 70757				



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	267
STA. 38+300.000	TO STA. 38+325.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY	
NOTE BOOK	SURVEYED
	PLOTTED
	TEMPLATE
	AREAS
NO.	AREAS CHECKED

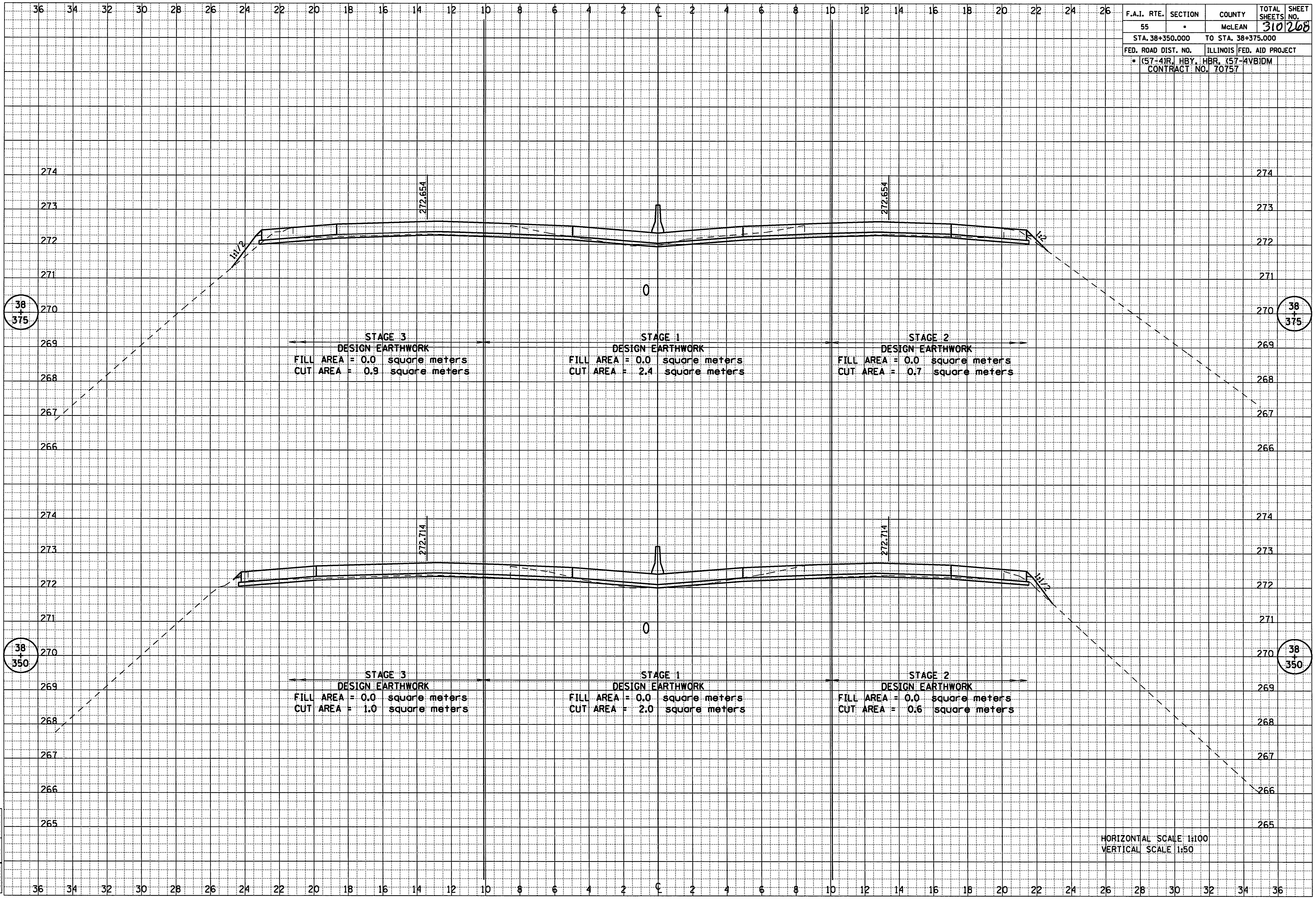
ORIGINAL SURVEY	
NOTE BOOK	SURVEYED
	PLOTTED
	TEMPLATE
	AREAS
NO.	AREAS CHECKED

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	268
STA. 38+350.000	TO STA. 38+375.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

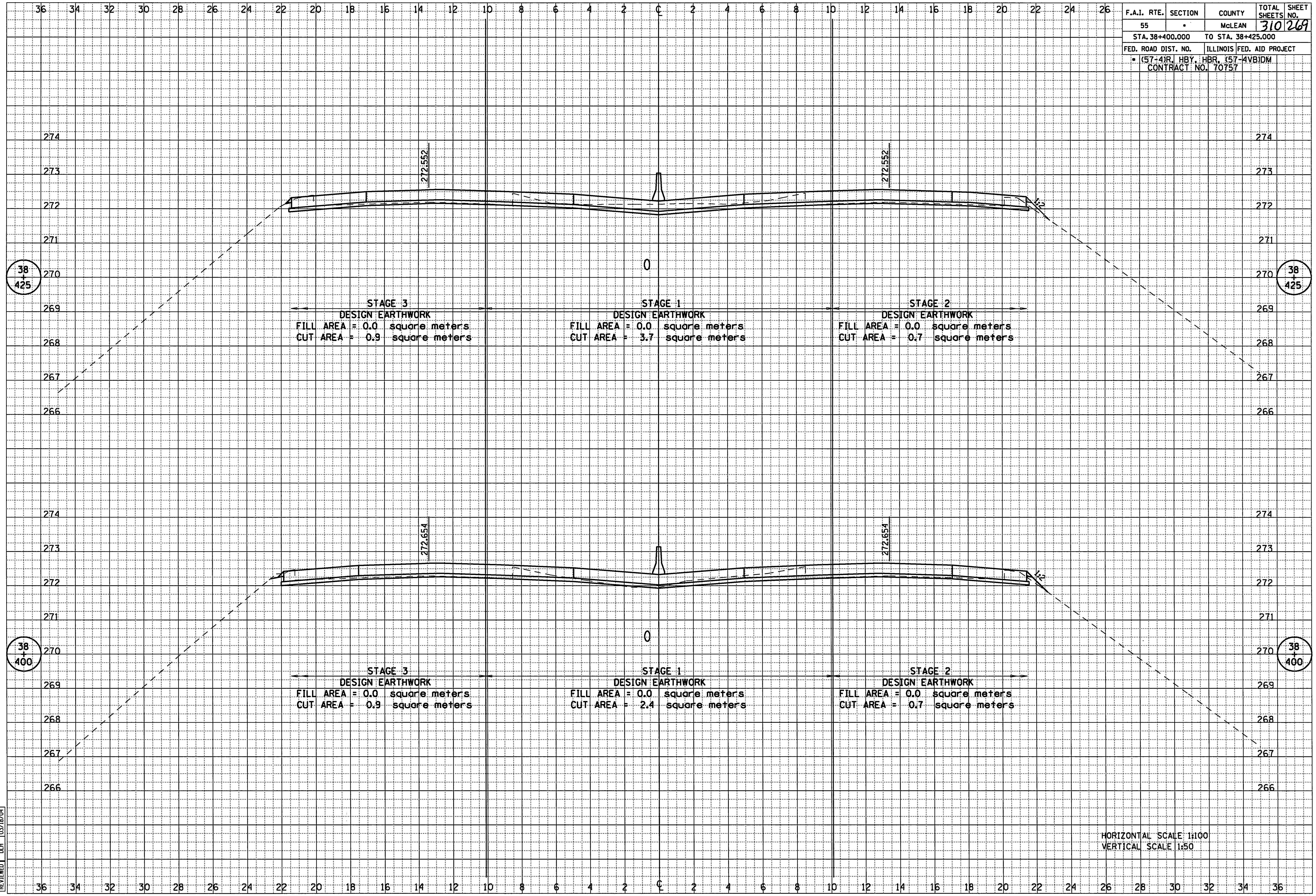
ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	269
STA. 38+400.000	TO STA. 38+425.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY: NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

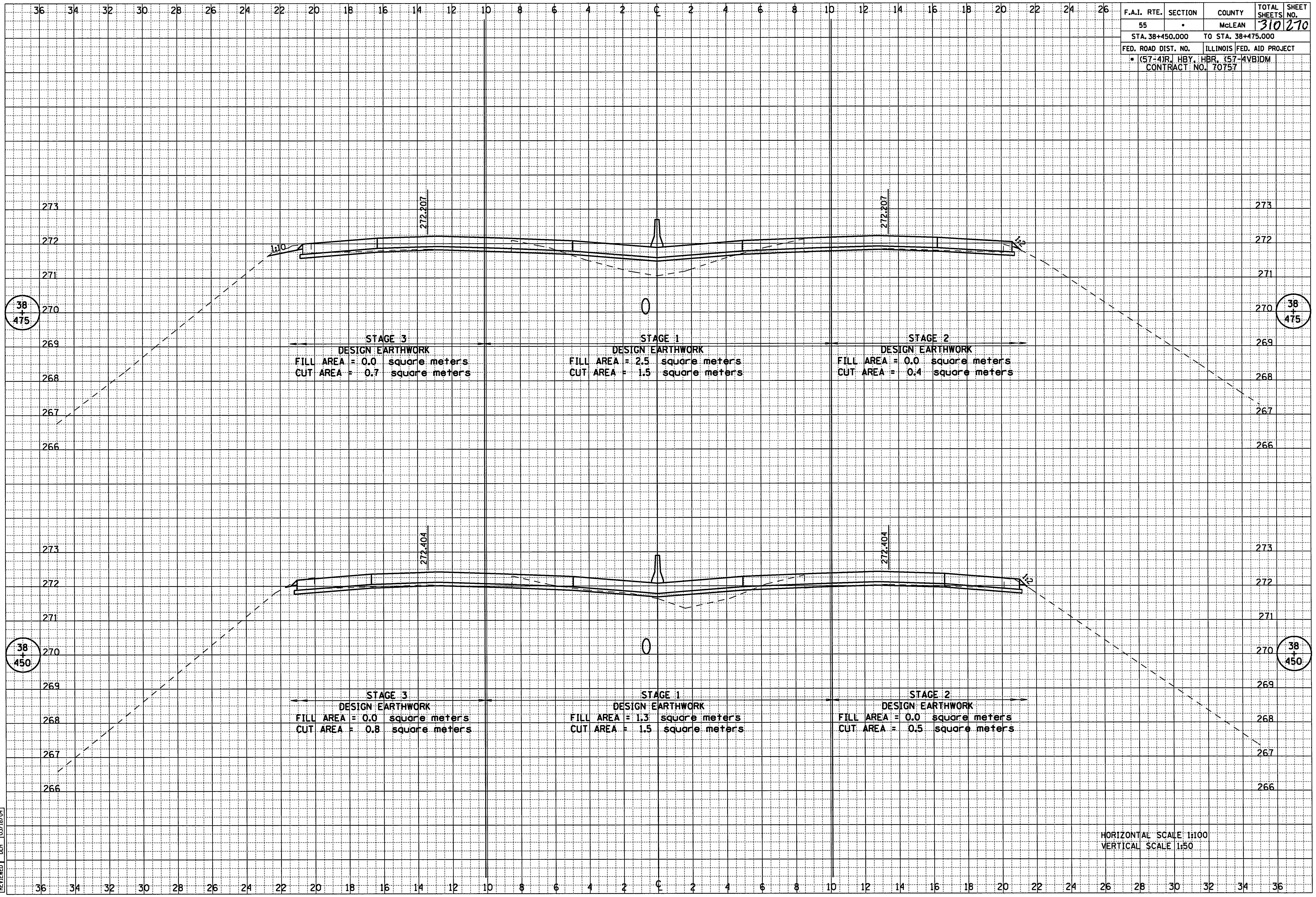
ORIGINAL SURVEY: NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	270
STA. 38+450.000		TO STA. 38+475.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY	
NOTE BOOK	SURVEYED
NO.	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED
BY	
DATE	

ORIGINAL SURVEY	
NOTE BOOK	SURVEYED
NO.	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED
BY	
DATE	

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

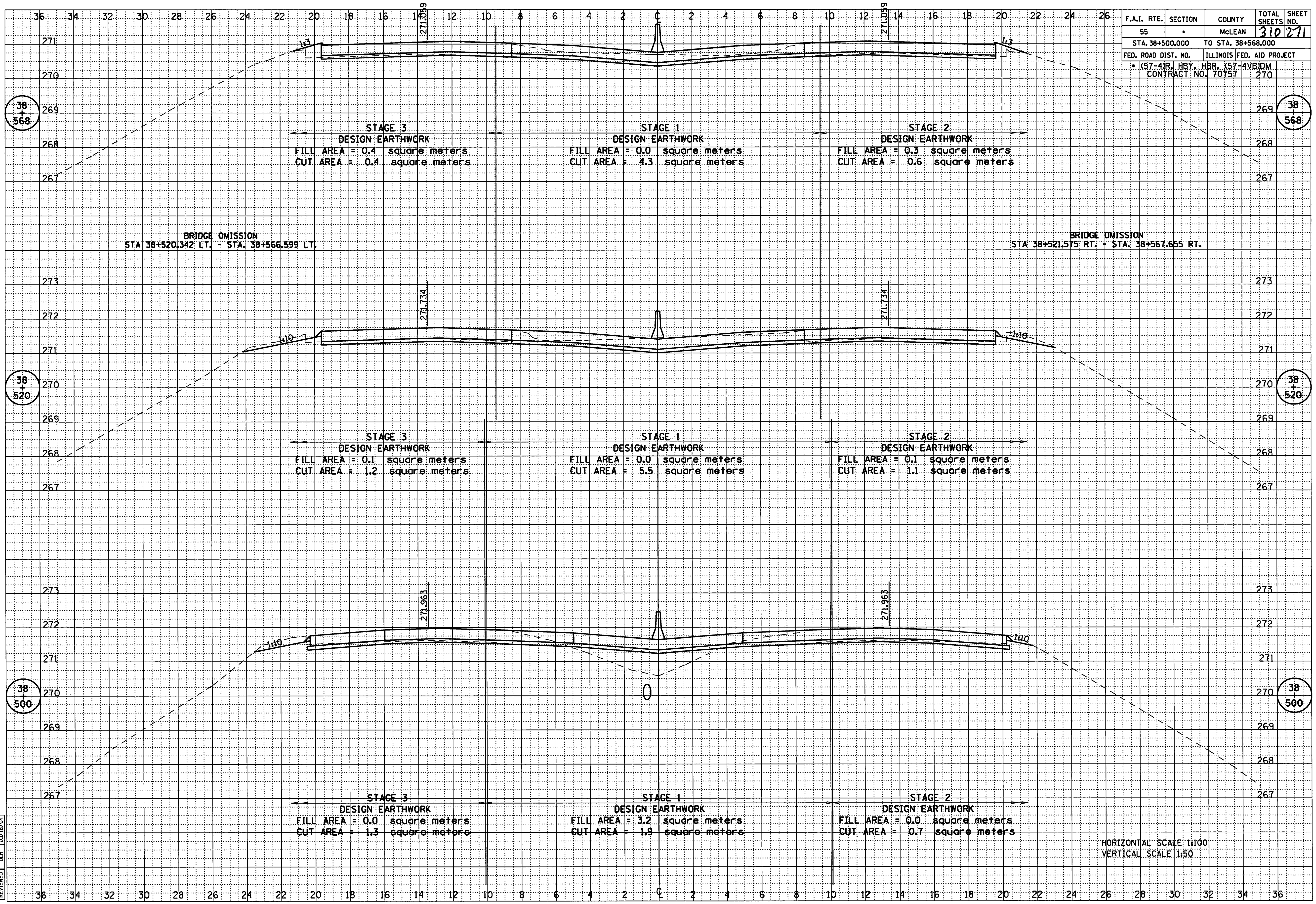
4/16/2009
#FILE#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	271

STA. 38+500.000 TO STA. 38+568.000

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

* (57-4)R, HBY, HBR, (57-4VBIDM
CONTRACT NO. 70757



FINAL SURVEY: NOTE BOOK / NO. — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

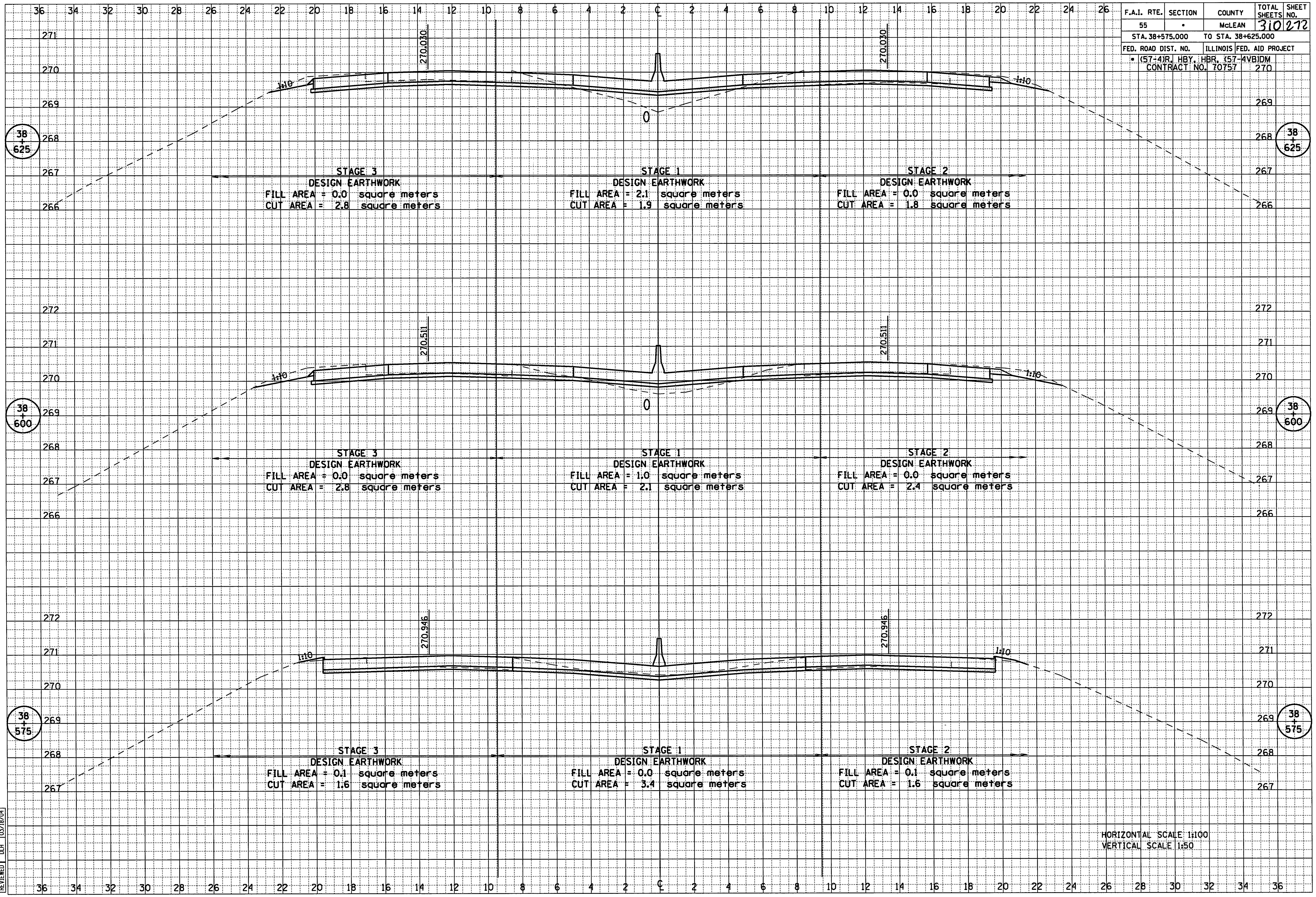
ORIGINAL SURVEY: NOTE BOOK / NO. — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	272
STA. 38+575.000		TO STA. 38+625.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757

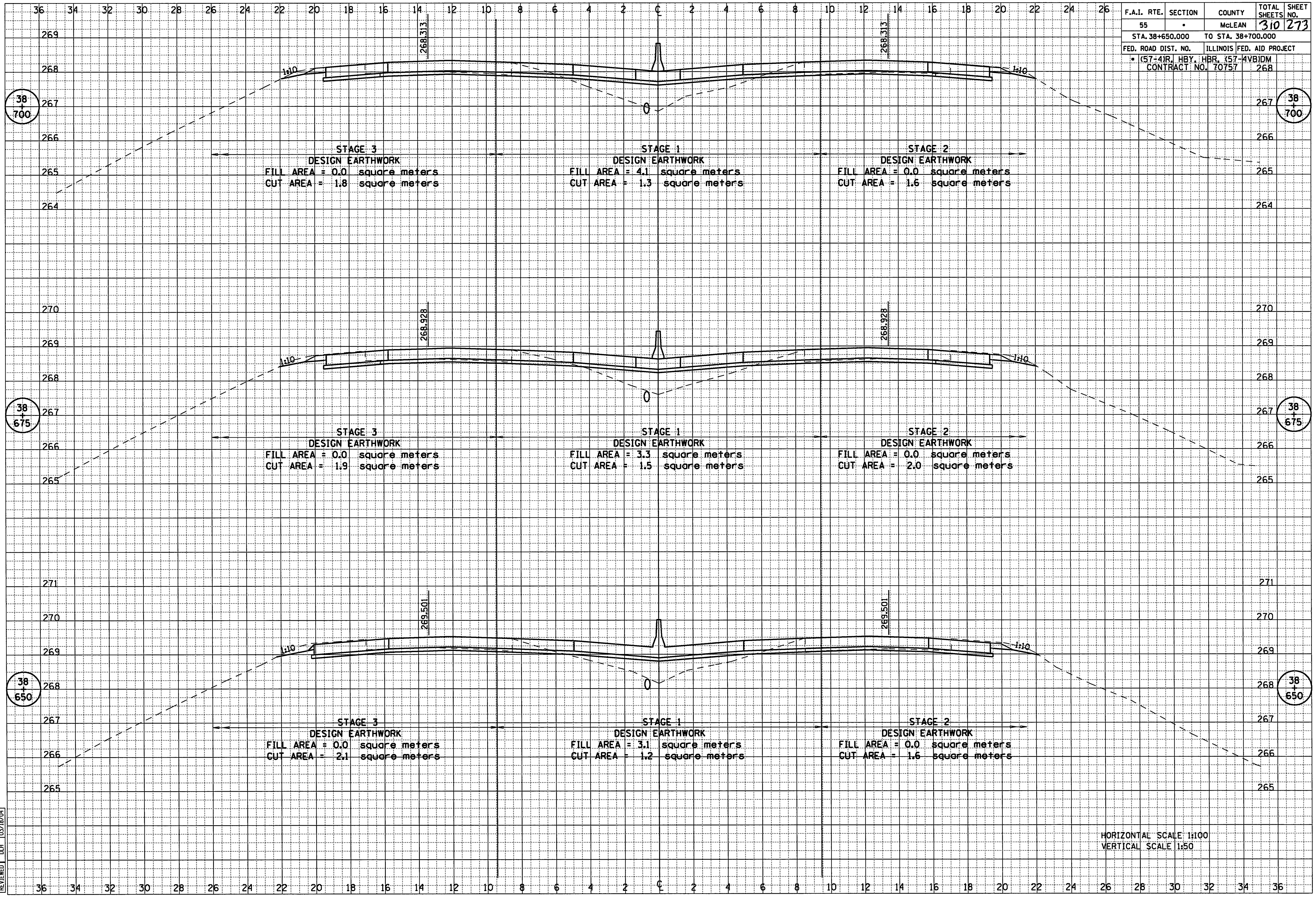


LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	273
STA. 38+650.000	TO STA. 38+700.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

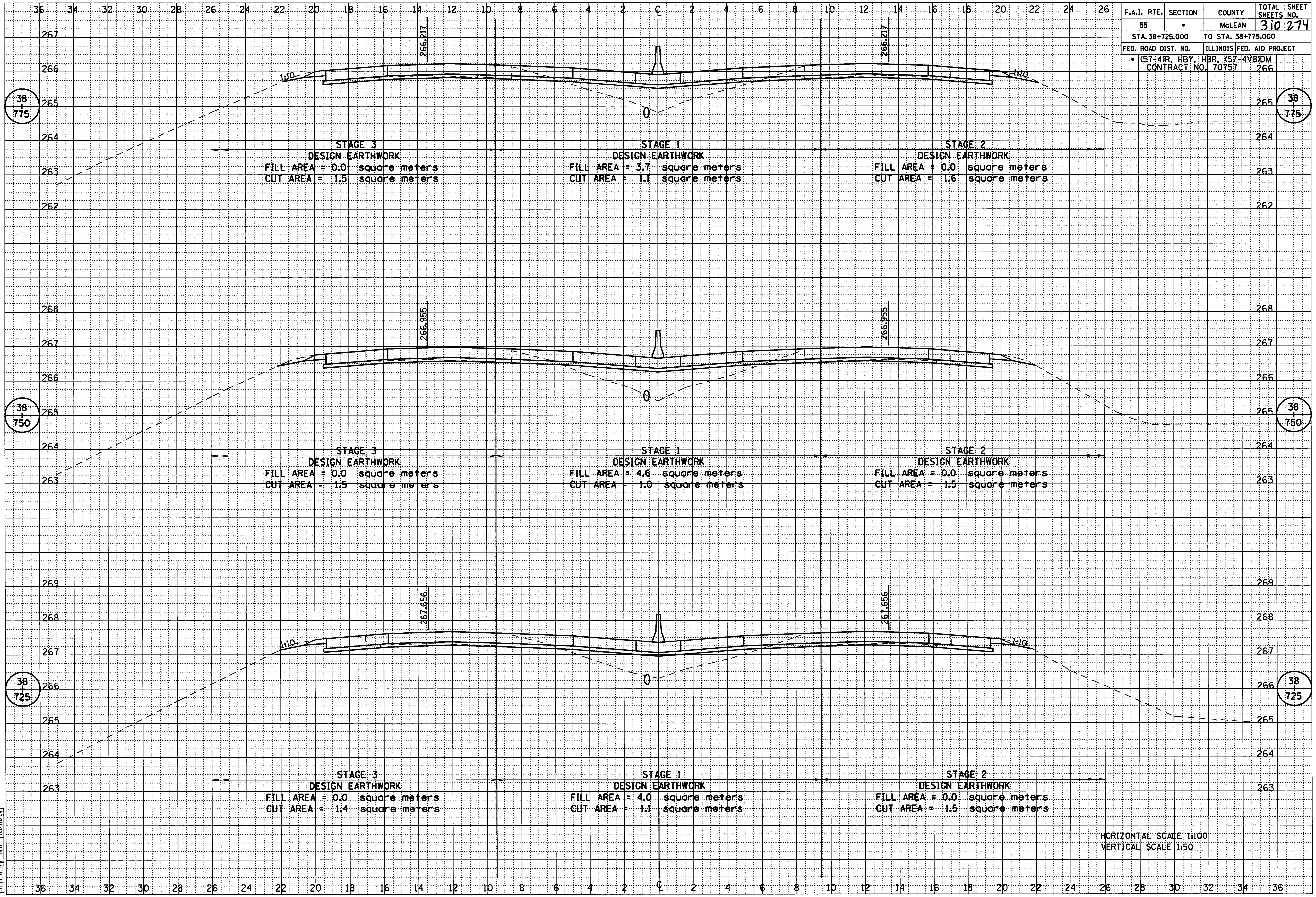
ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	274
STA. 38+725.000 TO STA. 38+775.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY: NOTE BOOK / NO. — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — BY — DATE

ORIGINAL SURVEY: NOTE BOOK / NO. — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — BY — DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

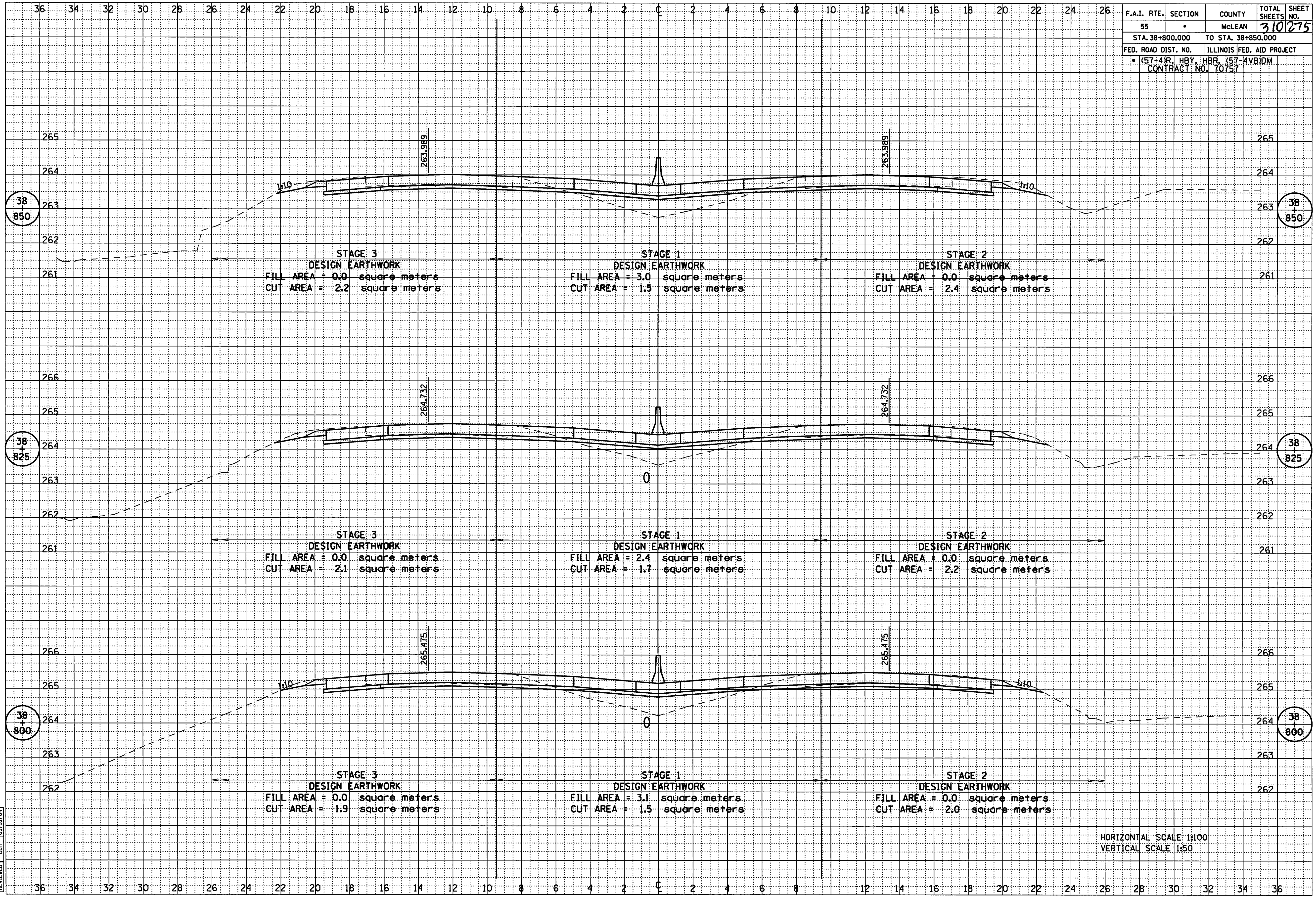
4/16/2009
#FILE#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	275

STA. 38+800.000 TO STA. 38+850.000

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

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY | NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

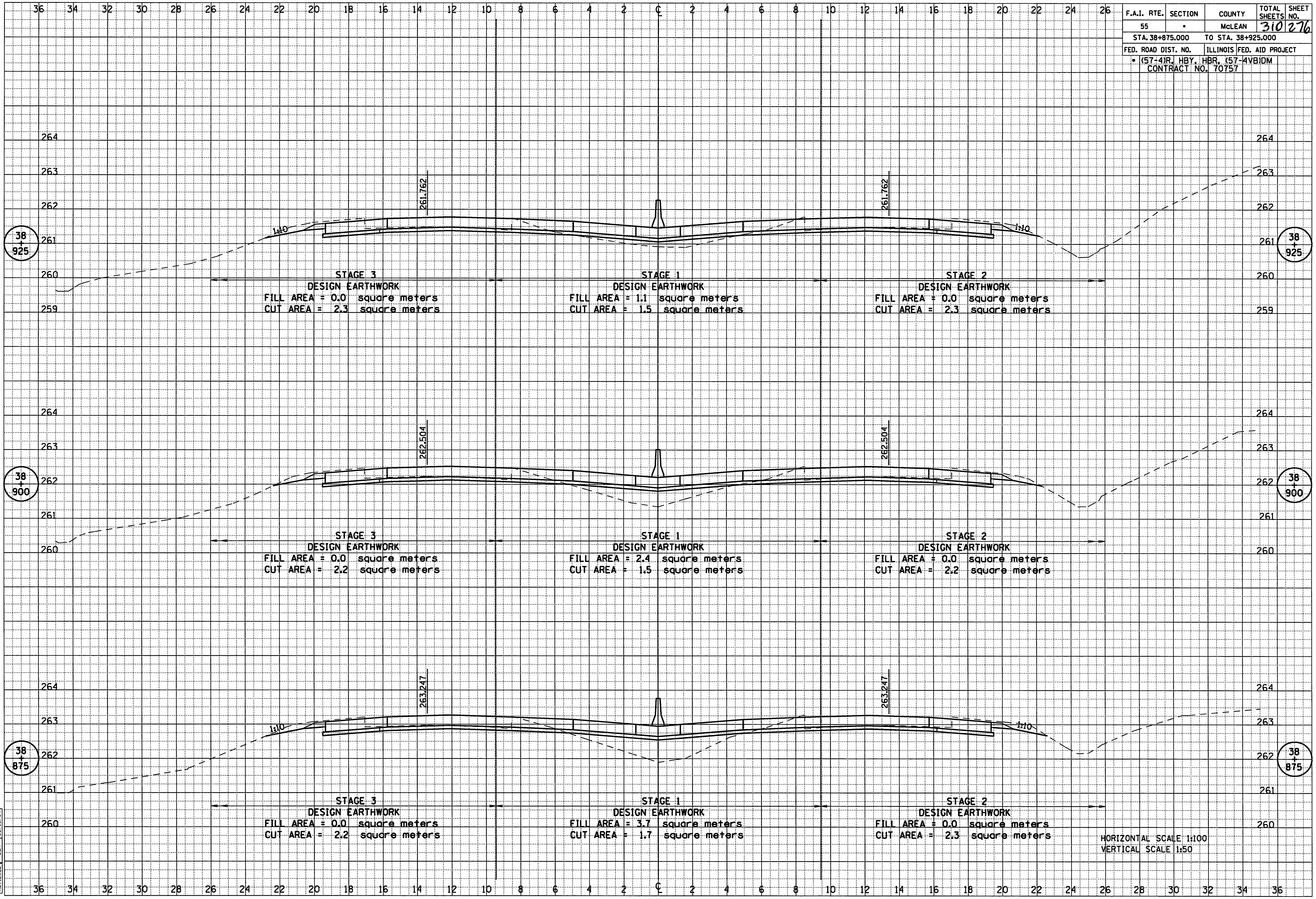
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	276

STA. 38+875.000 TO STA. 38+925.000

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

* (57-4)R, HBY, HBR, (57-4VB)DM

CONTRACT NO. 70757



FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

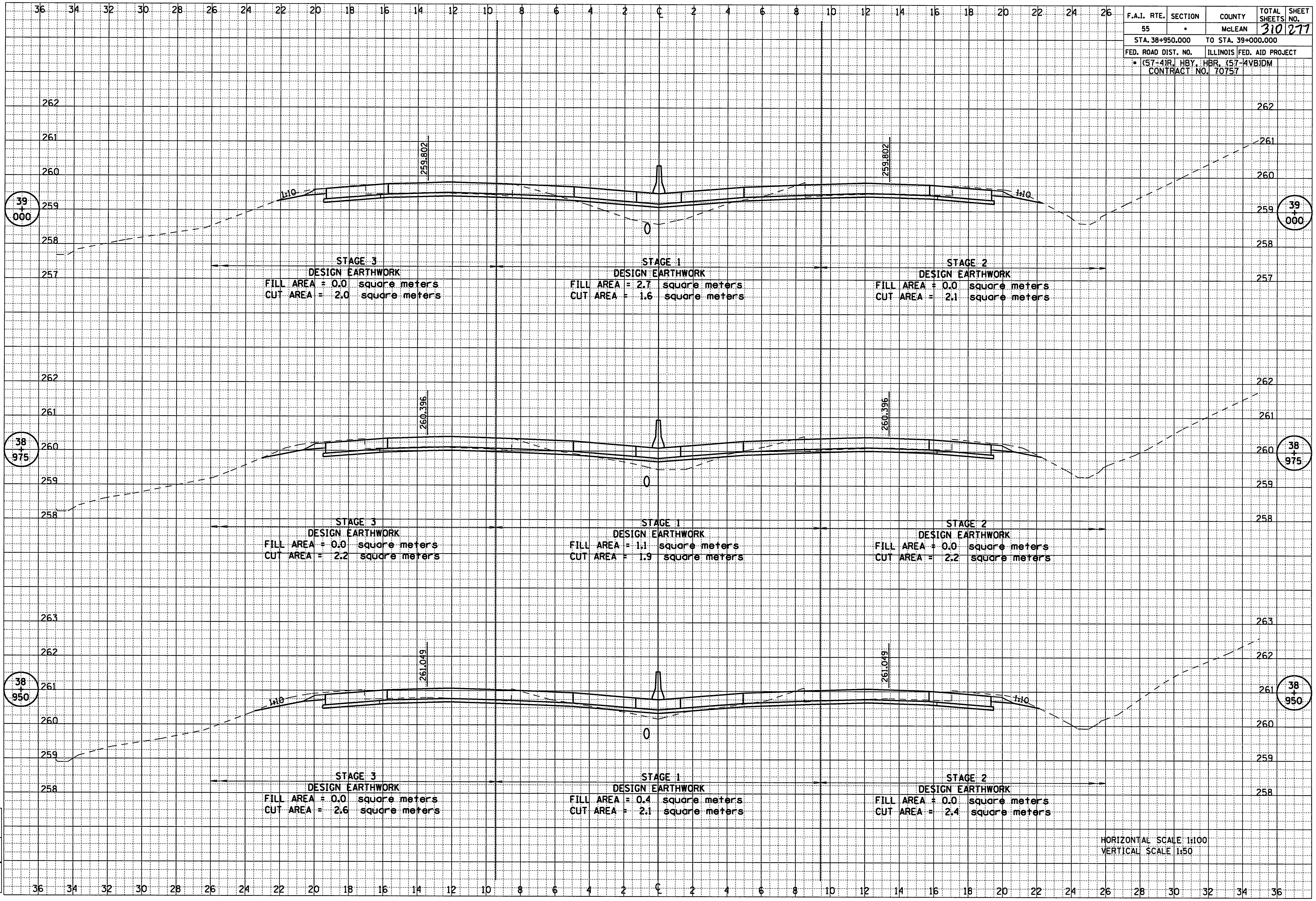
4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	277

STA. 38+950.000 TO STA. 39+000.000

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

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
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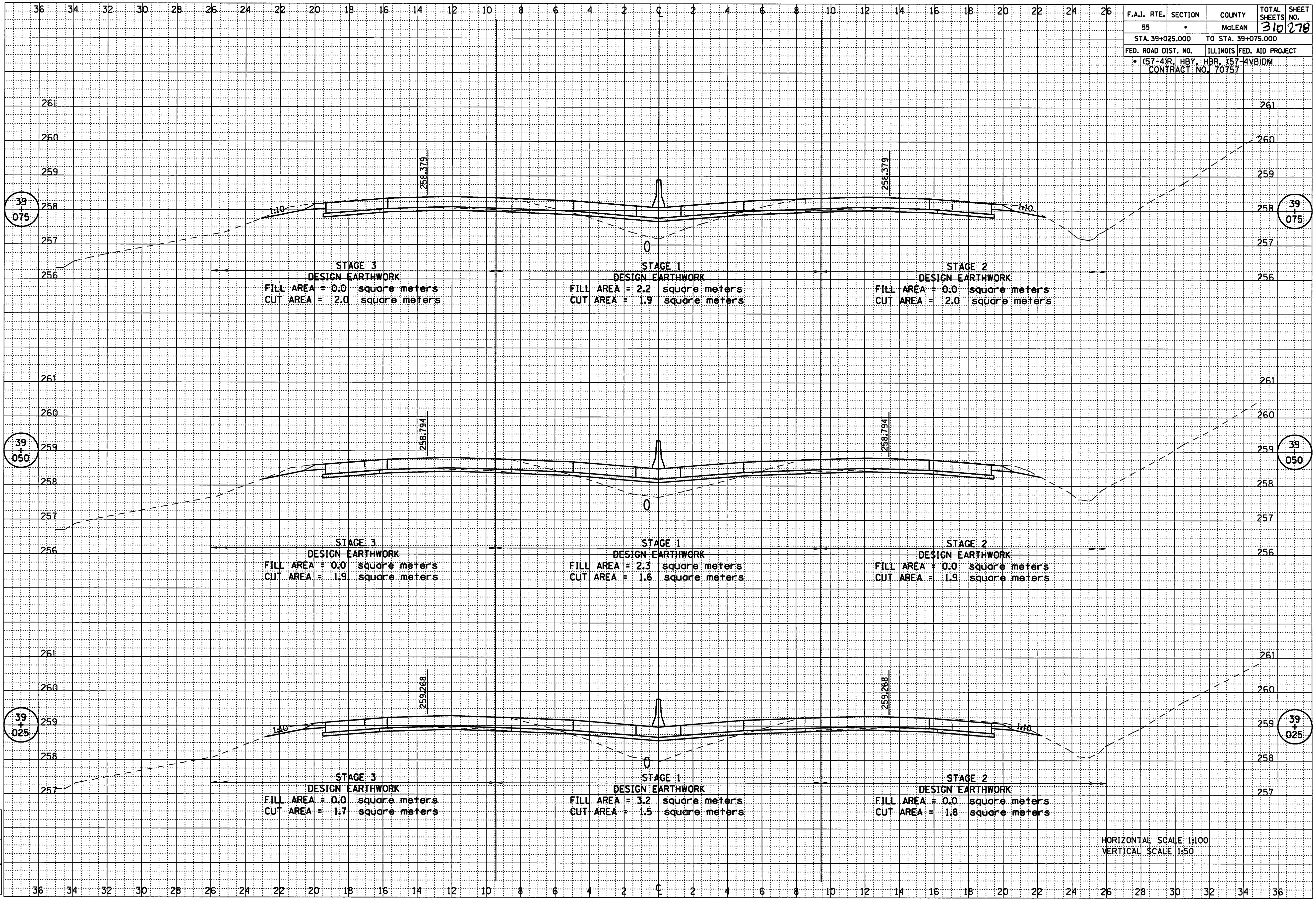
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	278
STA. 39+025.000	TO STA. 39+075.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

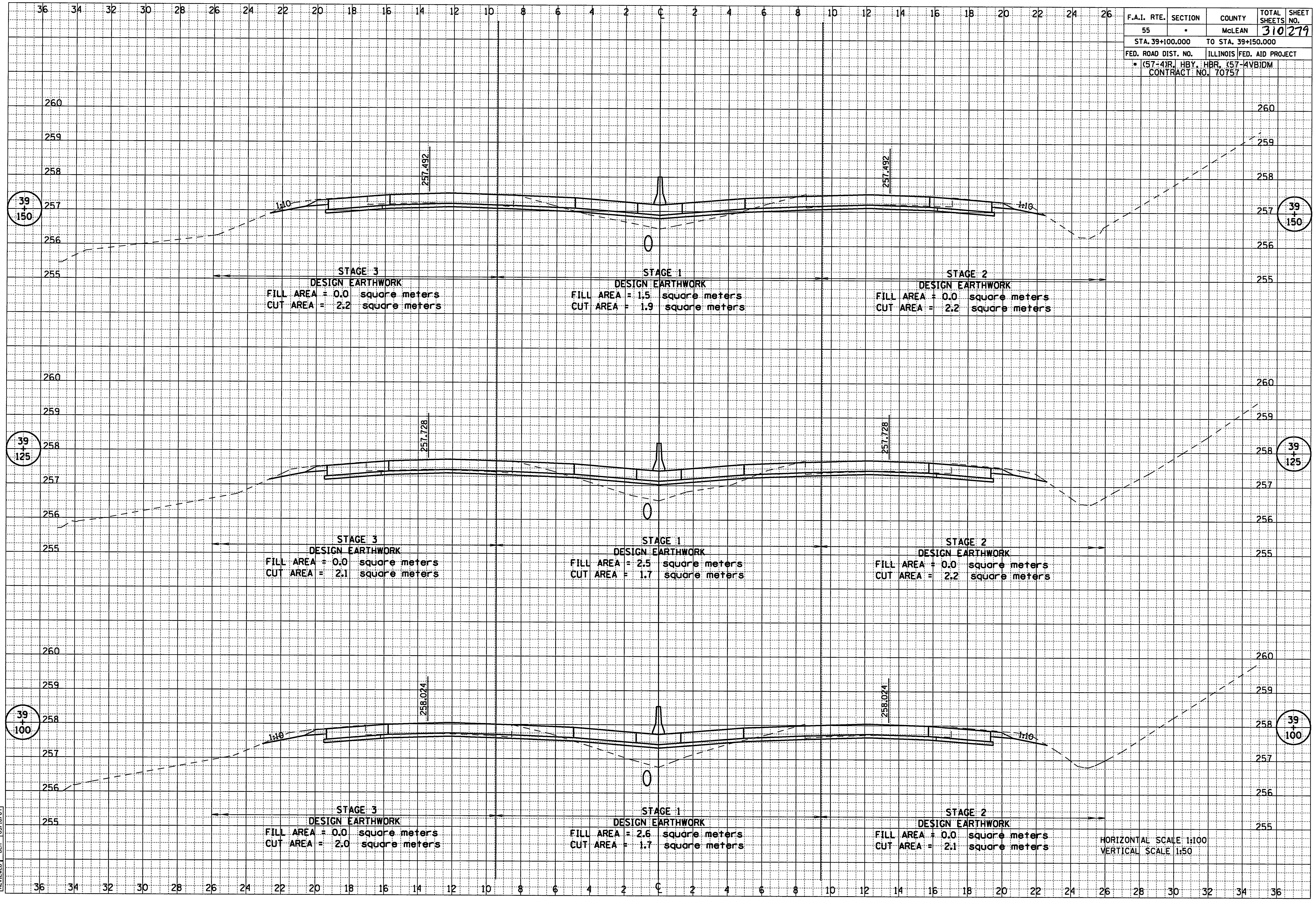
ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
#FILE#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	279
STA. 39+100.000		TO STA. 39+150.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

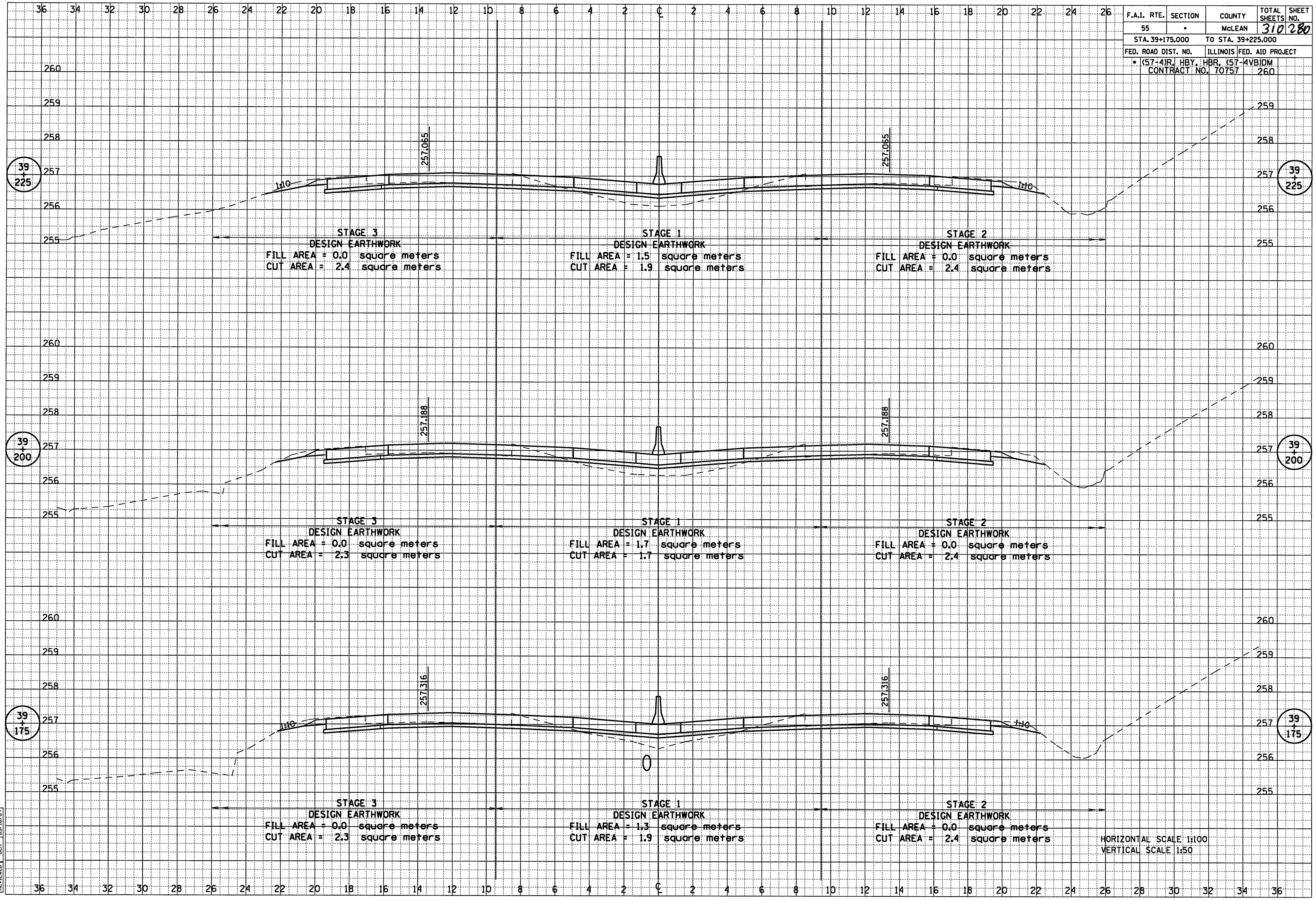
ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	280
STA. 39+175.000 TO STA. 39+225.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

FINAL SURVEY / ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — BY — DATE

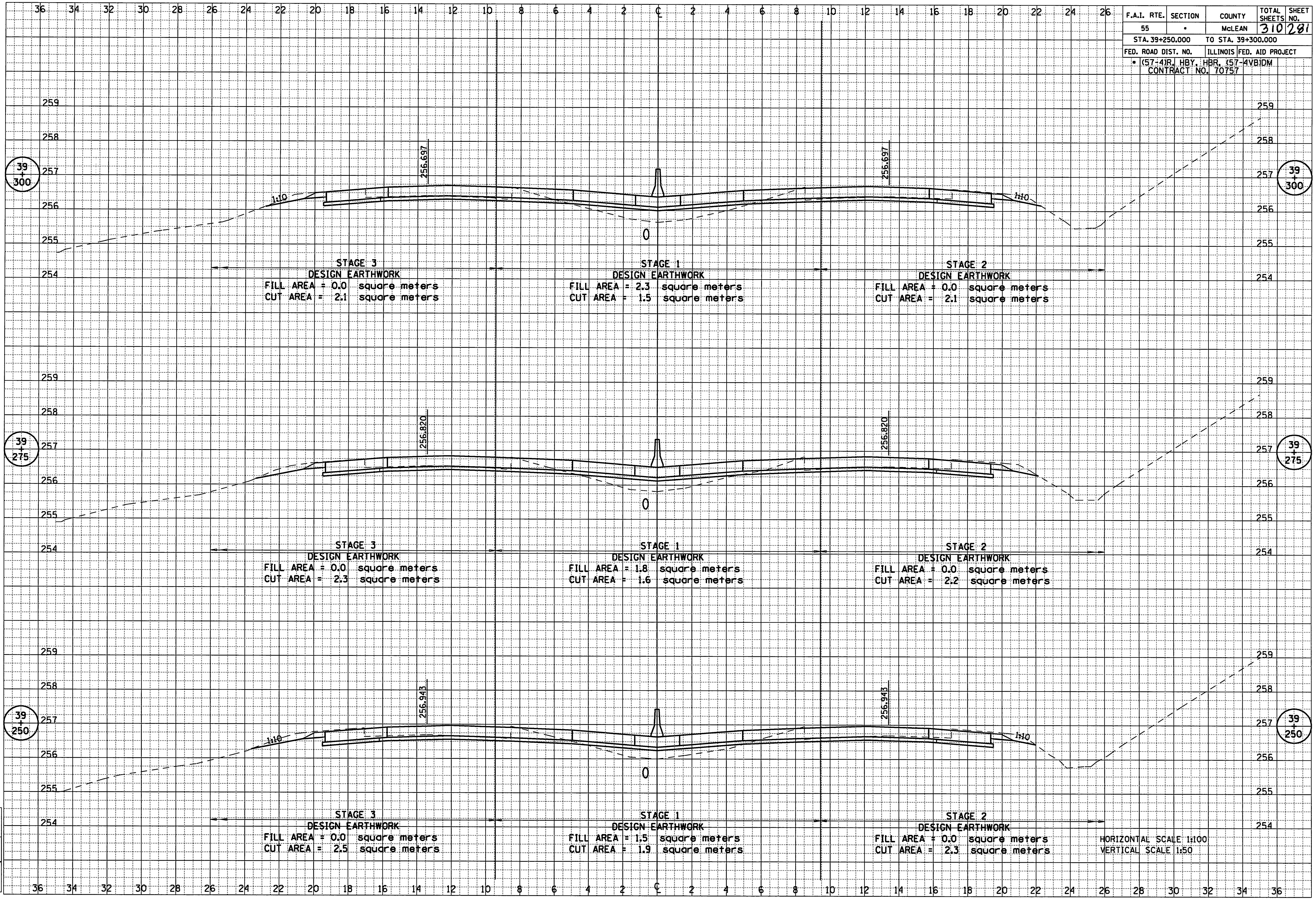
4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	281

STA. 39+250.000 TO STA. 39+300.000

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

• (57-4)R, HBY, HBR, (57-4VBIDM
CONTRACT NO. 70757



HORIZONTAL SCALE 1:100
VERTICAL SCALE 1:50

FINAL SURVEY — NOTE BOOK NO. — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

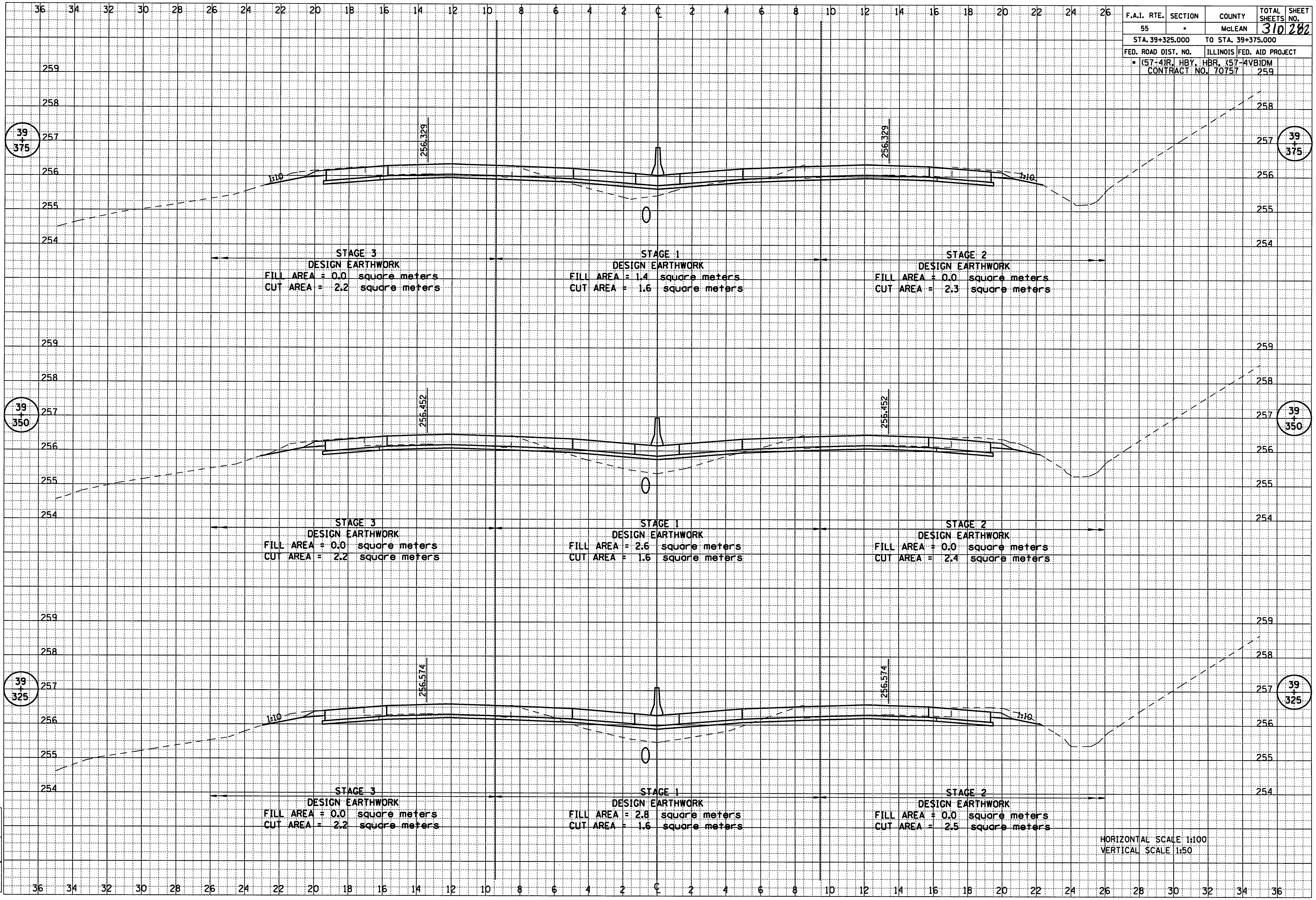
ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	282
STA. 39+325.000 TO STA. 39+375.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY: NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

ORIGINAL SURVEY: NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/6/2009
$FILE$

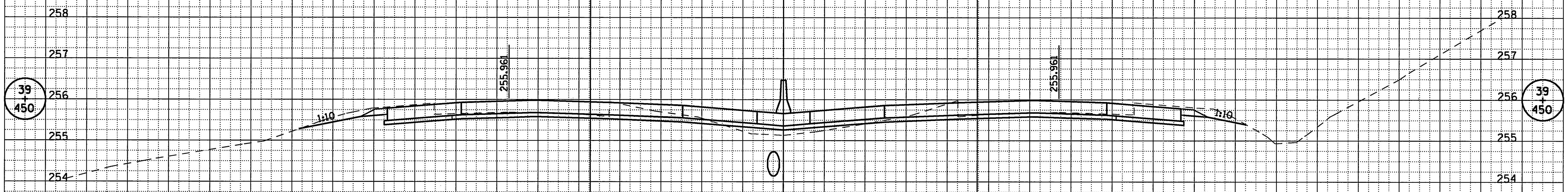
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	283

STA. 39+400.000 TO STA. 39+450.000

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

• (57-4)R, HBY, HBR, (57-4VB)DM

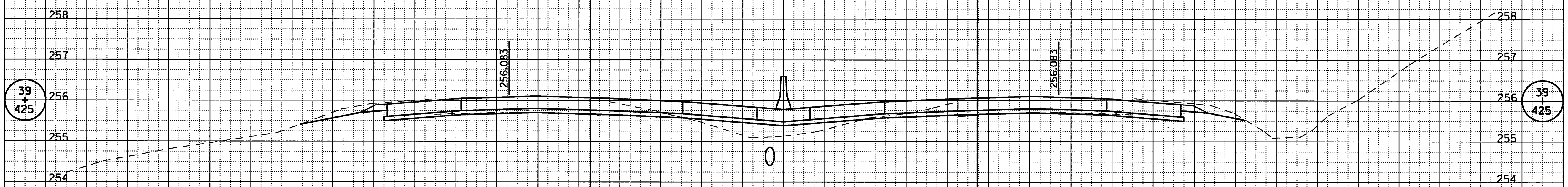
CONTRACT NO. 70757



STAGE 3
DESIGN EARTHWORK
FILL AREA = 0.0 square meters
CUT AREA = 2.3 square meters

STAGE 1
DESIGN EARTHWORK
FILL AREA = 0.7 square meters
CUT AREA = 2.2 square meters

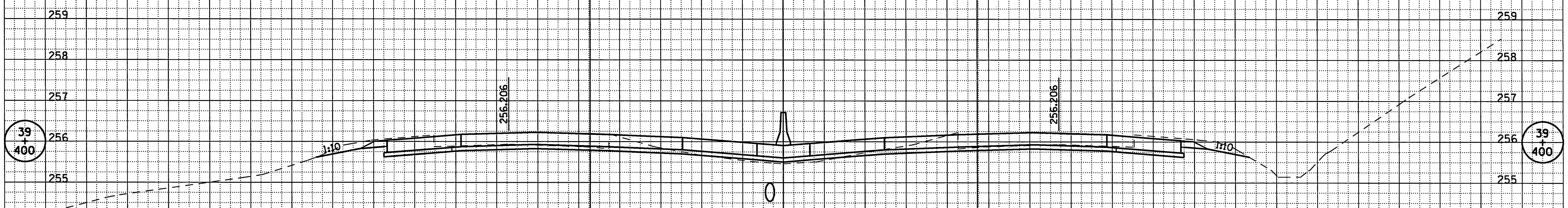
STAGE 2
DESIGN EARTHWORK
FILL AREA = 0.0 square meters
CUT AREA = 2.4 square meters



STAGE 3
DESIGN EARTHWORK
FILL AREA = 0.0 square meters
CUT AREA = 1.7 square meters

STAGE 1
DESIGN EARTHWORK
FILL AREA = 1.7 square meters
CUT AREA = 1.2 square meters

STAGE 2
DESIGN EARTHWORK
FILL AREA = 0.0 square meters
CUT AREA = 1.6 square meters



STAGE 3
DESIGN EARTHWORK
FILL AREA = 0.0 square meters
CUT AREA = 2.2 square meters

STAGE 1
DESIGN EARTHWORK
FILL AREA = 0.3 square meters
CUT AREA = 2.0 square meters

STAGE 2
DESIGN EARTHWORK
FILL AREA = 0.0 square meters
CUT AREA = 2.4 square meters

HORIZONTAL SCALE 1:100
VERTICAL SCALE 1:50

FINAL SURVEY: NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

ORIGINAL SURVEY: NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
#FILE#

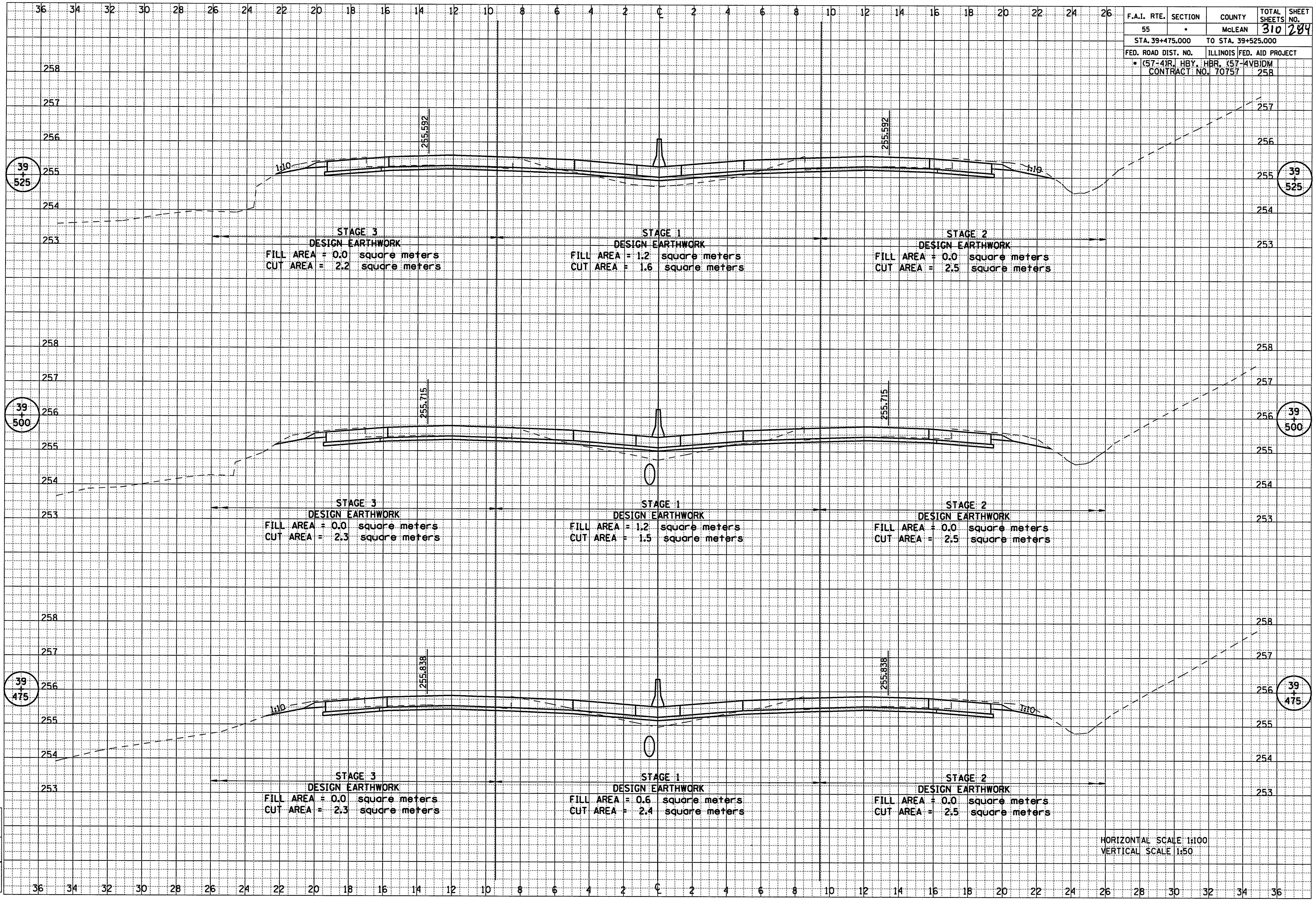
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	284

STA. 39+475.000 TO STA. 39+525.000

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

• (57-4)R, HBY, HBR, (57-4VB)DM

CONTRACT NO. 70757



FINAL SURVEY / NOTE BOOK / NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

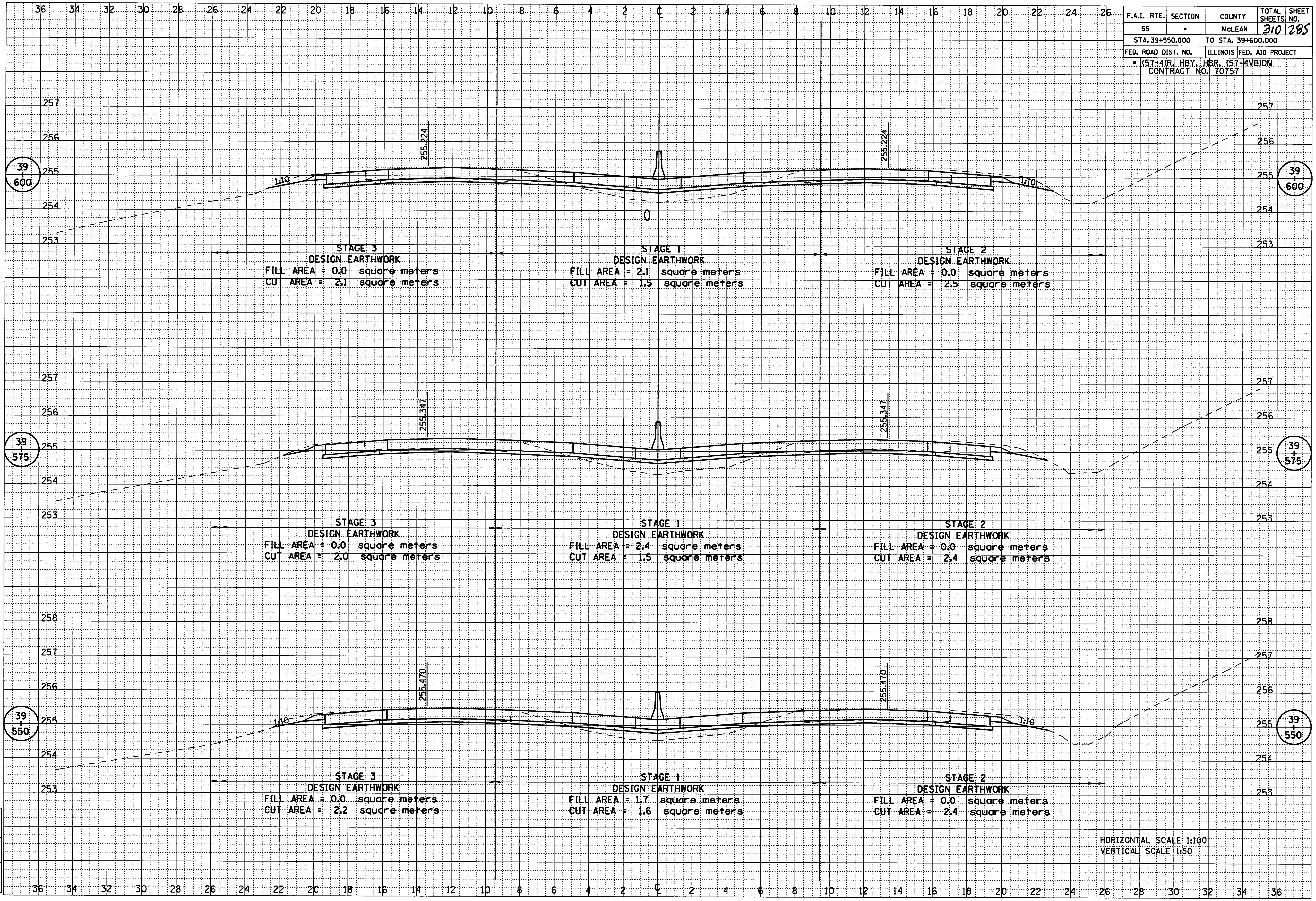
ORIGINAL SURVEY / NOTE BOOK / NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	285
STA. 39+550.000		TO STA. 39+600.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY: NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

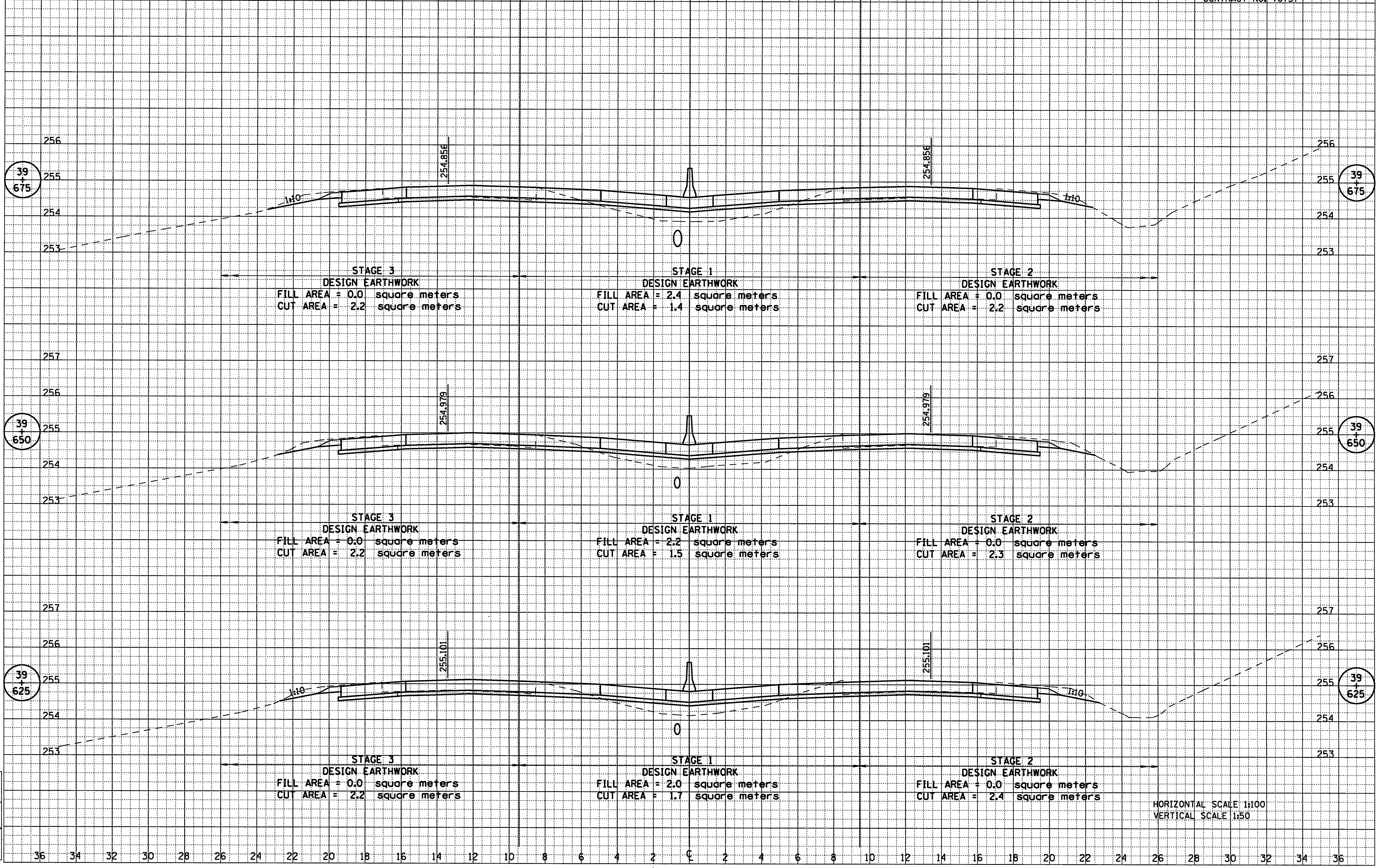
ORIGINAL SURVEY: NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	286
STA. 39+625.000		TO STA. 39+675.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



HORIZONTAL SCALE 1:100
VERTICAL SCALE 1:50

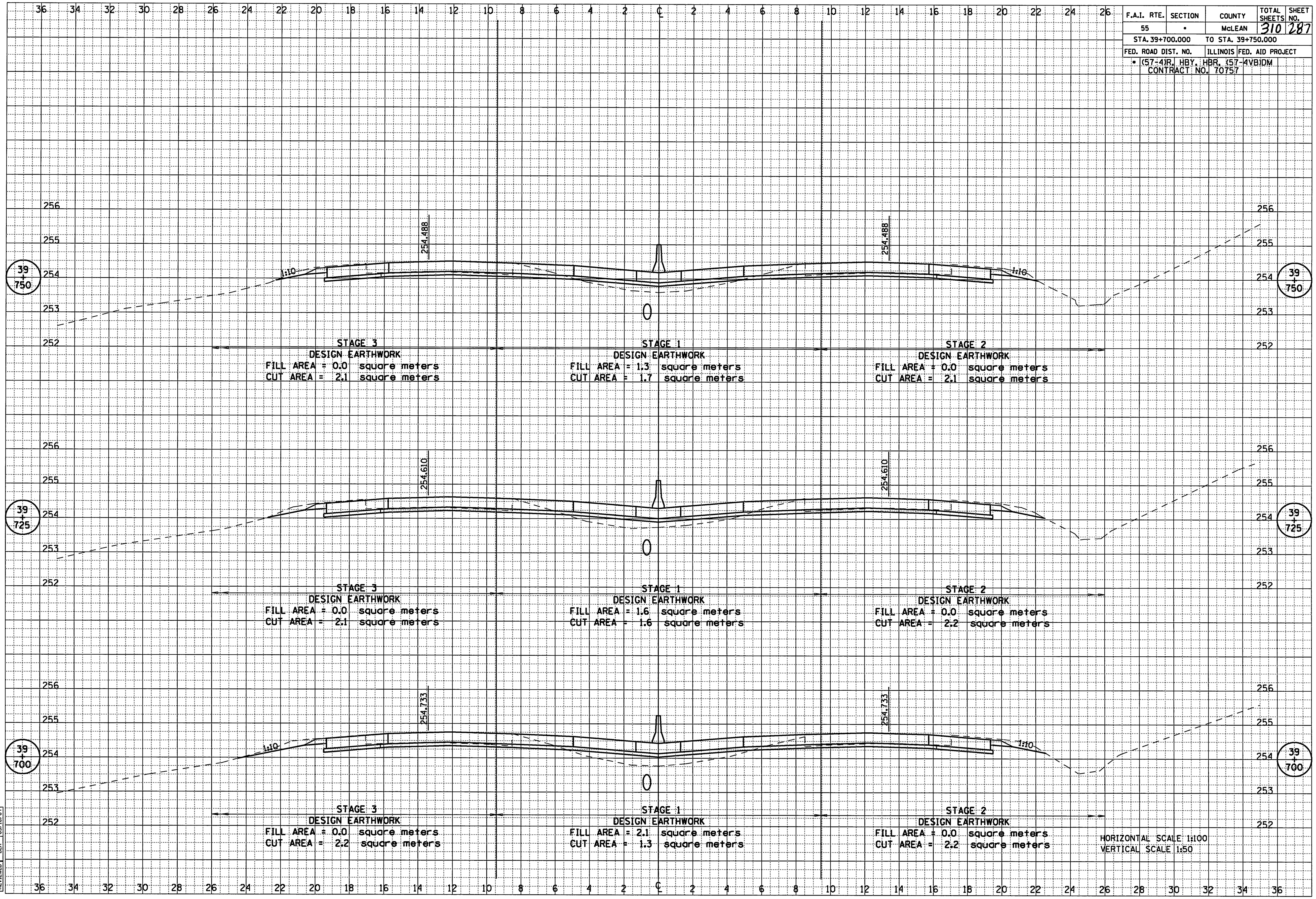
FINAL SURVEY	NOTE BOOK	NO.	BY	DATE
SURVEYED				
PLOTTED				
TEMPLATE				
AREAS				
AREAS CHECKED				

ORIGINAL SURVEY	NOTE BOOK	NO.	BY	DATE
SURVEYED				
PLOTTED				
TEMPLATE				
AREAS				
AREAS CHECKED				

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	287
STA. 39+700.000		TO STA. 39+750.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (57-4)R, HBY, HBR, (57-4VB)DM				
CONTRACT NO. 70757				



FINAL SURVEY NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

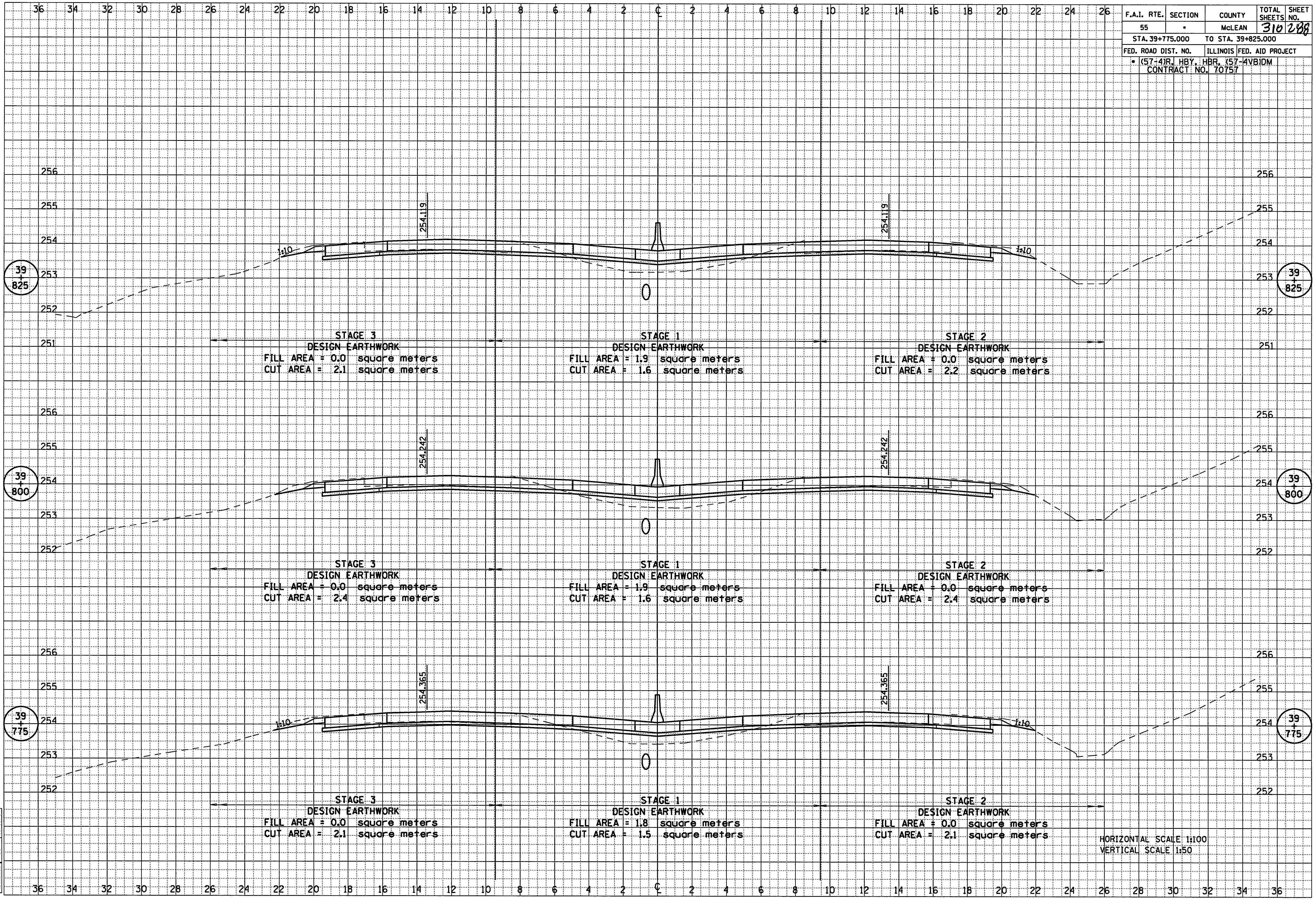
ORIGINAL SURVEY NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	288
STA. 39+775.000	TO STA. 39+825.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/8/04

FINAL SURVEY: NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

ORIGINAL SURVEY: NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

4/16/2009
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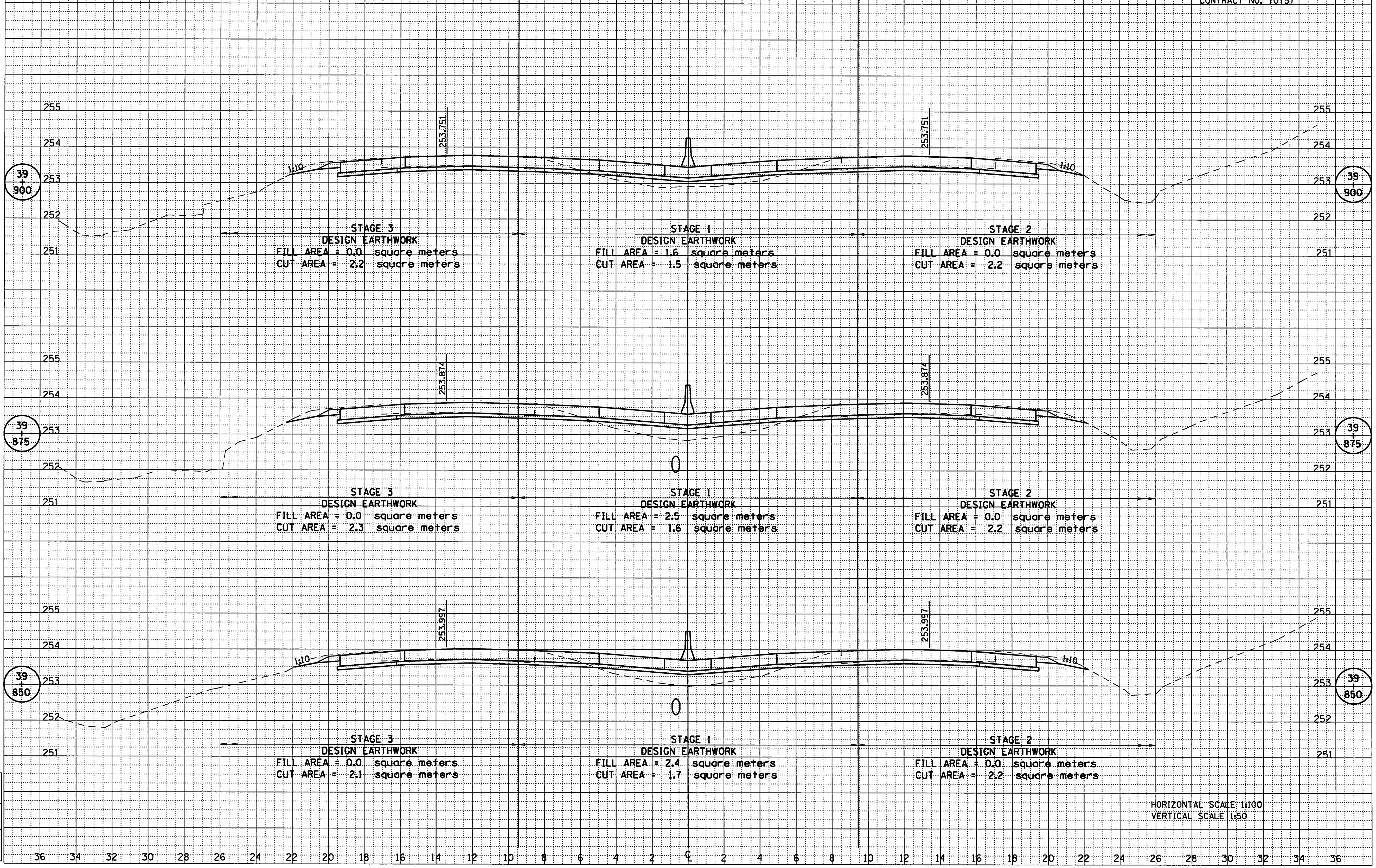
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	289
STA. 39+850.000		TO STA. 39+900.000		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY			
NO.	NOTE BOOK	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED	BY / DATE

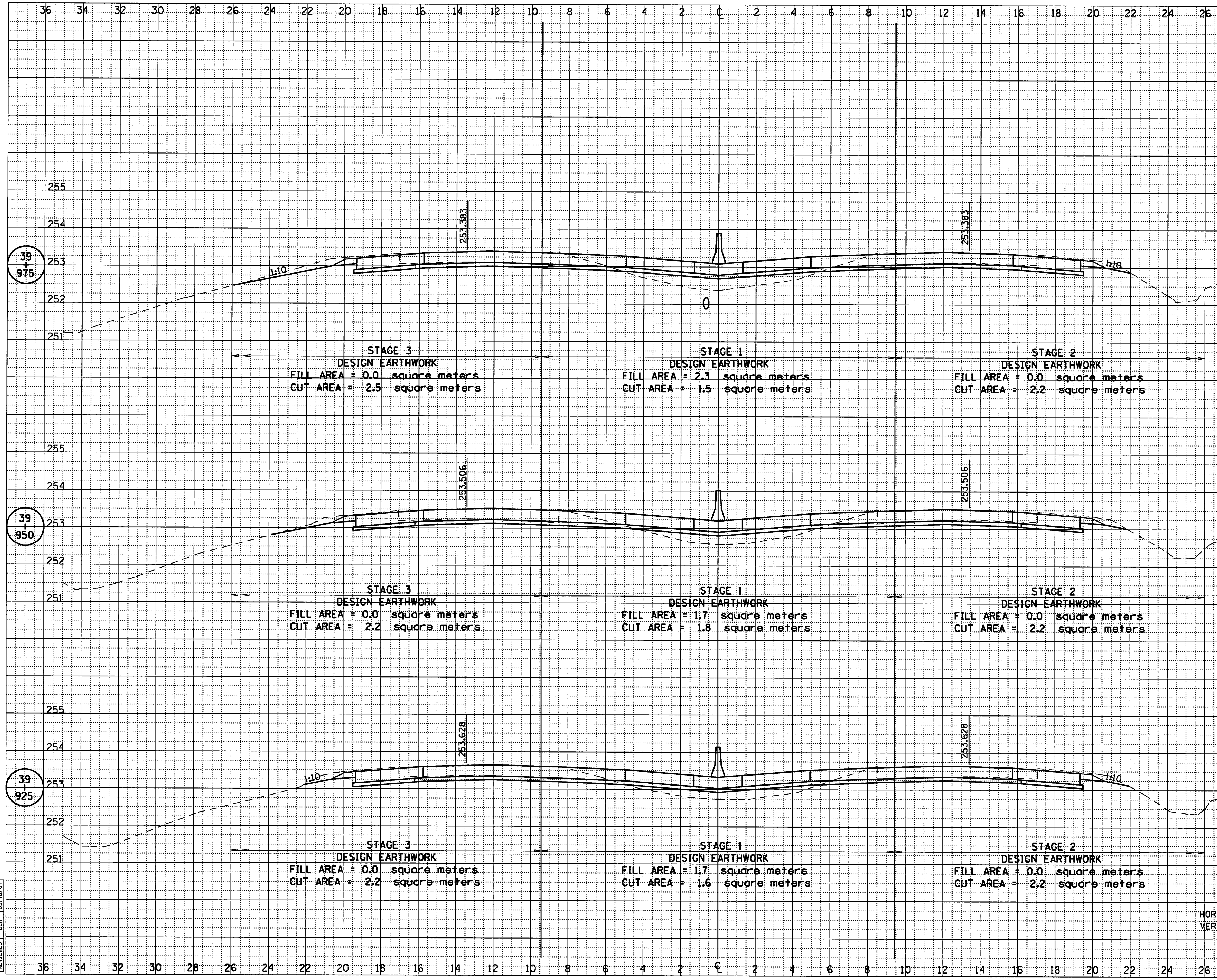
ORIGINAL SURVEY			
NO.	NOTE BOOK	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED	BY / DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	290
STA. 39+925.000 TO STA. 39+975.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO., BY, DATE

ORIGINAL SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO., BY, DATE

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
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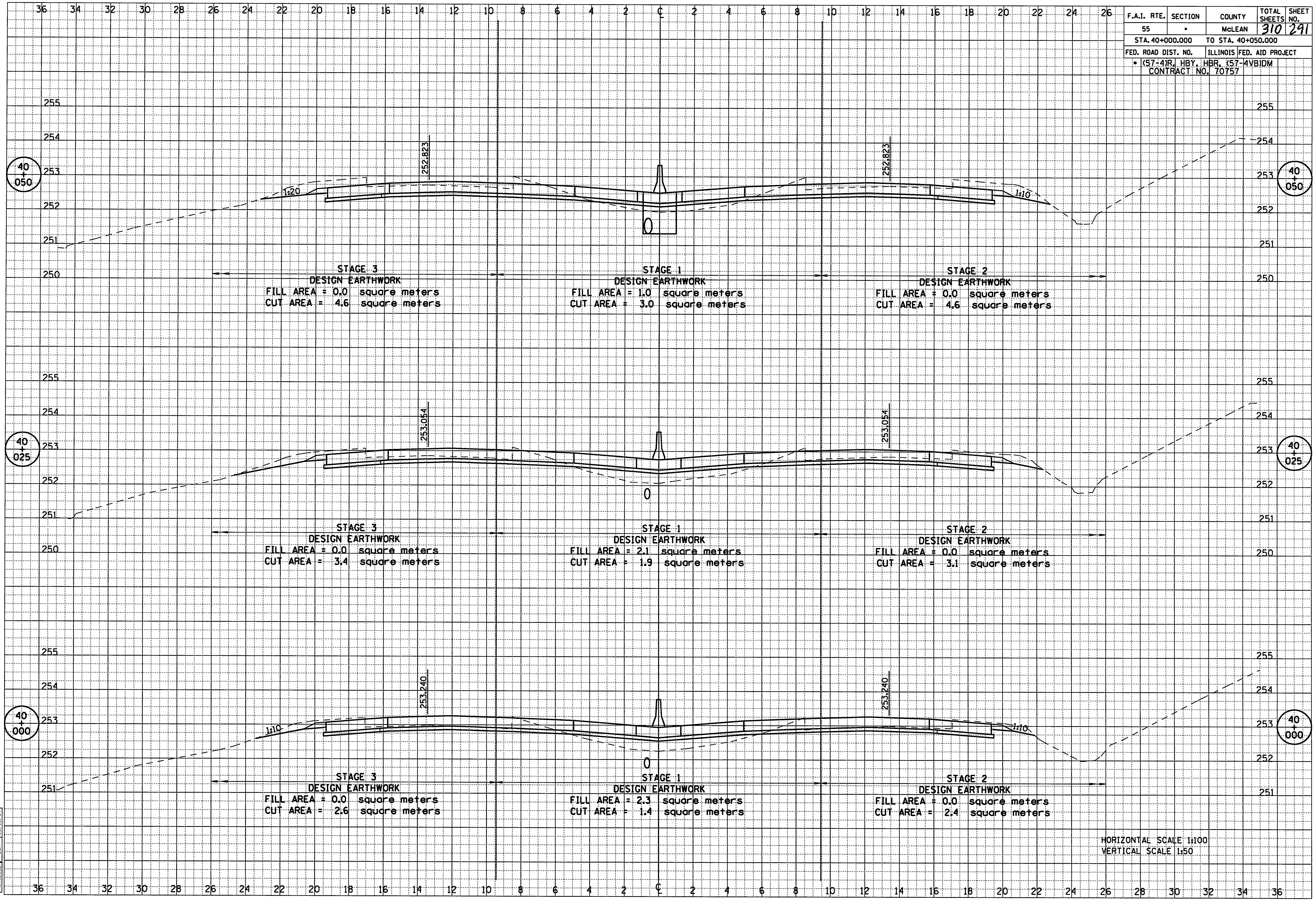

FINAL SURVEY | NOTE BOOK NO. | SURVEYED PLOTTED TEMPLATE AREAS AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK NO. | SURVEYED PLOTTED TEMPLATE AREAS AREAS CHECKED | BY | DATE

LAYOUT 04/18/01
DRAWN 04/18/01
REVIEWED DLH 03/18/04

4/16/2009
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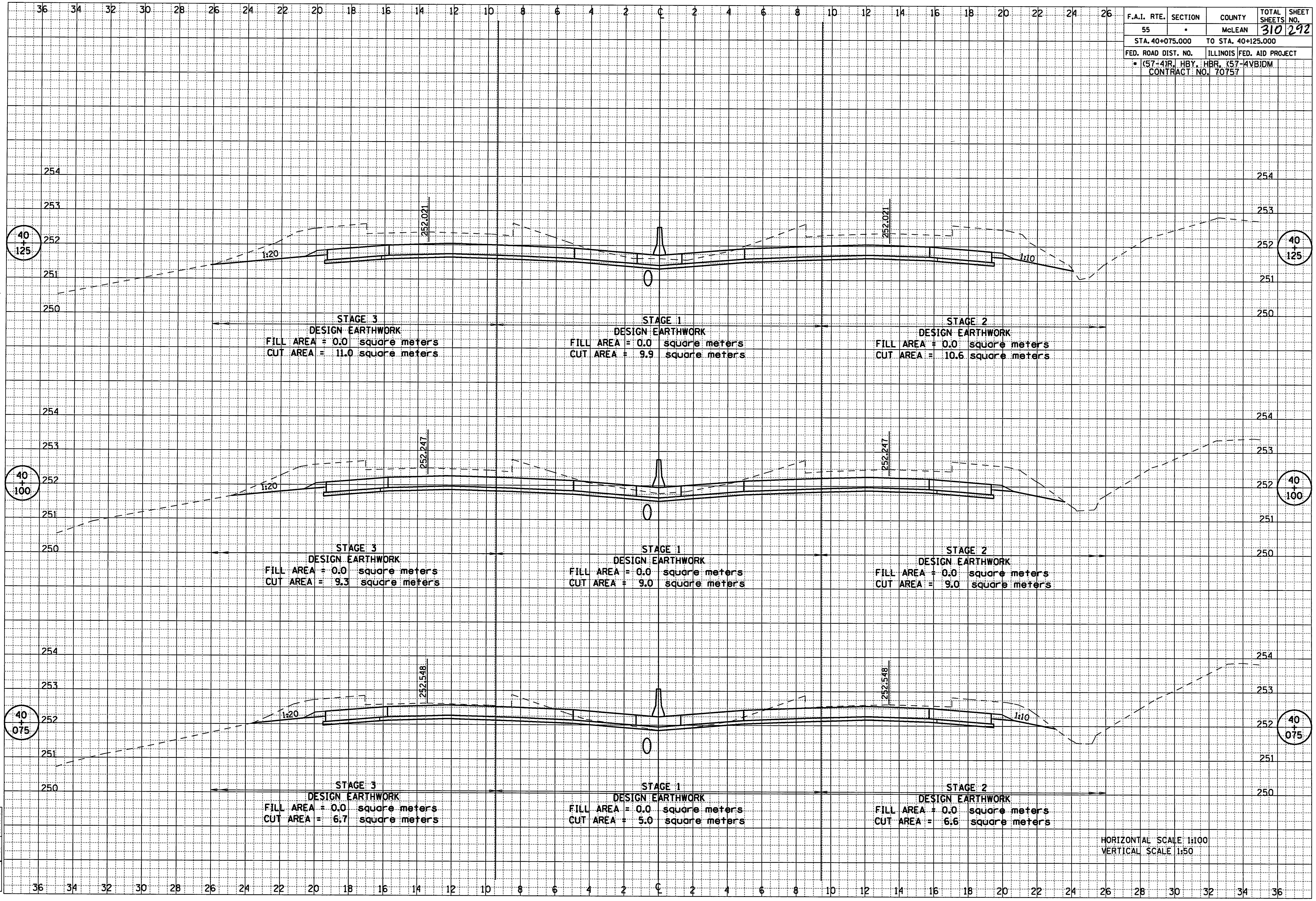
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	292
STA. 40+075.000	TO STA. 40+125.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



HORIZONTAL SCALE 1:100
VERTICAL SCALE 1:50

FINAL SURVEY: NOTE BOOK NO. — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — BY — DATE

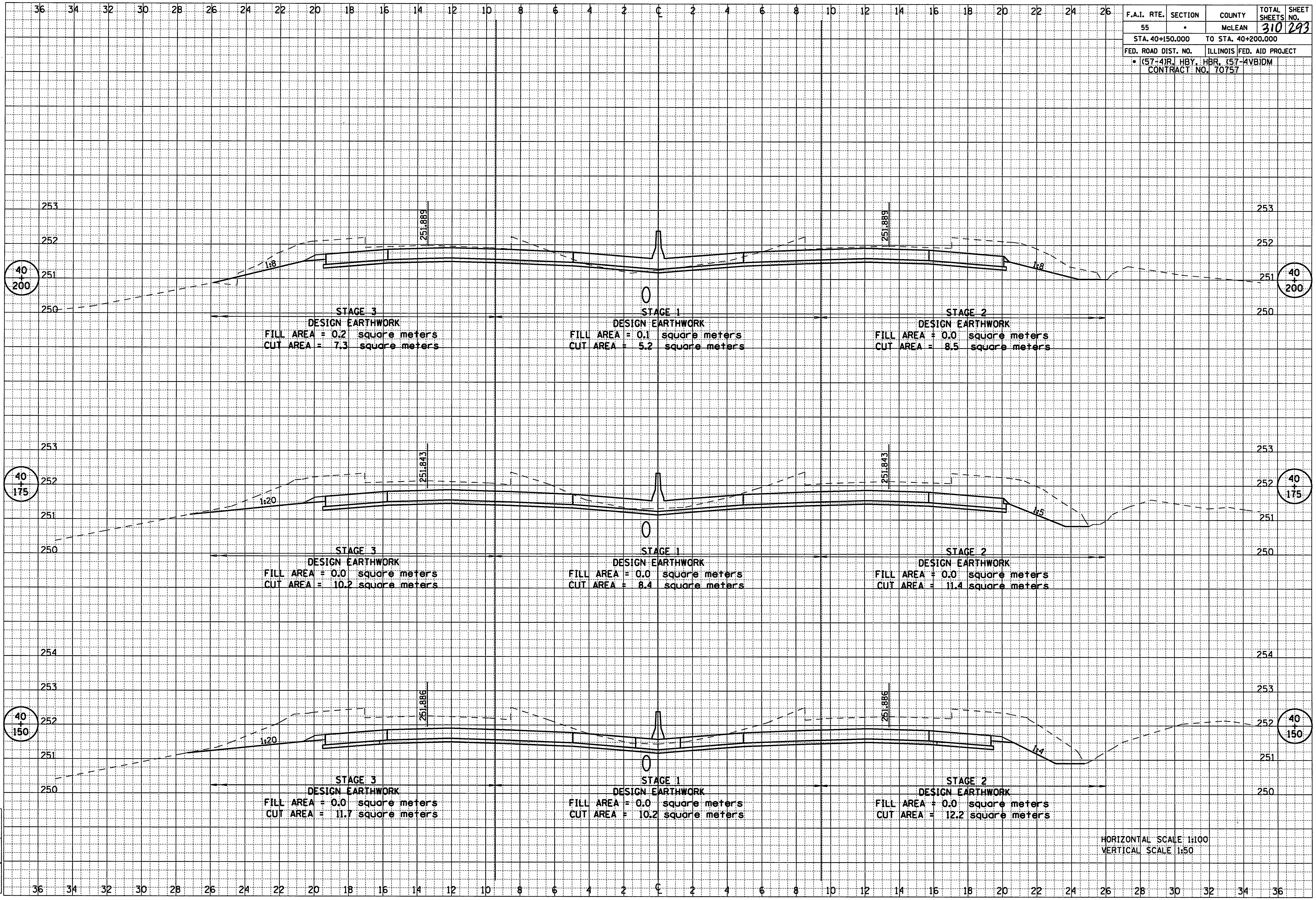
ORIGINAL SURVEY: NOTE BOOK NO. — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — BY — DATE

LAYOUT		04/18/01
DRAWN	DLH	04/18/01
REVIEWED		03/18/04

4/16/2009
#FILE#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	293
STA. 40+150.000 TO STA. 40+200.000				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

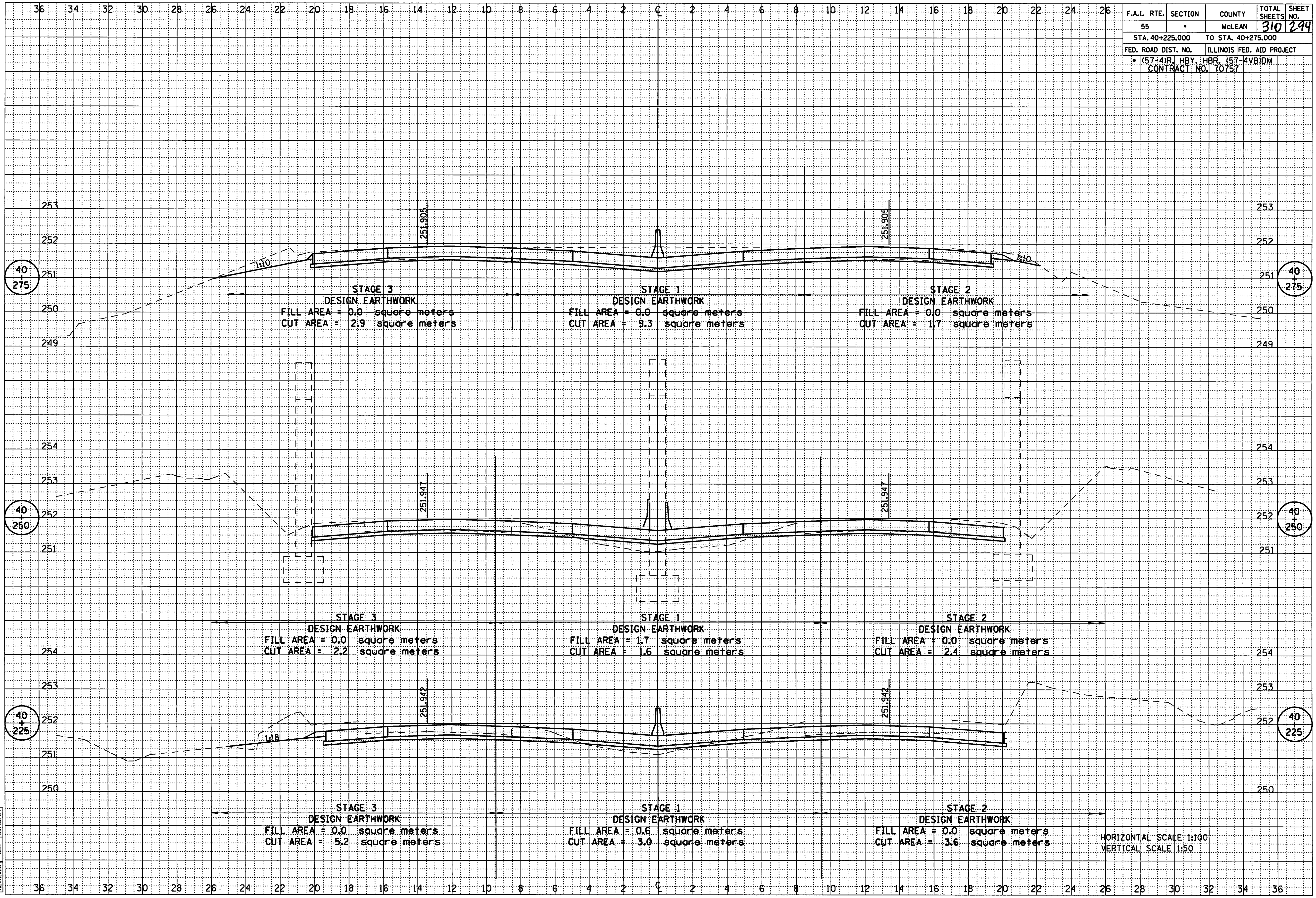
ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	294
STA. 40+225.000	TO STA. 40+275.000			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY	NOTE BOOK	NO.
SURVEYED	BY	DATE
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED	BY	DATE
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
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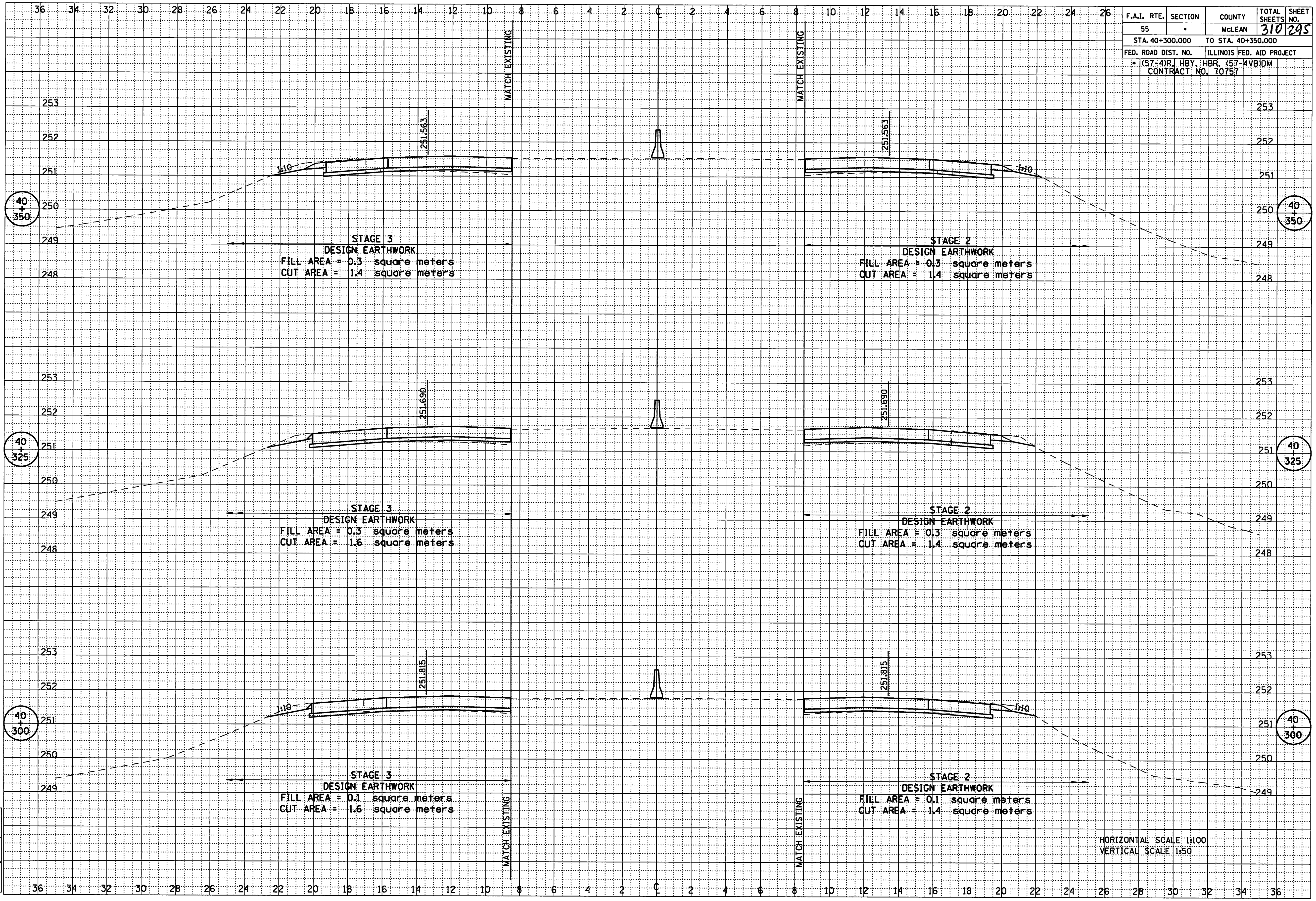
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	295
STA. 40+300.000 TO STA. 40+350.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY	BY	DATE
NOTE BOOK		
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NO.		

LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

4/16/2009
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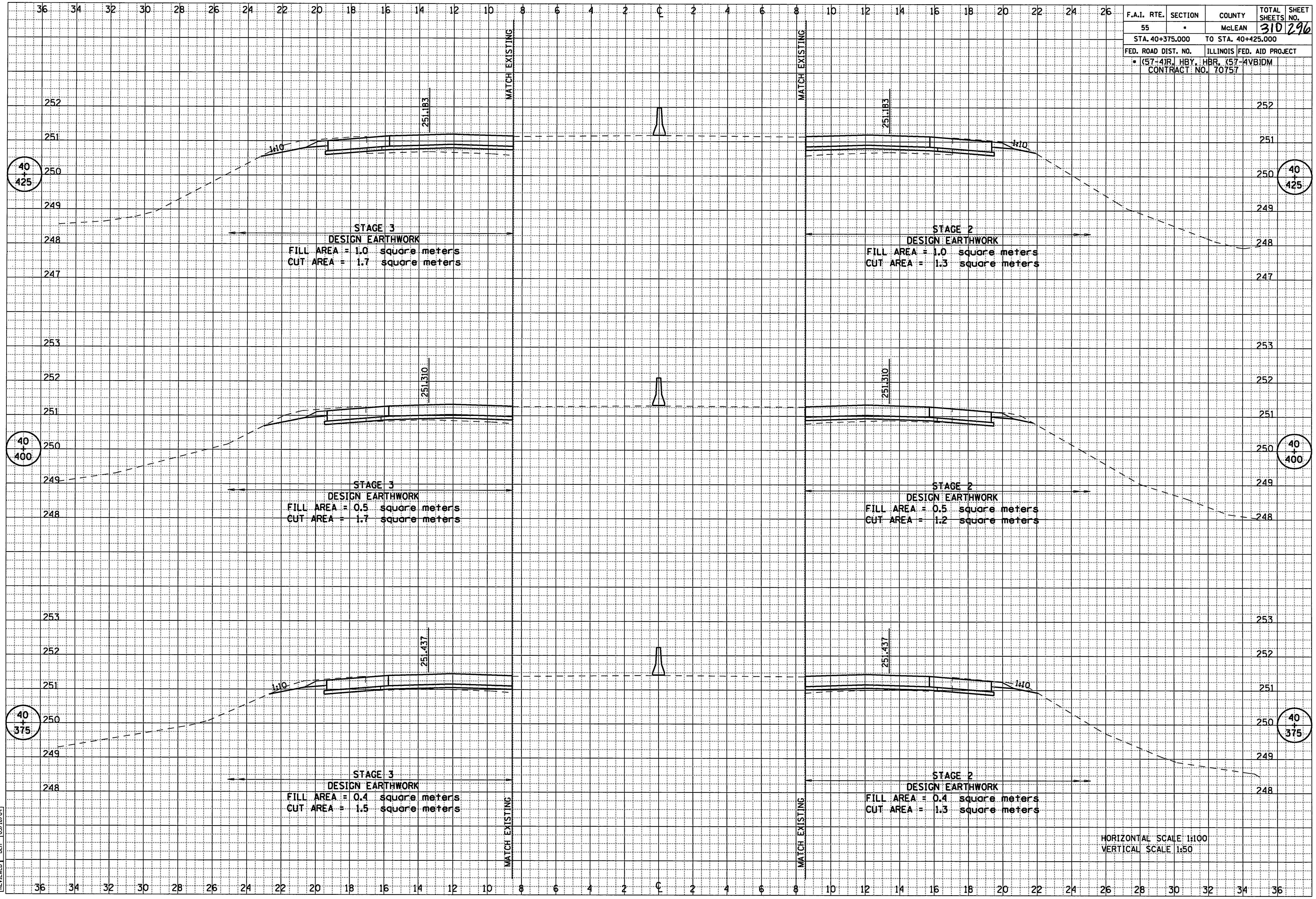
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	296

STA. 40+375.000 TO STA. 40+425.000

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

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

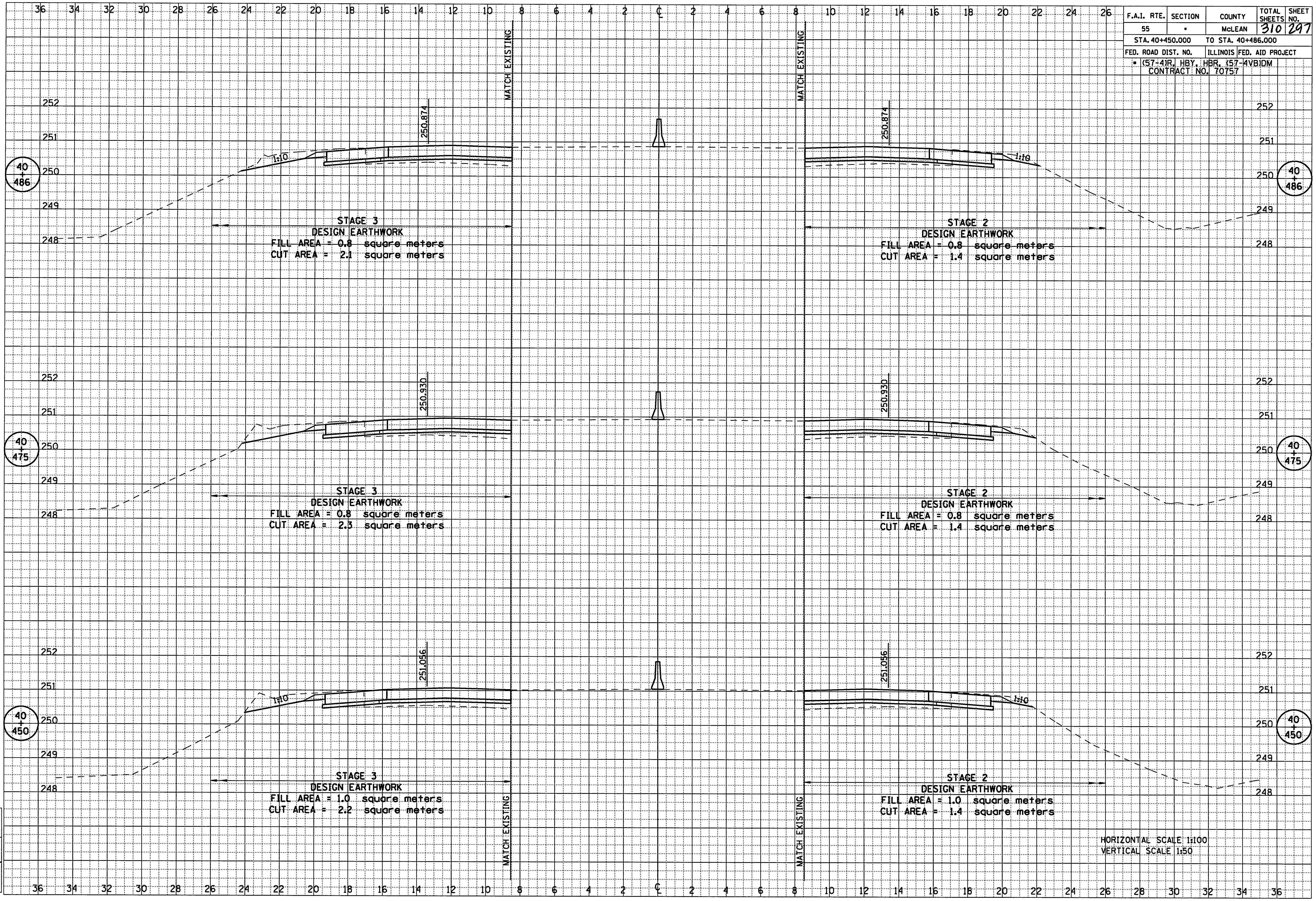
ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

LAYOUT		04/18/01
DRAWN	DLH	04/18/01
REVIEWED		03/18/04

4/16/2009
$FILE$

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	297
STA. 40+450.000 TO STA. 40+486.000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



LAYOUT		04/18/01
DRAWN		04/18/01
REVIEWED	DLH	03/18/04

FINAL SURVEY / NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

ORIGINAL SURVEY / NOTE BOOK NO. / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / BY / DATE

4/16/2009
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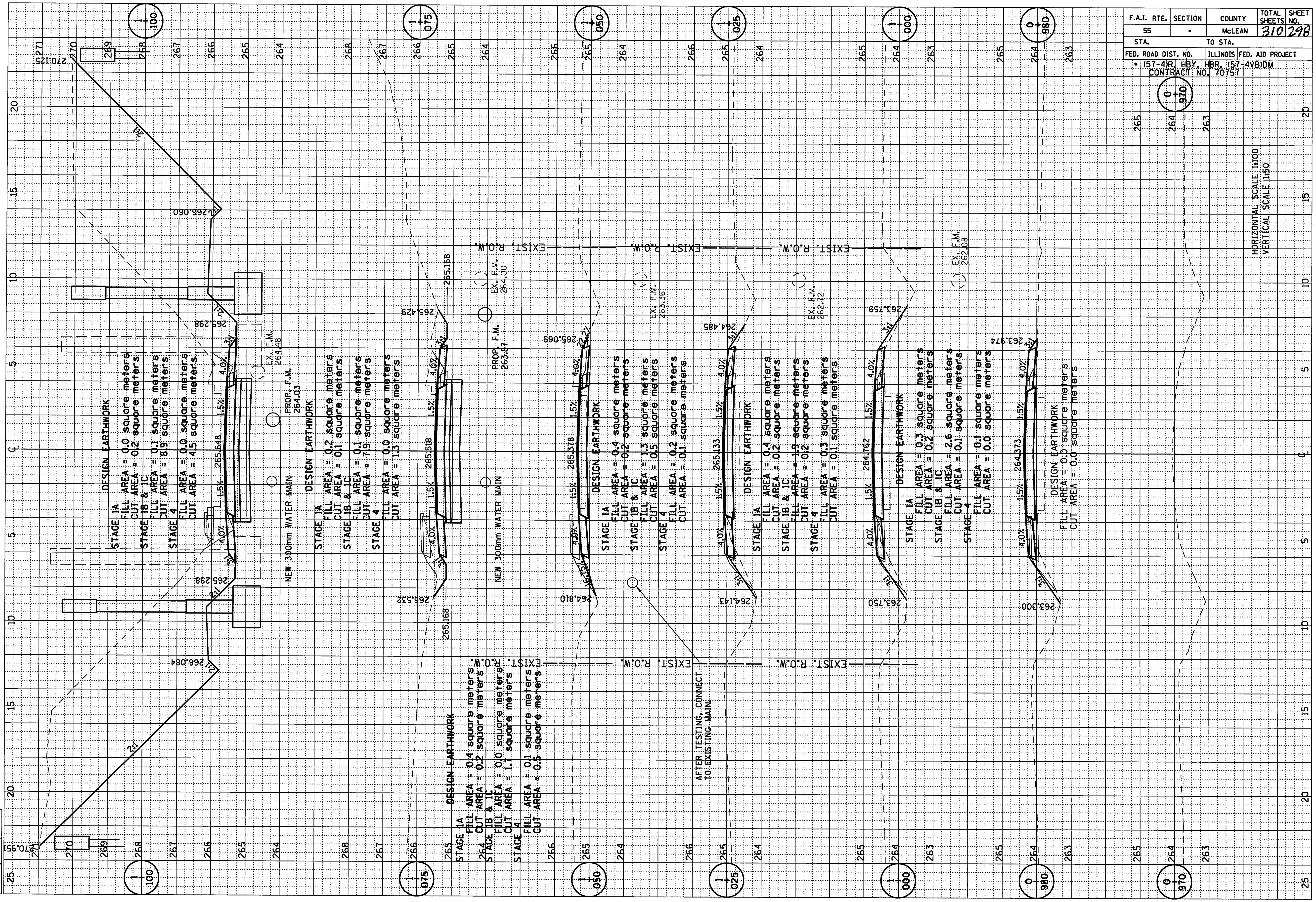
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	298
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757



• ALL ELEVATIONS ARE TO BOTTOM OF FORCE MAIN

LINDEN STREET

LAYOUT	JJH	
DRAWN	JJH	03/18/04
REVIEWED	DLH	

4/16/2009
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4/16/2009
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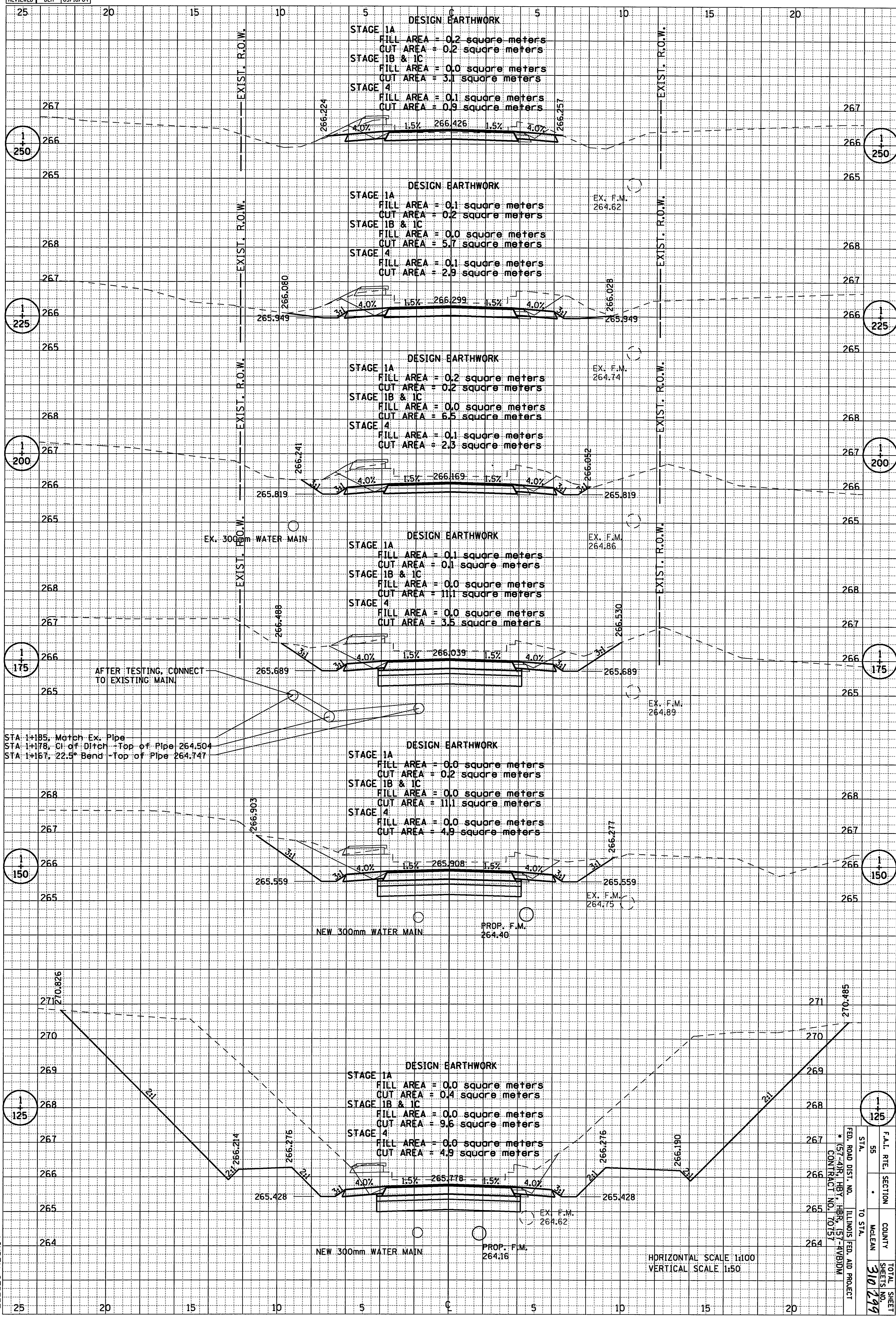
LAYOUT	JJH
DRAWN	JJH
REVIEWED	DLH 03/18/04

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	McLEAN	310	299
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (57-4)R, HBY, HBR, (57-4VB)DM
CONTRACT NO. 70757

• ALL ELEVATIONS ARE TO BOTTOM OF FORCE MAIN

4/16/2009
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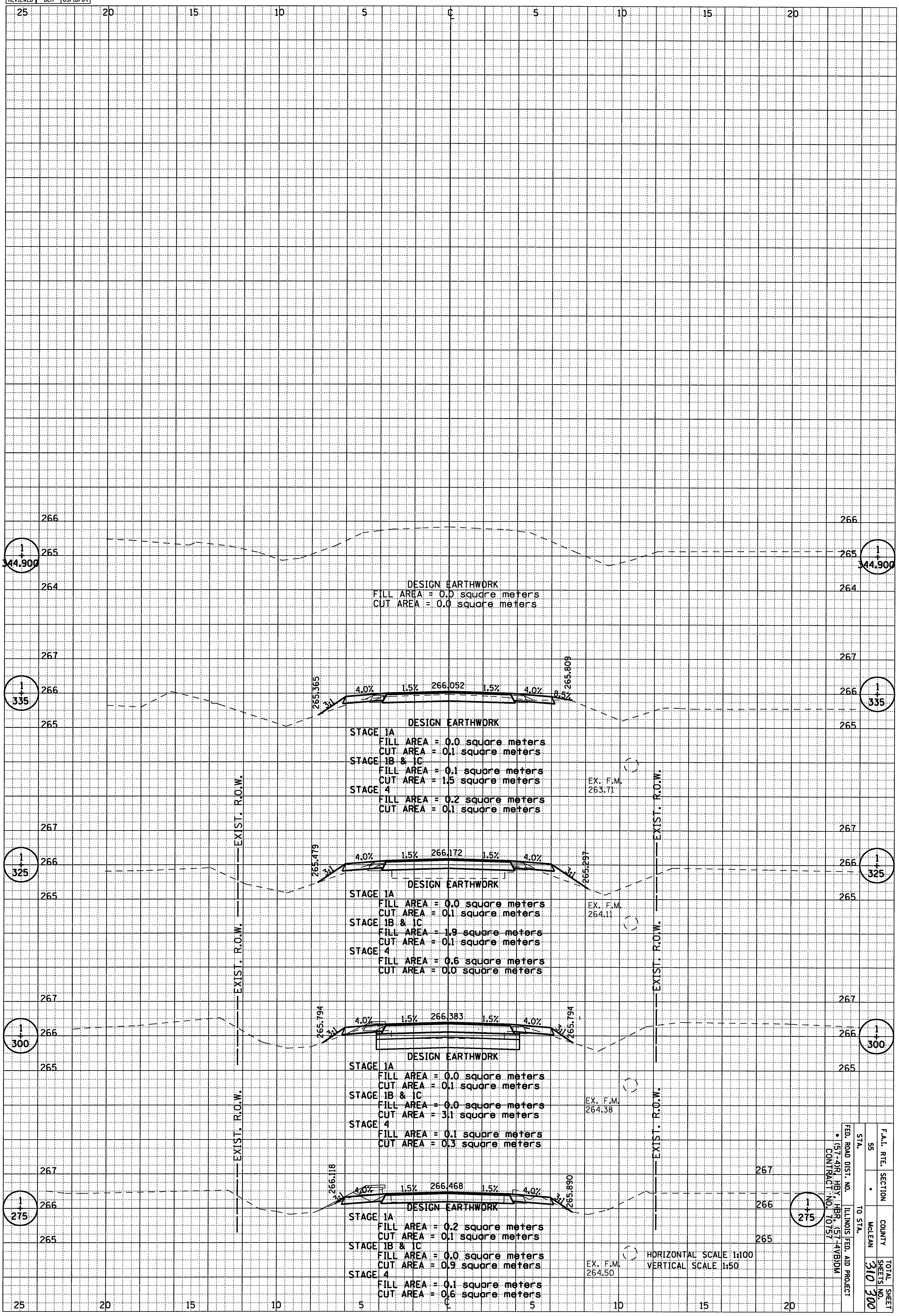
LAYOUT	JJH	
DRAWN	JJH	
REVIEWED	DLH	03/18/04

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	•	McLEAN	310	300
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (57-4)R, HBY, HBR, (57-4VB)DM				
CONTRACT NO. 70757				

• ALL ELEVATIONS ARE TO BOTTOM OF FORCE MAIN