79

FOR INDEX OF SHEETS, SEE SHEET NO. 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	**	401	1
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 22(1, 1HB-4, 2&2HB-1)RS-3 22(1HB&2HB)1-R
** WILL, DUPAGE & COOK
NHI-55-6(197)270
D-91-335-93

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALES: PLAN 1"=50'; PROFILE HORIZ. 1"=50'; PROFILE VERT. 1"=5'; CROSS SECTIONS N.A.

F.A.I. ROUTE 55 (STEVENSON EXPRESSWAY) N.B. & S.B.
SECTION: 22(1, 1HB–4, 2&2HB–1)RS–3, 22(1HB&2HB)1–R
PROJECT: NHI-55-6(197)270
RESURFACING, SHOULDER WIDENING, RAMP EXTENSION, LIGHTING, SURVEILLANCE, STRUCTURE REPAIR, REHABILITATION AND REPLACEMENT AND DRAINAGE IMPROVEMENTS
WILL, DUPAGE, AND COOK COUNTIES
C–91–335–93

STRUCTURES

MURPHY ROAD – NO WORK
STA. 738+36
STR. NO. 022–0088 HB&SB

LEMONT ROAD – DECK REPL.
STA. 796+40
STR. NO. 022–0001

CASS AVE. – PIN & LINK REPL.
STA. 903+35
STR. NO. 022–0072

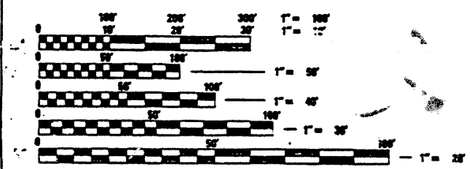
CLARENDON HILLS RD. – NO WORK
STA. 960+75
STR. NO. 022–0089

IL. RTE. 83 – NO WORK
STA. 989+99
STR. NO. 022–0050 NB
STR. NO. 022–0051 SB

MADISON STREET – DECK REPL.
STA. 1023+92
STR. NO. 022–0003

COUNTY LINE RD. – SUB. STR. REPAIRS & PIN LINK REPL.
STA. 1086+08
STR. NO. 016–0587

PROJECT LOCATED IN THE MUNICIPALITIES OF BOLINGBROOK, BURR RIDGE, DAREN, WILLOWBROOK, AND WOODRIDGE



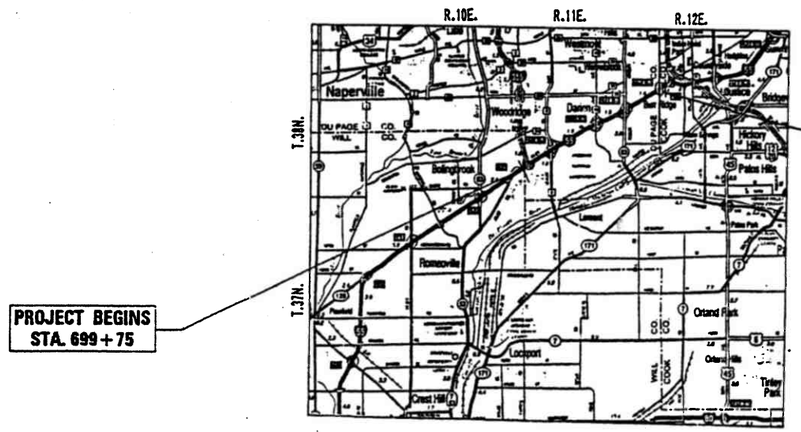
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1–800–892–0123

PLAN PREPARATION ENGINEER : T. HOLTZ / R. SHAH (708)705–4437

CONTRACT NO. 82453

Sheets 1 Thru 50 (Set 1 of 1)



TRAFFIC DATA
1992 ADT = 112,700
2010 ADT = 135,000
SPEED LIMIT = 55 MPH

GROSS LENGTH OF PROJECT = 39,537.11 LIN. FT. = 7.488 MILES = 12.048 KILOMETERS
NET LENGTH OF PROJECT = 39,537.11 LIN. FT. = 7.488 MILES = 12.048 KILOMETERS

SEAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 23 1995
Donald A. Carlson
DISTRICT ENGINEER

_____ 19 ____
ENGINEER OF PROJECT DEVELOPMENT AND IMPLEMENTATION

December 15 1995
ENGINEER OF DESIGN AND ENVIRONMENT

December 15 1995
DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	**	401	2
STA		TO STA		
FED. ROAD DIST. NO. 1	ILLINOIS		FED. AID PROJECT	

* 22(1,1HB-4, 2&2HB-1)RS-3, 22(HU&2HB)1-R

** WILL, DUPAGE & COOK

INDEX OF SHEETS

* 15-17 DELETED
287 - 291 DELETED
⚠ 307 - DELETED

REVISED PLAN SHEETS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

SCALE: VERT. HORIZ. DRAWN BY

DATE CHECKED BY

⚠ 1-2-96

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55	*	**	401	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	

* 22(1,1HB-4, 2&2HB-1)RS-3, 22(HB&2HB)I-R

** WILL, DUPAGE & COOK

STATE REQUIRED STANDARDS

STD. NO.	DESCRIPTION
1514-10	CATCH BASINS, TYPE A
1527-10	MANHOLE, TYPE A
1564-1	HEADWALL FOR PIPE CULVERT
1603-5	INLET, TYPE A
1606-5	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
1913-7	TYPE A GUTTER
1914-7	TYPE B GUTTER
2113-6	NAME PLATE FOR BRIDGES
2130-16	CONCRETE CURB & COMBINATION CONCRETE CURB & GUTTER
2149-12	DELINEATORS
2168-12	CHAIN LINK FENCE
2203-16	PCC BASE COURSE WITH BITUMINOUS CONCRETE BINDER AND SURFACE COURSES
2213-6	FRAME AND LIDS, TYPE 1
2230-18	STEEL PLATE BEAM GUARDRAIL
2237-12	BITUMINOUS SHOULDER DETAILS - ADJACENT TO RIGID PAVEMENT
2256-12	BREAK-AWAY SIGN POSTS
2258-5	PAVED DITCH, TYPE A AND TYPE B
2259-8	BREAK-AWAY TUBULAR SIGN POSTS
2298-12	TRAFFIC CONTROL DEVICES
2302-9	RURAL, 2 LANE, 2-WAY, OFF-ROAD OPERATIONS
2303-10	RURAL LANE CLOSURE, 2-LANE, 2-WAY, ON-ROAD OFF-ROAD, DAY ONLY
2304-10	RURAL LANE CLOSURE, NIGHT 2-LANE, 2-WAY, ON-ROAD OFF-ROAD
2311-12	RURAL LANE CLOSURE, 2-LANE, 2-WAY, PAVEMENT WIDENING
2314-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES MULTILANE DIV. AND UNDIV., RURAL, DAY OR NIGHT
2315-11	RURAL LANE CLOSURE, MULTILANE, DIV. & UNDIV., DAY OPERATIONS ONLY
2316-16	RURAL LANE CLOSURE, MULTILANE, DIV. & UNDIV
2317-9	RURAL LANE CLOSURE, MULTILANE, DIV., WITH CROSSOVER
2318-10	RURAL LANE CLOSURE, MULTILANE, 2-WAY, UNDIV., WITH CROSSOVER
2319-6	SIGN PANEL MOUNTING DETAILS
2320-5	SIGN PANEL ERECTION DETAILS
2323-14	PAVEMENT JOINTS
2327-12	SUB-SURFACE DRAINS
2333-5	CONCRETE BARRIER
2336-5	TRAFFIC BARRIER TERMINAL, TYPE 1
2337-3	TRAFFIC BARRIER TERMINAL, TYPE 2
2340-6	TRAFFIC BARRIER TERMINAL, TYPE 5 & 5A
2341-9	TRAFFIC BARRIER TERMINAL, TYPE 6
2354-2	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
2357-3	INLET BOX TYPE 600 (24) F
2362-4	CONCRETE HEADWALL FOR PIPE DRAINS
2364-3	GRATING FOR CONCRETE FLARED END SECTION FOR 600 MM, 750 MM & 900 MM (24", 30", 36") PIPE
2379-2	GRATING FOR CONCRETE FLARED END SECTION (FOR 1050 MM (42"), 200 MM (48") & 350 MM (54") PIPE)
2381-2	TEMPORARY EROSION CONTROL SYSTEMS
2383-4	TEMPORARY CONCRETE BARRIER
2396-1	TYPICAL PAVEMENT MARKINGS
2397-2	TYPICAL APPLICATIONS, RAISED REFLECTIVE PAVEMENT MARKERS
2419-2	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES MULTILANE, DIVIDED AND UNDIVIDED, RURAL DAY OR NIGHT OPERATIONS
2426-4	CLASS B PATCHES
2427-2	CLASS C AND D PATCHES
2430-1	BITUMINOUS SHOULDER DETAILS - ADJACENT TO FLEXIBLE PAVEMENT
2432-3	TYPICAL ENTRANCE RAMP TERMINAL - FLEXIBLE RAMP ADJACENT TO FLEXIBLE MAINLINE PAVEMENT
2441-1	PCC/BITUMINOUS STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
2442-3	BRIDGE APPROACH PAVEMENT
2443-3	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
2447	CAST IRON STEPS
2449-1	PRECAST REINFORCED CONCRETE FLARED END SECTION
2402	URBAN LANE CLOUSURE MULTILANE, 2-WAY, DIVIDED & UNDIV. WITH MOUNT. MEDIAN
2307-10	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES SHORT-TIME OPERATION, DAY OR NIGHT
2401	URBAN LANE CLOSURE 2-LANE, 2-WAY, UNDIVIDED DAY OR NIGHT OPERATION

PLAN NOTES

10' TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FILED OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER LINEAR FOOT FOR STEEL PLATE BEAM GUARD RAIL REMOVAL.

BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED. (ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL).

WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

ON STATE STANDARDS 2429 AND 2430 AGGREGATE SUBGRADE 12" SHALL BE USED IN LIEU OF LIME MODIFIED SOIL OR SUB-BASE GRANULAR MATERIAL, TYPE C SPECIFIED. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE UNDER THE SHOULDER SHALL BE INCLUDED IN THE COST PER SQ YD OF "AGGREGATE SUBGRADE 12".

TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORSEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN THIRTY (30) MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEEER FOR CORRECTION.

ALL PAVEMENT RELIEF JOINTS SHALL BE REMOVED AND RECONSTRUCTED, SEE STANDARD 2426 (METHOD II). THE REMOVEAL, THE SAW CUT (FULL DEPTH) AND ALL OTHER NECESSARY WORK SHALL BE CONSIDERED INCIDENTAL TO CLASS B PATCH - EXPANSION JOINT.

NEW THERMPLASTIC PAVEMENT MARKINGS ARE TO BE REMOVED PRIOR TO SURFACING OPERATIONS. GRINDING OF PAVEMENT MARKINGS TO BE REMOVED WILL BE PERMITTED WHERE THE PAVEMENT IS TO BE RESURFACED.

RAISED PAVEMENT MARKER, BRIDGE: MARKERS INSTALLED ON BRIDGE D SHALL BE DESIGNATED SO THAT THE MAXIMUM SAW CUT INTO THE BRIDG IS LIMITED TO 1". THIS SHALL BE PAID FOR AS RAISED REFLECTIVE PAVE MARKER.

CHAIN LINK FENCE 4'

1) INSTALL CHAIN LINK FENCE 4' AT LOCATION OF EXISTING FENCE TO BE REMOVED, UNLESS OTHERWISE DIRECTED BY ENGINEER.

2) CONTRACTOR AND ENGINEER WILL AGREE UPON A REASONABLE AMOUNT OF EXISTING FENCE REMOVAL AFTER WHICH THE PROPOSED CHAIN LINK FENCE 4' MUST BE INSTALLED AT THIS SAME LOCATION. PRIOR TO REMOVAL OF ADDITIONAL FENCE. THE PURPOSE BEING TO REASONABLY MAINTAIN THE ACCESS CONTROL FENCE LINE.

3) REMOVAL OF ACCUMULATIONS OF RUBBISH OF WHATEVER NATURE, REMOVAL OF LOGS, SHRUBS, BUSHES, SAPLINGS, WEEDS AND STUMPS LESS THAN 6 INCHES SHALL BE DONE PRIOR TO INTALLING THE NEW CHAIN LINK FENCE 4'. THIS WORK WILL BE INCIDENTAL TO CHAIN LINK FENCE 4'.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATION OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

THE PLANS AND ESTIMATES OF QUANTITIES HAVE BEEN PREPARED FROM MICROFILM PLANS AND FIELD INSPECTIONS. STATIONING AND QUANTITIES ARE SUBJECT TO ADJUSTMENT DURING CONSTRUCTION.

ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR FLOURESCENT ORANGE VEST AT ALL TIMES WHILE IN THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

VERIFY DIMENSIONS: IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.

QUANTITIES: QUANTITIES SHOWN ON PLANS ARE BASED ON FIELD INSPECTION AT THE TIME OF PLAN PREPARATION AND ARE TO BE USED FOR PREPARATION PROPOSALS HOWEVER AS DETERMINED BY THE ENGINEER. QUANTITIES MAY CHANGE BASED UPON CONDITIONS UNCOVERED AT THE TIME OF CONSTRUCTION.

ALL TRAFFIC CONTROL AND PROTECTION DEVICES SHALL BE CLEANED AS NECESSARY THROUGHOUT THE CONTRACT.

TYPE A REFLECTOR MARKER SHALL BE INSTALLED ON GUARDRAIL OR BRIDGERAIL. TYPE B REFLECTOR SHALL BE INSTALLED ON THE CONCRETE BARRIER WALL USING AN ADHESIVE. THE LOCATIONS FOR MOUNTING THE MARKERS ON BARRIER WALL SHALL BE AS DIRECTED BY THE ENGINEER.

BITUMINOUS SHOULDERS : THE FINAL 2" LIFT ON ALL SHOULDERS SHALL BE TYPE 3 SURFACE.

USE NO. 25 (#8) EPOXY-COATED TIE BARS CONFORMING TO ART. 706.10 (b) (2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINTS AS SHOWN ON THE STATE STANDARD 2323. THE TIE BARS WILL NOT BE PAID FOR AS SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT ITEMS BEING CONSTRUCTED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40 MM (1-1/2 IN) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH) OR LESS AND 25 MM (1 IN) WHERE THE SPEED LIMIT IS OVER 80 KM/H (45 MPH) WITH WRITTEN APPROVAL FROM THE ENGINEER. A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 IN) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

PAYMENT FOR DRAINAGE AND UTILITY STRUCTURES TO BE RECONSTRUCTED SHALL INCLUDE ANY ADJUSTMENT OF FRAMES AND LIDS TO FACILITATE MILLING AND TO MEET FINAL GRADES.

REVISIONS	
NAME	DATE
JD	12-12-95

ILLINOIS DEPARTMENT OF TRANSPORTATION

STATE STANDARDS AND PLAN NOTES

SCALE: VERT. HORIZ.

DRAWN BY

DATE

CHECKED BY

Bench Mark: B.M. 40 - Nail and washer in power pole.
148' Rt. of sta. 809+63, Elev. 758.83

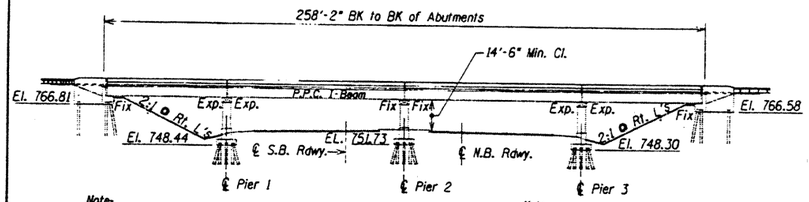
Existing Structure: S.N. 022-0001 is a four span simple support P.P.C. I-beam structure. Back to back abutment length is 258'-2" and it has adjacent North-bound and South-bound traffic decks having a total out to out width of 155'-7⅜". The deck has a Skew L of 33°-16'-15". The structure was constructed in 1960, rehabilitated and widened in 1977.

WORK TO BE PERFORMED
The existing concrete deck is to be removed and replaced with a new concrete deck widened 7 inches on each side. The structure is to be raised to provide 14'-6" minimum vertical clearance over Lemount Road. The existing bronze graphite bearings at Piers 1 and 3 are to be replaced with elastomeric type bearings. Remove existing wing walls and replace as shown. Existing beams and diaphragms and substructure to be repaired and re-used. Concrete slope walls are to be repaired. Traffic to be maintained using staged construction.

STATION 796+40.45
REBUILT 199
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 22-2HB-1
F.A. PROJECT NO.
LOADING HS20 & ALT.
STR. NO. 022-0001

NAME PLATE
See Std. 2113

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



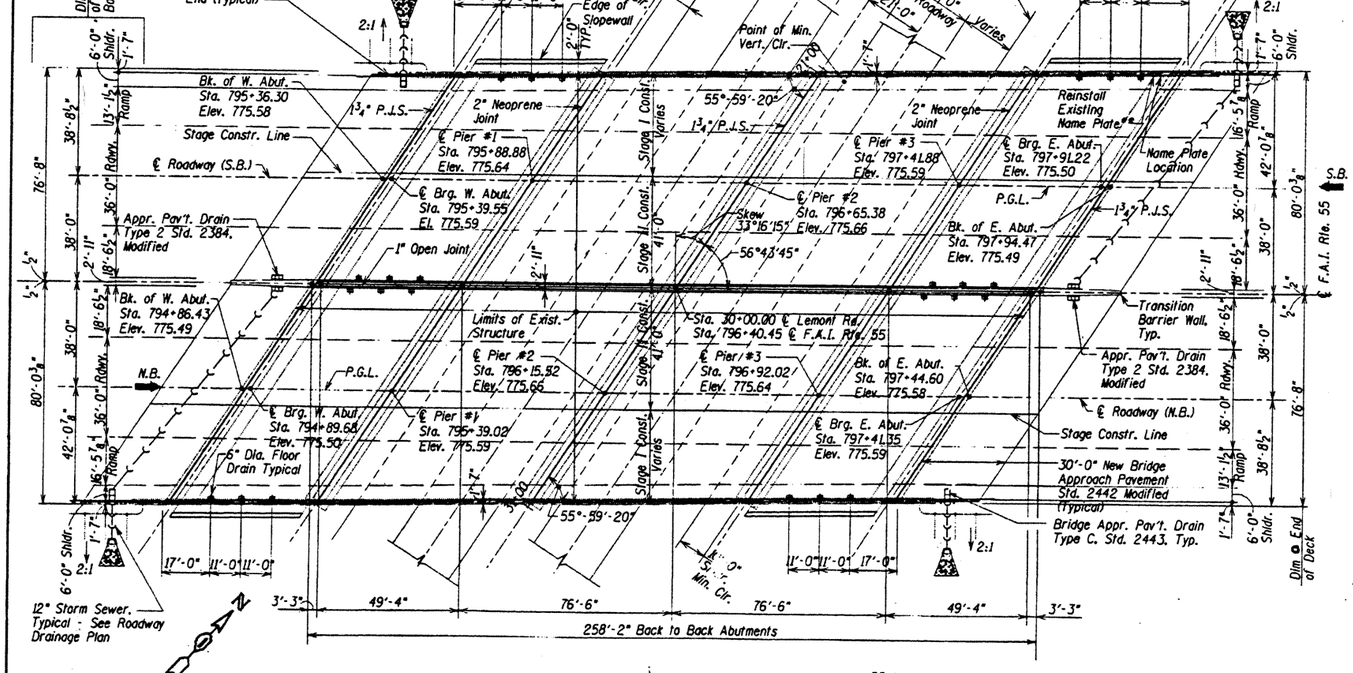
Note:
Conduits to be provided for future lighting.

Note:
Existing piers and abutments to be repaired, modified and re-used.

ELEVATION

TOTAL BILL OF MATERIAL

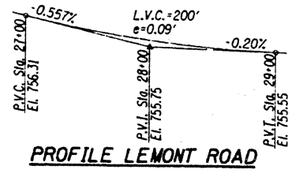
ITEM	UNIT	SUPER	SUB	TOTAL
CONCRETE REMOVAL	CU. YD.	81.4	6.0	87.4
CONCRETE SUPERSTRUCTURES	CU. YD.	1,198.6	——	1,198.6
CONCRETE STRUCTURES	CU. YD.	——	48.1	48.1
REINFORCEMENT BARS (EPOXY COATED)	POUND	251,440	10,320	261,760
PROTECTIVE COAT	SQ. YD.	425	——	425
NAME PLATES	EACH	1	——	1
PREFORMED JOINT SEAL, 1¾"	FOOT	562	——	562
NEOPRENE EXPANSION JOINT, 2"	FOOT	374	——	374
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	108	——	108
FORMED CONC. REPAIR (DEPTH EQ. OR < 5")	SQ. FT.	——	1,628.5	1,628.5
FORMED CONC. REPAIR (DEPTH > 5")	SQ. FT.	——	198.5	198.5
EPOXY CRACK SEALING	FOOT	——	325.5	325.5
REMOVAL OF EXISTING CONCRETE DECK	L. SUM	1	——	1
REMOVAL OF EXISTING BEARINGS	EACH	216	——	216
REMOVAL OF EXISTING CONCRETE I-BEAM	EACH	3	——	3
FLOOR DRAINS	EACH	24	——	24
BRIDGE DECK GROOVING	SQ. YD.	4,267	——	4,267
BAR SPLICERS	EACH	1,724	——	1,724
STRUCTURAL STEEL	POUND	53,032	——	53,032
PRECAST PRESTRESSED CONC. I-BEAM REPAIR	SQ. FT.	1228	——	1228
BRIDGE SEAT SEALER	SQ. FT.	1,296	——	1,296
PROTECTIVE SHIELD	SQ. YD.	2,844	——	2,844
JACKING AND SHORING EXISTING GIRDERS	L. SUM	1	——	1
SLOPE WALL REMOVAL	SQ. YD.	——	297	297
SLOPEWALL, 4 INCH	SQ. YD.	——	310	310
POROUS GRANULAR EMBANKMENT	CU. YD.	——	69	69
JUNCTION BOX NON-METALLIC EMBEDDED IN STRUCTURE, 21"x11"x8"	EACH	4	——	4
CONDUIT EMBEDDED IN STRUCTURE, 2½" PVC	FOOT	560	——	560
JOINT OR CRACK FILLING	POUND	——	855	855
EXPANSION BOLTS ¾"x12"	EACH	——	32	32
FURNISHING AND ERECTING PRECAST, PRESTRESSED CONCRETE I-BEAMS, 48 IN.	FOOT	228.75	——	228.75



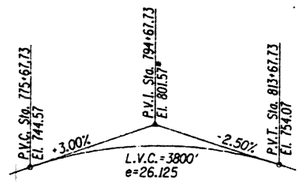
PLAN

Note:
The deck will be raised 6" to provide 14'-6" minimum vertical clearance under the bridge. A transitional tapering will be required in roadway at each end of the bridge to meet the existing profile grade. See roadway plans for details.

** Cast incidental to Name Plates, each.



PROFILE LEMONT ROAD

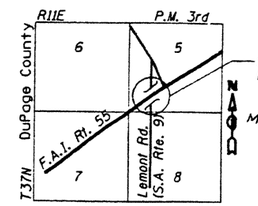


PROFILE F.A.I. ROUTE 55

* P.V.I. Elevation Raised 6" Above Existing Elevation.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
Engineer of Bridges and Structures



LOCATION SKETCH

STATE OF ILLINOIS * BELTON C. OSTROM * 2098 * REGISTERED STRUCTURAL ENGINEER * CHICAGO, ILLINOIS

MY COMMISSION EXPIRES 11-30-96

SHEET NO. 1 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DUPAGE	401.	210
STA.	796+40.45	TO STA.		
REG. SHEET NO.	ILLINOIS		PROJECT	

General Notes

1. All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M 300, Type 1.
2. The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
3. Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.
4. Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
5. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
6. The concrete, for bridge floors finished in accordance with Article 503.17 of the Standard Specifications, shall be placed and compacted parallel to the skew in uniform increments along centerline of the bridge. The finishing machine, when required, shall be set parallel to the skew for striking off and screeding the concrete.
7. Bridge Seat Sealer shall be applied to all new beam seat areas.
8. Expansion Bolts shall consist of approved expansion anchors, providing minmum certified proof load = 4,080 lbs., and ¾"ø x12" hooked bolts.

DESIGN SPECIFICATIONS

1992 AASHTO W/ 1993 & 1994 Interims

LOADING HS20-44 AND ALT.

Allow 25# / sq. ft. for future wearing surface.

DESIGN STRESSES

*DECK SLAB
f'c = 3,500 psi
fy = 60,000 psi. (Reinf.)
EXISTING PPC UNITS
f'c = 5,000 psi
f'ci = 4,000 psi
f'si = 173,600
*fy = 36,000 psi. (M270 Grade 36)

EXISTING PPC UNITS

CONCRETE
f'c = 5,000 psi
f'ci = 4,000 psi

PRESTRESSING STEEL
f'su = 248,000 psi (1960 Constr.)
f'si = 173,600 psi (1960 Constr.)
Strands = 1/16" ø

f's = 270,000 psi (1977 Constr.)
f'si = 188,700 psi (1977 Constr.)
Strands = 1/16" ø

NEW P.P.C. UNITS

CONCRETE
f'c = 5,000 psi
f'ci = 4,000 psi.
PRESTRESSING STEEL
f's = 270,000 psi.
f'si = 201,960 psi.
strands = 1/2"ø (Low Relaxation)

SEISMIC DATA

Seismic Performance Category (SPC)=A
Bedrock Acceleration Coefficient (A)=0.04g
Site Coefficient (S) =1.0

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY O.C.B.
CHECKED BY M.M.H.

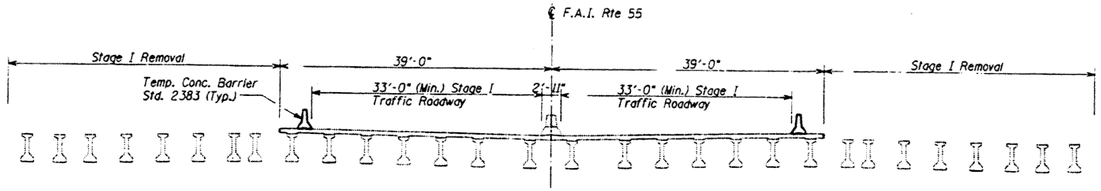
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

8961001.dgn

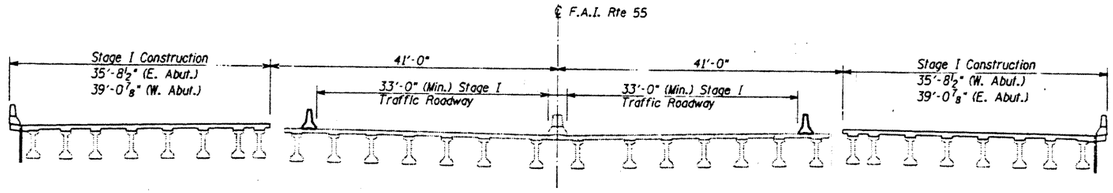
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 2 of
30 SHEETS

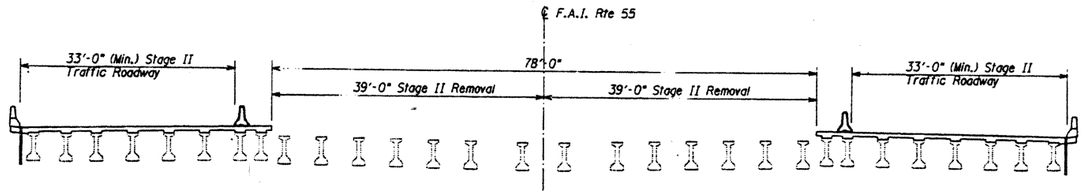
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	211
STA. 796+40.45	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



STAGE I REMOVAL
(LOOKING WEST)



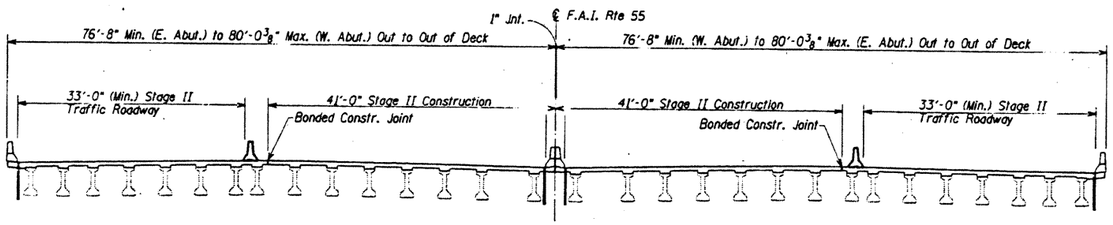
STAGE I CONSTRUCTION
(LOOKING WEST)



STAGE II REMOVAL
(LOOKING WEST)

Sequence of Construction for Deck

1. Remove existing deck slab in each stage of construction, retaining shear reinforcement between P.P.C. I-Beams and deck slab. Cut and remove diaphragms intersected by stage removal line.
2. Loosen anchor bolts and raise ends of adjacent beams at piers differentially a sufficient vertical distance to do the following operations:
   a. Drill holes in existing seats for anchor bars and anchor bolts.
   b. Field weld bearing top plate to existing plate embedded in PCC beams.
   c. Place reinforcement and construct the concrete beam seats where shown.
   d. Install bearings and lower beam framing on new bearings. Existing steel expansion bearings shall be replaced with elastomeric bearings and steel fixed bearings shall be refurbished.
3. Repair beams and replace diaphragms as required. Interior diaphragms, if any, are removed, need not be replaced.



STAGE II CONSTRUCTION
(LOOKING WEST)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

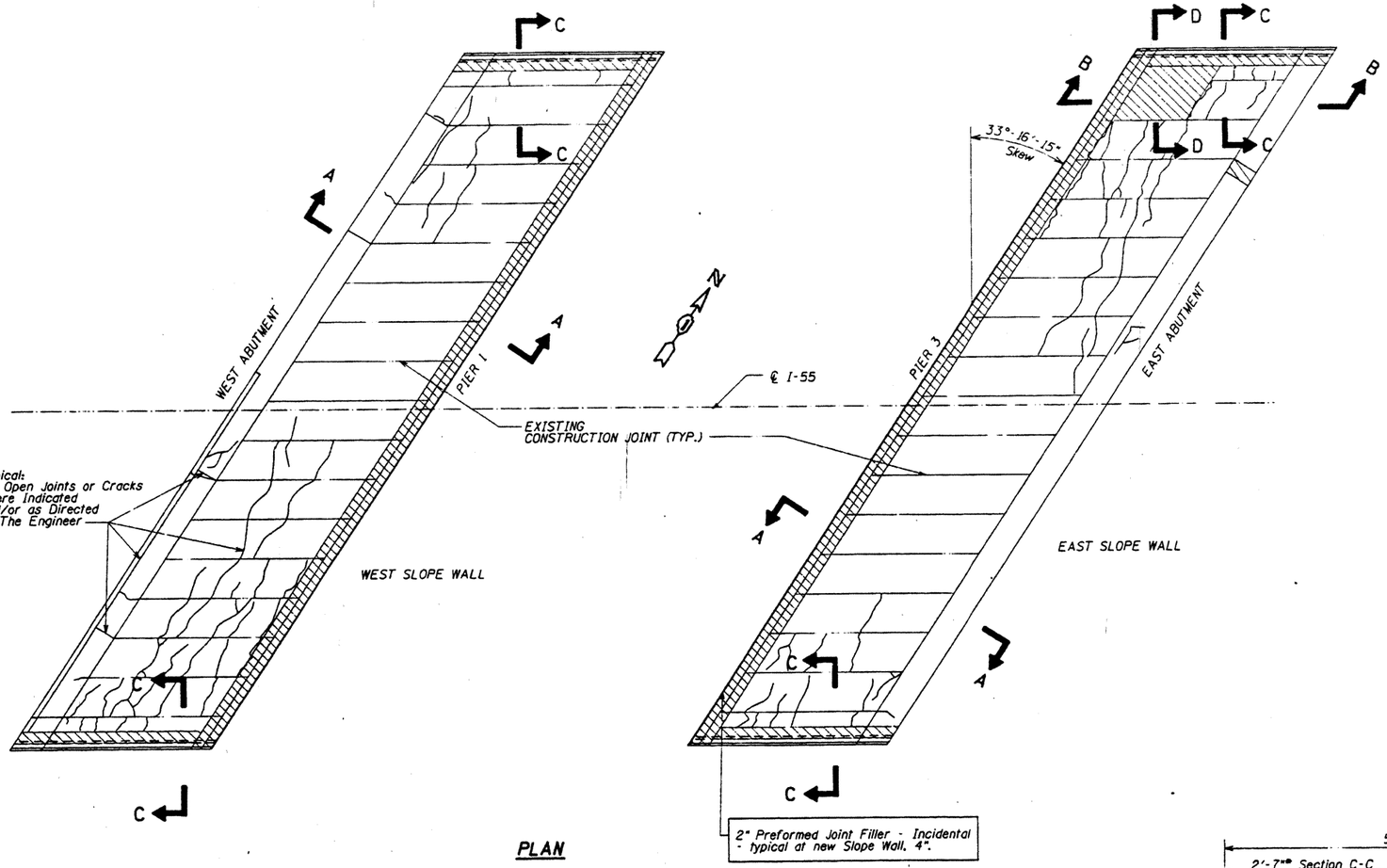
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

896002.dgn

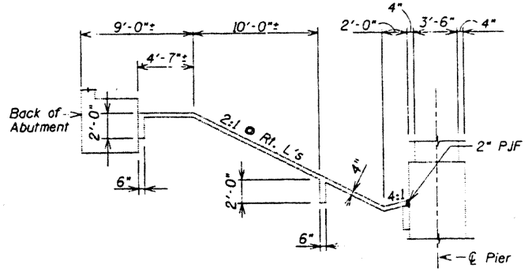
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 3 OF
30 SHEETS

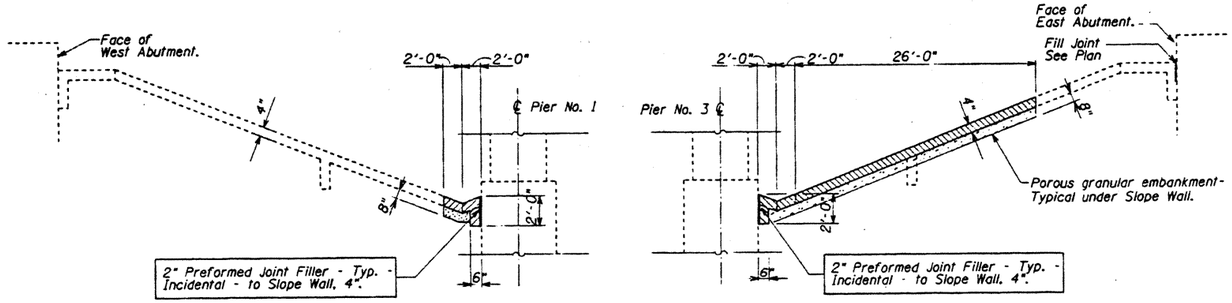
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	212
STA. 796+40.45	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



PLAN

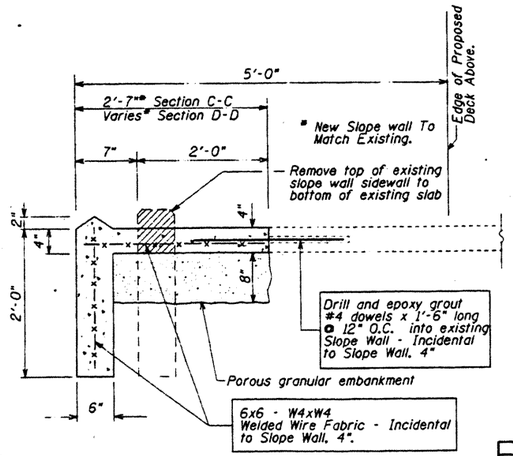


SECTION THRU EXISTING SLOPE WALL
⊙ ABUTMENT
(Slope Wall to be repaired)



SECTION A-A

SECTION B-B



SECTION C-C
SECTION D-D — As Noted

BILL OF MATERIALS		
ITEM	UNIT	QTY.
Slope Wall Removal.	Sq. Yd.	297
Slope Wall, 4".	Sq. Yd.	310
Joint or Crack Filling	Pound	855
Porous Granular Embankment	Cu. Yd.	69

LEGEND

Slopewall Removal And Replacement.

Porous granular embankment - Typical under Slope Wall.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SLOPE WALL REPAIRS
F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.
DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY C.C.O.
DRAWN BY D.A.C.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

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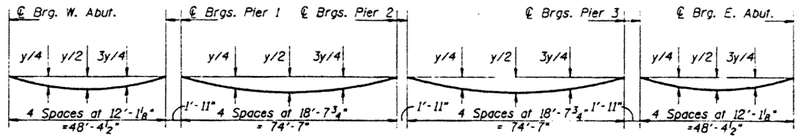
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	1401	213
STA.	796+40.45	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4 of
30 SHEETS

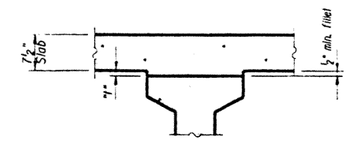
DEAD LOAD DEFLECTION TABLE						
SPAN No.	1 & 4			2 & 3		
BEAMS	y/4	y/2	3y/4	y/4	y/2	3y/4
L44	1/8	3/16	1/8	5/8	15/16	5/8
2.12.13.32. 33.43	1/16	1/8	1/16	5/16	7/16	5/16
3.6.39.42	—	—	—	3/8	1/2	3/8
4.21.24.41	1/16	1/8	1/16	1/2	3/4	1/2
5.9.10.16.17.19. 20.25.26.28. 29.35.36.40	1/8	1/8	1/8	7/16	5/8	7/16
7.8.11.14.15.18. 27.30.31.34. 37.38	1/8	1/8	1/8	7/16	5/8	7/16
22.23	1/8	1/8	1/8	9/16	3/4	9/16



DEAD LOAD DEFLECTION DIAGRAM

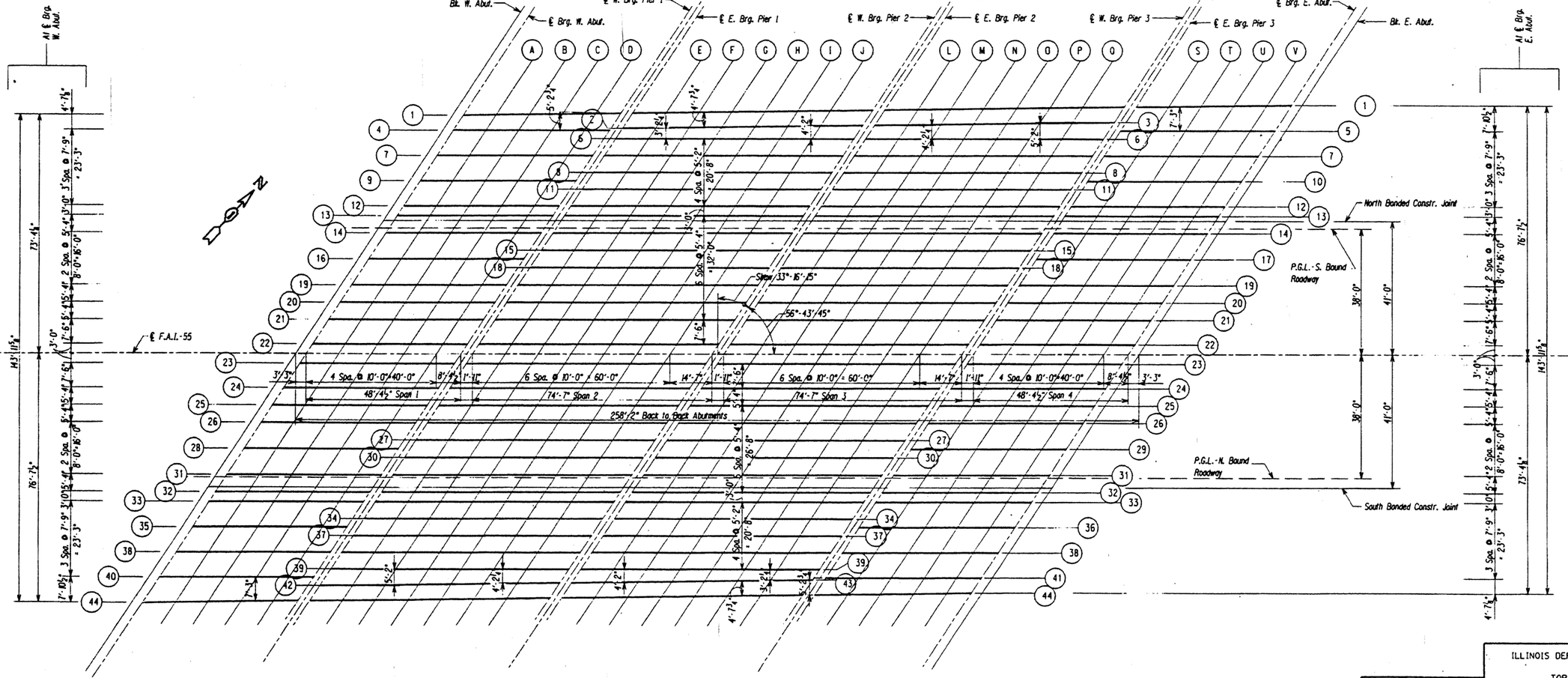
(Includes weight of concrete slab only)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown.



To determine "T":
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 Deflections" minus slab thickness, equals the fillet heights "T" above top flanges of beams.

FILLET HEIGHTS



FRAMING PLAN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.
DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

8961004.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 5 OF
30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	244
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

BEAM #1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+62.75	- 73.34	775.16	775.16
A	795+72.74	- 73.47	775.17	775.18
B	795+82.74	- 73.60	775.18	775.19
C	795+92.74	- 73.73	775.18	775.20
D	796+02.74	- 73.86	775.19	775.19
℄ W.BRG.PIER 1	796+11.53	- 73.98	775.19	775.19
℄ E.BRG.PIER 1	796+13.47	- 74.00	775.19	775.19
E	796+23.47	- 74.13	775.19	775.22
F	796+33.46	- 74.26	775.19	775.24
G	796+43.46	- 74.39	775.18	775.26
H	796+53.46	- 74.52	775.18	775.26
I	796+63.46	- 74.65	775.18	775.24
J	796+73.46	- 74.78	775.17	775.21
℄ W.BRG.PIER 2	796+88.69	- 74.97	775.16	775.16
℄ E.BRG.PIER 2	796+90.62	- 75.00	775.15	775.15
L	797+00.62	- 75.13	775.14	775.17
M	797+10.62	- 75.26	775.13	775.19
N	797+20.62	- 75.39	775.12	775.19
O	797+30.62	- 75.51	775.10	775.18
P	797+40.62	- 75.64	775.09	775.15
Q	797+50.62	- 75.77	775.07	775.11
℄ W.BRG.PIER 3	797+65.84	- 75.97	775.04	775.04
℄ BRG.E.PIER 3	797+67.78	- 75.99	775.03	775.03
S	797+77.77	- 76.12	775.01	775.02
T	797+87.77	- 76.25	774.99	775.00
U	797+97.77	- 76.38	774.96	774.98
V	798+07.77	- 76.51	774.94	774.95
℄ BRG. E. ABUT	798+16.56	- 76.63	774.91	774.91

BEAM #8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	796+01.55	- 55.83	775.56	775.56
E	796+11.55	- 55.83	775.56	775.58
F	796+21.55	- 55.83	775.57	775.61
G	796+31.55	- 55.83	775.57	775.62
H	796+41.55	- 55.83	775.57	775.62
I	796+51.55	- 55.83	775.57	775.61
J	796+61.55	- 55.83	775.57	775.60
℄ W.BRG.PIER 2	796+76.13	- 55.83	775.56	775.56
℄ E.BRG.PIER 2	796+78.05	- 55.83	775.56	775.56
L	796+88.05	- 55.83	775.55	775.57
M	796+98.05	- 55.83	775.55	775.58
N	797+08.05	- 55.83	775.54	775.59
O	797+18.05	- 55.83	775.53	775.58
P	797+28.05	- 55.83	775.51	775.56
Q	797+38.05	- 55.83	775.50	775.53
℄ W.BRG.PIER 3	797+52.63	- 55.83	775.48	775.48

BEAM #11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	795+98.16	- 50.67	775.64	775.64
E	796+08.16	- 50.67	775.64	775.66
F	796+18.16	- 50.67	775.65	775.69
G	796+28.16	- 50.67	775.65	775.70
H	796+38.16	- 50.67	775.65	775.70
I	796+48.16	- 50.67	775.65	775.70
J	796+58.16	- 50.67	775.65	775.68
℄ W.BRG.PIER 2	796+72.74	- 50.67	775.64	775.64
℄ E.BRG.PIER 2	796+74.66	- 50.67	775.64	775.64
L	796+84.66	- 50.67	775.64	775.66
M	796+94.66	- 50.67	775.63	775.67
N	797+04.66	- 50.67	775.62	775.67
O	797+14.66	- 50.67	775.61	775.66
P	797+24.66	- 50.67	775.60	775.64
Q	797+34.66	- 50.67	775.59	775.62
℄ W.BRG.PIER 3	797+49.24	- 50.67	775.57	775.57

BEAM #2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	796+10.42	- 69.35	775.28	775.28
E	796+20.42	- 69.48	775.28	775.30
F	796+30.42	- 69.62	775.28	775.31
G	796+40.42	- 69.75	775.28	775.32
H	796+50.41	- 69.88	775.28	775.31
I	796+60.41	- 70.01	775.27	775.30
J	796+70.41	- 70.14	775.27	775.29
℄ W.BRG.PIER 2	796+85.65	- 70.33	775.25	775.25

BEAM #5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG.E.PIER 3	797+63.02	- 68.75	775.19	775.19
S	797+73.02	- 68.75	775.17	775.18
T	797+83.02	- 68.75	775.15	775.17
U	797+93.02	- 68.75	775.13	775.14
V	798+03.02	- 68.75	775.11	775.12
℄ BRG. E. ABUT	798+11.40	- 68.75	775.09	775.09

BEAM #9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+49.56	- 53.25	775.55	775.55
A	795+59.56	- 53.25	775.56	775.57
B	795+69.56	- 53.25	775.57	775.58
C	795+79.56	- 53.25	775.58	775.59
D	795+89.56	- 53.25	775.59	775.60
℄ W.BRG.PIER 1	795+97.94	- 53.25	775.60	775.60

BEAM #12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+44.48	- 45.50	775.67	775.67
A	795+54.48	- 45.50	775.68	775.68
B	795+64.48	- 45.50	775.69	775.70
C	795+74.48	- 45.50	775.70	775.71
D	795+84.48	- 45.50	775.71	775.71
℄ W.BRG.PIER 1	795+92.85	- 45.50	775.72	775.72
℄ E.BRG.PIER 1	795+94.77	- 45.50	775.72	775.72
E	796+04.77	- 45.50	775.72	775.74
F	796+14.77	- 45.50	775.73	775.75
G	796+24.77	- 45.50	775.73	775.76
H	796+34.77	- 45.50	775.73	775.77
I	796+44.77	- 45.50	775.73	775.76
J	796+54.77	- 45.50	775.73	775.75
℄ W.BRG.PIER 2	796+69.35	- 45.50	775.73	775.73
℄ E.BRG.PIER 2	796+71.27	- 45.50	775.73	775.73
L	796+81.27	- 45.50	775.72	775.74
M	796+91.27	- 45.50	775.71	775.74
N	797+01.27	- 45.50	775.71	775.74
O	797+11.27	- 45.50	775.70	775.73
P	797+21.27	- 45.50	775.68	775.72
Q	797+31.27	- 45.50	775.67	775.69
℄ W.BRG.PIER 3	797+45.85	- 45.50	775.65	775.65
℄ BRG.E.PIER 3	797+47.77	- 45.50	775.65	775.65
S	797+57.77	- 45.50	775.63	775.64
T	797+67.77	- 45.50	775.61	775.62
U	797+77.77	- 45.50	775.60	775.60
V	797+87.77	- 45.50	775.57	775.58
℄ BRG. E. ABUT	797+96.14	- 45.50	775.56	775.56

BEAM #3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 2	796+87.57	- 70.36	775.25	775.25
L	796+97.57	- 70.49	775.24	775.26
M	797+07.57	- 70.62	775.23	775.26
N	797+17.57	- 70.75	775.22	775.26
O	797+27.57	- 70.88	775.20	775.24
P	797+37.57	- 71.01	775.19	775.22
Q	797+47.57	- 71.14	775.17	775.20
℄ W.BRG.PIER 3	797+62.80	- 71.33	775.14	775.14

BEAM #6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	796+08.33	- 66.17	775.35	775.35
E	796+18.33	- 66.17	775.35	775.37
F	796+28.33	- 66.17	775.35	775.39
G	796+38.33	- 66.17	775.36	775.40
H	796+48.33	- 66.17	775.36	775.40
I	796+58.33	- 66.17	775.35	775.39
J	796+68.33	- 66.17	775.35	775.38
℄ W.BRG.PIER 2	796+82.91	- 66.17	775.34	775.34
℄ E.BRG.PIER 2	796+84.83	- 66.17	775.34	775.34
L	796+94.83	- 66.17	775.33	775.35
M	797+04.83	- 66.17	775.33	775.36
N	797+14.83	- 66.17	775.32	775.36
O	797+24.83	- 66.17	775.30	775.35
P	797+34.83	- 66.17	775.29	775.33
Q	797+44.83	- 66.17	775.28	775.30
℄ W.BRG.PIER 3	797+59.41	- 66.17	775.25	775.25

BEAM #10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG.E.PIER 3	797+52.85	- 53.25	775.52	775.52
S	797+62.85	- 53.25	775.50	775.51
T	797+72.85	- 53.25	775.48	775.49
U	797+82.85	- 53.25	775.46	775.47
V	797+92.85	- 53.25	775.44	775.45
℄ BRG. E. ABUT	798+01.23	- 53.25	775.42	775.42

BEAM #13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+42.51	- 42.50	775.66	775.66
A	795+52.51	- 42.50	775.68	775.68
B	795+62.51	- 42.50	775.69	775.70
C	795+72.51	- 42.50	775.70	775.71
D	795+82.51	- 42.50	775.71	775.71
℄ W.BRG.PIER 1	795+90.88	- 42.50	775.71	775.71
℄ E.BRG.PIER 1	795+92.80	- 42.50	775.72	775.72
E	796+02.80	- 42.50	775.72	775.74
F	796+12.80	- 42.50	775.73	775.75
G	796+22.80	- 42.50	775.73	775.76
H	796+32.80	- 42.50	775.73	775.77
I	796+42.80	- 42.50	775.73	775.76
J	796+52.80	- 42.50	775.73	775.75
℄ W.BRG.PIER 2	796+67.38	- 42.50	775.73	775.73
℄ E.BRG.PIER 2	796+69.30	- 42.50	775.73	775.73
L	796+79.30	- 42.50	775.72	775.74
M	796+89.30	- 42.50	775.71	775.74
N	796+99.30	- 42.50	775.71	775.74
O	797+09.30	- 42.50	775.70	775.73
P	797+19.30	- 42.50	775.69	775.72
Q	797+29.30	- 42.50	775.67	775.70
℄ W.BRG.PIER 3	797+43.88	- 42.50	775.65	775.65
℄ BRG.E.PIER 3	797+45.80	- 42.50	775.65	775.65
S	797+55.80	- 42.50	775.64	775.64
T	797+65.80	- 42.50	775.62	775.63
U	797+75.80	- 42.50	775.60	775.61
V	797+85.80	- 42.50	775.58	775.58
℄ BRG. E. ABUT	797+94.17	- 42.50	775.56	775.56

BEAM #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+59.73	- 68.75	775.25	775.25
A	795+69.73	- 68.75	775.27	775.27
B	795+79.73	- 68.75	775.28	775.28
C	795+89.73	- 68.75	775.28	775.29
D	795+99.73	- 68.75	775.29	775.29
℄ W.BRG.PIER 1	796+08.11	- 68.75	775.29	775.29

BEAM #7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+54.65	- 61.00	775.41	775.41
A	795+64.65	- 61.00	775.42	775.43
B	795+74.65	- 61.00	775.43	775.44
C	795+84.65	- 61.00	775.44	775.45
D	795+94.65	- 61.00	775.45	775.46
℄ W.BRG.PIER 1	796+03.02	- 61.00	775.45	775.45
℄ E.BRG.PIER 1	796+04.94	- 61.00	775.45	775.45
E	796+14.94	- 61.00	775.46	775.48
F	796+24.94	- 61.00	775.46	775.50
G	796+34.94	- 61.00	775.46	775.51
H	796+44.94	- 61.00	775.46	775.51
I	796+54.94	- 61.00	775.46	775.51
J	796+64.94	- 61.00	775.46	775.49
℄ W.BRG.PIER 2	796+79.52	- 61.00	775.45	775.45
℄ E.BRG.PIER 2	796+81.44	- 61.00	775.45	775.45
L	796+91.44	- 61.00	775.44	775.47
M	797+01.44	- 61.00	775.44	775.47
N	797+11.44	- 61.00	775.43	775.48
O	797+21.44	- 61.00	775.42	775.47
P	797+31.44	- 61.00	775.40	775.45
Q	797+41.44	- 61.00	775.39	775.42
℄ W.BRG.PIER 3	797+56.02	- 61.00	775.37	775.37
℄ E.BRG.PIER 3	797+57.94	- 61.00	775.36	775.36
S	797+67.94	- 61.00	775.35	775.36
T	797+77.94	- 61.00	775.33	775.34
U	797+87.94	- 61.00	775.31	775.32
V	797+97.94	- 61.00	775.28	775.29
℄ BRG. E. ABUT	798+06.31	- 61.00	775.26	775.26

BEAM #14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+39.01	- 37.17	775.57	775.57
A	795+49.01	- 37.17	775.59	775.60
B	795+59.01	- 37.17	775.60	775.61
C	795+69.01	- 37.17	775.61	775.62
D	795+79.01	- 37.17	775.62	775.63
℄ W.BRG.PIER 1	795+87.38	- 37.17	775.63	775.63
℄ E.BRG.PIER 1	795+89.30	- 37.17	775.63	775.63
E	795+99.30	- 37.17	775.64	775.66
F	796+09.30	- 37.17	775.64	775.68
G	796+19.30	- 37.17	775.65	775.69
H	796+29.30	- 37.17	775.65	775.70
I	796+39.30	- 37.17	775.65	775.69
J	796+49.30	- 37.17	775.65	775.68
℄ W.BRG.PIER 2	796+63.88	- 37.17	775.64	775.64
℄ E.BRG.PIER 2	796+65.80	- 37.17	775.64	775.64
L	796+75.80	- 37.17	775.64	775.66
M	796+85.80	- 37.17	775.63	775.67
N	796+95.80	- 37.17	775.63	775.68
O	797+05.80	- 37.17	775.62	775.67
P	797+15.80	- 37.17	775.61	775.65
Q	797+25.80	- 37.17	775.60	775.63
℄ W.BRG.PIER 3	797+40.38	- 37.17	775.58	775.58
℄ BRG.E.PIER 3	797+42.30	- 37.17	775.57	775.57
S	797+52.30	- 37.17	775.56	775.57
T	797+62.30	- 37.17	775.54	775.55
U	797+72.30	- 37.17	775.52	775.53
V	797+82.30	- 37.17	775.50	775.51
℄ BRG. E. ABUT	797+90.67	- 37.17	775.49	775.49

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY

F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY R.C.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

8961005.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 6 OF
30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1-55	22-2HB-1	DUPAGE	401	215
STA. 796+40.45	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

BEAM #15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	795+85.80	- 31.83	775.54	775.54
E	795+95.80	- 31.83	775.55	775.57
F	796+05.80	- 31.83	775.56	775.59
G	796+15.80	- 31.83	775.56	775.61
H	796+25.80	- 31.83	775.56	775.61
I	796+35.80	- 31.83	775.56	775.61
J	796+45.80	- 31.83	775.56	775.59
℄ W.BRG.PIER 2	796+60.38	- 31.83	775.56	775.56
℄ E.BRG.PIER 2	796+62.30	- 31.83	775.56	775.56
L	796+72.30	- 31.83	775.56	775.58
M	796+82.30	- 31.83	775.55	775.59
N	796+92.30	- 31.83	775.54	775.59
O	797+02.30	- 31.83	775.54	775.59
P	797+12.30	- 31.83	775.53	775.57
Q	797+22.30	- 31.83	775.52	775.55
℄ W.BRG.PIER 3	797+36.88	- 31.83	775.50	775.50

BEAM #19

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+28.51	- 21.17	775.25	775.25
A	795+38.51	- 21.17	775.27	775.28
B	795+48.51	- 21.17	775.28	775.29
C	795+58.51	- 21.17	775.29	775.30
D	795+68.51	- 21.17	775.30	775.31
℄ W.BRG.PIER 1	795+76.88	- 21.17	775.31	775.31
℄ E.BRG.PIER 1	795+78.80	- 21.17	775.31	775.31
E	795+88.80	- 21.17	775.32	775.34
F	795+98.80	- 21.17	775.33	775.37
G	796+08.80	- 21.17	775.33	775.38
H	796+18.80	- 21.17	775.34	775.39
I	796+28.80	- 21.17	775.34	775.39
J	796+38.80	- 21.17	775.34	775.37
℄ W.BRG.PIER 2	796+53.38	- 21.17	775.34	775.34
℄ E.BRG.PIER 2	796+55.30	- 21.17	775.34	775.34
L	796+65.30	- 21.17	775.34	775.36
M	796+75.30	- 21.17	775.33	775.37
N	796+85.30	- 21.17	775.33	775.38
O	796+95.30	- 21.17	775.32	775.37
P	797+05.30	- 21.17	775.31	775.36
Q	797+50.62	- 21.17	775.07	775.33
℄ W.BRG.PIER 3	797+29.88	- 21.17	775.28	775.28
℄ BRG.E.PIER 3	797+31.80	- 21.17	775.28	775.28
S	797+41.80	- 21.17	775.27	775.28
T	797+51.80	- 21.17	775.25	775.26
U	797+61.80	- 21.17	775.24	775.25
V	797+71.80	- 21.17	775.22	775.23
℄ BRG. E. ABUT	797+80.18	- 21.17	775.20	775.20

BEAM #23

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+12.65	3.00	774.85	774.85
A	795+22.65	3.00	774.86	774.87
B	795+32.65	3.00	774.88	774.89
C	795+42.65	3.00	774.89	774.91
D	795+52.65	3.00	774.91	774.92
℄ W.BRG.PIER 1	795+61.03	3.00	774.92	774.92
℄ E.BRG.PIER 1	795+62.94	3.00	774.92	774.92
E	795+72.94	3.00	774.93	774.96
F	795+82.94	3.00	774.94	774.99
G	795+92.94	3.00	774.95	775.01
H	796+02.94	3.00	774.95	775.02
I	796+12.94	3.00	774.96	775.01
J	796+22.94	3.00	774.96	775.00
℄ W.BRG.PIER 2	796+37.53	3.00	774.96	774.96
℄ E.BRG.PIER 2	796+39.44	3.00	774.96	774.96
L	796+49.44	3.00	774.96	774.99
M	796+59.44	3.00	774.96	775.01
N	796+69.44	3.00	774.96	775.02
O	796+79.44	3.00	774.95	775.02
P	796+89.44	3.00	774.95	775.00
Q	796+99.44	3.00	774.94	774.98
℄ W.BRG.PIER 3	797+14.03	3.00	774.92	774.92
℄ BRG.E.PIER 3	797+15.94	3.00	774.92	774.92
S	797+25.94	3.00	774.91	774.92
T	797+35.94	3.00	774.90	774.91
U	797+45.94	3.00	774.88	774.89
V	797+55.94	3.00	774.87	774.88
℄ BRG. E. ABUT	797+64.32	3.00	774.85	774.85

BEAM #16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+33.76	-29.17	775.43	775.43
A	795+43.76	-29.17	775.44	775.45
B	795+53.76	-29.17	775.45	775.46
C	795+63.76	-29.17	775.47	775.48
D	795+73.76	-29.17	775.48	775.49
℄ W.BRG.PIER 1	795+82.13	-29.17	775.48	775.48

BEAM #20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+25.01	-15.83	775.13	775.13
A	795+35.01	-15.83	775.15	775.16
B	795+45.01	-15.83	775.17	775.18
C	795+55.01	-15.83	775.18	775.19
D	795+65.01	-15.83	775.19	775.20
℄ W.BRG.PIER 1	795+73.38	-15.83	775.20	775.20
℄ E.BRG.PIER 1	795+75.30	-15.83	775.20	775.20
E	795+85.30	-15.83	775.21	775.23
F	795+95.30	-15.83	775.22	775.25
G	796+05.30	-15.83	775.22	775.27
H	796+15.30	-15.83	775.23	775.28
I	796+25.30	-15.83	775.23	775.27
J	796+35.30	-15.83	775.23	775.26
℄ W.BRG.PIER 2	796+49.88	-15.83	775.23	775.23
℄ E.BRG.PIER 2	796+51.80	-15.83	775.23	775.23
L	796+61.80	-15.83	775.23	775.25
M	796+71.80	-15.83	775.22	775.26
N	796+81.80	-15.83	775.22	775.27
O	796+91.80	-15.83	775.21	775.26
P	797+01.80	-15.83	775.20	775.25
Q	797+11.80	-15.83	775.19	775.22
℄ W.BRG.PIER 3	797+26.38	-15.83	775.18	775.18
℄ BRG.E.PIER 3	797+28.30	-15.83	775.18	775.18
S	797+38.30	-15.83	775.16	775.17
T	797+48.30	-15.83	775.15	775.16
U	797+58.30	-15.83	775.13	775.14
V	797+68.30	-15.83	775.11	775.12
℄ BRG. E. ABUT	797+76.68	-15.83	775.10	775.10

BEAM #24

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+07.73	10.50	774.99	774.99
A	795+17.73	10.50	775.01	775.01
B	795+27.73	10.50	775.03	775.04
C	795+37.73	10.50	775.04	775.05
D	795+47.73	10.50	775.06	775.06
℄ W.BRG.PIER 1	795+56.11	10.50	775.07	775.07
℄ E.BRG.PIER 1	795+58.02	10.50	775.07	775.07
E	795+68.02	10.50	775.08	775.10
F	795+78.02	10.50	775.09	775.14
G	795+88.02	10.50	775.10	775.16
H	795+98.02	10.50	775.11	775.17
I	796+08.02	10.50	775.11	775.16
J	796+18.02	10.50	775.12	775.15
℄ W.BRG.PIER 2	796+32.61	10.50	775.12	775.12
℄ E.BRG.PIER 2	796+34.52	10.50	775.12	775.12
L	796+44.52	10.50	775.12	775.14
M	796+54.52	10.50	775.12	775.16
N	796+64.52	10.50	775.12	775.17
O	796+74.52	10.50	775.11	775.17
P	796+84.52	10.50	775.11	775.16
Q	796+94.52	10.50	775.10	775.13
℄ W.BRG.PIER 3	797+09.11	10.50	775.09	775.09
℄ BRG.E.PIER 3	797+11.02	10.50	775.08	775.08
S	797+21.02	10.50	775.07	775.08
T	797+31.02	10.50	775.06	775.07
U	797+41.02	10.50	775.05	775.06
V	797+51.02	10.50	775.03	775.03
℄ BRG. E. ABUT	797+59.40	10.50	775.02	775.02

BEAM #17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG.E.PIER 3	797+37.05	-29.17	775.44	775.44
S	797+47.05	-29.17	775.43	775.44
T	797+57.05	-29.17	775.41	775.42
U	797+67.05	-29.17	775.39	775.40
V	797+77.05	-29.17	775.37	775.38
℄ BRG. E. ABUT	797+85.42	-29.17	775.36	775.36

BEAM #21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+21.51	- 10.50	775.02	775.02
A	795+31.51	- 10.50	775.03	775.04
B	795+41.51	- 10.50	775.05	775.06
C	795+51.51	- 10.50	775.06	775.07
D	795+61.51	- 10.50	775.07	775.08
℄ W.BRG.PIER 1	795+69.89	- 10.50	775.08	775.08
℄ E.BRG.PIER 1	795+71.80	- 10.50	775.09	775.09
E	795+81.80	- 10.50	775.10	775.12
F	795+91.80	- 10.50	775.10	775.15
G	796+01.80	- 10.50	775.11	775.17
H	796+11.80	- 10.50	775.11	775.18
I	796+21.80	- 10.50	775.12	775.17
J	796+31.80	- 10.50	775.12	775.15
℄ W.BRG.PIER 2	796+46.39	- 10.50	775.12	775.12
℄ E.BRG.PIER 2	796+48.30	- 10.50	775.12	775.12
L	796+58.30	- 10.50	775.12	775.14
M	796+68.30	- 10.50	775.11	775.16
N	796+78.30	- 10.50	775.11	775.17
O	796+88.30	- 10.50	775.10	775.17
P	796+98.30	- 10.50	775.10	775.15
Q	797+08.30	- 10.50	775.09	775.12
℄ W.BRG.PIER 3	797+22.89	- 10.50	775.07	775.07
℄ BRG.E.PIER 3	797+24.80	- 10.50	775.07	775.07
S	797+34.80	- 10.50	775.06	775.06
T	797+44.80	- 10.50	775.04	775.05
U	797+54.80	- 10.50	775.03	775.03
V	797+64.80	- 10.50	775.01	775.01
℄ BRG. E. ABUT	797+73.18	- 10.50	774.99	774.99

BEAM #25

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+04.23	15.83	775.10	775.10
A	795+14.23	15.83	775.12	775.13
B	795+24.23	15.83	775.13	775.14
C	795+34.23	15.83	775.15	775.16
D	795+44.23	15.83	775.16	775.17
℄ W.BRG.PIER 1	795+52.61	15.83	775.18	775.18
℄ E.BRG.PIER 1	795+54.52	15.83	775.18	775.18
E	795+64.52	15.83	775.19	775.21
F	795+74.52	15.83	775.20	775.24
G	795+84.52	15.83	775.21	775.26
H	795+94.52	15.83	775.22	775.27
I	796+04.52	15.83	775.22	775.27
J	796+14.52	15.83	775.23	775.26
℄ W.BRG.PIER 2	796+29.11	15.83	775.23	775.23
℄ E.BRG.PIER 2	796+31.02	15.83	775.23	775.23
L	796+41.02	15.83	775.23	775.25
M	796+51.02	15.83	775.23	775.27
N	796+61.02	15.83	775.23	775.28
O	796+71.02	15.83	775.22	775.28
P	796+81.02	15.83	775.22	775.26
Q	796+91.02	15.83	775.21	775.24
℄ W.BRG.PIER 3	797+05.61	15.83	775.20	775.20
℄ BRG.E.PIER 3	797+07.52	15.83	775.20	775.20
S	797+17.52	15.83	775.19	775.20
T	797+27.52	15.83	775.18	775.19
U	797+37.52	15.83	775.16	775.17
V	797+47.52	15.83	775.15	775.16
℄ BRG. E. ABUT	797+55.90	15.83	775.13	775.13

BEAM #18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	795+82.30	-26.50	775.43	775.43
E	795+92.30	-26.50	775.44	775.46
F	796+02.30	-26.50	775.44	775.48
G	796+12.30	-26.50	775.45	775.50
H	796+22.30	-26.50	775.45	775.50
I	796+32.30	-26.50	775.45	775.50
J	796+42.30	-26.50	775.45	775.48
℄ W.BRG.PIER 2	796+56.88	-26.50	775.45	775.45
℄ E.BRG.PIER 2	796+58.80	-26.50	775.45	775.45
L	796+68.80	-26.50	775.45	775.47
M	796+78.80	-26.50	775.44	775.48
N	796+88.80	-26.50	775.44	775.49
O	796+98.80	-26.50	775.43	775.48
P	797+08.80	-26.50	775.42	775.46
Q	797+18.80	-26.50	775.41	775.44
℄ W.BRG.PIER 3	797+33.38	-26.50	775.39	775.39

BEAM #22

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+16.59	- 3.00	774.85	774.85
A	795+26.59	- 3.00	774.87	774.88
B	795+36.59	- 3.00	774.89	774.90
C	795+46.59	- 3.00	774.90	774.91
D	795+56.59	- 3.00	774.91	774.92
℄ W.BRG.PIER 1	795+64.96	- 3.00	774.92	774.92
℄ E.BRG.PIER 1	795+66.88	- 3.00	774.92	774.92
E	795+76.88	- 3.00	774.93	774.96
F	795+86.88	- 3.00	774.94	774.99
G	795+96.88	- 3.00	774.95	775.01
H	796+06.88	- 3.00	774.96	775.02
I	796+16.88	- 3.00	774.96	775.02
J	796+26.88	- 3.00	774.96	775.00
℄ W.BRG.PIER 2	796+41.46	- 3.00	774.96	774.96
℄ E.BRG.PIER 2	796+43.38	- 3.00	774.96	774.96
L	796+53.38	- 3.00	774.96	774.99
M	796+63.38	- 3.00	774.96	775.01
N	796+73.38	- 3.00	774.96	775.02
O	796+83.38	- 3.00	774.95	775.01
P	796+93.38	- 3.00	774.94	775.00
Q	797+03.38	- 3.00	774.94	774.97
℄ W.BRG.PIER 3	797+17.96	- 3.00	774.92	774.92
℄ BRG.E.PIER 3	797+19.88	- 3.00	774.92	774.92
S	797+29.88	- 3.00	774.91	774.92
T	797+39.88	- 3.00	774.89	774.90
U	797+49.88	- 3.00	774.88	774.89
V	797+59.88	- 3.00	774.86	774.87
℄ BRG. E. ABUT	797+68.25	- 3.00	774.85	774.85

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

8961606.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 7 OF
30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	216
STA.	796+40.45	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

BEAM #26

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+00.73	21.17	775.20	775.20
A	795+10.73	21.17	775.22	775.23
B	795+20.73	21.17	775.24	775.25
C	795+30.73	21.17	775.25	775.27
D	795+40.73	21.17	775.27	775.28
℄ W.BRG.PIER 1	795+49.11	21.17	775.28	775.28
℄ E.BRG.PIER 1	795+51.02	21.17	775.28	775.28
E	795+61.02	21.17	775.30	775.32
F	795+71.02	21.17	775.31	775.35
G	795+81.02	21.17	775.32	775.37
H	795+91.02	21.17	775.32	775.38
I	796+01.02	21.17	775.33	775.38
J	796+11.02	21.17	775.34	775.37
℄ W.BRG.PIER 2	796+25.61	21.17	775.34	775.34
℄ E.BRG.PIER 2	796+27.52	21.17	775.34	775.34
L	796+37.52	21.17	775.34	775.36
M	796+47.52	21.17	775.34	775.38
N	796+57.52	21.17	775.34	775.39
O	796+67.52	21.17	775.34	775.39
P	796+77.52	21.17	775.33	775.38
Q	796+87.52	21.17	775.33	775.36
℄ W.BRG.PIER 3	797+02.11	21.17	775.31	775.31
℄ BRG.E.PIER 3	797+04.02	21.17	775.31	775.31
S	797+14.02	21.17	775.30	775.31
T	797+24.02	21.17	775.29	775.30
U	797+34.02	21.17	775.28	775.29
V	797+44.02	21.17	775.26	775.27
℄ BRG. E. ABUT	797+52.40	21.17	775.25	775.25

BEAM #30

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	795+44.02	31.83	775.50	775.50
E	795+54.02	31.83	775.51	775.53
F	795+64.02	31.83	775.52	775.56
G	795+74.02	31.83	775.53	775.58
H	795+84.02	31.83	775.54	775.59
I	795+94.02	31.83	775.55	775.59
J	796+04.02	31.83	775.55	775.58
℄ W.BRG.PIER 2	796+18.61	31.83	775.56	775.56
℄ E.BRG.PIER 2	796+20.52	31.83	775.56	775.56
L	796+30.52	31.83	775.56	775.58
M	796+40.52	31.83	775.56	775.60
N	796+50.52	31.83	775.56	775.61
O	796+60.52	31.83	775.56	775.61
P	796+70.52	31.83	775.56	775.60
Q	796+80.52	31.83	775.55	775.58
℄ W.BRG.PIER 3	796+95.11	31.83	775.54	775.54

BEAM #34

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	795+31.67	50.67	775.57	775.57
E	795+41.67	50.67	775.58	775.60
F	795+51.67	50.67	775.59	775.63
G	795+61.67	50.67	775.61	775.66
H	795+71.67	50.67	775.62	775.67
I	795+81.67	50.67	775.63	775.67
J	795+91.67	50.67	775.63	775.66
℄ W.BRG.PIER 2	796+06.25	50.67	775.64	775.64
℄ E.BRG.PIER 2	796+08.17	50.67	775.64	775.64
L	796+18.17	50.67	775.65	775.67
M	796+28.17	50.67	775.65	775.69
N	796+38.17	50.67	775.65	775.70
O	796+48.17	50.67	775.65	775.70
P	796+58.17	50.67	775.65	775.69
Q	796+68.17	50.67	775.65	775.67
℄ W.BRG.PIER 3	796+82.75	50.67	775.64	775.64

BEAM #27

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	795+47.52	26.50	775.39	775.39
E	795+57.52	26.50	775.40	775.42
F	795+67.52	26.50	775.41	775.45
G	795+77.52	26.50	775.42	775.47
H	795+87.52	26.50	775.43	775.48
I	795+97.52	26.50	775.44	775.48
J	796+07.52	26.50	775.45	775.47
℄ W.BRG.PIER 2	796+22.11	26.50	775.45	775.45
℄ E.BRG.PIER 2	796+24.02	26.50	775.45	775.45
L	796+34.02	26.50	775.45	775.47
M	796+44.02	26.50	775.45	775.49
N	796+54.02	26.50	775.45	775.50
O	796+64.02	26.50	775.45	775.50
P	796+74.02	26.50	775.44	775.49
Q	796+84.02	26.50	775.44	775.47
℄ W.BRG.PIER 3	796+98.61	26.50	775.43	775.43

BEAM #31

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	794+90.23	37.17	775.49	775.49
A	795+00.23	37.17	775.51	775.52
B	795+10.23	37.17	775.53	775.54
C	795+20.23	37.17	775.54	775.55
D	795+30.23	37.17	775.56	775.57
℄ W.BRG.PIER 1	795+38.61	37.17	775.57	775.57
℄ E.BRG.PIER 1	795+40.52	37.17	775.58	775.58
E	795+50.52	37.17	775.59	775.61
F	795+60.52	37.17	775.60	775.64
G	795+70.52	37.17	775.61	775.66
H	795+80.52	37.17	775.62	775.67
I	795+90.52	37.17	775.63	775.67
J	796+00.52	37.17	775.64	775.67
℄ W.BRG.PIER 2	796+15.11	37.17	775.64	775.64
℄ E.BRG.PIER 2	796+17.02	37.17	775.64	775.64
L	796+27.02	37.17	775.65	775.67
M	796+37.02	37.17	775.65	775.69
N	796+47.02	37.17	775.65	775.70
O	796+57.02	37.17	775.65	775.70
P	796+67.02	37.17	775.64	775.69
Q	796+77.02	37.17	775.64	775.67
℄ W.BRG.PIER 3	796+91.61	37.17	775.63	775.63
℄ BRG.E.PIER 3	796+93.52	37.17	775.63	775.63
S	797+03.52	37.17	775.62	775.63
T	797+13.52	37.17	775.61	775.62
U	797+23.52	37.17	775.60	775.61
V	797+33.52	37.17	775.59	775.60
℄ BRG. E. ABUT	797+41.90	37.17	775.57	775.57

BEAM #35

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	794+79.68	53.25	775.42	775.42
A	794+89.68	53.25	775.45	775.46
B	794+99.68	53.25	775.47	775.48
C	795+09.68	53.25	775.49	775.50
D	795+19.68	53.25	775.50	775.51
℄ W.BRG.PIER 1	795+28.06	53.25	775.52	775.52

BEAM #28

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	794+95.48	29.17	775.36	775.36
A	795+05.48	29.17	775.38	775.39
B	795+15.48	29.17	775.40	775.41
C	795+25.48	29.17	775.41	775.42
D	795+35.48	29.17	775.43	775.44
℄ W.BRG.PIER 1	795+43.86	29.17	775.44	775.44

BEAM #32

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	794+86.73	42.50	775.56	775.56
A	794+96.73	42.50	775.58	775.59
B	795+06.73	42.50	775.60	775.61
C	795+16.73	42.50	775.62	775.63
D	795+26.73	42.50	775.64	775.64
℄ W.BRG.PIER 1	795+35.11	42.50	775.65	775.65
℄ E.BRG.PIER 1	795+37.03	42.50	775.65	775.65
E	795+47.03	42.50	775.67	775.68
F	795+57.03	42.50	775.68	775.71
G	795+67.03	42.50	775.69	775.73
H	795+77.03	42.50	775.70	775.74
I	795+87.03	42.50	775.71	775.74
J	795+97.03	42.50	775.72	775.74
℄ W.BRG.PIER 2	796+11.61	42.50	775.73	775.73
℄ E.BRG.PIER 2	796+13.53	42.50	775.73	775.73
L	796+23.53	42.50	775.73	775.75
M	796+33.53	42.50	775.73	775.76
N	796+43.53	42.50	775.73	775.77
O	796+53.53	42.50	775.73	775.77
P	796+63.53	42.50	775.73	775.76
Q	796+73.53	42.50	775.72	775.75
℄ W.BRG.PIER 3	796+88.11	42.50	775.72	775.72
℄ BRG.E.PIER 3	796+90.03	42.50	775.71	775.71
S	797+00.03	42.50	775.71	775.71
T	797+10.03	42.50	775.70	775.71
U	797+20.03	42.50	775.69	775.70
V	797+30.03	42.50	775.67	775.68
℄ BRG. E. ABUT	797+38.40	42.50	775.66	775.66

BEAM #36

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG.E.PIER 3	796+82.97	53.25	775.60	775.60
S	796+92.97	53.25	775.59	775.60
T	797+02.97	53.25	775.58	775.59
U	797+12.97	53.25	775.57	775.58
V	797+22.97	53.25	775.56	775.57
℄ BRG. E. ABUT	797+31.35	53.25	775.55	775.55

BEAM #37

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	795+28.28	55.83	775.48	775.48
E	795+38.28	55.83	775.49	775.52
F	795+48.28	55.83	775.51	775.55
G	795+58.28	55.83	775.52	775.57
H	795+68.28	55.83	775.53	775.58
I	795+78.28	55.83	775.54	775.59
J	795+88.28	55.83	775.55	775.58
℄ W.BRG.PIER 2	796+02.86	55.83	775.56	775.56
℄ E.BRG.PIER 2	796+04.78	55.83	775.56	775.56
L	796+14.78	55.83	775.57	775.59
M	796+24.78	55.83	775.57	775.61
N	796+34.78	55.83	775.57	775.62
O	796+44.78	55.83	775.57	775.62
P	796+54.78	55.83	775.57	775.61
Q	796+64.78	55.83	775.57	775.60
℄ W.BRG.PIER 3	796+79.36	55.83	775.56	775.56

BEAM #29

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG.E.PIER 3	796+98.77	29.17	775.48	775.48
S	797+08.77	29.17	775.47	775.48
T	797+18.77	29.17	775.46	775.47
U	797+28.77	29.17	775.45	775.46
V	797+38.77	29.17	775.44	775.45
℄ BRG. E. ABUT	797+47.15	29.17	775.43	775.43

BEAM #33

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	794+84.77	45.50	775.56	775.56
A	794+94.77	45.50	775.58	775.58
B	795+04.77	45.50	775.60	775.61
C	795+14.77	45.50	775.62	775.63
D	795+24.77	45.50	775.64	775.64
℄ W.BRG.PIER 1	795+33.14	45.50	775.65	775.65
℄ E.BRG.PIER 1	795+35.06	45.50	775.65	775.65
E	795+45.06	45.50	775.67	775.68
F	795+55.06	45.50	775.68	775.71
G	795+65.06	45.50	775.69	775.73
H	795+75.06	45.50	775.70	775.74
I	795+85.06	45.50	775.71	775.74
J	795+95.06	45.50	775.72	775.74
℄ W.BRG.PIER 2	796+09.64	45.50	775.73	775.73
℄ E.BRG.PIER 2	796+11.56	45.50	775.73	775.73
L	796+21.56	45.50	775.73	775.74
M	796+31.56	45.50	775.73	775.76
N	796+41.56	45.50	775.73	775.77
O	796+51.56	45.50	775.73	775.77
P	796+61.56	45.50	775.73	775.76
Q	796+71.56	45.50	775.72	775.75
℄ W.BRG.PIER 3	796+86.14	45.50	775.72	775.72
℄ BRG.E.PIER 3	796+88.06	45.50	775.72	775.72
S	796+98.06	45.50	775.71	775.71
T	797+08.06	45.50	775.70	775.71
U	797+18.06	45.50	775.69	775.70
V	797+28.06	45.50	775.68	775.68
℄ BRG. E. ABUT	797+36.43	45.50	775.67	775.67

BEAM #38

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	794+74.60	61.00	775.26	775.26
A	794+84.60	61.00	775.29	775.30
B	794+94.60	61.00	775.31	775.32
C	795+04.60	61.00	775.33	775.34
D	795+14.60	61.00	775.35	775.36
℄ W.BRG.PIER 1	795+22.97	61.00	775.36	775.36
℄ E.BRG.PIER 1	795+24.89	61.00	775.37	775.37
E	795+34.89	61.00	775.38	775.40
F	795+44.89	61.00	775.40	775.44
G	795+54.89	61.00	775.41	775.46
H	795+64.89	61.00	775.42	775.47
I	795+74.89	61.00	775.43	775.48
J	795+84.89	61.00	775.44	775.47
℄ W.BRG.PIER 2	795+99.47	61.00	775.45	775.45
℄ E.BRG.PIER 2	796+01.39	61.00	775.45	775.45
L	796+11.39	61.00	775.46	775.48
M	796+21.39	61.00	775.46	775.50
N	796+31.39	61.00	775.46	775.51
O	796+41.39	61.00	775.46	775.51
P	796+51.39	61.00	775.46	775.51
Q	796+61.39	61.00	775.46	775.49
℄ W.BRG.PIER 3	796+75.97	61.00	775.45	775.45
℄ BRG.E.PIER 3	796+77.89	61.00	775.45	775.45
S	796+87.89	61.00	775.45	775.46
T	796+97.89	61.00	775.44	775.45
U	797+07.89	61.00	775.43	775.44
V	797+17.89	61.00	775.42	775.43
℄ BRG. E. ABUT	797+26.26	61.00	775.41	775.41

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/9[illegible]

DESIGNED BY M.M.H.
CHECKED BY R.C.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

8960007.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 8
SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2H8-1	DuPage	401	217
STA. 796+40.45	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

BEAM #39

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	795+21.50	66.17	775.25	775.25
E	795+31.50	66.17	775.27	775.29
F	795+41.50	66.17	775.28	775.32
G	795+51.50	66.17	775.30	775.34
H	795+61.50	66.17	775.31	775.35
I	795+71.50	66.17	775.32	775.36
J	795+81.50	66.17	775.33	775.36
℄ W.BRG.PIER 2	795+96.08	66.17	775.34	775.34
℄ E.BRG.PIER 2	795+98.00	66.17	775.34	775.34
L	796+08.00	66.17	775.35	775.37
M	796+18.00	66.17	775.35	775.38
N	796+28.00	66.17	775.35	775.39
O	796+38.00	66.17	775.36	775.40
P	796+48.00	66.17	775.36	775.39
Q	796+58.00	66.17	775.35	775.38
℄ W.BRG.PIER 3	796+72.58	66.17	775.35	775.35

BEAM #43

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 2	795+95.26	70.33	775.25	775.25
L	796+05.26	70.20	775.26	775.28
M	796+15.26	70.07	775.27	775.30
N	796+25.26	69.94	775.28	775.31
O	796+35.26	69.81	775.28	775.32
P	796+45.26	69.68	775.28	775.31
Q	796+55.26	69.55	775.28	775.31
℄ W.BRG.PIER 3	796+70.49	69.35	775.28	775.28

NORTH - BONDED CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+41.52	- 41.00	775.64	775.64
A	795+51.52	- 41.00	775.65	775.65
B	795+61.52	- 41.00	775.66	775.67
C	795+71.52	- 41.00	775.67	775.68
D	795+81.52	- 41.00	775.68	775.69
℄ W.BRG.PIER 1	795+89.90	- 41.00	775.69	775.69
℄ E.BRG.PIER 1	795+91.81	- 41.00	775.69	775.69
E	796+01.81	- 41.00	775.70	775.71
F	796+11.81	- 41.00	775.70	775.73
G	796+21.81	- 41.00	775.71	775.74
H	796+31.81	- 41.00	775.71	775.74
I	796+41.81	- 41.00	775.71	775.74
J	796+51.81	- 41.00	775.71	775.73
℄ W.BRG.PIER 2	796+66.40	- 41.00	775.70	775.70
℄ E.BRG.PIER 2	796+68.31	- 41.00	775.70	775.70
L	796+78.31	- 41.00	775.70	775.71
M	796+88.31	- 41.00	775.69	775.72
N	796+98.31	- 41.00	775.68	775.72
O	797+08.31	- 41.00	775.68	775.71
P	797+18.31	- 41.00	775.66	775.70
Q	797+28.31	- 41.00	775.65	775.67
℄ W.BRG.PIER 3	797+42.90	- 41.00	775.63	775.63
℄ BRG.E.PIER 3	797+44.81	- 41.00	775.63	775.63
S	797+54.81	- 41.00	775.61	775.62
T	797+64.81	- 41.00	775.60	775.61
U	797+74.81	- 41.00	775.58	775.59
V	797+84.81	- 41.00	775.56	775.56
℄ BRG. E. ABUT	797+93.19	- 41.00	775.54	775.54

BEAM #40

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	794+69.51	68.75	775.09	775.09
A	794+79.51	68.75	775.11	775.12
B	794+89.51	68.75	775.14	775.15
C	794+99.51	68.75	775.16	775.17
D	795+09.51	68.75	775.18	775.19
℄ W.BRG.PIER 1	795+17.89	68.75	775.19	775.19

BEAM #44

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	794+64.34	76.63	774.91	774.91
A	794+74.34	76.50	774.94	774.95
B	794+84.34	76.37	774.97	774.98
C	794+94.34	76.24	774.99	775.01
D	795+04.34	76.11	775.01	775.02
℄ W.BRG.PIER 1	795+13.13	75.99	775.03	775.03
℄ E.BRG.PIER 1	795+15.06	75.97	775.04	775.04
E	795+25.06	75.84	775.06	775.09
F	795+35.06	75.71	775.08	775.13
G	795+45.06	75.58	775.09	775.17
H	795+55.06	75.45	775.11	775.19
I	795+65.06	75.32	775.12	775.19
J	795+75.06	75.19	775.14	775.18
℄ W.BRG.PIER 2	795+90.29	75.00	775.15	775.15
℄ E.BRG.PIER 2	795+92.22	74.97	775.16	775.16
L	796+02.22	74.84	775.16	775.19
M	796+12.22	74.71	775.17	775.23
N	796+22.22	74.58	775.18	775.25
O	796+32.22	74.46	775.18	775.26
P	796+42.21	74.33	775.19	775.25
Q	796+52.21	74.20	775.19	775.23
℄ W.BRG.PIER 3	796+67.44	74.00	775.19	775.19
℄ BRG.E.PIER 3	796+69.37	73.98	775.19	775.19
S	796+79.37	73.85	775.18	775.19
T	796+89.37	73.72	775.18	775.20
U	796+99.37	73.59	775.18	775.19
V	797+09.37	73.46	775.17	775.18
℄ BRG. E. ABUT	797+18.16	73.34	775.16	775.16

SOUTH - BONDED CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	794+87.72	41.00	775.54	775.54
A	794+97.72	41.00	775.56	775.56
B	795+07.72	41.00	775.58	775.59
C	795+17.72	41.00	775.60	775.61
D	795+27.72	41.00	775.62	775.62
℄ W.BRG.PIER 1	795+36.09	41.00	775.63	775.63
℄ E.BRG.PIER 1	795+38.01	41.00	775.63	775.63
E	795+48.01	41.00	775.65	775.66
F	795+58.01	41.00	775.66	775.69
G	795+68.01	41.00	775.67	775.71
H	795+78.01	41.00	775.68	775.72
I	795+88.01	41.00	775.69	775.72
J	795+98.01	41.00	775.70	775.72
℄ W.BRG.PIER 2	796+12.59	41.00	775.70	775.70
℄ E.BRG.PIER 2	796+14.51	41.00	775.70	775.70
L	796+24.51	41.00	775.71	775.72
M	796+34.51	41.00	775.71	775.74
N	796+44.51	41.00	775.71	775.74
O	796+54.51	41.00	775.71	775.74
P	796+64.51	41.00	775.70	775.74
Q	796+74.51	41.00	775.70	775.72
℄ W.BRG.PIER 3	796+89.09	41.00	775.69	775.69
℄ BRG.E.PIER 3	796+91.01	41.00	775.69	775.69
S	797+01.01	41.00	775.68	775.69
T	797+11.01	41.00	775.67	775.68
U	797+21.01	41.00	775.66	775.67
V	797+31.01	41.00	775.65	775.65
℄ BRG. E. ABUT	797+39.38	41.00	775.64	775.64

BEAM #41

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG.E.PIER 3	796+72.80	68.75	775.29	775.29
S	796+82.80	68.75	775.29	775.29
T	796+92.80	68.75	775.28	775.29
U	797+02.80	68.75	775.27	775.28
V	797+12.80	68.75	775.26	775.27
℄ BRG. E. ABUT	797+21.18	68.75	775.25	775.25

P.G.L. - S.B. ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	795+39.55	- 38.00	775.59	775.59
A	795+49.55	- 38.00	775.60	775.61
B	795+59.55	- 38.00	775.61	775.62
C	795+69.55	- 38.00	775.63	775.64
D	795+79.55	- 38.00	775.63	775.64
℄ W.BRG.PIER 1	795+87.93	- 38.00	775.64	775.64
℄ E.BRG.PIER 1	795+89.85	- 38.00	775.64	775.64
E	795+99.85	- 38.00	775.65	775.67
F	796+09.85	- 38.00	775.65	775.69
G	796+19.85	- 38.00	775.66	775.71
H	796+29.85	- 38.00	775.66	775.71
I	796+39.85	- 38.00	775.66	775.71
J	796+49.85	- 38.00	775.66	775.69
℄ W.BRG.PIER 2	796+64.43	- 38.00	775.66	775.66
℄ E.BRG.PIER 2	796+66.35	- 38.00	775.66	775.66
L	796+76.35	- 38.00	775.65	775.67
M	796+86.35	- 38.00	775.65	775.68
N	796+96.35	- 38.00	775.64	775.69
O	797+06.35	- 38.00	775.63	775.68
P	797+16.35	- 38.00	775.62	775.66
Q	797+26.35	- 38.00	775.61	775.64
℄ W.BRG.PIER 3	797+40.93	- 38.00	775.59	775.59
℄ BRG.E.PIER 3	797+42.85	- 38.00	775.59	775.59
S	797+52.85	- 38.00	775.57	775.58
T	797+62.85	- 38.00	775.55	775.56
U	797+72.85	- 38.00	775.53	775.55
V	797+82.85	- 38.00	775.51	775.52
℄ BRG. E. ABUT	797+91.22	- 38.00	775.50	775.50

BEAM #42

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ E.BRG.PIER 1	795+18.11	71.33	775.14	775.14
E	795+28.10	71.20	775.16	775.18
F	795+38.10	71.07	775.18	775.21
G	795+48.10	70.94	775.19	775.23
H	795+58.10	70.81	775.21	775.25
I	795+68.10	70.68	775.22	775.26
J	795+78.10	70.55	775.24	775.26
℄ W.BRG.PIER 2	795+93.33	70.36	775.25	775.25

P.G.L. - N.B. ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ BRG. W. ABUT	794+89.69	38.00	775.50	775.50
A	794+99.69	38.00	775.52	775.53
B	795+09.69	38.00	775.54	775.55
C	795+19.69	38.00	775.56	775.57
D	795+29.69	38.00	775.57	775.58
℄ W.BRG.PIER 1	795+38.06	38.00	775.59	775.59
℄ E.BRG.PIER 1	795+39.98	38.00	775.59	775.59
E	795+49.98	38.00	775.60	775.62
F	795+59.98	38.00	775.61	775.65
G	795+69.98	38.00	775.63	775.68
H	795+79.98	38.00	775.63	775.69
I	795+89.98	38.00	775.64	775.69
J	795+99.98	38.00	775.65	775.68
℄ W.BRG.PIER 2	796+14.56	38.00	775.66	775.66
℄ E.BRG.PIER 2	796+16.48	38.00	775.66	775.66
L	796+26.48	38.00	775.66	775.68
M	796+36.48	38.00	775.66	775.70
N	796+46.48	38.00	775.66	775.71
O	796+56.48	38.00	775.66	775.71
P	796+66.48	38.00	775.66	775.70
Q	796+76.48	38.00	775.65	775.68
℄ W.BRG.PIER 3	796+91.06	38.00	775.64	775.64
℄ BRG.E.PIER 3	796+92.98	38.00	775.64	775.64
S	797+02.98	38.00	775.63	775.64
T	797+12.98	38.00	775.62	775.63
U	797+22.98	38.00	775.61	775.62
V	797+32.98	38.00	775.60	775.61
℄ BRG. E. ABUT	797+41.35	38.00	775.59	775.59

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

8961008.dgn

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2H8-1
STA. 796+40.45 STRUCTURE NO. 022 0001

SCALE: VERT.
HORIZ.

DATE 10/12/95

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	218
STA.	796+40.45	TO STA.		
REG. SHEET NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 9 OF
30 SHEETS

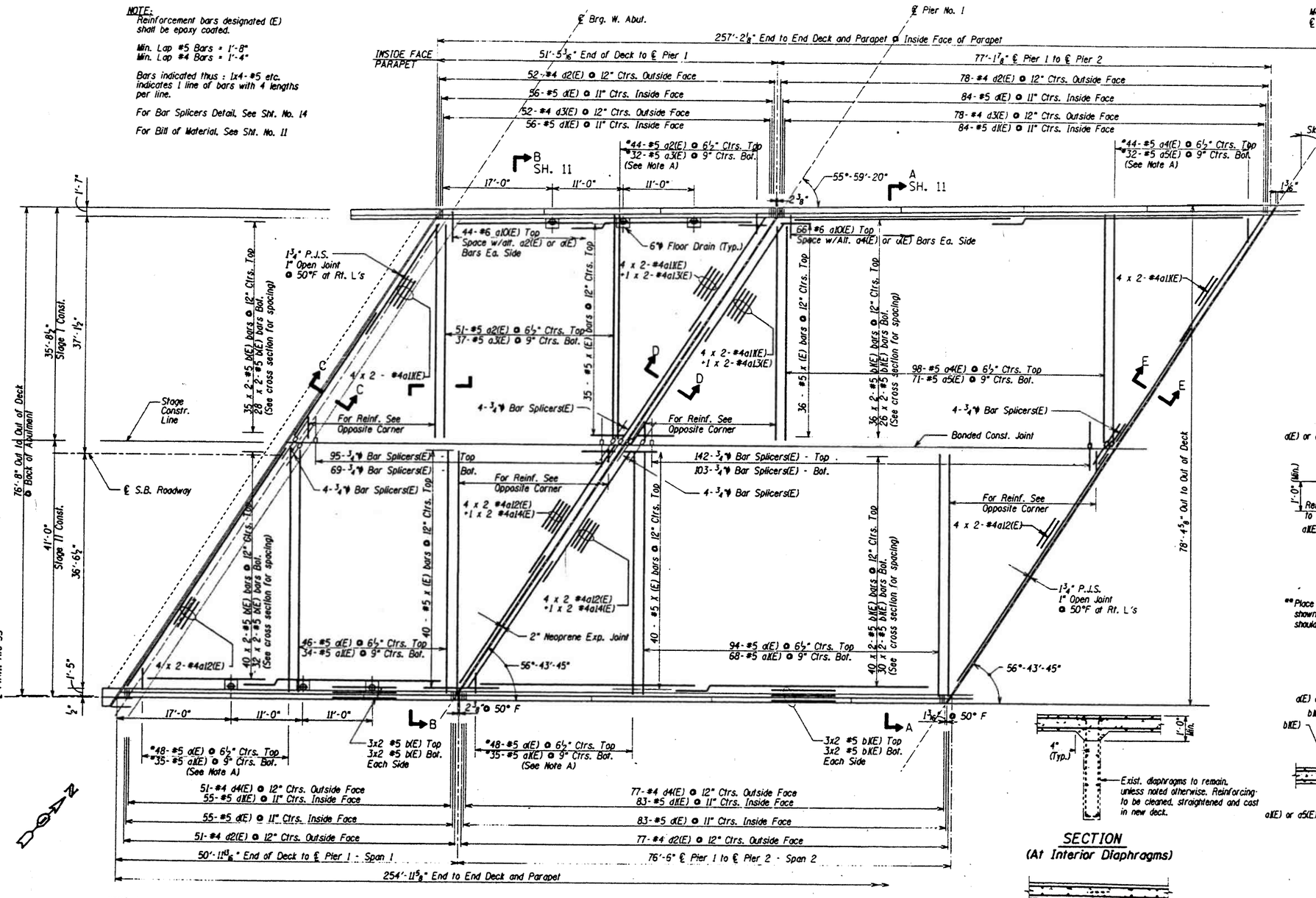
NOTE:
Reinforcement bars designated (E) shall be epoxy coated.

Min. Lap #5 Bars = 1'-8"
Min. Lap #4 Bars = 1'-4"

Bars indicated thus : 1x4-#5 etc. indicates 1 line of bars with 4 lengths per line.

For Bar Splicers Detail, See Sht. No. 14

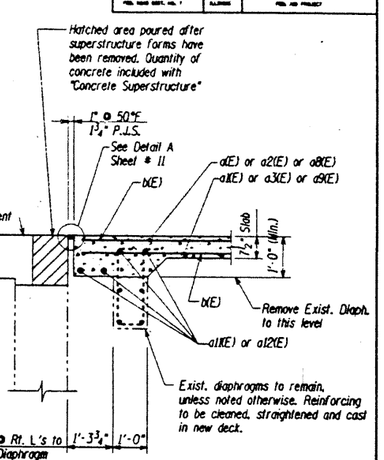
For Bill of Material, See Sht. No. 11



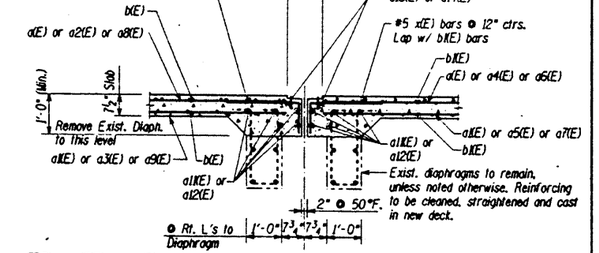
NOTE A
Order d(E), a1(E), a2(E), a3(E), a4(E) & a5(E) bars full length. Cut to fit skew and use remainder in opposite corner.

DECK SLAB - SPANS 1 & 2 - SOUTH BOUND BRIDGE

(NORTH BOUND BRIDGE SPANS 3 & 4 SIMILAR BY 180° ROTATION)

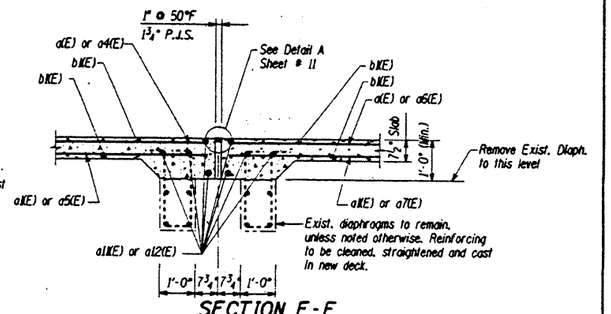


SECTION C-C



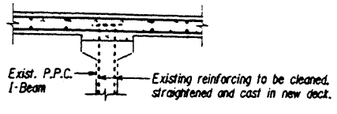
**Place a13(E) or a14(E) bars in back of anchor bolts as shown if required to maintain 1" cl. (+0'-1/8"). Anchor bolts should be tied to a13(E) or a14(e) bars.

SECTION D-D



SECTION E-E

SECTION (At Interior Diaphragms)



SECTION (At P.P.C. I-Beam)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK PLAN - SPANS 1 & 2

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.
DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY R.C.O.
DRAWN BY D.P.S.
CHECKED BY M.M.H.

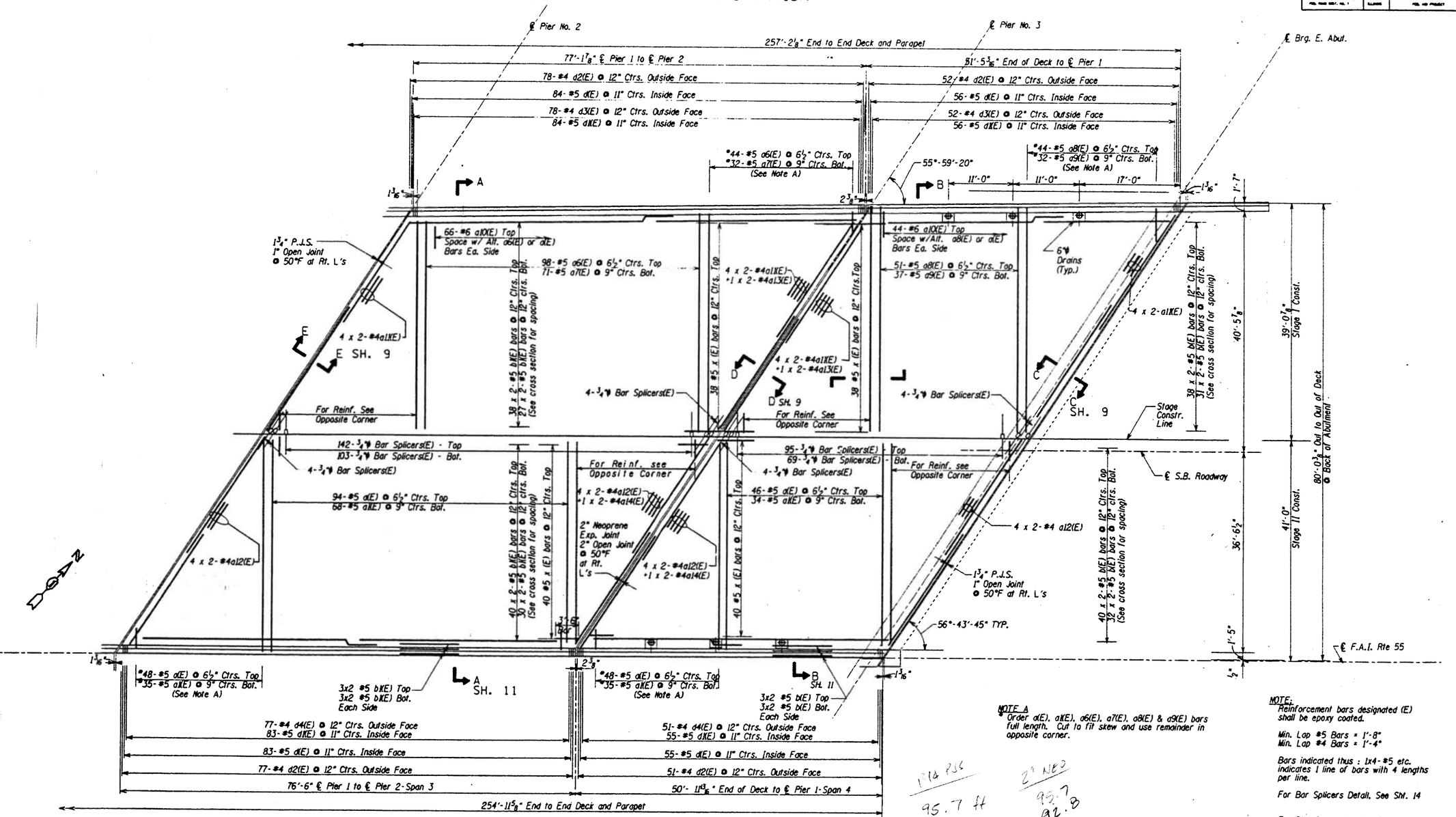
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS

8960009.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 10 OF
30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPAGE	401	219
STA. 796+40.45	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTE A
Order a(E), a1(E), a6(E), a7(E), a8(E) & a9(E) bars full length. Cut to fit skew and use remainder in opposite corner.

NOTE:
Reinforcement bars designated (E) shall be epoxy coated.

Min. Lap #5 Bars = 1'-8"
Min. Lap #4 Bars = 1'-4"

Bars indicated thus : 1x4-#5 etc. indicates 1 line of bars with 4 lengths per line.

For Bar Splicers Detail, See Sht. 14

For Bill of Material, See Sht. No. 11

1"ϕ PSC 95.7 ft DIAG. 95.7 91.7

2" NEO 95.7 92.8

DECK PLAN - SPANS 3 & 4 - SOUTH BOUND BRIDGE

(NORTH BOUND BRIDGE SPANS 1 & 2 SIMILAR BY 180° ROTATION)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK PLAN - SPANS 3 & 4

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY R.P.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

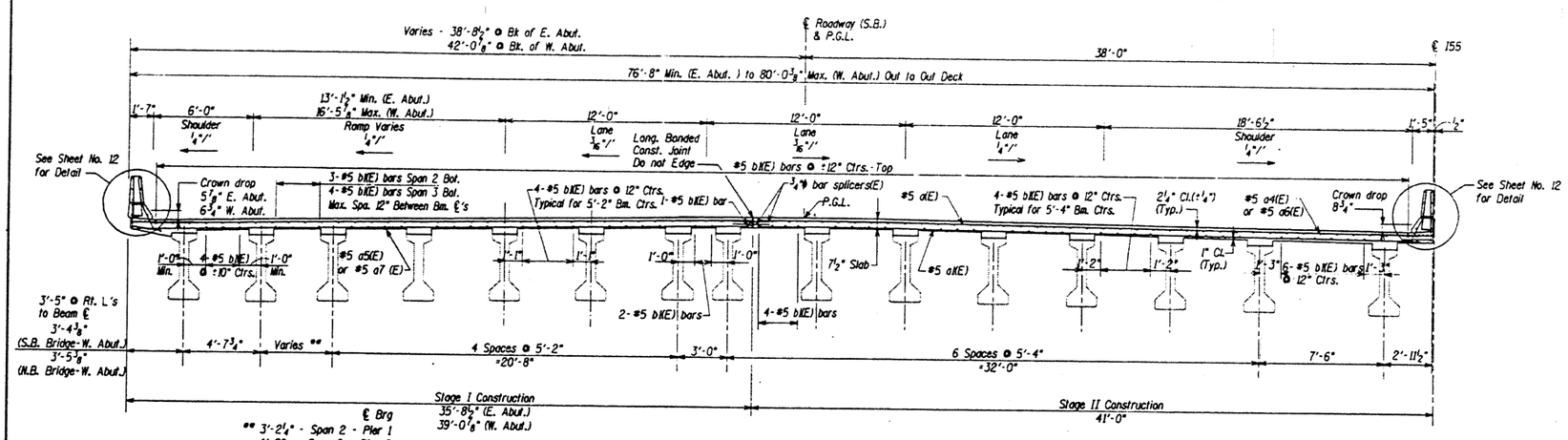
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

956100.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

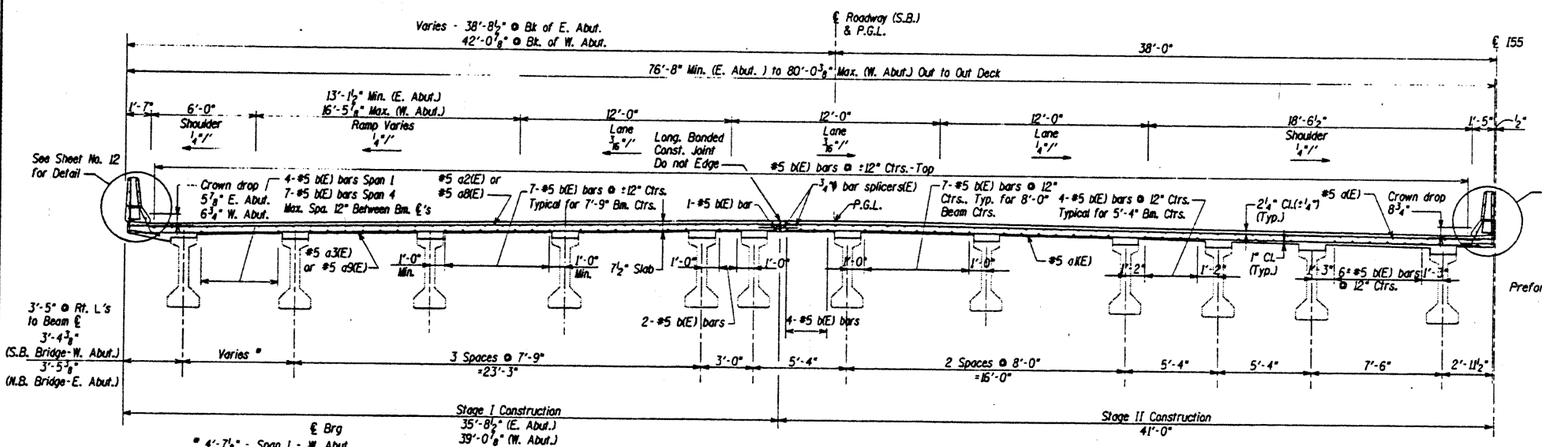
SHEET NO. 11 OF 30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	481	220
STA.	796+40.45	TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

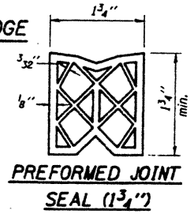


SECTION A-A
SPANS 2 & 3 CROSS SECTION - SOUTH BOUND BRIDGE
(LOOKING EAST) - NORTH BOUND BRIDGE SIMILAR BY 180° ROTATION

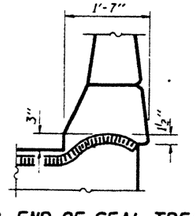
Note:
S.B. designates South Bound
N.B. designates North Bound



SECTION B-B
SPANS 1 & 4 CROSS SECTION - SOUTH BOUND BRIDGE
(LOOKING EAST) - NORTH BOUND BRIDGE SIMILAR BY 180° ROTATION



PREFORMED JOINT SEAL (1¾")



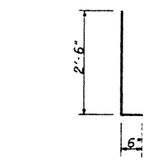
TYP. END OF SEAL TREATMENT

PREFORMED JOINT SEAL (1¾") - ABUTMENTS & PIER 2

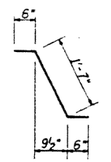
SUPERSTRUCTURE BILL OF MATERIAL*

Bar	No.	Size	Length	Shape
a(E)	994	#5	40'-0"	
a_1(E)	588	#5	39'-9"	
a_2(E)	190	#5	35'-0"	
a_3(E)	138	#5	34'-9"	
a_4(E)	284	#5	35'-8"	
a_5(E)	206	#5	35'-5"	
a_6(E)	284	#5	36'-8"	
a_7(E)	206	#5	36'-5"	
a_8(E)	190	#5	37'-8"	
a_9(E)	138	#5	37'-5"	
a_{10}(E)	880	#6	4'-0"	
a_{11}(E)	128	#4	23'-0"	
a_{12}(E)	128	#4	24'-10"	
a_{13}(E)	16	#4	22'-9"	
a_{14}(E)	16	#4	24'-6"	
b(E)	1112	#5	26'-6"	
b_1(E)	1112	#5	39'-2"	
d(E)	1112	#5	3'-0"	
d_1(E)	1112	#5	2'-7"	
d_2(E)	1032	#4	3'-0"	
d_3(E)	520	#4	3'-11"	
d_4(E)	512	#4	3'-11"	
e(E)	72	#4	18'-9"	
e_1(E)	12	#4	18'-4"	
e_2(E)	6	#4	19'-8"	
e_3(E)	48	#4	16'-8"	
e_4(E)	12	#4	15'-9"	
e_5(E)	24	#8	28'-2"	
e_6(E)	16	#8	28'-0"	
e_7(E)	24	#5	27'-1"	
e_8(E)	16	#5	26'-10"	
e_9(E)	72	#4	18'-11"	
e_{10}(E)	12	#4	18'-0"	
e_{11}(E)	6	#4	20'-1"	
e_{12}(E)	54	#4	16'-10"	
e_{13}(E)	12	#4	16'-2"	
e_{14}(E)	24	#8	28'-8"	
e_{15}(E)	16	#8	28'-3"	
e_{16}(E)	24	#5	27'-4"	
e_{17}(E)	16	#5	27'-1"	
e_{18}(E)	12	#4	17'-4"	
e_{19}(E)	6	#4	17'-8"	
e_{20}(E)	6	#4	19'-2"	
e_{21}(E)	6	#4	19'-5"	
x(E)	614	#5	4'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	247,750	
Concrete Superstructure		Cu. Yds.	1,150.2	
Preformed Joint Seal (1¾")		Foot	562	
Structural Steel		Pound	22,993	
Concrete Removal		Cu. Yds.	25.0	
Neoprene Exp. Jt., 2"		Foot	374	

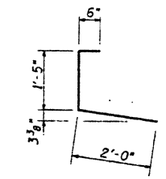
* Total for two bridges



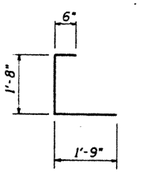
BARS d(E) & d2(E)



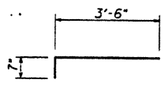
BAR d1(E)



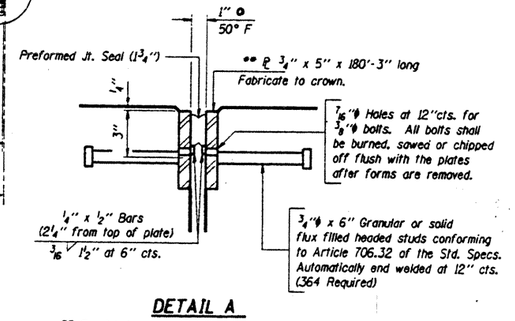
BAR d3(E)



BAR d4(E)



BAR x(E)



DETAIL A

** Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be 1/16". Seal space with Silicone Sealant suitable for Structural Steel.

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.
Min. Bars Lap #5 Bars in Slab = 1'-8" unless noted otherwise

For Bar Splicer Detail, See Sheet No. 14

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTIONS & DETAILS

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY R.C.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

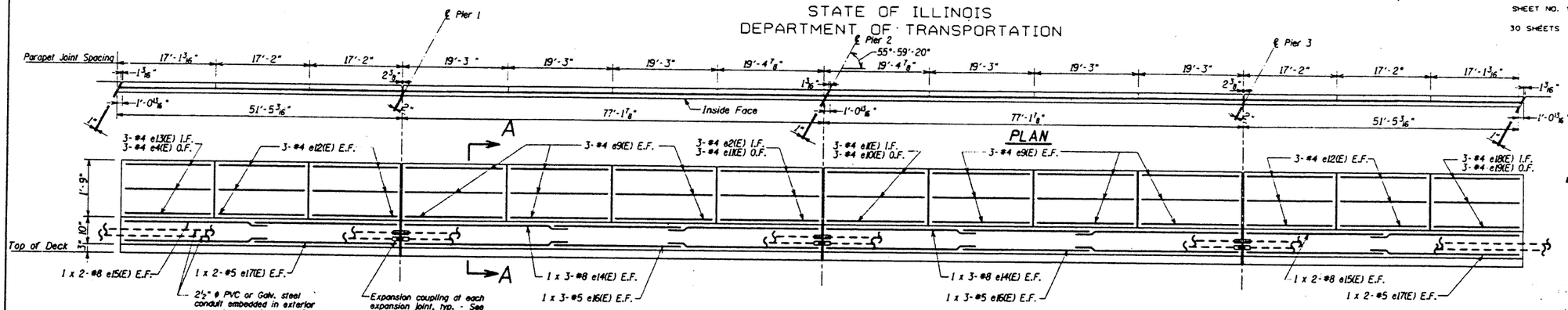
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

95601100.dgn

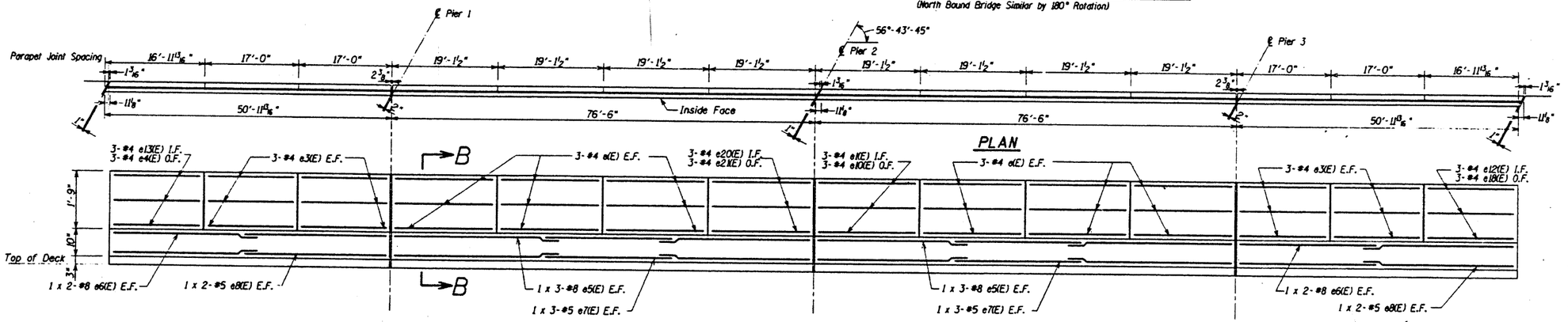
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

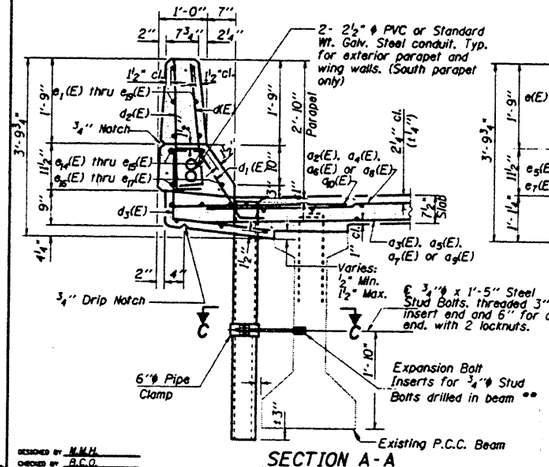
SHEET NO. 12 OF 30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	221
STA.	796+40.45	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

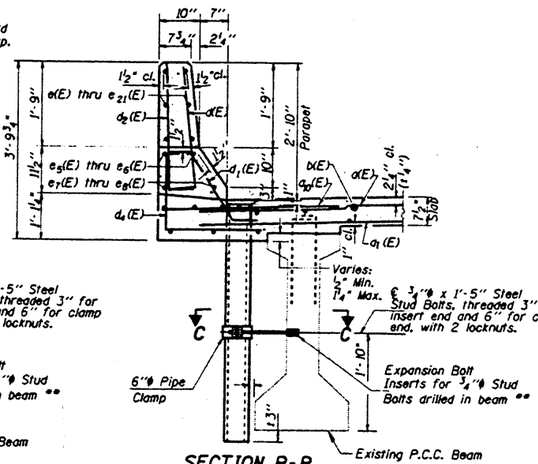


EXTERIOR PARAPET
INSIDE ELEVATION - SOUTH BOUND BRIDGE
(North Bound Bridge Similar by 180° Rotation)





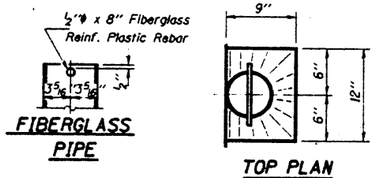
SECTION A-A
(S. Parapet of S. Bridge)
(N. Parapet of N. Bridge)



SECTION B-B
(N. Parapet of S. Bridge)
(S. Parapet of N. Bridge)

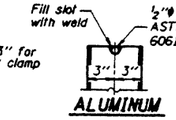
** Locate expansion bolt inserts to miss existing reinforcing strands

MEDIAN PARAPET
INSIDE ELEVATION - SOUTH BRIDGE
(North Bridge Similar by 180° Rotation)

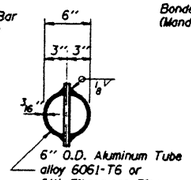


FIBERGLASS PIPE

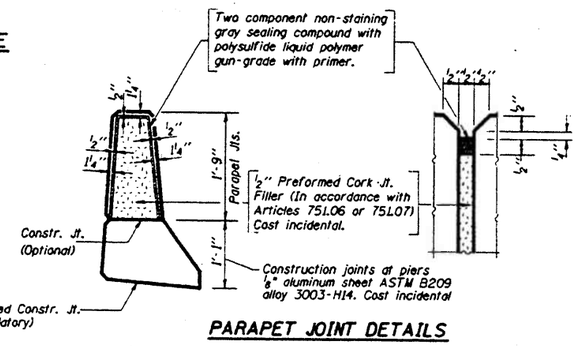
TOP PLAN



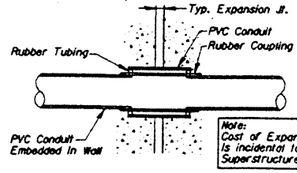
ALUMINUM TUBE



TOP PLAN
(Showing Aluminum Tube)

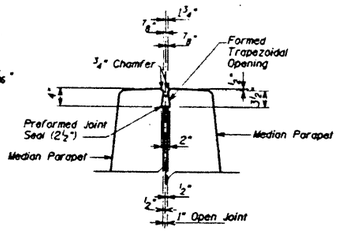


PARAPET JOINT DETAILS

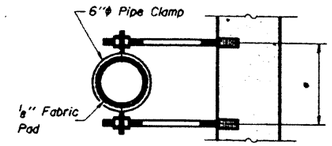


Note:
Cost of Expansion Coupling is incidental to Concrete Superstructure

EXPANSION COUPLING DETAIL FOR EMBEDDED CONDUIT



SECTION AT MEDIAN PARAPET LONGITUDINAL JOINT SEAL



SECTION C-C

Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.

The exterior surfaces of the furnished drains shall be coated by the manufacturer with a pigment that matches the color of the concrete.

The clamping device and inserts shall be galvanized in accordance with AASHTO M 232.

Note:
See Sheet No. 11 for Bill of Material

Reinforcement bars designated (E) shall be epoxy coated.

E.F. = Each Face
I.F. = Inside Face
O.F. = Outside Face

Min. bar laps
#5 = 2'-2"
#8 = 4'-6"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARAPET DETAILS

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY N.M.H.
CHECKED BY R.C.O.
DRAWN BY A.C.B.
CHECKED BY

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

695012.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 13 of
30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	40	222
STA. 796+40.45	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1½" Min.
2½"	2½"	1¾" Min.
4"	3"	2½" Min.

INSTALLATION NOTES

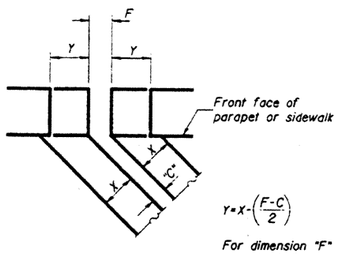
1. Install sponge mandrels into positions shown to form flap convolution.
2. Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy).
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

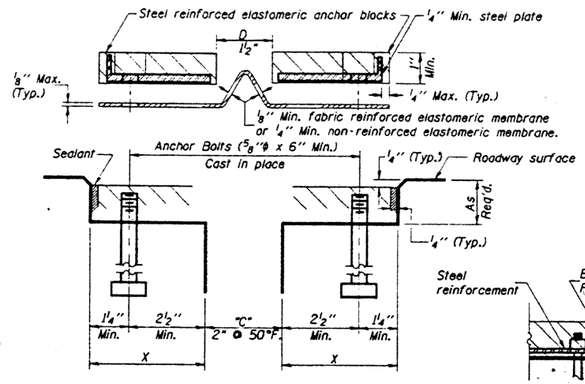
SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews.

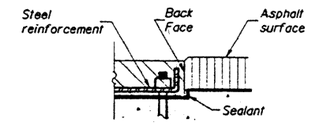
For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1½" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



FORMING BLOCKOUT SKETCH



CROSS SECTION



ANCHOR BLOCK REINFORCEMENT WITH ASPHALT SURFACE

GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.

The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.

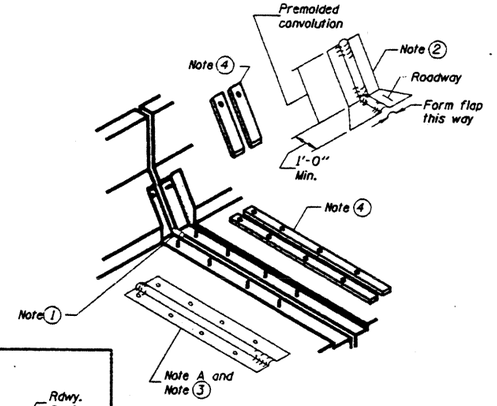
The steel reinforcement must extend up the back face of anchor blocks when asphalt surfaces are used but is optional in concrete blockout.

The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.

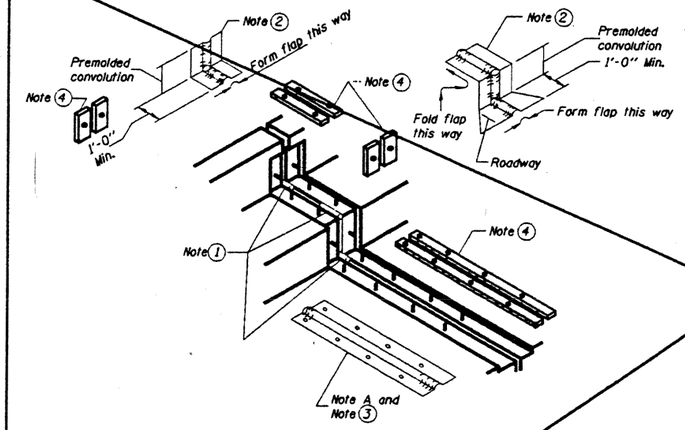
Joint openings shall be adjusted in accordance with Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.

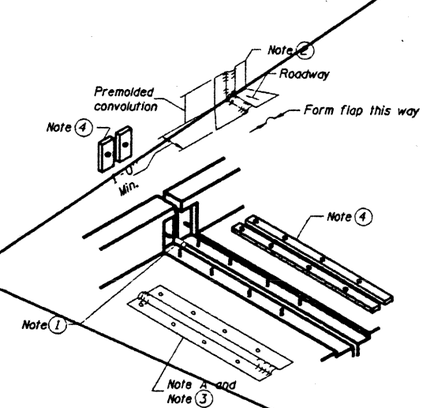
All anchor bolts for neoprene expansion joints shall be High Strength M164 anchor bolts or A193 Class 2 Stainless Steel anchor bolts.



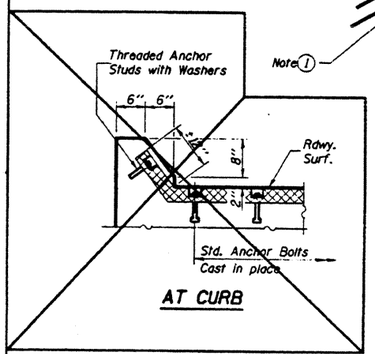
AT PARAPET



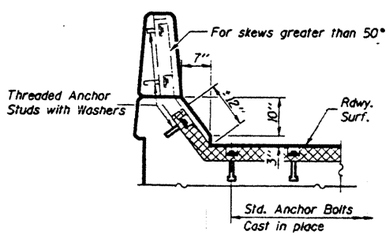
AT SIDEWALK OR MEDIAN



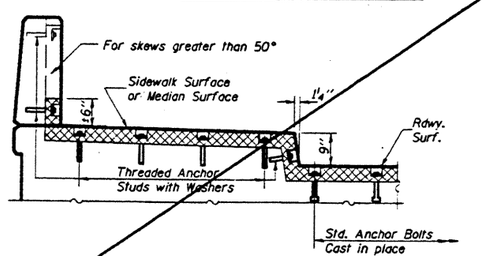
AT WALL



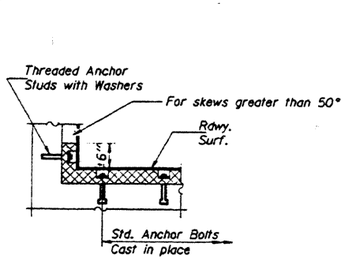
AT CURB



AT PARAPET



AT SIDEWALK OR MEDIAN TYPICAL END TREATMENTS



AT WALL

CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS

For 2", 2½" and 4" Movement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

NEOPRENE EXPANSION JOINT

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

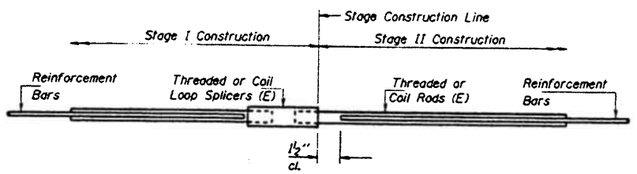
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

896L013.DGN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

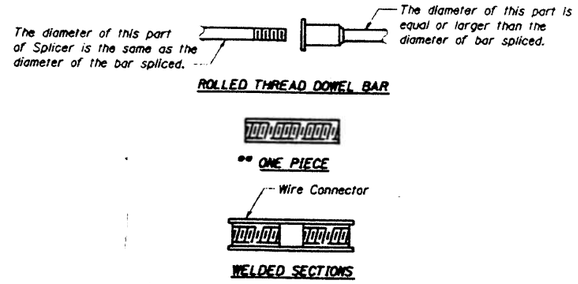
SHEET NO. 14 OF
30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	223
STA.	796+40.45	TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



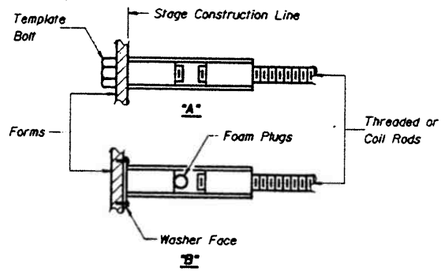
SPLICER DETAIL

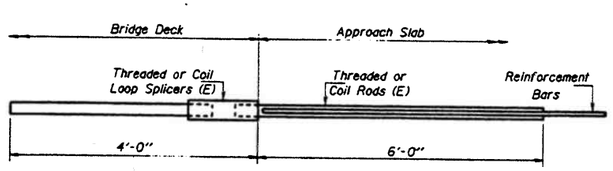
Bar Size	No. Req'd. (Splicers)	Location
#5	1700	Deck
#6	24	Abutments



SPLICER ALTERNATIVES

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





BAR SPLICER ASSEMBLY DETAIL FOR INTEGRAL ABUTMENT

$\frac{3}{4}$"ϕ Bar Splicer Assembly x 4'-0" and 6'-0" Splicer Rods — Minimum Capacity = 23.0 kips-tension; Minimum Pull-out Strength = 9.2 kips-tension

INSTALLATION AND SETTING METHODS

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

NOTES

Steel Splicer (Coupler) assembly shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Steel Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

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

Splicer (coupler) assembly shall be epoxy coated in accordance with 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 splicer (coupler) assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times fs_{allow} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

Typical Splicer (Coupler) Assembly Sizes:

#5 bar lap with $\frac{3}{4}$"ϕ Splicer (Coupler) x 2'-0" Splicer Rods — Minimum Capacity = 23.0 kips-tension; Minimum Pull-out Strength = 9.2 kips-tension

#6 bar lap with $\frac{7}{8}$"ϕ Splicer (Coupler) x 2'-7" Splicer Rods — Minimum Capacity = 33.1 kips-tension; Minimum Pull-out Strength = 13.3 kips-tension

#7 bar lap with 1"ϕ Splicer (Coupler) x 3'-5" Splicer Rods — Minimum Capacity = 45.1 kips-tension; Minimum Pull-out Strength = 18.0 kips-tension

#8 bar lap with 1¼"ϕ Splicer (Coupler) x 4'-6" Splicer Rods — Minimum Capacity = 58.9 kips-tension; Minimum Pull-out Strength = 23.6 kips-tension

Bar splicer assemblies shall be in accordance with 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."

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BAR SPLICER (COUPLER) DETAILS AT STAGE CONSTRUCTION

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

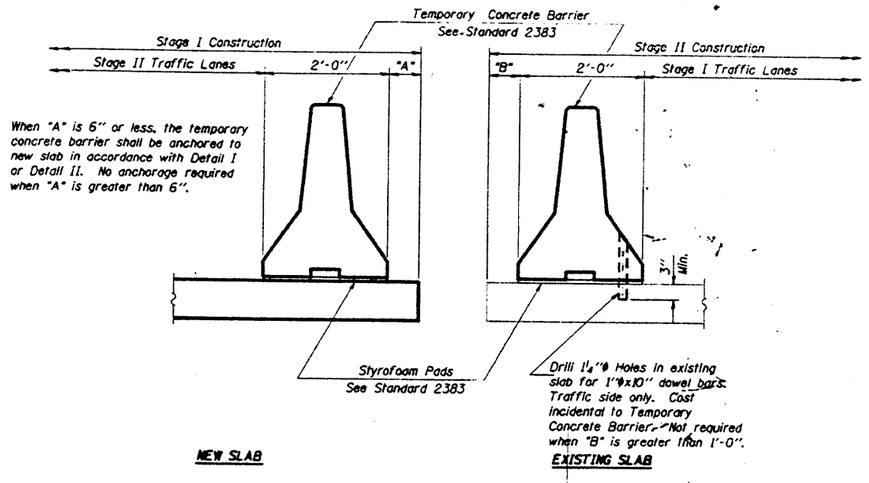
DATE 10/2/95

dgn 0581014

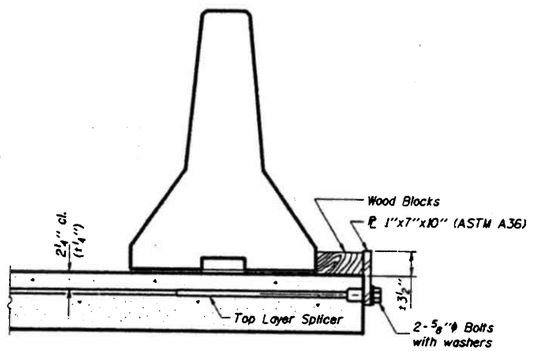
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 15 of
30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	224
STA.	796+40.45	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

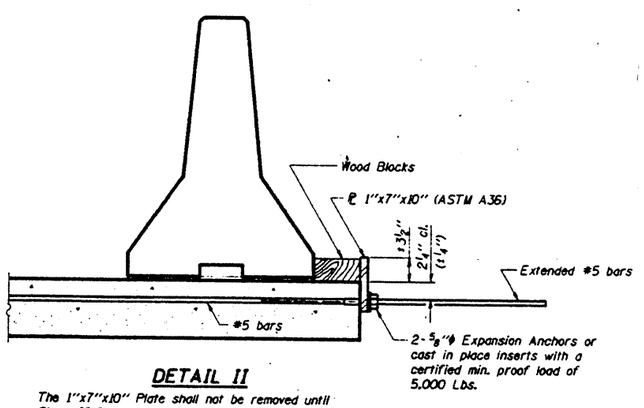


SECTIONS THRU SLAB



DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

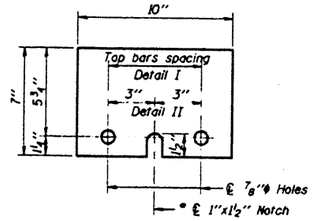
The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℄ to the top layer of couplers with 2-⅝"ϕ bolts screwed to coupler at approximate ℄ of each 10'-0" barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel ℄ to the concrete slab with 2-⅝"ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each 10'-0" barrier panel.

Cost of anchorage is incidental to Temporary Concrete Barrier.



℄ 1"x7"x10"

* Required only with Detail II

DESIGNED BY M.M.H.
CHECKED BY R.C.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY

F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

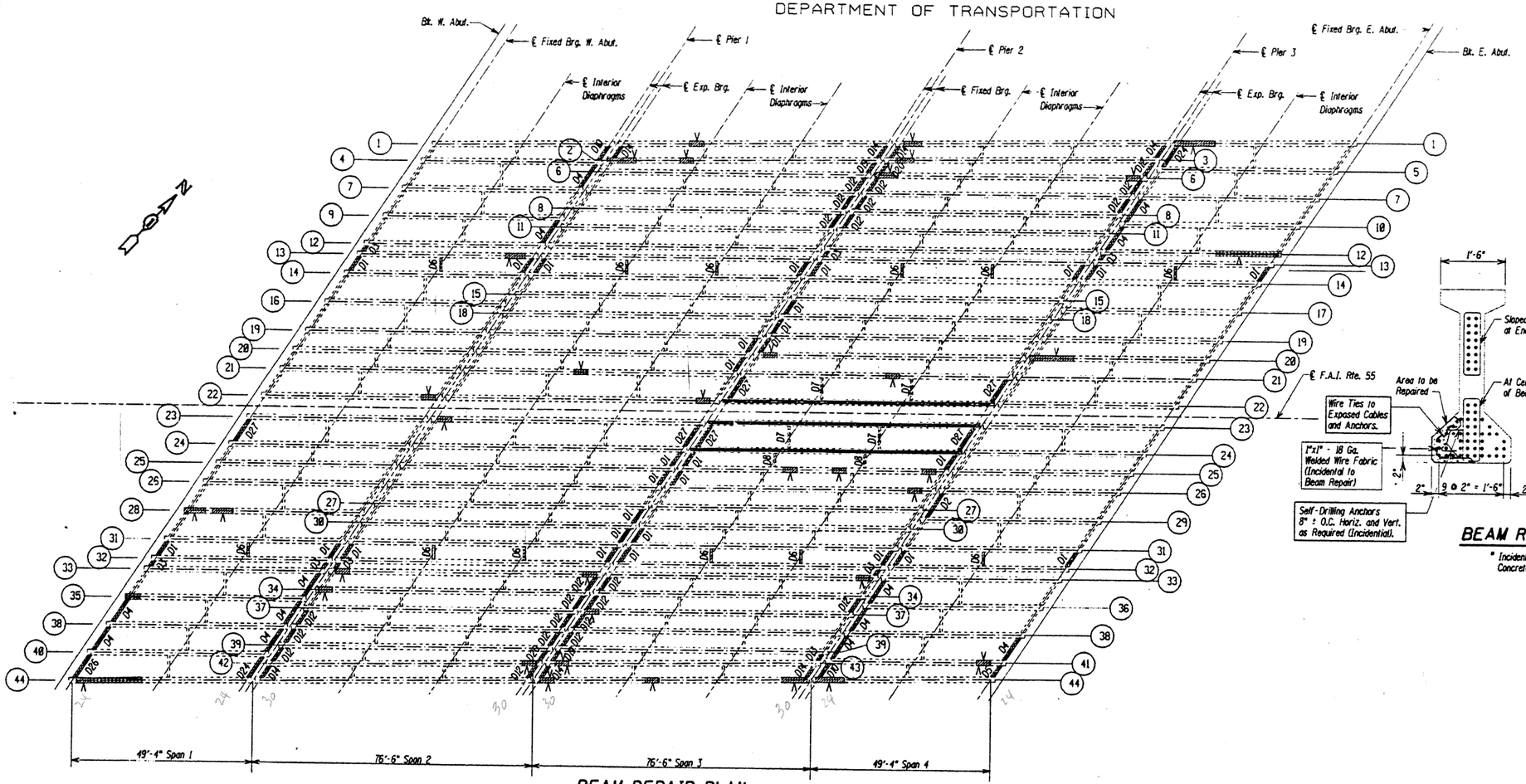
DATE 11/2/95

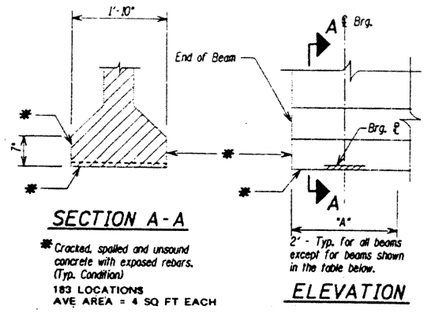
D96015.DGN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	225
STA.	796+48.45	TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEE 16 of 30 SHEETS





SECTION A-A

* Cracked, spalled and unsound concrete with exposed rebars. (Typ. Condition)
183 LOCATIONS
AVE AREA = 4 SQ FT EACH

ELEVATION

2' - Typ. for all beams except for beams shown in the table below.

BEAM REPAIR DETAILS

* Incidental to Precast Prestressed Concrete I-Beam Repair

BEAM NO.	SPAN	DIM. "A" W. END	DIM. "A" E. END	AREA SQ FT
13	1		3'	4.5
22			3'	4.5
28		4'		12.0
44		8'***		24.0
44		3'		4.5
2	2	8'		24.0
22			5'	12.5
23		3'	-	4.5
33		3'	5'	12.0
34		3'	-	4.5
42			5'	12.5
1	3	6'		18.0
3		6'		10.0
6		5'	3'	17.0
20		5'		12.5
26			3'	4.5
33			3''	4.5
37		3'		4.5
43		5'		12.5
44		3'	6'	23.0
1	4	7'		21.0
12			18' ***	54.0
20		8'		24.0
41			4'	12.0
44		8'		24.0

*** Web Repair Only

DIAPHRAGMS TO BE REPLACED

MARK	NUMBER	MARK	NUMBER
D1	29	D13	1
D2	1	D14	7
D3	7	D19	2
D4	13	D20	2
D5	1	D24	2
D10	2	D26	1
D12	22	D27	6

Note: For Diaphragm Details See Sheet No. 17

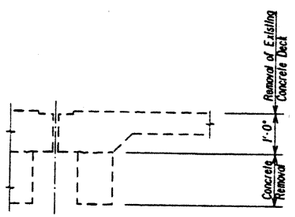
BILL OF MATERIALS

ITEM	UNIT	QUANTITY
Concrete Superstructures *	CU. YD.	48.4
Concrete Removal **	CU. YD.	56.4
Precast-Prestressed Concrete I-Beam Repair	SQ. FT.	1228
Removal of Existing Concrete I-Beam	EACH	3

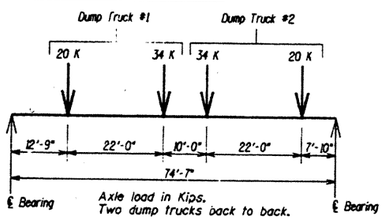
* End Diaphragms Only
** Interior and End Diaphragms

LEGEND:

- CONCRETE SUPERSTRUCTURES AND CONCRETE REMOVAL: (Concrete interior or end diaphragms to be removed and replaced.)
- PRECAST-PRESTRESSED CONCRETE I-BEAM REPAIR (Damaged P.C.C. I-Beams to be repaired. Arrow indicates damaged side.)
- CONCRETE REMOVAL ONLY (Interior diaphragm D6 and deteriorated interior diaphragms to be removed and not replaced.)
- REMOVAL AND REPLACEMENT OF EXISTING P.P.C. I-BEAM
- P.P.C. I-BEAM WEB REPAIR ***

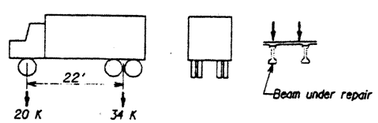


TYPICAL SECTION REMOVAL OF EXISTING DIAPHRAGMS



PRELOAD FOR SPANS 2 & 3

(Wheel Location)



DUMP TRUCK WHEEL LOCATION

(One wheel on beam under repair)

NOTES:

1. Each beam in Spans 2 & 3 under repair shall be preloaded during repair work with two loaded dump trucks positioned as shown. The contractor may use equivalent uniform load with the approval of the Engineer.
2. For end repair length up to 8'-0" from end of the beam, preloading is not required.
3. Preloading shall be kept in place for at least 3 days after completion of concrete repairs, or until the concrete in the repair areas has reached a compressive strength of 5000 p.s.i..
4. The cost of all work involved with the preloading shall be included in "P.P.C. I-Beam Repairs".

*** Web repair includes: Removing loose concrete, cleaning exposed reinforcing and applying epoxy concrete. (Align repaired surface with existing web surface)

DESIGNED BY	M.M.H.
CHECKED BY	B.C.O.
DRAWN BY	D.C.B.
CHECKED BY	M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS — PARK RIDGE, ILLINOIS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BEAM REPAIR AND DIAPHRAGM REPLACEMENT PLAN AND DETAILS

F.A.I. ROUTE 55 OVER LEMONT ROAD
DUPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

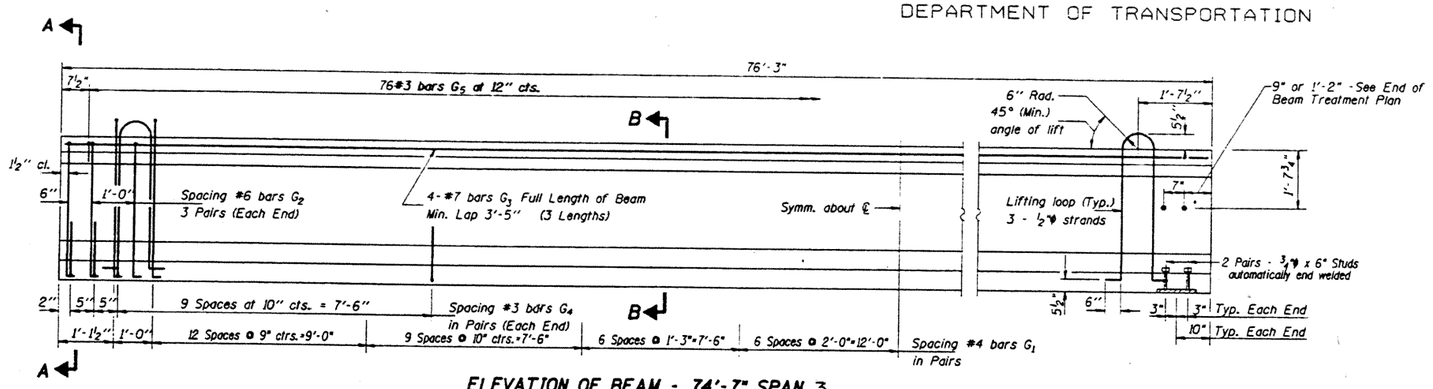
SCALE: VERT.
HORIZ.
DATE 10/2/95

B95105.dgn

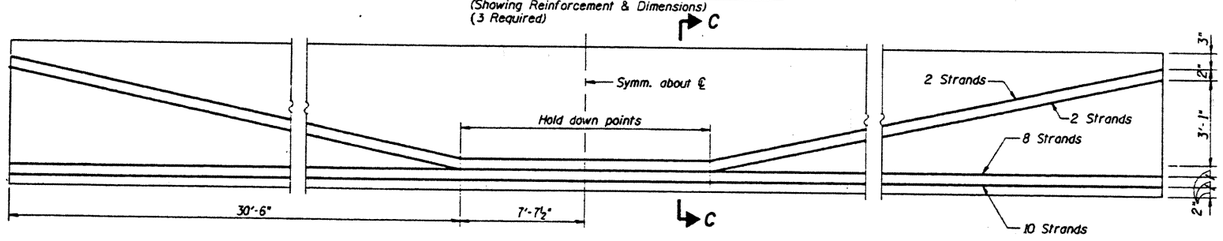
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 16A OF
30 SHEETS

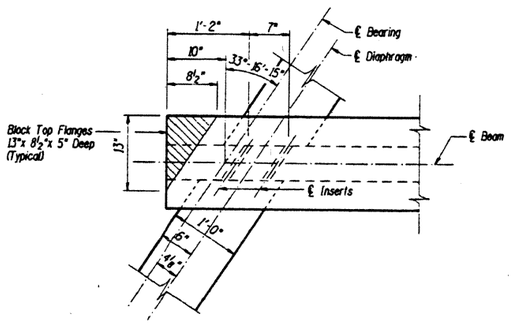
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	226
STA.	796+40.45	TO STA.		
FED. HIGHWAY DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



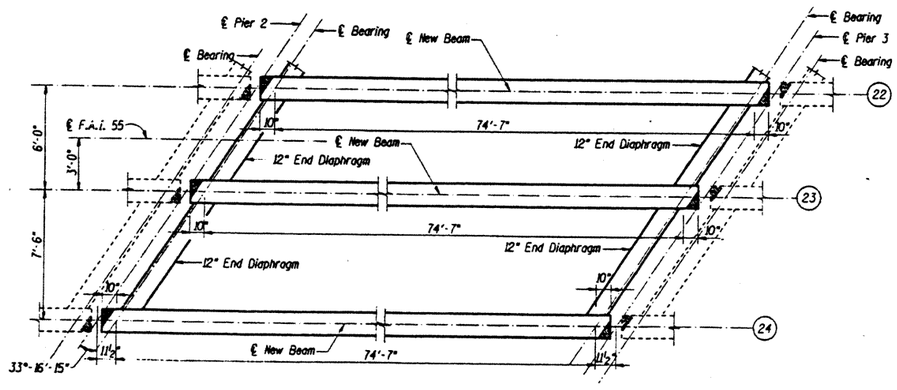
ELEVATION OF BEAM - 74'-7" SPAN 3
(Showing Reinforcement & Dimensions)
(3 Required)



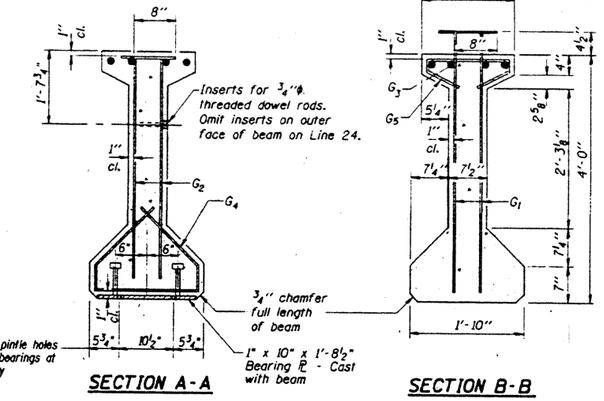
ELEVATION OF BEAM
(Showing Prestressing Steel)



END OF BEAM TREATMENT

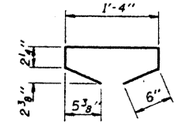


NEW BEAM FRAMING PLAN

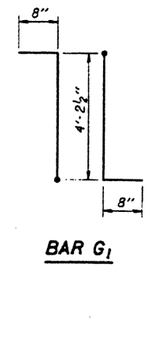


SECTION A-A

SECTION B-B

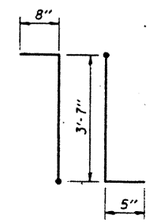


BAR G5

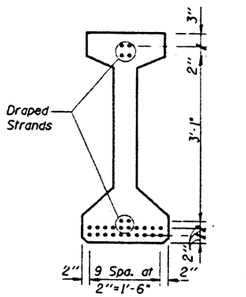


BAR G4

BAR G1



BAR G2



SECTION C-C

NOTES

All inserts and threaded dowel rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per foot of "Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48 in."

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

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.

The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

Non-prestressing steel shall conform to AASHTO designation M-31, M-42 or M-53 Grade 60.

Lifting loops shall be 3 - ½"ϕ-270 ksi strands, as shown.

Required release strength, f'ci, shall be 4000 psi.

Reinforcement bars designated (E) shall be epoxy coated.

• BAR LIST

Bar	No.	Size	Length	Shape
G_1	138	#4	5'-6½"	7L
G_2	12	#6	4'-8"	7L
G_3	12	#7	27'-7"	—
G_4	48	#3	3'-5½"	2
G_5	76	#3	2'-8½"	5

• For one beam only.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	228.75

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

NEW P.P.C. I-BEAMS

F.A.I ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY W.M.H.
CHECKED BY S.C.O.
DRAWN BY D.C.B.
CHECKED BY W.M.H.

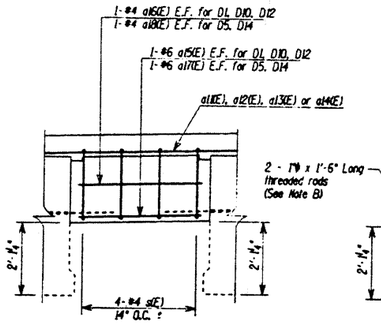
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

8961031.dgn

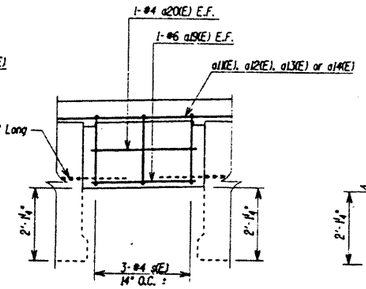
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	227
STA. 796+48.45	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

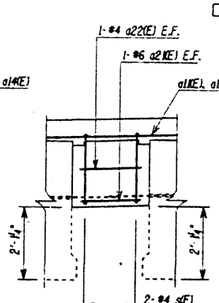
SHEET NO. 17 OF 30 SHEETS



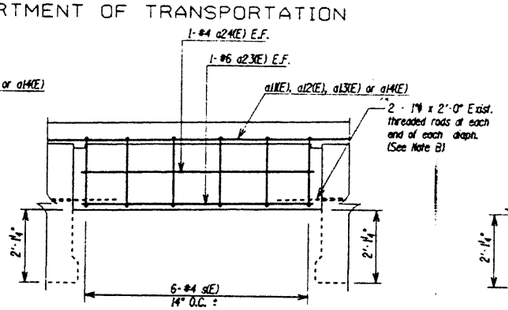
D1, D5, D10, D12 & D14



D19 & D20

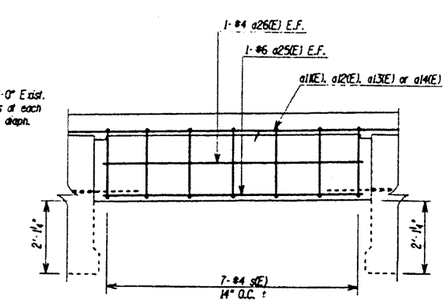


D3 & D13

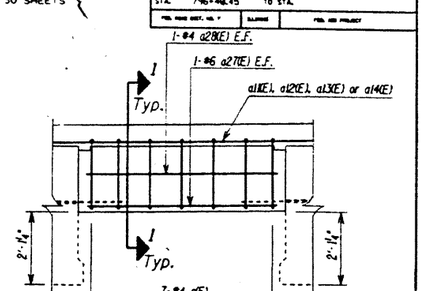


D24

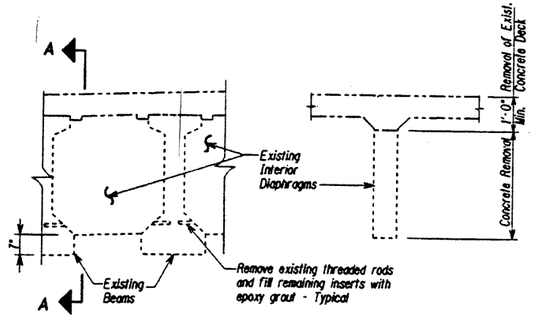
Note B:
All existing rods to be cleaned, straightened and cast in new concrete



D2, D4 & D26



D27

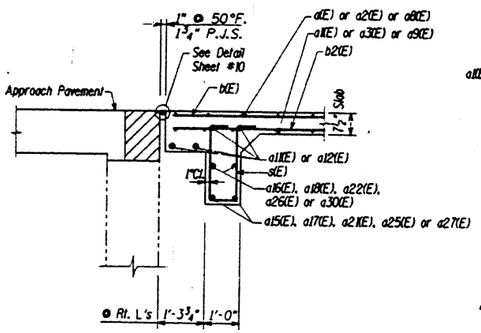


ELEVATION

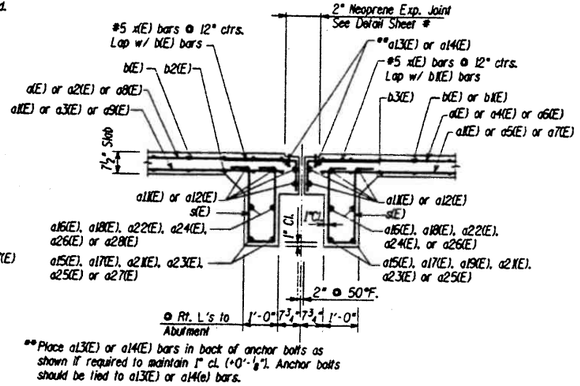
SECTION A-A

INTERIOR DIAPHRAGM

Note:
Interior diaphragms D6, D7, D8 and those that are deteriorated are to be removed and not replaced.

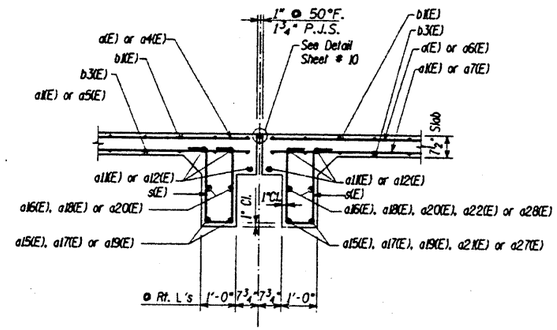


SECTION 1-1
(At Abutments)



**Place a13(E) or a14(E) bars in back of anchor bolts as shown if required to maintain 1" cl. (+0'-⅛"). Anchor bolts should be tied to a13(E) or a14(e) bars.

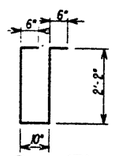
SECTION 1-1
(At Piers 1 & 3)



SECTION 1-1
(At Pier 2)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a15(E)	106	#6	4'-3"	
a16(E)	106	#4	4'-3"	
a17(E)	16	#6	3'-5"	
a18(E)	16	#4	3'-5"	
a19(E)	8	#6	2'-11"	
a20(E)	8	#4	2'-11"	
a21(E)	16	#6	1'-6"	
a22(E)	16	#4	1'-6"	
a23(E)	4	#6	6'-6"	
a24(E)	4	#4	6'-6"	
a25(E)	30	#6	7'-3"	
a26(E)	30	#4	7'-3"	
a27(E)	12	#6	7'-0"	
a28(E)	12	#4	7'-0"	
s(E)	417	#4	6'-2"	
Reinforcement Bars, Epoxy Coated			POUND	3,690



Bar s(E)

Reinforcement bars designated (E) shall be epoxy coated.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DIAPHRAGM REPLACEMENT DETAILS

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY R.C.O.
DRAWN BY D.W.B.
CHECKED BY M.M.H.

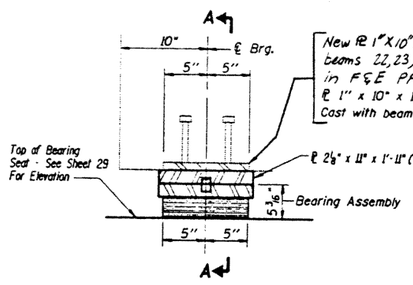
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

B961017.dgn

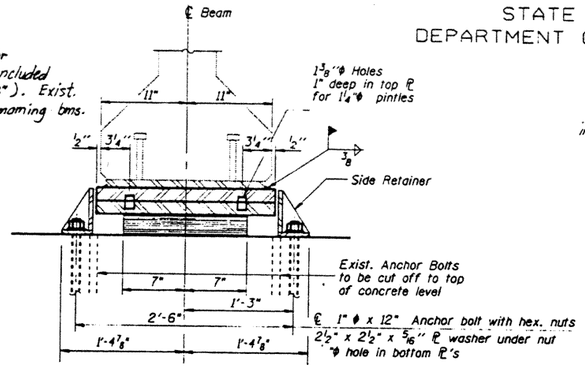
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 18 of 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	228
STA. 796+40.45	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



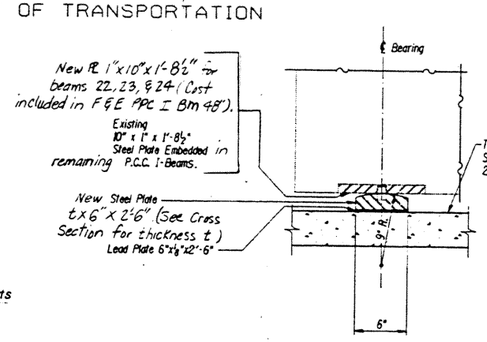
SECTION AT PIER



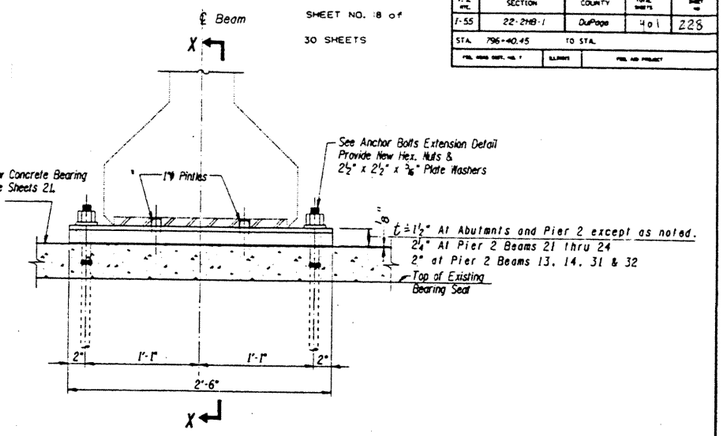
SECTION A-A

Notes: After beams have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place.

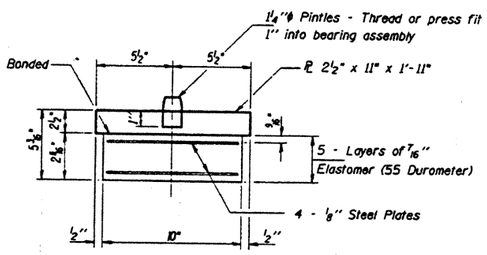
See Sheet 19 for anchor bolt details.



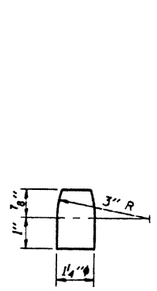
SECTION X-X
(108 required)



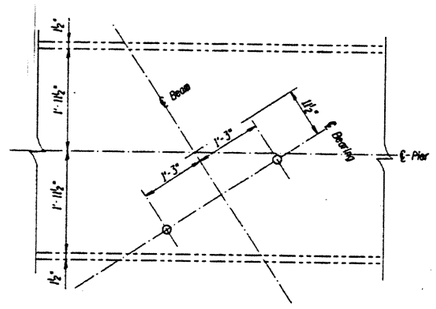
TYPE I ELASTOMERIC EXPANSION BEARING
(PIERS 1 & 3)



BEARING ASSEMBLY

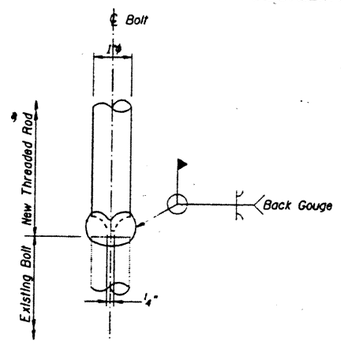


PINTLE

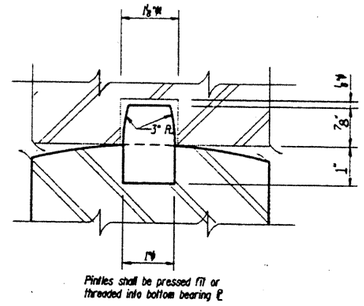


ANCHOR BOLT LOCATION
(PIERS 1 & 3)

FIXED BEARINGS
(ABUTMENTS AND PIER 2)

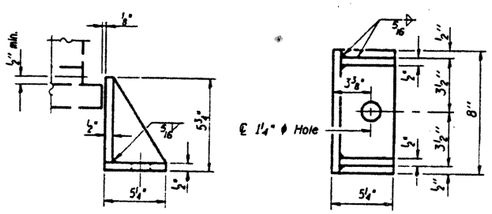


ANCHOR BOLT EXTENSION DETAIL - FIXED BEARINGS
(ABUTMENTS AND PIER 2)



Pintles shall be pressed fit or threaded into bottom bearing ℄

PINTLE DETAIL



SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

NOTES:
1- Existing fixed bearings, plates and pintles will be removed and replaced with new plates and pintles as shown.
2- Top of existing bearing seat elevations to be verified in field by the contractor
3- Existing anchor bolts for fixed bearings shall be extended by welding new bolt pieces of required lengths
4- Existing steel plates embedded in concrete shall be cleaned and painted in accordance with Note 9 on Sheet 1.
5- Tops of corroded existing anchor bolts for fixed bearings shall be removed at the direction of the Engineer down to full bolt section.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	108
Structural Steel	Pound	30,039

NOTE:
Side retainers, new 1"ϕ anchor bolts and threaded rods with hex nuts and 2½x 2½x 5/16 ℙ washers, plates (not including elastomeric bearing assembly plates) and pintles are included in Structural Steel quantity.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BEARING DETAILS

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/10/95

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

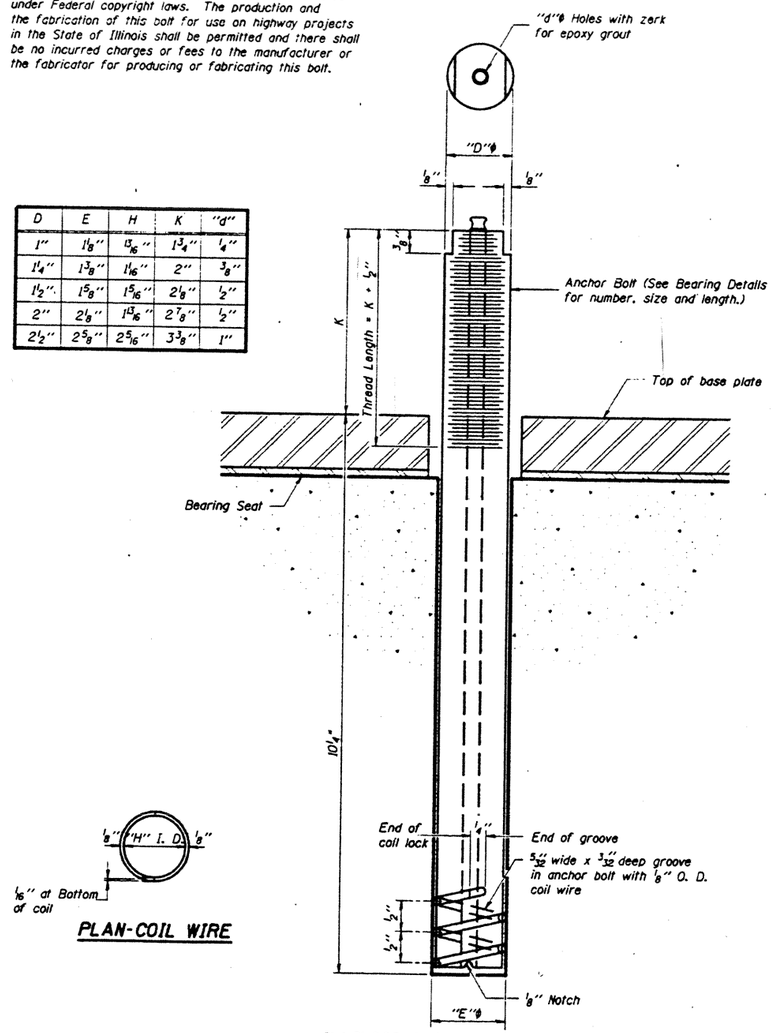
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

896LOR.DGN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	229
STA. 796+48.45	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

D	E	H	K	"d"
1"	$1\frac{1}{8}$"	$\frac{13}{16}$"	$1\frac{3}{4}$"	$\frac{1}{4}$"
$1\frac{1}{4}$"	$1\frac{3}{8}$"	$1\frac{1}{16}$"	2"	$\frac{3}{8}$"
$1\frac{1}{2}$".	$1\frac{5}{8}$"	$1\frac{5}{16}$"	$2\frac{1}{8}$"	$\frac{1}{2}$"
2"	$2\frac{1}{8}$"	$1\frac{13}{16}$"	$2\frac{7}{8}$"	$\frac{1}{2}$"
$2\frac{1}{2}$"	$2\frac{5}{8}$"	$2\frac{5}{16}$"	$3\frac{3}{8}$"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

PLAN-COIL WIRE

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 A519, Grade 1026 and supplied with hexagonal nuts and cut washers.

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

The finished anchor bolt 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 comforming to ASTM C881, 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 base plates are 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 in accordance with 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 conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with 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".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ANCHOR BOLT DETAILS
FOR BEARINGS
F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 , STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY B.C.Q.
DRAWN BY D.C.B.
CHECKED BY M.M.H.

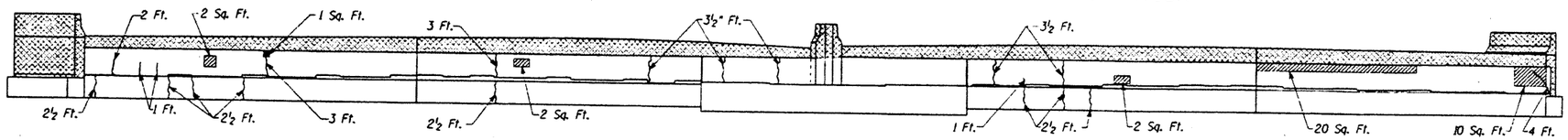
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

896.01S.dgn

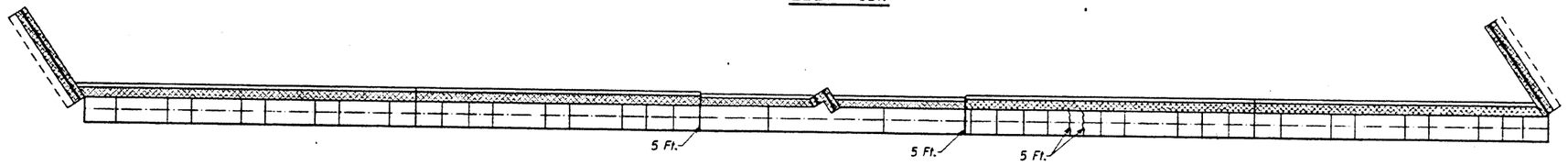
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 20 OF
30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	230
STA.	796+48.45	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

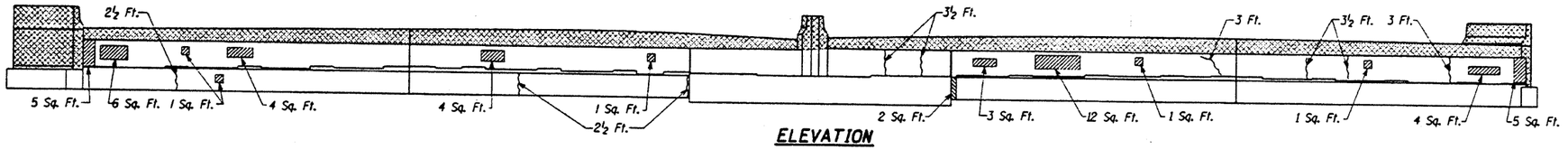


ELEVATION



PLAN

EAST ABUTMENT



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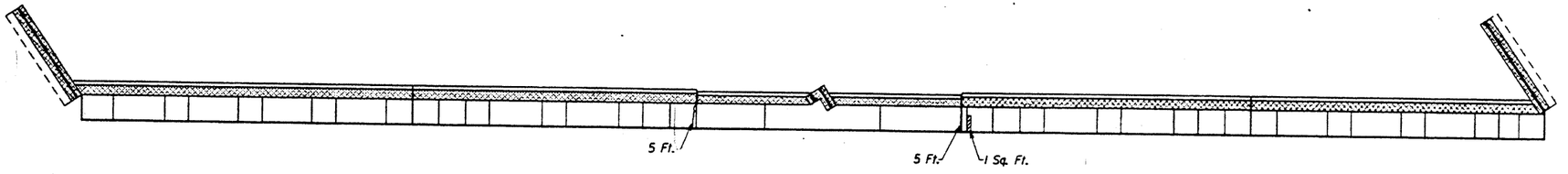


PLAN

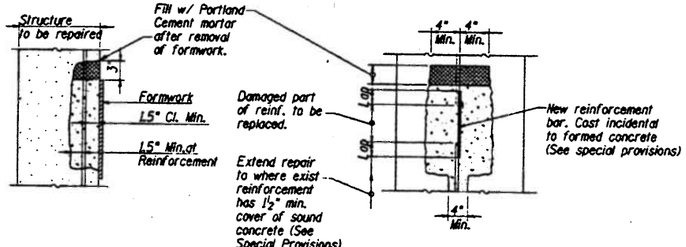
WEST ABUTMENT

EAST ABUTMENT
BILL OF MATERIALS

ITEM	UNIT	QTY.
Formed Concrete Repair Depth Equal to or Less than 5 inches	Sq. Ft.	37
Epoxy Crack Sealing	Ft.	70

WEST ABUTMENT
BILL OF MATERIALS

ITEM	UNIT	QTY.
Formed Concrete Repair Depth Equal to or Less than 5 inches	Sq. Ft.	48
Epoxy Crack Sealing	Ft.	37.5



FORMED CONCRETE REPAIR WITH REINFORCEMENT.

NOTES:
Existing reinforcement having 10% or more cross sectional area lost due to corrison or damaged during concrete removal shall be replaced by new reinforcement lapped as shown or noted.
All formed concrete repair dimensions are approximate.

LAP DIMENSIONS

BAR SIZE	LAP LENGTH
#4	1'-4"
#5	1'-8"
#6	2'-0"
#7	2'-9"

LEGEND

Remove and Reconstruct Structure See sheet No. 23 & 24 for details & quantities.

Formed Concrete Repair Depth Less Than 5".

5 Ft. — Cracks to be Epoxy Sealed

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ABUTMENT REPAIRS

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY D.A.C.
CHECKED BY M.M.H.

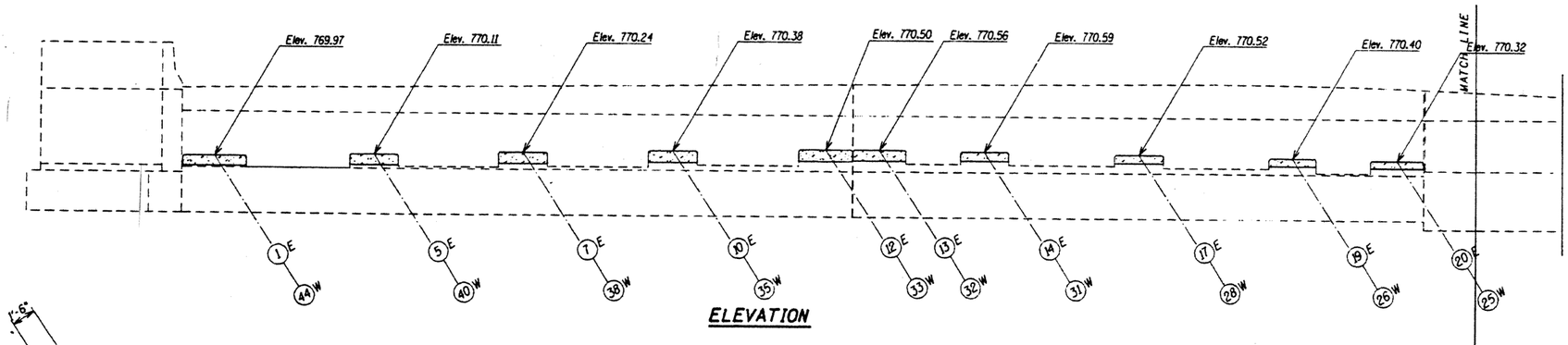
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

8961020.dgn

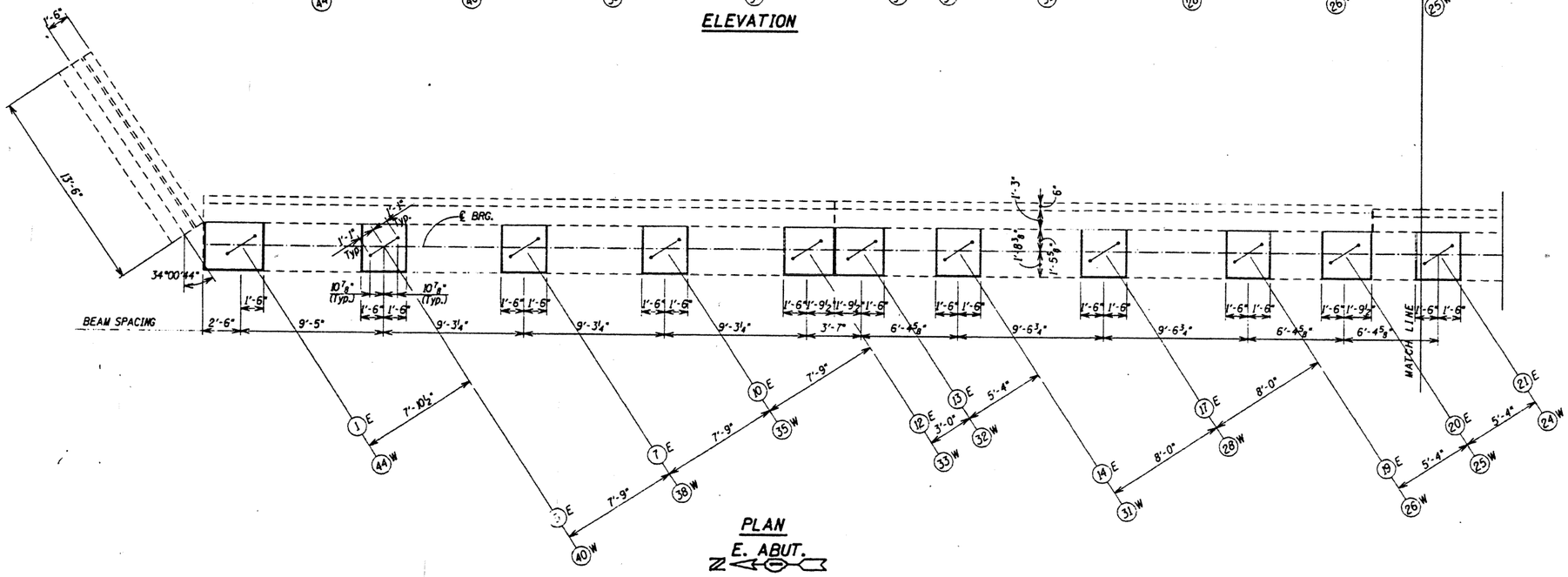
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 21 OF
30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	231
STA. 796+48.45	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



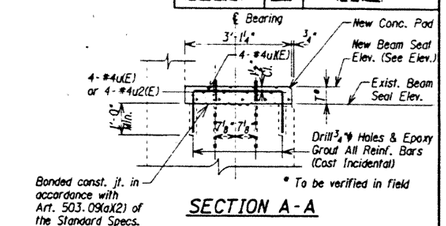
ELEVATION



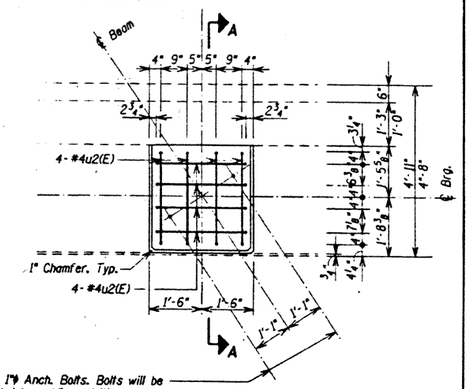
PLAN

E. ABUT.

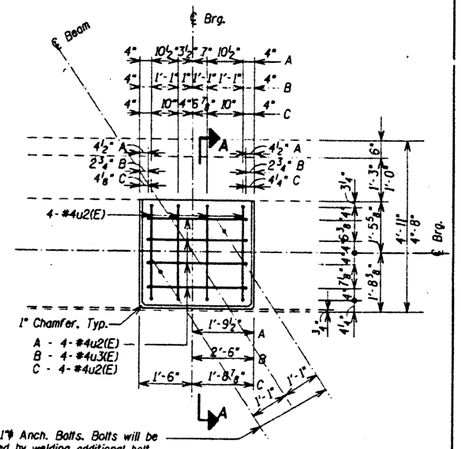
W. ABUT.



SECTION A-A



PLAN DETAIL



PLAN DETAIL

Notes:

1. For abutment repair work see Sheet 20.
   For abutment reconstruction work see Sheets 21 through 25.
2. For bill of material see sheet 25.
3. Existing beam seat elevations to be verified in field.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ABUTMENTS
BEARING SEAT MODIFICATIONS
F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY R.A.K.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

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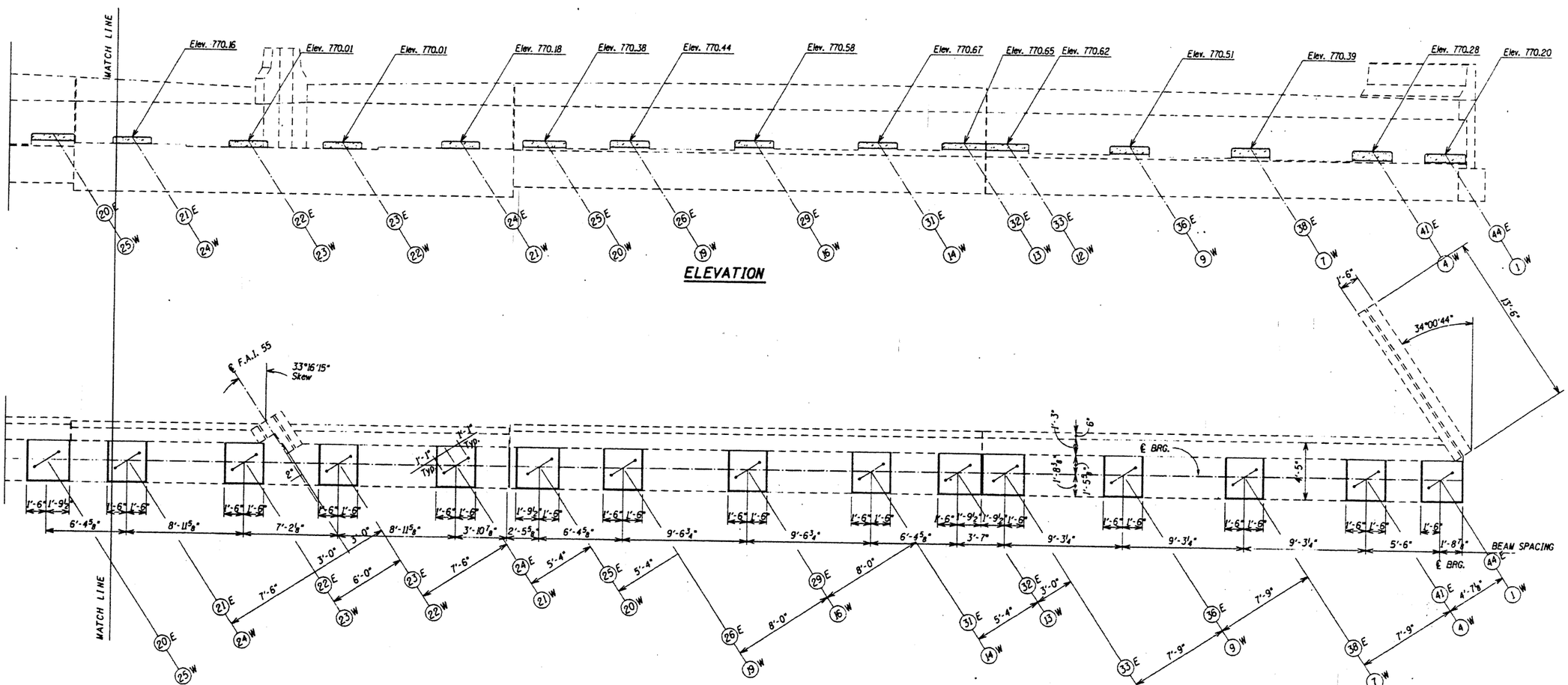
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 22
SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	232
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



Note:
For notes see Sheet 21

DESIGNED BY M.M.H.
CHECKED BY R.C.O.
DRAWN BY R.A.K.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

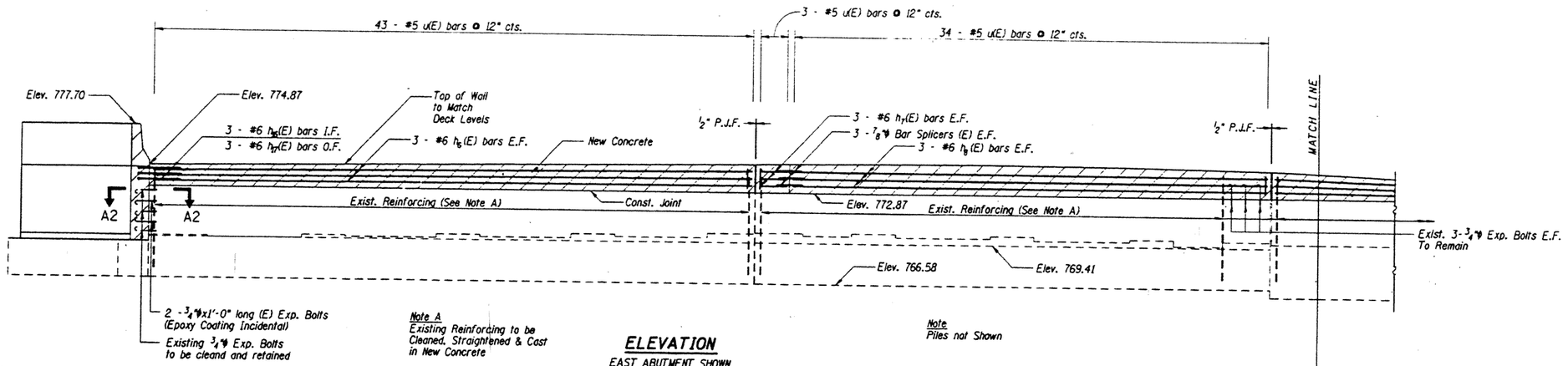
ABUTMENTS
BEARING SEAT MODIFICATIONS
F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.
DATE 10/2/95

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 23 of
30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	233
STA.	796+48.45	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

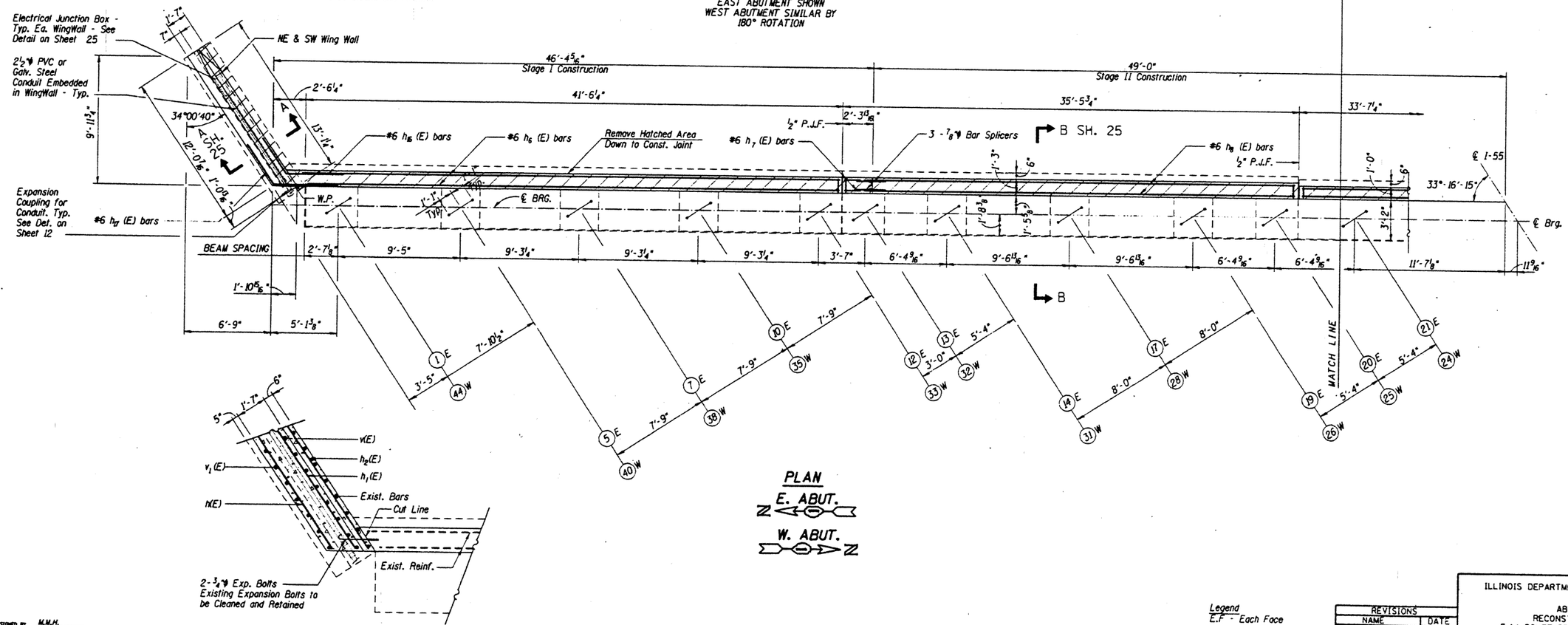


Note A
Existing Reinforcing to be Cleaned, Straightened & Cast in New Concrete

Note
Piles not Shown

ELEVATION

EAST ABUTMENT SHOWN
WEST ABUTMENT SIMILAR BY 180° ROTATION



PLAN

E. ABUT.
W. ABUT.

SECTION A2-A2

Legend
E.F. - Each Face
F.F. - Far Face
N.F. - New Face
I.F. - Inside Face
O.F. - Outside Face

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ABUTMENTS
RECONSTRUTION WORK
F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

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CHECKED BY B.C.O.
DRAWN BY R.A.K.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

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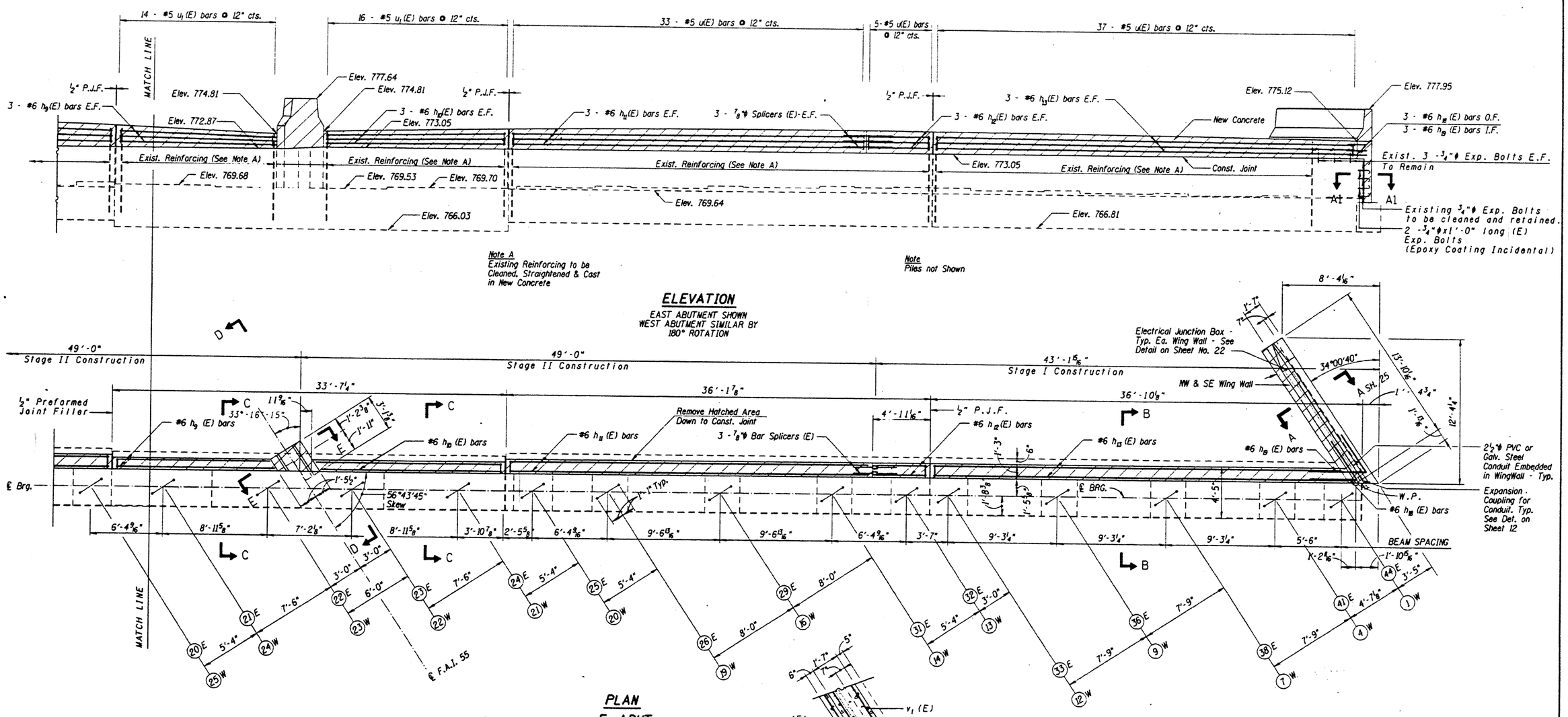
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 24 of 30 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	234
STA. 796+48.45	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



Note A
Existing Reinforcing to be Cleaned, Straightened & Cast in New Concrete

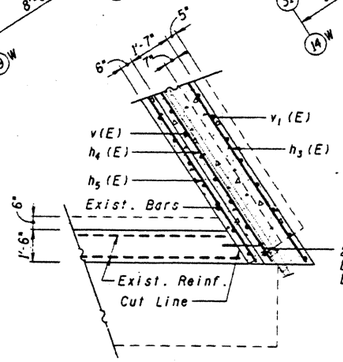
Note
Piles not Shown

ELEVATION

EAST ABUTMENT SHOWN
WEST ABUTMENT SIMILAR BY 180° ROTATION

PLAN

E. ABUT.
W. ABUT.



SECTION A1-A1

Note: See Sheet 25 for Sections & Details.

Legend
E.F. - Each Face
F.F. - Far Face
N.F. - Near Face
I.F. - Inside Face
O.F. - Outside Face

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ABUTMENTS
RECONSTRUCTION WORK
F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY R.C.O.
DRAWN BY H.A.K.
CHECKED BY M.M.H.

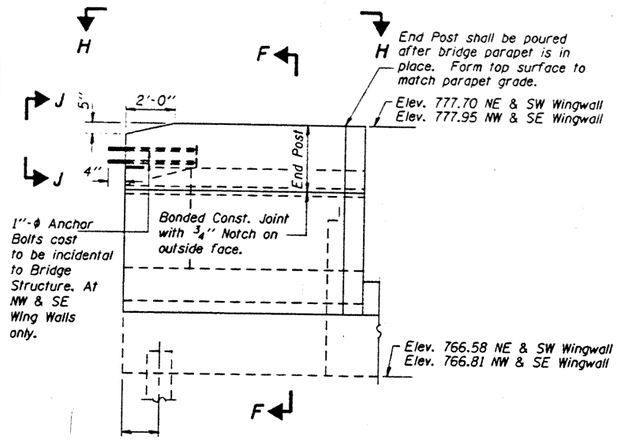
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

B96102A.dgn

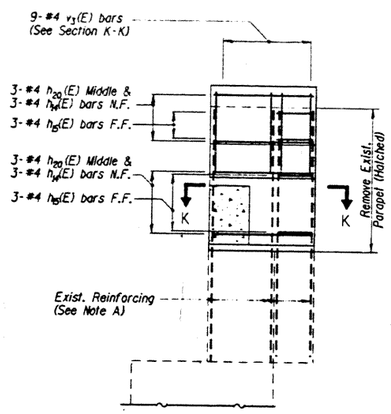
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 25 OF 30 SHEETS

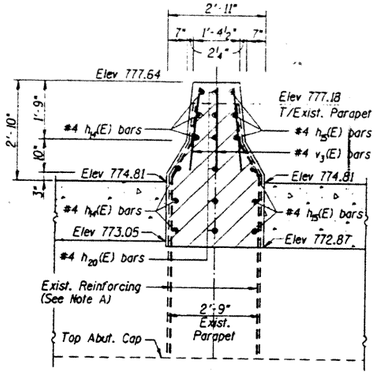
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	235
STA.	796+48.45	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



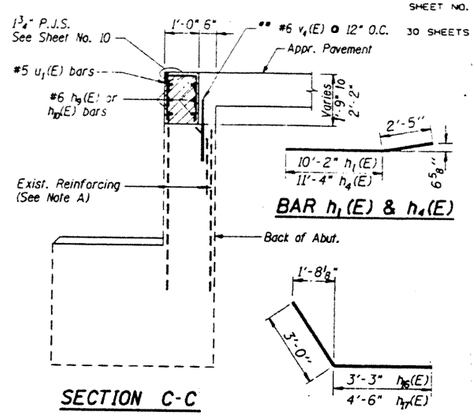
WING WALL ELEVATION



SECTION D-D



SECTION E-E



SECTION C-C

BARS $h_1(E)$ & $h_4(E)$

BARS $h_5(E)$ & $h_{17}(E)$

BILL OF MATERIAL*

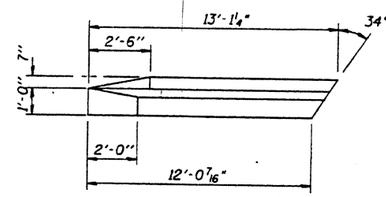
Bar	No.	Size	Length	Shape
h (E)	20	#4	11'-9"	
h1(E)	10	#4	12'-7"	
h2(E)	10	#4	12'-7"	
h3(E)	20	#4	14'-8"	
h4(E)	10	#4	13'-9"	
h5(E)	10	#4	13'-9"	
h6(E)	12	#6	42'-6"	
h7(E)	12	#6	2'-3"	
h8(E)	12	#6	32'-9"	
h9(E)	12	#6	13'-2"	
h10(E)	12	#6	16'-4"	
h11(E)	12	#6	31'-2"	
h12(E)	12	#6	4'-3"	
h13(E)	12	#6	35'-9"	
h14(E)	12	#4	2'-10"	
h15(E)	12	#4	0'-11"	
h16(E)	6	#6	6'-3"	
h17(E)	6	#6	7'-6"	
h18(E)	6	#6	6'-2"	
h19(E)	6	#6	7'-4"	
h20(E)	12	#4	1'-11"	
u(E)	304	#5	3'-0"	
u1(E)	60	#5	2'-9"	
u2(E)	188	#4	5'-3"	
u3(E)	4	#4	7'-3"	
v(E)	46	#6	8'-2"	
v1(E)	58	#6	8'-3"	
v2(E)	12	#6	7'-8"	
v3(E)	18	#4	2'-6"	
v4(E)	364	#6	2'-3"	
Concrete Removal		Cu. Yd.	6.0	
Concrete Structures		Cu. Yd.	34.0	
Reinforcement Bars (Epoxy Coated)		Lbs.	8690	

* For Both Abutments

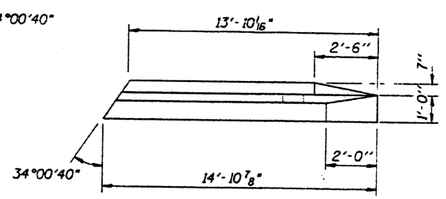
Notes: Reinforcement bars designated (E) shall be epoxy coated.
Min. Bar Laps: #4 - 1'-8"
#5 - 2'-2"
#6 - 2'-7"

Note A: Existing Reinforcing to be Cleaned, Straightened & Cast in New Concrete

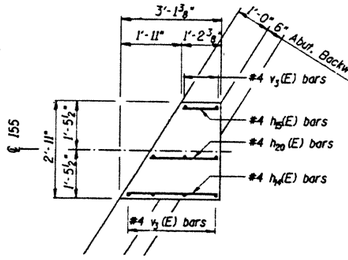
** Epoxy Grout #6 v (E) Bars in 1"ϕx9" Min. Drilled Holes.



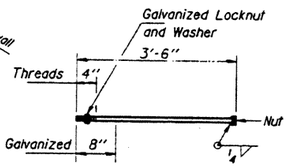
SECTION H-H
NE & SW WINGWALL



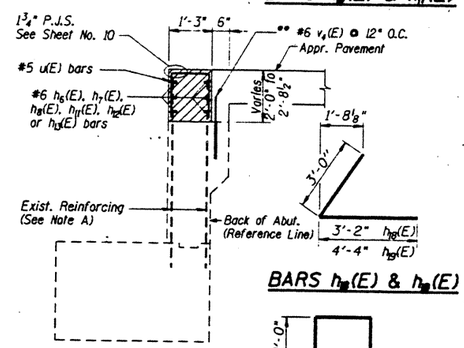
SECTION H-H
NW & SE WINGWALL



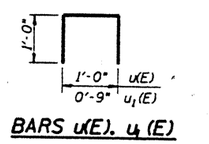
SECTION K-K



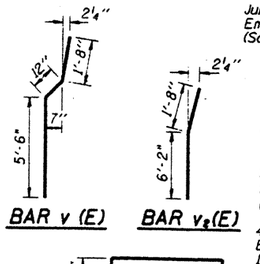
1" ϕ ANCHOR BOLT



BARS $h_6(E)$ & $h_{18}(E)$

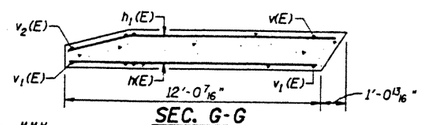


BARS u(E), u_1(E)

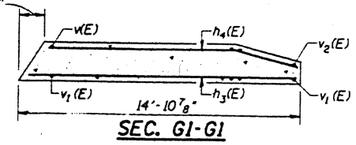


NE & SW WINGWALL ELEVATION
Reinforcement

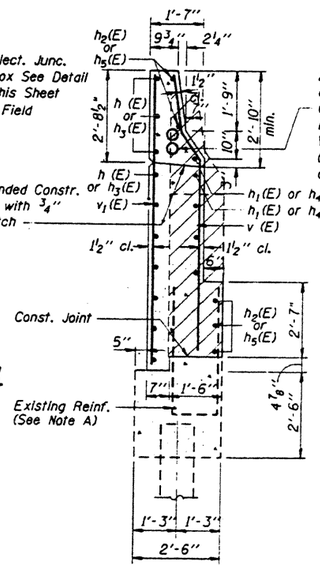
NW & SE WINGWALL ELEVATION
Reinforcement



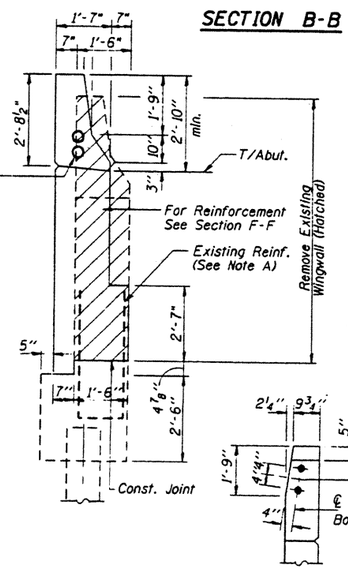
SEC. G-G



SEC. G1-G1



SEC. F-F



SEC. A-A

VIEW J-J

JUNCTION BOX EMBEDDED IN WINGWALL TERMINATION

BAR v (E)

BAR v_8(E)

BARS u_8(E), u_3(E)

DESIGNED BY M.M.H.
CHECKED BY B.C.D.
DRAWN BY D.G.H.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

ILLINOIS DEPARTMENT OF TRANSPORTATION

ABUTMENT WING WALLS AND DETAILS
F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

REVISIONS	
NAME	DATE

SCALE: VERT.
HORIZ.

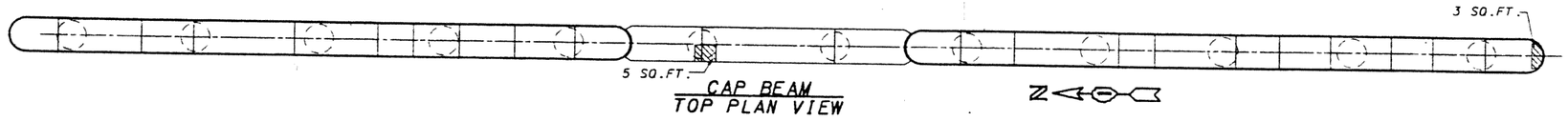
DATE 10/2/95

895025.dgn

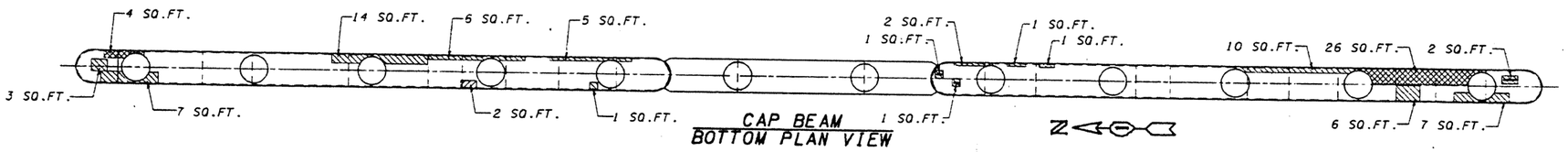
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 26 OF
30 SHEETS

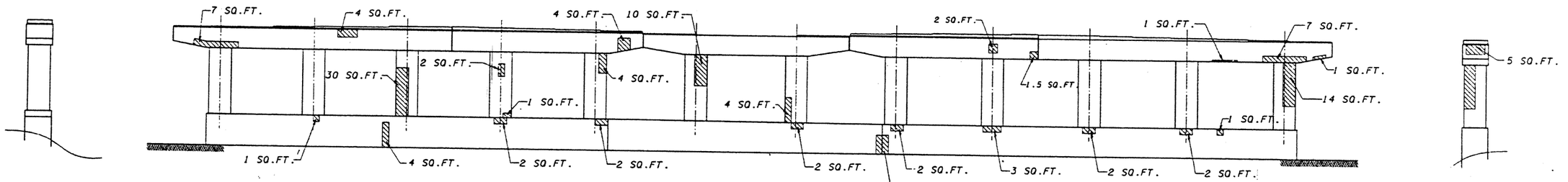
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	236
STA.	796+40.45	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



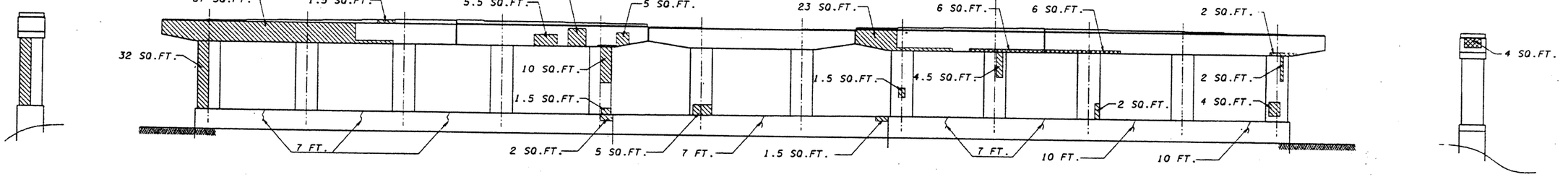
CAP BEAM
TOP PLAN VIEW



CAP BEAM
BOTTOM PLAN VIEW



ELEVATION
WEST FACE



ELEVATION
EAST FACE

LEGEND

- FORMED CONCRETE REPAIR DEPTH EQUAL TO OR LESS THAN 5 INCHES
- FORMED CONCRETE REPAIR DEPTH GREATER THAN 5 INCHES
- FORMED CONCRETE REPAIR DEPTH EQUAL TO OR LESS THAN 5 INCHES WITH EXPOSED REBARS
- 5 FT. — CRACKS TO BE EPOXY SEALED

NOTE: FOR FORMED CONCRETE REPAIR DETAILS SEE ABUTMENT SHEET 20

PIER NO. 1

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
FORMED CONCRETE REPAIR DEPTH EQUAL TO OR LESS THAN 5 INCHES	SQ.FT.	396.5
FORMED CONCRETE REPAIR DEPTH GREATER THAN 5 INCHES	SQ.FT.	46
EPOXY CRACK SEALING	FT.	62

DESIGNED BY M.M.H.
CHECKED BY R.C.O.
DRAWN BY R.A.K.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

8961026.dgn

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PIER NO. 1
REPAIRS
F.A.I ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

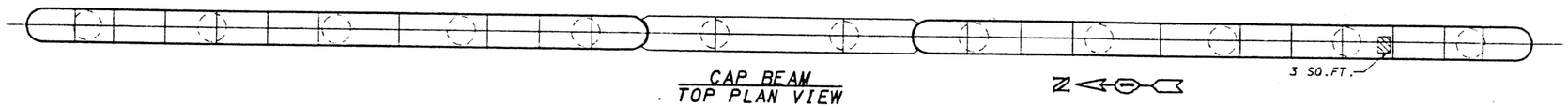
SCALE: VERT.
HORIZ.

DATE 10/2/95

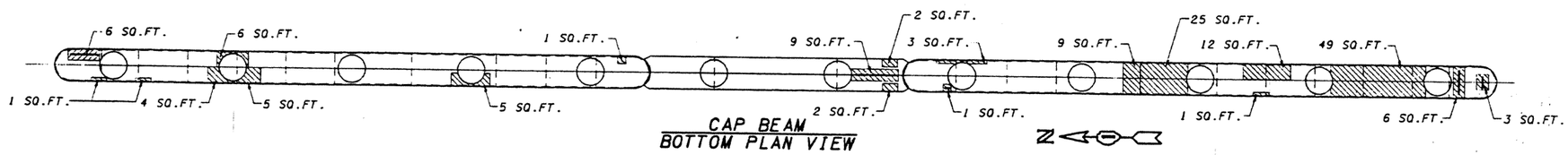
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 27 OF 30 SHEETS

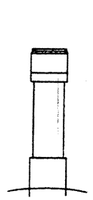
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	237
STA.	278+40.45	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

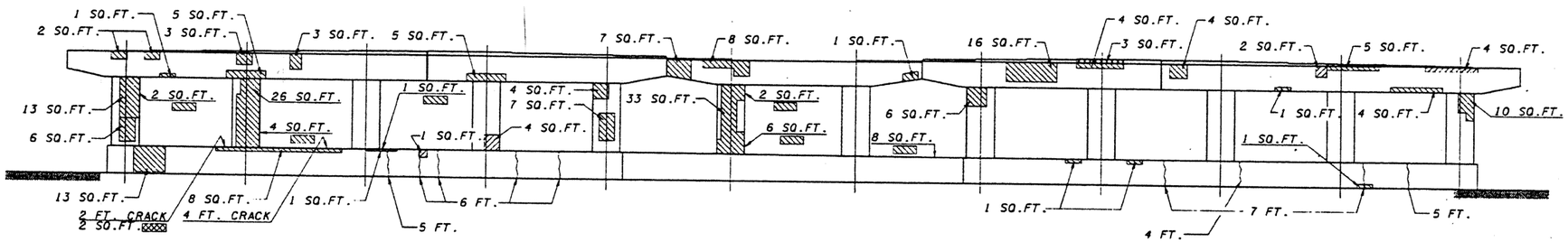


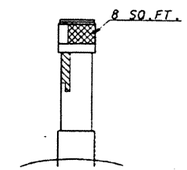
CAP BEAM
TOP PLAN VIEW



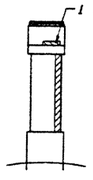
CAP BEAM
BOTTOM PLAN VIEW

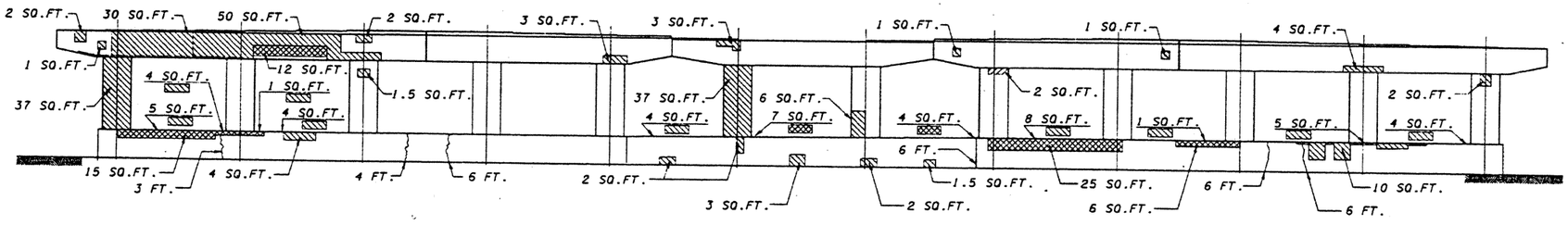


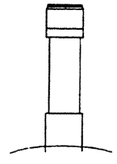




ELEVATION
WEST FACE







ELEVATION
EAST FACE

LEGEND

- FORMED CONCRETE REPAIR DEPTH EQUAL TO OR LESS THAN 5 INCHES
- FORMED CONCRETE REPAIR DEPTH GREATER THAN 5 INCHES
- FORMED CONCRETE REPAIR DEPTH EQUAL TO OR LESS THAN 5 INCHES WITH EXPOSED REBARS
- 5 FT. — CRACKS TO BE EPOXY SEALED

NOTE: FOR FORMED CONCRETE REPAIR DETAILS SEE ABUTMENT SHEET 20

PIER NO. 2

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
FORMED CONCRETE REPAIR DEPTH EQUAL TO OR LESS THAN 5 INCHES	SQ.FT.	637
FORMED CONCRETE REPAIR DEPTH GREATER THAN 5 INCHES	SQ.FT.	75
EPOXY CRACK SEALING	FT.	89

8961027.dgn

DESIGNED BY M.M.H.
CHECKED BY R.C.O.
DRAWN BY A.A.K.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PIER NO. 2
REPAIRS
F.A.I ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

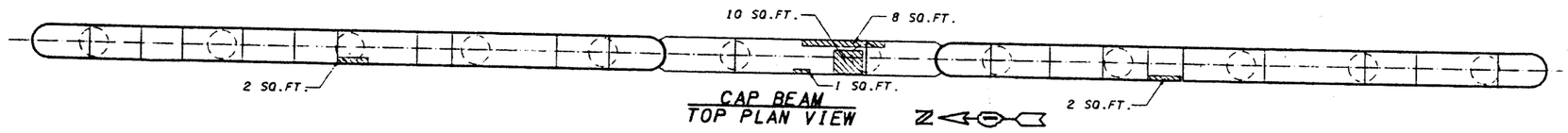
SCALE: VERT.
HORIZ.

DATE 10/2/95

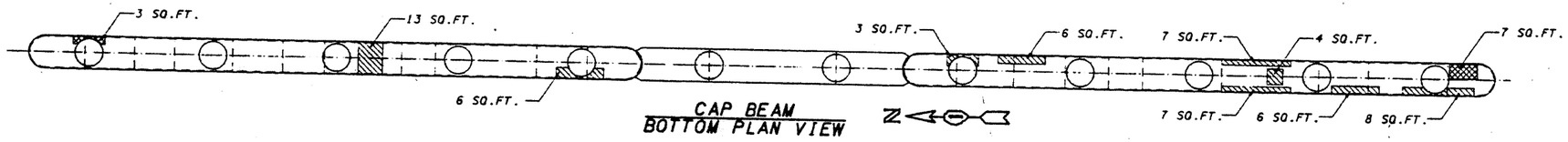
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 28 OF
30 SHEETS

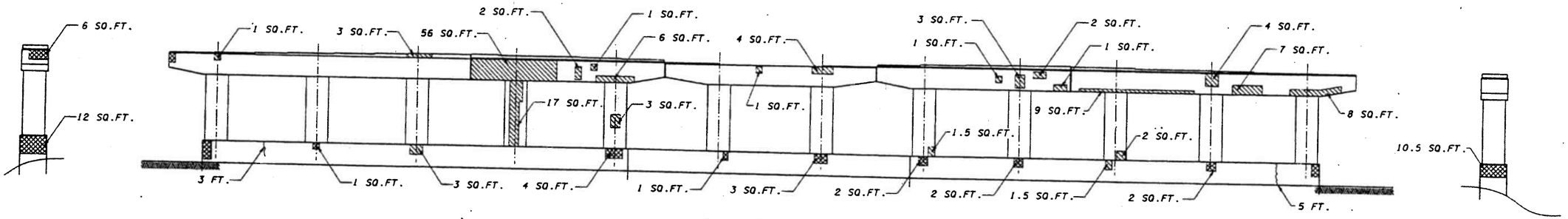
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DUPAGE	40	238
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



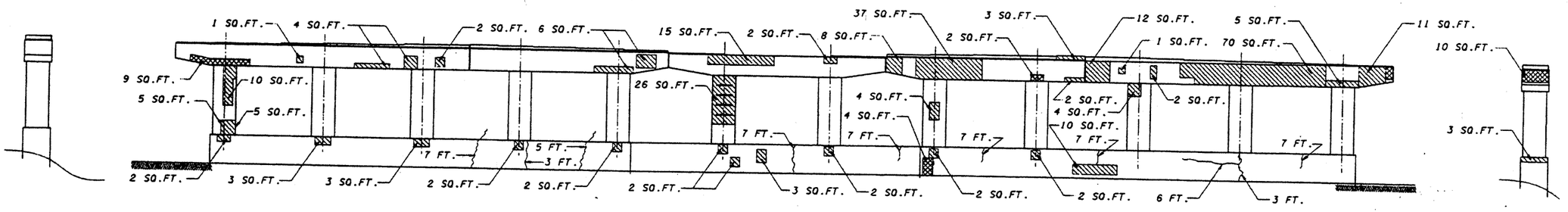
CAP BEAM
TOP PLAN VIEW



CAP BEAM
BOTTOM PLAN VIEW



ELEVATION
WEST FACE



ELEVATION
EAST FACE

LEGEND

- FORMED CONCRETE REPAIR DEPTH EQUAL TO OR LESS THAN 5 INCHES
- FORMED CONCRETE REPAIR DEPTH GREATER THAN 5 INCHES
- FORMED CONCRETE REPAIR DEPTH EQUAL TO OR LESS THAN 5 INCHES WITH EXPOSED REBARS
- 5 FT. — CRACKS TO BE EPOXY SEALED

NOTE: FOR FORMED CONCRETE REPAIR DETAILS SEE ABUTMENT SHEET 20

PIER NO. 3

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
FORMED CONCRETE REPAIR DEPTH EQUAL TO OR LESS THAN 5 INCHES	SQ.FT.	510
FORMED CONCRETE REPAIR DEPTH GREATER THAN 5 INCHES	SQ.FT.	77.5
EPOXY CRACK SEALING	FT.	67

8961028.dgn

DESIGNED BY M.M.H.
CHECKED BY R.G.O.
DRAWN BY H.A.K.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS
PARK RIDGE, ILLINOIS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PIER NO. 3
REPAIRS
F.A.I ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

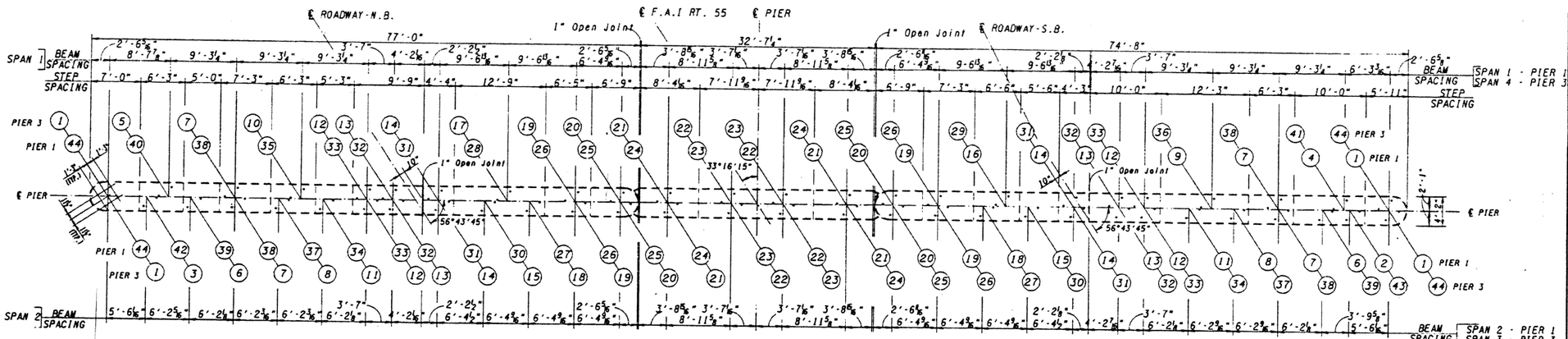
SCALE: VERT.
HORIZ.

DATE 10/2/95

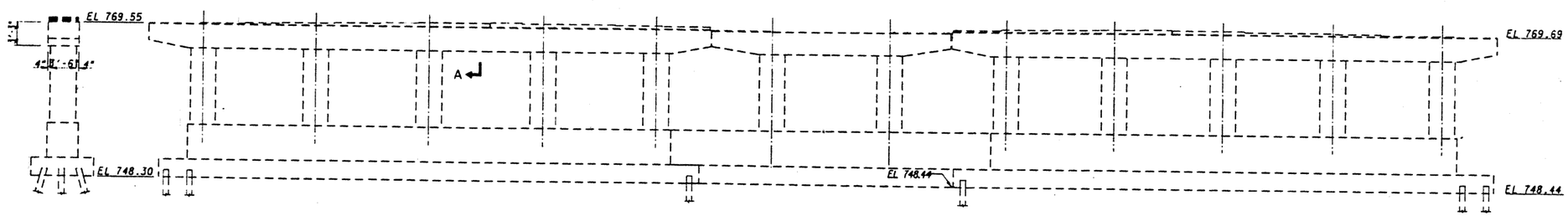
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 29 of
30 SHEETS

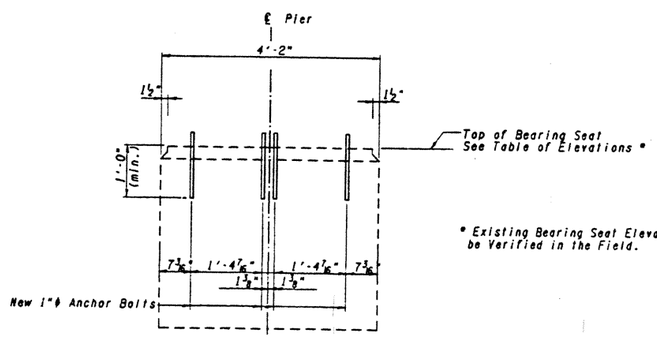
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DUPAGE	107	29
STA. 796+40.45	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



TOP PLAN



ELEVATION



SECTION A-A

* Existing Bearing Seat Elevations to be Verified in the Field.

PLAN
PIER 1
PEIR 3

PIER 1
Top of Bearing Seat Elevations

Beam Number	Span 1 Elev.	Beam Number	Span 2 Elev.
1	769.69	1	769.69
4	769.76	2	769.76
7	769.89	6	769.76
9	769.97	7	769.89
12	770.13	8	769.97
13	770.13	11	769.97
14	770.19	12	770.13
16	770.05	13	770.13
19	769.97	14	770.19
20	769.88	15	770.14
21	769.58	18	770.05
22	769.41	19	769.97
23	769.41	20	769.88
24	769.56	21	769.58
25	769.86	22	769.41
26	769.93	23	769.41
28	770.02	24	769.56
31	770.13	25	769.86
32	770.06	26	769.93
33	770.06	27	770.02
35	769.88	30	770.02
38	769.80	31	770.13
40	769.63	32	770.06
44	769.55	33	770.06
		34	769.98
		37	769.88
		38	769.80
		39	769.72
		42	769.63
		44	769.55

PIER 3
Top of Bearing Seat Elevations

Beam Number	Span 3 Elevation	Beam Number	Span 4 Elevation
1	769.55	1	769.55
3	769.63	5	769.63
6	769.72	7	769.80
7	769.80	10	769.88
8	769.88	12	770.06
11	769.98	13	770.06
12	770.06	14	770.13
13	770.06	17	770.02
14	770.13	19	769.93
15	770.02	20	769.86
18	770.02	21	769.56
19	769.93	22	769.41
20	769.86	23	769.41
21	769.56	24	769.58
22	769.41	25	769.88
23	769.41	26	769.97
24	769.58	29	770.05
25	769.88	31	770.19
26	769.97	32	770.13
27	770.05	33	770.13
30	770.14	36	769.97
31	770.19	38	769.89
32	770.13	41	769.76
33	770.13	44	769.69
34	769.97		
37	769.97		
38	769.89		
39	769.76		
43	769.76		
44	770.00		

Notes
1 - For Repair Work See Sheets 26, 27 and 28.
2 - Remove Existing Anchor Bolts Down to Top of Concrete.
3 - Drill and Install New Anchor Bolts at Locations Shown.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PIERS NO. 1 & 3
BEARING SEAT ELEVATIONS
F.A.I ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY M.A.K.
CHECKED BY M.M.H.

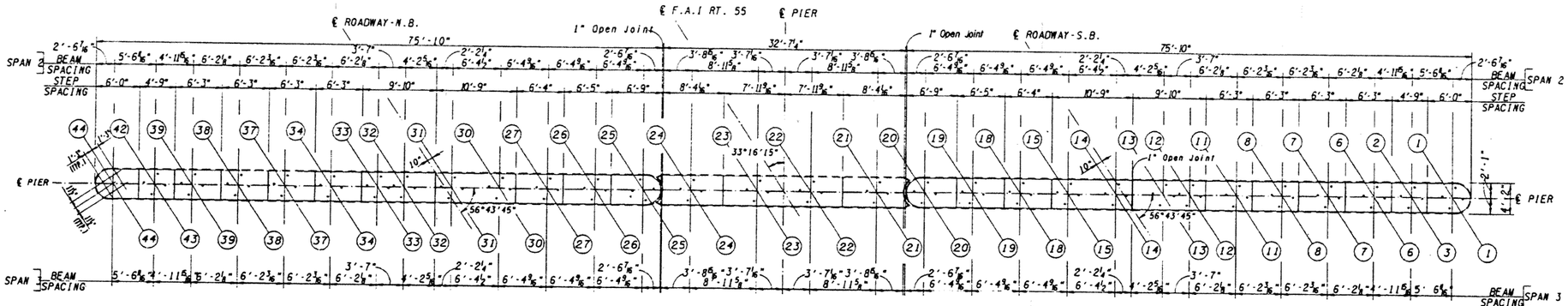
NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

8961029.dgn

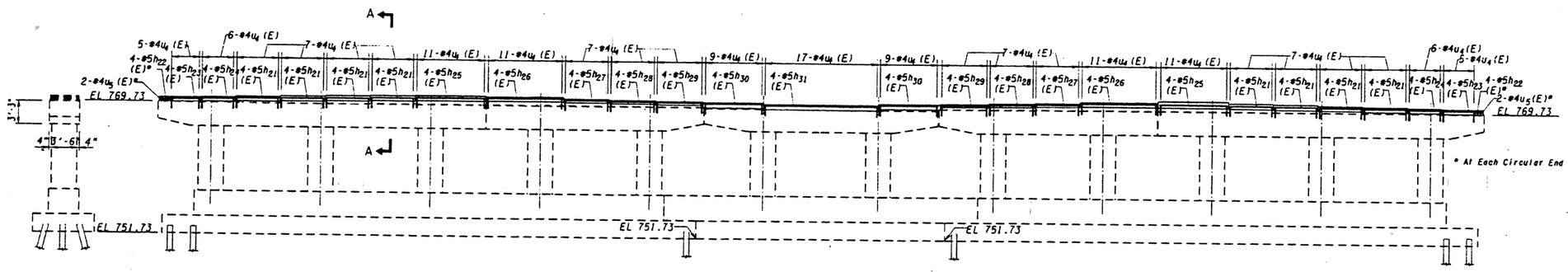
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 30 of 30 SHEETS

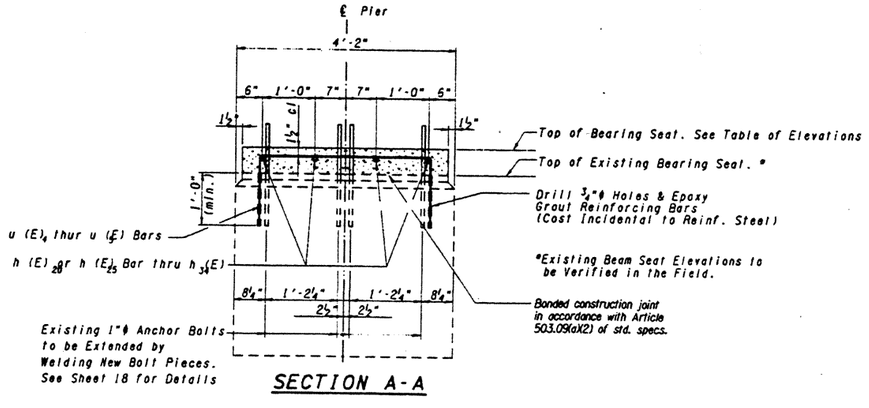
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	40	240
STA.	796+40.45	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



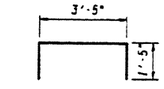
TOP PLAN



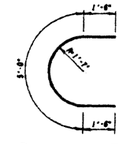
ELEVATION



SECTION A-A



Bar u_4 (E)



Bar u_5 (E)

Top of Bearing Seat Elevations

Beam Number	Elevation
1	770.15
2	770.22
3	770.22
6	770.30
7	770.38
8	770.45
11	770.53
12	770.62
13	770.66
14	770.69
15	770.65
18	770.57
19	770.48
20	770.40
21	770.03
22	769.88
23	769.88
24	770.03
25	770.40
26	770.48
27	770.57
30	770.65
31	770.69
32	770.66
33	770.62
34	770.53
37	770.45
38	770.38
39	770.30
42	770.22
43	770.22
44	770.15

NOTE: Elevations are to Top of New Concrete Bearing Seats. See Bearing Details Sheet 18.

BILL OF MATERIAL *

Bar	No.	Size	Length	Shape
h_{21} (E)	32	#5	6'-0"	
h_{22} (E)	8	#5	3'-6"	
h_{23} (E)	8	#5	3'-9"	
h_{24} (E)	8	#5	4'-6"	
h_{25} (E)	8	#5	9'-7"	
h_{26} (E)	8	#5	10'-6"	
h_{27} (E)	8	#5	6'-1"	
h_{28} (E)	8	#5	6'-2"	
h_{29} (E)	8	#5	6'-6"	
h_{30} (E)	8	#5	8'-0"	
h_{31} (E)	4	#5	15'-8"	
u_4(E)	199	#4	6'-3"	
u_5(E)	8	#4	8'-0"	
Concrete Structures		Cu. Yd.	14.1	
Reinforcement Bars (Epoxy Coated)		Lbs.	1630	

* For all Piers

Notes
1 - For Repair Work See Sheet No. 27
2 - Bars u_4(E) Shall be Equally Spaced at ± 12" ctrs.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PIER NO. 2
BEARING SEAT MODIFICATIONS
F.A.I ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

SCALE: VERT.
HORIZ.

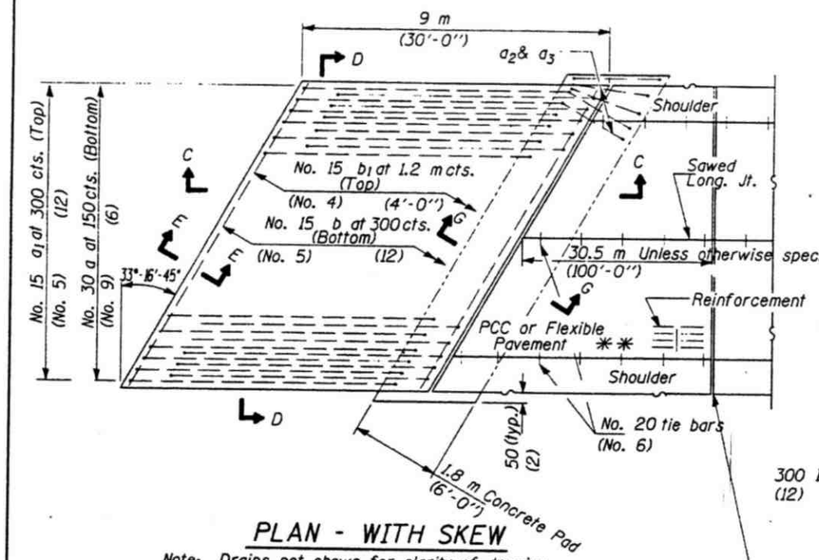
DATE 10/2/95

DESIGNED BY M.M.H.
CHECKED BY B.C.O.
DRAWN BY R.A.K.
CHECKED BY M.M.H.

NELSON OSTROM BASKIN BERMAN & ASSOC., INC.
CONSULTING ENGINEERS PARK RIDGE, ILLINOIS

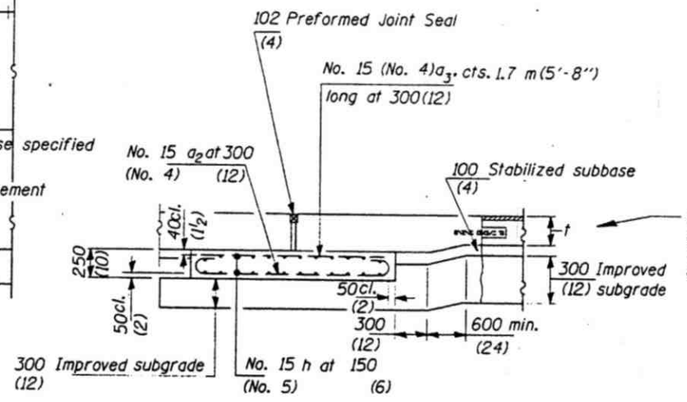
8961030.dgn

NEW CONSTRUCTION



PLAN - WITH SKEW

Note: Drains not shown for clarity of drawing.
See Sheet No. for details.
For plan orientation and dimensions see Sheet No. 1.



SECTION G-G - RIGID PAVEMENT

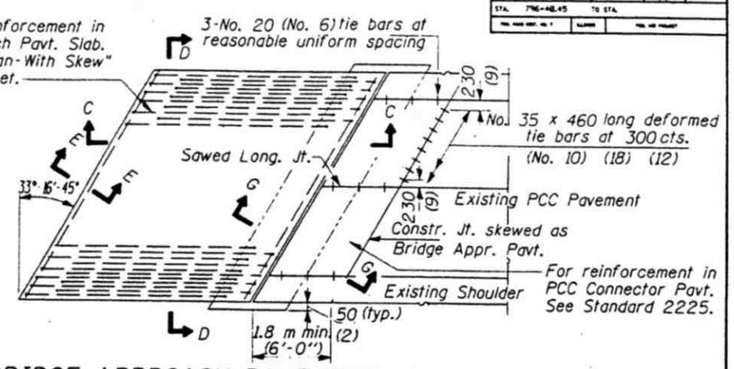
(Showing reinforcement)

PCC Pavement only:

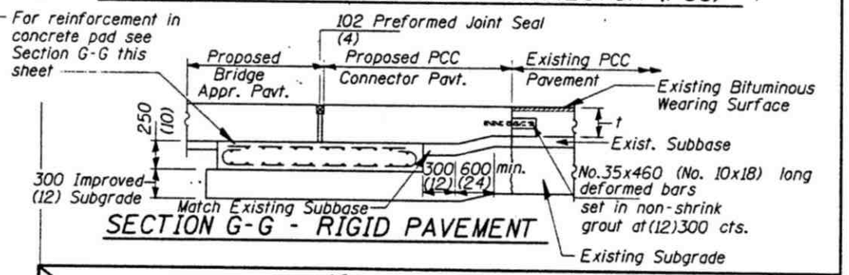
Wide Flange Beam Terminal Joint (See DETAIL AT BEAM-Standard 2224 or 2233) or 76 (3) Exp. Joint as detailed on Standard 2323.

For reinforcement in concrete pad see Section G-G this sheet

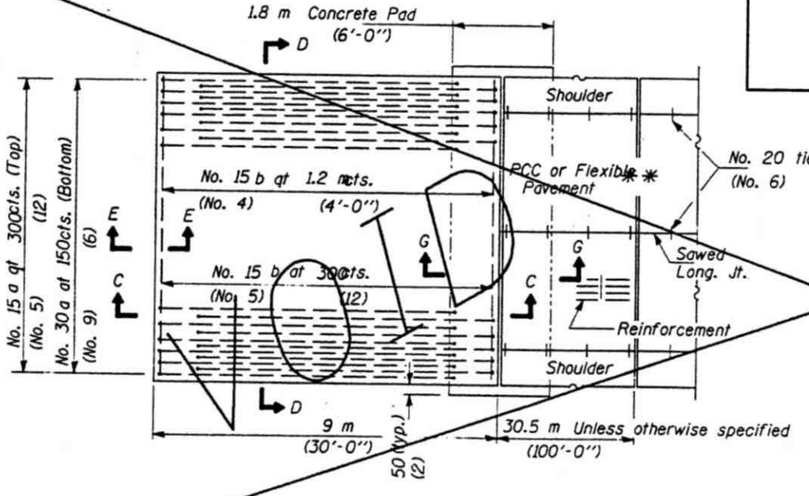
EXISTING CONSTRUCTION



BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)

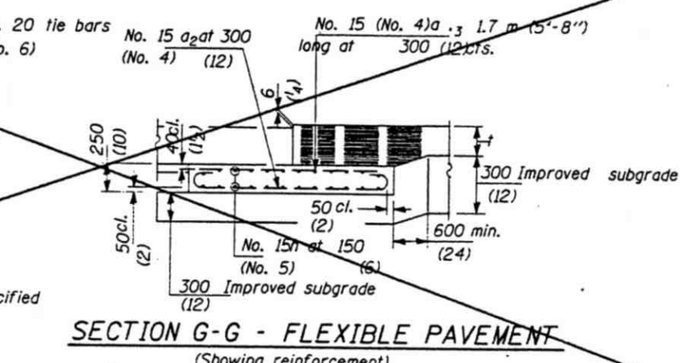


SECTION G-G - RIGID PAVEMENT



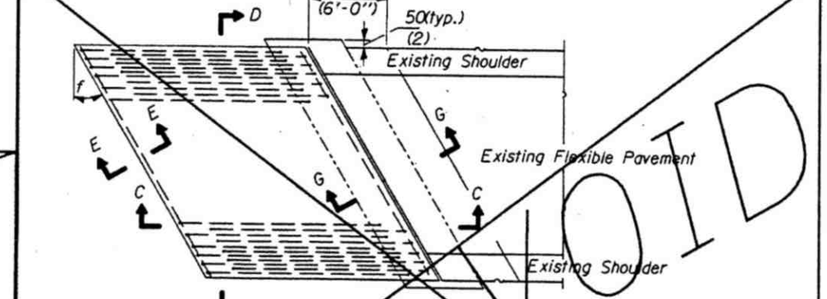
PLAN - WITHOUT SKEW

** Omit Reinforcement, tie bars and sawed Long. Jt. for Flexible Pavement.

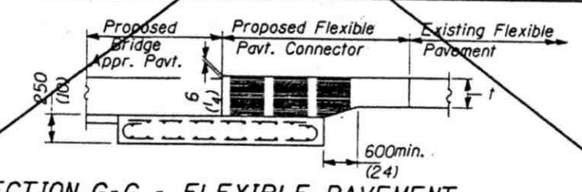


SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - FLEXIBLE PAVEMENT

VOID

GENERAL NOTES

THICKNESS - "t" = Thickness of Pavement.
See Standard 2225 for reinforcement details not shown.
See Standard 2323 for details of joints not shown.

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	22-2HB-1	DuPage	401	241
STA.	796+48.45	TO STA.		
THIS SHEET NO. 1	ILLINOIS	THIS SHEET ONLY		

Sheet 1 of 2

ILLINOIS DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH PAVEMENT
STANDARD 2442 (MODIFIED)

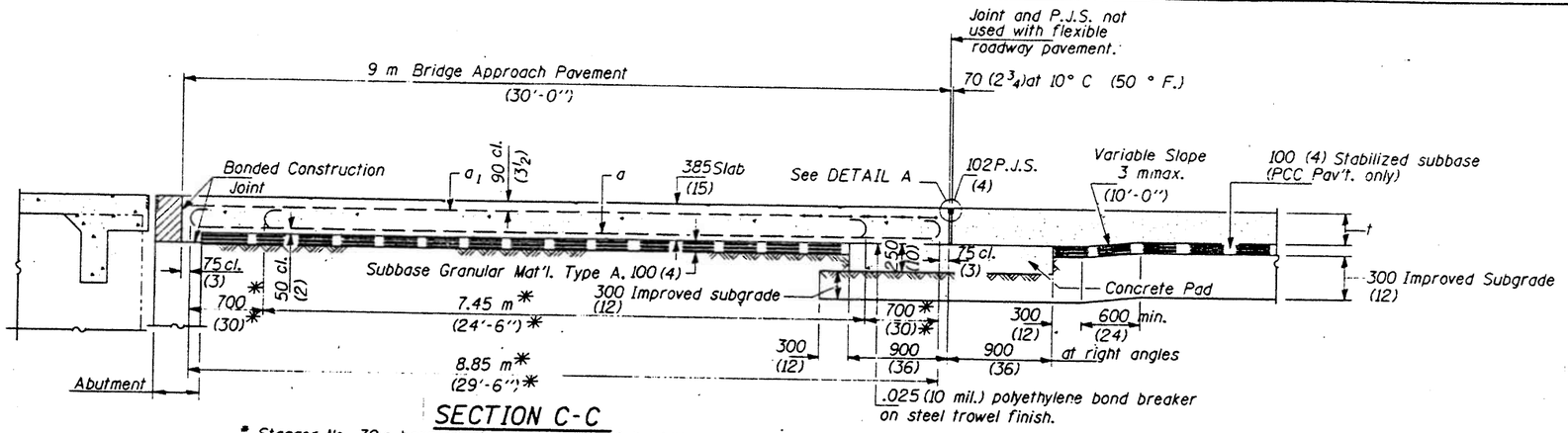
F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY
F.A.I. RTE. 55 SECTION 22-2HB-1
STA. 796+40.45 STRUCTURE NO. 022-0001

REVISIONS	
NAME	DATE

SCALE: VERT.
HORIZ.

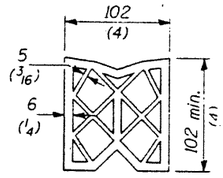
DATE 10-2-95

	SECTION	COUNTY		SHEET NO.
F.A.I. RTE. 55	22-2H8-1	DuPage	Hp 1	2 of 2
STA. 796+48.45	TO STA.			
PROJ. NUMBER NO. 1	SUFFIX	PROJ. NO. PENDING		

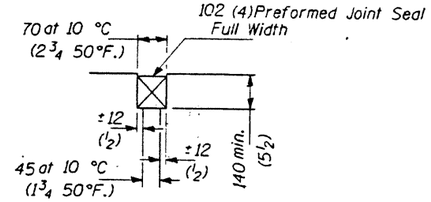


SECTION C-C

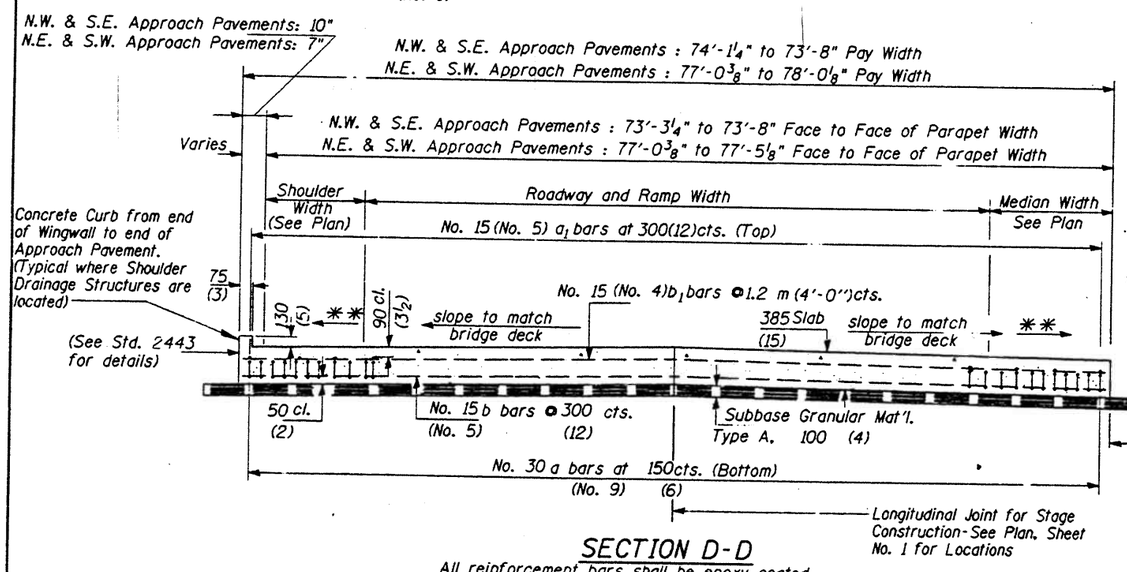
* Stagger No. 30 a bars as shown on plan - full width (No. 9)



PREFORMED JOINT SEAL



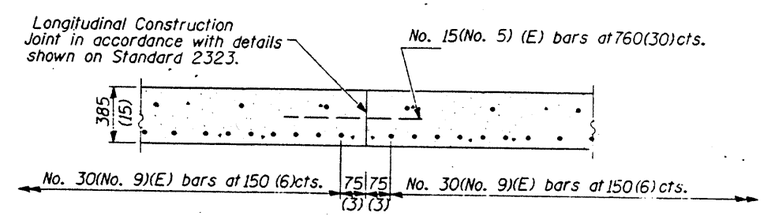
DETAIL A



SECTION D-D

All reinforcement bars shall be epoxy coated.
(See Plan for Dimensions not shown)

** Slope same as adjacent shoulder slope.

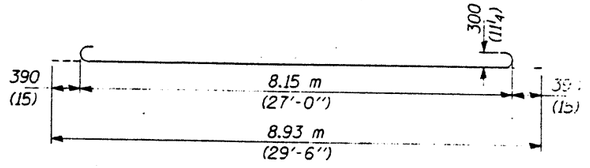


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

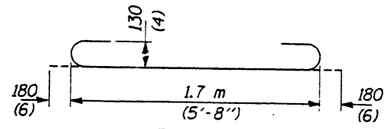
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.

QUANTITIES *		
Bridge Approach Pavement	Sq. Yd.	1,010
Bridge Approach Pavement Connector. (PCC)	Sq. Yd.	136

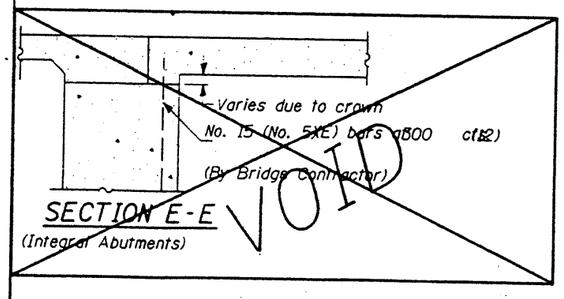
* Total quantities for 4 Bridge Approach Pavements



No. 30 a BARS (No. 9)

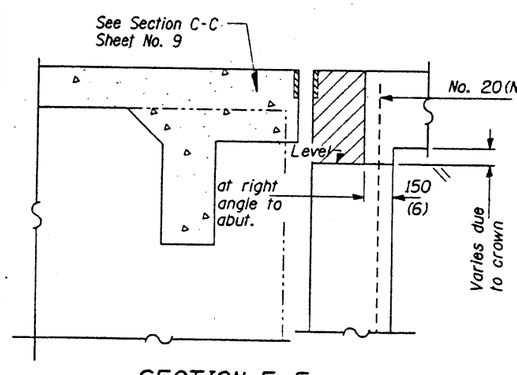


BAR a2



SECTION E-E

(Integral Abutments)



SECTION E-E

(Jointed Abutments)

DESIGN STRESSES

fy = 400 MPa (60,000 p.s.i.)
f'c = 24 MPa (3,500 p.s.i.)
n = 8.5

All dimensions are in millimeters (inches) unless otherwise shown.

Sheet 2 of 2

REVISIONS	
NAME	DATE

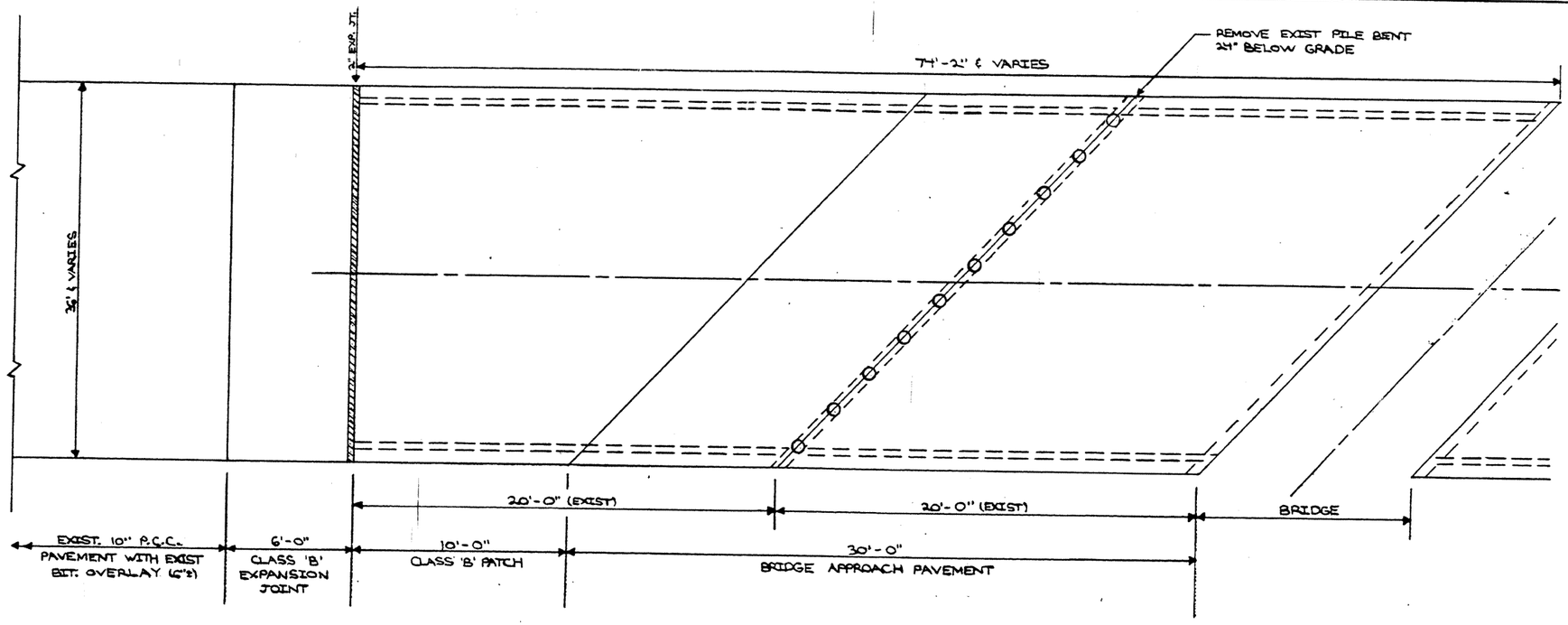
ILLINOIS DEPARTMENT OF TRANSPORTATION

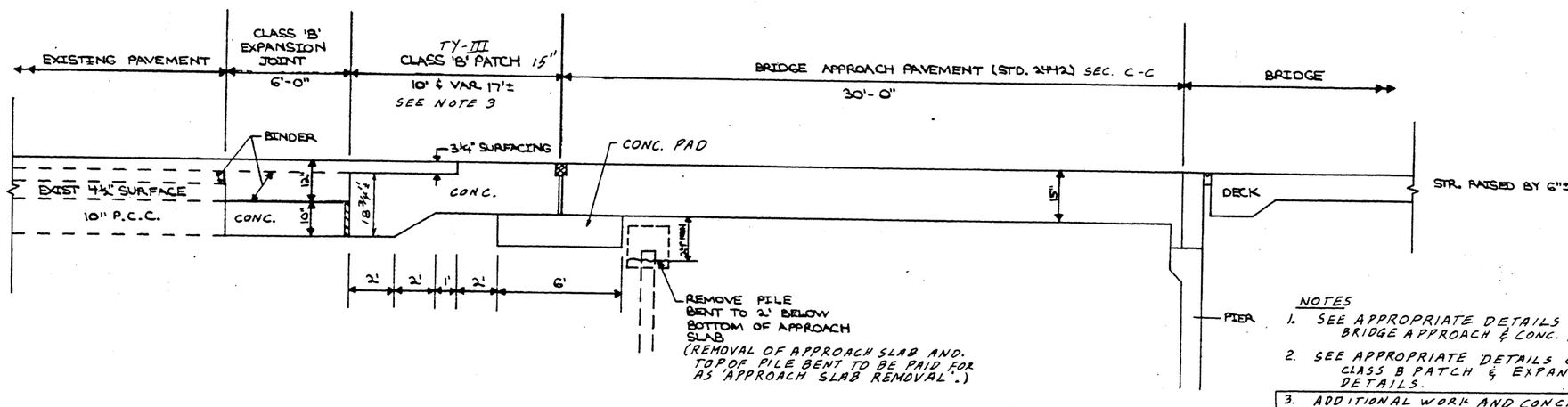
BRIDGE APPROACH PAVEMENT
STANDARD 2442 (MODIFIED)

F.A.I. ROUTE 55 OVER LEMONT ROAD
DuPAGE COUNTY

F.A.I. RTE. 55 SECTION 22-2H8-1
STA. 796+40.45 STRUCTURE NO. 02[illegible]

SCALE: VERT.





DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	DUPAGE	401	275c
STA.		TO STA		
FED. ROAD DIST. NO. ?	ILLINOIS	FED. AID PROJECT		

* 22(1HB-4,2HB-1)RS-3
22(1HB & 2HB)1-R

NOTES

1. SEE APPROPRIATE DETAILS ON STD. 2442 FOR BRIDGE APPROACH & CONC. PAD DETAILS.
2. SEE APPROPRIATE DETAILS ON STD. 2426 FOR CLASS B PATCH & EXPANSION JOINT METHOD 2 DETAILS.
3. ADDITIONAL WORK AND CONCRETE FOR THE THICKENED CONCRETE & RESURFACING AREA SHALL BE INCIDENTAL TO CLASS B PATCH 15".

DETAIL FOR CLASS 'B' PATCH AT APPROACH SLAB

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 55

CLASS 'B' APPROACH SLAB DETAIL

SCALE: VERT.
HORIZ.

DATE

DRAWN BY

CHECKED BY