

66107 #12

131

8-02-02 F.A.I. 55 McLEAN (57-1,57-2)RS

INDEX OF SHEETS

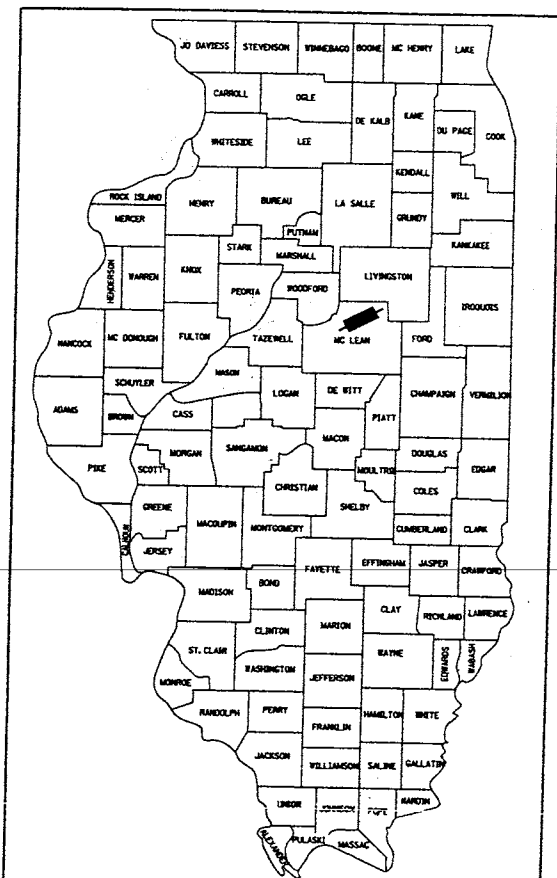
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99%
11-8-2003

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY**
 FAI 55 (I-55)
 SECTION (57-1,57-2)RS
 PROJECT ACIM-55-5(106) 175
 MCLEAN COUNTY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
55	#	MCLEAN	205
F.A.I. 55-5			1

57-1,57-2RS
 P-93-033-99
 D-93-081-01



057-0173 & 0174

SN 057-0152 (SB)
SN 057-0153 (NB)
STA 398+57

C-93-124-01

END IMPROVEMENT
STA 461+67.02

SN 057-0172
STA 714+75.07

SN 057-0178 (SB)
SN 057-0179 (NB)
STA 411+28.42

SN 057-0182 (SB)
SN 057-0183 (NB)
STA 711+75

SN 057-0177
STA 345+71.49

SN 057-2005
STA 686+50

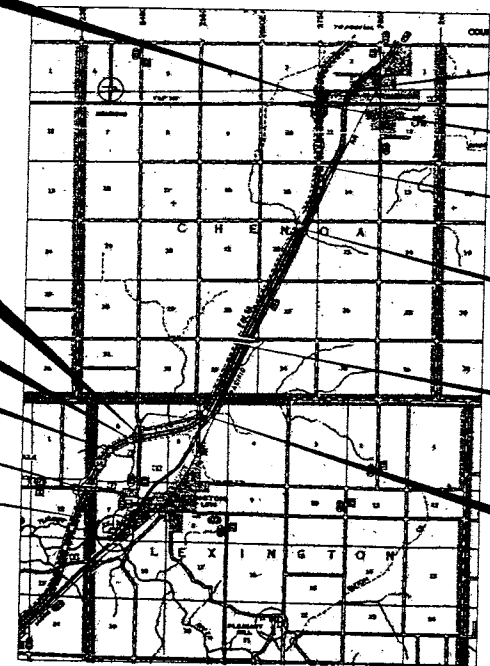
SN 057-2004
STA 290+51

SN 057-0171
STA 645+71.31

SN 057-0175
STA 170+65.42

BEGIN IMPROVEMENT
STA 626+40 NB
STA 622+77 SB

SN 057-0173 (SB)
SN 057-0174 (NB)
STA 781+50



LOCATION OF SECTION INDICATED THUS:

DESIGN DESIGNATION - INTERSTATE
 ADT(2002) = 26700
 P.V. = 75.6%
 S.U. = 3.3%
 M.U. = 21.1%

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

MICROFILMED _____
 REEL NUMBER _____
 AWARDED _____
 RESIDENT ENGINEER _____
 AS BUILT CHANGES WERE MADE
 ON THE FOLLOWING SHEETS _____

SUBMITTED APRIL 10 2002
James M. ... DISTRICT ENGINEER
 May 10 2002
Michael ...
 ENGINEER OF DESIGN AND ENVIRONMENT
 May 10 2002
James ...
 DIRECTOR, DIVISION OF HIGHWAYS

GROSS & NET LENGTH OF IMPROVEMENT:
 S.B. = 52,389.21 FT = 9.92 MI
 N.B. = 52,026.21 FT = 9.85 MI

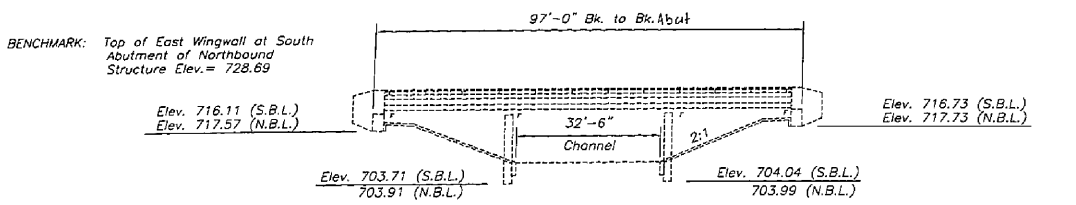
STATION EQUATION 784+99.19 BK = 100+00 AH

JULIE 1-800-892-0123
 DISTRICT 3 NO. (815) 434-6131
 PROJECT ENGINEER: DAN DRAPER
 UNIT CHIEF: MICHELE LINDEMANN
 TOWNSHIP: MONEY CREEK, LEXINGTON, CHENOA
 CONTRACT NO. 66107 **057-0173(SB)** **0174(NB)**

APRIL 02, 2002 / EPO3399/SHEETS .DGN

FAI 55	McLEAN	2005	85
* (57-1.57-2)RS			

- Proposed Work**
- Clean, reshape, and riprap channel.
 - Remove I-11 and waterproofing.
 - Overlay with microsilica concrete.
 - Plug drains as indicated.
 - Fill gaps between slope wall and abutment with Controlled Low-Strength Material.
 - Formed concrete repair over piers and near abutments as indicated.
 - Formed concrete repair roadway face of southwest parapet for SN 057-0173.
 - Repair aluminum railing west side of SN 057-0173.
 - Epoxy crack sealing at north pier of SN 057-0173.
 - Place waterproofing barrier between back of abutment and approach pavement.

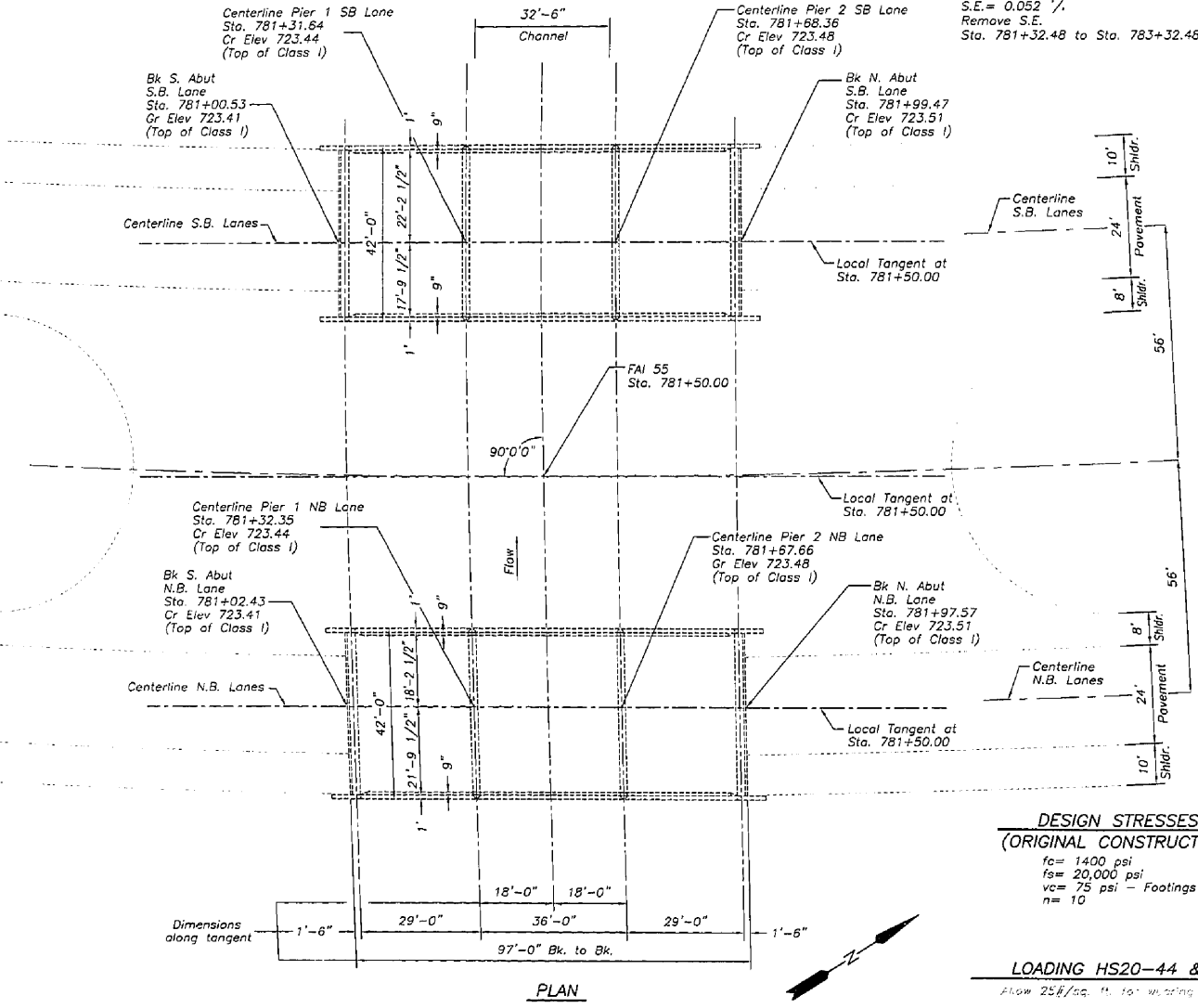


CENTERLINE CURVE DATA

P.I. STA. 769+85.11
 $\Delta = 52^{\circ}38'42''$ LT.
 $D = 2'00''$
 $R = 2864.79'$
 $T = 1415.71'$
 $L = 2629.75'$
 $E = 330.72'$
 $S.E. = 0.052 \%$
 Remove S.E.
 Sta. 781+32.48 to Sta. 783+32.48

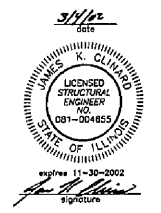
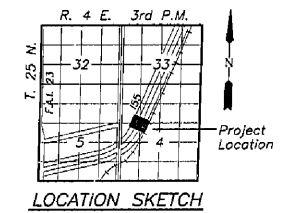
TOTAL BILL OF MATERIALS

Item	Unit	Super.	Sub.	Total
CHANNEL EXCAVATION	CU YD	598	---	598
STONE RIPRAP, CLASS A4	SQ YD	---	---	88
FILTER FABRIC FOR USE WITH RIPRAP	SQ YD	---	---	88
BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	823	---	823
ALUMINUM RAILING, TYPE L	FOOT	30	---	30
FORMED CONCRETE REPAIR (DEPTH EQUAL OR LESS THAN 5")	SO FT	---	22	22
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	1390	---	1390
EPOXY CRACK SEALING	FOOT	---	43	43
PLUG EXISTING LEAK DRAINS	EACH	24	---	24
CONTROLLED LOW-STRENGTH MATERIAL	CU YD	---	0.1	0.1
BRIDGE DECK MICROSILICA CONCRETE OVERLAY	SQ YD	823	---	823
CONCRETE BRIDGE DECK SCARIFICATION (1/4")	SQ YD	823	---	823
BRIDGE DECK GROOVING	SQ YD	823	---	823



GENERAL NOTES

- All structural steel shall conform to AASHTO Classification M-270 Gr. 36 unless otherwise noted.
- All structural steel shall be shop painted with Inorganic zinc rich primer per AASHTO M300 Type 1. The cost shall be included in the cost of Furnishing and Erecting Structural Steel.
- The existing structural steel coating contains lead. The contractor should take appropriate precautions to deal with the presence of lead on this project.
- 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 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.
- The area along the slope walls as determined by the engineer should be cleared of vegetation, bushes, saplings, etc. according to Section 201 of the Standard Specs.



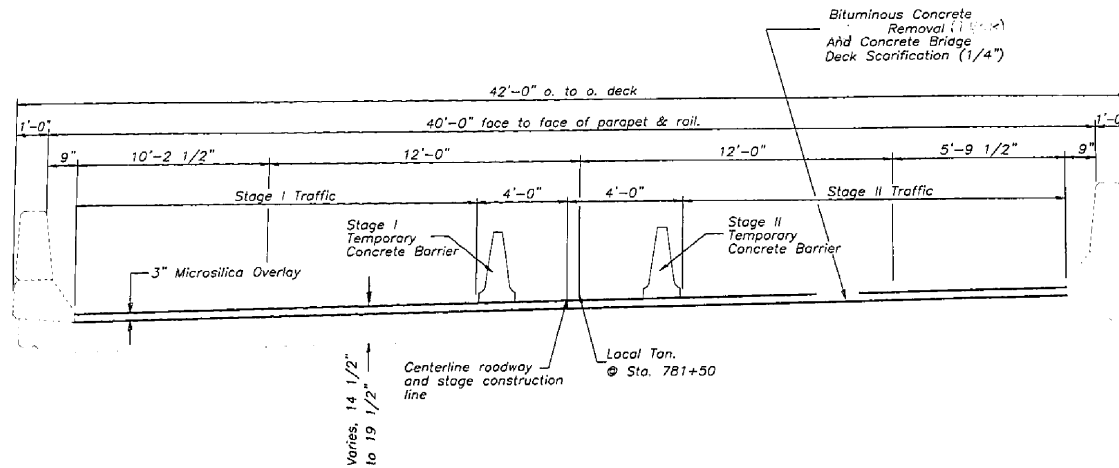
PROFILE GRADE
 RTE. 55
 At Median Edge
 Top Class I

GENERAL PLAN AND ELEVATION
 F.A.I. RT. 55 OVER TURKEY CREEK
 SECTION (57-1.57-2)RS
 McLEAN COUNTY
 SN 057-0173(SB) & SN 057-0174(NB)
 STA. 781+50

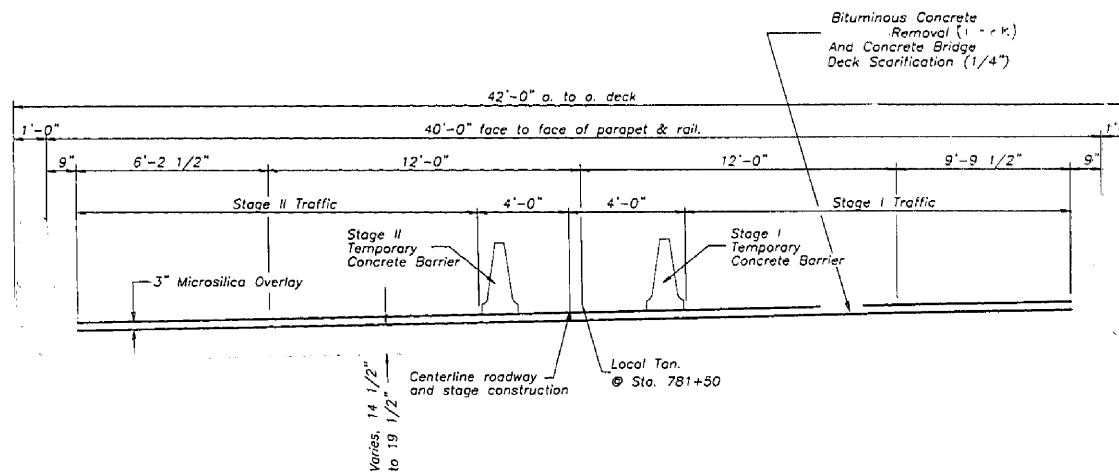
DATE	BY	CHKD	APP'D	REV
FBI 55	*	McLEAN	305	86
FBI 55		McLEAN		
FBI 55		McLEAN		

Sheet 2
of 7 Sheets

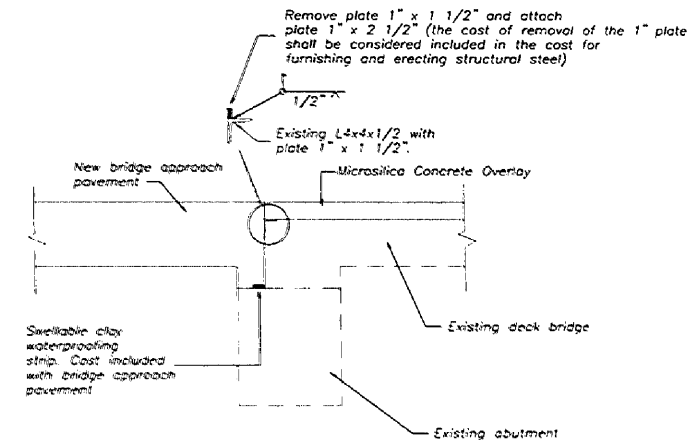
*(57-1,57-2)RS



SN 057-0173 (SB)
CROSS SECTION
LOOKING NORTH



SN 057-0174 (NB)
PROPOSED CROSS SECTION
LOOKING NORTH



SECTION THRU END OF DECK

Note: See Roadway Plans for Approach Pavement Removal and Replacement Details.

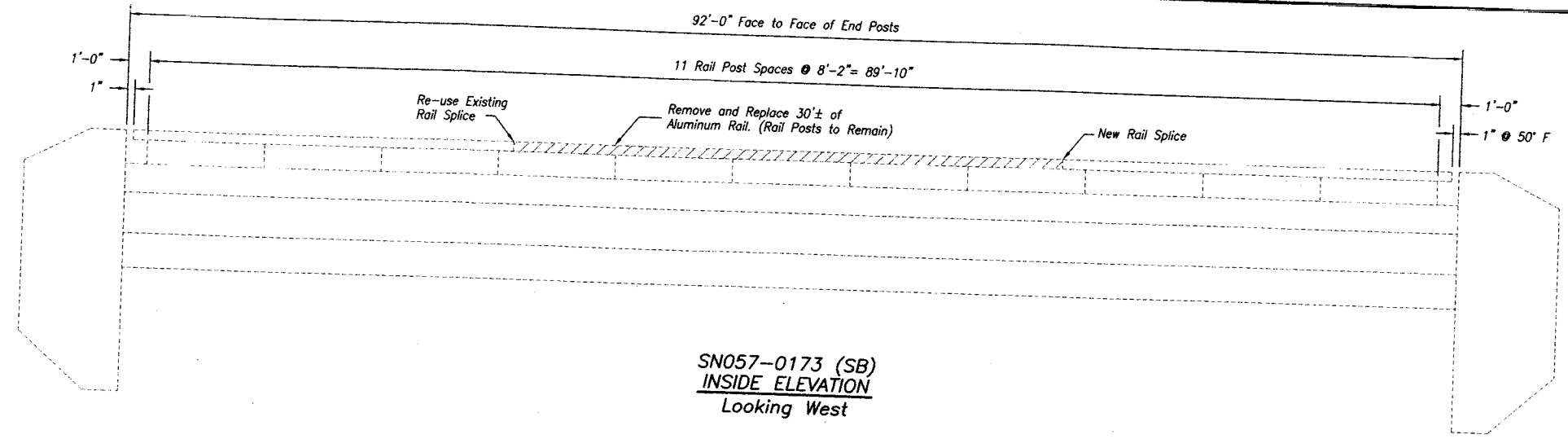
BILL OF MATERIAL

Item	Unit	Quantity
Bituminous Concrete Removal (1/4")	Sq Yd	823
Furnishing and Erecting Structural Steel	Pound	1390
Bridge Deck Microsilica Concrete Overlay	Sq Yd	823
Concrete Bridge Deck Scarification (1/4")	Sq Yd	823

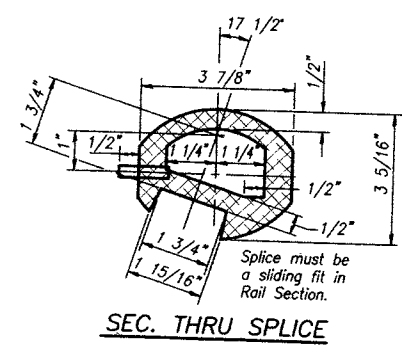
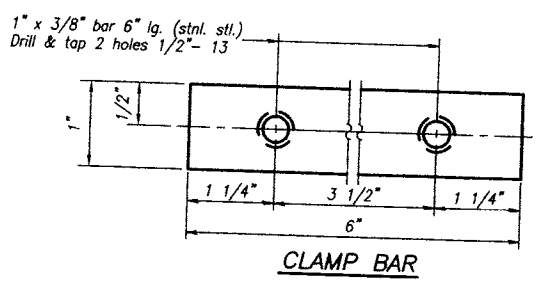
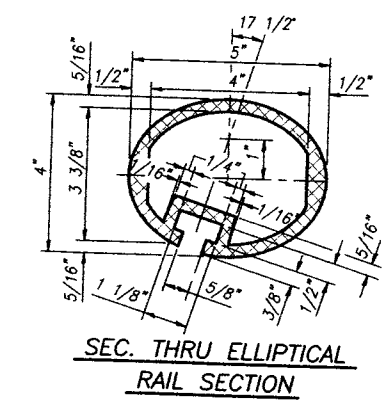
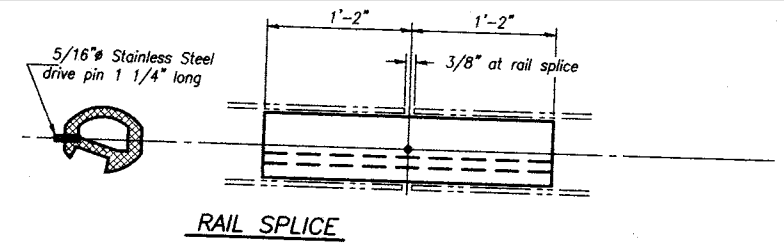
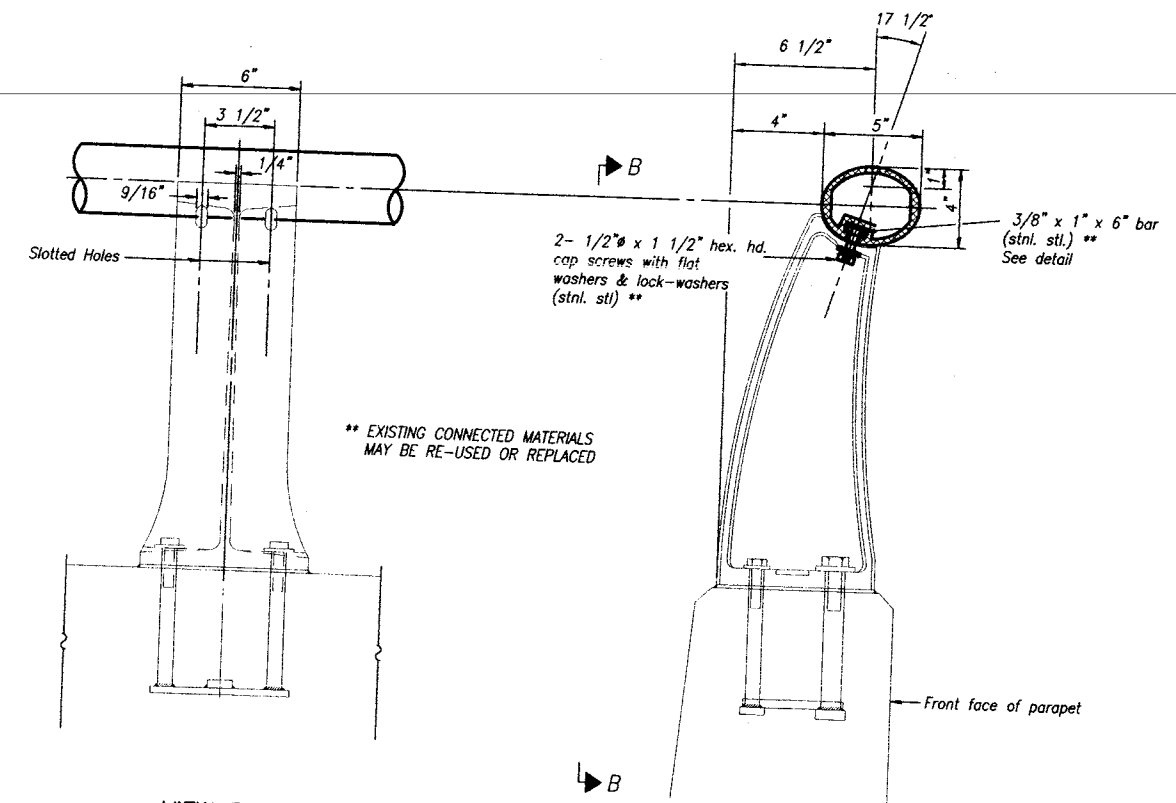
SUPERSTRUCTURE CROSS-SECTIONS
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

DATE	BY	CHECKED	APP. NO.	REV.
FAI 55	*	McLEAN	205	87
* (57-1,57-2)RS				

Sheet 3
of 7 Sheets



Notes: Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.
The cost to remove and dispose of the existing rail shall be considered included in the cost of ALUMINUM RAILING, TYPE L.



BILL OF MATERIAL

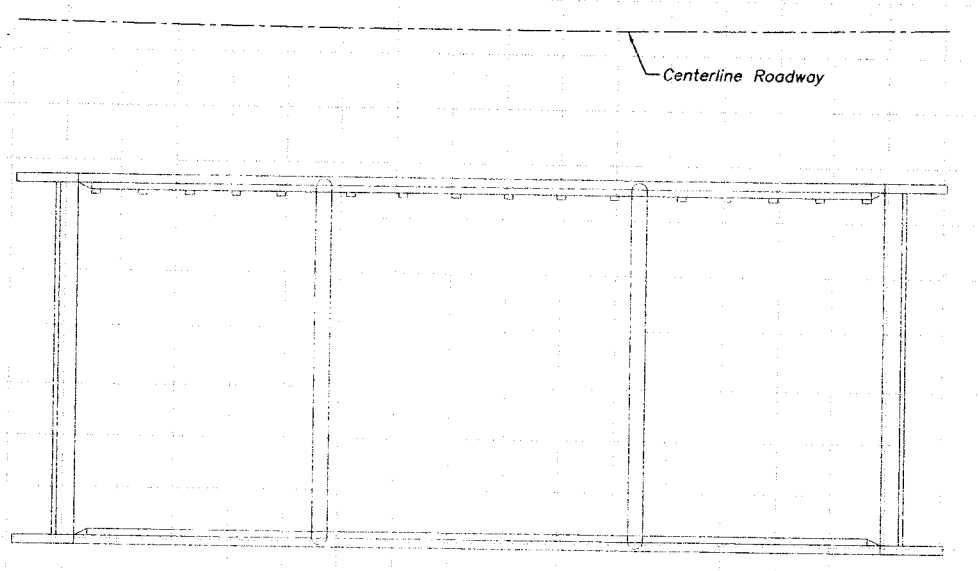
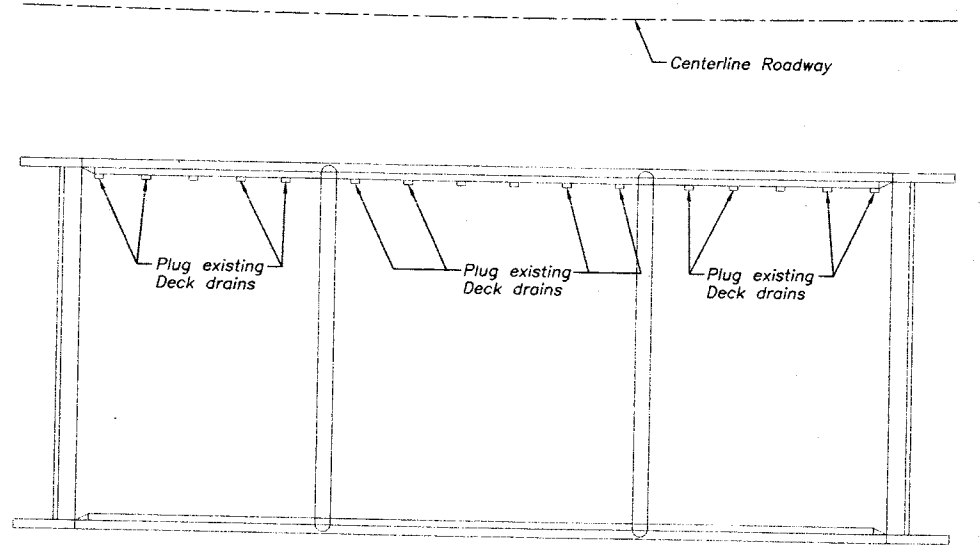
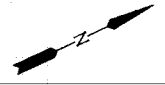
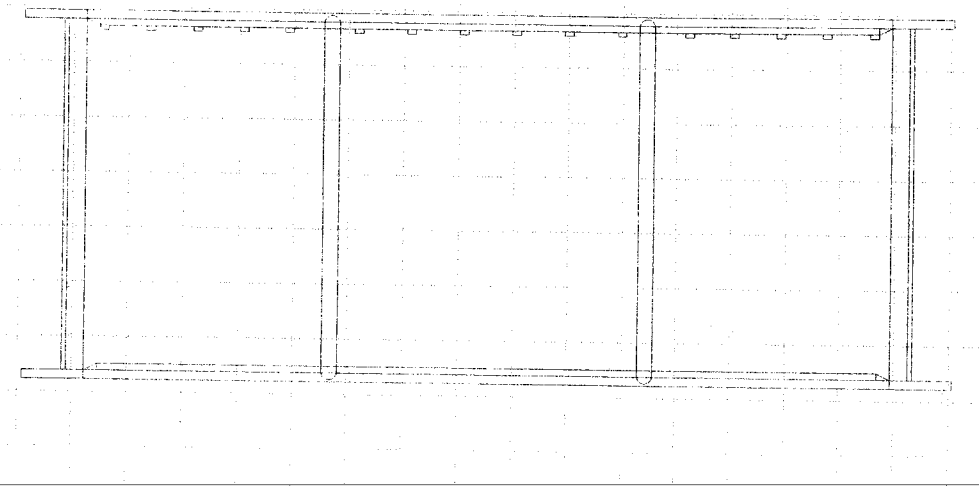
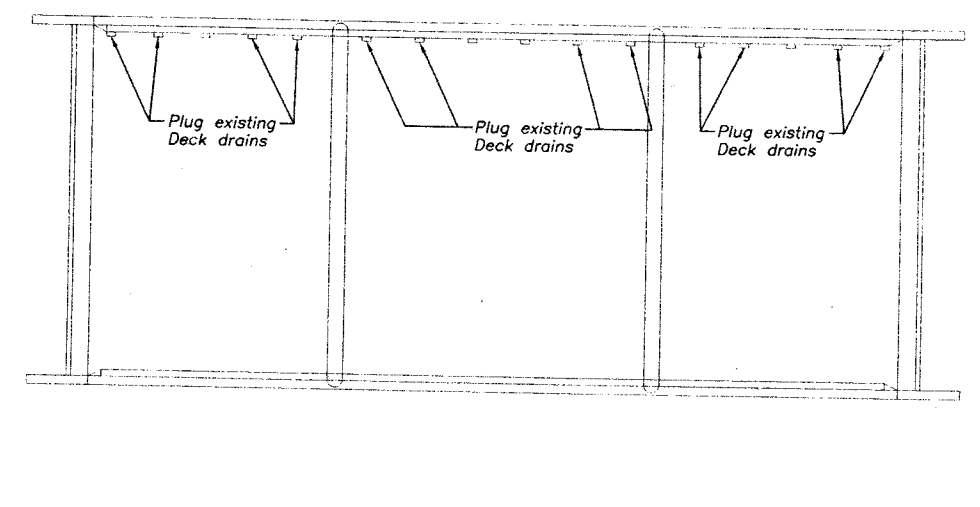
Item	Unit	Quantity
Aluminum Railing, Type L	Foot	30

ALUMINUM RAILING
(SN 057-0173)
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

FAI 55	*	McLEAN	205	88
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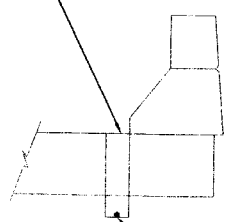
Sheet 4
of 7 Sheets

* (57-1,57-2)RS



PLAN

Plug drain with
Class BD concrete



Field Drill 3/8" ϕ hole
for 1/4" ϕ Threaded
rod 13" long with
nuts and washers

SECTION AT DRAINS TO BE PLUGGED

PLAN

NOTE: Based on testing results no
areas of deck slab repair
are anticipated.

BILL OF MATERIAL

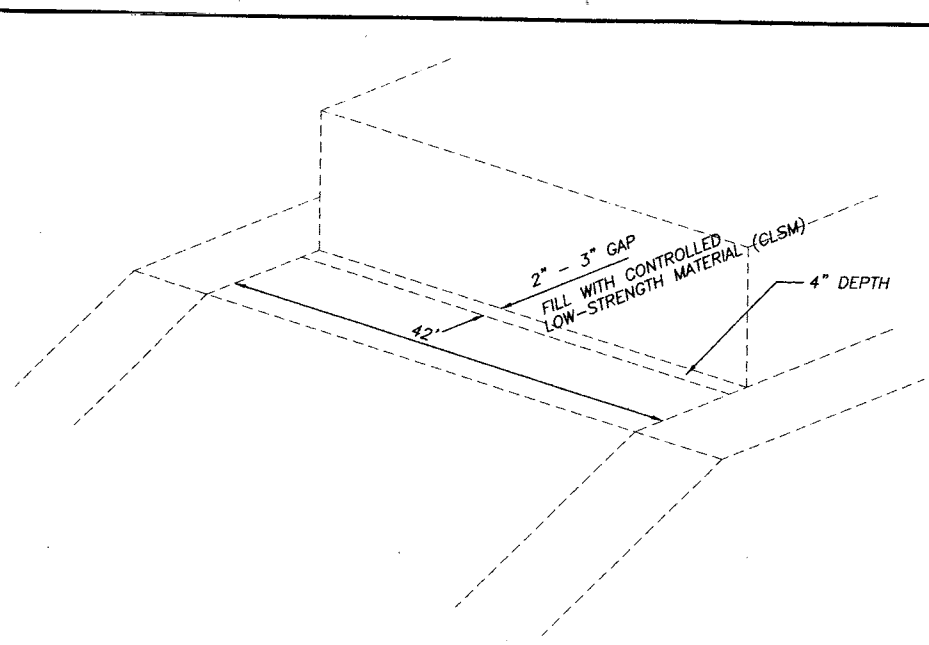
Item	Unit	Quantity
Plug Existing Deck Drains	Each	24

DECK SLAB REPAIR RECORD AND
DRAIN PLUGGING DETAILS
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

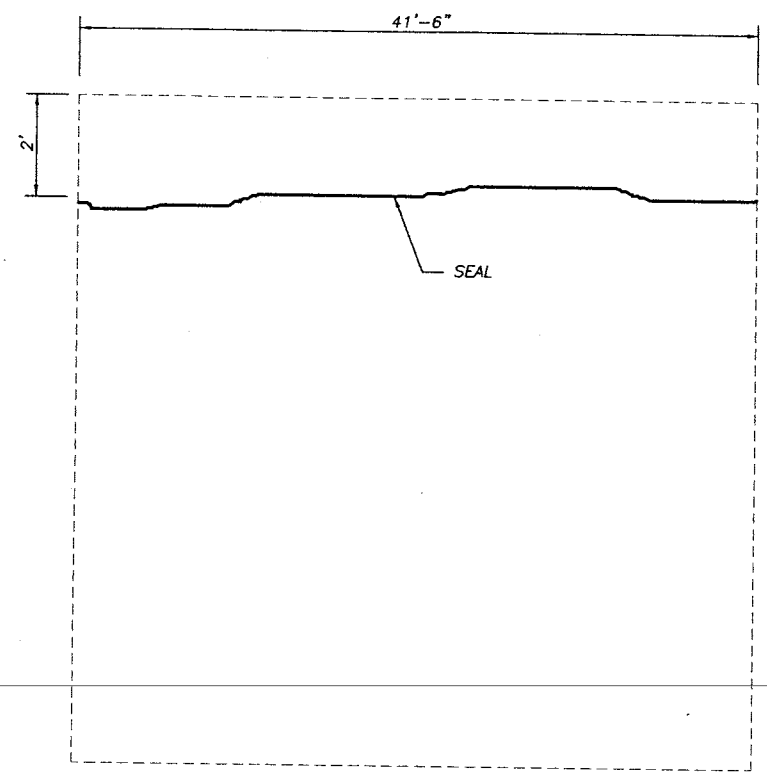
FAI 55	*	McLEAN	205	89
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Sheet 5
of 7 Sheets

* (57-1,57-2)RS





SN 057-0173 (SB)
SLOPEWALL
NORTH ABUTMENT

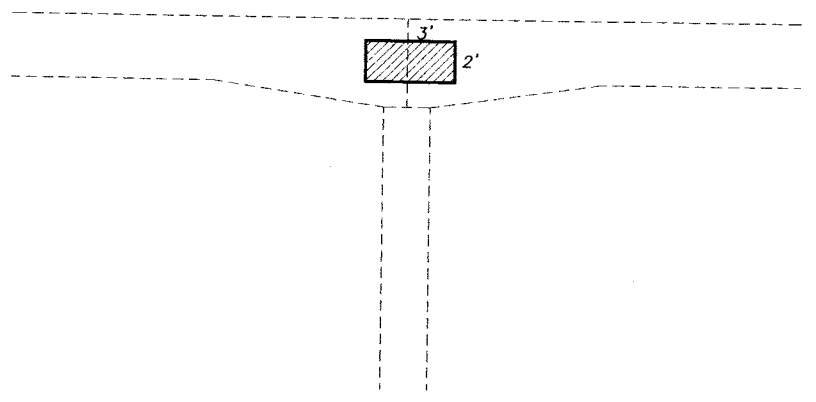


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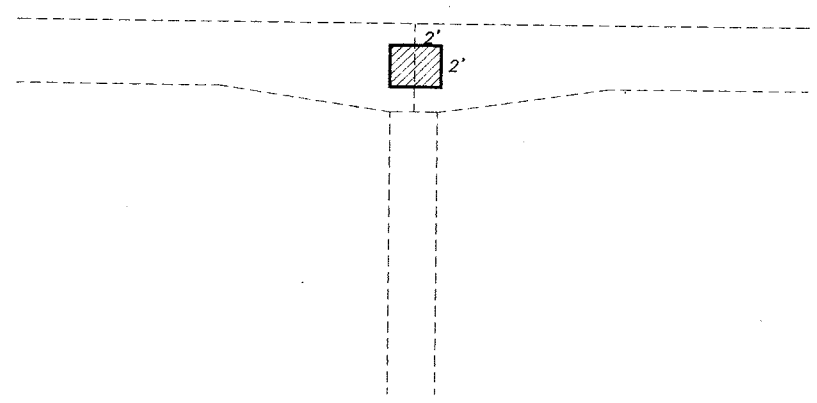
Item	Unit	Quantity
Controlled Low-Strength Material	Cu Yd	0.1
Epoxy Crack Sealing	Foot	43
Formed Concrete Repair (Depth Equal to or Less Than 5")	Sq Ft	12

SN 057-0173 (SB)
NORTH PIER
NORTH FACE

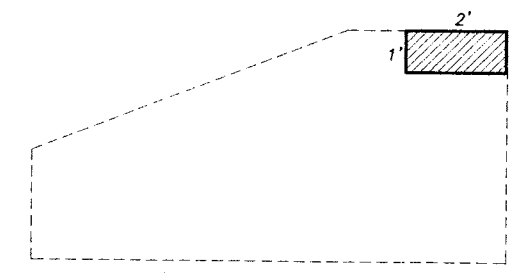
- LEGEND**
-  EPOXY CRACK SEALING
 -  FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5")



SN 057-0173 (SB)
NORTH PIER
EAST SIDE



SN 057-0173 (SB)
SOUTH PIER
WEST SIDE



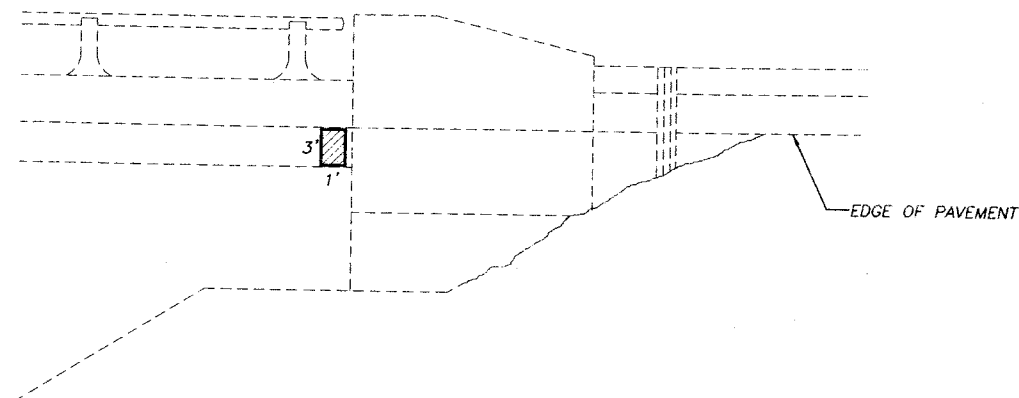
SN 057-0173 (SB)
SOUTHWEST PARAPET

SUPERSTRUCTURE AND
SUBSTRUCTURE REPAIR DETAILS
(SN 057-0173)
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

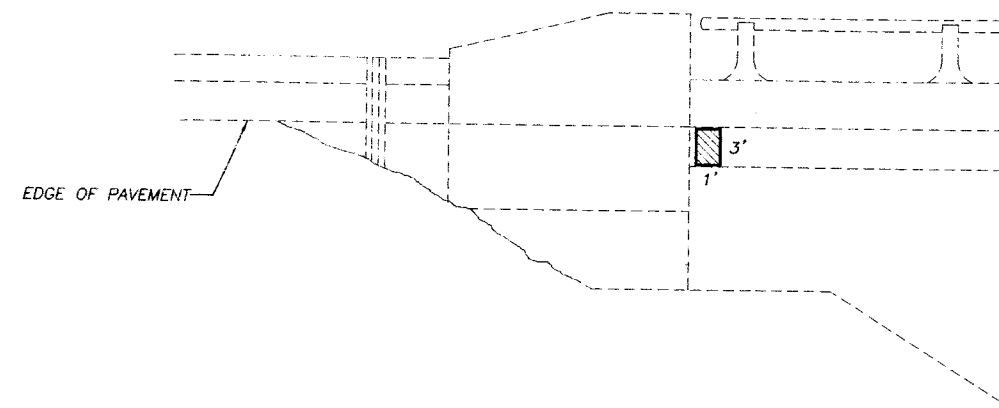
FAI 55	*	McLEAN	205	90
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Sheet 6
of 7 Sheets


* (57-1,57-2)RS

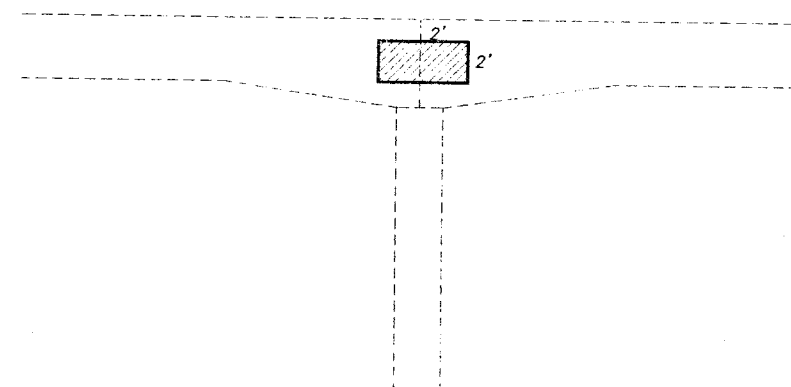


SN 057-0174 (NB)
SOUTHWEST WINGWALL



SN 057-0174 (NB)
SOUTHEAST WINGWALL

 FORMED CONCRETE REPAIR
(DEPTH EQUAL TO OR LESS THAN 5")



SN 057-0174 (NB)
NORTH PIER
WEST SIDE

BILL OF MATERIAL

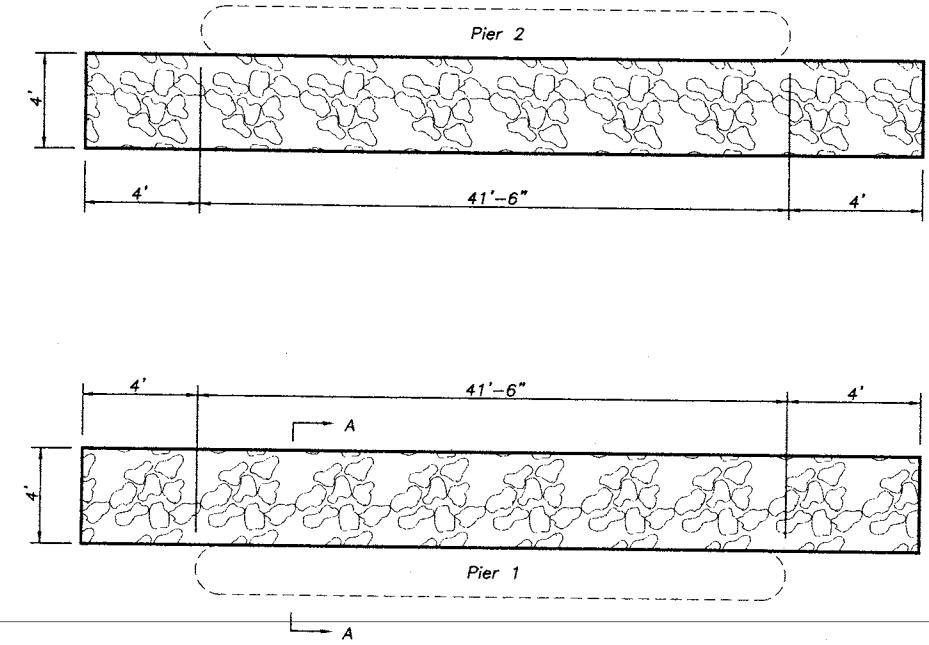
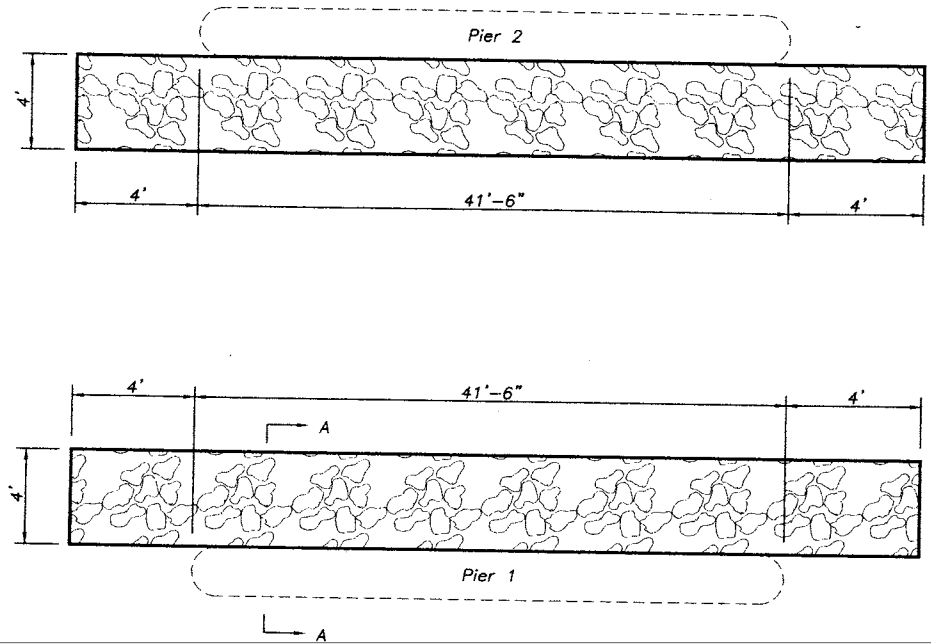
Item	Unit	Quantity
Formed Concrete Repair (Depth Equal to or Less Than 5")	Sq Ft	10

SUPERSTRUCTURE AND
SUBSTRUCTURE REPAIR DETAILS
(SN 057-0174)
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

FAI 55	*	McLEAN	205	91
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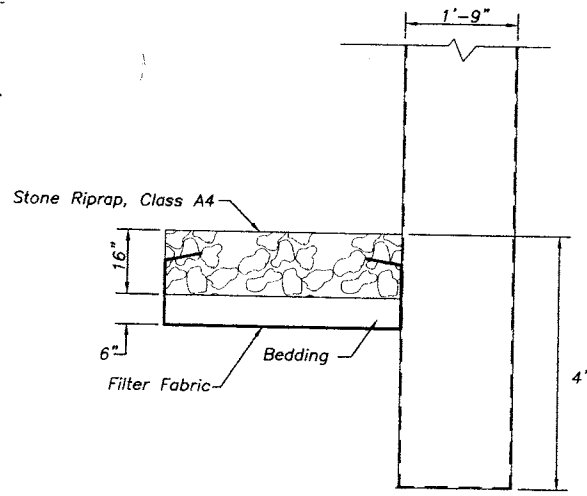
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* (57-1,57-2)RS

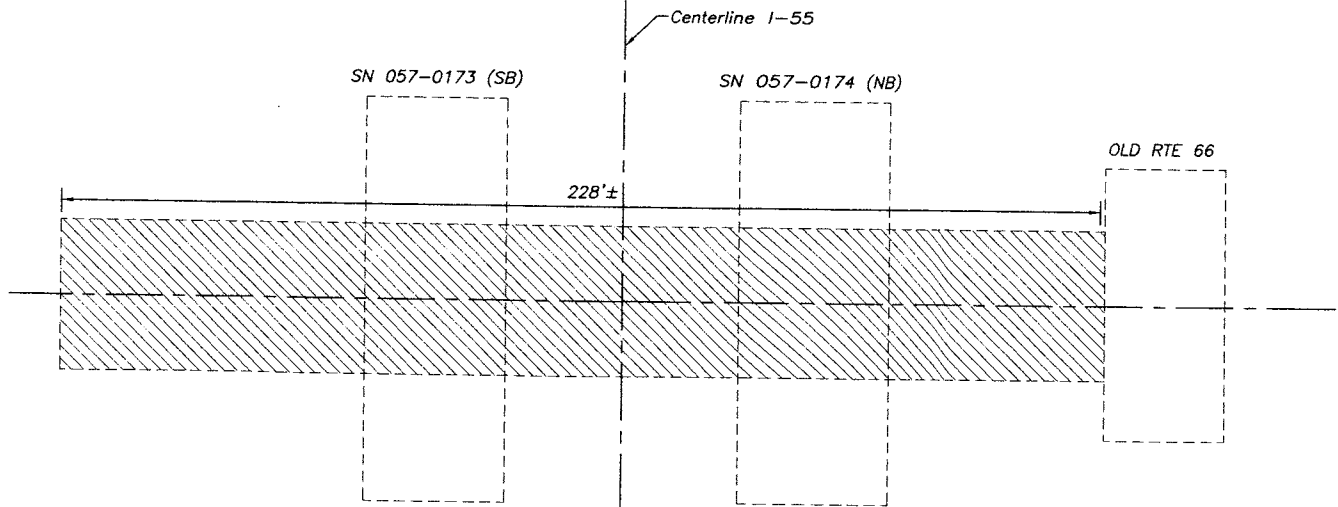


SN 057-0173 (SB)
RIPRAP AT PIER

SN 057-0174 (NB)
RIPRAP AT PIER





SECTION A-A



CHANNEL EXCAVATION

CHANNEL EXCAVATION

This existing channel shall be excavated within the limits shown above remove sediment down to elevation 708.6±. Excavation material shall be disposed of in accordance with Article 202.03 of the Standard Specifications. This work will be paid for at the contract unit price per cu yd for CHANNEL EXCAVATION.

	Stone Riprap, Class A4
	Channel Excavation

BILL OF MATERIAL

Item	Unit	Quantity
Stone Riprap Class A4	Sq Yd	88
Filter Fabric For Use With Riprap	Sq Yd	88
Channel Excavation	Cu Yd	598

RIPRAP & CHANNEL CLEANING DETAILS
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50



County McLean
Section (57-1,57-2)RS
Route FAI 55
District 3
Contract No. 66107
Job No. C-93-124-01
Project ACIM-55-5(106)17

Structure Number 057-0173
Plan Quantity: Partial Depth 0 Full Depth _____
Final Quantity: Partial Depth 15.05 Full Depth _____
Date Patching Completed 06/03/2003

Please attach documentation showing patch size, type (PD or FD) and location.

Resident Israel Emmanuel

CC: Bureau of Bridges & Structures
District Bridge Maintenance Engineer

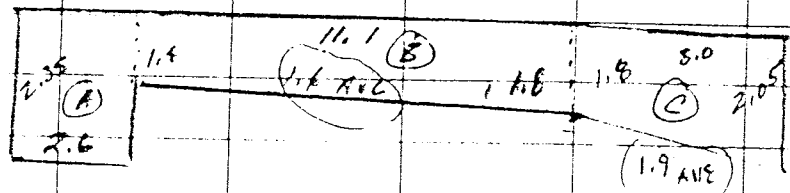
70016705 DECK SLAB REPAIR (PARTIAL)

CALL SSD.

*

781-98 E.T.E

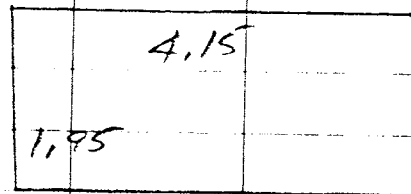
5-10-03



✓ BY CPA 5/13/03

$$\begin{aligned} (2.35)(2.6) \quad 6.11/9 &= .68 \checkmark \\ (1.6)(11.1) \quad 17.76/9 &= 1.97 \checkmark \\ (39)(1.90) \quad 5.70/9 &= .63 \checkmark \\ &= 3.28 \checkmark \end{aligned}$$

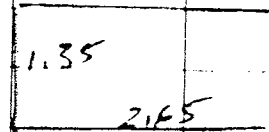
781-99 14.2 .25



$$(1.95)(4.15) \quad 8.09/9 = .90 \checkmark$$

SEE NEXT PAGE

781-70 5.6 .25



$$\begin{aligned} (1.35)(2.65) \quad 3.58/9 &= .40 \checkmark \\ \text{TOTAL} &= 4.58 \checkmark \end{aligned}$$

IDENTIFIED

Σ 0016200 DEUC SCAP Repair (Period)

CALC SSI) R2
 5-19-03 PL
 ✓ BY CR1 5/13/2003

781+68 17.1 .2
 1.25
 2.15
 (1.25)(2.15) 2.69/9 = .30 SY ✓

781+65 16.2 .25
 2.15
 2.25
 (2.15)(2.25) 4.84/9 = .54 SY ✓

781+02 12.2 .35
 1.45
 2.8
 4.35
 (1.45)(2.8) 4.06/9 = .45 ✓
 (3.5)(4.35) 15.22/9 = 1.69 ✓
 2.14 ✓ 3.5

2.14 SY
 TOTAL 2.98 SY

3.28 ✓
 .90 ✓
 .40 ✓
 .30 ✓
 .54 ✓
 2.14 ✓
 7.6 SY

IDR # 161
 POURED: 5/13/2003

70016200 DECISION REPAIR (PART)

781485.3 (9.4)

DL

3.1 4.1

(4.1) (3.1) 12.71/9

1.41 SY

781 186.3 (28)

3
3.1

(3) (3.1) 9.37/9

1.03 SY

78 1121.3

2.4
3.1

(2.4 X 3.1) 7.44/9

.83 SY

781409

30.7 1.8

(1.8) (20.9) = 37.62/9

4.18 SY

CALL SSD 43

6-3-05

1.41

1.03

1.83

7.18

7.45 SY

1.26

IDR# 214

2061620 Deck Slot Repair Part

781463 (0)

DL

17.0	2.4
------	-----

781406.9

(11)(2.4) 2.40/s

(0)

2.93sy

9.7	1
-----	---

(9.7) (1) 9.70/s =

1.08sy

781432 (0)

1.8
2.2

(22) (1.8) 4.15/s

1.46sy

CIC 550

6-3-03

2.53

1.08

AL

4.47 sy ✓ 1.2

IDR# 214



County McLean
Section (57-1,57-2)RS
Route FAI 55
District 3
Contract No. 66107
Job No. C-93-124-01
Project ACIM-55-5(106)17

Structure Number 057-0174
Plan Quantity: Partial Depth 0 Full Depth _____
Final Quantity: Partial Depth 8.79 Full Depth _____
Date Patching Completed 05/10/2003

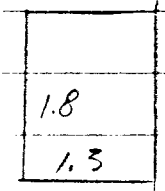
Please attach documentation showing patch size, type (PD or FD) and location.

Resident Israel Emmanuel

CC: Bureau of Bridges & Structures
District Bridge Maintenance Engineer

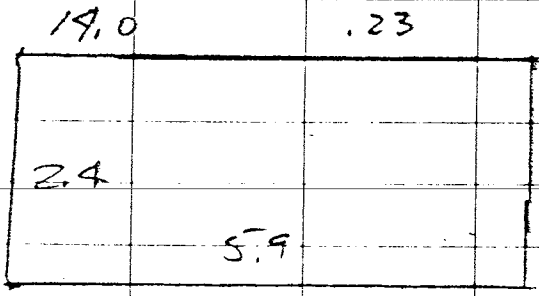
20016200 Deck Slab Repair (Partial)

781+04 13.0 .15

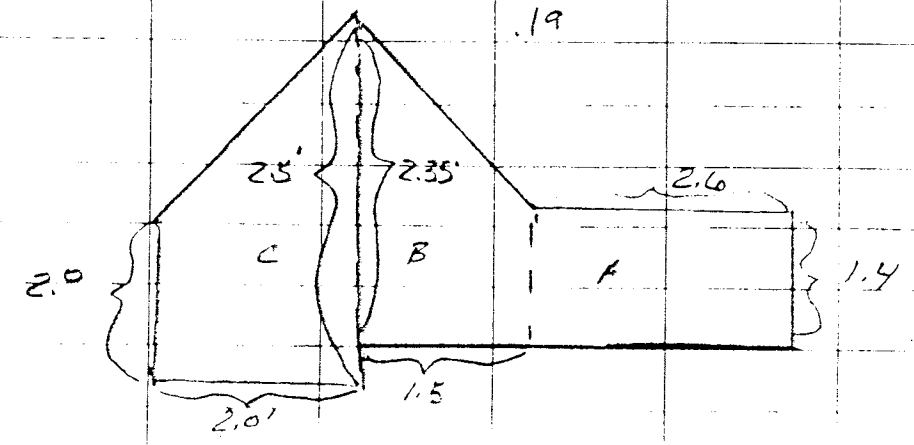


$(1.8)(1.3) \frac{2.34}{1.9} = .26 \text{ sq. yd.}$

781+04



$(2.4)(5.9) \frac{14.16}{9} = 1.57 \text{ sq. yd.}$



CALC SSD 37

5-10-03
 ✓ BY CRA 5/13/2003

- 1.16 ✓
- 1.34 ✓
- 1.30 ✓
- 1.49 ✓
- 1.26 ✓
- 1.57 ✓
- 1.20 ✓

4.32 sq. yd. 72 ✓
 Total

IDR # 10
 POURED 05/13/2003

AREA CALC

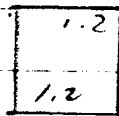
- A) $2.6' \times 1.4' = 3.64$
 - B) $\frac{(1.4 + 2.35)}{2} \times 1.5 = 2.81$
 - C) $\frac{(2.5 + 2.0)}{2} \times 2.0 = 4.5$
- $\frac{10.95 \text{ SF}}{9} = 1.2 \text{ sq. yd.}$

Z0014200 DECK SLAP REPAIR (PARTIAL)

CALC
SSD 5.10.03 36

781495 DISTANCE
FROM
PROPERTY 15.0

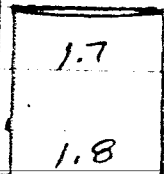
DEPTH
.14



$(1.2)(1.2) \frac{14}{9} = .16sy$

781485 11.0

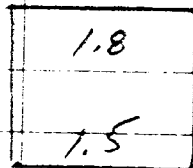
.25



$(1.7)(1.8) \frac{25}{9} = .34sy$

781478 3.0

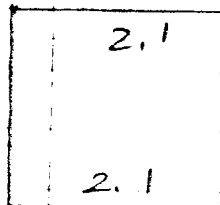
.20



$(1.8)(1.5) \frac{20}{9} = .30sy$

781408 16.0

.20



$(2.1)(2.1) \frac{20}{9} = .49sy$

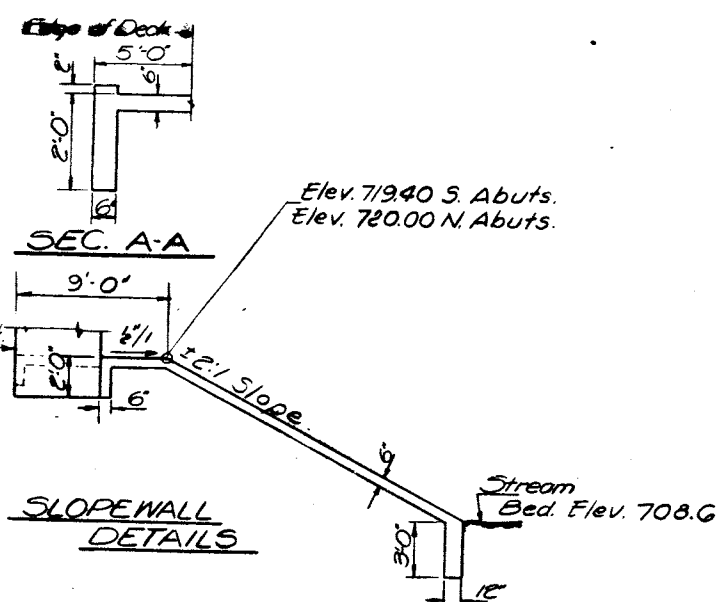
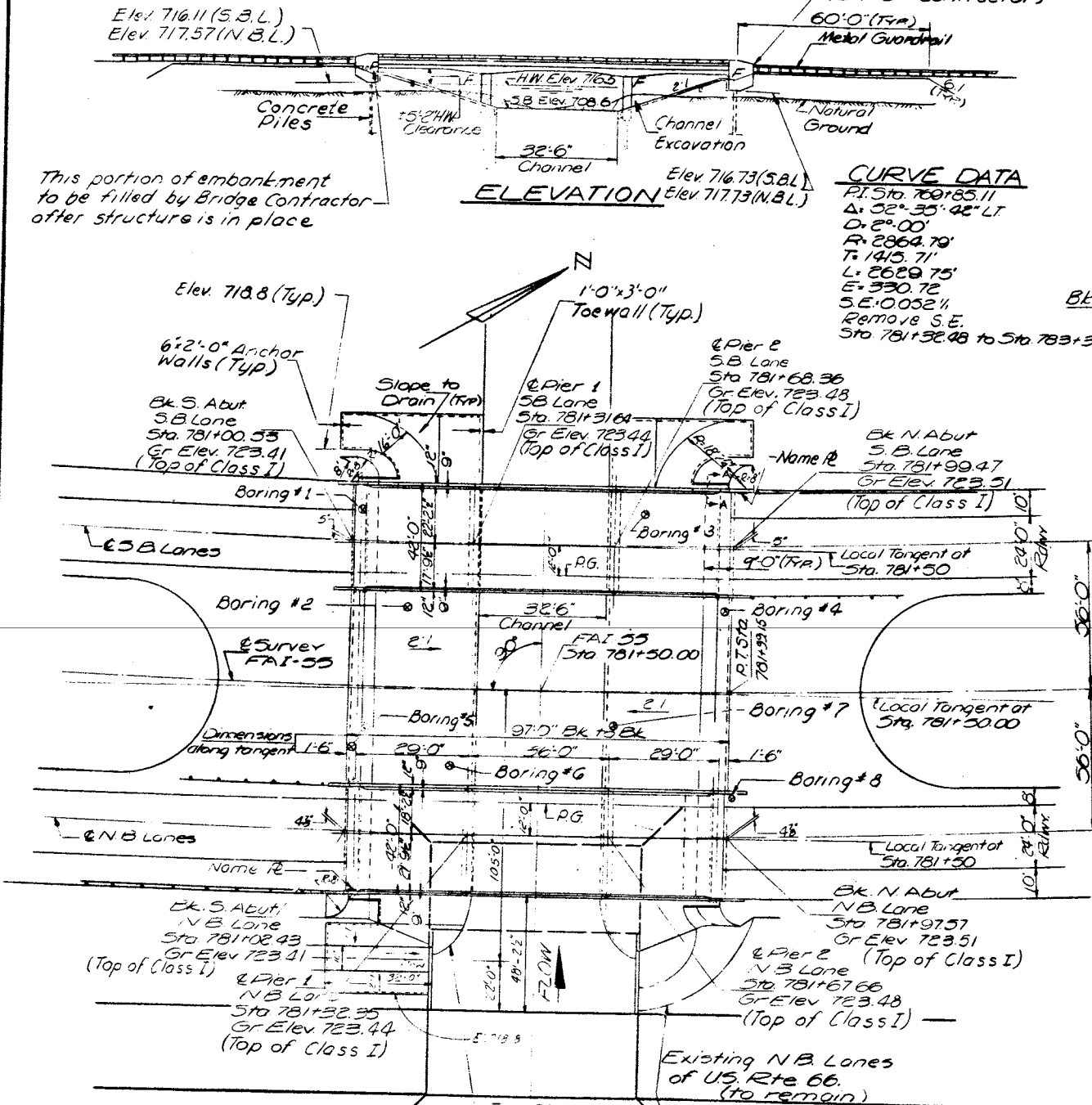
TOTAL 1.29sy

✓ BY CRA 5/13/03

B.M. *U-246 C & G S.B.M. Disk on abut. of railroad bridge Rt. Sta 781+50 Elev 717.70
 Exist S.B. Structure: Built as FA RTE 5 Sec. 57-2B Sta 781+10 in 1944, Super 13 & Span RC
 launched slab. Substr. is RC Closed abutts and solid pier. Superstr and vertical
 portions of substr. and inter-connecting retaining wall to be removed, prior to
 constr. by Br. Contr. No Salvage.
 Exist N.B. Structure to remain in place.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. /
FAI 55	57-2B	McLean	132	22	13 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		



GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
 Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 58# per 100 sq. ft.
 Layout of slope walls may be varied in the field to suit ground conditions as directed by the Engineer.

The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments. The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete. Protective Coat shall not be applied to surfaces to which Waterproofing Membrane System is applied.

The Contractor shall drive two Concrete Test Piles in permanent locations, one at the So. Bd. Lanes, and one at Pier 2, No. Bd Lanes as directed by the Engineer before ordering the remainder of piles. The Basic Lead Silico Chromate paint system shall be used for shop painting of Structural Steel. The top surface of the slab shall be finished in accordance with Art. 505.06 of the Std. Specifications except that the surface shall not be roughened by brooming. The finished surface shall be free of depression or high spots with sharp corners.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Class X Concrete	Cu. Yds	435.3	236.9	672.2
Reinforcement Bars	Lbs.	105,620	21,140	126,760
Aluminum Railing	Lin. Ft.	368		368
Concrete Piles	Lin. Ft.		1616	1616
Test Piles Concrete	Each		2	2
Slope Wall (6")	Sq. Yds		1777	1777
Name Plates	Each		2	2
Bit Concrete Surf Cse Class I	Tons	68		68
Waterproofing Membrane System	Sq. Yds	821		821
Channel Excavation	Cu. Yds.		1000	1000
Removal of Exist. Structs.	Each		1	1
Protective Coat	Sq. Yds	139		139
Structure Excavation	Cu. Yds		560	560
Structural Steel	Lbs	1510		1510

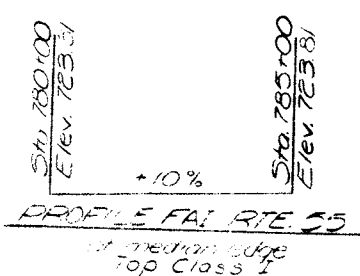
STATION 781+50
 BUILT 197 BY
 STATE OF ILLINOIS
 FAI. RT. 55 SEC 57-2B

FA PROJ I-55-5(11)
 Loading HS20, ALT

NAME PLATE
 See Std 2113-1

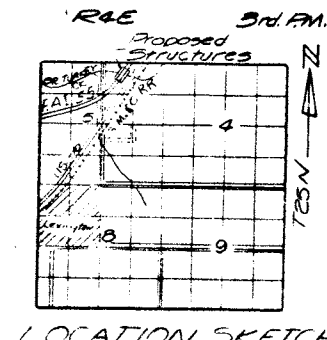
DESIGNED: [Signature]
 CHECKED: [Signature]
 DRAWN: F. Mercado
 CHECKED: [Signature]

SEPTEMBER 20, 1971
 EXAMINED: [Signature]
 PASSED: [Signature]
 APPROVED: [Signature]



DESIGN STRESSES

fc = 1400 psi
 fs = 20000 psi
 vc = 75 psi Footings
 n = 10
 Allow 25*10' for future WS
 Loading HS20, ALT



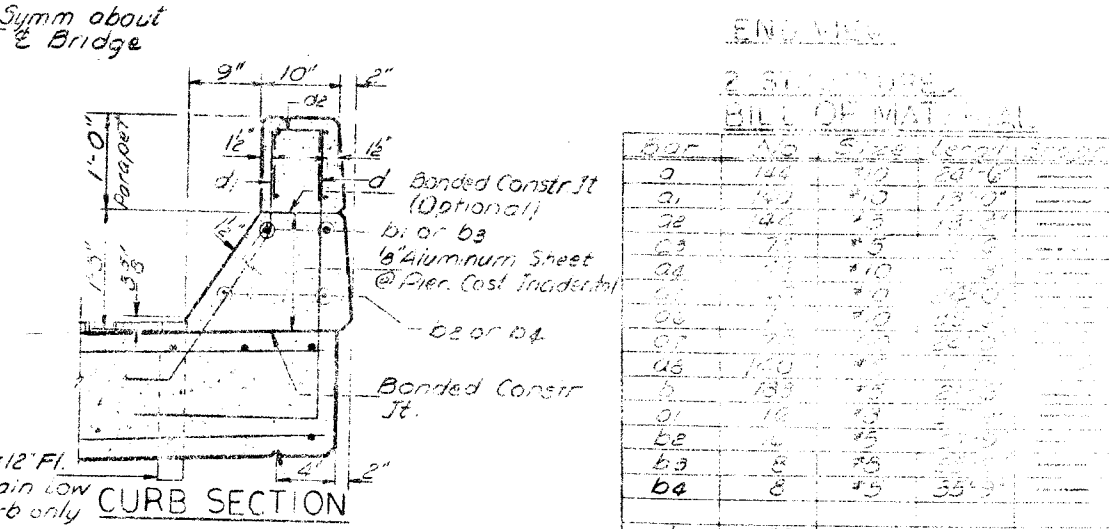
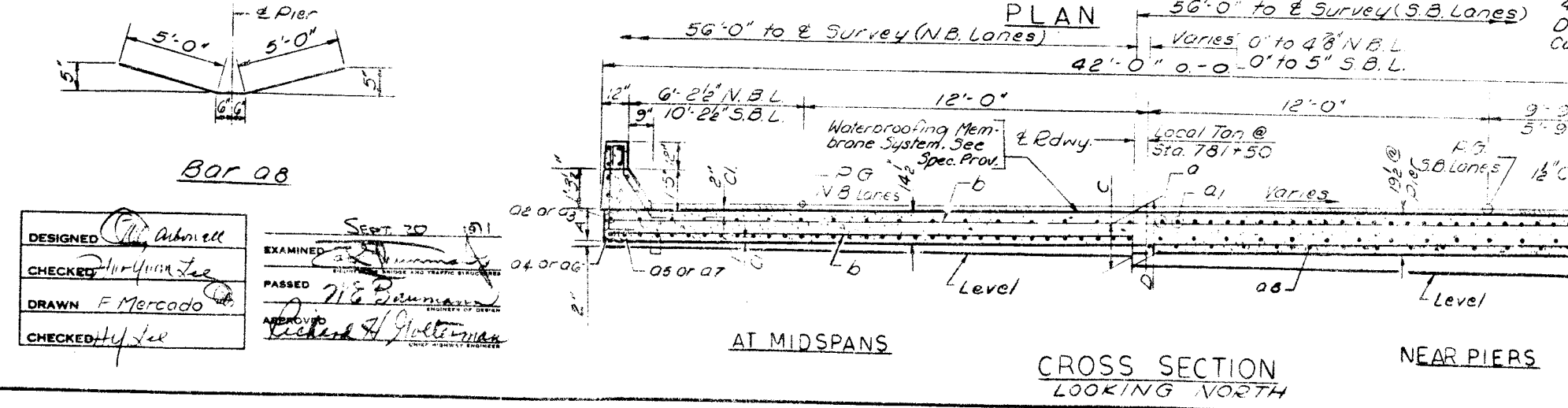
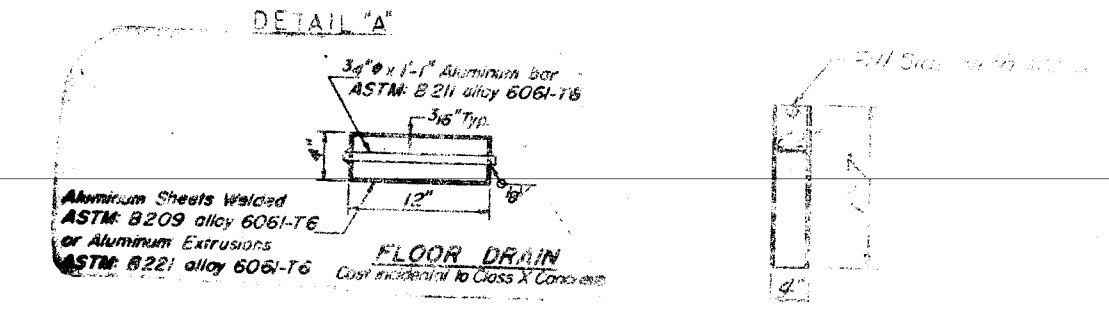
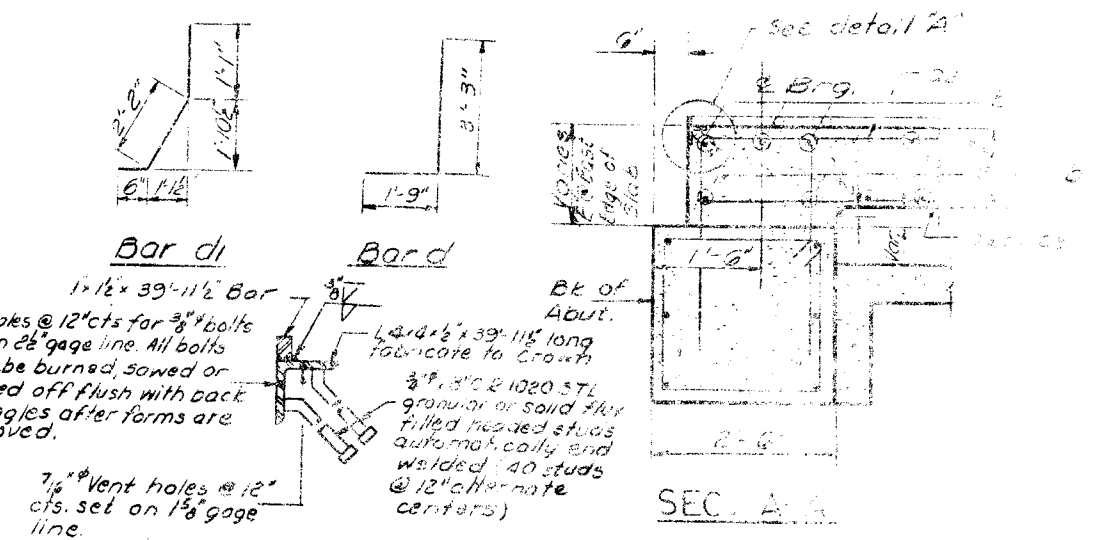
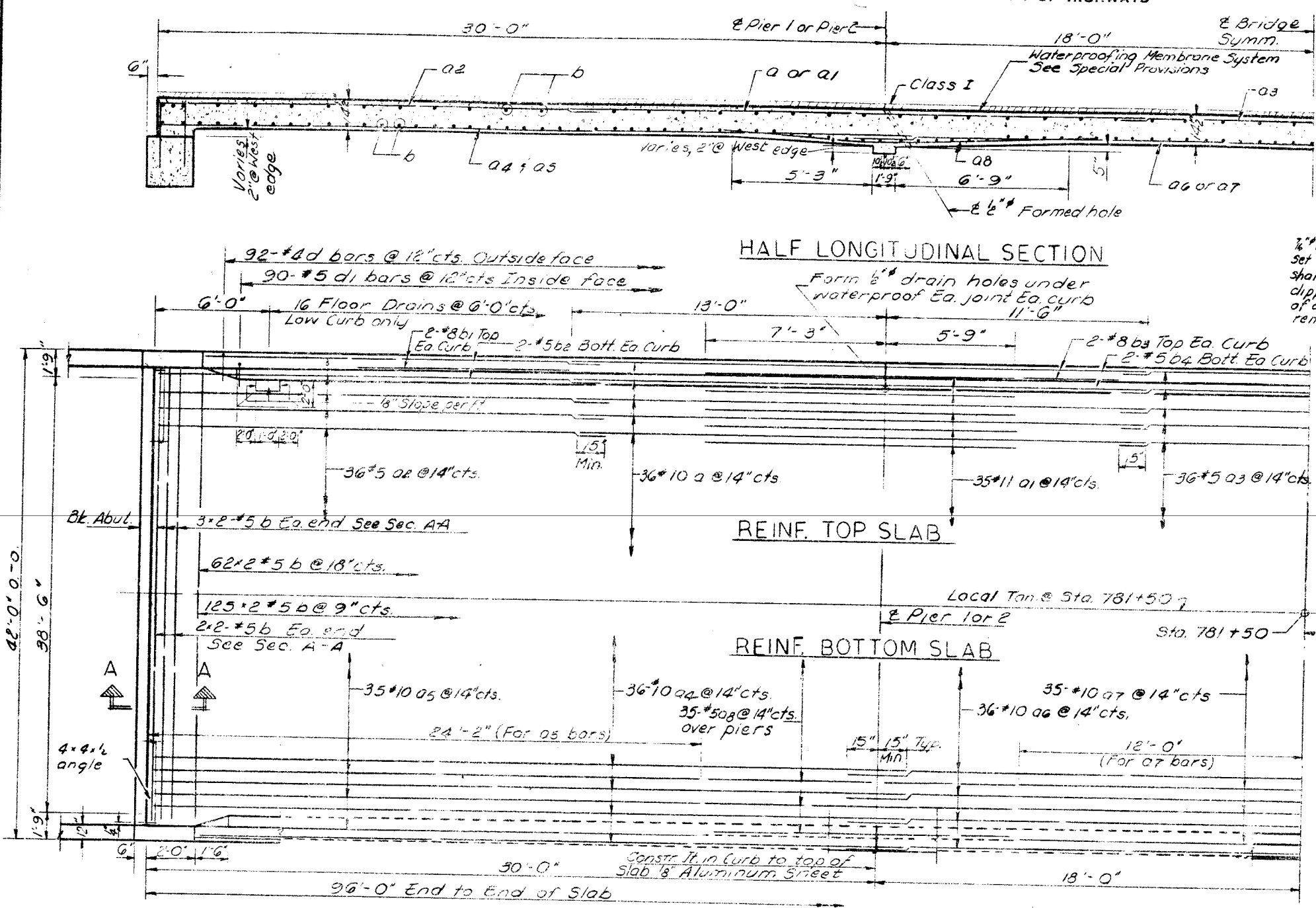
PROJECT I-55-5(11)19
 GENERAL PLAN & ELEVATION
 FAI 55 over BRANCH TURKEY CREEK
 FAI RTE 55 SEC 57-2B
 MCLEAN COUNTY
 STA. 781+50

VALUE OF "E"

	N. Abut	S. Abut
S.B.L.	2'-11 1/2"	3'-7"
N.B.L.	2'-10 1/2"	3'-7"

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57-28		McLean	132	23

13 SHEETS



2 STRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Weight
a	144	#5	24'-0"	
a1	144	#5	17'-0"	
a2	48	#5	17'-0"	
a3	72	#5	17'-0"	
a4	72	#5	17'-0"	
a5	72	#5	17'-0"	
a6	72	#5	17'-0"	
a7	72	#5	17'-0"	
a8	144	#5	24'-0"	
a9	144	#5	17'-0"	
a10	48	#5	17'-0"	
a11	72	#5	17'-0"	
a12	72	#5	17'-0"	
a13	72	#5	17'-0"	
a14	72	#5	17'-0"	
a15	72	#5	17'-0"	
a16	72	#5	17'-0"	
a17	72	#5	17'-0"	
a18	72	#5	17'-0"	
a19	72	#5	17'-0"	
a20	72	#5	17'-0"	
a21	72	#5	17'-0"	
a22	72	#5	17'-0"	
a23	72	#5	17'-0"	
a24	72	#5	17'-0"	
a25	72	#5	17'-0"	
a26	72	#5	17'-0"	
a27	72	#5	17'-0"	
a28	72	#5	17'-0"	
a29	72	#5	17'-0"	
a30	72	#5	17'-0"	
a31	72	#5	17'-0"	
a32	72	#5	17'-0"	
a33	72	#5	17'-0"	
a34	72	#5	17'-0"	
a35	72	#5	17'-0"	
a36	72	#5	17'-0"	
a37	72	#5	17'-0"	
a38	72	#5	17'-0"	
a39	72	#5	17'-0"	
a40	72	#5	17'-0"	
a41	72	#5	17'-0"	
a42	72	#5	17'-0"	
a43	72	#5	17'-0"	
a44	72	#5	17'-0"	
a45	72	#5	17'-0"	
a46	72	#5	17'-0"	
a47	72	#5	17'-0"	
a48	72	#5	17'-0"	
a49	72	#5	17'-0"	
a50	72	#5	17'-0"	
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a55	72	#5	17'-0"	
a56	72	#5	17'-0"	
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a67	72	#5	17'-0"	
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a81	72	#5	17'-0"	
a82	72	#5	17'-0"	
a83	72	#5	17'-0"	
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a85	72	#5	17'-0"	
a86	72	#5	17'-0"	
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a90	72	#5	17'-0"	
a91	72	#5	17'-0"	
a92	72	#5	17'-0"	
a93	72	#5	17'-0"	
a94	72	#5	17'-0"	
a95	72	#5	17'-0"	
a96	72	#5	17'-0"	
a97	72	#5	17'-0"	
a98	72	#5	17'-0"	
a99	72	#5	17'-0"	
a100	72	#5	17'-0"	

Class X Concrete Curb 2288
Reinforcement Bars 225 10-380
Parapet reinforcement and Class X Concrete are billed on sheet #4

DESIGNED: [Signature] A. J. [Signature]
CHECKED: [Signature] F. Mercado
DRAWN: F. Mercado
CHECKED: [Signature] H. Lee

EXAMINED: [Signature] S. J. [Signature]
PASSED: [Signature] R. J. [Signature]
APPROVED: [Signature] R. J. [Signature]

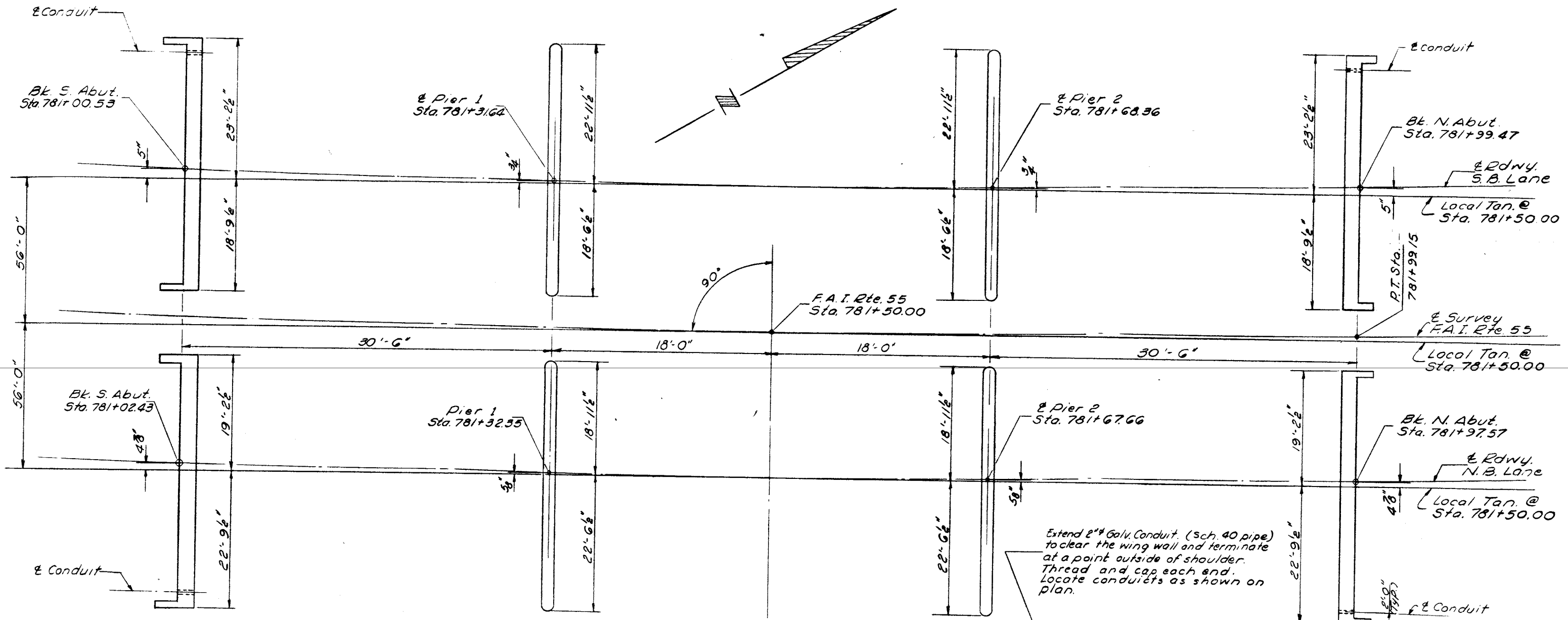
SEPT 20 1951

SUPERSTRUCTURE DETAILS
EAL RT. 55 SEC 57-2B
MCLEAN COUNTY
STA 781-50

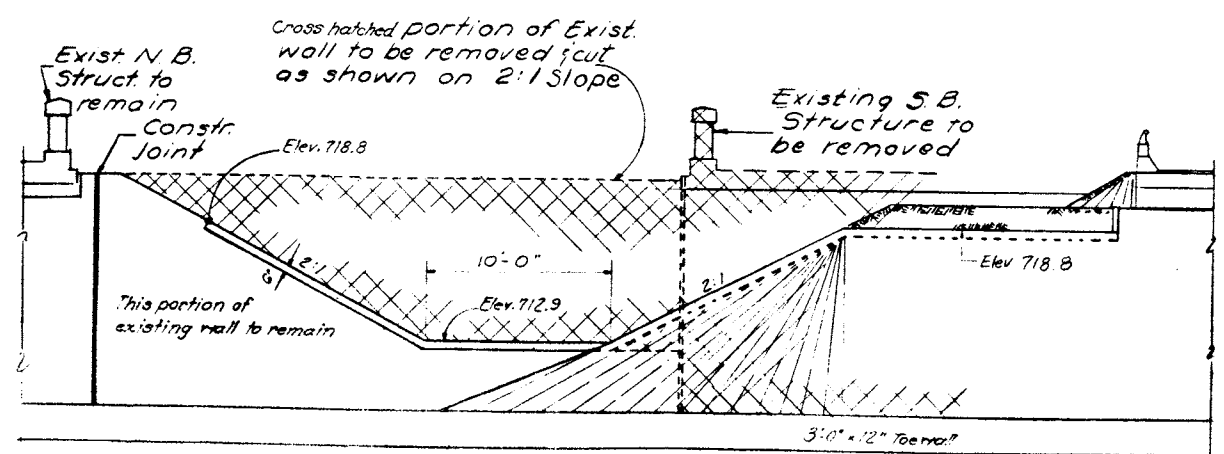
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	57-2B	McLean	132	24
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

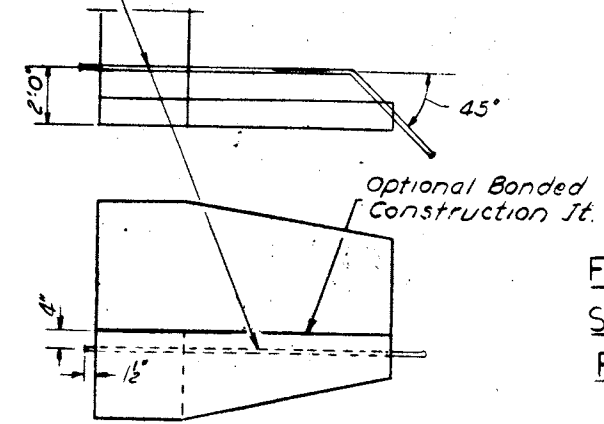
SHEET NO. 3
3 SHEETS



PLAN



SPECIAL SLOPEWALL DETAILS (See Abut. No. 3 on plan)



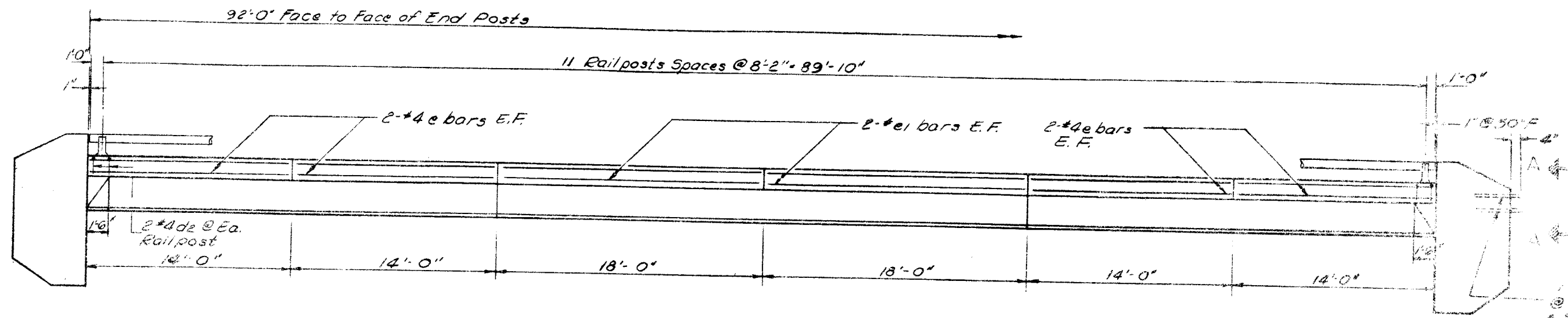
ELECTRICAL CONDUIT LOCATION

FOOTING LAYOUT & SPECIAL
SLOPEWALL DETAILS
F.A.I. RT. 55 SEC. 57-2 B
MCLEAN COUNTY
STA. 781+50

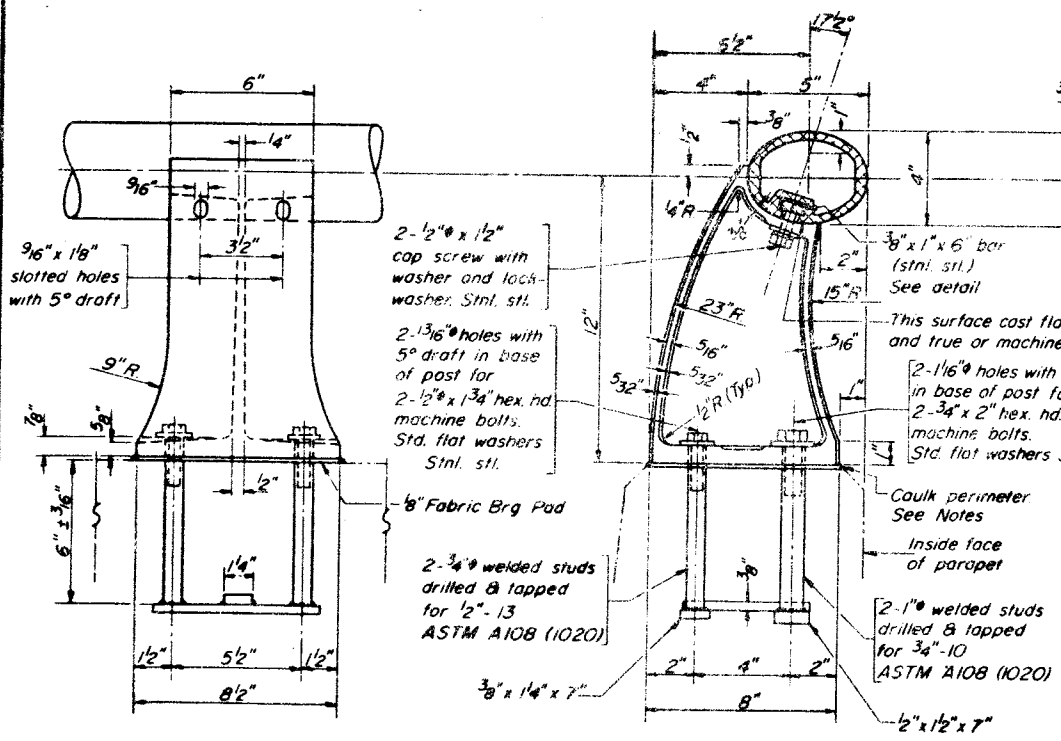
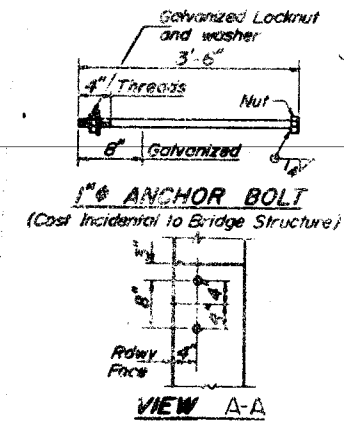
DESIGNED	<i>A. Cabanall</i>
CHECKED	<i>F. Mercado</i>
DRAWN	<i>F. Mercado</i>
CHECKED	<i>F. Mercado</i>

SEPT. 20 1971
EXAMINED
PASSED
APPROVED
Richard F. Hollerman
CHIEF HIGHWAY ENGINEER

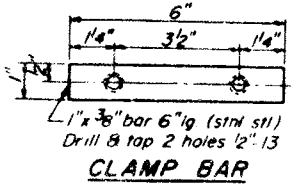
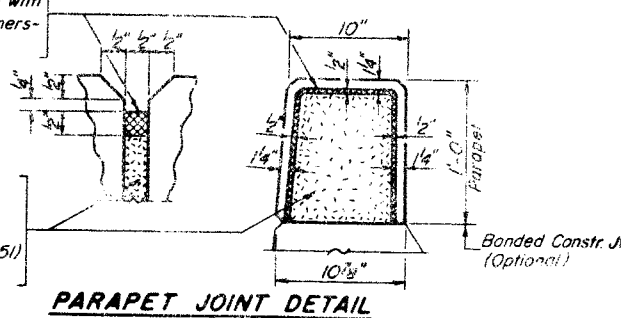
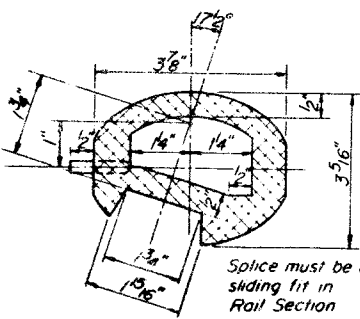
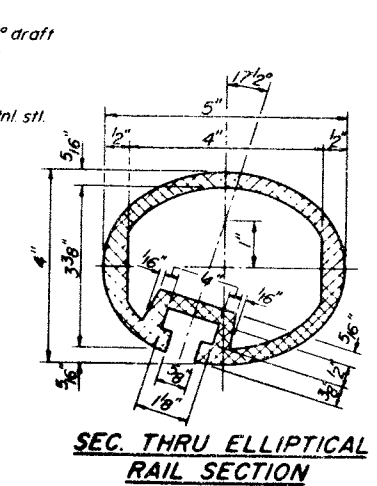
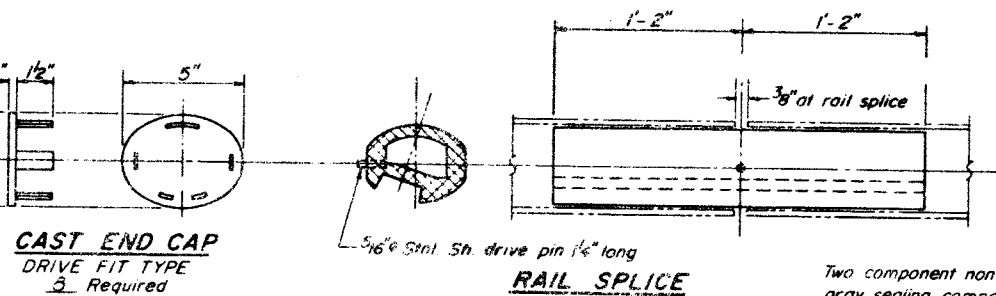
ROUTE NO.	SECTION	LENGTH	TOTAL SHEETS	SHEET NO.
1-55	57-28	McLean	132	25



INSIDE ELEVATION



RAIL POST DETAILS



Two component non-staining gray sealing compound with polysulfide liquid polymers-gun grade with primer.

2" Preformed Cork Asphalt Joint Filler. (meets qualifications for ASTM: Designation D 1751) Cost incidental.

NOTES:

All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.

All joints in rail shall be spliced per detail.

Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail element shall be parallel to Grade - high spots shall be ground and low spots shimmed.

Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers, gun grade with primer. Fabric Bearing Pad shall have same dimensions as base of post.

Aluminum alloy rail shall conform to ASTM B221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.

REINFORCEMENT BARS

Bar	No.	Size	Length	Shape
e	64	#4	10'-9"	
e	32	#4	17'-9"	
de	36	#2	2'-1"	

Reinforcement Bars Lbs 1120
Glass X Concrete Lbs 185
Aluminum Railings Lin Ft 268

ALUMINUM RAILING

FAHRT 55 SEC 57-28
MCLEAN COUNTY
STA 781+50.00

DESIGNED: [Signature]

CHECKED: [Signature]

DRAWN: F. Mercado

CHECKED: [Signature]

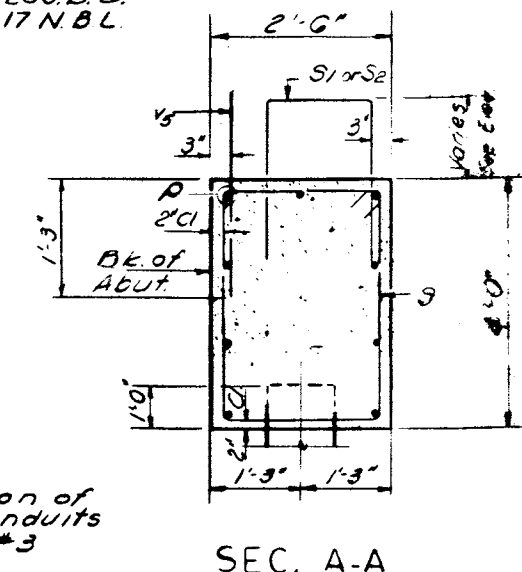
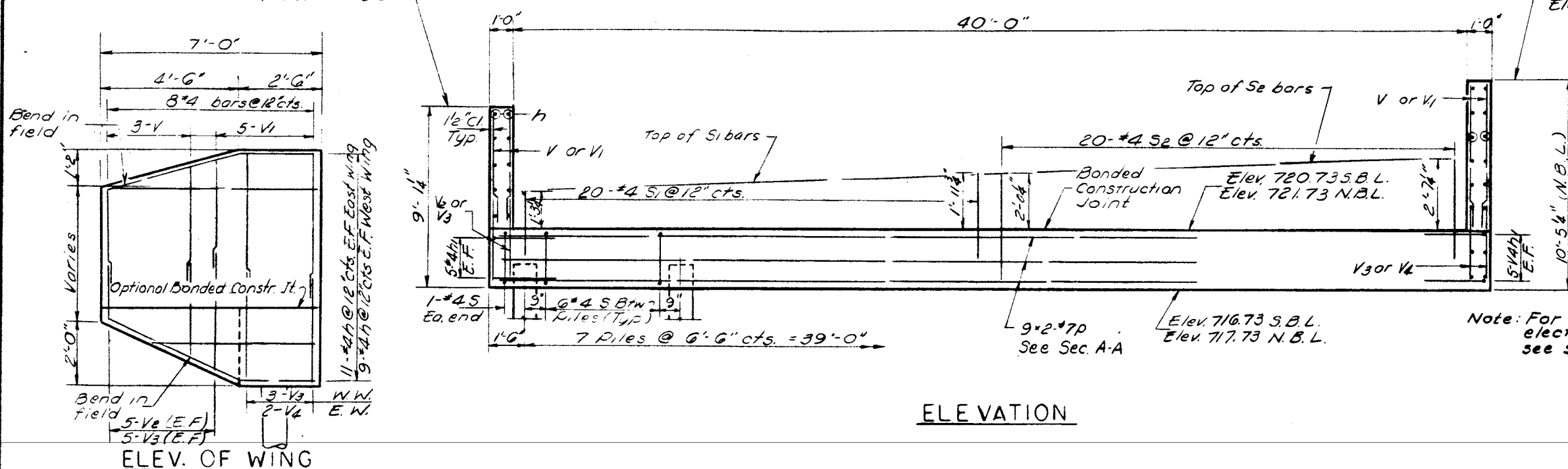
EXAMINED: [Signature] SEPT 20 1971

PASSED: [Signature]

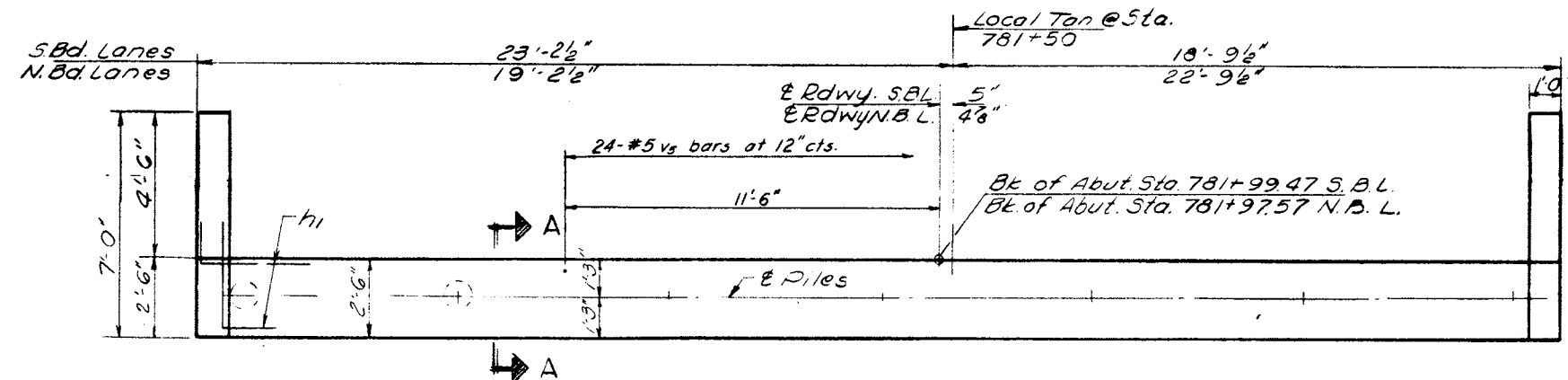
APPROVED: [Signature]

WEST WING
Elev. 725.83 S.B.L.
Elev. 726.83 N.B.L.

EAST WING
Elev. 727.20 S.B.L.
Elev. 728.17 N.B.L.



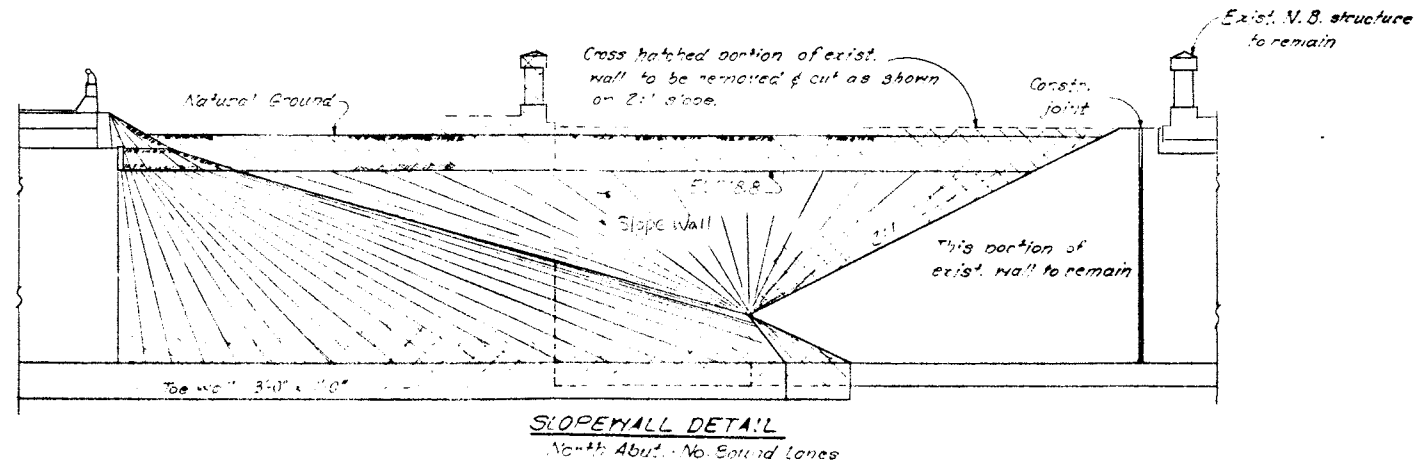
Note: For location of electric conduits see sheet #3



PILE DATA

Type Concrete
Capacity 20 Tons
Est. Length: 24' (N.B.L.), 19'-0" (S.B.L.)
No. Req'd 14

Note: For detail of bars h1, S1 & S2 see sheet #5.



**2 ABUTMENTS
BILL OF MATERIALS**

Bar	No	Size	Length
h	80	#4	6'-9"
h1	40	#4	5'-6"
p	36	#7	21'-9"
S	76	#4	12'-5"
S1	40	#4	8'-6"
S2	40	#4	8'-6"
V	12	#4	8'-9"
V1	20	#4	8'-9"
V2	20	#4	5'-0"
V3	32	#4	8'-0"
V4	12	#4	5'-0"
V5	24	#5	2'-6"

Class X Concrete
Reinforcement Bars - Lbs
Concrete Piles - LF

* Cost of #5 bars shall be incidental Bridge Contract.

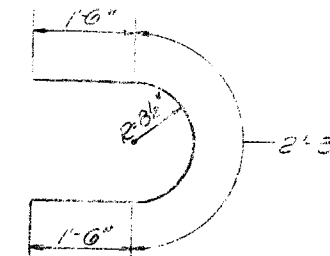
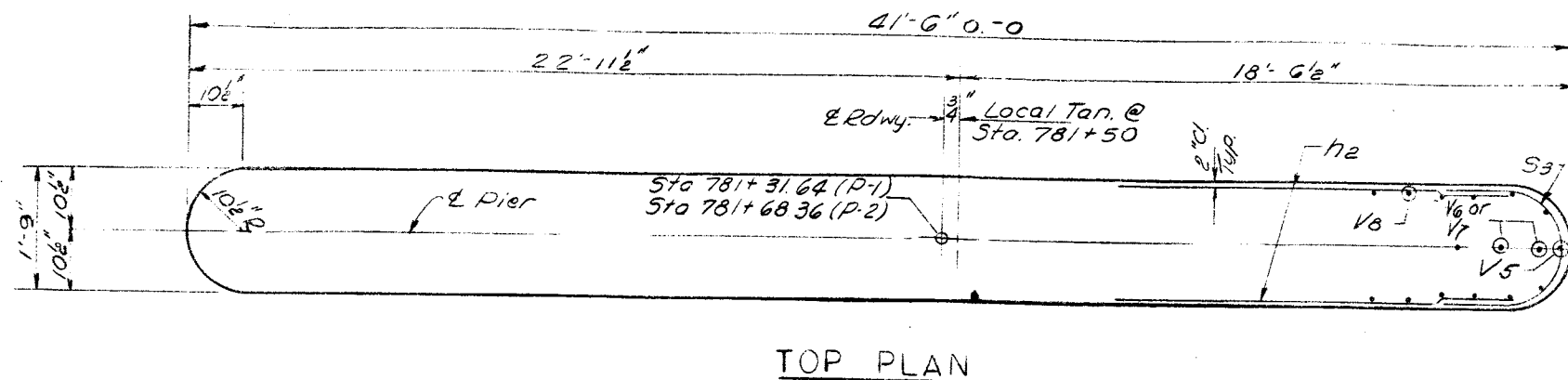
DESIGNED: [Signature]
CHECKED: [Signature]
DRAWN: F. Mercado
CHECKED: [Signature]

EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]

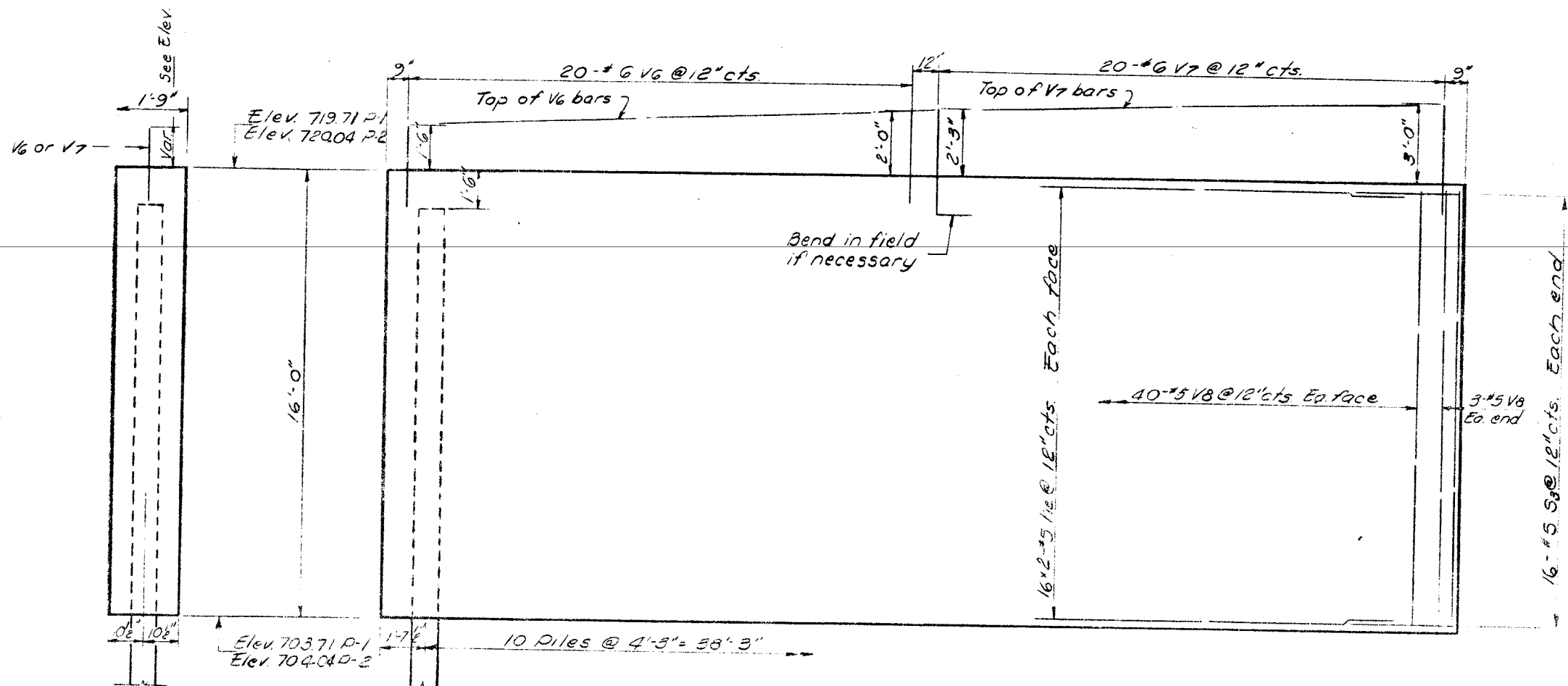
NO. ABUTMENTS
NO. SO. BOUND. LA
FAIR RT 55 SEC. 5
MCLEAN COUNT
STA. 78+50

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
55	57-2B	McLean	132	28	13 SHEETS



S3 Bar



END VIEW

ELEVATION
LOOKING NORTH

2 PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
#8	144	#8	20'-0"	
S3	72	#5	7'-0"	
V6	40	#6	3'-0"	
V7	20	#6	2'-6"	
V8	172	#5	15'-0"	
Class 1 Concrete 7,350				
Reinforcement Bars Lbs. 6,750				
Concrete Piles 530				

PILE DATA

Type: Concrete
Capacity: 35 Tons.
Est. Length - 26'-0" (P-1); 27'-0" (P-2)
No. Req'd: 20

DESIGNED	W. Ashwell
CHECKED	J. Lee
DRAWN	W. Mercado
CHECKED	J. Lee

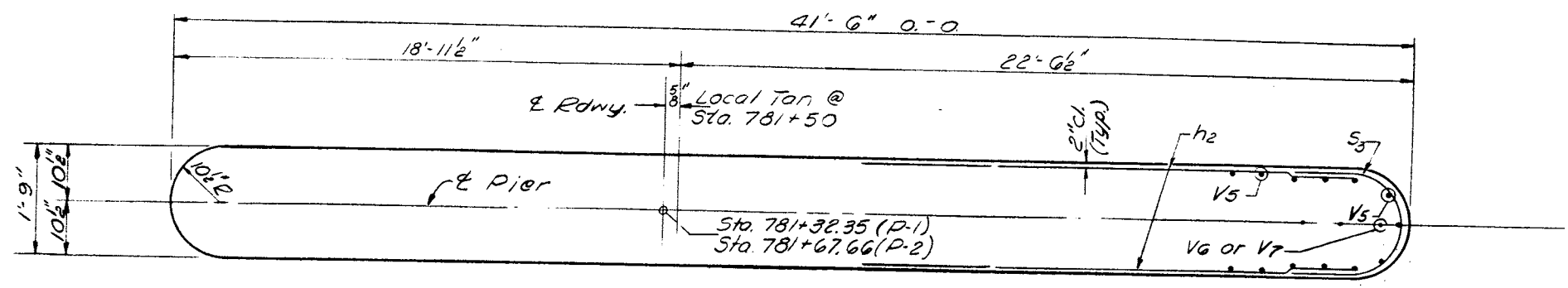
EXAMINED	Sept 20 1971 C. Thurman
PASSED	W. Blum
APPROVED	Richard H. Galtman

PIERS
SOUTH BOUND LANES
FA I RT 55 SEC 57-2 B
MCLEAN COUNTY
STA. 781+50

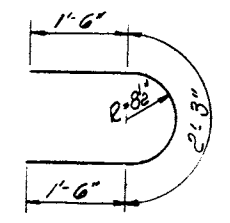
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.R. 55	57-28	McLean	132	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

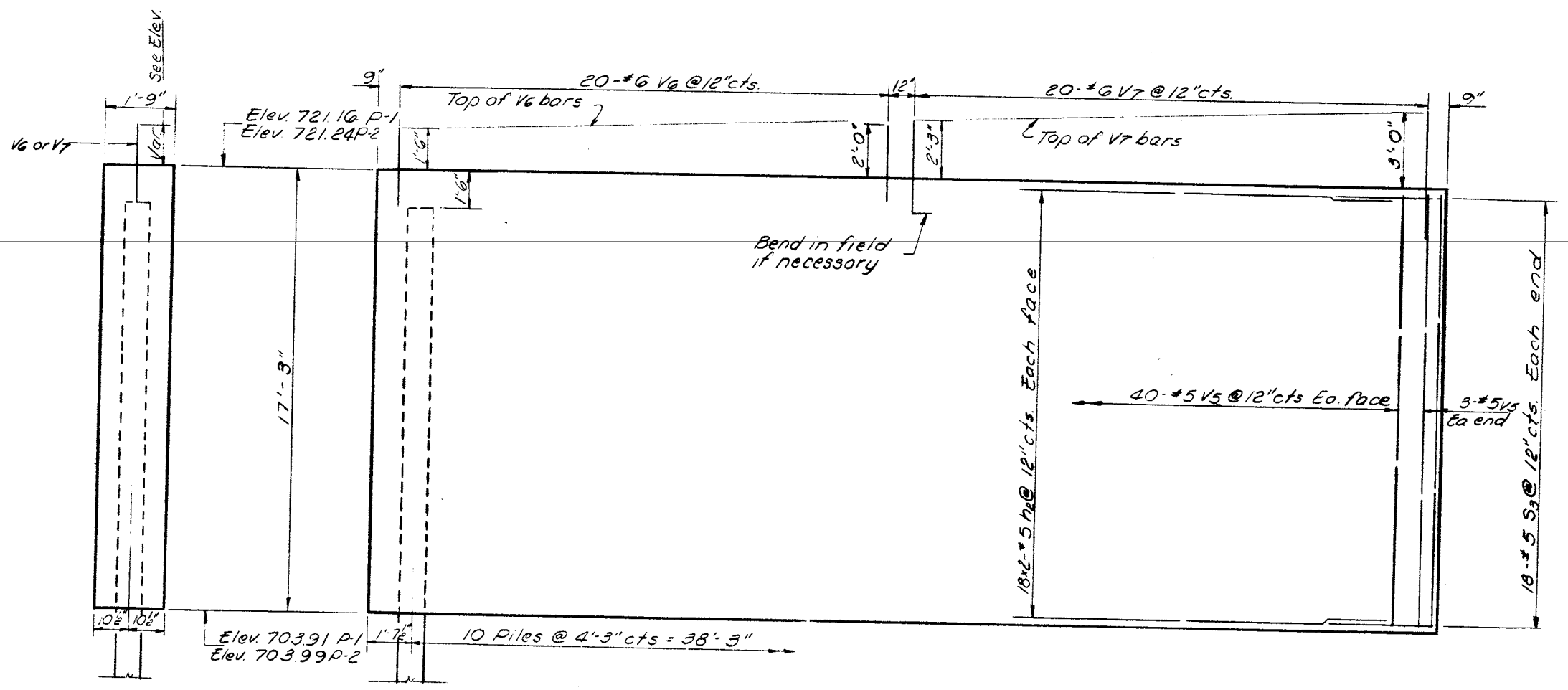
SHEET NO. 8
13 SHEETS



TOP PLAN



saBar



ELEVATION
LOOKING NORTH

END VIEW

2 PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
h2	144	#5	20'-6"	—	
S3	72	#5	5'-3"	C	
V5	172	#5	17'-0"	—	
V6	40	#6	3'-6"	—	
V7	40	#6	4'-6"	—	
Class X Concrete				CuYds	82.8
Reinforcement Bars				Lbs.	7000
Concrete Piles				Lin. Ft.	531
Test Piles, Concrete				Each	1

PILE DATA

Type: Concrete
Capacity: 35 Tons
Est. Length: 27'-0" (P-1); 29'-0" (P-2)
No. Req'd: 20 (Including 1 Test Pile @ Pier 2)

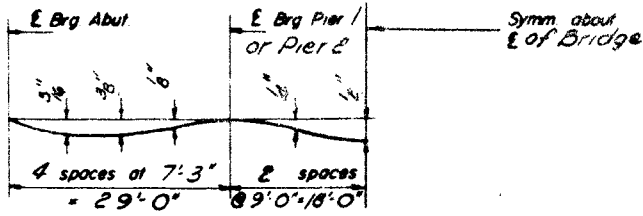
DESIGNED	<i>D. Antox all</i>
CHECKED	<i>F. Mercado</i>
DRAWN	<i>F. Mercado</i>
CHECKED	<i>F. Mercado</i>

EXAMINED	<i>SEPT. 20 1971</i>
PASSED	<i>W. E. Bauman</i>
APPROVED	<i>Richard H. Holtzman</i>

PIERS
NORTH BOUND LANES
FA I RT 55 SEC. 57-2 B
MC LEAN COUNTY
STA. 781+50

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

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13-115	57-2B	McLean	132	30
DATE: 8-1-65				



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

ALONG WEST GUTTER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	78102.148	-17.053	723.149	723.149
E. Brg.	78103.628	-17.078	723.150	723.150
1	78113.493	-17.225	723.152	723.182
2	78123.399	-17.333	723.156	723.176
Dier 1	78132.239	-17.402	723.161	723.161
3	78142.106	-17.447	723.177	723.198
4	78151.973	-17.458	723.195	723.227
5	78161.841	-17.453	723.214	723.227
Dier 2	78167.761	-17.402	723.227	723.227
6	78177.627	-17.323	723.264	723.271
7	78187.493	-17.210	723.271	723.301
E. Brg.	78196.372	-17.078	723.293	723.293
Bk. N. Abut.	78197.852	-17.053	723.297	723.297

W. EDGE OF PAVT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	78102.238	-11.596	723.433	723.433
E. Brg.	78103.715	-11.620	723.433	723.433
1	78113.562	-11.765	723.436	723.466
2	78123.409	-11.875	723.440	723.460
Dier 1	78132.273	-11.944	723.445	723.445
3	78142.121	-11.989	723.453	723.474
4	78151.970	-11.999	723.462	723.494
5	78161.818	-11.975	723.473	723.486
Dier 2	78167.727	-11.944	723.480	723.480
6	78177.576	-11.865	723.493	723.516
7	78187.423	-11.752	723.508	723.537
E. Brg.	78196.285	-11.620	723.522	723.522
Bk. N. Abut.	78197.762	-11.596	723.524	723.524

LOCAL TANGENT

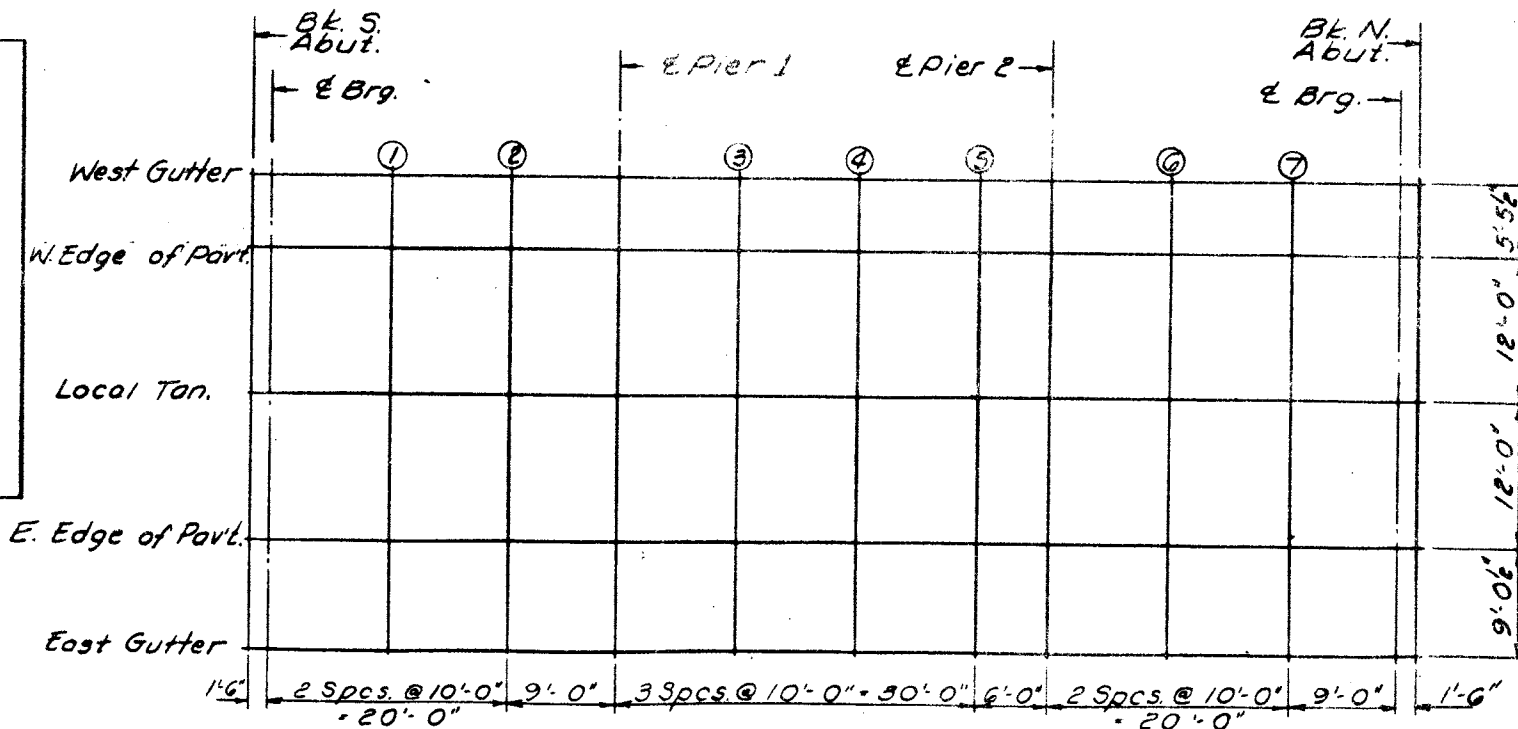
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	78102.434	0.403	724.057	724.057
E. Brg.	78103.905	0.378	724.058	724.058
1	78113.711	0.234	724.060	724.090
2	78123.518	0.125	724.064	724.084
Dier 1	78132.345	0.055	724.069	724.069
3	78142.153	0.011	724.056	724.077
4	78151.962	0.001	724.043	724.076
5	78161.770	0.025	724.033	724.046
Dier 2	78167.655	0.055	724.027	724.027
6	78177.462	0.136	724.016	724.041
7	78187.269	0.247	724.010	724.029
E. Brg.	78196.095	0.378	724.003	724.003
Bk. N. Abut.	78197.566	0.403	724.002	724.002

E. EDGE OF PAVT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	78102.629	12.401	724.002	724.002
E. Brg.	78104.094	12.377	724.003	724.003
1	78113.900	12.233	724.004	724.034
2	78123.707	12.124	724.008	724.008
Dier 1	78132.530	12.055	724.009	724.009
3	78142.338	12.011	724.000	724.001
4	78151.954	12.001	724.000	724.000
5	78161.727	12.025	724.000	724.000
Dier 2	78167.562	12.055	724.009	724.009
6	78177.350	12.136	724.000	724.000
7	78187.157	12.247	724.000	724.000
E. Brg.	78195.940	12.377	724.000	724.000
Bk. N. Abut.	78197.371	12.401	724.000	724.000

ALONG EAST GUTTER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	78102.774	21.441	725.152	725.152
E. Brg.	78104.235	21.417	725.152	725.152
1	78113.971	21.274	725.154	725.185
2	78123.708	21.164	725.158	725.179
Dier 1	78132.472	21.097	725.164	725.164
3	78142.210	21.053	725.078	725.099
4	78151.948	21.042	724.995	725.027
5	78161.696	21.066	724.913	724.925
Dier 2	78167.528	21.097	724.864	724.864
6	78177.266	21.175	724.783	724.806
7	78187.003	21.287	724.703	724.733
E. Brg.	78195.765	21.417	724.682	724.682
Bk. N. Abut.	78197.226	21.441	724.628	724.628



NOTE: Elevations are at Top of Class I

DESIGNED: [Signature]
CHECKED: [Signature]
DRAWN: P.G. Barnett
EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]

SEPT 20 1965

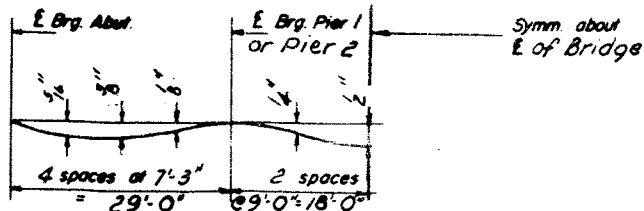
PLAN

NORTH BOUND LANE
TOP OF CLASS I ELEVATIONS
F.A.I. RT. 55 SEC. 57-2 B
MCLEAN COUNTY
STA. 781+50.00

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

PROJECT NO.	DISTRICT	COUNTY	TOTAL SHEETS	SHEET NO.
E-55	57-2B	MCLEAN	132	31
FIELD ROAD DIST. NO. 7		ILLINOIS	FIELD NO. PROJECT	

SHEET NO. 10
13 SHEETS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

ALONG WEST GUTTER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S Abut	78100.157	-21.036	721.692	721.692
E Brg	78101.698	-21.062	721.692	721.692
1	78111.974	-21.213	721.695	721.725
2	78122.291	-21.328	721.699	721.720
Pier 1	78131.300	-21.400	721.705	721.705
3	78141.778	-21.447	721.784	721.805
4	78152.056	-21.456	721.873	721.906
5	78162.333	-21.432	721.964	721.977
Pier 2	78168.500	-21.400	722.019	722.019
6	78178.777	-21.318	722.112	722.135
7	78189.054	-21.199	722.207	722.236
E Brg	78198.302	-21.062	722.293	722.293
Bk. N. Abut	78199.643	-21.036	722.307	722.307

W. EDGE OF PAV'T.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S Abut	78100.326	-11.580	722.184	722.184
E Brg	78101.862	-11.605	722.184	722.184
1	78112.103	-11.755	722.187	722.217
2	78122.344	-11.870	722.191	722.212
Pier 1	78131.563	-11.942	722.197	722.197
3	78141.806	-11.989	722.263	722.284
4	78152.049	-11.999	722.336	722.368
5	78162.292	-11.974	722.412	722.424
Pier 2	78168.437	-11.942	722.457	722.457
6	78178.680	-11.860	722.539	722.558
7	78188.922	-11.742	722.614	722.643
E Brg	78198.138	-11.605	722.686	722.686
Bk. N. Abut	78199.674	-11.580	722.698	722.698

LOCAL TANGENT

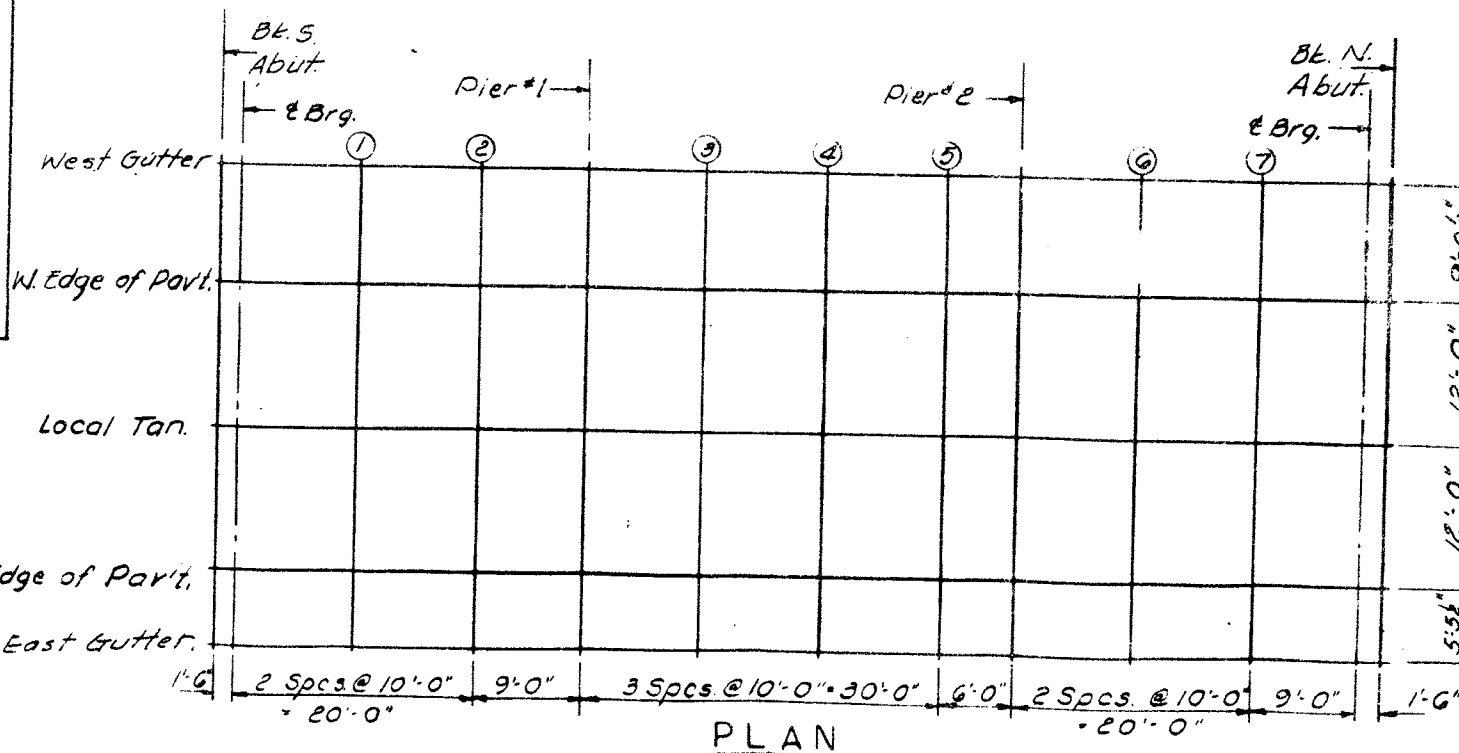
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S Abut	78100.538	0.419	722.808	722.908
E Brg	78102.067	0.393	722.809	722.809
1	78112.264	0.264	722.811	722.841
2	78122.463	0.130	722.815	722.836
Pier 1	78131.641	0.058	722.821	722.821
3	78141.841	0.011	722.866	722.887
4	78152.040	0.001	722.917	722.950
5	78162.239	0.026	722.970	722.983
Pier 2	78168.359	0.058	723.002	723.002
6	78178.557	0.140	723.057	723.080
7	78188.755	0.257	723.112	723.141
E Brg	78197.933	0.393	723.161	723.161
Bk. N. Abut	78199.462	0.419	723.176	723.170

E. EDGE OF PAV'T.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S Abut	78100.246	12.617	723.432	723.432
E Brg	78102.271	12.392	723.433	723.433
1	78112.425	12.293	723.435	723.465
2	78122.580	12.129	723.439	723.460
Pier 1	78131.719	12.057	723.445	723.455
3	78141.875	12.011	723.452	723.473
4	78152.031	12.001	723.462	723.490
5	78162.187	12.026	723.473	723.496
Pier 2	78168.261	12.057	723.481	723.481
6	78178.436	12.136	723.495	723.510
7	78188.590	12.256	723.507	723.535
E Brg	78197.720	12.380	723.519	723.519
Bk. N. Abut	78199.252	12.417	723.521	723.521

ALONG EAST GUTTER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S Abut	78100.836	17.458	723.695	723.695
E Brg	78102.356	17.433	723.695	723.695
1	78112.492	17.284	723.697	723.728
2	78122.629	17.171	723.702	723.722
Pier 1	78131.752	17.099	723.707	723.707
3	78141.890	17.053	723.697	723.718
4	78152.028	17.042	723.688	723.721
5	78162.165	17.067	723.681	723.694
Pier 2	78168.248	17.099	723.677	723.677
6	78178.385	17.180	723.671	723.694
7	78188.522	17.297	723.666	723.695
E Brg	78197.644	17.433	723.661	723.661
Bk. N. Abut	78199.164	17.458	723.660	723.660



NOTE: Elevations are at Top of Class I.

DESIGNED: P. Barnett
CHECKED: J. Barnett
DRAWN: P.G. Barnett
CHECKED: J. Barnett

EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]

SEP 20 1971

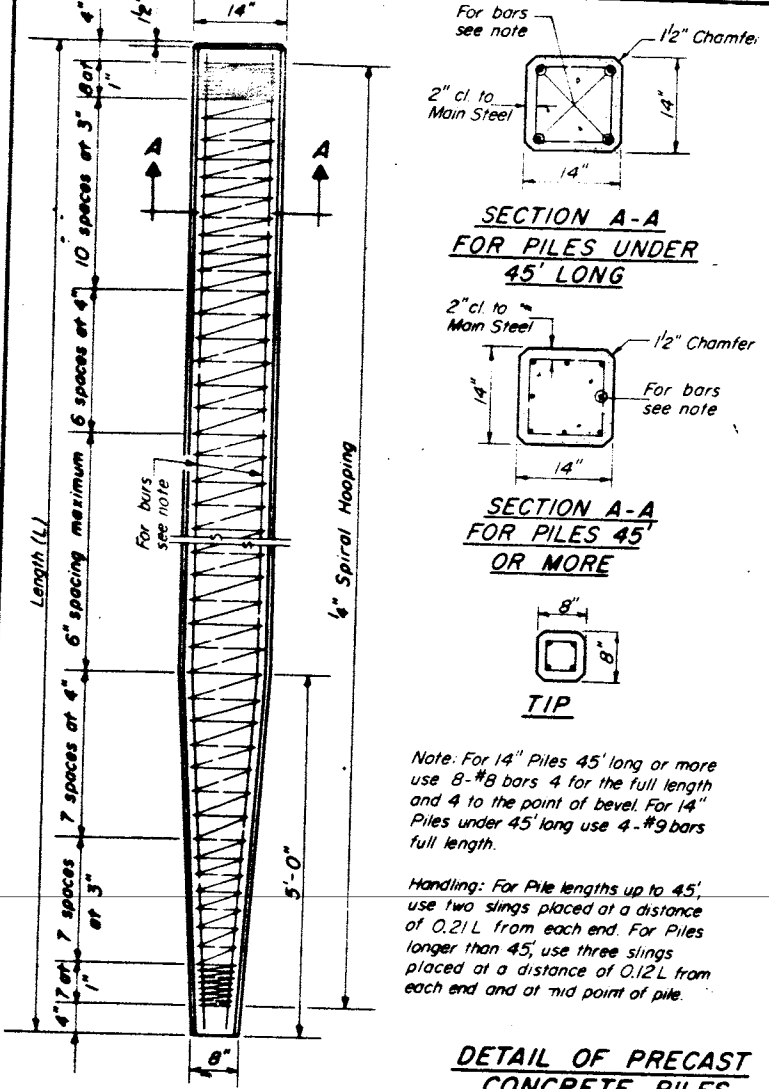
E-S 8-1-65

SOUTH BOUND LANE
TOP OF CLASS I ELEVATIONS
F.A.I. RT. 55 SEC. 57-2 B
MCLEAN COUNTY
STA. 781+50.00

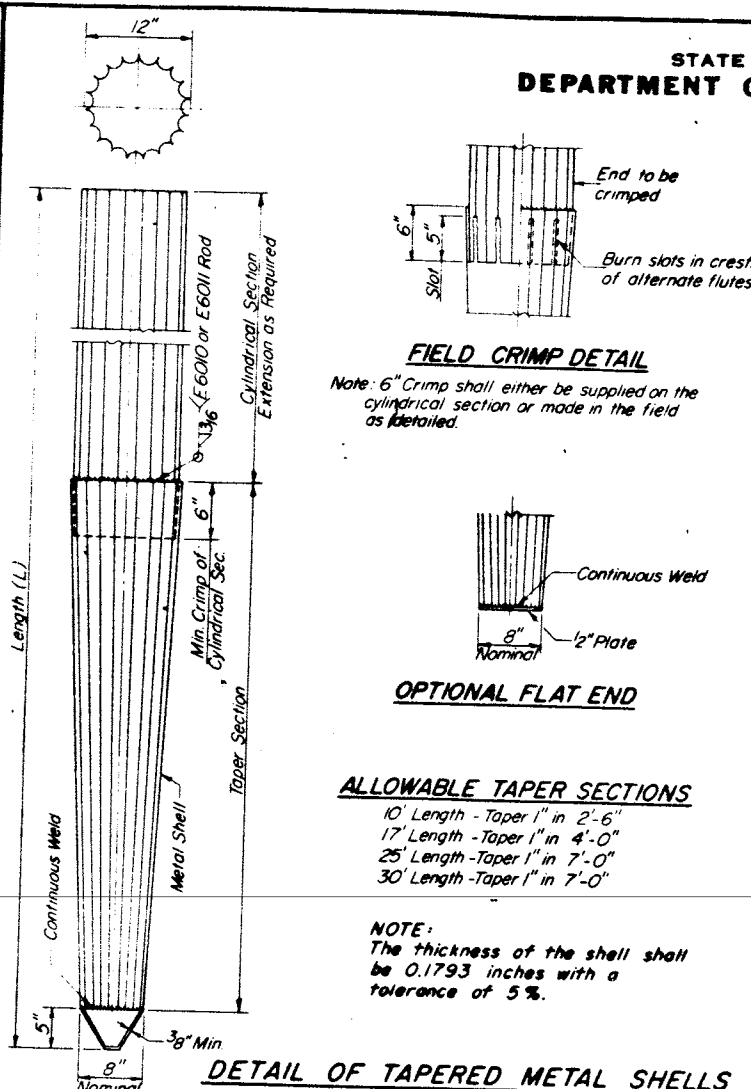
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE	REVISION	QUANTITY	TOTAL SHEETS	SHEET NO.
11-55	57-2B	McLean	132	32
FOR ROAD DIST. NO. 1		ILLINOIS	FOR AID PROJECT	

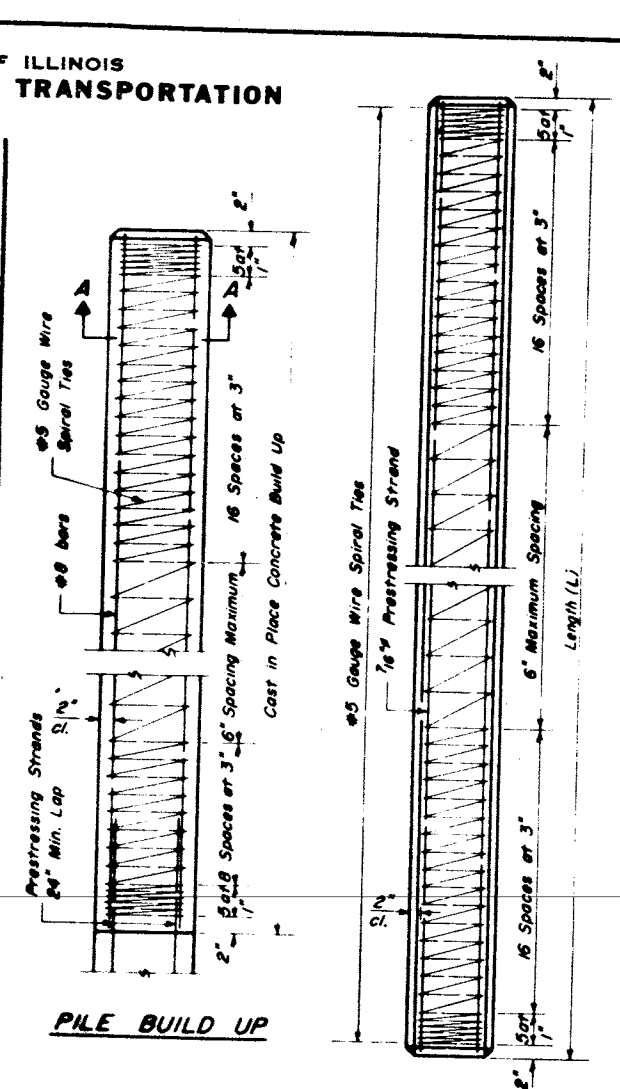
SHEET NO. 11
13 SHEETS



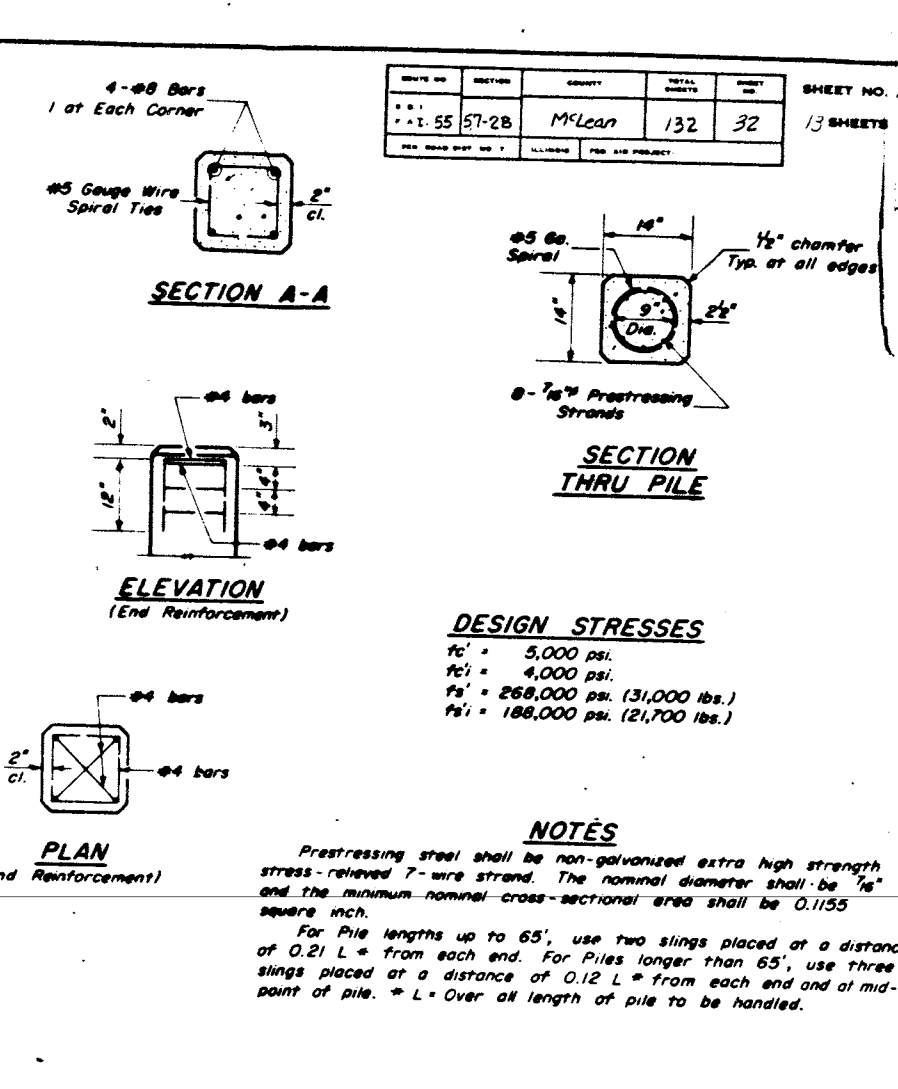
DETAIL OF PRECAST CONCRETE PILES



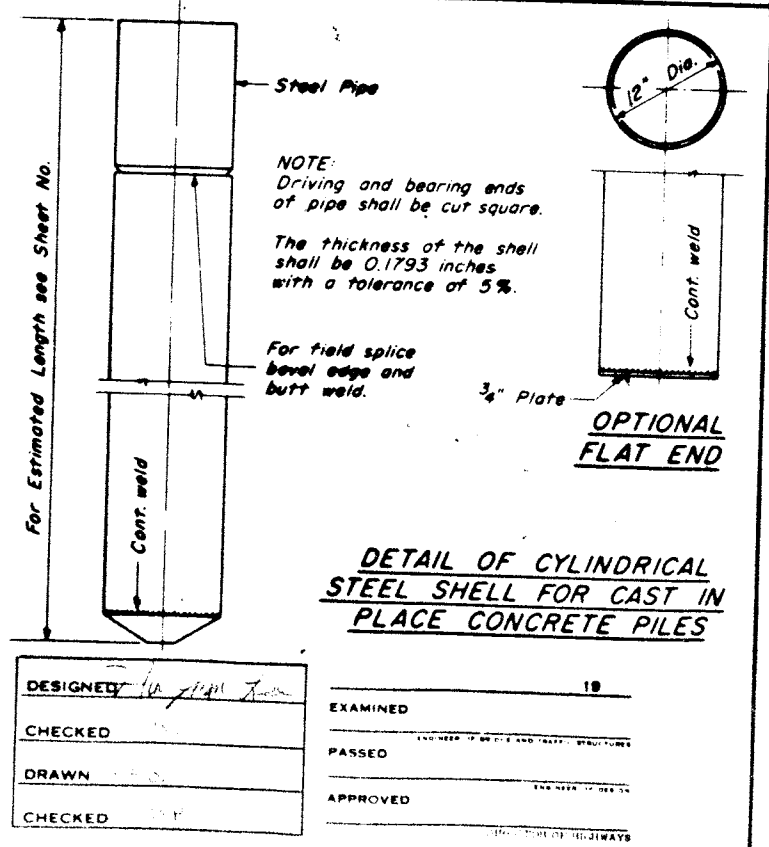
DETAIL OF TAPERED METAL SHELLS FOR CAST IN PLACE CONCRETE PILES



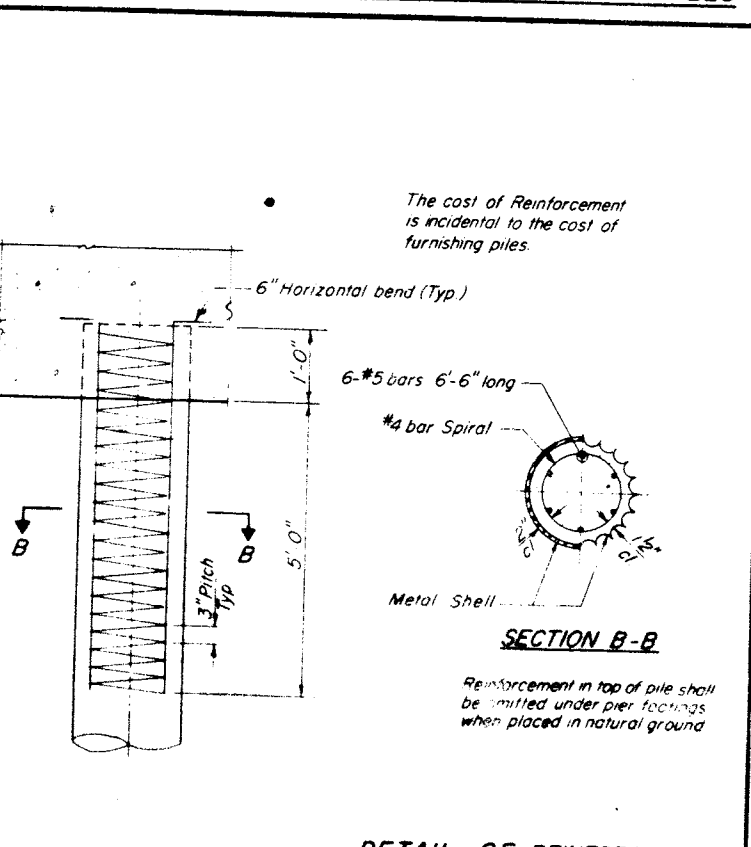
PILE PLAN



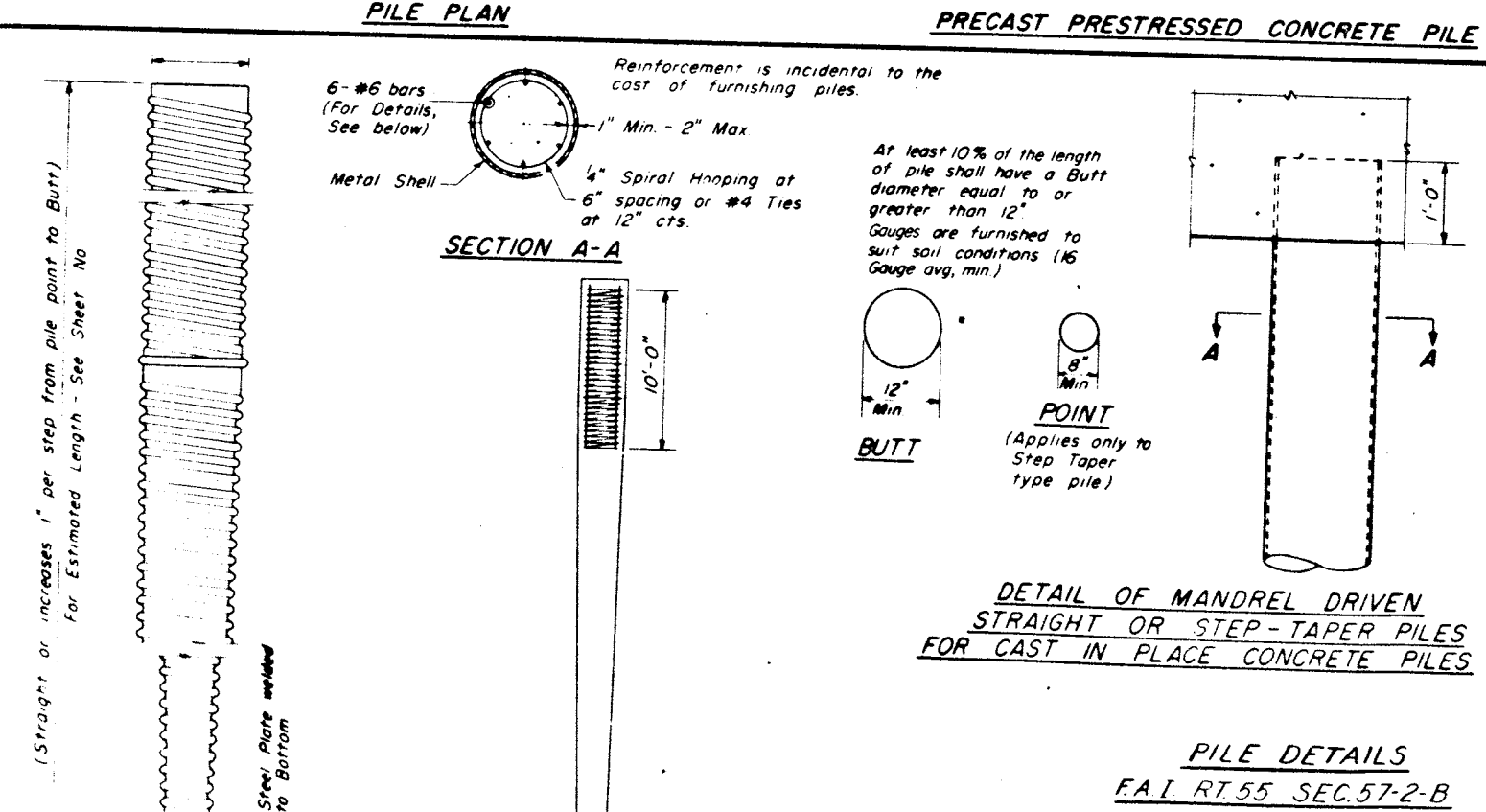
PRECAST PRESTRESSED CONCRETE PILE



DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES



DETAIL OF REINFORCEMENT FOR METAL SHELLS



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

PILE REINFORCEMENT

PILE DETAILS
F.A.I. RT.55 SEC.57-2-B
MCLEAN COUNTY
STA. 781+50

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	57-2B	McLean	132	33
FED. ROAD DIST. NO. 7				

SHEET NO. 12
13 SHEETS

Boring No. 1 Station 781+03 Offset 67' L. & C.				Surface Water El. _____ Groundwater El. at Wash Water Completion (-0') Boring _____ After 24 Hours -2.5'								
Elevation	N	Qu(t/sf)	w(%)	Recovery	Elevation	N	Qu(t/sf)	w(%)	Recovery			
Ground Surface 715.4					-20							
DARK BROWN SILTY CLAY, w/TR. S&F. SAND & FINE GRAVEL (MOIST, STIFF)					694.9							
712.4		152.0	21	50		79	-	-	N.S.			
DARK BROWN SILTY CLAY (STIFF, V. WET)												
-5		5	1.46	37	50							
FREE WATER ∇ 709.9					(HARD, DAMP)	-25	89	6.1	15	15		
BROWN SAND GREY SAND, SILTY (DENSE)												
30		-	-	50	(HARD, DAMP)							
(MEDIUM) 705.4 -10		15	-	-	50	(HARD, DAMP)	685.4	-30	242	12.5	11	100
GREY SAND, w/TR. FINE GRAVEL (MEDIUM)					END OF EXPLORATION							
16		-	-	50								
(DENSE)	-15	35	-	-	50							
(DENSE)	32	-	-	100								
(V. DENSE)	-20	76	-	-	5							

Boring No. 2 Station 781+15 Offset 46' L. & C.				Surface Water El. _____ Groundwater El. at Wash Water Completion (-0') (Water Used) _____ After 24 Hours -3.0'							
Elevation	N	Qu(t/sf)	w(%)	Recovery	Elevation	N	Qu(t/sf)	w(%)	Recovery		
Ground Surface 715.4					-20						
DARK BROWN SILTY CLAY w/TR. SAND & FINE GRAVEL (V. STIFF, MOIST)											
713.4		8	E								
GREY-BROWN SILTY CLAY (MEDIUM, V. WET)						111	-	-	N.S.		
13		1.0	0	28	5						
∇ FREE WATER 710.4 -5					(HARD, DAMP)	690.4	-25	340	2.5	11	100
BROWN SILTY CLAY LOAM (MEDIUM)					END OF EXPLORATION						
709.4											
BROWN SAND w/FINE TO MED. GRAVEL, SILTY (MEDIUM)											
26		-	-	100							
706.4											
GREY FINE SAND (MEDIUM)											
705.4 -10		15	-	-	100						
GREY SAND w/TR. GRAVEL (MEDIUM)											
26		-	-	N.S.							
(DENSE)	-15	36	-	-	100						
(DENSE)	43	-	-	100							
696.4											
GREY CLAY LOAM w/TR. GRAVEL (STIFF)											
20		14	-	-	N.S.						

Boring No. 4 Station 781+98 Offset 46' L. & C.				Surface Water El. _____ Groundwater El. at Wash Water Completion (-4.0') Used _____ After 24 Hours -4.0'							
Elevation	N	Qu(t/sf)	w(%)	Recovery	Elevation	N	Qu(t/sf)	w(%)	Recovery		
Ground Surface 714.9					-20						
BLACK SILTY CLAY w/TR. SAND & FINE GRAVEL											
713.9											
DARK BROWN SILTY CLAY w/TR. SAND & FINE TO MED. GRAVEL (V. STIFF, MOIST)											
18		1.0	24	20	(HARD, DAMP)	90	E	2.5	10	100	
FREE WATER ∇ 710.9											
BROWN SAND & FINE TO MED. GRAVEL (V. LOOSE)											
3		-	-	50	(HARD)	-25	102	-	-	N.S.	
(DENSE)	36	-	-	100	(HARD, DAMP)	686.9	E	11.0	2.5	12	5
705.4					END OF EXPLORATION						
GREY SAND & FINE TO -10 MED. GRAVEL (SILTY) (DENSE)											
43		-	-	100							
(MEDIUM)	27	-	-	100							
(MEDIUM)	-15	27	-	-	00						
(DENSE)	43	-	-	30							
694.9 -20		9	-	-	N.S.						
GREY CLAY LOAM w/TR. GRAVEL (HARD)											

Boring No. 3 Station 781+74 Offset 67' L. & C.				Surface Water El. _____ Groundwater El. at Wash Water Completion (-0') Used for Boring _____ After 24 Hours -1.0'							
Elevation	N	Qu(t/sf)	w(%)	Recovery	Elevation	N	Qu(t/sf)	w(%)	Recovery		
Ground Surface 714.7					-20						
BLACK SILTY CLAY w/TR. SAND & FINE GRAVEL											
713.2											
BROWN SILTY CLAY, MOTTLED (STIFF, WET)											
14		3.1	26	100	(HARD, DAMP)	145	E	2.5	12	80	
(SOFT, V. WET) FREE WATER ∇ 709.7 -5					(HARD)	-25	58	-	-	N.S.	
GREY SAND w/FINE TO MED. GRAVEL, SILTY (DENSE)											
32		-	-	100	(HARD, DAMP)	687.2	B	84	5.3	13	100
END OF EXPLORATION											
(MEDIUM)	-10	20	-	-	100						
(MEDIUM)	19	-	-	100							
(MEDIUM)	-15	23	-	-	100						
698.7											
GREY CLAY LOAM w/TR. GRAVEL (V. STIFF, DAMP)											
29		8.97	11	100							
(HARD)	-20	44	-	-	N.S.						

DESIGNED *[Signature]*
CHECKED *[Signature]*
DRAWN *[Signature]*
CHECKED *[Signature]*

EXAMINED *[Signature]* SEP 20 1971
PASSED *[Signature]*
APPROVED *[Signature]*

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

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

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

BORINGS
FAL. RT. 55 SEC. 57-2B
MCLEAN COUNTY
STA. 781+50

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	57-2B	McLean	132	34
SHEETS				

Boring No. 5 Station 781+04 Offset 35' Rt. C				Surface Water El. _____ Groundwater El. at Completion -5.0' After 24 Hours -5.0'					
Elevation	N	Qu(t/sf)	w(%)	Recovery	Elevation	N	Qu(t/sf)	w(%)	Recovery
Ground Surface 716.0	0				-20				
DARK BROWN SILTY CLAY w/TR. SAND & FINE GRAVEL (DRY)			9	A.S.	694.5				
713.5									
BROWN SILTY CLAY, MOTTLED (V. STIFF, WET)	22		30	A.S.	884.0	14	5		
-5					-25				
(MEDIUM, V. WET)	6	B	32	75	(HARD, DAMP)	690.0	107	104	14 A.S.
709.5									
GREY-BROWN SAND w/FINE TO MED. GRAVEL (MEDIUM)					END OF EXPLORATION				
FREE WATER ELEV. 709.0	28			100					
-10									
(MEDIUM)	24			100					
703.5									
GREY CLAY LOAM w/TR. SAND & GRAVEL (HARD, DRY)	53	B	9	100					
701.0	-15								
GREY SAND (DENSE)				50					
(DENSE)	31			50					
-20									
(MEDIUM)	18			50					

Boring No. 6 Station 781+25 Offset 42' Rt. C				Surface Water El. _____ Groundwater El. at Completion -3.6' After 24 Hours -3.0'					
Elevation	N	Qu(t/sf)	w(%)	Recovery	Elevation	N	Qu(t/sf)	w(%)	Recovery
Ground Surface 714.1	0				-20				
BLACK SILTY CLAY w/TR. FINE TO COARSE SAND (MEDIUM, WET)									
711.6	8	B	27	50	(HARD, DAMP)	148	10	50	
GREY-BROWN SILTY CLAY (STIFF, WET)									
709.1					-25				
FREE WATER ELEV. 709.1	11	B	26	50	(HARD)	689.1	-25		N.S.
BROWN TO GREY SAND, FINE TO COARSE w/TR. FINE TO MED. GRAVEL (SILTY) (MEDIUM)					END OF EXPLORATION				
705.1									
GREY CLAY LOAM w/TR. SAND & MED. GRAVEL (HARD, MOIST)	10	B	15	100					
702.1	22								
GREY SAND, FINE TO COARSE (DENSE)				100					
(DENSE)	-15			100					
(DENSE)	32			50					
694.5	14	B							
GREY CLAY LOAM w/TR. SAND & GRAVEL (HARD, DAMP)	31	B	12	100					

Boring No. 7 Station 781+67 Offset 31' Rt. C				Surface Water El. _____ Groundwater El. at Wash Water Completion -0' Used for Drilling After 24 Hours -2.5'					
Elevation	N	Qu(t/sf)	w(%)	Recovery	Elevation	N	Qu(t/sf)	w(%)	Recovery
Ground Surface 714.0	0				-20				
BLACK SILTY CLAY (MED., V. WET)	712.5	4	34						
BROWN SILTY CLAY (V. STIFF, WET)	16	B	27	50	(HARD)	86			N.S.
FREE WATER ELEV. 710.0									
BROWN SAND & FINE TO MED. GRAVEL (MEDIUM)	16			80	(HARD)	-25	77		N.S.
708.5									
GREY SAND w/TR. GRAVEL (DENSE)					(HARD)	119			N.S.
(DENSE)	31			100	(DAMP)	686.0	125	12	A.S.
END OF EXPLORATION									
(MEDIUM)	-10			100					
(MEDIUM)	22			100					
(MEDIUM)	-15			100					
698.0									
GREY CLAY LOAM w/TR. GRAVEL (V. STIFF, DAMP)									
(HARD, MOIST)	-20			80					

Boring No. 8 Station 782+02 Offset 40' Rt. C				Surface Water El. _____ Groundwater El. at Wash Water Completion -0' Used for Drilling After 24 Hours -2.2'					
Elevation	N	Qu(t/sf)	w(%)	Recovery	Elevation	N	Qu(t/sf)	w(%)	Recovery
Ground Surface 715.5	0				-20				
DARK BROWN SILTY CLAY w/TR. SAND (MOIST)									
714.0					GREY CLAY LOAM				
BLACK SILTY CLAY w/TR. SAND (MOIST, V. STIFF)	8	B	24	100	(HARD)	78			N.S.
BROWN SILTY CLAY, (STIFF, WET)									
(MEDIUM, V. WET)	-5				-25				
FREE WATER ELEV. 710.0	6	B	31	100	(HARD)				N.S.
BROWN SAND & FINE TO MED. GRAVEL (SILTY) (MEDIUM)					(HARD, DAMP)	66	11		
707.5	26			100					
GREY SAND w/TR. GRAVEL (DENSE)					(HARD)				N.S.
(DENSE)	-10			100					
(MEDIUM)	27			100	(HARD)				N.S.
(DENSE)	-15			100	(HARD, MOIST)	680.0	46	16	A.S.
END OF EXPLORATION									
(MEDIUM)	18			N.S.					
(MEDIUM)	-20			N.S.					

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

Qu-Unconfined Compressive
Strength - 1/sf
w-Water Content - percentage
of oven dry weight - %

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

DESIGNED	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>
DRAWN	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>

SEPT 20 1971

EXAMINED	<i>[Signature]</i>
PASSED	<i>[Signature]</i>
APPROVED	<i>[Signature]</i>

BORINGS
FAI RT. 55 SEC. 57-2B
MCLEAN COUNTY
STA. 781+50