02-27-2026 LETTING ITEM 037

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	1
	ILLINOIS	CONTRACT NO. 70F77		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAI ROUTE 55 (I-55) - OVER US RT. 136
SECTION (57-10HB)BR-1
PROJECT NHPP-G5LI (733)
BRIDGE DECK REPLACEMENT SN 057-0154 & 0155
MCLEAN COUNTY

C-95-013-22

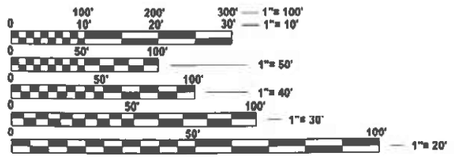
FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITES, SEE SHEET NOS. 3-10

DESIGN DESIGNATION F.A.I. 55 N/A
DESIGN DESIGNATION US 136 N/A

CURRENT TRAFFIC FOR F.A.I. 55
2024 ADT = 11,400 (SB), 10,700 (NB)
P.U.% = 63.8 (SB), 63.1 (NB)
M.U.% = 2.9 (SB), 3.3 (NB)
S.U.% = 33.3 (SB), 33.6 (NB)

CURRENT TRAFFIC FOR US. 136
2024 ADT = 4,300
P.U.% = 64.0
M.U.% = 14.5
S.U.% = 21.5

TOWNSHIP: MOUNT HOPE



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.

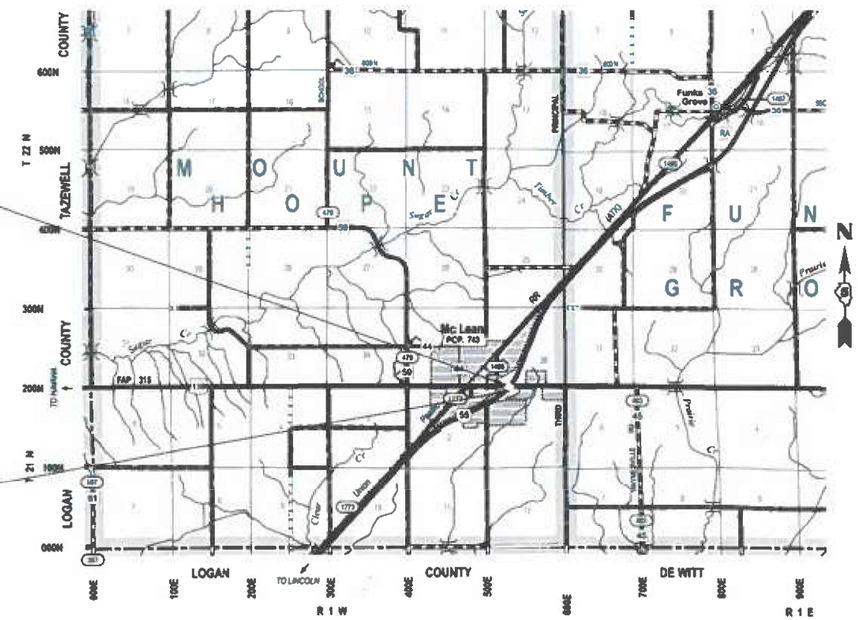
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER JASON STULTS, P.E.
PROJECT MANAGER JASON GOBLE
PHONE: (217) 466-7281

CONTRACT NO. 70F77

BRIDGE DECK REPLACEMENT
EXISTING S.N. 057-0154 (S.B.) OVER US 136
STA. 753+54.41
150' - 3 1/2" BACK TO BACK OF ABUTMENTS
219' - 7 1/2" BACK TO BACK APPROACH BENT

BRIDGE DECK REPLACEMENT
EXISTING S.N. 057-0155 (N.B.) OVER US 136
STA. 753+54.41
150' - 3 1/2" BACK TO BACK OF ABUTMENTS
216' - 6" BACK TO BACK APPROACH BENT



GROSS LENGTH = 950.00 FT. = 0.180 MILE
NET LENGTH = 950.00 FT. = 0.180 MILE

FEHR GRAHAM
RICHARD J. DOTSON
DATE: 9/25/2025
SIGNATURE AND SEAL APPLIES TO DRAWING(S): PAGES 1-34, 108-134
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS — RICHARD J. DOTSON — 062-053797
LICENSE EXPIRES: 11/30/2025
E.P.A. 11/30/2026

P-95-001-22

LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 10/17 20 25
Kensil A. Burnett
REGIONAL ENGINEER
January 23 20 26
ENGINEER OF DESIGN AND ENVIRONMENT
January 23 20 26
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

LIST OF HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
542401-04	METAL FLARED END SECTION FOR PIPE CULVERTS
610001-09	SHOULDER INLET WITH CURB
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-13	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
642001-03	SHOULDER RUMBLE STRIPS, 16 IN.
667101-02	PERMANENT SURVEY MARKERS
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-12	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701406-13	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS >/= 45 MPH

DISTRICT 5 STANDARDS

7800BBBB-6IN	PAVEMENT MARKING (INTERSTATE & MULTI-LANE APPLICATIONS)
X7200201	WIDTH RESTRICTION SIGNING
X032AAAA	REAL-TIME TRAFFIC CONTROL SYSTEM
Z2700001	TEMPORARY RUMBLE STRIPS (SPECIAL)

GENERAL NOTES

G.N.-100B
MICROSTATION AND GEOPAK FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR AFTER CONTRACT AWARD. IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.

G.N.-105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

G.N.-406H

MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

Location	I-55	I-55	I-55	I-55
Mixture Use	Polymer Mainline Surface	Incidental Temporary Roadway Incidental	HMA Shoulders Pre-stage, Stage I, Stage II Binder (2.5")	HMA Shoulders Pre-stage, Stage I, Stage II, Stage III Surface (1.5") and (2")
AC/PG	SBS PG 70-22	PG 64-22	SBS PG 70-22	SBS PG 70-22
Design Air Voids	4.0% @ Ndes=90	4.0% @ Ndes=50	4.0% @ Ndes=70	4.0% @ Ndes=70
Mix Comp(Gradation)	IL 9.5	IL 9.5	IL 19.0	IL 9.5
Friction Aggregate	Mix E	Mix C	N.A.	Mix C
Mixture Weight	112	112	112	112
Quality Management Program	QC/QA	QC/QA	QC/QA	QC/QA
Sublot Size	3000	3000	3000	3000
Material Transfer Device (Required ?)	NO	NO	NO	NO

G.N.-703A
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (TACK COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G.N.-781
THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITES

BITUMINOUS MATERIALS (TACK COAT) ON MILLED / PCC BASES	0.05	LBS / SQ FT
BITUMINOUS MATERIALS (TACK COAT) ON HMA LIFTS	0.025	LBS / SQ FT
HMA RESURFACING	112	LBS / SQ YD / IN
BITUMINOUS MATERIALS (FOG COAT)	0.08	LBS / SQ FT

COMMITMENTS

NONE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED / 10% STATE F.A.I. 55 RURAL INTERSTATE 0013 SN 057-0154 SB SN 057-0155 NB
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25
20400800	FURNISHED EXCAVATION	CU YD	41	41
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	734	734
25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	14	14
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	14	14
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	14	14
25100115	MULCH, METHOD 2	ACRE	0.25	0.25
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	15	15
28000305	TEMPORARY DITCH CHECKS	FOOT	60	60
28000400	PERIMETER EROSION BARRIER	FOOT	180	180
28200200	FILTER FABRIC	SQ YD	59	59
28300400	AGGREGATE DITCH	TON	41	41
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	505	505

* DENOTES SPECIALITY ITEM

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -
	DRAWN - KRS	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-55 OVER US. 136

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	3
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED / 10% STATE F.A.I. 55 RURAL INTERSTATE 0013 SN 057-0154 SB SN 057-0155 NB
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	3060	3060
40600370	LONGITUDINAL JOINT SEALANT	FOOT	3664	3664
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	889	889
40600990	TEMPORARY RAMP	SQ YD	648	648
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	228	228
40604052	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70	TON	137	137
40604174	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N90	TON	274	274
42000060	WELDED WIRE REINFORCEMENT	SQ YD	333	333
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	575	575
42001300	PROTECTIVE COAT	SQ YD	575	575
44000100	PAVEMENT REMOVAL	SQ YD	726	726
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	3380	3380
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	64	64
48203100	HOT-MIX ASPHALT SHOULDERS	TON	138	138

* DENOTES SPECIALITY ITEM

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-55 OVER US. 136

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	4
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED / 10% STATE F.A.I. 55 RURAL INTERSTATE 0013 SN 057-0154 SB SN 057-0155 NB
50102400	CONCRETE REMOVAL	CU YD	58	58
50104701	REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	1	1
50104702	REMOVAL OF EXISTING CONCRETE DECK NO. 2	EACH	1	1
50157300	PROTECTIVE SHIELD	SQ YD	860	860
50200100	STRUCTURE EXCAVATION	CU YD	281	281
50300225	CONCRETE STRUCTURES	CU YD	143.7	143.7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	751.1	751.1
50300300	PROTECTIVE COAT	SQ YD	2905	2905
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	233.5	233.5
50400805	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 36 IN.	FOOT	504	504
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	3860	3860
50500505	STUD SHEAR CONNECTORS	EACH	8712	8712
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	275770	275770
50800515	BAR SPLICERS	EACH	1943	1943

* DENOTES SPECIALITY ITEM

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PLOT DATE = 10/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-55 OVER US. 136

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	5
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

REV. 12/3/25

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED / 10% STATE F.A.I. 55 RURAL INTERSTATE 0013 SN 057-0154 SB SN 057-0155 NB
51500100	NAME PLATES	EACH	2	2
52000110	PREFORMED JOINT STRIP SEAL	FOOT	215	215
52200010	TEMPORARY SHEET PILING	SQ FT	520	520
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	62	62
54210182	PIPE ELBOW, 12"	EACH	4	4
54261712	STEEL FLARED END SECTIONS 12"	EACH	2	2
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	248	248
58700300	CONCRETE SEALER	SQ FT	2479	2479
59000200	EPOXY CRACK INJECTION	FOOT	17	17
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	134	134
60106500	PIPE DRAINS, BITUMINOUS COATED CORRUGATED STEEL 12"	FOOT	161	161
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	286	286
60500060	REMOVING INLETS	EACH	4	4
61000050	CONCRETE THRUST BLOCKS	EACH	4	4

* DENOTES SPECIALITY ITEM

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-55 OVER US. 136

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	6
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

REV. 12/3/25

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED / 10% STATE F.A.I. 55 RURAL INTERSTATE 0013 SN 057-0154 SB SN 057-0155 NB
	61000335	TYPE G INLET BOX, STANDARD 610001	EACH	2	2
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	925	925
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6	6
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4
	63200310	GUARDRAIL REMOVAL	FOOT	2025	2025
	64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	3671	3671
	64300240	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9
	67100100	MOBILIZATION	L SUM	1	1
	70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	2	2
	70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2	2
	70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1

* DENOTES SPECIALITY ITEM

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-55 OVER US. 136

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	7
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

REV. 11/3/25

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED / 10% STATE F.A.I. 55 RURAL INTERSTATE 0013 SN 057-0154 SB SN 057-0155 NB
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10
	70107007	PAVEMENT MARKING BLACKOUT TAPE, 7"	FOOT	3946	3946
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	864	864
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	6884	6884
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	13475	13475
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1300	1300
	70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	444	444
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1300	1300
	70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2
	70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
*	78008330	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"	FOOT	3610	3610
*	78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	3610	3610
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	47	47

* DENOTES SPECIALITY ITEM

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PLOT DATE = 10/15/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-55 OVER US. 136

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	8
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

REV. 11/3/25

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED / 10% STATE F.A.I. 55 RURAL INTERSTATE 0013 SN 057-0154 SB SN 057-0155 NB
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	24	24
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	47	47
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	3183	3183
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1478	1478
	X5051204	STRUCTURAL STEEL REMOVAL	POUND	1500	1500
	X5060601	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1
	X5060602	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1	1
	X5080530	BAR TERMINATORS	EACH	120	120
	X5110310	SLOPE WALL REPAIR	SQ YD	104	104
	X5110312	SLOPE WALL SLURRY PUMPING	CU YD	19	19
	X5230174	DRAINAGE SCUPPERS, DS-11	EACH	4	4
	X5427602	REMOVE EXISTING FLARED END SECTION	EACH	3	3
	X5509912	ABANDON EXISTING CULVERT	EACH	4	4
	X7010118	TEMPORARY RUMBLE STRIPS (SPECIAL)	EACH	16	16

* DENOTES SPECIALITY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-55 OVER US. 136

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	9
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

REV. 12/3/25 REV. 11/3/25

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 90% FED / 10% STATE F.A.I. 55 RURAL INTERSTATE 0013 SN 057-0154 SB SN 057-0155 NB
*	X7011854	REAL-TIME TRAFFIC CONTROL CENTRAL BASE UNIT	CAL MO	7	7
*	X7011860	REAL-TIME TRAFFIC CONTROL WARNING SIGN	CAL MO	56	56
*	X7011862	REAL-TIME TRAFFIC MONITORING SENSOR UNIT	CAL MO	112	112
	X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1
	Z0003500	BEAM STRAIGHTENING	EACH	1	1
	Z0003615	REMOVAL OF EXISTING CONCRETE I-BEAM	EACH	16	16
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	356	356
	Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1
	Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1	1
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2402	2402
	Z0038700	PERMANENT BENCH MARKS	EACH	2	2
Ø	Z0076600	TRAINEES	HOUR	1,000	1,000
Ø	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1,000	1,000

* DENOTES SPECIALITY ITEM Ø 0042

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -
	DRAWN - KRS	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-55 OVER US. 136

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	10
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

REV. 11/21/25 REV. 11/3/25

MODEL: Default
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CAD\403 Plans\D570F77_Sht_SOQ8.dgn

				CONSTR. CODE 90% FED / 10% STATE F.A.I. 55 RURAL INTERSTATE 0013 SN 057-0154 SB SN 057-0155 NB
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	

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* DENOTES SPECIALITY ITEM

PAVEMENT - REMOVAL

LOCATION								44000165 HOT-MIX ASPHALT SURFACE REMOVAL, 4"	X4401198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	44000100 PAVEMENT REMOVAL	Z0004552 APPROACH SLAB REMOVAL	40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	40600990 TEMPORARY RAMP
STAGE	BOUND	STATION	TO	STATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
PRE	SOUTH	747+25	TO	751+79.94	454.94	16	7279.04	808.78					
		754+23.28	TO	759+25	501.72	16	8027.52	891.95					
	NORTH	747+87	TO	752+85.86	498.86	16	7981.76	886.86					
		755+14.46	TO	759+60	445.54	16	7128.64	792.07					
1	SOUTH	751+22.1	APPROACH CONNECTOR		13.00	16	208						23.1
	SOUTH	754+74.82	APPROACH CONNECTOR		13.00	16	208						23.1
	NORTH	752+32.66	APPROACH CONNECTOR		13.00	16	208						23.1
	NORTH	755+63.81	APPROACH CONNECTOR		13.00	16	208						23.1
2	SOUTH	751+22.1	APPROACH CONNECTOR		13.00	16	208						23.1
	SOUTH	754+74.82	APPROACH CONNECTOR		13.00	16	208						23.1
	NORTH	752+32.66	APPROACH CONNECTOR		13.00	16	208						23.1
	NORTH	755+63.81	APPROACH CONNECTOR		13.00	16	208						23.1
1 & 2	SOUTH	751+22.12	TO	751+88	65.88	40	1817			202			
	SOUTH	754+18.	TO	754+75	56.98	40	1529			170			
	SOUTH	751+88	TO	752+08	20	40	800				88.89		
	SOUTH	753+98	TO	754+18	20	40	800				88.89		
	NORTH	752+33	TO	752+91	58.19	40.00	1630.00			181			
	NORTH	755+10	TO	755+64	53.96	40.00	1553.00			173			
	NORTH	752+91	TO	753+11	20	40	800.00				88.89		
	NORTH	754+90	TO	755+10	20	40	800.00				88.89		
3	SOUTH	749+50	BUTT JOINT		13	40	520						57.78
		751+30	APPROACH CONNECTOR		13	40	520						57.78
		754+65	APPROACH CONNECTOR		13	40	520						57.78
		756+00	BUTT JOINT		13	40	520						57.78
		750+00	TO	751+22.12	122	40	4884.8		542.76				
		754+75	TO	755+50	75	40	3000.8		333.42				
		749+50	TO	750+00	50	40	2000					222.22	
		755+50	TO	756+00	50	40	2000					222.22	
	NORTH	749+50	BUTT JOINT		13	40	520						57.78
		752+40	APPROACH CONNECTOR		13	40	520						57.78
		755+60	APPROACH CONNECTOR		13	40	520						57.78
		759+00	BUTT JOINT		13	40	520						57.78
		750+00	TO	752-32.81	233	40	9312.4		1034.71				
		755+64	TO	75850	286	40	11441.6		1271.29				
		749+50	TO	750+00	50	40	2000					222.22	
		758+50	TO	759+00	50	40	2000					222.22	
TOTAL								3380	3183	726	356	889	648

PAYCODE						20400800
EARTHWORK SCHEDULE			EARTH EXCAVATION UNRESTRICTED SOILS	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE *	EMBANKMENT	BALANCE (- SHORTAGE / + WASTE)	FURNISHED EXCAVATION
LOCATION			CU YD	CU YD	CU YD	CU YD	CU YD
STA. 749+00	TO	STA. 753+05	0	0	26	-26	26
STA. 753+95	TO	STA. 759+50	0	0	15	-15	15
TOTAL			0	0	41	-41	41

NOTES: * EARTHWORK BALANCE WAS CALULCATED WITH A 25% SHRINKAGE FACTOR

PAVEMENT - PROPOSED

LOCATION									40600290 BITUMINOUS MATERIALS (TACK COAT)	40600370 LOGITUDINAL JOINT SEALANT *	40603085 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	40604052 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70	40604174 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N90	48203100 HOT-MIX ASPHALT SHOULDERS	64200116 SHOULDER RUMBLE STRIPS, 16 INCH	48102100 AGGREGATE WEDGE SHOULDERS, TYPE B
STAGE	BOUND	STATION	TO	STATION	OFFSET	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)	POUND	FOOT	TON	TON	TON	TON	FOOT	TON
PRE	SOUTH	749+50	TO	751+22.11	OUTSIDE/MEDIAN	172.11	16	2753.76	206.53		42.84	25.70				
		754+74.98	TO	756+00	OUTSIDE/MEDIAN	125.02	16	2000.32	150.02		31.12	18.67				
	NORTH	749+50	TO	752+32.66	OUTSIDE/MEDIAN	282.66	16	4522.56	339.19		70.35	42.21				
		755+63.96	TO	759+00	OUTSIDE/MEDIAN	336.04	16	5376.64	403.25		83.64	50.18				
3	SOUTH	747+25	TO	751+50	OUTSIDE	425.00									425.00	
		747+45	TO	751+90	MEDIAN	445.00									445.00	
		754+20	TO	759+25	OUTSIDE	505.00									505.00	
		754+50	TO	759+25	MEDIAN	475.00									475.00	
		749+50	TO	751+22.11	DRIVE/PASS	172.11	24	4130.64	206.53	344.22			51.40			
					MEDIAN		6	1032.66	51.63	172.11				12.85		7.00
					OUTSIDE		10	1721.1	86.06	172.11				21.42		7.00
		754+74.98	TO	756+00.	DRIVE/PASS	125.02	24	3000.48	150.02	250.04			37.34			
					MEDIAN		6	750.12	37.51	125.02				9.33		5.00
					OUTSIDE		10	1250.2	62.51	125.02				15.56		5.00
		750+50		751+22.	MEDIAN	72.00	6	432	21.60					5.38 **		
		754+75		755+50.	MEDIAN	75.00	6	450	22.50					5.60 **		
	NORTH	747+87	TO	752+55	MEDIAN	468.00									468.00	
		747+87	TO	752+90	OUTSIDE	503.00									503.00	
		755+10	TO	759+40	MEDIAN	430.00									430.00	
		755+40	TO	759+60	OUTSIDE	420.00									420.00	
		749+50	TO	752+32.66	DRIVE/PASS	282.66	24	6783.84	339.19	565.32			84.42			
					MEDIAN		6	1695.96	84.80	282.66				21.11		9.00
					OUTSIDE		10	2826.6	141.33	282.66						9.00
		755+63.96	TO	759+00	DRIVE/PASS	336.04	24	8064.96	403.25	672.08			100.36			
					MEDIAN		6	2016.24	100.81	336.04				25.09		11.00
					OUTSIDE		10	3360.4	168.02	336.04						11.00
		751+50		752+32	OUTSIDE	82.00	10	820	41.00					10.20 **		
		755+63		756+50	OUTSIDE	87.00	10	870	43.50					10.83 **		
TOTAL									3060	3664	228	137	274	138	3671	64

NOTE: * LJS PROVIDED FOR EACH LANE OF DRIVING SURFACE AND EACH SHOULDER JOIN".
** HMA SHOULDER CROSS SLOPE CORRECTION TO BE COMPLETED PRIOR TO FINAL SURFACE PLACEMENT IN STAGE III.

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PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
I-55 OVER US. 136

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	12
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

DRAINAGE

LOCATION		60500060	X5509912	X5427602	61000050	61000335	60106500	54261712	54210182	20100500
		REMOVING INLETS	ABANDON EXISTING CULVERT	REMOVE EXISTING FLARED END SECTION	CONCRETE THRUST BLOCKS	TYPE G INLET BOX, STANDARD 610001	PIPE DRAINS, BITUMINOUS COATED CORRUGATED STEEL 12"	STEEL FLARED END SECTIONS 12"	PIPE ELBOW, 12"	TREE REMOVAL
STATION	OFFSET	EACH	EACH	EACH	EACH	EACH	FOOT	EACH	FOOT	ACRE
751+33	LT 78				2	1	70		2	
751+35	LT 140							1		0.03
751+60	LT 72	1	1							
752+65	RT 39	1	1							
753+43	RT 150			1						
754+05	LT 73	1	1							
754+09	LT 140			1						
754+34	LT 78				2	1	91		2	
754+25	LT 160							1		0.04
754+95	RT 38	1	1							
755+21	RT 126			1						
TOTAL		4	4	3	4	2	161	2	4	0.25

MISCELLANEOUS

LOCATION	67000400	67100100	Z0013798	Z0038700
	ENGINEER'S FIELD OFFICE, TYPE A	MOBILIZATION	CONSTRUCTION LAYOUT	PERMANENT BENCH MARKS
	CAL MO	L SUM	L SUM	EACH
JOB SITE	9	1	1	
SOUTH BOUND				1
NORTH BOUND				1
TOTAL	9	1	1	2

BARRIERS

LOCATION						63200310	63000001	63100045	63100085	63100167	64300240	72501000	78200005
						GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A
ROAD	BOUND	STATION	TO	STATION	OFFSET	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH
I-55	SOUTH	747+90	TO	751+65	OUTSIDE	375.0							
		753+90	TO	757+61	OUTSIDE	375.0							
		754+20	TO	757+04	MEDIAN	287.5							
		749+93.5	TO	751+56	OUTSIDE		112.50	1.00	1.00				4.00
		754+07.5	TO	756+82.5	OUTSIDE		187.50		1.00	1.00		1.00	4.00
		754+45.5	TO	757+20.5	MEDIAN		187.50		1.00	1.00		1.00	4.00
	NORTH	749+58	TO	753+13	OUTSIDE	362.5							
		750+08	TO	752+82	MEDIAN	275.0							
		755+14	TO	758+64	OUTSIDE	350.0							
		749+71.5	TO	752+96.5	OUTSIDE		237.50		1.00	1.00		1.00	4.00
		749+75	TO	752+62.5	MEDIAN		200.00		1.00	1.00		1.00	4.00
		755+37	TO	755+87	OUTSIDE			1.00	1.00				4.00
US-136	SOUTH	N / A			MEDIAN						2.00		
	NORTH	N / A			MEDIAN						2.00		
TOTAL						2025	925	2	6	4	4	4	24

TRAFFIC CONTROL

LOCATION		70100205	70100207	70100700	70102630	70103815	70107025	X7011854	X7011860	X7011862
		TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	TRAFFIC CONTROL SURVEILLANCE	CHANGEABLE MESSAGE SIGN	REAL-TIME TRAFFIC CONTROL CENTRAL BASE UNIT	REAL-TIME TRAFFIC CONTROL WARNING SIGN	REAL-TIME TRAFFIC MONITORING SENSOR UNIT
STATION	OFFSET	EACH	EACH	L SUM	L SUM	CALENDAR DAY	CAL DAY	CAL MO	CAL MO	CAL MO
NORTH BOUND		1	1				14		28	56
SOUTH BOUND		1	1				14		28	56
JOB SITE				1	1	10		7		
TOTAL		2	2	1	1	10	28	7	56	112

SAFETY

LOCATION					70400100	70400125	70400200	70600250	70600350	X7010118	X7200201
					TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	TEMPORARY RUMBLE STRIPS (SPECIAL)	WIDTH RESTRICTION SIGNING
STAGE	BOUND	STATION	TO	STATION	FOOT	EACH	FOOT	EACH	EACH	EACH	L SUM
PRE	SOUTH	N / A								8	
	NORTH	N / A								8	
	JOB SITE	N / A									1
1	SOUTH	750+70	TO	757+30	662.5	114					
		757+30	N / A					1			
	NORTH	749+82	N / A					1			
		749+82	TO	756+15	637.5	108					
2	SOUTH	750+70	TO	757+30		114	662.5				
		757+30	N / A						1		
	NORTH	749+82	N / A						1		
		749+82	TO	756+15		108	637.5				
TOTAL					1300	444	1300	2	2	16	1

TEMPORARY PAVEMENT MARKINGS

LOCATION							70307120	70107007	70300100	70300150
							TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	PAVEMENT MARKING BLACKOUT TAPE, 7"	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL
STAGE	BOUND	STATION	TO	STATION	LENGTH (FT)	LOCATION	FOOT	FOOT	FOOT	SQ FT
1	SOUTH	748+25	TO	773+25	2500	YELLOW EDGE LINE	2500			833
		748+25	TO	758+25	1000	WHITE EDGE LINE	1000			333
		748+25	TO	758+25	1000	WHITE EDGE LINE		1000		583
		755+30	TO	758+25	295	CENTERLINE SKIP DASH		74		43
	NORTH	733+87	TO	758+60	2473	YELLOW EDGE LINE	2473			824
		748+87	TO	758+60	973	WHITE EDGE LINE	973			324
		748+87	TO	751+32	245	CENTERLINE SKIP DASH		61		36
		748+87	TO	758+60	973	WHITE EDGE LINE		973		568
2	SOUTH	748+45	TO	771+25	2280	WHITE EDGE LINE	2280			759
		748+87	TO	75730	843	YELLOW EDGE LINE	843			281
		748+45	TO	75730	885	WHITE EDGE LINE		885		516
	NORTH	733+87	TO	75840	2453	WHITE EDGE LINE	2453			817
		748+87	TO	758+40	953	YELLOW EDGE LINE	953			317
		748+87	TO	758+40	953	WHITE EDGE LINE		953		556
3	SOUTH	749+50	TO	756+00	650	WHITE EDGE LINE *			78	9
		749+50	TO	75600	650	YELLOW EDGE LINE *			78	9
		749+50	TO	75600	650	CENTERLINE SKIP DASH *			195	21
	NORTH	749+50	TO	75900	950	WHITE EDGE LINE *			114	13
		749+50	TO	759+00	950	YELLOW EDGE LINE *			114	13
		749+50	TO	759+00	950	CENTERLINE SKIP DASH *			285	31
TOTAL							13475	3946	864	6884

NOTES * 3 APPLICATIONS FOR MILLED SURFACE, TACK COAT, AND SURFACE COURSE.

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STATE OF ILLINOIS
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SCHEDULE OF QUANTITIES
I-55 OVER US. 136

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	13
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKINGS										
LOCATION							78300200	78100100	78008330	78011035
							RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER (CRYSTAL ONE WAY)	POLYUREA PAVEMENT MARKING, TYPE II-LINE 6"	GROOVING FOR RECESSED PAVEMENT MARKING, 7"
									YELLOW	WHITE	
STAGE	BOUND	STATION	TO	OFFSET	LENGTH (FT)	LOCATION	EACH	EACH	FOOT	FOOT	FOOT
PRE	SOUTH	747+25	TO	751+50	425.00	CENTERLINE	11				
		754+20	TO	759+25	505.00	CENTERLINE	13				
	NORTH	747+87	TO	752+55	468.00	CENTERLINE	12				
		755+10	TO	759+40	430.00	CENTERLINE	11				
3	SOUTH	747+25	TO	751+50	425.00	CENTERLINE		11			
		754+20	TO	759+25	505.00	CENTERLINE		13			
	NORTH	747+87	TO	752+55	468.00	CENTERLINE		12			
		755+10	TO	759+40	430.00	CENTERLINE		11			
	SOUTH	749+50	TO	759+00	950.00	SOLID-EDGE				950	950
		749+50	TO	759+00	950.00	SOLID-EDGE			950		950
		749+50	TO	759+00	950.00	SKIP DASH-CL				240	240
	NORTH	749+50	TO	756+00	650.00	SOLID-EDGE				650	650
		749+50	TO	756+00	650.00	SOLID-EDGE			650		650
		749+50	TO	756+00	650.00	SKIP DASH-CL				170	170
SUB-TOTAL									1600	2010	3610
TOTAL							47	47	3610		3610

EROSION CONTROL								
LOCATION					28000400	28000305	28200200	28300400
					PERIMETER EROSION BARRIER	TEMPORARY DITCH CHECKS	FILTER FABRIC	AGGREGATE DITCH
STAGE	ROAD	BOUND	STATION	OFFSET	FOOT	FOOT	SQ YD	TON
PRE-STAGE	I-55	SOUTH	751+20	140' LT.	80			
			754+10	160' LT.	100			
		N / A	751+00	MEDIAN		20		
	US-136	N / A	2048+00	RT		10		
		N / A	2051+15	RT		10		
		N / A	2048+60	LT		10		
		N / A	2052+20	LT		10		
STAGE 1	I-55	NORTH	752+47	MEDIAN			32	22
	I-55	NORTH	755+18	MEDIAN			27	19
TOTAL					180	60	59	41

SEEDING & FERTILIZER													
LOCATION								25000210	25000400	25000500	25000600	25100115	28000250	21101615
								SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2	TEMPORARY EROSION CONTROL SEEDING	TOPSOIL FURNISH AND PLACE, 4"
BOUND	STATION	TO	STATION	OFFSET	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)	ACRE	POUNDS	POUNDS	POUNDS	ACRE	POUND	SQ YD
SOUTH	749+50	TO	752+00	MEDIAN	250	5	1250	0.03	2.58	2.58	2.58	0.03	2.87	138.89
	751+30		N / A	LT 75	90	20	1800	0.04	3.72	3.72	3.72	0.04	4.13	200.00
	754+25		N / A	LT 75	90	20	1800	0.04	3.72	3.72	3.72	0.04	4.13	200.00
	754+50	TO	755+50	MEDIAN	100	5	500	0.01	1.03	1.03	1.03	0.01	1.15	55.56
NORTH	750+50	TO	753+00	OUTSIDE	250	5	1250	0.03	2.58	2.58	2.58	0.03	2.87	138.89
TOTAL								0.25	14	14	14	0.25	15	734

PCC APPROACH SLAB CONNECTOR									
LOCATION							42000080	31200500	42000060	42001300
							PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	WELDED WIRE REINFORCEMENT	PROTECTIVE COAT
STAGE	BOUND	STATION	LENGTH	WIDTH	AREA		SQ YD	SQ YD	SQ YD	SQ YD
1 & 2	SOUTH	751+22	49.40	40.17	1293.50		143.72	126.10	83.20	143.72
		754+75	49.40	40.17	1293.50		143.72	126.10	83.20	143.72
	NORTH	752+47	49.40	40.17	1293.50		143.72	126.10	83.20	143.72
		755+19	49.40	40.17	1293.50		143.72	126.10	83.20	143.72
TOTAL							575	505	333	575

MODEL: Default
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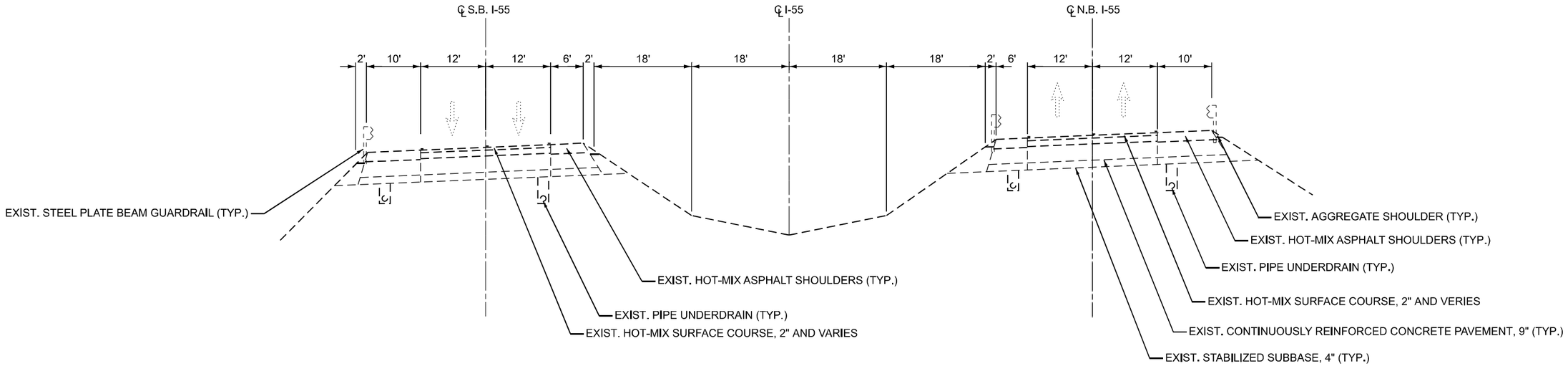
	DRAWN = KRS	REVISED =	
	CHECKED =	REVISED =	
PLOT DATE = 10/14/2025	DATE =	REVISED =	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
I-55 OVER US. 136

SCALE: | SHEET OF SHEETS | STA. | TO STA.

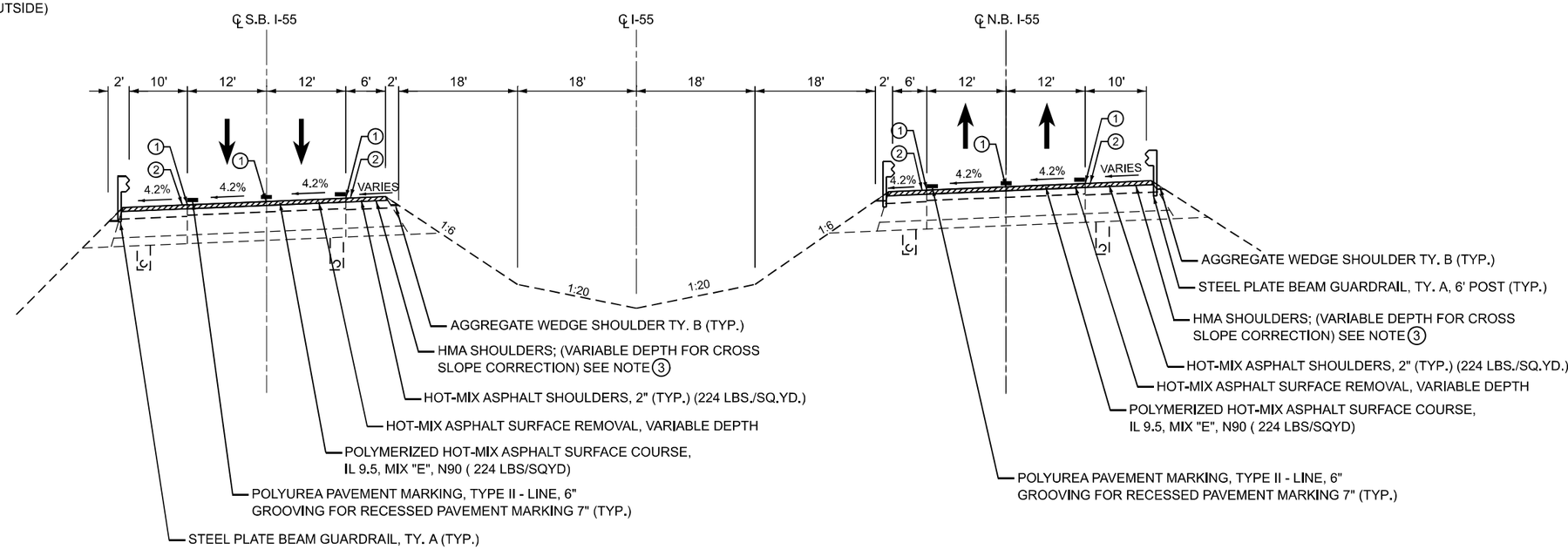
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	14
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

KEYED NOTES:

1. LONGITUDINAL JOINT SEALANT
2. SHOULDER RUMBLE STRIPS, 16" WIDE
3. HMA SHOULDER CROSS SLOPE CORRECTION TO BE COMPLETED PRIOR TO FINAL SHOULDER SURFACE PLACEMENT IN STAGE III.
   SOUTHBOUND STA. 750+50 TO STA. 751+22 (MEDIAN)
   SOUTHBOUND STA. 754+75 TO STA. 755+50 (MEDIAN)
   NORTHBOUND STA. 751+50 TO STA. 752+32 (OUTSIDE)
   NORTHBOUND STA. 755+63 TO STA. 756+50 (OUTSIDE)



PROPOSED TYPICAL SECTION

STA. 749+50 TO 759+00

MODEL: Typical section [Sheet]
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	DRAWN - FUH	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/9/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 NORTH BOUND AND SOUTH BOUND TYPICAL SECTIONS

SCALE: N.T.S | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	15
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

CURVE DATA

RAMP A
PI STA = 9+18.28
Δ = 36°59'19" (RT)
D = 07°30'17"
R = 763.47'
T = 255.37'
L = 492.88'
E = 41.58'
e = ____
PC STA = 6+62.91
PT STA = 11+55.79

RAMP A
PI STA = 21+40.91
Δ = 47°15'20" (LT)
D = 12°00'01"
R = 477.45'
T = 208.87'
L = 393.79'
E = 43.69'
e = ____
PC STA = 19+32.04
PT STA = 23+25.83

RAMP B
PI STA = 6+69.73
Δ = 46°40'58" (RT)
D = 06°00'05"
R = 954.71'
T = 411.98'
L = 777.87'
E = 85.10'
e = ____
PC STA = 2+57.75
PT STA = 10+35.62

RAMP C
PI STA = 7+57.50
Δ = 06°49'45" (RT)
D = 03°30'36"
R = 1,632.42'
T = 97.40'
L = 194.57'
E = 2.90'
e = ____
PC STA = 6+60.10
PT STA = 8+54.67

RAMP C
PI STA = 26+21.04
Δ = 57°39'54" (LT)
D = 12°00'01"
R = 477.45'
T = 262.83'
L = 480.53'
E = 67.56'
e = ____
PC STA = 23+58.21
PT STA = 28+38.74

RAMP D
PI STA = 9+41.66
Δ = 21°06'50" (RT)
D = 07°30'03"
R = 763.87'
T = 142.36'
L = 281.49'
E = 13.15'
e = ____
PC STA = 7+99.30
PT STA = 10+80.79

I-55
PI STA = 752+80.39
Δ = 40°33'56" (LT)
D = 01°29'59"
R = 3,820.53'
T = 1,411.95'
L = 2704.94'
E = 252.56'
e = ____
PC STA = 738+68.44
PT STA = 765+73.38

N

0 400 800

SCALE IN FEET

POINT #61
US-136 RAMP A
N = 1330392.520
E = 753774.666
STA. 0+00.00 / 774+34.41, 69' LT I-55
POT-MAG NAIL SET

POINT #9
I-55
N = 1329568.001
E = 753515.402
STA. 765+72.85
ELEV. = 705.65
POT EXISTING DISK IN CONC.

POINT #70
US-136 RAMP D
N = 1330588.746
E = 754002.958
STA. 21+30.59 / 777+01.95, 69' RT. I-55
POT-MAG NAIL SET

POINT #35
US-136 RAMP A
N = 1328527.409
E = 752170.362
STA. 25+84.45 / 2042+82.75 US-136
POT-IP/IDOT CAP SET

POINT #33
US-136
N = 1328524.265
E = 751405.289
STA. 2035+17.67
POT-EXISTING BRASS DISK

POINT #38
US-136 RAMP D
N = 1328533.210
E = 753581.989
STA. 0+00.00 / 2056+94.39 US-136
POT-IP/IDOT CAP SET

POINT #36
US-136 RAMP B
N = 1328527.568
E = 752209.045
STA. 0+00.00 / 2043+21.43 US-136
POT-MAG NAIL SET

POINT #34
US-136
N = 1328538.594
E = 754892.024
STA. 2070+04.43
POT-EXISTING MAG NAIL

POINT #65
US-136 RAMP B
N = 1327165.303
E = 750724.733
STA. 21+19.05 / 727+69.27, 69' LT I-55
POT-MAG NAIL SET

POINT #37
US-136 RAMP C
N= 1328533.283
E = 753599.565
STA. 30+98.34 / 2057+11.96 US-136
POT-IP/IDOT CAP SET

POINT #8
I-55
N = 1327609.884
E = 751732.342
STA. 738+68.44
ELEV. = 704.60
PC EXISTING DISK IN CONC.

POINT #7
I-55
N = 1326750.066
E = 750073.323
STA. 719+99.85
ELEV. = 698.71
POT EXISTING DISK IN CONC.

POINT #66
US-136 RAMP C
N = 1327152.451
E = 750999.807
STA. 0+00.00 / 730+07.57, 69' RT I-55
POT-MAG NAIL SET

MODEL: Default
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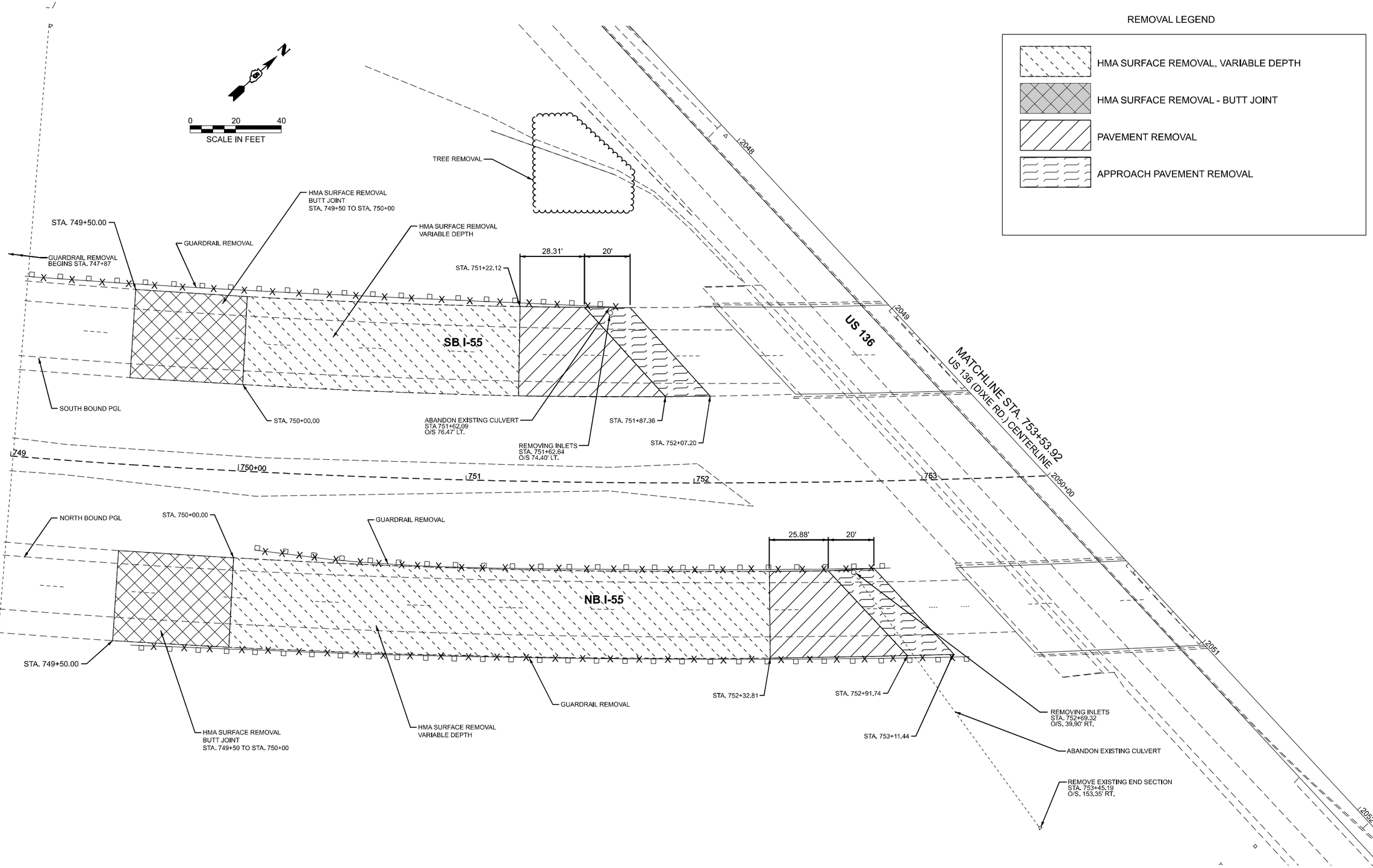
USER NAME = Kevin.Sills	DESIGNED - IDOT	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN - KRS	REVISED -	
	CHECKED - RDC	REVISED -	
PLOT DATE = 8/8/2025	DATE -	REVISED -	

CONTROL POINTS AND BENCHMARKS
I-55 OVER US. 136

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	16
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



MODEL: I55ALL - Plan 1 [Sheet]
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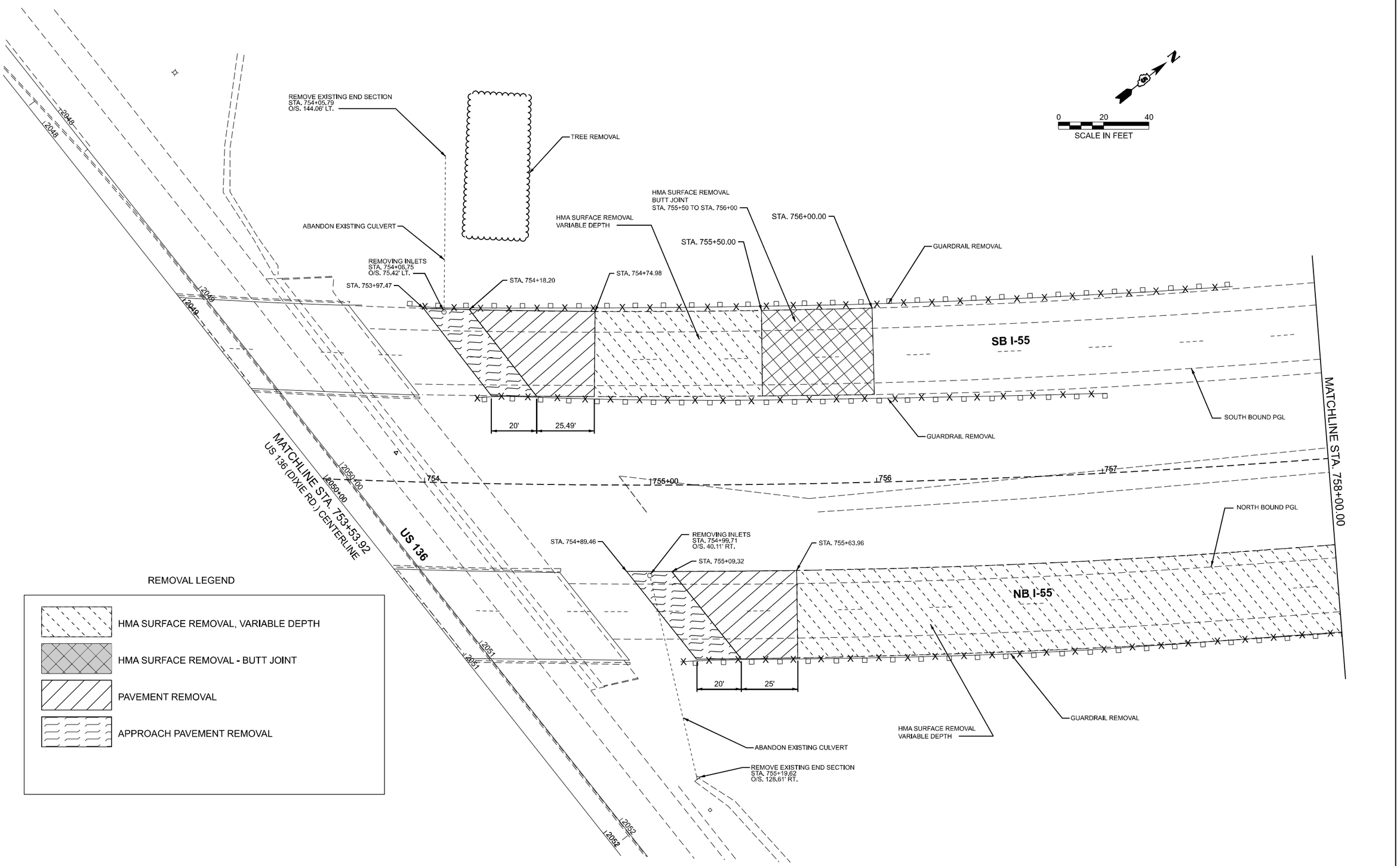
USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -
	DRAWN - KRS	REVISED -
	CHECKED - RDC	REVISED -
PLOT DATE = 10/14/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
I-55 OVER US. 136

SCALE: 1"=20' | SHEET OF SHEETS | STA. 749+00.00 TO STA. 755+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	17
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



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USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
I-55 OVER US. 136

SCALE: 1"=20' | SHEET OF SHEETS | STA. 752+00.00 | TO STA. 758+00.00

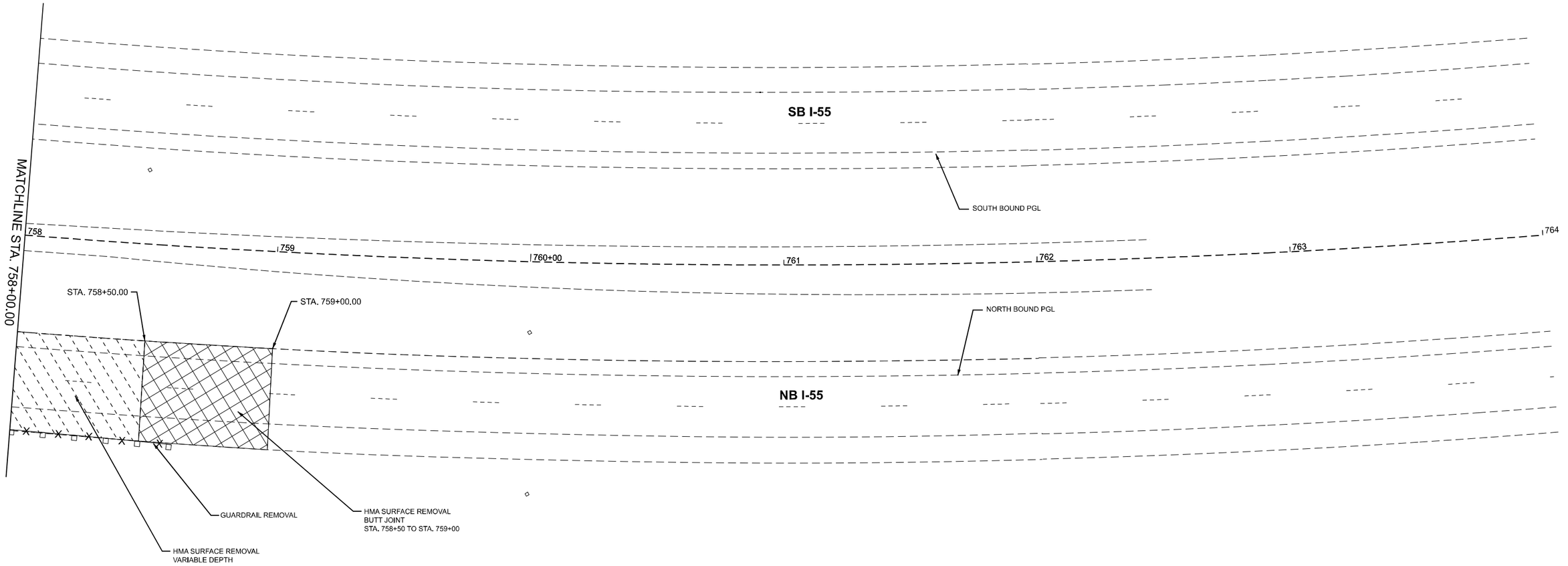
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	18
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

REMOVAL LEGEND

- HMA SURFACE REMOVAL, VARIABLE DEPTH
- HMA SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- APPROACH PAVEMENT REMOVAL

N

0 20 40
SCALE IN FEET



MODEL: I55ALL-2 - Plan 3 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CADd\03 Plans\D570F77_Sht_Removal Plan.dgn

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

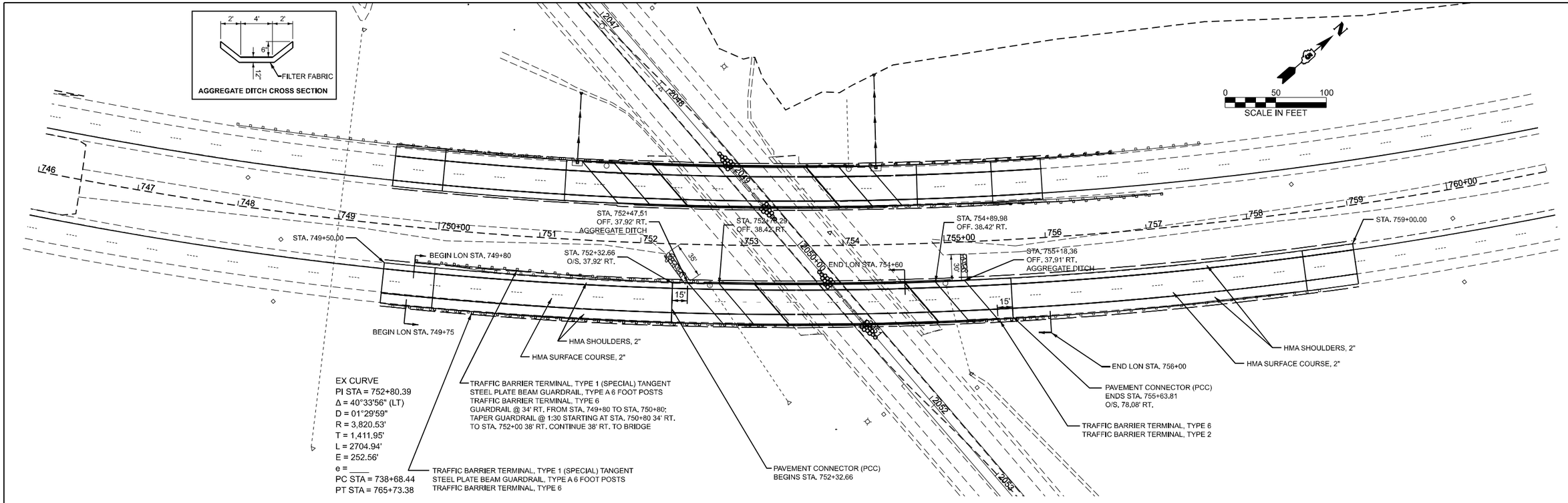
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

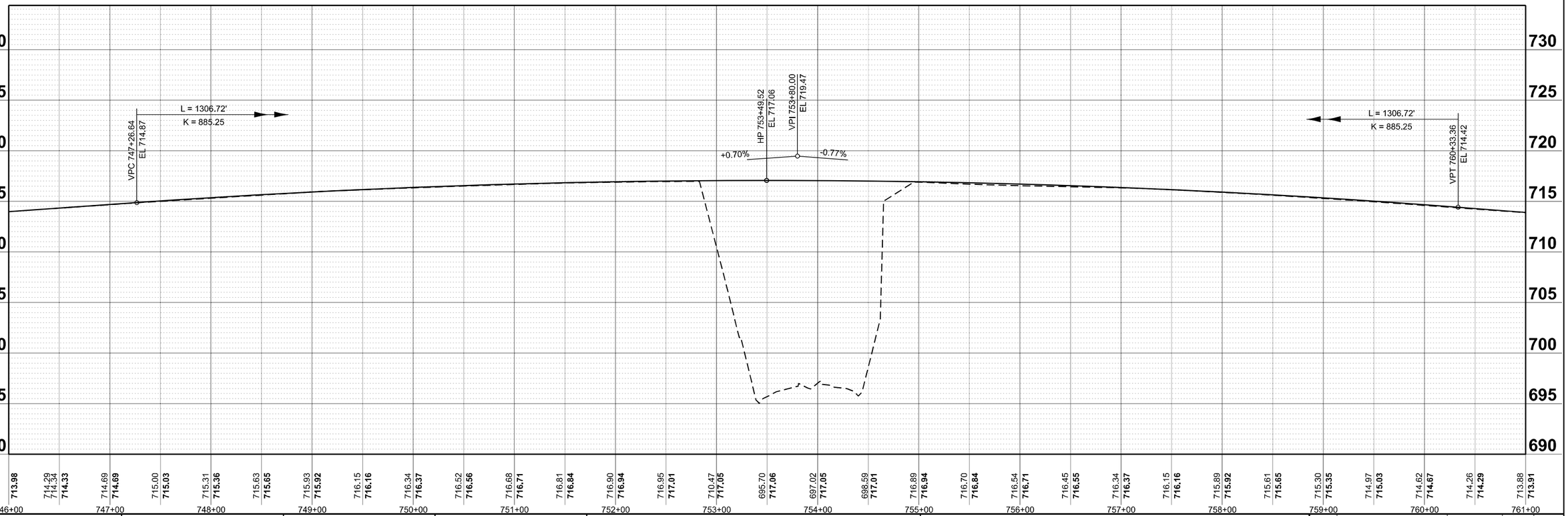
REMOVAL PLAN
I-55 OVER US. 136

SCALE: 1"=20' | SHEET Plan 3 OF SHEETS | STA. 758+00.00 | TO STA. 764+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	19
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

AGGREGATE DITCH CROSS SECTION





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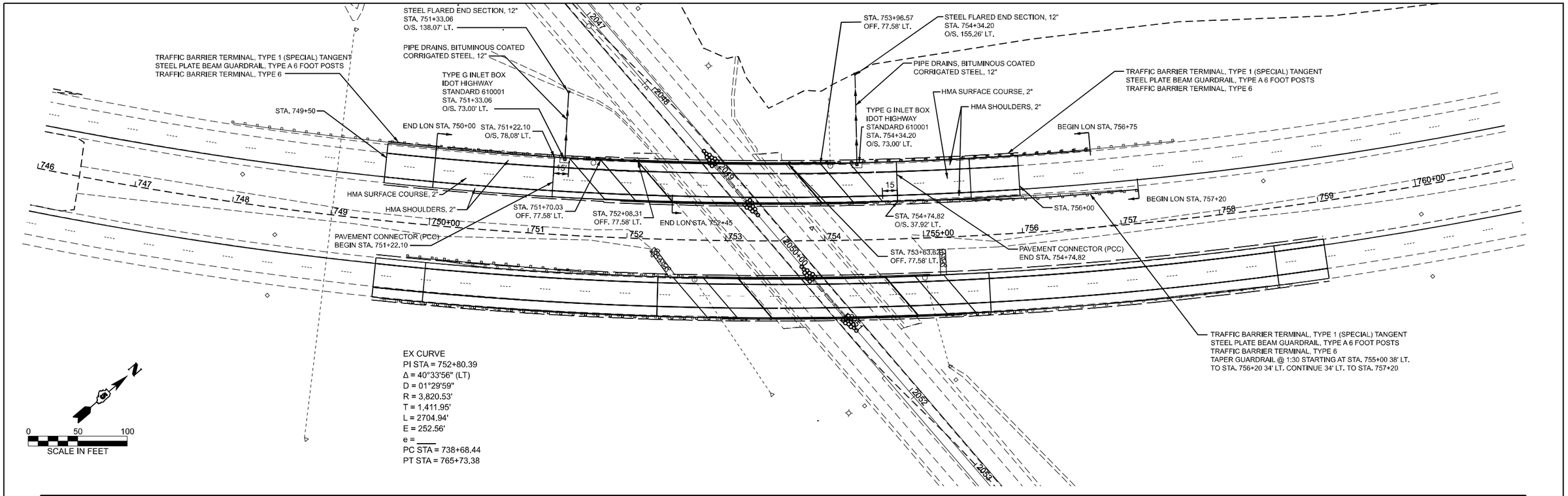
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

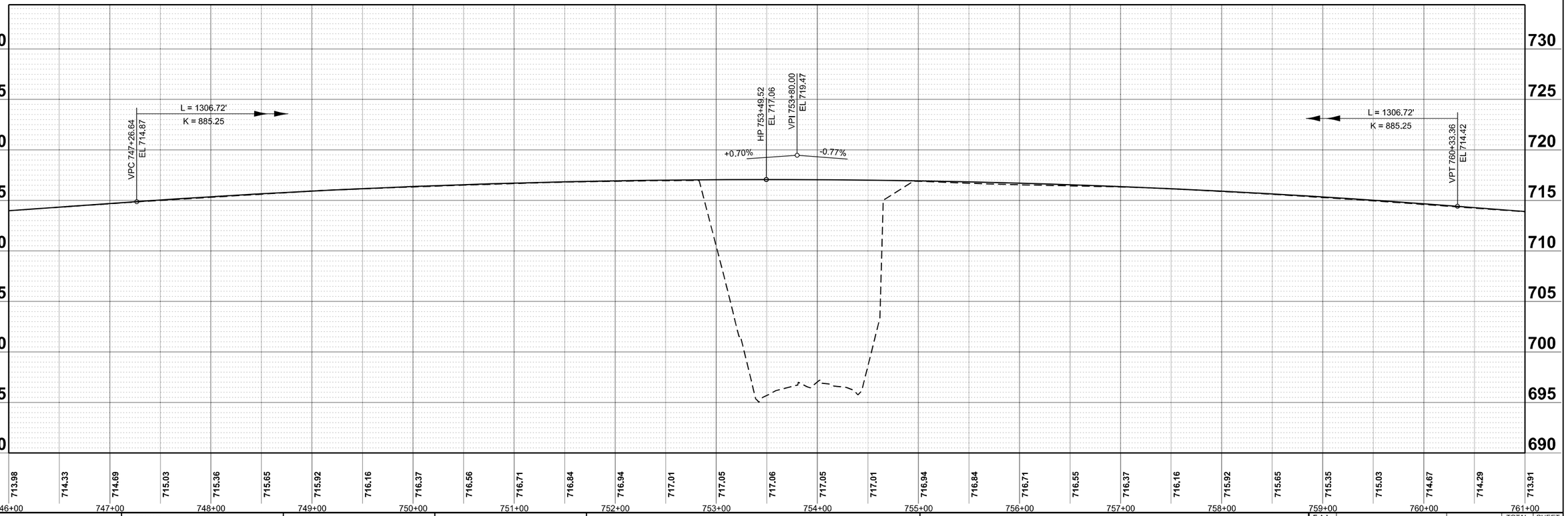
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

S.N. 057-0155 NORTH BOUND I-55
PLAN AND PROFILE

SCALE: 1"=50' | SHEET OF SHEETS | STA. 746+00.00 | TO STA. 761+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	20
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			





MODEL: SB Plan 1 [Sheet]
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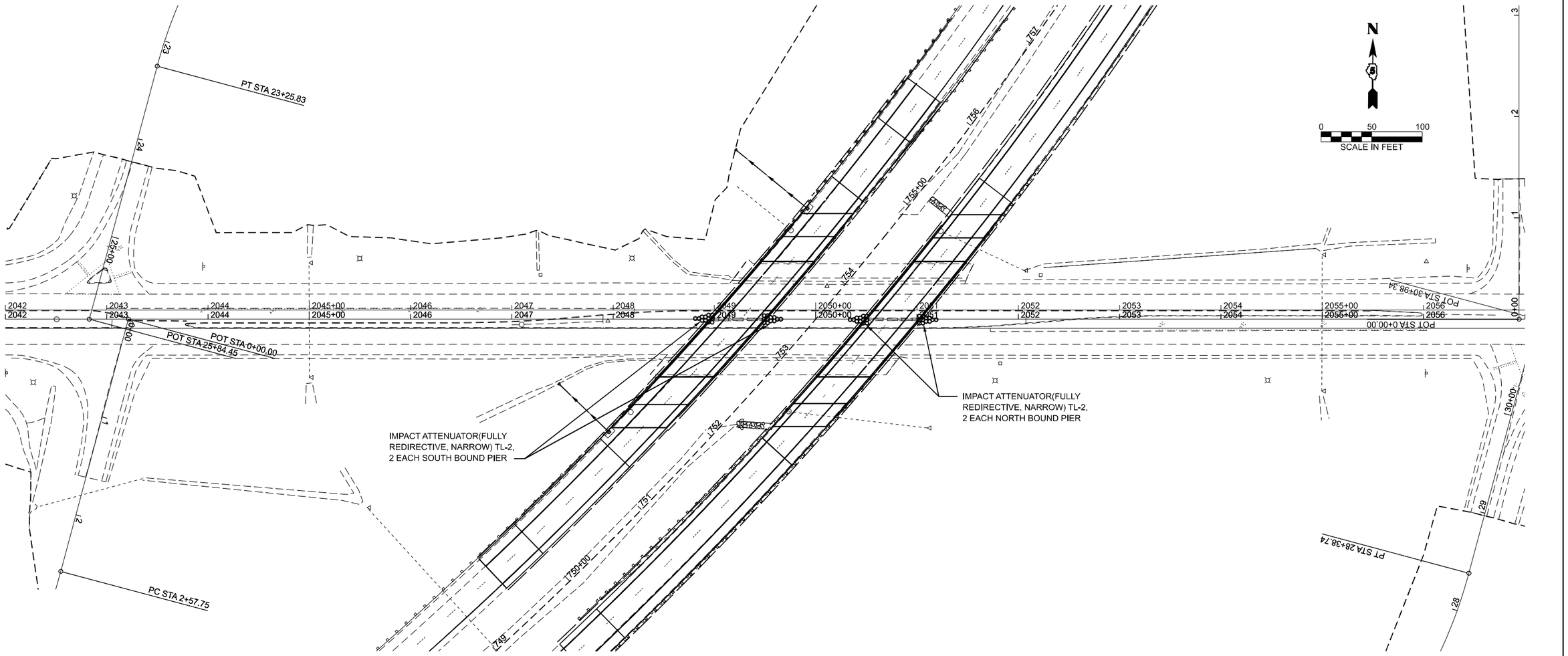
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

S.N. 057-0154 SOUTH BOUND I-55
PLAN AND PROFILE

SCALE: 1"=50' | SHEET OF SHEETS | STA. 746+00.00 | TO STA. 761+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	21
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



MODEL: EB 136 - 136 plan-1 [Sheet]
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	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST BOUND RTE. 136 PLAN PROFILE UNDER I-55
S.N. 057-0154 AND S.N. 057-0155

SCALE:1"=50' | SHEET OF SHEETS | STA. 2042+00.00 | TO STA. 2057+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	22
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

PT STA 23+25.83

PC STA 2+57.75

POT STA 0+00.00

POT STA 25+84.45

POT STA 30+98.34

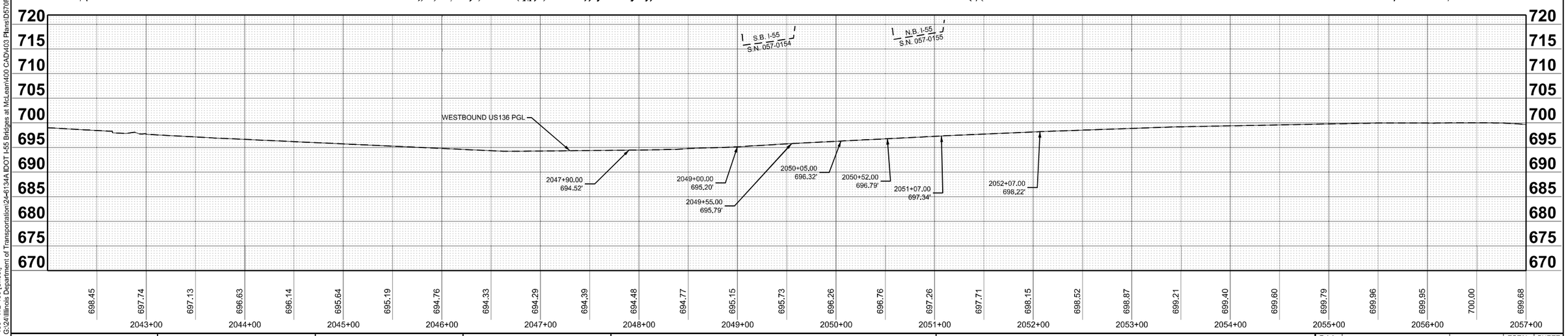
PT STA 28+38.74

IMPACT ATTENUATOR(FULLY REDIRECTIVE, NARROW) TL-2, 2 EACH SOUTH BOUND PIER

IMPACT ATTENUATOR(FULLY REDIRECTIVE, NARROW) TL-2, 2 EACH NORTH BOUND PIER

N

0 50 100
SCALE IN FEET



MODEL: WB 136 - WB 136 [Sheet]
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	DRAWN - KRS	REVISED -	
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PLOT DATE = 8/13/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BOUND RTE. 136 PLAN PROFILE UNDER I-55
S.N. 057-0154 AND S.N. 057-0155

SCALE:1"=50' | SHEET OF SHEETS | STA. 2042+00.00 | TO STA. 2057+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	23
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATIONS

1. SECURE EXISTING SHOULDER INLETS ON SOUTHBOUND SHOULDER ACCORDING TO SPECIAL PROVISION "SECURING SHOULDER INLETS AND GRATES FOR STAGE CONSTRUCTION TRAFFIC"

2. MILL AND OVERLAY EXISTING HMA SHOULDERS ON MEDIAN AND OUTSIDE SHOULDERS WITH 2 LIFTS OF HMA (SEE MIXTURE DESIGN TABLE IN GENERAL NOTES). MATCH EXISTING SHOULDER SURFACE ELEVATION.

MAINTENANCE OF TRAFFIC

1. USE HIGHWAY STANDARD 701400 AND 701401 TO PERFORM PRE-STAGE SECURING SHOULDER INLETS AND SHOULDER WORK.

N

0 50 100
SCALE IN FEET

EX CURVE
PI STA = 752+80.39
Δ = 40°33'56" (LT)
D = 01°29'59"
R = 3,820.53'
T = 1,411.95'
L = 2704.94'
E = 252.56'
e = 4.20%
PC STA = 738+68.44
PT STA = 765+73.38

747+25.00
747+45.00
747+87.00
747+87.00
759+25.00
759+25.00
759+40.00
759+60.00
750+00
755+00
760+00
STA. 751+42.53
O/S. 76.63' LT.
STA. 751+79.94
O/S. 37.72' LT.
STA. 752+52.46
O/S. 39.00' RT.
STA. 752+85.86
O/S. 76.89' RT.
STA. 754+23.28
O/S. 76.69' LT.
STA. 754+54.62
O/S. 38.96' LT.
STA. 755+14.46
O/S. 38.22' RT.
STA. 755+44.21
O/S. 76.98' RT.
2043
2044
2045+00
2046
2047
2048
2049
2050+00
2051
2052
2053
2054
2055
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
18
19
15+00
14
13
4" MILL AND OVERLAY ON SHOULDERS

MODEL: I55ALL - Plan 1 [Sheet]
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	DRAWN - KRS	REVISED -	
	CHECKED - RDC	REVISED -	
PLOT DATE = 10/9/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE SHOULDER REPAIR
I-55 OVER US. 136

SCALE: 1"=50' | SHEET OF SHEETS | STA. 746+00.00 | TO STA. 761+00.00

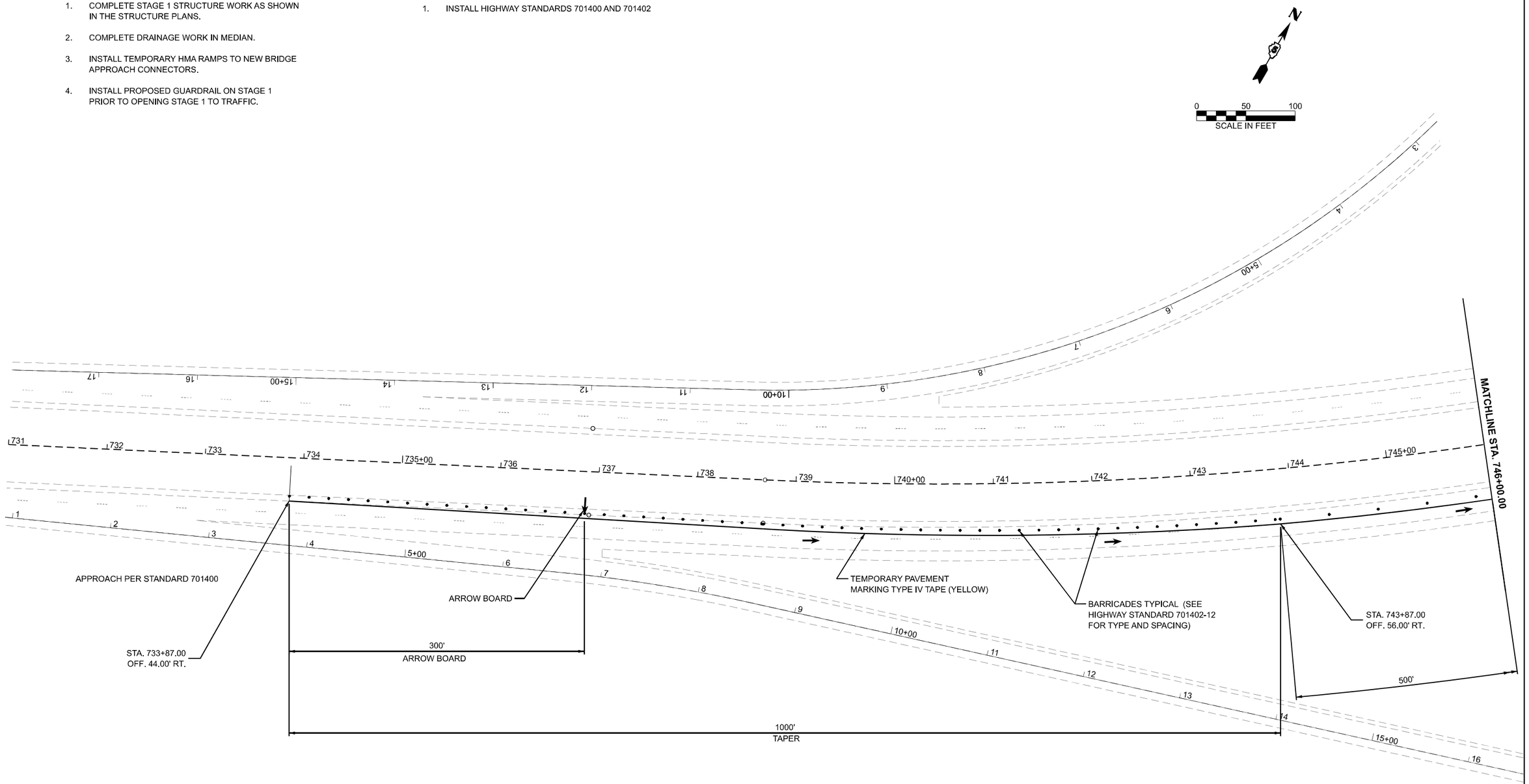
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	24
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

SEQUENCE OF OPERATIONS

1. COMPLETE STAGE 1 STRUCTURE WORK AS SHOWN IN THE STRUCTURE PLANS.
2. COMPLETE DRAINAGE WORK IN MEDIAN.
3. INSTALL TEMPORARY HMA RAMPS TO NEW BRIDGE APPROACH CONNECTORS.
4. INSTALL PROPOSED GUARDRAIL ON STAGE 1 PRIOR TO OPENING STAGE 1 TO TRAFFIC.

MAINTENANCE OF TRAFFIC

1. INSTALL HIGHWAY STANDARDS 701400 AND 701402



MODEL: I55ALL - Plan 1 [Sheet]
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	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I LANE CLOSURE
I-55 OVER US. 136

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. 731+00.00 | TO STA. 746+00.00

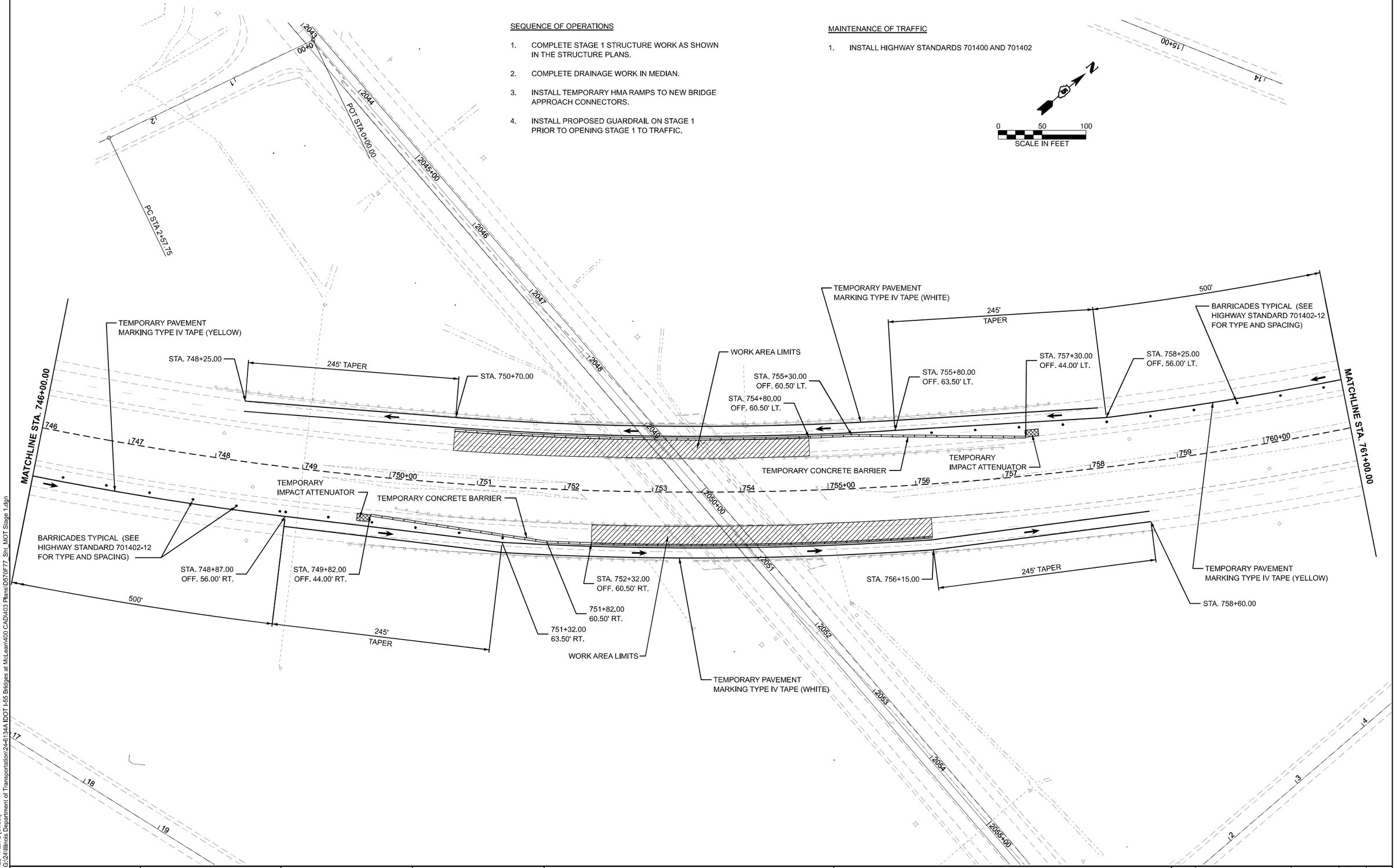
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	#TOT	25
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATIONS

1. COMPLETE STAGE 1 STRUCTURE WORK AS SHOWN IN THE STRUCTURE PLANS.
2. COMPLETE DRAINAGE WORK IN MEDIAN.
3. INSTALL TEMPORARY HMA RAMPS TO NEW BRIDGE APPROACH CONNECTORS.
4. INSTALL PROPOSED GUARDRAIL ON STAGE 1 PRIOR TO OPENING STAGE 1 TO TRAFFIC.

MAINTENANCE OF TRAFFIC

1. INSTALL HIGHWAY STANDARDS 701400 AND 701402



USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 LANE CLOSURE
I-55 OVER US. 136

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. 746+00.00 TO STA. 761+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	26
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

MODEL: I55ALL - Plan 2 [Sheet]
FILE NAME: G:\241\Illinois Department of Transporation\24-6134A IDOT I-55 Bridges at McLean\400 CADD\03 Plans\D570F77_Sht_MOT Stage 1.dgn

SEQUENCE OF OPERATIONS

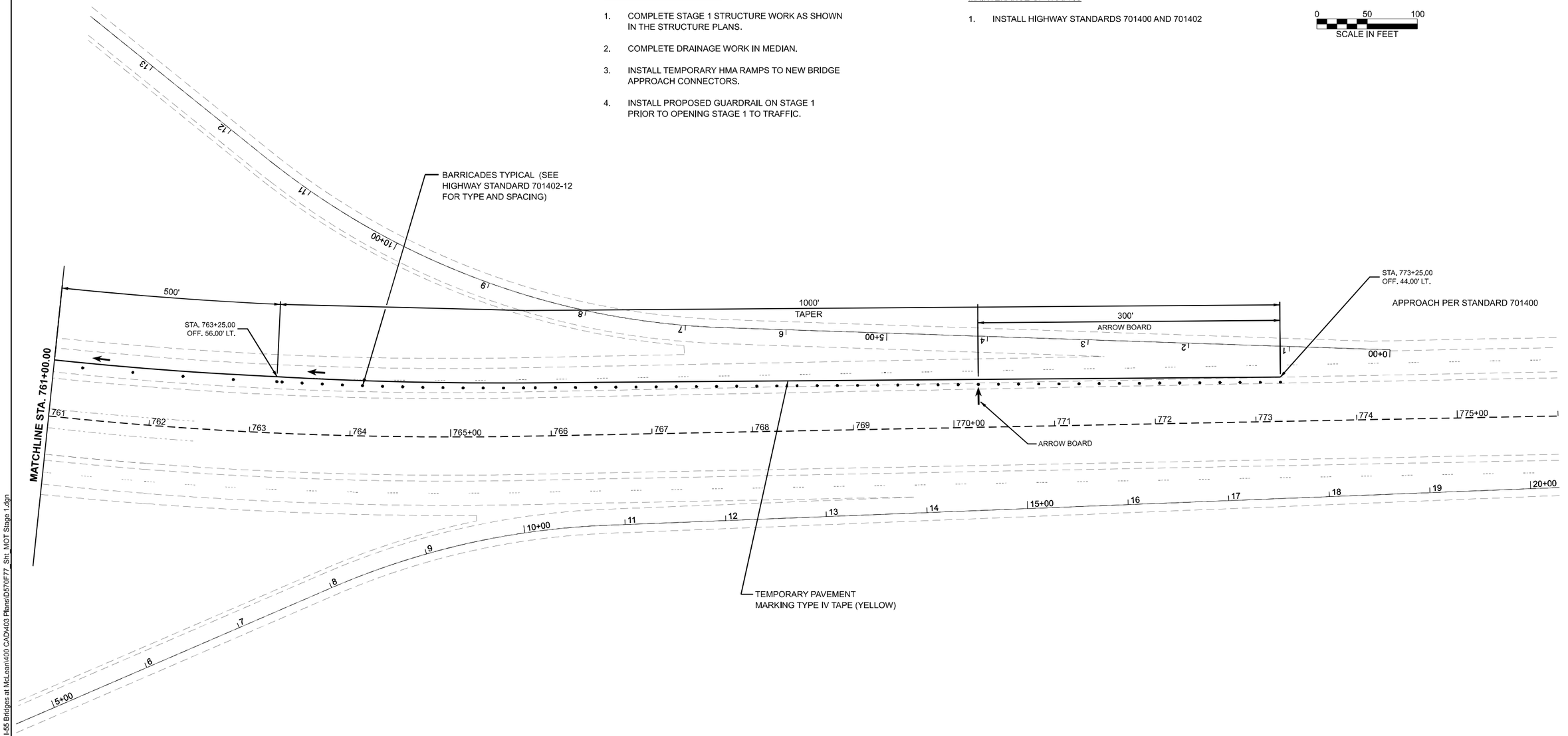
1. COMPLETE STAGE 1 STRUCTURE WORK AS SHOWN IN THE STRUCTURE PLANS.
2. COMPLETE DRAINAGE WORK IN MEDIAN.
3. INSTALL TEMPORARY HMA RAMPS TO NEW BRIDGE APPROACH CONNECTORS.
4. INSTALL PROPOSED GUARDRAIL ON STAGE 1 PRIOR TO OPENING STAGE 1 TO TRAFFIC.

MAINTENANCE OF TRAFFIC

1. INSTALL HIGHWAY STANDARDS 701400 AND 701402

N

0 50 100
SCALE IN FEET



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FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CADM\03 Plans\D570F77_Sht_MOT Stage 1.dgn

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I LANE CLOSURE
I-55 OVER US. 136

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 761+00.00 TO STA. 776+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	27
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

SEQUENCE OF OPERATIONS

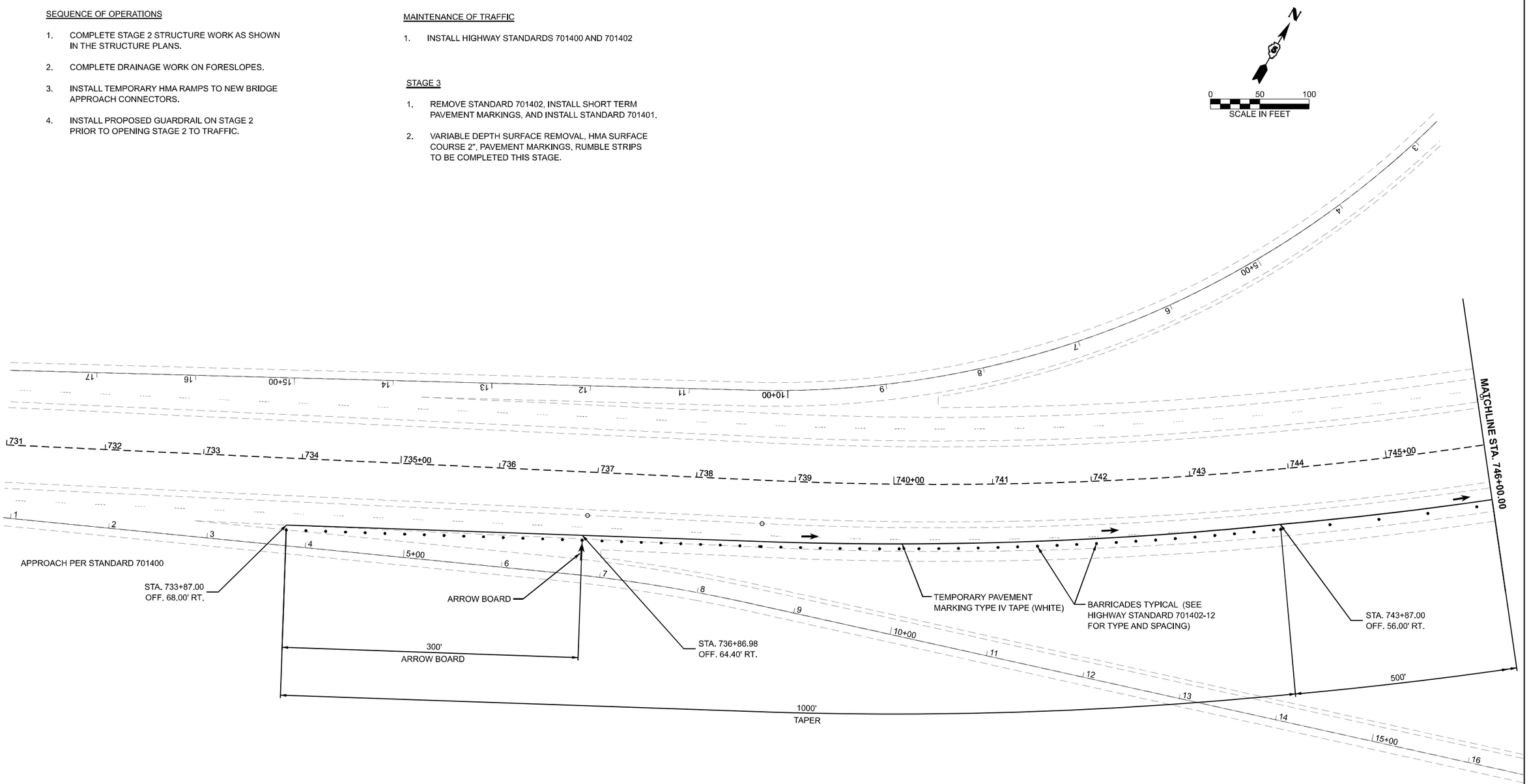
1. COMPLETE STAGE 2 STRUCTURE WORK AS SHOWN IN THE STRUCTURE PLANS.
2. COMPLETE DRAINAGE WORK ON FORESLOPES.
3. INSTALL TEMPORARY HMA RAMPS TO NEW BRIDGE APPROACH CONNECTORS.
4. INSTALL PROPOSED GUARDRAIL ON STAGE 2 PRIOR TO OPENING STAGE 2 TO TRAFFIC.

MAINTENANCE OF TRAFFIC

1. INSTALL HIGHWAY STANDARDS 701400 AND 701402

STAGE 3

1. REMOVE STANDARD 701402, INSTALL SHORT TERM PAVEMENT MARKINGS, AND INSTALL STANDARD 701401.
2. VARIABLE DEPTH SURFACE REMOVAL, HMA SURFACE COURSE 2", PAVEMENT MARKINGS, RUMBLE STRIPS TO BE COMPLETED THIS STAGE.



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USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II LANE CLOSURE
I-55 OVER US. 136

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. 731+00.00 TO STA. 746+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	28
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATIONS

1. COMPLETE STAGE 2 STRUCTURE WORK AS SHOWN IN THE STRUCTURE PLANS.
2. COMPLETE DRAINAGE WORK ON FORESLOPES.
3. INSTALL TEMPORARY HMA RAMPS TO NEW BRIDGE APPROACH CONNECTORS.
4. INSTALL PROPOSED GUARDRAIL ON STAGE 2 PRIOR TO OPENING STAGE 2 TO TRAFFIC.

MAINTENANCE OF TRAFFIC

1. INSTALL HIGHWAY STANDARDS 701400 AND 701402

STAGE 3

1. REMOVE STANDARD 701402, INSTALL SHORT TERM PAVEMENT MARKINGS, AND INSTALL STANDARD 701401.
2. VARIABLE DEPTH SURFACE REMOVAL, HMA SURFACE COURSE 2", PAVEMENT MARKINGS, RUMBLE STRIPS TO BE COMPLETED THIS STAGE.

N

0 50 100
SCALE IN FEET

MATCHLINE STA. 746+00.00

TEMPORARY PAVEMENT MARKING TYPE IV TAPE (WHITE)

STA. 748+45.00

225' TAPER

STA. 750+70.00

WORK AREA LIMITS

STA. 755+30.00 OFF. 53.50' LT.

STA. 754+80.00 OFF. 53.50' LT.

STA. 755+80.00 OFF. 50.50' LT.

245' TAPER

300'

STA. 757+30.00 OFF. 68.00' LT.

STA. 758+25.00 OFF. 56.00' LT.

BARRICADES TYPICAL (SEE HIGHWAY STANDARD 701402-12 FOR TYPE AND SPACING)

MATCHLINE STA. 761+00.00

TEMPORARY CONCRETE BARRIER

TEMPORARY IMPACT ATTENUATOR RELOCATE

TEMPORARY IMPACT ATTENUATOR RELOCATE

TEMPORARY CONCRETE BARRIER

TEMPORARY PAVEMENT MARKING TYPE IV TAPE (YELLOW)

BARRICADES TYPICAL (SEE HIGHWAY STANDARD 701402-12 FOR TYPE AND SPACING)

STA. 748+87.00 OFF. 56.00' RT.

STA. 749+82.00 OFF. 68.00' RT.

500'

245' TAPER

STA. 751+82.00 OFF. 53.50' RT.

STA. 751+32.00 OFF. 50.50' RT.

WORK AREA LIMITS

TEMPORARY PAVEMENT MARKING TYPE IV TAPE (YELLOW)

STA. 756+15.00

225' TAPER

STA. 758+40.00

TEMPORARY PAVEMENT MARKING TYPE IV TAPE (WHITE)

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/9/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II LANE CLOSURE
I-55 OVER US. 136

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. 746+00.00 TO STA. 761+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	29
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

MODEL: I55ALL - Plan 2 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CADD\403 Plans\D570F77_Sht_MOT Stage 2.dgn

SEQUENCE OF OPERATIONS

1. COMPLETE STAGE 2 STRUCTURE WORK AS SHOWN IN THE STRUCTURE PLANS.
2. COMPLETE DRAINAGE WORK ON FORESLOPES.
3. INSTALL TEMPORARY HMA RAMPS TO NEW BRIDGE APPROACH CONNECTORS.
4. INSTALL PROPOSED GUARDRAIL ON STAGE 2 PRIOR TO OPENING STAGE 2 TO TRAFFIC.

MAINTENANCE OF TRAFFIC

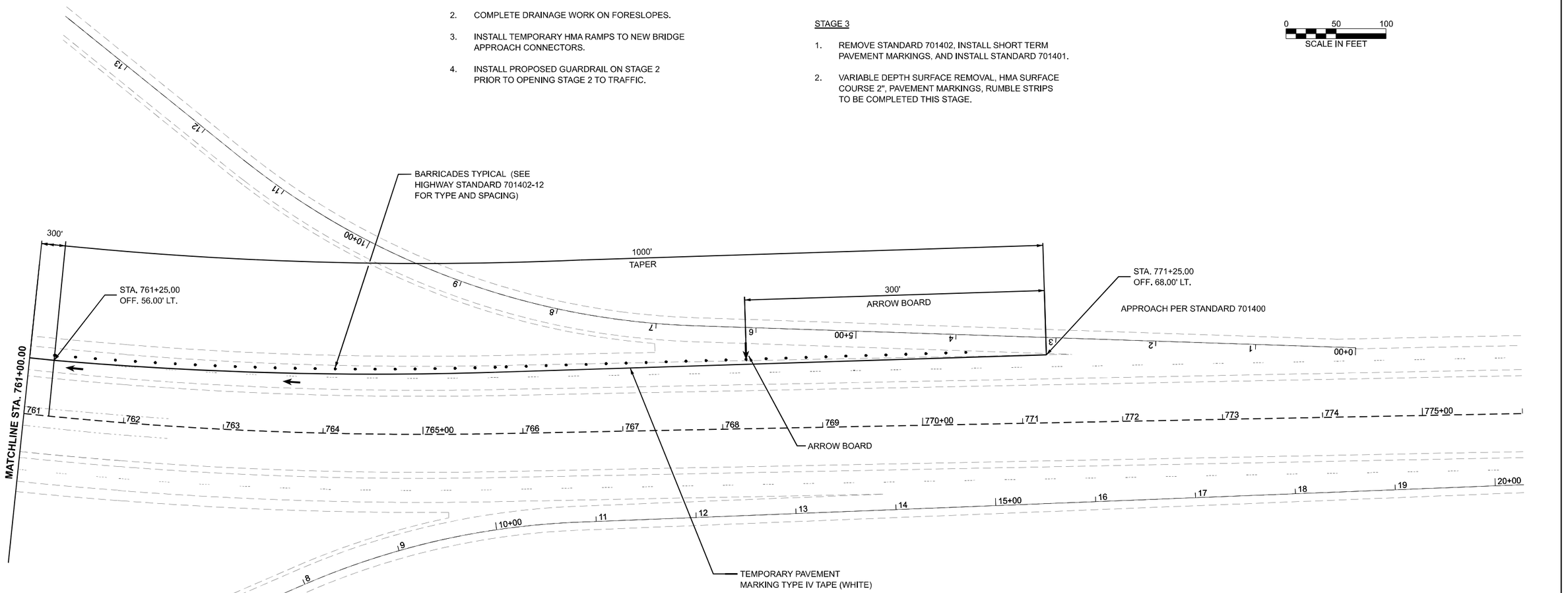
1. INSTALL HIGHWAY STANDARDS 701400 AND 701402

STAGE 3

1. REMOVE STANDARD 701402, INSTALL SHORT TERM PAVEMENT MARKINGS, AND INSTALL STANDARD 701401.
2. VARIABLE DEPTH SURFACE REMOVAL, HMA SURFACE COURSE 2", PAVEMENT MARKINGS, RUMBLE STRIPS TO BE COMPLETED THIS STAGE.

N

0 50 100
SCALE IN FEET



USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STAGE II LANE CLOSURE
I-55 OVER US. 136

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 761+00.00 | TO STA. 776+00.00

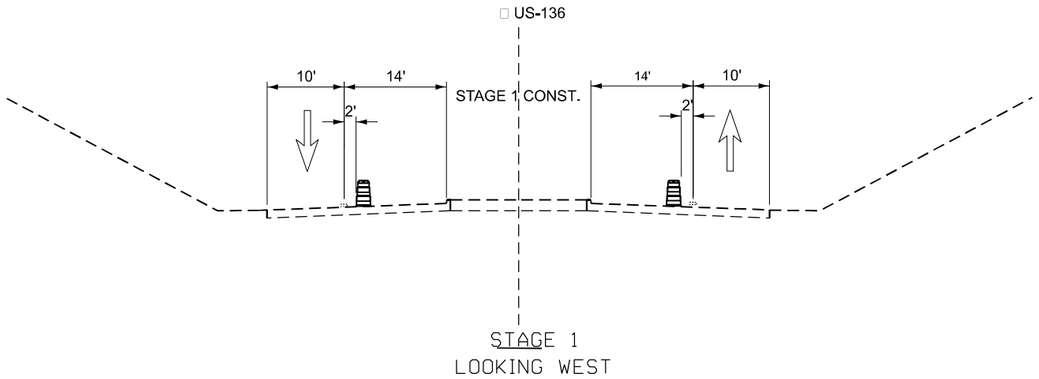
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	30
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

MODEL: I55ALL - Plan 3 [Sheet]
FILE NAME: G:\241\Illinois Department of Transporation\24-6134A IDOT I-55 Bridges at McLean\400 CADD\403 Plans\D570IF77_Sht_MOT Stage 2.dgn

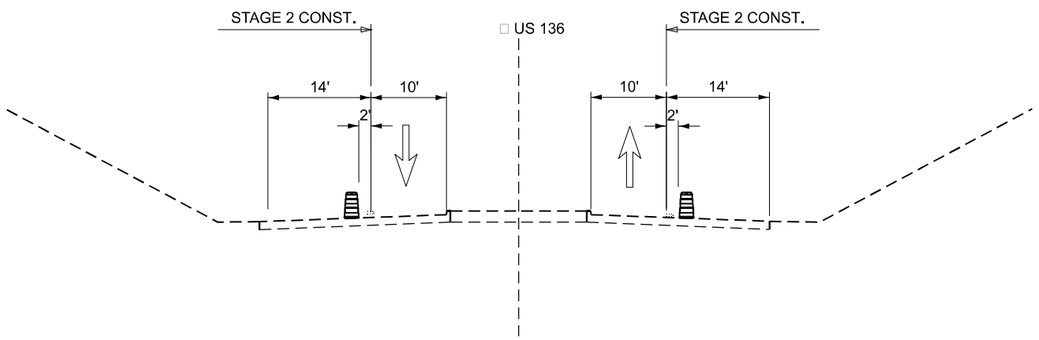
MAINTANENCE OF TRAFFIC (US 136)

US 136 STAGES 1 AND 2 MAY BE UTILIZED INDEPENDANT OF I-55 STAGES 1 AND 2.

UTILIZE HIGHWAY STANDARD 701601 AS NEEDED TO MOVE TRAFFIC TO SHOULDER UNDER STRUCTURES AS NEEDED.



STAGE 1
LOOKING WEST



STAGE 2
LOOKING WEST

SEQUENCE OF OPERATIONS

STAGE 1
1. CONSTRUCT CRASH WALL EXTENSIONS AND INSTALL IMPACT ATTENUATERS AT PIERS.
2. UTILIZE LANE CLOSURE AS NEEDED DURING DEMOLITION AND DECK POURS.

STAGE 2
1. UTILIZE LANE CLOSURE AS NEEDED DURING DEMOLITION, DECK POURS, ABUTMENT REPAIRS AND SLOPEWALL REPLACEMENT.

MODEL: SHT_PLAN
FILE NAME: C:\Bentley\CONNECT\1011\Organization-Civil\IDOT_Standards\Cell\IDOT_Sheets.cel

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003926

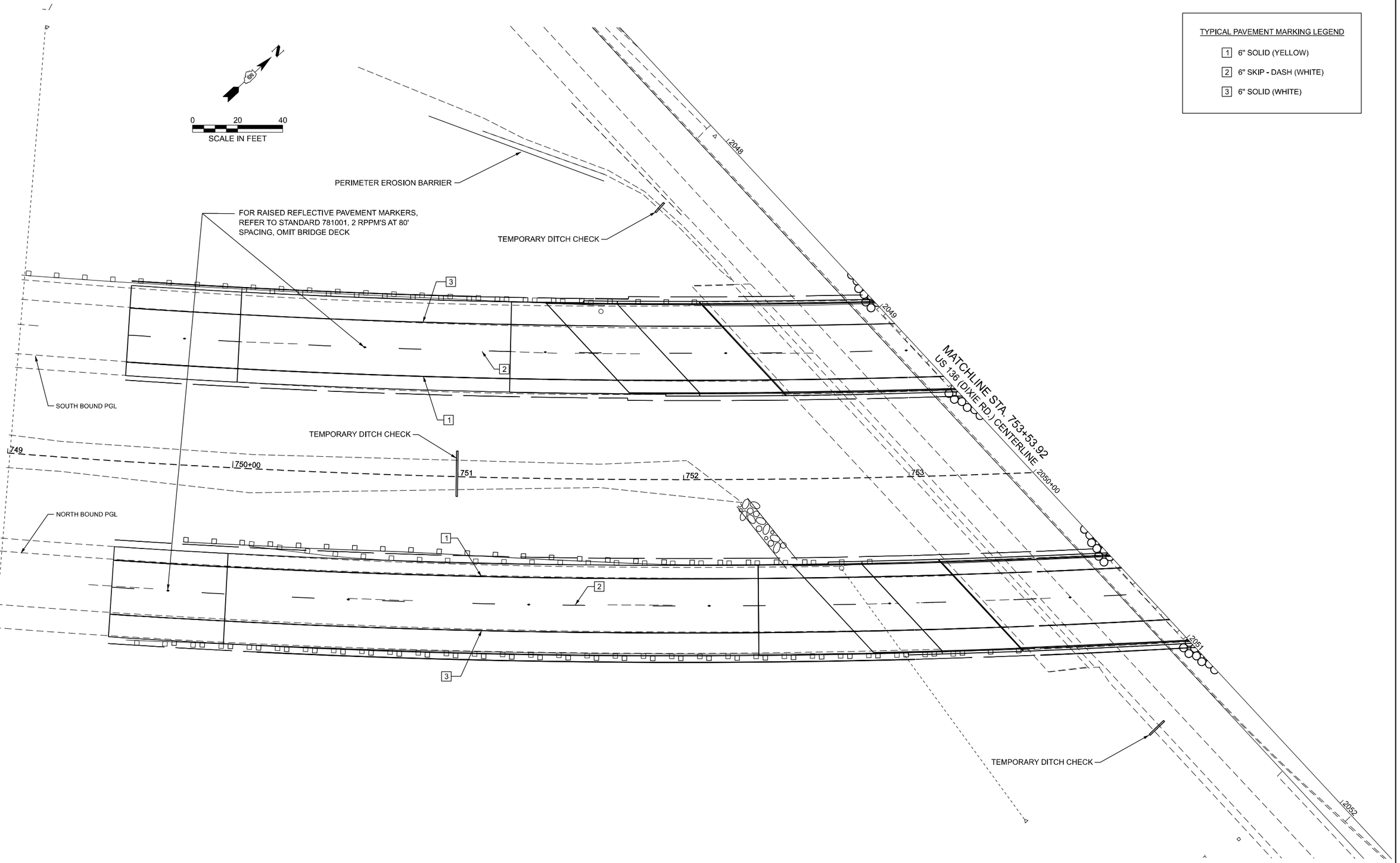
USER NAME = Eric.Thomas	DESIGNED - RAB	REVISED -
	DRAWN - MCE	REVISED -
	CHECKED - JWD	REVISED -
PLOT DATE = 12/7/2022	DATE - $DATESUBMIT$	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 136
STAGING TYPICAL SECTION

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	31
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



TYPICAL PAVEMENT MARKING LEGEND

1 6" SOLID (YELLOW)

2 6" SKIP - DASH (WHITE)

3 6" SOLID (WHITE)

MODEL: I55ALL - Plan 1 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\23-6134A IDOT I-55 Bridges at McLean\400 CADd\403 Plans\D570F77_Sht_PM and Erosion Control.dgn

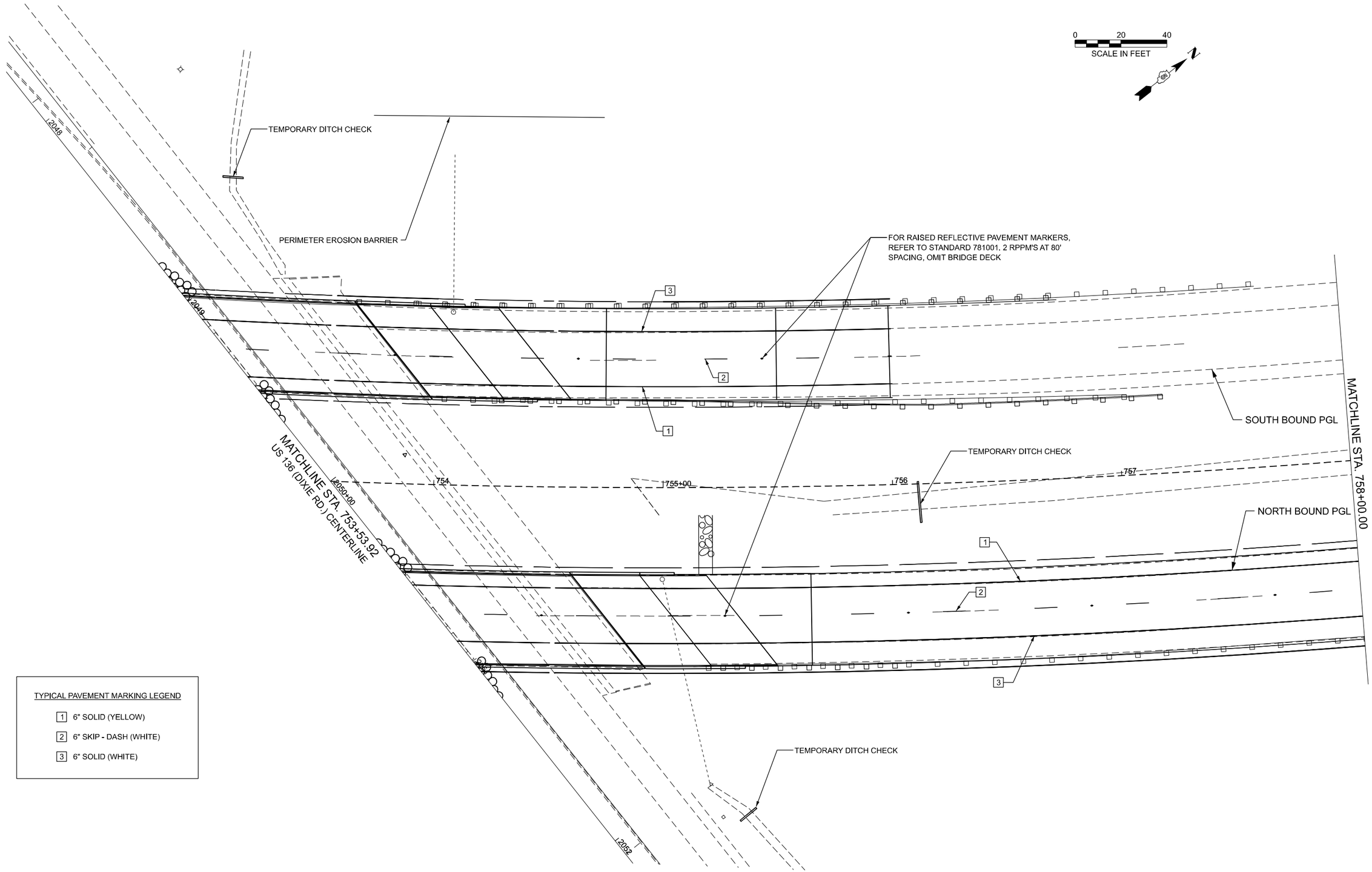
USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND EROSION CONTROL
I-55 OVER US. 136

SCALE: 1"=20' | SHEET OF SHEETS | STA. 749+00.00 | TO STA. 755+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	32
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



TYPICAL PAVEMENT MARKING LEGEND

1. 6" SOLID (YELLOW)
2. 6" SKIP - DASH (WHITE)
3. 6" SOLID (WHITE)

MODEL: I55ALL-1 - Plan North Abutments [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CADd\03 Plans\D570F77_Sht_PM and Erosion Control.dgn

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND EROSION CONTROL
I-55 OVER US. 136

SCALE: 1"=20' | SHEET OF SHEETS | STA. 752+00.00 | TO STA. 758+00.00

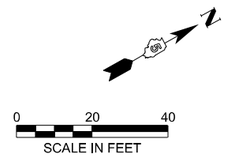
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	33
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

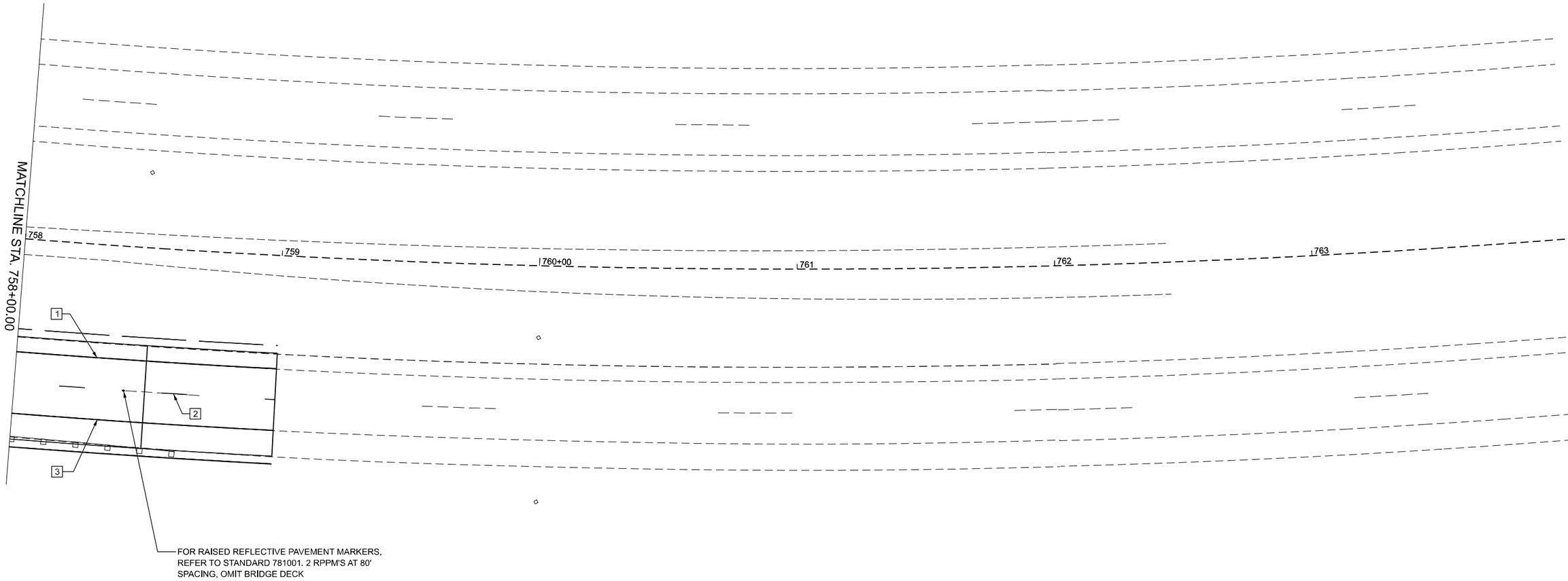
TYPICAL PAVEMENT MARKING LEGEND

1 6" SOLID (YELLOW)

2 6" SKIP - DASH (WHITE)

3 6" SOLID (WHITE)





MODEL: I55ALL-2 - Plan 3 [Sheet]
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USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND EROSION CONTROL
I-55 OVER US. 136

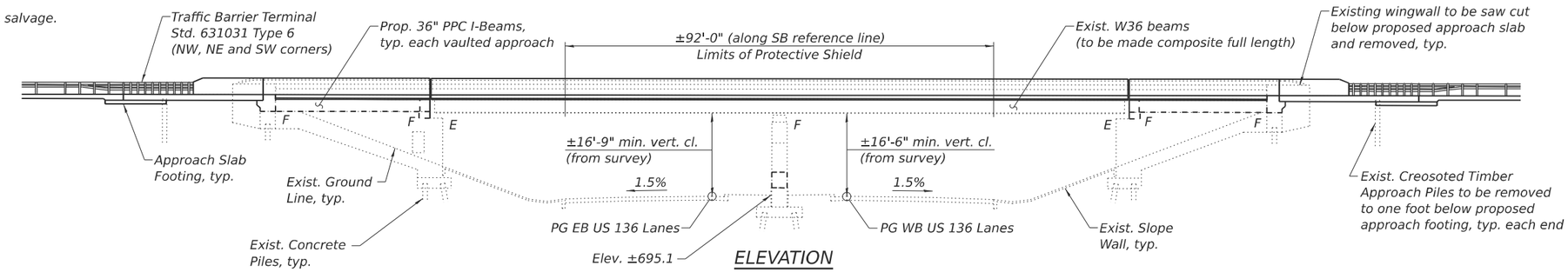
SCALE: 1"=20' | SHEET OF SHEETS | STA. 758+00.00 | TO STA. 764+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	34
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

Bench Mark: TS #400 - Iron pin with IDOT cap at US 136 Sta. 2047+90.34, Elev. 694.727.

Existing Structure: Structure Number 057-0154, built in 1975 as FAI Route 55, Section 57-10HB at Sta. 753+54.41. In 2002, the expansion joints and abutment bearings were replaced and the HMA overlay was replaced with Microsilica overlay. In 2022, the deck and approaches were repaired, the expansion joints were replaced, and the Microsilica overlay was replaced with HMA overlay. The structure is a two-span curved continuous non-composite steel beam superstructure supported on vaulted abutments and a multi-column pier. The bridge measures 219'-7½" back-to-back approach bents along the local tangent with a skew of 40°-32'-25" ahead right. The out-to-out deck is 42'-0" measured radially. Work to be completed using stage construction, while maintaining one lane of traffic in SB direction at all times.

No salvage.



ELEVATION

DESIGN STRESSES

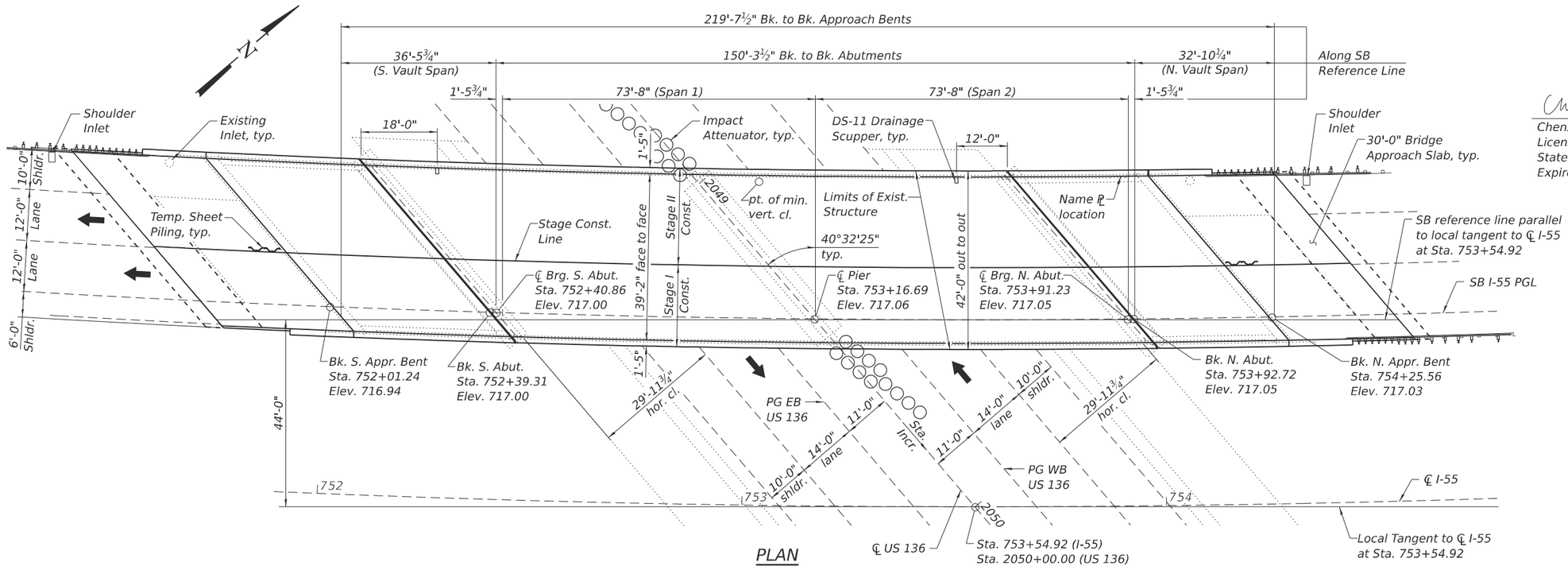
FIELD UNITS (New Construction)
f 'c = 3,500 psi
f 'c = 4,000 psi (Superstructure Concrete)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50) (Structural Steel)

PRECAST PRESTRESSED UNITS (New Construction)
f 'c = 6,000 psi
f 'ci = 5,000 psi
f pu = 270,000 psi (0.5" Ø Low Relax. Strands)
f pbt =201,960 psi (0.5" Ø Low Relax. Strands)

FIELD UNITS (Existing)
f c = 1,200 psi (Deck Slab)
f c = 1,400 psi (All Other Concrete)
f s = 20,000 psi (Reinforcement)
f s = 20,000 psi (Structural Steel)

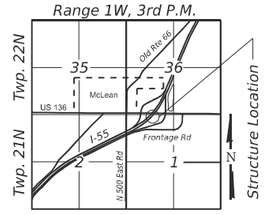
PRECAST PRESTRESSED UNITS (Existing)
f 'c = 5,000 psi
f 'ci = 4,000 psi
f 's = 248,000 psi
f si = 173,600 psi

Chenxu Zhuang 11/10/2025
Chenxu Zhuang — Date
Licensed Structural Engineer
State of Illinois No. 081-009184
Expires 11/30/2026



PLAN

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures



LOCATION SKETCH

SEISMIC DATA

Seismic Retrofit Category (SRC) = A
Design Spectral Acceleration at 1.0 sec (SD1) = 0.128g
Design Spectral Acceleration at 0.2 sec (SDS) = 0.213g
Soil Site Class = D
Performance Level = I

LOADING HS20-44 & ALT. MILITARY

No future wearing surface allowed.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges (Existing Construction)

2024 AASHTO LRFD Bridge Design Specifications, 10th Edition (Proposed Deck and Concrete Beams)

2003 AASHTO Guide Specifications for Horizontally Curved Steel Girder

2006 Seismic Retrofitting Manual for Highway Structures: Part I - Bridges (FHWA-HRT-06-032)

Notes:
Up to ¼" to be ground off the bridge deck and the bridge approach slabs.
All transverse dimensions are radial and all longitudinal dimensions are measured along the SB reference line, unless noted otherwise.
A datum adjustment of -0.21 ft has been applied to the original plan elevations.

GENERAL PLAN AND ELEVATION
SB I-55 OVER US 136
F.A.I. RTE. 55 - SEC. (57-10HB)BR-1
MCLEAN COUNTY
STATION 753+54.92
STRUCTURE NO. 057-0154

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	35
		CONTRACT NO. 70F77		
		ILLINOIS FED. AID PROJECT		

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Inglos\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057-0154-70F77-001-GPE.dgn

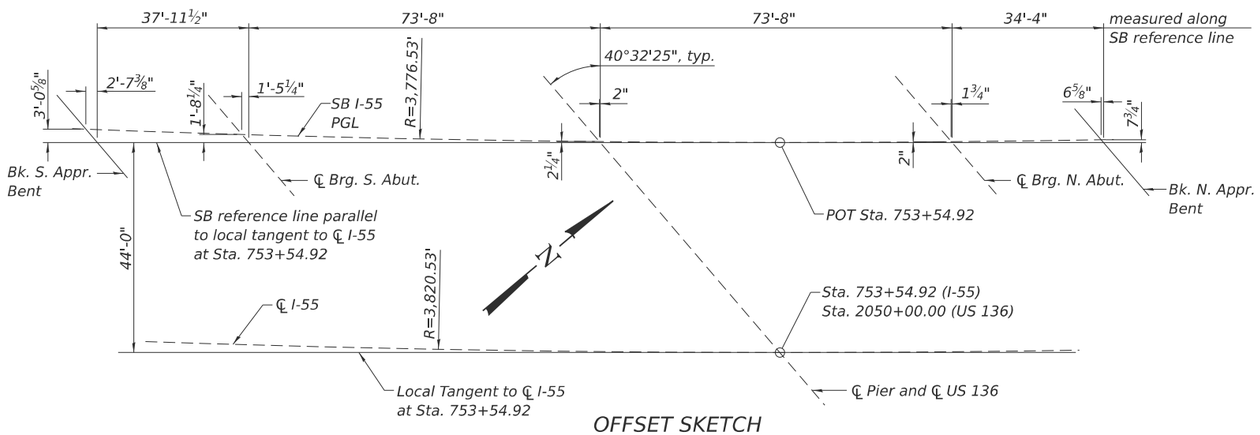
GENERAL NOTES

1. No field welding is permitted except as specified in the contract documents.
2. Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. diameter, holes $\frac{15}{16}$ in. diameter, unless otherwise noted.
3. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.
   As directed by the Engineer, existing construction accessories welded to the top flange of beams shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding ¼ in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Concrete Sealer shall be applied to the new concrete surfaces on the front face of abutment backwalls and wall facing.
6. Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contactor shall field verify existing dimensions and details affecting new construction 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 scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
7. All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300, Type 1.
8. Cleaning and painting of the existing structural steel shall be as specified in the special provision for “Cleaning and Painting Existing Steel Structures”. All beams, bearings and other structural steel within 5 ft. (measured along the beam) of deck joints shall be cleaned per Near White Blast Cleaning (SSPC-SP10). The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning (SSPC-SP15). The designated areas cleaned per Near White Blast Cleaning (SSPC-SP10) and per Commercial Grade Power Tool Cleaning (SSPC-SP15) shall be painted according to the requirements of Organic Zinc-Rich Primer/Epoxy Intermediate Coat/Urethane Topcoat (OZ/E/U). The color of the final finish coat for all steel surfaces shall be Gray, Munsell No. 5B 7/1.
9. The Contractor shall resurvey the US 136 vertical clearance over each lane and shoulder following the deck replacement. This work will not be paid for separately, but shall be included with the contract lump sum price for "Construction Layout".

INDEX OF SHEETS

SCOPE OF WORK

1. Remove and replace existing concrete deck utilizing stage construction, while providing protective shield over live traffic.
2. Make existing beams composite full length.
3. Remove and replace each vaulted span slab, diaphragms and beams.
4. Remove approach pavement and replace with bridge approach slabs.
5. Remove and replace existing steel end diaphragms as shown.
6. Perform concrete repair at each abutment and pier as shown.
7. Replace broken panels of the concrete slope walls.
8. Raise existing pier crash wall to 5’-0” above ground elevation.
9. Clean and paint existing structural steel within 5 feet of the expansion joints.
10. Remove portion of wingwalls for construction of new approach slabs.



OFFSET SKETCH

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	-	29.6	29.6
Removal of Existing Concrete Deck No. 1	Each	1	-	1
Protective Shield	Sq. Yd.	430	-	430
Structure Excavation	Cu. Yd.	-	144	144
Concrete Structures	Cu. Yd.	-	72.3	72.3
Concrete Superstructure	Cu. Yd.	381.0	-	381.0
Protective Coat	Sq. Yd.	1,477	-	1,477
Concrete Superstructure (Approach Slab)	Cu. Yd.	118.0	-	118.0
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36 in	Foot	261.0	-	261.0
Furnishing and Erecting Structural Steel	Pound	1,930	-	1,930
Stud Shear Connectors	Each	4,410	-	4,410
Reinforcement Bars, Epoxy Coated	Pound	129,430	10,420	139,850
Bar Splicers	Each	917	84	1,001
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	108.5	-	108.5
Temporary Sheet Piling	Sq. Ft.	-	268	268
Granular Backfill for Structures	Cu. Yd.	-	128	128
Concrete Sealer	Sq. Ft.	-	1,276	1,276
Epoxy Crack Injection	Foot	-	13	13
Geocomposite Wall Drain	Sq. Yd.	-	71	71
Pipe Underdrains for Structures 4"	Foot	-	144	144
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	751	-	751
Containment and Disposal of Non-Lead Paint Cleaning Residues No. 1	L. Sum	1	-	1
Structural Steel Removal	Pound	750	-	750
Bar Terminators	Each	60	-	60
Slope Wall Repair	Sq. Yd.	-	33	33
Slope Wall Slurry Pumping	Cu. Yd.	-	2	2
Removal of Existing Concrete I-Beam	Each	8	-	8
Cleaning and Painting Steel Bridge No. 1	L. Sum	1	-	1
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	-	32	32
Drainage Scuppers, DS-11	Each	2	-	2
Diamond Grinding (Bridge Section)	Sq. Yd.	1,219	-	1,219

I-55 CURVE DATA

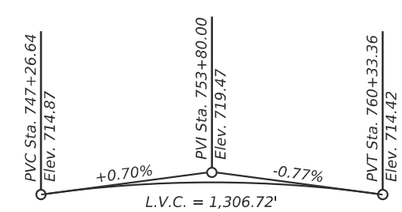
P.I. Sta. = 752+80.39
Δ = 40°33'56" (Lt)
D = 1°30'00"
R = 3,820.53'
T = 1,411.95'
L = 2,704.94'
E = 252.56'
P.C. Sta. = 738+68.44
P.T. Sta. = 765+73.38
SE = 4.2%

STA. 753+54.92
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. (57-10HB)BR-1
LOADING HS-20 & ALT. MILITARY
STR. NO. 057-0154

NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

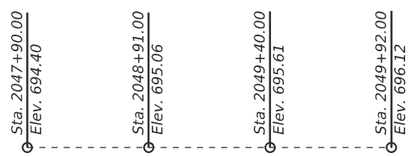


PROPOSED SB I-55 PROFILE GRADE

(Along median edge of pavement)
(shows the final grade after grinding)

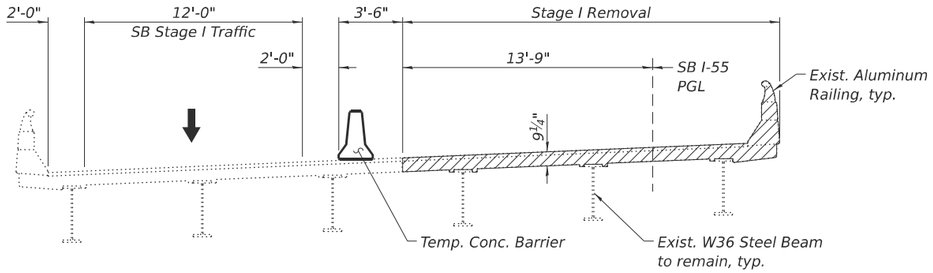
EXISTING WB US 136 PROFILE GRADE

(Along median edge of pavement; from survey)

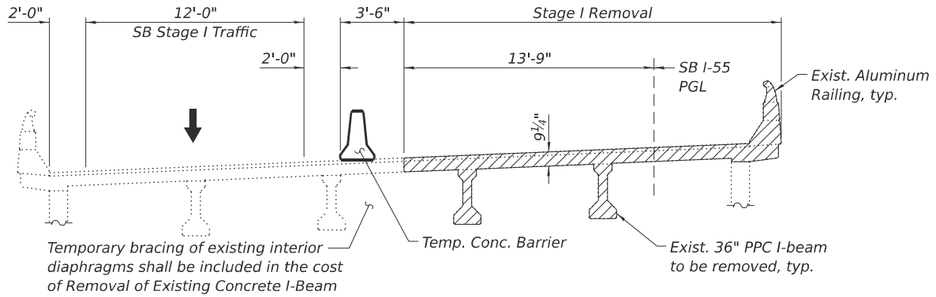


EXISTING EB US 136 PROFILE GRADE

(Along median edge of pavement; from survey)

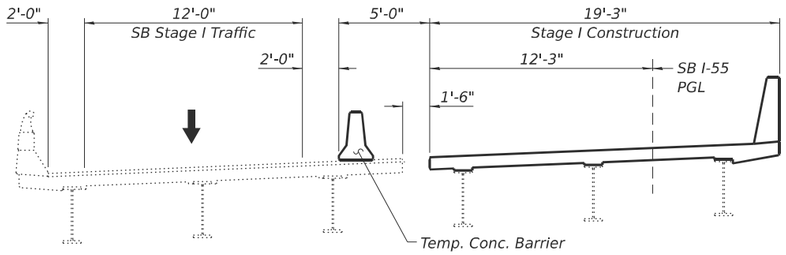


SECTION THRU BRIDGE

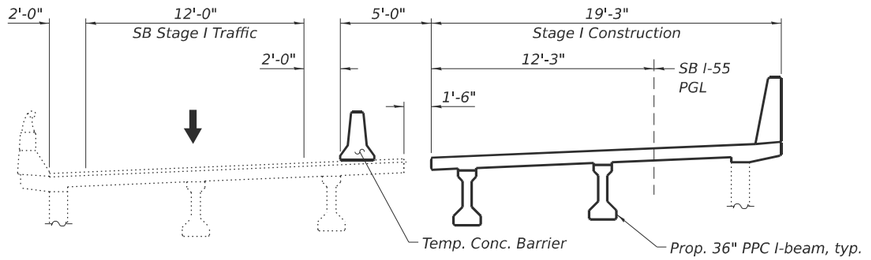


SECTION THRU VAULT SPAN

STAGE I REMOVAL

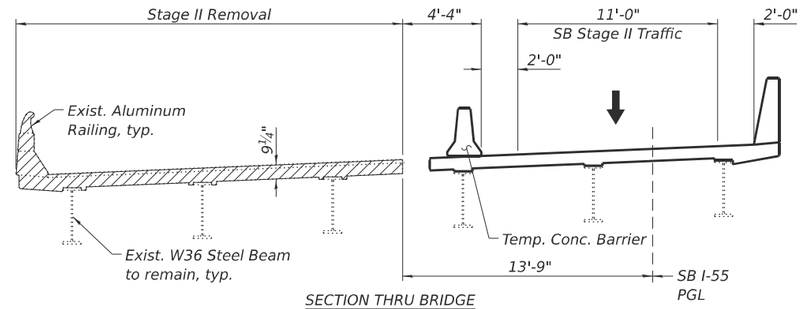


SECTION THRU BRIDGE

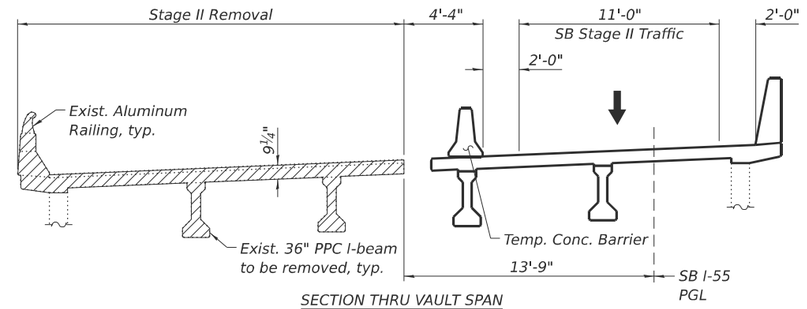


SECTION THRU VAULT SPAN

STAGE I CONSTRUCTION

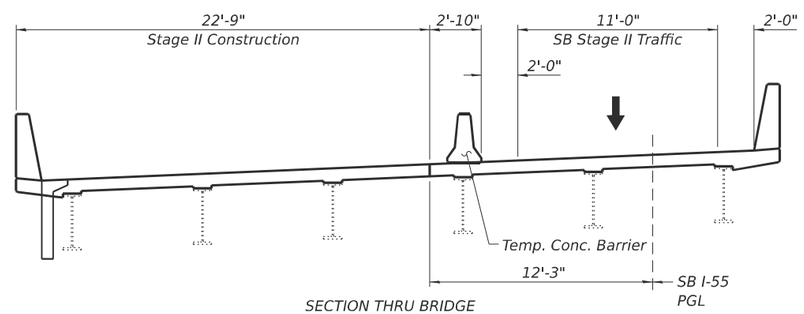


SECTION THRU BRIDGE

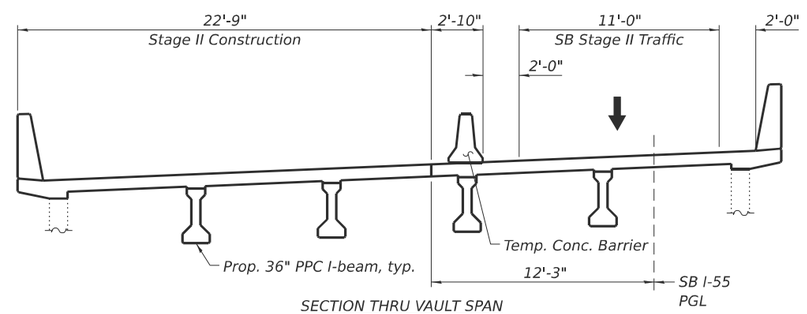


SECTION THRU VAULT SPAN

STAGE II REMOVAL



SECTION THRU BRIDGE



SECTION THRU VAULT SPAN

STAGE II CONSTRUCTION

Notes:

All sections are looking North.

Hatching represents limits of removal.

All transverse dimensions are radial unless noted otherwise.

See sheet 5 of 37 for details of Temporary Concrete Barrier.

See Roadway Plans for quantity of Temporary Concrete Barrier.

Cost of removal of existing aluminum railing and wearing surface is included with Removal of Existing Concrete Deck No. 1.

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\lin\jobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015457F77-003-StgConstDtls1.dgn

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

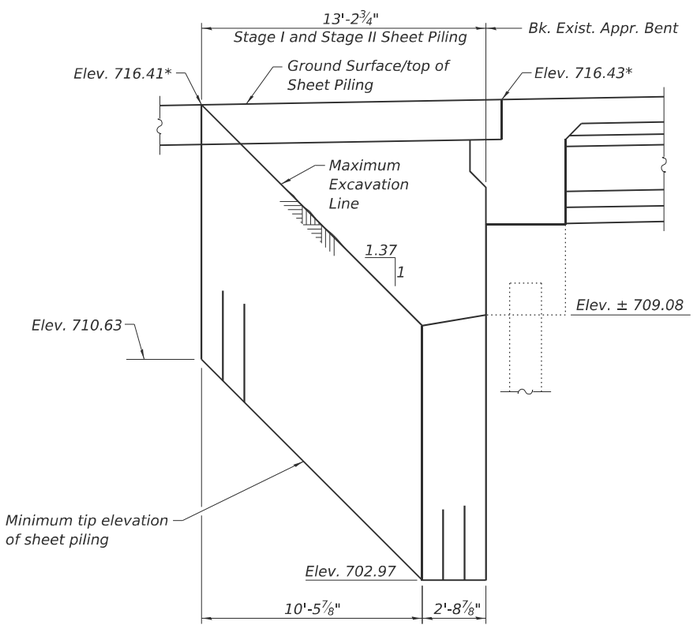
USER NAME = Mike Haley		DESIGNED - MTH		REVISED -	
		DRAWN - SJH		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - CZ		REVISED -	
PLOT DATE = 12/3/2025		CHECK DATE - 8/30/2025		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 057-0154

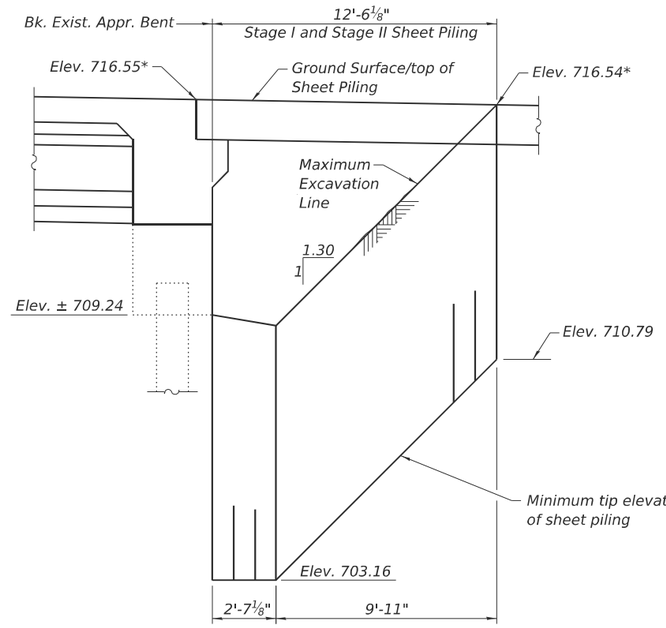
SHEET 3 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	37
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



TEMPORARY SHEET PILING AT SOUTH APPROACH BENT

(Dimensions along stage construction line)



TEMPORARY SHEET PILING AT NORTH APPROACH BENT

(Dimensions along stage construction line)

* Prior to grinding

Notes:

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

Min. Section Modulus for sheeting = 3.3 in³/ft (typ.).

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\ilnjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\0570154-70F77-004-StgConstDtls2.dgn

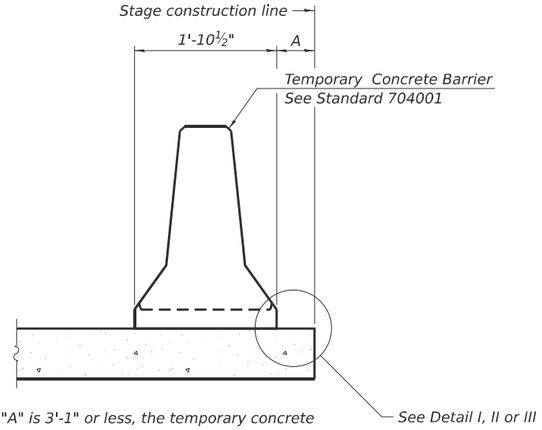
LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - TJR	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

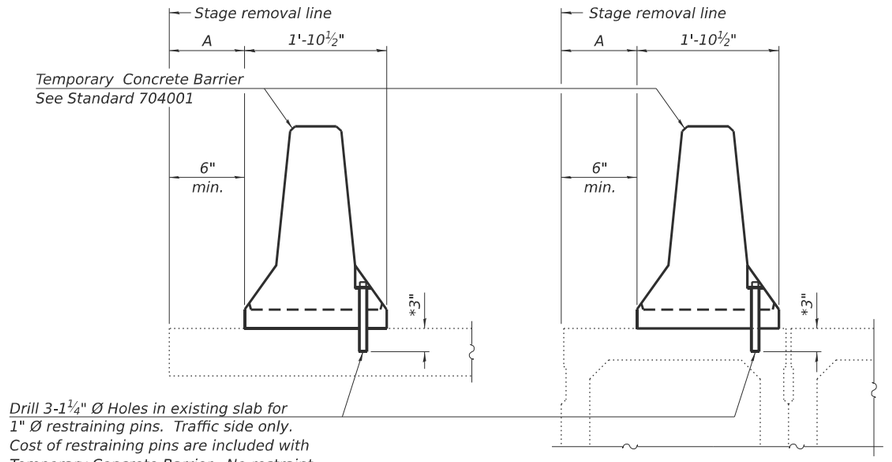
STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 057-0154
SHEET 4 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	38
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



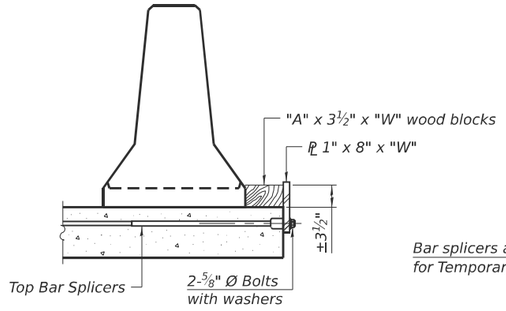
Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

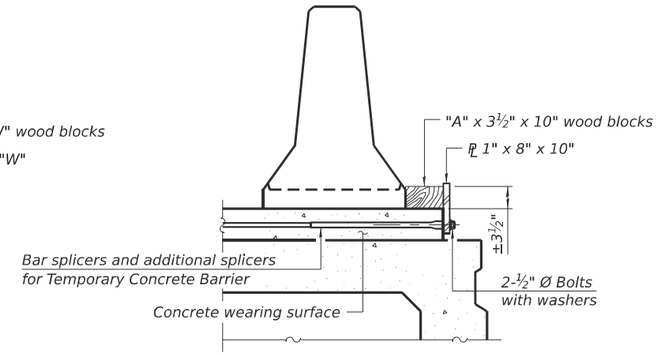
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

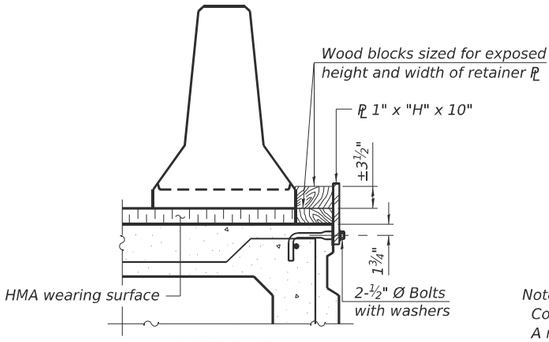
SECTIONS THRU SLAB OR DECK BEAM



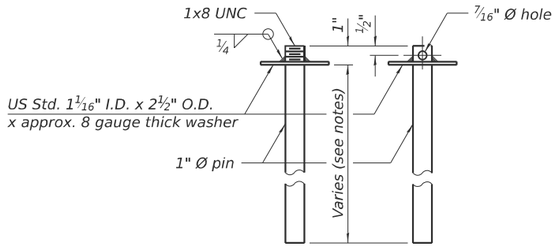
DETAIL I



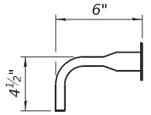
DETAIL II



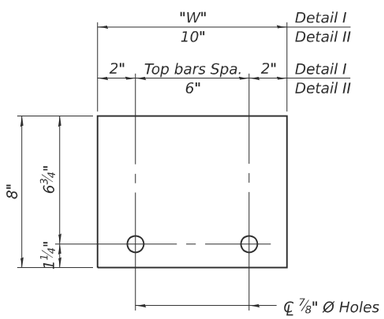
DETAIL III



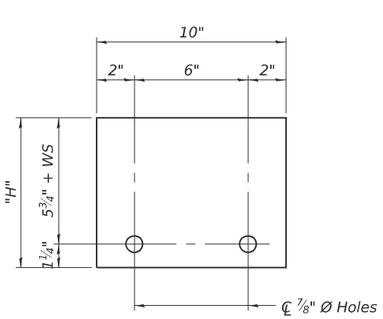
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"
(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

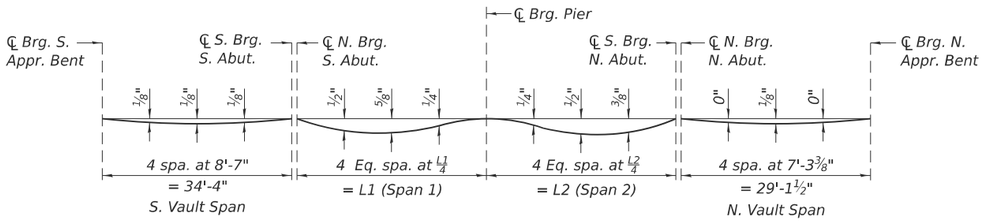
USER NAME = Mike Haley	DESIGNED - MTH	REVISED -
	DRAWN - SJH	REVISED -
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 057-0154

SHEET 5 OF 37 SHEETS

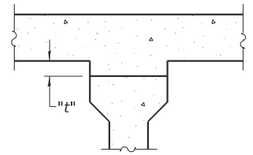
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	39
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



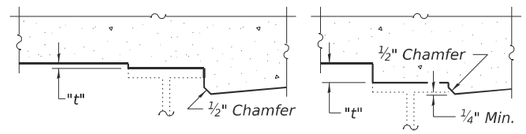
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only, excluding beams)

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 and grinding as shown on sheets 7 thru 9 of 36.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding" shown on sheet 7 of 36, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flanges of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheet 7 of 36. For grinding the deck, see Special Provisions.



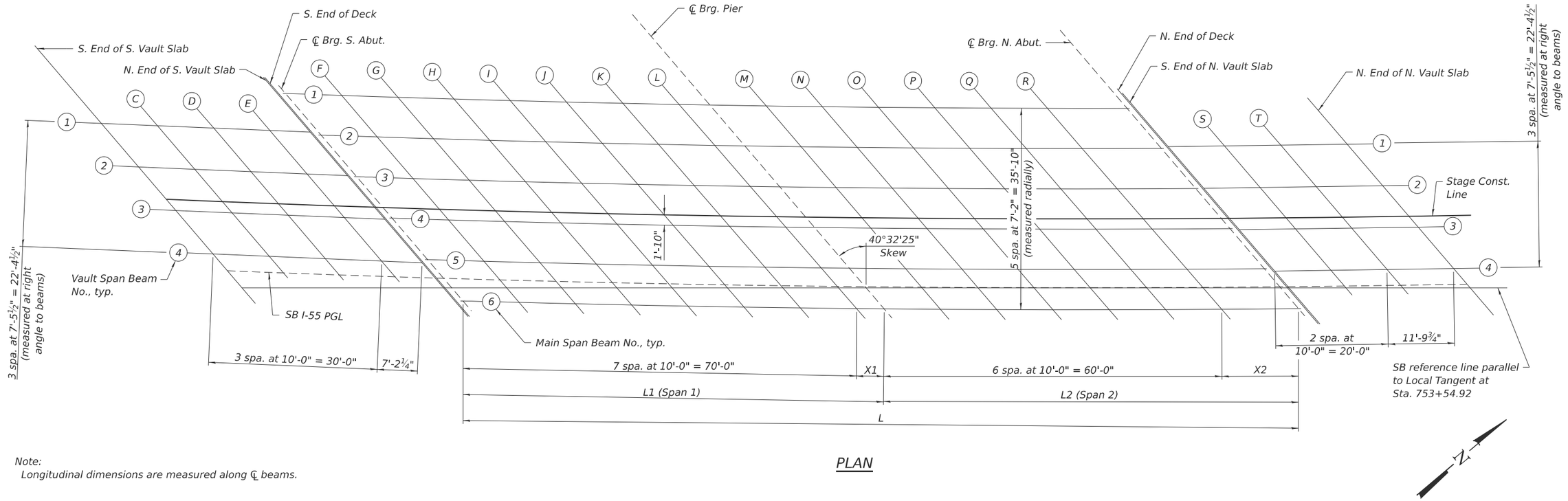
At Minimum Fillet *At Maximum Fillet*

To determine "t": After all existing deck has been removed, 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 and Grinding" shown on sheets 8 and 9 of 36, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flanges of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 8 and 9 of 36. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

DIMENSION TABLE

Beam	L1	L2	L	X1	X2
1	75'-5 3/4"	74'-1 3/4"	149'-7 1/2"	5'-5 3/4"	14'-1 3/4"
2	75'-4 1/4"	74'-0 1/2"	149'-4 3/4"	5'-4 1/4"	14'-0 1/2"
3	75'-2 7/8"	73'-11 1/4"	149'-2 1/8"	5'-2 7/8"	13'-11 1/4"
4	75'-1 1/2"	73'-10"	148'-11 1/2"	5'-1 1/2"	13'-10"
5	75'-0 1/8"	73'-8 3/4"	148'-8 7/8"	5'-0 1/8"	13'-8 3/4"
6	74'-10 3/4"	73'-7 1/2"	148'-6 1/4"	4'-10 3/4"	13'-7 1/2"



Note:
Longitudinal dimensions are measured along ℄ beams.

PLAN

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0154
SHEET 6 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	40
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

SOUTH VAULT SPAN - BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	751+78.05	-25.21	715.84	715.86
C	751+88.24	-25.24	715.86	715.89
D	751+98.42	-25.24	715.88	715.91
E	752+08.61	-25.22	715.89	715.92
N. End of S. Vault Slab	752+15.92	-25.19	715.91	715.93

SOUTH VAULT SPAN - BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	751+85.14	-17.77	716.17	716.19
C	751+95.31	-17.79	716.18	716.21
D	752+05.47	-17.77	716.20	716.23
E	752+15.64	-17.73	716.22	716.24
N. End of S. Vault Slab	752+22.94	-17.69	716.23	716.25

SOUTH VAULT SPAN - STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	751+90.39	-12.24	716.41	716.43
C	752+00.54	-12.24	716.43	716.45
D	752+10.66	-12.25	716.44	716.47
E	752+20.76	-12.25	716.46	716.48
N. End of S. Vault Slab	752+28.00	-12.25	716.47	716.49

SOUTH VAULT SPAN - BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	751+92.20	-10.33	716.49	716.51
C	752+02.35	-10.32	716.51	716.54
D	752+12.49	-10.29	716.53	716.56
E	752+22.63	-10.23	716.54	716.57
N. End of S. Vault Slab	752+29.92	-10.17	716.56	716.58

SOUTH VAULT SPAN - BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	751+99.23	-2.87	716.82	716.84
C	752+09.36	-2.84	716.83	716.86
D	752+19.48	-2.79	716.85	716.88
E	752+29.61	-2.71	716.87	716.90
N. End of S. Vault Slab	752+36.88	-2.64	716.87	716.90

SOUTH VAULT SPAN - SB I-55 PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	752+01.93	0.00	716.94	716.96
C	752+12.01	0.00	716.96	716.99
D	752+22.08	0.00	716.97	717.00
E	752+32.11	0.00	716.99	717.01
N. End of S. Vault Slab	752+39.31	0.00	717.00	717.02

NORTH VAULT SPAN - BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	753+71.29	-25.04	716.01	716.03
S	753+81.47	-25.13	716.00	716.03
T	753+91.66	-25.19	716.00	716.02
N. End of N. Vault Slab	754+03.68	-25.22	715.99	716.01

NORTH VAULT SPAN - BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	753+77.66	-17.64	716.32	716.34
S	753+87.83	-17.71	716.31	716.34
T	753+97.99	-17.75	716.31	716.33
N. End of N. Vault Slab	754+09.99	-17.77	716.30	716.32

NORTH VAULT SPAN - STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	753+82.28	-12.25	716.54	716.56
S	753+92.48	-12.25	716.54	716.56
T	754+02.66	-12.25	716.53	716.56
N. End of N. Vault Slab	754+14.64	-12.25	716.53	716.55

NORTH VAULT SPAN - BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	753+84.01	-10.22	716.63	716.65
S	753+94.16	-10.28	716.62	716.65
T	754+04.30	-10.31	716.61	716.64
N. End of N. Vault Slab	754+16.28	-10.31	716.61	716.63

NORTH VAULT SPAN - BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	753+90.34	-2.80	716.94	716.96
S	754+00.46	-2.84	716.93	716.96
T	754+10.59	-2.85	716.92	716.95
N. End of N. Vault Slab	754+22.54	-2.83	716.92	716.94

NORTH VAULT SPAN - SB I-55 PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	753+92.72	0.00	717.05	717.08
S	754+02.86	0.00	717.05	717.07
T	754+12.98	0.00	717.04	717.07
N. End of N. Vault Slab	754+24.90	0.00	717.03	717.05

Note:
Stations are measured radially along ℄ I-55. Offsets are measured to the SB I-55 PGL.

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0154
SHEET 7 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	41
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	752+09.88	-31.92	715.61	715.63
℄ Brg. S. Abut.	752+11.17	-31.92	715.62	715.64
F	752+21.37	-31.92	715.63	715.68
G	752+31.58	-31.92	715.65	715.71
H	752+41.78	-31.92	715.66	715.73
I	752+51.98	-31.92	715.67	715.74
J	752+62.18	-31.92	715.68	715.74
K	752+72.39	-31.92	715.69	715.73
L	752+82.59	-31.92	715.70	715.72
℄ Brg. Pier	752+88.18	-31.92	715.70	715.72
M	752+98.38	-31.92	715.71	715.73
N	753+08.58	-31.92	715.71	715.75
O	753+18.78	-31.92	715.72	715.77
P	753+28.99	-31.92	715.72	715.78
Q	753+39.19	-31.92	715.72	715.78
R	753+49.39	-31.92	715.72	715.77
℄ Brg. N. Abut.	753+63.83	-31.92	715.72	715.74
N. End of Deck	753+65.07	-31.92	715.72	715.74

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	752+16.62	-24.75	715.93	715.95
℄ Brg. S. Abut.	752+17.90	-24.75	715.93	715.95
F	752+28.08	-24.75	715.94	715.98
G	752+38.26	-24.75	715.96	716.01
H	752+48.45	-24.75	715.97	716.03
I	752+58.63	-24.75	715.98	716.04
J	752+68.81	-24.75	715.99	716.04
K	752+79.00	-24.75	716.00	716.03
L	752+89.18	-24.75	716.00	716.03
℄ Brg. Pier	752+94.64	-24.75	716.01	716.03
M	753+04.82	-24.75	716.01	716.04
N	753+15.00	-24.75	716.02	716.07
O	753+25.19	-24.75	716.02	716.08
P	753+35.37	-24.75	716.02	716.10
Q	753+45.55	-24.75	716.03	716.09
R	753+55.74	-24.75	716.03	716.08
℄ Brg. N. Abut.	753+70.04	-24.75	716.02	716.04
N. End of Deck	753+71.28	-24.75	716.02	716.04

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	752+23.31	-17.58	716.24	716.26
℄ Brg. S. Abut.	752+24.59	-17.58	716.24	716.26
F	752+34.75	-17.58	716.25	716.30
G	752+44.92	-17.58	716.26	716.33
H	752+55.08	-17.58	716.28	716.35
I	752+65.24	-17.58	716.29	716.36
J	752+75.41	-17.58	716.30	716.36
K	752+85.57	-17.58	716.30	716.35
L	752+95.74	-17.58	716.31	716.34
℄ Brg. Pier	753+01.06	-17.58	716.31	716.33
M	753+11.23	-17.58	716.32	716.34
N	753+21.39	-17.58	716.32	716.35
O	753+31.56	-17.58	716.32	716.37
P	753+41.72	-17.58	716.33	716.37
Q	753+51.88	-17.58	716.33	716.37
R	753+62.05	-17.58	716.33	716.36
℄ Brg. N. Abut.	753+76.21	-17.58	716.32	716.34
N. End of Deck	753+77.45	-17.58	716.32	716.34

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	752+28.27	-12.25	716.47	716.49
℄ Brg. S. Abut.	752+29.55	-12.25	716.47	716.49
F	752+39.70	-12.25	716.48	716.53
G	752+49.84	-12.25	716.49	716.56
H	752+59.99	-12.25	716.50	716.58
I	752+70.14	-12.25	716.51	716.58
J	752+80.29	-12.25	716.52	716.58
K	752+90.44	-12.25	716.53	716.57
L	753+00.59	-12.25	716.54	716.56
℄ Brg. Pier	753+05.82	-12.25	716.54	716.56
M	753+15.97	-12.25	716.54	716.57
N	753+26.12	-12.25	716.55	716.59
O	753+36.27	-12.25	716.55	716.60
P	753+46.42	-12.25	716.55	716.61
Q	753+56.57	-12.25	716.55	716.61
R	753+66.72	-12.25	716.55	716.60
℄ Brg. N. Abut.	753+80.79	-12.25	716.54	716.57
N. End of Deck	753+82.02	-12.25	716.54	716.57

Note:
Stations are measured radially along ℄ I-55. Offsets are measured to the SB I-55 PGL.

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Springfield, Illinois

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0154

SHEET 8 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	42
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	752+29.97	-10.42	716.55	716.57
℄ Brg. S. Abut.	752+31.25	-10.42	716.55	716.57
F	752+41.39	-10.42	716.56	716.61
G	752+51.53	-10.42	716.57	716.64
H	752+61.68	-10.42	716.58	716.66
I	752+71.82	-10.42	716.59	716.66
J	752+81.97	-10.42	716.60	716.66
K	752+92.11	-10.42	716.61	716.65
L	753+02.26	-10.42	716.61	716.64
℄ Brg. Pier	753+07.46	-10.42	716.62	716.64
M	753+17.60	-10.42	716.62	716.65
N	753+27.75	-10.42	716.62	716.67
O	753+37.89	-10.42	716.63	716.68
P	753+48.03	-10.42	716.63	716.69
Q	753+58.18	-10.42	716.63	716.69
R	753+68.32	-10.42	716.63	716.68
℄ Brg. N. Abut.	753+82.36	-10.42	716.62	716.64
N. End of Deck	753+83.59	-10.42	716.62	716.64

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	752+36.60	-3.25	716.86	716.88
℄ Brg. S. Abut.	752+37.86	-3.25	716.86	716.88
F	752+47.99	-3.25	716.87	716.92
G	752+58.12	-3.25	716.88	716.95
H	752+68.24	-3.25	716.89	716.96
I	752+78.37	-3.25	716.90	716.97
J	752+88.49	-3.25	716.91	716.96
K	752+98.62	-3.25	716.91	716.95
L	753+08.74	-3.25	716.92	716.94
℄ Brg. Pier	753+13.82	-3.25	716.92	716.94
M	753+23.94	-3.25	716.92	716.95
N	753+34.07	-3.25	716.93	716.97
O	753+44.19	-3.25	716.93	716.99
P	753+54.32	-3.25	716.93	717.00
Q	753+64.44	-3.25	716.93	716.99
R	753+74.57	-3.25	716.92	716.98
℄ Brg. N. Abut.	753+88.47	-3.25	716.92	716.94
N. End of Deck	753+89.70	-3.25	716.92	716.94

SB I-55 PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	752+39.59	0.00	717.00	717.02
℄ Brg. S. Abut.	752+40.86	0.00	717.00	717.02
F	752+50.97	0.00	717.01	717.06
G	752+61.09	0.00	717.02	717.09
H	752+71.20	0.00	717.03	717.10
I	752+81.32	0.00	717.04	717.11
J	752+91.44	0.00	717.05	717.10
K	753+01.55	0.00	717.05	717.09
L	753+11.67	0.00	717.06	717.08
℄ Brg. Pier	753+16.69	0.00	717.06	717.08
M	753+26.81	0.00	717.06	717.09
N	753+36.92	0.00	717.06	717.11
O	753+47.04	0.00	717.06	717.12
P	753+57.16	0.00	717.06	717.13
Q	753+67.27	0.00	717.06	717.13
R	753+77.39	0.00	717.06	717.11
℄ Brg. N. Abut.	753+91.23	0.00	717.05	717.08
N. End of Deck	753+92.46	0.00	717.05	717.08

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	752+43.18	3.92	717.17	717.19
℄ Brg. S. Abut.	752+44.45	3.92	717.17	717.19
F	752+54.56	3.92	717.18	717.22
G	752+64.66	3.92	717.19	717.24
H	752+74.77	3.92	717.20	717.26
I	752+84.87	3.92	717.21	717.26
J	752+94.98	3.92	717.21	717.26
K	753+05.09	3.92	717.22	717.25
L	753+15.19	3.92	717.22	717.25
℄ Brg. Pier	753+20.14	3.92	717.22	717.25
M	753+30.25	3.92	717.23	717.25
N	753+40.35	3.92	717.23	717.27
O	753+50.46	3.92	717.23	717.28
P	753+60.57	3.92	717.23	717.29
Q	753+70.67	3.92	717.23	717.29
R	753+80.78	3.92	717.22	717.27
℄ Brg. N. Abut.	753+94.55	3.92	717.22	717.24
N. End of Deck	753+95.77	3.92	717.22	717.24

Note:
Stations are measured radially along ℄ I-55. Offsets are measured to the SB I-55 PGL.

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0154
SHEET 9 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	43
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

WEST FACE OF CURB

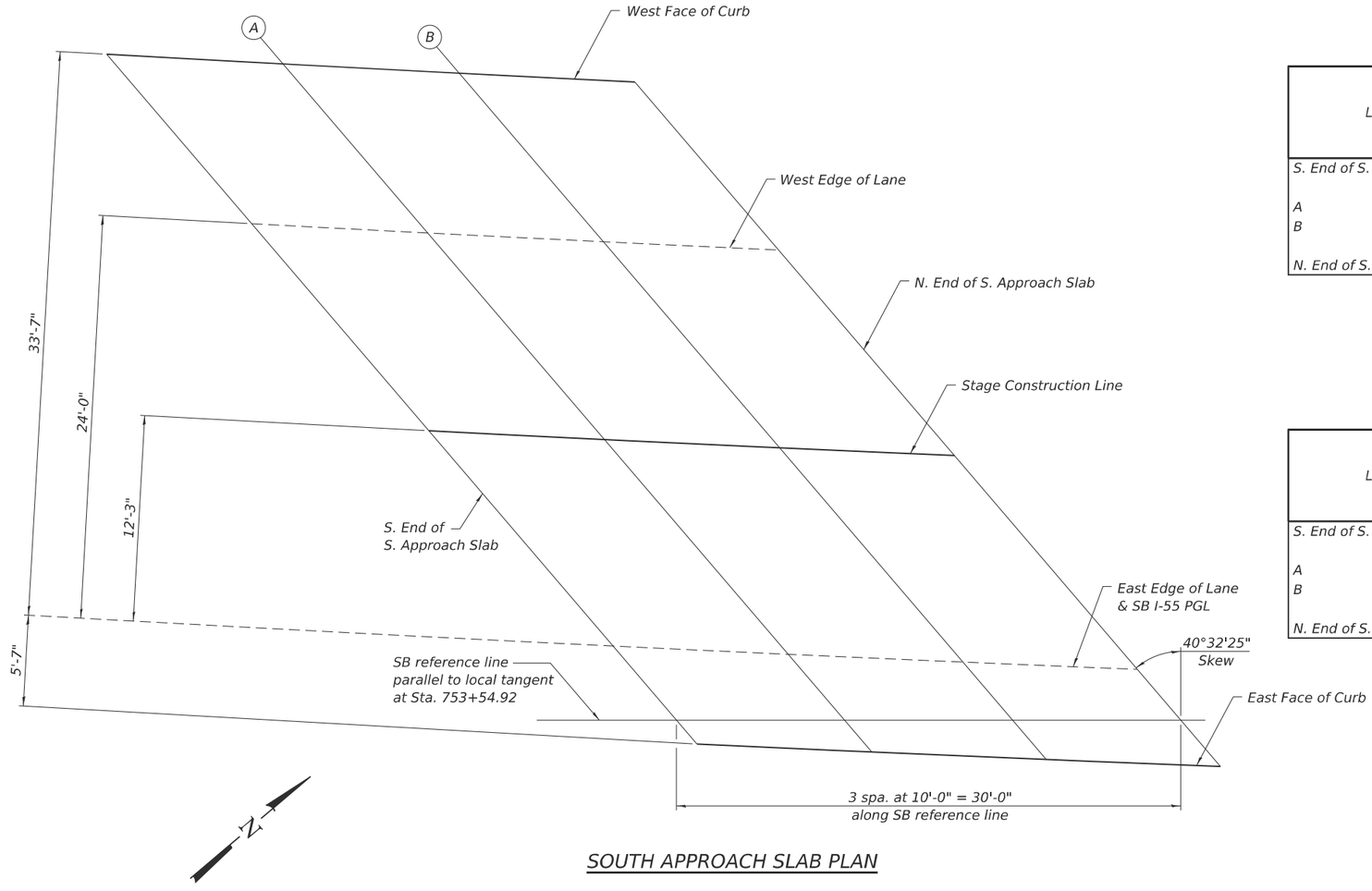
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Approach Slab	751+37.91	-33.58	715.40	715.42
A	751+48.65	-33.58	715.43	715.45
B	751+59.35	-33.58	715.45	715.47
N. End of S. Approach Slab	751+70.02	-33.58	715.47	715.49

WEST EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Approach Slab	751+47.26	-24.00	715.83	715.85
A	751+57.94	-24.00	715.85	715.87
B	751+68.59	-24.00	715.87	715.89
N. End of S. Approach Slab	751+79.21	-24.00	715.89	715.91

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Approach Slab	751+58.62	-12.25	716.34	716.37
A	751+69.24	-12.25	716.37	716.39
B	751+79.83	-12.25	716.39	716.41
N. End of S. Approach Slab	751+90.39	-12.25	716.41	716.43



SOUTH APPROACH SLAB PLAN

EAST EDGE OF LANE & SB I-55 PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Approach Slab	751+70.35	0.00	716.88	716.90
A	751+80.90	0.00	716.90	716.93
B	751+91.43	0.00	716.92	716.94
N. End of S. Approach Slab	752+01.93	0.00	716.94	716.96

EAST FACE OF CURB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Approach Slab	751+75.67	5.58	717.13	717.15
A	751+86.19	5.58	717.15	717.17
B	751+96.69	5.58	717.17	717.19
N. End of S. Approach Slab	752+07.16	5.58	717.18	717.21

Note:
Stations are measured radially along ℄ I-55. Offsets are measured to the SB I-55 PGL.

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LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF APPROACH SLAB ELEVATIONS STRUCTURE NO. 057-0154
	DRAWN - SJH	REVISED -		
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -		SHEET 10 OF 37 SHEETS
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	44
		CONTRACT NO. 70F77		
		ILLINOIS FED. AID PROJECT		

WEST FACE OF CURB

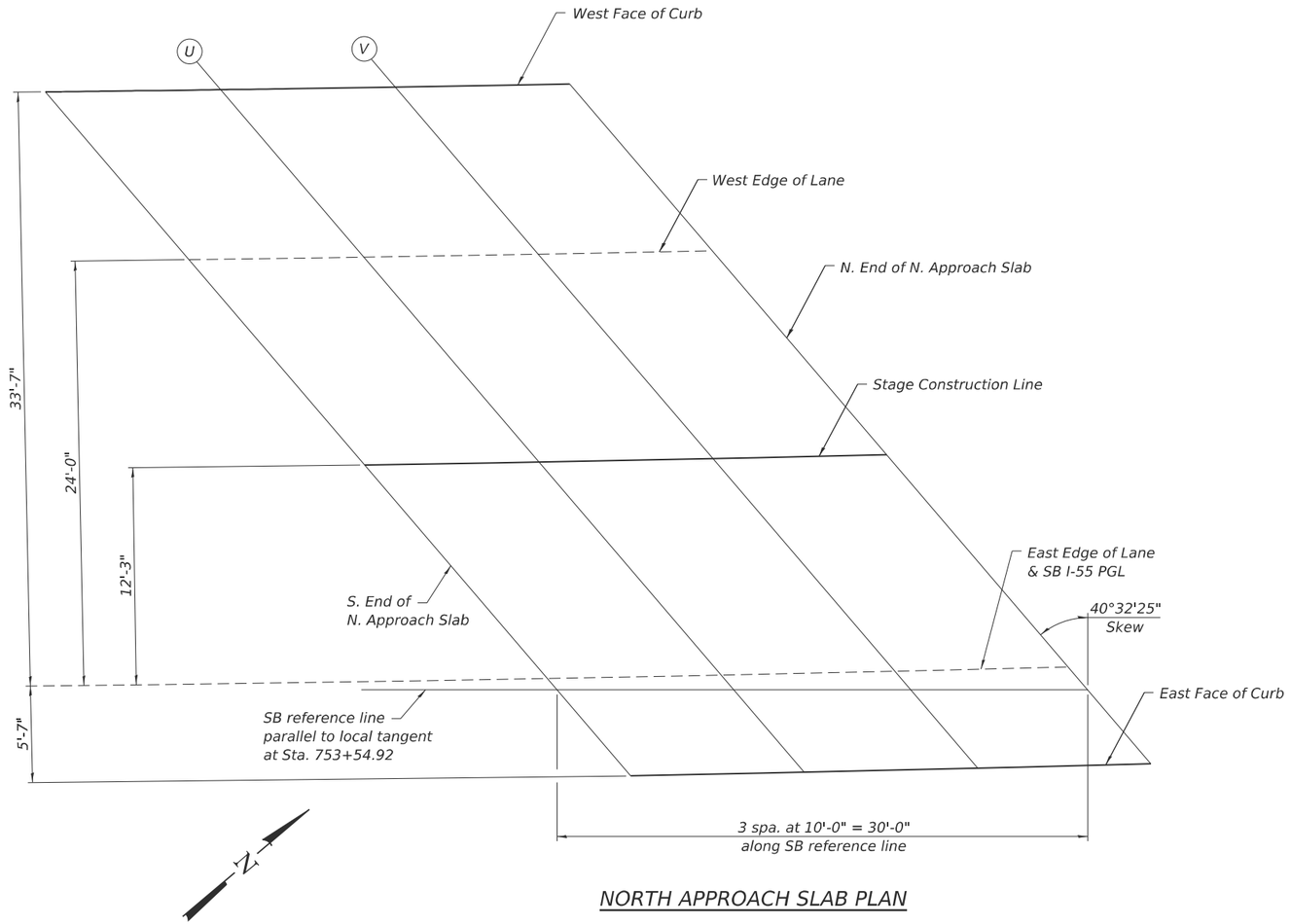
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of N. Approach Slab	753+96.56	-33.58	715.64	715.66
U	754+06.67	-33.58	715.64	715.66
V	754+16.75	-33.58	715.63	715.65
N. End of N. Approach Slab	754+26.80	-33.58	715.62	715.64

WEST EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of N. Approach Slab	754+04.72	-24.00	716.04	716.06
U	754+14.78	-24.00	716.03	716.05
V	754+24.81	-24.00	716.02	716.05
N. End of N. Approach Slab	754+34.83	-24.00	716.02	716.04

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of N. Approach Slab	754+14.64	-12.25	716.53	716.55
U	754+24.65	-12.25	716.52	716.54
V	754+34.63	-12.25	716.51	716.53
N. End of N. Approach Slab	754+44.60	-12.25	716.50	716.52



NORTH APPROACH SLAB PLAN

EAST EDGE OF LANE & SB I-55 PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of N. Approach Slab	754+24.90	0.00	717.03	717.05
U	754+34.85	0.00	717.02	717.04
V	754+44.79	0.00	717.01	717.03
N. End of N. Approach Slab	754+54.69	0.00	717.00	717.02

EAST FACE OF CURB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of N. Approach Slab	754+29.55	5.58	717.26	717.28
U	754+39.47	5.58	717.25	717.27
V	754+49.38	5.58	717.24	717.26
N. End of N. Approach Slab	754+59.26	5.58	717.23	717.25

Note:
Stations are measured radially along ℄ I-55. Offsets are measured to the SB I-55 PGL.

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
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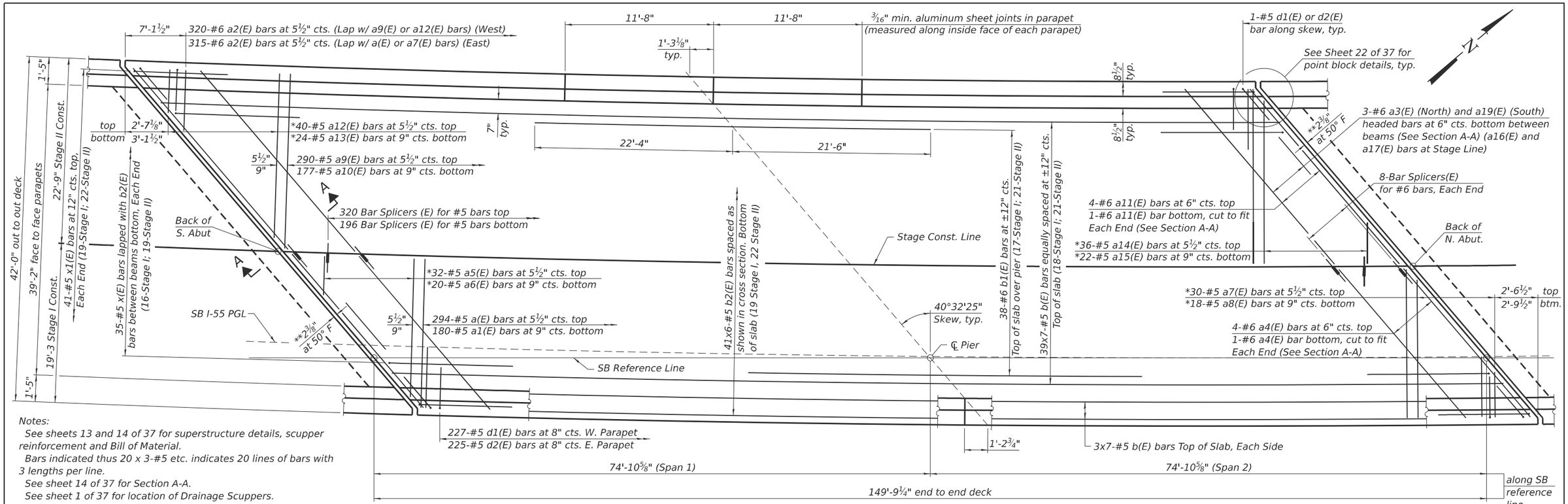
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 057-0154
SHEET 11 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	45
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



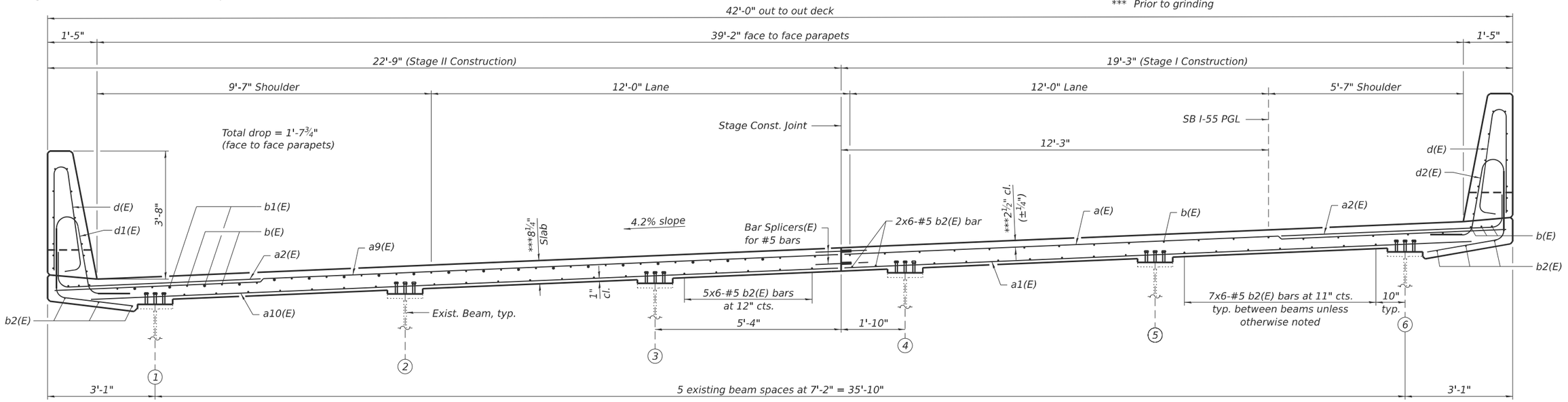
Notes:
See sheets 13 and 14 of 37 for superstructure details, scupper reinforcement and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 14 of 37 for Section A-A.
See sheet 1 of 37 for location of Drainage Scuppers.
All transverse dimensions are measured radially unless noted otherwise.
a(E), a1(E), a5(E) thru a10(E) and a12(E) thru a15(E) bars to be placed radially with defined spacing at east end of slab.
Bend longitudinal reinforcement in field as required to fit curve.

MINIMUM BAR LAP

#5 bar = 3'-10"

PLAN

* See Field Cutting Diagrams on sheet 14 of 37.
** Dimension showing concrete opening. For joint opening see sheet 22 of 37.
*** Prior to grinding



NEAR PIER

CROSS SECTION

(Looking North)
(Scuppers not shown for clarity)

NEAR MIDSPAN

LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

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	DRAWN - SJH	REVISED -
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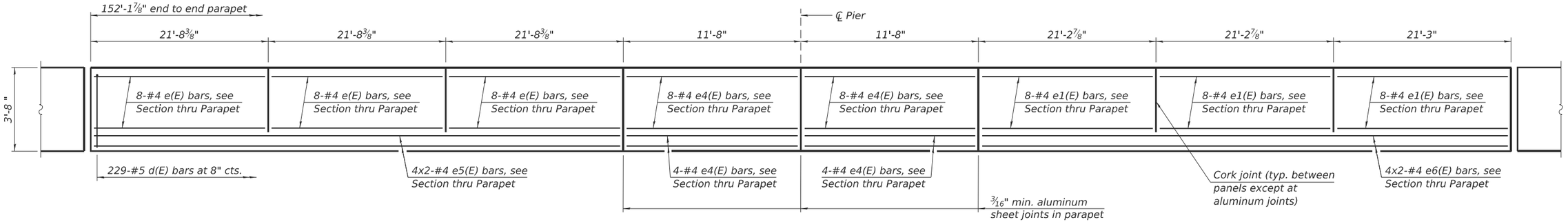
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 057-0154
SHEET 12 OF 37 SHEETS

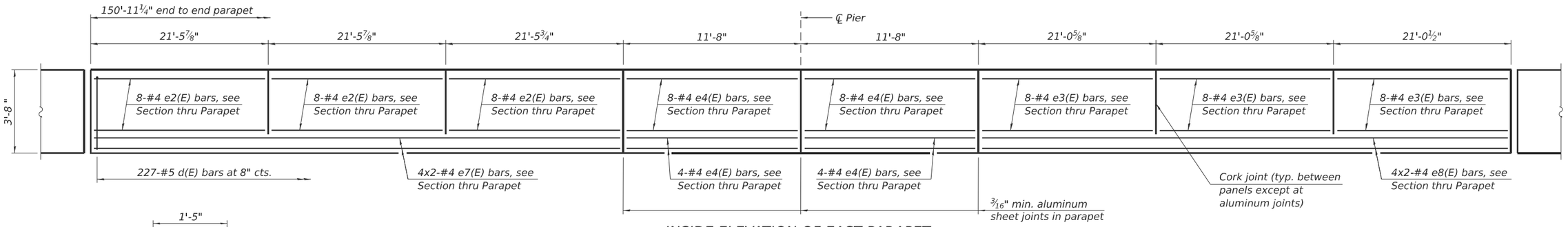
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	46
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Inpobs\23151Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015\4-70F77-012-Super.dgn



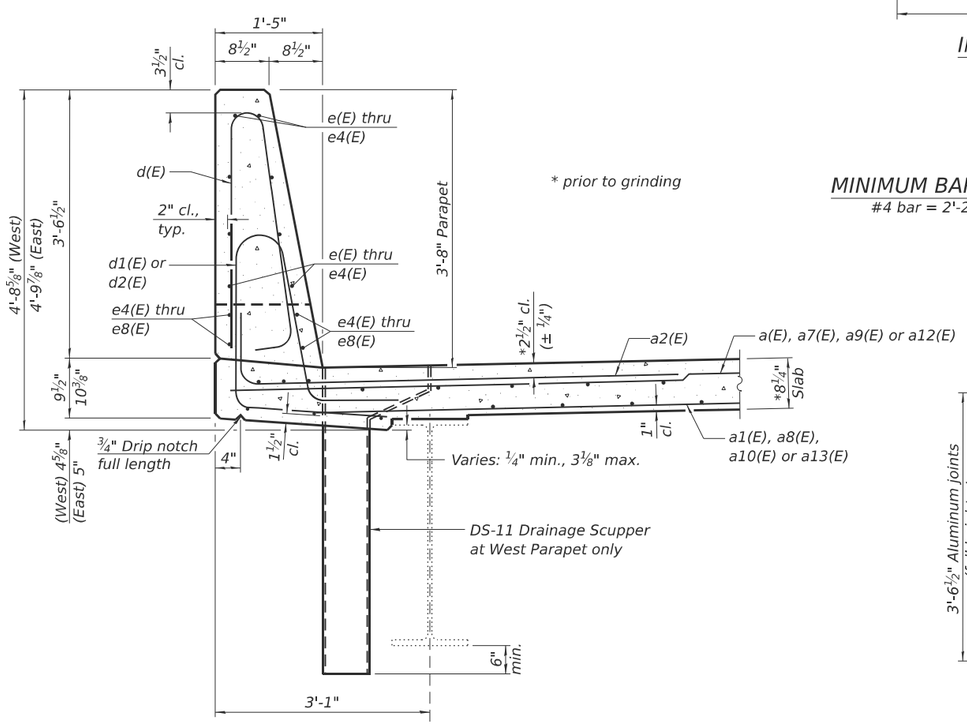
INSIDE ELEVATION OF WEST PARAPET

(measured along inside face of parapet)
(Looking West)



INSIDE ELEVATION OF EAST PARAPET

(measured along inside face of parapet)
(Looking West reflected view)



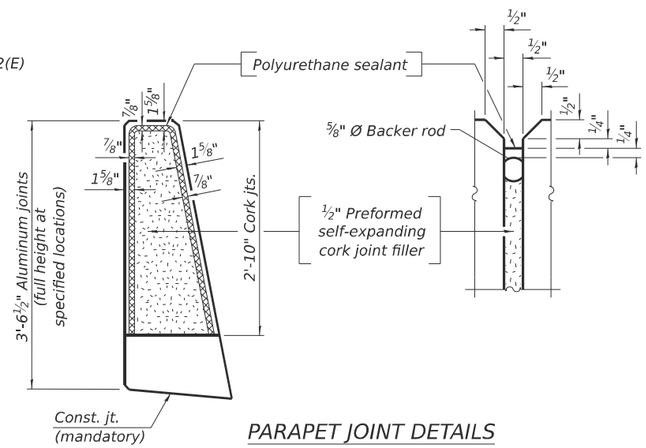
SECTION THRU PARAPET

(West parapet shown; East parapet similar)

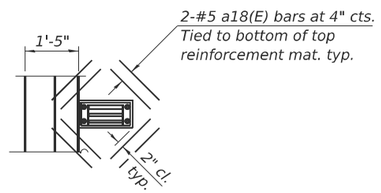
* prior to grinding

MINIMUM BAR LAP

#4 bar = 2'-2"



PARAPET JOINT DETAILS



PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

Notes:
The 3/16" minimum aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Bars indicated thus 4x3-#4 etc. indicates 4 lines of bars with 3 lengths per line.
Bend longitudinal reinforcement in field as required to fit curve.

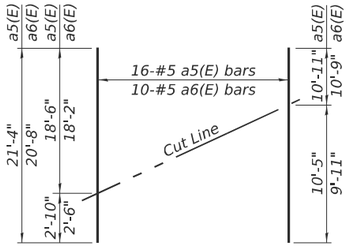
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -
	DRAWN - SJH	REVISED -
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

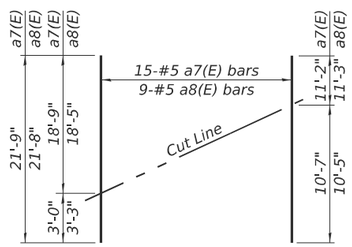
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 057-0154
SHEET 13 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	47
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



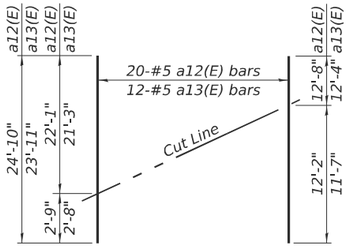
FIELD CUTTING DIAGRAM

Order a5(E) and a6(E) bars full length.
Cut as shown and use remainder of
bars in opposite half of section.



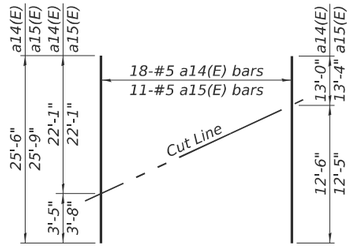
FIELD CUTTING DIAGRAM

Order a7(E) and a8(E) bars full length.
Cut as shown and use remainder of
bars in opposite half of section.



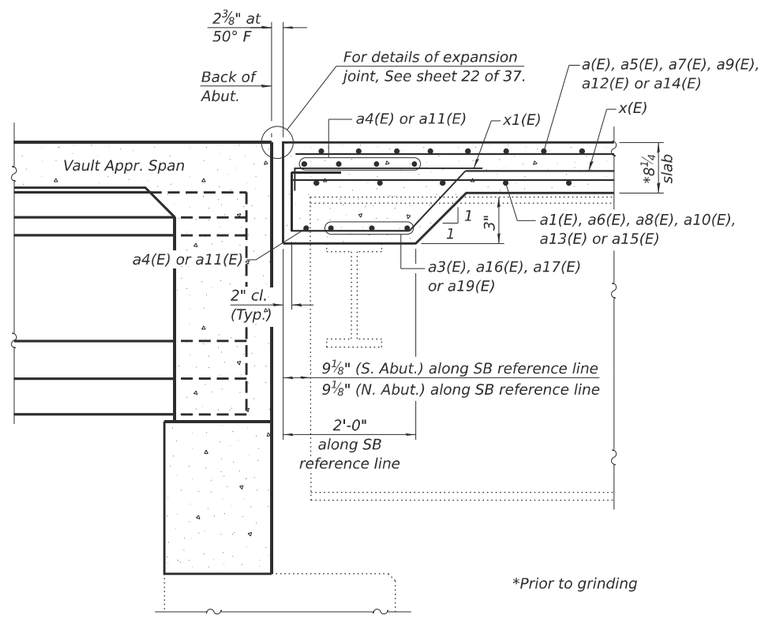
FIELD CUTTING DIAGRAM

Order a12(E) and a13(E) bars full length.
Cut as shown and use remainder of
bars in opposite half of section.



FIELD CUTTING DIAGRAM

Order a14(E) and a15(E) bars full length.
Cut as shown and use remainder of
bars in opposite half of section.

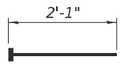


*Prior to grinding

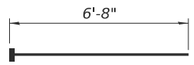
SECTION A-A
(at right angles)

SUPERSTRUCTURE BILL OF MATERIAL

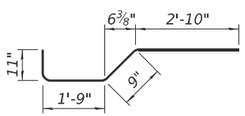
Bar	No.	Size	Length	Shape
a(E)	294	#5	19'-0"	
a1(E)	180	#5	18'-11"	
a2(E)	635	#6	8'-4"	
a3(E)	12	#6	9'-1"	
a4(E)	10	#6	25'-8"	
a5(E)	16	#5	21'-4"	
a6(E)	10	#5	20'-8"	
a7(E)	15	#5	21'-9"	
a8(E)	9	#5	21'-8"	
a9(E)	290	#5	22'-5"	
a10(E)	177	#5	21'-9"	
a11(E)	10	#6	30'-4"	
a12(E)	20	#5	24'-10"	
a13(E)	12	#5	23'-11"	
a14(E)	18	#5	25'-6"	
a15(E)	11	#5	25'-9"	
a16(E)	6	#6	2'-1"	
a17(E)	6	#6	6'-8"	
a18(E)	16	#5	1'-6"	
a19(E)	12	#6	9'-5"	
b(E)	315	#5	25'-0"	
b1(E)	38	#6	43'-10"	
b2(E)	246	#5	28'-7"	
d(E)	456	#5	7'-0"	
d1(E)	229	#5	8'-4"	
d2(E)	227	#5	8'-5"	
e(E)	24	#4	21'-5"	
e1(E)	24	#4	20'-11"	
e2(E)	24	#4	21'-2"	
e3(E)	24	#4	20'-9"	
e4(E)	48	#4	11'-4"	
e5(E)	8	#4	33'-8"	
e6(E)	8	#4	33'-0"	
e7(E)	8	#4	33'-4"	
e8(E)	8	#4	32'-8"	
x(E)	70	#5	6'-3"	
x1(E)	82	#5	4'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	60,700	
Concrete Superstructure		Cu. Yds.	224.2	



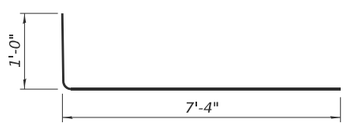
BAR a16(E)
(Stage I Between Beams 3 and 4)
(Headed. 6-#6 Bar terminators)



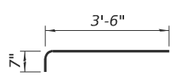
BAR a17(E)
(Stage II Between Beams 3 and 4)
(Headed. 6-#6 Bar terminators)



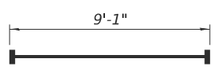
BAR x(E)



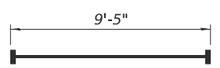
BAR a2(E)



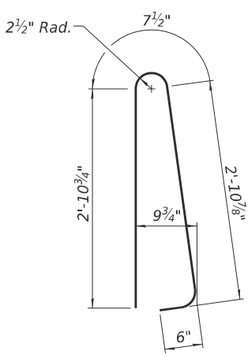
BAR x1(E)



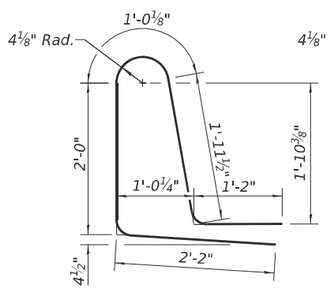
BAR a3(E)
(Headed. 24 - #6 Bar terminators)



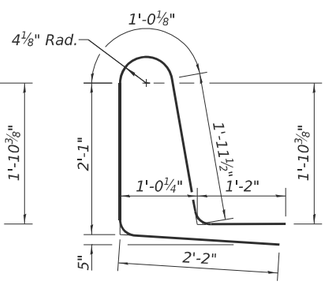
BAR a19(E)
(Headed. 24 - #6 Bar terminators)



BAR d(E)



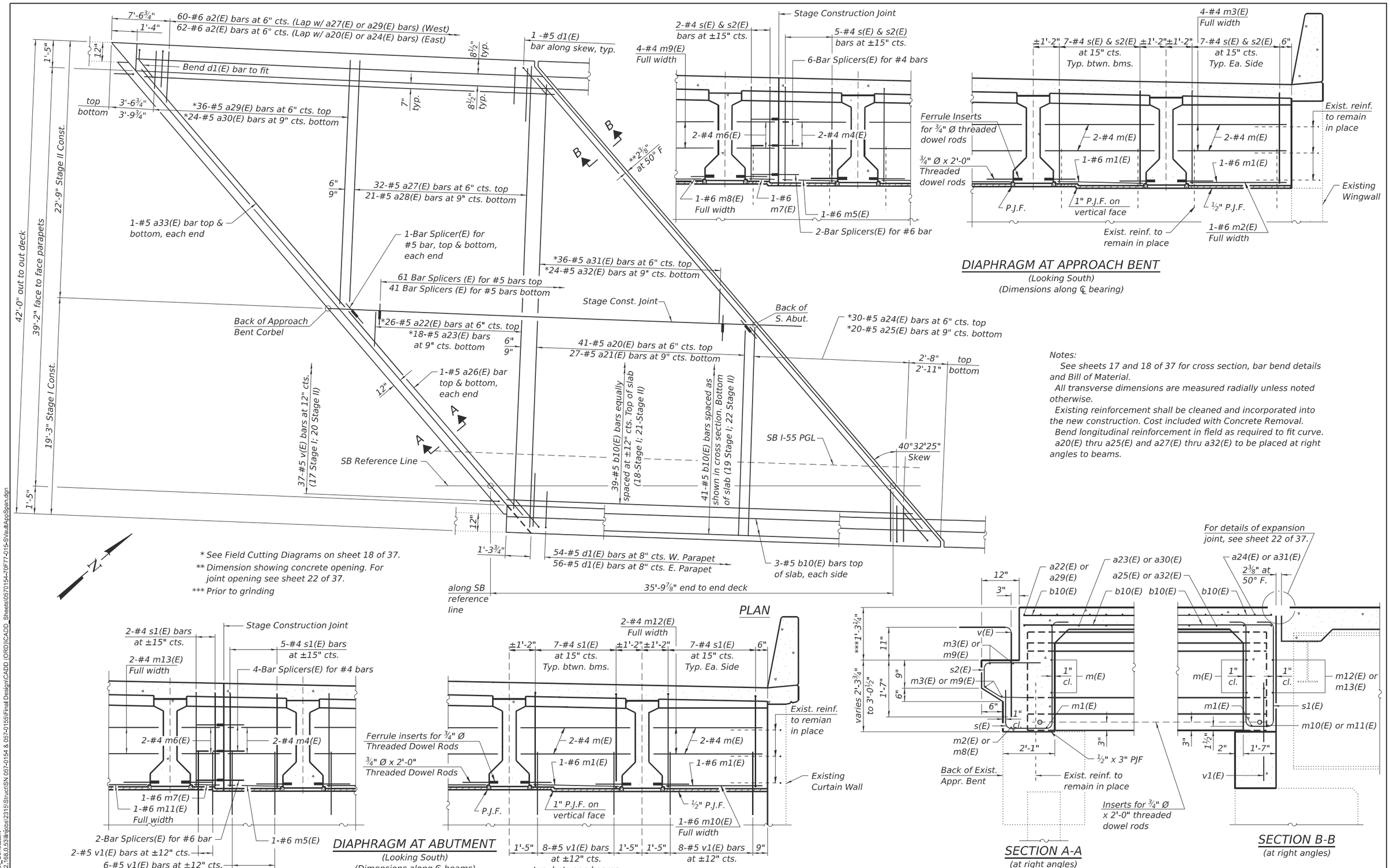
BAR d1(E)



BAR d2(E)

Note:
Bar terminators, paid for separately. See Total Bill of Material.

(Sheet 2 of 2)



DIAPHRAGM AT APPROACH BENT

(Looking South)
(Dimensions along ℄ bearing)

Notes:

See sheets 17 and 18 of 37 for cross section, bar bend details and Bill of Material.

All transverse dimensions are measured radially unless noted otherwise.

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

Bend longitudinal reinforcement in field as required to fit curve. a20(E) thru a25(E) and a27(E) thru a32(E) to be placed at right angles to beams.

DIAPHRAGM AT ABUTMENT

(Looking South)
(Dimensions along ℄ beams)

PLAN

SECTION A-A

(at right angles)

SECTION B-B

(at right angles)

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

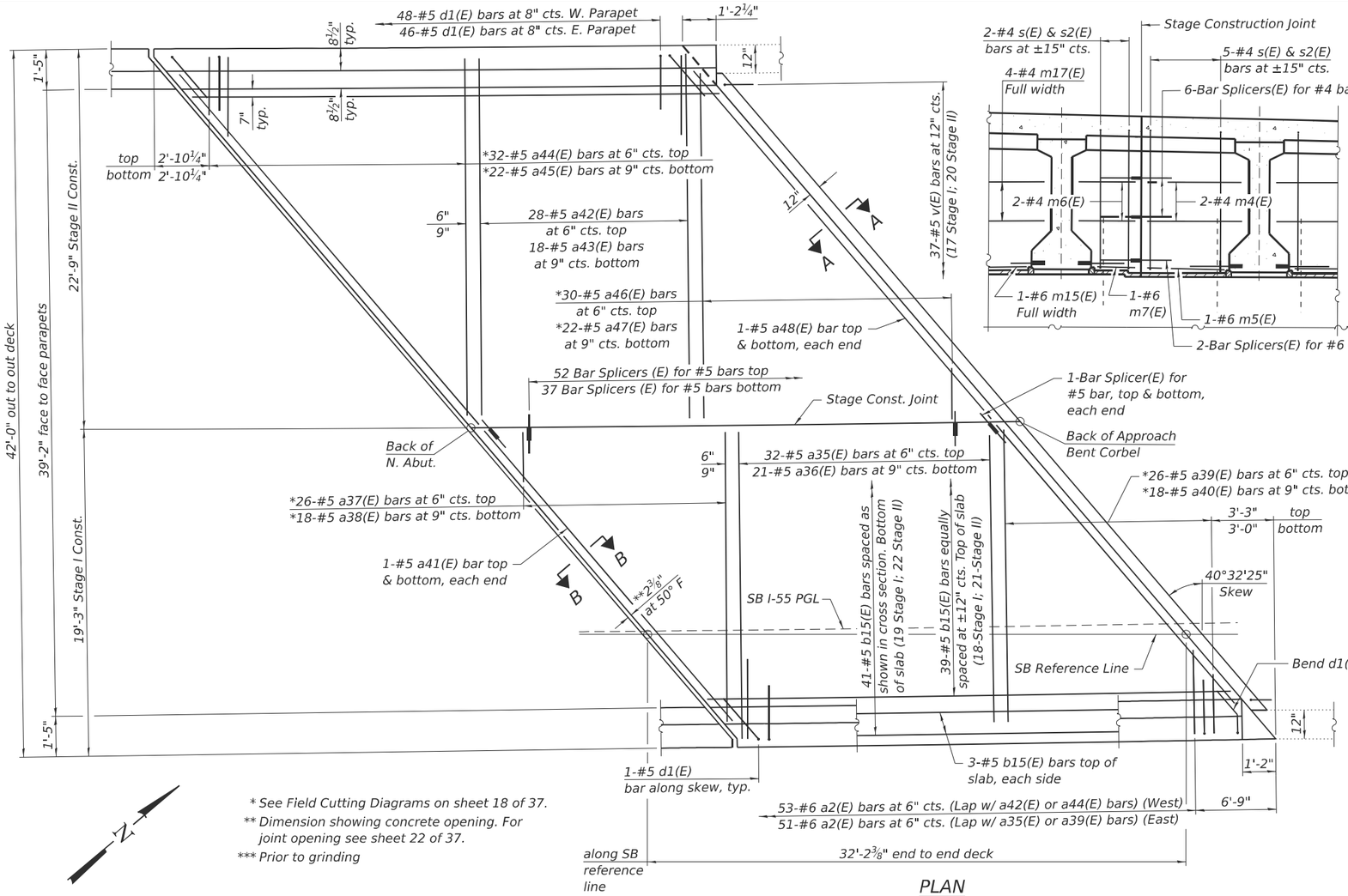
USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH VAULTED APPROACH SPAN
STRUCTURE NO. 057-0154
SHEET 15 OF 37 SHEETS

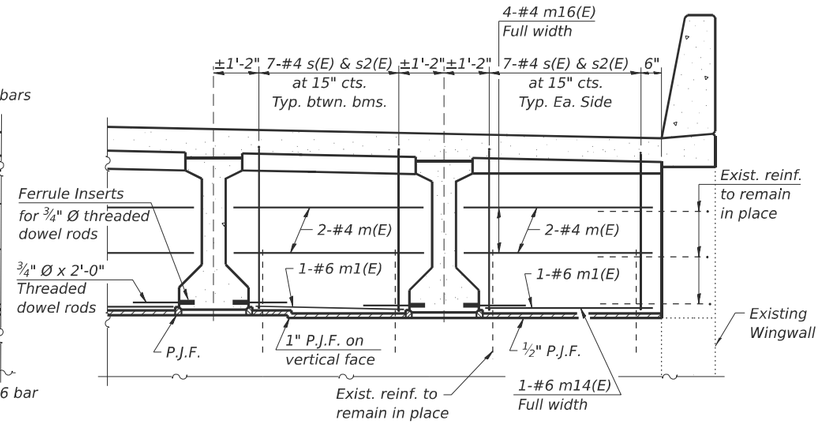
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	49
		CONTRACT NO. 70F77		
		ILLINOIS	FED. AID PROJECT	

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\linjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015470F77-2015-SVaultAppSpan.dgn



PLAN

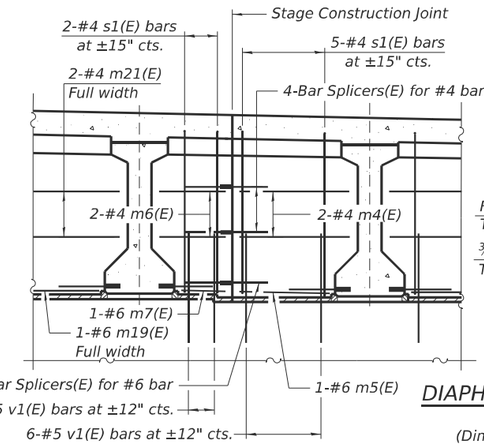
* See Field Cutting Diagrams on sheet 18 of 37.
** Dimension showing concrete opening. For joint opening see sheet 22 of 37.
*** Prior to grinding



DIAPHRAGM AT APPROACH BENT

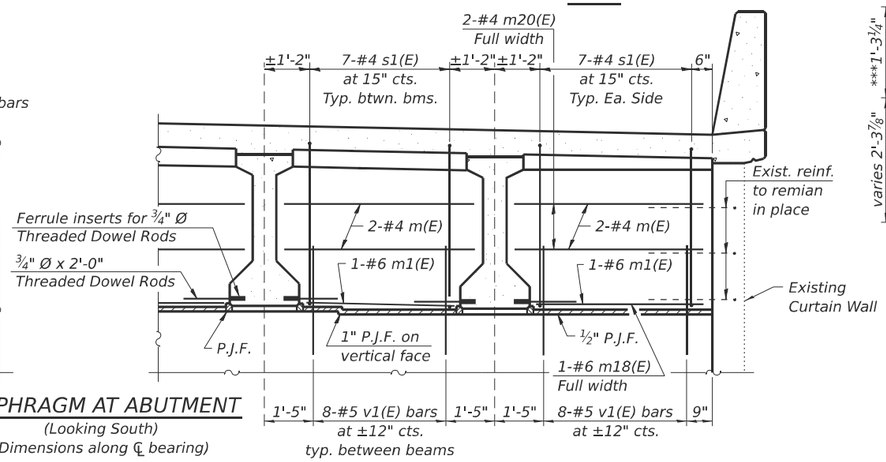
(Looking South)
(Dimensions along ℄ bearing)

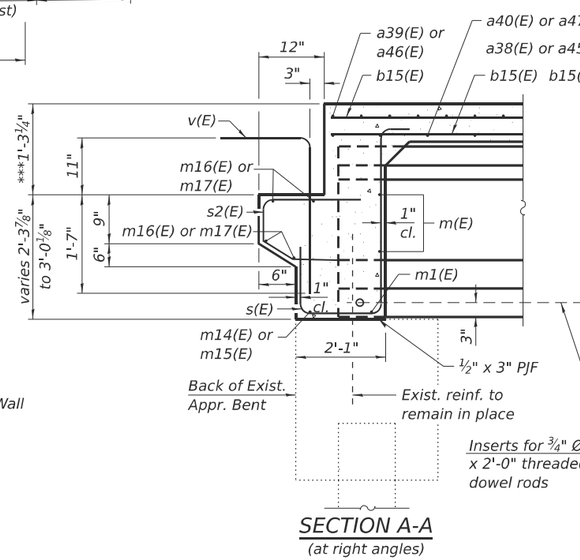
Notes:
See sheets 17 and 18 of 37 for cross section, bar bend details and Bill of Material.
All transverse dimensions are measured radially unless noted otherwise.
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
Bend longitudinal reinforcement in field as required to fit curve.
a35(E) thru a40(E) and a42(E) thru a47(E) to be placed at right angles to beams.



DIAPHRAGM AT ABUTMENT

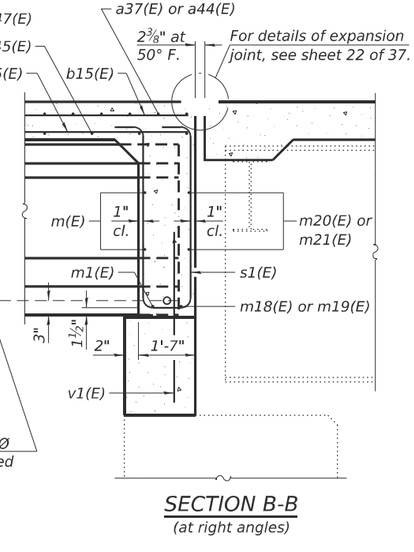
(Looking South)
(Dimensions along ℄ bearing)





SECTION A-A

(at right angles)



SECTION B-B

(at right angles)

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Inpos\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015\4-70F77-416-NVaultAppSpan.dgn

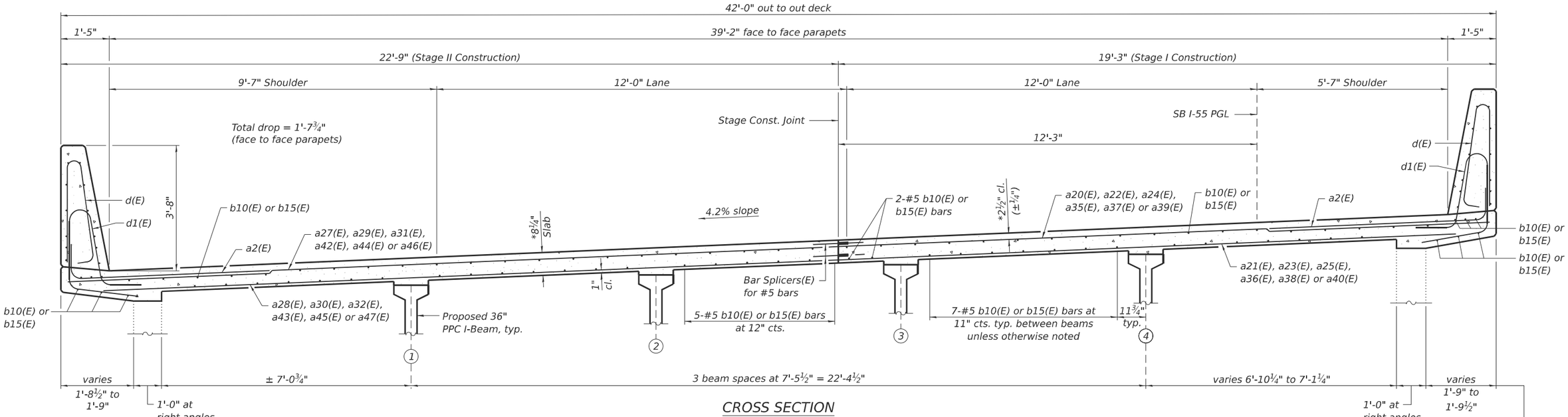
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH VAULTED APPROACH SPAN
STRUCTURE NO. 057-0154
SHEET 16 OF 37 SHEETS

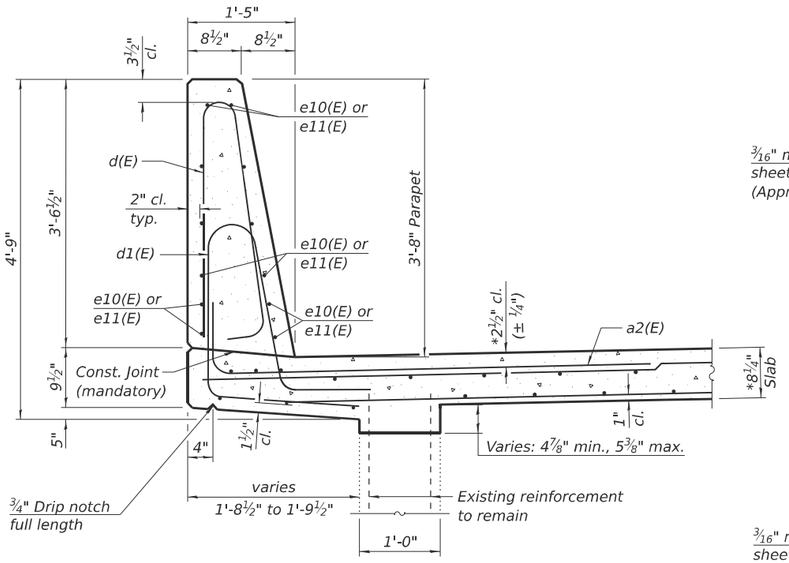
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	50
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



CROSS SECTION

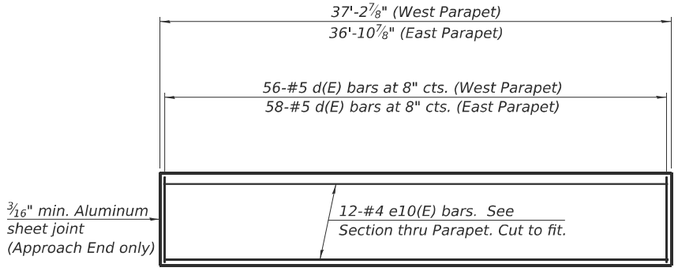
(Looking North)
(All transverse dimensions are radial unless otherwise noted)

*prior to grinding



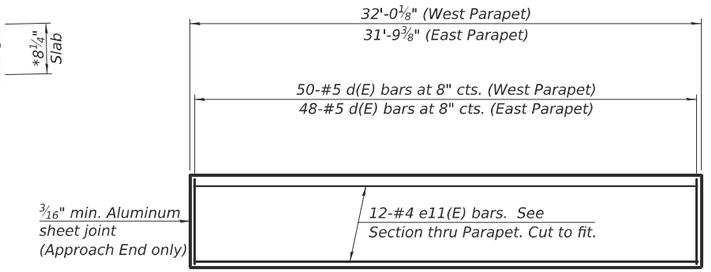
SECTION THRU PARAPET

(West parapet shown; East parapet similar)



INSIDE ELEVATION OF PARAPET - SOUTH VAULT

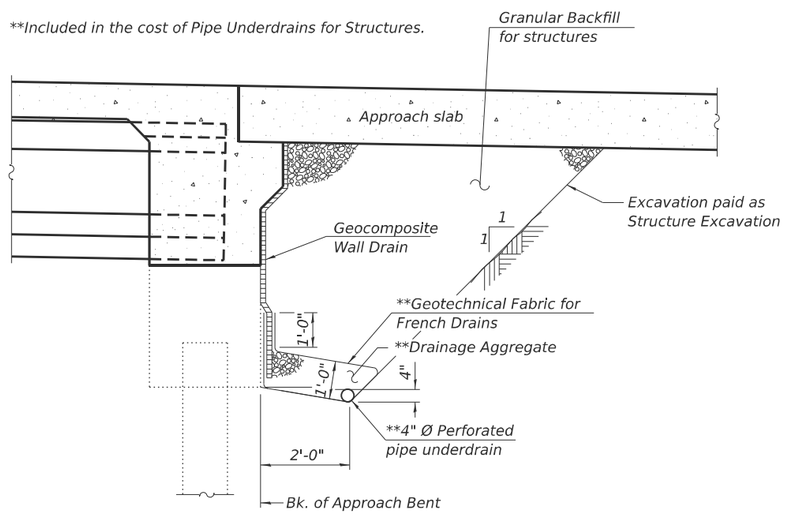
(measured along inside face of parapet)



INSIDE ELEVATION OF PARAPET - NORTH VAULT

(measured along inside face of parapet)

**Included in the cost of Pipe Underdrains for Structures.



SECTION THRU APPROACH BENT

(Horiz. dim. at Rt. ∠'s)

Note:
All drainage system components shall extend to 2'-0" from the end of the approach bent except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\ilnjobs\23151\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057-0154-70F77-017-VaultAppSpanDtls1.dgn

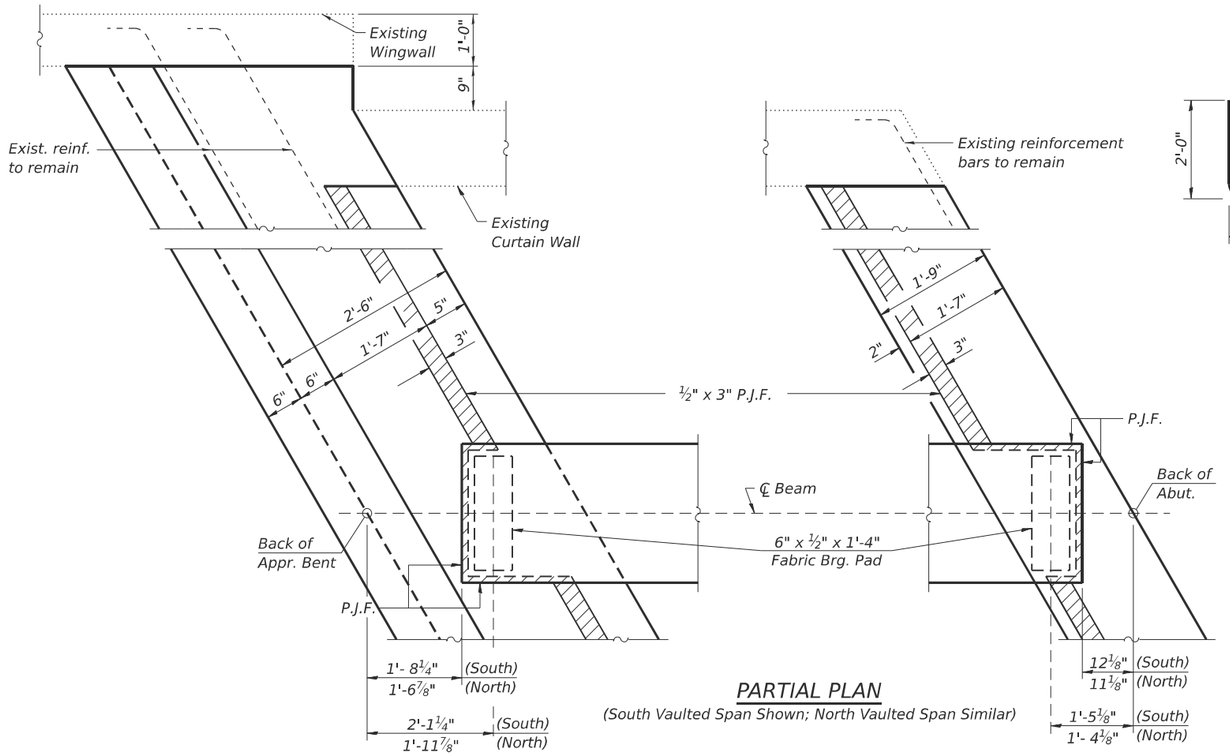
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

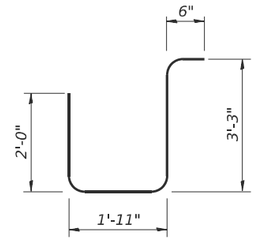
VAULTED APPROACH SPAN DETAILS
STRUCTURE NO. 057-0154
SHEET 17 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	51
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

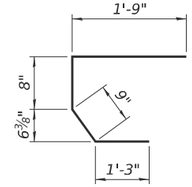


PARTIAL PLAN

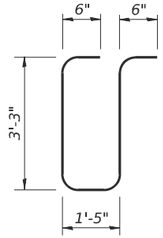
(South Vaulted Span Shown; North Vaulted Span Similar)



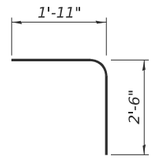
BAR s(E)



BAR s2(E)



BAR s1(E)



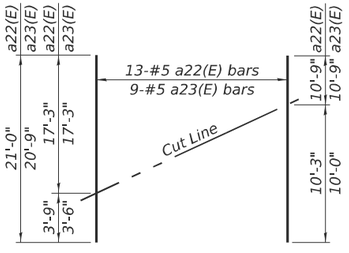
BAR v(E)

SOUTH VAULT SPAN BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	122	#6	8'-4"	
a20(E)	41	#5	18'-11"	
a21(E)	27	#5	18'-11"	
a22(E)	13	#5	21'-0"	
a23(E)	9	#5	20'-9"	
a24(E)	15	#5	21'-6"	
a25(E)	10	#5	21'-8"	
a26(E)	4	#5	25'-5"	
a27(E)	32	#5	22'-5"	
a28(E)	21	#5	21'-9"	
a29(E)	18	#5	25'-8"	
a30(E)	12	#5	24'-6"	
a31(E)	18	#5	25'-3"	
a32(E)	12	#5	25'-7"	
a33(E)	4	#5	30'-8"	
b10(E)	86	#5	36'-9"	
d(E)	114	#5	7'-0"	
d1(E)	114	#5	8'-4"	
e10(E)	24	#4	37'-7"	
m(E)	16	#4	8'-8"	
m1(E)	8	#6	7'-4"	
m2(E)	1	#6	29'-6"	
m3(E)	4	#4	29'-6"	
m4(E)	4	#4	6'-10"	
m5(E)	2	#6	6'-1"	
m6(E)	4	#4	2'-1"	
m7(E)	2	#6	1'-4"	
m8(E)	1	#6	24'-7"	
m9(E)	4	#4	24'-7"	
m10(E)	1	#6	26'-11"	
m11(E)	1	#6	22'-0"	
m12(E)	2	#4	26'-11"	
m13(E)	2	#4	22'-0"	
s(E)	35	#4	7'-8"	
s1(E)	35	#4	8'-11"	
s2(E)	35	#4	4'-5"	
v(E)	37	#5	4'-5"	
Reinforcement Bars, Epoxy Coated			Lbs.	13,930
Concrete Superstructure			Cu. Yds.	78.5

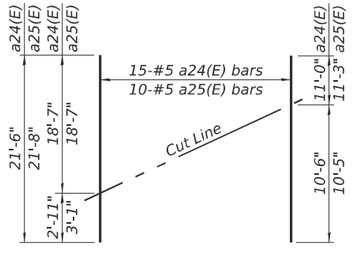
NORTH VAULT SPAN BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	104	#6	8'-4"	
a35(E)	32	#5	18'-11"	
a36(E)	21	#5	18'-11"	
a37(E)	13	#5	21'-9"	
a38(E)	9	#5	21'-5"	
a39(E)	13	#5	22'-3"	
a40(E)	9	#5	21'-10"	
a41(E)	4	#5	24'-6"	
a42(E)	28	#5	22'-5"	
a43(E)	18	#5	21'-9"	
a44(E)	16	#5	25'-3"	
a45(E)	11	#5	24'-2"	
a46(E)	15	#5	24'-9"	
a47(E)	11	#5	23'-3"	
a48(E)	4	#5	29'-4"	
b15(E)	86	#5	31'-7"	
d(E)	98	#5	7'-0"	
d1(E)	98	#5	8'-4"	
e11(E)	24	#4	32'-7"	
m(E)	16	#4	8'-8"	
m1(E)	8	#6	7'-4"	
m4(E)	4	#4	6'-10"	
m5(E)	2	#6	6'-1"	
m6(E)	4	#4	2'-1"	
m7(E)	2	#6	1'-4"	
m14(E)	1	#6	28'-0"	
m15(E)	1	#6	23'-4"	
m16(E)	4	#4	28'-0"	
m17(E)	4	#4	23'-4"	
m18(E)	1	#6	25'-7"	
m19(E)	1	#6	21'-3"	
m20(E)	2	#4	25'-7"	
m21(E)	2	#4	21'-3"	
s(E)	35	#4	7'-8"	
s1(E)	35	#4	8'-11"	
s2(E)	35	#4	4'-5"	
v(E)	37	#5	4'-5"	
Reinforcement Bars, Epoxy Coated			Lbs.	12,150
Concrete Superstructure			Cu. Yds.	69.9



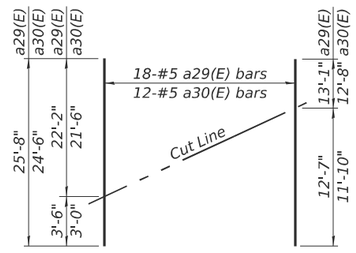
FIELD CUTTING DIAGRAM

Order a22(E) and a23(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



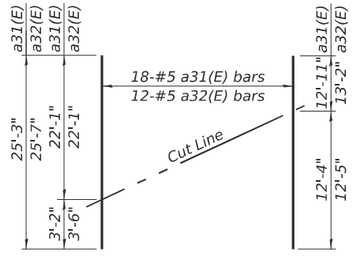
FIELD CUTTING DIAGRAM

Order a24(E) and a25(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



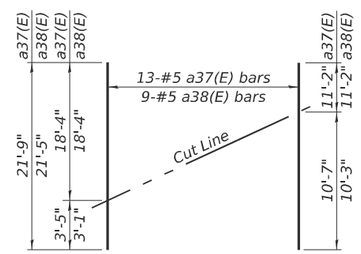
FIELD CUTTING DIAGRAM

Order a29(E) and a30(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



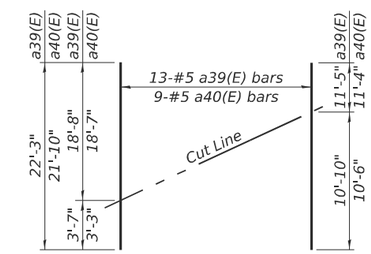
FIELD CUTTING DIAGRAM

Order a31(E) and a32(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



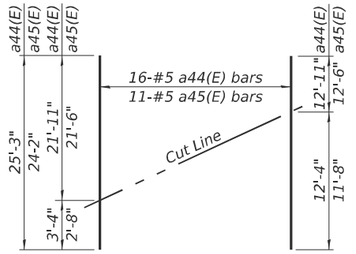
FIELD CUTTING DIAGRAM

Order a37(E) and a38(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



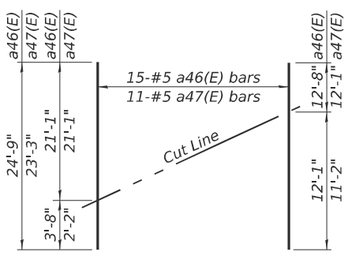
FIELD CUTTING DIAGRAM

Order a39(E) and a40(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



FIELD CUTTING DIAGRAM

Order a44(E) and a45(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



FIELD CUTTING DIAGRAM

Order a46(E) and a47(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.

Notes:
See sheet 14 of 37 for parapet reinforcement bar bend details.

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\ilingbse2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015457-70F77-2018-VaultAppSpanDtls2.dgn

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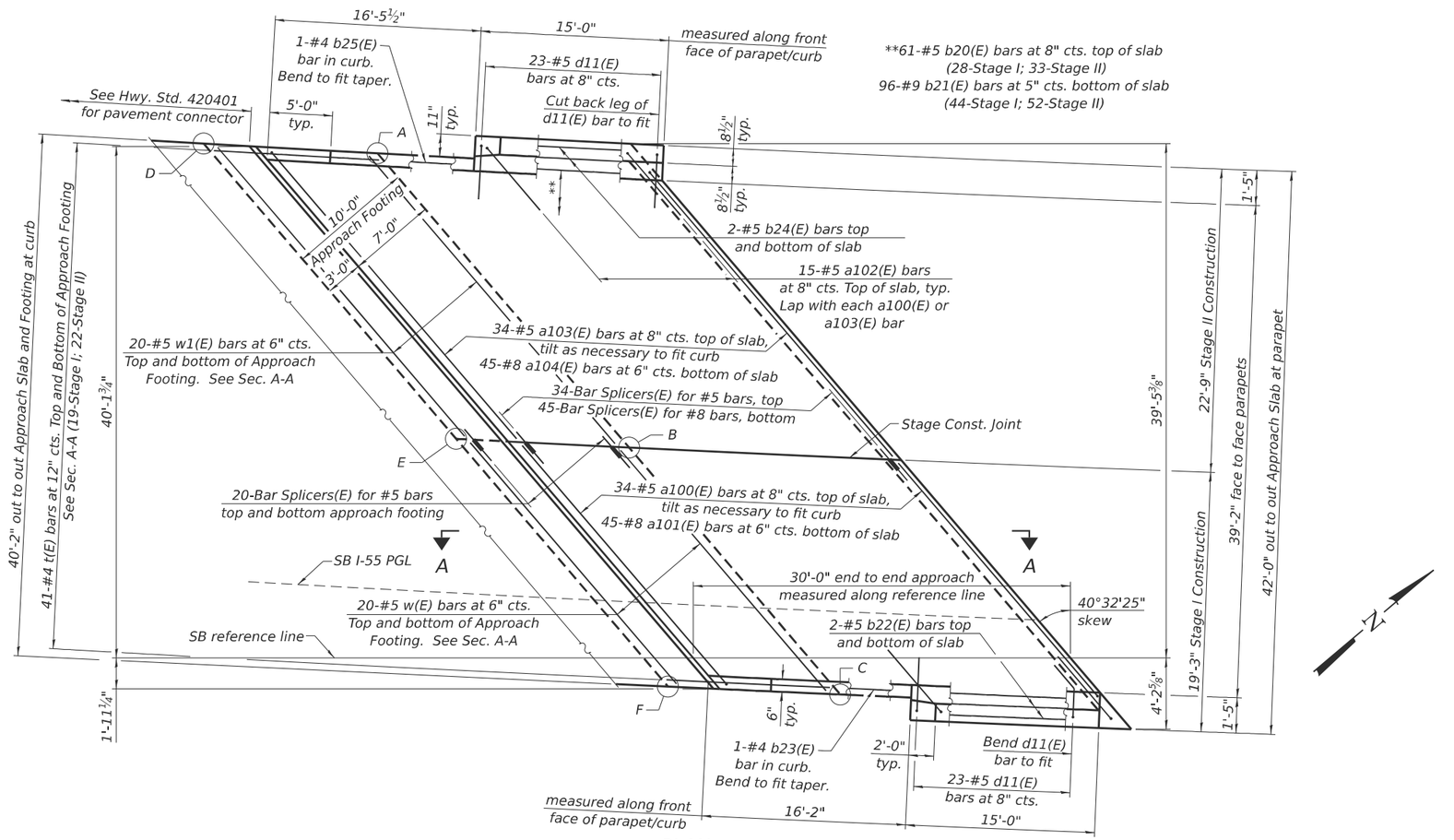
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VAULTED APPROACH SPAN DETAILS
STRUCTURE NO. 057-0154
SHEET 18 OF 37 SHEETS

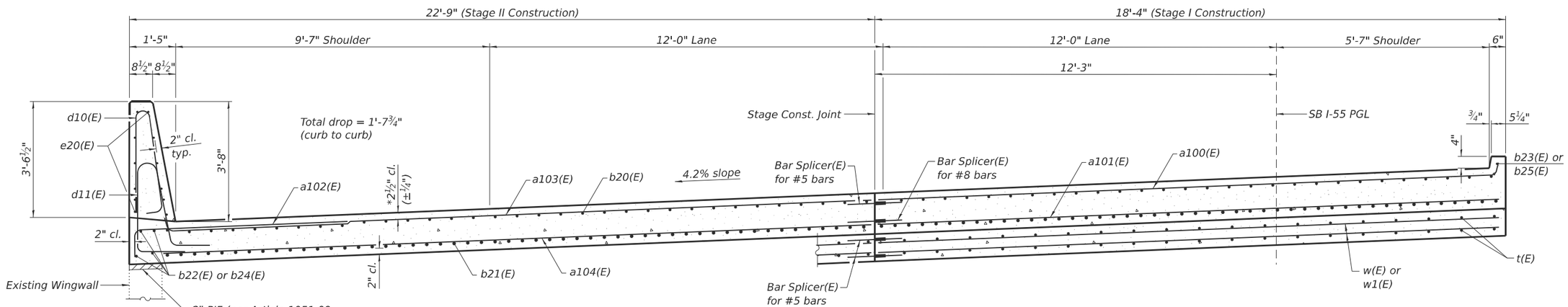
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	52
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/Location	Top	Bottom
A - Sta. 751+47.31; 34.08' Lt.	714.15	713.32
B - Sta. 751+68.40; 12.25' Lt.	715.11	714.28
C - Sta. 751+85.84; 6.08' Rt.	715.92	715.09
D - Sta. 751+33.18; 34.08' Lt.	714.12	713.29
E - Sta. 751+54.42; 12.25' Lt.	715.08	714.25
F - Sta. 751+71.99; 6.08' Rt.	715.89	715.06



NEAR APPROACH BENT

NEAR APPROACH FOOTING

*prior to grinding

CROSS SECTION
(Looking North)

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Inpobs\23\15\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015x-70F77-01b-SAppSlab.dgn

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	DRAWN - SJH	REVISED -	
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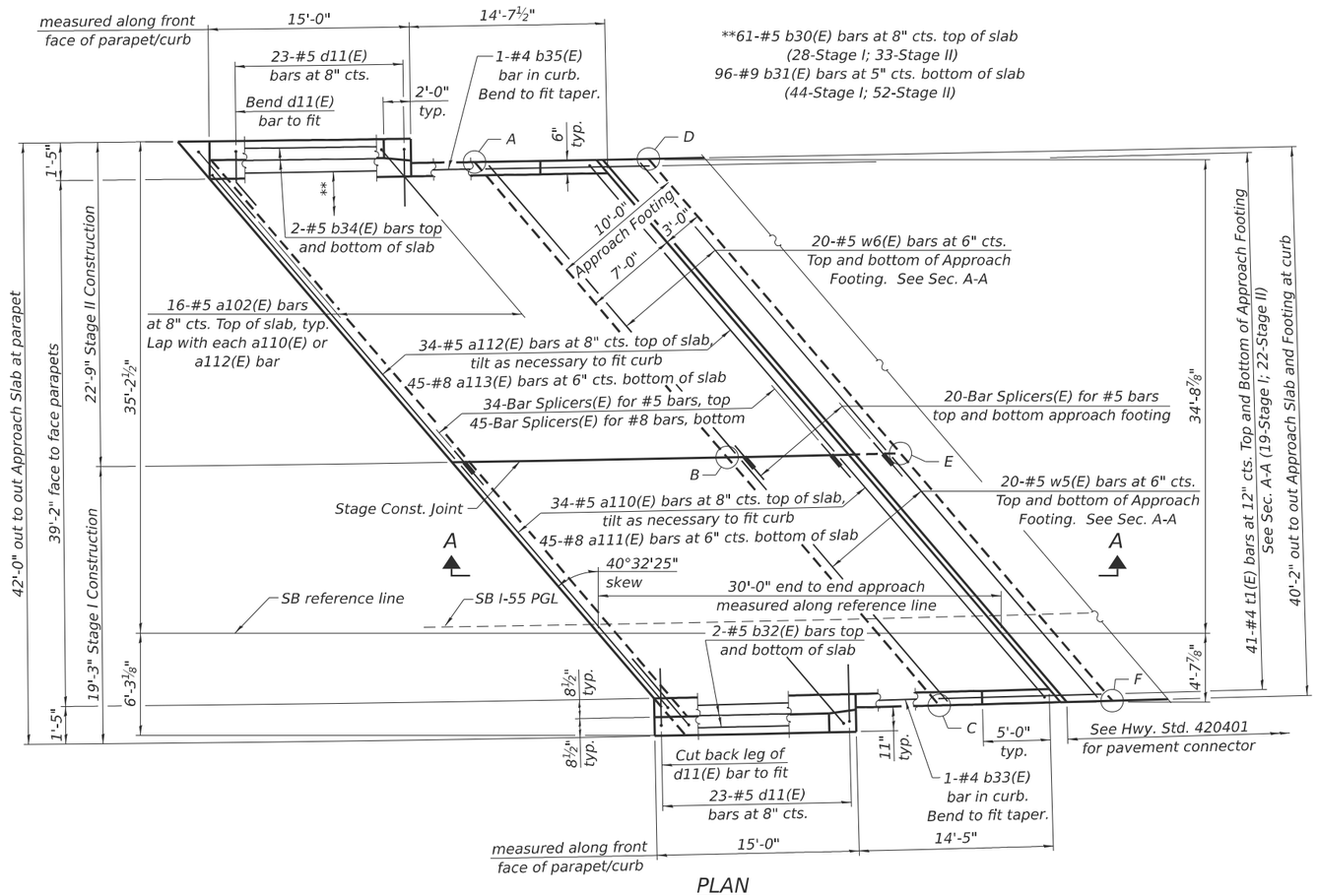
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH BRIDGE APPROACH SLAB
STRUCTURE NO. 057-0154
SHEET 19 OF 37 SHEETS

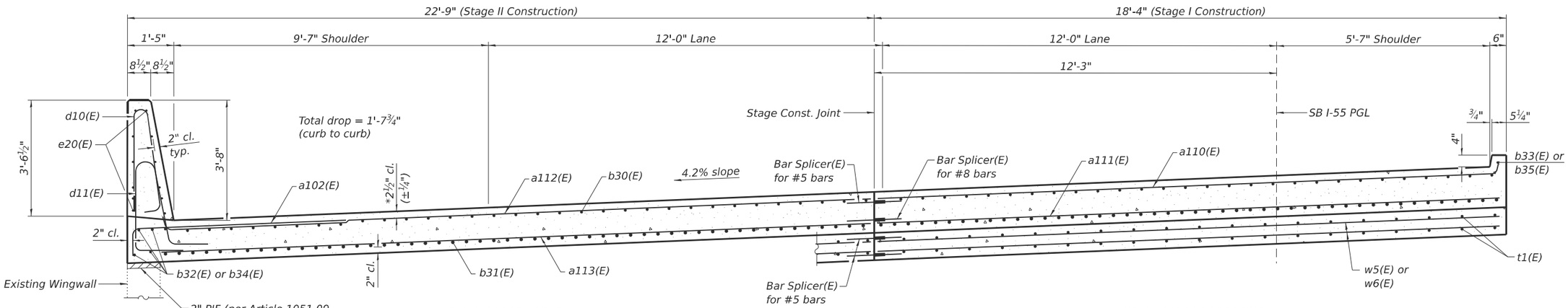
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	53
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/Location	Top	Bottom
A - Sta. 754+17.12; 34.08' Lt.	714.36	713.52
B - Sta. 754+35.42; 12.25' Lt.	715.26	714.42
C - Sta. 754+50.57; 6.08' Rt.	716.01	715.18
D - Sta. 754+30.35; 34.08' Lt.	714.35	713.51
E - Sta. 754+48.52; 12.25' Lt.	715.24	714.41
F - Sta. 754+63.57; 6.08' Rt.	716.00	715.16



NEAR APPROACH BENT

NEAR APPROACH FOOTING

*prior to grinding

CROSS SECTION

(Looking North)

MODEL: BI_Sheet_Consultant
FILE NAME: \\192.168.0.53\ilprojobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S4-70F77-2020-NAppSlab.dgn

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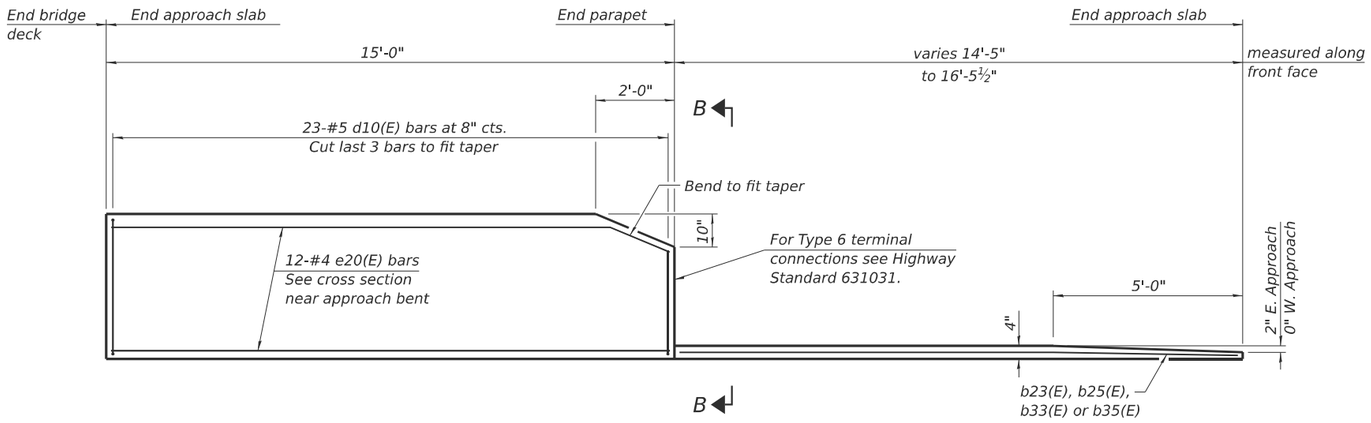
DRAWN - SJH | REVISED -
PLOT SCALE = $SCALE$ | CHECKED - CZ | REVISED -
PLOT DATE = 12/3/2025 | CHECK DATE - 8/30/2025 | REVISED -

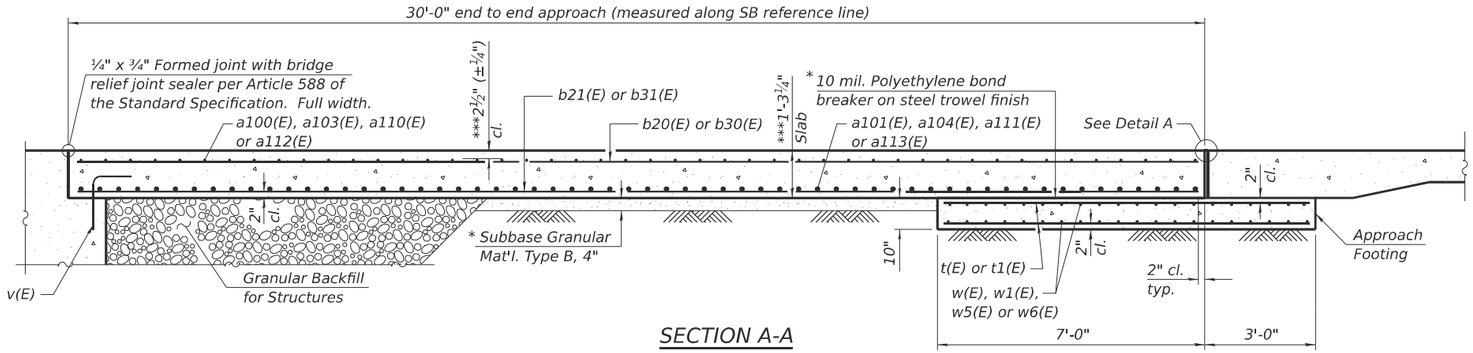
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH BRIDGE APPROACH SLAB
STRUCTURE NO. 057-0154
SHEET 20 OF 37 SHEETS

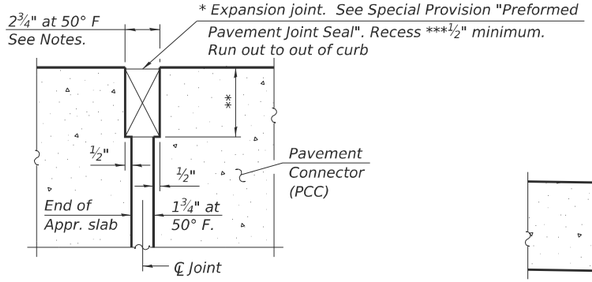
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	54
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET AND CURB

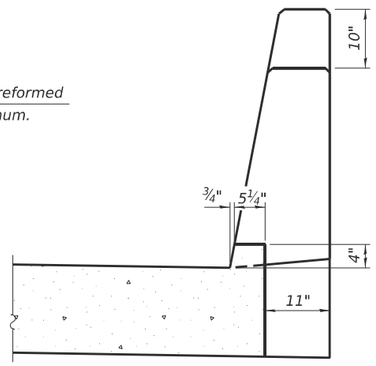


SECTION A-A



DETAIL A

(at Rt. ∠'s)

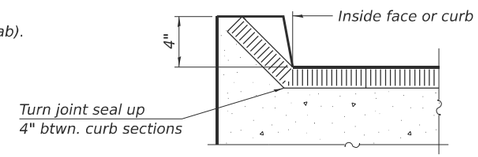


VIEW B-B

* Cost included with Concrete Superstructure (Approach Slab).

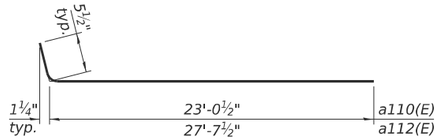
** Per manufacturer recommendations.

*** Prior to grinding.

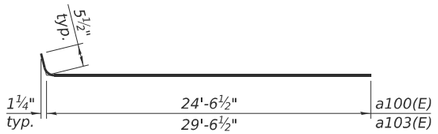


END OF SEAL DETAIL

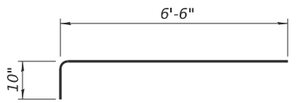
(At West curb only)



BAR a110(E) & a112(E)



BARS a100(E) & a103(E)



BAR a102(E)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

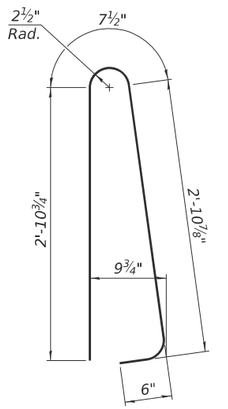
For Granular Backfill for Structures and drainage treatment details, see sheet 17 of 37.

SOUTH APPROACH BILL OF MATERIAL

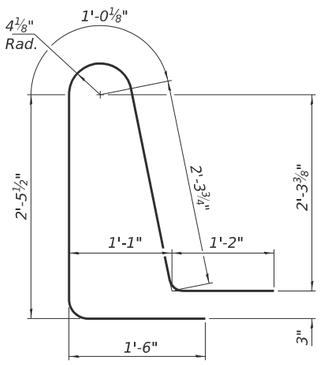
Bar	No.	Size	Length	Shape
a100(E)	34	#5	25'-0"	
a101(E)	45	#8	24'-11"	
a102(E)	30	#5	7'-4"	
a103(E)	34	#5	30'-0"	
a104(E)	45	#8	29'-10"	
b20(E)	61	#5	30'-11"	
b21(E)	96	#9	30'-11"	
b22(E)	4	#5	15'-5"	
b23(E)	1	#4	15'-8"	
b24(E)	4	#5	14'-0"	
b25(E)	1	#4	16'-5"	
d10(E)	46	#5	7'-0"	
d11(E)	46	#5	8'-6"	
e20(E)	24	#4	14'-8"	
t(E)	82	#4	13'-5"	
w(E)	40	#5	24'-11"	
w1(E)	40	#5	29'-11"	
Concrete Superstructure		Cu. Yd.	4.2	
Concrete Superstructure (Approach Slab)		Cu. Yd.	60.7	
Concrete Structures		Cu. Yd.	17.1	
Reinforcement Bars, Epoxy Coated		Pound	24,970	

NORTH APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a110(E)	34	#5	23'-6"	
a111(E)	45	#8	23'-3"	
a102(E)	32	#5	7'-4"	
a112(E)	34	#5	28'-1"	
a113(E)	45	#8	27'-10"	
b30(E)	61	#5	29'-2"	
b31(E)	96	#9	29'-2"	
b32(E)	4	#5	14'-1"	
b33(E)	1	#4	14'-4"	
b34(E)	4	#5	15'-4"	
b35(E)	1	#4	14'-1"	
d10(E)	46	#5	7'-0"	
d11(E)	46	#5	8'-6"	
e20(E)	24	#4	14'-8"	
t1(E)	82	#4	12'-7"	
w5(E)	40	#5	23'-3"	
w6(E)	40	#5	27'-11"	
Concrete Superstructure		Cu. Yd.	4.2	
Concrete Superstructure (Approach Slab)		Cu. Yd.	57.3	
Concrete Structures		Cu. Yd.	16.0	
Reinforcement Bars, Epoxy Coated		Pound	23,540	



BAR d10(E)



BAR d11(E)

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	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

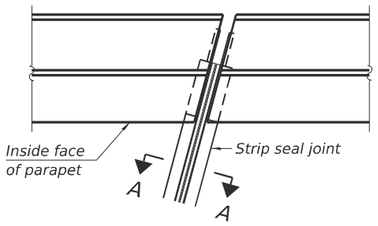
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 057-0154

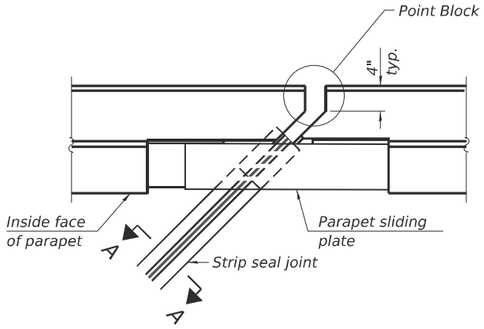
SHEET 21 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	55
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Illinois\23151\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\0570154-70F77-221-AppSlabDtls.dgn

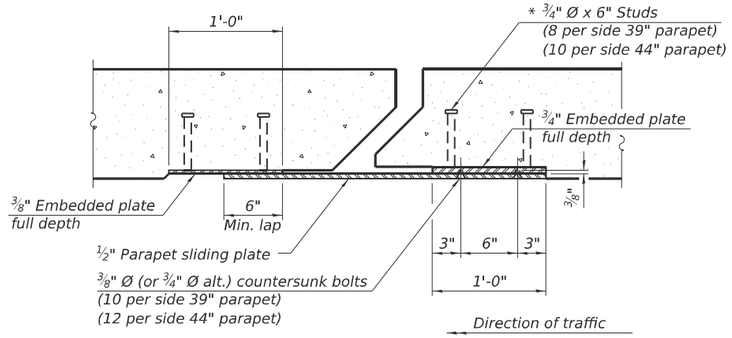


FOR SKEWS ≤ 30°



FOR SKEWS > 30°

PLAN AT PARAPET



SECTION B-B

(¾" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

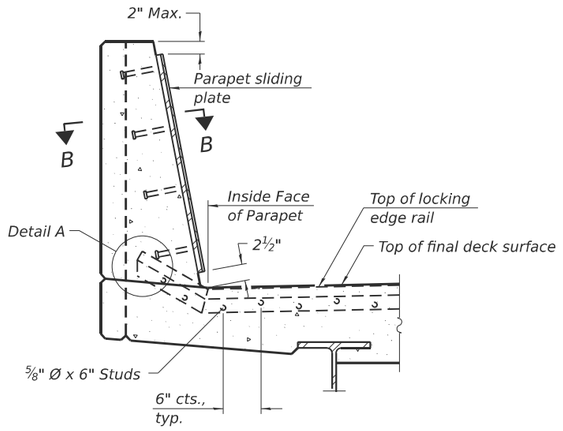
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

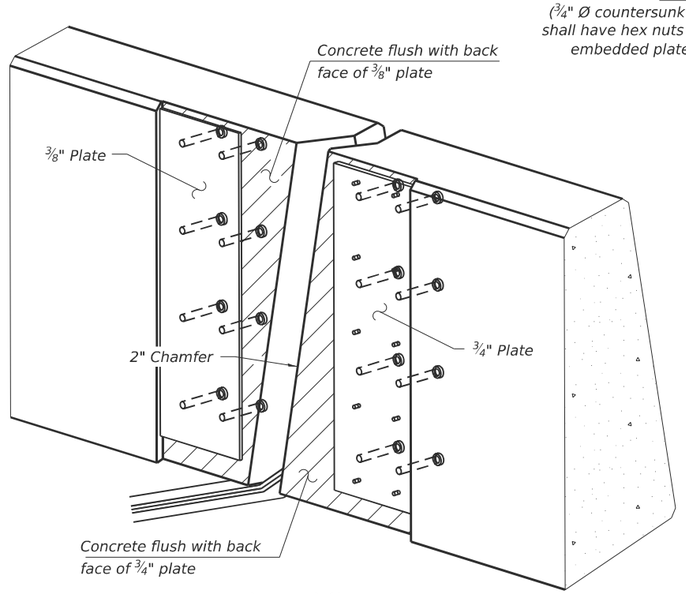
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

Joint openings shall be adjusted according to Articles 520.04 and 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.



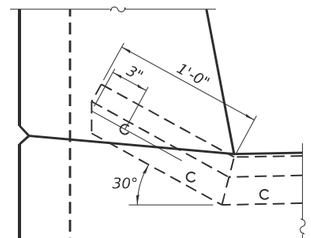
SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



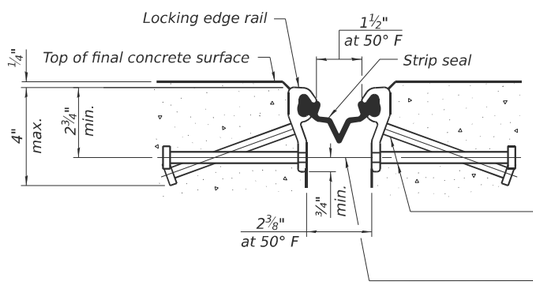
TRIMETRIC VIEW

(Showing embedded plates only)

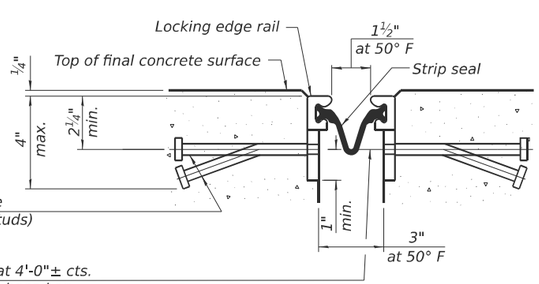


DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



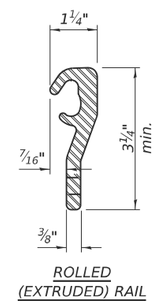
SHOWING ROLLED RAIL JOINT



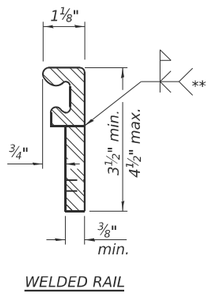
SHOWING WELDED RAIL JOINT

SECTION A-A

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



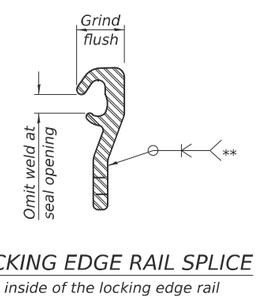
ROLLED
(EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	108.5

EJ-SS

4-4-2025

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -			
	DRAWN - SJH	REVISED -			
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -			
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -			

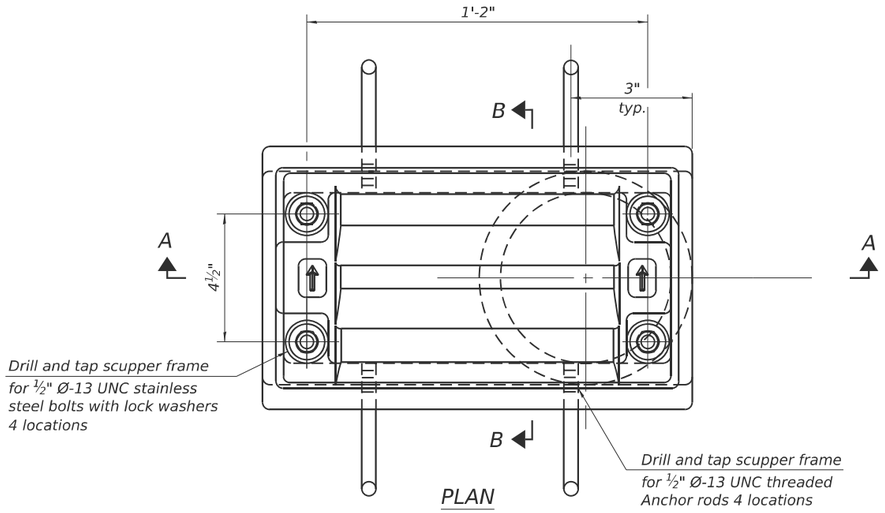
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 057-0154

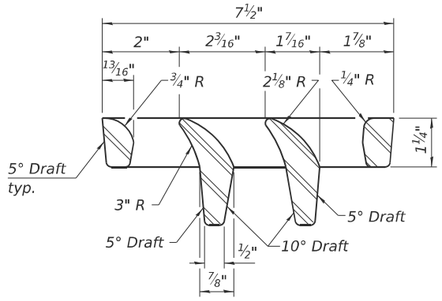
SHEET 22 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	56
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

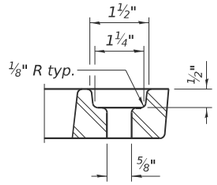
MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Projos\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015 4-70F77-4222-PrefJntStripSeal.dgn



PLAN



VANE GRATE DETAIL



GRATE BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

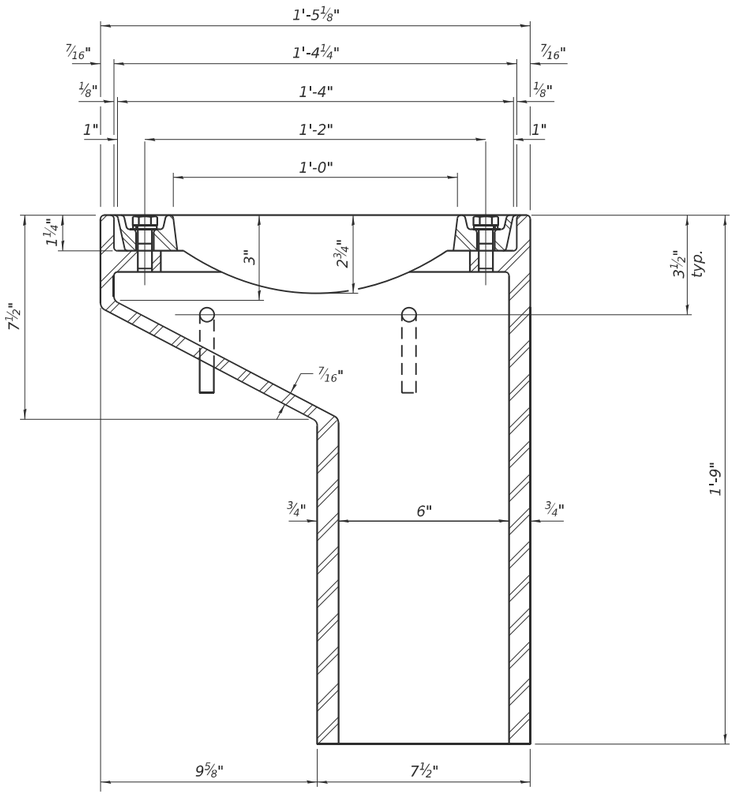
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be painted according to Article 506 with the finish coat as specified. The exterior surface shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.

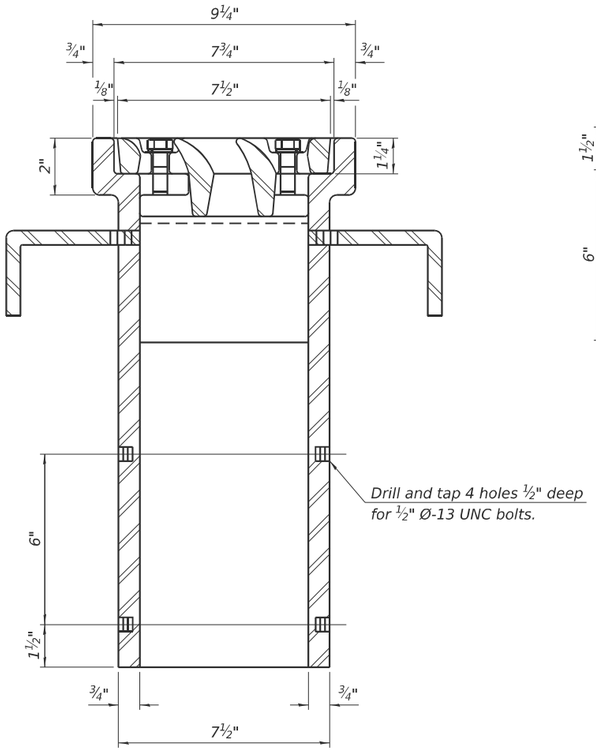
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.

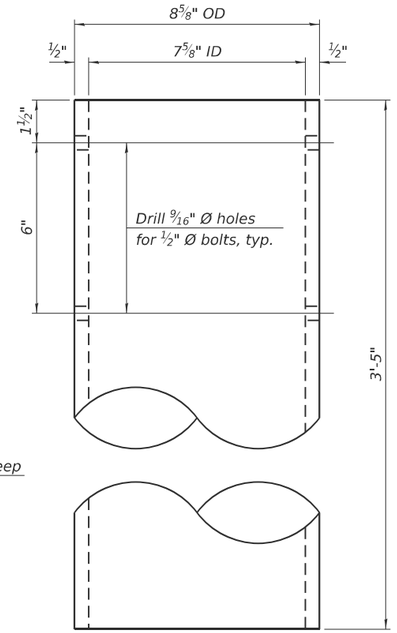


SECTION A-A

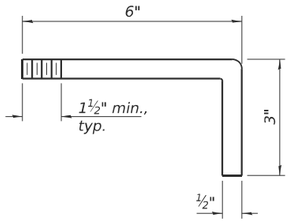
See sheet 13 of 37 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-11	Each	2

DS-11

4-4-2025

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

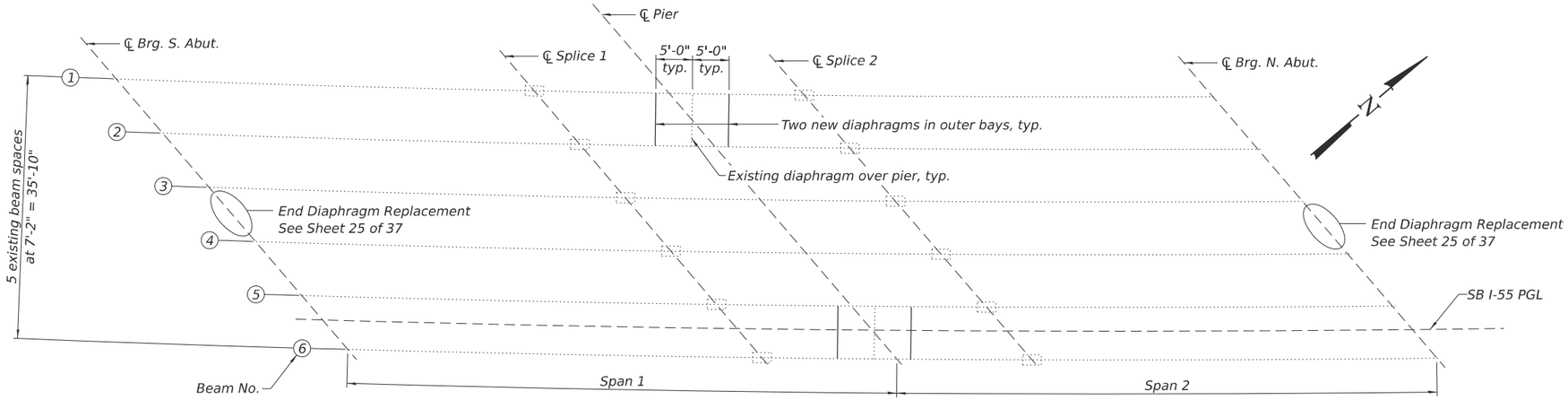
USER NAME = Mike Haley		DESIGNED - MTH		REVISED -	
		DRAWN - SJH		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - CZ		REVISED -	
PLOT DATE = 12/3/2025		CHECK DATE - 8/30/2025		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-11
STRUCTURE NO. 057-0154
SHEET 23 OF 37 SHEETS

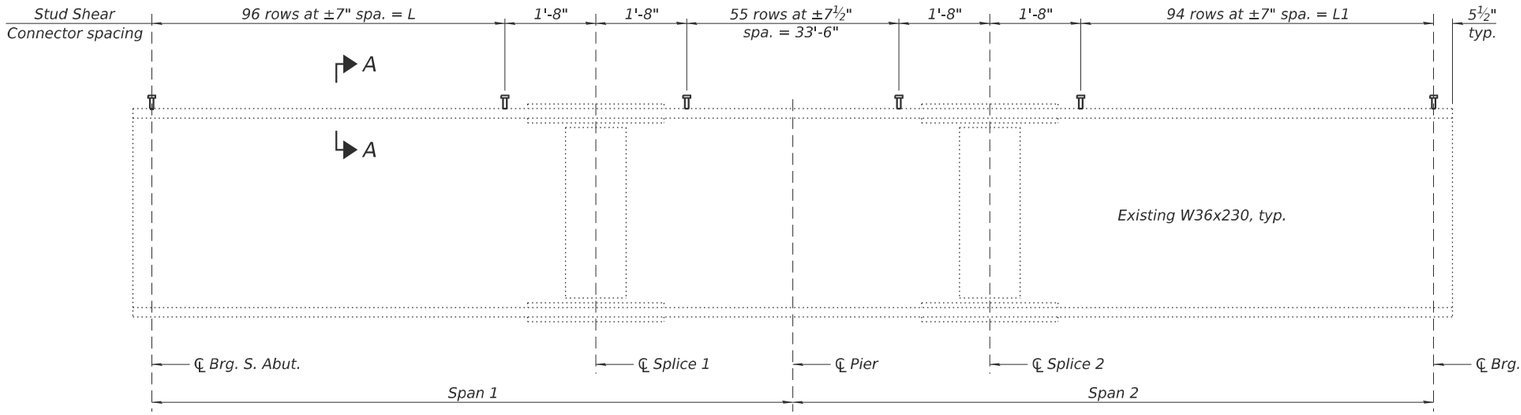
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	57
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\linjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015457F77-2023-DS11Scupper.dgn



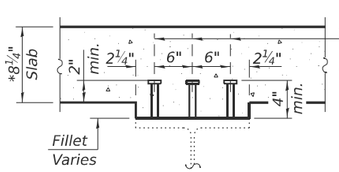
EXISTING FRAMING PLAN

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	(in⁴)	15,000	15,000	15,000
I_c (n)	(in⁴)	35,394	35,394	35,394
I_c (3n)	(in⁴)	25,755	25,755	25,755
I_c (cr)	(in⁴)	-	18,434	-
S_s	(in³)	835.7	835.7	835.7
S_c (n)	(in³)	1149.2	1149.2	1149.2
S_c (3n)	(in³)	1039.3	1039.3	1039.3
S_c (cr)	(in³)	-	916.2	-
$S\ell$	(in³)	57.2	57.2	57.2
$\wp$	(k/ft)	1.051	1.051	1.051
$M\wp$	('k)	403	688	387
$s\wp$	(k/ft)	0.190	0.190	0.190
$M_s\wp$	('k)	66	159	60
$M\ell$	('k)	622	573	618
M_I	('k)	156	115	155
$^5/_3$ [$M\ell$ + M I]	('k)	1297	1147	1288
Ma	('k)	2295	2592	2256
Mbℓ	('k)	2	0	2
$f_s\wp$ (non-comp)	(ksi)	5.8	9.9	5.6
$f_s\wp$ (comp)	(ksi)	0.8	2.1	0.7
f_s $^5/_3$ [$M\ell$ + M_I]	(ksi)	13.5	15.0	13.5
fℓ	(ksi)	0.4	0.0	0.4
f_s (Overload)	(ksi)	20.1	23.7	19.7
f_s (Total)	(ksi)	26.1	35.1	25.6
Fcr (Overload)	(ksi)	34.2	34.2	34.2
VR	(k)	18.6	17.1	18.7
Fcr	(ksi)	36.0	36.0	36.0



EXISTING GIRDER ELEVATION

Note:
M℄ and R℄ include the effects of centrifugal force and superelevation.



¾" Ø Granular or solid flux filled headed studs, automatically end welded to flange. (4,410 required)

* Prior to grinding

SECTION A-A

STUD SPACING

Beam	L	L1	Span 1	Span 2
1	55'-4¾"	54'-0¾"	75'-5¾"	74'-1¾"
2	55'-3¼"	53'-11½"	75'-4¼"	74'-0½"
3	55'-1⅞"	53'-10¼"	75'-2⅞"	73'-11¼"
4	55'-0½"	53'-9"	75'-1½"	73'-10"
5	54'-11⅛"	53'-7¾"	75'-0⅛"	73'-8¾"
6	54'-9¾"	53'-6½"	74'-10¾"	73'-7½"

INTERIOR GIRDER REACTION TABLE				
		S. Abut.	Pier	N. Abut.
R$\wp$	(k)	34.5	111.8	33.8
R℄	(k)	44.7	60.5	44.8
R_I	(k)	13.4	18.1	13.4
R_{Total}	(k)	92.6	190.4	92.0

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total and Overload) due to non-composite dead loads (in.⁴ and in.³).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total and Overload) due to short-term composite live loads (in.⁴ and in.³).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total and Overload) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

Ic (cr), Sc (cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

S℄: Section modulus of one flange plate for lateral flange bending (in.³).

℘: Un-factored non-composite dead load (kips/ft.).

M℘: Un-factored moment due to non-composite dead load (kip-ft).

s℘: Un-factored long-term composite (superimposed) dead load (kips/ft.).

M_s℘: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M℄: Un-factored live load moment (kip-ft.).

M_I: Un-factored moment due to impact (kip-ft).

Ma: Factored design moment (kip-ft.).
1.3 [M℘ + M_s℘ + $^5/_3$ (M℄ + M_I)]

Mb℄: Factored lateral bending moment for flange plate (kip-ft.).

f℄: Factored calculated normal stress at the edge of flange due to lateral bending (ksi).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
M℘ + M_s℘ + $^5/_3$ (M℄ + M_I)

f_s (Total): Sum of stresses as computed from the moments below (ksi).
1.3 [M℘ + M_s℘ + $^5/_3$ (M℄ + M_I)]

Fcr(Overload): Critical average flange stress at overload computed according to the 2003 AASHTO Guide Specifications for Horizontally Curved Steel Girder Highway Bridges Section 9.5 (ksi.).

Fcr: Critical average flange stress (smaller of Fcr1 or Fcr2 for partially braced flanges and F_Y for continuously braced flanges) computed according to the 2003 AASHTO Guide Specifications for Horizontally Curved Steel Girder Highway Bridges (Sections 5.2, 5.3 and 5.4) (ksi).

VR: Maximum ℄ + impact shear range within span for stud shear connector design (kips).

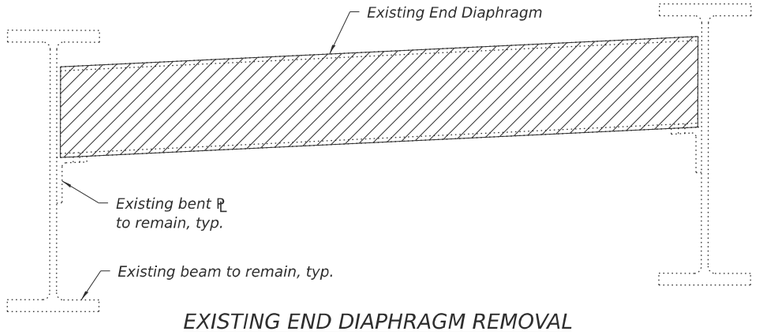
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -
	DRAWN - SJH	REVISED -
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -

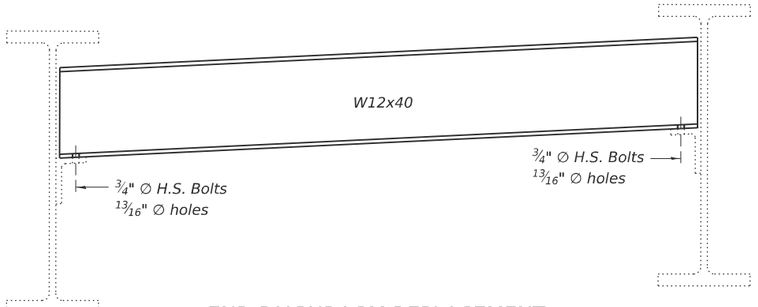
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLAN
STRUCTURE NO. 057-0154
SHEET 24 OF 37 SHEETS

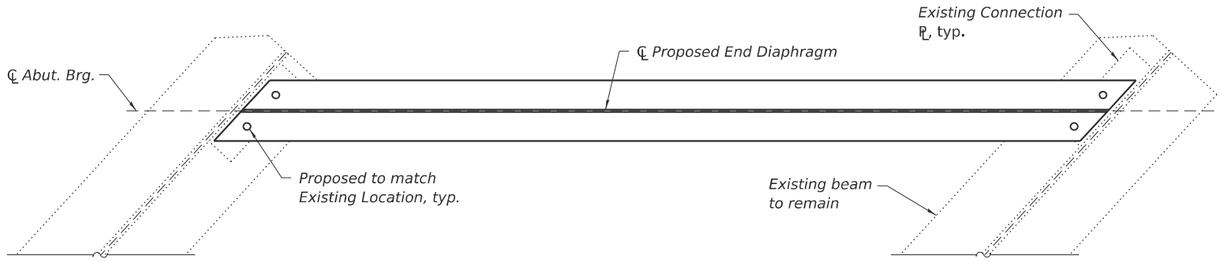
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	58
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



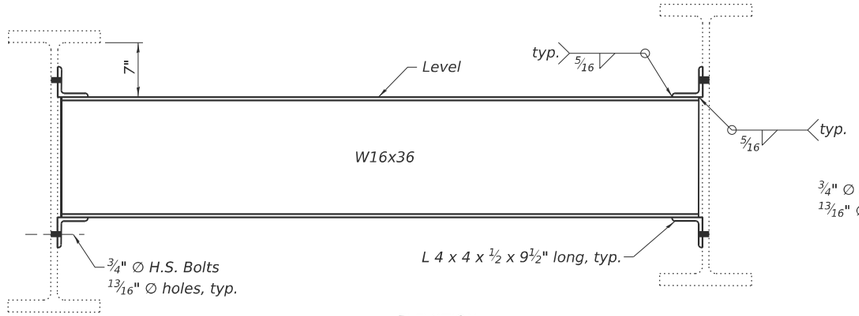
EXISTING END DIAPHRAGM REMOVAL



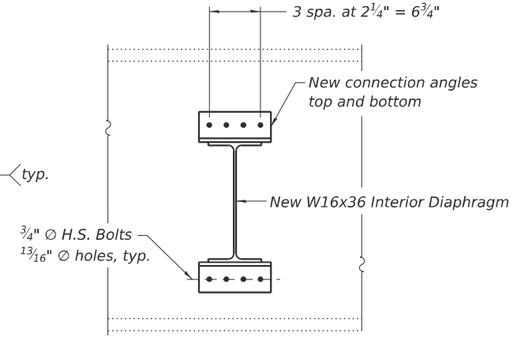
END DIAPHRAGM REPLACEMENT



END DIAPHRAGM REPLACEMENT PLAN



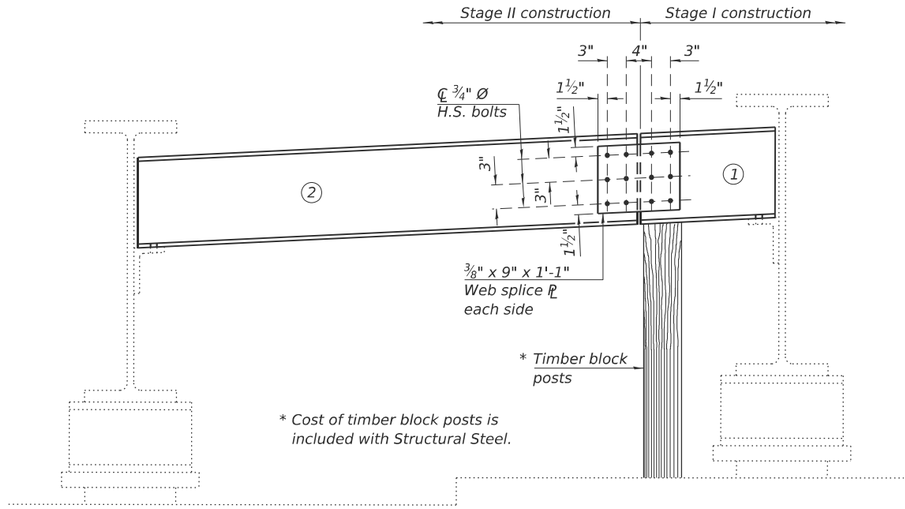
ELEVATION



SECTION

NEW INTERIOR DIAPHRAGMS

(4 required)



END DIAPHRAGM REPLACEMENT AT STAGE LINE

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

1.) Order diaphragm in two sections.
2.) Attach section ① of diaphragm to beam
3.) Place timber block posts between section ① of diaphragm and abutment bearing section.
4.) Attach section ② of diaphragm to both beam and section ① of diaphragm during Stage II construction with splice ℄'s.
5.) Remove timber block posts.

Notes:

All steel connections shall be considered primary connections per the special provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

Holes in new end diaphragm shall be field drilled using existing holes in support angle as a template.

Removal of existing diaphragms shall be paid for as Structural Steel Removal.

Cost of furnishing and erecting steel diaphragms shall be included with Furnishing and Erecting Structural Steel.

Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.

Hatched area represents limits of Structural Steel Removal.

Contractor shall confirm existing conditions and dimensions prior to fabrication of steel members. Dimensions were taken from existing plans.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Removal	Pound	750
Furnishing and Erecting Structural Steel	Pound	1,930

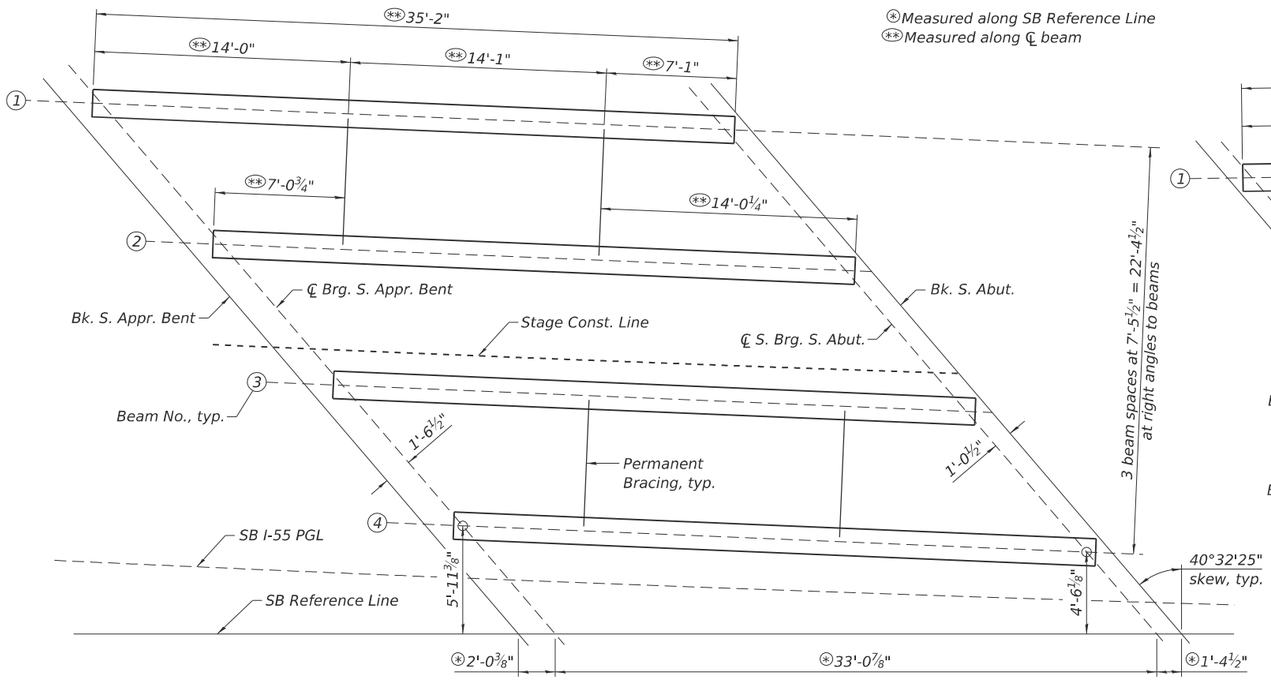
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

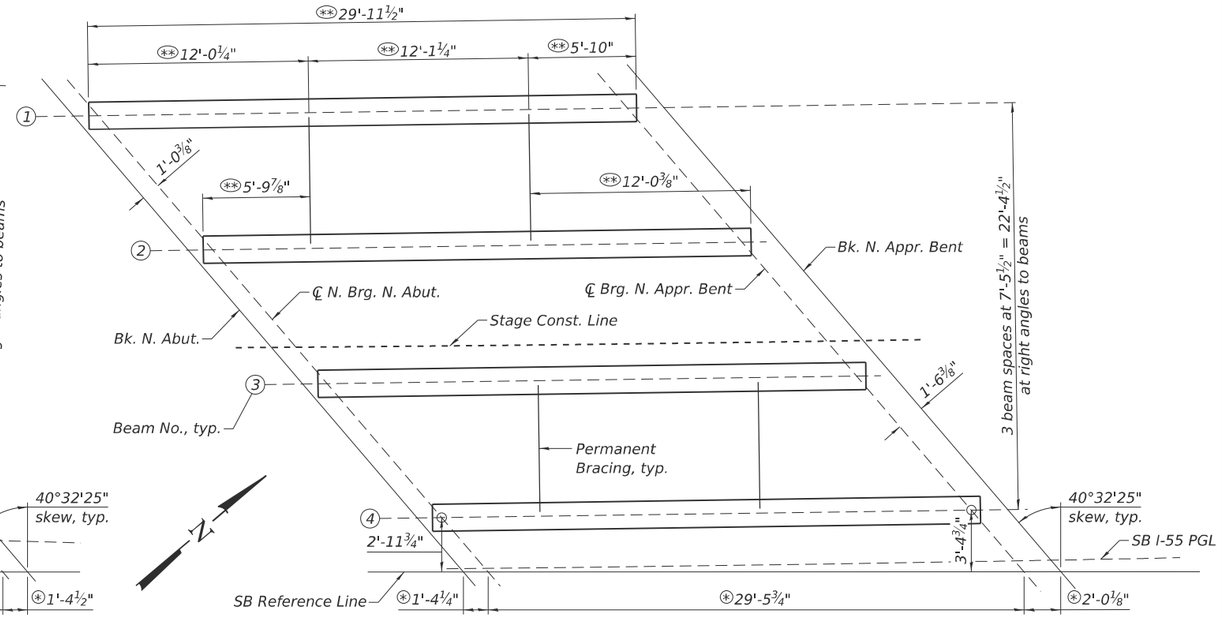
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL DETAILS
STRUCTURE NO. 057-0154
SHEET 25 OF 37 SHEETS

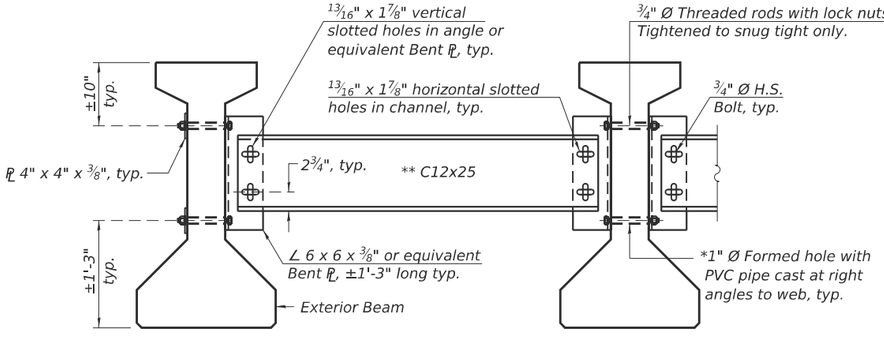
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	59
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



FRAMING PLAN - SOUTH VAULT SPAN



FRAMING PLAN - NORTH VAULT SPAN



Notes:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.

Two hardened washers are required for each set of oversized holes.

All holes shall be 15/16" Ø unless otherwise noted.

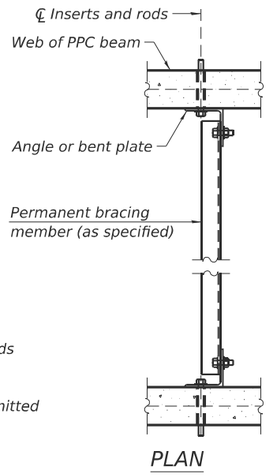
5/16" x 3" x 3" plate washers are required over all slotted holes.

All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams.



PLAN

* Fabricator shall locate to miss strands within permissible tolerances.

** Alternate C12x30 channels are permitted to facilitate material acquisition.

INTERIOR BEAM MOMENT TABLE			
		0.5 Span S. Vault	0.5 Span N. Vault
I	(in^4)	48,648	48,648
I'	(in^4)	189,197	189,197
S_b	(in^3)	3,165	3,165
S_b'	(in^3)	6,107	6,107
S_t	(in^3)	2,358	2,358
S_t'	(in^3)	37,685	37,685
DC1	(k/')	1.169	1.169
M_{DC1}	('k)	172	124
DC2	(k/')	0.190	0.190
M_{DC2}	('k)	28	20
DW	(k/')	0.000	0.000
M_{DW}	('k)	0	0
LLDF		0.737	0.770
$M_{℄+IM}$	('k)	463	391

INTERIOR BEAM REACTION TABLE			
		S. Abut. & S. Appr. Bent	N. Abut. & N. Appr. Bent
LLDF		0.776	0.776
OCF		1.153	1.145
R_{DC1}	(k)	20.1	17.0
R_{DC2}	(k)	3.3	2.8
R_{DW}	(k)	0.0	0.0
$R_{℄}$	(k)	51.9	51.5
R_{IM}	(k)	17.2	17.1
R_{Total} (Strength I)(Impact)	(k)	150.1	144.8
R_{Total} (Strength I)(No Impact)	(k)	120.0	114.9

I: Non-composite moment of inertia of beam section ($in.^4$).

I': Composite moment of inertia of beam section ($in.^4$).

S_b: Non-composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).

S_b': Composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).

S_t: Non-composite section modulus for the top fiber of the prestressed beam ($in.^3$).

S_t': Composite section modulus for the top fiber of the prestressed beam ($in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

$M_{℄+IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

OCF: Obtuse Correction Factor computed according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

R_{DC1}: Un-factored reaction due to non-composite dead load (kip).

R_{DC2}: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).

R_{DW}: Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

$R_{℄}$: Un-factored live load reaction (kip).

R_{IM}: Un-factored dynamic load allowance (impact) (kip).

R_{Total} (Strength I)(Impact): Total factored reaction including dynamic load allowance (impact) (kip).

R_{Total} (Strength I)(No Impact): Total factored reaction not including dynamic load allowance (impact) (kip).

PERMANENT BRACING DETAILS FOR 36" PPC I-BEAMS

MODEL: BI_Sheet_Consultant
FILE NAME: \\192.168.0.53\Ilprjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015 4-70F77-2026-AppFraming.dgn

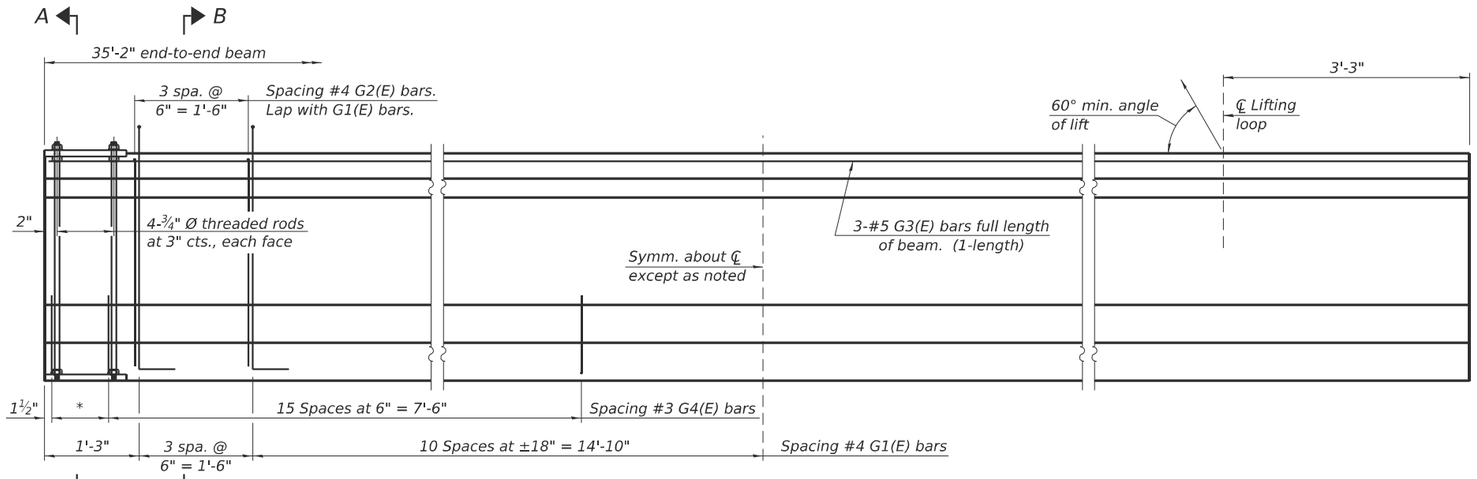
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley		DESIGNED - MTH		REVISED -	
		DRAWN - SJH		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - CZ		REVISED -	
PLOT DATE = 12/3/2025		CHECK DATE - 8/30/2025		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

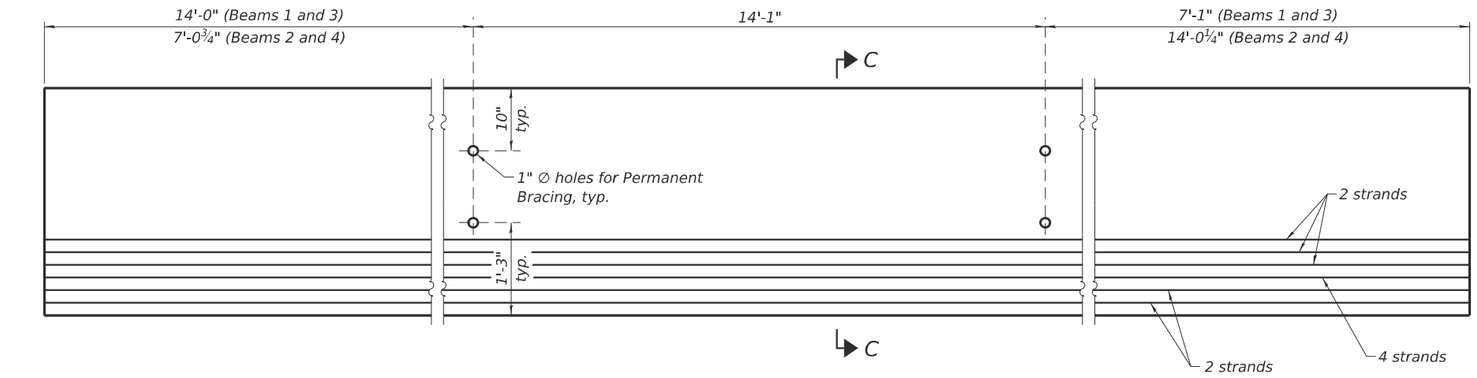
VAULTED APPROACH SPAN FRAMING PLAN
STRUCTURE NO. 057-0154
SHEET 26 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	60
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

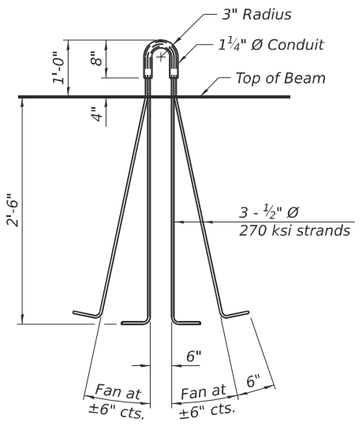


*3 spaces at 3" = 9"

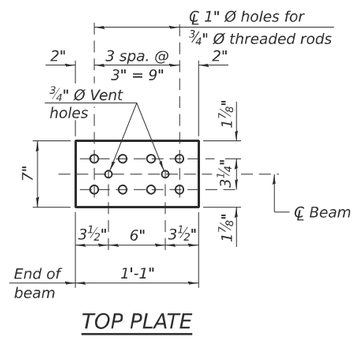
ELEVATION OF BEAM
(Showing reinforcement & dimensions)



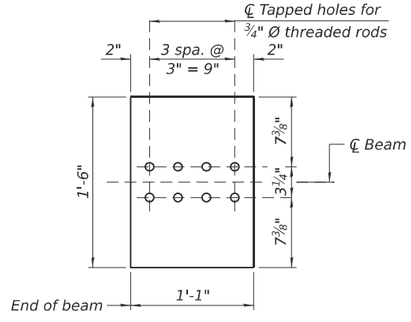
ELEVATION OF BEAM
(Showing prestressing steel)



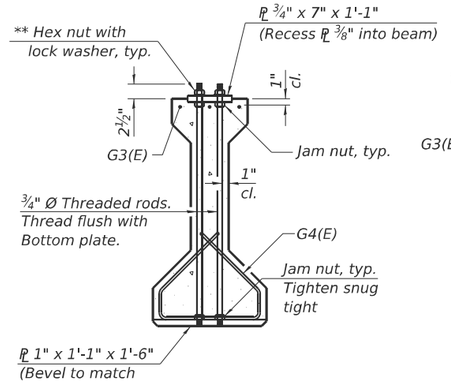
LIFTING LOOP DETAIL



TOP PLATE

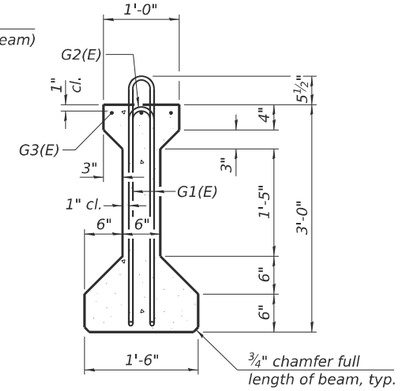


BOTTOM PLATE

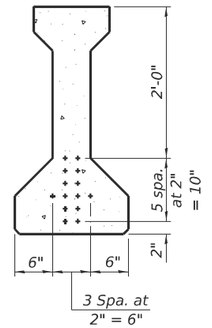


SECTION A-A

** Only tighten sufficiently to compress lock washers



SECTION B-B



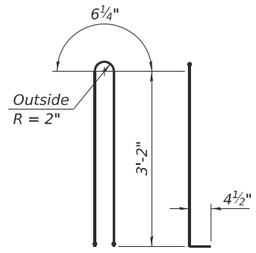
SECTION C-C
(14-½" Ø 270 ksi strands)

BAR LIST
ONE BEAM ONLY
(For information only)

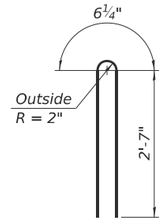
Bar	No.	Size	Length	Shape
G1(E)	27	#4	7'-7"	
G2(E)	8	#4	5'-8"	
G3(E)	3	#5	34'-10"	
G4(E)	38	#3	4'-1"	

BILL OF MATERIAL

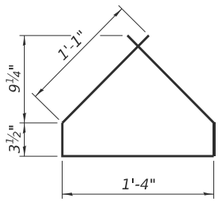
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	141.0



BAR G1(E)



BAR G2(E)



BAR G4(E)

Notes:

Inserts for ¾" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior 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.

The beams shall have a final concrete compressive strength, f'c, of 6,000 psi and a release concrete compressive strength, f'ci, of 5,000 psi.

A minimum 2½" Ø lifting pin shall be used to engage the lifting loops during handling.

The top and bottom plates shall be AASHTO M270 Grade 50.

The top and bottom plates shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

MODEL: Bf_Sheet_Consultant
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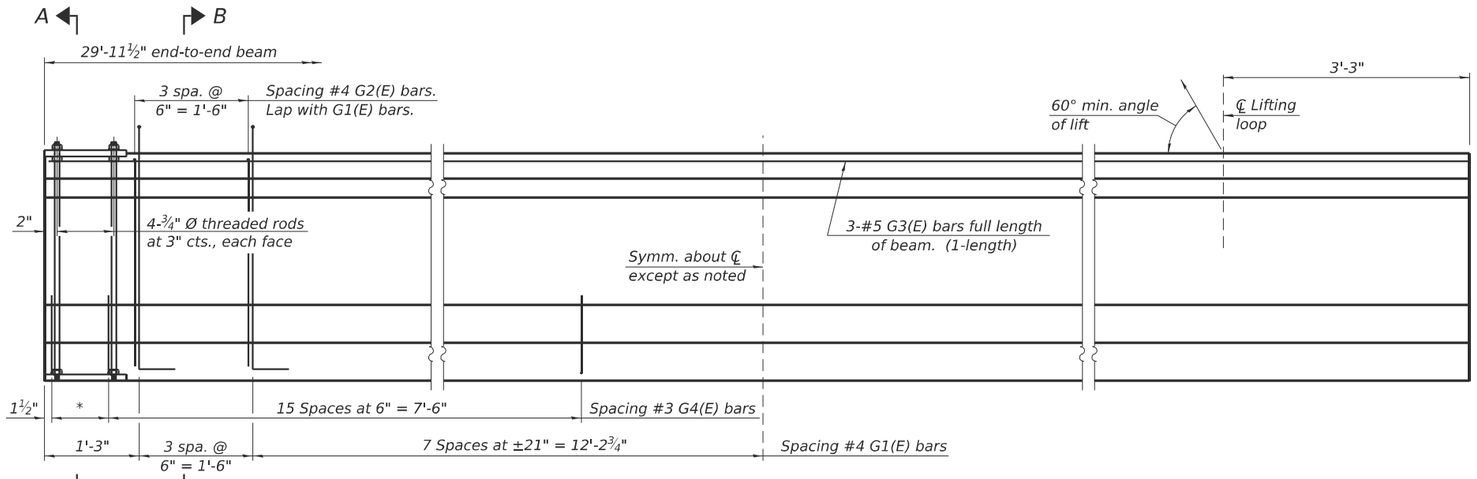
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

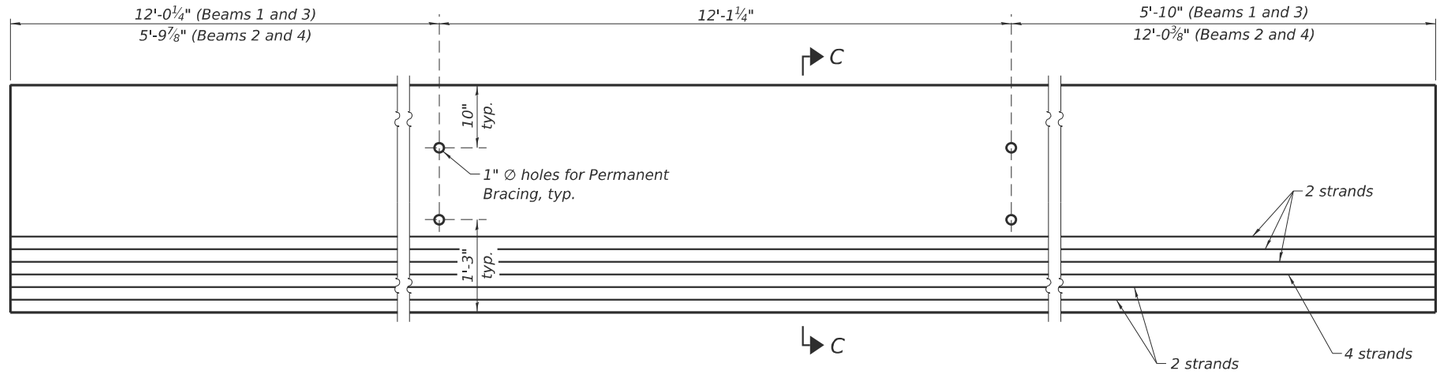
SOUTH VAULTED APPROACH SPAN BEAMS
STRUCTURE NO. 057-0154
SHEET 27 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	61
		CONTRACT NO. 70F77		
		ILLINOIS FED. AID PROJECT		

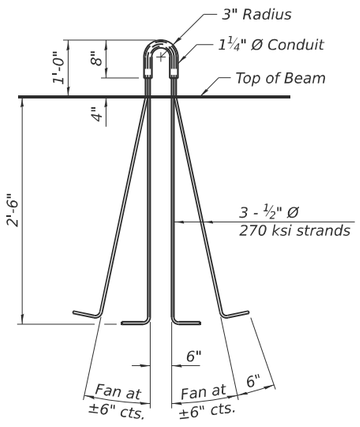


*3 spaces at 3" = 9"

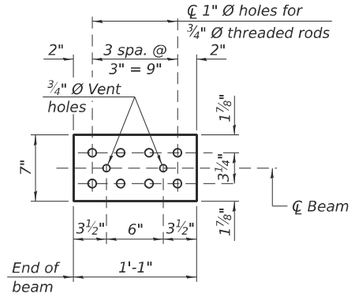
ELEVATION OF BEAM
(Showing reinforcement & dimensions)



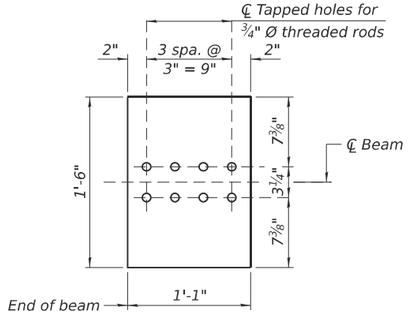
ELEVATION OF BEAM
(Showing prestressing steel)



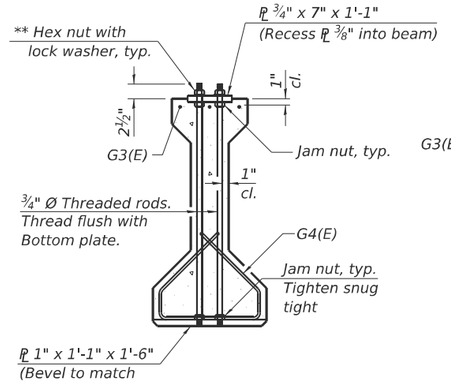
LIFTING LOOP DETAIL



TOP PLATE

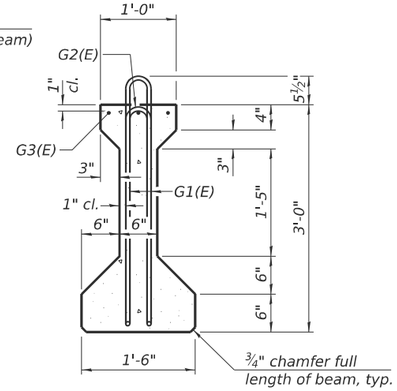


BOTTOM PLATE

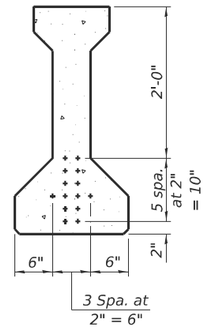


SECTION A-A

** Only tighten sufficiently to compress lock washers



SECTION B-B



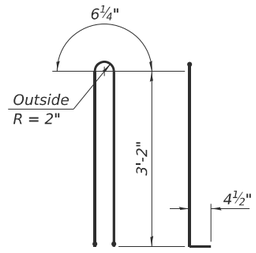
SECTION C-C
(14-½" Ø 270 ksi strands)

BAR LIST
ONE BEAM ONLY
(For information only)

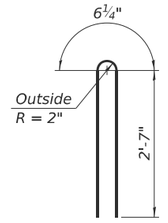
Bar	No.	Size	Length	Shape
G1(E)	21	#4	7'-7"	
G2(E)	8	#4	5'-8"	
G3(E)	3	#5	29'-8"	
G4(E)	38	#3	4'-1"	

BILL OF MATERIAL

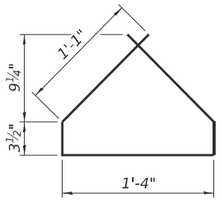
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	120.0



BAR G1(E)



BAR G2(E)



BAR G4(E)

Notes:

Inserts for ¾" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior 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.

The beams shall have a final concrete compressive strength, f'c, of 6,000 psi and a release concrete compressive strength, f'ci, of 5,000 psi.

A minimum 2½" Ø lifting pin shall be used to engage the lifting loops during handling.

The top and bottom plates shall be AASHTO M270 Grade 50.

The top and bottom plates shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

MODEL: Bf_Sheet_Consultant
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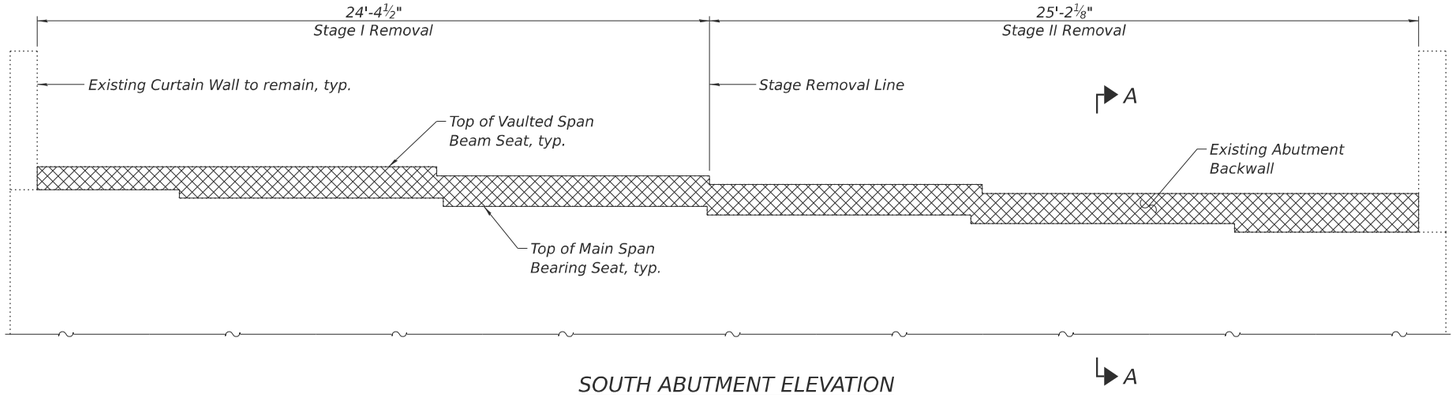
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

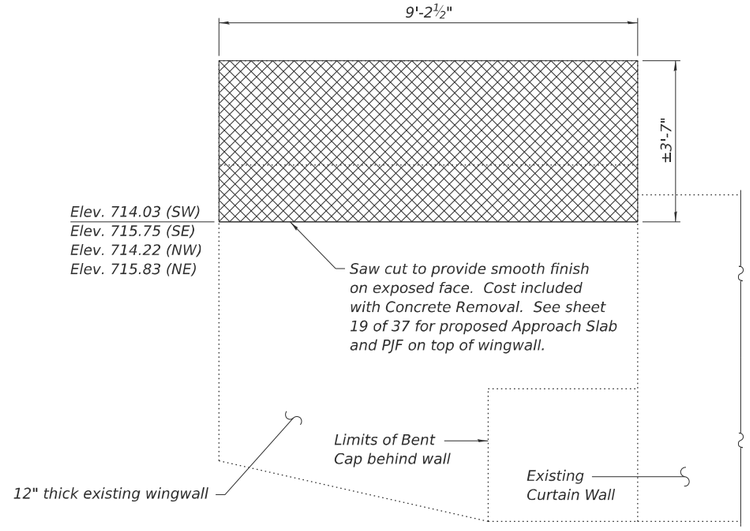
NORTH VAULTED APPROACH SPAN BEAMS
STRUCTURE NO. 057-0154
SHEET 28 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	62
		CONTRACT NO. 70F77		
		ILLINOIS FED. AID PROJECT		

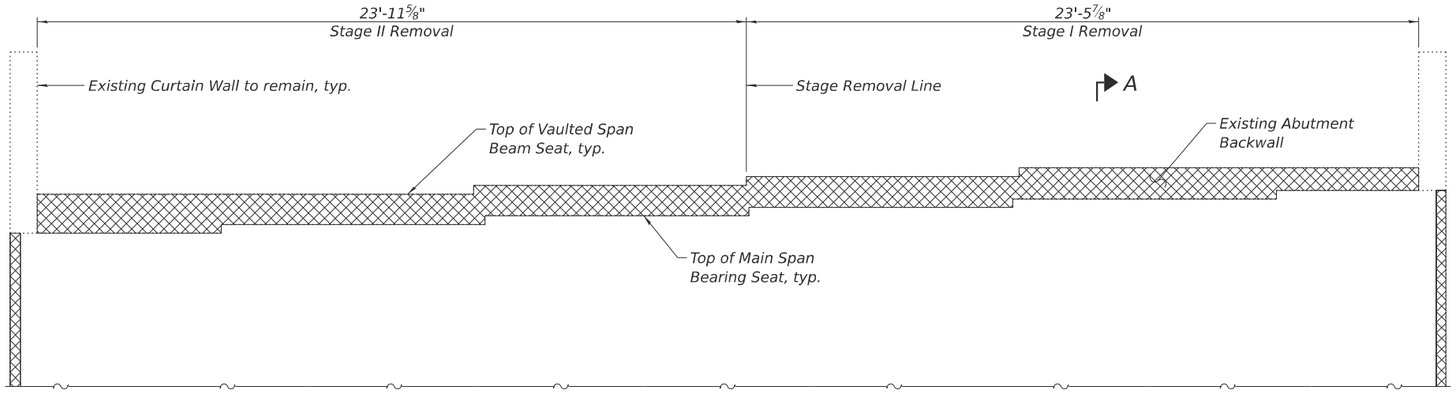


SOUTH ABUTMENT ELEVATION

(Looking South)
(Dimensions measured along front face of backwall)



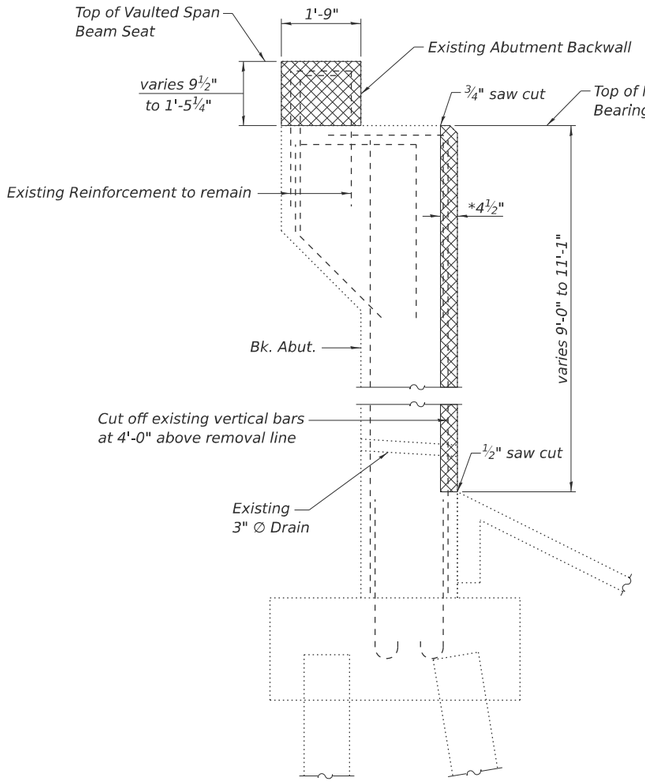
WINGWALL ELEVATION AT APPROACH BENT



NORTH ABUTMENT ELEVATION

(Looking North)
(Dimensions measured along front face of backwall)

*Removal applies to sides of abutment wall also.



SECTION A-A

Notes:

Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete. Cost included with Concrete Removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Cross hatched areas indicate limits of Concrete Removal.

Seal the cut rebar at top of wingwall with epoxy. Cost included with Concrete Removal.

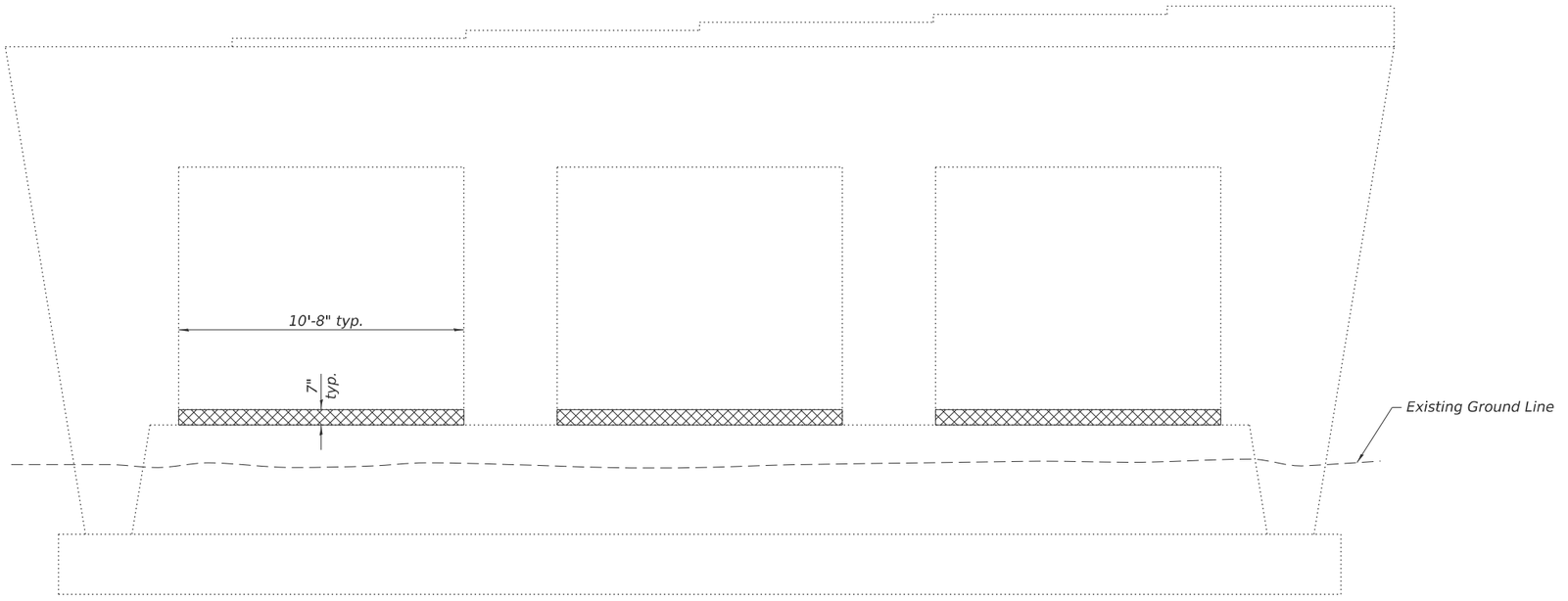
BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	27.8

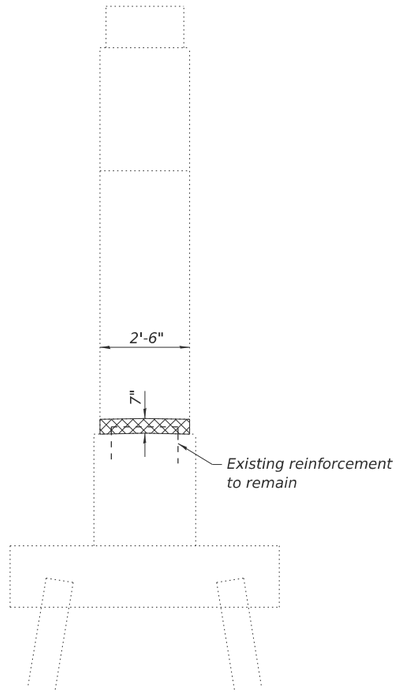
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE REMOVAL DETAILS STRUCTURE NO. 057-0154	SHEET 29 OF 37 SHEETS
	DRAWN - SJH	REVISED -			
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -			
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	63
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



PIER ELEVATION
(Looking North)



SECTION THRU PIER

Notes:

Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete. Cost included with Concrete Removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Cross hatched areas indicate limits of Concrete Removal.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	1.8

MODEL: BI_Sheet_Consultant
FILE NAME: \\192.168.0.53\Ilinjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015 4-70F77-030-ConcRemDtls.dgn

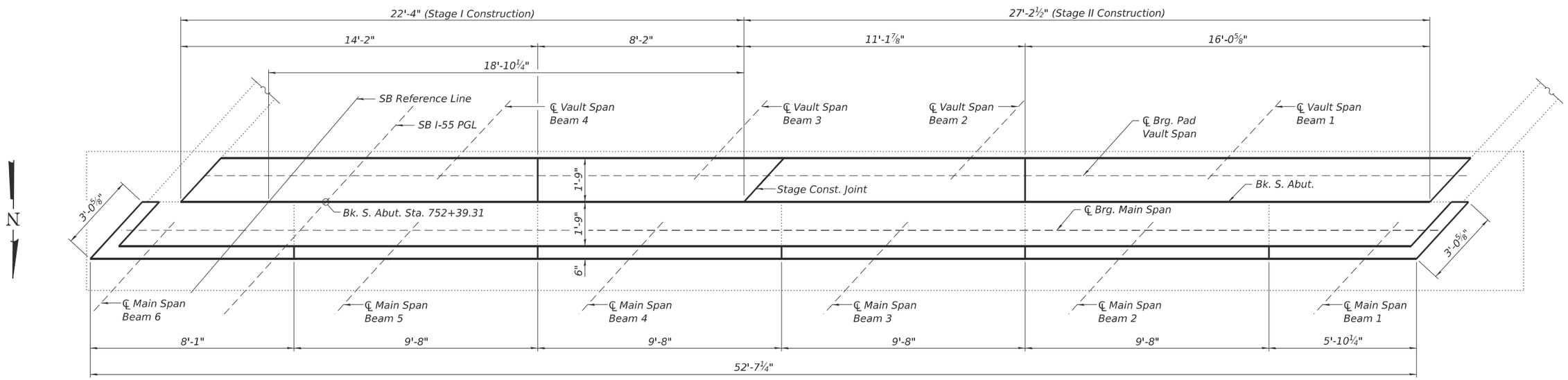
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL DETAILS
STRUCTURE NO. 057-0154
SHEET 30 OF 37 SHEETS

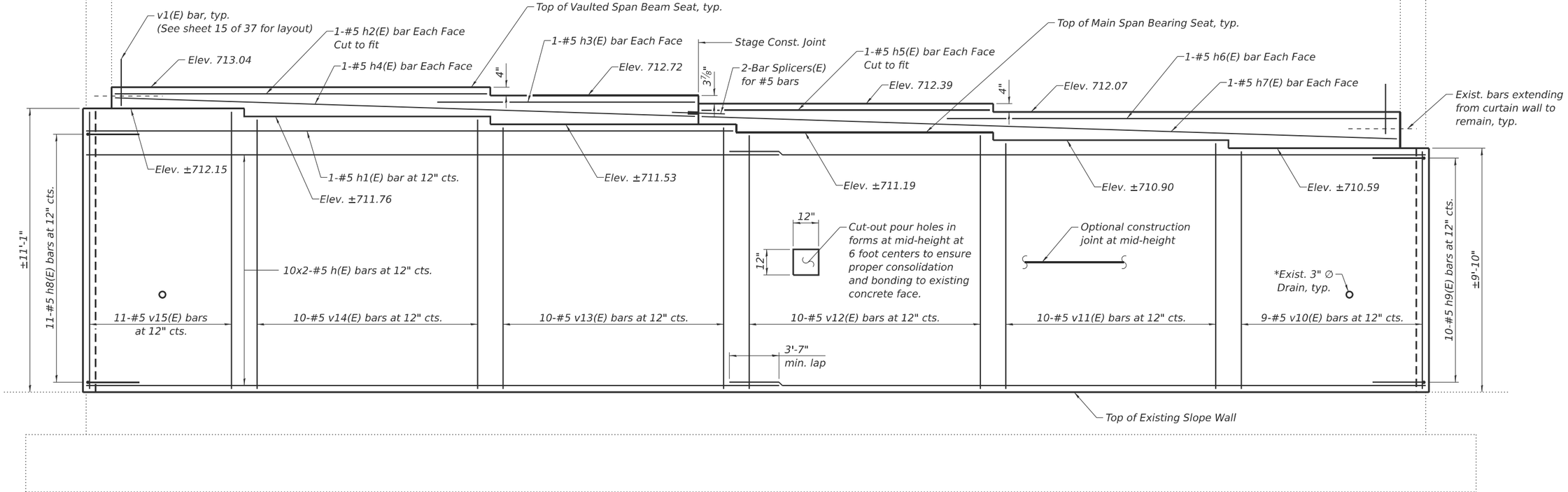
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	64
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



PLAN

*Existing abutment drains shall be extended thru proposed abutment face with PVC. Pipe Drain cost included with Concrete Structures.

Notes:
See sheet 33 of 37 for Section Thru Abutment and Bill of Material.
Existing bearing seat elevations are based on survey data.
Bars indicated thus 10x2-#5 etc. indicates 10 lines of bars with 2 lengths per line.



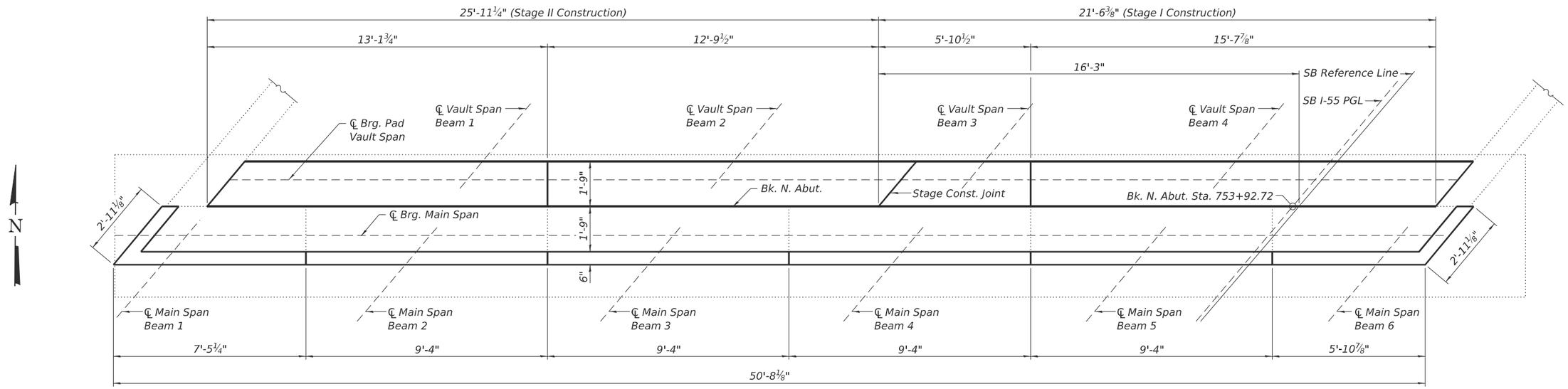
ELEVATION
(Looking South)

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME = Mike Haley	DESIGNED - MTH	REVISED -
		DRAWN - SJH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -
	PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS
STRUCTURE NO. 057-0154
SHEET 31 OF 37 SHEETS

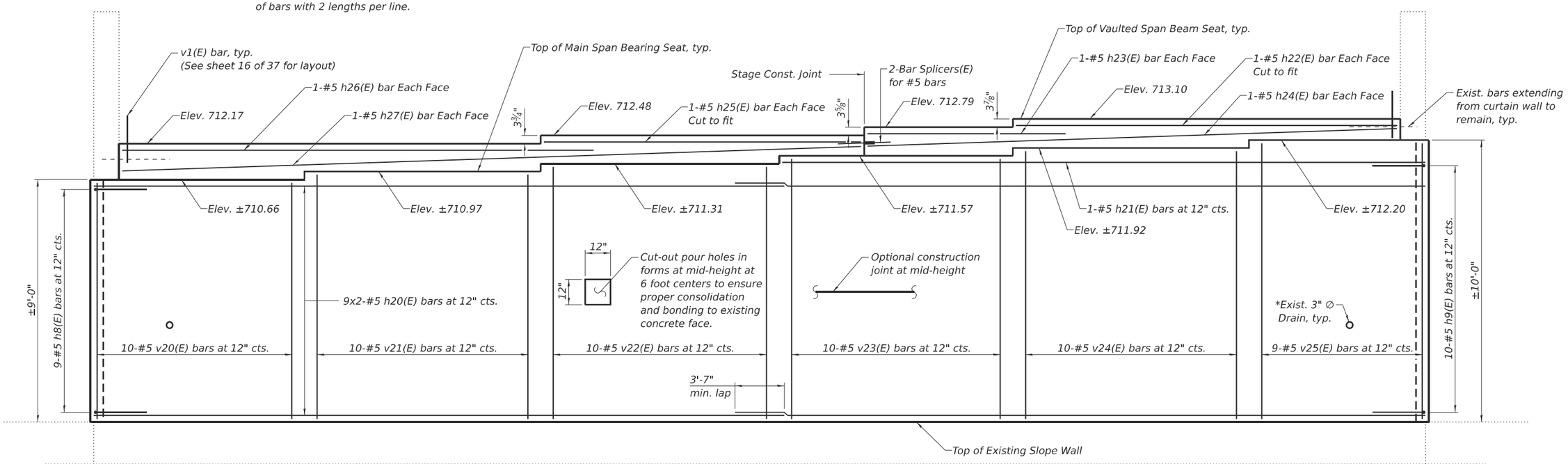
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	65
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



PLAN

Notes:
See sheet 33 of 37 for Section Thru Abutment and Bill of Material.
Existing bearing seat elevations are based on survey data.
Bars indicated thus 10x2-#5 etc. indicates 10 lines of bars with 2 lengths per line.

*Existing abutment drains shall be extended thru proposed abutment face with PVC. Pipe Drain cost included with Concrete Structures.



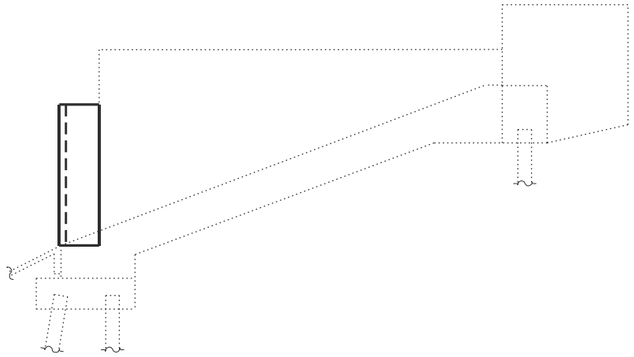
ELEVATION
(Looking North)

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME = Mike Haley	DESIGNED - MTH	REVISED -
		DRAWN - SJH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -
	PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -

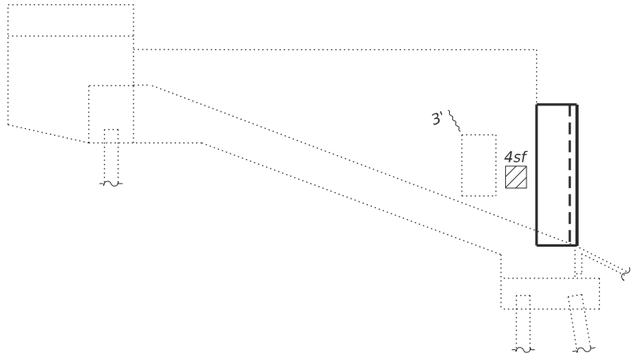
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS
STRUCTURE NO. 057-0154
SHEET 32 OF 37 SHEETS

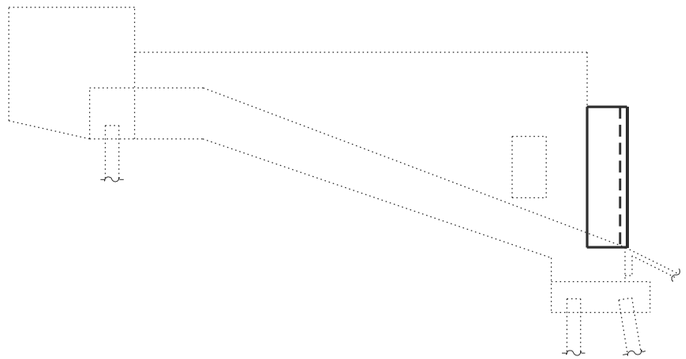
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	66
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



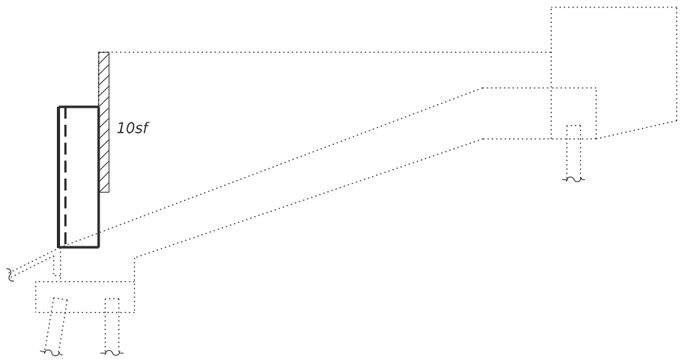
NORTHEAST CURTAIN WALL AND WINGWALL



NORTHWEST CURTAIN WALL AND WINGWALL



SOUTHEAST CURTAIN WALL AND WINGWALL



SOUTHWEST CURTAIN WALL AND WINGWALL

SOUTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d20(E)	130	#4	1'-8"	
h(E)	20	#5	28'-1"	
h1(E)	1	#5	27'-1"	
h2(E)	2	#5	13'-8"	
h3(E)	2	#5	8'-8"	
h4(E)	2	#5	22'-0"	
h5(E)	2	#5	10'-8"	
h6(E)	2	#5	18'-5"	
h7(E)	2	#5	26'-10"	
h8(E)	11	#5	5'-0"	
h9(E)	10	#5	5'-0"	
v1(E)	40	#5	3'-0"	
v10(E)	9	#5	9'-6"	
v11(E)	10	#5	9'-9"	
v12(E)	10	#5	10'-0"	
v13(E)	10	#5	10'-3"	
v14(E)	10	#5	10'-6"	
v15(E)	11	#5	10'-9"	
Concrete Structures		Cu. Yd.	15.4	
Reinforcement Bars, Epoxy Coated		Pound	1,840	
Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)		Sq. Ft.	10	
Concrete Sealer		Sq. Ft.	679	

NORTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d20(E)	125	#4	1'-8"	
h8(E)	9	#5	5'-0"	
h9(E)	10	#5	5'-0"	
h20(E)	18	#5	27'-0"	
h21(E)	1	#5	24'-3"	
h22(E)	2	#5	16'-10"	
h23(E)	2	#5	6'-7"	
h24(E)	2	#5	21'-1"	
h25(E)	2	#5	13'-11"	
h26(E)	2	#5	13'-10"	
h27(E)	2	#5	25'-7"	
v1(E)	40	#5	3'-0"	
v20(E)	10	#5	8'-8"	
v21(E)	10	#5	8'-10"	
v22(E)	10	#5	9'-0"	
v23(E)	10	#5	9'-3"	
v24(E)	10	#5	9'-5"	
v25(E)	9	#5	9'-8"	
Concrete Structures		Cu. Yd.	13.8	
Reinforcement Bars, Epoxy Coated		Pound	1,670	
Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)		Sq. Ft.	4	
Epoxy Crack Injection		Foot	3	
Concrete Sealer		Sq. Ft.	597	

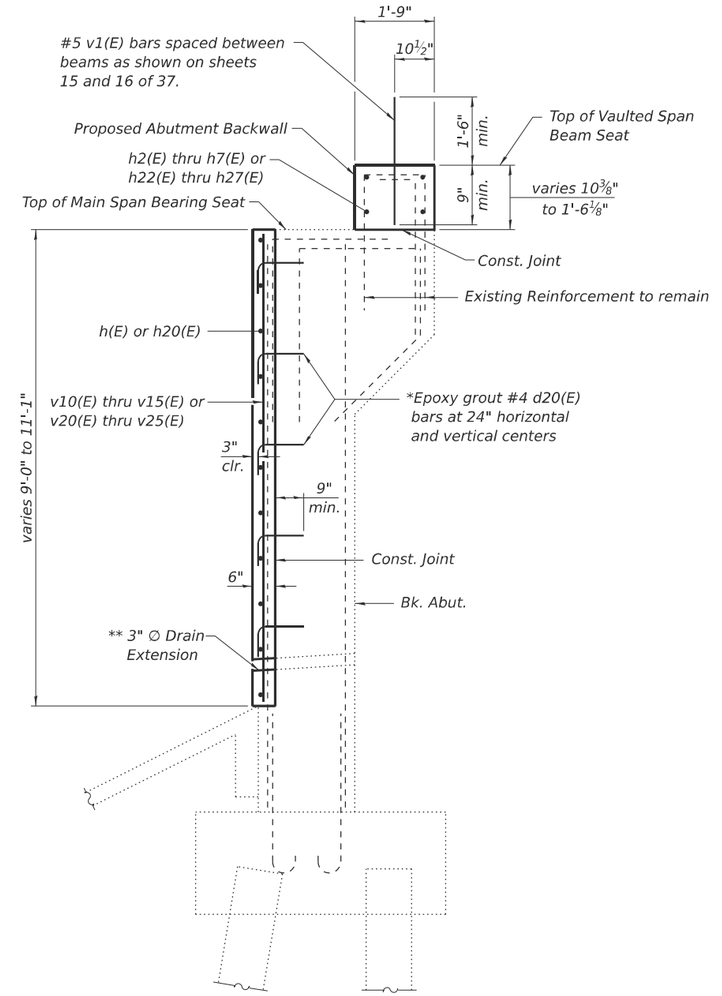
* Epoxy grout d20(E) bars in 9" min. deep holes according to Article 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.

** Existing abutment drains shall be extended thru proposed abutment face with PVC. Pipe Drain cost included with Concrete Structures.

Notes:
Repair of existing curtain walls shall include but may not be limited to the areas shown. The actual area to be repaired shall be determined by the Engineer at the time of construction. Cost of epoxy grouting bars shall be included with Reinforcement Bars, Epoxy Coated.

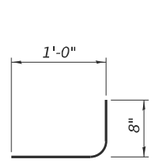
LEGEND

- Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)
- Epoxy Crack Injection
- sf Square Feet

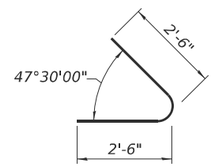


SECTION THRU ABUTMENT

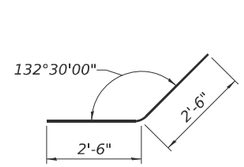
(Dimensions at right angles)
(Face of abutment shown; sides of abutment similar)



BAR d20(E)



BAR h8(E)



BAR h9(E)

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\ilingbse2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015x-70F77-2033-AbutDtls.dgn

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley | PLOT SCALE = $SCALE$ | PLOT DATE = 12/3/2025

DESIGNED - MTH | DRAWN - SJH | CHECKED - CZ | CHECK DATE - 8/30/2025

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 057-0154

SHEET 33 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	67

CONTRACT NO. 70F77

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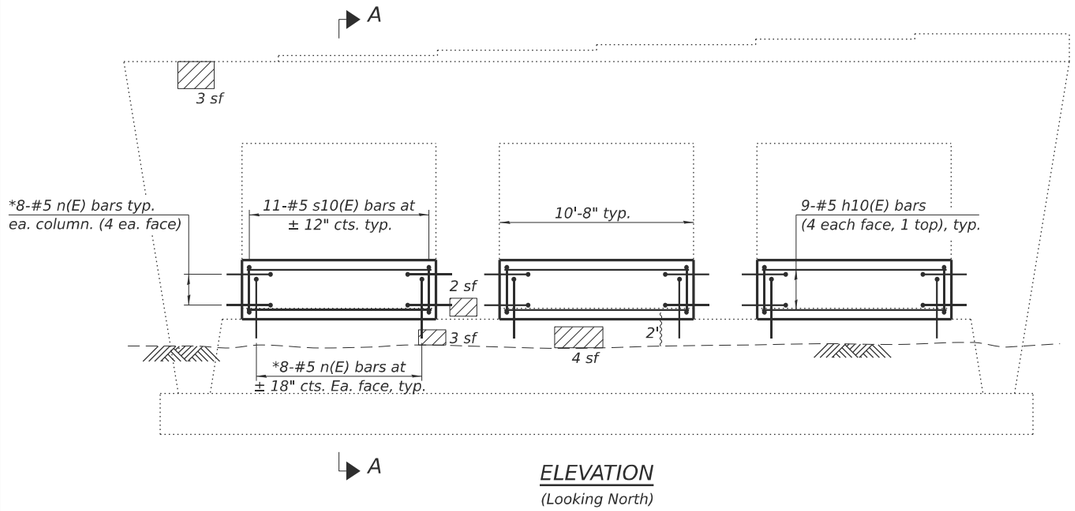
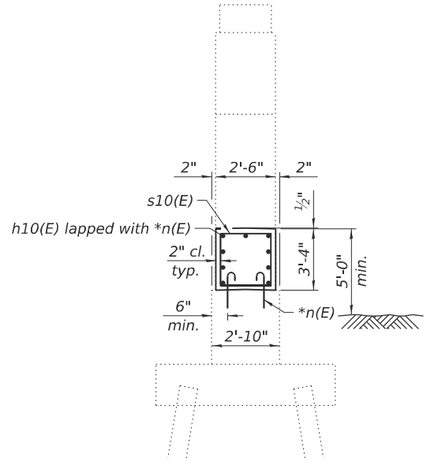
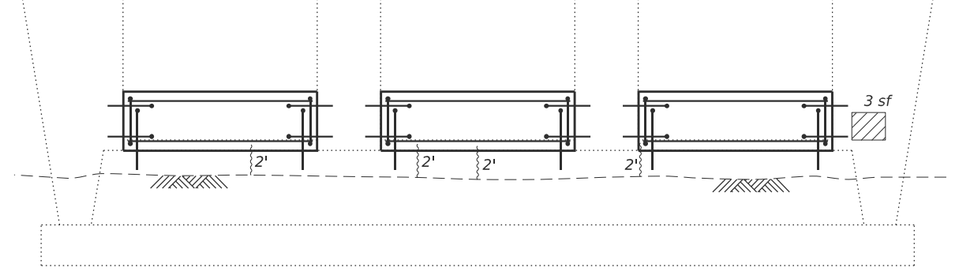


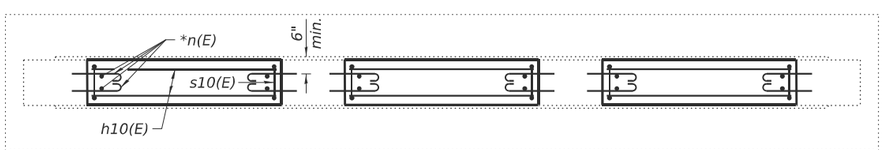
ELEVATION
(Looking North)



SECTION A-A
(Looking East)



ELEVATION
(Looking South)



PLAN

* Epoxy grout n(E) bars in 9" min. deep holes according to Article 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.

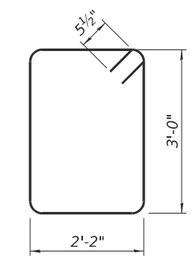
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	27	#5	10'-5"	
n(E)	96	#5	3'-8"	
s10(E)	33	#5	11'-3"	
Concrete Structures			Cu. Yd.	10.0
Reinforcement Bars, Epoxy Coated			Pound	1,050
Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)			Sq. Ft.	18
Epoxy Crack Injection			Foot	10

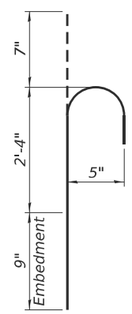
Notes:
Repair of existing pier shall include but may not be limited to the areas shown. The actual area to be repaired shall be determined by the Engineer at the time of construction.
Cost of epoxy grouting bars shall be included with Reinforcement Bars, Epoxy Coated.

LEGEND

- Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)
- Epoxy Crack Injection
- sf Square Feet



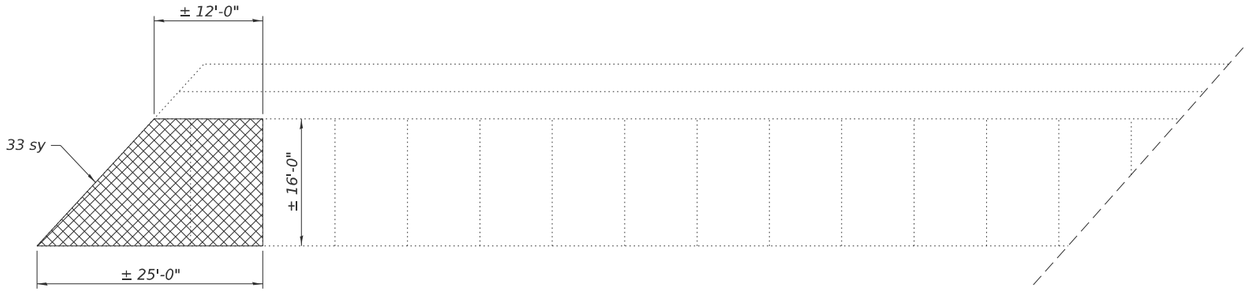
BAR s10(E)



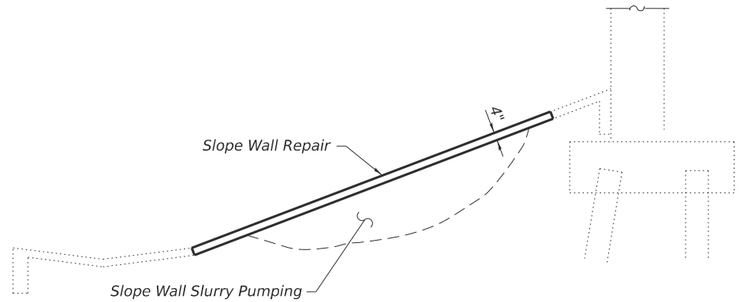
BAR n(E)

NORTH SLOPE WALL

N



SOUTH SLOPE WALL



SECTION THRU SLOPE WALL

Notes:

Repair of existing slope wall shall include but may not be limited to the areas shown. The actual area to be repaired shall be determined by the Engineer at the time of construction.

Slope Wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

Voids below the slope wall shall be filled prior to placement of the new slope wall with Controlled Low-Strength Material as specified in Article 593 of the Standard Specifications.

LEGEND

	Slope Wall Repair
sy	Square Yard

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Repair	Sq. Yd.	33
Slope Wall Slurry Pumping	Cu. Yd.	2

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\linjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015470F77-035-SlopeWallRepairDtls.dgn

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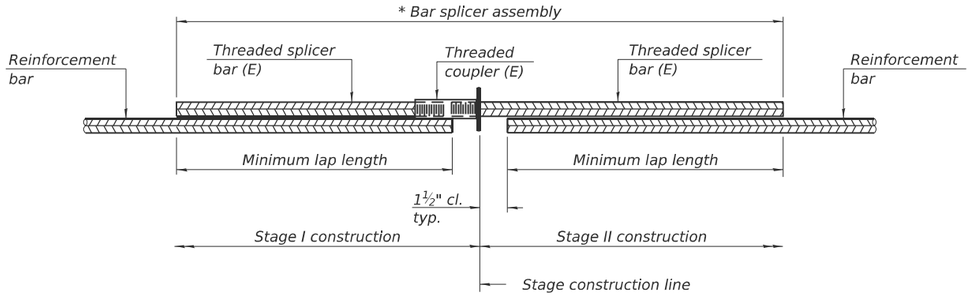
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -			
	DRAWN - SJH	REVISED -			
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -			
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPE WALL REPAIR DETAILS
STRUCTURE NO. 057-0154
SHEET 35 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	69
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



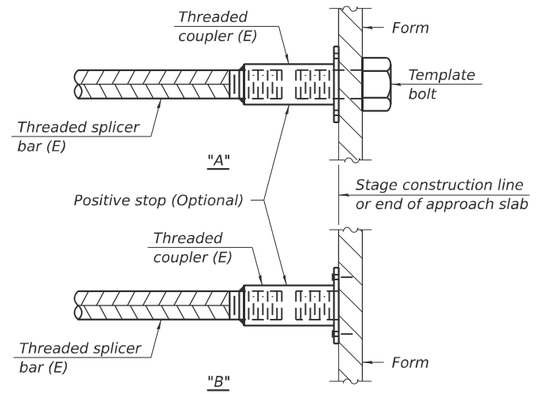
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

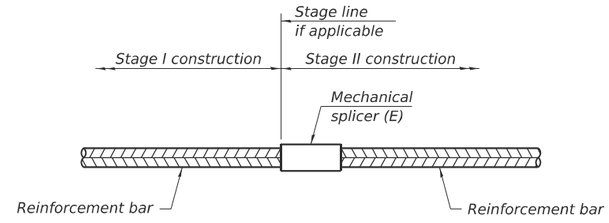
** Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
Deck Slab	#5	516	3'-10"
Deck Slab	#6	16	3'-11"
Vaulted Span	#4	20	2'-11"
Vaulted Span	#5	199	3'-10"
Vaulted Span	#6	8	5'-3"
Approach Slab	#5	148	2'-6"
Approach Slab	#8	90	5'-2"
Abutments	#5	4	3'-5"



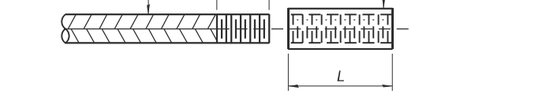
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

Notes:
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

4-4-2025

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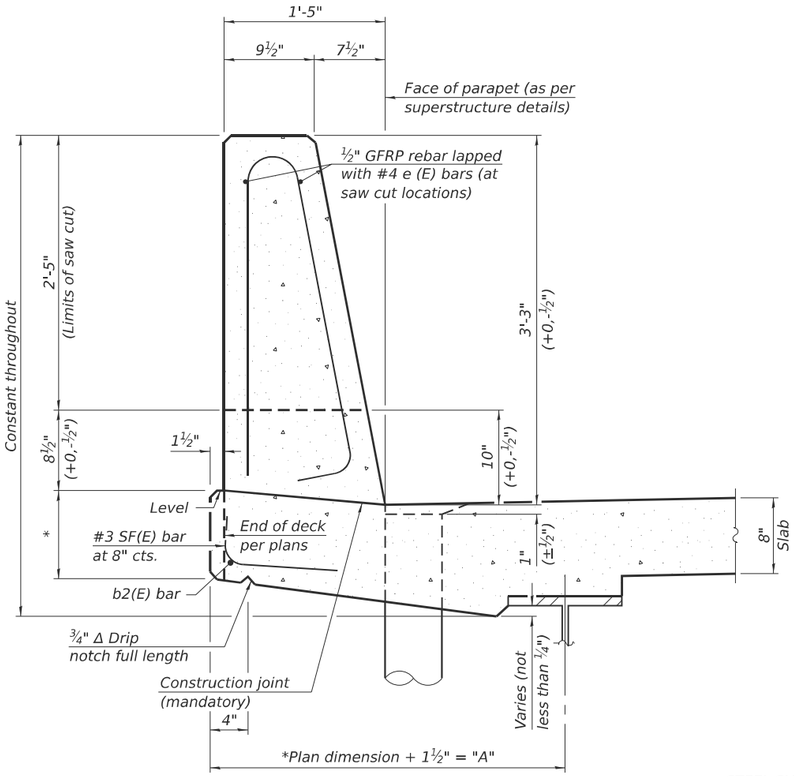
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

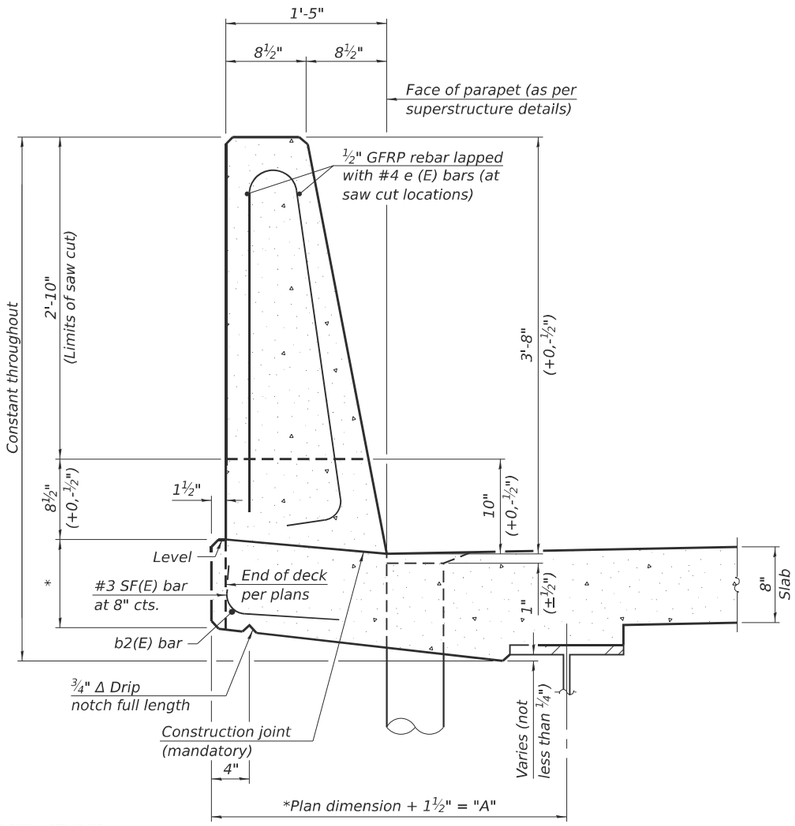
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 057-0154
SHEET 36 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	70
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



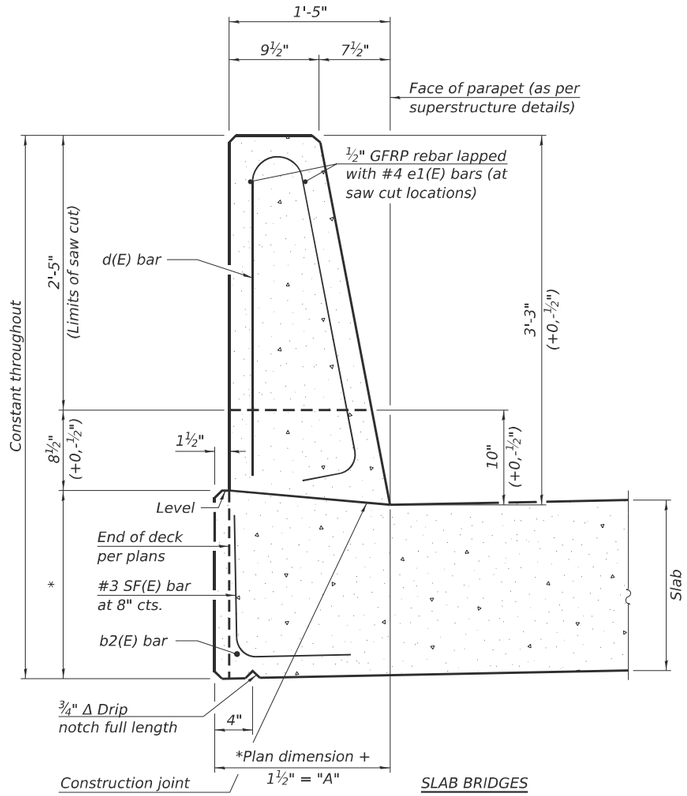
39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



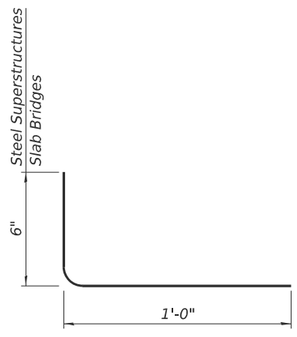
39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

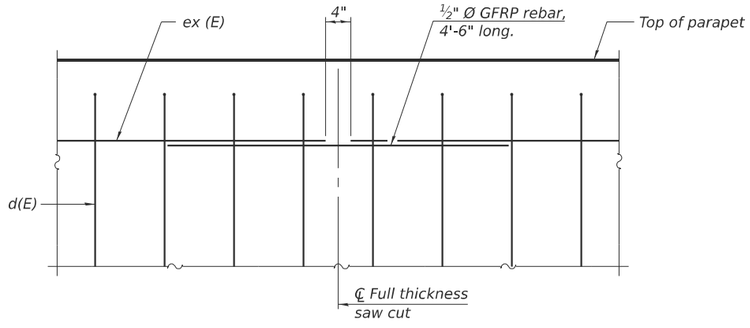
STEEL SUPERSTRUCTURES

*See Superstructure Details.

SLAB BRIDGES



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

(Place as shown in parapet section at each parapet joint location.)

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.
Additional concrete needed to revise dimension "A" (39" and 44" parapets):
Steel Superstructures: 0.00348 cu. yds./ft.
Slab Bridge Superstructures: cu. yds./ft.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44

10/27/2023

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\ilnjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015~2\0F77-2037-SlipFormParapet.dgn

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 057-0154

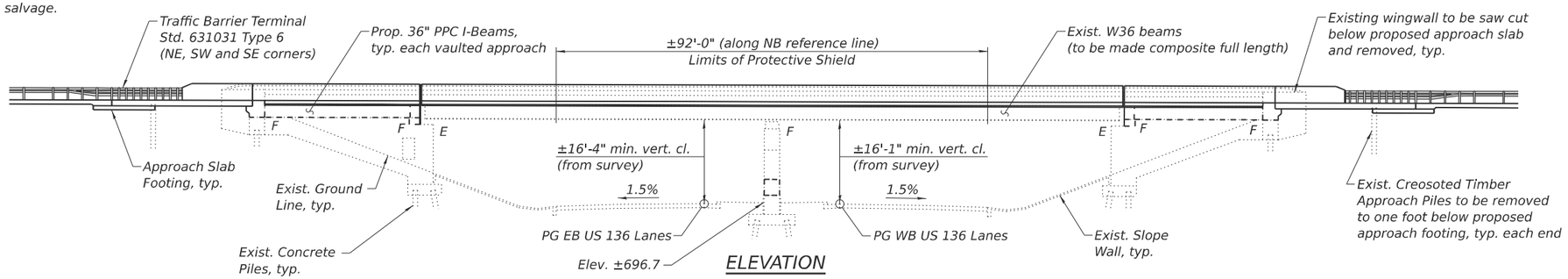
SHEET 37 OF 37 SHEETS

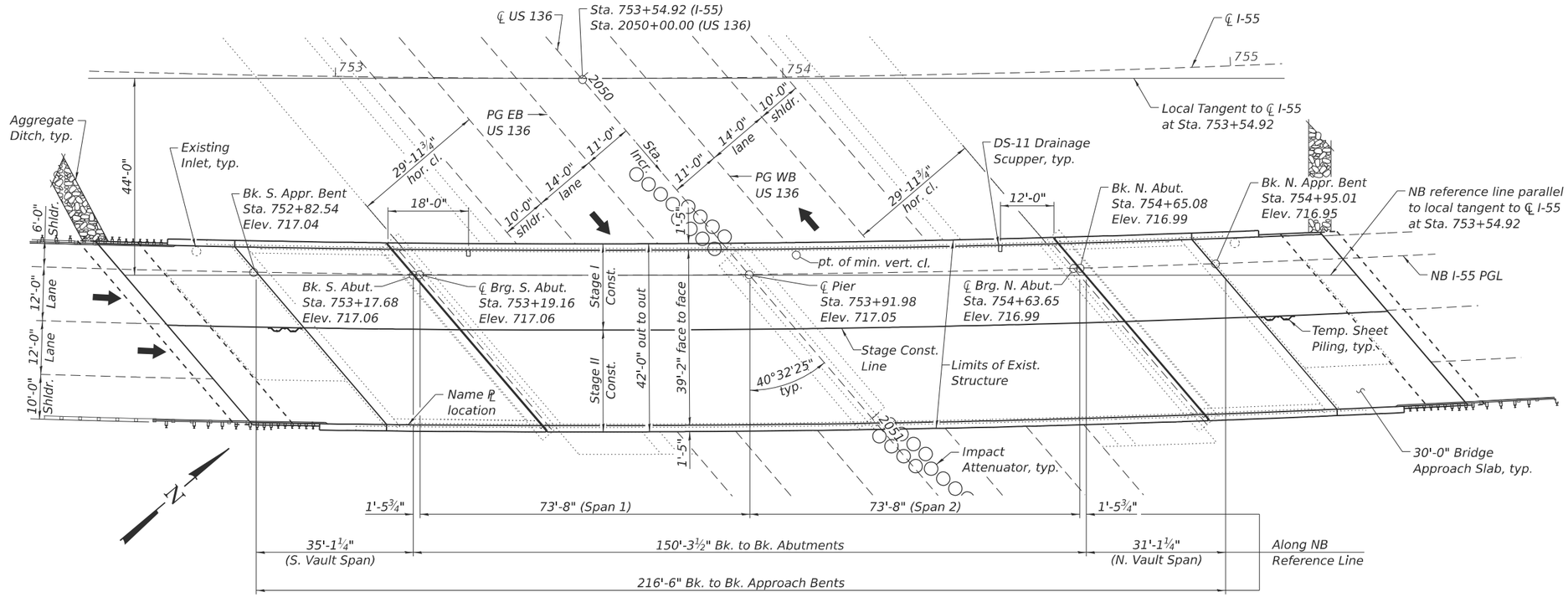
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	71
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

Bench Mark: TS #400 - Iron pin with IDOT cap at US 136 Sta. 2047+90.34, Elev. 694.727.

Existing Structure: Structure Number 057-0155, built in 1975 as FAI Route 55, Section 57-10HB at Sta. 753+54.41.
In 2002, the expansion joints and abutment bearings were replaced and the HMA overlay was replaced with Microsilica overlay. The structure is a two-span curved continuous non-composite steel beam superstructure supported on vaulted abutments and a multi-column pier. The bridge measures 216'-6" back-to-back approach bents along the local tangent with a skew of 40°-32'-25" ahead right. The out-to-out deck is 42'-0" measured radially. Work to be completed using stage construction, while maintaining one lane of traffic in NB direction at all times.

No salvage.





DESIGN STRESSES

FIELD UNITS (New Construction)
f 'c = 3,500 psi
f 'c = 4,000 psi (Superstructure Concrete)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50) (Structural Steel)

PRECAST PRESTRESSED UNITS (New Construction)
f 'c = 6,000 psi
f 'ci = 5,000 psi
f pu = 270,000 psi (0.5" Ø Low Relax. Strands)
f pbt =201,960 psi (0.5" Ø Low Relax. Strands)

FIELD UNITS (Existing)
f c = 1,200 psi (Deck Slab)
f c = 1,400 psi (All Other Concrete)
f s = 20,000 psi (Reinforcement)
f s = 20,000 psi (Structural Steel)

PRECAST PRESTRESSED UNITS (Existing)
f 'c = 5,000 psi
f 'ci = 4,000 psi
f 's = 248,000 psi
f si = 173,600 psi

LICENSED STRUCTURAL ENGINEER
CHENXU ZHUANG
081-009184
SAN MATEO
STATE OF ILLINOIS

Chenxu Zhuang 11/10/2025
Chenxu Zhuang — Date
Licensed Structural Engineer
State of Illinois No. 081-009184
Expires 11/30/2026

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

SEISMIC DATA

Seismic Retrofit Category (SRC) = A
Design Spectral Acceleration at 1.0 sec (SD1) = 0.128g
Design Spectral Acceleration at 0.2 sec (SDS) = 0.213g
Soil Site Class = D
Performance Level = I

LOADING HS20-44 & ALT. MILITARY

No future wearing surface allowed.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges (Existing Construction)

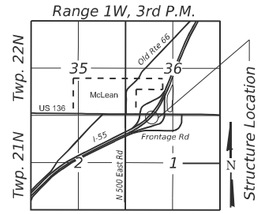
2024 AASHTO LRFD Bridge Design Specifications, 10th Edition (Proposed Deck and Concrete Beams)

2003 AASHTO Guide Specifications for Horizontally Curved Steel Girder

2006 Seismic Retrofitting Manual for Highway Structures: Part I - Bridges (FHWA-HRT-06-032)

PLAN

Notes:
Up to ¼" to be ground off the bridge deck and the bridge approach slabs.
All transverse dimensions are radial and all longitudinal dimensions are measured along the NB reference line, unless noted otherwise.
A datum adjustment of -0.21 ft has been applied to the original plan elevations.



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
NB I-55 OVER US 136
F.A.I. RTE. 55 - SEC. (57-10HB)BR-1
MCLEAN COUNTY
STATION 753+54.92
STRUCTURE NO. 057-0155

MODEL: BI_Sheet_Consultant
FILE NAME: \\192.168.0.53\ilnjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S-70F77-001-GPE.dgn

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -
	DRAWN - SJH	REVISED -
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	72
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

1. No field welding is permitted except as specified in the contract documents.
2. Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts. Bolts $^{7}/_{8}$ in. diameter, holes $^{15}/_{16}$ in. diameter, unless otherwise noted.
3. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.
   As directed by the Engineer, existing construction accessories welded to the top flange of beams shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding ¼ in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Concrete Sealer shall be applied to the new concrete surfaces on the front face of abutment backwalls and wall facing.
6. Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contactor shall field verify existing dimensions and details affecting new construction 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 scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
7. All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300, Type 1.
8. Cleaning and painting of the existing structural steel shall be as specified in the special provision for “Cleaning and Painting Existing Steel Structures”. All beams, bearings and other structural steel within 5 ft. (measured along the beam) of deck joints shall be cleaned per Near White Blast Cleaning (SSPC-SP10). The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning (SSPC-SP15). The designated areas cleaned per Near White Blast Cleaning (SSPC-SP10) and per Commercial Grade Power Tool Cleaning (SSPC-SP15) shall be painted according to the requirements of Organic Zinc-Rich Primer/Epoxy Intermediate Coat/Urethane Topcoat (OZ/E/U). The color of the final finish coat for all steel surfaces shall be Gray, Munsell No. 5B 7/1.
9. The Contractor shall resurvey the US 136 vertical clearance over each lane and shoulder following the deck replacement. This work will not be paid for separately, but shall be included with the contract lump sum price for "Construction Layout".

INDEX OF SHEETS

SCOPE OF WORK

1. Remove and replace existing concrete deck utilizing stage construction, while providing protective shield over live traffic.
2. Make existing beams composite full length.
3. Remove and replace each vaulted span slab, diaphragms and beams.
4. Remove approach pavement and replace with bridge approach slabs.
5. Repair collision damage to west fascia beam.
6. Remove and replace existing steel end diaphragms as shown.
7. Perform concrete repair at each abutment and pier as shown.
8. Replace broken panels of the concrete slope walls.
9. Raise existing pier crash wall to 5’-0” above ground elevation.
10. Clean and paint existing structural steel within 5 feet of the expansion joints.
11. Remove portion of wingwalls for construction of new approach slabs.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	-	28.4	28.4
Removal of Existing Concrete Deck No. 2	Each	1	-	1
Protective Shield	Sq. Yd.	430	-	430
Structure Excavation	Cu. Yd.	-	137	137
Concrete Structures	Cu. Yd.	-	71.4	71.4
Concrete Superstructure	Cu. Yd.	370.1	-	370.1
Protective Coat	Sq. Yd.	1,428	-	1,428
Concrete Superstructure (Approach Slab)	Cu. Yd.	115.5	-	115.5
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36 in	Foot	243.0	-	243.0
Furnishing and Erecting Structural Steel	Pound	1,930	-	1,930
Stud Shear Connectors	Each	4,302	-	4,302
Reinforcement Bars, Epoxy Coated	Pound	125,670	10,250	135,920
Bar Splicers	Each	858	84	942
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	106.5	-	106.5
Temporary Sheet Piling	Sq. Ft.	-	252	252
Granular Backfill for Structures	Cu. Yd.	-	120	120
Concrete Sealer	Sq. Ft.	-	1,203	1,203
Epoxy Crack Injection	Foot	-	4	4
Geocomposite Wall Drain	Sq. Yd.	-	63	63
Pipe Underdrains for Structures 4"	Foot	-	142	142
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	727	-	727
Containment and Disposal of Non-Lead Paint Cleaning Residues No. 2	L. Sum	1	-	1
Structural Steel Removal	Pound	750	-	750
Bar Terminators	Each	60	-	60
Slope Wall Repair	Sq. Yd.	-	71	71
Slope Wall Slurry Pumping	Cu. Yd.	-	17	17
Removal of Existing Concrete I-Beam	Each	8	-	8
Cleaning and Painting Steel Bridge No. 2	L. Sum	1	-	1
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	-	30	30
Drainage Scuppers, DS-11	Each	2	-	2
Diamond Grinding (Bridge Section)	Sq. Yd.	1,183	-	1,183
Beam Straightening	Each	1	-	1

I-55 CURVE DATA

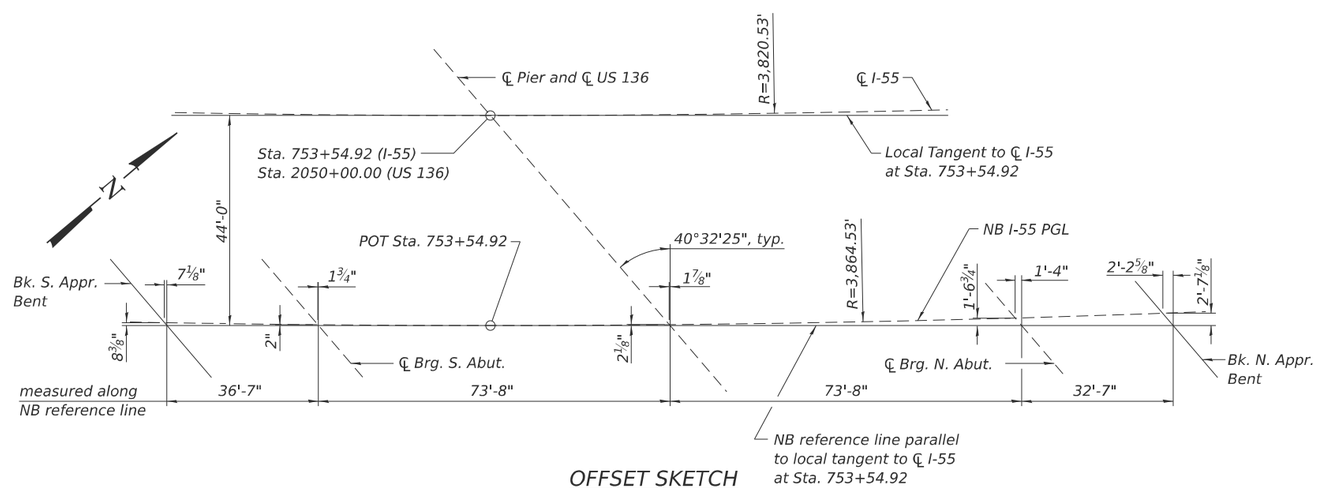
P.I. Sta. = 752+80.39
Δ = 40°33'56" (Lt)
D = 1°30'00"
R = 3,820.53'
T = 1,411.95'
L = 2,704.94'
E = 252.56'
P.C. Sta. = 738+68.44
P.T. Sta. = 765+73.38
SE = 4.2%

STA. 753+54.92
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. (57-10HB)BR-1
LOADING HS-20 & ALT. MILITARY
STR. NO. 057-0155

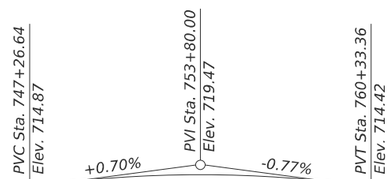
NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

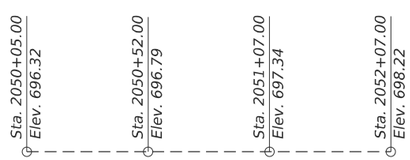


OFFSET SKETCH



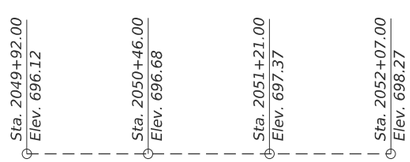
PROPOSED NB I-55 PROFILE GRADE

(Along median edge of pavement)
(shows the final grade after grinding)



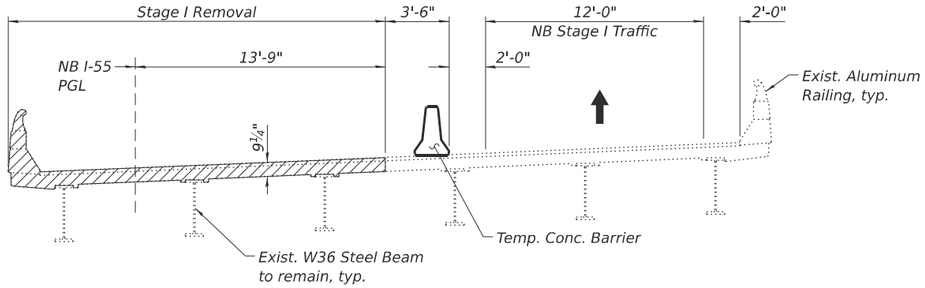
EXISTING WB US 136 PROFILE GRADE

(Along median edge of pavement; from survey)

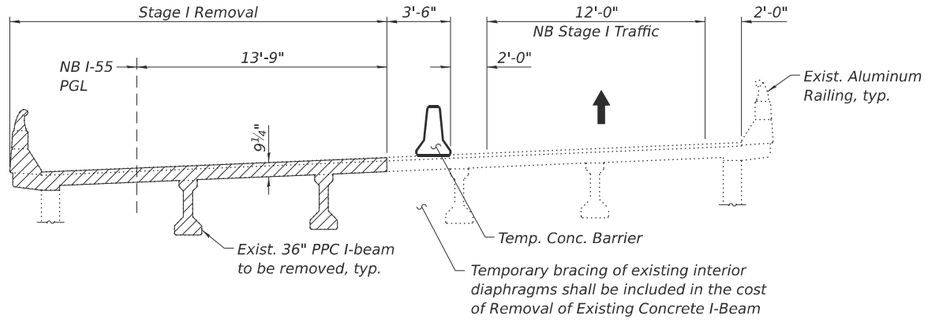


EXISTING EB US 136 PROFILE GRADE

(Along median edge of pavement; from survey)

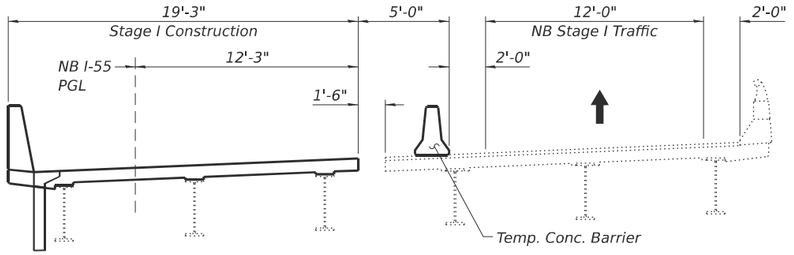


SECTION THRU BRIDGE

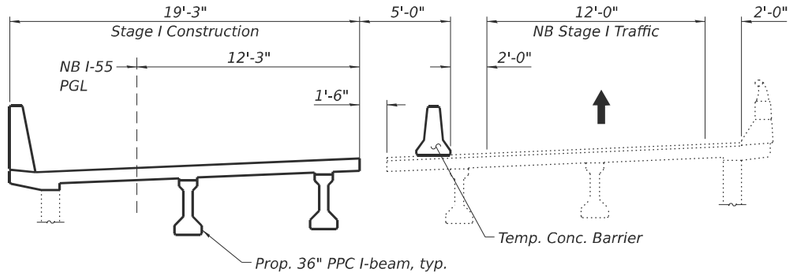


SECTION THRU VAULT SPAN

STAGE I REMOVAL

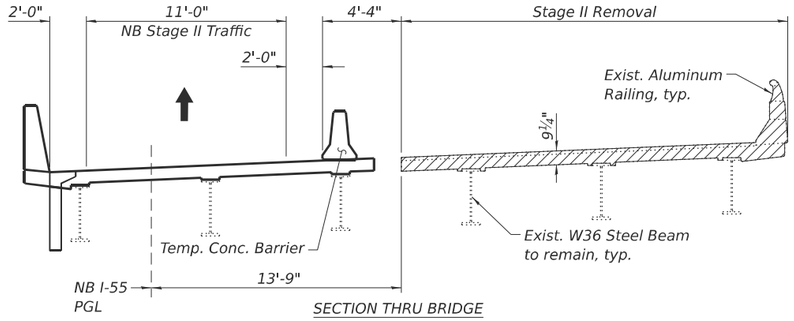


SECTION THRU BRIDGE

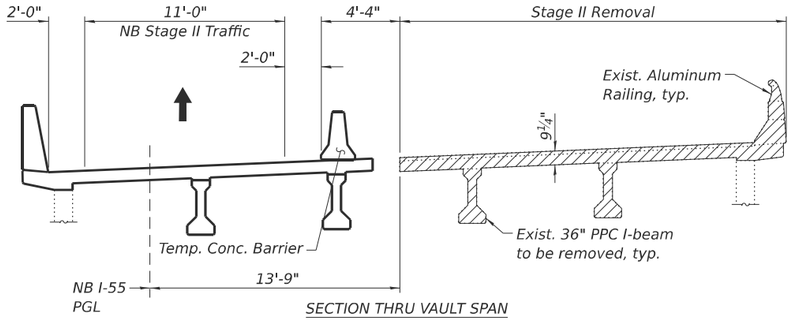


SECTION THRU VAULT SPAN

STAGE I CONSTRUCTION

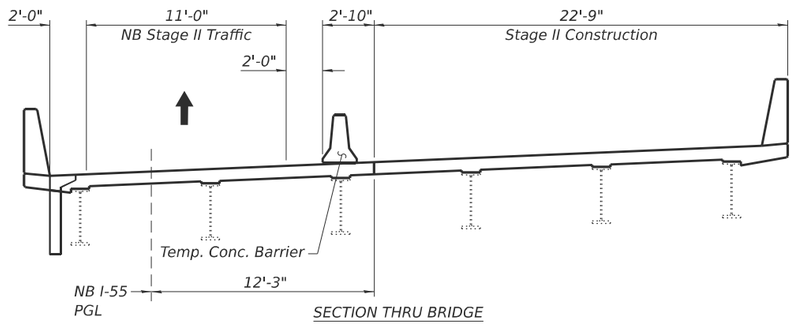


SECTION THRU BRIDGE

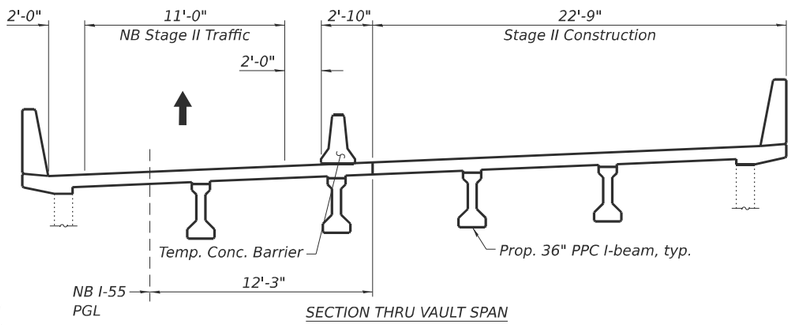


SECTION THRU VAULT SPAN

STAGE II REMOVAL



SECTION THRU BRIDGE



SECTION THRU VAULT SPAN

STAGE II CONSTRUCTION

Notes:

All sections are looking North.

Hatching represents limits of removal.

All transverse dimensions are radial unless noted otherwise.

See sheet 5 of 37 for details of Temporary Concrete Barrier.

See Roadway Plans for quantity of Temporary Concrete Barrier.

Cost of removal of existing aluminum railing and wearing surface is included with Removal of Existing Concrete Deck No. 2.

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FILE NAME: \\192.168.0.53\Iinjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S~70F77-003-StgConstDtls1.dgn

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

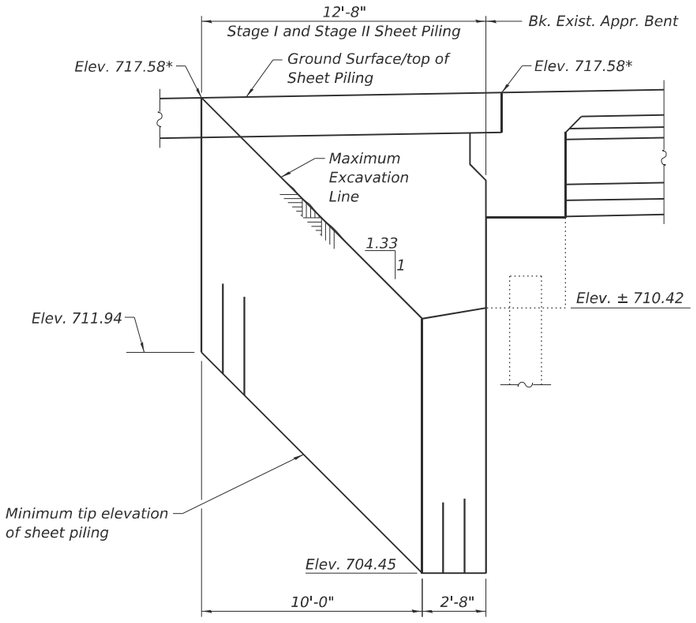
USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 057-0155

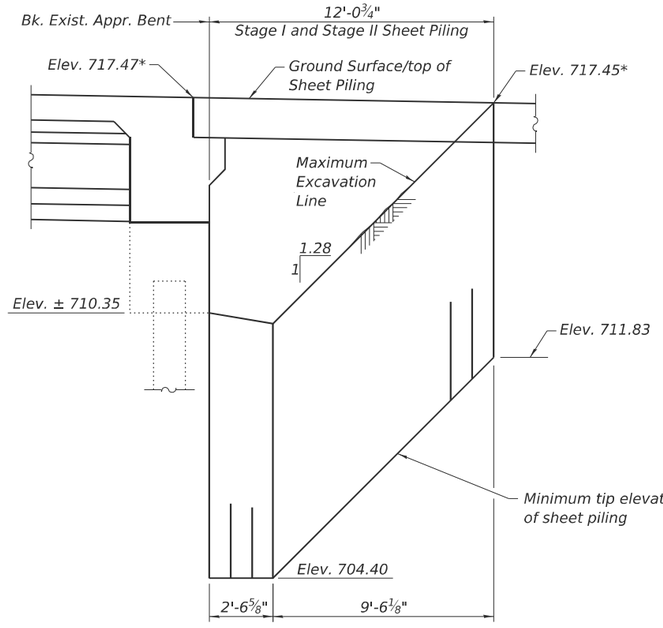
SHEET 3 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	74
		CONTRACT NO. 70F77		
		ILLINOIS	FED. AID PROJECT	



TEMPORARY SHEET PILING AT SOUTH APPROACH BENT

(Dimensions along stage construction line)



TEMPORARY SHEET PILING AT NORTH APPROACH BENT

(Dimensions along stage construction line)

Notes:

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

Min. Section Modulus for sheeting = 3.1 in³/ft (typ.).

**Prior to grinding*

MODEL: Br_Sheet_Consultant
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Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
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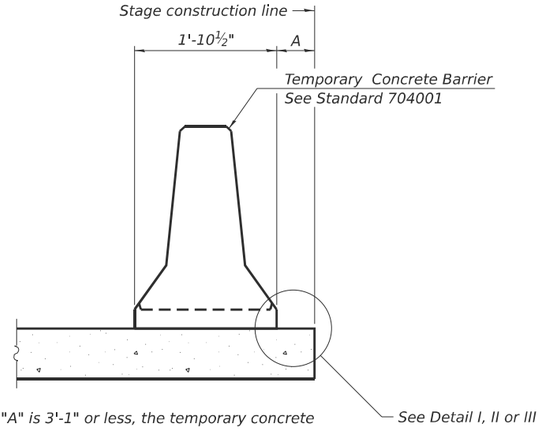
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 057-0155

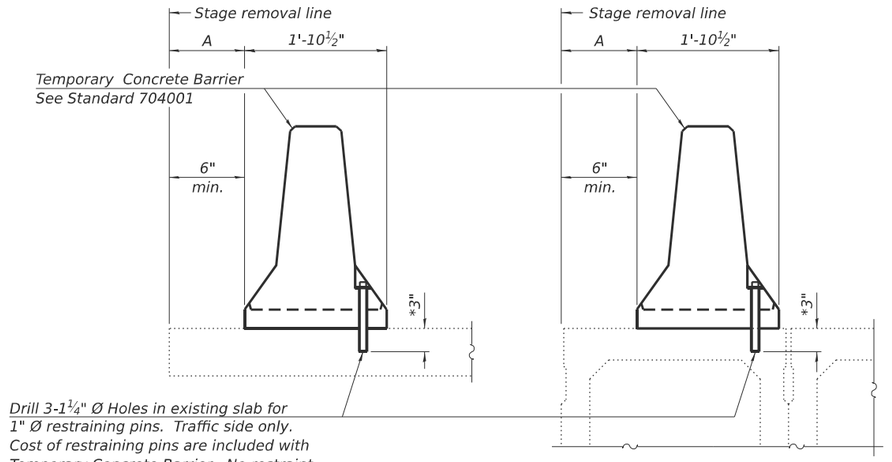
SHEET 4 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	75
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

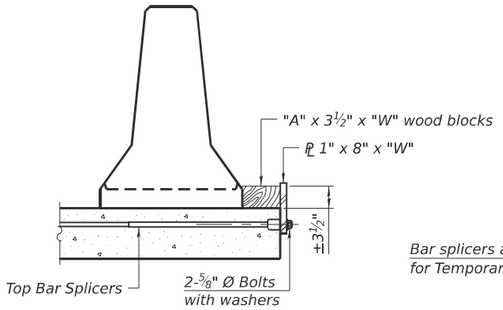


EXISTING SLAB

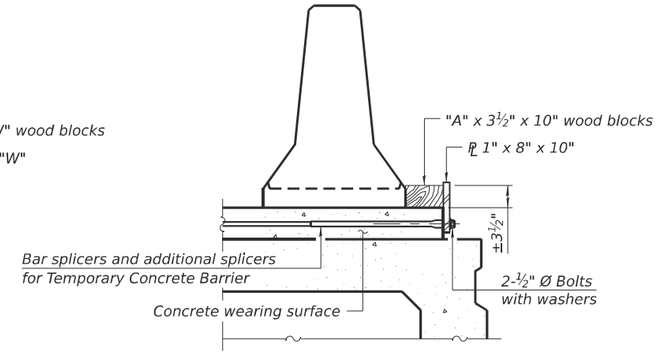
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

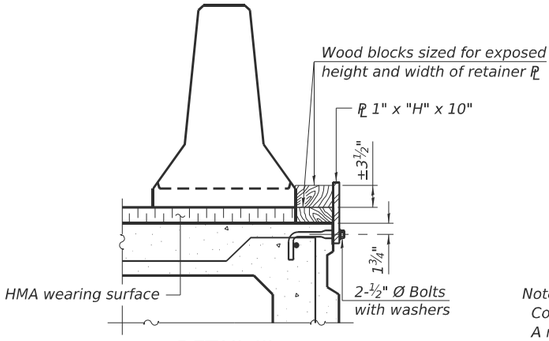
SECTIONS THRU SLAB OR DECK BEAM



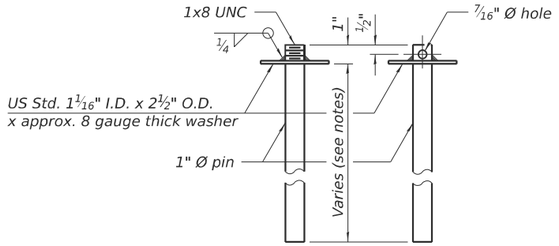
DETAIL I



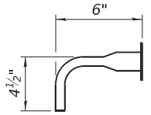
DETAIL II



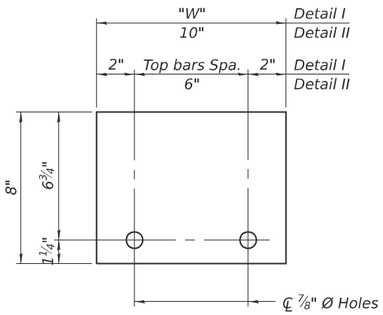
DETAIL III



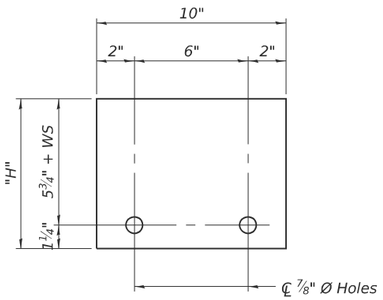
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"
(Detail III)

Notes:
Cost of retainer assembly is included with Temporary Concrete Barrier.
A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

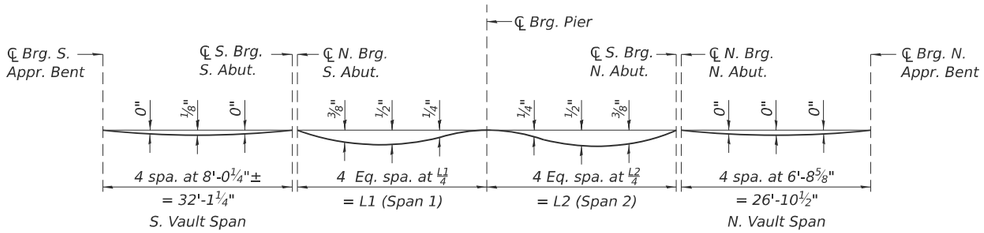
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -
	DRAWN - SJH	REVISED -
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 057-0155
SHEET 5 OF 37 SHEETS

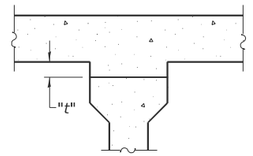
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	76
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



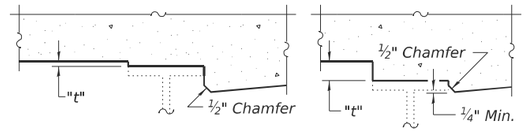
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only, excluding beams)

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 and grinding as shown on sheets 7 thru 9 of 36.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding" shown on sheet 7 of 36, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flanges of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheet 7 of 36. For grinding the deck, see Special Provisions.



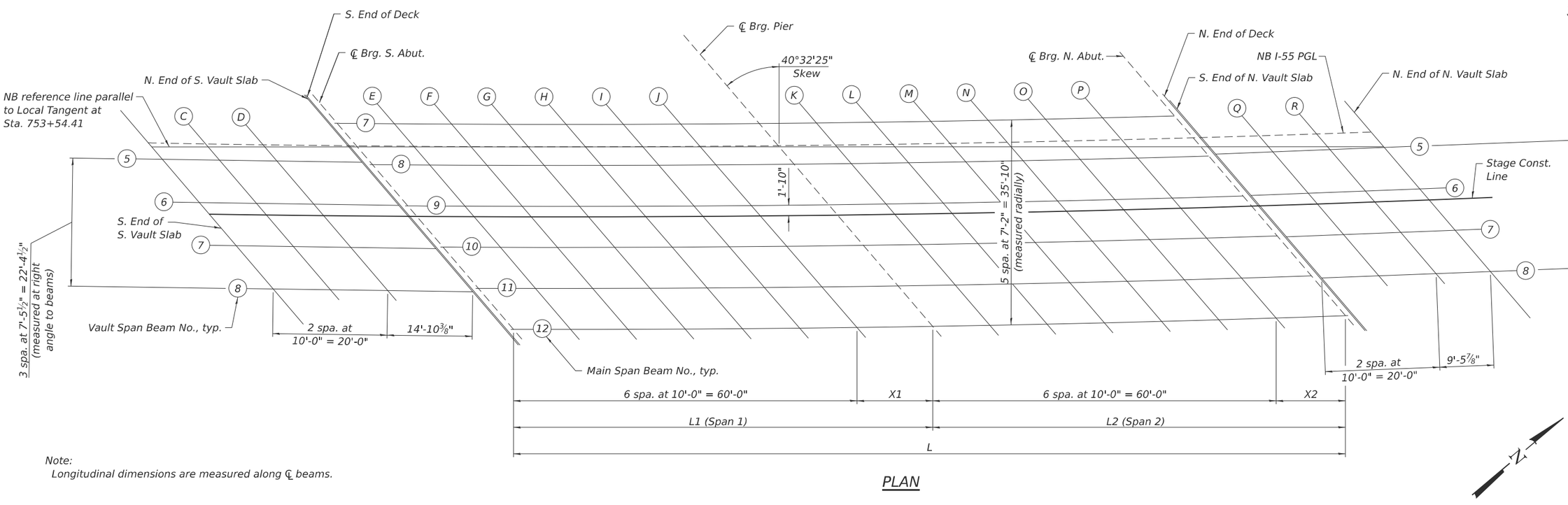
At Minimum Fillet At Maximum Fillet

To determine "t": After all existing deck has been removed, 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 and Grinding" shown on sheets 8 and 9 of 36, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flanges of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 8 and 9 of 36. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

DIMENSION TABLE

Beam	L1	L2	L	X1	X2
7	73'-8½"	72'-6⅝"	146'-3⅛"	13'-8½"	12'-6⅝"
8	73'-7⅜"	72'-5½"	146'-0⅞"	13'-7⅜"	12'-5½"
9	73'-6⅛"	72'-4⅜"	145'-10½"	13'-6⅛"	12'-4⅜"
10	73'-5"	72'-3⅜"	145'-8⅜"	13'-5"	12'-3⅜"
11	73'-3⅞"	72'-2¼"	145'-6⅛"	13'-3⅞"	12'-2¼"
12	73'-2⅝"	72'-1¼"	145'-3⅞"	13'-2⅝"	12'-1¼"



Note:
Longitudinal dimensions are measured along ℄ beams.

PLAN

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Ilinois\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\0570155-70F77-206-TOSEIevs1.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0155
SHEET 6 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	77
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

SOUTH VAULT SPAN - NB I-55 PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	752+83.20	0.00	717.04	717.06
C	752+93.12	0.00	717.05	717.07
D	753+03.02	0.00	717.05	717.08
N. End of S. Vault Slab	753+17.68	0.00	717.06	717.08

SOUTH VAULT SPAN - BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	752+85.68	2.82	717.16	717.18
C	752+95.56	2.80	717.17	717.19
D	753+05.44	2.79	717.17	717.20
N. End of S. Vault Slab	753+20.13	2.84	717.18	717.20

SOUTH VAULT SPAN - BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	752+92.18	10.26	717.48	717.50
C	753+02.04	10.25	717.48	717.51
D	753+11.90	10.26	717.49	717.52
N. End of S. Vault Slab	753+26.56	10.33	717.50	717.52

SOUTH VAULT SPAN - STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	752+93.92	12.25	717.56	717.58
C	753+03.78	12.25	717.57	717.59
D	753+13.62	12.25	717.57	717.60
N. End of S. Vault Slab	753+28.20	12.25	717.58	717.60

SOUTH VAULT SPAN - BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	752+98.66	17.71	717.79	717.81
C	753+08.50	17.71	717.80	717.83
D	753+18.34	17.75	717.80	717.83
N. End of S. Vault Slab	753+32.97	17.84	717.81	717.83

SOUTH VAULT SPAN - BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of S. Vault Slab	753+05.11	25.17	718.11	718.13
C	753+14.93	25.19	718.12	718.14
D	753+24.75	25.24	718.12	718.15
N. End of S. Vault Slab	753+39.36	25.36	718.13	718.15

NORTH VAULT SPAN - NB I-55 PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	754+65.08	0.00	716.99	717.01
Q	754+75.04	0.00	716.98	717.00
R	754+84.97	0.00	716.96	716.98
N. End of N. Vault Slab	754+94.38	0.00	716.95	716.97

NORTH VAULT SPAN - BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	754+67.43	2.95	717.11	717.13
Q	754+77.31	2.87	717.09	717.12
R	754+87.19	2.81	717.08	717.10
N. End of N. Vault Slab	754+96.56	2.78	717.06	717.08

NORTH VAULT SPAN - BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	754+73.31	10.35	717.41	717.43
Q	754+83.17	10.29	717.40	717.42
R	754+93.03	10.25	717.38	717.40
N. End of N. Vault Slab	755+02.39	10.24	717.36	717.38

NORTH VAULT SPAN - STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	754+74.81	12.25	717.49	717.51
Q	754+84.71	12.24	717.48	717.50
R	754+94.59	12.24	717.46	717.48
N. End of N. Vault Slab	755+03.95	12.24	717.44	717.47

NORTH VAULT SPAN - BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	754+79.17	17.77	717.72	717.74
Q	754+89.01	17.72	717.70	717.72
R	754+98.85	17.70	717.68	717.71
N. End of N. Vault Slab	755+08.19	17.70	717.67	717.69

NORTH VAULT SPAN - BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of N. Vault Slab	754+85.00	25.20	718.02	718.04
Q	754+94.83	25.16	718.00	718.03
R	755+04.65	25.15	717.99	718.01
N. End of N. Vault Slab	755+13.97	25.17	717.97	717.99

Note:
Stations are measured radially along ℄ I-55. Offsets are measured to the NB I-55 PGL.

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Springfield, Illinois

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0155

SHEET 7 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	78

CONTRACT NO. 70F77

ILLINOIS | FED. AID PROJECT

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	753+14.56	-3.92	716.89	716.91
℄ Brg. S. Abut.	753+15.78	-3.92	716.89	716.91
E	753+25.67	-3.92	716.90	716.92
F	753+35.57	-3.92	716.90	716.92
G	753+45.47	-3.92	716.90	716.92
H	753+55.36	-3.92	716.90	716.92
I	753+65.26	-3.92	716.90	716.92
J	753+75.16	-3.92	716.90	716.91
℄ Brg. Pier	753+88.73	-3.92	716.89	716.91
K	753+98.62	-3.92	716.89	716.92
L	754+08.52	-3.92	716.88	716.93
M	754+18.41	-3.92	716.87	716.94
N	754+28.31	-3.92	716.87	716.94
O	754+38.21	-3.92	716.86	716.92
P	754+48.10	-3.92	716.85	716.90
℄ Brg. N. Abut.	754+60.52	-3.92	716.83	716.85
N. End of Deck	754+61.70	-3.92	716.83	716.85

NB I-55 PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	753+17.94	0.00	717.06	717.08
℄ Brg. S. Abut.	753+19.16	0.00	717.06	717.08
E	753+29.04	0.00	717.06	717.09
F	753+38.93	0.00	717.06	717.11
G	753+48.82	0.00	717.06	717.11
H	753+58.70	0.00	717.06	717.11
I	753+68.59	0.00	717.06	717.10
J	753+78.48	0.00	717.06	717.09
℄ Brg. Pier	753+91.98	0.00	717.05	717.08
K	754+01.86	0.00	717.05	717.08
L	754+11.75	0.00	717.04	717.09
M	754+21.64	0.00	717.04	717.10
N	754+31.52	0.00	717.03	717.09
O	754+41.41	0.00	717.02	717.08
P	754+51.29	0.00	717.01	717.05
℄ Brg. N. Abut.	754+63.65	0.00	716.99	717.01
N. End of Deck	754+64.83	0.00	716.99	717.01

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	753+20.74	3.25	717.20	717.22
℄ Brg. S. Abut.	753+21.96	3.25	717.20	717.22
E	753+31.83	3.25	717.20	717.23
F	753+41.71	3.25	717.20	717.24
G	753+51.59	3.25	717.20	717.25
H	753+61.47	3.25	717.20	717.25
I	753+71.34	3.25	717.20	717.24
J	753+81.22	3.25	717.20	717.22
℄ Brg. Pier	753+94.67	3.25	717.19	717.21
K	754+04.55	3.25	717.18	717.21
L	754+14.42	3.25	717.18	717.22
M	754+24.30	3.25	717.17	717.23
N	754+34.18	3.25	717.16	717.23
O	754+44.06	3.25	717.15	717.21
P	754+53.94	3.25	717.14	717.19
℄ Brg. N. Abut.	754+66.24	3.25	717.12	717.15
N. End of Deck	754+67.42	3.25	717.12	717.14

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	753+26.89	10.42	717.50	717.52
℄ Brg. S. Abut.	753+28.10	10.42	717.50	717.52
E	753+37.96	10.42	717.50	717.55
F	753+47.82	10.42	717.50	717.56
G	753+57.68	10.42	717.50	717.57
H	753+67.54	10.42	717.50	717.56
I	753+77.40	10.42	717.50	717.55
J	753+87.26	10.42	717.49	717.53
℄ Brg. Pier	754+00.58	10.42	717.49	717.51
K	754+10.44	10.42	717.48	717.51
L	754+20.30	10.42	717.47	717.52
M	754+30.16	10.42	717.47	717.52
N	754+40.02	10.42	717.46	717.52
O	754+49.88	10.42	717.45	717.50
P	754+59.74	10.42	717.43	717.48
℄ Brg. N. Abut.	754+71.93	10.42	717.42	717.44
N. End of Deck	754+73.10	10.42	717.42	717.44

Note:
Stations are measured radially along ℄ I-55. Offsets are measured to the NB I-55 PGL.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0155
SHEET 8 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	79
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	753+28.46	12.25	717.58	717.60
℄ Brg. S. Abut.	753+29.67	12.25	717.58	717.60
E	753+39.52	12.25	717.58	717.62
F	753+49.38	12.25	717.58	717.64
G	753+59.23	12.25	717.58	717.65
H	753+69.09	12.25	717.58	717.64
I	753+78.94	12.25	717.57	717.63
J	753+88.80	12.25	717.57	717.61
℄ Brg. Pier	754+02.09	12.25	717.56	717.58
K	754+11.94	12.25	717.56	717.58
L	754+21.80	12.25	717.55	717.59
M	754+31.65	12.25	717.54	717.60
N	754+41.51	12.25	717.53	717.59
O	754+51.36	12.25	717.52	717.58
P	754+61.22	12.25	717.51	717.56
℄ Brg. N. Abut.	754+73.38	12.25	717.49	717.51
N. End of Deck	754+74.55	12.25	717.49	717.51

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	753+33.01	17.58	717.80	717.82
℄ Brg. S. Abut.	753+34.22	17.58	717.80	717.82
E	753+44.06	17.58	717.80	717.84
F	753+53.90	17.58	717.80	717.86
G	753+63.74	17.58	717.80	717.86
H	753+73.58	17.58	717.80	717.86
I	753+83.42	17.58	717.80	717.84
J	753+93.26	17.58	717.79	717.82
℄ Brg. Pier	754+06.47	17.58	717.78	717.81
K	754+16.31	17.58	717.78	717.81
L	754+26.15	17.58	717.77	717.81
M	754+35.99	17.58	717.76	717.82
N	754+45.83	17.58	717.75	717.81
O	754+55.67	17.58	717.74	717.80
P	754+65.51	17.58	717.73	717.77
℄ Brg. N. Abut.	754+77.60	17.58	717.71	717.73
N. End of Deck	754+78.76	17.58	717.71	717.73

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	753+39.10	24.75	718.10	718.12
℄ Brg. S. Abut.	753+40.30	24.75	718.10	718.12
E	753+50.12	24.75	718.10	718.16
F	753+59.95	24.75	718.10	718.19
G	753+69.77	24.75	718.10	718.19
H	753+79.59	24.75	718.10	718.18
I	753+89.42	24.75	718.10	718.16
J	753+99.24	24.75	718.09	718.13
℄ Brg. Pier	754+12.32	24.75	718.08	718.10
K	754+22.14	24.75	718.07	718.10
L	754+31.97	24.75	718.07	718.10
M	754+41.79	24.75	718.06	718.10
N	754+51.61	24.75	718.05	718.10
O	754+61.44	24.75	718.03	718.09
P	754+71.26	24.75	718.02	718.06
℄ Brg. N. Abut.	754+83.23	24.75	718.00	718.02
N. End of Deck	754+84.40	24.75	718.00	718.02

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S. End of Deck	753+45.15	31.92	718.41	718.43
℄ Brg. S. Abut.	753+46.35	31.92	718.41	718.43
E	753+56.16	31.92	718.40	718.45
F	753+65.96	31.92	718.40	718.46
G	753+75.77	31.92	718.40	718.47
H	753+85.57	31.92	718.40	718.46
I	753+95.38	31.92	718.39	718.44
J	754+05.18	31.92	718.39	718.42
℄ Brg. Pier	754+18.15	31.92	718.38	718.40
K	754+27.95	31.92	718.37	718.40
L	754+37.76	31.92	718.36	718.40
M	754+47.56	31.92	718.35	718.40
N	754+57.37	31.92	718.34	718.39
O	754+67.17	31.92	718.33	718.38
P	754+76.98	31.92	718.31	718.35
℄ Brg. N. Abut.	754+88.84	31.92	718.30	718.32
N. End of Deck	754+90.00	31.92	718.29	718.31

Note:
Stations are measured radially along ℄ I-55. Offsets are measured to the NB I-55 PGL.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0155
SHEET 9 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	80
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

WEST FACE OF CURB

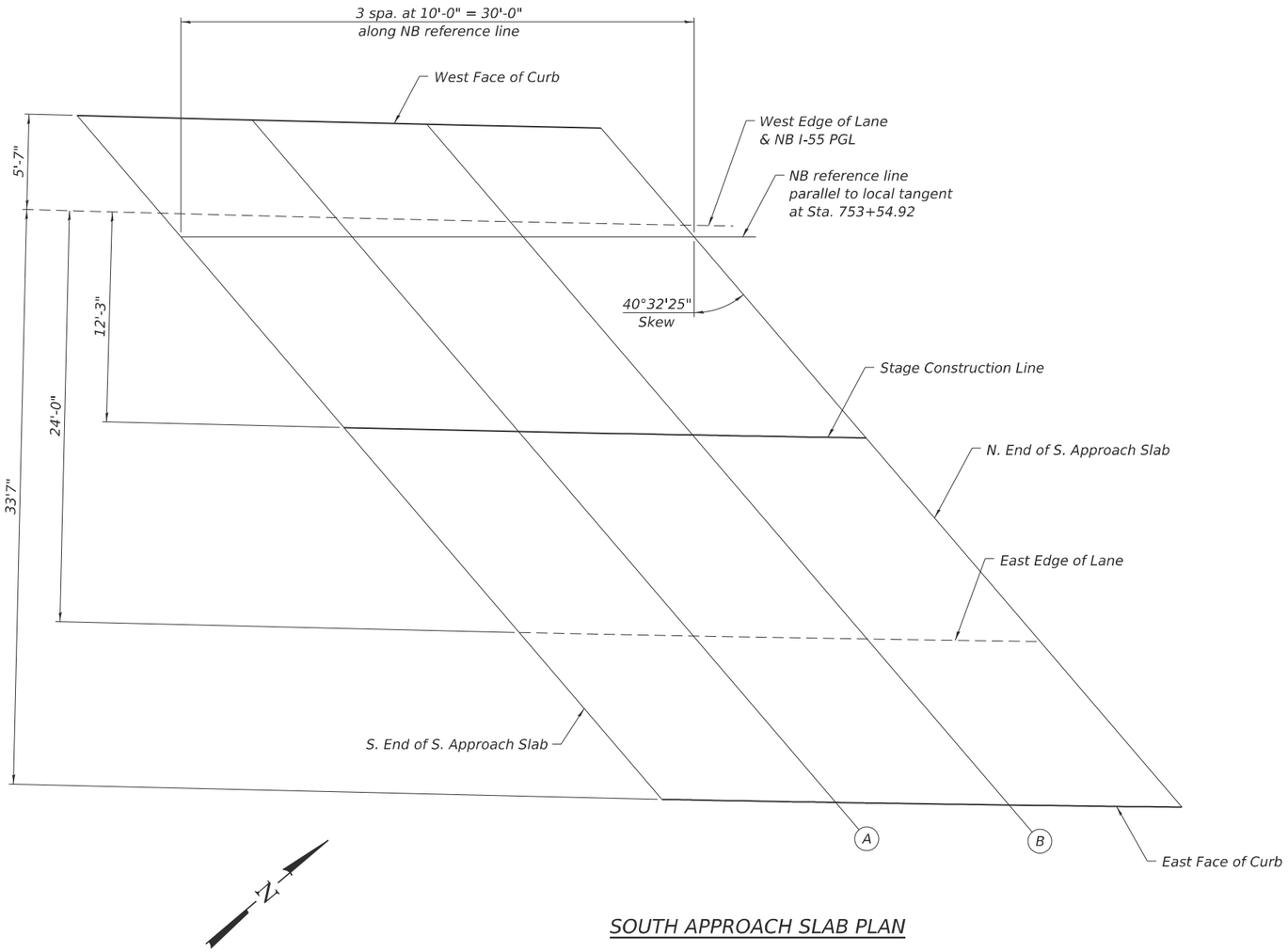
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Approach Slab	752+47.96	-5.58	716.77	716.79
A	752+58.10	-5.58	716.78	716.80
B	752+68.21	-5.58	716.79	716.81
N. End of S. Approach Slab	752+78.29	-5.58	716.80	716.82

WEST EDGE OF LANE & NB I-55 PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Approach Slab	752+52.95	0.00	717.01	717.03
A	752+63.06	0.00	717.02	717.04
B	752+73.14	0.00	717.03	717.05
N. End of S. Approach Slab	752+83.21	0.00	717.04	717.06

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Approach Slab	752+63.84	12.25	717.54	717.56
A	752+73.89	12.25	717.55	717.57
B	752+83.91	12.25	717.55	717.58
N. End of S. Approach Slab	752+93.92	12.25	717.56	717.58



SOUTH APPROACH SLAB PLAN

EAST EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Approach Slab	752+74.18	24.00	718.04	718.06
A	752+84.18	24.00	718.05	718.07
B	752+94.15	24.00	718.05	718.08
N. End of S. Approach Slab	753+04.11	24.00	718.06	718.08

EAST FACE OF CURB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Approach Slab	752+82.56	33.58	718.45	718.47
A	752+92.51	33.58	718.46	718.48
B	753+02.44	33.58	718.46	718.48
N. End of S. Approach Slab	753+12.35	33.58	718.47	718.49

Note:
Stations are measured radially along ℄ I-55. Offsets are measured to the NB I-55 PGL.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 057-0155
SHEET 10 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	81
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

WEST FACE OF CURB

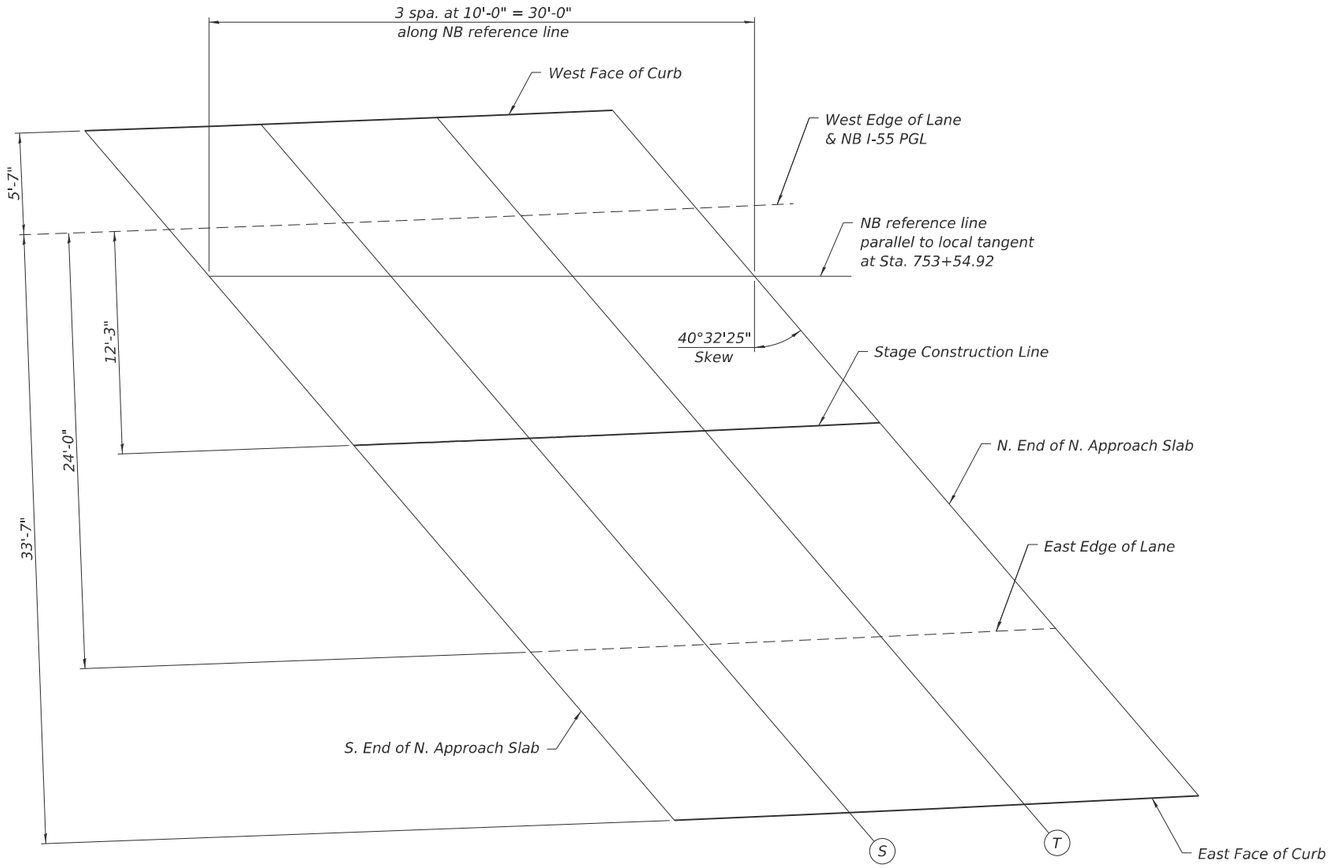
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of N. Approach Slab	754+89.98	-5.58	716.72	716.74
S	754+99.59	-5.58	716.70	716.72
T	755+09.18	-5.58	716.69	716.71
N. End of N. Approach Slab	755+18.75	-5.58	716.67	716.69

WEST EDGE OF LANE & NB I-55 PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of N. Approach Slab	754+94.38	0.00	716.95	716.97
S	755+03.96	0.00	716.93	716.95
T	755+13.53	0.00	716.91	716.93
N. End of N. Approach Slab	755+23.08	0.00	716.89	716.92

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of N. Approach Slab	755+03.95	12.25	717.44	717.47
S	755+13.49	12.25	717.43	717.45
T	755+23.00	12.25	717.41	717.43
N. End of N. Approach Slab	755+32.50	12.25	717.39	717.41



EAST EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of N. Approach Slab	755+13.06	24.00	717.92	717.94
S	755+22.55	24.00	717.90	717.92
T	755+32.02	24.00	717.88	717.91
N. End of N. Approach Slab	755+41.47	24.00	717.86	717.89

EAST FACE OF CURB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of N. Approach Slab	755+20.44	33.58	718.31	718.33
S	755+29.89	33.58	718.29	718.31
T	755+39.32	33.58	718.27	718.29
N. End of N. Approach Slab	755+48.74	33.58	718.25	718.27

Note:
Stations are measured radially along ℄ I-55. Offsets are measured to the NB I-55 PGL.

NORTH APPROACH SLAB PLAN

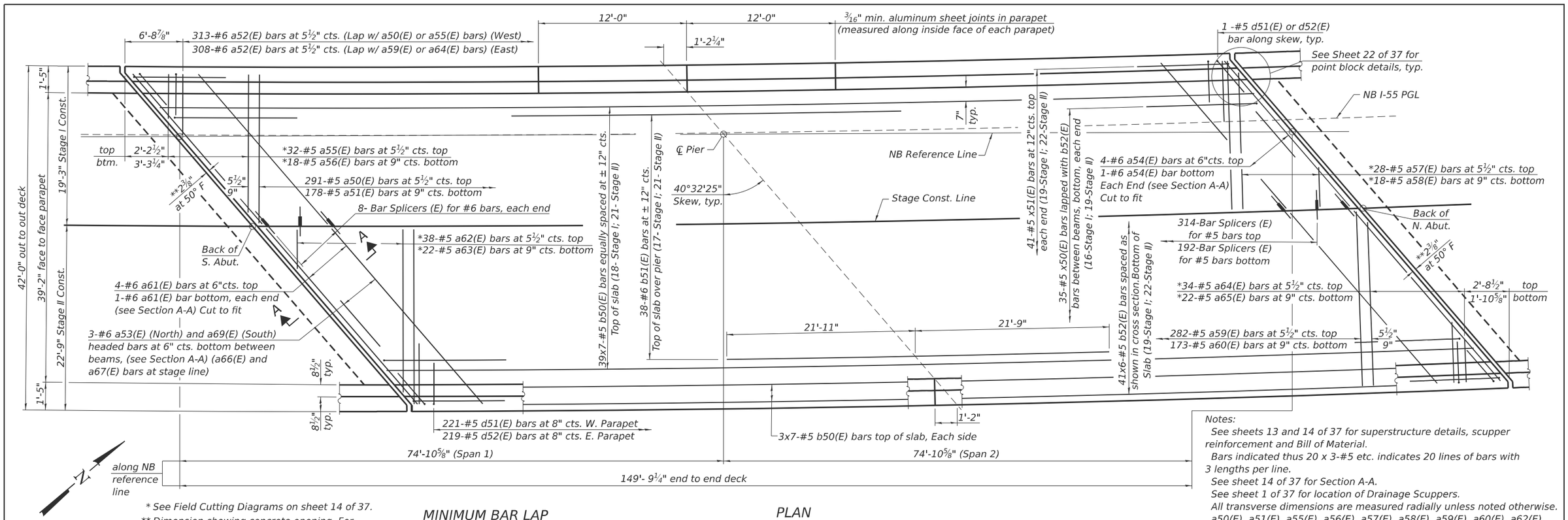
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 057-0155
SHEET 11 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	82
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



* See Field Cutting Diagrams on sheet 14 of 37.

** Dimension showing concrete opening. For joint opening see sheet 22 of 37.

*** Prior to grinding

MINIMUM BAR LAP

#5 bar = 3'-10"

PLAN

Notes:

See sheets 13 and 14 of 37 for superstructure details, scupper reinforcement and Bill of Material.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

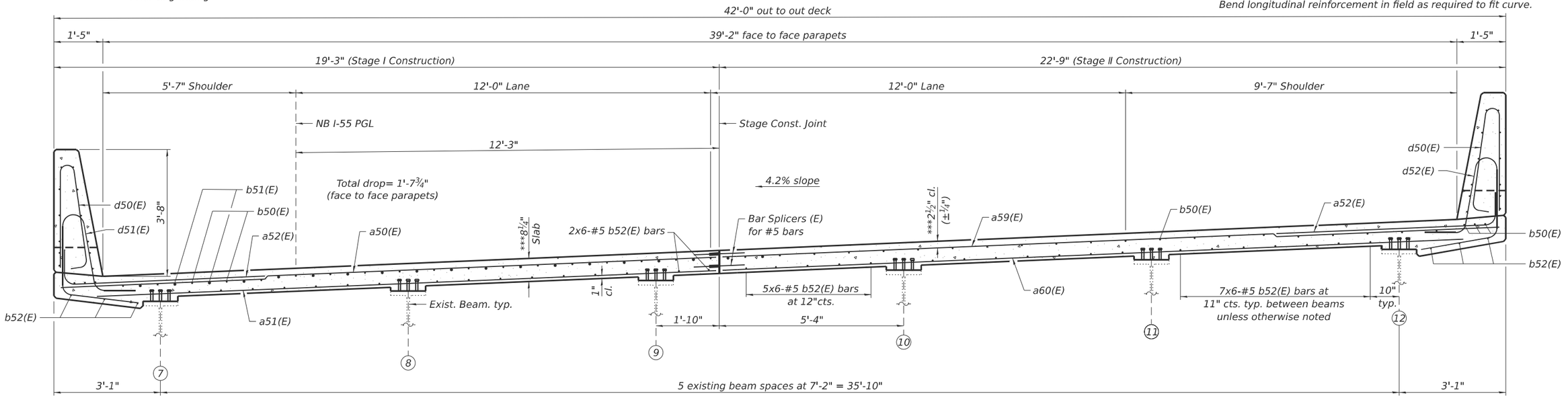
See sheet 14 of 37 for Section A-A.

See sheet 1 of 37 for location of Drainage Scuppers.

All transverse dimensions are measured radially unless noted otherwise.

a50(E), a51(E), a55(E), a56(E), a57(E), a58(E), a59(E), a60(E), a62(E), a63(E), a64(E), and a65(E) to be placed radially with defined spacing at east end of slab.

Bend longitudinal reinforcement in field as required to fit curve.



NEAR PIER

CROSS SECTION

(Looking North)

(Scuppers not shown for clarity)

NEAR MIDSPAN

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Projos\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S-70F77-012-Super.dgn

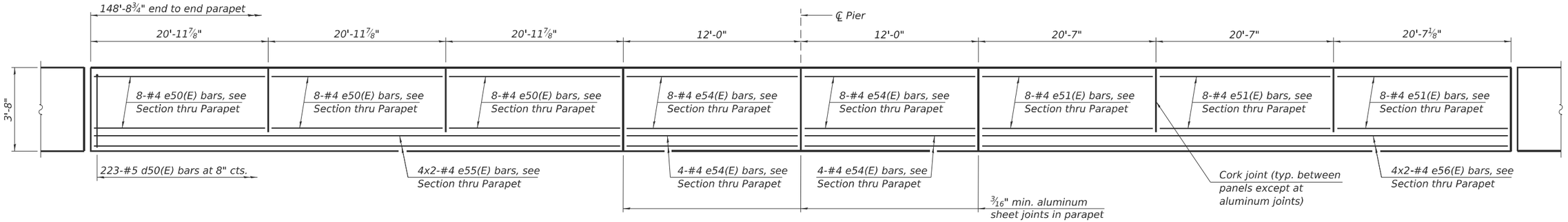
LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

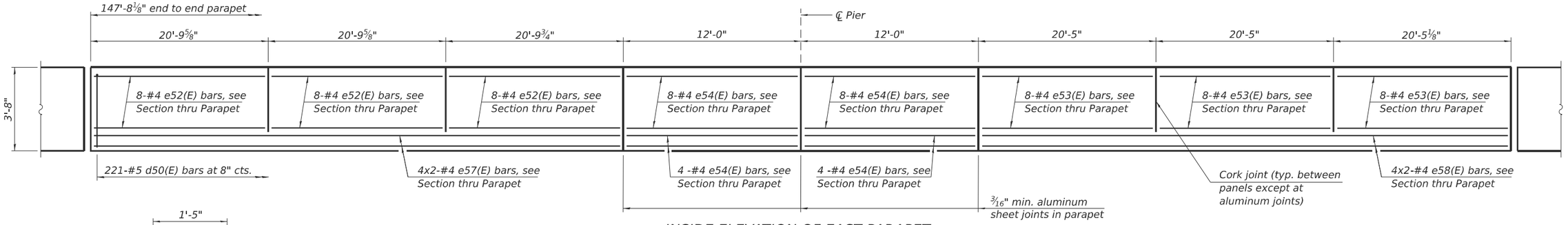
SUPERSTRUCTURE
STRUCTURE NO. 057-0155
SHEET 12 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	83
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



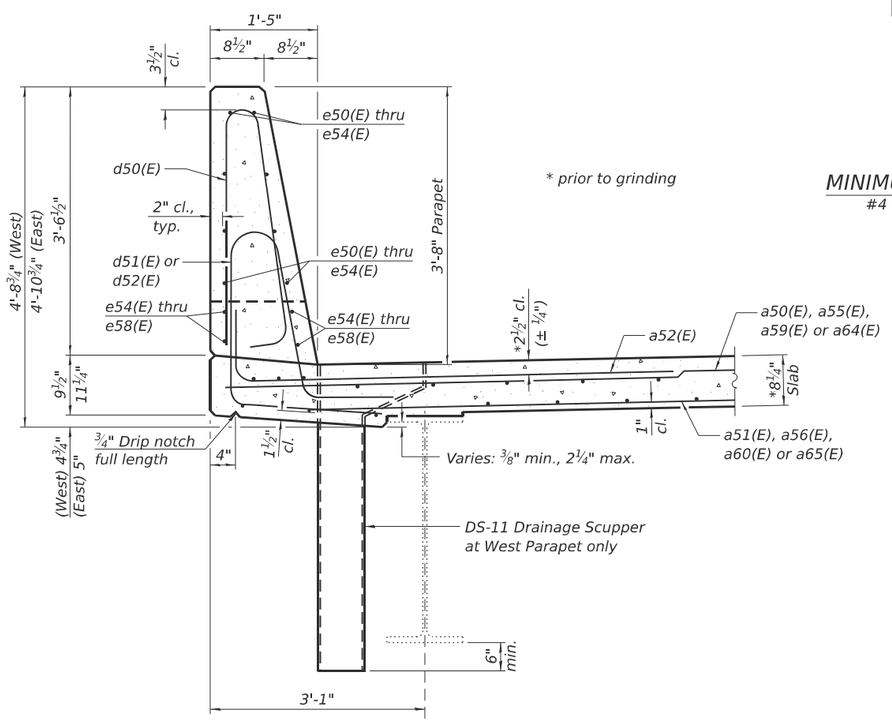
INSIDE ELEVATION OF WEST PARAPET

(measured along inside face of parapet)
(Looking West)



INSIDE ELEVATION OF EAST PARAPET

(measured along inside face of parapet)
(Looking West reflected view)



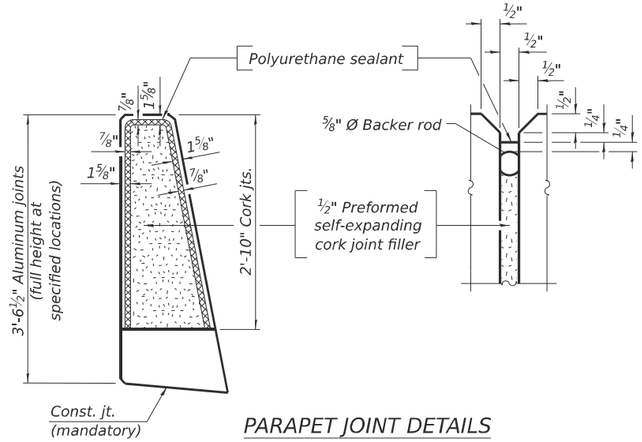
* prior to grinding

SECTION THRU PARAPET

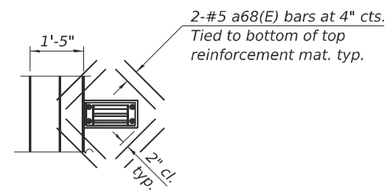
(West parapet shown; East parapet similar)

MINIMUM BAR LAP

#4 bar = 2'-2"



PARAPET JOINT DETAILS



PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

Notes:

The 3/16" minimum aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Bars indicated thus 4x3-#4 etc. indicates 4 lines of bars with 3 lengths per line.

Bend longitudinal reinforcement in field as required to fit curve.

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Jobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S-70F77-013-SuperDtls1.dgn

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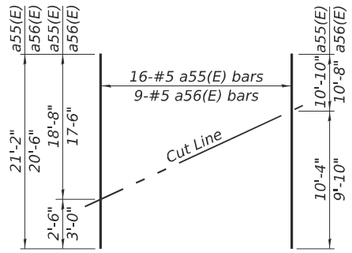
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

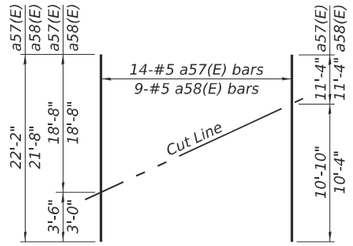
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 057-0155
SHEET 13 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	84
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



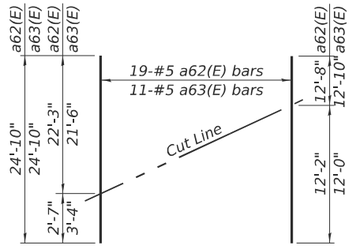
FIELD CUTTING DIAGRAM

Order a55(E) and a56(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



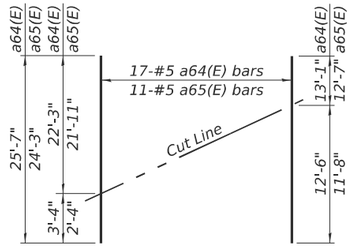
FIELD CUTTING DIAGRAM

Order a57(E) and a58(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



FIELD CUTTING DIAGRAM

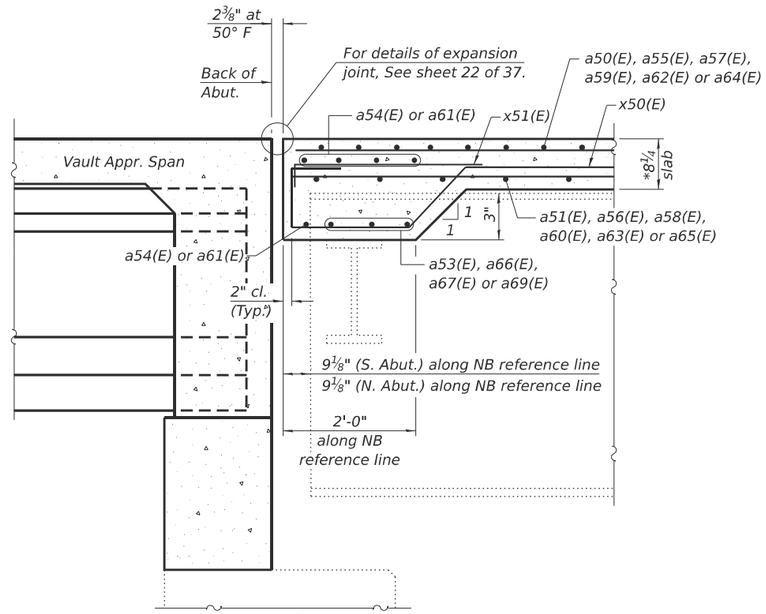
Order a62(E) and a63(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



FIELD CUTTING DIAGRAM

Order a64(E) and a65(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.

*Prior to grinding

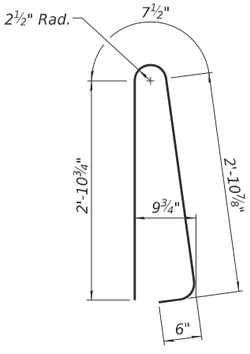


SECTION A-A

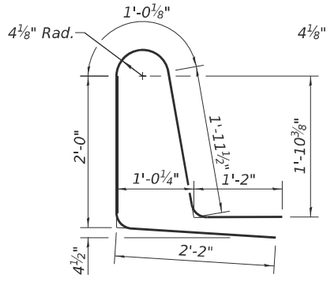
(at right angles)

SUPERSTRUCTURE BILL OF MATERIAL

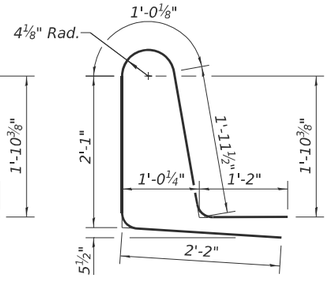
Bar	No.	Size	Length	Shape
a50(E)	291	#5	18'-11"	
a51(E)	178	#5	18'-3"	
a52(E)	621	#6	8'-4"	
a53(E)	12	#6	8'-11"	
a54(E)	10	#6	24'-9"	
a55(E)	16	#5	21'-2"	
a56(E)	9	#5	20'-6"	
a57(E)	14	#5	22'-2"	
a58(E)	9	#5	21'-8"	
a59(E)	282	#5	22'-5"	
a60(E)	173	#5	22'-5"	
a61(E)	10	#6	29'-7"	
a62(E)	19	#5	24'-10"	
a63(E)	11	#5	24'-10"	
a64(E)	17	#5	25'-7"	
a65(E)	11	#5	24'-3"	
a66(E)	6	#6	2'-1"	
a67(E)	6	#6	6'-8"	
a68(E)	16	#5	1'-6"	
a69(E)	12	#6	9'-2"	
b50(E)	315	#5	24'-6"	
b51(E)	38	#6	43'-8"	
b52(E)	246	#5	28'-0"	
d50(E)	444	#5	7'-0"	
d51(E)	223	#5	8'-4"	
d52(E)	221	#5	8'-5"	
e50(E)	24	#4	20'-8"	
e51(E)	24	#4	20'-4"	
e52(E)	24	#4	20'-6"	
e53(E)	24	#4	20'-2"	
e54(E)	48	#4	11'-8"	
e55(E)	8	#4	32'-7"	
e56(E)	8	#4	32'-1"	
e57(E)	8	#4	32'-4"	
e58(E)	8	#4	31'-10"	
x50(E)	70	#5	6'-3"	
x51(E)	82	#5	4'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	59,400	
Concrete Superstructure		Cu. Yds.	220.8	



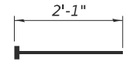
BAR d50(E)



BAR d51(E)

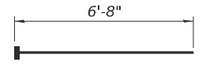


BAR d52(E)



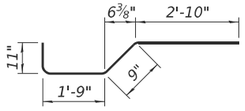
BAR a66(E)

(Stage I Between Beams 9 and 10)
(Headed. 6-#6 Bar terminators)

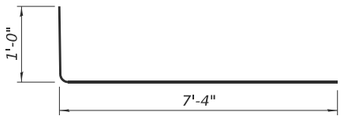


BAR a67(E)

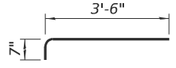
(Stage II Between Beams 9 and 10)
(Headed. 6-#6 Bar terminators)



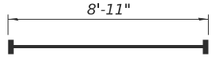
BAR x50(E)



BAR a52(E)

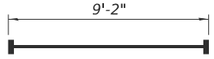


BAR x51(E)



BAR a53(E)

(Headed. 24 - #6 Bar terminators)



BAR a69(E)

(Headed. 24 - #6 Bar terminators)

Note:
Bar terminators, paid for separately. See Total Bill of Material.

LIN ENGINEERING, LTD.
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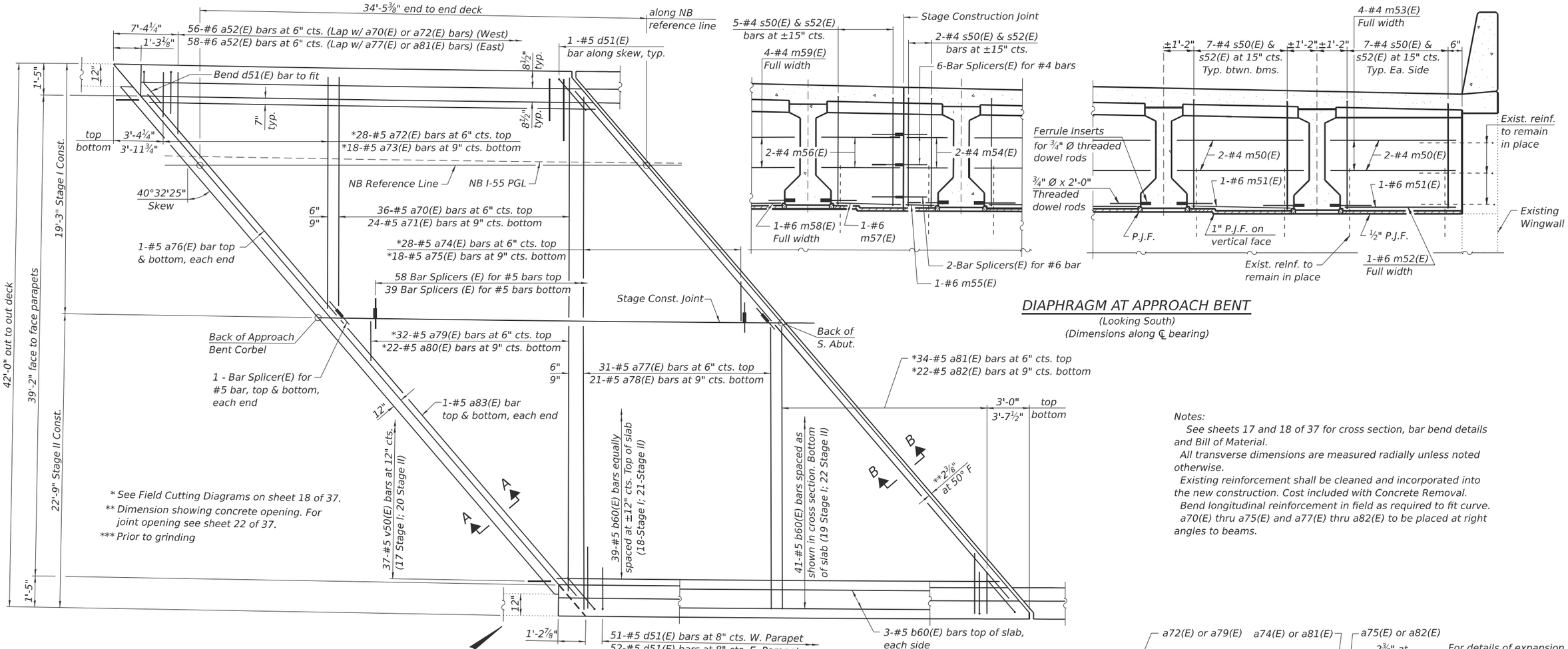
Springfield, Illinois

USER NAME = Mike Haley		DESIGNED - MTH		REVISED -	
		DRAWN - SJH		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - CZ		REVISED -	
PLOT DATE = 12/3/2025		CHECK DATE - 8/30/25		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 057-0155
SHEET 14 OF 37 SHEETS

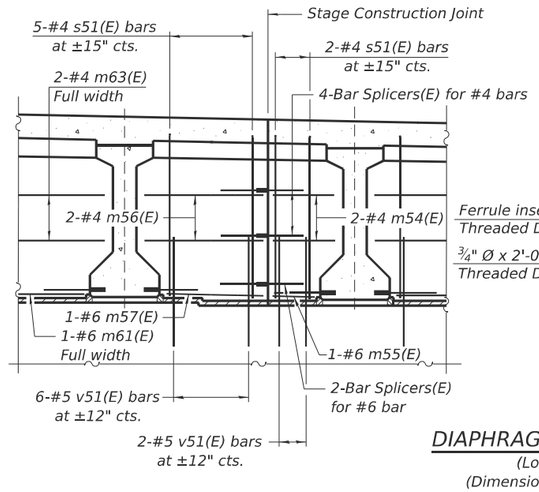
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	85
		CONTRACT NO. 70F77		
		ILLINOIS	FED. AID PROJECT	

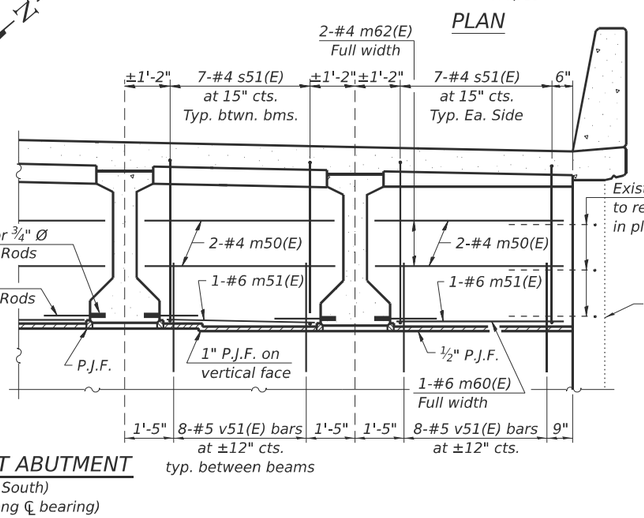


* See Field Cutting Diagrams on sheet 18 of 37.
** Dimension showing concrete opening. For joint opening see sheet 22 of 37.
*** Prior to grinding

DIAPHRAGM AT APPROACH BENT

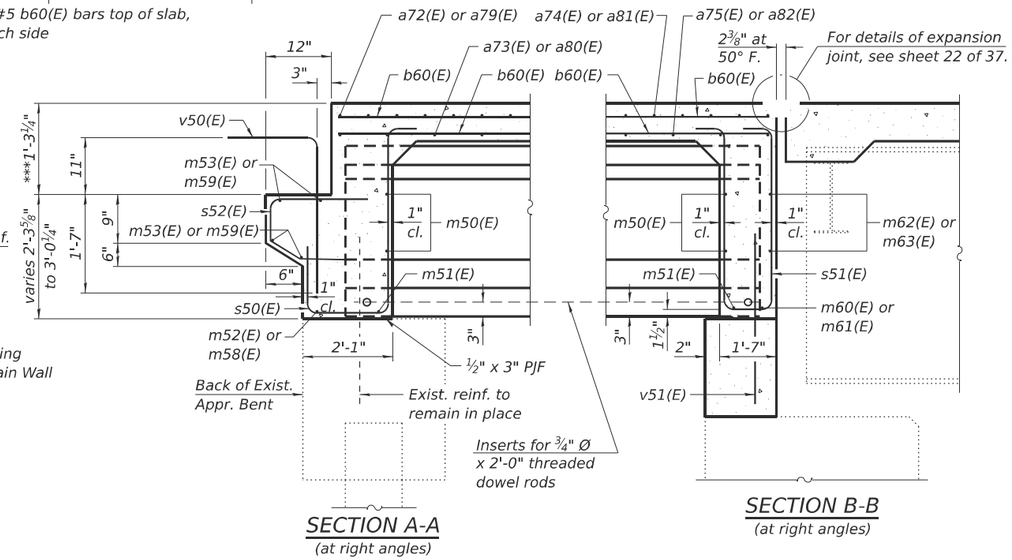
(Looking South)
(Dimensions along ℄ bearing)





DIAPHRAGM AT ABUTMENT

(Looking South)
(Dimensions along ℄ bearing)



SECTION A-A

(at right angles)

SECTION B-B

(at right angles)

Notes:
See sheets 17 and 18 of 37 for cross section, bar bend details and Bill of Material.
All transverse dimensions are measured radially unless noted otherwise.
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
Bend longitudinal reinforcement in field as required to fit curve.
a70(E) thru a75(E) and a77(E) thru a82(E) to be placed at right angles to beams.

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Projects\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\0570155-70F77-015-SVaultAppSpan.dgn

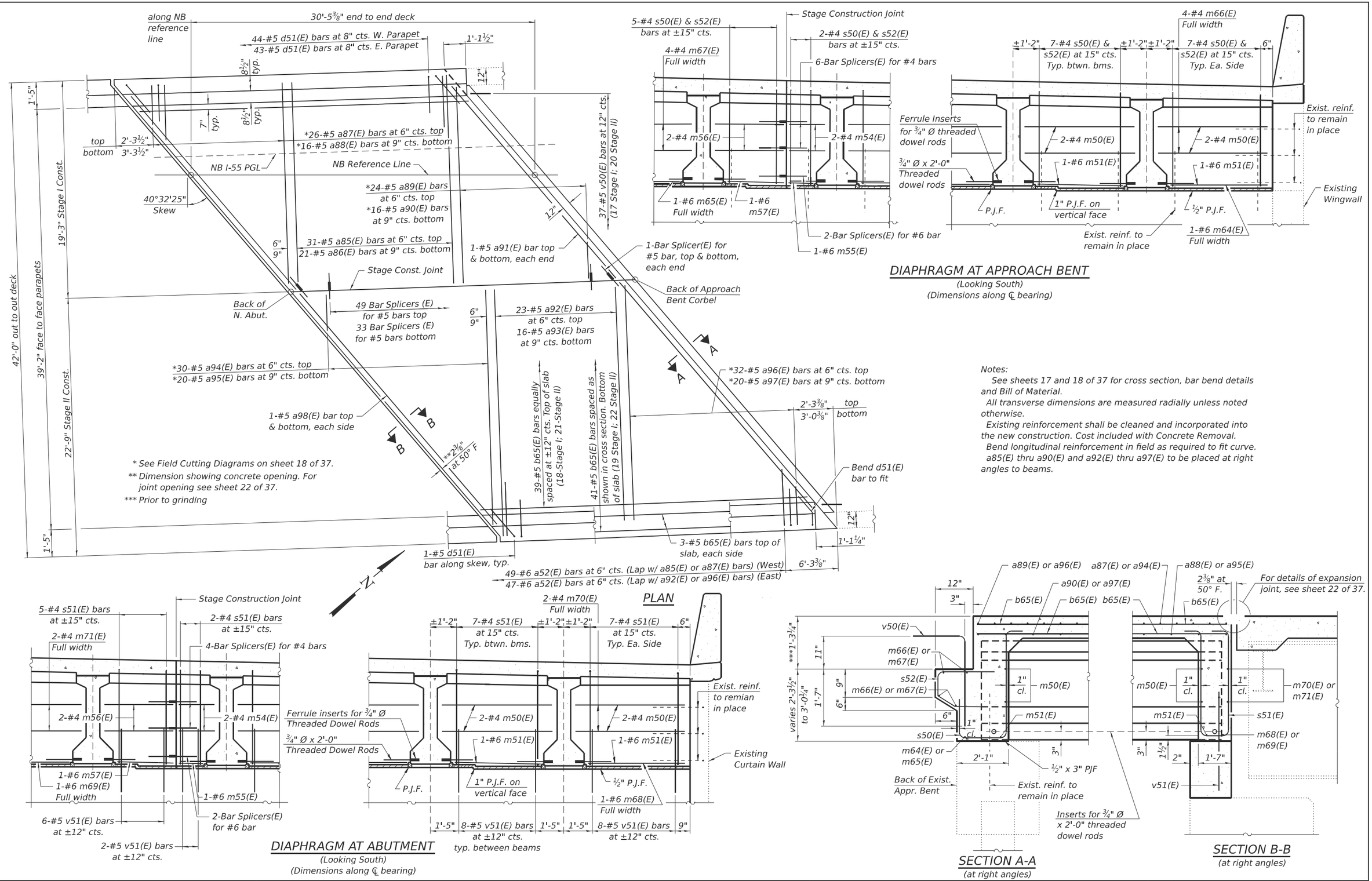
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley | DESIGNED - MTH | REVISED -
DRAWN - SJH | REVISED -
PLOT SCALE = $SCALE$ | CHECKED - CZ | REVISED -
PLOT DATE = 12/3/2025 | CHECK DATE - 8/30/25 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH VAULTED APPROACH SPAN
STRUCTURE NO. 057-0155
SHEET 15 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	86
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



DIAPHRAGM AT APPROACH BENT

(Looking South)
(Dimensions along ℄ bearing)

Notes:

See sheets 17 and 18 of 37 for cross section, bar bend details and Bill of Material.

All transverse dimensions are measured radially unless noted otherwise.

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

Bend longitudinal reinforcement in field as required to fit curve.

a85(E) thru a90(E) and a92(E) thru a97(E) to be placed at right angles to beams.

DIAPHRAGM AT ABUTMENT

(Looking South)
(Dimensions along ℄ bearing)

PLAN

SECTION A-A

(at right angles)

SECTION B-B

(at right angles)

MODEL: Bf_Sheet_Consultant
FILE NAME: \\192.168.0.53\Jobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S-70F77-2016-NVaultApp Span.dgn

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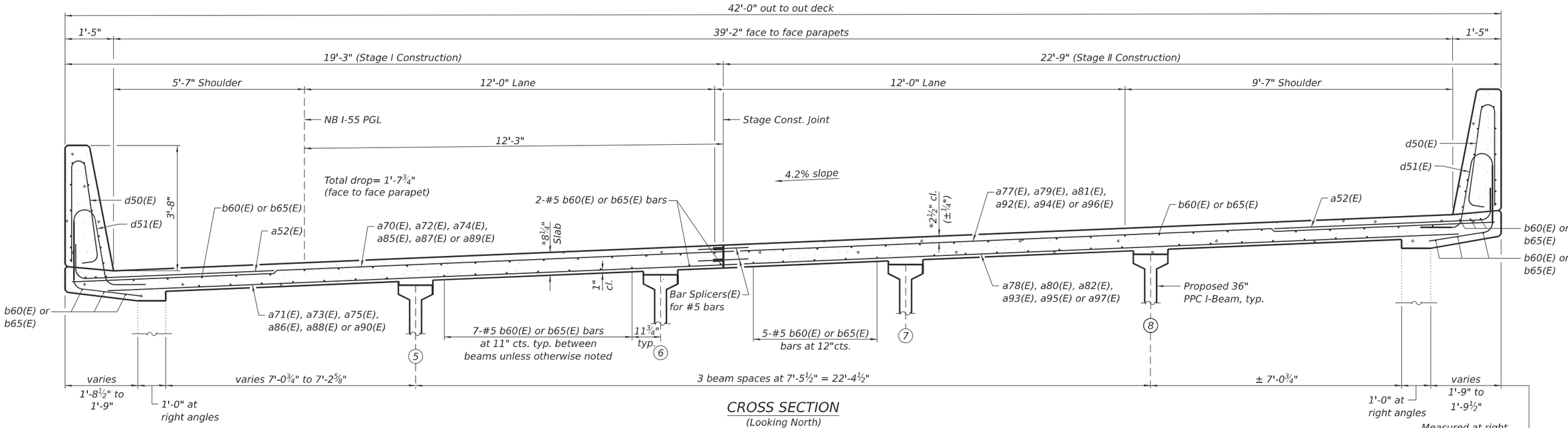
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH VAULTED APPROACH SPAN
STRUCTURE NO. 057-0155
SHEET 16 OF 37 SHEETS

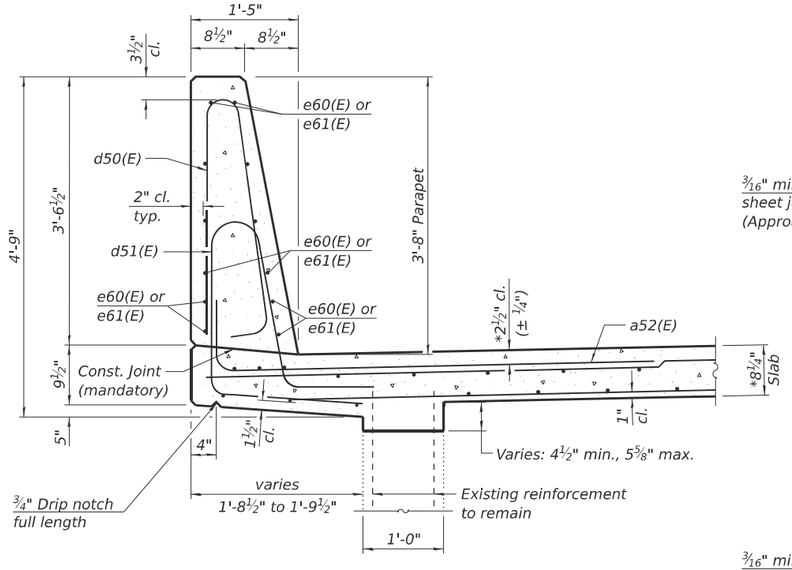
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	87
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



CROSS SECTION

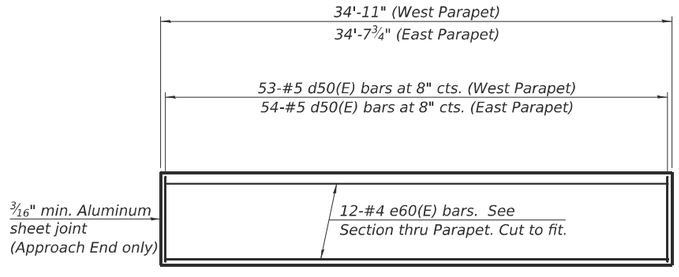
(Looking North)
(All transverse dimensions are radial unless otherwise noted)

*prior to grinding



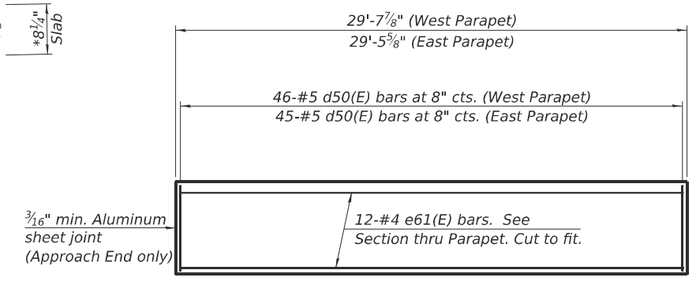
SECTION THRU PARAPET

(West parapet shown; East parapet similar)



INSIDE ELEVATION OF PARAPET - SOUTH VAULT

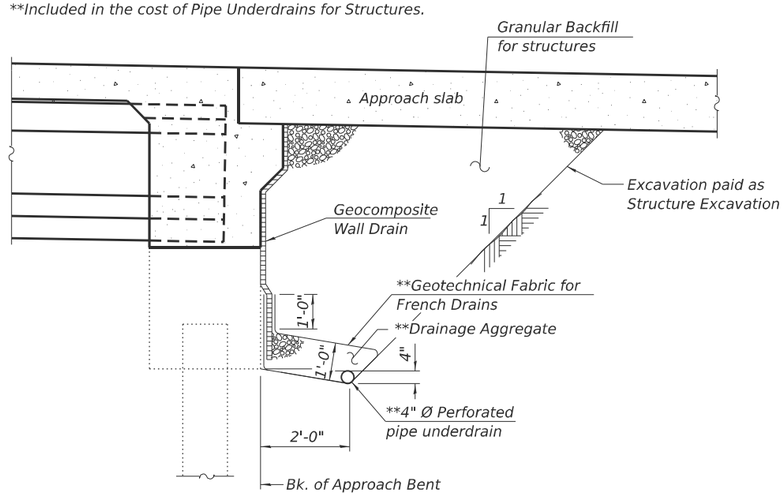
(measured along inside face of parapet)



INSIDE ELEVATION OF PARAPET - NORTH VAULT

(measured along inside face of parapet)

**Included in the cost of Pipe Underdrains for Structures.



SECTION THRU APPROACH BENT

(Horiz. dim. at Rt. ∠'s)

Note:
All drainage system components shall extend to 2'-0" from the end of the approach bent except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\ilnjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\0570155-70F777-017-VaultAppSpanDtls1.dgn

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

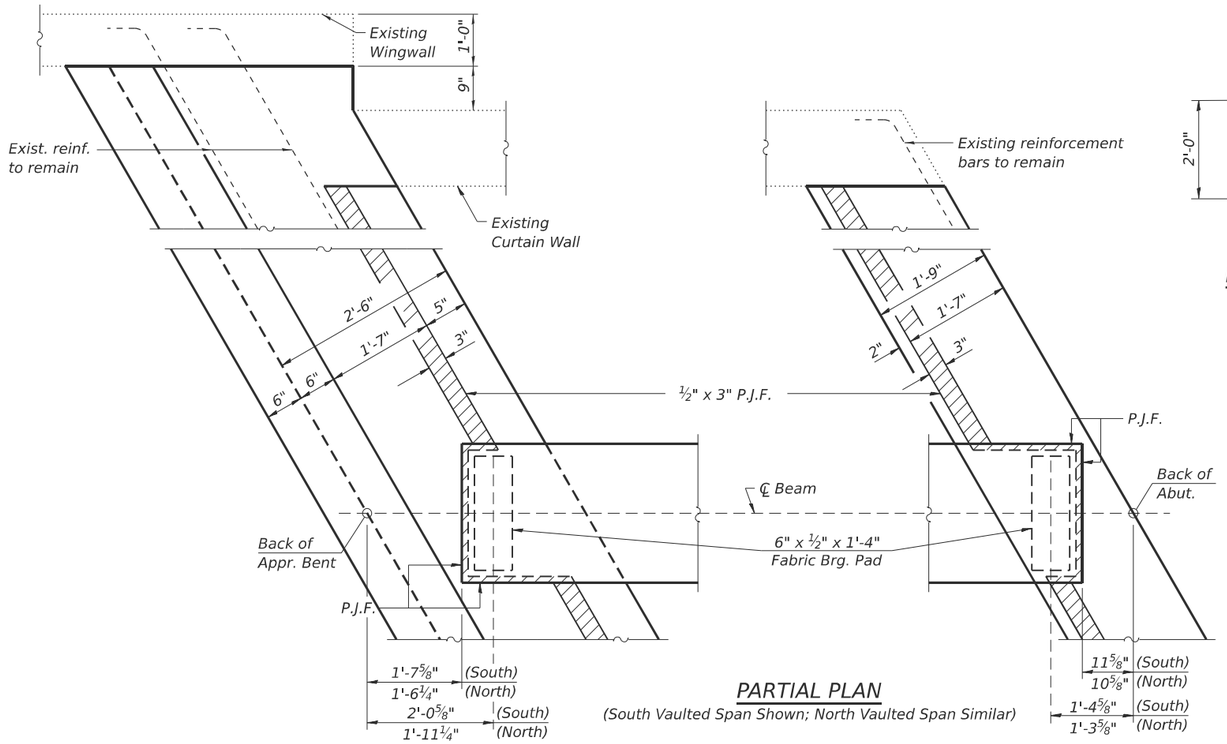
USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VAULTED APPROACH SPAN DETAILS
STRUCTURE NO. 057-0155

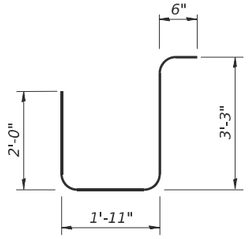
SHEET 17 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	88
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

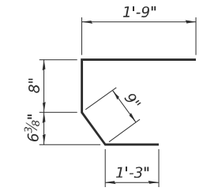


PARTIAL PLAN

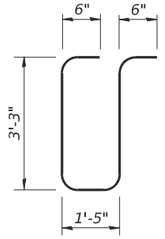
(South Vaulted Span Shown; North Vaulted Span Similar)



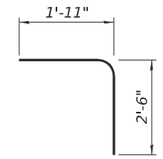
BAR s50(E)



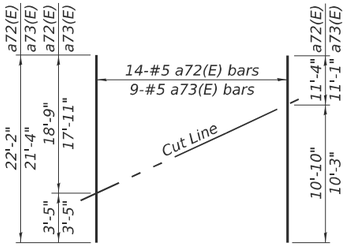
BAR s52(E)



BAR s51(E)

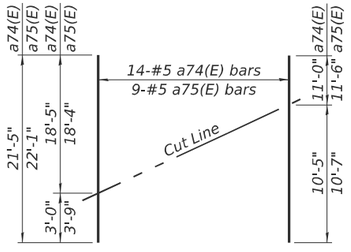


BAR v50(E)



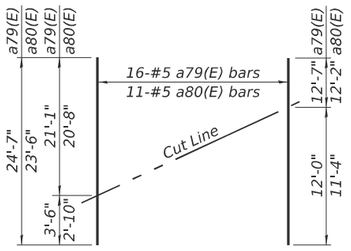
FIELD CUTTING DIAGRAM

Order a72(E) and a73(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



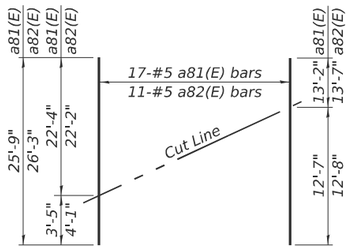
FIELD CUTTING DIAGRAM

Order a74(E) and a75(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



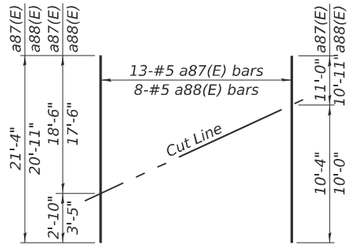
FIELD CUTTING DIAGRAM

Order a79(E) and a80(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



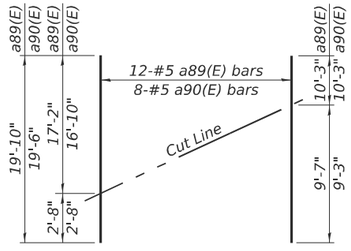
FIELD CUTTING DIAGRAM

Order a81(E) and a82(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



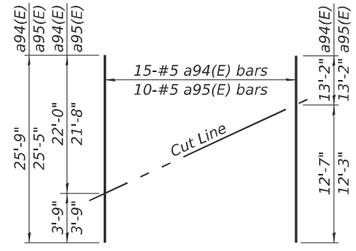
FIELD CUTTING DIAGRAM

Order a87(E) and a88(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



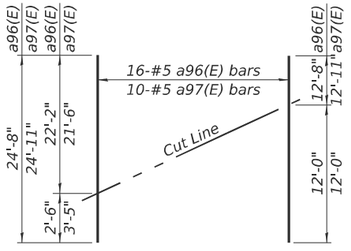
FIELD CUTTING DIAGRAM

Order a89(E) and a90(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



FIELD CUTTING DIAGRAM

Order a94(E) and a95(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.



FIELD CUTTING DIAGRAM

Order a96(E) and a97(E) bars full length. Cut as shown and use remainder of bars in opposite half of section.

SOUTH VAULT SPAN BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a52(E)	114	#6	8'-4"	
a70(E)	36	#5	18'-11"	
a71(E)	24	#5	18'-3"	
a72(E)	14	#5	22'-2"	
a73(E)	9	#5	21'-4"	
a74(E)	14	#5	21'-5"	
a75(E)	9	#5	22'-1"	
a76(E)	4	#5	25'-2"	
a77(E)	31	#5	22'-5"	
a78(E)	21	#5	22'-5"	
a79(E)	16	#5	24'-7"	
a80(E)	11	#5	23'-6"	
a81(E)	17	#5	25'-9"	
a82(E)	11	#5	26'-3"	
a83(E)	4	#5	29'-6"	
b60(E)	86	#5	34'-4"	
d50(E)	107	#5	7'-0"	
d51(E)	107	#5	8'-4"	
e60(E)	24	#4	35'-3"	
m50(E)	16	#4	8'-7"	
m51(E)	8	#6	7'-3"	
m52(E)	1	#6	24'-0"	
m53(E)	4	#4	24'-0"	
m54(E)	4	#4	1'-10"	
m55(E)	2	#6	1'-4"	
m56(E)	4	#4	6'-3"	
m57(E)	2	#6	5'-8"	
m58(E)	1	#6	28'-2"	
m59(E)	4	#4	28'-2"	
m60(E)	1	#6	21'-7"	
m61(E)	1	#6	26'-5"	
m62(E)	2	#4	21'-7"	
m63(E)	2	#4	26'-5"	
s50(E)	35	#4	7'-8"	
s51(E)	35	#4	8'-11"	
s52(E)	35	#4	4'-5"	
v50(E)	37	#5	4'-5"	
Reinforcement Bars, Epoxy Coated			Lbs.	13,120
Concrete Superstructure			Cu. Yds.	74.7

NORTH VAULT SPAN BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a52(E)	96	#6	8'-4"	
a85(E)	31	#5	18'-11"	
a86(E)	21	#5	18'-3"	
a87(E)	13	#5	21'-4"	
a88(E)	8	#5	20'-11"	
a89(E)	12	#5	19'-10"	
a90(E)	8	#5	19'-6"	
a91(E)	4	#5	24'-1"	
a92(E)	23	#5	22'-5"	
a93(E)	16	#5	22'-5"	
a94(E)	15	#5	25'-9"	
a95(E)	10	#5	25'-5"	
a96(E)	16	#5	24'-8"	
a97(E)	10	#5	24'-11"	
a98(E)	4	#5	28'-7"	
b65(E)	86	#5	29'-2"	
d50(E)	91	#5	7'-0"	
d51(E)	91	#5	8'-4"	
e61(E)	24	#4	30'-3"	
m50(E)	16	#4	8'-7"	
m51(E)	8	#6	7'-3"	
m54(E)	4	#4	1'-10"	
m55(E)	2	#6	1'-4"	
m56(E)	4	#4	6'-3"	
m57(E)	2	#6	5'-8"	
m64(E)	1	#6	23'-0"	
m65(E)	1	#6	27'-4"	
m66(E)	4	#4	23'-0"	
m67(E)	4	#4	27'-4"	
m68(E)	1	#6	22'-10"	
m69(E)	1	#6	25'-3"	
m70(E)	2	#4	22'-10"	
m71(E)	2	#4	25'-3"	
s50(E)	35	#4	7'-8"	
s51(E)	35	#4	8'-11"	
s52(E)	35	#4	4'-5"	
v50(E)	37	#5	4'-5"	
Reinforcement Bars, Epoxy Coated			Lbs.	11,350
Concrete Superstructure			Cu. Yds.	66.2

Notes:
See sheet 14 of 37 for parapet reinforcement bar bend details.

MODEL: BI_Sheet_Consultant
FILE NAME: \\192.168.0.53\ilprjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S-70F77-018-VaultAppSpanDtls2.dgn

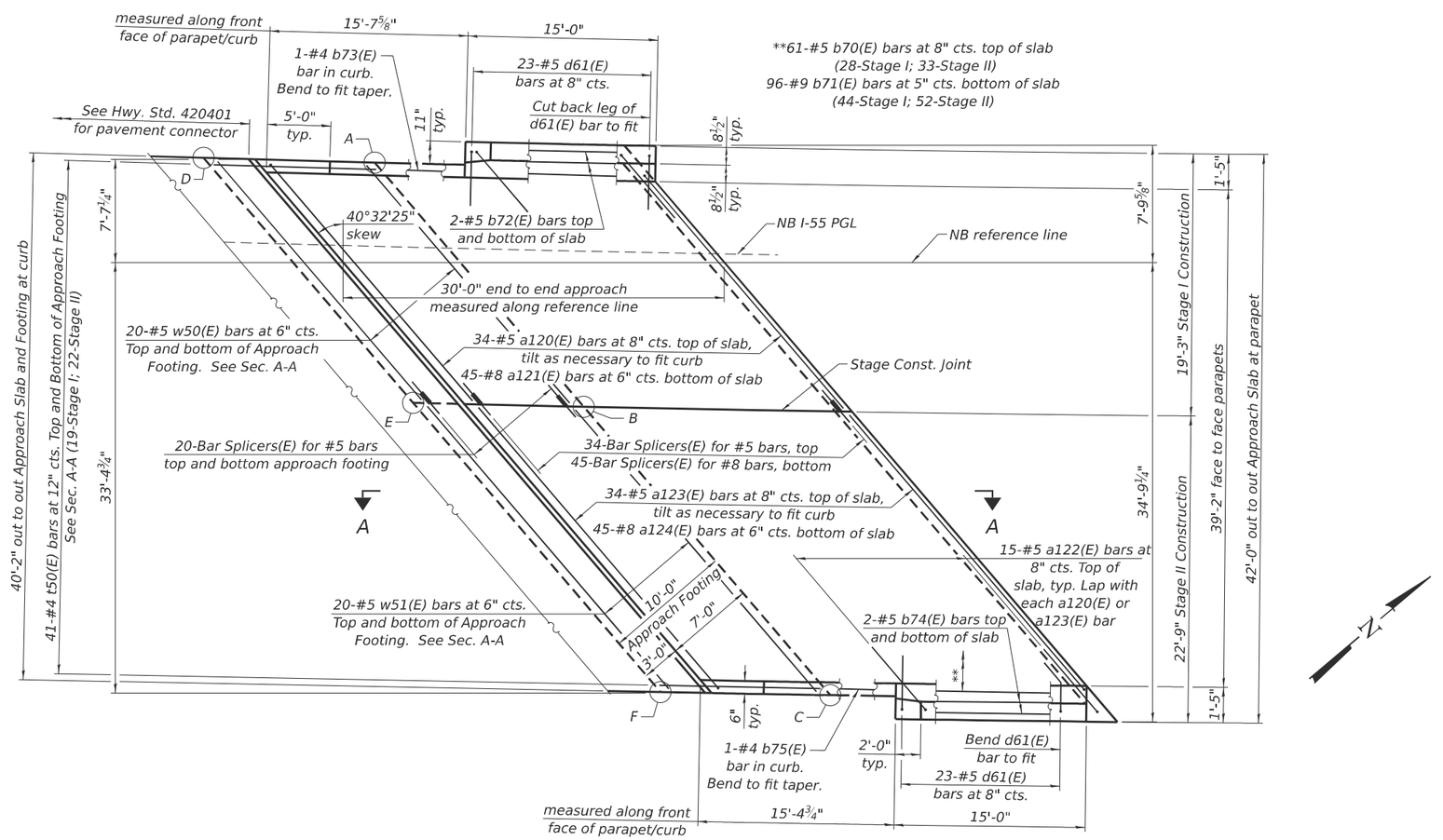
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VAULTED APPROACH SPAN DETAILS
STRUCTURE NO. 057-0155
SHEET 18 OF 37 SHEETS

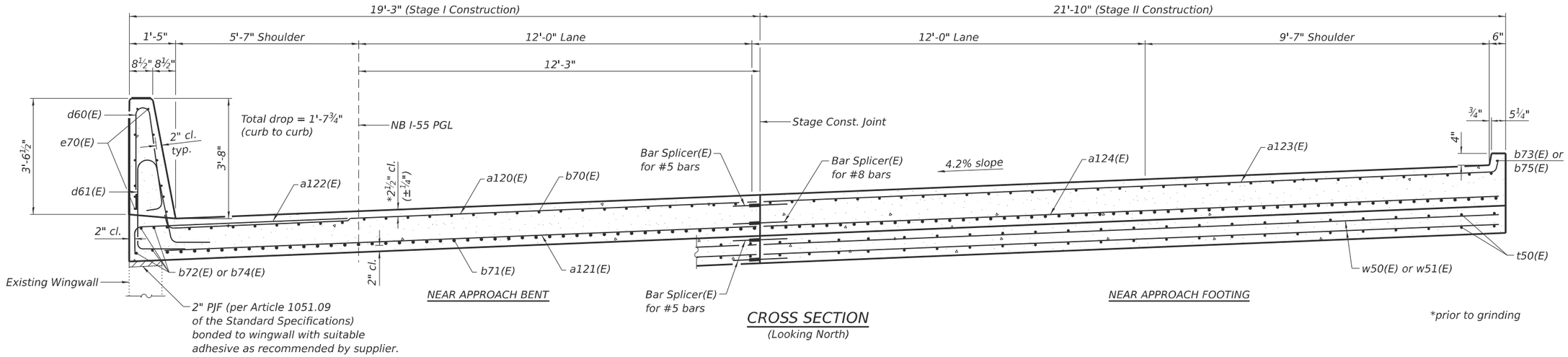
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	89
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/Location	Top	Bottom
A - Sta. 752+56.85; 6.08' Lt.	715.51	714.68
B - Sta. 752+73.09; 12.25' Rt.	716.30	715.46
C - Sta. 752+92.16; 34.08' Rt.	717.23	716.39
D - Sta. 752+43.50; 6.08' Lt.	715.50	714.66
E - Sta. 752+59.86; 12.25' Rt.	716.28	715.45
F - Sta. 752+79.06; 34.08' Rt.	717.22	716.38



CROSS SECTION
(Looking North)

*prior to grinding

MODEL: Bf_Sheet_Consultant
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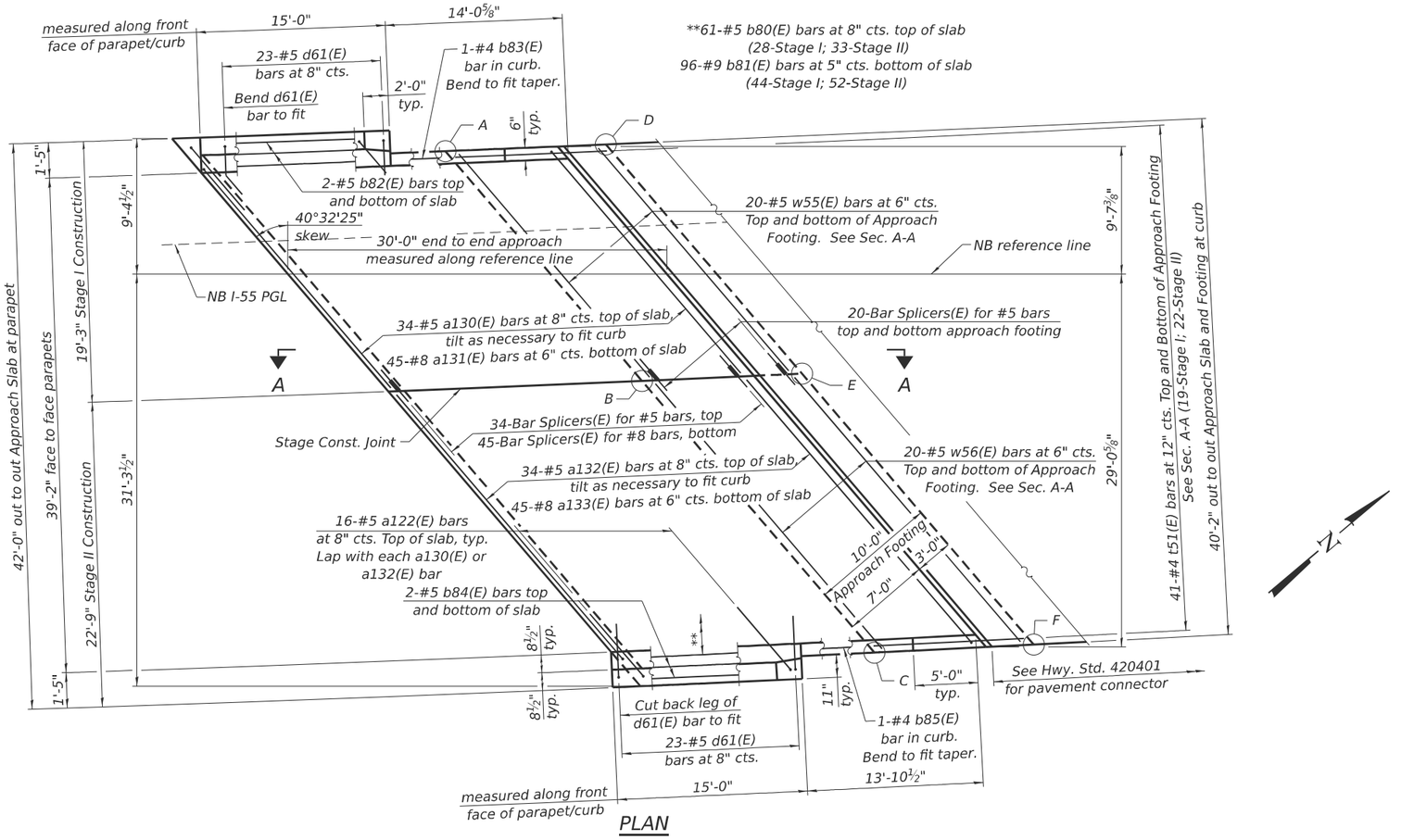
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley | DESIGNED - MTH | REVISED -
DRAWN - SJH | REVISED -
PLOT SCALE = $SCALE$ | CHECKED - CZ | REVISED -
PLOT DATE = 12/3/2025 | CHECK DATE - 8/30/25 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH BRIDGE APPROACH SLAB
STRUCTURE NO. 057-0155
SHEET 19 OF 37 SHEETS

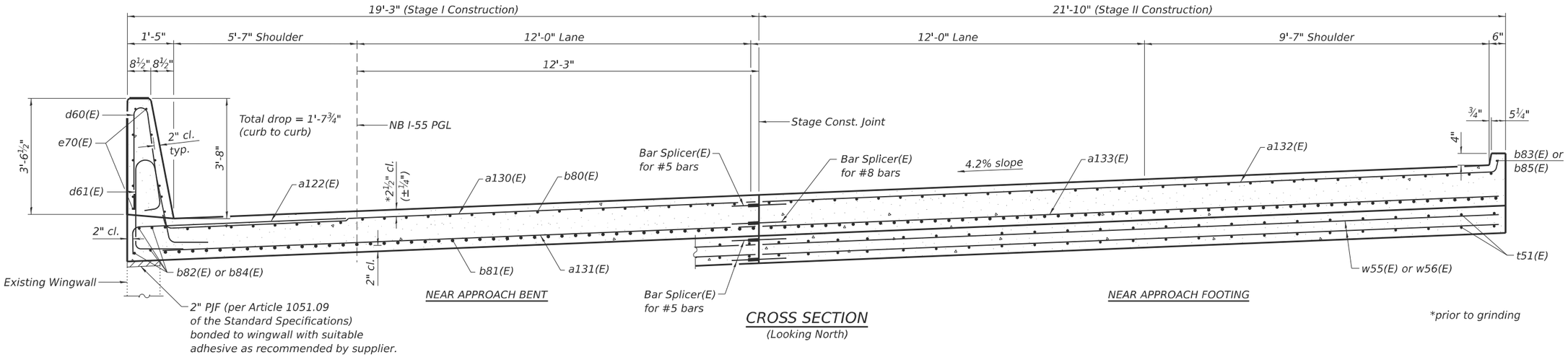
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	90
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/Location	Top	Bottom
A - Sta. 755+09.54; 6.08' Lt.	715.41	714.58
B - Sta. 755+23.75; 12.25' Rt.	716.16	715.32
C - Sta. 755+40.45; 34.08' Rt.	717.04	716.21
D - Sta. 755+22.13; 6.08' Lt.	715.39	714.56
E - Sta. 755+36.24; 12.25' Rt.	716.13	715.30
F - Sta. 755+52.83; 34.08' Rt.	717.01	716.18

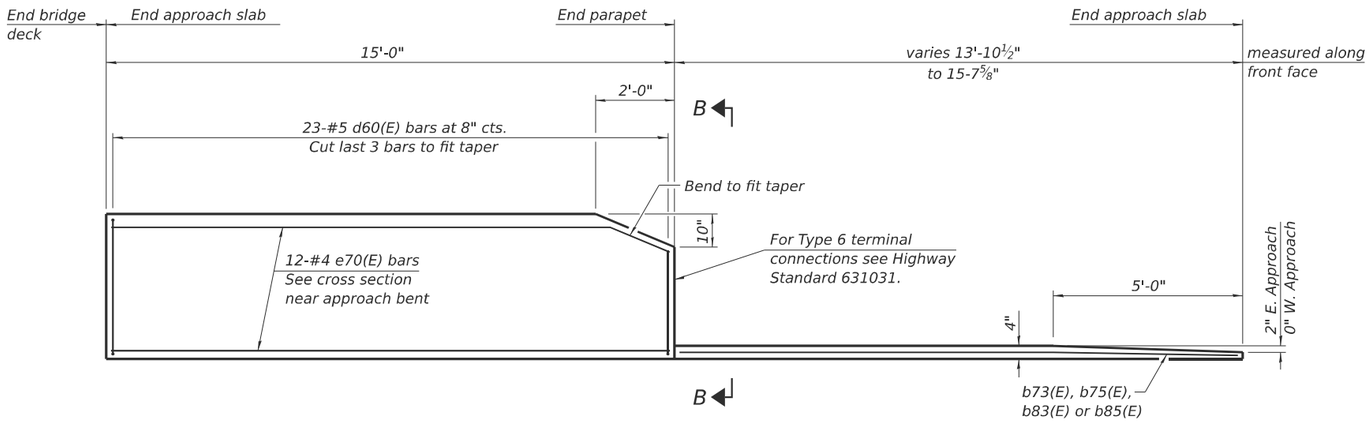


CROSS SECTION
(Looking North)

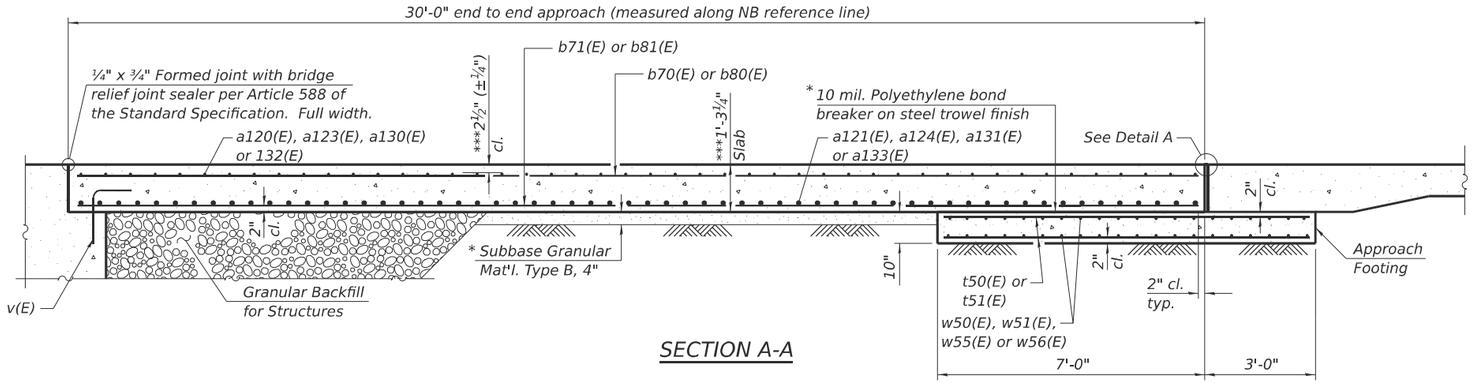
MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Inpbs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S-70F77-420b-NAppSlab.dgn

LIN ENGINEERING,LTD. Consulting Engineers Springfield, Illinois	USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH BRIDGE APPROACH SLAB STRUCTURE NO. 057-0155
		DRAWN - SJH	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -		SHEET 20 OF 37 SHEETS
	PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -		

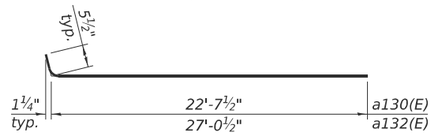
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	91
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



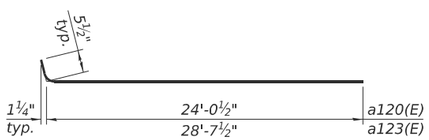
INSIDE ELEVATION OF PARAPET AND CURB



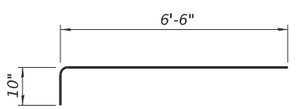
SECTION A-A



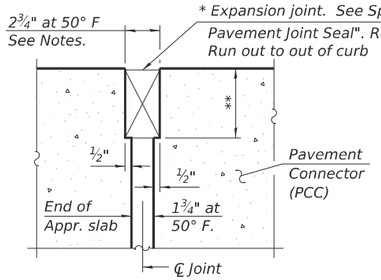
BARS a130(E) & a132(E)



BARS a120(E) & a123(E)

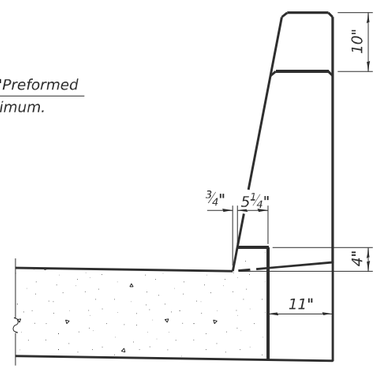


BAR a122(E)

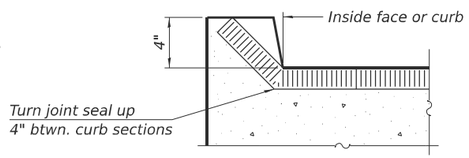


DETAIL A

(at Rt. ∠'s)

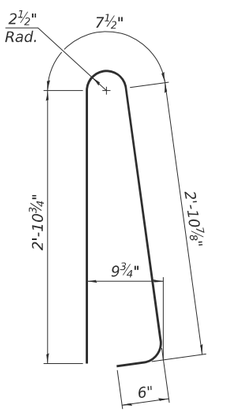


VIEW B-B

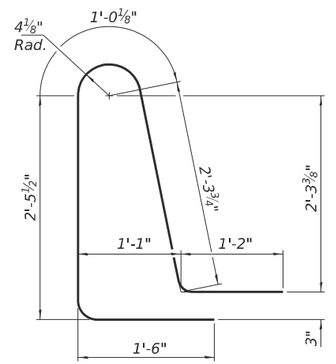


END OF SEAL DETAIL

(At West curb only)



BAR d60(E)



BAR d61(E)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** Prior to grinding

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 17 of 37.

SOUTH APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a120(E)	34	#5	24'-6"	
a121(E)	45	#8	24'-4"	
a122(E)	30	#5	7'-4"	
a123(E)	34	#5	29'-1"	
a124(E)	45	#8	28'-11"	
b70(E)	61	#5	30'-2"	
b71(E)	96	#9	30'-2"	
b72(E)	4	#5	13'-8"	
b73(E)	1	#4	15'-7"	
b74(E)	4	#5	15'-4"	
b75(E)	1	#4	14'-10"	
d60(E)	46	#5	7'-0"	
d61(E)	46	#5	8'-6"	
e70(E)	24	#4	14'-8"	
t50(E)	82	#4	13'-1"	
w50(E)	40	#5	24'-4"	
w51(E)	40	#5	29'-0"	
Concrete Superstructure		Cu. Yd.	4.2	
Concrete Superstructure (Approach Slab)		Cu. Yd.	59.2	
Concrete Structures		Cu. Yd.	16.7	
Reinforcement Bars, Epoxy Coated		Pound	24,370	

NORTH APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a130(E)	34	#5	23'-1"	
a131(E)	45	#8	22'-11"	
a122(E)	32	#5	7'-4"	
a132(E)	34	#5	27'-6"	
a133(E)	45	#8	27'-3"	
b80(E)	61	#5	28'-8"	
b81(E)	96	#9	28'-8"	
b82(E)	4	#5	15'-3"	
b83(E)	1	#4	13'-6"	
b84(E)	4	#5	13'-9"	
b85(E)	1	#4	13'-8"	
d60(E)	46	#5	7'-0"	
d61(E)	46	#5	8'-6"	
e70(E)	24	#4	14'-8"	
t51(E)	82	#4	12'-4"	
w55(E)	40	#5	22'-11"	
w56(E)	40	#5	27'-4"	
Concrete Superstructure		Cu. Yd.	4.2	
Concrete Superstructure (Approach Slab)		Cu. Yd.	56.3	
Concrete Structures		Cu. Yd.	15.8	
Reinforcement Bars, Epoxy Coated		Pound	23,150	

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Jobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S-70F77-022-AppSlabDtls.dgn

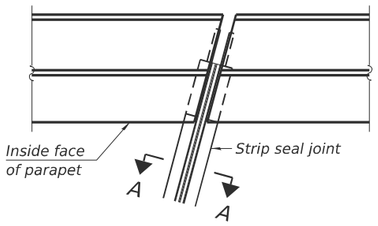
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley | DESIGNED - MTH | REVISED -
DRAWN - SJH | REVISED -
PLOT SCALE = $SCALE$ | CHECKED - CZ | REVISED -
PLOT DATE = 12/3/2025 | CHECK DATE - 8/30/25 | REVISED -

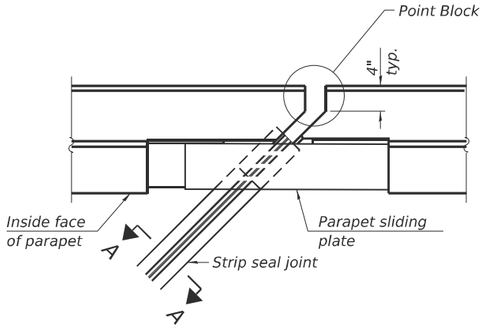
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 057-0155
SHEET 21 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	92
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

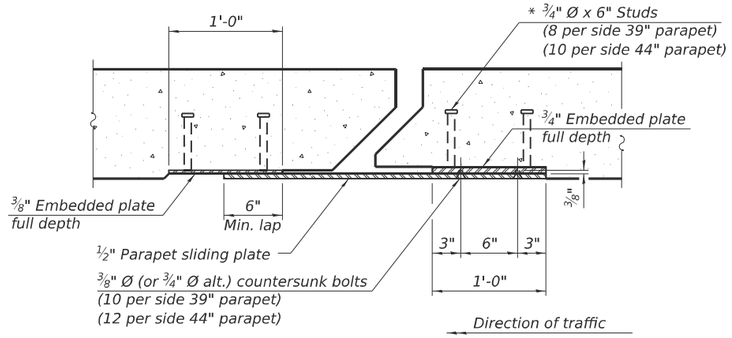


FOR SKEWS ≤ 30°



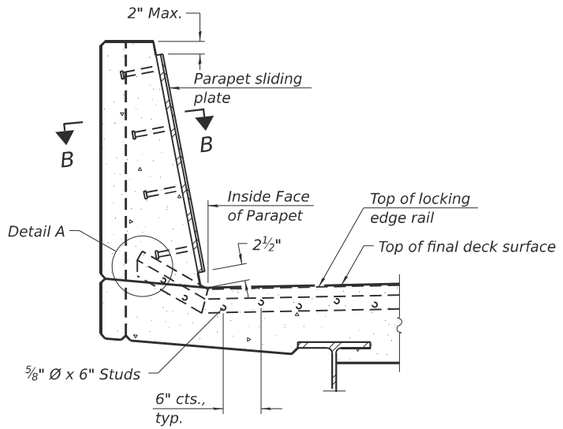
FOR SKEWS > 30°

PLAN AT PARAPET



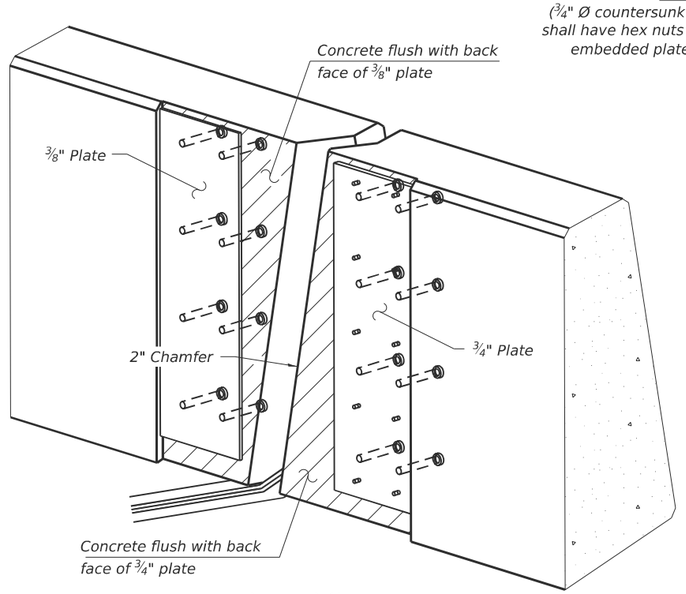
SECTION B-B

(¾" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



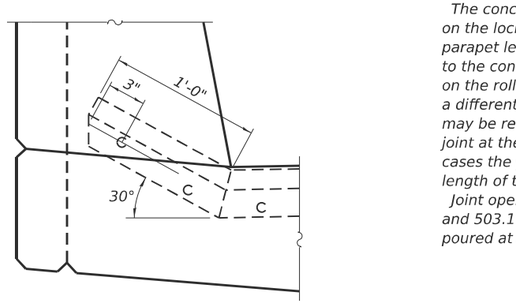
SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

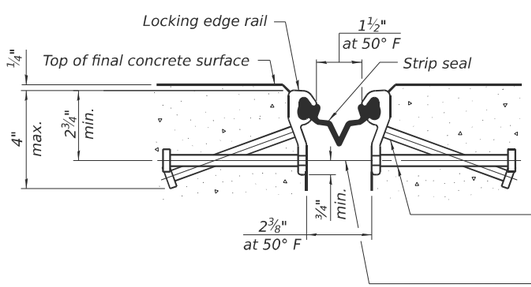
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

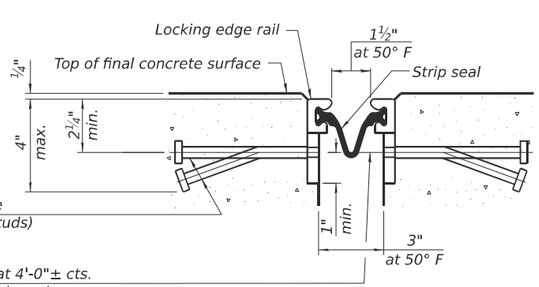
39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

Joint openings shall be adjusted according to Articles 520.04 and 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.



SHOWING ROLLED RAIL JOINT



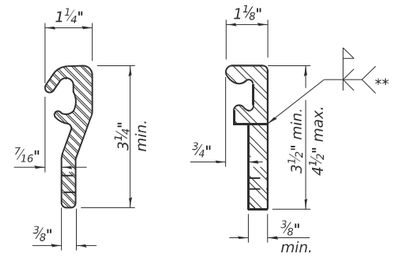
SHOWING WELDED RAIL JOINT

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

⅜" Ø threaded rods in 7/16" Ø holes at 4'-0"± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	106.5

EJ-SS

4-4-2025

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

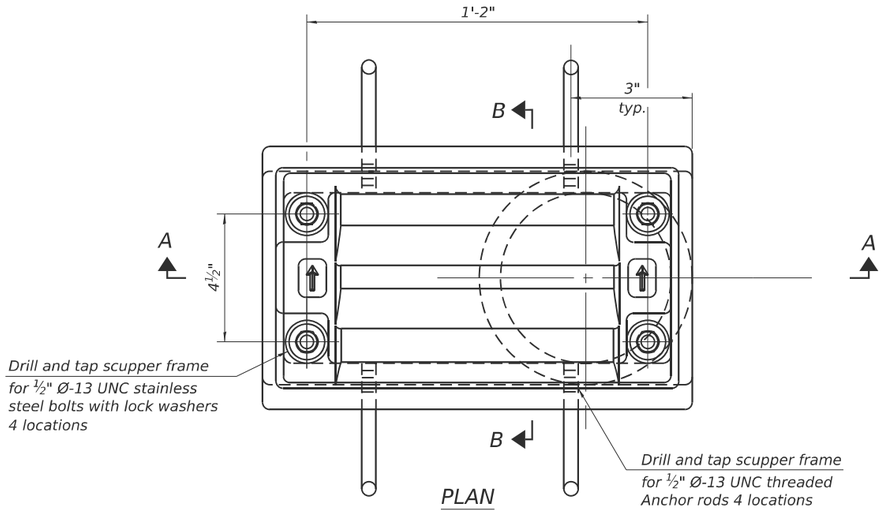
USER NAME = Mike Haley	DESIGNED - MTH	REVISED -
	DRAWN - SJH	REVISED -
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

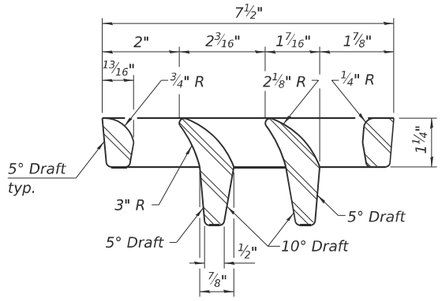
PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 057-0155
SHEET 22 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	93
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

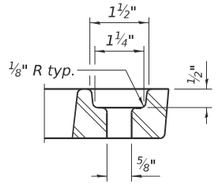
MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Projos\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S-70F77-4222-PrefJntStripSeal.dgn



PLAN



VANE GRATE DETAIL



GRATE BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

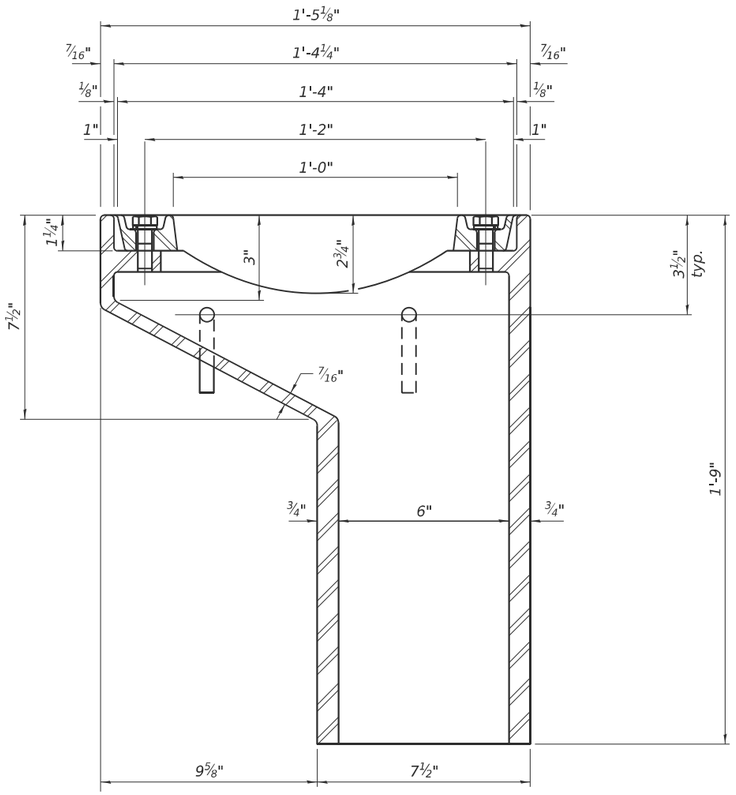
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be painted according to Article 506 with the finish coat as specified. The exterior surface shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.

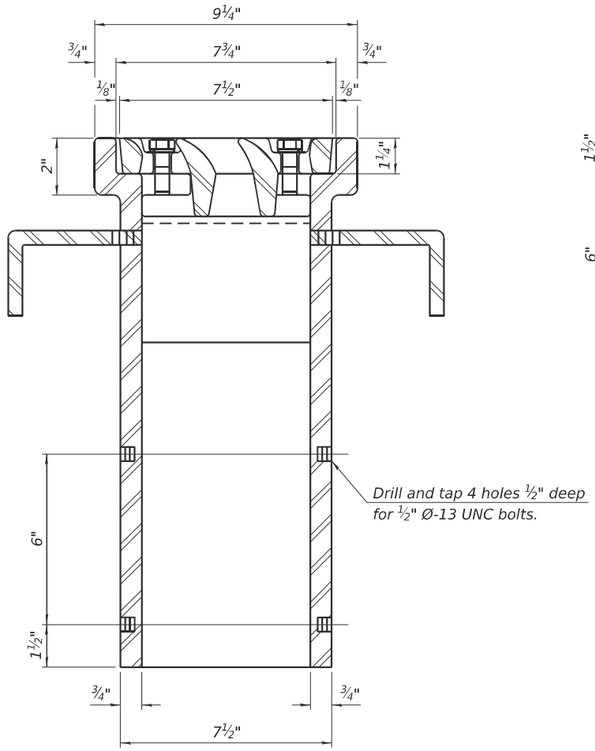
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.

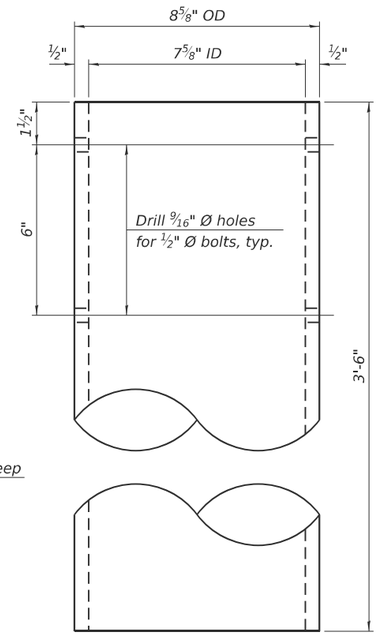


SECTION A-A

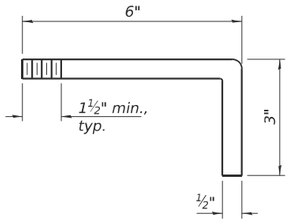
See sheet 13 of 37 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-11	Each	2

DS-11

4-4-2025

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley		DESIGNED - MTH		REVISED -	
		DRAWN - SJH		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - CZ		REVISED -	
PLOT DATE = 12/3/2025		CHECK DATE - 8/30/25		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-11
STRUCTURE NO. 057-0155
SHEET 23 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	94
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

MODEL: Br_Sheet_Consultant
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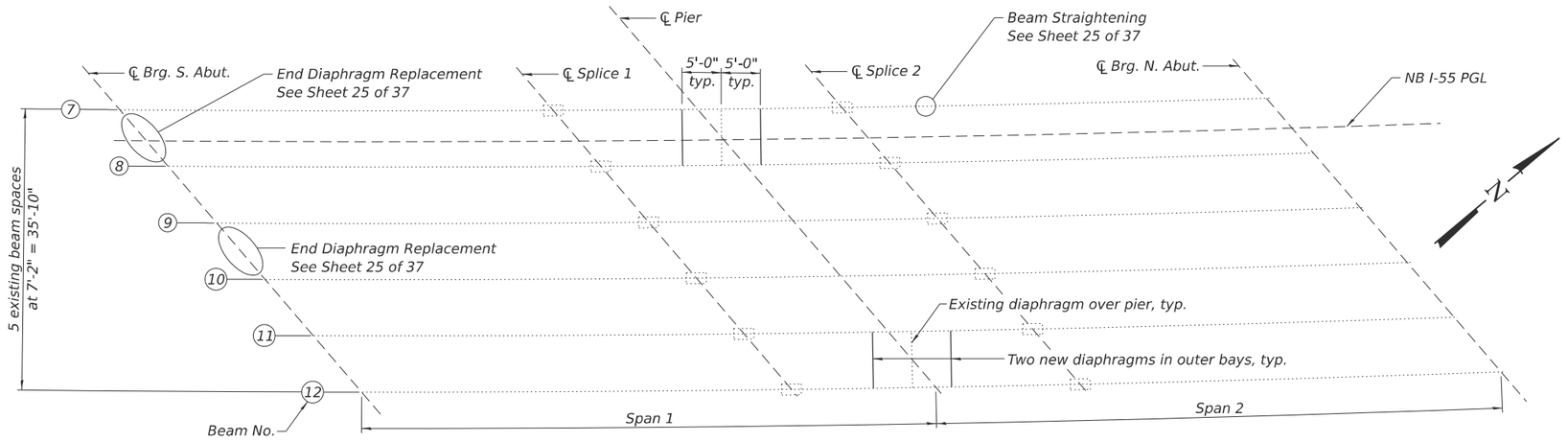
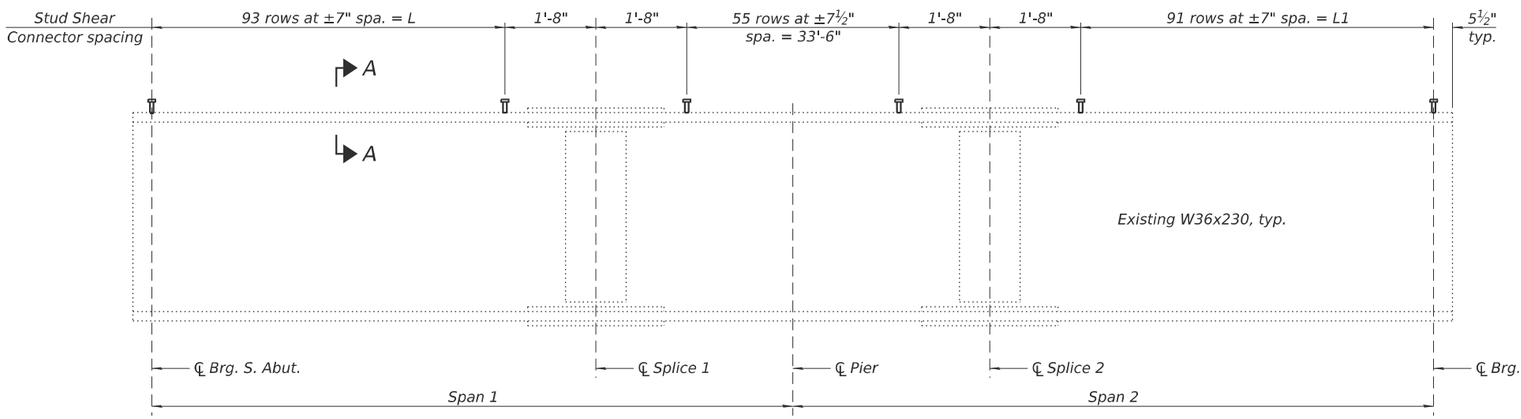
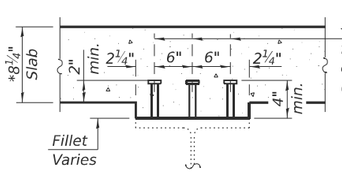


EXISTING FRAMING PLAN

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	(in⁴)	15,000	15,000	15,000
I_c (n)	(in⁴)	35,394	35,394	35,394
I_c (3n)	(in⁴)	25,755	25,755	25,755
I_c (cr)	(in⁴)	-	18,434	-
S_s	(in³)	835.7	835.7	835.7
S_c (n)	(in³)	1149.2	1149.2	1149.2
S_c (3n)	(in³)	1039.3	1039.3	1039.3
S_c (cr)	(in³)	-	916.2	-
$S\ell$	(in³)	57.2	57.2	57.2
℘	(k/ft)	1.051	1.051	1.051
M℘	('k)	367	710	347
s℘	(k/ft)	0.190	0.190	0.190
M_s℘	('k)	74	128	70
M℔	('k)	622	498	611
M_I	('k)	155	100	153
$\frac{5}{3}$ [M℔ + $M I$]	('k)	1296	997	1273
Ma	('k)	2258	2385	2197
Mbℓ	('k)	2	0	2
f_s℘ (non-comp)	(ksi)	5.3	10.2	5.0
f_s℘ (comp)	(ksi)	0.9	1.7	0.8
f_s $\frac{5}{3}$ [M℔ + M_I]	(ksi)	13.5	13.1	13.3
fℓ	(ksi)	0.4	0.0	0.4
f_s (Overload)	(ksi)	19.7	22.1	19.1
f_s (Total)	(ksi)	25.6	32.4	24.8
Fcr (Overload)	(ksi)	34.2	34.2	34.2
VR	(k)	26.5	24.6	26.6
Fcr	(ksi)	36.0	36.0	36.0



EXISTING GIRDER ELEVATION



¾" Ø Granular or solid flux filled headed studs, automatically end welded to flange. (4,302 required)

* Prior to grinding

SECTION A-A

STUD SPACING

Beam	L	L1	Span 1	Span 2
7	53'-7½"	52'-5⅝"	73'-8½"	72'-6⅝"
8	53'-6⅜"	52'-4½"	73'-7⅜"	72'-5½"
9	53'-5⅛"	52'-3⅜"	73'-6⅛"	72'-4⅜"
10	53'-4"	52'-2⅜"	73'-5"	72'-3⅜"
11	53'-2⅞"	52'-1¼"	73'-3⅞"	72'-2¼"
12	53'-1⅝"	52'-0¼"	73'-2⅝"	72'-1¼"

INTERIOR GIRDER REACTION TABLE				
		S. Abut.	Pier	N. Abut.
R℘	(k)	33.6	110.0	32.7
R℔	(k)	44.8	58.7	44.7
R_I	(k)	13.4	17.6	13.4
R_{Total}	(k)	91.8	186.3	90.8

Note:
M℔ and R℔ include the effects of centrifugal force and superelevation.

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total and Overload) due to non-composite dead loads (in.⁴ and in.³).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total and Overload) due to short-term composite live loads (in.⁴ and in.³).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total and Overload) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

Ic(cr), S_c (cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

S℔: Section modulus of one flange plate for lateral flange bending (in.³).

℘: Un-factored non-composite dead load (kips/ft.).

M℘: Un-factored moment due to non-composite dead load (kip-ft).

s℘: Un-factored long-term composite (superimposed) dead load (kips/ft.).

M_s℘: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M℔: Un-factored live load moment (kip-ft.).

M_I: Un-factored moment due to impact (kip-ft).

Ma: Factored design moment (kip-ft.).

1.3 [M℘ + M_s℘ + ⅝ (M℔ + M_I)]

Mb℔: Factored lateral bending moment for flange plate (kip-ft.).

f℔: Factored calculated normal stress at the edge of flange due to lateral bending (ksi).

f (Overload): Sum of stresses as computed from the moments below (ksi).

M℘ + M_s℘ + ⅝ (M℔ + M_I)

f_s (Total): Sum of stresses as computed from the moments below (ksi).

1.3 [M℘ + M_s℘ + ⅝ (M℔ + M_I)]

Fcr(Overload): Critical average flange stress at overload computed according to the 2003 AASHTO Guide Specifications for Horizontally Curved Steel Girder Highway Bridges Section 9.5 (ksi.).

Fcr: Critical average flange stress (smaller of Fcr1 or Fcr2 for partially braced flanges and F_Y for continuously braced flanges) computed according to the 2003 AASHTO Guide Specifications for Horizontally Curved Steel Girder Highway Bridges (Sections 5.2, 5.3 and 5.4) (ksi).

VR: Maximum ℔ + impact shear range within span for stud shear connector design (kips).

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\Inpbs2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S-70F77-024-SteelFraming.dgn

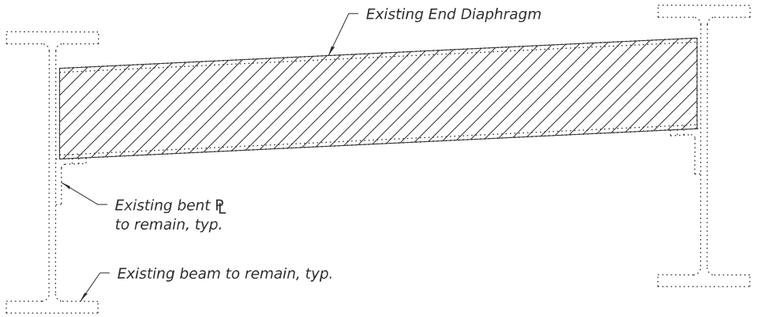
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -
	DRAWN - SJH	REVISED -
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -

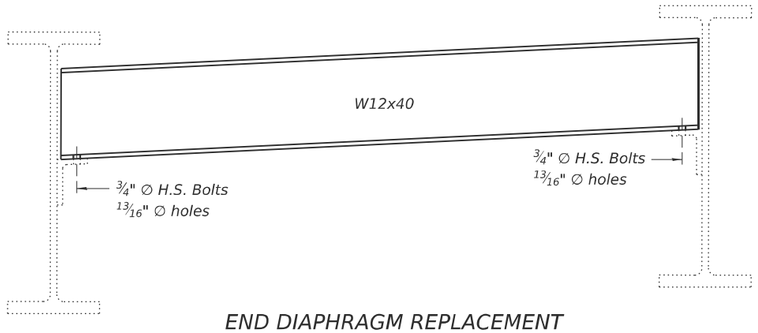
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLAN
STRUCTURE NO. 057-0155
SHEET 24 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	95
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



EXISTING END DIAPHRAGM REMOVAL



END DIAPHRAGM REPLACEMENT

Notes:

All steel connections shall be considered primary connections per the special provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

Holes in new diaphragm shall be field drilled using existing holes in support angles as a template.

Removal of existing diaphragms shall be paid for as Structural Steel Removal.

Cost of furnishing and erecting steel diaphragms shall be included with Furnishing and Erecting Structural Steel.

Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.

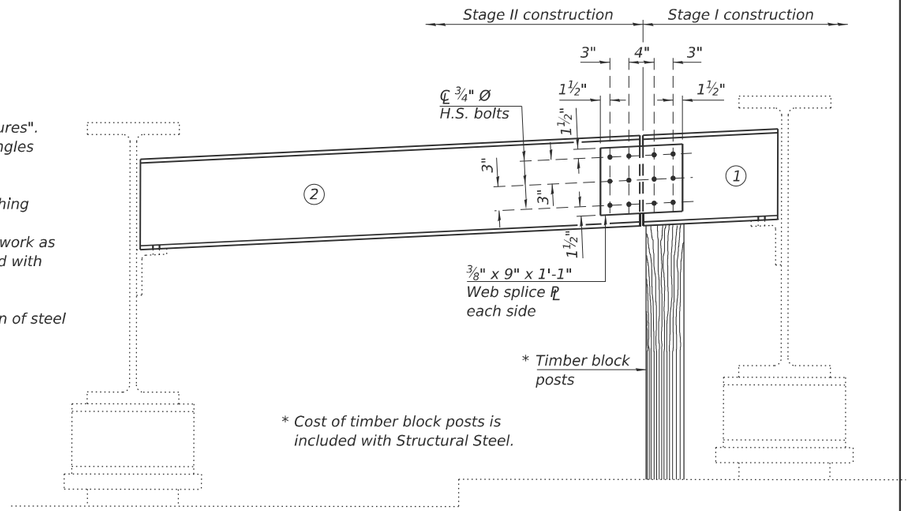
Hatched area represents limits of Structural Steel Removal.

Contractor shall confirm existing conditions and dimensions prior to fabrication of steel members. Dimensions were taken from existing plans.

Braces and jack assembly shall be placed on same side of web.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Removal	Pound	750
Furnishing and Erecting Structural Steel	Pound	1,930
Beam Straightening	Each	1

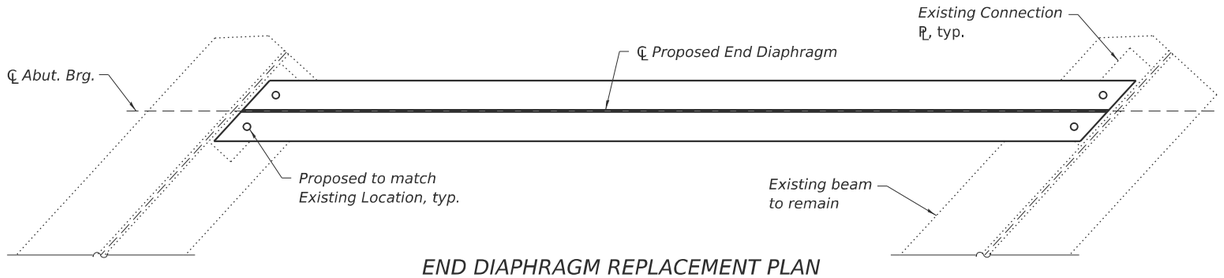


* Cost of timber block posts is included with Structural Steel.

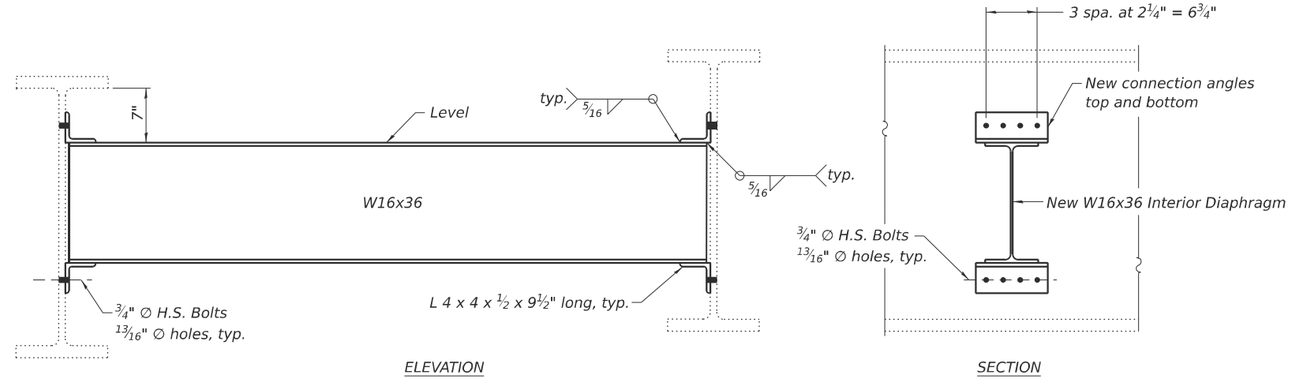
END DIAPHRAGM REPLACEMENT AT STAGE LINE

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

1.) Order diaphragm in two sections.
2.) Attach section ① of diaphragm to beam
3.) Place timber block posts between section ① of diaphragm and abutment bearing section.
4.) Attach section ② of diaphragm to both beam and section ① of diaphragm during Stage II construction with splice ℄'s.
5.) Remove timber block posts.



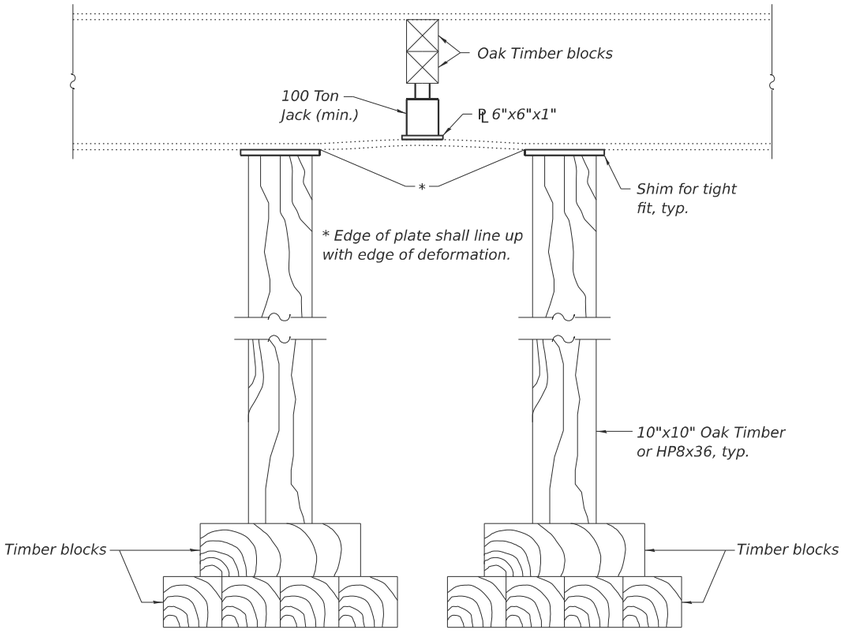
END DIAPHRAGM REPLACEMENT PLAN



ELEVATION *SECTION*

NEW INTERIOR DIAPHRAGMS

(4 required)



BEAM STRAIGHTENING DETAIL

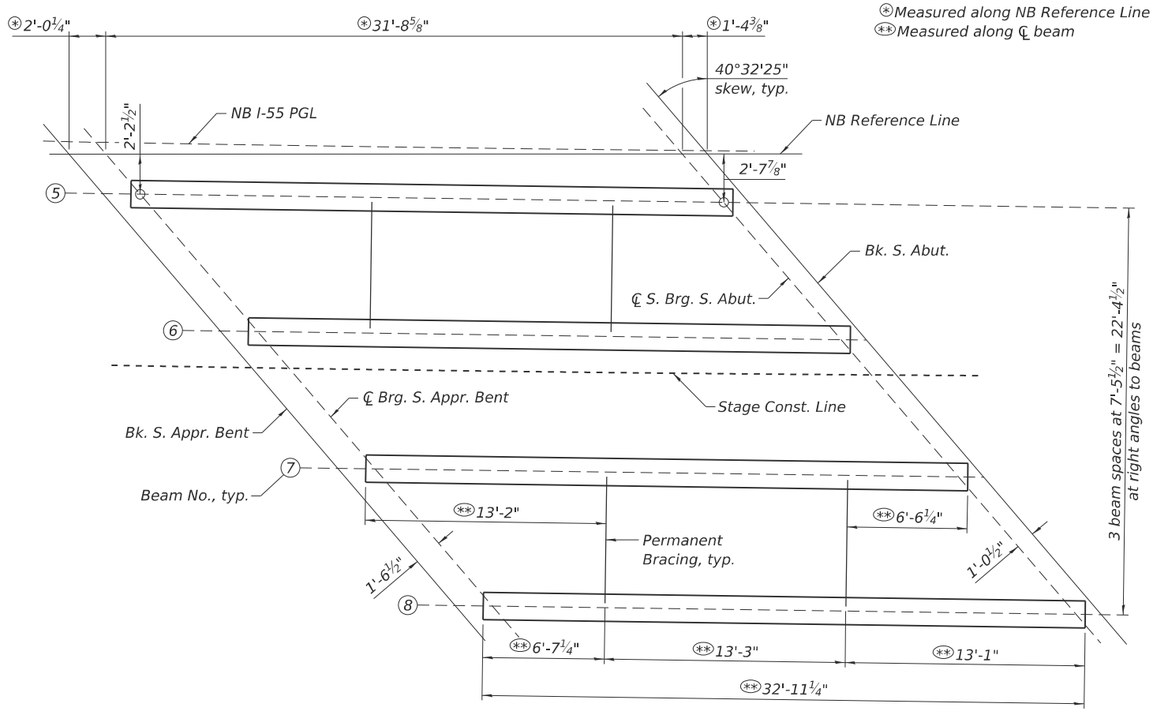
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley		DESIGNED - MTH		REVISED -	
		DRAWN - SJH		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - CZ		REVISED -	
PLOT DATE = 12/3/2025		CHECK DATE - 8/30/25		REVISED -	

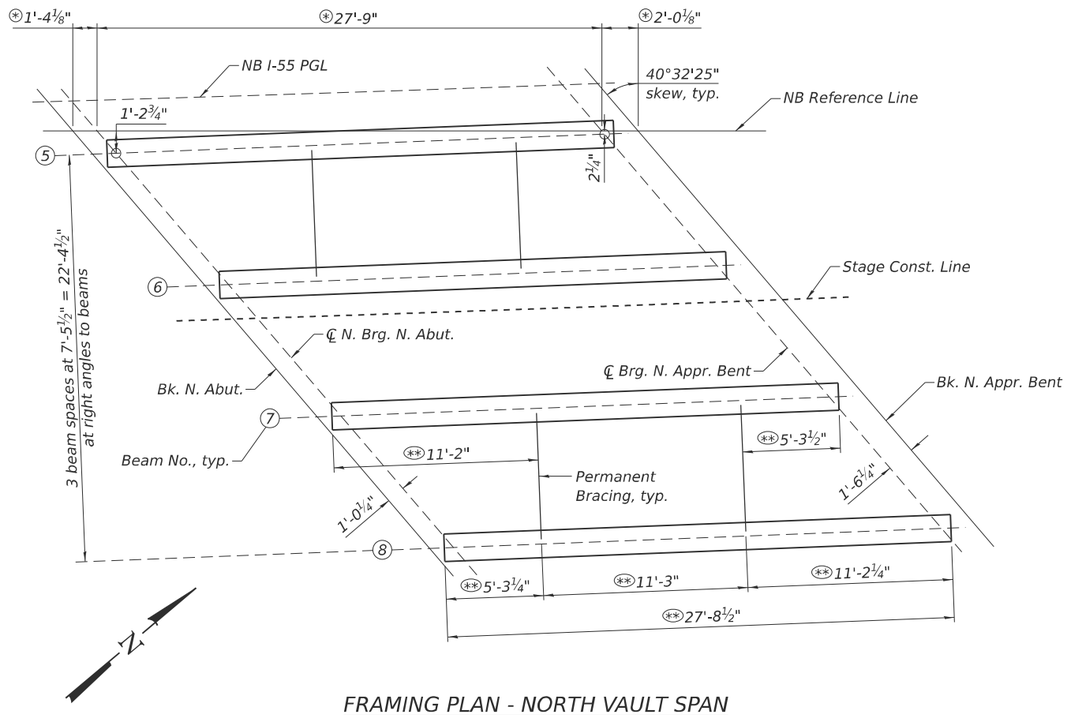
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL DETAILS
STRUCTURE NO. 057-0155
SHEET 25 OF 37 SHEETS

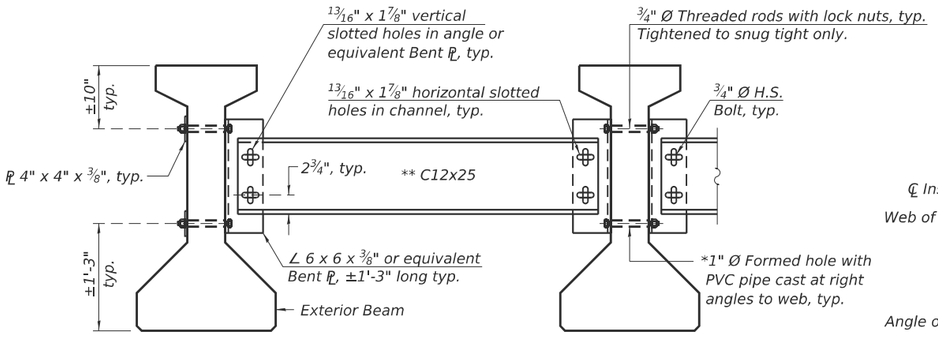
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	96
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



FRAMING PLAN - SOUTH VAULT SPAN



FRAMING PLAN - NORTH VAULT SPAN



Notes:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.

Two hardened washers are required for each set of oversized holes.

All holes shall be 15⁄16" Ø unless otherwise noted.

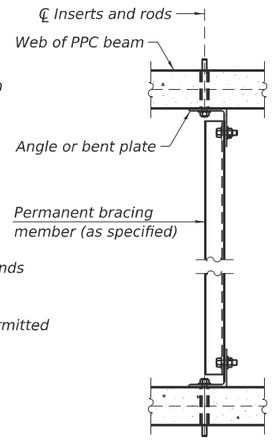
5⁄16" x 3" x 3" plate washers are required over all slotted holes.

All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams.



PLAN

* Fabricator shall locate to miss strands within permissible tolerances.

** Alternate C12x30 channels are permitted to facilitate material acquisition.

PERMANENT BRACING DETAILS FOR 36" PPC I-BEAMS

INTERIOR BEAM MOMENT TABLE			
		0.5 Span S. Vault	0.5 Span N. Vault
I	(in^4)	48,648	48,648
I'	(in^4)	189,197	189,197
S_b	(in^3)	3,165	3,165
S_b'	(in^3)	6,107	6,107
S_t	(in^3)	2,358	2,358
S_t'	(in^3)	37,685	37,685
$DC1$	($k/'$)	1.169	1.169
M_{DC1}	('k)	151	106
$DC2$	($k/'$)	0.190	0.190
M_{DC2}	('k)	25	17
DW	($k/'$)	0.000	0.000
M_{DW}	('k)	0	0
$LLDF$		0.750	0.787
$M_{℄+IM}$	('k)	433	360

INTERIOR BEAM REACTION TABLE			
		S. Abut. & S. Appr. Bent	N. Abut. & N. Appr. Bent
$LLDF$		0.776	0.776
OCF		1.150	1.142
R_{DC1}	(k)	18.8	15.7
R_{DC2}	(k)	3.1	2.6
R_{DW}	(k)	0.0	0.0
$R_{℄}$	(k)	54.51	49.68
R_{IM}	(k)	17.94	16.44
R_{Total} (Strength I)(Impact)	(k)	154.2	138.6
R_{Total} (Strength I)(No Impact)	(k)	122.8	109.8

I: Non-composite moment of inertia of beam section ($in.^4$).
I': Composite moment of inertia of beam section ($in.^4$).
S_b: Non-composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
S_b': Composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
S_t: Non-composite section modulus for the top fiber of the prestressed beam ($in.^3$).
S_t': Composite section modulus for the top fiber of the prestressed beam ($in.^3$).
$DC1$: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
$DC2$: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
$LLDF$: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
$M_{℄+IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
OCF: Obtuse Correction Factor computed according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
R_{DC1}: Un-factored reaction due to non-composite dead load (kip).
R_{DC2}: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
R_{DW}: Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
$R_{℄}$: Un-factored live load reaction (kip).
R_{IM}: Un-factored dynamic load allowance (impact) (kip).
R_{Total} (Strength I)(Impact): Total factored reaction including dynamic load allowance (impact) (kip).
R_{Total} (Strength I)(No Impact): Total factored reaction not including dynamic load allowance (impact) (kip).

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\ilnjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S-70F77-226-AppFraming.dgn

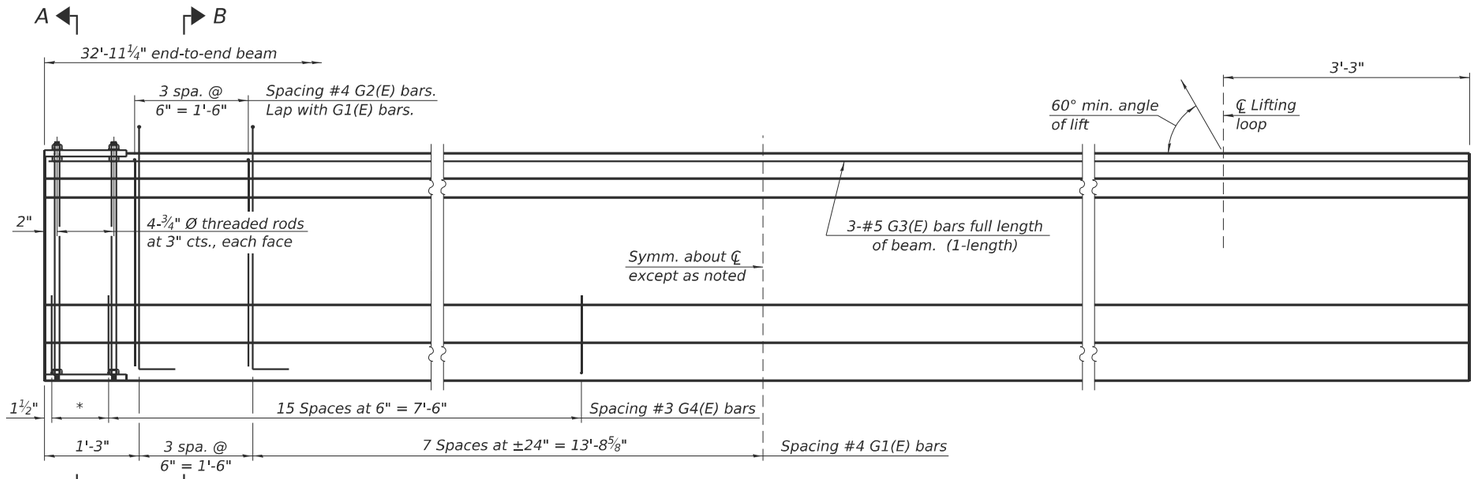
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley		DESIGNED - MTH		REVISED -	
		DRAWN - SJH		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - CZ		REVISED -	
PLOT DATE = 12/3/2025		CHECK DATE - 8/30/25		REVISED -	

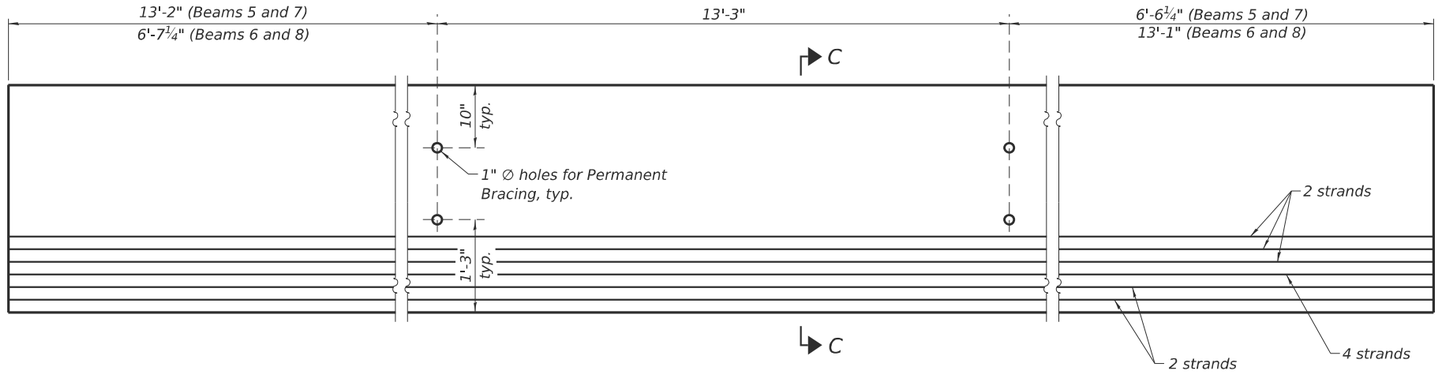
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VAULTED APPROACH SPAN FRAMING PLAN
STRUCTURE NO. 057-0155
SHEET 26 OF 37 SHEETS

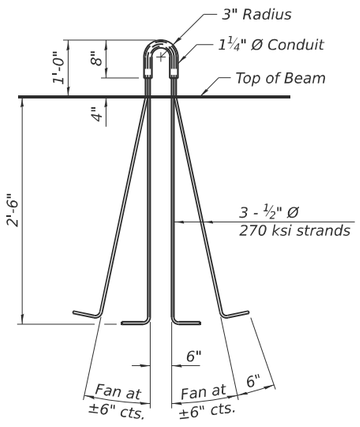
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	97
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



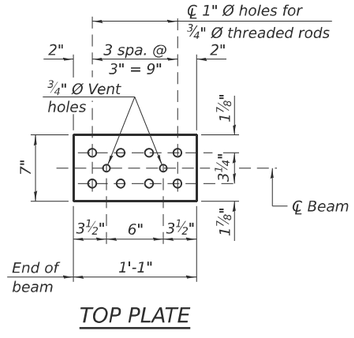
ELEVATION OF BEAM
(Showing reinforcement & dimensions)



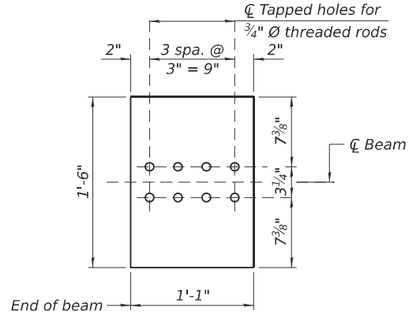
ELEVATION OF BEAM
(Showing prestressing steel)



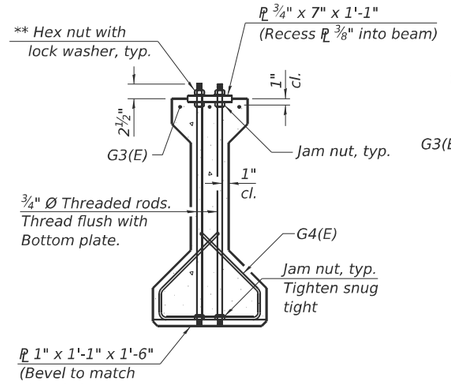
LIFTING LOOP DETAIL



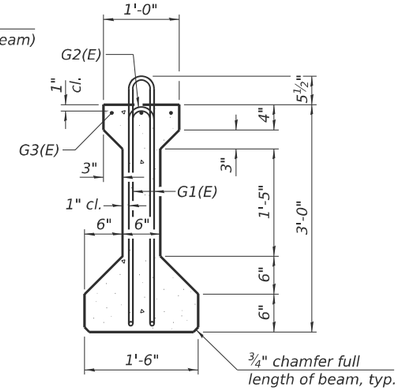
TOP PLATE



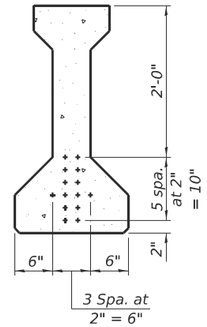
BOTTOM PLATE



SECTION A-A
** Only tighten sufficiently to compress lock washers



SECTION B-B



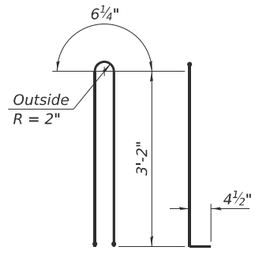
SECTION C-C
(14-½" Ø 270 ksi strands)

BAR LIST
ONE BEAM ONLY
(For information only)

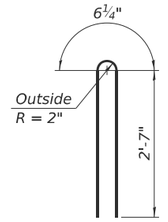
Bar	No.	Size	Length	Shape
G1(E)	21	#4	7'-7"	
G2(E)	8	#4	5'-8"	
G3(E)	3	#5	32'-7"	
G4(E)	38	#3	4'-1"	

BILL OF MATERIAL

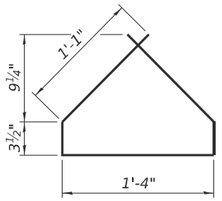
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	132.0



BAR G1(E)



BAR G2(E)



BAR G4(E)

Notes:

Inserts for ¾" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior 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.

The beams shall have a final concrete compressive strength, f'c, of 6,000 psi and a release concrete compressive strength, f'ci, of 5,000 psi.

A minimum 2½" Ø lifting pin shall be used to engage the lifting loops during handling.

The top and bottom plates shall be AASHTO M270 Grade 50.

The top and bottom plates shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

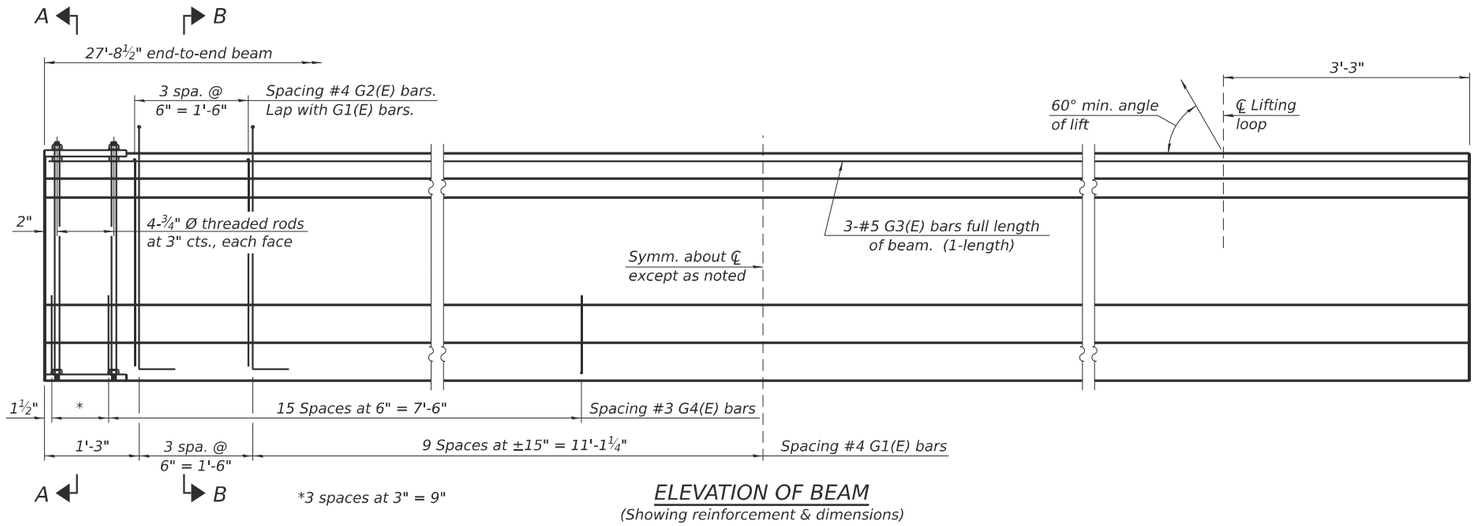
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

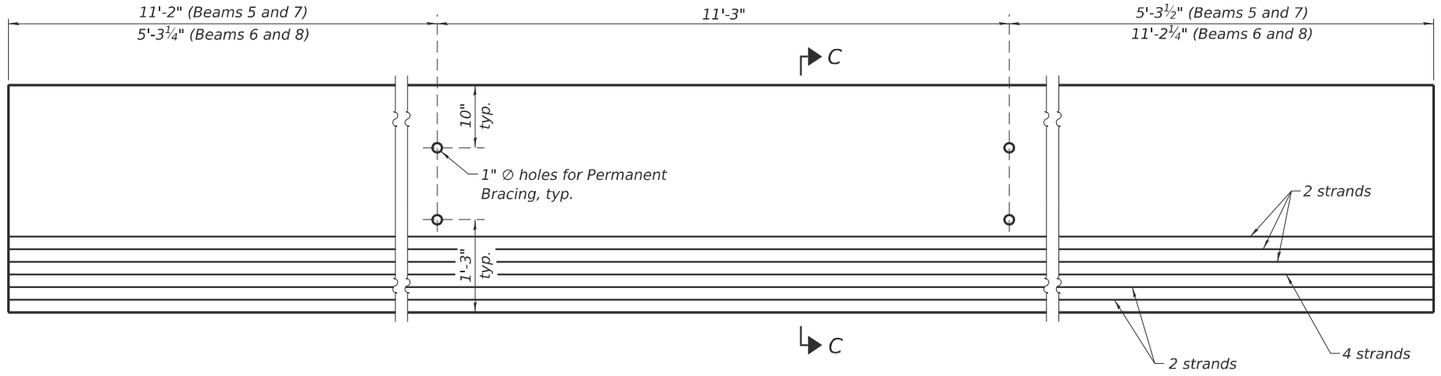
SOUTH VAULTED APPROACH SPAN BEAMS
STRUCTURE NO. 057-0155
SHEET 27 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	98
		CONTRACT NO. 70F77		
		ILLINOIS FED. AID PROJECT		

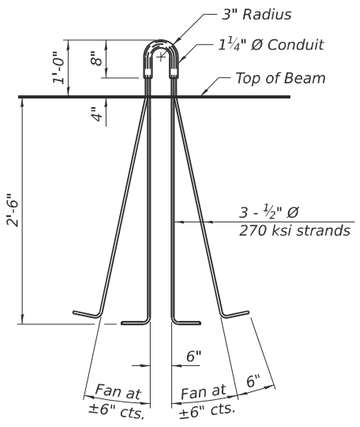


*3 spaces at 3" = 9"

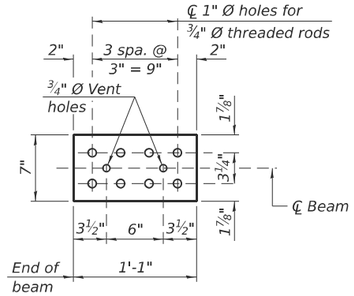
ELEVATION OF BEAM
(Showing reinforcement & dimensions)



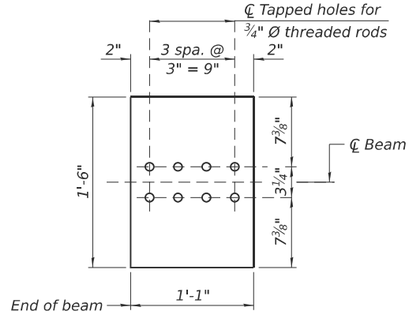
ELEVATION OF BEAM
(Showing prestressing steel)



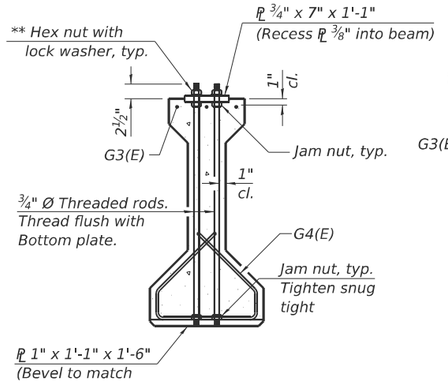
LIFTING LOOP DETAIL



TOP PLATE

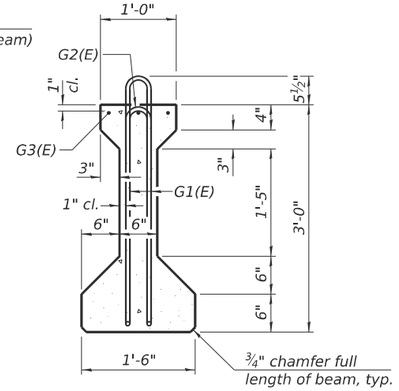


BOTTOM PLATE

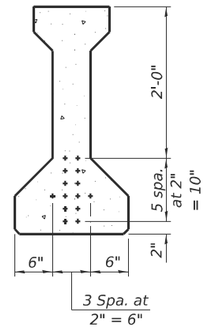


SECTION A-A

** Only tighten sufficiently to compress lock washers



SECTION B-B



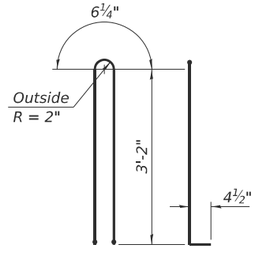
SECTION C-C
(14-½" Ø 270 ksi strands)

BAR LIST
ONE BEAM ONLY
(For information only)

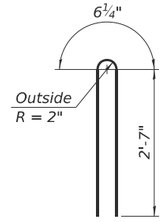
Bar	No.	Size	Length	Shape
G1(E)	25	#4	7'-7"	
G2(E)	8	#4	5'-8"	
G3(E)	3	#5	27'-5"	
G4(E)	38	#3	4'-1"	

BILL OF MATERIAL

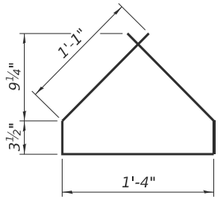
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	111.0



BAR G1(E)



BAR G2(E)



BAR G4(E)

Notes:

Inserts for ¾" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior 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.

The beams shall have a final concrete compressive strength, f'c, of 6,000 psi and a release concrete compressive strength, f'ci, of 5,000 psi.

A minimum 2½" Ø lifting pin shall be used to engage the lifting loops during handling.

The top and bottom plates shall be AASHTO M270 Grade 50.

The top and bottom plates shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

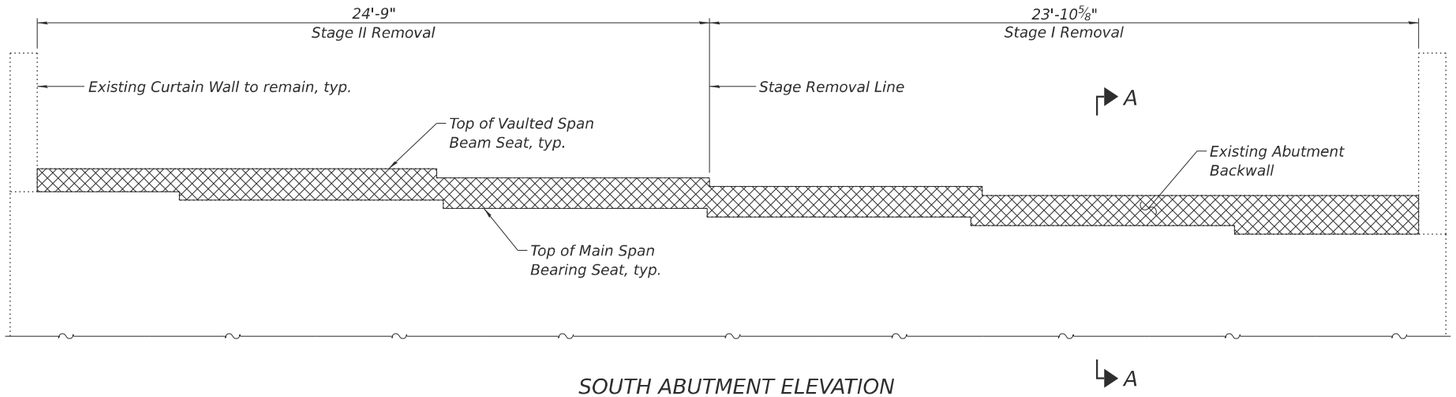
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

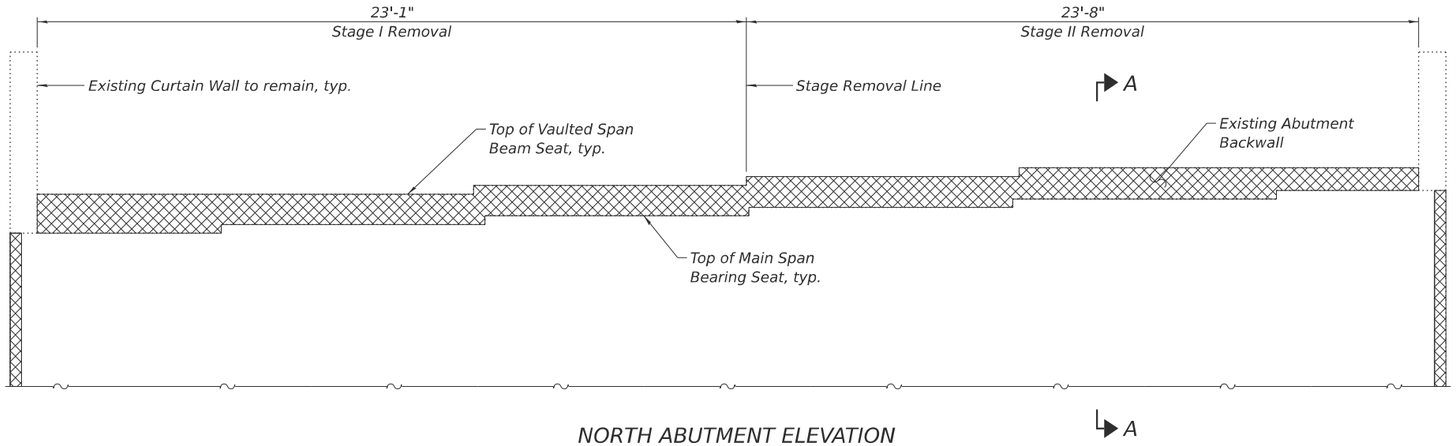
NORTH VAULTED APPROACH SPAN BEAMS
STRUCTURE NO. 057-0155
SHEET 28 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	99
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



SOUTH ABUTMENT ELEVATION

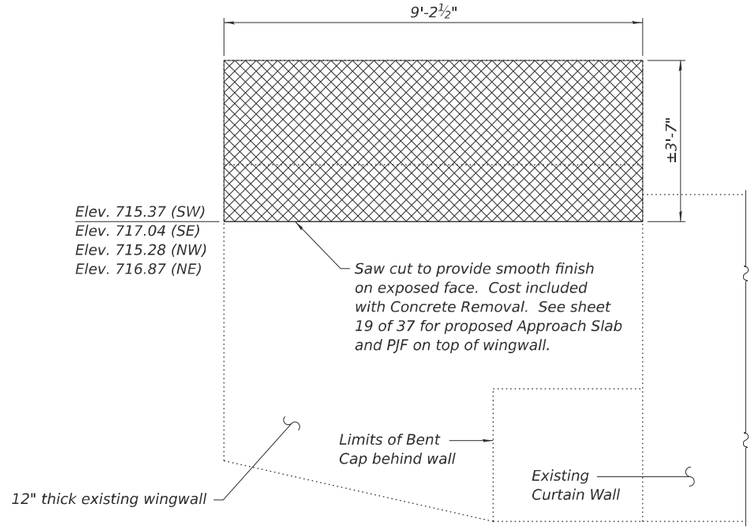
(Looking South)
(Dimensions measured along front face of backwall)



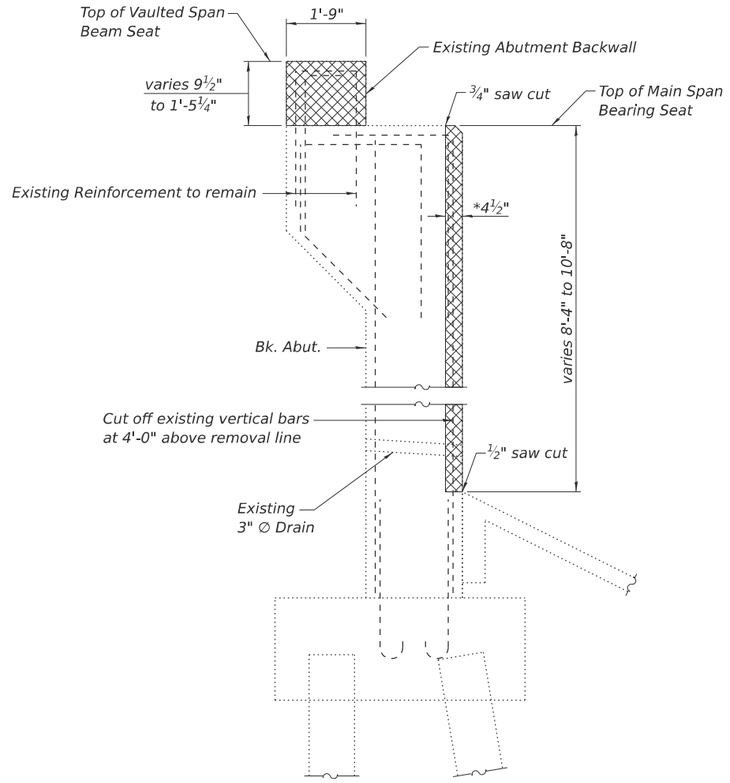
NORTH ABUTMENT ELEVATION

(Looking North)
(Dimensions measured along front face of backwall)

*Removal applies to sides of abutment wall also.



WINGWALL ELEVATION AT APPROACH BENT



SECTION A-A

Notes:

Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete. Cost included with Concrete Removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Cross hatched areas indicate limits of Concrete Removal.

Seal the cut rebar at top of wingwall with epoxy. Cost included with Concrete Removal.

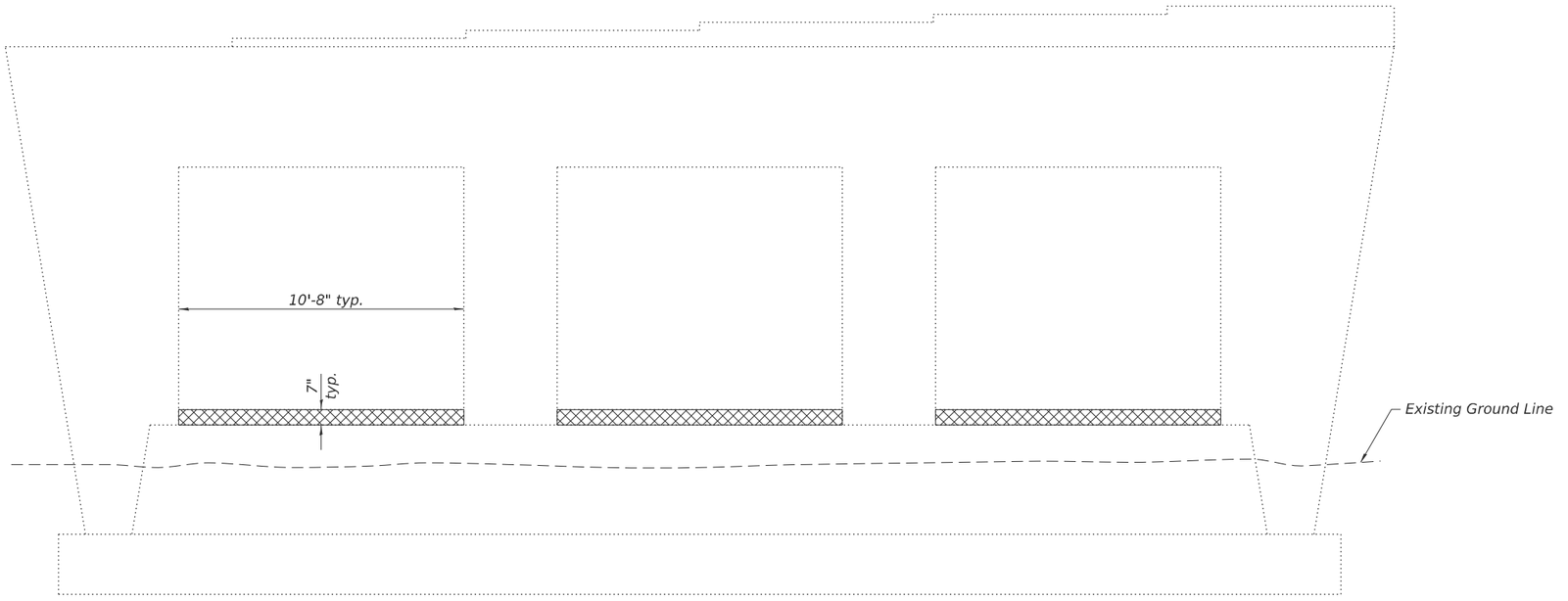
BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	26.6

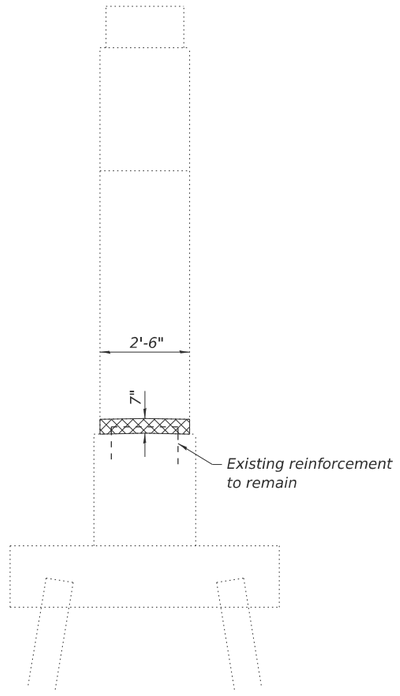
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE REMOVAL DETAILS STRUCTURE NO. 057-0155	
	DRAWN - SJH	REVISED -			
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -			
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -		SHEET 29 OF 37 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	100
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



PIER ELEVATION
(Looking North)



SECTION THRU PIER

Notes:

Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete. Cost included with Concrete Removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Cross hatched areas indicate limits of Concrete Removal.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	1.8

(Sheet 2 of 2)

MODEL: BI_Sheet_Consultant
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Consulting Engineers
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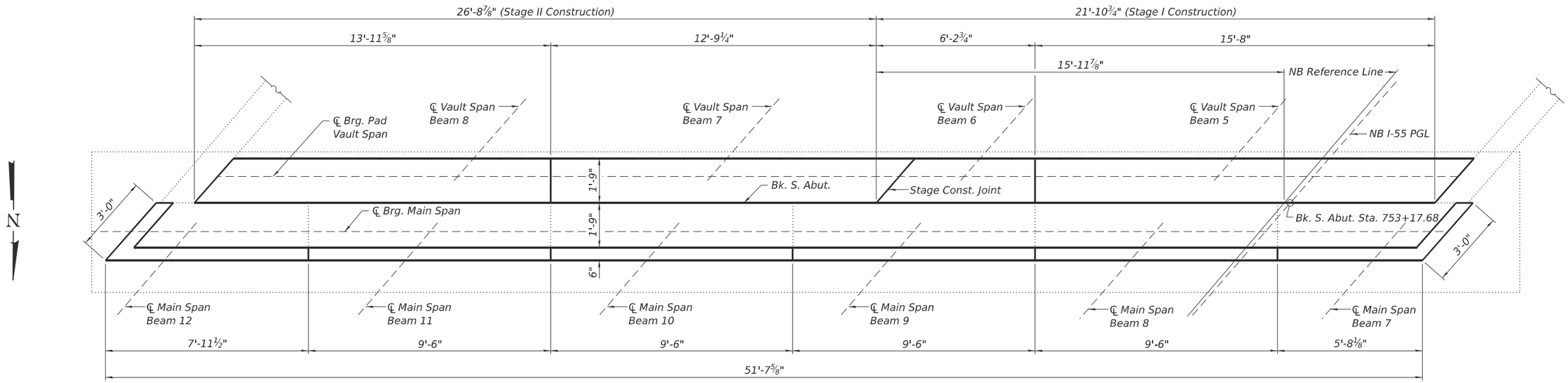
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL DETAILS
STRUCTURE NO. 057-0155
SHEET 30 OF 37 SHEETS

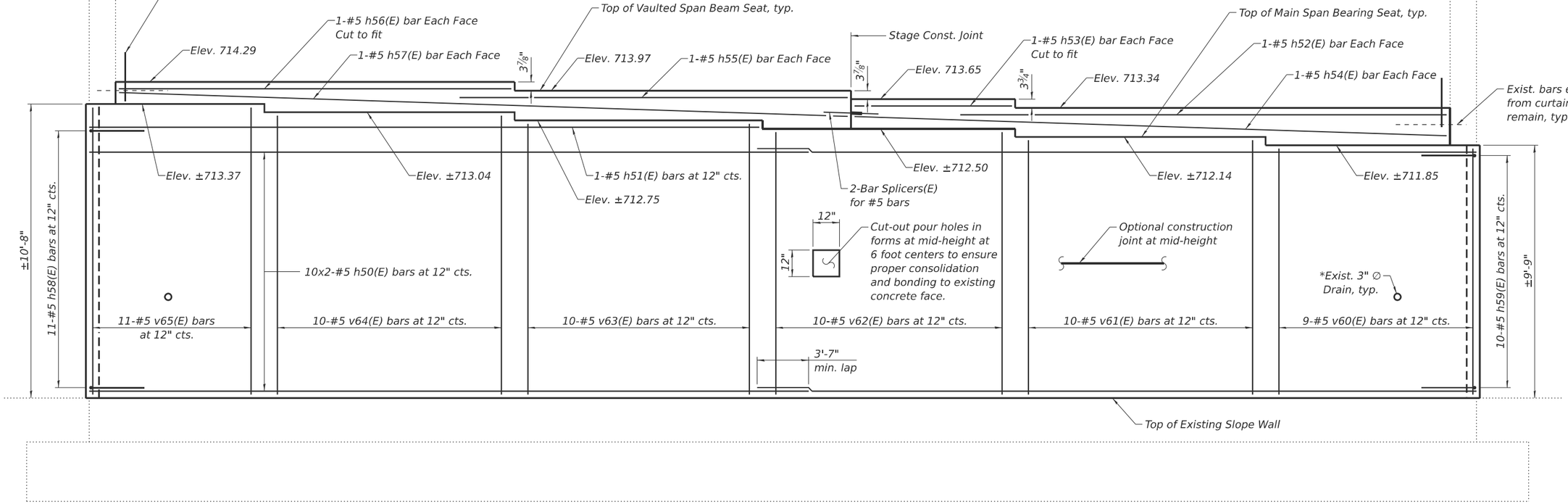
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	101
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



PLAN

*Existing abutment drains shall be extended thru proposed abutment face with PVC. Pipe Drain cost included with Concrete Structures.

Notes:
See sheet 33 of 37 for Section Thru Abutment and Bill of Material.
Existing bearing seat elevations are based on survey data.
Bars indicated thus 10x2-#5 etc. indicates 10 lines of bars with 2 lengths per line.



ELEVATION
(Looking South)

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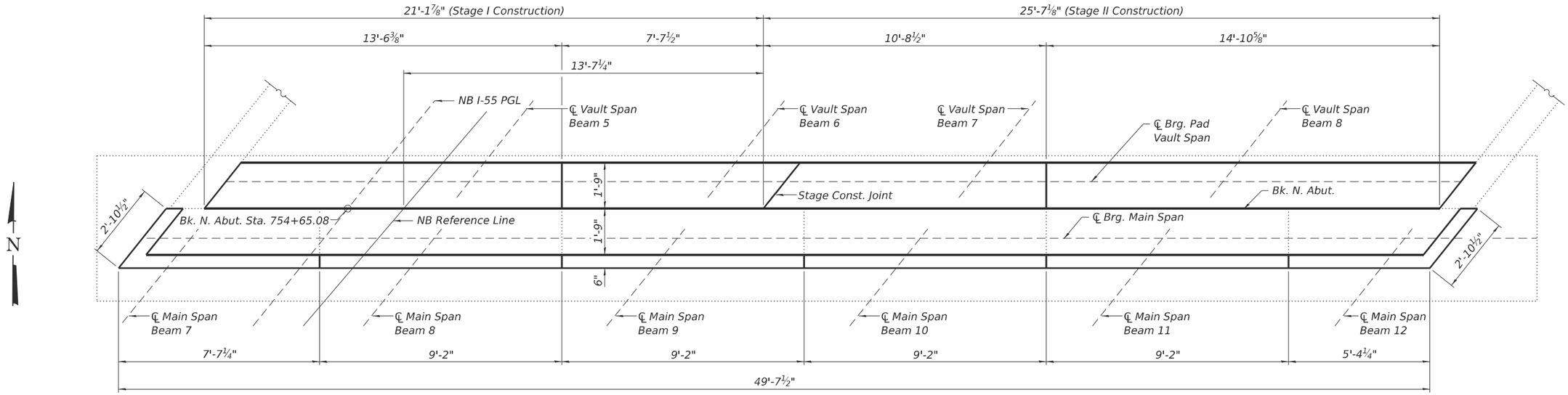
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS
STRUCTURE NO. 057-0155
SHEET 31 OF 37 SHEETS

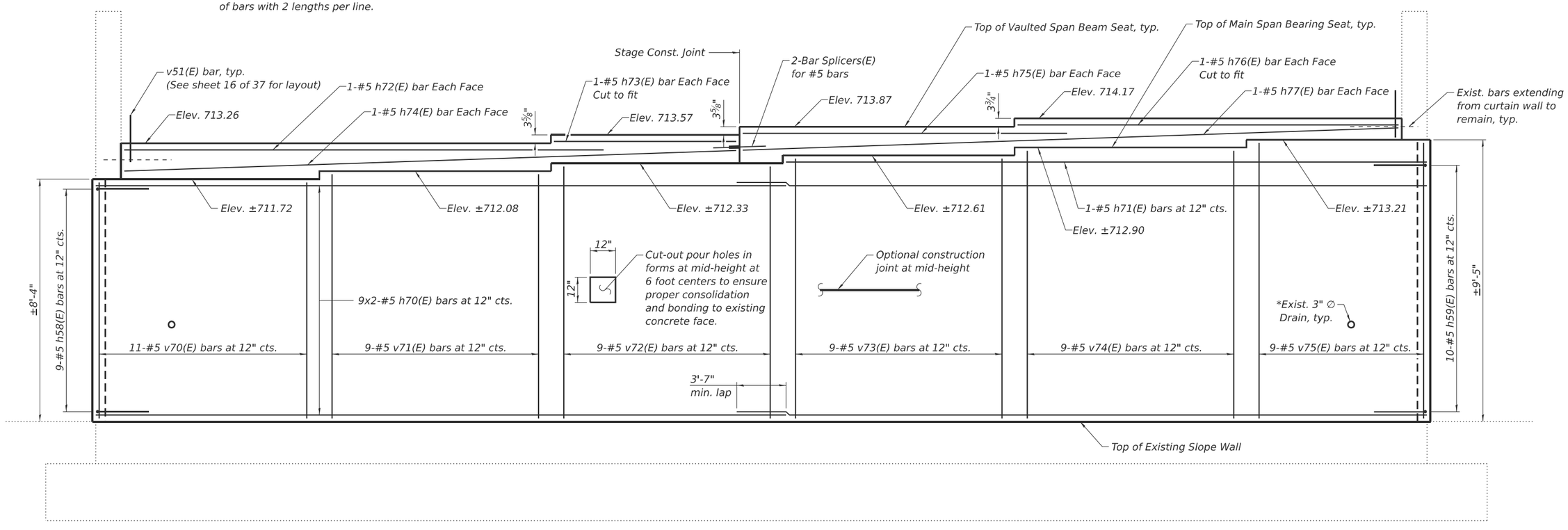
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	102
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



PLAN

Notes:
See sheet 33 of 37 for Section Thru Abutment and Bill of Material.
Existing bearing seat elevations are based on survey data.
Bars indicated thus 10x2-#5 etc. indicates 10 lines of bars with 2 lengths per line.

*Existing abutment drains shall be extended thru proposed abutment face with PVC. Pipe Drain cost included with Concrete Structures.



ELEVATION
(Looking North)

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Springfield, Illinois

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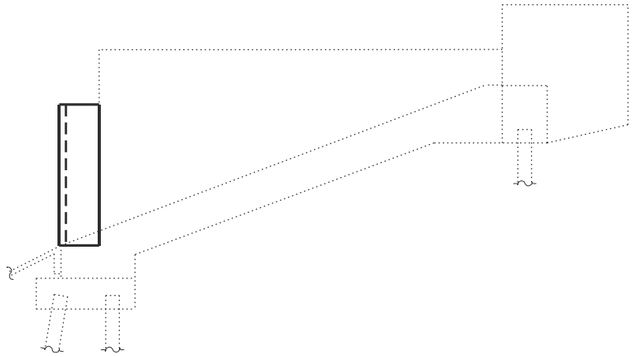
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

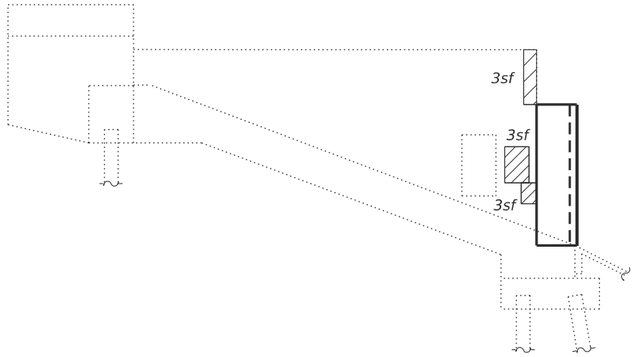
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS
STRUCTURE NO. 057-0155
SHEET 32 OF 37 SHEETS

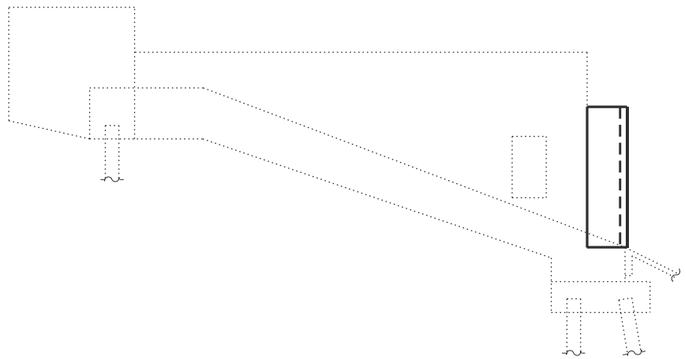
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	103
		CONTRACT NO. 70F77		
		ILLINOIS	FED. AID PROJECT	



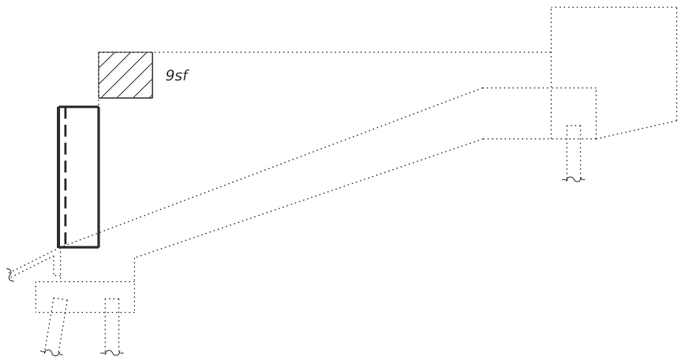
NORTHEAST CURTAIN WALL AND WINGWALL



NORTHWEST CURTAIN WALL AND WINGWALL



SOUTHEAST CURTAIN WALL AND WINGWALL



SOUTHWEST CURTAIN WALL AND WINGWALL

SOUTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d70(E)	130	#4	1'-8"	
h50(E)	20	#5	27'-5"	
h51(E)	1	#5	26'-8"	
h52(E)	2	#5	18'-5"	
h53(E)	2	#5	5'-11"	
h54(E)	2	#5	21'-6"	
h55(E)	2	#5	15'-6"	
h56(E)	2	#5	13'-8"	
h57(E)	2	#5	26'-5"	
h58(E)	11	#5	5'-0"	
h59(E)	10	#5	5'-0"	
v51(E)	40	#5	3'-0"	
v60(E)	9	#5	9'-5"	
v61(E)	10	#5	9'-7"	
v62(E)	10	#5	9'-9"	
v63(E)	10	#5	9'-11"	
v64(E)	10	#5	10'-2"	
v65(E)	11	#5	10'-4"	
Concrete Structures		Cu. Yd.	14.9	
Reinforcement Bars, Epoxy Coated		Pound	1,810	
Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)		Sq. Ft.	9	
Concrete Sealer		Sq. Ft.	650	

NORTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d70(E)	125	#4	1'-8"	
h58(E)	9	#5	5'-0"	
h59(E)	10	#5	5'-0"	
h70(E)	18	#5	26'-5"	
h71(E)	1	#5	23'-4"	
h72(E)	2	#5	14'-3"	
h73(E)	2	#5	9'-0"	
h74(E)	2	#5	20'-10"	
h75(E)	2	#5	11'-4"	
h76(E)	2	#5	16'-3"	
h77(E)	2	#5	25'-3"	
v51(E)	40	#5	3'-0"	
v70(E)	11	#5	8'-0"	
v71(E)	9	#5	8'-2"	
v72(E)	9	#5	8'-5"	
v73(E)	9	#5	8'-7"	
v74(E)	9	#5	8'-10"	
v75(E)	9	#5	9'-1"	
Concrete Structures		Cu. Yd.	13.1	
Reinforcement Bars, Epoxy Coated		Pound	1,590	
Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)		Sq. Ft.	9	
Concrete Sealer		Sq. Ft.	553	

* Epoxy grout d70(E) bars in 9" min. deep holes according to Article 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.

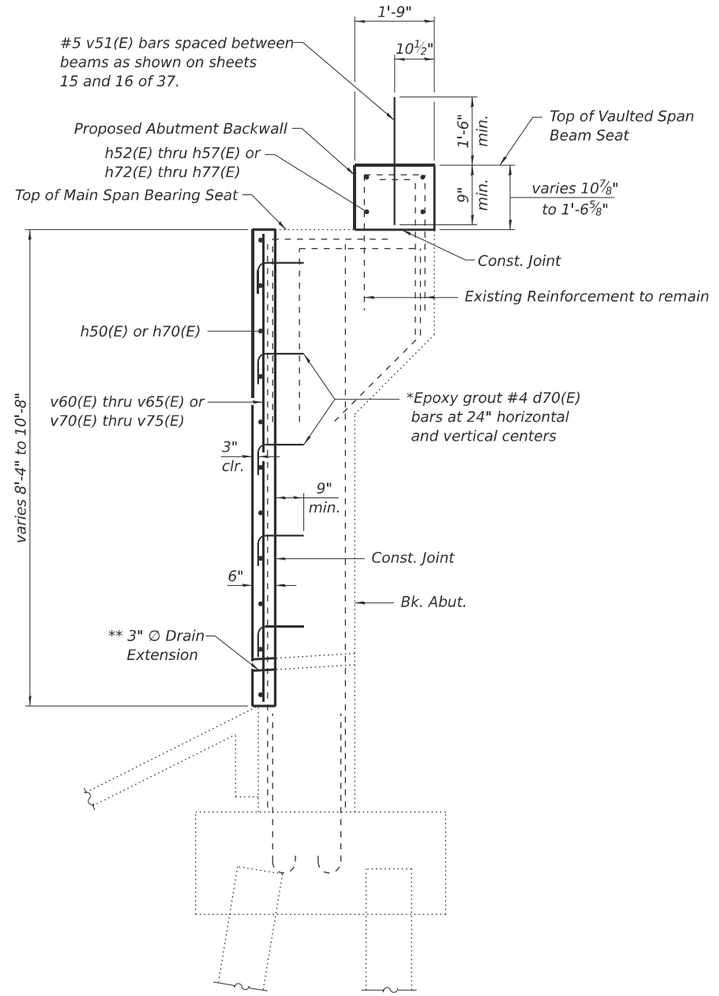
** Existing abutment drains shall be extended thru proposed abutment face with PVC. Pipe Drain cost included with Concrete Structures.

Notes:
Repair of existing curtain walls shall include but may not be limited to the areas shown. The actual area to be repaired shall be determined by the Engineer at the time of construction. Cost of epoxy grouting bars shall be included with Reinforcement Bars, Epoxy Coated.

LEGEND

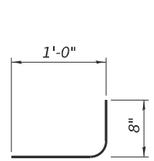
Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)

sf Square Feet

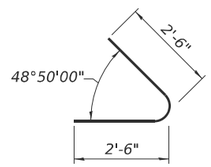


SECTION THRU ABUTMENT

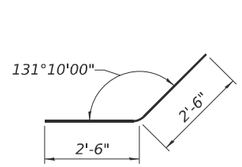
(Dimensions at right angles)
(Face of abutment shown; sides of abutment similar)



BAR d70(E)



BAR h58(E)



BAR h59(E)

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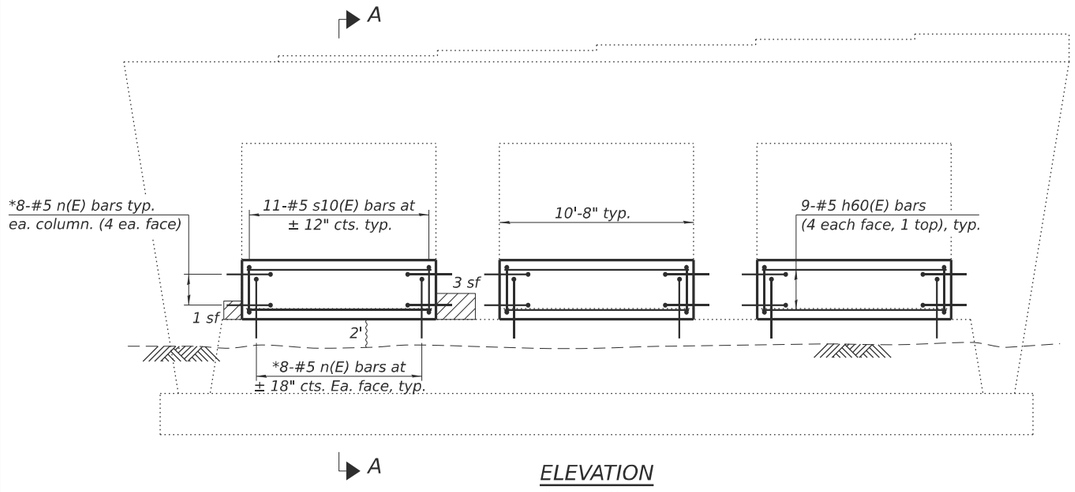
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley		DESIGNED - MTH		REVISED -	
		DRAWN - SJH		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - CZ		REVISED -	
PLOT DATE = 12/3/2025		CHECK DATE - 8/30/25		REVISED -	

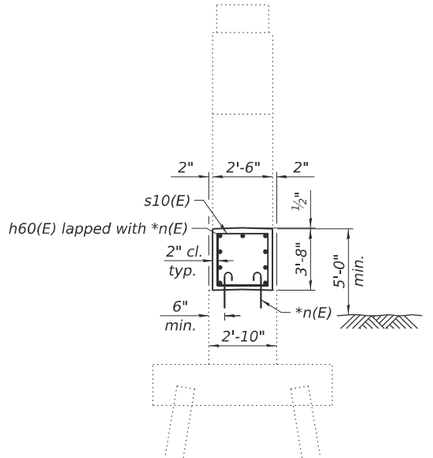
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 057-0155
SHEET 33 OF 37 SHEETS

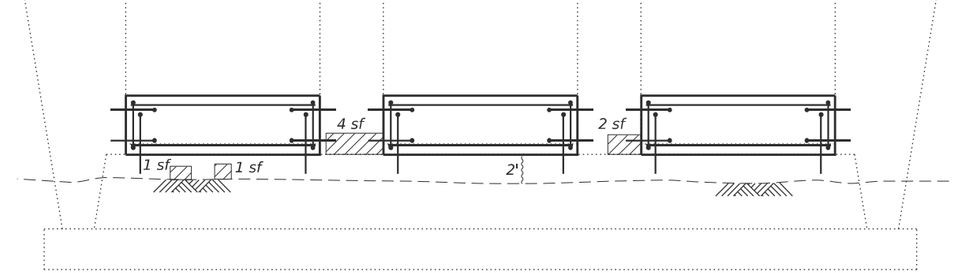
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	104
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



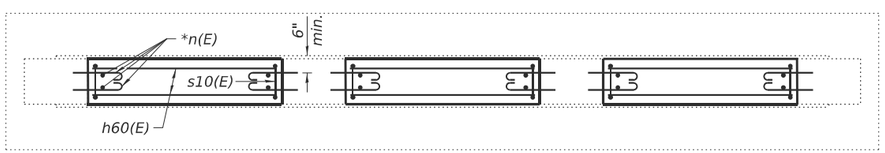
ELEVATION
(Looking North)



SECTION A-A
(Looking East)



ELEVATION
(Looking South)



PLAN

N

* Epoxy grout n(E) bars in 9" min. deep holes according to Article 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.

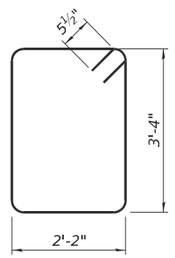
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h60(E)	27	#5	10'-5"	
n(E)	96	#5	4'-0"	
s10(E)	33	#5	11'-11"	
Concrete Structures			Cu. Yd.	10.9
Reinforcement Bars, Epoxy Coated			Pound	1,110
Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)			Sq. Ft.	12
Epoxy Crack Injection			Foot	4

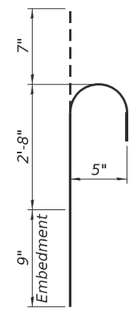
Notes:
Repair of existing pier shall include but may not be limited to the areas shown. The actual area to be repaired shall be determined by the Engineer at the time of construction.
Cost of epoxy grouting bars shall be included with Reinforcement Bars, Epoxy Coated.

LEGEND

- Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)
- Epoxy Crack Injection
- sf Square Feet



BAR s10(E)



BAR n(E)

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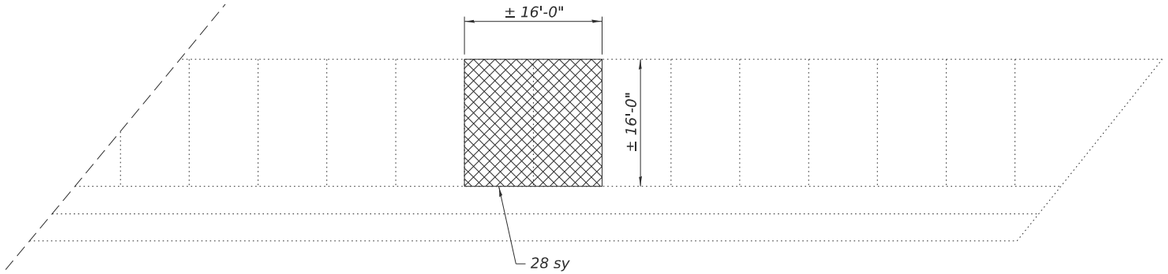
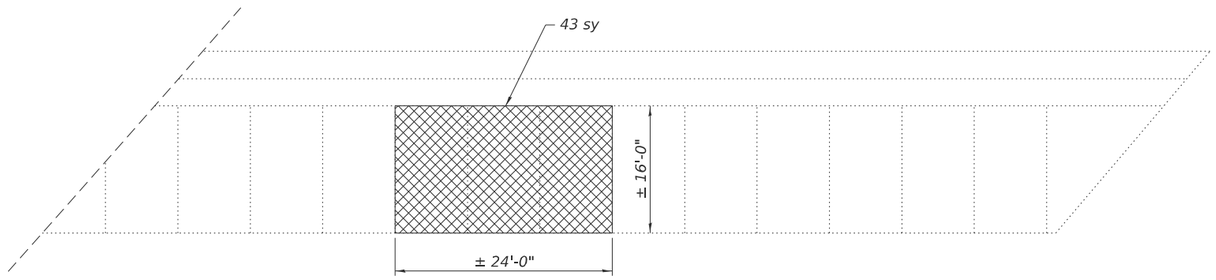
	PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

PIER REPAIR DETAILS
STRUCTURE NO. 057-0155
SHEET 34 OF 37 SHEETS

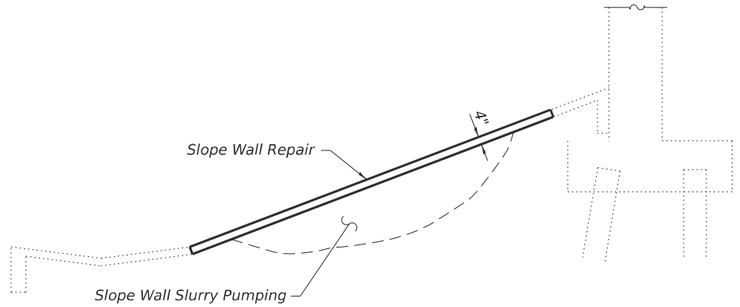
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	105
		CONTRACT NO. 70F77		
		ILLINOIS FED. AID PROJECT		



NORTH SLOPE WALL



SOUTH SLOPE WALL



SECTION THRU SLOPE WALL

N

Notes:

Repair of existing slope wall shall include but may not be limited to the areas shown. The actual area to be repaired shall be determined by the Engineer at the time of construction.

Slope Wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

Voids below the slope wall shall be filled prior to placement of the new slope wall with Controlled Low-Strength Material as specified in Article 593 of the Standard Specifications.

LEGEND

Slope Wall Repair

sy Square Yard

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Repair	Sq. Yd.	71
Slope Wall Slurry Pumping	Cu. Yd.	17

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\linjobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015~70F77-035-SlopeWallRepairDtls.dgn

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Consulting Engineers
Springfield, Illinois

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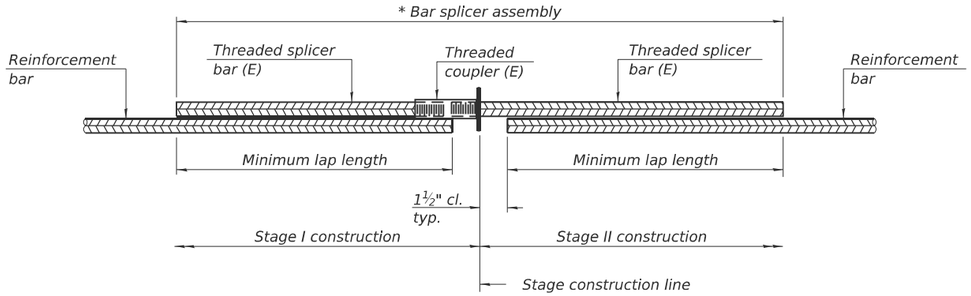
PLOT DATE = 12/3/2025		CHECK DATE - 8/30/25	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPE WALL REPAIR DETAILS
STRUCTURE NO. 057-0155

SHEET 35 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	106
		CONTRACT NO. 70F77		
		ILLINOIS FED. AID PROJECT		



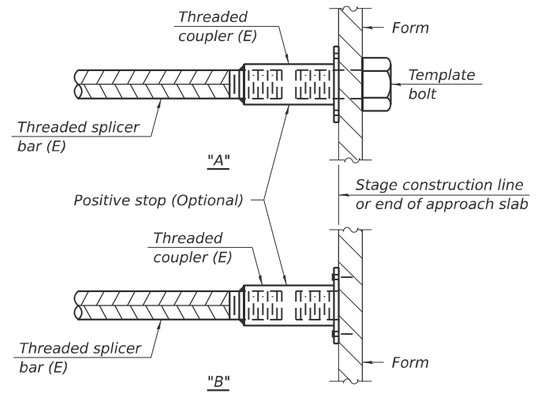
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

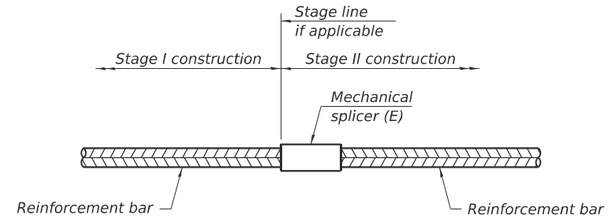
** Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
Deck Slab	#5	469	3'-10"
Deck Slab	#6	16	3'-11"
Vaulted Span	#4	20	2'-11"
Vaulted Span	#5	187	3'-10"
Vaulted Span	#6	8	5'-3"
Approach Slab	#5	148	2'-6"
Approach Slab	#8	90	5'-2"
Abutments	#5	4	3'-5"



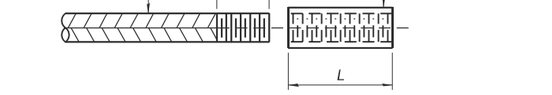
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

Notes:
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

4-4-2025

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

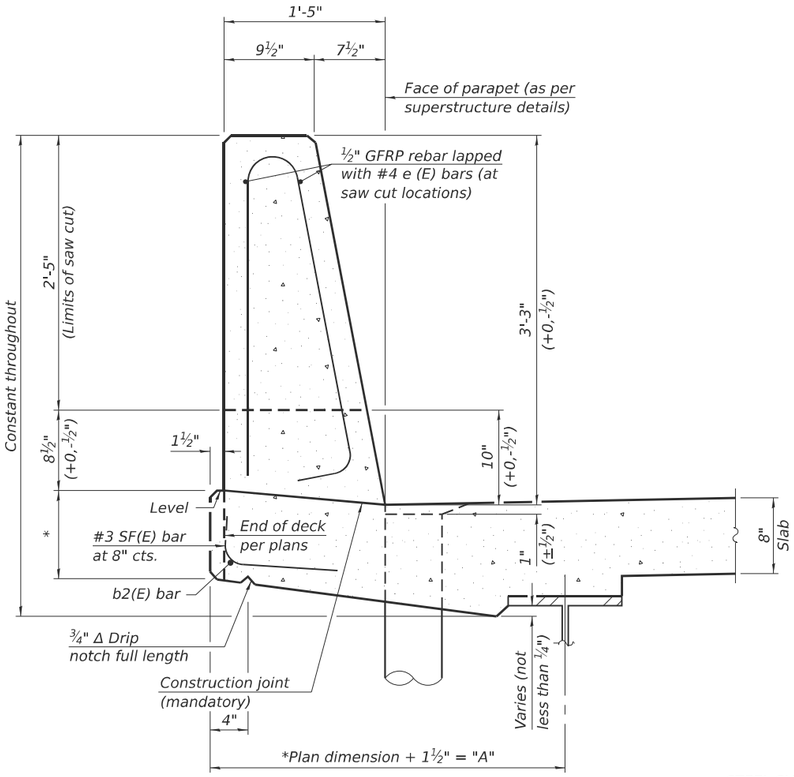
USER NAME = Mike Haley		DESIGNED - MTH		REVISED -	
		DRAWN - SJH		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - CZ		REVISED -	
PLOT DATE = 12/3/2025		CHECK DATE - 8/30/25		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 057-0155
SHEET 36 OF 37 SHEETS

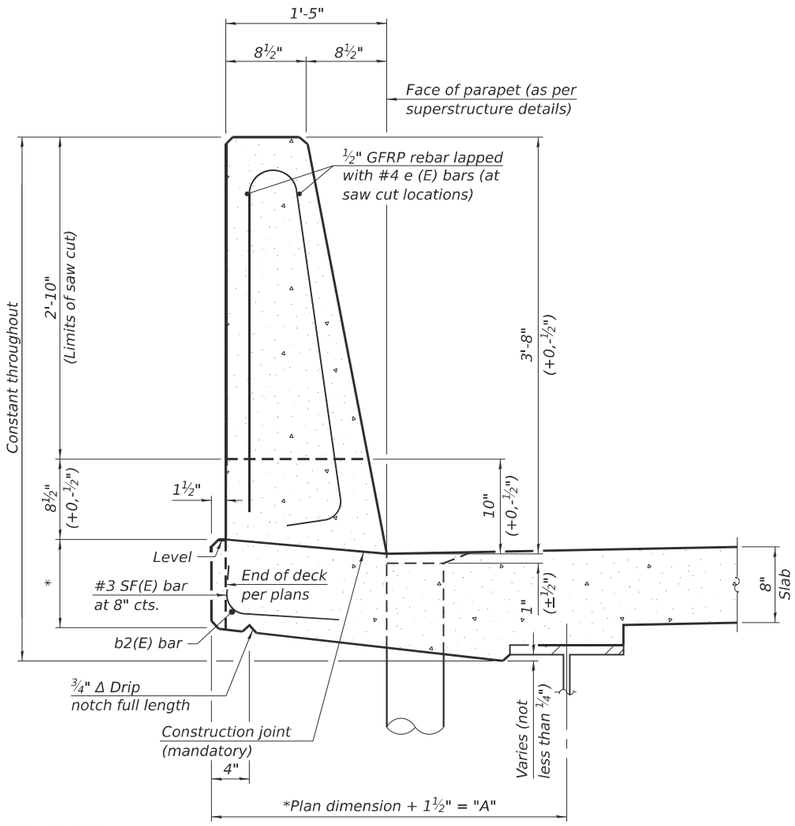
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	107
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

MODEL: BI_Sheet_Consultant
FILE NAME: \\192.168.0.53\Jobs\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015S-70F77-036-BarSplicerDtls.dgn



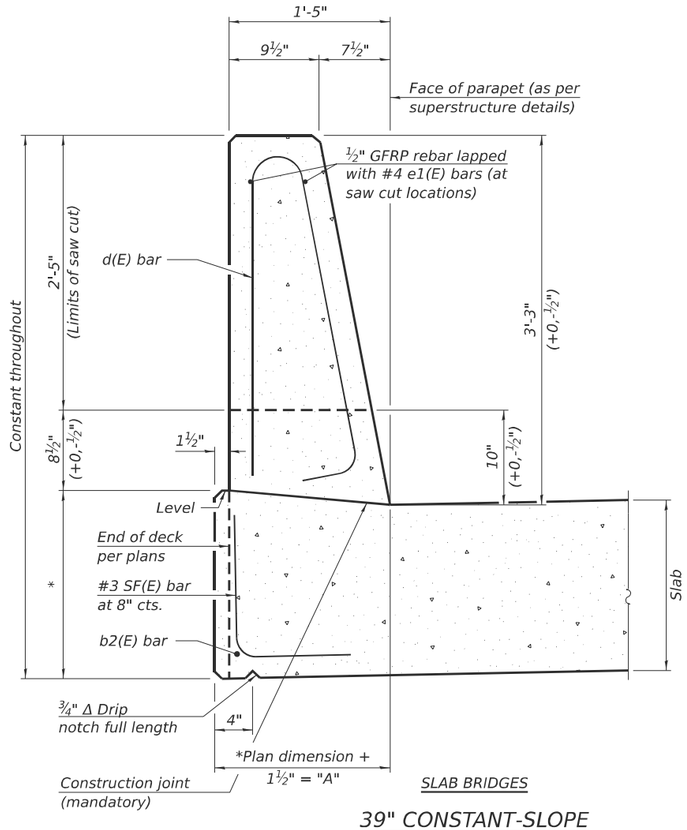
39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



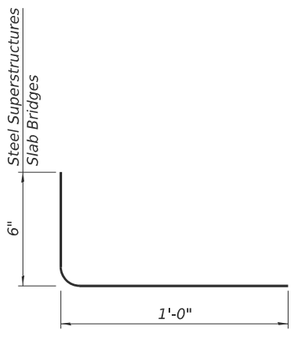
39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

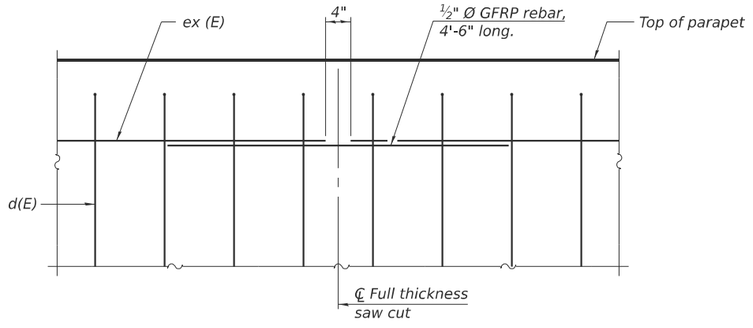
STEEL SUPERSTRUCTURES

SLAB BRIDGES

*See Superstructure Details.



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

(Place as shown in parapet section at each parapet joint location.)

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.
Additional concrete needed to revise dimension "A" (39" and 44" parapets):
Steel Superstructures: 0.00348 cu. yds./ft.
Slab Bridge Superstructures: cu. yds./ft.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44

10/27/2023

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Mike Haley	DESIGNED - MTH	REVISED -	
	DRAWN - SJH	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -	
PLOT DATE = 12/3/2025	CHECK DATE - 8/30/25	REVISED -	

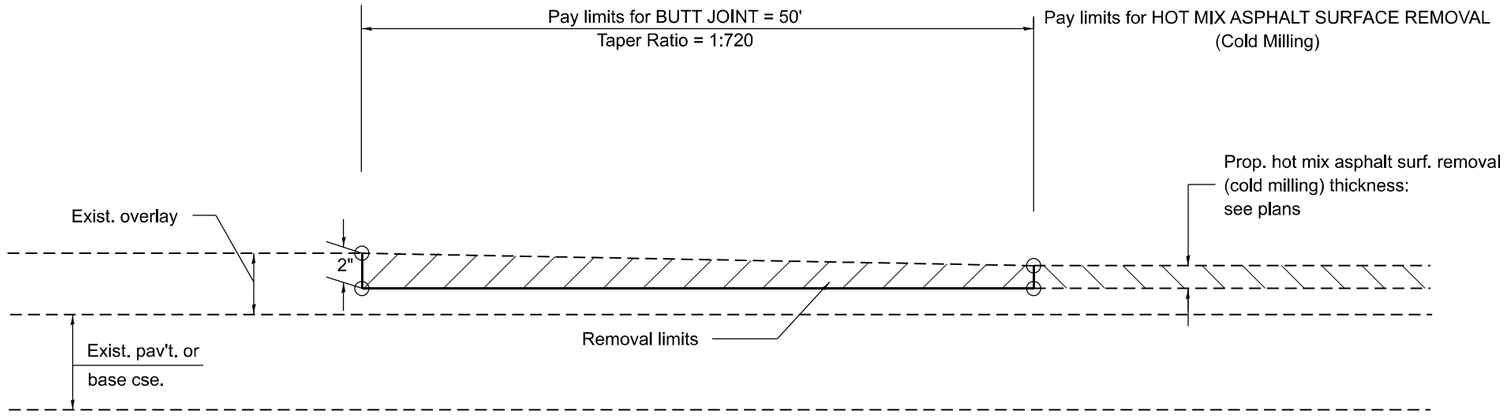
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 057-0155

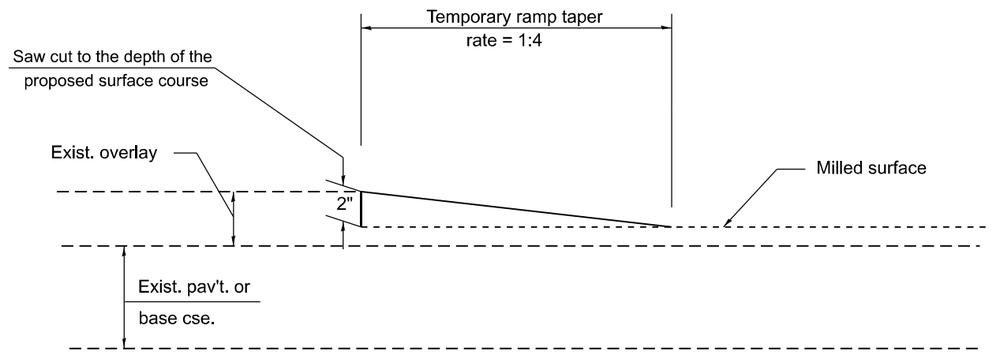
SHEET 37 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-10HB)BR-1	MCLEAN	135	108
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

MODEL: Br_Sheet_Consultant
FILE NAME: \\192.168.0.53\ilprojects\2315\Struct\SN 057-0154 & 057-0155\Final Design\CADD (ORD)\CADD_Sheets\057015~2\0F77-2037-SlipFormParapet.dgn



BUTT JOINT DETAIL



DETAIL TEMPORARY RAMP

GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
3. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
4. Temporary ramps are paid for separately and not included in the cost of the butt joints.

All dimensions are in inches unless otherwise noted.

MODEL: Default
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CAD\403 Plans\D570F77_Sht_Butt Joint Detail.dgn

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003926

USER NAME = Kevin.Sills	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/14/2025	DATE - $DATESUBMIT$	REVISED -

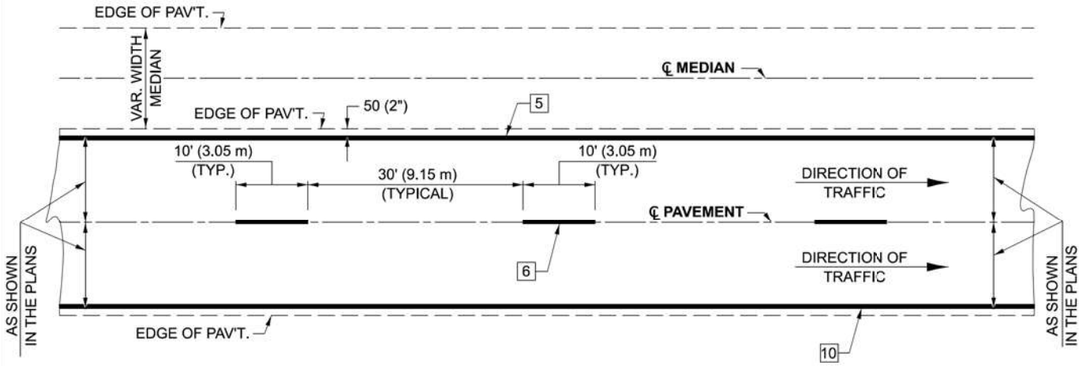
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT DETAIL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	#TOT	109
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

CENTERLINE INTERSTATE OR MULTI-LANE TWO WAY DIVIDED HIGHWAY

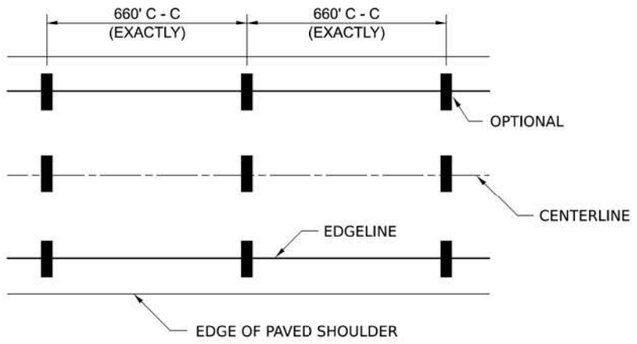


NOTE: PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.

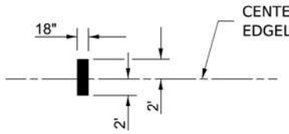
NOTE: SEE ARTICLES 780.04 & 781.03 FOR LOCATION OF STRIPES AND MARKERS RELATIVE TO EDGES OR JOINTS.

FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO STANDARD 781001.

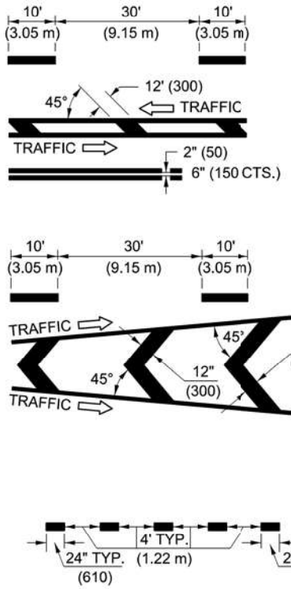
TYPICAL PAVEMENT MARKING LEGEND



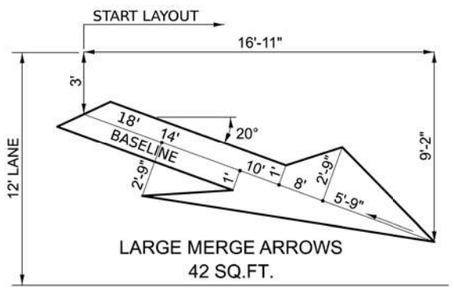
IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF MEASUREMENT CAN BE ATTESTED TO IN COURT.



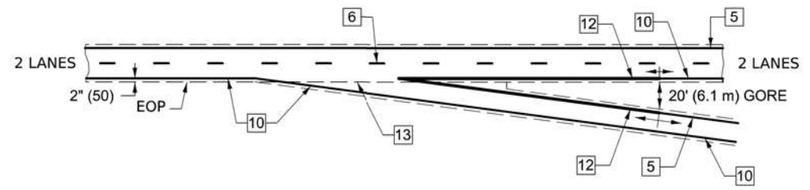
- [1] 4" (100) SKIP-DASH (YELLOW)
- [2] 4" (100) SOLID (YELLOW)
- [3] 12" (300) DIAGONAL (YELLOW)
- [4] 4" (100) DOUBLE YELLOW (NARROW)
- [5] 6" (150) SOLID (YELLOW)
- [6] 6" (150) SKIP-DASH (WHITE)
- [7] 4" (100) SKIP-DASH (WHITE)
- [8] 4" (100) SOLID (WHITE)
- [9] 12" (300) DIAGONAL (WHITE)
- [10] 6" (150) SOLID (WHITE)
- [11] 24" (600) STOP BAR (WHITE)
- [12] 8" (200) SOLID (WHITE)
- [13] 6" (150) LANE LINE EXTENSIONS (WHITE)



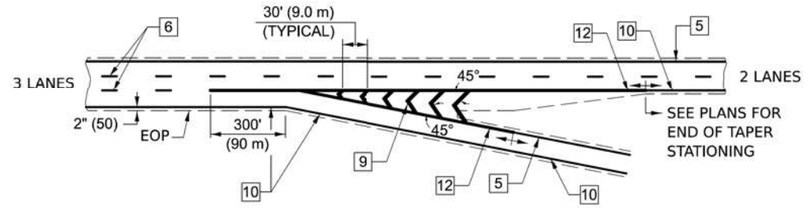
AERIAL SPEED CHECK ZONES



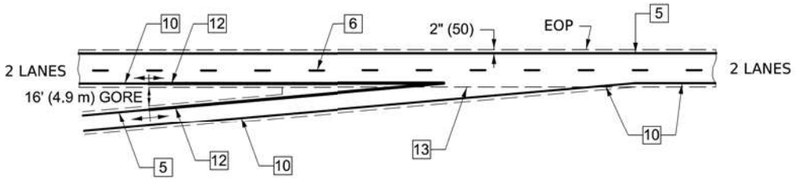
TYPICAL EXIT RAMP TERMINAL



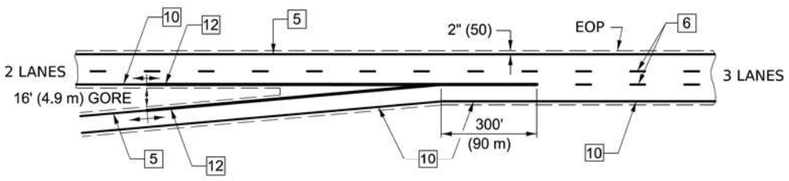
EXIT RAMP TERMINAL with EXCLUSIVE (auxiliary) LANE



TYPICAL ENTRANCE RAMP TERMINAL



ENTRANCE RAMP TERMINAL with EXCLUSIVE LANE



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

MODEL: SHT_PLAN
FILE NAME: C:\Bentley\CONNECT10111\Organization-Civil\IDOT Standards\Civil\IDOT Sheets.cel

USER NAME = Eric.Thomas	DESIGNED -	REVISED - 11/06
	DRAWN -	REVISED - 12/20
PLOT SCALE = $SCALE$	CHECKED -	REVISED -
PLOT DATE = 12/7/2022	DATE -	REVISED -

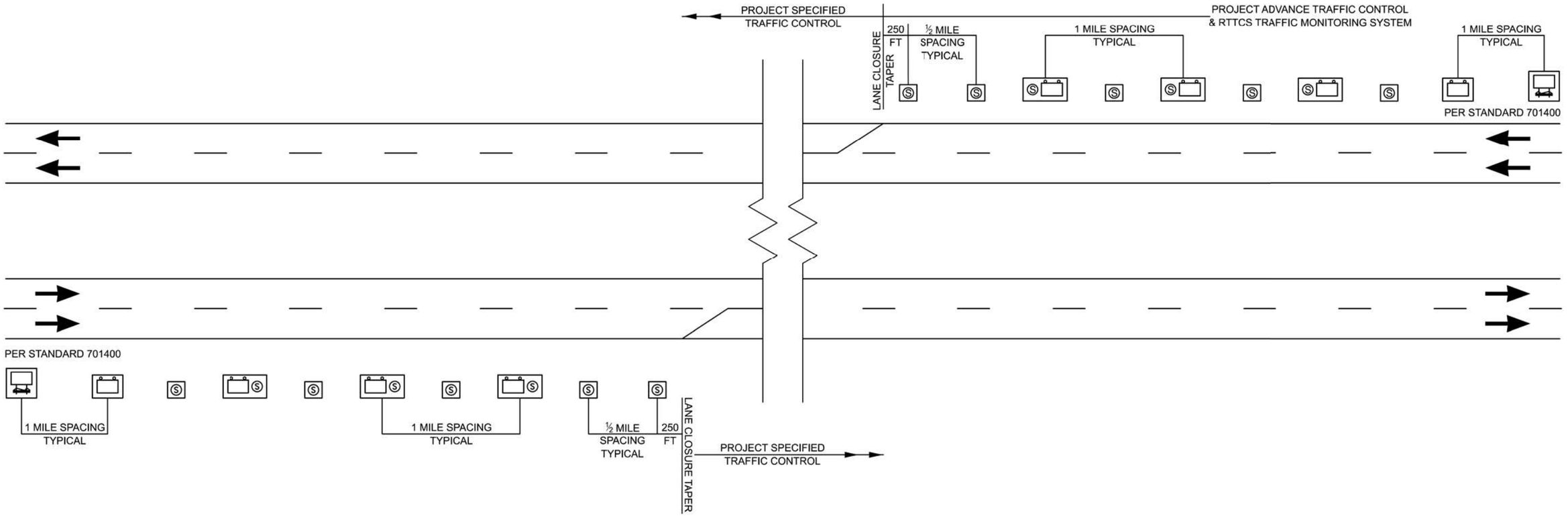
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING (INTERSTATE & MULTI-LANE APPLICATIONS)

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

DISTRICT 5 DETAIL NO. 7800BBBB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR1	MCLEAN	135	110
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



LEGEND

REAL-TIME TRAFFIC CONTROL WARNING SIGN
PROJECT SIGN SHALL BE A 48" X 96" (1200MM X 2400MM)
SIGN THAT SAYS:
"STOPPED TRAFFIC NEXT MILE WHEN FLASHING".

STOPPED TRAFFIC
NEXT MILE
WHEN FLASHING

SINGLE PORTABLE CHANGEABLE MESSAGE SIGN PLACED 1 MILE
IN ADVANCE OF THE REAL-TIME TRAFFIC CONTROL WARNING SIGN.
IT SHALL READ: "RIGHT/LEFT LANE CLOSED // X MILES AHEAD"
THIS PORTABLE CHANGEABLE MESSAGE SIGN IS INCLUDED IN STANDARD 701400

Ⓢ REAL-TIME TRAFFIC MONITORING SENSOR UNIT

NOTES:

1. THE NUMBER OF REAL-TIME TRAFFIC CONTROL WARNINGS SIGNS MAY BE CHANGED AS DIRECTED BY THE ENGINEER. RELOCATION OF REAL-TIME TRAFFIC CONTROL STATIC WARNING SIGNS IS INCLUDED IN THE REAL-TIME TRAFFIC CONTROL PAY ITEMS.
2. REAL-TIME TRAFFIC CONTROL MONITORING SENSOR UNITS SPACED APPROXIMATELY EVERY 1/2 MILE AND REAL-TIME TRAFFIC CONTROL WARNING SIGNS SPACED EVERY 1 MILE OR AS DIRECTED BY THE ENGINEER.
3. THE FIRST REAL-TIME TRAFFIC MONITORING SENSORS UNIT IS TO BE PLACED 250 FOOT UPSTREAM OF THE TAPER.
4. THE SECOND REAL-TIME SPEED TRAFFIC MONITORING SENSOR UNIT IS TO BE PLACED 250 FOOT IN ADVANCE OF THE RIGHT LANE/LEFT LANE CLOSED 1/2 MILE SIGN (STD. 701400).
5. THE FIRST REAL-TIME TRAFFIC CONTROL WARNINGS SIGN SHOULD BE PLACED 500 FOOT IN ADVANCE OF THE RIGHT/LEFT LANE CLOSED 1 MILE SIGN (STD. 701400)
6. THE NUMBER OF RTTCS DEVICES MAY BE REDUCED BASED ON THE LOCATION OF THE PORTABLE CHANGEABLE MESSAGE SIGN PER (STD. 701400) AS DIRECTED BY THE ENGINEER.

Note: All dimensions are in INCHES
(millimeters) unless otherwise shown.

MODEL: X032AAAA
FILE NAME: c:\pw_work\pwidot\cearfock\d0872377\D5####-Sht-Detail_X032AAAA.dgn

USER NAME = Bridgette.Pierson	DESIGNED - JWS	REVISED -
	DRAWN - BRBP	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED - ----	REVISED -
PLOT DATE = 4/26/2024	DATE - 04/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REAL-TIME TRAFFIC CONTROL SYSTEM

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

DISTRICT 5 DETAIL NO. X032AAAA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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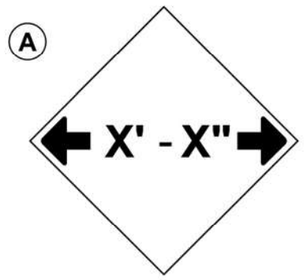
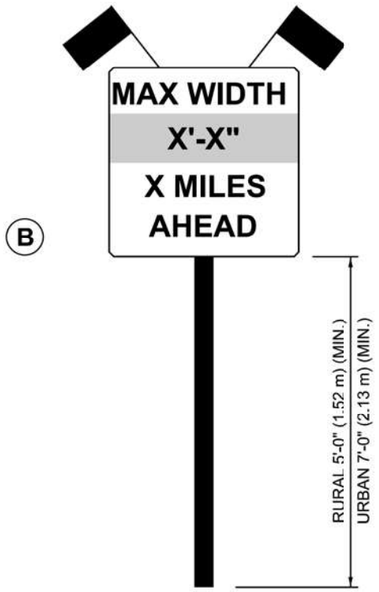
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



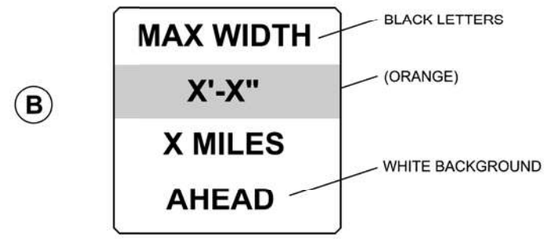
W12-2(0)-48"x48"(1200x1200)

SIGN (A) 2 SIGNS - W12-2(O)-48"x48"(1200x1200) ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

SIGN (B) 2 SIGNS - (SIGN PANEL, TYPE II) AS SHOWN ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.



SIGN PANEL, TYPE II



W12-I103(O)-48"x48"(1200x1200)
"D" LETTERS/NUMBERS

GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.

2. ALL (B) SIGNS SHALL HAVE FLAGS INSTALLED UNLESS OTHERWISE DIRECTED.

3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.

4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR WIDTH RESTRICTION SIGNING.

5. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE DIRECTED.

6. ALL SIGNS SHOWN ORANGE (O) SHALL BE FLUORESCENT ORANGE.

7. ALL SIGNS SHOWN SHALL CONSIST OF THE CURRENT RETROREFLECTIVE SHEETING REQUIREMENTS AS OUTLINED IN SECTION 1106.01 OF THE STANDARD SPECIFICATIONS BOOK.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

MODEL: SHT_PLAN
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USER NAME = Eric.Thomas	DESIGNED -	REVISED -	05-08/
	DRAWN -	REVISED -	10-08 KJT
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	07-09 KJT
PLOT DATE = 12/7/2022	DATE -	REVISED -	03-11 KJT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION SIGNING

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

DISTRICT 5 DETAIL NO. X7200201

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR1	MCLEAN	135	112
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -
	DRAWN - KRS	REVISED -
	CHECKED - RDC	REVISED -
PLOT DATE = 10/14/2025	DATE -	REVISED -

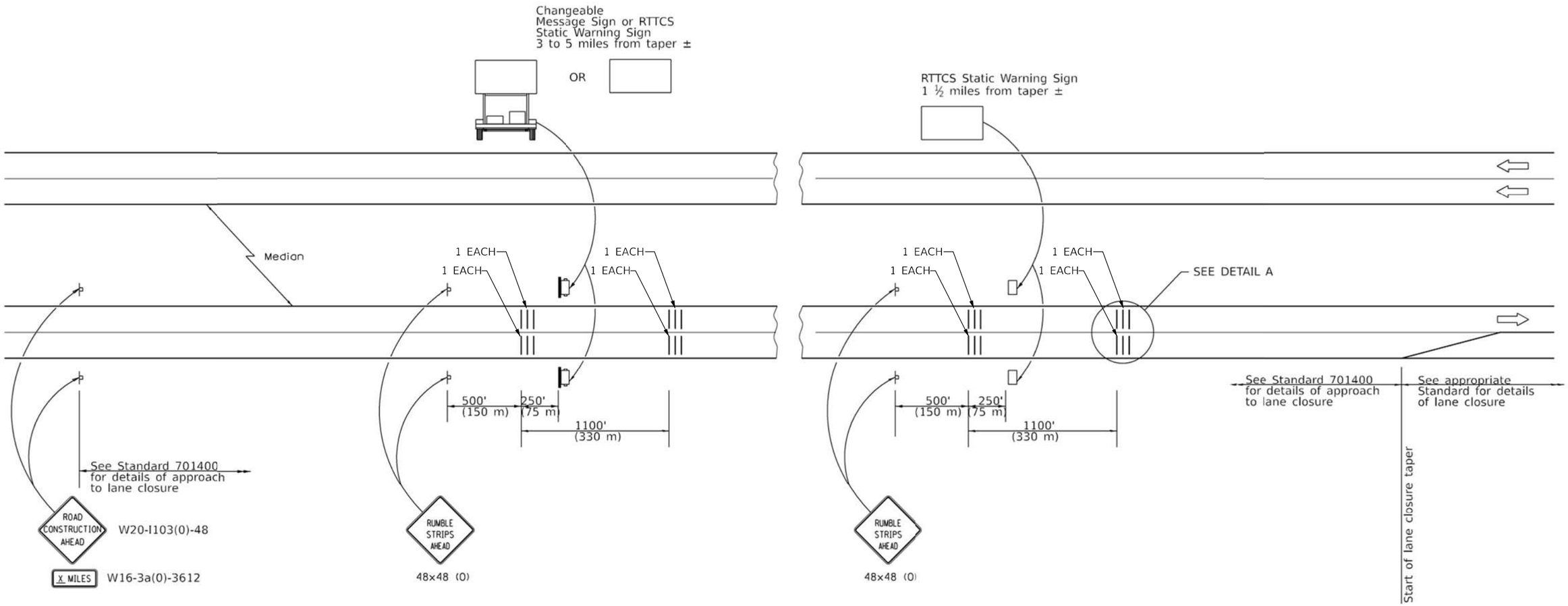
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

70F77 WIDTH RESTRICTION SIGNING PLAN
I-55 OVER US 136

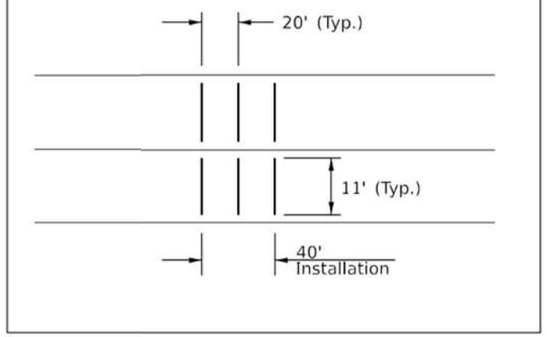
SCALE: 1"=700' | SHEET OF SHEETS | STA. 2035+17.67 | TO STA. 2245+17.67

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	113
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

DETAIL FOR TEMPORARY RUMBLE STRIPS (SPECIAL)



DETAIL A



SYMBOLS

- Sign
- Temporary Rumble Strips (Special)
- Trailer Mounted Sign
- RTTCS Static Warning Sign

GENERAL NOTES

Remove the Temporary Rumble Strips (Special) prior to the removal of the advanced warning signs.

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

MODEL: Page 4
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CAD\403 Plans\D570F77_Stn_DIST5 STANDARDS.dgn

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003535

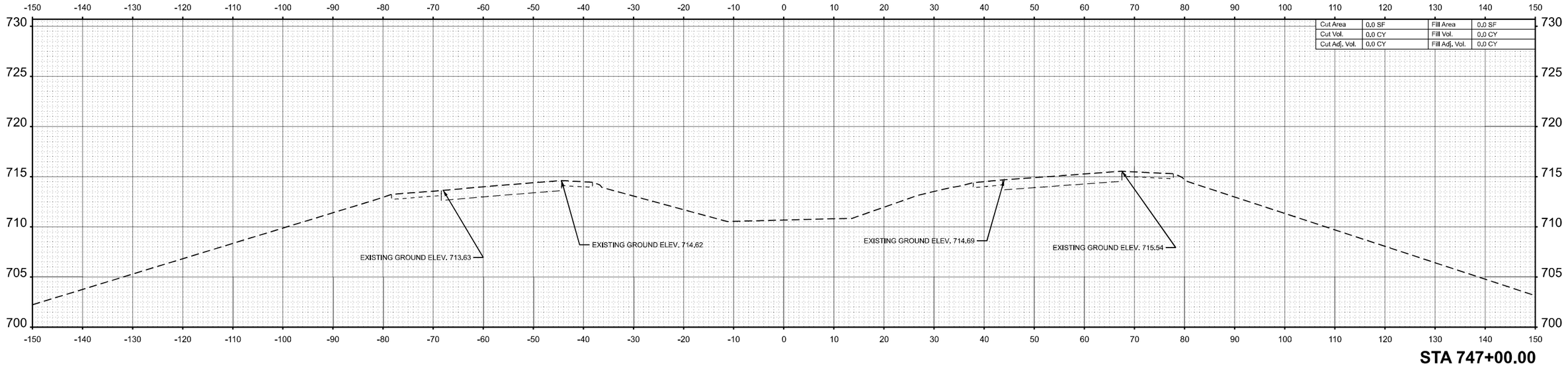
USER NAME =	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE =	DATE - $DATESUBMIT$	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

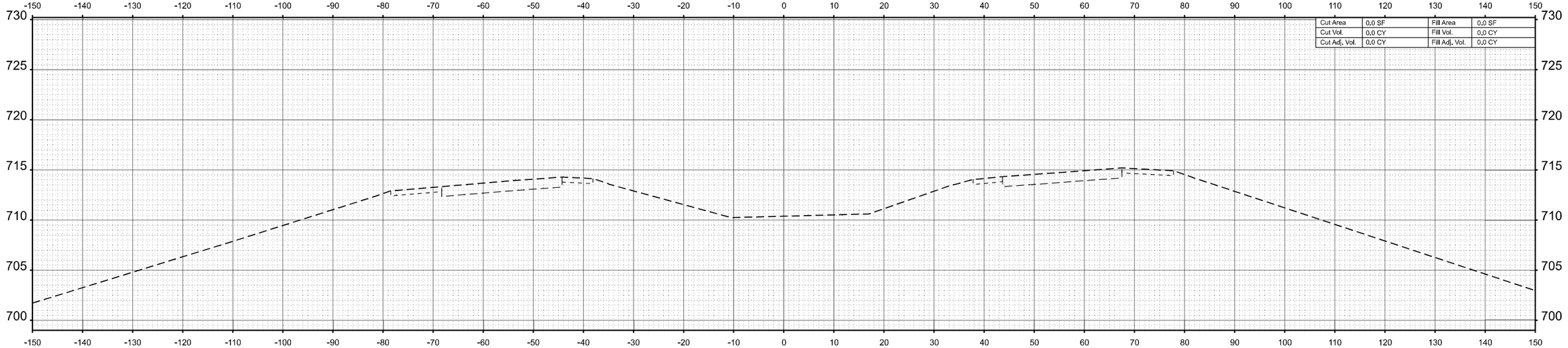
TEMPORARY RUMBLE STRIPS (SPECIAL) DETAIL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR1	MCLEAN	135	114
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



STA 747+00.00



STA 746+50.00

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 746+50.00 | TO STA. 747+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	115
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

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

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

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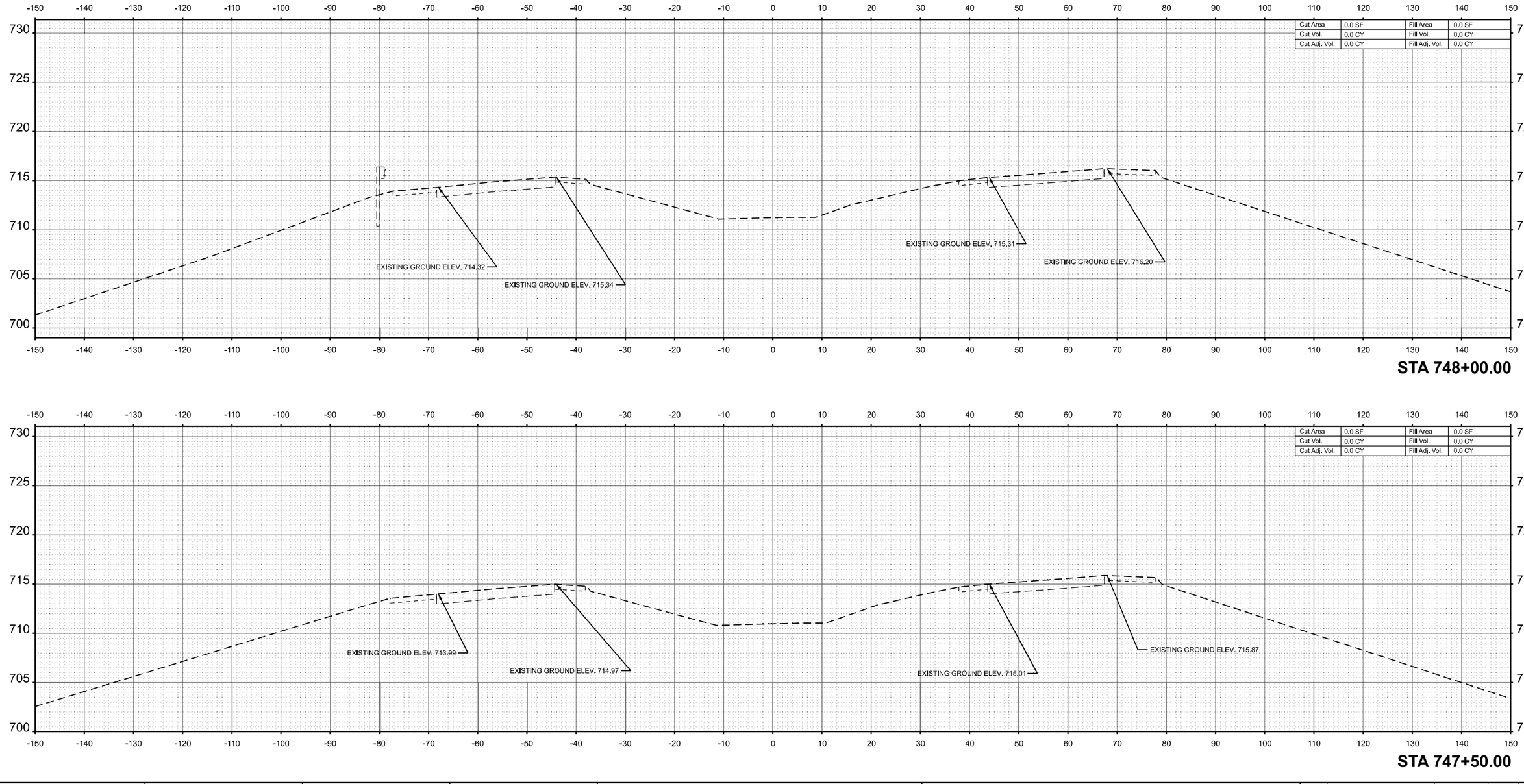

FINAL SURVEY / ORIGINAL SURVEY

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

MODEL: I55ALL - 747+50.00 [Sheet]
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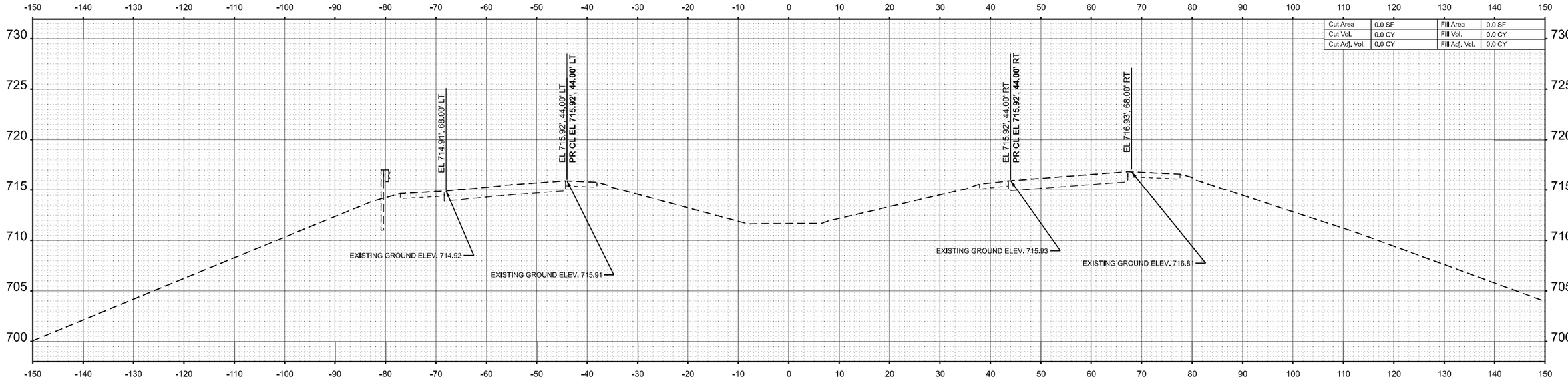
USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

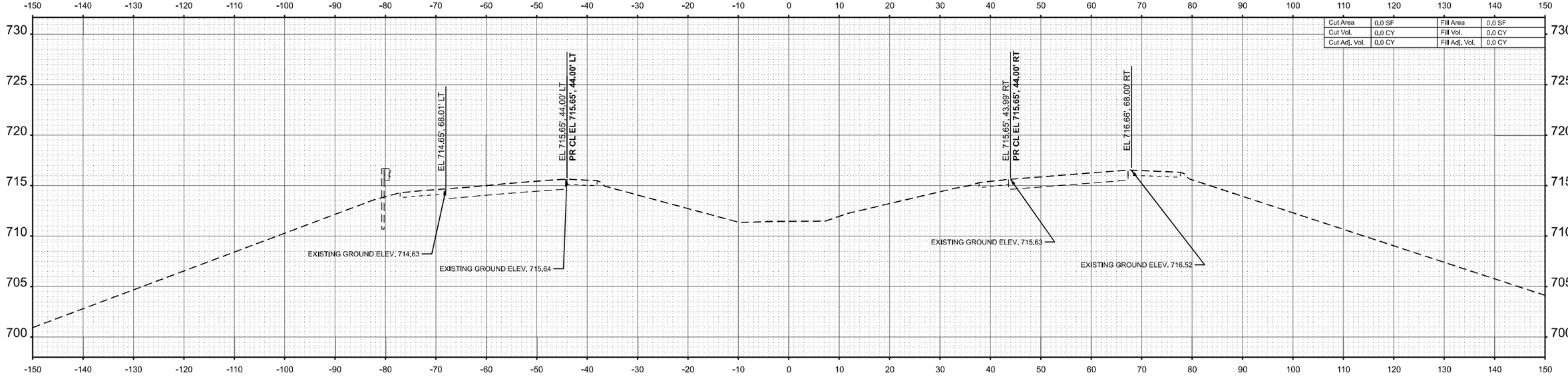
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 747+50.00 | TO STA. 748+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	116
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			





USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 748+50.00 | TO STA. 749+00.00

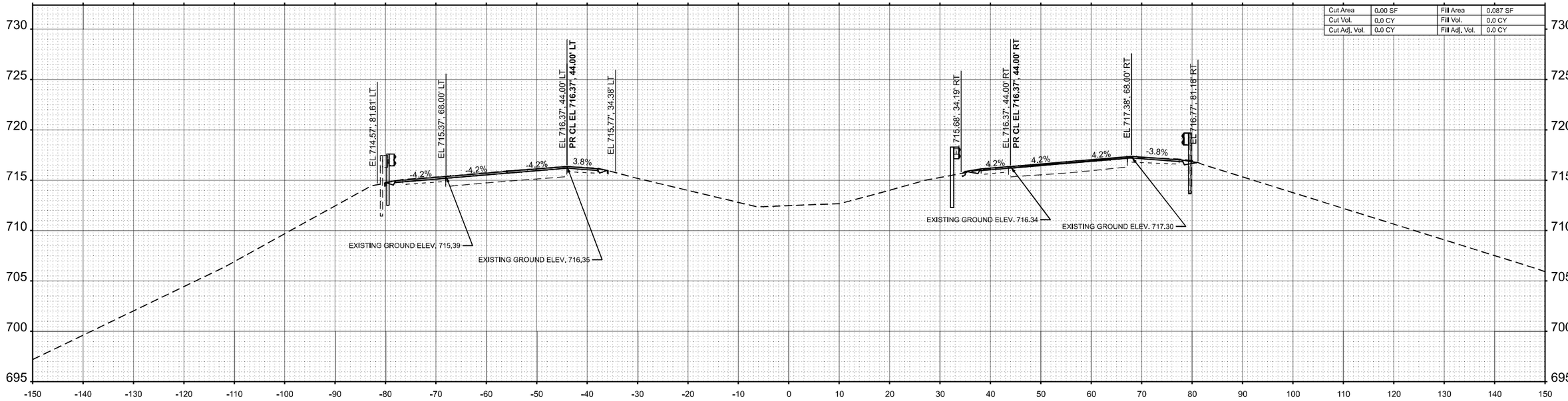
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	117
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

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

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

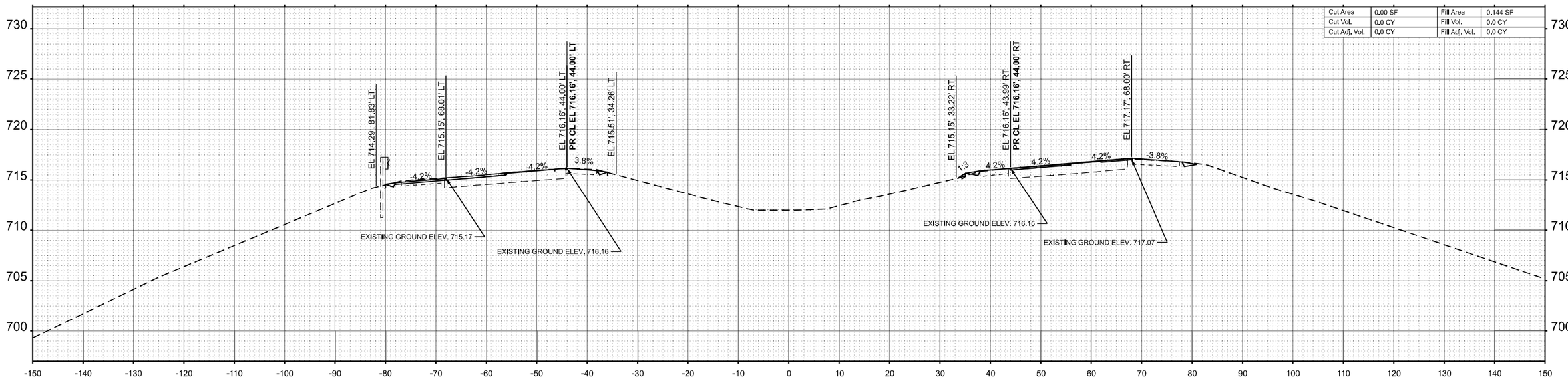
MODEL: I55ALL - 748+50.00 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CAD\403 Plans\D570F77_Sht_XSsht.dgn

Cut Area	0.00 SF	Fill Area	0.087 SF
Cut Vol.	0.0 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	0.0 CY	Fill Adj. Vol.	0.0 CY



STA 750+00.00

Cut Area	0.00 SF	Fill Area	0.144 SF
Cut Vol.	0.0 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	0.0 CY	Fill Adj. Vol.	0.0 CY



STA 749+50.00

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 749+50.00 | TO STA. 750+00.00

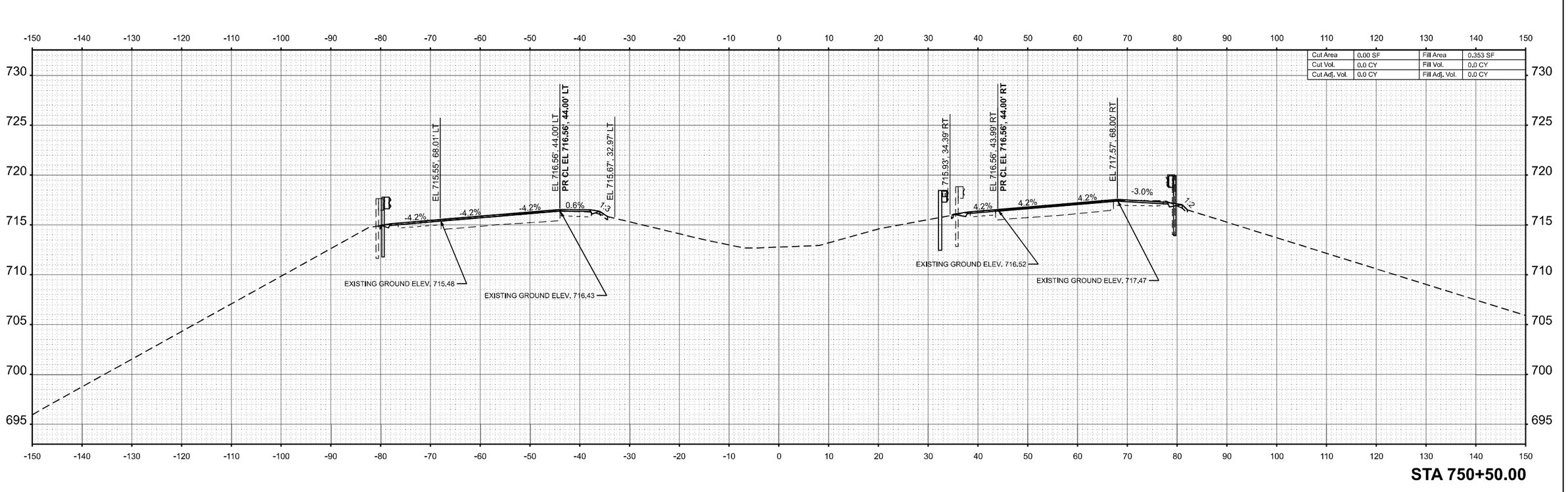
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	118
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

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

MODEL: I55ALL - 749+50.00 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CAD\403 Plans\D570F77_Sht_XSsht.dgn

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

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



STA 750+50.00

MODEL: I55ALL - 750+50.00 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CAD\403 Plans\D570F77_Sht_XSsht.dgn

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

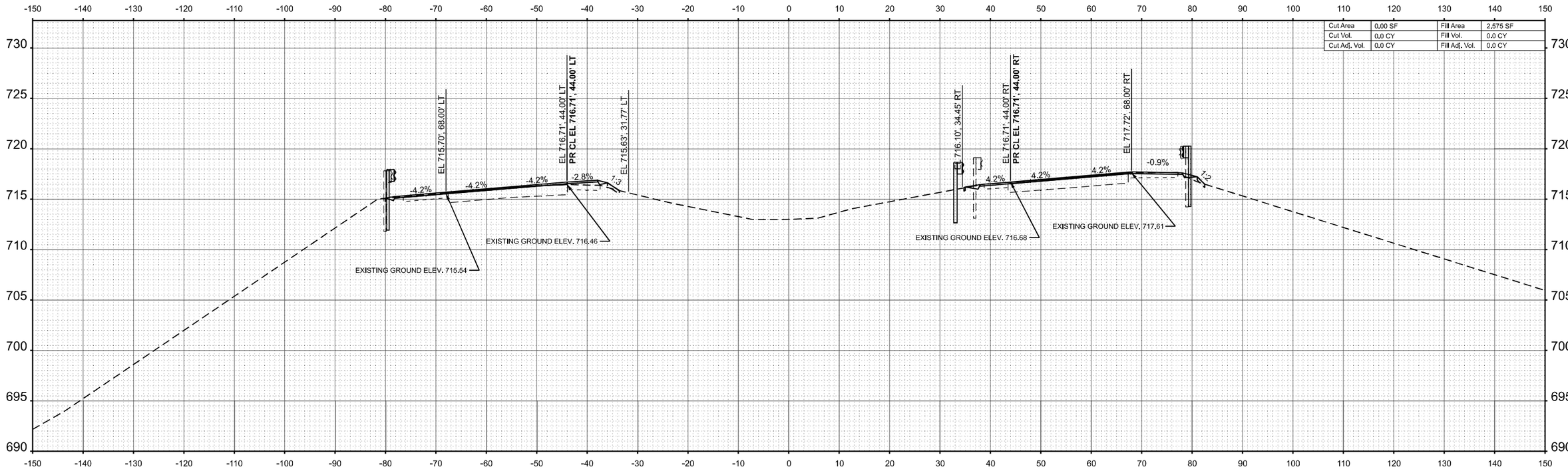
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 750+50.00 | TO STA. 750+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	119
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

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



STA 751+00.00

MODEL: I55ALL - 751+00.00 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CAD\403 Plans\D570F77_Sht_XSsht.dgn

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

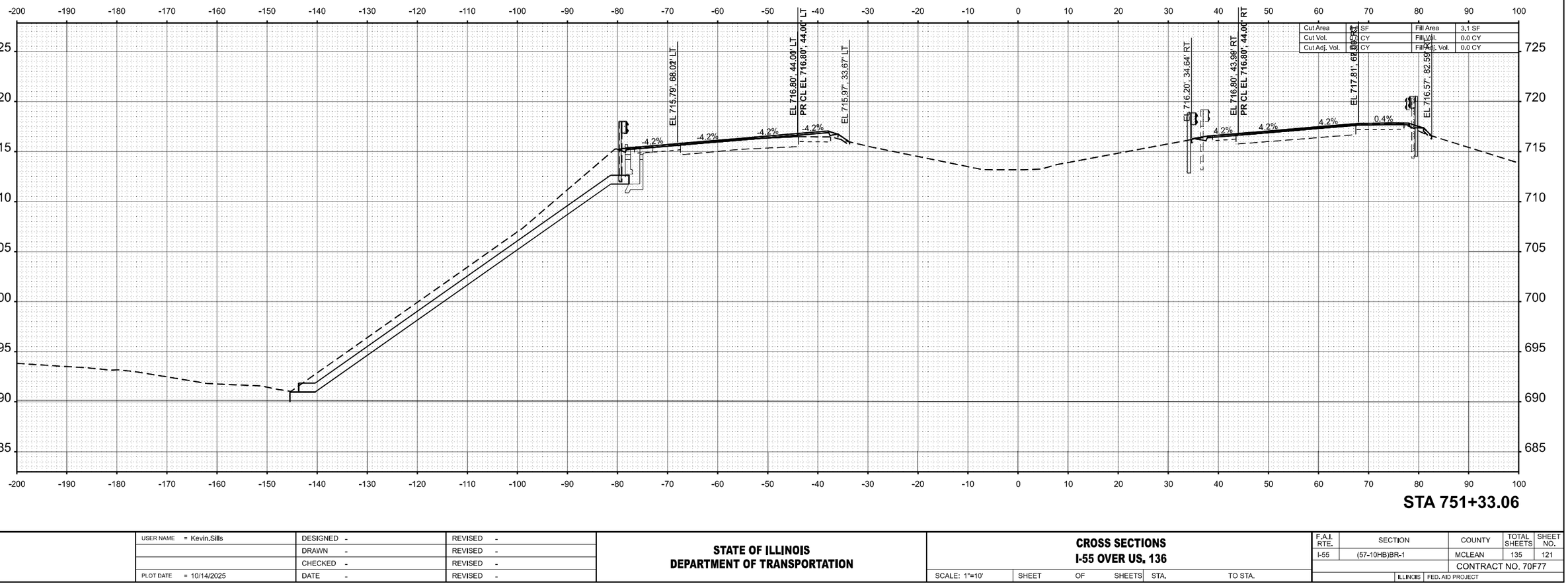
USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 751+00.00 | TO STA. 751+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	120
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



MODEL: I55ALL-1 - 751+33.06 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-5134A IDOT I-55 Bridges at McLean\400 CADD\03 Plans\D570F77_Sht_XSsht.dgn

USER NAME = Kevin.Sills	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	121
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

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

Cut Area	0.00 SF	Fill Area	3,548 SF
Cut Vol.	0.0 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	0.0 CY	Fill Adj. Vol.	0.0 CY

EL 715.83', 68.00' LT
EL 716.84', 44.00' LT
PR CL EL 716.84', 44.00' LT
EL 715.82', 31.71' LT
EL 716.20', 34.34' RT
EL 716.84', 44.00' RT
PR CL EL 716.84', 44.00' RT
EL 717.85', 68.00' RT
-4.2%
4.2%
1.1%
1.5%
EXISTING GROUND ELEV. 715.65
EXISTING GROUND ELEV. 716.54
EXISTING GROUND ELEV. 716.81
EXISTING GROUND ELEV. 717.73

STA 751+50.00

MODEL: I55ALL - 751+50.00 [Sheet]
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USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

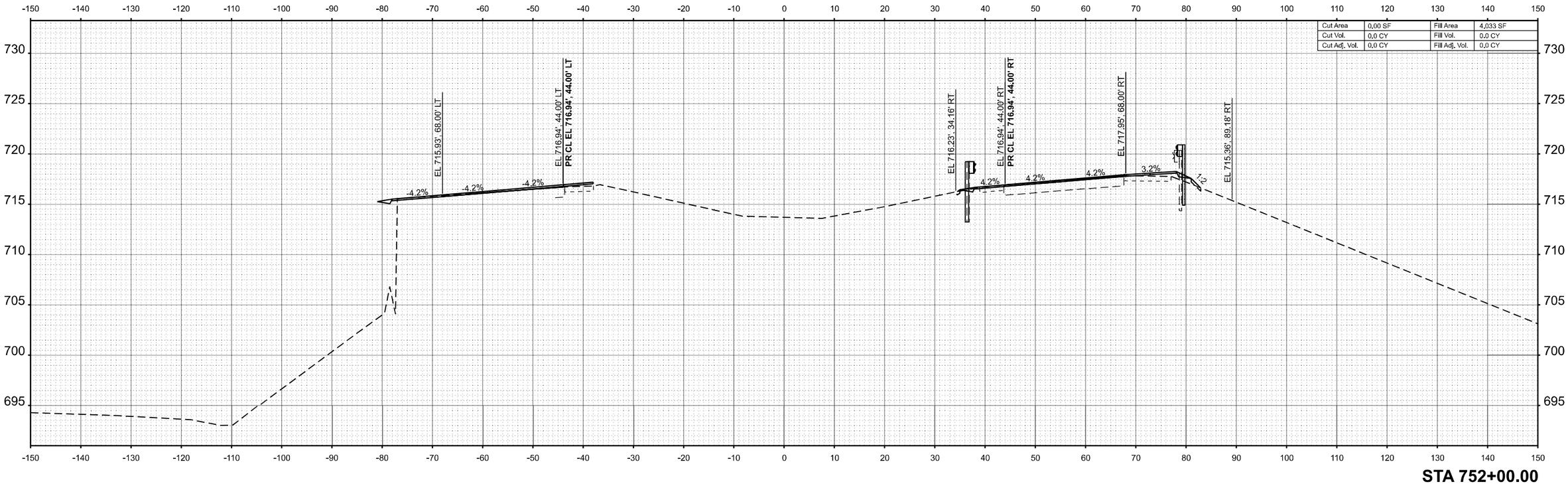
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 751+50.00 | TO STA. 751+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	122
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

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



STA 752+00.00

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

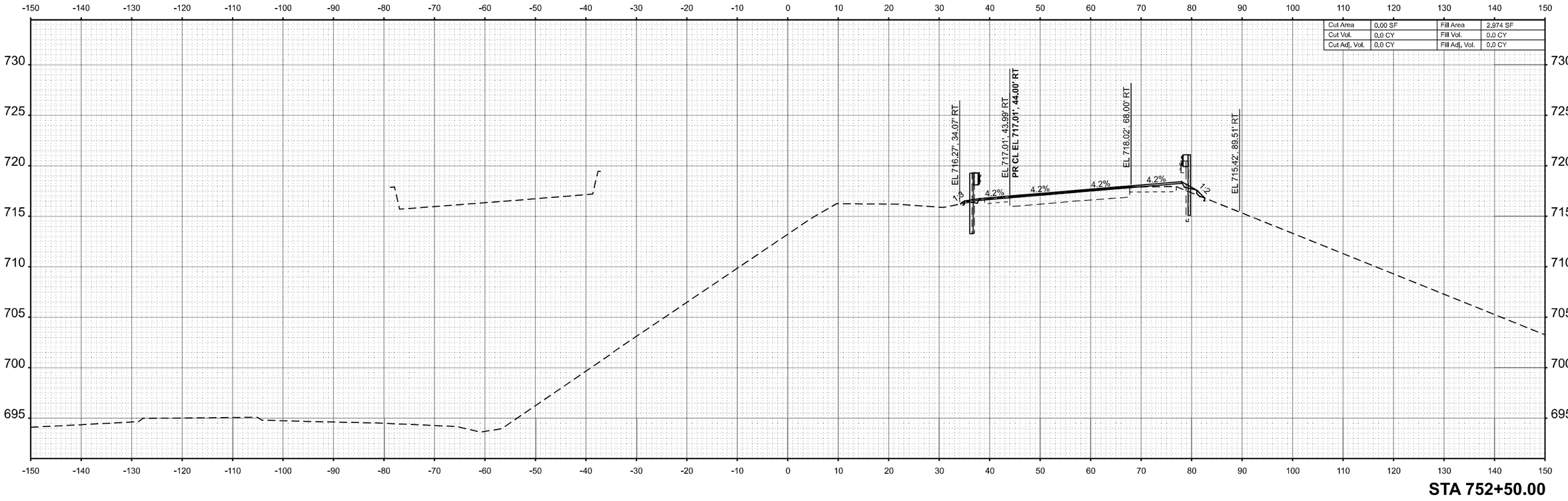
MODEL: I55ALL - 752+00.00 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CAD\403 Plans\D570F77_Sht_XSsht.dgn

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**CROSS SECTIONS I-55 OVER US. 136**
	DRAWN - KRS	REVISED -		
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -		
PLOT DATE = 10/14/2025	DATE -	REVISED -		SCALE: 1"=10' SHEET OF SHEETS STA. 752+00.00 TO STA. 752+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	123
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

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

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



STA 752+50.00

MODEL: I55ALL - 752+50.00 [Sheet]
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USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

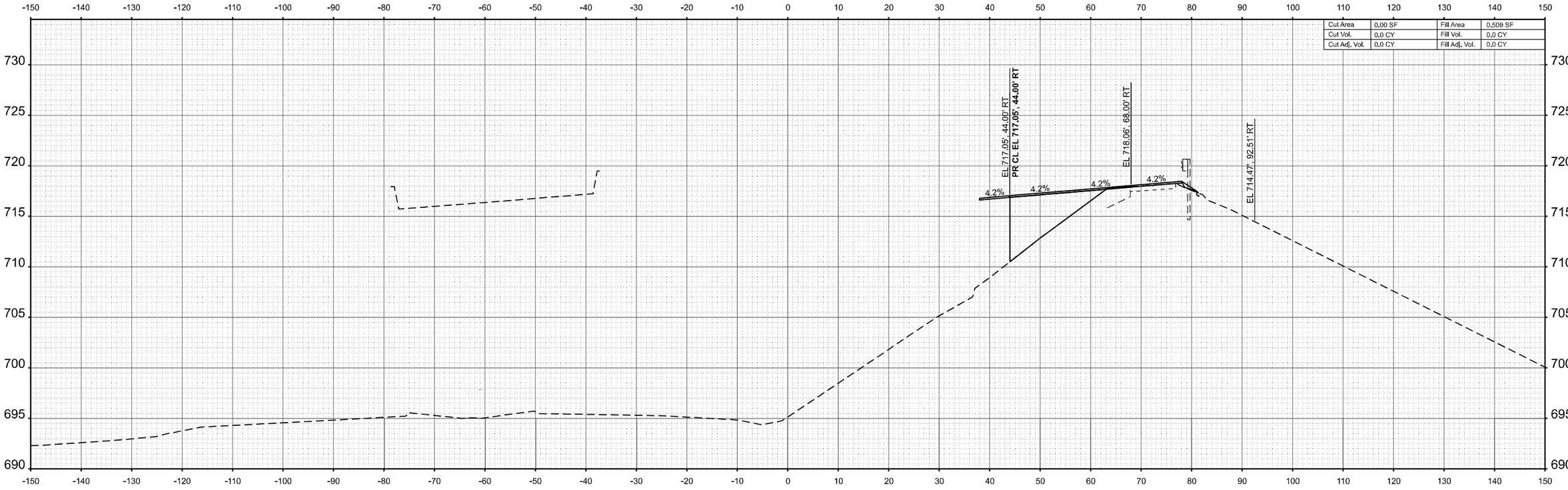
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 752+50.00 | TO STA. 752+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	124
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

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



STA 753+00.00

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 753+00.00 | TO STA. 753+00.00

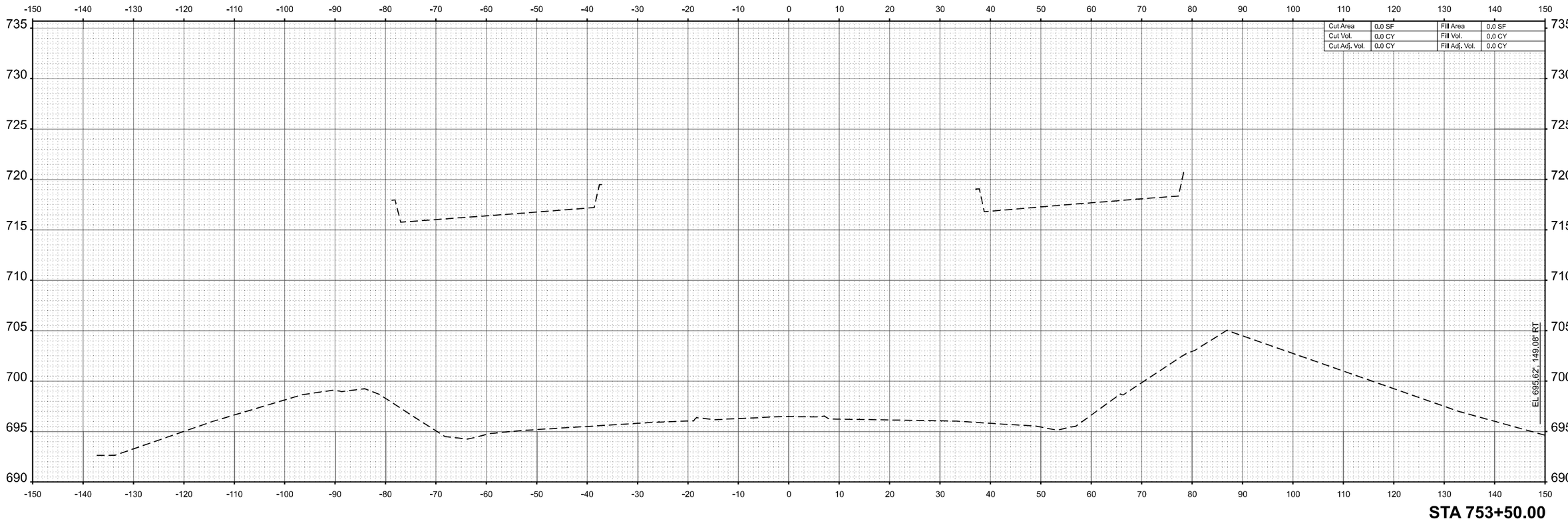
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	125
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

MODEL: I55ALL - 753+00.00 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CAD\403 Plans\D570F77_Sht_XSsht.dgn

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

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

BY	DATE



STA 753+50.00

MODEL: I55ALL - 753+50.00 [Sheet]
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USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

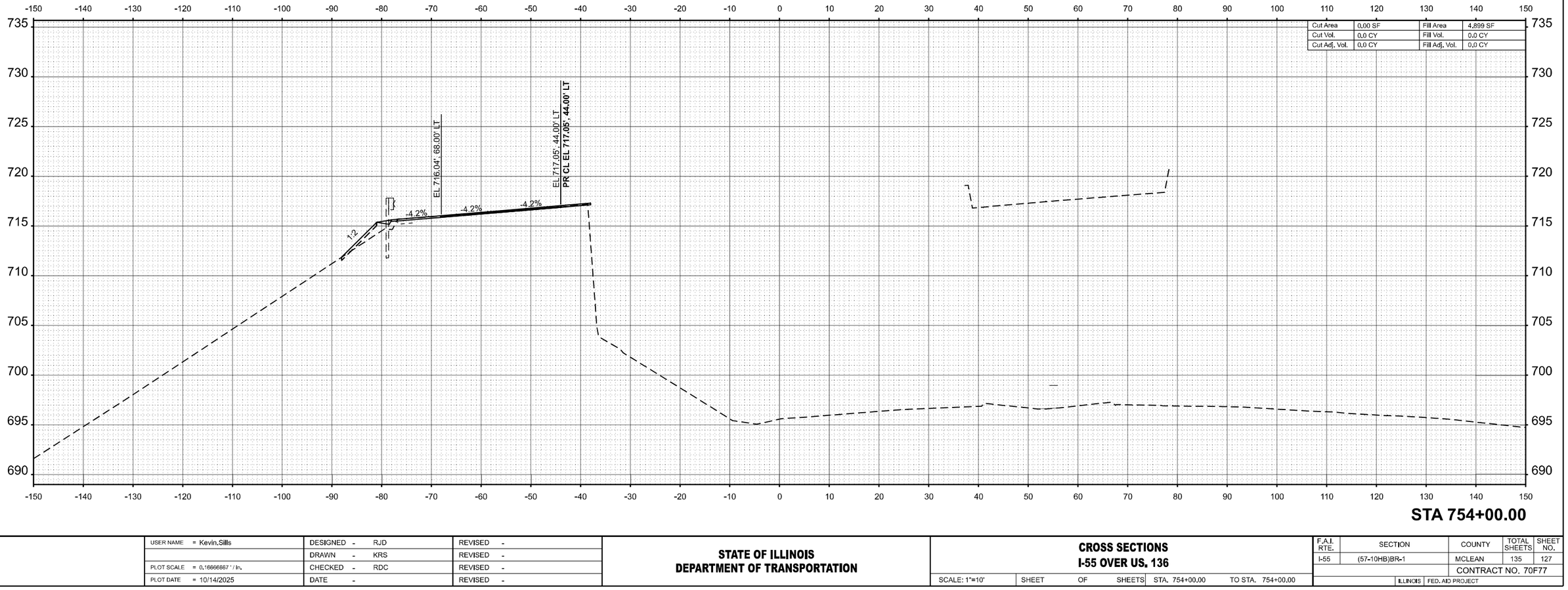
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 753+50.00 | TO STA. 753+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	126
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		

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



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

MODEL: I55ALL - 754+00.00 [Sheet]
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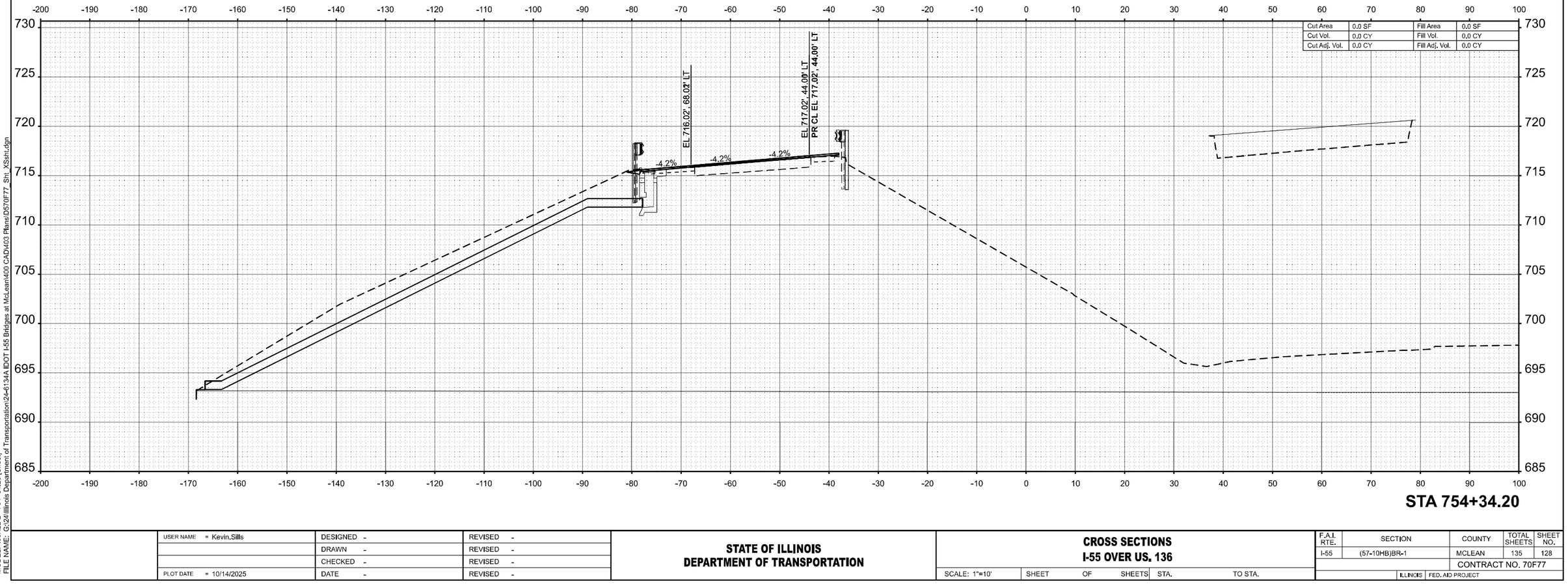
USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 754+00.00 | TO STA. 754+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	127
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		



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USER NAME = Kevin.Sills	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

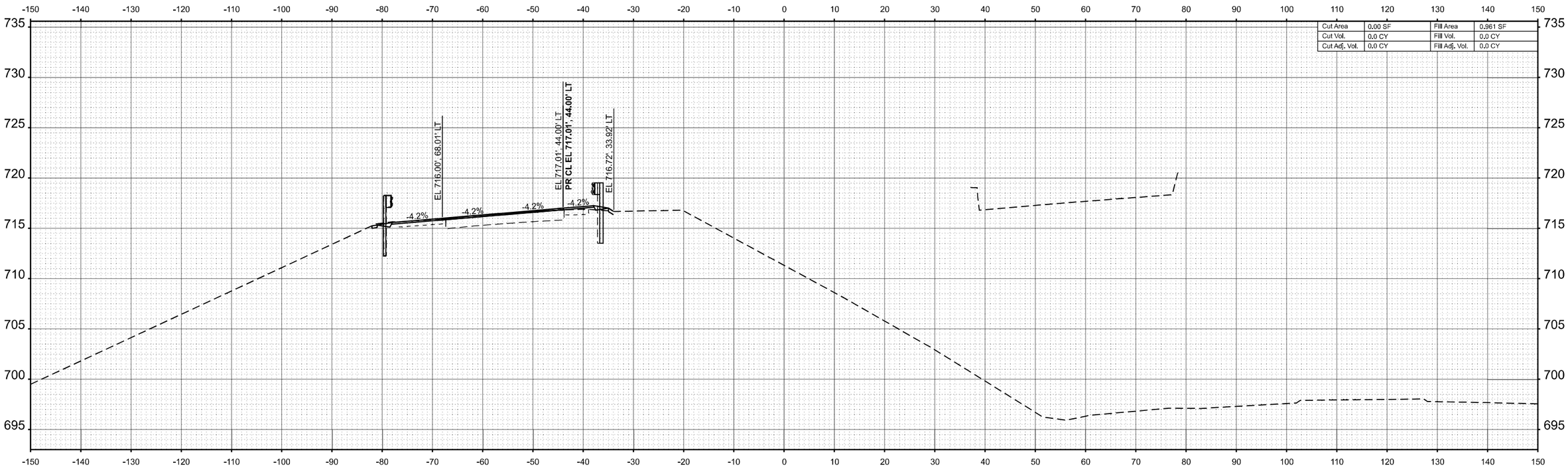
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	128
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

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



STA 754+50.00

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

MODEL: I55ALL - 754+50.00 [Sheet]
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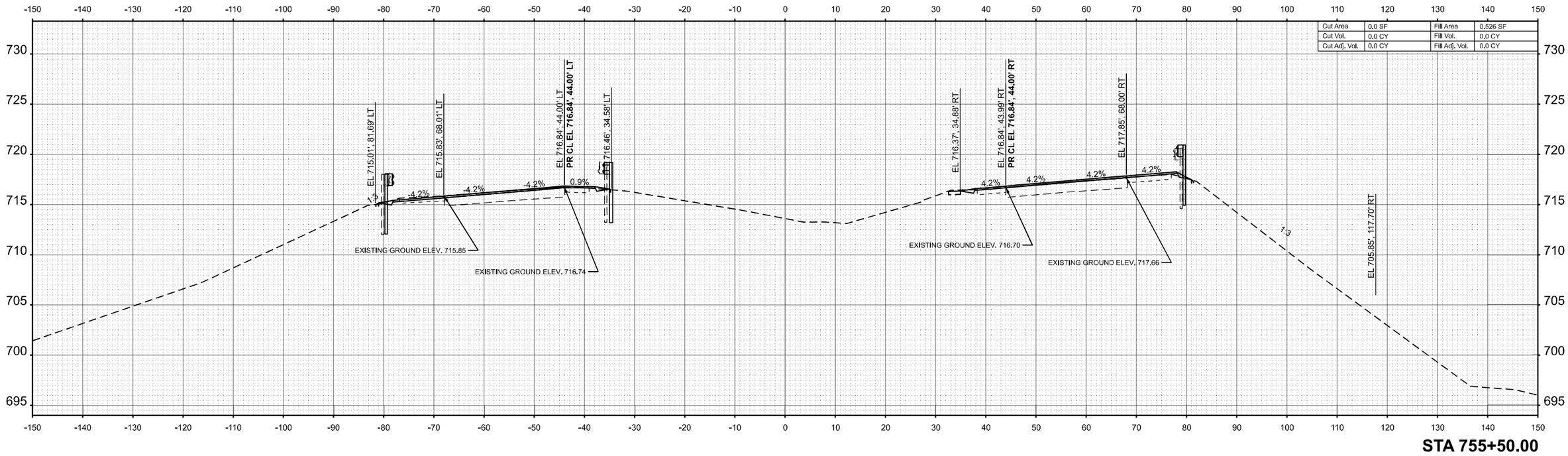
USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -
	DRAWN - KRS	REVISED -
PLOT SCALE = 0.1666667 ' / In.	CHECKED - RDC	REVISED -
PLOT DATE = 10/14/2025	DATE -	REVISED -

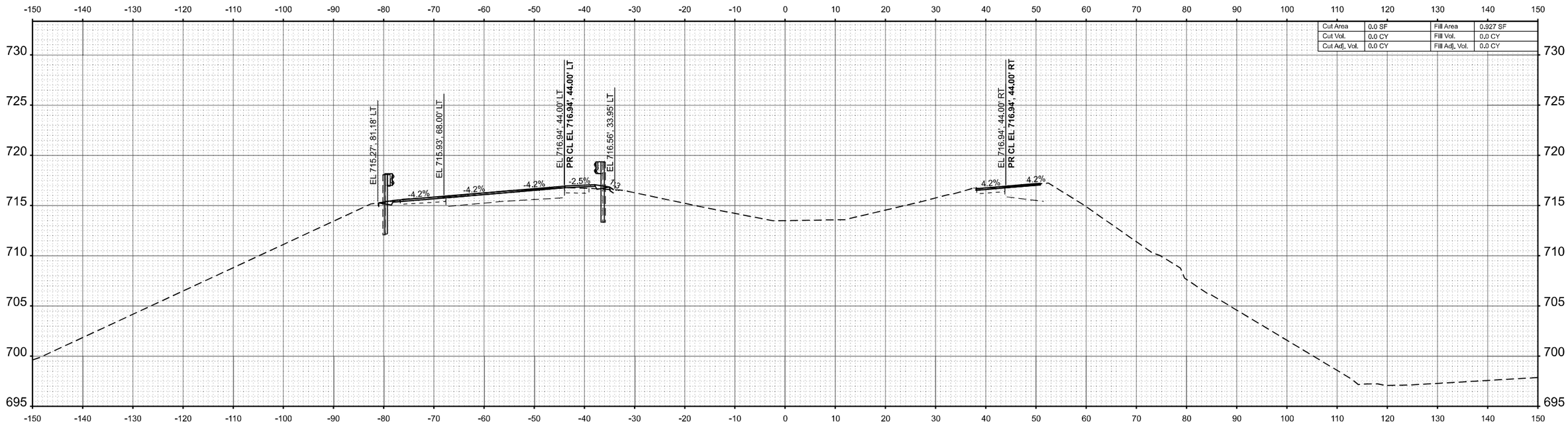
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 754+50.00 | TO STA. 754+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	129
		CONTRACT NO. 70F77		
	ILLINOIS	FED. AID PROJECT		





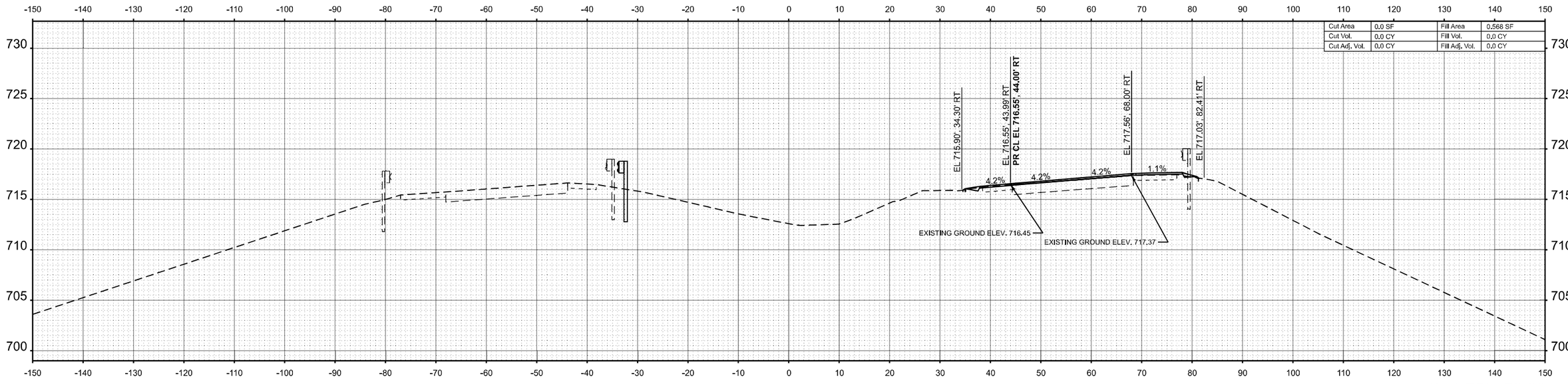
USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**CROSS SECTIONS I-55 OVER US. 136**
	DRAWN - KRS	REVISED -		
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -		SCALE: 1"=10' SHEET OF SHEETS STA. 755+00.00 TO STA. 755+50.00
PLOT DATE = 10/14/2025	DATE -	REVISED -		

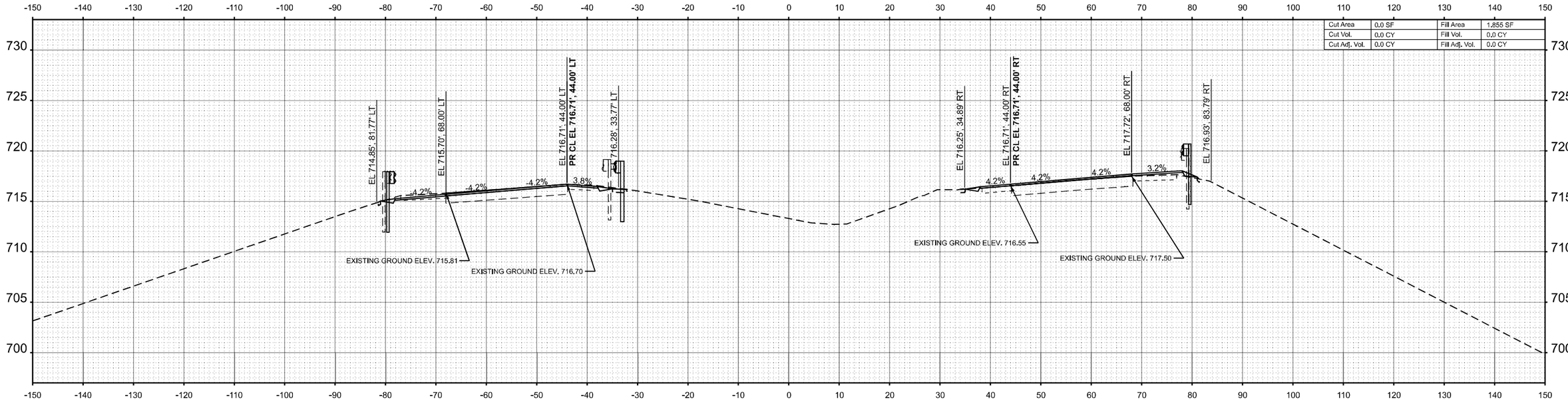
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	130
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

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

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

MODEL: I55ALL - 755+00.00 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CAD\403 Plans\D570F77_Sht_XSsht.dgn





USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 756+00.00 | TO STA. 756+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	131
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

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

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

MODEL: I55ALL - 756+00.00 [Sheet]
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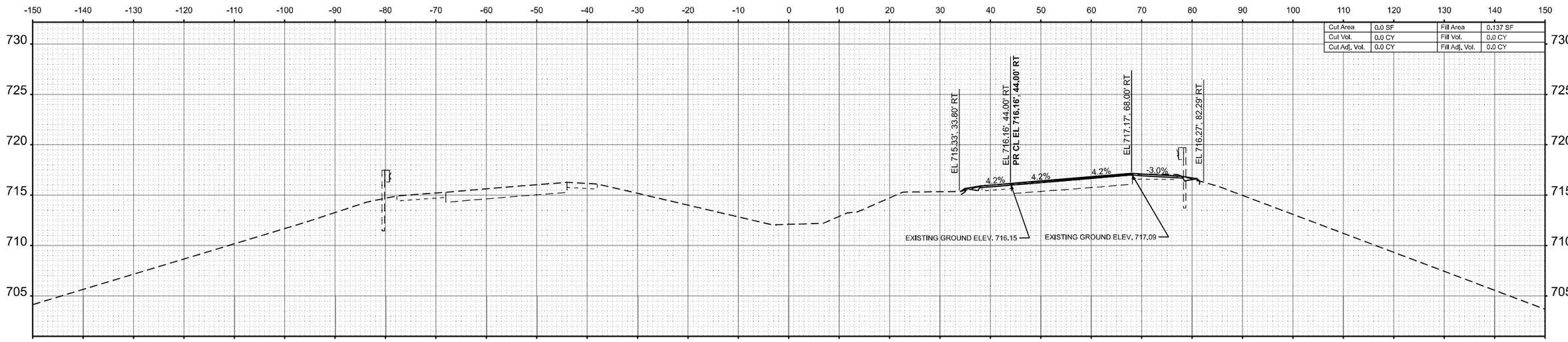
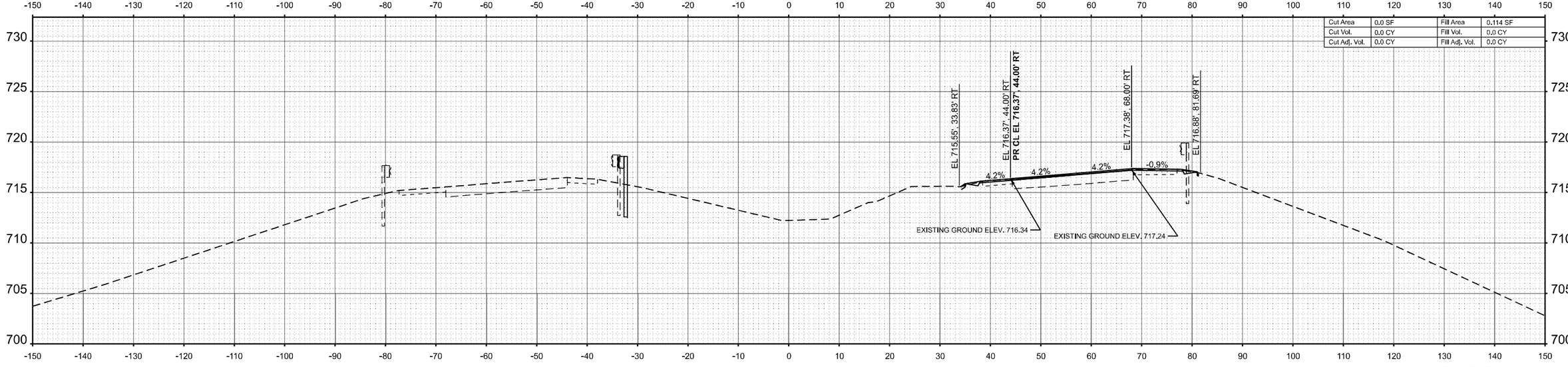


STA 757+50.00



STA 757+00.00

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 757+00.00 | TO STA. 757+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	132
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

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

MODEL: I55ALL - 757+00.00 [Sheet]
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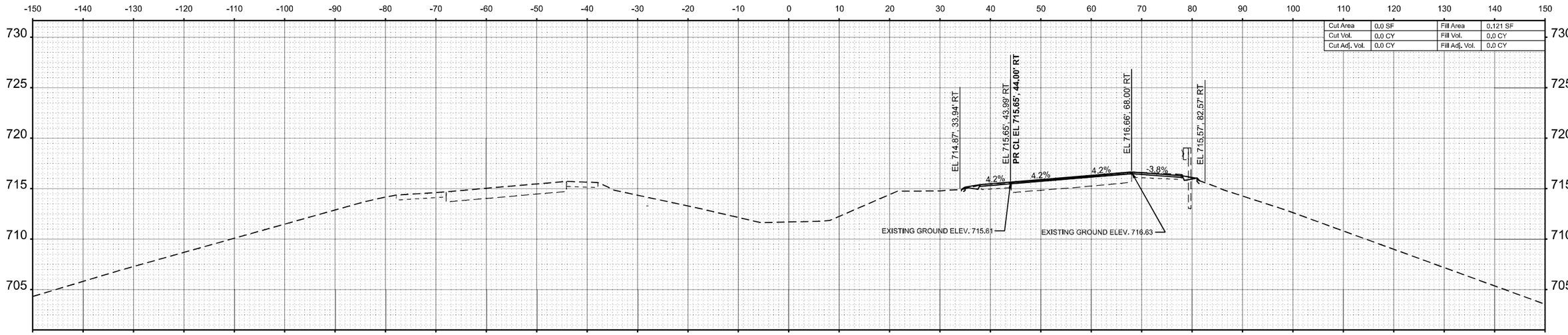
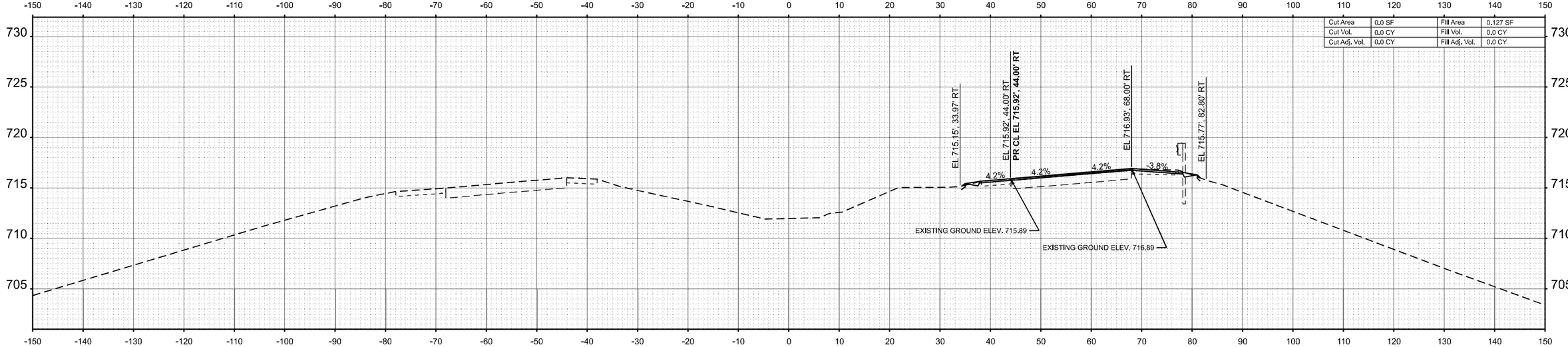


STA 758+50.00



STA 758+00.00

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

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

MODEL: I55ALL - 758+00.00 [Sheet]
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CADD\403 Plans\D570F77_Sht_XSsht.dgn

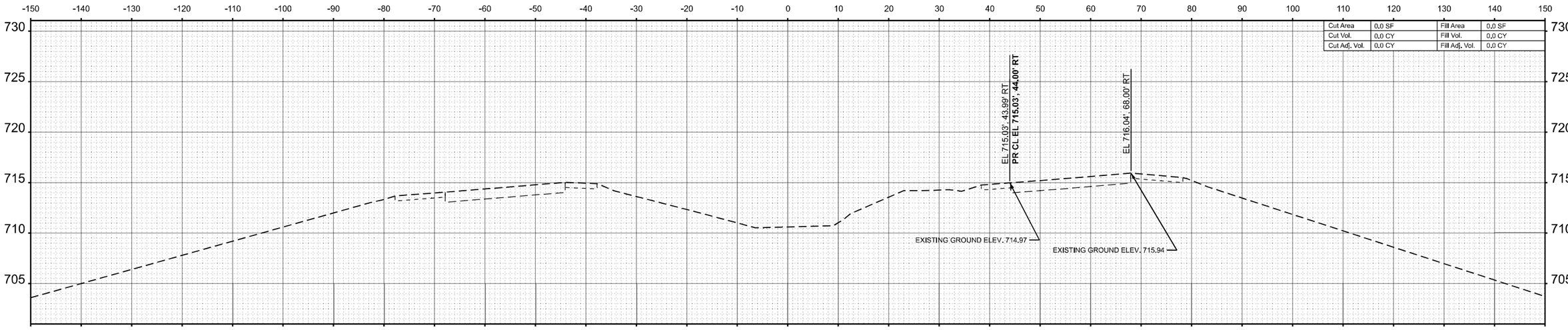
USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

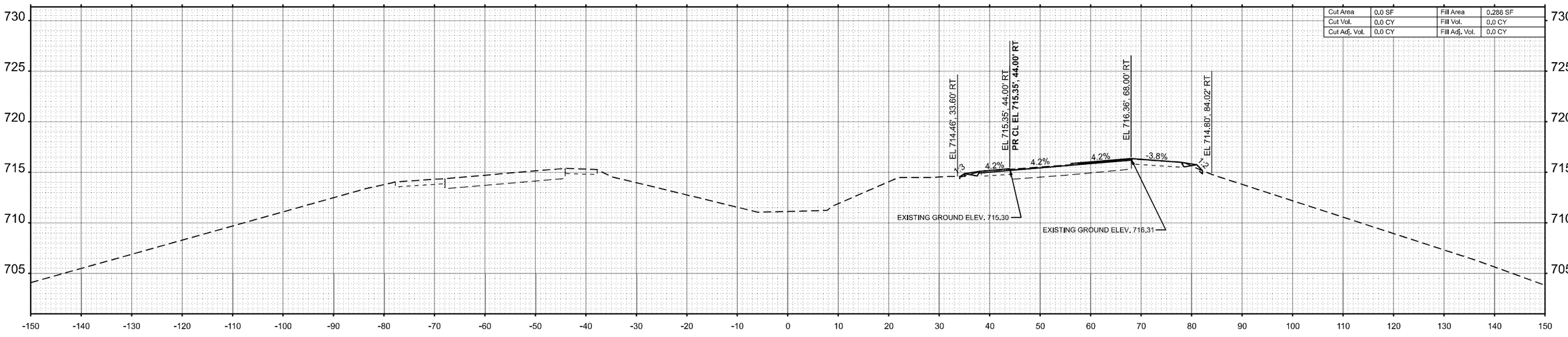
CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 758+00.00 | TO STA. 758+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	133
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			



STA 759+50.00



STA 759+00.00

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
PLOT DATE = 10/14/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 759+00.00 | TO STA. 759+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	134
		CONTRACT NO. 70F77		
	ILLINOIS FED. AID PROJECT			

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

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

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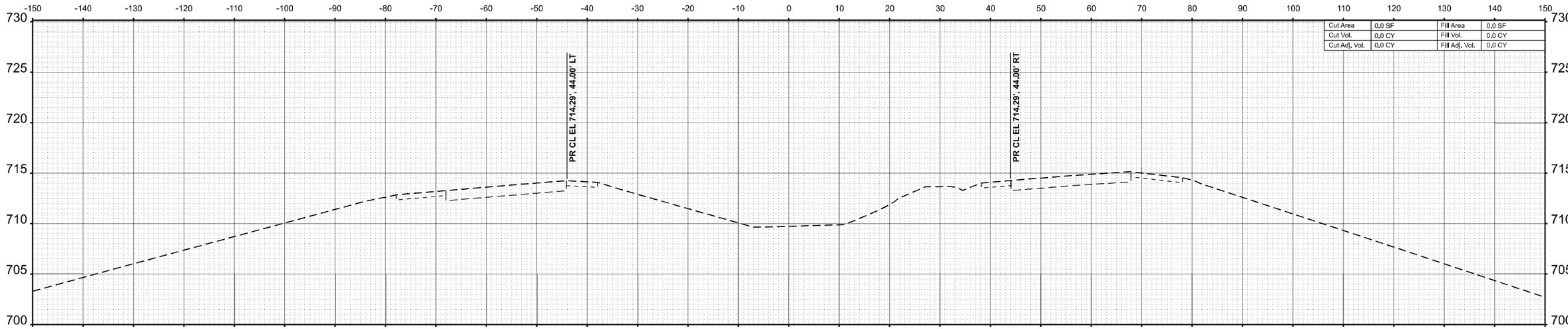
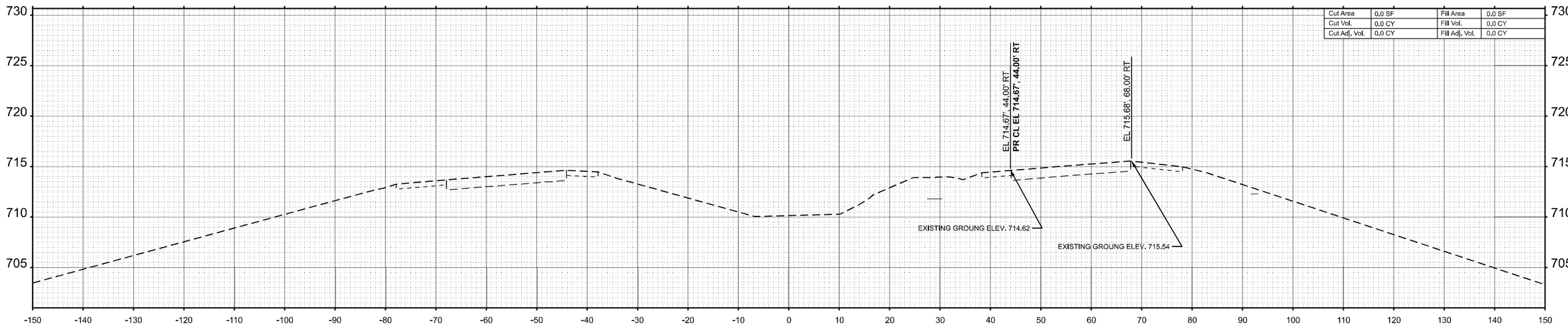
FILE NAME: G:\24\Illinois Department of Transportation\24-6134A IDOT I-55 Bridges at McLean\400 CAD\403 Plans\D570F77_Sht_XSsht.dgn

Cut Area	0.0 SF	Fill Area	0.0 SF
Cut Vol.	0.0 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	0.0 CY	Fill Adj. Vol.	0.0 CY



STA 760+50.00

Cut Area	0.0 SF	Fill Area	0.0 SF
Cut Vol.	0.0 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	0.0 CY	Fill Adj. Vol.	0.0 CY



STA 760+00.00

USER NAME = Kevin.Sills	DESIGNED - RJD	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 0.16666667 ' / In.	CHECKED - RDC	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-55 OVER US. 136

SCALE: 1"=10' | SHEET OF SHEETS | STA. 760+00.00 | TO STA. 760+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-10HB)BR-1	MCLEAN	135	135
		CONTRACT NO. 70F77		
		ILLINOIS	FED. AID PROJECT	

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

ORIGINAL SURVEY
NOTE BOOK
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