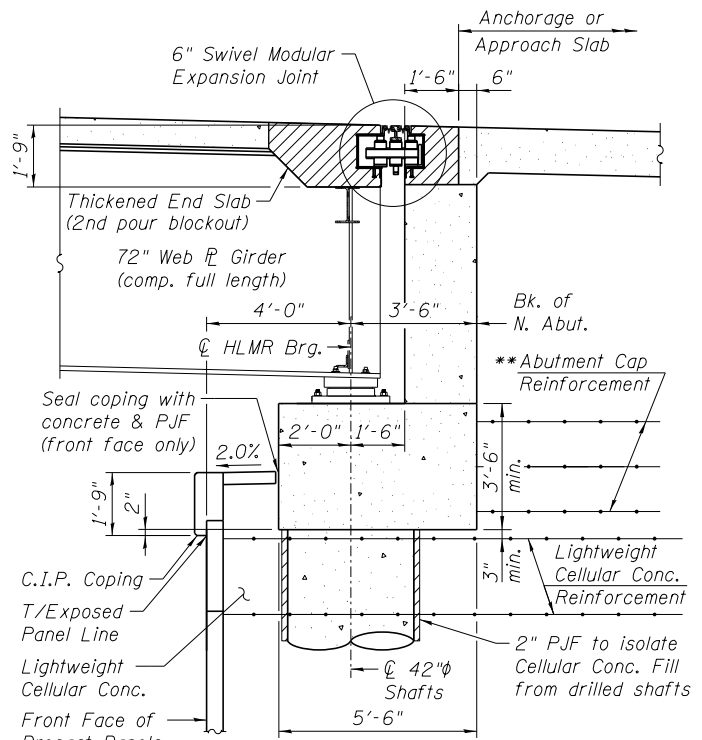


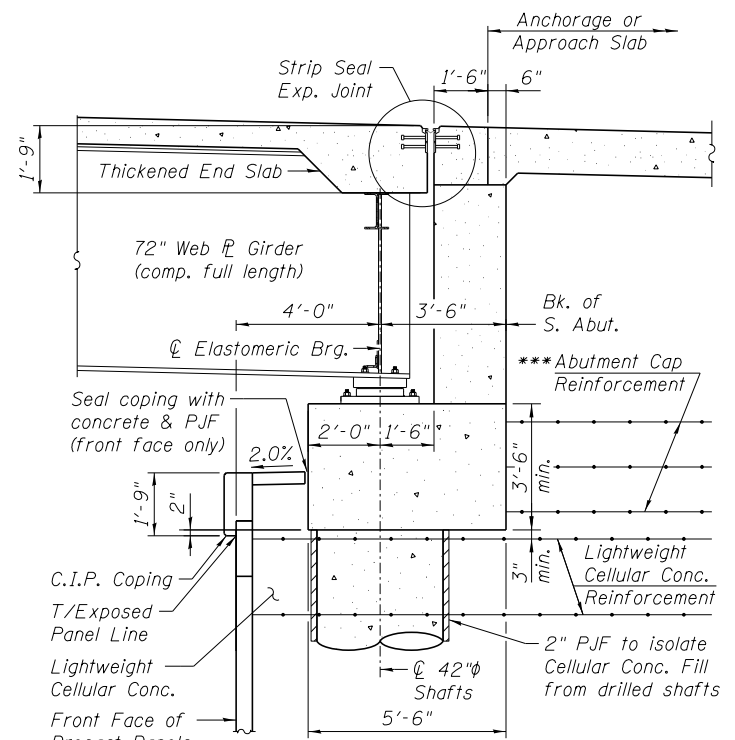
SECTION THRU W. ABUTMENT

*Abutment Cap Reinforcement to resist lateral loads (see S.N. 016-0741 plans).



SECTION THRU N. ABUTMENT

**Abutment Cap Reinforcement to resist lateral loads (see S.N. 016-0745 plans).



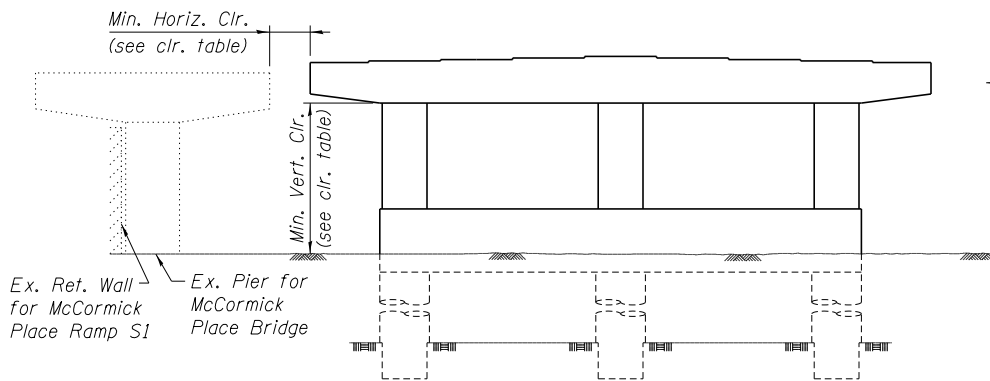
SECTION THRU S. ABUTMENT

***Abutment Cap Reinforcement to resist lateral loads (see S.N. 016-0746 plans).

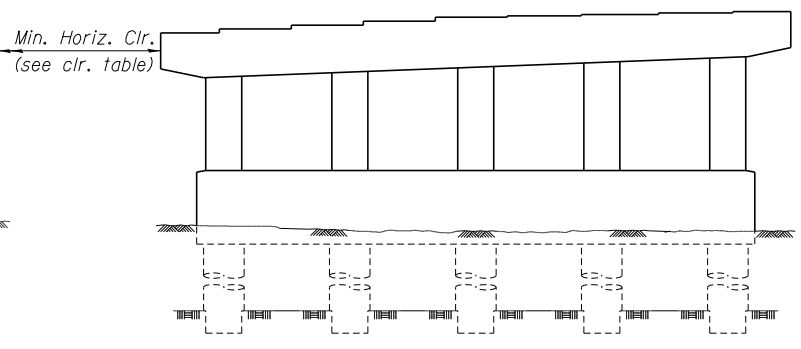
CAP CLEARANCE TABLE

Pier	Horizontal	Vertical
1W	4'-1"	10'-5"
2W	4'-3"	14'-9"
3W	5'-0"	15'-9"
4W	5'-1"	15'-9"
5W	9'-7"	17'-8"
6W	20'-2"	N/A
7W	25'-4"	N/A
8W	32'-11"	24'-1"
9W	42'-9"	20'-7"
10W	48'-2"	18'-1"
11W	46'-10"	N/A
12W	N/A	23'-3"
13W	N/A	27'-9"

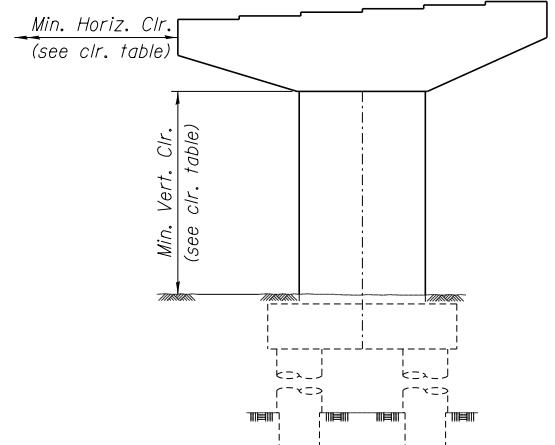
Horiz. clearances measured to McCormick Place South Bldg. Vertical clearances measured from B/cap to T/parking lot, except for the Pier 1W which is measured from T/sidewalk.



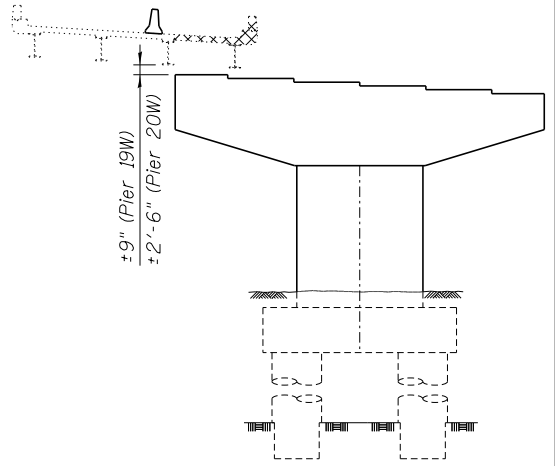
PIER 1W, 2W, & 5W SKETCH
(Looking East)



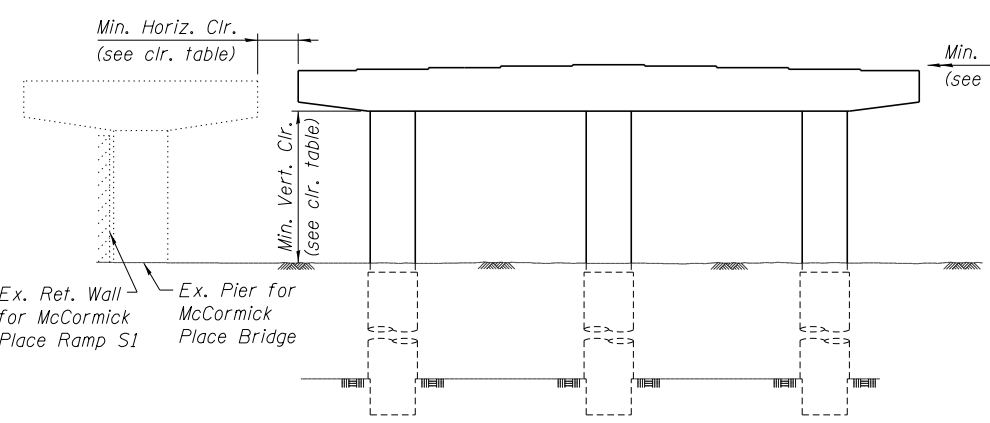
PIER 6W & 7W SKETCH
(Looking East)



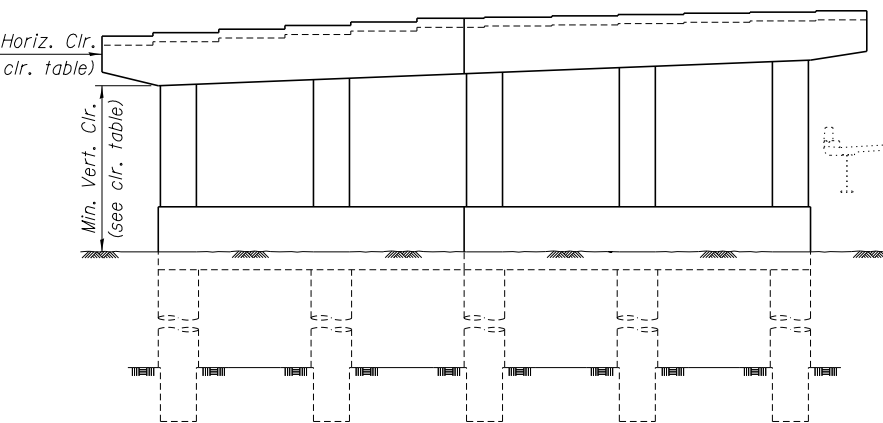
PIER 9W, 10W, 12W, & 13W SKETCH
(Looking East or North)



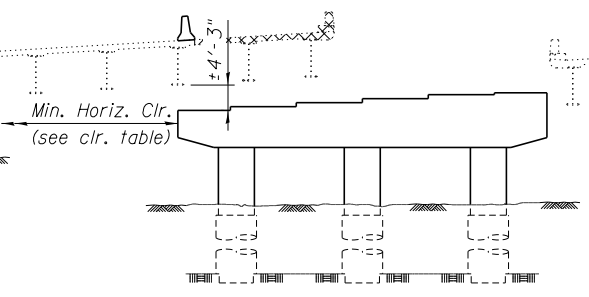
PIER 19W & 20W SKETCH
(Looking South)



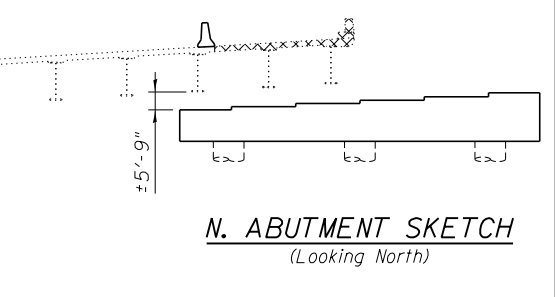
PIER 3W & 4W SKETCH
(Looking East)



PIER 8W SKETCH
(Looking East)



PIER 11W SKETCH
(Looking North)



N. ABUTMENT SKETCH
(Looking North)

012_0160000_60L70_AbntSec.dgn



USER NAME = floresg	DESIGNED - CLS	REVISIONS -
	CHECKED - ATB	REVISIONS -
PLOT SCALE =	DRAWN - MRK	REVISIONS -
PLOT DATE = 12/05/2014	CHECKED - CLS	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT SECTIONS & PIER CAP CLEARANCES
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-9 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 501
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

CURVE DATA

(Curve SW-1)
 P.I. Sta. = 101+28.09
 $\Delta = 107^\circ 24' 05''$ (Lt.)
 $D = 9^\circ 52' 43''$
 $R = 580.00'$
 $T = 789.59'$
 $L = 1,087.21'$
 $E = 399.72'$
 S.E. = 5.40%
 T.R. = 78.00'
 S.E. Run = 210.00'
 P.C. Sta. = 93+38.50
 P.T. Sta. = 104+25.71

CURVE DATA

(Curve NW-1)
 P.I. Sta. = 394+52.99
 $\Delta = 21^\circ 28' 00''$ (Lt.)
 $D = 9^\circ 29' 10''$
 $R = 604.00'$
 $T = 114.49'$
 $L = 226.30'$
 $E = 10.76'$
 S.E. = 5.40%
 T.R. = N/A
 S.E. Run = N/A
 P.C. Sta. = 393+38.50
 P.T. Sta. = 395+64.80

CURVE DATA

(Curve NW-2)
 P.I. Sta. = 404+27.62
 $\Delta = 101^\circ 15' 41''$ (Rt.)
 $D = 11^\circ 41' 35''$
 $R = 490.00'$
 $T = 597.19'$
 $L = 866.00'$
 $E = 282.49'$
 S.E. = 5.60%
 T.R. = 39.00'
 S.E. Run = 108.00'
 P.C. Sta. = 398+30.43
 P.T. Sta. = 406+96.43

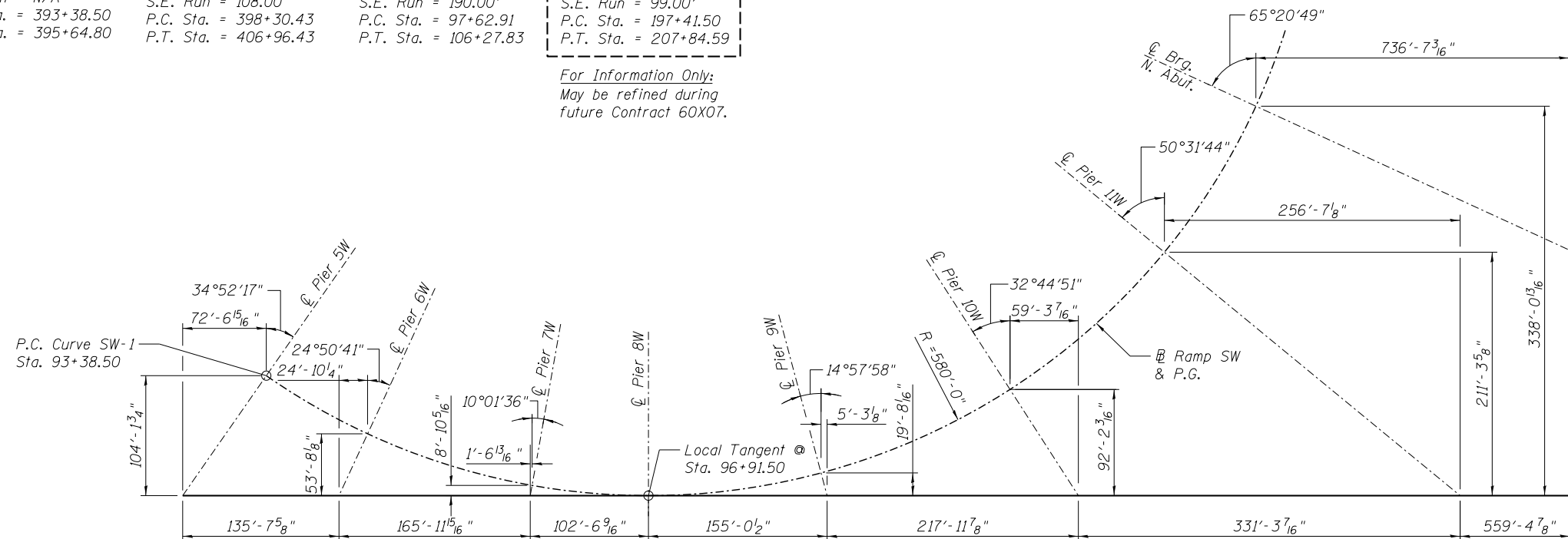
CURVE DATA

(Existing EN)
 P.I. Sta. = 103+01.74
 $\Delta = 86^\circ 27' 54''$ (Lt.)
 $D = 9^\circ 59' 49''$
 $R = 573.14'$
 $T = 538.83'$
 $L = 864.92'$
 $E = 213.51'$
 S.E. = 5.90%
 T.R. = 51.31'
 S.E. Run = 190.00'
 P.C. Sta. = 97+62.91
 P.T. Sta. = 106+27.83

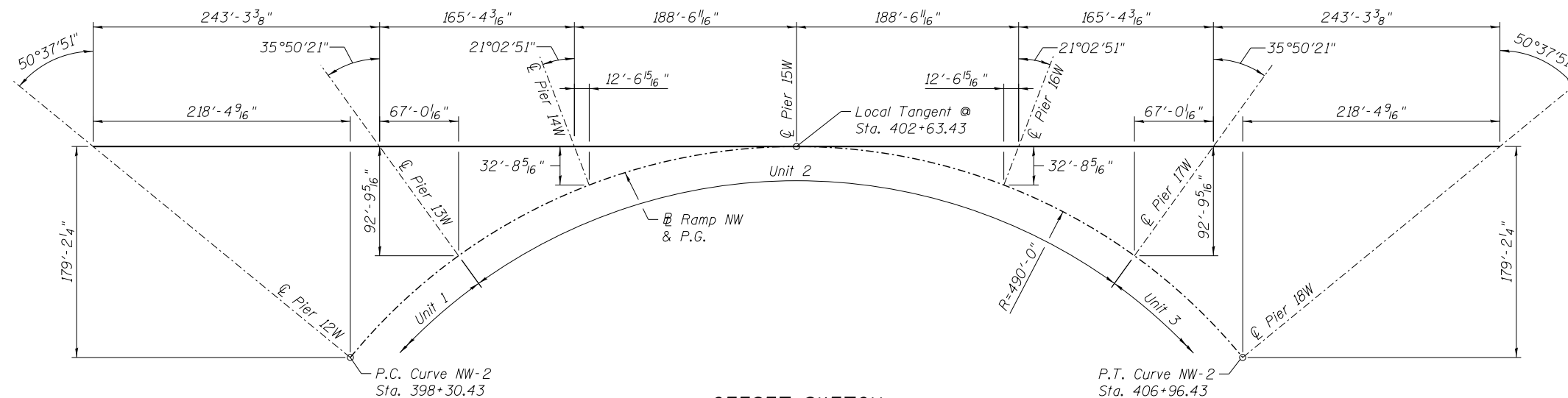
CURVE DATA

(Curve EN-1)
 P.I. Sta. = 205+16.42
 $\Delta = 109^\circ 51' 43''$ (Lt.)
 $D = 10^\circ 31' 56''$
 $R = 544.00'$
 $T = 774.92'$
 $L = 1,043.09'$
 $E = 402.81'$
 S.E. = 5.40%
 T.R. = N/A
 S.E. Run = 99.00'
 P.C. Sta. = 197+41.50
 P.T. Sta. = 207+84.59

For Information Only:
 May be refined during
 future Contract 60X07.



OFFSET SKETCH
 (Curve SW-1)



OFFSET SKETCH
 (Curve NW-2)

013_0161505_60L70_CurveData.dgn



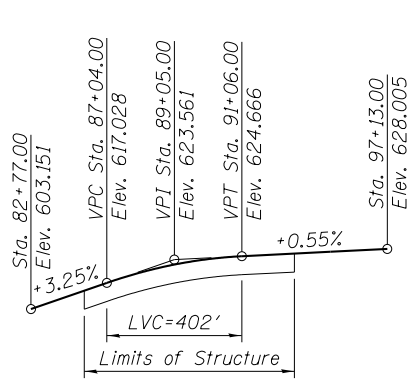
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	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

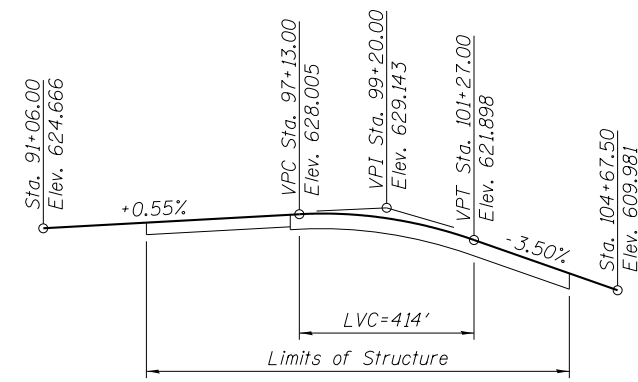
CURVE DATA & OFFSET SKETCHES
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-10 OF S-248 SHEETS

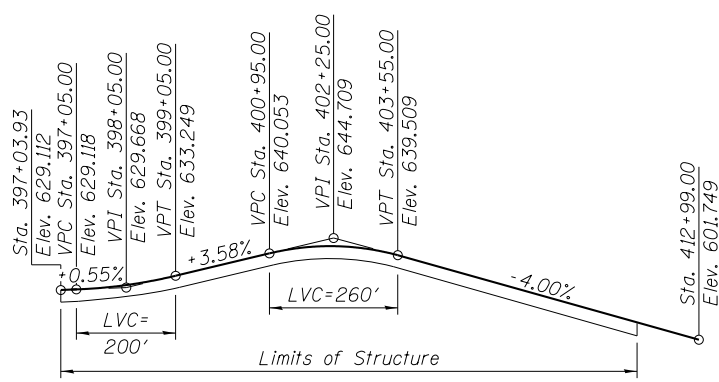
F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 502
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



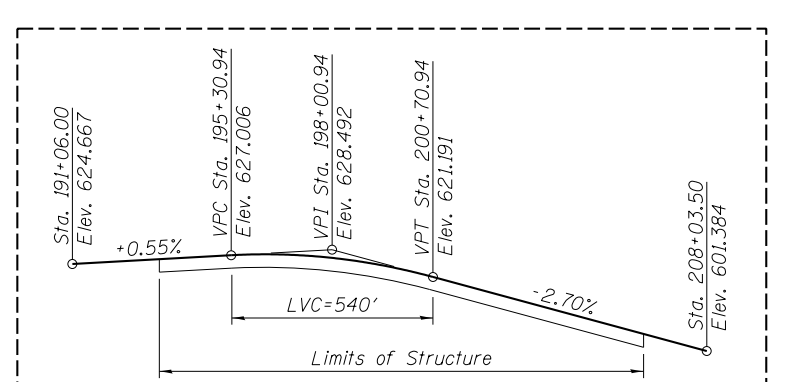
PROFILE GRADE - SB I-55
(along proposed SB I-55)



PROFILE GRADE - PROPOSED RAMP SW
(along proposed Ramp SW)

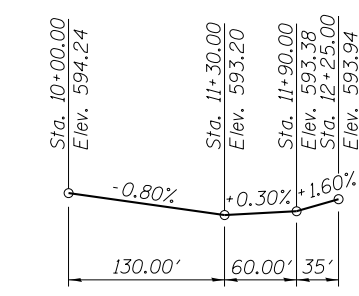


PROFILE GRADE - PROPOSED RAMP NW
(along proposed Ramp NW)

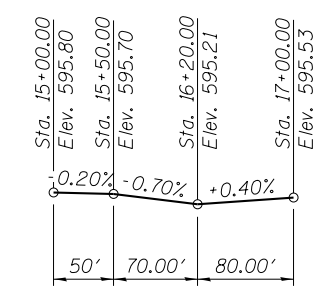


PROFILE GRADE - PROPOSED RAMP EN
(along proposed Ramp EN)

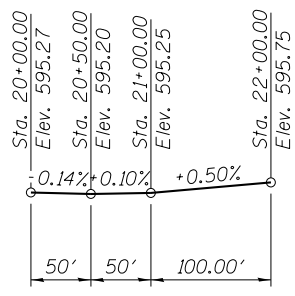
For Information Only:
May be refined during
future Contract 60X07.



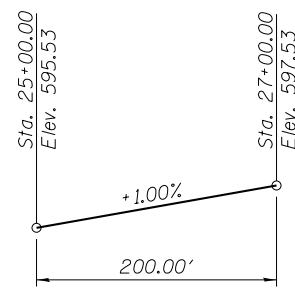
PROFILE GRADE - I-55 U-TURN
(along existing I-55 NB/SB Turnaround)



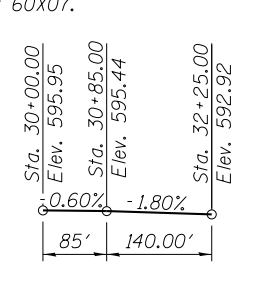
PROFILE GRADE - SB M.L.K.
(along existing SB M.L.K. Jr. Drive)



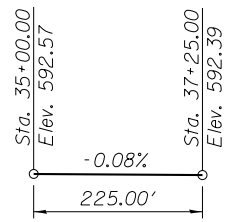
PROFILE GRADE - NB M.L.K.
(along existing NB M.L.K. Jr. Drive)



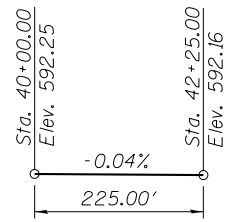
PROFILE GRADE - DONNELLY
(along existing Donnelly Drive)



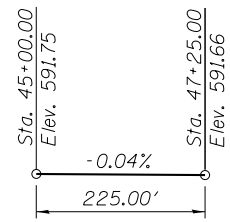
PROFILE GRADE - BUSWAY
(along existing McCormick Place Busway)



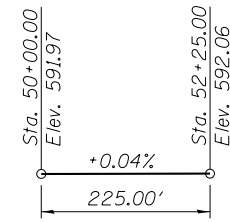
PROFILE GRADE METRA 1
(along existing Metra Track 1)



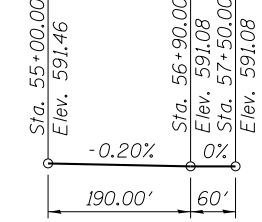
PROFILE GRADE METRA 2
(along existing Metra Track 2)



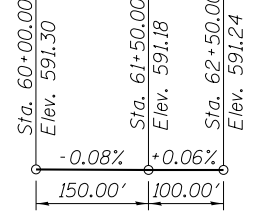
PROFILE GRADE METRA 3
(along existing Metra Track 3)



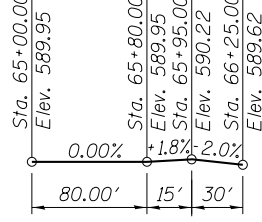
PROFILE GRADE METRA 4
(along existing Metra Track 4)



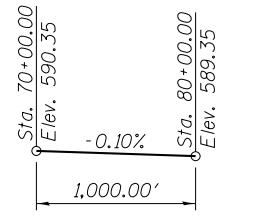
PROFILE GRADE ICRR 1
(along existing ICRR Track 1)



PROFILE GRADE ICRR 2
(along existing ICRR Track 2)



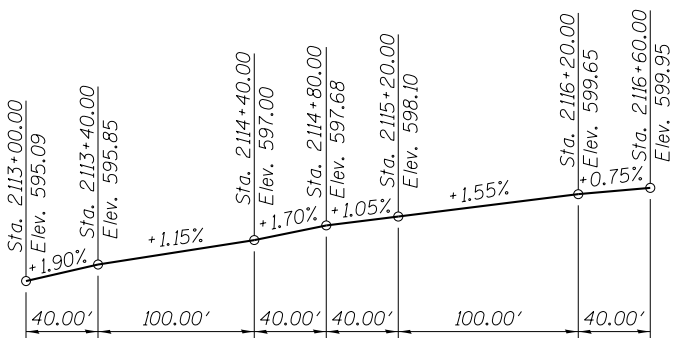
PROFILE GRADE MINES DRIVE
(along existing Mines Drive)



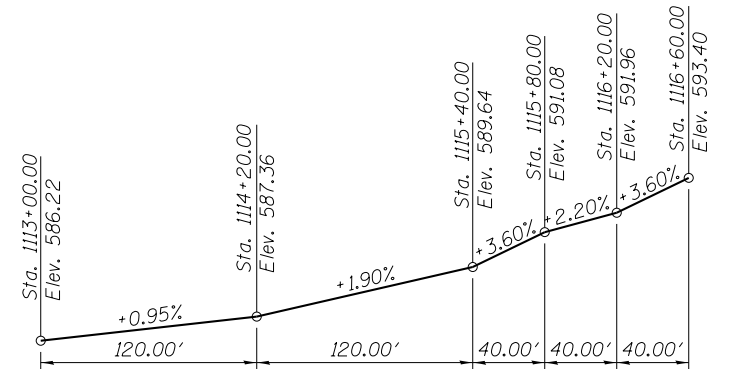
PROFILE GRADE MOE DRIVE
(along existing Moe Drive)



PROFILE GRADE - EXISTING RAMP EN
(along existing Ramp EN)



PROFILE GRADE - SB L.S.D.
(along existing SB Lake Shore Drive)



PROFILE GRADE - NB L.S.D.
(along existing NB Lake Shore Drive)

014_0160000_60L70_ProfileData.dgn



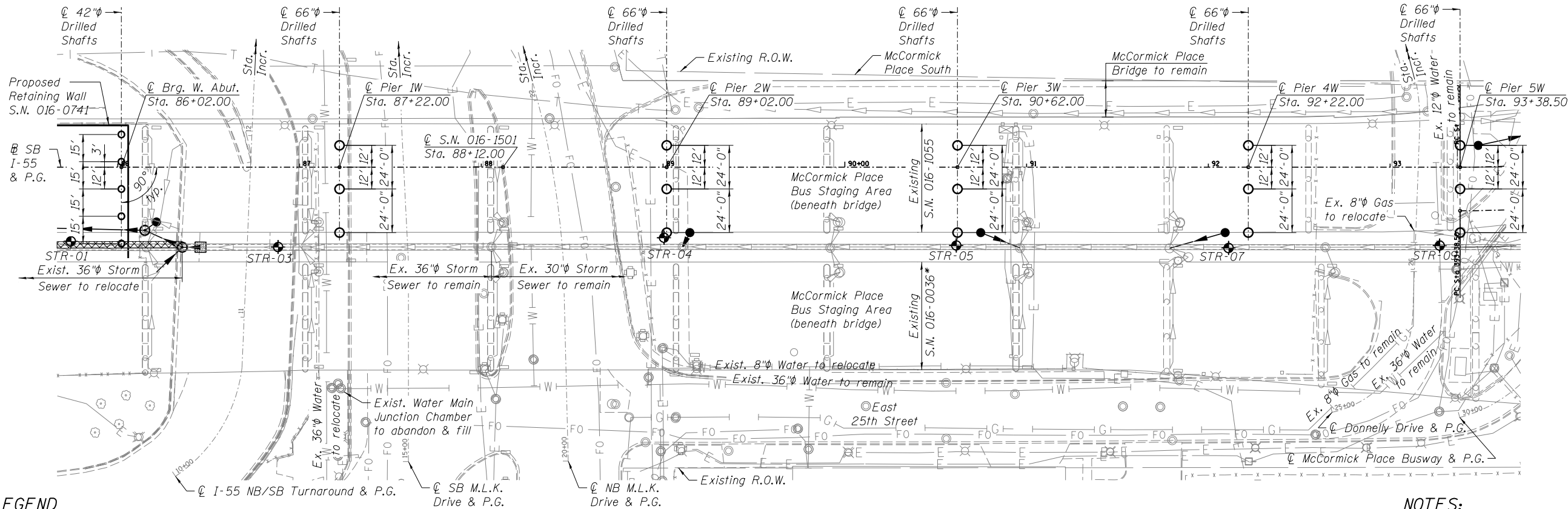
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PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - MRK	REVISED -
	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING & PROPOSED PROFILE DATA
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-11 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	503
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				



LEGEND

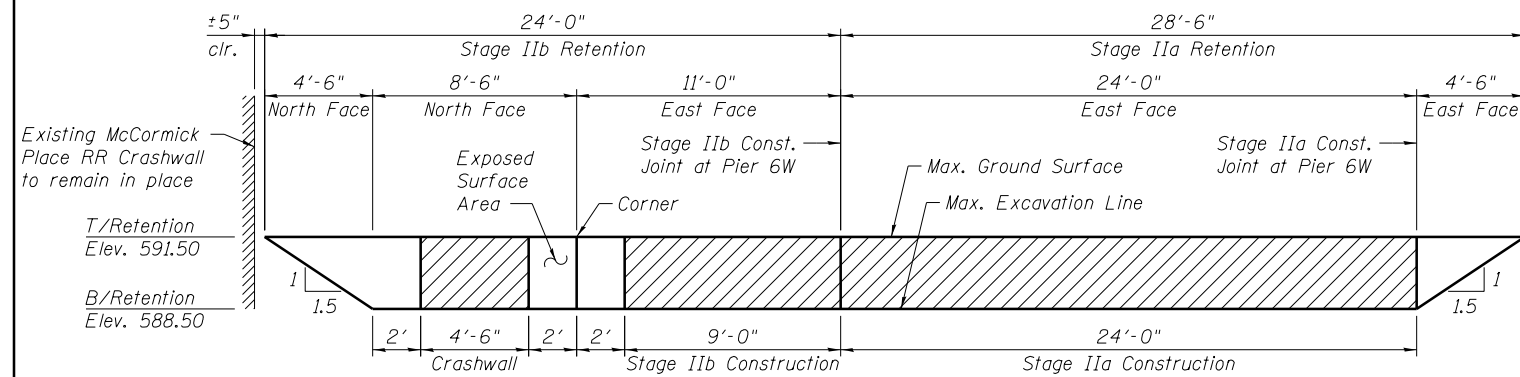
- A—A— Exist. Aerial Line
- E—E— Exist. Electric Line
- X—X— Exist. Fence
- FO—FO— Exist. Fiber Optic Line
- G—G— Exist. Gas Line
- Exist. Guardrail
- ▲—▲— Exist. Storm Sewer
- W—W— Exist. Water Line
- ◆ STR-01 Soil Boring Location

FOUNDATION LAYOUT I - S.N. 016-1501

*Adjacent existing S.N. 016-0036 to be replaced by proposed S.N. 016-1500 with Contract 60X07.

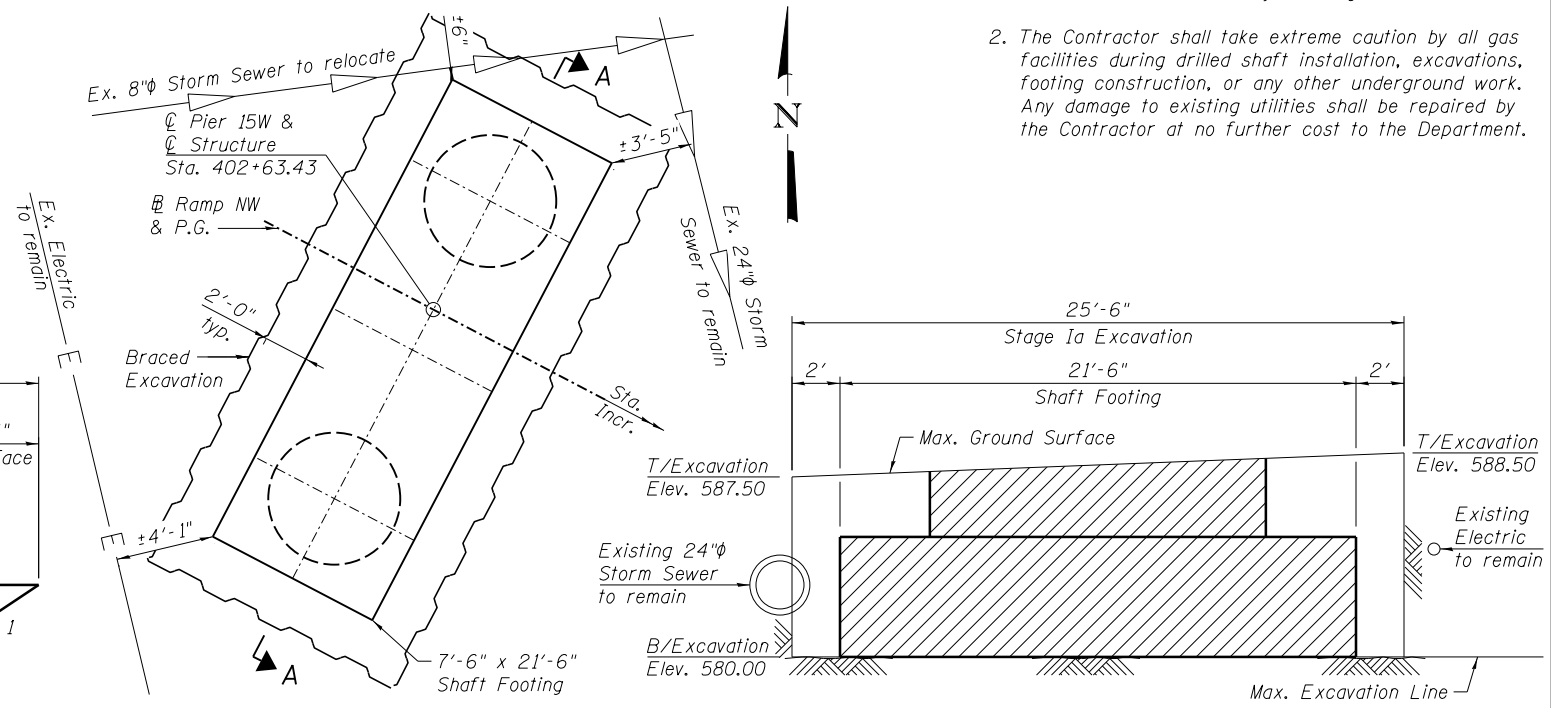
NOTES:

1. The Contractor shall field verify the exact location of all utilities including the 8" gas main running beneath Piers 5W, 6W, 7W, 8W, 11W, & the N. Abutment prior to the installation of any drilled shaft at these piers. The Contractor shall notify the Engineer of conflicts.
2. The Contractor shall take extreme caution by all gas facilities during drilled shaft installation, excavations, footing construction, or any other underground work. Any damage to existing utilities shall be repaired by the Contractor at no further cost to the Department.



TEMPORARY SOIL RETENTION SYSTEM AT PIER 6W - S.N. 016-1504

A cantilevered sheet piling design does not appear feasible & additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details & calculations for review & acceptance by the Engineer.



PLAN

SECTION A-A

BRACED EXCAVATION AT PIER 15W - S.N. 016-1505

031_0161501_60L_TO_SUB1.dgn



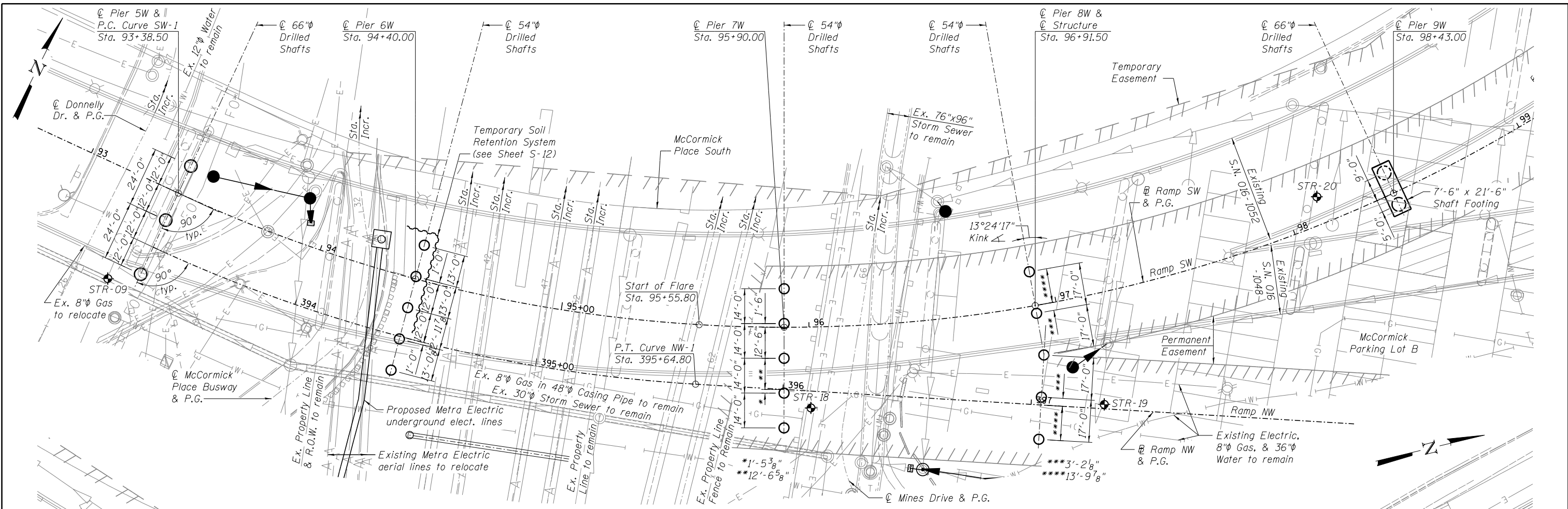
USER NAME = krtzm	DESIGNED - CLS	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 12/05/2014	DRAWN - MRK	REVISED -
	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

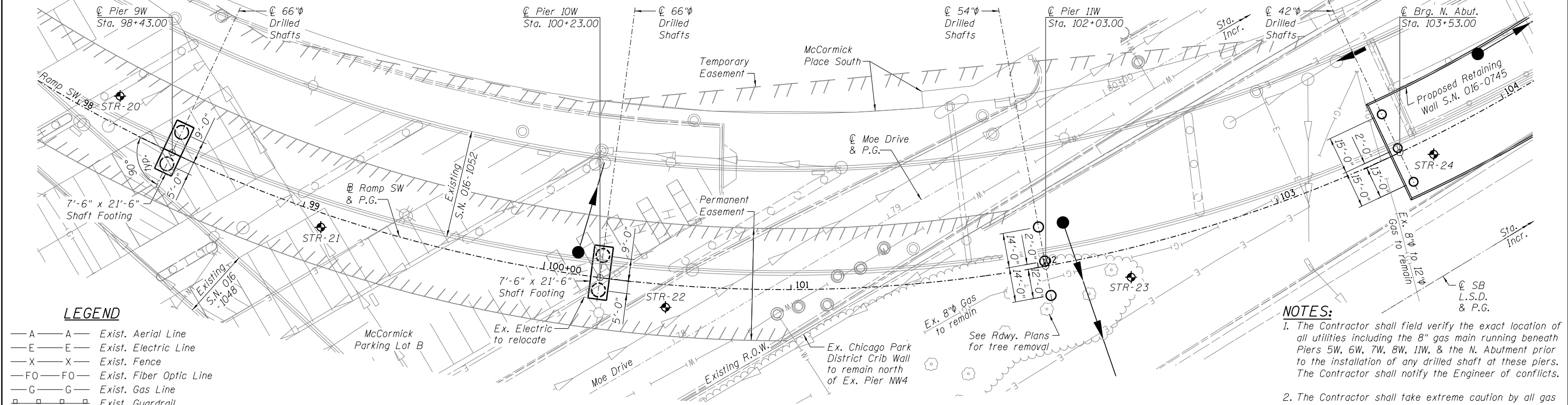
**FOUNDATION LAYOUT I - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-12 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 504
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



FOUNDATION LAYOUT II - S.N. 016-1504
All abutments & piers radial to Ramp SW U.O.N.



FOUNDATION LAYOUT II - S.N. 016-1504
All abutments & piers radial to Ramp SW U.O.N.

LEGEND

- A—A— Exist. Aerial Line
- E—E— Exist. Electric Line
- X—X— Exist. Fence
- FO—FO— Exist. Fiber Optic Line
- G—G— Exist. Gas Line
- G—G— Exist. Guardrail
- S—S— Exist. Storm Sewer
- W—W— Exist. Water Line
- ◆ STR-09 Soil Boring Location

NOTES:

1. The Contractor shall field verify the exact location of all utilities including the 8" gas main running beneath Piers 5W, 6W, 7W, 8W, 11W, & the N. Abutment prior to the installation of any drilled shaft at these piers. The Contractor shall notify the Engineer of conflicts.
2. The Contractor shall take extreme caution by all gas facilities during drilled shaft installation, excavations, footing construction, or any other underground work. Any damage to existing utilities shall be repaired by the Contractor at no further cost to the Department.

032-0161504-60L70-SUB2.dgn



USER NAME = PHodina	DESIGNED - PH	REVISED -
PLOT SCALE =	CHECKED - PK	REVISED -
PLOT DATE = 12/05/2014	DRAWN - AMV	REVISED -
	CHECKED - PH	REVISED -

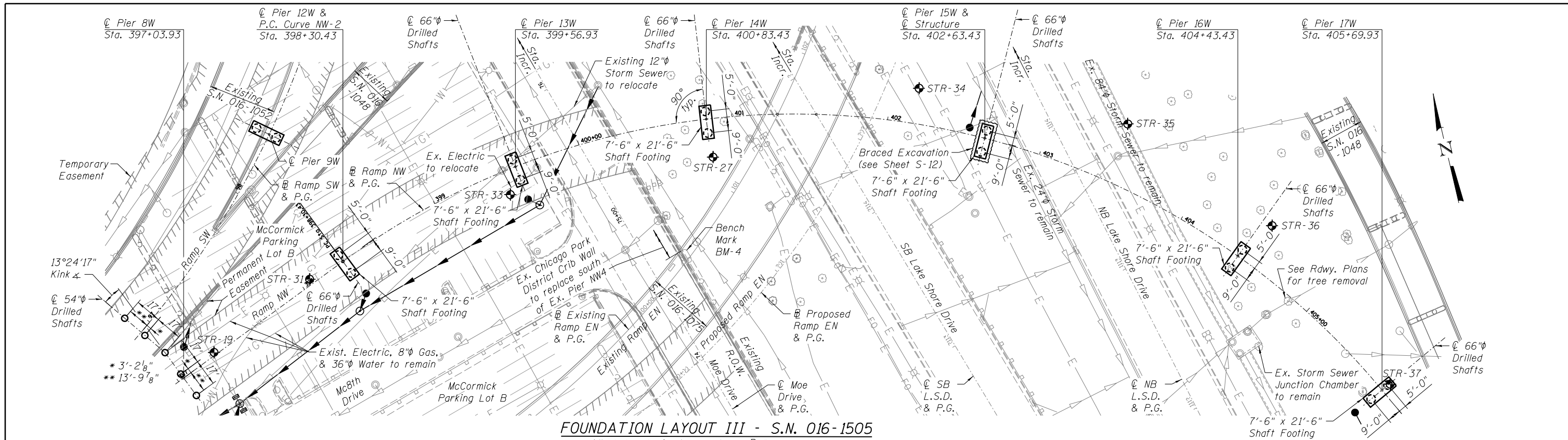
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FOUNDATION LAYOUT II - S.N. 016-1504
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

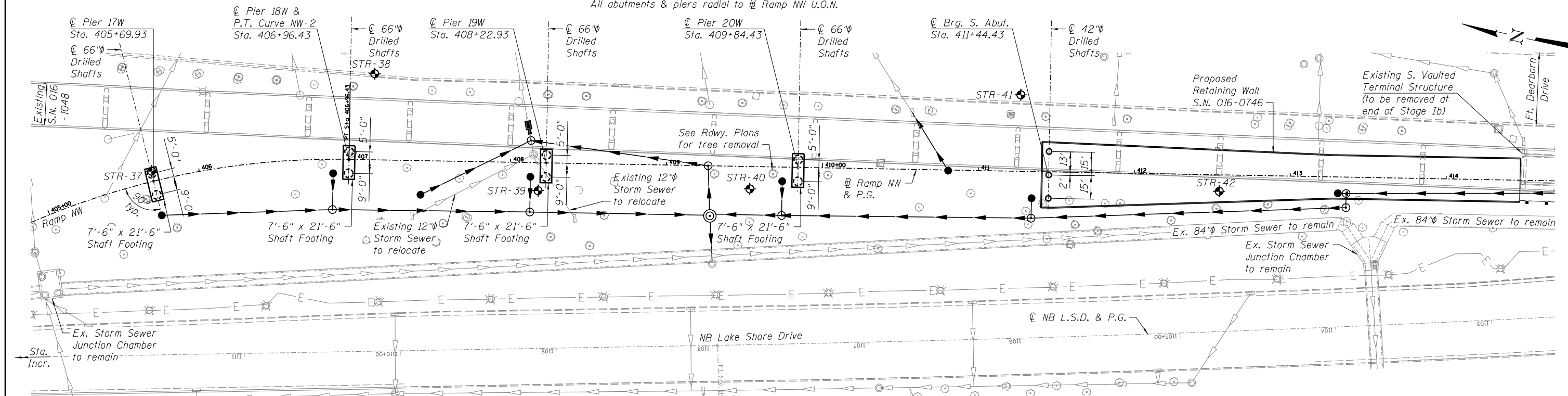
SHEET NO. S-13 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	505
CONTRACT NO. 60L70				

ILLINOIS FED. AID PROJECT



FOUNDATION LAYOUT III - S.N. 016-1505
All abutments & piers radial to Ramp NW U.O.N.



FOUNDATION LAYOUT III - S.N. 016-1505
All abutments & piers radial to Ramp NW U.O.N.

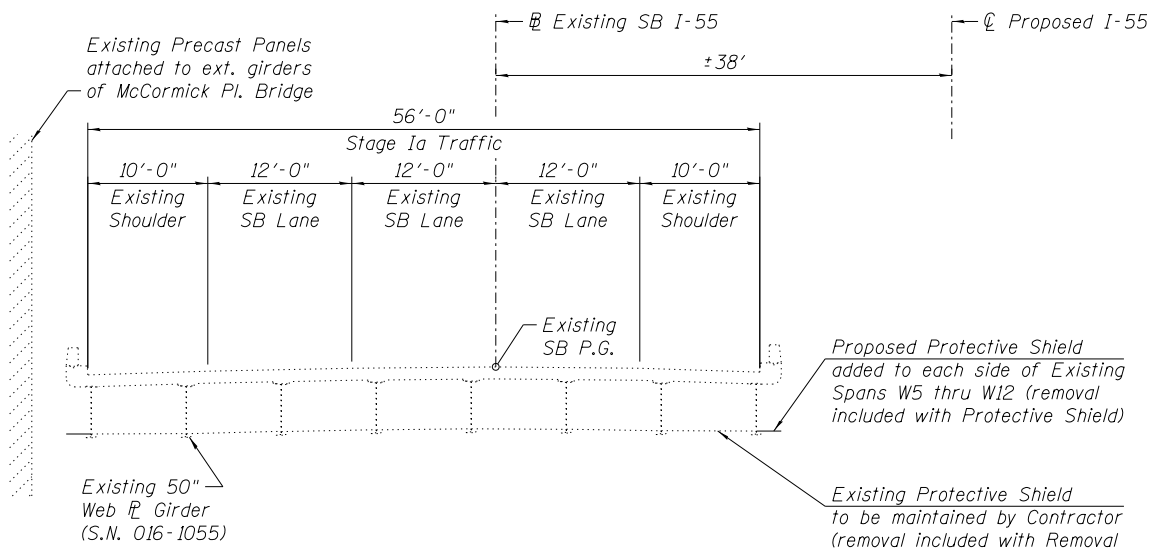
- NOTES:**
- The Contractor shall field verify the exact location of all utilities including the 8" gas main running beneath Piers 5W, 6W, 7W, 8W, 11W, & the N. Abutment prior to the installation of any drilled shaft at these piers. The Contractor shall notify the Engineer of conflicts.
 - The Contractor shall take extreme caution by all gas facilities during drilled shaft installation, excavations, footing construction, or any other underground work. Any damage to existing utilities shall be repaired by the Contractor at no further cost to the Department.

LEGEND

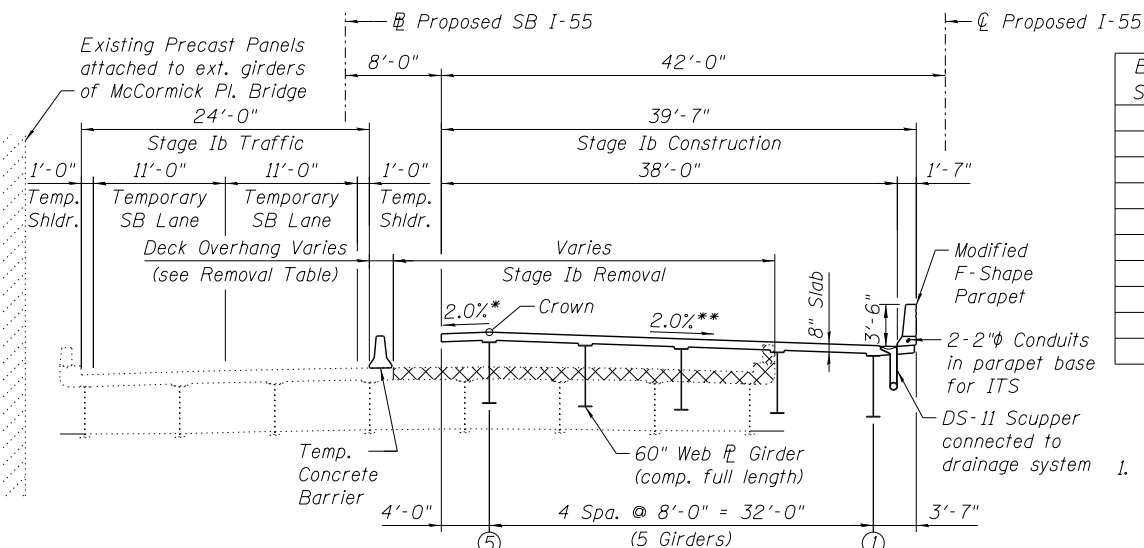
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—E—E—	Exist. Electric Line
—X—X—	Exist. Fence
—FO—FO—	Exist. Fiber Optic Line
—G—G—	Exist. Gas Line
—□—□—	Exist. Guardrail
—△—△—	Exist. Storm Sewer
—W—W—	Exist. Water Line
◆ STR-19	Soil Boring Location

033_0161505_60L70_SUB3.dgn

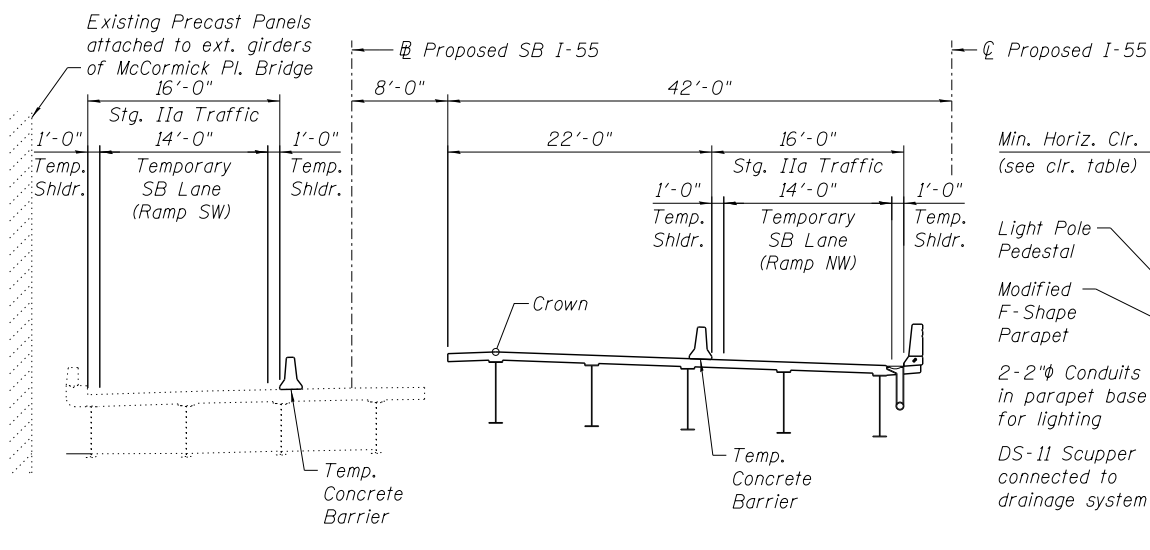
AECOM	USER NAME = FloresG	DESIGNED - CLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FOUNDATION LAYOUT III - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)	F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 506
	PLOT SCALE =	DRAWN - MRK	REVISED -			CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	
PLOT DATE = 12/05/2014				SHEET NO. S-14 OF S-248 SHEETS						



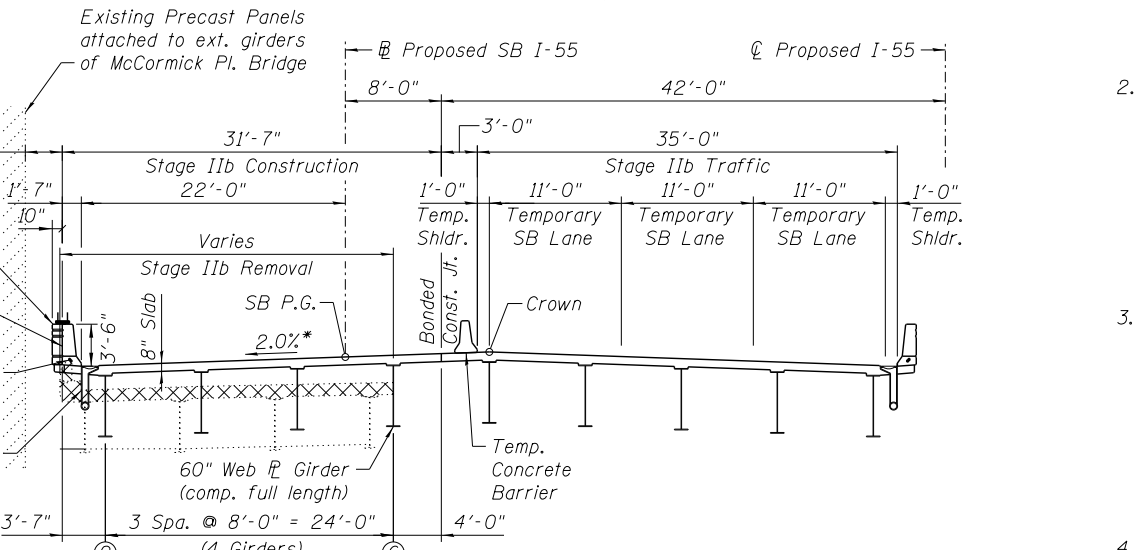
CROSS SECTION - STAGE Ia
Existing S.N. 016-1055 (Looking East)



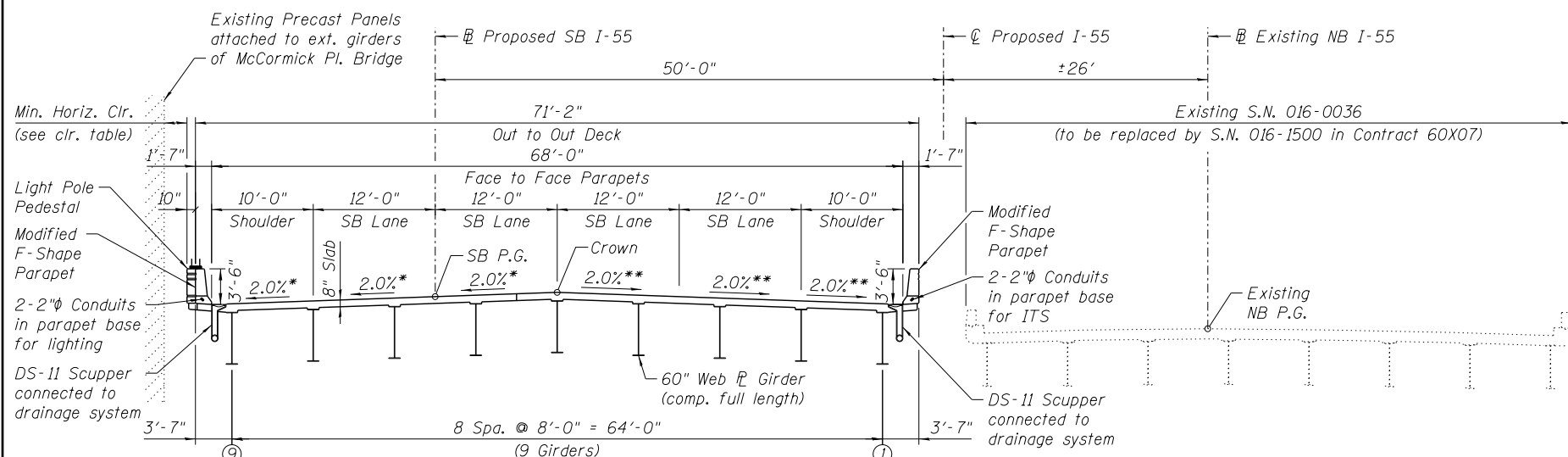
CROSS SECTION - STAGE Ib
Proposed S.N. 016-1501 (Looking East)



CROSS SECTION - STAGE IIa
Proposed S.N. 016-1501 (Looking East)



CROSS SECTION - STAGE IIb
Proposed S.N. 016-1501 (Looking East)



CROSS SECTION - FINAL
Proposed S.N. 016-1501 (Looking East)

CROSS SECTION - EXISTING
Existing S.N. 016-0036 (Looking East)

* Deck slope increases from 2.0% @ Sta. 92+76.53 to 3.6% @ Sta. 93+38.50.

** Deck slope reverses from -2.0% @ Sta. 91+20.53 to 3.6% @ Sta. 93+38.50.

STAGE Ib REMOVAL TABLE

Existing Span No.	Span Length	Girders to Remain	Top Flange Width	Minimum Overhang
W3	88'-0"	4	12'-16"	2'-0"
W4	110'-0"	4	12'-16"	2'-0"
W5	88'-0"	4	12'-16"	2'-0"
W6	102'-0"	4	12'-16"	2'-0"
W7	102'-0"	4	12'-16"	2'-0"
W8	83'-0"	4	10'-14"	2'-0"
W9	104'-0"	4	10'-14"	2'-0"
W10	83'-0"	4	10'-14"	2'-0"
W11	78'-0"	4	10"	3'-6"
W12	78'-0"	4	10"	3'-6"

STAGE REMOVAL NOTES

- Plan dimensions and details relative to existing plans are subject to construction variations. The Contractor shall field verify existing dimensions and details, and modify suggested stage removal lines as necessary to provide the minimum traffic width shown in the plans. Changes to the suggested stage removal lines and/or the traffic control shall be approved by the Engineer. In no case shall temporary lanes be less than 11'-0", and adjacent temporary shoulders be less than 1'-0".
- The existing deck is significantly deteriorated and has recently required several full-depth deck slab repairs. The exact condition of the underside of existing deck is unknown since the existing Protective Shield limited access for inspection. When existing deck is removed, the Contractor shall notify the Engineer of significant deterioration or unsafe conditions that are discovered. The Contractor shall monitor the condition of existing deck at all times, but especially during stage removal.
- In the event of any deck slab failure as the result of either additional corrosion or removal of the deck slab the Contractor shall immediately cease work, implement safe traffic control measures and notify the Engineer. The Contractor may be required to perform immediate repairs depending upon the type of deck slab failure. Nominal quantities have been provided for both partial and full-depth deck slab repair in the Highway Plans. Deck slab repairs shall be approved by the Engineer.
- Deck overhangs provided in the table are the minimum, but shall be determined in the field by the Contractor. If overhangs exceed 2'-0", the Contractor shall check if brackets are required to support the existing deck. The Contractor shall submit plan details & calculations prepared and sealed by an Illinois Licensed Structural Engineer for review and acceptance by the Engineer. This work shall not be paid for separately, but shall be included with the Removal of Existing Structures.
- When the deck is cut along the existing top flange to minimize the overhang, the Contractor shall take care not to damage the existing top flange below the deck. Any damage to the existing steel shall be repaired by the Contractor at no further cost to the Department.
- Substructure stage removal differs from that utilized for the superstructure. See Sheets S-20 thru S-24 for substructure stage removal of existing structure.

051_0161501_60L70-STG1.dgn



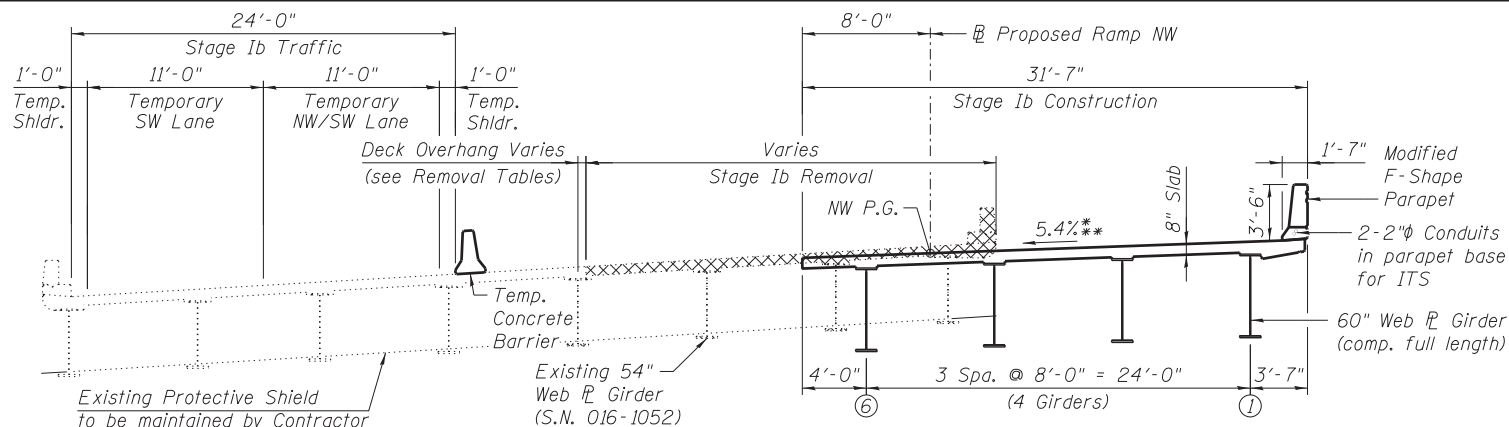
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION I - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

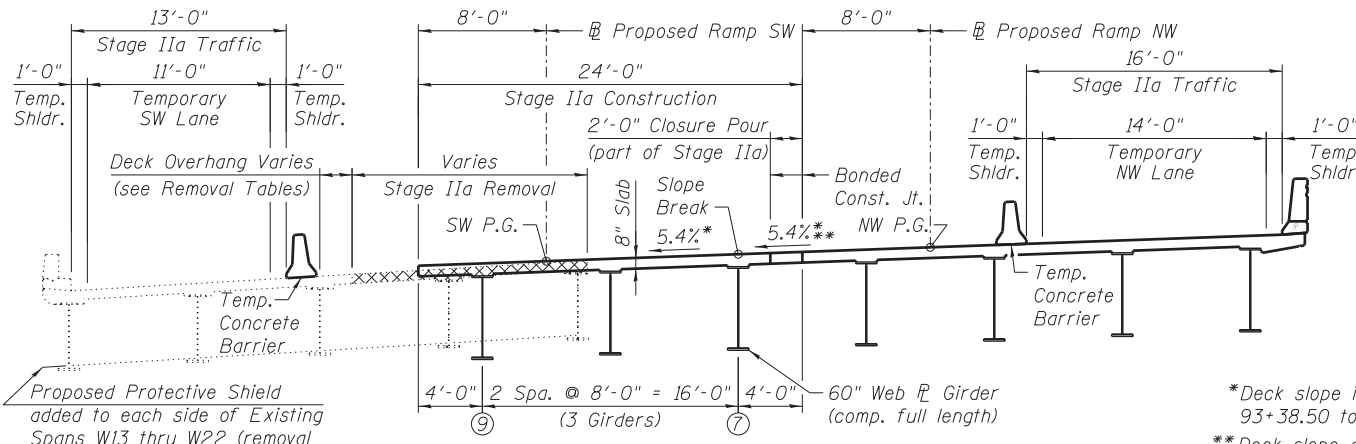
F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 507
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

SHEET NO. S-15 OF S-248 SHEETS



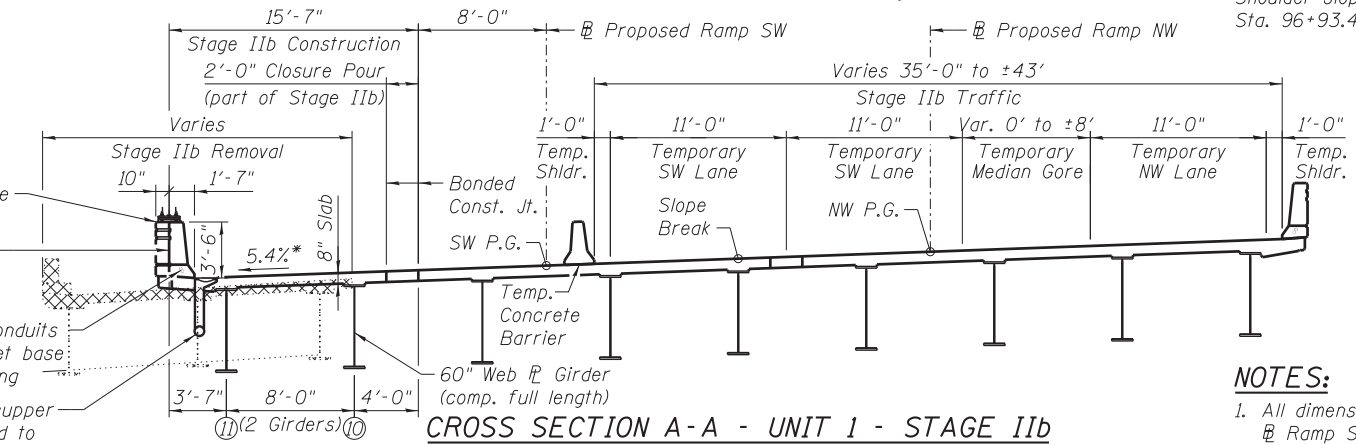
CROSS SECTION A-A - UNIT 1 - STAGE Ib

Sta. 93+38.50 to Sta. 95+55.80 (Looking East)



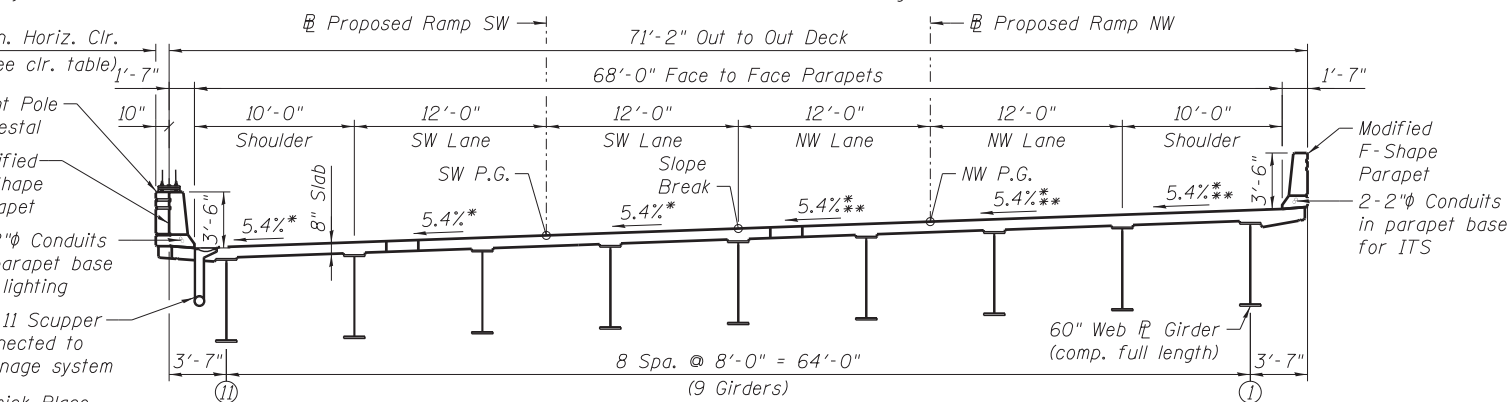
CROSS SECTION A-A - UNIT 1 - STAGE IIa

Sta. 93+38.50 to Sta. 95+55.80 (Looking East)



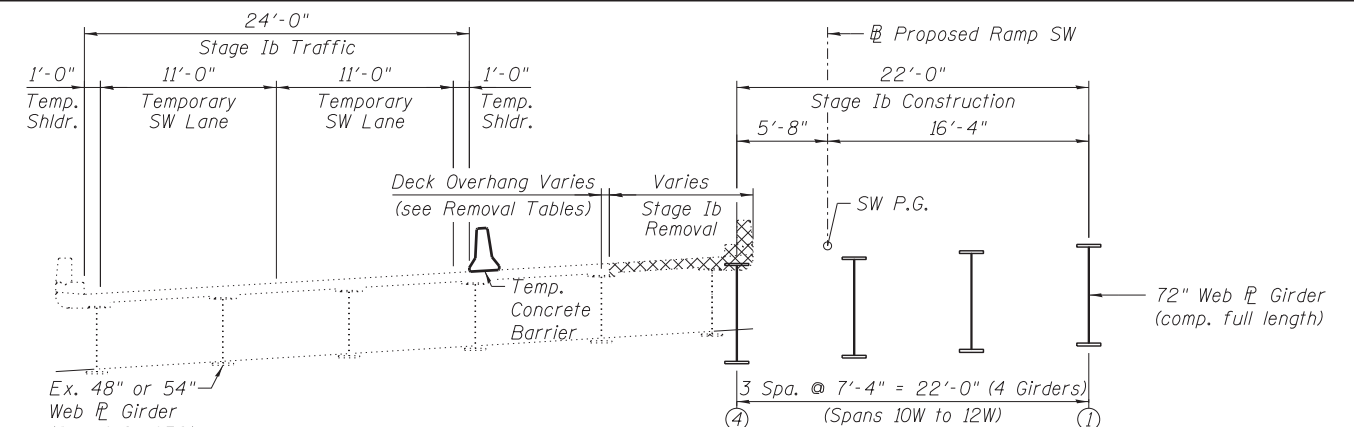
CROSS SECTION A-A - UNIT 1 - STAGE IIb

Sta. 93+38.50 to Sta. 95+55.80 (Looking East)



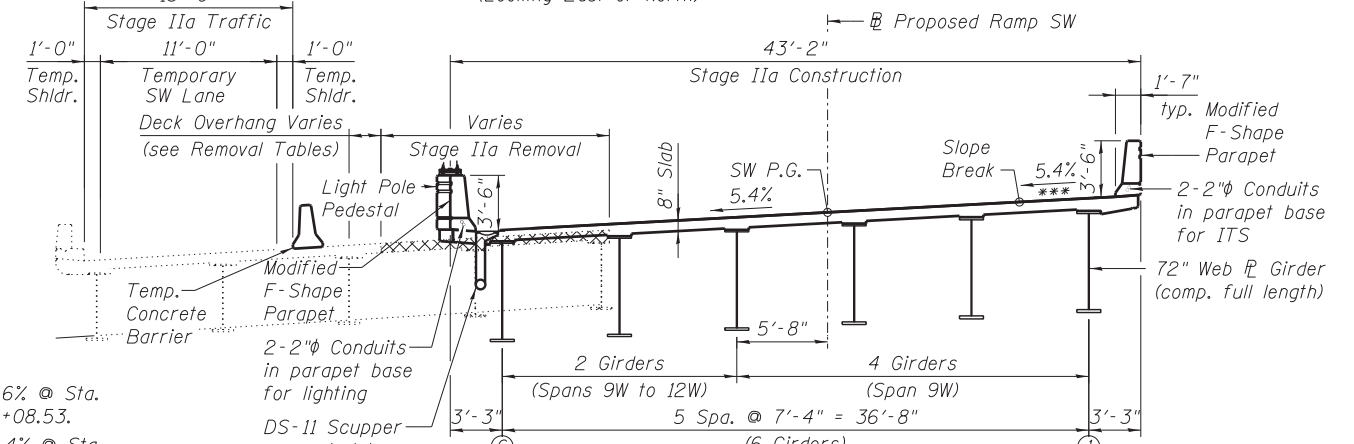
CROSS SECTION A-A - UNIT 1 - FINAL

Sta. 93+38.50 to Sta. 95+55.80 (Looking East)



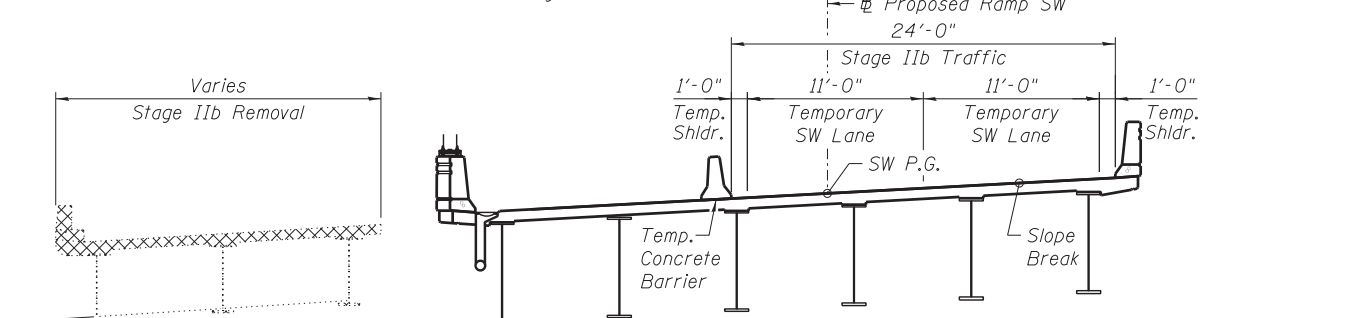
CROSS SECTION - UNIT 2 - STAGE Ib

(Looking East or North)



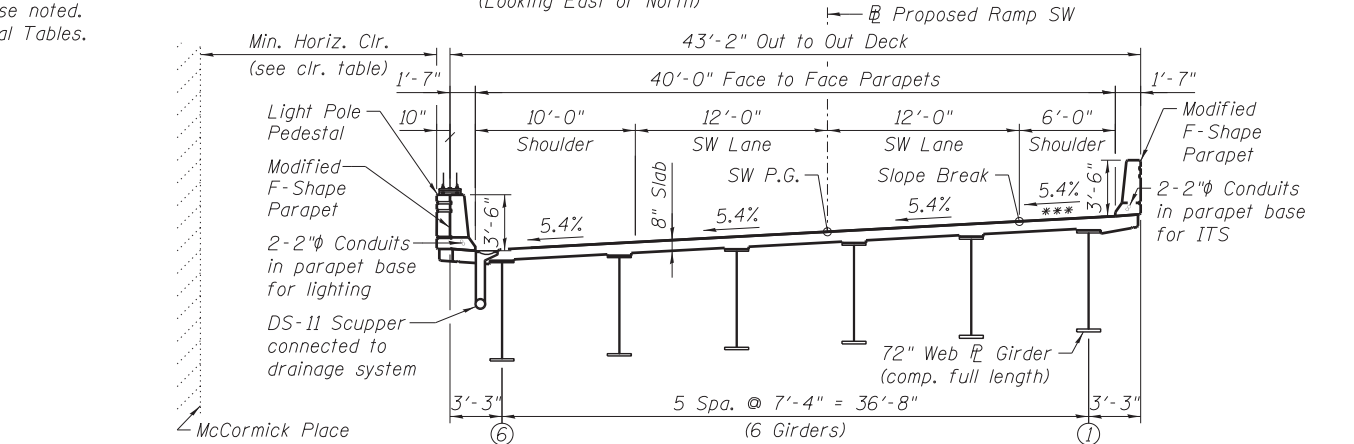
CROSS SECTION - UNIT 2 - STAGE IIa

(Looking East or North)



CROSS SECTION - UNIT 2 - STAGE IIb

(Looking East or North)



CROSS SECTION - UNIT 2 - FINAL

(Looking East or North)

- NOTES:**
- All dimensions measured radially to Proposed Ramp SW unless otherwise noted.
 - See Sheet S-17 for Removal Tables.
- *Deck slope increases from 3.6% @ Sta. 93+38.50 to 5.4% @ Sta. 94+08.53.
 **Deck slope decreases from 5.4% @ Sta. 94+90.65 to 3.07% @ Sta. 95+55.80.
 ***Shoulder slope increases from 2.0% @ Sta. 96+93.40 to 5.4% @ Sta. 97+59.40.

052_0161504_60L70_S102.dgn



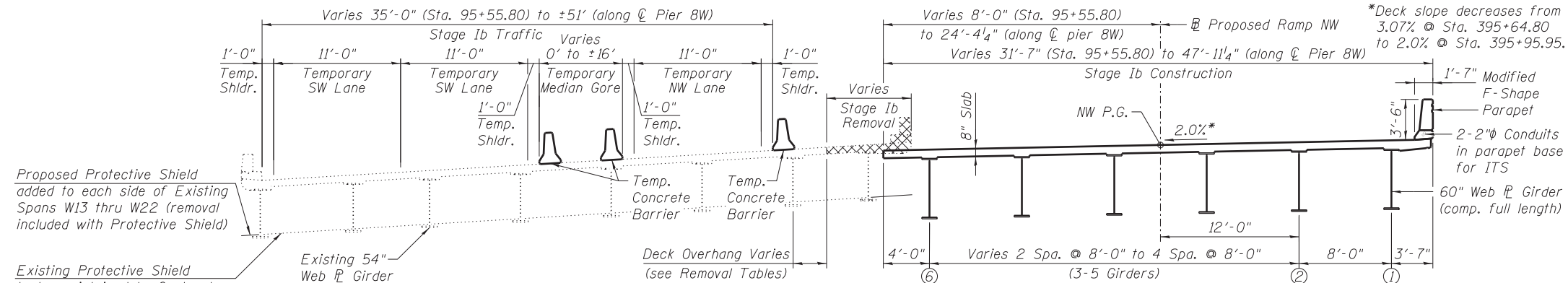
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

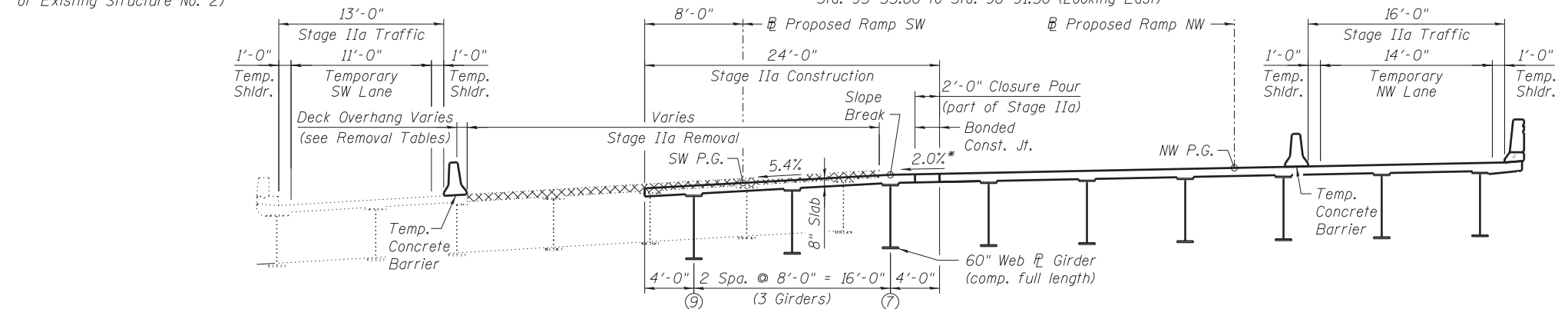
**STAGE CONSTRUCTION II - S.N. 016-1504
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. R.T.E. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 508
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

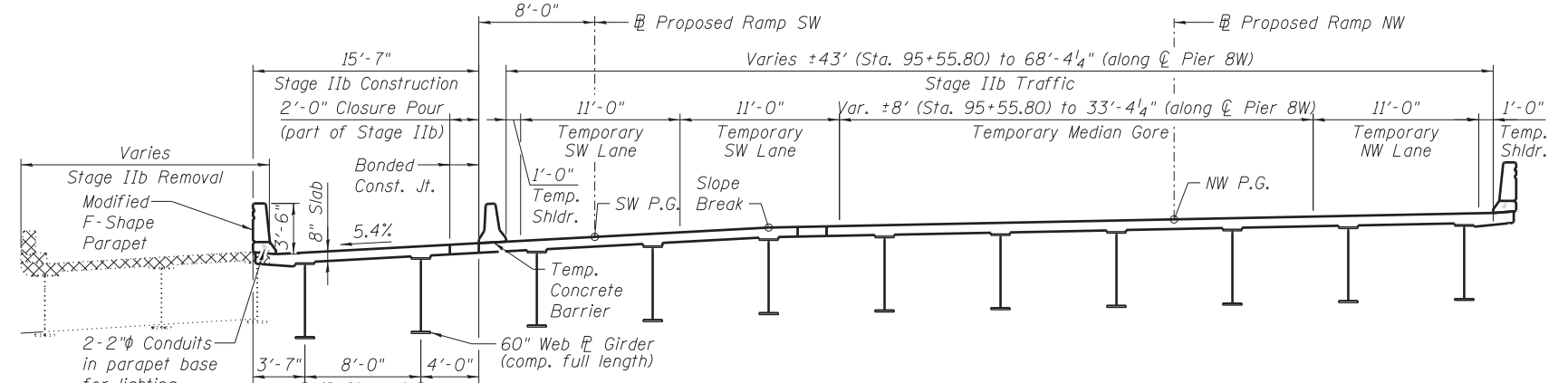
SHEET NO. S-16 OF S-248 SHEETS



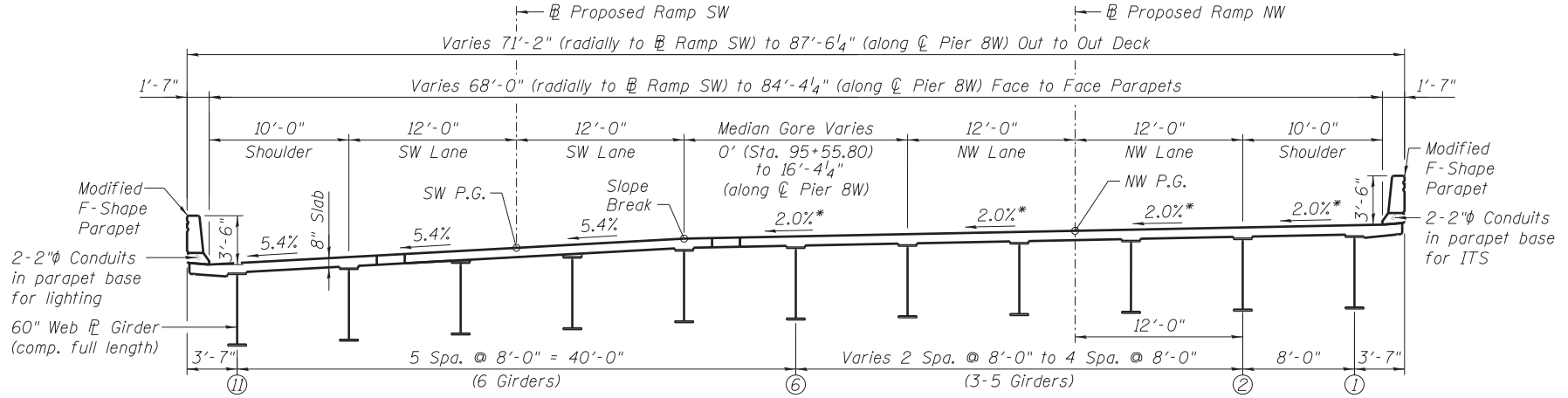
CROSS SECTION B-B - UNIT 1 - STAGE Ib
Sta. 95+55.80 to Sta. 96+91.50 (Looking East)



CROSS SECTION B-B - UNIT 1 - STAGE IIa
Sta. 95+55.80 to Sta. 96+91.50 (Looking East)



CROSS SECTION B-B - UNIT 1 - STAGE IIb
Sta. 95+55.80 to Sta. 96+91.50 (Looking East)



CROSS SECTION B-B - UNIT 1 - FINAL
Sta. 95+55.80 to Sta. 96+91.50 (Looking East)

- NOTES:**
- All dimensions measured radially to R Ramp SW unless otherwise noted.
 - See Sheet S-16 for other sections.

STAGE Ib REMOVAL TABLE

Existing Span No.	Span Length	Girders to Remain	Top Flange Width	Minimum Overhang
W13	66'-2"	4	10"	2'-0"
W14	121'-9"	5	14"	7"
W15	121'-0"	7	14"	7"
W16	76'-9 1/2"	8	10"	N/A
W17	85'-4 1/2"	6	10"	N/A
W18	95'-1"	5	10"	5"
W19	72'-8"	5	10"	5"
W20	92'-2"	5	10"	5"
W21	65'-11"	5	12"	6"
W22	95'-0"	4	12"	2'-6"
W23	82'-0"	4	10"	2'-6"

STAGE IIa REMOVAL TABLE

Existing Span No.	Span Length	Girders to Remain	Top Flange Width	Minimum Overhang
W13	66'-2"	3	10"	5"
W14	121'-9"	3	14"	1'-3"
W15	121'-0"	3	14"	1'-3"
W16	76'-9 1/2"	3	10"	9"
W17	85'-4 1/2"	3	10"	5"
W18	95'-1"	3	10"	1'-9"
W19	72'-8"	3	10"	1'-6" to 5"
W20	92'-2"	3	10"	5"
W21	65'-11"	3	10"	5"
W22	95'-0"	3	12"	6"
W23	82'-0"	3	10"	5"

STAGE REMOVAL NOTES

- Plan dimensions and details relative to existing plans are subject to construction variations. The Contractor shall field verify existing dimensions and details, and modify suggested stage removal lines as necessary to provide the minimum traffic width shown in the plans. Changes to the suggested stage removal lines and/or the traffic control shall be approved by the Engineer. In no case shall temporary lanes be less than 11'-0", and adjacent temporary shoulders be less than 1'-0".
- The existing deck is significantly deteriorated and has recently required several full-depth deck slab repairs. The exact condition of the underside of existing deck is unknown since the existing Protective Shield limited access for inspection. When existing deck is removed, the Contractor shall notify the Engineer of significant deterioration or unsafe conditions that are discovered. The Contractor shall monitor the condition of existing deck at all times, but especially during stage removal.
- In the event of any deck slab failure as the result of either additional corrosion or removal of the deck slab the Contractor shall immediately cease work, implement safe traffic control measures and notify the Engineer. The Contractor may be required to perform immediate repairs depending upon the type of deck slab failure. Nominal quantities have been provided for both partial and full-depth deck slab repair in the Highway Plans. Deck slab repairs shall be approved by the Engineer.
- Deck overhangs provided in the table are the minimum, but shall be determined in the field by the Contractor. If overhangs exceed 2'-0", the Contractor shall check if brackets are required to support the existing deck. The Contractor shall submit plan details & calculations prepared and sealed by an Illinois Licensed Structural Engineer for review and acceptance by the Engineer. This work shall not be paid for separately, but shall be included with the Removal of Existing Structures.
- When the deck is cut along the existing top flange to minimize the overhang, the Contractor shall take care not to damage the existing top flange below the deck. Any damage to the existing steel shall be repaired by the Contractor at no further cost to the Department.
- Substructure stage removal differs from that utilized for the superstructure. See Sheets S-20 thru S-24 for substructure stage removal of existing structure.

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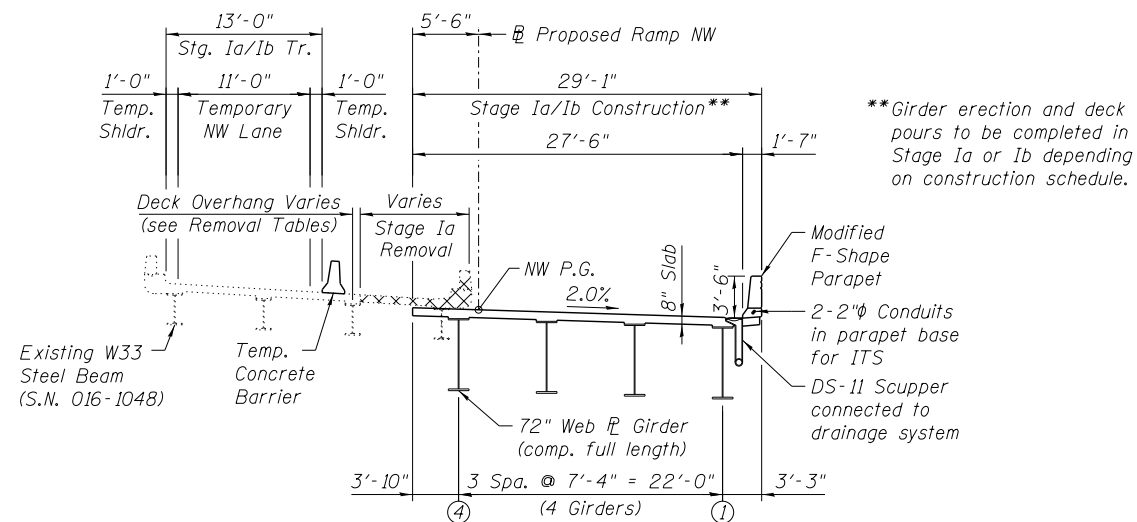
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

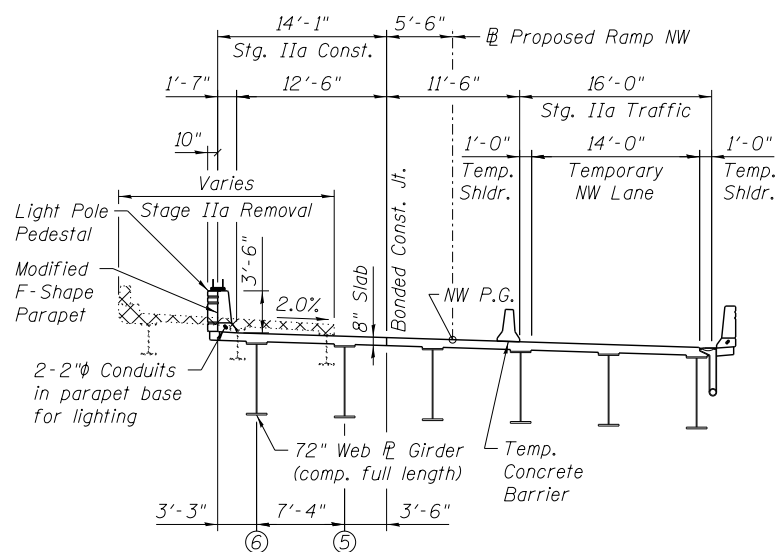
**STAGE CONSTRUCTION III - S.N. 016-1504
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

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				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

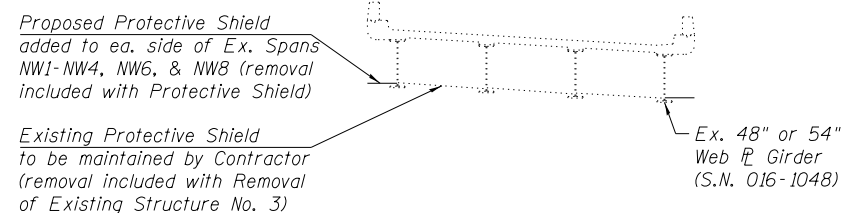
SHEET NO. S-17 OF S-248 SHEETS



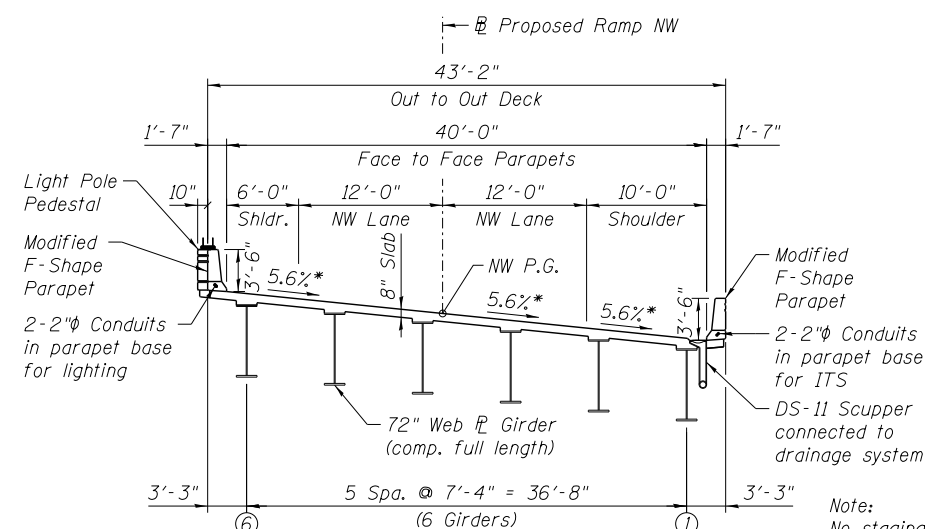
CROSS SECTION - UNIT 4 - STAGE Ia/Ib
(Looking South)



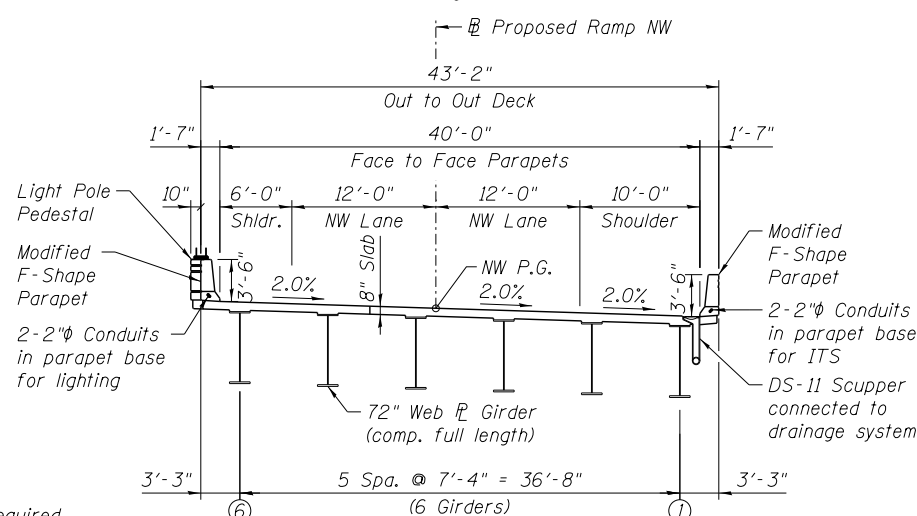
CROSS SECTION - UNIT 4 - STAGE IIa
(Looking South)



EXISTING CROSS SECTION
(Looking East)



CROSS SECTION - UNITS 1, 2, & 3 - FINAL
(Looking East or South)



CROSS SECTION - UNIT 4 - STAGE IIb & FINAL
(Looking South)

*Slope reverses from -2.0% @ Sta. 397+03.93 to 5.6% @ Sta. 398+50.93.
Slope decreases from 5.6% @ Sta. 406+60.30 to 2.0% @ Sta. 407+30.30.

STAGE Ia REMOVAL TABLE

Existing Span No.	Span Length	Girders to Remain	Top Flange Width	Minimum Overhang
NW14 - NW28	65'-0"	3	11 1/2"	5 3/4"

STAGE Ib REMOVAL TABLE

Existing Span No.	Span Length	Girders to Remain	Top Flange Width	Minimum Overhang
NW1	77'-8 1/2"	4	10"	N/A
NW2	77'-8 1/2"	3	10"	5"
NW3	77'-5"	4	10"	N/A
NW4	79'-3"	4	10"	N/A
NW5	73'-0"	4	10"	N/A
NW6	79'-11"	4	10"	N/A
NW7	70'-0"	4	10"	N/A
NW8	97'-6"	5	10'-16"	N/A
NW9	34'-5"	4	10"	N/A
NW10	75'-0"	4	10"	N/A
NW11	79'-0"	4	10"	N/A
NW12	79'-0"	4	10"	N/A
NW13	78'-0"	4	10"	N/A

STAGE REMOVAL NOTES

- Plan dimensions and details relative to existing plans are subject to construction variations. The Contractor shall field verify existing dimensions and details, and modify suggested stage removal lines as necessary to provide the minimum traffic width shown in the plans. Changes to the suggested stage removal lines and/or the traffic control shall be approved by the Engineer. In no case shall temporary lanes be less than 11'-0", and adjacent temporary shoulders be less than 1'-0".
- The existing deck is significantly deteriorated and has recently required several full-depth deck slab repairs. The exact condition of the underside of existing deck is unknown since the existing Protective Shield limited access for inspection. When existing deck is removed, the Contractor shall notify the Engineer of significant deterioration or unsafe conditions that are discovered. The Contractor shall monitor the condition of existing deck at all times, but especially during stage removal.
- In the event of any deck slab failure as the result of either additional corrosion or removal of the deck slab the Contractor shall immediately cease work, implement safe traffic control measures and notify the Engineer. The Contractor may be required to perform immediate repairs depending upon the type of deck slab failure. Nominal quantities have been provided for both partial and full-depth deck slab repair in the Highway Plans. Deck slab repairs shall be approved by the Engineer.
- Deck overhangs provided in the table are the minimum, but shall be determined in the field by the Contractor. If overhangs exceed 2'-0", the Contractor shall check if brackets are required to support the existing deck. The Contractor shall submit plan details & calculations prepared and sealed by an Illinois Licensed Structural Engineer for review and acceptance by the Engineer. This work shall not be paid for separately, but shall be included with the Removal of Existing Structures.
- When the deck is cut along the existing top flange to minimize the overhang, the Contractor shall take care not to damage the existing top flange below the deck. Any damage to the existing steel shall be repaired by the Contractor at no further cost to the Department.
- Substructure stage removal differs from that utilized for the superstructure. See Sheets S-20 thru S-24 for substructure stage removal of existing structure.

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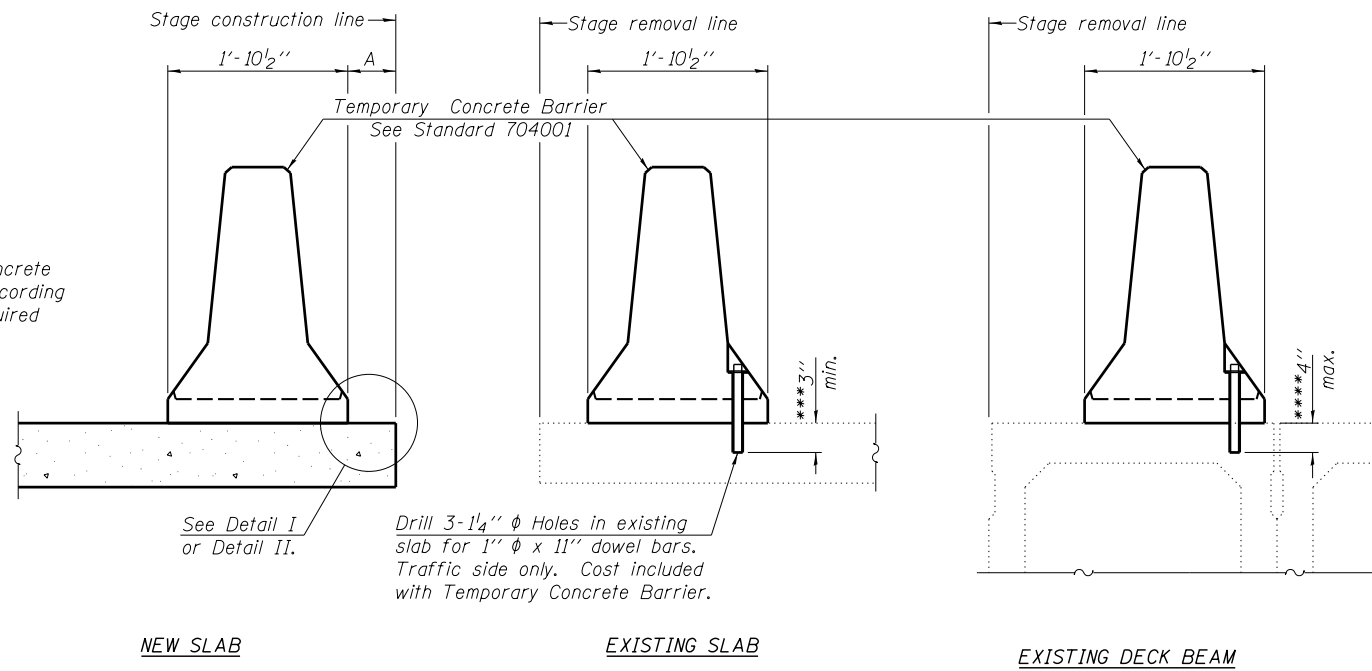
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION IV - S.N. 016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-18 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 510
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

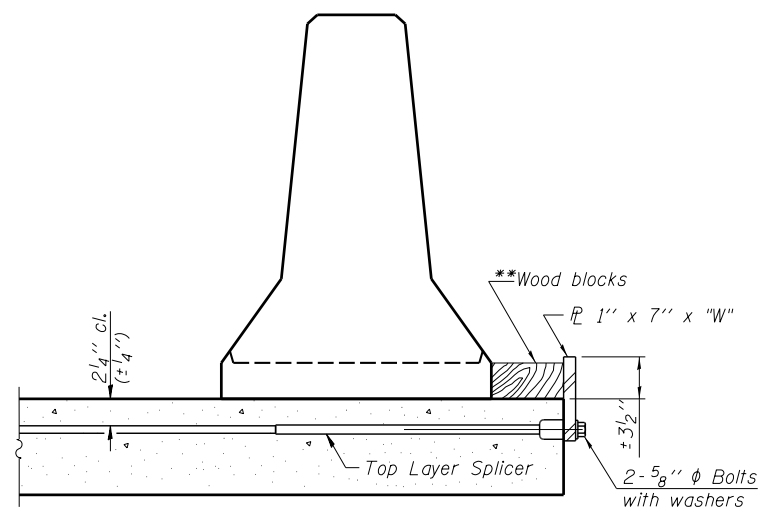
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

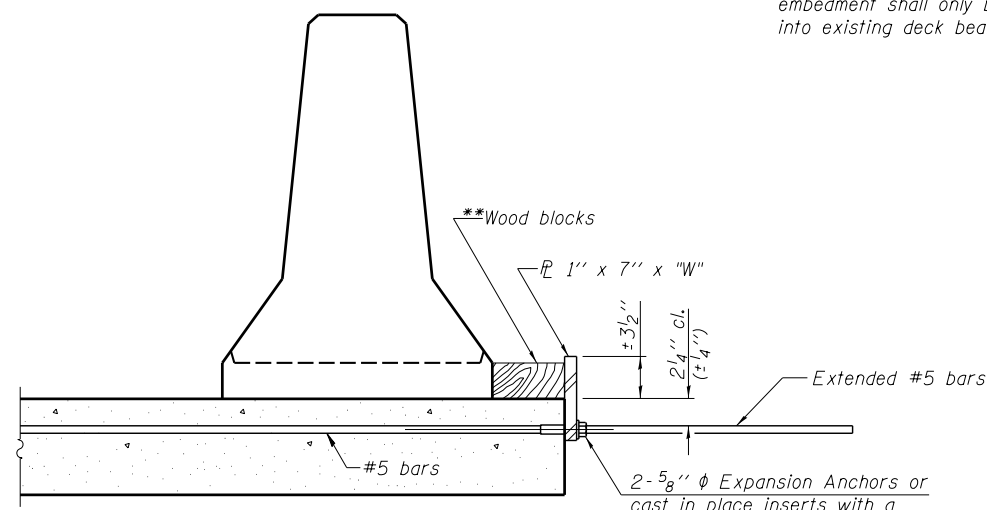
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

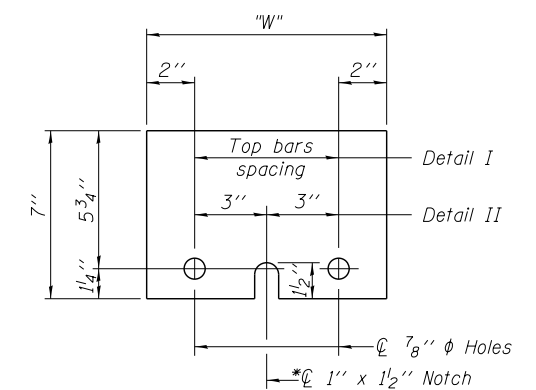
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x "W"

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

R-27

7-1-10



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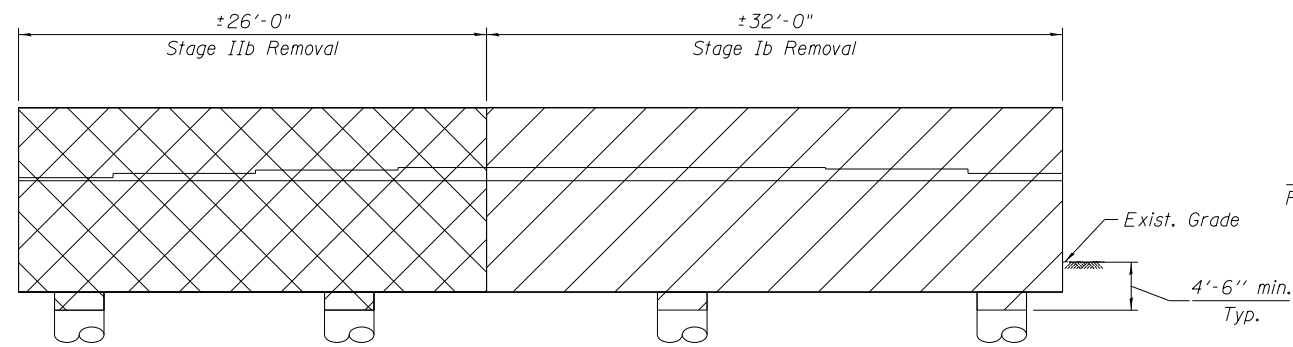
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

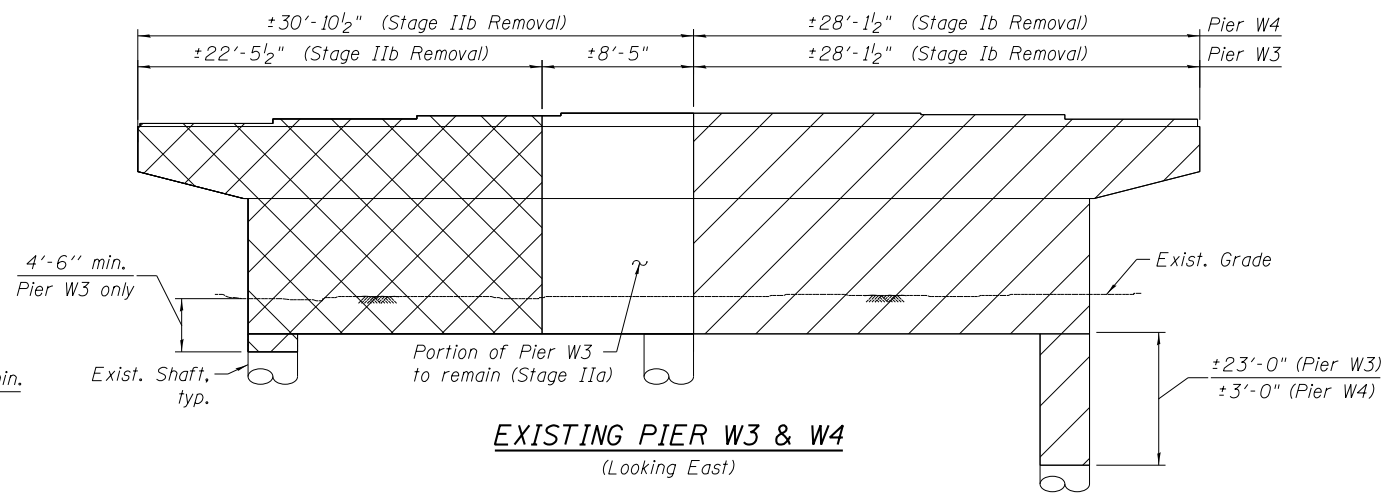
SHEET NO. S-19 OF S-248 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

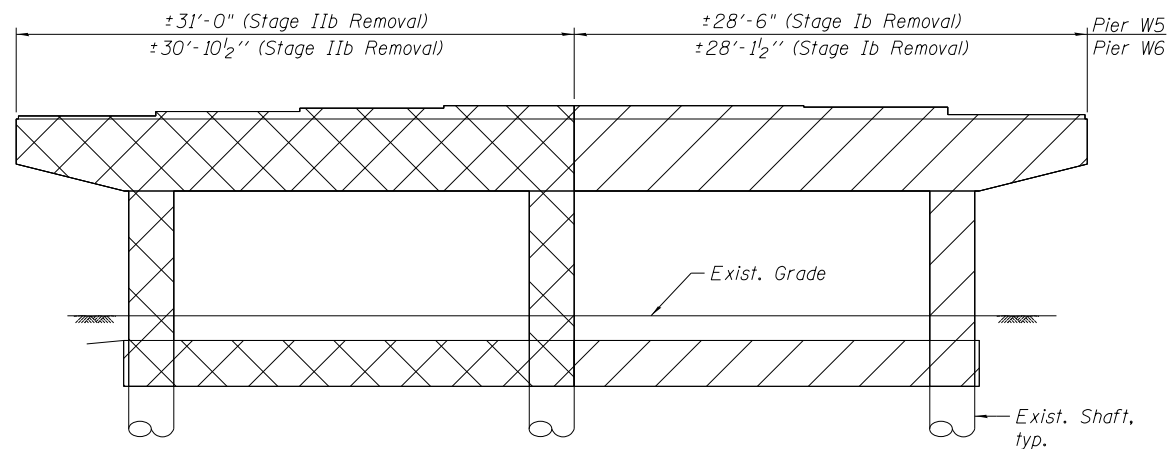
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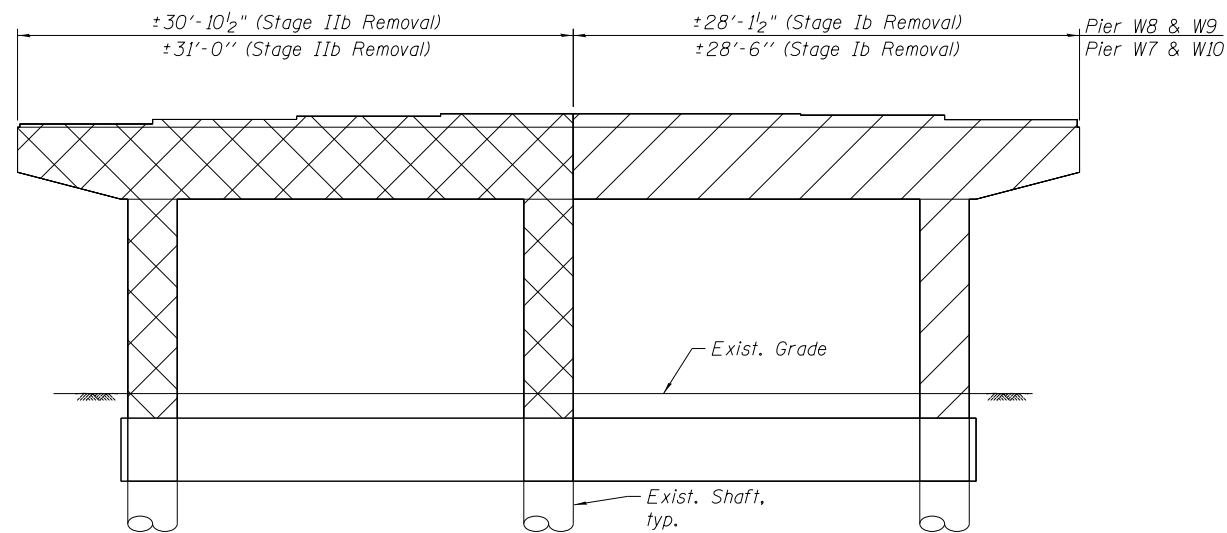
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(Looking East)



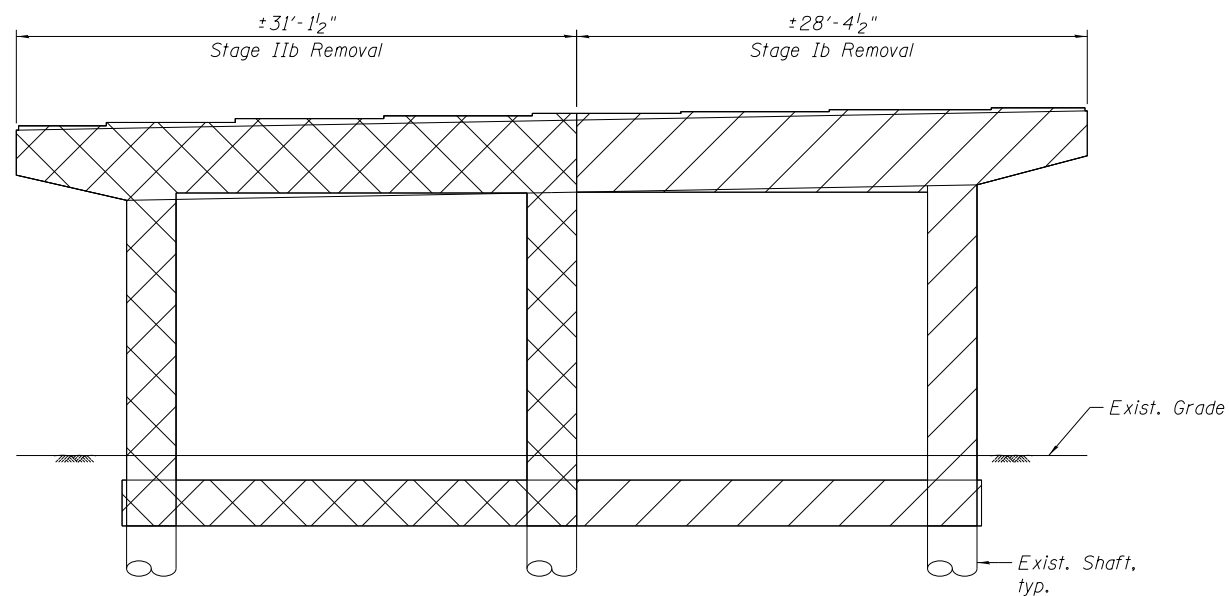
EXISTING PIER W3 & W4
(Looking East)



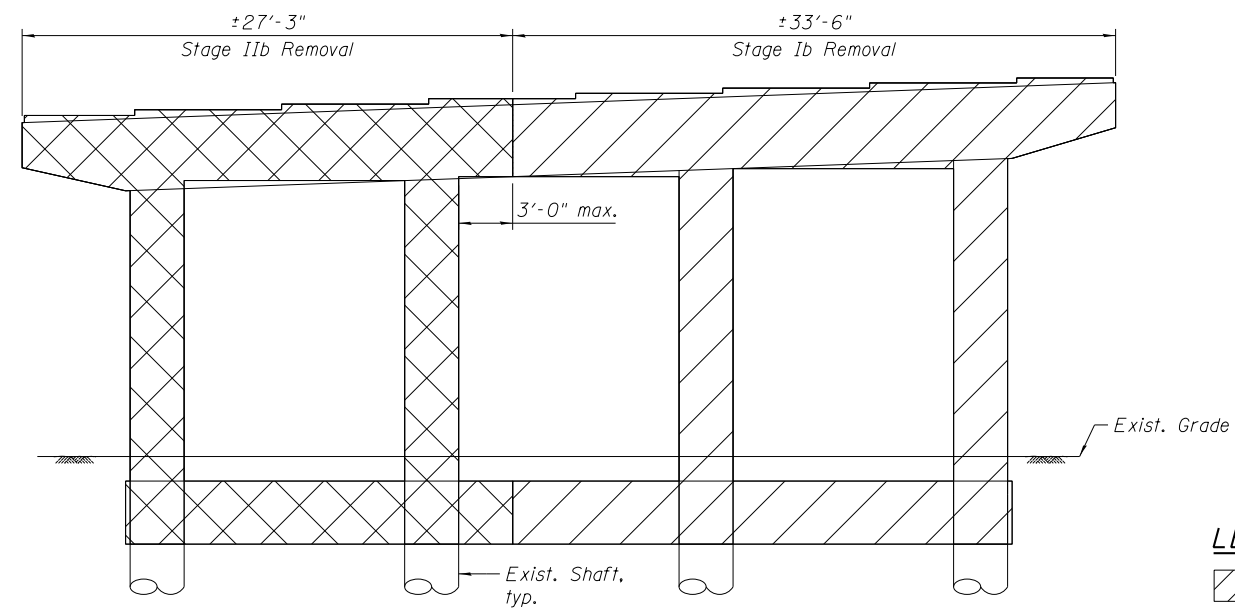
EXISTING PIER W5 & W6
(Looking East)



EXISTING PIER W7, W8, W9 & W10
(Looking East)



EXISTING PIER W11
(Looking East)



EXISTING PIER W12
(Looking East)

LEGEND

- Stage Ib Removal
- Stage IIb Removal

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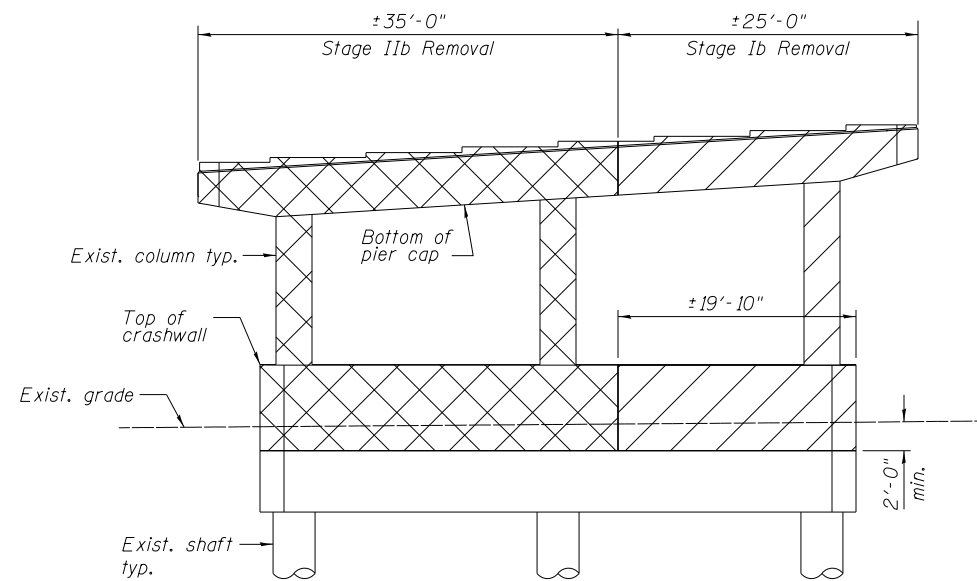
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

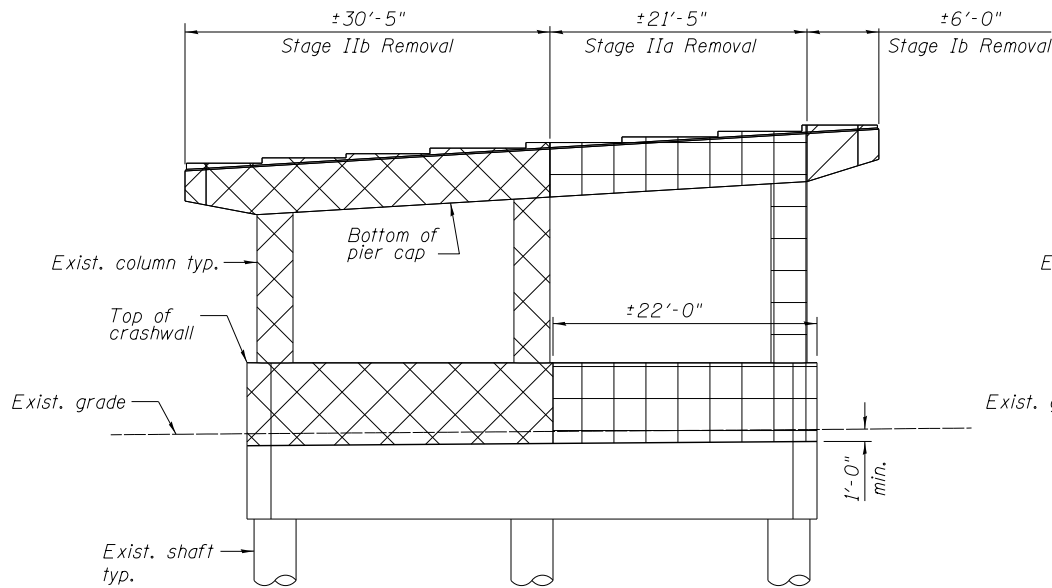
**EXISTING SUBSTRUCTURE REMOVAL I- S.N.016-1055
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-20 OF S-248 SHEETS

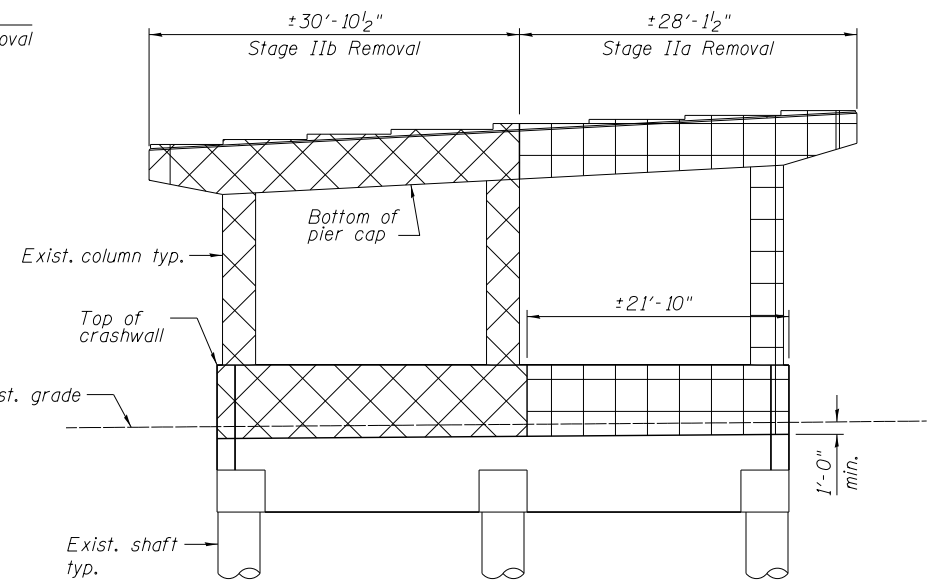
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				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



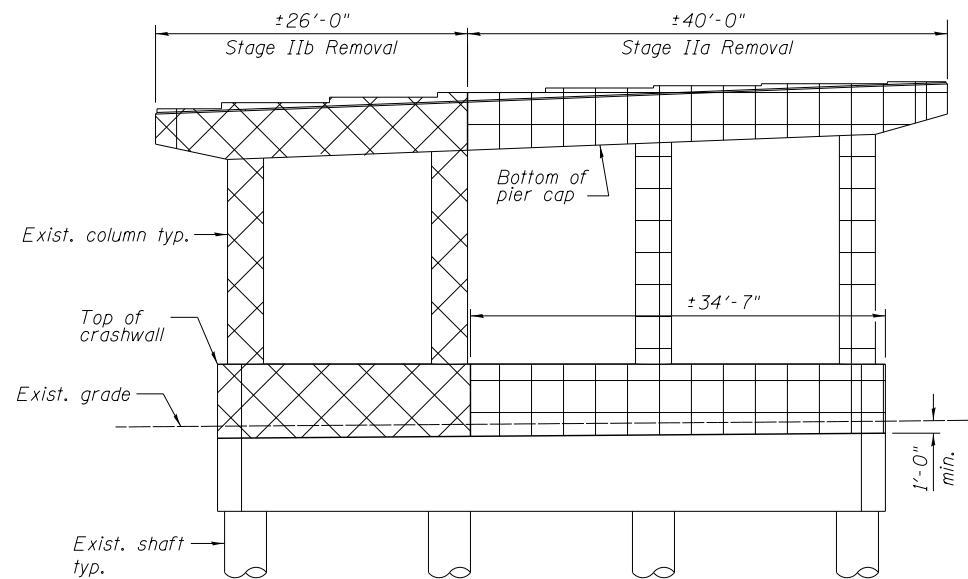
EXISTING PIER W13
(Looking East)



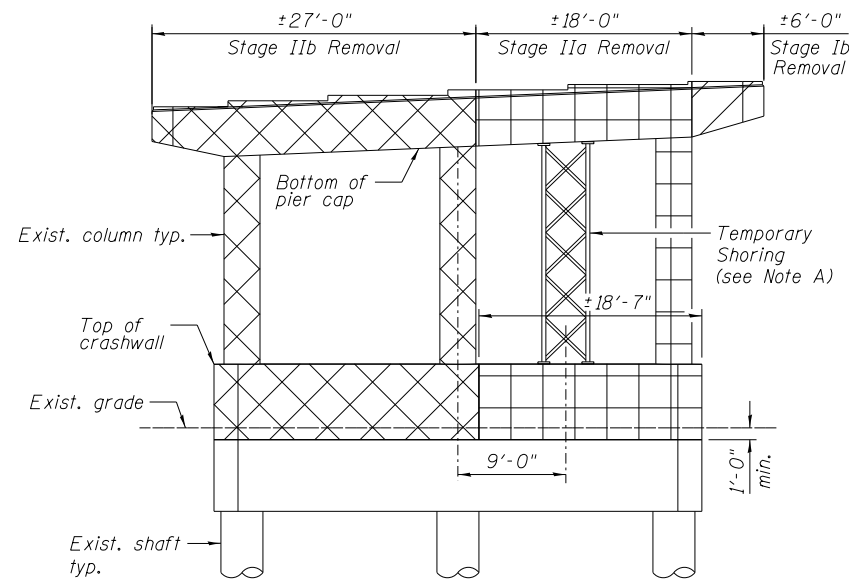
EXISTING PIER W14
(Looking East)



EXISTING PIER W15
(Looking East)



EXISTING PIER W16
(Looking East)



EXISTING PIER W17
(Looking East)

NOTE A:

1. The Contractor shall install Temporary Shoring to support existing Pier W17 prior to Stage Ib Removal.
2. See Special provisions for Temporary Shoring. Contractor shall consider all possible load cases for the design of Temporary Shoring & adequately support existing Pier W17. Temporary Shoring shall be designed to support minimum dead load & live load as specified herein:
 Minimum Dead Load = 170k kips (unfactored)
 Minimum Live Load = 60k kips (unfactored)

LEGEND

- Stage Ib Removal
- Stage IIa Removal
- Stage IIb Removal

072_0161504_60L70_DEMO2.dgn



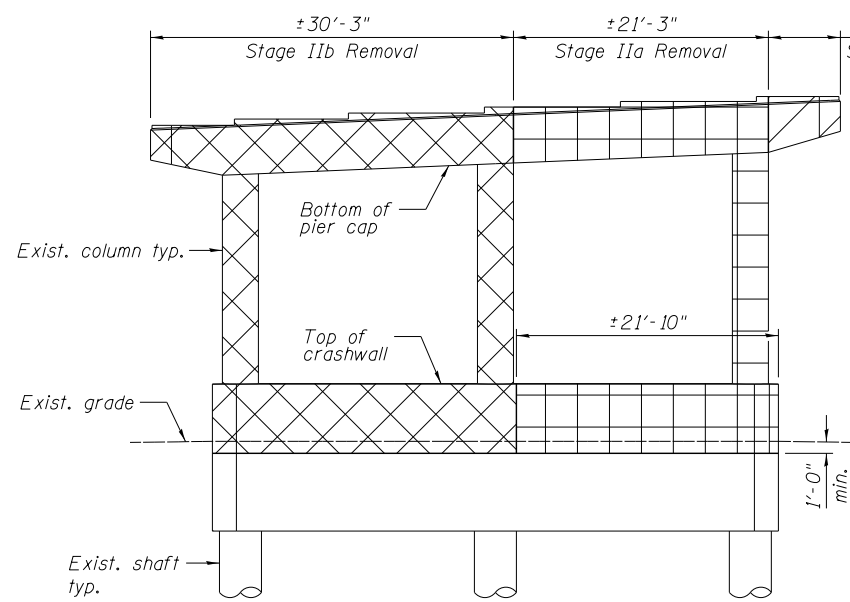
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PLOT DATE = 11/20/2014	CHECKED - PH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

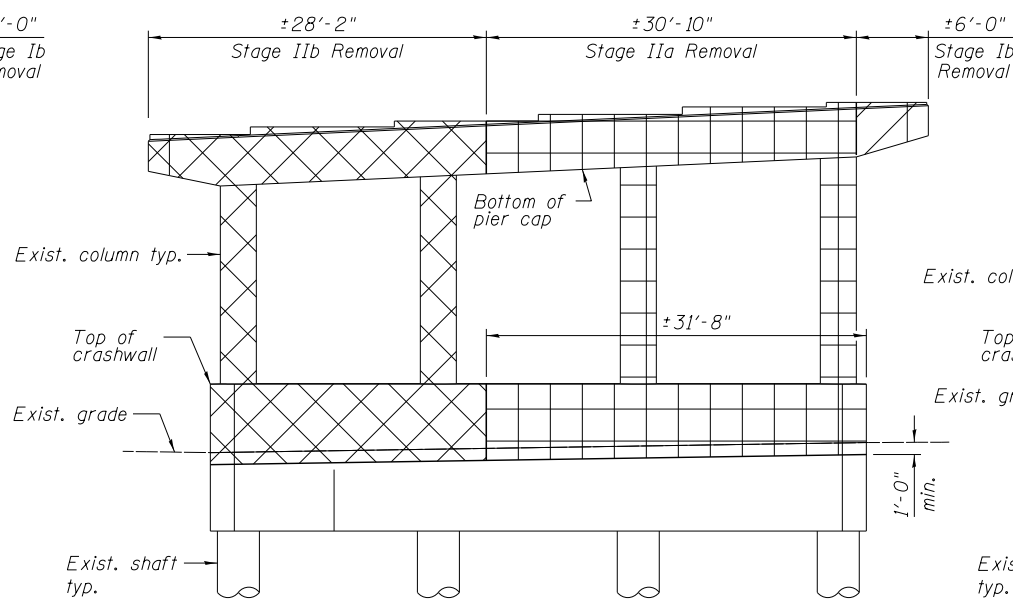
**EXISTING SUBSTRUCTURE REMOVAL II - S.N. 016-1052
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-21 OF S-248 SHEETS

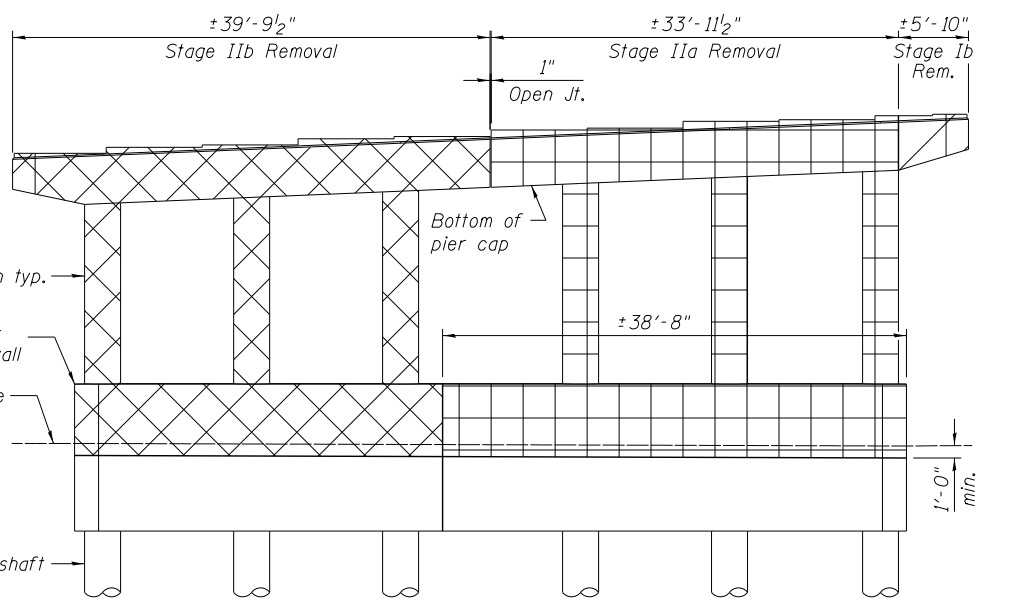
F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 513
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



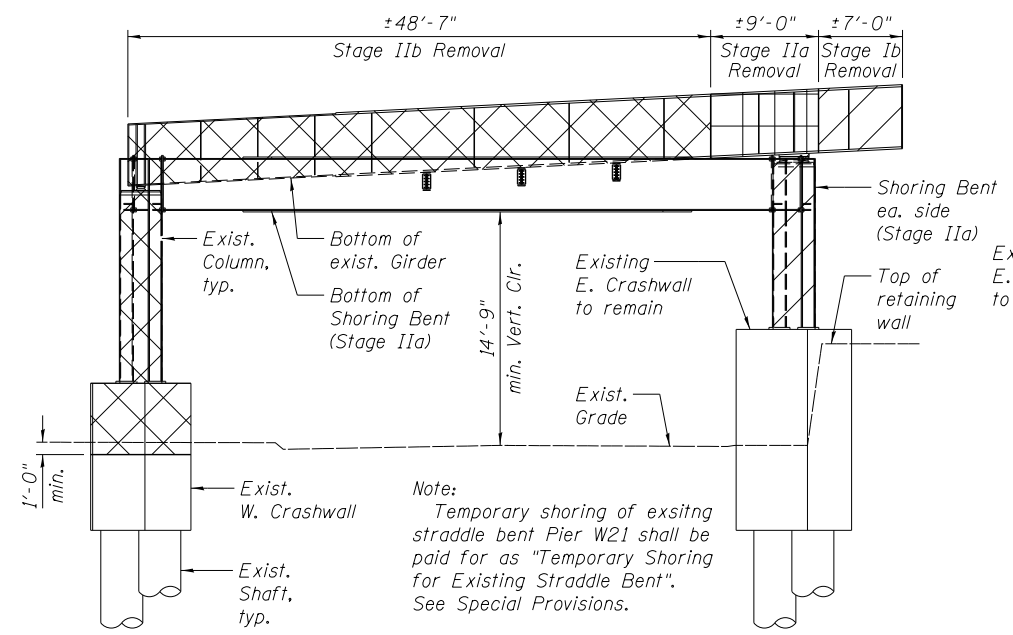
EXISTING PIER W18
(Looking East)



EXISTING PIER W19
(Looking East)

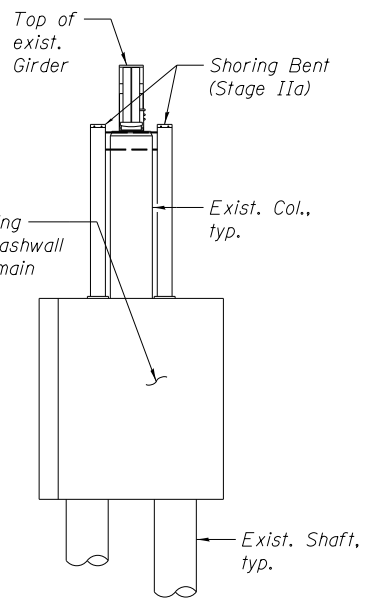


EXISTING PIER W20
(Looking East)

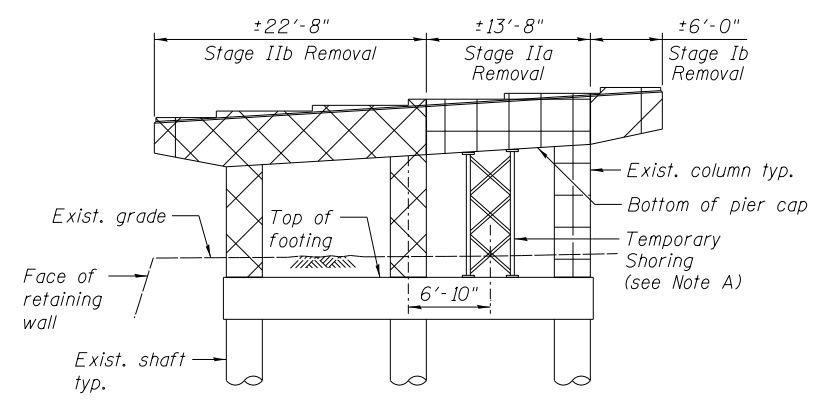


EXISTING PIER W21
(Looking North)

Note:
Temporary shoring of existing straddle bent Pier W21 shall be paid for as "Temporary Shoring for Existing Straddle Bent". See Special Provisions.



EXISTING PIER W21
(Looking West)



EXISTING PIER W22
(Looking North)

LEGEND

- Stage Ib Removal
- Stage IIa Removal
- Stage IIb Removal

NOTE A:

1. The Contractor shall install Temporary Shoring to support existing Pier W22 prior to Stage Ib Removal.
2. See Special provisions for Temporary Shoring. Contractor shall consider all possible load cases for the design of Temporary Shoring & adequately support existing Pier W22. Temporary Shoring shall be designed to support minimum dead load & live load as specified herein:
Minimum Dead Load = 150k kips (unfactored)
Minimum Live Load = 60k kips (unfactored)

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RME Rubinos & Menia Engineers, Inc.
200 S. Michigan Avenue, Suite 1500, Chicago, IL 60604-2482

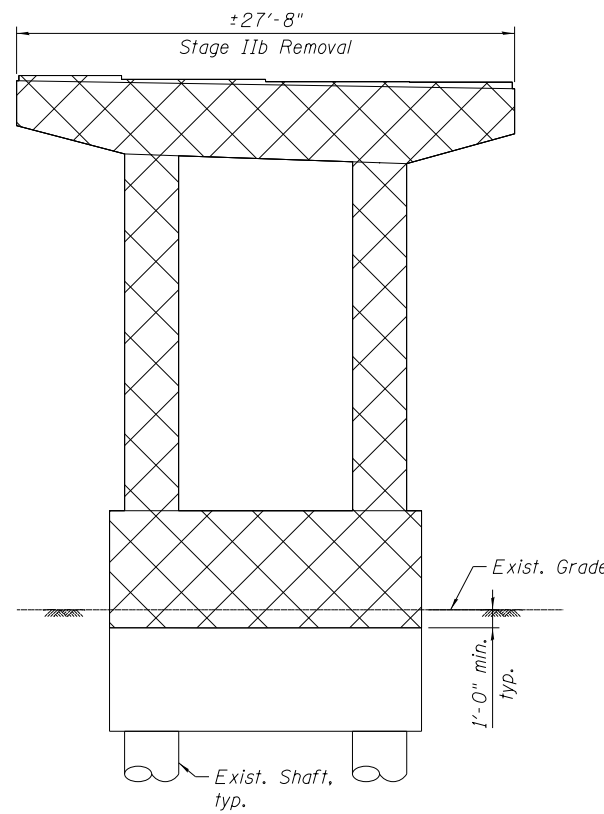
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

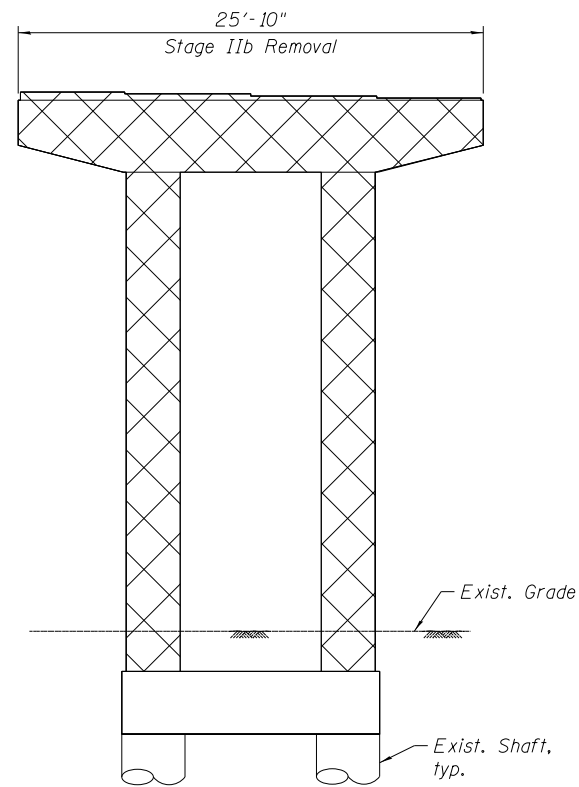
EXISTING SUBSTRUCTURE REMOVAL III - S.N. 016-1052
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-22 OF S-248 SHEETS

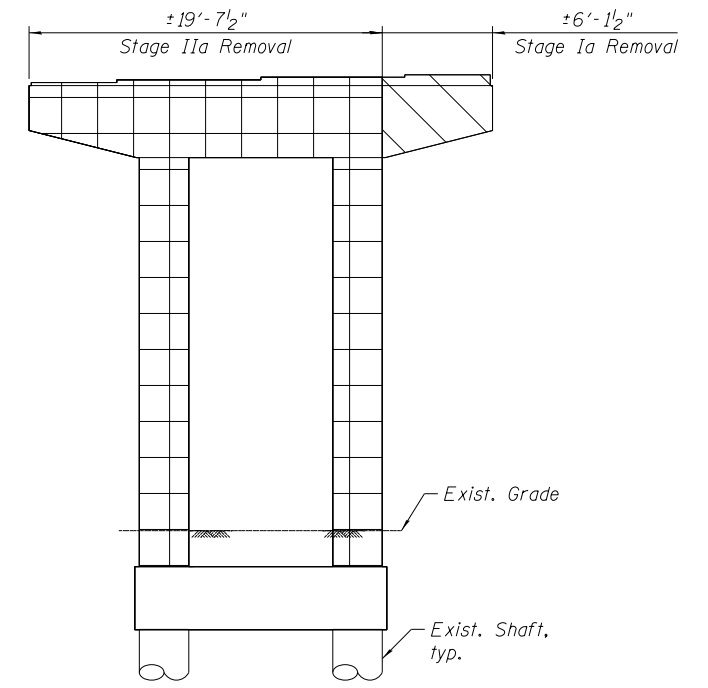
F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	514
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



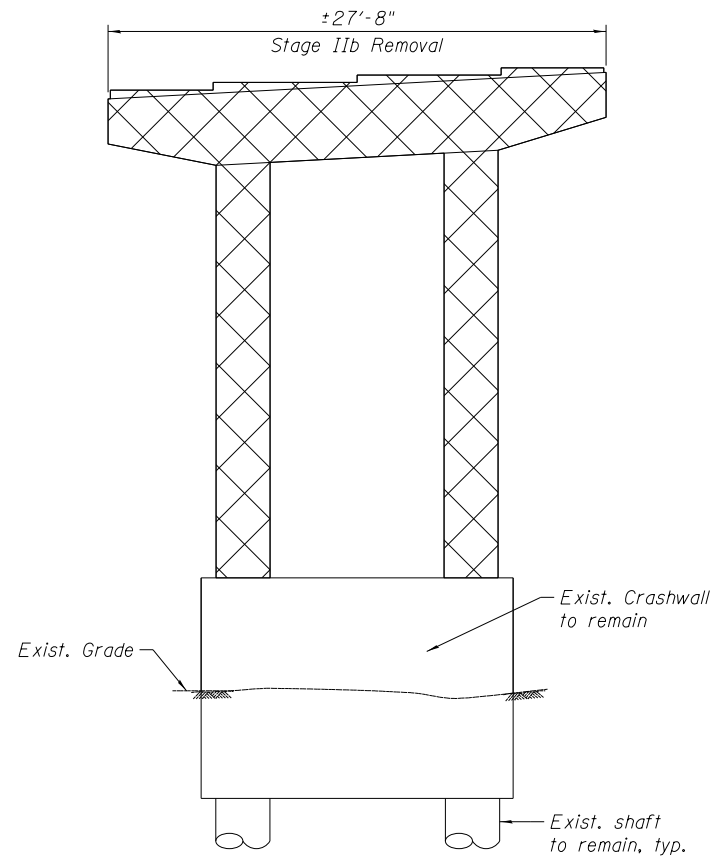
EXISTING PIER NW1 thru NW3
(Looking West)



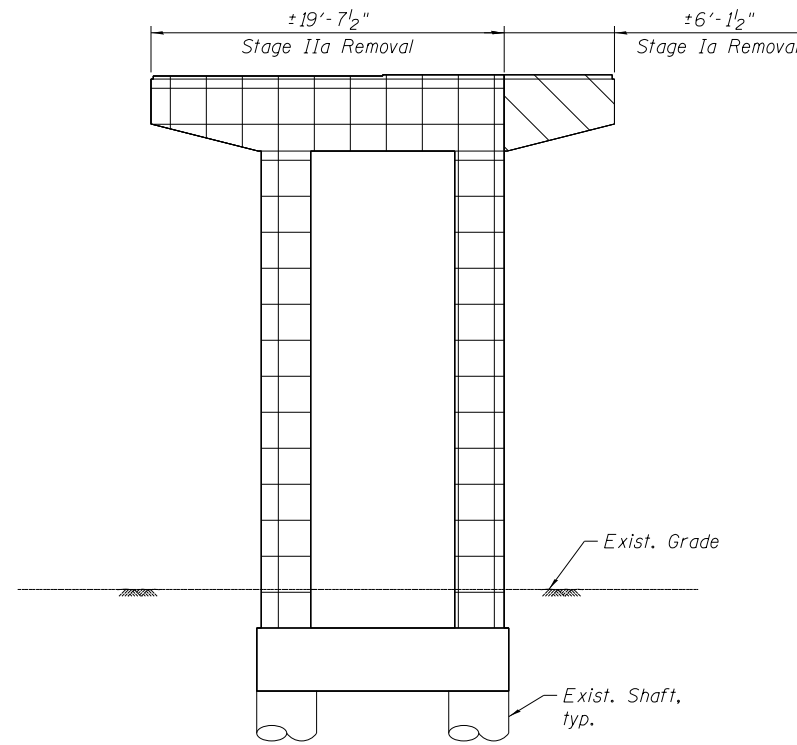
EXISTING PIER NW5 thru NW13
(Looking South)



EXISTING PIER NW17 & NW18
(Looking South)






EXISTING PIER NW4
(Looking West)



EXISTING PIER NW14 & NW15
(Looking South)

LEGEND

-  Stage Ia Removal
-  Stage IIa Removal
-  Stage IIb Removal

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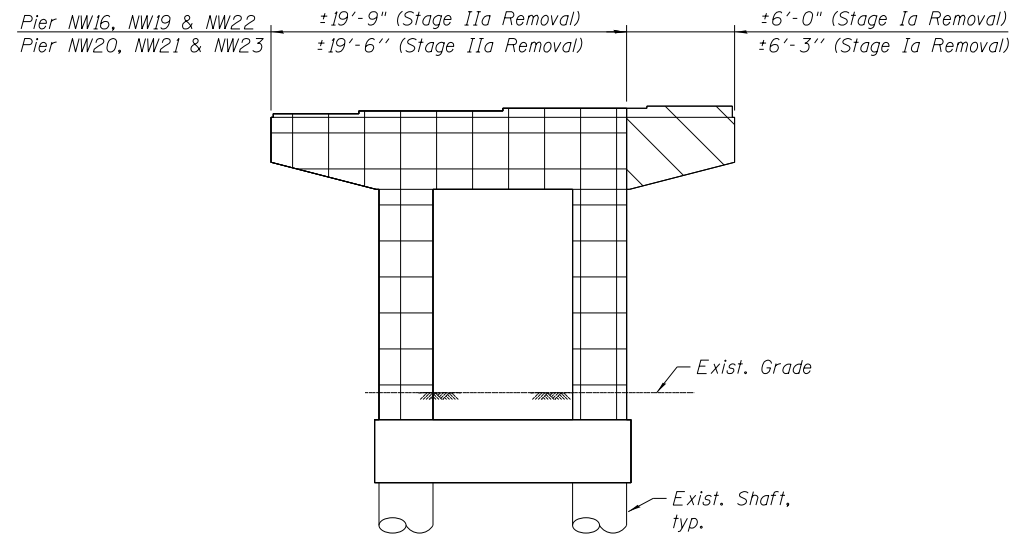
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		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MRK	REVISED -	
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

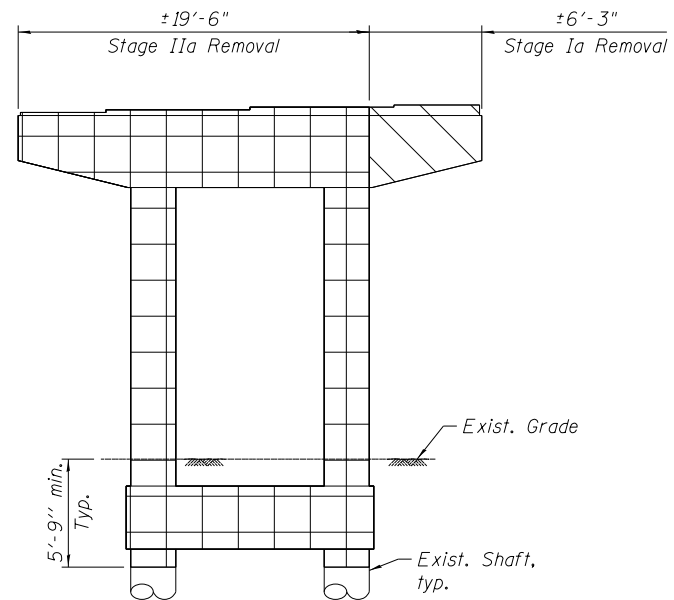
**EXISTING SUBSTRUCTURE REMOVAL IV - S.N. 016-1048
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-23 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	515
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



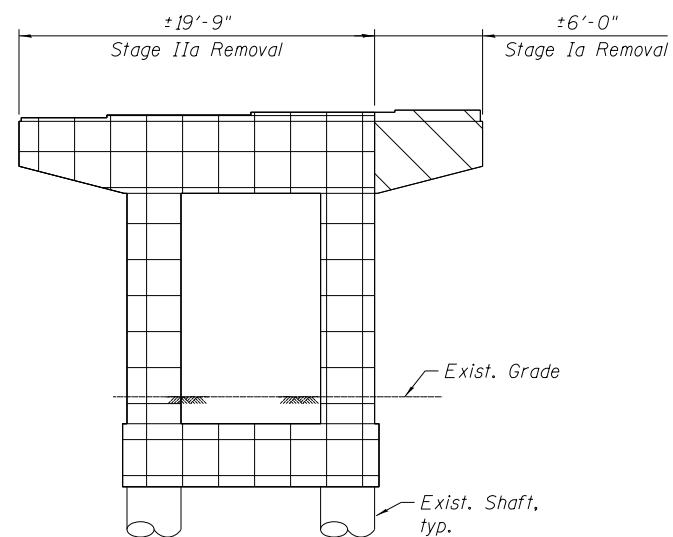
EXISTING PIER NW16, NW19, NW20, NW21, NW22 & NW23
(Looking South)



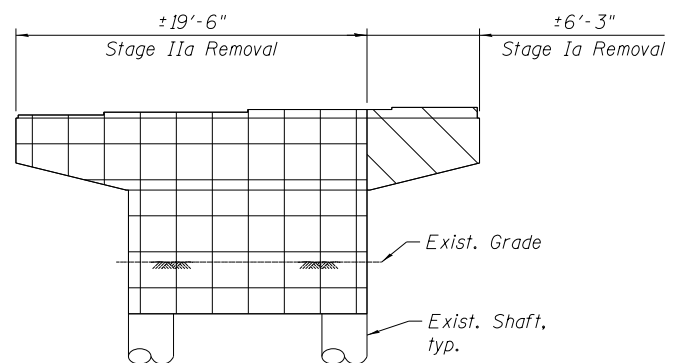
EXISTING PIER NW24
(Looking South)

LEGEND

- Stage Ia Removal
- Stage IIa Removal



EXISTING PIER NW25
(Looking South)



EXISTING PIER NW26 & NW27
(Looking South)

075_0161505_60L70_DEMO5.dgn



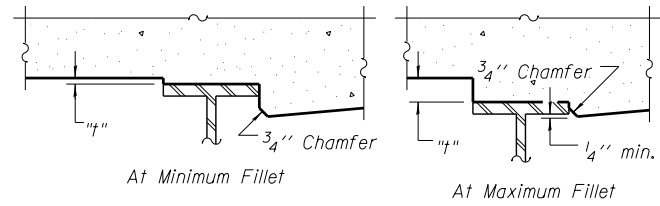
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	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING SUBSTRUCTURE REMOVAL V - S.N. 016-1048
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-24 OF S-248 SHEETS

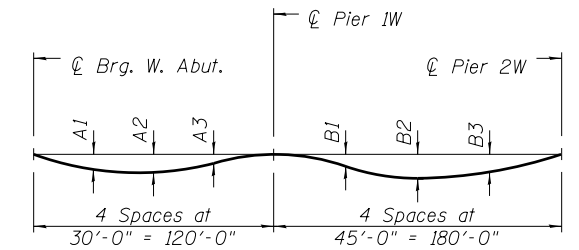
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	516
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-26 to S-28, minus slab thickness, equals the fillet heights "t" above top flange of girders.

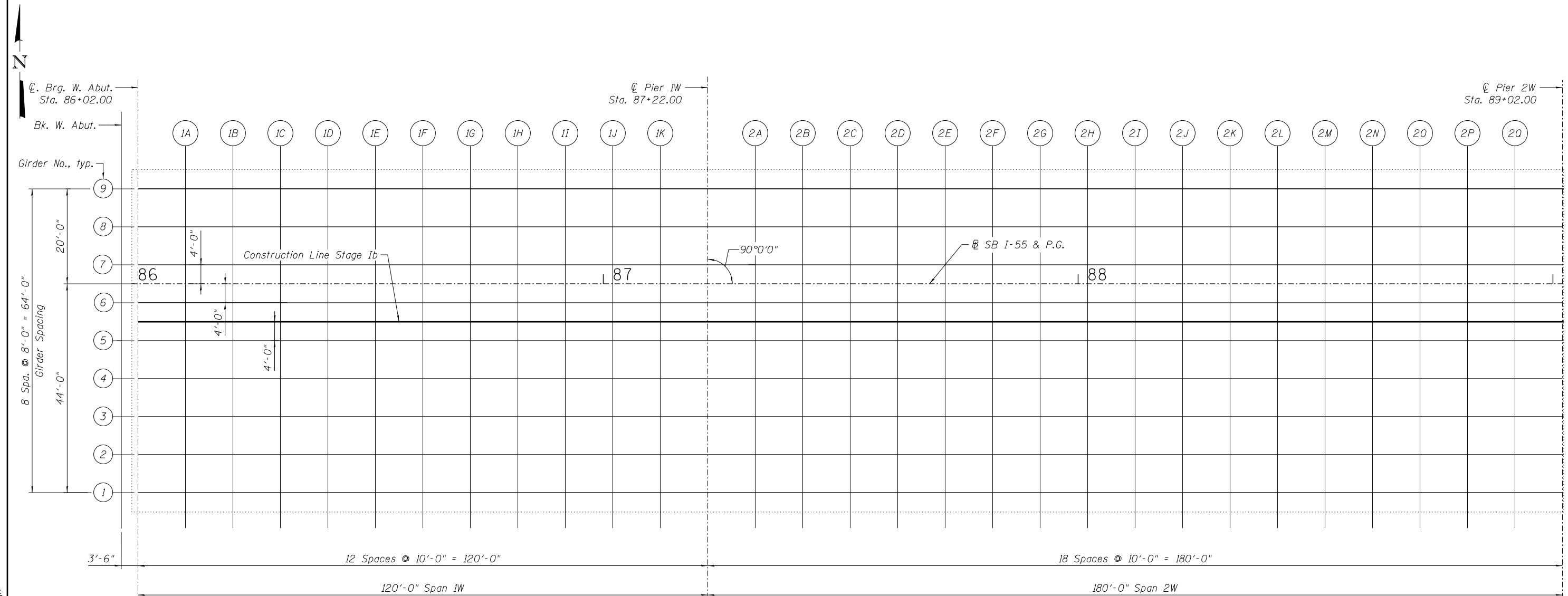
FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS					
	Span 1W			Span 2W		
	A1	A2	A3	B1	B2	B3
1	0 7/8"	0 3/4"	0 1/4"	1 5/8"	2 3/4"	1 5/8"
2	0 3/4"	0 3/4"	0 1/8"	1 1/2"	2 5/8"	1 1/2"
3	0 3/4"	0 5/8"	0 1/8"	1 1/2"	2 3/8"	1 3/8"
4	0 5/8"	0 5/8"	0 1/8"	1 3/8"	2 3/8"	1 3/8"
5	0 5/8"	0 5/8"	0 1/8"	1 3/8"	2 1/4"	1 3/8"
6	0 5/8"	0 5/8"	0 1/8"	1 3/8"	2 3/8"	1 3/8"
7	0 3/4"	0 5/8"	0 1/8"	1 1/2"	2 3/8"	1 3/8"
8	0 3/4"	0 3/4"	0 1/8"	1 1/2"	2 5/8"	1 1/2"
9	0 7/8"	0 3/4"	0 1/4"	1 5/8"	2 3/4"	1 5/8"



DEAD LOAD DEFLECTION DIAGRAM

Note: (Includes weight of concrete only.)
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-26 to S-28.



PLAN I - S.N. 016-1501

081_0161501_60L70_T05_Plan_1.dgn



USER NAME = kritzm	DESIGNED - MK	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - MK	REVISED -
	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN I - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-25 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	517
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
Bk. W. Abut.	85+98.50	44.00	613.20	613.20
☉ Brg. W. Abut.	86+02.00	44.00	613.31	613.31
1A	86+12.00	44.00	613.64	613.67
1B	86+22.00	44.00	613.96	614.02
1C	86+32.00	44.00	614.29	614.36
1D	86+42.00	44.00	614.61	614.69
1E	86+52.00	44.00	614.94	615.01
1F	86+62.00	44.00	615.26	615.33
1G	86+72.00	44.00	615.59	615.64
1H	86+82.00	44.00	615.91	615.95
1I	86+92.00	44.00	616.24	616.26
1J	87+02.00	44.00	616.56	616.57
1K	87+12.00	44.00	616.89	616.89
☉ Pier 1W	87+22.00	44.00	617.20	617.20
2A	87+32.00	44.00	617.51	617.53
2B	87+42.00	44.00	617.81	617.86
2C	87+52.00	44.00	618.11	618.19
2D	87+62.00	44.00	618.40	618.52
2E	87+72.00	44.00	618.68	618.83
2F	87+82.00	44.00	618.96	619.14
2G	87+92.00	44.00	619.23	619.44
2H	88+02.00	44.00	619.49	619.71
2I	88+12.00	44.00	619.75	619.98
2J	88+22.00	44.00	620.00	620.22
2K	88+32.00	44.00	620.24	620.45
2L	88+42.00	44.00	620.47	620.65
2M	88+52.00	44.00	620.70	620.85
2N	88+62.00	44.00	620.92	621.03
2O	88+72.00	44.00	621.14	621.22
2P	88+82.00	44.00	621.35	621.39
2Q	88+92.00	44.00	621.55	621.57
☉ Pier 2W	89+02.00	44.00	621.75	621.75

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
Bk. W. Abut.	85+98.50	36.00	613.36	613.36
☉ Brg. W. Abut.	86+02.00	36.00	613.47	613.47
1A	86+12.00	36.00	613.80	613.82
1B	86+22.00	36.00	614.12	614.17
1C	86+32.00	36.00	614.45	614.51
1D	86+42.00	36.00	614.77	614.84
1E	86+52.00	36.00	615.10	615.17
1F	86+62.00	36.00	615.42	615.48
1G	86+72.00	36.00	615.75	615.80
1H	86+82.00	36.00	616.07	616.10
1I	86+92.00	36.00	616.40	616.41
1J	87+02.00	36.00	616.72	616.73
1K	87+12.00	36.00	617.05	617.05
☉ Pier 1W	87+22.00	36.00	617.36	617.36
2A	87+32.00	36.00	617.67	617.69
2B	87+42.00	36.00	617.97	618.01
2C	87+52.00	36.00	618.27	618.35
2D	87+62.00	36.00	618.56	618.67
2E	87+72.00	36.00	618.84	618.98
2F	87+82.00	36.00	619.12	619.29
2G	87+92.00	36.00	619.39	619.59
2H	88+02.00	36.00	619.65	619.86
2I	88+12.00	36.00	619.91	620.12
2J	88+22.00	36.00	620.16	620.37
2K	88+32.00	36.00	620.40	620.59
2L	88+42.00	36.00	620.63	620.80
2M	88+52.00	36.00	620.86	621.00
2N	88+62.00	36.00	621.08	621.19
2O	88+72.00	36.00	621.30	621.37
2P	88+82.00	36.00	621.51	621.55
2Q	88+92.00	36.00	621.71	621.73
☉ Pier 2W	89+02.00	36.00	621.91	621.91

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
Bk. W. Abut.	85+98.50	28.00	613.52	613.52
☉ Brg. W. Abut.	86+02.00	28.00	613.63	613.63
1A	86+12.00	28.00	613.96	613.98
1B	86+22.00	28.00	614.28	614.33
1C	86+32.00	28.00	614.61	614.67
1D	86+42.00	28.00	614.93	615.00
1E	86+52.00	28.00	615.26	615.32
1F	86+62.00	28.00	615.58	615.64
1G	86+72.00	28.00	615.91	615.95
1H	86+82.00	28.00	616.23	616.26
1I	86+92.00	28.00	616.56	616.57
1J	87+02.00	28.00	616.88	616.88
1K	87+12.00	28.00	617.21	617.21
☉ Pier 1W	87+22.00	28.00	617.52	617.52
2A	87+32.00	28.00	617.83	617.85
2B	87+42.00	28.00	618.13	618.17
2C	87+52.00	28.00	618.43	618.51
2D	87+62.00	28.00	618.72	618.83
2E	87+72.00	28.00	619.00	619.14
2F	87+82.00	28.00	619.28	619.45
2G	87+92.00	28.00	619.55	619.75
2H	88+02.00	28.00	619.81	620.02
2I	88+12.00	28.00	620.07	620.28
2J	88+22.00	28.00	620.32	620.53
2K	88+32.00	28.00	620.56	620.75
2L	88+42.00	28.00	620.79	620.96
2M	88+52.00	28.00	621.02	621.16
2N	88+62.00	28.00	621.24	621.35
2O	88+72.00	28.00	621.46	621.53
2P	88+82.00	28.00	621.67	621.71
2Q	88+92.00	28.00	621.87	621.89
☉ Pier 2W	89+02.00	28.00	622.07	622.07

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
Bk. W. Abut.	85+98.50	20.00	613.68	613.68
☉ Brg. W. Abut.	86+02.00	20.00	613.79	613.79
1A	86+12.00	20.00	614.12	614.14
1B	86+22.00	20.00	614.44	614.48
1C	86+32.00	20.00	614.77	614.82
1D	86+42.00	20.00	615.09	615.15
1E	86+52.00	20.00	615.42	615.48
1F	86+62.00	20.00	615.74	615.80
1G	86+72.00	20.00	616.07	616.11
1H	86+82.00	20.00	616.39	616.42
1I	86+92.00	20.00	616.72	616.73
1J	87+02.00	20.00	617.04	617.04
1K	87+12.00	20.00	617.37	617.37
☉ Pier 1W	87+22.00	20.00	617.68	617.68
2A	87+32.00	20.00	617.99	618.01
2B	87+42.00	20.00	618.29	618.33
2C	87+52.00	20.00	618.59	618.66
2D	87+62.00	20.00	618.88	618.98
2E	87+72.00	20.00	619.16	619.29
2F	87+82.00	20.00	619.44	619.60
2G	87+92.00	20.00	619.71	619.89
2H	88+02.00	20.00	619.97	620.16
2I	88+12.00	20.00	620.23	620.43
2J	88+22.00	20.00	620.48	620.67
2K	88+32.00	20.00	620.72	620.90
2L	88+42.00	20.00	620.95	621.11
2M	88+52.00	20.00	621.18	621.31
2N	88+62.00	20.00	621.40	621.50
2O	88+72.00	20.00	621.62	621.69
2P	88+82.00	20.00	621.83	621.87
2Q	88+92.00	20.00	622.03	622.04
☉ Pier 2W	89+02.00	20.00	622.23	622.23

082_0161501_60L70_T05_Elev_1.dgn



USER NAME = kritzm	DESIGNED - MK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MK	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS I- S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-26 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 518
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

GIRDER 5

CONSTRUCTION LINE STAGE 1b

GIRDER 6

SB I-55 & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
Bk. W. Abut.	85+98.50	12.00	613.84	613.84
☉ Brg. W. Abut.	86+02.00	12.00	613.95	613.95
1A	86+12.00	12.00	614.28	614.30
1B	86+22.00	12.00	614.60	614.64
1C	86+32.00	12.00	614.93	614.98
1D	86+42.00	12.00	615.25	615.31
1E	86+52.00	12.00	615.58	615.64
1F	86+62.00	12.00	615.90	615.95
1G	86+72.00	12.00	616.23	616.27
1H	86+82.00	12.00	616.55	616.58
1I	86+92.00	12.00	616.88	616.89
1J	87+02.00	12.00	617.20	617.20
1K	87+12.00	12.00	617.53	617.53
☉ Pier 1W	87+22.00	12.00	617.84	617.84
2A	87+32.00	12.00	618.15	618.17
2B	87+42.00	12.00	618.45	618.49
2C	87+52.00	12.00	618.75	618.82
2D	87+62.00	12.00	619.04	619.14
2E	87+72.00	12.00	619.32	619.45
2F	87+82.00	12.00	619.60	619.76
2G	87+92.00	12.00	619.87	620.05
2H	88+02.00	12.00	620.13	620.32
2I	88+12.00	12.00	620.39	620.58
2J	88+22.00	12.00	620.64	620.83
2K	88+32.00	12.00	620.88	621.05
2L	88+42.00	12.00	621.11	621.26
2M	88+52.00	12.00	621.34	621.47
2N	88+62.00	12.00	621.56	621.66
2O	88+72.00	12.00	621.78	621.85
2P	88+82.00	12.00	621.99	622.03
2Q	88+92.00	12.00	622.19	622.20
☉ Pier 2W	89+02.00	12.00	622.39	622.39

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
Bk. W. Abut.	85+98.50	8.00	613.76	613.76
☉ Brg. W. Abut.	86+02.00	8.00	613.87	613.87
1A	86+12.00	8.00	614.20	614.22
1B	86+22.00	8.00	614.52	614.56
1C	86+32.00	8.00	614.85	614.90
1D	86+42.00	8.00	615.17	615.23
1E	86+52.00	8.00	615.50	615.56
1F	86+62.00	8.00	615.82	615.87
1G	86+72.00	8.00	616.15	616.19
1H	86+82.00	8.00	616.47	616.50
1I	86+92.00	8.00	616.80	616.81
1J	87+02.00	8.00	617.12	617.12
1K	87+12.00	8.00	617.45	617.45
☉ Pier 1W	87+22.00	8.00	617.76	617.76
2A	87+32.00	8.00	618.07	618.09
2B	87+42.00	8.00	618.37	618.41
2C	87+52.00	8.00	618.67	618.74
2D	87+62.00	8.00	618.96	619.06
2E	87+72.00	8.00	619.24	619.37
2F	87+82.00	8.00	619.52	619.68
2G	87+92.00	8.00	619.79	619.97
2H	88+02.00	8.00	620.05	620.24
2I	88+12.00	8.00	620.31	620.50
2J	88+22.00	8.00	620.56	620.75
2K	88+32.00	8.00	620.80	620.98
2L	88+42.00	8.00	621.03	621.18
2M	88+52.00	8.00	621.26	621.39
2N	88+62.00	8.00	621.48	621.58
2O	88+72.00	8.00	621.70	621.77
2P	88+82.00	8.00	621.91	621.95
2Q	88+92.00	8.00	622.11	622.12
☉ Pier 2W	89+02.00	8.00	622.31	622.31

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
Bk. W. Abut.	85+98.50	4.00	613.68	613.68
☉ Brg. W. Abut.	86+02.00	4.00	613.79	613.79
1A	86+12.00	4.00	614.12	614.14
1B	86+22.00	4.00	614.44	614.48
1C	86+32.00	4.00	614.77	614.82
1D	86+42.00	4.00	615.09	615.15
1E	86+52.00	4.00	615.42	615.48
1F	86+62.00	4.00	615.74	615.80
1G	86+72.00	4.00	616.07	616.11
1H	86+82.00	4.00	616.39	616.42
1I	86+92.00	4.00	616.72	616.73
1J	87+02.00	4.00	617.04	617.04
1K	87+12.00	4.00	617.37	617.37
☉ Pier 1W	87+22.00	4.00	617.68	617.68
2A	87+32.00	4.00	617.99	618.01
2B	87+42.00	4.00	618.29	618.33
2C	87+52.00	4.00	618.59	618.66
2D	87+62.00	4.00	618.88	618.98
2E	87+72.00	4.00	619.16	619.29
2F	87+82.00	4.00	619.44	619.60
2G	87+92.00	4.00	619.71	619.89
2H	88+02.00	4.00	619.97	620.16
2I	88+12.00	4.00	620.23	620.43
2J	88+22.00	4.00	620.48	620.67
2K	88+32.00	4.00	620.72	620.90
2L	88+42.00	4.00	620.95	621.11
2M	88+52.00	4.00	621.18	621.31
2N	88+62.00	4.00	621.40	621.50
2O	88+72.00	4.00	621.62	621.69
2P	88+82.00	4.00	621.83	621.87
2Q	88+92.00	4.00	622.03	622.04
☉ Pier 2W	89+02.00	4.00	622.23	622.23

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
Bk. W. Abut.	85+98.50	0.00	613.60	613.60
☉ Brg. W. Abut.	86+02.00	0.00	613.71	613.71
1A	86+12.00	0.00	614.04	614.06
1B	86+22.00	0.00	614.36	614.41
1C	86+32.00	0.00	614.69	614.74
1D	86+42.00	0.00	615.01	615.08
1E	86+52.00	0.00	615.34	615.40
1F	86+62.00	0.00	615.66	615.72
1G	86+72.00	0.00	615.99	616.03
1H	86+82.00	0.00	616.31	616.34
1I	86+92.00	0.00	616.64	616.65
1J	87+02.00	0.00	616.96	616.96
1K	87+12.00	0.00	617.29	617.29
☉ Pier 1W	87+22.00	0.00	617.60	617.60
2A	87+32.00	0.00	617.91	617.93
2B	87+42.00	0.00	618.21	618.25
2C	87+52.00	0.00	618.51	618.58
2D	87+62.00	0.00	618.80	618.90
2E	87+72.00	0.00	619.08	619.21
2F	87+82.00	0.00	619.36	619.52
2G	87+92.00	0.00	619.63	619.81
2H	88+02.00	0.00	619.89	620.08
2I	88+12.00	0.00	620.15	620.35
2J	88+22.00	0.00	620.40	620.59
2K	88+32.00	0.00	620.64	620.82
2L	88+42.00	0.00	620.87	621.03
2M	88+52.00	0.00	621.10	621.23
2N	88+62.00	0.00	621.32	621.42
2O	88+72.00	0.00	621.54	621.61
2P	88+82.00	0.00	621.75	621.79
2Q	88+92.00	0.00	621.95	621.96
☉ Pier 2W	89+02.00	0.00	622.15	622.15

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USER NAME =	kritzm	DESIGNED -	MK	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS II - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-27 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	519
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
Bk. W. Abut.	85+98.50	-4.00	613.52	613.52
⊕ Brg. W. Abut.	86+02.00	-4.00	613.63	613.63
1A	86+12.00	-4.00	613.96	613.98
1B	86+22.00	-4.00	614.28	614.33
1C	86+32.00	-4.00	614.61	614.67
1D	86+42.00	-4.00	614.93	615.00
1E	86+52.00	-4.00	615.26	615.32
1F	86+62.00	-4.00	615.58	615.64
1G	86+72.00	-4.00	615.91	615.95
1H	86+82.00	-4.00	616.23	616.26
1I	86+92.00	-4.00	616.56	616.57
1J	87+02.00	-4.00	616.88	616.88
1K	87+12.00	-4.00	617.21	617.21
⊕ Pier 1W	87+22.00	-4.00	617.52	617.52
2A	87+32.00	-4.00	617.83	617.85
2B	87+42.00	-4.00	618.13	618.17
2C	87+52.00	-4.00	618.43	618.50
2D	87+62.00	-4.00	618.72	618.82
2E	87+72.00	-4.00	619.00	619.14
2F	87+82.00	-4.00	619.28	619.44
2G	87+92.00	-4.00	619.55	619.74
2H	88+02.00	-4.00	619.81	620.01
2I	88+12.00	-4.00	620.07	620.27
2J	88+22.00	-4.00	620.32	620.52
2K	88+32.00	-4.00	620.56	620.74
2L	88+42.00	-4.00	620.79	620.95
2M	88+52.00	-4.00	621.02	621.15
2N	88+62.00	-4.00	621.24	621.34
2O	88+72.00	-4.00	621.46	621.53
2P	88+82.00	-4.00	621.67	621.71
2Q	88+92.00	-4.00	621.87	621.88
⊕ Pier 2W	89+02.00	-4.00	622.07	622.07

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
Bk. W. Abut.	85+98.50	-12.00	613.36	613.36
⊕ Brg. W. Abut.	86+02.00	-12.00	613.47	613.47
1A	86+12.00	-12.00	613.80	613.82
1B	86+22.00	-12.00	614.12	614.17
1C	86+32.00	-12.00	614.45	614.51
1D	86+42.00	-12.00	614.77	614.84
1E	86+52.00	-12.00	615.10	615.17
1F	86+62.00	-12.00	615.42	615.48
1G	86+72.00	-12.00	615.75	615.80
1H	86+82.00	-12.00	616.07	616.10
1I	86+92.00	-12.00	616.40	616.41
1J	87+02.00	-12.00	616.72	616.73
1K	87+12.00	-12.00	617.05	617.05
⊕ Pier 1W	87+22.00	-12.00	617.36	617.36
2A	87+32.00	-12.00	617.67	617.69
2B	87+42.00	-12.00	617.97	618.01
2C	87+52.00	-12.00	618.27	618.35
2D	87+62.00	-12.00	618.56	618.67
2E	87+72.00	-12.00	618.84	618.98
2F	87+82.00	-12.00	619.12	619.29
2G	87+92.00	-12.00	619.39	619.59
2H	88+02.00	-12.00	619.65	619.86
2I	88+12.00	-12.00	619.91	620.12
2J	88+22.00	-12.00	620.16	620.37
2K	88+32.00	-12.00	620.40	620.59
2L	88+42.00	-12.00	620.63	620.80
2M	88+52.00	-12.00	620.86	621.00
2N	88+62.00	-12.00	621.08	621.19
2O	88+72.00	-12.00	621.30	621.37
2P	88+82.00	-12.00	621.51	621.55
2Q	88+92.00	-12.00	621.71	621.73
⊕ Pier 2W	89+02.00	-12.00	621.91	621.91

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
Bk. W. Abut.	85+98.50	-20.00	613.20	613.20
⊕ Brg. W. Abut.	86+02.00	-20.00	613.31	613.31
1A	86+12.00	-20.00	613.64	613.67
1B	86+22.00	-20.00	613.96	614.02
1C	86+32.00	-20.00	614.29	614.36
1D	86+42.00	-20.00	614.61	614.69
1E	86+52.00	-20.00	614.94	615.01
1F	86+62.00	-20.00	615.26	615.33
1G	86+72.00	-20.00	615.59	615.64
1H	86+82.00	-20.00	615.91	615.95
1I	86+92.00	-20.00	616.24	616.26
1J	87+02.00	-20.00	616.56	616.57
1K	87+12.00	-20.00	616.89	616.89
⊕ Pier 1W	87+22.00	-20.00	617.20	617.20
2A	87+32.00	-20.00	617.51	617.53
2B	87+42.00	-20.00	617.81	617.86
2C	87+52.00	-20.00	618.11	618.19
2D	87+62.00	-20.00	618.40	618.52
2E	87+72.00	-20.00	618.68	618.83
2F	87+82.00	-20.00	618.96	619.14
2G	87+92.00	-20.00	619.23	619.44
2H	88+02.00	-20.00	619.49	619.71
2I	88+12.00	-20.00	619.75	619.98
2J	88+22.00	-20.00	620.00	620.22
2K	88+32.00	-20.00	620.24	620.45
2L	88+42.00	-20.00	620.47	620.65
2M	88+52.00	-20.00	620.70	620.85
2N	88+62.00	-20.00	620.92	621.03
2O	88+72.00	-20.00	621.14	621.22
2P	88+82.00	-20.00	621.35	621.39
2Q	88+92.00	-20.00	621.55	621.57
⊕ Pier 2W	89+02.00	-20.00	621.75	621.75

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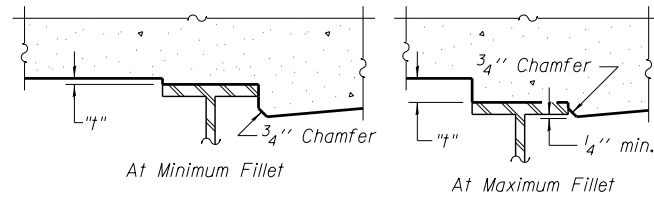
USER NAME =	kr1tzm	DESIGNED -	MK	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MK	REVISED -	
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS III - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-28 OF S-248 SHEETS

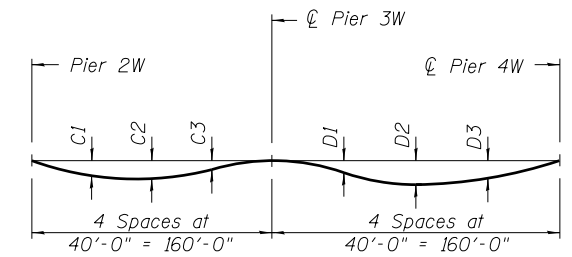
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	520
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-30 to S-32, minus slab thickness, equals the fillet heights "t" above top flange of girders.

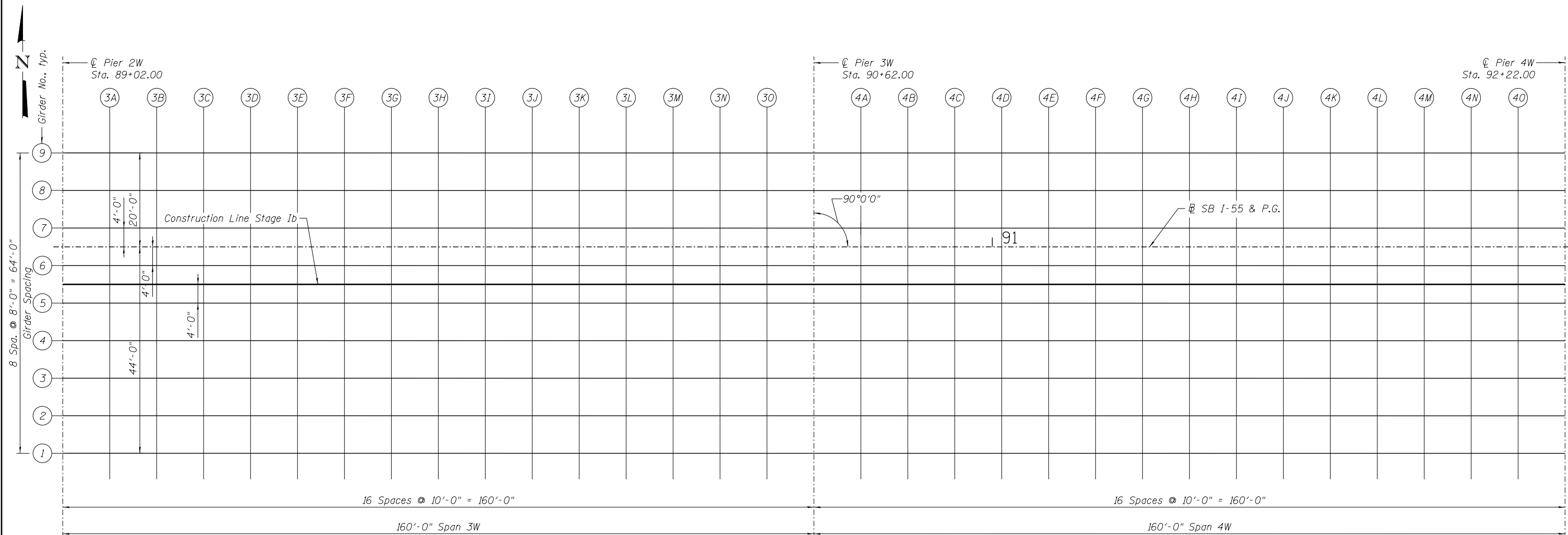
FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS					
	Span 3W			Span 4W		
	C1	C2	C3	D1	D2	D3
1	0 1/2"	1 1/4"	0 5/8"	1 1/4"	2 1/8"	1 1/4"
2	0 1/2"	1 1/8"	0 5/8"	1 1/8"	2"	1 1/8"
3	0 3/8"	1 1/8"	0 1/2"	1 1/8"	1 7/8"	1 1/8"
4	0 3/8"	1"	0 1/2"	1"	1 7/8"	1 1/8"
5	0 3/8"	1"	0 1/2"	1"	1 1/4"	1"
6	0 3/8"	1"	0 1/2"	1"	1 7/8"	1 1/8"
7	0 3/8"	1 1/8"	0 1/2"	1 1/8"	1 7/8"	1 1/8"
8	0 1/2"	1 1/8"	0 5/8"	1 1/8"	2"	1 1/8"
9	0 1/2"	1 1/4"	0 5/8"	1 1/4"	2 1/8"	1 1/4"



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
 Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-30 to S-32.



PLAN II - S.N. 016-1501

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USER NAME = kritzm	DESIGNED - MK	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - MK	REVISED -
	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN II - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-29 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 521
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 2W	89+02.00	44.00	621.75	621.75
3A	89+12.00	44.00	621.94	621.94
3B	89+22.00	44.00	622.12	622.13
3C	89+32.00	44.00	622.29	622.31
3D	89+42.00	44.00	622.46	622.51
3E	89+52.00	44.00	622.62	622.69
3F	89+62.00	44.00	622.78	622.87
3G	89+72.00	44.00	622.93	623.03
3H	89+82.00	44.00	623.07	623.18
3I	89+92.00	44.00	623.20	623.31
3J	90+02.00	44.00	623.33	623.42
3K	90+12.00	44.00	623.45	623.53
3L	90+22.00	44.00	623.57	623.63
3M	90+32.00	44.00	623.68	623.71
3N	90+42.00	44.00	623.78	623.79
3O	90+52.00	44.00	623.87	623.87
☉ Pier 3W	90+62.00	44.00	623.96	623.96
4A	90+72.00	44.00	624.04	624.05
4B	90+82.00	44.00	624.11	624.15
4C	90+92.00	44.00	624.18	624.25
4D	91+02.00	44.00	624.24	624.34
4E	91+12.00	44.00	624.30	624.43
4F	91+22.00	44.00	624.37	624.53
4G	91+32.00	44.00	624.50	624.68
4H	91+42.00	44.00	624.64	624.82
4I	91+52.00	44.00	624.78	624.95
4J	91+62.00	44.00	624.92	625.08
4K	91+72.00	44.00	625.05	625.19
4L	91+82.00	44.00	625.19	625.29
4M	91+92.00	44.00	625.33	625.40
4N	92+02.00	44.00	625.46	625.50
4O	92+12.00	44.00	625.60	625.62
☉ Pier 4W	92+22.00	44.00	625.74	625.74

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 2W	89+02.00	36.00	621.91	621.91
3A	89+12.00	36.00	622.10	622.10
3B	89+22.00	36.00	622.28	622.29
3C	89+32.00	36.00	622.45	622.47
3D	89+42.00	36.00	622.62	622.66
3E	89+52.00	36.00	622.78	622.84
3F	89+62.00	36.00	622.94	623.02
3G	89+72.00	36.00	623.09	623.18
3H	89+82.00	36.00	623.23	623.33
3I	89+92.00	36.00	623.36	623.46
3J	90+02.00	36.00	623.49	623.58
3K	90+12.00	36.00	623.61	623.68
3L	90+22.00	36.00	623.73	623.78
3M	90+32.00	36.00	623.84	623.87
3N	90+42.00	36.00	623.94	623.95
3O	90+52.00	36.00	624.03	624.03
☉ Pier 3W	90+62.00	36.00	624.12	624.12
4A	90+72.00	36.00	624.20	624.21
4B	90+82.00	36.00	624.27	624.31
4C	90+92.00	36.00	624.34	624.40
4D	91+02.00	36.00	624.40	624.50
4E	91+12.00	36.00	624.46	624.58
4F	91+22.00	36.00	624.52	624.67
4G	91+32.00	36.00	624.64	624.81
4H	91+42.00	36.00	624.76	624.93
4I	91+52.00	36.00	624.87	625.04
4J	91+62.00	36.00	624.99	625.14
4K	91+72.00	36.00	625.11	625.23
4L	91+82.00	36.00	625.22	625.32
4M	91+92.00	36.00	625.34	625.41
4N	92+02.00	36.00	625.46	625.49
4O	92+12.00	36.00	625.57	625.59
☉ Pier 4W	92+22.00	36.00	625.69	625.69

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 2W	89+02.00	28.00	622.07	622.07
3A	89+12.00	28.00	622.26	622.26
3B	89+22.00	28.00	622.44	622.44
3C	89+32.00	28.00	622.61	622.63
3D	89+42.00	28.00	622.78	622.82
3E	89+52.00	28.00	622.94	623.00
3F	89+62.00	28.00	623.10	623.17
3G	89+72.00	28.00	623.25	623.33
3H	89+82.00	28.00	623.39	623.48
3I	89+92.00	28.00	623.52	623.61
3J	90+02.00	28.00	623.65	623.73
3K	90+12.00	28.00	623.77	623.83
3L	90+22.00	28.00	623.89	623.94
3M	90+32.00	28.00	624.00	624.03
3N	90+42.00	28.00	624.10	624.11
3O	90+52.00	28.00	624.19	624.19
☉ Pier 3W	90+62.00	28.00	624.28	624.28
4A	90+72.00	28.00	624.36	624.37
4B	90+82.00	28.00	624.43	624.46
4C	90+92.00	28.00	624.50	624.56
4D	91+02.00	28.00	624.56	624.65
4E	91+12.00	28.00	624.62	624.74
4F	91+22.00	28.00	624.68	624.82
4G	91+32.00	28.00	624.78	624.93
4H	91+42.00	28.00	624.87	625.03
4I	91+52.00	28.00	624.97	625.13
4J	91+62.00	28.00	625.06	625.21
4K	91+72.00	28.00	625.16	625.28
4L	91+82.00	28.00	625.26	625.35
4M	91+92.00	28.00	625.35	625.42
4N	92+02.00	28.00	625.45	625.48
4O	92+12.00	28.00	625.55	625.56
☉ Pier 4W	92+22.00	28.00	625.64	625.64

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 2W	89+02.00	20.00	622.23	622.23
3A	89+12.00	20.00	622.42	622.42
3B	89+22.00	20.00	622.60	622.60
3C	89+32.00	20.00	622.77	622.79
3D	89+42.00	20.00	622.94	622.97
3E	89+52.00	20.00	623.10	623.15
3F	89+62.00	20.00	623.26	623.33
3G	89+72.00	20.00	623.41	623.49
3H	89+82.00	20.00	623.55	623.63
3I	89+92.00	20.00	623.68	623.76
3J	90+02.00	20.00	623.81	623.88
3K	90+12.00	20.00	623.93	623.99
3L	90+22.00	20.00	624.05	624.09
3M	90+32.00	20.00	624.16	624.18
3N	90+42.00	20.00	624.26	624.27
3O	90+52.00	20.00	624.35	624.35
☉ Pier 3W	90+62.00	20.00	624.44	624.44
4A	90+72.00	20.00	624.52	624.53
4B	90+82.00	20.00	624.59	624.62
4C	90+92.00	20.00	624.66	624.72
4D	91+02.00	20.00	624.72	624.81
4E	91+12.00	20.00	624.78	624.89
4F	91+22.00	20.00	624.84	624.97
4G	91+32.00	20.00	624.91	625.06
4H	91+42.00	20.00	624.99	625.14
4I	91+52.00	20.00	625.06	625.21
4J	91+62.00	20.00	625.14	625.28
4K	91+72.00	20.00	625.22	625.33
4L	91+82.00	20.00	625.29	625.38
4M	91+92.00	20.00	625.37	625.43
4N	92+02.00	20.00	625.44	625.48
4O	92+12.00	20.00	625.52	625.53
☉ Pier 4W	92+22.00	20.00	625.59	625.59

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USER NAME =	kritzm	DESIGNED -	MK	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS IV - S.N.016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-30 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	522
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	

GIRDER 5

CONSTRUCTION LINE STAGE 1b

GIRDER 6

SB I-55 & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 2W	89+02.00	12.00	622.39	622.39
3A	89+12.00	12.00	622.58	622.58
3B	89+22.00	12.00	622.76	622.76
3C	89+32.00	12.00	622.93	622.95
3D	89+42.00	12.00	623.10	623.13
3E	89+52.00	12.00	623.26	623.31
3F	89+62.00	12.00	623.42	623.49
3G	89+72.00	12.00	623.57	623.65
3H	89+82.00	12.00	623.71	623.79
3I	89+92.00	12.00	623.84	623.92
3J	90+02.00	12.00	623.97	624.04
3K	90+12.00	12.00	624.09	624.15
3L	90+22.00	12.00	624.21	624.25
3M	90+32.00	12.00	624.32	624.34
3N	90+42.00	12.00	624.42	624.43
3O	90+52.00	12.00	624.51	624.51
☉ Pier 3W	90+62.00	12.00	624.60	624.60
4A	90+72.00	12.00	624.68	624.69
4B	90+82.00	12.00	624.75	624.78
4C	90+92.00	12.00	624.82	624.88
4D	91+02.00	12.00	624.88	624.97
4E	91+12.00	12.00	624.94	625.05
4F	91+22.00	12.00	624.99	625.13
4G	91+32.00	12.00	625.05	625.20
4H	91+42.00	12.00	625.10	625.26
4I	91+52.00	12.00	625.16	625.31
4J	91+62.00	12.00	625.21	625.35
4K	91+72.00	12.00	625.27	625.38
4L	91+82.00	12.00	625.32	625.41
4M	91+92.00	12.00	625.38	625.44
4N	92+02.00	12.00	625.43	625.47
4O	92+12.00	12.00	625.49	625.50
☉ Pier 4W	92+22.00	12.00	625.54	625.54

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 2W	89+02.00	8.00	622.31	622.31
3A	89+12.00	8.00	622.50	622.50
3B	89+22.00	8.00	622.68	622.68
3C	89+32.00	8.00	622.85	622.87
3D	89+42.00	8.00	623.02	623.05
3E	89+52.00	8.00	623.18	623.23
3F	89+62.00	8.00	623.34	623.41
3G	89+72.00	8.00	623.49	623.57
3H	89+82.00	8.00	623.63	623.71
3I	89+92.00	8.00	623.76	623.84
3J	90+02.00	8.00	623.89	623.96
3K	90+12.00	8.00	624.01	624.07
3L	90+22.00	8.00	624.13	624.17
3M	90+32.00	8.00	624.24	624.26
3N	90+42.00	8.00	624.34	624.35
3O	90+52.00	8.00	624.43	624.43
☉ Pier 3W	90+62.00	8.00	624.52	624.52
4A	90+72.00	8.00	624.60	624.61
4B	90+82.00	8.00	624.67	624.70
4C	90+92.00	8.00	624.74	624.80
4D	91+02.00	8.00	624.80	624.89
4E	91+12.00	8.00	624.86	624.97
4F	91+22.00	8.00	624.91	625.05
4G	91+32.00	8.00	624.97	625.12
4H	91+42.00	8.00	625.02	625.18
4I	91+52.00	8.00	625.08	625.23
4J	91+62.00	8.00	625.13	625.27
4K	91+72.00	8.00	625.19	625.30
4L	91+82.00	8.00	625.24	625.33
4M	91+92.00	8.00	625.30	625.36
4N	92+02.00	8.00	625.35	625.39
4O	92+12.00	8.00	625.41	625.42
☉ Pier 4W	92+22.00	8.00	625.46	625.46

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 2W	89+02.00	4.00	622.23	622.23
3A	89+12.00	4.00	622.42	622.42
3B	89+22.00	4.00	622.60	622.60
3C	89+32.00	4.00	622.77	622.79
3D	89+42.00	4.00	622.94	622.97
3E	89+52.00	4.00	623.10	623.15
3F	89+62.00	4.00	623.26	623.33
3G	89+72.00	4.00	623.41	623.49
3H	89+82.00	4.00	623.55	623.63
3I	89+92.00	4.00	623.68	623.76
3J	90+02.00	4.00	623.81	623.88
3K	90+12.00	4.00	623.93	623.99
3L	90+22.00	4.00	624.05	624.09
3M	90+32.00	4.00	624.16	624.18
3N	90+42.00	4.00	624.26	624.27
3O	90+52.00	4.00	624.35	624.35
☉ Pier 3W	90+62.00	4.00	624.44	624.44
4A	90+72.00	4.00	624.52	624.53
4B	90+82.00	4.00	624.59	624.62
4C	90+92.00	4.00	624.66	624.72
4D	91+02.00	4.00	624.72	624.81
4E	91+12.00	4.00	624.78	624.89
4F	91+22.00	4.00	624.83	624.97
4G	91+32.00	4.00	624.89	625.04
4H	91+42.00	4.00	624.94	625.10
4I	91+52.00	4.00	625.00	625.15
4J	91+62.00	4.00	625.05	625.19
4K	91+72.00	4.00	625.11	625.22
4L	91+82.00	4.00	625.16	625.25
4M	91+92.00	4.00	625.22	625.28
4N	92+02.00	4.00	625.27	625.31
4O	92+12.00	4.00	625.33	625.34
☉ Pier 4W	92+22.00	4.00	625.38	625.38

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 2W	89+02.00	0.00	622.15	622.15
3A	89+12.00	0.00	622.34	622.34
3B	89+22.00	0.00	622.52	622.52
3C	89+32.00	0.00	622.69	622.71
3D	89+42.00	0.00	622.86	622.89
3E	89+52.00	0.00	623.02	623.07
3F	89+62.00	0.00	623.18	623.25
3G	89+72.00	0.00	623.33	623.41
3H	89+82.00	0.00	623.47	623.56
3I	89+92.00	0.00	623.60	623.69
3J	90+02.00	0.00	623.73	623.81
3K	90+12.00	0.00	623.85	623.91
3L	90+22.00	0.00	623.97	624.01
3M	90+32.00	0.00	624.08	624.11
3N	90+42.00	0.00	624.18	624.19
3O	90+52.00	0.00	624.27	624.27
☉ Pier 3W	90+62.00	0.00	624.36	624.36
4A	90+72.00	0.00	624.44	624.45
4B	90+82.00	0.00	624.51	624.54
4C	90+92.00	0.00	624.58	624.64
4D	91+02.00	0.00	624.64	624.73
4E	91+12.00	0.00	624.70	624.81
4F	91+22.00	0.00	624.75	624.89
4G	91+32.00	0.00	624.81	624.96
4H	91+42.00	0.00	624.86	625.02
4I	91+52.00	0.00	624.92	625.07
4J	91+62.00	0.00	624.97	625.11
4K	91+72.00	0.00	625.03	625.15
4L	91+82.00	0.00	625.08	625.17
4M	91+92.00	0.00	625.14	625.20
4N	92+02.00	0.00	625.19	625.23
4O	92+12.00	0.00	625.25	625.26
☉ Pier 4W	92+22.00	0.00	625.30	625.30

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USER NAME =	kritzm	DESIGNED -	MK	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS V - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-31 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	523
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 2W	89+02.00	-4.00	622.07	622.07
3A	89+12.00	-4.00	622.26	622.26
3B	89+22.00	-4.00	622.44	622.44
3C	89+32.00	-4.00	622.61	622.63
3D	89+42.00	-4.00	622.78	622.82
3E	89+52.00	-4.00	622.94	623.00
3F	89+62.00	-4.00	623.10	623.17
3G	89+72.00	-4.00	623.25	623.33
3H	89+82.00	-4.00	623.39	623.48
3I	89+92.00	-4.00	623.52	623.61
3J	90+02.00	-4.00	623.65	623.73
3K	90+12.00	-4.00	623.77	623.83
3L	90+22.00	-4.00	623.89	623.94
3M	90+32.00	-4.00	624.00	624.03
3N	90+42.00	-4.00	624.10	624.11
3O	90+52.00	-4.00	624.19	624.19
⊕ Pier 3W	90+62.00	-4.00	624.28	624.28
4A	90+72.00	-4.00	624.36	624.37
4B	90+82.00	-4.00	624.43	624.46
4C	90+92.00	-4.00	624.50	624.56
4D	91+02.00	-4.00	624.56	624.65
4E	91+12.00	-4.00	624.62	624.74
4F	91+22.00	-4.00	624.67	624.82
4G	91+32.00	-4.00	624.73	624.89
4H	91+42.00	-4.00	624.78	624.95
4I	91+52.00	-4.00	624.84	625.00
4J	91+62.00	-4.00	624.89	625.04
4K	91+72.00	-4.00	624.95	625.07
4L	91+82.00	-4.00	625.00	625.10
4M	91+92.00	-4.00	625.06	625.12
4N	92+02.00	-4.00	625.11	625.15
4O	92+12.00	-4.00	625.17	625.18
⊕ Pier 4W	92+22.00	-4.00	625.22	625.22

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 2W	89+02.00	-12.00	621.91	621.91
3A	89+12.00	-12.00	622.10	622.10
3B	89+22.00	-12.00	622.28	622.29
3C	89+32.00	-12.00	622.45	622.47
3D	89+42.00	-12.00	622.62	622.66
3E	89+52.00	-12.00	622.78	622.84
3F	89+62.00	-12.00	622.94	623.02
3G	89+72.00	-12.00	623.09	623.18
3H	89+82.00	-12.00	623.23	623.33
3I	89+92.00	-12.00	623.36	623.46
3J	90+02.00	-12.00	623.49	623.58
3K	90+12.00	-12.00	623.61	623.68
3L	90+22.00	-12.00	623.73	623.78
3M	90+32.00	-12.00	623.84	623.87
3N	90+42.00	-12.00	623.94	623.95
3O	90+52.00	-12.00	624.03	624.03
⊕ Pier 3W	90+62.00	-12.00	624.12	624.12
4A	90+72.00	-12.00	624.20	624.21
4B	90+82.00	-12.00	624.27	624.31
4C	90+92.00	-12.00	624.34	624.40
4D	91+02.00	-12.00	624.40	624.50
4E	91+12.00	-12.00	624.46	624.58
4F	91+22.00	-12.00	624.51	624.66
4G	91+32.00	-12.00	624.57	624.73
4H	91+42.00	-12.00	624.62	624.80
4I	91+52.00	-12.00	624.68	624.85
4J	91+62.00	-12.00	624.73	624.89
4K	91+72.00	-12.00	624.79	624.92
4L	91+82.00	-12.00	624.84	624.94
4M	91+92.00	-12.00	624.90	624.97
4N	92+02.00	-12.00	624.95	624.99
4O	92+12.00	-12.00	625.01	625.02
⊕ Pier 4W	92+22.00	-12.00	625.06	625.06

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 2W	89+02.00	-20.00	621.75	621.75
3A	89+12.00	-20.00	621.94	621.94
3B	89+22.00	-20.00	622.12	622.13
3C	89+32.00	-20.00	622.29	622.31
3D	89+42.00	-20.00	622.46	622.51
3E	89+52.00	-20.00	622.62	622.69
3F	89+62.00	-20.00	622.78	622.87
3G	89+72.00	-20.00	622.93	623.03
3H	89+82.00	-20.00	623.07	623.18
3I	89+92.00	-20.00	623.20	623.31
3J	90+02.00	-20.00	623.33	623.42
3K	90+12.00	-20.00	623.45	623.53
3L	90+22.00	-20.00	623.57	623.63
3M	90+32.00	-20.00	623.68	623.71
3N	90+42.00	-20.00	623.78	623.79
3O	90+52.00	-20.00	623.87	623.87
⊕ Pier 3W	90+62.00	-20.00	623.96	623.96
4A	90+72.00	-20.00	624.04	624.05
4B	90+82.00	-20.00	624.11	624.15
4C	90+92.00	-20.00	624.18	624.25
4D	91+02.00	-20.00	624.24	624.34
4E	91+12.00	-20.00	624.30	624.43
4F	91+22.00	-20.00	624.35	624.51
4G	91+32.00	-20.00	624.41	624.59
4H	91+42.00	-20.00	624.46	624.65
4I	91+52.00	-20.00	624.52	624.70
4J	91+62.00	-20.00	624.57	624.73
4K	91+72.00	-20.00	624.63	624.76
4L	91+82.00	-20.00	624.68	624.79
4M	91+92.00	-20.00	624.74	624.81
4N	92+02.00	-20.00	624.79	624.83
4O	92+12.00	-20.00	624.85	624.86
⊕ Pier 4W	92+22.00	-20.00	624.90	624.90

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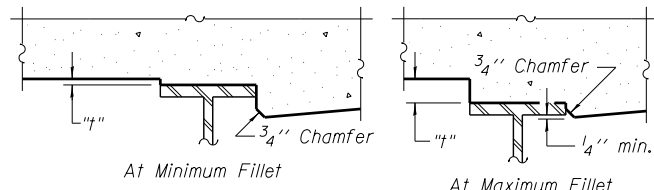
USER NAME =	krizm	DESIGNED -	MK	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MK	REVISED -	
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS VI - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-32 OF S-248 SHEETS

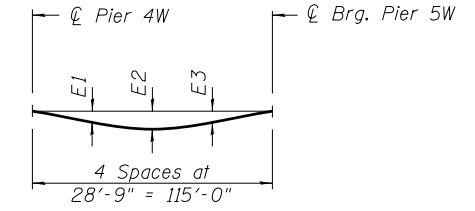
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	524
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-34 to S-36, minus slab thickness, equals the fillet heights "t" above top flange of girders.

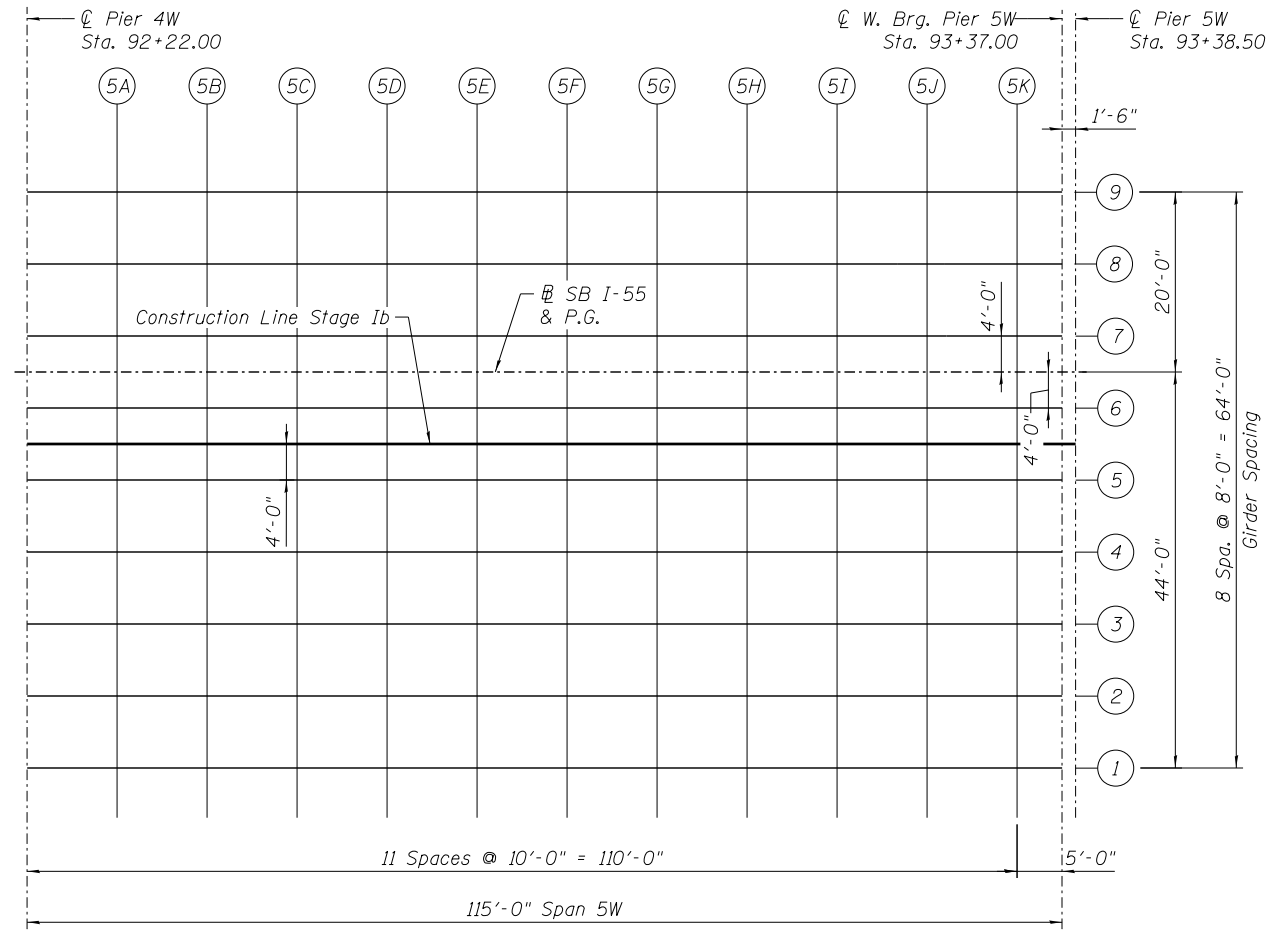
FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS		
	Span 5W		
	E1	E2	E3
1	0 1/4"	0 7/8"	0 3/4"
2	0 1/4"	0 3/4"	0 3/4"
3	0 1/4"	0 3/4"	0 5/8"
4	0 1/4"	0 5/8"	0 5/8"
5	0 1/4"	0 5/8"	0 5/8"
6	0 1/4"	0 5/8"	0 5/8"
7	0 1/4"	0 3/4"	0 3/4"
8	0 1/4"	0 3/4"	0 3/4"
9	0 1/4"	0 7/8"	0 3/4"



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
 Note:
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-34 to S-36.



PLAN III - S.N. 016-1501

089_0161501_60L70_T05_Plan_III.dgn



USER NAME = kritzm	DESIGNED - MK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MK	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN III - S.N. 016-1501
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 525
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

SHEET NO. S-33 OF S-248 SHEETS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 4W	92+22.00	44.00	625.74	625.74
5A	92+32.00	44.00	625.88	625.88
5B	92+42.00	44.00	626.01	626.02
5C	92+52.00	44.00	626.15	626.17
5D	92+62.00	44.00	626.29	626.33
5E	92+72.00	44.00	626.42	626.48
5F	92+82.00	44.00	626.58	626.65
5G	92+92.00	44.00	626.75	626.83
5H	93+02.00	44.00	626.92	626.99
5I	93+12.00	44.00	627.08	627.14
5J	93+22.00	44.00	627.25	627.29
5K	93+32.00	44.00	627.42	627.43
⊕ Brg. Pier 5W	93+37.00	44.00	627.50	627.50
⊕ Pier 5W	93+38.50	44.00	627.53	627.53

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 4W	92+22.00	36.00	625.69	625.69
5A	92+32.00	36.00	625.81	625.81
5B	92+42.00	36.00	625.92	625.93
5C	92+52.00	36.00	626.04	626.06
5D	92+62.00	36.00	626.16	626.20
5E	92+72.00	36.00	626.27	626.33
5F	92+82.00	36.00	626.41	626.48
5G	92+92.00	36.00	626.55	626.62
5H	93+02.00	36.00	626.70	626.77
5I	93+12.00	36.00	626.85	626.91
5J	93+22.00	36.00	627.00	627.04
5K	93+32.00	36.00	627.15	627.16
⊕ Brg. Pier 5W	93+37.00	36.00	627.22	627.22
⊕ Pier 5W	93+38.50	36.00	627.24	627.24

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 4W	92+22.00	28.00	625.64	625.64
5A	92+32.00	28.00	625.74	625.74
5B	92+42.00	28.00	625.83	625.84
5C	92+52.00	28.00	625.93	625.95
5D	92+62.00	28.00	626.03	626.06
5E	92+72.00	28.00	626.12	626.17
5F	92+82.00	28.00	626.24	626.30
5G	92+92.00	28.00	626.36	626.43
5H	93+02.00	28.00	626.49	626.55
5I	93+12.00	28.00	626.62	626.67
5J	93+22.00	28.00	626.74	626.77
5K	93+32.00	28.00	626.87	626.88
⊕ Brg. Pier 5W	93+37.00	28.00	626.93	626.93
⊕ Pier 5W	93+38.50	28.00	626.95	626.95

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 4W	92+22.00	20.00	625.59	625.59
5A	92+32.00	20.00	625.67	625.67
5B	92+42.00	20.00	625.74	625.75
5C	92+52.00	20.00	625.82	625.84
5D	92+62.00	20.00	625.90	625.93
5E	92+72.00	20.00	625.97	626.02
5F	92+82.00	20.00	626.06	626.12
5G	92+92.00	20.00	626.17	626.23
5H	93+02.00	20.00	626.28	626.34
5I	93+12.00	20.00	626.38	626.43
5J	93+22.00	20.00	626.49	626.52
5K	93+32.00	20.00	626.60	626.61
⊕ Brg. Pier 5W	93+37.00	20.00	626.65	626.65
⊕ Pier 5W	93+38.50	20.00	626.67	626.67

090_0161501_60L70_T05_Elev_VII.dgn



USER NAME =	kritzm	DESIGNED -	MK	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS VII - S.N.016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-34 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	526
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 4W	92+22.00	12.00	625.54	625.54
5A	92+32.00	12.00	625.60	625.60
5B	92+42.00	12.00	625.65	625.66
5C	92+52.00	12.00	625.71	625.73
5D	92+62.00	12.00	625.76	625.80
5E	92+72.00	12.00	625.82	625.87
5F	92+82.00	12.00	625.89	625.95
5G	92+92.00	12.00	625.98	626.04
5H	93+02.00	12.00	626.06	626.12
5I	93+12.00	12.00	626.15	626.20
5J	93+22.00	12.00	626.24	626.27
5K	93+32.00	12.00	626.32	626.33
⊕ Brg. Pier 5W	93+37.00	12.00	626.36	626.36
⊕ Pier 5W	93+38.50	12.00	626.38	626.38

CONSTRUCTION LINE STAGE 1b

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 4W	92+22.00	8.00	625.46	625.46
5A	92+32.00	8.00	625.52	625.52
5B	92+42.00	8.00	625.57	625.58
5C	92+52.00	8.00	625.63	625.65
5D	92+62.00	8.00	625.68	625.72
5E	92+72.00	8.00	625.74	625.79
5F	92+82.00	8.00	625.81	625.86
5G	92+92.00	8.00	625.88	625.94
5H	93+02.00	8.00	625.96	626.02
5I	93+12.00	8.00	626.03	626.08
5J	93+22.00	8.00	626.11	626.14
5K	93+32.00	8.00	626.18	626.20
⊕ Brg. Pier 5W	93+37.00	8.00	626.22	626.22
⊕ Pier 5W	93+38.50	8.00	626.23	626.23

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 4W	92+22.00	4.00	625.38	625.38
5A	92+32.00	4.00	625.44	625.44
5B	92+42.00	4.00	625.49	625.50
5C	92+52.00	4.00	625.55	625.57
5D	92+62.00	4.00	625.60	625.64
5E	92+72.00	4.00	625.66	625.71
5F	92+82.00	4.00	625.72	625.78
5G	92+92.00	4.00	625.79	625.85
5H	93+02.00	4.00	625.85	625.91
5I	93+12.00	4.00	625.92	625.97
5J	93+22.00	4.00	625.98	626.01
5K	93+32.00	4.00	626.05	626.06
⊕ Brg. Pier 5W	93+37.00	4.00	626.08	626.08
⊕ Pier 5W	93+38.50	4.00	626.09	626.09

SB I-55 AND P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 4W	92+22.00	0.00	625.30	625.30
5A	92+32.00	0.00	625.36	625.36
5B	92+42.00	0.00	625.41	625.42
5C	92+52.00	0.00	625.47	625.49
5D	92+62.00	0.00	625.52	625.56
5E	92+72.00	0.00	625.58	625.63
5F	92+82.00	0.00	625.63	625.69
5G	92+92.00	0.00	625.69	625.75
5H	93+02.00	0.00	625.74	625.81
5I	93+12.00	0.00	625.80	625.85
5J	93+22.00	0.00	625.85	625.89
5K	93+32.00	0.00	625.91	625.92
⊕ Brg. Pier 5W	93+37.00	0.00	625.94	625.94
⊕ Pier 5W	93+38.50	0.00	625.95	625.95

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USER NAME =	kritzm	DESIGNED -	MK	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS VIII - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-35 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	527
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 4W	92+22.00	-4.00	625.22	625.22
5A	92+32.00	-4.00	625.28	625.28
5B	92+42.00	-4.00	625.33	625.34
5C	92+52.00	-4.00	625.39	625.41
5D	92+62.00	-4.00	625.44	625.48
5E	92+72.00	-4.00	625.50	625.55
5F	92+82.00	-4.00	625.55	625.61
5G	92+92.00	-4.00	625.59	625.66
5H	93+02.00	-4.00	625.64	625.70
5I	93+12.00	-4.00	625.68	625.73
5J	93+22.00	-4.00	625.73	625.76
5K	93+32.00	-4.00	625.77	625.78
⊕ Brg. Pier 5W	93+37.00	-4.00	625.79	625.79
⊕ Pier 5W	93+38.50	-4.00	625.80	625.80

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 4W	92+22.00	-12.00	625.06	625.06
5A	92+32.00	-12.00	625.12	625.12
5B	92+42.00	-12.00	625.17	625.18
5C	92+52.00	-12.00	625.23	625.25
5D	92+62.00	-12.00	625.28	625.32
5E	92+72.00	-12.00	625.34	625.39
5F	92+82.00	-12.00	625.38	625.45
5G	92+92.00	-12.00	625.40	625.47
5H	93+02.00	-12.00	625.43	625.50
5I	93+12.00	-12.00	625.45	625.51
5J	93+22.00	-12.00	625.47	625.51
5K	93+32.00	-12.00	625.50	625.51
⊕ Brg. Pier 5W	93+37.00	-12.00	625.51	625.51
⊕ Pier 5W	93+38.50	-12.00	625.51	625.51

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 4W	92+22.00	-20.00	624.90	624.90
5A	92+32.00	-20.00	624.96	624.96
5B	92+42.00	-20.00	625.01	625.02
5C	92+52.00	-20.00	625.07	625.09
5D	92+62.00	-20.00	625.12	625.17
5E	92+72.00	-20.00	625.18	625.24
5F	92+82.00	-20.00	625.21	625.28
5G	92+92.00	-20.00	625.21	625.29
5H	93+02.00	-20.00	625.21	625.28
5I	93+12.00	-20.00	625.22	625.28
5J	93+22.00	-20.00	625.22	625.26
5K	93+32.00	-20.00	625.22	625.23
⊕ Brg. Pier 5W	93+37.00	-20.00	625.22	625.22
⊕ Pier 5W	93+38.50	-20.00	625.23	625.23

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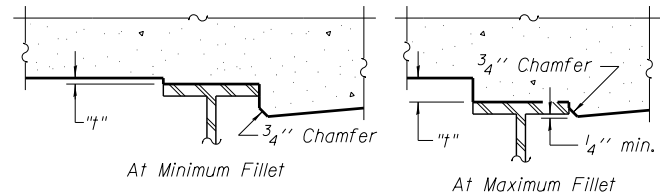
USER NAME = kritzm	DESIGNED - MK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MK	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IX - S.N.016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-36 OF S-248 SHEETS

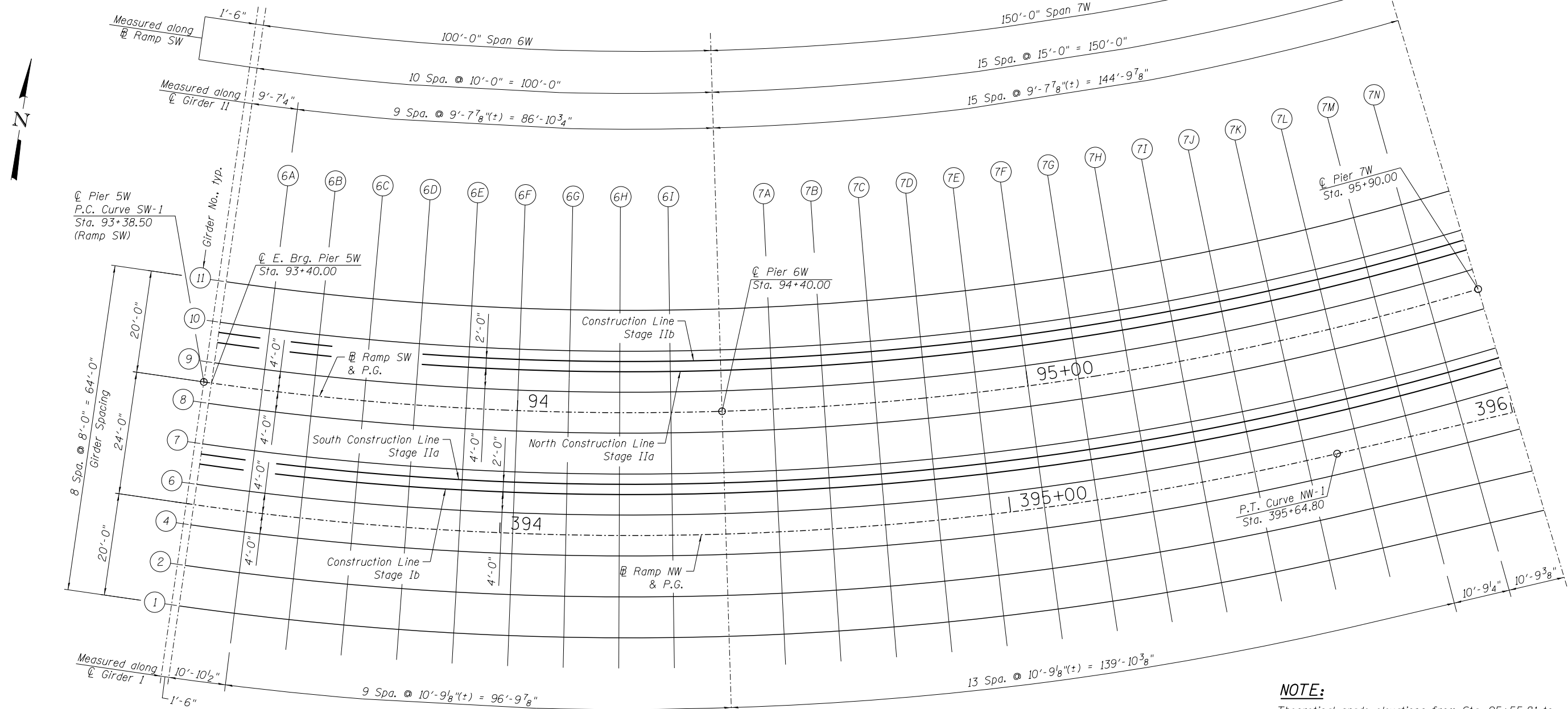
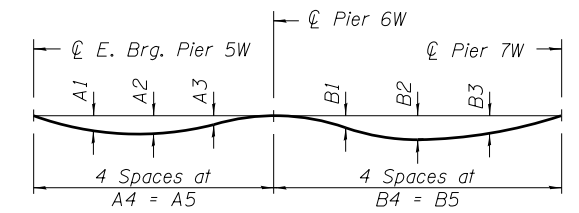
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	528
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-38 thru S-40, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS									
	Span 6W					Span 7W				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5
1	3/8"	3/8"	0"	26'-11 1/8"	107'-8 3/8"	1 1/2"	2 5/8"	1 5/8"	40'-4 1/4"	161'-5 1/8"
2	3/8"	1/4"	0"	26'-6 7/8"	106'-3 5/8"	1 3/8"	2 3/8"	1 3/8"	39'-10"	159'-4 1/8"
4	3/8"	1/4"	0"	26'-2 3/4"	104'-10 3/4"	1 1/4"	2 1/8"	1 1/4"	39'-3 3/4"	157'-3 1/8"
6	1/4"	1/4"	0"	25'-10 1/2"	103'-6"	1 1/8"	1 7/8"	1 1/8"	38'-9 1/2"	155'-2 1/8"
7	1/4"	1/4"	0"	25'-6 1/4"	102'-1 1/4"	1"	1 3/4"	1"	38'-3 1/4"	153'-1 1/4"
8	1/4"	1/4"	0"	25'-2 1/8"	100'-8 3/8"	1"	1 5/8"	1"	37'-9 1/8"	151'-0 3/8"
9	1/4"	1/4"	0"	24'-9 7/8"	99'-3 5/8"	1"	1 5/8"	1"	37'-2 7/8"	148'-11 5/8"
10	1/4"	1/4"	0"	24'-5 3/4"	97'-10 3/4"	7/8"	1 5/8"	7/8"	36'-8 3/4"	146'-10 3/4"
11	1/4"	1/4"	0"	24'-1 1/2"	96'-6"	7/8"	1 1/2"	7/8"	36'-2 1/2"	144'-9 7/8"



NOTE:
Theoretical grade elevations from Sta. 95+55.81 to Sta. 96+91.50 are computed with cross slope perpendicular from Ramp SW to Centerline of Girder 7 (slope break line) and perpendicular from Ramp NW.

093_0161504_601.70_TOS_Plan_1.dgn



USER NAME = kritzm	DESIGNED - MK	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - DD	REVISED -
	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN I - S.N. 016-1504 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-37 OF S-248 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	529
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	44.00	627.53	627.53
⊕ Brg. Pier 5W	93+39.89	44.00	627.55	627.55
6A	93+50.00	44.00	627.72	627.74
6B	93+60.00	44.00	627.89	627.92
6C	93+70.00	44.00	628.06	628.10
6D	93+80.00	44.00	628.23	628.27
6E	93+90.00	44.00	628.39	628.42
6F	94+00.00	44.00	628.56	628.58
6G	94+10.00	44.00	628.71	628.71
6H	94+20.00	44.00	628.77	628.76
6I	94+30.00	44.00	628.82	628.81
⊕ Pier 6W	94+40.00	44.00	628.88	628.88
7A	94+50.00	44.00	628.93	628.95
7B	94+60.00	44.00	628.99	629.05
7C	94+70.00	44.00	629.04	629.14
7D	94+80.00	44.00	629.10	629.24
7E	94+90.00	44.00	629.15	629.33
7F	95+00.00	44.00	629.10	629.30
7G	95+10.00	44.00	629.05	629.27
7H	95+20.00	44.00	628.99	629.21
7I	95+30.00	44.00	628.93	629.14
7J	95+40.00	44.00	628.87	629.05
7K	95+50.00	44.00	628.81	628.95
7L	95+60.00	44.02	628.75	628.85
7M	95+70.00	44.18	628.69	628.75
7N	95+80.00	44.53	628.64	628.66
⊕ Pier 7W	95+90.00	45.09	628.65	628.65

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	36.00	627.24	627.24
⊕ Brg. Pier 5W	93+39.91	36.00	627.26	627.26
6A	93+50.00	36.00	627.41	627.43
6B	93+60.00	36.00	627.56	627.59
6C	93+70.00	36.00	627.71	627.74
6D	93+80.00	36.00	627.85	627.88
6E	93+90.00	36.00	628.00	628.03
6F	94+00.00	36.00	628.15	628.16
6G	94+10.00	36.00	628.28	628.28
6H	94+20.00	36.00	628.34	628.33
6I	94+30.00	36.00	628.39	628.38

GIRDER 2 CONT.

⊕ Pier 6W	94+40.00	36.00	628.45	628.45
7A	94+50.00	36.00	628.50	628.52
7B	94+60.00	36.00	628.56	628.61
7C	94+70.00	36.00	628.61	628.70
7D	94+80.00	36.00	628.67	628.79
7E	94+90.00	36.00	628.72	628.88
7F	95+00.00	36.00	628.70	628.88
7G	95+10.00	36.00	628.67	628.87
7H	95+20.00	36.00	628.64	628.84
7I	95+30.00	36.00	628.61	628.79
7J	95+40.00	36.00	628.57	628.73
7K	95+50.00	36.00	628.54	628.67
7L	95+60.00	36.02	628.51	628.60
7M	95+70.00	36.18	628.49	628.54
7N	95+80.00	36.54	628.46	628.48
⊕ Pier 7W	95+90.00	37.07	628.49	628.49

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	28.00	626.95	626.95
⊕ Brg. Pier 5W	93+39.93	28.00	626.97	626.97
6A	93+50.00	28.00	627.10	627.11
6B	93+60.00	28.00	627.23	627.25
6C	93+70.00	28.00	627.35	627.38
6D	93+80.00	28.00	627.48	627.51
6E	93+90.00	28.00	627.61	627.63
6F	94+00.00	28.00	627.73	627.74
6G	94+10.00	28.00	627.85	627.85
6H	94+20.00	28.00	627.91	627.91
6I	94+30.00	28.00	627.96	627.95
⊕ Pier 6W	94+40.00	28.00	628.02	628.01
7A	94+50.00	28.00	628.07	628.09
7B	94+60.00	28.00	628.13	628.17
7C	94+70.00	28.00	628.18	628.26
7D	94+80.00	28.00	628.24	628.35
7E	94+90.00	28.00	628.29	628.43
7F	95+00.00	28.00	628.29	628.46
7G	95+10.00	28.00	628.29	628.47
7H	95+20.00	28.00	628.29	628.47
7I	95+30.00	28.00	628.29	628.45
7J	95+40.00	28.00	628.28	628.42
7K	95+50.00	28.00	628.28	628.39
7L	95+60.00	28.01	628.28	628.36
7M	95+70.00	28.09	628.28	628.33
7N	95+80.00	28.26	628.28	628.30
⊕ Pier 7W	95+90.00	28.52	628.31	628.31

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	20.00	626.67	626.67
⊕ Brg. Pier 5W	93+39.95	20.00	626.68	626.68
6A	93+50.00	20.00	626.79	626.80
6B	93+60.00	20.00	626.89	626.91
6C	93+70.00	20.00	627.00	627.03
6D	93+80.00	20.00	627.11	627.13
6E	93+90.00	20.00	627.21	627.23
6F	94+00.00	20.00	627.32	627.33
6G	94+10.00	20.00	627.42	627.42
6H	94+20.00	20.00	627.47	627.47
6I	94+30.00	20.00	627.53	627.52
⊕ Pier 6W	94+40.00	20.00	627.58	627.58
7A	94+50.00	20.00	627.64	627.66
7B	94+60.00	20.00	627.69	627.74
7C	94+70.00	20.00	627.75	627.82
7D	94+80.00	20.00	627.80	627.90
7E	94+90.00	20.00	627.86	627.99
7F	95+00.00	20.00	627.89	628.04
7G	95+10.00	20.00	627.91	628.07
7H	95+20.00	20.00	627.94	628.10
7I	95+30.00	20.00	627.97	628.12
7J	95+40.00	20.00	627.99	628.12
7K	95+50.00	20.00	628.02	628.12
7L	95+60.00	20.00	628.05	628.12
7M	95+70.00	20.00	628.07	628.12
7N	95+80.00	20.00	628.10	628.12
⊕ Pier 7W	95+90.00	20.00	628.14	628.14

CONSTRUCTION LINE STAGE Ib

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	16.00	626.52	626.52
⊕ Brg. Pier 5W	93+39.96	16.00	626.54	626.54
6A	93+50.00	16.00	626.63	626.64
6B	93+60.00	16.00	626.73	626.75
6C	93+70.00	16.00	626.82	626.85
6D	93+80.00	16.00	626.92	626.94
6E	93+90.00	16.00	627.02	627.03
6F	94+00.00	16.00	627.11	627.12
6G	94+10.00	16.00	627.20	627.20
6H	94+20.00	16.00	627.26	627.25
6I	94+30.00	16.00	627.31	627.31

CONSTRUCTION LINE Ib CONT.

⊕ Pier 6W	94+40.00	16.00	627.37	627.37
7A	94+50.00	16.00	627.42	627.44
7B	94+60.00	16.00	627.48	627.52
7C	94+70.00	16.00	627.53	627.60
7D	94+80.00	16.00	627.59	627.68
7E	94+90.00	16.00	627.64	627.77
7F	95+00.00	16.00	627.68	627.83
7G	95+10.00	16.00	627.72	627.88
7H	95+20.00	16.00	627.77	627.92
7I	95+30.00	16.00	627.81	627.95
7J	95+40.00	16.00	627.85	627.97
7K	95+50.00	16.00	627.89	627.99
7L	95+60.00	16.00	627.93	628.00
7M	95+70.00	16.00	627.97	628.01
7N	95+80.00	16.00	628.01	628.03
⊕ Pier 7W	95+90.00	16.00	628.06	628.06

SOUTH CONSTRUCTION LINE STAGE IIa

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	14.00	626.45	626.45
⊕ Brg. Pier 5W	93+39.96	14.00	626.46	626.46
6A	93+50.00	14.00	626.55	626.56
6B	93+60.00	14.00	626.64	626.66
6C	93+70.00	14.00	626.74	626.76
6D	93+80.00	14.00	626.82	626.85
6E	93+90.00	14.00	626.92	626.94
6F	94+00.00	14.00	627.01	627.02
6G	94+10.00	14.00	627.09	627.10
6H	94+20.00	14.00	627.15	627.14
6I	94+30.00	14.00	627.20	627.20
⊕ Pier 6W	94+40.00	14.00	627.26	627.26
7A	94+50.00	14.00	627.31	627.33
7B	94+60.00	14.00	627.37	627.41
7C	94+70.00	14.00	627.42	627.49
7D	94+80.00	14.00	627.48	627.57
7E	94+90.00	14.00	627.53	627.66
7F	95+00.00	14.00	627.58	627.72
7G	95+10.00	14.00	627.63	627.78
7H	95+20.00	14.00	627.68	627.83
7I	95+30.00	14.00	627.73	627.87
7J	95+40.00	14.00	627.77	627.89
7K	95+50.00	14.00	627.82	627.92
7L	95+60.00	14.00	627.87	627.94
7M	95+70.00	14.00	627.92	627.96
7N	95+80.00	14.00	627.97	627.98
⊕ Pier 7W	95+90.00	14.00	628.02	628.02



USER NAME =	kr1tzm	DESIGNED -	MK	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS I - S.N. 016-1504 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. 5-38 OF 5-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	530
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	12.00	626.38	626.38
⊕ Brg. Pier 5W	93+39.97	12.00	626.39	626.39
6A	93+50.00	12.00	626.48	626.49
6B	93+60.00	12.00	626.56	626.58
6C	93+70.00	12.00	626.65	626.67
6D	93+80.00	12.00	626.73	626.75
6E	93+90.00	12.00	626.82	626.84
6F	94+00.00	12.00	626.91	626.92
6G	94+10.00	12.00	626.99	626.99
6H	94+20.00	12.00	627.04	627.04
6I	94+30.00	12.00	627.10	627.09
⊕ Pier 6W	94+40.00	12.00	627.15	627.15
7A	94+50.00	12.00	627.21	627.22
7B	94+60.00	12.00	627.26	627.30
7C	94+70.00	12.00	627.32	627.38
7D	94+80.00	12.00	627.37	627.47
7E	94+90.00	12.00	627.43	627.55
7F	95+00.00	12.00	627.48	627.62
7G	95+10.00	12.00	627.54	627.68
7H	95+20.00	12.00	627.59	627.74
7I	95+30.00	12.00	627.65	627.78
7J	95+40.00	12.00	627.70	627.82
7K	95+50.00	12.00	627.76	627.85
7L	95+60.00	12.00	627.81	627.88
7M	95+70.00	12.00	627.87	627.90
7N	95+80.00	12.00	627.92	627.94
⊕ Pier 7W	95+90.00	12.00	627.98	627.98

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	4.00	626.09	626.09
⊕ Brg. Pier 5W	93+39.99	4.00	626.10	626.10
6A	93+50.00	4.00	626.16	626.17
6B	93+60.00	4.00	626.23	626.25
6C	93+70.00	4.00	626.29	626.32
6D	93+80.00	4.00	626.36	626.38
6E	93+90.00	4.00	626.43	626.44
6F	94+00.00	4.00	626.49	626.50
6G	94+10.00	4.00	626.55	626.56
6H	94+20.00	4.00	626.61	626.61
6I	94+30.00	4.00	626.66	626.66
⊕ Pier 6W	94+40.00	4.00	626.72	626.72
7A	94+50.00	4.00	626.77	626.79
7B	94+60.00	4.00	626.83	626.87
7C	94+70.00	4.00	626.88	626.95
7D	94+80.00	4.00	626.94	627.03
7E	94+90.00	4.00	626.99	627.10
7F	95+00.00	4.00	627.05	627.18
7G	95+10.00	4.00	627.10	627.24
7H	95+20.00	4.00	627.16	627.30
7I	95+30.00	4.00	627.21	627.34
7J	95+40.00	4.00	627.27	627.38
7K	95+50.00	4.00	627.32	627.41
7L	95+60.00	4.00	627.38	627.44
7M	95+70.00	4.00	627.43	627.47
7N	95+80.00	4.00	627.49	627.50
⊕ Pier 7W	95+90.00	4.00	627.54	627.54

RAMP SW & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	0.00	625.95	625.95
⊕ Brg. Pier 5W	93+40.00	0.00	625.95	625.95
6A	93+50.00	0.00	626.01	626.02
6B	93+60.00	0.00	626.06	626.08
6C	93+70.00	0.00	626.12	626.14
6D	93+80.00	0.00	626.17	626.20
6E	93+90.00	0.00	626.23	626.25
6F	94+00.00	0.00	626.28	626.30
6G	94+10.00	0.00	626.34	626.34
6H	94+20.00	0.00	626.39	626.39
6I	94+30.00	0.00	626.45	626.44
⊕ Pier 6W	94+40.00	0.00	626.50	626.50
7A	94+50.00	0.00	626.56	626.57
7B	94+60.00	0.00	626.61	626.65
7C	94+70.00	0.00	626.67	626.73
7D	94+80.00	0.00	626.72	626.81
7E	94+90.00	0.00	626.78	626.89
7F	95+00.00	0.00	626.83	626.96
7G	95+10.00	0.00	626.89	627.02
7H	95+20.00	0.00	626.94	627.08
7I	95+30.00	0.00	627.00	627.12
7J	95+40.00	0.00	627.05	627.16
7K	95+50.00	0.00	627.11	627.19
7L	95+60.00	0.00	627.16	627.22
7M	95+70.00	0.00	627.22	627.25
7N	95+80.00	0.00	627.27	627.29
⊕ Pier 7W	95+90.00	0.00	627.33	627.33

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	-4.00	625.80	625.80
⊕ Brg. Pier 5W	93+40.01	-4.00	625.81	625.81
6A	93+50.00	-4.00	625.85	625.86
6B	93+60.00	-4.00	625.90	625.92
6C	93+70.00	-4.00	625.94	625.97
6D	93+80.00	-4.00	625.99	626.01
6E	93+90.00	-4.00	626.03	626.05
6F	94+00.00	-4.00	626.08	626.09
6G	94+10.00	-4.00	626.12	626.13
6H	94+20.00	-4.00	626.18	626.17
6I	94+30.00	-4.00	626.23	626.23
⊕ Pier 6W	94+40.00	-4.00	626.29	626.29
7A	94+50.00	-4.00	626.34	626.36
7B	94+60.00	-4.00	626.40	626.43
7C	94+70.00	-4.00	626.45	626.51
7D	94+80.00	-4.00	626.51	626.59
7E	94+90.00	-4.00	626.56	626.67
7F	95+00.00	-4.00	626.62	626.74
7G	95+10.00	-4.00	626.67	626.81
7H	95+20.00	-4.00	626.73	626.86
7I	95+30.00	-4.00	626.78	626.91
7J	95+40.00	-4.00	626.84	626.94
7K	95+50.00	-4.00	626.89	626.98
7L	95+60.00	-4.00	626.95	627.01
7M	95+70.00	-4.00	627.00	627.03
7N	95+80.00	-4.00	627.06	627.07
⊕ Pier 7W	95+90.00	-4.00	627.11	627.11

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USER NAME =	kr1tzm	DESIGNED -	MK	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MK	REVISED -	
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS II - S.N. 016-1504 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-39 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	531
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	

NORTH CONSTRUCTION LINE STAGE IIa

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	-8.00	625.66	625.66
⊕ Brg. Pier 5W	93+40.02	-8.00	625.66	625.66
6A	93+50.00	-8.00	625.70	625.71
6B	93+60.00	-8.00	625.73	625.75
6C	93+70.00	-8.00	625.76	625.79
6D	93+80.00	-8.00	625.80	625.83
6E	93+90.00	-8.00	625.83	625.86
6F	94+00.00	-8.00	625.87	625.88
6G	94+10.00	-8.00	625.91	625.91
6H	94+20.00	-8.00	625.96	625.96
6I	94+30.00	-8.00	626.02	626.01
⊕ Pier 6W	94+40.00	-8.00	626.07	626.07
7A	94+50.00	-8.00	626.13	626.14
7B	94+60.00	-8.00	626.18	626.22
7C	94+70.00	-8.00	626.24	626.30
7D	94+80.00	-8.00	626.29	626.38
7E	94+90.00	-8.00	626.35	626.45
7F	95+00.00	-8.00	626.40	626.53
7G	95+10.00	-8.00	626.46	626.59
7H	95+20.00	-8.00	626.51	626.64
7I	95+30.00	-8.00	626.57	626.69
7J	95+40.00	-8.00	626.62	626.73
7K	95+50.00	-8.00	626.68	626.76
7L	95+60.00	-8.00	626.73	626.79
7M	95+70.00	-8.00	626.79	626.82
7N	95+80.00	-8.00	626.84	626.85
⊕ Pier 7W	95+90.00	-8.00	626.90	626.90

CONSTRUCTION LINE STAGE IIb

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	-10.00	625.58	625.58
⊕ Brg. Pier 5W	93+40.02	-10.00	625.59	625.59
6A	93+50.00	-10.00	625.62	625.63
6B	93+60.00	-10.00	625.64	625.67
6C	93+70.00	-10.00	625.68	625.70
6D	93+80.00	-10.00	625.71	625.73
6E	93+90.00	-10.00	625.74	625.76
6F	94+00.00	-10.00	625.77	625.78
6G	94+10.00	-10.00	625.80	625.80
6H	94+20.00	-10.00	625.85	625.85
6I	94+30.00	-10.00	625.91	625.90
⊕ Pier 6W	94+40.00	-10.00	625.96	625.96
7A	94+50.00	-10.00	626.02	626.03
7B	94+60.00	-10.00	626.07	626.11
7C	94+70.00	-10.00	626.13	626.19
7D	94+80.00	-10.00	626.18	626.27
7E	94+90.00	-10.00	626.24	626.34
7F	95+00.00	-10.00	626.30	626.42
7G	95+10.00	-10.00	626.35	626.48
7H	95+20.00	-10.00	626.40	626.53
7I	95+30.00	-10.00	626.46	626.58
7J	95+40.00	-10.00	626.51	626.62
7K	95+50.00	-10.00	626.57	626.65
7L	95+60.00	-10.00	626.62	626.68
7M	95+70.00	-10.00	626.68	626.71
7N	95+80.00	-10.00	626.73	626.75
⊕ Pier 7W	95+90.00	-10.00	626.79	626.79

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	-12.00	625.51	625.51
⊕ Brg. Pier 5W	93+40.03	-12.00	625.52	625.52
6A	93+50.00	-12.00	625.54	625.55
6B	93+60.00	-12.00	625.56	625.58
6C	93+70.00	-12.00	625.59	625.62
6D	93+80.00	-12.00	625.61	625.64
6E	93+90.00	-12.00	625.64	625.66
6F	94+00.00	-12.00	625.66	625.68
6G	94+10.00	-12.00	625.69	625.70
6H	94+20.00	-12.00	625.75	625.74
6I	94+30.00	-12.00	625.80	625.80
⊕ Pier 6W	94+40.00	-12.00	625.86	625.85
7A	94+50.00	-12.00	625.91	625.92
7B	94+60.00	-12.00	625.97	626.00
7C	94+70.00	-12.00	626.02	626.08
7D	94+80.00	-12.00	626.08	626.16
7E	94+90.00	-12.00	626.13	626.24
7F	95+00.00	-12.00	626.19	626.31
7G	95+10.00	-12.00	626.24	626.37
7H	95+20.00	-12.00	626.30	626.43
7I	95+30.00	-12.00	626.35	626.47
7J	95+40.00	-12.00	626.41	626.51
7K	95+50.00	-12.00	626.46	626.54
7L	95+60.00	-12.00	626.52	626.57
7M	95+70.00	-12.00	626.57	626.60
7N	95+80.00	-12.00	626.63	626.64
⊕ Pier 7W	95+90.00	-12.00	626.68	626.68

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
⊕ Pier 5W	93+38.50	-20.00	625.22	625.22
⊕ Brg. Pier 5W	93+40.05	-20.00	625.23	625.23
6A	93+50.00	-20.00	625.23	625.24
6B	93+60.00	-20.00	625.23	625.26
6C	93+70.00	-20.00	625.24	625.26
6D	93+80.00	-20.00	625.24	625.27
6E	93+90.00	-20.00	625.24	625.27
6F	94+00.00	-20.00	625.25	625.26
6G	94+10.00	-20.00	625.26	625.27
6H	94+20.00	-20.00	625.31	625.31
6I	94+30.00	-20.00	625.37	625.37
⊕ Pier 6W	94+40.00	-20.00	625.42	625.42
7A	94+50.00	-20.00	625.48	625.49
7B	94+60.00	-20.00	625.53	625.57
7C	94+70.00	-20.00	625.59	625.65
7D	94+80.00	-20.00	625.64	625.72
7E	94+90.00	-20.00	625.70	625.80
7F	95+00.00	-20.00	625.75	625.87
7G	95+10.00	-20.00	625.81	625.94
7H	95+20.00	-20.00	625.86	625.99
7I	95+30.00	-20.00	625.92	626.04
7J	95+40.00	-20.00	625.97	626.08
7K	95+50.00	-20.00	626.03	626.11
7L	95+60.00	-20.00	626.08	626.14
7M	95+70.00	-20.00	626.14	626.17
7N	95+80.00	-20.00	626.19	626.21
⊕ Pier 7W	95+90.00	-20.00	626.25	626.25

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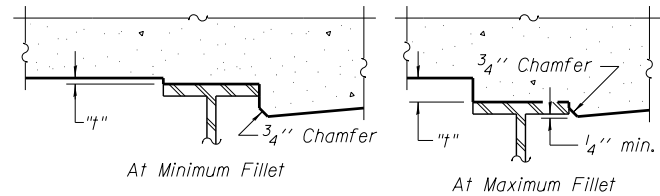
USER NAME =	kr1tzm	DESIGNED -	MK	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MK	REVISED -	
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS III - S.N.016-1504 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-40 OF S-248 SHEETS

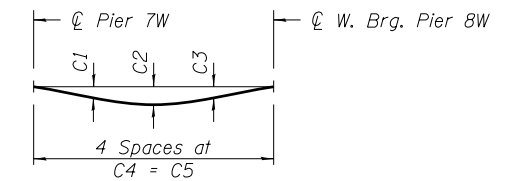
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	532
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-42 and S-43, minus slab thickness, equals the fillet heights "t" above top flange of girders.

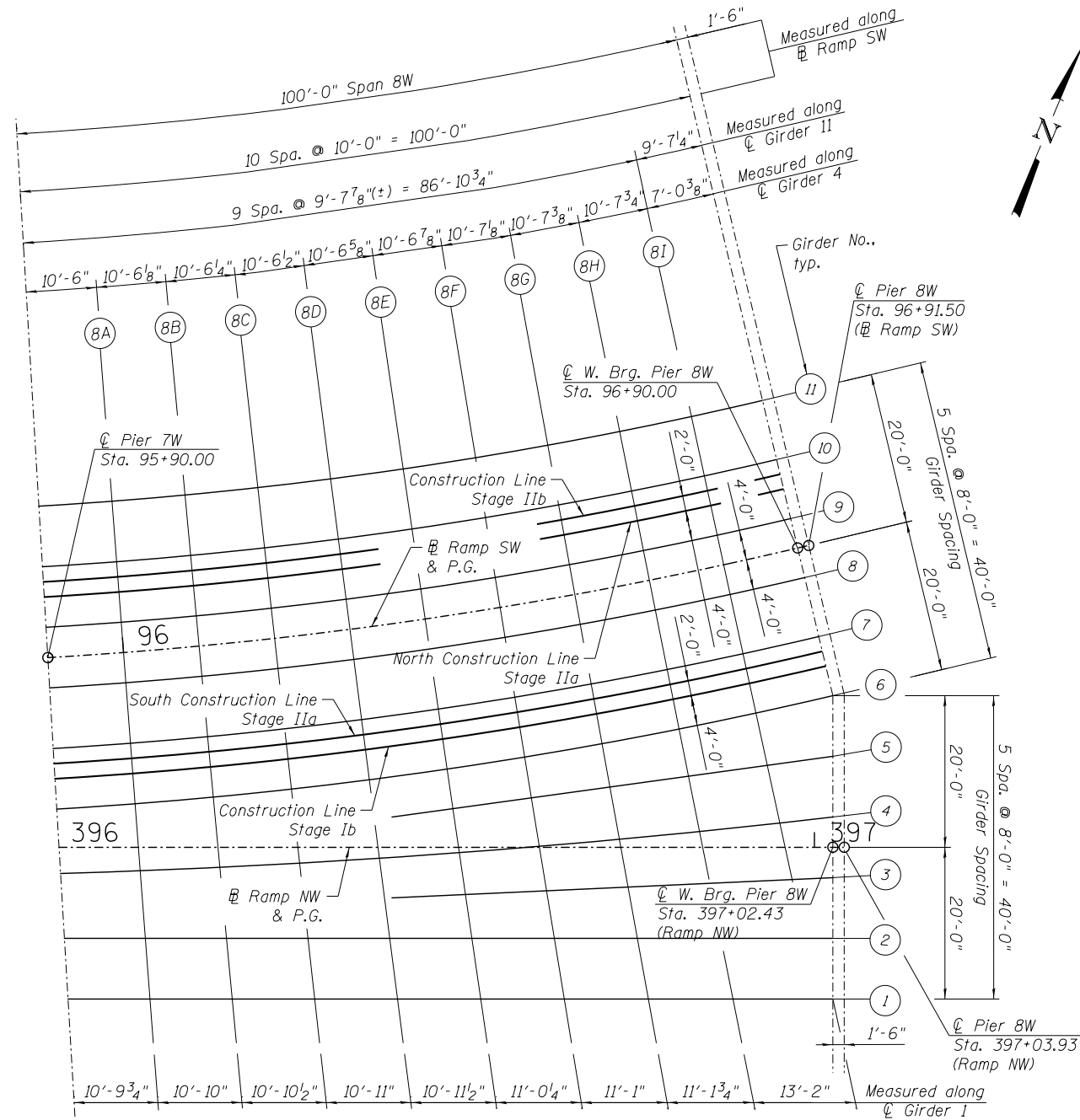
FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS				
	Span 8W				
	C1	C2	C3	C4	C5
1	-1/8"	1/4"	1/4"	25'-2 3/8"	100'-9 5/8"
2	0"	1/4"	1/4"	25'-3 7/8"	101'-3 3/8"
3	1/4"	1/4"	1/8"	14'-6 5/8"	58'-2 3/4"
4	0"	1/4"	1/4"	25'-6 1/4"	102'-1"
5	1/4"	1/4"	1/8"	14'-8 1/8"	58'-8 5/8"
6	0"	1/4"	1/4"	25'-10 1/2"	103'-6"
7	0"	1/4"	1/4"	25'-6 1/4"	102'-1 1/4"
8	0"	1/4"	1/4"	25'-2 1/8"	100'-8 3/8"
9	0"	1/4"	1/4"	24'-9 7/8"	99'-3 5/8"
10	0"	1/4"	1/4"	24'-5 3/4"	97'-10 3/4"
11	0"	1/4"	3/8"	24'-1 1/2"	96'-6"



DEAD LOAD DEFLECTION DIAGRAM

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-42 and S-43.



PLAN II - S.N. 016-1504 (UNIT 1)

NOTE:
Theoretical grade elevations from Sta. 95+55.81 to Sta. 96+91.50 are computed with cross slope perpendicular from Ramp SW to Girder 7 (slope break line) and perpendicular from Ramp NW.

097_0161504_60L70_TOS_Plan_11.dgn



USER NAME = kritzm	DESIGNED - MK	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - MK	REVISED -
	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN II - S.N. 016-1504 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-41 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 533
CONTRACT NO. 60L70				ILLINOIS FED. AID PROJECT

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	45.09	628.65	628.65
8A	96+00.00	45.81	628.72	628.71
8B	96+10.00	46.72	628.80	628.79
8C	96+20.00	47.83	628.88	628.88
8D	96+30.00	49.12	628.97	628.98
8E	96+40.00	50.61	629.06	629.08
8F	96+50.00	52.30	629.16	629.18
8G	96+60.00	54.18	629.26	629.28
8H	96+70.00	56.29	629.37	629.39
☉ Brg. Pier 8W	96+81.72	58.99	629.50	629.50
☉ Pier 8W	96+83.05	59.32	629.51	629.51

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	37.07	628.49	628.49
8A	96+00.00	37.79	628.56	628.55
8B	96+10.00	38.69	628.64	628.63
8C	96+20.00	39.78	628.72	628.72
8D	96+30.00	41.06	628.80	628.81
8E	96+40.00	42.53	628.89	628.91
8F	96+50.00	44.20	628.99	629.01
8G	96+60.00	46.05	629.09	629.11
8H	96+70.00	48.11	629.19	629.21
☉ Brg. Pier 8W	96+83.30	51.19	629.34	629.34
☉ Pier 8W	96+84.65	51.52	629.35	629.35

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
8E	96+40.00	36.71	628.77	628.79
8F	96+50.00	37.86	628.86	628.88
8G	96+60.00	39.20	628.95	628.97
8H	96+70.00	40.74	629.04	629.06
8I	96+80.00	42.46	629.13	629.14
☉ Brg. Pier 8W	96+84.93	43.38	629.18	629.18
☉ Pier 8W	96+86.31	43.63	629.19	629.19

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	28.52	628.31	628.31
8A	96+00.00	28.86	628.38	628.37
8B	96+10.00	29.29	628.44	628.44
8C	96+20.00	28.82	628.51	628.51
8D	96+30.00	30.43	628.58	628.59
8E	96+40.00	31.13	628.65	628.67
8F	96+50.00	31.92	628.73	628.75
8G	96+60.00	32.80	628.80	628.82
8H	96+70.00	33.77	628.88	628.90
8I	96+80.00	34.83	628.97	628.98
☉ Brg. Pier 8W	96+86.59	35.58	629.02	629.02
☉ Pier 8W	96+88.01	35.75	629.03	629.03

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
8E	96+40.00	25.28	628.54	628.56
8F	96+50.00	25.45	628.60	628.62
8G	96+60.00	25.80	628.67	628.69
8H	96+70.00	26.34	628.73	628.75
8I	96+80.00	27.06	628.80	628.81
☉ Brg. Pier 8W	96+88.30	27.79	628.86	628.86
☉ Pier 8W	96+89.75	27.88	628.87	628.87

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	20.00	628.14	628.14
8A	96+00.00	20.00	628.19	628.18
8B	96+10.00	20.00	628.25	628.25
8C	96+20.00	20.00	628.31	628.31
8D	96+30.00	20.00	628.36	628.37
8E	96+40.00	20.00	628.42	628.44
8F	96+50.00	20.00	628.48	628.51
8G	96+60.00	20.00	628.53	628.56
8H	96+70.00	20.00	628.59	628.61
8I	96+80.00	20.00	628.64	628.65
☉ Brg. Pier 8W	96+90.05	20.00	628.70	628.70
☉ Pier 8W	96+91.50	20.00	628.70	628.70

CONSTRUCTION LINE STAGE Ia

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	16.00	628.06	628.06
8A	96+00.00	16.00	628.11	628.10
8B	96+10.00	16.00	628.17	628.16
8C	96+20.00	16.00	628.22	628.23
8D	96+30.00	16.00	628.28	628.29
8E	96+40.00	16.00	628.33	628.36
8F	96+50.00	16.00	628.39	628.42
8G	96+60.00	16.00	628.45	628.47
8H	96+70.00	16.00	628.50	628.52
8I	96+80.00	16.00	628.56	628.57
☉ Brg. Pier 8W	96+90.04	16.00	628.61	628.61
☉ Pier 8W	96+91.52	16.00	628.62	628.62

SOUTH CONSTRUCTION LINE STAGE IIa

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	14.00	628.02	628.02
8A	96+00.00	14.00	628.07	628.07
8B	96+10.00	14.00	628.13	628.12
8C	96+20.00	14.00	628.18	628.19
8D	96+30.00	14.00	628.24	628.25
8E	96+40.00	14.00	628.29	628.31
8F	96+50.00	14.00	628.35	628.38
8G	96+60.00	14.00	628.41	628.43
8H	96+70.00	14.00	628.46	628.48
8I	96+80.00	14.00	628.52	628.53
☉ Brg. Pier 8W	96+90.03	14.00	628.57	628.57
☉ Pier 8W	96+91.50	14.00	628.58	628.58

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USER NAME =	krizm	DESIGNED -	MK	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MK	REVISED -	
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IV - S.N. 016-1504 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-42 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	534
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	12.00	627.98	627.98
8A	96+00.00	12.00	628.03	628.03
8B	96+10.00	12.00	628.09	628.08
8C	96+20.00	12.00	628.14	628.15
8D	96+30.00	12.00	628.20	628.21
8E	96+40.00	12.00	628.25	628.27
8F	96+50.00	12.00	628.31	628.33
8G	96+60.00	12.00	628.36	628.39
8H	96+70.00	12.00	628.42	628.44
8I	96+80.00	12.00	628.47	628.48
☉ Brg. Pier 8W	96+90.03	12.00	628.53	628.53
☉ Pier 8W	96+91.50	12.00	628.53	628.53

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	4.00	627.54	627.54
8A	96+00.00	4.00	627.60	627.59
8B	96+10.00	4.00	627.65	627.65
8C	96+20.00	4.00	627.71	627.71
8D	96+30.00	4.00	627.76	627.78
8E	96+40.00	4.00	627.82	627.84
8F	96+50.00	4.00	627.87	627.90
8G	96+60.00	4.00	627.93	627.96
8H	96+70.00	4.00	627.98	628.01
8I	96+80.00	4.00	628.04	628.05
☉ Brg. Pier 8W	96+90.01	4.00	628.09	628.09
☉ Pier 8W	96+91.50	4.00	628.10	628.10

RAMP SW & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	0.00	627.33	627.33
8A	96+00.00	0.00	627.38	627.38
8B	96+10.00	0.00	627.44	627.43
8C	96+20.00	0.00	627.49	627.50
8D	96+30.00	0.00	627.55	627.56
8E	96+40.00	0.00	627.60	627.62
8F	96+50.00	0.00	627.66	627.68
8G	96+60.00	0.00	627.71	627.74
8H	96+70.00	0.00	627.77	627.79
8I	96+80.00	0.00	627.82	627.84
☉ Brg. Pier 8W	96+90.00	0.00	627.88	627.88
☉ Pier 8W	96+91.50	0.00	627.89	627.89

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	-4.00	627.11	627.11
8A	96+00.00	-4.00	627.17	627.16
8B	96+10.00	-4.00	627.22	627.22
8C	96+20.00	-4.00	627.28	627.28
8D	96+30.00	-4.00	627.33	627.35
8E	96+40.00	-4.00	627.39	627.41
8F	96+50.00	-4.00	627.44	627.47
8G	96+60.00	-4.00	627.50	627.52
8H	96+70.00	-4.00	627.55	627.57
8I	96+80.00	-4.00	627.61	627.62
☉ Brg. Pier 8W	96+89.99	-4.00	627.66	627.66
☉ Pier 8W	96+91.50	-4.00	627.67	627.67

NORTH CONSTRUCTION LINE STAGE IIa

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	-8.00	626.90	626.90
8A	96+00.00	-8.00	626.95	626.95
8B	96+10.00	-8.00	627.01	627.00
8C	96+20.00	-8.00	627.06	627.07
8D	96+30.00	-8.00	627.12	627.13
8E	96+40.00	-8.00	627.17	627.19
8F	96+50.00	-8.00	627.23	627.25
8G	96+60.00	-8.00	627.28	627.31
8H	96+70.00	-8.00	627.34	627.36
8I	96+80.00	-8.00	627.39	627.40
☉ Brg. Pier 8W	96+89.98	-8.00	627.45	627.45
☉ Pier 8W	96+91.50	-8.00	627.45	627.45

CONSTRUCTION LINE STAGE IIb

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	-10.00	626.79	626.79
8A	96+00.00	-10.00	626.84	626.84
8B	96+10.00	-10.00	626.90	626.90
8C	96+20.00	-10.00	626.95	626.96
8D	96+30.00	-10.00	627.01	627.02
8E	96+40.00	-10.00	627.06	627.09
8F	96+50.00	-10.00	627.12	627.15
8G	96+60.00	-10.00	627.17	627.20
8H	96+70.00	-10.00	627.23	627.25
8I	96+80.00	-10.00	627.28	627.30
☉ Brg. Pier 8W	96+89.97	-10.00	627.34	627.34
☉ Pier 8W	96+91.50	-10.00	627.35	627.35

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	-12.00	626.68	626.68
8A	96+00.00	-12.00	626.74	626.73
8B	96+10.00	-12.00	626.79	626.79
8C	96+20.00	-12.00	626.85	626.85
8D	96+30.00	-12.00	626.90	626.92
8E	96+40.00	-12.00	626.96	626.98
8F	96+50.00	-12.00	627.01	627.04
8G	96+60.00	-12.00	627.07	627.09
8H	96+70.00	-12.00	627.12	627.14
8I	96+80.00	-12.00	627.18	627.19
☉ Brg. Pier 8W	96+89.97	-12.00	627.23	627.23
☉ Pier 8W	96+91.50	-12.00	627.24	627.24

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Elevations
☉ Pier 7W	95+90.00	-20.00	626.25	626.25
8A	96+00.00	-20.00	626.30	626.30
8B	96+10.00	-20.00	626.36	626.36
8C	96+20.00	-20.00	626.41	626.42
8D	96+30.00	-20.00	626.47	626.48
8E	96+40.00	-20.00	626.52	626.55
8F	96+50.00	-20.00	626.58	626.61
8G	96+60.00	-20.00	626.63	626.66
8H	96+70.00	-20.00	626.69	626.71
8I	96+80.00	-20.00	626.74	626.76
☉ Brg. Pier 8W	96+89.95	-20.00	626.80	626.80
☉ Pier 8W	96+91.50	-20.00	626.81	626.81

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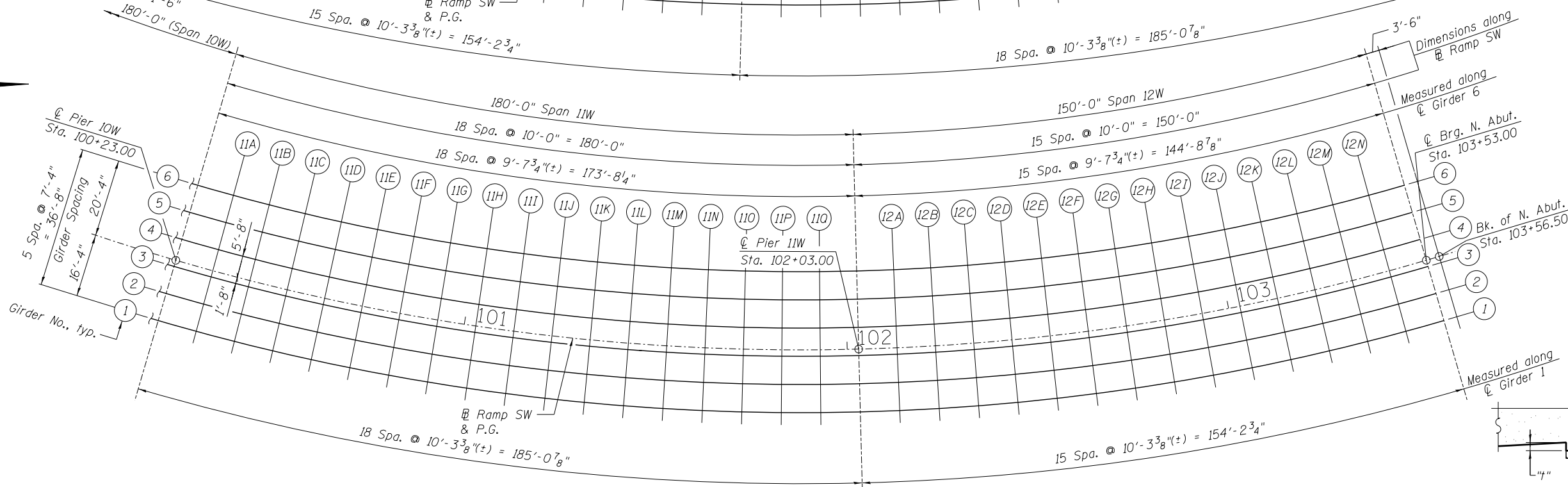
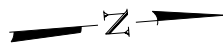
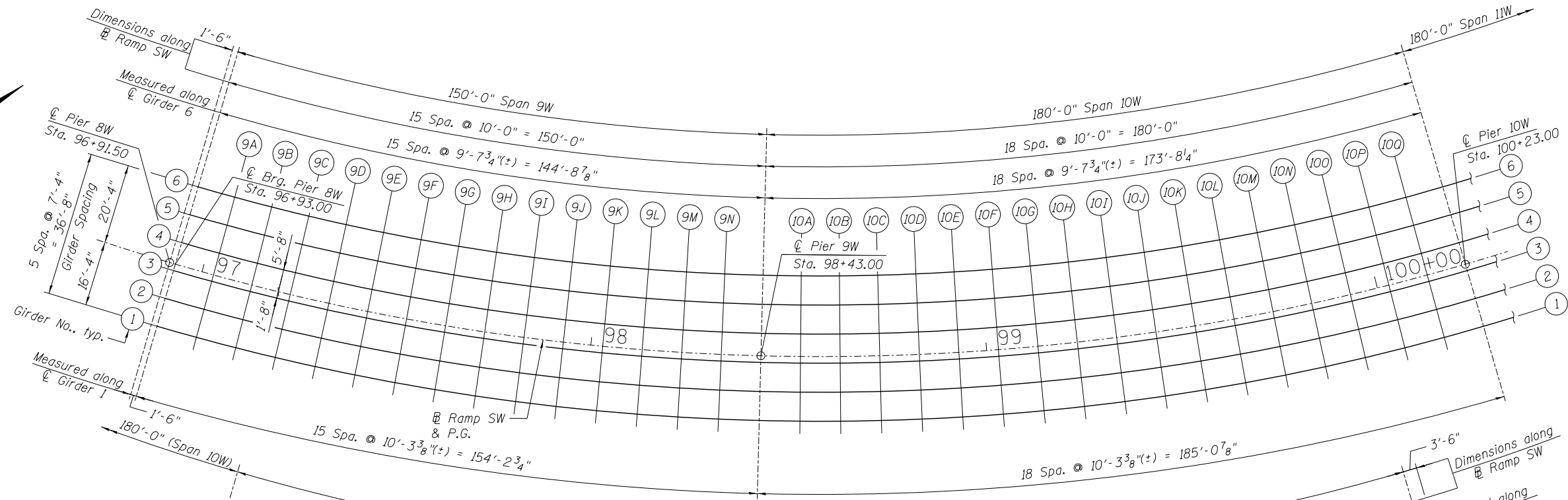
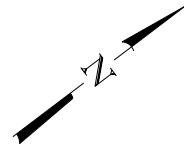
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PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

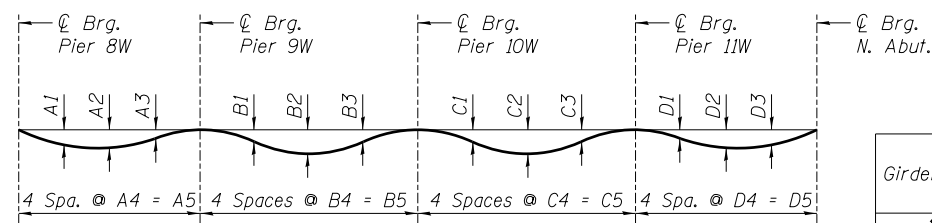
**TOP OF SLAB ELEVATIONS V - S.N.016-1504 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-43 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	535
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



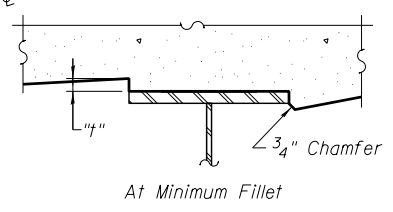
PLAN III - S.N. 016-1504 (UNIT 2)



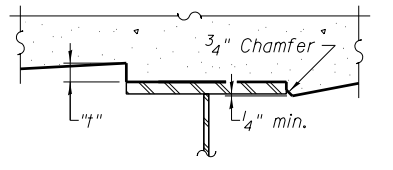
DEAD LOAD DEFLECTION DIAGRAM

Note: (Includes weight of concrete only.)
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-45 to S-47.

Girder No.	DEAD LOAD DEFLECTIONS																			
	Span 9W					Span 10W					Span 11W					Span 12W				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	C3	C4	C5	D1	D2	D3	D4	D5
1	2 1/8"	2 5/8"	1 1/8"	38'-6 5/8"	154'-2 3/4"	0 3/4"	1 5/8"	0 7/8"	46'-3 3/4"	185'-0 7/8"	0 7/8"	1 3/4"	0 3/4"	46'-3 3/4"	185'-0 7/8"	1 1/8"	2 1/2"	2 4"	38'-6 5/8"	154'-2 3/4"
2	2"	2 1/4"	1"	38'-1"	152'-3 7/8"	0 3/4"	1 5/8"	0 7/8"	45'-8 3/8"	182'-9 1/2"	0 7/8"	1 5/8"	0 3/4"	45'-8 3/8"	182'-9 1/2"	1"	2 1/4"	1 7/8"	38'-1"	152'-3 7/8"
3	1 3/4"	2"	0 7/8"	37'-7 1/4"	150'-5 1/4"	0 3/4"	1 5/8"	0 7/8"	45'-1 1/2"	180'-6 1/4"	0 7/8"	1 5/8"	0 3/4"	45'-1 1/2"	180'-6 1/4"	0 7/8"	2"	1 5/8"	37'-7 1/4"	150'-5 1/4"
4	1 5/8"	1 3/4"	0 3/4"	37'-1 5/8"	148'-6 3/8"	0 3/4"	1 5/8"	0 7/8"	44'-6 3/4"	178'-2 7/8"	0 7/8"	1 5/8"	0 3/4"	44'-6 3/4"	178'-2 7/8"	0 3/4"	1 3/4"	1 1/2"	37'-1 5/8"	148'-6 3/8"
5	1 3/8"	1 5/8"	0 5/8"	36'-7 7/8"	146'-7 5/8"	0 3/4"	1 1/2"	0 7/8"	43'-11 7/8"	175'-11 5/8"	0 7/8"	1 5/8"	0 3/4"	43'-11 7/8"	175'-11 5/8"	0 5/8"	1 5/8"	1 3/8"	36'-7 7/8"	146'-7 5/8"
6	1 1/4"	1 1/2"	0 5/8"	36'-2 1/4"	144'-8 7/8"	0 3/4"	1 1/2"	0 7/8"	43'-5"	173'-8 1/4"	0 3/4"	1 1/2"	0 3/4"	43'-5"	173'-8 1/4"	0 5/8"	1 1/2"	1 1/4"	36'-2 1/4"	144'-8 7/8"



At Minimum Fillet



At Maximum Fillet

To determine "f": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-45 to S-47, minus slab thickness, equals the fillet heights "f" above top flange of girders.

FILLET HEIGHTS

100_0161504_60L70_T0520.dgn



USER NAME = AVasonis	DESIGNED - TH	REVISED -
PLOT SCALE =	CHECKED - MR	REVISED -
PLOT DATE = 11/20/2014	DRAWN - AMV	REVISED -
	CHECKED - TH	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN III - S.N. 016-1504 (UNIT 2)
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	536
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				

SHEET NO. S-44 OF S-248 SHEETS

GIRDER 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 8W, Brg. Pier 8W, Pier 9W, Pier 10W, Pier 11W, and Brg. N. Abut.

GIRDER 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 8W, Brg. Pier 8W, Pier 9W, Pier 10W, Pier 11W, and Brg. N. Abut.

GIRDER 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 8W, Brg. Pier 8W, Pier 9W, Pier 10W, Pier 11W, and Brg. N. Abut.

101_0161504_60L70_T0521.dgn



Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE. Values include AVasonis, TH, MR, AMV, TH, 11/20/2014.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS VI - S.N.016-1504 (UNIT 2) I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

Table with 5 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 55, 2010-080-B, COOK, 886, 537.

SHEET NO. S-45 OF S-248 SHEETS

ILLINOIS FED. AID PROJECT

RAMP SW & P.G.

GIRDER 4

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 8W	96+91.50	0.00	627.88	627.88
☉ Brg. Pier 8W	96+93.00	0.00	627.89	627.89
9A	97+03.00	0.00	627.95	627.99
9B	97+13.00	0.00	628.00	628.09
9C	97+23.00	0.00	628.05	628.18
9D	97+33.00	0.00	628.09	628.24
9E	97+43.00	0.00	628.12	628.29
9F	97+53.00	0.00	628.14	628.32
9G	97+63.00	0.00	628.15	628.32
9H	97+73.00	0.00	628.15	628.31
9I	97+83.00	0.00	628.15	628.28
9J	97+93.00	0.00	628.13	628.24
9K	98+03.00	0.00	628.10	628.18
9L	98+13.00	0.00	628.06	628.12
9M	98+23.00	0.00	628.01	628.04
9N	98+33.00	0.00	627.96	627.97
☉ Pier 9W	98+43.00	0.00	627.89	627.89
10A	98+53.00	0.00	627.81	627.82
10B	98+63.00	0.00	627.73	627.74
10C	98+73.00	0.00	627.63	627.66
10D	98+83.00	0.00	627.52	627.57
10E	98+93.00	0.00	627.41	627.48
10F	99+03.00	0.00	627.28	627.37
10G	99+13.00	0.00	627.14	627.26
10H	99+23.00	0.00	627.00	627.12
10I	99+33.00	0.00	626.84	626.98
10J	99+43.00	0.00	626.68	626.81
10K	99+53.00	0.00	626.50	626.62
10L	99+63.00	0.00	626.32	626.42
10M	99+73.00	0.00	626.13	626.21
10N	99+83.00	0.00	625.92	625.98
10O	99+93.00	0.00	625.71	625.75
10P	100+03.00	0.00	625.48	625.50
10Q	100+13.00	0.00	625.25	625.26
☉ Pier 10W	100+23.00	0.00	625.01	625.01
11A	100+33.00	0.00	624.76	624.76
11B	100+43.00	0.00	624.49	624.51
11C	100+53.00	0.00	624.22	624.26
11D	100+63.00	0.00	623.94	624.00
11E	100+73.00	0.00	623.65	623.73
11F	100+83.00	0.00	623.34	623.44
11G	100+93.00	0.00	623.03	623.15
11H	101+03.00	0.00	622.71	622.84
11I	101+13.00	0.00	622.38	622.51
11J	101+23.00	0.00	622.04	622.16
11K	101+33.00	0.00	621.69	621.80
11L	101+43.00	0.00	621.34	621.43
11M	101+53.00	0.00	620.99	621.06
11N	101+63.00	0.00	620.64	620.69
11O	101+73.00	0.00	620.29	620.32
11P	101+83.00	0.00	619.94	619.95
11Q	101+93.00	0.00	619.59	619.59
☉ Pier 11W	102+03.00	0.00	619.24	619.24
12A	102+13.00	0.00	618.89	618.90
12B	102+23.00	0.00	618.54	618.57
12C	102+33.00	0.00	618.19	618.24
12D	102+43.00	0.00	617.84	617.92
12E	102+53.00	0.00	617.49	617.60
12F	102+63.00	0.00	617.14	617.28
12G	102+73.00	0.00	616.79	616.95
12H	102+83.00	0.00	616.44	616.61
12I	102+93.00	0.00	616.09	616.26
12J	103+03.00	0.00	615.74	615.91
12K	103+13.00	0.00	615.39	615.54
12L	103+23.00	0.00	615.04	615.16
12M	103+33.00	0.00	614.69	614.78
12N	103+43.00	0.00	614.34	614.38
☉ Brg. N. Abut.	103+53.00	0.00	613.99	613.99
Bk. N. Abut.	103+56.50	0.00	613.87	613.87

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 8W	96+91.50	-5.67	627.58	627.58
☉ Brg. Pier 8W	96+93.00	-5.67	627.58	627.58
9A	97+03.00	-5.67	627.64	627.68
9B	97+13.00	-5.67	627.69	627.77
9C	97+23.00	-5.67	627.74	627.86
9D	97+33.00	-5.67	627.78	627.92
9E	97+43.00	-5.67	627.81	627.97
9F	97+53.00	-5.67	627.84	627.99
9G	97+63.00	-5.67	627.85	628.00
9H	97+73.00	-5.67	627.85	627.99
9I	97+83.00	-5.67	627.84	627.96
9J	97+93.00	-5.67	627.82	627.92
9K	98+03.00	-5.67	627.79	627.87
9L	98+13.00	-5.67	627.76	627.80
9M	98+23.00	-5.67	627.71	627.73
9N	98+33.00	-5.67	627.65	627.66
☉ Pier 9W	98+43.00	-5.67	627.58	627.58
10A	98+53.00	-5.67	627.51	627.51
10B	98+63.00	-5.67	627.42	627.43
10C	98+73.00	-5.67	627.32	627.35
10D	98+83.00	-5.67	627.22	627.27
10E	98+93.00	-5.67	627.10	627.17
10F	99+03.00	-5.67	626.97	627.07
10G	99+13.00	-5.67	626.84	626.95
10H	99+23.00	-5.67	626.69	626.82
10I	99+33.00	-5.67	626.54	626.67
10J	99+43.00	-5.67	626.37	626.50
10K	99+53.00	-5.67	626.20	626.32
10L	99+63.00	-5.67	626.01	626.11
10M	99+73.00	-5.67	625.82	625.90
10N	99+83.00	-5.67	625.62	625.67
10O	99+93.00	-5.67	625.40	625.44
10P	100+03.00	-5.67	625.18	625.20
10Q	100+13.00	-5.67	624.95	624.95
☉ Pier 10W	100+23.00	-5.67	624.70	624.70
11A	100+33.00	-5.67	624.45	624.46
11B	100+43.00	-5.67	624.19	624.20
11C	100+53.00	-5.67	623.91	623.95
11D	100+63.00	-5.67	623.63	623.69
11E	100+73.00	-5.67	623.34	623.42
11F	100+83.00	-5.67	623.04	623.14
11G	100+93.00	-5.67	622.73	622.84
11H	101+03.00	-5.67	622.40	622.53
11I	101+13.00	-5.67	622.07	622.20
11J	101+23.00	-5.67	621.73	621.85
11K	101+33.00	-5.67	621.38	621.49
11L	101+43.00	-5.67	621.03	621.13
11M	101+53.00	-5.67	620.68	620.76
11N	101+63.00	-5.67	620.33	620.38
11O	101+73.00	-5.67	619.98	620.01
11P	101+83.00	-5.67	619.63	619.65
11Q	101+93.00	-5.67	619.28	619.29
☉ Pier 11W	102+03.00	-5.67	618.93	618.93
12A	102+13.00	-5.67	618.58	618.59
12B	102+23.00	-5.67	618.23	618.26
12C	102+33.00	-5.67	617.88	617.93
12D	102+43.00	-5.67	617.53	617.61
12E	102+53.00	-5.67	617.18	617.28
12F	102+63.00	-5.67	616.83	616.96
12G	102+73.00	-5.67	616.48	616.62
12H	102+83.00	-5.67	616.13	616.29
12I	102+93.00	-5.67	615.78	615.94
12J	103+03.00	-5.67	615.43	615.58
12K	103+13.00	-5.67	615.08	615.22
12L	103+23.00	-5.67	614.73	614.85
12M	103+33.00	-5.67	614.38	614.46
12N	103+43.00	-5.67	614.03	614.07
☉ Brg. N. Abut.	103+53.00	-5.67	613.68	613.68
Bk. N. Abut.	103+56.50	-5.67	613.56	613.56

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 8W	96+91.50	-13.00	627.18	627.18
☉ Brg. Pier 8W	96+93.00	-13.00	627.19	627.19
9A	97+03.00	-13.00	627.24	627.28
9B	97+13.00	-13.00	627.30	627.37
9C	97+23.00	-13.00	627.35	627.45
9D	97+33.00	-13.00	627.39	627.51
9E	97+43.00	-13.00	627.42	627.55
9F	97+53.00	-13.00	627.44	627.58
9G	97+63.00	-13.00	627.45	627.59
9H	97+73.00	-13.00	627.45	627.58
9I	97+83.00	-13.00	627.44	627.55
9J	97+93.00	-13.00	627.43	627.51
9K	98+03.00	-13.00	627.40	627.46
9L	98+13.00	-13.00	627.36	627.40
9M	98+23.00	-13.00	627.31	627.33
9N	98+33.00	-13.00	627.25	627.26
☉ Pier 9W	98+43.00	-13.00	627.19	627.19
10A	98+53.00	-13.00	627.11	627.12
10B	98+63.00	-13.00	627.02	627.04
10C	98+73.00	-13.00	626.93	626.96
10D	98+83.00	-13.00	626.82	626.87
10E	98+93.00	-13.00	626.70	626.78
10F	99+03.00	-13.00	626.58	626.67
10G	99+13.00	-13.00	626.44	626.56
10H	99+23.00	-13.00	626.30	626.42
10I	99+33.00	-13.00	626.14	626.27
10J	99+43.00	-13.00	625.98	626.10
10K	99+53.00	-13.00	625.80	625.92
10L	99+63.00	-13.00	625.62	625.72
10M	99+73.00	-13.00	625.42	625.50
10N	99+83.00	-13.00	625.22	625.28
10O	99+93.00	-13.00	625.01	625.04
10P	100+03.00	-13.00	624.78	624.80
10Q	100+13.00	-13.00	624.55	624.56
☉ Pier 10W	100+23.00	-13.00	624.31	624.31
11A	100+33.00	-13.00	624.05	624.06
11B	100+43.00	-13.00	623.79	623.81
11C	100+53.00	-13.00	623.52	623.55
11D	100+63.00	-13.00	623.24	623.29
11E	100+73.00	-13.00	622.94	623.02
11F	100+83.00	-13.00	622.64	622.74
11G	100+93.00	-13.00	622.33	622.44
11H	101+03.00	-13.00	622.01	622.13
11I	101+13.00	-13.00	621.68	621.81
11J	101+23.00	-13.00	621.34	621.46
11K	101+33.00	-13.00	620.99	

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊕ Pier 8W	96+91.50	-20.33	626.78	626.78
⊕ Brg. Pier 8W	96+93.00	-20.33	626.79	626.79
9A	97+03.00	-20.33	626.85	626.88
9B	97+13.00	-20.33	626.90	626.97
9C	97+23.00	-20.33	626.95	627.04
9D	97+33.00	-20.33	626.99	627.10
9E	97+43.00	-20.33	627.02	627.14
9F	97+53.00	-20.33	627.04	627.17
9G	97+63.00	-20.33	627.05	627.18
9H	97+73.00	-20.33	627.06	627.17
9I	97+83.00	-20.33	627.05	627.15
9J	97+93.00	-20.33	627.03	627.11
9K	98+03.00	-20.33	627.00	627.06
9L	98+13.00	-20.33	626.96	627.00
9M	98+23.00	-20.33	626.92	626.94
9N	98+33.00	-20.33	626.86	626.87
⊕ Pier 9W	98+43.00	-20.33	626.79	626.79
10A	98+53.00	-20.33	626.71	626.72
10B	98+63.00	-20.33	626.63	626.65
10C	98+73.00	-20.33	626.53	626.57
10D	98+83.00	-20.33	626.42	626.48
10E	98+93.00	-20.33	626.31	626.39
10F	99+03.00	-20.33	626.18	626.28
10G	99+13.00	-20.33	626.05	626.16
10H	99+23.00	-20.33	625.90	626.03
10I	99+33.00	-20.33	625.75	625.88
10J	99+43.00	-20.33	625.58	625.71
10K	99+53.00	-20.33	625.41	625.52
10L	99+63.00	-20.33	625.22	625.32
10M	99+73.00	-20.33	625.03	625.11
10N	99+83.00	-20.33	624.82	624.88
10O	99+93.00	-20.33	624.61	624.65
10P	100+03.00	-20.33	624.39	624.41
10Q	100+13.00	-20.33	624.15	624.16
⊕ Pier 10W	100+23.00	-20.33	623.91	623.91
11A	100+33.00	-20.33	623.66	623.67
11B	100+43.00	-20.33	623.39	623.41
11C	100+53.00	-20.33	623.12	623.16
11D	100+63.00	-20.33	622.84	622.90
11E	100+73.00	-20.33	622.55	622.62
11F	100+83.00	-20.33	622.25	622.34
11G	100+93.00	-20.33	621.93	622.05
11H	101+03.00	-20.33	621.61	621.74
11I	101+13.00	-20.33	621.28	621.41
11J	101+23.00	-20.33	620.94	621.06
11K	101+33.00	-20.33	620.59	620.71
11L	101+43.00	-20.33	620.24	620.34
11M	101+53.00	-20.33	619.89	619.97
11N	101+63.00	-20.33	619.54	619.60
11O	101+73.00	-20.33	619.19	619.23
11P	101+83.00	-20.33	618.84	618.86
11Q	101+93.00	-20.33	618.49	618.50
⊕ Pier 11W	102+03.00	-20.33	618.14	618.14
12A	102+13.00	-20.33	617.79	617.80
12B	102+23.00	-20.33	617.44	617.46
12C	102+33.00	-20.33	617.09	617.13
12D	102+43.00	-20.33	616.74	616.80
12E	102+53.00	-20.33	616.39	616.47
12F	102+63.00	-20.33	616.04	616.14
12G	102+73.00	-20.33	615.69	615.81
12H	102+83.00	-20.33	615.34	615.47
12I	102+93.00	-20.33	614.99	615.12
12J	103+03.00	-20.33	614.64	614.76
12K	103+13.00	-20.33	614.29	614.40
12L	103+23.00	-20.33	613.94	614.03
12M	103+33.00	-20.33	613.59	613.66
12N	103+43.00	-20.33	613.24	613.28
⊕ Brg. N. Abut.	103+53.00	-20.33	612.89	612.89
Bk. N. Abut.	103+56.50	-20.33	612.77	612.77

103_0161504_60L70_T0523.dgn



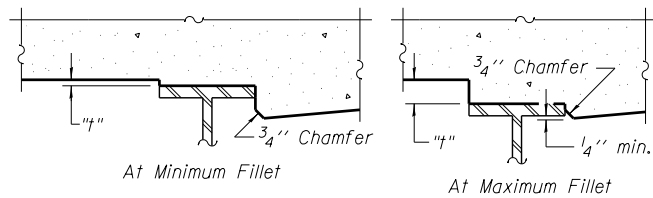
USER NAME = AVasonis	DESIGNED - TH	REVISED -
	CHECKED - MR	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 11/20/2014	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS VIII – S.N. 016–1504 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-47 OF S-248 SHEETS

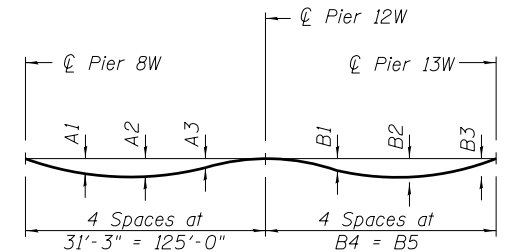
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	539
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-49 and S-50, minus slab thickness, equals the fillet heights "t" above top flange of girders.

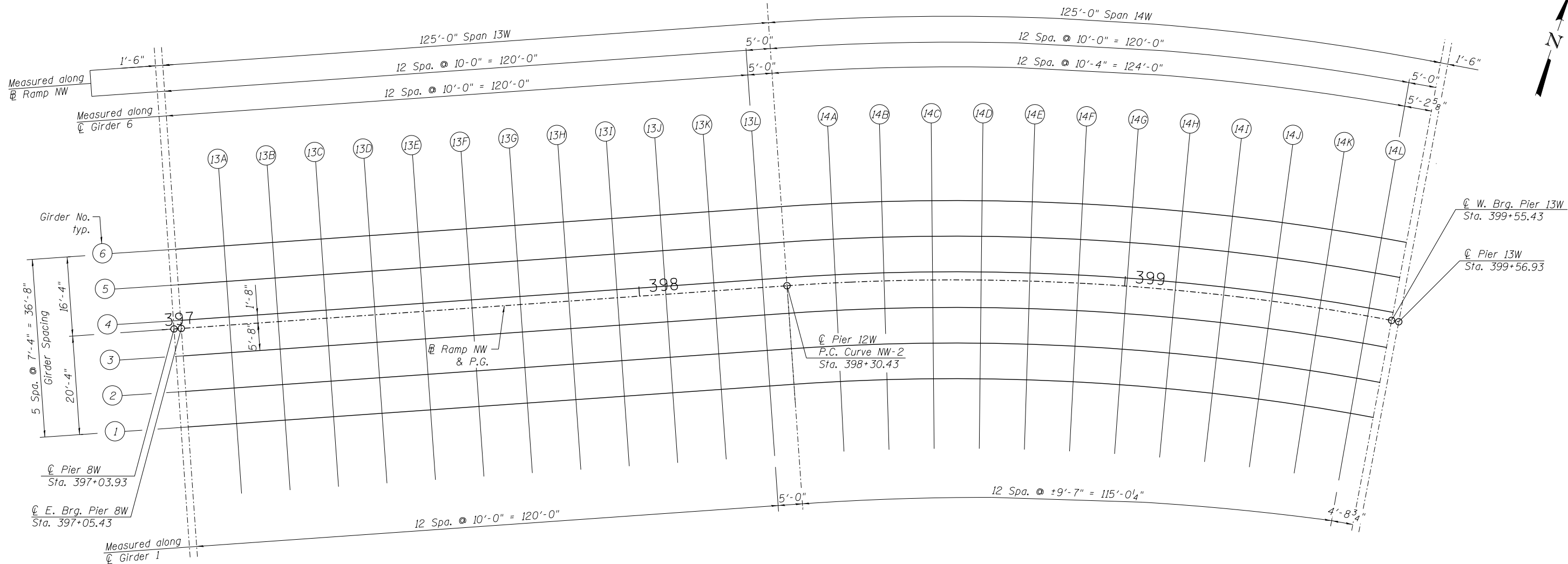
FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS									
	Span 13W			Span 14W						
	A1	A2	A3	B1	B2	B3	B4	B5		
1	0 7/8"	1"	0 1/2"	0 3/8"	0 7/8"	0 7/8"	29'-11 1/4"	119'-9"		
2	0 3/4"	0 7/8"	0 3/8"	0 1/2"	1 1/8"	1"	30'-4 7/8"	121'-7 3/4"		
3	0 3/4"	0 3/4"	0 1/4"	0 1/2"	1 1/4"	1 1/8"	30'-10 5/8"	123'-6 1/2"		
4	0 5/8"	0 3/4"	0 1/4"	0 5/8"	1 1/2"	1 3/8"	31'-4 1/4"	125'-5 1/4"		
5	0 5/8"	0 5/8"	0 1/4"	0 3/4"	1 3/4"	1 5/8"	31'-10"	127'-3 3/4"		
6	0 5/8"	0 5/8"	0 1/8"	0 7/8"	2 1/8"	1 7/8"	32'-3 3/4"	129'-2 5/8"		



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
 Note:
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-49 and S-50.



PLAN I - S.N. 016-1505 (UNIT 1)

104_0161505_60L70_T05_Plan_1.dgn



USER NAME = kritzm	DESIGNED - MK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MK	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN I - S.N. 016-1505 (UNIT 1)
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 540
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

SHEET NO. S-4B OF S-248 SHEETS

GIRDER 1

GIRDER 2

GIRDER 3

RAMP NW & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 8W	397+03.93	20.33	629.52	629.52
☉ E. Brg. Pier 8W	397+05.43	20.33	629.51	629.51
13A	397+15.43	20.33	629.47	629.50
13B	397+25.43	20.33	629.44	629.49
13C	397+35.43	20.33	629.43	629.50
13D	397+45.43	20.33	629.43	629.52
13E	397+55.43	20.33	629.45	629.54
13F	397+65.43	20.33	629.49	629.57
13G	397+75.43	20.33	629.54	629.61
13H	397+85.43	20.33	629.60	629.66
13I	397+95.43	20.33	629.68	629.73
13J	398+05.43	20.33	629.77	629.80
13K	398+15.43	20.33	629.88	629.90
13L	398+25.43	20.33	630.01	630.01
☉ Pier 12W	398+30.43	20.33	630.08	630.08
14A	398+40.43	20.33	630.22	630.23
14B	398+50.43	20.33	630.39	630.40
14C	398+60.43	20.33	630.66	630.69
14D	398+70.43	20.33	630.96	631.01
14E	398+80.43	20.33	631.28	631.34
14F	398+90.43	20.33	631.60	631.68
14G	399+00.43	20.33	631.95	632.03
14H	399+10.43	20.33	632.30	632.39
14I	399+20.43	20.33	632.66	632.74
14J	399+30.43	20.33	633.02	633.08
14K	399+40.43	20.33	633.38	633.42
14L	399+50.43	20.33	633.74	633.75
☉ W. Brg. Pier 13W	399+55.37	20.33	633.91	633.91
☉ Pier 13W	399+56.93	20.33	633.97	633.96

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 8W	397+03.93	13.00	629.37	629.37
☉ E. Brg. Pier 8W	397+05.43	13.00	629.37	629.37
13A	397+15.43	13.00	629.37	629.39
13B	397+25.43	13.00	629.38	629.42
13C	397+35.43	13.00	629.40	629.47
13D	397+45.43	13.00	629.45	629.52
13E	397+55.43	13.00	629.50	629.58
13F	397+65.43	13.00	629.57	629.65
13G	397+75.43	13.00	629.66	629.73
13H	397+85.43	13.00	629.76	629.82
13I	397+95.43	13.00	629.88	629.92
13J	398+05.43	13.00	630.01	630.03
13K	398+15.43	13.00	630.16	630.17
13L	398+25.43	13.00	630.32	630.32
☉ Pier 12W	398+30.43	13.00	630.41	630.41
14A	398+40.43	13.00	630.59	630.60
14B	398+50.43	13.00	630.80	630.81
14C	398+60.43	13.00	631.07	631.11
14D	398+70.43	13.00	631.37	631.43
14E	398+80.43	13.00	631.69	631.76
14F	398+90.43	13.00	632.01	632.10
14G	399+00.43	13.00	632.36	632.46
14H	399+10.43	13.00	632.71	632.81
14I	399+20.43	13.00	633.07	633.16
14J	399+30.43	13.00	633.43	633.50
14K	399+40.43	13.00	633.79	633.83
14L	399+50.43	13.00	634.15	634.16
☉ W. Brg. Pier 13W	399+55.39	13.00	634.33	634.33
☉ Pier 13W	399+56.93	13.00	634.38	634.37

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 8W	397+03.93	5.67	629.23	629.23
☉ E. Brg. Pier 8W	397+05.43	5.67	629.23	629.23
13A	397+15.43	5.67	629.26	629.29
13B	397+25.43	5.67	629.31	629.36
13C	397+35.43	5.67	629.38	629.44
13D	397+45.43	5.67	629.46	629.52
13E	397+55.43	5.67	629.55	629.62
13F	397+65.43	5.67	629.66	629.73
13G	397+75.43	5.67	629.78	629.84
13H	397+85.43	5.67	629.92	629.97
13I	397+95.43	5.67	630.08	630.11
13J	398+05.43	5.67	630.25	630.27
13K	398+15.43	5.67	630.44	630.44
13L	398+25.43	5.67	630.64	630.64
☉ Pier 12W	398+30.43	5.67	630.74	630.74
14A	398+40.43	5.67	630.97	630.97
14B	398+50.43	5.67	631.20	631.23
14C	398+60.43	5.67	631.49	631.53
14D	398+70.43	5.67	631.78	631.85
14E	398+80.43	5.67	632.10	632.18
14F	398+90.43	5.67	632.43	632.53
14G	399+00.43	5.67	632.77	632.88
14H	399+10.43	5.67	633.13	633.24
14I	399+20.43	5.67	633.48	633.59
14J	399+30.43	5.67	633.84	633.92
14K	399+40.43	5.67	634.20	634.25
14L	399+50.43	5.67	634.56	634.58
☉ W. Brg. Pier 13W	399+55.41	5.67	634.74	634.74
☉ Pier 13W	399+56.93	5.67	634.79	634.78

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 8W	397+03.93	0.00	629.11	629.11
☉ E. Brg. Pier 8W	397+05.43	0.00	629.12	629.12
13A	397+15.43	0.00	629.18	629.21
13B	397+25.43	0.00	629.26	629.30
13C	397+35.43	0.00	629.36	629.41
13D	397+45.43	0.00	629.46	629.53
13E	397+55.43	0.00	629.59	629.65
13F	397+65.43	0.00	629.73	629.79
13G	397+75.43	0.00	629.88	629.94
13H	397+85.43	0.00	630.05	630.09
13I	397+95.43	0.00	630.23	630.26
13J	398+05.43	0.00	630.43	630.45
13K	398+15.43	0.00	630.65	630.65
13L	398+25.43	0.00	630.88	630.88
☉ Pier 12W	398+30.43	0.00	631.00	631.00
14A	398+40.43	0.00	631.25	631.26
14B	398+50.43	0.00	631.52	631.55
14C	398+60.43	0.00	631.80	631.85
14D	398+70.43	0.00	632.10	632.18
14E	398+80.43	0.00	632.41	632.51
14F	398+90.43	0.00	632.74	632.86
14G	399+00.43	0.00	633.09	633.22
14H	399+10.43	0.00	633.44	633.57
14I	399+20.43	0.00	633.80	633.92
14J	399+30.43	0.00	634.16	634.25
14K	399+40.43	0.00	634.52	634.58
14L	399+50.43	0.00	634.87	634.90
☉ W. Brg. Pier 13W	399+55.43	0.00	635.05	635.05
☉ Pier 13W	399+56.93	0.00	635.11	635.10

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USER NAME =	kritzm	DESIGNED -	CLS	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MRK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS I - S.N. 016-1505 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-49 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	541
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	

GIRDER 4

GIRDER 5

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 8W	397+03.93	-1.67	629.08	629.08
☉ E. Brg. Pier 8W	397+05.43	-1.67	629.09	629.09
13A	397+15.43	-1.67	629.16	629.18
13B	397+25.43	-1.67	629.25	629.29
13C	397+35.43	-1.67	629.35	629.40
13D	397+45.43	-1.67	629.47	629.53
13E	397+55.43	-1.67	629.60	629.66
13F	397+65.43	-1.67	629.75	629.81
13G	397+75.43	-1.67	629.91	629.96
13H	397+85.43	-1.67	630.09	630.13
13I	397+95.43	-1.67	630.28	630.31
13J	398+05.43	-1.67	630.49	630.50
13K	398+15.43	-1.67	630.71	630.72
13L	398+25.43	-1.67	630.95	630.95
☉ Pier 12W	398+30.43	-1.67	631.08	631.08
14A	398+40.43	-1.67	631.34	631.35
14B	398+50.43	-1.67	631.61	631.64
14C	398+60.43	-1.67	631.90	631.95
14D	398+70.43	-1.67	632.19	632.27
14E	398+80.43	-1.67	632.51	632.61
14F	398+90.43	-1.67	632.84	632.96
14G	399+00.43	-1.67	633.18	633.31
14H	399+10.43	-1.67	633.54	633.67
14I	399+20.43	-1.67	633.89	634.01
14J	399+30.43	-1.67	634.25	634.35
14K	399+40.43	-1.67	634.61	634.67
14L	399+50.43	-1.67	634.97	634.99
☉ W. Brg. Pier 13W	399+55.44	-1.67	635.15	635.15
☉ Pier 13W	399+56.93	-1.67	635.20	635.19

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 8W	397+03.93	-9.00	628.93	628.93
☉ E. Brg. Pier 8W	397+05.43	-9.00	628.95	628.95
13A	397+15.43	-9.00	629.06	629.08
13B	397+25.43	-9.00	629.18	629.22
13C	397+35.43	-9.00	629.32	629.38
13D	397+45.43	-9.00	629.48	629.54
13E	397+55.43	-9.00	629.65	629.71
13F	397+65.43	-9.00	629.83	629.89
13G	397+75.43	-9.00	630.03	630.08
13H	397+85.43	-9.00	630.25	630.29
13I	397+95.43	-9.00	630.48	630.50
13J	398+05.43	-9.00	630.73	630.74
13K	398+15.43	-9.00	630.99	630.99
13L	398+25.43	-9.00	631.26	631.26
☉ Pier 12W	398+30.43	-9.00	631.41	631.41
14A	398+40.43	-9.00	631.71	631.72
14B	398+50.43	-9.00	632.02	632.06
14C	398+60.43	-9.00	632.31	632.37
14D	398+70.43	-9.00	632.60	632.70
14E	398+80.43	-9.00	632.92	633.04
14F	398+90.43	-9.00	633.25	633.39
14G	399+00.43	-9.00	633.59	633.75
14H	399+10.43	-9.00	633.95	634.10
14I	399+20.43	-9.00	634.30	634.45
14J	399+30.43	-9.00	634.66	634.78
14K	399+40.43	-9.00	635.02	635.09
14L	399+50.43	-9.00	635.38	635.40
☉ W. Brg. Pier 13W	399+55.46	-9.00	635.56	635.56
☉ Pier 13W	399+56.93	-9.00	635.61	635.60

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 8W	397+03.93	-16.33	628.79	628.79
☉ E. Brg. Pier 8W	397+05.43	-16.33	628.81	628.81
13A	397+15.43	-16.33	628.95	628.97
13B	397+25.43	-16.33	629.12	629.16
13C	397+35.43	-16.33	629.29	629.35
13D	397+45.43	-16.33	629.49	629.55
13E	397+55.43	-16.33	629.70	629.76
13F	397+65.43	-16.33	629.92	629.98
13G	397+75.43	-16.33	630.16	630.20
13H	397+85.43	-16.33	630.41	630.45
13I	397+95.43	-16.33	630.68	630.70
13J	398+05.43	-16.33	630.96	630.97
13K	398+15.43	-16.33	631.26	631.26
13L	398+25.43	-16.33	631.58	631.58
☉ Pier 12W	398+30.43	-16.33	631.74	631.74
14A	398+40.43	-16.33	632.08	632.09
14B	398+50.43	-16.33	632.43	632.47
14C	398+60.43	-16.33	632.72	632.79
14D	398+70.43	-16.33	633.02	633.12
14E	398+80.43	-16.33	633.33	633.47
14F	398+90.43	-16.33	633.66	633.83
14G	399+00.43	-16.33	634.00	634.18
14H	399+10.43	-16.33	634.36	634.54
14I	399+20.43	-16.33	634.71	634.88
14J	399+30.43	-16.33	635.07	635.20
14K	399+40.43	-16.33	635.43	635.52
14L	399+50.43	-16.33	635.79	635.82
☉ W. Brg. Pier 13W	399+55.48	-16.33	635.97	635.97
☉ Pier 13W	399+56.93	-16.33	636.02	636.01

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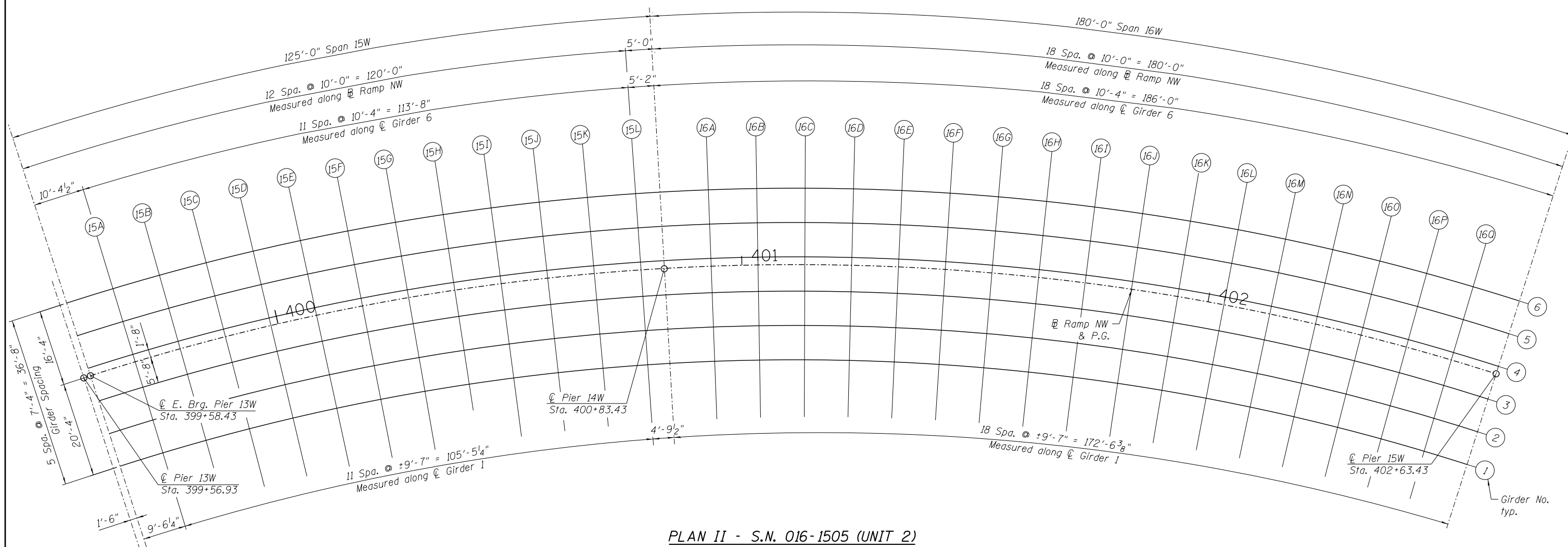
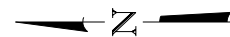
USER NAME =	krizm	DESIGNED -	CLS	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MRK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

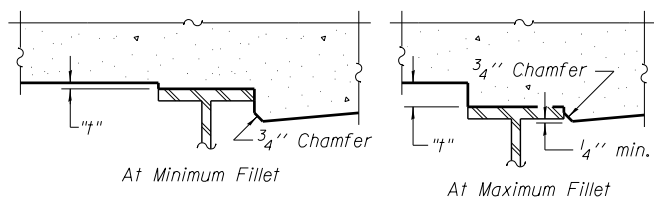
**TOP OF SLAB ELEVATIONS II - S.N. 016-1505 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-50 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	542
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	



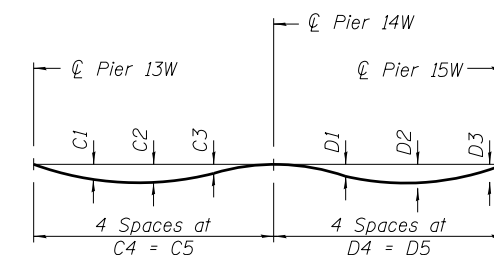
PLAN II - S.N. 016-1505 (UNIT 2)



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-52 and S-53, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS									
	Span 15W					Span 16W				
	C1	C2	C3	C4	C5	D1	D2	D3	D4	D5
1	0 3/4"	0 3/4"	0 1/4"	29'-11 1/4"	119'-9"	1 1/8"	1 7/8"	0 7/8"	43'-1 5/8"	172'-6 3/8"
2	0 7/8"	0 7/8"	0 1/4"	30'-5"	121'-7 3/4"	1 1/8"	2"	1"	43'-9 5/8"	175'-2 5/8"
3	0 7/8"	0 7/8"	0 1/4"	30'-10 5/8"	123'-6 1/2"	1 1/8"	2 1/8"	1"	44'-5 3/4"	177'-11"
4	1"	1"	0 1/4"	31'-4 1/4"	125'-5 1/4"	1 1/4"	2 1/8"	1"	45'-1 7/8"	180'-7 3/8"
5	1 1/8"	1 1/8"	0 3/8"	31'-10"	127'-3 3/4"	1 3/8"	2 3/8"	1 1/8"	45'-9 7/8"	183'-3 3/4"
6	1 1/4"	1 1/4"	0 3/8"	32'-3 3/4"	129'-2 5/8"	1 3/8"	2 1/2"	1 1/8"	46'-6"	186'-0"



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
 Note:
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-52 and S-53.

107_0161505_60L70_T05_Plan_II.dgn



USER NAME = kritzm	DESIGNED - MK	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - MK	REVISED -
	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN II - S.N. 016-1505 (UNIT 2)
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-51 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 543
CONTRACT NO. 60L70				ILLINOIS FED. AID PROJECT

GIRDER 1

GIRDER 2

GIRDER 3

RAMP NW & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 13W	399+56.93	20.33	633.97	633.97
☉ E. Brg. Pier 13W	399+58.49	20.33	634.02	634.02
15A	399+68.43	20.33	634.38	634.41
15B	399+78.43	20.33	634.74	634.79
15C	399+88.43	20.33	635.10	635.16
15D	399+98.43	20.33	635.45	635.53
15E	400+08.43	20.33	635.81	635.89
15F	400+18.43	20.33	636.17	636.24
15G	400+28.43	20.33	636.53	636.59
15H	400+38.43	20.33	636.89	636.93
15I	400+48.43	20.33	637.24	637.27
15J	400+58.43	20.33	637.60	637.62
15K	400+68.43	20.33	637.96	637.96
15L	400+78.43	20.33	638.32	638.32
☉ Pier 14W	400+83.43	20.33	638.50	638.50
16A	400+93.43	20.33	638.86	638.87
16B	401+03.43	20.33	639.21	639.24
16C	401+13.43	20.33	639.53	639.58
16D	401+23.43	20.33	639.82	639.89
16E	401+33.43	20.33	640.08	640.18
16F	401+43.43	20.33	640.31	640.44
16G	401+53.43	20.33	640.51	640.66
16H	401+63.43	20.33	640.68	640.84
16I	401+73.43	20.33	640.83	640.99
16J	401+83.43	20.33	640.94	641.09
16K	401+93.43	20.33	641.03	641.16
16L	402+03.43	20.33	641.08	641.20
16M	402+13.43	20.33	641.11	641.20
16N	402+23.43	20.33	641.11	641.17
16O	402+33.43	20.33	641.08	641.12
16P	402+43.43	20.33	641.02	641.04
16Q	402+53.43	20.33	640.93	640.94
☉ Pier 15W	402+63.43	20.33	640.81	640.81

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 13W	399+56.93	13.00	634.38	634.38
☉ E. Brg. Pier 13W	399+58.47	13.00	634.43	634.43
15A	399+68.43	13.00	634.79	634.82
15B	399+78.43	13.00	635.15	635.20
15C	399+88.43	13.00	635.51	635.58
15D	399+98.43	13.00	635.86	635.94
15E	400+08.43	13.00	636.22	636.30
15F	400+18.43	13.00	636.58	636.65
15G	400+28.43	13.00	636.94	637.00
15H	400+38.43	13.00	637.30	637.34
15I	400+48.43	13.00	637.65	637.68
15J	400+58.43	13.00	638.01	638.03
15K	400+68.43	13.00	638.37	638.37
15L	400+78.43	13.00	638.73	638.73
☉ Pier 14W	400+83.43	13.00	638.91	638.91
16A	400+93.43	13.00	639.27	639.28
16B	401+03.43	13.00	639.62	639.65
16C	401+13.43	13.00	639.94	639.99
16D	401+23.43	13.00	640.23	640.31
16E	401+33.43	13.00	640.49	640.60
16F	401+43.43	13.00	640.72	640.85
16G	401+53.43	13.00	640.92	641.07
16H	401+63.43	13.00	641.09	641.26
16I	401+73.43	13.00	641.24	641.40
16J	401+83.43	13.00	641.35	641.51
16K	401+93.43	13.00	641.44	641.58
16L	402+03.43	13.00	641.49	641.61
16M	402+13.43	13.00	641.52	641.62
16N	402+23.43	13.00	641.52	641.59
16O	402+33.43	13.00	641.49	641.53
16P	402+43.43	13.00	641.43	641.45
16Q	402+53.43	13.00	641.34	641.35
☉ Pier 15W	402+63.43	13.00	641.22	641.22

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 13W	399+56.93	5.67	634.79	634.79
☉ E. Brg. Pier 13W	399+58.45	5.67	634.84	634.84
15A	399+68.43	5.67	635.20	635.23
15B	399+78.43	5.67	635.56	635.61
15C	399+88.43	5.67	635.92	635.99
15D	399+98.43	5.67	636.28	636.36
15E	400+08.43	5.67	636.63	636.72
15F	400+18.43	5.67	636.99	637.07
15G	400+28.43	5.67	637.35	637.41
15H	400+38.43	5.67	637.71	637.76
15I	400+48.43	5.67	638.07	638.10
15J	400+58.43	5.67	638.42	638.44
15K	400+68.43	5.67	638.78	638.78
15L	400+78.43	5.67	639.14	639.14
☉ Pier 14W	400+83.43	5.67	639.32	639.32
16A	400+93.43	5.67	639.68	639.69
16B	401+03.43	5.67	640.03	640.06
16C	401+13.43	5.67	640.35	640.40
16D	401+23.43	5.67	640.64	640.72
16E	401+33.43	5.67	640.90	641.01
16F	401+43.43	5.67	641.13	641.27
16G	401+53.43	5.67	641.33	641.49
16H	401+63.43	5.67	641.50	641.67
16I	401+73.43	5.67	641.65	641.82
16J	401+83.43	5.67	641.76	641.93
16K	401+93.43	5.67	641.85	642.00
16L	402+03.43	5.67	641.91	642.03
16M	402+13.43	5.67	641.93	642.03
16N	402+23.43	5.67	641.93	642.00
16O	402+33.43	5.67	641.90	641.94
16P	402+43.43	5.67	641.84	641.86
16Q	402+53.43	5.67	641.75	641.76
☉ Pier 15W	402+63.43	5.67	641.63	641.63

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 13W	399+56.93	0.00	635.11	635.11
☉ E. Brg. Pier 13W	399+58.43	0.00	635.16	635.16
15A	399+68.43	0.00	635.52	635.55
15B	399+78.43	0.00	635.88	635.94
15C	399+88.43	0.00	636.23	636.31
15D	399+98.43	0.00	636.59	636.68
15E	400+08.43	0.00	636.95	637.04
15F	400+18.43	0.00	637.31	637.39
15G	400+28.43	0.00	637.67	637.74
15H	400+38.43	0.00	638.02	638.08
15I	400+48.43	0.00	638.38	638.41
15J	400+58.43	0.00	638.74	638.76
15K	400+68.43	0.00	639.10	639.10
15L	400+78.43	0.00	639.46	639.46
☉ Pier 14W	400+83.43	0.00	639.64	639.64
16A	400+93.43	0.00	639.99	640.01
16B	401+03.43	0.00	640.35	640.38
16C	401+13.43	0.00	640.67	640.72
16D	401+23.43	0.00	640.95	641.04
16E	401+33.43	0.00	641.22	641.33
16F	401+43.43	0.00	641.45	641.59
16G	401+53.43	0.00	641.65	641.81
16H	401+63.43	0.00	641.82	642.00
16I	401+73.43	0.00	641.97	642.15
16J	401+83.43	0.00	642.08	642.25
16K	401+93.43	0.00	642.17	642.32
16L	402+03.43	0.00	642.22	642.35
16M	402+13.43	0.00	642.25	642.35
16N	402+23.43	0.00	642.25	642.32
16O	402+33.43	0.00	642.22	642.26
16P	402+43.43	0.00	642.16	642.18
16Q	402+53.43	0.00	642.07	642.08
☉ Pier 15W	402+63.43	0.00	641.95	641.95

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USER NAME =	kritzm	DESIGNED -	CLS	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MRK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III - S.N.016-1505 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-52 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	544
			CONTRACT NO. 60L70	
ILLINOIS FED. AID PROJECT				

GIRDER 4

GIRDER 5

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
⊙ Pier 13W	399+56.93	-1.67	635.20	635.20
⊙ E. Brg. Pier 13W	399+58.42	-1.67	635.25	635.25
15A	399+68.43	-1.67	635.61	635.64
15B	399+78.43	-1.67	635.97	636.03
15C	399+88.43	-1.67	636.33	636.41
15D	399+98.43	-1.67	636.69	636.78
15E	400+08.43	-1.67	637.04	637.14
15F	400+18.43	-1.67	637.40	637.49
15G	400+28.43	-1.67	637.76	637.83
15H	400+38.43	-1.67	638.12	638.17
15I	400+48.43	-1.67	638.48	638.51
15J	400+58.43	-1.67	638.83	638.85
15K	400+68.43	-1.67	639.19	639.20
15L	400+78.43	-1.67	639.55	639.55
⊙ Pier 14W	400+83.43	-1.67	639.73	639.73
16A	400+93.43	-1.67	640.09	640.10
16B	401+03.43	-1.67	640.44	640.47
16C	401+13.43	-1.67	640.76	640.82
16D	401+23.43	-1.67	641.05	641.14
16E	401+33.43	-1.67	641.31	641.43
16F	401+43.43	-1.67	641.54	641.69
16G	401+53.43	-1.67	641.74	641.91
16H	401+63.43	-1.67	641.92	642.09
16I	401+73.43	-1.67	642.06	642.24
16J	401+83.43	-1.67	642.17	642.35
16K	401+93.43	-1.67	642.26	642.42
16L	402+03.43	-1.67	642.32	642.45
16M	402+13.43	-1.67	642.34	642.45
16N	402+23.43	-1.67	642.34	642.41
16O	402+33.43	-1.67	642.31	642.36
16P	402+43.43	-1.67	642.25	642.27
16Q	402+53.43	-1.67	642.16	642.17
⊙ Pier 15W	402+63.43	-1.67	642.04	642.04

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
⊙ Pier 13W	399+56.93	-9.00	635.61	635.61
⊙ E. Brg. Pier 13W	399+58.40	-9.00	635.66	635.66
15A	399+68.43	-9.00	636.02	636.06
15B	399+78.43	-9.00	636.38	636.45
15C	399+88.43	-9.00	636.74	636.83
15D	399+98.43	-9.00	637.10	637.20
15E	400+08.43	-9.00	637.45	637.56
15F	400+18.43	-9.00	637.81	637.91
15G	400+28.43	-9.00	638.17	638.25
15H	400+38.43	-9.00	638.53	638.59
15I	400+48.43	-9.00	638.89	638.92
15J	400+58.43	-9.00	639.24	639.26
15K	400+68.43	-9.00	639.60	639.61
15L	400+78.43	-9.00	639.96	639.96
⊙ Pier 14W	400+83.43	-9.00	640.14	640.14
16A	400+93.43	-9.00	640.50	640.51
16B	401+03.43	-9.00	640.85	640.88
16C	401+13.43	-9.00	641.17	641.23
16D	401+23.43	-9.00	641.46	641.55
16E	401+33.43	-9.00	641.72	641.85
16F	401+43.43	-9.00	641.95	642.11
16G	401+53.43	-9.00	642.15	642.33
16H	401+63.43	-9.00	642.33	642.52
16I	401+73.43	-9.00	642.47	642.67
16J	401+83.43	-9.00	642.58	642.77
16K	401+93.43	-9.00	642.67	642.84
16L	402+03.43	-9.00	642.73	642.87
16M	402+13.43	-9.00	642.75	642.86
16N	402+23.43	-9.00	642.75	642.83
16O	402+33.43	-9.00	642.72	642.77
16P	402+43.43	-9.00	642.66	642.69
16Q	402+53.43	-9.00	642.57	642.58
⊙ Pier 15W	402+63.43	-9.00	642.45	642.45

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
⊙ Pier 13W	399+56.93	-16.33	636.02	636.02
⊙ E. Brg. Pier 13W	399+58.38	-16.33	636.08	636.08
15A	399+68.43	-16.33	636.43	636.47
15B	399+78.43	-16.33	636.79	636.87
15C	399+88.43	-16.33	637.15	637.25
15D	399+98.43	-16.33	637.51	637.62
15E	400+08.43	-16.33	637.87	637.98
15F	400+18.43	-16.33	638.22	638.33
15G	400+28.43	-16.33	638.58	638.67
15H	400+38.43	-16.33	638.94	639.00
15I	400+48.43	-16.33	639.30	639.34
15J	400+58.43	-16.33	639.66	639.67
15K	400+68.43	-16.33	640.01	640.02
15L	400+78.43	-16.33	640.37	640.37
⊙ Pier 14W	400+83.43	-16.33	640.55	640.55
16A	400+93.43	-16.33	640.91	640.92
16B	401+03.43	-16.33	641.26	641.30
16C	401+13.43	-16.33	641.58	641.65
16D	401+23.43	-16.33	641.87	641.97
16E	401+33.43	-16.33	642.13	642.27
16F	401+43.43	-16.33	642.36	642.53
16G	401+53.43	-16.33	642.56	642.76
16H	401+63.43	-16.33	642.74	642.95
16I	401+73.43	-16.33	642.88	643.09
16J	401+83.43	-16.33	643.00	643.20
16K	401+93.43	-16.33	643.08	643.26
16L	402+03.43	-16.33	643.14	643.29
16M	402+13.43	-16.33	643.16	643.28
16N	402+23.43	-16.33	643.16	643.24
16O	402+33.43	-16.33	643.13	643.18
16P	402+43.43	-16.33	643.07	643.10
16Q	402+53.43	-16.33	642.98	642.99
⊙ Pier 15W	402+63.43	-16.33	642.86	642.86

109_0161505_60L70_T05_Elev_IV.dgn



USER NAME =	kritzm	DESIGNED -	CLS	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MRK	REVISED -	
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IV - S.N.016-1505 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-53 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	545
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	

GIRDER 1

GIRDER 2

GIRDER 3

RAMP NW & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 15W	402+63.43	20.33	640.81	640.81
17A	402+73.43	20.33	640.66	640.67
17B	402+83.43	20.33	640.49	640.51
17C	402+93.43	20.33	640.28	640.32
17D	403+03.43	20.33	640.05	640.11
17E	403+13.43	20.33	639.78	639.87
17F	403+23.43	20.33	639.49	639.60
17G	403+33.43	20.33	639.17	639.30
17H	403+43.43	20.33	638.81	638.97
17I	403+53.43	20.33	638.43	638.59
17J	403+63.43	20.33	638.03	638.19
17K	403+73.43	20.33	637.63	637.78
17L	403+83.43	20.33	637.23	637.36
17M	403+93.43	20.33	636.83	636.94
17N	404+03.43	20.33	636.43	636.51
17O	404+13.43	20.33	636.03	636.09
17P	404+23.43	20.33	635.63	635.66
17Q	404+33.43	20.33	635.23	635.24
☉ Pier 16W	404+43.43	20.33	634.83	634.83
18A	404+53.43	20.33	634.43	634.43
18B	404+63.43	20.33	634.03	634.04
18C	404+73.43	20.33	633.63	633.65
18D	404+83.43	20.33	633.23	633.27
18E	404+93.43	20.33	632.83	632.89
18F	405+03.43	20.33	632.43	632.50
18G	405+13.43	20.33	632.03	632.11
18H	405+23.43	20.33	631.63	631.71
18I	405+33.43	20.33	631.23	631.30
18J	405+43.43	20.33	630.83	630.89
18K	405+53.43	20.33	630.43	630.47
18L	405+63.43	20.33	630.03	630.05
☉ N. Brg. Pier 17W	405+68.37	20.33	629.83	629.83
☉ Pier 17W	405+69.93	20.33	629.77	629.77

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 15W	402+63.43	13.00	641.22	641.22
17A	402+73.43	13.00	641.07	641.08
17B	402+83.43	13.00	640.90	640.92
17C	402+93.43	13.00	640.69	640.73
17D	403+03.43	13.00	640.46	640.52
17E	403+13.43	13.00	640.19	640.29
17F	403+23.43	13.00	639.90	640.02
17G	403+33.43	13.00	639.58	639.72
17H	403+43.43	13.00	639.22	639.38
17I	403+53.43	13.00	638.84	639.01
17J	403+63.43	13.00	638.44	638.61
17K	403+73.43	13.00	638.04	638.20
17L	403+83.43	13.00	637.64	637.78
17M	403+93.43	13.00	637.24	637.35
17N	404+03.43	13.00	636.84	636.92
17O	404+13.43	13.00	636.44	636.50
17P	404+23.43	13.00	636.04	636.07
17Q	404+33.43	13.00	635.64	635.66
☉ Pier 16W	404+43.43	13.00	635.24	635.24
18A	404+53.43	13.00	634.84	634.84
18B	404+63.43	13.00	634.44	634.45
18C	404+73.43	13.00	634.04	634.06
18D	404+83.43	13.00	633.64	633.68
18E	404+93.43	13.00	633.24	633.30
18F	405+03.43	13.00	632.84	632.91
18G	405+13.43	13.00	632.44	632.52
18H	405+23.43	13.00	632.04	632.12
18I	405+33.43	13.00	631.64	631.72
18J	405+43.43	13.00	631.24	631.31
18K	405+53.43	13.00	630.84	630.88
18L	405+63.43	13.00	630.44	630.46
☉ N. Brg. Pier 17W	405+68.39	13.00	630.24	630.24
☉ Pier 17W	405+69.93	13.00	630.18	630.18

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 15W	402+63.43	5.67	641.63	641.63
17A	402+73.43	5.67	641.48	641.49
17B	402+83.43	5.67	641.31	641.33
17C	402+93.43	5.67	641.10	641.14
17D	403+03.43	5.67	640.87	640.94
17E	403+13.43	5.67	640.60	640.70
17F	403+23.43	5.67	640.31	640.43
17G	403+33.43	5.67	639.99	640.14
17H	403+43.43	5.67	639.63	639.80
17I	403+53.43	5.67	639.25	639.43
17J	403+63.43	5.67	638.85	639.02
17K	403+73.43	5.67	638.45	638.61
17L	403+83.43	5.67	638.05	638.19
17M	403+93.43	5.67	637.65	637.77
17N	404+03.43	5.67	637.25	637.34
17O	404+13.43	5.67	636.85	636.91
17P	404+23.43	5.67	636.45	636.48
17Q	404+33.43	5.67	636.05	636.07
☉ Pier 16W	404+43.43	5.67	635.65	635.65
18A	404+53.43	5.67	635.25	635.25
18B	404+63.43	5.67	634.85	634.86
18C	404+73.43	5.67	634.45	634.48
18D	404+83.43	5.67	634.05	634.09
18E	404+93.43	5.67	633.65	633.71
18F	405+03.43	5.67	633.25	633.33
18G	405+13.43	5.67	632.85	632.94
18H	405+23.43	5.67	632.45	632.54
18I	405+33.43	5.67	632.05	632.13
18J	405+43.43	5.67	631.65	631.72
18K	405+53.43	5.67	631.25	631.30
18L	405+63.43	5.67	630.85	630.87
☉ N. Brg. Pier 17W	405+68.41	5.67	630.65	630.65
☉ Pier 17W	405+69.93	5.67	630.59	630.59

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 15W	402+63.43	0.00	641.95	641.95
17A	402+73.43	0.00	641.80	641.81
17B	402+83.43	0.00	641.63	641.65
17C	402+93.43	0.00	641.42	641.46
17D	403+03.43	0.00	641.18	641.26
17E	403+13.43	0.00	640.92	641.02
17F	403+23.43	0.00	640.63	640.76
17G	403+33.43	0.00	640.30	640.46
17H	403+43.43	0.00	639.95	640.12
17I	403+53.43	0.00	639.57	639.75
17J	403+63.43	0.00	639.17	639.35
17K	403+73.43	0.00	638.77	638.94
17L	403+83.43	0.00	638.37	638.52
17M	403+93.43	0.00	637.97	638.09
17N	404+03.43	0.00	637.57	637.66
17O	404+13.43	0.00	637.17	637.23
17P	404+23.43	0.00	636.77	636.80
17Q	404+33.43	0.00	636.37	636.38
☉ Pier 16W	404+43.43	0.00	635.97	635.97
18A	404+53.43	0.00	635.57	635.57
18B	404+63.43	0.00	635.17	635.18
18C	404+73.43	0.00	634.77	634.79
18D	404+83.43	0.00	634.37	634.41
18E	404+93.43	0.00	633.97	634.03
18F	405+03.43	0.00	633.57	633.65
18G	405+13.43	0.00	633.17	633.26
18H	405+23.43	0.00	632.77	632.86
18I	405+33.43	0.00	632.37	632.46
18J	405+43.43	0.00	631.97	632.04
18K	405+53.43	0.00	631.57	631.62
18L	405+63.43	0.00	631.17	631.19
☉ N. Brg. Pier 17W	405+68.43	0.00	630.97	630.97
☉ Pier 17W	405+69.93	0.00	630.91	630.91

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USER NAME =	krizm	DESIGNED -	CLS	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MRK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS V - S.N.016-1505 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-55 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	547
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	

GIRDER 4

GIRDER 5

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 15W	402+63.43	-1.67	642.04	642.04
17A	402+73.43	-1.67	641.90	641.90
17B	402+83.43	-1.67	641.72	641.74
17C	402+93.43	-1.67	641.51	641.56
17D	403+03.43	-1.67	641.28	641.35
17E	403+13.43	-1.67	641.01	641.12
17F	403+23.43	-1.67	640.72	640.85
17G	403+33.43	-1.67	640.40	640.55
17H	403+43.43	-1.67	640.05	640.22
17I	403+53.43	-1.67	639.66	639.85
17J	403+63.43	-1.67	639.27	639.44
17K	403+73.43	-1.67	638.87	639.03
17L	403+83.43	-1.67	638.47	638.61
17M	403+93.43	-1.67	638.07	638.18
17N	404+03.43	-1.67	637.67	637.75
17O	404+13.43	-1.67	637.27	637.32
17P	404+23.43	-1.67	636.87	636.90
17Q	404+33.43	-1.67	636.47	636.48
☉ Pier 16W	404+43.43	-1.67	636.07	636.07
18A	404+53.43	-1.67	635.67	635.67
18B	404+63.43	-1.67	635.27	635.27
18C	404+73.43	-1.67	634.87	634.89
18D	404+83.43	-1.67	634.47	634.51
18E	404+93.43	-1.67	634.07	634.13
18F	405+03.43	-1.67	633.67	633.74
18G	405+13.43	-1.67	633.27	633.35
18H	405+23.43	-1.67	632.87	632.96
18I	405+33.43	-1.67	632.47	632.55
18J	405+43.43	-1.67	632.07	632.14
18K	405+53.43	-1.67	631.67	631.71
18L	405+63.43	-1.67	631.27	631.28
☉ N. Brg. Pier 17W	405+68.44	-1.67	631.07	631.07
☉ Pier 17W	405+69.93	-1.67	631.01	631.00

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 15W	402+63.43	-9.00	642.45	642.45
17A	402+73.43	-9.00	642.31	642.31
17B	402+83.43	-9.00	642.13	642.15
17C	402+93.43	-9.00	641.92	641.97
17D	403+03.43	-9.00	641.69	641.76
17E	403+13.43	-9.00	641.42	641.53
17F	403+23.43	-9.00	641.13	641.27
17G	403+33.43	-9.00	640.81	640.97
17H	403+43.43	-9.00	640.46	640.64
17I	403+53.43	-9.00	640.08	640.27
17J	403+63.43	-9.00	639.68	639.87
17K	403+73.43	-9.00	639.28	639.45
17L	403+83.43	-9.00	638.88	639.03
17M	403+93.43	-9.00	638.48	638.60
17N	404+03.43	-9.00	638.08	638.17
17O	404+13.43	-9.00	637.68	637.74
17P	404+23.43	-9.00	637.28	637.31
17Q	404+33.43	-9.00	636.88	636.89
☉ Pier 16W	404+43.43	-9.00	636.48	636.48
18A	404+53.43	-9.00	636.08	636.08
18B	404+63.43	-9.00	635.68	635.69
18C	404+73.43	-9.00	635.28	635.30
18D	404+83.43	-9.00	634.88	634.92
18E	404+93.43	-9.00	634.48	634.54
18F	405+03.43	-9.00	634.08	634.16
18G	405+13.43	-9.00	633.68	633.78
18H	405+23.43	-9.00	633.28	633.38
18I	405+33.43	-9.00	632.88	632.97
18J	405+43.43	-9.00	632.48	632.56
18K	405+53.43	-9.00	632.08	632.13
18L	405+63.43	-9.00	631.68	631.69
☉ N. Brg. Pier 17W	405+68.46	-9.00	631.48	631.48
☉ Pier 17W	405+69.93	-9.00	631.42	631.41

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 15W	402+63.43	-16.33	642.86	642.86
17A	402+73.43	-16.33	642.72	642.72
17B	402+83.43	-16.33	642.54	642.56
17C	402+93.43	-16.33	642.33	642.38
17D	403+03.43	-16.33	642.10	642.18
17E	403+13.43	-16.33	641.83	641.95
17F	403+23.43	-16.33	641.54	641.69
17G	403+33.43	-16.33	641.22	641.40
17H	403+43.43	-16.33	640.87	641.07
17I	403+53.43	-16.33	640.49	640.70
17J	403+63.43	-16.33	640.09	640.29
17K	403+73.43	-16.33	639.69	639.88
17L	403+83.43	-16.33	639.29	639.46
17M	403+93.43	-16.33	638.89	639.02
17N	404+03.43	-16.33	638.49	638.59
17O	404+13.43	-16.33	638.09	638.15
17P	404+23.43	-16.33	637.69	637.72
17Q	404+33.43	-16.33	637.29	637.30
☉ Pier 16W	404+43.43	-16.33	636.89	636.89
18A	404+53.43	-16.33	636.49	636.49
18B	404+63.43	-16.33	636.09	636.10
18C	404+73.43	-16.33	635.69	635.71
18D	404+83.43	-16.33	635.29	635.34
18E	404+93.43	-16.33	634.89	634.96
18F	405+03.43	-16.33	634.49	634.58
18G	405+13.43	-16.33	634.09	634.20
18H	405+23.43	-16.33	633.69	633.80
18I	405+33.43	-16.33	633.29	633.40
18J	405+43.43	-16.33	632.89	632.98
18K	405+53.43	-16.33	632.49	632.55
18L	405+63.43	-16.33	632.09	632.11
☉ N. Brg. Pier 17W	405+68.48	-16.33	631.89	631.89
☉ Pier 17W	405+69.93	-16.33	631.83	631.82

112-0161505-60L70-T05-Elev-V1.dgn



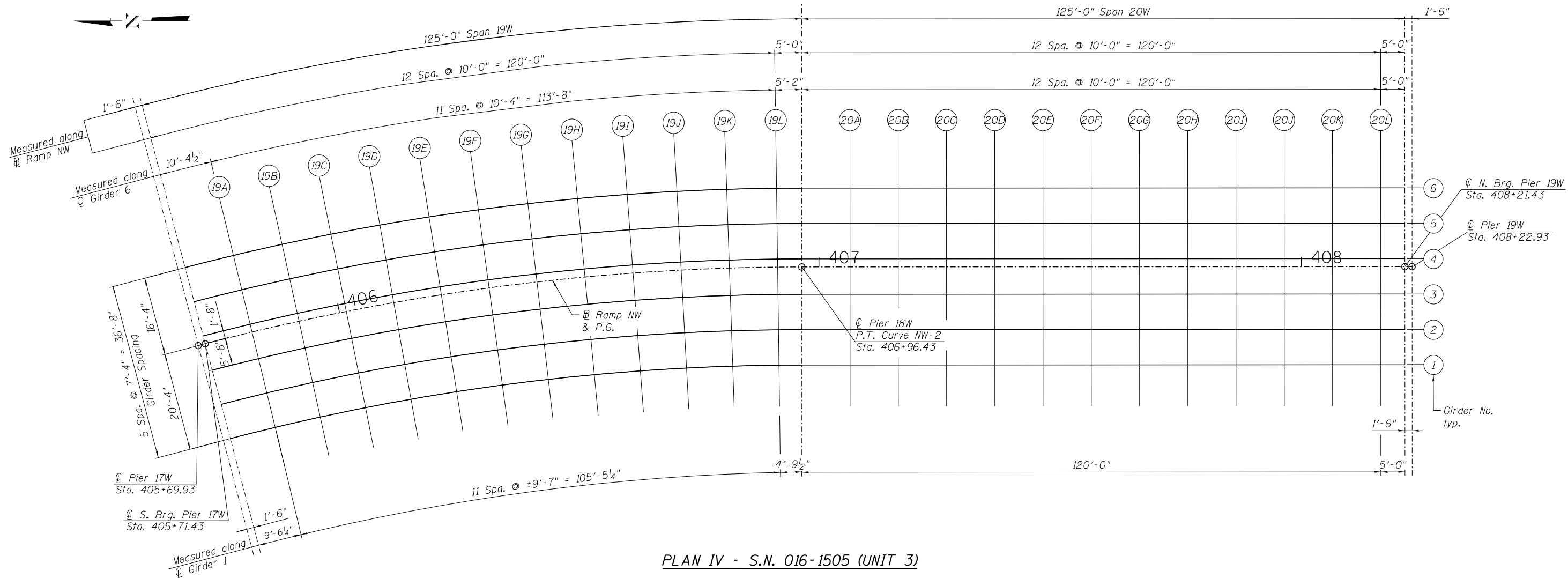
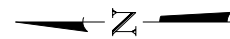
USER NAME =	kritzm	DESIGNED -	CLS	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MRK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

STATE OF ILLINOIS
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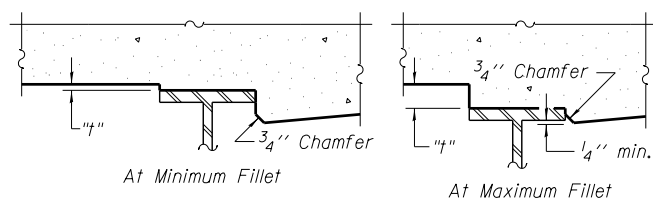
TOP OF SLAB ELEVATIONS VI - S.N.016-1505 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-56 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	548
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



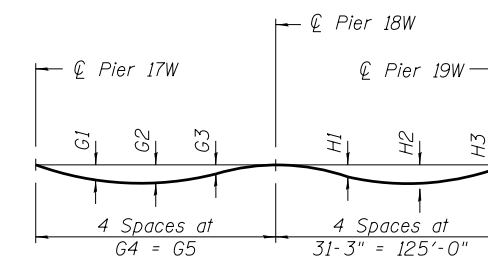
PLAN IV - S.N. 016-1505 (UNIT 3)



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-58 and S-59, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS							
	Span 19W				Span 20W			
	G1	G2	G3	G4	G5	H1	H2	H3
1	0 7/8"	0 7/8"	0 3/8"	29'-11 1/4"	119'-9"	0 1/2"	1"	0 7/8"
2	1"	1 1/8"	0 1/2"	30'-4 7/8"	121'-7 3/4"	0 3/8"	0 7/8"	0 3/4"
3	1 1/8"	1 1/4"	0 1/2"	30'-10 5/8"	123'-6 1/2"	0 1/4"	0 3/4"	0 3/4"
4	1 3/8"	1 1/2"	0 5/8"	31'-4 1/4"	125'-5 1/4"	0 1/4"	0 3/4"	0 5/8"
5	1 5/8"	1 3/4"	0 3/4"	31'-10"	127'-3 3/4"	0 1/4"	0 5/8"	0 5/8"
6	1 7/8"	2 1/8"	0 7/8"	32'-3 3/4"	129'-2 5/8"	0 1/8"	0 5/8"	0 5/8"



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
 Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-58 and S-59.

113-0161505-60L70-T05_Plan-IV.dgn



USER NAME = kritzm	DESIGNED - MK	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - MK	REVISED -
	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN IV - S.N. 016-1505 (UNIT 3)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-57 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 549
CONTRACT NO. 60L70				ILLINOIS FED. AID PROJECT

GIRDER 1

GIRDER 2

GIRDER 3

RAMP NW & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 17W	405+69.93	20.33	629.77	629.77
☉ S. Brg. Pier 17W	405+71.49	20.33	629.71	629.71
19A	405+81.43	20.33	629.31	629.34
19B	405+91.43	20.33	628.91	628.96
19C	406+01.43	20.33	628.51	628.58
19D	406+11.43	20.33	628.11	628.19
19E	406+21.43	20.33	627.71	627.80
19F	406+31.43	20.33	627.31	627.39
19G	406+41.43	20.33	626.91	626.98
19H	406+51.43	20.33	626.51	626.57
19I	406+61.43	20.33	626.13	626.16
19J	406+71.43	20.33	625.83	625.85
19K	406+81.43	20.33	625.53	625.54
19L	406+91.43	20.33	625.24	625.24
☉ Pier 18W	406+96.43	20.33	625.09	625.09
20A	407+06.43	20.33	624.80	624.80
20B	407+16.43	20.33	624.50	624.52
20C	407+26.43	20.33	624.20	624.24
20D	407+36.43	20.33	623.85	623.90
20E	407+46.43	20.33	623.45	623.52
20F	407+56.43	20.33	623.05	623.13
20G	407+66.43	20.33	622.65	622.73
20H	407+76.43	20.33	622.25	622.33
20I	407+86.43	20.33	621.85	621.92
20J	407+96.43	20.33	621.45	621.51
20K	408+06.43	20.33	621.05	621.09
20L	408+16.43	20.33	620.65	620.66
☉ N. Brg. Pier 19W	408+21.43	20.33	620.45	620.45
☉ Pier 19W	408+22.93	20.33	620.39	620.38

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 17W	405+69.93	13.00	630.18	630.18
☉ S. Brg. Pier 17W	405+71.47	13.00	630.12	630.12
19A	405+81.43	13.00	629.72	629.76
19B	405+91.43	13.00	629.32	629.38
19C	406+01.43	13.00	628.92	629.01
19D	406+11.43	13.00	628.52	628.62
19E	406+21.43	13.00	628.12	628.22
19F	406+31.43	13.00	627.72	627.82
19G	406+41.43	13.00	627.32	627.41
19H	406+51.43	13.00	626.92	626.99
19I	406+61.43	13.00	626.53	626.58
19J	406+71.43	13.00	626.20	626.22
19K	406+81.43	13.00	625.87	625.88
19L	406+91.43	13.00	625.53	625.53
☉ Pier 18W	406+96.43	13.00	625.37	625.37
20A	407+06.43	13.00	625.03	625.04
20B	407+16.43	13.00	624.70	624.71
20C	407+26.43	13.00	624.37	624.40
20D	407+36.43	13.00	623.99	624.04
20E	407+46.43	13.00	623.59	623.65
20F	407+56.43	13.00	623.19	623.26
20G	407+66.43	13.00	622.79	622.87
20H	407+76.43	13.00	622.39	622.47
20I	407+86.43	13.00	621.99	622.06
20J	407+96.43	13.00	621.59	621.65
20K	408+06.43	13.00	621.19	621.23
20L	408+16.43	13.00	620.79	620.80
☉ N. Brg. Pier 19W	408+21.43	13.00	620.59	620.59
☉ Pier 19W	408+22.93	13.00	620.53	620.53

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 17W	405+69.93	5.67	630.59	630.59
☉ S. Brg. Pier 17W	405+71.45	5.67	630.53	630.53
19A	405+81.43	5.67	630.13	630.17
19B	405+91.43	5.67	629.73	629.80
19C	406+01.43	5.67	629.33	629.43
19D	406+11.43	5.67	628.93	629.05
19E	406+21.43	5.67	628.53	628.65
19F	406+31.43	5.67	628.13	628.25
19G	406+41.43	5.67	627.73	627.83
19H	406+51.43	5.67	627.33	627.41
19I	406+61.43	5.67	626.94	626.99
19J	406+71.43	5.67	626.57	626.60
19K	406+81.43	5.67	626.20	626.21
19L	406+91.43	5.67	625.83	625.83
☉ Pier 18W	406+96.43	5.67	625.64	625.64
20A	407+06.43	5.67	625.27	625.27
20B	407+16.43	5.67	624.90	624.91
20C	407+26.43	5.67	624.53	624.55
20D	407+36.43	5.67	624.14	624.18
20E	407+46.43	5.67	623.74	623.79
20F	407+56.43	5.67	623.34	623.40
20G	407+66.43	5.67	622.94	623.01
20H	407+76.43	5.67	622.54	622.61
20I	407+86.43	5.67	622.14	622.20
20J	407+96.43	5.67	621.74	621.79
20K	408+06.43	5.67	621.34	621.37
20L	408+16.43	5.67	620.94	620.95
☉ N. Brg. Pier 19W	408+21.43	5.67	620.74	620.74
☉ Pier 19W	408+22.93	5.67	620.68	620.67

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 17W	405+69.93	0.00	630.91	630.91
☉ S. Brg. Pier 17W	405+71.43	0.00	630.85	630.85
19A	405+81.43	0.00	630.45	630.49
19B	405+91.43	0.00	630.05	630.13
19C	406+01.43	0.00	629.65	629.76
19D	406+11.43	0.00	629.25	629.38
19E	406+21.43	0.00	628.85	628.98
19F	406+31.43	0.00	628.45	628.58
19G	406+41.43	0.00	628.05	628.16
19H	406+51.43	0.00	627.65	627.74
19I	406+61.43	0.00	627.25	627.32
19J	406+71.43	0.00	626.85	626.89
19K	406+81.43	0.00	626.45	626.47
19L	406+91.43	0.00	626.05	626.06
☉ Pier 18W	406+96.43	0.00	625.85	625.85
20A	407+06.43	0.00	625.45	625.45
20B	407+16.43	0.00	625.05	625.06
20C	407+26.43	0.00	624.65	624.67
20D	407+36.43	0.00	624.25	624.29
20E	407+46.43	0.00	623.85	623.90
20F	407+56.43	0.00	623.45	623.51
20G	407+66.43	0.00	623.05	623.12
20H	407+76.43	0.00	622.65	622.72
20I	407+86.43	0.00	622.25	622.31
20J	407+96.43	0.00	621.85	621.90
20K	408+06.43	0.00	621.45	621.48
20L	408+16.43	0.00	621.05	621.06
☉ N. Brg. Pier 19W	408+21.43	0.00	620.85	620.85
☉ Pier 19W	408+22.93	0.00	620.79	620.79

114_0161505_60L70_T05_Elev_VII.dgn



USER NAME = kritzm
 DESIGNED - CLS
 CHECKED - ATB
 PLOT SCALE =
 DRAWN - MRK
 PLOT DATE = 11/20/2014
 CHECKED - CLS

DESIGNED - CLS
 CHECKED - ATB
 DRAWN - MRK
 CHECKED - CLS

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
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TOP OF SLAB ELEVATIONS VII - S.N.016-1505 (UNIT 3)
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. 5-58 OF 5-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	550
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	

GIRDER 4

GIRDER 5

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 17W	405+69.93	-1.67	631.01	631.01
☉ S. Brg. Pier 17W	405+71.42	-1.67	630.95	630.95
19A	405+81.43	-1.67	630.55	630.59
19B	405+91.43	-1.67	630.15	630.23
19C	406+01.43	-1.67	629.75	629.86
19D	406+11.43	-1.67	629.35	629.47
19E	406+21.43	-1.67	628.95	629.08
19F	406+31.43	-1.67	628.55	628.68
19G	406+41.43	-1.67	628.15	628.26
19H	406+51.43	-1.67	627.75	627.84
19I	406+61.43	-1.67	627.34	627.41
19J	406+71.43	-1.67	626.94	626.98
19K	406+81.43	-1.67	626.53	626.55
19L	406+91.43	-1.67	626.12	626.12
☉ Pier 18W	406+96.43	-1.67	625.91	625.91
20A	407+06.43	-1.67	625.51	625.51
20B	407+16.43	-1.67	625.10	625.10
20C	407+26.43	-1.67	624.69	624.71
20D	407+36.43	-1.67	624.29	624.32
20E	407+46.43	-1.67	623.89	623.93
20F	407+56.43	-1.67	623.49	623.54
20G	407+66.43	-1.67	623.09	623.15
20H	407+76.43	-1.67	622.69	622.75
20I	407+86.43	-1.67	622.29	622.34
20J	407+96.43	-1.67	621.89	621.93
20K	408+06.43	-1.67	621.49	621.52
20L	408+16.43	-1.67	621.09	621.10
☉ N. Brg. Pier 19W	408+21.43	-1.67	620.89	620.89
☉ Pier 19W	408+22.93	-1.67	620.83	620.82

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 17W	405+69.93	-9.00	631.42	631.42
☉ S. Brg. Pier 17W	405+71.40	-9.00	631.36	631.36
19A	405+81.43	-9.00	630.96	631.01
19B	405+91.43	-9.00	630.56	630.65
19C	406+01.43	-9.00	630.16	630.28
19D	406+11.43	-9.00	629.76	629.91
19E	406+21.43	-9.00	629.36	629.51
19F	406+31.43	-9.00	628.96	629.11
19G	406+41.43	-9.00	628.56	628.69
19H	406+51.43	-9.00	628.16	628.26
19I	406+61.43	-9.00	627.75	627.83
19J	406+71.43	-9.00	627.30	627.35
19K	406+81.43	-9.00	626.86	626.88
19L	406+91.43	-9.00	626.41	626.42
☉ Pier 18W	406+96.43	-9.00	626.19	626.19
20A	407+06.43	-9.00	625.74	625.74
20B	407+16.43	-9.00	625.30	625.30
20C	407+26.43	-9.00	624.85	624.87
20D	407+36.43	-9.00	624.43	624.46
20E	407+46.43	-9.00	624.03	624.07
20F	407+56.43	-9.00	623.63	623.69
20G	407+66.43	-9.00	623.23	623.29
20H	407+76.43	-9.00	622.83	622.89
20I	407+86.43	-9.00	622.43	622.49
20J	407+96.43	-9.00	622.03	622.08
20K	408+06.43	-9.00	621.63	621.66
20L	408+16.43	-9.00	621.23	621.24
☉ N. Brg. Pier 19W	408+21.43	-9.00	621.03	621.03
☉ Pier 19W	408+22.93	-9.00	620.97	620.97

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 17W	405+69.93	-16.33	631.83	631.83
☉ S. Brg. Pier 17W	405+71.38	-16.33	631.77	631.77
19A	405+81.43	-16.33	631.37	631.42
19B	405+91.43	-16.33	630.97	631.08
19C	406+01.43	-16.33	630.57	630.72
19D	406+11.43	-16.33	630.17	630.34
19E	406+21.43	-16.33	629.77	629.95
19F	406+31.43	-16.33	629.37	629.54
19G	406+41.43	-16.33	628.97	629.12
19H	406+51.43	-16.33	628.57	628.69
19I	406+61.43	-16.33	628.16	628.25
19J	406+71.43	-16.33	627.67	627.73
19K	406+81.43	-16.33	627.19	627.22
19L	406+91.43	-16.33	626.70	626.71
☉ Pier 18W	406+96.43	-16.33	626.46	626.46
20A	407+06.43	-16.33	625.98	625.98
20B	407+16.43	-16.33	625.49	625.50
20C	407+26.43	-16.33	625.01	625.02
20D	407+36.43	-16.33	624.58	624.60
20E	407+46.43	-16.33	624.18	624.22
20F	407+56.43	-16.33	623.78	623.83
20G	407+66.43	-16.33	623.38	623.44
20H	407+76.43	-16.33	622.98	623.04
20I	407+86.43	-16.33	622.58	622.64
20J	407+96.43	-16.33	622.18	622.22
20K	408+06.43	-16.33	621.78	621.81
20L	408+16.43	-16.33	621.38	621.39
☉ N. Brg. Pier 19W	408+21.43	-16.33	621.18	621.18
☉ Pier 19W	408+22.93	-16.33	621.12	621.12

115_0161505_60L70_T05_Elev_VIII.dgn



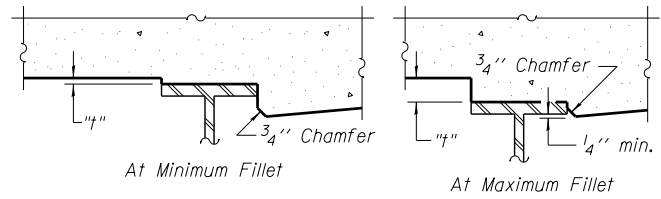
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		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MRK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS VIII – S.N. 016–1505 (UNIT 3)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. 5-59 OF 5-248 SHEETS

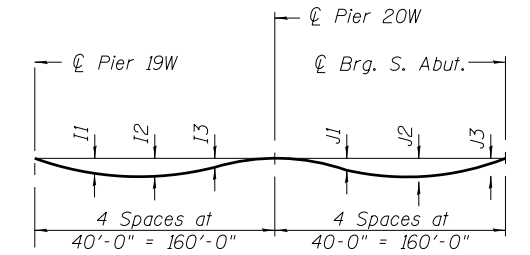
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	551
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-61 and S-62, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

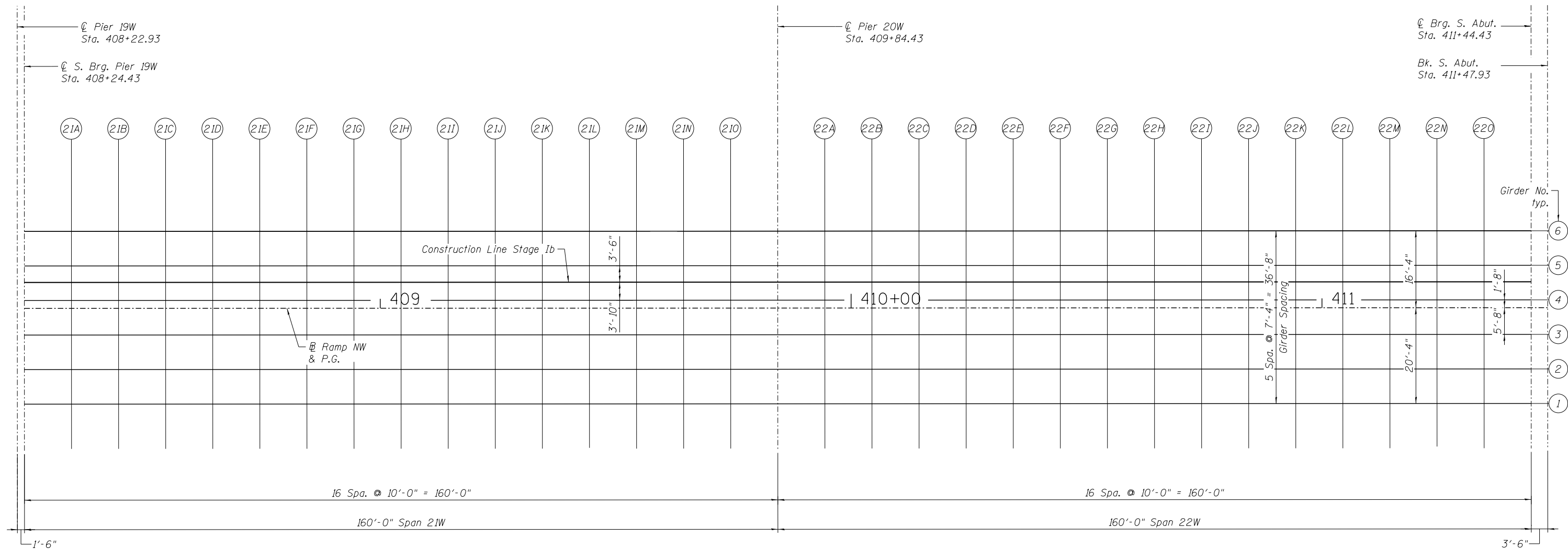
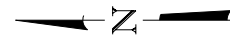
Girder No.	DEAD LOAD DEFLECTIONS					
	Span 21W			Span 22W		
	I1	I2	I3	J1	J2	J3
1	2"	2 1/4"	0 7/8"	0 7/8"	2 1/4"	2"
2	2"	2 1/4"	0 7/8"	0 7/8"	2 1/4"	2"
3	2"	2 1/8"	0 7/8"	0 7/8"	2 1/8"	2"
4	2"	2 1/8"	0 7/8"	0 7/8"	2 1/8"	2"
5	2"	2 1/4"	0 7/8"	0 7/8"	2 1/4"	2"
6	2"	2 1/4"	0 7/8"	0 7/8"	2 1/4"	2"



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-61 and S-62.



PLAN V - S.N. 016-1505 (UNIT 4)

116-0161505-60L70-T05_Plan_V.dgn



USER NAME = kritzm	DESIGNED - MK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MK	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN V - S.N. 016-1505 (UNIT 4)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-60 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 552
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

GIRDER 1

GIRDER 2

GIRDER 3

RAMP NW & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 19W	408+22.93	20.33	620.39	620.39
☉ S. Brg. Pier 19W	408+24.43	20.33	620.33	620.33
21A	408+34.43	20.33	619.93	619.98
21B	408+44.43	20.33	619.53	619.62
21C	408+54.43	20.33	619.13	619.26
21D	408+64.43	20.33	618.73	618.89
21E	408+74.43	20.33	618.33	618.52
21F	408+84.43	20.33	617.93	618.13
21G	408+94.43	20.33	617.53	617.73
21H	409+04.43	20.33	617.13	617.31
21I	409+14.43	20.33	616.73	616.89
21J	409+24.43	20.33	616.33	616.47
21K	409+34.43	20.33	615.93	616.04
21L	409+44.43	20.33	615.53	615.60
21M	409+54.43	20.33	615.13	615.17
21N	409+64.43	20.33	614.73	614.75
21O	409+74.43	20.33	614.33	614.33
☉ Pier 20W	409+84.43	20.33	613.93	613.93
22A	409+94.43	20.33	613.53	613.53
22B	410+04.43	20.33	613.13	613.15
22C	410+14.43	20.33	612.73	612.77
22D	410+24.43	20.33	612.33	612.40
22E	410+34.43	20.33	611.93	612.04
22F	410+44.43	20.33	611.53	611.67
22G	410+54.43	20.33	611.13	611.29
22H	410+64.43	20.33	610.73	610.91
22I	410+74.43	20.33	610.33	610.53
22J	410+84.43	20.33	609.93	610.13
22K	410+94.43	20.33	609.53	609.72
22L	411+04.43	20.33	609.13	609.29
22M	411+14.43	20.33	608.73	608.86
22N	411+24.43	20.33	608.33	608.42
22O	411+34.43	20.33	607.93	607.98
☉ Brg. S. Abut.	411+44.43	20.33	607.53	607.53
Bk. S. Abut.	411+47.93	20.33	607.39	607.39

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 19W	408+22.93	13.00	620.53	620.53
☉ S. Brg. Pier 19W	408+24.43	13.00	620.47	620.47
21A	408+34.43	13.00	620.07	620.12
21B	408+44.43	13.00	619.67	619.77
21C	408+54.43	13.00	619.27	619.41
21D	408+64.43	13.00	618.87	619.04
21E	408+74.43	13.00	618.47	618.66
21F	408+84.43	13.00	618.07	618.27
21G	408+94.43	13.00	617.67	617.87
21H	409+04.43	13.00	617.27	617.46
21I	409+14.43	13.00	616.87	617.04
21J	409+24.43	13.00	616.47	616.61
21K	409+34.43	13.00	616.07	616.18
21L	409+44.43	13.00	615.67	615.75
21M	409+54.43	13.00	615.27	615.32
21N	409+64.43	13.00	614.87	614.89
21O	409+74.43	13.00	614.47	614.48
☉ Pier 20W	409+84.43	13.00	614.07	614.07
22A	409+94.43	13.00	613.67	613.68
22B	410+04.43	13.00	613.27	613.29
22C	410+14.43	13.00	612.87	612.92
22D	410+24.43	13.00	612.47	612.55
22E	410+34.43	13.00	612.07	612.18
22F	410+44.43	13.00	611.67	611.81
22G	410+54.43	13.00	611.27	611.44
22H	410+64.43	13.00	610.87	611.06
22I	410+74.43	13.00	610.47	610.67
22J	410+84.43	13.00	610.07	610.27
22K	410+94.43	13.00	609.67	609.86
22L	411+04.43	13.00	609.27	609.44
22M	411+14.43	13.00	608.87	609.01
22N	411+24.43	13.00	608.47	608.57
22O	411+34.43	13.00	608.07	608.12
☉ Brg. S. Abut.	411+44.43	13.00	607.67	607.67
Bk. S. Abut.	411+47.93	13.00	607.53	607.53

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 19W	408+22.93	5.67	620.68	620.68
☉ S. Brg. Pier 19W	408+24.43	5.67	620.62	620.62
21A	408+34.43	5.67	620.22	620.27
21B	408+44.43	5.67	619.82	619.91
21C	408+54.43	5.67	619.42	619.55
21D	408+64.43	5.67	619.02	619.18
21E	408+74.43	5.67	618.62	618.80
21F	408+84.43	5.67	618.22	618.41
21G	408+94.43	5.67	617.82	618.01
21H	409+04.43	5.67	617.42	617.60
21I	409+14.43	5.67	617.02	617.18
21J	409+24.43	5.67	616.62	616.75
21K	409+34.43	5.67	616.22	616.32
21L	409+44.43	5.67	615.82	615.89
21M	409+54.43	5.67	615.42	615.46
21N	409+64.43	5.67	615.02	615.04
21O	409+74.43	5.67	614.62	614.63
☉ Pier 20W	409+84.43	5.67	614.22	614.22
22A	409+94.43	5.67	613.82	613.83
22B	410+04.43	5.67	613.42	613.44
22C	410+14.43	5.67	613.02	613.06
22D	410+24.43	5.67	612.62	612.69
22E	410+34.43	5.67	612.22	612.32
22F	410+44.43	5.67	611.82	611.95
22G	410+54.43	5.67	611.42	611.58
22H	410+64.43	5.67	611.02	611.20
22I	410+74.43	5.67	610.62	610.81
22J	410+84.43	5.67	610.22	610.41
22K	410+94.43	5.67	609.82	610.00
22L	411+04.43	5.67	609.42	609.58
22M	411+14.43	5.67	609.02	609.15
22N	411+24.43	5.67	608.62	608.71
22O	411+34.43	5.67	608.22	608.27
☉ Brg. S. Abut.	411+44.43	5.67	607.82	607.82
Bk. S. Abut.	411+47.93	5.67	607.68	607.68

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for DL Deflections
☉ Pier 19W	408+22.93	0.00	620.79	620.79
☉ S. Brg. Pier 19W	408+24.43	0.00	620.73	620.73
21A	408+34.43	0.00	620.33	620.38
21B	408+44.43	0.00	619.93	620.03
21C	408+54.43	0.00	619.53	619.66
21D	408+64.43	0.00	619.13	619.29
21E	408+74.43	0.00	618.73	618.92
21F	408+84.43	0.00	618.33	618.52
21G	408+94.43	0.00	617.93	618.12
21H	409+04.43	0.00	617.53	617.71
21I	409+14.43	0.00	617.13	617.29
21J	409+24.43	0.00	616.73	616.87
21K	409+34.43	0.00	616.33	616.44
21L	409+44.43	0.00	615.93	616.01
21M	409+54.43	0.00	615.53	615.58
21N	409+64.43	0.00	615.13	615.15
21O	409+74.43	0.00	614.73	614.74
☉ Pier 20W	409+84.43	0.00	614.33	614.33
22A	409+94.43	0.00	613.93	613.94
22B	410+04.43	0.00	613.53	613.55
22C	410+14.43	0.00	613.13	613.18
22D	410+24.43	0.00	612.73	612.81
22E	410+34.43	0.00	612.33	612.44
22F	410+44.43	0.00	611.93	612.07
22G	410+54.43	0.00	611.53	611.69
22H	410+64.43	0.00	611.13	611.31
22I	410+74.43	0.00	610.73	610.92
22J	410+84.43	0.00	610.33	610.52
22K	410+94.43	0.00	609.93	610.12
22L	411+04.43	0.00	609.53	609.69
22M	411+14.43	0.00	609.13	609.26
22N	411+24.43	0.00	608.73	608.83
22O	411+34.43	0.00	608.33	608.38
☉ Brg. S. Abut.	411+44.43	0.00	607.93	607.93
Bk. S. Abut.	411+47.93	0.00	607.79	607.79

117-0161505-60L70_T05_Elev_IX.dgn



USER NAME =	krizm	DESIGNED -	CLS	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	MRK	REVISED -	-
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TOP OF SLAB ELEVATIONS IX - S.N.016-1505 (UNIT 4) I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)	
SHEET NO. S-61 OF S-248 SHEETS	

F.A.I. RT.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	553
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				

GIRDER 4

CONSTRUCTION LINE STAGE 1b

GIRDER 5

GIRDER 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Elevations Adjusted for DL Deflections. Rows include Pier 19W, S. Brg. Pier 19W, Pier 20W, Brg. S. Abut., and Bk. S. Abut. with various sub-points (21A-21O, 22A-22O).

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Elevations Adjusted for DL Deflections. Rows include Pier 19W, S. Brg. Pier 19W, Pier 20W, Brg. S. Abut., and Bk. S. Abut. with various sub-points (21A-21O, 22A-22O).

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Elevations Adjusted for DL Deflections. Rows include Pier 19W, S. Brg. Pier 19W, Pier 20W, Brg. S. Abut., and Bk. S. Abut. with various sub-points (21A-21O, 22A-22O).

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Elevations Adjusted for DL Deflections. Rows include Pier 19W, S. Brg. Pier 19W, Pier 20W, Brg. S. Abut., and Bk. S. Abut. with various sub-points (21A-21O, 22A-22O).

118_0161505_60L70_T05_Elev_X.dgn



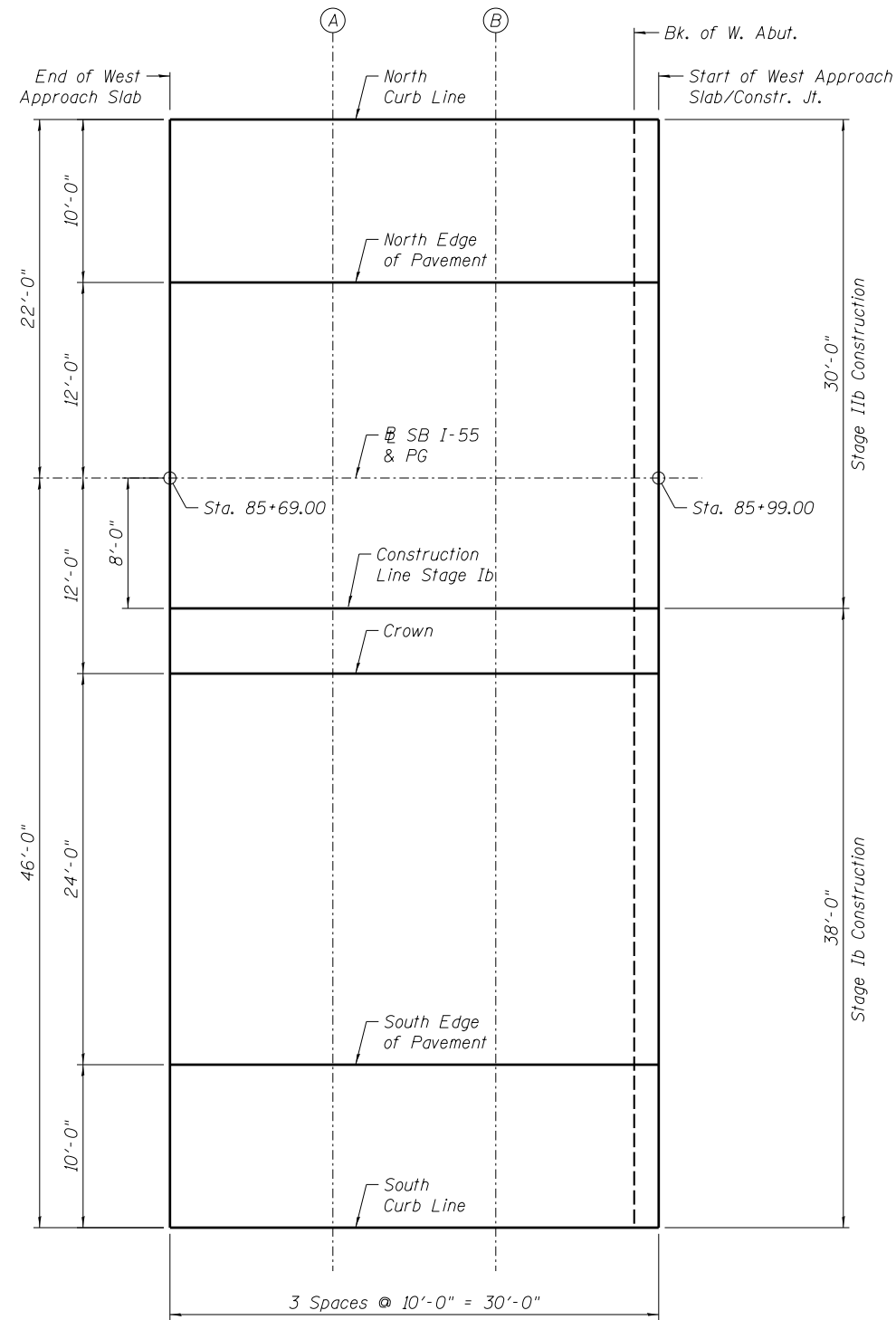
Metadata table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, DRAWN, CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS X - S.N.016-1505 (UNIT 4) I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-62 OF S-248 SHEETS

Summary table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.



PLAN

NORTH CURB LINE

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	85+69.00	-22.00	612.20
A	85+79.00	-22.00	612.53
B	85+89.00	-22.00	612.85
Start W. Appr. Slab	85+99.00	-22.00	613.18

CROWN

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	85+69.00	12.00	612.88
A	85+79.00	12.00	613.21
B	85+89.00	12.00	613.53
Start W. Appr. Slab	85+99.00	12.00	613.86

NORTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	85+69.00	-12.00	612.40
A	85+79.00	-12.00	612.73
B	85+89.00	-12.00	613.03
Start W. Appr. Slab	85+99.00	-12.00	613.38

SOUTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	85+69.00	36.00	612.40
A	85+79.00	36.00	612.73
B	85+89.00	36.00	613.05
Start W. Appr. Slab	85+99.00	36.00	613.38

SB I-55 & PGL

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	85+69.00	0.00	612.64
A	85+79.00	0.00	612.97
B	85+89.00	0.00	613.29
Start W. Appr. Slab	85+99.00	0.00	613.62

SOUTH CURB LINE

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	85+69.00	46.00	612.20
A	85+79.00	46.00	612.53
B	85+89.00	46.00	612.85
Start W. Appr. Slab	85+99.00	46.00	613.18

CONSTRUCTION LINE STAGE Ib

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	85+69.00	8.00	612.80
A	85+79.00	8.00	613.13
B	85+89.00	8.00	613.45
Start W. Appr. Slab	85+99.00	8.00	613.78

119-0161501-60L70-T05-West.dgn



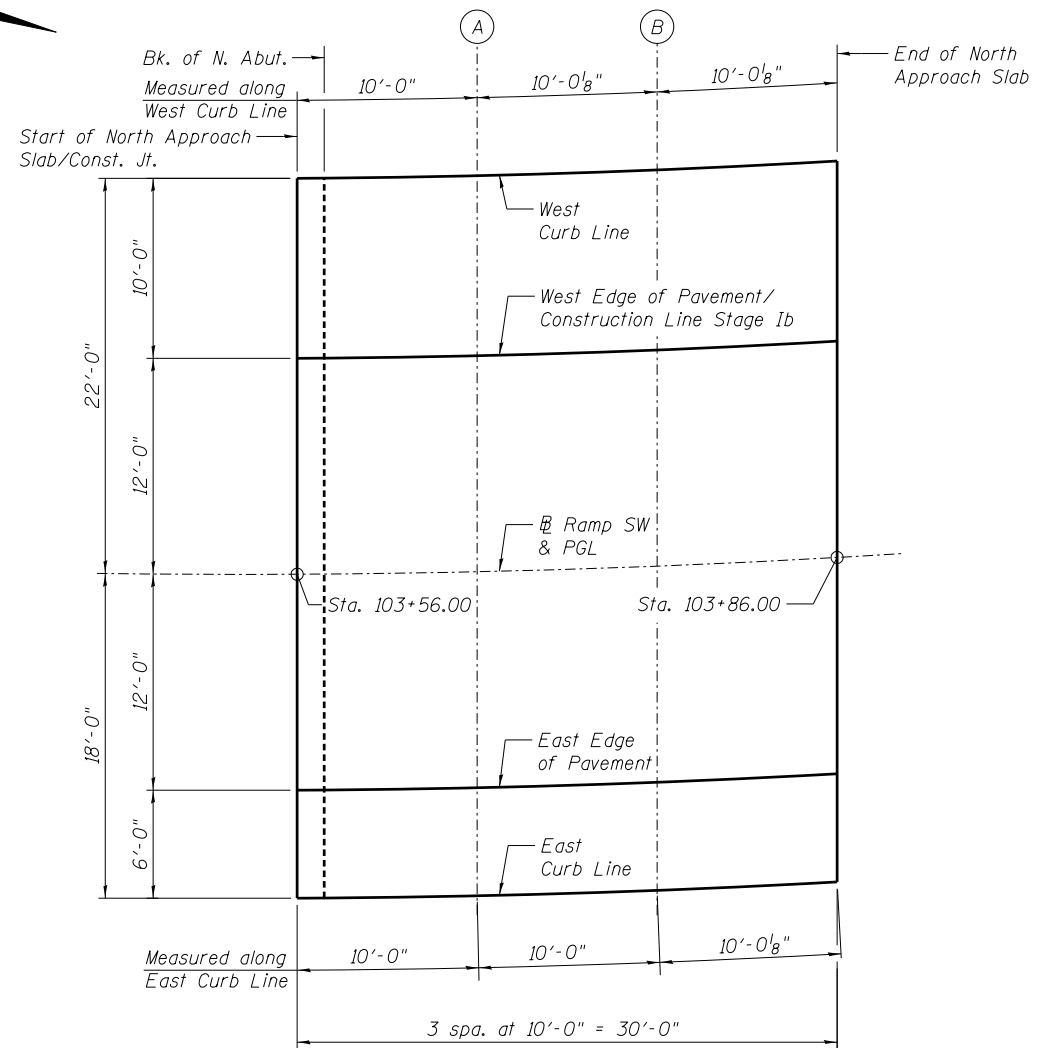
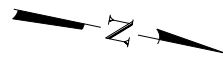
USER NAME = kritzm	DESIGNED - CLS	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATION - S.N.016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-63 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 555
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



PLAN

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Start N. Appr. Slab	103+56.00	-22.00	612.70
A	103+66.00	-22.00	612.35
B	103+76.00	-22.00	612.00
End N. Appr. Slab	103+86.00	-22.00	611.65

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Start N. Appr. Slab	103+56.00	12.00	614.53
A	103+66.00	12.00	614.18
B	103+76.00	12.00	613.83
End N. Appr. Slab	103+86.00	12.00	613.48

**WEST EDGE OF PAVEMENT/
CONSTRUCTION LINE STAGE 1b**

Location	Station	Offset	Theoretical Grade Elevations
Start N. Appr. Slab	103+56.00	-12.00	613.24
A	103+66.00	-12.00	612.89
B	103+76.00	-12.00	612.54
End N. Appr. Slab	103+86.00	-12.00	612.19

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Start N. Appr. Slab	103+56.00	18.00	614.86
A	103+66.00	18.00	614.51
B	103+76.00	18.00	614.16
End N. Appr. Slab	103+86.00	18.00	613.81

RAMP SW & PGL

Location	Station	Offset	Theoretical Grade Elevations
Start N. Appr. Slab	103+56.00	0.00	613.89
A	103+66.00	0.00	613.54
B	103+76.00	0.00	613.19
End N. Appr. Slab	103+86.00	0.00	612.84

120_0161504_60L70_T0540.dgn



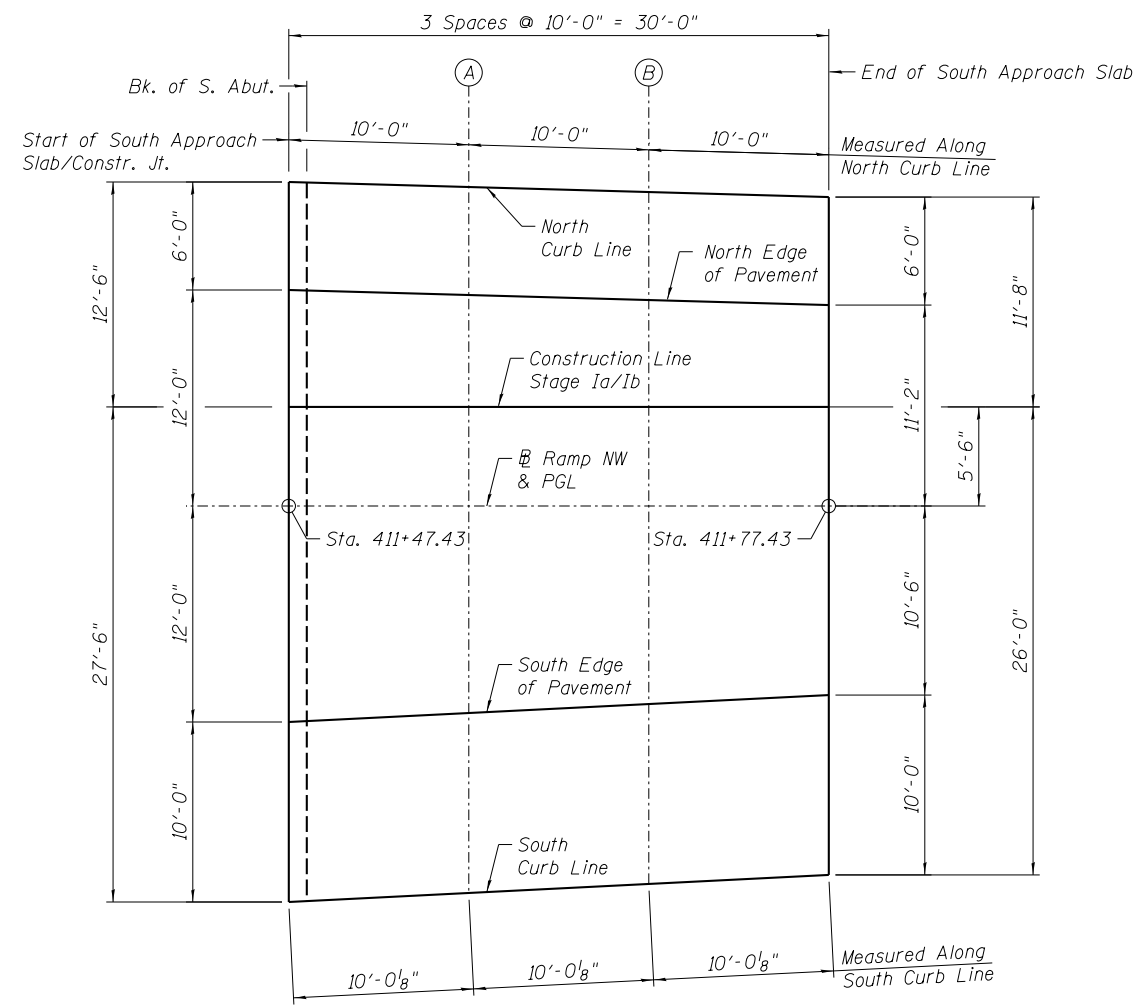
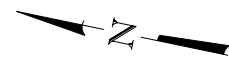
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PLOT SCALE =	CHECKED - MR	REVISED -
PLOT DATE = 11/20/2014	DRAWN - AMV	REVISED -
	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATION - S.N. 016-1504
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-64 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 556
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



PLAN

NORTH CURB LINE

Locations	Station	Offset	Theoretical Grade Elevations
Start S. Appr. Slab	411+47.43	-18.00	608.17
A	411+57.43	-17.72	607.77
B	411+67.43	-17.45	607.36
End S. Appr. Slab	411+77.43	-17.17	606.96

Ramp NW & PGL

Locations	Station	Offset	Theoretical Grade Elevations
Start S. Appr. Slab	411+47.43	0.00	607.81
A	411+57.43	0.00	607.41
B	411+67.43	0.00	607.01
End S. Appr. Slab	411+77.43	0.00	606.61

NORTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
Start S. Appr. Slab	411+47.43	-12.00	608.05
A	411+57.43	-11.72	607.65
B	411+67.43	-11.45	607.24
End S. Appr. Slab	411+77.43	-11.17	606.84

SOUTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
Start S. Appr. Slab	411+47.43	12.00	607.57
A	411+57.43	11.50	607.18
B	411+67.43	11.00	606.79
End S. Appr. Slab	411+77.43	10.50	606.40

CONSTRUCTION LINE STAGE Ia/Ib

Locations	Station	Offset	Theoretical Grade Elevations
Start S. Appr. Slab	411+47.43	-5.50	607.92
A	411+57.43	-5.50	607.52
B	411+67.43	-5.50	607.12
End S. Appr. Slab	411+77.43	-5.50	606.72

SOUTH CURB LINE

Locations	Station	Offset	Theoretical Grade Elevations
Start S. Appr. Slab	411+47.43	22.00	607.37
A	411+57.43	21.50	606.98
B	411+67.43	21.00	606.59
End S. Appr. Slab	411+77.43	20.50	606.20

121-0161505_60L70_T05_South.dgn



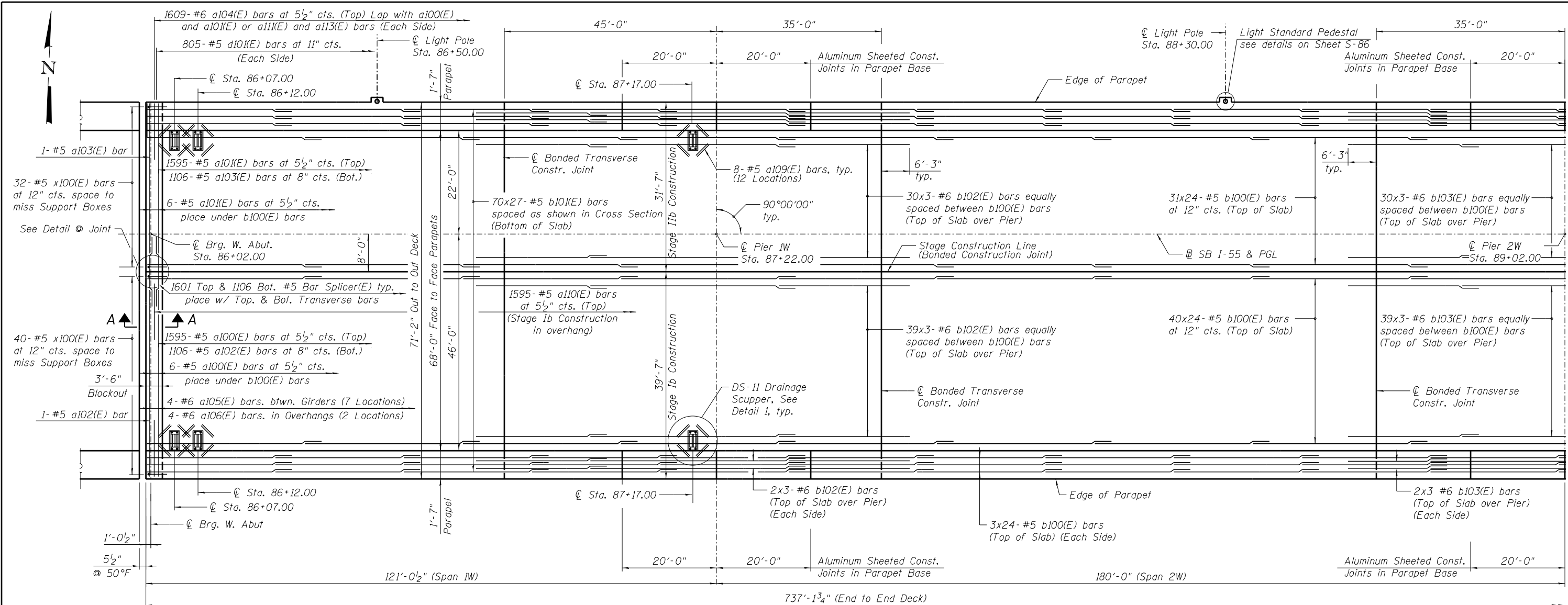
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	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

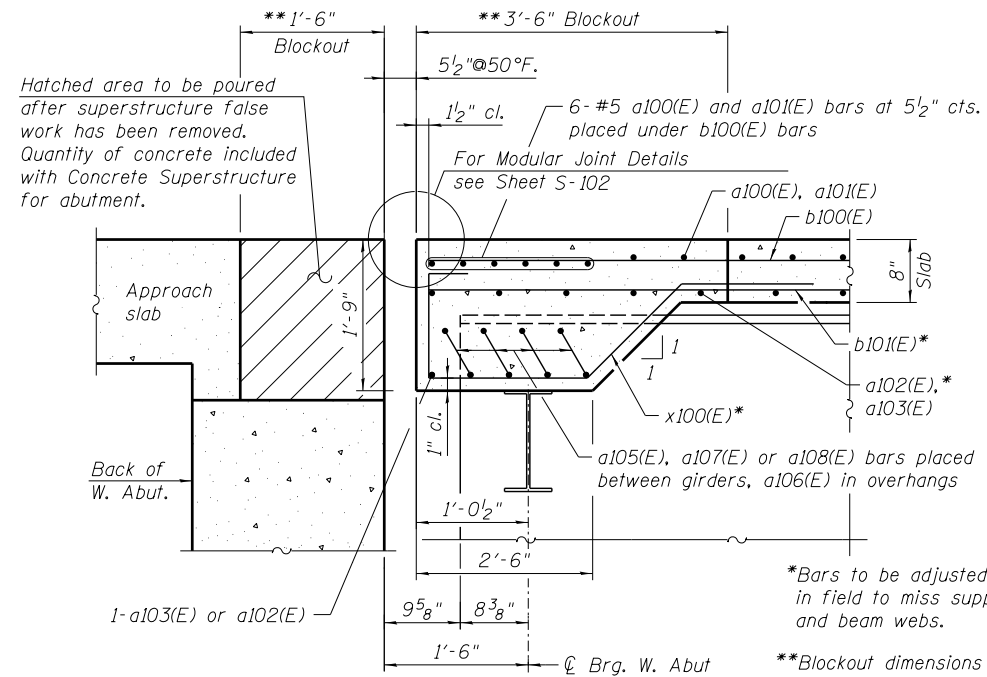
**TOP OF SOUTH APPROACH SLAB ELEVATION - S.N. 016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-65 OF S-248 SHEETS

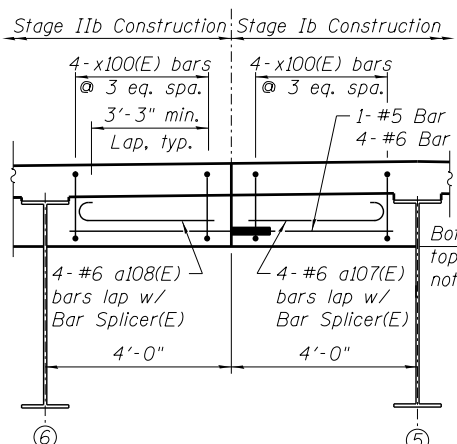
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			CONTRACT NO. 60L70	
ILLINOIS FED. AID PROJECT				



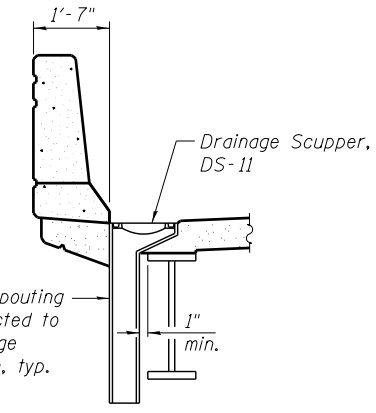
DECK PLAN I - S.N. 016-1501



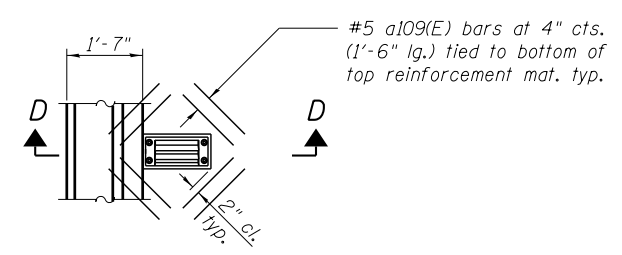
SECTION A-A



DETAIL @ JOINT



SECTION D-D



DETAIL 1 DRAINAGE SCUPPER DS-11

Note: Reinforcement bars designated (E) shall be epoxy coated. Cut longitudinal reinforcement to clear drainage scuppers.

NOTES:

1. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
2. Bars indicated 69x12-#5 etc. indicates 69 lines of bars with 12 lengths per line.
3. See Sheet S-79 for parapet reinforcement.
4. See Sheet S-86 for deck cross section.
5. See Sheet S-86 for Bill of Material.
6. See Sheet S-111 for DS-11 Drainage Scupper.
7. See Sheet S-94 for Deck Pouring Sequence.

131-0161501-60L70_Deck Plan_1.dgn

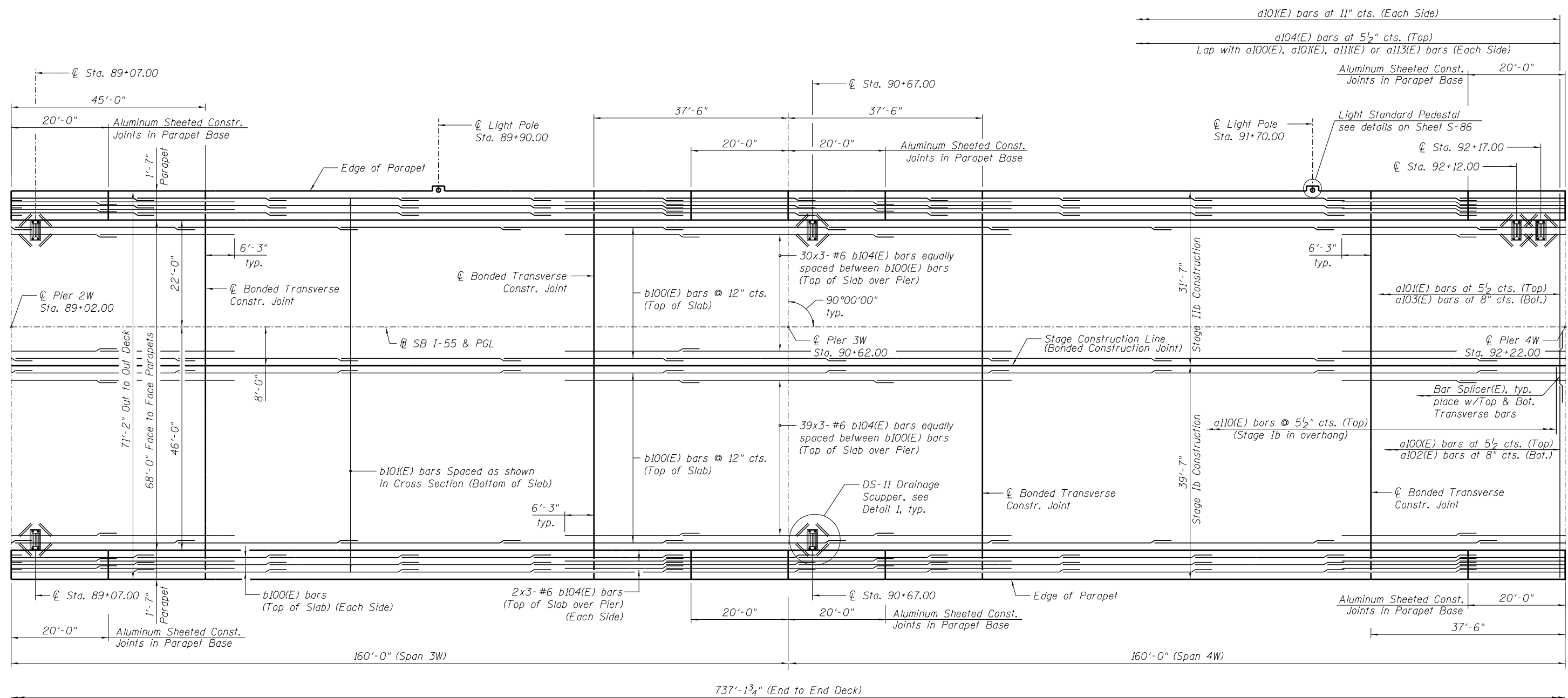


USER NAME = krizm	DESIGNED - CLS	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JAD	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN I - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)
SHEET NO. S-66 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	558
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				



DECK PLAN II - S.N. 016-1501

NOTES:

1. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
2. Bars indicated 69x12-#5 etc. indicates 69 lines of bars with 12 lengths per line.
3. See Sheet S-79 for parapet reinforcement.
4. See Sheet S-86 for deck cross section.
5. See Sheet S-86 for Bill of Material.
6. See Sheet S-66, Detail 1, and Sheet S-111 for DS-11 Drainage Scupper.
7. See Sheet S-94 for Deck Pouring Sequence.

132_0161501_60L70_Deck Plan_II.dgn



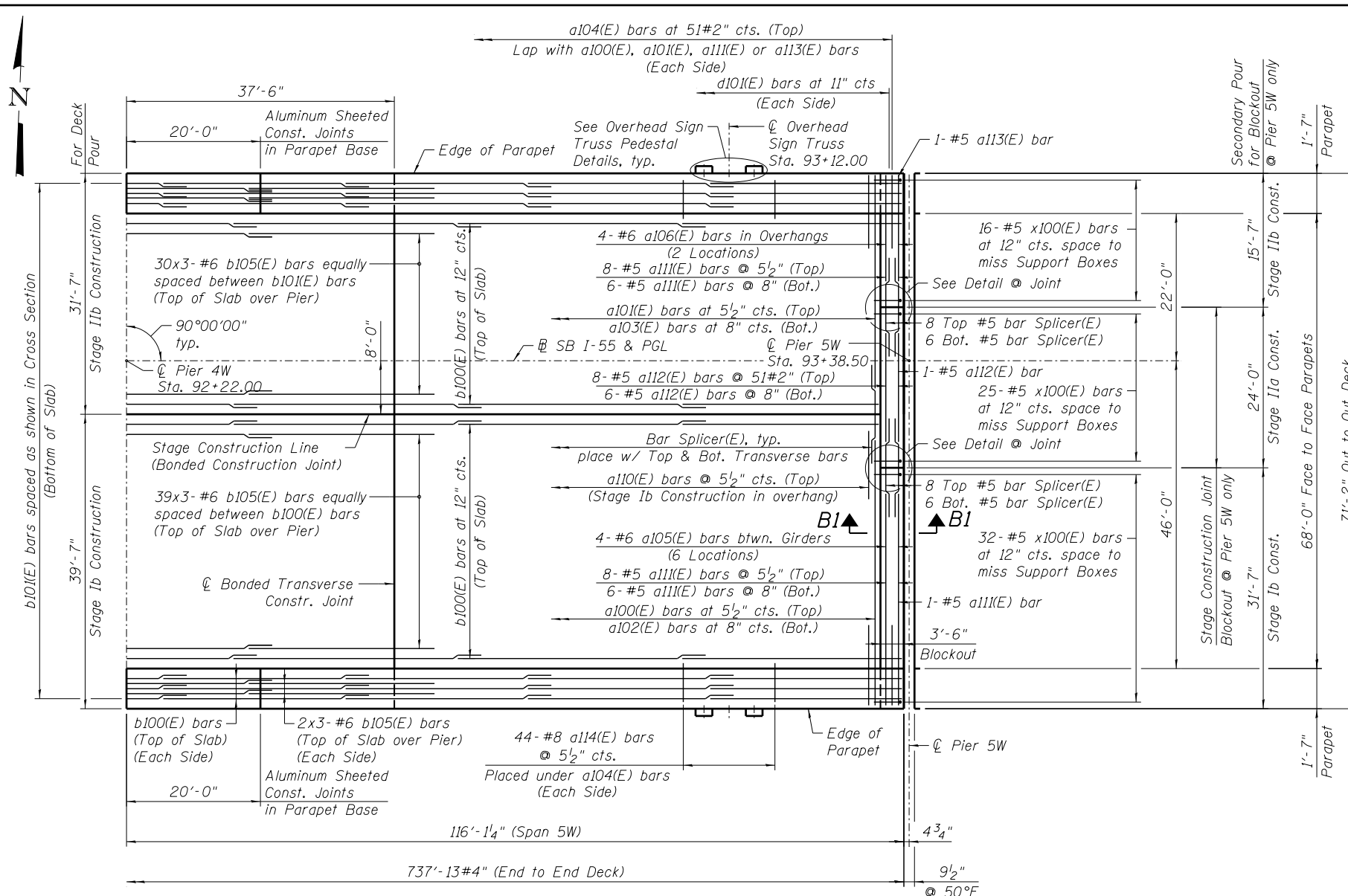
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PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

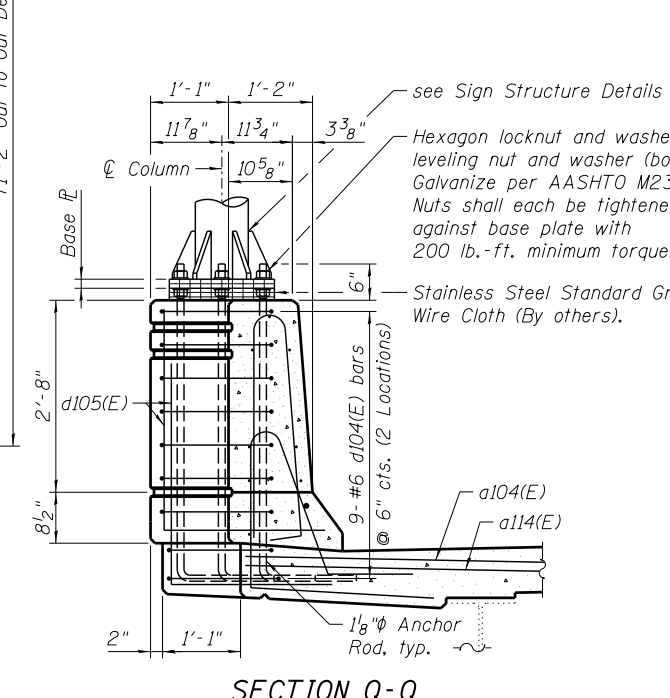
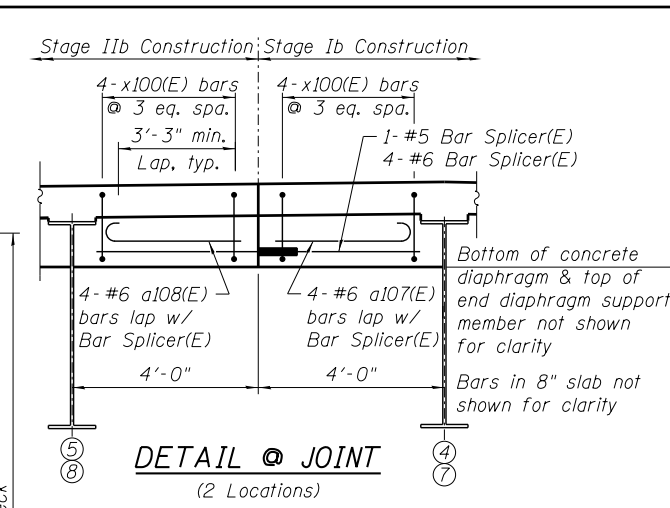
**DECK PLAN II - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-67 OF S-248 SHEETS

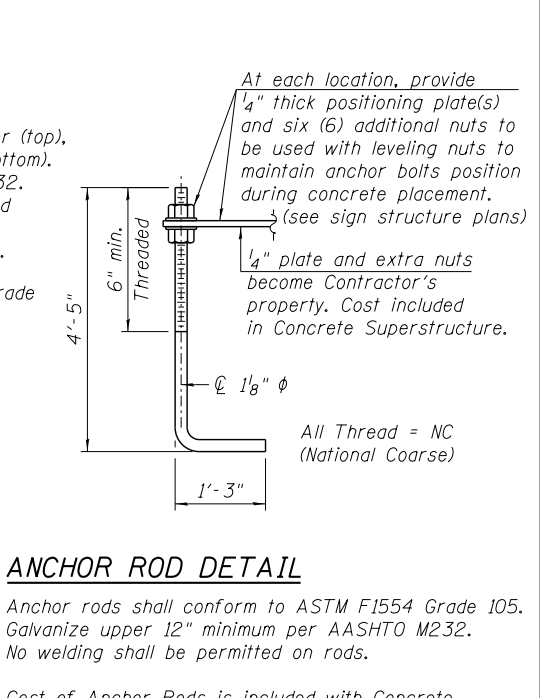
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	559
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				



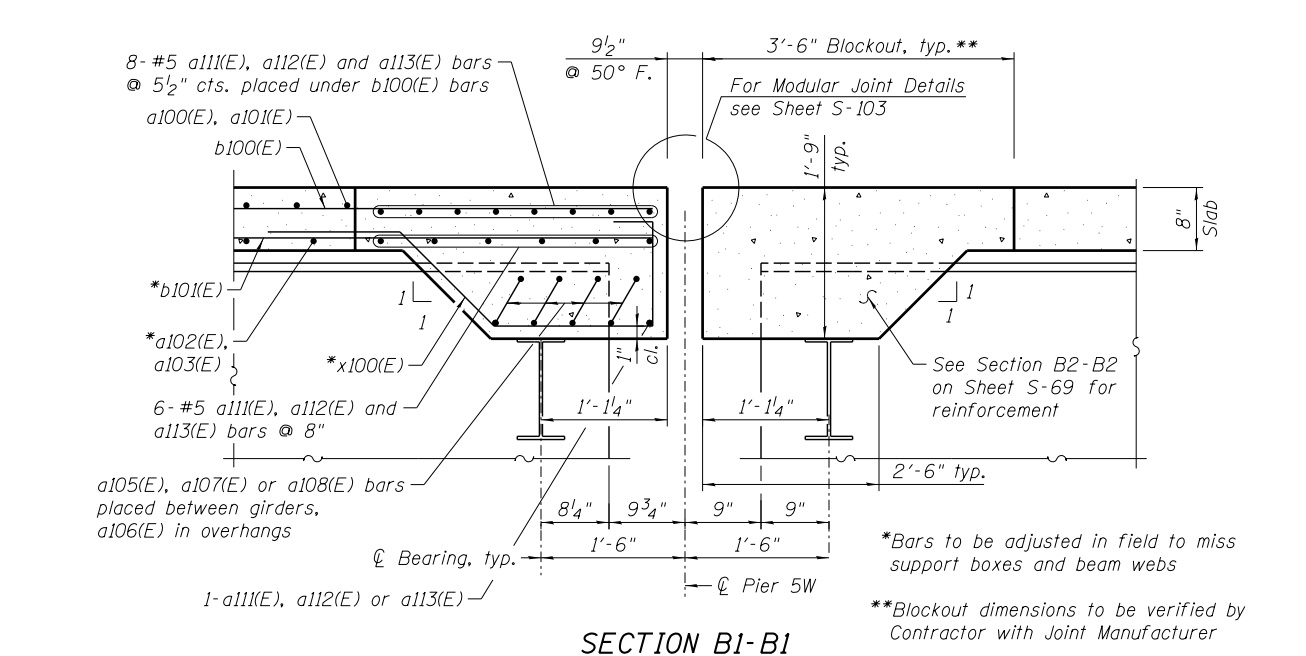
DECK PLAN III - S.N. 016-1501



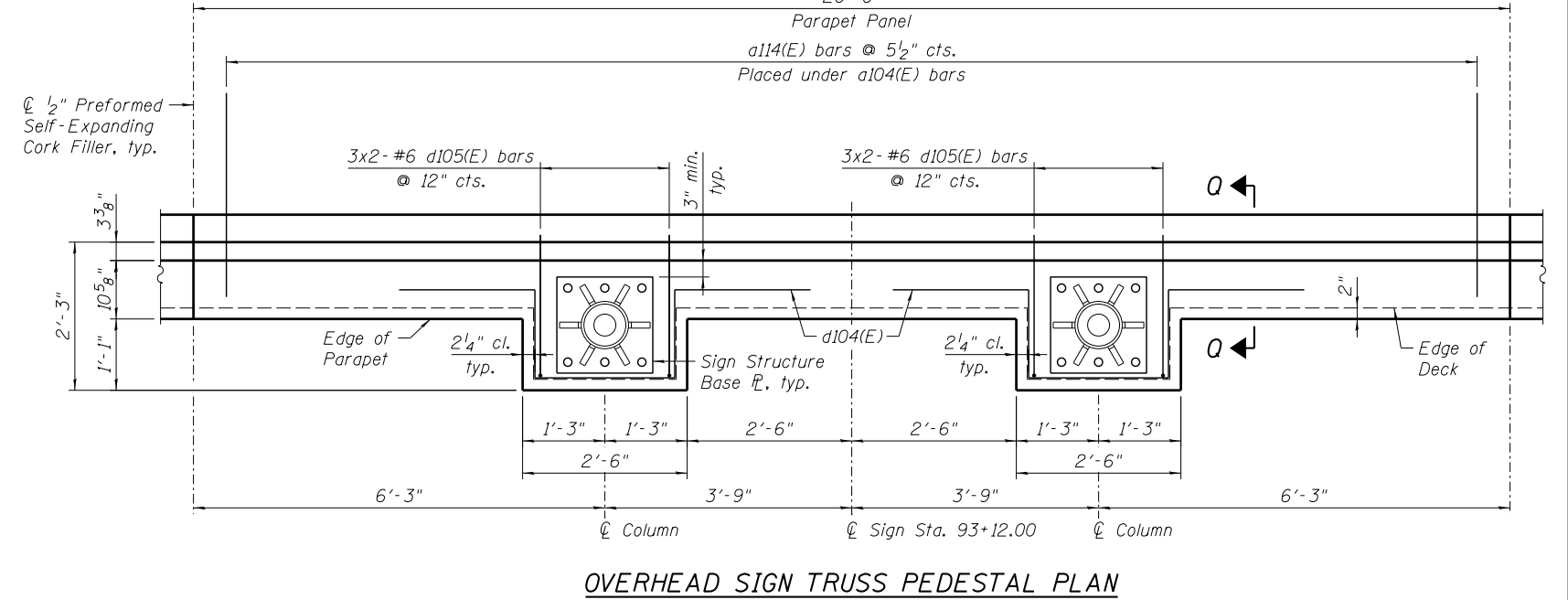
- NOTES:**
1. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
 2. Bars indicated 69x12-#5 etc. indicates 69 lines of bars with 12 lengths per line.
 3. See Sheet S-79 for parapet reinforcement.
 4. See Sheet S-86 for deck cross section.
 5. See Sheet S-86 for Bill of Material.
 6. See Sheet S-66 for Detail 1, and Sheet S-111 for DS-11 Drainage Scupper.
 7. See Sheet S-94 for Deck Pouring Sequence.



ANCHOR ROD DETAIL



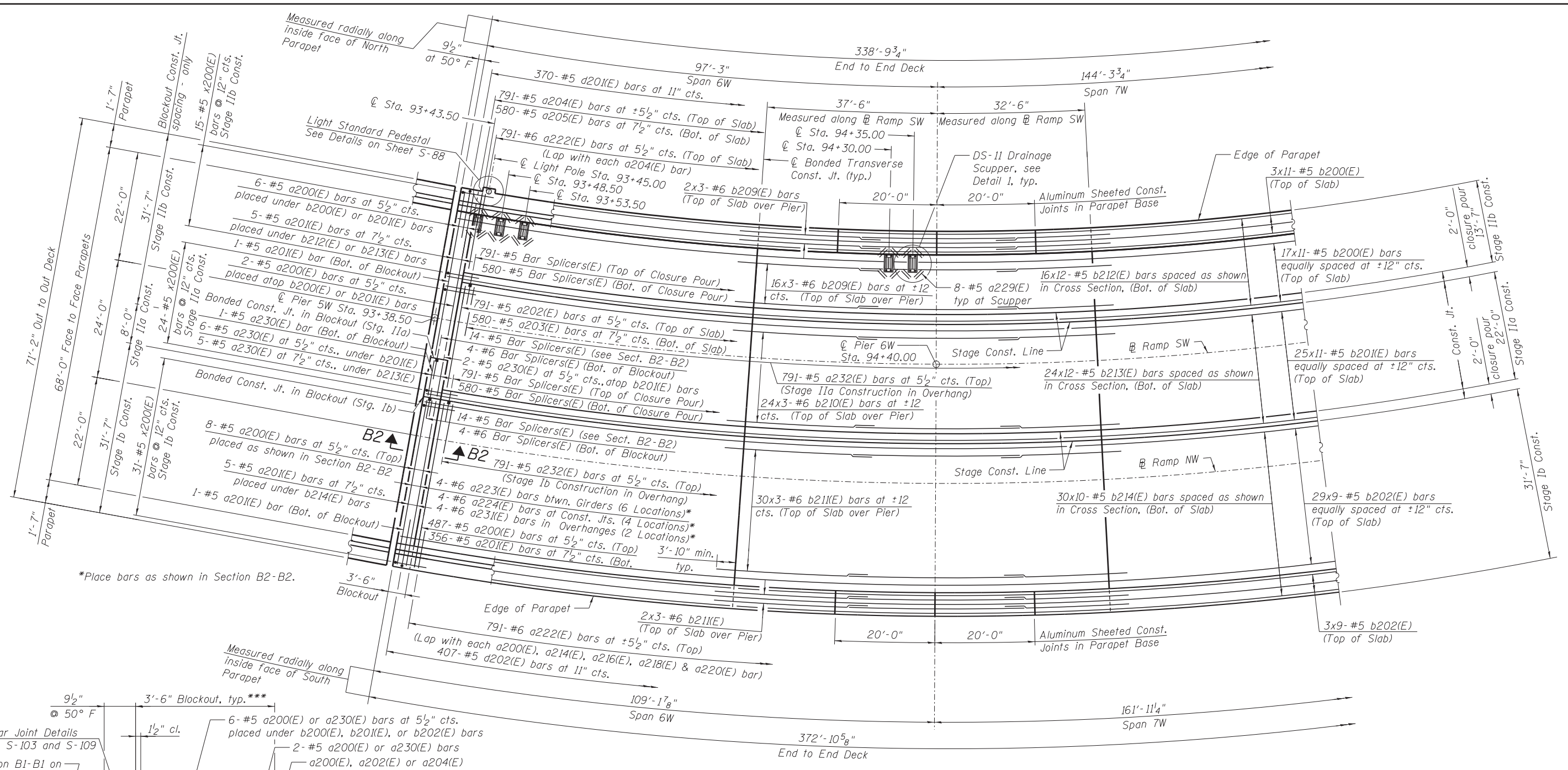
SECTION B1-B1



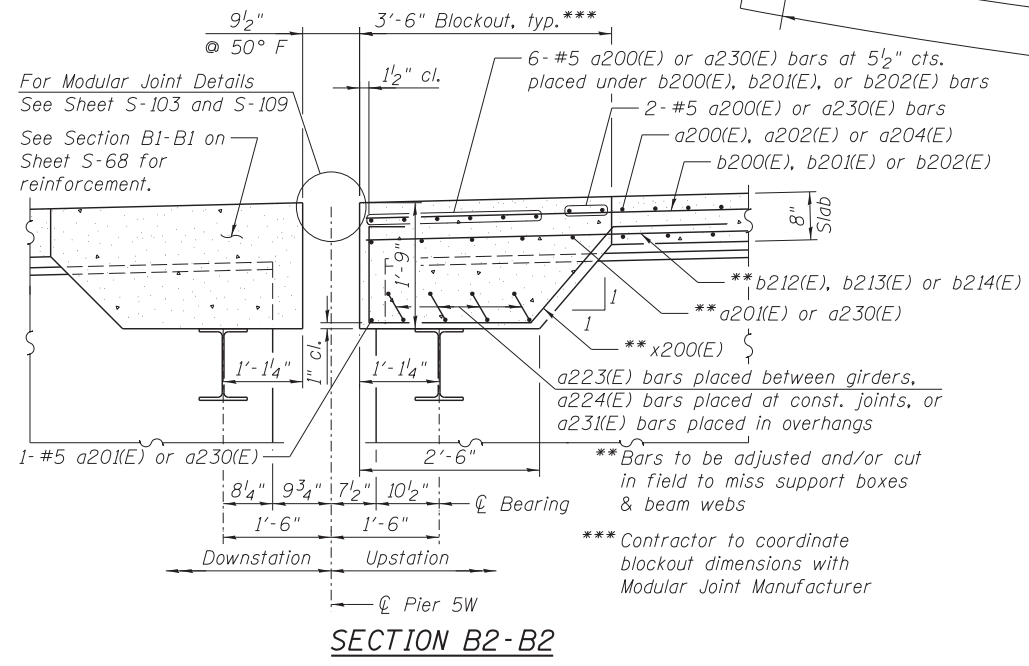
OVERHEAD SIGN TRUSS PEDESTAL PLAN

133_0161501_60L70_Deck Plan_III.dgn

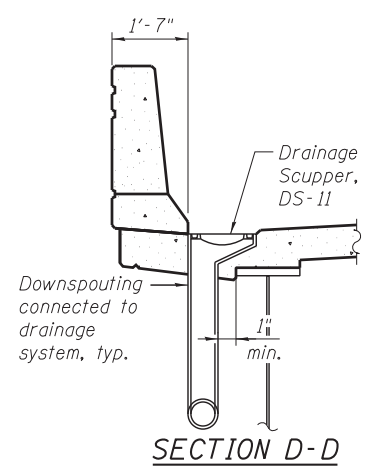
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	PLOT SCALE =	DRAWN - JAD	REVISIONS -			SHEET NO. = 5-68 OF 5-248 SHEETS	CONTRACT NO. 60L70		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 11/20/2014	CHECKED - CLS	REVISIONS -							



*Place bars as shown in Section B2-B2.

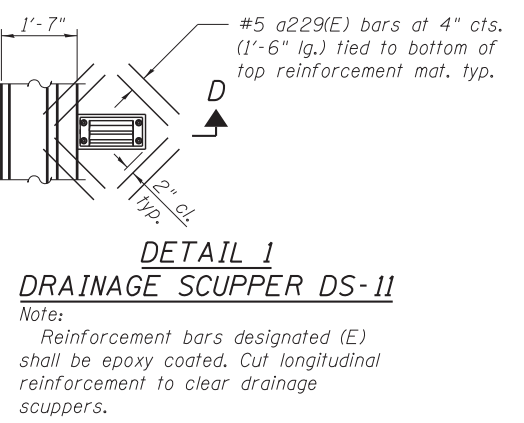


SECTION B2-B2



SECTION D-D

DECK PLAN IV - S.N. 016-1504 (UNIT 1)



NOTES:

1. Stations are along @ Ramp SW unless noted otherwise.
2. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
3. Bars indicated thus 41x12-#5 etc. indicates 41 lines of bars with 12 lengths per line.
4. Bend longitudinal reinforcement bars as required to fit in the field.
5. Transverse Bars placed radially and spaced along Stage Ib Construction Line.
6. See Sheet S-80 for parapet reinforcement.
7. See Sheet S-87 for deck and end of deck cross sections.
8. See Sheet S-88 for superstructure details and Bill of Material.
9. See Sheet S-94 for Deck Pouring Sequence.
10. See Sheet S-111 for DS-11 Drainage Scupper.
11. See Sheet S-222 for Bar Splicer Details & Quantities.

134_0161504_60L70_DECK4.dgn



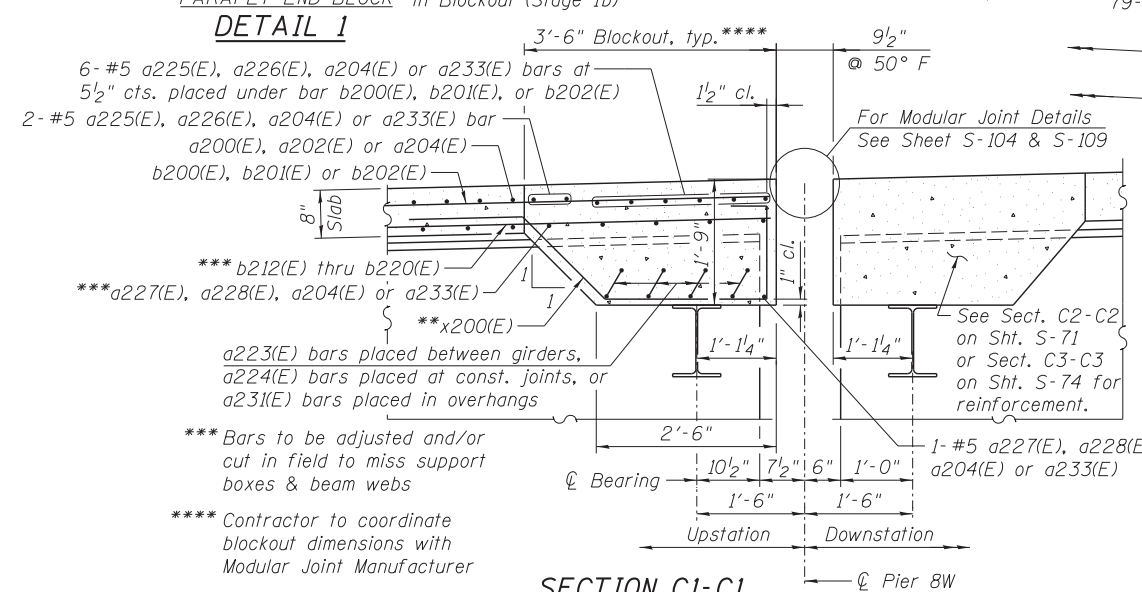
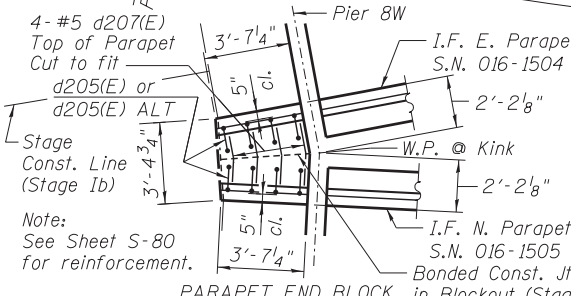
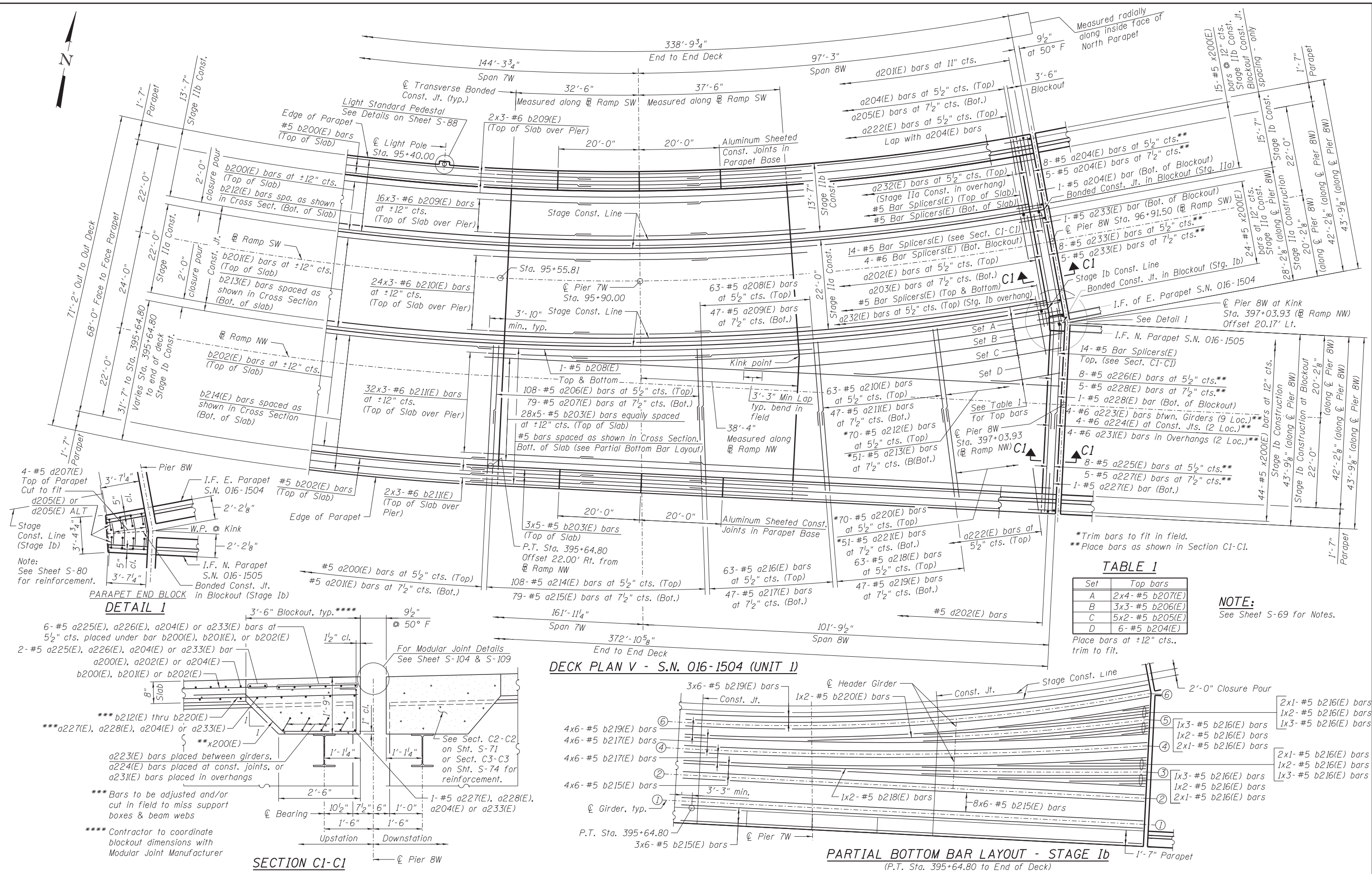
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PLOT SCALE =	CHECKED - MR	REVISED -
PLOT DATE = 12/05/2014	DRAWN - AMV	REVISED -
	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

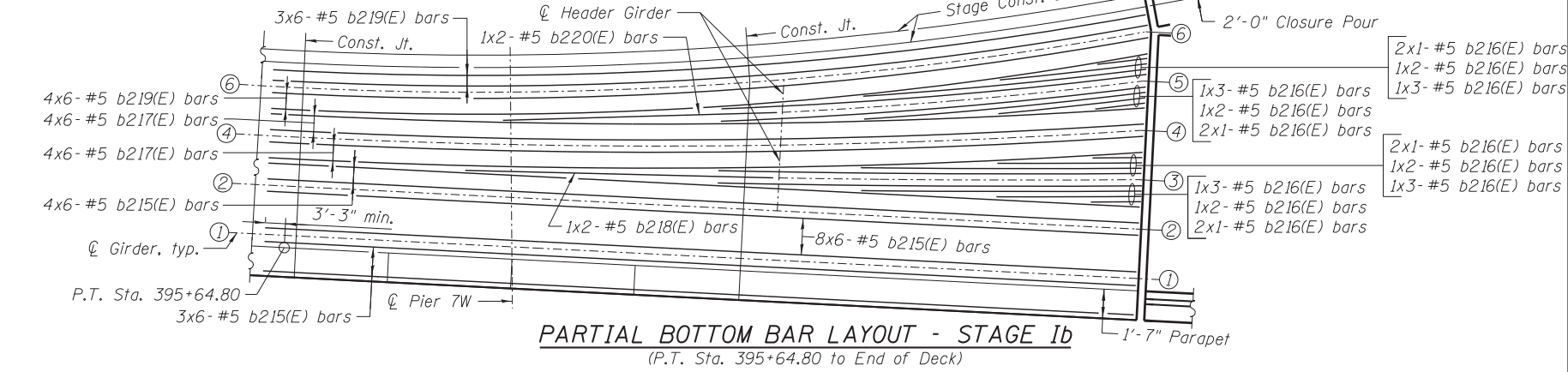
**DECK PLAN IV - S.N.016-1504 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 561
CONTRACT NO. 60L70				ILLINOIS FED. AID PROJECT

SHEET NO. S-69 OF S-248 SHEETS



DECK PLAN V - S.N. 016-1504 (UNIT 1)



*Trim bars to fit in field.
**Place bars as shown in Section C1-C1.

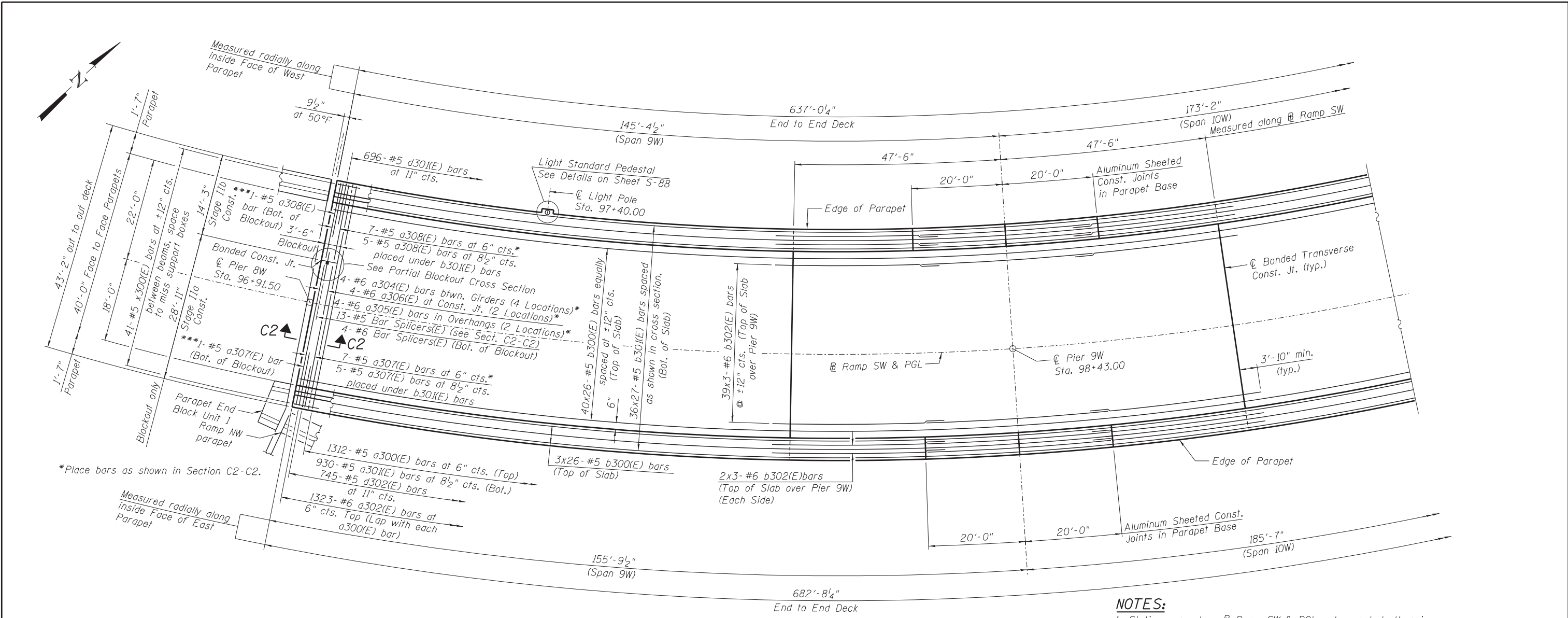
Set	Top bars
A	2x4-#5 b207(E)
B	3x3-#5 b206(E)
C	5x2-#5 b205(E)
D	6-#5 b204(E)

NOTE:
See Sheet S-69 for Notes.

135_0161504-60L70_DECK5.dgn

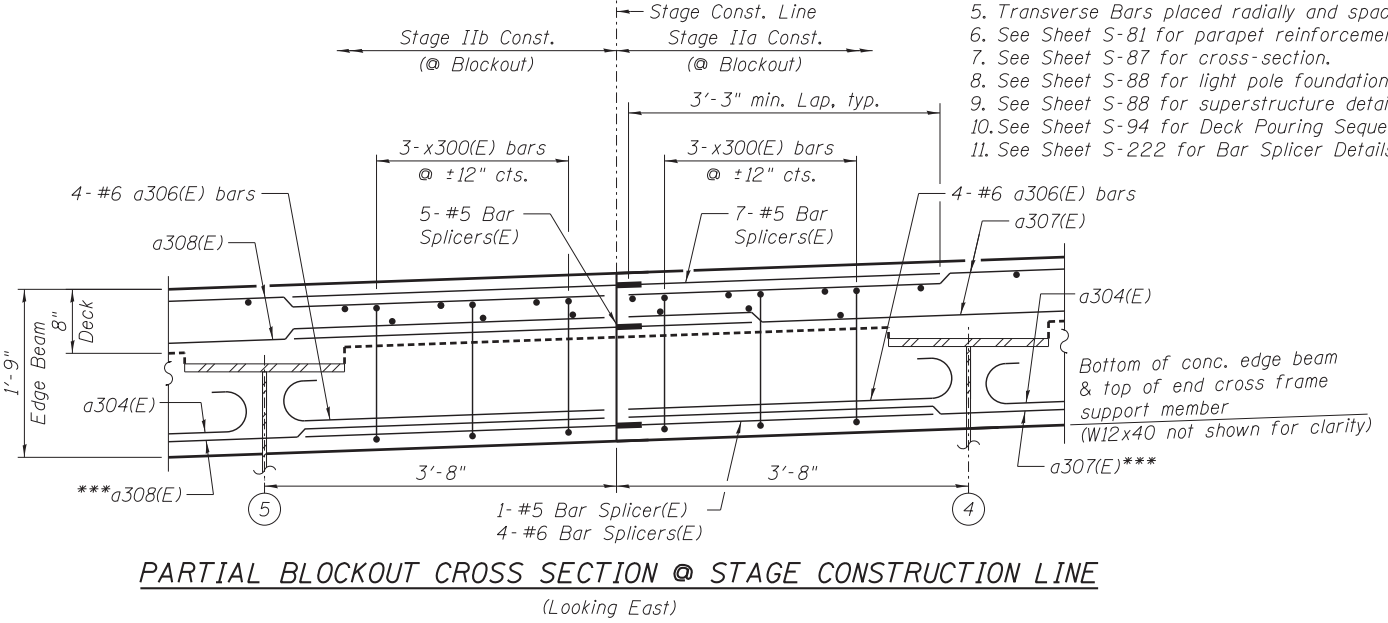
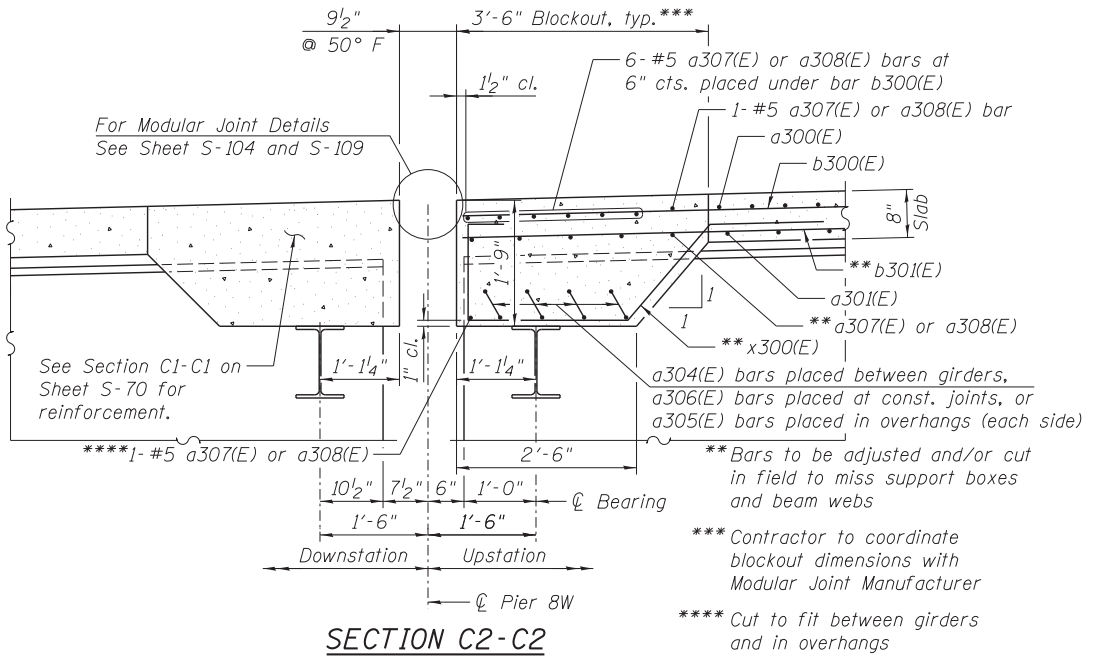
USER NAME = PHodina	DESIGNED - TH	REVISED -
PLOT SCALE =	CHECKED - MR	REVISED -
PLOT DATE 12/05/2014	DRAWN - AMV	REVISED -
	CHECKED - TH	REVISED -

F.A.I. RT. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 562
CONTRACT NO. 60L70				ILLINOIS FED. AID PROJECT



DECK PLAN VI - S.N. 016-1504 (UNIT 2)

- NOTES:**
1. Stations are along \bar{R} Ramp SW & PGL unless noted otherwise.
 2. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
 3. Bars indicated thus 41x12-#5 etc. indicates 41 lines of bars with 12 lengths per line.
 4. Bend longitudinal reinforcement bars as required to fit in the field.
 5. Transverse Bars placed radially and spaced along \bar{R} Ramp SW.
 6. See Sheet S-81 for parapet reinforcement.
 7. See Sheet S-87 for cross-section.
 8. See Sheet S-88 for light pole foundation details.
 9. See Sheet S-88 for superstructure details and Bill of Material.
 10. See Sheet S-94 for Deck Pouring Sequence.
 11. See Sheet S-222 for Bar Splicer Details.



136_0161504-60L70_DECK6.dgn



USER NAME = PHodina	DESIGNED - MR	REVISED -
PLOT SCALE =	CHECKED - TH	REVISED -
PLOT DATE = 12/05/2014	DRAWN - TM	REVISED -
	CHECKED - MR	REVISED -

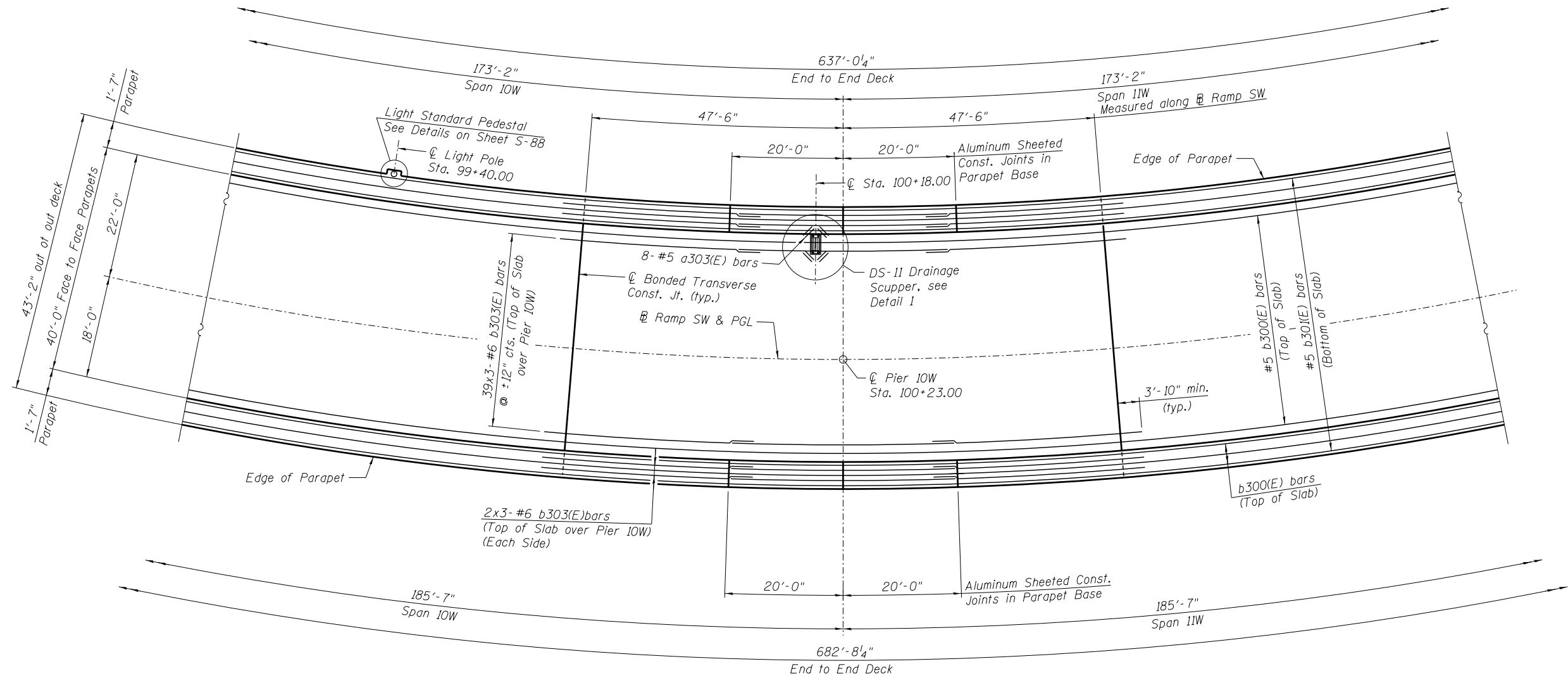
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN VI - S.N. 016-1504 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 563
CONTRACT NO. 60L70				

SHEET NO. S-71 OF S-248 SHEETS

ILLINOIS FED. AID PROJECT



DECK PLAN VII - S.N. 016-1504 (UNIT 2)

NOTES:

1. Stations are along $\text{Ramp SW} \& \text{PGL}$ unless noted otherwise.
2. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
3. Bars indicated thus 41x12-#5 etc. indicates 41 lines of bars with 12 lengths per line.
4. Bend longitudinal reinforcement bars as required to fit in the field.
5. Transverse Bars placed radially and spaced along Ramp SW .
6. See Sheet S-73, Detail 1, and Sheet S-111 for DS-11 Drainage Scupper.
7. See Sheet S-81 for parapet reinforcement.
8. See Sheet S-87 for cross-section.
9. See Sheet S-88 for light pole foundation details.
10. See Sheet S-88 for superstructure details and Bill of Material.
11. See Sheet S-94 for Deck Pouring Sequence.

137_0161504_60L70_DECK7.dgn



USER NAME = AVasonis	DESIGNED - MR	REVISED -
	CHECKED - TH	REVISED -
PLOT SCALE =	DRAWN - TM	REVISED -
PLOT DATE = 11/20/2014	CHECKED - MR	REVISED -

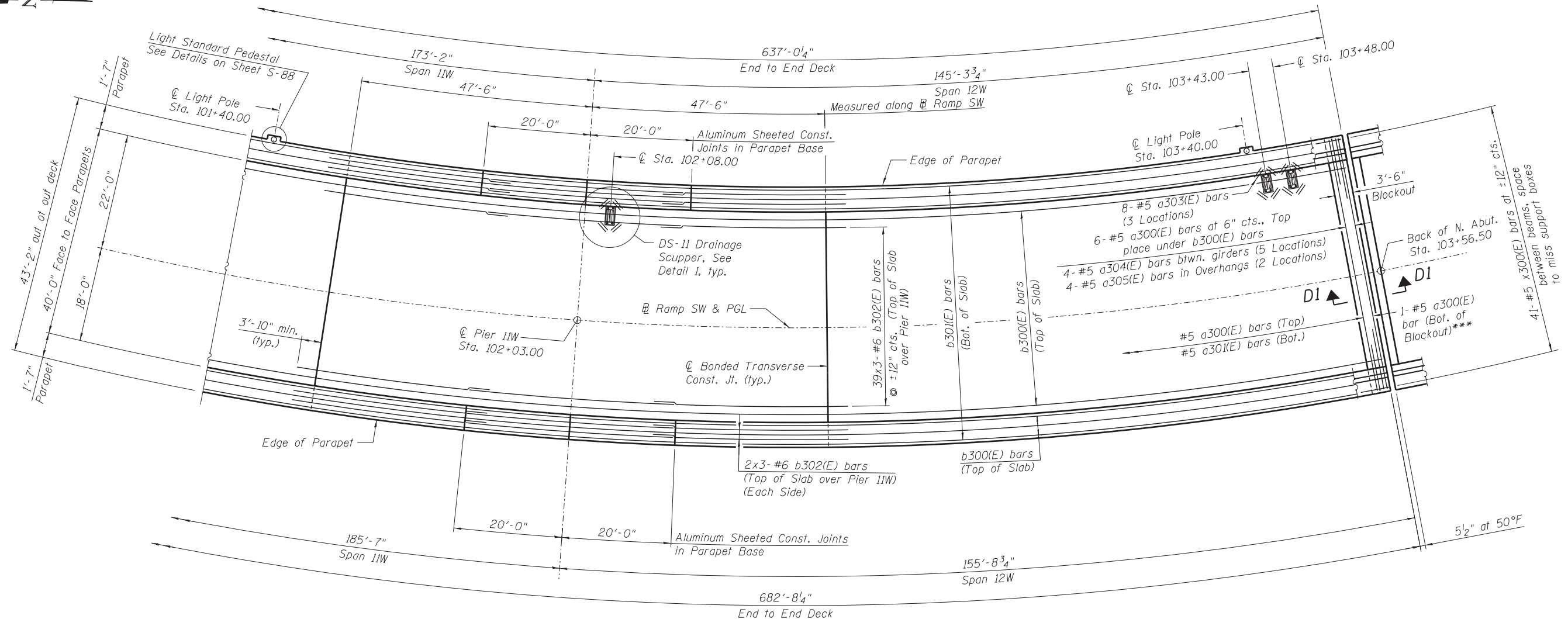
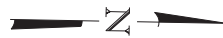
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN VII - S.N. 016-1504 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

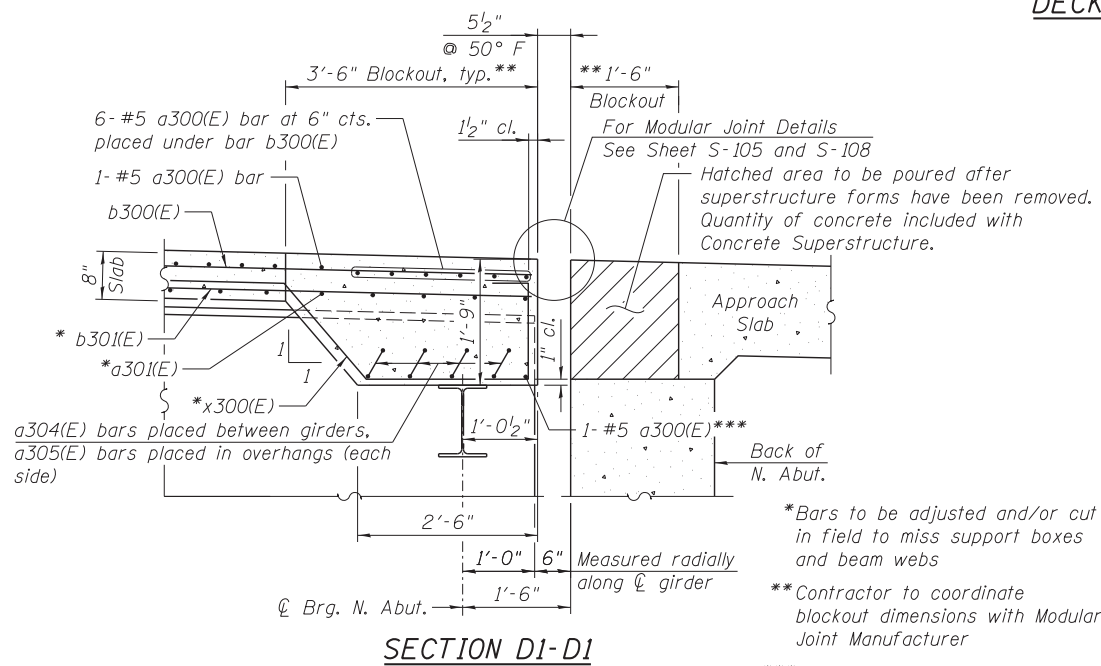
SHEET NO. S-72 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	564
CONTRACT NO. 60L70				

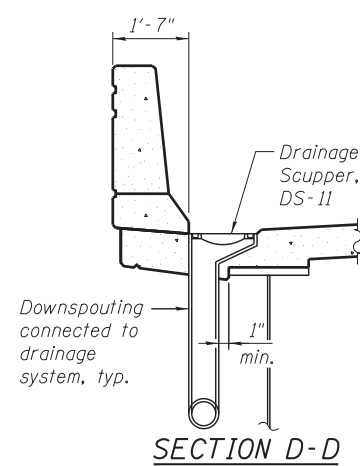
ILLINOIS FED. AID PROJECT



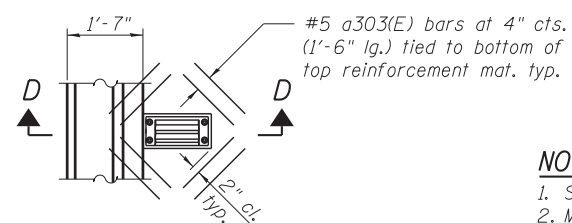
DECK PLAN VIII - S.N. 016-1504 (UNIT 2)



SECTION D1-D1



SECTION D-D



DETAIL 1
DRAINAGE SCUPPER DS-11

NOTES:

1. Stations are along \mathbb{R} Ramp SW & PGL unless noted otherwise.
2. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
3. Bars indicated thus 41x12-#5 etc. indicates 41 lines of bars with 12 lengths per line.
4. Bend longitudinal reinforcement bars as required to fit in the field.
5. Transverse Bars placed radially and spaced along \mathbb{R} Ramp SW.
6. See Sheet S-81 for parapet reinforcement.
7. See Sheet S-87 for deck cross section.
8. See Sheet S-88 for light pole foundation details.
9. See Sheet S-88 for superstructure details and Bill of Material.
10. See Sheet S-94 for Deck Pouring Sequence.
11. See Sheet S-111 for DS-11 Drainage Scupper.

138_0161504-60L70_DECK8.dgn



USER NAME = PHodina	DESIGNED - MR	REVISED -
PLOT SCALE =	CHECKED - TH	REVISED -
PLOT DATE = 12/05/2014	DRAWN - AMV	REVISED -
	CHECKED - MR	REVISED -

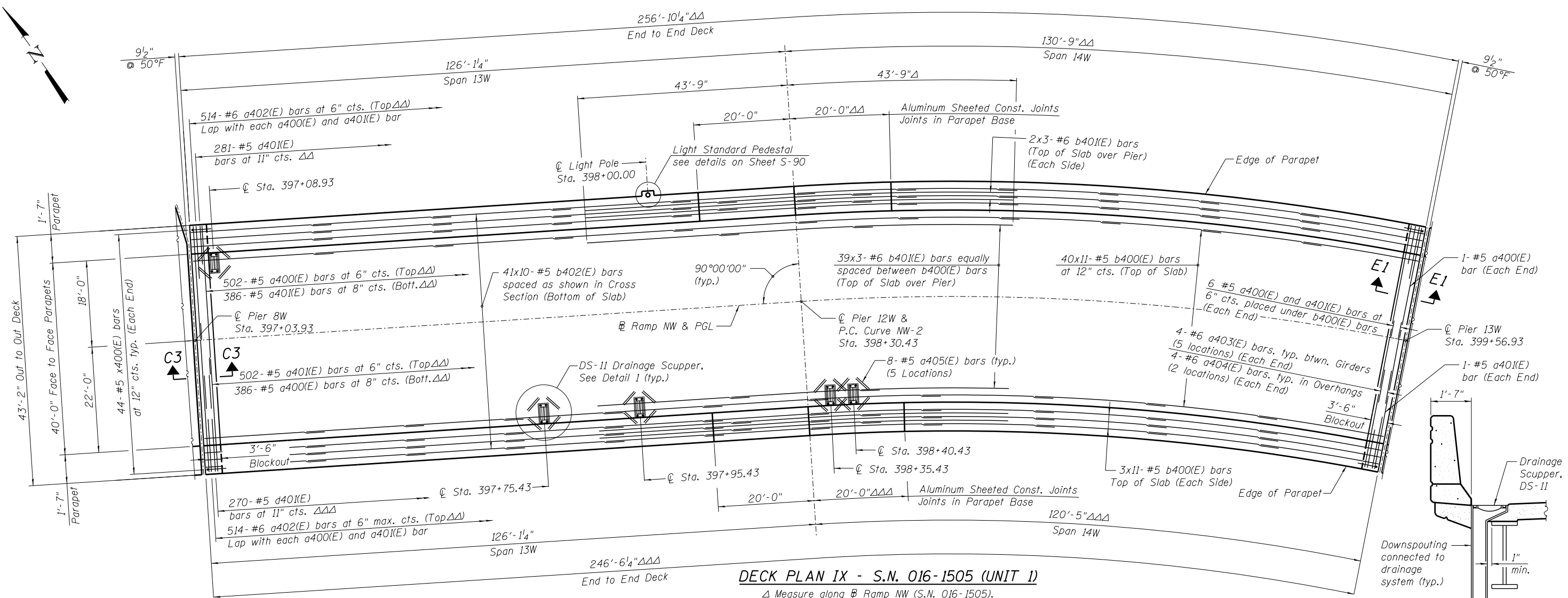
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN VIII - S.N. 016-1504 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 565
CONTRACT NO. 60L70				

SHEET NO. S-73 OF S-248 SHEETS

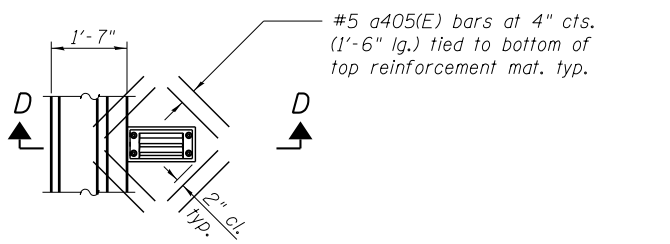
ILLINOIS FED. AID PROJECT



DECK PLAN IX - S.N. 016-1505 (UNIT 1)

Δ Measure along ⊕ Ramp NW (S.N. 016-1505).
 ΔΔ Measured along inside face of north parapet.
 ΔΔΔ Measured along inside face of south parapet.

SECTION D-D

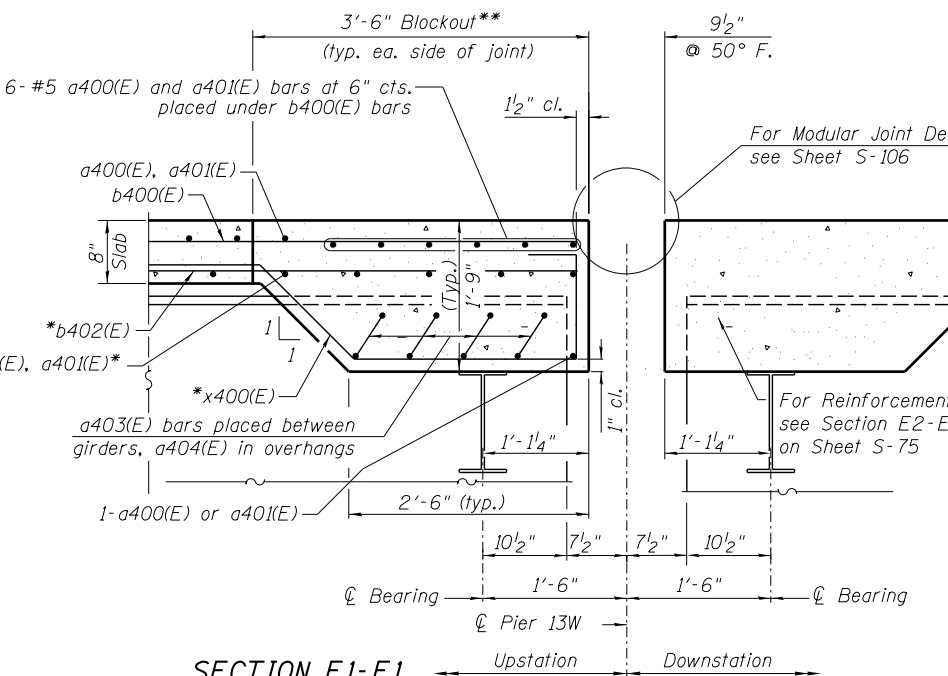
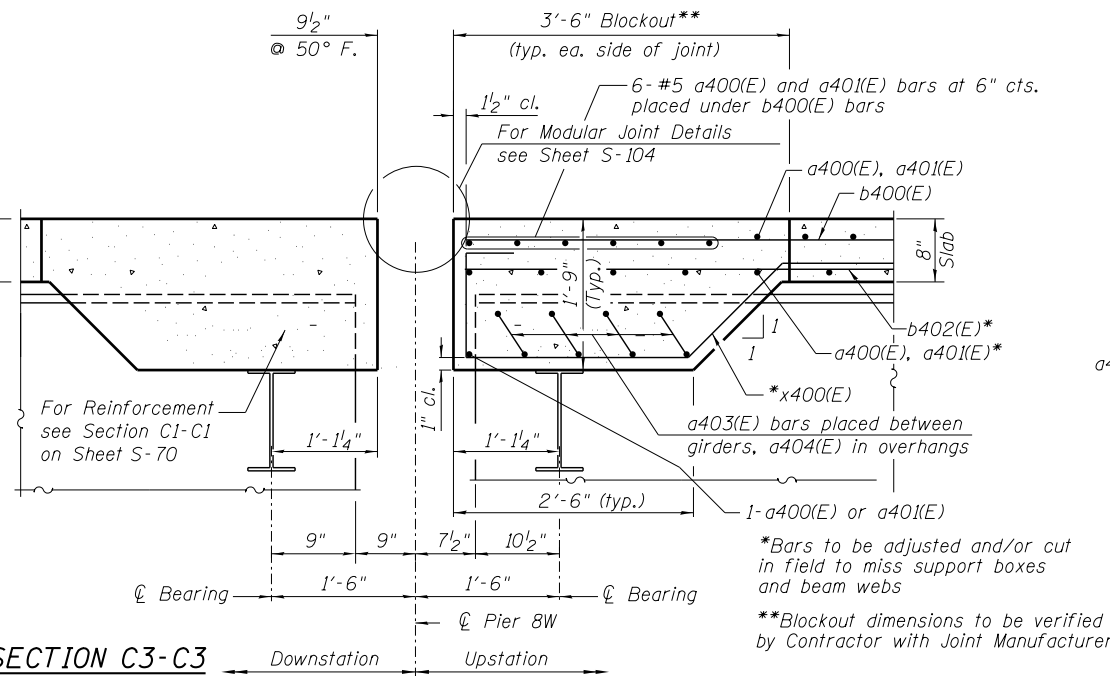


**DETAIL 1
DRAINAGE SCUPPER DS-11**

Note:
Reinforcement bars designated (E) shall be epoxy coated.
Cut longitudinal reinforcement to clear drainage scuppers.

NOTES:

- Stations are along ⊕ Ramp NW & PGL unless noted otherwise.
- Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
- Bars indicated 41x12- #5 etc. indicates 41 lines of bars with 12 lengths per line.
- Bend longitudinal reinforcement bars as required to fit in the field.
- See Sheet S-82 for parapet reinforcement.
- See Sheet S-90 for deck cross section.
- See Sheet S-90 for Bill of Material.
- See Sheet S-111 for DS-11 Drainage Scupper.
- See Sheet S-95 for Deck Pouring Sequence.



SECTION C3-C3

SECTION E1-E1



USER NAME = kritzm	DESIGNED - CLS	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

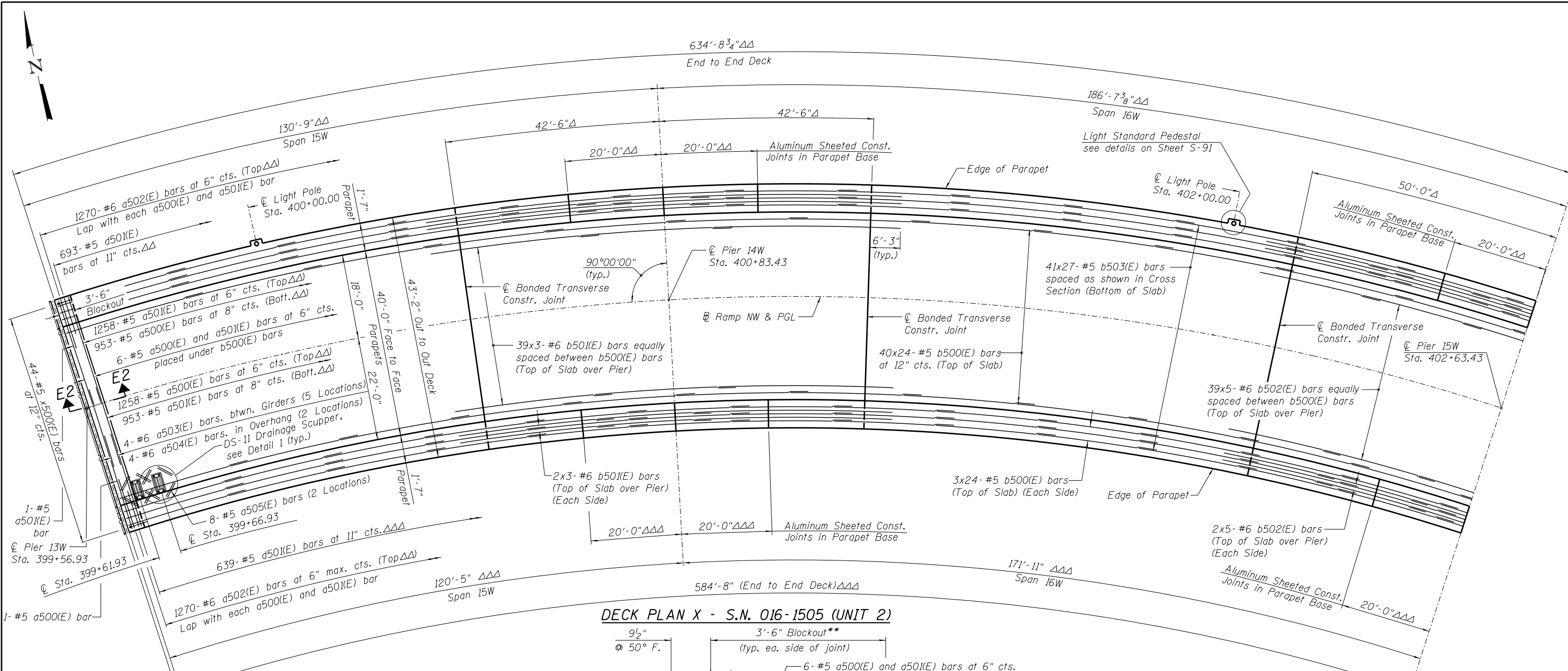
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN IX - S.N. 016-1505 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

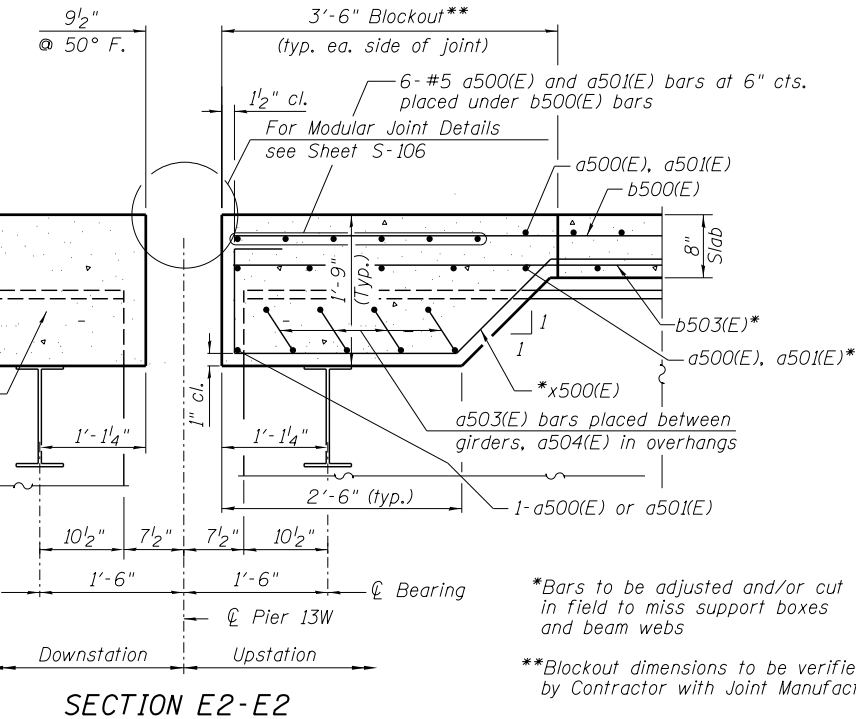
SHEET NO. S-74 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	566
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

139_0161505-60L70_Deck_Plan_IX_Unit1.dgn



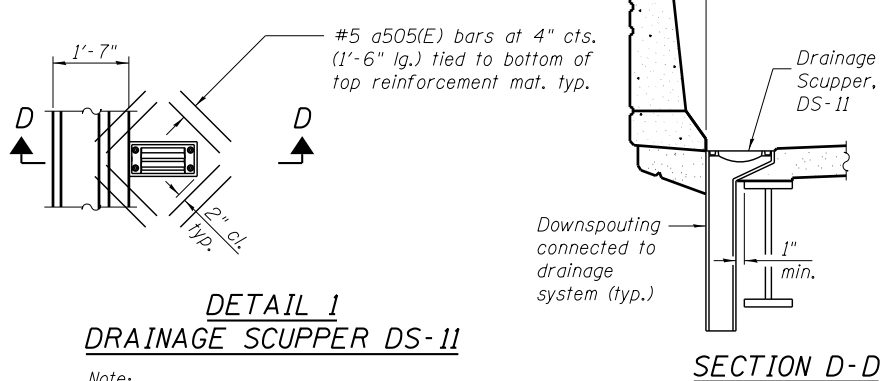
DECK PLAN X - S.N. 016-1505 (UNIT 2)



Δ Measured along Ramp NW (S.N. 016-1505).
 ΔΔ Measured along inside face of north parapet.
 ΔΔΔ Measured along inside face of south parapet.

NOTES:

1. Stations are along Ramp NW & PGL unless noted otherwise.
2. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
3. Bars indicated 4x12-#5 etc. indicates 41 lines of bars with 12 lengths per line.
4. Bend longitudinal reinforcement bars as required to fit in the field.
5. See Sheet S-83 for parapet reinforcement.
6. See Sheet S-91 for deck cross section.
7. See Sheet S-91 for Bill of Material.
8. See Sheet S-111 for DS-11 Drainage Scupper.
9. See Sheet S-95 for Deck Pouring Sequence.



**DETAIL 1
DRAINAGE SCUPPER DS-11**

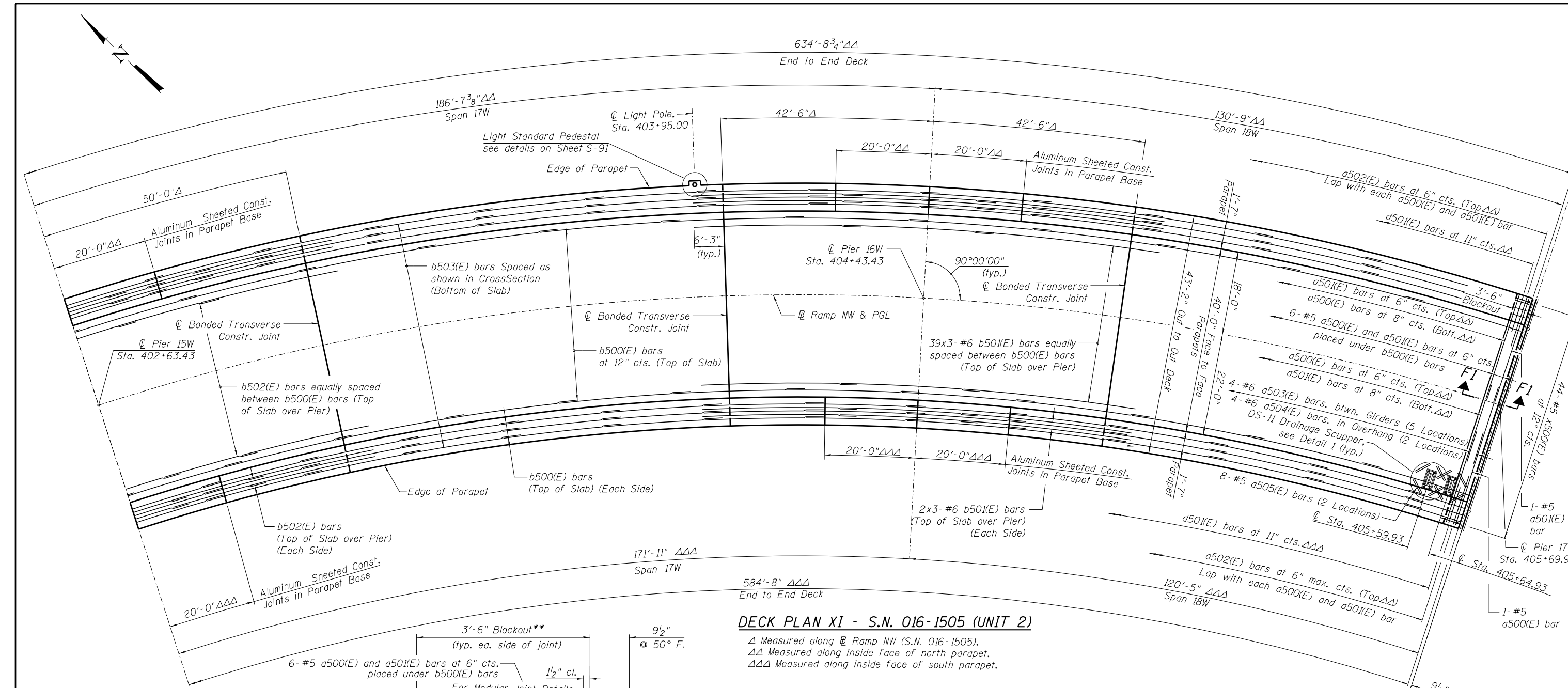
Note:
 Reinforcement bars designated (E) shall be epoxy coated.
 Cut longitudinal reinforcement to clear drainage scuppers.

SECTION D-D

SECTION E2-E2

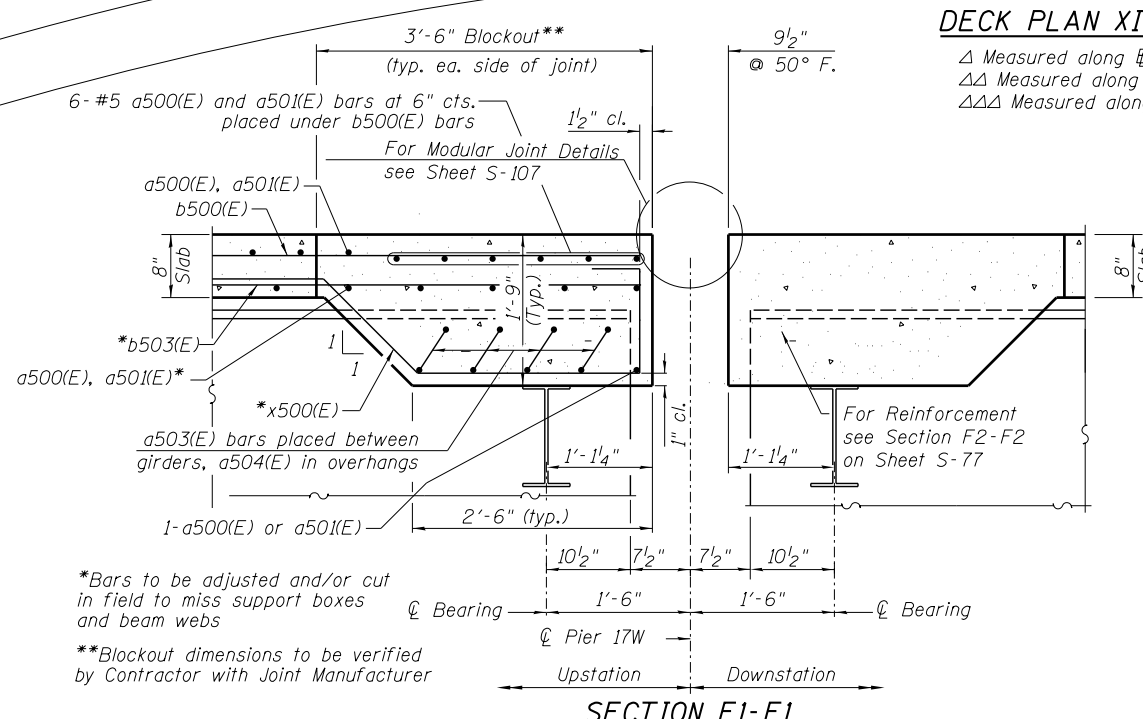
140_0161505-60L70_Deck Plan_X_Unit-2.dgn

AECOM	USER NAME = krizm	DESIGNED - CLS	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN X - S.N. 016-1505 (UNIT 2) I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)	F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 567
	PLOT SCALE =	DRAWN - JAD	REVISIONS -			SHEET NO. = S-75 OF S-248 SHEETS	CONTRACT NO. 60L70		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 11/20/2014	CHECKED - CLS	REVISIONS -							



DECK PLAN XI - S.N. 016-1505 (UNIT 2)

Δ Measured along Ramp NW (S.N. 016-1505).
 ΔΔ Measured along inside face of north parapet.
 ΔΔΔ Measured along inside face of south parapet.



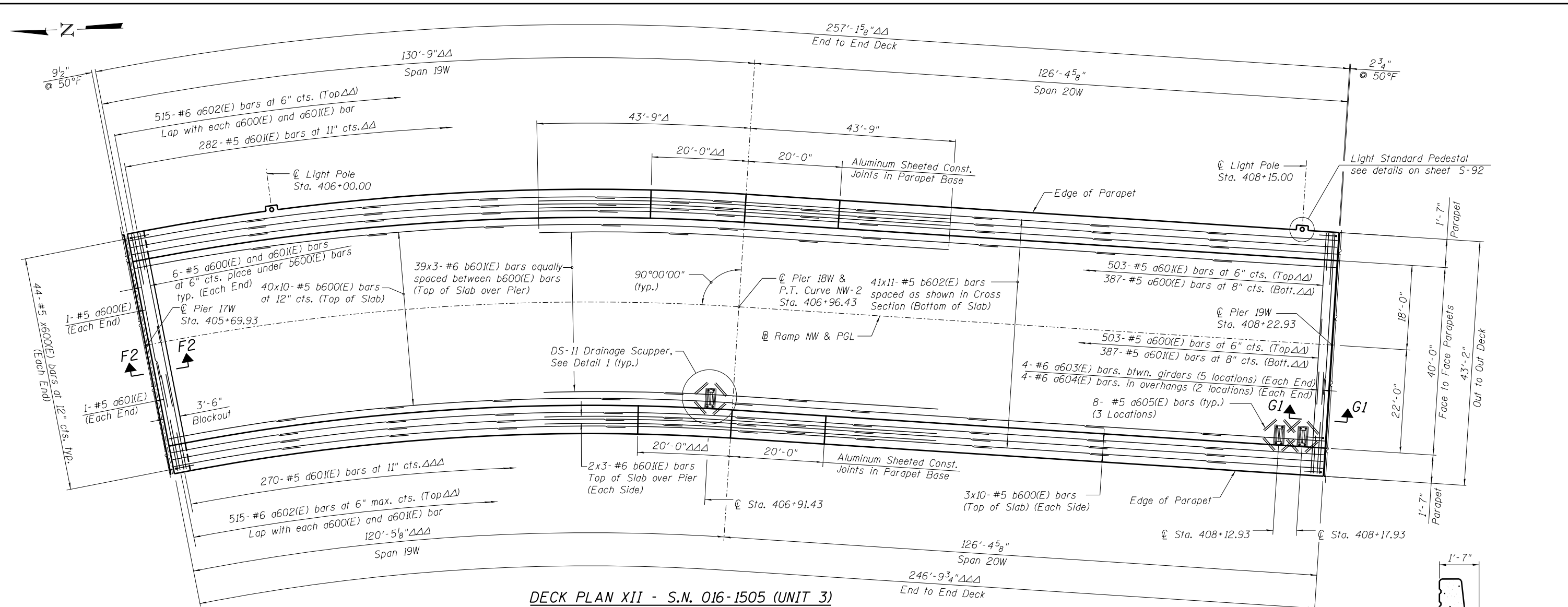
*Bars to be adjusted and/or cut in field to miss support boxes and beam webs
 **Blockout dimensions to be verified by Contractor with Joint Manufacturer

NOTES:

1. Stations are along Ramp NW & PGL unless noted otherwise.
2. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
3. Bars indicated 41x12-#5 etc. indicates 41 lines of bars with 12 lengths per line.
4. Bend longitudinal reinforcement bars as required to fit in the field.
5. See Sheet S-83 for parapet reinforcement.
6. See Sheet S-91 for deck cross section.
7. See Sheet S-91 for Bill of Material.
8. See Sheet S-75, Detail 1, and S-111 for DS-11 Drainage Scupper.
9. See Sheet S-95 for Deck Pouring Sequence.

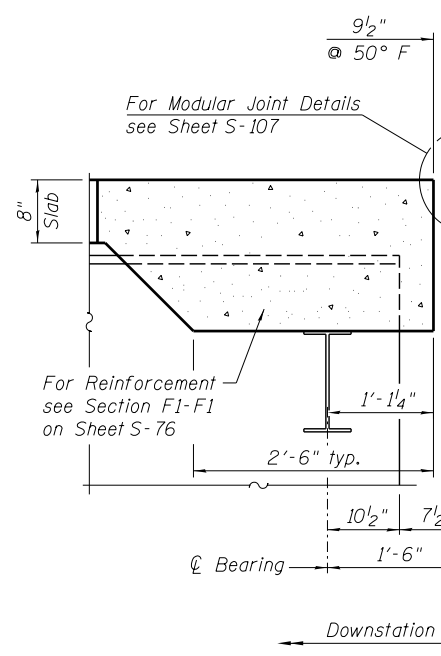
141-0161505-60L70-Deck Plan_XI_Unit_2.dgn

AECOM	USER NAME = kritzm	DESIGNED - CLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN XI - S.N. 016-1505 (UNIT 2) I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)	F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 568
	PLOT SCALE =	DRAWN - JAD	REVISED -			CONTRACT NO. 60L70				
	PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -	SHEET NO. S-76 OF S-248 SHEETS			ILLINOIS FED. AID PROJECT			

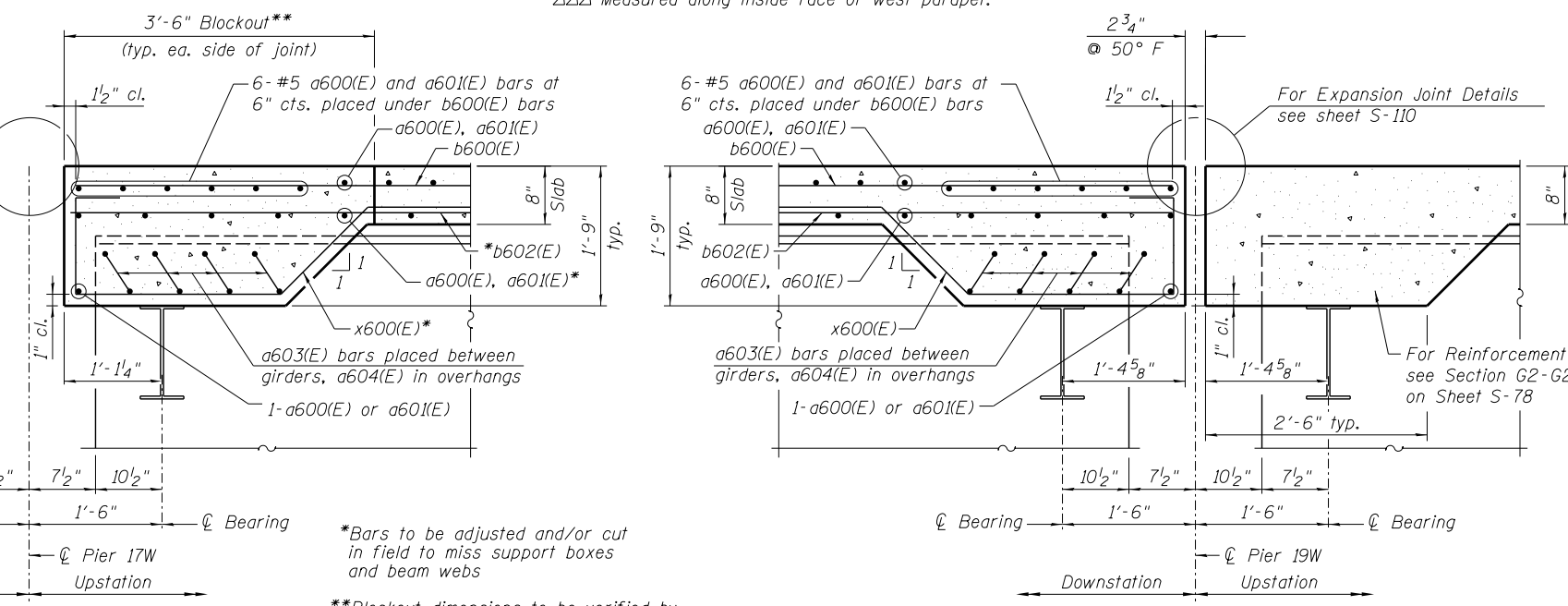


DECK PLAN XII - S.N. 016-1505 (UNIT 3)

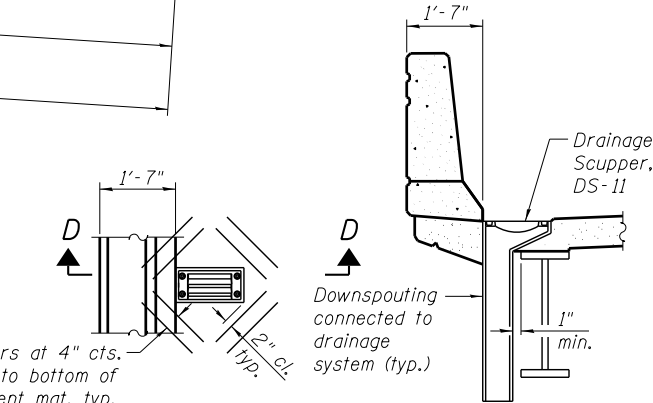
Δ Measured along @ Ramp NW (S.N. 016-1505).
 ΔΔ Measured along inside face of east parapet.
 ΔΔΔ Measured along inside face of west parapet.



SECTION F2-F2



SECTION G1-G1



DETAIL 1 DRAINAGE SCUPPER DS-II SECTION D-D

Note:
 Reinforcement bars designated (E) shall be epoxy coated.
 Cut longitudinal reinforcement to clear drainage scuppers.

NOTES:

1. Stations are along @ Ramp NW & PGL unless noted otherwise.
2. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
3. Bars indicated 4x12-#5 etc. indicates 41 lines of bars with 12 lengths per line.
4. Bend longitudinal reinforcement bars as required to fit in the field.
5. See Sheet S-84 for parapet reinforcement.
6. See Sheet S-92 for deck cross section.
7. See Sheet S-92 for Bill of Material.
8. See Sheet S-111 for DS-II Drainage Scupper.
9. See Sheet S-95 for Deck Pouring Sequence.

142_0161505-60L70_Deck Plan_XII_Unit_3.dgn



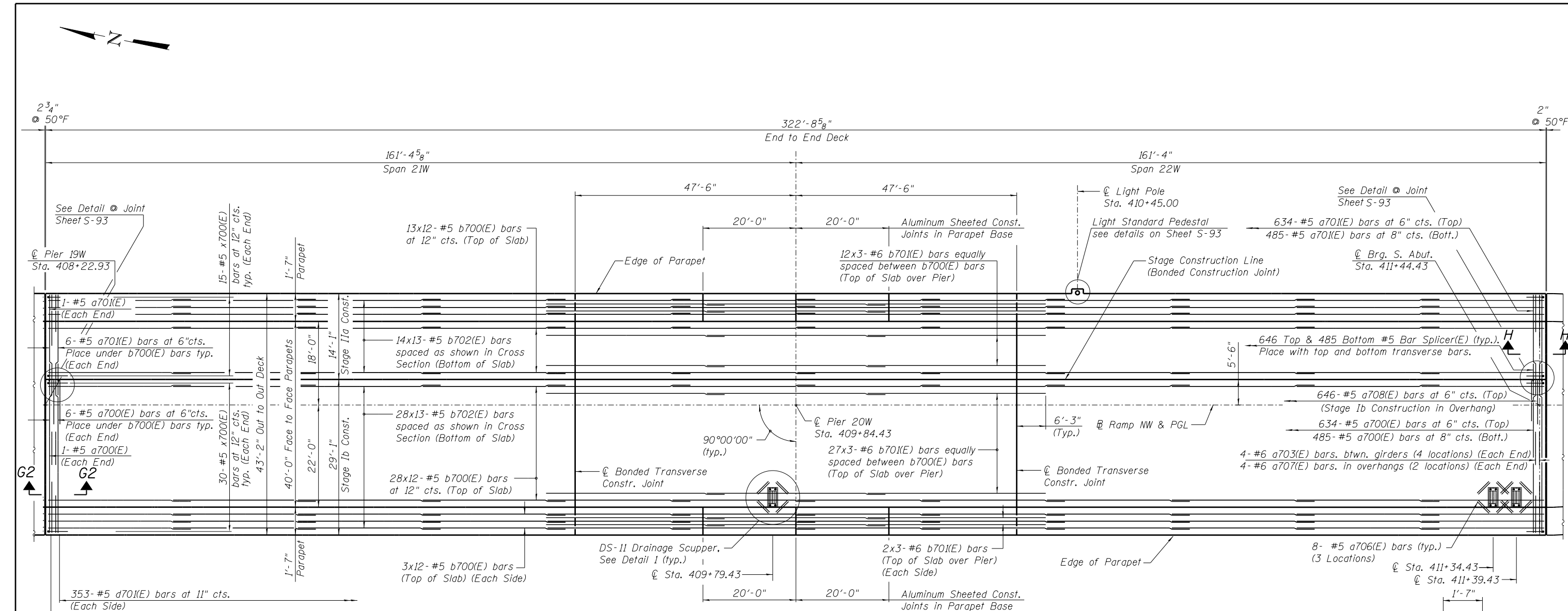
USER NAME = kritzm	DESIGNED - CLS	REVISIONS
PLOT SCALE =	CHECKED - ATB	REVISIONS
PLOT DATE = 11/20/2014	DRAWN - JAD	REVISIONS
	CHECKED - CLS	REVISIONS

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

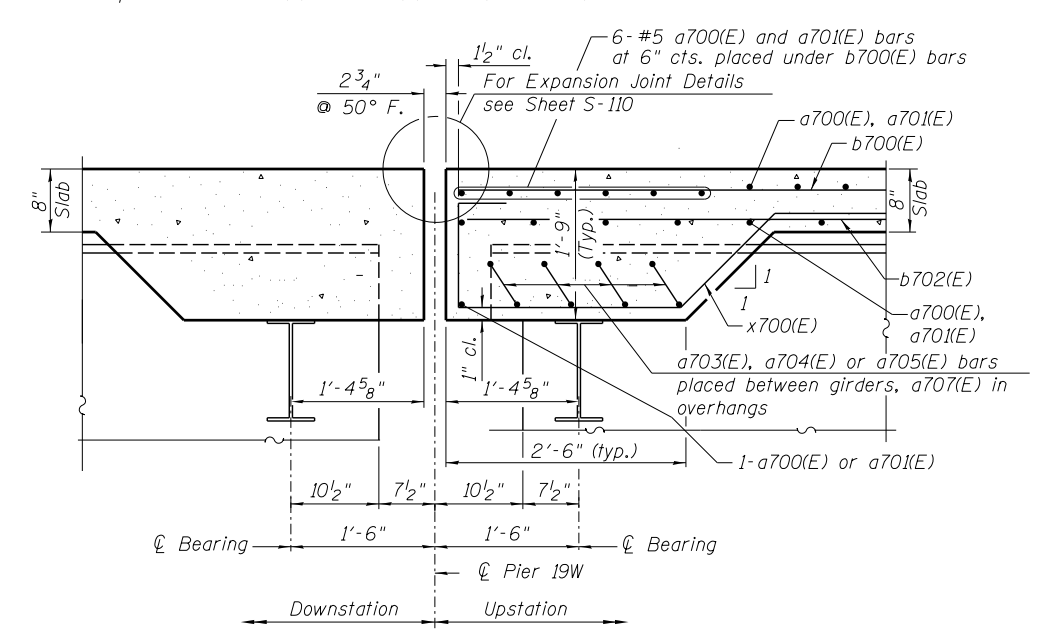
**DECK PLAN XII - S.N. 016-1505 (UNIT 3)
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-77 OF S-248 SHEETS

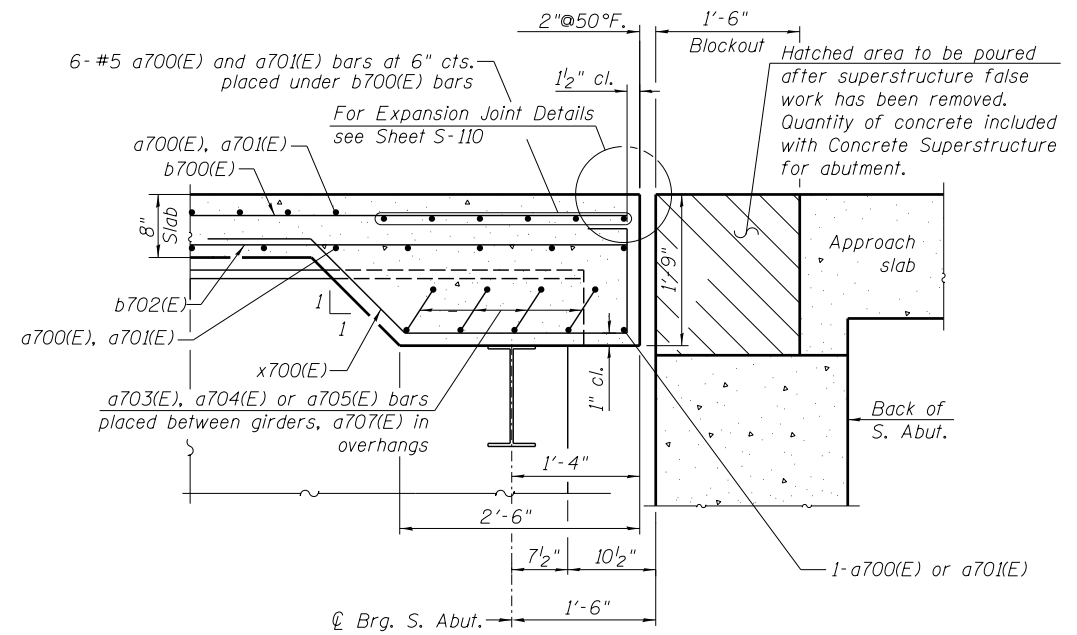
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	569
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



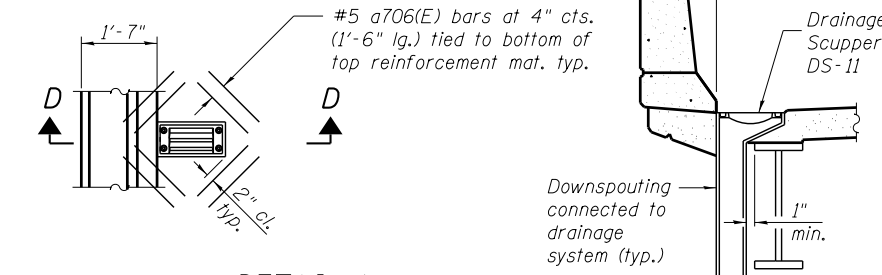
DECK PLAN XIII - S.N. 016-1505 (UNIT 4)



SECTION G2-G2



SECTION H-H



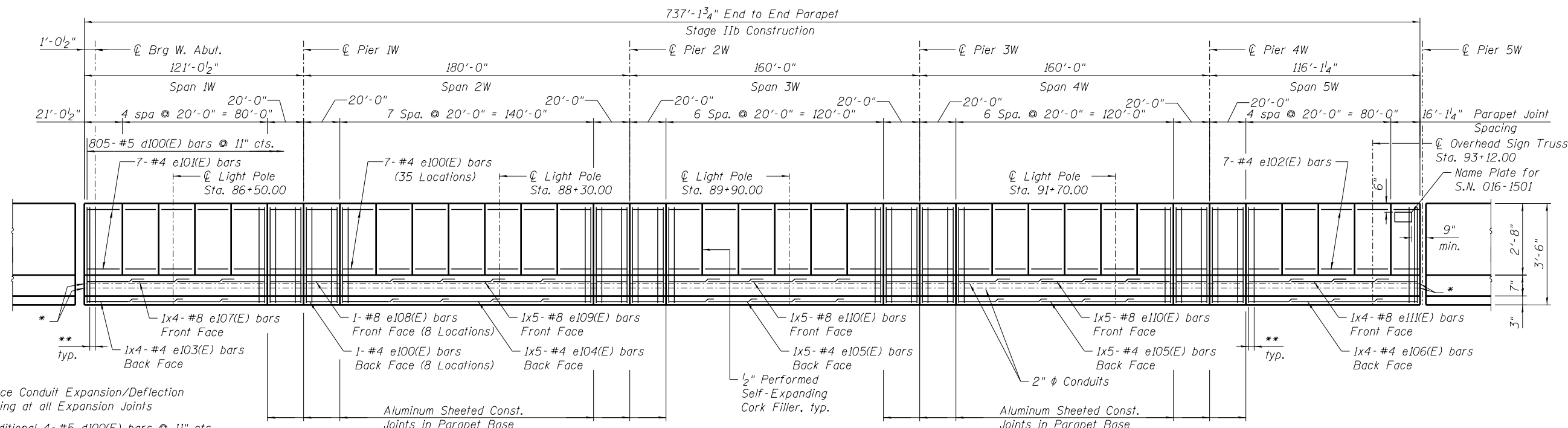
NOTE: Reinforcement bars designated (E) shall be epoxy coated. Cut longitudinal reinforcement to clear drainage scuppers.

- NOTES:
1. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
 2. Bars indicated 41x12-#5 etc. indicates 41 lines of bars with 12 lengths per line.
 3. See Sheet S-85 for parapet reinforcement.
 4. See Sheet S-93 for deck cross section.
 5. See Sheet S-93 for Bill of Material.
 6. See Sheet S-111 for DS-11 Drainage Scupper.
 7. See Sheet S-95 for Deck Pouring Sequence.

143_0161505_60L70_Deck_Plan_XIII_Unit_4.dgn

	USER NAME = kr1tzm	DESIGNED - CLS	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN XIII - S.N. 016-1505 (UNIT 4) I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)	F.A.I. RT.E. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 570	
	PLOT SCALE =	DRAWN - JAD	REVISIONS -			CONTRACT NO. 60L70					
	PLOT DATE = 11/20/2014	CHECKED - CLS	REVISIONS -			SHEET NO. S-78 OF S-248 SHEETS					

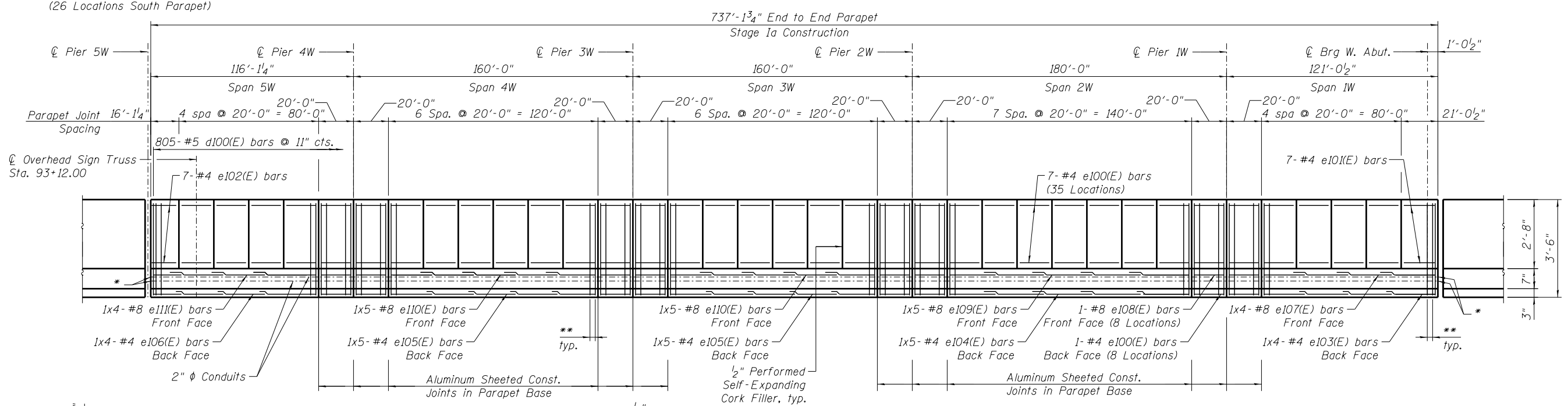
ILLINOIS FED. AID PROJECT



INSIDE ELEVATION OF NORTH PARAPET - S.N. 016-1501

* Place Conduit Expansion/Deflection fitting at all Expansion Joints

** Additional 4- #5 d100(E) bars @ 11" cts. Space between the already specified d100(E) bars that run End to End Parapet. Typical at parapet ends and each side of aluminum sheeted joints. (26 Locations North Parapet) (26 Locations South Parapet)

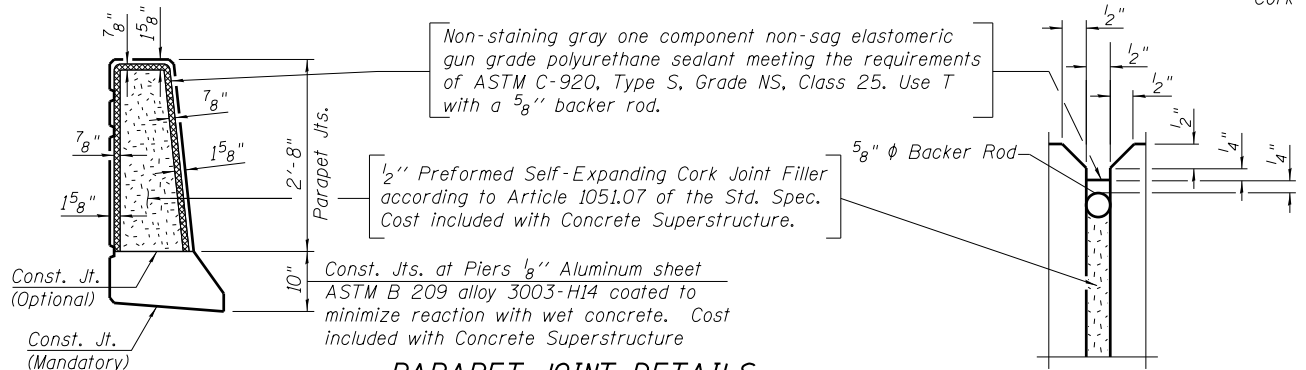


INSIDE ELEVATION OF SOUTH PARAPET - S.N. 016-1501

MIN. BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

NOTES:

- Contractor to provide expansion/deflection conduit fittings at all structural expansion joints. See electrical plans for expansion/deflection fitting installation details.
- Bars indicated Locations: 1x4- #8 etc., indicates one line of bars with 4 lengths per line.
- For parapet, Light Pole Details, see Sheet S-86.



PARAPET JOINT DETAILS



USER NAME = kritzm	DESIGNED - CLS	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

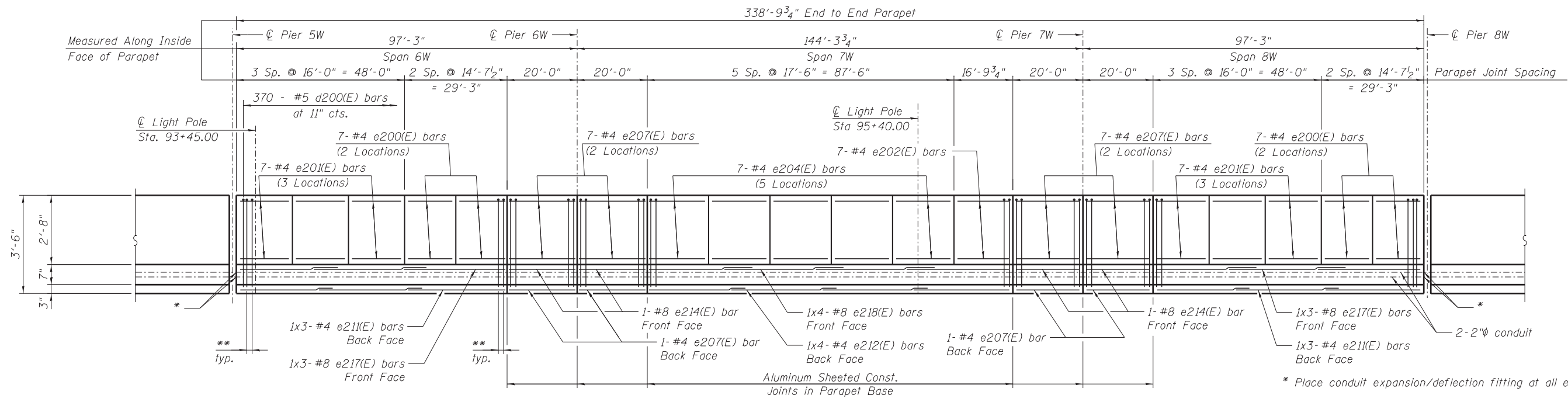
**PARAPET ELEVATIONS I - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	571
CONTRACT NO. 60L70				

SHEET NO. S-79 OF S-248 SHEETS

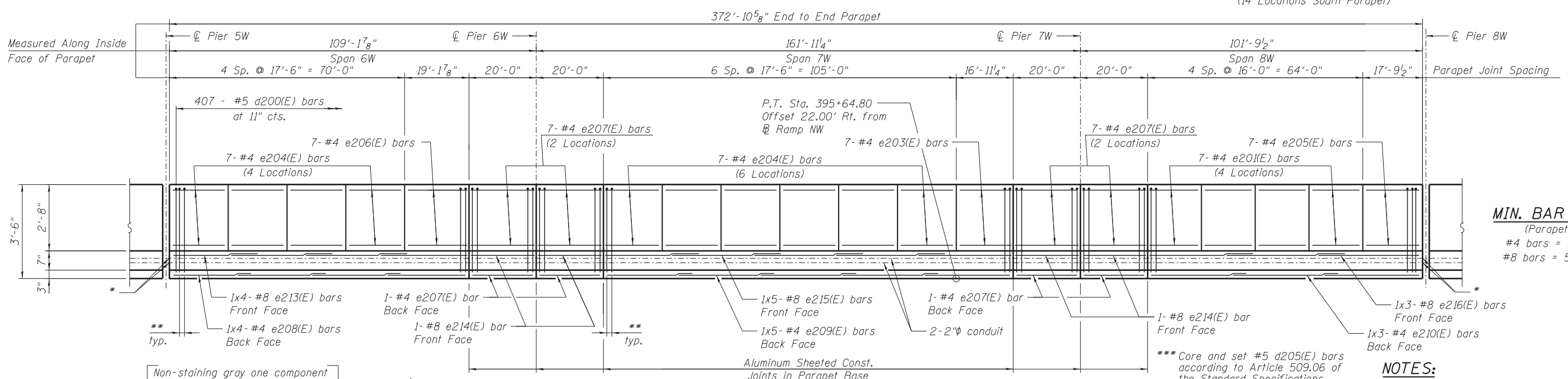
ILLINOIS FED. AID PROJECT

144_0161501_60L70_Parapet.dgn



INSIDE ELEVATION OF NORTH PARAPET - S.N. 016-1504 (UNIT 1)

* Place conduit expansion/deflection fitting at all expansion joints.
 ** Additional 4- #5 d200(E) bars @ 11" cts. Space between the already specified d200(E) bars that run End to End Parapet. Typical at parapet ends and each side of aluminum sheeted joints. (14 Locations North Parapet) (14 Locations South Parapet)

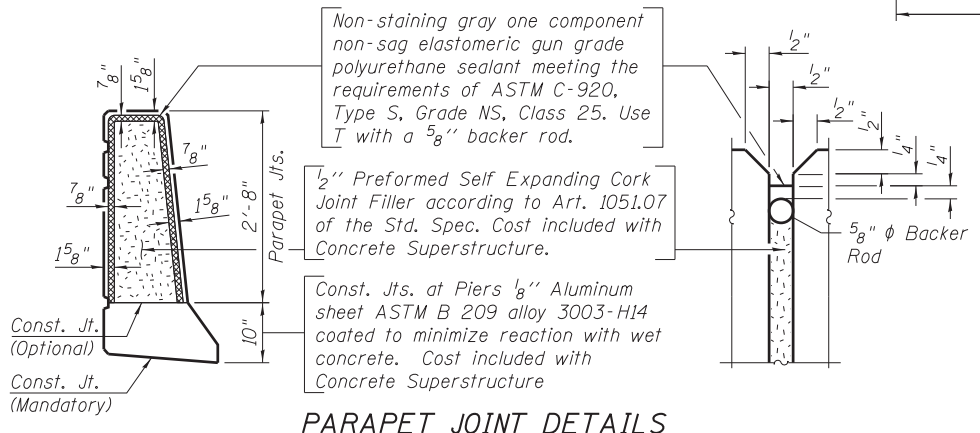


INSIDE ELEVATION OF SOUTH PARAPET - S.N. 016-1504 (UNIT 1)

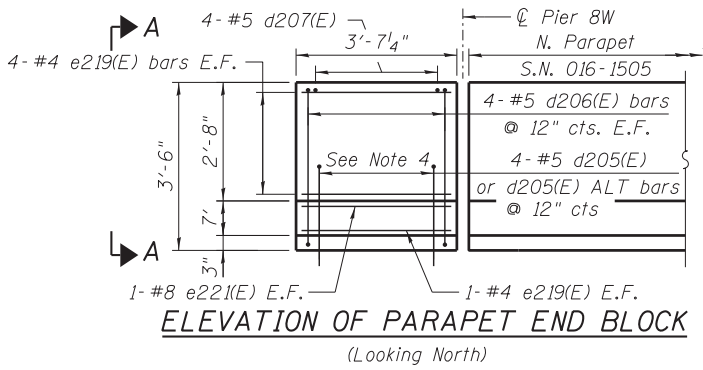
*** Core and set #5 d205(E) bars according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".

MIN. BAR LAP
 (Parapet)
 #4 bars = 2'-0"
 #8 bars = 5'-2"

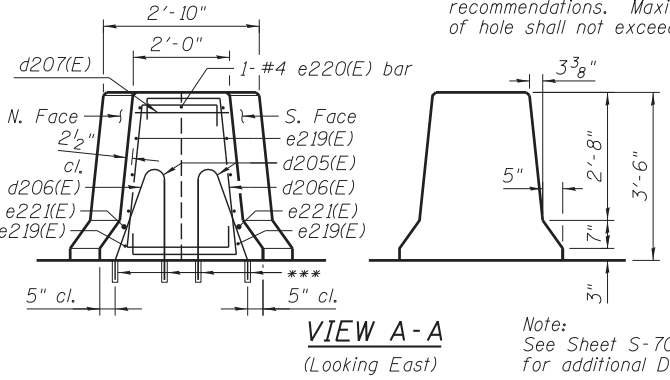
- NOTES:**
- Contractor to provide expansion/deflection conduit coupling at all bridge deck expansion joints. See lighting plans for installation details.
 - Bars indicated thus 1x4-#8 etc. indicates one line of bars with 4 lengths per line.
 - See Sheet S-88 for Section Thru Parapet and Bill of Material.
 - Contractor may elect to use Bar "d205(E) ALT" instead of d205(E) with inserts as shown. The d205(E) bars with inserts are included on Bill of Material.



PARAPET JOINT DETAILS



ELEVATION OF PARAPET END BLOCK
 (Looking North)



VIEW A-A
 (Looking East)

Note: See Sheet S-70 for additional Detail.

145_0161504-60L70_DECK15.dgn



USER NAME = PHodina	DESIGNED - TH	REVISD -
PLOT SCALE =	CHECKED - MR	REVISD -
PLOT DATE = 12/05/2014	DRAWN - AMV	REVISD -
	CHECKED - TH	REVISD -

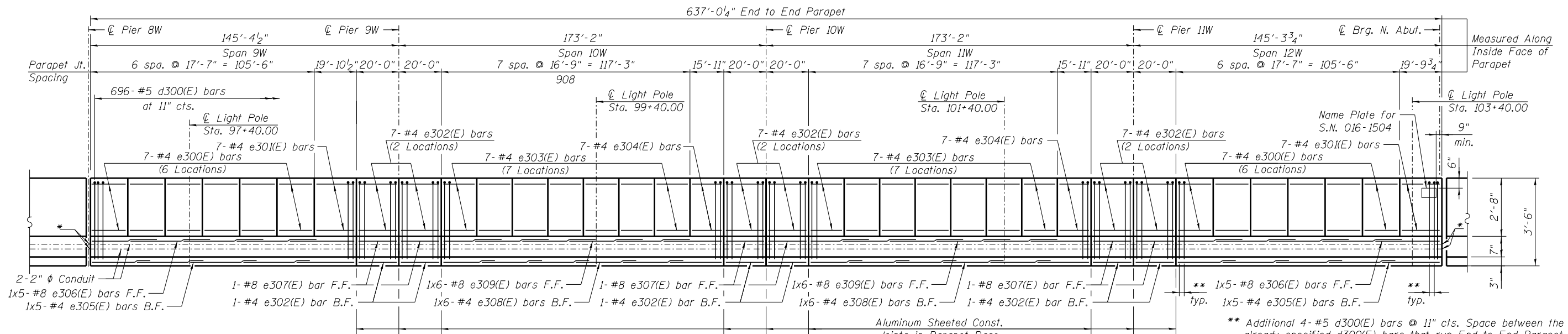
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATIONS II - S.N. 016-1504 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 572
CONTRACT NO. 60L70				

SHEET NO. S-80 OF S-248 SHEETS

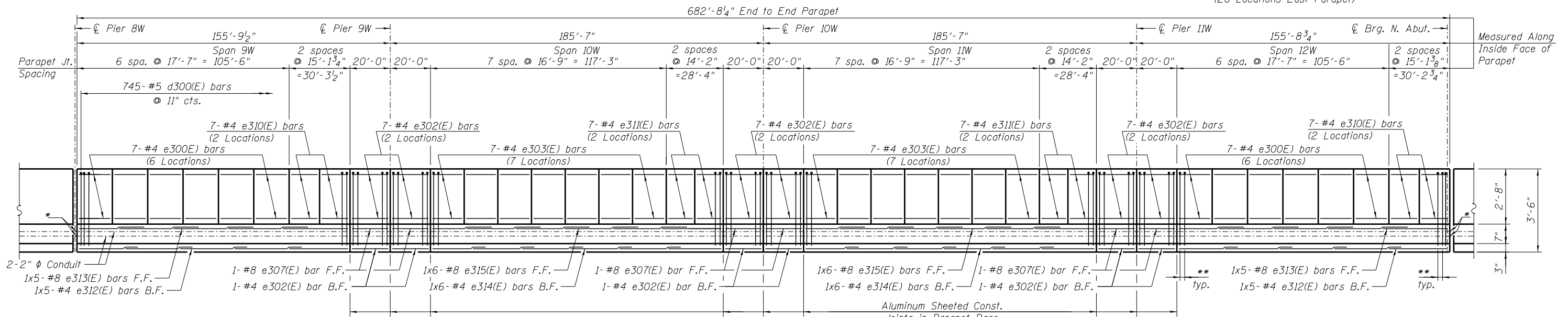
ILLINOIS FED. AID PROJECT



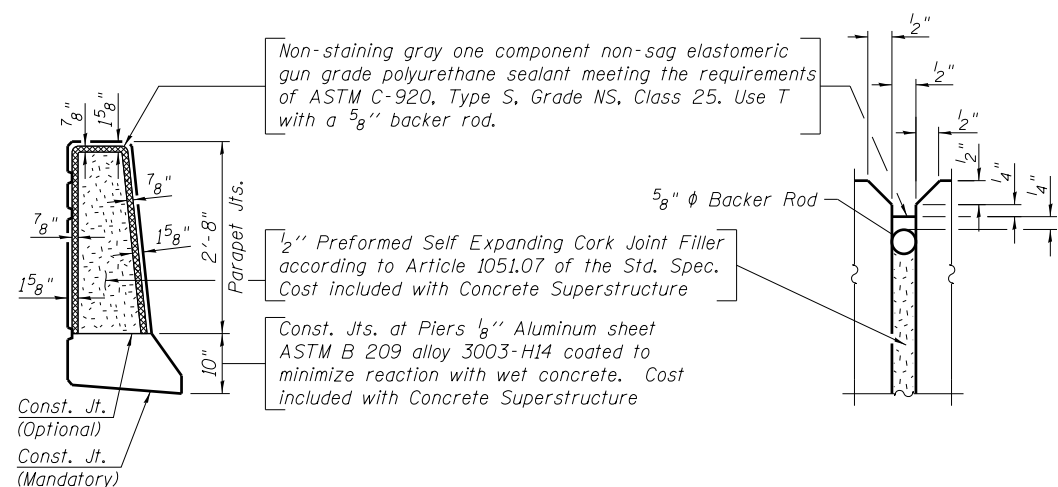
INSIDE ELEVATION OF WEST PARAPET - S.N. 016-1504 (UNIT 2)

*Place conduit expansion/deflection coupling at all expansion joints.

** Additional 4- #5 d300(E) bars @ 11" cts. Space between the already specified d300(E) bars that run End to End Parapet. Typical at parapet ends and each side of aluminum sheeted joints. (20 Locations West Parapet) (20 Locations East Parapet)



INSIDE ELEVATION OF EAST PARAPET - S.N. 016-1504 (UNIT 2)



PARAPET JOINT DETAILS

MIN. BAR LAP
(Parapet)
#4 bars = 2'-0"
#8 bars = 5'-2"

NOTES:

- Contractor to provide expansion/ deflection conduit coupling at all bridge deck expansion joints. See lighting plans for installation details.
- Bars indicated thus 1x4- #8 etc. indicates one line of bars with 4 lengths per line.
- See Sheet S-89 for Section Thru Parapet and Bill of Material.

146_0161504_60L70_DECK16.dgn



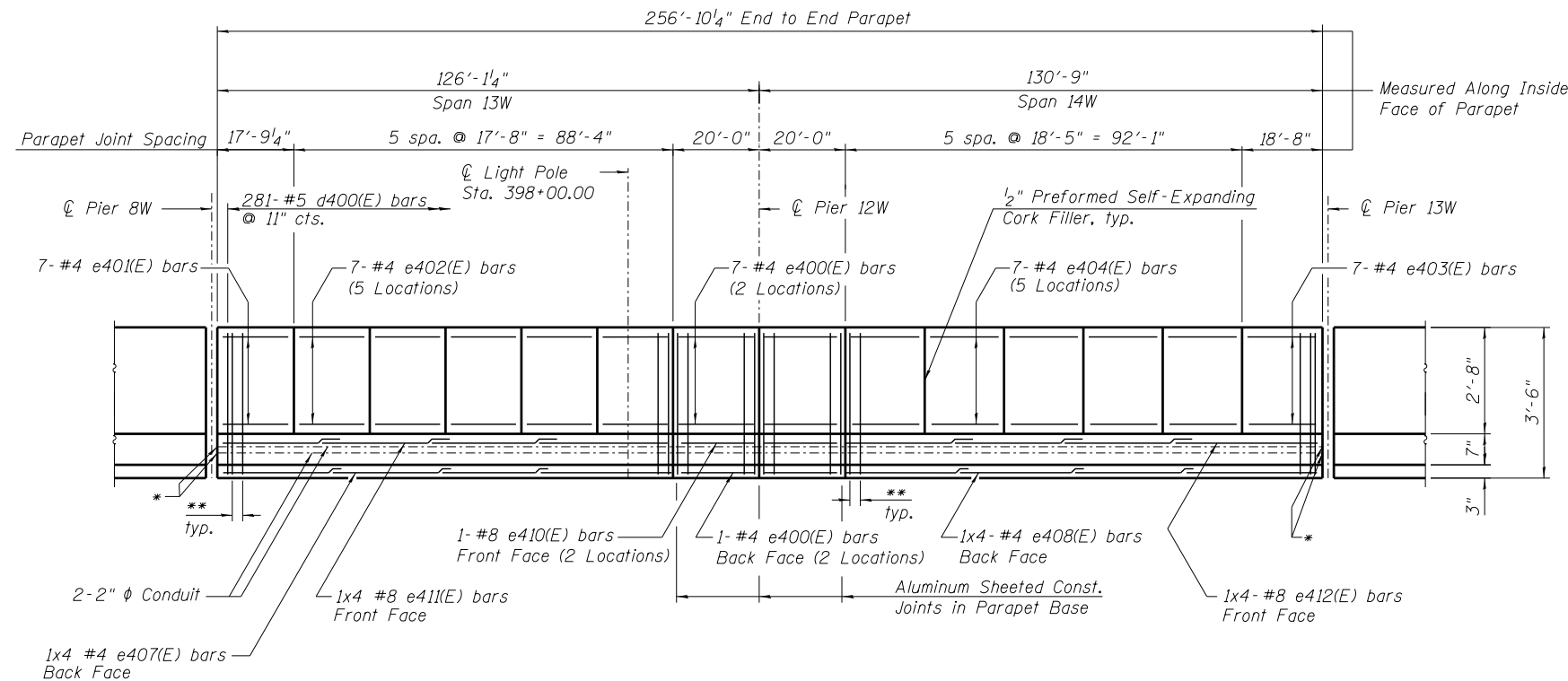
USER NAME = AVasonis	DESIGNED - MR	REVISED -
PLOT SCALE =	CHECKED - TH	REVISED -
PLOT DATE = 11/20/2014	DRAWN - TM	REVISED -
	CHECKED - MR	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET ELEVATIONS III - S.N. 016-1504 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

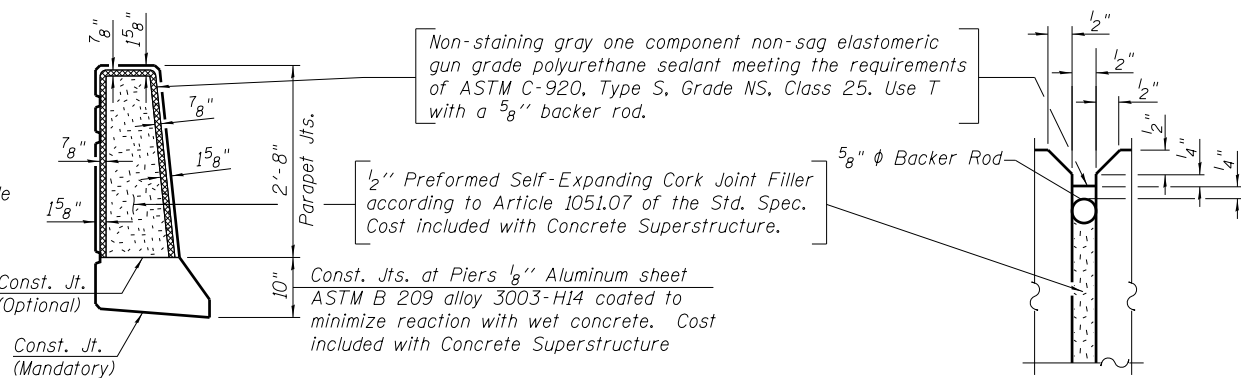
SHEET NO. S-81 OF S-248 SHEETS

F.A.I. RTE. 55	SECTION 2010-080-B	COUNTY COOK	TOTAL SHEETS 886	SHEET NO. 573
CONTRACT NO. 60L70				ILLINOIS FED. AID PROJECT

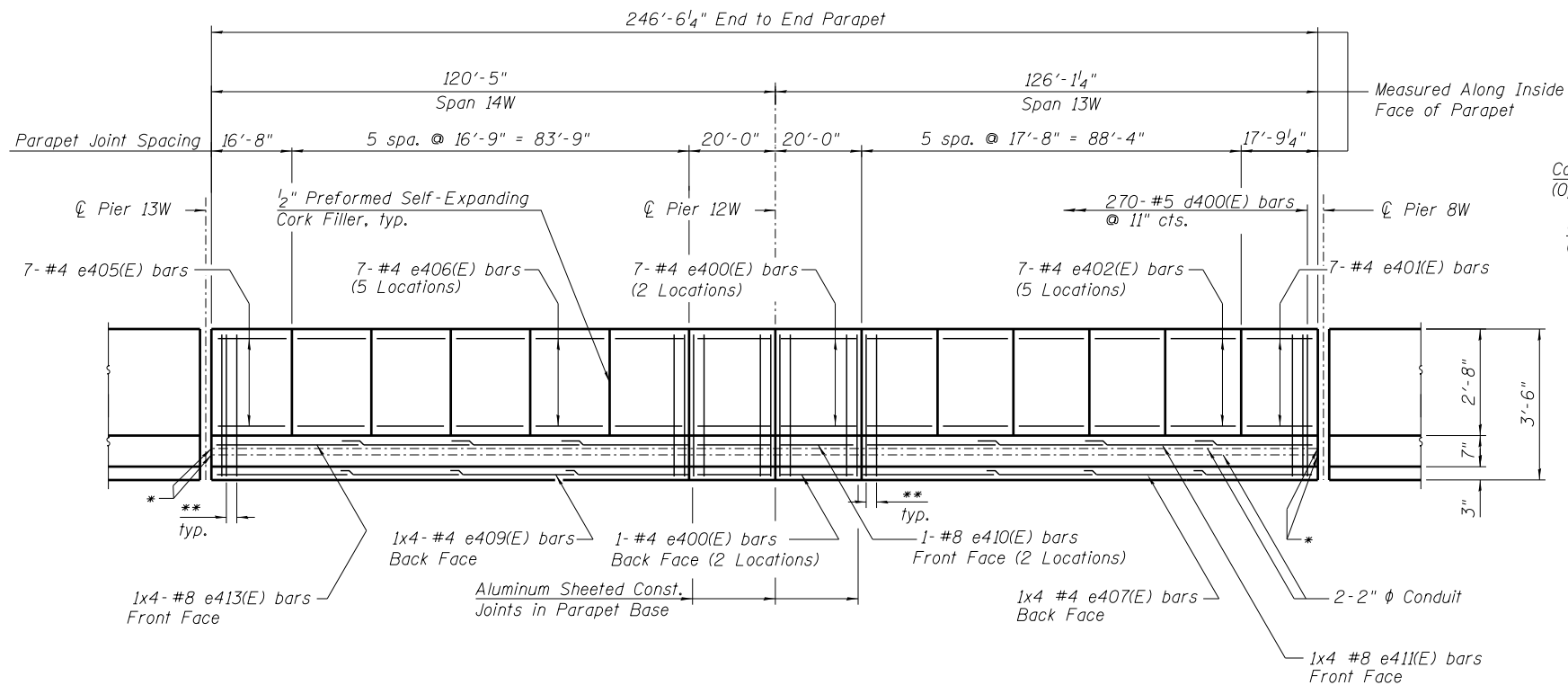


INSIDE ELEVATION OF NORTH PARAPET - S.N. 016-1505 (UNIT 1)

- * Place conduit expansion/deflection fitting at all expansion joints.
- ** Additional 4- #5 d400(E) bars @ 11\"/>



PARAPET JOINT DETAILS



INSIDE ELEVATION OF SOUTH PARAPET - S.N. 016-1505 (UNIT 1)

MIN. BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

NOTES:

1. Contractor to provide expansion/deflection conduit fittings at all structural expansion joints. See lighting plans for expansion/deflection fitting installation details.
2. Bars indicated Locations: 1x4- #8 etc., indicates one line of bars with 4 lengths per line.
3. See Sheet S-90 for parapet details.

147_0161505_60L70_Parapet_IV_Unit1.dgn



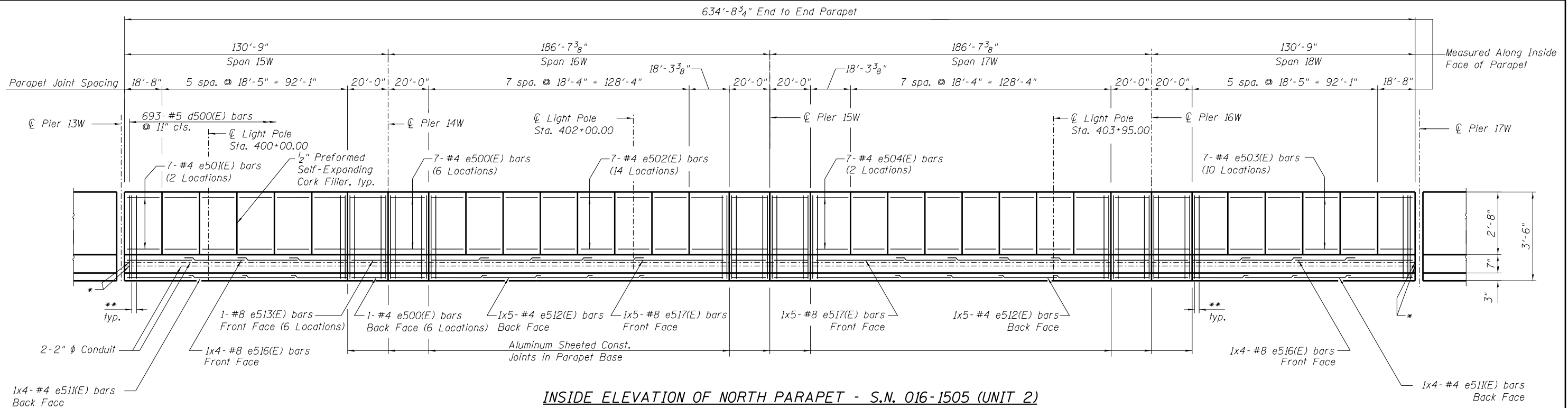
USER NAME = kritzm	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 11/20/2014	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

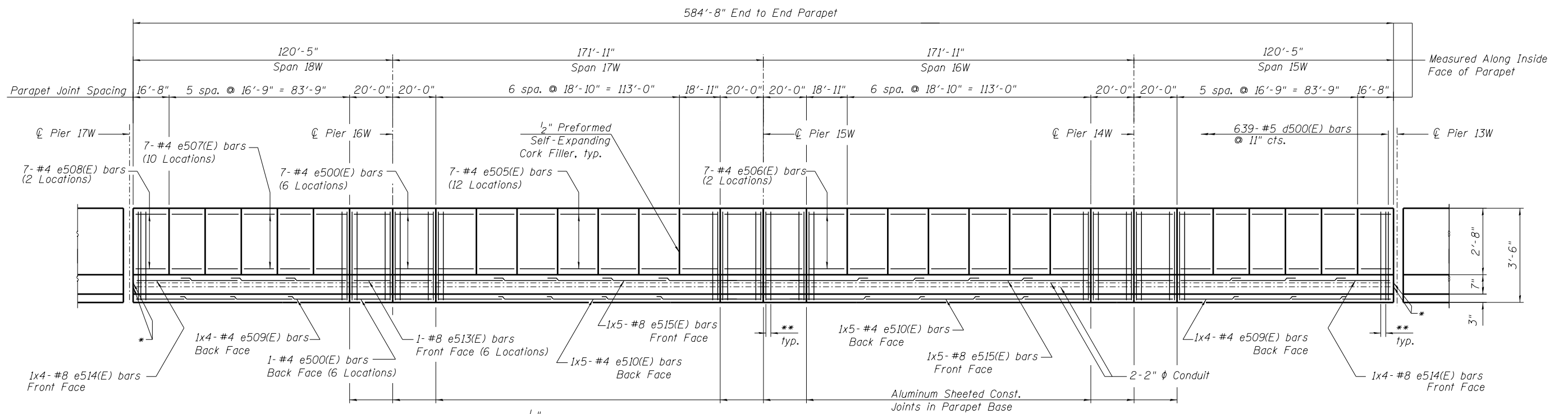
**PARAPET ELEVATIONS IV - S.N. 016-1505 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-82 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	574
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF NORTH PARAPET - S.N. 016-1505 (UNIT 2)



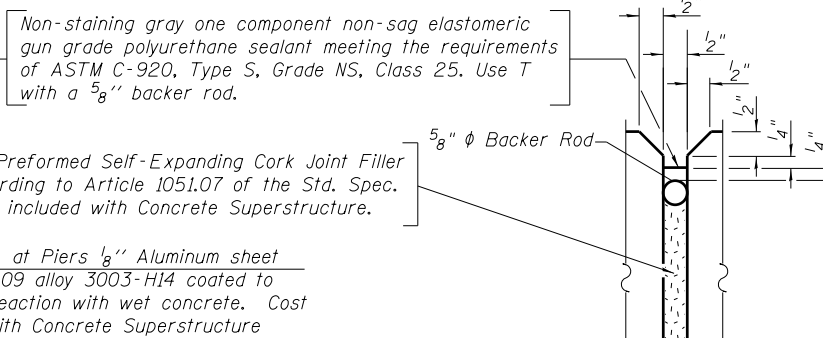
INSIDE ELEVATION OF SOUTH PARAPET - S.N. 016-1505 (UNIT 2)

MIN. BAR LAP
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

NOTES:

- Contractor to provide expansion/deflection conduit fittings at all structural expansion joints. See lighting plans for expansion/deflection fitting installation details.
- Bars indicated Locations: 1x4- #8 etc., indicates one line of bars with 4 lengths per line.
- See Sheet S-91 for parapet details.

- * Place conduit expansion/deflection fitting at all expansion joints.
- ** Additional 4- #5 d500(E) bars @ 11" cts. Space between the already specified d500(E) bars that run End to End Parapet. Typical at parapet ends and each side of aluminum sheeted joints. (20 Locations North Parapet) (20 Locations South Parapet)



PARAPET JOINT DETAILS



USER NAME =	krizm	DESIGNED -	REVISD -
		CHECKED -	REVISD -
PLOT SCALE =		DRAWN -	REVISD -
PLOT DATE =	11/20/2014	CHECKED -	REVISD -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

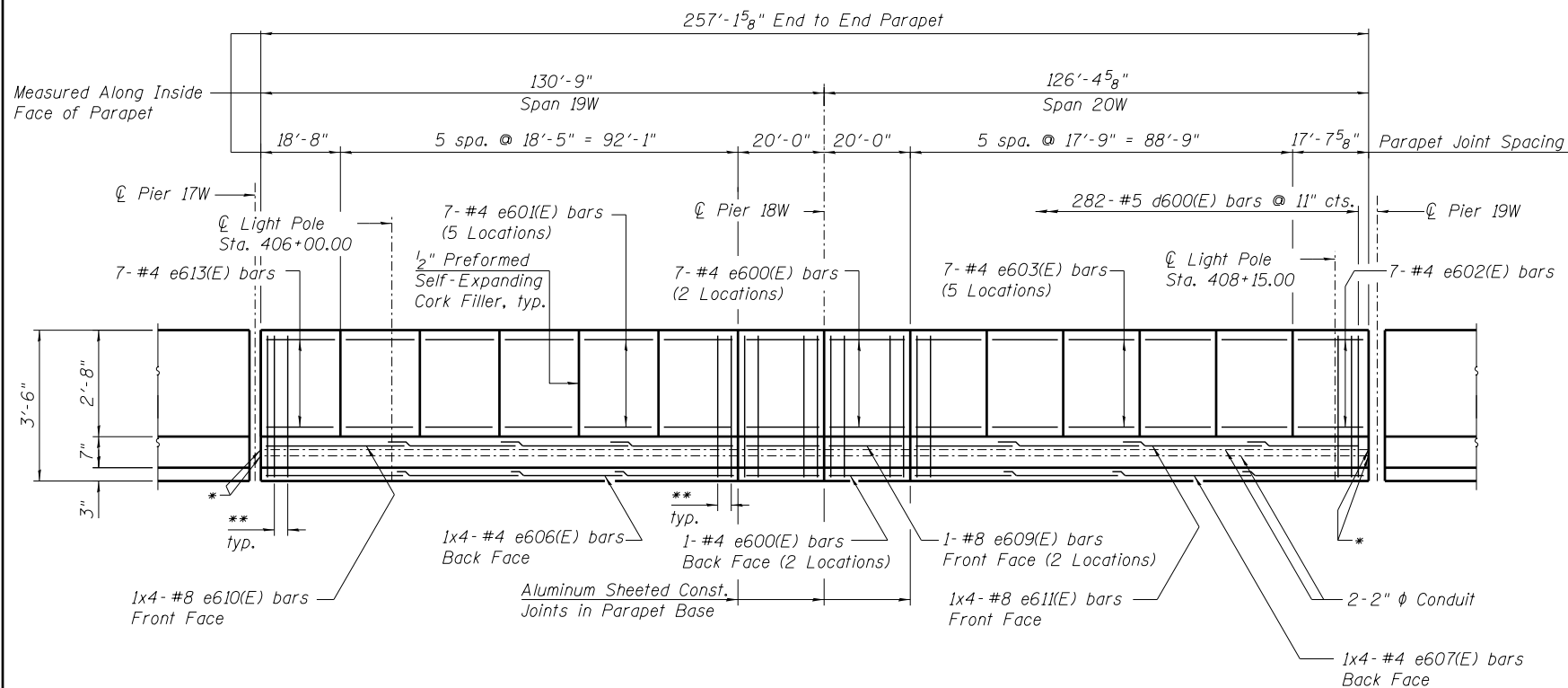
**PARAPET ELEVATIONS V - S.N. 016-1505 (UNIT 2)
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	575
CONTRACT NO. 60L70				

SHEET NO. S-83 OF S-248 SHEETS

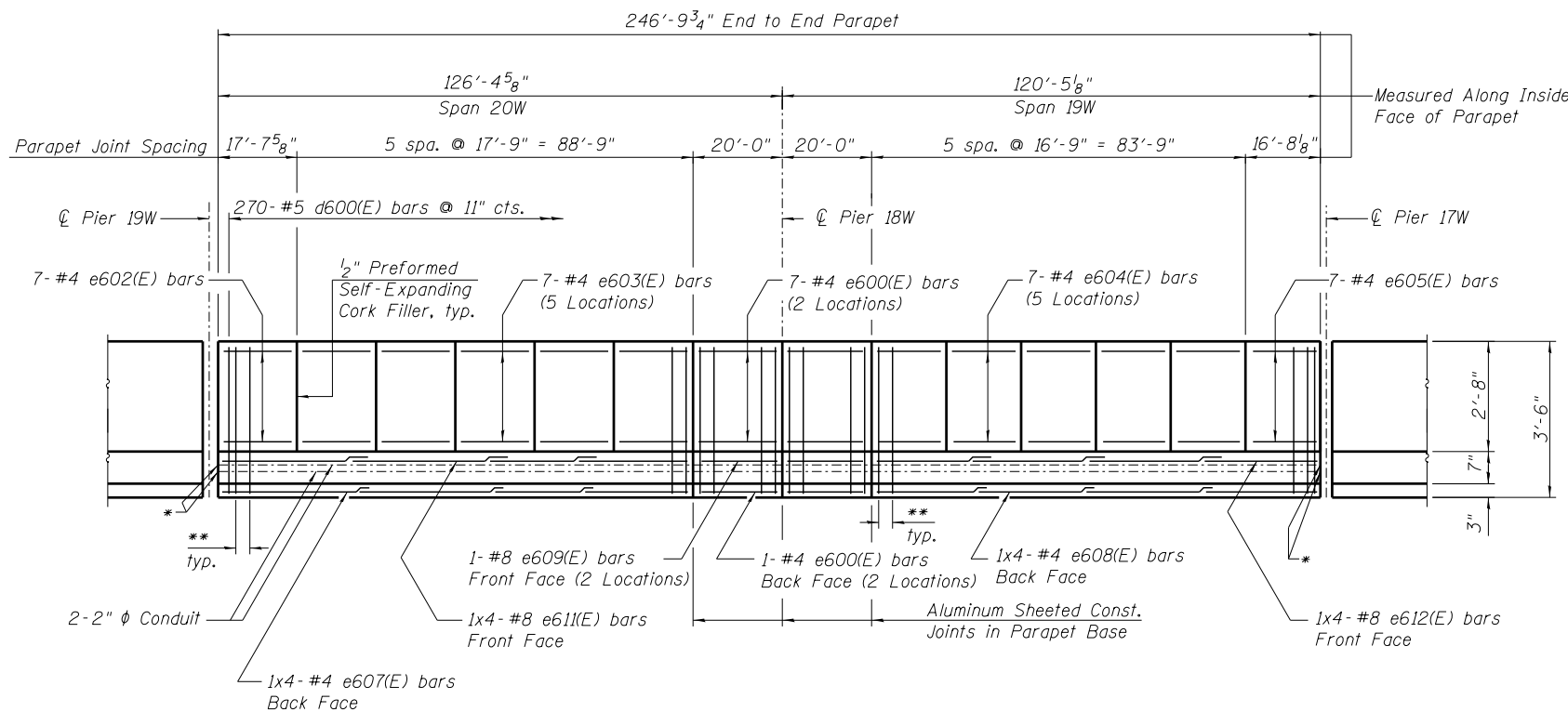
ILLINOIS FED. AID PROJECT

148_0161505-60L70_Parapet_V_Unit-2.dgn

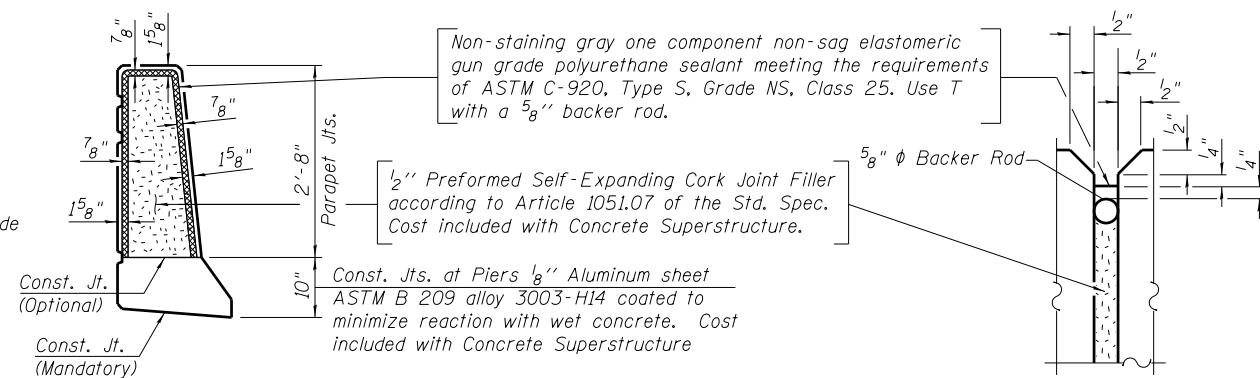


INSIDE ELEVATION OF EAST PARAPET - S.N. 016-1505 (UNIT 3)

- * Place conduit expansion/deflection fitting at all expansion joints.
- ** Additional 4-#5 d600(E) bars @ 11" cts. Space between the already specified d600(E) bars that run End to End Parapet. Typical at parapet ends and each side of aluminum sheeted joints. (8 Locations North Parapet) (8 Locations South Parapet)



INSIDE ELEVATION OF WEST PARAPET - S.N. 016-1505 (UNIT 3)



PARAPET JOINT DETAILS

MIN. BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

NOTES:

1. Contractor to provide expansion/deflection conduit fittings at all structural expansion joints. See lighting plans for expansion/deflection fitting installation details.
2. Bars indicated Locations: 1x4-#8 etc., indicates one line of bars with 4 lengths per line.
3. See Sheet S-92 for parapet details.

149_0161505_60L70_Parapet_V1_Unit_3.dgn



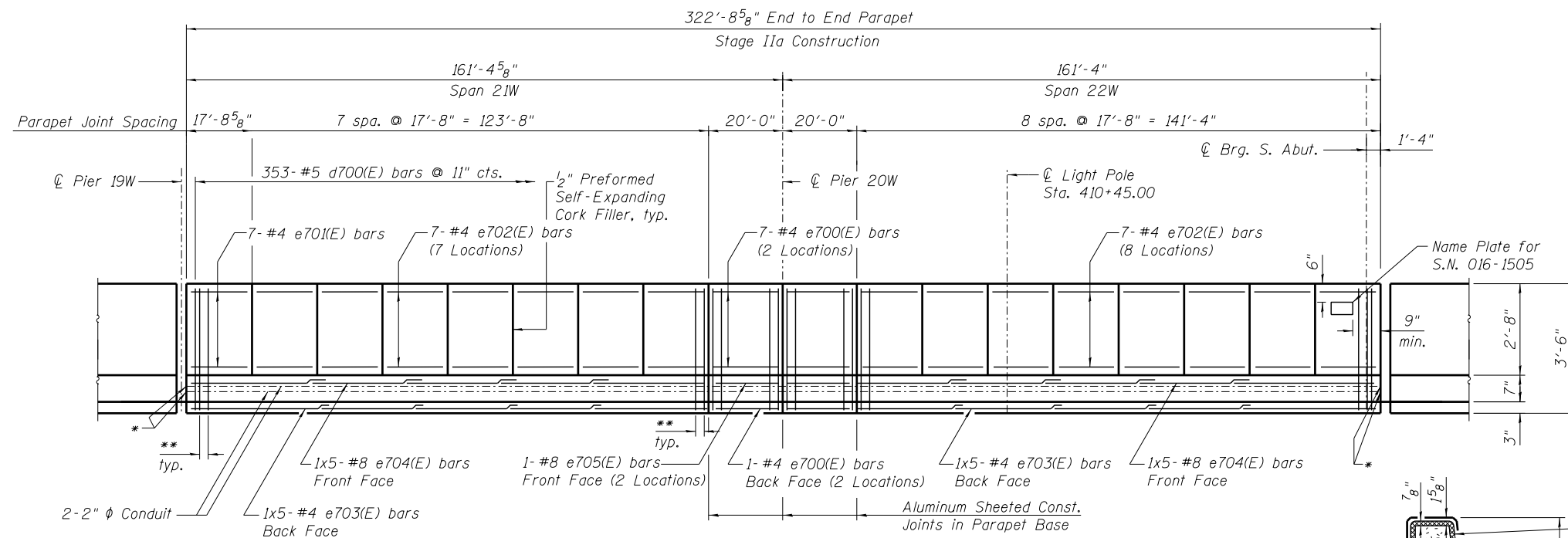
USER NAME = kritzm	DESIGNED - CLS	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET ELEVATIONS VI - S.N. 016-1505 (UNIT 3)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

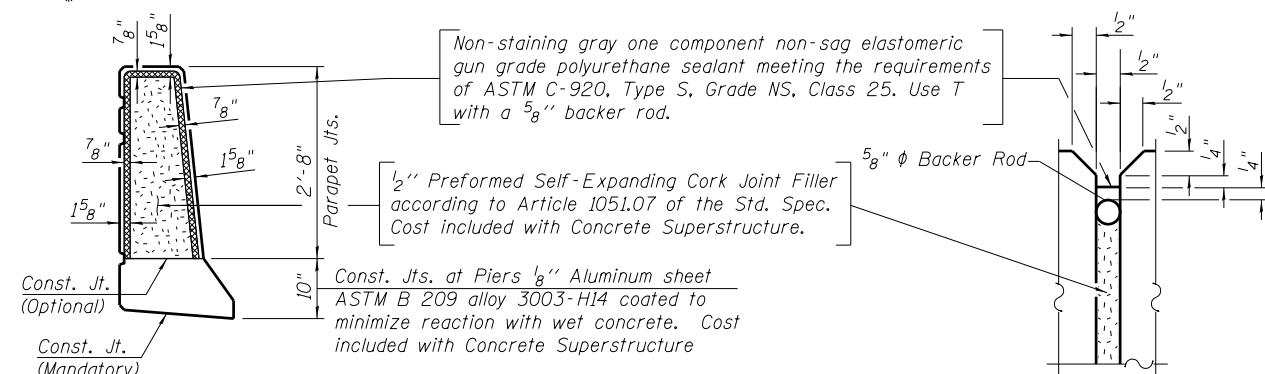
SHEET NO. S-84 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	576
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

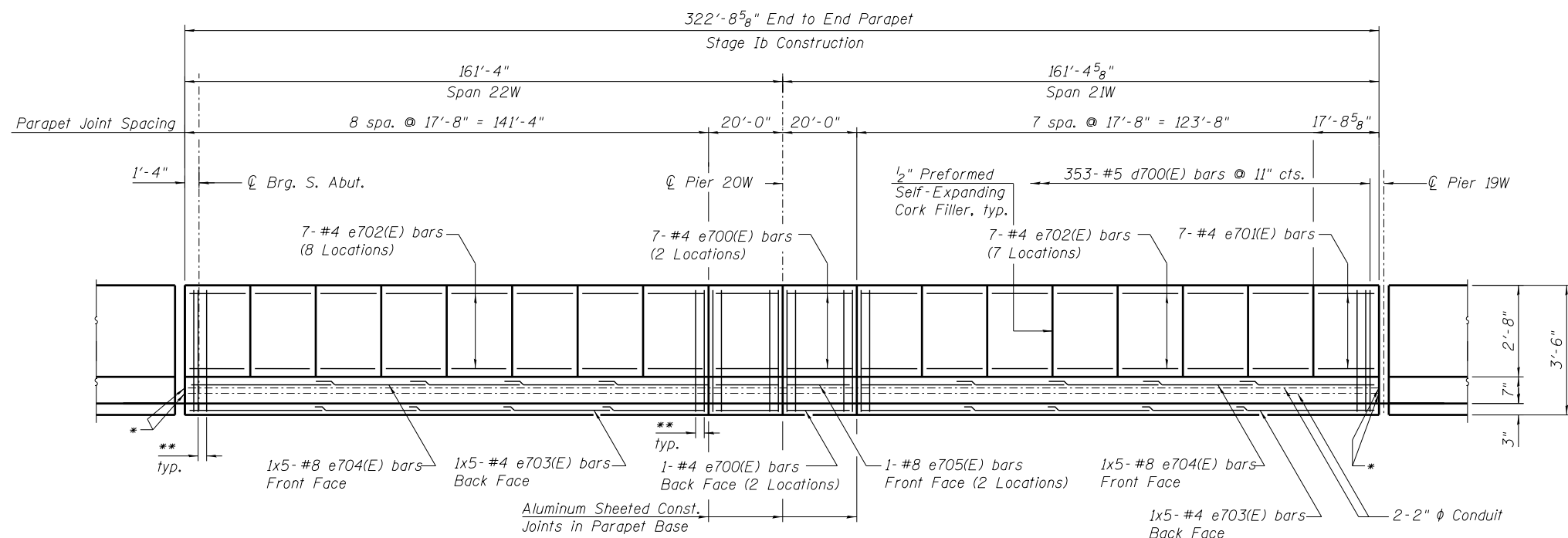


INSIDE ELEVATION OF EAST PARAPET - S.N. 016-1505 (UNIT 4)

- * Place conduit expansion/deflection fitting at all expansion joints.
- ** Additional 4- #5 d700(E) bars @ 11" cts. Space between the already specified d700(E) bars that run End to End Parapet. Typical at parapet ends and each side of aluminum sheeted joints. (8 Locations North Parapet) (8 Locations South Parapet)



PARAPET JOINT DETAILS



INSIDE ELEVATION OF WEST PARAPET - S.N. 016-1505 (UNIT 4)

MIN. BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

- NOTES:**
1. Contractor to provide expansion/deflection conduit fittings at all structural expansion joints. See lighting plans for expansion/deflection fitting installation details.
 2. Bars indicated Locations: 1x4- #8 etc., indicates one line of bars with 4 lengths per line.
 3. See Sheet S-93 for parapet details.

150_0161505_60L70_Parapet_VII_Unit_4.dgn

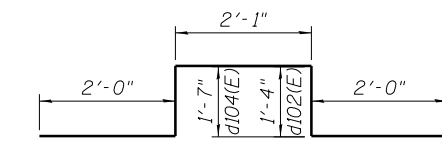
AECOM	USER NAME = kritzm	DESIGNED - CLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATIONS VII - S.N. 016-1505 (UNIT 4) I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)	F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 577	
	PLOT SCALE =	DRAWN -	REVISED -			CONTRACT NO. 60L70					
	PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -			SHEET NO. S-85 OF S-248 SHEETS					

ILLINOIS FED. AID PROJECT

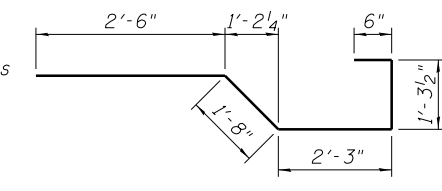
BILL OF MATERIAL

S.N. 016-1501

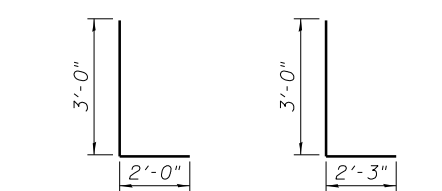
Bar	No.	Size	Length	Shape
a100(E)	1601	#5	39'-1"	
a101(E)	1601	#5	31'-1"	
a102(E)	1107	#5	38'-11"	
a103(E)	1107	#5	30'-11"	
a104(E)	3218	#6	7'-1"	
a105(E)	52	#6	9'-0"	
a106(E)	16	#6	4'-5"	
a107(E)	12	#6	4'-4"	
a108(E)	12	#6	4'-4"	
a109(E)	96	#5	1'-6"	
a110(E)	1595	#5	11'-10"	
a111(E)	15	#5	31'-1"	
a112(E)	15	#5	23'-8"	
a113(E)	15	#5	15'-1"	
a114(E)	88	#8	8'-5"	
b100(E)	1848	#5	33'-10"	
b101(E)	1890	#5	30'-5"	
b102(E)	219	#6	33'-5"	
b103(E)	219	#6	33'-5"	
b104(E)	219	#6	31'-4"	
b105(E)	219	#6	31'-4"	
d100(E)	1818	#5	6'-10"	
d101(E)	1610	#5	7'-11"	
d102(E)	20	#6	8'-9"	
d103(E)	12	#6	5'-0"	
d104(E)	18	#6	9'-3"	
d105(E)	12	#6	5'-3"	
e100(E)	506	#4	19'-8"	
e101(E)	14	#4	20'-8"	
e102(E)	14	#4	15'-9"	
e103(E)	8	#4	26'-8"	
e104(E)	10	#4	29'-7"	
e105(E)	20	#4	25'-7"	
e106(E)	8	#4	25'-6"	
e107(E)	8	#8	29'-1"	
e108(E)	16	#8	19'-8"	
e109(E)	10	#8	32'-1"	
e110(E)	20	#8	28'-1"	
e111(E)	8	#8	27'-10"	
x100(E)	145	#5	8'-2 1/2"	
Reinforcement Bars, Epoxy Coated		Pound	462,880	
Concrete Superstructure		Cu. Yd.	1,606.0	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	5,406	
Protective Coat		Sq. Yd.	6,312	



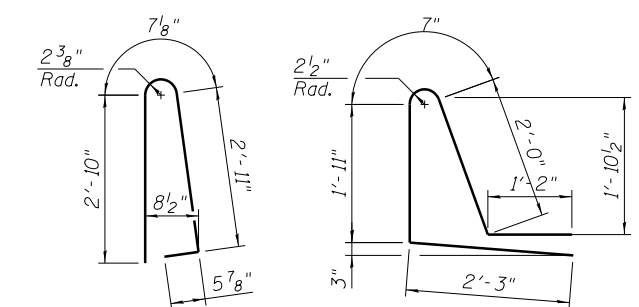
BAR d102(E), d104(E)



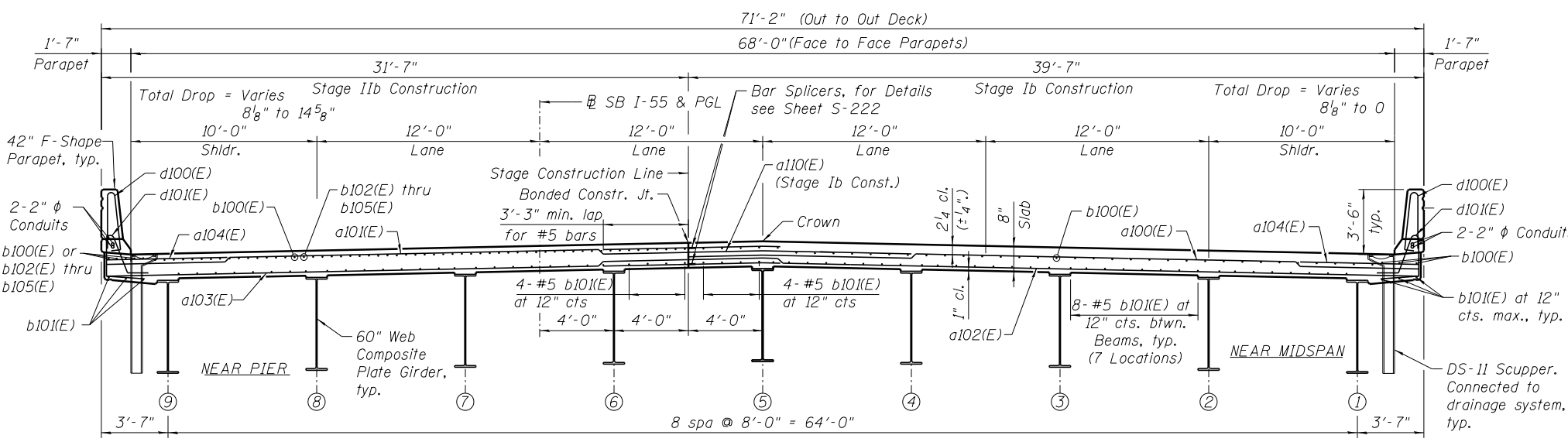
BAR x100(E)



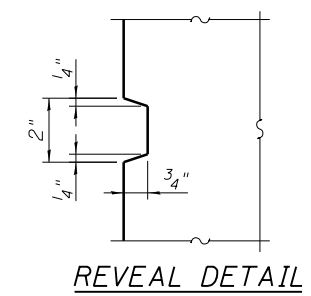
BAR d103(E) BAR d105(E)



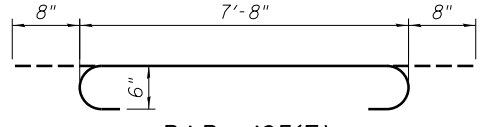
BAR d100(E) BAR d101(E)



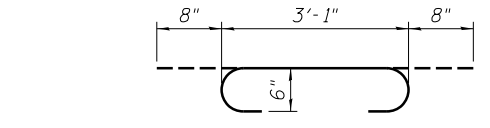
DECK CROSS SECTION - S.N. 016-1501
(Looking East)



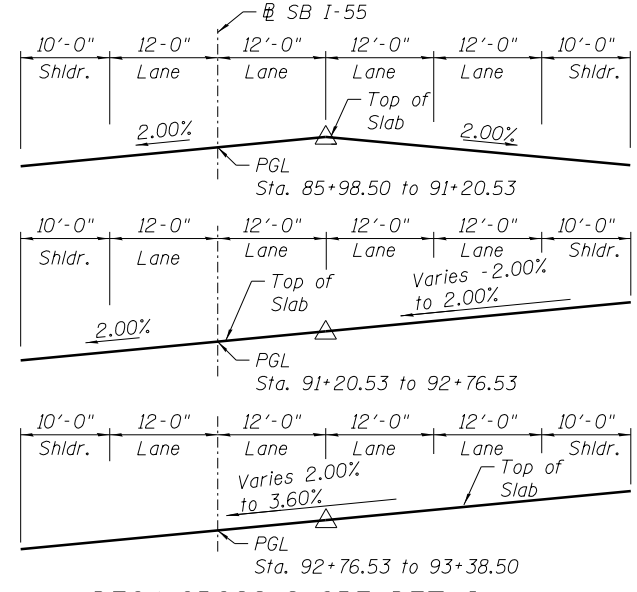
BAR a107(E) & a108(E)



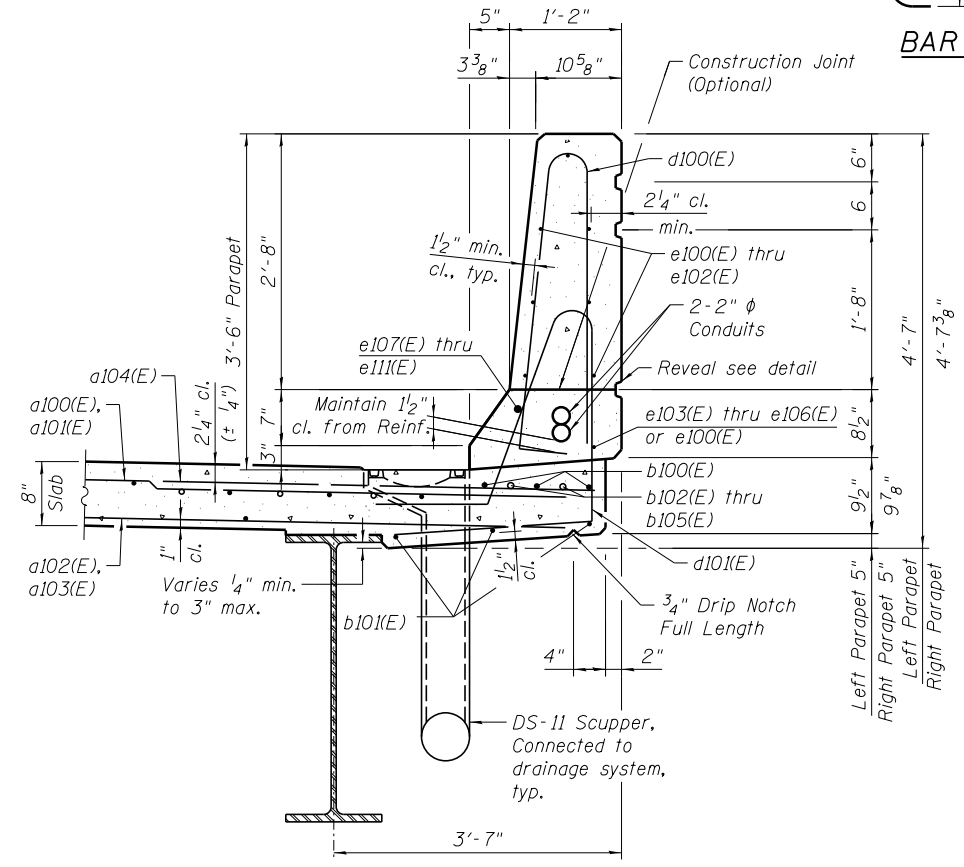
BAR a105(E)



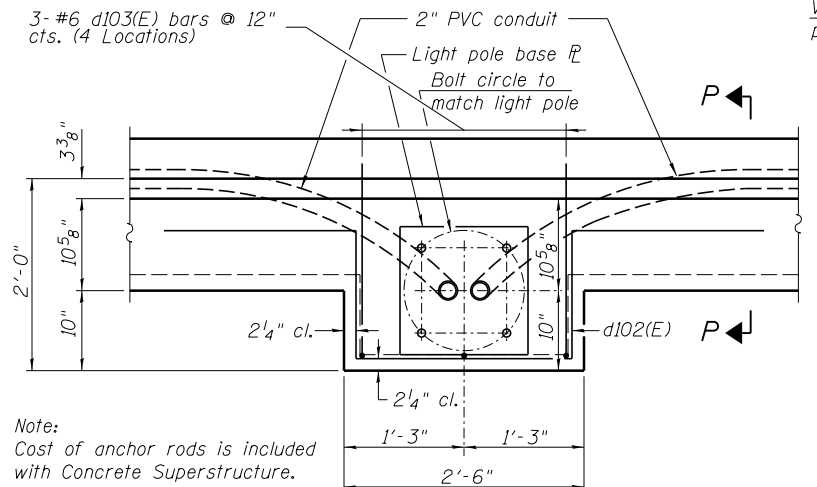
BAR a106(E)



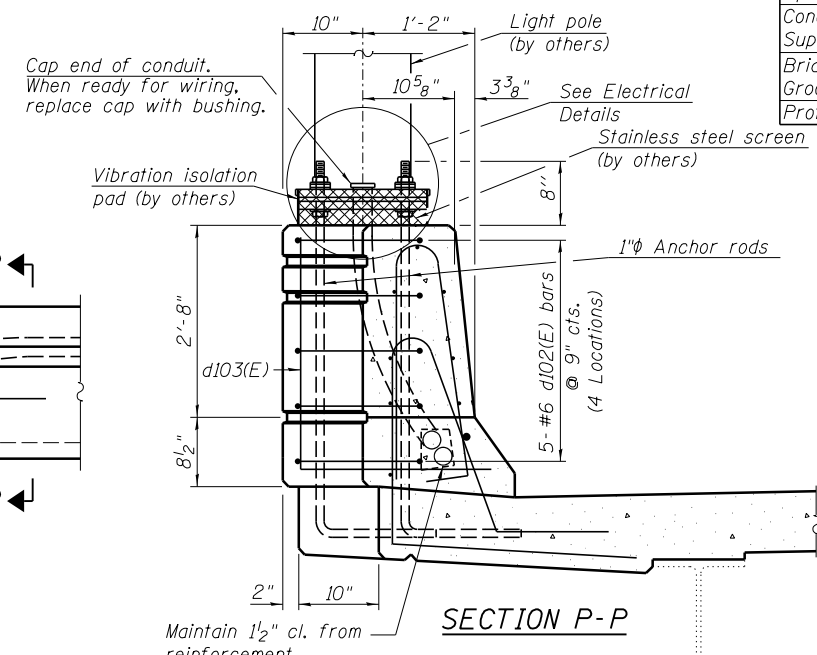
DECK CROSS SLOPE DETAIL



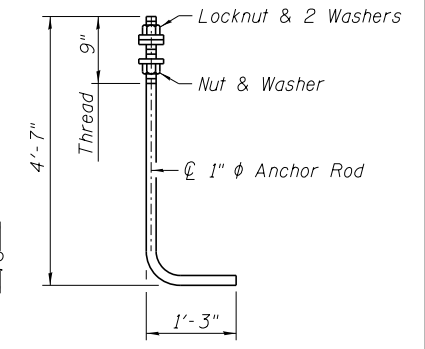
SECTION THRU PARAPET



PLAN



SECTION P-P LIGHT POLE MOUNTED ON PARAPET



ANCHOR ROD
Diameter as specified for light poles. (ASTM F 1554 Grade 105)

151_0161501_60L70_Xsect_1.dgn



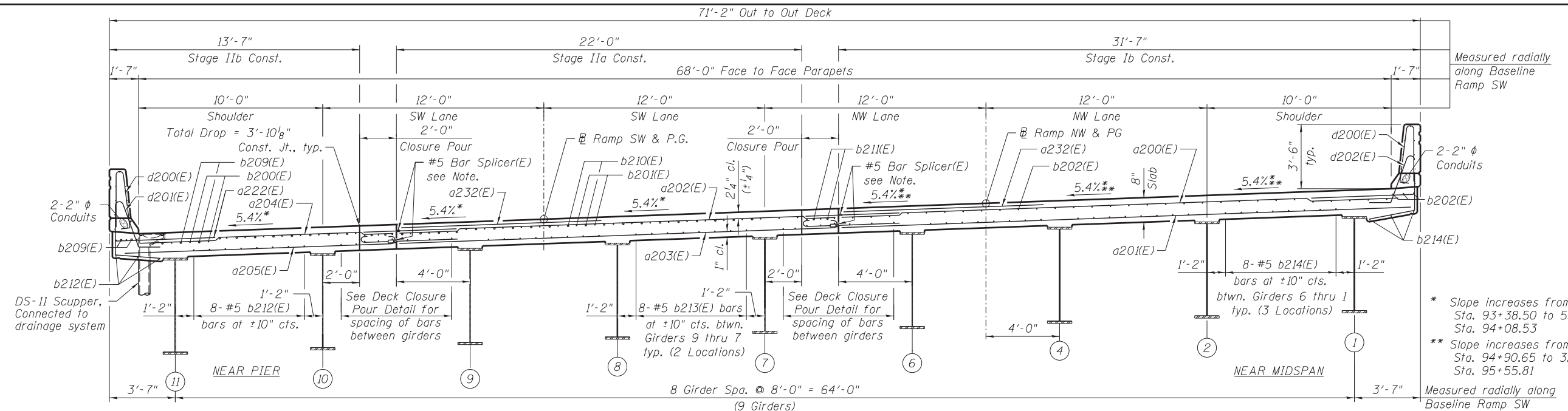
USER NAME = floresg	DESIGNED - CLS	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 12/05/2014	DRAWN - MRK	REVISED -
	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

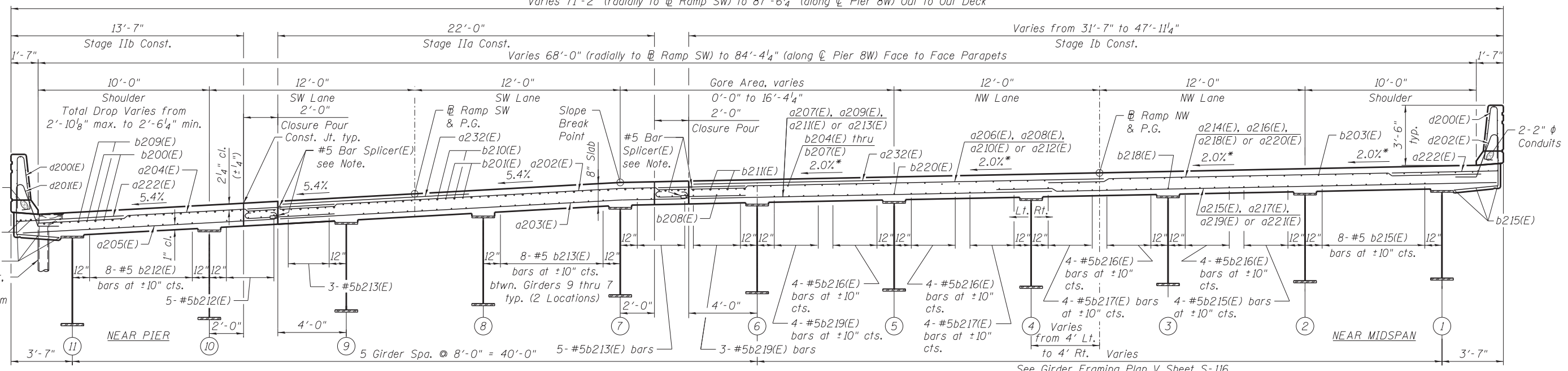
DECK CROSS SECTION & DETAILS I - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-86 OF S-248 SHEETS

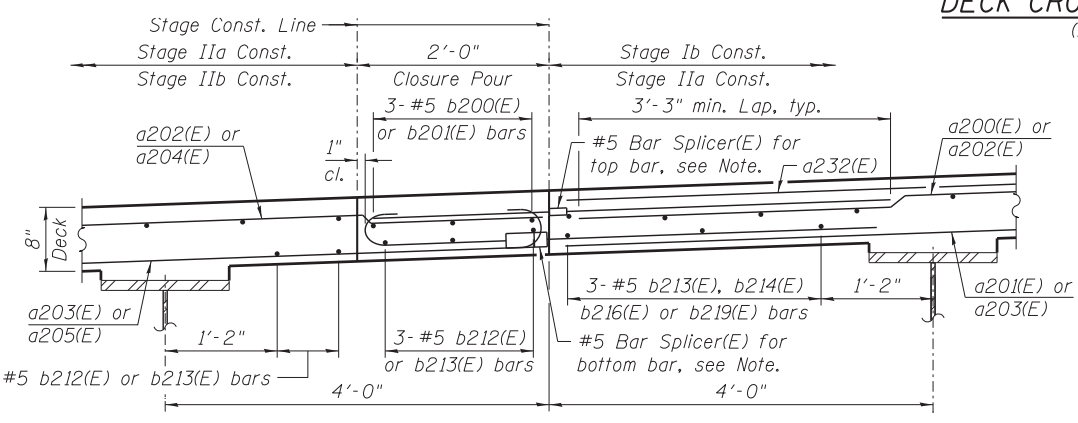
F.A.I. RE. 55	SECTION 2010-080-B	COUNTY COOK	TOTAL SHEETS 886	SHEET NO. 578
			CONTRACT NO. 60L70	
ILLINOIS FED. AID PROJECT				



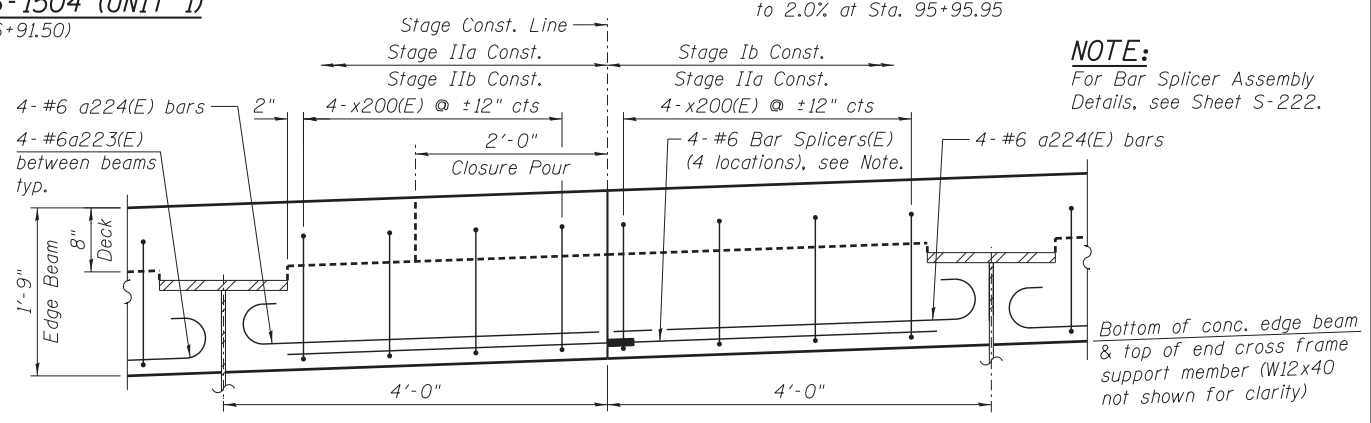
DECK CROSS SECTION - S.N. 016-1504 (UNIT 1)
 (Looking East: Sta. 93+38.50 to 95+55.81)



DECK CROSS SECTION - S.N. 016-1504 (UNIT 1)
 (Looking East: Sta. 95+55.81 to 96+91.50)



DECK CLOSURE POUR @ STAGE CONSTRUCTION LINE



END OF DECK CROSS SECTION @ STAGE CONSTRUCTION LINE

NOTE:
 For Bar Splicer Assembly Details, see Sheet S-222.

Bottom of conc. edge beam & top of end cross frame support member (W12x40 not shown for clarity)

152_0161504_60L_TO_DECK22.dgn



USER NAME = PHodina	DESIGNED - TH	REVISED -
PLOT SCALE =	CHECKED - MR	REVISED -
PLOT DATE = 12/05/2014	DRAWN - RA	REVISED -
	CHECKED - TH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION & DETAILS II - S.N.016-1504 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

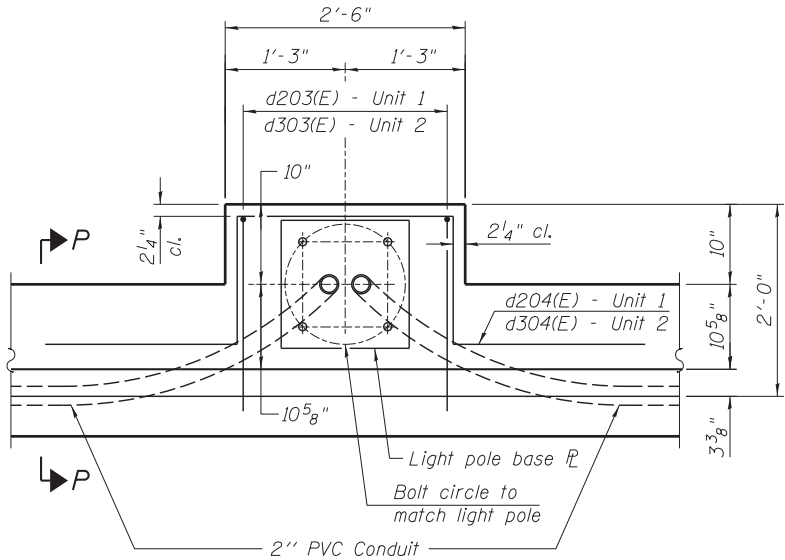
F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 579
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				

SHEET NO. S-87 OF S-248 SHEETS

SUPERSTRUCTURE BILL OF MATERIAL - S.N. 016-1504 (UNIT 1)

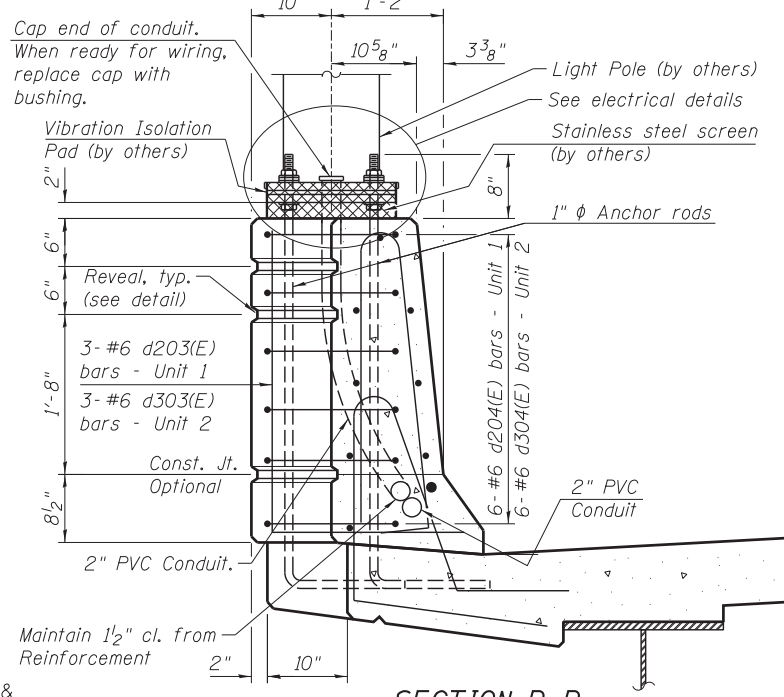
Bar	No.	Size	Length	Shape
a200(E)	503	#5	31'-3"	—
a201(E)	368	#5	30'-10"	—
a202(E)	791	#5	23'-10"	—
a203(E)	580	#5	24'-5"	—
a204(E)	805	#5	15'-2"	—
a205(E)	580	#5	15'-3"	—
a206(E)	108	#5	19'-8"	—
a207(E)	79	#5	14'-8"	—
a208(E)	63	#5	21'-8"	—
a209(E)	47	#5	16'-8"	—
a210(E)	63	#5	22'-2"	—
a211(E)	47	#5	19'-2"	—
a212(E)	70	#5	24'-8"	—
a213(E)	51	#5	21'-6"	—
a214(E)	108	#5	18'-0"	—
a215(E)	79	#5	22'-0"	—
a216(E)	63	#5	19'-0"	—
a217(E)	47	#5	23'-5"	—
a218(E)	63	#5	23'-6"	—
a219(E)	47	#5	25'-11"	—
a220(E)	70	#5	25'-6"	—
a221(E)	51	#5	27'-5"	—
a222(E)	1582	#6	6'-6"	—
a223(E)	60	#6	9'-1"	—
a224(E)	24	#6	4'-6"	—
a225(E)	8	#5	25'-0"	—
a226(E)	8	#5	22'-0"	—
a227(E)	6	#5	29'-5"	—
a228(E)	6	#5	17'-8"	—
a229(E)	40	#5	1'-6"	—
a230(E)	14	#5	7'-8"	—
a231(E)	16	#6	4'-7"	—
a232(E)	1582	#5	11'-10"	—
a233(E)	14	#5	27'-10"	—
b200(E)	220	#5	34'-6"	—
b201(E)	275	#5	36'-0"	—
b202(E)	288	#5	29'-3"	—
b203(E)	155	#5	31'-3"	—
b204(E)	6	#5	34'-3"	—
b205(E)	10	#5	37'-4"	—
b206(E)	9	#5	33'-10"	—
b207(E)	8	#5	36'-8"	—
b208(E)	2	#5	33'-6"	—
b209(E)	108	#6	30'-2"	—
b210(E)	144	#6	31'-2"	—
b211(E)	198	#6	32'-2"	—
b212(E)	192	#5	31'-11"	—
b213(E)	288	#5	33'-2"	—
b214(E)	300	#5	26'-8"	—
b215(E)	90	#5	27'-1"	—
b216(E)	28	#5	34'-5"	—
b217(E)	48	#5	27'-7"	—
b218(E)	2	#5	36'-9"	—
b219(E)	42	#5	28'-3"	—
b220(E)	2	#5	29'-3"	—

Bar	No.	Size	Length	Shape	
d200(E)	889	#5	6'-10"	—	
d201(E)	370	#5	7'-11"	—	
d202(E)	407	#5	8'-1"	—	
d203(E)	6	#6	5'-1"	—	
d204(E)	12	#6	8'-9"	—	
d205(E)	8	#5	4'-7 1/2"	—	
d206(E)	8	#5	8'-4"	—	
d207(E)	4	#5	2'-6"	—	
e200(E)	28	#4	14'-4"	—	
e201(E)	70	#4	15'-9"	—	
e202(E)	7	#4	16'-7"	—	
e203(E)	7	#4	16'-8"	—	
e204(E)	105	#4	17'-3"	—	
e205(E)	7	#4	17'-7"	—	
e206(E)	7	#4	18'-11"	—	
e207(E)	64	#4	19'-9"	—	
e208(E)	4	#4	23'-9"	—	
e209(E)	5	#4	26'-0"	—	
e210(E)	3	#4	28'-7"	—	
e211(E)	6	#4	27'-1"	—	
e212(E)	4	#4	27'-7"	—	
e213(E)	4	#8	26'-2"	—	
e214(E)	8	#8	19'-9"	—	
e215(E)	5	#8	28'-6"	—	
e216(E)	3	#8	30'-9"	—	
e217(E)	6	#8	29'-3"	—	
e218(E)	4	#8	30'-0"	—	
e219(E)	10	#4	3'-5"	—	
e220(E)	1	#4	3'-7"	—	
e221(E)	2	#8	3'-5"	—	
x200(E)	128	#5	8'-3"	—	
Reinforcement Bars, Epoxy Coated				Pound	251,090
Concrete Superstructure				Cu. Yd.	820.7
Bridge Deck Grooving (Longitudinal)				Sq. Yd.	2,700
Protective Coat				Sq. Yd.	3,145

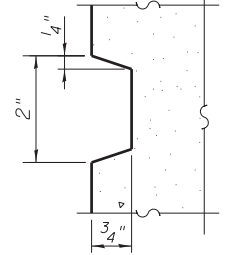


PLAN AT LIGHT POLE

Note: Cost of anchor rods is included with Concrete Superstructure.

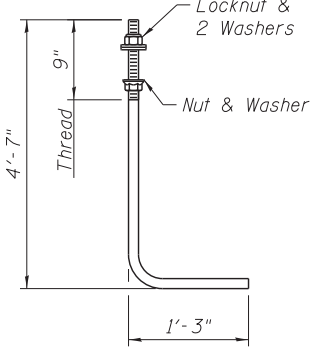


SECTION P-P



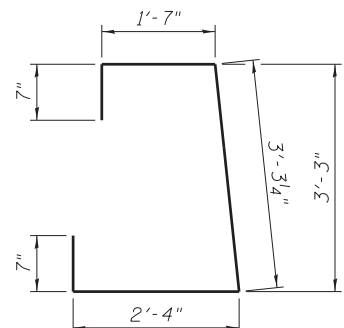
REVEAL DETAIL

NOTE: See Sheet S-89 for Drainage Scupper Reinforcement Plan.

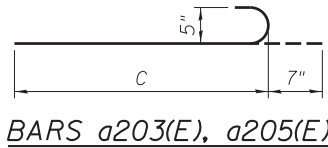


ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.

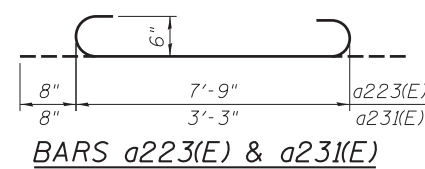


BAR d206(E)

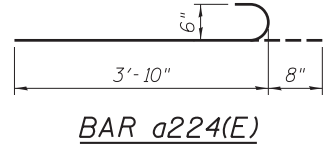


BARS a203(E), a205(E)

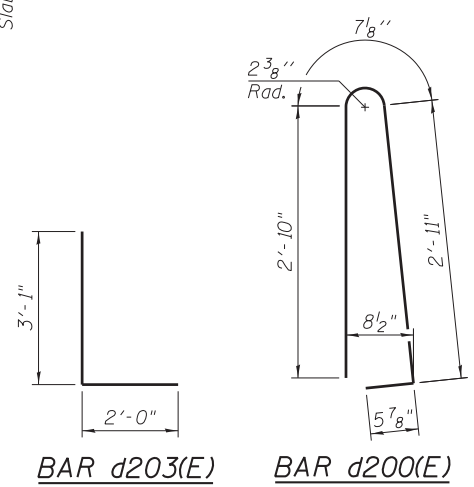
Bar	C
a203(E)	23'-10"
a205(E)	14'-8"



BARS a223(E) & a231(E)

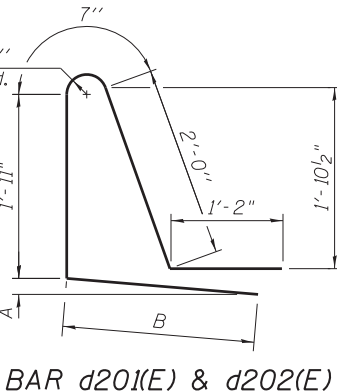


BAR a224(E)



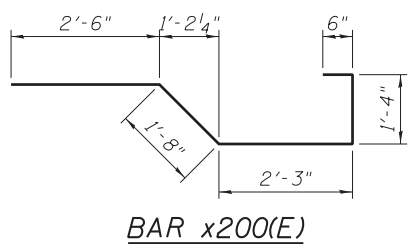
BAR d201(E)

BAR d202(E)

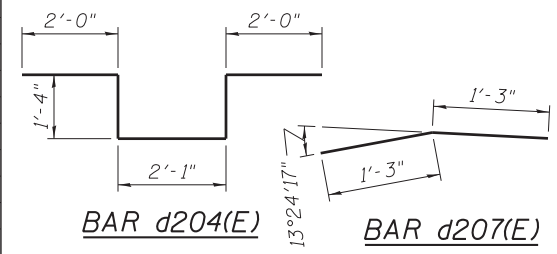


BAR d201(E) & d202(E)

Bar	A	B
d201(E)	3 1/2"	2'-3"
d202(E)	5"	2'-5"

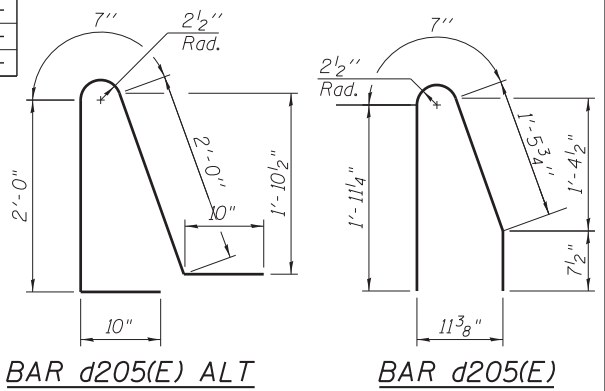


BAR x200(E)



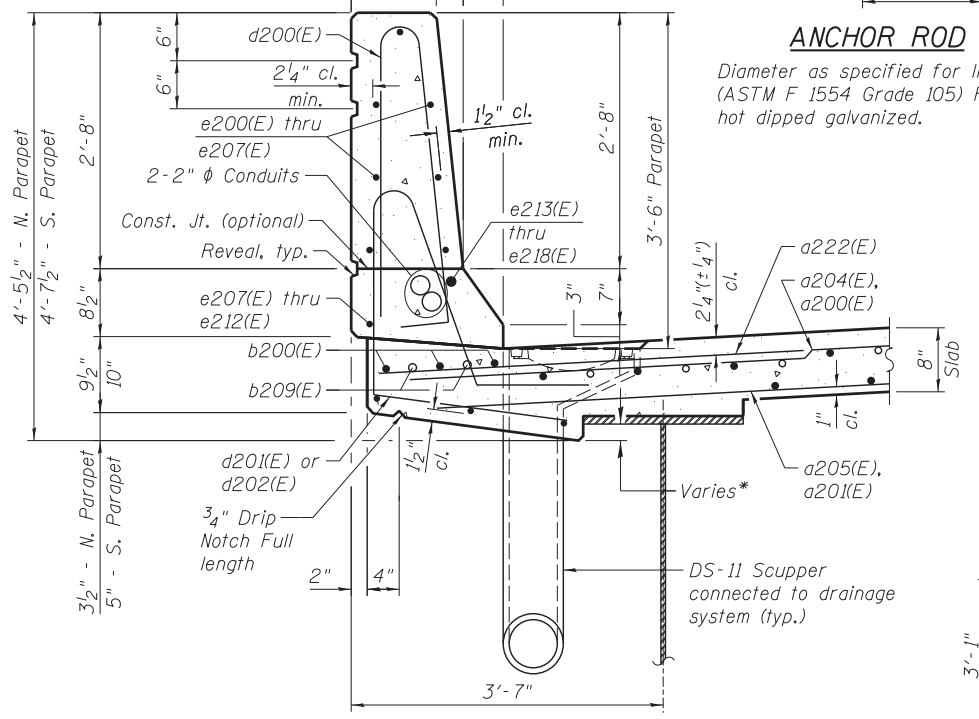
BAR d204(E)

BAR d207(E)



BAR d205(E) ALT

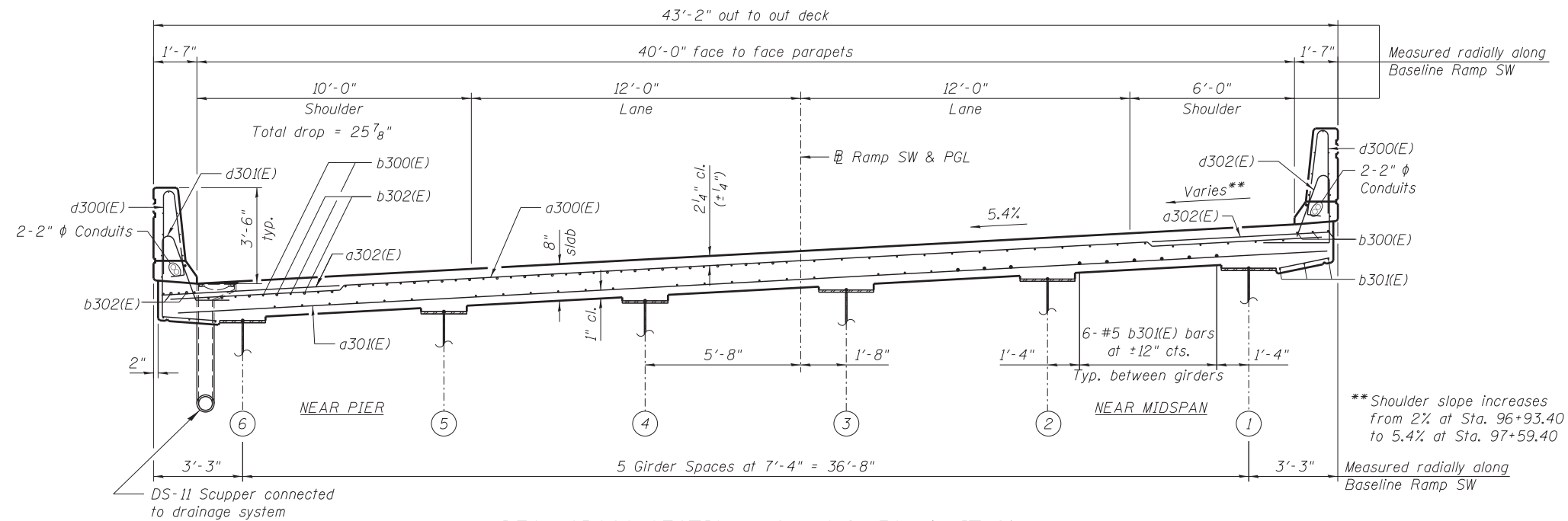
BAR d205(E)



SECTION THRU PARAPET

* 1/4" min. to 2 5/8" max. (N. Parapet)
1/4" min. to 2 1/2" max. (S. Parapet)

**SUPERSTRUCTURE
BILL OF MATERIAL
S.N. 016-1504 (UNIT 2)**



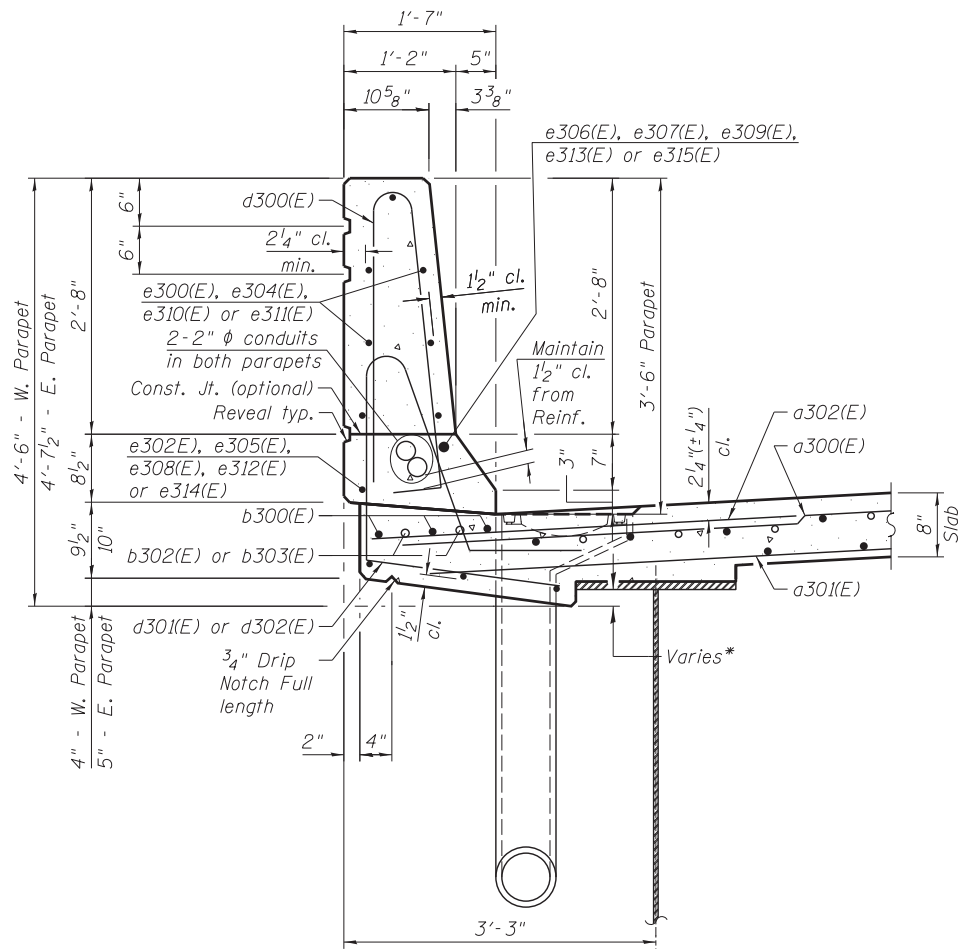
DECK CROSS SECTION - S.N. 016-1504 (UNIT 2)
(Looking North)

Bar	No.	Size	Length	Shape
a300(E)	1319	#5	42'-6"	—
a301(E)	930	#5	41'-6"	—
a302(E)	2646	#6	6'-6"	—
a303(E)	32	#5	1'-6"	—
a304(E)	40	#6	8'-4"	—
a305(E)	16	#6	4'-1"	—
a306(E)	8	#6	4'-0"	—
a307(E)	13	#5	28'-7"	—
a308(E)	13	#5	13'-11"	—

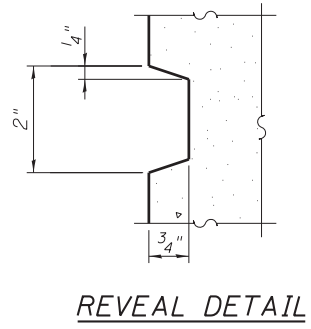
b300(E)	1196	#5	29'-5"	—
b301(E)	972	#5	28'-5"	—
b302(E)	387	#6	37'-9"	—
d300(E)	1601	#5	6'-10"	⌋
d301(E)	696	#5	7'-8"	⌋
d302(E)	745	#5	7'-6"	⌋
d303(E)	12	#6	5'-1"	⌋
d304(E)	24	#6	8'-9"	⌋

e300(E)	168	#4	17'-4"	—
e301(E)	14	#4	19'-7"	—
e302(E)	96	#4	19'-9"	—
e303(E)	98	#4	16'-6"	—
e304(E)	14	#4	15'-8"	—
e305(E)	10	#4	26'-8"	—
e306(E)	10	#8	29'-2"	—
e307(E)	121	#8	19'-9"	—
e308(E)	12	#4	25'-6"	—
e309(E)	12	#8	28'-2"	—
e310(E)	28	#4	14'-10"	—
e311(E)	28	#4	13'-11"	—
e312(E)	10	#4	28'-9"	—
e313(E)	10	#8	31'-3"	—
e314(E)	12	#4	25'-11"	—
e315(E)	12	#8	28'-7"	—

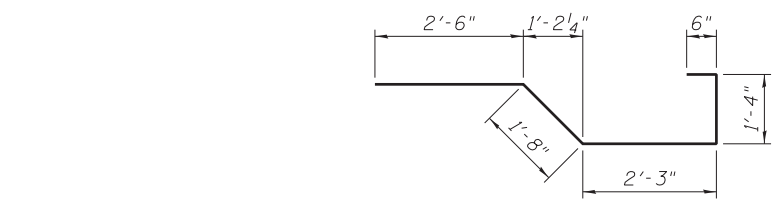
x300(E)	82	#5	8'-3"	—
Reinforcement Bars, Epoxy Coated			Pound	252,950
Concrete Superstructure			Cu. Yd.	983.8
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	2,784
Protective Coat			Sq. Yd.	3,599



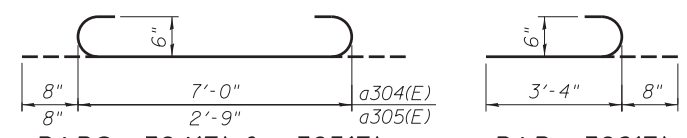
SECTION THRU PARAPET
* Varies: 1/4" min. to 3 3/4" max. (E. Parapet)
1/4" min. to 2 7/8" max. (W. Parapet)



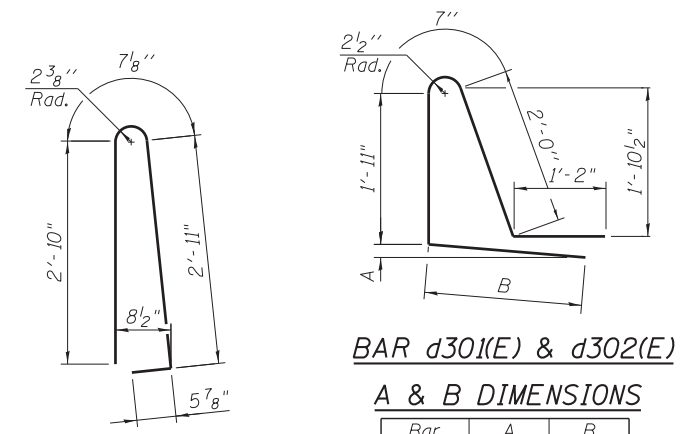
REVEAL DETAIL



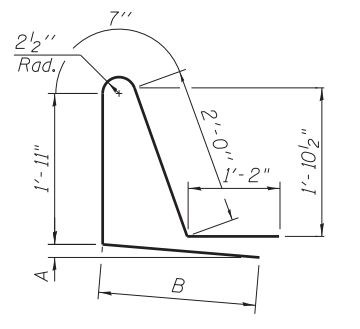
BAR x300(E)



BARS a304(E) & a305(E) **BAR a306(E)**



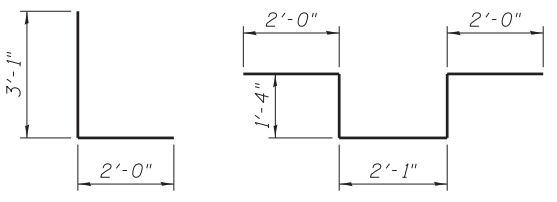
BAR d300(E)



BAR d301(E) & d302(E)

A & B DIMENSIONS

Bar	A	B
d301(E)	4 1/2"	1'-11"
d302(E)	2"	2'-0"



BAR d303(E)

BAR d304(E)

NOTE:

See Sheet No. S-88 for Light Pole Foundation Plan and Section.

154_0161504-60L70_DECK24.dgn



USER NAME = PHodina	DESIGNED - MR	REVISED -
PLOT SCALE =	CHECKED - TH	REVISED -
PLOT DATE = 12/05/2014	DRAWN - AMV	REVISED -
	CHECKED - MR	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DECK CROSS SECTION & DETAILS IV - S.N. 016-1504 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

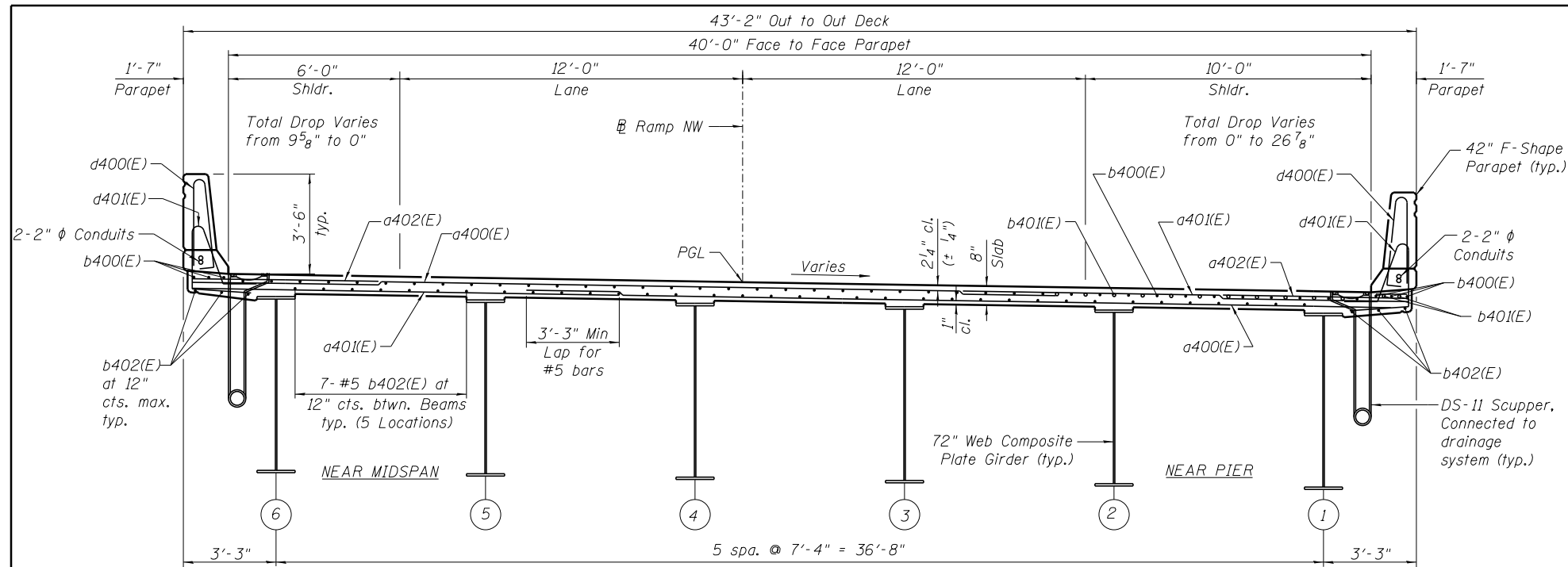
SHEET NO. S-89 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	581

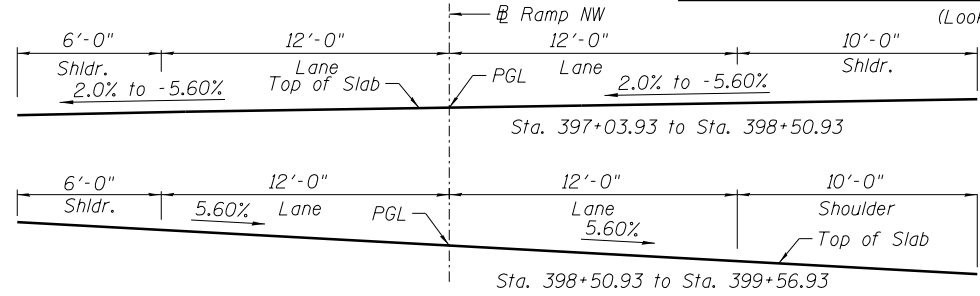
CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT

**SUPERSTRUCTURE
BILL OF MATERIAL
S.N. 016-1505 (UNIT 1)**

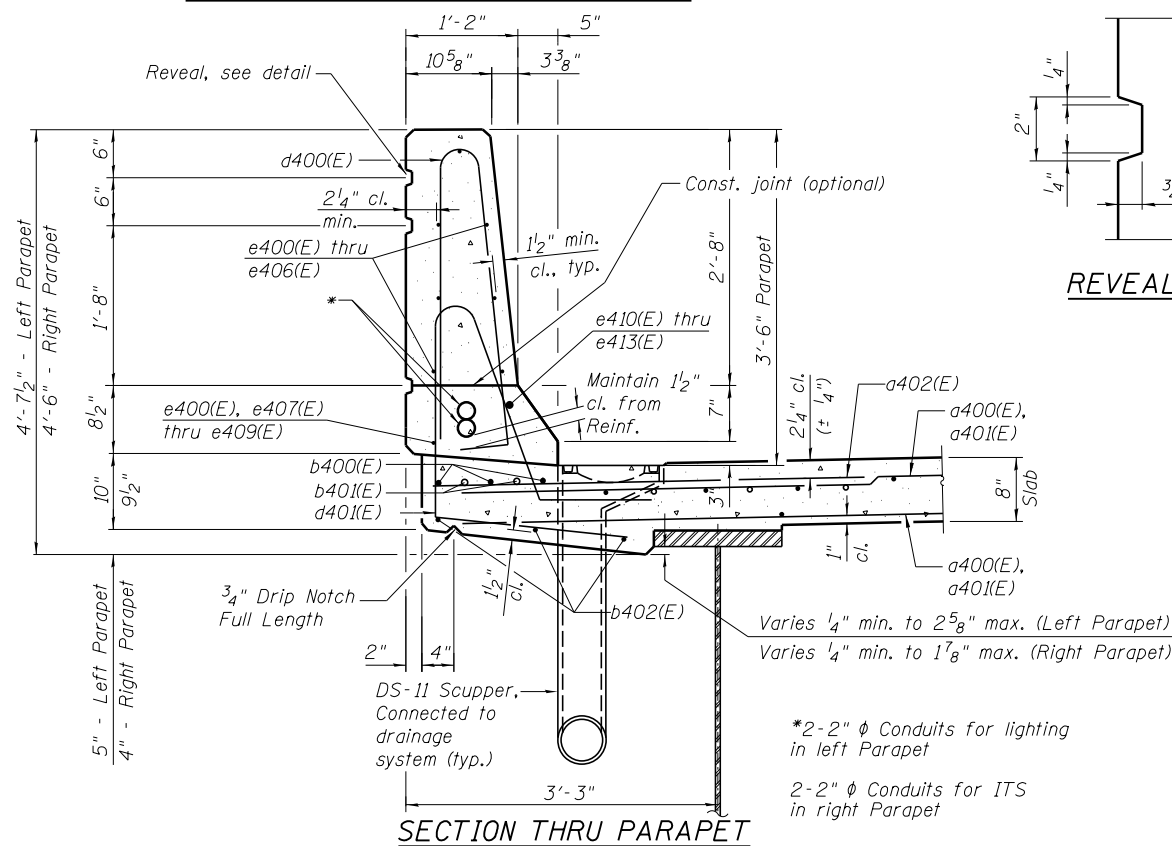
Bar	No.	Size	Length	Shape	
a400(E)	902	#5	30'-3"	—	
a401(E)	902	#5	15'-6"	—	
a402(E)	1028	#6	6'-9"	—	
a403(E)	40	#6	8'-4"	—	
a404(E)	16	#6	4'-1"	—	
a405(E)	40	#5	1'-6"	—	
b400(E)	506	#5	26'-4"	—	
b401(E)	129	#6	31'-9"	—	
b402(E)	410	#5	28'-8"	—	
d400(E)	615	#5	6'-10"	—	
d401(E)	551	#5	7'-10"	—	
d402(E)	3	#6	5'-0"	—	
d403(E)	5	#6	8'-9"	—	
e400(E)	32	#4	19'-8"	—	
e401(E)	14	#4	17'-5"	—	
e402(E)	70	#4	17'-4"	—	
e403(E)	7	#4	18'-4"	—	
e404(E)	35	#4	18'-1"	—	
e405(E)	7	#4	16'-4"	—	
e406(E)	35	#4	16'-5"	—	
e407(E)	8	#4	28'-0"	—	
e408(E)	4	#4	29'-3"	—	
e409(E)	4	#4	26'-7"	—	
e410(E)	4	#8	19'-8"	—	
e411(E)	8	#8	30'-4"	—	
e412(E)	4	#8	31'-6"	—	
e413(E)	4	#8	28'-11"	—	
x400(E)	88	#5	8'-2 1/2"	—	
Reinforcement Bars, Epoxy Coated				Pound	100,330
Concrete Superstructure				Cu. Yd.	371.9
Bridge Deck Grooving (Longitudinal)				Sq. Yd.	1,063
Protective Coat				Sq. Yd.	1,372



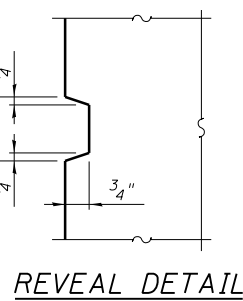
DECK CROSS SECTION - S.N. 016-1505 (UNIT 1)



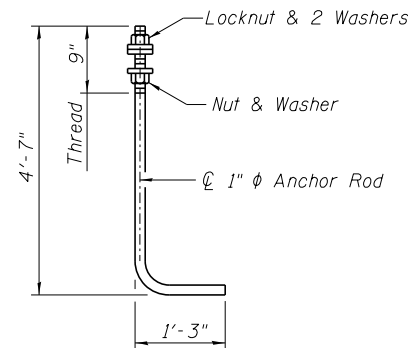
DECK CROSS SLOPE DETAIL UNIT 1



SECTION THRU PARAPET

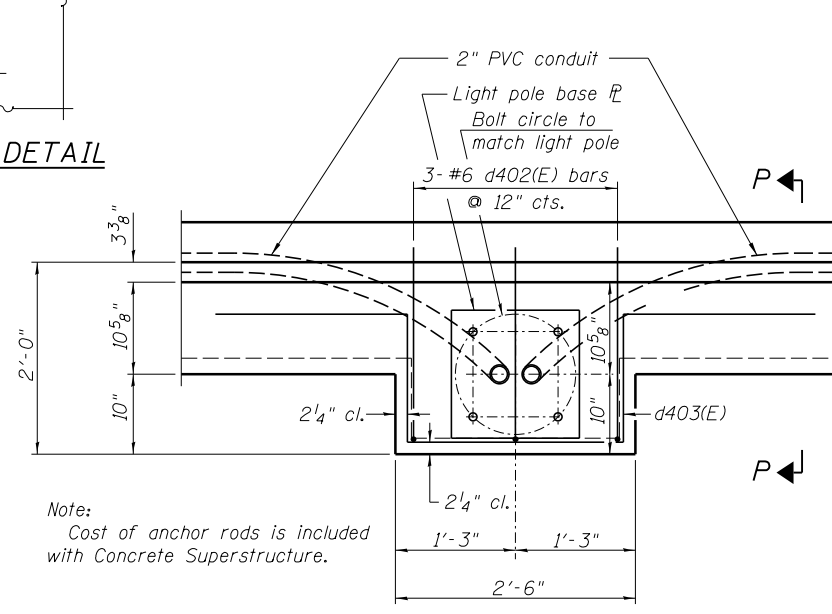


REVEAL DETAIL



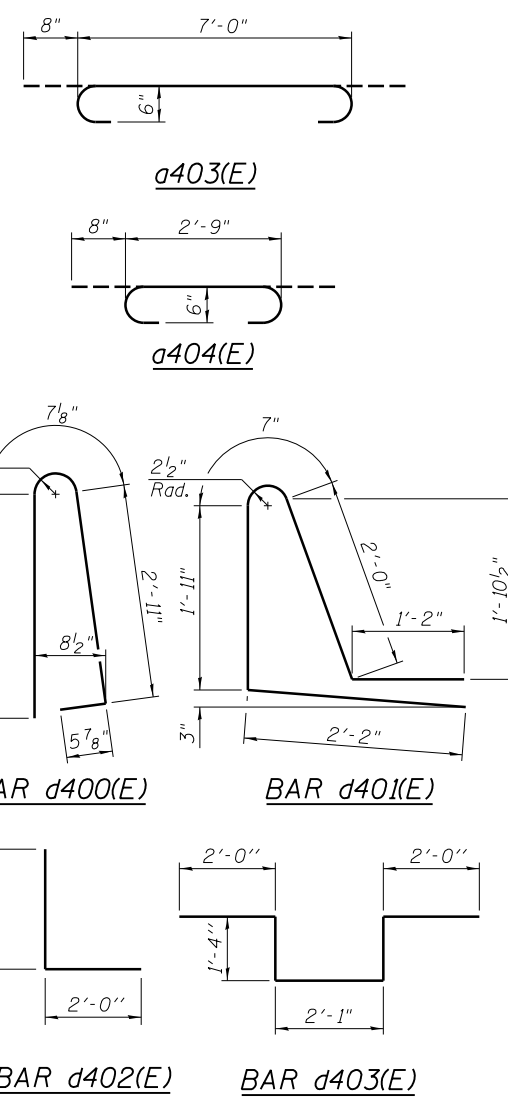
ANCHOR ROD

Diameter as specified for light poles.
(ASTM F 1554 Grade 105)

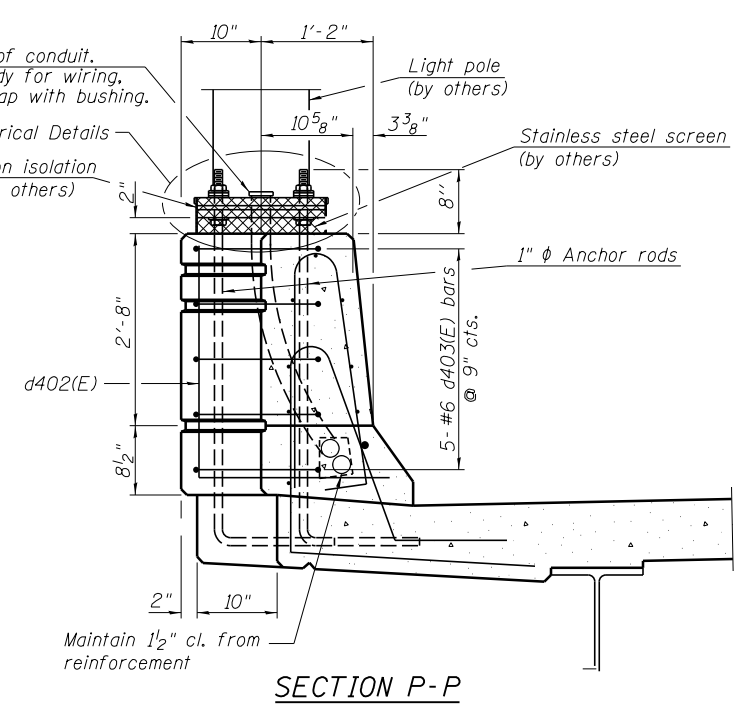


PLAN

Note:
Cost of anchor rods is included
with Concrete Superstructure.



LIGHT POLE MOUNTED ON PARAPET



SECTION P-P

155_0161505-60170-Xsect_V_Unit_1.dgn



USER NAME = floresg	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 12/05/2014	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK CROSS SECTION & DETAILS V - S.N. 016-1505 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-90 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 582
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

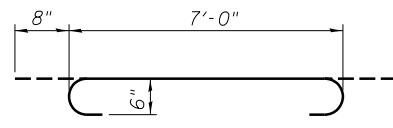
SUPERSTRUCTURE

BILL OF MATERIAL

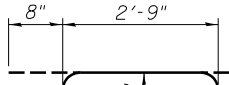
S.N. 016-1505 (UNIT 2)

Bar	No.	Size	Length	Shape
a500(E)	2225	#5	15'-6"	—
a501(E)	2225	#5	30'-3"	—
a502(E)	2540	#6	6'-9"	—
a503(E)	40	#6	8'-4"	—
a504(E)	16	#6	4'-1"	—
a505(E)	32	#5	1'-6"	—
b500(E)	1104	#5	29'-8"	—
b501(E)	258	#6	36'-2"	—
b502(E)	215	#6	26'-5"	—
b503(E)	1107	#5	26'-11"	—
d500(E)	1492	#5	6'-10"	—
d501(E)	1332	#5	7'-4"	—
d502(E)	9	#6	5'-0"	—
d503(E)	15	#6	8'-9"	—
e500(E)	96	#4	19'-8"	—
e501(E)	14	#4	18'-4"	—
e502(E)	98	#4	18'-0"	—
e503(E)	70	#4	18'-1"	—
e504(E)	14	#4	18'-0"	—
e505(E)	84	#4	18'-6"	—
e506(E)	14	#4	18'-7"	—
e507(E)	70	#4	16'-5"	—
e508(E)	14	#4	16'-4"	—
e509(E)	8	#4	26'-7"	—
e510(E)	10	#4	28'-0"	—
e511(E)	8	#4	29'-3"	—
e512(E)	10	#4	30'-10"	—
e513(E)	12	#8	19'-8"	—
e514(E)	8	#8	28'-11"	—
e515(E)	10	#8	30'-6"	—
e516(E)	8	#8	31'-6"	—
e517(E)	10	#8	33'-5"	—
x500(E)	88	#5	8'-2 1/2"	—

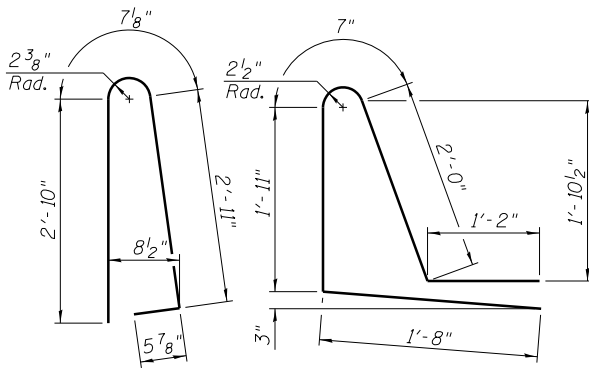
Reinforcement Bars, Epoxy Coated	Pound	252,110
Concrete Superstructure	Cu. Yd.	886.2
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	2,575
Protective Coat	Sq. Yd.	3,324



a503(E)

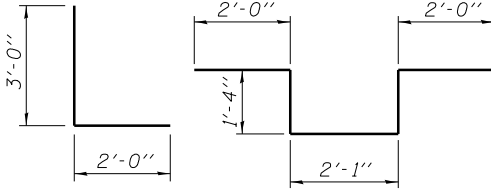


a504(E)



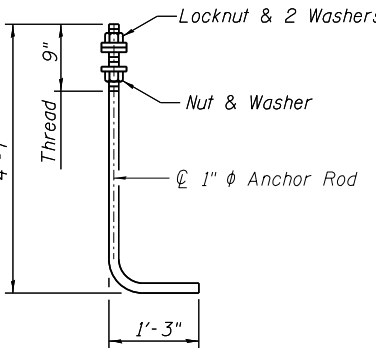
BAR d500(E)

BAR d501(E)



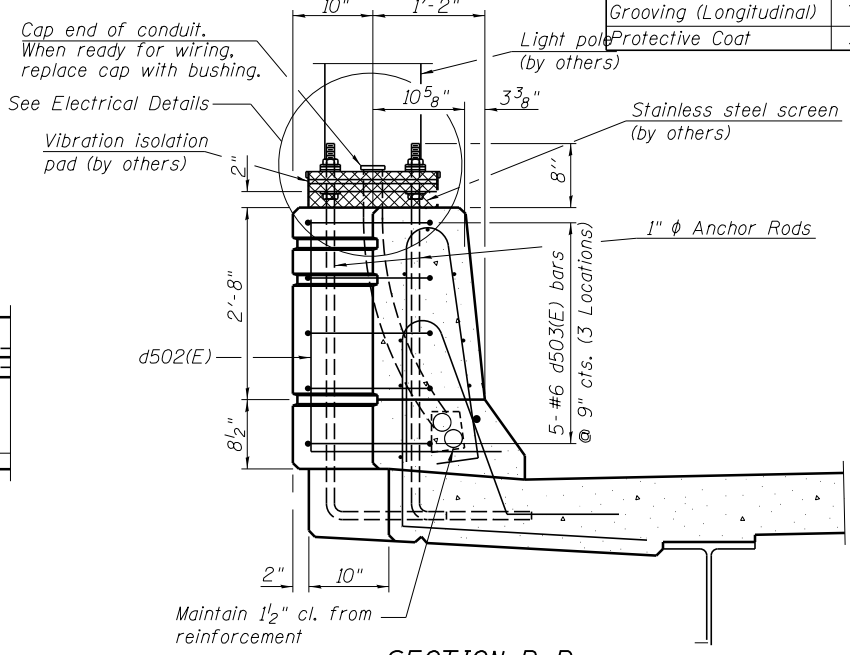
BAR d502(E)

BAR d503(E)



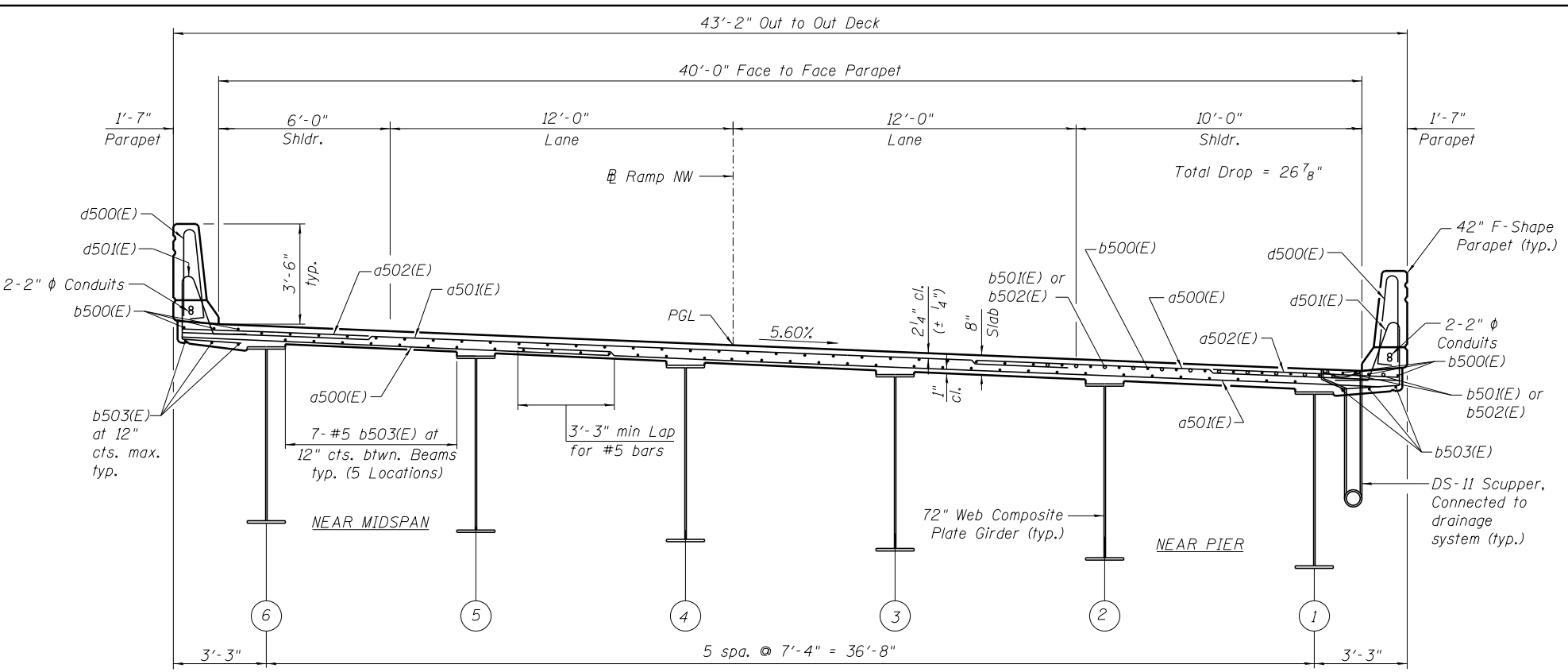
ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105)



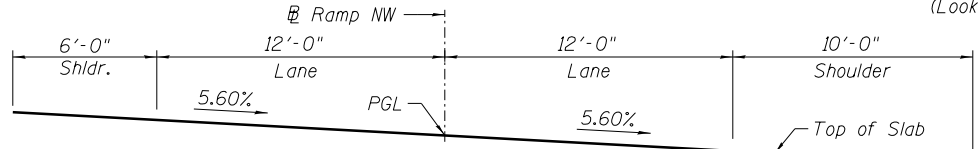
SECTION P-P

LIGHT POLE MOUNTED ON PARAPET



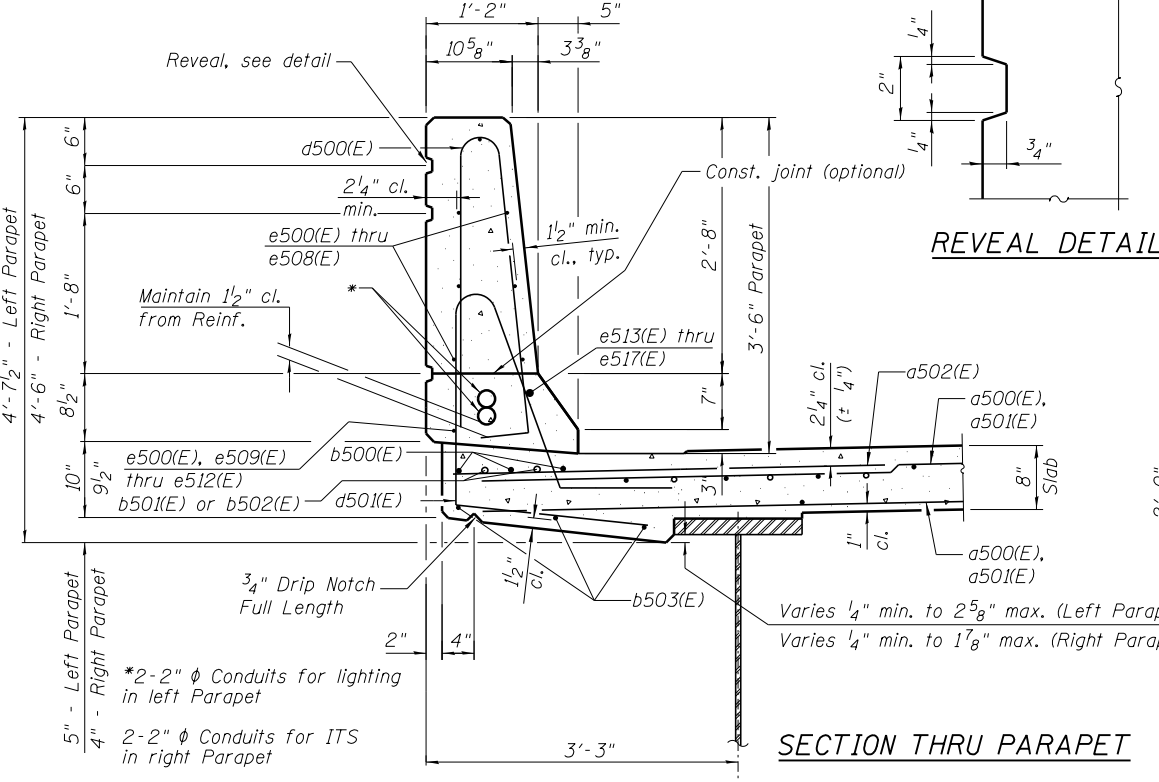
DECK CROSS SECTION - S.N. 016-1505 (UNIT 2)

(Looking East)

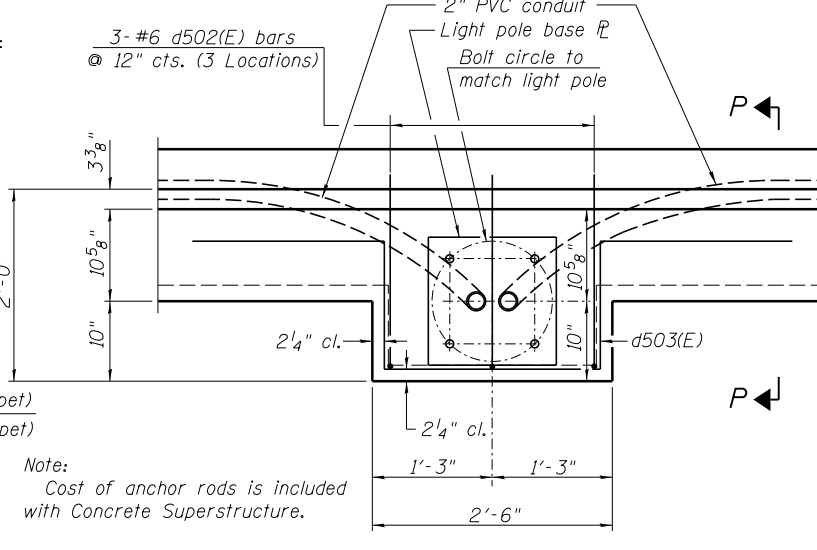


DECK CROSS SLOPE DETAIL UNIT 2

Sta. 399+56.93 to Sta. 405+69.93



SECTION THRU PARAPET



PLAN

Note: Cost of anchor rods is included with Concrete Superstructure.



USER NAME = floresg	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 12/05/2014	DRAWN -	REVISED -
	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DECK CROSS SECTION & DETAILS VI - S.N. 016-1505 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. 5-91 OF 5-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	583

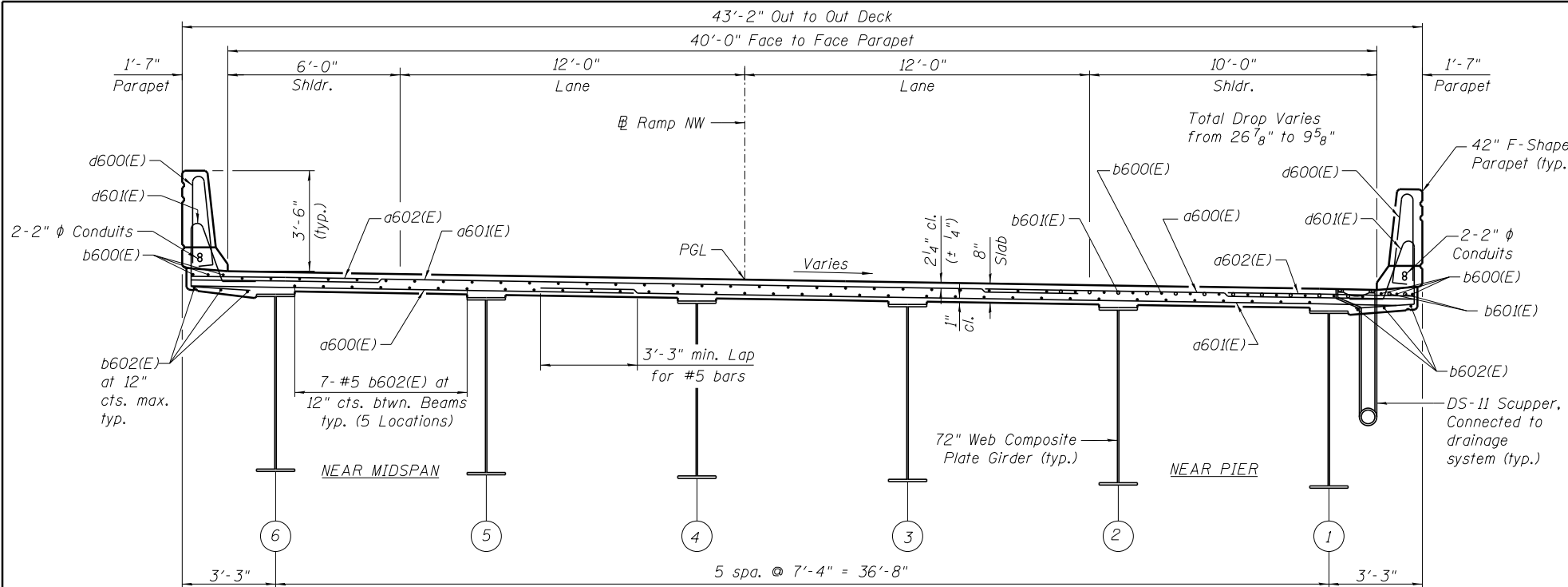
CONTRACT NO. 60L70

ILLINOIS FED. AID PROJECT

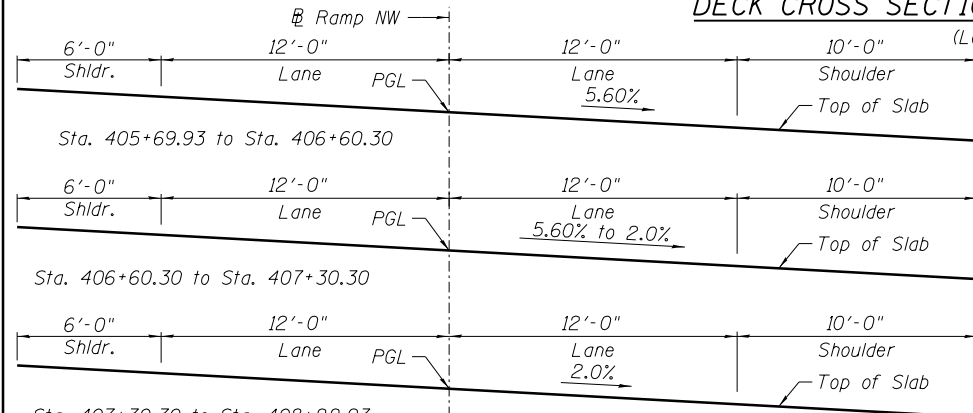
156_0161505-60170-Xsect_VI_Unit-2.dgn

**SUPERSTRUCTURE
BILL OF MATERIAL
S.N. 016-1505 (UNIT 3)**

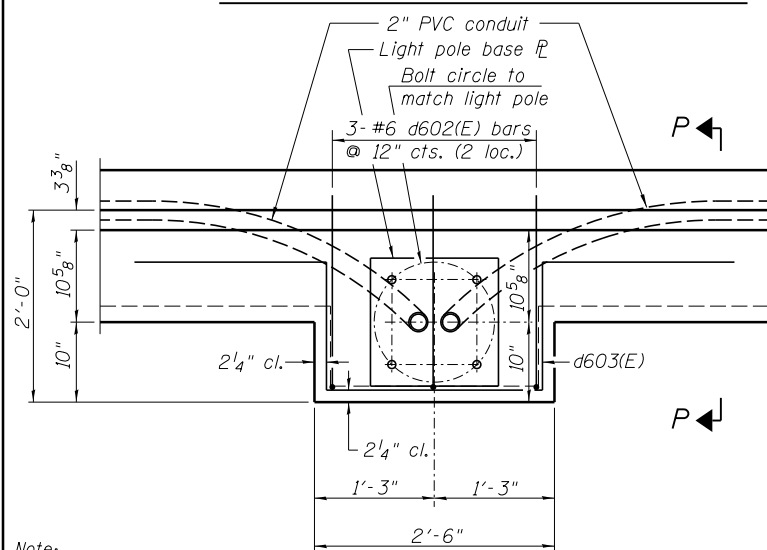
Bar	No.	Size	Length	Shape
a600(E)	904	#5	30'-3"	—
a601(E)	904	#5	15'-6"	—
a602(E)	1030	#6	6'-9"	—
a603(E)	40	#6	8'-4"	—
a604(E)	16	#6	4'-1"	—
a605(E)	24	#5	1'-6"	—
b600(E)	460	#5	28'-8"	—
b601(E)	129	#6	31'-9"	—
b602(E)	451	#5	26'-4"	—
d600(E)	616	#5	6'-10"	—
d601(E)	552	#5	7'-10"	—
d602(E)	6	#6	5'-0"	—
d603(E)	10	#6	8'-9"	—
e600(E)	32	#4	19'-8"	—
e601(E)	35	#4	18'-1"	—
e602(E)	14	#4	17'-4"	—
e603(E)	70	#4	17'-5"	—
e604(E)	35	#4	16'-5"	—
e605(E)	7	#4	16'-4"	—
e606(E)	4	#4	29'-3"	—
e607(E)	8	#4	28'-1"	—
e608(E)	4	#4	26'-7"	—
e609(E)	4	#8	19'-8"	—
e610(E)	4	#8	31'-6"	—
e611(E)	8	#8	30'-5"	—
e612(E)	4	#8	28'-11"	—
e613(E)	7	#4	18'-4"	—
x600(E)	88	#5	8'-2 1/2"	—
Reinforcement Bars, Epoxy Coated	Pound	100,510		
Concrete Superstructure	Cu. Yd.	372.7		
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,064		
Protective Coat	Sq. Yd.	1,374		



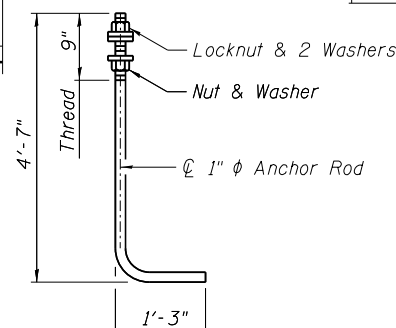
DECK CROSS SECTION - S.N. 016-1505 (UNIT 3)
(Looking South)



DECK CROSS SLOPE DETAIL (UNIT 3)

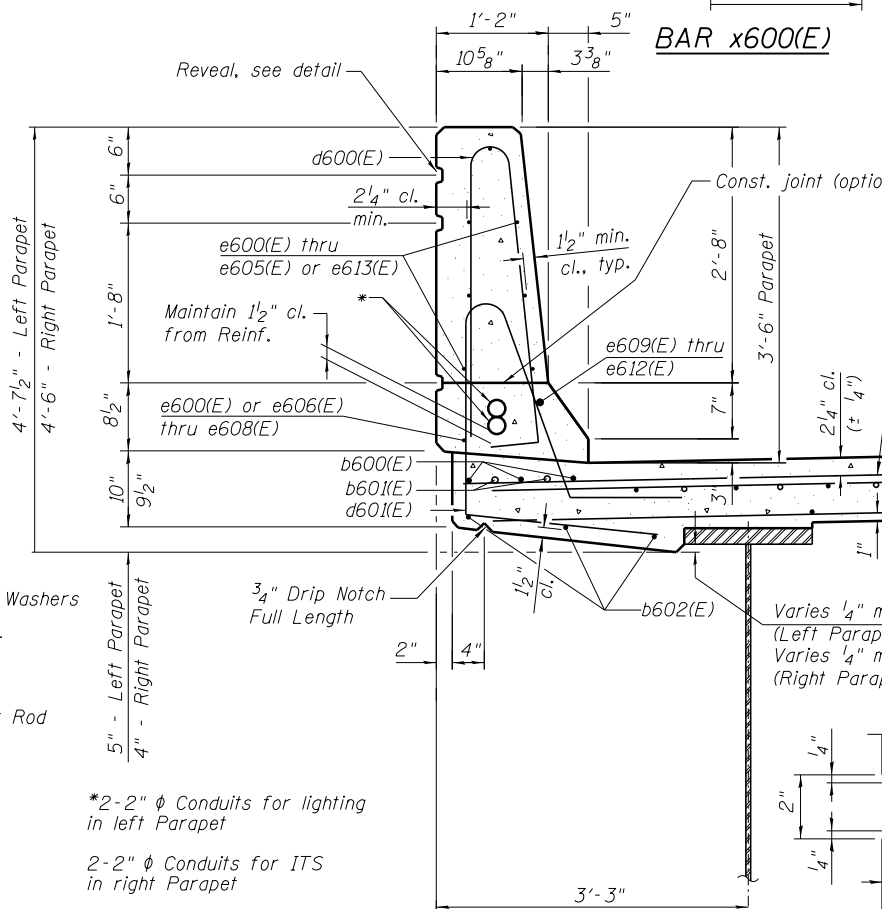


PLAN LIGHT POLE MOUNTED ON PARAPET

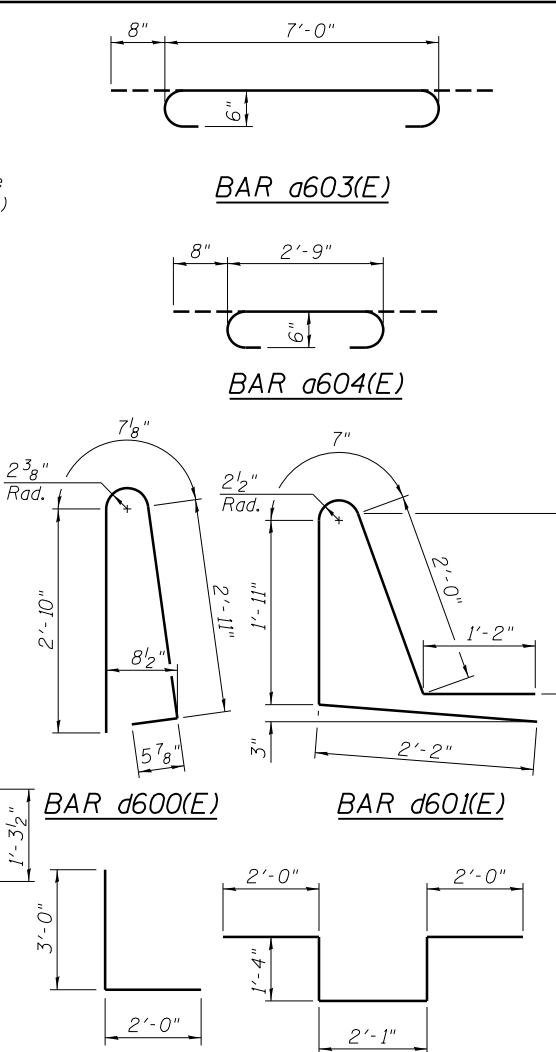


ANCHOR ROD

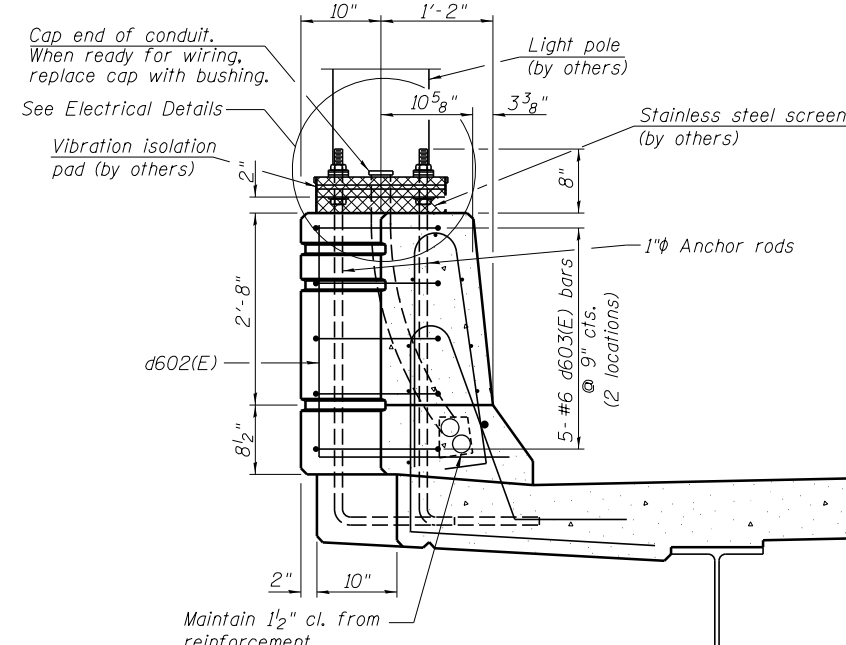
Diameter as specified for light poles.
(ASTM F 1554 Grade 105)



SECTION THRU PARAPET



REVEAL DETAIL



SECTION P-P

157_0161505-60170-Xsect_VII_Unit_3.dgn

Note:
Cost of anchor rods is included with Concrete Superstructure.



USER NAME = floresg	DESIGNED - CLS	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 12/05/2014	DRAWN -	REVISED -
	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

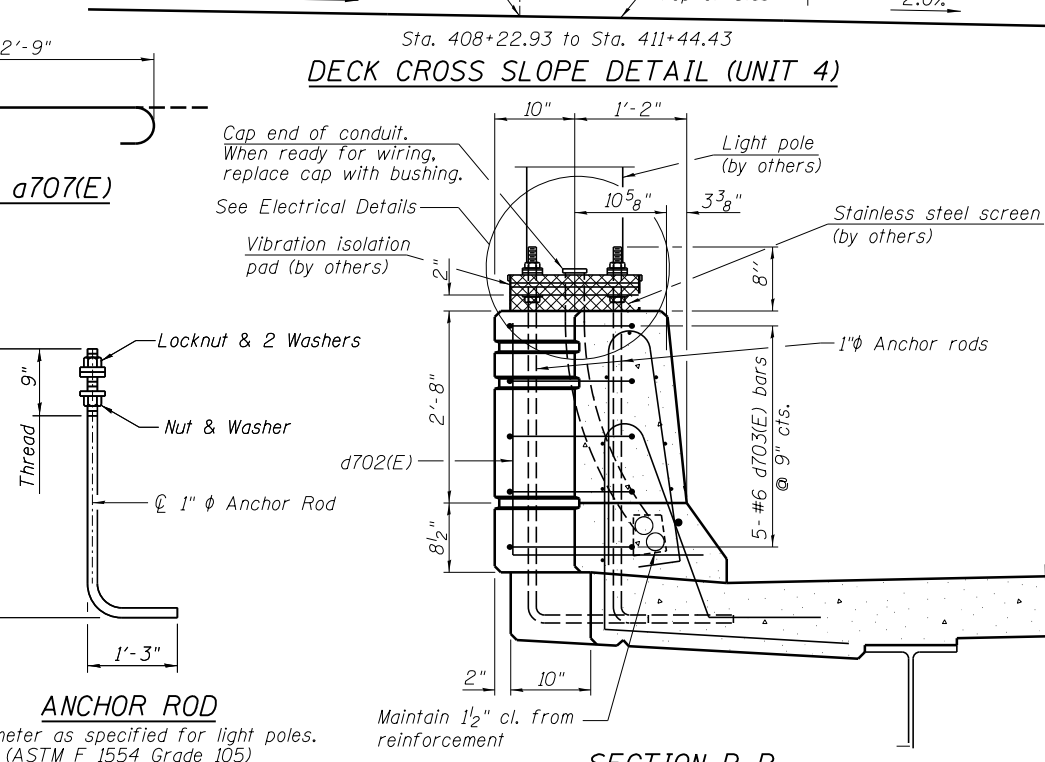
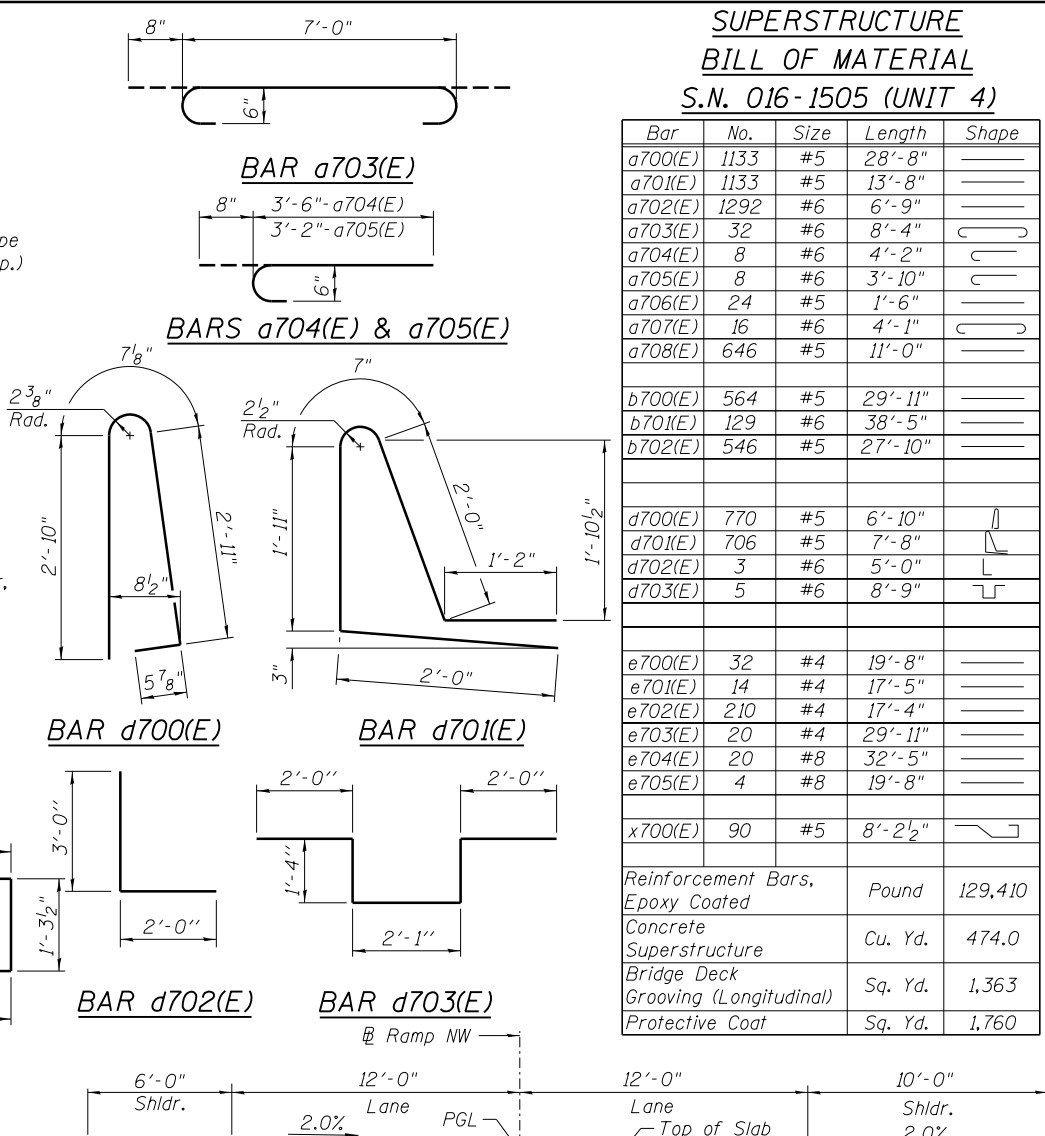
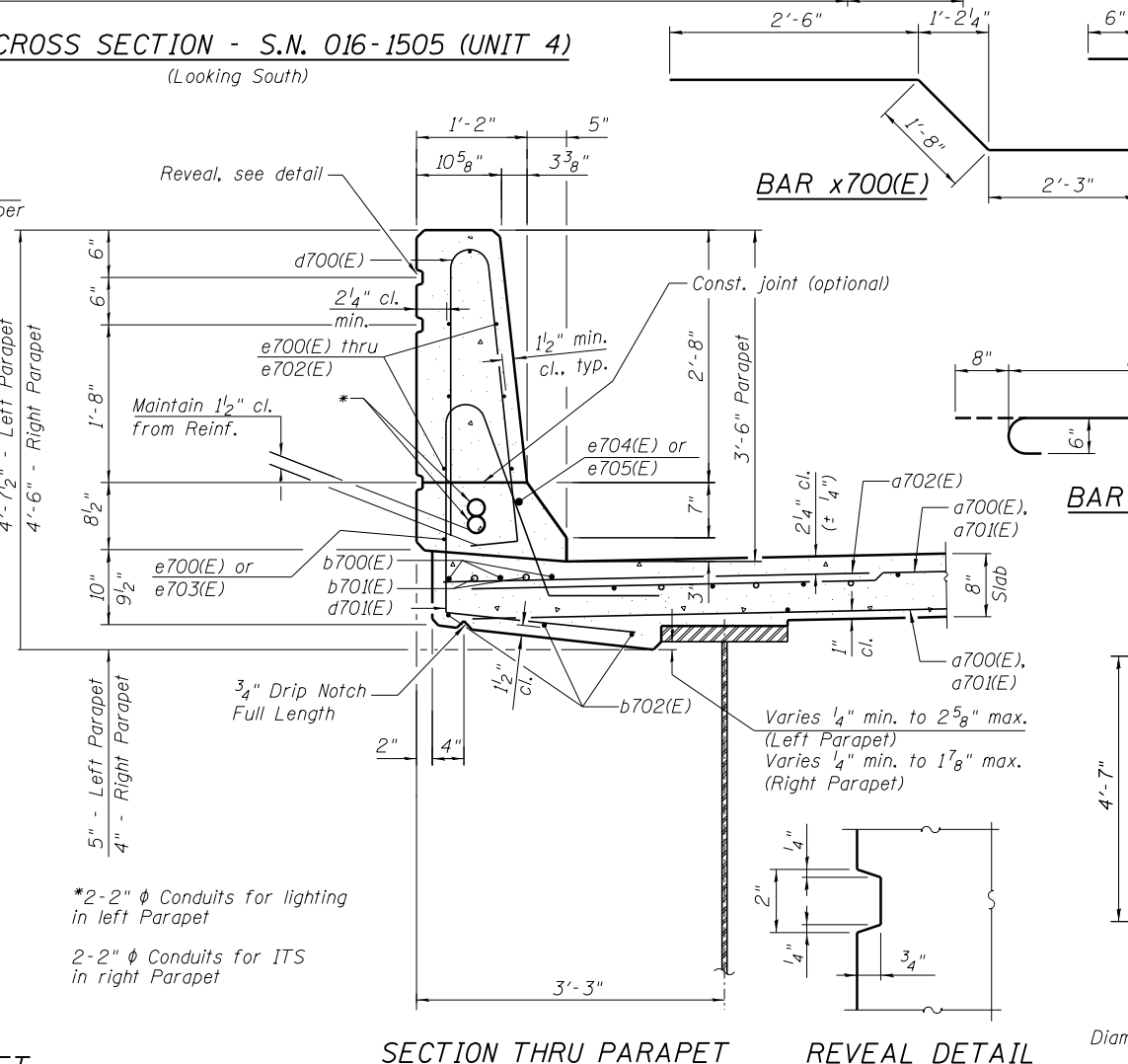
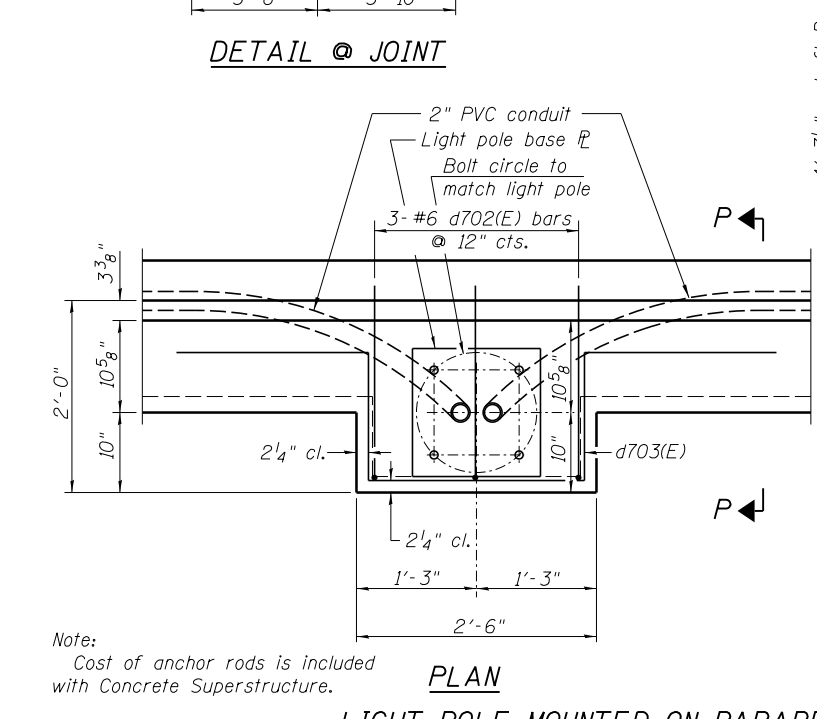
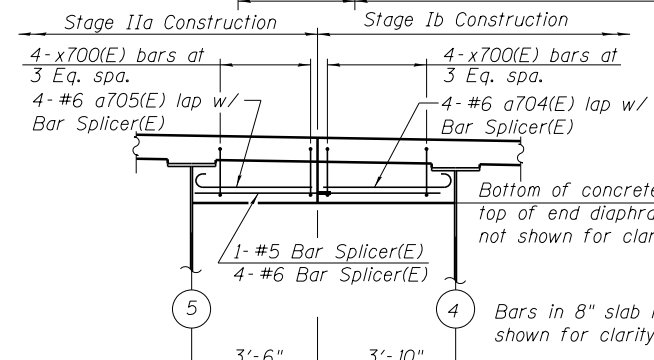
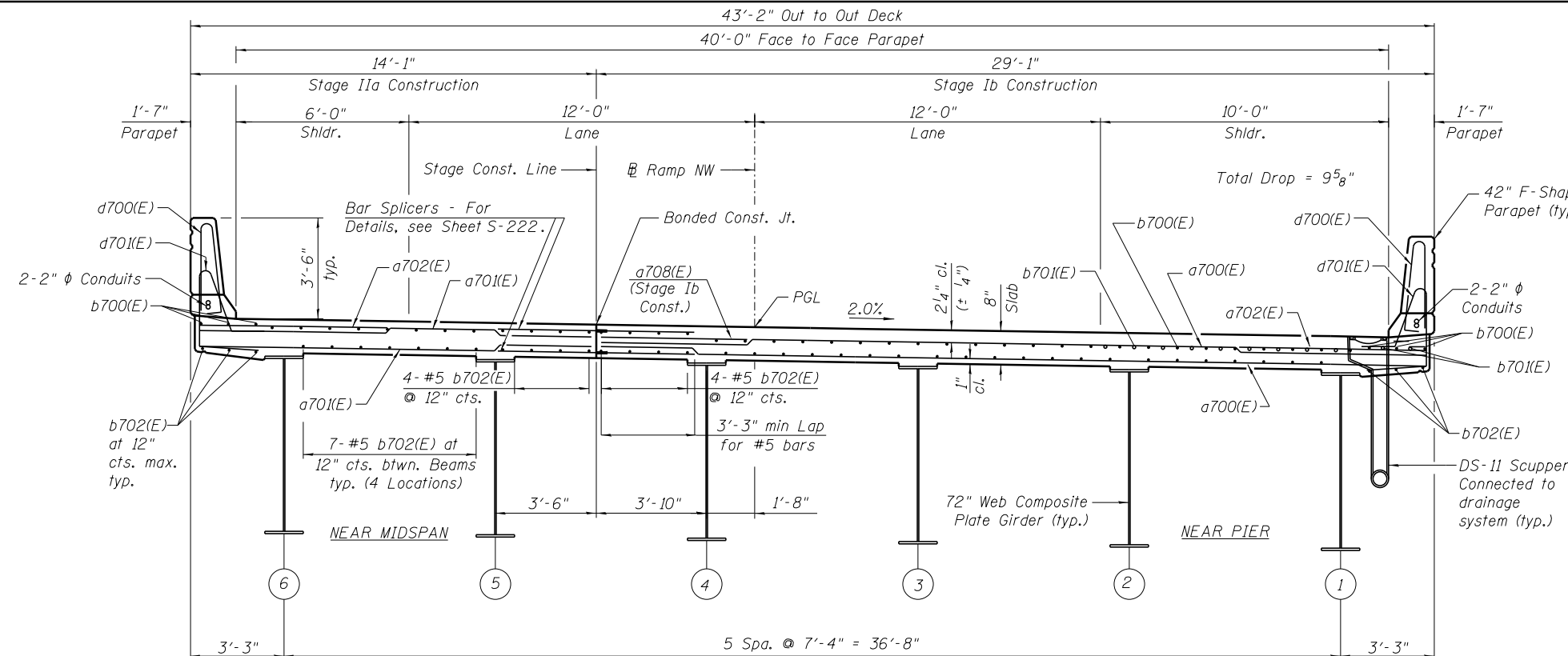
**DECK CROSS SECTION & DETAILS VII - S.N. 016-1505 (UNIT 3)
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-92 OF S-248 SHEETS

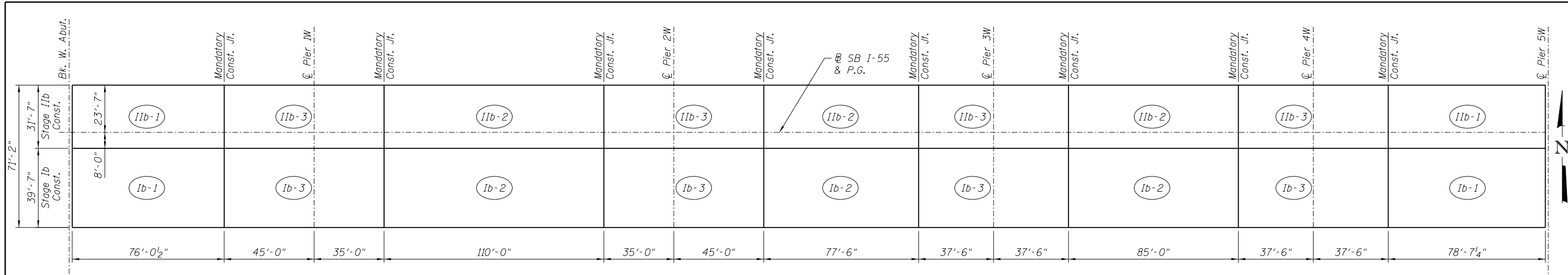
F.A.I. R.T.E. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 584
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

**SUPERSTRUCTURE
BILL OF MATERIAL
S.N. 016-1505 (UNIT 4)**

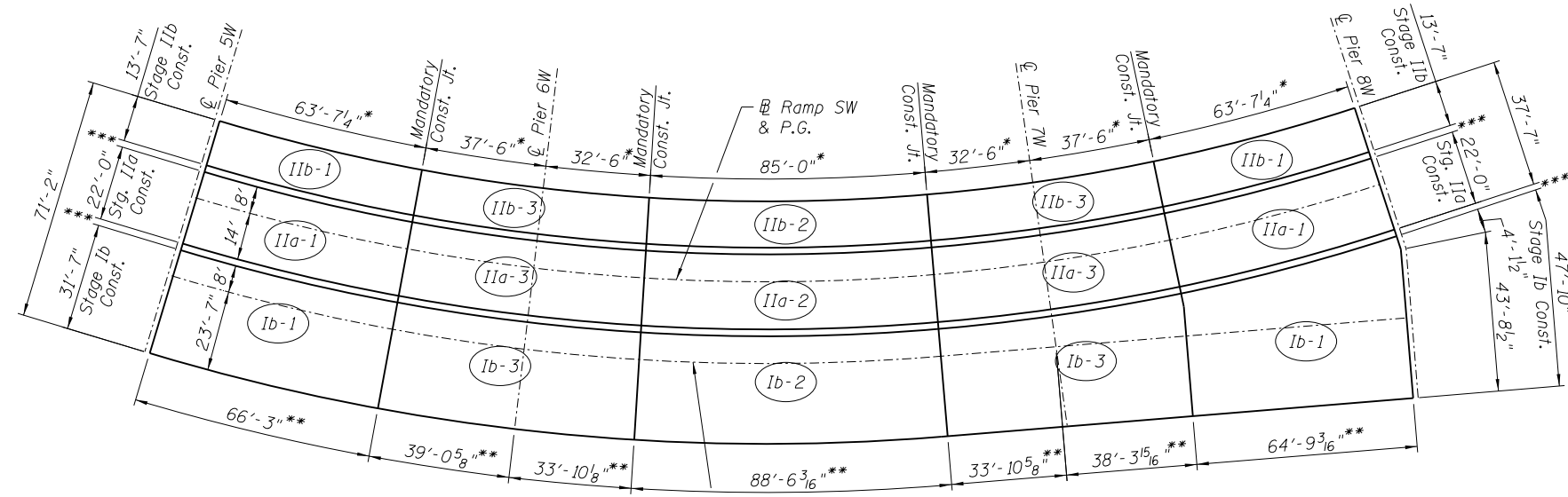
Bar	No.	Size	Length	Shape	
a700(E)	1133	#5	28'-8"	—	
a701(E)	1133	#5	13'-8"	—	
a702(E)	1292	#6	6'-9"	—	
a703(E)	32	#6	8'-4"	—	
a704(E)	8	#6	4'-2"	—	
a705(E)	8	#6	3'-10"	—	
a706(E)	24	#5	1'-6"	—	
a707(E)	16	#6	4'-1"	—	
a708(E)	646	#5	11'-0"	—	
b700(E)	564	#5	29'-11"	—	
b701(E)	129	#6	38'-5"	—	
b702(E)	546	#5	27'-10"	—	
d700(E)	770	#5	6'-10"	—	
d701(E)	706	#5	7'-8"	—	
d702(E)	3	#6	5'-0"	—	
d703(E)	5	#6	8'-9"	—	
e700(E)	32	#4	19'-8"	—	
e701(E)	14	#4	17'-5"	—	
e702(E)	210	#4	17'-4"	—	
e703(E)	20	#4	29'-11"	—	
e704(E)	20	#8	32'-5"	—	
e705(E)	4	#8	19'-8"	—	
x700(E)	90	#5	8'-2 1/2"	—	
Reinforcement Bars, Epoxy Coated				Pound	129,410
Concrete Superstructure				Cu. Yd.	474.0
Bridge Deck Grooving (Longitudinal)				Sq. Yd.	1,363
Protective Coat				Sq. Yd.	1,760



158_0161505-60170-Xsect_VIII_Unit_4.dgn

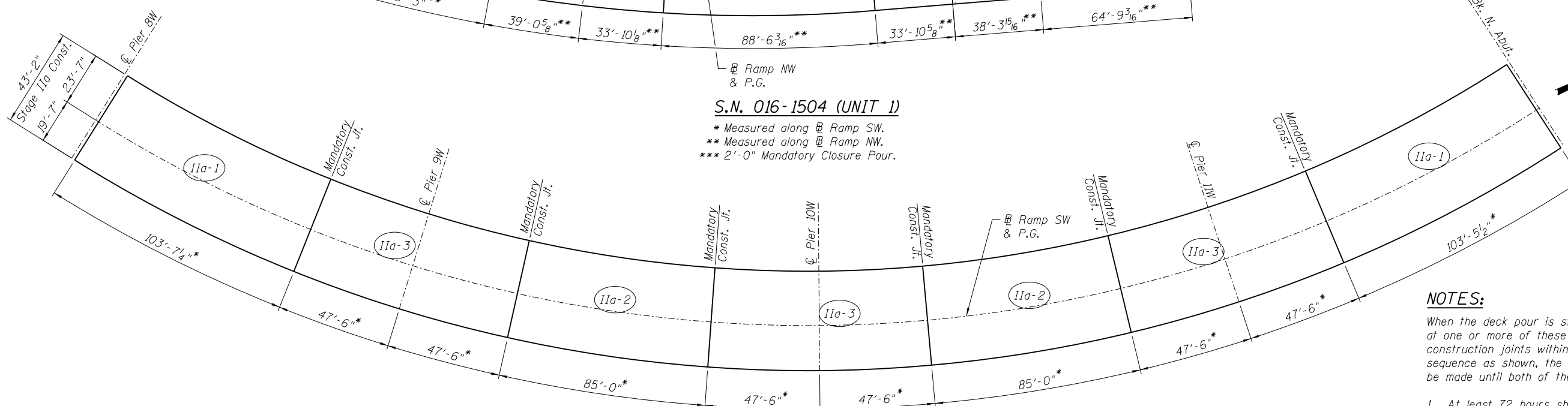


S.N. 016-1501



S.N. 016-1504 (UNIT 1)

* Measured along Ramp SW & P.G.
 ** Measured along Ramp NW & P.G.
 *** 2'-0" Mandatory Closure Pour.



S.N. 016-1504 (UNIT 2)

* Measured along Ramp SW & P.G.

- NOTES:**
- When the deck pour is stopped for the day at one or more of these transverse bonded construction joints within the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
1. At least 72 hours shall have elapsed from the end of the previous pour.
 2. The concrete strength shall have attained a minimum flexural strength of 650 psi, or a minimum compressive strength of 3,500 psi.

159_0160000_60L70_Deck Pouring 1.dgn



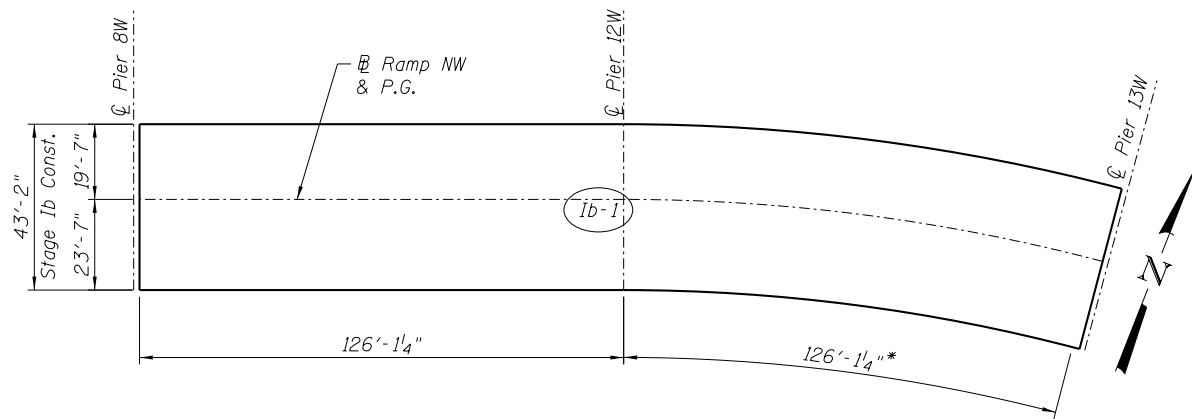
USER NAME = floresg	DESIGNED - CLS	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 12/05/2014	DRAWN - MRK	REVISED -
	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK POURING SEQUENCE I
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

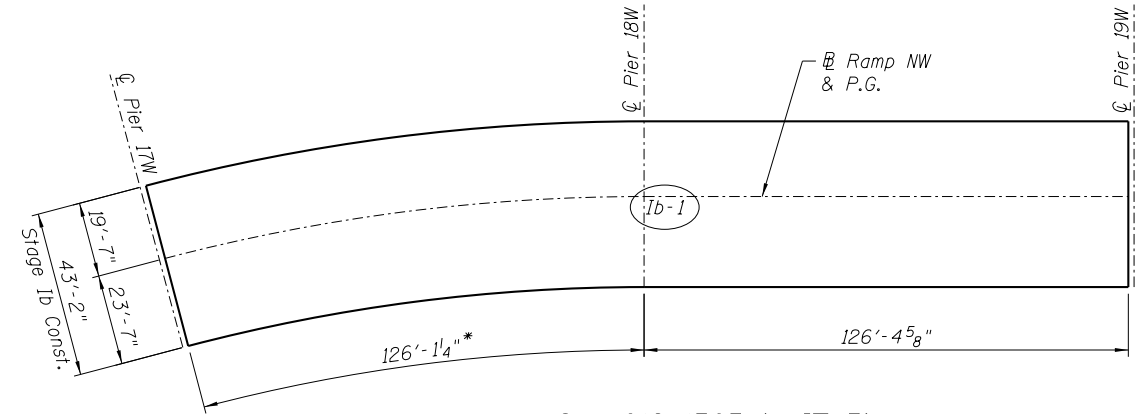
SHEET NO. S-94 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	586
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				



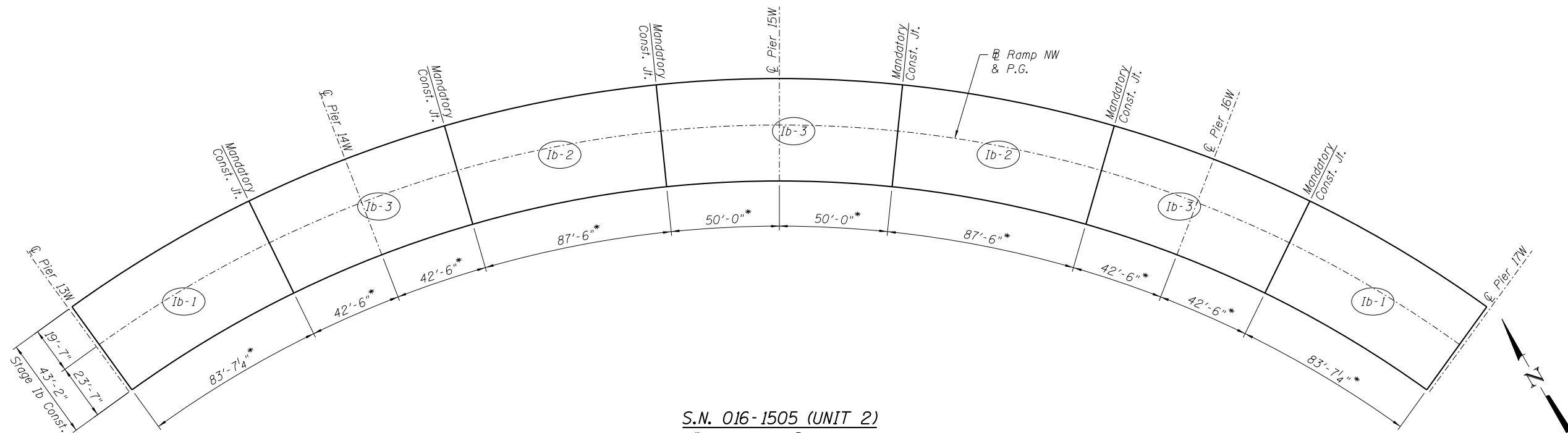
S.N. 016-1505 (UNIT 1)

*Measured along Ramp NW.



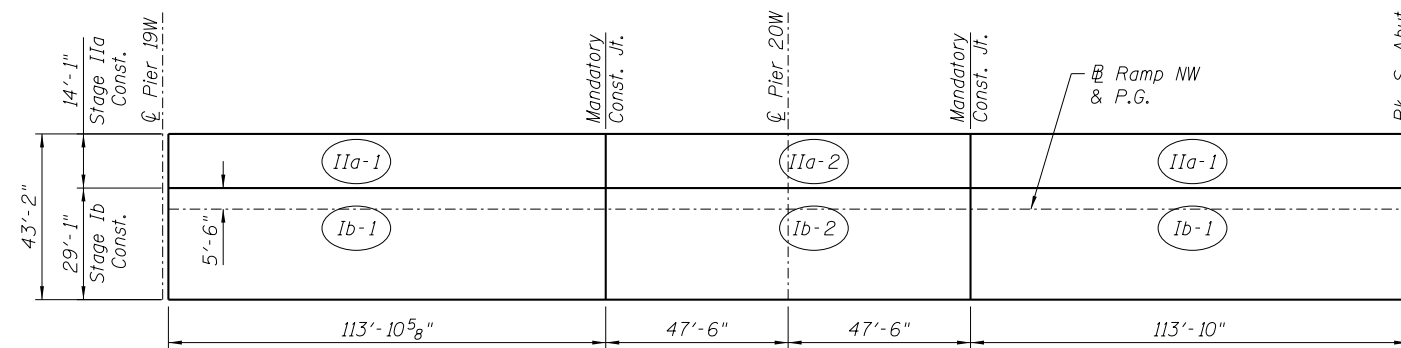
S.N. 016-1505 (UNIT 3)

*Measured along Ramp NW.



S.N. 016-1505 (UNIT 2)

*Measured along Ramp NW.



S.N. 016-1505 (UNIT 4)

NOTES:

When the deck pour is stopped for the day at one or more of these transverse bonded construction joints within the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 650 psi, or a minimum compressive strength of 3,500 psi.

160_0160000_60L70_Deck Pouring II.dgn



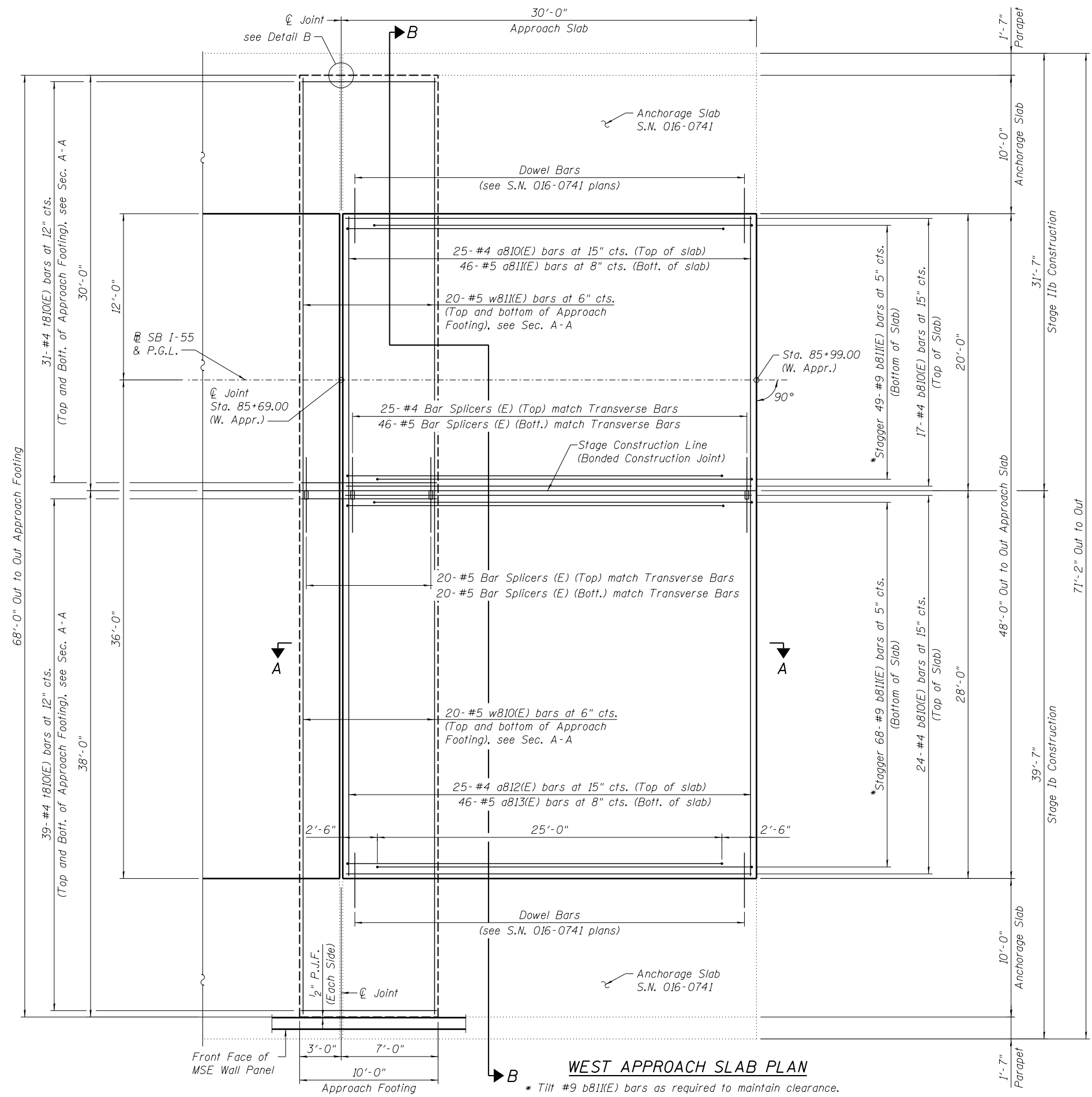
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PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

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DECK POURING SEQUENCE II
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-95 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	587
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

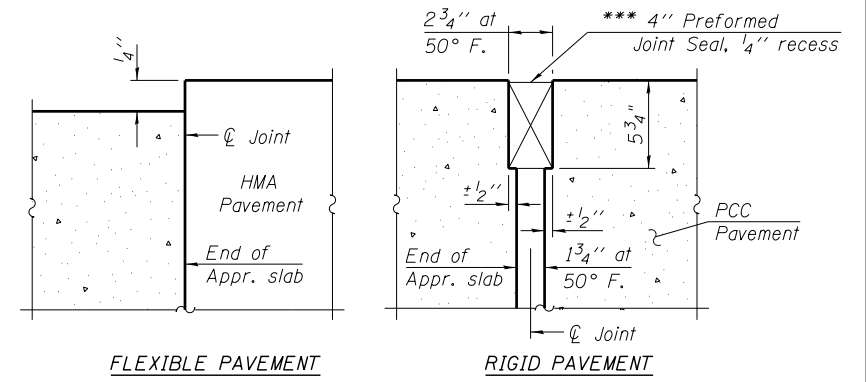


WEST APPROACH SLAB PLAN

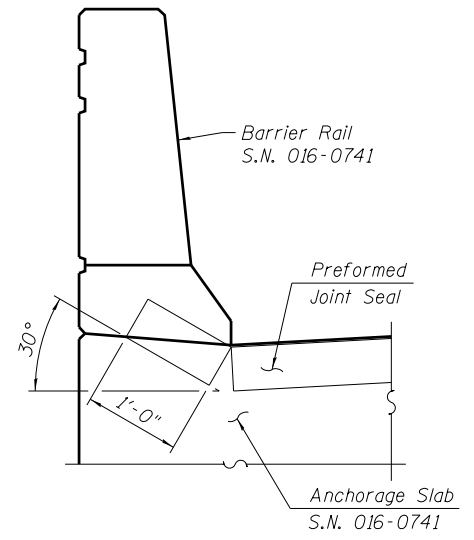
* Tilt #9 b811(E) bars as required to maintain clearance.

NOTES:

- See sheet S-97 for Sections A-A & B-B.
- *** Cost included with Concrete Superstructure.

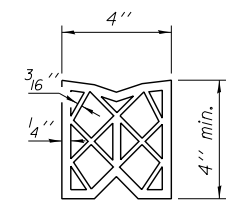


DETAIL A



DETAIL B

Angle Preformed Joint Seal @ 30°
 @ barrier rail for drainage, typ.



PREFORMED JOINT SEAL

171-0161501_60L70_APPRW1.dgn



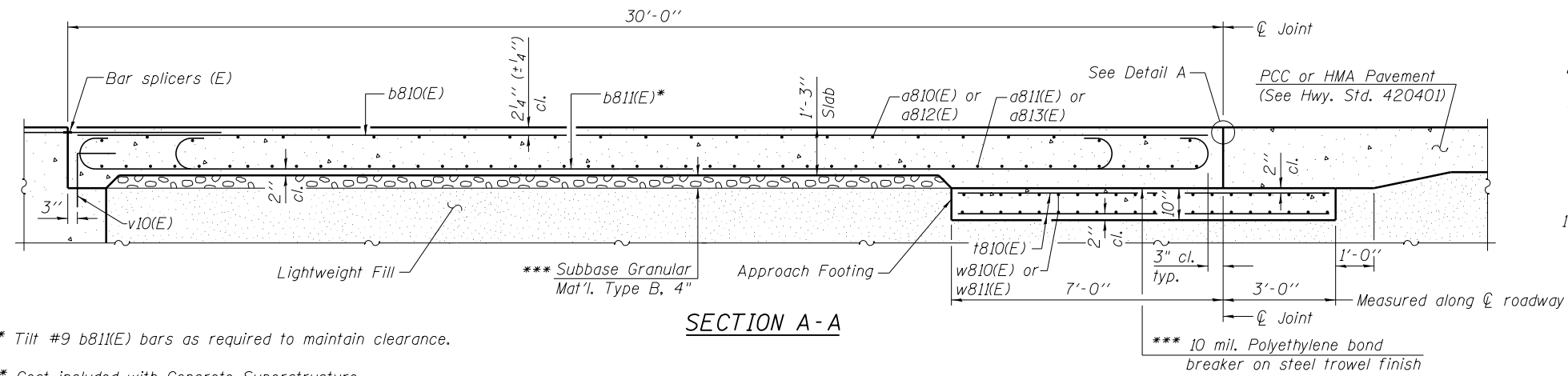
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**WEST APPROACH SLAB PLAN - S.N.016-1501
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-96 OF S-248 SHEETS

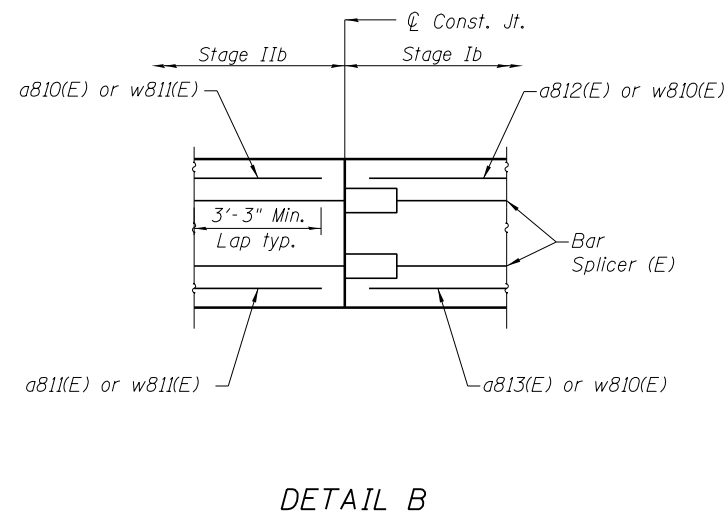
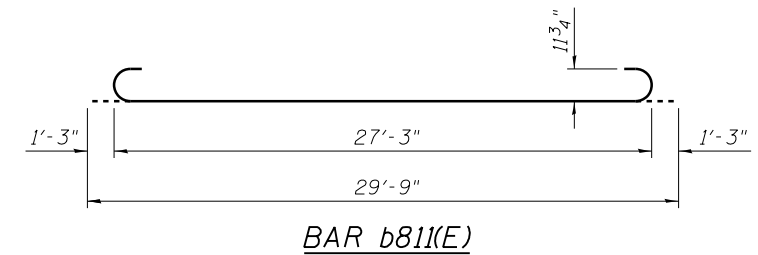
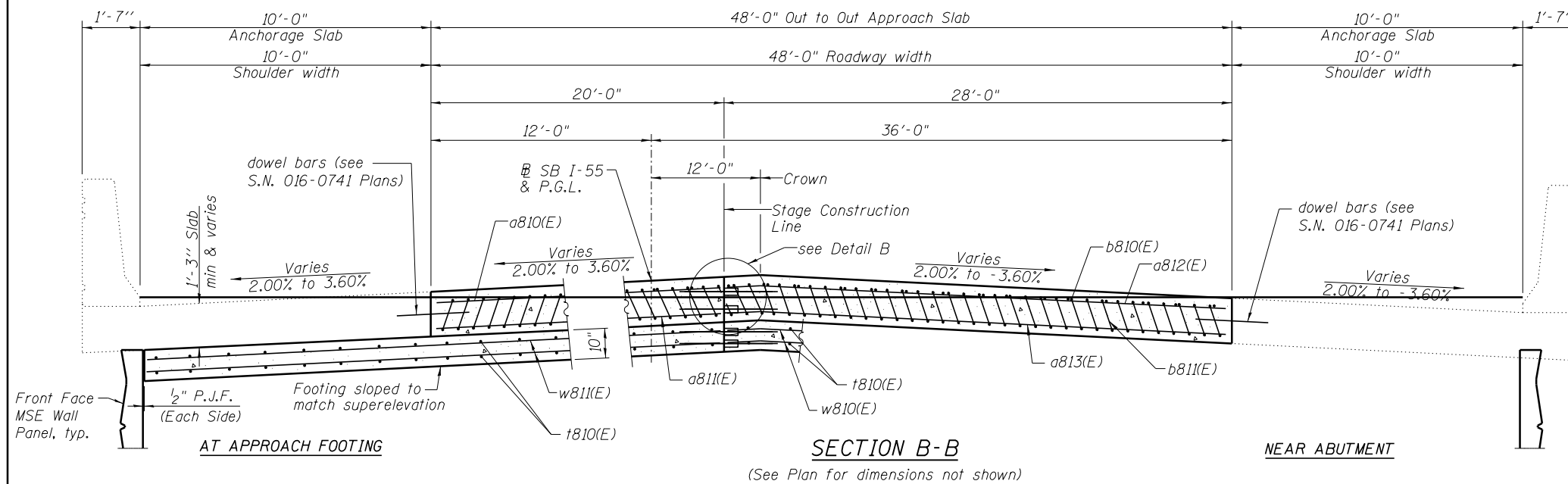
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				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



* Tilt #9 b811(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

NOTES:

1. See sheet S-96 for Detail A.
2. Approach slab concrete shall be paid for as Concrete Superstructure.
3. Approach footing concrete shall be paid for as Concrete Structures.
4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
5. For v10(E) bar details, see sheet S-170.
6. The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
7. Cost of excavation for approach footing included with Concrete Structures.
8. For bar splicer details, see sheet S-222.
9. For lightweight fill details, see Wall (SN 016-0741) plans.
10. For Anchor Slab Details, see Wall (SN 016-0741) plans.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a810(E)	25	#4	19'-8"	—
a811(E)	46	#5	19'-8"	—
a812(E)	25	#4	27'-8"	—
a813(E)	46	#5	27'-8"	—
b810(E)	41	#4	29'-8"	—
b811(E)	117	#9	29'-9"	⌋
t810(E)	140	#4	9'-8"	—
w810(E)	40	#5	37'-8"	—
w811(E)	40	#5	29'-8"	—
Concrete Superstructure			Cu. Yd.	66.7
Concrete Structures			Cu. Yd.	21.0
Reinforcement Bars, Epoxy Coated			Pound	19,430
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	160
Protective Coat			Sq. Yd.	160

172_0161501_60L70_APPRW2.dgn



USER NAME = floresg	DESIGNED - CLS	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
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STATE OF ILLINOIS
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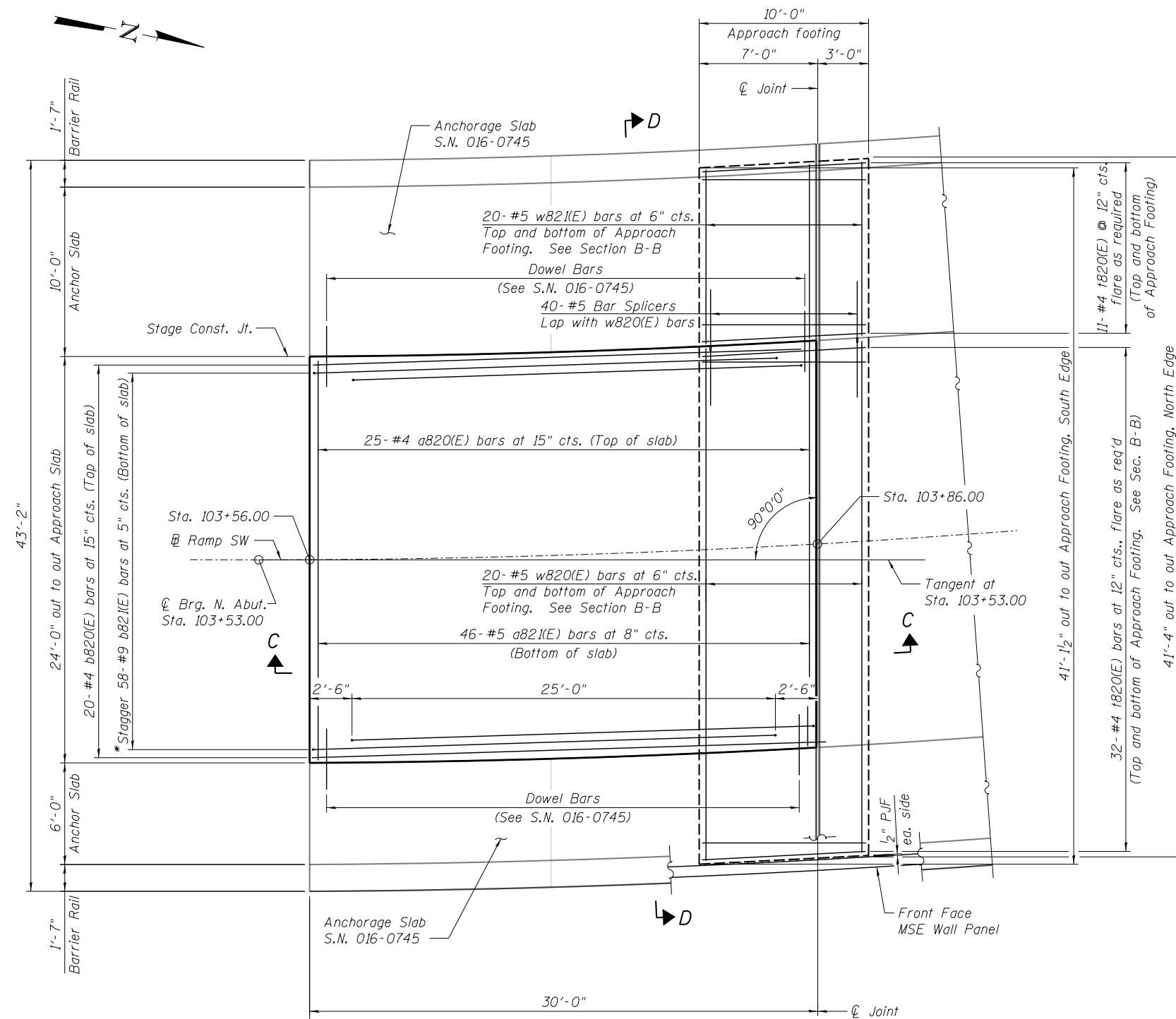
WEST APPROACH SLAB DETAILS - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-97 OF S-248 SHEETS

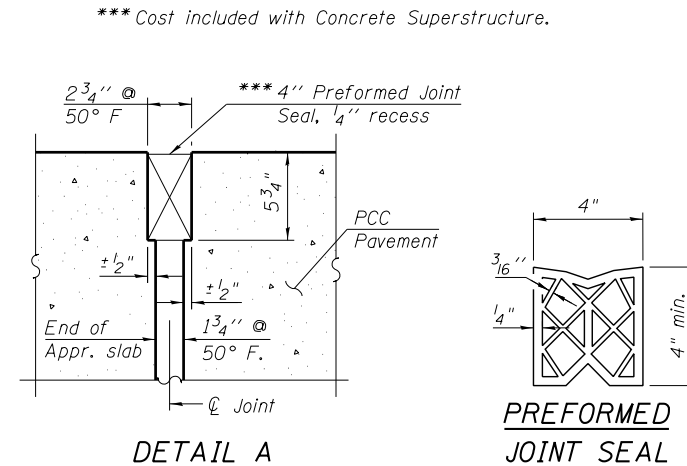
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55	2010-080-B	COOK	886	589
			CONTRACT NO. 60L70	
ILLINOIS FED. AID PROJECT				

NOTES:

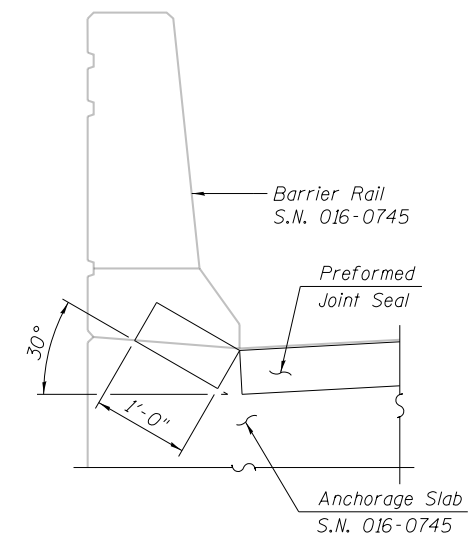
1. See Sheet S-99 for Sections C-C & D-D.
2. a820(E) and a821(E) bar spacings measured along \perp Ramp SW.



NORTH APPROACH PLAN - 016-1504
 *Tilt #9 b821(E) bars as required to maintain clearance.



DETAIL A



DETAIL B
 Angle Preformed Joint Seal @ 30°
 @ barrier rail for drainage, typ.

173_0161504_60L70_APPRNI.dgn



USER NAME = AVasonis	DESIGNED - TH	REVISED -
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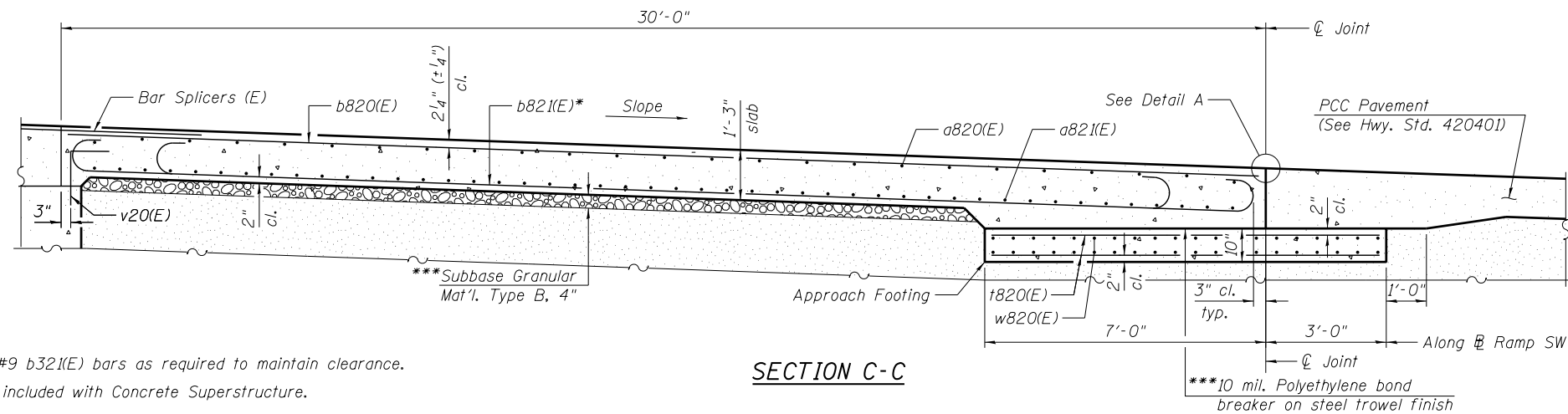
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

NORTH APPROACH SLAB PLAN - S.N. 016-1504
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-98 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 590
				CONTRACT NO. 60L70

ILLINOIS FED. AID PROJECT

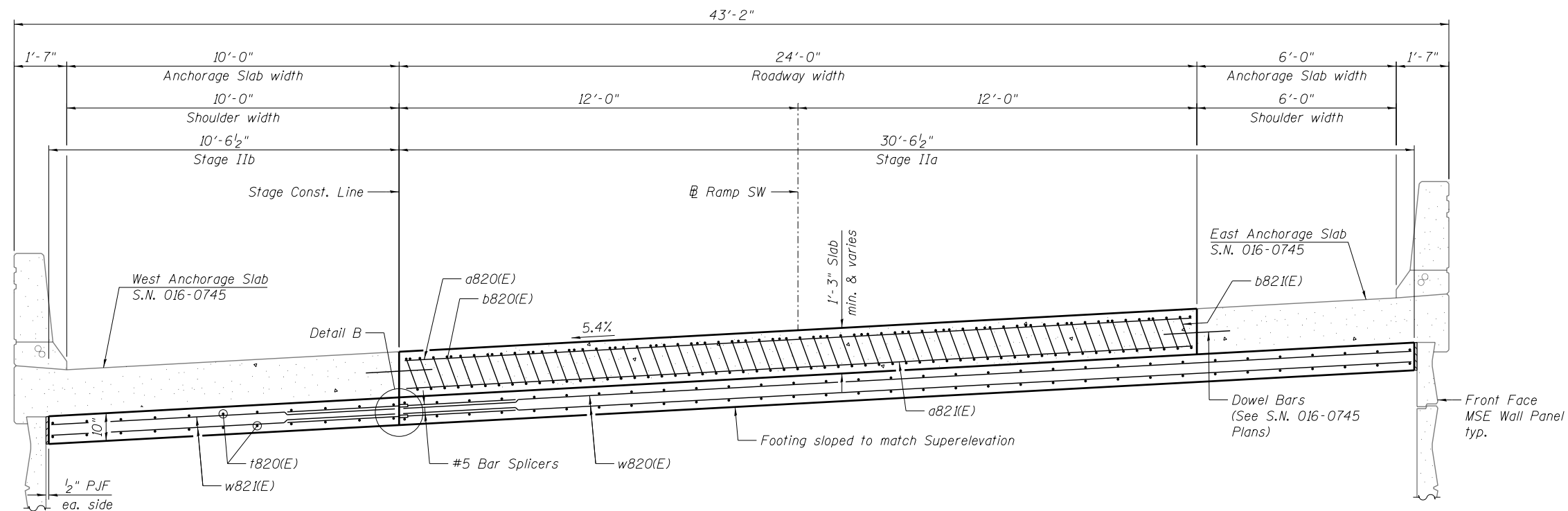


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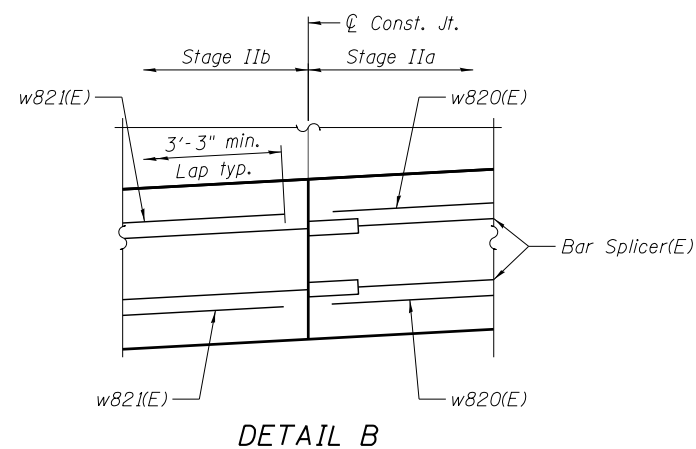
1. See Sheet S-98 for Detail A.
2. Approach slab shall be paid for as Concrete Superstructure.
3. Approach footing concrete shall be paid for as Concrete Structures.
4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
5. For v20(E) bar details, see Sheet S-173.
6. The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
7. Cost of excavation for approach footing included with Concrete Structures.
8. For bar splicer details, see sheet S-222.
9. For lightweight fill details, see wall (S.N. 016-0745) plans.
10. For Anchor Slab details, see Wall (S.N. 016-0745) plans.

*Tilt #9 b321(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

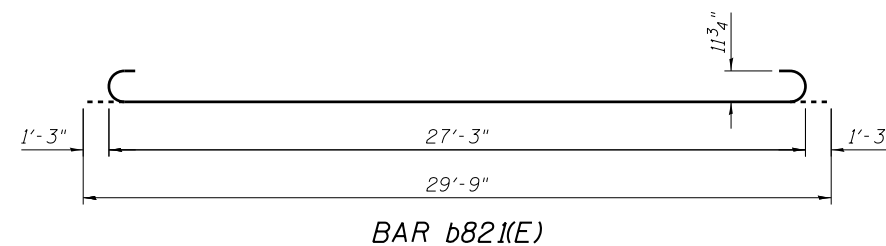
SECTION C-C



SECTION D-D
 (See Plan for dimensions not shown)



DETAIL B



BAR b821(E)

**NORTH APPROACH
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a820(E)	25	#4	23'-8"	—
a821(E)	46	#5	23'-8"	—
b820(E)	20	#4	29'-8"	—
b821(E)	58	#9	29'-9"	—
t820(E)	84	#4	9'-8"	—
w820(E)	40	#5	30'-3"	—
w821(E)	40	#5	10'-3"	—
Concrete Superstructure			Cu. Yd.	35.5
Concrete Structures			Cu. Yd.	12.7
Reinforcement Bars, Epoxy Coated			Pound	10,800
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	80
Protective Coat			Sq. Yd.	80

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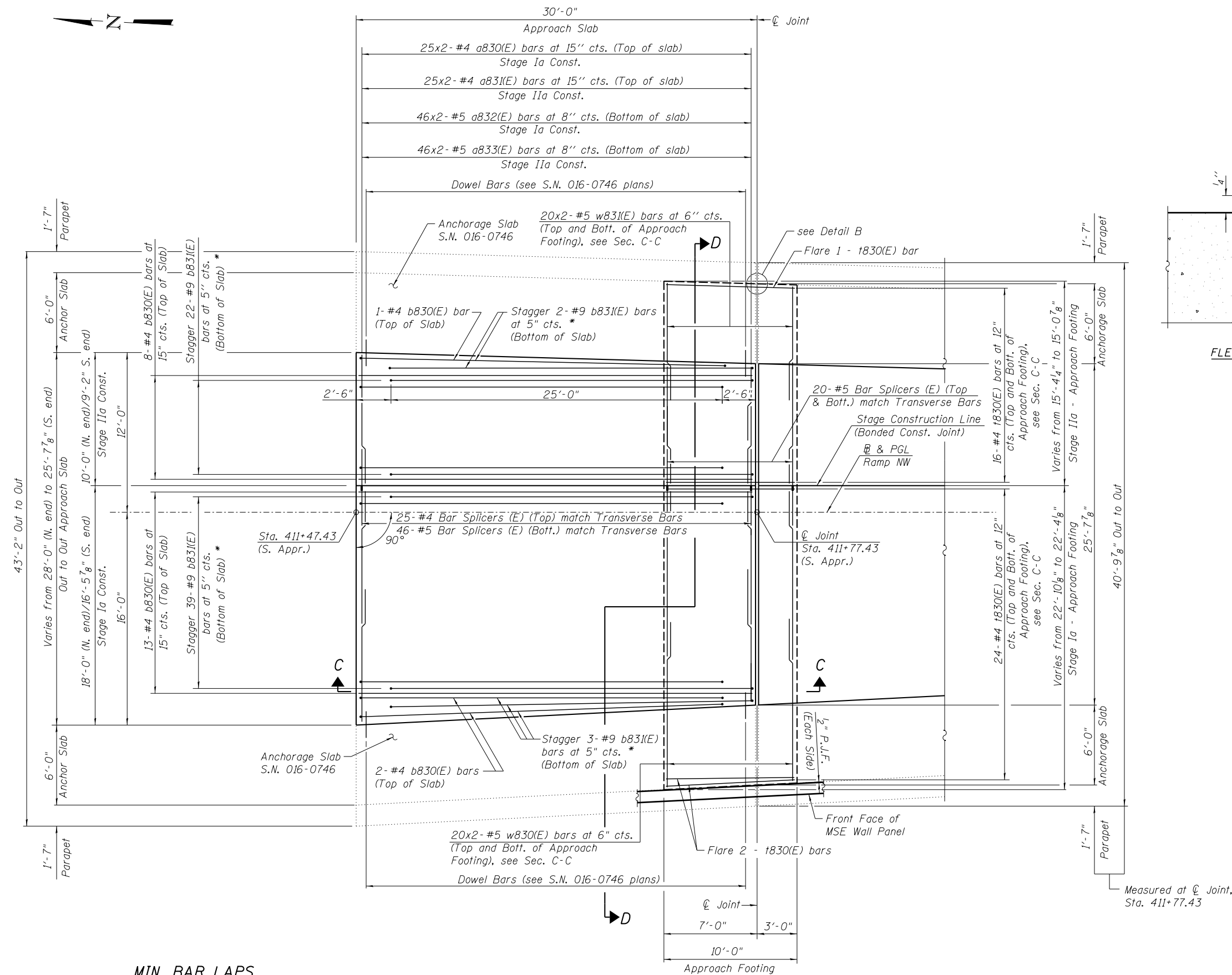
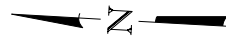
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**NORTH APPROACH SLAB DETAILS - S.N. 016-1504
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-99 OF S-248 SHEETS

F.A.I. RTE. 55	SECTION 2010-080-B	COUNTY COOK	TOTAL SHEETS 886	SHEET NO. 591
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



#4 bar = 2'-7"
 #5 bar = 3'-3"

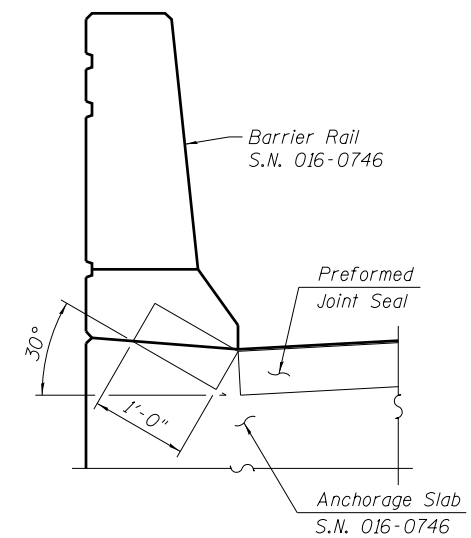
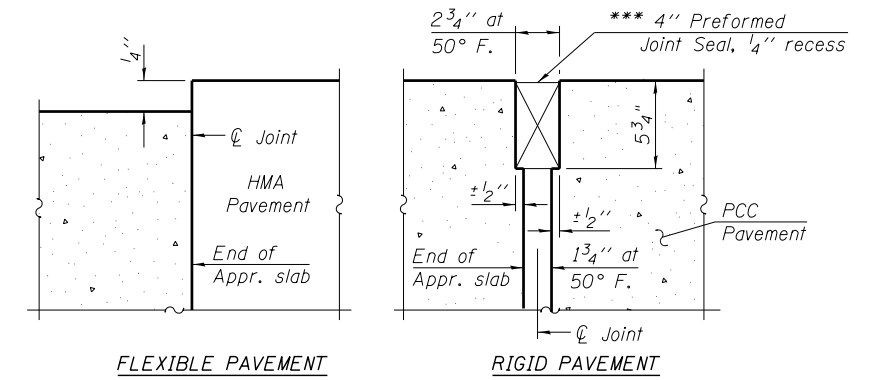
SOUTH APPROACH SLAB PLAN - S.N. 016-1505

* Tilt #9 b831(E) bars as required to maintain clearance.

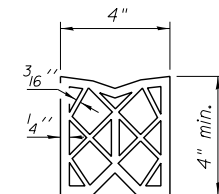
NOTES:

1. See sheet S-101 for Sections C-C & D-D.

*** Cost included with Concrete Superstructure.



Angle Preformed Joint Seal @ 30°
 @ barrier rail for drainage, typ.



PREFORMED JOINT SEAL

Measured at ϕ Joint, Sta. 411+77.43

175_0161505_60L70_APPRS1.dgn



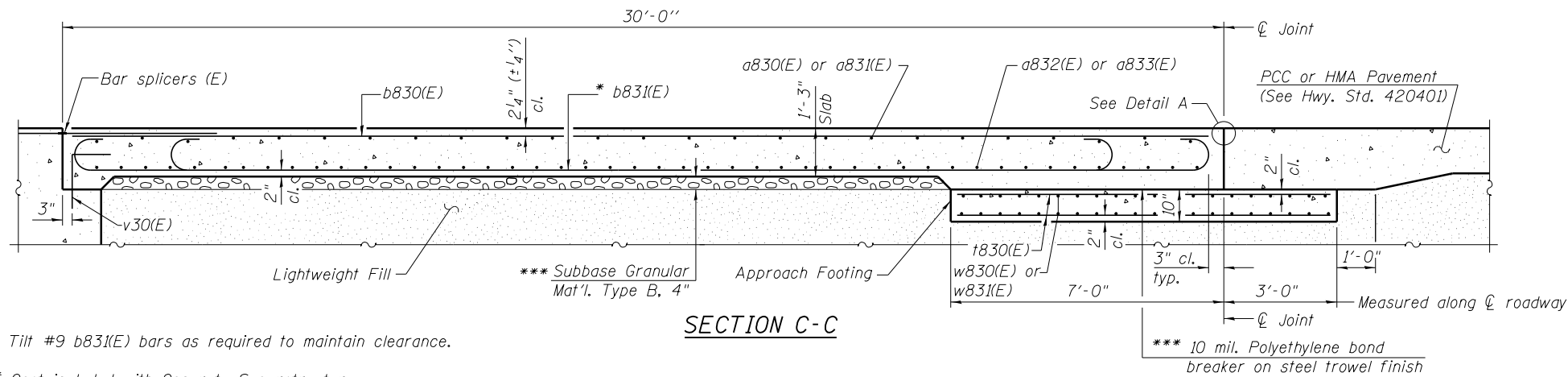
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PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOUTH APPROACH SLAB PLAN - S.N. 016-1505
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-100 OF S-248 SHEETS

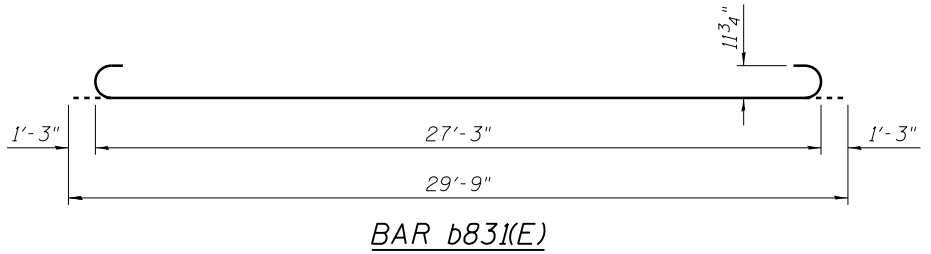
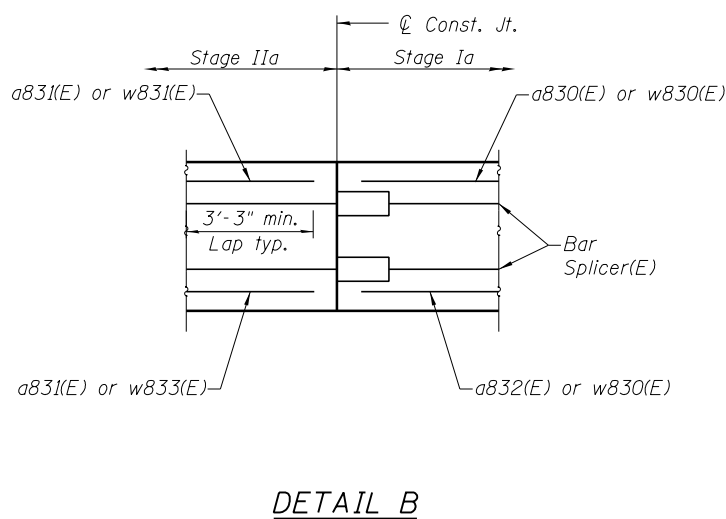
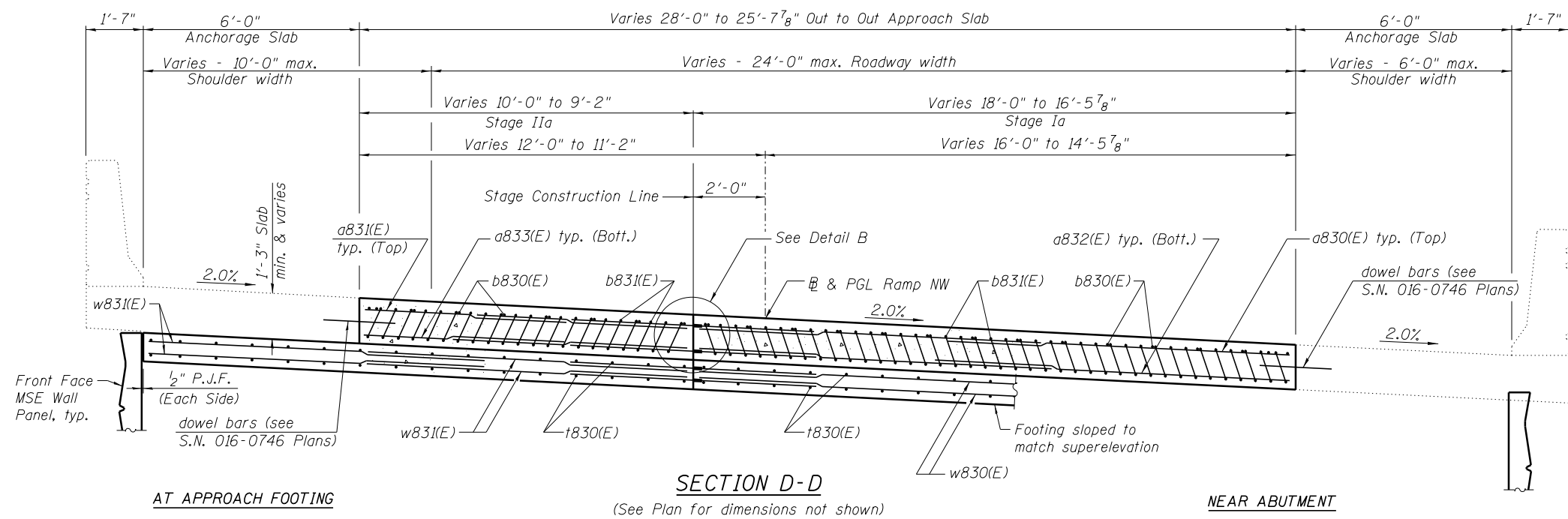
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CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



NOTES:

1. See sheet S-100 for Detail A.
2. Approach slab concrete shall be paid for as Concrete Superstructure.
3. Approach footing concrete shall be paid for as Concrete Structures.
4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
5. For v30(E) bar details, see sheet S-174.
6. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
7. Cost of excavation for approach footing included with Concrete Structures.
8. For bar splicer details, see sheet S-222.
9. For lightweight fill details, see Wall (S.N. 016-0746) plans.
10. For Anchor Slab Details, see Wall (S.N. 016-0746) plans.

* Tilt #9 b831(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a830(E)	50	#4	10'-2"	—
a831(E)	50	#4	6'-2"	—
a832(E)	92	#5	10'-6"	—
a833(E)	92	#5	6'-6"	—
b830(E)	24	#4	29'-8"	—
b831(E)	66	#9	29'-9"	—
t830(E)	80	#4	9'-8"	—
w830(E)	80	#5	12'-11"	—
w831(E)	80	#5	9'-2"	—
Concrete Superstructure			Cu. Yd.	37.3
Concrete Structures			Cu. Yd.	11.7
Reinforcement Bars, Epoxy Coated			Pound	11,690
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	90
Protective Coat			Sq. Yd.	90

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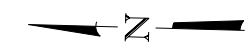


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

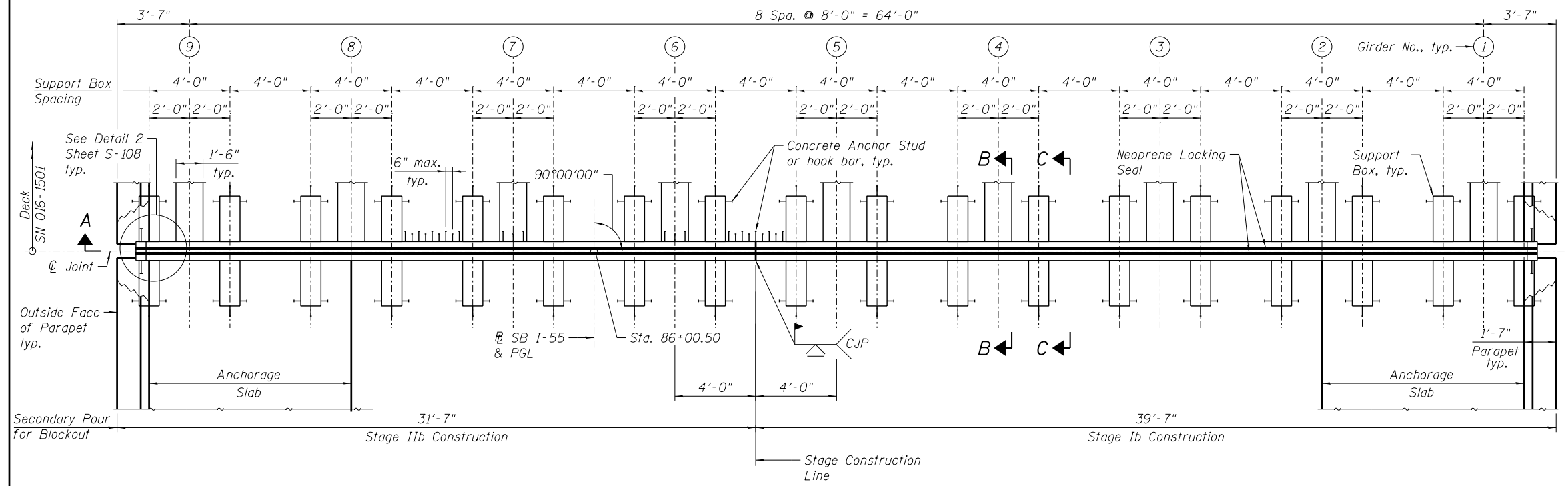
**SOUTH APPROACH SLAB DETAILS - S.N. 016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 593
SHEET NO. S-101 OF S-248 SHEETS			CONTRACT NO. 60L70	
ILLINOIS FED. AID PROJECT				



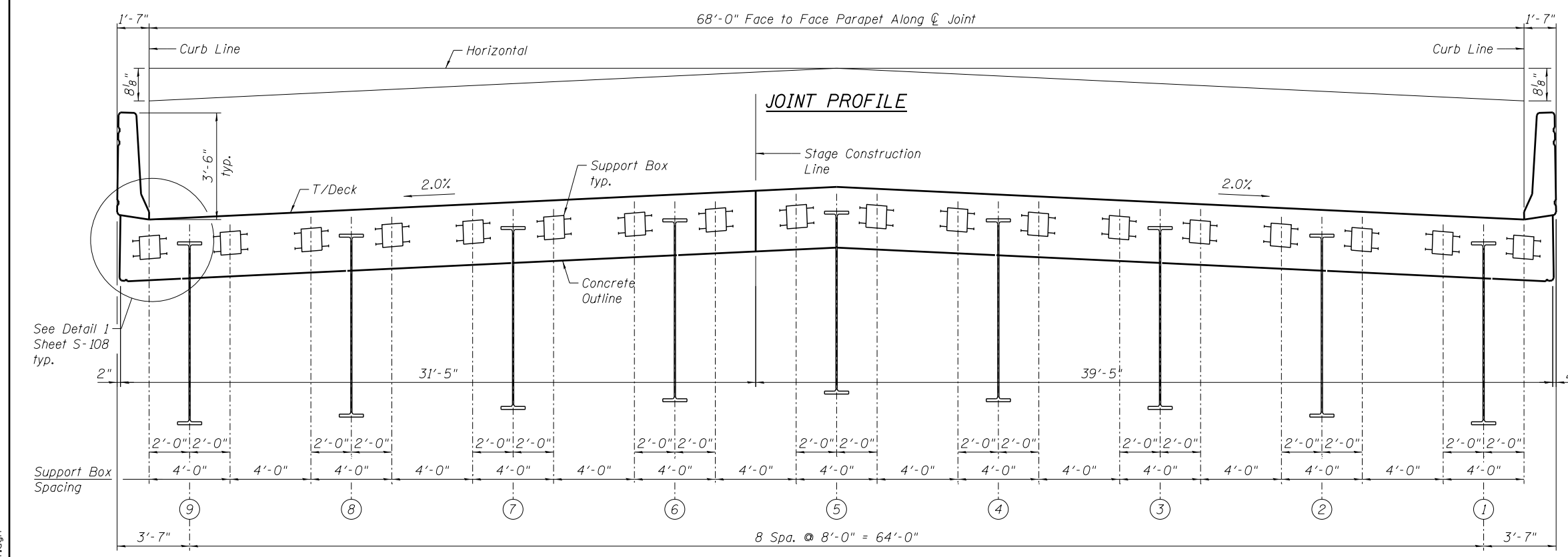
GENERAL NOTES:

1. Modular expansion joint shall be designed according to Section 14 of the 2012 AASHTO specifications for HL-93 truck loading with impact and the Special Provision.
2. The joint shall be a shop-fabricated modular assembly with multiple support bars, edge and separation beams and transverse neoprene seals, providing a continuous seal across the deck.
3. Joint shall be fabricated and installed according to the manufacturer's recommendations and as specified in the special provision for a modular joint system and as approved the the Engineer.
4. Joint shall be fabricated to conform to the roadway profile and cross-slopes.
5. All exposed structural steel elements such as separation beams, edge beams, support bars, sliding plate assemblies and cover plates shall be fabricated with AASHTO M270 Grade 50 ksi steel.
6. Modular expansion joints shall be shipped in one piece unless noted.
7. Concrete anchor studs attached to the modular expansion joint shall conform to the requirements of Article 1006.32 of the Standard Specifications. The cost of the Concrete Anchor Stud shall be included with Modular Expansion Joint Pay items.
8. No aluminum components shall be allowed.
9. All splices of center beams and edge beams located in the roadway shall be full penetration welds. (Upturn splices may be partial penetration welds)
10. See deck reinforcement plan sheet for bar size, designation and blockout dimensions.
11. The swivel modular expansion joint system shall be limited to pre-approved systems as indicated in special provision for Modular Expansion Joint. The joint shall provide the movement as shown in Table A.
12. For Sections B-B and C-C, see Sheet S-108.
13. Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
14. Dimensions are measured along ϕ of Joint.
15. Support box dimensions and spacing shown are conceptual only and subject to refinement by joint manufacturer.



Note:
All concrete Anchor studs required are not shown on plans for clarity.

PLAN



SECTION A-A
(Looking Upstation)

TABLE A

Location	Longitudinal Movement	Joint Size
West Abutment	4 5/8"	6

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint, 6"	Foot	68

181-0161501-60L70-EXPI-1.West.dgn



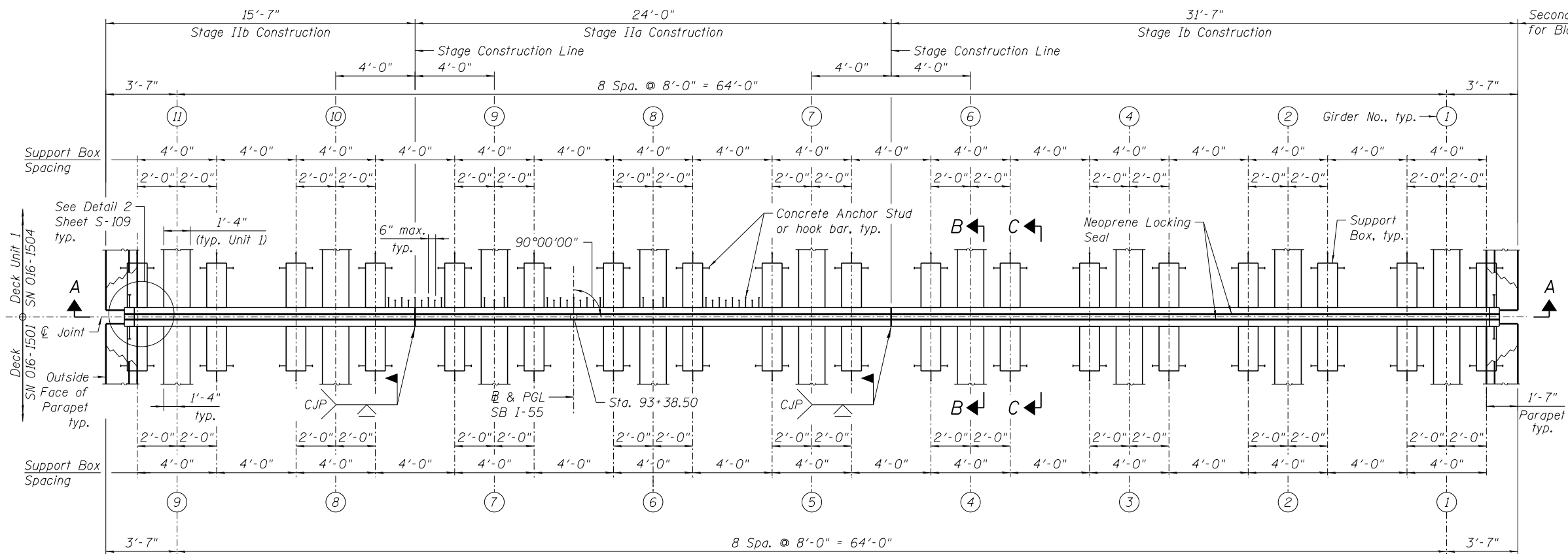
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PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
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MODULAR EXPANSION JOINT - WEST ABUTMENT - S.N.016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

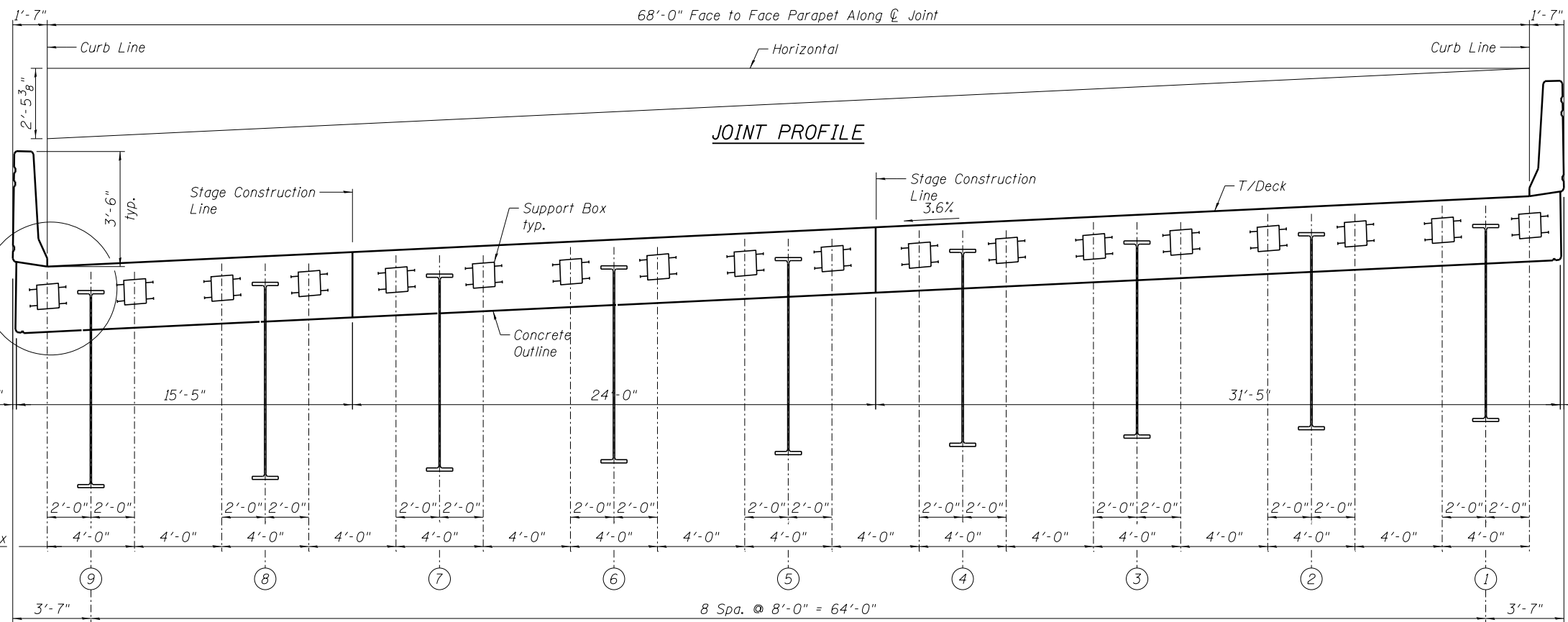
SHEET NO. S-102 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 594
			CONTRACT NO. 60L70	
ILLINOIS FED. AID PROJECT				



Note:
All concrete Anchor studs required
are not shown on plans for clarity.

PLAN



SECTION A-A
(Looking Upstation)

NOTES:

1. For General Notes, see Sheet S-102.
2. For Sections B-B and C-C, see Sheet S-109.
3. The swivel modular expansion joint system shall be limited to pre-approved systems as indicated in special provision for Modular Expansion Joint. The joint shall provide the movement as shown in Table A.
4. Dimensions are measured along ϕ of Joint.
5. Support box dimensions and spacing shown are conceptual only and subject to refinement by joint manufacturer.

TABLE A

Location	Longitudinal Movement (Inch)	Joint Size
Pier 5W	6 7/8"	9"

BILL OF MATERIAL

Item	Unit	Total
Modular Exp. Jt.-Swivel 9"	Foot	68



USER NAME = krltzm
DESIGNED - CLS
CHECKED - ATB
PLOT SCALE =
DRAWN - MRK
PLOT DATE = 12/05/2014
CHECKED - CLS

REVISED -
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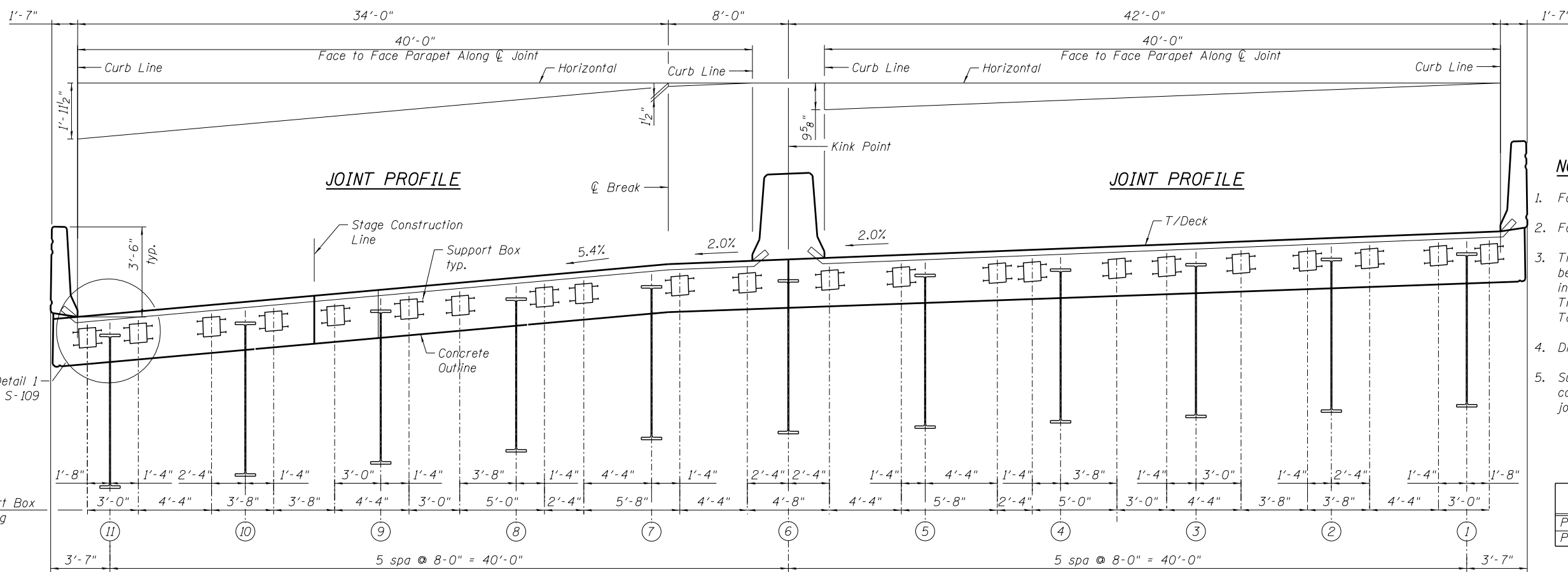
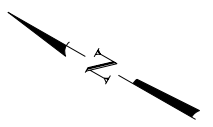
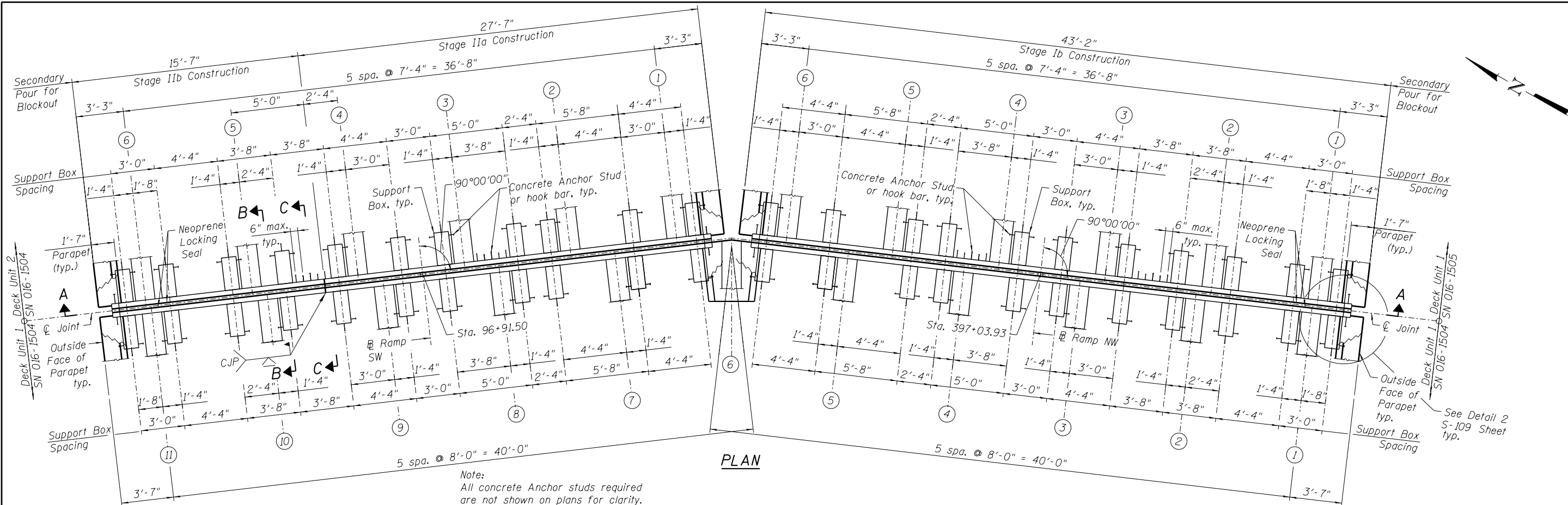
MODULAR EXPANSION JOINT - PIER 5W - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-103 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	595

CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT

182_0161504_60L70_EXP2_5W.dgn



- NOTES:**
- For General Notes, see Sheet S-102.
 - For Sections B-B and C-C, see Sheet S-109.
 - The swivel modular expansion joint system shall be limited to pre-approved systems as indicated in special provision for Modular Expansion Joint. The joint shall provide the movement as shown in Table A.
 - Dimensions are measured along ϕ of Joint.
 - Support box dimensions and spacing shown are conceptual only and subject to refinement by joint manufacturer.

TABLE A

Location	Longitudinal Movement (Inch)	Joint Size
Pier 8W (Ramp SW)	5 3/8"	9"
Pier 8W (Ramp NW)	3 3/8"	9"

BILL OF MATERIAL

Item	Unit	Total
Modular Exp. Jt. - Swivel 9"	Foot	80

183_0161504_60L70_EXP3_8W.dgn



USER NAME = kritz	DESIGNED - CLS	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
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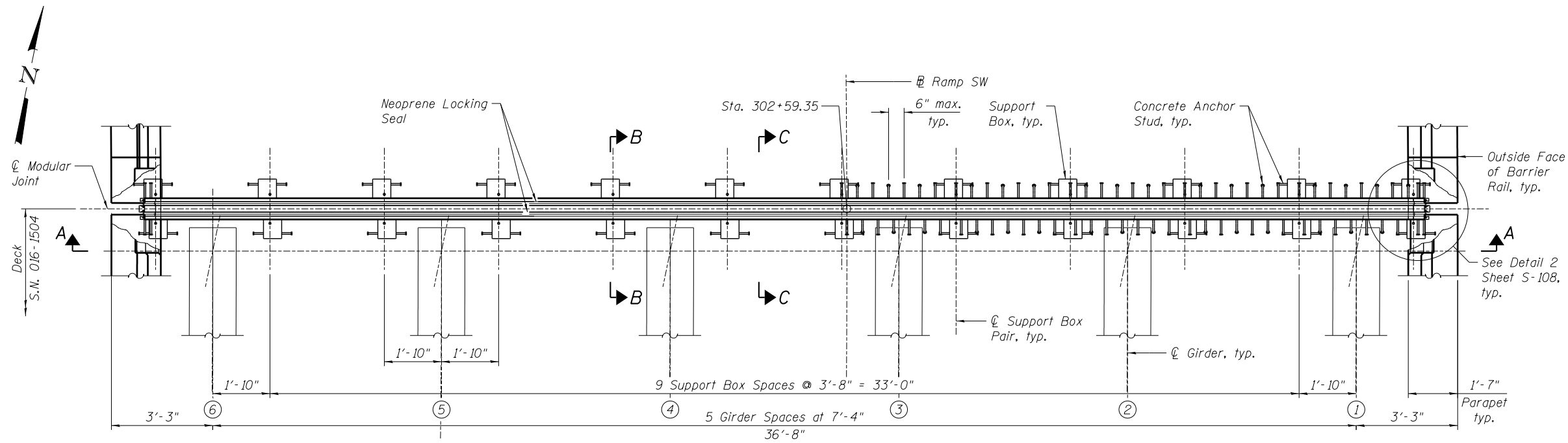
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT - PIER 8W - S.N. 016-1504
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RT.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	596
CONTRACT NO. 60L70				

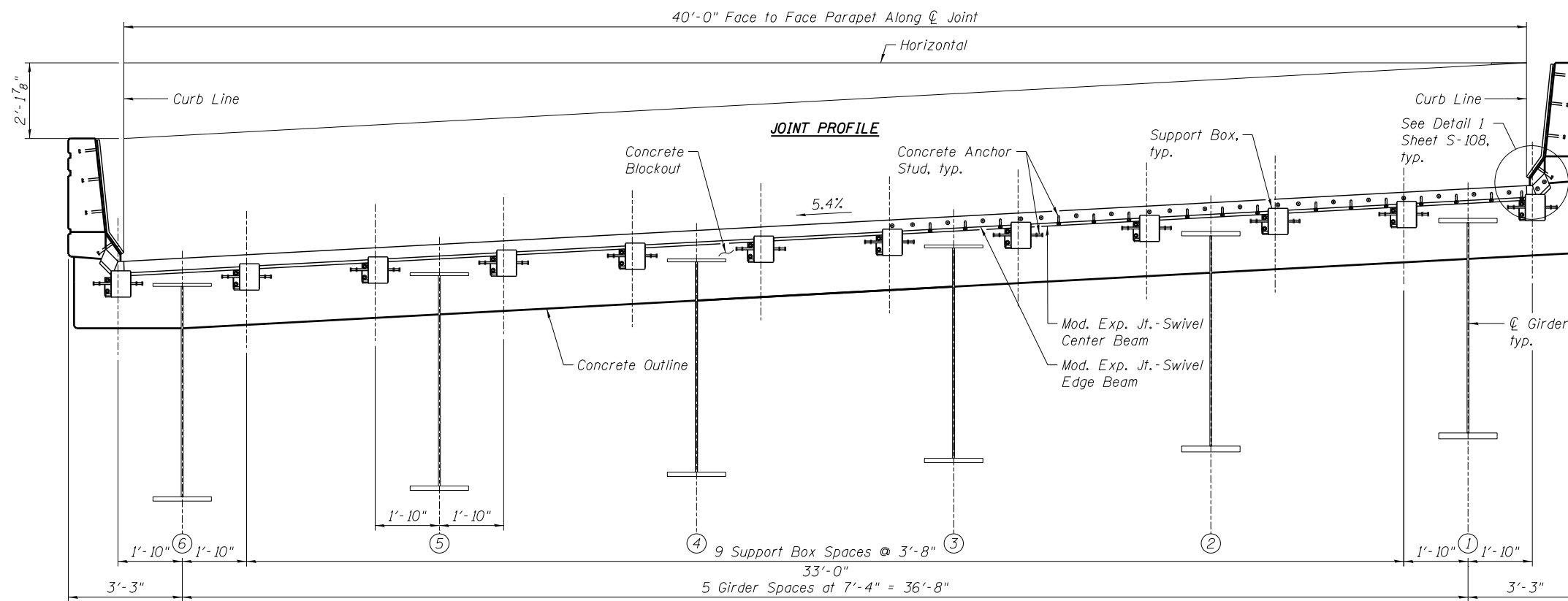
SHEET NO. S-104 OF S-248 SHEETS

ILLINOIS FED. AID PROJECT



PLAN

Note:
All Concrete Anchor Studs required are not shown on plans for clarity.



SECTION A-A
(Looking North)

Notes:
Modular expansion joint-swivel shall be designed according to Section 14 of the 2012 AASHTO specification for HL-93 truck loading with impact and the Special Provisions.
The joint shall be a shop-fabricated modular assembly with multiple support bars, edge and center beams, and transverse neoprene seals providing a continuous seal across the deck.
Joint shall be fabricated and installed according to the manufacturer's recommendations and as specified in the special provision for a modular joint system and as approved by the Engineer.
Joint shall be fabricated to conform to the roadway profile and cross-slopes.
All exposed structural steel elements such as separation center beams, edge beams, support bars, sliding plate assemblies and cover plates shall be fabricated with AASHTO M270 Grade 50 ksi steel.
Modular expansion joint-swivel shall be shipped in one piece.
Concrete anchor studs attached to the modular expansion joint shall conform to the requirements of Article 1006.32 of the Standard Specifications. The cost of the concrete Anchor Studs shall be included with "Modular Expansion Joint-Swivel 6".
No aluminum components shall be permitted.
All splices of center beams and edge beams located in the roadway shall be full penetration welds. (Upturn splices may be partial penetration welds.)
See deck reinforcement plan sheet for bar size, designation and breakout dimensions.
The modular expansion joint shall be either the MAURER swivel System by the D.S. Brown Company, as shown, or the WABO X-CEL System by the Watson Bowman Acme Corporation, or the LG Swivel System by TechStar Incorporated. The joint shall provide the movement as shown in Table A.
For Details 1 and 2 and Sections B-B and C-C, see Sheet S-108.
Modular expansion joint-swivel shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

TABLE A

Location	Longitudinal Movement (Inch)	Size (Inch)
North Abutment	5.125	6

BILL OF MATERIAL

Item	Unit	Total
Modular Exp. Jt.-Swivel 6"	Foot	40

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PLOT SCALE =	CHECKED - PK	REVISED -
PLOT DATE = 11/20/2014	DRAWN - PH	REVISED -
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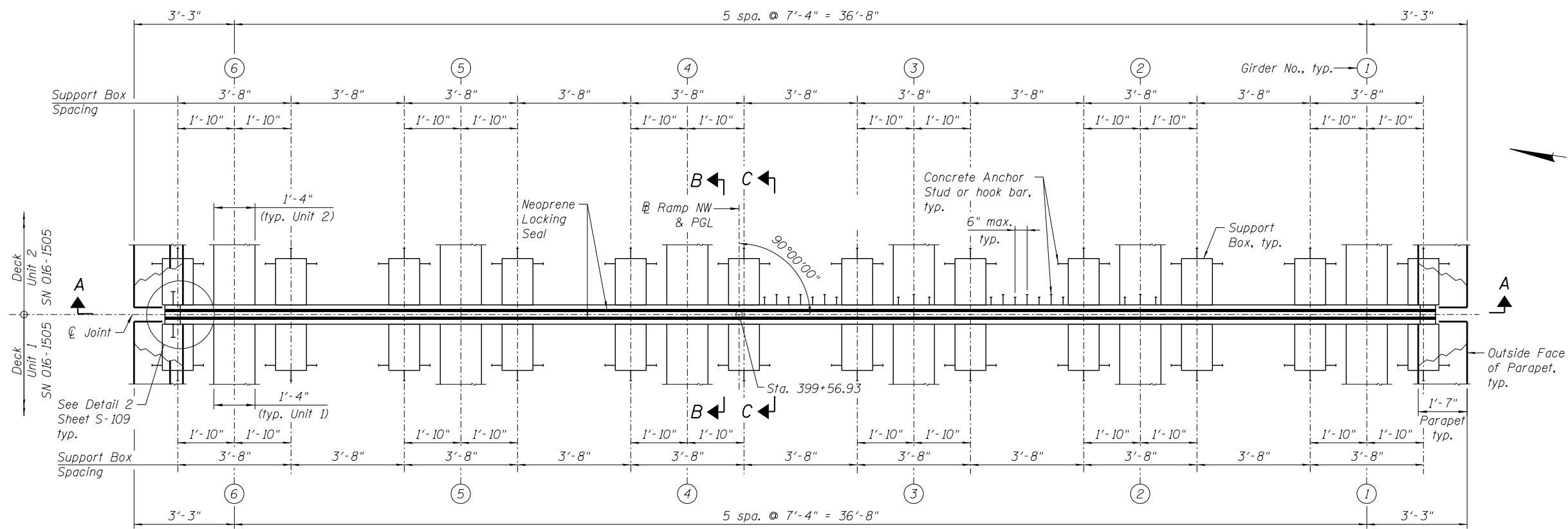
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MODULAR EXPANSION JOINT - NORTH ABUTMENT - S.N. 016-1504
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-105 OF S-248 SHEETS

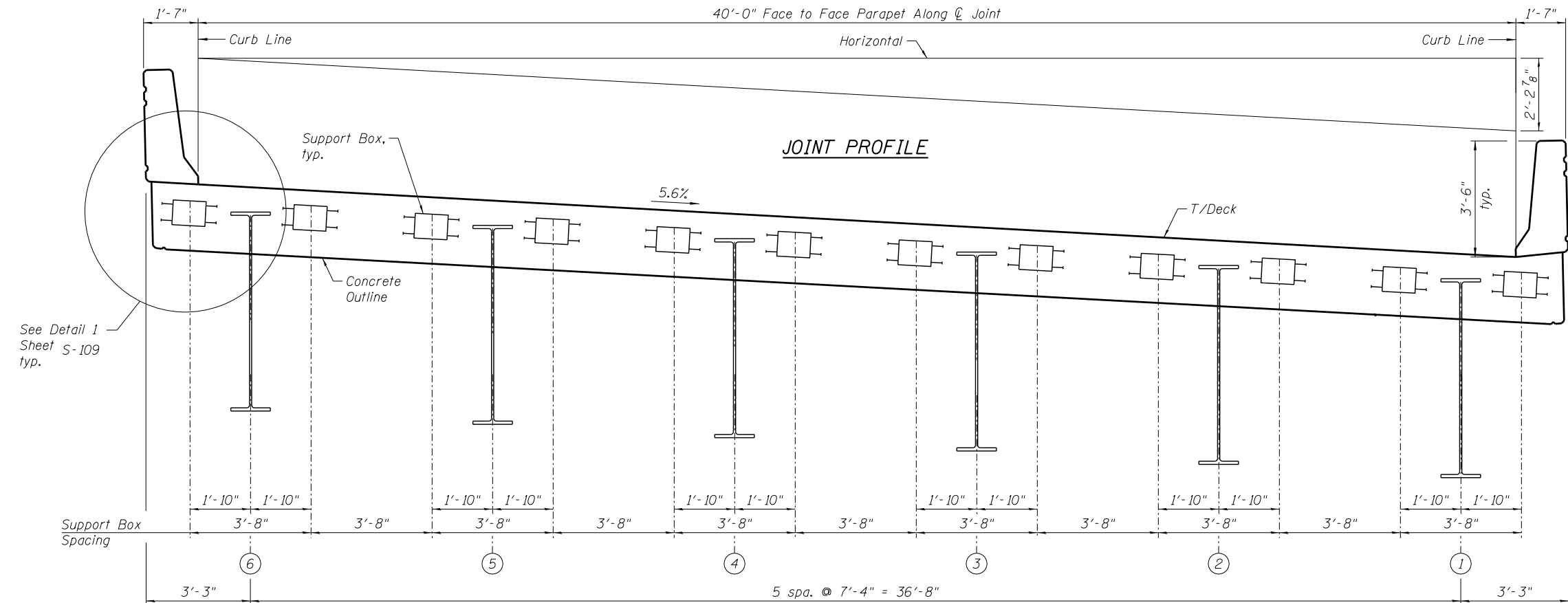
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	597

CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT



Note:
All Concrete Anchor Studs required are not shown on plans for clarity.

PLAN



SECTION A-A

(Looking Upstation)

NOTES:

1. For General Notes, see Sheet S-102.
2. For Sections B-B and C-C, see Sheet S-109.
3. The swivel modular expansion joint system shall be limited to pre-approved systems as indicated in special provision for Modular Expansion Joint. The joint shall provide the movement as shown in Table A.
4. Dimensions are measured along ϕ of Joint.
5. Support box dimensions and spacing shown are conceptual only and subject to refinement by joint manufacturer.

TABLE A

Location	Longitudinal Movement (Inch)	Joint Size
Pier 13W	5 1/2"	9"

BILL OF MATERIAL

Item	Unit	Total
Modular Exp. Jt.-Swivel 9"	Foot	40



USER NAME = kritzm	DESIGNED - CLS	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 11/20/2014	CHECKED - CLS	REVISED -

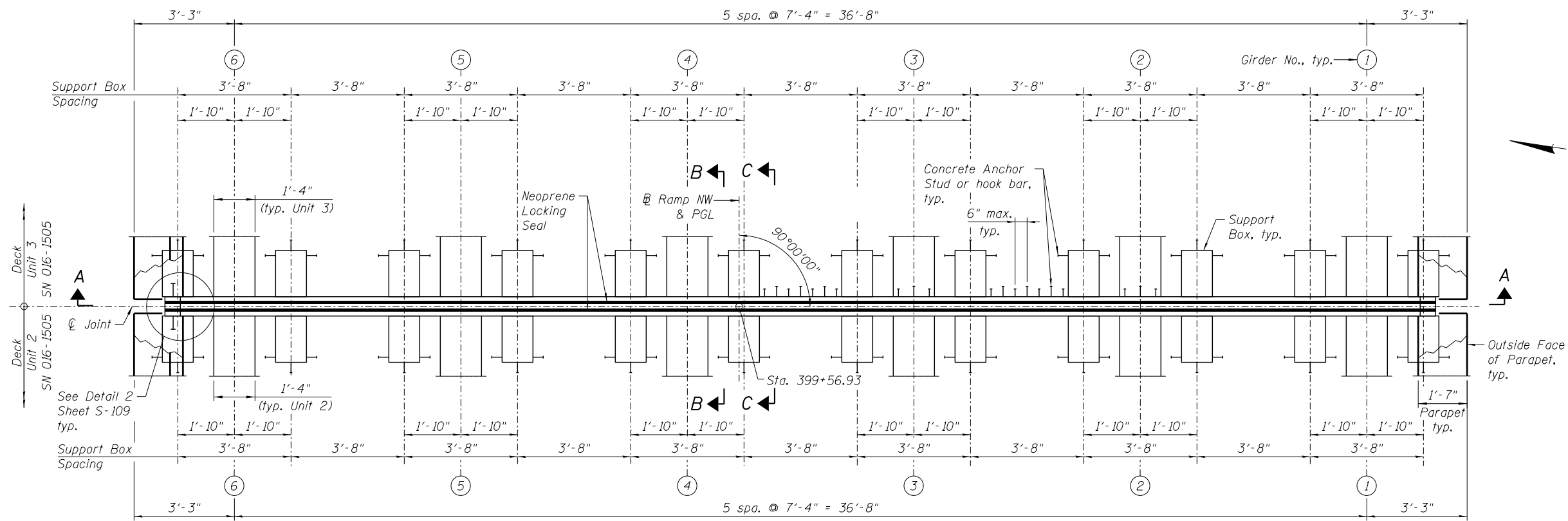
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**MODULAR EXPANSION JOINT - PIER 13W - S.N. 016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 598
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				

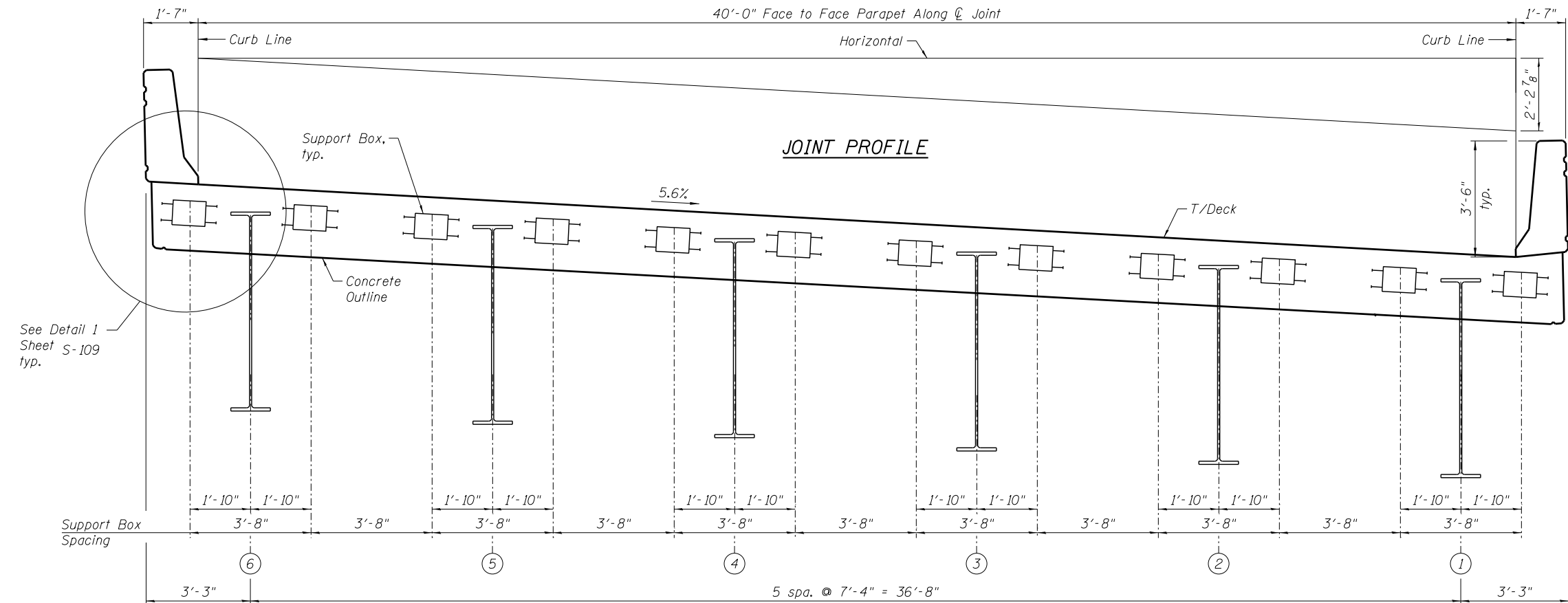
SHEET NO. S-106 OF S-248 SHEETS

185_0161505_60L70_EXP5_13W.dgn



Note:
All Concrete Anchor Studs required are not shown on plans for clarity.

PLAN



SECTION A-A

(Looking Upstation)

NOTES:

1. For General Notes, see Sheet S-102.
2. For Sections B-B and C-C, see Sheet S-109.
3. The swivel modular expansion joint system shall be limited to pre-approved systems as indicated in special provision for Modular Expansion Joint. The joint shall provide the movement as shown in Table A.
4. Dimensions are measured along \mathcal{C} of Joint.
5. Support box dimensions and spacing shown are conceptual only and subject to refinement by joint manufacturer.

TABLE A

Location	Longitudinal Movement (Inch)	Joint Size
Pier 17W	5 ³ / ₈ "	9"

BILL OF MATERIAL

Item	Unit	Total
Modular Exp. Jt. - Swivel 9"	Foot	40



USER NAME = kritzm	DESIGNED - CLS	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - MRK	REVISED -
	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
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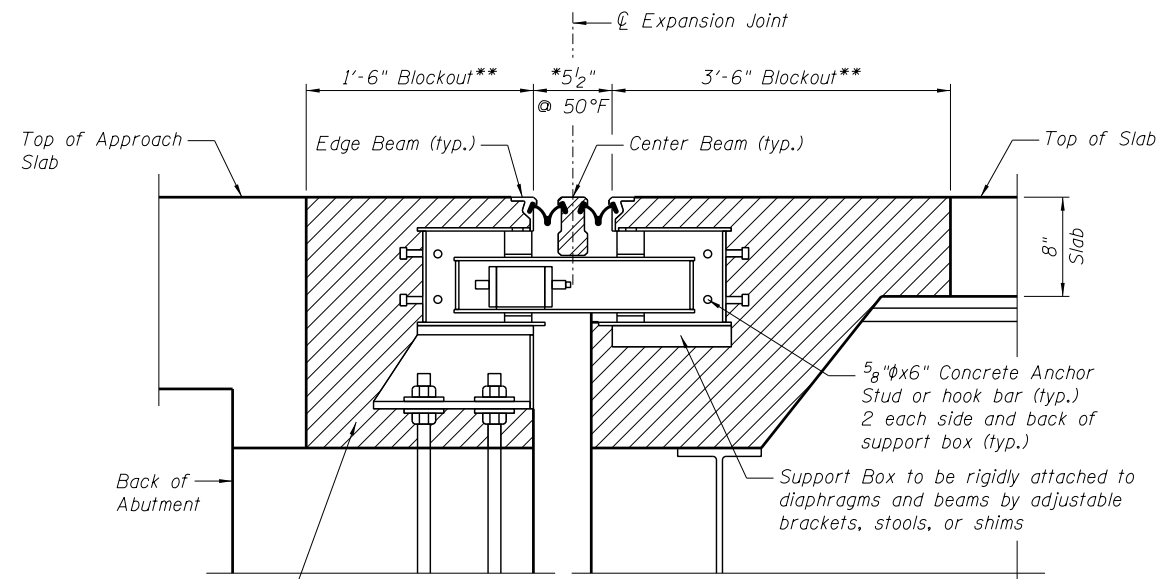
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I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 599
				CONTRACT NO. 60L70

SHEET NO. S-107 OF S-248 SHEETS

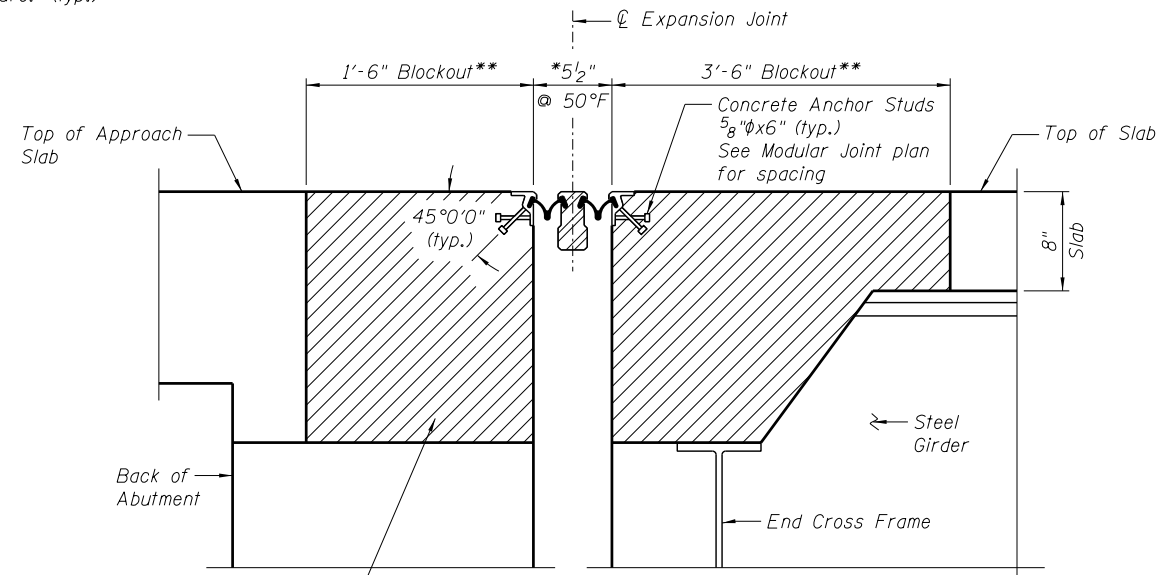
ILLINOIS FED. AID PROJECT

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Concrete in blockout shall be poured after the joint assembly has been positioned and adjusted. Quantity of concrete is included with "Concrete Superstructure." (typ.)

SECTION B-B

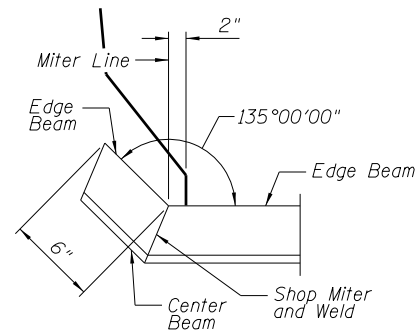


Concrete in blockout shall be poured after the joint assembly has been positioned and adjusted. Quantity of concrete is included with "Concrete Superstructure." (typ.)

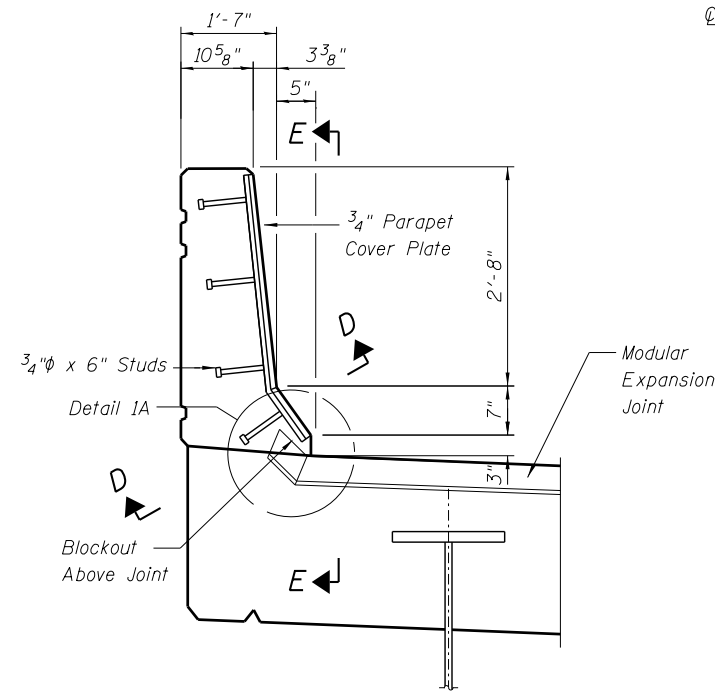
SECTION C-C

* Number of beams and seals determined by manufacturer

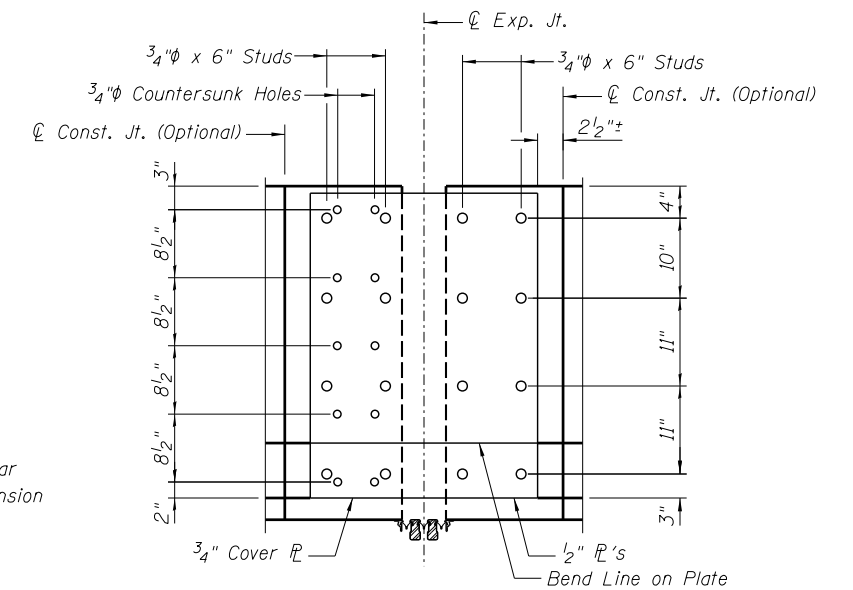
** Blockout dimensions to be verified by Contractor with Joint Manufacturer.



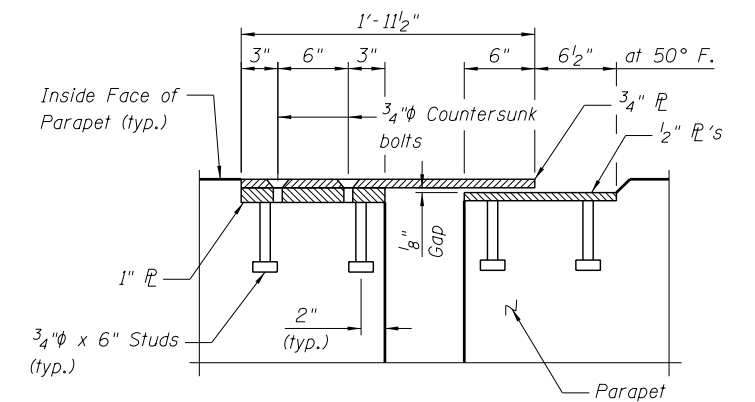
DETAIL 1A



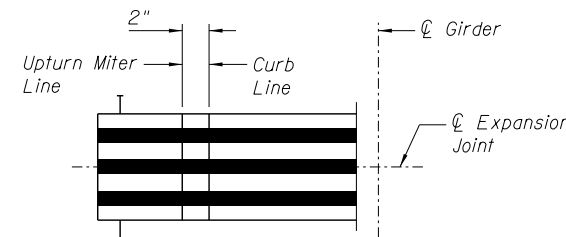
DETAIL 1



SECTION E-E



SECTION D-D



DETAIL 2



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT DETAILS I
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-108 OF S-248 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	600
CONTRACT NO. 60L70				

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