

| | | | | |
|---------------------|--------------------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | | COOK | 631 | 395 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| (2425 & 2626) R-2 | CONTRACT NO. 62111 | | | |

PGL I-80 WB

| LINE | @ I-80/94 STATION | @ I-80/94 OFFSET (m) | THEORETICAL GRADE ELEVATIONS (m) | ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m) |
|------------------------|-------------------|----------------------|----------------------------------|--|
| Bk W Abut | 5+998.500 | -4.08 | 189.861 | 189.861 |
| CL W Abut Beam Support | 5+998.955 | -4.08 | 189.863 | 189.863 |
| A | 6+001.955 | -4.08 | 189.874 | 189.875 |
| B | 6+004.955 | -4.08 | 189.884 | 189.886 |
| C | 6+007.955 | -4.08 | 189.894 | 189.895 |
| CL W Brg Pier 1 | 6+011.975 | -4.08 | 189.906 | 189.906 |
| CL E Brg Pier 1 | 6+012.525 | -4.08 | 189.907 | 189.907 |
| D | 6+015.525 | -4.08 | 189.915 | 189.928 |
| E | 6+018.525 | -4.08 | 189.923 | 189.945 |
| F | 6+021.525 | -4.08 | 189.930 | 189.958 |
| G | 6+024.525 | -4.08 | 189.936 | 189.968 |
| H | 6+027.525 | -4.08 | 189.942 | 189.974 |
| I | 6+030.525 | -4.08 | 189.948 | 189.976 |
| J | 6+033.525 | -4.08 | 189.952 | 189.974 |
| K | 6+036.525 | -4.08 | 189.956 | 189.969 |
| CL W Brg Pier 2 | 6+039.475 | -4.08 | 189.960 | 189.960 |
| CL E Brg Pier 2 | 6+040.025 | -4.08 | 189.960 | 189.960 |
| L | 6+043.025 | -4.08 | 189.963 | 189.965 |
| M | 6+046.025 | -4.08 | 189.965 | 189.967 |
| N | 6+049.025 | -4.08 | 189.967 | 189.969 |
| CL E Abut Beam Support | 6+053.045 | -4.08 | 189.968 | 189.968 |
| Bk E Abut | 6+053.500 | -4.08 | 189.969 | 189.969 |

PGL I-80/94 EB

| LINE | @ I-80/94 STATION | @ I-80/94 OFFSET (m) | THEORETICAL GRADE ELEVATIONS (m) | ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m) |
|------------------------|-------------------|----------------------|----------------------------------|--|
| Bk W Abut | 5+998.500 | 4.08 | 189.861 | 189.861 |
| CL W Abut Beam Support | 5+998.955 | 4.08 | 189.863 | 189.863 |
| A | 6+001.955 | 4.08 | 189.874 | 189.875 |
| B | 6+004.955 | 4.08 | 189.884 | 189.886 |
| C | 6+007.955 | 4.08 | 189.894 | 189.895 |
| CL W Brg Pier 1 | 6+011.975 | 4.08 | 189.906 | 189.906 |
| CL E Brg Pier 1 | 6+012.525 | 4.08 | 189.907 | 189.907 |
| D | 6+015.525 | 4.08 | 189.915 | 189.928 |
| E | 6+018.525 | 4.08 | 189.923 | 189.945 |
| F | 6+021.525 | 4.08 | 189.930 | 189.958 |
| G | 6+024.525 | 4.08 | 189.936 | 189.968 |
| H | 6+027.525 | 4.08 | 189.942 | 189.974 |
| I | 6+030.525 | 4.08 | 189.948 | 189.976 |
| J | 6+033.525 | 4.08 | 189.952 | 189.974 |
| K | 6+036.525 | 4.08 | 189.956 | 189.969 |
| CL W Brg Pier 2 | 6+039.475 | 4.08 | 189.960 | 189.960 |
| CL E Brg Pier 2 | 6+040.025 | 4.08 | 189.960 | 189.960 |
| L | 6+043.025 | 4.08 | 189.963 | 189.965 |
| M | 6+046.025 | 4.08 | 189.965 | 189.967 |
| N | 6+049.025 | 4.08 | 189.967 | 189.969 |
| CL E Abut Beam Support | 6+053.045 | 4.08 | 189.968 | 189.968 |
| Bk E Abut | 6+053.500 | 4.08 | 189.969 | 189.969 |

B / PGL I-94 WB

| LINE | @ I-94 WB STATION | @ I-94 WB OFFSET (m) | THEORETICAL GRADE ELEVATIONS (m) | ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m) |
|------------------------|-------------------|----------------------|----------------------------------|--|
| Bk W Abut | 33+397.441 | 0.0 | 189.998 | 189.998 |
| CL W Abut Beam Support | 33+397.896 | 0.0 | 190.000 | 190.000 |
| A | 33+400.896 | 0.0 | 190.011 | 190.012 |
| B | 33+403.896 | 0.0 | 190.021 | 190.023 |
| C | 33+406.896 | 0.0 | 190.030 | 190.032 |
| CL W Brg Pier 1 | 33+410.916 | 0.0 | 190.042 | 190.042 |
| CL E Brg Pier 1 | 33+411.466 | 0.0 | 190.044 | 190.044 |
| D | 33+414.466 | 0.0 | 190.052 | 190.065 |
| E | 33+417.466 | 0.0 | 190.059 | 190.081 |
| F | 33+420.466 | 0.0 | 190.067 | 190.095 |
| G | 33+423.466 | 0.0 | 190.073 | 190.104 |
| H | 33+426.466 | 0.0 | 190.079 | 190.110 |
| I | 33+429.466 | 0.0 | 190.084 | 190.112 |
| J | 33+432.466 | 0.0 | 190.088 | 190.110 |
| K | 33+435.466 | 0.0 | 190.093 | 190.105 |
| CL W Brg Pier 2 | 33+438.416 | 0.0 | 190.096 | 190.096 |
| CL E Brg Pier 2 | 33+438.966 | 0.0 | 190.096 | 190.096 |
| L | 33+441.966 | 0.0 | 190.099 | 190.100 |
| M | 33+444.966 | 0.0 | 190.101 | 190.103 |
| N | 33+447.966 | 0.0 | 190.103 | 190.104 |
| CL E Abut Beam Support | 33+451.986 | 0.0 | 190.104 | 190.104 |
| Bk E Abut | 33+452.441 | 0.0 | 190.104 | 190.104 |

PGL CD ROAD

| LINE | @ CD ROAD STATION | @ CD ROAD OFFSET (m) | THEORETICAL GRADE ELEVATIONS (m) | ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m) |
|------------------------|-------------------|----------------------|----------------------------------|--|
| Bk W Abut | 191+332.486 | 0.0 | 189.595 | 189.595 |
| CL W Abut Beam Support | 191+332.941 | 0.0 | 189.597 | 189.597 |
| A | 191+335.941 | 0.0 | 189.610 | 189.611 |
| B | 191+338.941 | 0.0 | 189.621 | 189.623 |
| C | 191+341.941 | 0.0 | 189.632 | 189.634 |
| CL W Brg Pier 1 | 191+345.961 | 0.0 | 189.646 | 189.646 |
| CL E Brg Pier 1 | 191+346.511 | 0.0 | 189.648 | 189.648 |
| D | 191+349.511 | 0.0 | 189.657 | 189.670 |
| E | 191+352.511 | 0.0 | 189.666 | 189.688 |
| F | 191+355.511 | 0.0 | 189.674 | 189.703 |
| G | 191+358.511 | 0.0 | 189.682 | 189.713 |
| H | 191+361.511 | 0.0 | 189.689 | 189.721 |
| I | 191+364.511 | 0.0 | 189.696 | 189.724 |
| J | 191+367.511 | 0.0 | 189.702 | 189.724 |
| K | 191+370.511 | 0.0 | 189.708 | 189.720 |
| CL W Brg Pier 2 | 191+373.461 | 0.0 | 189.713 | 189.713 |
| CL E Brg Pier 2 | 191+374.011 | 0.0 | 189.713 | 189.713 |
| L | 191+377.011 | 0.0 | 189.717 | 189.719 |
| M | 191+380.011 | 0.0 | 189.721 | 189.723 |
| N | 191+383.011 | 0.0 | 189.724 | 189.726 |
| CL E Abut Beam Support | 191+387.031 | 0.0 | 189.727 | 189.727 |
| Bk E Abut | 191+387.486 | 0.0 | 189.727 | 189.727 |

STAGE CONSTRUCTION LINE

| LINE | @ I-80/94 STATION | @ I-80/94 OFFSET (m) | @ CD ROAD STATION | @ CD ROAD OFFSET (m) | THEORETICAL GRADE ELEVATIONS (m) | ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m) |
|------------------------|-------------------|----------------------|-------------------|----------------------|----------------------------------|--|
| Bk W Abut | 5+998.500 | 18.45 | 191+332.671 | -10.637 | 189.862 | 189.862 |
| CL W Abut Beam Support | 5+998.955 | 18.45 | 191+333.126 | -10.629 | 189.863 | 189.863 |
| A | 6+001.955 | 18.45 | 191+336.126 | -10.577 | 189.874 | 189.876 |
| B | 6+004.955 | 18.45 | 191+339.126 | -10.524 | 189.884 | 189.886 |
| C | 6+007.955 | 18.45 | 191+342.126 | -10.472 | 189.894 | 189.896 |
| CL W Brg Pier 1 | 6+011.975 | 18.45 | 191+346.146 | -10.402 | 189.906 | 189.906 |
| CL E Brg Pier 1 | 6+012.525 | 18.45 | 191+346.696 | -10.392 | 189.908 | 189.908 |
| D | 6+015.525 | 18.45 | 191+349.696 | -10.340 | 189.916 | 189.928 |
| E | 6+018.525 | 18.45 | 191+352.696 | -10.287 | 189.924 | 189.945 |
| F | 6+021.525 | 18.45 | 191+355.696 | -10.235 | 189.931 | 189.959 |
| G | 6+024.525 | 18.45 | 191+358.696 | -10.183 | 189.937 | 189.968 |
| H | 6+027.525 | 18.45 | 191+361.696 | -10.130 | 189.943 | 189.974 |
| I | 6+030.525 | 18.45 | 191+364.696 | -10.078 | 189.948 | 189.976 |
| J | 6+033.525 | 18.45 | 191+367.696 | -10.026 | 189.953 | 189.975 |
| K | 6+036.525 | 18.45 | 191+370.696 | -9.973 | 189.957 | 189.969 |
| CL W Brg Pier 2 | 6+039.475 | 18.45 | 191+373.646 | -9.922 | 189.960 | 189.960 |
| CL E Brg Pier 2 | 6+040.025 | 18.45 | 191+374.196 | -9.912 | 189.961 | 189.961 |
| L | 6+043.025 | 18.45 | 191+377.196 | -9.860 | 189.964 | 189.965 |
| M | 6+046.025 | 18.45 | 191+380.196 | -9.807 | 189.966 | 189.968 |
| N | 6+049.025 | 18.45 | 191+383.196 | -9.755 | 189.968 | 189.969 |
| CL E Abut Beam Support | 6+053.045 | 18.45 | 191+387.216 | -9.685 | 189.969 | 189.969 |
| Bk E Abut | 6+053.500 | 18.45 | 191+387.671 | -9.677 | 189.969 | 189.969 |

\AB99002A.DGN, ...SP99R12A.DGN
 T:\DOCUMENT\93756\CONSTRUCT\WORK\SP93102A.DGN
 7-2-2005, 10:26:39
 2-3-2005, 18:19:01, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

Notes:
1. Work this sheet with Sht. RS-17.

SHT. RS-23 OF 70

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 I-80/94 OVER RAILROAD AVENUE
 STRUCTURE NO. 016-2792 STA. 6+025.000
 SECTION 1977-121-R
 COOK COUNTY

TOP OF SLAB ELEVATIONS - VI

DATE: 7/18/2005
 DRAWN BY: NK
 CHECKED BY: SC

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS