CONTRACT NO. 60B86

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-032 BY	WILL	505	269
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GIRDER W.3

LINE	℄ I-55 STATION	℄ I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+80.56	-16.38	629.55	629.55
CL Brg S Abut	586+82.64	-16.38	629.56	629.56
A	586+92.64	-16.38	629.62	629.63
B	587+02.64	-16.38	629.67	629.68
C	587+12.64	-16.38	629.73	629.73
CL Brg Pier 1	587+22.39	-16.38	629.78	629.78
D	587+32.39	-16.38	629.83	629.83
E	587+42.39	-16.38	629.87	629.89
F	587+52.39	-16.38	629.92	629.93
G	587+62.39	-16.38	629.96	629.97
CL Brg Pier 2	587+76.06	-16.38	630.01	630.01
H	587+86.06	-16.38	630.05	630.06
I	587+96.06	-16.38	630.09	630.10
J	588+06.06	-16.38	630.12	630.14
K	588+16.06	-16.38	630.15	630.16
CL Brg Pier 3	588+29.72	-16.38	630.19	630.19
L	588+39.72	-16.38	630.21	630.22
M	588+49.72	-16.38	630.24	630.25
N	588+59.72	-16.38	630.26	630.27
CL Brg N Abut	588+69.47	-16.38	630.28	630.28
Bk N Abut	588+71.56	-16.38	630.28	630.28

GIRDER W.2

LINE	℄ I-55 STATION	℄ I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+82.40	-10.04	629.43	629.43
CL Brg S Abut	586+84.48	-10.04	629.44	629.44
A	586+94.48	-10.04	629.50	629.50
B	587+04.48	-10.04	629.55	629.56
C	587+14.48	-10.04	629.60	629.61
CL Brg Pier 1	587+24.23	-10.04	629.65	629.65
D	587+34.23	-10.04	629.70	629.71
E	587+44.23	-10.04	629.75	629.76
F	587+54.23	-10.04	629.79	629.81
G	587+64.23	-10.04	629.84	629.85
CL Brg Pier 2	587+77.90	-10.04	629.89	629.89
H	587+87.90	-10.04	629.93	629.93
I	587+97.90	-10.04	629.96	629.98
J	588+07.90	-10.04	629.99	630.01
K	588+17.90	-10.04	630.02	630.03
CL Brg Pier 3	588+31.57	-10.04	630.06	630.06
L	588+41.57	-10.04	630.09	630.09
M	588+51.57	-10.04	630.11	630.12
N	588+61.57	-10.04	630.13	630.14
CL Brg N Abut	588+71.32	-10.04	630.15	630.15
Bk N Abut	588+73.40	-10.04	630.15	630.15

GIRDER W.1

LINE	℄ I-55 STATION	℄ I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+84.24	-3.71	629.31	629.31
CL Brg S Abut	586+86.32	-3.71	629.32	629.32
A	586+96.32	-3.71	629.37	629.38
B	587+06.32	-3.71	629.43	629.44
C	587+16.32	-3.71	629.48	629.49
CL Brg Pier 1	587+26.07	-3.71	629.53	629.53
D	587+36.07	-3.71	629.58	629.59
E	587+46.07	-3.71	629.63	629.64
F	587+56.07	-3.71	629.67	629.69
G	587+66.07	-3.71	629.71	629.72
CL Brg Pier 2	587+79.74	-3.71	629.76	629.76
H	587+89.74	-3.71	629.80	629.81
I	587+99.74	-3.71	629.84	629.85
J	588+09.74	-3.71	629.87	629.88
K	588+19.74	-3.71	629.90	629.91
CL Brg Pier 3	588+33.41	-3.71	629.93	629.93
L	588+43.41	-3.71	629.96	629.96
M	588+53.41	-3.71	629.98	629.99
N	588+63.41	-3.71	630.00	630.01
CL Brg N Abut	588+73.16	-3.71	630.02	630.02
Bk N Abut	588+75.24	-3.71	630.02	630.02

GIRDER E.1

LINE	℄ I-55 STATION	℄ I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+86.40	3.71	629.32	629.32
CL Brg S Abut	586+88.48	3.71	629.33	629.33
A	586+98.48	3.71	629.39	629.39
B	587+08.48	3.71	629.44	629.45
C	587+18.48	3.71	629.49	629.50
CL Brg Pier 1	587+28.23	3.71	629.54	629.54
D	587+38.23	3.71	629.59	629.60
E	587+48.23	3.71	629.64	629.65
F	587+58.23	3.71	629.68	629.70
G	587+68.23	3.71	629.72	629.73
CL Brg Pier 2	587+81.90	3.71	629.77	629.77
H	587+91.90	3.71	629.81	629.82
I	588+01.90	3.71	629.84	629.86
J	588+11.90	3.71	629.87	629.89
K	588+21.90	3.71	629.90	629.91
CL Brg Pier 3	588+35.57	3.71	629.94	629.94
L	588+45.57	3.71	629.96	629.97
M	588+55.57	3.71	629.99	629.99
N	588+65.57	3.71	630.01	630.01
CL Brg N Abut	588+75.32	3.71	630.02	630.02
Bk N Abut	588+77.40	3.71	630.03	630.03

GIRDER E.2

LINE	℄ I-55 STATION	℄ I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+88.24	10.04	629.46	629.46
CL Brg S Abut	586+90.32	10.04	629.47	629.47
A	587+00.32	10.04	629.53	629.54
B	587+10.32	10.04	629.58	629.59
C	587+20.32	10.04	629.63	629.64
CL Brg Pier 1	587+30.07	10.04	629.68	629.68
D	587+40.07	10.04	629.73	629.74
E	587+50.07	10.04	629.78	629.79
F	587+60.07	10.04	629.82	629.83
G	587+70.07	10.04	629.86	629.87
CL Brg Pier 2	587+83.74	10.04	629.91	629.91
H	587+93.74	10.04	629.95	629.95
I	588+03.74	10.04	629.98	629.99
J	588+13.74	10.04	630.01	630.03
K	588+23.74	10.04	630.04	630.05
CL Brg Pier 3	588+37.41	10.04	630.08	630.08
L	588+47.41	10.04	630.10	630.10
M	588+57.41	10.04	630.12	630.13
N	588+67.41	10.04	630.14	630.15
CL Brg N Abut	588+77.16	10.04	630.16	630.16
Bk N Abut	588+79.24	10.04	630.16	630.16

GIRDER E.3

LINE	℄ I-55 STATION	℄ I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+90.08	16.38	629.60	629.60
CL Brg S Abut	586+92.17	16.38	629.62	629.62
A	587+02.17	16.38	629.67	629.68
B	587+12.17	16.38	629.72	629.73
C	587+22.17	16.38	629.78	629.78
CL Brg Pier 1	587+31.92	16.38	629.82	629.82
D	587+41.92	16.38	629.87	629.88
E	587+51.92	16.38	629.92	629.93
F	587+61.92	16.38	629.96	629.98
G	587+71.92	16.38	630.00	630.01
CL Brg Pier 2	587+85.58	16.38	630.05	630.05
H	587+95.58	16.38	630.09	630.09
I	588+05.58	16.38	630.12	630.13
J	588+15.58	16.38	630.15	630.17
K	588+25.58	16.38	630.18	630.19
CL Brg Pier 3	588+39.25	16.38	630.21	630.21
L	588+49.25	16.38	630.24	630.24
M	588+59.25	16.38	630.26	630.27
N	588+69.25	16.38	630.28	630.28
CL Brg N Abut	588+79.00	16.38	630.29	630.29
Bk N Abut	588+81.08	16.38	630.30	630.30

PGL I-55 NB

LINE	℄ I-55 STATION	℄ I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+91.14	20.00	629.69	629.69
CL Brg S Abut	586+93.22	20.00	629.70	629.70
A	587+03.22	20.00	629.75	629.76
B	587+13.22	20.00	629.81	629.81
C	587+23.22	20.00	629.86	629.86
CL Brg Pier 1	587+32.97	20.00	629.90	629.90
D	587+42.97	20.00	629.95	629.96
E	587+52.97	20.00	630.00	630.01
F	587+62.97	20.00	630.04	630.06
G	587+72.97	20.00	630.08	630.09
CL Brg Pier 2	587+86.64	20.00	630.13	630.13
H	587+96.64	20.00	630.16	630.17
I	588+06.64	20.00	630.20	630.21
J	588+16.64	20.00	630.23	630.24
K	588+26.64	20.00	630.26	630.27
CL Brg Pier 3	588+40.30	20.00	630.29	630.29
L	588+50.30	20.00	630.31	630.32
M	588+60.30	20.00	630.33	630.34
N	588+70.30	20.00	630.35	630.36
CL Brg N Abut	588+80.05	20.00	630.37	630.37
Bk N Abut	588+82.14	20.00	630.37	630.37

Notes:

1. Work this sheet with Sht. SC-8.

SHT. SC-10 OF 38

REVISIONS	
NAME	DATE

MORCOM, N.V., INC.
CONSULTING ENGINEERS
CHICAGO, ILLINOIS

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO LILY CACHE SLOUGH
SB & NB I-55 OVER US RTE. 30, S.N. 099-0016 & 099-0017
STA. 587+80.82, SECTION 2006-032 BY
WILL COUNTY

TOP OF SLAB ELEVATIONS - II

SCALE:
DRAWN BY PA
DATE 07/05/06
CHECKED BY MJK

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

PLOT DATE = $DATE$
FILE NAME = $FILEL$
PLOT SCALE = $CSLF$
USER NAME = $USER$

-\BDP99\A0B92.DGN
6-28-2006, 15:05:21
G4RC1AAZ
S:\DOCUMENT\82361501\STRUCT\DGN\SP01D062.SHT