

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|----------|------------------|-----------|-------|-------------|
| ROUTE NO. | SECTION | COUNTY | SHEET NO. | SHEET | SHEET NO. 7 |
| FAI-55 | ** | WILL | 505 | 304 | 44 SHEETS |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | | |

** SECTION 2006-032 BY
CONTRACT NO. 60B86

BEAM 5 (SB)

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|------------|--------|------------------------------|----------------------------------------------------------------|
| Bk. S. Abut. | 608+57.123 | -8.697 | 638.838 | 638.838 |
| CL. S. Abut. | 608+59.226 | -8.736 | 638.849 | 638.849 |
| A | 608+69.301 | -8.906 | 638.903 | 638.915 |
| B | 608+79.376 | -9.050 | 638.952 | 638.970 |
| C | 608+89.453 | -9.168 | 638.999 | 639.013 |
| D | 608+99.529 | -9.259 | 639.041 | 639.047 |
| CL. Pier 1 | 609+09.018 | -9.321 | 639.078 | 639.078 |
| E | 609+19.096 | -9.361 | 639.113 | 639.117 |
| F | 609+29.173 | -9.375 | 639.145 | 639.156 |
| G | 609+39.251 | -9.362 | 639.173 | 639.187 |
| H | 609+49.328 | -9.323 | 639.198 | 639.208 |
| I | 609+59.405 | -9.258 | 639.219 | 639.222 |
| CL. Pier 2 | 609+67.466 | -9.186 | 639.233 | 639.233 |
| J | 609+77.543 | -9.074 | 639.248 | 639.254 |
| K | 609+87.618 | -8.934 | 639.259 | 639.274 |
| L | 609+97.693 | -8.769 | 639.266 | 639.284 |
| M | 610+07.767 | -8.577 | 639.270 | 639.281 |
| CL. N. Abut. | 610+07.767 | -8.577 | 639.270 | 639.281 |
| Bk. N. Abut. | 610+17.252 | -8.372 | 639.270 | 639.270 |

BEAM 6 (SB)

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|------------|--------|------------------------------|----------------------------------------------------------------|
| Bk. S. Abut. | 608+55.287 | -2.161 | 638.958 | 638.958 |
| CL. S. Abut. | 608+57.387 | -2.201 | 638.969 | 638.969 |
| A | 608+67.444 | -2.376 | 639.023 | 639.035 |
| B | 608+77.502 | -2.525 | 639.073 | 639.091 |
| C | 608+87.560 | -2.648 | 639.120 | 639.135 |
| D | 608+97.620 | -2.744 | 639.163 | 639.169 |
| CL. Pier 1 | 609+07.093 | -2.810 | 639.201 | 639.201 |
| E | 609+17.153 | -2.856 | 639.237 | 639.241 |
| F | 609+27.213 | -2.874 | 639.269 | 639.280 |
| G | 609+37.273 | -2.867 | 639.298 | 639.312 |
| H | 609+47.333 | -2.833 | 639.323 | 639.333 |
| I | 609+57.393 | -2.773 | 639.345 | 639.348 |
| CL. Pier 2 | 609+65.441 | -2.706 | 639.360 | 639.360 |
| J | 609+75.500 | -2.598 | 639.375 | 639.382 |
| K | 609+85.558 | -2.464 | 639.387 | 639.402 |
| L | 609+95.616 | -2.304 | 639.395 | 639.413 |
| M | 610+05.673 | -2.117 | 639.399 | 639.411 |
| CL. N. Abut. | 610+15.142 | -1.918 | 639.400 | 639.400 |
| Bk. N. Abut. | 610+17.241 | -1.870 | 639.400 | 639.400 |

EAST - S.B. STAGE CONSTRUCTION LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|------------|--------|------------------------------|----------------------------------------------------------------|
| Bk. S. Abut. | 608+54.864 | -0.652 | 638.985 | 638.985 |
| CL. S. Abut. | 608+56.963 | -0.693 | 638.997 | 638.997 |
| A | 608+67.016 | -0.869 | 639.051 | 639.063 |
| B | 608+77.070 | -1.019 | 639.101 | 639.119 |
| C | 608+87.125 | -1.143 | 639.148 | 639.163 |
| D | 608+97.180 | -1.240 | 639.191 | 639.197 |
| CL. Pier 1 | 609+06.649 | -1.308 | 639.229 | 639.229 |
| E | 609+16.705 | -1.354 | 639.265 | 639.269 |
| F | 609+26.761 | -1.374 | 639.298 | 639.309 |
| G | 609+36.818 | -1.368 | 639.327 | 639.340 |
| H | 609+46.874 | -1.335 | 639.352 | 639.362 |
| I | 609+56.930 | -1.276 | 639.374 | 639.377 |
| CL. Pier 2 | 609+64.974 | -1.210 | 639.389 | 639.389 |
| J | 609+75.029 | -1.104 | 639.405 | 639.411 |
| K | 609+85.084 | -0.971 | 639.416 | 639.431 |
| L | 609+95.138 | -0.812 | 639.425 | 639.442 |
| M | 610+05.190 | -0.627 | 639.429 | 639.441 |
| CL. N. Abut. | 610+14.656 | -0.428 | 639.430 | 639.430 |
| Bk. N. Abut. | 610+16.755 | -0.381 | 639.430 | 639.430 |

S.B. PROFILE GRADE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|------------|--------|------------------------------|----------------------------------------------------------------|
| Bk. S. Abut. | 608+54.687 | 0.000 | 638.997 | 638.997 |
| CL. S. Abut. | 608+56.768 | 0.000 | 639.010 | 639.010 |
| A | 608+66.770 | 0.000 | 639.067 | 639.079 |
| B | 608+76.778 | 0.000 | 639.120 | 639.138 |
| C | 608+86.799 | 0.000 | 639.169 | 639.184 |
| D | 608+96.818 | 0.000 | 639.215 | 639.221 |
| CL. Pier 1 | 609+06.264 | 0.000 | 639.254 | 639.254 |
| E | 609+16.302 | 0.000 | 639.291 | 639.295 |
| F | 609+26.348 | 0.000 | 639.324 | 639.335 |
| G | 609+36.403 | 0.000 | 639.353 | 639.367 |
| H | 609+46.465 | 0.000 | 639.378 | 639.388 |
| I | 609+56.535 | 0.000 | 639.399 | 639.402 |
| CL. Pier 2 | 609+64.597 | 0.000 | 639.413 | 639.413 |
| J | 609+74.682 | 0.000 | 639.426 | 639.433 |
| K | 609+84.776 | 0.000 | 639.436 | 639.451 |
| L | 609+94.878 | 0.000 | 639.441 | 639.458 |
| M | 610+04.988 | 0.000 | 639.442 | 639.453 |
| CL. N. Abut. | 610+14.516 | 0.000 | 639.439 | 639.439 |
| Bk. N. Abut. | 610+16.630 | 0.000 | 639.438 | 639.438 |

BEAM 7 (SB)

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|------------|--------|------------------------------|----------------------------------------------------------------|
| Bk. S. Abut. | 608+53.457 | 4.376 | 639.077 | 639.077 |
| CL. S. Abut. | 608+55.553 | 4.335 | 639.089 | 639.089 |
| A | 608+65.593 | 4.155 | 639.144 | 639.156 |
| B | 608+75.633 | 4.001 | 639.194 | 639.212 |
| C | 608+85.675 | 3.874 | 639.242 | 639.256 |
| D | 608+95.717 | 3.773 | 639.285 | 639.291 |
| CL. Pier 1 | 609+05.174 | 3.701 | 639.323 | 639.323 |
| E | 609+15.216 | 3.651 | 639.360 | 639.364 |
| F | 609+25.259 | 3.627 | 639.393 | 639.404 |
| G | 609+35.302 | 3.630 | 639.423 | 639.436 |
| H | 609+45.345 | 3.658 | 639.449 | 639.459 |
| I | 609+55.388 | 3.713 | 639.471 | 639.474 |
| CL. Pier 2 | 609+63.422 | 3.776 | 639.486 | 639.486 |
| J | 609+73.464 | 3.878 | 639.502 | 639.509 |
| K | 609+83.505 | 4.007 | 639.515 | 639.530 |
| L | 609+93.546 | 4.162 | 639.524 | 639.541 |
| M | 610+03.586 | 4.343 | 639.529 | 639.540 |
| CL. N. Abut. | 610+13.039 | 4.538 | 639.530 | 639.530 |
| Bk. N. Abut. | 610+15.135 | 4.584 | 639.530 | 639.530 |

BEAM 7A (SB)

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|------------|--------|------------------------------|----------------------------------------------------------------|
| Bk. S. Abut. | 608+51.761 | 10.453 | 639.188 | 639.188 |
| CL. S. Abut. | 608+53.854 | 10.411 | 639.200 | 639.200 |
| A | 608+63.878 | 10.227 | 639.255 | 639.268 |
| B | 608+73.903 | 10.068 | 639.307 | 639.324 |
| C | 608+83.928 | 9.936 | 639.355 | 639.369 |
| D | 608+93.954 | 9.830 | 639.399 | 639.405 |
| CL. Pier 1 | 609+03.396 | 9.755 | 639.437 | 639.437 |
| E | 609+13.422 | 9.700 | 639.475 | 639.479 |
| F | 609+23.449 | 9.671 | 639.508 | 639.519 |
| G | 609+33.477 | 9.669 | 639.538 | 639.552 |
| H | 609+43.504 | 9.693 | 639.565 | 639.575 |
| I | 609+53.530 | 9.743 | 639.588 | 639.591 |
| CL. Pier 2 | 609+61.552 | 9.802 | 639.604 | 639.604 |
| J | 609+71.578 | 9.899 | 639.621 | 639.627 |
| K | 609+81.604 | 10.023 | 639.634 | 639.649 |
| L | 609+91.628 | 10.173 | 639.643 | 639.661 |
| M | 610+01.652 | 10.349 | 639.649 | 639.661 |
| CL. N. Abut. | 610+11.091 | 10.539 | 639.651 | 639.651 |
| Bk. N. Abut. | 610+13.183 | 10.584 | 639.651 | 639.651 |

BEAM 7B (SB)

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|------------|--------|------------------------------|----------------------------------------------------------------|
| Bk. S. Abut. | 608+50.072 | 16.531 | 639.300 | 639.300 |
| CL. S. Abut. | 608+52.161 | 16.488 | 639.312 | 639.312 |
| A | 608+62.169 | 16.299 | 639.367 | 639.379 |
| B | 608+72.177 | 16.136 | 639.419 | 639.437 |
| C | 608+82.187 | 15.999 | 639.467 | 639.482 |
| D | 608+92.197 | 15.889 | 639.512 | 639.518 |
| CL. Pier 1 | 609+01.623 | 15.809 | 639.551 | 639.551 |
| E | 609+11.634 | 15.749 | 639.589 | 639.593 |
| F | 609+21.645 | 15.716 | 639.623 | 639.634 |
| G | 609+31.657 | 15.709 | 639.654 | 639.668 |
| H | 609+41.668 | 15.728 | 639.681 | 639.691 |
| I | 609+51.679 | 15.773 | 639.705 | 639.708 |
| CL. Pier 2 | 609+59.687 | 15.829 | 639.721 | 639.721 |
| J | 609+69.698 | 15.921 | 639.739 | 639.745 |
| K | 609+79.708 | 16.040 | 639.752 | 639.767 |
| L | 609+89.717 | 16.185 | 639.762 | 639.780 |
| M | 609+99.725 | 16.356 | 639.769 | 639.781 |
| CL. N. Abut. | 610+09.149 | 16.541 | 639.772 | 639.772 |
| Bk. N. Abut. | 610+11.238 | 16.585 | 639.772 | 639.772 |

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| DESIGNED | S.CHELBIAN |
| CHECKED | J.GRAINAWI |
| DRAWN | S.CHELBIAN |
| CHECKED | J.GRAINAWI |

Note:

1. Work this Sheet with Sheet No. 5.

Date: 6/30/2006

TOP OF SLAB ELEVATION II
I-55 OVER E&J R.R.
FAI ROUTE 55-SEC. 2006-032 BY
WILL COUNTY
STA. 609+29.37
STRUCTURE NO. 099-0018 (NB)
STRUCTURE NO. 099-0019 (SB)

