

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. L-55	SW-1818.6-2P	COOK	395	270
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT	I-55-7(0)-289	

Bar	N#	Size	Length	Shape
SPAN E21				
* a15	177	#4	5-9	
a16	265	#6	22-6	
a17	207	#6	25-6	
a18	134	#6	18-6	
o a56	2	#5	7-6	
o a57	9	#5	4-6	
SPAN E22				
b1	162	#5	4-6	
b51	307	#5	28-9	
b52	9	#4	28-10	
b53	9	#4	28-5	
b54	2	#5	40-0	
d1	169	#5	6-8	
o a2	56	#5	3-2	
SPAN E23				
a15	189	#4	5-9	
a20	75	#6	22-6	
a21	87	#6	26-6	
a22	142	#6	23-6	
a23	142	#6	20-0	
a24	66	#6	21-6	
a25	164	#6	25-0	
o a50	3	#6	9-0	
o a59	4	#6	6-6	
o a60	10	#6	6-0	
b1	162	#5	4-6	
b54	2	#5	40-0	
b55	9	#4	31-6	
b56	9	#4	32-6	
b57	4	#5	20-0	
b58	66	#5	32-9	
b59	54	#5	32-0	
b60	177	#5	31-6	
d1	189	#5	6-8	
a2	52	#5	3-2	
SPAN E23				
* a15	180	#4	5-9	
a19	8	#6	40-0	
a26	48	#6	22-6	
a27	174	#6	27-0	
a28	64	#6	21-9	
a29	64	#6	25-6	
a30	125	#6	22-9	
a31	125	#6	18-6	
o a56	2	#5	7-6	
o a57	9	#5	4-6	
o a58	3	#6	9-0	
o a59	4	#6	6-6	
o a60	10	#6	6-0	
b1	162	#5	4-6	
b54	2	#5	40-0	
b57	4	#5	20-0	
b61	9	#4	30-0	
b62	9	#4	28-4	
b94	253	#5	28-4	
b95	40	#5	33-6	
d1	172	#5	6-8	
o a2	48	#5	3-2	
SPAN E24				
a15	309	#4	5-9	
a19	77	#5	40-0	
a32	88	#6	22-0	
a33	70	#6	19-6	
a34	130	#6	20-0	
a35	185	#6	23-0	
a36	120	#6	25-0	
a37	191	#6	26-0	
a38	60	#6	18-6	
a39	90	#6	21-0	
b1	162	#5	4-6	
b34	154	#5	40-0	

Bar	N#	Size	Length	Shape
b63	9	#5	20-0	
b64	13	#5	27-0	
b65	13	#5	35-0	
b66	26	#5	21-6	
b67	26	#5	25-3	
b68	25	#5	28-9	
b82	12	#4	34-6	
b83	15	#4	35-3	
b83	25	#5	29-0	
b84	25	#5	30-3	
b85	25	#5	31-6	
b96	25	#5	32-9	
b97	25	#5	34-0	
b98	25	#5	35-6	
d1	309	#5	6-8	
a2	82	#5	3-2	
SPAN E25				
* a15	161	#4	5-9	
a32	84	#6	22-0	
a36	139	#6	23-0	
a37	98	#6	26-0	
a39	25	#6	21-0	
a40	46	#6	28-0	
a41	111	#6	24-0	
a42	22	#6	19-0	
a43	46	#6	29-0	
o a56	2	#5	7-6	
o a57	9	#5	4-6	
o a58	3	#6	9-0	
o a59	4	#6	6-6	
o a60	10	#6	6-0	
b1	162	#5	4-6	
b69	30	#5	29-0	
b70	30	#5	31-0	
b71	36	#5	36-0	
b72	51	#5	28-6	
b73	42	#5	31-6	
b74	51	#5	34-6	
b75	6	#4	26-6	
b76	9	#4	34-6	
d1	153	#5	6-8	
o a2	52	#5	3-2	
SPAN W23				
a15	171	#4	5-9	
a45	73	#6	22-6	
a46	73	#6	18-0	
a47	36	#6	22-0	
a48	36	#6	17-6	
a49	49	#6	23-6	
a50	37	#6	19-0	
a51	72	#6	23-0	
a52	72	#6	26-6	
a53	49	#6	22-6	
a54	49	#6	26-0	
a55	35	#6	21-6	
a25	47	#6	25-0	
o a58	3	#6	9-0	
o a59	4	#6	6-6	
o a60	10	#6	6-0	
b1	162	#5	4-6	
b86	64	#5	28-0	
b87	57	#5	28-9	
b88	57	#5	29-6	
b89	57	#5	30-3	
b90	70	#5	31-0	
b91	9	#4	31-0	
b92	9	#4	27-0	
d1	171	#5	6-8	
a2	46	#5	3-2	
SPAN ES-9				
a4	154	#4	7-1	
a5	170	#6	27-11	
a6	146	#6	27-0	
o a36	2	#5	7-6	
o a57	9	#5	4-6	
o a58	3	#6	9-0	

Bar	N#	Size	Length	Shape
b1	90	#5	4-6	
b3	2	#5	16-0	
b10	4	#5	30-0	
b35	8	#4	38-7	
b36	44	#5	38-10	
b37	40	#5	39-0	
b38	44	#5	39-3	
b39	8	#4	39-3	
d1	154	#5	6-8	
a2	44	#5	3-2	
SPAN ES-10				
* a4	160	#4	7-1	
a5	158	#6	27-11	
a6	144	#6	27-0	
o a36	2	#5	7-6	
o a57	9	#5	4-6	
o a58	3	#6	9-0	
o a59	4	#6	6-6	
o a60	10	#6	6-0	
b1	90	#5	4-6	
b3	2	#5	16-0	
b10	4	#5	30-0	
b35	16	#4	38-7	
b36	132	#5	38-10	
d1	152	#5	6-8	
a2	54	#5	3-2	
SPAN ES-11 TO ES-13 (CONTINUOUS)				
a1	104	#6	26-11	
a2	104	#6	26-0	
* a4	398	#4	7-1	
a5	77	#6	27-11	
a6	77	#6	27-0	
a7	104	#6	27-7	
a8	104	#6	26-8	
a9	104	#6	27-3	
a10	104	#6	26-4	
o a56	2	#5	7-6	
o a57	9	#5	4-6	
o a58	6	#6	9-0	
o a59	8	#6	6-6	
o a60	20	#6	6-0	
b	320	#5	39-9	
b1	88	#5	4-6	
b2	68	#6	21-1	
b4	16	#4	7-7	
b5	16	#4	10-8	
b6	32	#4	28-9	
b7	16	#4	22-0	
d1	390	#5	6-8	
o a2	110	#5	3-2	
SPAN NW 5				
a4	146	#4	7-1	
a5	145	#6	27-11	
a6	145	#6	27-0	
o a58	3	#6	9-0	
o a59	4	#6	6-6	
o a60	10	#6	6-0	
b1	90	#5	4-6	
b3	4	#5	16-0	
b15	16	#4	36-9	
b16	4	#5	24-0	
b17	128	#5	36-9	
d1	146	#5	6-8	
a2	40	#5	3-2	
SPAN NW 6				
* a4	168	#4	7-1	
a5	170	#6	27-11	
a6	146	#6	27-0	
o a36	2	#5	7-6	
o a57	9	#5	4-6	
o a58	3	#6	9-0	

Bar	N#	Size	Length	Shape
o a59	4	#6	6-6	
o a60	10	#6	6-0	
b1	90	#5	4-6	
b3	4	#5	16-0	
b10	4	#5	30-0	
b18	16	#4	40-0	
b19	128	#5	40-0	
d1	160	#5	6-8	
a2	56	#5	3-2	
SPAN NWT				
a4	138	#4	7-1	
a5	160	#6	27-11	
a6	123	#6	27-0	
b1	90	#5	4-6	
b3	4	#5	16-0	
b16	4	#5	24-0	
b20	8	#4	35-3	
b21	8	#4	34-10	
b22	128	#5	35-3	
d1	138	#5	6-8	
a2	40	#5	3-2	
SPAN NW 8				
* a4	201	#4	7-1	
a5	225	#6	27-11	
a6	161	#6	27-0	
o a56	2	#5	7-6	
o a57	9	#5	4-6	
o a58	3	#6	9-0	
o a59	4	#6	6-6	
o a60	10	#6	6-0	
b1	90	#5	4-6	
b22	4	#5	35-3	
b23	12	#4	32-9	
b24	12	#4	33-0	
b25	4	#5	19-0	
b26	192	#5	33-0	
d1	193	#5	6-8	
o a2	62	#5	3-2	
SPAN NW 9				
a4	108	#4	7-1	
a5	156	#6	27-11	
a6	54	#6	27-0	
b1	90	#5	4-6	
b10	4	#5	30-0	
b18	8	#4	40-0	
b19	90	#5	40-0	
b27	4	#4	32-0	
a2	32	#5	3-2	
d1	108	#5	6-8	
SPAN NW 10				
* a4	154	#4	7-1	
a5	185	#6	27-11	
a6	113	#6	27-0	
o a56	2	#5	7-6	
o a57	9	#5	4-6	
b1	90	#5	4-6	
b3	4	#5	16-0	
b16	4	#5	24-0	
b28	8	#4	36-3	
b29	8	#4	37-10	
b30	128	#5	37-8	
d1	146	#5	6-8	
o a2	50	#5	3-2	

Bar	N#	Size	Length	Shape
PARAPET REINFORCEMENT E-N ROADWAY SHEET No 5-32				
r1	#4	13-6		
r2	36	#4	16-1	
r9	64	#4	14-8	
r10	36	#4	13-9	
r11	8	#4	16-5	
r12	4	#4	19-5	
r13	8	#4	12-4	
r14	4	#4	17-5	
r17	4	#4	18-0	
r18	16	#4	14-4	
r20	20	#4	14-11	
r23	32	#4	12-10	
r24	16	#4	15-5	
r25	4	#4	19-3	
r37	20	#4	17-2	
r39	4	#4	17-7	
r40	4	#4	4-4	
r41	56	#4	15-3	
PARAPET REINFORCEMENT S-W ROADWAY SHEET No 5-55				
r1	32	#4	13-6	
r3	16	#4	15-11	
r8	16	#4	12-2	
r10	8	#4	13-9	
r12	24	#4	19-5	
r15	20	#4	16-7	
r16	20	#4	18-0	
r17	4	#4	18-0	
r18	24	#4	14-4	
r21	4	#4	11-5	
r22	4	#4	17-10	
r42	8	#4	13-0	
PARAPET REINFORCEMENT E-S RAMP SHEET No 5-55				
r1	16	#4	13-6</	

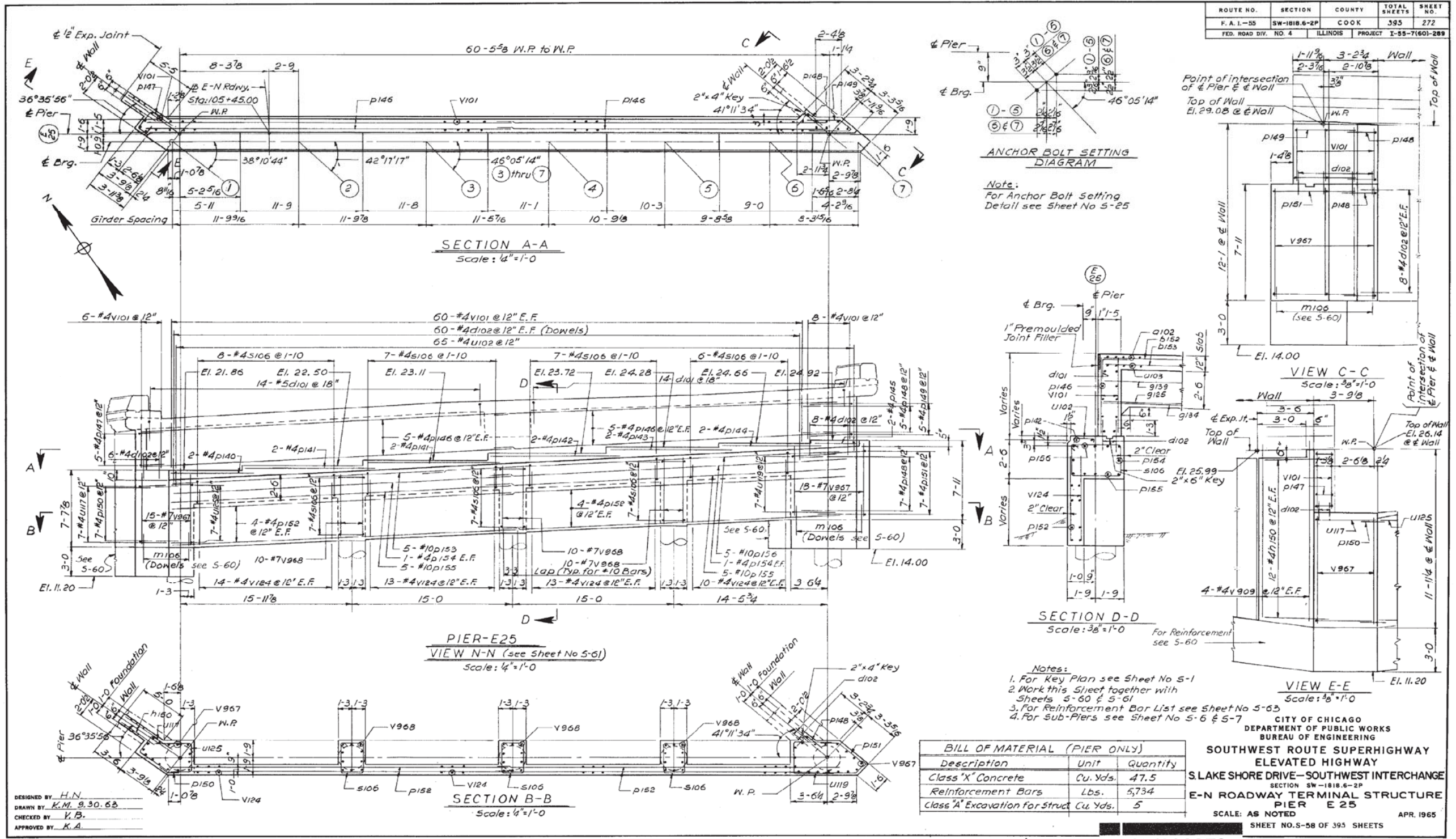
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. I-55	SW-1818.6-2P	COOK	395	271
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT	I-55-760-288	

Bar	N#	Size	Length	Shape	Bar	N#	Size	Length	Shape	Bar	N#	Size	Length	Shape	Bar	N#	Size	Length	Shape	Bar	N#	Size	Length	Shape
SPAN NW11					SPAN NW17 THRU NW19 (CONT.)					SPAN NW20 THRU NW22 (CONT.)					SPAN NW23 THRU NW25 (CONT.)					SPAN NW26 THRU NW28 (CONT.)				
a4	157	#4	7-1		a1	195	#6	26-11		a1	195	#6	26-11		a1	195	#6	26-11		a1	195	#6	26-11	
a5	156	#6	27-11		a2	195	#6	26-0		a2	195	#6	26-0		a2	195	#6	26-0		a2	195	#6	26-0	
a6	161	#6	27-0		a3	194	#6	27-6		a3	194	#6	27-6		a3	194	#6	27-6		a3	194	#6	27-6	
a58	3	#6	9-0		a4	398	#4	7-1		a4	406	#4	7-1		a4	406	#4	7-1		a4	406	#4	7-1	
a59	4	#6	6-6		a56	2	#5	7-6		a56	2	#5	7-6		a56	2	#5	7-6		a56	2	#5	7-6	
a60	10	#6	6-0		a57	9	#5	4-6		a57	9	#5	4-6		a57	9	#5	4-6		a57	9	#5	4-6	
a2	42	#5	3-2		a58	3	#6	9-0		a58	3	#6	9-0		a58	3	#6	9-0		a58	3	#6	9-0	
b1	30	#5	4-6		a59	4	#6	6-6		a59	4	#6	6-6		a59	4	#6	6-6		a59	4	#6	6-6	
b3	4	#5	16-0		a60	10	#6	6-0		a60	10	#6	6-0		a60	10	#6	6-0		a60	10	#6	6-0	
b8	8	#4	39-2		b	300	#5	39-9		b	300	#5	39-9		b	300	#5	39-9		b	300	#5	39-9	
b9	128	#5	39-6		b1	86	#5	4-6		b1	86	#5	4-6		b1	86	#5	4-6		b1	86	#5	4-6	
b10	4	#5	30-0		b2	68	#6	21-1		b2	68	#6	21-1		b2	68	#6	21-1		b2	68	#6	21-1	
b13	8	#4	39-8		b4	16	#4	7-7		b4	16	#4	7-7		b4	16	#4	7-7		b4	16	#4	7-7	
d2	42	#5	3-2		b5	16	#4	10-8		b5	16	#4	10-8		b5	16	#4	10-8		b5	16	#4	10-8	
d1	157	#5	6-0		b6	32	#4	28-9		b6	32	#4	28-9		b6	32	#4	28-9		b6	32	#4	28-9	
SPAN NW12					SPAN NW21 THRU NW22 (CONT.)					SPAN NW24 THRU NW25 (CONT.)					SPAN NW27 THRU NW28 (CONT.)									
a4	165	#4	7-1		a1	195	#6	26-11		a1	195	#6	26-11		a1	195	#6	26-11		a1	195	#6	26-11	
a5	154	#6	27-11		a2	195	#6	26-0		a2	195	#6	26-0		a2	195	#6	26-0		a2	195	#6	26-0	
a6	159	#6	27-0		a3	194	#6	27-6		a3	194	#6	27-6		a3	194	#6	27-6		a3	194	#6	27-6	
a56	2	#5	7-6		a4	398	#4	7-1		a4	406	#4	7-1		a4	406	#4	7-1		a4	406	#4	7-1	
a57	9	#5	4-6		a56	2	#5	7-6		a56	2	#5	7-6		a56	2	#5	7-6		a56	2	#5	7-6	
a58	3	#6	9-0		a57	9	#5	4-6		a57	9	#5	4-6		a57	9	#5	4-6		a57	9	#5	4-6	
a59	4	#6	6-6		a58	3	#6	9-0		a58	3	#6	9-0		a58	3	#6	9-0		a58	3	#6	9-0	
a60	10	#6	6-0		a59	4	#6	6-6		a59	4	#6	6-6		a59	4	#6	6-6		a59	4	#6	6-6	
b1	90	#5	4-6		a60	10	#6	6-0		a60	10	#6	6-0		a60	10	#6	6-0		a60	10	#6	6-0	
b3	4	#5	16-0		b	300	#5	39-9		b	300	#5	39-9		b	300	#5	39-9		b	300	#5	39-9	
b9	128	#5	39-6		b1	86	#5	4-6		b1	86	#5	4-6		b1	86	#5	4-6		b1	86	#5	4-6	
b10	4	#5	30-0		b2	68	#6	21-1		b2	68	#6	21-1		b2	68	#6	21-1		b2	68	#6	21-1	
b11	8	#4	39-8		b4	16	#4	7-7		b4	16	#4	7-7		b4	16	#4	7-7		b4	16	#4	7-7	
b14	8	#4	39-10		b5	16	#4	10-8		b5	16	#4	10-8		b5	16	#4	10-8		b5	16	#4	10-8	
d1	157	#5	6-0		b6	32	#4	28-9		b6	32	#4	28-9		b6	32	#4	28-9		b6	32	#4	28-9	
d2	54	#5	3-2		b7	16	#4	22-0		b7	16	#4	22-0		b7	16	#4	22-0		b7	16	#4	22-0	
SPAN NW13					SPAN NW24 THRU NW25 (CONT.)					SPAN NW27 THRU NW28 (CONT.)														
a4	164	#4	7-1		a1	195	#6	26-11		a1	195	#6	26-11		a1	195	#6	26-11		a1	195	#6	26-11	
a5	155	#6	27-11		a2	195	#6	26-0		a2	195	#6	26-0		a2	195	#6	26-0		a2	195	#6	26-0	
a6	155	#6	27-0		a3	194	#6	27-6		a3	194	#6	27-6		a3	194	#6	27-6		a3	194	#6	27-6	
a56	2	#5	7-6		a4	398	#4	7-1		a4	406	#4	7-1		a4	406	#4	7-1		a4	406	#4	7-1	
a57	9	#5	4-6		a56	2	#5	7-6		a56	2	#5	7-6		a56	2	#5	7-6		a56	2	#5	7-6	
b1	90	#5	4-6		a57	9	#5	4-6		a57	9	#5	4-6		a57	9	#5	4-6		a57	9	#5	4-6	
b8	16	#4	39-2		a58	3	#6	9-0		a58	3	#6	9-0		a58	3	#6	9-0		a58	3	#6	9-0	
b12	128	#5	39-3		a59	4	#6	6-6		a59	4	#6	6-6		a59	4	#6	6-6		a59	4	#6	6-6	
d1	156	#5	6-0		a60	10	#6	6-0		a60	10	#6	6-0		a60	10	#6	6-0		a60	10	#6	6-0	
d2	54	#5	3-2		b	300	#5	39-9		b	300	#5	39-9		b	300	#5	39-9		b	300	#5	39-9	
SPAN NW14 THRU NW16 (CONT.)					SPAN NW24 THRU NW25 (CONT.)					SPAN NW27 THRU NW28 (CONT.)														
a1	117	#6	26-11		a1	195	#6	26-11		a1	195	#6	26-11		a1	195	#6	26-11		a1	195	#6	26-11	
a2	117	#6	26-0		a2	195	#6	26-0		a2	195	#6	26-0		a2	195	#6	26-0		a2	195	#6	26-0	
a3	64	#6	27-6		a3	194	#6	27-6		a3	194	#6	27-6		a3	194	#6	27-6		a3	194	#6	27-6	
a4	398	#4	7-1		a4	398	#4	7-1		a4	406	#4	7-1		a4	406	#4	7-1		a4	406	#4	7-1	
a5	102	#6	27-11		a56	2	#5	7-6		a56	2	#5	7-6		a56	2	#5	7-6		a56	2	#5	7-6	
a6	102	#6	27-0		a57	9	#5	4-6		a57	9	#5	4-6		a57	9	#5	4-6		a57	9	#5	4-6	
a7	53	#6	27-7		a58	3	#6	9-0		a58	3	#6	9-0		a58	3	#6	9-0		a58	3	#6	9-0	
a8	53	#6	26-8		a59	4	#6	6-6		a59	4	#6	6-6		a59	4	#6	6-6		a59	4	#6	6-6	
a9	53	#6	27-3		a60	10	#6	6-0		a60	10	#6	6-0		a60	10	#6	6-0		a60	10	#6	6-0	
a10	53	#6	26-4		b	300	#5	39-9		b	300	#5	39-9		b	300	#5	39-9		b	300	#5	39-9	
a56	2	#5	7-6		b1	86	#5	4-6		b1	86	#5	4-6		b1	86	#5	4-6		b1	86	#5	4-6	
a57	9	#5	4-6		b2	68	#6	21-1		b2	68	#6	21-1		b2	68	#6	21-1		b2	68	#6	21-1	
a58	3	#6	9-0		b4	16	#4	7-7		b4	16	#4	7-7		b4	16	#4	7-7		b4	16	#4	7-7	
a59	4	#6	6-6		b5	16	#4	10-8		b5	16	#4	10-8		b5	16	#4	10-8		b5	16	#4	10-8	
a60	20	#6	6-0		b6	32	#4	28-9		b6	32	#4	28-9		b6	32	#4	28-9		b6	32	#4	28-9	
b	300	#5	39-9		b7	16	#4	22-0		b7	16	#4	22-0		b7	16	#4	22-0		b7	16	#4	22-0	
b1	88	#5	4-6		d1	390	#5	6-8		d1	390	#5	6-8		d1	390	#5	6-8		d1	390	#5	6-8	
b2	68	#6	21-1		d2	110	#5	3-2		d2	110	#5	3-2		d2	110	#5	3-2		d2	110	#5	3-2	
b4	16	#4	7-7		SPAN NW26 THRU NW28 (CONT.)					SPAN NW26 THRU NW28 (CONT.)					SPAN NW26 THRU NW28 (CONT.)									
b5	16	#4	10-8		a1	195	#6	26-11		a1	195	#6</												

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.-55	SW-1818.6-2P	COOK	395	272
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT	I-55-7(60)-289	



BILL OF MATERIAL (PIER ONLY)

Description	Unit	Quantity
Class 'X' Concrete	Cu. Yds.	47.5
Reinforcement Bars	Lbs.	5,734
Class 'A' Excavation for Struct.	Cu. Yds.	5

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

**SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY**

SLAKE SHORE DRIVE - SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
**E-N ROADWAY TERMINAL STRUCTURE
PIER E 25**

SCALE: AS NOTED
APR. 1965
SHEET NO. S-58 OF 395 SHEETS

1616290272

355-60X07_As-Built.s.dgn



USER NAME = auyeungh	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

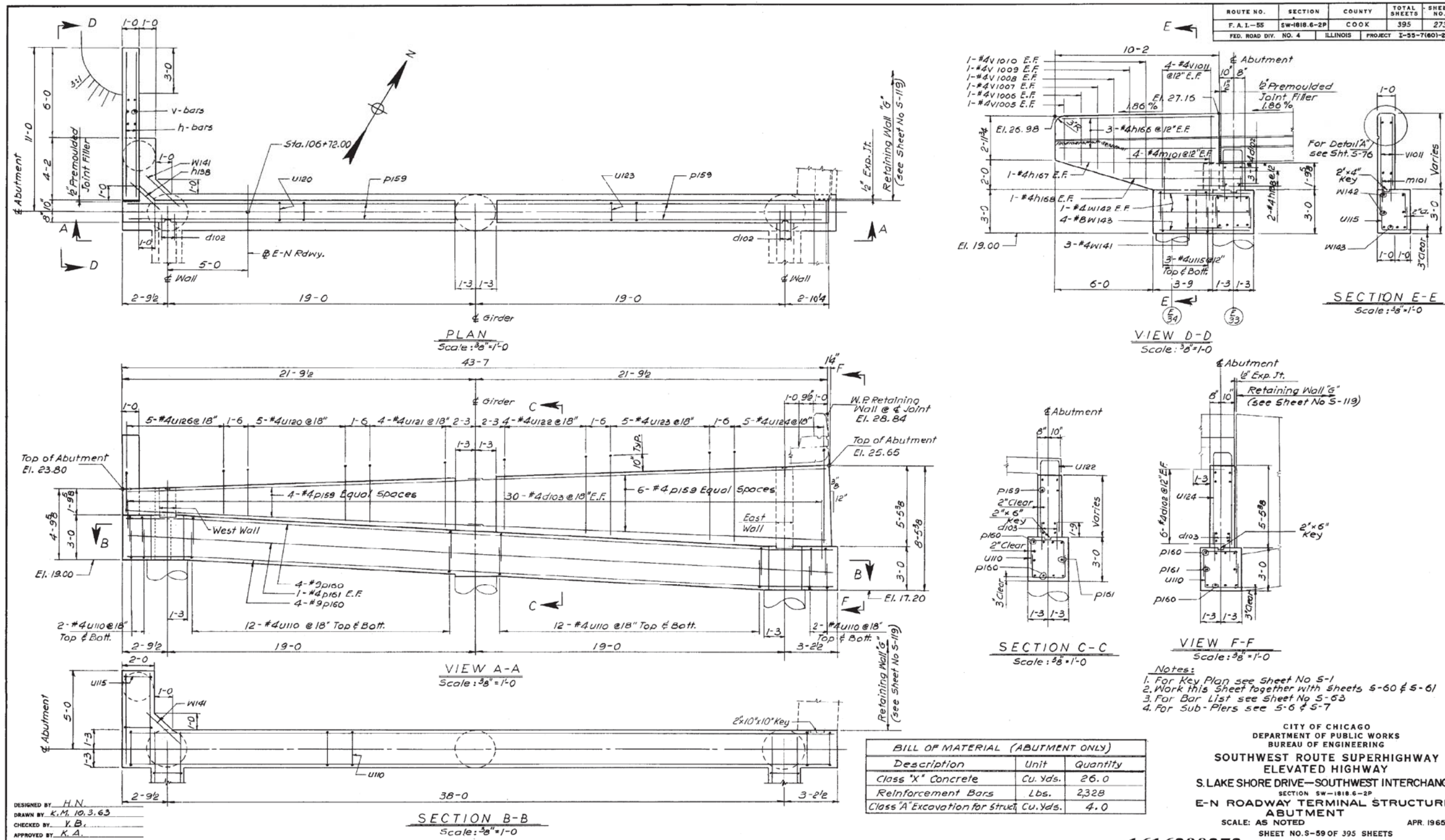
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. 154 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	503
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.6-2P	COOK	395	273
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT	I-55-7(60)-289	

BILL OF MATERIAL (ABUTMENT ONLY)		
Description	Unit	Quantity
Class "X" Concrete	Cu. Yds.	26.0
Reinforcement Bars	Lbs.	2,328
Class "A" Excavation for Struct.	Cu. Yds.	4.0

1616290273

CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
**SOUTHWEST ROUTE SUPERHIGHWAY
 ELEVATED HIGHWAY**
 S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
 SECTION SW-1818.6-2P
**E-N ROADWAY TERMINAL STRUCTURE
 ABUTMENT**
 SCALE: AS NOTED
 SHEET NO. 5-59 OF 395 SHEETS
 APR. 1965

356-60X07_As-Built.s.dgn



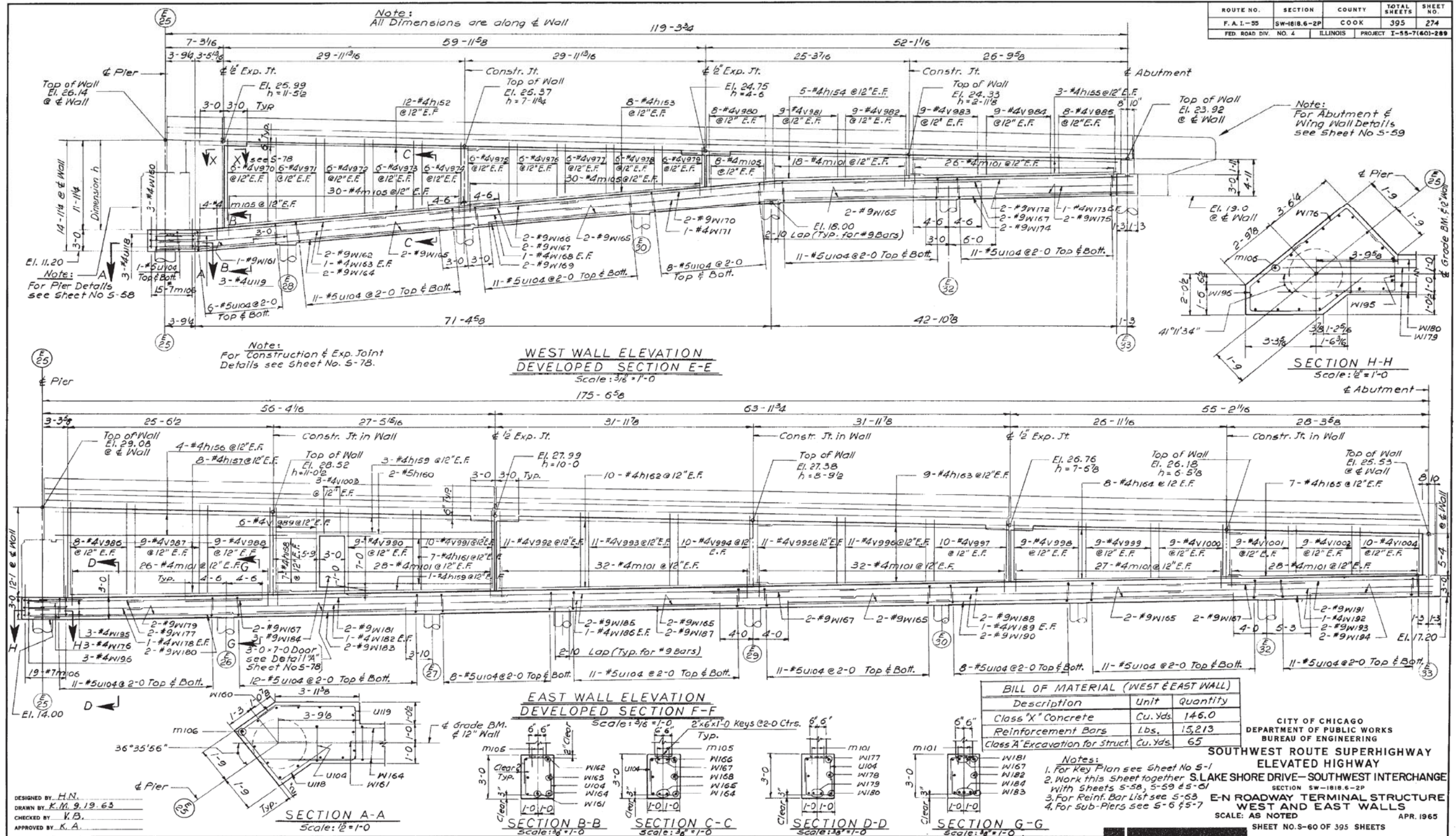
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PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
 SHEET NO. 155 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	504
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



1616290274



USER NAME =	ayueungh	DESIGNED -		REVISED -	
PLOT SCALE =		CHECKED -		REVISED -	
PLOT DATE =	5/22/2015	DRAWN -	HAY	REVISED -	
		CHECKED -	ATB	REVISED -	

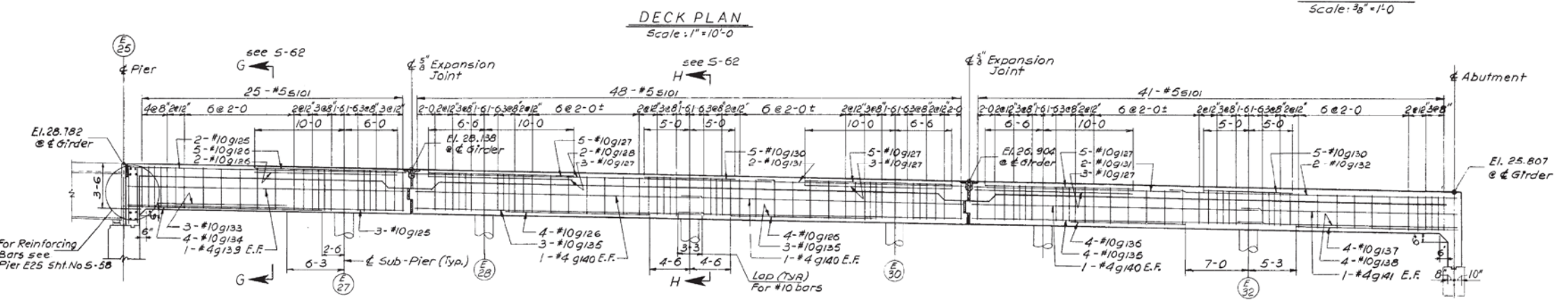
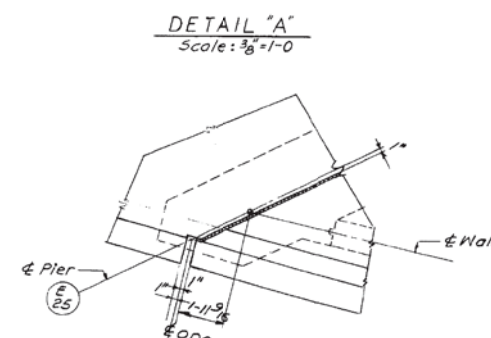
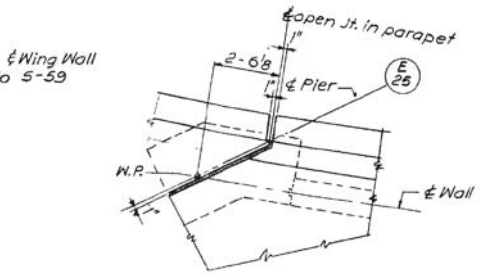
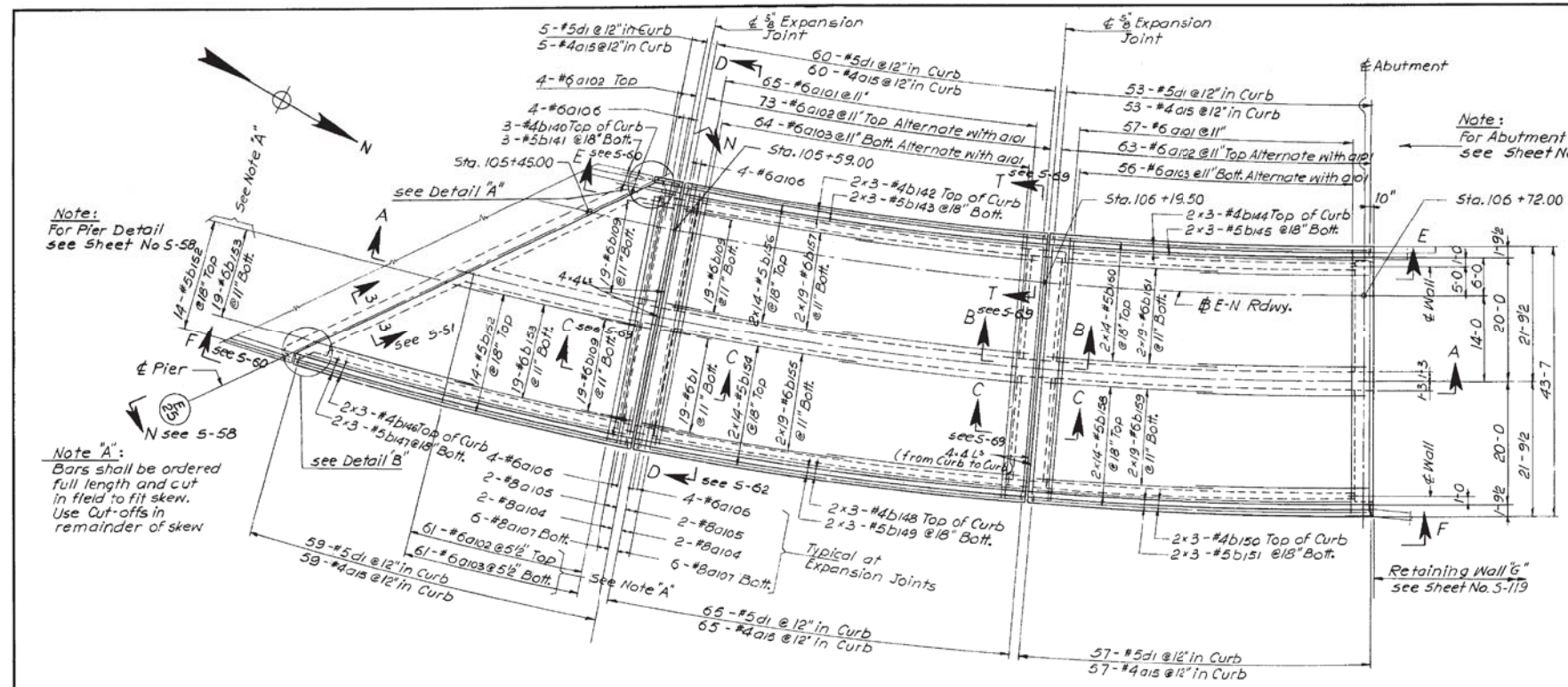
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

AS-BUILTS
 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
 SHEET NO. 156 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	505
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.6-2P	COOK	395	275
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT 1-55-7(60)-289		



BILL OF MATERIAL (DECK ONLY)		
Description	Unit	Quantity
Class 'X' Concrete *	Cu. Yds.	325.7
Reinforcement Bars	Lbs.	65211

*includes 15.8 Cu.Yds. of Concrete in Parapet

- Notes:**
1. Work this Sheet together with Sheets 5-58, 5-59, 5-60 & 5-62
 2. For Reinforcement Bar List see Sht. No 5-63
 3. For Sub-Pier Location see Sht. No 5-6
 4. For Reinforcement Bar Placement Notes see Sheet No 5-68
 5. For Key Plan see Sht. No 5-1.
- Note:**
86-#5d2 additional bars at Rolling Posts. (2-#5d2 at each Rolling Post). See Typ. Curb Details on Sheet No 5-69.

CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
**SOUTHWEST ROUTE SUPERHIGHWAY
 ELEVATED HIGHWAY**
 S. LAKE SHORE DRIVE-SOUTHWEST INTERCHANGE
 SECTION SW-1818.6-2P
**E-N ROADWAY TERMINAL STRUCTURE
 CONCRETE DECK**
 SCALE: AS NOTED
 SHEET NO. 5-61 OF 395 SHEETS
 APR. 1965

1616290275

DESIGNED BY H.N.
 DRAWN BY K.M. 7.30.63
 CHECKED BY K.B.
 APPROVED BY K.A.



USER NAME =	ayueungh	DESIGNED -	H.N.	REVISED -	
PLOT SCALE =		CHECKED -	K.B.	REVISED -	
PLOT DATE =	5/22/2015	DRAWN -	HAY	REVISED -	
		CHECKED -	ATB	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

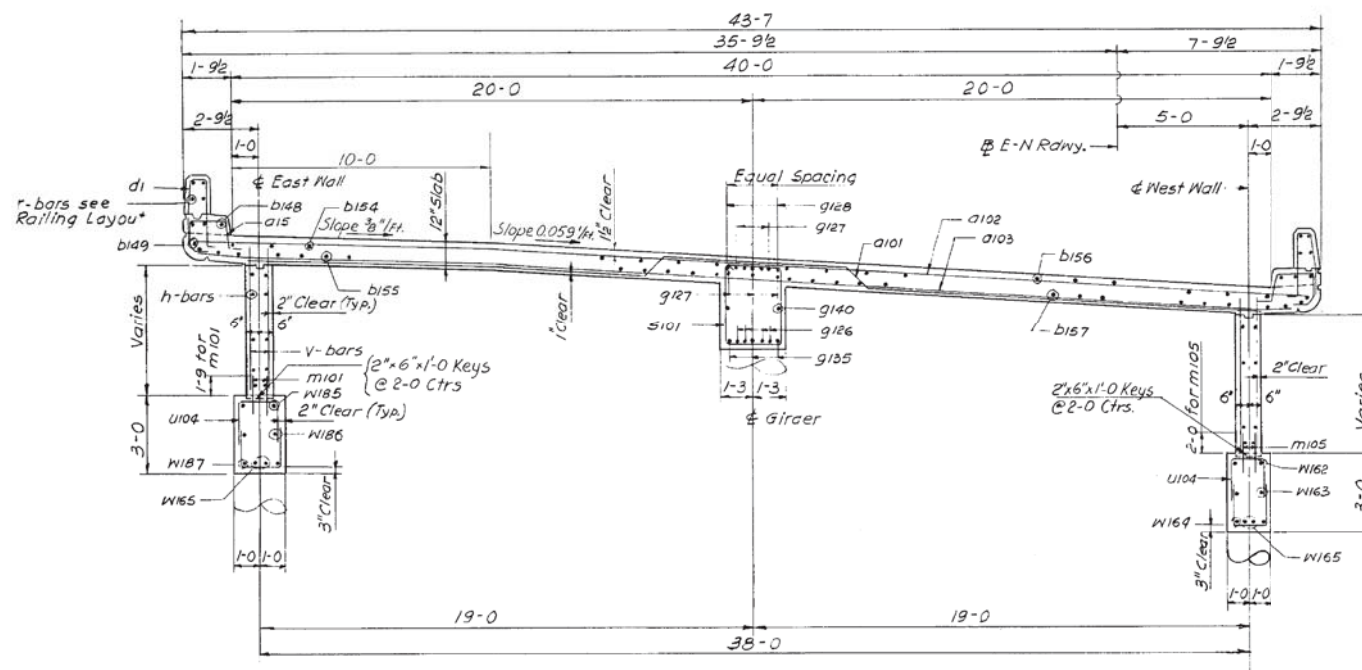
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
 SHEET NO. 157 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	506
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

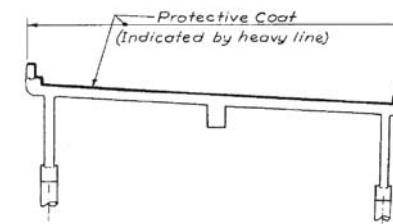
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FOR INFORMATION ONLY

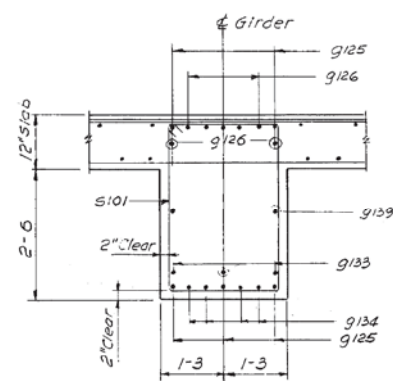
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.6-2P	COOK	395	276
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



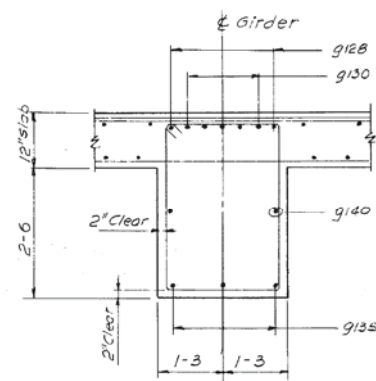
SECTION D-D
Scale: 3/8" = 1'-0"



TYPICAL CROSS SECTION
(Showing Limits of Protective Coat)



SECTION G-G
Scale: 3/4" = 1'-0"



SECTION H-H
Scale: 3/4" = 1'-0"

Notes:

Work this Sheet together with Sheet S-61
For Curb Detail see S-69.

DESIGNED BY H.N.
DRAWN BY K.M. 10.5.69
CHECKED BY V.B.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
E-N ROADWAY TERMINAL STRUCTURE
SECTIONS
SCALE: AS NOTED APR. 1965
SHEET NO. S-62 OF 395 SHEETS

1616290276

359-60X07_As-Built.s.dgn



USER NAME = auyeungh	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

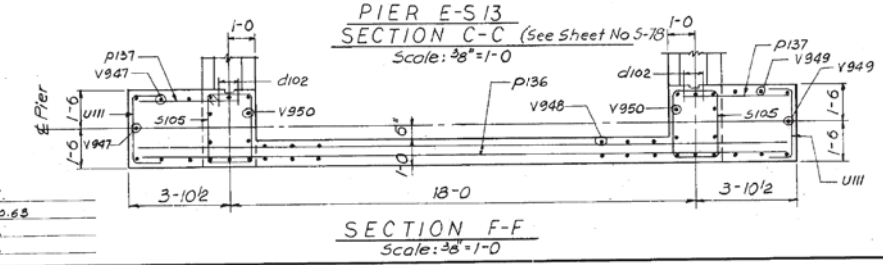
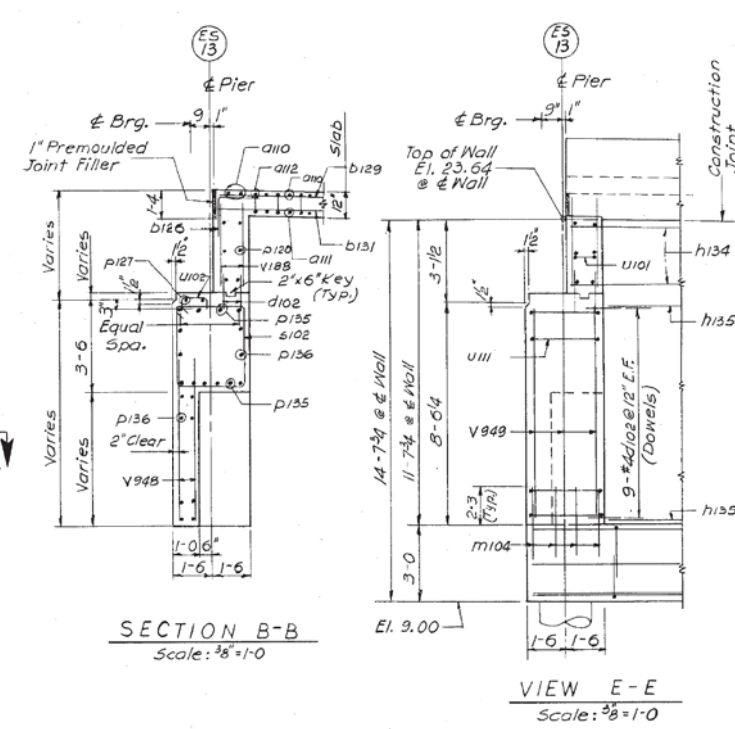
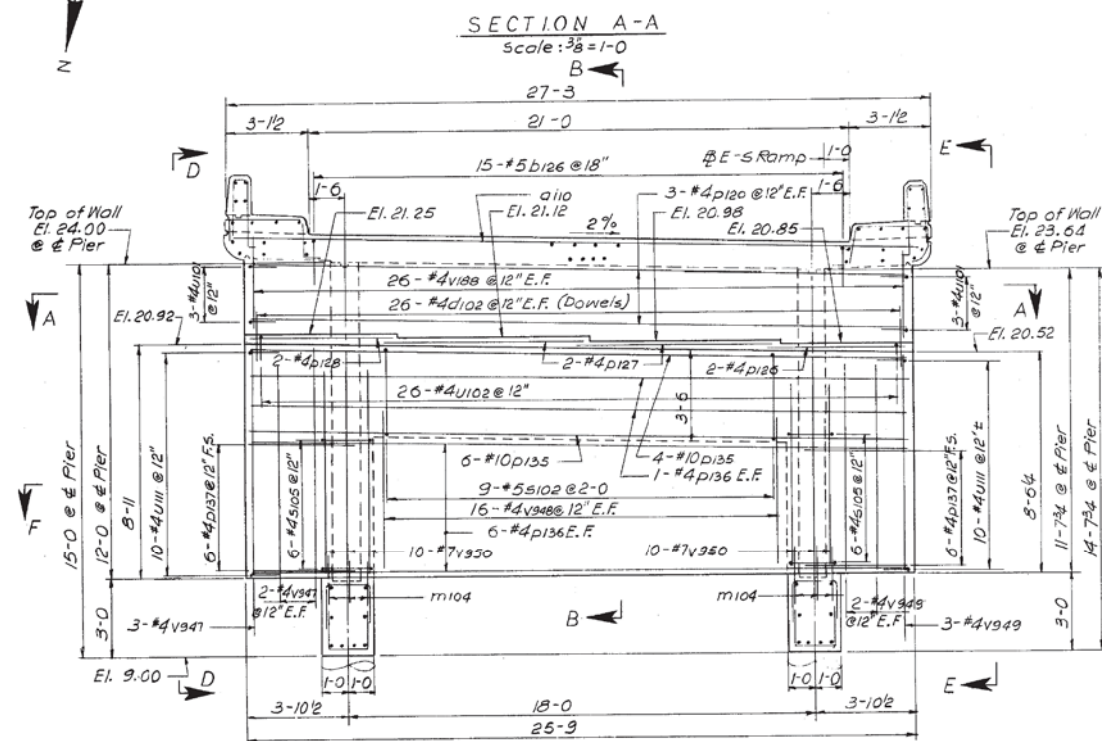
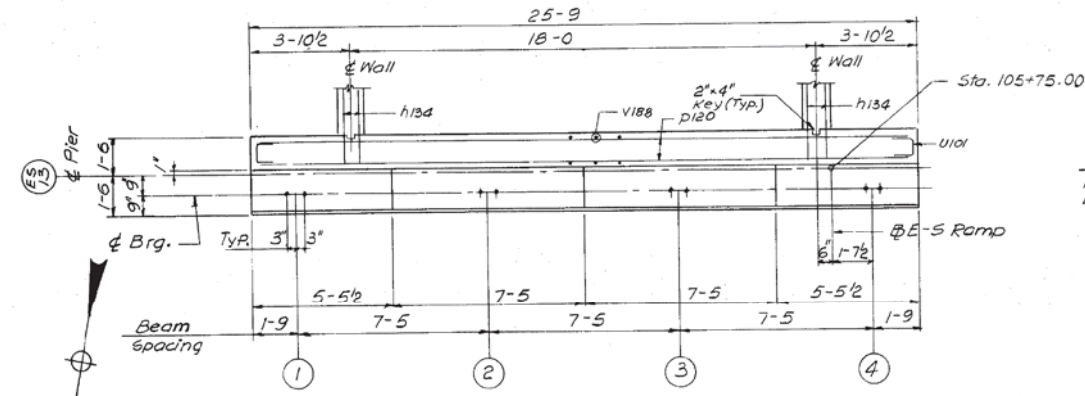
SHEET NO. 158 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	507
				CONTRACT NO. 60X07

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.6-2P	COOK	395	289
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT 1-55-7160-289		



BILL OF MATERIAL (PIER ONLY)		
Description	Unit	Quantity
Class "X" Concrete	Cu. Yds.	19.7
Reinforcement Bars	Lbs.	2,448
Class "A" Excavation for Struct.	Cu. Yds.	5

- Notes:
- For Key Plan see Sheet No 5-1
 - Work this Sheet together with Sheets 5-76, 5-77 & 5-78
 - For Reinforcement Bar List see Sheet No 5-79
 - For Sub-Piers see Sheet No's 5-5 & 5-7

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE-SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
E-S RAMP TERMINAL STRUCTURE
PIER ES 13
SCALE: AS NOTED
APR 1965
SHEET NO. 5-75 OF 395 SHEETS

1616290289

DESIGNED BY: H.N.
DRAWN BY: K.M. 7.20.65
CHECKED BY: V.B.
APPROVED BY: K.A.



USER NAME = auyeungh	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

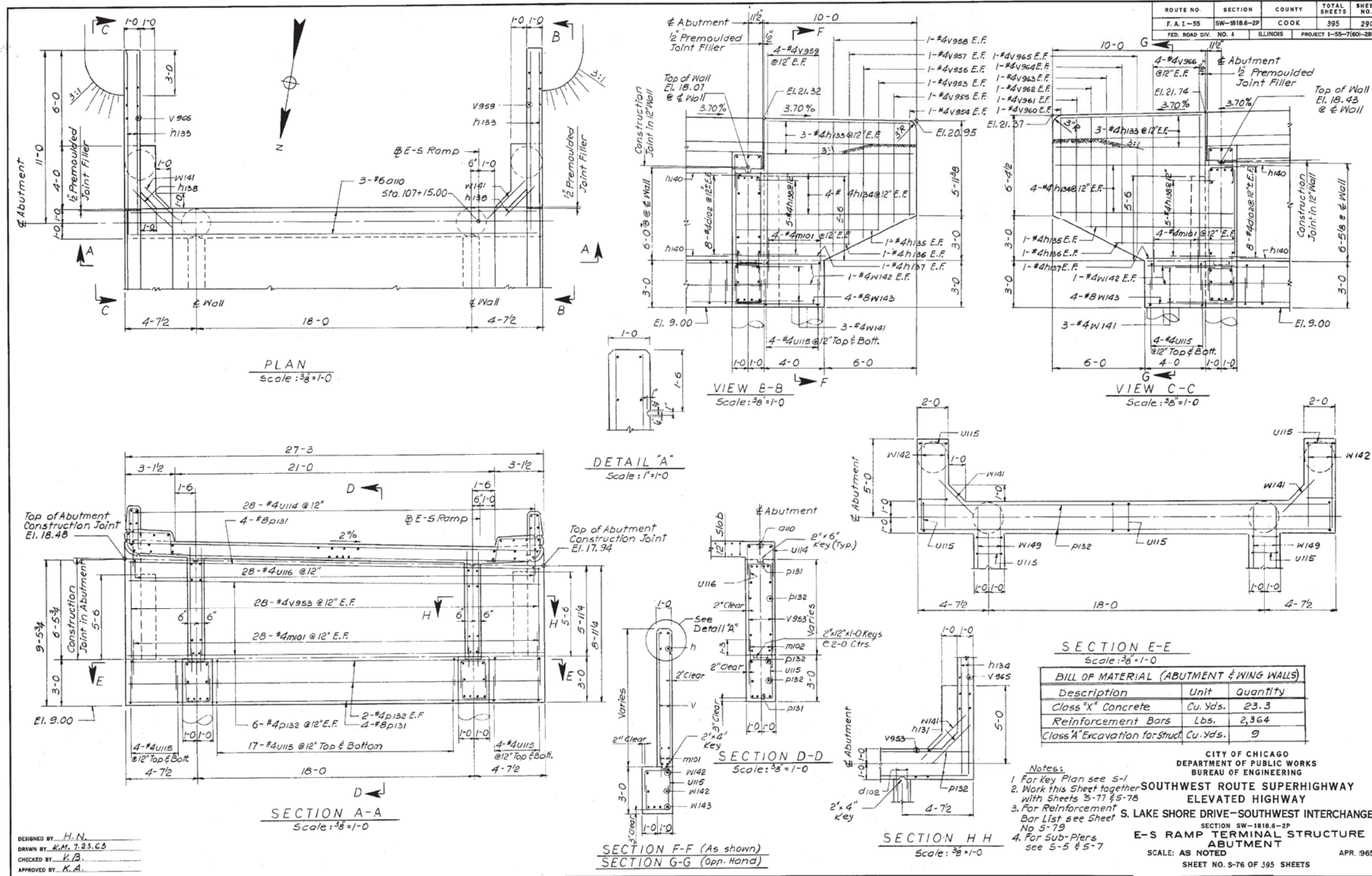
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. 160 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	509
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

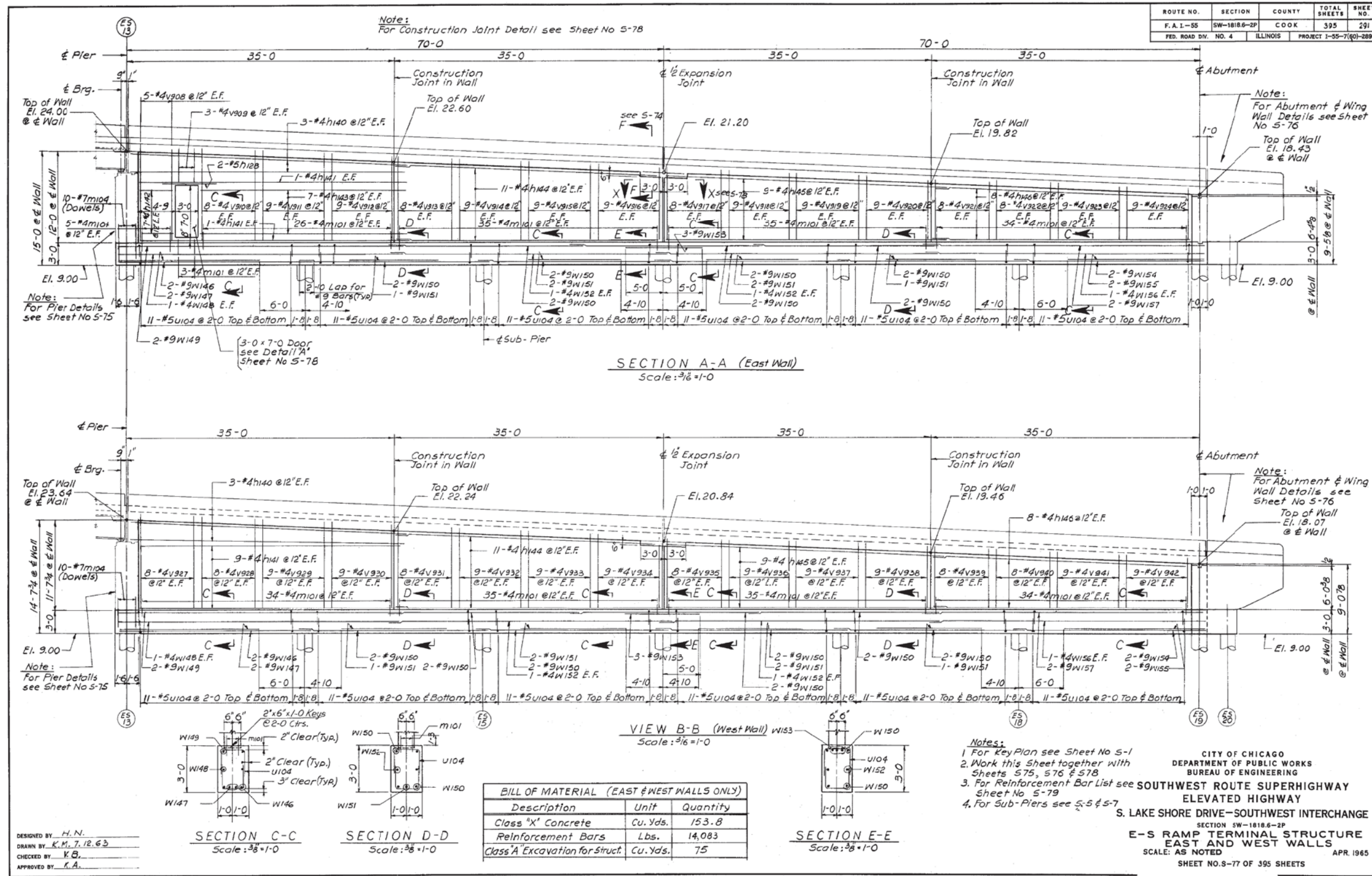
361-60X07_As-Builts.dgn

FOR INFORMATION ONLY



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. I-55	SW-1818-2P	COOK	395	290
FED. ROAD DIV. NO. 1	ILLINOIS	PROJECT 1-55-7(60)-280		

FOR INFORMATION ONLY



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.6-2P	COOK	395	291
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT 1-55-7(60)-289		

CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
S. LAKE SHORE DRIVE-SOUTHWEST INTERCHANGE
 SECTION SW-1818.6-2P
E-S RAMP TERMINAL STRUCTURE
 EAST AND WEST WALLS
 SCALE: AS NOTED
 SHEET NO. S-77 OF 395 SHEETS
 APR 1965

1616290291

363-60X07_As-Built.s.dgn



USER NAME = auyeungh
 DESIGNED -
 CHECKED -
 PLOT SCALE =
 PLOT DATE = 5/22/2015

DESIGNED -
 CHECKED -
 DRAWN - HAY
 CHECKED - ATB

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

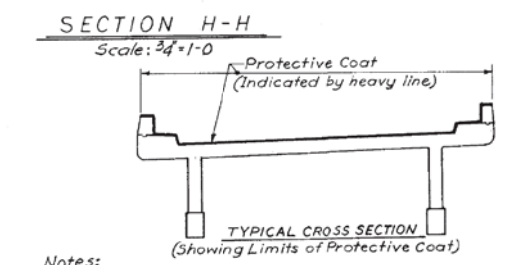
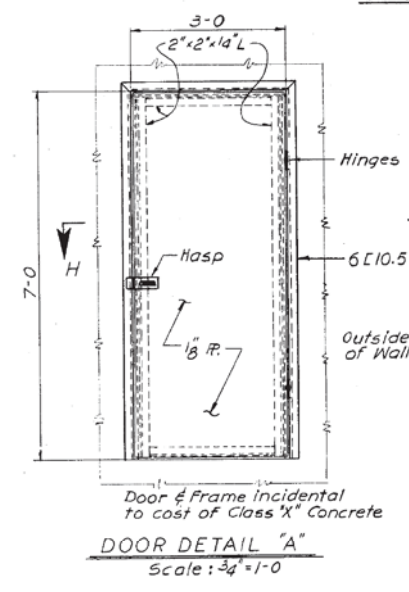
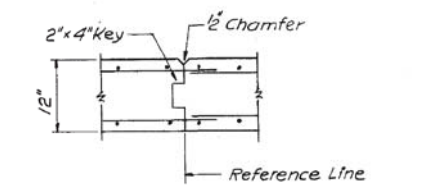
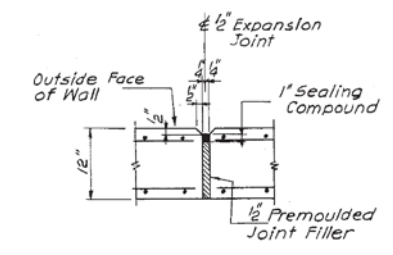
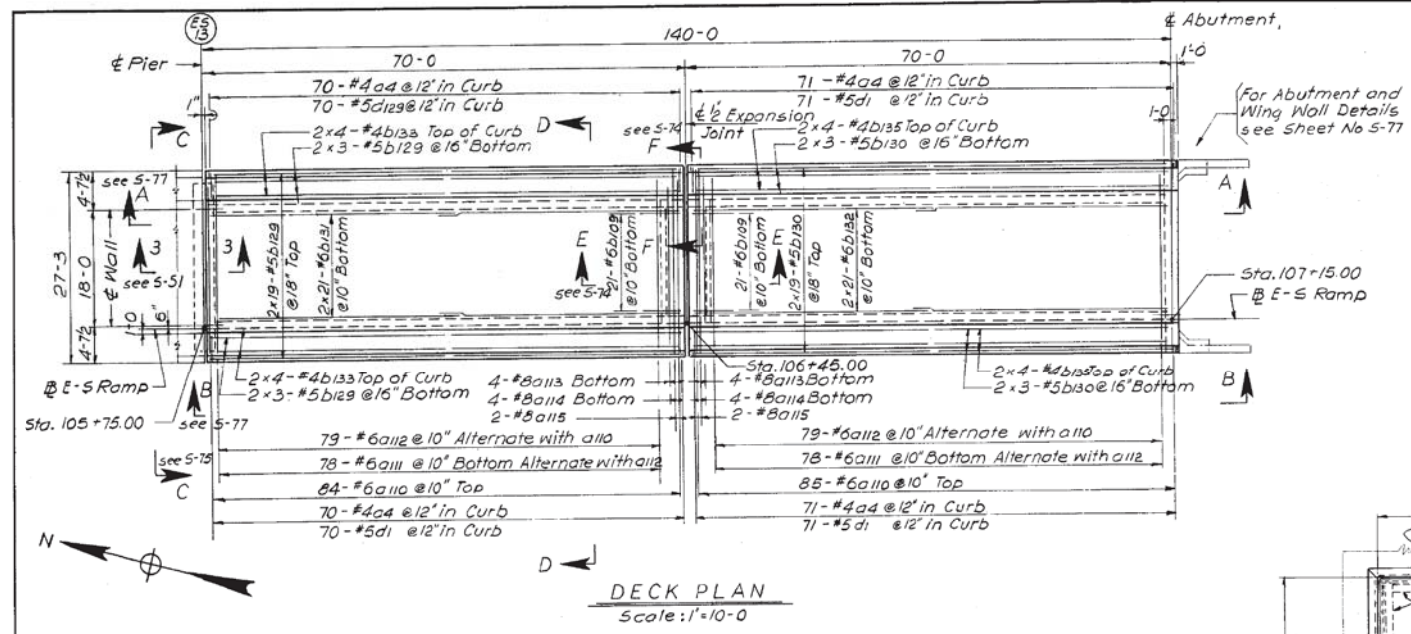
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. 162 OF 173 SHEETS

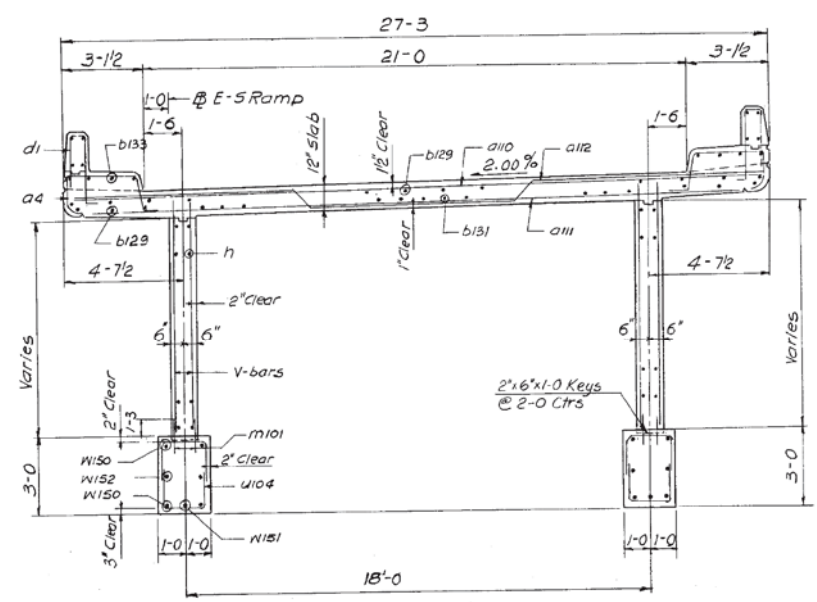
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	511
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818B-2P	COOK	395	292
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT 1-55-(60)-289		



- Notes:
1. Work this Sheet together with Sheets 5-75, 5-76 & 5-77
 2. For Reinforcement Bar List see Sheet No. 5-79.
 3. For Reinforcement Bar Placement Notes see Sheet No. 5-5B.
 4. Typical Curb Detail see Sheet No. 5-74.



Note:
85-#5d2 additional bars at Railing Posts (2-#5d2 at each Railing Post) See Typ. Curb Details on Sheet No. 5-74.

BILL OF MATERIAL (DECK ONLY)		
Description	Unit	Quantity
Class 'X' Concrete *	Cu. Yds.	184.6
Reinforcement Bars	Lbs.	34,060

*Includes 14.5 Cu. Yds. Concrete in Parapet

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE-SOUTHWEST INTERCHANGE
SECTION SW-1818B-2P
E-S RAMP TERMINAL STRUCTURE
CONCRETE DECK
SCALE: AS NOTED
SHEET NO. 3-78 OF 395 SHEETS
APR 1965

1616290292

DESIGNED BY H.N.
DRAWN BY K.M. 7.11.63
CHECKED BY V.B.
APPROVED BY K.A.



USER NAME = auyeungh	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

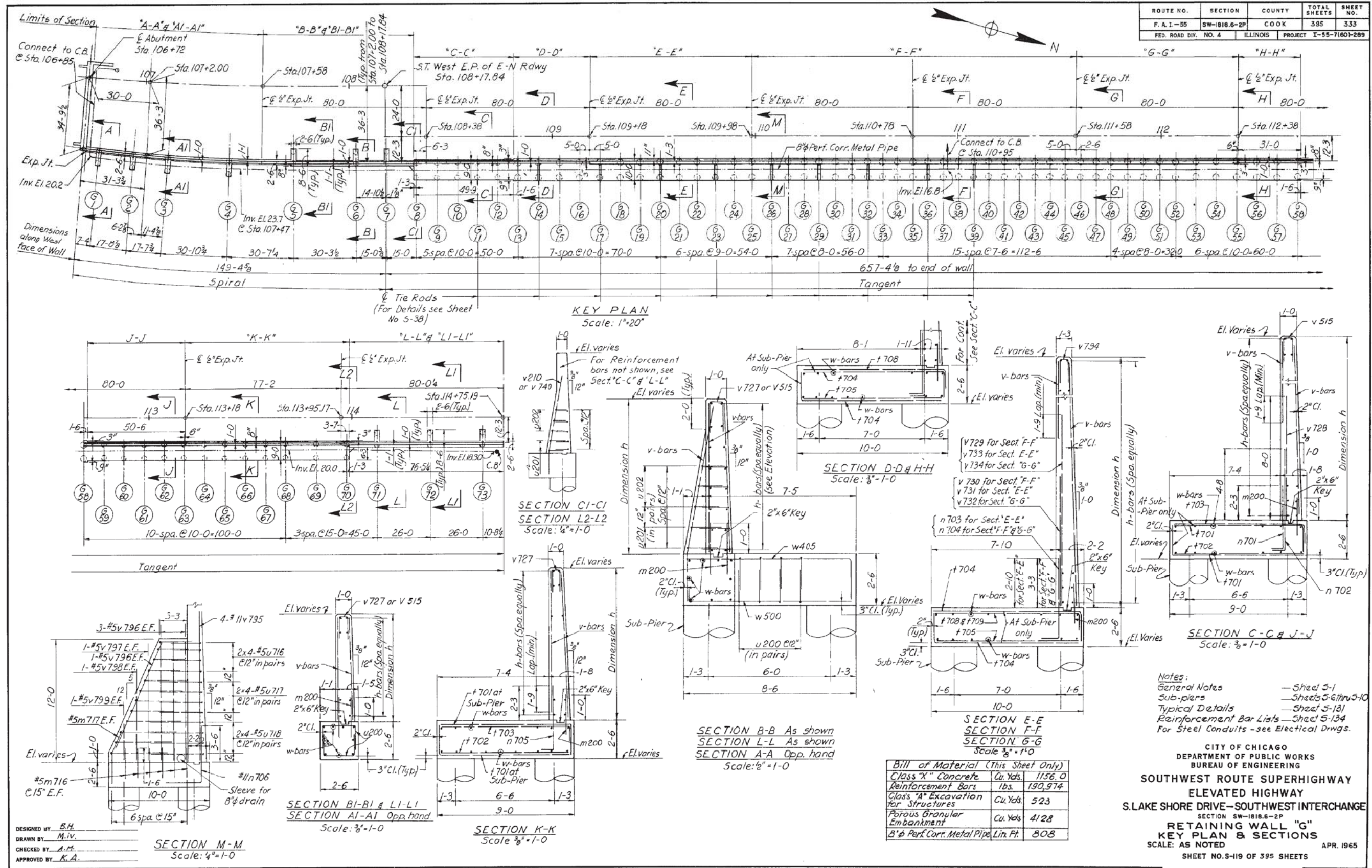
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. 163 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	512
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

364-60X07_As-Built.s.dgn

FOR INFORMATION ONLY



USER NAME = auyeungh	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

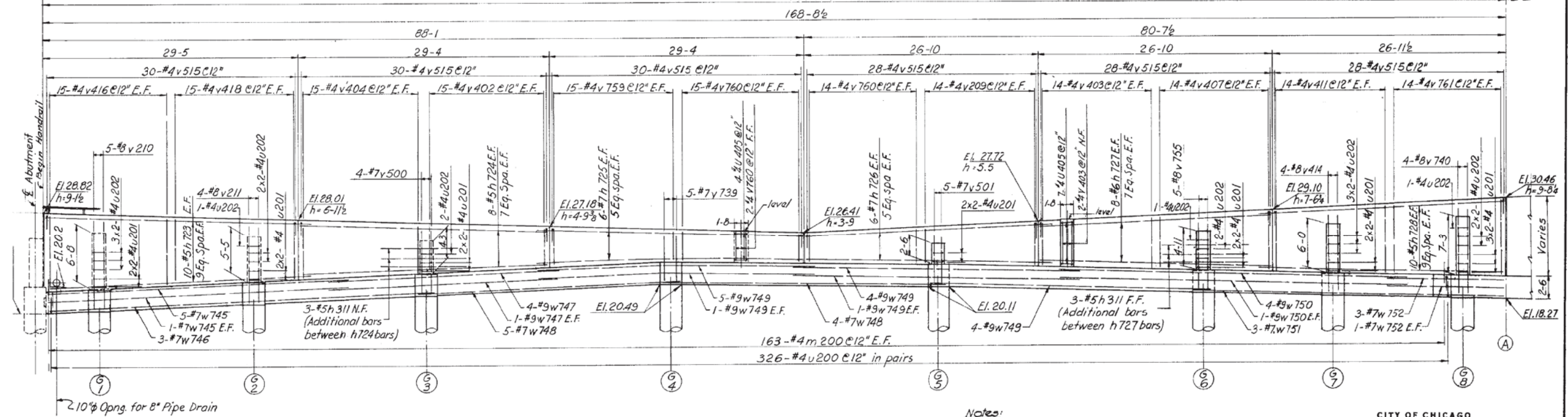
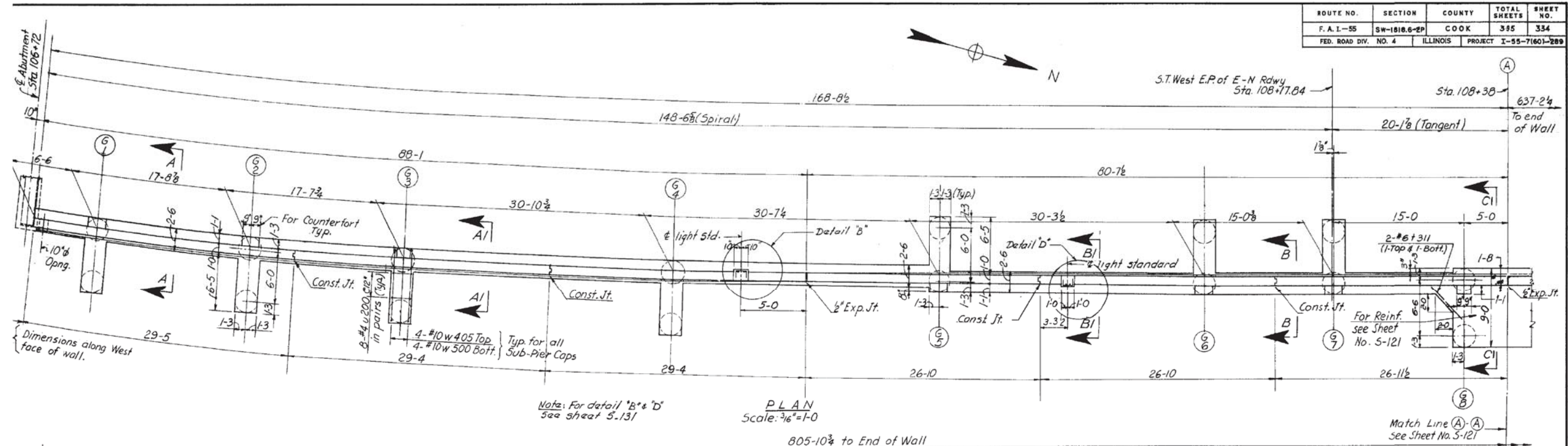
SHEET NO. 165 OF 173 SHEETS

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 514
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

1616290333

366-60X07_As-Built.s.dgn

FOR INFORMATION ONLY



DESIGNED BY: B.H.
 DRAWN BY: M.IV.
 CHECKED BY: A.C.
 APPROVED BY:

CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 SOUTHWEST ROUTE SUPERHIGHWAY
 ELEVATED HIGHWAY
 S. LAKE SHORE DRIVE - SOUTHWEST INTERCHANGE
 SECTION SW-1818.6-2P
RETAINING WALL "G"
 SCALE: AS NOTED
 SHEET NO. 9-120 OF 395 SHEETS
 APR. 1965

1616290334



USER NAME = auyeungh	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

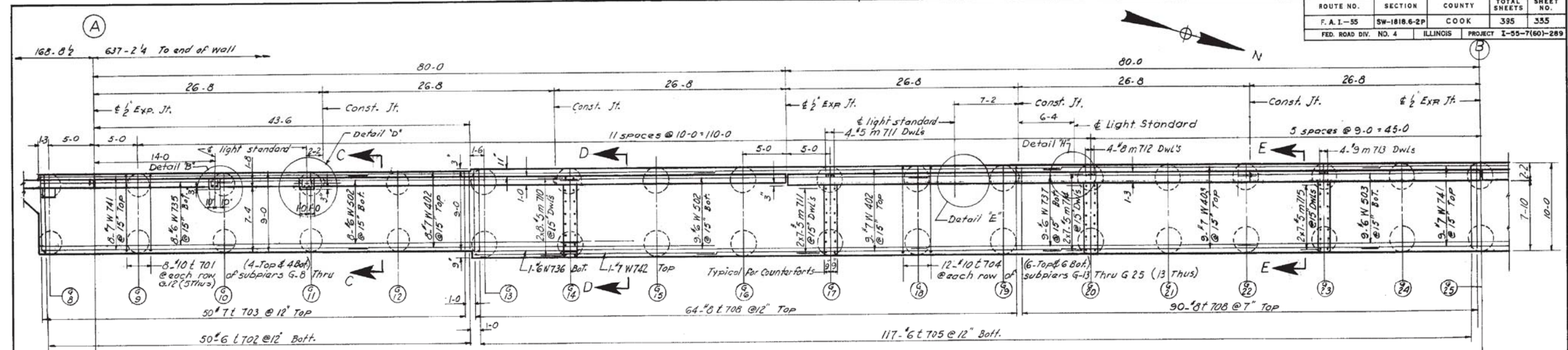
AS-BUILTS
 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
 SHEET NO. 166 OF 173 SHEETS

F.A.I. RTE. 55	SECTION 2013-049B	COUNTY COOK	TOTAL SHEETS 888	SHEET NO. 515
CONTRACT NO. 60X07				ILLINOIS FED. AID PROJECT

367-60X07_As-Built.s.dgn

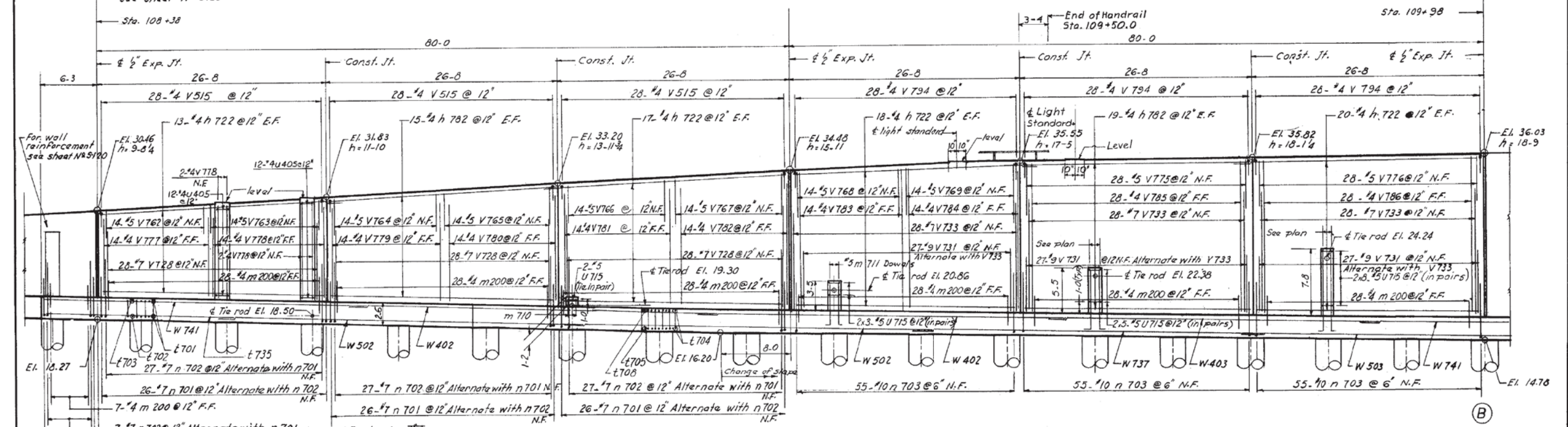
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.6-2P	COOK	395	355
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



Note: For detail - "b", "d" & "e"
see S-131
For Detail "H"-see Sheet S-124

PLAN
SCALE: 3/16" = 1'-0"



ELEVATION
SCALE: 3/16" = 1'-0"

DESIGNED BY: B.H.
DRAWN BY: A.M.
CHECKED BY: S.B. 11-4-63
APPROVED BY: K.A.

TYR. SECTION FOR COUNTERFORTS

Notes:
General Notes - Sheet S-1
Sub-piers - Sheets S-6 thru S-10
Typical Details - Sheet S-131
Sections & Bill of Material - Sheet S-119
Reinforcement Bar Lists - Sheet S-134

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE - SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
RETAINING WALL "G"
SCALE: AS NOTED
SHEET NO. S-121 OF 395 SHEETS
APR. 1965

1616290335

368-60X07_As-Built.s.dgn



USER NAME = auyeungh	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

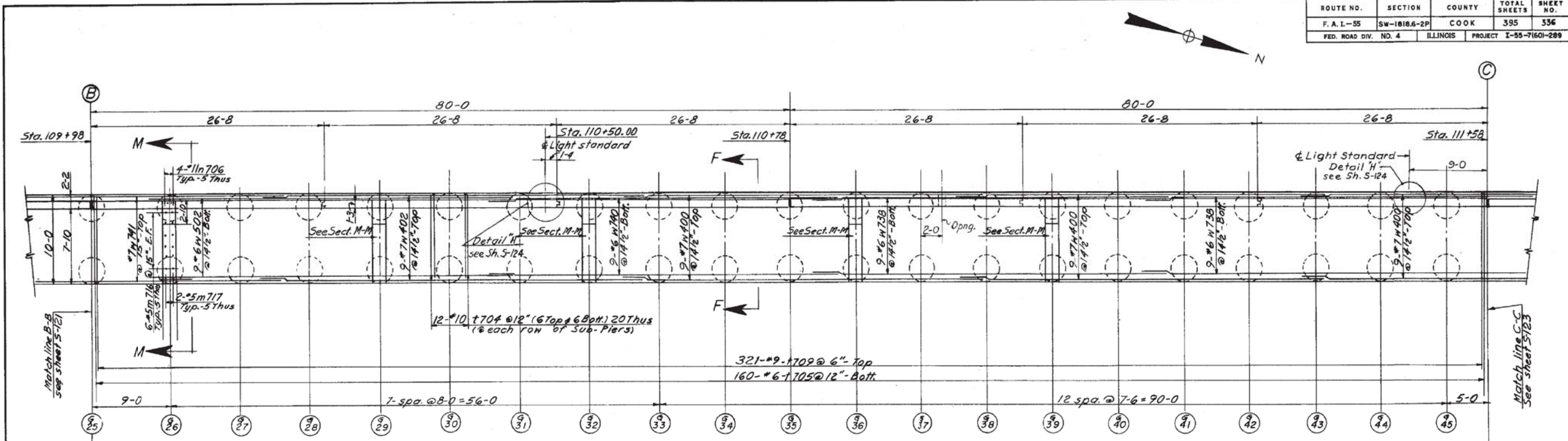
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 167 OF 173 SHEETS

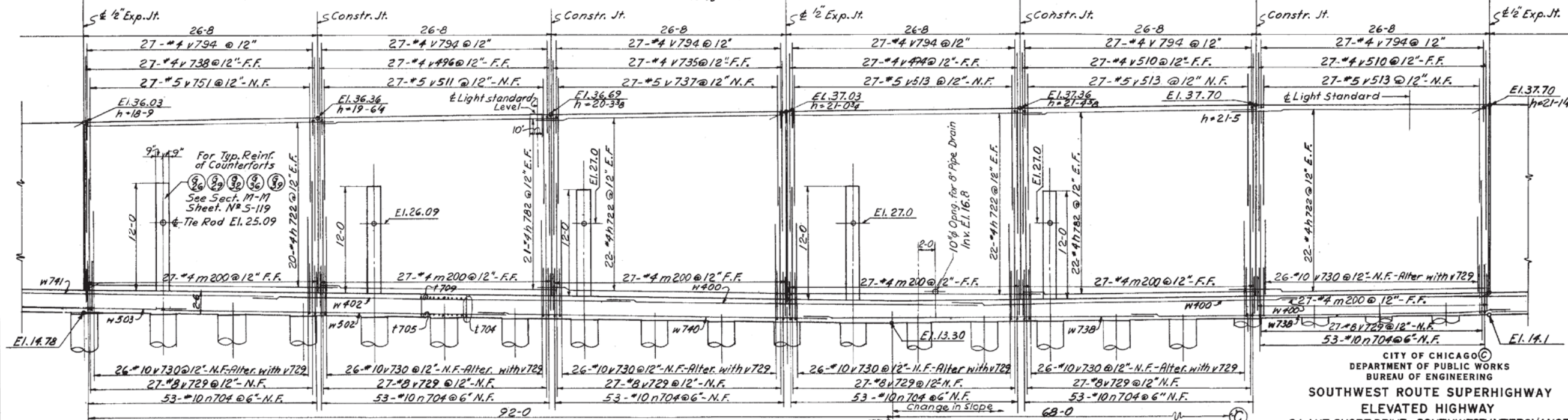
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	516
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.-55	SW-1818.6-2P	COOK	395	536
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT	I-55-71601-289	



PLAN
Scale: 3/16" = 1'-0"



ELEVATION
Scale: 3/16" = 1'-0"

DESIGNED BY: B.H.
DRAWN BY: G.F. - 10-21-63
CHECKED BY: B.B. 11-1-63
APPROVED BY:

Notes:
General Notes - Sheet 5-1
Sub-piers - Sheets 5-6 thru 5-10
Sections & Bill of Mat. - Sheet 5-119
Typical Details - Sheet 5-131
Reinforcement Bar Lists - Sheet 5-184

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE-SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
RETAINING WALL "G"
SCALE: AS NOTED
SHEET NO. S-22 OF 395 SHEETS
APR 1965

1616290336

369-60X07_As-Built.s.dgn



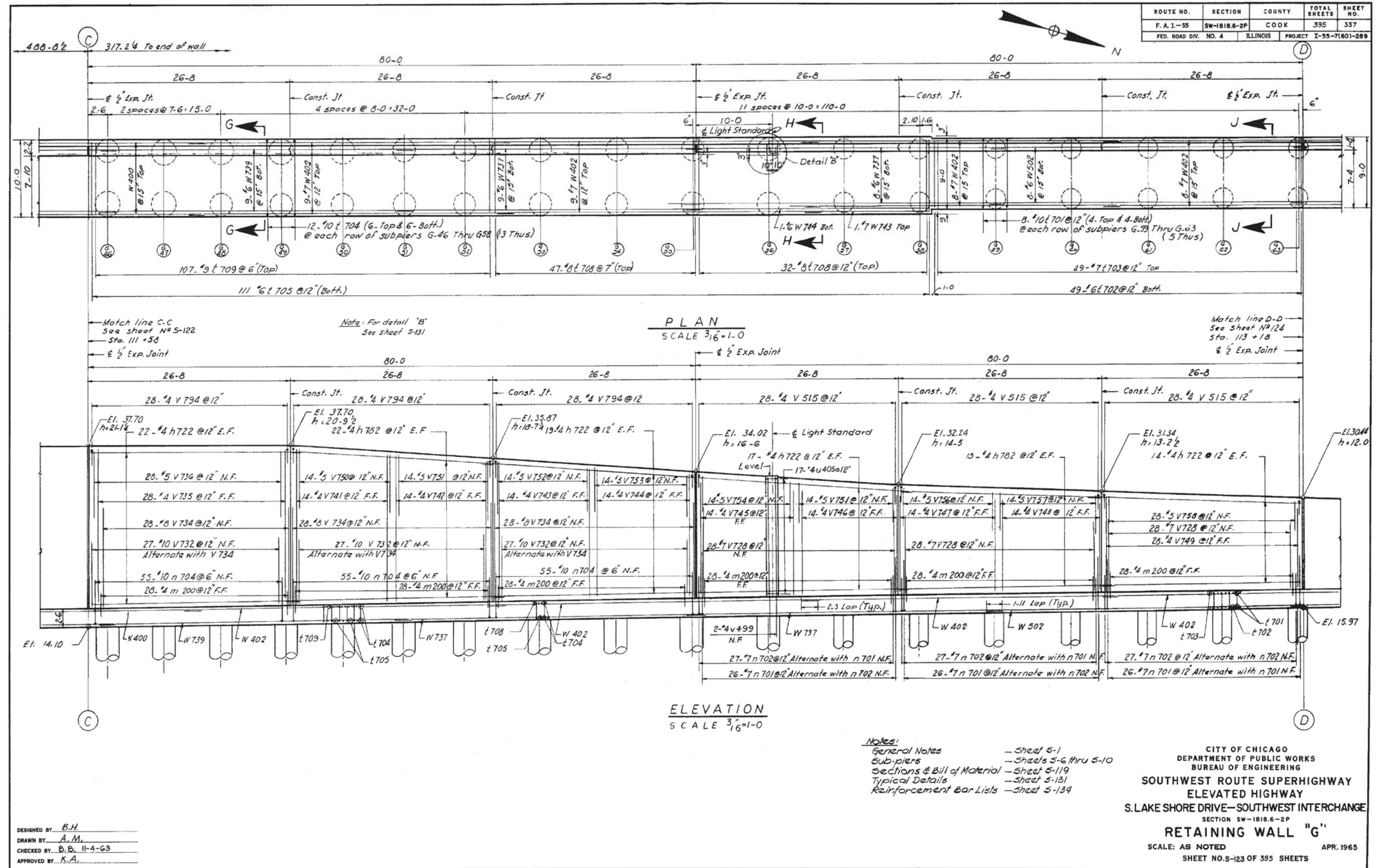
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PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 168 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	517
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
**SOUTHWEST ROUTE SUPERHIGHWAY
 ELEVATED HIGHWAY**
 S. LAKE SHORE DRIVE - SOUTHWEST INTERCHANGE
 SECTION SW-1818.6-2P
RETAINING WALL "G"
 SCALE: AS NOTED
 SHEET NO. 9-123 OF 395 SHEETS
 APR. 1965
1616290337



USER NAME = auyeungh	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

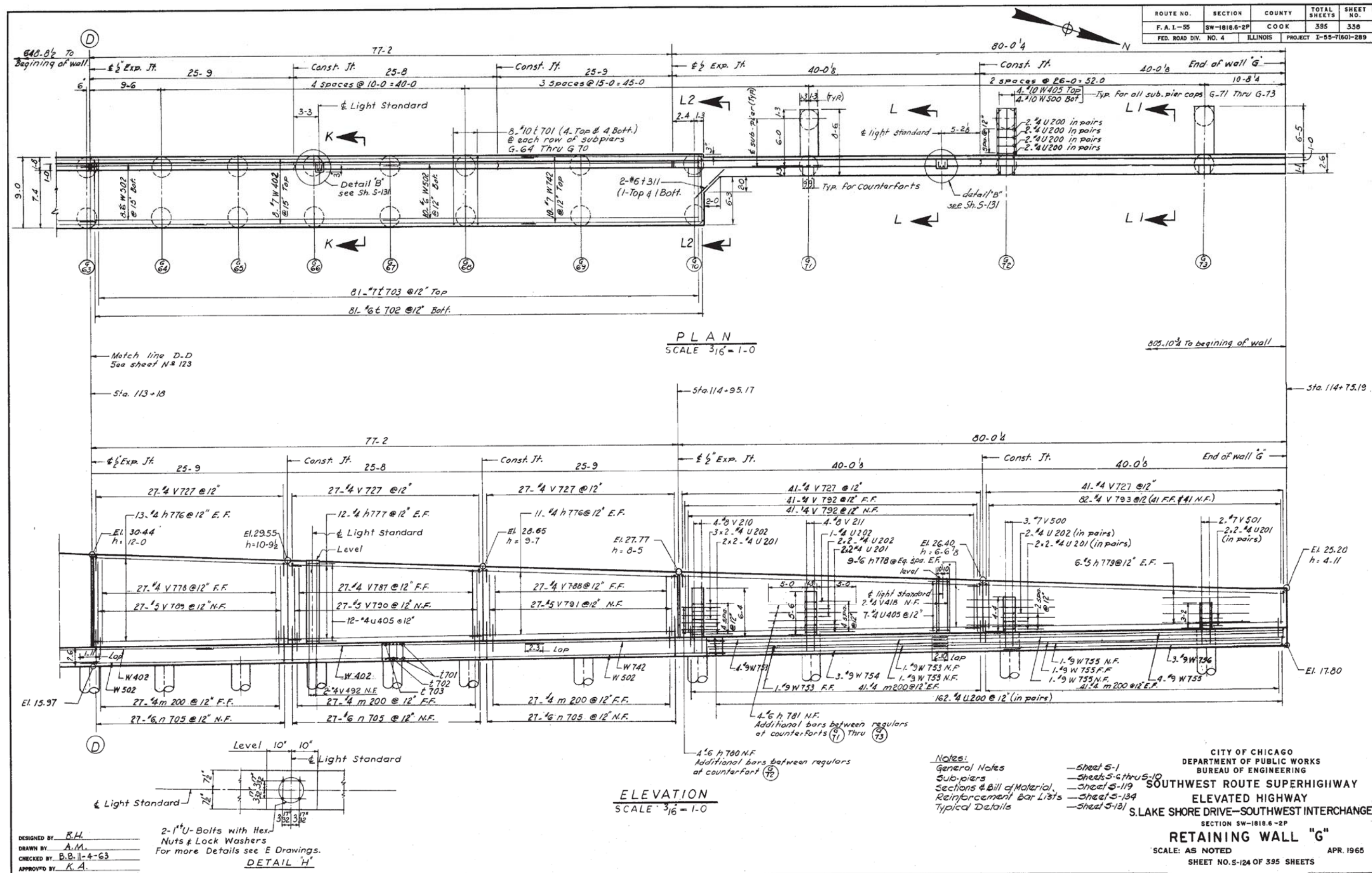
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

AS-BUILTS
 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
 SHEET NO. 169 OF 173 SHEETS

F.A.I. RTE. 55	SECTION 2013-049B	COUNTY COOK	TOTAL SHEETS 888	SHEET NO. 518
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

370-60X07_As-Built.s.dgn

FOR INFORMATION ONLY



DESIGNED BY: B.H.
 DRAWN BY: A.M.
 CHECKED BY: B.B.-11-4-63
 APPROVED BY: K.A.

2-1" U-Bolts with Hex. Nuts & Lock Washers. For more Details see E Drawings. **DETAIL 'H'**

NOTES:
 General Notes
 Sub-piers
 Sections & Bill of Material
 Reinforcement Bar Lists
 Typical Details

—Sheet S-1
 —Sheets S-6 thru S-10
 —Sheet S-119
 —Sheet S-134
 —Sheet S-131

CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
**SOUTHWEST ROUTE SUPERHIGHWAY
 ELEVATED HIGHWAY
 S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE**
 SECTION SW-1818.6-2P
RETAINING WALL "G"
 SCALE: AS NOTED
 SHEET NO. S-124 OF 395 SHEETS
 APR. 1965

1616290338



USER NAME = auyeungh	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

AS-BUILTS
 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

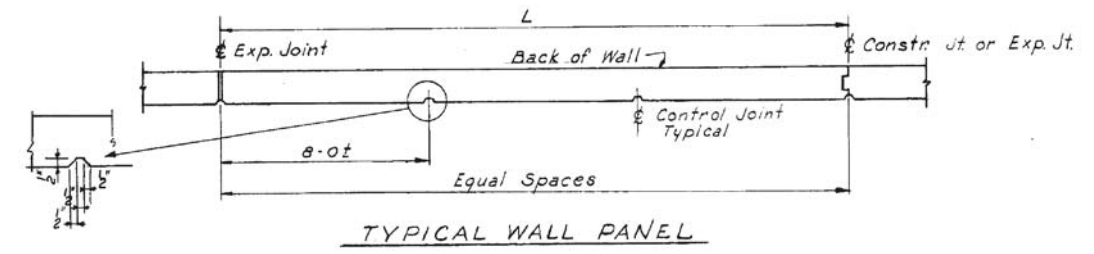
SHEET NO. 170 OF 173 SHEETS

F.A.I. RTE. 55	SECTION 2013-049B	COUNTY COOK	TOTAL SHEETS 888	SHEET NO. 519
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				

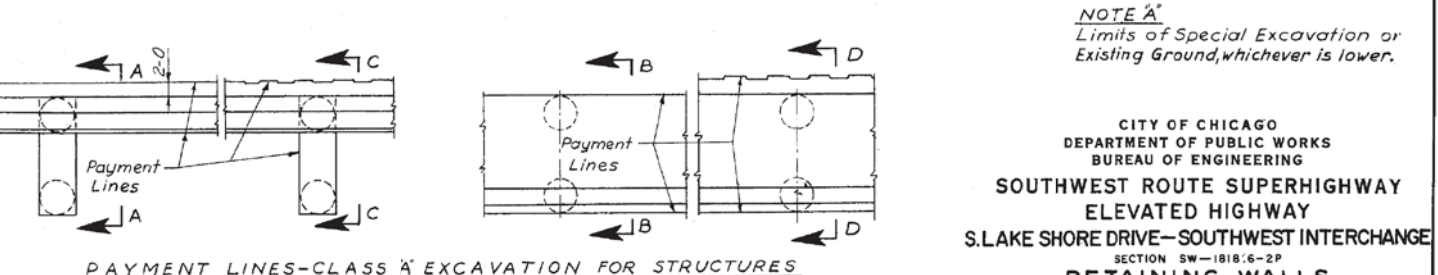
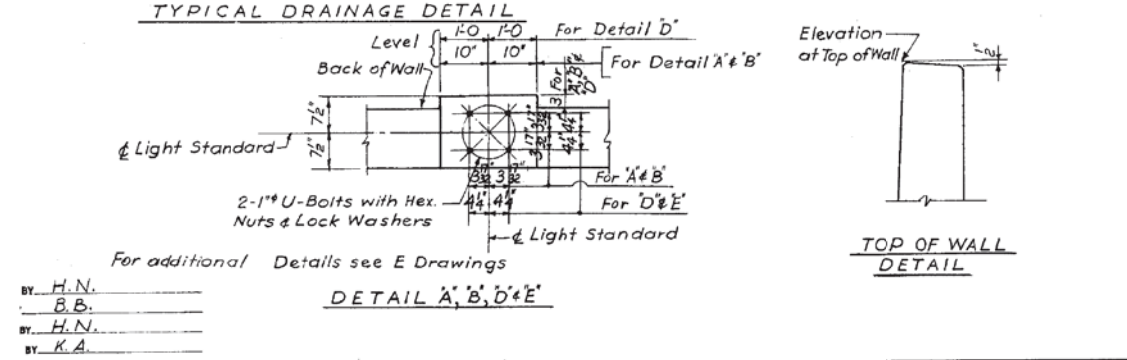
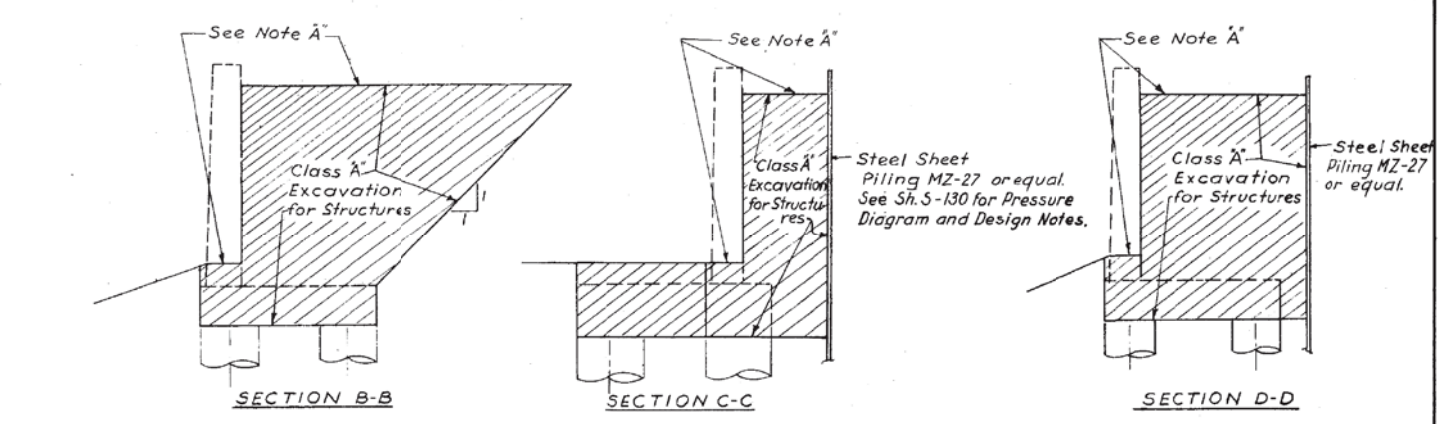
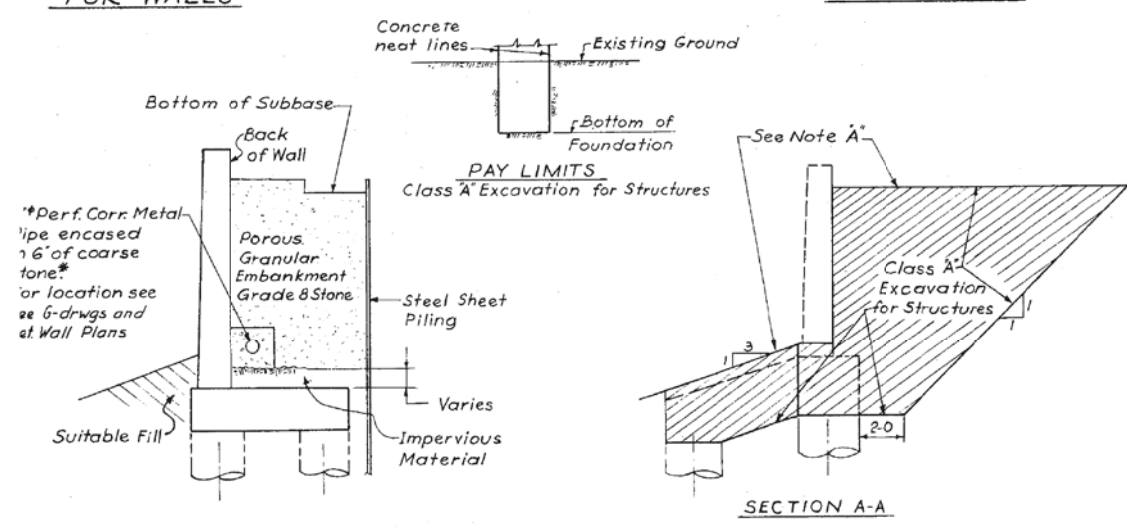
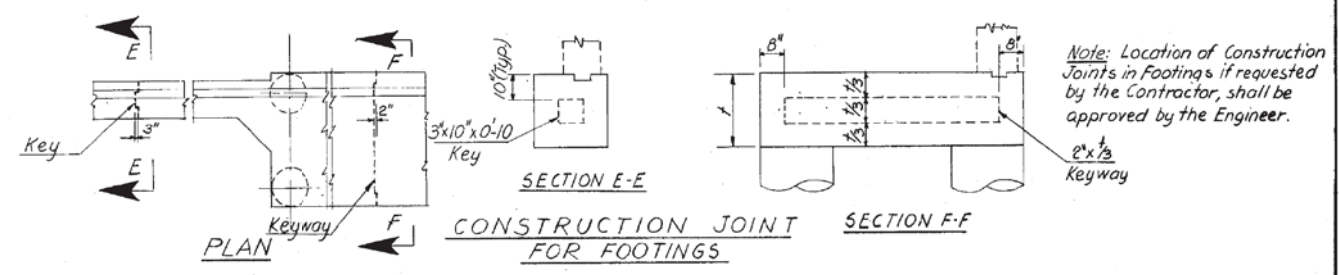
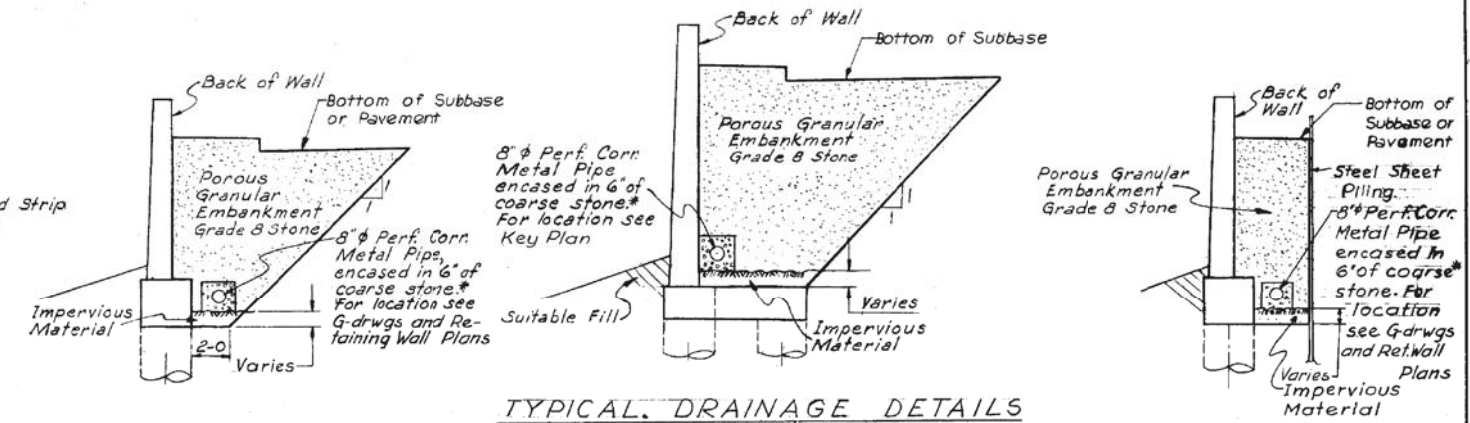
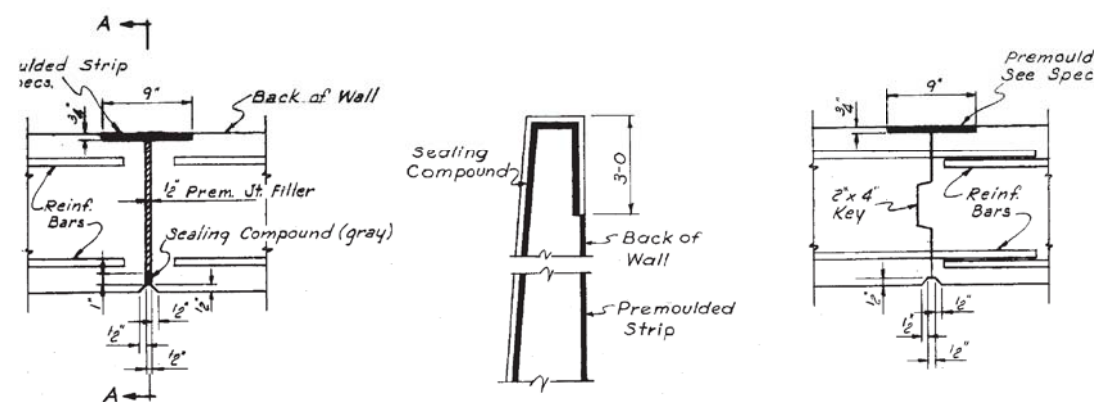
371-60X07_As-Builts.dgn

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.6-2P	COOK	395	345
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



* Coarse Stone included in Item 7 (Porous Granular Embankment) for payment.



NOTE A'
Limits of Special Excavation or Existing Ground, whichever is lower.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
**SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S.LAKE SHORE DRIVE-SOUTHWEST INTERCHANGE**
SECTION SW-1818.6-2P
**RETAINING WALLS
TYPICAL DETAILS**
SCALE: AS NOTED APR. 1965
SHEET NO. 8-131 OF 395 SHEETS
1616290345

BY H.N.
B.B.
BY H.N.
BY K.A.



USER NAME = auyeungh	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 5/22/2015	DRAWN - HAY	REVISED -
	CHECKED - ATB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 171 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	520
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

372-60X07_As-Built.s.dgn

FOR INFORMATION ONLY

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F. A. I.-55	SW-1818.6-2P	COOK	395	348
FED. ROAD DIV. NO. 4		ILLINOIS	PROJECT I-55-7(60)-289	

Bar	N#	Size	Length	Shape
RETAINING WALL "G"				
<i>Footing</i>				
f311	4	#6	5-0	
f701	186	#10	10-8	
f702	180	#6	8-8	
f703	180	#7	9-8	
f704	552	#10	11-8	
f705	388	#6	9-8	
l708	233	#8	10-9	
l709	428	#9	10-8	
u200	568	#4	5-4	
u201	46	#4	4-2	
u202	40	#4	3-5	
u405	71	#4	3-2	
u115	39	#5	18-2	
u116	40	#5	7-10	
u117	40	#5	9-10	
u118	40	#5	11-8	
m200	1083	#4	2-0	
m710	16	#5	2-6	
m711	18	#6	4-8	
m712	4	#8	11-5	
m713	4	#9	13-0	
m714	14	#9	7-8	
m715	14	#5	9-8	
m716	60	#5	3-0	
m717	10	#5	6-0	
w400	27	#7	40-3	
w402	68	#7	48-8	
w403	9	#7	38-8	
w405	40	#10	10-3	
w500	40	#10	9-2	
w502	52	#6	42-0	
w503	9	#6	38-0	
w735	8	#6	22-1	
w736	1	#6	12-6	
w737	26	#6	40-0	
w738	18	#6	39-6	
w739	9	#6	41-0	
w740	9	#6	42-6	
w741	17	#7	37-4	
w742	11	#7	27-6	
w743	1	#7	17-5	
w744	1	#6	32-6	
w745	7	#7	34-2	
w746	3	#7	43-0	
w747	6	#9	27-1	
w748	9	#7	33-2	
w749	17	#9	33-5	
w750	6	#9	40-7	
w751	3	#7	37-3	
w752	3	#7	13-7	
w753	10	#9	33-6	
w754	3	#9	37-6	
w755	10	#9	45-0	
w756	3	#9	37-2	
WALL				
v209	28	#4	4-2	
v210	9	#8	10-0	
v211	8	#8	9-0	
v403	30	#4	5-4	
v404	30	#4	5-9	
v407	28	#4	6-4	
v499	2	#4	13-6	
v411	28	#4	7-5	
v414	4	#8	9-6	

Bar	N#	Size	Length	Shape
v416	30	#4	7-10	
v792	82	#4	6-5	
v500	7	#7	8-2	
v501	7	#7	6-5	
v727	163	#4	6-8	
v728	168	#7	8-0	
v729	162	#8	12-6	
v730	177	#10	8-6	
v731	81	#9	9-0	
v732	81	#10	8-6	
v733	84	#7	11-6	
v734	84	#8	12-6	
v735	55	#4	20-1	
v736	28	#5	10-2	
v737	27	#5	10-1	
v738	27	#4	18-7	
v739	5	#7	6-0	
v740	4	#8	11-9	
v741	14	#4	19-6	
v742	14	#5	18-5	
v743	14	#5	17-5	
v744	14	#5	16-4	
v745	14	#5	15-4	
v746	14	#5	14-3	
v747	14	#5	13-6	
v748	14	#5	13-0	
v749	28	#4	11-10	
v750	14	#5	10-0	
v751	55	#5	9-0	
v752	14	#5	8-0	
v753	14	#5	7-0	
v754	14	#5	9-11	
v755	5	#8	8-9	
v756	14	#5	8-3	
v757	14	#5	7-6	
v758	28	#5	6-9	
v759	30	#4	3-8	
v760	60	#4	3-7	
v761	28	#4	8-6	
v762	14	#5	4-4	
v763			5-5	
v764			6-6	
v765			7-7	
v766			8-6	
v767			9-6	
v768			7-1	
v769	14	#5	7-10	
v775	28	#5	8-6	
v776	28	#5	9-2	
v777	14	#4	9-6	
v778	45	#10	10-8	
v779	14	#8	11-8	
v780	14	#8	12-10	
v781	14	#8	13-10	
v782	14	#8	14-11	
v783	14	#8	15-9	
v784	14	#8	16-4	
v785	28	#8	17-3	
v786	28	#8	17-11	
v787	27	#9	9-4	
v788	27	#9	8-0	
v789	27	#5	10-7	
v790	27	#5	9-5	
v791	27	#5	8-2	
v792	82	#4	4-9	
v794	330	#4	4-11	
v795	20	#11	15-6	
v402	80	#4	4-8	
v418	32	#4	6-9	
v494	27	#4	20-10	
v496	54	#5	21-2	
v510	54	#4	21-2	
v511	27	#5	9-5	
v513	81	#5	11-0	
v515	342	#4	4-8	
v796	40	#5	11-10	
v797	10	#5	9-11	
v798	10	#5	6-9	
v799	10	#5	4-0	
v492	2	#5	10-5	

Bar	N#	Size	Length	Shape
n701	162	#7	5-2	
n702	169	#7	7-7	
n703	165	#10	5-7	
n704	483	#10	6-4	
n705	81	#6	5-2	
n706	20	#11	9-6	
RETAINING WALL "P"				
<i>Footing</i>				
t309	335	#5	7-8	
t310	192	#10	9-3	
t311	2	#6	5-0	
t312	335	#5	8-8	
u200	120	#4	5-4	
u201	12	#4	4-2	
u202	8	#4	3-6	
u301	18	#4	6-10	
m200	483	#4	2-0	
w304	17	#6	32-0	
w312	9	#6	10-2	
w315	7	#6	39-0	
w326	12	#9	10-9	
w327	12	#9	10-4	
w427	23	#6	29-0	
w502	3	#6	42-0	
w429	10	#7	39-1	
w430	58	#7	30-9	
w431	10	#6	33-6	
w432	10	#6	31-5	
w433	10	#6	43-8	
w435	48	#7	30-5	
w436	12	#7	40-0	
w437	40	#6	30-0	
w438	10	#6	33-0	
WALL				
v114	2	#9	9-2	
v201	168	#4	3-8	
v240	66	#4	11-4	
v332	18	#4	3-4	
v525	4	#8	9-7	
v384	11	#4	7-2	
v524	4	#7	9-7	

Bar	N#	Size	Length	Shape
v428	2	#4	4-11	
v428	26	#4	4-0	
v432	32	#4	5-10	
v499	278	#5	10-0	
v480	26	#4	4-7	
v481	38	#8	5-3	
v482	11	#5	7-2	
v483	14	#4	7-7	
v484	14	#5	7-7	
v485	15	#4	8-3	
v486	15	#5	8-3	
v488	14	#4	9-0	
v489	15	#4	9-9	
v490	14	#5	9-0	
v491	15	#5	9-9	
v492	16	#4	10-5	
v493	116	#4	11-5	
v495	30	#4	11-7	
v497	27	#4	12-0	
v498	27	#4	13-1	
v523	3	#7	8-8	
v515	246	#4	4-8	
v747	2	#4	15-7	
n201	4	#7	6-6	
n204	29	#6	5-2	
n316	40	#5	4-1	
n317	24	#7	5-11	
n405	54	#6	7-10	
n406	52	#6	6-0	
h429	12	#5	28-4	
h430	21	#5	25-2	
h431	76	#4	27-8	
h432	150	#4	29-0	
h433	56	#4	27-0	
h434	28	#4	25-5	
h783	6	#4	5-0	
h311	3	#5	10-0	
u720	69	#4	3-10	
RETAINING WALL "S"				
<i>Footing</i>				
u200	100	#4	5-4	
m200	210	#4	2-0	
t311	2	#6	5-0	
n318	24	#6	4-11	
n319	28	#7	5-11	
n604	28	#6	8-7	
n605	27	#6	7-1	
t300	77	#7	9-8	
t301	77	#6	8-8	
w352	6	#7	37-0	
w353	3	#7	27-0	
w353	3	#7	42-0	
w354	6	#7	32-0	
w355	8	#7	38-1	
w356	8	#6	43-0	
w357	8	#6	35-0	
w436	8	#7	40-0	
w409	12	#10	10-9	
w509	12	#10	9-8	
t303	56	#10	10-3	
WALL				
v515	146	#4	4-8	
v207	32	#4	6-8	
v355	14	#4	7-9	
v396	14	#5	7-9	
v397	14	#4	9-1	
v401	18	#4	4-6	

Bar	N#	Size	Length	Shape
v441	32	#4	5-3	
v404	30	#4	5-9	
v490	12	#4	6-6	
v513	4	#4	2-5	
v520	3	#7	6-5	
v				

FOR INFORMATION ONLY

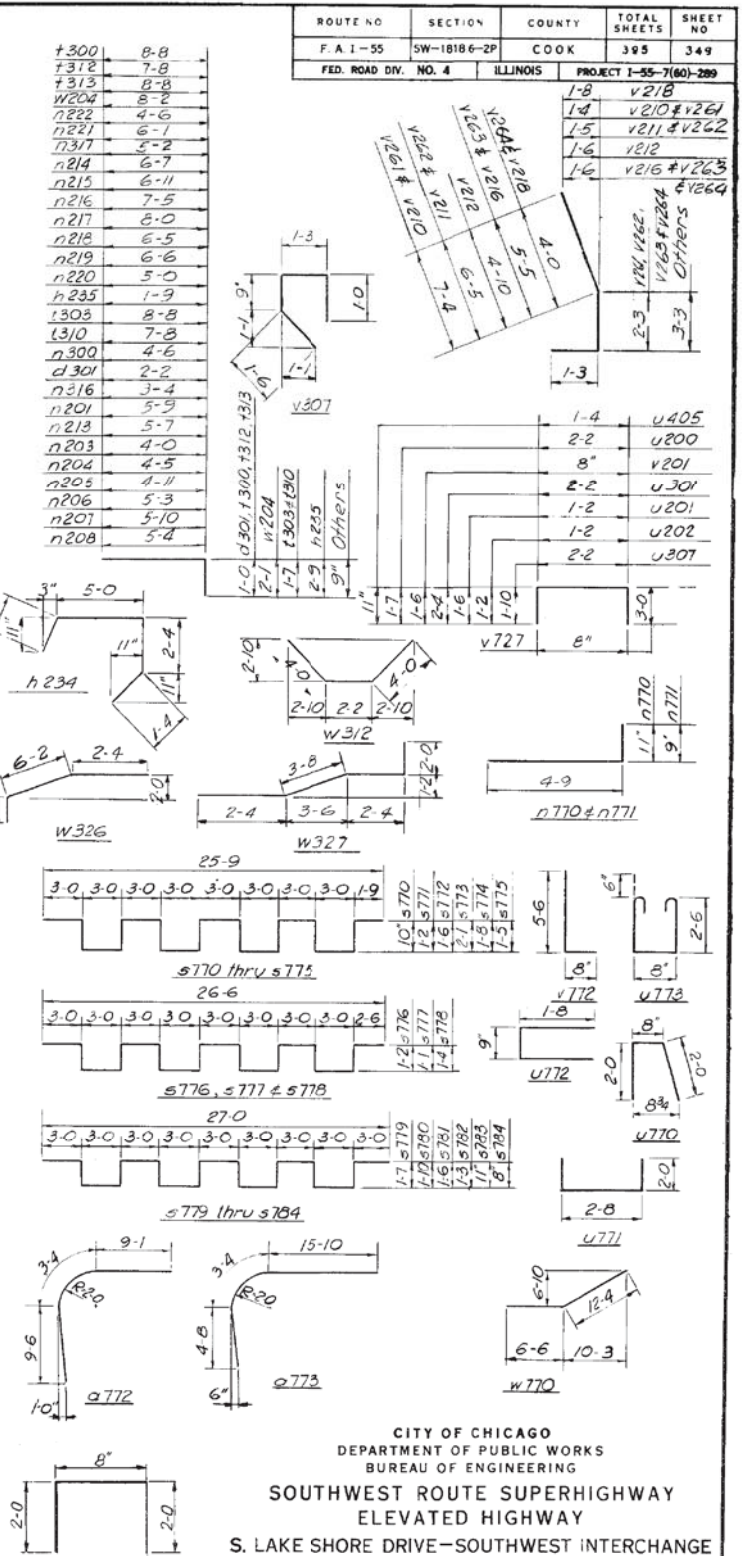
Bar	N#	Size	Length	Shape
RETAINING WALL "H"				
FOOTING				
w200	9	#7	20-2	
w201	12	#7	47-7	
w202	2	#7	38-3	
w203	4	#7	26-3	
w204	40	#9	10-3	
w243	4	#7	33-2	
WALL				
u405	3	#4	3-2	
v201	112	#4	3-8	
v202	46	#4	7-6	
v203	44	#4	6-11	
v204	36	#4	6-6	
v205	48	#4	5-9	
v206	52	#4	5-1	
v261	8	#8	10-10	
v262	8	#8	9-11	
v263	6	#8	8-11	
h211	18	#5	21-8	
h200	18	#5	24-7	
h201	18	#5	18-11	
h202	18	#5	25-7	
h203	18	#4	24-0	
RETAINING WALL "I"				
FOOTING				
w204	12	#9	10-3	
w237	6	#7	28-5	
w206	11	#7	37-11	
w207	10	#6	15-0	
w208	24	#6	32-3	
w209	8	#6	31-9	
w210	6	#6	50-0	
w211	4	#6	43-11	
w212	8	#6	29-0	
w236	3	#7	39-3	
w238	6	#7	37-7	
w312	30	#6	10-2	
u200	508	#4	5-4	
u201	26	#4	4-2	
u202	27	#4	3-6	
WALL				
h204	38	#5	32-5	
h205	25	#5	32-7	
h206	35	#5	31-3	
h207	19	#5	24-2	
h208	13	#5	24-7	
h210	9	#5	33-8	
WALL				
v515	190	#4	4-8	
v215	6	#6	5-0	
v201	48	#4	3-8	
v202	58	#4	7-6	
v203	64	#4	5-9	
v206	60	#4	5-7	
v207	70	#4	6-8	
v208	48	#4	4-7	
v209	48	#4	4-2	
v261	12	#8	10-10	
v262	8	#8	9-11	
v263	9	#8	7-5	
v213	60	#4	3-5	
v214	68	#4	2-7	

Bar	N#	Size	Length	Shape
RETAINING WALL "K"				
FOOTING				
f300	131	#7	9-8	
f301	200	#6	6-8	
f303	152	#10	10-3	
f309	84	#5	7-8	
f310	48	#10	9-3	
f311	4	#6	5-0	
f312	84	#5	8-8	
f313	69	#6	9-8	
WALL				
w205	16	#7	27-11	
w207	6	#7	15-0	
w208	12	#7	32-3	
w212	3	#7	24-3	
w214	3	#7	42-11	
w215	6	#7	25-8	
w216	12	#7	26-3	
w217	6	#6	22-9	
w218	17	#6	36-11	
w219	16	#6	30-0	
w220	3	#6	37-11	
w222	3	#6	31-11	
w223	3	#6	16-11	
w224	10	#7	38-0	
w225	10	#6	30-9	
w226	39	#7	30-3	
w227	20	#6	29-11	
w228	1	#7	37-11	
w229	1	#6	30-1	
w230	9	#6	29-7	
w231	10	#6	28-5	
w232	10	#6	27-2	
w233	10	#7	26-0	
w234	10	#7	26-4	
w235	20	#6	25-11	
w312	42	#6	10-2	
w326	36	#9	10-9	
w327	56	#9	10-4	
w236	10	#7	25-3	
w237	16	#7	22-3	
w238	8	#6	21-11	
w239	8	#7	27-3	
w240	8	#6	22-0	
w241	-6	#6	32-0	
w242	10	#6	7-0	
w317	5	#6	10-0	
w338	4	#6	39-6	
WALL				
m200	664	#4	2-0	
m201	44	#4	3-8	
m202	60	#4	4-4	
m203	64	#4	4-11	
m204	8	#5	4-0	
m301	64	#6	3-10	
m301	3	#5	4-0	
WALL				
u301	34	#4	6-10	
u200	510	#4	5-4	
u201	40	#4	4-2	
u202	35	#4	3-6	
u307	62	#5	5-10	
WALL				
v727	45	#4	6-8	
v201	555	#4	3-8	
v205	72	#4	5-9	
v206	56	#4	5-1	

Bar	N#	Size	Length	Shape
v208	50	#4	4-7	
v209	46	#4	4-2	
v210	8	#8	11-10	
v211	12	#8	10-11	
v212	6	#8	9-4	
v215	3	#6	5-0	
v216	9	#8	9-11	
v217	34	#4	3-9	
v218	6	#8	8-6	
v219	6	#6	4-0	
v221	46	#4	6-5	
v222	42	#4	6-11	
v223	32	#4	7-4	
v224	19	#5	8-5	
v225	19	#4	8-5	
v226	19	#5	8-10	
v227	19	#4	8-10	
v228	16	#5	9-2	
v229	16	#4	9-2	
v230	16	#5	9-6	
v231	16	#4	9-6	
v233	19	#4	9-10	
v234	172	#5	10-0	
v235	18	#4	10-2	
v236	15	#4	10-7	
v237	16	#4	10-11	
v238	6	#4	11-3	
v239	10	#6	18-6	
v240	31	#4	11-4	
v241	33	#4	11-7	
v242	6	#6	12-1	
v243	6	#6	12-7	
v244	7	#7	13-1	
v245	10	#7	13-5	
v246	10	#7	13-11	
v247	11	#4	14-5	
v248	7	#7	14-10	
v249	7	#7	15-2	
v250	11	#7	6-2	
v251	15	#7	6-8	
v252	10	#6	17-0	
v253	10	#6	20-0	
v254	10	#6	21-6	
v255	12	#6	23-3	
v256	8	#5	8-0	
v257	3	#5	16-6	
v307	30	#5	4-6	
v258	9	#4	5-5	
v259	7	#5	8-5	
v292	34	#5	9-4	
v260	10	#6	15-7	
h211	7	#5	21-8	
h212	6	#5	31-7	
h213	12	#5	35-6	
h214	11	#5	17-9	
h215	12	#5	25-7	
h216	27	#5	27-5	
h217	13	#5	29-8	
h218	13	#5	39-5	
h219	15	#5	24-8	
h220	15	#5	23-7	
h222	20	#4	37-8	
h223	22	#4	32-10	
h224	24	#4	36-8	
h225	24	#4	37-10	
h226	26	#4	37-10	
h227	26	#4	32-8	
h228	28	#4	23-10	
h229	32	#4	30-0	
h230	34	#4	23-3	
h231	38	#5	22-0	
h232	2	#5	10-3	
h233	2	#5	17-2	
h234	7	#5	9-8	
h235	18	#5	4-6	
h236	2	#5	18-6	
h237	2	#5	15-0	
h238	2	#5	11-6	

Bar	N#	Size	Length	Shape
h239	2	#5	8-0	
h240	4	#5	4-0	
h241	2	#5	2-7	
VEHICULAR TUNNEL				
FOOTING				
p770	4	#7	24-10	
p771	4	#7	26-9	
t770	52	#5	3-2	
n770	41	#8	5-8	
n771	52	#5	5-6	
Walls and Slab				
a770	20	#9	19-0	
a771	21	#7	31-0	
a772	41	#8	21-11	
a773	39	#8	22-10	
v770	27	#5	9-7	
v771	25	#5	8-7	
v772	66	#4	6-2	
v801	8	#5	11-2	
h710	24	#6	25-9	
h771	20	#6	26-3	
h772	26	#6	27-1	
h773	3	#4	30-0	
h774	8	#4	32-3	
s770	1	#4	32-5	
s771	1	#4	35-1	
s772	2	#4	37-9	
s773	1	#4	42-5	
s774	1	#4	39-1	
s775	1	#4	37-1	
s776	2	#4	35-0	
s777	2	#4	35-7	
s778	1	#4	37-2	
s779	1	#4	39-8	
s780	1	#4	41-8	
s781	2	#4	39-0	
s782	1	#4	37-0	
s783	1	#4	34-4	
s784	1	#4	32-4	

Bar	N#	Size	Length	Shape
v770	33	#4	4-8	
v771	29	#4	6-8	
v772	20	#4	4-1	
Stairs				
v770	10	#8	18-10	
v771	10	#8	14-10	
v772	32	#4	11-8	
v773	76	#4	6-8	



ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F.A.1-55	SW-18186-2P	COOK	395	349
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT 1-55-7(60)-289		

CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 SOUTHWEST ROUTE SUPERHIGHWAY
 ELEVATED HIGHWAY
 S. LAKE SHORE DRIVE-SOUTHWEST INTERCHANGE
 SECTION SW-18186-2P
 WALLS "H", "I", "K" & VEHICULAR TUNNEL
 REINFORCEMENT BAR LISTS
 SCALE: AS NOTED
 SHEET NO. S-1350F 395 SHEETS

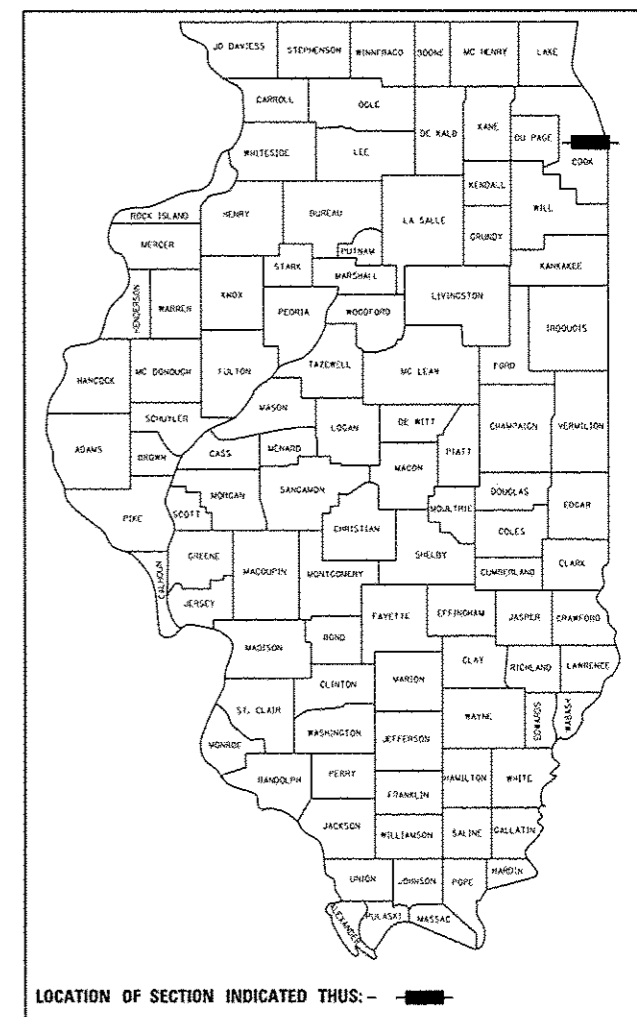
1616290349

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	871	523
ILLINOIS CONTRACT NO. 60X07				

D-91-002-11



LOCATION OF SECTION INDICATED THIS: - [black rectangle] -

AECOM
 303 EAST WACKER DRIVE, SUITE 1400
 CHICAGO, IL 60601-5276
 PHONE: (312) 373-7700
 FAX: (312) 373-6800

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED April 30, 2015

John F. [Signature]
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

 20
 ENGINEER OF DESIGN AND ENVIRONMENT

 20
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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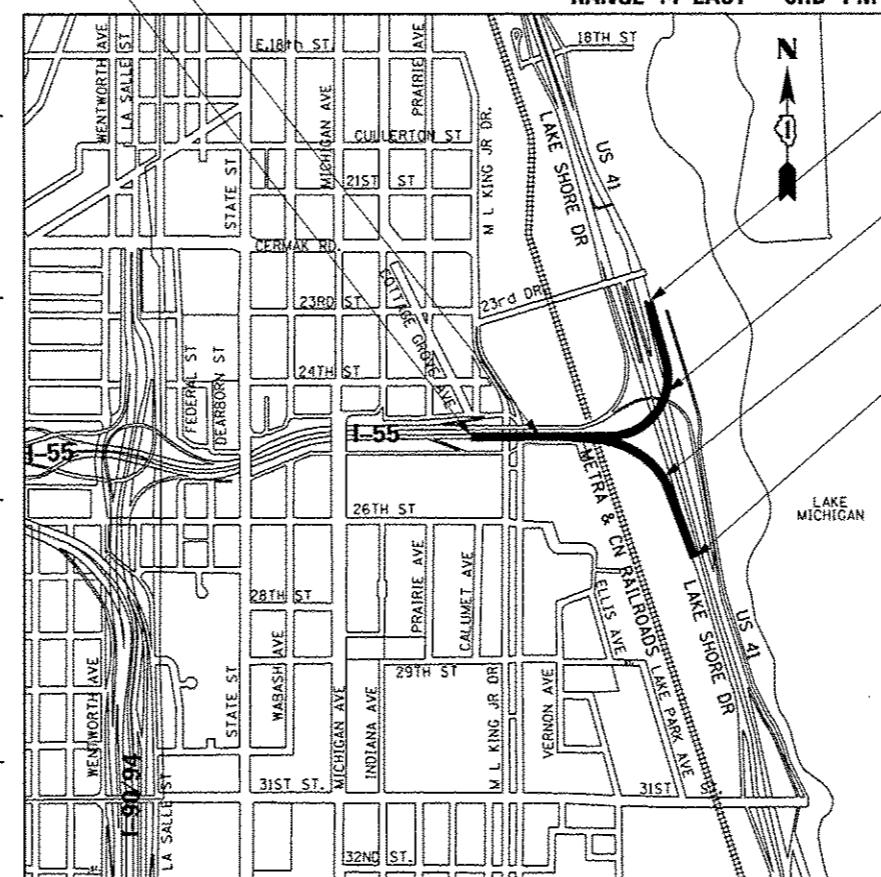
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PROPOSED
 HIGHWAY PLANS**

F.A.I. ROUTE 55 (STEVENSON EXPRESSWAY)
 SECTION: 2013-049B
 PROJECT:
 RECONSTRUCTION OF I-55 AND
 US 41 (LAKE SHORE DRIVE) INTERCHANGE
 INBOUND STRUCTURES
 COOK COUNTY
 C-91-426-13

NPDES PERMIT INFORMATION	
NPDES Disturbed	
Area =	10.60 Acres
Approximate Location of Roadway is :	
Longitude	87° 36' 52.72" W
Latitude	41° 50' 54.25" N

- RAMP EN ROAD AND RETAINING WALL CONSTRUCTION
STA 205+82.00 TO STA 214+61.18
- RAMP EN BRIDGE CONSTRUCTION
STA 193+38.50 TO STA 205+89.50
- RAMP ES BRIDGE CONSTRUCTION
STA 497+42.05 TO STA 503+47.05
- RAMP ES ROAD AND RETAINING WALL CONSTRUCTION
STA 503+39.55 TO STA 516+50.00



LOCATION MAP

NOT TO SCALE
 GROSS LENGTH = 5,283 FT. = 1.001 MILE
 NET LENGTH = 5,283 FT. = 1.001 MILE

VOLUME II

FOR INDEX OF SHEETS AND STANDARDS SEE SHEETS NO. 2 & 3

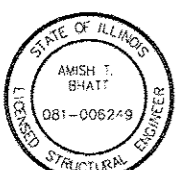
LOCATION:	ADT (2040):	DESIGN DESIGNATIONS:	POSTED /DESIGN SPEEDS:
NB I-55	70,000	5600 (40) INTERSTATE 5.57(PCC-20)	45 /50 MPH
RAMP ES	23,000	1840 (40) INTERSTATE (RAMP) 2.49(PCC-20)	35 /35 MPH
RAMP EN	47,000	3760 (40) INTERSTATE (RAMP) 2.34(PCC-20)	35 /35 MPH



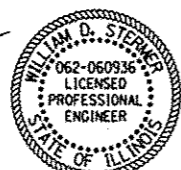
Michael J. Eichten 4/28/15
 MICHAEL J. EICHTEN, P.E. DATE
 LICENSE EXPIRES 11/30/2015
 SHEET RANGE 2-201, 225-254, 322



Chris L. Stine 4/28/15
 CHRIS L. STINE, P.E., S.E. DATE
 LICENSE EXPIRES 11/30/2016
 SHEET RANGE SEE SHEET 524



Amish T. Bhatt 4/26/15
 AMISH T. BHATT, P.E., S.E. DATE
 LICENSE EXPIRES 11/30/2016
 SHEET RANGE 257-271



William D. Stermer 4/28/15
 WILLIAM D. STERMER, P.E. DATE
 LICENSE EXPIRES 11/30/2015
 SHEET RANGE 282-321, 332-349



Mohsen Farahany 4-28-15
 MOHSEN FARAHANY, P.E., S.E. DATE
 LICENSE EXPIRES 11/30/2016
 SHEET RANGE SEE SHEET 524

NB I-55 BRIDGE CONSTRUCTION
 STA 185+98.50 TO STA 193+38.50

NB I-55 ROAD AND RETAINING WALL CONSTRUCTION
 STA 180+86.00 TO STA 186+06.00



Edward E. Yoush 4-28-15
 EDWARD E. YOUSH, P.E. DATE
 LICENSE EXPIRES 11/30/2015
 SHEET RANGE 202-224

NB I-55 OVER I-55 TURNAROUND AND MLK DRIVE:

SN 016-0036 (EXIST.)
 SN 016-1500 (PROP.)
 STRUCTURE REMOVAL AND REPLACEMENT
 LENGTH = 740'-0"

RAMP ES OVER LAKE SHORE DRIVE AND MOE DRIVE:

SN 016-1045 (EXIST.)
 SN 016-1502 (PROP.)
 STRUCTURE REMOVAL AND REPLACEMENT
 LENGTH = 605'-0"

RAMP EN OVER LAKE SHORE DRIVE MOE DRIVE, MINES DRIVE AND METRACN RAILROADS:

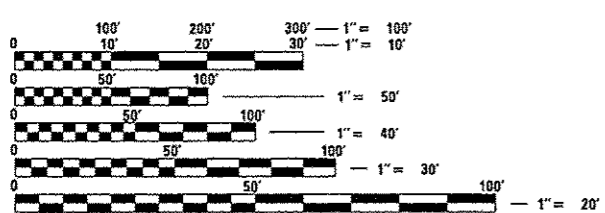
SN 016-1075 (EXIST.)
 SN 016-1503 (PROP.)
 STRUCTURE REMOVAL AND REPLACEMENT
 LENGTH = 1251'-0"

RECONSTRUCTION OF BRIDGE APPROACH PAVEMENTS AND APPROACH ROADWAYS

RETAINING WALL CONSTRUCTION:

NB I-55 WALL: SN 016-0766
 RAMP ES WALL: SN 016-0773
 RAMP EN WALL: SN 016-0778

PROJECT LOCATED IN CITY OF CHICAGO



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

C.U.A.N.
 CHICAGO UTILITY ALERT NETWORK
 1-312-744-7000

PROJECT ENGINEER - LISA CHRZASC
 PROJECT MANAGER - BRIAN KUTTAB

CONTRACT NO. 60X07

DISTRICT 1 DESIGN /CONSULTANT SERVICES: BRIAN KUTTAB, P.E. (847)705-4431 SCHAUMBURG, ILLINOIS

APPROVED
For Structural Adequacy Only

Christopher L. Stine
Engineer of Bridges & Structures

DESIGN SPECIFICATIONS
2012 AASHTO LRFD Bridge Design Specifications,
6th Edition with 2013 Interim Revisions

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES
FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{d1}) = 0.086g
Design Spectral Acceleration at 0.2 sec. (S_{d5}) = 0.144g
Soil Site Class = D

STATION 188+12.00
BUILT 2017 BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 2013-049B
LOADING HL-93
STRUCTURE NO. 016-1500

NAME PLATE S.N. 016-1500
See Std. 515001
(see Sheet S-77 for location)

STATION 500+43.55
BUILT 2017 BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 2013-049B
LOADING HL-93
STRUCTURE NO. 016-1502

NAME PLATE S.N. 016-1502
See Std. 515001
(see Sheet S-78 for location)

STATION 199+84.50
BUILT 2017 BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 2013-049B
LOADING HL-93
STRUCTURE NO. 016-1503

NAME PLATE S.N. 016-1503
See Std. 515001
(see Sheet S-79 for location)

GENERAL PLAN
I-55 & LAKE SHORE DRIVE INTERCHANGE
(INBOUND STRUCTURES)

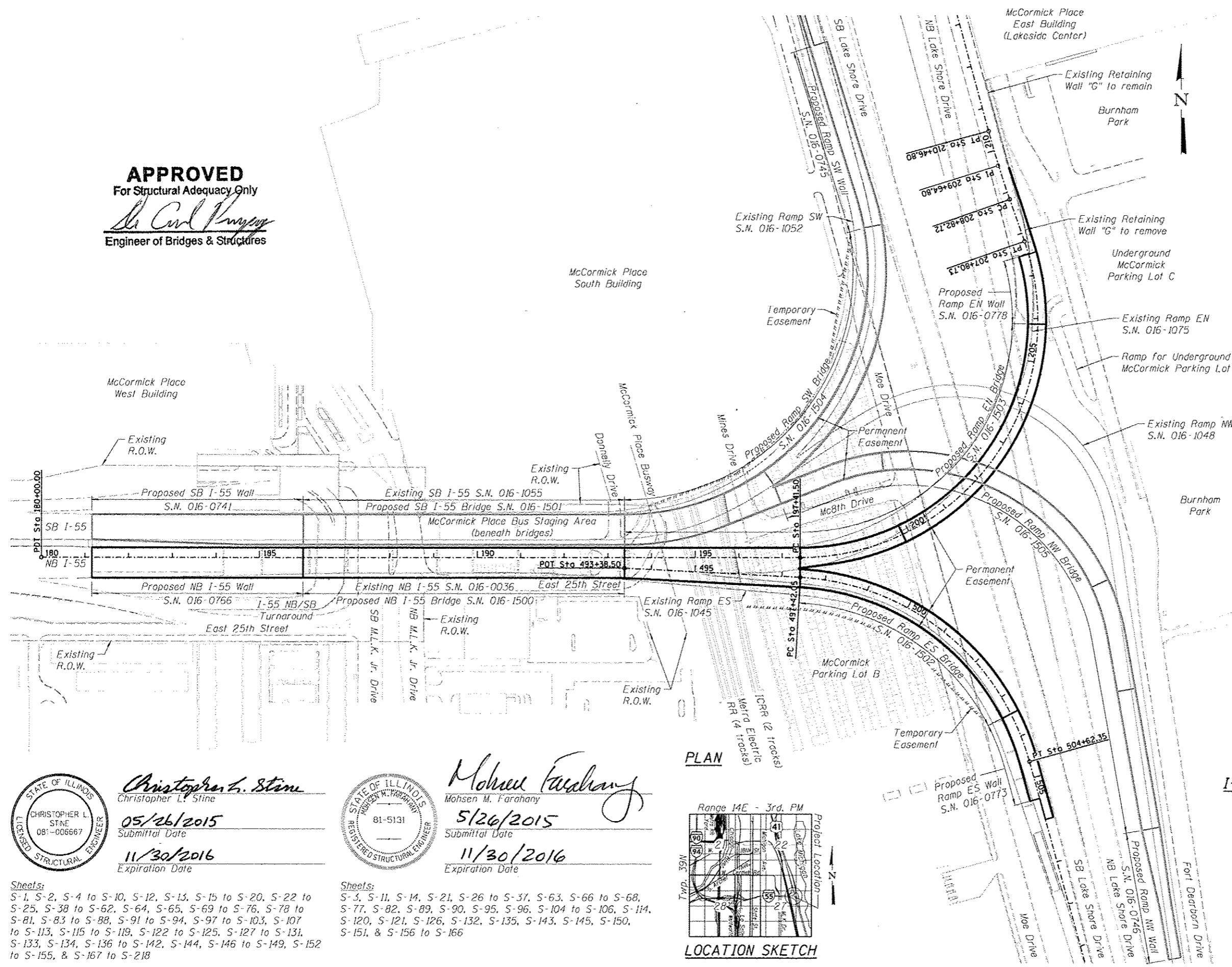
F.A.I. RTE. 55 - SEC. 2013-049B

COOK COUNTY

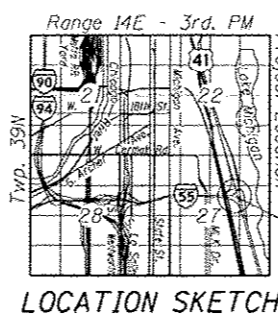
STATION 188+12.00
STRUCTURE NO. 016-1500

STATION 500+43.55
STRUCTURE NO. 016-1502

STATION 199+84.50
STRUCTURE NO. 016-1503



PLAN



Christopher L. Stine
Christopher L. Stine
05/26/2015
Submittal Date
11/30/2016
Expiration Date



Mohsen M. Farahany
Mohsen M. Farahany
5/26/2015
Submittal Date
11/30/2016
Expiration Date

Sheets:
S-1, S-2, S-4 to S-10, S-12, S-13, S-15 to S-20, S-22 to S-25, S-38 to S-62, S-64, S-65, S-69 to S-76, S-78 to S-81, S-83 to S-88, S-91 to S-94, S-97 to S-103, S-107 to S-113, S-115 to S-119, S-122 to S-125, S-127 to S-131, S-133, S-134, S-136 to S-142, S-144, S-146 to S-149, S-152 to S-155, & S-167 to S-218

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USER NAME = kr11zm	DESIGNED - CLS	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 5/26/2015	DRAWN - MRK	REVISED -
	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-0499	COOK	888	524
				CONTRACT NO. 60X07

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- S-5 General Plan & Elevation III - S.N. 016-1503
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USER NAME =	krizm	DESIGNED -	CLS	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MRK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	CLS	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. 5-2 OF 5-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	525
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				

Bench Mark: BM-4, chiseled square on NE corner of crashwall at existing Pier E20, just East of Moe Drive, on existing S.N. 016-1075 carrying NB I-55 to NB L.S.D., Elev. 594.65 (NAVD 88).

Existing Structure: S.N. 016-0036 was built in 1965 & carries NB I-55 traffic over I-55 NB/SB Turnaround, Martin Luther King Jr. Drive, McCormick Place Bus Staging Area, & Donnelly Drive. The 1229'-9" long structure has a 299'-9" west terminal structure (Unit 1), with 10-spans of 88'-110'-88' (Unit 2), 2x102' (Unit 3), 83'-104'-83' (Unit 4), & 2x85' (Unit 5). The original out-to-out deck width varied from 59'-7" (Spans 1-8) to 75'-11" at the east. Units 1-2 were widened for a fourth tapered lane in 1994. The structure uses 50" steel plate girders, a 7.5" concrete deck, 3-4 column concrete piers, & concrete caissons drilled into rock. It was rehabilitated in 1975 (deck repair, exp. joint replacement, & steel repainting), 1990 (bearing replacement), 1994 (deck repair, exp. joint replacement, & pier repair), 2002 (steel repainting), 2005 (pier repair), and 2008 (deck repair).

Traffic Control: For Stage Ia, maintain 2-lanes of EB traffic on north half of existing S.N. 016-0036 during construction of south half of Spans 1E-3E of proposed S.N. 016-1500, south half of Spans 9E-10E of proposed S.N. 016-1503 (Unit 2), Spans 11E-14E of proposed S.N. 016-1503 (Unit 3), north & east halves of Spans 15E-18E of proposed S.N. 016-1502, & gore widening of existing S.N. 016-1075. For Stage Ib, continue prior EB traffic for construction of south half of Spans 4E-5E of proposed S.N. 016-1500 & temporary bridge from proposed S.N. 016-1500 to existing S.N. 016-1045. For Stage II, continue prior EB traffic & add lane on proposed S.N. 016-1500 for construction of center 1/3 of Spans 6E-8E of proposed S.N. 016-1503 (Unit 1). For Stage III, continue prior EB traffic for construction of south 1/3 of Spans 6E-8E of proposed S.N. 016-1503 (Unit 1) & south & west halves of Spans 15E-18E of proposed S.N. 016-1502. For Stage IV, shift 3-lanes of EB traffic to south half of proposed S.N. 016-1500 for construction of north half of Spans 1E-5E of proposed S.N. 016-1500, north 1/3 of Spans 6E-8E of proposed S.N. 016-1503 (Unit 1), & north half of Spans 9E-10E of proposed S.N. 016-1503 (Unit 2). Temporary lane closures may be required for the I-55 NB/SB Turnaround, Martin Luther King Jr. Drive, McCormick Place Bus Staging Area, Donnelly Drive, & East 25th Street.

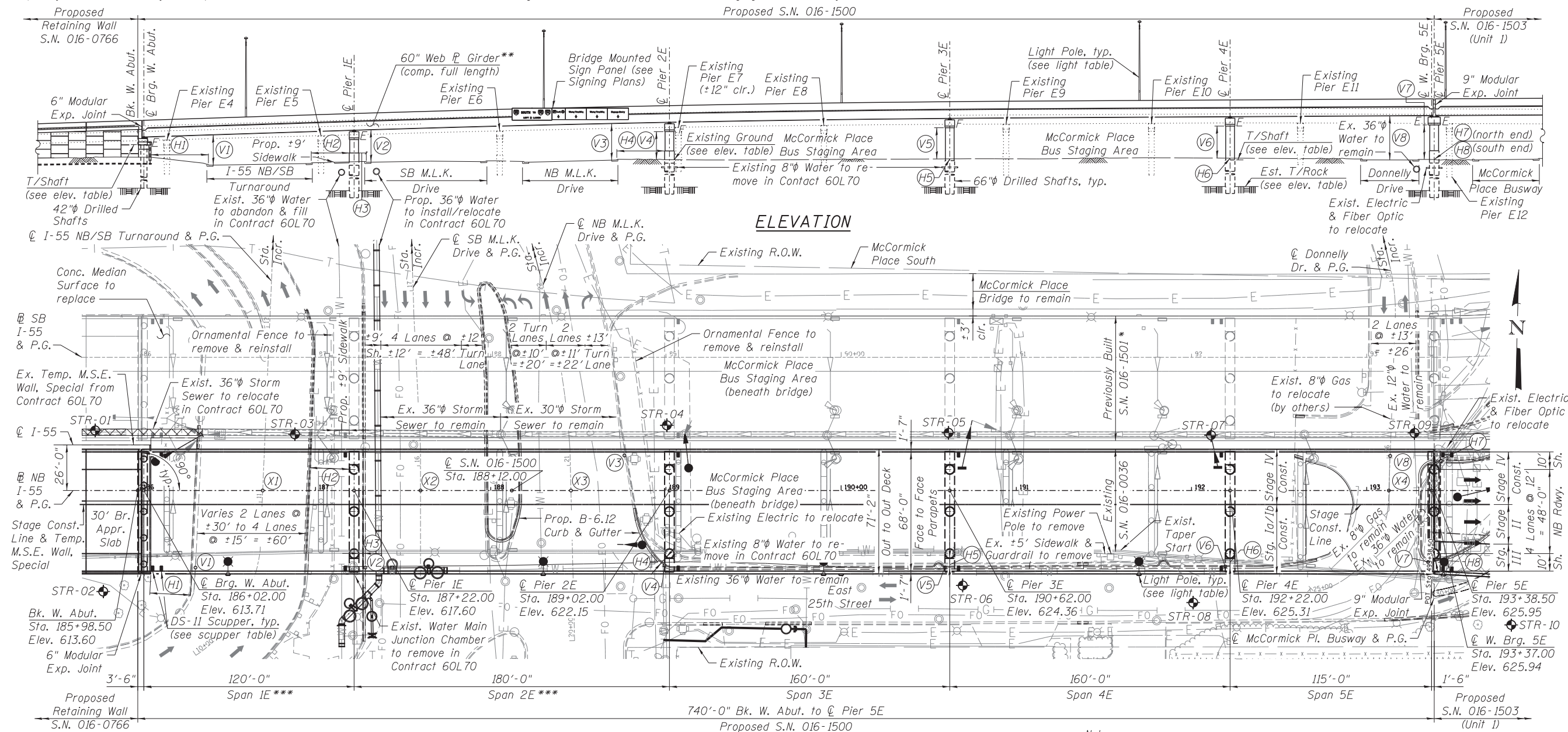
DS-11 SCUPPER TABLE

ID	Station	Offset
1	186+07.00	22'-0" (Lt.)
2	186+07.00	46'-0" (Rt.)
3	186+12.00	22'-0" (Lt.)
4	186+12.00	46'-0" (Rt.)
5	187+17.00	22'-0" (Lt.)
6	187+17.00	46'-0" (Rt.)
7	189+07.00	22'-0" (Lt.)
8	189+07.00	46'-0" (Rt.)
9	190+67.00	22'-0" (Lt.)
10	190+67.00	46'-0" (Rt.)
11	192+17.00	22'-0" (Lt.)
12	192+17.00	46'-0" (Rt.)

LIGHT PEDESTAL TABLE

ID	Station	Offset
AK2	186+50.00	47'-7" (Rt.)
AL1	188+30.00	47'-7" (Rt.)
AK1	189+90.00	47'-7" (Rt.)
AG1	191+70.00	47'-7" (Rt.)

Aluminum light poles have a 10"φ (15"φ bolt circle), possess height of 45', support 6'-8' mast arms, & are mounted on the parapets.



ELEVATION

PLAN

Note: Proposed girders vertically clear all existing pier caps.

STATION EQUATION TABLE

Sta. Eqn.	Upper Roadway		Lower Roadway	
	Alignment	Station	Alignment	Station
X1	NB I-55	186+69.82	U-Turn	11+06.59
X2	NB I-55	187+59.89	SB MLK Dr.	15+85.91
X3	NB I-55	188+45.77	NB MLK Dr.	20+85.68
X4	NB I-55	193+12.63	Donnelly Dr.	25+80.20

EXISTING GROUND, TOP OF SHAFT, & BEDROCK ELEVATION TABLE

Pier	N. T/Gr.	S. T/Gr.	T/Shaft	T/Rock
W.Ab.	N/A	N/A	603.30	541.50
1E	595.05	595.45	592.50	543.25
2E	595.75	595.50	592.50	537.25
3E	595.85	595.15 [§]	595.00	532.75
4E	596.50	595.35 [§]	595.00	528.25
5E	596.20	596.60	595.00	529.25

[§]Proposed ground to be raised to Elev. 595.50.

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

MIN CLEARANCE TABLE

	Horizontal	Vertical
H1	23'-3"	V1 15'-2"
H2	22'-7"	V2 16'-5"
H3	2'-6"	V3 18'-11"
H4	4'-3"	V4 15'-8"
H5	5'-4"	V5 19'-0"
H6	4'-10"	V6 18'-9"
H7	1'-8"	V7 17'-11"
H8	1'-8"	V8 22'-6"

Vertical Clearances V4 to V7 measured from B/cap soffit to E. 25th Street.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION I- S.N. 016-1500 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

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

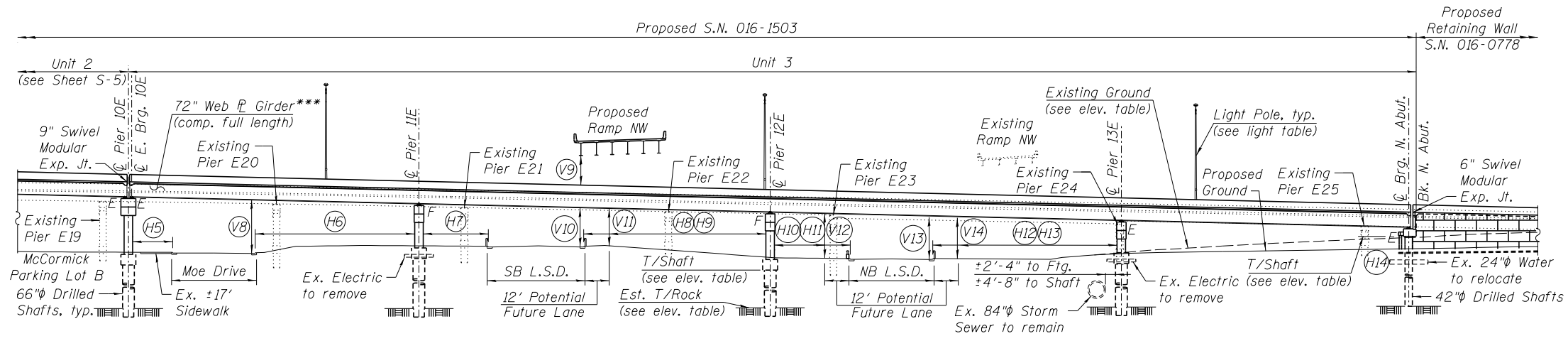
USER NAME	DESIGNED	PH	REVISÉD	-
PHodino	CHECKED	MR	REVISÉD	-
PLOT SCALE	DRAWN	AMV	REVISÉD	-
PLOT DATE	CHECKED	PH	REVISÉD	-

SHEET NO. S-3 OF S-218 SHEETS

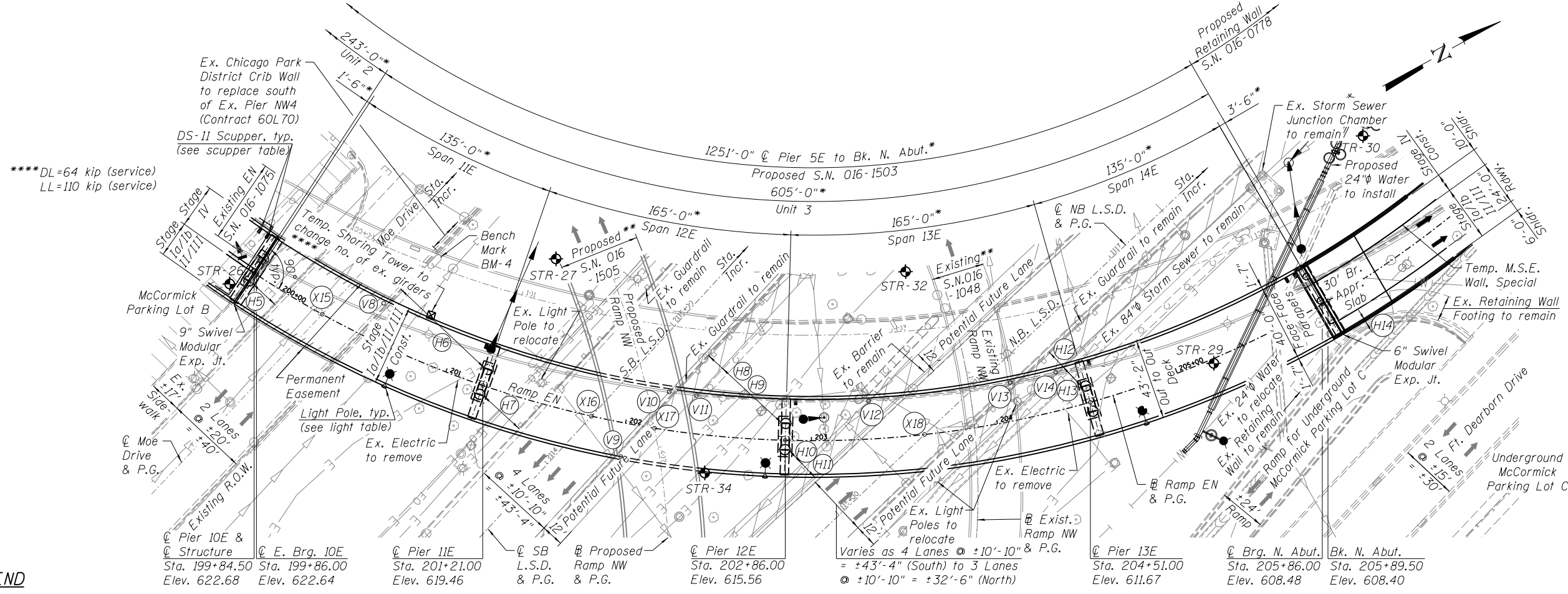
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	526

CONTRACT NO. 60X07 ILLINOIS FED. AID PROJECT

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ELEVATION



PLAN

*Measured along the Ramp EN (S.N. 016-1503) with all abutments and piers radial to alignment.
 **Existing S.N. 016-1048 (Ramp NW) to be replaced by proposed S.N. 016-1505 with Contract 60L70.
 ***All girders to be thermally-sprayed (metalized) & all cross frames to be hot-dipped galvanized.

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

USER NAME =	krizm	DESIGNED -	CLS	REVISED -	
CHECKED -	ATB	REVISIONS -			
PLOT SCALE =		DRAWN -	MRK	REVISED -	
PLOT DATE =	6/26/2015	CHECKED -	CLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION IV - S.N. 016-1503
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	529
CONTRACT NO. 60X07				

SHEET NO. S-6 OF S-218 SHEETS

ILLINOIS FED. AID PROJECT

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GENERAL NOTES

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8 in. φ, holes 15/16 in. φ, unless otherwise noted.
- Calculated weight of Structural Steel for S.N. 016-1500 = 2,435,020 lbs. Calculated weight of Structural Steel for S.N. 016-1502 = 1,342,790 lbs. Calculated weight of Structural Steel for S.N. 016-1503 = 3,177,630 lbs.* Calculated weight of Structural Steel for all structures = 6,955,440 lbs.

*Includes 14,780 lbs. for Temp. Gore Widening of Existing S.N. 016-1075.
- All structural steel shall be AASHTO M270 Grade 50.
- All structural steel shall be thermally-sprayed (metalized), unless otherwise noted. All cross frame members (top/bottom chords, diagonals, gusset P's) and splice P's shall be hot-dipped galvanized. See Special Provisions for "Metallizing Structural Steel" and "Hot Dip Galvanizing for Structural Steel". Top coating/sealing of metalizing & hot-dipped galvanizing is not required.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- If Contractor elects to use cantilever forming brackets on exterior beams or girders, brackets shall be placed at same locations as required for hardwood blocks in Article 503.06(b) of Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Plan dimensions & details relative to the existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions & details affecting new construction, and make necessary approved adjustments prior to either construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the Contractor will be paid for quantity furnished at unit price bid for work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to designated areas of abutments and piers.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- Slipforming of the parapets is not allowed.
- Structural steel erection shall be accomplished by a steel erection contractor or subcontractor certified as an Advanced Certified Steel Erector (ACSE) by the AISC. See Special Provision for "Erection of Complex Steel Structures".
- Spans over roadways, railroads, & parking lots have existing Protective Shield in place between exterior girders (see Sheets S-14 thru S-17 for location of the existing Protective Shield). The Contractor shall evaluate the condition of the existing Protective Shield per Article 501.03 of Standard Specifications & determine if it is structurally adequate for the demolition of the existing deck. The evaluation shall be performed by an Illinois Licensed Structural Engineer. The Contractor shall remove & replace any inadequate Protective Shield & add Protective Shield at deck overhangs & other areas required by Article 501.03. The Contractor will not be paid for evaluation of the existing Protective Shield, but will be paid for new Protective Shield at the unit price bid for that work. Cost of Protective Shield removal included with Removal of Existing Structures.
- The Contractor shall field verify exact location of all existing utilities prior to construction & take precautions not to damage existing utilities during drilled shaft installation, excavations, footing construction, or other underground work. Any such damage shall be repaired by the Contractor at no additional cost.
- Prior to placement of joint blockouts, the Contractor shall coordinate with the Modular Joint Manufacturer to ensure that modular joint boxes will be properly supported & that deck reinforcement will not interfere with joint components. Any required adjustments to reinforcement shall be approved by the Engineer.
- Most superstructure units on the project use multiple fixed piers in each unit. The temperature during anchor bolt installation will determine the temperature at which the fixed piers have no thermal stress. In order to limit this stress, anchor bolt installation temperatures should be as close to 50°F as possible. For units with two fixed piers, the Contractor can install anchor bolts at one of the fixed piers of their choice at any temperature, but shall install anchor bolts at the second fixed pier when the temperature is between 35°F & 65°F. This installation procedure shall be included in the Contractor's Erection Plan.

STRUCTURAL ASSESSMENT REPORT (SAR) NOTES

- Due to the minimal clearances between existing and proposed structures and those to McCormick Place, Metra Electric, ICRR, & Lake Shore Drive the Contractor's means & methods may necessitate using existing and/or proposed structures to support construction materials and/or equipment. In that case the Contractor shall submit Structural Assessment Report(s) to the Engineer for approval prior to construction. See Special Provision.
- The Contractor shall retain services of an engineering firm, prequalified in the IDOT consultant selection category of "Highway Bridges-Complex", for preparation of the Structural Assessment Report. Contractor's pre-approval shall not be applicable for this project. See Special Provision.
- Current Ratings on File for Existing Structures:

S.N. 016-1055 (SB I-55)
Inventory: HS-22.4
Operating: HS-37.2
Live Load Restrictions: No

S.N. 016-1052 (SB L.S.D. to SB I-55 Ramp)
Inventory: HS-20.0
Operating: HS-27.2
Live Load Restrictions: No

S.N. 016-1048 (NB L.S.D. to SB I-55 Ramp)
Inventory: HS-20.0
Operating: HS-27.2
Live Load Restrictions: No

S.N. 016-0036 (NB I-55)
Inventory: HS-22.8
Operating: HS-38.2
Live Load Restrictions: No

S.N. 016-1045 (NB I-55 to SB L.S.D. Ramp)
Inventory: HS-16.0
Operating: HS-26.6
Live Load Restrictions: No

S.N. 016-1075 (NB I-55 to NB L.S.D. Ramp)
Inventory: HS-20.0
Operating: HS-27.2
Live Load Restrictions: No

Inventory & Operating Ratings & Live Load Restrictions are provided for information only. Inventory & Operating Ratings are based on HS loading & configuration. Live Load Restrictions are based on Illinois legal loads & configurations. The Ratings & Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.
- Current Ratings from Design of Proposed Structures:

S.N. 016-1500 (NB I-55)
Inventory: RF-1.07
Operating: RF-1.87
Live Load Restrictions: No

S.N. 016-1502 (NB I-55 to SB L.S.D. Ramp)
Inventory: RF-1.15
Operating: RF-2.01
Live Load Restrictions: No

S.N. 016-1503 (NB I-55 to NB L.S.D. Ramp)
Inventory: RF-1.15
Operating: RF-2.01
Live Load Restrictions: No

Inventory & Operating Rating Factors & Live Load Restrictions are provided for information only. Rating Factors are based on HL-93 loading & configuration. Live Load Restrictions are based on Illinois legal loads & configurations. Rating Factors & Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.
- The Contractor is advised that the existing structures contain members that are in a deteriorated condition with reduced load carrying capacity, especially the existing reinforced concrete decks. It is the Contractor's responsibility to account for condition of these existing structures when developing construction procedures for the complete or partial removal, or replacement of these existing structures. Existing Structure Information Packages are available upon request as noted in Special Provisions.

TOTAL BILL OF MATERIAL

ITEM	UNIT	S.N. 016-1500		S.N. 016-1502		S.N. 016-1503		TOTAL
		SUPER	SUB	SUPER	SUB	SUPER	SUB	
Removal of Existing Structures No. 1	Each	1						1
Removal of Existing Structures No. 2	Each			1				1
Removal of Existing Structures No. 3	Each					1		1
Protective Shield	Sq. Yd.	572		464		606		1,642
Structure Excavation	Cu. Yd.		148		205		544	897
Concrete Structures	Cu. Yd.		830.0		385.0		1,387.0	2,602.0
Concrete Superstructure	Cu. Yd.	1,713.6		916.4		2,337.8		4,967.8
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	5,566		2,614		7,269		15,449
Form Liner Textured Surface	Sq. Ft.				1,210		2,159	3,369
Protective Coat	Sq. Yd.	6,486		3,351		8,660		18,497
Furnishing and Erecting Structural Steel	L. Sum	0.35		0.19		0.46		1
Stud Shear Connectors	Each	17,388		9,912		29,437		56,737
Reinforcement Bars, Epoxy Coated	Pound	466,890	202,640	252,830	96,000	692,350	323,950	2,034,660
Reinforcement Bars	Pound		170,910		121,920		450,609	743,439
Name Plates	Each	1		1		1		3
Drilled Shaft in Soil	Cu. Yd.		900.1		392.1		1,284.9	2,577.1
Drilled Shaft in Rock	Cu. Yd.		43.5		17.7		61.8	123.0
Elastomeric Bearing Assembly, Type II	Each					21		21
Elastomeric Bearing Assembly, Type III	Each	18						18
Anchor Bolts, 3/4"	Each	36				42		78
Anchor Bolts, 1"	Each			120		204		324
Anchor Bolts, 1 1/4"	Each	72		24		24		120
Anchor Bolts, 1 1/2"	Each	36				42		78
Concrete Sealer	Sq. Ft.		14,367		4,748		21,593	40,708
Bar Splicers	Each	2,728	113	2,189	42	4,471	42	9,585
Mechanical Splicers	Each		694		186		1,446	2,326
Drainage System	L. Sum	0.37		0.16		0.47		1
Drainage Scuppers, DS-11	Each	12		5		15		32
High Load Multi-Rotational Bearings, Guided Expansion, 200K	Each					12		12
High Load Multi-Rotational Bearings, Guided Expansion, 250K	Each			12		12		24
High Load Multi-Rotational Bearings, Guided Expansion, 500K	Each	18						18
High Load Multi-Rotational Bearings, Guided Expansion, 550K	Each			6		6		12
High Load Multi-Rotational Bearings, Fixed - 500K	Each			6		12		18
High Load Multi-Rotational Bearings, Fixed - 550K	Each			6		6		12
Modular Expansion Joint 6"	Foot	68						68
Modular Expansion Joint 9"	Foot	68						68
Modular Expansion Joint-Swivel 6"	Foot			40		40		80
Modular Expansion Joint-Swivel 9"	Foot					126		126
Crosshole Sonic Logging	Each		6		4			19
Rubbed Finish	Sq. Ft.				2,496		4,334	6,830
Temporary Soil Retention System	Sq. Ft.						144	144
Temporary Shoring	Each			1		2		3
Temporary Shoring For Existing Straddle Bent	Each			1				1
Temporary Bridge	Each			1				1

021_0160000_60X07_GenNote-BOM.dgn

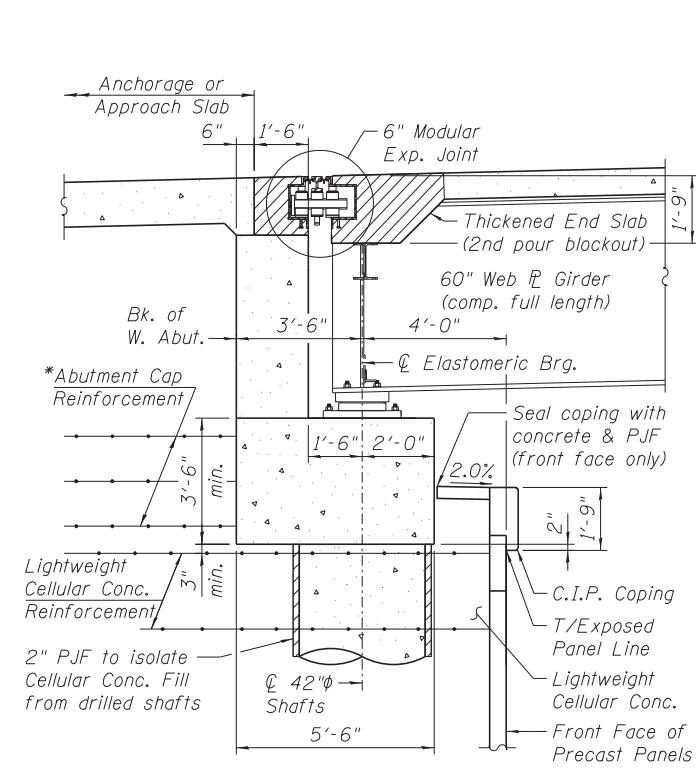
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			CHECKED -	ATB	REVISED -	
	PLOT SCALE =		DRAWN -	MRK	REVISED -	
	PLOT DATE =	6/26/2015	CHECKED -	CLS	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, SAR NOTES, & TOTAL BILL OF MATERIAL
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

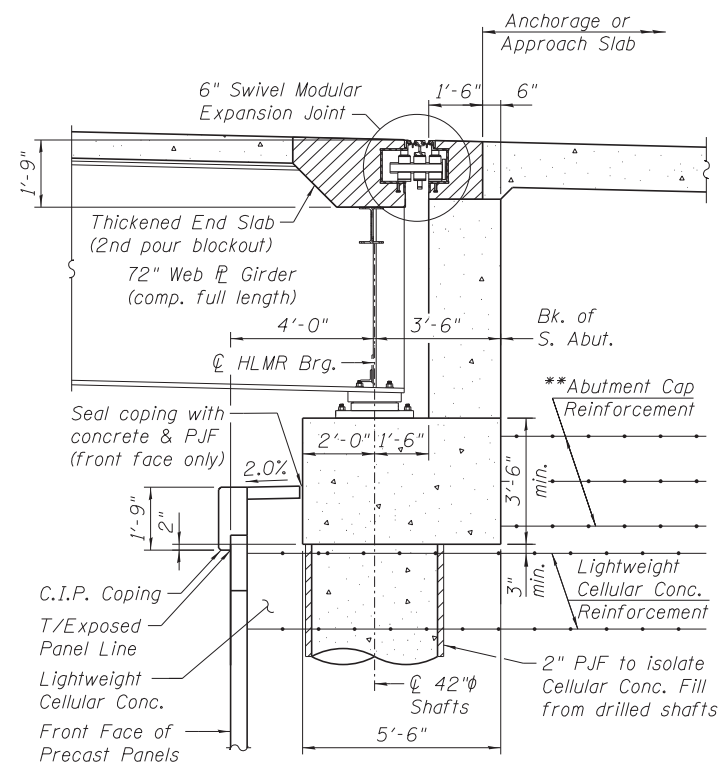
SHEET NO. 5-7 OF 5-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	530
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	



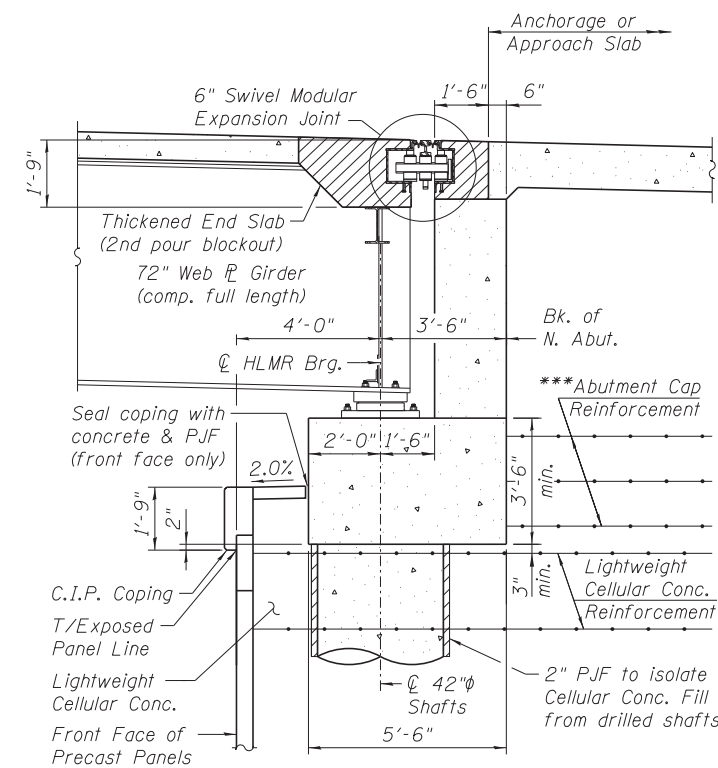
SECTION THRU W. ABUTMENT

*Abutment Cap Reinforcement to resist lateral loads (see S.N. 016-0766 plans).



SECTION THRU S. ABUTMENT

**Abutment Cap Reinforcement to resist lateral loads (see S.N. 016-0773 plans).



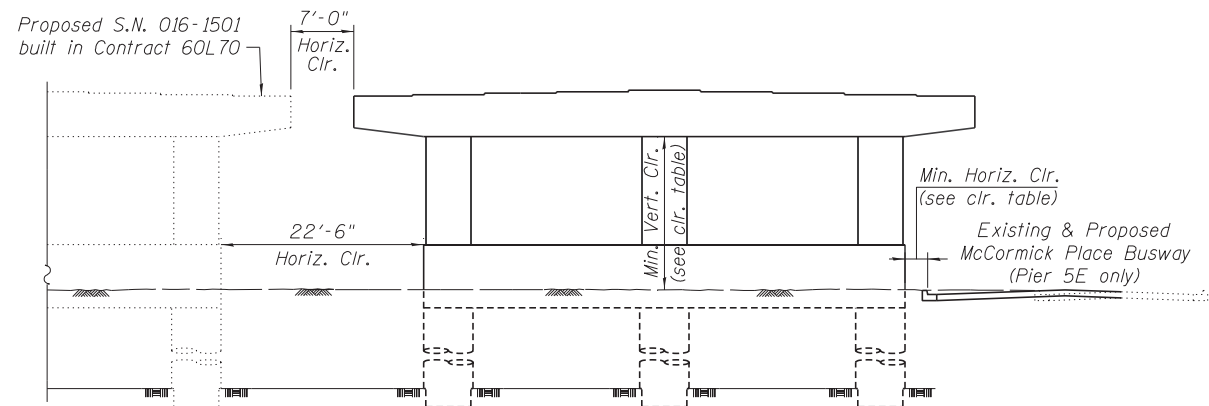
SECTION THRU N. ABUTMENT

***Abutment Cap Reinforcement to resist lateral loads (see S.N. 016-0778 plans).

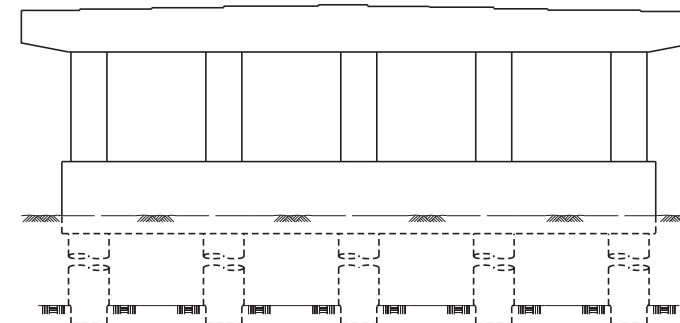
CAP CLEARANCE TABLE

Pier	Horizontal	Vertical
1E	N/A	10'-2"
2E	4'-3"	14'-11"
3E	5'-4"	17'-1"
4E	4'-10"	16'-10"
5E	1'-8"	17'-10"
6E	N/A	N/A
7E	N/A	N/A
8E	N/A	22'-9"
9E	N/A	17'-8"
10E	N/A	15'-0"
11E	N/A	N/A
12E	N/A	N/A
13E	N/A	N/A
14E	N/A	16'-1"
15E	N/A	13'-0"
16E	N/A	3'-2"

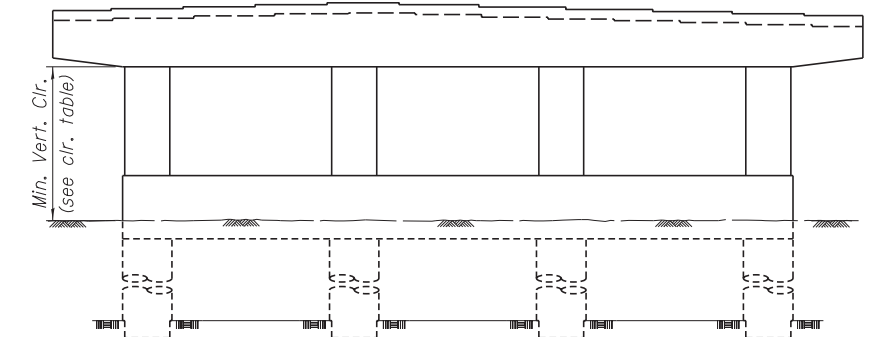
Horiz. clearances measured to F/curb on East 25th Street. Vertical clearances measured from B/cap to T/parking lot. Vertical clearance at Pier 1E measured from T/sidewalk & vertical clearance at Pier 16E measured to T/exist. ground.



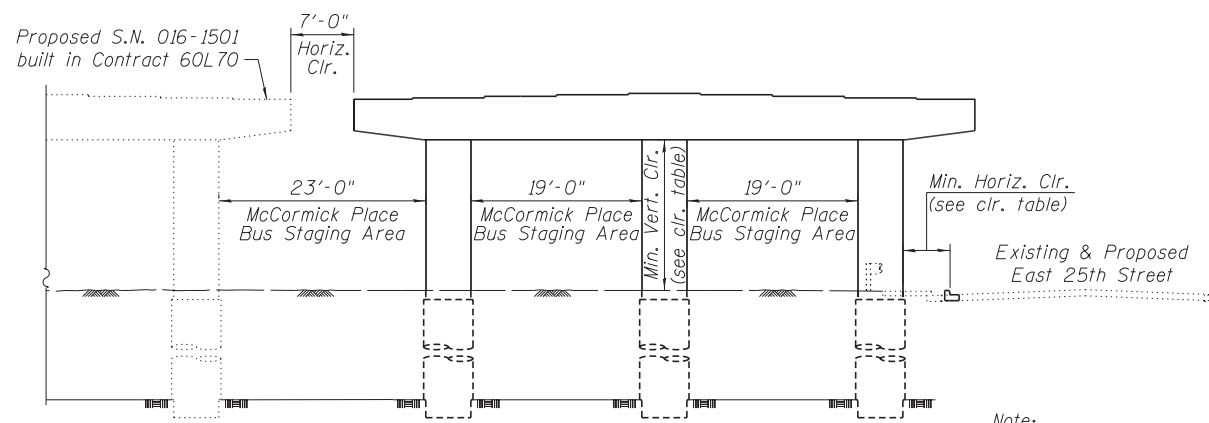
PIER 1E, 2E, & 5E SKETCH
(Looking East)



PIER 6E SKETCH
(Looking East)

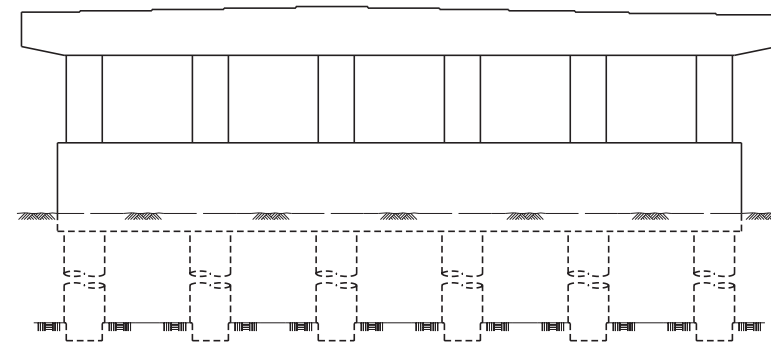


PIER 8E SKETCH
(Looking East)

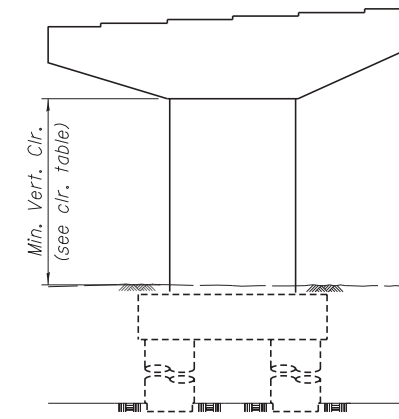


PIER 3E & 4E SKETCH
(Looking East)

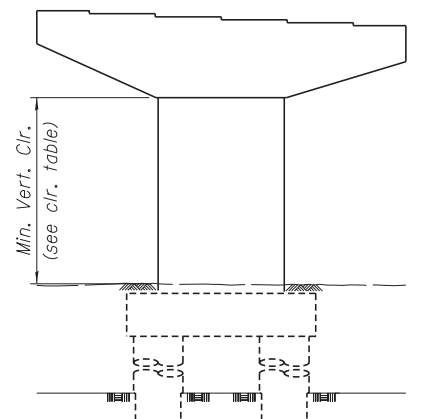
Note:
See Sheet S-3 for vert. clearance between B/cap soffit & E. 25th Street.



PIER 7E SKETCH
(Looking East)



PIER 9E THRU 13E SKETCH
(Looking East or North)



PIER 14E THRU 16E SKETCH
(Looking East or South)



USER NAME =	krizm	DESIGNED -	CLS	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MRK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	CLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	531
CONTRACT NO. 60X07				

SHEET NO. S-8 OF S-218 SHEETS

ILLINOIS FED. AID PROJECT

022_0160000_60X07_AbutSec.dgn

CURVE DATA

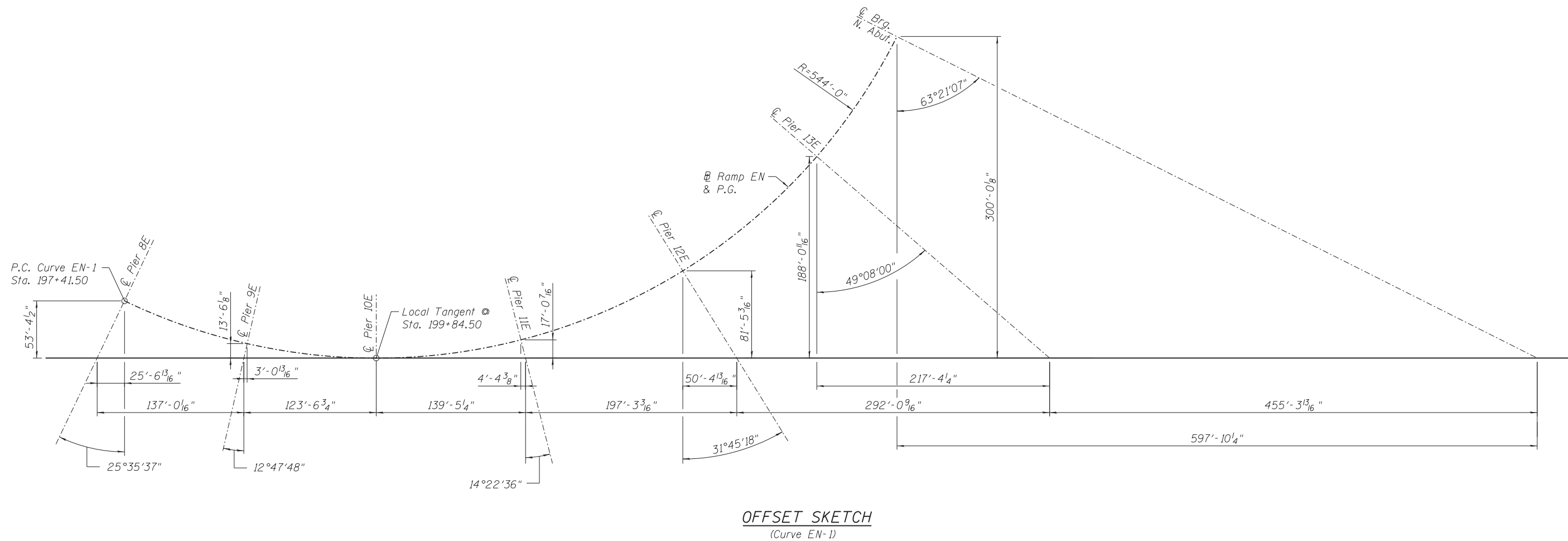
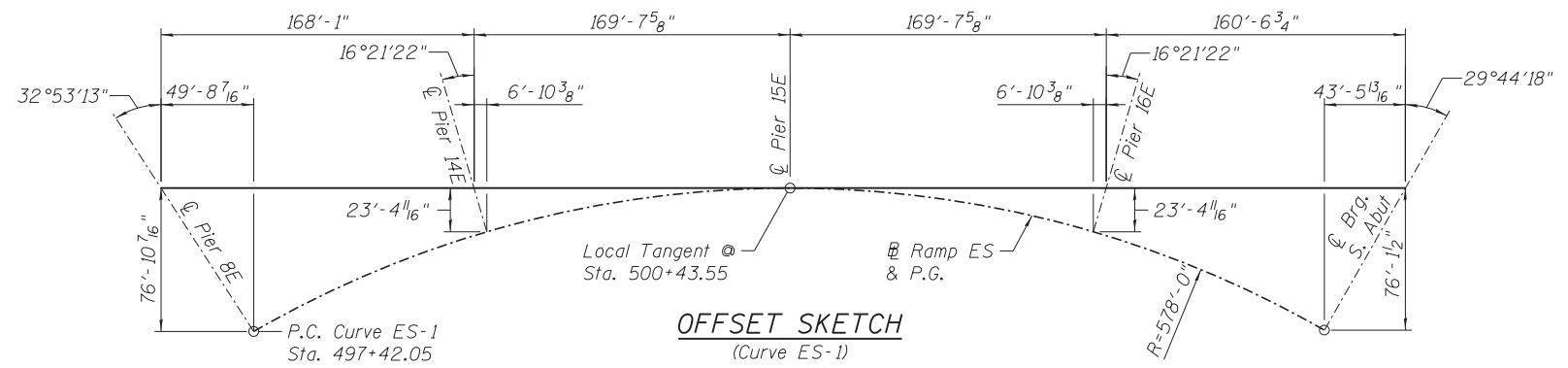
(Curve ES-1)
 P.I. Sta. = 501+57.40
 $\Delta = 71^\circ 24' 03''$ (Rt.)
 D = 9° 54' 46"
 R = 578.00'
 T = 415.34'
 L = 720.29'
 E = 133.75'
 S.E. = 5.40%
 T.R. = N/A
 S.E. Run = 99.00'
 P.C. Sta. = 497+42.05
 P.T. Sta. = 504+62.35

CURVE DATA

(Curve EN-1)
 P.I. Sta. = 205+10.60
 $\Delta = 109^\circ 27' 18''$ (Lt.)
 D = 10° 31' 56"
 R = 544.00'
 T = 769.10'
 L = 1,039.23'
 E = 398.05'
 S.E. = 5.40%
 T.R. = N/A
 S.E. Run = 105.00'
 P.C. Sta. = 197+41.50
 P.T. Sta. = 207+80.73

CURVE DATA

(Curve NW-2)
 P.I. Sta. = 404+27.62
 $\Delta = 101^\circ 15' 41''$ (Rt.)
 D = 11° 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



023_0160000_60X07_CurveData.dgn



USER NAME = kritzm
 PLOT SCALE =
 PLOT DATE = 5/26/2015

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

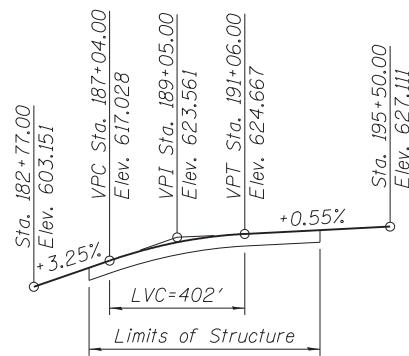
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

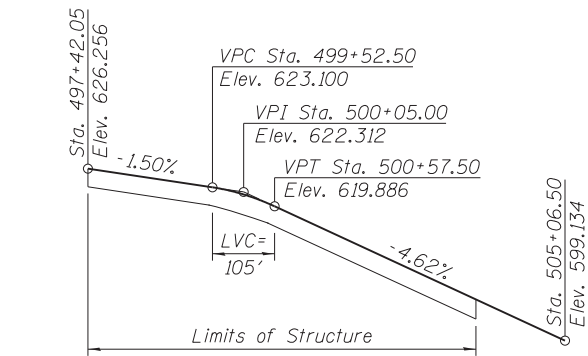
CURVE DATA & OFFSET SKETCHES
 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-9 OF S-218 SHEETS

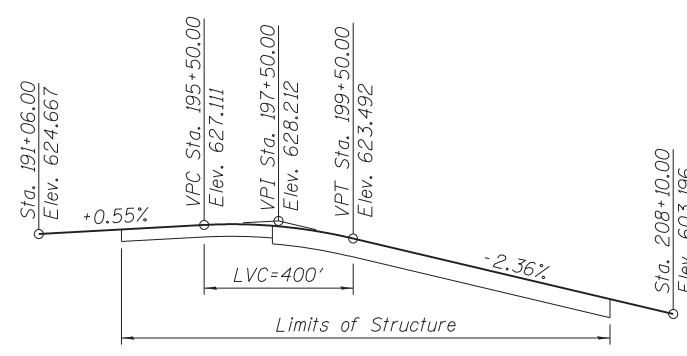
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	532
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				



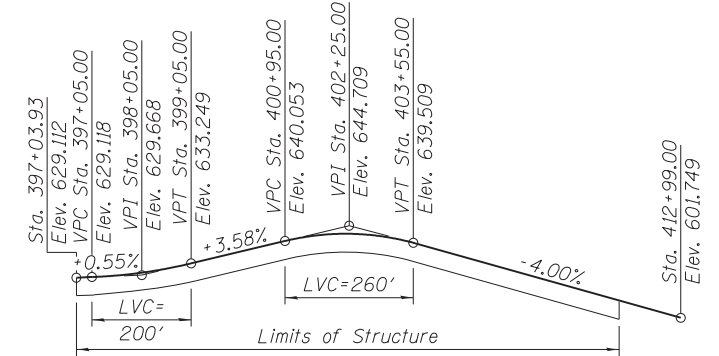
PROFILE GRADE - NB I-55
(along proposed NB I-55)



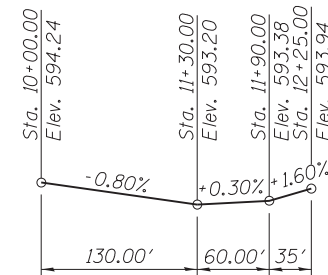
PROFILE GRADE - PROPOSED RAMP ES
(along proposed Ramp ES)



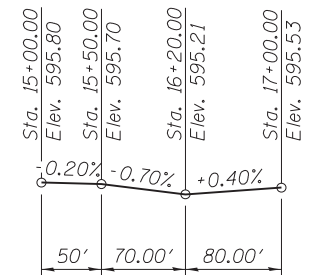
PROFILE GRADE - PROPOSED RAMP EN
(along proposed Ramp EN)



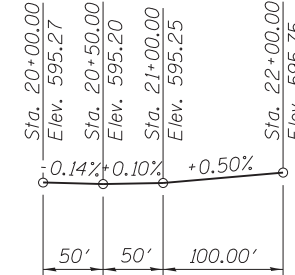
PROFILE GRADE - PROPOSED RAMP NW
(along proposed Ramp NW)



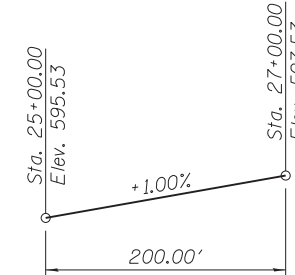
PROFILE GRADE - I-55 U-TURN
(along existing I-55 NB/SB Turnaround)



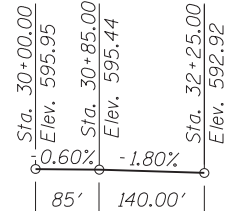
PROFILE GRADE - SB M.L.K.
(along existing SB M.L.K. Jr. Drive)



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



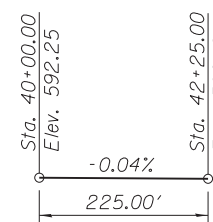
PROFILE GRADE - DONNELLY
(along existing Donnelly Drive)



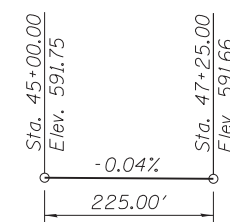
PROFILE GRADE - BUSWAY
(along existing McCormick Place Busway)



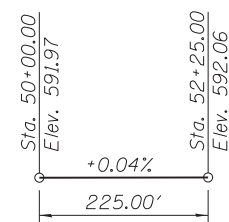
PROFILE GRADE METRA 1
(along existing Metra Track 1)



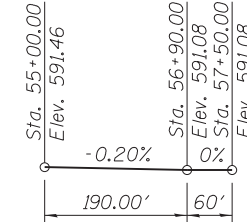
PROFILE GRADE METRA 2
(along existing Metra Track 2)



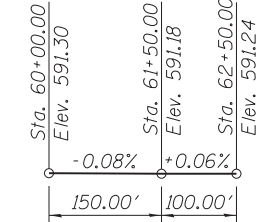
PROFILE GRADE METRA 3
(along existing Metra Track 3)



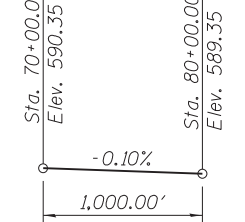
PROFILE GRADE METRA 4
(along existing Metra Track 4)



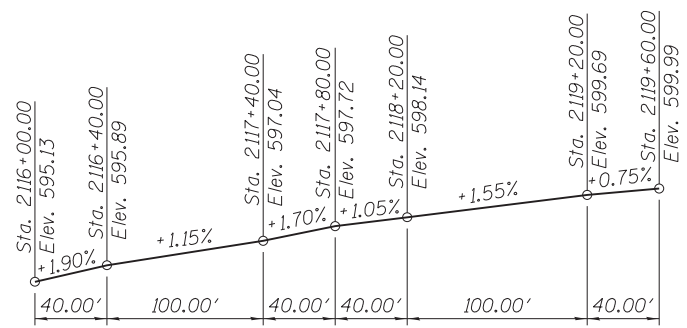
PROFILE GRADE ICRR 1
(along existing ICRR Track 1)



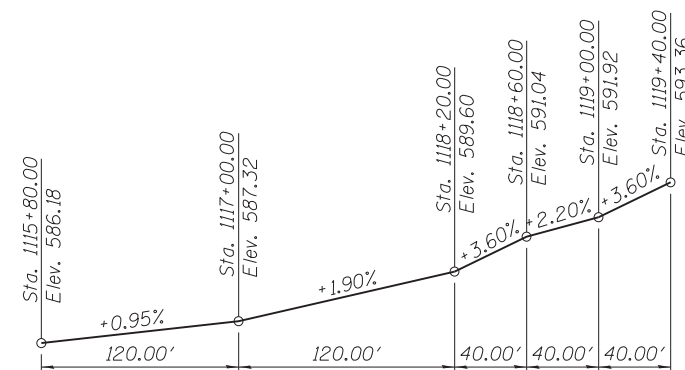
PROFILE GRADE ICRR 2
(along existing ICRR Track 2)



PROFILE GRADE MOE DRIVE
(along existing Moe Drive)



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



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

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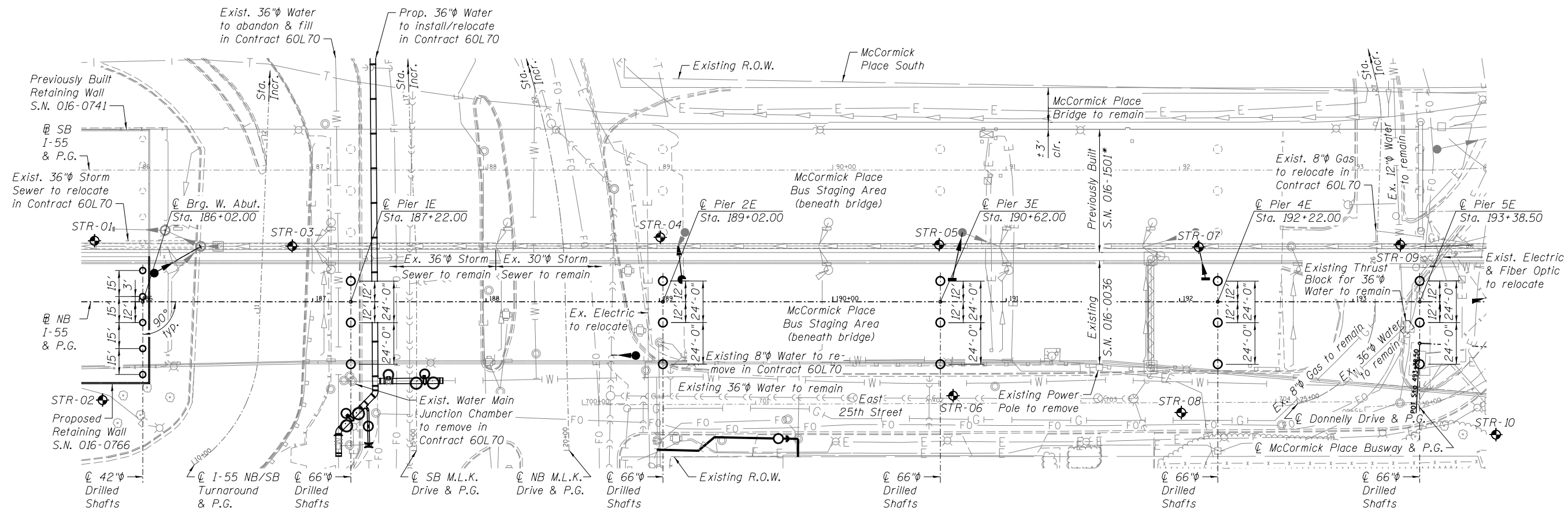
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PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 5/26/2015	DRAWN - MRK	REVISED -
	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET NO. S-10 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	533
ILLINOIS FED. AID PROJECT				CONTRACT NO. 60X07



FOUNDATION LAYOUT I - S.N. 016-1500

*Adjacent proposed S.N. 016-1501 previously built as part of Contract 60L70 before this contract.

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-01 Soil Boring Location

NOTES:

1. The Contractor shall field verify exact location of all utilities prior to drilled shaft installation, excavating, footing construction, or any other underground work. The Contractor shall notify the Engineer of conflicts.
2. The Contractor shall take extreme caution next to all 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.

031_0161500_60X07_SUB1.dgn



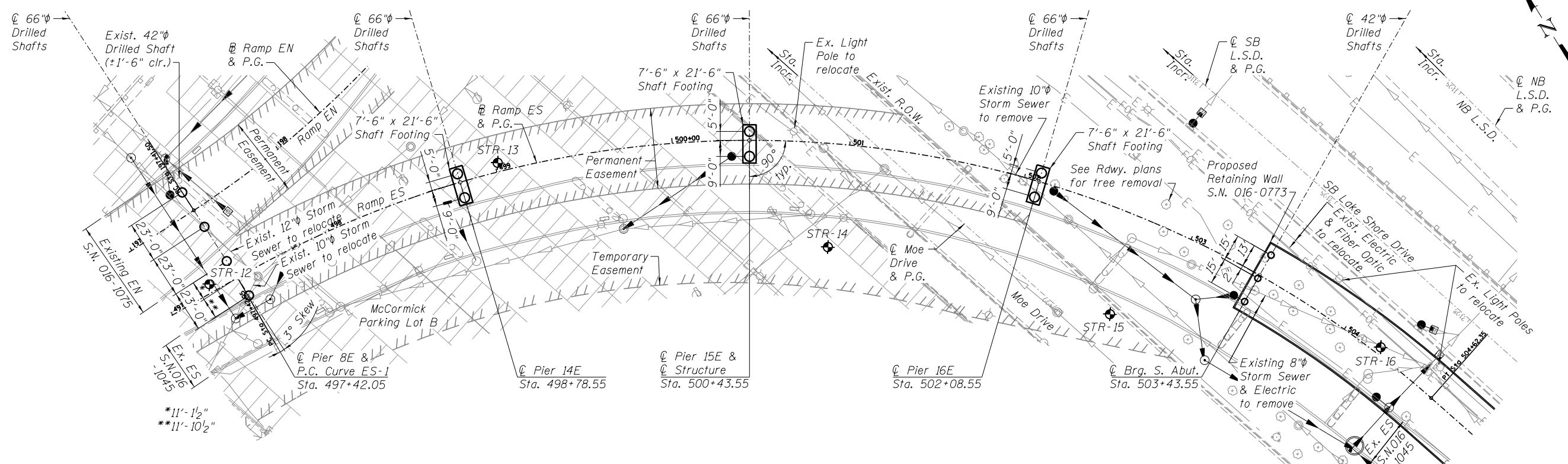
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PLOT SCALE =	CHECKED - MR	REVISED -
PLOT DATE = 6/26/2015	DRAWN - TM	REVISED -
	CHECKED - PH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

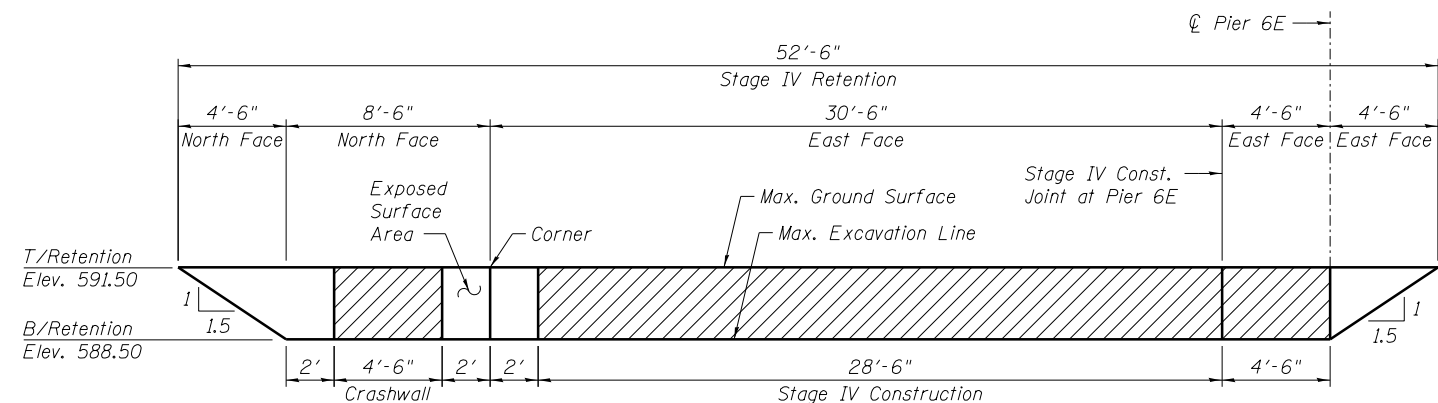
**FOUNDATION LAYOUT I - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-11 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	534
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				



FOUNDATION LAYOUT II - S.N. 016-1502
 All abutments & piers radial to Ramp ES U.O.N.



TEMPORARY SOIL RETENTION SYSTEM AT PIER 6E - S.N. 016-1503

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.

- NOTES:**
1. The Contractor shall field verify exact location of all utilities prior to drilled shaft installation, excavations, footing construction, or any other underground work. The Contractor shall notify the Engineer of conflicts.
 2. The Contractor shall take extreme caution next to all 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**
- 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-12 Soil Boring Location

USER NAME = kritzm	DESIGNED - CLS	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 6/26/2015	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FOUNDATION LAYOUT II - S.N. 016-1502
 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

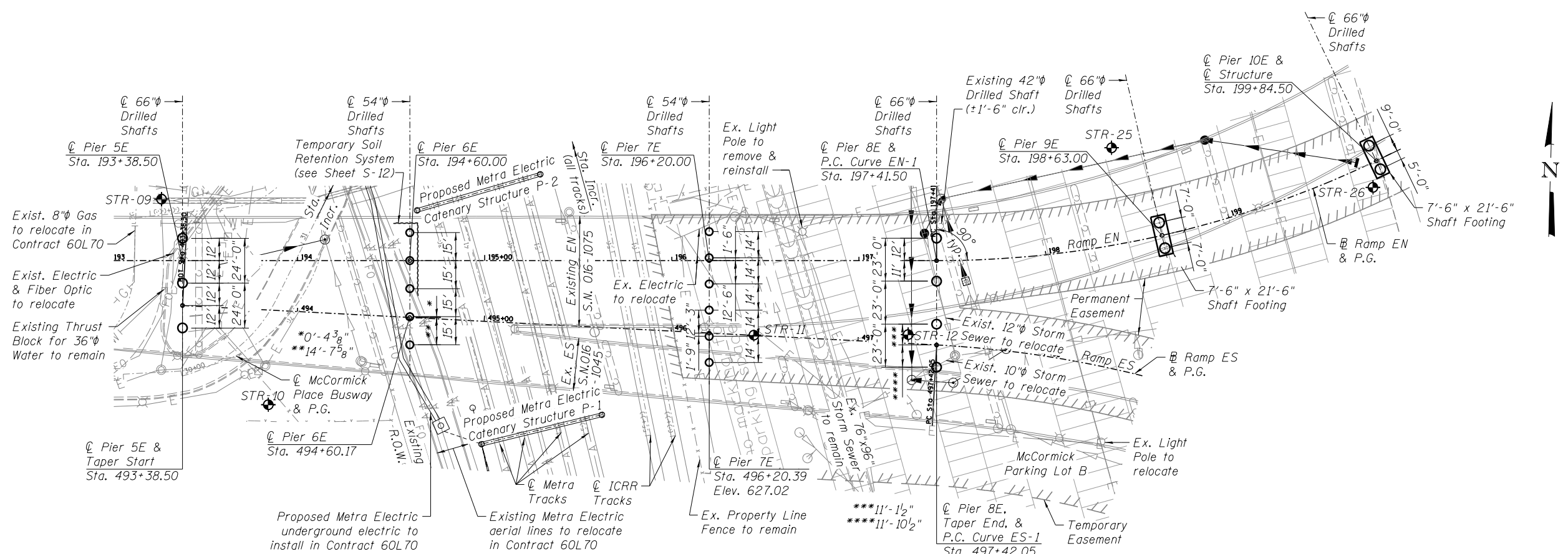
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	535
CONTRACT NO. 60X07				

SHEET NO. S-12 OF S-218 SHEETS

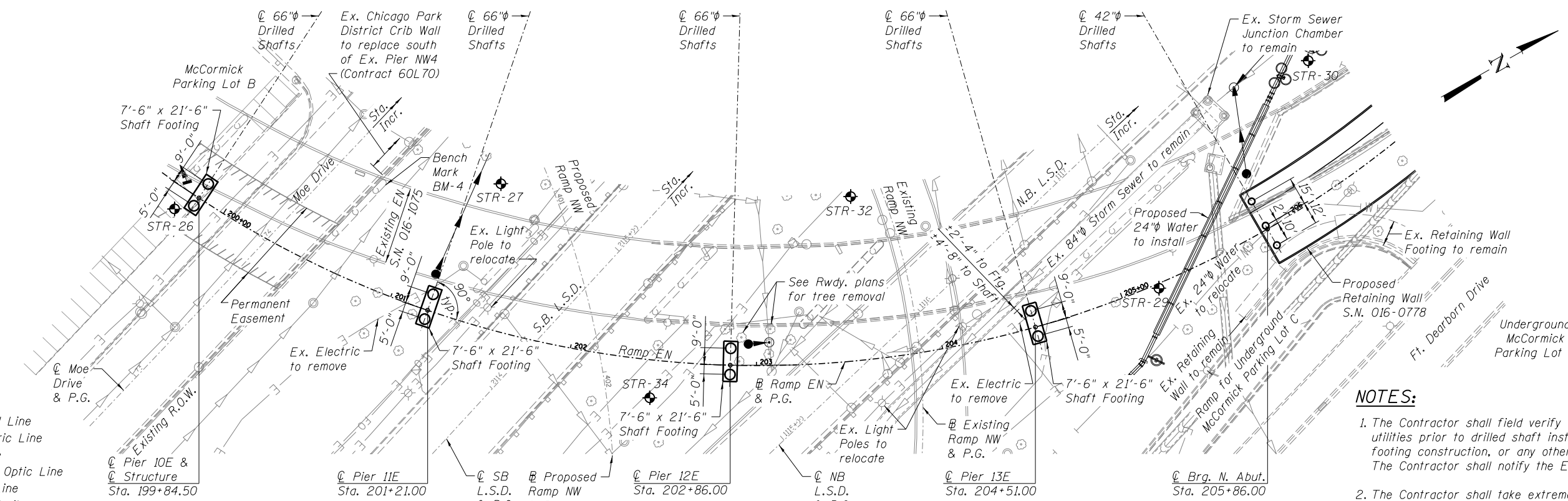
ILLINOIS FED. AID PROJECT

032_0161502_60X07_SUB2.dgn





FOUNDATION LAYOUT III - S.N. 016-1503
All abutments & piers radial to Ramp EN U.O.N.



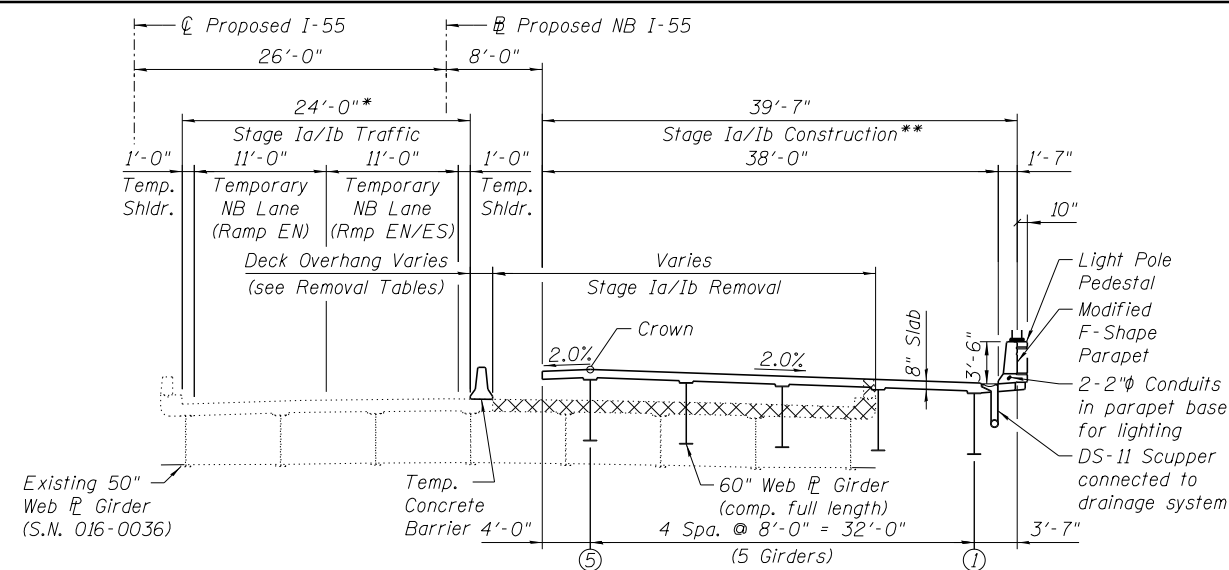
FOUNDATION LAYOUT III - S.N. 016-1503
All abutments & piers radial to Ramp EN U.O.N.

- NOTES:**
1. The Contractor shall field verify exact location of all utilities prior to drilled shaft installation, excavations, footing construction, or any other underground work. The Contractor shall notify the Engineer of conflicts.
 2. The Contractor shall take extreme caution next to all 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**
- 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

AECOM	USER NAME = kritzm	DESIGNED - CLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FOUNDATION LAYOUT III - S.N. 016-1503 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)	F.A.I. RT. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 536	
	PLOT SCALE =	DRAWN - MRK	REVISED -			CONTRACT NO. 60X07					
	PLOT DATE = 6/26/2015	CHECKED - CLS	REVISED -			SHEET NO. S-13 OF S-218 SHEETS					

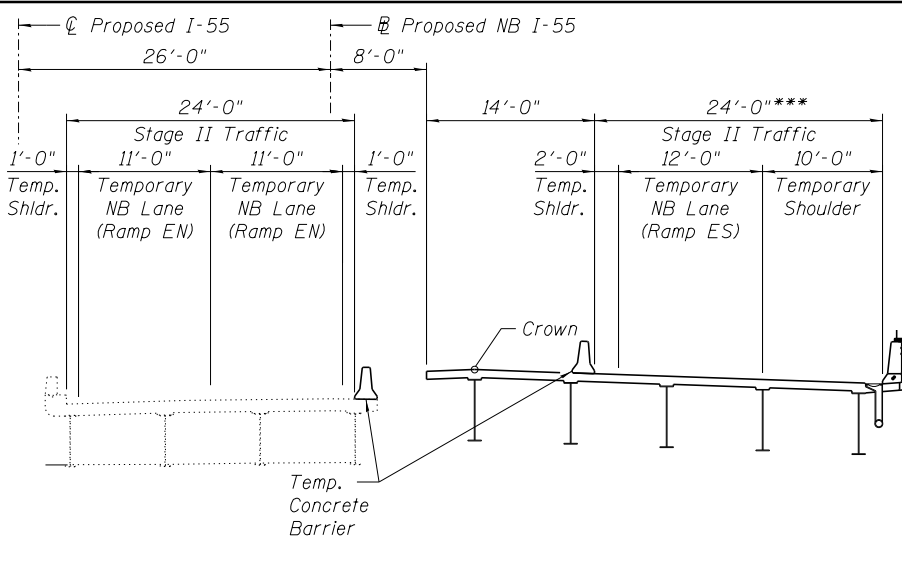
033_0161503_60X07_SUB3.dgn



CROSS SECTION - STAGE Ia/Ib
Proposed S.N. 016-1500 (Looking East)

*Varies from 24'-0" at existing Pier E10 to 42'-6" at existing Pier E12 in Stage Ia & varies from 24'-0" at existing Pier E11 to 27'-6" at existing Pier E12 in Stage Ib to accommodate flared exit for Ramp ES.

**Girders in Spans 1E-3E may be erected during Stage Ia, but girders in Spans 4E & 5E shall not be erected until Stage Ib. Deck shall not be poured until all girders in Spans 1E-5E are erected in Stage Ib.



CROSS SECTION - STAGE II
Proposed S.N. 016-1500 (Looking East)

***Varies from 24'-0" at proposed Pier 3E to 13'-0" at proposed Pier 5E in Stage II. Temporary NB Lane reduced to 11'-0" and shoulders reduced to 1'-0" to match width of Temporary Bridge along the south edge.

STAGE Ia REMOVAL TABLE

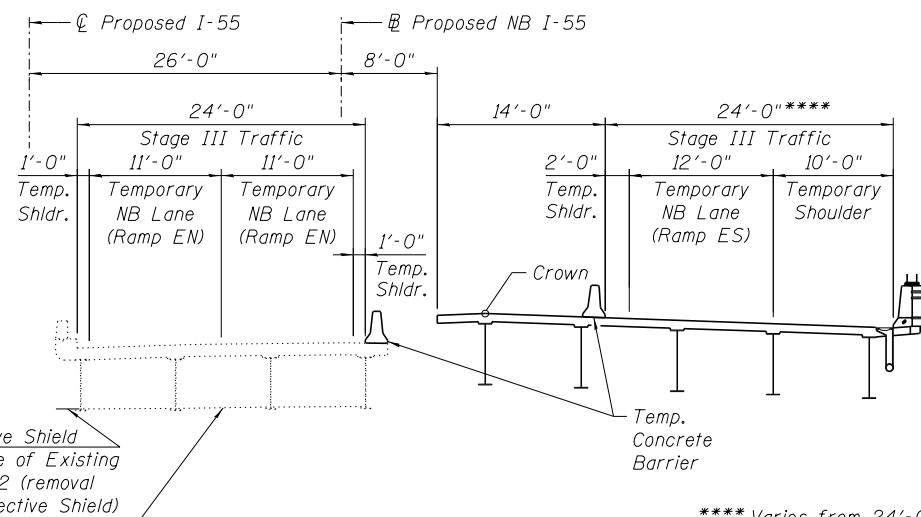
Existing Span No.	Span Length	Girders to Remain	Top Flange Width	Minimum Overhang
E3	88'-0"	4	12'-16"	2'-0"
E4	110'-0"	4	12'-16"	2'-0"
E5	88'-0"	4	12'-16"	2'-0"
E6	102'-0"	4	12'-16"	2'-0"
E7	102'-0"	4	12'-16"	2'-0"
E8	83'-0"	4	10'-14"	2'-0"
E9	104'-0"	4	10'-14"	2'-0"
E10	83'-0"	4	10'-14"	2'-0"

STAGE Ib REMOVAL TABLE

Existing Span No.	Span Length	Girders to Remain	Top Flange Width	Minimum Overhang
E11	85'-0"	4	10"	2'-0"
E12	85'-0"	4	10"	2' to 5'-6"

STAGE REMOVAL NOTES

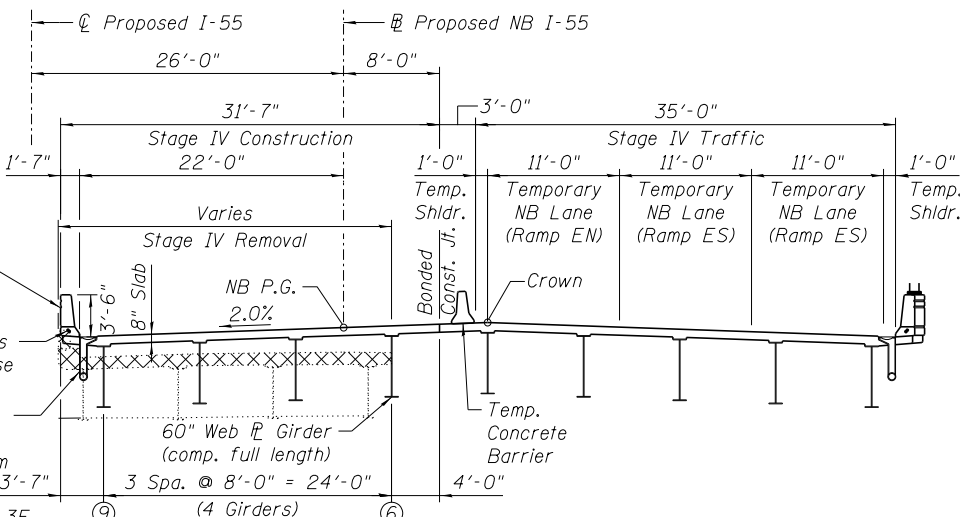
- Plan dimensions and details relative to existing plans are subject to construction variations. The Contractor shall field verify existing dimensions and details, and modify suggested stage removal lines as necessary to provide the minimum traffic width shown in the plans. Changes to the suggested stage 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.



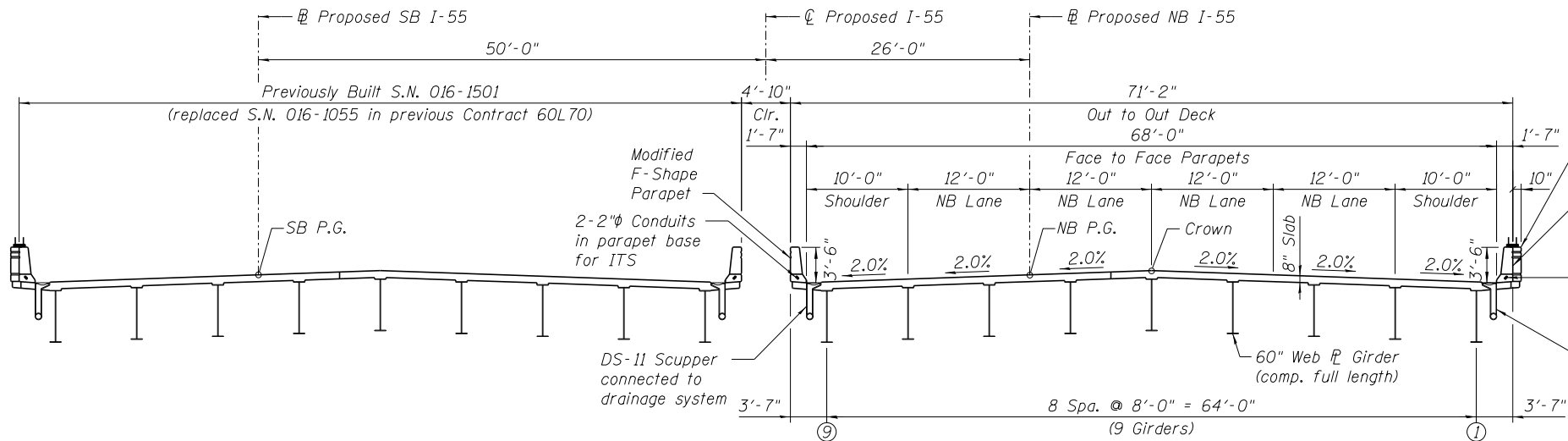
CROSS SECTION - STAGE III
Proposed S.N. 016-1500 (Looking East)

Proposed Protective Shield added to each side of Existing Spans E5 thru E12 (removal included with Protective Shield)
Existing Protective Shield to be maintained by Contractor (removal included with Removal of Existing Structure No. 1)

****Varies from 24'-0" at proposed Pier 3E to 16'-0" at proposed Pier 5E in Stage III. Shoulders reduced to 2'-0" to match width of S.N. 016-1503 (Unit 1) along north edge.



CROSS SECTION - STAGE IV
Proposed S.N. 016-1500 (Looking East)



CROSS SECTION - EXISTING
Previously Built S.N. 016-1501 (Looking East)

CROSS SECTION - FINAL
Proposed S.N. 016-1500 (Looking East)

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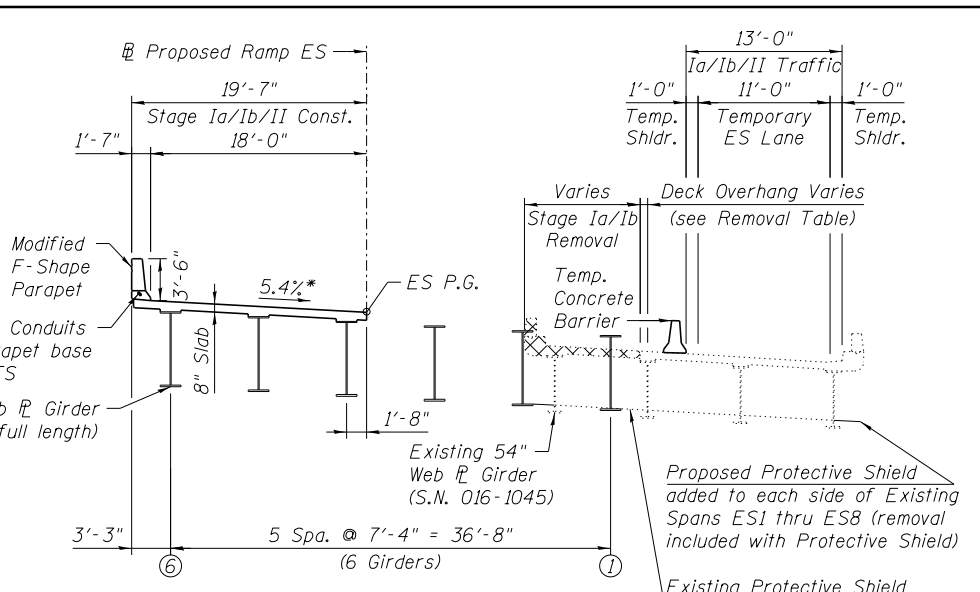
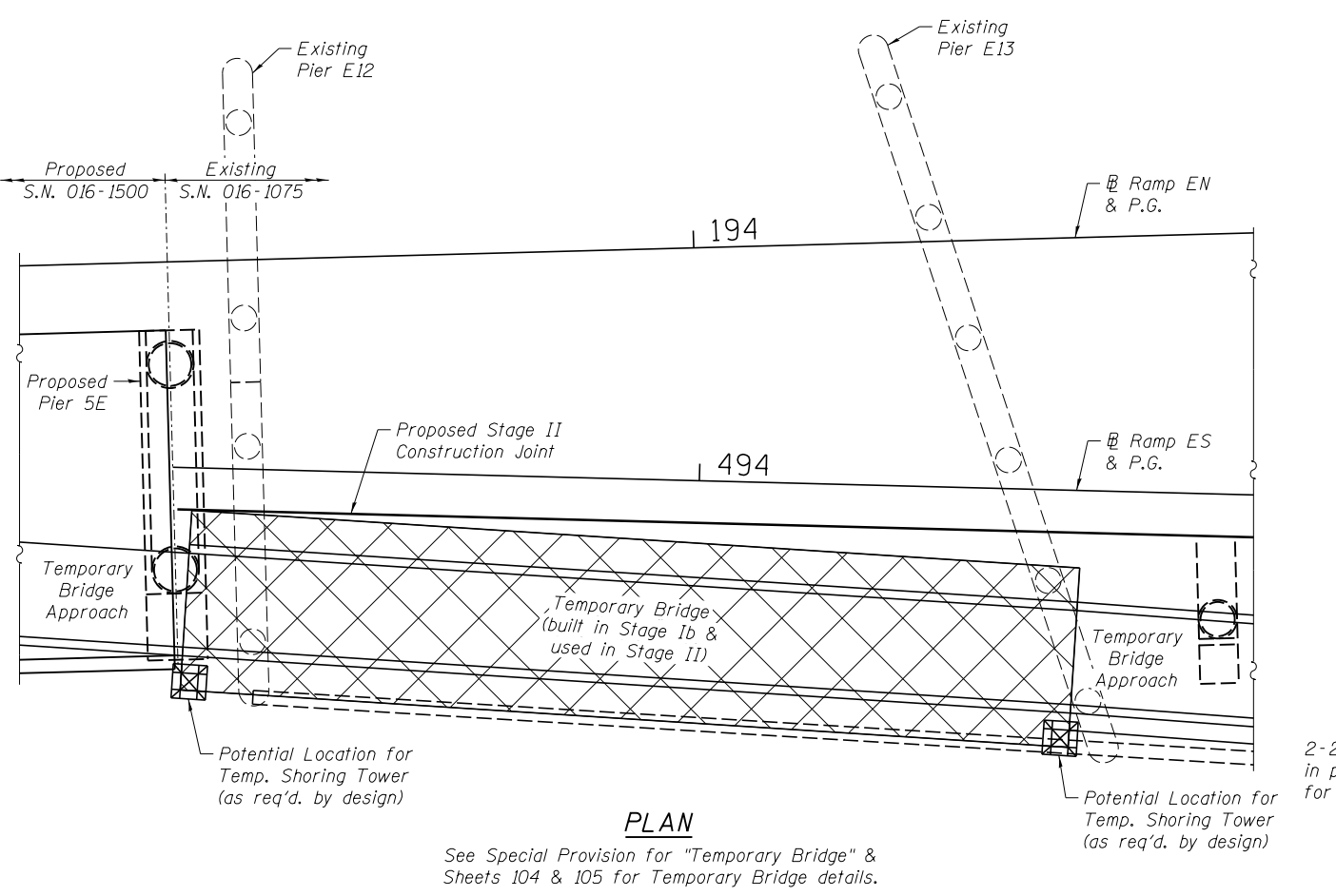
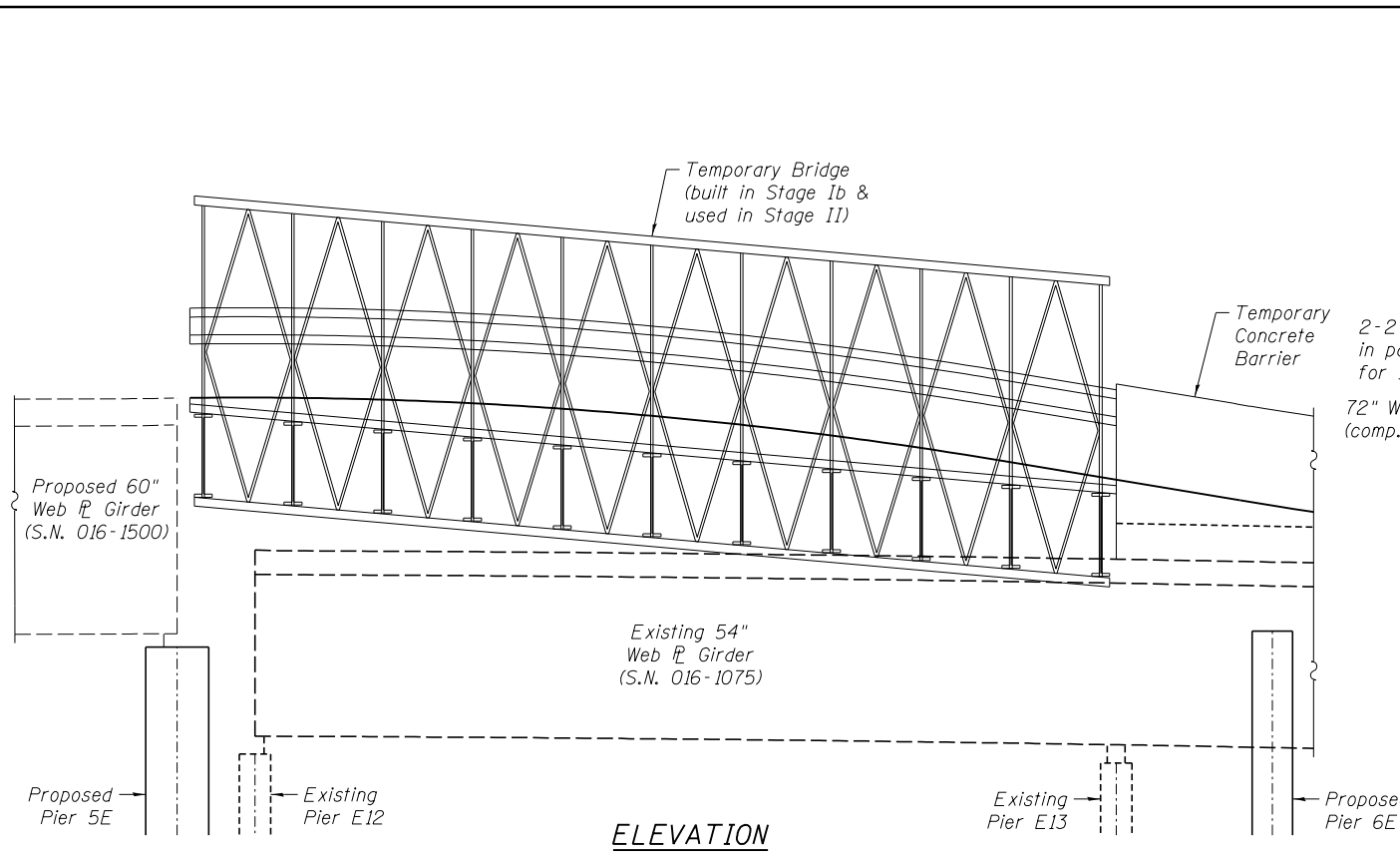
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	CHECKED - MR	REVISION -
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PLOT DATE = 6/26/2015	CHECKED - PH	REVISION -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION I - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-14 OF S-218 SHEETS

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 537
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				



CROSS SECTION - STAGE III
(Looking East or South)

Proposed Ramp ES

16'-0"

2'-0"

23'-7"

Stage III Traffic 12'-0"

Stage III Construction

2'-0" Temp. Shldr.

2'-0" Temp. Shldr.

1'-7"

Varies

Stage III Removal

Light Pole Pedestal

Modified F-Shape Parapet

Banded Const. Jt.

ES P.G.

5.4%*

8" Slab

Temp. Concrete Barrier

5'-8"

3'-3"

2-2"φ Conduits in parapet base for lighting

DS-11 Scupper connected to drainage system

CROSS SECTION - STAGE IV & FINAL
(Looking East or South)

Proposed Ramp ES

43'-2"

Out to Out Deck 40'-0"

1'-7"

6'-0" Shldr.

12'-0" ES Lane

12'-0" ES Lane

10'-0" Shoulder

10"

Light Pole Pedestal

Modified F-Shape Parapet

2-2"φ Conduits in parapet base for lighting

DS-11 Scupper connected to drainage system

3'-3"

3'-3"

72" Web R Girder (comp. full length)

5 Spa. @ 7'-4" = 36'-8" (6 Girders)

CROSS SECTION - STAGE Ia/Ib/II
(Looking East or South)

Girder 1 shall be erected in Stage Ia/Ib/II, if possible, to avoid any potential fit-up issues during cross frame installation between Girders 1-2 in Stage III. Deck shall be poured only on Girders 4-6 to avoid conflict between southwest overhang & existing structure as well as need for articulating cross frames & a closure pour between Girders 1-2, if Girder 1 must be erected in Stage III.

STAGE Ia/Ib REMOVAL TABLE

Existing Span No.	Span Length	Girders to Remain	Top Flange Width	Minimum Overhang
ES3	110'-1"	3	12"	2'-0" to 6"
ES4	80'-1"	3	10"	5"
ES5	90'-8"	3	10"	5"
ES6	107'-4"	3	14"	7"
temp. shoring tower req'd. to support existing Pier ES6				
ES7	64'-10"	3	10"	5"
temp. shoring tower req'd. to support existing Pier ES7				
ES8	106'-0"	3	14"	7"
ES9	78'-0"	3	16 1/2"	8 1/4"
ES10	76'-0"	3	16 1/2"	8 1/4"
ES11	65'-0"	3	11 1/2"	5 3/4"
ES12	65'-0"	3	11 1/2"	5 3/4"
ES13	65'-0"	3	11 1/2"	5 3/4"

STAGE II REMOVAL TABLE

Existing Span No.	Span Length	Girders to Remain	Top Flange Width	Minimum Overhang
ES1	126'-0"	3	14"	7"
ES2	94'-7"	3	12"	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.

*Slope increases from 2.71% @ Sta. 497+42.05 to 5.4% @ Sta. 498+20.41.

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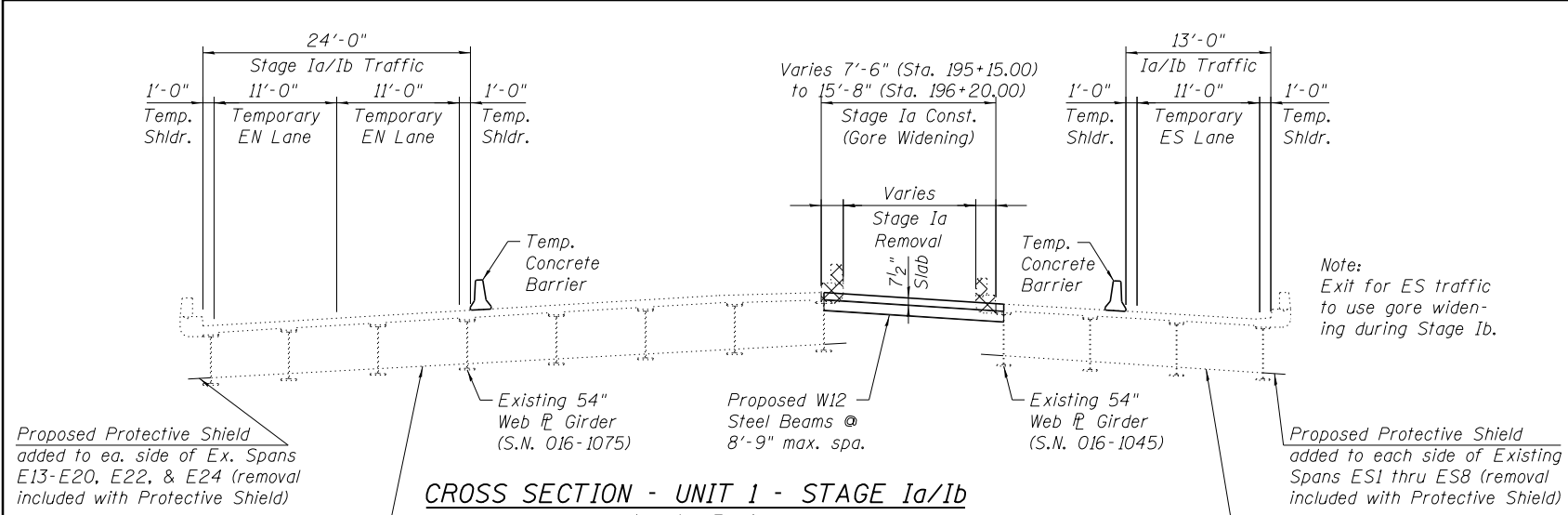


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PLOT DATE = 6/26/2015	DRAWN - MRK	REVISED -
	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION II - S.N. 016-1502
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	538
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				



CROSS SECTION - UNIT 1 - STAGE Ia/Ib
(Looking East)

Proposed Protective Shield added to ea. side of Ex. Spans E13-E20, E22, & E24 (removal included with Protective Shield)

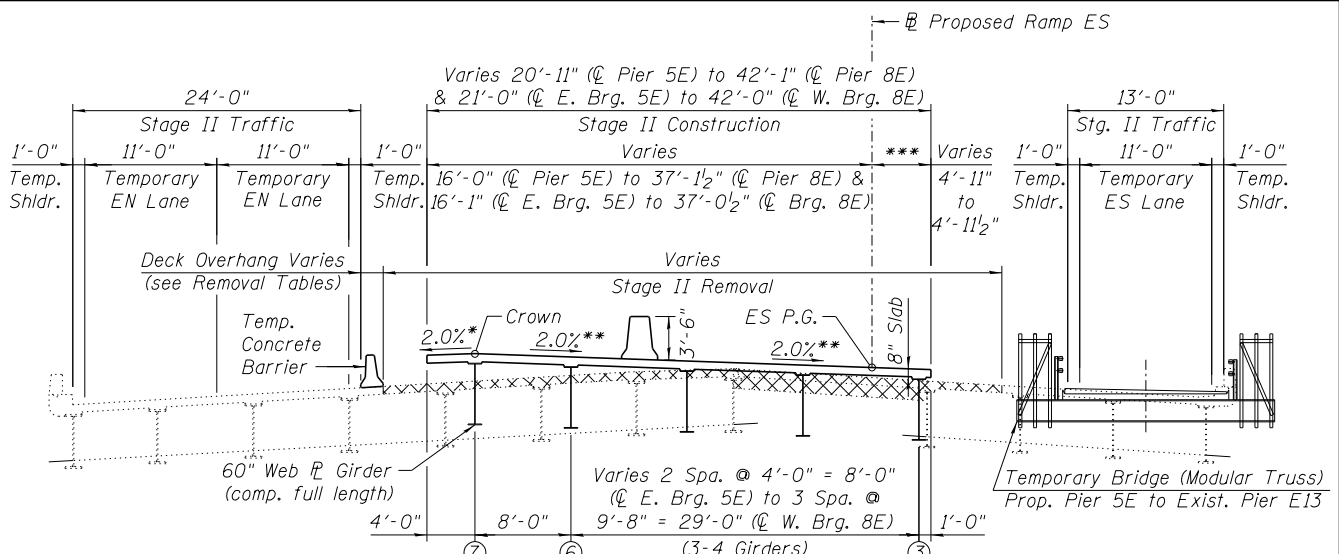
Existing Protective Shield to be maintained by Contractor (removal included with Removal of Existing Structure No. 3)

Note:
Offset of 11'-0" wide Temporary ES Lane varies from center of existing S.N. 016-1075 at west end to south side of existing S.N. 016-1045 at east end (as shown). Gore Widening built in Stage Ia & utilized in Stage Ib.

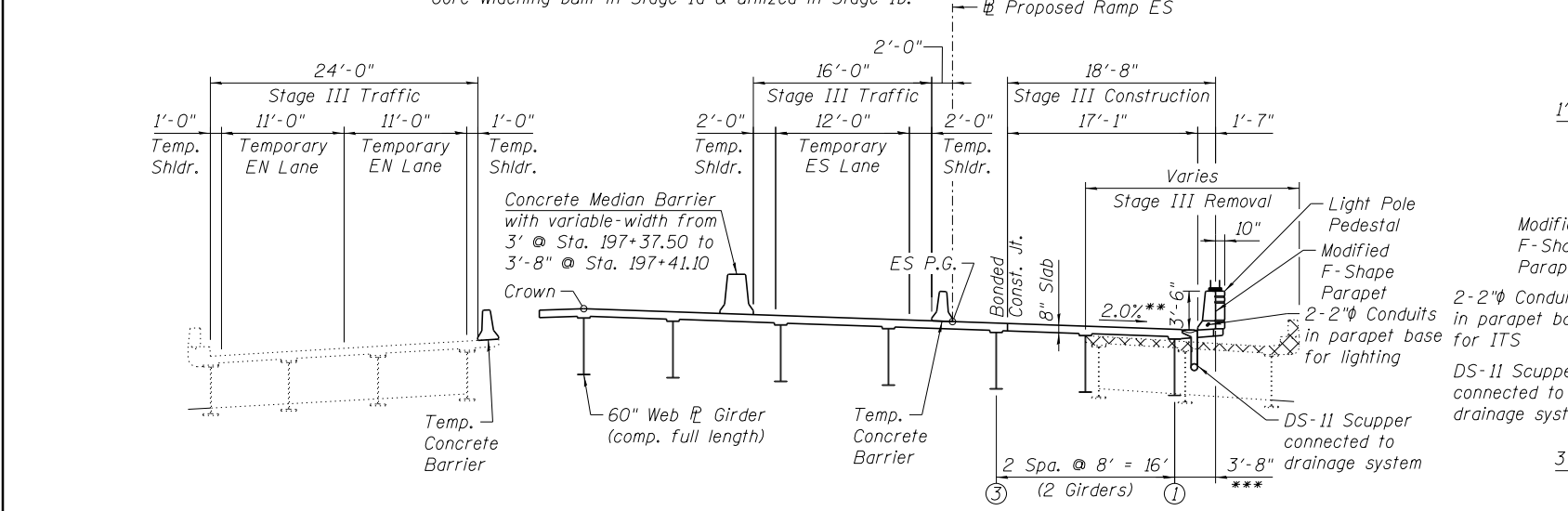
Note:
Exit for ES traffic to use gore widening during Stage Ib.

Proposed Protective Shield added to each side of Existing Spans ES1 thru ES8 (removal included with Protective Shield)

Existing Protective Shield to be maintained by Contractor (removal included with Removal of Existing Structure No. 2)



CROSS SECTION - UNIT 1 - STAGE II
(Looking East)



CROSS SECTION - UNIT 1 - STAGE III
(Looking East)

Proposed Protective Shield added to ea. side of Ex. Spans E13-E20, E22, & E24 (removal included with Protective Shield)

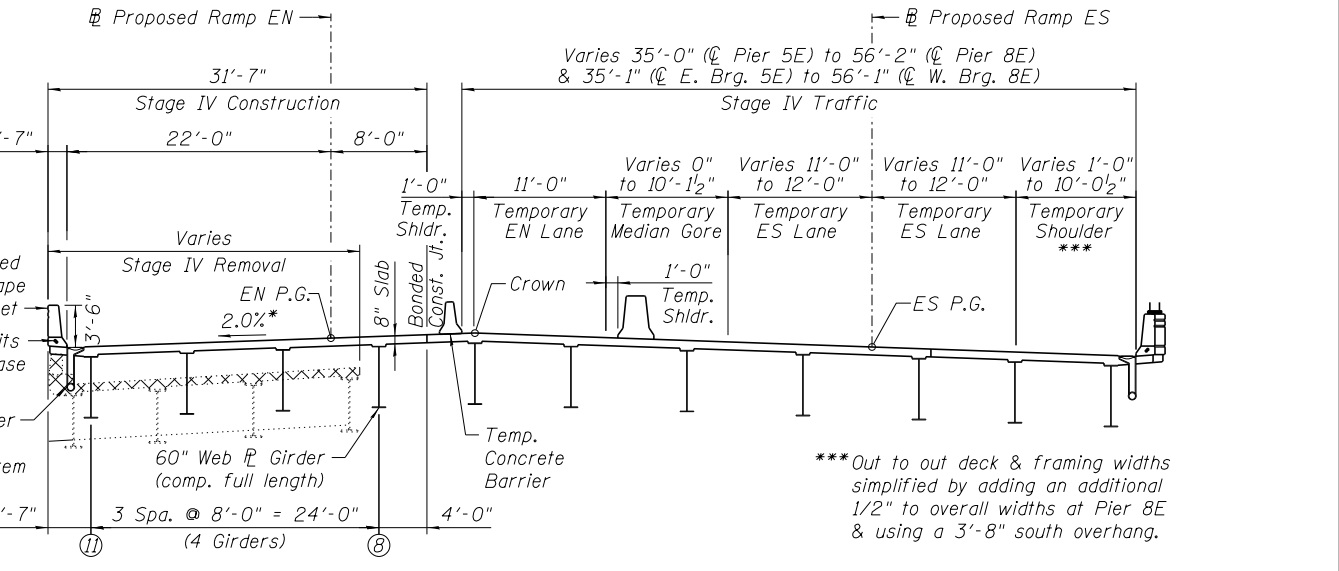
Existing Protective Shield to be maintained by Contractor (removal included with Removal of Existing Structure No. 3)

Note:
Offset of 11'-0" wide Temporary ES Lane varies from center of existing S.N. 016-1075 at west end to south side of existing S.N. 016-1045 at east end (as shown). Gore Widening built in Stage Ia & utilized in Stage Ib.

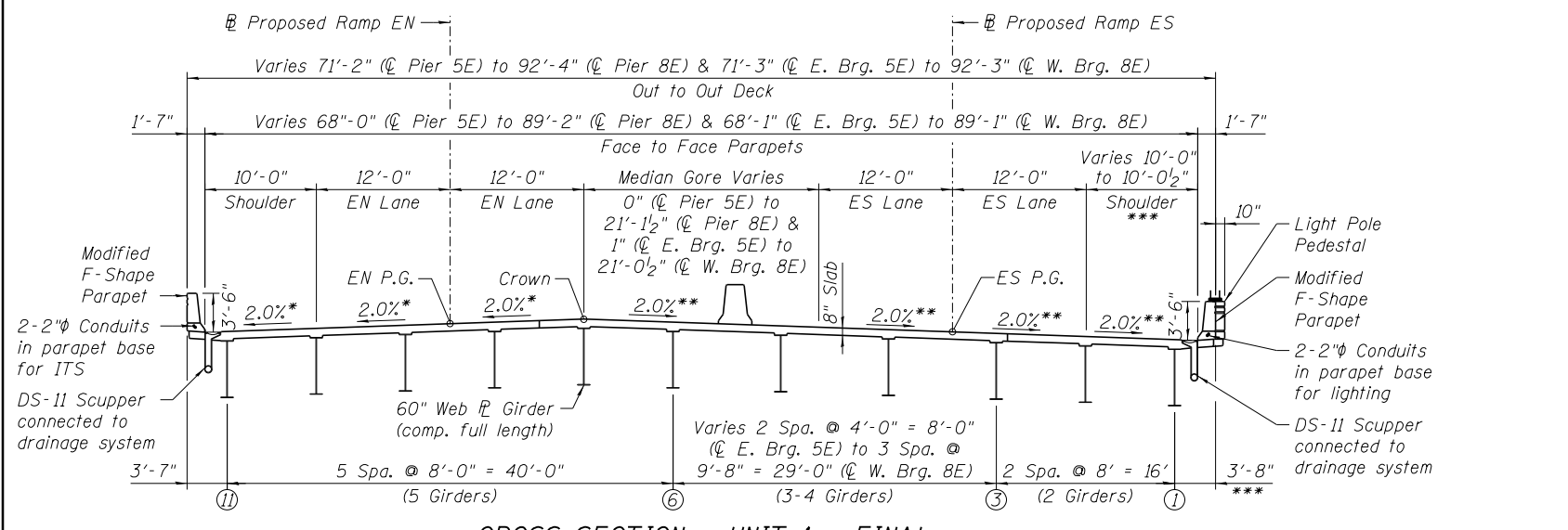
Note:
Exit for ES traffic to use gore widening during Stage Ib.

Proposed Protective Shield added to each side of Existing Spans ES1 thru ES8 (removal included with Protective Shield)

Existing Protective Shield to be maintained by Contractor (removal included with Removal of Existing Structure No. 2)



CROSS SECTION - UNIT 1 - STAGE IV
(Looking East)



CROSS SECTION - UNIT 1 - FINAL
(Looking East)

Proposed Protective Shield added to ea. side of Ex. Spans E13-E20, E22, & E24 (removal included with Protective Shield)

Existing Protective Shield to be maintained by Contractor (removal included with Removal of Existing Structure No. 3)

Note:
Offset of 11'-0" wide Temporary ES Lane varies from center of existing S.N. 016-1075 at west end to south side of existing S.N. 016-1045 at east end (as shown). Gore Widening built in Stage Ia & utilized in Stage Ib.

Note:
Exit for ES traffic to use gore widening during Stage Ib.

Proposed Protective Shield added to each side of Existing Spans ES1 thru ES8 (removal included with Protective Shield)

Existing Protective Shield to be maintained by Contractor (removal included with Removal of Existing Structure No. 2)

NOTES:
1. See Sheet S-17 for Removal Tables.
2. See Sheet S-18 for gore widening details.

*Slope increases from 2.0% @ Sta. 197+20.89 to 5.4% @ Sta. 198+19.89.
**Slope increases from 2.0% @ Sta. 197+20.89 to 2.71% @ Sta. 197+41.50.

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		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MRK	REVISED -	
PLOT DATE =	6/26/2015	CHECKED -	CLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION III - S.N. 016-1503
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	539
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				

SHEET NO. S-16 OF S-218 SHEETS

STAGE Ia/Ib REMOVAL TABLE

Existing Span No.	Span Length	Girders to Remain	Top Flange Width	Minimum Overhang
E16	105'-6"	5	12"	6" to 2'-0"
E17	74'-3"	4 or 5	10"	2'-0" (G4)
temp. shoring tower to change no. of girders				5" (G5)
E18	74'-2"	5	10"	5"
E19	75'-4 1/2"	4	10"	2'-0"
E20	81'-0"	4	10"	8" to 2'-3"
E21	84'-8 1/2"	4 or 5	10"	2'-0" (G4)
temp. shoring tower to change no. of girders				5" (G5)
E22	95'-10 1/2"	5	12"	6"
E23	88'-0"	5	10"	5"
E24	164'-9"	6	14'-20"	10"
E25	62'-7 1/2"	5	10"	10"

STAGE II REMOVAL TABLE

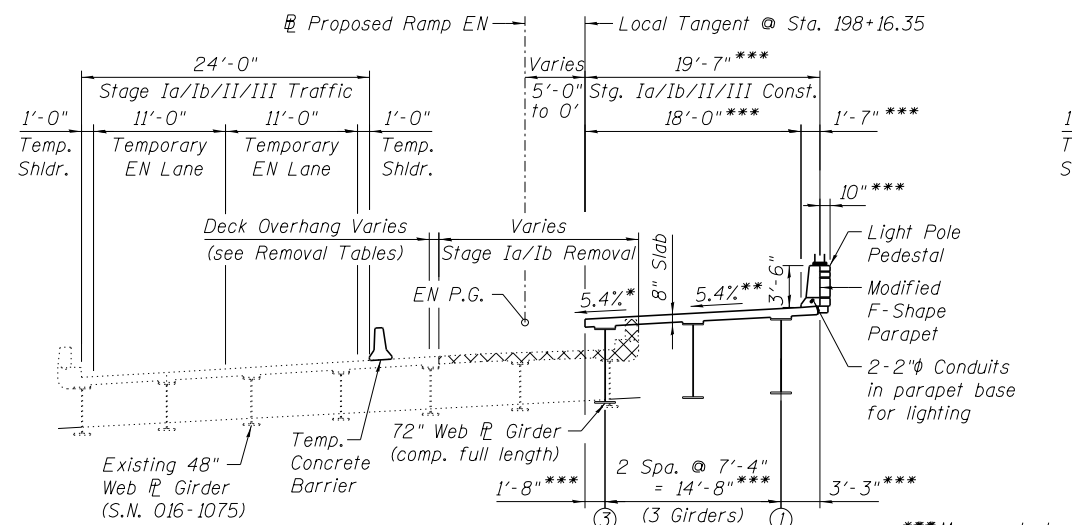
Existing Span No.	Span Length	Girders to Remain	Top Flange Width	Minimum Overhang
E13	81'-1"	4	10"	2'-0" to 5"
E14	123'-9 1/2"	5	14"	7"
E15	86'-0"	4	10"	2'-3"

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.

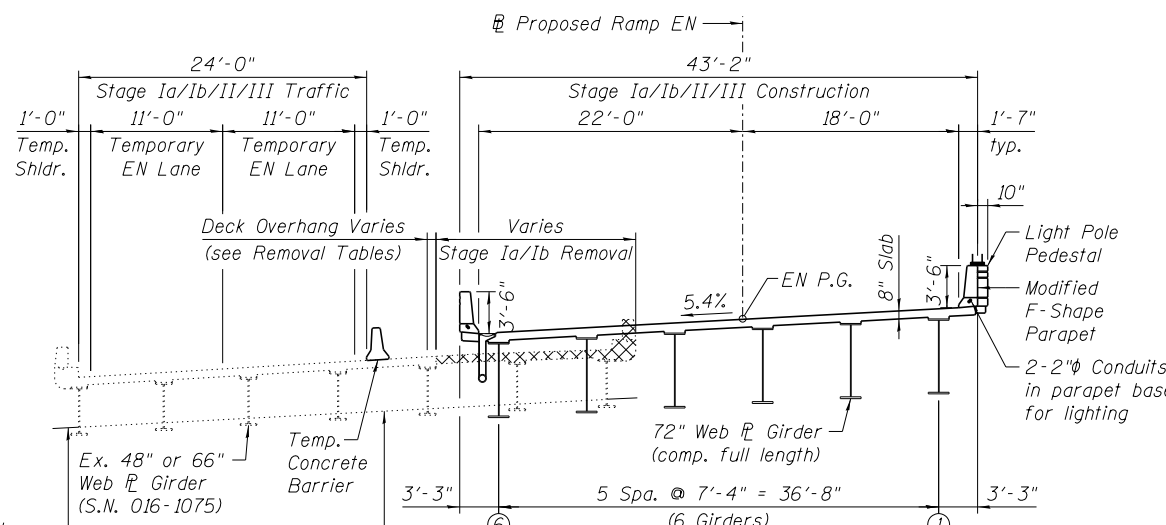
NOTE:

See Sheet S-16 for cross sections at Unit 1.



CROSS SECTION - UNIT 2 - STAGE Ia/Ib/II/III
(Looking East or North)

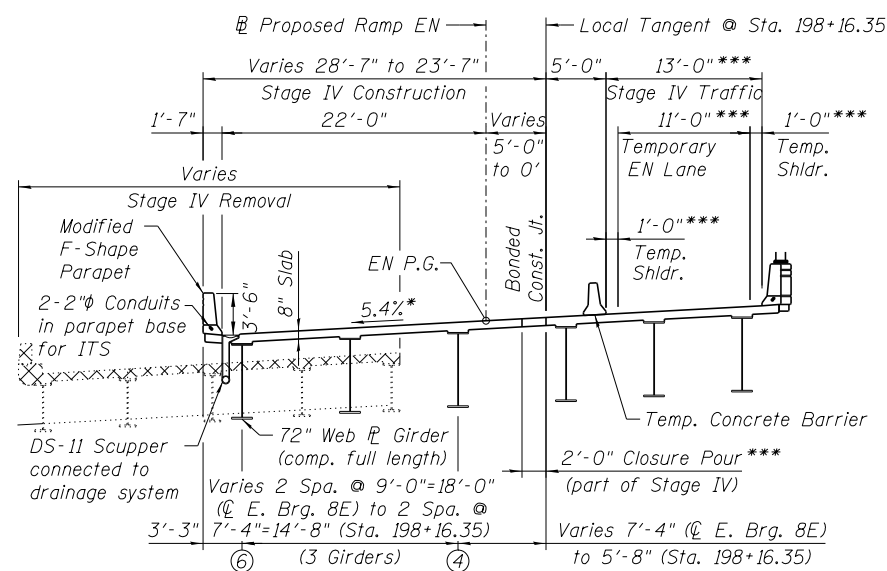
*** Measured at right angle to Local Tangent



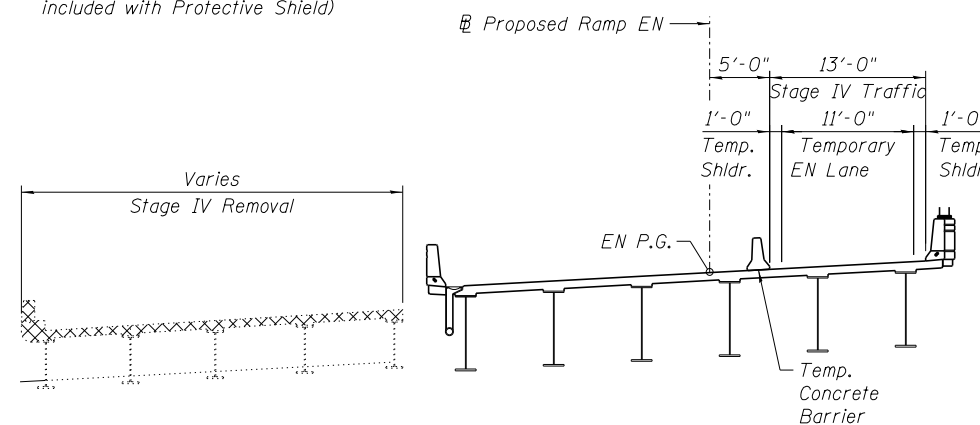
CROSS SECTION - UNIT 3 - STAGE Ia/Ib/II/III
(Looking East or North)

Existing Protective Shield to be maintained by Contractor (removal included with Removal of Existing Structure No. 3)

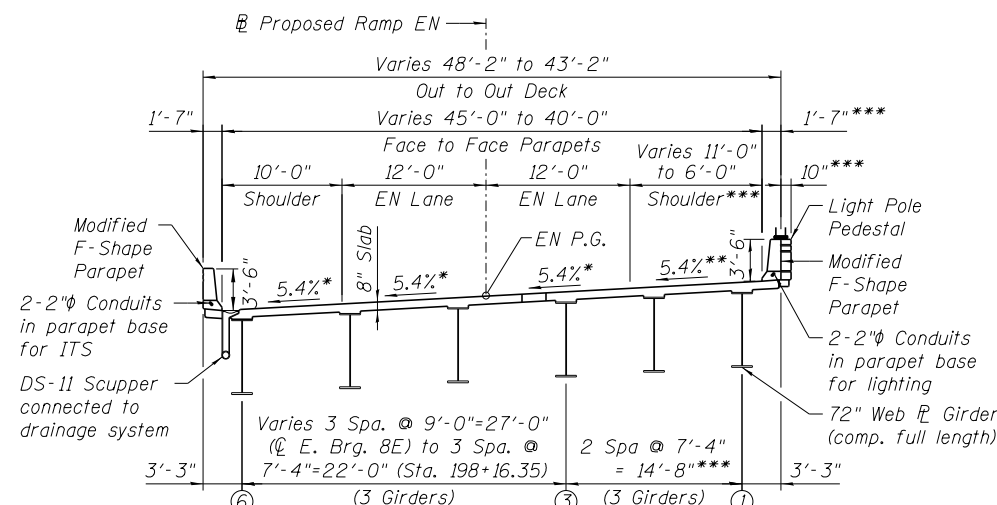
Proposed Protective Shield added to ea. side of Ex. Spans E13-E20, E22, & E24 (removal included with Protective Shield)



CROSS SECTION - UNIT 2 - STAGE IV
(Looking East or North)



CROSS SECTION - UNIT 3 - STAGE IV
(Looking East or North)



CROSS SECTION - UNIT 2 - FINAL
(Looking East or North)

*Slope increases from 2.0% @ Sta. 197+20.89 to 5.4% @ Sta. 198+19.89.
**Slope increases from 2.71% @ Sta. 197+41.50 to 5.4% @ Sta. 198+98.50.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION IV - S.N. 016-1503
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	540
				CONTRACT NO. 60X07

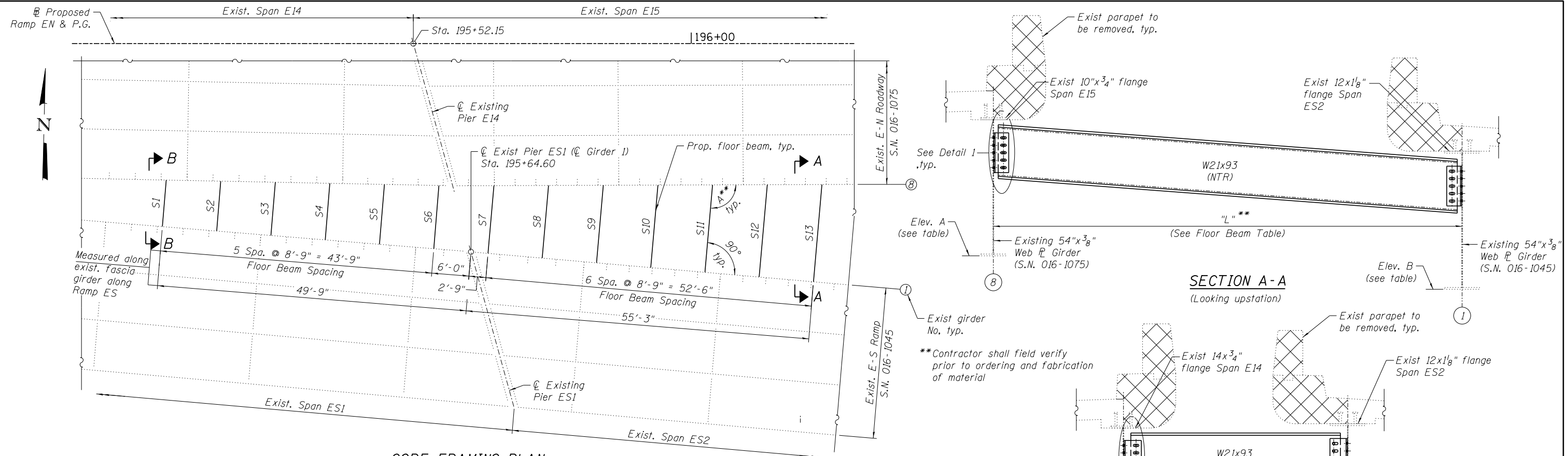
SHEET NO. S-17 OF S-218 SHEETS

ILLINOIS FED. AID PROJECT

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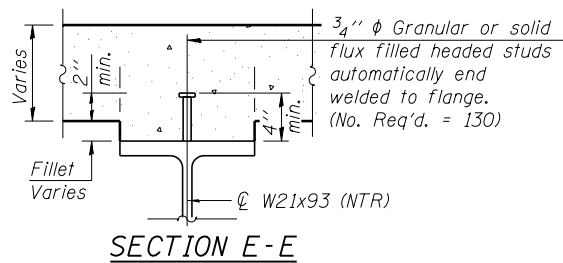
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PLOT DATE =	CHECKED -	REVISED -
6/26/2015	CLS	

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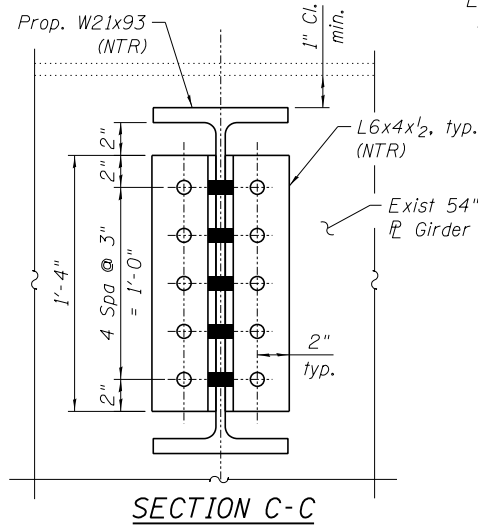


GORING FRAMING PLAN

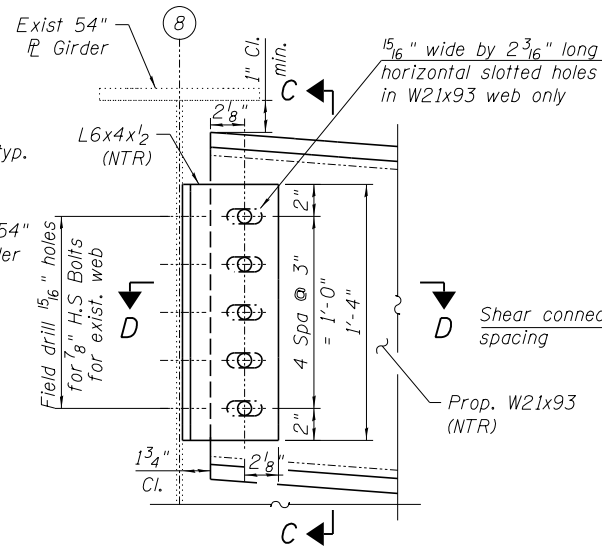
Proposed Ramp ES not shown for clarity



SECTION E-E

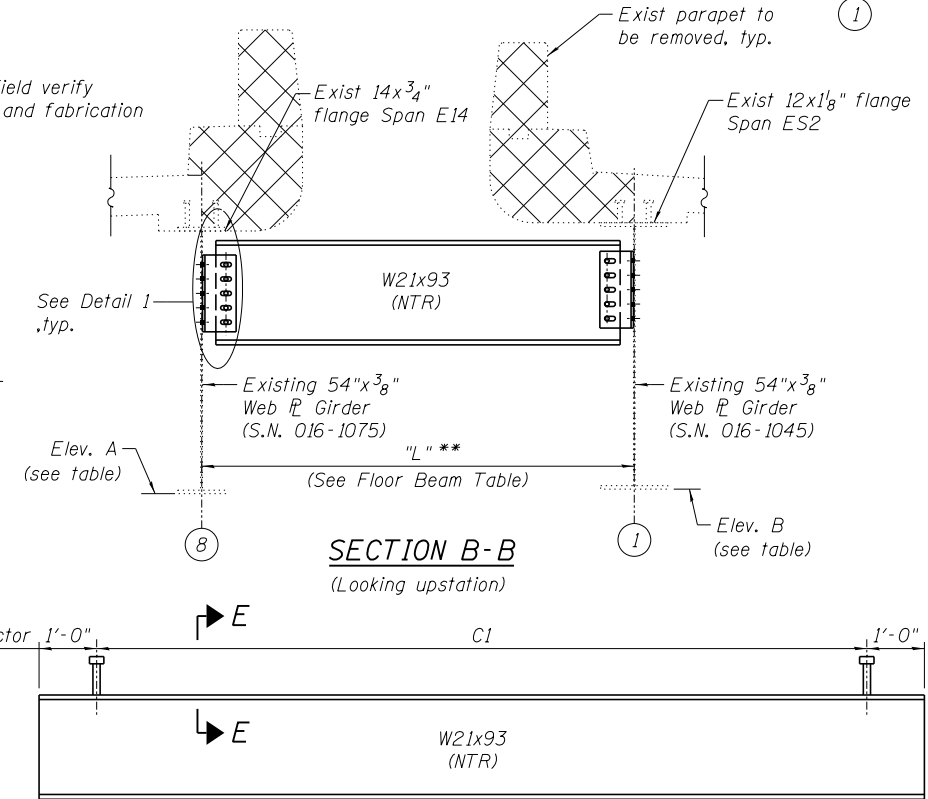


SECTION C-C



DETAIL 1

Detail at S.N. 016-1075 shown
Detail at S.N. 016-1045 opposite hand



FLOOR BEAM ELEVATION

EXISTING FASICA GIRDER BOTTOM FLANGE ELEVATION

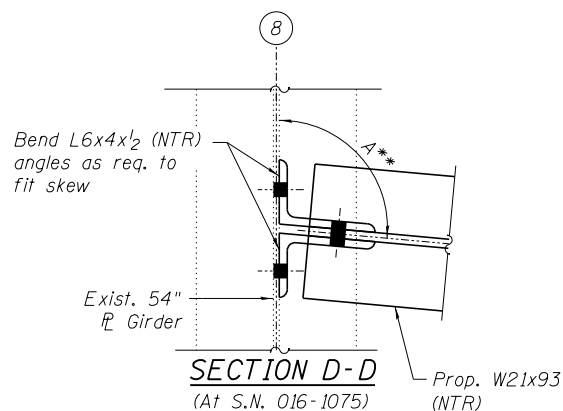
Floor Beam	Elev. A	Elev. B
S1	615.59	615.67
S2	615.61	615.63
S3	615.63	615.59
S4	615.71	615.59
S5	615.85	615.56
S6	615.79	615.5
S7	615.91	615.37
S8	615.99	615.37
S9	616.03	615.32
S10	616.08	615.26
S11	616.16	615.21
S12	616.21	615.18
S13	616.27	615.15

ANGLE "A"

Floor Beam	A**
S1	93°32'13"
S2	93°32'13"
S3	93°32'13"
S4	93°32'13"
S5	93°32'13"
S6	93°32'13"
S7	95°11'02"
S8	95°11'02"
S9	95°11'02"
S10	95°11'02"
S11	95°11'02"
S12	95°11'02"
S13	95°11'02"

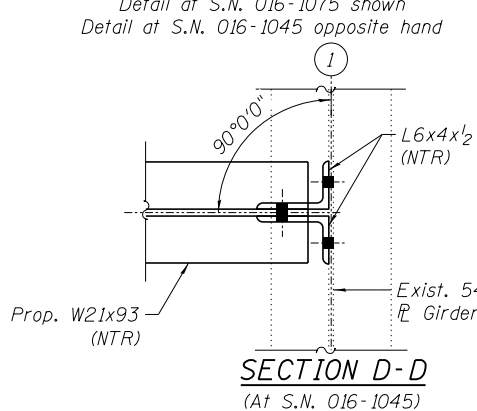
FLOOR BEAM TABLE

Floor Beam	Length "L"***	CI
S1	7'-6 1/8"	5 Spa. @ 12"
S2	8'-0 5/8"	6 Spa. @ 12"
S3	8'-7 1/8"	6 Spa. @ 12"
S4	9'-1 1/2"	7 Spa. @ 12"
S5	9'-8"	7 Spa. @ 12"
S6	10'-2 1/2"	8 Spa. @ 12"
S7	10'-11 1/8"	9 Spa. @ 12"
S8	11'-8 5/8"	9 Spa. @ 12"
S9	12'-6 1/4"	10 Spa. @ 12"
S10	13'-3 3/4"	11 Spa. @ 12"
S11	14'-1 1/4"	12 Spa. @ 12"
S12	14'-10 3/4"	13 Spa. @ 12"
S13	15'-8 3/8"	14 Spa. @ 12"



SECTION D-D

(At S.N. 016-1075)



SECTION D-D

(At S.N. 016-1045)

GENERAL NOTES

- For General Notes see Sheet S-7.
- For Bill of Material, see Sheet S-19.
- Fasteners shall be ASTM A325, Type 1 mechanically galvanized bolts. Bolts 7/8" φ holes 1 5/16" φ unless otherwise noted.
Calculated weight of Structural Steel (Grade 50) = 14,780 lbs
- Field drilling holes in the existing web shall not be paid separately but shall be included in the cost of Furnish and Erecting Structural Steel.
- Two Hardened washers shall be required for each oversized hole.
- The Contractor shall field verify locations of existing transverse intermediate stiffeners located at the interior face of existing exterior girders 1 (S.N. 016-1045) and 8 (S.N. 016-1075) and existing field splices prior to ordering and fabrication of material for the proposed floor beams. The Contractor may need to field adjust the proposed floor beam locations to avoid conflict. If field adjustment results in a floor beam spacing greater than or equal to 9'-0" then the Contractor shall submit a revised floor beam layout and calculations to the Engineer for approval. The calculations shall be prepared and sealed by an Illinois licensed Structural Engineer. This work shall not be paid separately but shall be included in the cost of Furnish and Erecting Structural Steel.
- Load carrying components designated NTR shall conform to the impact testing requirement, Zone 2.



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CHECKED - ATB
PLOT SCALE =
DRAWN - MRK
PLOT DATE = 6/26/2015
CHECKED - CLS

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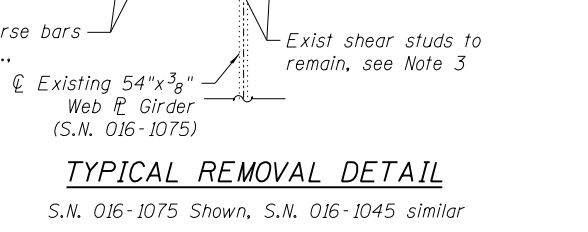
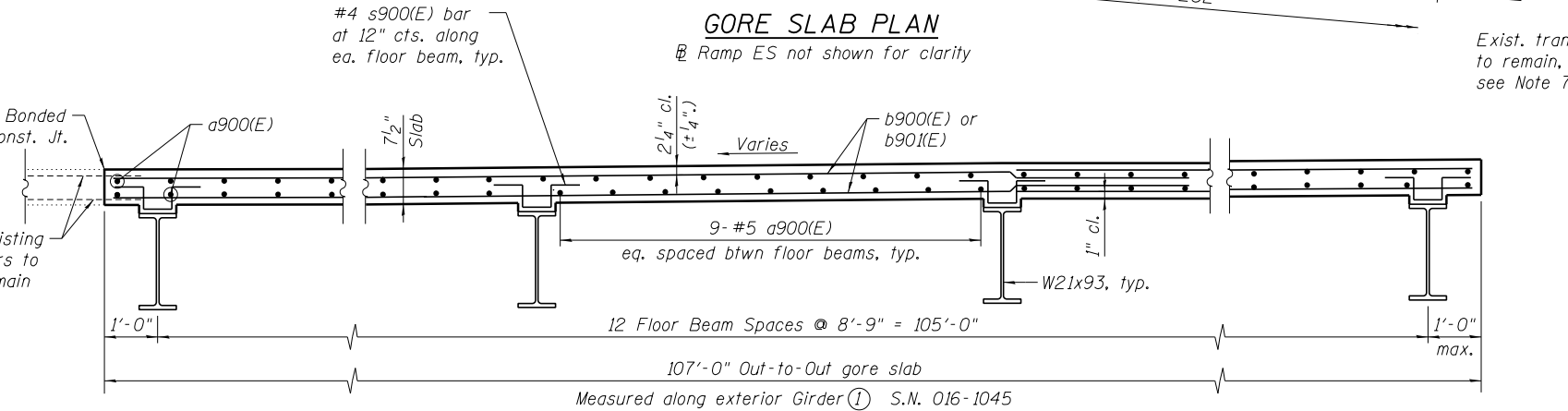
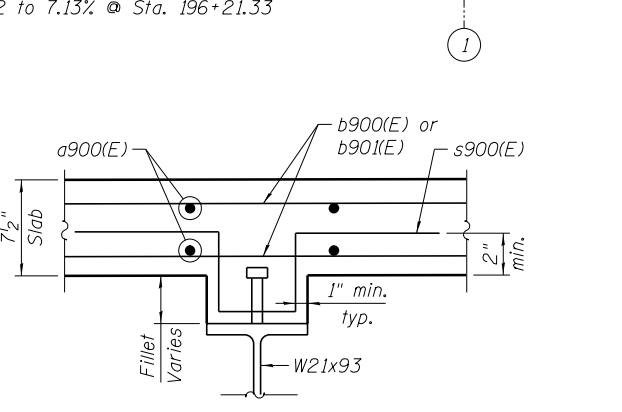
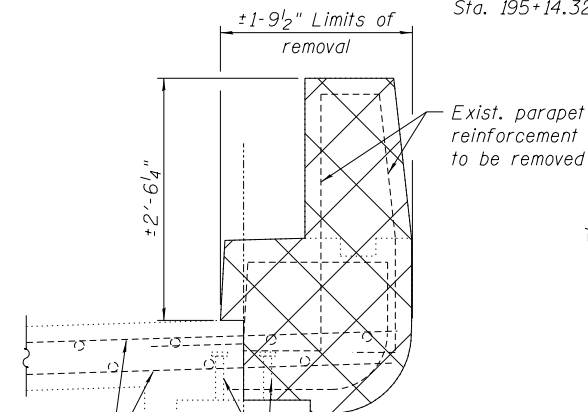
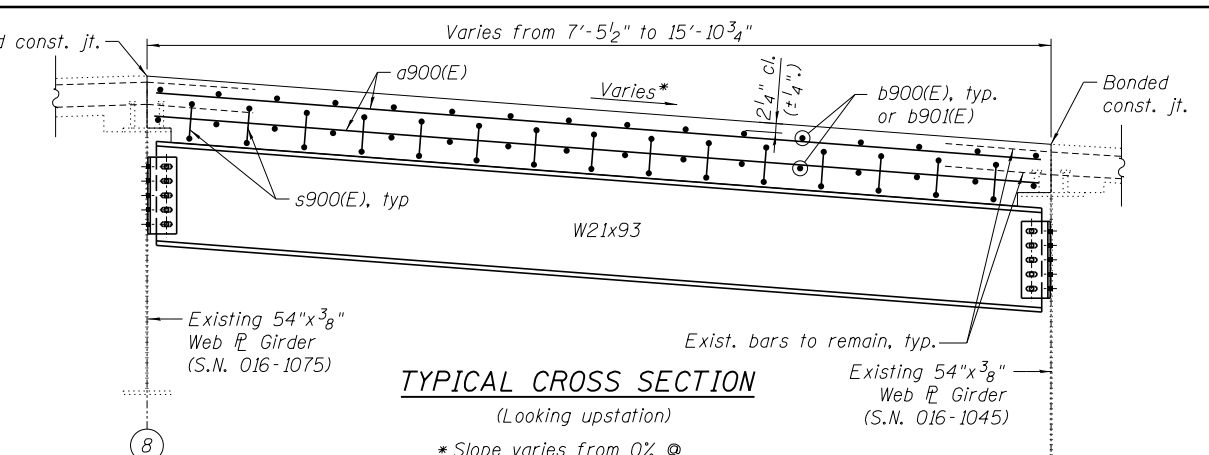
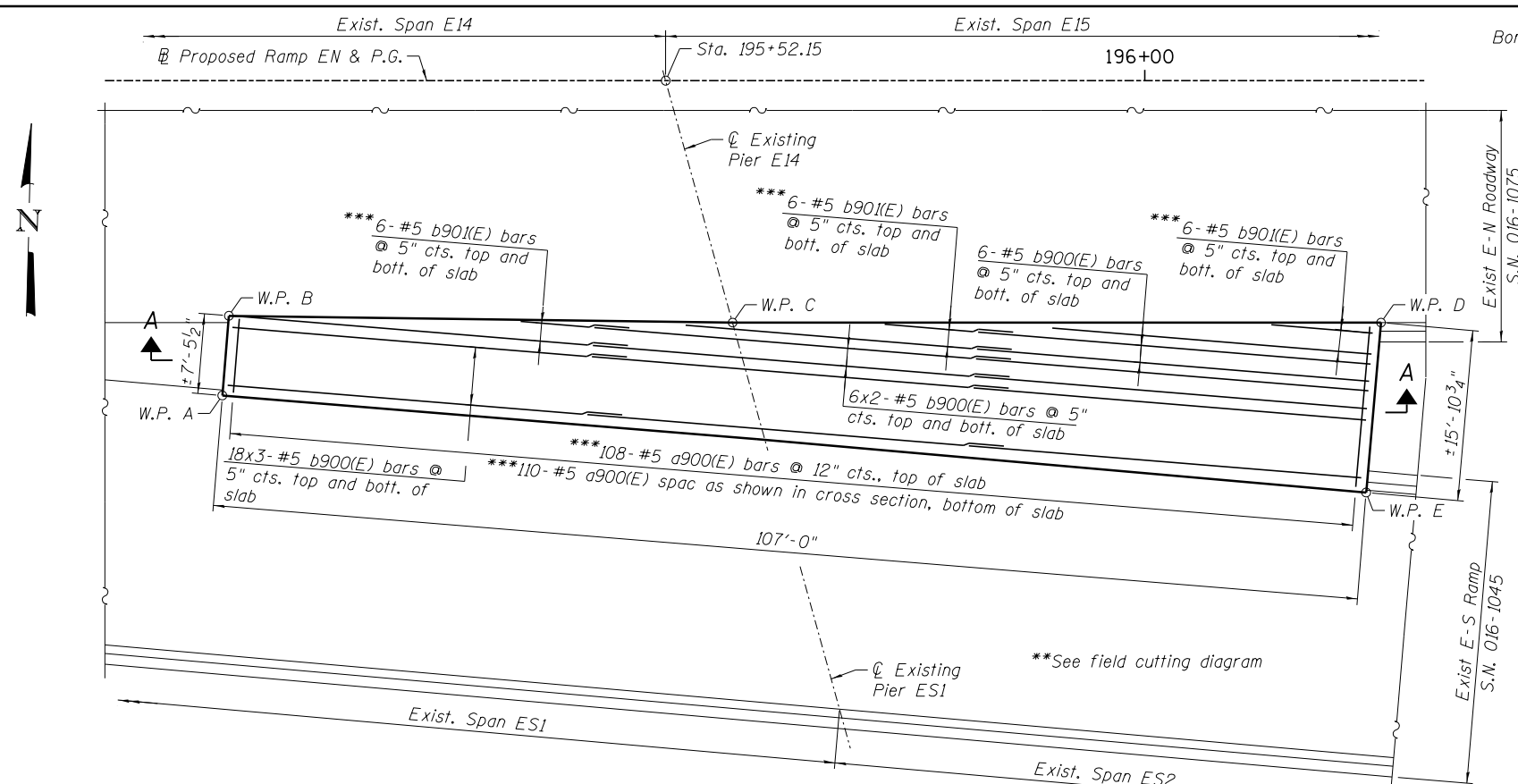
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY GORE WIDENING I - S.N. 016-1075
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-18 OF S-218 SHEETS

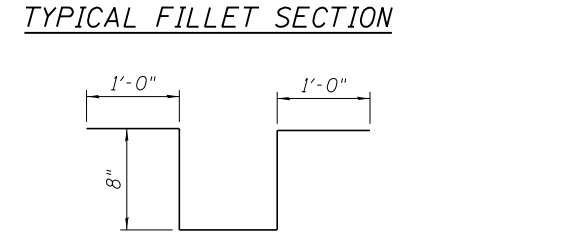
F.A.I. RTE. 55 SECTION 2013-049B COUNTY COOK TOTAL SHEETS 888 SHEET NO. 541
CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT

045_0161503_60X07_S18gcnstr_v.dgn



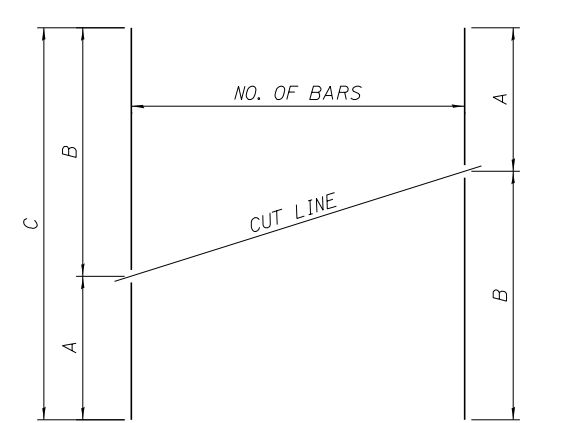
BAR TABLE SCHEDULE

Bar	A	B	C
a900(E)	7'-2"	15'-5"	22'-7"
b900(E)	37'-8"	10'-0"	47'-8"



"WP" TABLE

W.P.	Station	Offset	**Elevation
A	195+14.01	40.88' Rt.	621.14
B	195+14.62	33.45' Rt.	621.21
C	195+61.58	34.08' Rt.	621.29
D	196+22.02	34.08' Rt.	621.77
E	196+20.63	49.92' Rt.	620.58



FIELD CUTTING DIAGRAM
See table for dimensions, make all cuts normal to bar axis. Order a900(E) and b900(E) bars full length. Cut as shown and use remainder of bars.

- NOTES:**
- It is the Contractor's responsibility to match the proposed gore slab elevation with the existing deck elevation along the removal line in the field.
 - Contractor shall take all necessary precaution to not to damage existing steel beams during concrete removal. Any damage to existing steel beams shall be repaired by the Contractor at no additional cost.
 - The contractor shall adjust the limits of existing slab removal so that the remaining new concrete shall adequately encase the existing shear studs. The Contractor shall take all precaution to not to damage existing shear studs during concrete removal. Any existing shear studs damaged during removal activities shall be replaced at no additional cost.
 - Stations are along Ramp EN & P.G. unless noted otherwise.
 - Minimum lap for #5 bars shall be 3'-3"
 - Bars indicated 18x3-#6 etc. indicates 18 lines of bars with 3 lengths per line.
 - Existing reinforcement bars shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Removal Of Existing Structures No. 1 and Removal of Existing Structures No. 2 for work performed under S.N. 016-1075 and S.N. 016-1045 respectively.
 - The Contractor shall take all necessary precautions for the protection of passing vehicles/trains from falling objects and/or materials until completion of the work.
 - Removal of existing curbs, barriers, railings and any required portions of deck corresponding to existing structures S.N 016-1075 and S.N. 016-1045 shall be paid for under Removal of Existing Structures No. 1 and Removal of Existing Structures No. 2 respectively.

***See Note 1
****Working point stations, offsets and elevations are relative to the proposed Ramp EN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a900(E)	109	#5	22'-7"	—
b900(E)	144	#5	37'-8"	—
b900(E)	18	#5	47'-8"	—
s900(E)	130	#4	3'-10"	U
Concrete Superstructure			Cu. Yd.	28.7
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	137
Stud Shear Connectors			Each	130
Reinforcement Bars, Epoxy Coated			Pound	9,500

046_0161503_60X07_51gConstr-VI.dgn



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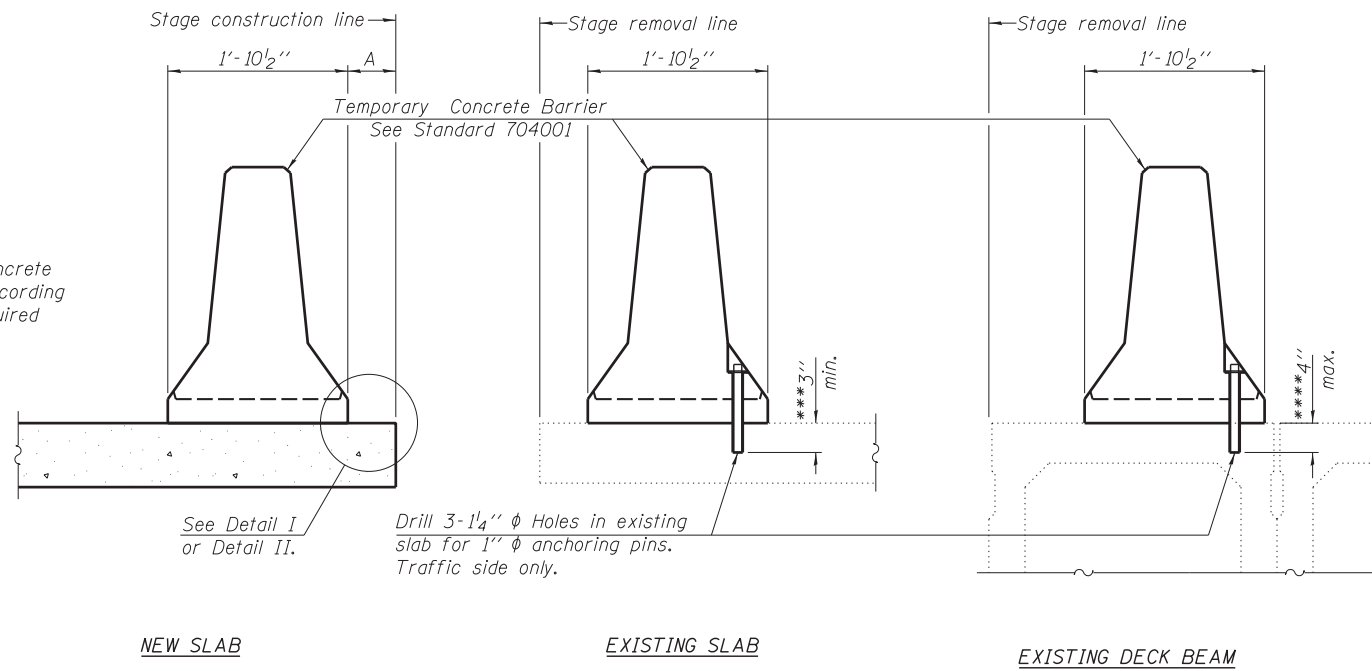
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY GORE WIDENING II - S.N. 016-1075
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 542
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

SHEET NO. S-19 OF S-218 SHEETS

When "A" is 3'-1" 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'-1".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

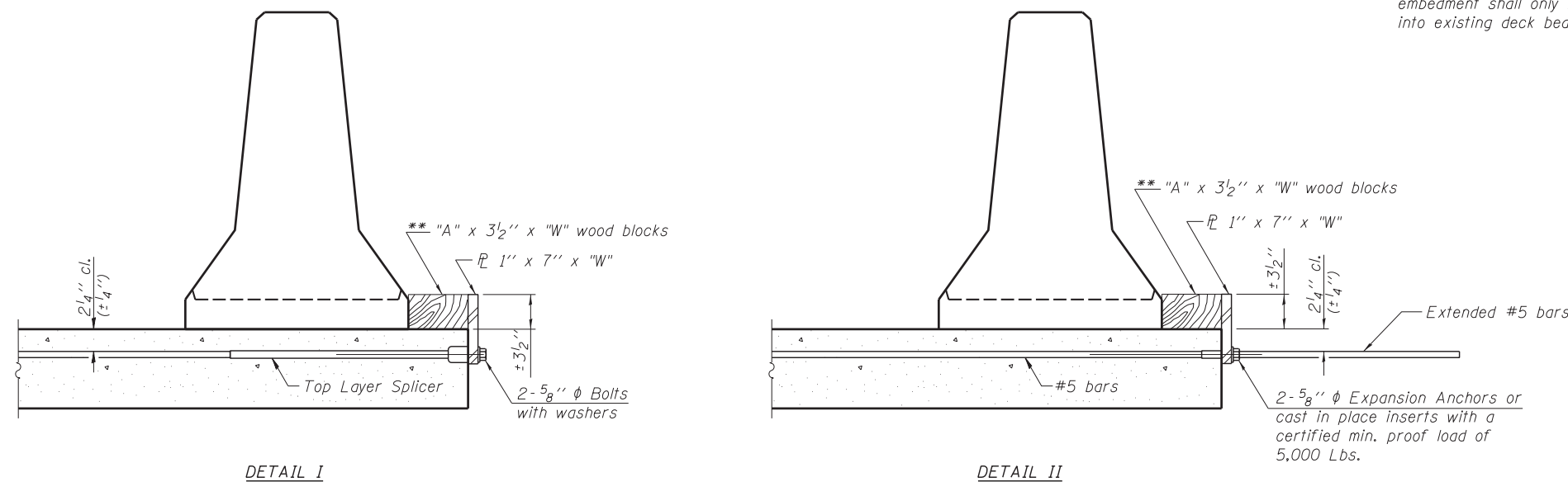
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

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 retainer assembly 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.

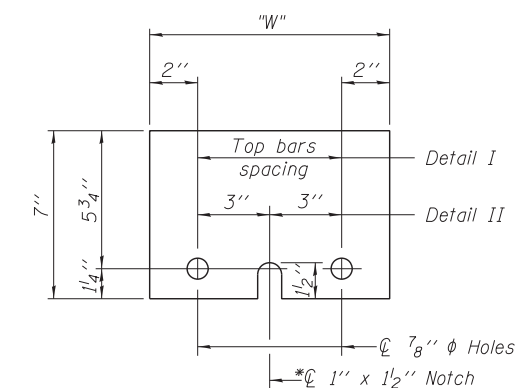
*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** 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.



RETAINER ASSEMBLY

** 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.



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

* Required only with Detail II

R-27

1-12-15



USER NAME =	kr1tzm	DESIGNED -	CLS	REVISED -	
		CHECKED -	ATB	REVISED -	
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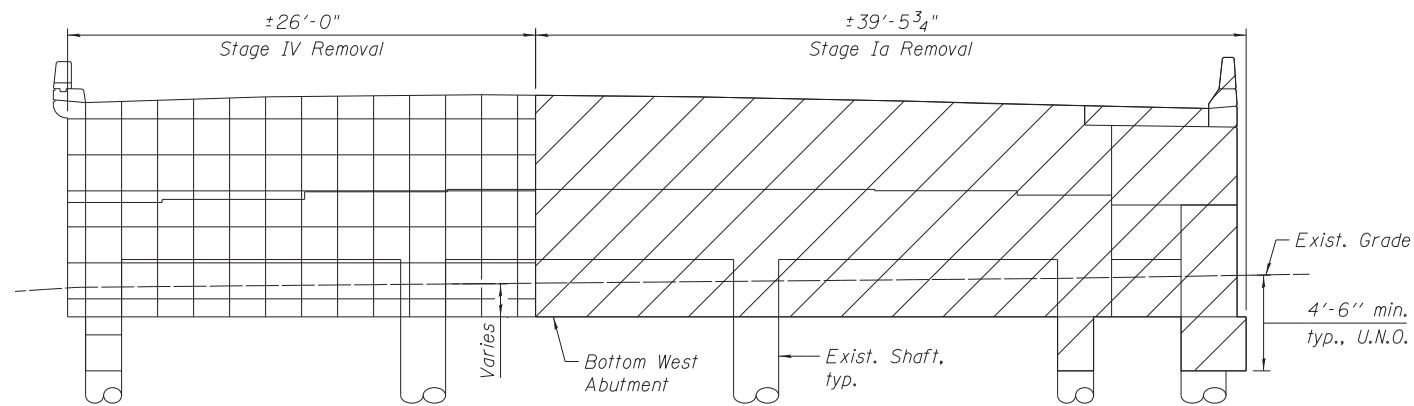
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET NO. S-20 OF S-218 SHEETS

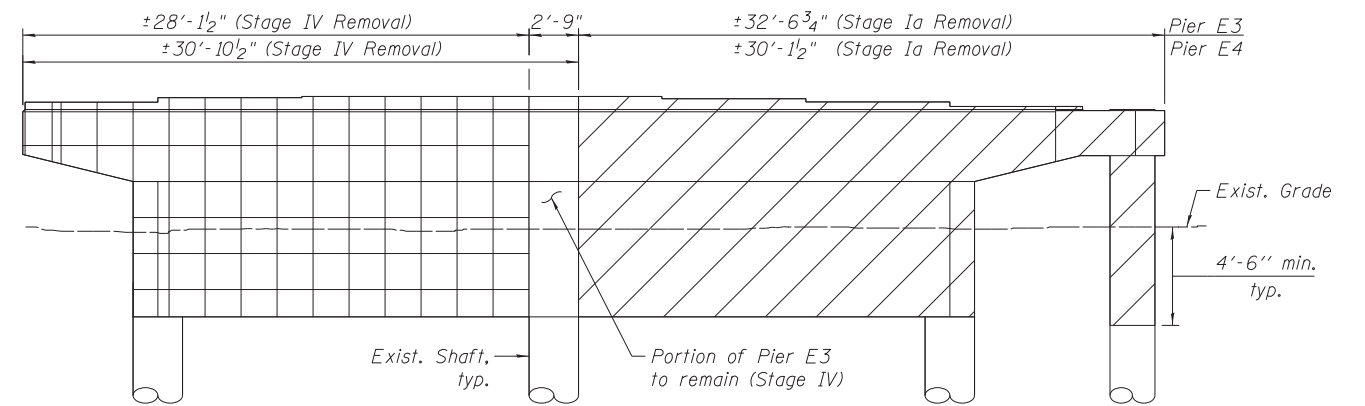
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CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

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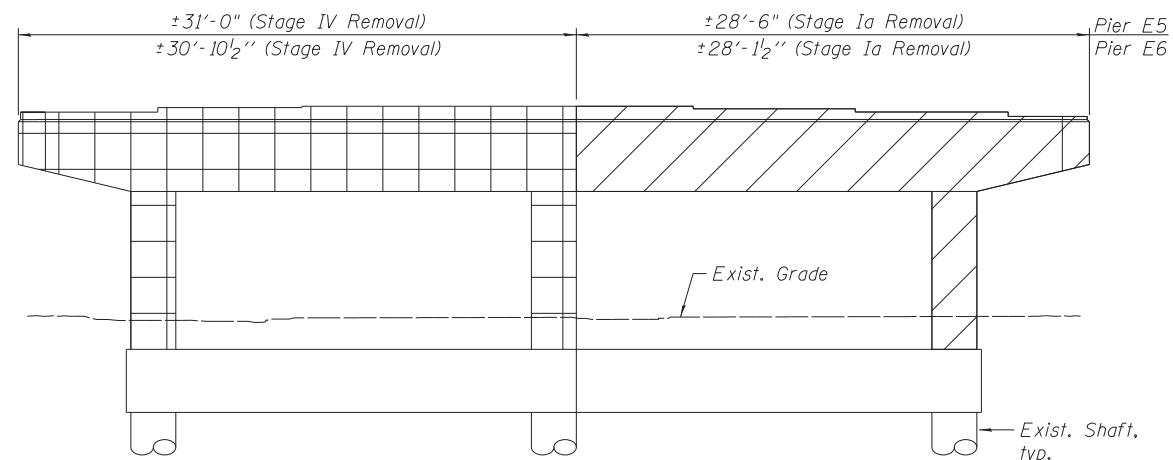
EXISTING PIER E2 (WEST ABUTMENT)

(Looking East)



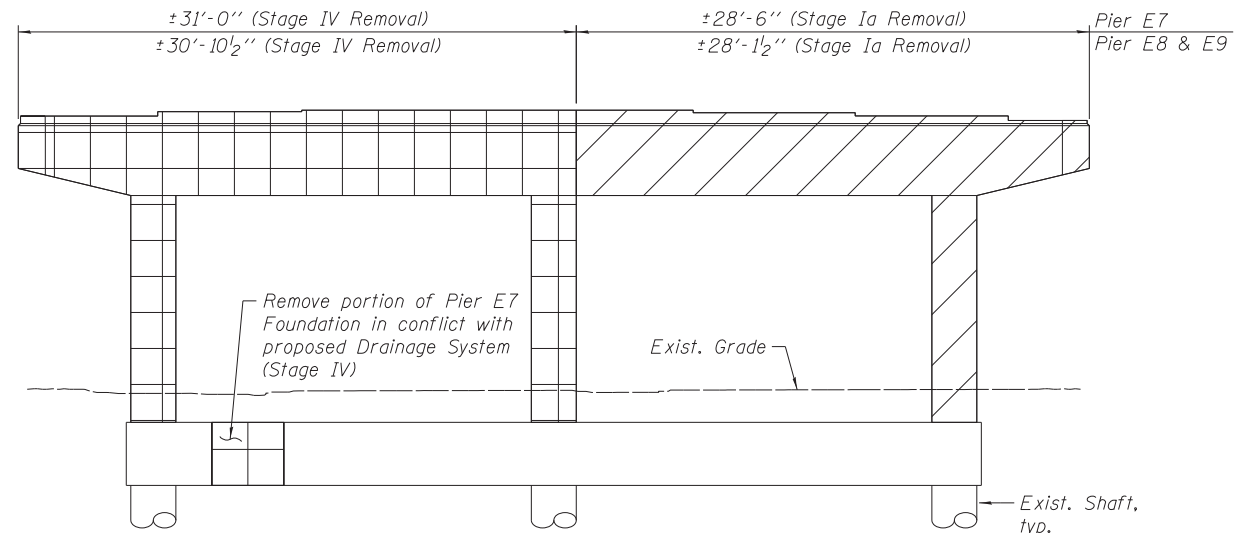
EXISTING PIER E3 & E4

(Looking East)



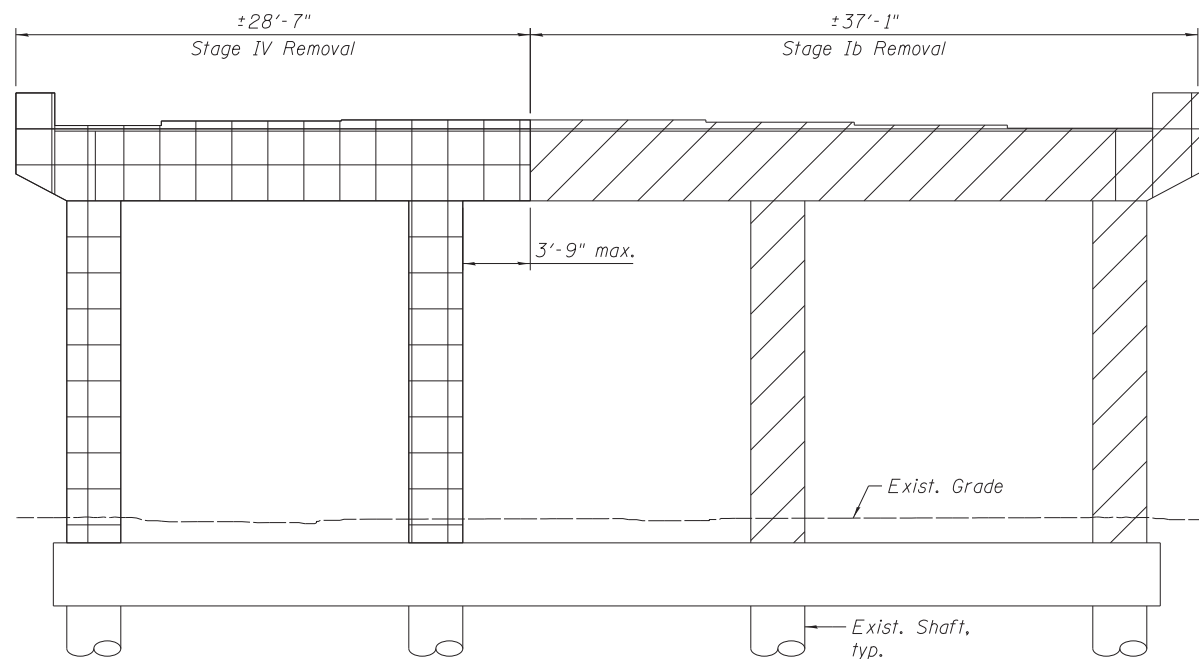
EXISTING PIER E5 & E6

(Looking East)



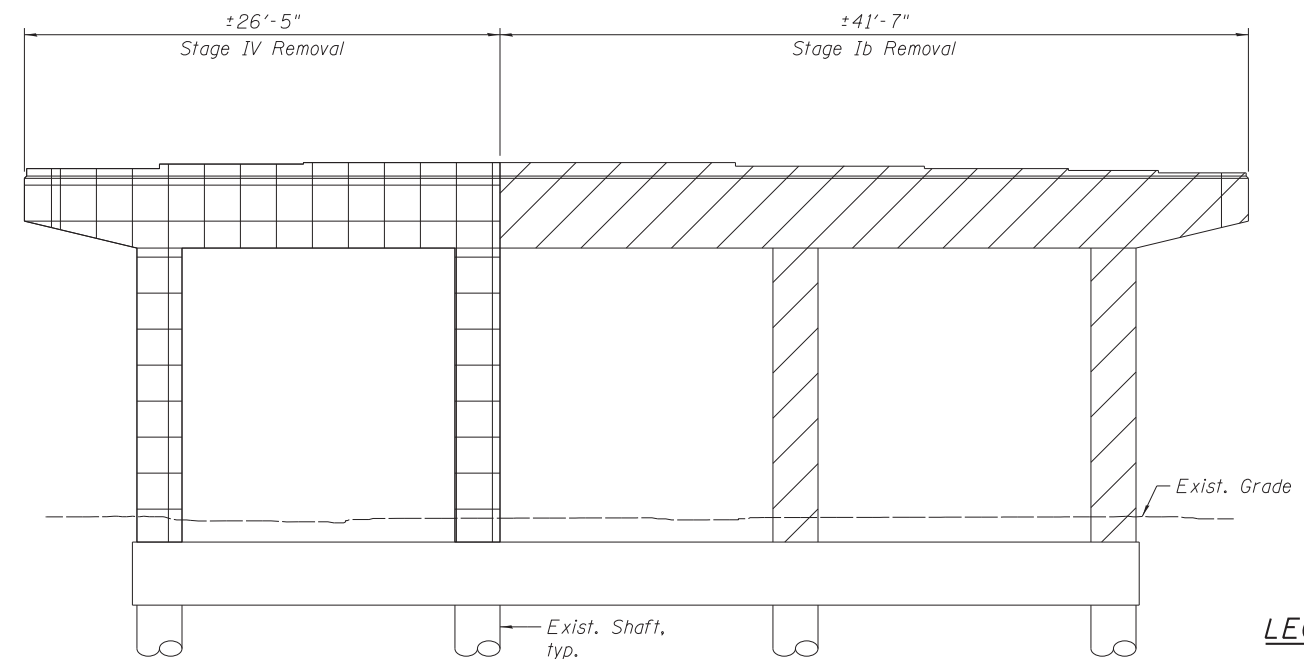
EXISTING PIER E7, E8, & E9

(Looking East)



EXISTING PIER E10

(Looking East)



EXISTING PIER E11

(Looking East)

LEGEND

- Stage Ia/Ib Removal
- Stage IV Removal

051_0161500_60X07_DEM01.dgn



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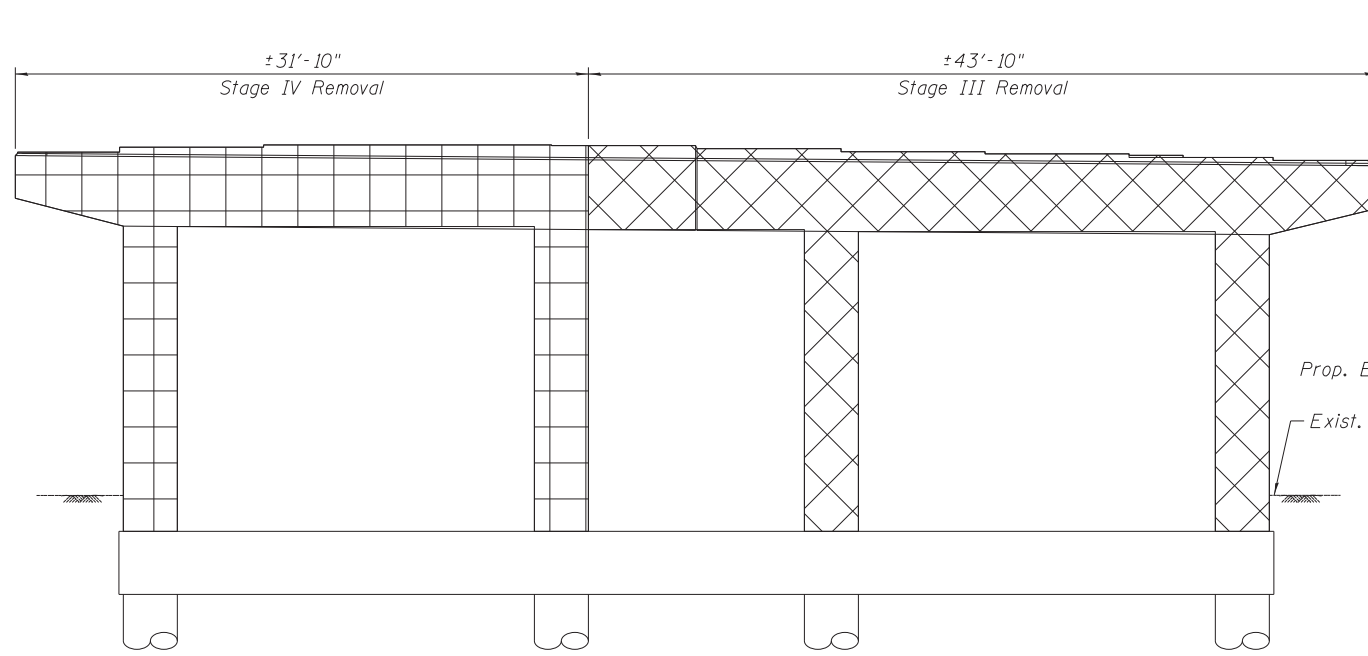
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING SUBSTRUCTURE REMOVAL I - S.N. 016-0036
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

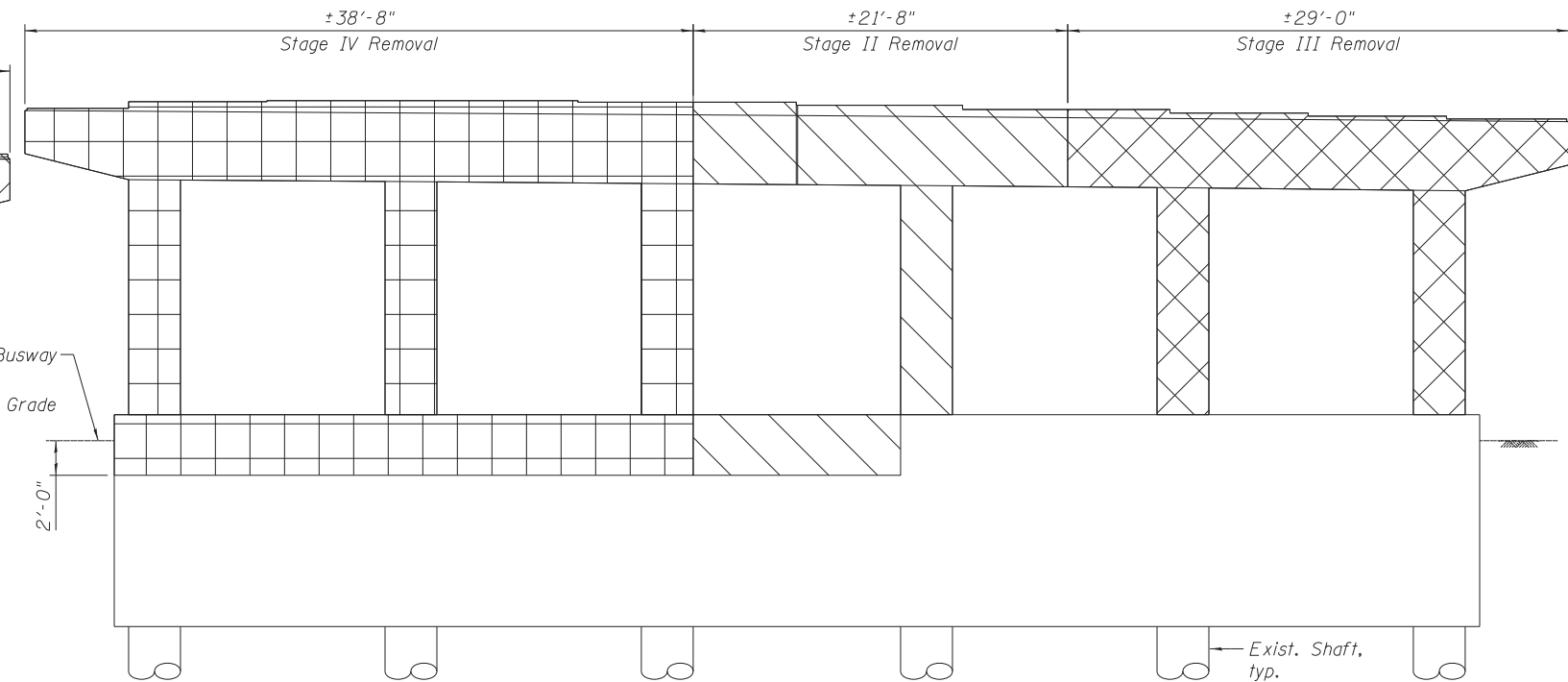
SHEET NO. 5-21 OF 5-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. 60X07

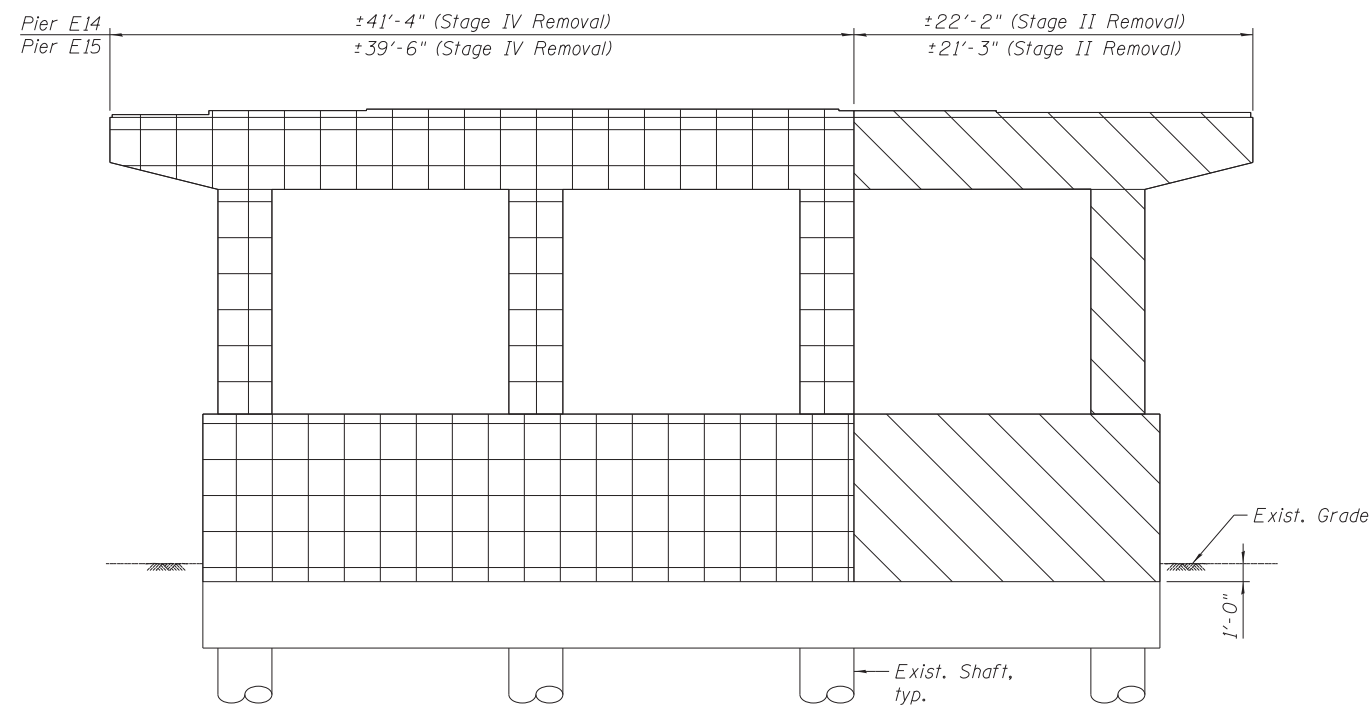
ILLINOIS FED. AID PROJECT



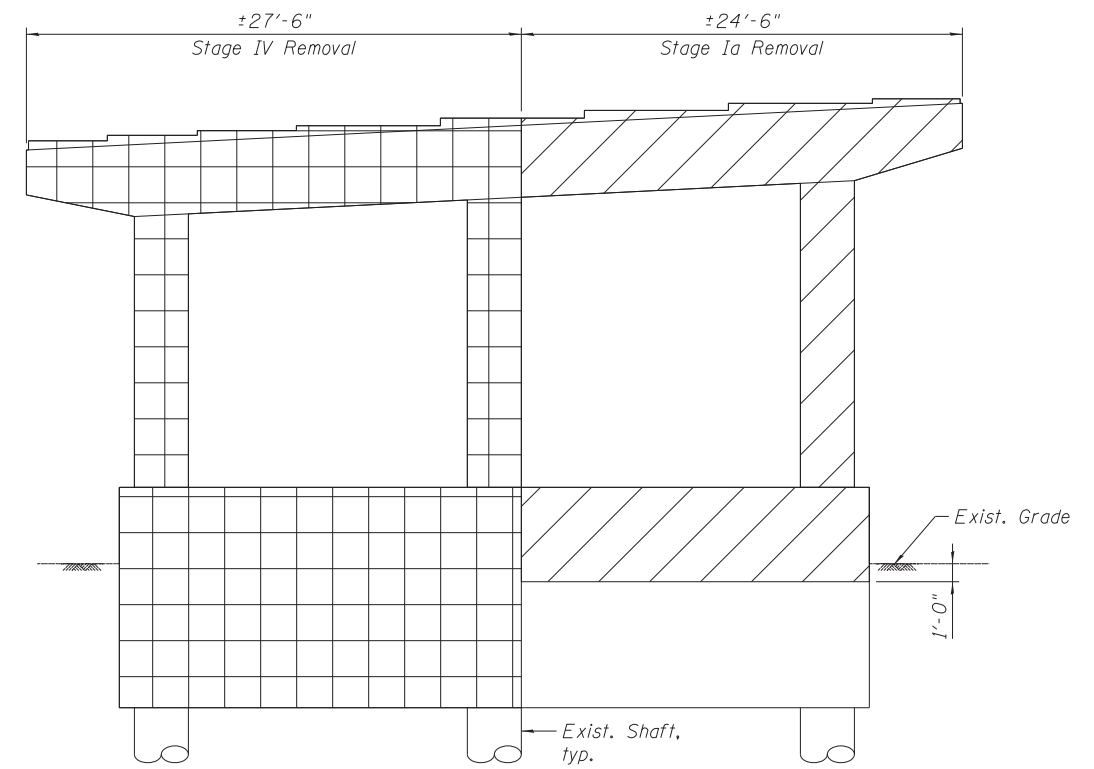
EXISTING PIER E12
(Looking East)



EXISTING PIER E13
(Looking East)







EXISTING PIER E14 & E15
(Looking East)



EXISTING PIER E16
(Looking East)

LEGEND

-  Stage Ia/Ib Removal
-  Stage II Removal
-  Stage III Removal
-  Stage IV Removal

052_0161045_60X07_ Removal_II.dgn



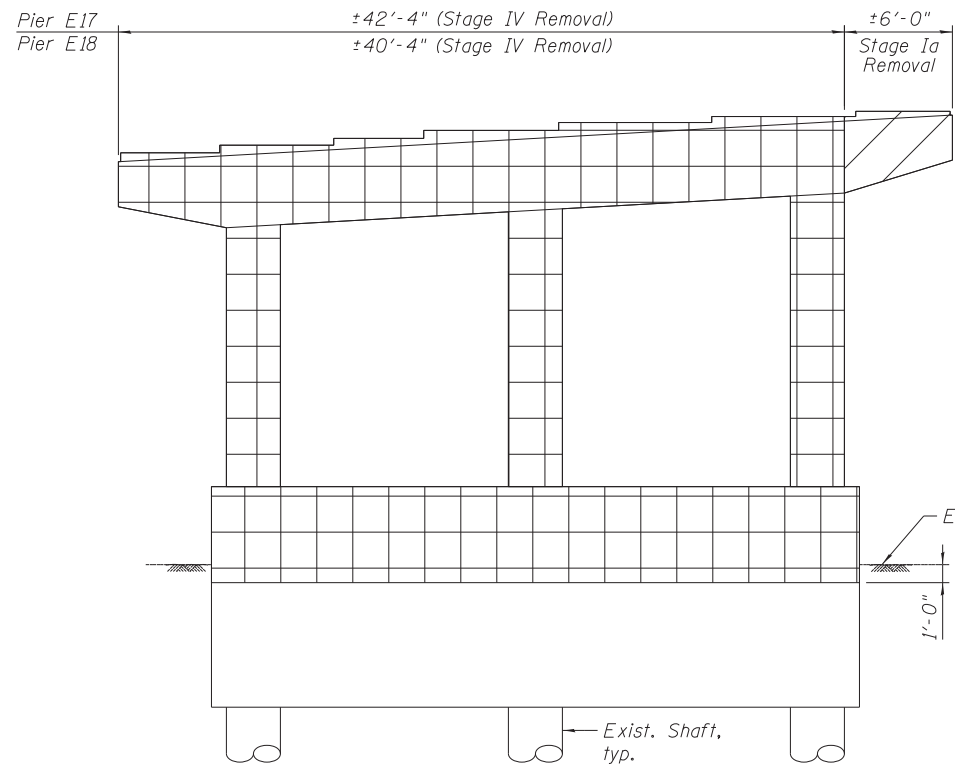
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

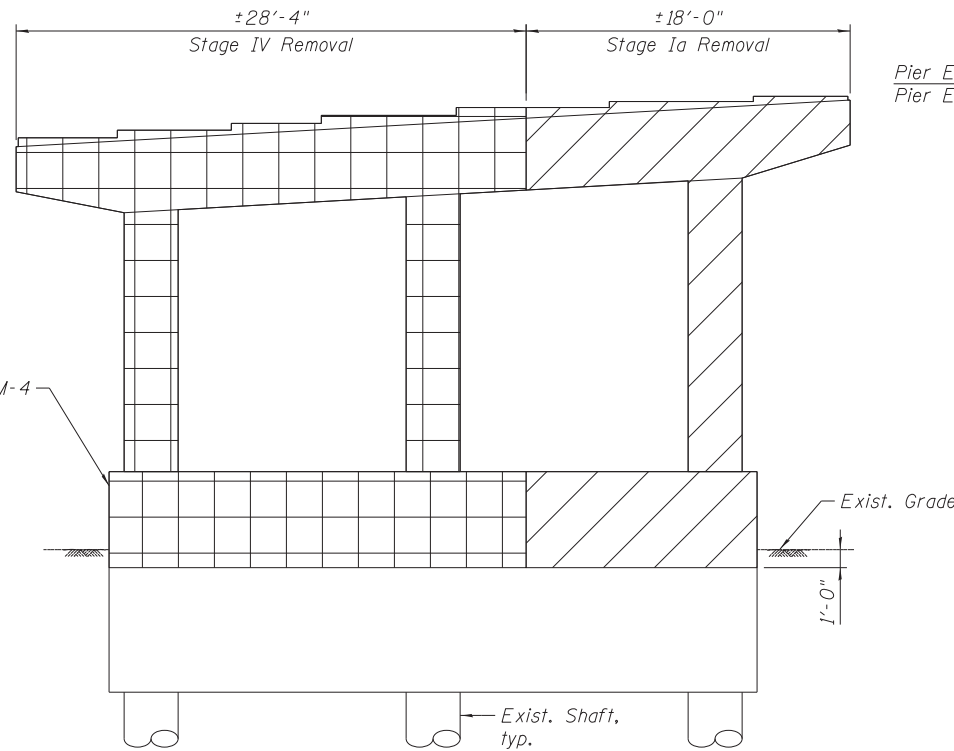
**EXISTING SUBSTRUCTURE REMOVAL II - S.N. 016-1075
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-22 OF S-218 SHEETS

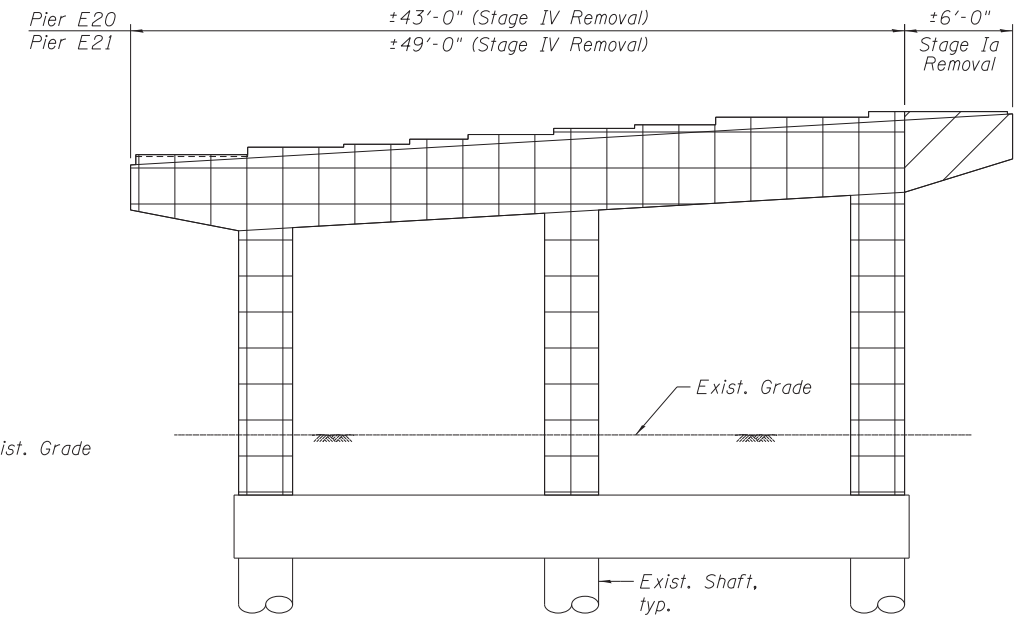
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CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				



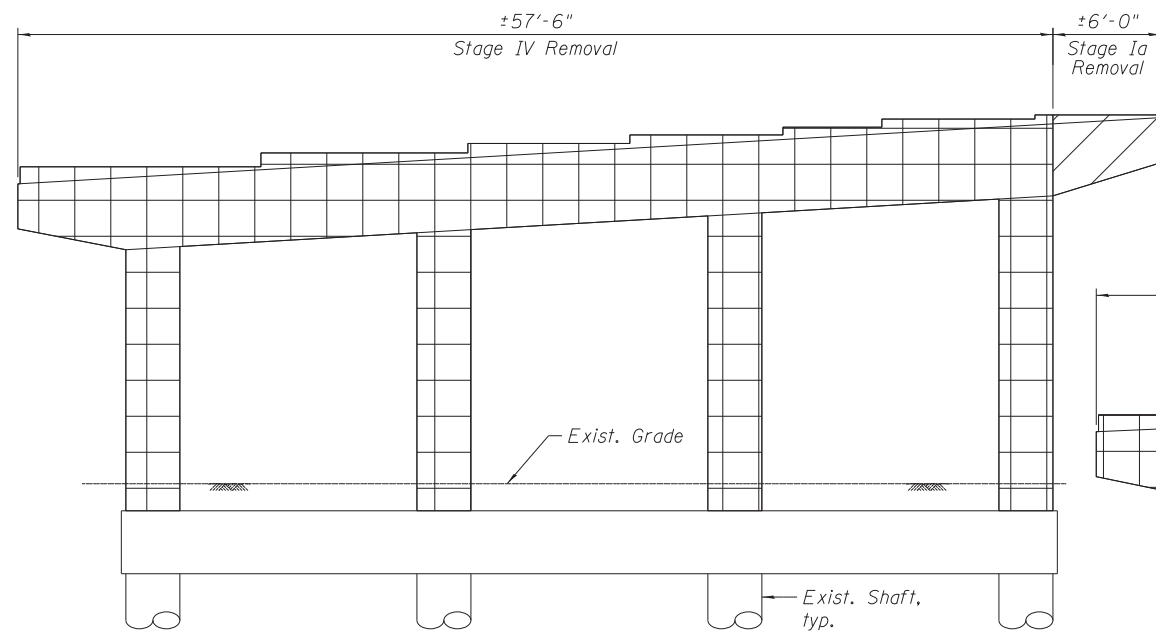
EXISTING PIER E17 & E18
(Looking East)



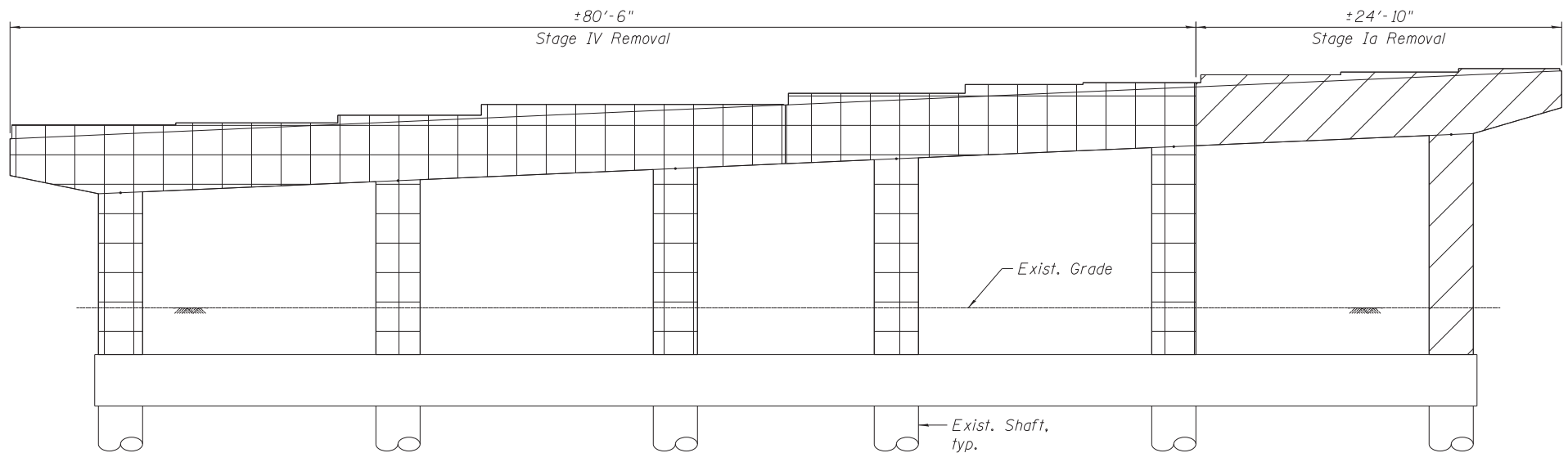
EXISTING PIER E19 & E20
(Looking East)



EXISTING PIER E21 & E22
(Looking East)







EXISTING PIER E23
(Looking East)



EXISTING PIER E24
(Looking East)

LEGEND

-  Stage Ia/Ib Removal
-  Stage II Removal
-  Stage III Removal
-  Stage IV Removal

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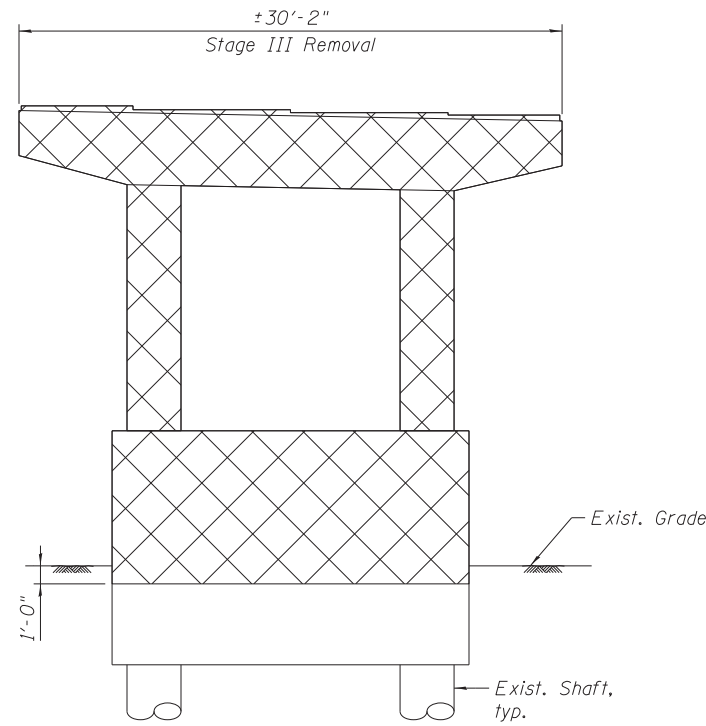
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DEPARTMENT OF TRANSPORTATION**

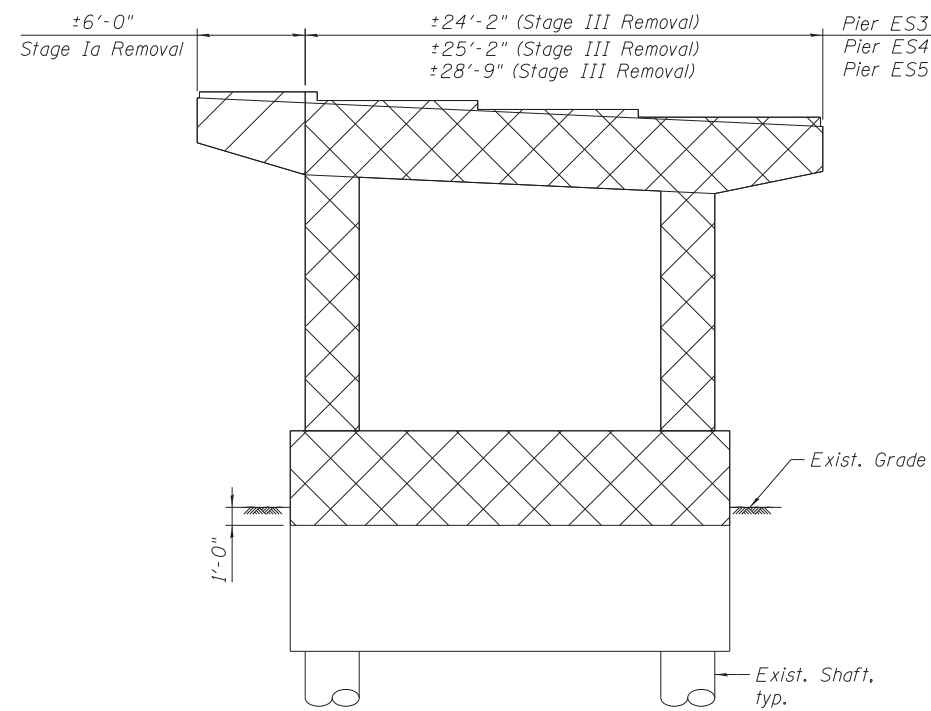
**EXISTING SUBSTRUCTURE REMOVAL III - S.N. 016-1075
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-23 OF S-218 SHEETS

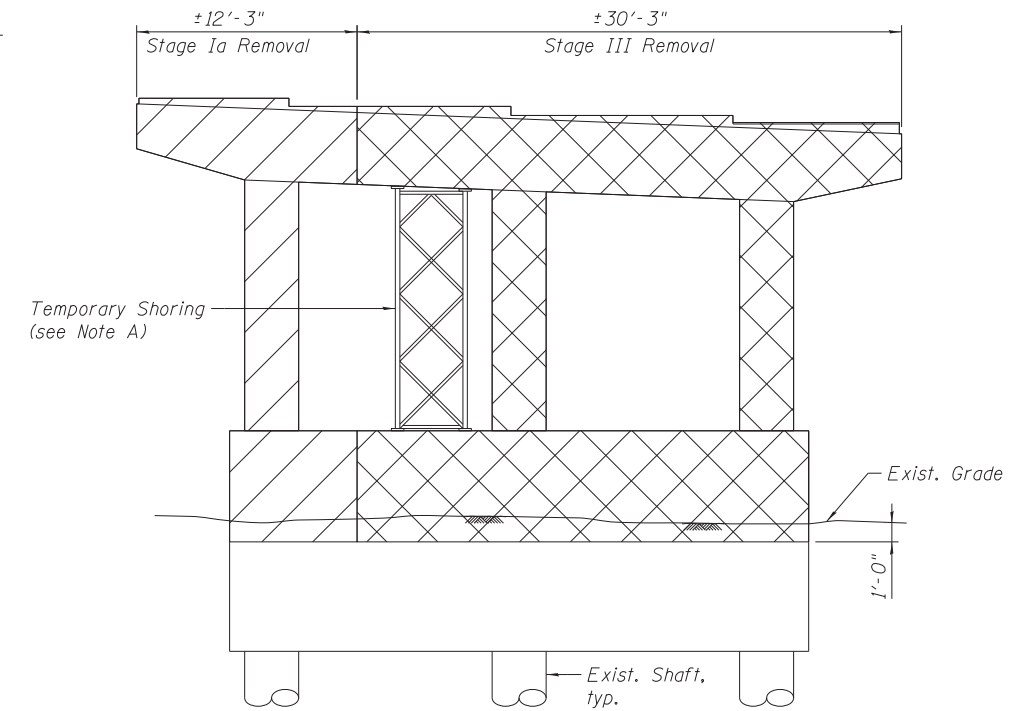
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				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				



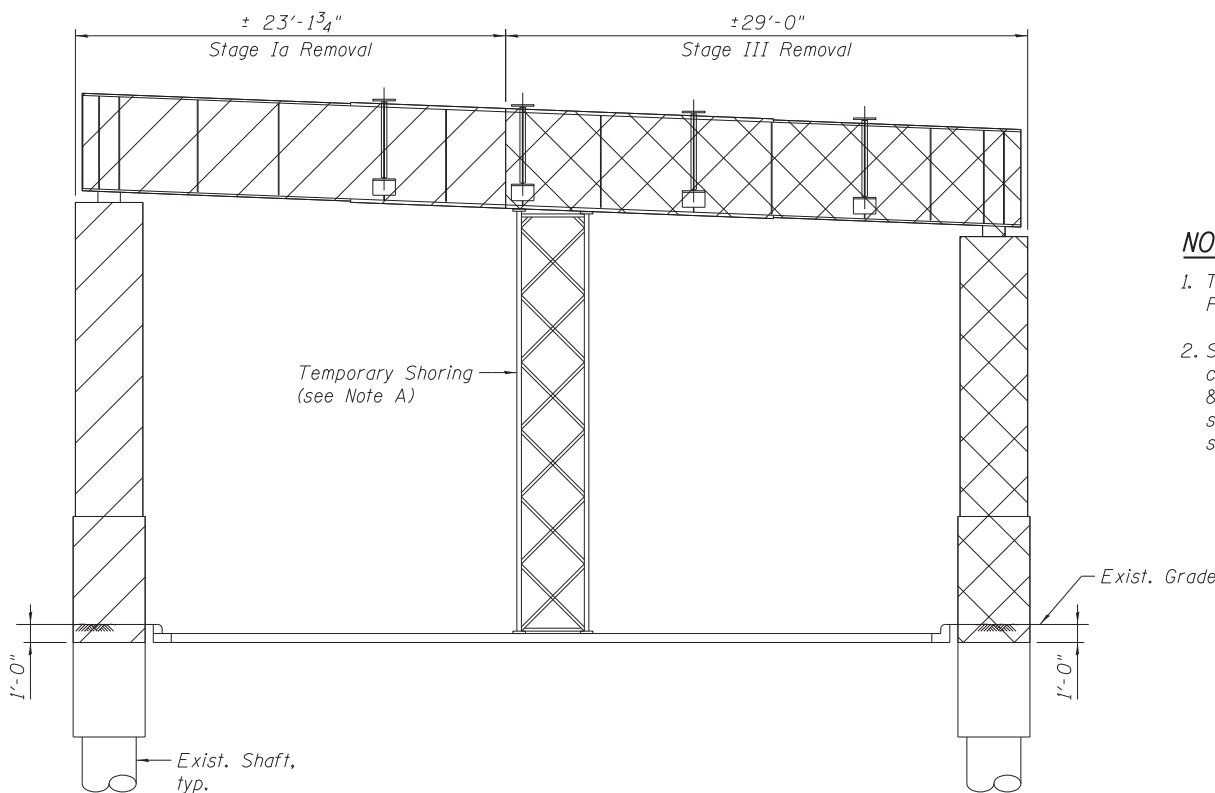
EXISTING PIER ES1 & ES2
(Looking East)



EXISTING PIER ES3, ES4 & ES5
(Looking East)



EXISTING PIER ES6
(Looking East)



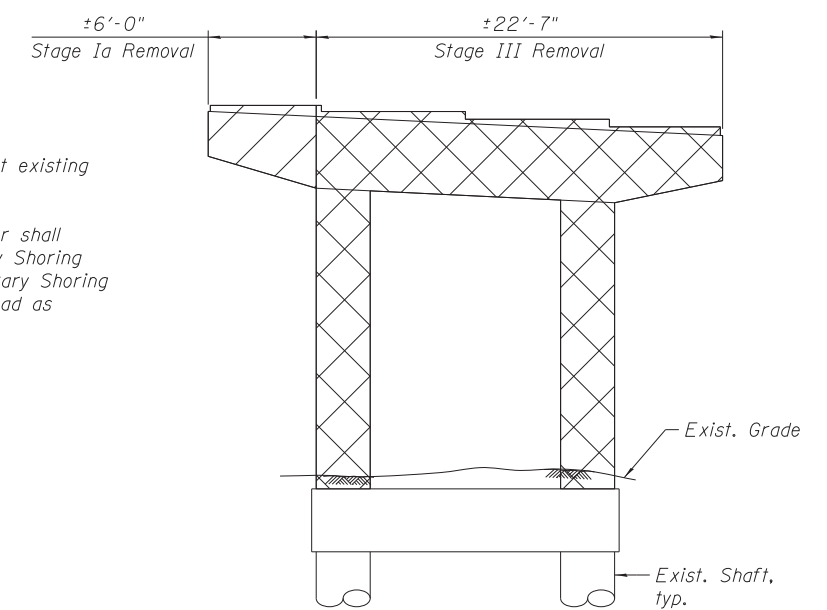
EXISTING PIER ES7
(Looking East)

NOTE A:

- The contractor shall install Temporary Shoring to support existing Piers ES6 & ES7 prior to Stage Ia Removal.
- See Special Provisions for Temporary Shoring. Contractor shall consider all possible load cases for design of Temporary Shoring & adequately support existing Piers ES6 & ES7. Temporary Shoring shall be designed to support minimum dead load & live load as specified herein:
 Existing Pier ES6:
 Minimum Dead Load = 140 kips (unfactored)
 Minimum Live Load = 75 kips (unfactored)
 Existing Pier ES7:
 Minimum Dead Load = 287 kips (unfactored)
 Minimum Live Load = 104 kips (unfactored)

LEGEND

- Stage Ia/Ib Removal
- Stage II Removal
- Stage III Removal
- Stage IV Removal



EXISTING PIER ES8
(Looking East)

054_0161075_60X07_ Removal_IV.dgn



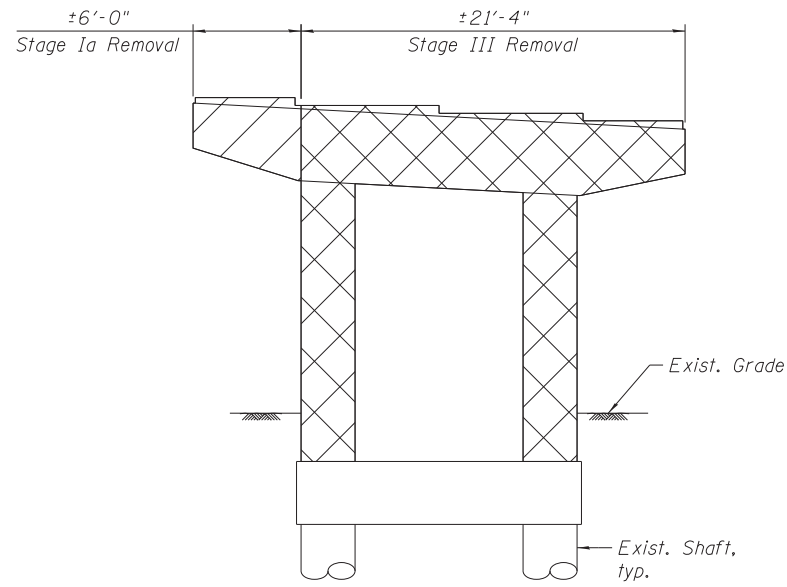
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

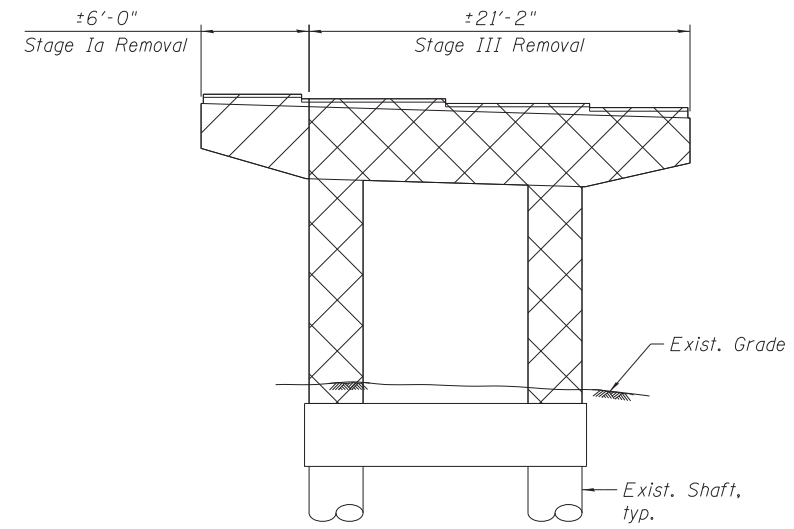
**EXISTING SUBSTRUCTURE REMOVAL IV – S.N. 016-1045
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-24 OF S-218 SHEETS

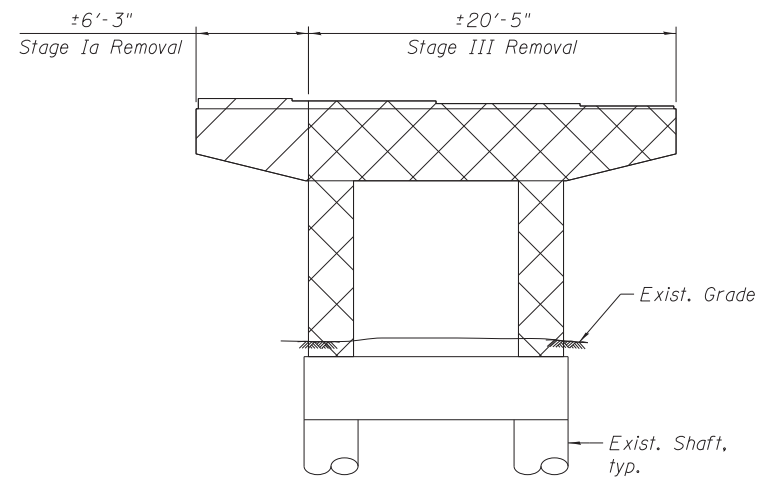
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55	2013-049B	COOK	888	547
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				



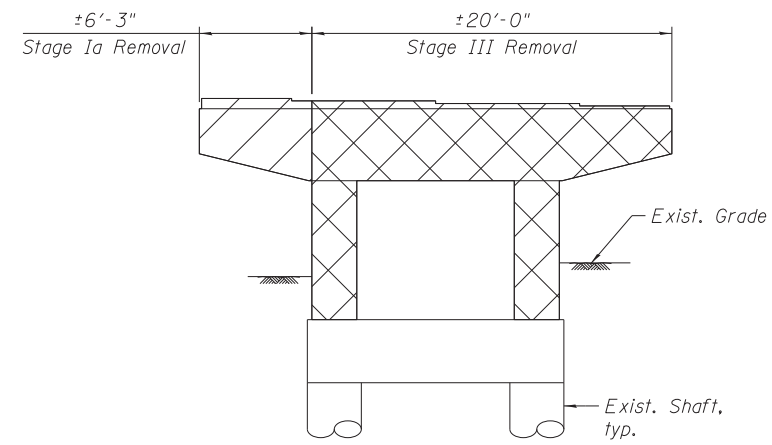
EXISTING PIER ES9
(Looking South)



EXISTING PIER ES10
(Looking South)







EXISTING PIER ES11
(Looking South)



EXISTING PIER ES12
(Looking South)

LEGEND

-  Stage Ia/Ib Removal
-  Stage II Removal
-  Stage III Removal
-  Stage IV Removal

055_0161075_60X07_ Removal_V.dgn



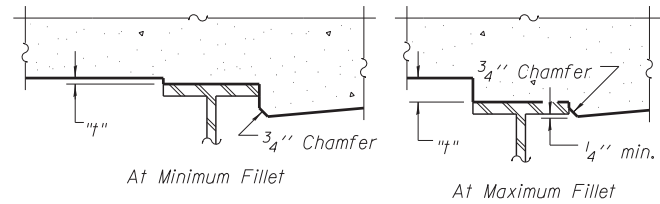
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PLOT DATE =	5/26/2015	CHECKED -	CLS	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING SUBSTRUCTURE REMOVAL V - S.N. 016-1045
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-25 OF S-218 SHEETS

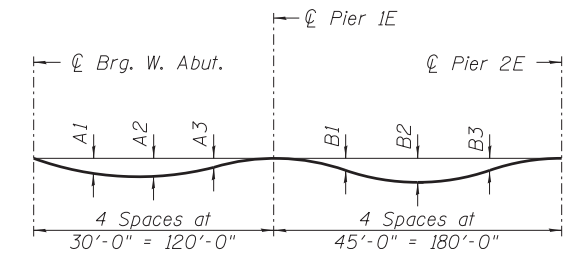
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	548
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	



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.

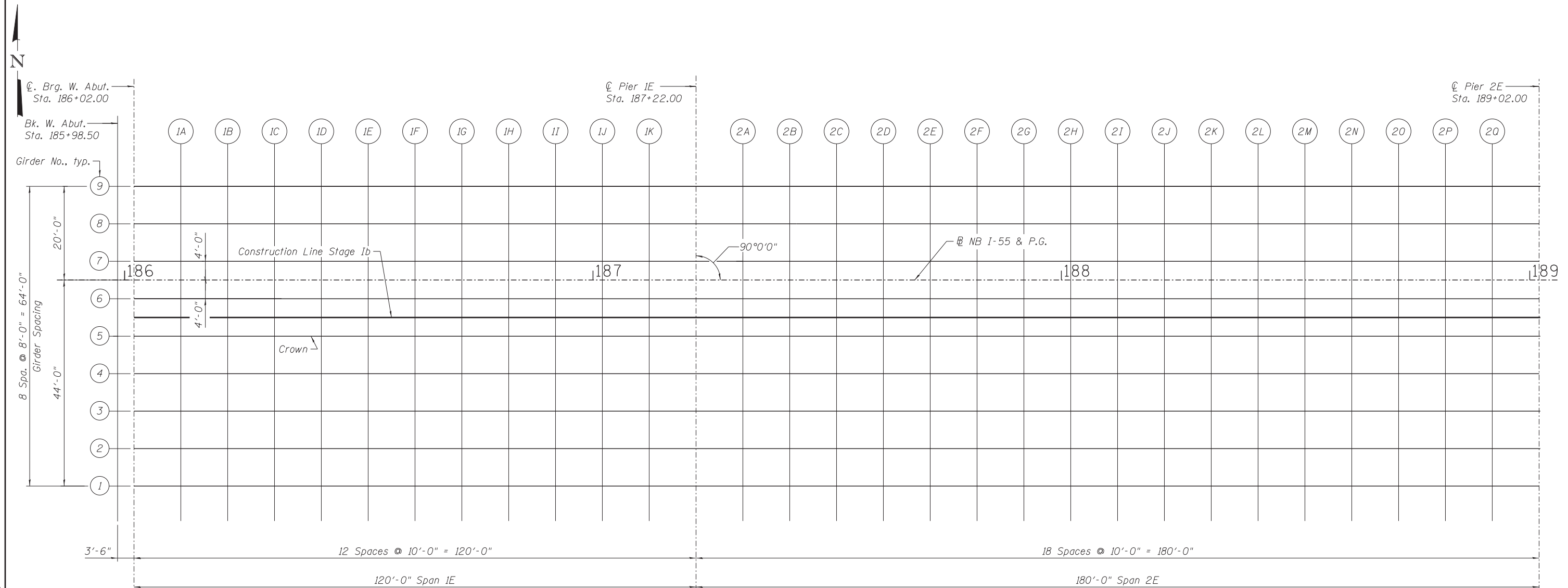
FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS					
	Span 1E			Span 2E		
	A1	A2	A3	B1	B2	B3
1	0 3/4"	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 5/8"	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 5/8"	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 3/4"	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. 016-1500

101-0161500-60X07_T05_Plan_1.dgn



USER NAME = AVasonis	DESIGNED - TH	REVISED -
PLOT SCALE =	CHECKED - MR	REVISED -
PLOT DATE = 5/26/2015	DRAWN - AMV	REVISED -
	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN I - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-26 OF S-218 SHEETS

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 549
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	185+98.50	44.00	613.20	613.20
☉ Brg. W. Abut.	186+02.00	44.00	613.31	613.31
1A	186+12.00	44.00	613.64	613.67
1B	186+22.00	44.00	613.96	614.01
1C	186+32.00	44.00	614.29	614.36
1D	186+42.00	44.00	614.61	614.69
1E	186+52.00	44.00	614.94	615.01
1F	186+62.00	44.00	615.26	615.33
1G	186+72.00	44.00	615.59	615.64
1H	186+82.00	44.00	615.91	615.95
1I	186+92.00	44.00	616.24	616.26
1J	187+02.00	44.00	616.56	616.57
1K	187+12.00	44.00	616.89	616.89
☉ Pier 1E	187+22.00	44.00	617.20	617.20
2A	187+32.00	44.00	617.51	617.53
2B	187+42.00	44.00	617.81	617.86
2C	187+52.00	44.00	618.11	618.19
2D	187+62.00	44.00	618.40	618.52
2E	187+72.00	44.00	618.68	618.83
2F	187+82.00	44.00	618.96	619.14
2G	187+92.00	44.00	619.23	619.44
2H	188+02.00	44.00	619.49	619.71
2I	188+12.00	44.00	619.75	619.98
2J	188+22.00	44.00	620.00	620.22
2K	188+32.00	44.00	620.24	620.44
2L	188+42.00	44.00	620.47	620.65
2M	188+52.00	44.00	620.70	620.85
2N	188+62.00	44.00	620.92	621.03
2O	188+72.00	44.00	621.14	621.22
2P	188+82.00	44.00	621.35	621.39
2Q	188+92.00	44.00	621.55	621.57
☉ Pier 2E	189+02.00	44.00	621.75	621.75

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	185+98.50	36.00	613.36	613.36
☉ Brg. W. Abut.	186+02.00	36.00	613.47	613.47
1A	186+12.00	36.00	613.80	613.82
1B	186+22.00	36.00	614.12	614.17
1C	186+32.00	36.00	614.45	614.51
1D	186+42.00	36.00	614.77	614.84
1E	186+52.00	36.00	615.10	615.17
1F	186+62.00	36.00	615.42	615.48
1G	186+72.00	36.00	615.75	615.80
1H	186+82.00	36.00	616.07	616.10
1I	186+92.00	36.00	616.40	616.41
1J	187+02.00	36.00	616.72	616.73
1K	187+12.00	36.00	617.05	617.05
☉ Pier 1E	187+22.00	36.00	617.36	617.36
2A	187+32.00	36.00	617.67	617.69
2B	187+42.00	36.00	617.97	618.01
2C	187+52.00	36.00	618.27	618.35
2D	187+62.00	36.00	618.56	618.67
2E	187+72.00	36.00	618.84	618.98
2F	187+82.00	36.00	619.12	619.29
2G	187+92.00	36.00	619.39	619.58
2H	188+02.00	36.00	619.65	619.86
2I	188+12.00	36.00	619.91	620.12
2J	188+22.00	36.00	620.16	620.36
2K	188+32.00	36.00	620.40	620.59
2L	188+42.00	36.00	620.63	620.80
2M	188+52.00	36.00	620.86	621.00
2N	188+62.00	36.00	621.08	621.19
2O	188+72.00	36.00	621.30	621.37
2P	188+82.00	36.00	621.51	621.55
2Q	188+92.00	36.00	621.71	621.73
☉ Pier 2E	189+02.00	36.00	621.91	621.91

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	185+98.50	28.00	613.52	613.52
☉ Brg. W. Abut.	186+02.00	28.00	613.63	613.63
1A	186+12.00	28.00	613.96	613.98
1B	186+22.00	28.00	614.28	614.33
1C	186+32.00	28.00	614.61	614.67
1D	186+42.00	28.00	614.93	615.00
1E	186+52.00	28.00	615.26	615.32
1F	186+62.00	28.00	615.58	615.64
1G	186+72.00	28.00	615.91	615.95
1H	186+82.00	28.00	616.23	616.26
1I	186+92.00	28.00	616.56	616.57
1J	187+02.00	28.00	616.88	616.88
1K	187+12.00	28.00	617.21	617.21
☉ Pier 1E	187+22.00	28.00	617.52	617.52
2A	187+32.00	28.00	617.83	617.85
2B	187+42.00	28.00	618.13	618.17
2C	187+52.00	28.00	618.43	618.50
2D	187+62.00	28.00	618.72	618.82
2E	187+72.00	28.00	619.00	619.14
2F	187+82.00	28.00	619.28	619.44
2G	187+92.00	28.00	619.55	619.73
2H	188+02.00	28.00	619.81	620.01
2I	188+12.00	28.00	620.07	620.27
2J	188+22.00	28.00	620.32	620.51
2K	188+32.00	28.00	620.56	620.74
2L	188+42.00	28.00	620.79	620.95
2M	188+52.00	28.00	621.02	621.16
2N	188+62.00	28.00	621.24	621.35
2O	188+72.00	28.00	621.46	621.53
2P	188+82.00	28.00	621.67	621.71
2Q	188+92.00	28.00	621.87	621.89
☉ Pier 2E	189+02.00	28.00	622.07	622.07

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	185+98.50	20.00	613.68	613.68
☉ Brg. W. Abut.	186+02.00	20.00	613.79	613.79
1A	186+12.00	20.00	614.12	614.14
1B	186+22.00	20.00	614.44	614.48
1C	186+32.00	20.00	614.77	614.82
1D	186+42.00	20.00	615.09	615.15
1E	186+52.00	20.00	615.42	615.48
1F	186+62.00	20.00	615.74	615.80
1G	186+72.00	20.00	616.07	616.11
1H	186+82.00	20.00	616.39	616.42
1I	186+92.00	20.00	616.72	616.73
1J	187+02.00	20.00	617.04	617.04
1K	187+12.00	20.00	617.37	617.37
☉ Pier 1E	187+22.00	20.00	617.68	617.68
2A	187+32.00	20.00	617.99	618.01
2B	187+42.00	20.00	618.29	618.33
2C	187+52.00	20.00	618.59	618.66
2D	187+62.00	20.00	618.88	618.98
2E	187+72.00	20.00	619.16	619.29
2F	187+82.00	20.00	619.44	619.60
2G	187+92.00	20.00	619.71	619.89
2H	188+02.00	20.00	619.97	620.16
2I	188+12.00	20.00	620.23	620.43
2J	188+22.00	20.00	620.48	620.67
2K	188+32.00	20.00	620.72	620.90
2L	188+42.00	20.00	620.95	621.11
2M	188+52.00	20.00	621.18	621.31
2N	188+62.00	20.00	621.40	621.50
2O	188+72.00	20.00	621.62	621.69
2P	188+82.00	20.00	621.83	621.87
2Q	188+92.00	20.00	622.03	622.05
☉ Pier 2E	189+02.00	20.00	622.23	622.23

102_0161500_60X07_TOS_Elev_1.dgn



USER NAME = AVasonis	DESIGNED - TH	REVISED -
	CHECKED - MR	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 5/26/2015	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS I- S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-27 OF S-218 SHEETS

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 550
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

GIRDER 5 & CROWN

CONSTRUCTION LINE STAGE 1b

GIRDER 6

NB I-55 & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	185+98.50	12.00	613.84	613.84
☉ Brg. W. Abut.	186+02.00	12.00	613.95	613.95
1A	186+12.00	12.00	614.28	614.30
1B	186+22.00	12.00	614.60	614.64
1C	186+32.00	12.00	614.93	614.98
1D	186+42.00	12.00	615.25	615.31
1E	186+52.00	12.00	615.58	615.64
1F	186+62.00	12.00	615.90	615.95
1G	186+72.00	12.00	616.23	616.27
1H	186+82.00	12.00	616.55	616.58
1I	186+92.00	12.00	616.88	616.89
1J	187+02.00	12.00	617.20	617.20
1K	187+12.00	12.00	617.53	617.53
☉ Pier 1E	187+22.00	12.00	617.84	617.84
2A	187+32.00	12.00	618.15	618.17
2B	187+42.00	12.00	618.45	618.49
2C	187+52.00	12.00	618.75	618.82
2D	187+62.00	12.00	619.04	619.14
2E	187+72.00	12.00	619.32	619.45
2F	187+82.00	12.00	619.60	619.76
2G	187+92.00	12.00	619.87	620.05
2H	188+02.00	12.00	620.13	620.32
2I	188+12.00	12.00	620.39	620.58
2J	188+22.00	12.00	620.64	620.83
2K	188+32.00	12.00	620.88	621.05
2L	188+42.00	12.00	621.11	621.26
2M	188+52.00	12.00	621.34	621.47
2N	188+62.00	12.00	621.56	621.66
2O	188+72.00	12.00	621.78	621.85
2P	188+82.00	12.00	621.99	622.03
2Q	188+92.00	12.00	622.19	622.21
☉ Pier 2E	189+02.00	12.00	622.39	622.39

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	185+98.50	8.00	613.76	613.76
☉ Brg. W. Abut.	186+02.00	8.00	613.87	613.87
1A	186+12.00	8.00	614.20	614.22
1B	186+22.00	8.00	614.52	614.56
1C	186+32.00	8.00	614.85	614.90
1D	186+42.00	8.00	615.17	615.23
1E	186+52.00	8.00	615.50	615.56
1F	186+62.00	8.00	615.82	615.87
1G	186+72.00	8.00	616.15	616.19
1H	186+82.00	8.00	616.47	616.50
1I	186+92.00	8.00	616.80	616.81
1J	187+02.00	8.00	617.12	617.12
1K	187+12.00	8.00	617.45	617.45
☉ Pier 1E	187+22.00	8.00	617.76	617.76
2A	187+32.00	8.00	618.07	618.09
2B	187+42.00	8.00	618.37	618.41
2C	187+52.00	8.00	618.67	618.74
2D	187+62.00	8.00	618.96	619.06
2E	187+72.00	8.00	619.24	619.37
2F	187+82.00	8.00	619.52	619.68
2G	187+92.00	8.00	619.79	619.97
2H	188+02.00	8.00	620.05	620.24
2I	188+12.00	8.00	620.31	620.50
2J	188+22.00	8.00	620.56	620.75
2K	188+32.00	8.00	620.80	620.98
2L	188+42.00	8.00	621.03	621.18
2M	188+52.00	8.00	621.26	621.39
2N	188+62.00	8.00	621.48	621.58
2O	188+72.00	8.00	621.70	621.77
2P	188+82.00	8.00	621.91	621.95
2Q	188+92.00	8.00	622.11	622.13
☉ Pier 2E	189+02.00	8.00	622.31	622.31

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	185+98.50	4.00	613.68	613.68
☉ Brg. W. Abut.	186+02.00	4.00	613.79	613.79
1A	186+12.00	4.00	614.12	614.14
1B	186+22.00	4.00	614.44	614.48
1C	186+32.00	4.00	614.77	614.82
1D	186+42.00	4.00	615.09	615.15
1E	186+52.00	4.00	615.42	615.48
1F	186+62.00	4.00	615.74	615.80
1G	186+72.00	4.00	616.07	616.11
1H	186+82.00	4.00	616.39	616.42
1I	186+92.00	4.00	616.72	616.73
1J	187+02.00	4.00	617.04	617.04
1K	187+12.00	4.00	617.37	617.37
☉ Pier 1E	187+22.00	4.00	617.68	617.68
2A	187+32.00	4.00	617.99	618.01
2B	187+42.00	4.00	618.29	618.33
2C	187+52.00	4.00	618.59	618.66
2D	187+62.00	4.00	618.88	618.98
2E	187+72.00	4.00	619.16	619.29
2F	187+82.00	4.00	619.44	619.60
2G	187+92.00	4.00	619.71	619.89
2H	188+02.00	4.00	619.97	620.16
2I	188+12.00	4.00	620.23	620.43
2J	188+22.00	4.00	620.48	620.67
2K	188+32.00	4.00	620.72	620.90
2L	188+42.00	4.00	620.95	621.11
2M	188+52.00	4.00	621.18	621.31
2N	188+62.00	4.00	621.40	621.50
2O	188+72.00	4.00	621.62	621.69
2P	188+82.00	4.00	621.83	621.87
2Q	188+92.00	4.00	622.03	622.05
☉ Pier 2E	189+02.00	4.00	622.23	622.23

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	185+98.50	0.00	613.60	613.60
☉ Brg. W. Abut.	186+02.00	0.00	613.71	613.71
1A	186+12.00	0.00	614.04	614.06
1B	186+22.00	0.00	614.36	614.41
1C	186+32.00	0.00	614.69	614.74
1D	186+42.00	0.00	615.01	615.08
1E	186+52.00	0.00	615.34	615.40
1F	186+62.00	0.00	615.66	615.72
1G	186+72.00	0.00	615.99	616.03
1H	186+82.00	0.00	616.31	616.34
1I	186+92.00	0.00	616.64	616.65
1J	187+02.00	0.00	616.96	616.96
1K	187+12.00	0.00	617.29	617.29
☉ Pier 1E	187+22.00	0.00	617.60	617.60
2A	187+32.00	0.00	617.91	617.93
2B	187+42.00	0.00	618.21	618.25
2C	187+52.00	0.00	618.51	618.58
2D	187+62.00	0.00	618.80	618.90
2E	187+72.00	0.00	619.08	619.21
2F	187+82.00	0.00	619.36	619.52
2G	187+92.00	0.00	619.63	619.81
2H	188+02.00	0.00	619.89	620.08
2I	188+12.00	0.00	620.15	620.35
2J	188+22.00	0.00	620.40	620.59
2K	188+32.00	0.00	620.64	620.82
2L	188+42.00	0.00	620.87	621.03
2M	188+52.00	0.00	621.10	621.23
2N	188+62.00	0.00	621.32	621.42
2O	188+72.00	0.00	621.54	621.61
2P	188+82.00	0.00	621.75	621.79
2Q	188+92.00	0.00	621.95	621.97
☉ Pier 2E	189+02.00	0.00	622.15	622.15

103_0161500_60X07_TOS_Elev_11.dgn



USER NAME = AVasonis	DESIGNED - TH	REVISED -
	CHECKED - MR	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 5/26/2015	CHECKED - TH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II-- S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-28 OF S-218 SHEETS

F.A.I. RTE. 55	SECTION 2013-049B	COUNTY COOK	TOTAL SHEETS 888	SHEET NO. 551
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	185+98.50	-4.00	613.52	613.52
⊕ Brg. W. Abut.	186+02.00	-4.00	613.63	613.63
1A	186+12.00	-4.00	613.96	613.98
1B	186+22.00	-4.00	614.28	614.33
1C	186+32.00	-4.00	614.61	614.67
1D	186+42.00	-4.00	614.93	615.00
1E	186+52.00	-4.00	615.26	615.32
1F	186+62.00	-4.00	615.58	615.64
1G	186+72.00	-4.00	615.91	615.95
1H	186+82.00	-4.00	616.23	616.26
1I	186+92.00	-4.00	616.56	616.57
1J	187+02.00	-4.00	616.88	616.88
1K	187+12.00	-4.00	617.21	617.21
⊕ Pier 1E	187+22.00	-4.00	617.52	617.52
2A	187+32.00	-4.00	617.83	617.85
2B	187+42.00	-4.00	618.13	618.17
2C	187+52.00	-4.00	618.43	618.50
2D	187+62.00	-4.00	618.72	618.82
2E	187+72.00	-4.00	619.00	619.14
2F	187+82.00	-4.00	619.28	619.44
2G	187+92.00	-4.00	619.55	619.73
2H	188+02.00	-4.00	619.81	620.01
2I	188+12.00	-4.00	620.07	620.27
2J	188+22.00	-4.00	620.32	620.51
2K	188+32.00	-4.00	620.56	620.74
2L	188+42.00	-4.00	620.79	620.95
2M	188+52.00	-4.00	621.02	621.16
2N	188+62.00	-4.00	621.24	621.35
2O	188+72.00	-4.00	621.46	621.53
2P	188+82.00	-4.00	621.67	621.71
2Q	188+92.00	-4.00	621.87	621.89
⊕ Pier 2E	189+02.00	-4.00	622.07	622.07

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	185+98.50	-12.00	613.36	613.36
⊕ Brg. W. Abut.	186+02.00	-12.00	613.47	613.47
1A	186+12.00	-12.00	613.80	613.82
1B	186+22.00	-12.00	614.12	614.17
1C	186+32.00	-12.00	614.45	614.51
1D	186+42.00	-12.00	614.77	614.84
1E	186+52.00	-12.00	615.10	615.17
1F	186+62.00	-12.00	615.42	615.48
1G	186+72.00	-12.00	615.75	615.80
1H	186+82.00	-12.00	616.07	616.10
1I	186+92.00	-12.00	616.40	616.41
1J	187+02.00	-12.00	616.72	616.73
1K	187+12.00	-12.00	617.05	617.05
⊕ Pier 1E	187+22.00	-12.00	617.36	617.36
2A	187+32.00	-12.00	617.67	617.69
2B	187+42.00	-12.00	617.97	618.01
2C	187+52.00	-12.00	618.27	618.35
2D	187+62.00	-12.00	618.56	618.67
2E	187+72.00	-12.00	618.84	618.98
2F	187+82.00	-12.00	619.12	619.29
2G	187+92.00	-12.00	619.39	619.58
2H	188+02.00	-12.00	619.65	619.86
2I	188+12.00	-12.00	619.91	620.12
2J	188+22.00	-12.00	620.16	620.36
2K	188+32.00	-12.00	620.40	620.59
2L	188+42.00	-12.00	620.63	620.80
2M	188+52.00	-12.00	620.86	621.00
2N	188+62.00	-12.00	621.08	621.19
2O	188+72.00	-12.00	621.30	621.37
2P	188+82.00	-12.00	621.51	621.55
2Q	188+92.00	-12.00	621.71	621.73
⊕ Pier 2E	189+02.00	-12.00	621.91	621.91

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	185+98.50	-20.00	613.20	613.20
⊕ Brg. W. Abut.	186+02.00	-20.00	613.31	613.31
1A	186+12.00	-20.00	613.64	613.67
1B	186+22.00	-20.00	613.96	614.01
1C	186+32.00	-20.00	614.29	614.36
1D	186+42.00	-20.00	614.61	614.69
1E	186+52.00	-20.00	614.94	615.01
1F	186+62.00	-20.00	615.26	615.33
1G	186+72.00	-20.00	615.59	615.64
1H	186+82.00	-20.00	615.91	615.95
1I	186+92.00	-20.00	616.24	616.26
1J	187+02.00	-20.00	616.56	616.57
1K	187+12.00	-20.00	616.89	616.89
⊕ Pier 1E	187+22.00	-20.00	617.20	617.20
2A	187+32.00	-20.00	617.51	617.53
2B	187+42.00	-20.00	617.81	617.86
2C	187+52.00	-20.00	618.11	618.19
2D	187+62.00	-20.00	618.40	618.52
2E	187+72.00	-20.00	618.68	618.83
2F	187+82.00	-20.00	618.96	619.14
2G	187+92.00	-20.00	619.23	619.44
2H	188+02.00	-20.00	619.49	619.71
2I	188+12.00	-20.00	619.75	619.98
2J	188+22.00	-20.00	620.00	620.22
2K	188+32.00	-20.00	620.24	620.44
2L	188+42.00	-20.00	620.47	620.65
2M	188+52.00	-20.00	620.70	620.85
2N	188+62.00	-20.00	620.92	621.03
2O	188+72.00	-20.00	621.14	621.22
2P	188+82.00	-20.00	621.35	621.39
2Q	188+92.00	-20.00	621.55	621.57
⊕ Pier 2E	189+02.00	-20.00	621.75	621.75

104_0161500_60X07_TOS_Elev_III.dgn



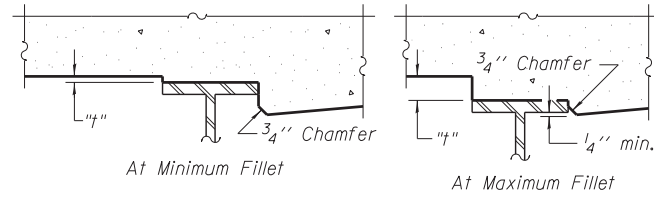
USER NAME = AVasonis	DESIGNED - TH	REVISED -
	CHECKED - MR	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 5/26/2015	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS III - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. 5-29 OF 5-218 SHEETS

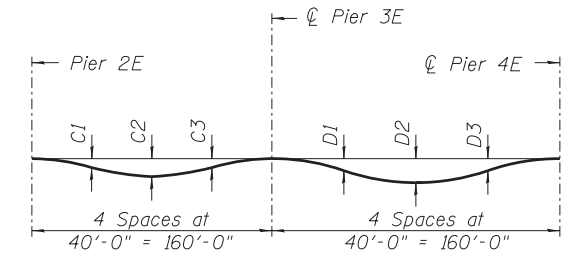
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	552
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	



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-30 to S-32, minus slab thickness, equals the fillet heights "t" above top flange of girders.

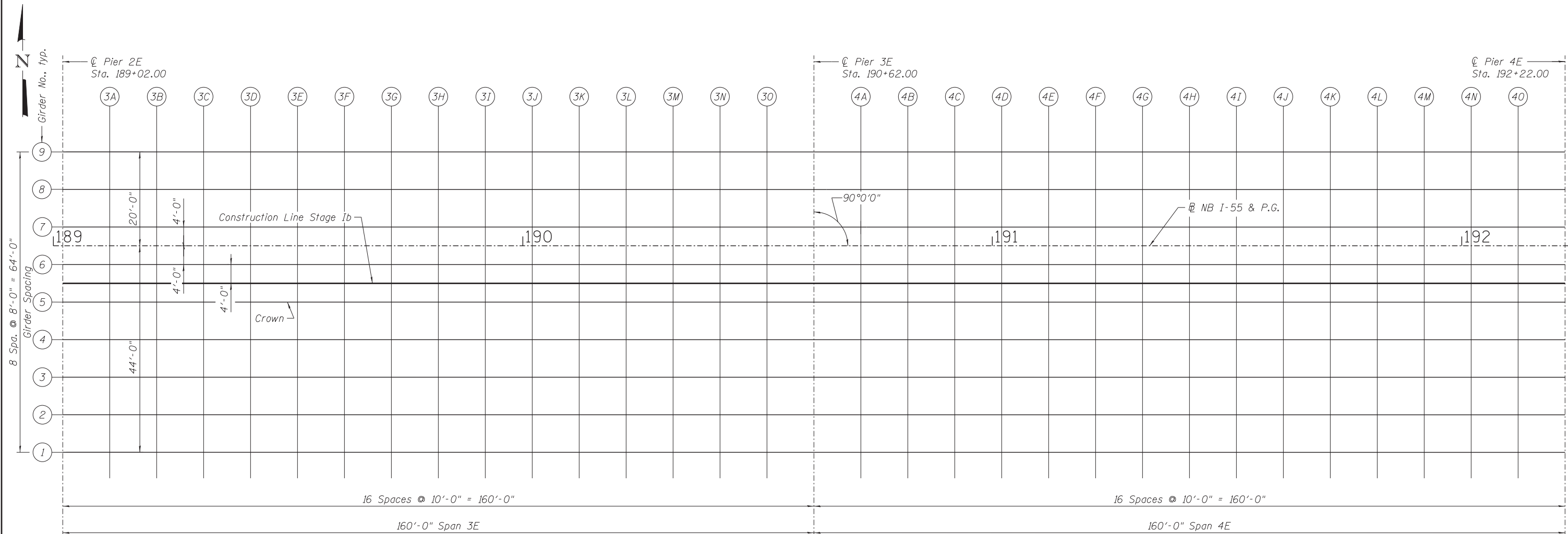
FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS					
	Span 3E			Span 4E		
	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 1/2"	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"
5	0 3/8"	1"	0 1/2"	1"	1 7/8"	1"
6	0 3/8"	1"	0 1/2"	1"	1 7/8"	1"
7	0 1/2"	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. 016-1500

105_0161500_60x07_TOS_Plan_II.dgn



USER NAME = AVasonis	DESIGNED - TH	REVISED -
PLOT SCALE =	CHECKED - MR	REVISED -
PLOT DATE = 5/26/2015	DRAWN - AMV	REVISED -
	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN II - S.N.016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-30 OF S-218 SHEETS

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 553
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 2E	189+02.00	44.00	621.75	621.75
3A	189+12.00	44.00	621.94	621.94
3B	189+22.00	44.00	622.12	622.13
3C	189+32.00	44.00	622.29	622.31
3D	189+42.00	44.00	622.46	622.51
3E	189+52.00	44.00	622.62	622.69
3F	189+62.00	44.00	622.78	622.87
3G	189+72.00	44.00	622.93	623.03
3H	189+82.00	44.00	623.07	623.18
3I	189+92.00	44.00	623.20	623.31
3J	190+02.00	44.00	623.33	623.42
3K	190+12.00	44.00	623.45	623.53
3L	190+22.00	44.00	623.57	623.63
3M	190+32.00	44.00	623.68	623.71
3N	190+42.00	44.00	623.78	623.80
3O	190+52.00	44.00	623.87	623.87
☉ Pier 3E	190+62.00	44.00	623.96	623.96
4A	190+72.00	44.00	624.04	624.06
4B	190+82.00	44.00	624.11	624.15
4C	190+92.00	44.00	624.18	624.25
4D	1191+02.00	44.00	624.24	624.34
4E	191+12.00	44.00	624.30	624.43
4F	191+22.00	44.00	624.35	624.51
4G	191+32.00	44.00	624.41	624.58
4H	191+42.00	44.00	624.46	624.65
4I	191+52.00	44.00	624.52	624.69
4J	191+62.00	44.00	624.57	624.73
4K	191+72.00	44.00	624.63	624.76
4L	191+82.00	44.00	624.68	624.79
4M	191+92.00	44.00	624.74	624.81
4N	192+02.00	44.00	624.79	624.84
4O	192+12.00	44.00	624.85	624.87
☉ Pier 4E	192+22.00	44.00	624.90	624.90

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 2E	189+02.00	36.00	621.91	621.91
3A	189+12.00	36.00	622.10	622.10
3B	189+22.00	36.00	622.28	622.29
3C	189+32.00	36.00	622.45	622.47
3D	189+42.00	36.00	622.62	622.66
3E	189+52.00	36.00	622.78	622.84
3F	189+62.00	36.00	622.94	623.02
3G	189+72.00	36.00	623.09	623.18
3H	189+82.00	36.00	623.23	623.33
3I	189+92.00	36.00	623.36	623.46
3J	190+02.00	36.00	623.49	623.58
3K	190+12.00	36.00	623.61	623.68
3L	190+22.00	36.00	623.73	623.78
3M	190+32.00	36.00	623.84	623.87
3N	190+42.00	36.00	623.94	623.95
3O	190+52.00	36.00	624.03	624.03
☉ Pier 3E	190+62.00	36.00	624.12	624.12
4A	190+72.00	36.00	624.20	624.22
4B	190+82.00	36.00	624.27	624.31
4C	190+92.00	36.00	624.34	624.40
4D	1191+02.00	36.00	624.40	624.50
4E	191+12.00	36.00	624.46	624.58
4F	191+22.00	36.00	624.52	624.67
4G	191+32.00	36.00	624.57	624.73
4H	191+42.00	36.00	624.62	624.80
4I	191+52.00	36.00	624.68	624.84
4J	191+62.00	36.00	624.73	624.89
4K	191+72.00	36.00	624.79	624.92
4L	191+82.00	36.00	624.84	624.94
4M	191+92.00	36.00	624.90	624.97
4N	192+02.00	36.00	624.95	625.00
4O	192+12.00	36.00	625.01	625.03
☉ Pier 4E	192+22.00	36.00	625.06	625.06

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 2E	189+02.00	28.00	622.07	622.07
3A	189+12.00	28.00	622.26	622.26
3B	189+22.00	28.00	622.44	622.44
3C	189+32.00	28.00	622.61	622.63
3D	189+42.00	28.00	622.78	622.82
3E	189+52.00	28.00	622.94	623.00
3F	189+62.00	28.00	623.10	623.17
3G	189+72.00	28.00	623.25	623.33
3H	189+82.00	28.00	623.39	623.48
3I	189+92.00	28.00	623.52	623.61
3J	190+02.00	28.00	623.65	623.73
3K	190+12.00	28.00	623.77	623.83
3L	190+22.00	28.00	623.89	623.94
3M	190+32.00	28.00	624.00	624.03
3N	190+42.00	28.00	624.10	624.11
3O	190+52.00	28.00	624.19	624.19
☉ Pier 3E	190+62.00	28.00	624.28	624.28
4A	190+72.00	28.00	624.36	624.38
4B	190+82.00	28.00	624.43	624.46
4C	190+92.00	28.00	624.50	624.56
4D	1191+02.00	28.00	624.56	624.65
4E	191+12.00	28.00	624.62	624.74
4F	191+22.00	28.00	624.68	624.82
4G	191+32.00	28.00	624.73	624.88
4H	191+42.00	28.00	624.78	624.95
4I	191+52.00	28.00	624.84	624.99
4J	191+62.00	28.00	624.89	625.04
4K	191+72.00	28.00	624.95	625.07
4L	191+82.00	28.00	625.00	625.10
4M	191+92.00	28.00	625.06	625.12
4N	192+02.00	28.00	625.11	625.15
4O	192+12.00	28.00	625.17	625.19
☉ Pier 4E	192+22.00	28.00	625.22	625.22

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 2E	189+02.00	20.00	622.23	622.23
3A	189+12.00	20.00	622.42	622.42
3B	189+22.00	20.00	622.60	622.60
3C	189+32.00	20.00	622.77	622.79
3D	189+42.00	20.00	622.94	622.97
3E	189+52.00	20.00	623.10	623.15
3F	189+62.00	20.00	623.26	623.33
3G	189+72.00	20.00	623.41	623.49
3H	189+82.00	20.00	623.55	623.63
3I	189+92.00	20.00	623.68	623.76
3J	190+02.00	20.00	623.81	623.88
3K	190+12.00	20.00	623.93	623.99
3L	190+22.00	20.00	624.05	624.09
3M	190+32.00	20.00	624.16	624.18
3N	190+42.00	20.00	624.26	624.27
3O	190+52.00	20.00	624.35	624.35
☉ Pier 3E	190+62.00	20.00	624.44	624.44
4A	190+72.00	20.00	624.52	624.53
4B	190+82.00	20.00	624.59	624.62
4C	190+92.00	20.00	624.66	624.72
4D	1191+02.00	20.00	624.72	624.81
4E	191+12.00	20.00	624.78	624.89
4F	191+22.00	20.00	624.84	624.97
4G	191+32.00	20.00	624.89	625.04
4H	191+42.00	20.00	624.94	625.11
4I	191+52.00	20.00	625.00	625.15
4J	191+62.00	20.00	625.05	625.20
4K	191+72.00	20.00	625.11	625.22
4L	191+82.00	20.00	625.16	625.26
4M	191+92.00	20.00	625.22	625.28
4N	192+02.00	20.00	625.27	625.31
4O	192+12.00	20.00	625.33	625.35
☉ Pier 4E	192+22.00	20.00	625.38	625.38

106_0161500_60X07_TOS_Elev_IV.dgn



USER NAME = AVasonis	DESIGNED - TH	REVISED -
	CHECKED - MR	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 5/26/2015	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS IV - S.N.016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-31 OF S-218 SHEETS

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 554
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

GIRDER 5 & CROWN

CONSTRUCTION LINE STAGE 1b

GIRDER 6

NB I-55 & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 2E	189+02.00	12.00	622.39	622.39
3A	189+12.00	12.00	622.58	622.58
3B	189+22.00	12.00	622.76	622.76
3C	189+32.00	12.00	622.93	622.95
3D	189+42.00	12.00	623.10	623.13
3E	189+52.00	12.00	623.26	623.31
3F	189+62.00	12.00	623.42	623.49
3G	189+72.00	12.00	623.57	623.65
3H	189+82.00	12.00	623.71	623.79
3I	189+92.00	12.00	623.84	623.92
3J	190+02.00	12.00	623.97	624.04
3K	190+12.00	12.00	624.09	624.15
3L	190+22.00	12.00	624.21	624.25
3M	190+32.00	12.00	624.32	624.34
3N	190+42.00	12.00	624.42	624.43
3O	190+52.00	12.00	624.51	624.51
☉ Pier 3E	190+62.00	12.00	624.60	624.60
4A	190+72.00	12.00	624.68	624.69
4B	190+82.00	12.00	624.75	624.78
4C	190+92.00	12.00	624.82	624.88
4D	1191+02.00	12.00	624.88	624.97
4E	191+12.00	12.00	624.94	625.05
4F	191+22.00	12.00	624.99	625.13
4G	191+32.00	12.00	625.05	625.20
4H	191+42.00	12.00	625.10	625.26
4I	191+52.00	12.00	625.16	625.31
4J	191+62.00	12.00	625.21	625.35
4K	191+72.00	12.00	625.27	625.38
4L	191+82.00	12.00	625.32	625.42
4M	191+92.00	12.00	625.38	625.44
4N	192+02.00	12.00	625.43	625.47
4O	192+12.00	12.00	625.49	625.51
☉ Pier 4E	192+22.00	12.00	625.54	625.54

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 2E	189+02.00	8.00	622.31	622.31
3A	189+12.00	8.00	622.50	622.50
3B	189+22.00	8.00	622.68	622.68
3C	189+32.00	8.00	622.85	622.87
3D	189+42.00	8.00	623.02	623.05
3E	189+52.00	8.00	623.18	623.23
3F	189+62.00	8.00	623.34	623.41
3G	189+72.00	8.00	623.49	623.57
3H	189+82.00	8.00	623.63	623.71
3I	189+92.00	8.00	623.76	623.84
3J	190+02.00	8.00	623.89	623.96
3K	190+12.00	8.00	624.01	624.07
3L	190+22.00	8.00	624.13	624.17
3M	190+32.00	8.00	624.24	624.26
3N	190+42.00	8.00	624.34	624.35
3O	190+52.00	8.00	624.43	624.43
☉ Pier 3E	190+62.00	8.00	624.52	624.52
4A	190+72.00	8.00	624.60	624.61
4B	190+82.00	8.00	624.67	624.70
4C	190+92.00	8.00	624.74	624.80
4D	1191+02.00	8.00	624.80	624.89
4E	191+12.00	8.00	624.86	624.97
4F	191+22.00	8.00	624.91	625.05
4G	191+32.00	8.00	624.97	625.12
4H	191+42.00	8.00	625.02	625.18
4I	191+52.00	8.00	625.08	625.23
4J	191+62.00	8.00	625.13	625.27
4K	191+72.00	8.00	625.19	625.30
4L	191+82.00	8.00	625.24	625.34
4M	191+92.00	8.00	625.30	625.36
4N	192+02.00	8.00	625.35	625.39
4O	192+12.00	8.00	625.41	625.43
☉ Pier 4E	192+22.00	8.00	625.46	625.46

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 2E	189+02.00	4.00	622.23	622.23
3A	189+12.00	4.00	622.42	622.42
3B	189+22.00	4.00	622.60	622.60
3C	189+32.00	4.00	622.77	622.79
3D	189+42.00	4.00	622.94	622.97
3E	189+52.00	4.00	623.10	623.15
3F	189+62.00	4.00	623.26	623.33
3G	189+72.00	4.00	623.41	623.49
3H	189+82.00	4.00	623.55	623.63
3I	189+92.00	4.00	623.68	623.76
3J	190+02.00	4.00	623.81	623.88
3K	190+12.00	4.00	623.93	623.99
3L	190+22.00	4.00	624.05	624.09
3M	190+32.00	4.00	624.16	624.18
3N	190+42.00	4.00	624.26	624.27
3O	190+52.00	4.00	624.35	624.35
☉ Pier 3E	190+62.00	4.00	624.44	624.44
4A	190+72.00	4.00	624.52	624.53
4B	190+82.00	4.00	624.59	624.62
4C	190+92.00	4.00	624.66	624.72
4D	1191+02.00	4.00	624.72	624.81
4E	191+12.00	4.00	624.78	624.89
4F	191+22.00	4.00	624.84	624.97
4G	191+32.00	4.00	624.89	625.04
4H	191+42.00	4.00	624.94	625.11
4I	191+52.00	4.00	625.00	625.15
4J	191+62.00	4.00	625.05	625.20
4K	191+72.00	4.00	625.11	625.22
4L	191+82.00	4.00	625.16	625.26
4M	191+92.00	4.00	625.22	625.28
4N	192+02.00	4.00	625.27	625.31
4O	192+12.00	4.00	625.33	625.35
☉ Pier 4E	192+22.00	4.00	625.38	625.38

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 2E	189+02.00	0.00	622.15	622.15
3A	189+12.00	0.00	622.34	622.34
3B	189+22.00	0.00	622.52	622.52
3C	189+32.00	0.00	622.69	622.71
3D	189+42.00	0.00	622.86	622.90
3E	189+52.00	0.00	623.02	623.07
3F	189+62.00	0.00	623.18	623.25
3G	189+72.00	0.00	623.33	623.41
3H	189+82.00	0.00	623.47	623.56
3I	189+92.00	0.00	623.60	623.69
3J	190+02.00	0.00	623.73	623.81
3K	190+12.00	0.00	623.85	623.91
3L	190+22.00	0.00	623.97	624.01
3M	190+32.00	0.00	624.08	624.11
3N	190+42.00	0.00	624.18	624.19
3O	190+52.00	0.00	624.27	624.27
☉ Pier 3E	190+62.00	0.00	624.36	624.36
4A	190+72.00	0.00	624.44	624.45
4B	190+82.00	0.00	624.51	624.54
4C	190+92.00	0.00	624.58	624.64
4D	1191+02.00	0.00	624.64	624.73
4E	191+12.00	0.00	624.70	624.81
4F	191+22.00	0.00	624.75	624.89
4G	191+32.00	0.00	624.81	624.96
4H	191+42.00	0.00	624.86	625.03
4I	191+52.00	0.00	624.92	625.07
4J	191+62.00	0.00	624.97	625.12
4K	191+72.00	0.00	625.03	625.15
4L	191+82.00	0.00	625.08	625.18
4M	191+92.00	0.00	625.14	625.20
4N	192+02.00	0.00	625.19	625.23
4O	192+12.00	0.00	625.25	625.27
☉ Pier 4E	192+22.00	0.00	625.30	625.30

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USER NAME = AVasonis	DESIGNED - TH	REVISED -
	CHECKED - MR	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 5/26/2015	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS V - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-32 OF S-218 SHEETS

F.A.I. RTE. 55	SECTION 2013-049B	COUNTY COOK	TOTAL SHEETS 888	SHEET NO. 555
CONTRACT NO. 60X07				ILLINOIS FED. AID PROJECT

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 2E	189+02.00	-4.00	622.07	622.07
3A	189+12.00	-4.00	622.26	622.26
3B	189+22.00	-4.00	622.44	622.44
3C	189+32.00	-4.00	622.61	622.63
3D	189+42.00	-4.00	622.78	622.82
3E	189+52.00	-4.00	622.94	623.00
3F	189+62.00	-4.00	623.10	623.17
3G	189+72.00	-4.00	623.25	623.33
3H	189+82.00	-4.00	623.39	623.48
3I	189+92.00	-4.00	623.52	623.61
3J	190+02.00	-4.00	623.65	623.73
3K	190+12.00	-4.00	623.77	623.83
3L	190+22.00	-4.00	623.89	623.94
3M	190+32.00	-4.00	624.00	624.03
3N	190+42.00	-4.00	624.10	624.11
3O	190+52.00	-4.00	624.19	624.19
☉ Pier 3E	190+62.00	-4.00	624.28	624.28
4A	190+72.00	-4.00	624.36	624.38
4B	190+82.00	-4.00	624.43	624.46
4C	190+92.00	-4.00	624.50	624.56
4D	1191+02.00	-4.00	624.56	624.65
4E	191+12.00	-4.00	624.62	624.74
4F	191+22.00	-4.00	624.68	624.82
4G	191+32.00	-4.00	624.73	624.88
4H	191+42.00	-4.00	624.78	624.95
4I	191+52.00	-4.00	624.84	624.99
4J	191+62.00	-4.00	624.89	625.04
4K	191+72.00	-4.00	624.95	625.07
4L	191+82.00	-4.00	625.00	625.10
4M	191+92.00	-4.00	625.06	625.12
4N	192+02.00	-4.00	625.11	625.15
4O	192+12.00	-4.00	625.17	625.19
☉ Pier 4E	192+22.00	-4.00	625.22	625.22

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 2E	189+02.00	-12.00	621.91	621.91
3A	189+12.00	-12.00	622.10	622.10
3B	189+22.00	-12.00	622.28	622.29
3C	189+32.00	-12.00	622.45	622.47
3D	189+42.00	-12.00	622.62	622.66
3E	189+52.00	-12.00	622.78	622.84
3F	189+62.00	-12.00	622.94	623.02
3G	189+72.00	-12.00	623.09	623.18
3H	189+82.00	-12.00	623.23	623.33
3I	189+92.00	-12.00	623.36	623.46
3J	190+02.00	-12.00	623.49	623.58
3K	190+12.00	-12.00	623.61	623.68
3L	190+22.00	-12.00	623.73	623.78
3M	190+32.00	-12.00	623.84	623.87
3N	190+42.00	-12.00	623.94	623.95
3O	190+52.00	-12.00	624.03	624.03
☉ Pier 3E	190+62.00	-12.00	624.12	624.12
4A	190+72.00	-12.00	624.20	624.22
4B	190+82.00	-12.00	624.27	624.31
4C	190+92.00	-12.00	624.34	624.40
4D	1191+02.00	-12.00	624.40	624.50
4E	191+12.00	-12.00	624.46	624.58
4F	191+22.00	-12.00	624.52	624.67
4G	191+32.00	-12.00	624.57	624.73
4H	191+42.00	-12.00	624.62	624.80
4I	191+52.00	-12.00	624.68	624.84
4J	191+62.00	-12.00	624.73	624.89
4K	191+72.00	-12.00	624.79	624.92
4L	191+82.00	-12.00	624.84	624.94
4M	191+92.00	-12.00	624.90	624.97
4N	192+02.00	-12.00	624.95	625.00
4O	192+12.00	-12.00	625.01	625.03
☉ Pier 4E	192+22.00	-12.00	625.06	625.06

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 2E	189+02.00	-20.00	621.75	621.75
3A	189+12.00	-20.00	621.94	621.94
3B	189+22.00	-20.00	622.12	622.13
3C	189+32.00	-20.00	622.29	622.31
3D	189+42.00	-20.00	622.46	622.51
3E	189+52.00	-20.00	622.62	622.69
3F	189+62.00	-20.00	622.78	622.87
3G	189+72.00	-20.00	622.93	623.03
3H	189+82.00	-20.00	623.07	623.18
3I	189+92.00	-20.00	623.20	623.31
3J	190+02.00	-20.00	623.33	623.42
3K	190+12.00	-20.00	623.45	623.53
3L	190+22.00	-20.00	623.57	623.63
3M	190+32.00	-20.00	623.68	623.71
3N	190+42.00	-20.00	623.78	623.80
3O	190+52.00	-20.00	623.87	623.87
☉ Pier 3E	190+62.00	-20.00	623.96	623.96
4A	190+72.00	-20.00	624.04	624.06
4B	190+82.00	-20.00	624.11	624.15
4C	190+92.00	-20.00	624.18	624.25
4D	1191+02.00	-20.00	624.24	624.34
4E	191+12.00	-20.00	624.30	624.43
4F	191+22.00	-20.00	624.35	624.51
4G	191+32.00	-20.00	624.41	624.58
4H	191+42.00	-20.00	624.46	624.65
4I	191+52.00	-20.00	624.52	624.69
4J	191+62.00	-20.00	624.57	624.73
4K	191+72.00	-20.00	624.63	624.76
4L	191+82.00	-20.00	624.68	624.79
4M	191+92.00	-20.00	624.74	624.81
4N	192+02.00	-20.00	624.79	624.84
4O	192+12.00	-20.00	624.85	624.87
☉ Pier 4E	192+22.00	-20.00	624.90	624.90

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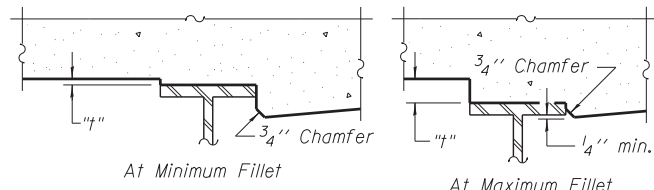
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	CHECKED - MR	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 5/26/2015	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS VI - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-33 OF S-218 SHEETS

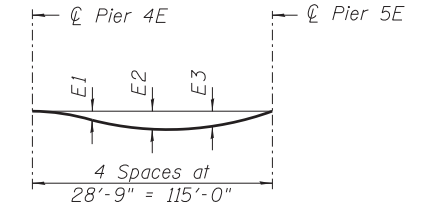
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	556
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	



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.

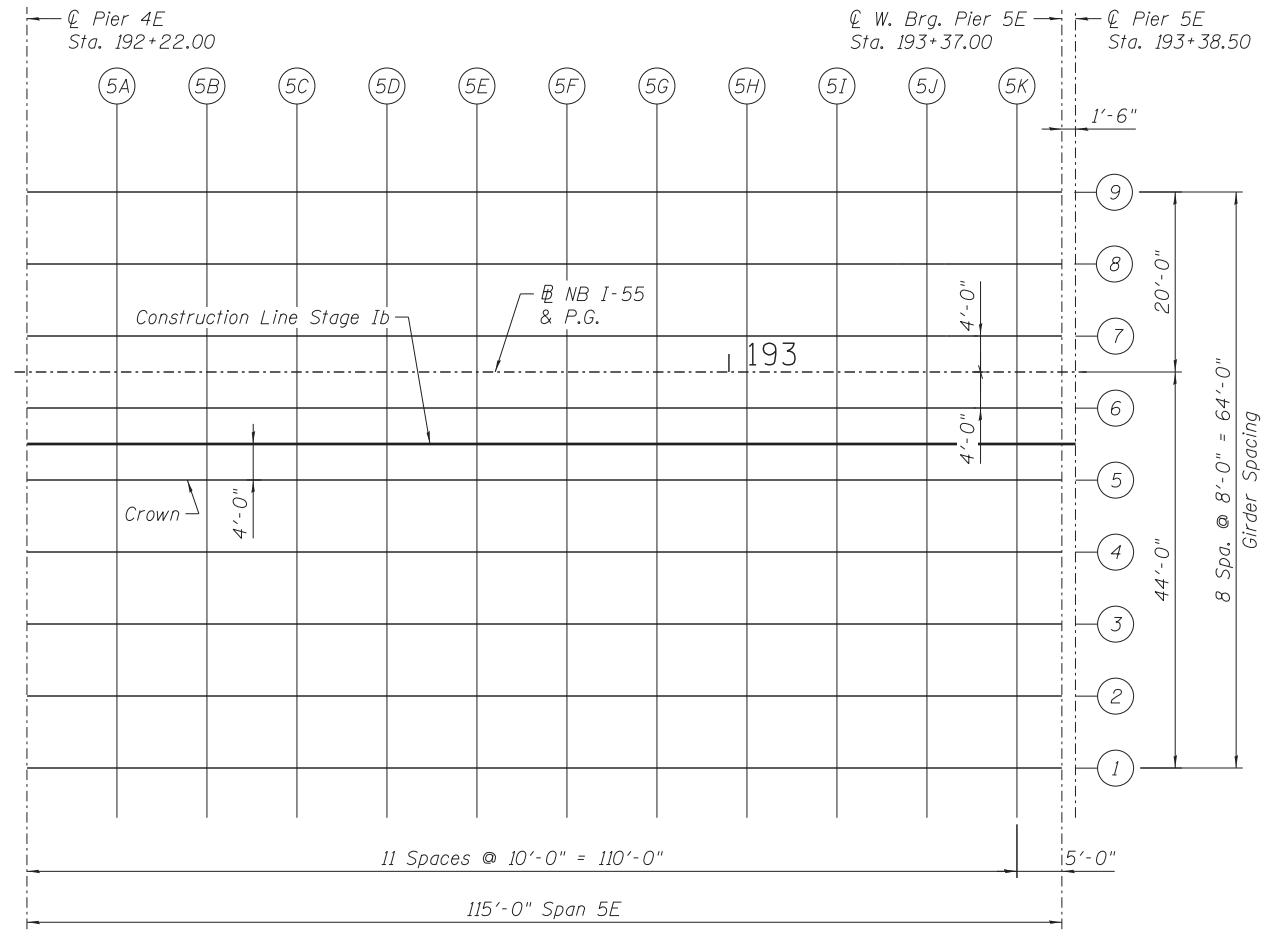
FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS		
	Span 5E		
	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 5/8"
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. 016-1500

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PLOT DATE = 5/26/2015	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN III - S.N. 016-1500
 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 557
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

SHEET NO. S-34 OF S-218 SHEETS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 4E	192+22.00	44.00	624.91	624.91
5A	192+32.00	44.00	624.96	624.96
5B	192+42.00	44.00	625.02	625.02
5C	192+52.00	44.00	625.07	625.09
5D	192+62.00	44.00	625.13	625.16
5E	192+72.00	44.00	625.18	625.24
5F	192+82.00	44.00	625.24	625.31
5G	192+92.00	44.00	625.29	625.37
5H	193+02.00	44.00	625.35	625.42
5I	193+12.00	44.00	625.40	625.46
5J	193+22.00	44.00	625.46	625.50
5K	193+32.00	44.00	625.51	625.53
⊕ Brg. Pier 5E	193+37.00	44.00	625.54	625.54
⊕ Pier 5E	193+38.50	44.00	625.55	625.55

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 4E	192+22.00	36.00	625.07	625.07
5A	192+32.00	36.00	625.12	625.12
5B	192+42.00	36.00	625.18	625.18
5C	192+52.00	36.00	625.23	625.25
5D	192+62.00	36.00	625.29	625.32
5E	192+72.00	36.00	625.34	625.39
5F	192+82.00	36.00	625.40	625.46
5G	192+92.00	36.00	625.45	625.52
5H	193+02.00	36.00	625.51	625.57
5I	193+12.00	36.00	625.56	625.62
5J	193+22.00	36.00	625.62	625.65
5K	193+32.00	36.00	625.67	625.68
⊕ Brg. Pier 5E	193+37.00	36.00	625.70	625.70
⊕ Pier 5E	193+38.50	36.00	625.71	625.71

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 4E	192+22.00	28.00	625.23	625.23
5A	192+32.00	28.00	625.28	625.28
5B	192+42.00	28.00	625.34	625.34
5C	192+52.00	28.00	625.39	625.41
5D	192+62.00	28.00	625.45	625.48
5E	192+72.00	28.00	625.50	625.55
5F	192+82.00	28.00	625.56	625.62
5G	192+92.00	28.00	625.61	625.68
5H	193+02.00	28.00	625.67	625.73
5I	193+12.00	28.00	625.72	625.77
5J	193+22.00	28.00	625.78	625.81
5K	193+32.00	28.00	625.83	625.84
⊕ Brg. Pier 5E	193+37.00	28.00	625.86	625.86
⊕ Pier 5E	193+38.50	28.00	625.87	625.87

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 4E	192+22.00	20.00	625.39	625.39
5A	192+32.00	20.00	625.44	625.44
5B	192+42.00	20.00	625.50	625.50
5C	192+52.00	20.00	625.55	625.57
5D	192+62.00	20.00	625.61	625.64
5E	192+72.00	20.00	625.66	625.71
5F	192+82.00	20.00	625.72	625.78
5G	192+92.00	20.00	625.77	625.84
5H	193+02.00	20.00	625.83	625.89
5I	193+12.00	20.00	625.88	625.93
5J	193+22.00	20.00	625.94	625.97
5K	193+32.00	20.00	625.99	626.00
⊕ Brg. Pier 5E	193+37.00	20.00	626.02	626.02
⊕ Pier 5E	193+38.50	20.00	626.03	626.03

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USER NAME = AVasonis	DESIGNED - TH	REVISED -
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PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 5/26/2015	CHECKED - TH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS VII - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-35 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	558
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	

GIRDER 5 & CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 4E	192+22.00	12.00	625.55	625.55
5A	192+32.00	12.00	625.60	625.60
5B	192+42.00	12.00	625.66	625.66
5C	192+52.00	12.00	625.71	625.73
5D	192+62.00	12.00	625.77	625.80
5E	192+72.00	12.00	625.82	625.87
5F	192+82.00	12.00	625.88	625.94
5G	192+92.00	12.00	625.93	626.00
5H	193+02.00	12.00	625.99	626.05
5I	193+12.00	12.00	626.04	626.09
5J	193+22.00	12.00	626.10	626.13
5K	193+32.00	12.00	626.15	626.16
⊕ Brg. Pier 5E	193+37.00	12.00	626.18	626.18
⊕ Pier 5E	193+38.50	12.00	626.19	626.19

CONSTRUCTION LINE STAGE 1b

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 4E	192+22.00	8.00	625.47	625.47
5A	192+32.00	8.00	625.52	625.52
5B	192+42.00	8.00	625.58	625.58
5C	192+52.00	8.00	625.63	625.65
5D	192+62.00	8.00	625.69	625.72
5E	192+72.00	8.00	625.74	625.79
5F	192+82.00	8.00	625.80	625.86
5G	192+92.00	8.00	625.85	625.92
5H	193+02.00	8.00	625.91	625.97
5I	193+12.00	8.00	625.96	626.01
5J	193+22.00	8.00	626.02	626.05
5K	193+32.00	8.00	626.07	626.08
⊕ Brg. Pier 5E	193+37.00	8.00	626.10	626.10
⊕ Pier 5E	193+38.50	8.00	626.11	626.11

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 4E	192+22.00	4.00	625.39	625.39
5A	192+32.00	4.00	625.44	625.44
5B	192+42.00	4.00	625.50	625.50
5C	192+52.00	4.00	625.55	625.57
5D	192+62.00	4.00	625.61	625.64
5E	192+72.00	4.00	625.66	625.71
5F	192+82.00	4.00	625.72	625.78
5G	192+92.00	4.00	625.77	625.84
5H	193+02.00	4.00	625.83	625.89
5I	193+12.00	4.00	625.88	625.93
5J	193+22.00	4.00	625.94	625.97
5K	193+32.00	4.00	625.99	626.00
⊕ Brg. Pier 5E	193+37.00	4.00	626.02	626.02
⊕ Pier 5E	193+38.50	4.00	626.03	626.03

⊕ NB I-55 & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 4E	192+22.00	0.00	625.31	625.31
5A	192+32.00	0.00	625.36	625.36
5B	192+42.00	0.00	625.42	625.42
5C	192+52.00	0.00	625.47	625.49
5D	192+62.00	0.00	625.53	625.56
5E	192+72.00	0.00	625.58	625.63
5F	192+82.00	0.00	625.64	625.70
5G	192+92.00	0.00	625.69	625.76
5H	193+02.00	0.00	625.75	625.81
5I	193+12.00	0.00	625.80	625.85
5J	193+22.00	0.00	625.86	625.89
5K	193+32.00	0.00	625.91	625.92
⊕ Brg. Pier 5E	193+37.00	0.00	625.94	625.94
⊕ Pier 5E	193+38.50	0.00	625.95	625.95

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USER NAME = AVasonis	DESIGNED - TH	REVISED -
	CHECKED - MR	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 5/26/2015	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS VIII - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-36 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	559
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 4E	192+22.00	-4.00	625.23	625.23
5A	192+32.00	-4.00	625.28	625.28
5B	192+42.00	-4.00	625.34	625.34
5C	192+52.00	-4.00	625.39	625.41
5D	192+62.00	-4.00	625.45	625.48
5E	192+72.00	-4.00	625.50	625.55
5F	192+82.00	-4.00	625.56	625.62
5G	192+92.00	-4.00	625.61	625.68
5H	193+02.00	-4.00	625.67	625.73
5I	193+12.00	-4.00	625.72	625.77
5J	193+22.00	-4.00	625.78	625.81
5K	193+32.00	-4.00	625.83	625.84
⊕ Brg. Pier 5E	193+37.00	-4.00	625.86	625.86
⊕ Pier 5E	193+38.50	-4.00	625.87	625.87

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 4E	192+22.00	-12.00	625.07	625.07
5A	192+32.00	-12.00	625.12	625.12
5B	192+42.00	-12.00	625.18	625.18
5C	192+52.00	-12.00	625.23	625.25
5D	192+62.00	-12.00	625.29	625.32
5E	192+72.00	-12.00	625.34	625.39
5F	192+82.00	-12.00	625.40	625.46
5G	192+92.00	-12.00	625.45	625.52
5H	193+02.00	-12.00	625.51	625.57
5I	193+12.00	-12.00	625.56	625.62
5J	193+22.00	-12.00	625.62	625.65
5K	193+32.00	-12.00	625.67	625.68
⊕ Brg. Pier 5E	193+37.00	-12.00	625.70	625.70
⊕ Pier 5E	193+38.50	-12.00	625.71	625.71

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 4E	192+22.00	-20.00	624.91	624.91
5A	192+32.00	-20.00	624.96	624.96
5B	192+42.00	-20.00	625.02	625.02
5C	192+52.00	-20.00	625.07	625.09
5D	192+62.00	-20.00	625.13	625.16
5E	192+72.00	-20.00	625.18	625.24
5F	192+82.00	-20.00	625.24	625.31
5G	192+92.00	-20.00	625.29	625.37
5H	193+02.00	-20.00	625.35	625.42
5I	193+12.00	-20.00	625.40	625.46
5J	193+22.00	-20.00	625.46	625.50
5K	193+32.00	-20.00	625.51	625.53
⊕ Brg. Pier 5E	193+37.00	-20.00	625.54	625.54
⊕ Pier 5E	193+38.50	-20.00	625.55	625.55

112_0161500_60X07_T05_Elev_IX.dgn



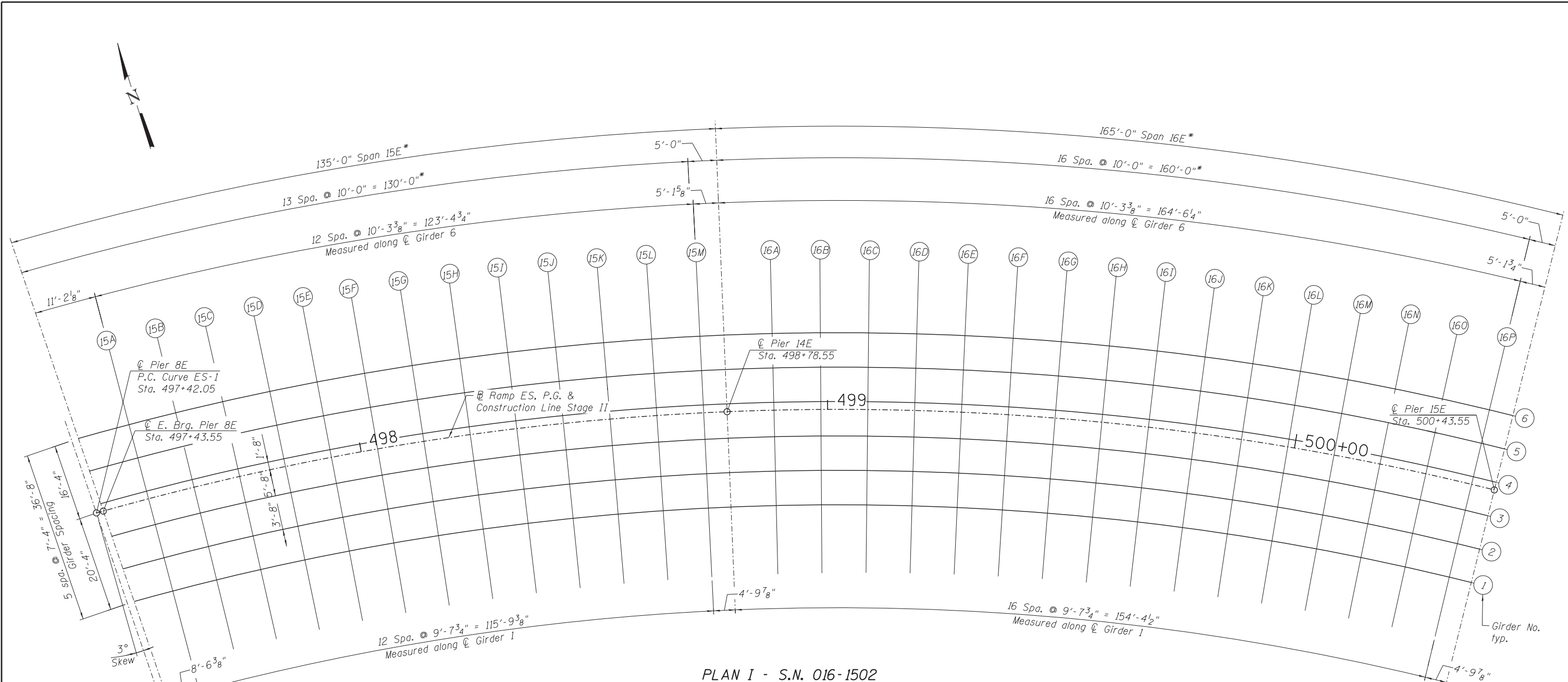
USER NAME = AVasonis	DESIGNED - TH	REVISED -
	CHECKED - MR	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 5/26/2015	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS IX - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

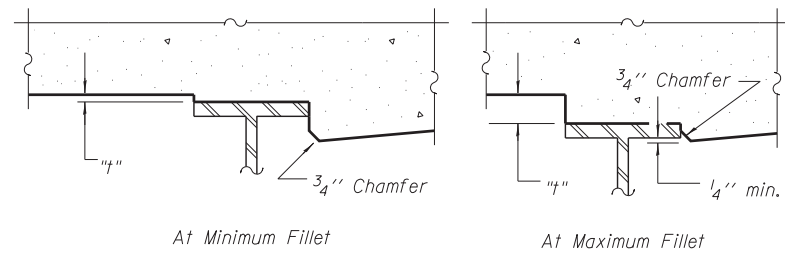
SHEET NO. S-37 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	560
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	



PLAN I - S.N. 016-1502

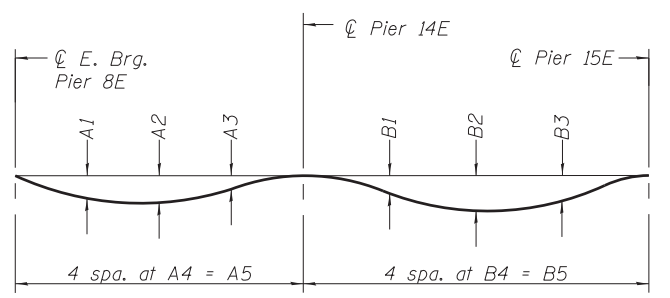
*Measured along the Ramp ES & P.G. (S.N. 016-1502) with all abutments and piers radial to alignment except Pier 8E which is skewed 3° from radial.



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-39 to S-40, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS									
	Span 15E					Span 16E				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5
1	0 7/8"	1"	0 3/8"	32'-3 3/8"	129'-1 1/2"	0 3/4"	1 1/4"	0 5/8"	39'-9 5/8"	159'-2 3/8"
2	1"	1 1/8"	0 1/2"	32'-9 3/4"	131'-3"	0 5/8"	1 1/4"	0 5/8"	40'-3 7/8"	161'-3 1/2"
3	1 1/8"	1 1/4"	0 1/2"	33'-4 1/8"	133'-4 3/8"	0 5/8"	1 1/4"	0 5/8"	40'-10 1/8"	163'-4 5/8"
4	1 1/4"	1 3/8"	0 5/8"	33'-10 3/8"	135'-5 3/4"	0 5/8"	1 3/8"	0 5/8"	41'-4 3/8"	165'-5 3/4"
5	1 1/2"	1 5/8"	0 3/4"	34'-4 3/4"	137'-7 1/8"	0 5/8"	1 3/8"	0 3/4"	41'-10 3/4"	167'-6 7/8"
6	1 5/8"	1 7/8"	0 7/8"	34'-11 1/8"	139'-8 1/2"	0 5/8"	1 1/2"	0 3/4"	42'-5"	169'-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-39 to S-40.

121-0161502_60X07_T05_Plan_1.dgn



USER NAME = kritzm	DESIGNED - MK	REVISED -
PLOT SCALE =	CHECKED - JK	REVISED -
PLOT DATE = 5/26/2015	DRAWN - MK	REVISED -
	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN I - S.N. 016-1502
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-38 OF S-218 SHEETS

F.A.I. RTE. 55	SECTION 2013-049B	COUNTY COOK	TOTAL SHEETS 888	SHEET NO. 561
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

GIRDER 1

GIRDER 2

GIRDER 3

RAMP ES, P.G. & CONSTRUCTION LINE STAGE II

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 8E	497+43.16	20.33	625.68	625.68	☉ Pier 8E	497+42.75	13.00	625.91	625.91	☉ Pier 8E	497+42.35	5.67	626.10	626.10	☉ Pier 8E	497+42.05	0.00	626.26	626.26
☉ Brg. Pier 8E	497+44.71	20.33	625.65	625.65	☉ Brg. Pier 8E	497+44.29	13.00	625.86	625.86	☉ Brg. Pier 8E	497+43.87	5.67	626.07	626.07	☉ Brg. Pier 8E	497+43.55	0.00	626.23	626.23
15A	497+53.55	20.33	625.45	625.48	15A	497+53.55	13.00	625.68	625.71	15A	497+53.55	5.67	625.91	625.94	15A	497+53.55	0.00	626.08	626.12
15B	497+63.55	20.33	625.23	625.28	15B	497+63.55	13.00	625.49	625.54	15B	497+63.55	5.67	625.74	625.80	15B	497+63.55	0.00	625.93	626.00
15C	497+73.55	20.33	625.01	625.08	15C	497+73.55	13.00	625.29	625.37	15C	497+73.55	5.67	625.57	625.65	15C	497+73.55	0.00	625.78	625.88
15D	497+83.55	20.33	624.79	624.87	15D	497+83.55	13.00	625.10	625.19	15D	497+83.55	5.67	625.40	625.50	15D	497+83.55	0.00	625.63	625.75
15E	497+93.55	20.33	624.57	624.66	15E	497+93.55	13.00	624.90	625.00	15E	497+93.55	5.67	625.23	625.34	15E	497+93.55	0.00	625.48	625.61
15F	498+03.55	20.33	624.35	624.44	15F	498+03.55	13.00	624.71	624.81	15F	498+03.55	5.67	625.06	625.17	15F	498+03.55	0.00	625.33	625.46
15G	498+13.55	20.33	624.13	624.22	15G	498+13.55	13.00	624.51	624.60	15G	498+13.55	5.67	624.89	624.99	15G	498+13.55	0.00	625.18	625.30
15H	498+23.55	20.33	623.94	624.01	15H	498+23.55	13.00	624.33	624.41	15H	498+23.55	5.67	624.73	624.82	15H	498+23.55	0.00	625.03	625.13
15I	498+33.55	20.33	623.79	623.84	15I	498+33.55	13.00	624.18	624.24	15I	498+33.55	5.67	624.58	624.65	15I	498+33.55	0.00	624.88	624.96
15J	498+43.55	20.33	623.64	623.67	15J	498+43.55	13.00	624.03	624.07	15J	498+43.55	5.67	624.43	624.48	15J	498+43.55	0.00	624.73	624.79
15K	498+53.55	20.33	623.49	623.51	15K	498+53.55	13.00	623.88	623.91	15K	498+53.55	5.67	624.28	624.31	15K	498+53.55	0.00	624.58	624.62
15L	498+63.55	20.33	623.34	623.34	15L	498+63.55	13.00	623.73	623.74	15L	498+63.55	5.67	624.13	624.14	15L	498+63.55	0.00	624.43	624.45
15M	498+73.55	20.33	623.19	623.19	15M	498+73.55	13.00	623.58	623.58	15M	498+73.55	5.67	623.98	623.98	15M	498+73.55	0.00	624.28	624.29
☉ Pier 14E	498+78.55	20.33	623.11	623.11	☉ Pier 14E	498+78.55	13.00	623.51	623.51	☉ Pier 14E	498+78.55	5.67	623.90	623.90	☉ Pier 14E	498+78.55	0.00	624.21	624.21
16A	498+88.55	20.33	622.96	622.97	16A	498+88.55	13.00	623.36	623.36	16A	498+88.55	5.67	623.75	623.76	16A	498+88.55	0.00	624.06	624.06
16B	498+98.55	20.33	622.81	622.83	16B	498+98.55	13.00	623.21	623.22	16B	498+98.55	5.67	623.60	623.62	16B	498+98.55	0.00	623.91	623.92
16C	499+08.55	20.33	622.66	622.70	16C	499+08.55	13.00	623.06	623.09	16C	499+08.55	5.67	623.45	623.48	16C	499+08.55	0.00	623.76	623.79
16D	499+18.55	20.33	622.51	622.57	16D	499+18.55	13.00	622.91	622.96	16D	499+18.55	5.67	623.30	623.35	16D	499+18.55	0.00	623.61	623.66
16E	499+28.55	20.33	622.36	622.44	16E	499+28.55	13.00	622.76	622.83	16E	499+28.55	5.67	623.15	623.22	16E	499+28.55	0.00	623.46	623.53
16F	499+38.55	20.33	622.21	622.30	16F	499+38.55	13.00	622.61	622.70	16F	499+38.55	5.67	623.00	623.09	16F	499+38.55	0.00	623.31	623.40
16G	499+48.55	20.33	622.06	622.16	16G	499+48.55	13.00	622.46	622.56	16G	499+48.55	5.67	622.85	622.95	16G	499+48.55	0.00	623.16	623.26
16H	499+58.55	20.33	621.91	622.01	16H	499+58.55	13.00	622.30	622.41	16H	499+58.55	5.67	622.70	622.80	16H	499+58.55	0.00	623.00	623.11
16I	499+68.55	20.33	621.72	621.83	16I	499+68.55	13.00	622.12	622.22	16I	499+68.55	5.67	622.51	622.62	16I	499+68.55	0.00	622.82	622.93
16J	499+78.55	20.33	621.51	621.61	16J	499+78.55	13.00	621.91	622.00	16J	499+78.55	5.67	622.30	622.40	16J	499+78.55	0.00	622.61	622.71
16K	499+88.55	20.33	621.27	621.35	16K	499+88.55	13.00	621.66	621.74	16K	499+88.55	5.67	622.06	622.14	16K	499+88.55	0.00	622.37	622.45
16L	499+98.55	20.33	621.00	621.06	16L	499+98.55	13.00	621.39	621.45	16L	499+98.55	5.67	621.79	621.85	16L	499+98.55	0.00	622.09	622.16
16M	500+08.55	20.33	620.69	620.74	16M	500+08.55	13.00	621.09	621.13	16M	500+08.55	5.67	621.49	621.53	16M	500+08.55	0.00	621.79	621.84
16N	500+18.55	20.33	620.36	620.39	16N	500+18.55	13.00	620.76	620.78	16N	500+18.55	5.67	621.15	621.18	16N	500+18.55	0.00	621.46	621.49
16O	500+28.55	20.33	620.00	620.01	16O	500+28.55	13.00	620.40	620.41	16O	500+28.55	5.67	620.79	620.80	16O	500+28.55	0.00	621.10	621.11
16P	500+38.55	20.33	619.61	619.61	16P	500+38.55	13.00	620.01	620.01	16P	500+38.55	5.67	620.40	620.40	16P	500+38.55	0.00	620.71	620.71
☉ Pier 15E	500+43.55	20.33	619.40	619.40	☉ Pier 15E	500+43.55	13.00	619.80	619.80	☉ Pier 15E	500+43.55	5.67	620.20	620.20	☉ Pier 15E	500+43.55	0.00	620.50	620.50

122_0161502_60X07_T05_Elev_1.dgn



USER NAME =	krizm	DESIGNED -	MK	REVISED -	
		CHECKED -	JK	REVISED -	
PLOT SCALE =		DRAWN -	MK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	CLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I - S.N. 016-1502
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-39 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	562
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	

GIRDER 4

GIRDER 5

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
⊕ Pier 8E	497+41.97	-1.67	626.30	626.30	⊕ Pier 8E	497+41.58	-9.00	626.50	626.50	⊕ Pier 8E	497+41.20	-16.33	626.70	626.70
⊕ Brg. Pier 8E	497+43.46	-1.67	626.28	626.28	⊕ Brg. Pier 8E	497+43.07	-9.00	626.49	626.49	⊕ Brg. Pier 8E	497+42.05	-16.33	626.70	626.70
15A	497+53.55	-1.67	626.14	626.17	15A	497+53.55	-9.00	626.36	626.41	15A	497+53.55	-16.33	626.59	626.64
15B	497+63.55	-1.67	625.99	626.06	15B	497+63.55	-9.00	626.24	626.33	15B	497+63.55	-16.33	626.50	626.59
15C	497+73.55	-1.67	625.85	625.94	15C	497+73.55	-9.00	626.12	626.24	15C	497+73.55	-16.33	626.40	626.53
15D	497+83.55	-1.67	625.70	625.82	15D	497+83.55	-9.00	626.01	626.14	15D	497+83.55	-16.33	626.31	626.46
15E	497+93.55	-1.67	625.56	625.68	15E	497+93.55	-9.00	625.89	626.03	15E	497+93.55	-16.33	626.21	626.38
15F	498+03.55	-1.67	625.41	625.54	15F	498+03.55	-9.00	625.77	625.91	15F	498+03.55	-16.33	626.12	626.28
15G	498+13.55	-1.67	625.27	625.39	15G	498+13.55	-9.00	625.65	625.78	15G	498+13.55	-16.33	626.03	626.18
15H	498+23.55	-1.67	625.12	625.22	15H	498+23.55	-9.00	625.52	625.63	15H	498+23.55	-16.33	625.92	626.05
15I	498+33.55	-1.67	624.97	625.05	15I	498+33.55	-9.00	625.37	625.46	15I	498+33.55	-16.33	625.77	625.87
15J	498+43.55	-1.67	624.82	624.88	15J	498+43.55	-9.00	625.22	625.28	15J	498+43.55	-16.33	625.62	625.69
15K	498+53.55	-1.67	624.67	624.71	15K	498+53.55	-9.00	625.07	625.11	15K	498+53.55	-16.33	625.47	625.51
15L	498+63.55	-1.67	624.52	624.54	15L	498+63.55	-9.00	624.92	624.94	15L	498+63.55	-16.33	625.32	625.34
15M	498+73.55	-1.67	624.37	624.38	15M	498+73.55	-9.00	624.77	624.77	15M	498+73.55	-16.33	625.17	625.17
⊕ Pier 14E	498+78.55	-1.67	624.30	624.30	⊕ Pier 14E	498+78.55	-9.00	624.69	624.69	⊕ Pier 14E	498+78.55	-16.33	625.09	625.09
16A	498+88.55	-1.67	624.15	624.15	16A	498+88.55	-9.00	624.54	624.55	16A	498+88.55	-16.33	624.94	624.94
16B	498+98.55	-1.67	624.00	624.01	16B	498+98.55	-9.00	624.39	624.41	16B	498+98.55	-16.33	624.79	624.80
16C	499+08.55	-1.67	623.85	623.88	16C	499+08.55	-9.00	624.24	624.27	16C	499+08.55	-16.33	624.64	624.67
16D	499+18.55	-1.67	623.70	623.75	16D	499+18.55	-9.00	624.09	624.15	16D	499+18.55	-16.33	624.49	624.54
16E	499+28.55	-1.67	623.55	623.62	16E	499+28.55	-9.00	623.94	624.02	16E	499+28.55	-16.33	624.34	624.42
16F	499+38.55	-1.67	623.40	623.49	16F	499+38.55	-9.00	623.79	623.89	16F	499+38.55	-16.33	624.19	624.29
16G	499+48.55	-1.67	623.25	623.35	16G	499+48.55	-9.00	623.64	623.75	16G	499+48.55	-16.33	624.04	624.15
16H	499+58.55	-1.67	623.09	623.20	16H	499+58.55	-9.00	623.49	623.60	16H	499+58.55	-16.33	623.89	624.01
16I	499+68.55	-1.67	622.91	623.02	16I	499+68.55	-9.00	623.31	623.42	16I	499+68.55	-16.33	623.70	623.82
16J	499+78.55	-1.67	622.70	622.80	16J	499+78.55	-9.00	623.09	623.20	16J	499+78.55	-16.33	623.49	623.60
16K	499+88.55	-1.67	622.46	622.54	16K	499+88.55	-9.00	622.85	622.94	16K	499+88.55	-16.33	623.25	623.34
16L	499+98.55	-1.67	622.18	622.25	16L	499+98.55	-9.00	622.58	622.65	16L	499+98.55	-16.33	622.98	623.05
16M	500+08.55	-1.67	621.88	621.93	16M	500+08.55	-9.00	622.28	622.32	16M	500+08.55	-16.33	622.67	622.72
16N	500+18.55	-1.67	621.55	621.58	16N	500+18.55	-9.00	621.95	621.97	16N	500+18.55	-16.33	622.34	622.37
16O	500+28.55	-1.67	621.19	621.20	16O	500+28.55	-9.00	621.58	621.60	16O	500+28.55	-16.33	621.98	621.99
16P	500+38.55	-1.67	620.80	620.80	16P	500+38.55	-9.00	621.19	621.20	16P	500+38.55	-16.33	621.59	621.59
⊕ Pier 15E	500+43.55	-1.67	620.59	620.59	⊕ Pier 15E	500+43.55	-9.00	620.99	620.99	⊕ Pier 15E	500+43.55	-16.33	621.38	621.38

123_0161502_60X07_T05_Elev_11.dgn



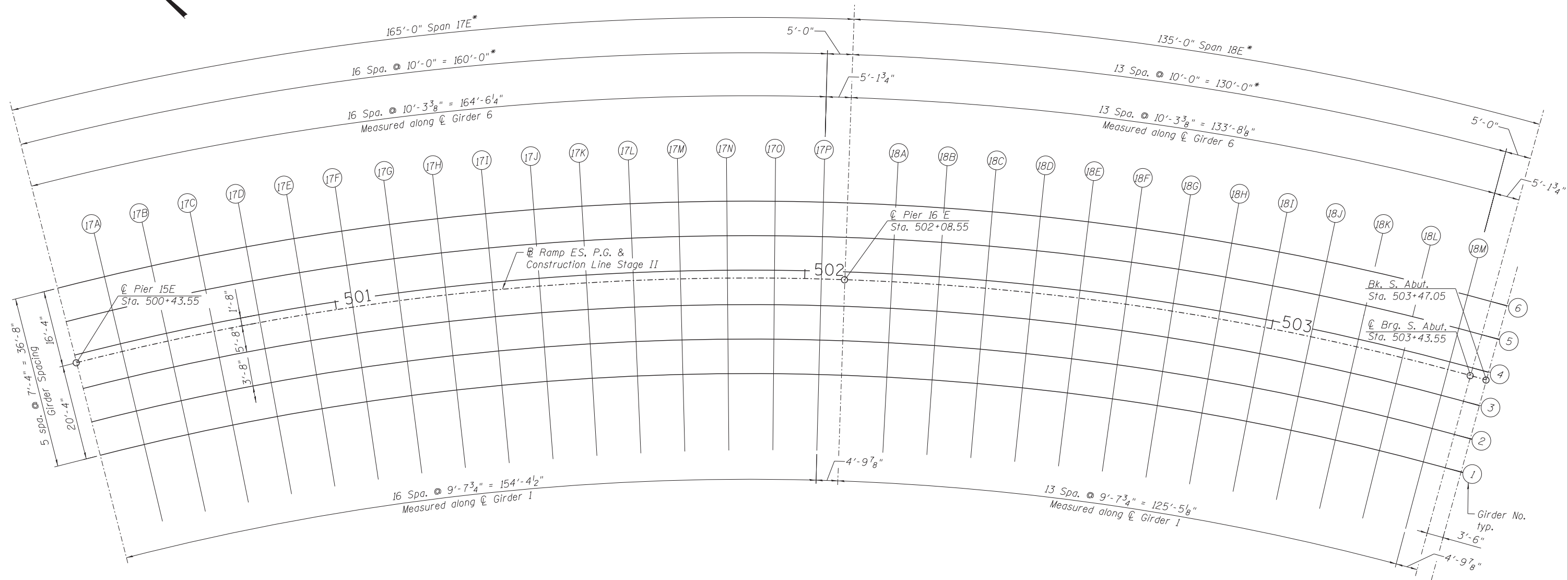
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PLOT DATE =	5/26/2015	CHECKED -	CLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II - S.N. 016-1502
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

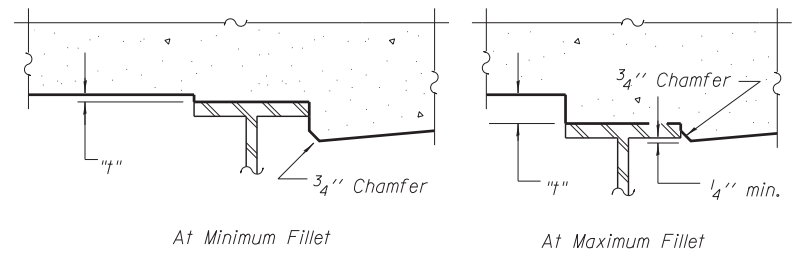
SHEET NO. S-40 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	563
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	



PLAN II - S.N. 016-1502

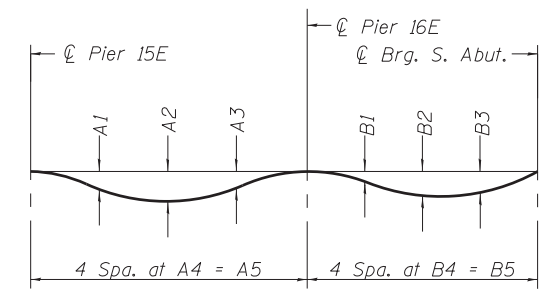
*Measured along the ϕ Ramp ES & P.G. (S.N. 016-1502) with all abutments and piers radial to alignment except Pier 8E which is skewed 3° from radial.



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 to S-43, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS									
	Span 17E					Span 18E				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5
1	0 5/8"	1 1/4"	0 3/4"	39'-9 5/8"	159'-2 3/8"	0 3/8"	1"	0 7/8"	32'-6 3/4"	130'-3"
2	0 5/8"	1 1/4"	0 5/8"	40'-3 7/8"	161'-3 1/2"	0 1/2"	1 1/8"	1"	32'-11 7/8"	131'-11 5/8"
3	0 5/8"	1 1/4"	0 5/8"	40'-10 1/8"	163'-4 5/8"	0 1/2"	1 1/4"	1 1/8"	33'-5"	133'-8 1/8"
4	0 5/8"	1 3/8"	0 5/8"	41'-4 3/8"	165'-5 3/4"	0 5/8"	1 3/8"	1 1/4"	33'-10 1/8"	135'-4 5/8"
5	0 3/4"	1 3/8"	0 5/8"	41'-10 3/4"	167'-6 7/8"	0 3/4"	1 5/8"	1 3/8"	34'-3 1/4"	137'-1 1/4"
6	0 3/4"	1 1/2"	0 5/8"	42'-5"	169'-8"	0 3/4"	1 3/4"	1 5/8"	34'-8 1/2"	138'-9 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-42 to S-43.

124_0161502_60X07_T05_Plan_II.dgn



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		CHECKED -	JK	REVISED -	
PLOT SCALE =		DRAWN -	MK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	CLS	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN II - S.N. 016-1502
 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-41 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	564
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	

GIRDER 1

GIRDER 2

GIRDER 3

RAMP ES, P.G. &
CONSTRUCTION LINE STAGE II

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 15E	500+43.55	20.33	619.40	619.40	☉ Pier 15E	500+43.55	13.00	619.80	619.80	☉ Pier 15E	500+43.55	5.67	620.20	620.20	☉ Pier 15E	500+43.55	0.00	620.50	620.50
17A	500+53.55	20.33	618.97	618.97	17A	500+53.55	13.00	619.36	619.37	17A	500+53.55	5.67	619.76	619.76	17A	500+53.55	0.00	620.07	620.07
17B	500+63.55	20.33	618.51	618.53	17B	500+63.55	13.00	618.90	618.92	17B	500+63.55	5.67	619.30	619.32	17B	500+63.55	0.00	619.61	619.62
17C	500+73.55	20.33	618.05	618.08	17C	500+73.55	13.00	618.44	618.48	17C	500+73.55	5.67	618.84	618.87	17C	500+73.55	0.00	619.14	619.18
17D	500+83.55	20.33	617.58	617.64	17D	500+83.55	13.00	617.98	618.03	17D	500+83.55	5.67	618.38	618.43	17D	500+83.55	0.00	618.68	618.74
17E	500+93.55	20.33	617.12	617.19	17E	500+93.55	13.00	617.52	617.59	17E	500+93.55	5.67	617.91	617.99	17E	500+93.55	0.00	618.22	618.29
17F	501+03.55	20.33	616.66	616.75	17F	501+03.55	13.00	617.06	617.15	17F	501+03.55	5.67	617.45	617.54	17F	501+03.55	0.00	617.76	617.85
17G	501+13.55	20.33	616.20	616.30	17G	501+13.55	13.00	616.59	616.70	17G	501+13.55	5.67	616.99	617.09	17G	501+13.55	0.00	617.30	617.40
17H	501+23.55	20.33	615.74	615.84	17H	501+23.55	13.00	616.13	616.24	17H	501+23.55	5.67	616.53	616.63	17H	501+23.55	0.00	616.83	616.94
17I	501+33.55	20.33	615.27	615.38	17I	501+33.55	13.00	615.67	615.77	17I	501+33.55	5.67	616.06	616.17	17I	501+33.55	0.00	616.37	616.48
17J	501+43.55	20.33	614.81	614.91	17J	501+43.55	13.00	615.21	615.30	17J	501+43.55	5.67	615.60	615.70	17J	501+43.55	0.00	615.91	616.01
17K	501+53.55	20.33	614.35	614.43	17K	501+53.55	13.00	614.74	614.83	17K	501+53.55	5.67	615.14	615.22	17K	501+53.55	0.00	615.45	615.53
17L	501+63.55	20.33	613.89	613.95	17L	501+63.55	13.00	614.28	614.35	17L	501+63.55	5.67	614.68	614.74	17L	501+63.55	0.00	614.98	615.05
17M	501+73.55	20.33	613.42	613.47	17M	501+73.55	13.00	613.82	613.86	17M	501+73.55	5.67	614.22	614.26	17M	501+73.55	0.00	614.52	614.56
17N	501+83.55	20.33	612.96	612.99	17N	501+83.55	13.00	613.36	613.38	17N	501+83.55	5.67	613.75	613.78	17N	501+83.55	0.00	614.06	614.08
17O	501+93.55	20.33	612.50	612.51	17O	501+93.55	13.00	612.90	612.91	17O	501+93.55	5.67	613.29	613.30	17O	501+93.55	0.00	613.60	613.61
17P	502+03.55	20.33	612.04	612.04	17P	502+03.55	13.00	612.43	612.44	17P	502+03.55	5.67	612.83	612.83	17P	502+03.55	0.00	613.14	613.14
☉ Pier 16E	502+08.55	20.33	611.81	611.81	☉ Pier 16E	502+08.55	13.00	612.20	612.20	☉ Pier 16E	502+08.55	5.67	612.60	612.60	☉ Pier 16E	502+08.55	0.00	612.90	612.90
18A	502+18.55	20.33	611.34	611.35	18A	502+18.55	13.00	611.74	611.75	18A	502+18.55	5.67	612.14	612.14	18A	502+18.55	0.00	612.44	612.45
18B	502+28.55	20.33	610.88	610.90	18B	502+28.55	13.00	611.28	611.29	18B	502+28.55	5.67	611.67	611.69	18B	502+28.55	0.00	611.98	612.00
18C	502+38.55	20.33	610.42	610.45	18C	502+38.55	13.00	610.82	610.85	18C	502+38.55	5.67	611.21	611.25	18C	502+38.55	0.00	611.52	611.56
18D	502+48.55	20.33	609.96	610.00	18D	502+48.55	13.00	610.35	610.41	18D	502+48.55	5.67	610.75	610.81	18D	502+48.55	0.00	611.06	611.12
18E	502+58.55	20.33	609.50	609.56	18E	502+58.55	13.00	609.89	609.96	18E	502+58.55	5.67	610.29	610.37	18E	502+58.55	0.00	610.59	610.68
18F	502+68.55	20.33	609.03	609.11	18F	502+68.55	13.00	609.43	609.52	18F	502+68.55	5.67	609.83	609.92	18F	502+68.55	0.00	610.13	610.24
18G	502+78.55	20.33	608.57	608.66	18G	502+78.55	13.00	608.97	609.06	18G	502+78.55	5.67	609.36	609.47	18G	502+78.55	0.00	609.67	609.79
18H	502+88.55	20.33	608.11	608.20	18H	502+88.55	13.00	608.51	608.61	18H	502+88.55	5.67	608.90	609.01	18H	502+88.55	0.00	609.21	609.33
18I	502+98.55	20.33	607.65	607.73	18I	502+98.55	13.00	608.04	608.14	18I	502+98.55	5.67	608.44	608.55	18I	502+98.55	0.00	608.74	608.86
18J	503+08.55	20.33	607.18	607.26	18J	503+08.55	13.00	607.58	607.67	18J	503+08.55	5.67	607.98	608.07	18J	503+08.55	0.00	608.28	608.39
18K	503+18.55	20.33	606.72	606.78	18K	503+18.55	13.00	607.12	607.19	18K	503+18.55	5.67	607.51	607.59	18K	503+18.55	0.00	607.82	607.90
18L	503+28.55	20.33	606.26	606.30	18L	503+28.55	13.00	606.66	606.70	18L	503+28.55	5.67	607.05	607.10	18L	503+28.55	0.00	607.36	607.41
18M	503+38.55	20.33	605.80	605.81	18M	503+38.55	13.00	606.19	606.21	18M	503+38.55	5.67	606.59	606.61	18M	503+38.55	0.00	606.90	606.91
☉ Brg. S. Abut.	503+43.55	20.33	605.57	605.57	☉ Brg. S. Abut.	503+43.55	13.00	605.96	605.96	☉ Brg. S. Abut.	503+43.55	5.67	606.36	606.36	☉ Brg. S. Abut.	503+43.55	0.00	606.67	606.67
Bk.S. Abut.	503+47.05	20.33	605.41	605.41	Bk.S. Abut.	503+47.05	13.00	605.80	605.80	Bk.S. Abut.	503+47.05	5.67	606.20	606.20	Bk.S. Abut.	503+47.05	0.00	606.50	606.50

125_0161502_60X07_T05_Elev_III.dgn



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III - S.N. 016-1502
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-42 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	565
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	

GIRDER 4

GIRDER 5

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
☉ Pier 15E	500+43.55	-1.67	620.59	620.59	☉ Pier 15E	500+43.55	-9.00	620.99	620.99	☉ Pier 15E	500+43.55	-16.33	621.38	621.38
17A	500+53.55	-1.67	620.16	620.16	17A	500+53.55	-9.00	620.55	620.56	17A	500+53.55	-16.33	620.95	620.95
17B	500+63.55	-1.67	619.70	619.71	17B	500+63.55	-9.00	620.09	620.11	17B	500+63.55	-16.33	620.49	620.51
17C	500+73.55	-1.67	619.23	619.27	17C	500+73.55	-9.00	619.63	619.67	17C	500+73.55	-16.33	620.03	620.06
17D	500+83.55	-1.67	618.77	618.83	17D	500+83.55	-9.00	619.17	619.22	17D	500+83.55	-16.33	619.56	619.62
17E	500+93.55	-1.67	618.31	618.38	17E	500+93.55	-9.00	618.71	618.78	17E	500+93.55	-16.33	619.10	619.19
17F	501+03.55	-1.67	617.85	617.94	17F	501+03.55	-9.00	618.24	618.34	17F	501+03.55	-16.33	618.64	618.74
17G	501+13.55	-1.67	617.39	617.49	17G	501+13.55	-9.00	617.78	617.89	17G	501+13.55	-16.33	618.18	618.29
17H	501+23.55	-1.67	616.92	617.03	17H	501+23.55	-9.00	617.32	617.43	17H	501+23.55	-16.33	617.71	617.84
17I	501+33.55	-1.67	616.46	616.57	17I	501+33.55	-9.00	616.86	616.97	17I	501+33.55	-16.33	617.25	617.37
17J	501+43.55	-1.67	616.00	616.10	17J	501+43.55	-9.00	616.39	616.50	17J	501+43.55	-16.33	616.79	616.90
17K	501+53.55	-1.67	615.54	615.62	17K	501+53.55	-9.00	615.93	616.02	17K	501+53.55	-16.33	616.33	616.42
17L	501+63.55	-1.67	615.07	615.14	17L	501+63.55	-9.00	615.47	615.53	17L	501+63.55	-16.33	615.87	615.93
17M	501+73.55	-1.67	614.61	614.65	17M	501+73.55	-9.00	615.01	615.05	17M	501+73.55	-16.33	615.40	615.44
17N	501+83.55	-1.67	614.15	614.17	17N	501+83.55	-9.00	614.55	614.57	17N	501+83.55	-16.33	614.94	614.96
17O	501+93.55	-1.67	613.69	613.70	17O	501+93.55	-9.00	614.08	614.09	17O	501+93.55	-16.33	614.48	614.49
17P	502+03.55	-1.67	613.23	613.23	17P	502+03.55	-9.00	613.62	613.62	17P	502+03.55	-16.33	614.02	614.02
☉ Pier 16E	502+08.55	-1.67	612.99	612.99	☉ Pier 16E	502+08.55	-9.00	613.39	613.39	☉ Pier 16E	502+08.55	-16.33	613.79	613.79
18A	502+18.55	-1.67	612.53	612.54	18A	502+18.55	-9.00	612.93	612.94	18A	502+18.55	-16.33	613.32	613.33
18B	502+28.55	-1.67	612.07	612.09	18B	502+28.55	-9.00	612.47	612.49	18B	502+28.55	-16.33	612.86	612.89
18C	502+38.55	-1.67	611.61	611.65	18C	502+38.55	-9.00	612.00	612.05	18C	502+38.55	-16.33	612.40	612.45
18D	502+48.55	-1.67	611.15	611.21	18D	502+48.55	-9.00	611.54	611.62	18D	502+48.55	-16.33	611.94	612.02
18E	502+58.55	-1.67	610.68	610.77	18E	502+58.55	-9.00	611.08	611.18	18E	502+58.55	-16.33	611.48	611.59
18F	502+68.55	-1.67	610.22	610.33	18F	502+68.55	-9.00	610.62	610.74	18F	502+68.55	-16.33	611.01	611.15
18G	502+78.55	-1.67	609.76	609.88	18G	502+78.55	-9.00	610.16	610.29	18G	502+78.55	-16.33	610.55	610.70
18H	502+88.55	-1.67	609.30	609.42	18H	502+88.55	-9.00	609.69	609.83	18H	502+88.55	-16.33	610.09	610.25
18I	502+98.55	-1.67	608.84	608.95	18I	502+98.55	-9.00	609.23	609.37	18I	502+98.55	-16.33	609.63	609.78
18J	503+08.55	-1.67	608.37	608.48	18J	503+08.55	-9.00	608.77	608.89	18J	503+08.55	-16.33	609.16	609.30
18K	503+18.55	-1.67	607.91	607.99	18K	503+18.55	-9.00	608.31	608.40	18K	503+18.55	-16.33	608.70	608.81
18L	503+28.55	-1.67	607.45	607.50	18L	503+28.55	-9.00	607.84	607.90	18L	503+28.55	-16.33	608.24	608.31
18M	503+38.55	-1.67	606.99	607.00	18M	503+38.55	-9.00	607.38	607.40	18M	503+38.55	-16.33	607.78	607.80
☉ Brg. S. Abut.	503+43.55	-1.67	606.76	606.76	☉ Brg. S. Abut.	503+43.55	-9.00	607.15	607.15	☉ Brg. S. Abut.	503+43.55	-16.33	607.55	607.55
Bk.S. Abut.	503+47.05	-1.67	606.59	606.59	Bk.S. Abut.	503+47.05	-9.00	606.99	606.99	Bk.S. Abut.	503+47.05	-16.33	607.39	607.39

126_0161502_60X07_T05_Elev_IV .dgn



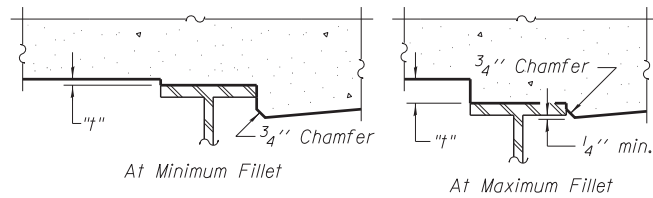
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PLOT SCALE =		DRAWN -	MK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	CLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IV - S.N. 016-1502
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. 5-43 OF 5-218 SHEETS

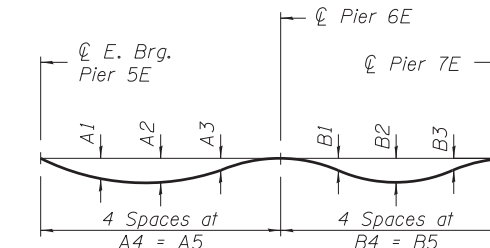
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	566
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	



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-45 and S-48, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

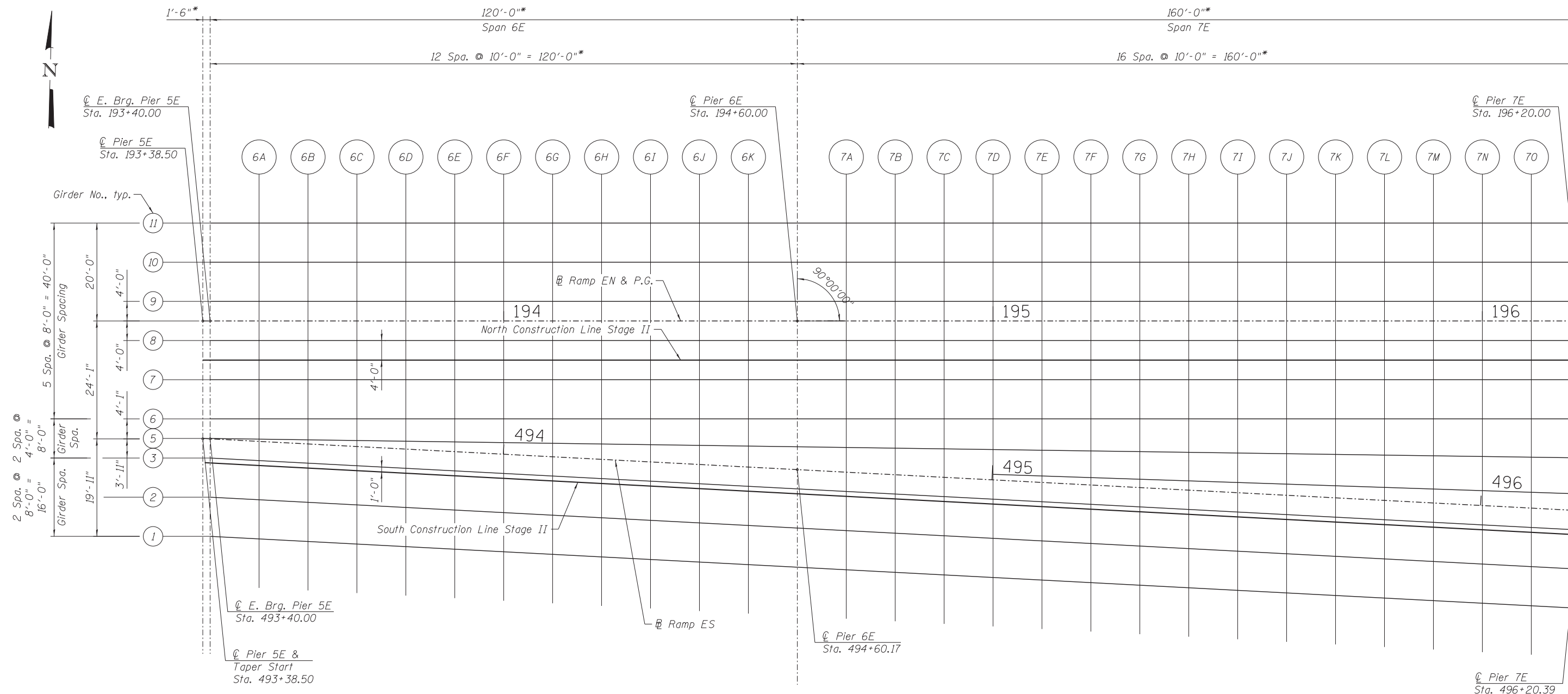
Girder No.	DEAD LOAD DEFLECTIONS									
	Span 6E					Span 7E				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5
1	1"	1 1/8"	0 3/8"	30'-0 1/2"	120'-2"	1 1/4"	2 1/8"	1 1/4"	±40'-0 5/8"	160'-2 5/8"
2	0 7/8"	1"	0 3/8"	30'-0 1/2"	120'-2"	1 1/8"	1 7/8"	1"	±40'-0 5/8"	160'-2 5/8"
3	0 3/4"	0 3/4"	0 1/4"	30'-0 1/2"	120'-2"	1"	1 3/4"	0 7/8"	±40'-0 5/8"	160'-2 5/8"
4	N/A	N/A	N/A	N/A	N/A	1"	1 5/8"	0 7/8"	±30'-0 1/4"	120'-0 3/4"
5	0 5/8"	0 3/4"	0 1/4"	±30'-0"	120'-0 1/8"	0 7/8"	1 1/2"	0 7/8"	±40'-0"	160'-0 1/4"
6	0 5/8"	0 3/4"	0 1/4"	30'-0"	120'-0"	0 7/8"	1 1/2"	0 7/8"	40'-0"	160'-0"
7	0 5/8"	0 3/4"	0 1/4"	30'-0"	120'-0"	0 7/8"	1 5/8"	0 7/8"	40'-0"	160'-0"
8	0 3/4"	0 7/8"	0 1/4"	30'-0"	120'-0"	0 7/8"	1 5/8"	0 7/8"	40'-0"	160'-0"
9	0 7/8"	0 7/8"	0 3/8"	30'-0"	120'-0"	1"	1 7/8"	1"	40'-0"	160'-0"
10	1"	1 1/8"	0 3/8"	30'-0"	120'-0"	1 1/8"	2"	1 1/8"	40'-0"	160'-0"
11	1 1/8"	1 1/4"	0 1/2"	30'-0"	120'-0"	1 1/8"	2 1/8"	1 1/4"	40'-0"	160'-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-45 and S-48.



PLAN I - S.N. 016-1503 (UNIT 1)

*Measured along the Ramp EN & P.G. (S.N. 016-1503) with all abutments and piers radial to alignment.

141-0161503_60X07_T05_Plan_1.dgn



USER NAME = kritzm	DESIGNED - CLS	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 5/26/2015	CHECKED - MK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN I - S.N. 016-1503 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-44 OF S-218 SHEETS

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 567
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

GIRDER 1

GIRDER 2

SOUTH CONSTRUCTION LINE STAGE II

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
⊕ Pier 5E	193+38.50	43.96	625.55	625.55	⊕ Pier 5E	193+38.50	35.96	625.71	625.71	⊕ Pier 5E	193+38.50	28.92	625.85	625.85	⊕ Pier 5E	193+38.50	27.96	625.87	625.87
⊕ E. Brg. Pier 5E	193+40.00	44.00	625.55	625.55	⊕ E. Brg. Pier 5E	193+40.00	36.00	625.71	625.71	⊕ E. Brg. Pier 5E	193+40.00	29.00	625.85	625.85	⊕ E. Brg. Pier 5E	193+40.00	28.00	625.87	625.87
6A	193+50.00	44.53	625.60	625.64	6A	193+50.00	36.53	625.76	625.79	6A	193+50.00	29.53	625.90	625.93	6A	193+50.00	28.53	625.92	625.94
6B	193+60.00	45.05	625.64	625.71	6B	193+60.00	37.05	625.80	625.86	6B	193+60.00	30.05	625.94	625.99	6B	193+60.00	29.05	625.96	626.01
6C	193+70.00	45.58	625.69	625.77	6C	193+70.00	37.58	625.85	625.92	6C	193+70.00	30.58	625.99	626.05	6C	193+70.00	29.58	626.01	626.07
6D	193+80.00	46.10	625.73	625.83	6D	193+80.00	38.10	625.89	625.98	6D	193+80.00	31.10	626.03	626.10	6D	193+80.00	30.10	626.05	626.12
6E	193+90.00	46.63	625.78	625.88	6E	193+90.00	38.63	625.94	626.02	6E	193+90.00	31.63	626.08	626.15	6E	193+90.00	30.63	626.10	626.17
6F	194+00.00	47.15	625.82	625.92	6F	194+00.00	39.15	625.98	626.06	6F	194+00.00	32.15	626.12	626.19	6F	194+00.00	31.15	626.14	626.21
6G	194+10.00	47.68	625.87	625.95	6G	194+10.00	39.68	626.03	626.09	6G	194+10.00	32.68	626.17	626.22	6G	194+10.00	31.68	626.19	626.24
6H	194+20.00	48.20	625.91	625.97	6H	194+20.00	40.20	626.07	626.12	6H	194+20.00	33.20	626.21	626.25	6H	194+20.00	32.20	626.23	626.27
6I	194+30.00	48.73	625.96	625.99	6I	194+30.00	40.73	626.12	626.14	6I	194+30.00	33.73	626.26	626.28	6I	194+30.00	32.73	626.28	626.30
6J	194+40.00	49.25	626.00	626.02	6J	194+40.00	41.25	626.16	626.17	6J	194+40.00	34.25	626.30	626.31	6J	194+40.00	33.25	626.32	626.33
6K	194+50.00	49.78	626.04	626.05	6K	194+50.00	41.78	626.20	626.21	6K	194+50.00	34.78	626.34	626.35	6K	194+50.00	33.78	626.36	626.37
⊕ Pier 6E	194+60.00	50.30	626.09	626.09	⊕ Pier 6E	194+60.00	42.30	626.25	626.25	⊕ Pier 6E	194+60.00	35.30	626.39	626.39	⊕ Pier 6E	194+60.00	34.30	626.41	626.41
7A	194+70.00	50.83	626.13	626.15	7A	194+70.00	42.83	626.29	626.31	7A	194+70.00	35.83	626.43	626.45	7A	194+70.00	34.83	626.45	626.47
7B	194+80.00	51.35	626.18	626.21	7B	194+80.00	43.35	626.34	626.37	7B	194+80.00	36.35	626.48	626.51	7B	194+80.00	35.35	626.50	626.53
7C	194+90.00	51.88	626.22	626.29	7C	194+90.00	43.88	626.38	626.44	7C	194+90.00	36.88	626.52	626.58	7C	194+90.00	35.88	626.54	626.60
7D	195+00.00	52.40	626.27	626.37	7D	195+00.00	44.40	626.43	626.52	7D	195+00.00	37.40	626.57	626.65	7D	195+00.00	36.40	626.59	626.67
7E	195+10.00	52.93	626.31	626.44	7E	195+10.00	44.93	626.47	626.59	7E	195+10.00	37.93	626.61	626.72	7E	195+10.00	36.93	626.63	626.74
7F	195+20.00	53.45	626.36	626.51	7F	195+20.00	45.45	626.52	626.66	7F	195+20.00	38.45	626.66	626.79	7F	195+20.00	37.45	626.68	626.81
7G	195+30.00	53.98	626.40	626.57	7G	195+30.00	45.98	626.56	626.72	7G	195+30.00	38.98	626.70	626.84	7G	195+30.00	37.98	626.72	626.86
7H	195+40.00	54.50	626.45	626.63	7H	195+40.00	46.50	626.61	626.77	7H	195+40.00	39.50	626.75	626.89	7H	195+40.00	38.50	626.77	626.91
7I	195+50.00	55.03	626.49	626.66	7I	195+50.00	47.03	626.65	626.80	7I	195+50.00	40.03	626.79	626.93	7I	195+50.00	39.03	626.81	626.95
7J	195+60.00	55.55	626.53	626.69	7J	195+60.00	47.55	626.69	626.83	7J	195+60.00	40.55	626.83	626.96	7J	195+60.00	39.55	626.85	626.97
7K	195+70.00	56.08	626.56	626.70	7K	195+70.00	48.08	626.72	626.84	7K	195+70.00	41.08	626.86	626.97	7K	195+70.00	40.08	626.88	626.99
7L	195+80.00	56.60	626.59	626.69	7L	195+80.00	48.60	626.75	626.84	7L	195+80.00	41.60	626.89	626.97	7L	195+80.00	40.60	626.91	626.99
7M	195+90.00	57.13	626.61	626.68	7M	195+90.00	49.13	626.77	626.83	7M	195+90.00	42.13	626.91	626.96	7M	195+90.00	41.13	626.93	626.98
7N	196+00.00	57.65	626.62	626.66	7N	196+00.00	49.65	626.78	626.81	7N	196+00.00	42.65	626.92	626.95	7N	196+00.00	41.65	626.94	626.97
7O	196+10.00	58.18	626.63	626.64	7O	196+10.00	50.18	626.79	626.80	7O	196+10.00	43.18	626.93	626.94	7O	196+10.00	42.18	626.95	626.96
⊕ Pier 7E	196+20.00	58.70	626.62	626.62	⊕ Pier 7E	196+20.00	50.70	626.78	626.78	⊕ Pier 7E	196+20.00	43.70	626.92	626.92	⊕ Pier 7E	196+20.00	42.70	626.94	626.94

142_0161503_60X07_T05_Elev_1.dgn



USER NAME =	krizm	DESIGNED -	CLS	REVISED -	-
		CHECKED -	ATB	REVISED -	-
PLOT SCALE =		DRAWN -	JSK	REVISED -	-
PLOT DATE =	5/26/2015	CHECKED -	MK	REVISED -	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I- S.N. 016-1503 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. 5-45 OF 5-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	568
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	

GIRDER 4

GIRDER 5

GIRDER 6

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
7D	195+00.00	31.33	626.69	626.69
7E	195+10.00	31.67	626.74	626.76
7F	195+20.00	32.00	626.79	626.83
7G	195+30.00	32.33	626.83	626.92
7H	195+40.00	32.67	626.88	626.99
7I	195+50.00	33.00	626.93	627.06
7J	195+60.00	33.33	626.98	627.11
7K	195+70.00	33.67	627.01	627.14
7L	195+80.00	34.00	627.04	627.14
7M	195+90.00	34.33	627.07	627.14
7N	196+00.00	34.67	627.08	627.12
7O	196+10.00	35.00	627.09	627.10
Ⓞ Pier 7E	196+20.00	35.33	627.09	627.09

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
Ⓞ Pier 5E	193+38.50	23.96	625.95	625.95
Ⓞ E. Brg. Pier 5E	193+40.00	24.00	625.95	625.95
6A	193+50.00	24.14	626.01	626.03
6B	193+60.00	24.28	626.06	626.10
6C	193+70.00	24.43	626.11	626.17
6D	193+80.00	24.57	626.16	626.23
6E	193+90.00	24.71	626.22	626.28
6F	194+00.00	24.85	626.27	626.33
6G	194+10.00	24.99	626.32	626.37
6H	194+20.00	25.13	626.37	626.41
6I	194+30.00	25.28	626.42	626.44
6J	194+40.00	25.42	626.48	626.48
6K	194+50.00	25.56	626.53	626.53
Ⓞ Pier 6E	194+60.00	25.70	626.58	626.58
7A	194+70.00	25.84	626.63	626.64
7B	194+80.00	25.98	626.69	626.72
7C	194+90.00	26.13	626.74	626.79
7D	195+00.00	26.27	626.79	626.87
7E	195+10.00	26.41	626.84	626.94
7F	195+20.00	26.55	626.89	627.01
7G	195+30.00	26.69	626.95	627.07
7H	195+40.00	26.83	627.00	627.13
7I	195+50.00	26.98	627.05	627.17
7J	195+60.00	27.12	627.10	627.21
7K	195+70.00	27.26	627.14	627.23
7L	195+80.00	27.40	627.18	627.24
7M	195+90.00	27.54	627.20	627.25
7N	196+00.00	27.68	627.22	627.25
7O	196+10.00	27.83	627.23	627.24
Ⓞ Pier 7E	196+20.00	27.97	627.24	627.24

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
Ⓞ Pier 5E	193+38.50	20.00	626.03	626.03
Ⓞ E. Brg. Pier 5E	193+40.00	20.00	626.03	626.03
6A	193+50.00	20.00	626.09	626.11
6B	193+60.00	20.00	626.15	626.19
6C	193+70.00	20.00	626.20	626.25
6D	193+80.00	20.00	626.26	626.32
6E	193+90.00	20.00	626.31	626.37
6F	194+00.00	20.00	626.37	626.42
6G	194+10.00	20.00	626.42	626.47
6H	194+20.00	20.00	626.48	626.51
6I	194+30.00	20.00	626.53	626.55
6J	194+40.00	20.00	626.59	626.59
6K	194+50.00	20.00	626.64	626.64
Ⓞ Pier 6E	194+60.00	20.00	626.70	626.70
7A	194+70.00	20.00	626.75	626.76
7B	194+80.00	20.00	626.81	626.83
7C	194+90.00	20.00	626.86	626.91
7D	195+00.00	20.00	626.92	626.99
7E	195+10.00	20.00	626.97	627.07
7F	195+20.00	20.00	627.03	627.14
7G	195+30.00	20.00	627.08	627.21
7H	195+40.00	20.00	627.14	627.26
7I	195+50.00	20.00	627.19	627.31
7J	195+60.00	20.00	627.24	627.35
7K	195+70.00	20.00	627.29	627.38
7L	195+80.00	20.00	627.32	627.39
7M	195+90.00	20.00	627.35	627.40
7N	196+00.00	20.00	627.38	627.40
7O	196+10.00	20.00	627.39	627.40
Ⓞ Pier 7E	196+20.00	20.00	627.40	627.40

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
Ⓞ Pier 5E	193+38.50	12.00	626.19	626.19
Ⓞ E. Brg. Pier 5E	193+40.00	12.00	626.19	626.19
6A	193+50.00	12.00	626.25	626.27
6B	193+60.00	12.00	626.31	626.35
6C	193+70.00	12.00	626.36	626.42
6D	193+80.00	12.00	626.42	626.48
6E	193+90.00	12.00	626.47	626.54
6F	194+00.00	12.00	626.53	626.59
6G	194+10.00	12.00	626.58	626.63
6H	194+20.00	12.00	626.64	626.67
6I	194+30.00	12.00	626.69	626.71
6J	194+40.00	12.00	626.75	626.75
6K	194+50.00	12.00	626.80	626.80
Ⓞ Pier 6E	194+60.00	12.00	626.86	626.86
7A	194+70.00	12.00	626.91	626.92
7B	194+80.00	12.00	626.97	626.99
7C	194+90.00	12.00	627.02	627.07
7D	195+00.00	12.00	627.08	627.15
7E	195+10.00	12.00	627.13	627.23
7F	195+20.00	12.00	627.19	627.30
7G	195+30.00	12.00	627.24	627.37
7H	195+40.00	12.00	627.30	627.43
7I	195+50.00	12.00	627.35	627.48
7J	195+60.00	12.00	627.40	627.52
7K	195+70.00	12.00	627.45	627.54
7L	195+80.00	12.00	627.48	627.56
7M	195+90.00	12.00	627.51	627.56
7N	196+00.00	12.00	627.54	627.56
7O	196+10.00	12.00	627.55	627.56
Ⓞ Pier 7E	196+20.00	12.00	627.56	627.56

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USER NAME =	krizm	DESIGNED -	CLS	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	JSK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	MK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II - S.N. 016-1503 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-46 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	569
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

NORTH CONSTRUCTION LINE STAGE II

GIRDER 8

RAMP EN & P.G.

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
⊕ Pier 5E	193+38.50	8.00	626.11	626.11	⊕ Pier 5E	193+38.50	4.00	626.03	626.03	⊕ Pier 5E	193+38.50	0.00	625.95	625.95	⊕ Pier 5E	193+38.50	-4.00	625.87	625.87
⊕ E. Brg. Pier 5E	193+40.00	8.00	626.11	626.11	⊕ E. Brg. Pier 5E	193+40.00	4.00	626.03	626.03	⊕ E. Brg. Pier 5E	193+40.00	0.00	625.95	625.95	⊕ E. Brg. Pier 5E	193+40.00	-4.00	625.87	625.87
6A	193+50.00	8.00	626.17	626.20	6A	193+50.00	4.00	626.09	626.12	6A	193+50.00	0.00	626.01	626.04	6A	193+50.00	-4.00	625.93	625.96
6B	193+60.00	8.00	626.23	626.27	6B	193+60.00	4.00	626.15	626.19	6B	193+60.00	0.00	626.07	626.12	6B	193+60.00	-4.00	625.99	626.04
6C	193+70.00	8.00	626.28	626.34	6C	193+70.00	4.00	626.20	626.26	6C	193+70.00	0.00	626.12	626.19	6C	193+70.00	-4.00	626.04	626.11
6D	193+80.00	8.00	626.34	626.40	6D	193+80.00	4.00	626.26	626.33	6D	193+80.00	0.00	626.18	626.25	6D	193+80.00	-4.00	626.10	626.18
6E	193+90.00	8.00	626.39	626.46	6E	193+90.00	4.00	626.31	626.38	6E	193+90.00	0.00	626.23	626.31	6E	193+90.00	-4.00	626.15	626.23
6F	194+00.00	8.00	626.45	626.51	6F	194+00.00	4.00	626.37	626.43	6F	194+00.00	0.00	626.29	626.36	6F	194+00.00	-4.00	626.21	626.28
6G	194+10.00	8.00	626.50	626.55	6G	194+10.00	4.00	626.42	626.48	6G	194+10.00	0.00	626.34	626.40	6G	194+10.00	-4.00	626.26	626.33
6H	194+20.00	8.00	626.56	626.59	6H	194+20.00	4.00	626.48	626.52	6H	194+20.00	0.00	626.40	626.44	6H	194+20.00	-4.00	626.32	626.36
6I	194+30.00	8.00	626.61	626.63	6I	194+30.00	4.00	626.53	626.56	6I	194+30.00	0.00	626.45	626.48	6I	194+30.00	-4.00	626.37	626.40
6J	194+40.00	8.00	626.67	626.68	6J	194+40.00	4.00	626.59	626.60	6J	194+40.00	0.00	626.51	626.52	6J	194+40.00	-4.00	626.43	626.44
6K	194+50.00	8.00	626.72	626.72	6K	194+50.00	4.00	626.64	626.64	6K	194+50.00	0.00	626.56	626.56	6K	194+50.00	-4.00	626.48	626.48
⊕ Pier 6E	194+60.00	8.00	626.78	626.78	⊕ Pier 6E	194+60.00	4.00	626.70	626.70	⊕ Pier 6E	194+60.00	0.00	626.62	626.62	⊕ Pier 6E	194+60.00	-4.00	626.54	626.54
7A	194+70.00	8.00	626.83	626.84	7A	194+70.00	4.00	626.75	626.76	7A	194+70.00	0.00	626.67	626.68	7A	194+70.00	-4.00	626.59	626.60
7B	194+80.00	8.00	626.89	626.91	7B	194+80.00	4.00	626.81	626.83	7B	194+80.00	0.00	626.73	626.75	7B	194+80.00	-4.00	626.65	626.68
7C	194+90.00	8.00	626.94	626.99	7C	194+90.00	4.00	626.86	626.91	7C	194+90.00	0.00	626.78	626.83	7C	194+90.00	-4.00	626.70	626.76
7D	195+00.00	8.00	627.00	627.07	7D	195+00.00	4.00	626.92	626.99	7D	195+00.00	0.00	626.84	626.92	7D	195+00.00	-4.00	626.76	626.84
7E	195+10.00	8.00	627.05	627.15	7E	195+10.00	4.00	626.97	627.07	7E	195+10.00	0.00	626.89	627.00	7E	195+10.00	-4.00	626.81	626.92
7F	195+20.00	8.00	627.11	627.23	7F	195+20.00	4.00	627.03	627.15	7F	195+20.00	0.00	626.95	627.07	7F	195+20.00	-4.00	626.87	627.00
7G	195+30.00	8.00	627.16	627.29	7G	195+30.00	4.00	627.08	627.22	7G	195+30.00	0.00	627.00	627.14	7G	195+30.00	-4.00	626.92	627.07
7H	195+40.00	8.00	627.22	627.35	7H	195+40.00	4.00	627.14	627.28	7H	195+40.00	0.00	627.06	627.20	7H	195+40.00	-4.00	626.98	627.13
7I	195+50.00	8.00	627.27	627.40	7I	195+50.00	4.00	627.19	627.33	7I	195+50.00	0.00	627.11	627.25	7I	195+50.00	-4.00	627.03	627.18
7J	195+60.00	8.00	627.32	627.44	7J	195+60.00	4.00	627.24	627.36	7J	195+60.00	0.00	627.16	627.29	7J	195+60.00	-4.00	627.08	627.22
7K	195+70.00	8.00	627.37	627.47	7K	195+70.00	4.00	627.29	627.39	7K	195+70.00	0.00	627.21	627.31	7K	195+70.00	-4.00	627.13	627.24
7L	195+80.00	8.00	627.40	627.48	7L	195+80.00	4.00	627.32	627.40	7L	195+80.00	0.00	627.24	627.32	7L	195+80.00	-4.00	627.16	627.25
7M	195+90.00	8.00	627.43	627.48	7M	195+90.00	4.00	627.35	627.40	7M	195+90.00	0.00	627.27	627.33	7M	195+90.00	-4.00	627.19	627.25
7N	196+00.00	8.00	627.46	627.48	7N	196+00.00	4.00	627.38	627.40	7N	196+00.00	0.00	627.30	627.33	7N	196+00.00	-4.00	627.22	627.25
7O	196+10.00	8.00	627.47	627.48	7O	196+10.00	4.00	627.39	627.40	7O	196+10.00	0.00	627.31	627.32	7O	196+10.00	-4.00	627.23	627.24
⊕ Pier 7E	196+20.00	8.00	627.48	627.48	⊕ Pier 7E	196+20.00	4.00	627.40	627.40	⊕ Pier 7E	196+20.00	0.00	627.32	627.32	⊕ Pier 7E	196+20.00	-4.00	627.24	627.24

144_0161503_60X07_T05_Elev_III.dgn



USER NAME =	kr1tzm	DESIGNED -	CLS	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	JSK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	MK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III - S.N. 016-1503 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-47 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	570
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

GIRDER 10

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
⊕ Pier 5E	193+38.50	-12.00	625.71	625.71
⊕ E. Brg. Pier 5E	193+40.00	-12.00	625.71	625.71
6A	193+50.00	-12.00	625.77	625.80
6B	193+60.00	-12.00	625.83	625.89
6C	193+70.00	-12.00	625.88	625.96
6D	193+80.00	-12.00	625.94	626.03
6E	193+90.00	-12.00	625.99	626.09
6F	194+00.00	-12.00	626.05	626.13
6G	194+10.00	-12.00	626.10	626.17
6H	194+20.00	-12.00	626.16	626.21
6I	194+30.00	-12.00	626.21	626.24
6J	194+40.00	-12.00	626.27	626.28
6K	194+50.00	-12.00	626.32	626.32
⊕ Pier 6E	194+60.00	-12.00	626.38	626.38
7A	194+70.00	-12.00	626.43	626.44
7B	194+80.00	-12.00	626.49	626.52
7C	194+90.00	-12.00	626.54	626.60
7D	195+00.00	-12.00	626.60	626.69
7E	195+10.00	-12.00	626.65	626.77
7F	195+20.00	-12.00	626.71	626.85
7G	195+30.00	-12.00	626.76	626.92
7H	195+40.00	-12.00	626.82	626.98
7I	195+50.00	-12.00	626.87	627.03
7J	195+60.00	-12.00	626.92	627.07
7K	195+70.00	-12.00	626.97	627.09
7L	195+80.00	-12.00	627.00	627.10
7M	195+90.00	-12.00	627.03	627.10
7N	196+00.00	-12.00	627.06	627.09
7O	196+10.00	-12.00	627.07	627.08
⊕ Pier 7E	196+20.00	-12.00	627.08	627.08

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
⊕ Pier 5E	193+38.50	-20.00	625.55	625.55
⊕ E. Brg. Pier 5E	193+40.00	-20.00	625.55	625.55
6A	193+50.00	-20.00	625.61	625.65
6B	193+60.00	-20.00	625.67	625.73
6C	193+70.00	-20.00	625.72	625.81
6D	193+80.00	-20.00	625.78	625.88
6E	193+90.00	-20.00	625.83	625.94
6F	194+00.00	-20.00	625.89	625.98
6G	194+10.00	-20.00	625.94	626.02
6H	194+20.00	-20.00	626.00	626.06
6I	194+30.00	-20.00	626.05	626.09
6J	194+40.00	-20.00	626.11	626.12
6K	194+50.00	-20.00	626.16	626.17
⊕ Pier 6E	194+60.00	-20.00	626.22	626.22
7A	194+70.00	-20.00	626.27	626.28
7B	194+80.00	-20.00	626.33	626.36
7C	194+90.00	-20.00	626.38	626.45
7D	195+00.00	-20.00	626.44	626.53
7E	195+10.00	-20.00	626.49	626.62
7F	195+20.00	-20.00	626.55	626.70
7G	195+30.00	-20.00	626.60	626.78
7H	195+40.00	-20.00	626.66	626.84
7I	195+50.00	-20.00	626.71	626.89
7J	195+60.00	-20.00	626.76	626.92
7K	195+70.00	-20.00	626.81	626.94
7L	195+80.00	-20.00	626.84	626.95
7M	195+90.00	-20.00	626.87	626.94
7N	196+00.00	-20.00	626.90	626.93
7O	196+10.00	-20.00	626.91	626.92
⊕ Pier 7E	196+20.00	-20.00	626.92	626.92

145_0161503_60X07_T05_Elev_IV.dgn



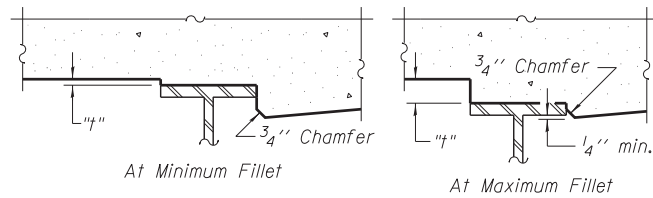
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		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	JSK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	MK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IV – S.N.016–1503 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. 5-48 OF 5-218 SHEETS

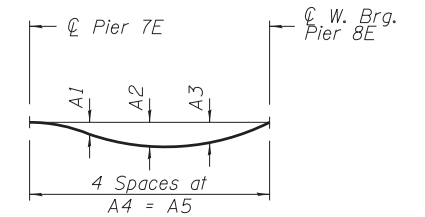
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	571
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	



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-50 and S-51, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

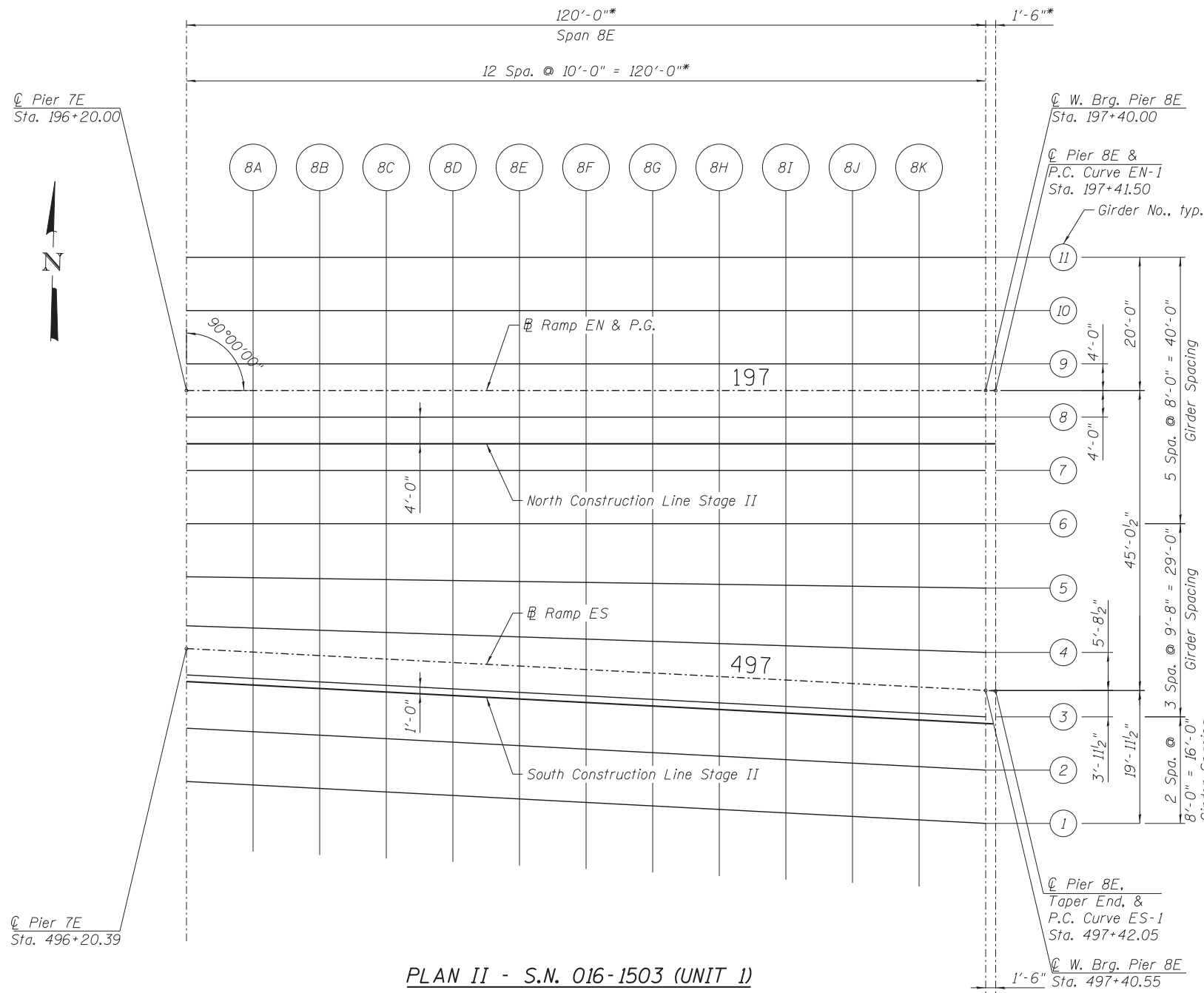
Girder No.	DEAD LOAD DEFLECTIONS				
	Span 8E				
	A1	A2	A3	A4	A5
1	0 1/2"	1 1/4"	1 7/8"	30'-0 1/2"	120'-2"
2	0 3/8"	1 1/8"	1"	30'-0 1/2"	120'-2"
3	0 3/8"	1 1/8"	1"	30'-0 1/2"	120'-2"
4	0 3/8"	1"	1"	±30'-0 1/4"	120'-0 3/4"
5	0 3/8"	1"	0 7/8"	± 30'-0"	120'-0 1/8"
6	0 3/8"	1"	0 7/8"	30'-0"	120'-0"
7	0 3/8"	1"	0 7/8"	30'-0"	120'-0"
8	0 3/8"	1"	0 7/8"	30'-0"	120'-0"
9	0 3/8"	1"	0 7/8"	30'-0"	120'-0"
10	0 3/8"	1"	1"	30'-0"	120'-0"
11	0 3/8"	1 1/8"	1"	30'-0"	120'-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-50 and S-51.



PLAN II - S.N. 016-1503 (UNIT 1)

*Measured along the Ramp EN & P.G. (S.N. 016-1503) with all abutments and piers radial to alignment.

146_0161503_60x07_T05_Plan_II.dgn



USER NAME =	krizm	DESIGNED -	CLS	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	JSK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	MK	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN II- S.N. 016-1503 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-49 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	572
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

GIRDER 1

GIRDER 2

SOUTH CONSTRUCTION LINE STAGE II

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	58.70	626.62	626.62
8A	196+30.00	59.23	626.61	626.62
8B	196+40.00	59.75	626.60	626.61
8C	196+50.00	60.28	626.57	626.61
8D	196+60.00	60.80	626.54	626.60
8E	196+70.00	61.33	626.50	626.58
8F	196+80.00	61.85	626.45	626.55
8G	196+90.00	62.38	626.40	626.51
8H	197+00.00	62.90	626.34	626.45
8I	197+10.00	63.43	626.27	626.36
8J	197+20.00	63.95	626.20	626.27
8K	197+30.00	64.48	625.99	626.03
☉ W. Brg. Pier 8E	197+40.00	65.00	625.76	625.76
☉ Pier 8E	197+41.50	65.08	625.72	625.72

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	50.70	626.78	626.78
8A	196+30.00	51.23	626.77	626.78
8B	196+40.00	51.75	626.76	626.77
8C	196+50.00	52.28	626.73	626.77
8D	196+60.00	52.80	626.70	626.76
8E	196+70.00	53.33	626.66	626.74
8F	196+80.00	53.85	626.61	626.71
8G	196+90.00	54.38	626.56	626.66
8H	197+00.00	54.90	626.50	626.60
8I	197+10.00	55.43	626.43	626.52
8J	197+20.00	55.95	626.36	626.42
8K	197+30.00	56.48	626.17	626.21
☉ W. Brg. Pier 8E	197+40.00	57.00	625.97	625.97
☉ Pier 8E	197+41.50	57.08	625.94	625.94

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	43.70	626.92	626.92
8A	196+30.00	44.23	626.91	626.92
8B	196+40.00	44.75	626.90	626.91
8C	196+50.00	45.28	626.87	626.91
8D	196+60.00	45.80	626.84	626.90
8E	196+70.00	46.33	626.80	626.88
8F	196+80.00	46.85	626.75	626.85
8G	196+90.00	47.38	626.70	626.80
8H	197+00.00	47.90	626.64	626.74
8I	197+10.00	48.43	626.57	626.65
8J	197+20.00	48.95	626.50	626.56
8K	197+30.00	49.48	626.34	626.37
☉ W. Brg. Pier 8E	197+40.00	50.00	626.16	626.16
☉ Pier 8E	197+41.50	50.08	626.13	626.13

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	42.70	626.94	626.94
8A	196+30.00	43.23	626.93	626.94
8B	196+40.00	43.75	626.92	626.93
8C	196+50.00	44.28	626.89	626.93
8D	196+60.00	44.80	626.86	626.92
8E	196+70.00	45.33	626.82	626.90
8F	196+80.00	45.85	626.77	626.86
8G	196+90.00	46.38	626.72	626.82
8H	197+00.00	46.90	626.66	626.75
8I	197+10.00	47.43	626.59	626.67
8J	197+20.00	47.95	626.52	626.58
8K	197+30.00	48.48	626.36	626.39
☉ W. Brg. Pier 8E	197+40.00	49.00	626.18	626.18
☉ Pier 8E	197+41.50	49.08	626.15	626.15

GIRDER 4

GIRDER 5

GIRDER 6

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	35.33	627.09	627.09
8A	196+30.00	35.67	627.08	627.09
8B	196+40.00	36.00	627.07	627.09
8C	196+50.00	36.33	627.05	627.08
8D	196+60.00	36.67	627.02	627.08
8E	196+70.00	37.00	626.99	627.06
8F	196+80.00	37.33	626.94	627.03
8G	196+90.00	37.67	626.89	626.99
8H	197+00.00	38.00	626.84	626.93
8I	197+10.00	38.33	626.77	626.85
8J	197+20.00	38.67	626.70	626.76
8K	197+30.00	39.00	626.58	626.61
☉ W. Brg. Pier 8E	197+40.00	39.33	626.44	626.44
☉ Pier 8E	197+41.50	39.38	626.42	626.42

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	27.97	627.24	627.24
8A	196+30.00	28.11	627.24	627.24
8B	196+40.00	28.25	627.23	627.24
8C	196+50.00	28.39	627.21	627.24
8D	196+60.00	28.53	627.19	627.24
8E	196+70.00	28.68	627.15	627.22
8F	196+80.00	28.82	627.12	627.20
8G	196+90.00	28.96	627.07	627.16
8H	197+00.00	29.10	627.02	627.10
8I	197+10.00	29.24	626.96	627.03
8J	197+20.00	29.38	626.89	626.95
8K	197+30.00	29.53	626.80	626.83
☉ W. Brg. Pier 8E	197+40.00	29.67	626.69	626.69
☉ Pier 8E	197+41.50	29.69	626.68	626.68

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	20.00	627.40	627.40
8A	196+30.00	20.00	627.40	627.40
8B	196+40.00	20.00	627.39	627.41
8C	196+50.00	20.00	627.38	627.41
8D	196+60.00	20.00	627.36	627.41
8E	196+70.00	20.00	627.33	627.40
8F	196+80.00	20.00	627.29	627.37
8G	196+90.00	20.00	627.25	627.34
8H	197+00.00	20.00	627.20	627.28
8I	197+10.00	20.00	627.14	627.21
8J	197+20.00	20.00	627.08	627.13
8K	197+30.00	20.00	627.02	627.05
☉ W. Brg. Pier 8E	197+40.00	20.00	626.95	626.95
☉ Pier 8E	197+41.50	20.00	626.94	626.94

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	12.00	627.56	627.56
8A	196+30.00	12.00	627.56	627.56
8B	196+40.00	12.00	627.55	627.56
8C	196+50.00	12.00	627.54	627.57
8D	196+60.00	12.00	627.52	627.56
8E	196+70.00	12.00	627.49	627.55
8F	196+80.00	12.00	627.45	627.53
8G	196+90.00	12.00	627.41	627.49
8H	197+00.00	12.00	627.36	627.44
8I	197+10.00	12.00	627.30	627.37
8J	197+20.00	12.00	627.24	627.29
8K	197+30.00	12.00	627.20	627.23
☉ W. Brg. Pier 8E	197+40.00	12.00	627.16	627.16
☉ Pier 8E	197+41.50	12.00	627.16	627.16

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USER NAME = kritzm
 DESIGNED - CLS
 CHECKED - ATB
 PLOT SCALE =
 DRAWN - JSK
 PLOT DATE = 5/26/2015
 CHECKED - MK

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS V - S.N.016-1503 (UNIT 1)
 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-50 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	573
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	

NORTH CONSTRUCTION LINE STAGE II

GIRDER 8

RAMP EN & P.G.

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	8.00	627.48	627.48
8A	196+30.00	8.00	627.48	627.48
8B	196+40.00	8.00	627.47	627.48
8C	196+50.00	8.00	627.46	627.49
8D	196+60.00	8.00	627.44	627.48
8E	196+70.00	8.00	627.41	627.47
8F	196+80.00	8.00	627.37	627.45
8G	196+90.00	8.00	627.33	627.41
8H	197+00.00	8.00	627.28	627.36
8I	197+10.00	8.00	627.22	627.29
8J	197+20.00	8.00	627.16	627.21
8K	197+30.00	8.00	627.11	627.14
☉ W. Brg. Pier 8E	197+40.00	8.00	627.06	627.06
☉ Pier 8E	197+41.50	8.00	627.05	627.05

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	4.00	627.40	627.40
8A	196+30.00	4.00	627.40	627.40
8B	196+40.00	4.00	627.39	627.40
8C	196+50.00	4.00	627.38	627.41
8D	196+60.00	4.00	627.36	627.40
8E	196+70.00	4.00	627.33	627.39
8F	196+80.00	4.00	627.29	627.37
8G	196+90.00	4.00	627.25	627.33
8H	197+00.00	4.00	627.20	627.28
8I	197+10.00	4.00	627.14	627.21
8J	197+20.00	4.00	627.08	627.13
8K	197+30.00	4.00	627.02	627.05
☉ W. Brg. Pier 8E	197+40.00	4.00	626.95	626.95
☉ Pier 8E	197+41.50	4.00	626.94	626.94

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	0.00	627.32	627.32
8A	196+30.00	0.00	627.32	627.32
8B	196+40.00	0.00	627.31	627.32
8C	196+50.00	0.00	627.30	627.33
8D	196+60.00	0.00	627.28	627.32
8E	196+70.00	0.00	627.25	627.31
8F	196+80.00	0.00	627.21	627.29
8G	196+90.00	0.00	627.17	627.26
8H	197+00.00	0.00	627.12	627.20
8I	197+10.00	0.00	627.06	627.13
8J	197+20.00	0.00	627.00	627.05
8K	197+30.00	0.00	626.92	626.95
☉ W. Brg. Pier 8E	197+40.00	0.00	626.84	626.84
☉ Pier 8E	197+41.50	0.00	626.83	626.83

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	-4.00	627.24	627.24
8A	196+30.00	-4.00	627.24	627.24
8B	196+40.00	-4.00	627.23	627.24
8C	196+50.00	-4.00	627.22	627.25
8D	196+60.00	-4.00	627.20	627.24
8E	196+70.00	-4.00	627.17	627.23
8F	196+80.00	-4.00	627.13	627.21
8G	196+90.00	-4.00	627.09	627.18
8H	197+00.00	-4.00	627.04	627.12
8I	197+10.00	-4.00	626.98	627.06
8J	197+20.00	-4.00	626.92	626.97
8K	197+30.00	-4.00	626.83	626.86
☉ W. Brg. Pier 8E	197+40.00	-4.00	626.74	626.74
☉ Pier 8E	197+41.50	-4.00	626.72	626.72

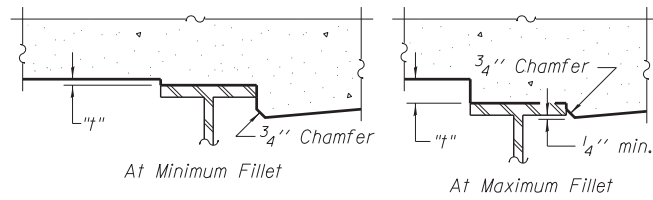
GIRDER 10

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	-12.00	627.08	627.08
8A	196+30.00	-12.00	627.08	627.08
8B	196+40.00	-12.00	627.07	627.08
8C	196+50.00	-12.00	627.06	627.09
8D	196+60.00	-12.00	627.04	627.09
8E	196+70.00	-12.00	627.01	627.08
8F	196+80.00	-12.00	626.97	627.06
8G	196+90.00	-12.00	626.93	627.02
8H	197+00.00	-12.00	626.88	626.97
8I	197+10.00	-12.00	626.82	626.90
8J	197+20.00	-12.00	626.76	626.82
8K	197+30.00	-12.00	626.65	626.68
☉ W. Brg. Pier 8E	197+40.00	-12.00	626.52	626.52
☉ Pier 8E	197+41.50	-12.00	626.51	626.51

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 7E	196+20.00	-20.00	626.92	626.92
8A	196+30.00	-20.00	626.92	626.92
8B	196+40.00	-20.00	626.91	626.92
8C	196+50.00	-20.00	626.90	626.93
8D	196+60.00	-20.00	626.88	626.93
8E	196+70.00	-20.00	626.85	626.92
8F	196+80.00	-20.00	626.81	626.91
8G	196+90.00	-20.00	626.77	626.87
8H	197+00.00	-20.00	626.72	626.82
8I	197+10.00	-20.00	626.66	626.75
8J	197+20.00	-20.00	626.60	626.66
8K	197+30.00	-20.00	626.46	626.50
☉ W. Brg. Pier 8E	197+40.00	-20.00	626.31	626.31
☉ Pier 8E	197+41.50	-20.00	626.29	626.29

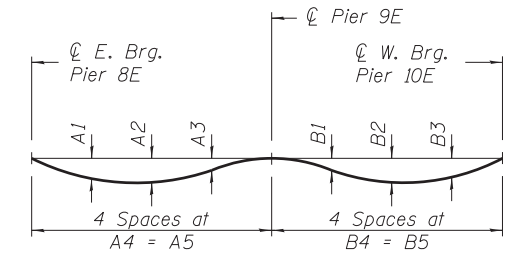
148_0161503_60X07_T05_Elev_V1.dgn



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-53 and S-54, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

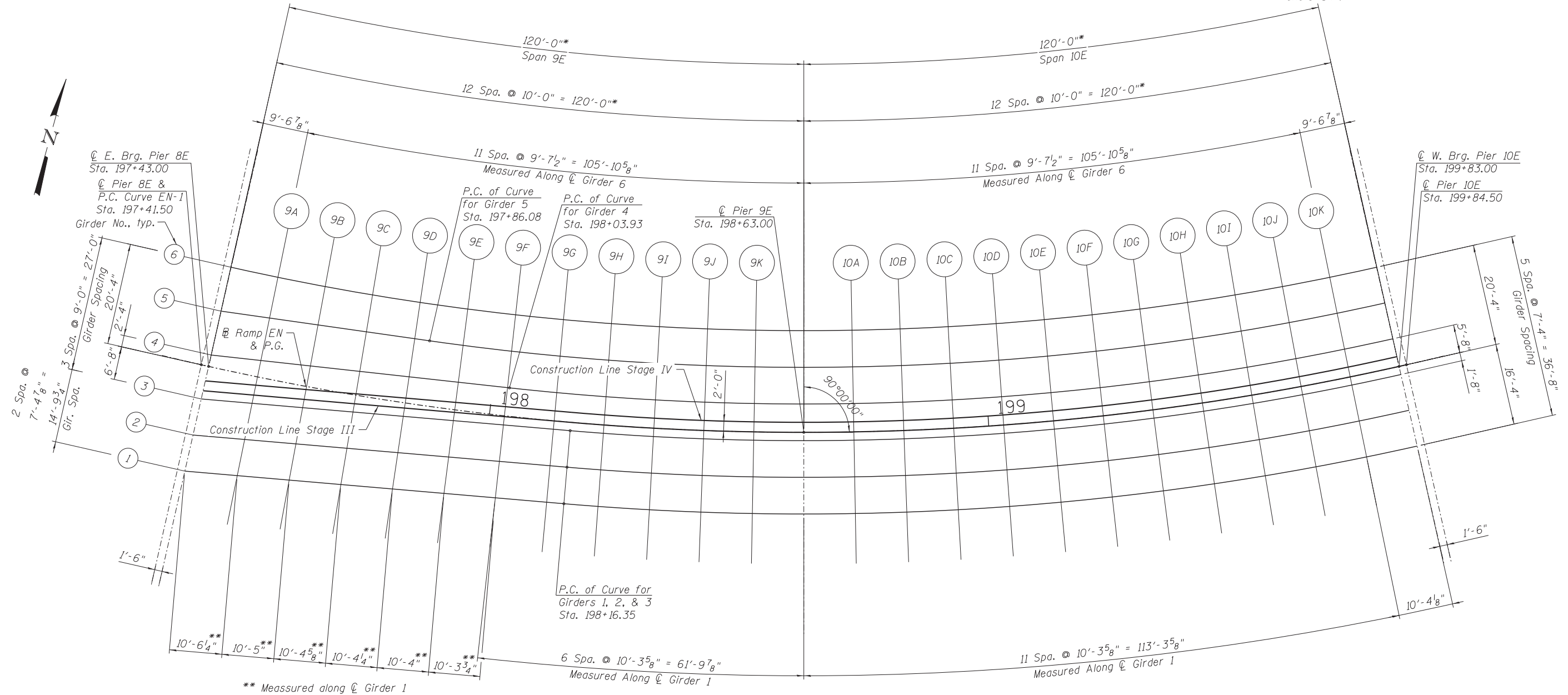
Girder No.	DEAD LOAD DEFLECTIONS									
	Span 9E					Span 10E				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5
1	0 3/4"	0 7/8"	0 3/8"	31'-0 3/8"	124'-1 1/2"	0 1/2"	1 1/8"	1"	30'-11"	123'-7 3/4"
2	0 3/4"	0 3/4"	0 3/8"	30'-7 1/2"	122'-5 3/4"	0 3/8"	0 7/8"	0 7/8"	30'-6"	122'-0 1/8"
3	0 5/8"	0 3/4"	0 3/8"	30'-2 1/2"	120'-10"	0 3/8"	0 3/4"	0 3/4"	30'-1 1/8"	120'-4 1/2"
4	0 5/8"	0 3/4"	0 3/8"	29'-9"	118'-11 7/8"	0 1/4"	0 5/8"	0 5/8"	29'-8 1/4"	118'-8 3/4"
5	0 5/8"	0 3/4"	0 3/8"	29'-3 5/8"	117'-2 1/4"	0 1/4"	0 5/8"	0 1/2"	29'-3 1/4"	117'-1 1/8"
6	0 5/8"	0 3/4"	0 3/8"	28'-10 3/8"	115'-5 1/2"	0 1/4"	0 5/8"	0 1/2"	28'-10 3/8"	115'-5 1/2"



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-53 and S-54.



PLAN II - S.N. 016-1503 (UNIT 2)

*Measured along the Ramp EN & P.G. (S.N. 016-1503) with all abutments and piers radial to alignment.

149_0161503_60X07_T05_Plan_III.dgn



USER NAME = kritzm	DESIGNED - CLS	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 5/26/2015	DRAWN - JSK	REVISED -
	CHECKED - MK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN III - S.N. 016-1503 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-52 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	575
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				

GIRDER 1

GIRDER 2

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
⊕ Pier 8E	197+41.50	21.68	626.89	626.89	⊕ Pier 8E	197+41.50	14.28	627.09	627.09	⊕ Pier 8E	197+41.50	6.87	627.02	627.02
⊕ E. Brg. Pier 8E	197+42.94	21.47	626.90	626.90	⊕ E. Brg. Pier 8E	197+42.96	14.07	627.10	627.10	⊕ E. Brg. Pier 8E	197+42.98	6.67	627.00	627.00
9A	197+53.00	20.15	626.93	626.96	9A	197+53.00	12.77	627.09	627.11	9A	197+53.00	5.39	626.90	626.92
9B	197+63.00	19.04	626.93	626.98	9B	197+63.00	11.67	627.04	627.08	9B	197+63.00	4.30	626.78	626.82
9C	197+73.00	18.12	626.92	626.98	9C	197+73.00	10.76	626.94	627.00	9C	197+73.00	3.40	626.66	626.71
9D	197+83.00	17.39	626.88	626.96	9D	197+83.00	10.04	626.83	626.90	9D	197+83.00	2.69	626.53	626.59
9E	197+93.00	16.85	626.84	626.91	9E	197+93.00	9.51	626.73	626.80	9E	197+93.00	2.17	626.40	626.46
9F	198+03.00	16.50	626.78	626.85	9F	198+03.00	9.17	626.62	626.69	9F	198+03.00	1.83	626.26	626.33
9G	198+13.00	16.34	626.71	626.77	9G	198+13.00	9.01	626.51	626.57	9G	198+13.00	1.68	626.13	626.18
9H	198+23.00	16.33	626.61	626.66	9H	198+23.00	9.00	626.39	626.43	9H	198+23.00	1.67	625.99	626.03
9I	198+33.00	16.33	626.49	626.52	9I	198+33.00	9.00	626.24	626.27	9I	198+33.00	1.67	625.84	625.87
9J	198+43.00	16.33	626.36	626.37	9J	198+43.00	9.00	626.09	626.10	9J	198+43.00	1.67	625.69	625.70
9K	198+53.00	16.33	626.22	626.22	9K	198+53.00	9.00	625.92	625.93	9K	198+53.00	1.67	625.53	625.53
⊕ Pier 9E	198+63.00	16.33	626.07	626.07	⊕ Pier 9E	198+63.00	9.00	625.76	625.76	⊕ Pier 9E	198+63.00	1.67	625.36	625.36
10A	198+73.00	16.33	625.92	625.92	10A	198+73.00	9.00	625.58	625.58	10A	198+73.00	1.67	625.18	625.19
10B	198+83.00	16.33	625.76	625.78	10B	198+83.00	9.00	625.40	625.41	10B	198+83.00	1.67	625.00	625.01
10C	198+93.00	16.33	625.59	625.63	10C	198+93.00	9.00	625.20	625.24	10C	198+93.00	1.67	624.81	624.84
10D	199+03.00	16.33	625.40	625.46	10D	199+03.00	9.00	625.01	625.06	10D	199+03.00	1.67	624.61	624.65
10E	199+13.00	16.33	625.20	625.28	10E	199+13.00	9.00	624.80	624.87	10E	199+13.00	1.67	624.40	624.46
10F	199+23.00	16.33	624.98	625.08	10F	199+23.00	9.00	624.59	624.67	10F	199+23.00	1.67	624.19	624.26
10G	199+33.00	16.33	624.76	624.86	10G	199+33.00	9.00	624.37	624.45	10G	199+33.00	1.67	623.97	624.04
10H	199+43.00	16.33	624.54	624.63	10H	199+43.00	9.00	624.14	624.22	10H	199+43.00	1.67	623.74	623.81
10I	199+53.00	16.33	624.30	624.38	10I	199+53.00	9.00	623.91	623.97	10I	199+53.00	1.67	623.51	623.57
10J	199+63.00	16.33	624.07	624.13	10J	199+63.00	9.00	623.67	623.72	10J	199+63.00	1.67	623.27	623.32
10K	199+73.00	16.33	623.83	623.86	10K	199+73.00	9.00	623.43	623.46	10K	199+73.00	1.67	623.04	623.06
⊕ W. Brg. Pier 10E	199+83.04	16.33	623.59	623.59	⊕ W. Brg. Pier 10E	199+83.02	9.00	623.20	623.20	⊕ W. Brg. Pier 10E	199+83.00	1.67	622.80	622.80
⊕ Pier 10E	199+84.50	16.33	623.56	623.56	⊕ Pier 10E	199+84.50	9.00	623.16	623.16	⊕ Pier 10E	199+84.50	1.67	622.77	622.77

CONSTRUCTION LINE STAGE III

CONSTRUCTION LINE STAGE IV

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
⊕ Pier 8E	197+41.50	5.19	626.97	626.97	⊕ Pier 8E	197+41.50	3.17	626.92	626.92
⊕ E. Brg. Pier 8E	197+42.99	4.98	626.96	626.96	⊕ E. Brg. Pier 8E	197+42.99	2.97	626.90	626.90
9A	197+53.00	3.71	626.84	626.87	9A	197+53.00	1.70	626.78	626.80
9B	197+63.00	2.63	626.72	626.77	9B	197+63.00	0.62	626.65	626.69
9C	197+73.00	1.73	626.59	626.65	9C	197+73.00	-0.27	626.52	626.57
9D	197+83.00	1.02	626.46	626.53	9D	197+83.00	-0.98	626.38	626.44
9E	197+93.00	0.50	626.32	626.39	9E	197+93.00	-1.50	626.23	626.30
9F	198+03.00	0.16	626.18	626.25	9F	198+03.00	-1.84	626.09	626.15
9G	198+13.00	0.01	626.04	626.10	9G	198+13.00	-1.99	625.94	625.99
9H	198+23.00	0.00	625.90	625.94	9H	198+23.00	-2.00	625.79	625.83
9I	198+33.00	0.00	625.75	625.78	9I	198+33.00	-2.00	625.65	625.67
9J	198+43.00	0.00	625.60	625.61	9J	198+43.00	-2.00	625.49	625.51
9K	198+53.00	0.00	625.44	625.44	9K	198+53.00	-2.00	625.33	625.33
⊕ Pier 9E	198+63.00	0.00	625.27	625.27	⊕ Pier 9E	198+63.00	-2.00	625.16	625.16
10A	198+73.00	0.00	625.09	625.10	10A	198+73.00	-2.00	624.99	624.99
10B	198+83.00	0.00	624.91	624.92	10B	198+83.00	-2.00	624.80	624.81
10C	198+93.00	0.00	624.72	624.75	10C	198+93.00	-2.00	624.61	624.64
10D	199+03.00	0.00	624.52	624.56	10D	199+03.00	-2.00	624.41	624.45
10E	199+13.00	0.00	624.31	624.37	10E	199+13.00	-2.00	624.21	624.26
10F	199+23.00	0.00	624.10	624.17	10F	199+23.00	-2.00	623.99	624.06
10G	199+33.00	0.00	623.88	623.95	10G	199+33.00	-2.00	623.77	623.84
10H	199+43.00	0.00	623.65	623.72	10H	199+43.00	-2.00	623.55	623.61
10I	199+53.00	0.00	623.42	623.48	10I	199+53.00	-2.00	623.31	623.37
10J	199+63.00	0.00	623.18	623.23	10J	199+63.00	-2.00	623.08	623.12
10K	199+73.00	0.00	622.95	622.97	10K	199+73.00	-2.00	622.84	622.86
⊕ W. Brg. Pier 10E	199+83.00	0.00	622.71	622.71	⊕ W. Brg. Pier 10E	199+82.99	-2.00	622.61	622.61
⊕ Pier 10E	199+84.50	0.00	622.68	622.68	⊕ Pier 10E	199+84.50	-2.00	622.57	622.57

150_0161503_60X07_T05_Elev_VII.dgn



USER NAME =	kr1tzm	DESIGNED -	CLS	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	JSK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	MK	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS VII - S.N. 016-1503 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	576
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	

RAMP EN & P.G.

GIRDER 4

GIRDER 5

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 8E	197+41.50	0.00	626.83	626.83	☉ Pier 8E	197+41.50	-2.16	626.77	626.77	☉ Pier 8E	197+41.50	-11.20	626.53	626.53	☉ Pier 8E	197+41.50	-20.33	626.28	626.28
☉ E. Brg. Pier 8E	197+43.00	0.00	626.82	626.82	☉ E. Brg. Pier 8E	197+43.01	-2.33	626.75	626.75	☉ E. Brg. Pier 8E	197+43.03	-11.33	626.50	626.50	☉ E. Brg. Pier 8E	197+43.06	-20.33	626.26	626.26
9A	197+53.00	0.00	626.73	626.75	9A	197+53.00	-3.35	626.62	626.65	9A	197+53.00	-12.02	626.36	626.38	9A	197+53.00	-20.33	626.10	626.12
9B	197+63.00	0.00	626.63	626.67	9B	197+63.00	-4.18	626.49	626.53	9B	197+63.00	-12.52	626.20	626.24	9B	197+63.00	-20.33	625.93	625.97
9C	197+73.00	0.00	626.53	626.58	9C	197+73.00	-4.83	626.35	626.40	9C	197+73.00	-12.85	626.04	626.09	9C	197+73.00	-20.33	625.76	625.81
9D	197+83.00	0.00	626.42	626.48	9D	197+83.00	-5.29	626.20	626.26	9D	197+83.00	-12.99	625.88	625.94	9D	197+83.00	-20.33	625.58	625.63
9E	197+93.00	0.00	626.30	626.37	9E	197+93.00	-5.57	626.05	626.11	9E	197+93.00	-13.00	625.72	625.78	9E	197+93.00	-20.33	625.39	625.45
9F	198+03.00	0.00	626.17	626.24	9F	198+03.00	-5.67	625.90	625.96	9F	198+03.00	-13.00	625.55	625.61	9F	198+03.00	-20.33	625.19	625.25
9G	198+13.00	0.00	626.04	626.10	9G	198+13.00	-5.67	625.75	625.80	9G	198+13.00	-13.00	625.37	625.42	9G	198+13.00	-20.33	624.99	625.04
9H	198+23.00	0.00	625.90	625.94	9H	198+23.00	-5.67	625.60	625.64	9H	198+23.00	-13.00	625.20	625.24	9H	198+23.00	-20.33	624.80	624.84
9I	198+33.00	0.00	625.75	625.78	9I	198+33.00	-5.67	625.45	625.48	9I	198+33.00	-13.00	625.05	625.08	9I	198+33.00	-20.33	624.66	624.68
9J	198+43.00	0.00	625.60	625.61	9J	198+43.00	-5.67	625.29	625.31	9J	198+43.00	-13.00	624.90	624.91	9J	198+43.00	-20.33	624.50	624.52
9K	198+53.00	0.00	625.44	625.44	9K	198+53.00	-5.67	625.13	625.14	9K	198+53.00	-13.00	624.74	624.74	9K	198+53.00	-20.33	624.34	624.35
☉ Pier 9E	198+63.00	0.00	625.27	625.27	☉ Pier 9E	198+63.00	-5.67	624.96	624.96	☉ Pier 9E	198+63.00	-13.00	624.57	624.57	☉ Pier 9E	198+63.00	-20.33	624.17	624.17
10A	198+73.00	0.00	625.09	625.10	10A	198+73.00	-5.67	624.79	624.79	10A	198+73.00	-13.00	624.39	624.39	10A	198+73.00	-20.33	624.00	624.00
10B	198+83.00	0.00	624.91	624.92	10B	198+83.00	-5.67	624.60	624.62	10B	198+83.00	-13.00	624.21	624.22	10B	198+83.00	-20.33	623.81	623.82
10C	198+93.00	0.00	624.72	624.75	10C	198+93.00	-5.67	624.41	624.44	10C	198+93.00	-13.00	624.02	624.04	10C	198+93.00	-20.33	623.62	623.64
10D	199+03.00	0.00	624.52	624.56	10D	199+03.00	-5.67	624.21	624.25	10D	199+03.00	-13.00	623.82	623.85	10D	199+03.00	-20.33	623.42	623.45
10E	199+13.00	0.00	624.31	624.37	10E	199+13.00	-5.67	624.01	624.06	10E	199+13.00	-13.00	623.61	623.66	10E	199+13.00	-20.33	623.22	623.26
10F	199+23.00	0.00	624.10	624.17	10F	199+23.00	-5.67	623.80	623.85	10F	199+23.00	-13.00	623.40	623.45	10F	199+23.00	-20.33	623.00	623.05
10G	199+33.00	0.00	623.88	623.95	10G	199+33.00	-5.67	623.58	623.64	10G	199+33.00	-13.00	623.18	623.24	10G	199+33.00	-20.33	622.78	622.83
10H	199+43.00	0.00	623.65	623.72	10H	199+43.00	-5.67	623.35	623.41	10H	199+43.00	-13.00	622.95	623.01	10H	199+43.00	-20.33	622.56	622.61
10I	199+53.00	0.00	623.42	623.48	10I	199+53.00	-5.67	623.11	623.17	10I	199+53.00	-13.00	622.72	622.77	10I	199+53.00	-20.33	622.32	622.36
10J	199+63.00	0.00	623.18	623.23	10J	199+63.00	-5.67	622.88	622.92	10J	199+63.00	-13.00	622.48	622.52	10J	199+63.00	-20.33	622.09	622.12
10K	199+73.00	0.00	622.95	622.97	10K	199+73.00	-5.67	622.64	622.66	10K	199+73.00	-13.00	622.25	622.27	10K	199+73.00	-20.33	621.85	621.87
☉ W. Brg. Pier 10E	199+83.00	0.00	622.71	622.71	☉ W. Brg. Pier 10E	199+82.98	-5.67	622.41	622.41	☉ W. Brg. Pier 10E	199+82.96	-13.00	622.01	622.01	☉ W. Brg. Pier 10E	199+82.94	-20.33	621.62	621.62
☉ Pier 10E	199+84.50	0.00	622.68	622.68	☉ Pier 10E	199+84.50	-5.67	622.37	622.37	☉ Pier 10E	199+84.50	-13.00	621.98	621.98	☉ Pier 10E	199+84.50	-20.33	621.58	621.58

151-0161503_60X07_T05_Elev_VIII.dgn



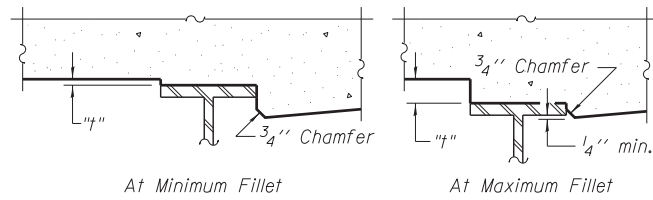
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		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	JSK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	MK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS VIII - S.N. 016-1503 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. 5-54 OF 5-218 SHEETS

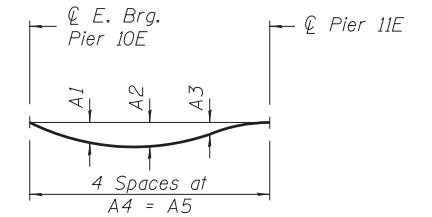
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	577
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheet S-56. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet S-56, minus slab thickness, equals the fillet heights "t" above top flange of girders.

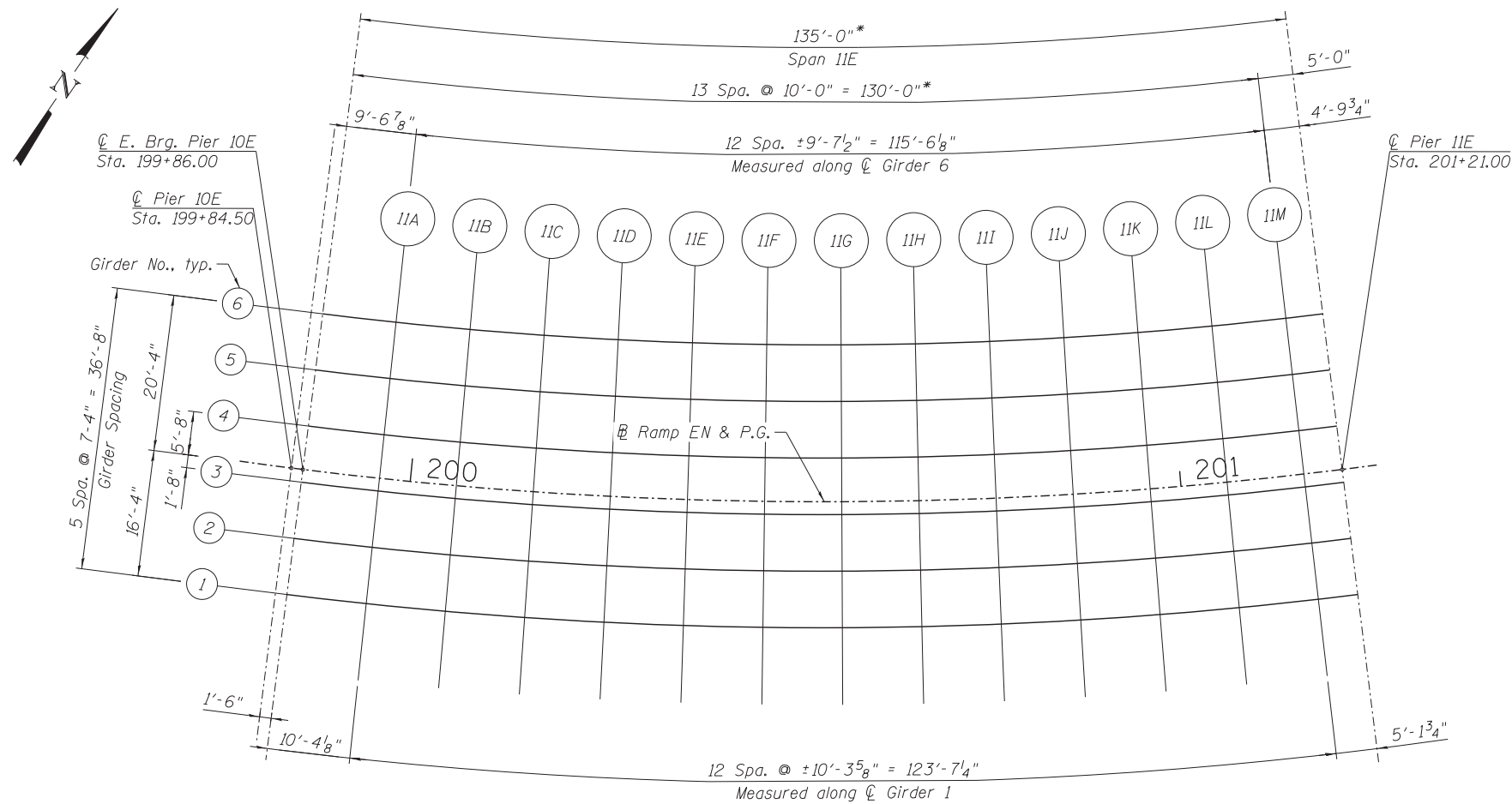
FILLET HEIGHTS

Girder No.	DEAD LOAD DEFLECTIONS				
	Span 11E				
	A1	A2	A3	A4	A5
1	1 3/4"	1 7/8"	0 7/8"	34'-9 1/4"	139'-1 1/8"
2	1 1/2"	1 5/8"	0 3/4"	34'-3 3/4"	137'-3 1/8"
3	1 1/4"	1 1/2"	0 5/8"	33'-10 1/4"	135'-5"
4	1 1/8"	1 1/4"	0 1/2"	33'-4 3/4"	133'-6 7/8"
5	1"	1 1/8"	0 1/2"	32'-11 1/4"	131'-8 7/8"
6	0 7/8"	1"	0 3/8"	32'-5 3/4"	129'-10 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 sheet S-56.



PLAN IV - S.N. 016-1503 (UNIT 3)

*Measured along the Ramp EN & P.G. (S.N. 016-1503) with all abutments and piers radial to alignment.

152_0161503_60X07_T05_Plan_IV.dgn



USER NAME =	krizm	DESIGNED -	CLS	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	JSK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	MK	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN IV - S.N. 016-1503 (UNIT 3)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-55 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	578
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

GIRDER 1

GIRDER 2

GIRDER 3

RAMP EN & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 10E	199+84.50	16.33	623.56	623.56
☉ E. Brg. Pier 10E	199+85.96	16.33	623.52	623.52
11A	199+96.00	16.33	623.29	623.34
11B	200+06.00	16.33	623.05	623.15
11C	200+16.00	16.33	622.82	622.95
11D	200+26.00	16.33	622.58	622.74
11E	200+36.00	16.33	622.34	622.51
11F	200+46.00	16.33	622.11	622.28
11G	200+56.00	16.33	621.87	622.03
11H	200+66.00	16.33	621.64	621.77
11I	200+76.00	16.33	621.40	621.50
11J	200+86.00	16.33	621.16	621.24
11K	200+96.00	16.33	620.93	620.97
11L	201+06.00	16.33	620.69	620.71
11M	201+16.00	16.33	620.46	620.46
☉ Pier 11E	201+21.00	16.33	620.34	620.34

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 10E	199+84.50	9.00	623.16	623.16
☉ E. Brg. Pier 10E	199+85.98	9.00	623.13	623.13
11A	199+96.00	9.00	622.89	622.93
11B	200+06.00	9.00	622.66	622.74
11C	200+16.00	9.00	622.42	622.53
11D	200+26.00	9.00	622.18	622.32
11E	200+36.00	9.00	621.95	622.09
11F	200+46.00	9.00	621.71	621.86
11G	200+56.00	9.00	621.48	621.61
11H	200+66.00	9.00	621.24	621.36
11I	200+76.00	9.00	621.00	621.10
11J	200+86.00	9.00	620.77	620.83
11K	200+96.00	9.00	620.53	620.57
11L	201+06.00	9.00	620.30	620.31
11M	201+16.00	9.00	620.06	620.06
☉ Pier 11E	201+21.00	9.00	619.94	619.94

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 10E	199+84.50	1.67	622.77	622.77
☉ E. Brg. Pier 10E	199+86.00	1.67	622.73	622.73
11A	199+96.00	1.67	622.50	622.53
11B	200+06.00	1.67	622.26	622.33
11C	200+16.00	1.67	622.02	622.12
11D	200+26.00	1.67	621.79	621.91
11E	200+36.00	1.67	621.55	621.68
11F	200+46.00	1.67	621.32	621.44
11G	200+56.00	1.67	621.08	621.20
11H	200+66.00	1.67	620.84	620.95
11I	200+76.00	1.67	620.61	620.69
11J	200+86.00	1.67	620.37	620.43
11K	200+96.00	1.67	620.14	620.17
11L	201+06.00	1.67	619.90	619.91
11M	201+16.00	1.67	619.66	619.67
☉ Pier 11E	201+21.00	1.67	619.55	619.55

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 10E	199+84.50	0.00	622.68	622.68
☉ E. Brg. Pier 10E	199+86.00	0.00	622.64	622.64
11A	199+96.00	0.00	622.41	622.44
11B	200+06.00	0.00	622.17	622.24
11C	200+16.00	0.00	621.93	622.03
11D	200+26.00	0.00	621.70	621.81
11E	200+36.00	0.00	621.46	621.59
11F	200+46.00	0.00	621.23	621.35
11G	200+56.00	0.00	620.99	621.11
11H	200+66.00	0.00	620.75	620.85
11I	200+76.00	0.00	620.52	620.60
11J	200+86.00	0.00	620.28	620.34
11K	200+96.00	0.00	620.05	620.08
11L	201+06.00	0.00	619.81	619.82
11M	201+16.00	0.00	619.57	619.58
☉ Pier 11E	201+21.00	0.00	619.46	619.46

GIRDER 4

GIRDER 5

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 10E	199+84.50	-5.67	622.37	622.37
☉ E. Brg. Pier 10E	199+86.02	-5.67	622.34	622.34
11A	199+96.00	-5.67	622.10	622.13
11B	200+06.00	-5.67	621.86	621.93
11C	200+16.00	-5.67	621.63	621.72
11D	200+26.00	-5.67	621.39	621.50
11E	200+36.00	-5.67	621.16	621.27
11F	200+46.00	-5.67	620.92	621.03
11G	200+56.00	-5.67	620.68	620.79
11H	200+66.00	-5.67	620.45	620.54
11I	200+76.00	-5.67	620.21	620.28
11J	200+86.00	-5.67	619.98	620.03
11K	200+96.00	-5.67	619.74	619.77
11L	201+06.00	-5.67	619.50	619.52
11M	201+16.00	-5.67	619.27	619.27
☉ Pier 11E	201+21.00	-5.67	619.15	619.15

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 10E	199+84.50	-13.00	621.98	621.98
☉ E. Brg. Pier 10E	199+86.04	-13.00	621.94	621.94
11A	199+96.00	-13.00	621.70	621.73
11B	200+06.00	-13.00	621.47	621.52
11C	200+16.00	-13.00	621.23	621.31
11D	200+26.00	-13.00	621.00	621.09
11E	200+36.00	-13.00	620.76	620.86
11F	200+46.00	-13.00	620.52	620.62
11G	200+56.00	-13.00	620.29	620.38
11H	200+66.00	-13.00	620.05	620.13
11I	200+76.00	-13.00	619.82	619.88
11J	200+86.00	-13.00	619.58	619.62
11K	200+96.00	-13.00	619.34	619.37
11L	201+06.00	-13.00	619.11	619.12
11M	201+16.00	-13.00	618.87	618.87
☉ Pier 11E	201+21.00	-13.00	618.75	618.75

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 10E	199+84.50	-20.33	621.58	621.58
☉ E. Brg. Pier 10E	199+86.06	-20.33	621.54	621.54
11A	199+96.00	-20.33	621.31	621.33
11B	200+06.00	-20.33	621.07	621.12
11C	200+16.00	-20.33	620.84	620.91
11D	200+26.00	-20.33	620.60	620.68
11E	200+36.00	-20.33	620.36	620.45
11F	200+46.00	-20.33	620.13	620.22
11G	200+56.00	-20.33	619.89	619.97
11H	200+66.00	-20.33	619.66	619.73
11I	200+76.00	-20.33	619.42	619.47
11J	200+86.00	-20.33	619.18	619.22
11K	200+96.00	-20.33	618.95	618.97
11L	201+06.00	-20.33	618.71	618.72
11M	201+16.00	-20.33	618.48	618.48
☉ Pier 11E	201+21.00	-20.33	618.36	618.36

153_0161503_60X07_T05_Elev_IX.dgn



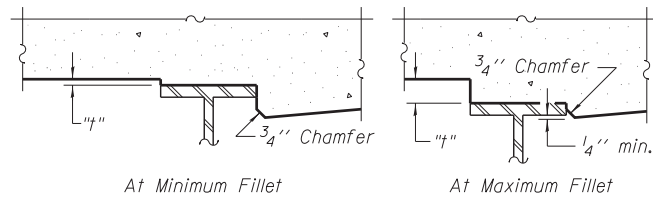
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		CHECKED -	ATB	REVISED -	
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PLOT DATE =	5/26/2015	CHECKED -	MK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IX - S.N.016-1503 (UNIT 3)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-56 OF S-218 SHEETS

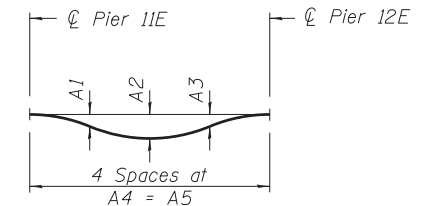
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	579
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	



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

FILLET HEIGHTS

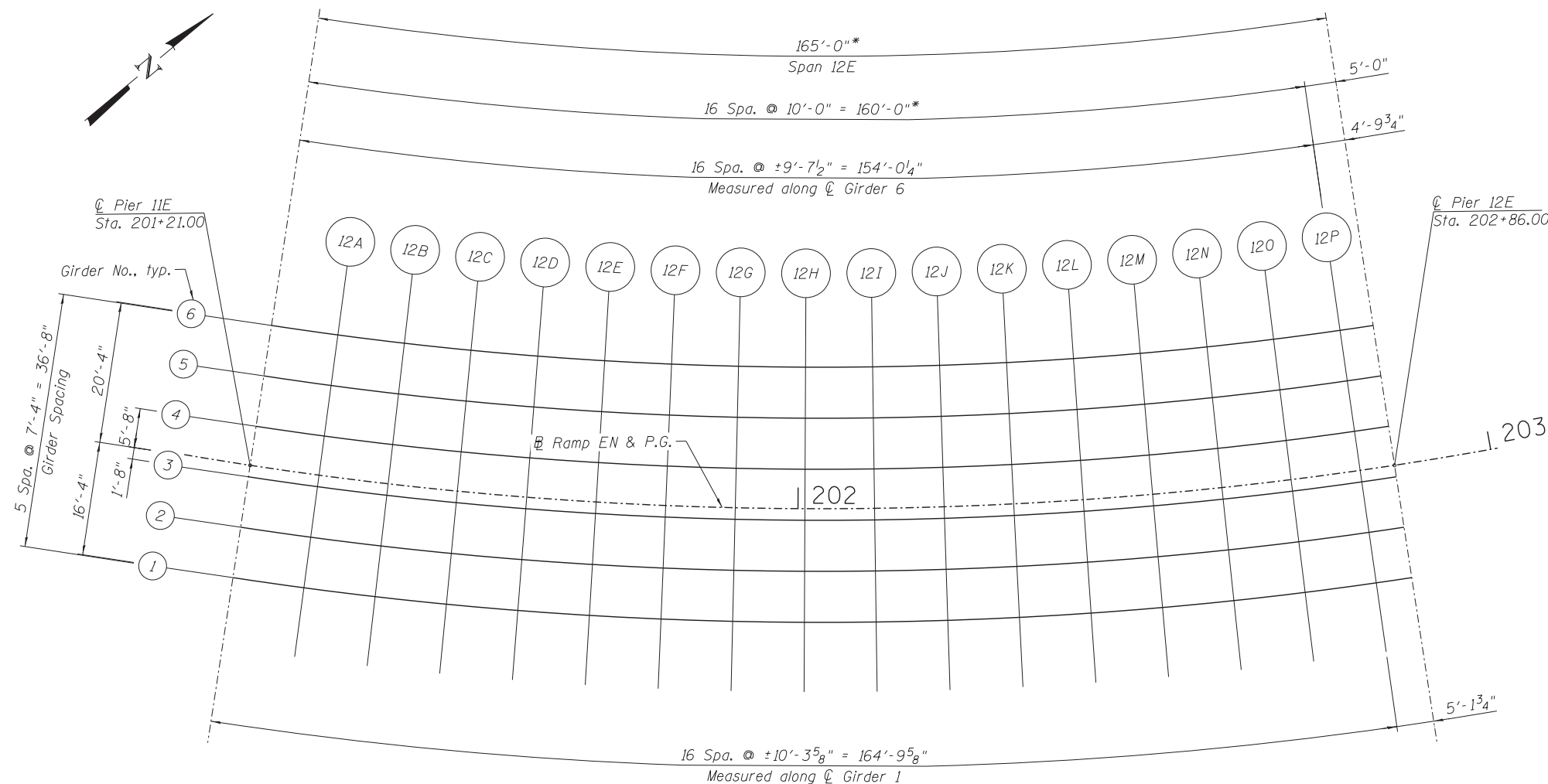
Girder No.	DEAD LOAD DEFLECTIONS				
	Span 12E				
	A1	A2	A3	A4	A5
1	0 5/8"	1 1/2"	0 3/4"	42'-5 7/8"	169'-11 1/2"
2	0 5/8"	1 3/8"	0 3/4"	41'-11 1/4"	167'-8 3/4"
3	0 5/8"	1 3/8"	0 3/4"	41'-4 1/2"	165'-6 1/8"
4	0 5/8"	1 3/8"	0 5/8"	40'-9 7/8"	163'-3 3/8"
5	0 5/8"	1 3/8"	0 5/8"	40'-3 1/8"	161'-0 5/8"
6	0 3/4"	1 3/8"	0 5/8"	39'-8 1/2"	158'-10"



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 sheet S-58.



PLAN V - S.N. 016-1503 (UNIT 3)

*Measured along the Ramp EN & P.G. (S.N. 016-1503) with all abutments and piers radial to alignment.

154_0161503_60X07_T05_Plan_V.dgn



USER NAME = kritzm	DESIGNED - CLS	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 5/26/2015	CHECKED - MK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN V - S.N. 016-1503 (UNIT 3)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-57 OF S-218 SHEETS

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 580
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

GIRDER 1

GIRDER 2

GIRDER 3

RAMP EN & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 11E	201+21.00	16.33	620.34	620.34
12A	201+31.00	16.33	620.10	620.10
12B	201+41.00	16.33	619.87	619.88
12C	201+51.00	16.33	619.63	619.66
12D	201+61.00	16.33	619.39	619.45
12E	201+71.00	16.33	619.16	619.23
12F	201+81.00	16.33	618.92	619.02
12G	201+91.00	16.33	618.69	618.80
12H	202+01.00	16.33	618.45	618.57
12I	202+11.00	16.33	618.21	618.34
12J	202+21.00	16.33	617.98	618.09
12K	202+31.00	16.33	617.74	617.84
12L	202+41.00	16.33	617.51	617.58
12M	202+51.00	16.33	617.27	617.32
12N	202+61.00	16.33	617.03	617.06
12O	202+71.00	16.33	616.80	616.81
12P	202+81.00	16.33	616.56	616.56
☉ Pier 12E	202+86.00	16.33	616.44	616.44

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 11E	201+21.00	9.00	619.94	619.94
12A	201+31.00	9.00	619.71	619.71
12B	201+41.00	9.00	619.47	619.48
12C	201+51.00	9.00	619.23	619.26
12D	201+61.00	9.00	619.00	619.05
12E	201+71.00	9.00	618.76	618.84
12F	201+81.00	9.00	618.53	618.62
12G	201+91.00	9.00	618.29	618.40
12H	202+01.00	9.00	618.05	618.17
12I	202+11.00	9.00	617.82	617.93
12J	202+21.00	9.00	617.58	617.69
12K	202+31.00	9.00	617.35	617.44
12L	202+41.00	9.00	617.11	617.18
12M	202+51.00	9.00	616.87	616.92
12N	202+61.00	9.00	616.64	616.66
12O	202+71.00	9.00	616.40	616.41
12P	202+81.00	9.00	616.17	616.17
☉ Pier 12E	202+86.00	9.00	616.05	616.05

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 11E	201+21.00	1.67	619.55	619.55
12A	201+31.00	1.67	619.31	619.31
12B	201+41.00	1.67	619.07	619.09
12C	201+51.00	1.67	618.84	618.87
12D	201+61.00	1.67	618.60	618.65
12E	201+71.00	1.67	618.37	618.44
12F	201+81.00	1.67	618.13	618.22
12G	201+91.00	1.67	617.89	618.00
12H	202+01.00	1.67	617.66	617.77
12I	202+11.00	1.67	617.42	617.53
12J	202+21.00	1.67	617.19	617.29
12K	202+31.00	1.67	616.95	617.04
12L	202+41.00	1.67	616.71	616.78
12M	202+51.00	1.67	616.48	616.52
12N	202+61.00	1.67	616.24	616.27
12O	202+71.00	1.67	616.01	616.02
12P	202+81.00	1.67	615.77	615.77
☉ Pier 12E	202+86.00	1.67	615.65	615.65

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 11E	201+21.00	0.00	619.46	619.46
12A	201+31.00	0.00	619.22	619.22
12B	201+41.00	0.00	618.98	619.00
12C	201+51.00	0.00	618.75	618.78
12D	201+61.00	0.00	618.51	618.56
12E	201+71.00	0.00	618.28	618.35
12F	201+81.00	0.00	618.04	618.13
12G	201+91.00	0.00	617.80	617.91
12H	202+01.00	0.00	617.57	617.68
12I	202+11.00	0.00	617.33	617.44
12J	202+21.00	0.00	617.10	617.20
12K	202+31.00	0.00	616.86	616.95
12L	202+41.00	0.00	616.62	616.69
12M	202+51.00	0.00	616.39	616.43
12N	202+61.00	0.00	616.15	616.18
12O	202+71.00	0.00	615.92	615.93
12P	202+81.00	0.00	615.68	615.68
☉ Pier 12E	202+86.00	0.00	615.56	615.56

GIRDER 4

GIRDER 5

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 11E	201+21.00	-5.67	619.15	619.15
12A	201+31.00	-5.67	618.91	618.92
12B	201+41.00	-5.67	618.68	618.69
12C	201+51.00	-5.67	618.44	618.47
12D	201+61.00	-5.67	618.21	618.26
12E	201+71.00	-5.67	617.97	618.04
12F	201+81.00	-5.67	617.73	617.83
12G	201+91.00	-5.67	617.50	617.60
12H	202+01.00	-5.67	617.26	617.37
12I	202+11.00	-5.67	617.03	617.13
12J	202+21.00	-5.67	616.79	616.89
12K	202+31.00	-5.67	616.55	616.64
12L	202+41.00	-5.67	616.32	616.38
12M	202+51.00	-5.67	616.08	616.13
12N	202+61.00	-5.67	615.85	615.87
12O	202+71.00	-5.67	615.61	615.62
12P	202+81.00	-5.67	615.37	615.38
☉ Pier 12E	202+86.00	-5.67	615.26	615.26

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 11E	201+21.00	-13.00	618.75	618.75
12A	201+31.00	-13.00	618.52	618.52
12B	201+41.00	-13.00	618.28	618.30
12C	201+51.00	-13.00	618.05	618.08
12D	201+61.00	-13.00	617.81	617.86
12E	201+71.00	-13.00	617.57	617.65
12F	201+81.00	-13.00	617.34	617.43
12G	201+91.00	-13.00	617.10	617.21
12H	202+01.00	-13.00	616.87	616.98
12I	202+11.00	-13.00	616.63	616.74
12J	202+21.00	-13.00	616.39	616.49
12K	202+31.00	-13.00	616.16	616.24
12L	202+41.00	-13.00	615.92	615.99
12M	202+51.00	-13.00	615.69	615.73
12N	202+61.00	-13.00	615.45	615.48
12O	202+71.00	-13.00	615.21	615.22
12P	202+81.00	-13.00	614.98	614.98
☉ Pier 12E	202+86.00	-13.00	614.86	614.86

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 11E	201+21.00	-20.33	618.36	618.36
12A	201+31.00	-20.33	618.12	618.13
12B	201+41.00	-20.33	617.89	617.91
12C	201+51.00	-20.33	617.65	617.69
12D	201+61.00	-20.33	617.41	617.47
12E	201+71.00	-20.33	617.18	617.25
12F	201+81.00	-20.33	616.94	617.03
12G	201+91.00	-20.33	616.71	616.81
12H	202+01.00	-20.33	616.47	616.58
12I	202+11.00	-20.33	616.23	616.34
12J	202+21.00	-20.33	616.00	616.10
12K	202+31.00	-20.33	615.76	615.84
12L	202+41.00	-20.33	615.53	615.59
12M	202+51.00	-20.33	615.29	615.33
12N	202+61.00	-20.33	615.05	615.08
12O	202+71.00	-20.33	614.82	614.83
12P	202+81.00	-20.33	614.58	614.58
☉ Pier 12E	202+86.00	-20.33	614.46	614.46

155_0161503_60X07_T05_Elev_x.dgn



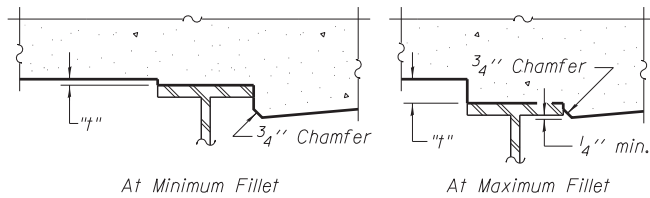
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		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	JSK	REVISED -	
PLOT DATE =	5/26/2015	CHECKED -	MK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS X - S.N. 016-1503 (UNIT 3)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. 5-58 OF 5-218 SHEETS

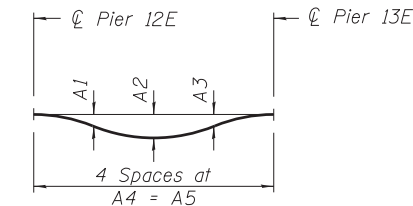
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	581
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheet S-60. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet S-60, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

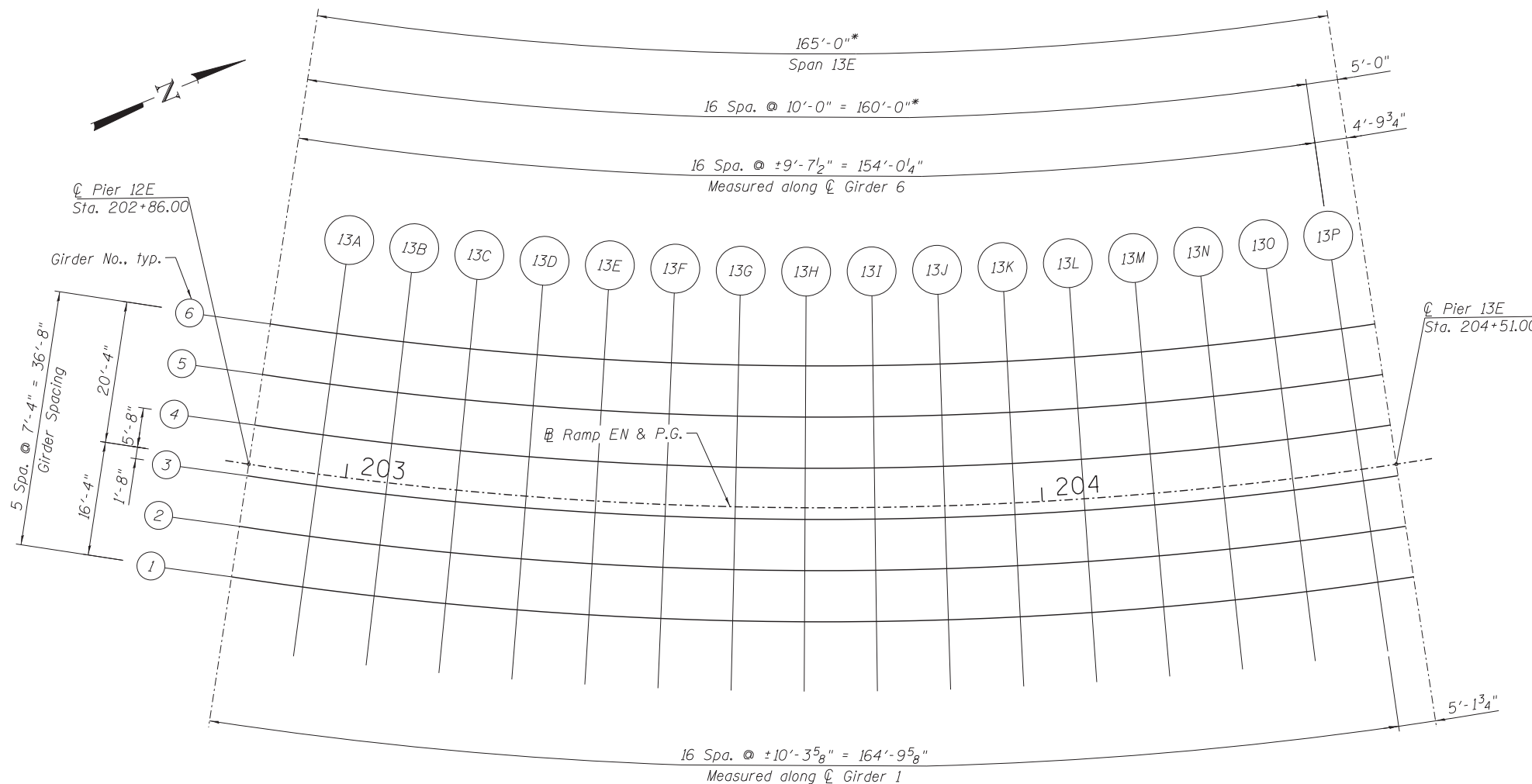
Girder No.	DEAD LOAD DEFLECTIONS				
	Span 13E				
	A1	A2	A3	A4	A5
1	0 3/4"	1 1/2"	0 5/8"	42'-5 7/8"	169'-11 1/2"
2	0 3/4"	1 3/8"	0 5/8"	41'-11 1/4"	167'-8 3/4"
3	0 3/4"	1 3/8"	0 5/8"	41'-4 1/2"	165'-6 1/8"
4	0 5/8"	1 3/8"	0 5/8"	40'-9 7/8"	163'-3 3/8"
5	0 5/8"	1 1/4"	0 5/8"	40'-3 1/8"	161'-0 5/8"
6	0 5/8"	1 1/4"	0 3/4"	39'-8 1/2"	158'-10"



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 sheet S-60.



PLAN VI - S.N. 016-1503 (UNIT 3)

*Measured along the Ramp EN & P.G. (S.N. 016-1503) with all abutments and piers radial to alignment.

156_0161503_60X07_T05_Plan_VI.dgn



USER NAME = kritzm	DESIGNED - CLS	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 5/26/2015	CHECKED - MK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN VI - S.N. 016-1503 (UNIT 3)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-59 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	582
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 12E	202+86.00	16.33	616.44	616.44
13A	202+96.00	16.33	616.21	616.21
13B	203+06.00	16.33	615.97	615.99
13C	203+16.00	16.33	615.74	615.77
13D	203+26.00	16.33	615.50	615.56
13E	203+36.00	16.33	615.26	615.35
13F	203+46.00	16.33	615.03	615.13
13G	203+56.00	16.33	614.79	614.91
13H	203+66.00	16.33	614.56	614.68
13I	203+76.00	16.33	614.32	614.44
13J	203+86.00	16.33	614.08	614.19
13K	203+96.00	16.33	613.85	613.94
13L	204+06.00	16.33	613.61	613.68
13M	204+16.00	16.33	613.38	613.42
13N	204+26.00	16.33	613.14	613.16
13O	204+36.00	16.33	612.90	612.91
13P	204+46.00	16.33	612.67	612.67
☉ Pier 13E	204+51.00	16.33	612.55	612.55

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 12E	202+86.00	9.00	616.05	616.05
13A	202+96.00	9.00	615.81	615.82
13B	203+06.00	9.00	615.58	615.59
13C	203+16.00	9.00	615.34	615.38
13D	203+26.00	9.00	615.10	615.16
13E	203+36.00	9.00	614.87	614.95
13F	203+46.00	9.00	614.63	614.73
13G	203+56.00	9.00	614.40	614.51
13H	203+66.00	9.00	614.16	614.28
13I	203+76.00	9.00	613.92	614.04
13J	203+86.00	9.00	613.69	613.79
13K	203+96.00	9.00	613.45	613.54
13L	204+06.00	9.00	613.22	613.28
13M	204+16.00	9.00	612.98	613.02
13N	204+26.00	9.00	612.74	612.76
13O	204+36.00	9.00	612.51	612.51
13P	204+46.00	9.00	612.27	612.27
☉ Pier 13E	204+51.00	9.00	612.15	612.15

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 12E	202+86.00	1.67	615.65	615.65
13A	202+96.00	1.67	615.42	615.42
13B	203+06.00	1.67	615.18	615.20
13C	203+16.00	1.67	614.94	614.98
13D	203+26.00	1.67	614.71	614.76
13E	203+36.00	1.67	614.47	614.55
13F	203+46.00	1.67	614.24	614.33
13G	203+56.00	1.67	614.00	614.11
13H	203+66.00	1.67	613.76	613.88
13I	203+76.00	1.67	613.53	613.64
13J	203+86.00	1.67	613.29	613.39
13K	203+96.00	1.67	613.06	613.14
13L	204+06.00	1.67	612.82	612.88
13M	204+16.00	1.67	612.58	612.62
13N	204+26.00	1.67	612.35	612.37
13O	204+36.00	1.67	612.11	612.12
13P	204+46.00	1.67	611.88	611.88
☉ Pier 13E	204+51.00	1.67	611.76	611.76

RAMP EN & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 12E	202+86.00	0.00	615.56	615.56
13A	202+96.00	0.00	615.33	615.33
13B	203+06.00	0.00	615.09	615.11
13C	203+16.00	0.00	614.85	614.89
13D	203+26.00	0.00	614.62	614.67
13E	203+36.00	0.00	614.38	614.46
13F	203+46.00	0.00	614.15	614.24
13G	203+56.00	0.00	613.91	614.02
13H	203+66.00	0.00	613.67	613.79
13I	203+76.00	0.00	613.44	613.55
13J	203+86.00	0.00	613.20	613.30
13K	203+96.00	0.00	612.97	613.05
13L	204+06.00	0.00	612.73	612.79
13M	204+16.00	0.00	612.49	612.53
13N	204+26.00	0.00	612.26	612.28
13O	204+36.00	0.00	612.02	612.03
13P	204+46.00	0.00	611.79	611.79
☉ Pier 13E	204+51.00	0.00	611.67	611.67

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 12E	202+86.00	-5.67	615.26	615.26
13A	202+96.00	-5.67	615.02	615.03
13B	203+06.00	-5.67	614.78	614.80
13C	203+16.00	-5.67	614.55	614.58
13D	203+26.00	-5.67	614.31	614.37
13E	203+36.00	-5.67	614.08	614.15
13F	203+46.00	-5.67	613.84	613.93
13G	203+56.00	-5.67	613.60	613.71
13H	203+66.00	-5.67	613.37	613.48
13I	203+76.00	-5.67	613.13	613.24
13J	203+86.00	-5.67	612.90	612.99
13K	203+96.00	-5.67	612.66	612.74
13L	204+06.00	-5.67	612.42	612.49
13M	204+16.00	-5.67	612.19	612.23
13N	204+26.00	-5.67	611.95	611.97
13O	204+36.00	-5.67	611.72	611.72
13P	204+46.00	-5.67	611.48	611.48
☉ Pier 13E	204+51.00	-5.67	611.36	611.36

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 12E	202+86.00	-13.00	614.86	614.86
13A	202+96.00	-13.00	614.62	614.63
13B	203+06.00	-13.00	614.39	614.40
13C	203+16.00	-13.00	614.15	614.19
13D	203+26.00	-13.00	613.92	613.97
13E	203+36.00	-13.00	613.68	613.75
13F	203+46.00	-13.00	613.44	613.53
13G	203+56.00	-13.00	613.21	613.31
13H	203+66.00	-13.00	612.97	613.08
13I	203+76.00	-13.00	612.74	612.84
13J	203+86.00	-13.00	612.50	612.60
13K	203+96.00	-13.00	612.26	612.35
13L	204+06.00	-13.00	612.03	612.09
13M	204+16.00	-13.00	611.79	611.84
13N	204+26.00	-13.00	611.56	611.58
13O	204+36.00	-13.00	611.32	611.33
13P	204+46.00	-13.00	611.08	611.09
☉ Pier 13E	204+51.00	-13.00	610.97	610.97

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 12E	202+86.00	-20.33	614.46	614.46
13A	202+96.00	-20.33	614.23	614.23
13B	203+06.00	-20.33	613.99	614.01
13C	203+16.00	-20.33	613.76	613.79
13D	203+26.00	-20.33	613.52	613.57
13E	203+36.00	-20.33	613.28	613.36
13F	203+46.00	-20.33	613.05	613.14
13G	203+56.00	-20.33	612.81	612.91
13H	203+66.00	-20.33	612.58	612.68
13I	203+76.00	-20.33	612.34	612.45
13J	203+86.00	-20.33	612.10	612.20
13K	203+96.00	-20.33	611.87	611.95
13L	204+06.00	-20.33	611.63	611.70
13M	204+16.00	-20.33	611.40	611.44
13N	204+26.00	-20.33	611.16	611.19
13O	204+36.00	-20.33	610.92	610.94
13P	204+46.00	-20.33	610.69	610.69
☉ Pier 13E	204+51.00	-20.33	610.57	610.57

157_0161503_60X07_T05_Elev_X1.dgn



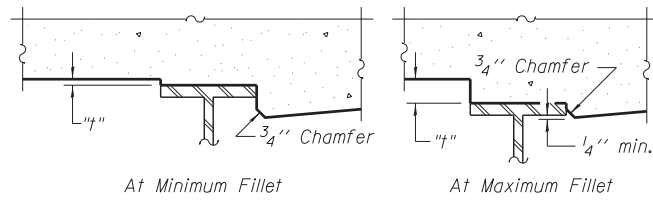
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PLOT DATE =	5/26/2015	CHECKED -	MK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS XI - S.N. 016-1503 (UNIT 3)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-60 OF S-218 SHEETS

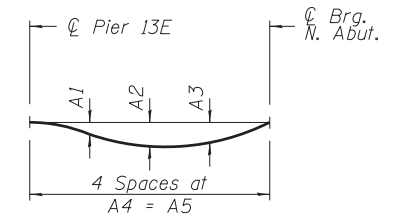
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	583
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X07	



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

FILLET HEIGHTS

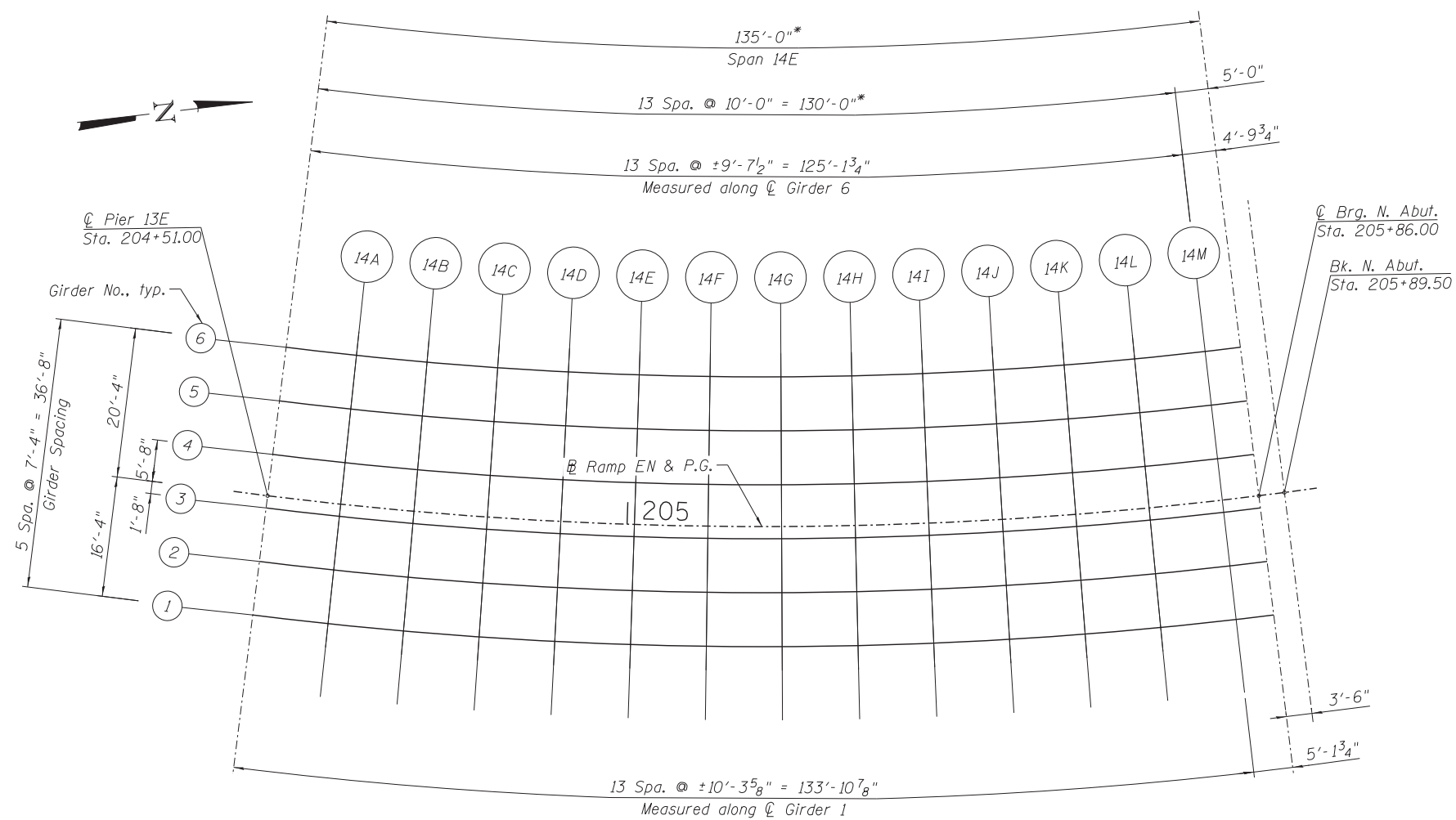
Girder No.	DEAD LOAD DEFLECTIONS				
	Span 14E				
	A1	A2	A3	A4	A5
1	0 7/8"	1 7/8"	1 3/4"	34'-9 1/8"	139'-0 5/8"
2	0 3/4"	1 5/8"	1 1/2"	34'-3 3/4"	137'-2 3/4"
3	0 5/8"	1 1/2"	1 1/4"	33'-10 1/4"	135'-5"
4	0 5/8"	1 1/4"	1 1/8"	33'-4 3/4"	133'-7 1/8"
5	0 1/2"	1 1/8"	1"	32'-11 3/8"	131'-9 1/4"
6	0 3/8"	1"	0 7/8"	32'-5 7/8"	129'-11 1/2"



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 sheet S-62.



PLAN VII - S.N. 016-1503 (UNIT 3)

*Measured along the Ramp EN & P.G. (S.N. 016-1503) with all abutments and piers radial to alignment.

158_0161503_60X07_T05_Plan_VII.dgn



USER NAME = kritzm	DESIGNED - CLS	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 5/26/2015	CHECKED - MK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION PLAN VII - S.N. 016-1503 (UNIT 3)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-61 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	584
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

GIRDER 1

GIRDER 2

GIRDER 3

RAMP EN & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 13E	204+51.00	16.33	612.55	612.55
14A	204+61.00	16.33	612.31	612.33
14B	204+71.00	16.33	612.08	612.11
14C	204+81.00	16.33	611.84	611.90
14D	204+91.00	16.33	611.61	611.70
14E	205+01.00	16.33	611.37	611.49
14F	205+11.00	16.33	611.13	611.28
14G	205+21.00	16.33	610.90	611.06
14H	205+31.00	16.33	610.66	610.83
14I	205+41.00	16.33	610.43	610.59
14J	205+51.00	16.33	610.19	610.34
14K	205+61.00	16.33	609.95	610.07
14L	205+71.00	16.33	609.72	609.79
14M	205+81.00	16.33	609.48	609.51
☉ Brg. N. Abut.	205+86.00	16.33	609.36	609.36
Bk. N. Abut.	205+89.50	16.33	609.28	609.28

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 13E	204+51.00	9.00	612.15	612.15
14A	204+61.00	9.00	611.92	611.93
14B	204+71.00	9.00	611.68	611.71
14C	204+81.00	9.00	611.45	611.50
14D	204+91.00	9.00	611.21	611.29
14E	205+01.00	9.00	610.97	611.08
14F	205+11.00	9.00	610.74	610.87
14G	205+21.00	9.00	610.50	610.64
14H	205+31.00	9.00	610.27	610.41
14I	205+41.00	9.00	610.03	610.17
14J	205+51.00	9.00	609.79	609.92
14K	205+61.00	9.00	609.56	609.66
14L	205+71.00	9.00	609.32	609.39
14M	205+81.00	9.00	609.09	609.11
☉ Brg. N. Abut.	205+86.00	9.00	608.97	608.97
Bk. N. Abut.	205+89.50	9.00	608.89	608.89

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 13E	204+51.00	1.67	611.76	611.76
14A	204+61.00	1.67	611.52	611.53
14B	204+71.00	1.67	611.29	611.31
14C	204+81.00	1.67	611.05	611.09
14D	204+91.00	1.67	610.81	610.88
14E	205+01.00	1.67	610.58	610.67
14F	205+11.00	1.67	610.34	610.45
14G	205+21.00	1.67	610.11	610.23
14H	205+31.00	1.67	609.87	610.00
14I	205+41.00	1.67	609.63	609.76
14J	205+51.00	1.67	609.40	609.51
14K	205+61.00	1.67	609.16	609.25
14L	205+71.00	1.67	608.93	608.98
14M	205+81.00	1.67	608.69	608.71
☉ Brg. N. Abut.	205+86.00	1.67	608.57	608.57
Bk. N. Abut.	205+89.50	1.67	608.49	608.49

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 13E	204+51.00	0.00	611.67	611.67
14A	204+61.00	0.00	611.43	611.44
14B	204+71.00	0.00	611.20	611.22
14C	204+81.00	0.00	610.96	611.00
14D	204+91.00	0.00	610.72	610.79
14E	205+01.00	0.00	610.49	610.58
14F	205+11.00	0.00	610.25	610.36
14G	205+21.00	0.00	610.02	610.14
14H	205+31.00	0.00	609.78	609.91
14I	205+41.00	0.00	609.54	609.67
14J	205+51.00	0.00	609.31	609.42
14K	205+61.00	0.00	609.07	609.16
14L	205+71.00	0.00	608.84	608.89
14M	205+81.00	0.00	608.60	608.62
☉ Brg. N. Abut.	205+86.00	0.00	608.48	608.48
Bk. N. Abut.	205+89.50	0.00	608.40	608.40

GIRDER 4

GIRDER 5

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 13E	204+51.00	-5.67	611.36	611.36
14A	204+61.00	-5.67	611.13	611.13
14B	204+71.00	-5.67	610.89	610.91
14C	204+81.00	-5.67	610.65	610.69
14D	204+91.00	-5.67	610.42	610.48
14E	205+01.00	-5.67	610.18	610.26
14F	205+11.00	-5.67	609.95	610.04
14G	205+21.00	-5.67	609.71	609.82
14H	205+31.00	-5.67	609.47	609.59
14I	205+41.00	-5.67	609.24	609.35
14J	205+51.00	-5.67	609.00	609.10
14K	205+61.00	-5.67	608.77	608.84
14L	205+71.00	-5.67	608.53	608.58
14M	205+81.00	-5.67	608.29	608.31
☉ Brg. N. Abut.	205+86.00	-5.67	608.18	608.18
Bk. N. Abut.	205+89.50	-5.67	608.09	608.09

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 13E	204+51.00	-13.00	610.97	610.97
14A	204+61.00	-13.00	610.73	610.74
14B	204+71.00	-13.00	610.49	610.51
14C	204+81.00	-13.00	610.26	610.29
14D	204+91.00	-13.00	610.02	610.08
14E	205+01.00	-13.00	609.79	609.86
14F	205+11.00	-13.00	609.55	609.64
14G	205+21.00	-13.00	609.31	609.41
14H	205+31.00	-13.00	609.08	609.18
14I	205+41.00	-13.00	608.84	608.94
14J	205+51.00	-13.00	608.61	608.69
14K	205+61.00	-13.00	608.37	608.44
14L	205+71.00	-13.00	608.13	608.18
14M	205+81.00	-13.00	607.90	607.91
☉ Brg. N. Abut.	205+86.00	-13.00	607.78	607.78
Bk. N. Abut.	205+89.50	-13.00	607.70	607.70

Location	Station	Offset	Theoretical Grade Elevations	Elevations Adjusted for Dead Load Deflections
☉ Pier 13E	204+51.00	-20.33	610.57	610.57
14A	204+61.00	-20.33	610.33	610.34
14B	204+71.00	-20.33	610.10	610.11
14C	204+81.00	-20.33	609.86	609.89
14D	204+91.00	-20.33	609.63	609.67
14E	205+01.00	-20.33	609.39	609.45
14F	205+11.00	-20.33	609.15	609.23
14G	205+21.00	-20.33	608.92	609.01
14H	205+31.00	-20.33	608.68	608.77
14I	205+41.00	-20.33	608.45	608.53
14J	205+51.00	-20.33	608.21	608.29
14K	205+61.00	-20.33	607.97	608.04
14L	205+71.00	-20.33	607.74	607.78
14M	205+81.00	-20.33	607.50	607.52
☉ Brg. N. Abut.	205+86.00	-20.33	607.38	607.38
Bk. N. Abut.	205+89.50	-20.33	607.30	607.30

159_0161503_60X07_T05_Elev_x11.dgn



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 CHECKED - ATB
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 DRAWN - JSK
 PLOT DATE = 5/26/2015
 CHECKED - MK

DESIGNED - CLS
 CHECKED - ATB
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 CHECKED - MK

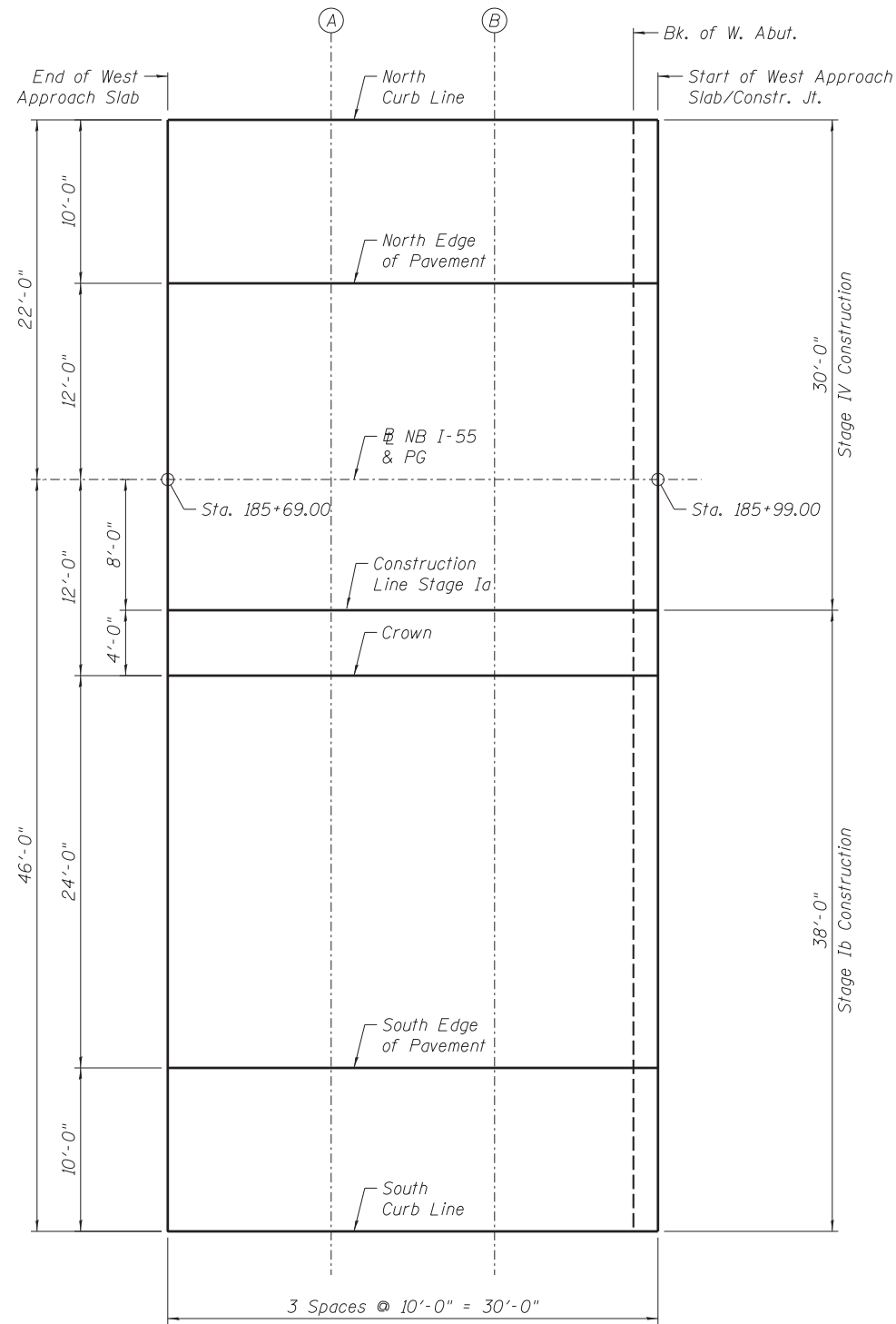
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 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS XII - S.N.016-1503 (UNIT 3)
 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-62 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	585
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	



PLAN

NORTH CURB LINE

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	185+69.00	-22.00	612.20
A	185+79.00	-22.00	612.53
B	185+89.00	-22.00	612.85
Start W. Appr. Slab	185+99.00	-22.00	613.18

CROWN

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	185+69.00	12.00	612.88
A	185+79.00	12.00	613.21
B	185+89.00	12.00	613.53
Start W. Appr. Slab	185+99.00	12.00	613.86

NORTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	185+69.00	-12.00	612.40
A	185+79.00	-12.00	612.73
B	185+89.00	-12.00	613.05
Start W. Appr. Slab	185+99.00	-12.00	613.38

SOUTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	185+69.00	36.00	612.40
A	185+79.00	36.00	612.73
B	185+89.00	36.00	613.05
Start W. Appr. Slab	185+99.00	36.00	613.38

NB I-55 & PGL

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	185+69.00	0.00	612.64
A	185+79.00	0.00	612.97
B	185+89.00	0.00	613.29
Start W. Appr. Slab	185+99.00	0.00	613.62

SOUTH CURB LINE

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	185+69.00	46.00	612.20
A	185+79.00	46.00	612.53
B	185+89.00	46.00	612.85
Start W. Appr. Slab	185+99.00	46.00	613.18

CONSTRUCTION LINE STAGE Ia

Locations	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	185+69.00	8.00	612.80
A	185+79.00	8.00	613.13
B	185+89.00	8.00	613.45
Start W. Appr. Slab	185+99.00	8.00	613.78

161-0161500-60X07-T05_Webst.dgn



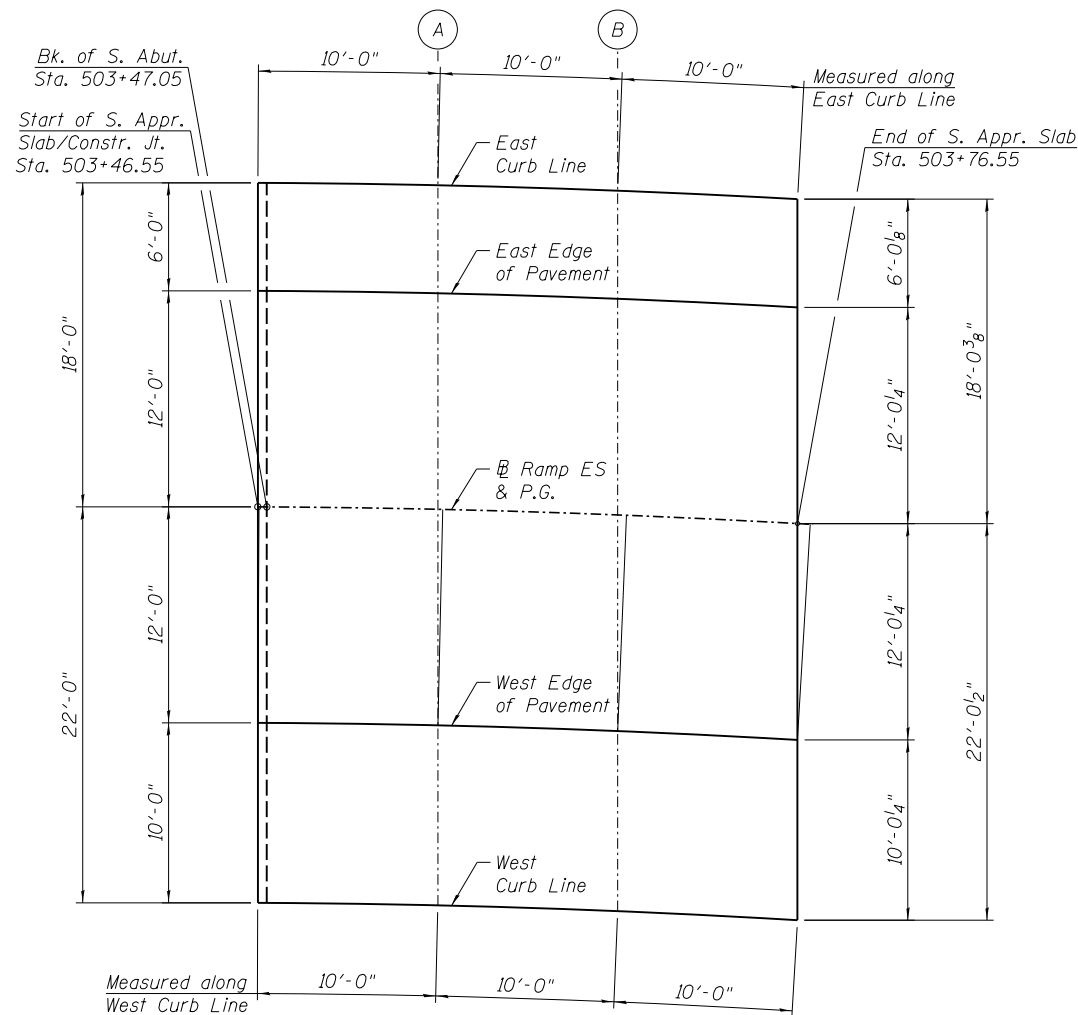
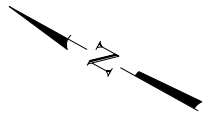
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PLOT DATE = 5/26/2015	DRAWN - AMV	REVISED -
	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATION - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-63 OF S-218 SHEETS

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 586
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				



PLAN - SOUTH APPROACH SLAB

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Start S. Appr. Slab	503+46.46	-18.00	607.50
A	503+56.15	-18.00	607.05
B	503+65.85	-18.00	606.61
End S. Appr. Slab	503+75.55	-18.00	606.16

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Start S. Appr. Slab	503+46.61	12.00	605.88
A	503+56.83	12.00	605.40
B	503+67.04	12.00	604.93
End S. Appr. Slab	503+77.25	12.00	604.46

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Start S. Appr. Slab	503+46.49	-12.00	607.18
A	503+56.29	-12.00	606.72
B	503+66.08	-12.00	606.27
End S. Appr. Slab	503+75.87	-12.00	605.82

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Start S. Appr. Slab	503+46.67	22.00	605.33
A	503+57.06	22.00	604.85
B	503+67.46	22.00	604.37
End S. Appr. Slab	503+77.86	22.00	603.89

RAMP ES & P.G.

Location	Station	Offset	Theoretical Grade Elevations
Start S. Appr. Slab	503+46.55	0.00	606.53
A	503+56.55	0.00	606.06
B	503+66.55	0.00	605.60
End S. Appr. Slab	503+76.55	0.00	605.14

162_0161502_60x07_T0SA2.dgn



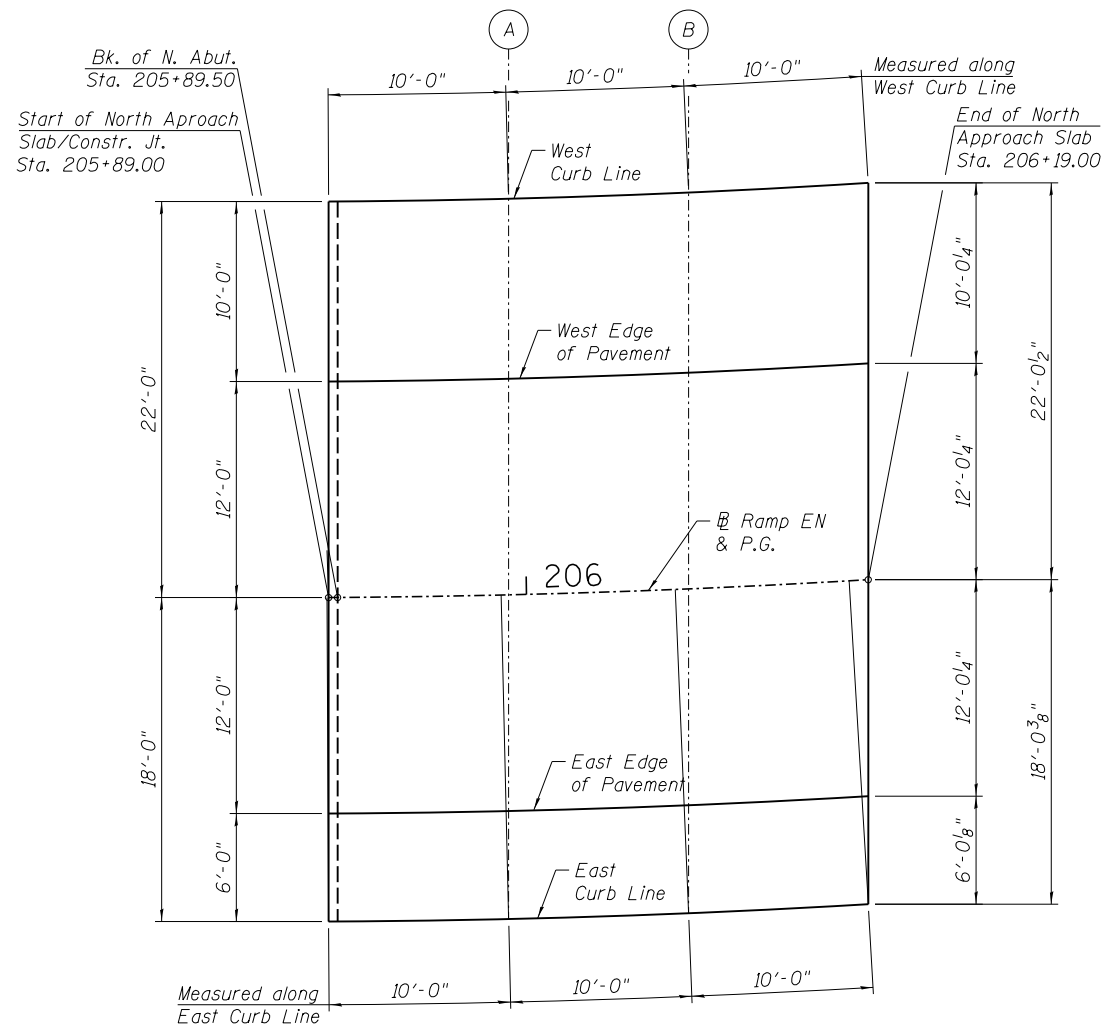
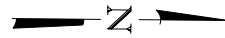
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATION - S.N. 016-1502
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-64 OF S-218 SHEETS

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 587
CONTRACT NO. 60X07				ILLINOIS FED. AID PROJECT



PLAN - NORTH APPROACH SLAB

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Start N. Appr. Slab	205+89.13	-22.00	607.22
A	205+99.55	-22.00	606.97
B	206+09.97	-22.00	606.73
End N. Appr. Slab	206+20.39	-22.00	606.48

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Start N. Appr. Slab	205+88.93	12.00	609.06
A	205+98.72	12.00	608.83
B	206+08.50	12.00	608.60
End N. Appr. Slab	206+18.29	12.00	608.37

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Start N. Appr. Slab	205+89.07	-12.00	607.76
A	205+99.29	-12.00	607.52
B	206+09.52	-12.00	607.28
End N. Appr. Slab	206+19.74	-12.00	607.04

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Start N. Appr. Slab	205+89.10	18.00	609.38
A	205+98.58	18.00	609.16
B	206+08.26	18.00	608.93
End N. Appr. Slab	206+17.94	18.00	608.70

RAMP EN & P.G.

Location	Station	Offset	Theoretical Grade Elevations
Start N. Appr. Slab	205+89.00	0.00	608.41
A	205+99.00	0.00	608.18
B	206+09.00	0.00	607.94
End N. Appr. Slab	206+19.02	0.00	607.70

163_0161503_60X07_TOSA3.dgn



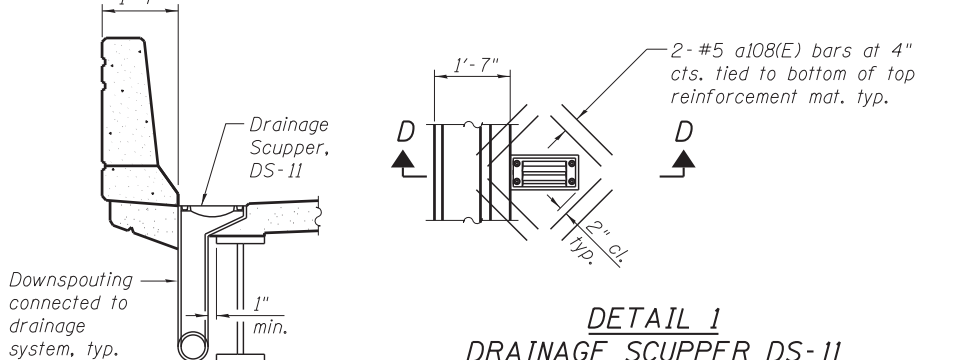
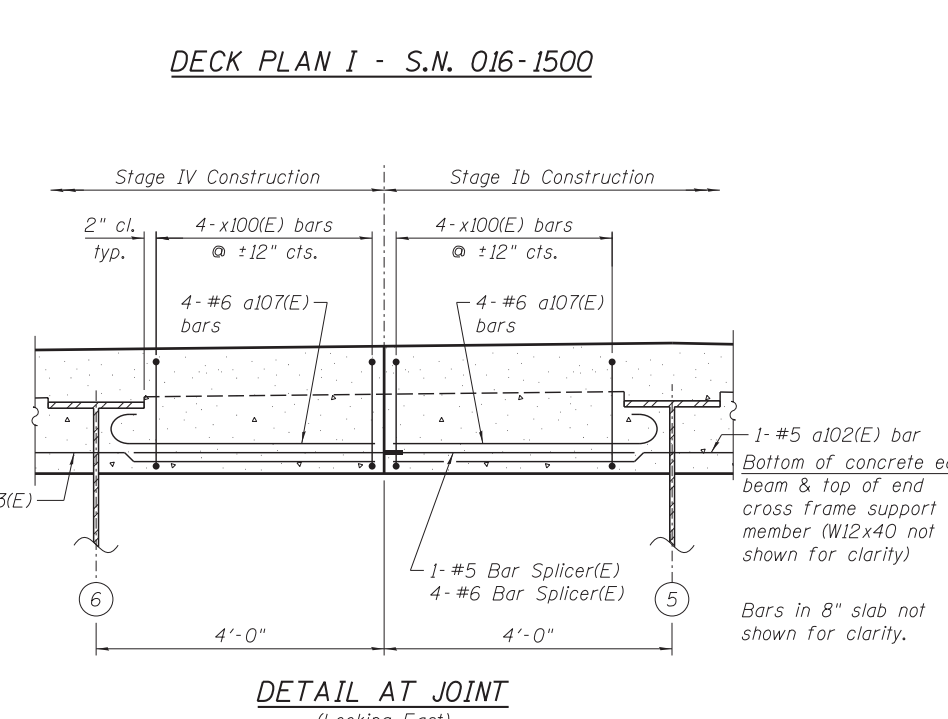
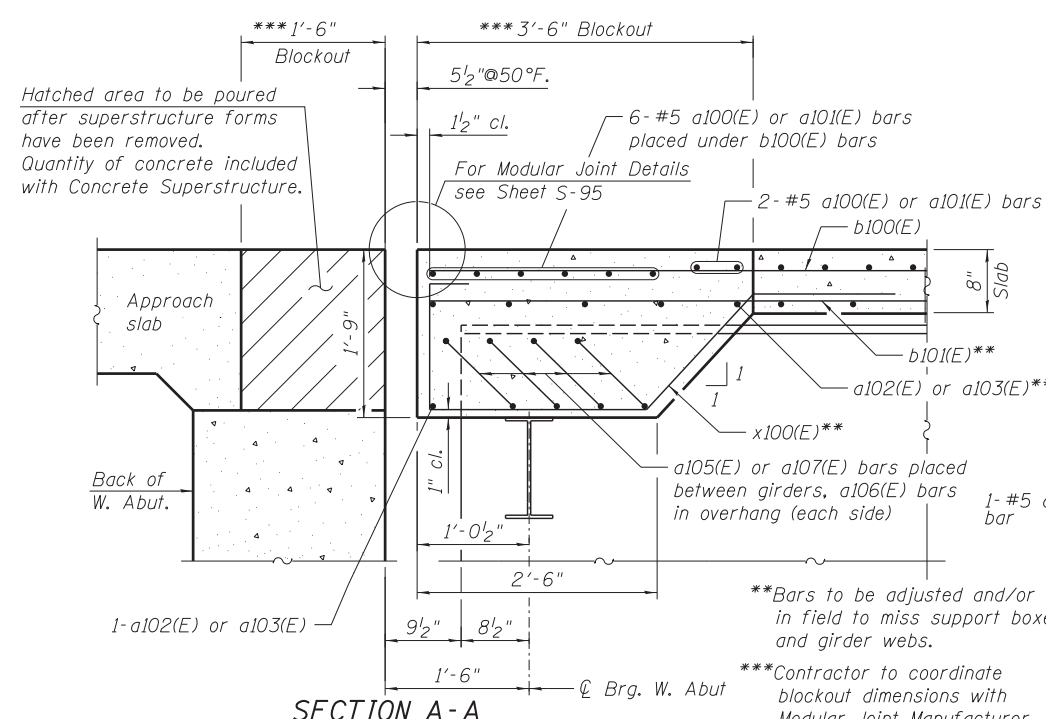
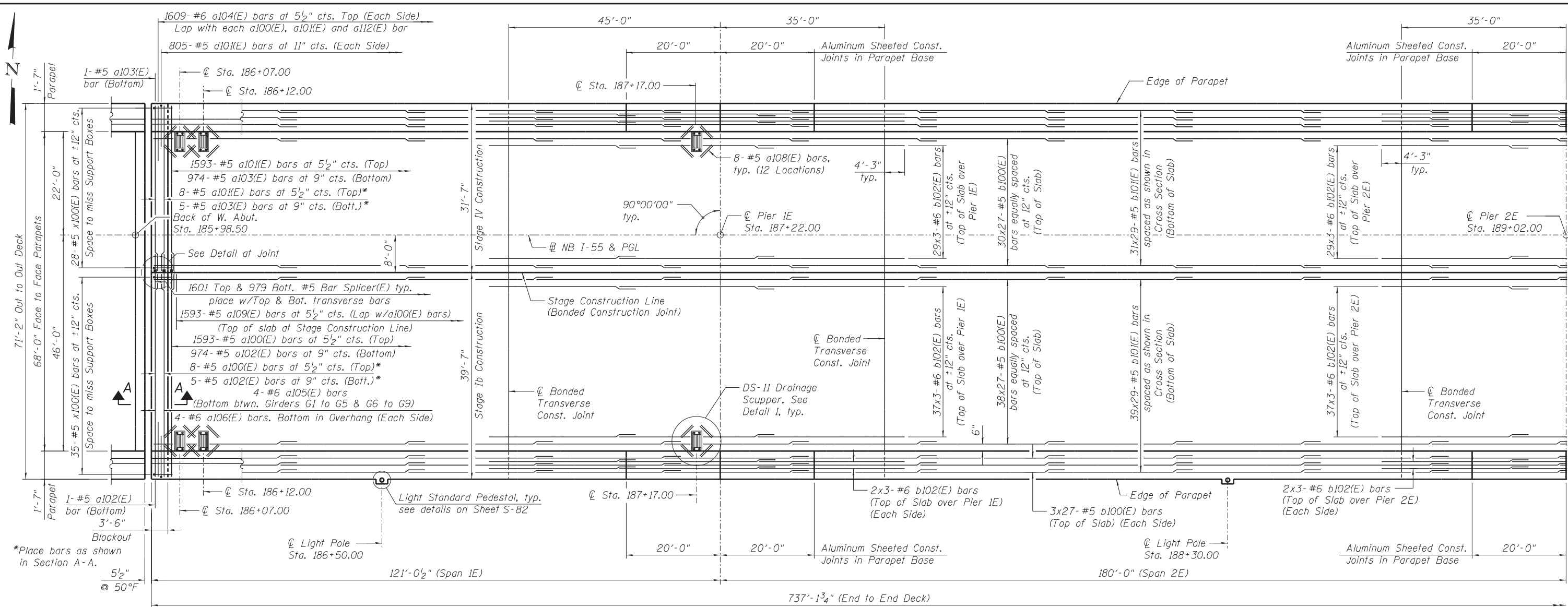
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		CHECKED -	ATB	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATION - S.N.016-1503
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-65 OF S-218 SHEETS

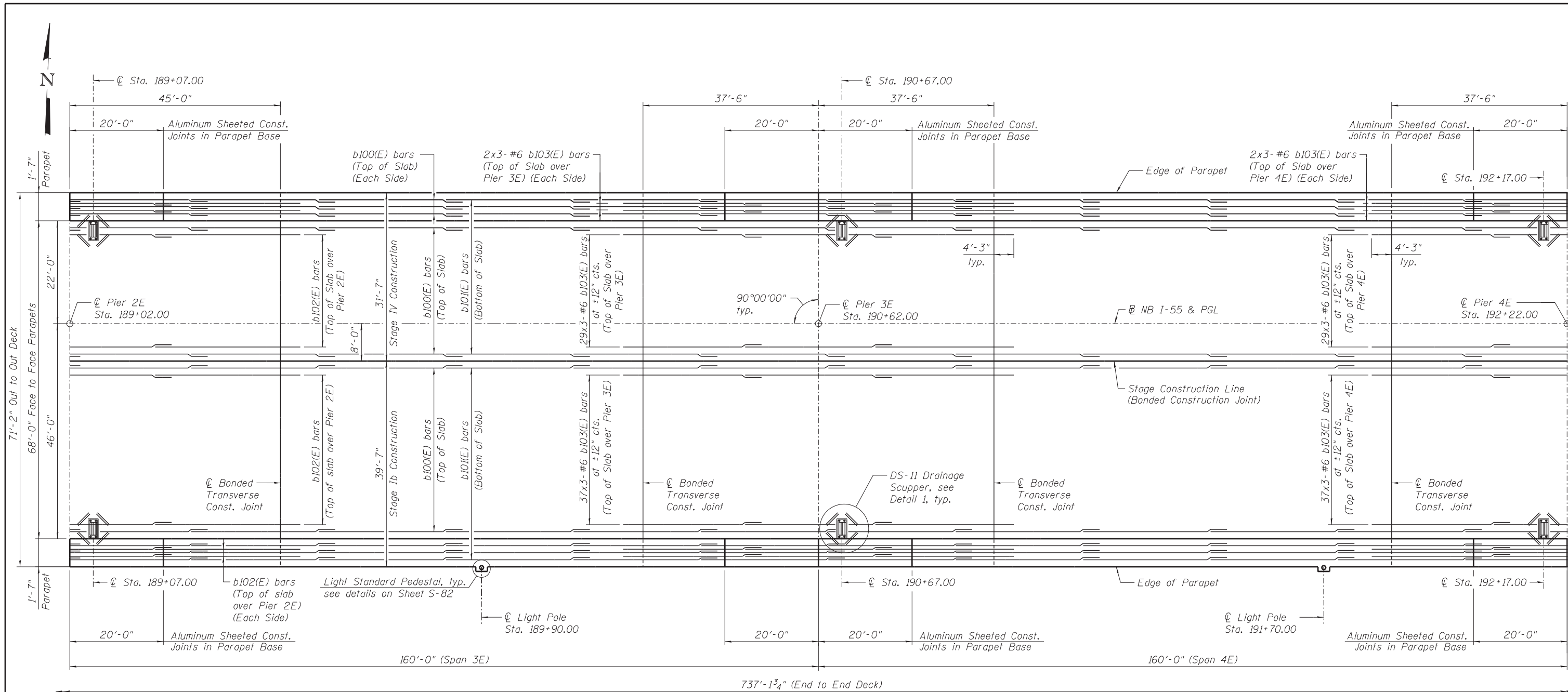
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55	2013-049B	COOK	888	588
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	



USER NAME = AVasonis	DESIGNED - TH	REVISED -
PLOT SCALE =	CHECKED - MR	REVISED -
PLOT DATE = 5/26/2015	DRAWN - TM	REVISED -
	CHECKED - TH	REVISED -

F.A.I. R.T.E. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 589
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				

201_0161500_60X07_Deck Plan_1.dgn



DECK PLAN II - S.N. 016-1500

- NOTES:**
1. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
 2. Bars indicated thus 41x12-#5 etc. indicates 41 lines of bars with 12 lengths per line.
 3. See Sheet S-77 for parapet reinforcement.
 4. See Sheet S-82 for deck cross section.
 5. See Sheet S-82 for light pole foundation details.
 6. See Sheet S-82 for superstructure details and Bill of Material.
 7. See Sheet S-87 for Deck Pouring Sequence.
 8. See Sheet S-194 for Bar Splicer Details.
 9. See Sheet S-66 for Detail 1 and Sheet S-103 for DS-11 Drainage Scupper.

202_0161500_60X07_Deck Plan_II.dgn



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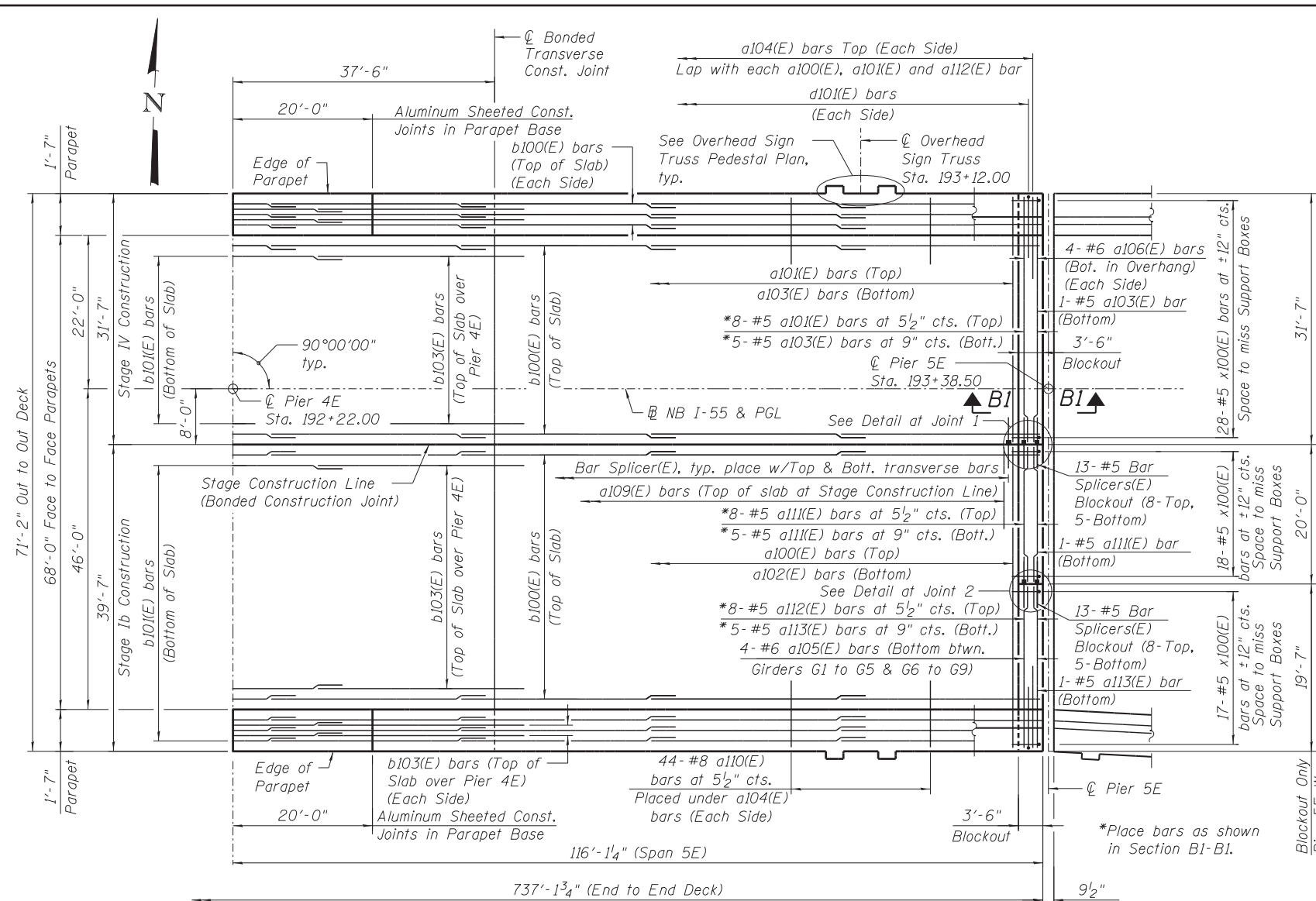
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN II - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

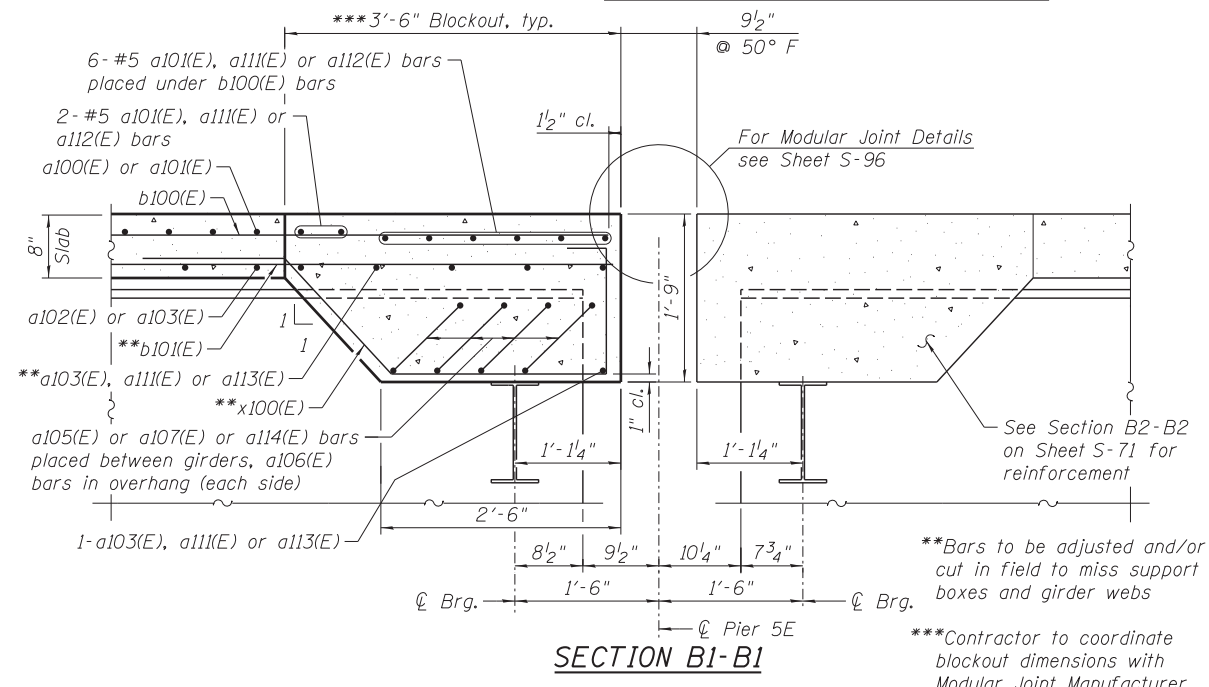
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CONTRACT NO. 60X07				

SHEET NO. S-67 OF S-218 SHEETS

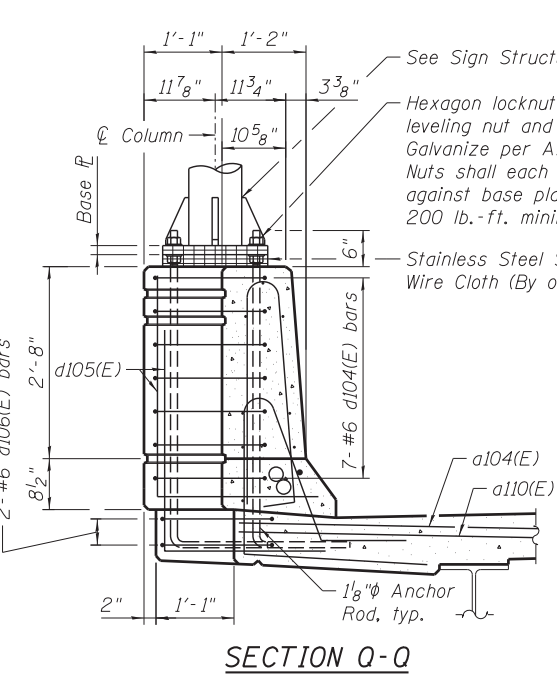
ILLINOIS FED. AID PROJECT



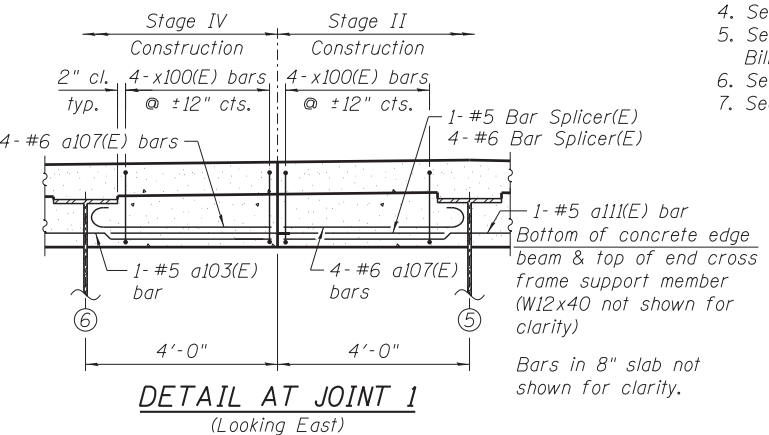
DECK PLAN III - S.N. 016-1500



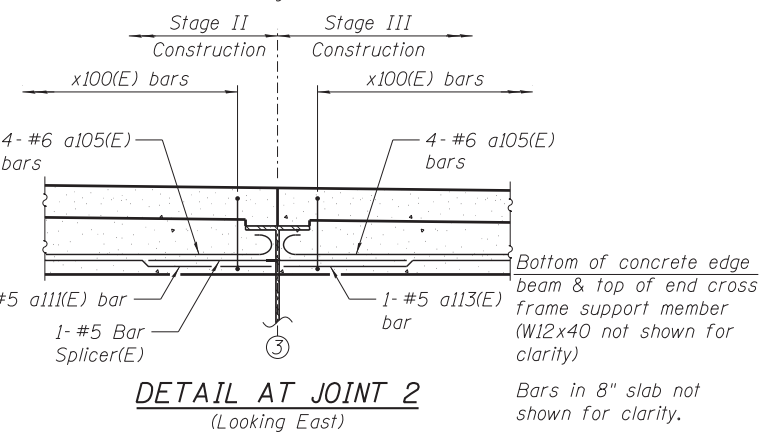
SECTION B1-B1



SECTION Q-Q

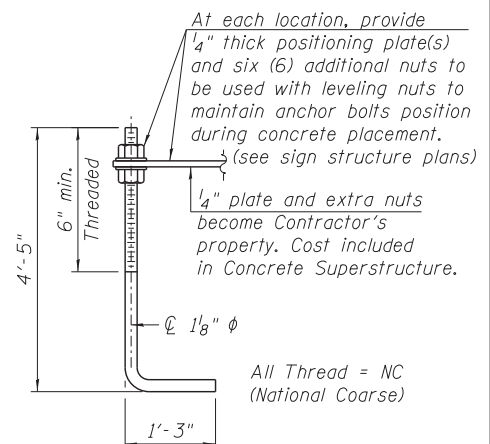


DETAIL AT JOINT 1 (Looking East)



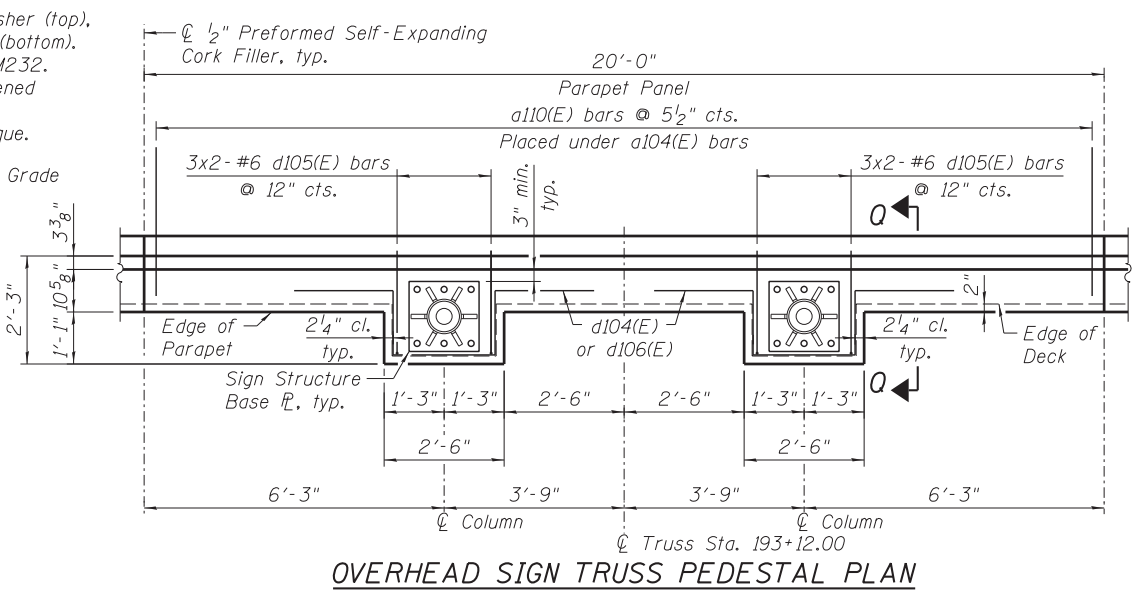
DETAIL AT JOINT 2 (Looking East)

- NOTES:**
1. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
 2. Bars indicated thus 4x12-#5 etc. indicates 41 lines of bars with 12 lengths per line.
 3. See Sheet S-77 for parapet reinforcement.
 4. See Sheet S-82 for deck cross section.
 5. See Sheet S-82 for superstructure details and Bill of Material.
 6. See Sheet S-87 for Deck Pouring Sequence.
 7. See Sheet S-194 for Bar Splicer Details.



ANCHOR ROD DETAIL

Anchor rods shall conform to ASTM F1554 Grade 105. Galvanize upper 12" minimum per AASHTO M232. No welding shall be permitted on rods. Cost of Anchor Rods is included with Concrete Superstructure.



OVERHEAD SIGN TRUSS PEDESTAL PLAN

203_0161500_60X07_Deck Plan_III.dgn

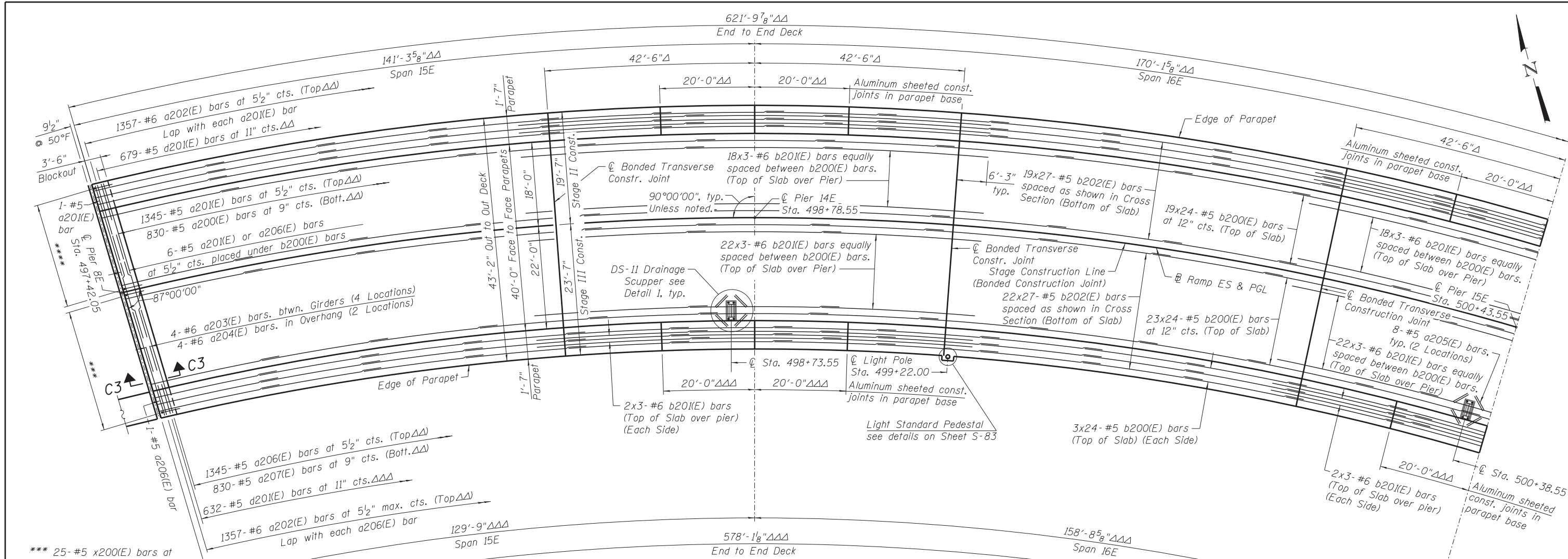


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PLOT DATE = 5/26/2015	DRAWN - TM	REVISED -
	CHECKED - TH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN III - S.N. 016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. S-68 OF S-218 SHEETS

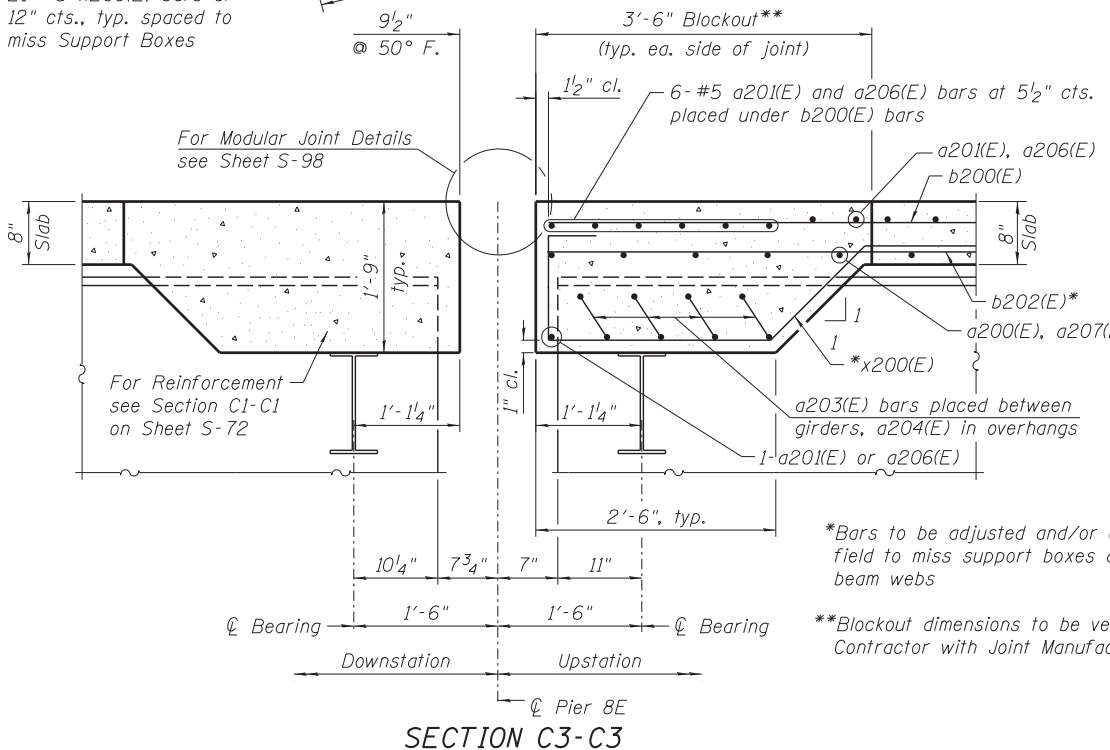
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				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				



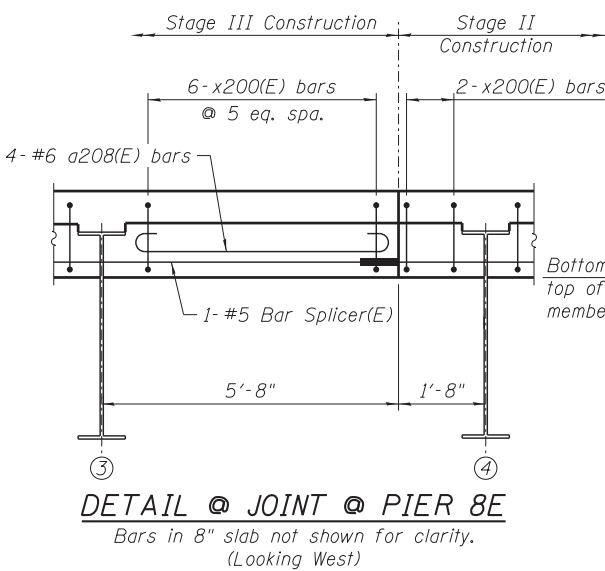
DECK PLAN IV - S.N. 016-1502

Δ Measure along Ramp ES (S.N. 016-1502).
 ΔΔ Measured along inside face of north parapet.
 ΔΔΔ Measured along inside face of south parapet.

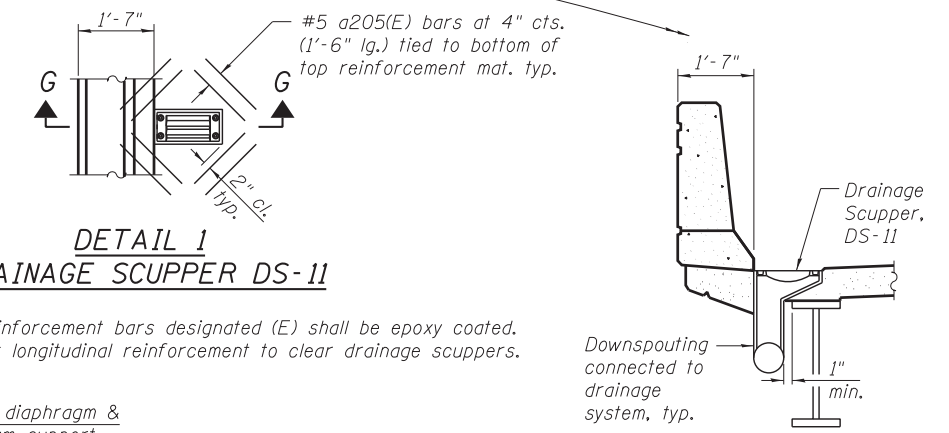
*** 25-#5 x200(E) bars at 12" cts., typ. spaced to miss Support Boxes
 **** 21-#5 x200(E) bars at 12" cts., typ. spaced to miss Support Boxes



SECTION C3-C3



DETAIL @ JOINT @ PIER 8E
 Bars in 8" slab not shown for clarity.
 (Looking West)



**DETAIL 1
 DRAINAGE SCUPPER DS-11**

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

SECTION G-G

NOTES:

1. Stations are along Ramp ES & 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-78 for parapet reinforcement.
6. See Sheet S-83 for deck cross section.
7. See Sheet S-83 for Bill of Material.
8. See Sheet S-103 for DS-11 Drainage Scupper.
9. See Sheet S-87 for Deck Pouring Sequence.

204_0161502_60X07_DeckPlan-IV.dgn



USER NAME = kritzm	DESIGNED - AV	REVISIONS -
	CHECKED - DD	REVISIONS -
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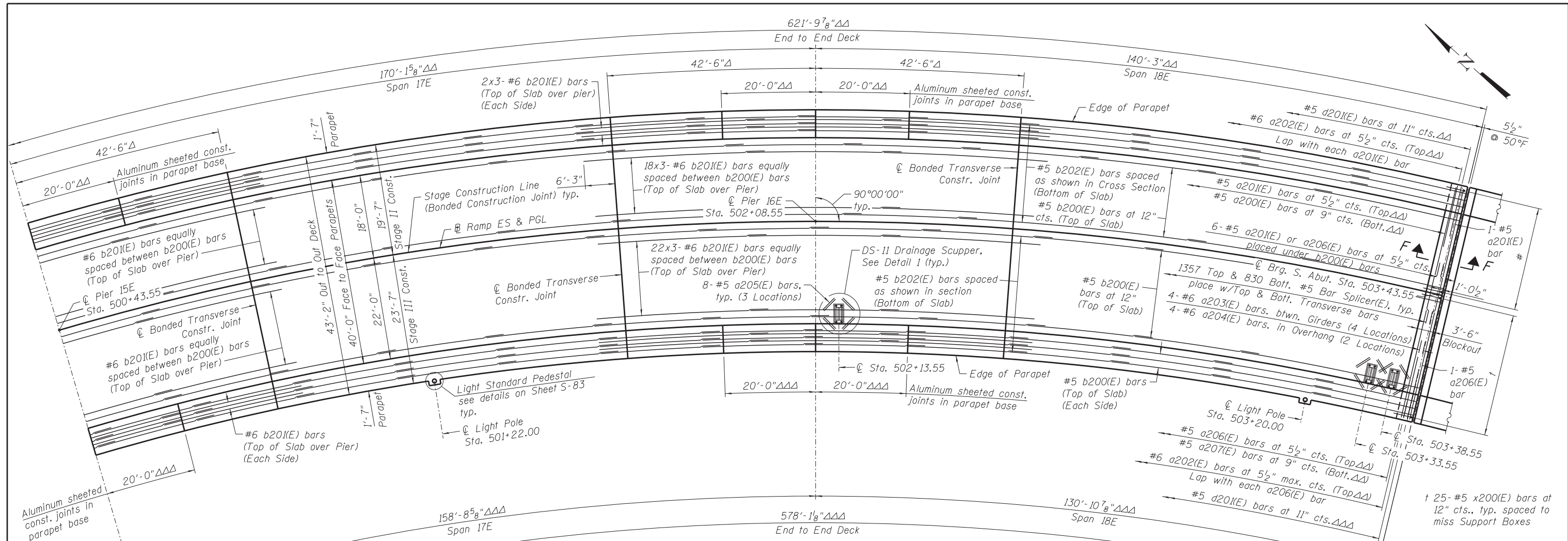
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN IV - S.N. 016-1502
 I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

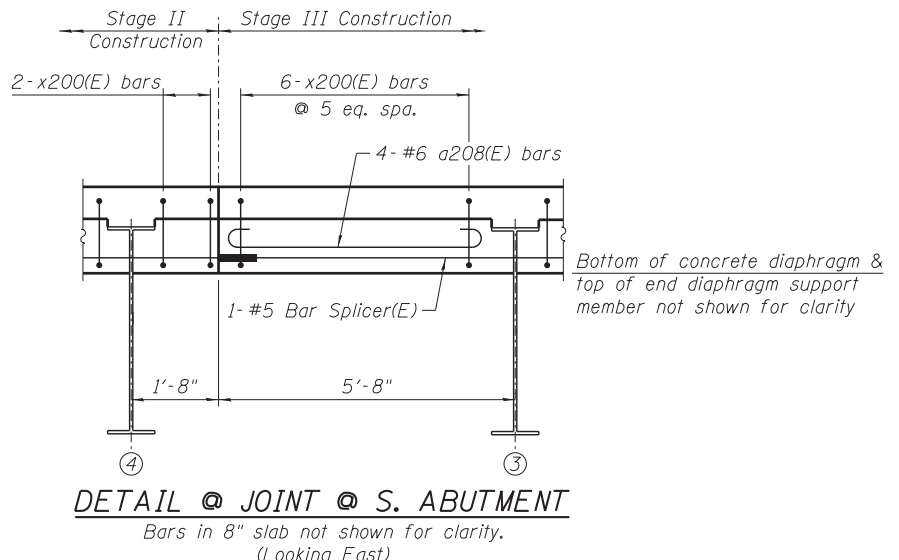
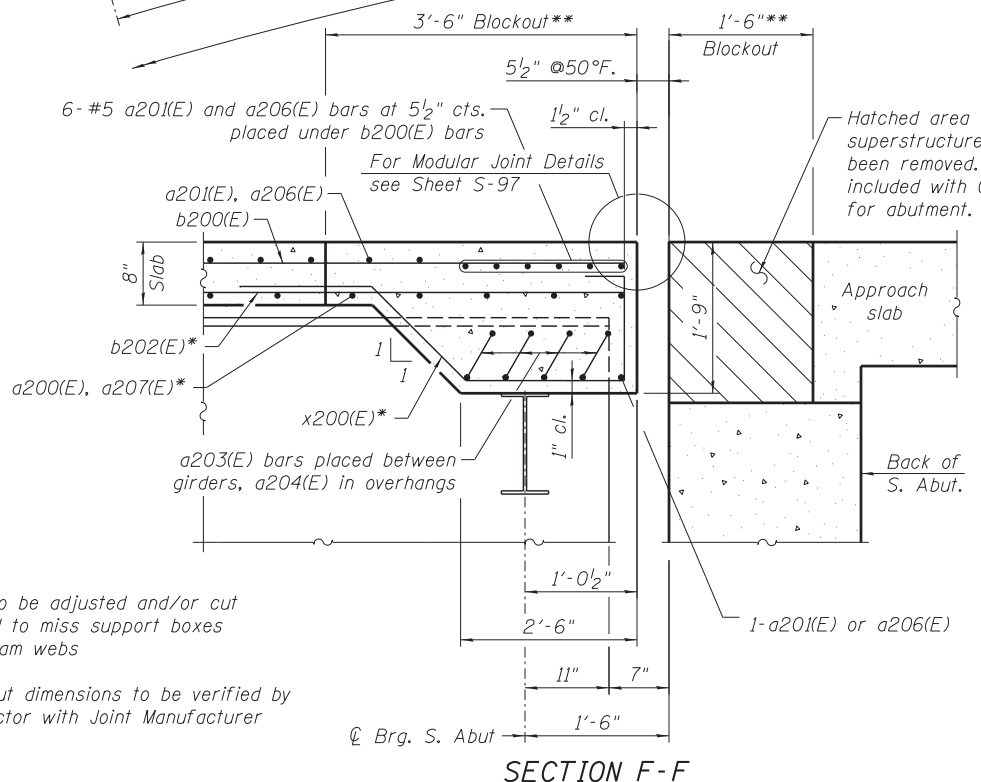
SHEET NO. S-69 OF S-218 SHEETS

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	592
CONTRACT NO. 60X07				

ILLINOIS FED. AID PROJECT



DECK PLAN V - S.N. 016-1502
 Δ Measure along Ramp ES (S.N. 016-1502).
 ΔΔ Measured along inside face of north parapet.
 ΔΔΔ Measured along inside face of south parapet.



- NOTES:**
1. Stations are along Ramp ES & 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-78 for parapet reinforcement.
 6. See Sheet S-83 for deck cross section.
 7. See Sheet S-83 for Bill of Material.
 8. See Sheet S-69 for Detail 1 and sheet S-103 for DS-II Drainage Scupper.
 9. See Sheet S-87 for Deck Pouring Sequence.

205_0161502_60X07_DeckPlan_V.dgn



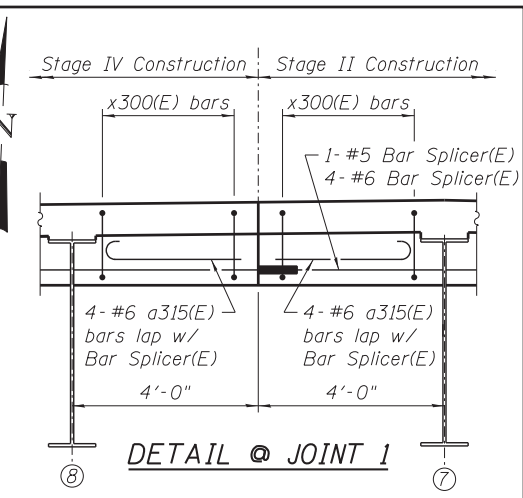
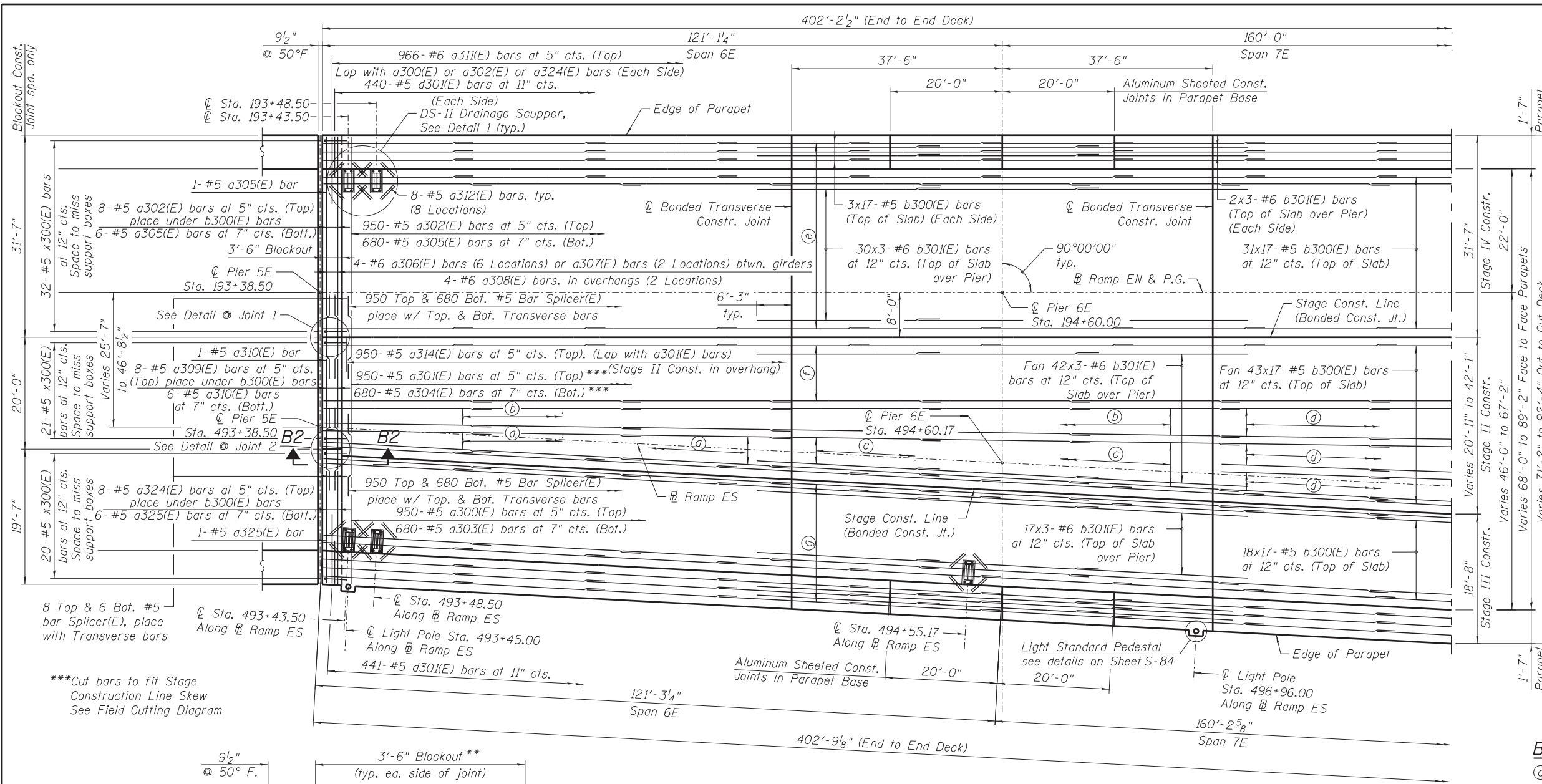
USER NAME = kritzm	DESIGNED - AV	REVISED -
	CHECKED - DD	REVISED -
PLOT SCALE =	DRAWN - AV	REVISED -
PLOT DATE = 5/26/2015	CHECKED - EJO	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

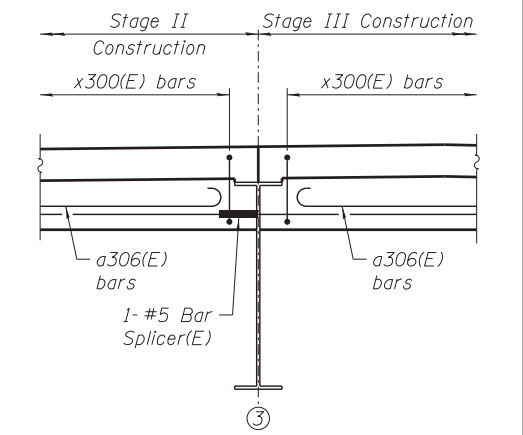
DECK PLAN V - S.N. 016-1502
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	593
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				

SHEET NO. S-70 OF S-218 SHEETS



DETAIL @ JOINT 1
Bottom of concrete diaphragm & top of end diaphragm support member not shown for clarity. Bars in 8" slab not shown for clarity.

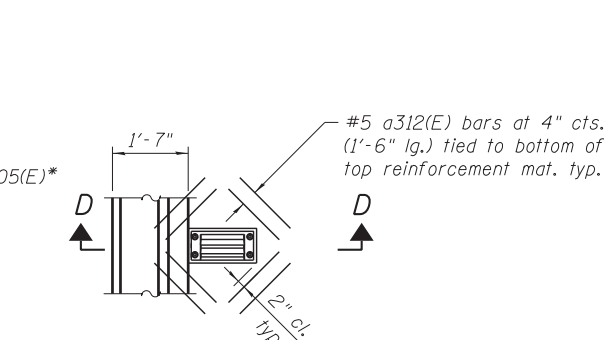


DETAIL @ JOINT 2
Bottom of concrete diaphragm & top of end diaphragm support member not shown for clarity. Bars in 8" slab not shown for clarity.

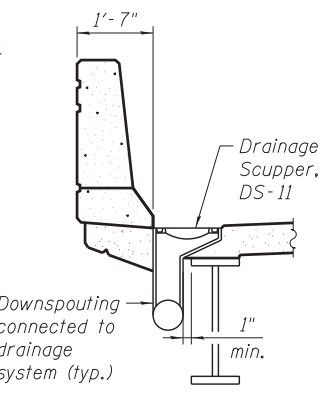
BOTTOM LONGITUDINAL BARS

- Ⓐ Fan 8x3- #5 b302(E) bars at 10" cts. max. (Bottom of Slab)
- Ⓑ Fan 7x6- #5 b302(E) bars at 10" cts. max. (Bottom of Slab)
- Ⓒ Fan 12x3- #5 b302(E) bars at 10" cts. max. (Bottom of Slab)
- Ⓓ Fan 11x9- #5 b302(E) bars at 10" cts. max. (Bottom of Slab)
- Ⓔ 34x15- #5 b302(E) bars at 10" cts. max. (Bottom of Slab)
- Ⓕ 14x15- #5 b302(E) bars at 10" cts. max. (Bottom of Slab)
- Ⓖ 21x15- #5 b302(E) bars at 10" cts. max. (Bottom of Slab)

DECK PLAN VI - S.N. 016-1503 (UNIT 1)



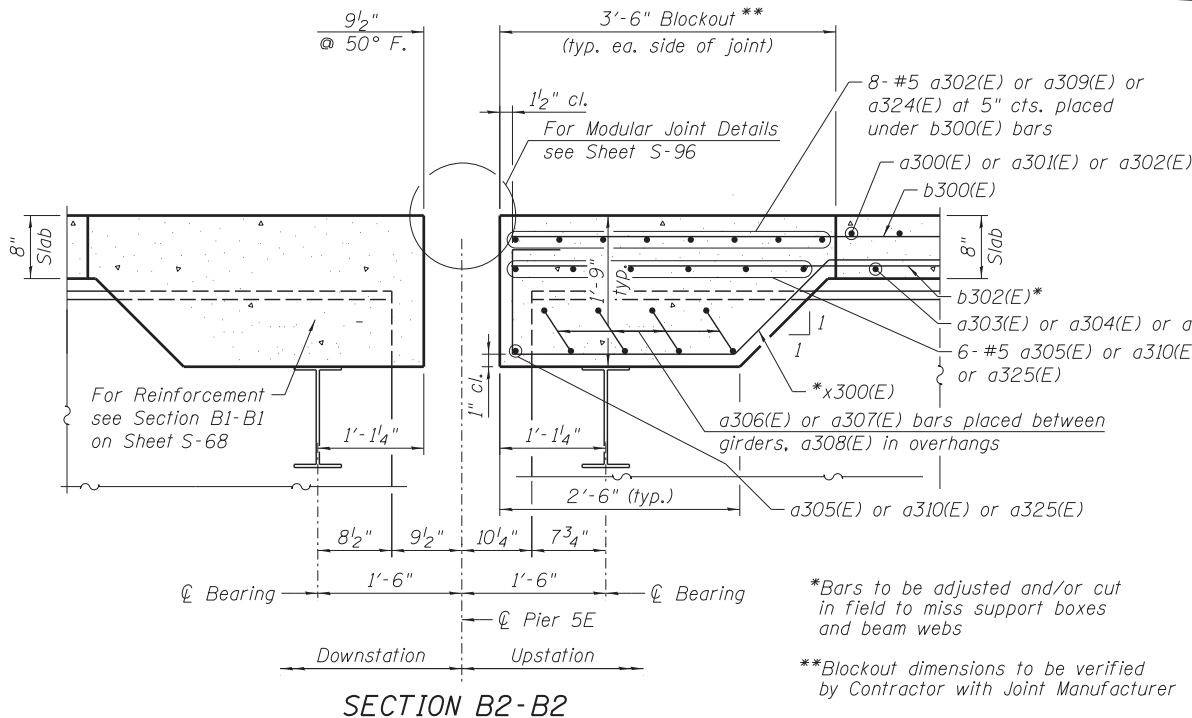
DETAIL 1 DRAINAGE SCUPPER DS-11
Note: Reinforcement bars designated (E) shall be epoxy coated. Cut longitudinal reinforcement to clear drainage scuppers.



SECTION D-D

NOTES:

1. Stations are along Ramp EN & 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-79 for parapet reinforcement.
6. See Sheet S-84 for deck cross section.
7. See Sheet S-84 for Bill of Material.
8. See Sheet S-103 for DS-11 Drainage Scupper.
9. See Sheet S-88 for Deck Pouring Sequence.



SECTION B2-B2

206_0161503_60X07_DeckPlan_VI_Unit-1.dgn



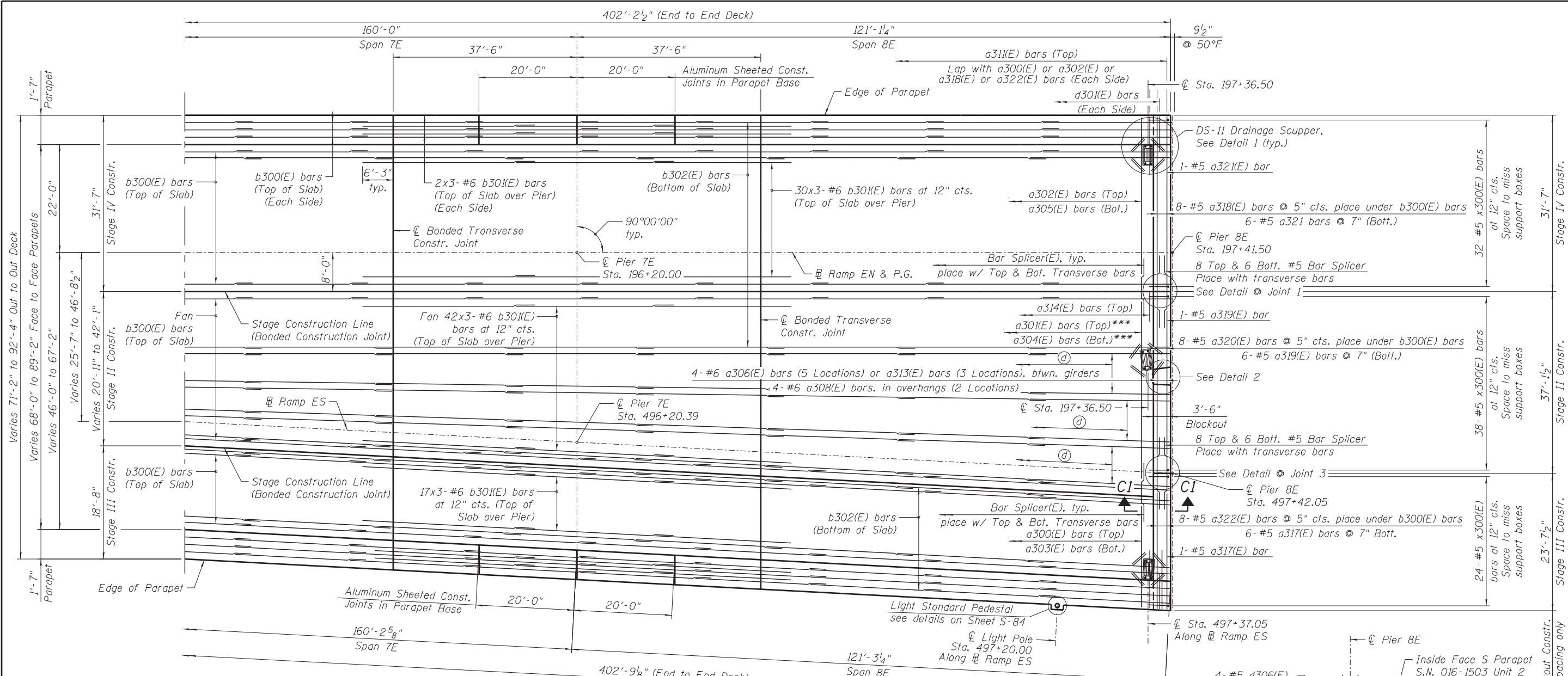
USER NAME = kritzm	DESIGNED - CLS	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 5/26/2015	DRAWN - MRK	REVISED -
	CHECKED - CLS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN VI - S.N. 016-1503 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

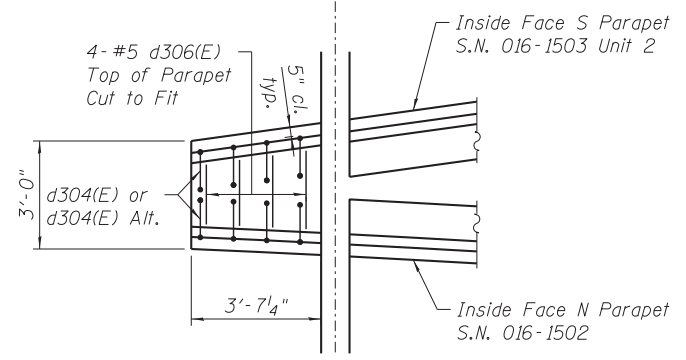
SHEET NO. S-71 OF S-218 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	594
CONTRACT NO. 60X07				
ILLINOIS FED. AID PROJECT				



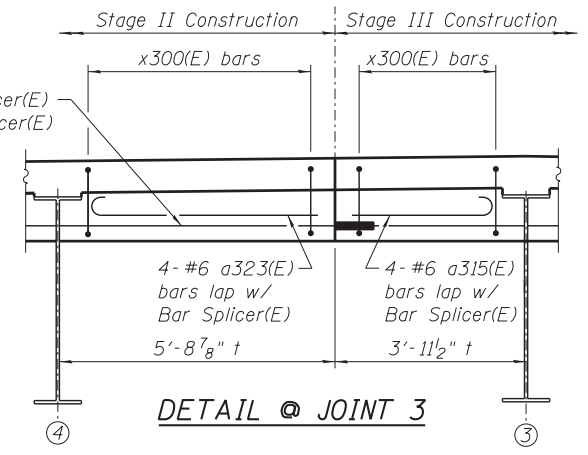
DECK PLAN VII - S.N. 016-1503 (UNIT 1)

*** Cut bars to fit Stage Construction Line Skew. See Field Cutting Diagram.



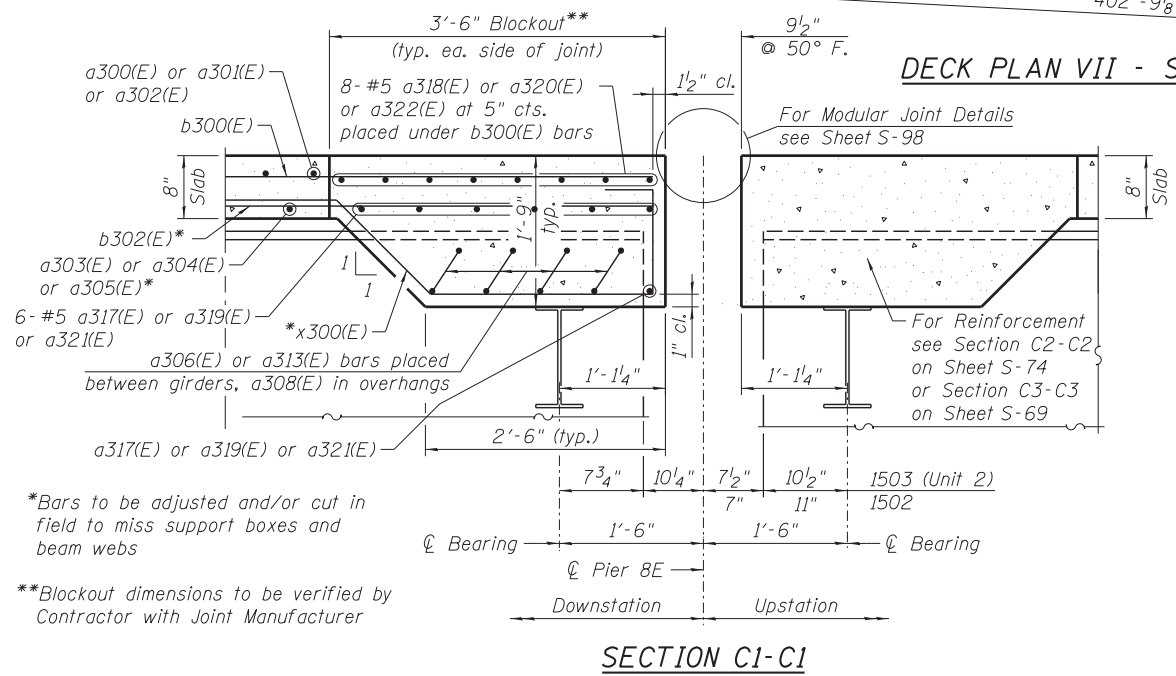
PARAPET END BLOCK DETAIL 2

- NOTES:**
1. Stations are along Ramp EN & 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-79 for parapet reinforcement.
 6. See Sheet S-84 for deck cross section.
 7. See Sheet S-84 for Bill of Material.
 8. See Sheet S-103 for DS-11 Drainage Scupper.
 9. See Sheet S-88 for Deck Pouring Sequence.
 10. See Sheet S-71 for Detail 1.



Bottom of concrete diaphragm & top of end diaphragm support member not shown for clarity. Bars in 8" slab not shown for clarity.

t Measured along the Cl of Pier 8E



SECTION C1-C1

*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



USER NAME = krtzm	DESIGNED - CLS	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 5/26/2015	DRAWN - MRK	REVISED -
	CHECKED - CLS	REVISED -

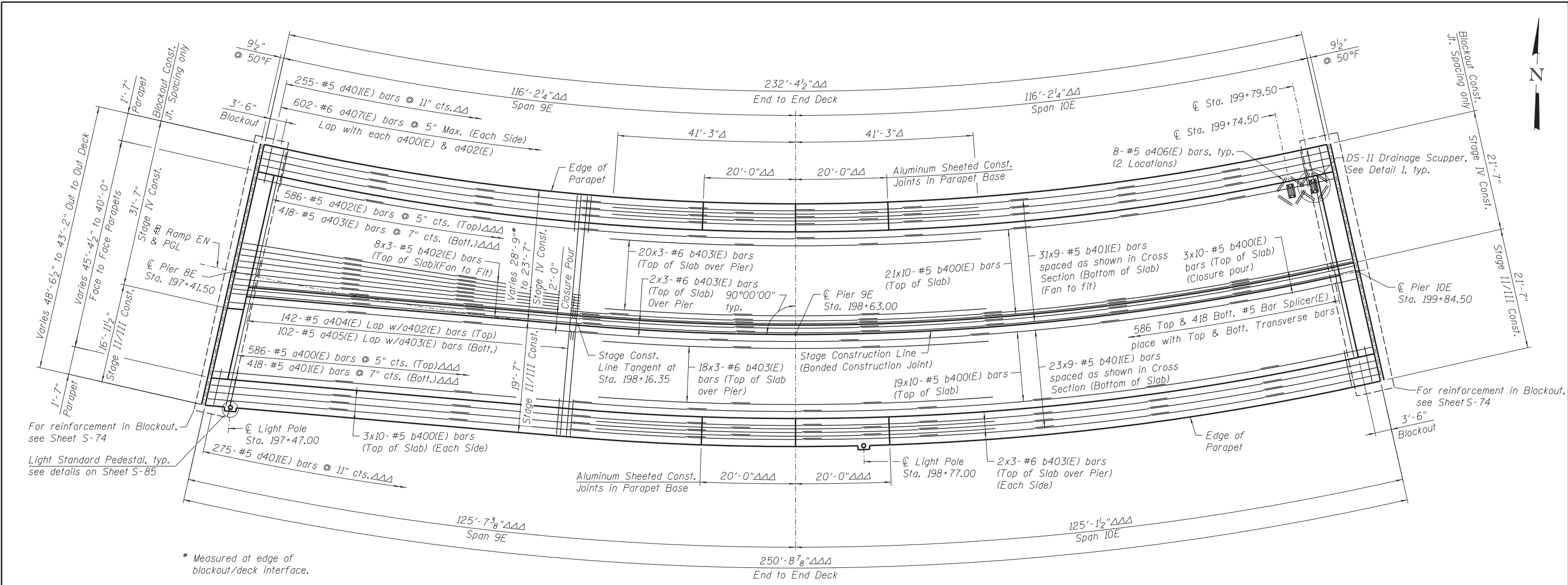
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK PLAN VII - S.N. 016-1503 (UNIT 1)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

SHEET NO. S-72 OF S-218 SHEETS

F.A.I. RTE. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 595
CONTRACT NO. 60X07			ILLINOIS FED. AID PROJECT	

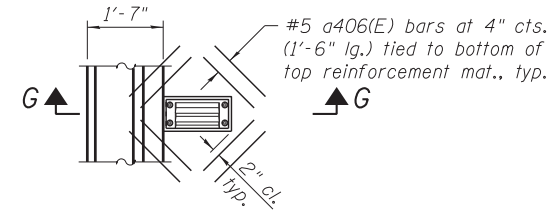
207_0161503_60X07_DeckPlan_VII_Unit1-1.dgn



* Measured at edge of
blockout/deck interface.

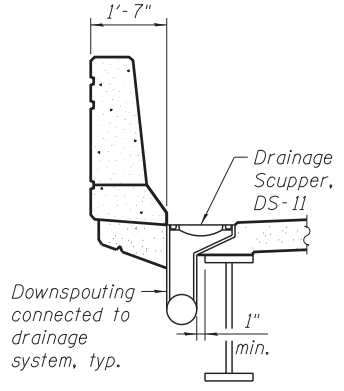
DECK PLAN VIII - S.N. 016-1503 (UNIT 2)

Δ Measure along Ramp EN (S.N. 016-1503).
 ΔΔ Measured along inside face of north parapet.
 ΔΔΔ Measured along inside face of south parapet.



DETAIL 1
DRAINAGE SCUPPER DS-11

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



SECTION G-G

NOTES:

1. Stations are along Ramp EN & 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-80 for parapet reinforcement.
6. See Sheet S-85 for deck cross section.
7. See Sheet S-85 for Bill of Material.
8. See Sheet S-103 for DS-11 Drainage Scupper.
9. See Sheet S-88 for Deck Pouring Sequence.

208_0161503_60x07_DeckPlan_VIII_Unit-2.dgn



USER NAME = kritzm	DESIGNED - AV	REVISED -
PLOT SCALE =	CHECKED - DD	REVISED -
PLOT DATE = 5/26/2015	DRAWN - AV	REVISED -
	CHECKED - EJO	REVISED -

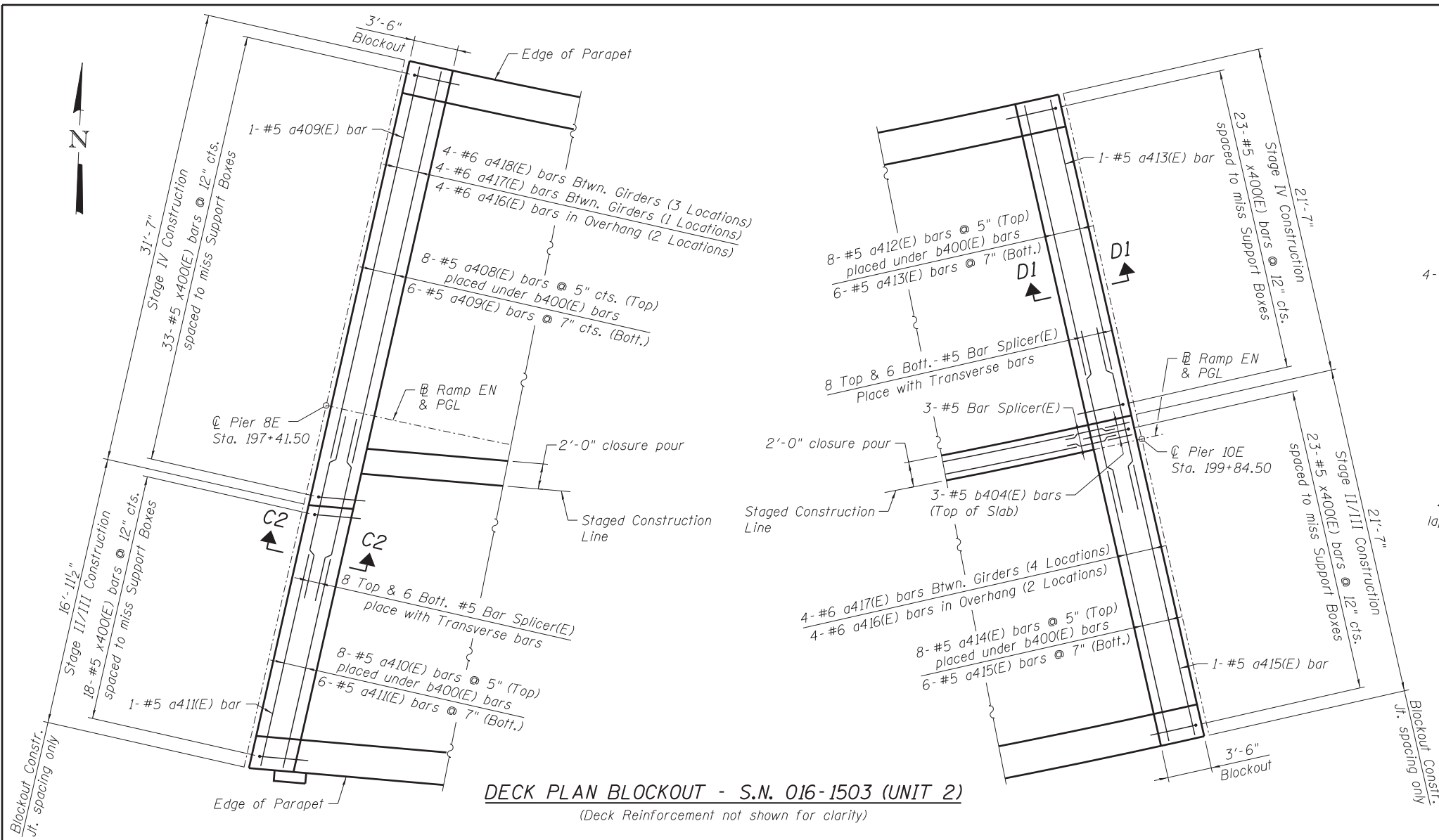
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN VIII - S.N.016-1503 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)

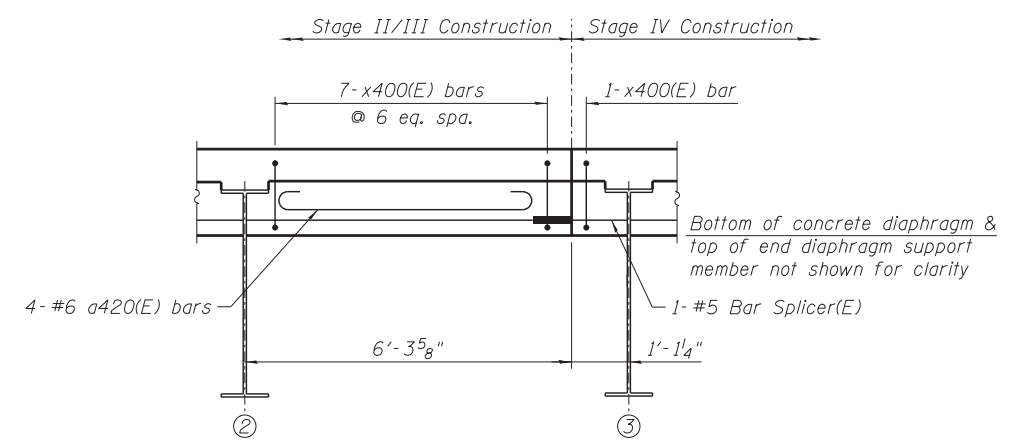
SHEET NO. S-73 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	596
				CONTRACT NO. 60X07

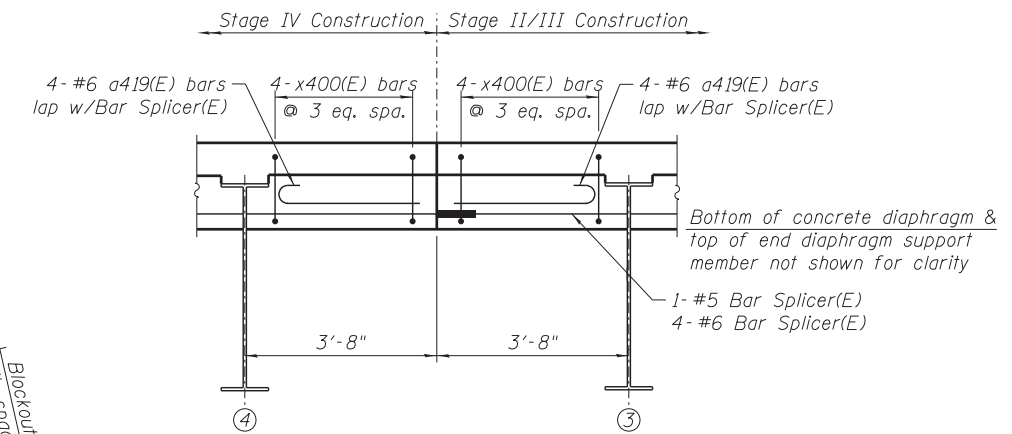
ILLINOIS FED. AID PROJECT



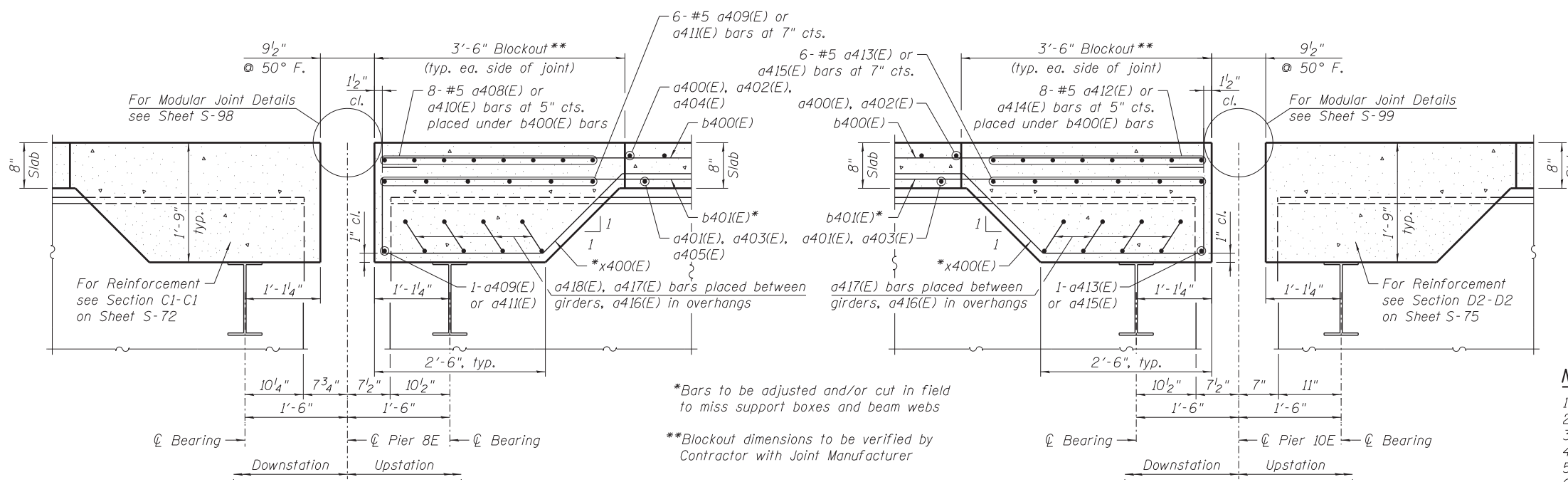
DECK PLAN BLOCKOUT - S.N. 016-1503 (UNIT 2)
(Deck Reinforcement not shown for clarity)



DETAIL @ JOINT @ C PIER 8E
Bars in 8" slab not shown for clarity.
(Looking West)



DETAIL @ JOINT @ C PIER 10E
Bars in 8" slab not shown for clarity.
(Looking East)



SECTION C2-C2

SECTION D1-D1

*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 EN & 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-85 for deck cross section.
6. See Sheet S-85 for Bill of Material.
7. See Sheet S-88 for Deck Pouring Sequence.



USER NAME = kritzm	DESIGNED - AV	REVISED -
	CHECKED - DD	REVISED -
PLOT SCALE =	DRAWN - AV	REVISED -
PLOT DATE = 5/26/2015	CHECKED - EJO	REVISED -

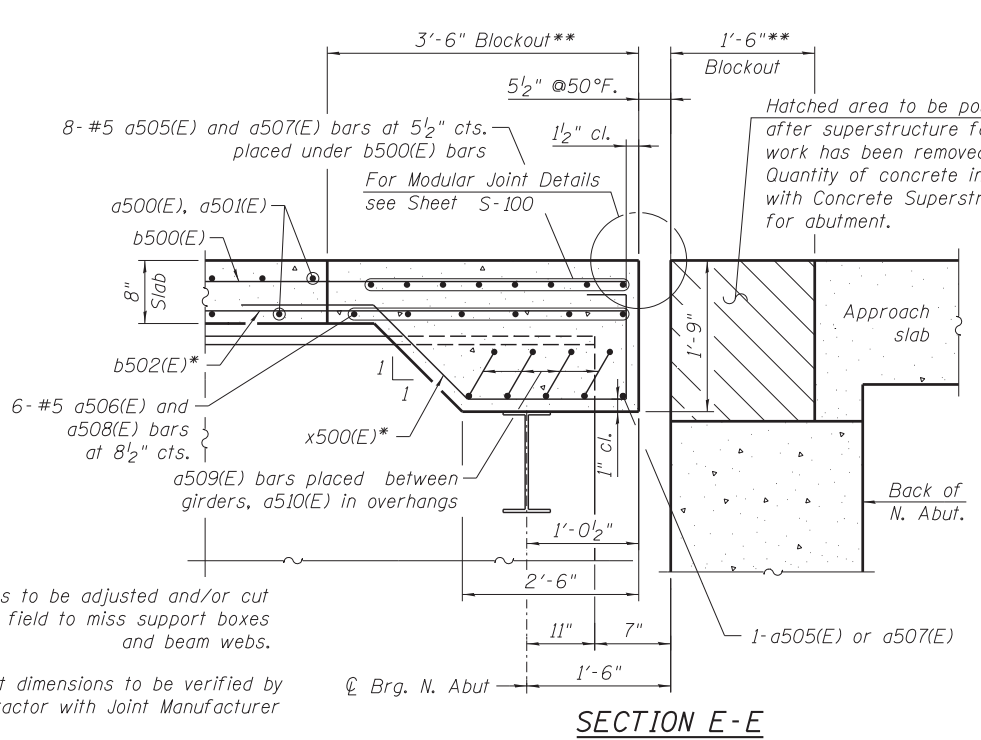
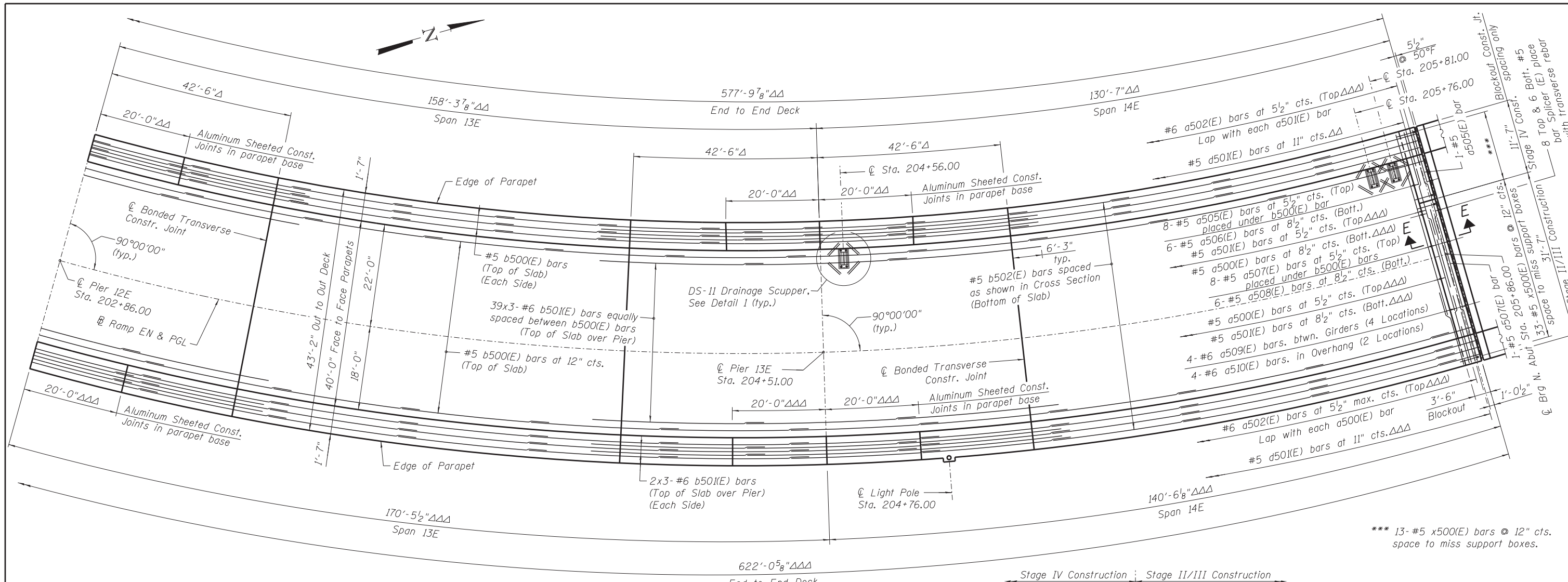
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN IX - S.N.016-1503 (UNIT 2)
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-74 OF S-218 SHEETS

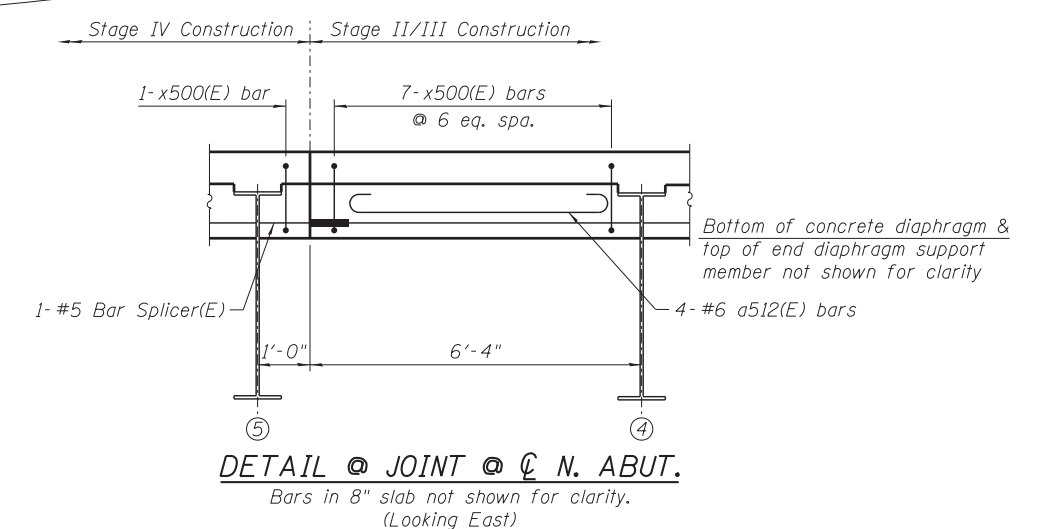
F.A.I. R.T.E. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 597
				CONTRACT NO. 60X07
ILLINOIS FED. AID PROJECT				

209_0161503_60X07-DeckPlan_IX_Unit-2.dgn



DECK PLAN XI - S.N. 016-1503 (UNIT 3)

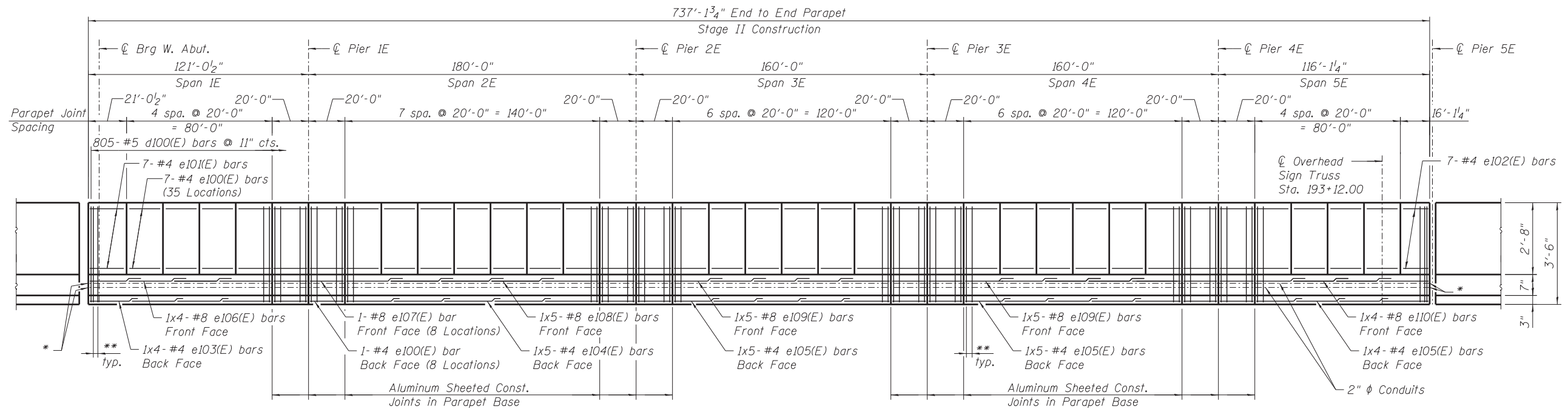
Δ Measure along Ramp EN (S.N. 016-1503).
 ΔΔ Measured along inside face of west parapet.
 ΔΔΔ Measured along inside face of east parapet.



- NOTES:**
1. Stations are along Ramp EN & 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-81 for parapet reinforcement.
 6. See Sheet S-86 for deck cross section.
 7. See Sheet S-86 for Bill of Material.
 8. See Sheet S-75 for Detail 1 and Sheet S-103 for DS-11 Drainage Scupper.
 9. See Sheet S-87 for Deck Pouring Sequence.

211-0161503_60X07_DeckPlan_XI_Unit-3.dgn

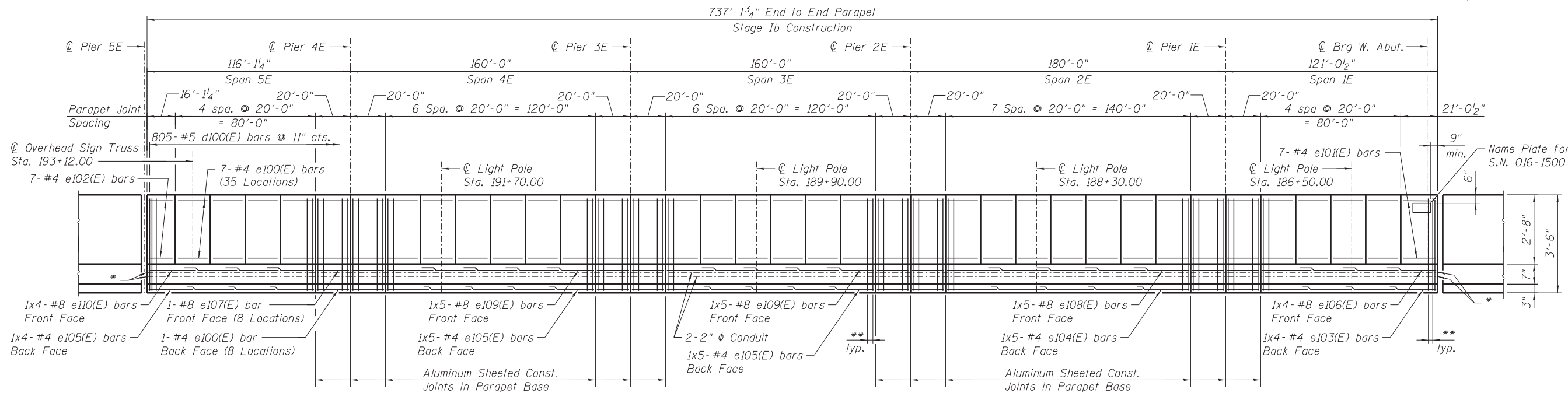
	USER NAME = kritzm	DESIGNED - CLS	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN XI - S.N. 016-1503 (UNIT 3) I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)	F.A.I. R.T.E. = 55	SECTION = 2013-049B	COUNTY = COOK	TOTAL SHEETS = 888	SHEET NO. = 599	
	PLOT SCALE =	DRAWN - MRK	REVISD -			CONTRACT NO. 60X07					
	PLOT DATE = 5/26/2015	CHECKED - EJO	REVISD -			SHEET NO. S-76 OF S-218 SHEETS					



* Place conduit expansion/deflection coupling at all expansion joints

INSIDE ELEVATION OF NORTH PARAPET - S.N. 016-1500

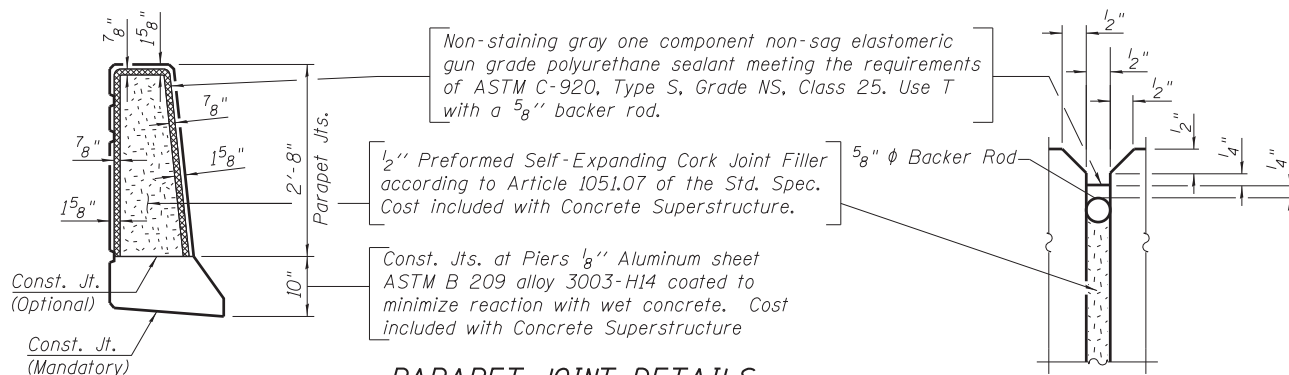
** Additional 4-#5 d100(E) bars @ 11\"/>



MIN. BAR LAP
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 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-82 for section thru parapet and Bill of Material.
- See Sheet S-68 for section thru Overhead Sign Truss Pedestal.



PARAPET JOINT DETAILS

INSIDE ELEVATION OF SOUTH PARAPET - S.N. 016-1500

221.0161500_60x07_Parapet_1.dgn



USER NAME = AVasonis	DESIGNED - TH	REVISED -
PLOT SCALE =	CHECKED - MR	REVISED -
PLOT DATE = 5/26/2015	DRAWN - TM	REVISED -
	CHECKED - TH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET ELEVATIONS I - S.N.016-1500
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)**

SHEET NO. S-77 OF S-218 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	600
CONTRACT NO. 60X07				

ILLINOIS FED. AID PROJECT