

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-063 I	WILL	50	15
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

GIRDER W.9

LINE	Q I-55 STATION	Q I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+70.20	-52.00	629.39	629.39
CL Brg S Abut	586+72.28	-52.00	629.41	629.41
A	586+82.28	-52.00	629.47	629.47
B	586+92.28	-52.00	629.52	629.52
C	587+02.28	-52.00	629.58	629.58
CL Brg Pier 1	587+12.03	-52.00	629.63	629.63
D	587+22.03	-52.00	629.68	629.68
E	587+32.03	-52.00	629.73	629.73
F	587+42.03	-52.00	629.78	629.78
G	587+52.03	-52.00	629.82	629.82
CL Brg Pier 2	587+65.70	-52.00	629.88	629.88
H	587+75.70	-52.00	629.92	629.92
I	587+85.70	-52.00	629.96	629.96
J	587+95.70	-52.00	629.99	629.99
K	588+05.70	-52.00	630.03	630.03
CL Brg Pier 3	588+19.36	-52.00	630.07	630.07
L	588+29.36	-52.00	630.10	630.10
M	588+39.36	-52.00	630.12	630.12
N	588+49.36	-52.00	630.15	630.15
CL Brg N Abut	588+59.11	-52.00	630.17	630.17
Bk N Abut	588+61.20	-52.00	630.17	630.17

GIRDER W.8

LINE	Q I-55 STATION	Q I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+71.47	-47.63	629.49	629.49
CL Brg S Abut	586+73.55	-47.63	629.51	629.51
A	586+83.55	-47.63	629.57	629.57
B	586+93.55	-47.63	629.62	629.63
C	587+03.55	-47.63	629.68	629.68
CL Brg Pier 1	587+13.30	-47.63	629.73	629.73
D	587+23.30	-47.63	629.78	629.79
E	587+33.30	-47.63	629.83	629.84
F	587+43.30	-47.63	629.88	629.89
G	587+53.30	-47.63	629.92	629.93
CL Brg Pier 2	587+66.97	-47.63	629.98	629.98
H	587+76.97	-47.63	630.02	630.02
I	587+86.97	-47.63	630.05	630.07
J	587+96.97	-47.63	630.09	630.10
K	588+06.97	-47.63	630.12	630.13
CL Brg Pier 3	588+20.64	-47.63	630.16	630.16
L	588+30.64	-47.63	630.19	630.19
M	588+40.64	-47.63	630.22	630.22
N	588+50.64	-47.63	630.24	630.25
CL Brg N Abut	588+60.39	-47.63	630.26	630.26
Bk N Abut	588+62.47	-47.63	630.26	630.26

GIRDER W.7

LINE	Q I-55 STATION	Q I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+73.29	-41.38	629.62	629.62
CL Brg S Abut	586+75.37	-41.38	629.63	629.63
A	586+85.37	-41.38	629.69	629.70
B	586+95.37	-41.38	629.75	629.76
C	587+05.37	-41.38	629.81	629.81
CL Brg Pier 1	587+15.12	-41.38	629.86	629.86
D	587+25.12	-41.38	629.91	629.91
E	587+35.12	-41.38	629.96	629.97
F	587+45.12	-41.38	630.00	630.02
G	587+55.12	-41.38	630.05	630.06
CL Brg Pier 2	587+68.79	-41.38	630.10	630.10
H	587+78.79	-41.38	630.14	630.15
I	587+88.79	-41.38	630.18	630.19
J	587+98.79	-41.38	630.21	630.23
K	588+08.79	-41.38	630.24	630.26
CL Brg Pier 3	588+22.45	-41.38	630.29	630.29
L	588+32.45	-41.38	630.31	630.32
M	588+42.45	-41.38	630.34	630.35
N	588+52.45	-41.38	630.36	630.37
CL Brg N Abut	588+62.20	-41.38	630.38	630.38
Bk N Abut	588+64.29	-41.38	630.38	630.38

GIRDER W.6

LINE	Q I-55 STATION	Q I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+75.10	-35.13	629.73	629.73
CL Brg S Abut	586+77.19	-35.13	629.74	629.74
A	586+87.19	-35.13	629.80	629.81
B	586+97.19	-35.13	629.86	629.87
C	587+07.19	-35.13	629.91	629.92
CL Brg Pier 1	587+16.94	-35.13	629.96	629.96
D	587+26.94	-35.13	630.01	630.02
E	587+36.94	-35.13	630.06	630.08
F	587+46.94	-35.13	630.11	630.12
G	587+56.94	-35.13	630.15	630.16
CL Brg Pier 2	587+70.60	-35.13	630.21	630.21
H	587+80.60	-35.13	630.25	630.25
I	587+90.60	-35.13	630.28	630.30
J	588+00.60	-35.13	630.32	630.33
K	588+10.60	-35.13	630.35	630.36
CL Brg Pier 3	588+24.27	-35.13	630.39	630.39
L	588+34.27	-35.13	630.41	630.42
M	588+44.27	-35.13	630.44	630.45
N	588+54.27	-35.13	630.46	630.47
CL Brg N Abut	588+64.02	-35.13	630.48	630.48
Bk N Abut	588+66.10	-35.13	630.48	630.48

GIRDER W.5

LINE	Q I-55 STATION	Q I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+76.92	-28.88	629.74	629.74
CL Brg S Abut	586+79.01	-28.88	629.75	629.75
A	586+89.01	-28.88	629.81	629.82
B	586+99.01	-28.88	629.87	629.88
C	587+09.01	-28.88	629.92	629.93
CL Brg Pier 1	587+18.76	-28.88	629.97	629.97
D	587+28.76	-28.88	630.02	630.03
E	587+38.76	-28.88	630.07	630.09
F	587+48.76	-28.88	630.12	630.13
G	587+58.76	-28.88	630.16	630.17
CL Brg Pier 2	587+72.42	-28.88	630.21	630.21
H	587+82.42	-28.88	630.25	630.26
I	587+92.42	-28.88	630.29	630.30
J	588+02.42	-28.88	630.32	630.34
K	588+12.42	-28.88	630.35	630.36
CL Brg Pier 3	588+26.09	-28.88	630.39	630.39
L	588+36.09	-28.88	630.42	630.42
M	588+46.09	-28.88	630.44	630.45
N	588+56.09	-28.88	630.47	630.47
CL Brg N Abut	588+65.84	-28.88	630.48	630.48
Bk N Abut	588+67.92	-28.88	630.49	630.49

STAGE CONSTRUCTION JOINT

LINE	Q I-55 STATION	Q I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+77.73	-26.08	629.70	629.70
CL Brg S Abut	586+79.82	-26.08	629.71	629.71
A	586+89.82	-26.08	629.77	629.78
B	586+99.82	-26.08	629.83	629.84
C	587+09.82	-26.08	629.88	629.89
CL Brg Pier 1	587+19.57	-26.08	629.93	629.93
D	587+29.57	-26.08	629.98	629.99
E	587+39.57	-26.08	630.03	630.05
F	587+49.57	-26.08	630.08	630.09
G	587+59.57	-26.08	630.12	630.13
CL Brg Pier 2	587+73.23	-26.08	630.17	630.17
H	587+83.23	-26.08	630.21	630.22
I	587+93.23	-26.08	630.25	630.26
J	588+03.23	-26.08	630.28	630.30
K	588+13.23	-26.08	630.31	630.32
CL Brg Pier 3	588+26.90	-26.08	630.35	630.35
L	588+36.90	-26.08	630.38	630.38
M	588+46.90	-26.08	630.40	630.41
N	588+56.90	-26.08	630.42	630.43
CL Brg N Abut	588+66.65	-26.08	630.44	630.44
Bk N Abut	588+68.73	-26.08	630.45	630.45

GIRDER W.4

LINE	Q I-55 STATION	Q I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+78.74	-22.63	629.65	629.65
CL Brg S Abut	586+80.82	-22.63	629.67	629.67
A	586+90.82	-22.63	629.72	629.73
B	587+00.82	-22.63	629.78	629.79
C	587+10.82	-22.63	629.83	629.84
CL Brg Pier 1	587+20.57	-22.63	629.88	629.88
D	587+30.57	-22.63	629.93	629.94
E	587+40.57	-22.63	629.98	630.00
F	587+50.57	-22.63	630.03	630.04
G	587+60.57	-22.63	630.07	630.08
CL Brg Pier 2	587+74.24	-22.63	630.12	630.12
H	587+84.24	-22.63	630.16	630.17
I	587+94.24	-22.63	630.20	630.21
J	588+04.24	-22.63	630.23	630.25
K	588+14.24	-22.63	630.26	630.27
CL Brg Pier 3	588+27.91	-22.63	630.30	630.30
L	588+37.91	-22.63	630.33	630.33
M	588+47.91	-22.63	630.35	630.36
N	588+57.91	-22.63	630.37	630.38
CL Brg N Abut	588+67.66	-22.63	630.39	630.39
Bk N Abut	588+69.74	-22.63	630.39	630.39

PGL I-55 SB

LINE	Q I-55 STATION	Q I-55 OFFSET (ft)	THEORETICAL GRADE ELEVATIONS (ft)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (ft)
Bk S Abut	586+79.50	-20.00	629.62	629.62
CL Brg S Abut	586+81.59	-20.00	629.63	629.63
A	586+91.59	-20.00	629.69	629.69
B	587+01.59	-20.00	629.74	629.75
C	587+11.59	-20.00	629.80	629.80
CL Brg Pier 1	587+21.34	-20.00	629.85	629.85
D	587+31.34	-20.00	629.90	629.90
E	587+41.34	-20.00	629.94	629.96
F	587+51.34	-20.00	629.99	630.01
G	587+61.34	-20.00	630.03	630.04
CL Brg Pier 2	587+75.00	-20.00	630.09	630.09
H	587+85.00	-20.00	630.12	630.13
I	587+95.00	-20.00	630.16	630.17
J	588+05.00	-20.00	630.19	630.21
K	588+15.00	-20.00	630.22	630.23
CL Brg Pier 3	588+28.67	-20.00	630.26	630.26
L	588+38.67	-20.00	630.29	630.29
M	588+48.67	-20.00	630.31	630.32
N	588+58.67	-20.00	630.33	630.34
CL Brg N Abut	588+68.42	-20.00	630.35	630.35
Bk N Abut	588+70.50	-20.00	630.35	630.35

Note:

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

THIS SHEET FOR INFORMATION ONLY

SHT. SC-9 OF 38

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (I-80 TO WEBER ROAD)
 BEAM AND BEARING FABRICATION
 SB & NB I-55 OVER US RTE. 30, S.N. 099-0016 & 099-0017
 STA. 587+80.82, SECTION 2005-063 I
 WILL COUNTY

TOP OF SLAB ELEVATIONS - I

SCALE: DATE 05/19/06 DRAWN BY PA CHECKED BY MJK

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

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

PLOT DATE: 5/17/2005
 FILE NAME: I:\PROJECTS\2005