

GIRDER 9

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
EAST END OF W. APPROACH PAVEMENT & BK. W. ABUT.	360+50.05	-33.67	641.20	641.20
C.L. BRG. W. ABUT.	360+51.40	-33.67	641.21	641.21
A	360+61.40	-33.67	641.28	641.34
B	360+71.40	-33.67	641.33	641.46
C	360+81.40	-33.67	641.38	641.56
D	360+91.40	-33.67	641.42	641.64
E	361+01.40	-33.67	641.45	641.69
F	361+11.40	-33.67	641.47	641.73
G	361+21.40	-33.67	641.49	641.74
H	361+31.40	-33.67	641.50	641.72
I	361+41.40	-33.67	641.50	641.69
J	361+51.40	-33.67	641.49	641.64
K	361+61.40	-33.67	641.47	641.58
L	361+71.40	-33.67	641.44	641.51
M	361+81.40	-33.67	641.41	641.45
N	361+91.40	-33.67	641.37	641.38
C.L. PIER	362+01.40	-33.67	641.31	641.31
O	362+11.40	-33.67	641.26	641.27
P	362+21.40	-33.67	641.19	641.23
Q	362+31.40	-33.67	641.11	641.19
R	362+41.40	-33.67	641.03	641.14
S	362+51.40	-33.67	640.94	641.09
T	362+61.40	-33.67	640.84	641.04
U	362+71.40	-33.67	640.72	640.95
V	362+81.40	-33.67	640.61	640.86
W	362+91.40	-33.67	640.50	640.75
X	363+01.40	-33.67	640.39	640.63
Y	363+11.40	-33.67	640.28	640.50
Z	363+21.40	-33.67	640.17	640.35
AA	363+31.40	-33.67	640.06	640.18
AB	363+41.40	-33.67	639.94	640.01
C.L. BRG. E. ABUT.	363+51.40	-33.67	639.83	639.83
WEST END OF E. APPROACH PAVEMENT & BK. E. ABUT.	363+52.74	-33.67	639.82	639.82

GIRDER 10

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
EAST END OF W. APPROACH PAVEMENT & BK. W. ABUT.	360+46.68	-42.00	641.01	641.01
C.L. BRG. W. ABUT.	360+48.03	-42.00	641.02	641.02
A	360+58.03	-42.00	641.09	641.16
B	360+68.03	-42.00	641.15	641.27
C	360+78.03	-42.00	641.20	641.38
D	360+88.03	-42.00	641.24	641.46
E	360+98.03	-42.00	641.28	641.52
F	361+08.03	-42.00	641.30	641.56
G	361+18.03	-42.00	641.32	641.56
H	361+28.03	-42.00	641.33	641.55
I	361+38.03	-42.00	641.33	641.53
J	361+48.03	-42.00	641.32	641.48
K	361+58.03	-42.00	641.31	641.42
L	361+68.03	-42.00	641.29	641.36
M	361+78.03	-42.00	641.25	641.29
N	361+88.03	-42.00	641.21	641.23
C.L. PIER	361+98.03	-42.00	641.17	641.17
O	362+08.03	-42.00	641.11	641.12
P	362+18.03	-42.00	641.05	641.08
Q	362+28.03	-42.00	640.97	641.05
R	362+38.03	-42.00	640.89	641.01
S	362+48.03	-42.00	640.80	640.96
T	362+58.03	-42.00	640.71	640.90
U	362+68.03	-42.00	640.60	640.83
V	362+78.03	-42.00	640.48	640.73
W	362+88.03	-42.00	640.37	640.63
X	362+98.03	-42.00	640.26	640.50
Y	363+08.03	-42.00	640.15	640.37
Z	363+18.03	-42.00	640.04	640.22
AA	363+28.03	-42.00	639.93	640.05
AB	363+38.03	-42.00	639.81	639.88
C.L. BRG. E. ABUT.	363+48.03	-42.00	639.70	639.70
WEST END OF E. APPROACH PAVEMENT & BK. E. ABUT.	363+49.38	-42.00	639.69	639.69

SOUTH EDGE OF DECK

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
EAST END OF W. APPROACH PAVEMENT & BK. W. ABUT.	360+45.27	-45.50	640.93	640.93
C.L. BRG. W. ABUT.	360+46.62	-45.50	640.94	640.94
A	360+56.62	-45.50	641.01	641.08
B	360+66.62	-45.50	641.07	641.20
C	360+76.62	-45.50	641.12	641.30
D	360+86.62	-45.50	641.17	641.38
E	360+96.62	-45.50	641.20	641.44
F	361+06.62	-45.50	641.23	641.48
G	361+16.62	-45.50	641.25	641.49
H	361+26.62	-45.50	641.26	641.48
I	361+36.62	-45.50	641.26	641.46
J	361+46.62	-45.50	641.25	641.41
K	361+56.62	-45.50	641.24	641.36
L	361+66.62	-45.50	641.22	641.29
M	361+76.62	-45.50	641.19	641.23
N	361+86.62	-45.50	641.15	641.17
C.L. PIER	361+96.62	-45.50	641.10	641.10
O	362+06.62	-45.50	641.05	641.06
P	362+16.62	-45.50	640.99	641.02
Q	362+26.62	-45.50	640.91	640.99
R	362+36.62	-45.50	640.83	640.95
S	362+46.62	-45.50	640.75	640.90
T	362+56.62	-45.50	640.65	640.85
U	362+66.62	-45.50	640.55	640.77
V	362+76.62	-45.50	640.43	640.67
W	362+86.62	-45.50	640.32	640.57
X	362+96.62	-45.50	640.20	640.45
Y	363+06.62	-45.50	640.09	640.31
Z	363+16.62	-45.50	639.98	640.16
AA	363+26.62	-45.50	639.87	640.00
AB	363+36.62	-45.50	639.76	639.83
C.L. BRG. E. ABUT.	363+46.62	-45.50	639.65	639.65
WEST END OF E. APPROACH PAVEMENT & BK. E. ABUT.	363+47.97	-45.50	639.63	639.63

* A positive value indicates a left offset from the centerline of 95th street. A negative value indicates a right offset.

FILE NAME = c:\vesdoh\203307381\95th\sub\winga\con\brack-south\Structure\Bridg\01\Pages\Civil\099999\Top of Deck Elevation - 6.dgn

URS
100 S. WACKER DR.
SUITE 500
CHICAGO, IL 60606
TEL (312) 939-1000
FAX (312) 939-4190

USER NAME = SSTB	DESIGNED - STB	REVISIONS -
FLUT SCALE = 3/8" = 1' / IN.	CHECKED - NPP	REVISIONS -
PLOT DATE = 10/16/2012	DRAWN - SOI	REVISIONS -
	CHECKED - NPP	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 6
STRUCTURE NO. 099-3035**

SHEET NO. 9 OF 38 SHEETS

F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1644	01-00181-00-PP	WILL	328	167
ILLINOIS FED. AID PROJECT			CONTRACT NO. 63647	