

**GIRDER 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+47.38	13.00	633.53	633.53
⊕ Brg. S. Abut.	523+48.65	13.00	633.55	633.55
A	523+58.65	13.00	633.72	633.78
B	523+68.65	13.00	633.88	633.99
C	523+78.65	13.00	634.02	634.23
D	523+88.65	13.00	634.14	634.39
E	523+98.65	13.00	634.27	634.55
F	524+08.65	13.00	634.40	634.70
G	524+18.65	13.00	634.52	634.81
H	524+28.65	13.00	634.62	634.88
I	524+38.65	13.00	634.71	634.94
J	524+48.65	13.00	634.78	634.98
K	524+58.65	13.00	634.84	634.96
L	524+68.65	13.00	634.88	634.97
M	524+78.65	13.00	634.91	634.96
N	524+88.65	13.00	634.92	634.93
⊕ Brg. Pier	524+93.79	13.00	634.92	634.92
O	525+03.79	13.00	634.91	634.91
P	525+13.79	13.00	634.89	634.90
Q	525+23.79	13.00	634.85	634.90
R	525+33.79	13.00	634.79	634.87
S	525+43.79	13.00	634.73	634.86
T	525+53.79	13.00	634.64	634.81
U	525+63.79	13.00	634.54	634.76
V	525+73.79	13.00	634.43	634.66
W	525+83.79	13.00	634.30	634.53
X	525+93.79	13.00	634.16	634.38
Y	526+03.79	13.00	634.01	634.20
Z	526+13.79	13.00	633.83	633.97
AA	526+23.79	13.00	633.65	633.74
⊕ Brg. N. Abut.	526+32.36	13.00	633.48	633.48
Bk. N. Abut	526+33.63	13.00	633.45	633.45

**GIRDER 7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+48.89	21.67	633.54	633.54
⊕ Brg. S. Abut.	523+50.15	21.67	633.56	633.56
A	523+60.15	21.67	633.70	633.76
B	523+70.15	21.67	633.82	633.94
C	523+80.15	21.67	633.94	634.15
D	523+90.15	21.67	634.03	634.28
E	524+00.15	21.67	634.14	634.42
F	524+10.15	21.67	634.25	634.55
G	524+20.15	21.67	634.36	634.66
H	524+30.15	21.67	634.46	634.73
I	524+40.15	21.67	634.54	634.78
J	524+50.15	21.67	634.61	634.82
K	524+60.15	21.67	634.67	634.80
L	524+70.15	21.67	634.71	634.80
M	524+80.15	21.67	634.73	634.79
N	524+90.15	21.67	634.74	634.76
⊕ Brg. Pier	524+95.30	21.67	634.74	634.74
O	525+05.30	21.67	634.73	634.73
P	525+15.30	21.67	634.71	634.72
Q	525+25.30	21.67	634.66	634.71
R	525+35.30	21.67	634.61	634.69
S	525+45.30	21.67	634.54	634.67
T	525+55.30	21.67	634.45	634.62
U	525+65.30	21.67	634.35	634.57
V	525+75.30	21.67	634.24	634.47
W	525+85.30	21.67	634.11	634.34
X	525+95.30	21.67	633.96	634.18
Y	526+05.30	21.67	633.81	634.00
Z	526+15.30	21.67	633.63	633.77
AA	526+25.30	21.67	633.44	633.54
⊕ Brg. N. Abut.	526+33.87	21.67	633.27	633.27
Bk. N. Abut	526+35.14	21.67	633.24	633.24

**GIRDER 8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+50.39	30.33	633.54	633.54
⊕ Brg. S. Abut.	523+51.66	30.33	633.56	633.56
A	523+61.66	30.33	633.67	633.73
B	523+71.66	30.33	633.76	633.88
C	523+81.66	30.33	633.84	634.06
D	523+91.66	30.33	633.91	634.17
E	524+01.66	30.33	634.00	634.28
F	524+11.66	30.33	634.09	634.40
G	524+21.66	30.33	634.20	634.50
H	524+31.66	30.33	634.29	634.57
I	524+41.66	30.33	634.38	634.62
J	524+51.66	30.33	634.44	634.65
K	524+61.66	30.33	634.49	634.63
L	524+71.66	30.33	634.53	634.63
M	524+81.66	30.33	634.56	634.62
N	524+91.66	30.33	634.56	634.58
⊕ Brg. Pier	524+96.80	30.33	634.56	634.56
O	525+06.80	30.33	634.55	634.55
P	525+16.80	30.33	634.52	634.53
Q	525+26.80	30.33	634.48	634.53
R	525+36.80	30.33	634.42	634.50
S	525+46.80	30.33	634.35	634.49
T	525+56.80	30.33	634.26	634.43
U	525+66.80	30.33	634.16	634.38
V	525+76.80	30.33	634.04	634.27
W	525+86.80	30.33	633.91	634.15
X	525+96.80	30.33	633.76	633.99
Y	526+06.80	30.33	633.60	633.80
Z	526+16.80	30.33	633.42	633.56
AA	526+26.80	30.33	633.23	633.33
⊕ Brg. N. Abut.	526+35.37	30.33	633.06	633.06
Bk. N. Abut	526+36.64	30.33	633.03	633.03

<b>TYLIN INTERNATIONAL</b>	USER NAME =	DESIGNED - JKO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TOP OF SLAB ELEVATIONS - 4 STRUCTURE NO. 016-1196</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - CPT	REVISED -			57	1313.1B-1	COOK	162	71
	PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -			CONTRACT NO. 60K14				
		CHECKED - JKO	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET NO. 10 OF 40 SHEETS										

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