

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	74+11.22	-6.33	451.84	451.84
☉ Brg. E. Abut.	74+14.22	-6.33	451.96	451.96
A	74+24.22	-6.33	452.36	452.37
B	74+34.22	-6.33	452.76	452.78
C	74+44.22	-6.33	453.16	453.19
D	74+54.22	-6.33	453.56	453.60
E	74+64.22	-6.33	453.96	454.00
F	74+74.22	-6.33	454.36	454.39
G	74+84.22	-6.33	454.76	454.79
H	74+94.22	-6.33	455.16	455.18
I	75+04.22	-6.33	455.56	455.57
J	75+14.22	-6.33	455.96	455.96
K	75+24.22	-6.33	456.36	456.35
L	75+34.22	-6.33	456.76	456.75
☉ Pier 1	75+44.22	-6.33	457.16	457.16
M	75+54.22	-6.33	457.56	457.58
N	75+64.22	-6.33	457.96	458.00
O	75+74.22	-6.33	458.36	458.42
P	75+84.22	-6.33	458.76	458.85
Q	75+94.22	-6.33	459.16	459.28
R	76+04.22	-6.33	459.56	459.71
S	76+14.22	-6.33	459.95	460.12
T	76+24.22	-6.33	460.33	460.52
U	76+34.22	-6.33	460.70	460.90
V	76+44.22	-6.33	461.05	461.26
W	76+54.22	-6.33	461.40	461.59
X	76+64.22	-6.33	461.73	461.91
Y	76+74.22	-6.33	462.05	462.21
Z	76+84.22	-6.33	462.36	462.50
AA	76+94.22	-6.33	462.66	462.76
AB	77+04.22	-6.33	462.94	463.02
AC	77+14.22	-6.33	463.21	463.27
AD	77+24.22	-6.33	463.48	463.50
AE	77+34.22	-6.33	463.72	463.74
☉ Pier 2	77+44.22	-6.33	463.96	463.96
AF	77+54.22	-6.33	464.19	464.19
AG	77+64.22	-6.33	464.40	464.41
AH	77+74.22	-6.33	464.60	464.62
AI	77+84.22	-6.33	464.79	464.83
AJ	77+94.22	-6.33	464.97	465.02
AK	78+04.22	-6.33	465.13	465.20
AL	78+14.22	-6.33	465.29	465.37
AM	78+24.22	-6.33	465.43	465.53
AN	78+34.22	-6.33	465.56	465.66
AO	78+44.22	-6.33	465.68	465.78
AP	78+54.22	-6.33	465.78	465.88
AQ	78+64.22	-6.33	465.88	465.96
AR	78+74.22	-6.33	465.96	466.02
AS	78+84.22	-6.33	466.03	466.07
☉ Brg. Pier 3-E	78+96.72	-6.33	466.10	466.10
☉ Pier 3	78+98.22	-6.33	466.11	466.11

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	74+11.22	-13.67	452.09	452.09
☉ Brg. E. Abut.	74+14.22	-13.67	452.21	452.21
A	74+24.22	-13.67	452.61	452.63
B	74+34.22	-13.67	453.01	453.04
C	74+44.22	-13.67	453.41	453.45
D	74+54.22	-13.67	453.81	453.85
E	74+64.22	-13.67	454.21	454.25
F	74+74.22	-13.67	454.61	454.65
G	74+84.22	-13.67	455.01	455.04
H	74+94.22	-13.67	455.41	455.43
I	75+04.22	-13.67	455.81	455.82
J	75+14.22	-13.67	456.21	456.21
K	75+24.22	-13.67	456.61	456.61
L	75+34.22	-13.67	457.01	457.01
☉ Pier 1	75+44.22	-13.67	457.41	457.41
M	75+54.22	-13.67	457.81	457.83
N	75+64.22	-13.67	458.21	458.25
O	75+74.22	-13.67	458.61	458.68
P	75+84.22	-13.67	459.01	459.11
Q	75+94.22	-13.67	459.41	459.54
R	76+04.22	-13.67	459.81	459.97
S	76+14.22	-13.67	460.21	460.38
T	76+24.22	-13.67	460.59	460.79
U	76+34.22	-13.67	460.95	461.16
V	76+44.22	-13.67	461.31	461.52
W	76+54.22	-13.67	461.65	461.85
X	76+64.22	-13.67	461.99	462.18
Y	76+74.22	-13.67	462.31	462.47
Z	76+84.22	-13.67	462.62	462.76
AA	76+94.22	-13.67	462.91	463.02
AB	77+04.22	-13.67	463.20	463.28
AC	77+14.22	-13.67	463.47	463.53
AD	77+24.22	-13.67	463.73	463.76
AE	77+34.22	-13.67	463.98	464.00
☉ Pier 2	77+44.22	-13.67	464.22	464.22
AF	77+54.22	-13.67	464.44	464.44
AG	77+64.22	-13.67	464.66	464.66
AH	77+74.22	-13.67	464.86	464.88
AI	77+84.22	-13.67	465.05	465.08
AJ	77+94.22	-13.67	465.23	465.28
AK	78+04.22	-13.67	465.39	465.46
AL	78+14.22	-13.67	465.54	465.63
AM	78+24.22	-13.67	465.69	465.79
AN	78+34.22	-13.67	465.82	465.92
AO	78+44.22	-13.67	465.93	466.04
AP	78+54.22	-13.67	466.04	466.14
AQ	78+64.22	-13.67	466.14	466.22
AR	78+74.22	-13.67	466.22	466.28
AS	78+84.22	-13.67	466.29	466.32
☉ Brg. Pier 3-E	78+96.72	-13.67	466.36	466.36
☉ Pier 3	78+98.22	-13.67	466.37	466.37

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	74+11.22	-21	452.35	452.35
☉ Brg. E. Abut.	74+14.22	-21	452.47	452.47
A	74+24.22	-21	452.87	452.89
B	74+34.22	-21	453.27	453.30
C	74+44.22	-21	453.67	453.71
D	74+54.22	-21	454.07	454.11
E	74+64.22	-21	454.47	454.51
F	74+74.22	-21	454.87	454.91
G	74+84.22	-21	455.27	455.30
H	74+94.22	-21	455.67	455.69
I	75+04.22	-21	456.07	456.08
J	75+14.22	-21	456.47	456.47
K	75+24.22	-21	456.87	456.87
L	75+34.22	-21	457.27	457.27
☉ Pier 1	75+44.22	-21	457.67	457.67
M	75+54.22	-21	458.07	458.09
N	75+64.22	-21	458.47	458.51
O	75+74.22	-21	458.87	458.94
P	75+84.22	-21	459.27	459.37
Q	75+94.22	-21	459.67	459.80
R	76+04.22	-21	460.07	460.23
S	76+14.22	-21	460.46	460.65
T	76+24.22	-21	460.84	461.05
U	76+34.22	-21	461.21	461.42
V	76+44.22	-21	461.57	461.79
W	76+54.22	-21	461.91	462.12
X	76+64.22	-21	462.24	462.44
Y	76+74.22	-21	462.56	462.74
Z	76+84.22	-21	462.87	463.02
AA	76+94.22	-21	463.17	463.29
AB	77+04.22	-21	463.45	463.54
AC	77+14.22	-21	463.73	463.79
AD	77+24.22	-21	463.99	464.02
AE	77+34.22	-21	464.24	464.25
☉ Pier 2	77+44.22	-21	464.47	464.47
AF	77+54.22	-21	464.70	464.70
AG	77+64.22	-21	464.91	464.92
AH	77+74.22	-21	465.11	465.13
AI	77+84.22	-21	465.30	465.34
AJ	77+94.22	-21	465.48	465.54
AK	78+04.22	-21	465.65	465.72
AL	78+14.22	-21	465.80	465.89
AM	78+24.22	-21	465.94	466.05
AN	78+34.22	-21	466.07	466.18
AO	78+44.22	-21	466.19	466.30
AP	78+54.22	-21	466.30	466.40
AQ	78+64.22	-21	466.39	466.48
AR	78+74.22	-21	466.47	466.54
AS	78+84.22	-21	466.54	466.58
☉ Brg. Pier 3-E	78+96.72	-21	466.62	466.62
☉ Pier 3	78+98.22	-21	466.62	466.62

NOTE:

Work this sheet with sheets S-11 thru S-14.

P:\60806609\988_CAD\981_Drawing\76C080_Mas ter_Consolidated\Structure\082-0323\Sheet\082-0323_76C75_TopSlabElev.dwg



USER NAME = Bhatta	DESIGNED - DD	REVISED -
PLOT SCALE = 8:2 1/4" = 1"	DRAWN - DD	REVISED -
PLOT DATE = #DATE#	CHECKED - ATB	REVISED -
	DATE - 03/18/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - II S.N. 082-0323
I-70W OVER I-55, CSX & KCS RAILROADS**

SCALE: NONE SHEET NO. S-13 OF S-138 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	128
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		