

GIRDER 6A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	65+15.96	-24.42	418.27	418.27
⊕ Brg. E. Abut.	65+19.71	-24.42	418.44	418.44
A	65+29.71	-24.42	418.88	418.89
B	65+39.71	-24.42	419.32	419.34
C	65+49.71	-24.42	419.77	419.79
D	65+59.71	-24.42	420.21	420.24
E	65+69.71	-24.42	420.66	420.68
F	65+79.71	-24.42	421.10	421.12
G	65+89.71	-24.42	421.54	421.56
H	65+99.71	-24.42	421.99	422.00
I	66+09.71	-24.42	422.43	422.44
J	66+19.71	-24.42	422.88	422.88
⊕ Pier 1	66+29.96	-24.42	423.33	423.33
K	66+39.96	-24.42	423.78	423.78
L	66+49.96	-24.42	424.22	424.24
M	66+59.96	-24.42	424.66	424.69
N	66+69.96	-24.42	425.18	425.22
O	66+79.96	-24.42	425.70	425.75
P	66+89.96	-24.42	426.22	426.28
Q	66+99.96	-24.42	426.74	426.81
R	67+09.96	-24.42	427.26	427.33
S	67+19.96	-24.42	427.78	427.85
T	67+29.96	-24.42	428.30	428.36
U	67+39.96	-24.42	428.82	428.88
V	67+49.96	-24.42	429.34	429.38
W	67+59.96	-24.42	429.86	429.89
X	67+69.96	-24.42	430.38	430.40
Y	67+79.96	-24.42	430.90	430.91
Z	67+89.96	-24.42	431.42	431.42
AA	67+99.96	-24.42	431.94	431.94
⊕ Pier 2	68+06.96	-24.42	432.30	432.30
AB	68+16.96	-24.42	432.82	432.83
AC	68+26.96	-24.42	433.34	433.37
AD	68+36.96	-24.42	433.86	433.90
AE	68+46.96	-24.42	434.38	434.44
AF	68+56.96	-24.42	434.91	434.98
AG	68+66.96	-24.42	435.43	435.52
AH	68+76.96	-24.42	435.95	436.06
AI	68+86.96	-24.42	436.47	436.59
AJ	68+96.96	-24.42	436.99	437.12
AK	69+06.96	-24.42	437.51	437.65
AL	69+16.96	-24.42	438.03	438.16
AM	69+26.96	-24.42	438.55	438.67
AN	69+36.96	-24.42	439.07	439.17
AO	69+46.96	-24.42	439.59	439.67
AP	69+56.96	-24.42	440.11	440.17
AQ	69+66.96	-24.42	440.63	440.66
⊕ Brg. Pier 3-E	69+75.46	-24.42	441.07	441.07
⊕ Pier 3	69+76.96	-24.42	441.15	441.15
⊕ Brg. Pier 3-W	69+78.46	-24.42	441.23	441.23
AR	69+88.46	-24.42	441.75	441.76
AS	69+98.46	-24.42	442.27	442.30
AT	70+08.46	-24.42	442.79	442.83
AU	70+18.46	-24.42	443.31	443.36
AV	70+28.46	-24.42	443.83	443.89
AW	70+38.46	-24.42	444.35	444.41
AX	70+48.46	-24.42	444.87	444.92
AY	70+58.46	-24.42	445.39	445.43
AZ	70+68.46	-24.42	445.91	445.94
BA	70+78.46	-24.42	446.43	446.45
BB	70+88.46	-24.42	446.95	446.96

GIRDER 6A CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BC	70+98.46	-24.42	447.47	447.47
BD	71+08.46	-24.42	447.99	447.99
BE	71+18.46	-24.42	448.51	448.51
⊕ Pier 4	71+30.79	-24.42	449.15	449.15
BF	71+40.79	-24.42	449.72	449.74
BG	71+50.79	-24.42	450.31	450.35
BH	71+60.79	-24.42	450.91	450.98
BI	71+70.79	-24.42	451.51	451.61
BJ	71+80.79	-24.42	452.10	452.24
BK	71+90.79	-24.42	452.70	452.87
BL	72+00.79	-24.42	453.30	453.49
BM	72+10.79	-24.42	453.89	454.11
BN	72+20.79	-24.42	454.49	454.73
BO	72+30.79	-24.42	455.08	455.33
BP	72+40.79	-24.42	455.67	455.93
BO	72+50.79	-24.42	456.24	456.49
BR	72+60.79	-24.42	456.80	457.04
BS	72+70.79	-24.42	457.35	457.57
BT	72+80.79	-24.42	457.88	458.08
BU	72+90.79	-24.42	458.41	458.57
BV	73+00.79	-24.42	458.92	459.05
BW	73+10.79	-24.42	459.42	459.52
BX	73+20.79	-24.42	459.91	459.98
BY	73+30.79	-24.42	460.39	460.43
BZ	73+40.79	-24.42	460.86	460.88
⊕ Pier 5	73+53.21	-24.42	461.42	461.42
CA	73+63.21	-24.42	461.80	461.81
CB	73+73.21	-24.42	462.16	462.16
CC	73+83.21	-24.42	462.49	462.52
CD	73+93.21	-24.42	462.82	462.86
CE	74+03.21	-24.42	463.14	463.20
CF	74+13.21	-24.42	463.44	463.52
CG	74+23.21	-24.42	463.73	463.84
CH	74+33.21	-24.42	464.02	464.14
CI	74+43.21	-24.42	464.28	464.42
CJ	74+53.21	-24.42	464.54	464.68
CK	74+63.21	-24.42	464.79	464.93
CL	74+73.21	-24.42	465.02	465.16
CM	74+83.21	-24.42	465.24	465.37
CN	74+93.21	-24.42	465.45	465.57
CO	75+03.21	-24.42	465.65	465.75
CP	75+13.21	-24.42	465.84	465.91
CQ	75+23.21	-24.42	466.01	466.06
CR	75+33.21	-24.42	466.17	466.21
CS	75+43.21	-24.42	466.32	466.34
CT	75+53.21	-24.42	466.46	466.47
⊕ Pier 6	75+58.21	-24.42	466.53	466.53
CU	75+68.21	-24.42	466.65	466.65
CV	75+78.21	-24.42	466.76	466.76
CW	75+88.21	-24.42	466.86	466.87
CX	75+98.21	-24.42	466.94	466.97
CY	76+08.21	-24.42	467.02	467.06
CZ	76+18.21	-24.42	467.08	467.13
DA	76+28.21	-24.42	467.13	467.20
DB	76+38.21	-24.42	467.18	467.25
DC	76+48.21	-24.42	467.23	467.30
DD	76+58.21	-24.42	467.27	467.35
DE	76+68.21	-24.42	467.32	467.38
DF	76+78.21	-24.42	467.37	467.42
DG	76+88.21	-24.42	467.42	467.45
⊕ Brg. Pier 7-E	77+00.13	-24.42	467.48	467.48
⊕ Pier 7	77+01.63	-24.42	467.48	467.48

NOTE:

Work this sheet with sheets S-15 thru S-20.

P:\9608\6689\1000 CAD\101.DP drawings\76C200.LMaster-Consolidated\Structural\082-0323\Sheet\5020_082-0325_76C75_TopSlabElev.dgn



USER NAME = Bhatta	DESIGNED - DD	REVISED -
PLOT SCALE = 0.2" = 1'-0"	DRAWN - DD	REVISED -
PLOT DATE = #DATE#	CHECKED - ATB	REVISED -
	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - V S.N.082-0325 UNITS 1 & 2
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE SHEET NO. S-20 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	135
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		