

GIRDER 2E - SPANS 1 & 2

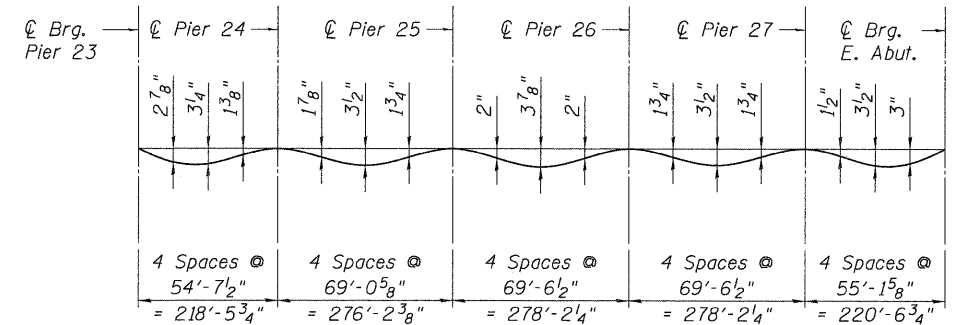
Location	Station	Offset From EB I-70 P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
☉ Brg P23	127+83.09	5.17	465.42	465.42
AA	127+93.16	5.17	465.37	465.42
AB	128+03.22	5.17	465.32	465.43
AC	128+13.29	5.17	465.27	465.42
AD	128+23.35	5.17	465.22	465.41
AE	128+33.42	5.17	465.17	465.40
AF	128+43.48	5.17	465.12	465.37
AG	128+53.55	5.17	465.07	465.34
AH	128+63.61	5.17	465.02	465.30
AI	128+73.68	5.17	464.97	465.26
AJ	128+83.74	5.17	464.92	465.20
AK	128+93.81	5.17	464.87	465.14
AL	129+03.87	5.17	464.82	465.06
AM	129+13.94	5.17	464.77	464.99
AN	129+24.01	5.17	464.72	464.90
AO	129+34.07	5.17	464.67	464.82
AP	129+44.14	5.17	464.62	464.74
AQ	129+54.20	5.17	464.57	464.66
AR	129+64.27	5.17	464.52	464.58
AS	129+74.33	5.17	464.46	464.50
AT	129+84.40	5.17	464.41	464.43
AU	129+94.46	5.17	464.36	464.37
☉ Pier 24	130+03.00	5.17	464.32	464.32
AV	130+13.07	5.17	464.27	464.28
AW	130+23.13	5.17	464.22	464.24
AX	130+33.20	5.17	464.17	464.20
AY	130+43.26	5.17	464.12	464.18
AZ	130+53.33	5.17	464.07	464.16
BA	130+63.39	5.17	464.02	464.14
BB	130+73.46	5.17	463.97	464.12
BC	130+83.52	5.17	463.92	464.11
BD	130+93.59	5.17	463.87	464.09
BE	131+03.65	5.17	463.82	464.06
BF	131+13.72	5.17	463.77	464.04
BG	131+23.78	5.17	463.72	464.00
BH	131+33.85	5.17	463.67	463.96
BI	131+43.91	5.17	463.62	463.91
BJ	131+53.98	5.17	463.57	463.85
BK	131+64.04	5.17	463.52	463.79
BL	131+74.11	5.17	463.47	463.72
BM	131+84.18	5.17	463.42	463.65
BN	131+94.24	5.17	463.37	463.57
BO	132+04.31	5.17	463.31	463.49
BP	132+14.37	5.17	463.26	463.40
BQ	132+24.44	5.17	463.19	463.30
BR	132+34.50	5.17	463.12	463.20
BS	132+44.57	5.17	463.05	463.10
BT	132+54.63	5.17	462.97	463.00
BU	132+64.70	5.17	462.89	462.91
BV	132+74.76	5.17	462.80	462.81

GIRDER 2E - SPANS 3 & 4

Location	Station	Offset From EB I-70 P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
☉ Pier 25	132+81.00	5.17	462.75	462.75
BW	132+91.07	5.17	462.65	462.66
BX	133+01.13	5.17	462.55	462.57
BY	133+11.20	5.17	462.44	462.48
BZ	133+21.26	5.17	462.33	462.40
CA	133+31.33	5.17	462.21	462.31
CB	133+41.39	5.17	462.09	462.23
CC	133+51.46	5.17	461.97	462.14
CD	133+61.52	5.17	461.84	462.04
CE	133+71.59	5.17	461.70	461.93
CF	133+81.65	5.17	461.56	461.82
CG	133+91.72	5.17	461.41	461.70
CH	134+01.78	5.17	461.26	461.56
CI	134+11.85	5.17	461.10	461.41
CJ	134+21.91	5.17	460.94	461.26
CK	134+31.98	5.17	460.77	461.08
CL	134+42.04	5.17	460.60	460.90
CM	134+52.11	5.17	460.42	460.71
CN	134+62.18	5.17	460.24	460.50
CO	134+72.24	5.17	460.05	460.28
CP	134+82.31	5.17	459.86	460.06
CQ	134+92.37	5.17	459.66	459.83
CR	135+02.44	5.17	459.46	459.59
CS	135+12.50	5.17	459.25	459.35
CT	135+22.57	5.17	459.04	459.11
CU	135+32.63	5.17	458.82	458.86
CV	135+42.70	5.17	458.60	458.62
CW	135+52.76	5.17	458.37	458.38
CX				
☉ Pier 26	135+61.00	5.17	458.18	458.18
CY	135+71.07	5.17	457.95	457.95
CZ	135+81.13	5.17	457.70	457.72
DA	135+91.20	5.17	457.46	457.49
DB	136+01.26	5.17	457.20	457.26
DC	136+11.33	5.17	456.95	457.03
DD	136+21.39	5.17	456.68	456.80
DE	136+31.46	5.17	456.42	456.57
DF	136+41.52	5.17	456.14	456.33
DG	136+51.59	5.17	455.87	456.08
DH	136+61.65	5.17	455.58	455.82
DI	136+71.72	5.17	455.30	455.56
DJ	136+81.78	5.17	455.00	455.28
DK	136+91.85	5.17	454.71	454.99
DL	137+01.91	5.17	454.40	454.69
DM	137+11.98	5.17	454.10	454.38
DN	137+22.04	5.17	453.80	454.07
DO	137+32.11	5.17	453.50	453.75
DP	137+42.18	5.17	453.20	453.42
DQ	137+52.24	5.17	452.89	453.09
DR	137+62.31	5.17	452.59	452.76
DS	137+72.37	5.17	452.29	452.43
DT	137+82.44	5.17	451.99	452.09
DU	137+92.50	5.17	451.69	451.76
DV	138+02.57	5.17	451.38	451.43
DW	138+12.63	5.17	451.08	451.11
DX	138+22.70	5.17	450.78	450.79
DY	138+32.76	5.17	450.48	450.48
DZ				

GIRDER 2E - SPAN 5

Location	Station	Offset From EB I-70 P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
☉ Pier 27	138+41.00	5.17	450.23	450.23
EA	138+51.07	5.17	449.93	449.94
EB	138+61.13	5.17	449.63	449.65
EC	138+71.20	5.17	449.33	449.37
ED	138+81.26	5.17	449.02	449.10
EE	138+91.33	5.17	448.72	448.83
EF	139+01.39	5.17	448.42	448.56
EG	139+11.46	5.17	448.12	448.29
EH	139+21.52	5.17	447.82	448.02
EI	139+31.59	5.17	447.51	447.76
EJ	139+41.65	5.17	447.21	447.48
EK	139+51.72	5.17	446.91	447.20
EL	139+61.78	5.17	446.61	446.91
EM	139+71.85	5.17	446.31	446.62
EN	139+81.91	5.17	446.00	446.31
EO	139+91.98	5.17	445.70	445.99
EP	140+02.04	5.17	445.40	445.67
EQ	140+12.11	5.17	445.10	445.34
ER	140+22.18	5.17	444.80	445.00
ES	140+32.24	5.17	444.49	444.65
ET	140+42.31	5.17	444.19	444.30
EU	140+52.37	5.17	443.89	443.95
EV				
☉ Brg Abut	140+63.00	5.17	443.57	443.57



DEAD LOAD DEFLECTION DIAGRAM - GIRDER 2E

(Includes weight of concrete only.)

NOTES:

1. Work this sheet with Sheets S-6 through S-21.
2. The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on this sheet.

\B220318-CONN-05-001-SF.DGN... \B220318-CONN-99-001-BD.DGN  
 6-03-2016, 10:48:03  
 \S:\FS-2044\HW\VALT.D-TRANS\_07\2202\_20666-001\STRUCT\CAD\01\_DESIGN\B220318\SHEET\_002\03-CONN-05-006-SHT-SF.DGN  
 BONDHUIJ

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - JLR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION OVER NS, TRRA, MCT AND INDUSTRIAL DR.		TOP OF SLAB ELEVATIONS 3 OF 13		F.A.P. RTE. 998	SECTION 82-2-IHVB	COUNTY ST. CLAIR	TOTAL SHEETS 285	SHEET NO. 121
CONTRACTOR: TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = #SCALE#	DRAWN - JLR	REVISED -			SCALE:	SHEET NO. S-11 OF S-111	STA. 134+22.00 TO STA.	SN 082-0318 (EB) & 0319 (WB)	CONTRACT NO. 76C44		FED. ROAD DIST. NO.
	PLOT DATE = #DATE#	CHECKED - TCU	REVISED -	DATE - 06/04/10	REVISED -							