GIRDER 1W - SPANS 1 & 2

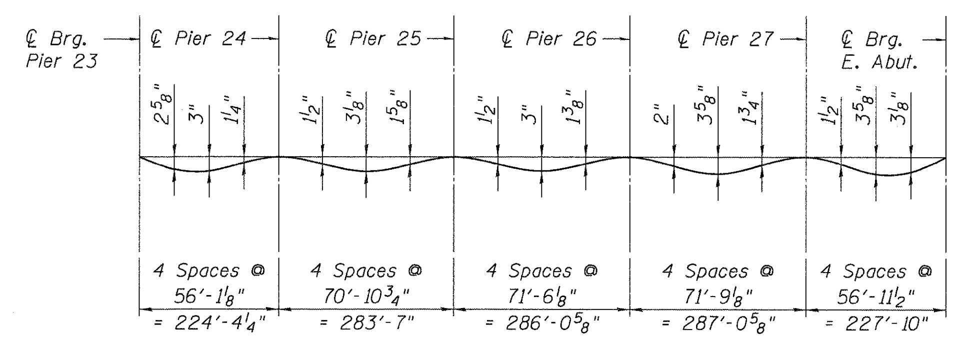
Location	Station	Offset From WB I-70 P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg P23	127+83.06	-31.71	467.41	467.41
AA	127+92.86	-31.71	467.36	467.41
AB	128+02.67	-31.71	467.31	467.41
AC	128+12.47	-31.71	467.27	467.40
AD	128+22.27	-31.71	467.22	467.39
AE	128+32.08	-31.71	467.17	467.37
AF	128+41.88	-31.71	467.12	467.35
AG	128+51.68	-31.71	467.07	467.32
AH	128+61.48	-31.71	467.02	467.28
AI	128+71.29	-31.71	466.97	467.24
AJ	128+81.09	-31.71	466.92	467.18
AK	128+90.89	-31.71	466.87	467.13
AL	129+00.70	-31.71	466.82	467.06
AM	129+10.50	-31.71	466.78	466.99
AN	129+20.30	-31.71	466.73	466.91
AO	129+30.11	-31.71	466.68	466.84
AP	129+39.91	-31.71	466.63	466.76
AQ	129+49.71	-31.71	466.58	466.68
AR	129+59.52	-31.71	466.53	466.60
AS	129+69.32	-31.71	466.48	466.53
AT	129+79.12	-31.71	466.43	466.46
AU	129+88.93	-31.71	466.38	466.40
℄ Pier 24	130+03.00	-31.71	466.31	466.31
AV	130+12.80	-31.71	466.26	466.27
AW	130+22.61	-31.71	466.21	466.23
AX	130+32.41	-31.71	466.17	466.19
AY	130+42.21	-31.71	466.12	466.16
AZ	130+52.02	-31.71	466.07	466.14
BA	130+61.82	-31.71	466.02	466.11
BB	130+71.62	-31.71	465.97	466.09
BC	130+81.43	-31.71	465.92	466.07
BD	130+91.23	-31.71	465.87	466.05
BE	131+01.03	-31.71	465.82	466.02
BF	131+10.83	-31.71	465.77	466.00
BG	131+20.64	-31.71	465.72	465.96
BH	131+30.44	-31.71	465.68	465.92
BI	131+40.24	-31.71	465.63	465.88
BJ	131+50.05	-31.71	465.58	465.83
BK	131+59.85	-31.71	465.53	465.77
BL	131+69.65	-31.71	465.48	465.72
BM	131+79.46	-31.71"	465.43	465.65
BN	131+89.26	-31.71	465.38	465.57
BO	131+99.06	-31.71	465.33	465.50
BP	132+08.87	-31.71	465.28	465.42
BQ	132+18.67	-31.71	465.22	465.34
BR	132+28.47	-31.71	465.16	465.25
BS	132+38.28	-31.71	465.09	465.15
BT	132+48.08	-31.71	465.02	465.06
BU	132+57.88	-31.71	464.94	464.96
BV	132+67.68	-31.71	464.86	464.87

GIRDER 1W - SPANS 3 & 4

Location	Station	Offset From WB I-70 P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Pier 25	132+81.00	-31.71	464.74	464.74
BW	132+90.80	-31.71	464.64	464.65
BX	133+00.61	-31.71	464.55	464.56
BY	133+10.41	-31.71	464.44	464.47
BZ	133+20.21	-31.71	464.33	464.38
CA	133+30.02	-31.71	464.22	464.29
CB	133+39.82	-31.71	464.10	464.20
CC	133+49.62	-31.72	463.98	464.11
CD	133+59.42	-31.79	463.86	464.01
CE	133+69.23	-31.90	463.73	463.91
CF	133+79.03	-32.07	463.60	463.80
CG	133+88.83	-32.28	463.47	463.69
CH	133+98.62	-32.55	463.34	463.57
CI	134+08.42	-32.86	463.21	463.45
CJ	134+18.21	-33.23	463.07	463.32
CK	134+27.99	-33.61	462.93	463.18
CL	134+37.78	-33.99	462.79	463.02
CM	134+47.56	-34.37	462.64	462.86
CN	134+57.35	-34.73	462.48	462.69
CO	134+67.13	-35.09	462.32	462.50
CP	134+76.91	-35.44	462.16	462.32
CQ	134+86.68	-35.79	461.99	462.12
CR	134+96.46	-36.13	461.81	461.92
CS	135+06.24	-36.46	461.63	461.71
CT	135+16.01	-36.78	461.45	461.50
CU	135+25.78	-37.10	461.25	461.29
CV	135+35.55	-37.41	461.06	461.07
CW	135+45.32	-37.71	460.86	460.87
CX	135+55.09	-38.01	460.65	460.65
℄ Pier 26	135+61.00	-38.18	460.52	460.52
CY	135+70.77	-38.46	460.31	460.32
CZ	135+80.53	-38.74	460.09	460.11
DA	135+90.30	-39.01	459.86	459.90
DB	136+00.06	-39.27	459.63	459.70
DC	136+09.82	-39.53	459.40	459.49
DD	136+19.58	-39.77	459.16	459.28
DE	136+29.34	-40.02	458.91	459.07
DF	136+39.10	-40.25	458.66	458.85
DG	136+48.86	-40.47	458.41	458.62
DH	136+58.62	-40.69	458.15	458.39
DI	136+68.37	-40.91	457.88	458.15
DJ	136+78.13	-41.11	457.61	457.89
DK	136+87.89	-41.31	457.33	457.62
DL	136+97.64	-41.50	457.05	457.35
DM	137+07.39	-41.68	456.77	457.06
DN	137+17.14	-41.86	456.49	456.77
DO	137+26.90	-42.02	456.20	456.47
DP	137+36.65	-42.19	455.92	456.16
DQ	137+46.40	-42.34	455.63	455.85
DR	137+56.15	-42.49	455.35	455.54
DS	137+65.90	-42.63	455.06	455.22
DT	137+75.64	-42.76	454.78	454.91
DU	137+85.39	-42.88	454.49	454.59
DV	137+95.14	-43.00	454.21	454.28
DW	138+04.89	-43.11	453.92	453.96
DX	138+14.63	-43.21	453.63	453.65
DY	138+24.38	-43.31	453.35	453.36
DZ	138+34.13	-43.40	453.06	453.07

GIRDER 1W - SPAN 5

Location	Station	Offset From WB I-70 P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Pier 27	138+41.00	-43.46	452.86	452.86
EA	138+50.75	-43.53	452.57	452.58
EB	138+60.49	-43.60	452.28	452.31
EC	138+70.23	-43.66	451.99	452.04
ED	138+79.98	-43.72	451.70	451.78
EE	138+89.72	-43.77	451.41	451.52
EF	138+99.47	-43.81	451.12	451.26
EG	139+09.21	-43.84	450.83	451.00
EH	139+18.95	-43.86	450.54	450.75
EI	139+28.70	-43.88	450.25	450.49
EJ	139+38.44	-43.89	449.96	450.22
EK	139+48.19	-43.90	449.66	449.96
EL	139+57.93	-43.90	449.37	449.68
EM	139+67.67	-43.90	449.08	449.40
EN	139+77.42	-43.90	448.79	449.11
EO	139+87.16	-43.90	448.50	448.80
EP	139+96.90	-43.90	448.20	448.50
EQ	140+06.65	-43.90	447.91	448.18
ER	140+16.39	-43.90	447.62	447.86
ES	140+26.13	-43.90	447.33	447.52
ET	140+35.88	-43.90	447.03	447.18
EU	140+45.62	-43.90	446.74	446.84
EV	140+55.36	-43.90	446.45	446.49
℄ Brg Abut	140+63.00	-43.90	446.22	446.22



DEAD LOAD DEFLECTION DIAGRAM - GIRDER 1W

(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.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JLR	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS		DRAWN - JLR	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - TCU	REVISED -
	PLOT DATE = $DATE$	DATE - 06/04/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION OVER
NS, TRRA, MCT AND INDUSTRIAL DR.

TOP OF SLAB ELEVATIONS
7 OF 13

SCALE: | SHEET NO. S-15 OF S-111 | STA. 134+22.00 TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB	ST. CLAIR	285	125
SN 082-0318 (EB) & 0319 (WB)		CONTRACT NO. 76C44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		