

UNIT 2 - GIRDER 10

UNIT 2 - GIRDER 11

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
*5D	58+77.98	-27.5833	463.28	463.35
5E	58+87.98	-27.5833	463.14	463.24
5F	58+97.98	-27.5833	463.01	463.12
5G	59+07.98	-27.5833	462.87	463.00
5H	59+17.98	-27.5833	462.72	462.87
5I	59+27.98	-27.5833	462.58	462.73
5J	59+37.98	-27.5833	462.44	462.59
5K	59+47.98	-27.5833	462.29	462.44
5L	59+57.98	-27.5833	462.15	462.29
5M	59+67.98	-27.5833	462.01	462.13
5N	59+77.98	-27.5833	461.87	461.96
5O	59+87.98	-27.5833	461.72	461.80
5P	59+97.98	-27.5833	461.58	461.63
5Q	60+07.98	-27.5833	461.44	461.47
5R	60+17.98	-27.5833	461.29	461.31
5S	60+27.98	-27.5833	461.15	461.15
CL. Pier 5	60+33.64	-27.5833	461.07	461.07
6A	60+43.64	-27.5833	460.93	460.93
6B	60+53.64	-27.5833	460.78	460.79
6C	60+63.64	-27.5833	460.64	460.66
6D	60+73.68	-27.5833	460.50	460.53
6E	60+83.94	-27.5833	460.35	460.40
6F	60+94.19	-27.5833	460.20	460.27
6G	61+04.45	-27.5833	460.06	460.13
6H	61+14.71	-27.5833	459.91	459.99
6I	61+24.97	-27.5833	459.85	459.93
6J	61+35.23	-27.5833	459.78	459.85
6K	61+45.48	-27.5833	459.71	459.77
6L	61+55.74	-27.5833	459.64	459.69
6M	61+66.00	-27.5833	459.58	459.60
CL. Brg. Pier 6	61+76.50	-27.5833	459.51	459.51
CL. Pier 6 and Exp. Jt.	61+78.00	-27.5833	459.50	459.50

* 5D is 1.9855 ft. from the Beginning of Girder 10.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 3 and Exp. Jt.	56+86.00	-28.0833	465.15	465.15
CL. Brg. Pier 3	56+87.50	-28.0833	465.14	465.14
4A	56+97.41	-28.0833	465.08	465.11
4B	57+07.31	-28.0833	465.02	465.08
4C	57+17.22	-28.0833	464.97	465.04
4D	57+27.12	-28.0833	464.91	465.00
4E	57+37.03	-28.0833	464.85	464.95
4F	57+46.93	-28.0833	464.79	464.90
4G	57+56.84	-28.0833	464.73	464.84
4H	57+66.74	-28.0833	464.68	464.77
4I	57+76.65	-28.0833	464.62	464.70
4J	57+86.55	-28.0833	464.53	464.59
4K	57+96.46	-28.0833	464.40	464.44
4L	58+06.36	-28.0833	464.26	464.29
4M	58+16.35	-28.3731	464.13	464.14
4N	58+26.34	-28.6937	464.00	464.00
CL. Pier 4	58+38.00	-29.0676	463.85	463.85
5A	58+47.99	-29.3883	463.71	463.72
5B	58+57.99	-29.7089	463.58	463.60
5C	58+67.98	-30.0295	463.44	463.49
5D	58+77.98	-30.3502	463.30	463.37
5E	58+87.97	-30.6708	463.16	463.25
5F	58+97.97	-30.9914	463.01	463.13
5G	59+07.96	-31.3121	462.86	463.00
5H	59+17.96	-31.6327	462.71	462.86
5I	59+27.95	-31.9533	462.55	462.71
5J	59+37.95	-32.274	462.40	462.56
5K	59+47.94	-32.5946	462.24	462.39
5L	59+57.94	-32.9152	462.07	462.22
5M	59+67.93	-33.2359	461.91	462.04
5N	59+77.93	-33.5565	461.75	461.86
5O	59+87.92	-33.8772	461.58	461.67
5P	59+97.92	-34.1978	461.41	461.47
5Q	60+07.91	-34.5184	461.24	461.28
5R	60+17.91	-34.8391	461.07	461.09
5S	60+27.90	-35.1597	460.89	460.90
CL. Pier 5	60+35.53	-35.4043	460.76	460.76
6A	60+45.52	-35.7249	460.58	460.58
6B	60+55.51	-36.0455	460.40	460.41
6C	60+65.51	-36.3662	460.22	460.24
6D	60+75.62	-36.5833	460.04	460.07
6E	60+85.96	-36.5833	459.87	459.91
6F	60+96.31	-36.5833	459.70	459.75
6G	61+06.65	-36.5833	459.52	459.58
6H	61+17.00	-36.5833	459.38	459.44
6I	61+27.34	-36.5833	459.31	459.37
6J	61+37.69	-36.5833	459.24	459.30
6K	61+48.03	-36.5833	459.17	459.22
6L	61+58.37	-36.5833	459.10	459.14
6M	61+68.72	-36.5833	459.04	459.05
CL. Brg. Pier 6	61+76.50	-36.5833	458.98	458.98
CL. Pier 6 and Exp. Jt.	61+78.00	-36.5833	458.97	458.97

K:\projects\62046595\082-0322 & 0824 - 11\p082-0322\082-0322-0324-76C76-5B11_Top of Slab-12-5.dgn



USER NAME =
 PLOT SCALE = 0/2" = 1' / IN.
 PLOT DATE = 6/27/2011

DESIGNED - PJL
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 2 - V
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-25 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TO	82-1-B-2	ST. CLAIR	399	152
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				