

UNIT 3 - GIRDER 5

Baseline 70E55N

| Location | Station | Offset | Theoretical Grade Elevation | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|-------------------------|----------|----------|-----------------------------|---|
| CL. Pier 6 and Exp. Jt. | 61+78.00 | -28.2500 | 459.46 | 459.46 |
| CL. Brg. Pier 6 | 61+79.50 | -28.2500 | 459.45 | 459.45 |
| 7A | 61+89.76 | -28.2500 | 459.38 | 459.41 |
| 7B | 62+00.03 | -28.2500 | 459.31 | 459.36 |
| 7C | 62+10.29 | -28.2500 | 459.24 | 459.31 |
| 7D | 62+20.55 | -28.2500 | 459.17 | 459.26 |
| 7E | 62+30.82 | -28.2500 | 459.11 | 459.20 |
| 7F | 62+41.08 | -28.2500 | 459.04 | 459.13 |
| 7G | 62+51.35 | -28.2500 | 458.97 | 459.06 |
| 7H | 62+61.61 | -28.2500 | 458.90 | 458.98 |
| 7I | 62+71.87 | -28.2500 | 458.83 | 458.89 |
| 7J | 62+82.14 | -28.2500 | 458.77 | 458.81 |
| 7K | 62+92.40 | -28.2500 | 458.70 | 458.72 |
| 7L | 63+02.66 | -28.2500 | 458.63 | 458.64 |
| 7M | 63+12.93 | -28.2500 | 458.56 | 458.56 |
| 7N | 63+23.19 | -28.2500 | 458.49 | 458.49 |
| CL. Pier 7 | 63+32.00 | -28.2500 | 458.44 | 458.44 |
| 8A | 63+42.26 | -28.2500 | 458.37 | 458.38 |
| 8B | 63+52.53 | -28.2500 | 458.30 | 458.33 |
| 8C | 63+62.79 | -28.2500 | 458.23 | 458.29 |
| 8D | 63+73.05 | -28.2500 | 458.16 | 458.25 |
| 8E | 63+83.32 | -28.2500 | 458.09 | 458.21 |
| 8F | 63+93.58 | -28.2500 | 458.03 | 458.17 |
| 8G | 64+03.85 | -28.2500 | 457.96 | 458.13 |
| 8H | 64+14.11 | -28.2500 | 457.89 | 458.09 |
| 8I | 64+24.37 | -28.2500 | 457.82 | 458.03 |
| 8J | 64+34.64 | -28.2500 | 457.75 | 457.97 |
| 8K | 64+44.90 | -28.2500 | 457.69 | 457.91 |
| 8L | 64+55.16 | -28.2500 | 457.62 | 457.83 |
| 8M | 64+65.43 | -28.2500 | 457.55 | 457.75 |
| 8N | 64+75.69 | -28.2500 | 457.48 | 457.66 |
| 8O | 64+85.95 | -28.2500 | 457.41 | 457.57 |
| 8P | 64+96.22 | -28.2500 | 457.35 | 457.47 |
| 8Q | 65+06.48 | -28.2500 | 457.28 | 457.37 |
| 8R | 65+16.74 | -28.2500 | 457.21 | 457.28 |
| 8S | 65+27.01 | -28.2500 | 457.14 | 457.18 |
| 8T | 65+37.27 | -28.2500 | 457.07 | 457.10 |
| 8U | 65+47.54 | -28.2500 | 457.01 | 457.01 |
| CL. Pier 8 | 65+60.00 | -28.2500 | 456.92 | 456.92 |

UNIT 3 - GIRDER 5 CONT.

Baseline 70E55N

| Location | Station | Offset | Theoretical Grade Elevation | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------------|----------|----------|-----------------------------|---|
| CL. Pier 8 | 65+60.00 | -28.2500 | 456.92 | 456.92 |
| 9A | 65+70.26 | -28.2500 | 456.85 | 456.86 |
| 9B | 65+80.53 | -28.2500 | 456.79 | 456.80 |
| 9C | 65+90.79 | -28.2500 | 456.72 | 456.75 |
| 9D | 66+01.05 | -28.2500 | 456.65 | 456.71 |
| 9E | 66+11.32 | -28.2500 | 456.58 | 456.67 |
| 9F | 66+21.58 | -28.2500 | 456.51 | 456.63 |
| 9G | 66+31.85 | -28.2500 | 456.45 | 456.59 |
| 9H | 66+42.11 | -28.2500 | 456.38 | 456.55 |
| 9I | 66+52.37 | -28.2500 | 456.31 | 456.50 |
| 9J | 66+62.64 | -28.2500 | 456.24 | 456.45 |
| 9K | 66+72.90 | -28.2500 | 456.17 | 456.39 |
| 9L | 66+83.16 | -28.2500 | 456.11 | 456.33 |
| 9M | 66+93.43 | -28.2500 | 456.04 | 456.25 |
| 9N | 67+03.69 | -28.2500 | 455.97 | 456.17 |
| 9O | 67+13.95 | -28.2500 | 455.90 | 456.08 |
| 9P | 67+24.22 | -28.2500 | 455.83 | 455.98 |
| 9Q | 67+34.48 | -28.2500 | 455.76 | 455.88 |
| 9R | 67+44.74 | -28.2500 | 455.70 | 455.79 |
| 9S | 67+55.01 | -28.2500 | 455.63 | 455.69 |
| 9T | 67+65.27 | -28.2500 | 455.56 | 455.60 |
| 9U | 67+75.54 | -28.2500 | 455.49 | 455.51 |
| CL. Pier 9 | 67+88.00 | -28.2500 | 455.41 | 455.41 |
| 10A | 67+88.00 | -28.2500 | 455.34 | 455.34 |
| 10B | 68+08.53 | -28.2500 | 455.27 | 455.27 |
| 10C | 68+18.79 | -28.2500 | 455.21 | 455.22 |
| 10D | 68+29.05 | -28.2500 | 455.14 | 455.16 |
| 10E | 68+39.32 | -28.2500 | 455.06 | 455.11 |
| 10F | 68+49.58 | -28.2500 | 454.98 | 455.04 |
| 10G | 68+59.85 | -28.2500 | 454.88 | 454.95 |
| 10H | 68+70.11 | -28.2500 | 454.77 | 454.85 |
| 10I | 68+80.37 | -28.2500 | 454.65 | 454.74 |
| 10J | 68+90.64 | -28.2500 | 454.51 | 454.60 |
| 10K | 69+00.90 | -28.2500 | 454.36 | 454.45 |
| 10L | 69+11.16 | -28.2500 | 454.20 | 454.27 |
| 10M | 69+21.43 | -28.2500 | 454.03 | 454.08 |
| 10N | 69+31.69 | -28.2500 | 453.85 | 453.87 |
| CL. Brg. Pier 10 | 69+40.50 | -28.2500 | 453.68 | 453.68 |
| CL. Pier 10 and Exp. Jt. | 69+42.00 | -28.2500 | 453.65 | 453.65 |

H:\projects\80804580\80804580-0322 & 0324\fig\work\80804580\80804580-0322\sheet\80804580-0322-0324_76C76_5B18_TopOfSlab-U3-6.dgn



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

DESIGNED - P.J.L.
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 3 - VI
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-32 OF S-234 SHEETS STA. TO STA.

| | | | | |
|---|----------|--------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 70 | 82-1-B-2 | ST. CLAIR | 399 | 159 |
| S.N. 082-0322 & S.N. 082-0324 | | CONTRACT NO. 76C76 | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |