

PROFILE GRADE & BASELINE RAMP B

| | | | | |
|-----------------------|----------|------------------|--------------|-----------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| F.A.P. NO. | * | MADISON | 93 | 28 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |

* 60-15HB-3 Contract No. 76706

4:27:44 PM
11/10/2008

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| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------------|-----------|--------|------------------------------|--|
| Bk. S. Appr. Bent | 15+33.000 | 0.000 | 635.928 | 635.928 |
| Begin S. Appr. Slab | 15+33.500 | 0.000 | 635.937 | 635.937 |
| S. C Brg. S. Appr. Slab | 15+34.257 | 0.000 | 635.951 | 635.951 |
| 1A | 15+44.252 | 0.000 | 636.129 | 636.151 |
| 1B | 15+54.248 | 0.000 | 636.301 | 636.338 |
| 1C | 15+64.248 | 0.000 | 636.469 | 636.510 |
| 1D | 15+74.249 | 0.000 | 636.632 | 636.664 |
| 1E | 15+84.255 | 0.000 | 636.790 | 636.803 |
| N. C Brg. S. Appr. Slab | 15+89.989 | 0.000 | 636.878 | 636.878 |
| End S. Appr. Slab | 15+90.748 | 0.000 | 636.890 | 636.890 |
| C Brg. S. Abut. | 15+92.000 | 0.000 | 636.909 | 636.909 |
| 2A | 16+02.000 | 0.000 | 637.058 | 637.107 |
| 2B | 16+12.000 | 0.000 | 637.201 | 637.295 |
| 2C | 16+22.000 | 0.000 | 637.340 | 637.476 |
| 2D | 16+32.000 | 0.000 | 637.474 | 637.647 |
| 2E | 16+42.000 | 0.000 | 637.603 | 637.805 |
| 2F | 16+52.000 | 0.000 | 637.726 | 637.950 |
| 2G | 16+62.000 | 0.000 | 637.845 | 638.083 |
| 2H | 16+72.000 | 0.000 | 637.959 | 638.202 |
| 2I | 16+82.000 | 0.000 | 638.067 | 638.306 |
| 2J | 16+92.000 | 0.000 | 638.171 | 638.399 |
| 2K | 17+02.000 | 0.000 | 638.269 | 638.478 |
| 2L | 17+12.000 | 0.000 | 638.363 | 638.549 |
| 2M | 17+22.000 | 0.000 | 638.451 | 638.608 |
| 2N | 17+32.000 | 0.000 | 638.535 | 638.663 |
| 2O | 17+42.000 | 0.000 | 638.613 | 638.709 |
| 2P | 17+52.000 | 0.000 | 638.686 | 638.753 |
| 2Q | 17+62.000 | 0.000 | 638.755 | 638.794 |
| 2R | 17+72.000 | 0.000 | 638.818 | 638.837 |
| C Pier #1 | 17+86.500 | 0.000 | 638.901 | 638.901 |
| 3A | 17+96.500 | 0.000 | 638.952 | 638.950 |
| 3B | 18+06.500 | 0.000 | 638.998 | 639.005 |
| 3C | 18+16.500 | 0.000 | 639.039 | 639.059 |
| 3D | 18+26.500 | 0.000 | 639.074 | 639.113 |
| 3E | 18+36.500 | 0.000 | 639.105 | 639.164 |
| 3F | 18+46.500 | 0.000 | 639.131 | 639.213 |
| 3G | 18+56.500 | 0.000 | 639.152 | 639.255 |
| 3H | 18+66.500 | 0.000 | 639.167 | 639.291 |
| 3I | 18+76.500 | 0.000 | 639.178 | 639.318 |
| 3J | 18+86.500 | 0.000 | 639.184 | 639.337 |
| 3K | 18+96.500 | 0.000 | 639.184 | 639.345 |
| 3L | 19+06.500 | 0.000 | 639.180 | 639.342 |
| 3M | 19+16.500 | 0.000 | 639.171 | 639.329 |
| 3N | 19+26.500 | 0.000 | 639.156 | 639.305 |
| 3O | 19+36.500 | 0.000 | 639.136 | 639.269 |
| 3P | 19+46.500 | 0.000 | 639.112 | 639.227 |
| 3Q | 19+56.500 | 0.000 | 639.082 | 639.174 |
| 3R | 19+66.500 | 0.000 | 639.048 | 639.118 |
| 3S | 19+76.500 | 0.000 | 639.008 | 639.053 |
| 3T | 19+86.500 | 0.000 | 638.963 | 638.989 |
| 3U | 19+96.500 | 0.000 | 638.914 | 638.924 |
| C Pier #2 | 20+06.000 | 0.000 | 638.862 | 638.862 |
| 4A | 20+16.000 | 0.000 | 638.802 | 638.803 |
| 4B | 20+26.000 | 0.000 | 638.737 | 638.745 |
| 4C | 20+36.000 | 0.000 | 638.668 | 638.689 |
| 4D | 20+46.000 | 0.000 | 638.593 | 638.628 |
| 4E | 20+56.000 | 0.000 | 638.514 | 638.565 |
| 4F | 20+66.000 | 0.000 | 638.429 | 638.494 |
| 4G | 20+76.000 | 0.000 | 638.339 | 638.416 |
| 4H | 20+86.000 | 0.000 | 638.244 | 638.329 |
| 4I | 20+96.000 | 0.000 | 638.144 | 638.232 |
| 4J | 21+06.000 | 0.000 | 638.040 | 638.127 |
| 4K | 21+16.000 | 0.000 | 637.930 | 638.010 |
| 4L | 21+26.000 | 0.000 | 637.815 | 637.883 |
| 4M | 21+36.000 | 0.000 | 637.695 | 637.746 |
| 4N | 21+46.000 | 0.000 | 637.570 | 637.602 |
| C Brg. N. Abut. | 21+59.908 | 0.000 | 637.388 | 637.388 |
| Bk. N. Abut. | 21+64.000 | 0.000 | 637.332 | 637.332 |

WEST GUTTER LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------------|-----------|---------|------------------------------|--|
| Bk. S. Appr. Bent | 15+33.693 | -24.000 | 634.500 | 634.500 |
| Begin S. Appr. Slab | 15+34.200 | -24.000 | 634.510 | 634.510 |
| S. C Brg. S. Appr. Slab | 15+34.969 | -24.000 | 634.524 | 634.524 |
| 1A | 15+45.112 | -24.000 | 634.704 | 634.704 |
| 1B | 15+55.258 | -24.000 | 634.879 | 634.879 |
| 1C | 15+65.406 | -24.000 | 635.048 | 635.048 |
| 1D | 15+75.557 | -24.000 | 635.213 | 635.213 |
| 1E | 15+85.711 | -24.000 | 635.373 | 635.373 |
| N. C Brg. S. Appr. Slab | 15+91.530 | -24.000 | 635.462 | 635.462 |
| End S. Appr. Slab | 15+92.300 | -24.000 | 635.473 | 635.473 |

BEAM NO. 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------------|-----------|---------|------------------------------|--|
| Bk. S. Appr. Bent | 15+33.605 | -20.992 | 634.679 | 634.679 |
| Begin S. Appr. Slab | 15+34.112 | -21.001 | 634.688 | 634.688 |
| S. C Brg. S. Appr. Slab | 15+34.880 | -21.014 | 634.701 | 634.701 |
| 1A | 15+45.009 | -21.149 | 634.873 | 634.891 |
| 1B | 15+55.139 | -21.222 | 635.043 | 635.074 |
| 1C | 15+65.271 | -21.234 | 635.212 | 635.246 |
| 1D | 15+75.402 | -21.184 | 635.379 | 635.405 |
| 1E | 15+85.531 | -21.072 | 635.545 | 635.556 |
| N. C Brg. S. Appr. Slab | 15+91.334 | -20.980 | 635.640 | 635.640 |
| End S. Appr. Slab | 15+92.101 | -20.966 | 635.652 | 635.652 |

BEAM NO. 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------------|-----------|---------|------------------------------|--|
| Bk. S. Appr. Bent | 15+33.452 | -15.739 | 634.992 | 634.992 |
| Begin S. Appr. Slab | 15+33.957 | -15.747 | 635.000 | 635.000 |
| S. C Brg. S. Appr. Slab | 15+34.722 | -15.760 | 635.013 | 635.013 |
| 1A | 15+44.819 | -15.896 | 635.185 | 635.207 |
| 1B | 15+54.916 | -15.971 | 635.354 | 635.391 |
| 1C | 15+65.015 | -15.984 | 635.523 | 635.564 |
| 1D | 15+75.113 | -15.936 | 635.690 | 635.722 |
| 1E | 15+85.210 | -15.826 | 635.855 | 635.868 |
| N. C Brg. S. Appr. Slab | 15+90.994 | -15.735 | 635.949 | 635.949 |
| End S. Appr. Slab | 15+91.759 | -15.722 | 635.962 | 635.962 |

BEAM NO. 3

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------------|-----------|---------|------------------------------|--|
| Bk. S. Appr. Bent | 15+33.301 | -10.485 | 635.304 | 635.304 |
| Begin S. Appr. Slab | 15+33.804 | -10.494 | 635.313 | 635.313 |
| S. C Brg. S. Appr. Slab | 15+34.566 | -10.507 | 635.326 | 635.326 |
| 1A | 15+44.630 | -10.644 | 635.497 | 635.519 |
| 1B | 15+54.696 | -10.720 | 635.666 | 635.703 |
| 1C | 15+64.761 | -10.735 | 635.834 | 635.875 |
| 1D | 15+74.827 | -10.688 | 636.000 | 636.032 |
| 1E | 15+84.892 | -10.579 | 636.165 | 636.178 |
| N. C Brg. S. Appr. Slab | 15+90.658 | -10.490 | 636.259 | 636.259 |
| End S. Appr. Slab | 15+91.419 | -10.477 | 636.271 | 636.271 |

BEAM NO. 4

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------------|-----------|--------|------------------------------|--|
| Bk. S. Appr. Bent | 15+33.149 | -5.232 | 635.617 | 635.617 |
| Begin S. Appr. Slab | 15+33.652 | -5.241 | 635.625 | 635.625 |
| S. C Brg. S. Appr. Slab | 15+34.412 | -5.254 | 635.638 | 635.638 |
| 1A | 15+44.443 | -5.392 | 635.808 | 635.830 |
| 1B | 15+54.476 | -5.469 | 635.977 | 636.014 |
| 1C | 15+64.510 | -5.485 | 636.144 | 636.185 |
| 1D | 15+74.542 | -5.440 | 636.310 | 636.342 |
| 1E | 15+84.575 | -5.334 | 636.475 | 636.488 |
| N. C Brg. S. Appr. Slab | 15+90.322 | -5.245 | 636.569 | 636.569 |
| End S. Appr. Slab | 15+91.082 | -5.232 | 636.581 | 636.581 |

BEAM NO. 5

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------------|-----------|--------|------------------------------|--|
| Bk. S. Appr. Bent | 15+32.999 | 0.022 | 635.929 | 635.929 |
| Begin S. Appr. Slab | 15+33.500 | 0.013 | 635.938 | 635.938 |
| S. C Brg. S. Appr. Slab | 15+34.257 | 0.000 | 635.951 | 635.951 |
| 1A | 15+44.257 | -0.140 | 636.120 | 636.142 |
| 1B | 15+54.257 | -0.218 | 636.288 | 636.325 |
| 1C | 15+64.259 | -0.236 | 636.455 | 636.496 |
| 1D | 15+74.261 | -0.192 | 636.621 | 636.653 |
| 1E | 15+84.260 | -0.088 | 636.785 | 636.798 |
| N. C Brg. S. Appr. Slab | 15+89.989 | 0.000 | 636.878 | 636.878 |
| End S. Appr. Slab | 15+90.747 | 0.013 | 636.890 | 636.890 |

BEAM NO. 6

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------------|-----------|--------|------------------------------|--|
| Bk. S. Appr. Bent | 15+32.850 | 5.275 | 636.242 | 636.242 |
| Begin S. Appr. Slab | 15+33.350 | 5.267 | 636.250 | 636.250 |
| S. C Brg. S. Appr. Slab | 15+34.104 | 5.253 | 636.263 | 636.263 |
| 1A | 15+44.072 | 5.113 | 636.432 | 636.450 |
| 1B | 15+54.041 | 5.033 | 636.600 | 636.631 |
| 1C | 15+64.010 | 5.014 | 636.766 | 636.800 |
| 1D | 15+73.979 | 5.056 | 636.931 | 636.957 |
| 1E | 15+83.948 | 5.159 | 637.095 | 637.106 |
| N. C Brg. S. Appr. Slab | 15+89.658 | 5.245 | 637.188 | 637.188 |
| End S. Appr. Slab | 15+90.413 | 5.258 | 637.200 | 637.200 |

EAST GUTTER LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------------|-----------|--------|------------------------------|--|
| Bk. S. Appr. Bent | 15+32.774 | 8.000 | 636.404 | 636.404 |
| Begin S. Appr. Slab | 15+33.271 | 8.000 | 636.413 | 636.413 |
| S. C Brg. S. Appr. Slab | 15+34.025 | 8.000 | 636.426 | 636.426 |
| 1A | 15+43.970 | 8.000 | 636.604 | 636.604 |
| 1B | 15+53.919 | 8.000 | 636.776 | 636.776 |
| 1C | 15+63.869 | 8.000 | 636.943 | 636.943 |
| 1D | 15+73.823 | 8.000 | 637.105 | 637.105 |
| 1E | 15+83.780 | 8.000 | 637.263 | 637.263 |
| N. C Brg. S. Appr. Slab | 15+89.485 | 8.000 | 637.350 | 637.350 |
| End S. Appr. Slab | 15+90.240 | 8.000 | 637.362 | 637.362 |

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|----------|-----|
| DESIGNED | ADL |
| CHECKED | WLW |
| DRAWN | BGJ |
| CHECKED | WLW |

TOP OF SLAB ELEVATIONS
RAMP B OVER FAP RTE 310
SECTION 60-15HB-3
MADISON COUNTY
STATION 17+72.64 (RAMP B)
SN 060-0332