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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. 1.	*	MADISON	93	30
F. A. P. 308				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

* 60-15HB-3 Contract No. 76706

SHEET NO. 8
47 SHEETS

GIRDER NO. 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. S. Abut.	15+92.329	-5.083	636.609	636.609
2A	16+02.360	-5.083	636.758	636.804
2B	16+12.391	-5.083	636.902	636.991
2C	16+22.422	-5.083	637.041	637.169
2D	16+32.453	-5.083	637.175	637.338
2E	16+42.484	-5.083	637.304	637.494
2F	16+52.515	-5.083	637.428	637.639
2G	16+62.546	-5.083	637.546	637.769
2H	16+72.578	-5.083	637.660	637.888
2I	16+82.609	-5.083	637.769	637.994
2J	16+92.640	-5.083	637.872	638.086
2K	17+02.671	-5.083	637.971	638.168
2L	17+12.702	-5.083	638.064	638.239
2M	17+22.733	-5.083	638.153	638.300
2N	17+32.764	-5.083	638.236	638.355
2O	17+42.795	-5.083	638.314	638.403
2P	17+52.826	-5.083	638.387	638.449
2Q	17+62.857	-5.083	638.455	638.491
2R	17+72.888	-5.083	638.518	638.535
☉ Pier #1	17+87.444	-5.083	638.601	638.601
3A	17+97.475	-5.083	638.652	638.651
3B	18+07.506	-5.083	638.697	638.705
3C	18+17.537	-5.083	638.738	638.759
3D	18+27.568	-5.083	638.773	638.814
3E	18+37.599	-5.083	638.803	638.863
3F	18+47.630	-5.083	638.829	638.912
3G	18+57.662	-5.083	638.849	638.952
3H	18+67.693	-5.083	638.864	638.987
3I	18+77.724	-5.083	638.874	639.013
3J	18+87.755	-5.083	638.879	639.030
3K	18+97.786	-5.083	638.879	639.037
3L	19+07.817	-5.083	638.874	639.033
3M	19+17.848	-5.083	638.864	639.019
3N	19+27.879	-5.083	638.849	638.995
3O	19+37.910	-5.083	638.828	638.958
3P	19+47.941	-5.083	638.803	638.916
3Q	19+57.972	-5.083	638.773	638.863
3R	19+68.003	-5.083	638.737	638.805
3S	19+78.035	-5.083	638.696	638.740
3T	19+88.066	-5.083	638.651	638.676
3U	19+98.097	-5.083	638.600	638.610
☉ Pier #2	20+07.672	-5.083	638.547	638.547
4A	20+17.703	-5.083	638.486	638.487
4B	20+27.734	-5.083	638.421	638.428
4C	20+37.765	-5.083	638.350	638.370
4D	20+47.797	-5.083	638.274	638.308
4E	20+57.828	-5.083	638.193	638.242
4F	20+67.859	-5.083	638.108	638.171
4G	20+77.890	-5.083	638.017	638.091
4H	20+87.921	-5.083	637.920	638.002
4I	20+97.952	-5.083	637.819	637.904
4J	21+07.983	-5.083	637.713	637.797
4K	21+18.014	-5.083	637.602	637.679
4L	21+28.045	-5.083	637.486	637.551
4M	21+38.076	-5.083	637.364	637.413
4N	21+48.107	-5.083	637.238	637.268
☉ Brg. N. Abut.	21+62.128	-5.083	637.053	637.053
Bk. N. Abut.	21+66.236	-5.083	636.996	636.996

GIRDER NO. 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. S. Abut.	15+91.952	0.750	636.953	636.953
2A	16+01.947	0.750	637.102	637.151
2B	16+11.943	0.750	637.246	637.341
2C	16+21.938	0.750	637.384	637.521
2D	16+31.933	0.750	637.518	637.692
2E	16+41.929	0.750	637.647	637.851
2F	16+51.924	0.750	637.770	637.996
2G	16+61.920	0.750	637.889	638.129
2H	16+71.915	0.750	638.003	638.248
2I	16+81.911	0.750	638.111	638.352
2J	16+91.906	0.750	638.215	638.445
2K	17+01.901	0.750	638.313	638.524
2L	17+11.897	0.750	638.407	638.595
2M	17+21.892	0.750	638.495	638.653
2N	17+31.888	0.750	638.579	638.708
2O	17+41.883	0.750	638.657	638.754
2P	17+51.879	0.750	638.731	638.799
2Q	17+61.874	0.750	638.799	638.839
2R	17+71.869	0.750	638.862	638.881
☉ Pier #1	17+86.362	0.750	638.945	638.945
3A	17+96.357	0.750	638.996	638.994
3B	18+06.353	0.750	639.042	639.049
3C	18+16.348	0.750	639.083	639.103
3D	18+26.343	0.750	639.119	639.158
3E	18+36.339	0.750	639.150	639.209
3F	18+46.334	0.750	639.176	639.258
3G	18+56.330	0.750	639.196	639.299
3H	18+66.325	0.750	639.212	639.336
3I	18+76.321	0.750	639.223	639.363
3J	18+86.316	0.750	639.229	639.382
3K	18+96.311	0.750	639.229	639.390
3L	19+06.307	0.750	639.225	639.387
3M	19+16.302	0.750	639.216	639.374
3N	19+26.298	0.750	639.201	639.350
3O	19+36.293	0.750	639.182	639.315
3P	19+46.289	0.750	639.157	639.272
3Q	19+56.284	0.750	639.128	639.220
3R	19+66.279	0.750	639.093	639.163
3S	19+76.275	0.750	639.054	639.099
3T	19+86.270	0.750	639.009	639.035
3U	19+96.266	0.750	638.960	638.970
☉ Pier #2	20+05.755	0.750	638.908	638.908
4A	20+15.750	0.750	638.849	638.850
4B	20+25.745	0.750	638.784	638.792
4C	20+35.741	0.750	638.715	638.736
4D	20+45.736	0.750	638.640	638.675
4E	20+55.732	0.750	638.561	638.612
4F	20+65.727	0.750	638.476	638.541
4G	20+75.723	0.750	638.387	638.464
4H	20+85.718	0.750	638.292	638.377
4I	20+95.713	0.750	638.192	638.281
4J	21+05.709	0.750	638.088	638.175
4K	21+15.704	0.750	637.978	638.058
4L	21+25.700	0.750	637.863	637.931
4M	21+35.695	0.750	637.743	637.794
4N	21+45.691	0.750	637.619	637.651
☉ Brg. N. Abut.	21+59.581	0.750	637.437	637.437
Bk. N. Abut.	21+63.671	0.750	637.382	637.382

GIRDER NO. 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. S. Abut.	15+91.577	6.583	637.297	637.297
2A	16+01.537	6.583	637.446	637.499
2B	16+11.497	6.583	637.589	637.691
2C	16+21.457	6.583	637.728	637.875
2D	16+31.417	6.583	637.861	638.048
2E	16+41.377	6.583	637.990	638.209
2F	16+51.337	6.583	638.113	638.355
2G	16+61.297	6.583	638.232	638.489
2H	16+71.257	6.583	638.345	638.607
2I	16+81.217	6.583	638.454	638.713
2J	16+91.177	6.583	638.557	638.804
2K	17+01.137	6.583	638.656	638.883
2L	17+11.097	6.583	638.750	638.952
2M	17+21.057	6.583	638.838	639.008
2N	17+31.018	6.583	638.922	639.060
2O	17+40.978	6.583	639.000	639.104
2P	17+50.938	6.583	639.074	639.147
2Q	17+60.898	6.583	639.142	639.185
2R	17+70.858	6.583	639.206	639.227
☉ Pier #1	17+85.287	6.583	639.289	639.289
3A	17+95.247	6.583	639.341	639.338
3B	18+05.207	6.583	639.387	639.393
3C	18+15.167	6.583	639.428	639.446
3D	18+25.127	6.583	639.465	639.502
3E	18+35.087	6.583	639.496	639.553
3F	18+45.047	6.583	639.523	639.604
3G	18+55.007	6.583	639.544	639.647
3H	18+64.967	6.583	639.560	639.685
3I	18+74.927	6.583	639.572	639.714
3J	18+84.887	6.583	639.578	639.734
3K	18+94.847	6.583	639.580	639.744
3L	19+04.807	6.583	639.576	639.742
3M	19+14.767	6.583	639.567	639.729
3N	19+24.728	6.583	639.554	639.707
3O	19+34.688	6.583	639.535	639.672
3P	19+44.648	6.583	639.512	639.631
3Q	19+54.608	6.583	639.483	639.577
3R	19+64.568	6.583	639.450	639.521
3S	19+74.528	6.583	639.411	639.457
3T	19+84.488	6.583	639.368	639.394
3U	19+94.448	6.583	639.319	639.329
☉ Pier #2	20+03.851	6.583	639.269	639.269
4A	20+13.811	6.583	639.211	639.211
4B	20+23.771	6.583	639.147	639.155
4C	20+33.731	6.583	639.079	639.100
4D	20+43.691	6.583	639.006	639.042
4E	20+53.651	6.583	638.928	638.980
4F	20+63.611	6.583	638.844	638.912
4G	20+73.571	6.583	638.756	638.837
4H	20+83.531	6.583	638.663	638.752
4I	20+93.491	6.583	638.565	638.658
4J	21+03.452	6.583	638.462	638.553
4K	21+13.412	6.583	638.354	638.438
4L	21+23.372	6.583	638.240	638.311
4M	21+33.332	6.583	638.122	638.176
4N	21+43.292	6.583	637.999	638.032
☉ Brg. N. Abut.	21+57.054	6.583	637.821	637.821
Bk. N. Abut.	21+61.127	6.583	637.766	637.766

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