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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9
S. B. I. F. A. R. 310	*	MADISON	149	76	45 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #76634
* 60-15VB-1 & 2

GIRDER #4

Location	☉ FAP 310		⊗ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+121.282	-23.049	0+075.632	-4.823	199.289	199.289
☉ Brg. E. Abut.	39+122.231	-22.974	0+074.655	-4.737	199.281	199.281
A	39+125.138	-22.752	0+071.666	-4.476	199.256	199.262
B	39+128.046	-22.541	0+068.677	-4.215	199.228	199.237
C	39+130.956	-22.341	0+065.689	-3.954	199.198	199.208
D	39+133.867	-22.152	0+062.700	-3.693	199.165	199.171
E	39+136.779	-21.974	0+059.712	-3.432	199.129	199.132
☉ Brg. Pier #1	39+139.901	-21.797	0+056.510	-3.153	199.088	199.088
F	39+142.816	-21.642	0+053.521	-2.892	199.047	199.051
G	39+145.731	-21.499	0+050.532	-2.631	199.004	199.015
H	39+148.648	-21.367	0+047.544	-2.370	198.962	198.979
I	39+151.566	-21.246	0+044.555	-2.109	198.918	198.939
J	39+154.485	-21.137	0+041.567	-1.848	198.874	198.893
K	39+157.404	-21.038	0+038.578	-1.587	198.830	198.844
L	39+160.325	-20.951	0+035.589	-1.326	198.785	198.792
☉ Brg. Pier #2	39+163.917	-20.860	0+031.913	-1.005	198.729	198.729
M	39+166.839	-20.798	0+028.924	-0.744	198.683	198.683
End	39+168.521	-20.767	0+027.203	-0.594	198.656	198.656
N						
O						
P						
Q						
☉ Brg. W. Abut.						
Bk. W. Abut.						

GIRDER #5

Location	☉ FAP 310		⊗ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+122.027	-20.617	0+074.479	-7.097	199.222	199.222
☉ Brg. E. Abut.	39+122.970	-20.573	0+073.517	-6.983	199.211	199.211
A	39+125.891	-20.446	0+070.538	-6.630	199.179	199.185
B	39+128.812	-20.331	0+067.558	-6.277	199.146	199.154
C	39+131.734	-20.226	0+064.579	-5.924	199.112	199.120
D	39+134.657	-20.133	0+061.600	-5.571	199.079	199.084
E	39+137.581	-20.050	0+058.621	-5.218	199.046	199.046
☉ Brg. Pier #1	39+140.505	-19.979	0+055.642	-4.866	199.013	199.013
F	39+143.429	-19.920	0+052.663	-4.513	198.972	198.976
G	39+146.354	-19.871	0+049.683	-4.160	198.928	198.940
H	39+149.280	-19.834	0+046.704	-3.807	198.890	198.908
I	39+152.205	-19.808	0+043.725	-3.454	198.850	198.872
J	39+155.131	-19.794	0+040.746	-3.101	198.809	198.829
K	39+158.057	-19.790	0+037.767	-2.748	198.768	198.783
L	39+160.982	-19.798	0+034.788	-2.395	198.727	198.735
☉ Brg. Pier #2	39+164.298	-19.821	0+031.411	-1.995	198.680	198.680
M	39+167.224	-19.852	0+028.432	-1.642	198.637	198.637
N	39+170.149	-19.895	0+025.453	-1.289	198.595	198.596
O	39+173.074	-19.950	0+022.474	-0.936	198.552	198.555
P	39+175.998	-20.015	0+019.494	-0.583	198.508	198.513
Q	39+178.922	-20.092	0+016.515	-0.230	198.465	198.469
☉ Brg. W. Abut.	39+181.845	-20.180	0+013.536	0.123	198.420	198.420
Bk. W. Abut.	39+182.789	-20.211	0+012.574	0.237	198.406	198.406

GIRDER #6

Location	☉ FAP 310		⊗ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+122.747	-18.281	0+073.372	-9.282	199.140	199.140
☉ Brg. E. Abut.	39+123.693	-18.239	0+072.410	-9.168	199.128	199.128
A	39+126.622	-18.115	0+069.430	-8.815	199.092	199.098
B	39+129.552	-18.001	0+066.451	-8.462	199.055	199.064
C	39+132.483	-17.900	0+063.472	-8.109	199.018	199.027
D	39+135.415	-17.809	0+060.493	-7.756	198.980	198.985
E	39+138.347	-17.730	0+057.514	-7.403	198.942	198.944
☉ Brg. Pier #1	39+141.279	-17.662	0+054.535	-7.050	198.903	198.903
F	39+144.213	-17.605	0+051.555	-6.698	198.864	198.869
G	39+147.146	-17.560	0+048.576	-6.345	198.825	198.838
H	39+150.080	-17.526	0+045.597	-5.992	198.785	198.805
I	39+153.014	-17.503	0+042.618	-5.639	198.745	198.768
J	39+155.948	-17.492	0+039.639	-5.286	198.704	198.726
K	39+158.882	-17.491	0+036.660	-4.933	198.663	198.678
L	39+161.817	-17.502	0+033.680	-4.580	198.622	198.629
☉ Brg. Pier #2	39+165.142	-17.528	0+030.304	-4.180	198.574	198.574
M	39+168.076	-17.564	0+027.325	-3.827	198.532	198.533
N	39+171.009	-17.610	0+024.346	-3.474	198.489	198.494
O	39+173.942	-17.668	0+021.366	-3.121	198.446	198.454
P	39+176.875	-17.737	0+018.387	-2.768	198.403	198.412
Q	39+179.807	-17.817	0+015.408	-2.415	198.359	198.364
☉ Brg. W. Abut.	39+182.738	-17.908	0+012.429	-2.062	198.314	198.314
Bk. W. Abut.	39+183.685	-17.940	0+011.467	-1.948	198.300	198.300

GIRDER #7

Location	☉ FAP 310		⊗ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+123.471	-15.946	0+072.265	-11.467	199.035	199.035
☉ Brg. E. Abut.	39+124.420	-15.905	0+071.302	-11.353	199.023	199.023
A	39+127.358	-15.783	0+068.323	-11.000	198.987	198.993
B	39+130.297	-15.673	0+065.344	-10.647	198.949	198.958
C	39+133.236	-15.574	0+062.365	-10.294	198.912	198.921
D	39+136.177	-15.487	0+059.386	-9.941	198.874	198.879
E	39+139.117	-15.410	0+056.407	-9.588	198.836	198.838
☉ Brg. Pier #1	39+142.059	-15.345	0+053.427	-9.235	198.797	198.797
F	39+145.000	-15.292	0+050.448	-8.882	198.758	198.763
G	39+147.942	-15.249	0+047.469	-8.530	198.718	198.731
H	39+150.885	-15.218	0+044.490	-8.177	198.679	198.699
I	39+153.827	-15.199	0+041.511	-7.824	198.638	198.661
J	39+156.770	-15.190	0+038.532	-7.471	198.597	198.619
K	39+159.713	-15.193	0+035.552	-7.118	198.556	198.571
L	39+162.655	-15.207	0+032.573	-6.765	198.515	198.522
☉ Brg. Pier #2	39+165.990	-15.237	0+029.197	-6.365	198.467	198.467
M	39+168.932	-15.276	0+026.218	-6.012	198.425	198.426
N	39+171.874	-15.325	0+023.238	-5.659	198.382	198.387
O	39+174.816	-15.386	0+020.259	-5.306	198.339	198.348
P	39+177.757	-15.459	0+017.280	-4.953	198.295	198.304
Q	39+180.697	-15.542	0+014.301	-4.600	198.251	198.257
☉ Brg. W. Abut.	39+183.637	-15.637	0+011.322	-4.247	198.206	198.206
Bk. W. Abut.	39+184.586	-15.670	0+010.359	-4.133	198.192	198.192

DESIGNED	ADL
CHECKED	WLW
DRAWN	KTH
CHECKED	WLW

TOP OF SLAB ELEVATIONS
FAP RTE 310 (IL RTE 255) SB & RAMP D OVER
UNION PACIFIC & KANSAS CITY SOUTHERN R.R.
SECTION 60-15VB-1 & 2
MADISON COUNTY
STATION 39+160.297
STRUCTURE NUMBER 060-0311