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ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
S. R. L.	*	MADISON	149	77
F. A. P. 310				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

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

SHEET NO. 10
45 SHEETS

GIRDER #8

Location	☐ FAP 310		☐ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+124.200	-13.612	0+071.158	-13.652	198.898	198.898
☐ Brg. E. Abut.	39+125.152	-13.572	0+070.195	-13.538	198.886	198.886
A	39+128.098	-13.453	0+067.216	-13.185	198.850	198.856
B	39+131.046	-13.346	0+064.237	-12.832	198.812	198.821
C	39+133.994	-13.250	0+061.258	-12.479	198.775	198.784
D	39+136.943	-13.165	0+058.279	-12.126	198.737	198.742
E	39+139.892	-13.092	0+055.299	-11.773	198.698	198.700
☐ Brg. Pier #1	39+142.842	-13.030	0+052.320	-11.420	198.660	198.660
F	39+145.793	-12.979	0+049.341	-11.067	198.620	198.625
G	39+148.743	-12.940	0+046.362	-10.714	198.581	198.594
H	39+151.694	-12.912	0+043.383	-10.361	198.541	198.561
I	39+154.646	-12.895	0+040.404	-10.009	198.500	198.523
J	39+157.597	-12.890	0+037.424	-9.656	198.459	198.481
K	39+160.548	-12.896	0+034.445	-9.303	198.418	198.433
L	39+163.499	-12.914	0+031.466	-8.950	198.377	198.384
☐ Brg. Pier #2	39+166.444	-12.947	0+028.090	-8.550	198.329	198.329
M	39+169.394	-12.989	0+025.110	-8.197	198.286	198.287
N	39+172.345	-13.042	0+022.131	-7.844	198.243	198.248
O	39+175.294	-13.106	0+019.152	-7.491	198.200	198.209
P	39+178.244	-13.182	0+016.173	-7.138	198.156	198.165
Q	39+181.192	-13.269	0+013.194	-6.785	198.112	198.118
☐ Brg. W. Abut.	39+184.141	-13.367	0+010.215	-6.432	198.067	198.067
Bk. W. Abut.	39+185.493	-13.402	0+009.252	-6.318	198.053	198.053

GIRDER #9

Location	☐ FAP 310		☐ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+124.933	-11.279	0+070.050	-15.837	198.761	198.761
☐ Brg. E. Abut.	39+125.888	-11.239	0+069.088	-15.723	198.750	198.750
A	39+128.843	-11.123	0+066.109	-15.370	198.713	198.719
B	39+131.799	-11.019	0+063.130	-15.017	198.675	198.684
C	39+134.756	-10.926	0+060.151	-14.664	198.638	198.647
D	39+137.714	-10.844	0+057.171	-14.311	198.600	198.605
E	39+140.672	-10.774	0+054.192	-13.958	198.561	198.563
☐ Brg. Pier #1	39+143.631	-10.715	0+051.213	-13.605	198.522	198.522
F	39+146.590	-10.667	0+048.234	-13.252	198.483	198.488
G	39+149.549	-10.631	0+045.255	-12.899	198.443	198.456
H	39+152.509	-10.606	0+042.276	-12.546	198.403	198.423
I	39+155.468	-10.593	0+039.296	-12.193	198.362	198.385
J	39+158.428	-10.591	0+036.317	-11.841	198.321	198.342
K	39+161.388	-10.600	0+033.338	-11.488	198.280	198.294
L	39+164.348	-10.621	0+030.359	-11.135	198.238	198.245
☐ Brg. Pier #2	39+167.302	-10.658	0+026.982	-10.735	198.190	198.190
M	39+170.261	-10.703	0+024.003	-10.382	198.148	198.149
N	39+173.220	-10.759	0+021.024	-10.029	198.105	198.110
O	39+176.178	-10.827	0+018.045	-9.676	198.061	198.070
P	39+179.136	-10.906	0+015.066	-9.323	198.017	198.026
Q	39+182.093	-10.997	0+012.087	-8.970	197.973	197.979
☐ Brg. W. Abut.	39+185.049	-11.098	0+009.107	-8.617	197.928	197.928
Bk. W. Abut.	39+186.404	-11.134	0+008.145	-8.503	197.914	197.914

GIRDER #10

Location	☐ FAP 310		☐ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+125.670	-8.946	0+068.943	-18.022	198.625	198.625
☐ Brg. E. Abut.	39+126.628	-8.907	0+067.981	-17.908	198.613	198.613
A	39+129.592	-8.794	0+065.002	-17.555	198.576	198.582
B	39+132.557	-8.693	0+062.023	-17.202	198.538	198.547
C	39+135.523	-8.602	0+059.043	-16.849	198.501	198.510
D	39+138.489	-8.524	0+056.064	-16.496	198.462	198.467
E	39+141.456	-8.456	0+053.085	-16.143	198.424	198.426
☐ Brg. Pier #1	39+144.424	-8.400	0+050.106	-15.790	198.385	198.385
F	39+147.391	-8.356	0+047.127	-15.437	198.345	198.350
G	39+150.360	-8.323	0+044.148	-15.084	198.305	198.318
H	39+153.328	-8.301	0+041.168	-14.731	198.265	198.283
I	39+156.296	-8.291	0+038.189	-14.378	198.224	198.246
J	39+159.265	-8.292	0+035.210	-14.025	198.183	198.203
K	39+162.233	-8.305	0+032.231	-13.673	198.142	198.156
L	39+165.201	-8.329	0+029.252	-13.320	198.100	198.106
☐ Brg. Pier #2	39+168.169	-8.370	0+025.875	-12.920	198.052	198.052
M	39+171.133	-8.418	0+022.896	-12.567	198.009	198.010
N	39+174.100	-8.478	0+019.917	-12.214	197.966	197.972
O	39+177.067	-8.549	0+016.938	-11.861	197.922	197.931
P	39+180.033	-8.631	0+013.959	-11.508	197.878	197.887
Q	39+183.000	-8.725	0+010.979	-11.155	197.834	197.841
☐ Brg. W. Abut.	39+186.063	-8.831	0+008.000	-10.802	197.789	197.789
Bk. W. Abut.	39+187.321	-8.867	0+007.038	-10.688	197.775	197.775

GIRDER #11

Location	☐ FAP 310		☐ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+126.412	-6.614	0+067.836	-20.207	198.488	198.488
☐ Brg. E. Abut.	39+127.372	-6.576	0+066.874	-20.093	198.476	198.476
A	39+130.346	-6.466	0+063.895	-19.740	198.439	198.445
B	39+133.319	-6.367	0+060.915	-19.387	198.401	198.410
C	39+136.294	-6.280	0+057.936	-19.034	198.363	198.372
D	39+139.269	-6.204	0+054.957	-18.681	198.325	198.331
E	39+142.245	-6.140	0+051.978	-18.328	198.286	198.288
☐ Brg. Pier #1	39+145.221	-6.087	0+048.999	-17.975	198.247	198.247
F	39+148.198	-6.046	0+046.020	-17.622	198.208	198.213
G	39+151.175	-6.016	0+043.040	-17.269	198.168	198.181
H	39+154.152	-5.997	0+040.061	-16.916	198.127	198.146
I	39+157.129	-5.990	0+037.082	-16.563	198.086	198.109
J	39+160.106	-5.994	0+034.103	-16.210	198.045	198.067
K	39+163.083	-6.010	0+031.124	-15.857	198.004	198.018
L	39+166.060	-6.038	0+028.144	-15.505	197.962	197.969
☐ Brg. Pier #2	39+169.043	-6.082	0+024.768	-15.105	197.914	197.914
M	39+172.020	-6.134	0+021.789	-14.752	197.871	197.872
N	39+175.000	-6.197	0+018.810	-14.399	197.827	197.832
O	39+178.075	-6.272	0+015.831	-14.046	197.784	197.792
P	39+181.155	-6.358	0+012.851	-13.693	197.740	197.749
Q	39+184.240	-6.455	0+009.872	-13.340	197.695	197.701
☐ Brg. W. Abut.	39+187.323	-6.564	0+006.893	-12.987	197.650	197.650
Bk. W. Abut.	39+188.413	-6.602	0+005.931	-12.873	197.635	197.635

GIRDERS 12 & 13

Location	☐ FAP 310		☐ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
at Girder 1	39+168.485	-23.378	0+027.511	2.000	198.766	198.766
at Girder 2	39+168.497	-22.521	0+027.410	1.148	198.730	198.730
at Girder 3	39+168.509	-21.663	0+027.309	0.297	198.694	198.694
at Girder 4	39+168.521	-20.767	0+027.203	-0.594	198.656	198.656
at Girder 5	39+168.534	-19.870	0+027.098	-1.484	198.614	198.614

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