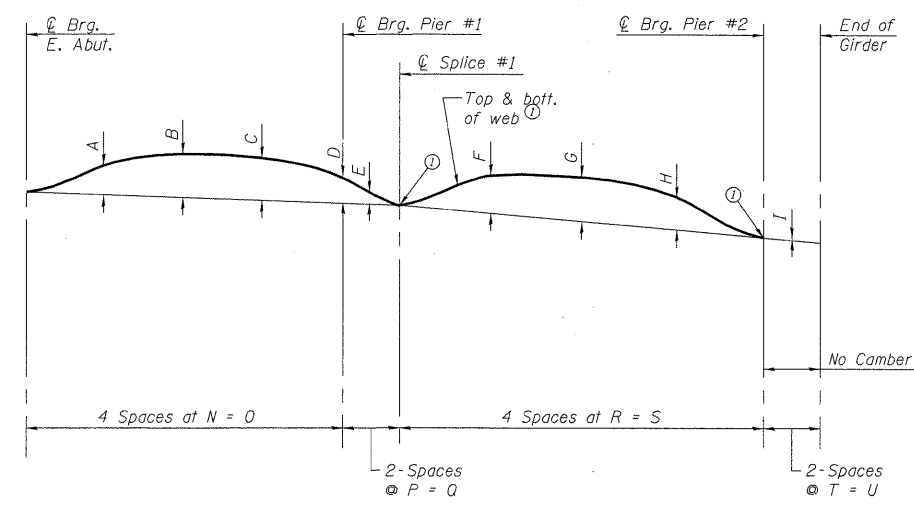
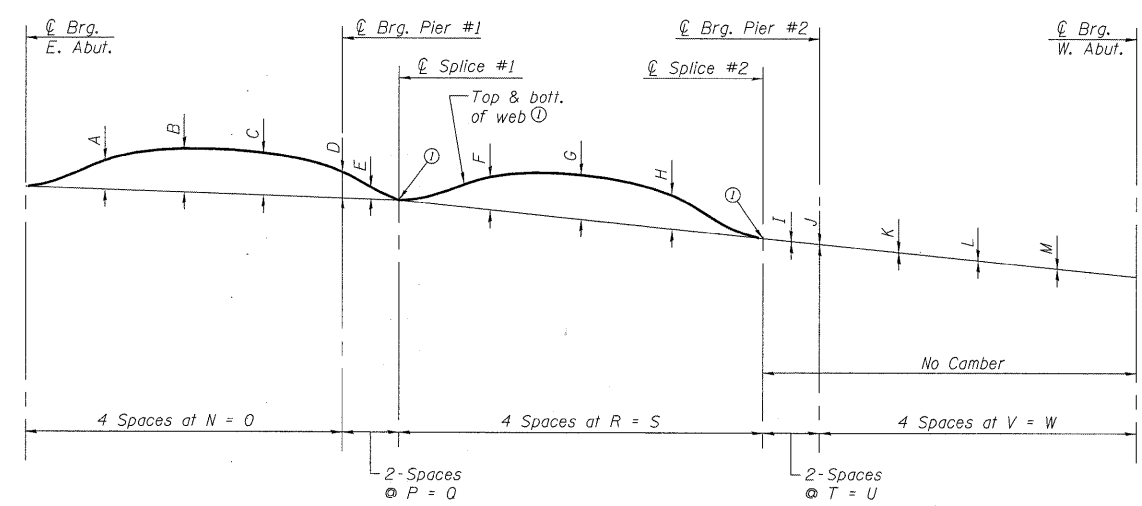


CAMBER DIAGRAM (GIRDERS 6-11)
① Theoretical elevation before dead load deflection



CAMBER DIAGRAM (GIRDERS 2 & 4)
① Theoretical elevation before dead load deflection



CAMBER DIAGRAM (GIRDERS 1, 3, & 5)
① Theoretical elevation before dead load deflection

GIRDER	TOP OF WEB ELEVATIONS						
	⊕ Brg. E. Abut.	⊕ Brg. Pier #1	Splice #1 *	Splice #2 *	⊕ Brg. Pier #2	⊕ Brg. W. Abut.	End of Girder
1	199.212	199.054	198.995	198.667	198.629	198.266	
2	199.156	198.985	198.925		198.580		198.483
3	199.096	198.914	198.852	198.559	198.531	198.219	
4	199.033	198.840	198.778		198.481		198.409
5	198.963	198.765	198.703	198.453	198.432	198.172	
6	198.880	198.655	198.597	198.348	198.326	198.066	
7	198.775	198.549	198.491	198.241	198.219	197.958	
8	198.638	198.412	198.353	198.102	198.081	197.819	
9	198.502	198.274	198.216	197.964	197.942	197.680	
10	198.365	198.137	198.077	198.077	198.804	197.541	
11	198.228	197.999	197.941	197.687	197.666	197.402	

Elevations for fabrication use only.
* Top of web elevation before dead load deflection.
See sheet 24 of 45 for Camber Diagram Dimensions.

GIRDER DETAILS
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

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DESIGNED	ADL
CHECKED	WLW
DRAWN	RJP
CHECKED	WLW