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5/7/2009

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**GIRDER #1**

Location	FAP 310		Ramp C		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+133.037	6.420	0+279.300	-18.820	198.604	198.604
⊕ Brg. E. Abut.	39+134.003	6.450	0+280.222	-18.732	198.592	198.592
A	39+137.027	6.534	0+283.108	-18.466	198.553	198.555
B	39+140.052	6.607	0+285.996	-18.217	198.514	198.516
C	39+143.077	6.668	0+288.887	-17.984	198.475	198.476
D	39+146.102	6.718	0+291.781	-17.767	198.435	198.435
⊕ Brg. Pier #1	39+149.733	6.762	0+295.256	-17.529	198.386	198.386
E	39+152.760	6.786	0+298.155	-17.349	198.345	198.351
F	39+155.786	6.798	0+301.055	-17.186	198.304	198.317
G	39+158.812	6.799	0+303.957	-17.039	198.262	198.281
H	39+161.839	6.788	0+306.860	-16.908	198.219	198.240
I	39+164.865	6.765	0+309.765	-16.794	198.177	198.196
J	39+167.891	6.731	0+312.670	-16.697	198.133	198.147
K	39+170.917	6.685	0+315.577	-16.616	198.090	198.097
⊕ Brg. Pier #2	39+174.345	6.619	0+318.872	-16.545	198.040	198.040
L	39+177.370	6.549	0+321.780	-16.500	197.995	197.995
M	39+180.394	6.466	0+324.689	-16.471	197.950	197.950
N	39+183.417	6.372	0+327.598	-16.459	197.905	197.907
O	39+186.440	6.267	0+330.507	-16.464	197.859	197.861
⊕ Brg. W. Abut.	39+190.066	6.125	0+333.997	-16.491	197.803	197.803
Bk. W. Abut.	39+191.031	6.084	0+334.926	-16.503	197.788	197.788

**GIRDER #2**

Location	FAP 310		Ramp C		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+133.894	8.978	0+279.967	-16.215	198.453	198.453
⊕ Brg. E. Abut.	39+134.863	9.006	0+280.893	-16.128	198.441	198.441
A	39+137.897	9.087	0+283.793	-15.866	198.402	198.404
B	39+140.932	9.157	0+286.696	-15.621	198.363	198.365
C	39+143.967	9.214	0+289.601	-15.392	198.323	198.324
D	39+147.003	9.261	0+292.509	-15.180	198.283	198.283
⊕ Brg. Pier #1	39+150.646	9.300	0+296.001	-14.947	198.234	198.234
E	39+153.682	9.321	0+298.914	-14.771	198.193	198.199
F	39+156.718	9.330	0+301.828	-14.612	198.151	198.164
G	39+159.755	9.327	0+304.744	-14.469	198.109	198.128
H	39+162.791	9.312	0+307.661	-14.343	198.067	198.088
I	39+165.827	9.286	0+310.580	-14.234	198.024	198.043
J	39+168.863	9.248	0+313.499	-14.141	197.981	197.995
K	39+171.898	9.198	0+316.420	-14.065	197.937	197.944
⊕ Brg. Pier #2	39+175.338	9.128	0+319.731	-14.000	197.887	197.887
L	39+178.372	9.054	0+322.653	-13.959	197.842	197.842
M	39+181.406	8.967	0+325.575	-13.936	197.797	197.798
N	39+184.439	8.869	0+328.497	-13.929	197.751	197.753
O	39+187.472	8.760	0+331.420	-13.939	197.705	197.707
⊕ Brg. W. Abut.	39+191.109	8.613	0+334.927	-13.972	197.649	197.649
Bk. W. Abut.	39+192.077	8.571	0+335.860	-13.985	197.634	197.634

**GIRDER #3**

Location	FAP 310		Ramp C		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+134.756	11.534	0+280.640	-13.611	198.302	198.302
⊕ Brg. E. Abut.	39+135.729	11.561	0+281.570	-13.525	198.290	198.290
A	39+138.773	11.639	0+284.485	-13.267	198.251	198.253
B	39+141.818	11.705	0+287.402	-13.026	198.212	198.214
C	39+144.863	11.760	0+290.322	-12.801	198.172	198.173
D	39+147.909	11.802	0+293.244	-12.593	198.131	198.131
⊕ Brg. Pier #1	39+151.564	11.838	0+296.753	-12.365	198.082	198.082
E	39+154.611	11.855	0+299.680	-12.194	198.041	198.047
F	39+157.657	11.860	0+302.608	-12.039	197.999	198.012
G	39+160.703	11.853	0+305.538	-11.901	197.957	197.976
H	39+163.749	11.835	0+308.470	-11.779	197.915	197.936
I	39+166.795	11.805	0+311.402	-11.675	197.872	197.891
J	39+169.841	11.764	0+314.336	-11.587	197.828	197.842
K	39+172.886	11.710	0+317.271	-11.516	197.784	197.791
⊕ Brg. Pier #2	39+176.337	11.636	0+320.597	-11.456	197.734	197.734
L	39+179.381	11.557	0+323.533	-11.420	197.689	197.689
M	39+182.425	11.467	0+326.469	-11.402	197.644	197.645
N	39+185.468	11.365	0+329.406	-11.400	197.598	197.600
O	39+188.510	11.252	0+332.342	-11.415	197.552	197.554
⊕ Brg. W. Abut.	39+192.159	11.100	0+335.865	-11.455	197.496	197.496
Bk. W. Abut.	39+193.130	11.057	0+336.803	-11.470	197.481	197.481

DESIGNED	ADL
CHECKED	WLW
DRAWN	ADL/DGM
CHECKED	WLW

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
P.A.P. 310	*	MADISON	149	39
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	36 SHEETS
		Contract #76634 * 60-15VB-1 & 2		

**GIRDER #4**

Location	FAP 310		Ramp C		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+135.625	14.089	0+281.319	-11.008	198.151	198.151
⊕ Brg. E. Abut.	39+136.601	14.116	0+282.254	-10.924	198.139	198.139
A	39+139.655	14.190	0+285.183	-10.669	198.100	198.102
B	39+142.710	14.253	0+288.115	-10.432	198.060	198.062
C	39+145.766	14.304	0+291.049	-10.211	198.020	198.021
D	39+148.821	14.343	0+293.986	-10.007	197.980	197.980
⊕ Brg. Pier #1	39+152.489	14.374	0+297.512	-9.785	197.930	197.930
E	39+155.545	14.388	0+300.453	-9.618	197.889	197.895
F	39+158.602	14.389	0+303.396	-9.467	197.847	197.860
G	39+161.658	14.379	0+306.341	-9.334	197.805	197.824
H	39+164.714	14.357	0+309.286	-9.217	197.762	197.783
I	39+167.770	14.323	0+312.233	-9.117	197.719	197.738
J	39+170.826	14.278	0+315.181	-9.034	197.675	197.689
K	39+173.881	14.221	0+318.130	-8.968	197.631	197.638
⊕ Brg. Pier #2	39+177.343	14.142	0+321.472	-8.913	197.581	197.581
L	39+180.397	14.059	0+324.422	-8.883	197.536	197.536
M	39+183.451	13.965	0+327.372	-8.869	197.491	197.492
N	39+186.503	13.860	0+330.322	-8.873	197.445	197.447
O	39+189.555	13.742	0+333.272	-8.893	197.398	197.400
⊕ Brg. W. Abut.	39+193.216	13.586	0+336.812	-8.940	197.342	197.342
Bk. W. Abut.	39+194.190	13.541	0+337.754	-8.956	197.327	197.327

**GIRDER #5**

Location	FAP 310		Ramp C		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+136.499	16.644	0+282.005	-8.406	198.029	198.029
⊕ Brg. E. Abut.	39+137.478	16.669	0+282.945	-8.323	198.019	198.019
A	39+140.543	16.740	0+285.889	-8.073	197.989	197.991
B	39+143.608	16.799	0+288.835	-7.839	197.958	197.960
C	39+146.674	16.847	0+291.784	-7.623	197.926	197.927
D	39+149.740	16.882	0+294.735	-7.423	197.891	197.891
⊕ Brg. Pier #1	39+153.419	16.910	0+298.279	-7.205	197.848	197.848
E	39+156.486	16.919	0+301.235	-7.043	197.810	197.816
F	39+159.552	16.917	0+304.192	-6.897	197.770	197.783
G	39+162.619	16.903	0+307.150	-6.768	197.728	197.747
H	39+165.685	16.878	0+310.111	-6.656	197.684	197.705
I	39+168.751	16.840	0+313.072	-6.561	197.639	197.658
J	39+171.817	16.791	0+316.034	-6.482	197.591	197.605
K	39+174.882	16.730	0+318.997	-6.421	197.542	197.549
⊕ Brg. Pier #2	39+178.355	16.647	0+322.356	-6.372	197.484	197.484
L	39+181.419	16.561	0+325.320	-6.347	197.432	197.432
M	39+184.483	16.463	0+328.284	-6.339	197.381	197.382
N	39+187.545	16.353	0+331.248	-6.347	197.329	197.331
O	39+190.607	16.231	0+334.212	-6.373	197.276	197.278
⊕ Brg. W. Abut.	39+194.279	16.070	0+337.768	-6.426	197.213	197.213
Bk. W. Abut.	39+195.257	16.024	0+338.715	-6.444	197.196	197.196

TOP OF SLAB ELEVATIONS  
FAP RTE. 310 (IL RTE. 255) NB & RAMP C OVER  
UNION PACIFIC & KANSAS CITY SOUTHERN R.R.  
SECTION 60-15VB-1 & 2  
MADISON COUNTY  
STATION 39+160.297  
STRUCTURE NUMBER 060-0310