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**PROFILE GRADE (S.B.L.) FAP 310**

Location	☉ FAP 310		☉ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+125.907	-8.200	0+068.589	-18.720	198.581	198.581
☉ Brg. E. Abut.	39+126.853	-8.200	0+067.645	-18.570	198.571	198.571
A	39+129.784	-8.200	0+064.719	-18.112	198.541	198.547
B	39+132.718	-8.200	0+061.788	-17.665	198.509	198.518
C	39+135.656	-8.200	0+058.852	-17.227	198.477	198.486
D	39+138.598	-8.200	0+055.910	-16.801	198.443	198.448
E	39+141.543	-8.200	0+052.963	-16.385	198.409	198.411
☉ Brg. Pier #1	39+144.493	-8.200	0+050.010	-15.979	198.373	198.373
F	39+147.446	-8.200	0+047.052	-15.585	198.336	198.341
G	39+150.403	-8.200	0+044.089	-15.201	198.298	198.311
H	39+153.364	-8.200	0+041.120	-14.827	198.259	198.279
I	39+156.329	-8.200	0+038.145	-14.465	198.219	198.242
J	39+159.298	-8.200	0+035.166	-14.113	198.178	198.200
K	39+162.272	-8.200	0+032.180	-13.772	198.136	198.151
L	39+165.249	-8.200	0+029.190	-13.442	198.092	198.099
☉ Brg. Pier #2	39+168.229	-8.200	0+025.793	-13.082	198.042	198.042
M	39+171.616	-8.200	0+022.790	-12.775	197.996	197.997
N	39+174.608	-8.200	0+019.782	-12.480	197.949	197.954
O	39+177.603	-8.200	0+016.768	-12.195	197.901	197.910
P	39+180.604	-8.200	0+013.749	-11.922	197.852	197.861
Q	39+183.609	-8.200	0+010.723	-11.661	197.802	197.808
☉ Brg. W. Abut.	39+186.619	-8.200	0+007.692	-11.410	197.751	197.751
Bk. W. Abut.	39+187.592	-8.200	0+006.712	-11.331	197.734	197.734

**CROSS SLOPE BREAKOVER LINE (4.9 m LT OF RAMP D)**

Location	☉ FAP 310		☉ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+121.307	-22.966	0+075.592	-4.900	199.287	199.287
☉ Brg. E. Abut.	39+122.285	-22.800	0+074.572	-4.900	199.276	199.276
A	39+125.286	-22.298	0+071.444	-4.900	199.243	199.249
B	39+128.300	-21.807	0+068.306	-4.900	199.205	199.214
C	39+131.329	-21.325	0+065.156	-4.900	199.163	199.172
D	39+134.374	-20.854	0+061.993	-4.900	199.116	199.122
E	39+137.438	-20.393	0+058.815	-4.900	199.066	199.069
☉ Brg. Pier #1	39+140.517	-19.943	0+055.624	-4.900	199.011	199.011
F	39+143.577	-19.508	0+052.457	-4.900	198.953	198.957
G	39+146.622	-19.088	0+049.308	-4.900	198.891	198.903
End	39+146.709	-19.076	0+049.218	-4.900	198.889	198.901
H						
I						
J						
K						
L						
☉ Brg. Pier #2						
M						
N						
O						
P						
Q						
☉ Brg. W. Abut.						
Bk. W. Abut.						

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7
S. B. L.	*	MADISON	149	74	45 SHEETS
F. A. R. 310					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

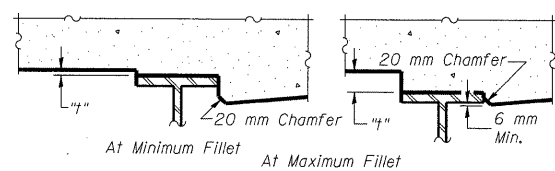
Contract #76634  
\* 60-15VB-1 & 2

**CROSS SLOPE BREAKOVER LINE AND OPTIONAL LONG. BONDED CONST. JT. (10.8 m LT OF LOCAL TANGENT)**

Location	☉ FAP 310		☉ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+122.274	-19.815	0+074.099	-7.848	199.207	199.207
☉ Brg. E. Abut.	39+123.218	-19.771	0+073.137	-7.734	199.196	199.196
A	39+126.141	-19.645	0+070.157	-7.381	199.159	199.165
B	39+129.066	-19.530	0+067.178	-7.028	199.122	199.131
C	39+131.991	-19.427	0+064.199	-6.675	199.085	199.094
D	39+134.917	-19.334	0+061.220	-6.322	199.047	199.052
E	39+137.843	-19.253	0+058.241	-5.969	199.009	199.011
☉ Brg. Pier #1	39+140.770	-19.183	0+055.261	-5.616	198.971	198.971
F	39+143.698	-19.125	0+052.282	-5.263	198.932	198.937
G	39+146.626	-19.077	0+049.303	-4.910	198.892	198.905
H	39+149.554	-19.041	0+046.324	-4.557	198.853	198.872
I	39+152.483	-19.016	0+043.345	-4.204	198.813	198.836
J	39+155.411	-19.003	0+040.366	-3.851	198.772	198.793
K	39+158.340	-19.000	0+037.386	-3.498	198.731	198.746
L	39+161.268	-19.009	0+034.407	-3.146	198.690	198.698
☉ Brg. Pier #2	39+164.587	-19.033	0+031.031	-2.746	198.642	198.642
M	39+167.516	-19.066	0+028.052	-2.393	198.600	198.601
N	39+170.444	-19.110	0+025.073	-2.040	198.557	198.560
O	39+173.371	-19.166	0+022.093	-1.687	198.514	198.520
P	39+176.299	-19.233	0+019.114	-1.334	198.471	198.478
Q	39+179.225	-19.311	0+016.135	-0.981	198.427	198.431
☉ Brg. W. Abut.	39+182.151	-19.400	0+013.156	-0.628	198.383	198.383
Bk. W. Abut.	39+183.096	-19.431	0+012.193	-0.514	198.368	198.368

**CROSS SLOPE BREAKOVER LINE (7.2 m LT OF LOCAL TANGENT)**

Location	☉ FAP 310		☉ Ramp D		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Station	Offset	Station	Offset		
Bk. E. Abut.	39+123.405	-16.160	0+072.366	-11.267	199.047	199.047
☉ Brg. E. Abut.	39+124.354	-16.118	0+071.404	-11.153	199.036	199.036
A	39+127.291	-15.996	0+068.424	-10.800	198.999	199.005
B	39+130.229	-15.886	0+065.445	-10.448	198.962	198.971
C	39+133.167	-15.787	0+062.466	-10.095	198.924	198.933
D	39+136.107	-15.699	0+059.487	-9.742	198.887	198.892
E	39+139.047	-15.622	0+056.508	-9.389	198.848	198.850
☉ Brg. Pier #1	39+141.987	-15.557	0+053.528	-9.036	198.810	198.810
F	39+144.928	-15.503	0+050.549	-8.683	198.771	198.776
G	39+147.870	-15.460	0+047.570	-8.330	198.731	198.744
H	39+150.811	-15.429	0+044.591	-7.977	198.691	198.711
I	39+153.753	-15.409	0+041.612	-7.624	198.651	198.674
J	39+156.695	-15.400	0+038.633	-7.271	198.610	198.632
K	39+159.637	-15.403	0+035.653	-6.918	198.569	198.584
L	39+162.579	-15.417	0+032.674	-6.565	198.527	198.534
☉ Brg. Pier #2	39+165.913	-15.446	0+029.298	-6.165	198.480	198.480
M	39+168.854	-15.485	0+026.319	-5.812	198.437	198.438
N	39+171.795	-15.534	0+023.340	-5.460	198.395	198.400
O	39+174.736	-15.595	0+020.360	-5.107	198.351	198.360
P	39+177.676	-15.667	0+017.381	-4.754	198.308	198.317
Q	39+180.616	-15.750	0+014.402	-4.401	198.264	198.270
☉ Brg. W. Abut.	39+183.555	-15.845	0+011.423	-4.048	198.219	198.219
Bk. W. Abut.	39+184.504	-15.878	0+010.460	-3.934	198.205	198.205



DESIGNED	ADL
CHECKED	WLW
DRAWN	KTH
CHECKED	WLW

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection" shown above and on Sheets #8 thru #10 of 45, minus slab thickness, equals the fillet height "t" above the top flange of the girders.

**FILLET HEIGHTS**

**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**