

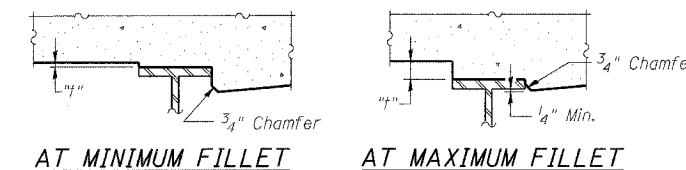
ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	29
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	
BRIDGE SHEET S13 OF S114				CONTRACT NO. 94450

GIRDER 1 AND GIRDER 6, UNIT 2

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊙ Pier 4 (Span 5)	1026+91.58	-21.875	423.746	423.746
5A	1027+01.58	-21.875	423.811	423.930
5B	1027+11.58	-21.875	423.874	424.112
5C	1027+21.58	-21.875	423.935	424.275
5D	1027+31.58	-21.875	423.994	424.433
5E	1027+41.58	-21.875	424.052	424.561
5F	1027+51.58	-21.875	424.107	424.683
5G	1027+61.58	-21.875	424.161	424.769
5H	1027+71.58	-21.875	424.212	424.847
5J	1027+81.58	-21.875	424.262	424.889
5K	1027+91.58	-21.875	424.310	424.922
5L	1028+01.58	-21.875	424.356	424.924
5M	1028+11.58	-21.875	424.400	424.916
5N	1028+21.58	-21.875	424.443	424.887
5P	1028+31.58	-21.875	424.483	424.852
5Q	1028+41.58	-21.875	424.522	424.807
5R	1028+51.58	-21.875	424.558	424.765
5S	1028+61.58	-21.875	424.593	424.729
5T	1028+71.58	-21.875	424.626	424.700
5U	1028+81.58	-21.875	424.657	424.683
⊕ Pier 5 & ⊕ Brg.	1028+87.00	-21.875	424.673	424.673
6A	1028+97.00	-21.875	424.701	424.690
6B	1029+07.00	-21.875	424.727	424.705
6C	1029+17.00	-21.875	424.751	424.747
6D	1029+27.00	-21.875	424.773	424.798
6E	1029+37.00	-21.875	424.794	424.854
6F	1029+47.00	-21.875	424.812	424.916
6G	1029+57.00	-21.875	424.829	424.974
6H	1029+67.00	-21.875	424.844	425.026
6J	1029+77.00	-21.875	424.857	425.076
6K	1029+87.00	-21.875	424.868	425.107
6L	1029+97.00	-21.875	424.877	425.133
6M	1030+07.00	-21.875	424.884	425.142
6N	1030+17.00	-21.875	424.890	425.140
6P	1030+27.00	-21.875	424.893	425.127
6Q	1030+37.00	-21.875	424.895	425.099
6R	1030+47.00	-21.875	424.894	425.068
6S	1030+57.00	-21.875	424.892	425.025
6T	1030+67.00	-21.875	424.888	424.981
6U	1030+77.00	-21.875	424.882	424.940
6V	1030+87.00	-21.875	424.874	424.898
6W	1030+97.00	-21.875	424.864	424.871
⊕ Pier 6 & ⊕ Brg.	1031+07.00	-21.875	424.853	424.855
7A	1031+14.00	-21.875	424.844	424.844
7B	1031+24.00	-21.875	424.829	424.861
7C	1031+34.00	-21.875	424.812	424.877
7D	1031+44.00	-21.875	424.793	424.912
7E	1031+54.00	-21.875	424.773	424.954
7F	1031+64.00	-21.875	424.750	424.995
7G	1031+74.00	-21.875	424.726	425.036
7H	1031+84.00	-21.875	424.700	425.073
7I	1031+94.00	-21.875	424.672	425.093
7J	1032+04.00	-21.875	424.642	425.112
7K	1032+14.00	-21.875	424.610	425.101
7L	1032+24.00	-21.875	424.576	425.087
7M	1032+34.00	-21.875	424.541	425.048
7N	1032+44.00	-21.875	424.503	424.995
7P	1032+54.00	-21.875	424.464	424.928
7Q	1032+64.00	-21.875	424.422	424.839
7R	1032+74.00	-21.875	424.379	424.746
7S	1032+84.00	-21.875	424.334	424.633
7T	1032+94.00	-21.875	424.287	424.517
7U	1033+04.00	-21.875	424.238	424.404
7V	1033+14.00	-21.875	424.188	424.290
7W	1033+24.00	-21.875	424.139	424.194
7X	1033+34.00	-21.875	424.089	424.111

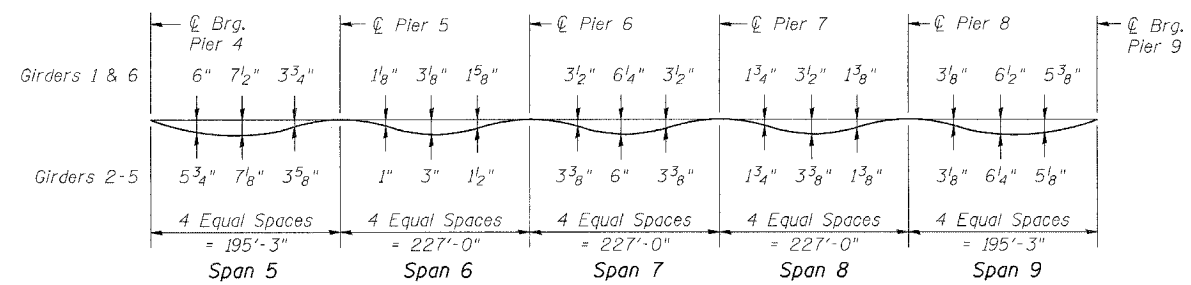
GIRDER 1 AND GIRDER 6, UNIT 2 (Continued)

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Pier 7 & ⊕ Brg.	1033+41.00	-21.875	424.054	424.054
8A	1033+51.00	-21.875	424.004	424.009
8B	1033+61.00	-21.875	423.954	423.964
8C	1033+71.00	-21.875	423.904	423.943
8D	1033+81.00	-21.875	423.854	423.930
8E	1033+91.00	-21.875	423.804	423.921
8F	1034+01.00	-21.875	423.754	423.915
8G	1034+11.00	-21.875	423.704	423.908
8H	1034+21.00	-21.875	423.654	423.891
8J	1034+31.00	-21.875	423.604	423.875
8K	1034+41.00	-21.875	423.554	423.837
8L	1034+51.00	-21.875	423.504	423.797
8M	1034+61.00	-21.875	423.454	423.739
8N	1034+71.00	-21.875	423.404	423.672
8P	1034+81.00	-21.875	423.354	423.597
8Q	1034+91.00	-21.875	423.304	423.509
8R	1035+01.00	-21.875	423.254	423.420
8S	1035+11.00	-21.875	423.204	423.324
8T	1035+21.00	-21.875	423.154	423.229
8U	1035+31.00	-21.875	423.104	423.143
8V	1035+41.00	-21.875	423.054	423.060
8W	1035+51.00	-21.875	423.004	422.997
8X	1035+61.00	-21.875	422.954	422.951
⊕ Pier 8 & ⊕ Brg.	1035+68.00	-21.875	422.919	422.919
9A	1035+78.00	-21.875	422.869	422.908
9B	1035+88.00	-21.875	422.819	422.899
9C	1035+98.00	-21.875	422.769	422.909
9D	1036+08.00	-21.875	422.719	422.921
9E	1036+18.00	-21.875	422.669	422.942
9F	1036+28.00	-21.875	422.619	422.963
9G	1036+38.00	-21.875	422.569	422.977
9H	1036+48.00	-21.875	422.519	422.987
9J	1036+58.00	-21.875	422.469	422.979
9K	1036+68.00	-21.875	422.419	422.963
9L	1036+78.00	-21.875	422.369	422.923
9M	1036+88.00	-21.875	422.319	422.873
9N	1036+98.00	-21.875	422.269	422.796
9P	1037+08.00	-21.875	422.219	422.708
9Q	1037+18.00	-21.875	422.169	422.596
9R	1037+28.00	-21.875	422.119	422.474
9S	1037+38.00	-21.875	422.069	422.333
9T	1037+48.00	-21.875	422.019	422.185
9U	1037+58.00	-21.875	421.969	422.028
⊕ Brg. ⊙ Pier 9 (Span 9)	1037+63.42	-21.875	421.942	421.942



To determine "t": After all structural steel has been erected, elevations at the top flanges of the girders shall be taken at intervals shown in the tables. These elevations, subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection" minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS - 72" WEB HYBRID GIRDER
(Fascia Girder Shown)



DEAD LOAD DEFLECTION DIAGRAM - UNIT 2

(Includes Weight of Deck & Parapet Concrete Only)

Note:
The above deflections are not for use in the field if the Engineer is working from the Theoretical Grade Elevations Adjusted for Dead Load Deflection.

NOTES:

- Offsets provided are for first girder listed. Offsets for second girder listed are equal and opposite.
- Unit 2 elevations adjusted for dead load deflection take required pour sequence into account. See sheet S26 for pour sequence.

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR

**DECK ELEVATIONS
UNIT 2**

benesch
alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
Job No. 3426

SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

DESIGNED	ADD
CHECKED	KWS
DRAWN	VH
CHECKED	ADD

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