

GIRDER 2 AND GIRDER 5, UNIT 2

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊕ Pier 4 (Span 5)	1026+91.58	-13.125	423.921	423.921
5A	1027+01.58	-13.125	423.986	424.101
5B	1027+11.58	-13.125	424.049	424.278
5C	1027+21.58	-13.125	424.110	424.437
5D	1027+31.58	-13.125	424.169	424.592
5E	1027+41.58	-13.125	424.227	424.718
5F	1027+51.58	-13.125	424.282	424.836
5G	1027+61.58	-13.125	424.336	424.922
5H	1027+71.58	-13.125	424.387	424.998
5J	1027+81.58	-13.125	424.437	425.041
5K	1027+91.58	-13.125	424.485	425.074
5L	1028+01.58	-13.125	424.531	425.078
5M	1028+11.58	-13.125	424.575	425.072
5N	1028+21.58	-13.125	424.618	425.046
5P	1028+31.58	-13.125	424.658	425.013
5Q	1028+41.58	-13.125	424.697	424.972
5R	1028+51.58	-13.125	424.733	424.933
5S	1028+61.58	-13.125	424.768	424.899
5T	1028+71.58	-13.125	424.801	424.872
5U	1028+81.58	-13.125	424.832	424.857
⊕ Pier 5 & ⊕ Brg.	1028+87.00	-13.125	424.848	424.848
6A	1028+97.00	-13.125	424.876	424.865
6B	1029+07.00	-13.125	424.902	424.881
6C	1029+17.00	-13.125	424.926	424.922
6D	1029+27.00	-13.125	424.948	424.973
6E	1029+37.00	-13.125	424.969	425.027
6F	1029+47.00	-13.125	424.987	425.087
6G	1029+57.00	-13.125	425.004	425.144
6H	1029+67.00	-13.125	425.019	425.195
6J	1029+77.00	-13.125	425.032	425.244
6K	1029+87.00	-13.125	425.043	425.274
6L	1029+97.00	-13.125	425.052	425.300
6M	1030+07.00	-13.125	425.059	425.308
6N	1030+17.00	-13.125	425.065	425.306
6P	1030+27.00	-13.125	425.068	425.294
6Q	1030+37.00	-13.125	425.070	425.267
6R	1030+47.00	-13.125	425.069	425.237
6S	1030+57.00	-13.125	425.067	425.196
6T	1030+67.00	-13.125	425.063	425.153
6U	1030+77.00	-13.125	425.057	425.113
6V	1030+87.00	-13.125	425.049	425.072
6W	1030+97.00	-13.125	425.039	425.046
6X	1031+07.00	-13.125	425.028	425.030
⊕ Pier 6 & ⊕ Brg.	1031+14.00	-13.125	425.019	425.019
7A	1031+24.00	-13.125	425.004	425.035
7B	1031+34.00	-13.125	424.987	425.050
7C	1031+44.00	-13.125	424.968	425.083
7D	1031+54.00	-13.125	424.948	425.122
7E	1031+64.00	-13.125	424.925	425.161
7F	1031+74.00	-13.125	424.901	425.200
7G	1031+84.00	-13.125	424.875	425.234
7H	1031+94.00	-13.125	424.847	425.253
7J	1032+04.00	-13.125	424.817	425.269
7K	1032+14.00	-13.125	424.785	425.258
7L	1032+24.00	-13.125	424.751	425.243
7M	1032+34.00	-13.125	424.716	425.204
7N	1032+44.00	-13.125	424.678	425.152
7P	1032+54.00	-13.125	424.639	425.086
7Q	1032+64.00	-13.125	424.597	424.999
7R	1032+74.00	-13.125	424.554	424.908
7S	1032+84.00	-13.125	424.509	424.797
7T	1032+94.00	-13.125	424.462	424.684
7U	1033+04.00	-13.125	424.413	424.573
7V	1033+14.00	-13.125	424.363	424.462
7W	1033+24.00	-13.125	424.314	424.367
7X	1033+34.00	-13.125	424.264	424.286

GIRDER 2 AND GIRDER 5, UNIT 2 (Continued)

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Pier 7 & ⊕ Brg.	1033+41.00	-13.125	424.229	424.229
8A	1033+51.00	-13.125	424.179	424.184
8B	1033+61.00	-13.125	424.129	424.139
8C	1033+71.00	-13.125	424.079	424.116
8D	1033+81.00	-13.125	424.029	424.102
8E	1033+91.00	-13.125	423.979	424.092
8F	1034+01.00	-13.125	423.929	424.085
8G	1034+11.00	-13.125	423.879	424.076
8H	1034+21.00	-13.125	423.829	424.058
8J	1034+31.00	-13.125	423.779	424.040
8K	1034+41.00	-13.125	423.729	424.002
8L	1034+51.00	-13.125	423.679	423.961
8M	1034+61.00	-13.125	423.629	423.904
8N	1034+71.00	-13.125	423.579	423.838
8P	1034+81.00	-13.125	423.529	423.764
8Q	1034+91.00	-13.125	423.479	423.677
8R	1035+01.00	-13.125	423.429	423.590
8S	1035+11.00	-13.125	423.379	423.495
8T	1035+21.00	-13.125	423.329	423.401
8U	1035+31.00	-13.125	423.279	423.317
8V	1035+41.00	-13.125	423.229	423.235
8W	1035+51.00	-13.125	423.179	423.173
8X	1035+61.00	-13.125	423.129	423.126
⊕ Pier 8 & ⊕ Brg.	1035+68.00	-13.125	423.094	423.094
9A	1035+78.00	-13.125	423.044	423.082
9B	1035+88.00	-13.125	422.994	423.071
9C	1035+98.00	-13.125	422.944	423.079
9D	1036+08.00	-13.125	422.894	423.089
9E	1036+18.00	-13.125	422.844	423.107
9F	1036+28.00	-13.125	422.794	423.125
9G	1036+38.00	-13.125	422.744	423.137
9H	1036+48.00	-13.125	422.694	423.145
9J	1036+58.00	-13.125	422.644	423.135
9K	1036+68.00	-13.125	422.594	423.118
9L	1036+78.00	-13.125	422.544	423.078
9M	1036+88.00	-13.125	422.494	423.027
9N	1036+98.00	-13.125	422.444	422.952
9P	1037+08.00	-13.125	422.394	422.865
9Q	1037+18.00	-13.125	422.344	422.756
9R	1037+28.00	-13.125	422.294	422.636
9S	1037+38.00	-13.125	422.244	422.498
9T	1037+48.00	-13.125	422.194	422.354
9U	1037+58.00	-13.125	422.144	422.201
⊕ Brg. ⊕ Pier 9 (Span 9)	1037+63.42	-13.125	422.117	422.117

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	30
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S14 OF S114 CONTRACT 94450

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6/26/2007

DESIGNED	ADD
CHECKED	KWS
DRAWN	VH
CHECKED	ADD

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
312-565-5450
Job No. 3426

SN: 093-0021 (IL)/9502700 (IN)
WABASH CO., IL.

STA. 1036+27
DATE: JUNE 15, 2007