

GIRDER 3 AND GIRDER 4, UNIT 2

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊕ Pier 4 (Span 5)	1026+91.58	-4.375	424.058	424.058
5A	1027+01.58	-4.375	424.123	424.238
5B	1027+11.58	-4.375	424.186	424.415
5C	1027+21.58	-4.375	424.247	424.574
5D	1027+31.58	-4.375	424.306	424.729
5E	1027+41.58	-4.375	424.364	424.854
5F	1027+51.58	-4.375	424.419	424.973
5G	1027+61.58	-4.375	424.473	425.059
5H	1027+71.58	-4.375	424.524	425.135
5J	1027+81.58	-4.375	424.574	425.178
5K	1027+91.58	-4.375	424.622	425.211
5L	1028+01.58	-4.375	424.668	425.215
5M	1028+11.58	-4.375	424.712	425.209
5N	1028+21.58	-4.375	424.755	425.182
5P	1028+31.58	-4.375	424.795	425.150
5Q	1028+41.58	-4.375	424.833	425.109
5R	1028+51.58	-4.375	424.870	425.069
5S	1028+61.58	-4.375	424.905	425.036
5T	1028+71.58	-4.375	424.938	425.009
5U	1028+81.58	-4.375	424.969	424.994
⊕ Pier 5 & ⊕ Brg.	1028+87.00	-4.375	424.984	424.984
6A	1028+97.00	-4.375	425.013	425.002
6B	1029+07.00	-4.375	425.039	425.017
6C	1029+17.00	-4.375	425.063	425.059
6D	1029+27.00	-4.375	425.085	425.110
6E	1029+37.00	-4.375	425.106	425.164
6F	1029+47.00	-4.375	425.124	425.224
6G	1029+57.00	-4.375	425.141	425.281
6H	1029+67.00	-4.375	425.156	425.332
6J	1029+77.00	-4.375	425.169	425.381
6K	1029+87.00	-4.375	425.180	425.410
6L	1029+97.00	-4.375	425.189	425.437
6M	1030+07.00	-4.375	425.196	425.445
6N	1030+17.00	-4.375	425.201	425.443
6P	1030+27.00	-4.375	425.205	425.431
6Q	1030+37.00	-4.375	425.207	425.404
6R	1030+47.00	-4.375	425.206	425.374
6S	1030+57.00	-4.375	425.204	425.333
6T	1030+67.00	-4.375	425.200	425.290
6U	1030+77.00	-4.375	425.194	425.250
6V	1030+87.00	-4.375	425.186	425.209
6W	1030+97.00	-4.375	425.176	425.183
6X	1031+07.00	-4.375	425.165	425.167
⊕ Pier 6 & ⊕ Brg.	1031+14.00	-4.375	425.155	425.155
7A	1031+24.00	-4.375	425.141	425.172
7B	1031+34.00	-4.375	425.124	425.187
7C	1031+44.00	-4.375	425.105	425.220
7D	1031+54.00	-4.375	425.085	425.259
7E	1031+64.00	-4.375	425.062	425.298
7F	1031+74.00	-4.375	425.038	425.337
7G	1031+84.00	-4.375	425.012	425.371
7H	1031+94.00	-4.375	424.984	425.389
7J	1032+04.00	-4.375	424.954	425.406
7K	1032+14.00	-4.375	424.922	425.395
7L	1032+24.00	-4.375	424.888	425.380
7M	1032+34.00	-4.375	424.853	425.341
7N	1032+44.00	-4.375	424.815	425.288
7P	1032+54.00	-4.375	424.776	425.222
7Q	1032+64.00	-4.375	424.734	425.135
7R	1032+74.00	-4.375	424.691	425.044
7S	1032+84.00	-4.375	424.646	424.933
7T	1032+94.00	-4.375	424.599	424.821
7U	1033+04.00	-4.375	424.550	424.710
7V	1033+14.00	-4.375	424.500	424.598
7W	1033+24.00	-4.375	424.450	424.504
7X	1033+34.00	-4.375	424.400	424.422

GIRDER 3 AND GIRDER 4, UNIT 2 (Continued)

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Pier 7 & ⊕ Brg.	1033+41.00	-4.375	424.365	424.365
8A	1033+51.00	-4.375	424.315	424.320
8B	1033+61.00	-4.375	424.265	424.276
8C	1033+71.00	-4.375	424.215	424.253
8D	1033+81.00	-4.375	424.165	424.239
8E	1033+91.00	-4.375	424.116	424.229
8F	1034+01.00	-4.375	424.066	424.222
8G	1034+11.00	-4.375	424.016	424.213
8H	1034+21.00	-4.375	423.966	424.195
8J	1034+31.00	-4.375	423.916	424.177
8K	1034+41.00	-4.375	423.866	424.139
8L	1034+51.00	-4.375	423.816	424.098
8M	1034+61.00	-4.375	423.766	424.041
8N	1034+71.00	-4.375	423.716	423.975
8P	1034+81.00	-4.375	423.666	423.901
8Q	1034+91.00	-4.375	423.616	423.814
8R	1035+01.00	-4.375	423.566	423.726
8S	1035+11.00	-4.375	423.516	423.632
8T	1035+21.00	-4.375	423.466	423.538
8U	1035+31.00	-4.375	423.416	423.454
8V	1035+41.00	-4.375	423.366	423.371
8W	1035+51.00	-4.375	423.316	423.310
8X	1035+61.00	-4.375	423.266	423.263
⊕ Pier 8 & ⊕ Brg.	1035+68.00	-4.375	423.231	423.231
9A	1035+78.00	-4.375	423.181	423.219
9B	1035+88.00	-4.375	423.131	423.208
9C	1035+98.00	-4.375	423.081	423.216
9D	1036+08.00	-4.375	423.031	423.225
9E	1036+18.00	-4.375	422.981	423.244
9F	1036+28.00	-4.375	422.931	423.262
9G	1036+38.00	-4.375	422.881	423.274
9H	1036+48.00	-4.375	422.831	423.282
9J	1036+58.00	-4.375	422.781	423.272
9K	1036+68.00	-4.375	422.731	423.255
9L	1036+78.00	-4.375	422.681	423.215
9M	1036+88.00	-4.375	422.631	423.164
9N	1036+98.00	-4.375	422.581	423.089
9P	1037+08.00	-4.375	422.531	423.002
9Q	1037+18.00	-4.375	422.481	422.892
9R	1037+28.00	-4.375	422.431	422.773
9S	1037+38.00	-4.375	422.381	422.635
9T	1037+48.00	-4.375	422.331	422.491
9U	1037+58.00	-4.375	422.281	422.337
⊕ Brg. ⊕ Pier 9 (Span 9)	1037+63.42	-4.375	422.254	422.254

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	31
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	
BRIDGE SHEET S15 OF S114				CONTRACT NO. 94450

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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  
312-556-0450  
Job No. 3426

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

STA. 1036+27  
DATE: JUNE 15, 2007