

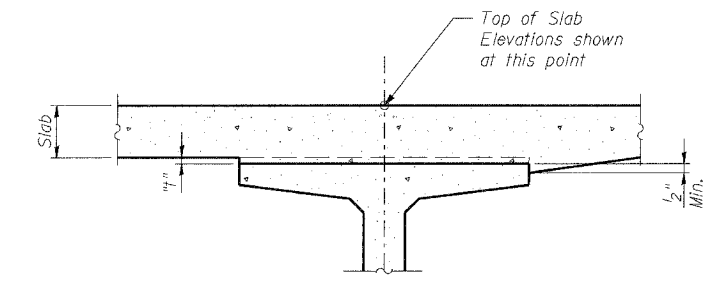
ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	33
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	
BRIDGE SHEET S17 OF S114				CONTRACT NO. 94450

GIRDER 1 AND GIRDER 6, UNIT 3

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊙ Brg. ⊙ Pier 9 (Span 10)	1037+66.67	-21.458	421.934	421.934
10A	1037+76.67	-21.458	421.884	421.915
10B	1037+86.67	-21.458	421.834	421.895
10C	1037+96.67	-21.458	421.785	421.871
10D	1038+06.67	-21.458	421.735	421.840
10E	1038+16.67	-21.458	421.685	421.801
10F	1038+26.67	-21.458	421.635	421.754
10G	1038+36.67	-21.458	421.585	421.699
10H	1038+46.67	-21.458	421.535	421.634
10I	1038+56.67	-21.458	421.485	421.562
10K	1038+66.67	-21.458	421.435	421.485
10L	1038+76.67	-21.458	421.385	421.406
⊙ Brg. ⊙ Pier 10 (Span 10)	1038+83.75	-21.458	421.349	421.349
⊙ Brg. ⊙ Pier 10 (Span 11)	1038+86.25	-21.458	421.337	421.337
11A	1038+96.25	-21.458	421.287	421.316
11B	1039+06.25	-21.458	421.237	421.295
11C	1039+16.25	-21.458	421.187	421.269
11D	1039+26.25	-21.458	421.137	421.238
11E	1039+36.25	-21.458	421.087	421.200
11F	1039+46.25	-21.458	421.037	421.154
11G	1039+56.25	-21.458	420.987	421.099
11H	1039+66.25	-21.458	420.937	421.036
11J	1039+76.25	-21.458	420.887	420.965
11K	1039+86.25	-21.458	420.837	420.890
11L	1039+96.25	-21.458	420.787	420.811
⊙ Brg. ⊙ Pier 11 (Span 11)	1040+04.25	-21.458	420.747	420.747
⊙ Brg. ⊙ Pier 11 (Span 12)	1040+05.75	-21.458	420.740	420.740
12A	1040+15.75	-21.458	420.690	420.719
12B	1040+25.75	-21.458	420.640	420.698
12C	1040+35.75	-21.458	420.590	420.673
12D	1040+45.75	-21.458	420.540	420.641
12E	1040+55.75	-21.458	420.490	420.603
12F	1040+65.75	-21.458	420.440	420.557
12G	1040+75.75	-21.458	420.390	420.502
12H	1040+85.75	-21.458	420.340	420.438
12J	1040+95.75	-21.458	420.290	420.368
12K	1041+05.75	-21.458	420.240	420.292
12L	1041+15.75	-21.458	420.190	420.213
⊙ Brg. ⊙ Pier 12 (Span 12)	1041+23.75	-21.458	420.150	420.150
⊙ Brg. ⊙ Pier 12 (Span 13)	1041+26.25	-21.458	420.137	420.137
13A	1041+36.25	-21.458	420.087	420.117
13B	1041+46.25	-21.458	420.037	420.096
13C	1041+56.25	-21.458	419.987	420.072
13D	1041+66.25	-21.458	419.937	420.041
13E	1041+76.25	-21.458	419.887	420.003
13F	1041+86.25	-21.458	419.837	419.957
13G	1041+96.25	-21.458	419.787	419.903
13H	1042+06.25	-21.458	419.737	419.838
13J	1042+16.25	-21.458	419.687	419.767
13K	1042+26.25	-21.458	419.638	419.690
13L	1042+36.25	-21.458	419.588	419.610
⊙ Brg. ⊙ Pier 13 (Span 13)	1042+43.58	-21.458	419.551	419.551

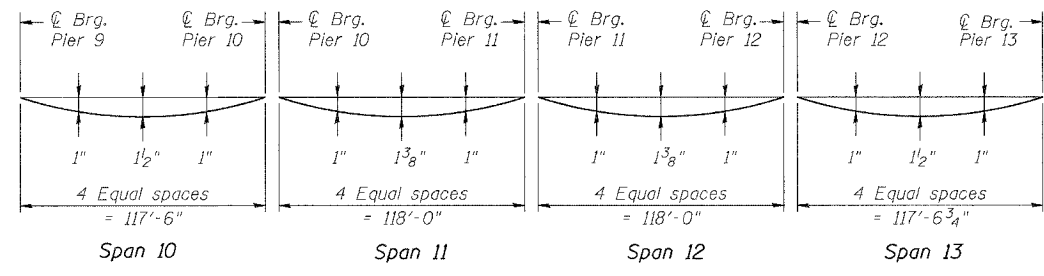
GIRDER 2 AND GIRDER 5, UNIT 3

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊙ Brg. ⊙ Pier 9 (Span 10)	1037+66.67	-12.875	422.106	422.106
10A	1037+76.67	-12.875	422.056	422.087
10B	1037+86.67	-12.875	422.006	422.067
10C	1037+96.67	-12.875	421.956	422.042
10D	1038+06.67	-12.875	421.906	422.011
10E	1038+16.67	-12.875	421.856	421.973
10F	1038+26.67	-12.875	421.806	421.926
10G	1038+36.67	-12.875	421.756	421.871
10H	1038+46.67	-12.875	421.706	421.806
10I	1038+56.67	-12.875	421.656	421.734
10K	1038+66.67	-12.875	421.606	421.657
10L	1038+76.67	-12.875	421.556	421.577
⊙ Brg. ⊙ Pier 10 (Span 10)	1038+83.75	-12.875	421.521	421.521
⊙ Brg. ⊙ Pier 10 (Span 11)	1038+86.25	-12.875	421.508	421.508
11A	1038+96.25	-12.875	421.458	421.488
11B	1039+06.25	-12.875	421.408	421.466
11C	1039+16.25	-12.875	421.359	421.441
11D	1039+26.25	-12.875	421.309	421.410
11E	1039+36.25	-12.875	421.259	421.372
11F	1039+46.25	-12.875	421.209	421.326
11G	1039+56.25	-12.875	421.159	421.271
11H	1039+66.25	-12.875	421.109	421.208
11J	1039+76.25	-12.875	421.059	421.137
11K	1039+86.25	-12.875	421.009	421.061
11L	1039+96.25	-12.875	420.959	420.982
⊙ Brg. ⊙ Pier 11 (Span 11)	1040+04.25	-12.875	420.919	420.919
⊙ Brg. ⊙ Pier 11 (Span 12)	1040+05.75	-12.875	420.911	420.911
12A	1040+15.75	-12.875	420.861	420.891
12B	1040+25.75	-12.875	420.811	420.870
12C	1040+35.75	-12.875	420.761	420.844
12D	1040+45.75	-12.875	420.711	420.813
12E	1040+55.75	-12.875	420.661	420.775
12F	1040+65.75	-12.875	420.611	420.729
12G	1040+75.75	-12.875	420.561	420.674
12H	1040+85.75	-12.875	420.511	420.610
12J	1040+95.75	-12.875	420.461	420.539
12K	1041+05.75	-12.875	420.411	420.463
12L	1041+15.75	-12.875	420.361	420.385
⊙ Brg. ⊙ Pier 12 (Span 12)	1041+23.75	-12.875	420.321	420.321
⊙ Brg. ⊙ Pier 12 (Span 13)	1041+26.25	-12.875	420.309	420.309
13A	1041+36.25	-12.875	420.259	420.288
13B	1041+46.25	-12.875	420.209	420.268
13C	1041+56.25	-12.875	420.159	420.243
13D	1041+66.25	-12.875	420.109	420.213
13E	1041+76.25	-12.875	420.059	420.175
13F	1041+86.25	-12.875	420.009	420.129
13G	1041+96.25	-12.875	419.959	420.074
13H	1042+06.25	-12.875	419.909	420.010
13J	1042+16.25	-12.875	419.859	419.939
13K	1042+26.25	-12.875	419.809	419.862
13L	1042+36.25	-12.875	419.759	419.782
⊙ Brg. ⊙ Pier 13 (Span 13)	1042+43.58	-12.875	419.723	419.723



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown in the tables. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS - 72" BULB-T GIRDER
(Fascia Girder Shown)



DEAD LOAD DEFLECTION DIAGRAM - UNIT 3
(Includes weight of concrete, excluding beams).

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.

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

**DECK ELEVATIONS
UNIT 3**

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

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

DESIGNED	ADD
CHECKED	KWS
DRAWN	VH
CHECKED	ADD

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