

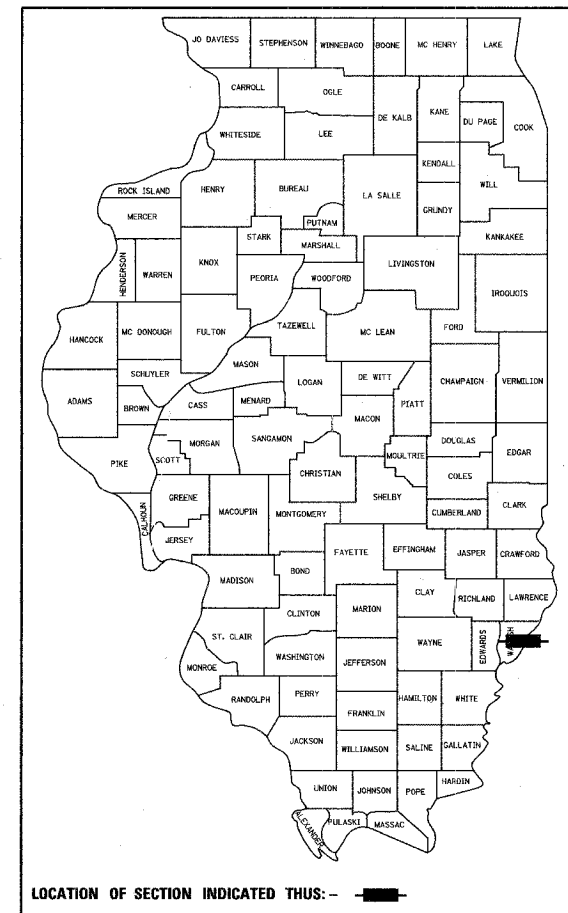
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	12Z-3,12BR	WABASH, IL GIBSON, IN	158 +1 <u>159</u>	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

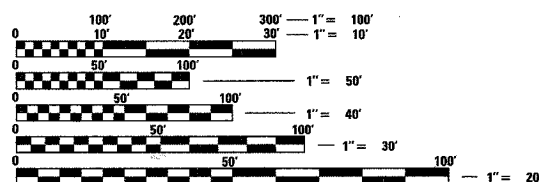
FAP ROUTE 827 (IL 15 / IN 64)
SECTION 12Z-3, 12BR
PROJECT : BRF-HPP-0827(005)
WABASH COUNTY, IL
GIBSON COUNTY, IN
C-97-054-98

FOR INDEX OF SHEETS, SEE SHEET NO. 2



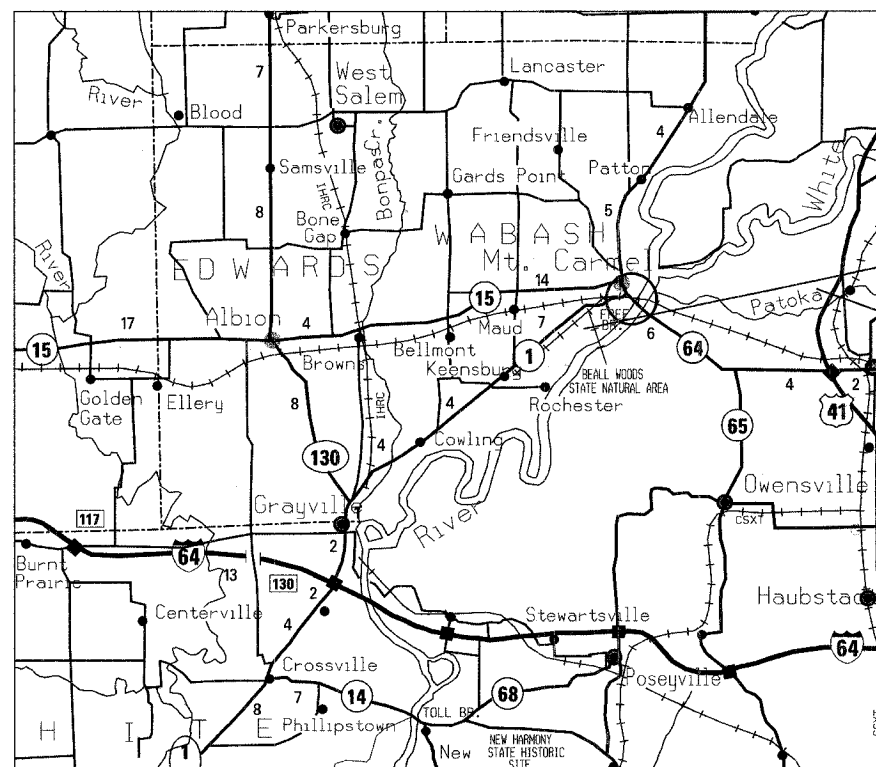
PROJECT ENGINEER: MARK DAUGHERTY (217-342-8341)

ADT (2020) = 9790



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123



PROPOSED PROJECT
SECTION 12Z-3,12BR
WABASH COUNTY
STATION 1036+27



EXPIRATION DATE 11-30-07.
DATE 06-26-07
D.J. Morrill

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED June 28, 2007
Christ H. Reed
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

August 17, 2007
Eric E. Harn/D
Interim ENGINEER OF DESIGN AND ENVIRONMENT

August 17, 2007
Milton R. Sees, P.E./D
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

GROSS LENGTH = 3,316 FT.
NET LENGTH = 2,918 FT.

CONTRACT NO. 94450

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

INDEX OF SHEETS

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2	INDEX OF SHEETS & LIST OF STANDARDS
3	GENERAL NOTES & COMMITMENTS
4	SUMMARY OF QUANTITIES
5	SCHEDULES OF QUANTITIES
6	PROPOSED CENTERLINE TIES
7	EROSION CONTROL PLAN
8	EROSION CONTROL PLAN
9	EROSION CONTROL PLAN
10	EROSION CONTROL PLAN
11	EROSION CONTROL DETAILS
12	BLANK
13	GRADING AND LANDSCAPE PLAN
14	GRADING AND LANDSCAPE PLAN
15	GRADING AND LANDSCAPE PLAN
16	GRADING AND LANDSCAPE PLAN
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18	GENERAL PLAN & ELEVATION - UNIT 2
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20	GENERAL PLAN & ELEVATION - UNIT 4
21	GENERAL NOTES
22	BILL OF MATERIAL & SHEET INDEX
23	TOP OF SLAB ELEVATIONS - PLAN VIEW - UNITS 1 & 2
24	TOP OF SLAB ELEVATIONS - PLAN VIEW - UNITS 3 & 4
25	DECK ELEVATIONS - APPROACH SLAB
26	DECK ELEVATIONS- UNIT 1
27	DECK ELEVATIONS- UNIT 1
28	DECK ELEVATIONS- UNIT 1
29	DECK ELEVATIONS - UNIT 2
30	DECK ELEVATIONS - UNIT 2
31	DECK ELEVATIONS - UNIT 2
32	DECK ELEVATIONS - UNIT 2
33	DECK ELEVATIONS - UNIT 3
34	DECK ELEVATIONS - UNIT 3
35	DECK ELEVATIONS - UNIT 4
36	DECK ELEVATIONS - UNIT 4
37	DECK ELEVATIONS - UNIT 4
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40	DECK REINFORCEMENT PLAN - SPANS 5 AND 6 (UNIT 2)
41	DECK REINFORCEMENT PLAN - SPANS 7 AND 8 (UNIT 2)
42	DECK REINFORCEMENT PLAN - SPAN 9 (UNIT 2)
43	DECK REINFORCEMENT PLAN - SPANS 10, 11, 12 AND 13 (UNIT 3)
44	DECK REINFORCEMENT PLAN - SPANS 14, 15, 16 AND 17 (UNIT 4)
45	DECK REINFORCEMENT PLAN - SPANS 18, 19 AND 20 (UNIT 4)
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47	PARAPET ELEVATION AND RAIL POST SPACING - UNIT 1
48	PARAPET ELEVATION AND RAIL POST SPACING - UNIT 2
49	PARAPET ELEVATION AND RAIL POST SPACING - UNIT 3
50	PARAPET ELEVATION AND RAIL POST SPACING - UNIT 4
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52	DECK DETAILS & BILL OF MATERIAL
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54	FINGER PLATE EXPANSION JOINT - WEST ABUTMENT
55	FINGER PLATE EXPANSION JOINT - PIER 4 & PIER 9
56	FINGER PLATE EXPANSION JOINT - PIER 4 & PIER 9
57	FINGER PLATE EXPANSION JOINT - PIER 13
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64	DIAPHRAGM DETAILS - PIERS 4, 9, 13 & EAST ABUTMENT

SHEET NO. DESCRIPTION

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68	GIRDER FRAMING PLAN - UNIT 3
69	GIRDER FRAMING PLAN - UNIT 4
70	GIRDER FRAMING PLAN - UNIT 4
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77	STEEL PLATE GIRDER - CROSS FRAME DETAILS
78	STEEL PLATE GIRDER - MISCELLANEOUS DETAILS
79	STEEL PLATE GIRDER - SPLICE DETAILS
80	STEEL PLATE GIRDER - CAMBER DIAGRAMS
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83	FIXED LOW PROFILE BEARINGS - PIERS 6 & 7
84	HLMR BEARING DETAILS - GUIDED EXPANSION
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88	EAST ABUTMENT - SECTIONS & DETAILS
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94	PIERS 6, 7 & 8 - FOOTING DETAILS
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100	PIERS 13, 14, 15 & 16 - BILL OF MATERIALS
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103	STEEL H-PILES
104	DRAINAGE SCUPPER DETAILS DS-11
105	BAR SPLICERS
106	SOIL BORING LOGS
107	SOIL BORING LOGS
108	SOIL BORING LOGS
109	SOIL BORING LOGS
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127	SOIL BORING LOGS
128	SOIL BORING LOGS
129	SOIL BORING LOGS
130	SOIL BORING LOGS

SHEET NO. DESCRIPTION

131	EXISTING BRIDGE PLANS
132	EXISTING BRIDGE PLANS
133	EXISTING BRIDGE PLANS
134	EXISTING BRIDGE PLANS
135	EXISTING BRIDGE PLANS
136	EXISTING BRIDGE PLANS
137	EXISTING BRIDGE PLANS
138	EXISTING BRIDGE PLANS
139	EXISTING BRIDGE PLANS
140	EXISTING BRIDGE PLANS
141	EXISTING BRIDGE PLANS
142	EXISTING BRIDGE PLANS
143	EXISTING BRIDGE PLANS
144	EXISTING BRIDGE PLANS
145	EXISTING BRIDGE PLANS
146	EXISTING BRIDGE PLANS
147	EXISTING BRIDGE PLANS
148	EXISTING BRIDGE PLANS
149	EXISTING BRIDGE PLANS
150	CONSTRUCTION BERM CROSS SECTIONS - WEST ABUTMENT
151	CONSTRUCTION BERM CROSS SECTIONS - WEST ABUTMENT
152	CONSTRUCTION BERM CROSS SECTIONS - EAST ABUTMENT
153	CONSTRUCTION BERM CROSS SECTIONS - EAST ABUTMENT
154	CONSTRUCTION BERM CROSS SECTIONS - EAST ABUTMENT
155	PROPOSED CROSS SECTIONS - EAST ABUTMENT
156	PROPOSED CROSS SECTIONS - EAST ABUTMENT
157	PROPOSED CROSS SECTIONS - EAST ABUTMENT
158	PROPOSED CROSS SECTIONS - EAST ABUTMENT
158A.	CONCRETE PARAPET SLIPFORMING OPTION

LIST OF STANDARDS

- IDOT TEMPORARY EROSION CONTROL SYSTEM STANDARD 280001-03
- IDOT APPROACH PAVEMENT STANDARD 420401-05
- IDOT REFLECTOR MARKER STANDARD 635001
- IDOT REFLECTOR MARKER STANDARD 635006-02
- IDOT REFLECTOR MARKER STANDARD 635011-01
- IDOT OFF-ROAD OPERATIONS STANDARD 701006-02
- IDOT LANE CLOSURE STANDARD 701301-02
- IDOT APPROACH PAVEMENT STANDARDS E 609-RCBA-01
- IDOT APPROACH PAVEMENT STANDARDS E 609-RCBA-03
- * IDOT APPROACH PAVEMENT STANDARDS E 609-RCBA-05
- IDOT APPROACH PAVEMENT STANDARDS E 609-RCBA-07
- IDOT APPROACH PAVEMENT STANDARDS E 609-BRJT-01
- IDOT LANDSCAPE SIGNS STANDARD 622-LSSN-01
- 515001-02
- 601101 * IDOT STANDARDS ARE AVAILABLE AT THE IDOT DISTRICT 7 OFFICE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS & LIST OF STANDARDS

SCALE: VERT. DRAWN BY CDF
 HORIZ. CHECKED BY CDF
 DATE 06/15/07



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 Chicago, Illinois 60601
 312-565-0450
 Job No. 3426

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	3
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT _____		

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2007, AND THE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL OBTAIN CONSTRUCTION PERMITS OR PERMIT ADDENDA FROM THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES (IDNR), OFFICE OF WATER RESOURCES AND THE INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF WATER FOR ANY TEMPORARY CONSTRUCTION ACTIVITY PLACED IN THE WATER EXCEPT COFFERDAMS. THIS SHALL INCLUDE THE PLACEMENT OF MATERIAL FOR RUN-AROUNDS, ETC. ANY PERMIT APPLICATION BY THE CONTRACTOR SHALL REFER TO THE DNR PERMIT NUMBER WHICH WAS ISSUED FOR THE PERMANENT CONSTRUCTION.

CORRESPONDENCE REGARDING ANY PERMITS SHALL BE DIRECTED THROUGH THE IDOT DISTRICT 7 ENVIRONMENTAL COORDINATOR.

COMMITMENTS

TREE CLEARING WITHIN THE PROJECT BOUNDARIES SHALL BE AVOIDED BETWEEN APRIL 15 AND SEPTEMBER 15.

WORK IS NOT ALLOWED IN THE RIVER BETWEEN APRIL 1 AND JUNE 30 WITHOUT OBTAINING PRIOR WRITTEN APPROVAL EACH YEAR FROM THE INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF FISH AND WILDLIFE.

ILLINOIS LEVEE SHALL BE PROTECTED DURING CONSTRUCTION AND DEMOLITION. SEE SPECIAL PROVISION "LEVEE PROTECTION."

RIVER CONTOURS SHALL BE PROTECTED DURING CONSTRUCTION AND DEMOLITION. SEE SPECIAL PROVISION "PROTECTION OF RIVER CONTOURS."

NO WORK OF ANY KIND CAN BEGIN IN THE WABASH RIVER UNTIL MUSSEL RELOCATION HAS BEEN COMPLETED (BY OTHERS). THE RELOCATION WORK IS SCHEDULED FOR THE SPRING OF 2008 PENDING SUITABLE LOW WATER LEVELS. SUITABLE LOW WATER LEVELS MAY OCCUR LATER IN THE YEAR. SEE SPECIAL PROVISION MUSSEL WORK RESTRICTIONS.

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NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & COMMITMENTS

SCALE: VERT.
 HORIZ.
 DATE 06/15/07

DRAWN BY CDF
 CHECKED BY DJM

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	127-3, 12BR	WABASH, IL GIBSON, IN	158	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

		COUNTY: WABASH IL/GIBSON IN LOCATION:	
		80% FED./20% STATE	
		FUNDING: X071-2A	
	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
20100500	TREE REMOVAL, ACRES	ACRE	3.1
20101000	TEMPORARY FENCE	FOOT	1970
20200100	EARTH EXCAVATION	CU YD	15,480
20400800	FURNISHED EXCAVATION	CU YD	25,800
20700220	POROUS GRANULAR EMBANKMENT	CU YD	980
20700400	POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD	154
* 21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1,110
* 21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	600
* 25000305	SEEDING, CLASS 3A	ACRE	6.0
* 25000314	SEEDING, CLASS 4B	ACRE	2.0
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1,000
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1,000
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1,000
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1,110
25100630	EROSION CONTROL BLANKET	SQ YD	54,077
28000400	PERIMETER EROSION BARRIER	FOOT	7,920
28100107	STONE RIPRAP, CLASS A4	SQ YD	3,177
28200200	FILTER FABRIC	SQ YD	3,310
▲ 50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	3,128
50200300	COFFERDAM EXCAVATION	CU YD	4,860
50200310	COFFERDAM EXCAVATION (SPECIAL)	CU YD	1,189
50200900	COFFERDAM (PIER 4)	EACH	1
50201000	COFFERDAM (PIER 5)	EACH	1
50201100	COFFERDAM (PIER 6)	EACH	1
50201200	COFFERDAM (PIER 7)	EACH	1

		COUNTY: WABASH IL/GIBSON IN LOCATION:	
		80% FED./20% STATE	
		FUNDING: X071-2A	
	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
50201300	COFFERDAM (PIER 8)	EACH	1
50201400	COFFERDAM (PIER 9)	EACH	1
50300225	CONCRETE STRUCTURES	CU YD	4,516
50300255	CONCRETE SUPERSTRUCTURE	CU YD	4,859
50300260	BRIDGE DECK GROOVING	SQ YD	14,917
50300265	SEAL COAT CONCRETE	CU YD	3,062
50300266	SEAL COAT CONCRETE (SPECIAL)	CU YD	862
50300285	FORM LINER TEXTURED SURFACE	SQ FT	4,236
50300300	PROTECTIVE COAT	SQ YD	18,024
50400745	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BULB T-BEAMS 72"	FOOT	10,748
50400805	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 36 IN.	FOOT	255
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	7,578
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2,268,320
50800515	BAR SPLICERS	EACH	49
50901750	PARAPET RAILING	FOOT	5,867
51201700	FURNISHING STEEL PILES HP12X74	FOOT	1,170
51202100	FURNISHING STEEL PILES HP14X117	FOOT	44,297
51202305	DRIVING PILES	FOOT	45,203
51203700	TEST PILE STEEL HP12X74	EACH	1
51204100	TEST PILE STEEL HP14X117	EACH	10
51204650	PILE SHOES	EACH	423
51500100	NAME PLATES	EACH	1
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	261
52100030	ELASTOMERIC BEARING ASSEMBLY, TYPE III	EACH	132
52100540	ANCHOR BOLTS, 1 1/2"	EACH	432

		COUNTY: WABASH IL/GIBSON IN LOCATION:	
		80% FED./20% STATE	
		FUNDING: X071-2A	
	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
58700300	CONCRETE SEALER	SQ FT	1,282
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	92
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	96
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	30
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	30
67100100	MOBILIZATION	L SUM	1
78200500	BARRIER WALL MARKERS	EACH	24
* X0325852	PROTECTION OF RIVER CONTOURS	EACH	1
* X0325853	PLANTING SCHEME, TYPE 1	ACRE	0.7
* X0325854	PLANTING SCHEME, TYPE 2	ACRE	0.1
* X0325855	PLANTING SCHEME, TYPE 3	ACRE	1.7
* X0325856	PLANTING SCHEME, TYPE 4	ACRE	1.3
* X0325857	PLANTING SCHEME, TYPE 5	ACRE	0.9
X0321781	MECHANICAL SPLICE	EACH	1,268
X0323830	DRAINAGE SCUPPERS, DS-11	EACH	38
X0325641	HIGH LOAD MULTI-ROTATION BEARINGS, GUIDED EXPANSION, 250K	EACH	12
X0325647	HIGH LOAD MULTI-ROTATION BEARINGS, GUIDED EXPANSION, 600K	EACH	12
* XX002928	SIGN PANEL - SPECIAL	EACH	52
X0322671	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	280
* Z0065000	SETTING PILES IN ROCK	EACH	12
Z0065100	SETTLEMENT PLATFORMS	EACH	1
▲ Z0076600	TRAINEES	HOUR	2,000

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▲ 50% IL / 50% IN X071-2A * SPECIALTY ITEMS
● Y080 ▲

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: VERT. DATE 06/15/07
HORIZ. DATE 06/15/07

DRAWN BY CDF
CHECKED BY RDC

SCHEDULE OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

FURNISHED EXCAVATION (ILLINOIS SIDE)

STATION	DISTANCE (FT)	END AREA (SQ FT)	AVERAGE END AREA (SQ FT)	VOLUME (CU YD)
1019+79.84		0		
	20.16		112.50	84.00
1020+00.00		225		
	50.00		635.00	1175.93
1020+50.00		1045		
	56.34		1677.50	3500.38
1021+06.34		2310		
	60.00		2380.00	5288.89
1021+66.34		2450		
END OF CONE BENEATH BRIDGE				1768.52
TOTAL				11900

FURNISHED EXCAVATION (INDIANA SIDE)

STATION	DISTANCE (FT)	END AREA (SQ FT)	AVERAGE END AREA (SQ FT)	VOLUME (CU YD)
1050+87.80		2515		
	59.53		2485.00	5478.96
1051+47.33		2455		
	52.67		1887.50	3682.02
1052+00.00		1320		
	50.00		925.00	1712.96
1052+50.00		530		
	45.66		265.00	448.14
1052+95.66		0		
END OF CONE BENEATH BRIDGE				2489.07
TOTAL				13900

EARTH EXCAVATION (INDIANA SIDE)

STATION	DISTANCE (FT)	END AREA (SQ FT)	AVERAGE END AREA (SQ FT)	VOLUME (CU YD)
1048+42.83		1650		
	57.17		1660.00	3514.90
1049+00.00		1670		
	50.00		1632.50	3023.15
1049+50.00		1595		
	50.00		1557.50	2884.26
1050+00.00		1520		
	50.00		1485.00	2750.00
1050+50.00		1450		
	37.33		880.00	1216.68
1050+87.33		310		
	60.00		315.00	700.00
1051+47.33		320		
	52.67		160.00	312.12
1052+00.00		0		
TOTAL				14500

SIGN PANEL-SPECIAL (LANDSCAPING SIGNS)

FROM		TO		SPACING (FT)	QUANTITY (EACH)
STATION	OFFSET	STATION	OFFSET		
1038+18.80	135.3' LT	1042+53.40	135.0' LT	50	9
1042+53.40	135.0' LT	1047+80.20	135.0' LT	50	11
1047+80.20	135.0' LT	1047+80.20	165.0' LT	50	1
1047+80.20	165.0' LT	1050+85.70	139.7' LT	50	6
1038+37.40	55.2' LT	1042+51.90	55.2' LT	50	8
1042+51.90	55.2' LT	1050+85.70	55.3' LT	50	17
TOTAL					52

STABILIZED CONSTRUCTION ENTRANCE

STATION	OFFSET	LOCATION	MEASURED AREA (SQ. FT.)	AREA (SQ. YD.)
1019+04.44	75.54' RT	ILLINOIS SIDE	802	90
1021+97.09	241.53' RT	ILLINOIS SIDE	800	90
1055+12.57	752.57' RT	INDIANA SIDE	865	100
TOTAL				280

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 Job No. 3428

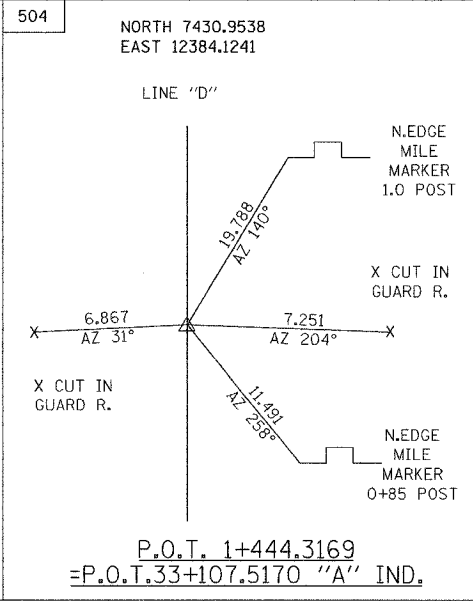
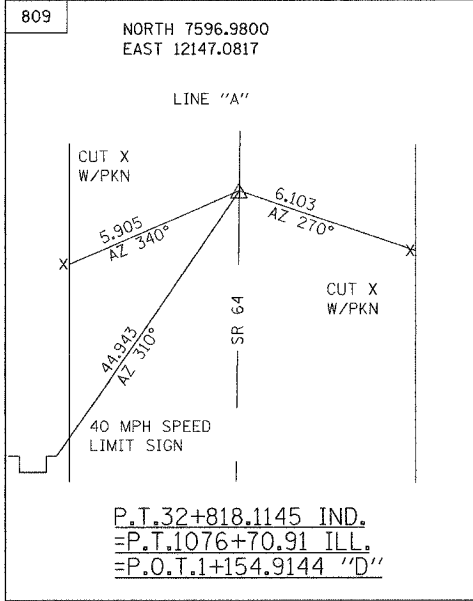
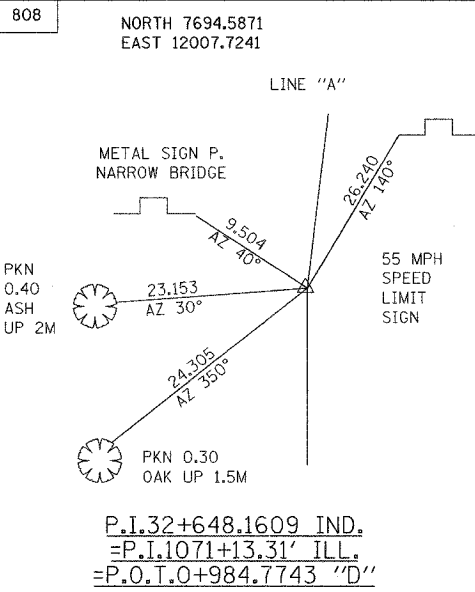
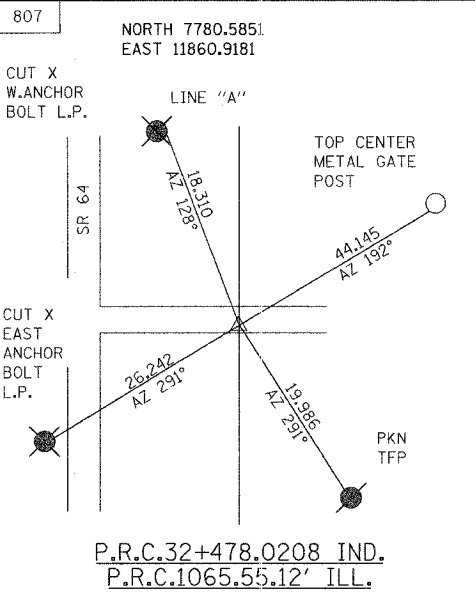
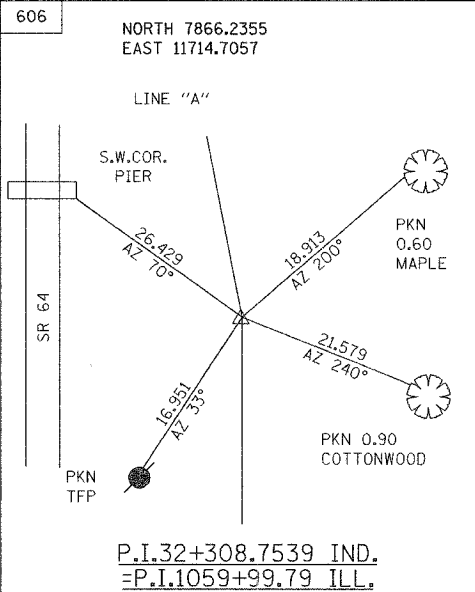
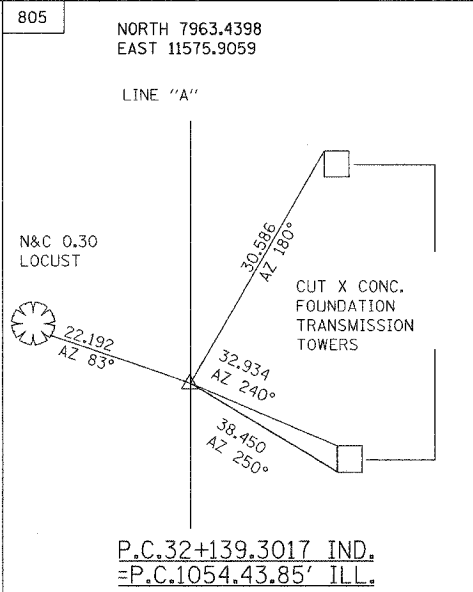
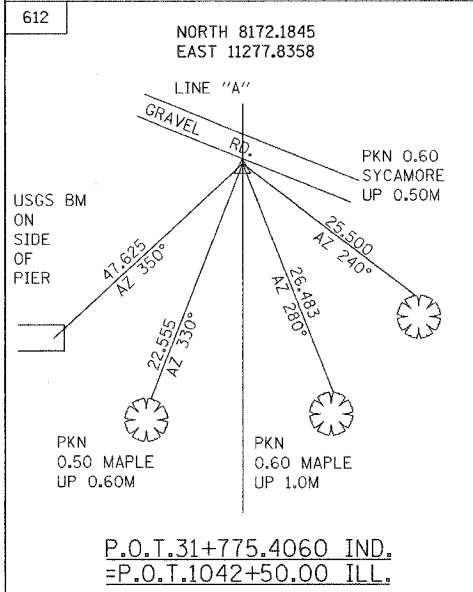
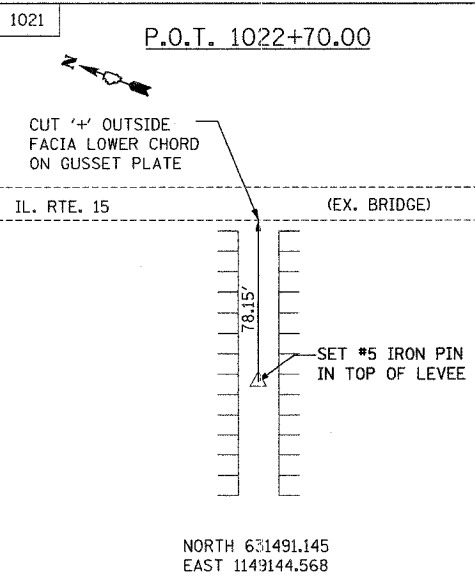
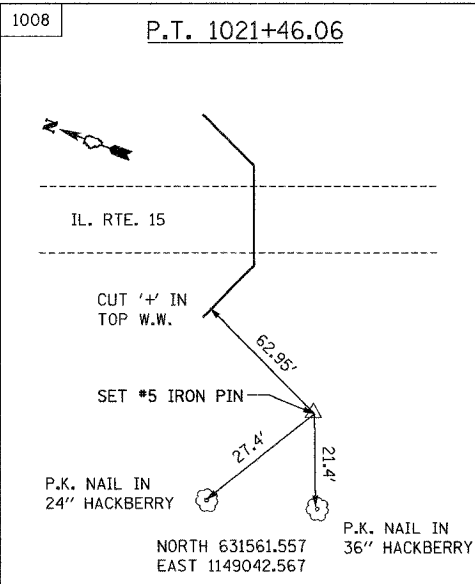
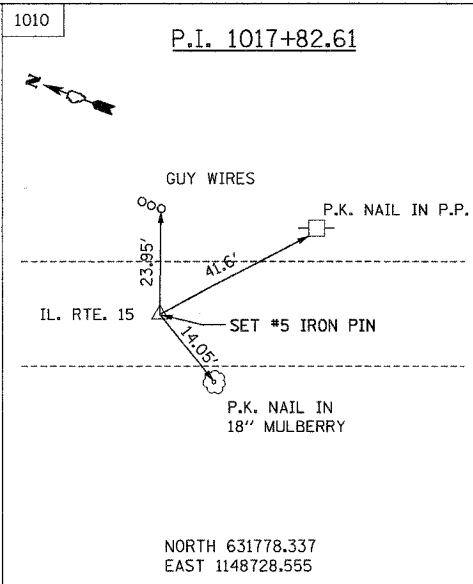
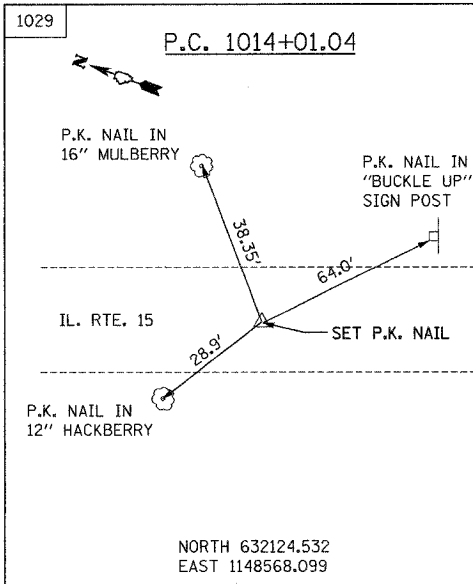
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: VERT. DRAWN BY JNR
 HORIZ. CHECKED BY MAC
 DATE 06/15/07

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTE: INDIANA TIE POINTS ARE IN A METRIC COORDINATE SYSTEM INDEPENDENT FROM THE ILLINOIS ENGLISH COORDINATE SYSTEM

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED CENTERLINE TIES

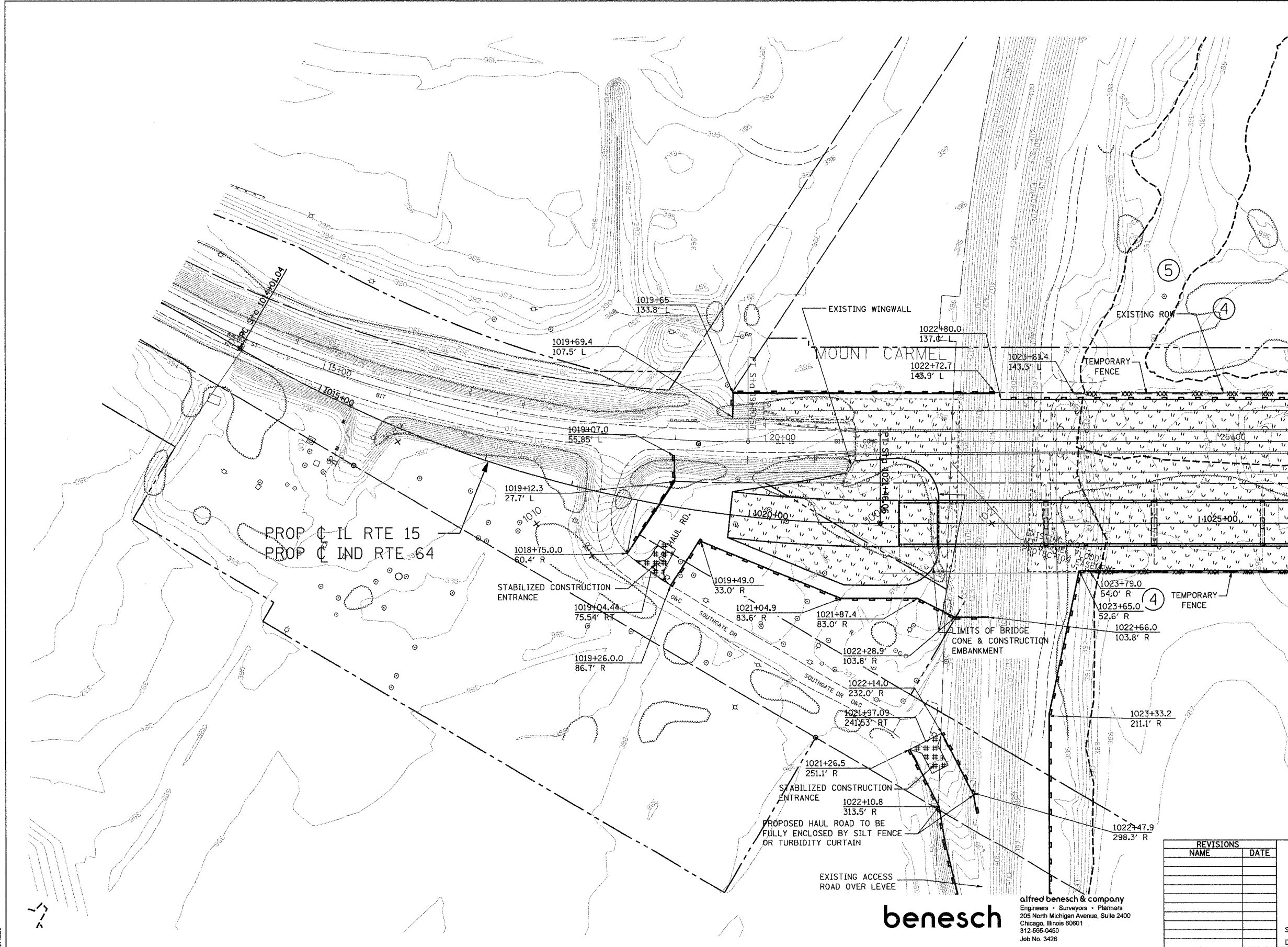
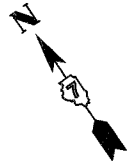
SCALE: VERT. _____
HORIZ. _____

DATE 06/15/07

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CHECKED BY RDC

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	122-3, 12BR	WABASH, IL GIBSON, IN	158	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTE: PERIMETER EROSION BARRIER TO BE PLACED AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER.

NOTE: TEMPORARY SEEDING TO BE APPROVED BY RESIDENT ENGINEER PRIOR TO INSTALLATION.

- LEGEND:
- PERIMETER EROSION BARRIER
 - TEMPORARY FENCE
 - WETLAND LIMITS
 - EXISTING R.O.W.
 - PERMANENT EASEMENT
 - PROPOSED R.O.W.
 - WETLAND ID
 - TEMPORARY EROSION CONTROL SEEDING
 - TREE REMOVAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SCALE: VERT. 1"=20'
HORIZ. 1"=40'
DATE 06/15/07

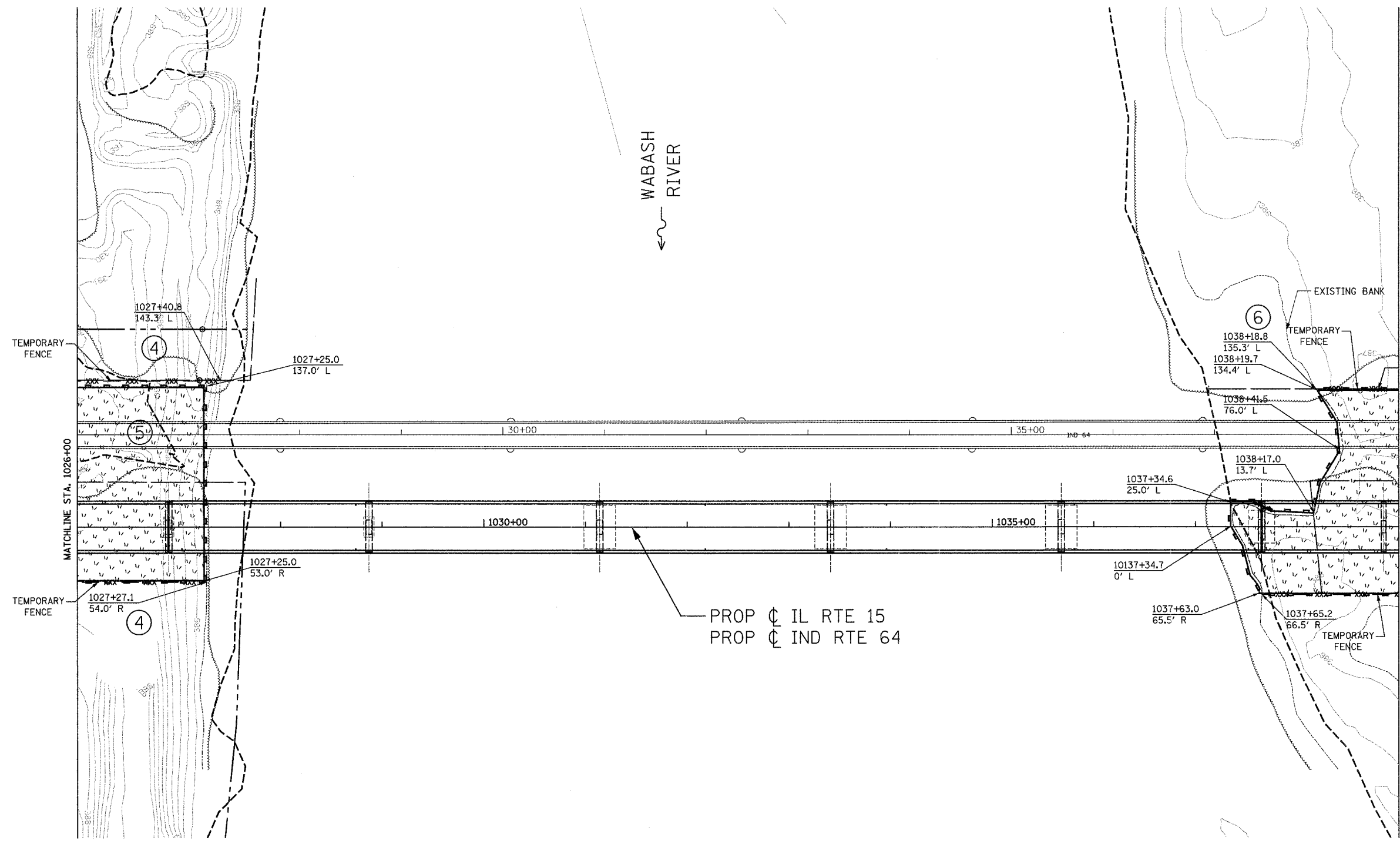
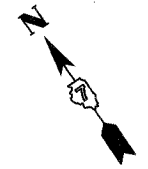
DRAWN BY MAC
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SDATES
SFILES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	122-3, 12BR	WABASH, IL GIBSON, IN	158	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



WABASH RIVER

PROP ϕ IL RTE 15
PROP ϕ IND RTE 64

NOTE: PERIMETER EROSION BARRIER TO BE PLACED AS SHOWN OR AS DIRECTED BY RESIDENT ENGINEER.

NOTE: TEMPORARY SEEDING TO BE APPROVED BY RESIDENT ENGINEER PRIOR TO INSTALLATION.

LEGEND:

	PERIMETER EROSION BARRIER
	TEMPORARY FENCE
	WETLAND LIMITS
	EXISTING R.O.W.
	PERMANENT EASEMENT
	PROPOSED R.O.W.
	WETLAND ID
	TEMPORARY EROSION CONTROL SEEDING
	TREE REMOVAL

NOTES:

1. COFFERDAMS WILL BE USED WHEN INSTALLING PIERS IN THE RIVER.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

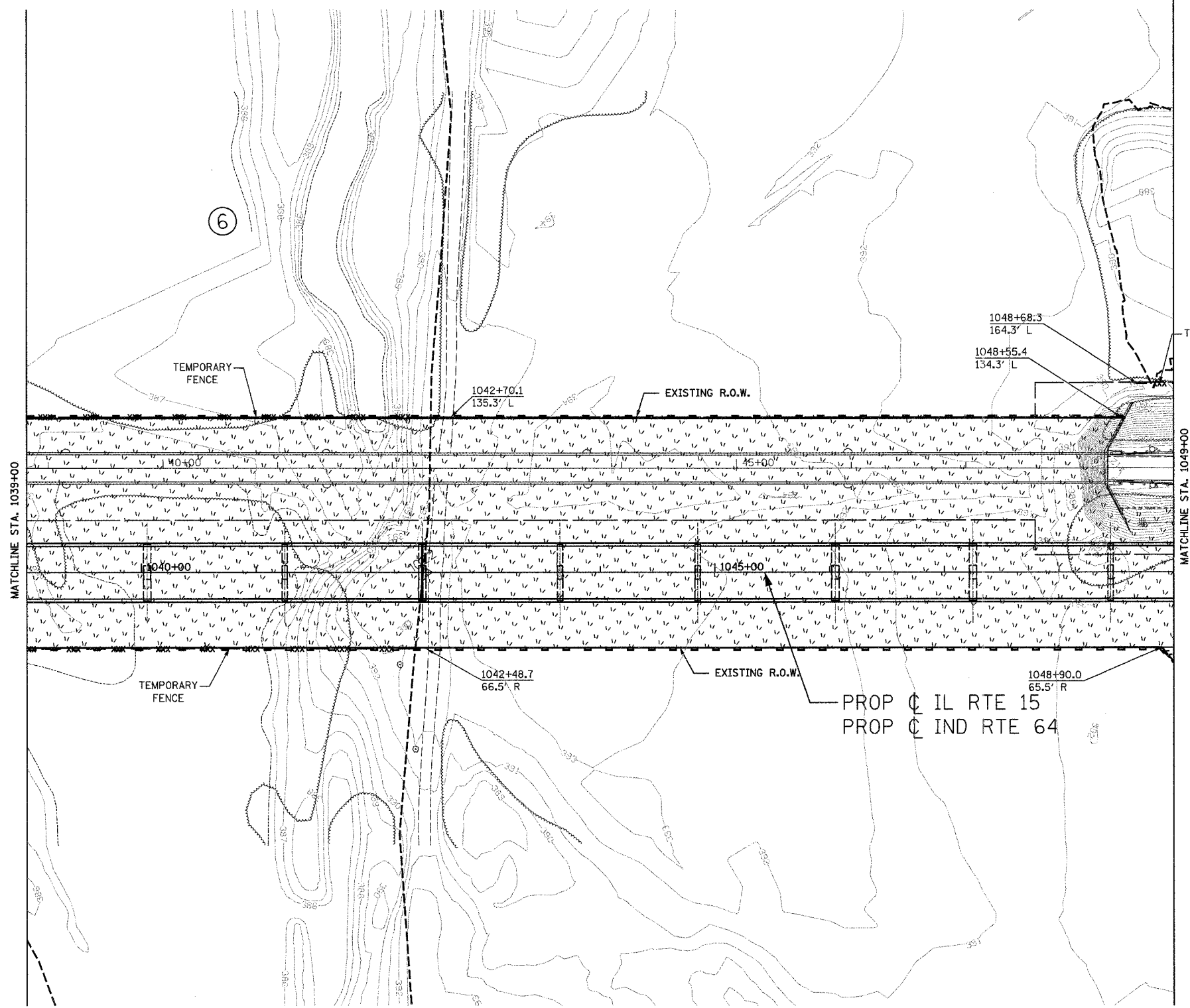
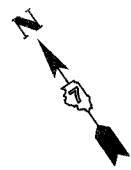
SCALE: VERT. DRAWN BY MAC
 DATE 06/15/07 CHECKED BY RDC

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STATES
FILES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	122-3, 12BR	WABASH, IL GIBSON, IN	158	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE: PERIMETER EROSION BARRIER TO BE PLACED AS SHOWN OR AS DIRECTED BY RESIDENT ENGINEER.

NOTE: TEMPORARY SEEDING TO BE APPROVED BY RESIDENT ENGINEER PRIOR TO INSTALLATION.

LEGEND:

- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WETLAND LIMITS
- EXISTING R.O.W.
- PERMANENT EASEMENT
- PROPOSED R.O.W.
- WETLAND ID
- TEMPORARY EROSION CONTROL SEEDING
- TREE REMOVAL

PROP C IL RTE 15
PROP C IND RTE 64

DATES
FILES

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REVISIONS	
NAME	DATE

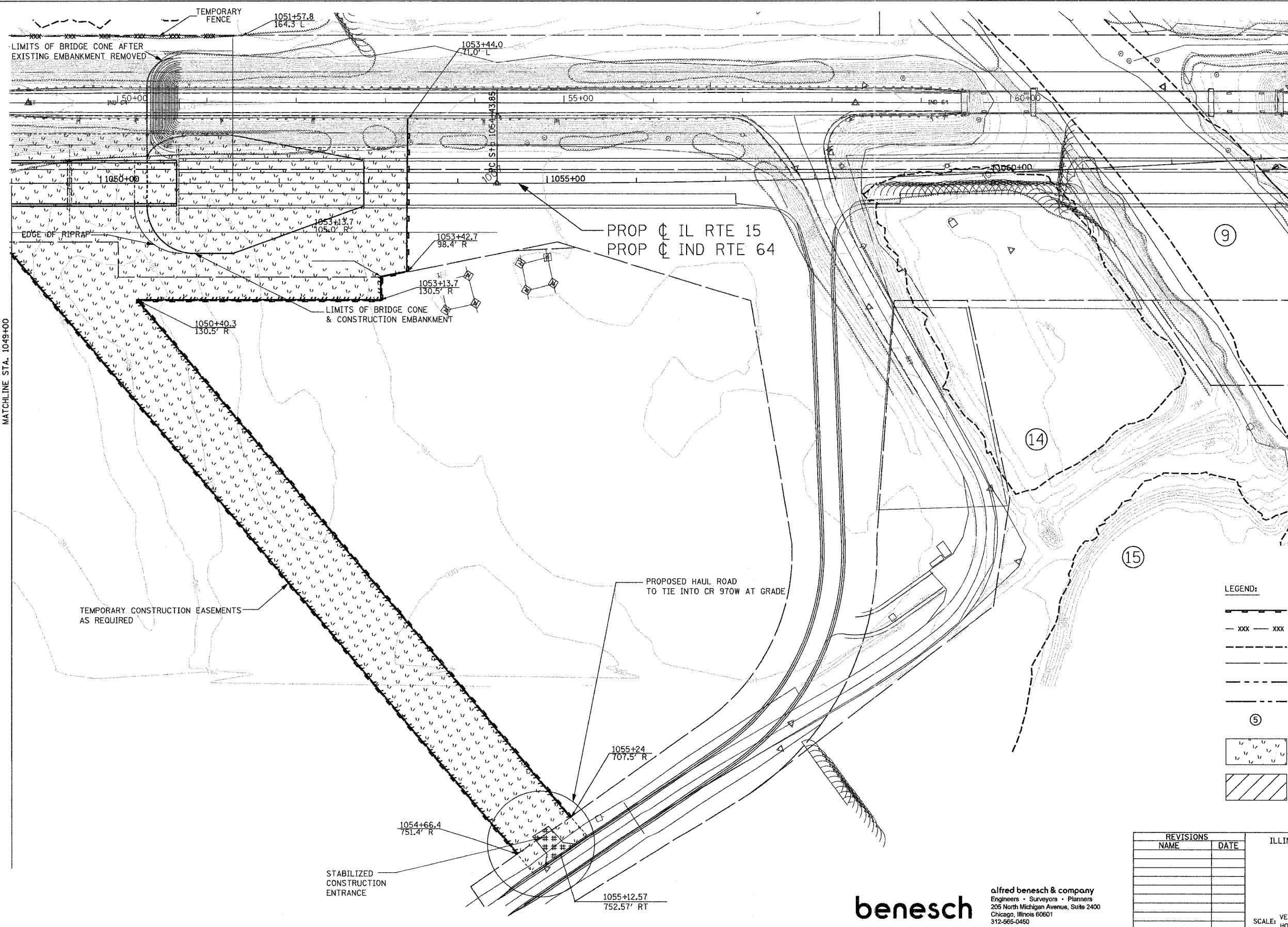
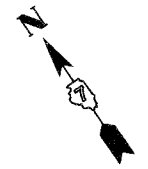
ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SCALE: VERT.
HORIZ.
DATE 06/15/07

DRAWN BY MAC
CHECKED BY RDC

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



MATCHLINE STA. 1049+00

PROP C IL RTE 15
PROP C IND RTE 64

NOTE: PERIMETER EROSION BARRIER TO BE PLACED AS SHOWN OR AS DIRECTED BY RESIDENT ENGINEER.

NOTE: TEMPORARY SEEDING TO BE APPROVED BY RESIDENT ENGINEER PRIOR TO INSTALLATION.

LEGEND:

- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WETLAND LIMITS
- EXISTING R.O.W.
- PERMANENT EASEMENT
- PROPOSED R.O.W.
- WETLAND ID
- TEMPORARY EROSION CONTROL SEEDING
- TREE REMOVAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SCALE: VERT. DRAWN BY MAC
 HORIZ. CHECKED BY RDC
 DATE 06/15/07

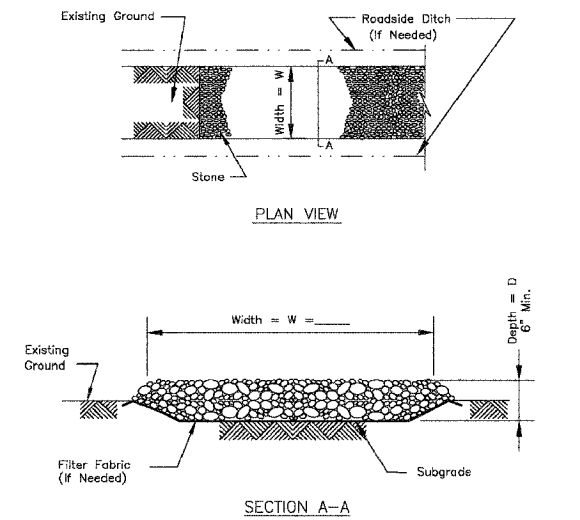
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	11
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

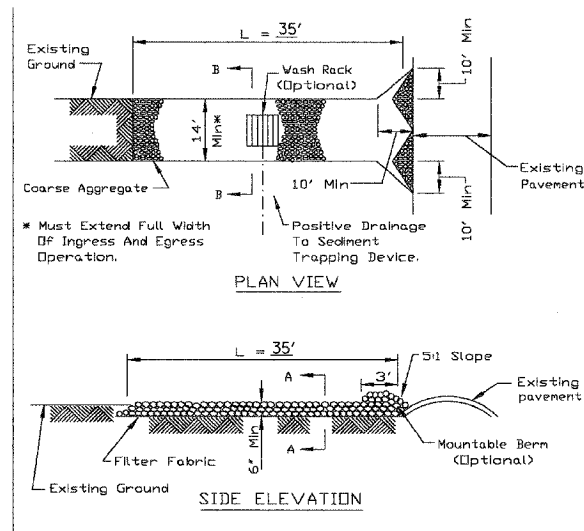
CONSTRUCTION ROAD STABILIZATION



NOTES:

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 292 OF THE STANDARD SPECIFICATIONS AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO PLACING OF ROCK.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OF CA-4 AND BE PLACED ACCORDING TO SECTION 351 OF THE STANDARD SPECIFICATIONS.
3. SEE PLANS FOR CONSTRUCTION ROAD LOCATION D AND W DIMENSIONS.
4. MINIMUM WIDTH IS 14 FEET FOR ONE-WAY TRAFFIC AND 20 FEET FOR TWO-WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4 FEET FOR TRAILER TRAFFIC. DEPENDING ON THE TYPE OF VEHICAL OR EQUIPMENT SPEED, LOADS, CLIMATIC AND OTHER CONDITIONS UNDER WHICH VEHICALS AND EQUIPMENT OPERATE AN INCREASE IN THE MINIMUM WIDTHS MAY BE REQUIRED.
5. ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE.

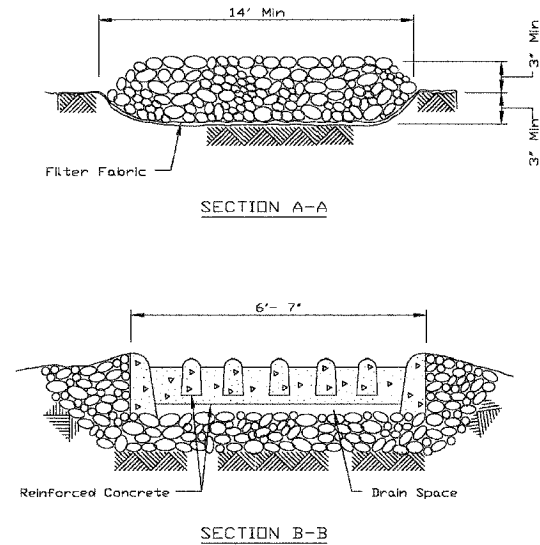
STABILIZED CONSTRUCTION ENTRANCE PLAN



NOTES:

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 292 OF THE STANDARD SPECIFICATIONS AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO PLACING OF ROCK.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OF CA-4 AND BE PLACED ACCORDING TO SECTION 351 OF THE STANDARD SPECIFICATIONS.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASH SHALL BE CONSTRUCTED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.
4. IF WASH RACKS ARE USED THE SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.

STABILIZED CONSTRUCTION ENTRANCE PLAN



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NAME	DATE

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EROSION CONTROL DETAILS

SCALE: VERT.
HORIZ.
DATE 06/15/07

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CHECKED BY RDC

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	127-3, 128R	WABASH, IL GIBSON, IN	158	12
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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REVISIONS	
NAME	DATE

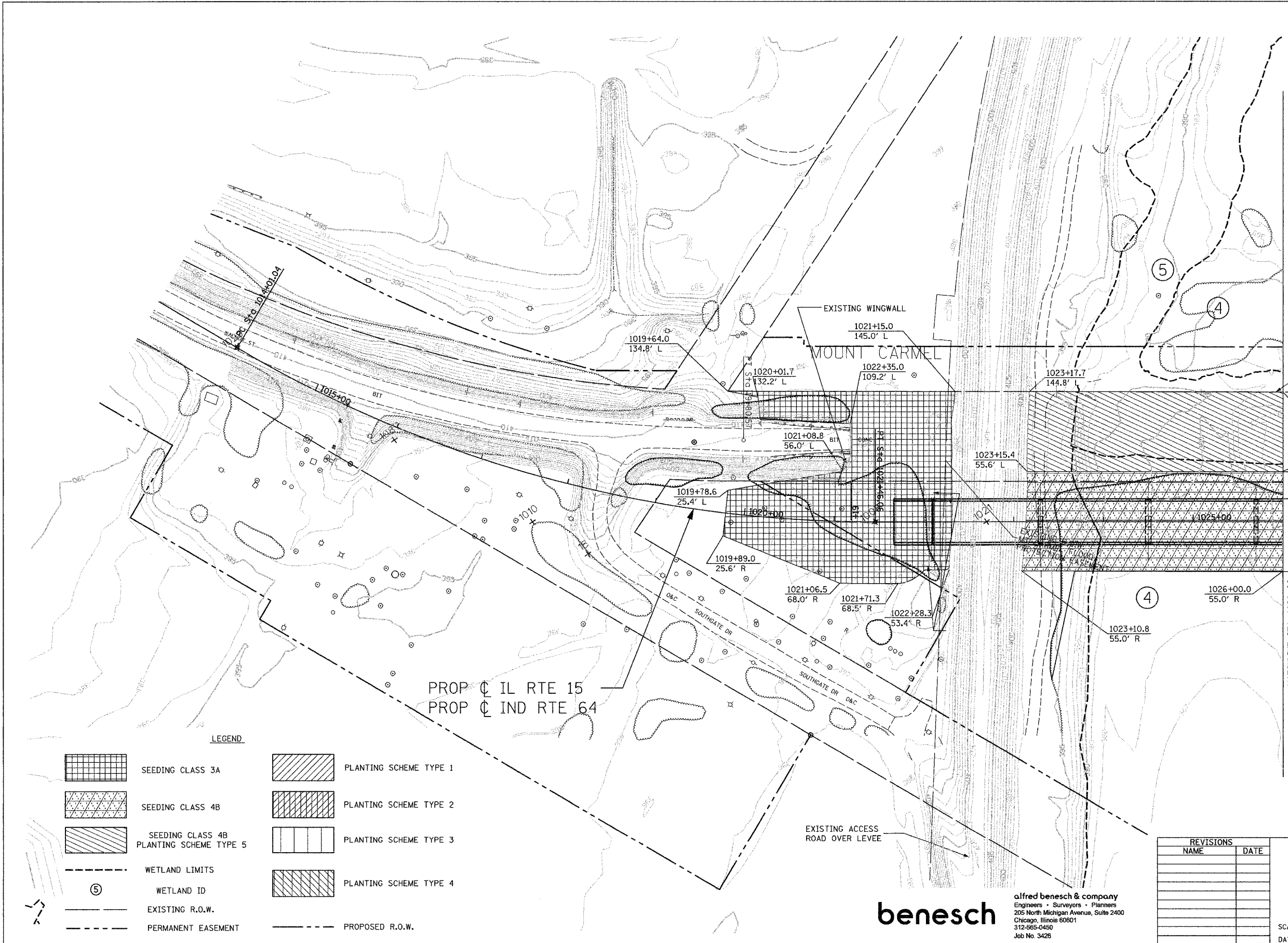
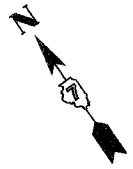
ILLINOIS DEPARTMENT OF TRANSPORTATION

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SCALE: VERT.
 HORIZ.
 DATE 06/15/07

DRAWN BY MAC
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



EXISTING R.O.W. (TYP.)

88'	1026+00	144.3' L
30'	1026+00	55.0' L
81'		

MATCHLINE STA. 1026+00

NOTE: PERMANENT SEEDING AND TREE PLANTING TO BE PLACED AS SHOWN OR AS DIRECTED AND APPROVED BY THE RESIDENT ENGINEER

LEGEND

- | | | | |
|--|--------------------|--|------------------------|
| | SEEDING CLASS 3A | | PLANTING SCHEME TYPE 1 |
| | SEEDING CLASS 4B | | PLANTING SCHEME TYPE 2 |
| | SEEDING CLASS 4B | | PLANTING SCHEME TYPE 3 |
| | WETLAND LIMITS | | PLANTING SCHEME TYPE 4 |
| | WETLAND ID | | |
| | EXISTING R.O.W. | | |
| | PERMANENT EASEMENT | | PROPOSED R.O.W. |

PROP C IL RTE 15
PROP C IND RTE 64

EXISTING ACCESS ROAD OVER LEVEE

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

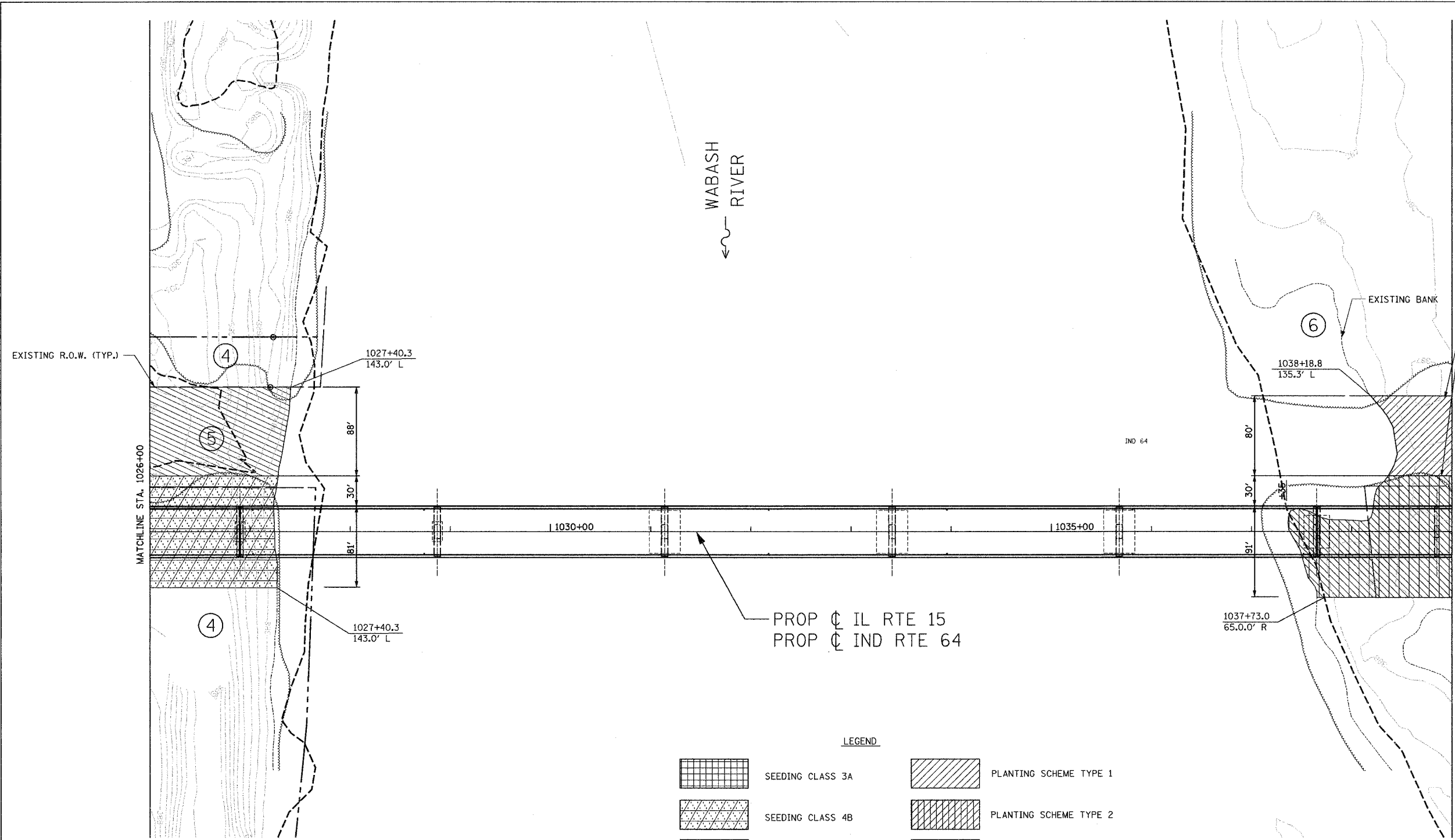
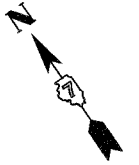
GRADING AND LANDSCAPE PLAN

SCALE: VERT. 1"=10'
HORIZ. 1"=40'

DATE 06/15/07

DRAWN BY MAC
CHECKED BY RDC

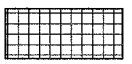
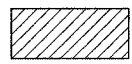
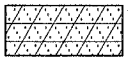
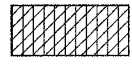
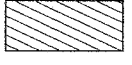


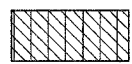




F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	14
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



"DO NOT MOW OR SPRAY" SIGNS,
CONFORMING TO INDIANA STANDARD
DRAWING 622-LSSN-01.

NOTE: PERMANENT SEEDING AND TREE
PLANTING TO BE PLACED AS SHOWN
OR AS DIRECTED AND APPROVED BY
THE RESIDENT ENGINEER

LEGEND

	SEEDING CLASS 3A		PLANTING SCHEME TYPE 1
	SEEDING CLASS 4B		PLANTING SCHEME TYPE 2
	SEEDING CLASS 4B PLANTING SCHEME TYPE 5		PLANTING SCHEME TYPE 3
	WETLAND LIMITS		PLANTING SCHEME TYPE 4
	WETLAND ID		PROPOSED R.O.W.
	EXISTING R.O.W.		
	PERMANENT EASEMENT		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**GRADING AND
LANDSCAPE PLAN**

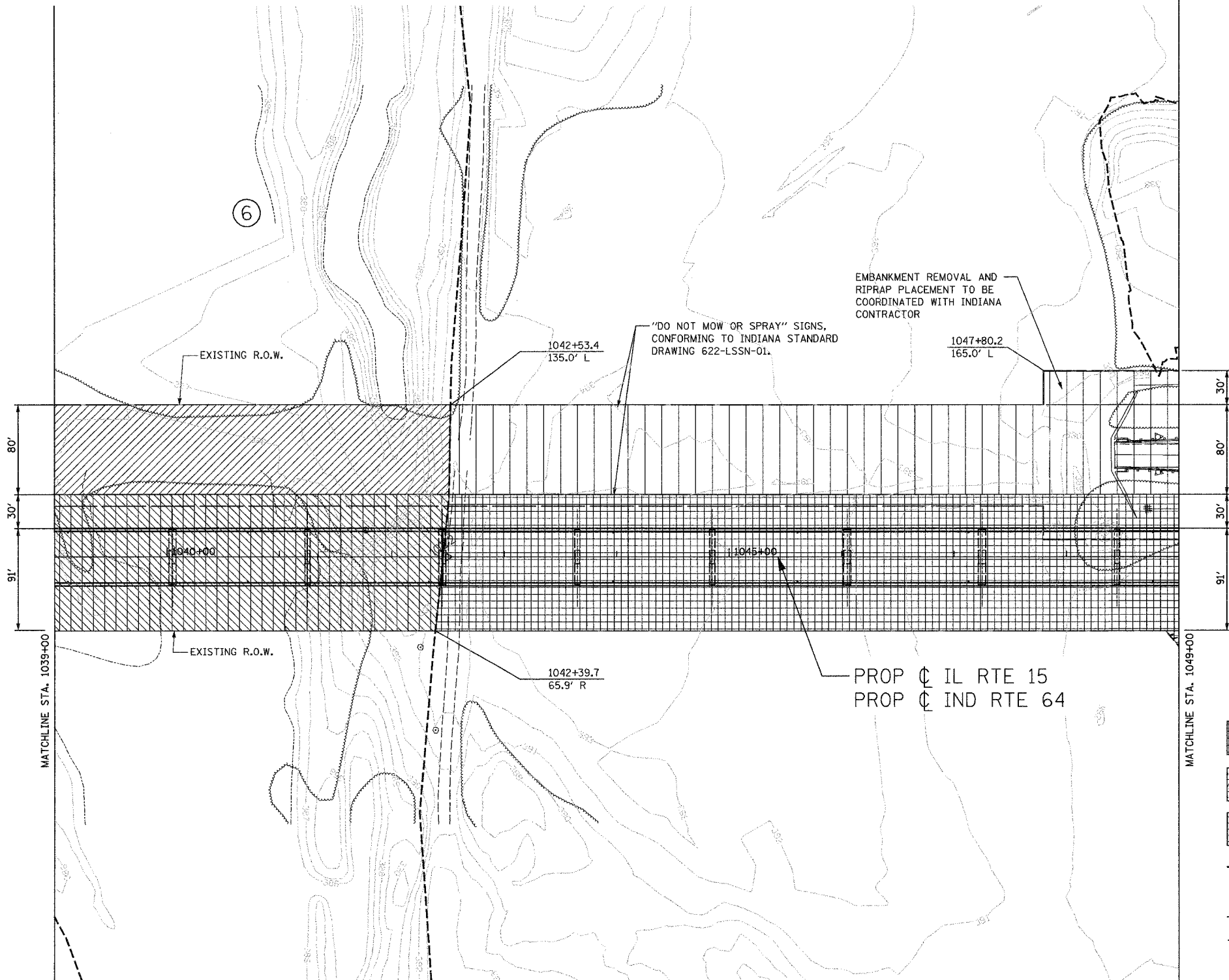
SCALE: VERT.
HORIZ.
DATE 06/15/07

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	15
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



NOTE: EXISTING EMBANKMENT IN INDIANA TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS EARTH EXCAVATION. THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION SHALL INCLUDE REMOVAL OF PAVEMENT, GUARDRAILS, DRAINAGE PIPES AND STRUCTURES, SIGNS AND APPURTENANCES, NO ADDITIONAL COMPENSATION WILL BE DUE TO CONTRACTOR FOR REMOVAL OF THESE OR ANY OTHER ITEM THAT IS VISIBLE BY WALKING INSPECTION.

NOTE: PERMANENT SEEDING AND TREE PLANTING TO BE PLACED AS SHOWN OR AS DIRECTED AND APPROVED BY THE RESIDENT ENGINEER

LEGEND

	SEEDING CLASS 3A		PLANTING SCHEME TYPE 1
	SEEDING CLASS 4B		PLANTING SCHEME TYPE 2
	SEEDING CLASS 4B PLANTING SCHEME TYPE 5		PLANTING SCHEME TYPE 3
	WETLAND LIMITS		PLANTING SCHEME TYPE 4
	WETLAND ID		PROPOSED R.O.W.
	EXISTING R.O.W.		
	PERMANENT EASEMENT		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**GRADING AND
LANDSCAPE PLAN**

SCALE: VERT.
HORIZ.
DATE 06/15/07

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B27	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		


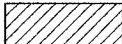
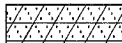

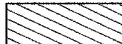
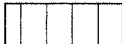
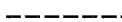
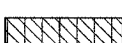



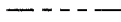
EMBANKMENT REMOVAL AND RIPRAP PLACEMENT TO BE COORDINATED WITH INDIANA CONTRACTOR
 "DO NOT MOW OR SPRAY SIGNS CONFORMING TO INDIANA STANDARD DRAWING 622-LSSN-04"

PROP C IL RTE 15
 PROP C IND RTE 64

NOTE: EXISTING EMBANKMENT IN INDIANA TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS EARTH EXCAVATION. THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION SHALL INCLUDE REMOVAL OF PAVEMENT, GUARDRAILS, DRAINAGE PIPES AND STRUCTURES, SIGNS AND APPURTENANCES. NO ADDITIONAL COMPENSATION WILL BE DUE TO CONTRACTOR FOR REMOVAL OF THESE OR ANY OTHER ITEM THAT IS VISIBLE BY WALKING INSPECTION.

NOTE: PERMANENT SEEDING AND TREE PLANTING TO BE PLACED AS SHOWN OR AS DIRECTED AND APPROVED BY THE RESIDENT ENGINEER

LEGEND

	SEEDING CLASS 3A		PLANTING SCHEME TYPE 1
	SEEDING CLASS 4B		PLANTING SCHEME TYPE 2
	SEEDING CLASS 4B		PLANTING SCHEME TYPE 3
	WETLAND LIMITS		PLANTING SCHEME TYPE 4
	WETLAND ID		PROPOSED R.O.W.
	EXISTING R.O.W.		
	PERMANENT EASEMENT		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GRADING AND LANDSCAPE PLAN

SCALE: VERT.
 HORIZ.
 DATE 06/15/07

DRAWN BY MAC
 CHECKED BY RDC

benesch

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

Bench Marks : U.S.G.S.: City of Mt. Carmel @ SW side of courthouse on SE wing on west sill in wall. Bronze tablet stamped 465, Elev. 464.86

IDOT: NW monument. Top of steel rebar set in concrete flush with top of levee under existing span 1, existing Sta. 2+74, 30' left, Elev. 408.52

Existing Structure : S.N. 093-0014 built as FA Route 827 (IL 15) consists of 12 thru-truss spans with a concrete deck on concrete piers and abutments. The existing dimensions are 2725'-6" from end-to-end and 26'-10" out-to-out. Traffic shall be maintained on the existing structure until the proposed structure and the approach roadways are built. S.N. 093-0014 to be demolished after construction of proposed structure S.N. 093-0021.

WATERWAY INFORMATION

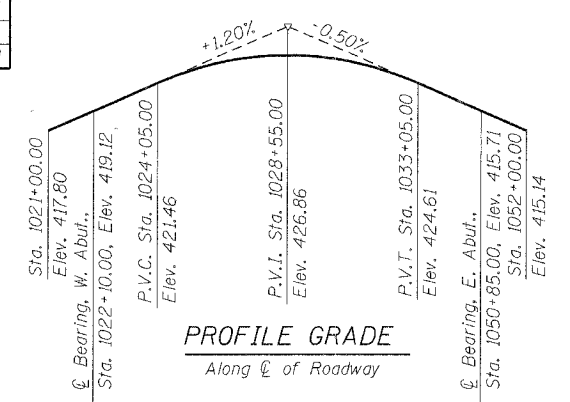
Drainage Area=28,635 Sq. Mi.		Low Grade Elev.=408.40 ft. Sta. 22+100						
		Max Rec. H.W. Elev.=402.46 ft.						
Flood	Freq. Yr.	Q (cfs)	Opening ² (ft.)		Nat. H.W. Elev. (ft.)		Headwater Elev. (ft.)	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	50	283,000	62,420	60,676	404.04	.16	.07	404.20 404.10
Base	100	315,000	65,896	64,239	405.38	.16	.07	405.54 405.45
Overtopping								
Max. Calc.	500	400,000	74,745	73,356	408.46	.33	.13	408.79 408.60

For Design Scour Elevations, See Sheet S5.

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	17
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S1 OF S114 CONTRACT 94450

L.V.C. = 900'



DAVID J. MORRILL
81-4816
CHICAGO, IL
EXPIRATION DATE 11-30-08
DATE 06-16-07
D.J. Morrill

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson (P.E.)
ENGINEER OF BRIDGES AND STRUCTURES

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
f'y = 60,000 psi (Reinf.)
f'y = 50,000 psi
(Structural Steel M270 GR 50W)
fy = 70,000 psi
(Structural Steel M270 GR HPS 70W)

PRECAST PRESTRESSED UNITS

f'c = 6,000 psi
f'ci = 5,000 psi
f's = 270,000 psi (1/2" low lax strands)
f'si = 201,960 psi (1/2" low lax strands)

CURVE PROP1

Δ = 30° 30' 49" (LT)
D = 4° 05' 44"
T = 381.57'
L = 745.02'
E = 51.11'
R = 1,398.94'
P.C. STA. = 1014+01.04
P.T. STA. = 1021+46.06
P.I. STA. = 1017+82.61
S.E. = 0.055 ft./ft.
S.E. Removed Sta 1020+74 to 1023+36

CURVE PROP2

Δ = 4° 38' 34.15" (LT)
D = 0° 25' 04.04"
T = 555.95'
L = 1,111.28'
E = 11.26'
R = 13,714.05'
P.C. STA. = 1054+43.84
P.T. STA. = 1065+55.13
P.I. STA. = 1059+99.79

SEISMIC DATA

Seismic Performance Category (SPC) = B
Bedrock Acceleration Coefficient (A) = 0.094g
Site Coefficient (S) = 1.5

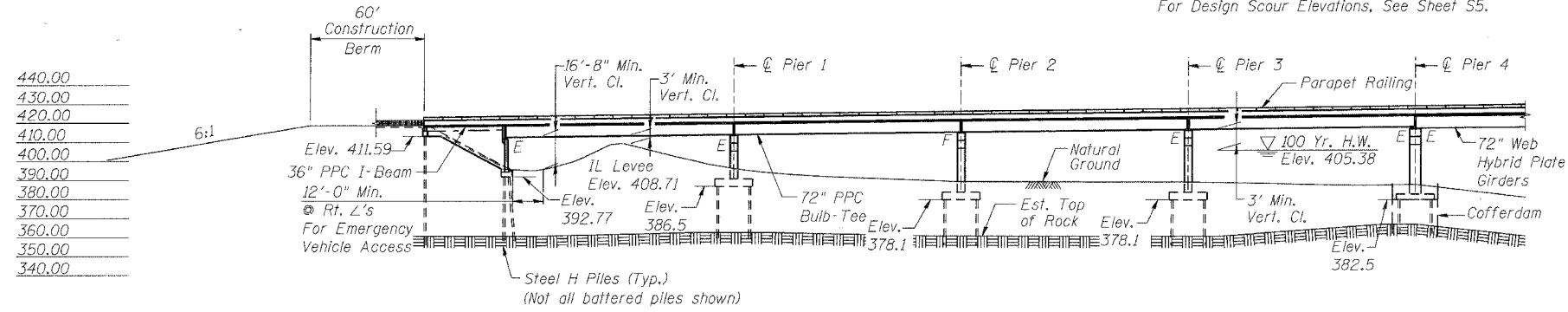
DESIGN SPECIFICATIONS

2002 AASHTO
LOADING HS20-44
Allow 50 lb/ft² for future wearing surface.

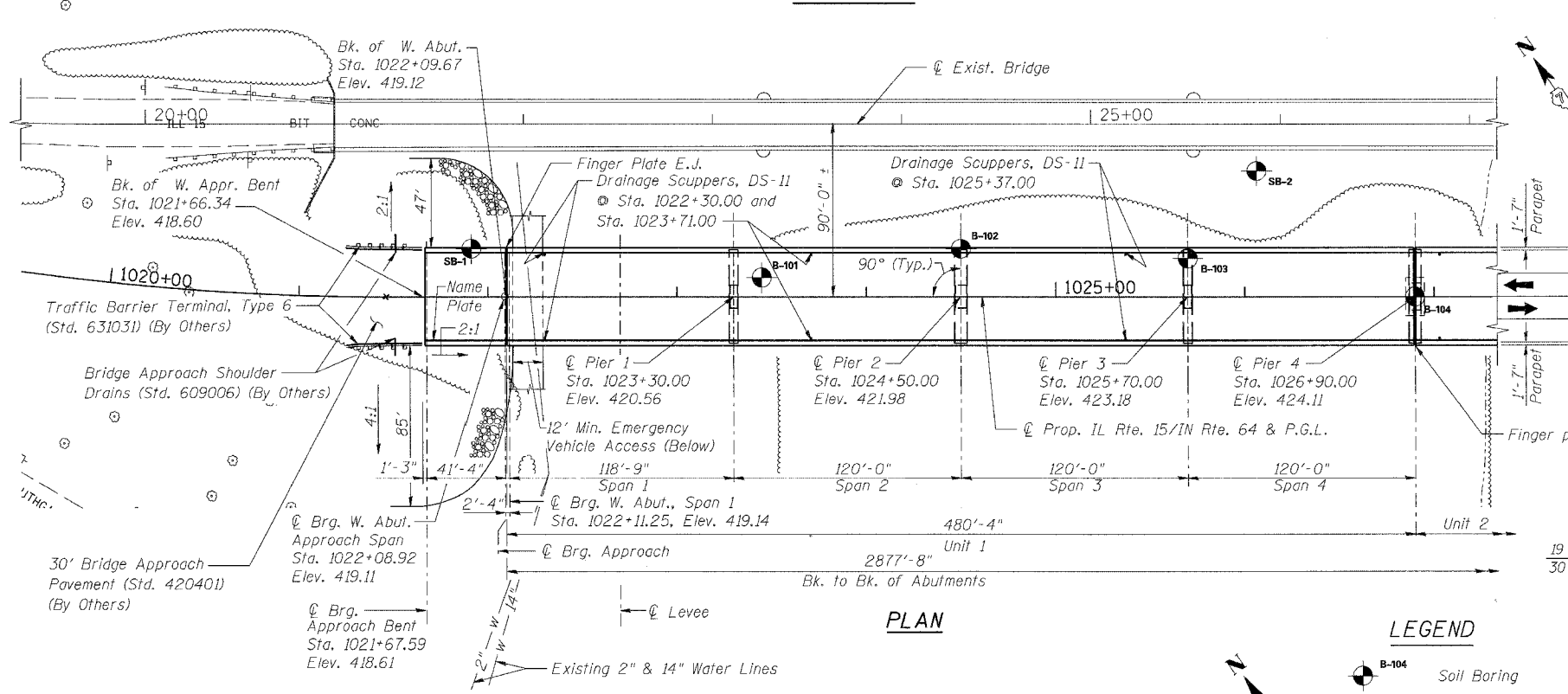
ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR

GENERAL PLAN AND ELEVATION UNIT 1

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



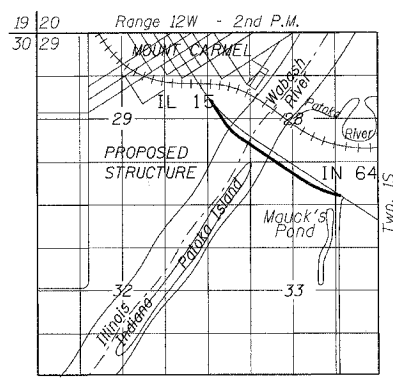
ELEVATION



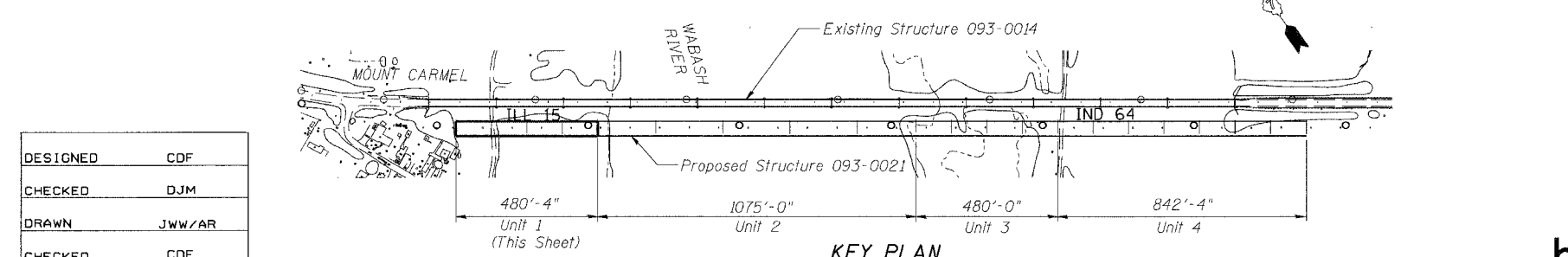
PLAN

LEGEND

Soil Boring B-104



LOCATION SKETCH



KEY PLAN

DESIGNED	CDP
CHECKED	DJM
DRAWN	JWW/AR
CHECKED	CDP

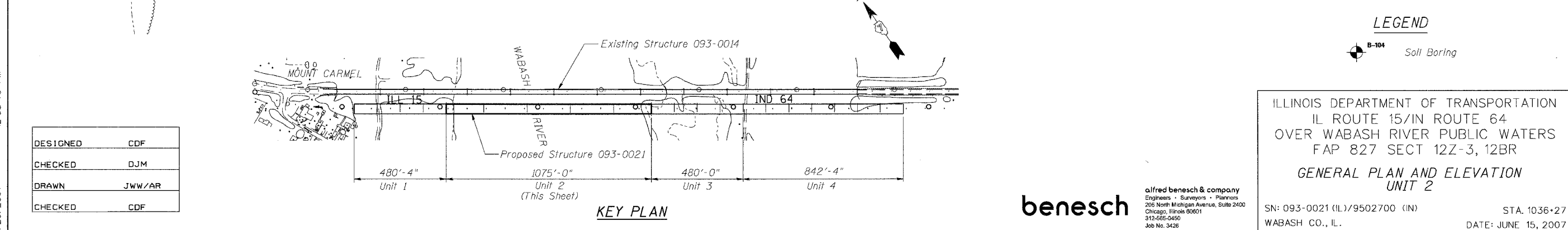
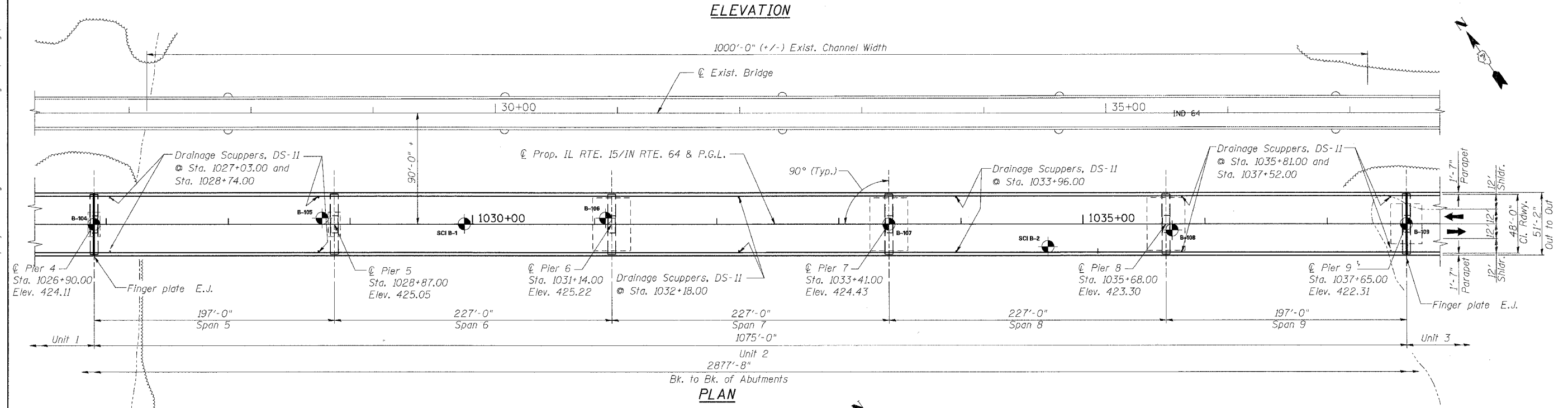
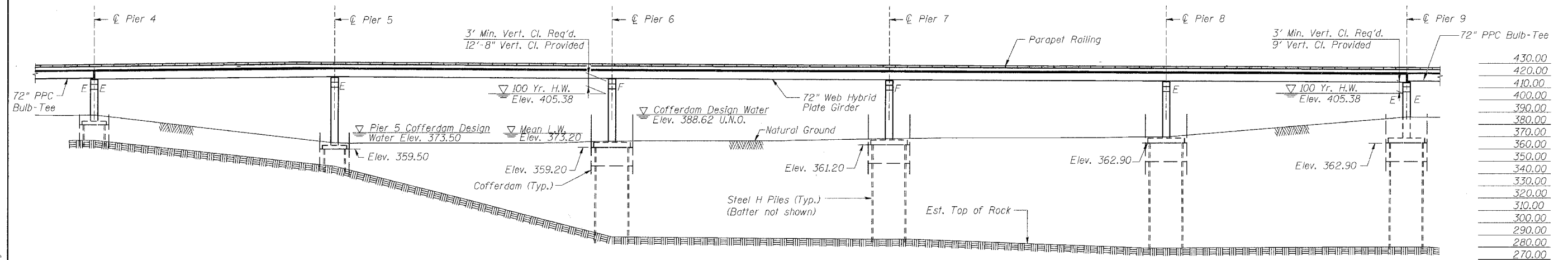
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Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-585-0450
Job No. 3426

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	18
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S2 OF S114 CONTRACT 94450



LEGEND

B-104 Soil Boring

ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL ROUTE 15/IN ROUTE 64
 OVER WABASH RIVER PUBLIC WATERS
 FAP 827 SECT 12Z-3, 12BR
**GENERAL PLAN AND ELEVATION
 UNIT 2**

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

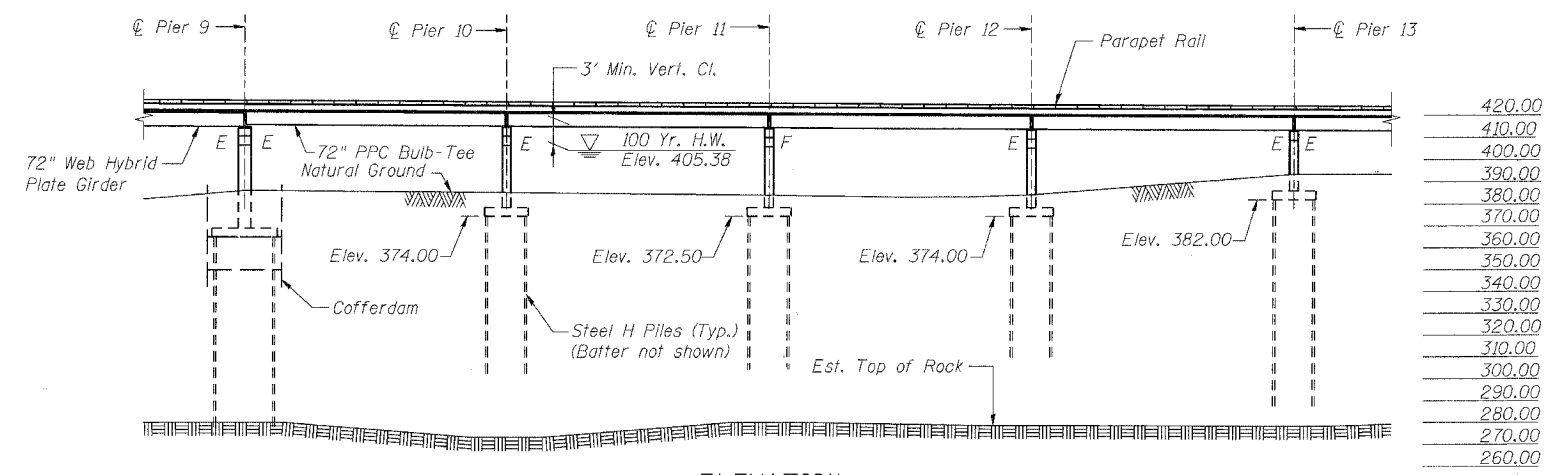
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 alfred benesch & company
 Engineers • Surveyors • Planners
 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-685-9450
 Job No. 3426

DESIGNED	CDF
CHECKED	DJM
DRAWN	JWW/AR
CHECKED	CDF

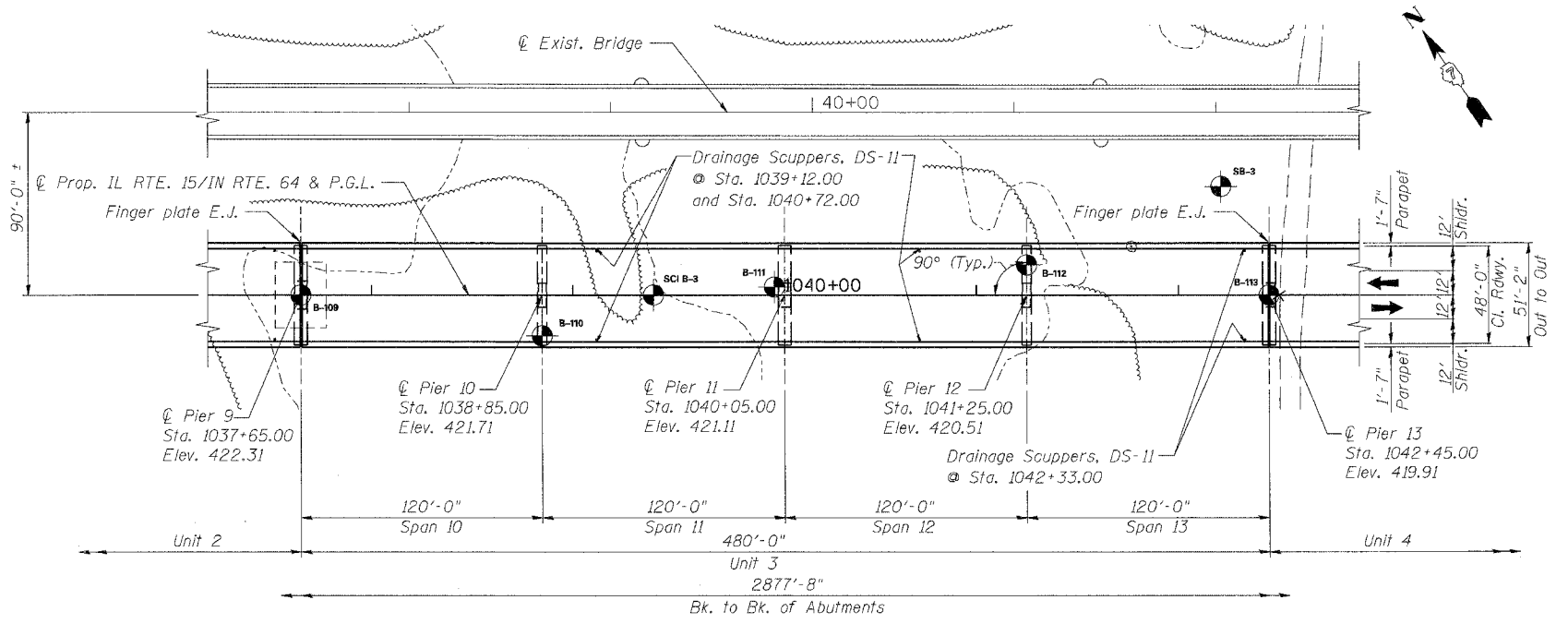
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	19
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

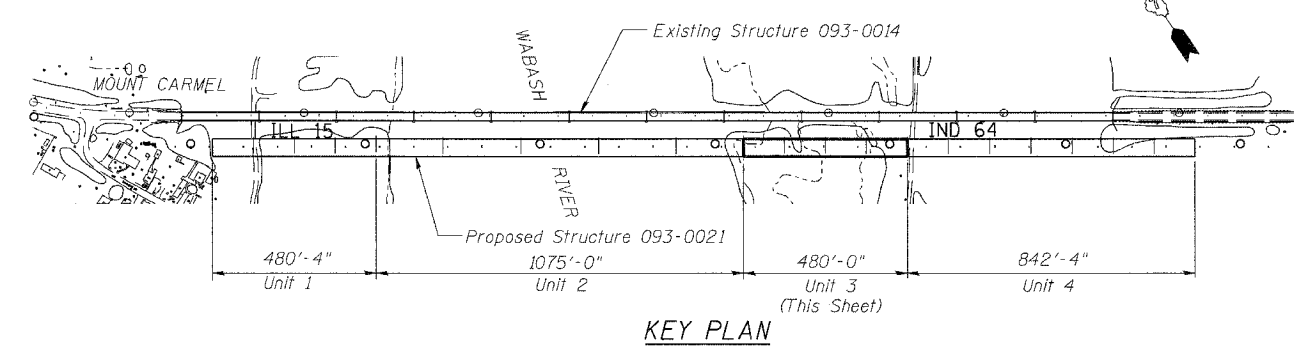
BRIDGE SHEET S3 OF S114 CONTRACT 94450



ELEVATION



PLAN



KEY PLAN

LEGEND
 B-104 Soil Boring

ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL ROUTE 15/IN ROUTE 64
 OVER WABASH RIVER PUBLIC WATERS
 FAP 827 SECT 12Z-3, 12BR
**GENERAL PLAN AND ELEVATION
 UNIT 3**
 SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
 WABASH CO., IL. DATE: JUNE 15, 2007

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 Chicago, Illinois 60601
 312-565-0450
 Job No. 3426

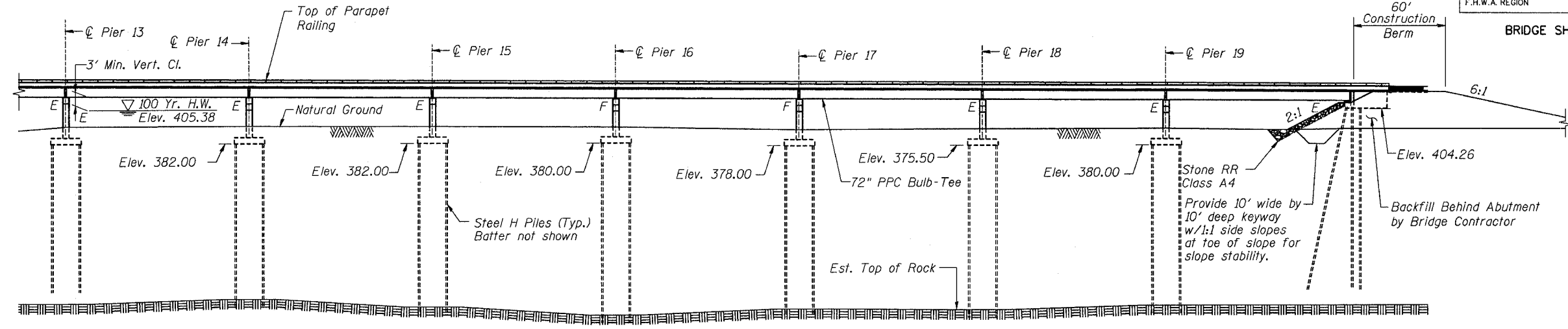
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CHECKED	DJM
DRAWN	JWW/AR
CHECKED	CDF

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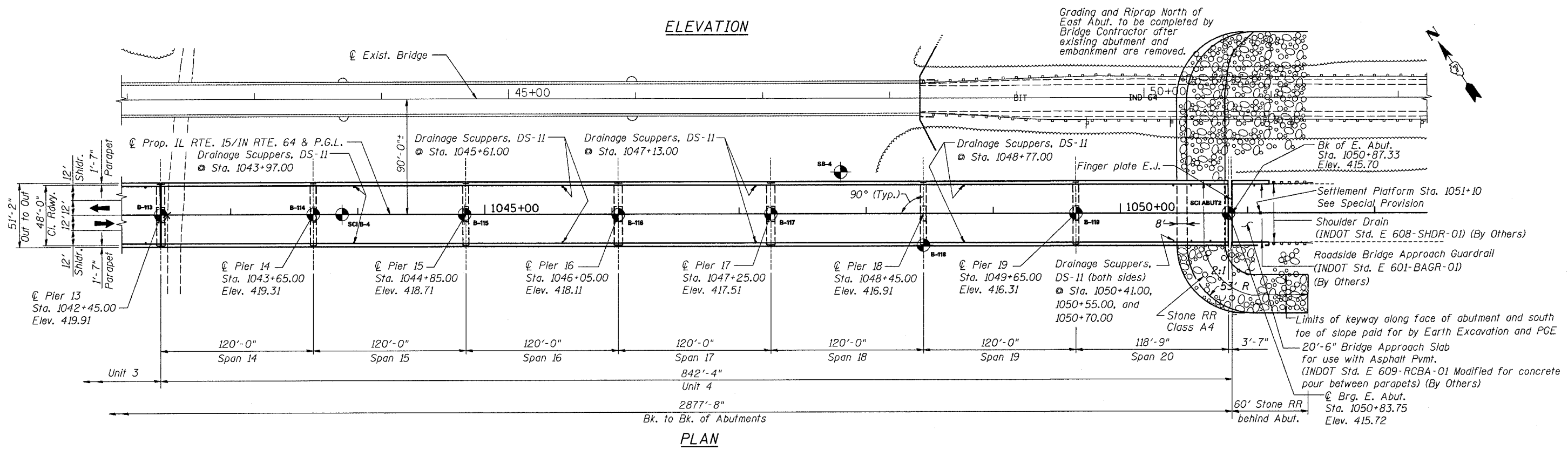
ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	20
STA.	TO STA.			
F.H.W.A. REGION	ILLINOIS	PROJECT		

BRIDGE SHEET S4 OF S114 CONTRACT 94450

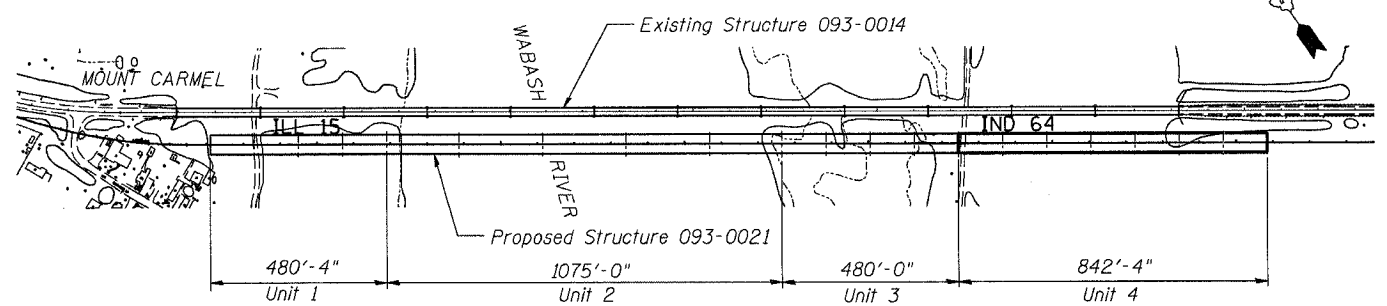
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430.00
420.00
410.00
400.00
390.00
380.00
370.00
360.00
350.00
340.00
330.00
320.00
310.00
300.00
290.00
280.00
270.00
260.00



ELEVATION

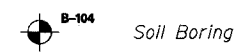


PLAN



KEY PLAN

LEGEND



DESIGNED	CDF
CHECKED	DJM
DRAWN	JWW/AR
CHECKED	CDF

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312-585-0450
Job No. 3428

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**GENERAL PLAN AND ELEVATION
UNIT 4**

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

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GENERAL NOTES

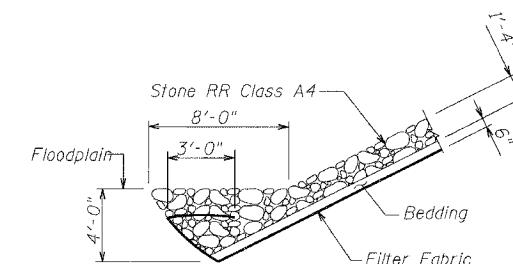
- The contractor shall obtain construction permits or permit addenda from the Illinois Department of Natural Resources (IDNR), Office of Water Resources and the Indiana Department of Natural Resources, Division of Water for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, etc. Any permit application by the Contractor shall refer to the DNR permit number which was issued for the permanent construction.
- Contractor shall consider effects of scour when designing cofferdams. Historical flood records can be obtained from the US Army Corp of Engineers.
- Seal coat thickness design is based on the Cofferdam Design Water Elevation specified unless noted otherwise. Cofferdam design details and proposed changes in seal coat thickness shall be submitted for approval with the cofferdam design to the Engineer.
- The embankment configuration shown shall be the minimum embankment that must be placed and compacted prior to construction of the abutments.
- Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- All Steel H-Piles shall be according to AASHTO M 270 Grade 50.
- In lieu of the hammer selection criteria and use of the FHWA Modified Gates formula specified in Section 512 of the Standard Specifications, the Contractor shall conduct a wave equation analysis to establish the driving criteria at all pile foundations which specify a Nominal Required Bearing above 600 kips. The analysis and calculations shall be submitted to the Engineer for approval.
- The Contractor shall drive test piles to 110 percent of the Nominal Required Bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of the piles.
- In addition to all other requirements of Section 512 of the Standard Specifications, splices for steel H-piles shall develop the full capacity of the steel's cross sectional area of the pile for tension, shear and bending forces. One approved method of achieving this requirement is complete joint penetration welding of the entire cross section. Other types of splices meeting the full capacity requirement may be allowed subject to the approval of the Engineer. Any proposal by the contractor to use an alternate splice method must include adequate documentation demonstrating that the full tension, shear and bending capacities will be met. Appropriate welder qualifications will be required for the positions and processes used in splicing all piles. Nondestructive testing of completed welds will be limited to visual inspection. See sheet S87 for standard pile splice details.
- Reinforcement bars shall conform to the requirements of ASTM A706 (IL Modified). See Special Provisions. Reinforcement bars designated (E) shall be epoxy coated.
- All construction joints shall be bonded.
- In Unit 2, bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8" (0.01 ft). Adjustment shall be made either by grinding the surface or by shimming the bearing.
- Concrete Sealer shall be applied to the seat area of the West and East abutments, and piers 4, 9, and 13.
- If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

- When the deck pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum modulus of rupture of 650 psi. or a minimum compressive strength of 3500 psi.

The Contractor is alerted that camber and dead load deflection values shown within the drawings were developed based on the deck pouring sequence shown on sheet S26. Any deviation from this pouring sequence will result in changes to camber and all dimensions and elevations that reflect dead load deflections.
- Fasteners shall be high strength bolts (AASHTO M 164, Type 3 in unpainted areas and mechanically galvanized AASHTO M 164, Type 1 in painted areas). Bolts 7/8" φ, open holes 15/16" φ, unless otherwise noted.
- Calculated weight of Structural Steel:
 - M 270 Grade 50W = 1,084,050 lbs (girder webs, stiffeners, cross-frames, splice, drip and connection plates)
 - M 270 Grade HPS 70W = 1,030,390 lbs (girder flanges, splice plates)
 - M 270 Grade 50 = 182,900 lbs (finger plate expansion joints, painted bearings at piers 6 & 7)
- The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the tension flanges, webs, all splice plate material except fill plates.
- The erection of the structural steel shall be accomplished by a steel erection contractor or sub-contractor certified as an Advanced Certified Steel Erector (ACSE) by AISC. See Special Provision for "Erection of Complex Steel Structures."
- Structural steel within 10 feet of the centerline of bearing at Piers 4 through 9 shall be cleaned and painted in accordance with the special provision for "Surface Preparation and Painting Requirements for Weathering Steel." The color of the final finish coat shall be Reddish Brown, Munsell No. 2.5YR 3/4.
- The structural steel bearing plates of the Elastomeric or HLMR Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- No field welding is permitted except as specified in contract documents.
- Expansion joint plates and attached bars shall be AASHTO M 270 Grade 50.
- Expansion joint plates and attached bars shall be shop painted with either the inorganic zinc rich primer or the organic primer plus intermediate epoxy coat system. See Special Provision for Cleaning and Painting New Metal Structures.
- Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
- The structural steel coating of the existing bridge to be removed contains lead. The contractor shall take appropriate precautions to deal with the presence of lead on this project.
- See Special Provision "Temporary Access" for restrictions and payment for accessing construction site.
- Contractor shall note presence of water lines near the Illinois abutment. Contractor shall locate and protect water lines during construction. The cost of this effort is included with "Driving Steel Piles." The contractor shall notify the City of Mt. Carmel 2 days prior to driving piling for the abutment wall and pier 1.

DESIGN SCOUR ELEVATIONS

LOCATION	ELEV. (ft.)
W. Abut	392.77
Pier 1	391.04
Pier 2	384.18
Pier 3	384.10
Pier 4	378.08
Pier 5	341.18
Pier 6	330.68
Pier 7	332.68
Pier 8	336.93
Pier 9	380.48
Pier 10	379.69
Pier 11	378.54
Pier 12	378.72
Pier 13	387.35
Pier 14	387.42
Pier 15	387.12
Pier 16	386.11
Pier 17	384.10
Pier 18	380.10
Pier 19	384.57
E. Abut	401.26



STONE RIPRAP DETAIL
Toe Detail

STATION 1036+27
BUILT 200_ BY
STATE OF ILLINOIS
F.A.P 827 SEC. 12BR, 12Z-3
LOADING HS20-44
STR. NO. 093-0021

NAME PLATE
See Std. 515001-02

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

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

benesch

alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-555-0450
Job No. 3428

DESIGNED	WJZ / CDF
CHECKED	YS
DRAWN	WJZ / CDF
CHECKED	YS

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INDEX OF BRIDGE DRAWINGS

SHEET #	SHEET NAME	SHEET #	SHEET NAME
S1	GENERAL PLAN & ELEVATION - UNIT 1	S63	STEEL PLATE GIRDER - SPLICE DETAILS
S2	GENERAL PLAN & ELEVATION - UNIT 2	S64	STEEL PLATE GIRDER - CAMBER DIAGRAMS
S3	GENERAL PLAN & ELEVATION - UNIT 3	S65	STEEL PLATE GIRDER - MOMENT TABLES
S4	GENERAL PLAN & ELEVATION - UNIT 4	S66	ELASTOMERIC BEARING - TYPE III
S5	GENERAL NOTES	S67	FIXED LOW PROFILE BEARINGS - PIERS 6 & 7
S6	BILL OF MATERIAL & SHEET INDEX	S68	HLMR BEARING DETAILS - GUIDED EXPANSION
S7	TOP OF SLAB ELEVATIONS - PLAN VIEW - UNITS 1 & 2	S69	WEST ABUTMENT - PLAN AND ELEVATION
S8	TOP OF SLAB ELEVATIONS - PLAN VIEW - UNITS 3 & 4	S70	WEST ABUTMENT - SECTIONS & DETAILS
S9	DECK ELEVATIONS - APPROACH SLAB	S71	EAST ABUTMENT - PLAN & ELEVATION
S10	DECK ELEVATIONS- UNIT 1	S72	EAST ABUTMENT - SECTIONS & DETAILS
S11	DECK ELEVATIONS- UNIT 1	S73	PIERS 1, 3, 10, 12, 14, 15, 18, 19 - PLAN AND ELEVATION
S12	DECK ELEVATIONS- UNIT 1	S74	PIERS 2, 11, 13, 16, 17 - PLAN AND ELEVATION
S13	DECK ELEVATIONS - UNIT 2	S75	PIERS 4, 5, 6, 7, 8 & 9 - PLAN AND ELEVATION
S14	DECK ELEVATIONS - UNIT 2	S76	PIERS 1, 3, 9, 10, 12, 13, 14, 15, 18, 19 - FOOTING DETAILS
S15	DECK ELEVATIONS - UNIT 2	S77	PIERS 2, 11, 16 & 17 - FOOTING DETAILS
S16	DECK ELEVATIONS - UNIT 2	S78	PIERS 6, 7 & 8 - FOOTING DETAILS
S17	DECK ELEVATIONS - UNIT 3	S79	PIERS 4 & 5 - FOOTING DETAILS
S18	DECK ELEVATIONS - UNIT 3	S80	PIERS 1-19 - DETAILS & BEAM SEAT ELEVATIONS
S19	DECK ELEVATIONS - UNIT 4	S81	PIERS 1, 2, 3 & 4 - BILL OF MATERIALS
S20	DECK ELEVATIONS - UNIT 4	S82	PIERS 5, 6, 7 & 8 - BILL OF MATERIALS
S21	DECK ELEVATIONS - UNIT 4	S83	PIERS 9, 10, 11 & 12 - BILL OF MATERIALS
S22	WEST ABUTMENT APPROACH SPAN DETAILS	S84	PIERS 13, 14, 15 & 16 - BILL OF MATERIALS
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S24	DECK REINFORCEMENT PLAN - SPANS 5 AND 6 (UNIT 2)	S86	PILE ANCHOR DETAILS
S25	DECK REINFORCEMENT PLAN - SPANS 7 AND 8 (UNIT 2)	S87	STEEL H-PILES
S26	DECK REINFORCEMENT PLAN - SPAN 9 (UNIT 2)	S88	DRAINAGE SCUPPER DETAILS DS-11
S27	DECK REINFORCEMENT PLAN - SPANS 10, 11, 12 AND 13 (UNIT 3)	S89	BAR SPLICERS
S28	DECK REINFORCEMENT PLAN - SPANS 14, 15, 16 AND 17 (UNIT 4)	S90	SOIL BORING LOGS
S29	DECK REINFORCEMENT PLAN - SPANS 18, 19 AND 20 (UNIT 4)	S91	SOIL BORING LOGS
S30	DECK CROSS SECTIONS	S92	SOIL BORING LOGS
S31	PARAPET ELEVATION AND RAIL POST SPACING - UNIT 1	S93	SOIL BORING LOGS
S32	PARAPET ELEVATION AND RAIL POST SPACING - UNIT 2	S94	SOIL BORING LOGS
S33	PARAPET ELEVATION AND RAIL POST SPACING - UNIT 3	S95	SOIL BORING LOGS
S34	PARAPET ELEVATION AND RAIL POST SPACING - UNIT 4	S96	SOIL BORING LOGS
S35	DECK DETAILS & BILL OF MATERIAL	S97	SOIL BORING LOGS
S36	DECK DETAILS & BILL OF MATERIAL	S98	SOIL BORING LOGS
S37	FINGER PLATE EXPANSION JOINT - WEST ABUTMENT	S99	SOIL BORING LOGS
S38	FINGER PLATE EXPANSION JOINT - WEST ABUTMENT	S100	SOIL BORING LOGS
S39	FINGER PLATE EXPANSION JOINT - PIER 4 & PIER 9	S101	SOIL BORING LOGS
S40	FINGER PLATE EXPANSION JOINT - PIER 4 & PIER 9	S102	SOIL BORING LOGS
S41	FINGER PLATE EXPANSION JOINT - PIER 13	S103	SOIL BORING LOGS
S42	FINGER PLATE EXPANSION JOINT - PIER 13	S104	SOIL BORING LOGS
S43	FINGER PLATE EXPANSION JOINT - EAST ABUTMENT	S105	SOIL BORING LOGS
S44	FINGER PLATE EXPANSION JOINT - EAST ABUTMENT	S106	SOIL BORING LOGS
S45	PARAPET RAILING DETAILS	S107	SOIL BORING LOGS
S46	DIAPHRAGM DETAILS - WEST APPROACH SPAN	S108	SOIL BORING LOGS
S47	DIAPHRAGM DETAILS - PIERS 1-3, 10-12, 14-19	S109	SOIL BORING LOGS
S48	DIAPHRAGM DETAILS - PIERS 4, 9, 13 & EAST ABUTMENT	S110	SOIL BORING LOGS
S49	GIRDER FRAMING PLAN - UNIT 1	S111	SOIL BORING LOGS
S50	GIRDER FRAMING PLAN - UNIT 2	S112	SOIL BORING LOGS
S51	GIRDER FRAMING PLAN - UNIT 2	S113	SOIL BORING LOGS
S52	GIRDER FRAMING PLAN - UNIT 3	S114	SOIL BORING LOGS
S53	GIRDER FRAMING PLAN - UNIT 4		
S54	GIRDER FRAMING PLAN - UNIT 4		
S55	36" PPC I-BEAM		
S56	36" PPC I-BEAM DETAILS		
S57	72" BULB T-BEAM		
S58	72" BULB T-BEAM DETAILS		
S59	STEEL PLATE GIRDER - ELEVATION		
S60	STEEL PLATE GIRDER - ELEVATION		
S61	STEEL PLATE GIRDER - CROSS FRAME DETAILS		
S62	STEEL PLATE GIRDER - MISCELLANEOUS DETAILS		

TOTAL BRIDGE BILL OF MATERIAL

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	22
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S6 OF S114 CONTRACT 94450

SP	PAY ITEM	UNIT	SUPER	SUB	TOTAL
	EARTH EXCAVATION	CU YD		980	980
	POROUS GRANULAR EMBANKMENT	CU YD		980	980
*	POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD		154	154
	STONE RIPRAP, CLASS A4	SQ YD		3,177	3,177
	FILTER FABRIC	SQ YD		3,310	3,310
*	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
	STRUCTURE EXCAVATION	CU YD		3,128	3,128
*	COFFERDAM EXCAVATION	CU YD		4,860	4,860
*	COFFERDAM EXCAVATION (SPECIAL)	CU YD		1,189	1,189
*	COFFERDAM (PIER 4)	EACH		1	1
*	COFFERDAM (PIER 5)	EACH		1	1
*	COFFERDAM (PIER 6)	EACH		1	1
*	COFFERDAM (PIER 7)	EACH		1	1
*	COFFERDAM (PIER 8)	EACH		1	1
*	COFFERDAM (PIER 9)	EACH		1	1
	CONCRETE STRUCTURES	CU YD		4,516	4,516
*	CONCRETE SUPERSTRUCTURE	CU YD	4,859		4,859
	BRIDGE DECK GROOVING	SQ YD	14,917		14,917
*	SEAL COAT CONCRETE	CU YD		3,062	3,062
*	SEAL COAT CONCRETE (SPECIAL)	CU YD		862	862
*	FORM LINER TEXTURED SURFACE	SQ FT		4,236	4,236
	PROTECTIVE COAT	SQ YD	18,024		18,024
	FURNISHING AND ERECTING PPC BULB T-BEAMS 72"	FOOT	10,748		10,748
	FURNISHING AND ERECTING PPC I-BEAMS, 36 IN.	FOOT	255		255
*	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
	STUD SHEAR CONNECTORS	EACH	7,578		7,578
	REINFORCEMENT BARS, EPOXY COATED	POUND	1,321,730	946,590	2,268,320
	BAR SPLICERS	EACH	49		49
	PARAPET RAILING	FOOT	5,867		5,867
	FURNISHING STEEL PILES HP12X74	FOOT		1,170	1,170
	FURNISHING STEEL PILES HP14X117	FOOT		44,297	44,297
	DRIVING PILES	FOOT		45,203	45,203
	TEST PILE STEEL HP12X74	EACH		1	1
	TEST PILE STEEL HP14X117	EACH		10	10
	PILE SHOES	EACH		423	423
	NAME PLATES	EACH	1		1
	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	261		261
	ELASTOMERIC BEARING ASSEMBLY, TYPE III	EACH		132	132
	ANCHOR BOLTS, 1 1/2"	EACH		432	432
	CONCRETE SEALER	SQ FT		1,282	1,282
	GEOCOMPOSITE WALL DRAIN	SQ YD		92	92
*	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		96	96
	BARRIER WALL MARKERS, TYPE B	EACH	24		24
*	MECHANICAL SPLICE	EACH		1,268	1,268
	DRAINAGE SCUPPERS, DS-11	EACH	38		38
*	HLMR BEARINGS, GUIDED EXPANSION, 250K	EACH		12	12
*	HLMR BEARINGS, GUIDED EXPANSION, 600K	EACH		12	12
*	SETTING PILES IN ROCK	EACH		12	12

* See Special Provision

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

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

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

STA. 1036+27
 DATE: JUNE 15, 2007

DESIGNED	CDF
CHECKED	ADD
DRAWN	CDF
CHECKED	ADD

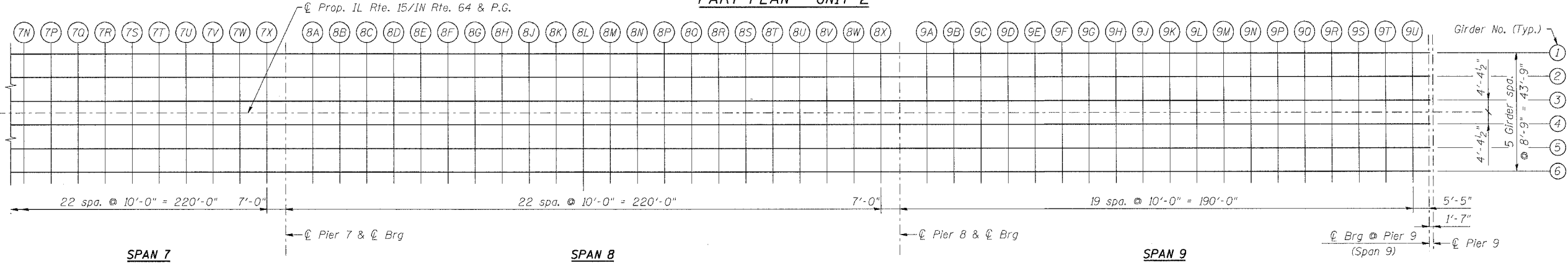
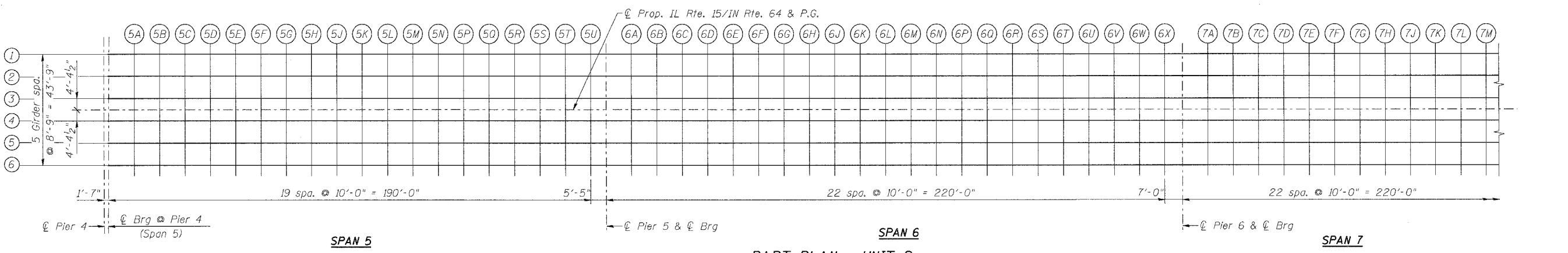
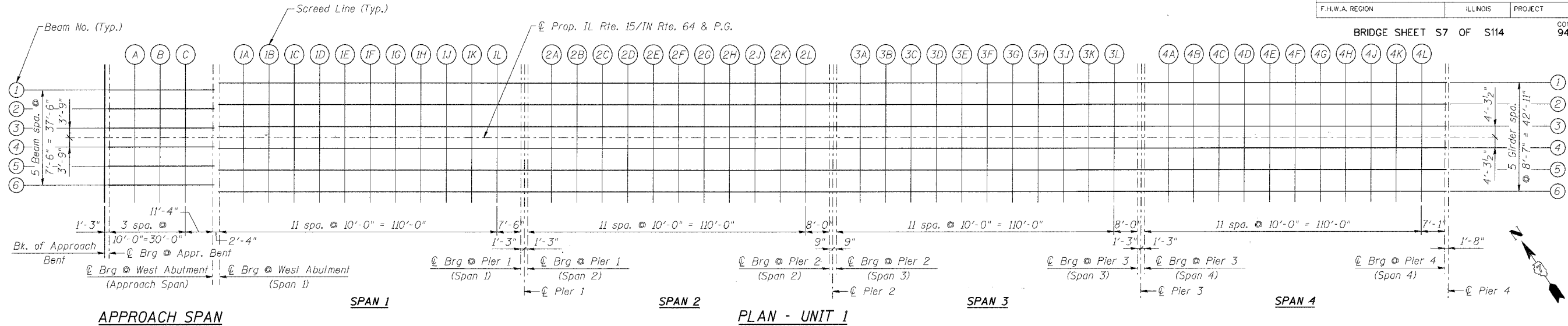
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	23
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S7 OF S114 CONTRACT 94450



DESIGNED	ADD/KWS
CHECKED	KWS
DRAWN	CS
CHECKED	ADD

NOTES:
1. For sections and top of slab elevations, see sheets S9 thru S21.

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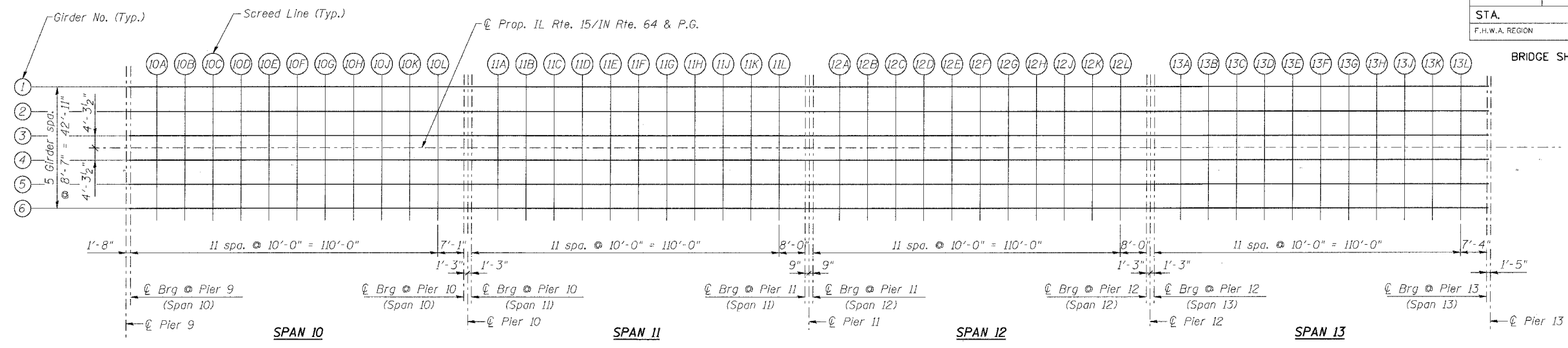
alfred benesch & company
Engineers - Surveyors - Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
Job No. 3428

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**TOP OF SLAB ELEVATIONS
PLAN VIEW - UNITS 1 & 2**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

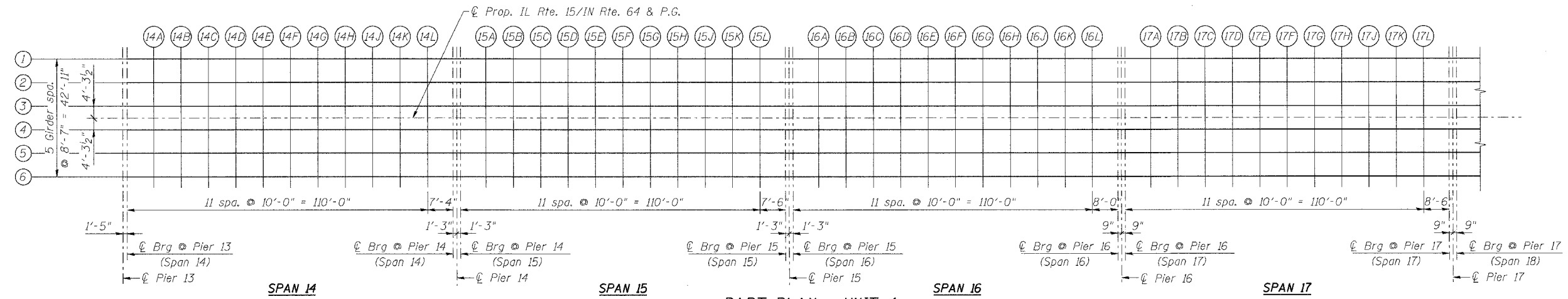
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	24
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

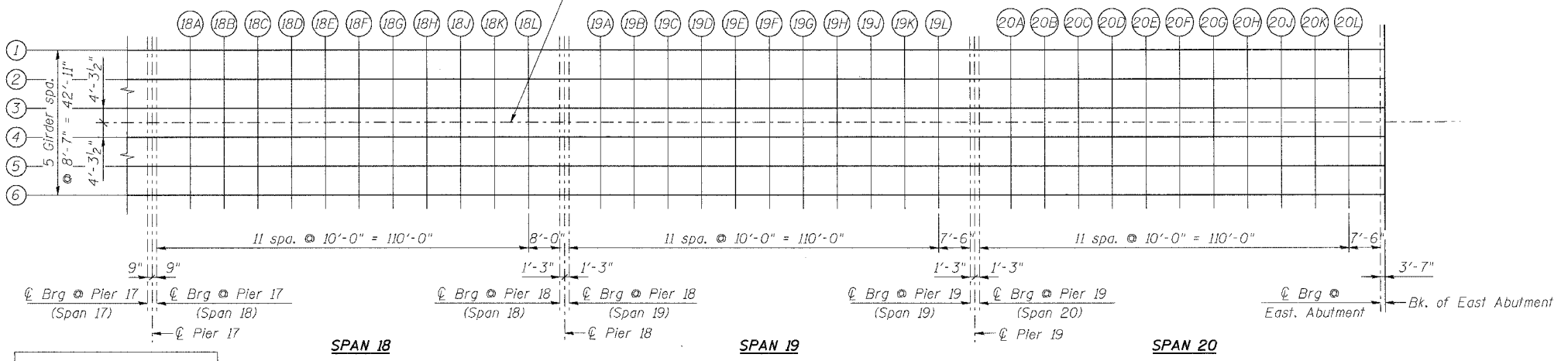
BRIDGE SHEET S8 OF S114 CONTRACT 94450



PLAN - UNIT 3



PART PLAN - UNIT 4



PART PLAN - UNIT 4

NOTES:
1. For sections and top of slab elevations, see sheets S9 thru S21.

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**TOP OF SLAB ELEVATIONS
PLAN VIEW - UNITS 3 & 4**

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

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312-595-0450
Job No. 3426

DESIGNED	ADD/KWS
CHECKED	KWS
DRAWN	CS
CHECKED	ADD

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	25
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	
BRIDGE SHEET S9 OF S114				CONTRACT NO. 94450

BEAM 1, APPROACH SPAN

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
Bk. of Approach Bent	1021+66.33	-18.750	418.191	418.191
⊕ Brg. ⊙ Approach Bent	1021+67.58	-18.750	418.217	418.217
A	1021+77.58	-18.750	418.398	418.409
B	1021+87.58	-18.750	418.536	418.554
C	1021+97.58	-18.750	418.656	418.669
⊕ Brg. ⊙ West Abut. (Appr. Span)	1022+08.91	-18.750	418.792	418.792

BEAM 5, APPROACH SPAN

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
Bk. of Approach Bent	1021+66.33	11.250	418.839	418.839
⊕ Brg. ⊙ Approach Bent	1021+67.58	11.250	418.848	418.848
A	1021+77.58	11.250	418.917	418.929
B	1021+87.58	11.250	418.987	419.005
C	1021+97.58	11.250	419.057	419.070
⊕ Brg. ⊙ West Abut. (Appr. Span)	1022+08.91	11.250	419.135	419.135

BEAM 2, APPROACH SPAN

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
Bk. of Approach Bent	1021+66.33	-11.250	418.353	418.353
⊕ Brg. ⊙ Approach Bent	1021+67.58	-11.250	418.374	418.374
A	1021+77.58	-11.250	418.545	418.557
B	1021+87.58	-11.250	418.682	418.700
C	1021+97.58	-11.250	418.802	418.815
⊕ Brg. ⊙ West Abut. (Appr. Span)	1022+08.91	-11.250	418.938	418.938

BEAM 6, APPROACH SPAN

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
Bk. of Approach Bent	1021+66.33	18.750	418.720	418.720
⊕ Brg. ⊙ Approach Bent	1021+67.58	18.750	418.728	418.728
A	1021+77.58	18.750	418.795	418.807
B	1021+87.58	18.750	418.861	418.879
C	1021+97.58	18.750	418.927	418.941
⊕ Brg. ⊙ West Abut. (Appr. Span)	1022+08.91	18.750	419.002	419.002

BEAM 3, APPROACH SPAN

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
Bk. of Approach Bent	1021+66.33	-3.750	418.515	418.515
⊕ Brg. ⊙ Approach Bent	1021+67.58	-3.750	418.532	418.532
A	1021+77.58	-3.750	418.669	418.681
B	1021+87.58	-3.750	418.795	418.812
C	1021+97.58	-3.750	418.915	418.928
⊕ Brg. ⊙ West Abut. (Appr. Span)	1022+08.91	-3.750	419.051	419.051

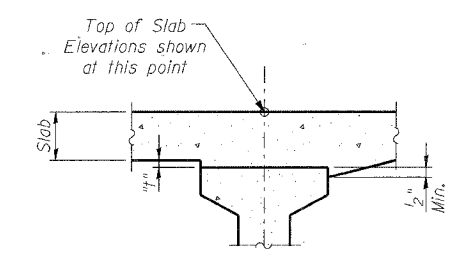
⊕ PROP. IL. RTE. 15/IN. RTE. 64 & P.G.

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
Bk. of Approach Bent	1021+66.33	0.000	418.596	418.596
⊕ Brg. ⊙ Approach Bent	1021+67.58	0.000	418.611	418.611
A	1021+77.58	0.000	418.731	418.743
B	1021+87.58	0.000	418.851	418.869
C	1021+97.58	0.000	418.971	418.984
⊕ Brg. ⊙ West Abut. (Appr. Span)	1022+08.91	0.000	419.107	419.107

BEAM 4, APPROACH SPAN

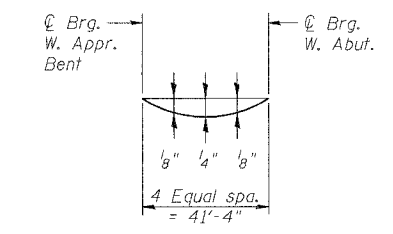
Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
Bk. of Approach Bent	1021+66.33	3.750	418.677	418.677
⊕ Brg. ⊙ Approach Bent	1021+67.58	3.750	418.690	418.690
A	1021+77.58	3.750	418.793	418.805
B	1021+87.58	3.750	418.896	418.914
C	1021+97.58	3.750	419.000	419.013
⊕ Brg. ⊙ West Abut. (Appr. Span)	1022+08.91	3.750	419.116	419.116

DESIGNED	ADD
CHECKED	KWS
DRAWN	VH
CHECKED	ADD



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 - 36" P.P.C. I-BEAM
(Fascia Girder Shown)



Approach Span

DEAD LOAD DEFLECTION DIAGRAM

APPROACH SPAN
(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 Deflections.

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

**DECK ELEVATIONS
APPROACH SLAB**

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

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Job No. 3426

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	26
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

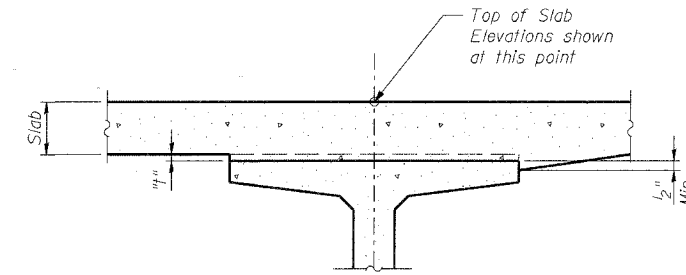
BRIDGE SHEET S10 OF S114 CONTRACT 94450

GIRDER 1, UNIT 1

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊕ West Abut. (Span 1)	1022+11.25	-21.458	418.766	418.766
1A	1022+21.25	-21.458	418.886	418.916
1B	1022+31.25	-21.458	419.006	419.066
1C	1022+41.25	-21.458	419.126	419.212
1D	1022+51.25	-21.458	419.246	419.351
1E	1022+61.25	-21.458	419.366	419.482
1F	1022+71.25	-21.458	419.486	419.606
1G	1022+81.25	-21.458	419.606	419.720
1H	1022+91.25	-21.458	419.726	419.826
1J	1023+01.25	-21.458	419.846	419.924
1K	1023+11.25	-21.458	419.966	420.017
1L	1023+21.25	-21.458	420.086	420.108
⊕ Brg. ⊕ Pier 1 (Span 1)	1023+28.75	-21.458	420.176	420.176
⊕ Brg. ⊕ Pier 1 (Span 2)	1023+31.25	-21.458	420.206	420.206
2A	1023+41.25	-21.458	420.326	420.355
2B	1023+51.25	-21.458	420.446	420.504
2C	1023+61.25	-21.458	420.566	420.648
2D	1023+71.25	-21.458	420.686	420.787
2E	1023+81.25	-21.458	420.806	420.919
2F	1023+91.25	-21.458	420.926	421.043
2G	1024+01.25	-21.458	421.046	421.158
2H	1024+11.25	-21.458	421.165	421.264
2J	1024+21.25	-21.458	421.283	421.362
2K	1024+31.25	-21.458	421.399	421.452
2L	1024+41.25	-21.458	421.513	421.537
⊕ Brg. ⊕ Pier 2 (Span 2)	1024+49.25	-21.458	421.603	421.603
⊕ Brg. ⊕ Pier 2 (Span 3)	1024+50.75	-21.458	421.620	421.620
3A	1024+60.75	-21.458	421.730	421.760
3B	1024+70.75	-21.458	421.839	421.897
3C	1024+80.75	-21.458	421.946	422.029
3D	1024+90.75	-21.458	422.050	422.152
3E	1025+00.75	-21.458	422.153	422.267
3F	1025+10.75	-21.458	422.254	422.372
3G	1025+20.75	-21.458	422.353	422.466
3H	1025+30.75	-21.458	422.451	422.549
3J	1025+40.75	-21.458	422.546	422.624
3K	1025+50.75	-21.458	422.639	422.691
3L	1025+60.75	-21.458	422.731	422.754
⊕ Brg. ⊕ Pier 3 (Span 3)	1025+68.75	-21.458	422.803	422.803
⊕ Brg. ⊕ Pier 3 (Span 4)	1025+71.25	-21.458	422.825	422.825
4A	1025+81.25	-21.458	422.912	422.942
4B	1025+91.25	-21.458	422.998	423.057
4C	1026+01.25	-21.458	423.082	423.166
4D	1026+11.25	-21.458	423.164	423.268
4E	1026+21.25	-21.458	423.244	423.360
4F	1026+31.25	-21.458	423.322	423.442
4G	1026+41.25	-21.458	423.399	423.514
4H	1026+51.25	-21.458	423.473	423.574
4J	1026+61.25	-21.458	423.546	423.625
4K	1026+71.25	-21.458	423.616	423.668
4L	1026+81.25	-21.458	423.685	423.707
⊕ Brg. ⊕ Pier 4 (Span 4)	1026+88.33	-21.458	423.733	423.733

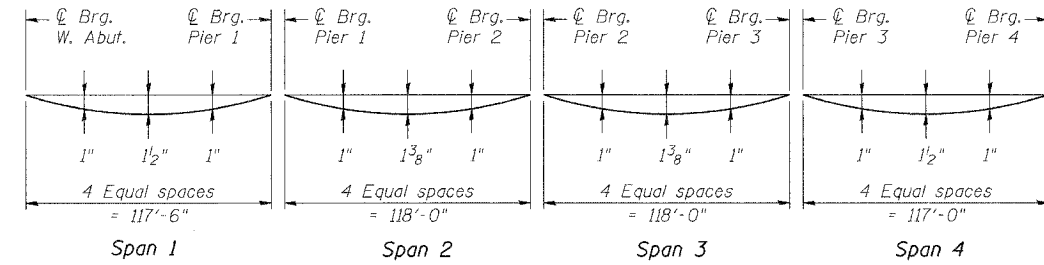
GIRDER 2, UNIT 1

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊕ West Abut. (Span 1)	1022+11.25	-12.875	418.938	418.938
1A	1022+21.25	-12.875	419.058	419.088
1B	1022+31.25	-12.875	419.178	419.238
1C	1022+41.25	-12.875	419.298	419.383
1D	1022+51.25	-12.875	419.418	419.522
1E	1022+61.25	-12.875	419.538	419.654
1F	1022+71.25	-12.875	419.658	419.777
1G	1022+81.25	-12.875	419.778	419.892
1H	1022+91.25	-12.875	419.898	419.997
1J	1023+01.25	-12.875	420.018	420.096
1K	1023+11.25	-12.875	420.138	420.189
1L	1023+21.25	-12.875	420.258	420.280
⊕ Brg. ⊕ Pier 1 (Span 1)	1023+28.75	-12.875	420.348	420.348
⊕ Brg. ⊕ Pier 1 (Span 2)	1023+31.25	-12.875	420.378	420.378
2A	1023+41.25	-12.875	420.498	420.527
2B	1023+51.25	-12.875	420.618	420.675
2C	1023+61.25	-12.875	420.738	420.820
2D	1023+71.25	-12.875	420.858	420.959
2E	1023+81.25	-12.875	420.978	421.091
2F	1023+91.25	-12.875	421.098	421.215
2G	1024+01.25	-12.875	421.218	421.330
2H	1024+11.25	-12.875	421.337	421.436
2J	1024+21.25	-12.875	421.455	421.534
2K	1024+31.25	-12.875	421.571	421.624
2L	1024+41.25	-12.875	421.685	421.709
⊕ Brg. ⊕ Pier 2 (Span 2)	1024+49.25	-12.875	421.775	421.775
⊕ Brg. ⊕ Pier 2 (Span 3)	1024+50.75	-12.875	421.792	421.792
3A	1024+60.75	-12.875	421.902	421.932
3B	1024+70.75	-12.875	422.011	422.069
3C	1024+80.75	-12.875	422.117	422.200
3D	1024+90.75	-12.875	422.222	422.324
3E	1025+00.75	-12.875	422.325	422.438
3F	1025+10.75	-12.875	422.426	422.543
3G	1025+20.75	-12.875	422.525	422.637
3H	1025+30.75	-12.875	422.622	422.721
3J	1025+40.75	-12.875	422.717	422.795
3K	1025+50.75	-12.875	422.811	422.863
3L	1025+60.75	-12.875	422.902	422.926
⊕ Brg. ⊕ Pier 3 (Span 3)	1025+68.75	-12.875	422.974	422.974
⊕ Brg. ⊕ Pier 3 (Span 4)	1025+71.25	-12.875	422.996	422.996
4A	1025+81.25	-12.875	423.084	423.114
4B	1025+91.25	-12.875	423.170	423.229
4C	1026+01.25	-12.875	423.254	423.338
4D	1026+11.25	-12.875	423.336	423.440
4E	1026+21.25	-12.875	423.416	423.532
4F	1026+31.25	-12.875	423.494	423.614
4G	1026+41.25	-12.875	423.570	423.686
4H	1026+51.25	-12.875	423.645	423.746
4J	1026+61.25	-12.875	423.717	423.797
4K	1026+71.25	-12.875	423.788	423.840
4L	1026+81.25	-12.875	423.857	423.879
⊕ Brg. ⊕ Pier 4 (Span 4)	1026+88.33	-12.875	423.904	423.904



To determine "f": 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 "f" above top flanges of beams.

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



DEAD LOAD DEFLECTION DIAGRAM - UNIT 1
(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.

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DRAWN	VH
CHECKED	ADD

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JUL No. 5426

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

**DECK ELEVATIONS
UNIT 1**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	27
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

GIRDER 3, UNIT 1

☉ PROP. IL. RTE. 15/IN. RTE. 64, & P.G., UNIT 1

GIRDER 4, UNIT 1

BRIDGE SHEET S11 OF S114 CONTRACT 94450

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
☉ Brg. ☉ West Abut. (Span 1)	1022+11.25	-4.292	419.071	419.071
1A	1022+21.25	-4.292	419.191	419.221
1B	1022+31.25	-4.292	419.311	419.371
1C	1022+41.25	-4.292	419.431	419.516
1D	1022+51.25	-4.292	419.551	419.655
1E	1022+61.25	-4.292	419.671	419.787
1F	1022+71.25	-4.292	419.791	419.910
1G	1022+81.25	-4.292	419.911	420.025
1H	1022+91.25	-4.292	420.031	420.130
1J	1023+01.25	-4.292	420.151	420.229
1K	1023+11.25	-4.292	420.271	420.322
1L	1023+21.25	-4.292	420.391	420.413
☉ Brg. ☉ Pier 1 (Span 1)	1023+28.75	-4.292	420.481	420.481
☉ Brg. ☉ Pier 1 (Span 2)	1023+31.25	-4.292	420.511	420.511
2A	1023+41.25	-4.292	420.631	420.660
2B	1023+51.25	-4.292	420.751	420.808
2C	1023+61.25	-4.292	420.871	420.953
2D	1023+71.25	-4.292	420.991	421.092
2E	1023+81.25	-4.292	421.111	421.224
2F	1023+91.25	-4.292	421.231	421.348
2G	1024+01.25	-4.292	421.351	421.463
2H	1024+11.25	-4.292	421.470	421.569
2J	1024+21.25	-4.292	421.588	421.667
2K	1024+31.25	-4.292	421.704	421.757
2L	1024+41.25	-4.292	421.818	421.842
☉ Brg. ☉ Pier 2 (Span 2)	1024+49.25	-4.292	421.908	421.908
☉ Brg. ☉ Pier 2 (Span 3)	1024+50.75	-4.292	421.925	421.925
3A	1024+60.75	-4.292	422.035	422.065
3B	1024+70.75	-4.292	422.144	422.202
3C	1024+80.75	-4.292	422.250	422.333
3D	1024+90.75	-4.292	422.355	422.457
3E	1025+00.75	-4.292	422.458	422.572
3F	1025+10.75	-4.292	422.559	422.676
3G	1025+20.75	-4.292	422.658	422.770
3H	1025+30.75	-4.292	422.755	422.854
3J	1025+40.75	-4.292	422.851	422.929
3K	1025+50.75	-4.292	422.944	422.996
3L	1025+60.75	-4.292	423.036	423.059
☉ Brg. ☉ Pier 3 (Span 3)	1025+68.75	-4.292	423.107	423.107
☉ Brg. ☉ Pier 3 (Span 4)	1025+71.25	-4.292	423.130	423.130
4A	1025+81.25	-4.292	423.217	423.247
4B	1025+91.25	-4.292	423.303	423.362
4C	1026+01.25	-4.292	423.387	423.471
4D	1026+11.25	-4.292	423.469	423.573
4E	1026+21.25	-4.292	423.549	423.665
4F	1026+31.25	-4.292	423.627	423.747
4G	1026+41.25	-4.292	423.704	423.819
4H	1026+51.25	-4.292	423.778	423.879
4J	1026+61.25	-4.292	423.851	423.930
4K	1026+71.25	-4.292	423.921	423.973
4L	1026+81.25	-4.292	423.990	424.012
☉ Brg. ☉ Pier 4 (Span 4)	1026+88.33	-4.292	424.038	424.038

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
☉ Brg. ☉ West Abut. (Span 1)	1022+11.25	0.000	419.135	419.135
1A	1022+21.25	0.000	419.255	419.286
1B	1022+31.25	0.000	419.375	419.435
1C	1022+41.25	0.000	419.495	419.581
1D	1022+51.25	0.000	419.615	419.720
1E	1022+61.25	0.000	419.735	419.851
1F	1022+71.25	0.000	419.855	419.975
1G	1022+81.25	0.000	419.975	420.089
1H	1022+91.25	0.000	420.095	420.195
1J	1023+01.25	0.000	420.215	420.293
1K	1023+11.25	0.000	420.335	420.386
1L	1023+21.25	0.000	420.455	420.477
☉ Brg. ☉ Pier 1 (Span 1)	1023+28.75	0.000	420.545	420.545
☉ Brg. ☉ Pier 1 (Span 2)	1023+31.25	0.000	420.575	420.575
2A	1023+41.25	0.000	420.695	420.724
2B	1023+51.25	0.000	420.815	420.873
2C	1023+61.25	0.000	420.935	421.017
2D	1023+71.25	0.000	421.055	421.156
2E	1023+81.25	0.000	421.175	421.288
2F	1023+91.25	0.000	421.295	421.412
2G	1024+01.25	0.000	421.415	421.528
2H	1024+11.25	0.000	421.535	421.634
2J	1024+21.25	0.000	421.653	421.731
2K	1024+31.25	0.000	421.768	421.821
2L	1024+41.25	0.000	421.883	421.906
☉ Brg. ☉ Pier 2 (Span 2)	1024+49.25	0.000	421.973	421.973
☉ Brg. ☉ Pier 2 (Span 3)	1024+50.75	0.000	421.989	421.989
3A	1024+60.75	0.000	422.100	422.129
3B	1024+70.75	0.000	422.208	422.266
3C	1024+80.75	0.000	422.315	422.398
3D	1024+90.75	0.000	422.420	422.521
3E	1025+00.75	0.000	422.522	422.636
3F	1025+10.75	0.000	422.623	422.741
3G	1025+20.75	0.000	422.722	422.835
3H	1025+30.75	0.000	422.820	422.918
3J	1025+40.75	0.000	422.915	422.993
3K	1025+50.75	0.000	423.008	423.060
3L	1025+60.75	0.000	423.100	423.123
☉ Brg. ☉ Pier 3 (Span 3)	1025+68.75	0.000	423.172	423.172
☉ Brg. ☉ Pier 3 (Span 4)	1025+71.25	0.000	423.194	423.194
4A	1025+81.25	0.000	423.282	423.311
4B	1025+91.25	0.000	423.367	423.426
4C	1026+01.25	0.000	423.451	423.536
4D	1026+11.25	0.000	423.533	423.637
4E	1026+21.25	0.000	423.613	423.729
4F	1026+31.25	0.000	423.692	423.811
4G	1026+41.25	0.000	423.768	423.883
4H	1026+51.25	0.000	423.842	423.943
4J	1026+61.25	0.000	423.915	423.994
4K	1026+71.25	0.000	423.986	424.037
4L	1026+81.25	0.000	424.054	424.076
☉ Brg. ☉ Pier 4 (Span 4)	1026+88.33	0.000	424.102	424.102

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
☉ Brg. ☉ West Abut. (Span 1)	1022+11.25	4.292	419.141	419.141
1A	1022+21.25	4.292	419.242	419.273
1B	1022+31.25	4.292	419.343	419.403
1C	1022+41.25	4.292	419.444	419.529
1D	1022+51.25	4.292	419.551	419.655
1E	1022+61.25	4.292	419.671	419.787
1F	1022+71.25	4.292	419.791	419.910
1G	1022+81.25	4.292	419.911	420.025
1H	1022+91.25	4.292	420.031	420.130
1J	1023+01.25	4.292	420.151	420.229
1K	1023+11.25	4.292	420.271	420.322
1L	1023+21.25	4.292	420.391	420.413
☉ Brg. ☉ Pier 1 (Span 1)	1023+28.75	4.292	420.481	420.481
☉ Brg. ☉ Pier 1 (Span 2)	1023+31.25	4.292	420.511	420.511
2A	1023+41.25	4.292	420.631	420.660
2B	1023+51.25	4.292	420.751	420.808
2C	1023+61.25	4.292	420.871	420.953
2D	1023+71.25	4.292	420.991	421.092
2E	1023+81.25	4.292	421.111	421.224
2F	1023+91.25	4.292	421.231	421.348
2G	1024+01.25	4.292	421.351	421.463
2H	1024+11.25	4.292	421.470	421.569
2J	1024+21.25	4.292	421.588	421.667
2K	1024+31.25	4.292	421.704	421.757
2L	1024+41.25	4.292	421.818	421.842
☉ Brg. ☉ Pier 2 (Span 2)	1024+49.25	4.292	421.908	421.908
☉ Brg. ☉ Pier 2 (Span 3)	1024+50.75	4.292	421.925	421.925
3A	1024+60.75	4.292	422.035	422.065
3B	1024+70.75	4.292	422.144	422.202
3C	1024+80.75	4.292	422.250	422.333
3D	1024+90.75	4.292	422.355	422.457
3E	1025+00.75	4.292	422.458	422.572
3F	1025+10.75	4.292	422.559	422.676
3G	1025+20.75	4.292	422.658	422.770
3H	1025+30.75	4.292	422.755	422.854
3J	1025+40.75	4.292	422.851	422.929
3K	1025+50.75	4.292	422.944	422.996
3L	1025+60.75	4.292	423.036	423.059
☉ Brg. ☉ Pier 3 (Span 3)	1025+68.75	4.292	423.107	423.107
☉ Brg. ☉ Pier 3 (Span 4)	1025+71.25	4.292	423.130	423.130
4A	1025+81.25	4.292	423.217	423.247
4B	1025+91.25	4.292	423.303	423.362
4C	1026+01.25	4.292	423.387	423.471
4D	1026+11.25	4.292	423.469	423.573
4E	1026+21.25	4.292	423.549	423.665
4F	1026+31.25	4.292	423.627	423.747
4G	1026+41.25	4.292	423.704	423.819
4H	1026+51.25	4.292	423.778	423.879
4J	1026+61.25	4.292	423.851	423.930
4K	1026+71.25	4.292	423.921	423.973
4L	1026+81.25	4.292	423.990	424.012
☉ Brg. ☉ Pier 4 (Span 4)	1026+88.33	4.292	424.038	424.038

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

**DECK ELEVATIONS
UNIT 1**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	28
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S12 OF S114

CONTRACT
94450

GIRDER 5, UNIT 1

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊙ Brg. ⊙ West Abut. (Span 1)	1022+11.25	12.875	419.135	419.135
1A	1022+21.25	12.875	419.201	419.232
1B	1022+31.25	12.875	419.268	419.328
1C	1022+41.25	12.875	419.334	419.420
1D	1022+51.25	12.875	419.418	419.522
1E	1022+61.25	12.875	419.538	419.654
1F	1022+71.25	12.875	419.658	419.777
1G	1022+81.25	12.875	419.778	419.892
1H	1022+91.25	12.875	419.898	419.997
1J	1023+01.25	12.875	420.018	420.096
1K	1023+11.25	12.875	420.138	420.189
1L	1023+21.25	12.875	420.258	420.280
⊙ Brg. ⊙ Pier 1 (Span 1)	1023+28.75	12.875	420.348	420.348
⊙ Brg. ⊙ Pier 1 (Span 2)	1023+31.25	12.875	420.378	420.378
2A	1023+41.25	12.875	420.498	420.527
2B	1023+51.25	12.875	420.618	420.675
2C	1023+61.25	12.875	420.738	420.820
2D	1023+71.25	12.875	420.858	420.959
2E	1023+81.25	12.875	420.978	421.091
2F	1023+91.25	12.875	421.098	421.215
2G	1024+01.25	12.875	421.218	421.330
2H	1024+11.25	12.875	421.337	421.436
2J	1024+21.25	12.875	421.455	421.534
2K	1024+31.25	12.875	421.571	421.624
2L	1024+41.25	12.875	421.685	421.709
⊙ Brg. ⊙ Pier 2 (Span 2)	1024+49.25	12.875	421.775	421.775
⊙ Brg. ⊙ Pier 2 (Span 3)	1024+50.75	12.875	421.792	421.792
3A	1024+60.75	12.875	421.902	421.932
3B	1024+70.75	12.875	422.011	422.069
3C	1024+80.75	12.875	422.117	422.200
3D	1024+90.75	12.875	422.222	422.324
3E	1025+00.75	12.875	422.325	422.438
3F	1025+10.75	12.875	422.426	422.543
3G	1025+20.75	12.875	422.525	422.637
3H	1025+30.75	12.875	422.622	422.721
3J	1025+40.75	12.875	422.717	422.795
3K	1025+50.75	12.875	422.811	422.863
3L	1025+60.75	12.875	422.902	422.926
⊙ Brg. ⊙ Pier 3 (Span 3)	1025+68.75	12.875	422.974	422.974
⊙ Brg. ⊙ Pier 3 (Span 4)	1025+71.25	12.875	422.996	422.996
4A	1025+81.25	12.875	423.084	423.114
4B	1025+91.25	12.875	423.170	423.229
4C	1026+01.25	12.875	423.254	423.338
4D	1026+11.25	12.875	423.336	423.440
4E	1026+21.25	12.875	423.416	423.532
4F	1026+31.25	12.875	423.494	423.614
4G	1026+41.25	12.875	423.570	423.686
4H	1026+51.25	12.875	423.645	423.746
4J	1026+61.25	12.875	423.717	423.797
4K	1026+71.25	12.875	423.788	423.840
4L	1026+81.25	12.875	423.857	423.879
⊙ Brg. ⊙ Pier 4 (Span 4)	1026+88.33	12.875	423.904	423.904

GIRDER 6, UNIT 1

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊙ Brg. ⊙ West Abut. (Span 1)	1022+11.25	21.458	418.964	418.964
1A	1022+21.25	21.458	419.030	419.060
1B	1022+31.25	21.458	419.096	419.156
1C	1022+41.25	21.458	419.162	419.248
1D	1022+51.25	21.458	419.246	419.351
1E	1022+61.25	21.458	419.366	419.482
1F	1022+71.25	21.458	419.486	419.606
1G	1022+81.25	21.458	419.606	419.720
1H	1022+91.25	21.458	419.726	419.826
1J	1023+01.25	21.458	419.846	419.924
1K	1023+11.25	21.458	419.966	420.017
1L	1023+21.25	21.458	420.086	420.108
⊙ Brg. ⊙ Pier 1 (Span 1)	1023+28.75	21.458	420.176	420.176
⊙ Brg. ⊙ Pier 1 (Span 2)	1023+31.25	21.458	420.206	420.206
2A	1023+41.25	21.458	420.326	420.355
2B	1023+51.25	21.458	420.446	420.504
2C	1023+61.25	21.458	420.566	420.648
2D	1023+71.25	21.458	420.686	420.787
2E	1023+81.25	21.458	420.806	420.919
2F	1023+91.25	21.458	420.926	421.043
2G	1024+01.25	21.458	421.046	421.158
2H	1024+11.25	21.458	421.165	421.264
2J	1024+21.25	21.458	421.283	421.362
2K	1024+31.25	21.458	421.399	421.452
2L	1024+41.25	21.458	421.513	421.537
⊙ Brg. ⊙ Pier 2 (Span 2)	1024+49.25	21.458	421.603	421.603
⊙ Brg. ⊙ Pier 2 (Span 3)	1024+50.75	21.458	421.620	421.620
3A	1024+60.75	21.458	421.730	421.760
3B	1024+70.75	21.458	421.839	421.897
3C	1024+80.75	21.458	421.946	422.029
3D	1024+90.75	21.458	422.050	422.152
3E	1025+00.75	21.458	422.153	422.267
3F	1025+10.75	21.458	422.254	422.372
3G	1025+20.75	21.458	422.353	422.466
3H	1025+30.75	21.458	422.451	422.549
3J	1025+40.75	21.458	422.546	422.624
3K	1025+50.75	21.458	422.639	422.691
3L	1025+60.75	21.458	422.731	422.754
⊙ Brg. ⊙ Pier 3 (Span 3)	1025+68.75	21.458	422.803	422.803
⊙ Brg. ⊙ Pier 3 (Span 4)	1025+71.25	21.458	422.825	422.825
4A	1025+81.25	21.458	422.912	422.942
4B	1025+91.25	21.458	422.998	423.057
4C	1026+01.25	21.458	423.082	423.166
4D	1026+11.25	21.458	423.164	423.268
4E	1026+21.25	21.458	423.244	423.360
4F	1026+31.25	21.458	423.322	423.442
4G	1026+41.25	21.458	423.399	423.514
4H	1026+51.25	21.458	423.473	423.574
4J	1026+61.25	21.458	423.546	423.625
4K	1026+71.25	21.458	423.616	423.668
4L	1026+81.25	21.458	423.685	423.707
⊙ Brg. ⊙ Pier 4 (Span 4)	1026+88.33	21.458	423.733	423.733

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DRAWN	VH
CHECKED	ADD

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

**DECK ELEVATIONS
UNIT 1**

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

STA. 1036+27
DATE: JUNE 15, 2007

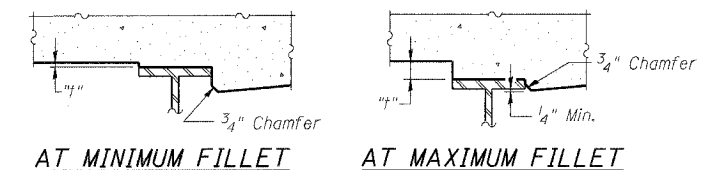
ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	29
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	
BRIDGE SHEET S13 OF S114				CONTRACT NO. 94450

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

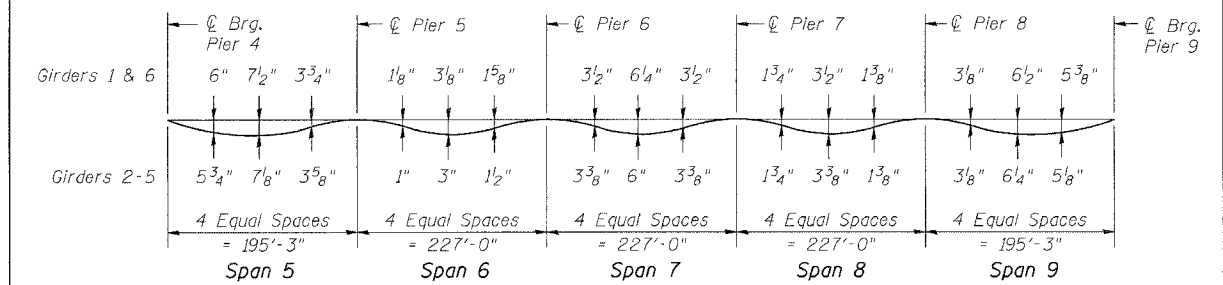
GIRDER 1 AND GIRDER 6, UNIT 2 (Continued)

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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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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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

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) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

☉ PROP. IL. RTE. 15/IN. RTE. 64 & P.G., UNIT 2

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
☉ Brg. @ Pier 4 (Span 5)	1026+91.58	0.000	424.123	424.123
5A	1027+01.58	0.000	424.188	424.303
5B	1027+11.58	0.000	424.251	424.481
5C	1027+21.58	0.000	424.313	424.640
5D	1027+31.58	0.000	424.372	424.794
5E	1027+41.58	0.000	424.429	424.920
5F	1027+51.58	0.000	424.485	425.039
5G	1027+61.58	0.000	424.538	425.124
5H	1027+71.58	0.000	424.590	425.201
5J	1027+81.58	0.000	424.640	425.244
5K	1027+91.58	0.000	424.688	425.276
5L	1028+01.58	0.000	424.734	425.280
5M	1028+11.58	0.000	424.778	425.275
5N	1028+21.58	0.000	424.820	425.248
5P	1028+31.58	0.000	424.861	425.216
5Q	1028+41.58	0.000	424.899	425.174
5R	1028+51.58	0.000	424.936	425.135
5S	1028+61.58	0.000	424.970	425.101
5T	1028+71.58	0.000	425.003	425.075
5U	1028+81.58	0.000	425.034	425.059
☉ Pier 5 & ☉ Brg.	1028+87.00	0.000	425.050	425.050
6A	1028+97.00	0.000	425.078	425.068
6B	1029+07.00	0.000	425.104	425.083
6C	1029+17.00	0.000	425.129	425.125
6D	1029+27.00	0.000	425.151	425.175
6E	1029+37.00	0.000	425.171	425.230
6F	1029+47.00	0.000	425.190	425.290
6G	1029+57.00	0.000	425.207	425.347
6H	1029+67.00	0.000	425.221	425.398
6J	1029+77.00	0.000	425.234	425.447
6K	1029+87.00	0.000	425.245	425.476
6L	1029+97.00	0.000	425.254	425.502
6M	1030+07.00	0.000	425.262	425.511
6N	1030+17.00	0.000	425.267	425.509
6P	1030+27.00	0.000	425.271	425.497
6Q	1030+37.00	0.000	425.272	425.470
6R	1030+47.00	0.000	425.272	425.440
6S	1030+57.00	0.000	425.270	425.399
6T	1030+67.00	0.000	425.266	425.356
6U	1030+77.00	0.000	425.260	425.315
6V	1030+87.00	0.000	425.252	425.274
6W	1030+97.00	0.000	425.242	425.248
6X	1031+07.00	0.000	425.230	425.233
☉ Pier 6 & ☉ Brg.	1031+14.00	0.000	425.221	425.221
7A	1031+24.00	0.000	425.206	425.238
7B	1031+34.00	0.000	425.189	425.252
7C	1031+44.00	0.000	425.171	425.285
7D	1031+54.00	0.000	425.150	425.324
7E	1031+64.00	0.000	425.128	425.363
7F	1031+74.00	0.000	425.104	425.402
7G	1031+84.00	0.000	425.077	425.436
7H	1031+94.00	0.000	425.049	425.455
7J	1032+04.00	0.000	425.019	425.472
7K	1032+14.00	0.000	424.988	425.461
7L	1032+24.00	0.000	424.954	425.445
7M	1032+34.00	0.000	424.918	425.407
7N	1032+44.00	0.000	424.881	425.354
7P	1032+54.00	0.000	424.841	425.288
7Q	1032+64.00	0.000	424.800	425.201
7R	1032+74.00	0.000	424.757	425.110
7S	1032+84.00	0.000	424.712	424.999
7T	1032+94.00	0.000	424.665	424.886
7U	1033+04.00	0.000	424.616	424.775
7V	1033+14.00	0.000	424.566	424.664
7W	1033+24.00	0.000	424.516	424.570
7X	1033+34.00	0.000	424.466	424.488

☉ PROP. IL. RTE. 15/IN. RTE. 64 & P.G., UNIT 2 (Cont.)

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
☉ Pier 7 & ☉ Brg.	1033+41.00	0.000	424.431	424.431
8A	1033+51.00	0.000	424.381	424.386
8B	1033+61.00	0.000	424.331	424.341
8C	1033+71.00	0.000	424.281	424.319
8D	1033+81.00	0.000	424.231	424.305
8E	1033+91.00	0.000	424.181	424.294
8F	1034+01.00	0.000	424.131	424.287
8G	1034+11.00	0.000	424.081	424.278
8H	1034+21.00	0.000	424.031	424.260
8J	1034+31.00	0.000	423.981	424.243
8K	1034+41.00	0.000	423.931	424.204
8L	1034+51.00	0.000	423.881	424.164
8M	1034+61.00	0.000	423.831	424.107
8N	1034+71.00	0.000	423.781	424.041
8P	1034+81.00	0.000	423.731	423.967
8Q	1034+91.00	0.000	423.681	423.880
8R	1035+01.00	0.000	423.631	423.792
8S	1035+11.00	0.000	423.581	423.698
8T	1035+21.00	0.000	423.531	423.604
8U	1035+31.00	0.000	423.481	423.519
8V	1035+41.00	0.000	423.431	423.437
8W	1035+51.00	0.000	423.381	423.375
8X	1035+61.00	0.000	423.332	423.329
☉ Pier 8 & ☉ Brg.	1035+68.00	0.000	423.297	423.297
9A	1035+78.00	0.000	423.247	423.284
9B	1035+88.00	0.000	423.197	423.273
9C	1035+98.00	0.000	423.147	423.282
9D	1036+08.00	0.000	423.097	423.291
9E	1036+18.00	0.000	423.047	423.310
9F	1036+28.00	0.000	422.997	423.328
9G	1036+38.00	0.000	422.947	423.339
9H	1036+48.00	0.000	422.897	423.347
9J	1036+58.00	0.000	422.847	423.338
9K	1036+68.00	0.000	422.797	423.321
9L	1036+78.00	0.000	422.747	423.280
9M	1036+88.00	0.000	422.697	423.230
9N	1036+98.00	0.000	422.647	423.154
9P	1037+08.00	0.000	422.597	423.068
9Q	1037+18.00	0.000	422.547	422.958
9R	1037+28.00	0.000	422.497	422.838
9S	1037+38.00	0.000	422.447	422.701
9T	1037+48.00	0.000	422.397	422.557
9U	1037+58.00	0.000	422.347	422.403
☉ Brg. @ Pier 9 (Span 9)	1037+63.42	0.000	422.320	422.320

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	32
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	
BRIDGE SHEET S16 OF S114				CONTRACT 94450

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

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

benesch
alfred benesch & company
Engineers - Surveyors - Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312.595.0450
Job No. 3426

DESIGNED	ADD
CHECKED	KWS
DRAWN	VH
CHECKED	ADD

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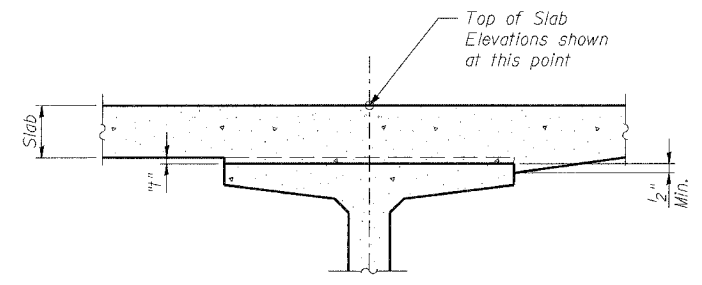
ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	33
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

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

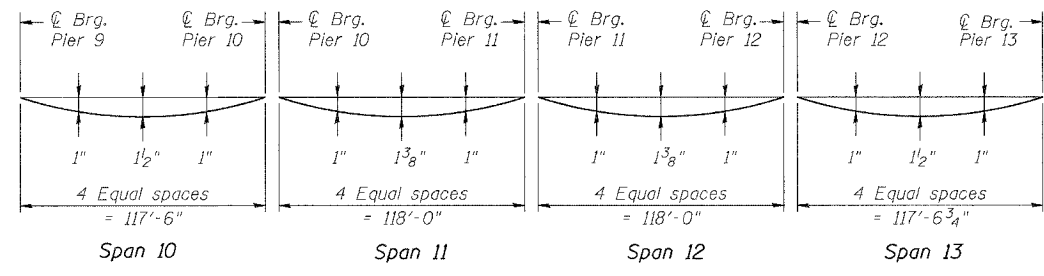
GIRDER 2 AND GIRDER 5, UNIT 3

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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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	34
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S18 OF S114

CONTRACT
94450

GIRDER 3 AND GIRDER 4, UNIT 3

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊙ Pier 9 (Span 10)	1037+66.67	-4.292	422.239	422.239
10A	1037+76.67	-4.292	422.189	422.220
10B	1037+86.67	-4.292	422.139	422.200
10C	1037+96.67	-4.292	422.089	422.175
10D	1038+06.67	-4.292	422.039	422.144
10E	1038+16.67	-4.292	421.989	422.106
10F	1038+26.67	-4.292	421.939	422.059
10G	1038+36.67	-4.292	421.889	422.004
10H	1038+46.67	-4.292	421.839	421.939
10J	1038+56.67	-4.292	421.789	421.867
10K	1038+66.67	-4.292	421.739	421.790
10L	1038+76.67	-4.292	421.689	421.710
⊕ Brg. ⊙ Pier 10 (Span 10)	1038+83.75	-4.292	421.654	421.654
⊕ Brg. ⊙ Pier 10 (Span 11)	1038+86.25	-4.292	421.642	421.642
11A	1038+96.25	-4.292	421.592	421.621
11B	1039+06.25	-4.292	421.542	421.599
11C	1039+16.25	-4.292	421.492	421.574
11D	1039+26.25	-4.292	421.442	421.543
11E	1039+36.25	-4.292	421.392	421.505
11F	1039+46.25	-4.292	421.342	421.459
11G	1039+56.25	-4.292	421.292	421.404
11H	1039+66.25	-4.292	421.242	421.341
11J	1039+76.25	-4.292	421.192	421.270
11K	1039+86.25	-4.292	421.142	421.194
11L	1039+96.25	-4.292	421.092	421.115
⊕ Brg. ⊙ Pier 11 (Span 11)	1040+04.25	-4.292	421.052	421.052
⊕ Brg. ⊙ Pier 11 (Span 12)	1040+05.75	-4.292	421.044	421.044
12A	1040+15.75	-4.292	420.994	421.024
12B	1040+25.75	-4.292	420.944	421.003
12C	1040+35.75	-4.292	420.894	420.977
12D	1040+45.75	-4.292	420.844	420.946
12E	1040+55.75	-4.292	420.794	420.908
12F	1040+65.75	-4.292	420.744	420.862
12G	1040+75.75	-4.292	420.694	420.807
12H	1040+85.75	-4.292	420.644	420.743
12J	1040+95.75	-4.292	420.595	420.672
12K	1041+05.75	-4.292	420.545	420.597
12L	1041+15.75	-4.292	420.495	420.518
⊕ Brg. ⊙ Pier 12 (Span 12)	1041+23.75	-4.292	420.455	420.455
⊕ Brg. ⊙ Pier 12 (Span 13)	1041+26.25	-4.292	420.442	420.442
13A	1041+36.25	-4.292	420.392	420.422
13B	1041+46.25	-4.292	420.342	420.401
13C	1041+56.25	-4.292	420.292	420.376
13D	1041+66.25	-4.292	420.242	420.346
13E	1041+76.25	-4.292	420.192	420.308
13F	1041+86.25	-4.292	420.142	420.262
13G	1041+96.25	-4.292	420.092	420.207
13H	1042+06.25	-4.292	420.042	420.143
13J	1042+16.25	-4.292	419.992	420.072
13K	1042+26.25	-4.292	419.942	419.995
13L	1042+36.25	-4.292	419.892	419.915
⊕ Brg. ⊙ Pier 13 (Span 13)	1042+43.58	-4.292	419.856	419.856

⊕ PROP. IL. RTE. 15/IN. RTE. 64 & P.G., UNIT 3

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊙ Pier 9 (Span 10)	1037+66.67	0.000	422.304	422.304
10A	1037+76.67	0.000	422.254	422.284
10B	1037+86.67	0.000	422.204	422.264
10C	1037+96.67	0.000	422.154	422.240
10D	1038+06.67	0.000	422.104	422.209
10E	1038+16.67	0.000	422.054	422.170
10F	1038+26.67	0.000	422.004	422.123
10G	1038+36.67	0.000	421.954	422.068
10H	1038+46.67	0.000	421.904	422.003
10J	1038+56.67	0.000	421.854	421.931
10K	1038+66.67	0.000	421.804	421.854
10L	1038+76.67	0.000	421.754	421.775
⊕ Brg. ⊙ Pier 10 (Span 10)	1038+83.75	0.000	421.718	421.718
⊕ Brg. ⊙ Pier 10 (Span 11)	1038+86.25	0.000	421.706	421.706
11A	1038+96.25	0.000	421.656	421.685
11B	1039+06.25	0.000	421.606	421.664
11C	1039+16.25	0.000	421.556	421.638
11D	1039+26.25	0.000	421.506	421.607
11E	1039+36.25	0.000	421.456	421.569
11F	1039+46.25	0.000	421.406	421.523
11G	1039+56.25	0.000	421.356	421.469
11H	1039+66.25	0.000	421.306	421.405
11J	1039+76.25	0.000	421.256	421.335
11K	1039+86.25	0.000	421.206	421.259
11L	1039+96.25	0.000	421.156	421.180
⊕ Brg. ⊙ Pier 11 (Span 11)	1040+04.25	0.000	421.116	421.116
⊕ Brg. ⊙ Pier 11 (Span 12)	1040+05.75	0.000	421.109	421.109
12A	1040+15.75	0.000	421.059	421.088
12B	1040+25.75	0.000	421.009	421.067
12C	1040+35.75	0.000	420.959	421.042
12D	1040+45.75	0.000	420.909	421.011
12E	1040+55.75	0.000	420.859	420.972
12F	1040+65.75	0.000	420.809	420.926
12G	1040+75.75	0.000	420.759	420.871
12H	1040+85.75	0.000	420.709	420.807
12J	1040+95.75	0.000	420.659	420.737
12K	1041+05.75	0.000	420.609	420.661
12L	1041+15.75	0.000	420.559	420.582
⊕ Brg. ⊙ Pier 12 (Span 12)	1041+23.75	0.000	420.519	420.519
⊕ Brg. ⊙ Pier 12 (Span 13)	1041+26.25	0.000	420.506	420.506
13A	1041+36.25	0.000	420.456	420.486
13B	1041+46.25	0.000	420.407	420.465
13C	1041+56.25	0.000	420.357	420.441
13D	1041+66.25	0.000	420.307	420.410
13E	1041+76.25	0.000	420.257	420.372
13F	1041+86.25	0.000	420.207	420.327
13G	1041+96.25	0.000	420.157	420.272
13H	1042+06.25	0.000	420.107	420.208
13J	1042+16.25	0.000	420.057	420.136
13K	1042+26.25	0.000	420.007	420.059
13L	1042+36.25	0.000	419.957	419.979
⊕ Brg. ⊙ Pier 13 (Span 13)	1042+43.58	0.000	419.920	419.920

NOTES:

1. Offsets provided are for first girder listed. Offsets for second girder listed are equal and opposite.

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6/26/2007

DESIGNED	ADD
CHECKED	KWS
DRAWN	VH
CHECKED	ADD

benesch

alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
Job No. 3425

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)
WABASH CO., IL.

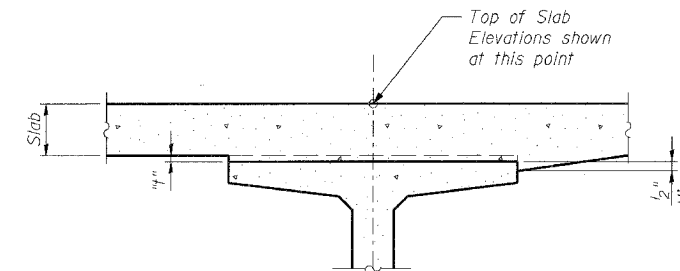
STA. 1036+27
DATE: JUNE 15, 2007

GIRDER 1 AND GIRDER 6, UNIT 4

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊙ Brg. ⊙ Pier 13 (Span 14)	1042+46.42	-21.458	419.537	419.537
14A	1042+56.42	-21.458	419.487	419.517
14B	1042+66.42	-21.458	419.437	419.497
14C	1042+76.42	-21.458	419.387	419.473
14D	1042+86.42	-21.458	419.337	419.442
14E	1042+96.42	-21.458	419.287	419.403
14F	1043+06.42	-21.458	419.237	419.357
14G	1043+16.42	-21.458	419.187	419.301
14H	1043+26.42	-21.458	419.137	419.237
14J	1043+36.42	-21.458	419.087	419.165
14K	1043+46.42	-21.458	419.037	419.088
14L	1043+56.42	-21.458	418.987	419.009
⊙ Brg. ⊙ Pier 14 (Span 14)	1043+63.75	-21.458	418.950	418.950
⊙ Brg. ⊙ Pier 14 (Span 15)	1043+66.25	-21.458	418.938	418.938
15A	1043+76.25	-21.458	418.888	418.916
15B	1043+86.25	-21.458	418.838	418.894
15C	1043+96.25	-21.458	418.788	418.869
15D	1044+06.25	-21.458	418.738	418.837
15E	1044+16.25	-21.458	418.688	418.799
15F	1044+26.25	-21.458	418.638	418.753
15G	1044+36.25	-21.458	418.588	418.698
15H	1044+46.25	-21.458	418.538	418.634
15J	1044+56.25	-21.458	418.488	418.564
15K	1044+66.25	-21.458	418.438	418.488
15L	1044+76.25	-21.458	418.388	418.409
⊙ Brg. ⊙ Pier 15 (Span 15)	1044+83.75	-21.458	418.351	418.351
⊙ Brg. ⊙ Pier 15 (Span 16)	1044+86.25	-21.458	418.338	418.338
16A	1044+96.25	-21.458	418.288	418.318
16B	1045+06.25	-21.458	418.238	418.297
16C	1045+16.25	-21.458	418.188	418.272
16D	1045+26.25	-21.458	418.138	418.241
16E	1045+36.25	-21.458	418.088	418.203
16F	1045+46.25	-21.458	418.038	418.157
16G	1045+56.25	-21.458	417.988	418.102
16H	1045+66.25	-21.458	417.938	418.038
16J	1045+76.25	-21.458	417.888	417.967
16K	1045+86.25	-21.458	417.838	417.891
16L	1045+96.25	-21.458	417.788	417.812
⊙ Brg. ⊙ Pier 16 (Span 16)	1046+04.25	-21.458	417.748	417.748
⊙ Brg. ⊙ Pier 16 (Span 17)	1046+05.75	-21.458	417.741	417.741
17A	1046+15.75	-21.458	417.691	417.721
17B	1046+25.75	-21.458	417.641	417.700
17C	1046+35.75	-21.458	417.591	417.676
17D	1046+45.75	-21.458	417.541	417.645
17E	1046+55.75	-21.458	417.491	417.607
17F	1046+65.75	-21.458	417.441	417.561
17G	1046+75.75	-21.458	417.391	417.506
17H	1046+85.75	-21.458	417.341	417.443
17J	1046+95.75	-21.458	417.291	417.372
17K	1047+05.75	-21.458	417.241	417.296
17L	1047+15.75	-21.458	417.191	417.217
⊙ Brg. ⊙ Pier 17 (Span 17)	1047+24.25	-21.458	417.149	417.149

GIRDER 1 AND GIRDER 6, UNIT 4 (Continued)

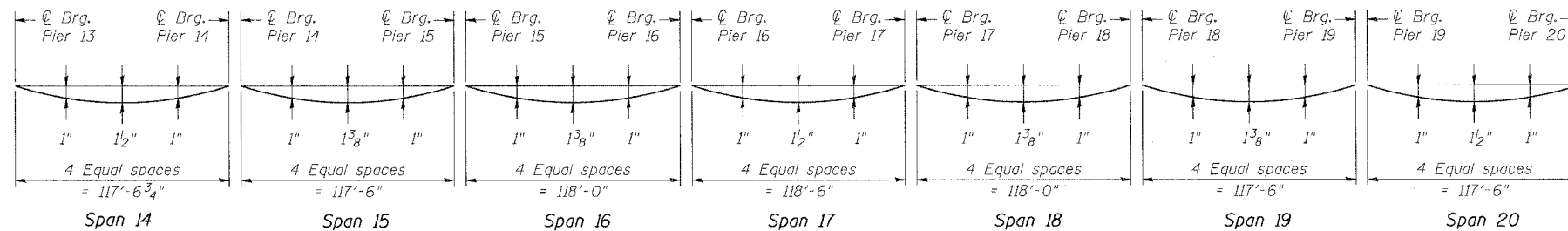
Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊙ Brg. ⊙ Pier 17 (Span 18)	1047+25.75	-21.458	417.141	417.141
18A	1047+35.75	-21.458	417.091	417.121
18B	1047+45.75	-21.458	417.041	417.100
18C	1047+55.75	-21.458	416.991	417.075
18D	1047+65.75	-21.458	416.941	417.044
18E	1047+75.75	-21.458	416.891	417.006
18F	1047+85.75	-21.458	416.841	416.960
18G	1047+95.75	-21.458	416.791	416.905
18H	1048+05.75	-21.458	416.741	416.841
18J	1048+15.75	-21.458	416.691	416.770
18K	1048+25.75	-21.458	416.641	416.694
18L	1048+35.75	-21.458	416.591	416.615
⊙ Brg. ⊙ Pier 18 (Span 18)	1048+43.75	-21.458	416.551	416.551
⊙ Brg. ⊙ Pier 18 (Span 19)	1048+46.25	-21.458	416.539	416.539
19A	1048+56.25	-21.458	416.489	416.517
19B	1048+66.25	-21.458	416.439	416.496
19C	1048+76.25	-21.458	416.389	416.470
19D	1048+86.25	-21.458	416.339	416.439
19E	1048+96.25	-21.458	416.289	416.400
19F	1049+06.25	-21.458	416.239	416.354
19G	1049+16.25	-21.458	416.189	416.299
19H	1049+26.25	-21.458	416.139	416.235
19J	1049+36.25	-21.458	416.089	416.164
19K	1049+46.25	-21.458	416.039	416.088
19L	1049+56.25	-21.458	415.989	416.010
⊙ Brg. ⊙ Pier 19 (Span 19)	1049+63.75	-21.458	415.952	415.952
⊙ Brg. ⊙ Pier 19 (Span 20)	1049+66.25	-21.458	415.939	415.939
20A	1049+76.25	-21.458	415.889	415.919
20B	1049+86.25	-21.458	415.839	415.898
20C	1049+96.25	-21.458	415.789	415.873
20D	1050+06.25	-21.458	415.739	415.843
20E	1050+16.25	-21.458	415.689	415.805
20F	1050+26.25	-21.458	415.639	415.759
20G	1050+36.25	-21.458	415.589	415.705
20H	1050+46.25	-21.458	415.539	415.641
20J	1050+56.25	-21.458	415.489	415.569
20K	1050+66.25	-21.458	415.439	415.492
20L	1050+76.25	-21.458	415.389	415.412
⊙ Brg. ⊙ East Abutment	1050+83.75	-21.458	415.352	415.352
Bk. of East Abutment	1050+87.33	-21.458	415.334	415.334



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 4

(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.

DESIGNED	ADD
CHECKED	KWS
DRAWN	VH
CHECKED	ADD

benesch

alfred benesch & company
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Chicago, Illinois 60601
312-565-0450
Job No. 3426

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

DECK ELEVATIONS
UNIT 4

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

STA. 1036+27

DATE: JUNE 15, 2007

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	35
STA.	TO STA.			
F.H.W.A. REGION	ILLINOIS	PROJECT	CONTRACT NO.	
BRIDGE SHEET S19 OF S114				94450

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	36
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

GIRDER 2 AND GIRDER 5, UNIT 4

GIRDER 2 AND GIRDER 5, UNIT 4 (Continued)

GIRDER 3 AND GIRDER 4, UNIT 4

BRIDGE SHEET S20 OF S114 CONTRACT 94450

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊕ Pier 13 (Span 14)	1042+46.42	-12.875	419.708	419.708
14A	1042+56.42	-12.875	419.658	419.689
14B	1042+66.42	-12.875	419.608	419.669
14C	1042+76.42	-12.875	419.558	419.644
14D	1042+86.42	-12.875	419.508	419.613
14E	1042+96.42	-12.875	419.458	419.575
14F	1043+06.42	-12.875	419.409	419.528
14G	1043+16.42	-12.875	419.359	419.473
14H	1043+26.42	-12.875	419.309	419.408
14J	1043+36.42	-12.875	419.259	419.337
14K	1043+46.42	-12.875	419.209	419.260
14L	1043+56.42	-12.875	419.159	419.180
⊕ Brg. ⊕ Pier 14 (Span 14)	1043+63.75	-12.875	419.122	419.122
⊕ Brg. ⊕ Pier 14 (Span 15)	1043+66.25	-12.875	419.109	419.109
15A	1043+76.25	-12.875	419.059	419.088
15B	1043+86.25	-12.875	419.010	419.066
15C	1043+96.25	-12.875	418.960	419.040
15D	1044+06.25	-12.875	418.910	419.009
15E	1044+16.25	-12.875	418.860	418.971
15F	1044+26.25	-12.875	418.810	418.925
15G	1044+36.25	-12.875	418.760	418.870
15H	1044+46.25	-12.875	418.710	418.806
15J	1044+56.25	-12.875	418.660	418.735
15K	1044+66.25	-12.875	418.610	418.660
15L	1044+76.25	-12.875	418.560	418.581
⊕ Brg. ⊕ Pier 15 (Span 15)	1044+83.75	-12.875	418.522	418.522
⊕ Brg. ⊕ Pier 15 (Span 16)	1044+86.25	-12.875	418.510	418.510
16A	1044+96.25	-12.875	418.460	418.490
16B	1045+06.25	-12.875	418.410	418.468
16C	1045+16.25	-12.875	418.360	418.443
16D	1045+26.25	-12.875	418.310	418.412
16E	1045+36.25	-12.875	418.260	418.374
16F	1045+46.25	-12.875	418.210	418.328
16G	1045+56.25	-12.875	418.160	418.273
16H	1045+66.25	-12.875	418.110	418.210
16J	1045+76.25	-12.875	418.060	418.139
16K	1045+86.25	-12.875	418.010	418.063
16L	1045+96.25	-12.875	417.960	417.984
⊕ Brg. ⊕ Pier 16 (Span 16)	1046+04.25	-12.875	417.920	417.920
⊕ Brg. ⊕ Pier 16 (Span 17)	1046+05.75	-12.875	417.912	417.912
17A	1046+15.75	-12.875	417.863	417.893
17B	1046+25.75	-12.875	417.813	417.872
17C	1046+35.75	-12.875	417.763	417.847
17D	1046+45.75	-12.875	417.713	417.816
17E	1046+55.75	-12.875	417.663	417.778
17F	1046+65.75	-12.875	417.613	417.733
17G	1046+75.75	-12.875	417.563	417.678
17H	1046+85.75	-12.875	417.513	417.614
17J	1046+95.75	-12.875	417.463	417.544
17K	1047+05.75	-12.875	417.413	417.468
17L	1047+15.75	-12.875	417.363	417.389
⊕ Brg. ⊕ Pier 17 (Span 17)	1047+24.25	-12.875	417.320	417.320

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊕ Pier 17 (Span 18)	1047+25.75	-12.875	417.313	417.313
18A	1047+35.75	-12.875	417.263	417.292
18B	1047+45.75	-12.875	417.213	417.271
18C	1047+55.75	-12.875	417.163	417.246
18D	1047+65.75	-12.875	417.113	417.215
18E	1047+75.75	-12.875	417.063	417.177
18F	1047+85.75	-12.875	417.013	417.131
18G	1047+95.75	-12.875	416.963	417.076
18H	1048+05.75	-12.875	416.913	417.013
18J	1048+15.75	-12.875	416.863	416.942
18K	1048+25.75	-12.875	416.813	416.866
18L	1048+35.75	-12.875	416.763	416.787
⊕ Brg. ⊕ Pier 18 (Span 18)	1048+43.75	-12.875	416.723	416.723
⊕ Brg. ⊕ Pier 18 (Span 19)	1048+46.25	-12.875	416.710	416.710
19A	1048+56.25	-12.875	416.661	416.689
19B	1048+66.25	-12.875	416.611	416.667
19C	1048+76.25	-12.875	416.561	416.642
19D	1048+86.25	-12.875	416.511	416.611
19E	1048+96.25	-12.875	416.461	416.572
19F	1049+06.25	-12.875	416.411	416.526
19G	1049+16.25	-12.875	416.361	416.471
19H	1049+26.25	-12.875	416.311	416.407
19J	1049+36.25	-12.875	416.261	416.336
19K	1049+46.25	-12.875	416.211	416.260
19L	1049+56.25	-12.875	416.161	416.182
⊕ Brg. ⊕ Pier 19 (Span 19)	1049+63.75	-12.875	416.123	416.123
⊕ Brg. ⊕ Pier 19 (Span 20)	1049+66.25	-12.875	416.111	416.111
20A	1049+76.25	-12.875	416.061	416.090
20B	1049+86.25	-12.875	416.011	416.070
20C	1049+96.25	-12.875	415.961	416.045
20D	1050+06.25	-12.875	415.911	416.014
20E	1050+16.25	-12.875	415.861	415.977
20F	1050+26.25	-12.875	415.811	415.931
20G	1050+36.25	-12.875	415.761	415.876
20H	1050+46.25	-12.875	415.711	415.812
20J	1050+56.25	-12.875	415.661	415.741
20K	1050+66.25	-12.875	415.611	415.664
20L	1050+76.25	-12.875	415.561	415.584
⊕ Brg. ⊕ East Abutment Bk. of East Abutment	1050+83.75	-12.875	415.524	415.524
	1050+87.33	-12.875	415.506	415.506

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊕ Pier 13 (Span 14)	1042+46.42	-4.292	419.842	419.842
14A	1042+56.42	-4.292	419.792	419.822
14B	1042+66.42	-4.292	419.742	419.802
14C	1042+76.42	-4.292	419.692	419.777
14D	1042+86.42	-4.292	419.642	419.747
14E	1042+96.42	-4.292	419.592	419.708
14F	1043+06.42	-4.292	419.542	419.662
14G	1043+16.42	-4.292	419.492	419.606
14H	1043+26.42	-4.292	419.442	419.541
14J	1043+36.42	-4.292	419.392	419.470
14K	1043+46.42	-4.292	419.342	419.393
14L	1043+56.42	-4.292	419.292	419.313
⊕ Brg. ⊕ Pier 14 (Span 14)	1043+63.75	-4.292	419.255	419.255
⊕ Brg. ⊕ Pier 14 (Span 15)	1043+66.25	-4.292	419.243	419.243
15A	1043+76.25	-4.292	419.193	419.221
15B	1043+86.25	-4.292	419.143	419.199
15C	1043+96.25	-4.292	419.093	419.174
15D	1044+06.25	-4.292	419.043	419.142
15E	1044+16.25	-4.292	418.993	419.104
15F	1044+26.25	-4.292	418.943	419.058
15G	1044+36.25	-4.292	418.893	419.003
15H	1044+46.25	-4.292	418.843	418.939
15J	1044+56.25	-4.292	418.793	418.869
15K	1044+66.25	-4.292	418.743	418.793
15L	1044+76.25	-4.292	418.693	418.714
⊕ Brg. ⊕ Pier 15 (Span 15)	1044+83.75	-4.292	418.655	418.655
⊕ Brg. ⊕ Pier 15 (Span 16)	1044+86.25	-4.292	418.643	418.643
16A	1044+96.25	-4.292	418.593	418.623
16B	1045+06.25	-4.292	418.543	418.602
16C	1045+16.25	-4.292	418.493	418.577
16D	1045+26.25	-4.292	418.443	418.546
16E	1045+36.25	-4.292	418.393	418.507
16F	1045+46.25	-4.292	418.343	418.461
16G	1045+56.25	-4.292	418.293	418.406
16H	1045+66.25	-4.292	418.243	418.343
16J	1045+76.25	-4.292	418.193	418.272
16K	1045+86.25	-4.292	418.143	418.196
16L	1045+96.25	-4.292	418.093	418.117
⊕ Brg. ⊕ Pier 16 (Span 16)	1046+04.25	-4.292	418.053	418.053
⊕ Brg. ⊕ Pier 16 (Span 17)	1046+05.75	-4.292	418.046	418.046
17A	1046+15.75	-4.292	417.996	418.026
17B	1046+25.75	-4.292	417.946	418.005
17C	1046+35.75	-4.292	417.896	417.980
17D	1046+45.75	-4.292	417.846	417.949
17E	1046+55.75	-4.292	417.796	417.912
17F	1046+65.75	-4.292	417.746	417.866
17G	1046+75.75	-4.292	417.696	417.811
17H	1046+85.75	-4.292	417.646	417.747
17J	1046+95.75	-4.292	417.596	417.677
17K	1047+05.75	-4.292	417.546	417.601
17L	1047+15.75	-4.292	417.496	417.522
⊕ Brg. ⊕ Pier 17 (Span 17)	1047+24.25	-4.292	417.453	417.453

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 4

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)
WABASH CO., IL.

STA. 1036+27
DATE: JUNE 15, 2007

DESIGNED	ADD
CHECKED	KWS
DRAWN	VH
CHECKED	ADD

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6/26/2007

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	37
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S21 OF S114 CONTRACT 94450

GIRDER 3 AND GIRDER 4, UNIT 4 (Continued)

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊙ Pier 17 (Span 18)	1047+25.75	-4.292	417.446	417.446
18A	1047+35.75	-4.292	417.396	417.426
18A	1047+45.75	-4.292	417.346	417.404
18C	1047+55.75	-4.292	417.296	417.379
18D	1047+65.75	-4.292	417.246	417.348
18E	1047+75.75	-4.292	417.196	417.310
18F	1047+85.75	-4.292	417.146	417.264
18G	1047+95.75	-4.292	417.096	417.209
18H	1048+05.75	-4.292	417.046	417.146
18J	1048+15.75	-4.292	416.996	417.075
18K	1048+25.75	-4.292	416.946	416.999
18L	1048+35.75	-4.292	416.896	416.920
⊕ Brg. ⊙ Pier 18 (Span 18)	1048+43.75	-4.292	416.856	416.856
⊕ Brg. ⊙ Pier 18 (Span 19)	1048+46.25	-4.292	416.844	416.844
19A	1048+56.25	-4.292	416.794	416.822
19B	1048+66.25	-4.292	416.744	416.801
19C	1048+76.25	-4.292	416.694	416.775
19D	1048+86.25	-4.292	416.644	416.744
19E	1048+96.25	-4.292	416.594	416.705
19F	1049+06.25	-4.292	416.544	416.659
19G	1049+16.25	-4.292	416.494	416.604
19H	1049+26.25	-4.292	416.444	416.540
19J	1049+36.25	-4.292	416.394	416.469
19K	1049+46.25	-4.292	416.344	416.393
19L	1049+56.25	-4.292	416.294	416.315
⊕ Brg. ⊙ Pier 19 (Span 19)	1049+63.75	-4.292	416.256	416.256
⊕ Brg. ⊙ Pier 19 (Span 20)	1049+66.25	-4.292	416.244	416.244
20A	1049+76.25	-4.292	416.194	416.223
20B	1049+86.25	-4.292	416.144	416.203
20C	1049+96.25	-4.292	416.094	416.178
20D	1050+06.25	-4.292	416.044	416.148
20E	1050+16.25	-4.292	415.994	416.110
20F	1050+26.25	-4.292	415.944	416.064
20G	1050+36.25	-4.292	415.894	416.009
20H	1050+46.25	-4.292	415.844	415.945
20J	1050+56.25	-4.292	415.794	415.874
20K	1050+66.25	-4.292	415.744	415.797
20L	1050+76.25	-4.292	415.694	415.717
⊕ Brg. ⊙ East Abutment	1050+83.75	-4.292	415.657	415.657
Bk. of East Abutment	1050+87.33	-4.292	415.639	415.639

⊕ PROP. IL. RTE. 15/IN. RTE. 64 & P.G., UNIT 4

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊙ Pier 13 (Span 14)	1042+46.42	0.000	419.906	419.906
14A	1042+56.42	0.000	419.856	419.887
14B	1042+66.42	0.000	419.806	419.866
14C	1042+76.42	0.000	419.756	419.842
14D	1042+86.42	0.000	419.706	419.811
14E	1042+96.42	0.000	419.656	419.773
14F	1043+06.42	0.000	419.606	419.726
14G	1043+16.42	0.000	419.556	419.670
14H	1043+26.42	0.000	419.506	419.606
14J	1043+36.42	0.000	419.456	419.534
14K	1043+46.42	0.000	419.406	419.457
14L	1043+56.42	0.000	419.356	419.378
⊕ Brg. ⊙ Pier 14 (Span 14)	1043+63.75	0.000	419.319	419.319
⊕ Brg. ⊙ Pier 14 (Span 15)	1043+66.25	0.000	419.307	419.307
15A	1043+76.25	0.000	419.257	419.285
15B	1043+86.25	0.000	419.207	419.264
15C	1043+96.25	0.000	419.157	419.238
15D	1044+06.25	0.000	419.107	419.207
15E	1044+16.25	0.000	419.057	419.168
15F	1044+26.25	0.000	419.007	419.122
15G	1044+36.25	0.000	418.957	419.067
15H	1044+46.25	0.000	418.907	419.004
15J	1044+56.25	0.000	418.857	418.933
15K	1044+66.25	0.000	418.807	418.857
15L	1044+76.25	0.000	418.757	418.779
⊕ Brg. ⊙ Pier 15 (Span 15)	1044+83.75	0.000	418.720	418.720
⊕ Brg. ⊙ Pier 15 (Span 16)	1044+86.25	0.000	418.707	418.707
16A	1044+96.25	0.000	418.657	418.687
16B	1045+06.25	0.000	418.607	418.666
16C	1045+16.25	0.000	418.557	418.641
16D	1045+26.25	0.000	418.507	418.610
16E	1045+36.25	0.000	418.457	418.572
16F	1045+46.25	0.000	418.407	418.526
16G	1045+56.25	0.000	418.357	418.471
16H	1045+66.25	0.000	418.307	418.407
16J	1045+76.25	0.000	418.257	418.336
16K	1045+86.25	0.000	418.207	418.260
16L	1045+96.25	0.000	418.157	418.181
⊕ Brg. ⊙ Pier 16 (Span 16)	1046+04.25	0.000	418.117	418.117
⊕ Brg. ⊙ Pier 16 (Span 17)	1046+05.75	0.000	418.110	418.110
17A	1046+15.75	0.000	418.060	418.091
17B	1046+25.75	0.000	418.010	418.070
17C	1046+35.75	0.000	417.960	418.045
17D	1046+45.75	0.000	417.910	418.014
17E	1046+55.75	0.000	417.860	417.976
17F	1046+65.75	0.000	417.810	417.930
17G	1046+75.75	0.000	417.760	417.875
17H	1046+85.75	0.000	417.710	417.812
17J	1046+95.75	0.000	417.660	417.741
17K	1047+05.75	0.000	417.610	417.665
17L	1047+15.75	0.000	417.560	417.586
⊕ Brg. ⊙ Pier 17 (Span 17)	1047+24.25	0.000	417.518	417.518

⊕ PROP. IL. RTE. 15/IN. RTE. 64 & P.G., UNIT 4 (Cont.)

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted For Dead Load Deflection
⊕ Brg. ⊙ Pier 17 (Span 18)	1047+25.75	0.000	417.510	417.510
18A	1047+35.75	0.000	417.460	417.490
18A	1047+45.75	0.000	417.410	417.469
18C	1047+55.75	0.000	417.360	417.444
18D	1047+65.75	0.000	417.310	417.413
18E	1047+75.75	0.000	417.260	417.375
18F	1047+85.75	0.000	417.210	417.329
18G	1047+95.75	0.000	417.160	417.274
18H	1048+05.75	0.000	417.110	417.210
18J	1048+15.75	0.000	417.060	417.139
18K	1048+25.75	0.000	417.010	417.063
18L	1048+35.75	0.000	416.960	416.984
⊕ Brg. ⊙ Pier 18 (Span 18)	1048+43.75	0.000	416.920	416.920
⊕ Brg. ⊙ Pier 18 (Span 19)	1048+46.25	0.000	416.908	416.908
19A	1048+56.25	0.000	416.858	416.887
19B	1048+66.25	0.000	416.808	416.865
19C	1048+76.25	0.000	416.758	416.839
19D	1048+86.25	0.000	416.708	416.808
19E	1048+96.25	0.000	416.658	416.769
19F	1049+06.25	0.000	416.608	416.723
19G	1049+16.25	0.000	416.558	416.668
19H	1049+26.25	0.000	416.508	416.604
19J	1049+36.25	0.000	416.458	416.534
19K	1049+46.25	0.000	416.408	416.458
19L	1049+56.25	0.000	416.358	416.379
⊕ Brg. ⊙ Pier 19 (Span 19)	1049+63.75	0.000	416.321	416.321
⊕ Brg. ⊙ Pier 19 (Span 20)	1049+66.25	0.000	416.308	416.308
20A	1049+76.25	0.000	416.258	416.288
20B	1049+86.25	0.000	416.208	416.267
20C	1049+96.25	0.000	416.158	416.242
20D	1050+06.25	0.000	416.108	416.212
20E	1050+16.25	0.000	416.058	416.174
20F	1050+26.25	0.000	416.008	416.128
20G	1050+36.25	0.000	415.958	416.074
20H	1050+46.25	0.000	415.908	416.010
20J	1050+56.25	0.000	415.858	415.938
20K	1050+66.25	0.000	415.808	415.861
20L	1050+76.25	0.000	415.758	415.781
⊕ Brg. ⊙ East Abutment	1050+83.75	0.000	415.721	415.721
Bk. of East Abutment	1050+87.33	0.000	415.703	415.703

NOTES:

1. Offsets provided are for first girder listed. Offsets for second girder listed are equal and opposite.

DESIGNED	ADD
CHECKED	KWS
DRAWN	VH
CHECKED	ADD

benesch

alfred benesch & company
Engineers - Surveyors - Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
Job No. 9425

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

**DECK ELEVATIONS
UNIT 4**

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

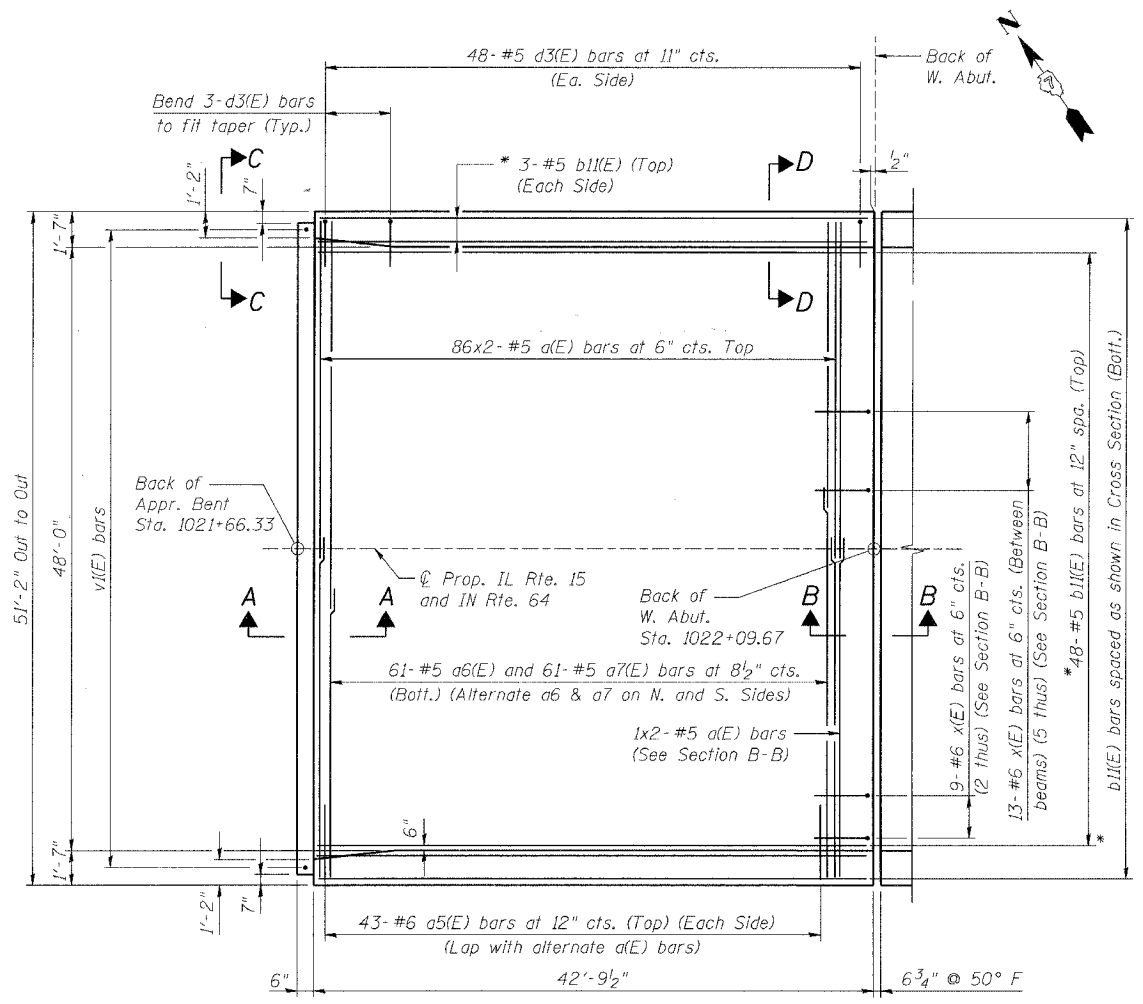
STA. 1036+27
DATE: JUNE 15, 2007

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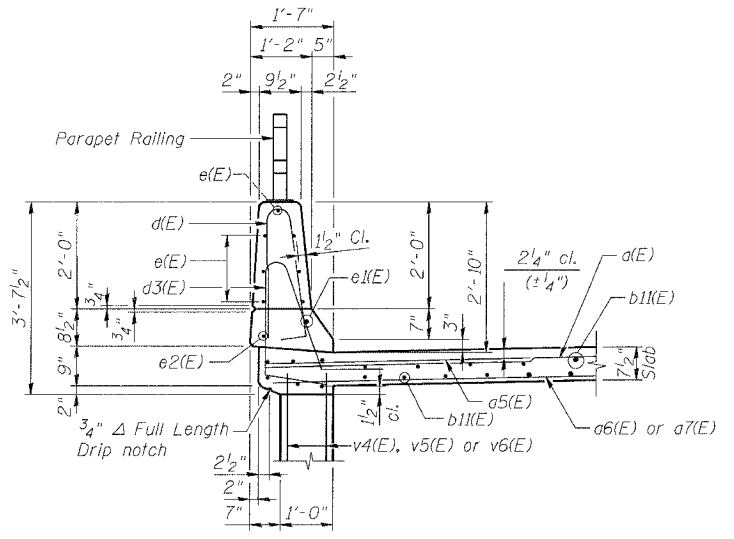
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	38
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

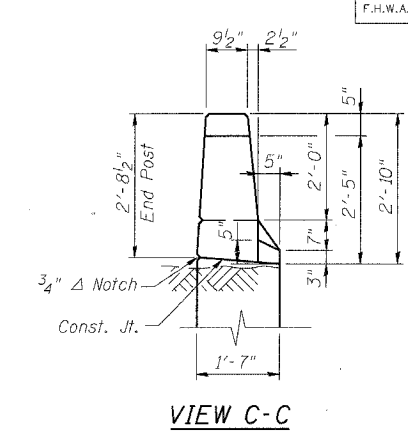
BRIDGE SHEET S22 OF S114 CONTRACT 94450



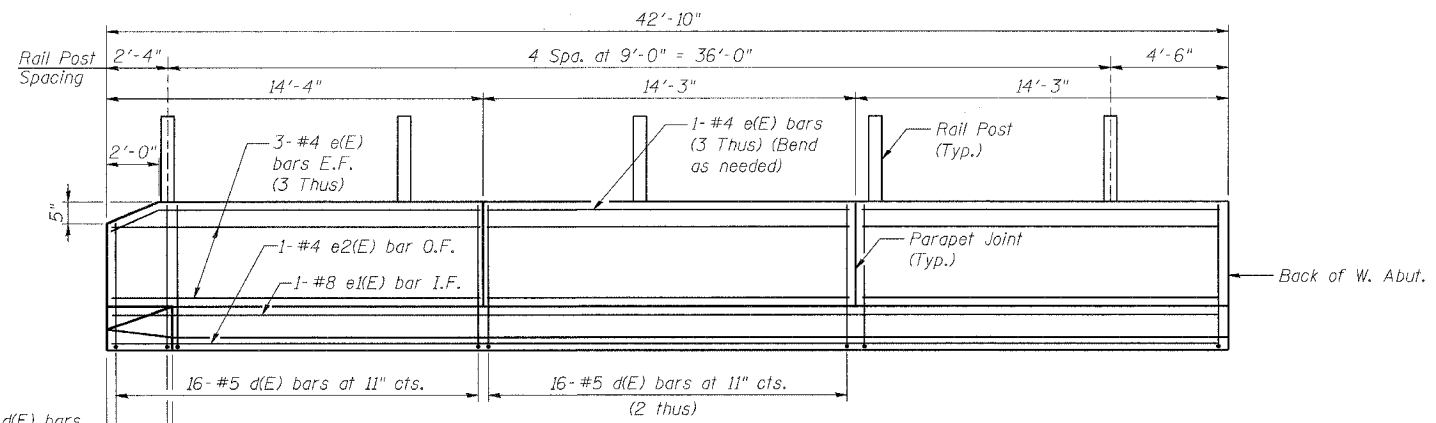
PLAN



SECTION D-D

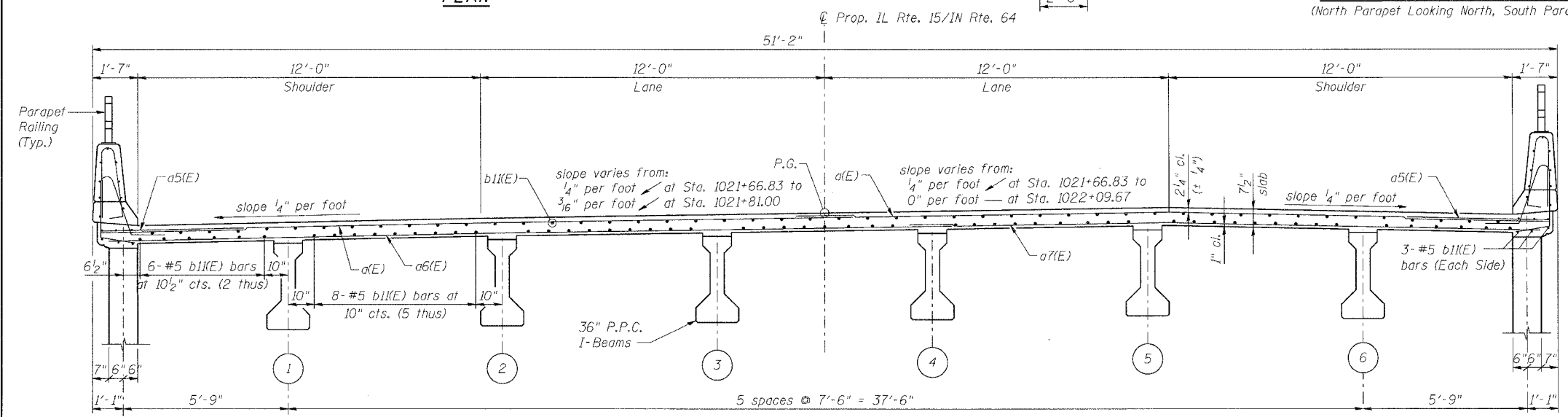


VIEW C-C



INSIDE ELEVATION OF PARAPET
(North Parapet Looking North, South Parapet Similar)

* Cut bars to fit in the field if necessary.



CROSS SECTION
(Looking Upstation)

NOTES:

1. Work this Sheet with Sheet S35.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Bars indicated thus: 86x2-#5 etc., indicates 86 lines of bars with 2 lengths per line.
4. See West Abutment for v3(E) bars thru v6(E) bars.
5. For Sections A-A and B-B, See Sheet S46.
6. For parapet joint detail, See Sheet S31.
7. Use the following minimum lap lengths unless noted otherwise: #5 - 2'-2"
8. For Parapet railing details, See Sheet S45.
9. I.F. denotes Inside Face.
O.F. denotes Outside Face.
E.F. denotes Each Face.
P.G. denotes Profile Grade.

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

**WEST ABUTMENT
APPROACH SPAN DETAILS**

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

benesch
alfred benesch & company
Engineers - Surveyors - Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-866-0450
Job No. 3426

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ
CHECKED	ADD

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	39
STA.	TO STA.		PROJECT	
F.H.W.A. REGION	ILLINOIS	CONTRACT		

BRIDGE SHEET S23 OF S114 CONTRACT 94450



NOTES:

1. Work this Sheet with Sheet S30-S36.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Bars indicated thus 48x17-#5 etc., indicates 48 lines of bars with 17 lengths per line.
4. For parapet elevation, details, joint spacing and reinforcement, See Sheet S31-S34.
5. Use the following minimum lap lengths unless noted otherwise:
#5 - 2'-2", #7 - 3'-5".
6. See Sheet S35 for additional reinforcement around scuppers.
7. See Sheet S46 for Section B-B. See Sheet S29 for Section E-E. See Sheet S48 for Section H-H.
8. I.F. denotes Inside Face. O.F. denotes Outside Face.

**PARTIAL PLAN
SPANS 1 THRU 4**

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ
CHECKED	ADD/KWS

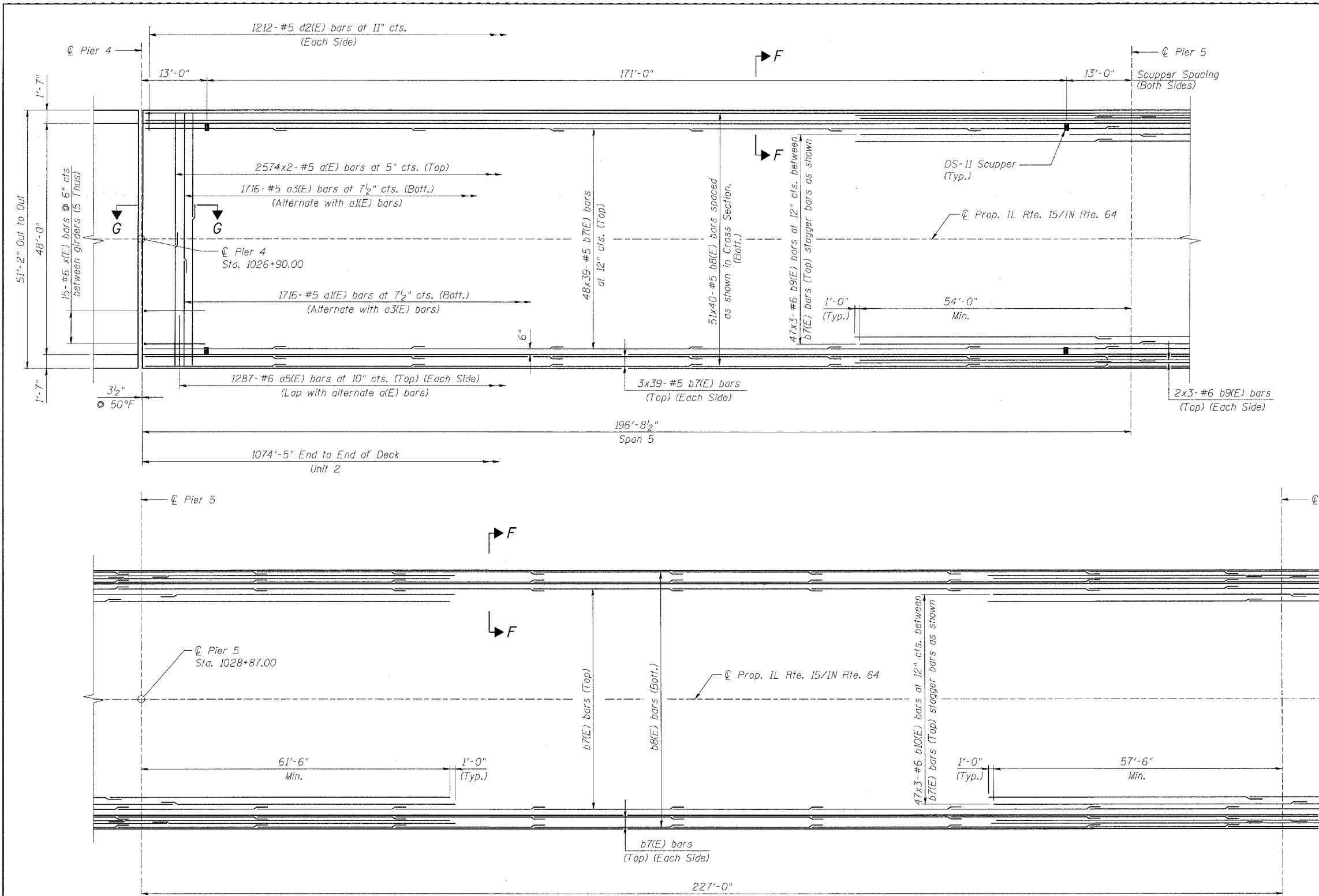
benesch

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**DECK REINFORCEMENT PLAN
SPANS 1, 2, 3 AND 4 (UNIT 1)**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	40
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	
BRIDGE SHEET S24 OF S114				CONTRACT NO. 94450



- NOTES:**
1. Work this Sheet with Sheets S30-S36.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus 48x39-#5 etc., indicates 48 lines of bars with 39 lengths per line.
 4. For parapet elevation, details, joint spacing and reinforcement, See Sheets S31-S34.
 5. Use the following minimum lap lengths unless noted otherwise:
#5 - 2'-2", #6 - 2'-7".
 6. See Sheet S35 for additional reinforcement around scuppers.
 7. For Section F-F and G-G & additional reinforcing, See Sheet S26.
 8. I.F. denotes Inside Face.
O.F. denotes Outside Face.

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ
CHECKED	ADD/KWS

**PARTIAL PLAN
SPANS 5 & 6**

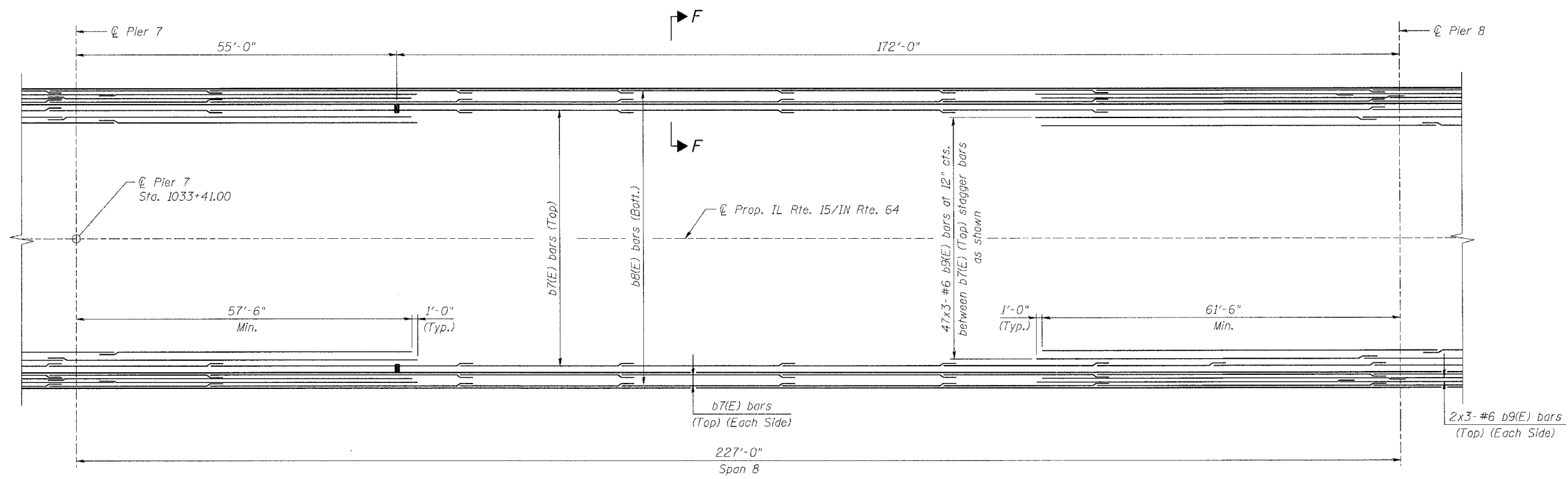
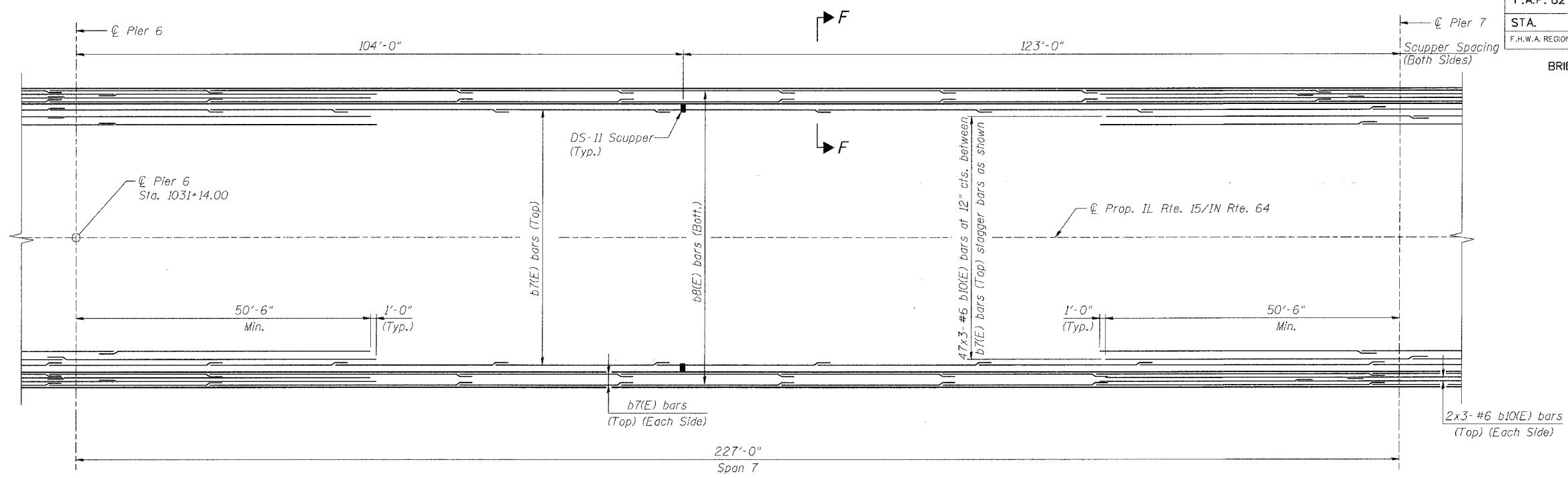
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ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**DECK REINFORCEMENT PLAN
SPANS 5 AND 6 (UNIT 2)**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	41
STA.	TO STA.			
F.H.W.A. REGION	ILLINOIS	PROJECT		

BRIDGE SHEET S25 OF S114 CONTRACT 94450



NOTES:

1. Work this Sheet with Sheets S30-S36.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Bars indicated thus 47x3-#6 etc., indicates 47 lines of bars with 3 lengths per line.
4. For parapet elevation, details, joint spacing and reinforcement, See Sheets S31-S34.
5. Use the following minimum lap lengths unless noted otherwise:
#5 - 2'-2", #6 - 2'-7".
6. See Sheet S35 for additional reinforcement around scuppers.
7. For Section F-F see Sheet S26.

**PARTIAL PLAN
SPANS 7 & 8**

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ
CHECKED	ADD/KWS

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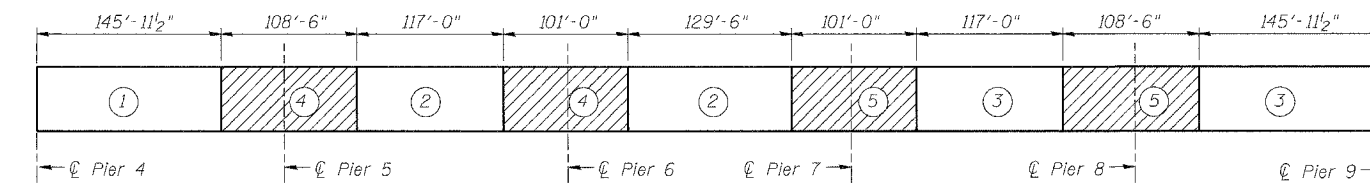
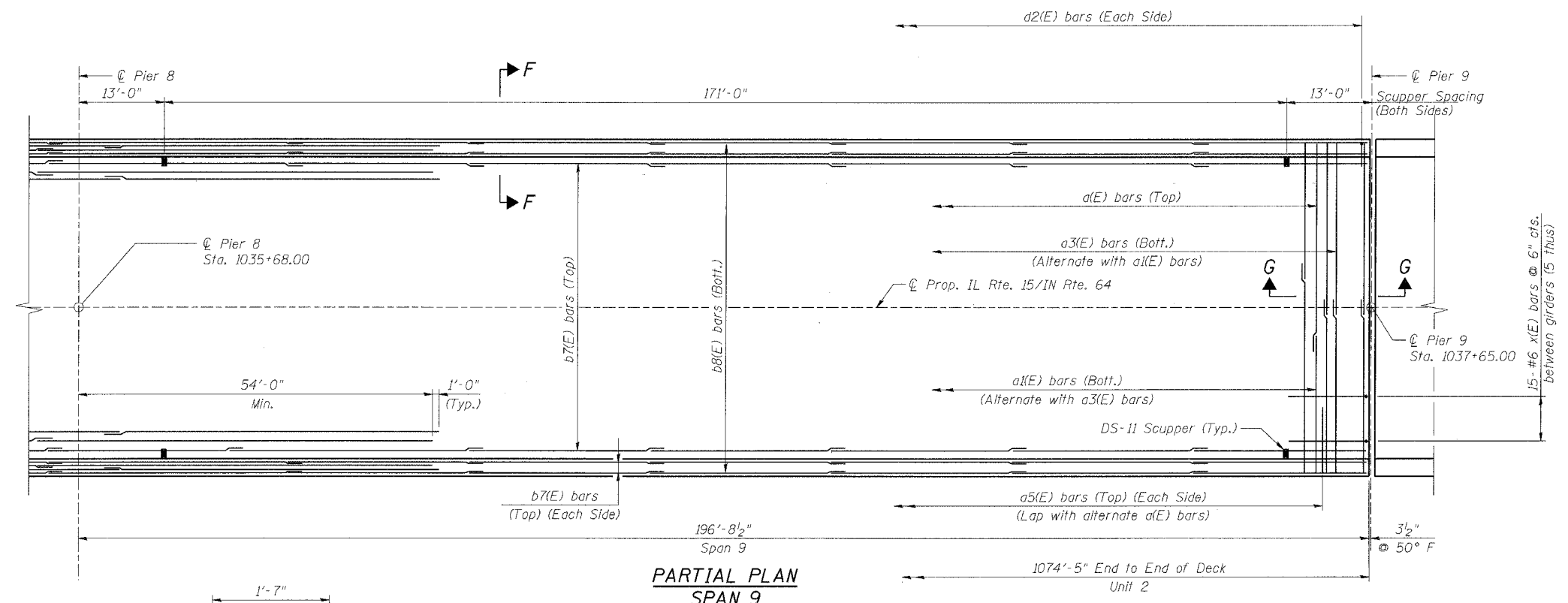
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312-565-0450
Joe No. 3426

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**DECK REINFORCEMENT PLAN
SPANS 7 AND 8 (UNIT 2)**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

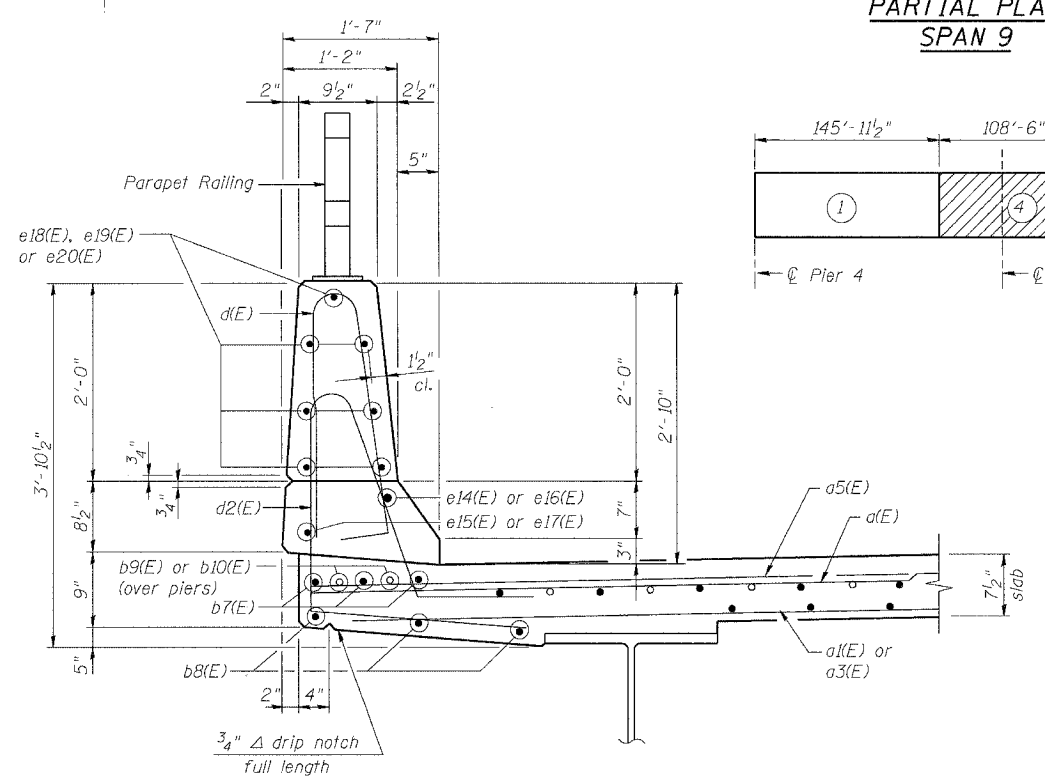
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	42
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

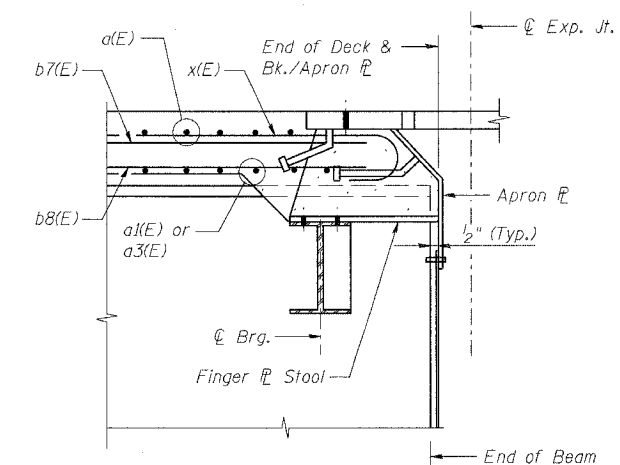
BRIDGE SHEET S26 OF S114 CONTRACT 94450



UNIT 2 REQUIRED DECK POUR SEQUENCE
 (See General Note 15 on Sheet S5.)
 (Unit 2 pour sequence shown above is required and may not be changed.)



SECTION F-F
Spans 5-9



SECTION G-G

- NOTES:**
1. Work this Sheet with Sheets S30-S36.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus 6x2-#7 etc., indicates 6 lines of bars with 2 lengths per line.
 4. For parapet elevation, details, joint spacing and reinforcement, See Sheets S31-S34.
 5. Use the following minimum lap lengths unless noted otherwise: #5 - 2'-2", #6 - 2'-7".
 6. See Sheet S35 for additional reinforcement around scuppers.
 7. I.F. denotes Inside Face.
O.F. denotes Outside Face.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL ROUTE 15/IN ROUTE 64
 OVER WABASH RIVER PUBLIC WATERS
 FAP 827 SECT 12Z-3, 12BR
DECK REINFORCEMENT PLAN
SPAN 9 (UNIT 2)
 SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
 WABASH CO., IL. DATE: JUNE 15, 2007

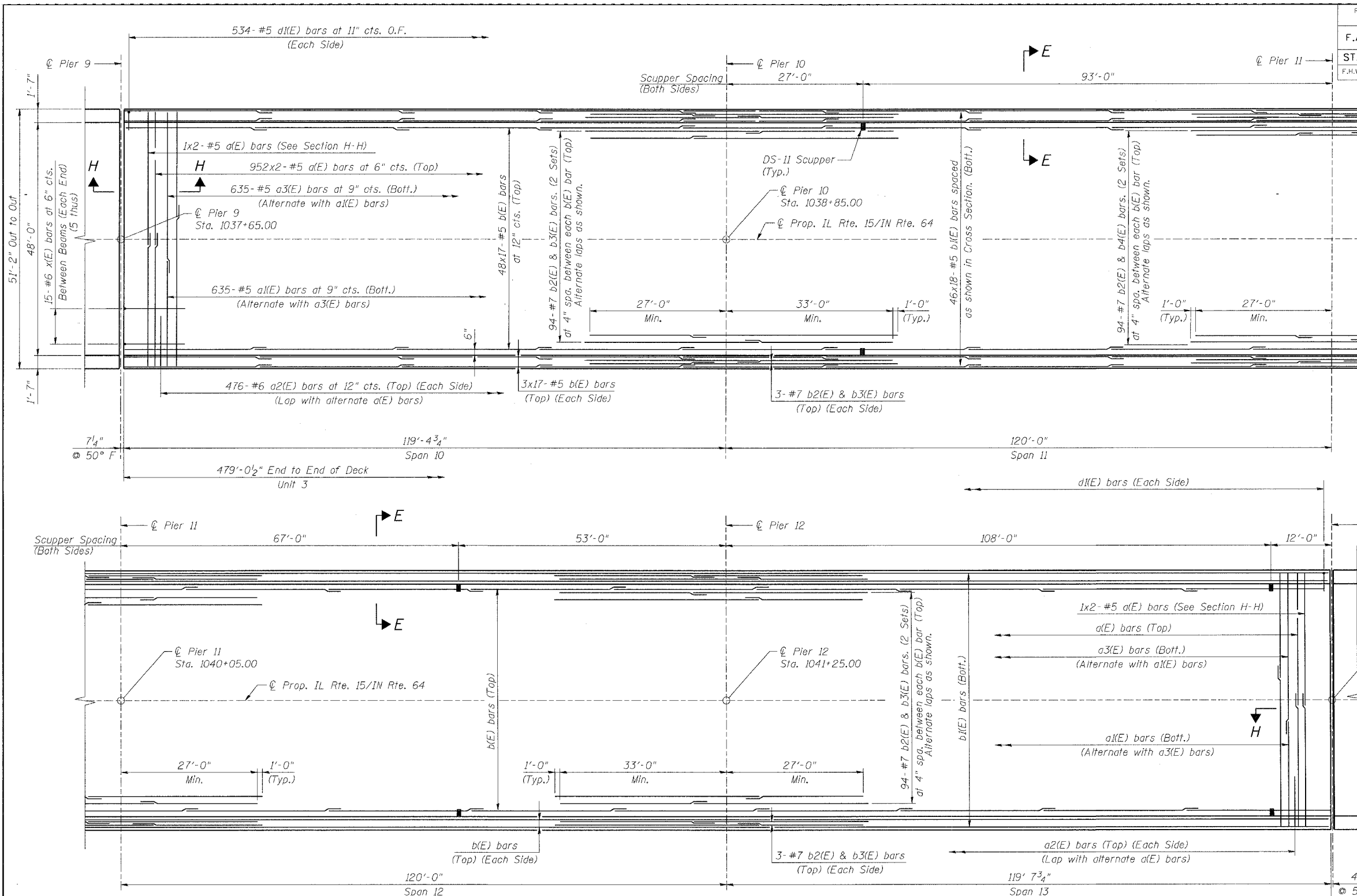
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 Chicago, Illinois 60601
 312-268-3450
 Fax No. 312-268-3426

DESIGNED	WJZ/MRB
CHECKED	ADD/KWS
DRAWN	WJZ/CDF
CHECKED	ADD/KWS

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	43
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S27 OF S114 CONTRACT 94450



NOTES:

1. Work this Sheet with Sheets S30-S36.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Bars indicated thus 48x17-#5 etc., indicates 48 lines of bars with 17 lengths per line.
4. For parapet elevation, details, joint spacing and reinforcement, See Sheets S31-S34.
5. Use the following minimum lap lengths unless noted otherwise:
#5 - 2'-2", #7 - 3'-5"
6. See Sheet S35 for additional reinforcement around scuppers.
7. See Sheet S48 for Section H-H.
8. See Sheet S29 for Section E-E.
9. I.F. denotes Inside Face.
O.F. denotes Outside Face.

**PARTIAL PLAN
SPANS 10 THRU 13**

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ
CHECKED	ADD/KWS

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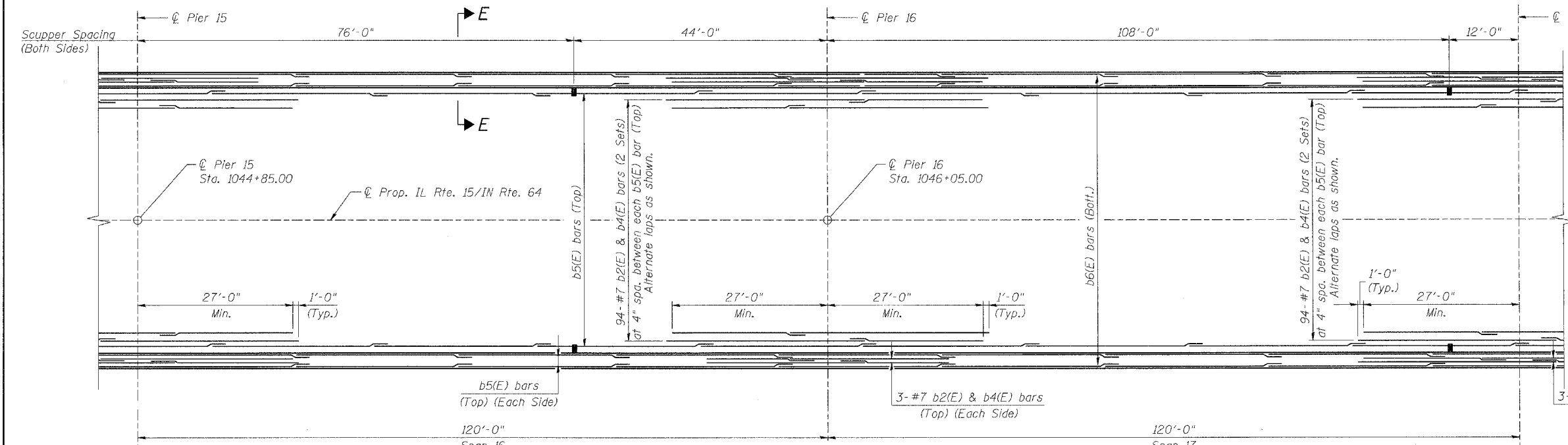
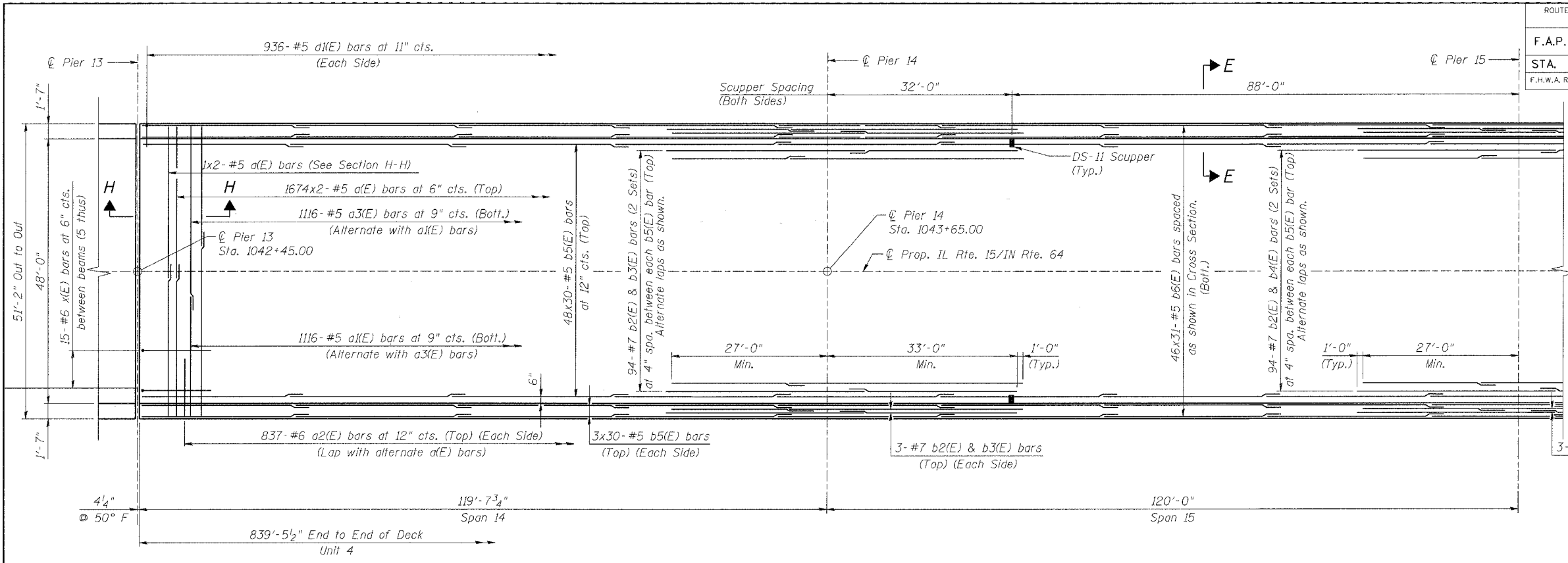
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Job No. 9426

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**DECK REINFORCEMENT PLAN
SPANS 10, 11, 12 AND 13 (Unit 3)**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036-27
WABASH CO., IL. DATE: JUNE 15, 2007

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	44
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S28 OF S114 CONTRACT 94450



- NOTES:**
1. Work this Sheet with Sheets S30-S36.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus 48x30-#5 etc., indicates 48 lines of bars with 30 lengths per line.
 4. For parapet elevation, details, joint spacing and reinforcement. See Sheets S31-S34.
 5. Use the following minimum lap lengths unless noted otherwise:
#5 - 2'-2", #7 - 3'-5"
 6. See Sheet S35 for additional reinforcement around scuppers.
 7. See Sheet S29 for Section E-E. See Sheet S48 for Section H-H.
 8. I.F. denotes Inside Face.
O.F. denotes Outside Face.

**PARTIAL PLAN
SPANS 14 THRU 17**

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ
CHECKED	ADD/KWS

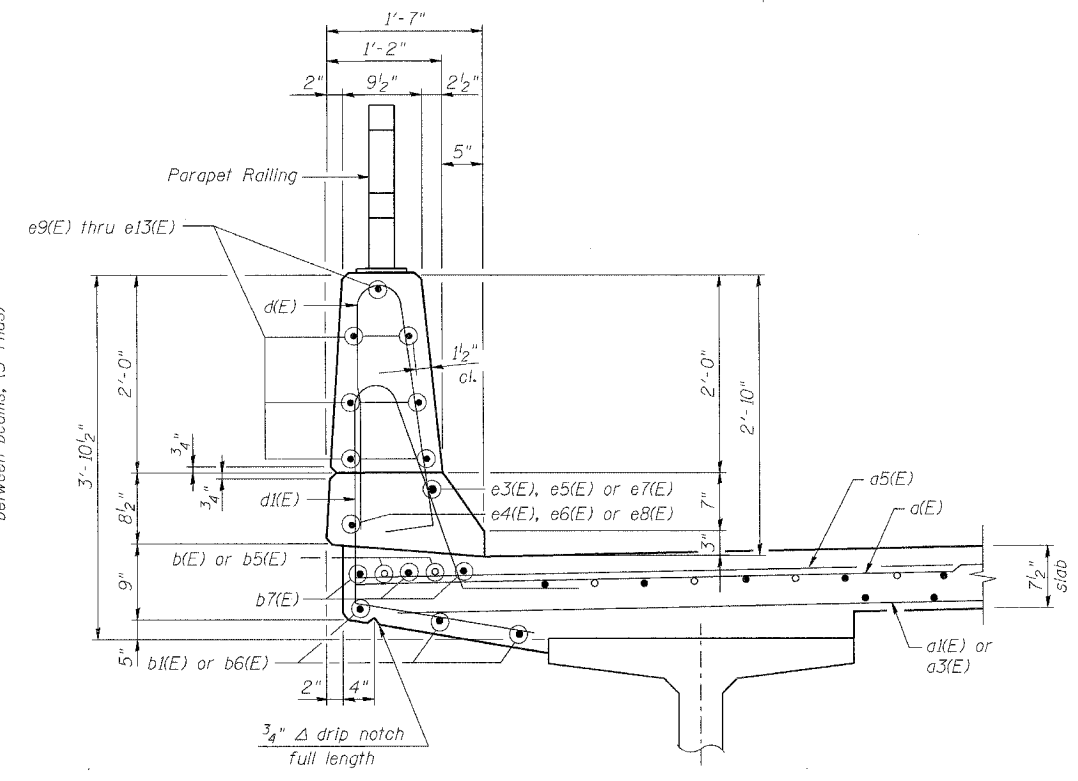
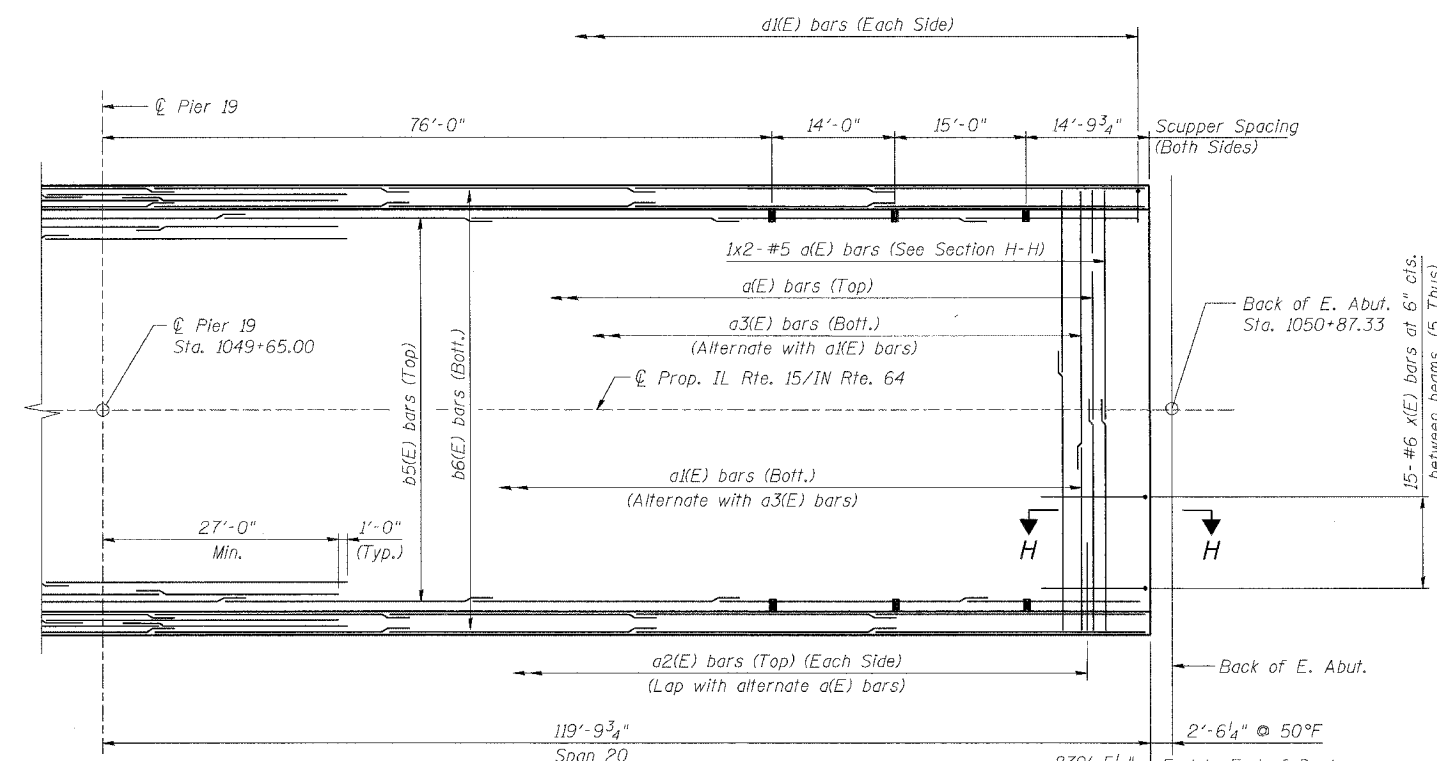
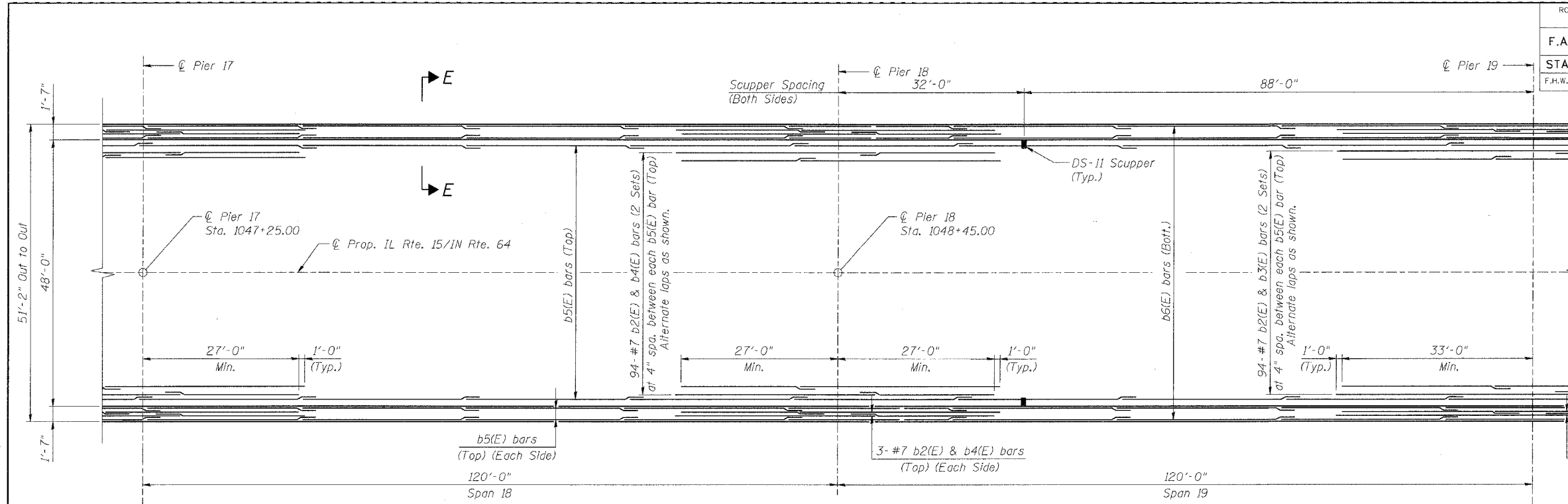
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ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**DECK REINFORCEMENT PLAN
SPANS 14, 15, 16 AND 17 (Unit 4)**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	45
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S29 OF S114 CONTRACT NO. 94450



- NOTES:**
1. Work this Sheet with Sheets S30-S36.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus 6x2-#5 etc., indicates 6 lines of bars with 2 lengths per line.
 4. For parapet elevation, details, joint spacing and reinforcement, See Sheets S31-S34.
 5. Use the following minimum lap lengths unless noted otherwise:
#5 - 2'-2", #7 - 3'-5".
 6. See Sheet S35 for additional reinforcement around scuppers.
 7. See Sheet S48 for Section H-H and additional reinforcing.
 8. I.F. denotes Inside Face.
O.F. denotes Outside Face.

**PARTIAL PLAN
SPAN 18 THRU 20**

**SECTION E-E
Spans 1-4 and 10-20**

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ
CHECKED	ADD/KWS

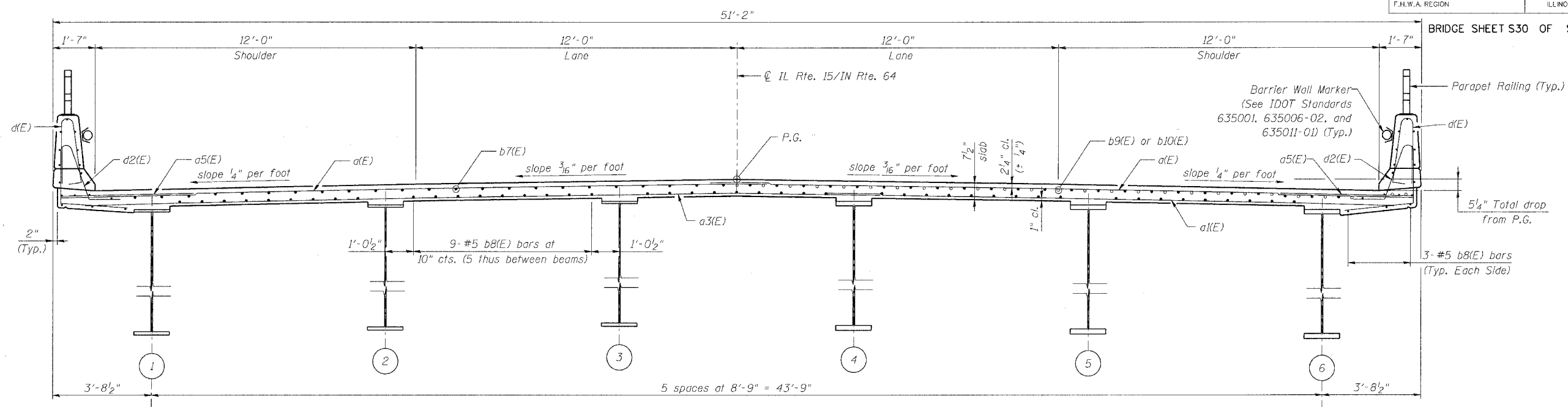
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IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**DECK REINFORCEMENT PLAN
SPANS 18, 19 AND 20 (UNIT 4)**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036-27
WABASH CO., IL. DATE: JUNE 15, 2007

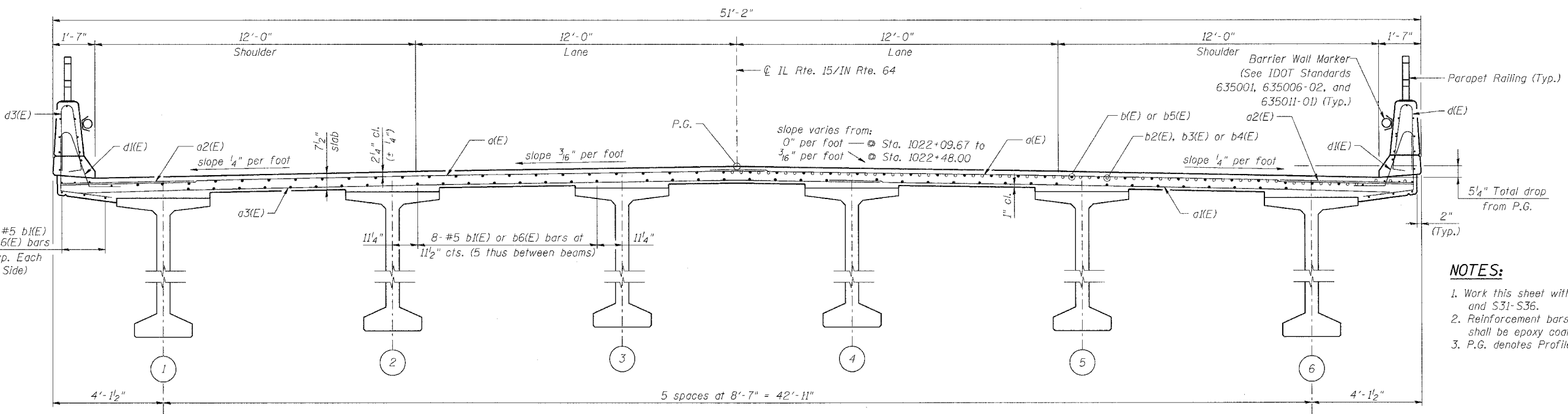
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	46
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S30 OF S114 CONTRACT NO. 94450



CROSS SECTION SPANS 5-9 (UNIT 2)
(Looking Upstation)



CROSS SECTION SPANS 1-4 AND 10-20 (UNIT 1, 3 & 4)
(Looking Upstation)

- NOTES:**
1. Work this sheet with sheets S23-S29, and S31-S36.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. P.G. denotes Profile Grade.

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ
CHECKED	ADD

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

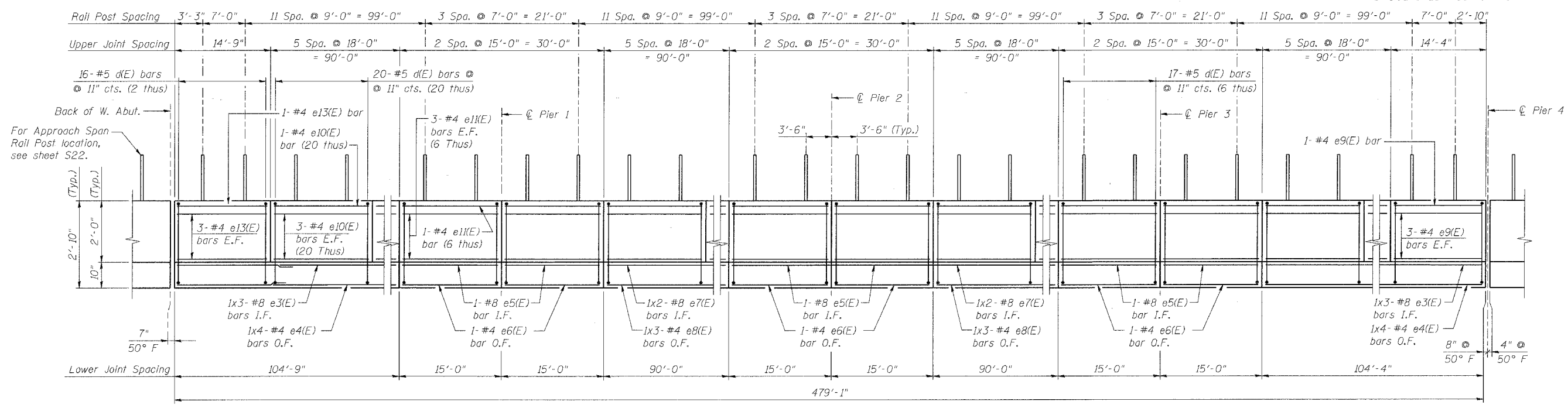
DECK CROSS SECTIONS (UNITS 1-4)

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

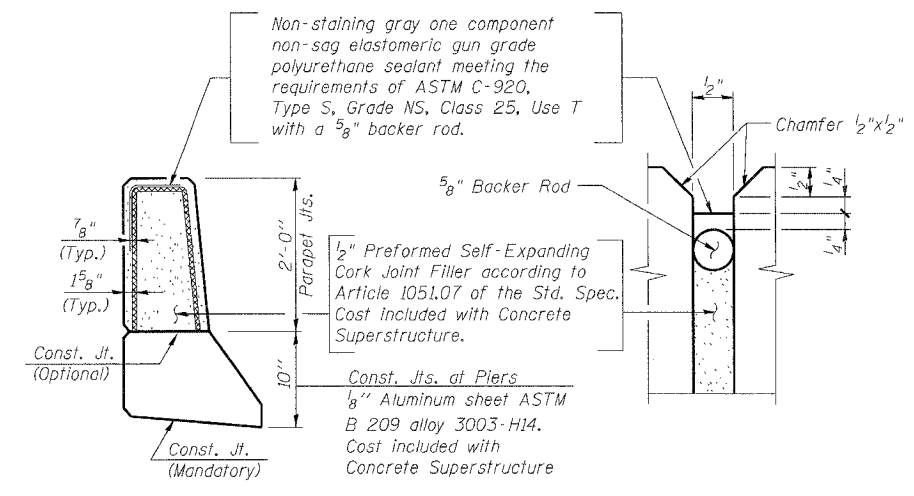
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	47
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S31 OF S114 CONTRACT 94450



INSIDE ELEVATION OF PARAPET - UNIT 1
(North Parapet Looking North, South Parapet Similar)



PARAPET JOINT DETAILS

- NOTES:**
1. For bar list and bill of materials, See Sheet S35.
 2. For parapet railing details, See Sheet S45.
 3. Bars indicated thus: 1x4-#5 ect., indicates 1 line of bars with 4 lengths per line.
 4. Use the following minimum lap lengths unless otherwise noted:
#5 - 2'-2"
#8 - 4'-6"
 5. I.F. denotes Inside Face
O.F. denotes Outside Face
E.F. denotes Each Face
 6. For section through parapet, see Sheet S29.

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ/RMG
CHECKED	ADD

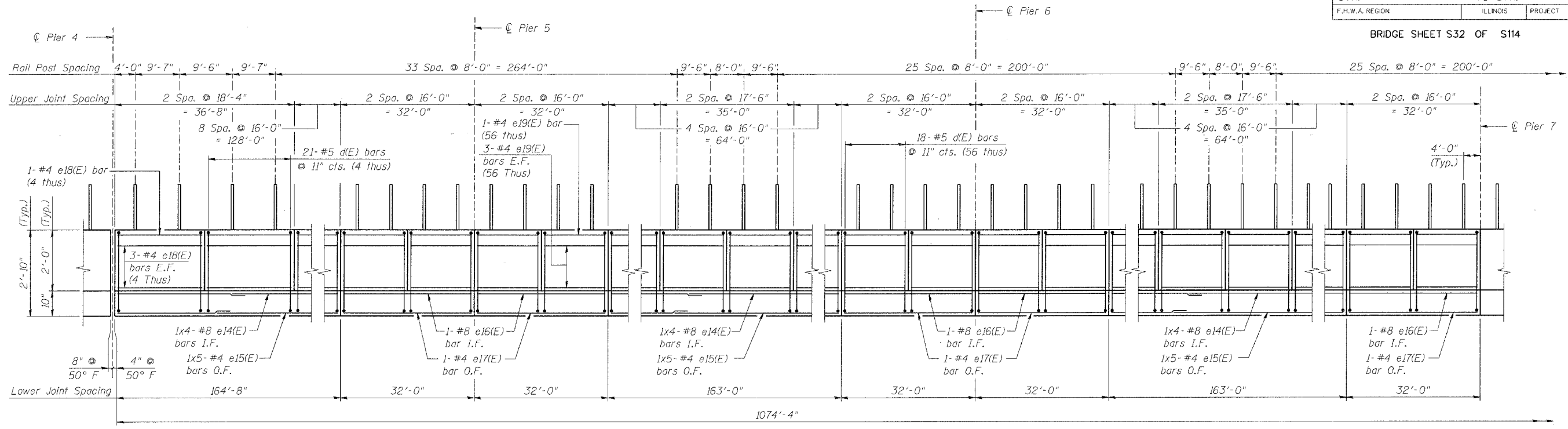
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IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**PARAPET ELEVATION AND
RAIL POST SPACING - UNIT 1**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036-27
WABASH CO., IL. DATE: JUNE 15, 2007

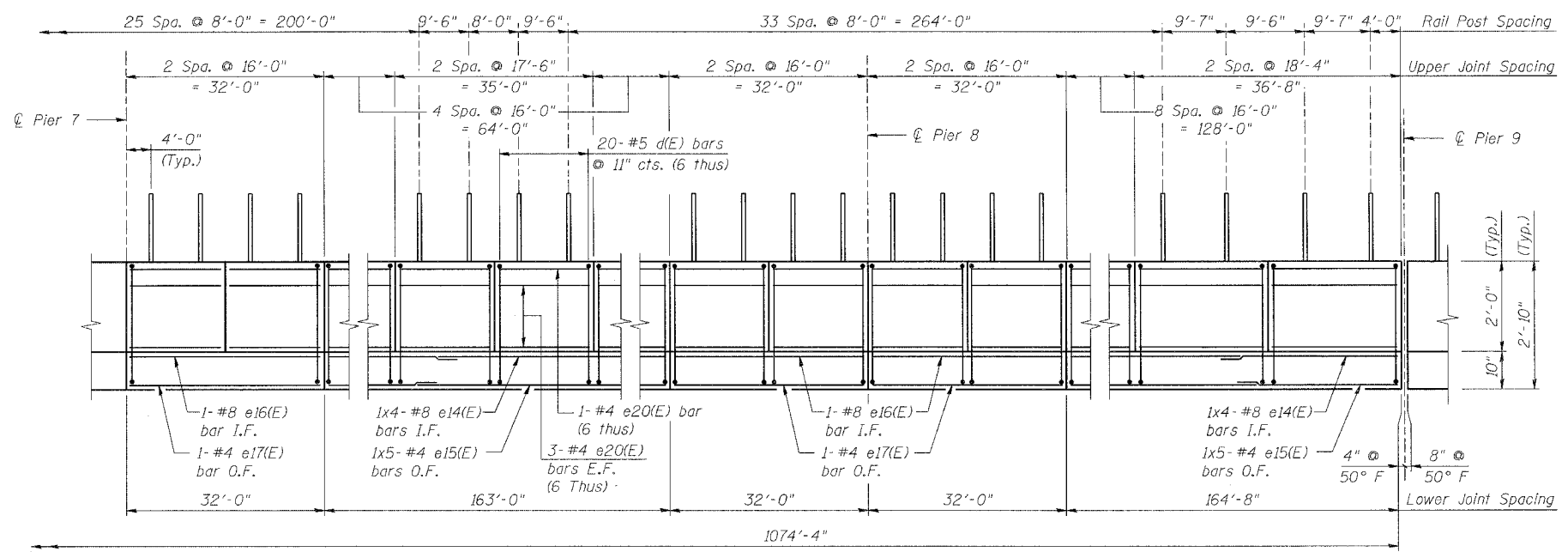
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	48
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S32 OF S114 CONTRACT 94450



INSIDE ELEVATION OF PARAPET - UNIT 2
(North Parapet Looking North, South Parapet Similar)



INSIDE ELEVATION OF PARAPET - UNIT 2
(North Parapet Looking North, South Parapet Similar)

- NOTES:**
1. For bar list and bill of materials, See Sheet S36.
 2. For parapet railing details, See Sheet S45.
 3. Bars indicated thus: 1x4-#5 ect., indicates 1 line of bars with 4 lengths per line.
 4. Use the following minimum lap lengths unless otherwise noted:
#5 - 2'-2"
#8 - 4'-6"
 5. I.F. denotes Inside Face
O.F. denotes Outside Face
E.F. denotes Each Face
 6. For section through parapet, see Sheet S26.

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	RMG
CHECKED	ADD

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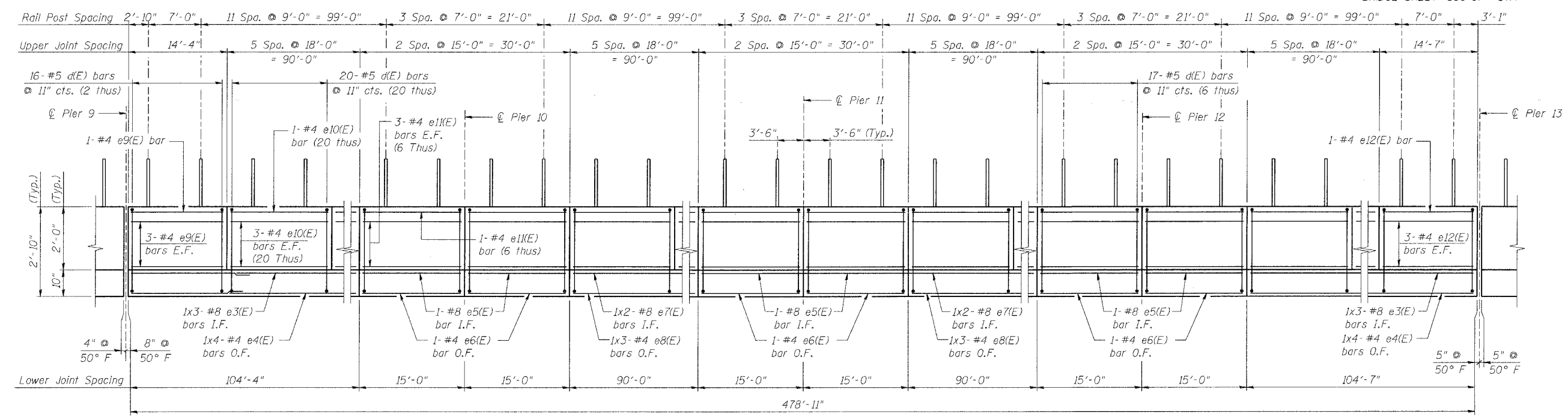
ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**PARAPET ELEVATION AND
RAIL POST SPACING - UNIT 2**

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

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	49
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S33 OF S114 CONTRACT 94450



INSIDE ELEVATION OF PARAPET - UNIT 3
(North Parapet Looking North, South Parapet Similar)

- NOTES:**
1. For bar list and bill of materials, See Sheet S36.
 2. For parapet railing details, See Sheet S45.
 3. Bars indicated thus: 1x4- #5 etc., indicates 1 line of bars with 4 lengths per line.
 4. Use the following minimum lap lengths unless otherwise noted:
#5 - 2'-2"
#8 - 4'-6"
 5. I.F. denotes Inside Face
O.F. denotes Outside Face
E.F. denotes Each Face
 6. For section through parapet, see Sheet S29.

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ/RMG
CHECKED	ADD

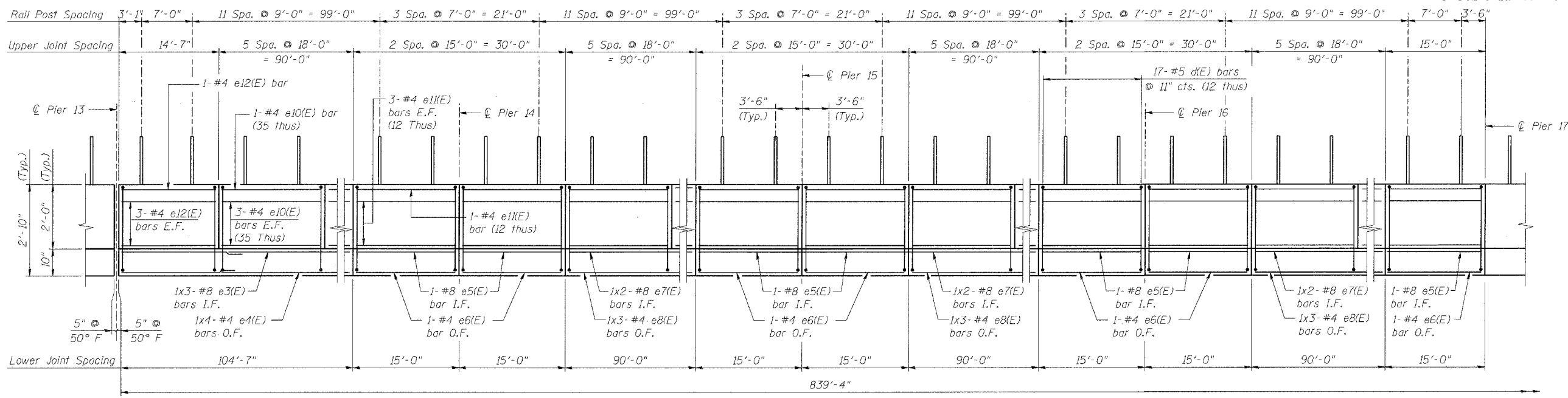
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Job No. 3426

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IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**PARAPET ELEVATION AND
RAIL POST SPACING - UNIT 3**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

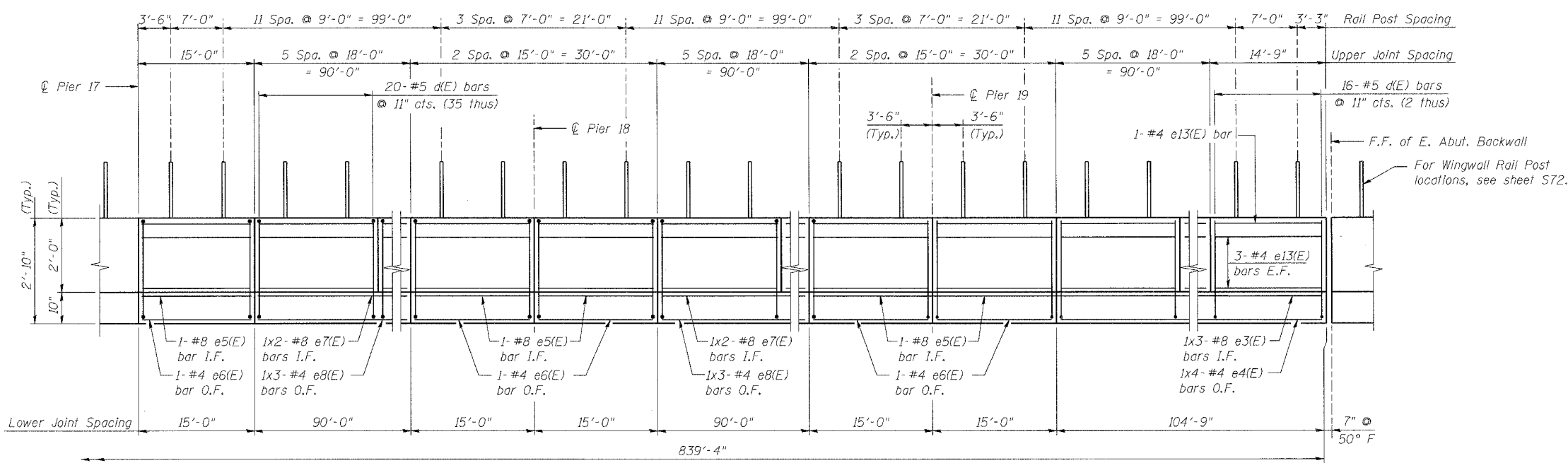
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	50
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S34 OF S114 CONTRACT 94450



INSIDE ELEVATION OF PARAPET - UNIT 4
(North Parapet Looking North, South Parapet Similar)



INSIDE ELEVATION OF PARAPET - UNIT 4
(North Parapet Looking North, South Parapet Similar)

- NOTES:**
1. For bar list and bill of materials, See Sheet S36.
 2. For parapet railing details, See Sheet S45.
 3. Bars indicated thus: 1x4-#5 etc., indicates 1 line of bars with 4 lengths per line.
 4. Use the following minimum lap lengths unless otherwise noted:
#5 - 2'-2"
#8 - 4'-6"
 5. I.F. denotes Inside Face
O.F. denotes Outside Face
F.F. denotes Front Face
 6. For section through parapet, see Sheet S29.

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ/RMG
CHECKED	ADD

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**PARAPET ELEVATION AND
RAIL POST SPACING - UNIT 4**

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

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	51
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	
BRIDGE SHEET S35 OF S114				CONTRACT 94450

BILL OF MATERIAL
(West Approach Deck)

Bar	No.	Size	Length	Shape
a(E)	174	#5	26'-5"	—
a5(E)	86	#6	6'-0"	—
a6(E)	61	#5	30'-3"	—
a7(E)	61	#5	22'-9"	—
b1(E)	112	#5	42'-6"	—
d3(E)	96	#5	7'-0"	└┘
x(E)	83	#6	4'-8"	└┘
Pay Item	Unit	Total		
Concrete Superstructure	Cu. Yd.	59.3		
Reinf. Bars, Epoxy Coated	Pound	15,190		
Bridge Deck Grooving	Sq. Yd.	220		
Protective Coat	Sq. Yd.	230		

BILL OF MATERIAL
(West Approach Parapets)

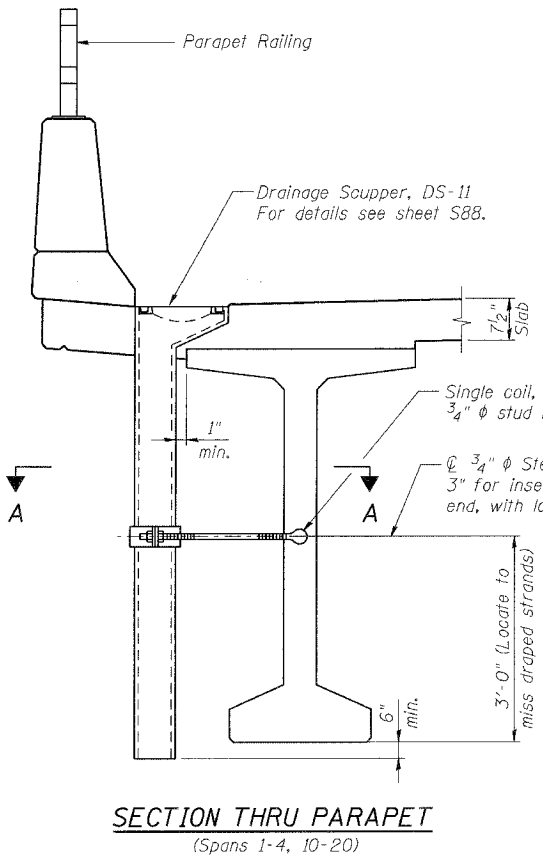
Bar	No.	Size	Length	Shape
d(E)	96	#5	5'-7"	└┘
e(E)	42	#4	14'-0"	—
e1(E)	2	#8	42'-6"	—
e2(E)	2	#4	42'-6"	—
Pay Item	Unit	Total		
Concrete Superstructure	Cu. Yd.	9.6		
Reinf. Bars, Epoxy Coated	Pound	1,240		
Protective Coat	Sq. Yd.	36		

BILL OF MATERIAL
(Unit 1 Deck)

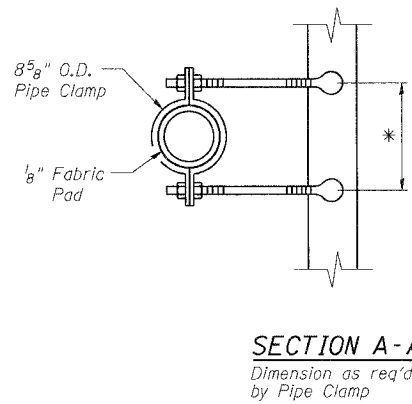
Bar	No.	Size	Length	Shape
a(E)	1908	#5	26'-5"	—
a1(E)	635	#5	22'-1"	—
a2(E)	952	#6	6'-6"	—
a3(E)	635	#5	30'-9"	—
a8(E)	48	#5	2'-0"	—
b(E)	918	#5	30'-6"	—
b1(E)	828	#5	29'-0"	—
b2(E)	300	#7	40'-0"	—
b3(E)	200	#7	23'-9"	—
b4(E)	100	#7	17'-9"	—
d1(E)	1068	#5	8'-0"	└┘
x(E)	150	#6	4'-8"	└┘
Pay Item	Unit	Total		
Concrete Superstructure	Cu. Yd.	662.1		
Reinf. Bars, Epoxy Coated	Pound	199,040		
Bridge Deck Grooving	Sq. Yd.	2454		
Protective Coat	Sq. Yd.	2560		
Drainage Scupper, DS-11	Each	6		

BILL OF MATERIAL
(Unit 1 Parapets)

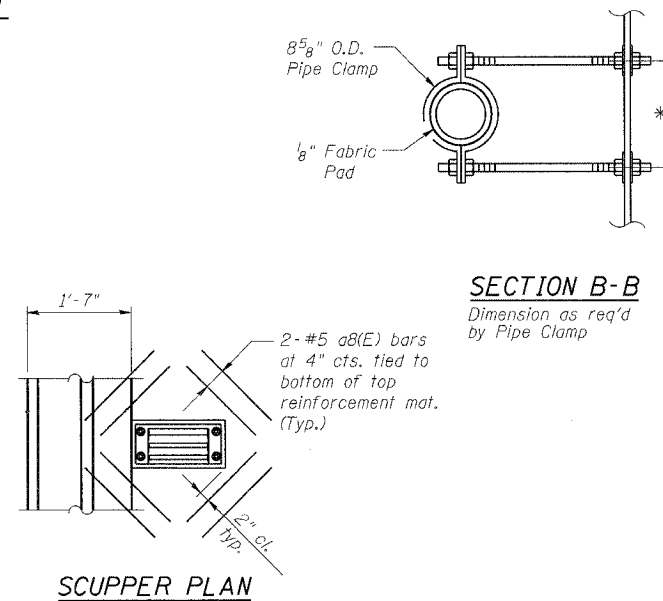
Bar	No.	Size	Length	Shape
d(E)	1068	#5	5'-7"	└┘
e3(E)	12	#8	37'-10"	—
e4(E)	16	#4	27'-9"	—
e5(E)	12	#8	14'-8"	—
e6(E)	12	#4	14'-8"	—
e7(E)	8	#8	47'-3"	—
e8(E)	12	#4	31'-6"	—
e9(E)	14	#4	14'-0"	—
e10(E)	280	#4	17'-8"	—
e11(E)	84	#4	14'-8"	—
e13(E)	14	#4	14'-5"	—
Pay Item	Unit	Total		
Concrete Superstructure	Cu. Yd.	106.7		
Reinf. Bars, Epoxy Coated	Pound	13,980		
Protective Coat	Sq. Yd.	402		



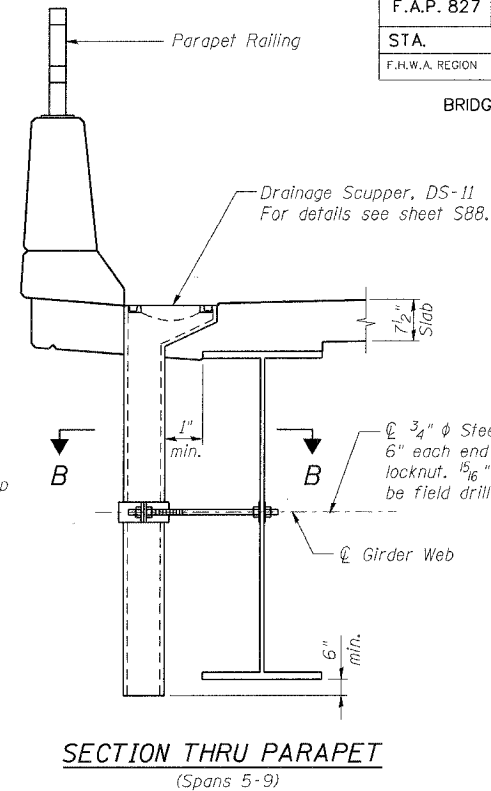
SECTION THRU PARAPET
(Spans 1-4, 10-20)



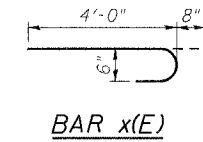
SECTION A-A
Dimension as req'd by Pipe Clamp



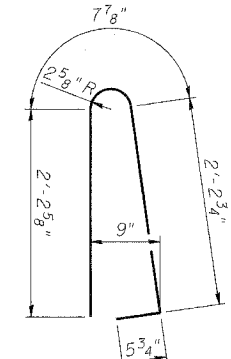
SCUPPER PLAN



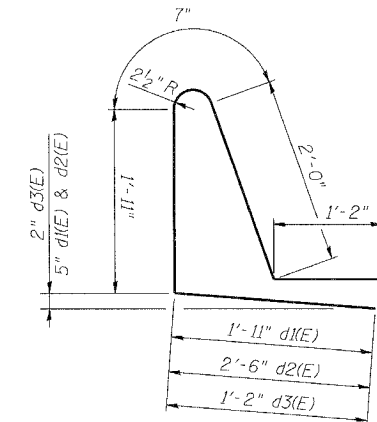
SECTION THRU PARAPET
(Spans 5-9)



BAR x(E)



BAR d(E)



BARS d1(E), d2(E) & d3(E)

NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Cut longitudinal reinforcement to clear drainage scuppers.
3. All bar dimensions are out to out.
4. The Scupper clamping device and inserts shall be galvanized according to AASHTO M 232.
5. Cost of Pipe Clamp included with "Drainage Scupper, DS-11".

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

**DECK DETAILS AND
BILL OF MATERIAL**

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

STA. 1036-27
DATE: JUNE 15, 2007

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6/26/2007

DESIGNED	WJZ
CHECKED	ADD/KWS
DRAWN	WJZ
CHECKED	ADD/KWS

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	52
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S36 OF S114

CONTRACT
94450

BILL OF MATERIAL
(Unit 2 Deck)

Bar	No.	Size	Length	Shape
a(E)	5148	#5	26'-5"	—
a1(E)	1716	#5	22'-1"	—
a3(E)	1716	#5	30'-9"	—
a5(E)	2574	#6	6'-0"	—
a8(E)	96	#5	2'-0"	—
b7(E)	2106	#5	30'-0"	—
b8(E)	2040	#5	29'-3"	—
b9(E)	306	#6	40'-9"	—
b10(E)	306	#6	38'-3"	—
d2(E)	2424	#5	8'-7"	L
x(E)	150	#6	4'-8"	C
Pay Item		Unit	Total	
Concrete Superstructure		Cu. Yd.	1356.7	
Reinf. Bars, Epoxy Coated		Pound	447,000	
Bridge Deck Grooving		Sq. Yd.	5495	
Protective Coat		Sq. Yd.	5734	
Drainage Scupper, DS-II		Each	12	

BILL OF MATERIAL
(Unit 2 Parapets)

Bar	No.	Size	Length	Shape
d(E)	2424	#5	5'-7"	L
e14(E)	40	#8	44'-9"	—
e15(E)	50	#4	34'-9"	—
e16(E)	16	#8	31'-8"	—
e17(E)	16	#4	31'-8"	—
e18(E)	56	#4	18'-0"	—
e19(E)	784	#4	15'-8"	—
e20(E)	84	#4	17'-2"	—
Pay Item		Unit	Total	
Concrete Superstructure		Cu. Yd.	238.9	
Reinf. Bars, Epoxy Coated		Pound	31,590	
Protective Coat		Sq. Yd.	900	

BILL OF MATERIAL
(Unit 3 Deck)

Bar	No.	Size	Length	Shape
a(E)	1908	#5	26'-5"	—
a1(E)	635	#5	22'-1"	—
a2(E)	952	#6	6'-6"	—
a3(E)	635	#5	30'-9"	—
a8(E)	48	#5	2'-0"	—
b(E)	918	#5	30'-6"	—
b1(E)	828	#5	29'-0"	—
b2(E)	300	#7	40'-0"	—
b3(E)	200	#7	23'-9"	—
b4(E)	100	#7	17'-9"	—
d1(E)	1068	#5	8'-0"	L
x(E)	150	#6	4'-8"	C
Pay Item		Unit	Total	
Concrete Superstructure		Cu. Yd.	662.1	
Reinf. Bars, Epoxy Coated		Pound	199,040	
Bridge Deck Grooving		Sq. Yd.	2454	
Protective Coat		Sq. Yd.	2560	
Drainage Scupper, DS-II		Each	6	

BILL OF MATERIAL
(Unit 3 Parapets)

Bar	No.	Size	Length	Shape
d(E)	1068	#5	5'-7"	L
e3(E)	12	#8	37'-10"	—
e4(E)	16	#4	27'-9"	—
e5(E)	12	#8	14'-8"	—
e6(E)	12	#4	14'-8"	—
e7(E)	8	#8	47'-3"	—
e8(E)	12	#4	31'-6"	—
e9(E)	14	#4	14'-0"	—
e10(E)	280	#4	17'-8"	—
e11(E)	84	#4	14'-8"	—
e12(E)	14	#4	14'-3"	—
Pay Item		Unit	Total	
Concrete Superstructure		Cu. Yd.	106.7	
Reinf. Bars, Epoxy Coated		Pound	13,970	
Protective Coat		Sq. Yd.	402	

BILL OF MATERIAL
(Unit 4 Deck)

Bar	No.	Size	Length	Shape
a(E)	3352	#5	26'-5"	—
a1(E)	1116	#5	22'-1"	—
a2(E)	1674	#6	6'-6"	—
a3(E)	1116	#5	30'-9"	—
a8(E)	112	#5	2'-0"	—
b2(E)	600	#7	40'-0"	—
b3(E)	200	#7	23'-9"	—
b4(E)	400	#7	17'-9"	—
b5(E)	1620	#5	30'-3"	—
b6(E)	1426	#5	29'-3"	—
d1(E)	1872	#5	8'-0"	L
x(E)	150	#6	4'-8"	C
Pay Item		Unit	Total	
Concrete Superstructure		Cu. Yd.	1158.7	
Reinf. Bars, Epoxy Coated		Pound	355,000	
Bridge Deck Grooving		Sq. Yd.	4294	
Protective Coat		Sq. Yd.	4480	
Drainage Scupper, DS-II		Each	14	

BILL OF MATERIAL
(Unit 4 Parapets)

Bar	No.	Size	Length	Shape
d(E)	1872	#5	5'-7"	L
e3(E)	12	#8	37'-10"	—
e4(E)	16	#4	27'-9"	—
e5(E)	24	#8	14'-8"	—
e6(E)	24	#4	14'-8"	—
e7(E)	20	#8	47'-3"	—
e8(E)	30	#4	31'-6"	—
e10(E)	490	#4	17'-8"	—
e11(E)	168	#4	14'-8"	—
e12(E)	14	#4	14'-3"	—
e13(E)	14	#4	14'-5"	—
Pay Item		Unit	Total	
Concrete Superstructure		Cu. Yd.	186.7	
Reinf. Bars, Epoxy Coated		Pound	24,440	
Protective Coat		Sq. Yd.	704	

BILL OF MATERIAL
(East Abutment)

Pay Item	Unit	Total
Concrete Superstructure	Cu. Yd.	3.9
Protective Coat	Sq. Yd.	16

DESIGNED	KWS
CHECKED	ADD
DRAWN	AYR
CHECKED	ADD/KWS

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

**BILL OF MATERIALS
DECK & PARAPET**

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

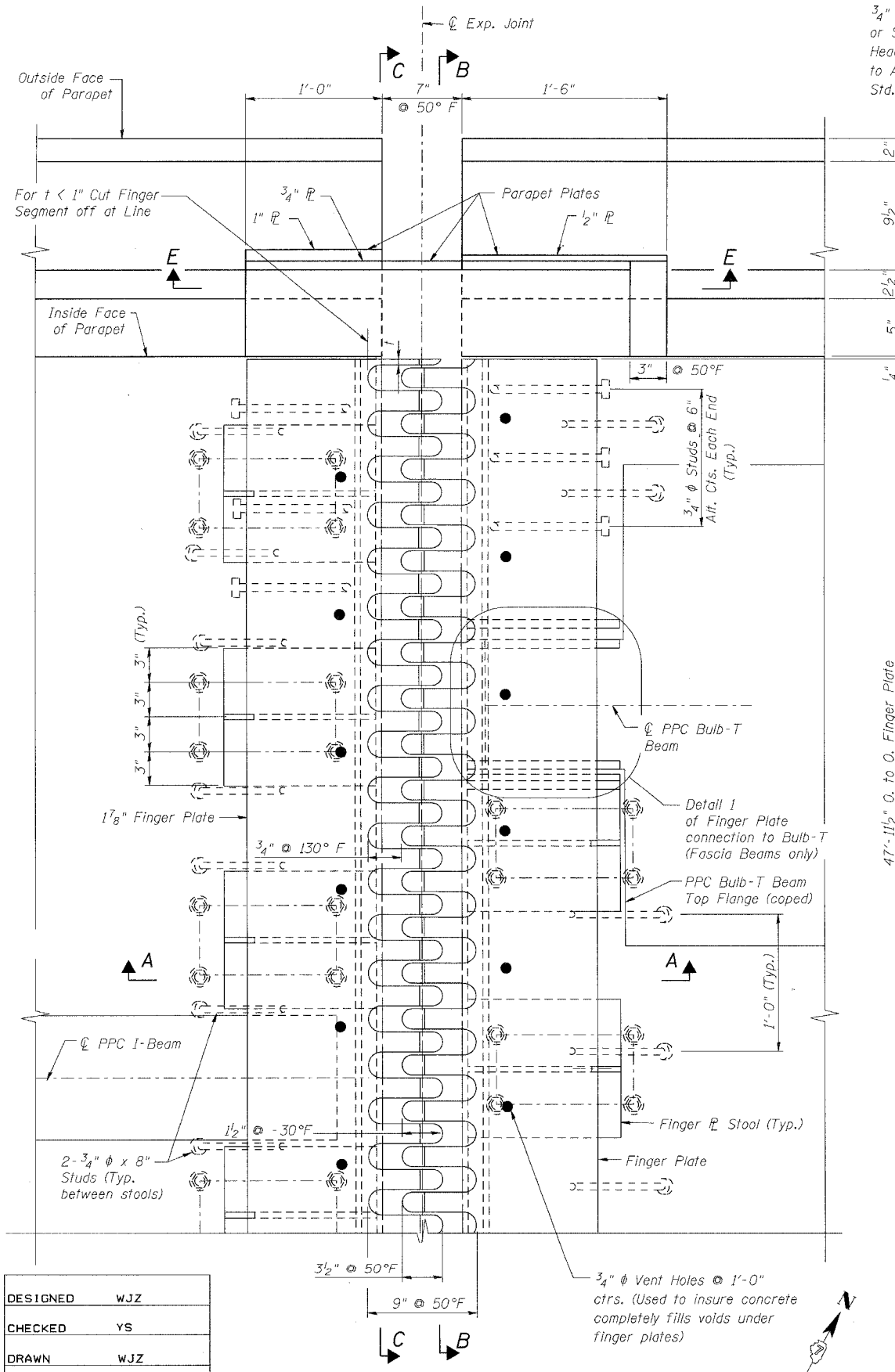
STA. 1036+27
DATE: JUNE 15, 2007

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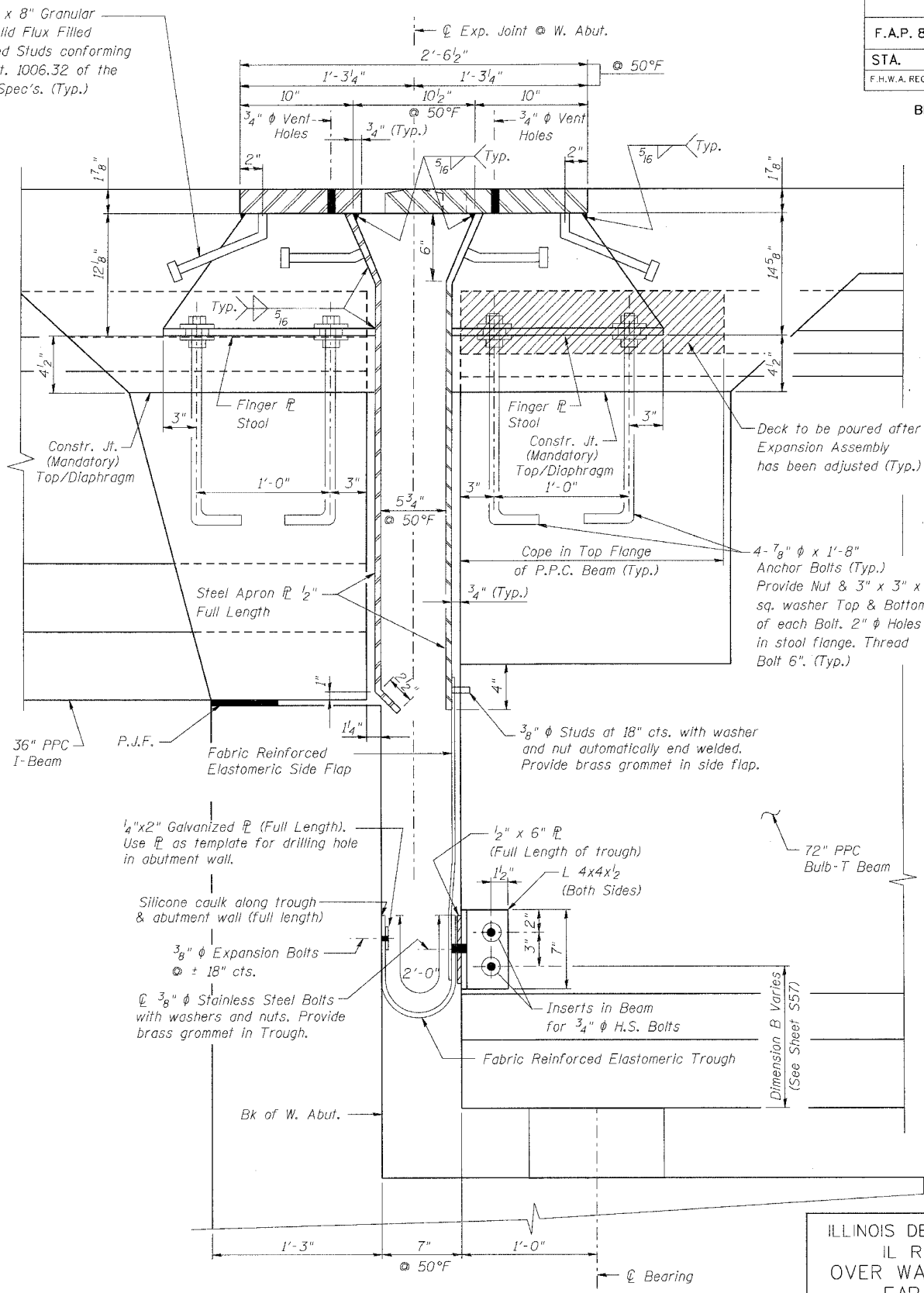
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	53
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

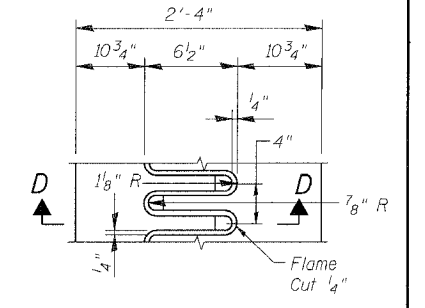
BRIDGE SHEET S37 OF S114 CONTRACT 94450



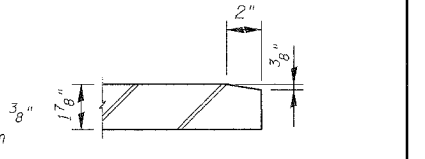
PLAN OF FINGER PLATE



SECTION A-A



FLAME CUTTING DIAGRAM



SECTION D-D

- NOTES:**
1. Work this sheet with sheet S38.
 2. For PPC Beam details, see sheets S55-S58. For Diaphragm details see sheet S46.
 3. All steel for Finger Plate Joint shall conform to AASHTO M 270 specification, Gr. 50.
 4. Design expansion ± 2".
 5. The cost of Steel required for Finger Plate Joint assembly shall be paid under Furnishing and Erecting Structural Steel. The cost of all Bolts (I.E. Anchor, High Strength, Expansion, Stainless Steel, etc.) shall be included in the Price for Furnishing and Erecting Structural Steel.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL ROUTE 15/IN ROUTE 64
 OVER WABASH RIVER PUBLIC WATERS
 FAP 827 SECT 12Z-3, 12BR
**FINGER PLATE EXPANSION JOINT
 WEST ABUTMENT**

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

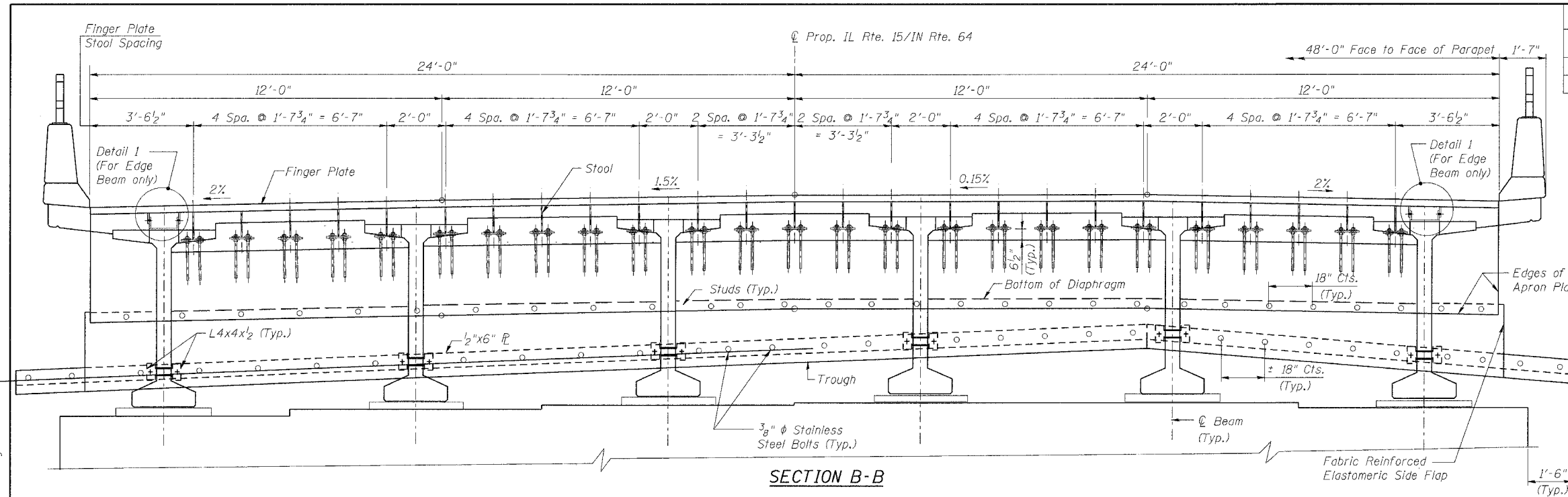
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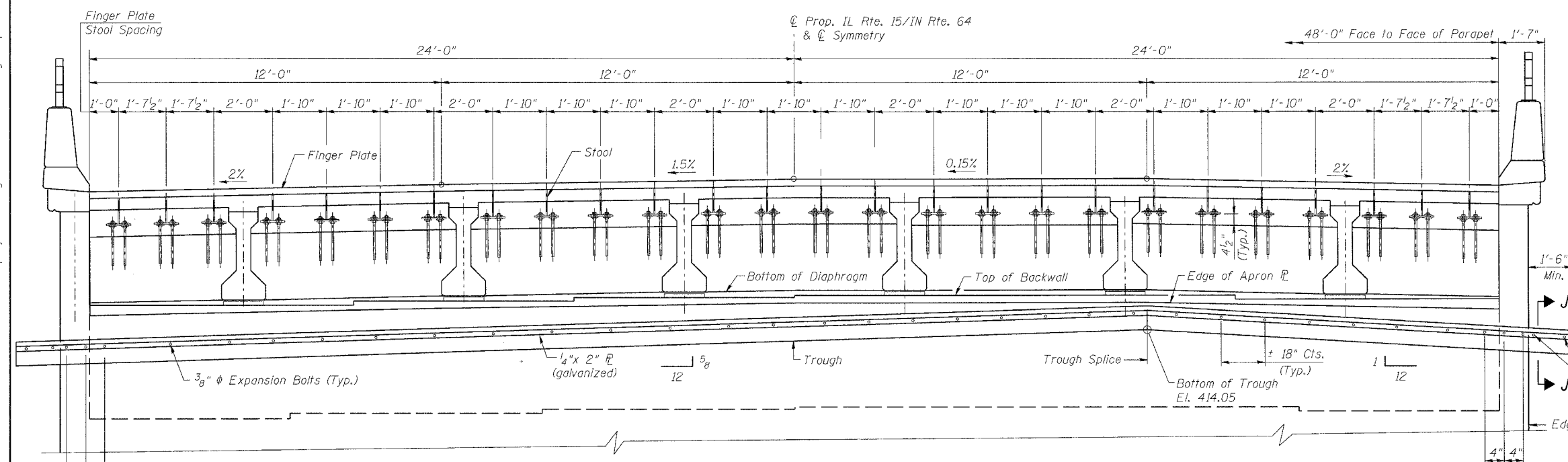
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	54
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

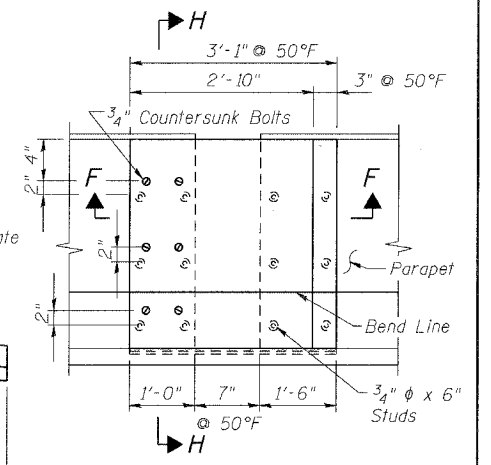
BRIDGE SHEET S38 OF S114 CONTRACT 94450



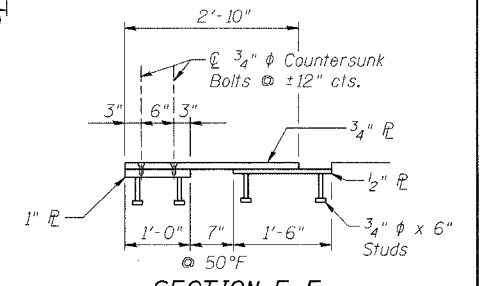
SECTION B-B



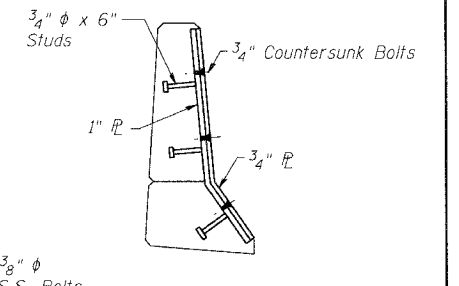
SECTION C-C



SECTION E-E



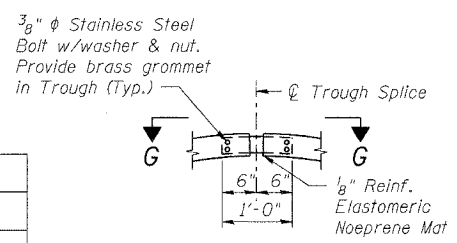
SECTION F-F



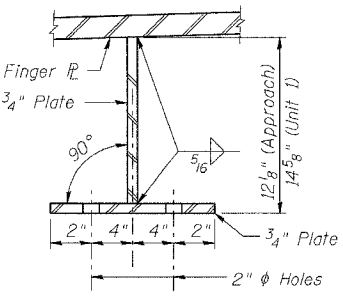
SECTION H-H



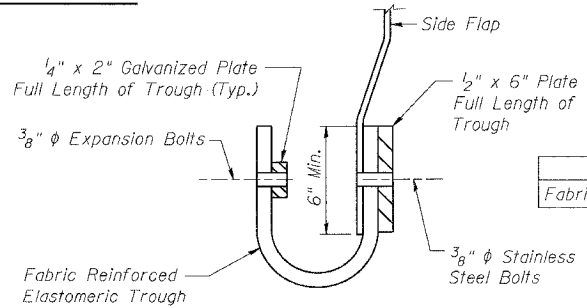
VIEW G-G



TROUGH SPLICE DETAIL



FINGER PLATE STOOL DETAIL



SECTION J-J

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Fabric Reinforced Elastomeric Trough	FOOT	52.2

- NOTES:
1. Work this sheet with sheet S37.
 2. For Detail 1, see sheet S42.
 3. For Finger Plate and Parapet Plate painting schematics, see sheet S42.

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

FINGER PLATE EXPANSION JOINT
WEST ABUTMENT

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

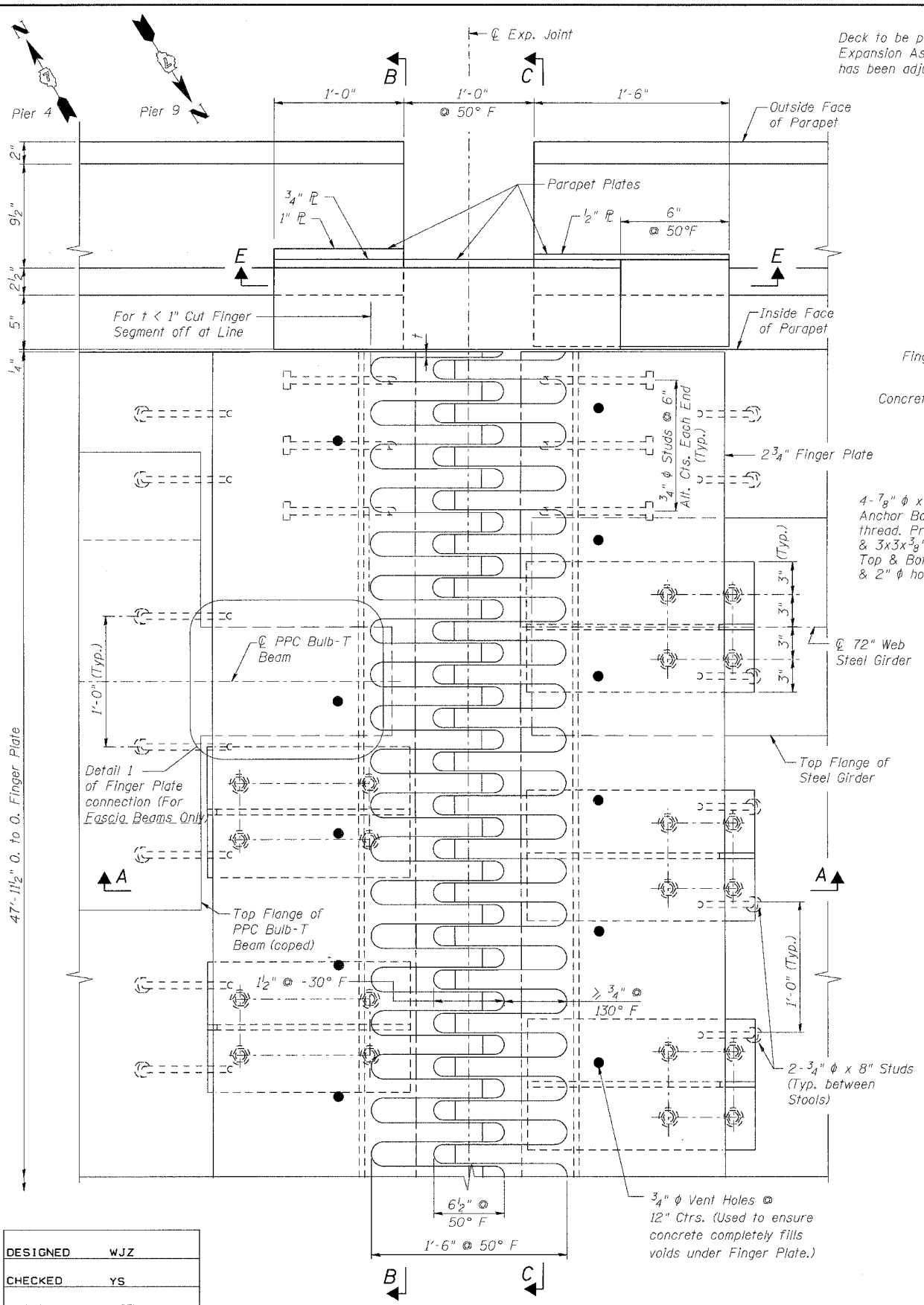
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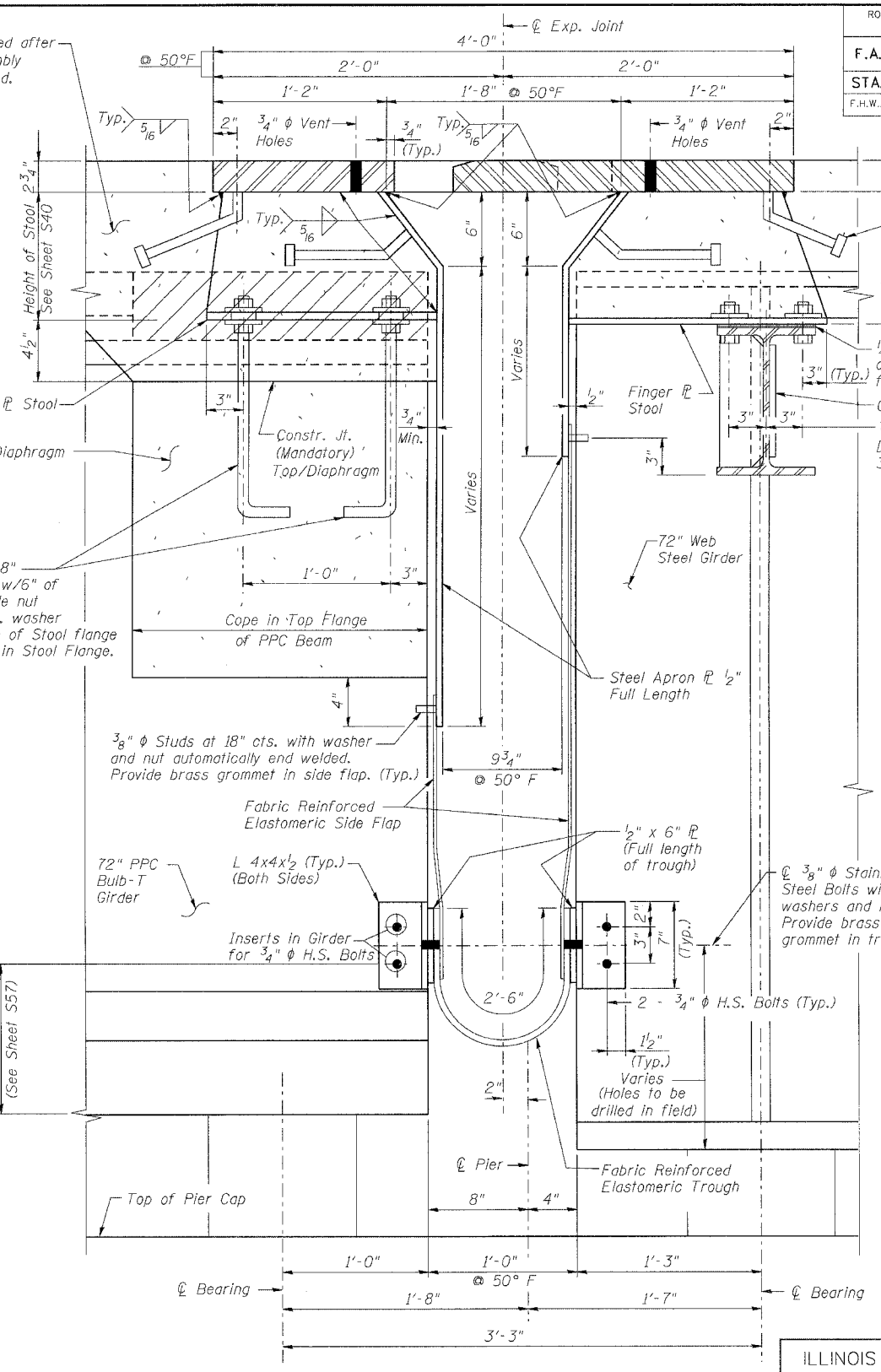
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	55
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S39 OF S114 CONTRACT 94450



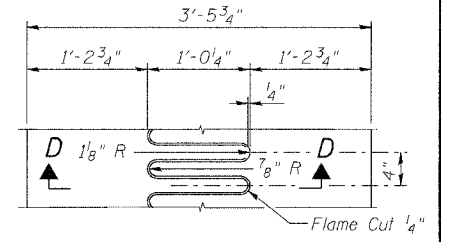
PLAN OF FINGER PLATE
(At Pier 4 shown
At Pier 9 Opposite Hand)



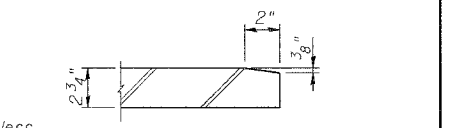
SECTION A-A
(Shown at Pier 4,
Pier 9 opposite hand)

3/4" x 8" Granular or Solid flux filled headed studs conforming to Art. 1006.32 of the Std. Specifications (Typ.)

1/4" normal shim plus one 1/8" & one 1/16" shims for height adjustment
Gusset PL
7/8" H.S. Bolts, 4 at each connection. Drill 2" holes in Stool flange, provide 3"x3"x3/8" square washers.



FLAME CUTTING DIAGRAM



SECTION D-D

- NOTES:**
1. Work this sheet with sheet S40.
 2. For Bulb-T PPC Beam Coping and End diaphragm details see sheet S48.
 3. For Detail 1 see sheet S42.
 4. All steel for Finger Plate Joint shall conform to AASHTO M270 specification, Gr. 50.
 5. Design expansion ± 4.85 ".
 6. The cost of steel required for Finger Plate Joint Assembly shall be paid for under "Furnishing and Erecting Structural Steel". The cost of all bolts (i.e. Anchor, High Strength, Expansion, Stainless Steel, etc.) shall be included in the price for "Furnishing and Erecting Structural Steel".

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**FINGER PLATE EXPANSION JOINT
PIER 4 AND PIER 9**

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

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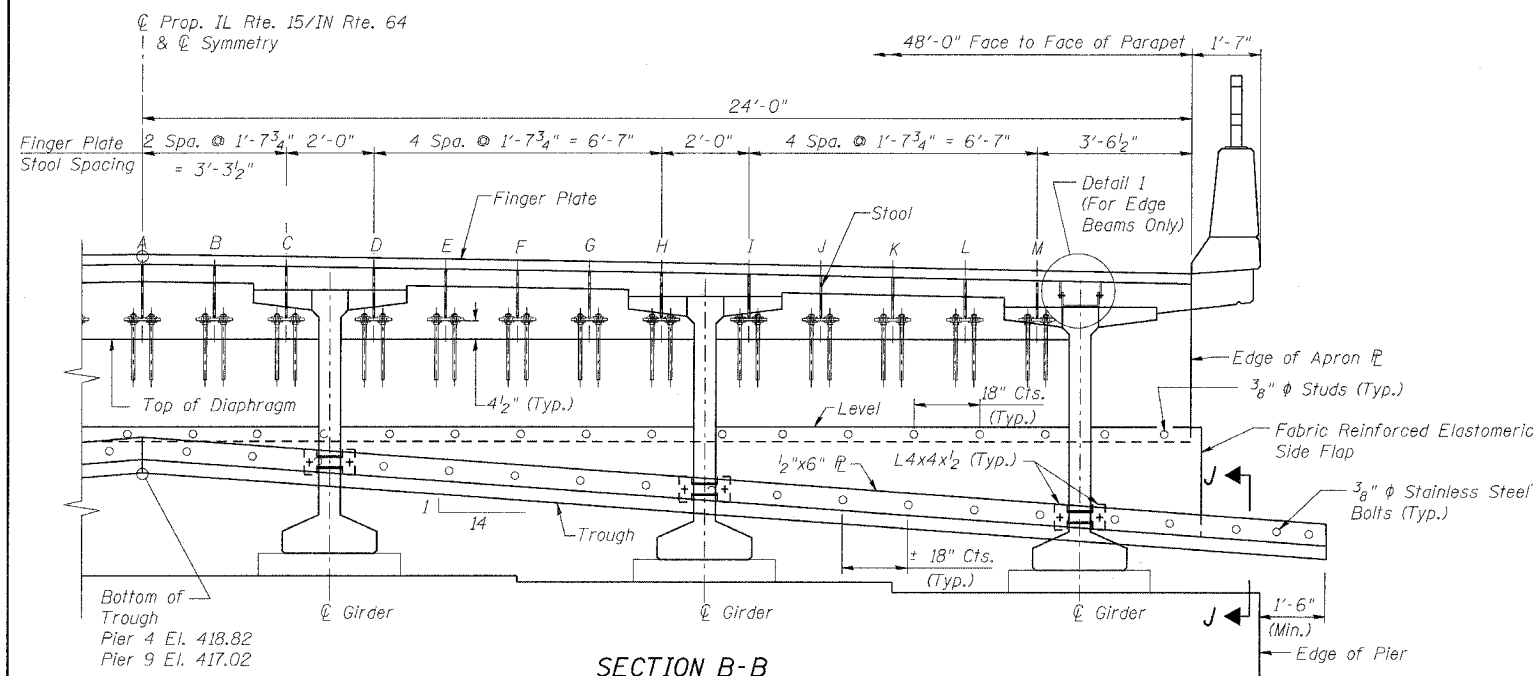
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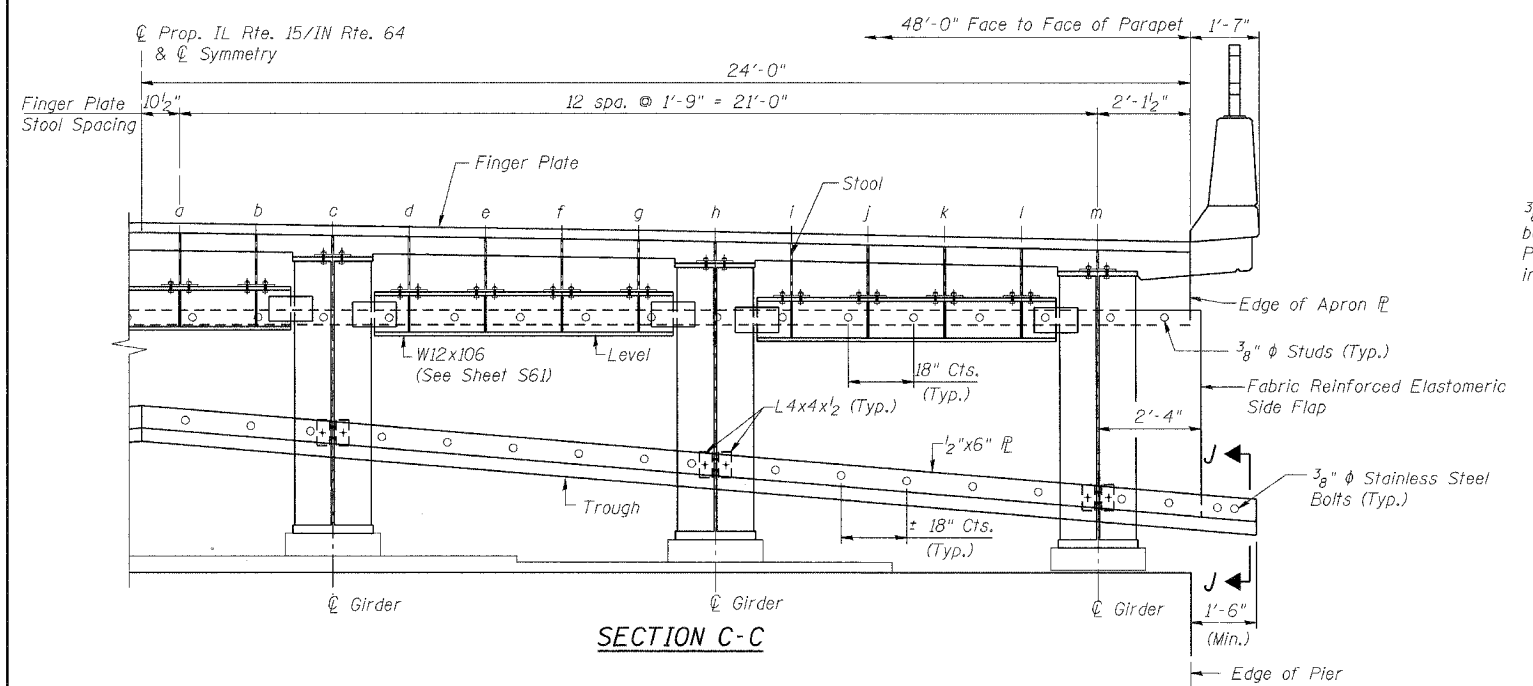
ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	56
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S40 OF S114

CONTRACT NO. 94450



SECTION B-B

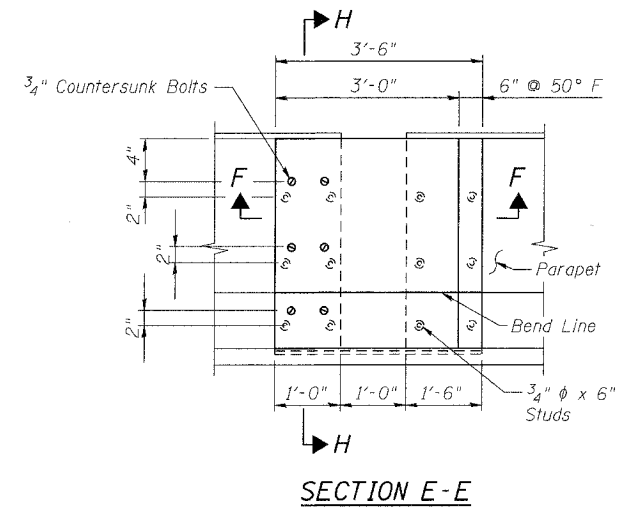


SECTION C-C

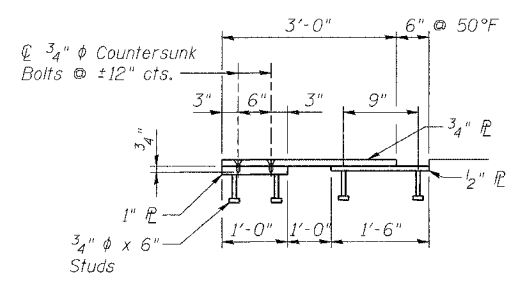
STOOL HEIGHTS (IN)

	A	B	C	D	E	F	G	H	I	J	K	L	M
SECTION B-B	16 1/8	15 7/8	15 5/8	15 2/8	14 7/8	14 5/8	14 3/8	14	13 5/8	13 1/8	12 6/8	12 3/8	12
	a	b	c	d	e	f	g	h	i	j	k	l	m
SECTION C-C	10 4/8	10 1/8	5 7/8	11 1/8	10 7/8	10 4/8	10 2/8	5 7/8	11 3/8	11	10 4/8	10 1/8	5 6/8

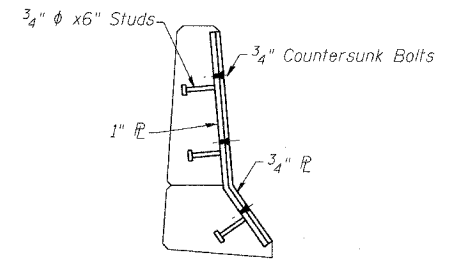
NOTE:
Stool heights and spacing are symmetrical about Prop. IL Rte. 15/IN Rte.-64.



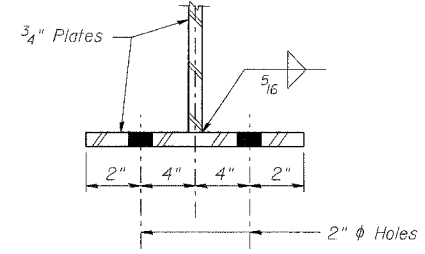
SECTION E-E



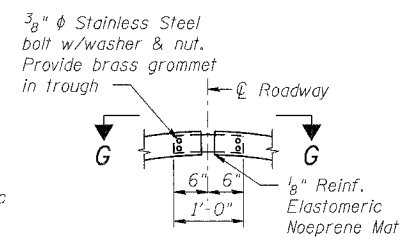
SECTION F-F



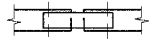
SECTION H-H



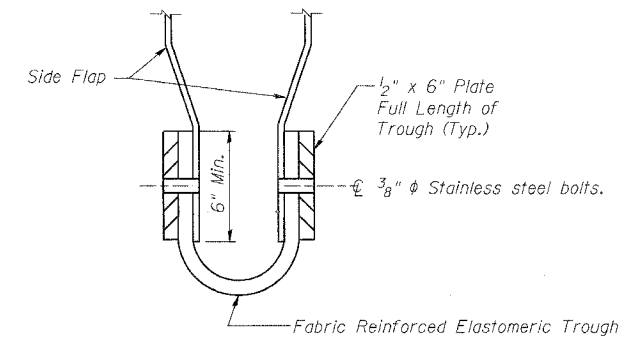
FINGER PLATE STOOL DETAIL



TROUGH SPLICE DETAIL



VIEW G-G



SECTION J-J

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Fabric Reinforced Elastomeric Trough	FOOT	104.4

- NOTES:**
1. Work this sheet with sheet S39.
 2. For Detail 1, see sheet S42.
 3. For Finger Plate and Parapet Plate painting schematics, see sheet S42.

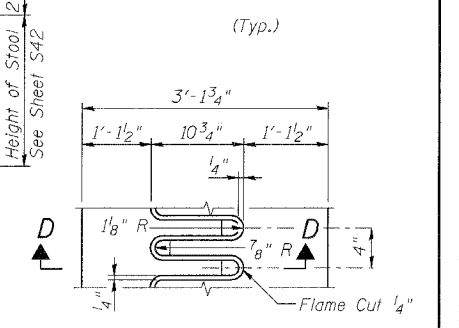
benesch
alfred benesch & company
Engineers - Surveyors - Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-665-0450
Job No. 3429

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**FINGER PLATE EXPANSION JOINT
PIER 4 AND PIER 9**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

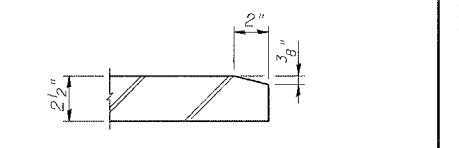
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	57
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S41 OF S114 CONTRACT 94450



FLAME CUTTING DIAGRAM



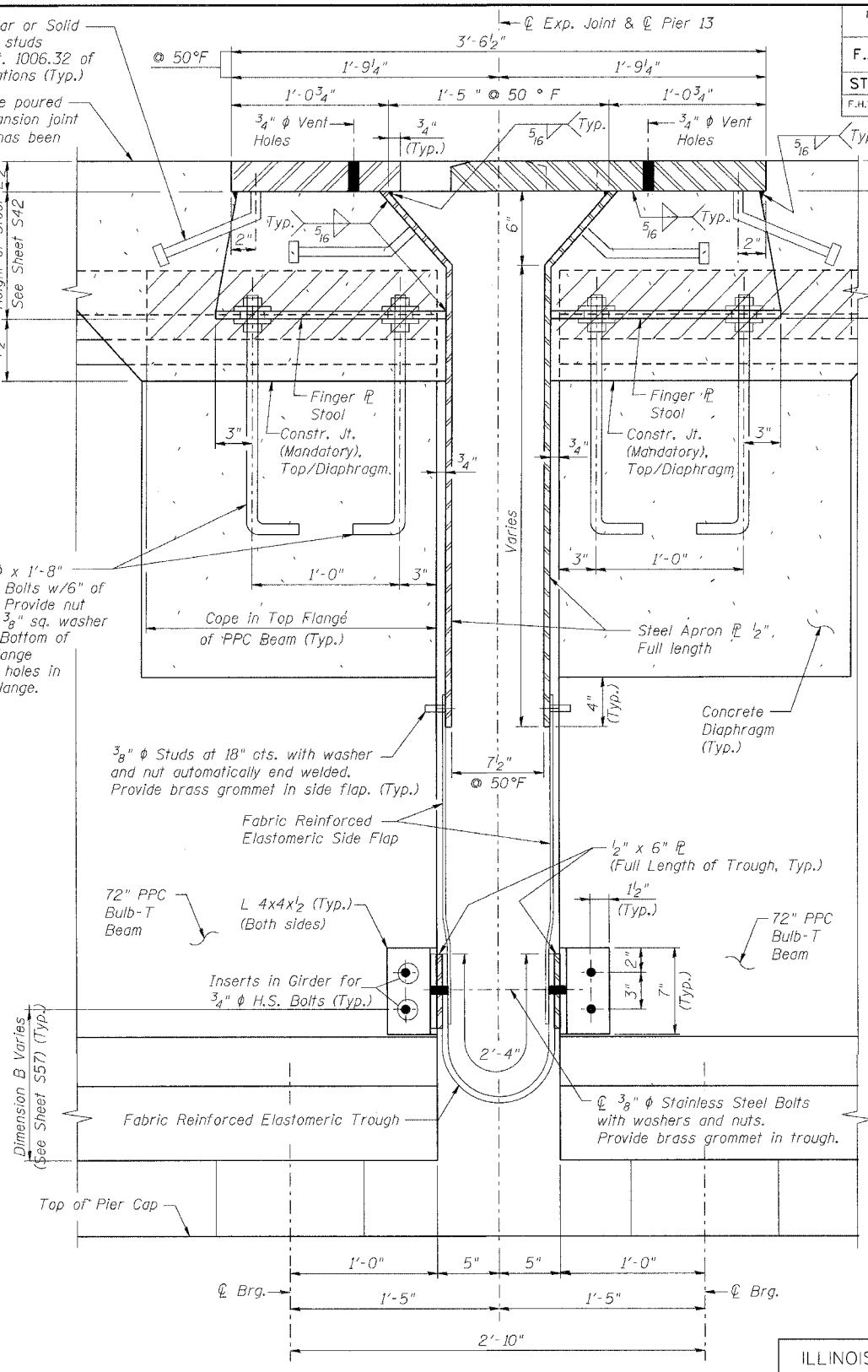
SECTION D-D

- NOTES:**
1. Work this sheet with sheet S42.
 2. For Bulb-T PPC Beam coping and Diaphragm details see sheet S48.
 3. For Detail 1 see sheet S42.
 4. All steel for Finger Plate Joint shall conform to AASHTO M 270 specification, Gr. 50.
 5. Design expansion $\pm 4\frac{1}{4}$ ".
 6. The cost of Steel required for Finger Plate Joint assembly shall be paid under Furnishing and Erecting Structural Steel. The cost of all Bolts (I.E. Anchor, High Strength, Expansion, Stainless Steel, etc.) shall be included in the Price for Furnishing and Erecting Structural Steel.

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

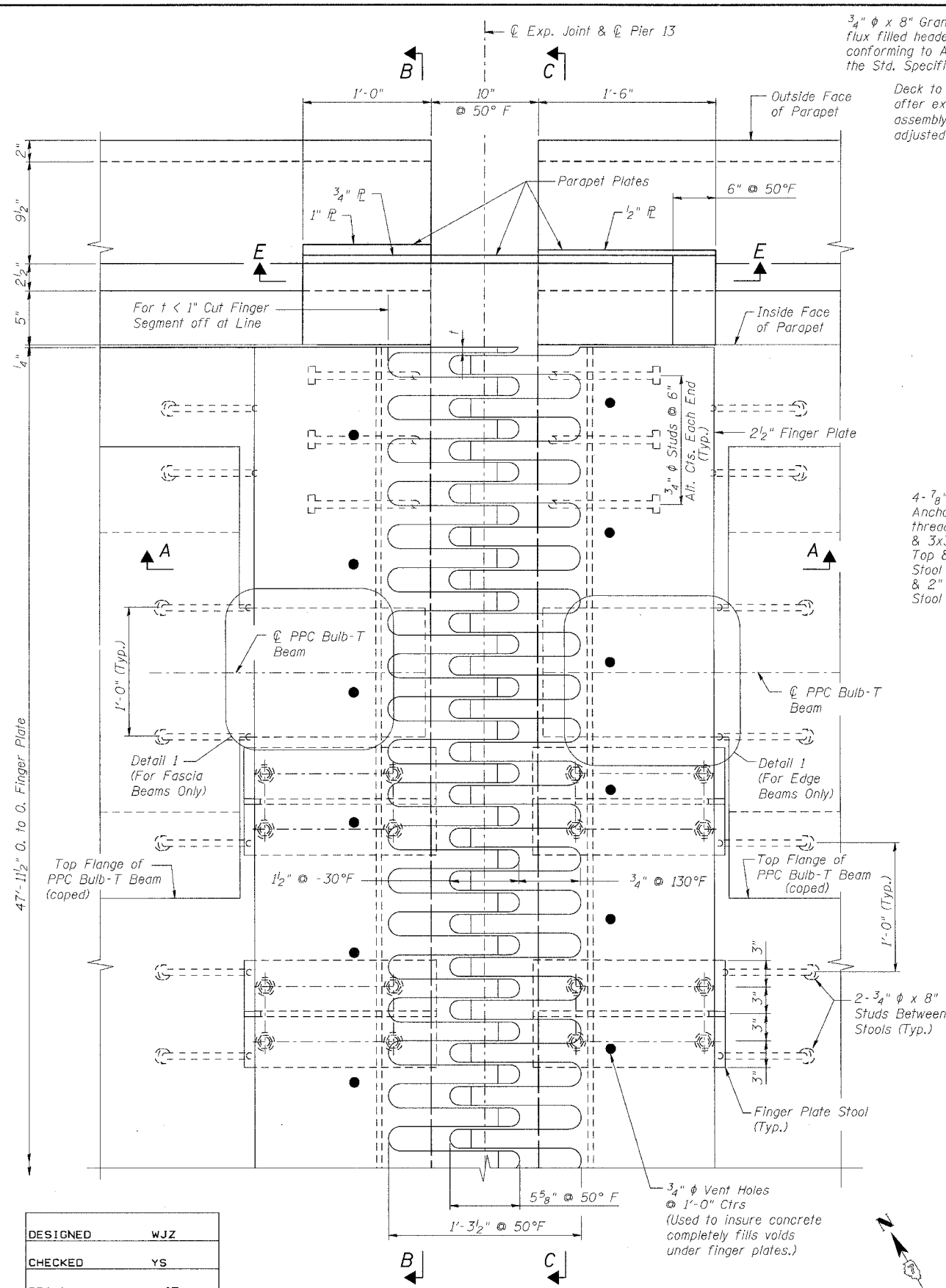
**FINGER PLATE EXPANSION JOINT
PIER 13**

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



SECTION A-A

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Chicago, Illinois 60601
312-565-9450
Job No. 3428



PLAN OF FINGER PLATE

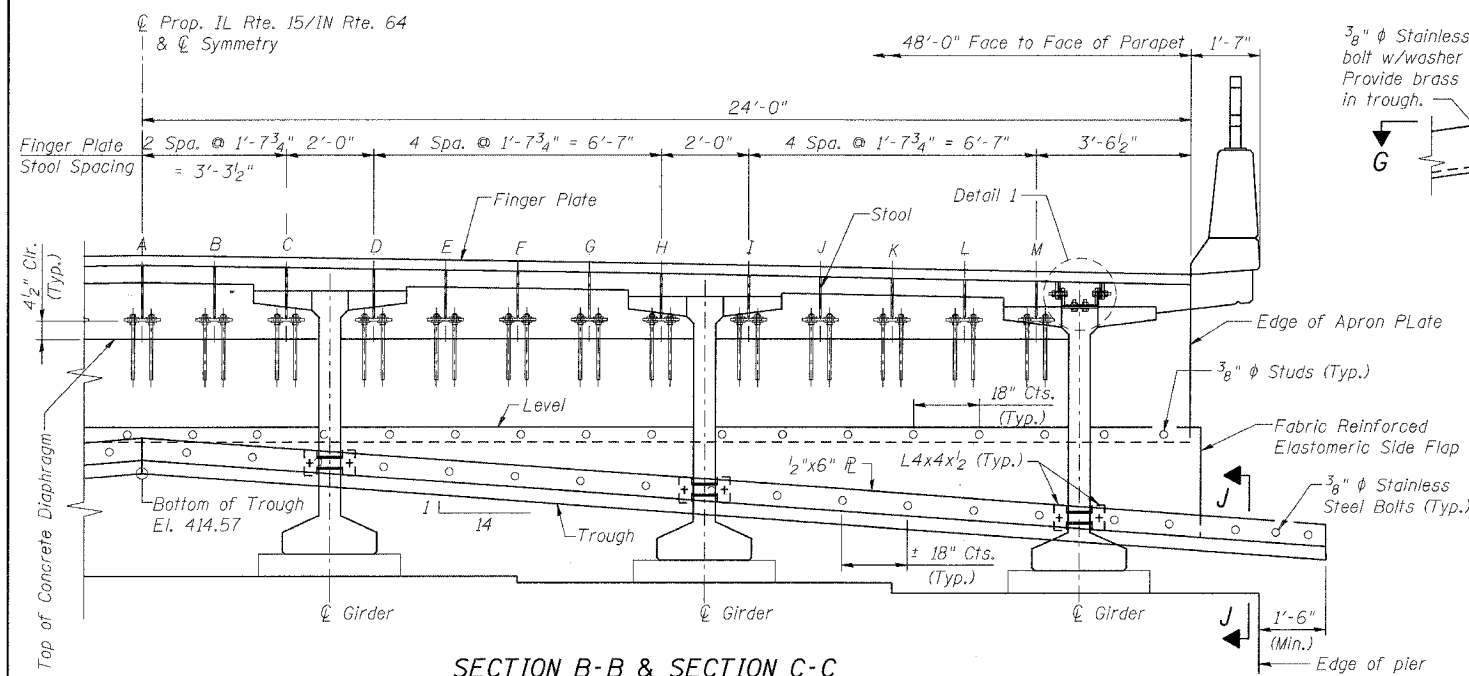
DESIGNED	WJZ
CHECKED	YS
DRAWN	WJZ
CHECKED	YS

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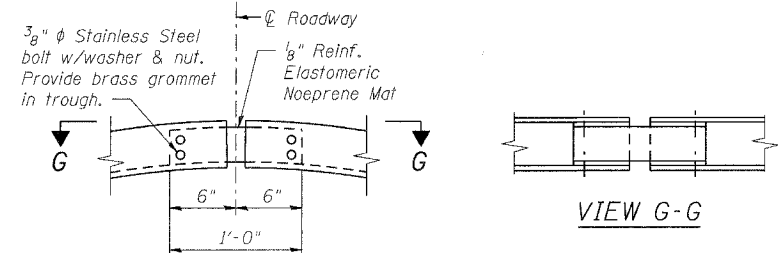
ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	58
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S42 OF S114

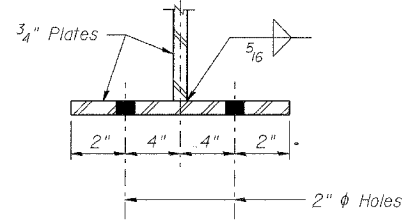
CONTRACT 94450



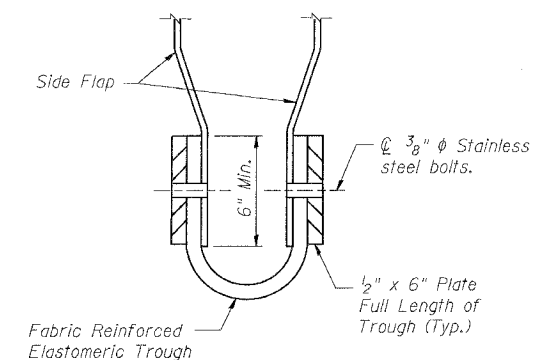
SECTION B-B & SECTION C-C



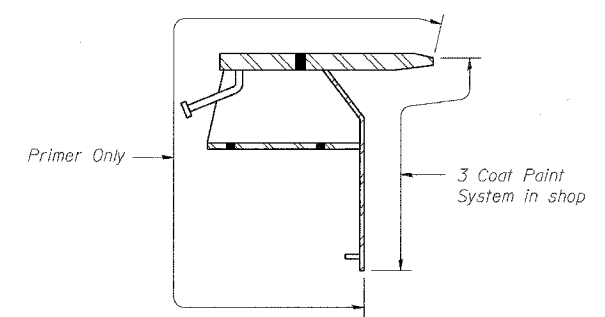
TROUGH SPLICE DETAIL



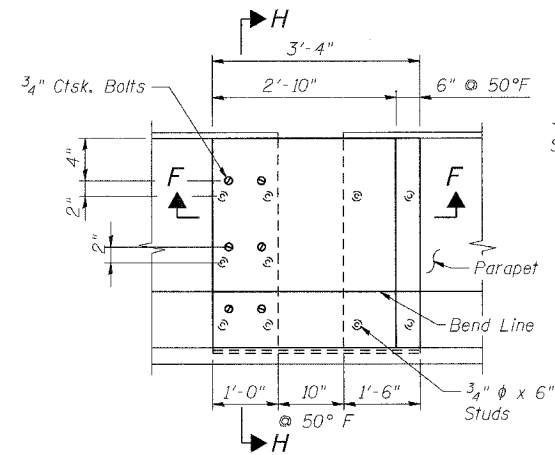
FINGER PLATE STOOL DETAIL



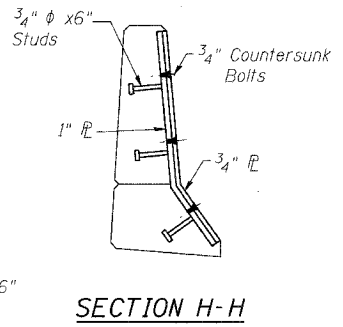
SECTION J-J



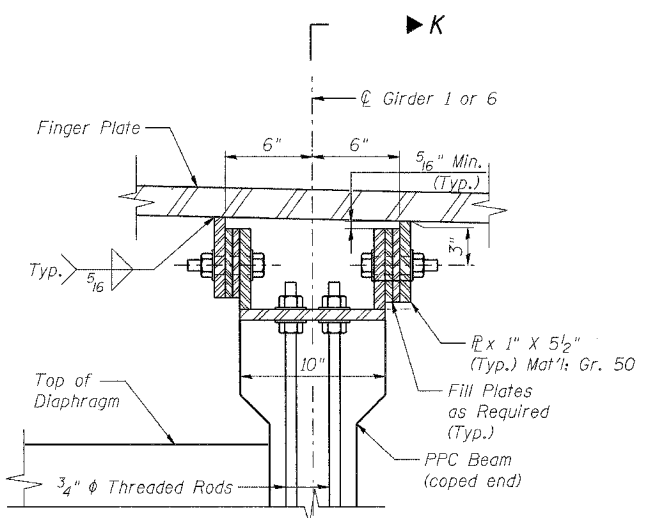
FINGER PLATE PAINT SCHEMATIC



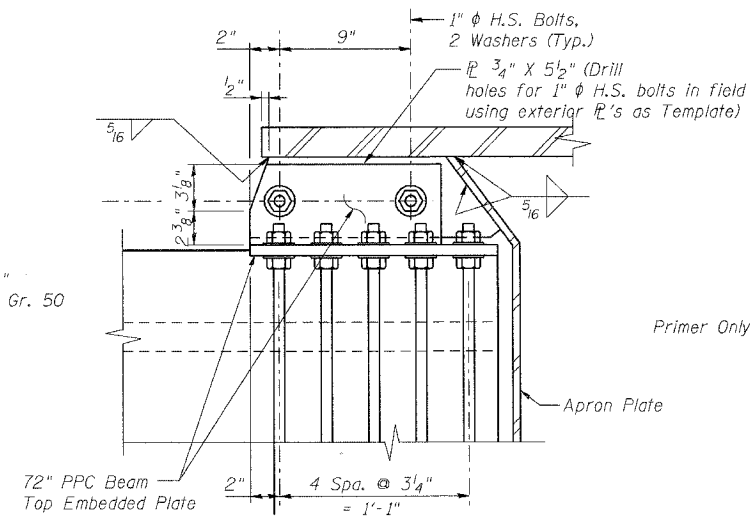
SECTION E-E



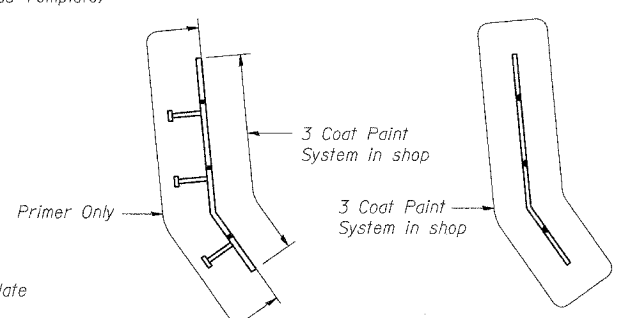
SECTION H-H



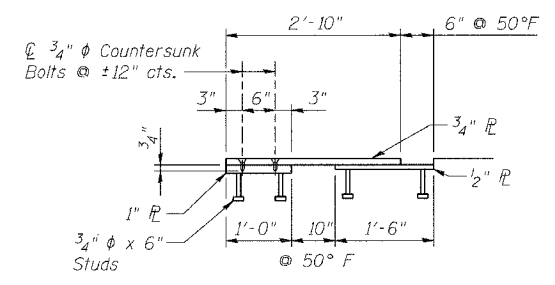
DETAIL 1 (For Fascia Beams Only)



SECTION K-K



PARAPET PLATE PAINT SCHEMATIC



SECTION F-F

NOTE:
Stool heights and spacing are symmetrical about ϕ Prop. IL Rte. 15/IN Rte.-64.

STOOL HEIGHTS (IN)

	A	B	C	D	E	F	G	H	I	J	K	L	M
SECTION B-B	16 7/8	16 5/8	16 3/8	16	15 5/8	15 3/8	15 1/8	14 6/8	14 3/8	13 7/8	13 4/8	13 1/8	12 6/8
	A	B	C	D	E	F	G	H	I	J	K	L	M
SECTION C-C	16 7/8	16 5/8	16 3/8	16	15 5/8	15 3/8	15 1/8	14 6/8	14 3/8	13 7/8	13 4/8	13 1/8	12 6/8

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Fabric Reinforced Elastomeric Trough	FOOT	52.2

NOTE:
1. Work this sheet with sheet S41.

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**FINGER PLATE EXPANSION JOINT
PIER 13**

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

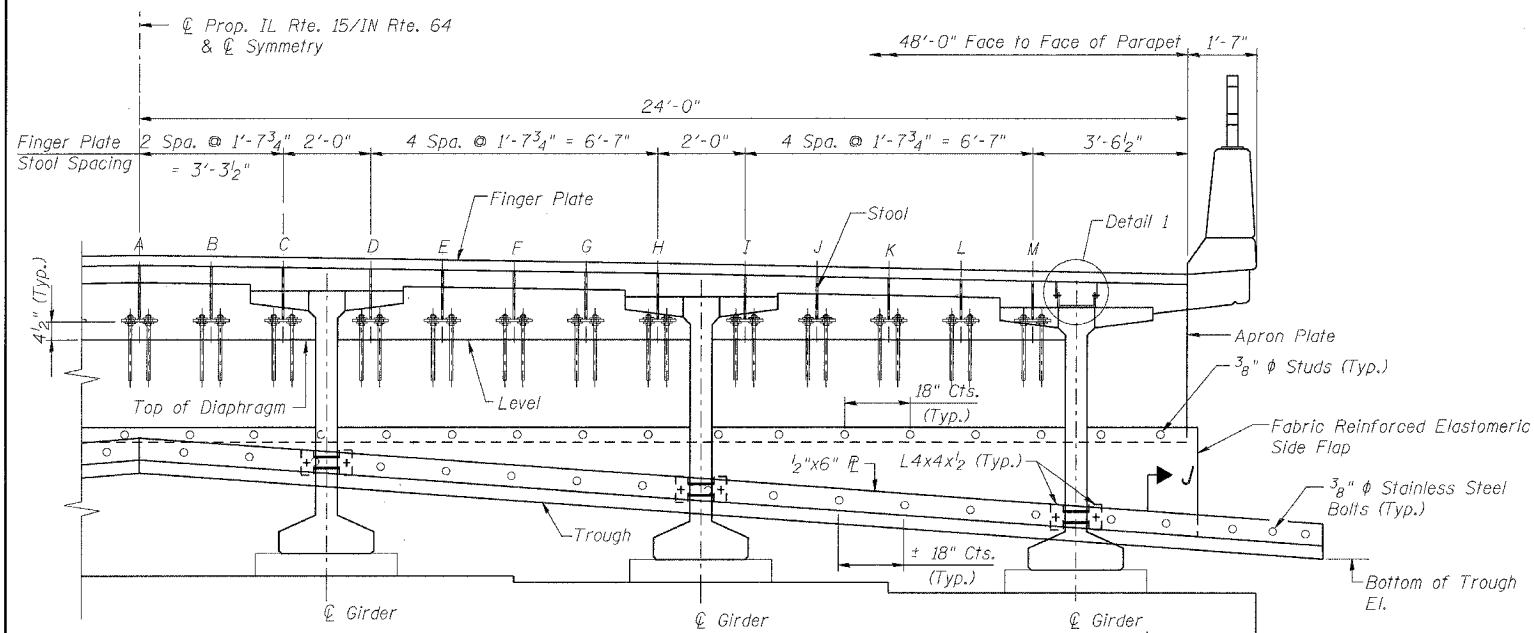
benesch

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312-555-0450
Job No. 3426

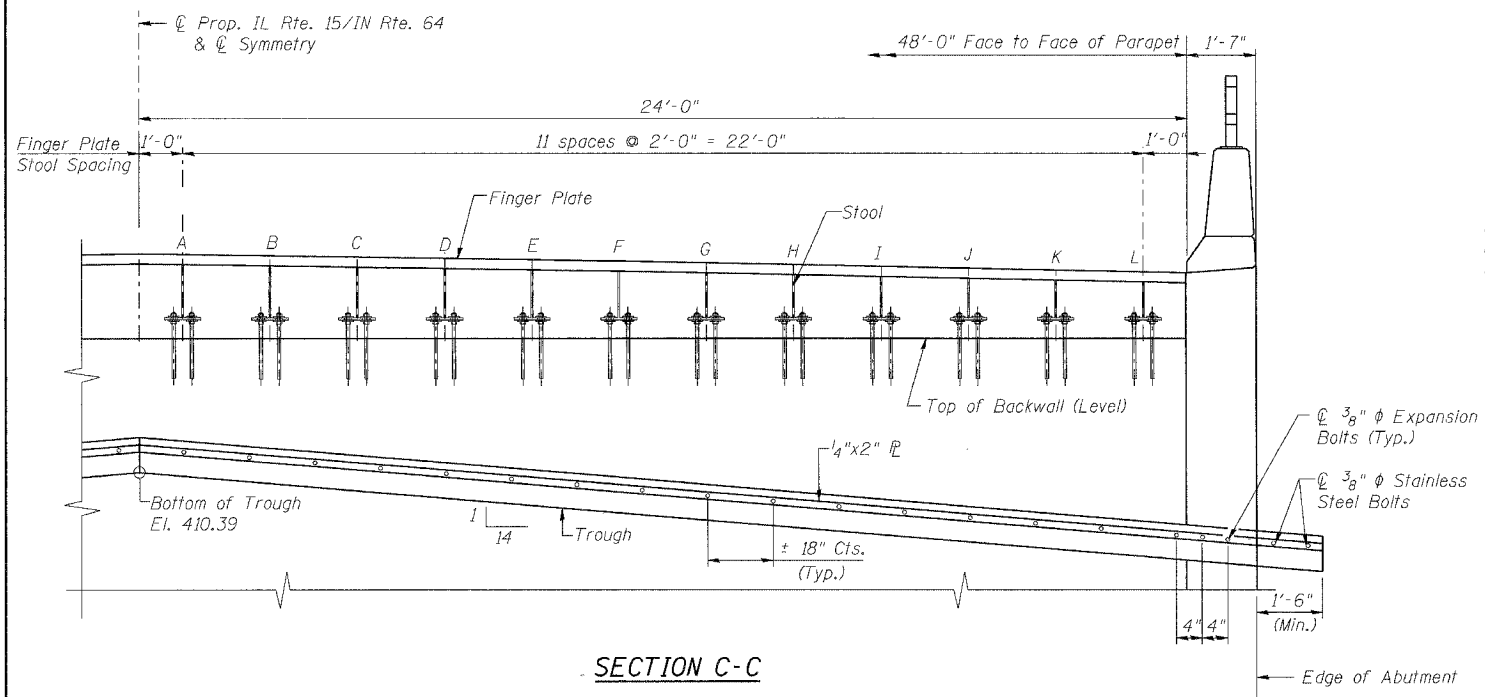
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	60
STA.	TO STA.		PROJECT	
F.H.W.A. REGION	ILLINOIS	CONTRACT 94450		

BRIDGE SHEET S44 OF S114



SECTION B-B

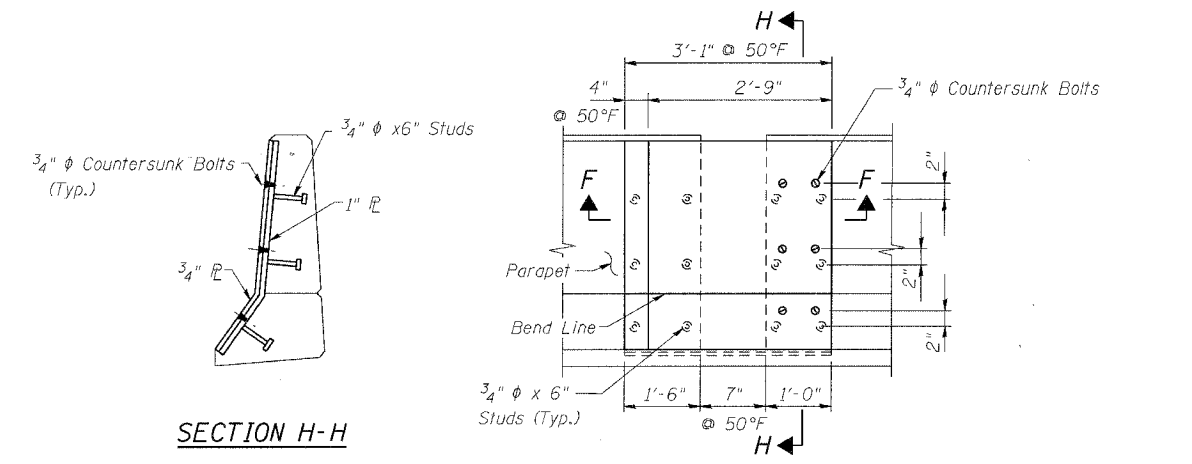


SECTION C-C

STOOL HEIGHTS (IN)

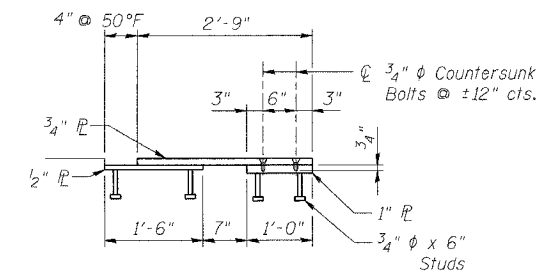
	A	B	C	D	E	F	G	H	I	J	K	L	M
SECTION B-B	17 2/8	17	16 6/8	16 3/8	16	15 6/8	15 4/8	15 1/8	14 6/8	14 2/8	13 7/8	13 4/8	13 1/8
	A	B	C	D	E	F	G	H	I	J	K	L	
SECTION C-C	14 5/8	14 1/8	13 6/8	13 3/8	13	12 5/8	12 2/8	11 6/8	11 2/8	10 6/8	10 3/8	9 7/8	

NOTE:
Stool heights and spacing are symmetrical about \bar{C} Prop. IL Rte. 15/IN Rte. 64.

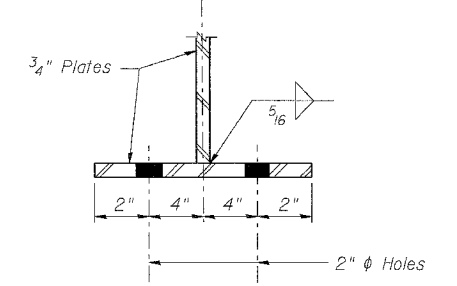


SECTION H-H

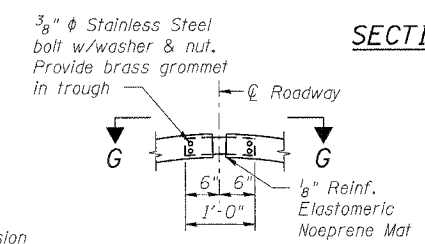
SECTION E-E



SECTION F-F



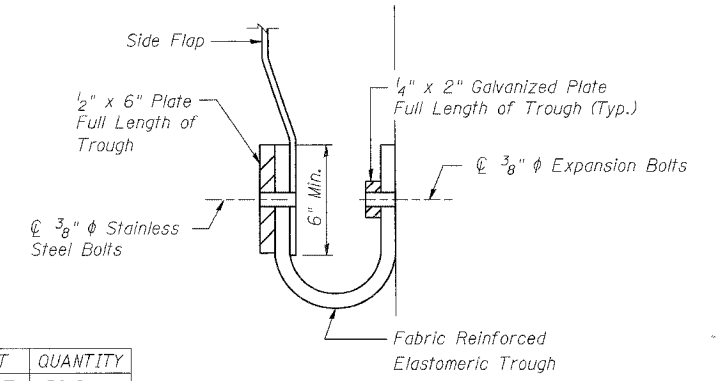
FINGER PLATE STOOL DETAIL



TROUGH SPLICE DETAIL



VIEW G-G



SECTION J-J

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Fabric Reinforced Elastomeric Trough	FOOT	52.2

- NOTES:**
1. Work this sheet with sheet S43.
 2. For Detail 1, see sheet S42.
 3. For Finger Plate and Parapet Plate painting schematics, see sheet S42.

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**FINGER PLATE EXPANSION JOINT
EAST ABUTMENT**

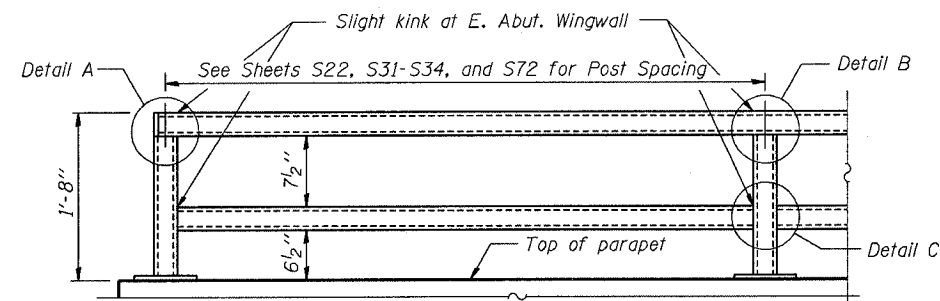
benesch
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Chicago, Illinois 60601
312-565-0450
Job No. 3426

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

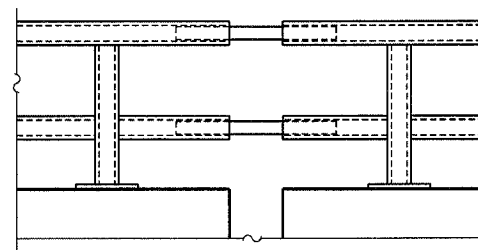
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	61
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S45 OF S114 CONTRACT 94450



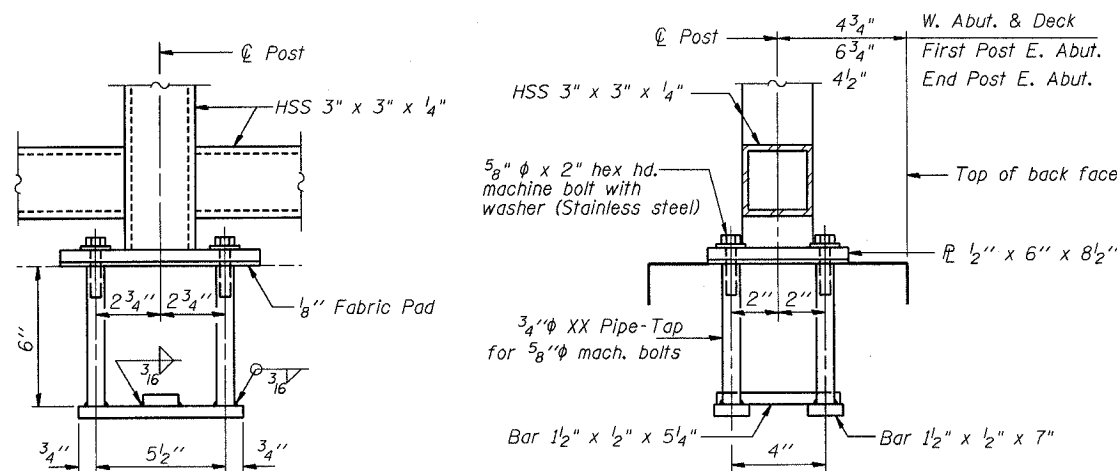
**PARAPET RAILING
ELEVATION**
(Inside Face of Two Element Rail)



**PARAPET RAILING
ELEVATION AT EXPANSION JOINT**

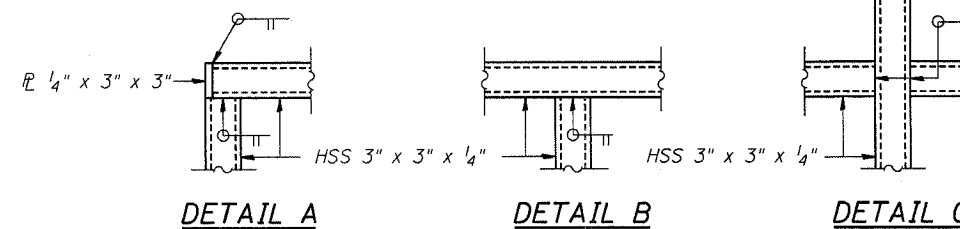
NOTES:

- Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Parapet Railing.
- Hollow structural sections shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.
- All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.
- If the option of drilling and epoxy grouting the anchor rods is chosen, the Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the adhesive chemical.
- Space reinforcement to miss anchor rods.
- All posts, railing, splices, anchor devices, and bent plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385.
- All bolts, nuts, washers, and anchor rods shall be galvanized according to AASHTO M 232 except stainless steel bolts as noted.
- Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.



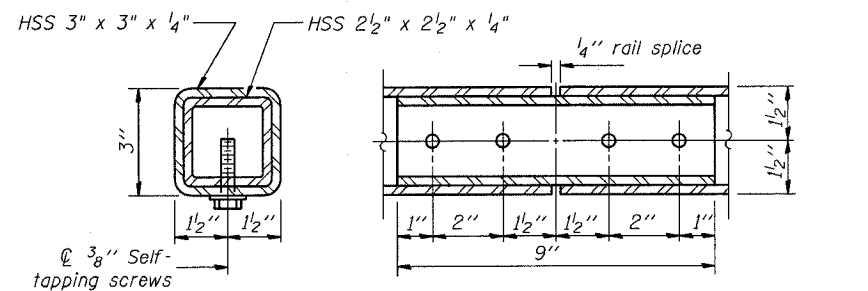
ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and epoxy grouting 5/8" phi anchor rods according to Art. 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

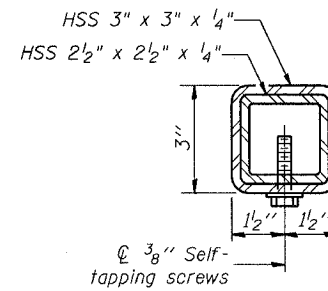


BILL OF MATERIAL

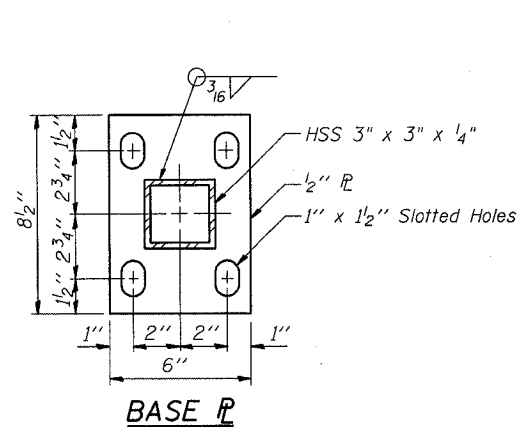
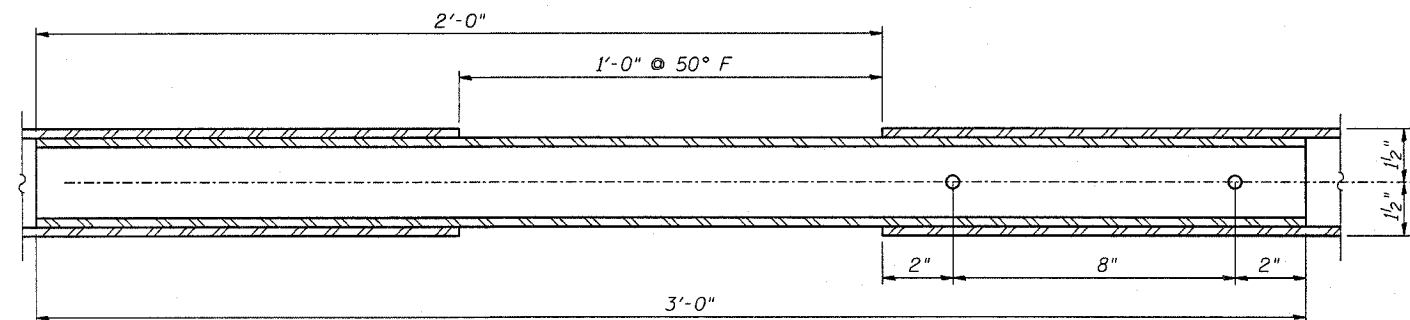
Item	Unit	Quantity
Parapet Railing	Foot	5867



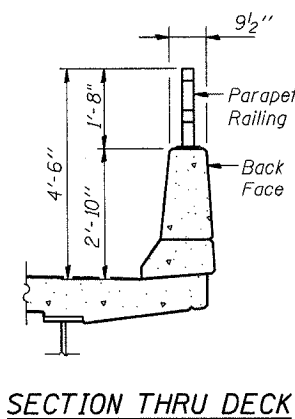
RAIL SPLICE



RAIL SPLICE AT EXPANSION JOINT



BASE PLATE



SECTION THRU DECK

DESIGNED	WJZ
CHECKED	CDF
DRAWN	CS
CHECKED	CDF

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312-595-0450
Job No. 3426

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

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

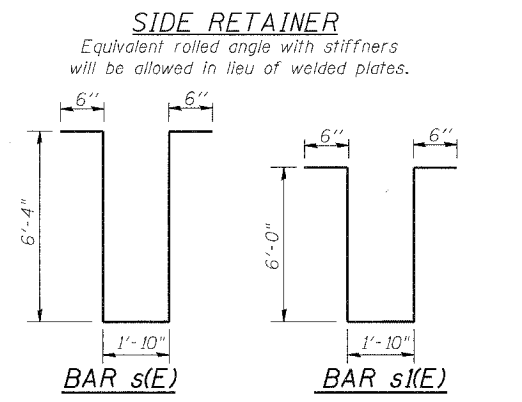
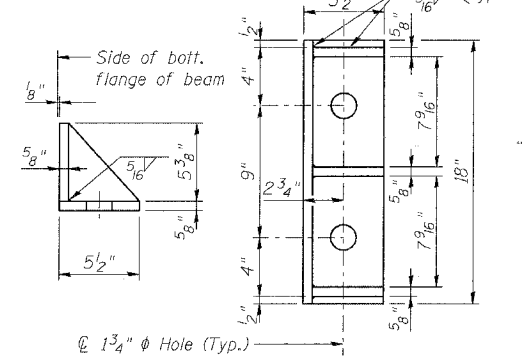
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10/15/2007

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	63
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

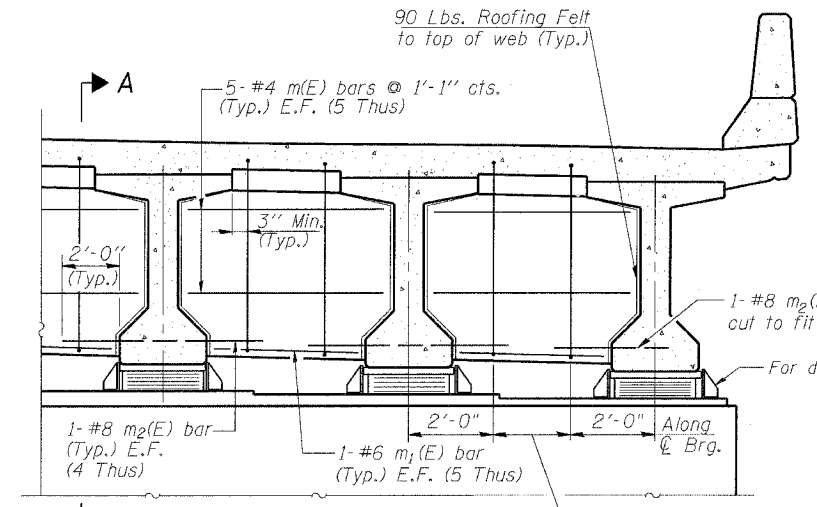
BRIDGE SHEET S47 OF S114 CONTRACT 94450



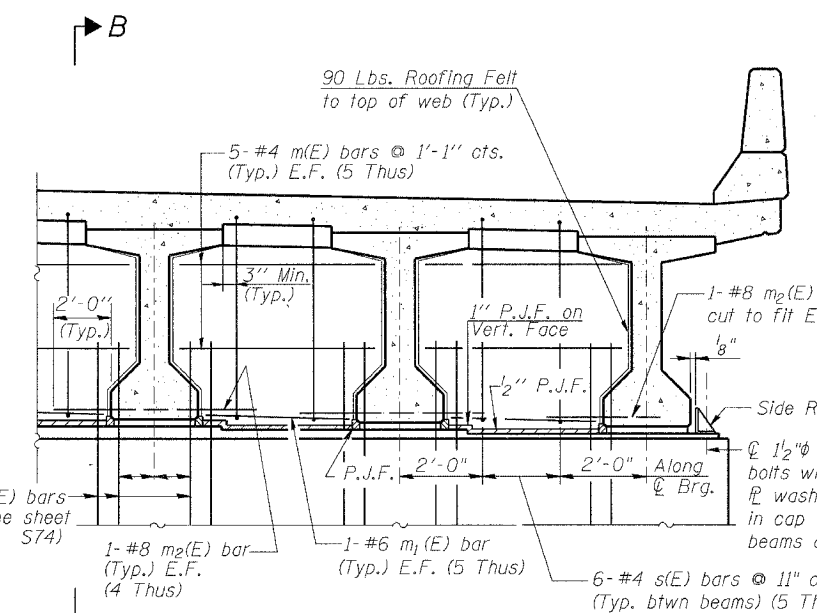
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
m(E)	300	#4	7'-7"	—
m(E)	40	#6	5'-11"	—
m2(E)	24	#8	6'-2"	—
s(E)	120	#4	15'-6"	U
m(E)	400	#4	7'-7"	—
m(E)	80	#6	5'-11"	—
m2(E)	48	#8	6'-2"	—
s(E)	240	#4	14'-10"	U
Pay Item		Unit	Total	
Concrete Superstructure		Cu. Yd.	228.8	
Reinf. Bars, Epoxy Coated		Pound	9,420	

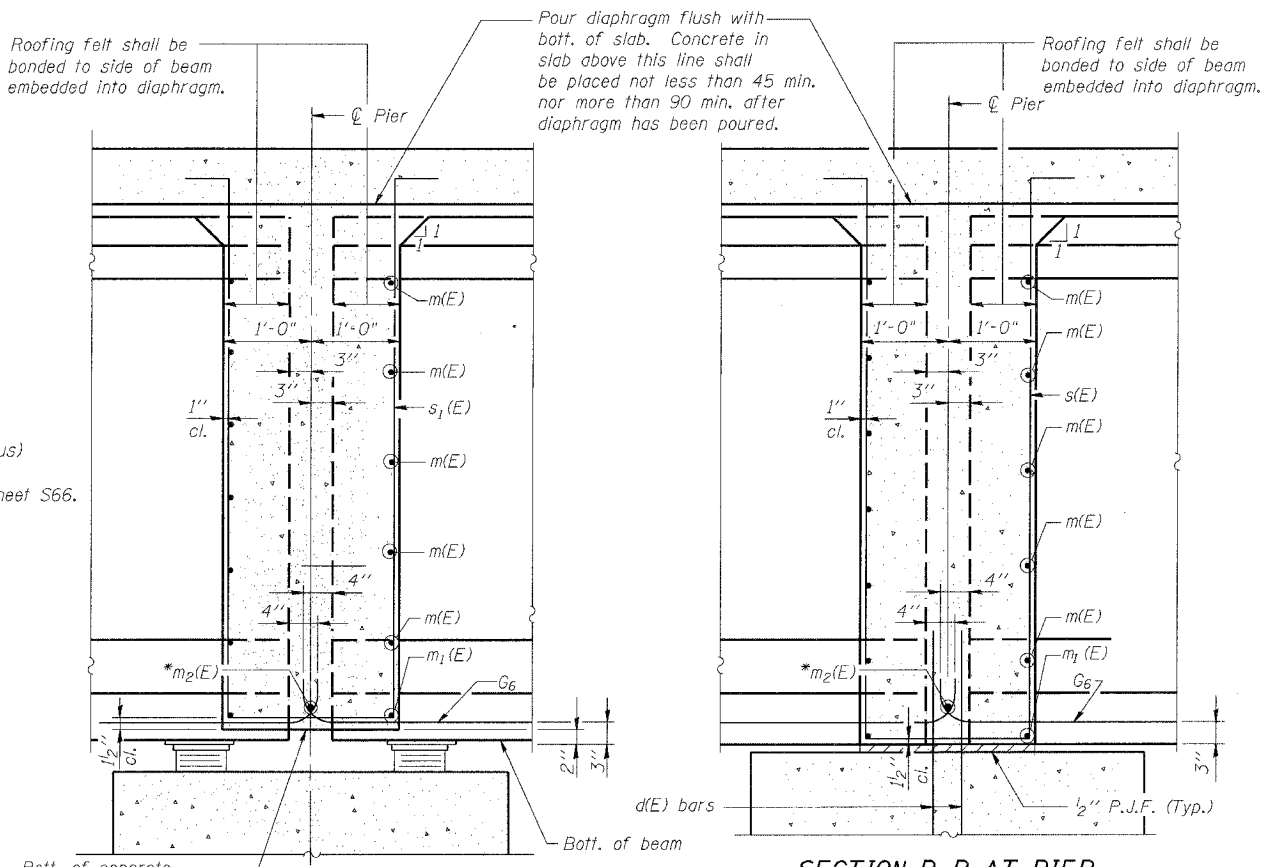
ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL ROUTE 15/IN ROUTE 64
 OVER WABASH RIVER PUBLIC WATERS
 FAP 827 SECT 12Z-3, 12BR
DIAPHRAGM DETAILS
PIERS 1-3, 10-12, 14-19
 SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
 WABASH CO., IL. DATE: JUNE 15, 2007



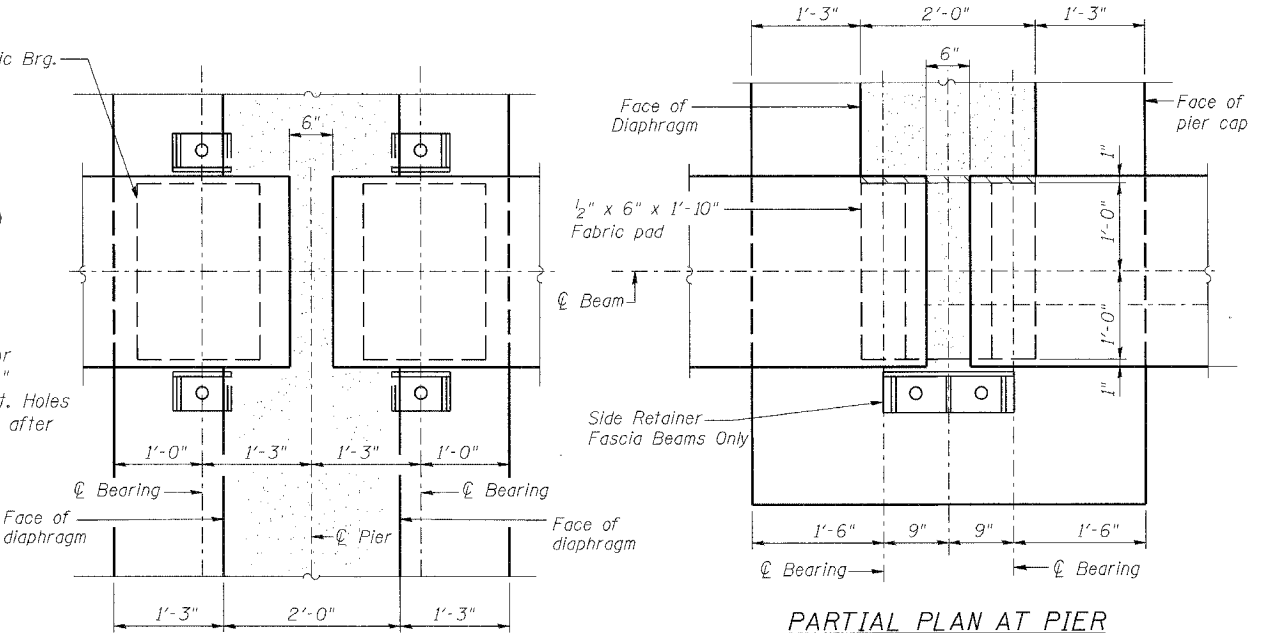
DIAPHRAGM AT PIER
(Expansion)
This detail applies to Piers 1, 3, 10, 12, 14, 15, 18 & 19



DIAPHRAGM AT PIER
(Fixed)
This detail applies to Piers 2, 11, 16, 17



SECTION A-A AT PIER (Expansion) **SECTION B-B AT PIER** (Fixed)



PARTIAL PLAN AT PIER (Expansion) **PARTIAL PLAN AT PIER** (Fixed)

- NOTES:**
- Costs of 90 lb. roofing felt and fabric bearing pads are included with "Concrete Superstructure"
 - E.F. denotes Each Face. E.E. denotes Each End.
 - Side retainers at Fixed Pier Diaphragms shall be galvanized according to AASHTO M111 or M232 (as applicable). Cost of side retainer and anchor bolts shall be included with Concrete Structures.
 - Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade and diameter specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

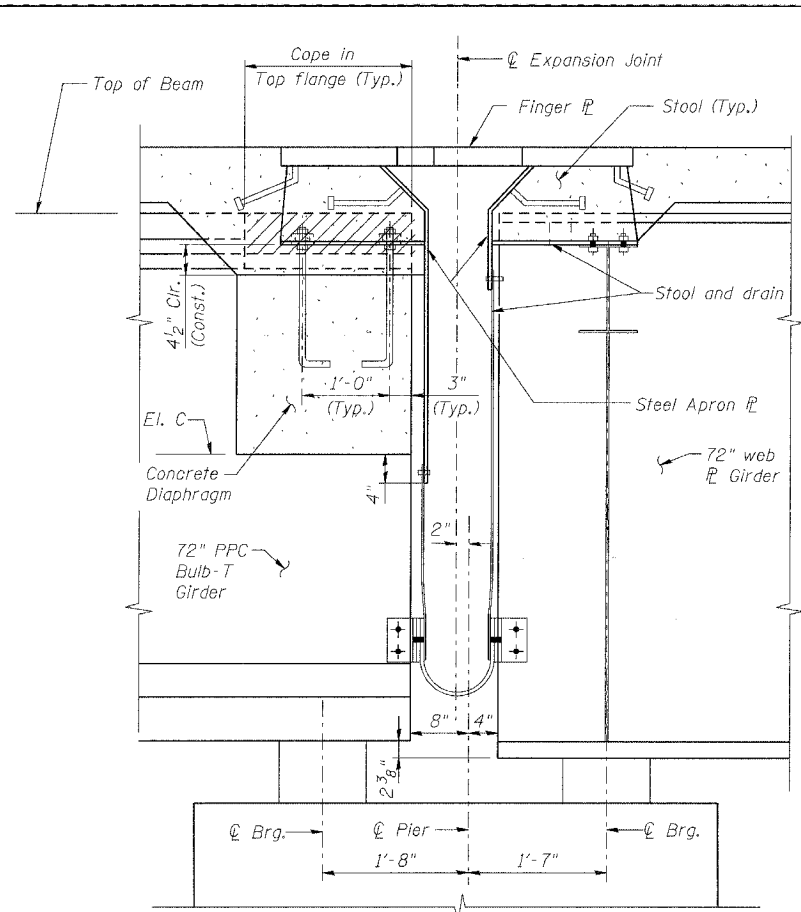
DESIGNED	JB
CHECKED	JDC/KWS
DRAWN	JST
CHECKED	JDC/KWS

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 alfred benesch & company
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 Chicago, Illinois 60601
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 Job No. 3425

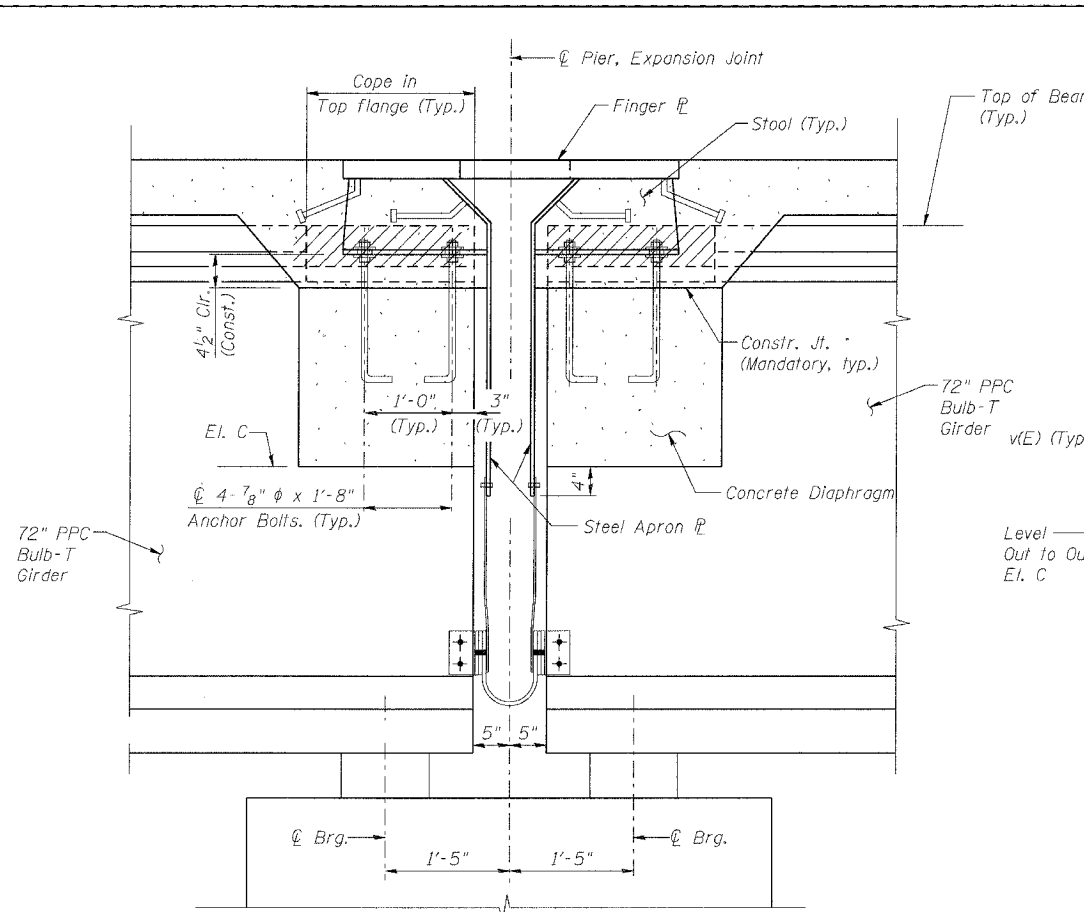
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	64
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

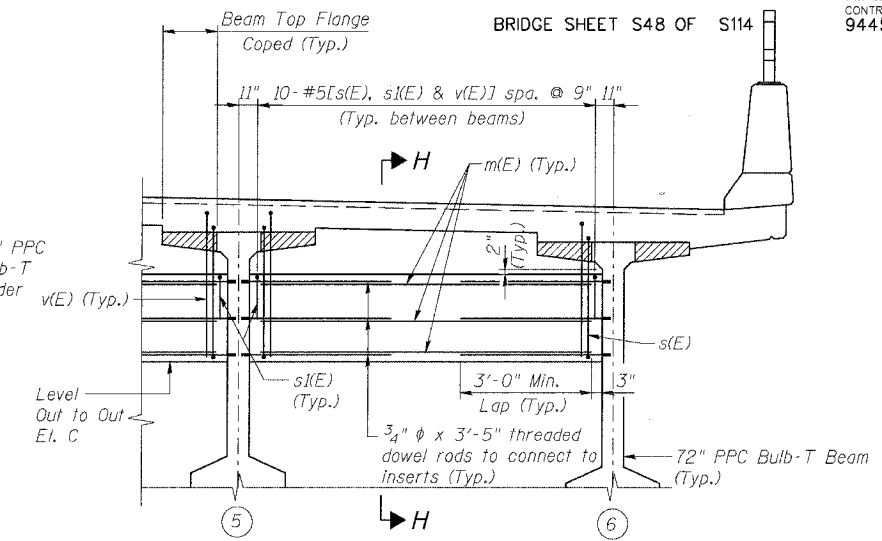
BRIDGE SHEET S48 OF S114 CONTRACT NO. 94450



SECTION THRU EXPANSION JOINT
(Piers 4 shown, Pier 9 opposite hand)



SECTION THRU EXPANSION JOINT
(Pier 13)

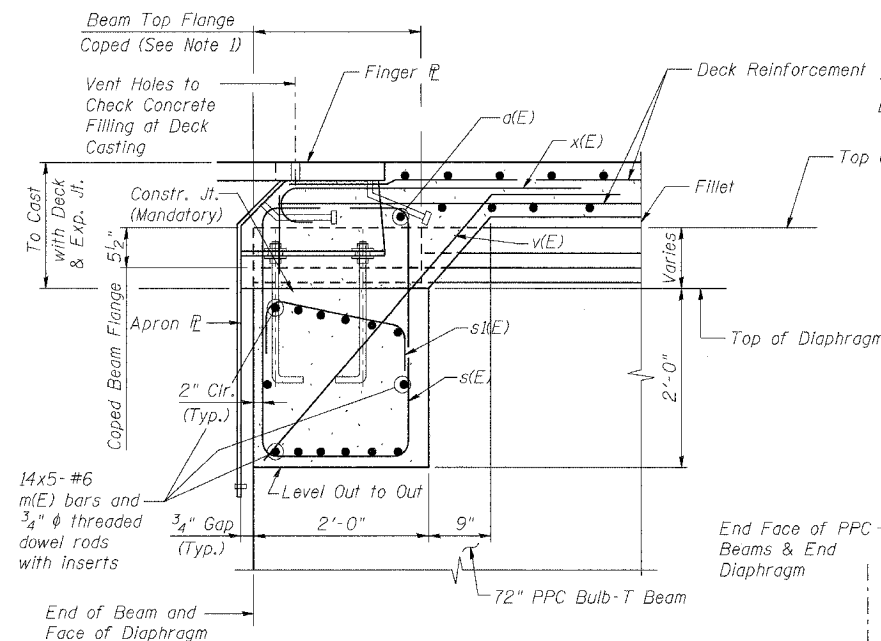


TYPICAL END DIAPHRAGM ELEVATION
(Showing Reinforcement)

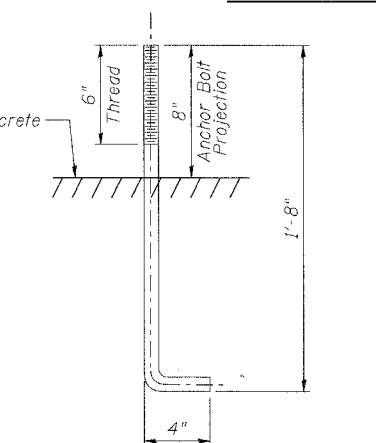
BILL OF MATERIAL

(For 6 Lines of 5 Diaphragms per Line including W. and E. Abut. Diaphragms)

Bar	No.	Size	Length	Shape
m(E)	420	#6	7'-9"	—
s(E)	300	#5	8'-6"	□
s(E)	300	#5	2'-10"	┌
v(E)	300	#5	6'-0"	└
Pay Item		Unit	Total	
Concrete Superstructure		Cu. Yd.	48.6	
Reinf. Bars, Epoxy Coated		Pound	10,320	

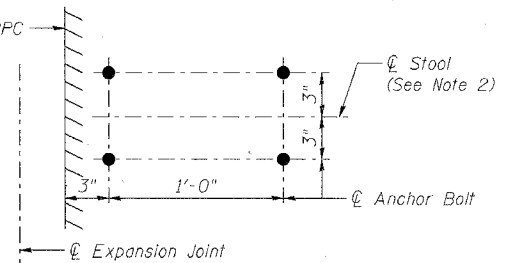


SECTION H-H
(Showing Reinforcement)



7/8" ANCHOR BOLT DETAIL

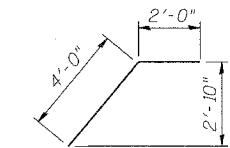
Material: ASTM F1554, Gr. 55
Cost included with Furnishing and Erecting Structural Steel.



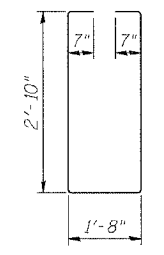
ANCHOR BOLT LOCATION SCHEME

ELEVATION "C"

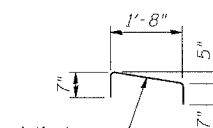
PIER	4	9	13-Unit3	13-Unit4	E. ABUT.
ELEV. C	420.15	418.35	415.92	415.91	411.72



BAR v(E)



BAR s(E)



Adjust as required **BAR s(E)**

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Job No. 3425

NOTES:

1. See sheets S57 & S58 for PPC Bulb-T Beam Details.
2. See sheets S39 thru S44 for finger plate expansion joint details and stool locations.
3. See sheets S23 thru S29 for Deck Reinforcement Details.
4. See sheet S43 for Section thru East Abutment Expansion Joint.
5. Cost of threaded dowel rod included with PPC beams.

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

**END DIAPHRAGM DETAILS AT
PIERS 4, 9, 13 & EAST ABUTMENT**

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

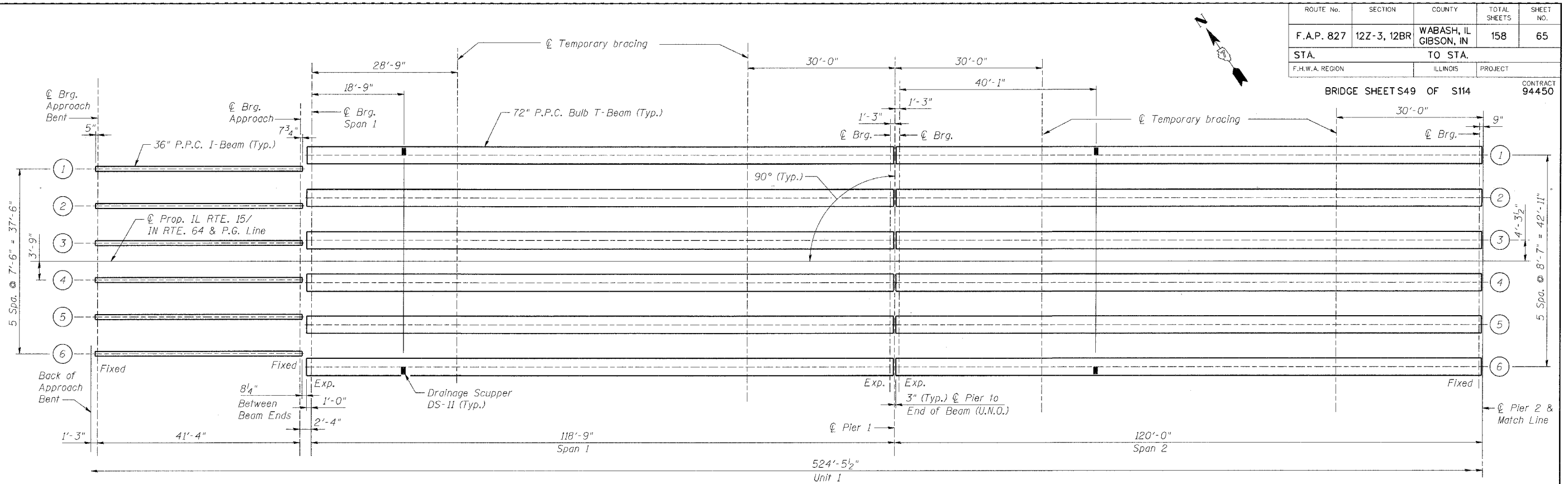
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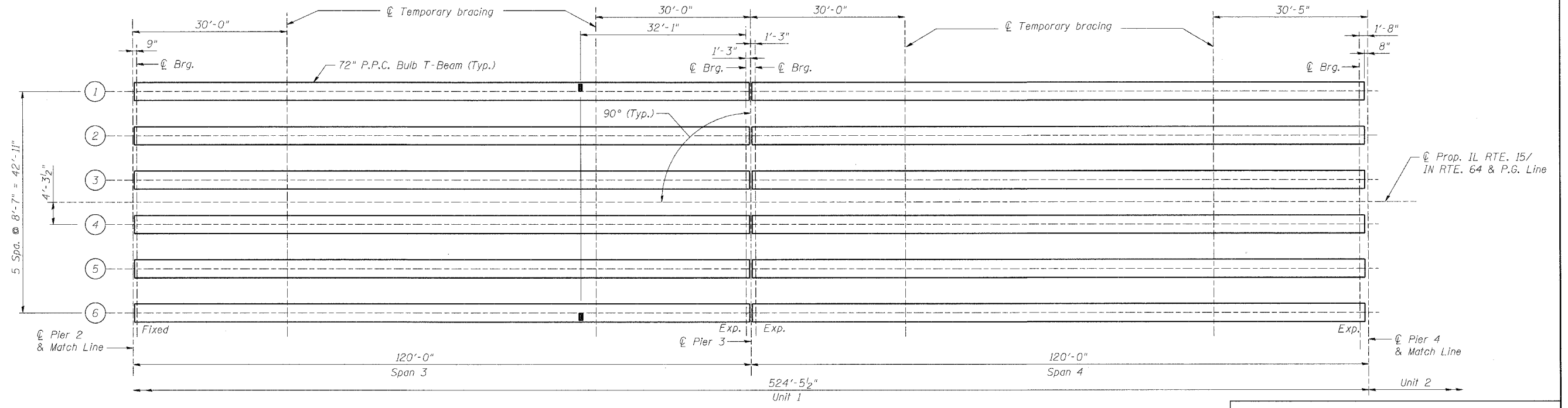
6/26/2007

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	65
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEETS 49 OF S114 CONTRACT 94450



FRAMING PLAN Unit 1



FRAMING PLAN Unit 2

DESIGNED	PA/KWS
CHECKED	JDC/MRB
DRAWN	DJL/PRT
CHECKED	JDC/KWS

- NOTES:**
1. For Moment and Reaction tables, see sheet S52.
 2. U.N.O. denotes Unless Noted Otherwise.
 3. For Temporary Bracing details, See Sheet S58.

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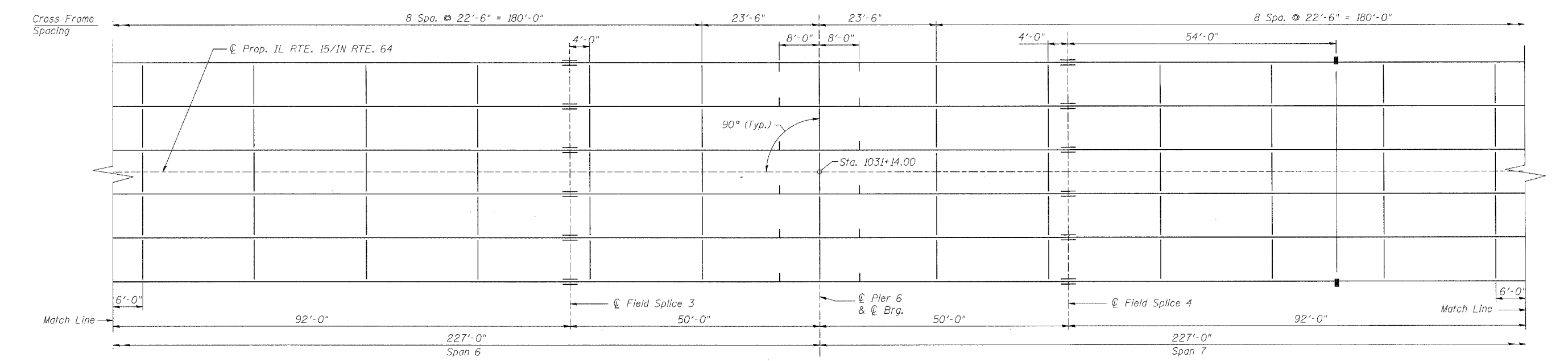
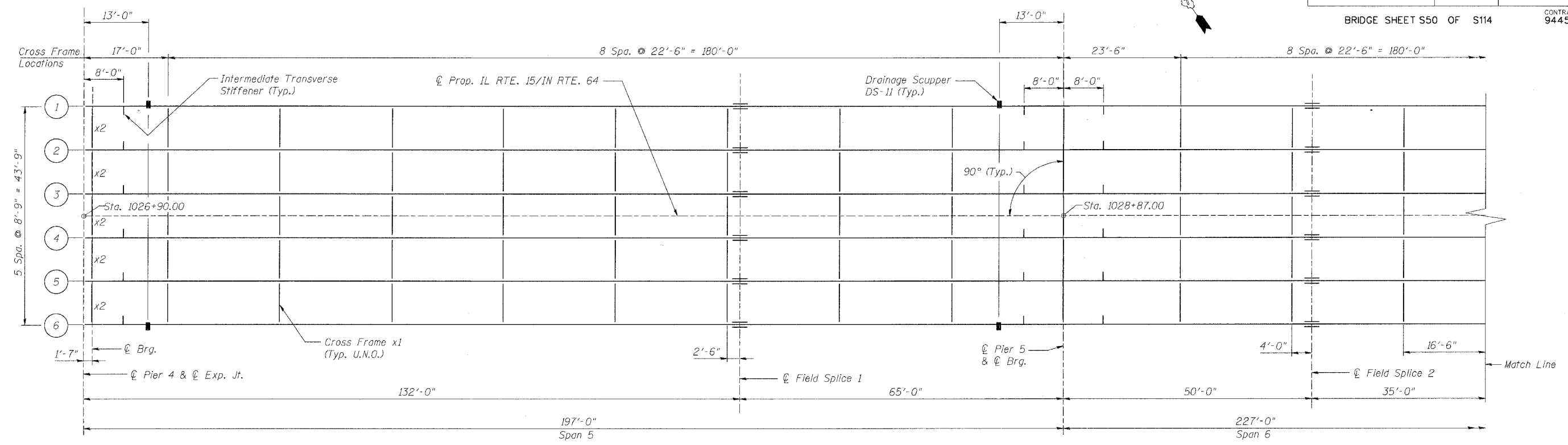
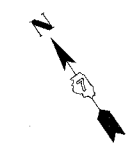
ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL ROUTE 15/IN ROUTE 64
 OVER WABASH RIVER PUBLIC WATERS
 FAP 827 SECT 12Z-3, 12BR
**GIRDER FRAMING PLAN
 UNIT 1**

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

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	66
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S50 OF S114 CONTRACT 94450



FRAMING PLAN

- NOTES:**
1. U.N.O. denotes Unless Noted Otherwise.
 2. For Structural Steel Details, see sheets S59-S65.
 3. All structural steel top and bottom flange plates shall be AASHTO M 270 Grade HPS70W steel. All other structural steel plates shall be AASHTO M 270 Grade 50W steel unless noted otherwise.

DESIGNED	PA/MRB
CHECKED	JDC/DAD
DRAWN	PRT/VH
CHECKED	JDC/MRB

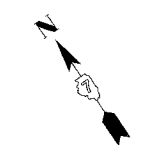
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL ROUTE 15/IN ROUTE 64
 OVER WABASH RIVER PUBLIC WATERS
 FAP 827 SECT 12Z-3, 12BR
**GIRDER FRAMING PLAN
 UNIT 2**

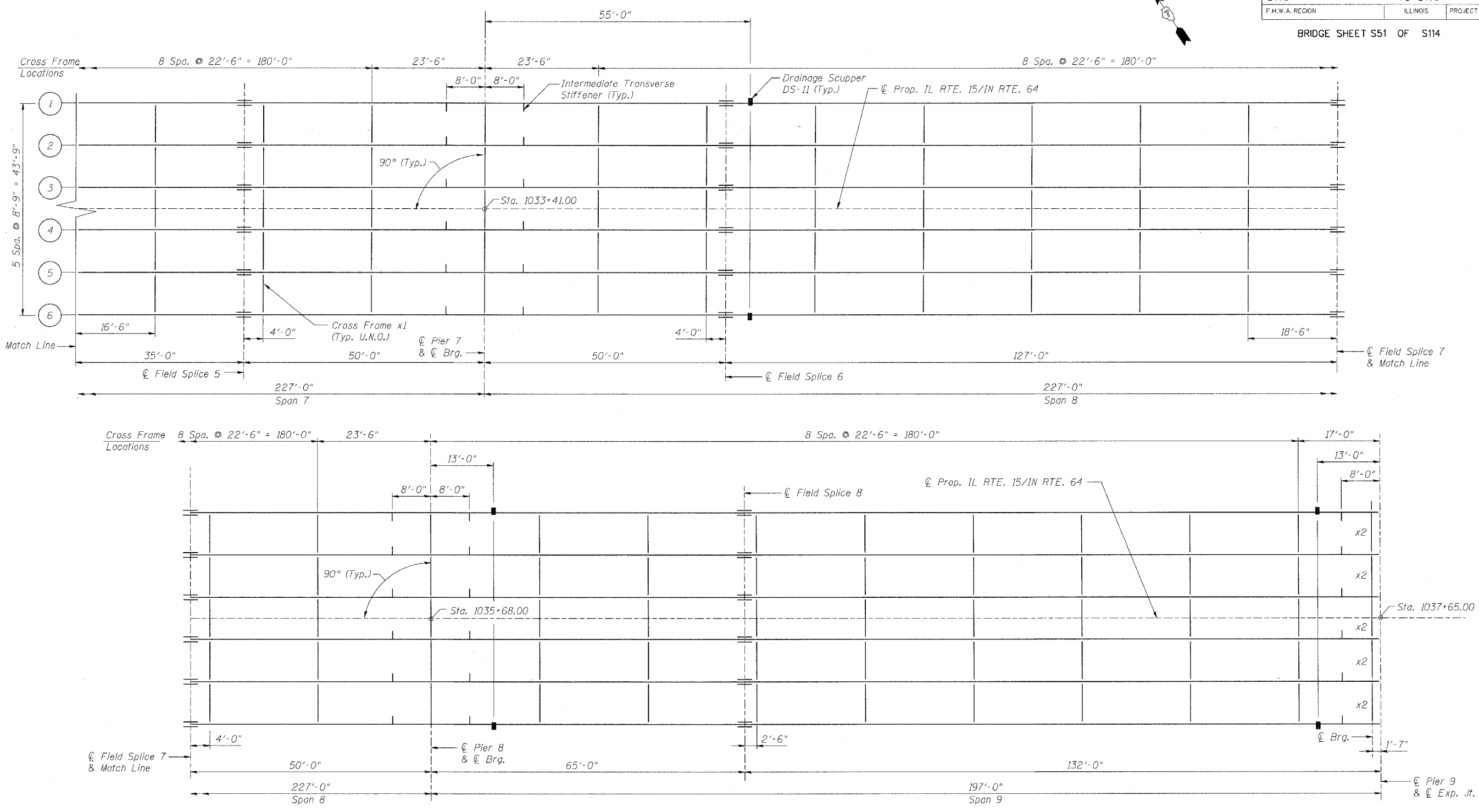
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 WABASH CO., IL. DATE: JUNE 15, 2007

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	67
STA.	TO STA.		PROJECT	
F.H.W.A. REGION	ILLINOIS	CONTRACT		



BRIDGE SHEET S51 OF S114 CONTRACT 94450



FRAMING PLAN

- NOTES:**
1. U.N.O. denotes Unless Noted Otherwise.
 2. For Structural Steel Details, see sheets S59-S65.
 3. All structural steel top and bottom flange plates shall be AASHTO M 270 Grade HPS70W steel. All other structural steel plates shall be AASHTO M 270 Grade 50W steel unless noted otherwise.

DESIGNED	PA/MRB
CHECKED	JDC/DAD
DRAWN	PRT/VH
CHECKED	JDC/MRB

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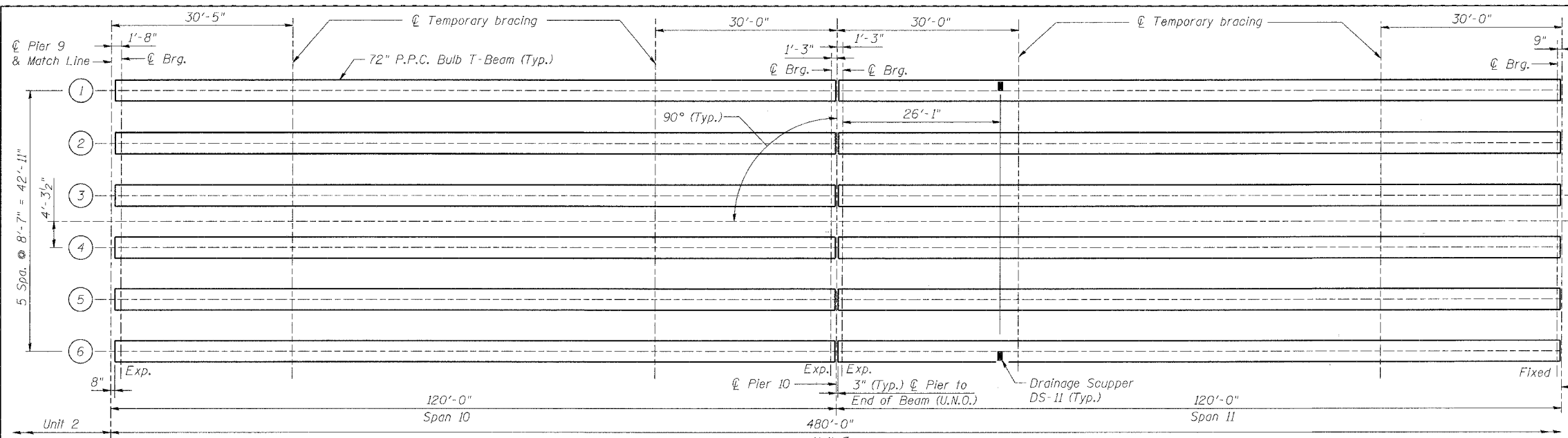
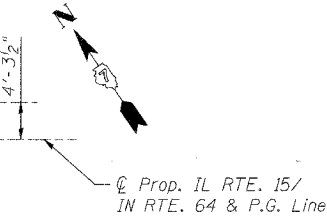
ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL ROUTE 15/IN ROUTE 64
 OVER WABASH RIVER PUBLIC WATERS
 FAP 827 SECT 12Z-3, 12BR
GIRDER FRAMING PLAN
 UNIT 2

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

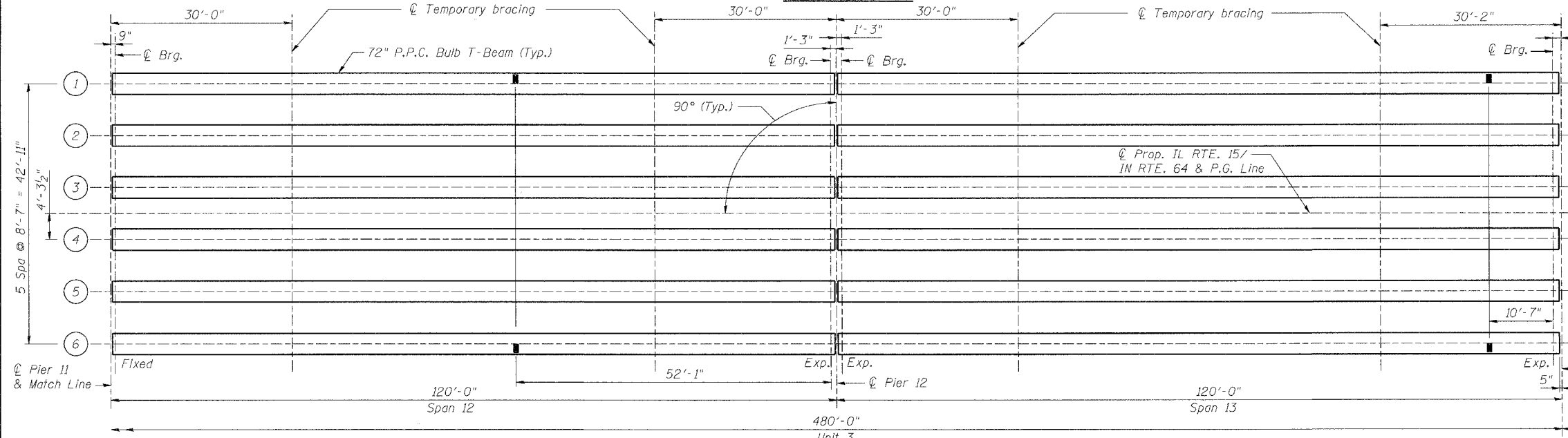
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	68
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S52 OF S114 CONTRACT 94450



FRAMING PLAN



FRAMING PLAN

NOTES:

- For Temporary Bracing Details, see Sheet S58.
- I and I' are the moment of inertia and composite moment of inertia of the beam section.
- S_b and S_b' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.
- S_t and S_t' are the non-composite and composite section modulus for the top fiber of the prestressed beam.
- M (DL) is the moment due to dead loads on the non-composite section.
- M_s (DL) is the moment due to dead loads on the composite section.
- M (LL) is the moment due to live loads on the composite section.
- M (Imp) is the moment due to live load impact on the composite section.

	0.4 Span 1 0.6 Span 4 0.4 Span 10 0.6 Span 13	Pier 1 Pier 3 Pier 10 Pier 12	0.5 Span 2 0.5 Span 3 0.5 Span 11 0.5 Span 12	Pier 2 Pier 11
I (in ⁴)	545,894	---	545,894	---
I' (in ⁴)	1,113,422	---	1,113,422	---
S_b (in ³)	14,915	---	14,915	---
S_b' (in ³)	20,364	---	20,364	---
S_t (in ³)	15,421	---	15,421	---
S_t' (in ³)	64,270	---	64,270	---
DL (k/ft)	1.691	---	1.691	---
M (DL) (k-ft)	2,798	---	2,943	---
s (DL) (k/ft)	0.583	0.583	0.583	0.583
M_s (DL) (k-ft)	652	868	302	571
M (LL) (k-ft)	1,175	1,125	964	1,014
M (Imp) (k-ft)	242	232	198	209

	0.5 Approach Span
I (in ⁴)	48,648
I' (in ⁴)	198,515
S_b (in ³)	3,165
S_b' (in ³)	6,387
S_t (in ³)	2,358
S_t' (in ³)	40,357
DL (k/ft)	1.103
M (DL) (k-ft)	235
s (DL) (k/ft)	0.375
M_s (DL) (k-ft)	75
M (LL) (k-ft)	316
M (Imp) (k-ft)	95

	W. Approach Bent W. Abut.
R (DL) (k)	22.7
R_s (DL) (k)	7.8
R (LL) (k)	38.0
Imp. (k)	11.4
R (Total) (k)	79.8

	W. Abut Pier 4 Span 4 Pier 9 Span 10 Pier 13 Span 13	Pier 1 Span 1 Pier 3 Span 4 Pier 10 Span 10 Pier 12 Span 13	Pier 1 Span 2 Pier 3 Span 3 Pier 10 Span 11 Pier 12 Span 12	Pier 2 Span 2 Pier 2 Span 3 Pier 11 Span 11 Pier 11 Span 12
R (DL) (k)	99.3	99.3	99.7	99.7
R_s (DL) (k)	27.5	40.0	40.0	32.5
R (LL) (k)	50.6	93.6	93.6	88.8
Imp. (k)	10.4	13.0	13.0	12.3
R (Total) (k)	187.9	245.8	246.2	233.3

DESIGNED	PA/KWS
CHECKED	JDC/MRB
DRAWN	DJL/PRT
CHECKED	JDC/KWS

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

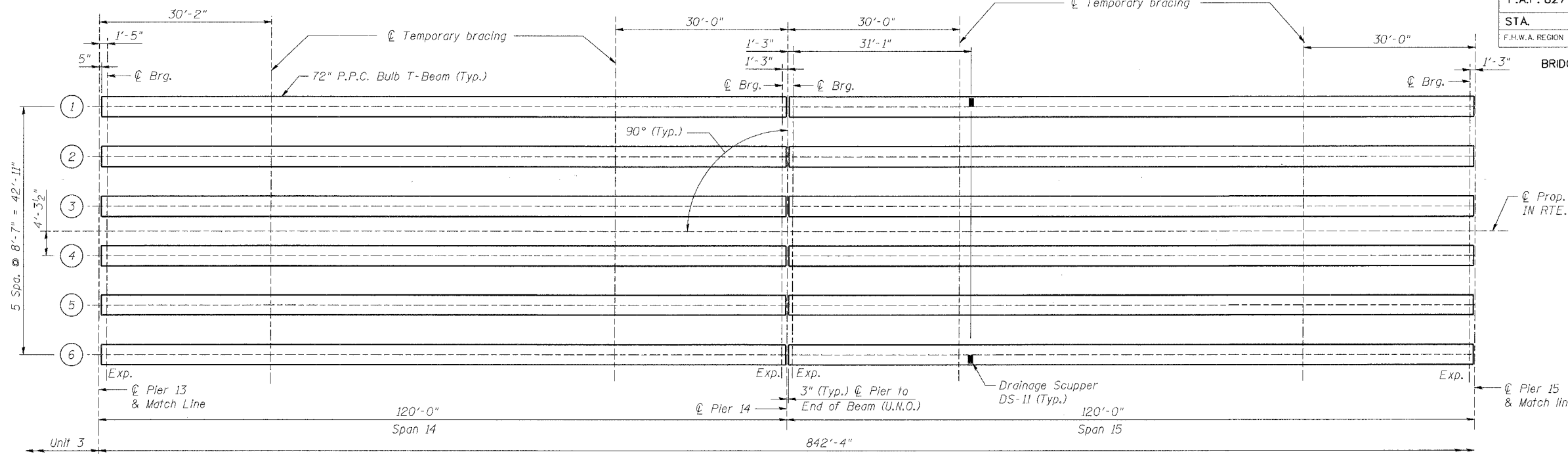
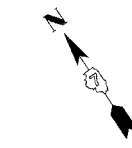
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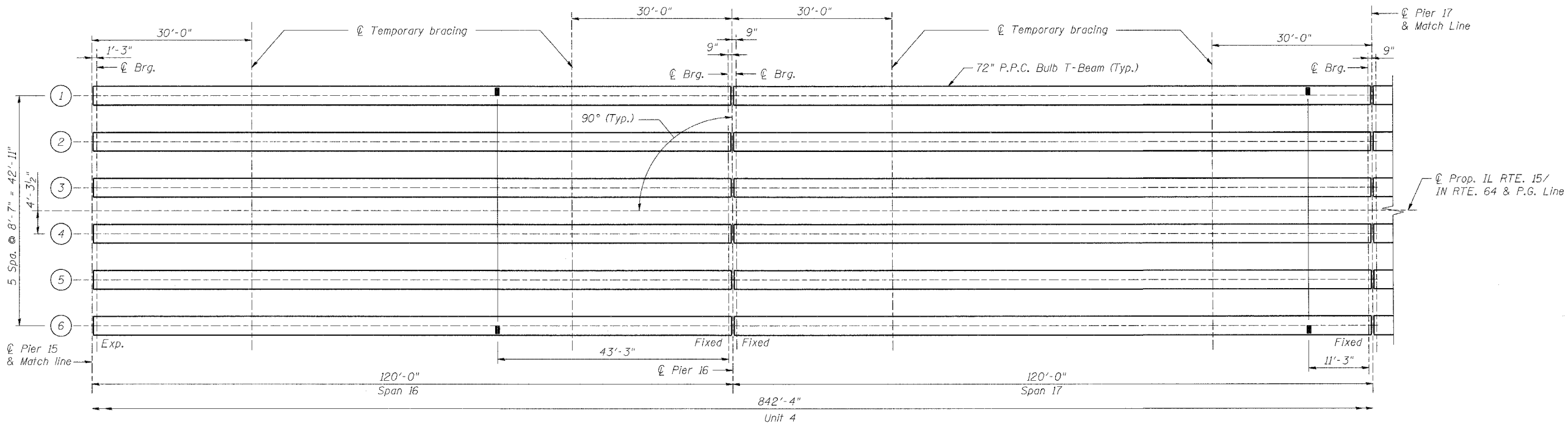
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	69
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S53 OF S114 CONTRACT 94450



FRAMING PLAN



FRAMING PLAN

- NOTES:**
1. For Moment and Reaction tables, see sheet S54.
 2. U.N.O. denotes Unless Noted Otherwise.
 3. For Temporary Bracing Details, See Sheet S58.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL ROUTE 15/IN ROUTE 64
 OVER WABASH RIVER PUBLIC WATERS
 FAP 827 SECT 12Z-3, 12BR
GIRDER FRAMING PLAN
UNIT 4

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

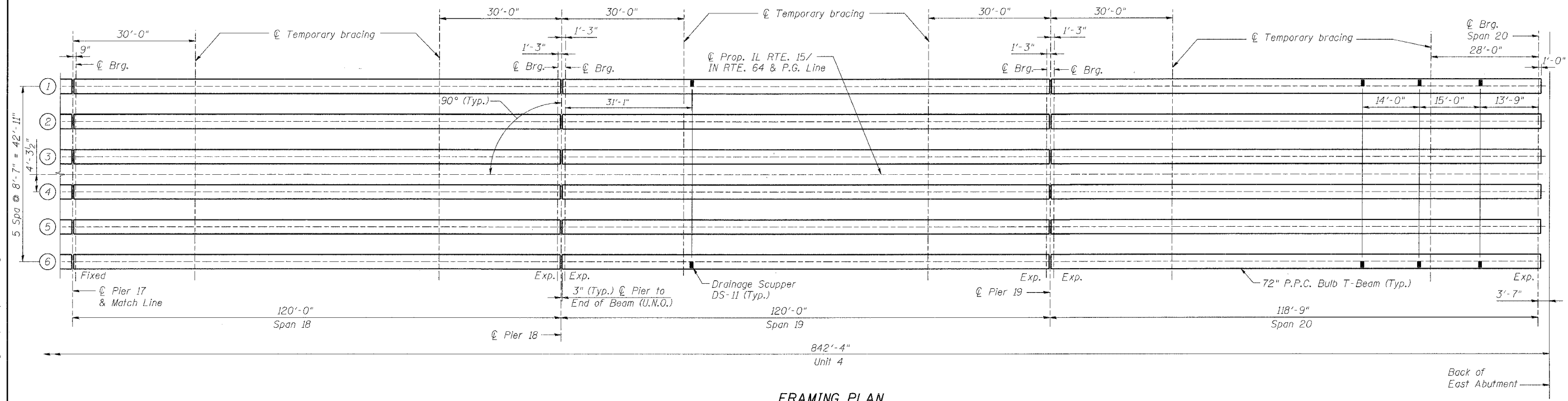
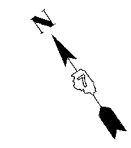
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 Chicago, Illinois 60601
 312-565-0450
 Job No. 3426

DESIGNED	PA/KWS
CHECKED	JDC/MRB
DRAWN	DJL/PRT
CHECKED	JDC/KWS

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	70
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S54 OF S114 CONTRACT 94450



FRAMING PLAN

INTERIOR GIRDER MOMENT TABLE FOR UNIT 4

	0.4 Span 14 0.6 Span 20	Pier 14 Pier 19	0.5 Span 15 0.5 Span 19	Pier 15 Pier 18	0.5 Span 16 0.5 Span 18	Pier 16 Pier 17	0.5 Span 17
I (in ⁴)	545,894	---	545,894	---	545,894	---	545,894
I' (in ⁴)	1,113,422	---	1,113,422	---	1,113,422	---	1,113,422
Sb (in ³)	14,915	---	14,915	---	14,915	---	14,915
Sb' (in ³)	20,364	---	20,364	---	20,364	---	20,364
St (in ³)	15,421	---	15,421	---	15,421	---	15,421
St' (in ³)	64,270	---	64,270	---	64,270	---	64,270
DL (k/ft)	1,691	---	1,691	---	1,691	---	1,691
M (DL) (k-ft)	2,798	---	2,919	---	2,943	---	2,968
s (DL) (k/ft)	0.583	0.583	0.583	0.583	0.583	0.583	0.583
Ms (DL) (k-ft)	657	847	283	620	372	685	342
M (LL) (k-ft)	1,175	1,106	963	1,035	950	1,073	949
M (Imp) (k-ft)	242	228	199	213	195	221	195

INTERIOR GIRDER REACTION TABLE FOR UNIT 4

	Pier 13 Span 14 E. Abut.	Pier 14 Span 14 Pier 19 Span 20	Pier 14 Span 15 Pier 19 Span 19	Pier 15 Span 15 Pier 18 Span 19	Pier 15 Span 16 Pier 18 Span 18	Pier 16 Span 16 Pier 17 Span 18	Pier 16 Span 17 Pier 17 Span 17
R (DL) (k)	99.3	99.3	99.3	99.3	99.7	99.7	100.1
Rs (DL) (k)	27.6	39.7	39.7	33.8	33.8	35.3	35.3
R (LL) (k)	50.6	93.3	93.3	90.0	90.0	91.4	91.4
Imp. (k)	10.4	13.0	13.0	12.5	12.5	12.6	12.6
R (Total) (k)	188.0	245.3	245.3	235.5	235.9	239.0	239.4

NOTES:

For Temporary Bracing Details, See Sheet S58.

I and I' are the moment of inertia and composite moment of inertia of the beam section.

Sb and Sb' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.

St and St' are the non-composite and composite section modulus for the top fiber of the prestressed beam.

M (DL) is the moment due to dead loads on the non-composite section.

Ms (DL) is the moment due to dead loads on the composite section.

M (LL) is the moment due to live loads on the composite section.

M (Imp) is the moment due to live load impact on the composite section.

DESIGNED	PA/KWS
CHECKED	JDC/MRB
DRAWN	DJL/PRT
CHECKED	JDC/KWS

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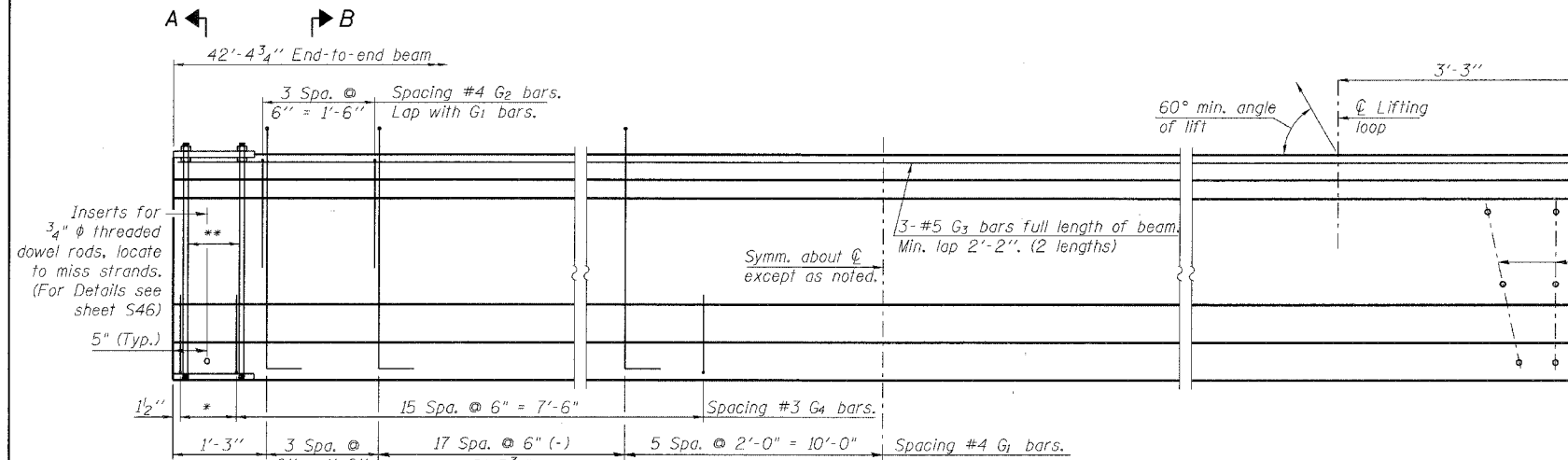
ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**GIRDER FRAMING PLAN
UNIT 4**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	71
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S55 OF S114

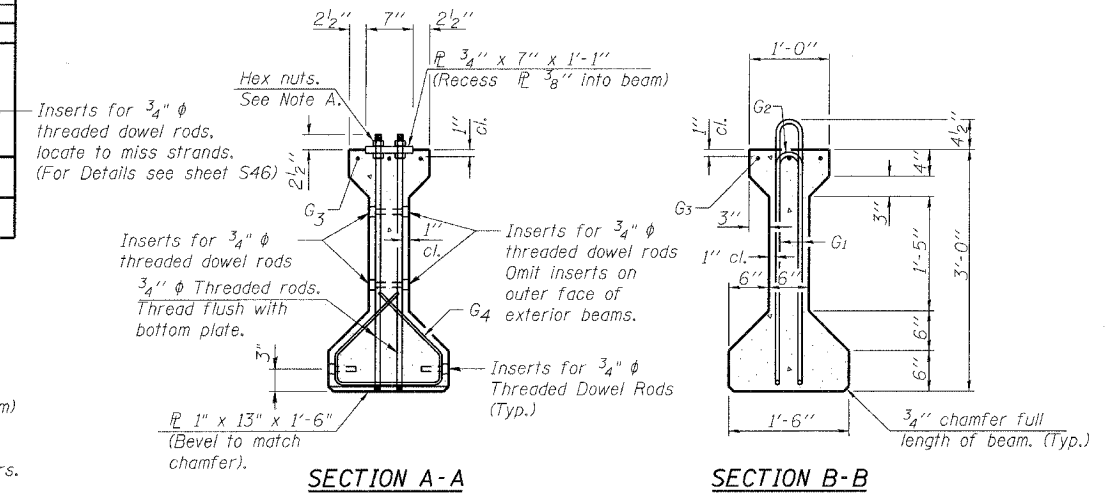
CONTRACT
94450



ELEVATION OF BEAM
(Showing reinforcement & dimensions)

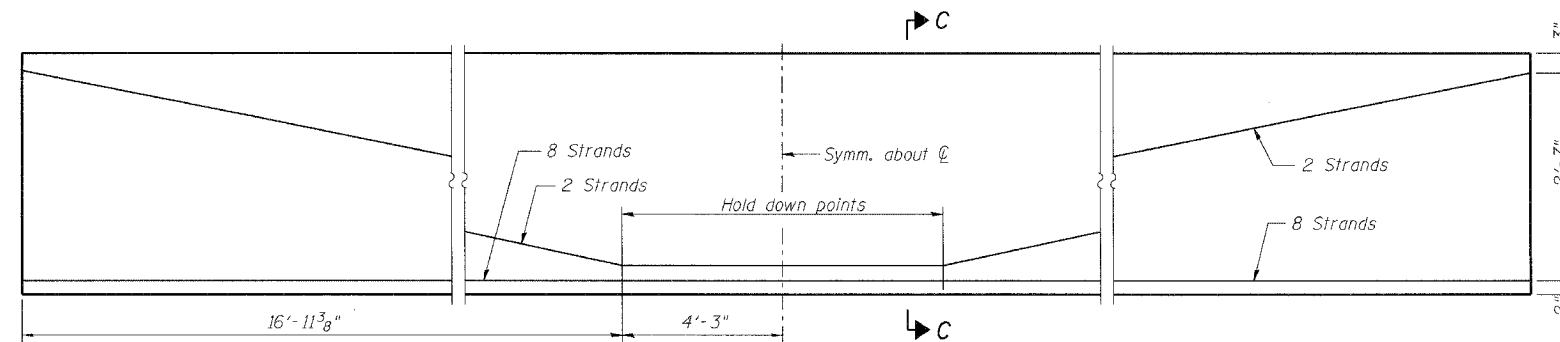
* 3 Spa. at 3" = 9"
** 4-3/4" ϕ threaded dowel rods at 3" cts., each face.

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

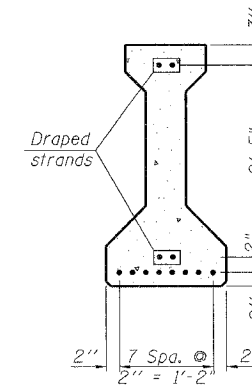


SECTION A-A

SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

BAR LIST
ONE BEAM ONLY

Bar	No.	Size	Length	Shape
G ₁	51	#4	7'-5"	\cap
G ₂	8	#4	3'-10"	\cap
G ₃	6	#5	22'-3"	—
G ₄	38	#3	4'-1"	\sphericalangle

NOTES:

- See sheet S56 for additional details and Bill of Material.
- Required release strength, f'_{ci} , shall be 5,000psi.
- Steel plates shall conform to AASHTO M270 Gr. 36.

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

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Job No. 3426

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

STA. 1036+27
DATE: JUNE 15, 2007

DESIGNED	KWS
CHECKED	MRB
DRAWN	VLM
CHECKED	KWS

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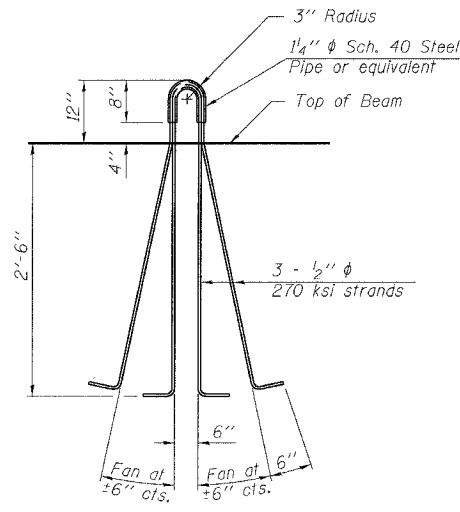
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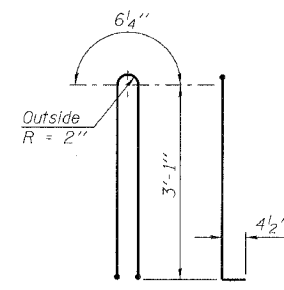
ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	72
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S56 OF S114

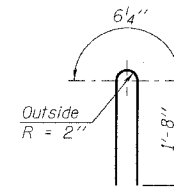
CONTRACT
94450



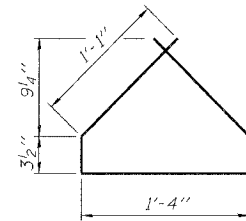
LIFTING LOOP DETAIL



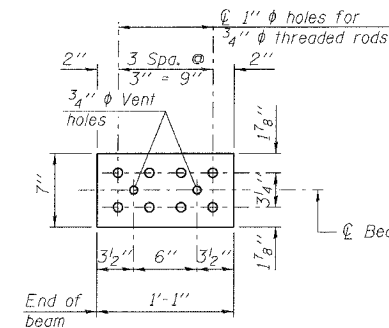
BAR G1



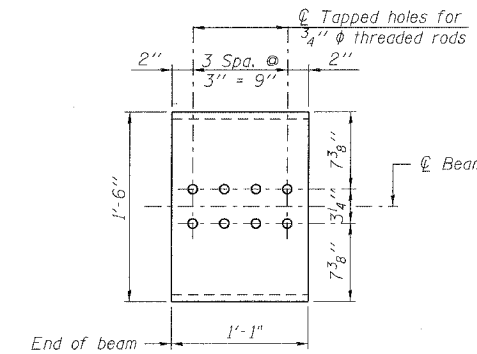
BAR G2



BAR G4



TOP PLATE



BOTTOM PLATE

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	255.0

NOTES:

1. Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.
2. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
3. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
4. Non-prestressing steel shall conform to ASTM A706 (IL Mod) Grade 60.
5. A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling.
6. Reinforcement bars designated (E) shall be epoxy coated.
7. The bottom plates and studs shall be galvanized according to AASHTO M111.
8. Threaded rods shall be ASTM F 1554 Grade 55.
9. The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to all portions of the I-beam or Bulb-T beam, except the top surface of the top flange and the bottom surface of the bottom flange, starting at each beam end and extending out a distance of 36 inches. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

DESIGNED	KWS
CHECKED	MRB
DRAWN	VLM
CHECKED	KWS

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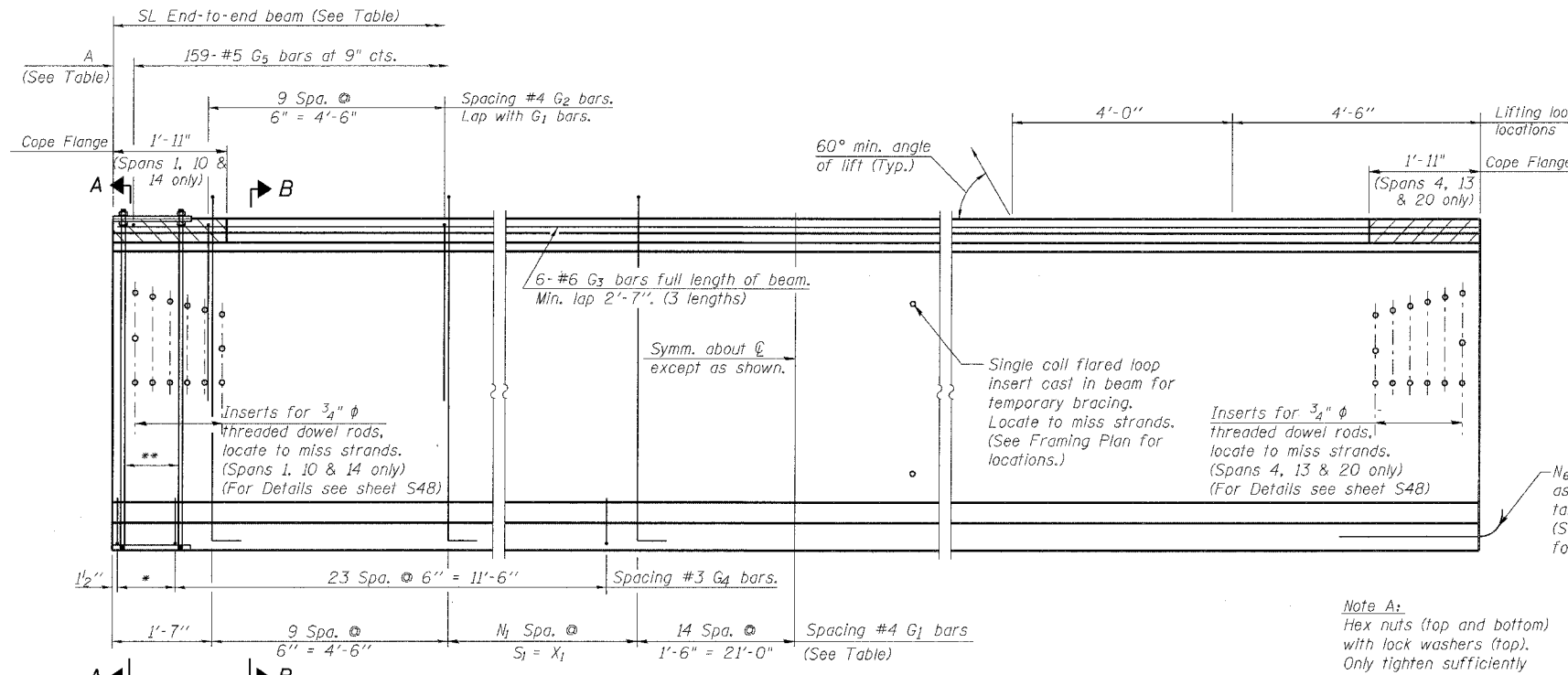
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Chicago, Illinois 60601
312-565-0450
Job No. 3426

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

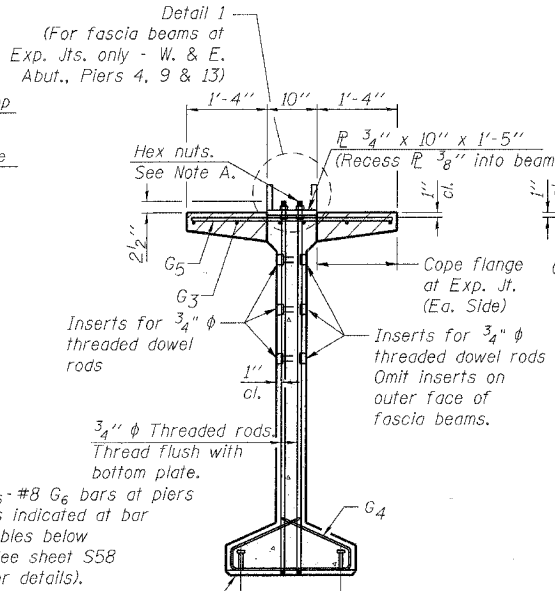
STA. 1036+27
DATE: JUNE 15, 2007

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	73
STA.	TO STA.		PROJECT	
F.H.W.A. REGION	ILLINOIS		CONTRACT NO. 94450	

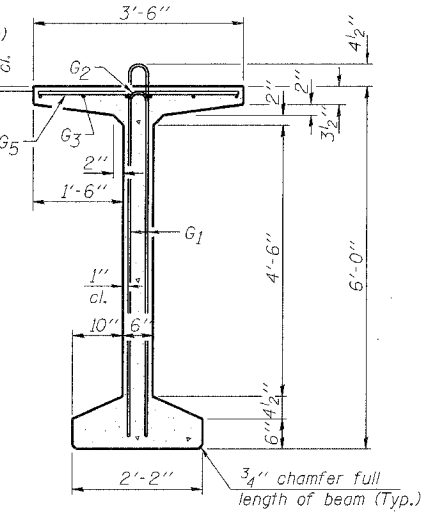
BRIDGE SHEET S57 OF S114



ELEVATION OF BEAM
(Showing reinforcement & dimensions)



SECTION A-A



SECTION B-B

**SPANS 2, 3, 11, 12 & 15-19
BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G1	163	#4	13'-5"	∩L
G2	20	#4	7'-0"	∩
G3	18	#6	4'-6"	∩
G4	56	#3	4'-11"	∩
G5	159	#5	3'-4"	∩
G6	6	#8	3'-9"	∩

**SPANS 1, 4, 10, 13, 14 & 20
BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G1	163	#4	13'-5"	∩L
G2	20	#4	7'-0"	∩
G3	18	#6	4'-6"	∩
G4	56	#3	4'-11"	∩
G5	159	#5	3'-4"	∩
G6	3	#8	3'-9"	∩

NOTES:

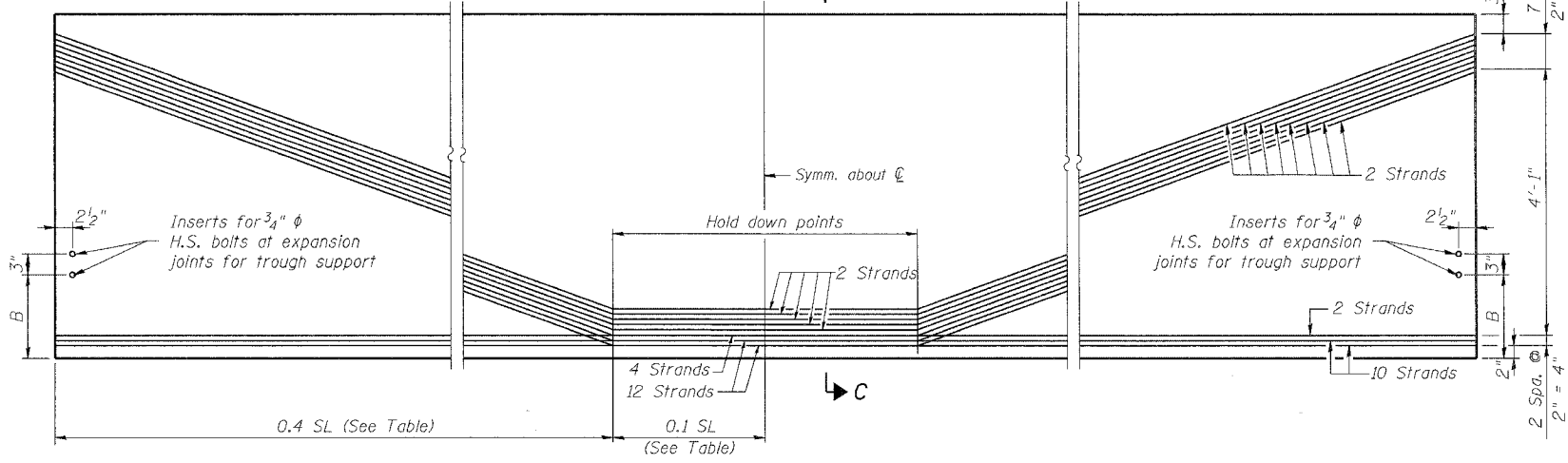
- For additional details and Bill of Material see Sheet S58.
- Required release strength, f'_{ci} , shall be 5,000 psi.
- For Detail 1, see sheets S42 & S58.
- Steel plate material shall be AASHTO M270, Gr. 36 except as noted.
- For scupper locations where pipe clamp inserts are required, see Framing Plans.

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

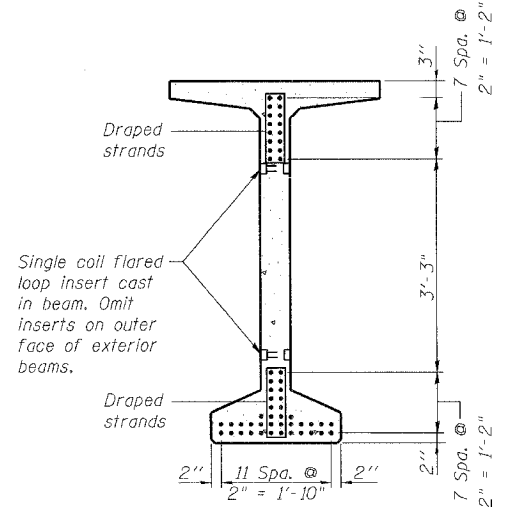
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

* 4 Spa. @ 3/4" = 1'-1"
** 5-3/4" φ threaded dowel rods at 3/4" cts., each face.

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

DIMENSION TABLE

Location	SL	0.4 SL	0.1 SL	A	N ₁	S ₁	X ₁
Spans 1-3, 11, 12 & 15-20	119'-6"	47'-10"	11'-11"	6"	66	57 ⁸ / ₁₆ "(+)	32'-8"
Spans 4 & 10	119'-1"	47'-7 ¹ / ₂ "	11'-11"	3 ¹ / ₂ "	66	57 ⁸ / ₁₆ "(+)	32'-5 ¹ / ₂ "
Spans 13 & 14	119'-4"	47'-9"	11'-11"	5"	66	57 ⁸ / ₁₆ "(+)	32'-7"

DIMENSION B TABLE

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
W. Abut.	1'-0 ⁹ / ₁₆ "	1'-3 ⁷ / ₈ "	1'-7 ¹¹ / ₁₆ "	2'-0 ³ / ₁₆ "	2'-4 ¹ / ₈ "	1'-9 ¹ / ₁₆ "
Pier 4	1'-0 ¹ / ₄ "	1'-5 ⁵ / ₈ "	1'-11 ¹ / ₂ "	1'-11 ¹ / ₂ "	1'-5 ⁵ / ₈ "	1'-0 ¹ / ₄ "
Pier 9	1'-0 ¹ / ₄ "	1'-5 ⁵ / ₈ "	1'-11 ¹ / ₂ "	1'-11 ¹ / ₂ "	1'-5 ⁵ / ₈ "	1'-0 ¹ / ₄ "
Pier 13***	1'-0 ¹ / ₂ "	1'-5 ¹³ / ₁₆ "	1'-11 ¹¹ / ₁₆ "	1'-11 ¹¹ / ₁₆ "	1'-5 ¹³ / ₁₆ "	1'-0 ¹ / ₂ "
E. Abut.	1'-0 ¹ / ₁₆ "	1'-6"	1'-11 ³ / ₄ "	1'-11 ³ / ₄ "	1'-6"	1'-0 ¹ / ₁₆ "

*** Dimensions apply to the PPC girders on both sides of the expansion joint, ie. each span.

N ₆ - #8 G ₆ Bars Required		
Location	Downstation	Upstation
Spans 1, 10 & 14	0	3
Spans 2, 3, 11, 12 & 15-19	3	3
Spans 4, 13 & 20	3	0

DESIGNED	KWS
CHECKED	MRB
DRAWN	VLM
CHECKED	KWS

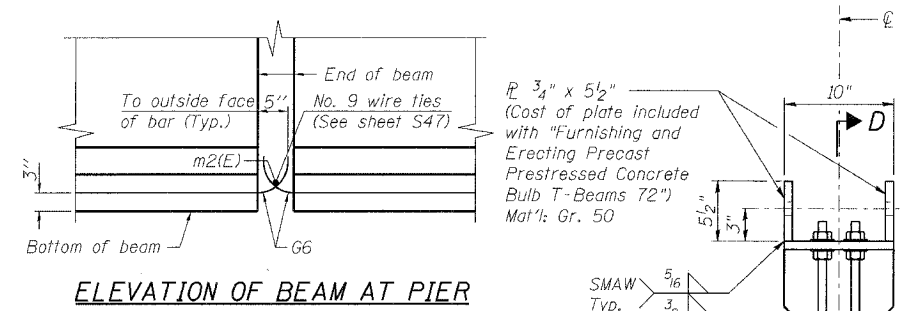
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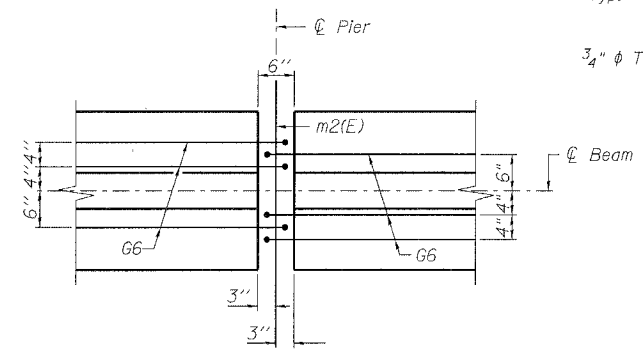
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	74
STA.	TO STA.			
F.H.W.A. REGION	ILLINOIS	PROJECT		

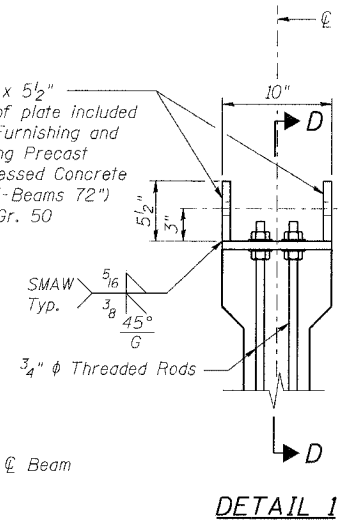
BRIDGE SHEET S58 OF S114 CONTRACT NO. 94450



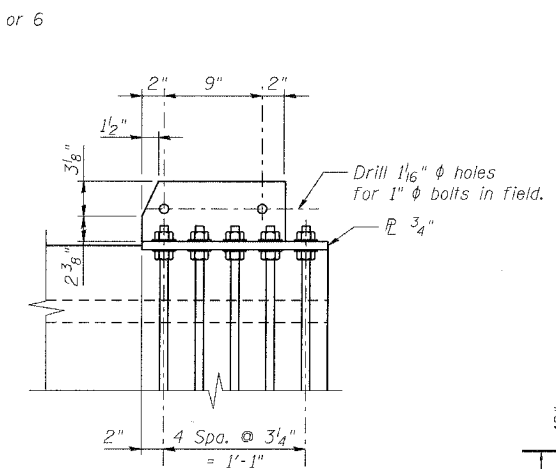
ELEVATION OF BEAM AT PIER



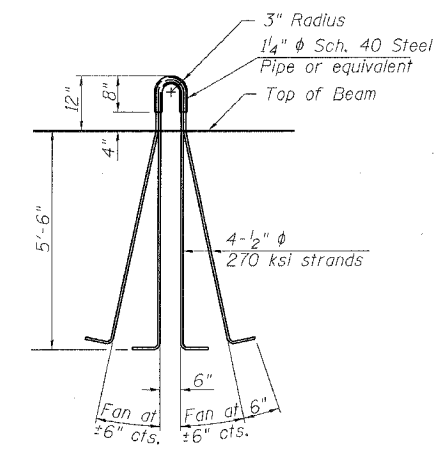
PLAN OF BEAM AT PIER



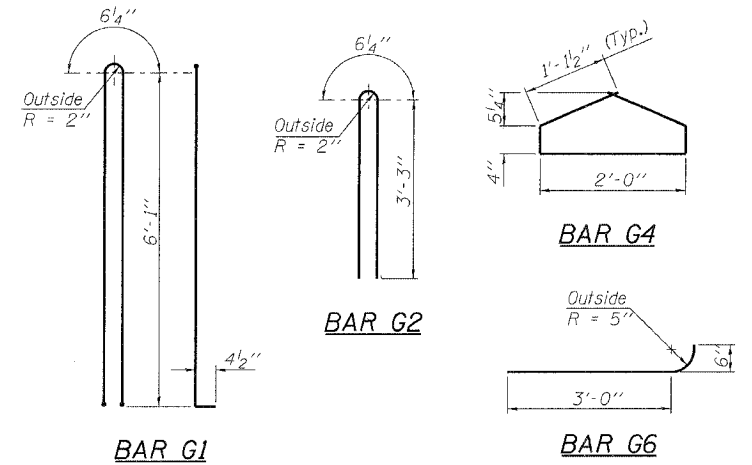
DETAIL 1



SECTION D-D



LIFTING LOOP DETAIL

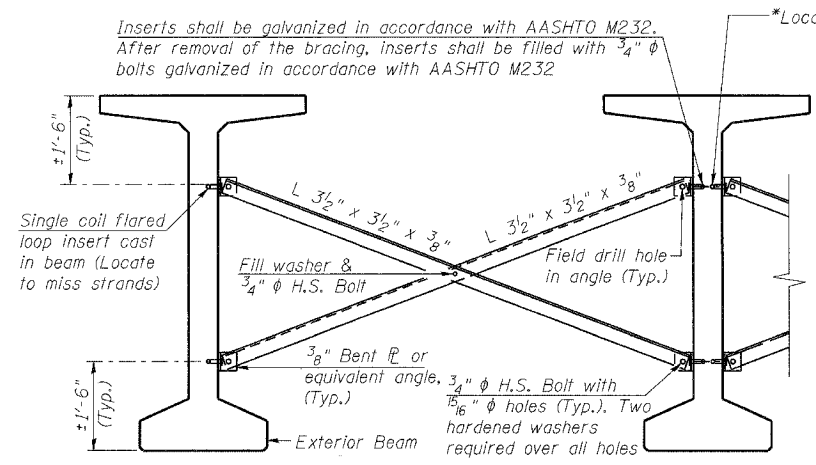


BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams, 72"	Ft.	10,748.0

NOTES:

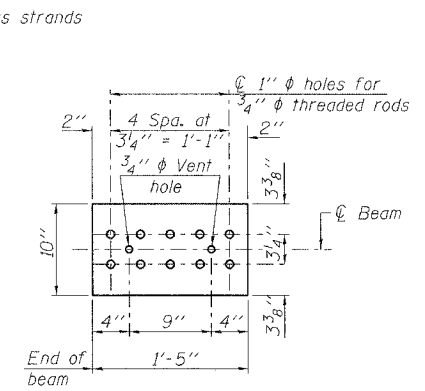
1. Inserts for 3/4 inch threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for fascia beams.
2. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
3. The nominal diameter shall be 1/2 inch and the nominal cross-sectional area shall be 0.153 sq. in.
4. Non-prestressing steel shall conform to ASTM A706 (IL Mod) Grade 60.
5. A minimum 2 1/2 inch diameter lifting pin shall be used to engage the lifting loops during handling.
6. Reinforcement bars designated (E) shall be epoxy coated.
7. Cut G6 bars when necessary to maintain 1/2 inch clearance.
8. The bottom plates and studs shall be galvanized according to AASHTO M111.
9. Threaded rods shall be ASTM F 1554 Grade 55.
10. The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to all portions of the I-beam or Bulb-T beam, except the top surface of the top flange and the bottom surface of the bottom flange, starting at each beam end and extending out a distance of 72 inches. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.
11. Temporary bracing details other than those shown are allowed subject to the approval of the Engineer.



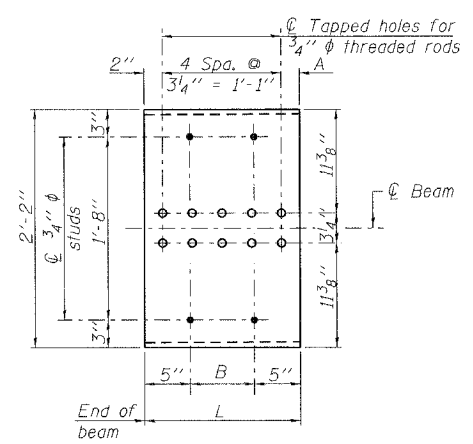
TEMPORARY BRACING DETAILS

(Cost included with "Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams 72")

*Inserts shall be the two strut coil type.



TOP PLATE



BOTTOM PLATE

See bearing details for pindle hole locations when required.

Location	Bottom Plate Dimensions					
	Downstation Plate			Upstation Plate		
	L	A	B	L	A	B
Spans 1, 4, 10, 13-15, 19 & 20	2'-0"	9"	1'-2"	2'-0"	9"	1'-2"
Spans 2, 11 & 16	2'-0"	9"	1'-2"	1'-5"	2"	7"
Spans 3, 12 & 18	1'-5"	2"	7"	2'-0"	9"	1'-2"
Span 17	1'-5"	2"	7"	1'-5"	2"	7"

DESIGNED	KWS
CHECKED	MRB
DRAWN	VLM
CHECKED	KWS

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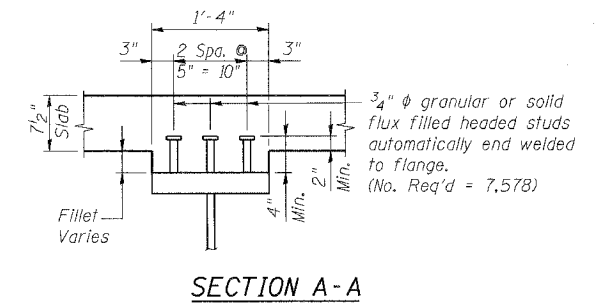
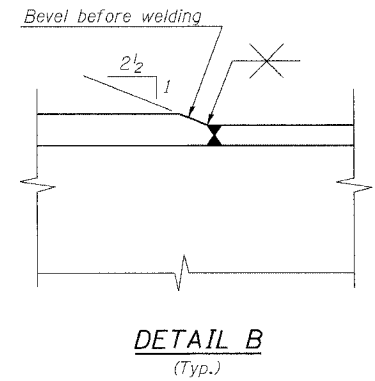
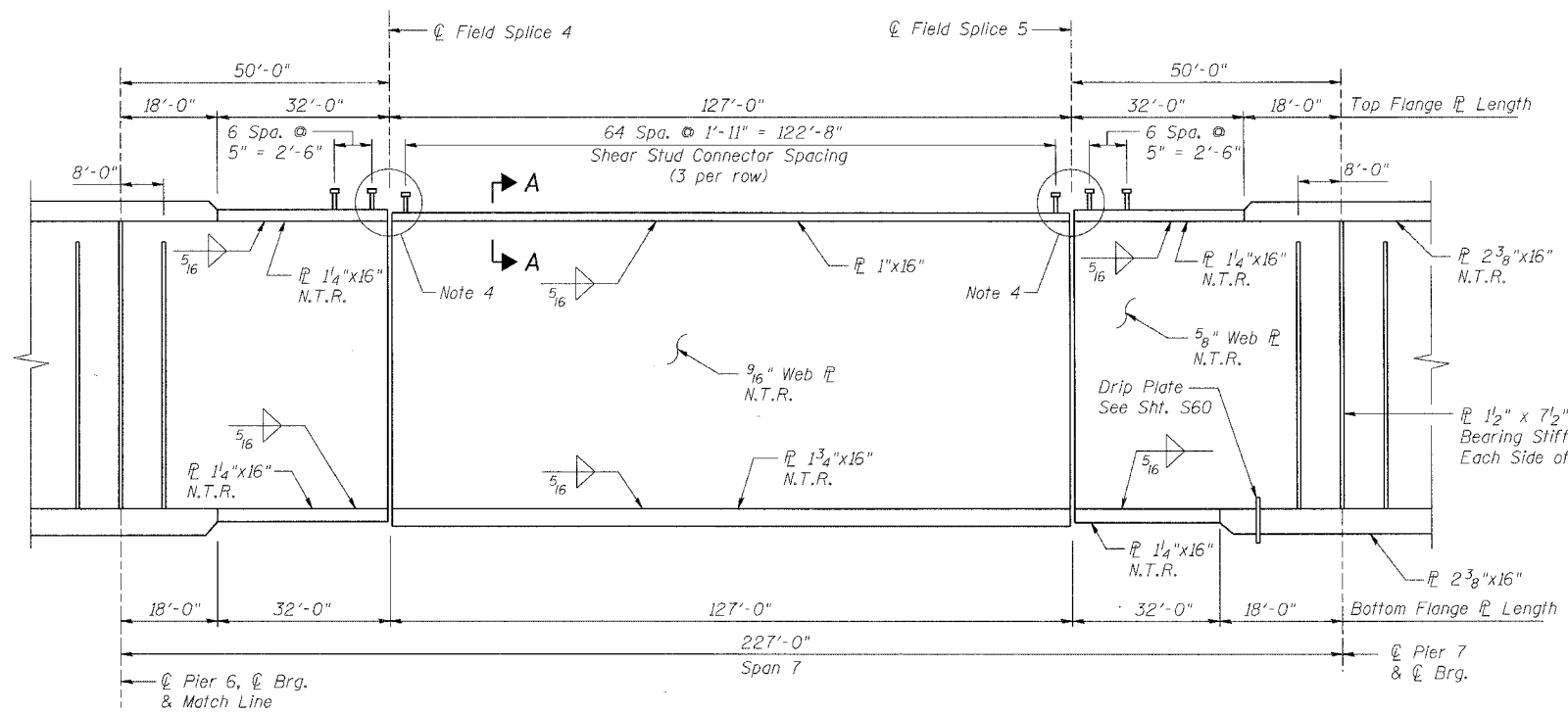
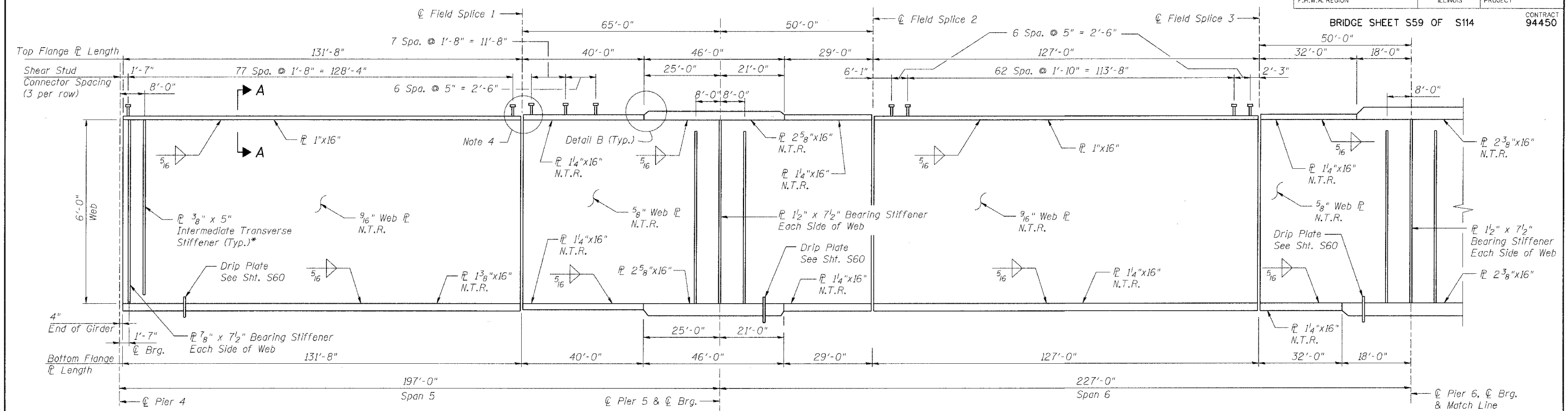
ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
72" BULB T-BEAM DETAILS

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

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	75
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S59 OF S114 CONTRACT 94450



- NOTES:**
- All flange plates shall be AASHTO M 270 Grade HPS70W steel.
 - All web plates, bearing stiffeners, and intermediate stiffeners shall be AASHTO M 270 Grade 50W steel.
 - "N.T.R." denotes plates to which Notch Toughness Requirements are applicable.
 - For placement of shear studs on splice plate, see sheet S63.
 - Work this sheet with sheets S50, S51, S60-S65.
 - See Framing Plan to locate holes for scupper pipe clamps.

DESIGNED	PA/MRB
CHECKED	JDC/DAD
DRAWN	PRT/VH
CHECKED	JDC/MRB

GIRDER ELEVATION

* For Fascia Girders 1 & 6, provide Stiffeners on inside face.

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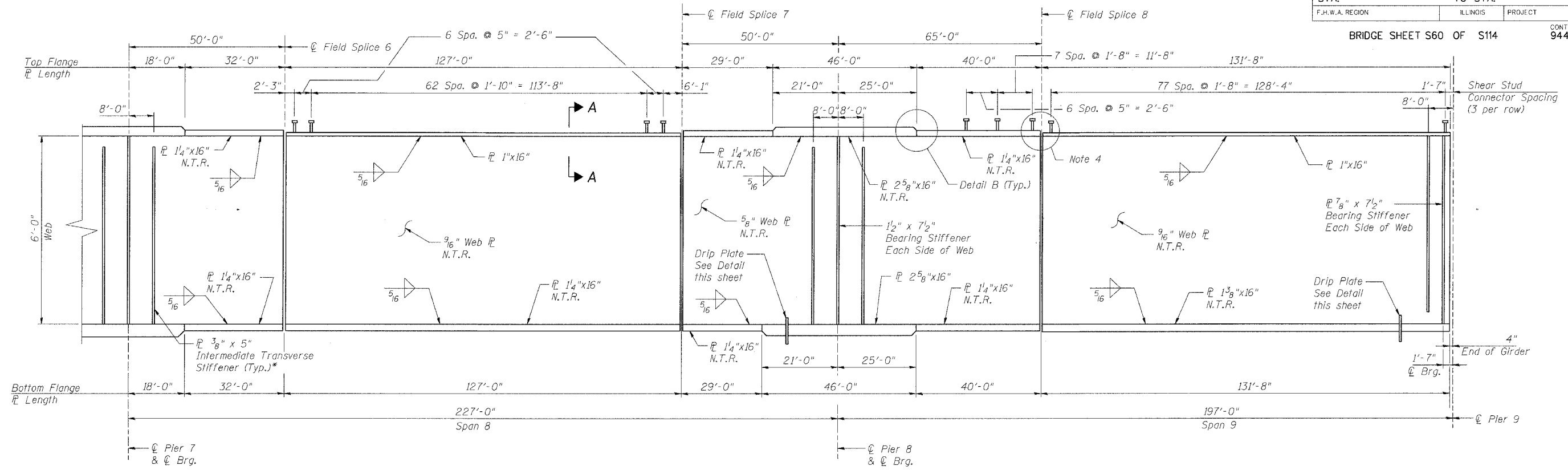
ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL ROUTE 15/IN ROUTE 64
 OVER WABASH RIVER PUBLIC WATERS
 FAP 827 SECT 12Z-3, 12BR
**STEEL PLATE GIRDER
 ELEVATION**

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

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	76
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S60 OF S114 CONTRACT NO. 94450

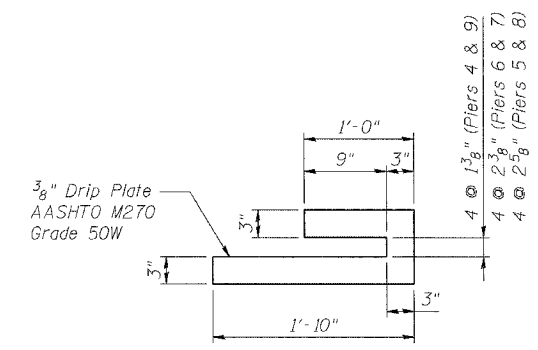


GIRDER ELEVATION

* For Fascia Girders 1 & 6, provide Stiffeners on inside face.

NOTES:

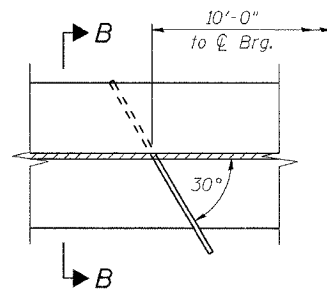
1. All flange plates shall be AASHTO M 270 Grade HPS20W steel.
2. All web plates, bearing stiffeners and intermediate stiffeners shall be AASHTO M 270 Grade 50W steel.
3. "N.T.R." denotes plates to which Notch Toughness Requirements are applicable.
4. For placement of shear studs on splice plate, see sheet S63.
5. For Section A-A & Detail B, see sheet S59.
6. Work this sheet with sheets S50, S51, S59, S61-S65.
7. See Framing Plan to locate holes for scupper pipe clamps.



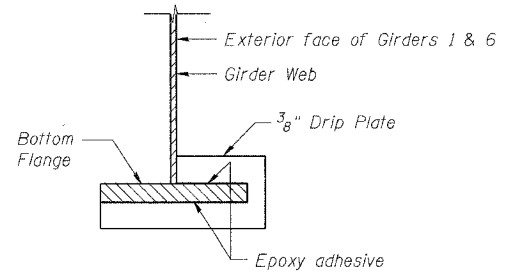
DRIP PLATE DETAIL

12 thus, cost included with "Furnishing and Erecting Structural Steel"

Note:
Drip plates shall be installed on suitably prepared surfaces after shop priming, using a two component epoxy suitable for structural steel under prolonged exposure. Plates shall be painted with the paint specified for structural steel.



PLAN - DRIP PLATE



SECTION B-B

DESIGNED	PA/MRB
CHECKED	JDC/DAD
DRAWN	PRT/VH
CHECKED	JDC/MRB

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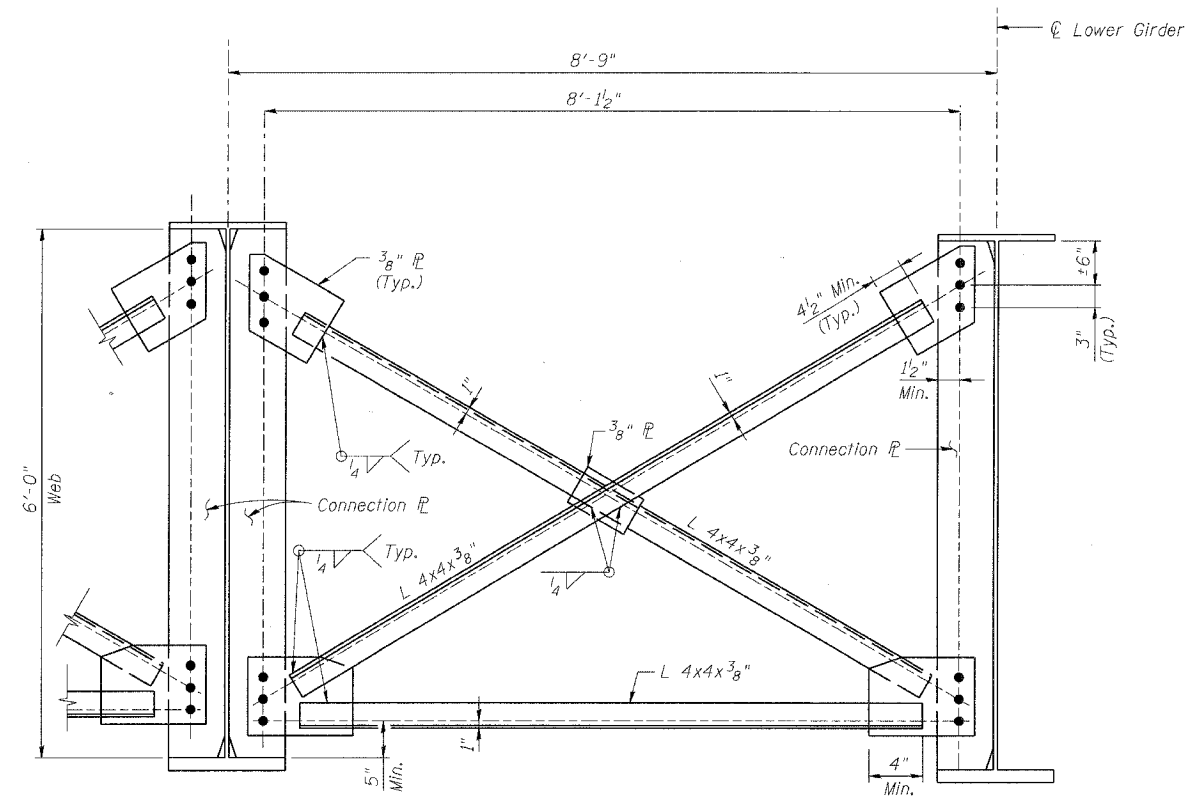
ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL ROUTE 15/IN ROUTE 64
 OVER WABASH RIVER PUBLIC WATERS
 FAP 827 SECT 12Z-3, 12BR
**STEEL PLATE GIRDER
 ELEVATION**

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

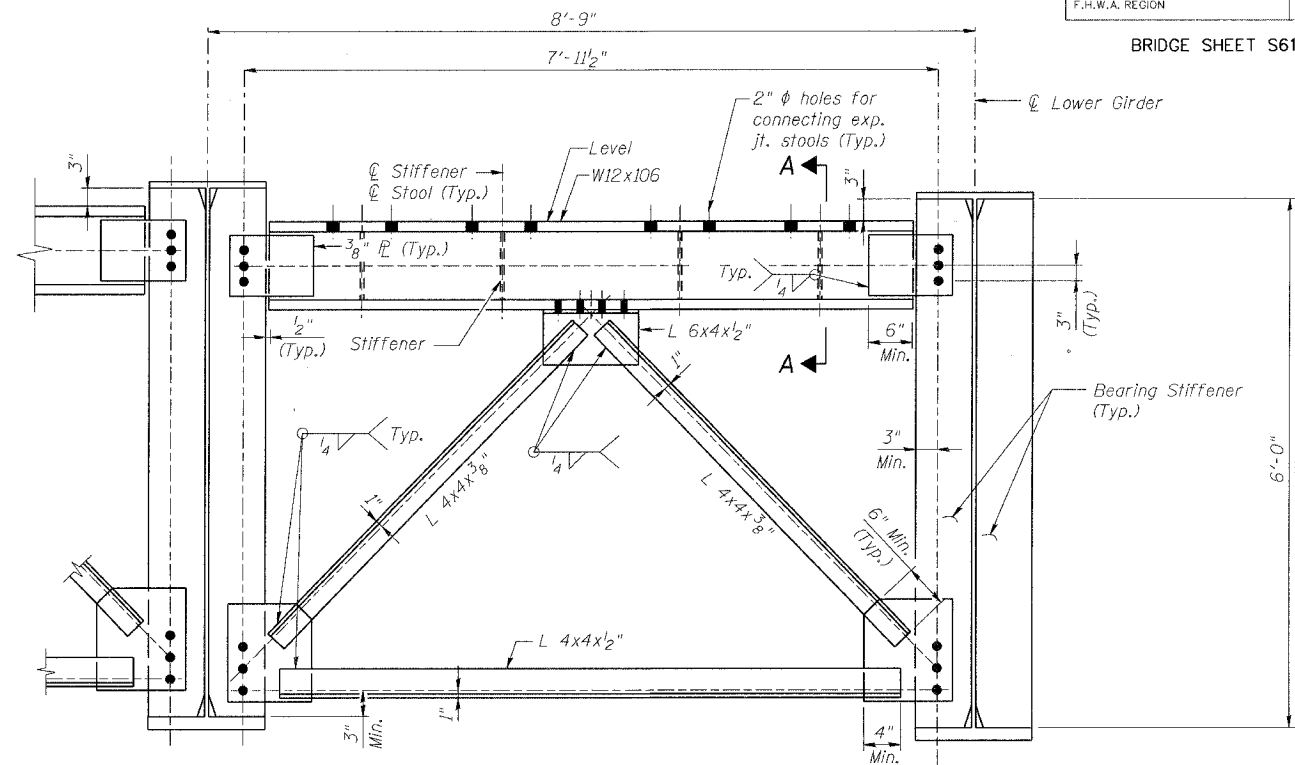
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	77
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

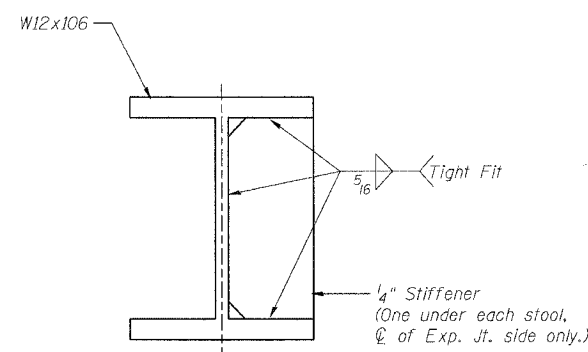
BRIDGE SHEET S61 OF S114 CONTRACT 94450



TYPICAL INTERIOR CROSS FRAME (x1)
(Total Required = 235)



END CROSS FRAME (x2)
(Total Required = 10)
(Looking from Span)



Section A-A

NOTES:

1. For cross frame locations, see sheets S50 & S51.
2. All high strength bolts in cross frames shall be 7/8" bolts with 1/16" diameter holes unless noted otherwise.
3. Two hardened plate washers, 3/16" x 2" x 2" are required for each set of oversized holes except for connecting expansion joint stools. See sheets S37 thru S44 for size of washer required for stools.
4. All cross frames and connection plates shall be AASHTO M 270 Grade 50W steel unless noted otherwise.
5. For Connection Plate and Bearing Stiffener Details, see sheet S62.
6. All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

DESIGNED	PA/MRB
CHECKED	JDC/DAD
DRAWN	JST/VH
CHECKED	JDC/MRB

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ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**STEEL PLATE GIRDER
CROSS FRAME DETAILS**

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

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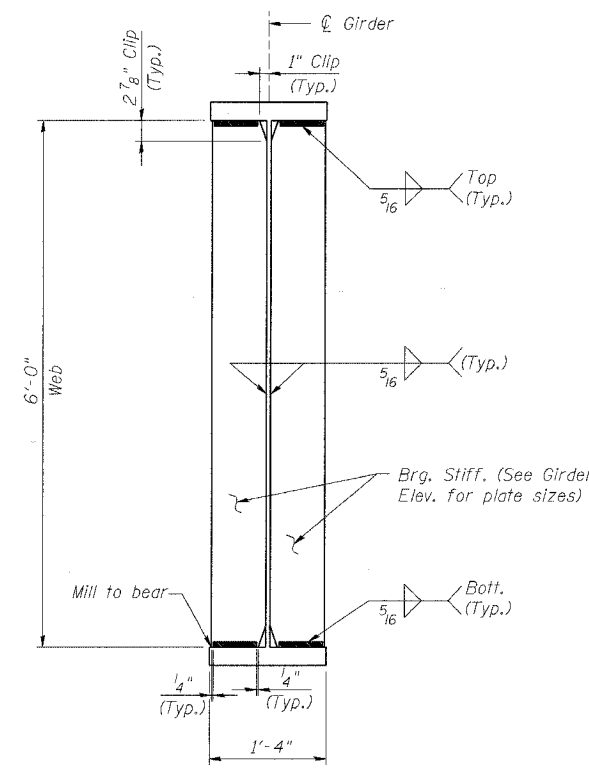
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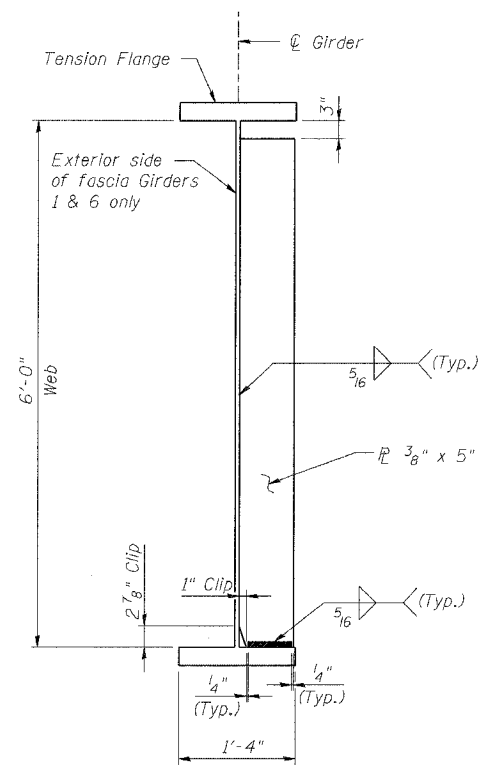
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F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	78
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S62 OF S114

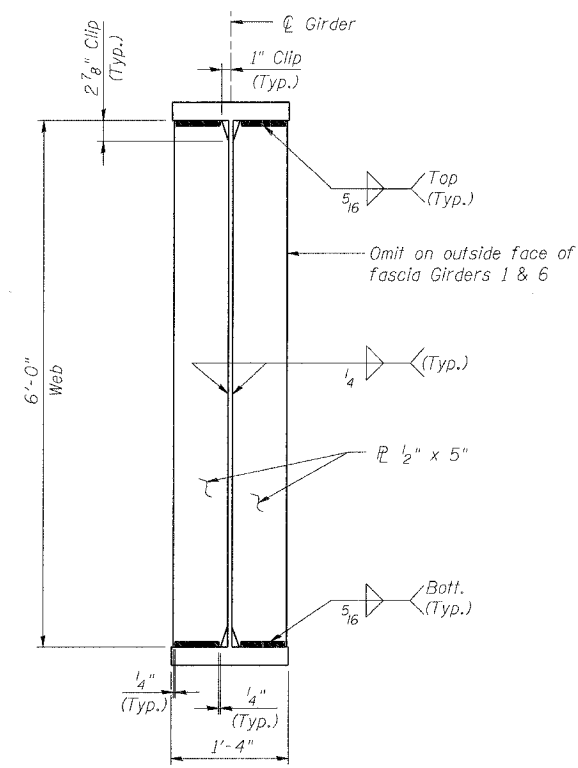
CONTRACT
94450



BEARING STIFFENER
(Total Plates Required = 72)



INTERMEDIATE STIFFENER
(Total Plates Required = 60)



CONNECTION PLATE
(Total Plates Required = 430)

NOTES:

1. For location of stiffener plates see sheets S59 & S60.
2. All stiffener plates shall be AASHTO M 270 Grade 50W steel.
3. Work this sheet with sheets S50, S51, S59 and S60.

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DESIGNED	PA/MRB
CHECKED	JDC/DAD
DRAWN	JST/VH
CHECKED	JDC/MRB

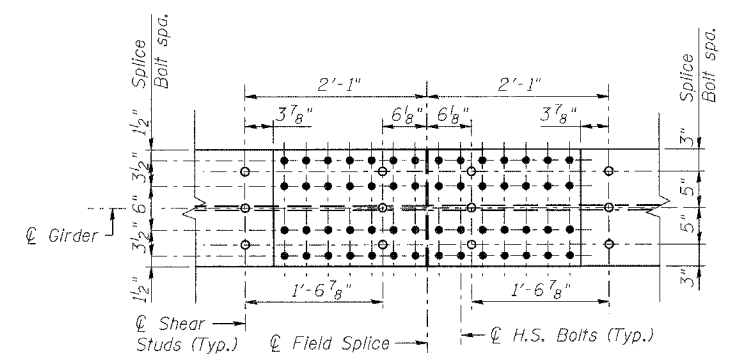
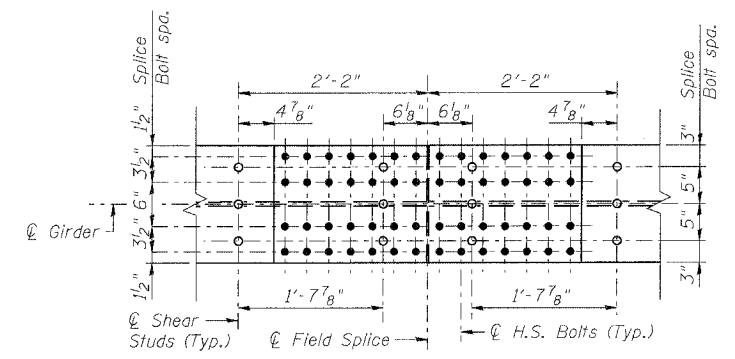
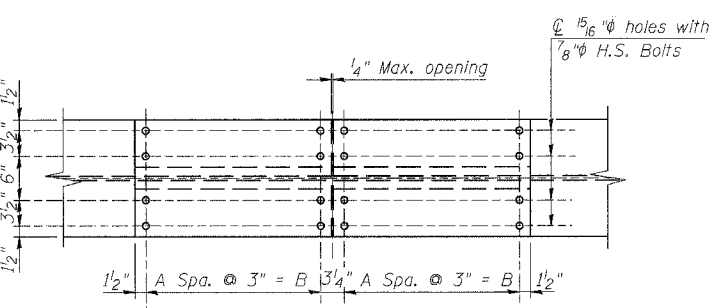
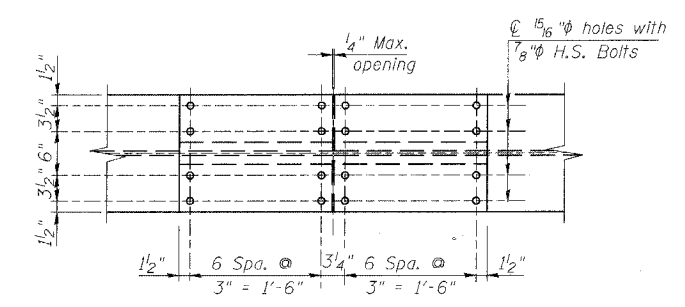
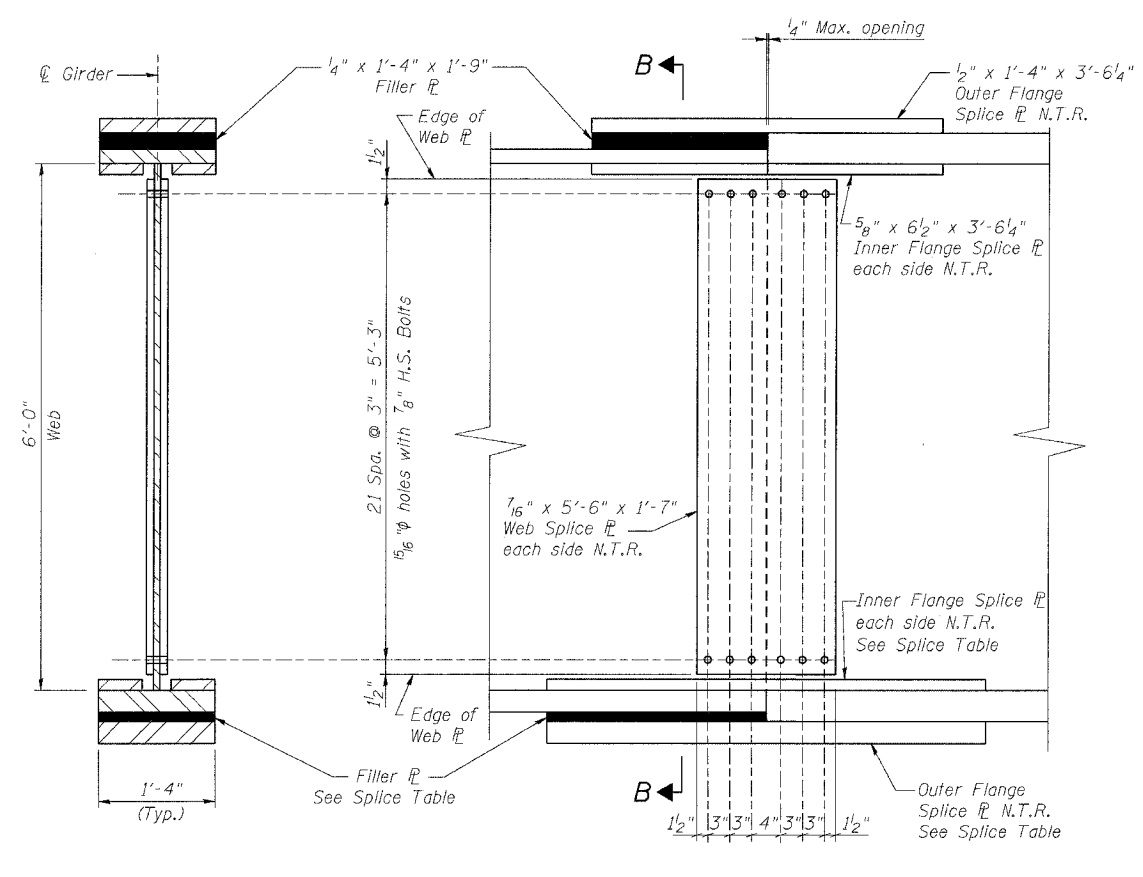
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IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**STEEL PLATE GIRDER
MISCELLANEOUS DETAILS**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	79
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S63 OF S114 CONTRACT 94450



SPLICE TABLE

Splice Location	Bottom Flange			A	B	No. Bolts
	Outer Flange	Inner Flange	Filler			
Field Splice 1	5/8" x 1'-4" x 4'-0 1/4"	3/4" x 6 1/2" x 4'-0 1/4"	1/8" x 1'-4" x 2'-0"	7	1'-9"	64
Field Splice 2	1/2" x 1'-4" x 3'-6 1/4"	5/8" x 6 1/2" x 3'-6 1/4"	N/A	6	1'-6"	56
Field Splice 3	1/2" x 1'-4" x 3'-6 1/4"	5/8" x 6 1/2" x 3'-6 1/4"	N/A	6	1'-6"	56
Field Splice 4	5/8" x 1'-4" x 4'-6 1/4"	3/4" x 6 1/2" x 4'-6 1/4"	1/2" x 1'-4" x 2'-3"	8	2'-0"	72
Field Splice 5	5/8" x 1'-4" x 4'-6 1/4"	3/4" x 6 1/2" x 4'-6 1/4"	1/2" x 1'-4" x 2'-3"	8	2'-0"	72
Field Splice 6	1/2" x 1'-4" x 3'-6 1/4"	5/8" x 6 1/2" x 3'-6 1/4"	N/A	6	1'-6"	56
Field Splice 7	1/2" x 1'-4" x 3'-6 1/4"	5/8" x 6 1/2" x 3'-6 1/4"	N/A	6	1'-6"	56
Field Splice 8	5/8" x 1'-4" x 4'-0 1/4"	3/4" x 6 1/2" x 4'-0 1/4"	1/8" x 1'-4" x 2'-0"	7	1'-9"	64

NOTES:

- All web splice plates shall be AASHTO M 270 Grade 50W steel.
- All flange splice plates shall be AASHTO M 270 Grade 70W steel.
- Fill plates shall be Gr. 50W or structural grade material with equivalent corrosion protection such as ASTM A606 Type 4 or A871.
- "N.T.R." denotes plates to which Notch Toughness Requirements are applicable.
- Work this sheet with sheets S50-S51, S59-S60.

DESIGNED	KWS
CHECKED	MRB
DRAWN	VH
CHECKED	KWS

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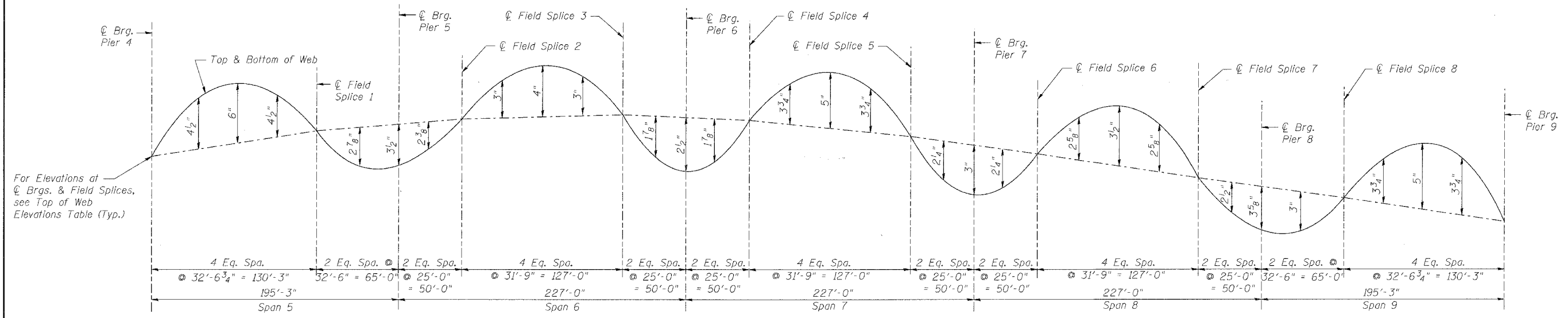
ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
**STEEL PLATE GIRDER
SPLICE DETAILS**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	80
STA.	TO STA.			
F.H.W.A. REGION	ILLINOIS	PROJECT		

BRIDGE SHEET S64 OF S114

CONTRACT
94450



CAMBER DIAGRAM - UNIT 2
(Typical all Girders)

TOP OF WEB ELEVATIONS*

Girder	C Brg. Pier 4	C Field Splice 1	C Brg. Pier 5	C Field Splice 2	C Field Splice 3	C Brg. Pier 6	C Field Splice 4	C Field Splice 5	C Brg. Pier 7	C Field Splice 6	C Field Splice 7	C Brg. Pier 8	C Field Splice 8	C Brg. Pier 9
1	422.914	424.059	423.719	423.964	424.111	423.923	424.151	423.708	423.122	423.037	422.367	421.966	422.152	421.118
2	423.087	424.228	423.890	424.138	424.283	424.092	424.317	423.874	423.291	423.208	422.539	422.138	422.324	421.284
3	423.214	424.355	424.023	424.275	424.420	424.223	424.443	424.000	423.417	423.335	422.676	422.270	422.450	421.419
4	423.214	424.355	424.023	424.275	424.420	424.223	424.443	424.000	423.417	423.335	422.676	422.270	422.450	421.419
5	423.087	424.228	423.890	424.138	424.283	424.092	424.317	423.874	423.291	423.208	422.539	422.138	422.324	421.284
6	422.914	424.059	423.719	423.964	424.111	423.923	424.151	423.708	423.122	423.037	422.367	421.966	422.152	421.118

* For fabrication use only.

NOTE:

Plate girder camber deflections take deck pour sequence into account. See Sheet S26 for required pour sequence.

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DESIGNED	KWS
CHECKED	ADD
DRAWN	JST/VH
CHECKED	MRB

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

**STEEL PLATE GIRDER
CAMBER DIAGRAM**

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

STA. 1036+27
DATE: JUNE 15, 2007

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	81
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S65 OF S114

CONTRACT
94450

INTERIOR GIRDER MOMENT TABLE

Properties		0.4 Span 5	Pier 5	0.5 Span 6	Pier 6	0.5 Span 7	Pier 7	0.5 Span 8	Pier 8	0.6 Span 9
I_s	(in ⁴)	67794	136435	65355	124577	74513	124577	65355	136435	67794
$I_c(n)$	(in ⁴)	151123		144423		170410		144423		151123
$I_c(3n)$	(in ⁴)	109506		105187		121661		105187		109506
S_s	(in ³)	1963	3533	1851	3246	2297	3246	1851	3533	1963
$Sc(n)$	(in ³)	2625		2482		3052		2482		2625
$Sc(3n)$	(in ³)	2376		2245		2768		2245		2376
D	(k/ft)	1.190	1.940	1.180	1.910	1.210	1.910	1.180	1.940	1.190
$M D$	(k-ft)	3016	-8490	2022	-7448	2529	-7448	2022	-8490	3016
$S D$	(k-ft)	0.580		0.580		0.580		0.580		0.580
$Ms D$	(k-ft)	1611		1254		1398		1254		1611
$M L$	(k-ft)	2645	-2947	2668	-2891	2914	-2891	2668	-2947	2645
$M (Imp)$	(k-ft)	413	-438	379	-411	414	-411	379	-438	413
$^{5}_3(M L + M (Imp))$	(k-ft)	5107	-5653	5089	-5514	5557	-5514	5089	-5653	5107
* Mu	(k-ft)	15309		14823		16631		14823		15309
Ma	(k-ft)	12654	-18386	10874	-16851	12329	-16851	10874	-18386	12654
$fs D$ (non-composite)	(ksi)	18.4	-28.8	13.1	-27.5	13.2	-27.5	13.1	-28.8	18.4
$fs D$ (composite)	(ksi)	8.1		6.7		6.1		6.7		8.1
$fs ^{5}_3(M L + M (Imp))$	(ksi)	23.3	-19.2	24.6	-20.4	21.9	-20.4	24.6	-19.2	23.3
fs (Overload)	(ksi)	49.9	-48.0	44.4	-47.9	41.1	-47.9	44.4	-48.0	49.9
** fs (Total)	(ksi)		-62.5		-62.3		-62.3		-62.5	
VR	(k)	73.9		79.6		81.3		79.6		73.9

INTERIOR GIRDER REACTION TABLE

Properties		Pier 4	Pier 5	Pier 6	Pier 7	Pier 8	Pier 9
$R D$	(k)	127.3	423.8	397.1	397.1	423.8	127.3
$R L$	(k)	66.8	148.4	150.0	150.0	148.4	66.8
Imp.	(k)	10.4	13.6	13.0	13.0	13.6	10.4
R (Total)	(k)	204.5	585.8	560.1	560.1	585.8	204.5

NOTES:

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).

$I_c(n)$ and $Sc(n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to live load.

$I_c(3n)$ and $Sc(3n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. See AASHTO 10.38.

VR is the maximum live load + impact shear range within the composite portion of the span.

Ma (Applied Moment) = $1.3[M D + Ms D + ^{5}_3(M L + M (Imp))]$.

The plastic moment capacity (Mu) is computed according to AASHTO 10.48.1 and 10.50.1.1.

fs (Overload) is the sum of the stresses due to $M D + Ms D + ^{5}_3(M L + M (Imp))$.

fs (Total) is the sum of the stresses due to $1.3[M D + Ms D + ^{5}_3(M L + M (Imp))]$.

$M D$ - Moment due to dead loads on non-composite section.

$Ms D$ - Moment due to dead loads on composite section.

$M L$ - Moment due to live load on non-composite or composite section.

$M (Imp)$ - Moment due to live load impact on non-composite or composite section.

* Compact, Braced section.

** Non-Compact section.

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IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
STEEL PLATE GIRDER
MOMENT TABLES

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

STA. 1036+27
DATE: JUNE 15, 2007

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DESIGNED	MRB
CHECKED	KWS
DRAWN	MRB/VH
CHECKED	MRB

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	82
STA.	TO STA.		PROJECT	
F.H.W.A. REGION	ILLINOIS		CONTRACT	

BRIDGE SHEET S66 OF S114 CONTRACT 94450

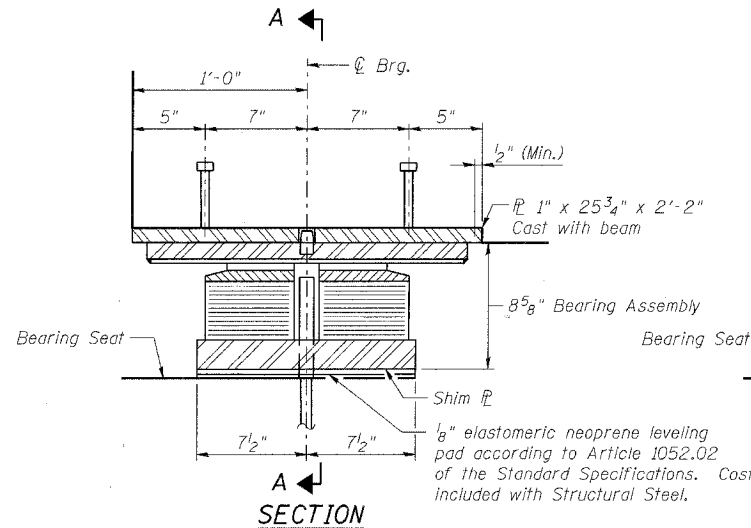
Location	W _f
W. Abut., Piers 4L, 9R, 10, 12, & 13	1'-10"
Piers 1, 3, 14, 15, 18, 19, & E. Abut.	1'-7 1/2"

BILL OF MATERIAL

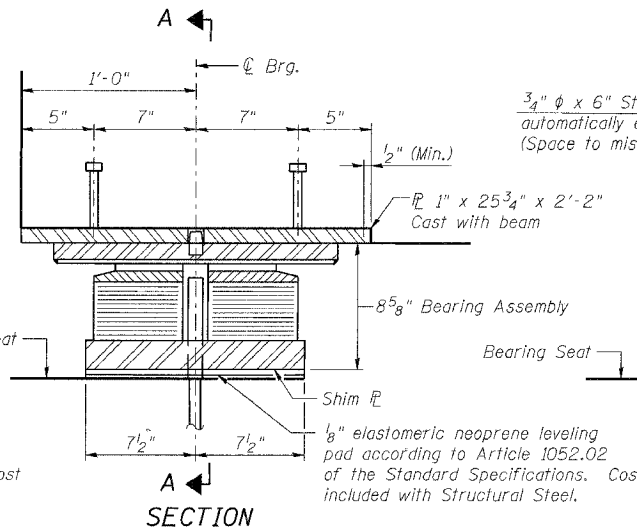
Item	Unit	Total
Elastomeric Bearing Assembly, Type III	Each	132
Anchor Bolts, 1 1/2"	Each	264

NOTES:

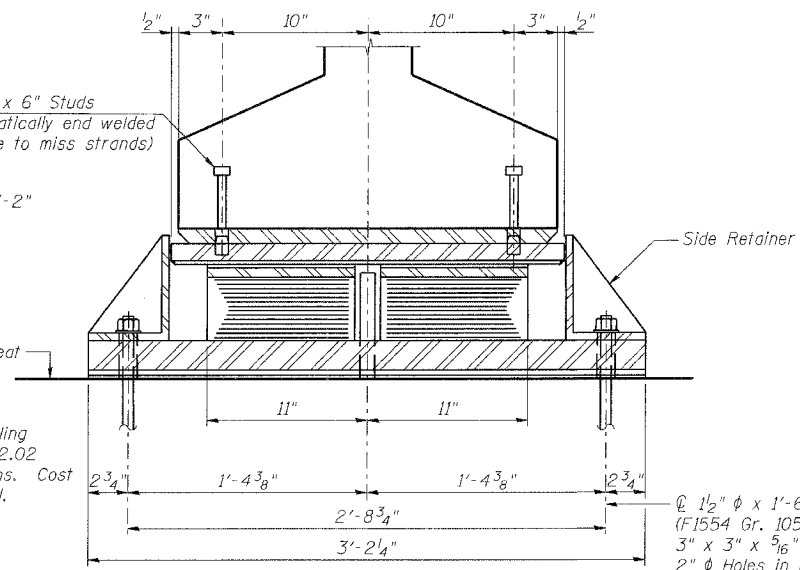
- The 1/8" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces. Bonding of 1/8" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
- After the beams have been erected, holes at expansion bearings shall be drilled and anchor bolts grouted in place.
- For additional details of plate cast with beam see sheets S58.
- Material, fabrication, testing and furnishing requirements shall conform to the IDOT Standard Specifications for Road and Bridge Construction. External steel plates, sliding plate, and side retainers shall conform to AASHTO M270, Gr. 50.
- All embedded and separate bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 (as applicable).
- H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.



SECTION (W. Abut., Piers 4L, 9R, 10, 12 & 13, L & R)

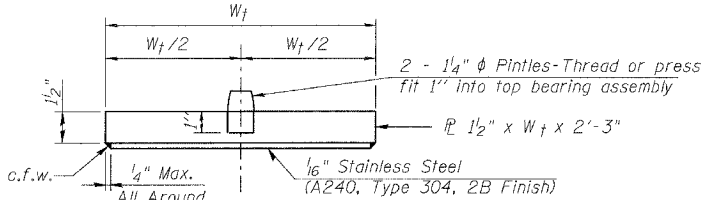


SECTION (E. Abut., Piers 1, 3, 14, 15, 18 & 19)

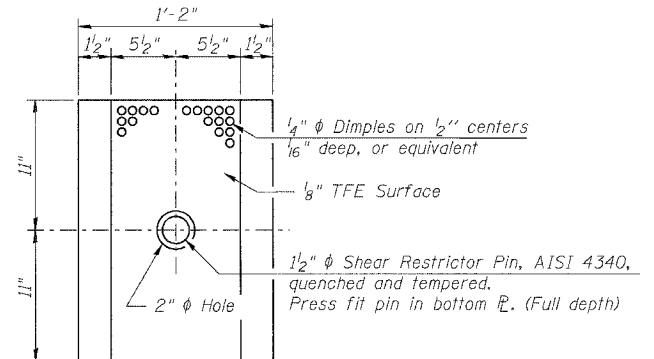


SECTION A-A

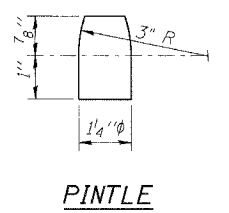
TYPE III TFE ELASTOMERIC EXP. BRG.



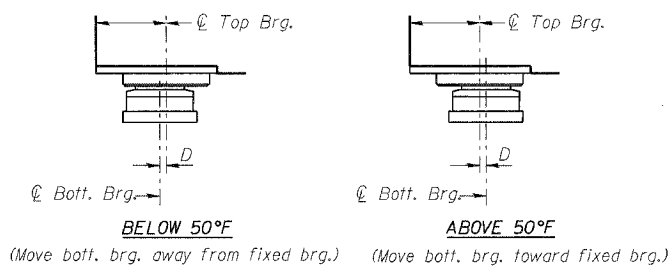
TOP BEARING ASSEMBLY



PLAN-TFE ELASTOMERIC BRG.

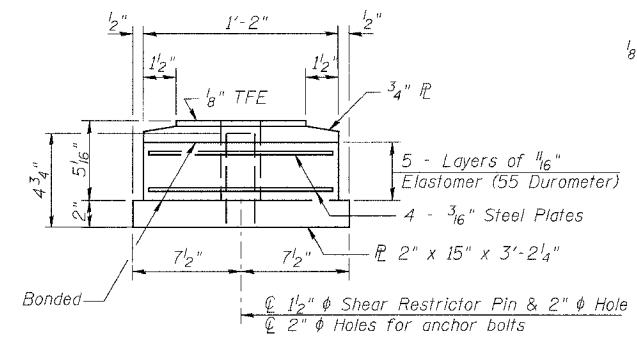


PINTLE

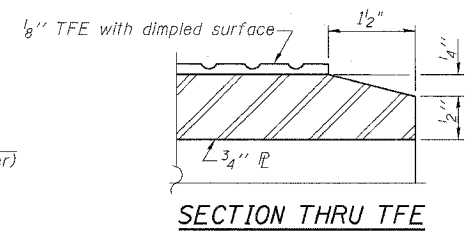


SETTING ANCHOR BOLTS AT EXP. BRG.

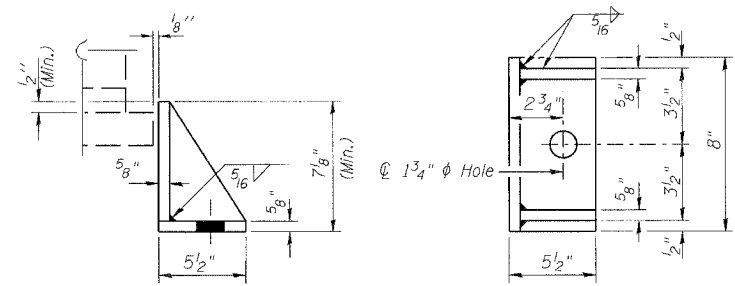
D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



BOTTOM BEARING ASSEMBLY



SECTION THRU TFE



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Cost included with Elastomeric Bearing Assembly, Type III.

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

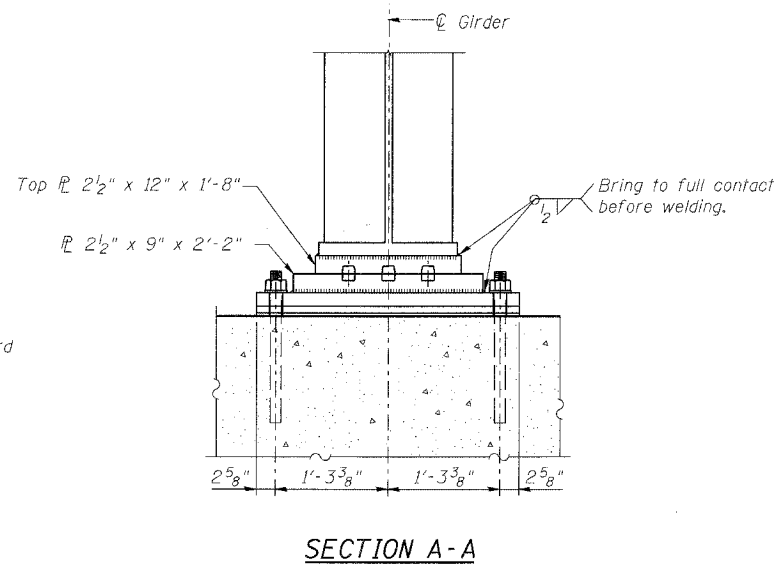
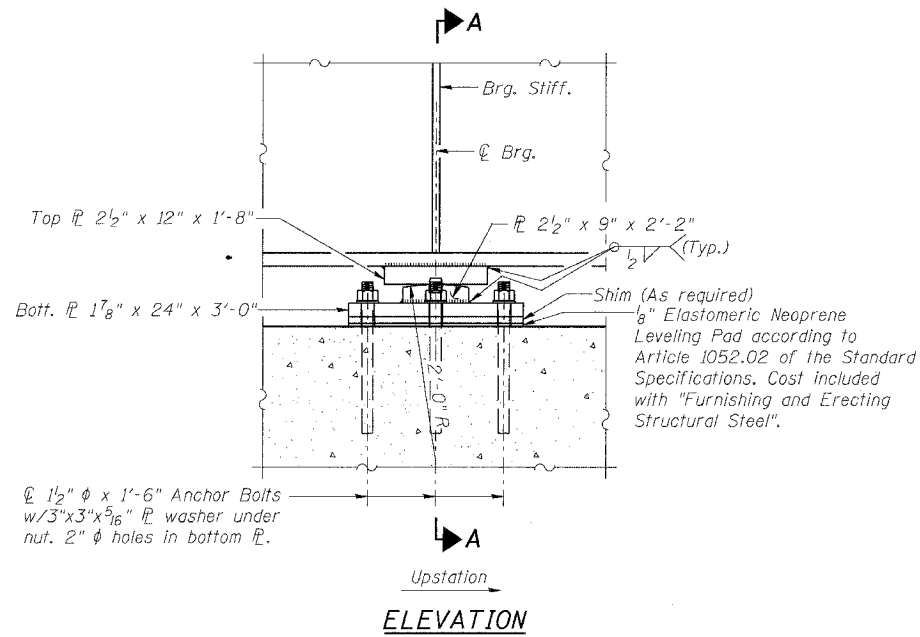
**ELASTOMERIC BEARING
TYPE III**
SN: 093-0021 (IL)/9502700 (IN) STA. 1036-27
WABASH CO., IL. DATE: JUNE 15, 2007

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	83
STA.	TO STA.			
F.H.W.A. REGION	ILLINOIS	PROJECT		

BRIDGE SHEET S67 OF S114

CONTRACT
94450



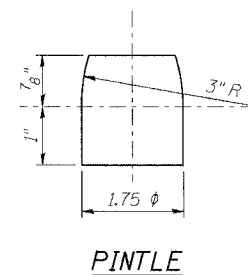
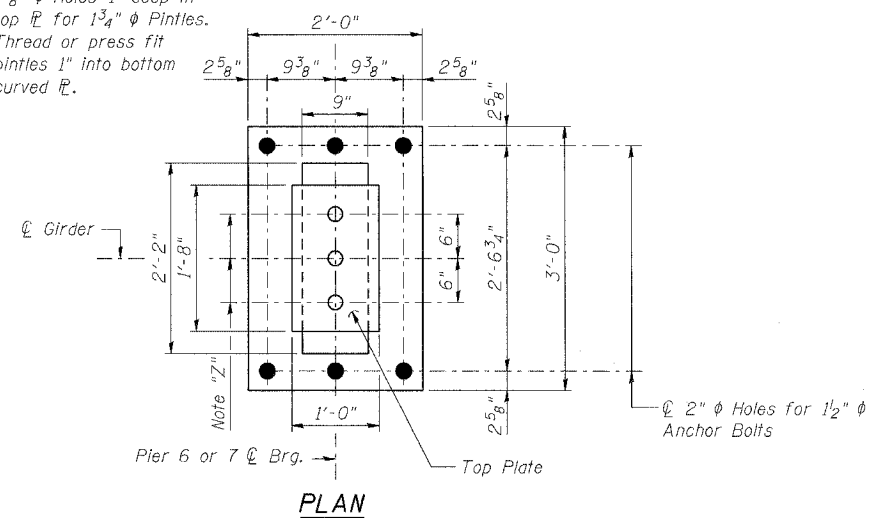
BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1 1/2"	Each	72

NOTES:

- All Anchor Bolts shall be ASTM F 1554 Grade 105.
- After Girders have been erected, holes at bearings shall be drilled and anchor bolts grouted in place.
- All structural steel for bearings shall be AASHTO M 270 Grade 50.
- Top Plate to be furnished with Girder and connected in shop. Weld to be interrupted in corners accordingly with Art. 2,8,1,8, BWC.
- All exposed structural steel of the bearings shall be cleaned and shop painted using either the inorganic or organic paint system. See Special Provision for Cleaning and Painting New Metal Structures.
- Bearing and contact surfaces shall be finished in accordance with requirements of IDOT Standard Specifications, Art. 505.04, (i).
- Fixed bearing, excluding anchor bolts, is paid for as "Furnishing and Erecting Structural Steel".
- Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates and shims and placed as shown on bearing details.

Note "Z":
 1 1/8" ϕ Holes-1" deep in top PL for 1 3/4" ϕ Pintles. Thread or press fit pintles 1" into bottom curved PL.



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DRAWN	VH
CHECKED	KWS

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

**FIXED LOW PROFILE BEARINGS
 PIERS 6 & 7**

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

STA. 1036+27
 DATE: JUNE 15, 2007

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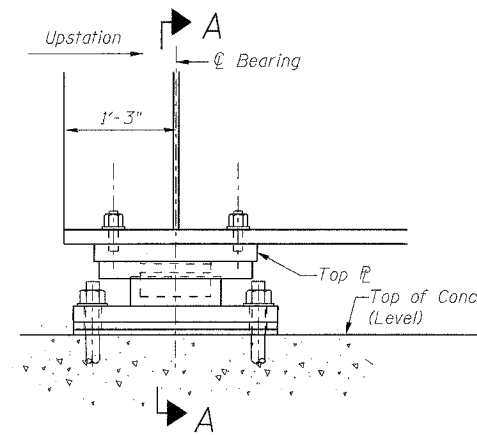
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	84
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

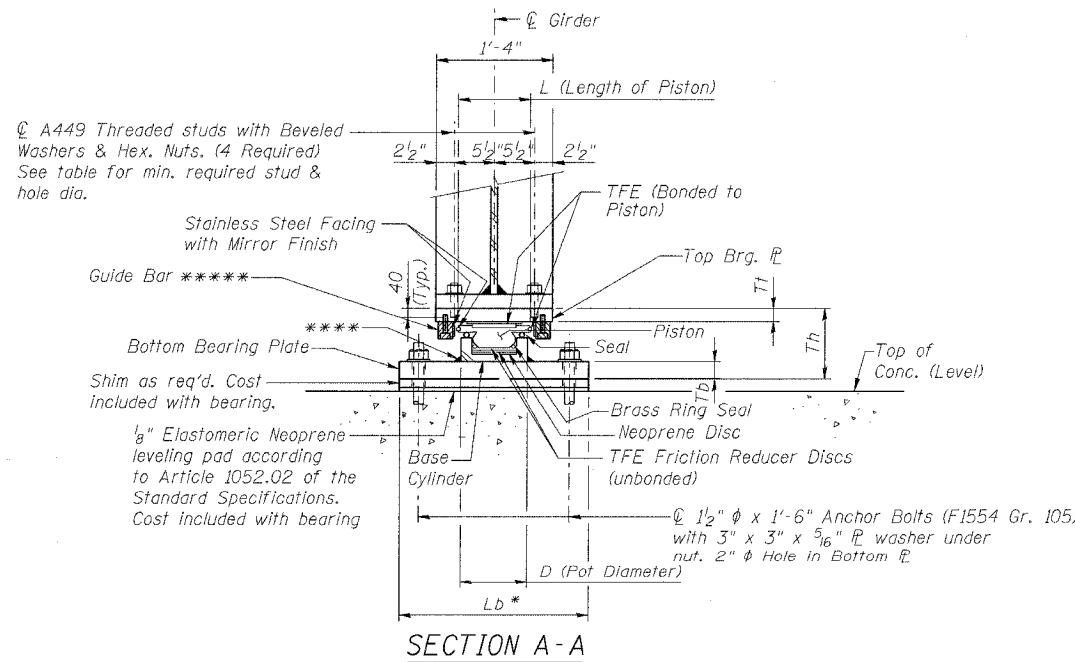
BRIDGE SHEET S68 OF S114

CONTRACT NO. 94450



ELEVATION

(Pier 1 shown, Pier 9 similar, opposite hand)



SECTION A-A

⌀ A449 Threaded studs with Beveled Washers & Hex. Nuts. (4 Required) See table for min. required stud & hole dia.

Stainless Steel Facing with Mirror Finish

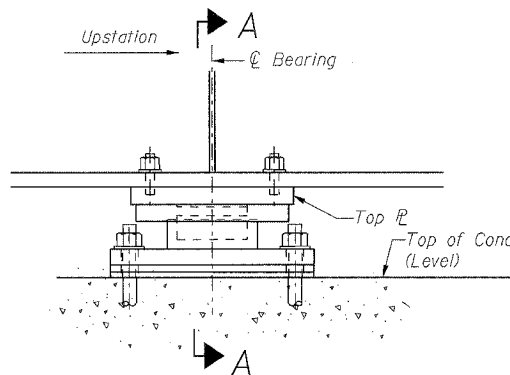
Guide Bar *****

Bottom Bearing Plate ***** Shim as req'd. Cost included with bearing.

1/8" Elastomeric Neoprene leveling pad according to Article 1052.02 of the Standard Specifications. Cost included with bearing

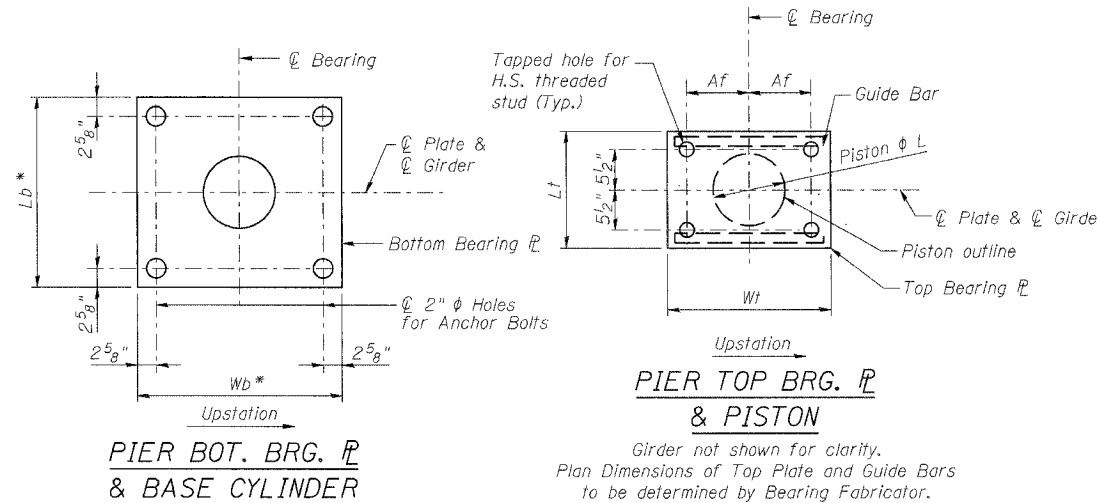
⌀ 1 1/2" ⌀ x 1'-6" Anchor Bolts (F1554 Gr. 105) with 3" x 3" x 5/16" ⌀ washer under nut. 2" ⌀ Hole in Bottom ⌀.

***** Weld may be omitted if base cylinder is recessed into bottom bearing plate (Optional)
***** As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.



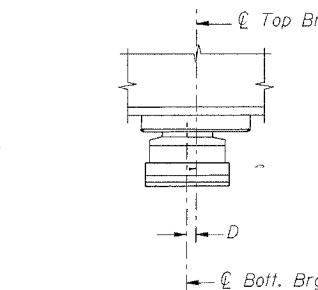
ELEVATION

(Piers 5 & 8)

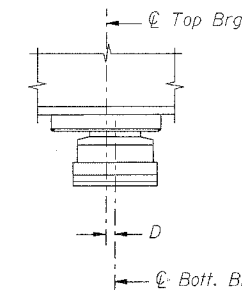


PIER TOP BRG. & PISTON

Girder not shown for clarity. Plan Dimensions of Top Plate and Guide Bars to be determined by Bearing Fabricator.



BELOW 50 °F
(Move bott. brg. away from fixed brg.)



ABOVE 50 °F
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT BEARINGS

D = 1/8" per each 100' of expansion (contraction) length for every 15 °F temperature change from the normal temperature of 50 °F.

BILL OF MATERIAL

Item	Unit	Total
HLMR Bearings, Guided Expansion, 250 kips	Ea.	12
HLMR Bearings, Guided Expansion, 600 kips	Ea.	12
Anchor Bolts, 1 1/2"	Ea.	96

NOTES:

- All steel for the HLMR Bearings shall conform to the requirements of AASHTO M 270 Grade 50, unless otherwise noted. See details for threaded studs and anchor bolt materials. Anchor bolts shall be hot-dipped galvanized in accordance with AASHTO M 232 (ASTM A 153). Studs, nuts, and washers shall be mechanically galvanized in accordance with AASHTO M298. All other exposed structural steel of the bearings shall be cleaned and shop painted with either the inorganic or organic paint system. See Special Provision for Cleaning and Painting of New Metal Structures. Teflon and stainless steel materials shall conform to AASHTO requirements and the Special Provision for High Load Multi-Rotational Bearings.
- See sheets S50-S51 for girder layout.
- Dimensions and Bearing characteristics shown in contract drawings are exclusively those necessary for Bearing detailing. Total bearing height (Th) is based on samples of three different bearing Manufacturers. Actual Bearing height may differ from contract plans. Contractor to verify Bearing height and adjust seat elevations, if required, prior to placing pier concrete. If actual dimensions differ to those shown on the plans, then Contractor shall be responsible for meeting AASHTO edge distance requirements and for ensuring adequate clearance for installation of all Anchor Bolts and threaded studs. The Wt dimension at Piers 4 & 9 influences the overall length of the Girder and cannot exceed 2'-5" under any circumstances due to joint restrictions.
- Bearing assemblies shall be designed and assembled to allow its replacement by jacking the superstructure.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

* To be verified by the contractor for proper access of the drilling tool.
** Design Loads are the governing service loads.
*** Rotation allowances for fabrication tolerances & installation uncertainties not included.

Location	Pay Item Designation (Kips)	Vert. Design Load** (Kips)	Horiz. Design Load** (Kips)	Required Rotation Range*** (Radians)	Max. Theoretical Thermal Movement @ 50 °F	Max. Theoretical Seismic Movement @ 50 °F	Design Movement	Min. Dia. Threaded Stud	Threaded Stud Hole Dia. At Girder Bottom ⌀	
										Top Plate
Piers 4 & 9	250	196.2	48.5	+ 0.02	3 3/8"	± 3 1/4"	± 5"	1"	1 1/8"	
Piers 5 & 8	600	573.6	97.8	+ 0.02	2"	± 3 1/4"	± 4 1/4"	1 1/2"	1 5/8"	
Location										
Piers 4 & 9	8 1/2"	2'-0"	1'-4"	1 3/4"	9 7/8"	11 3/8"	1'-6"	2'-2"	1 5/8"	6 5/8"
Piers 5 & 8	10 1/2"	2'-3 3/8"	1'-8 3/4"	3"	1'-3 3/8"	1'-4 5/8"	2'-0"	2'-8"	2 1/4"	9 1/2"

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CHECKED	YS
DRAWN	RMG
CHECKED	KWS

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312-665-0460
Job No. 3426

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

HLMR BEARING DETAILS
GUIDED EXPANSION

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

STA. 1036+27
DATE: JUNE 15, 2007

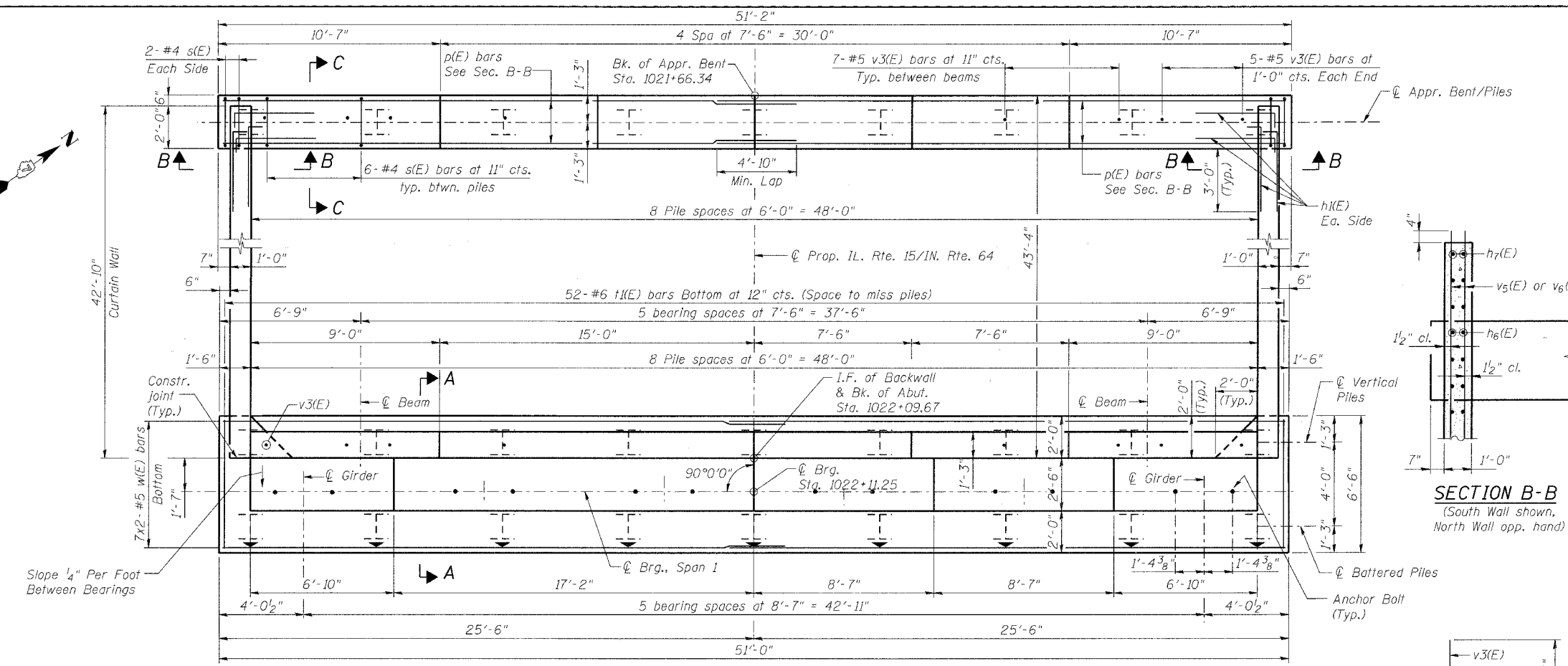
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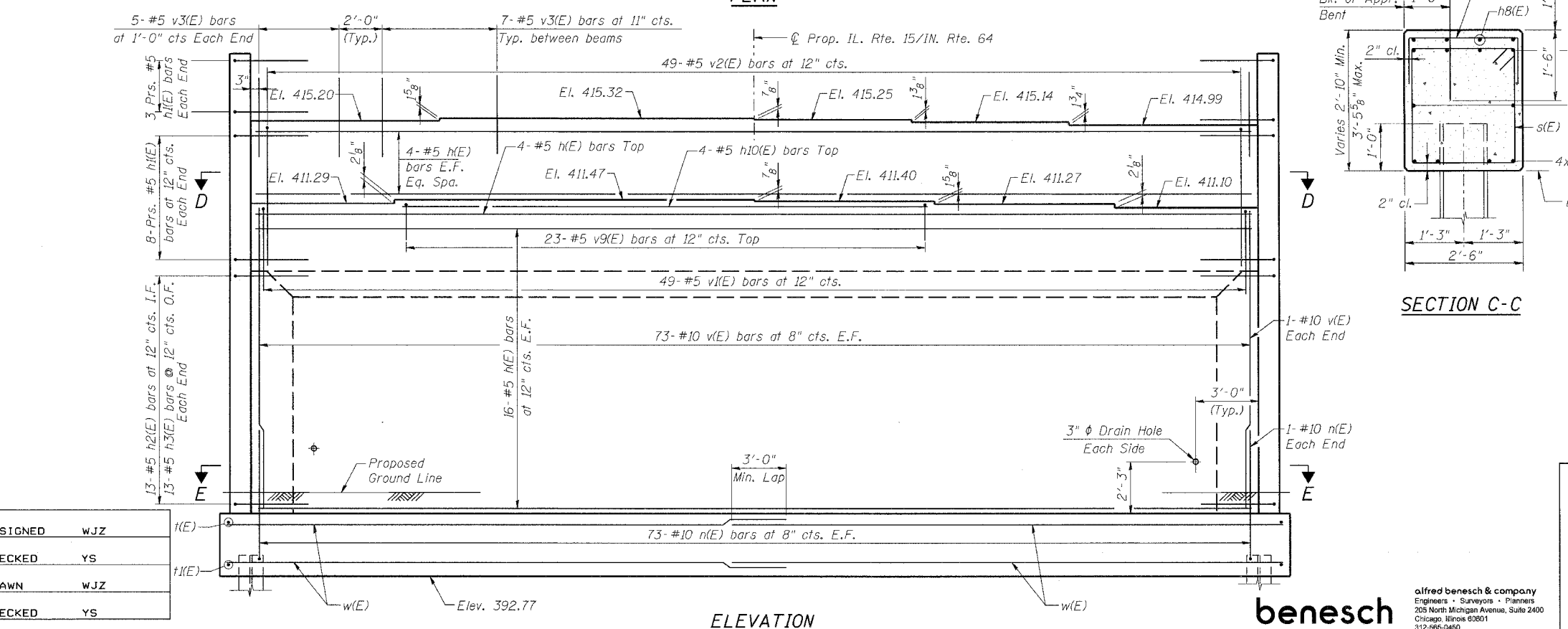
6/26/2007

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	85
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

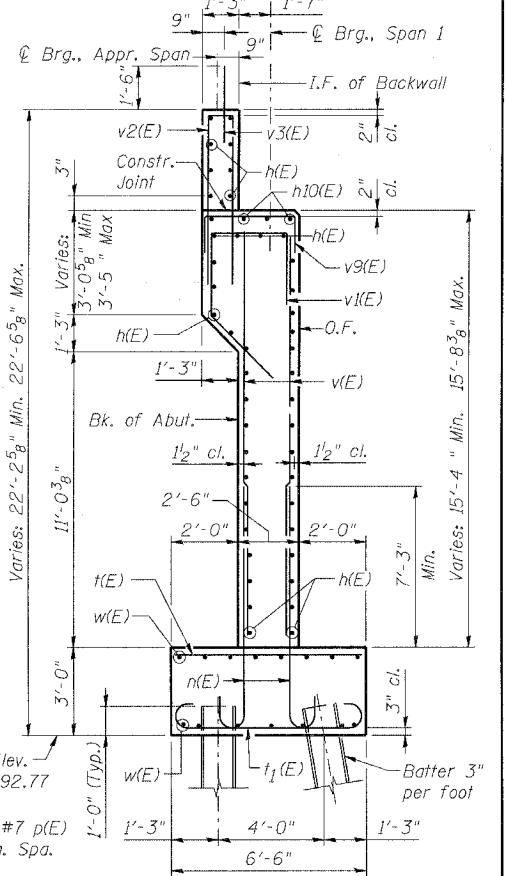
BRIDGE SHEET S69 OF S114 CONTRACT 94450



PLAN

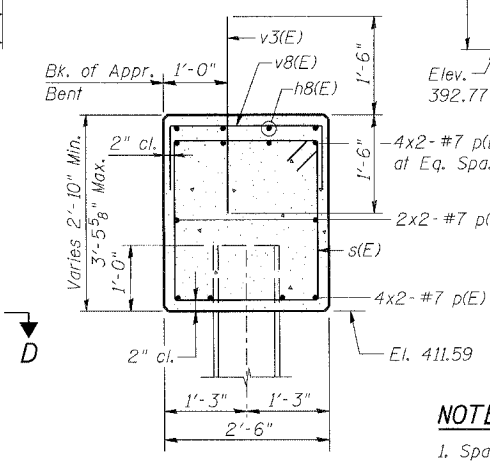


ELEVATION



SECTION B-B
(South Wall shown,
North Wall opp. hand)

SECTION A-A



SECTION C-C

NOTES:

1. Space reinforcement in cap to miss anchor bolts.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Work this sheet with sheet S70.
4. Pour steps monolithically with cap.
5. For Sections D-D, E-E and F-F see Sheet S70.
6. E.F. Denotes Each Face
I.F. Denotes Inside Face
O.F. Denotes Outside Face
7. ▽ Denotes 3" per 12" batter.
8. Bars indicated thus: 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.

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

WEST ABUTMENT
PLAN AND ELEVATION

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

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312-666-0450
Job No. 3426

DESIGNED	WJZ
CHECKED	YS
DRAWN	WJZ
CHECKED	YS

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6/26/2007

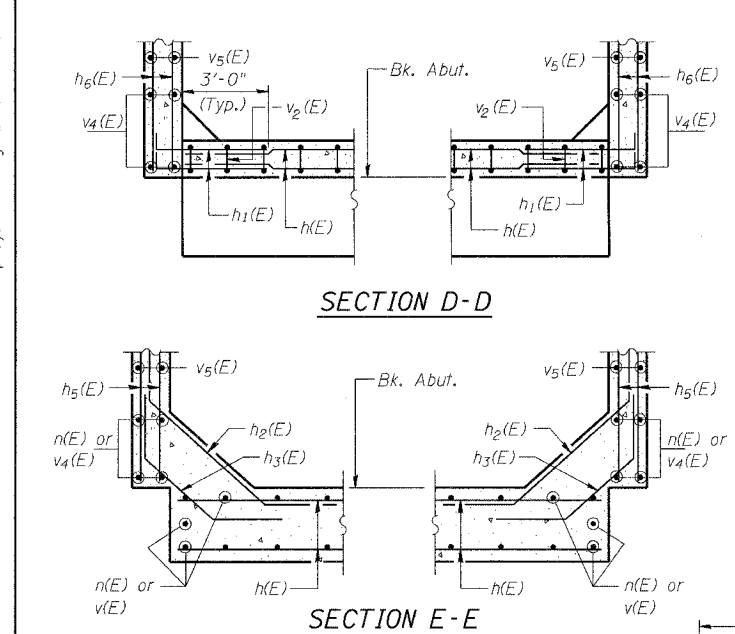
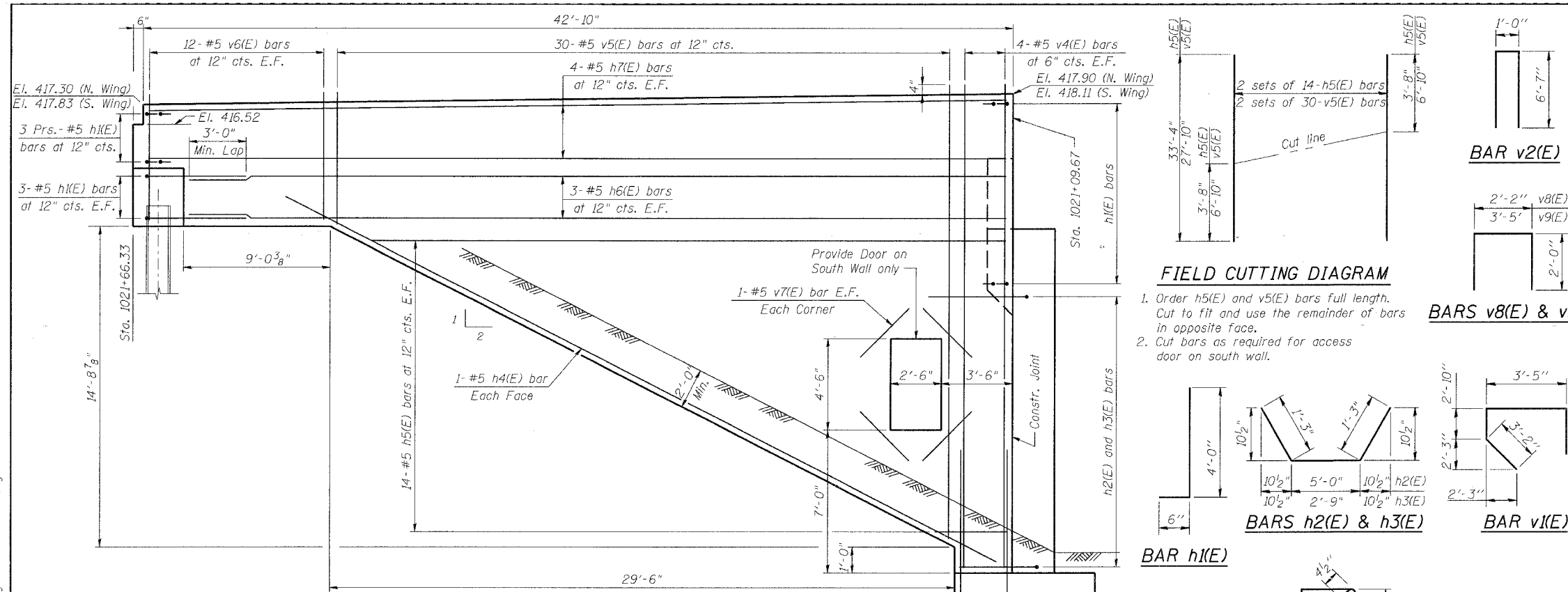
ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	86
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS PROJECT		

BRIDGE SHEET S70 OF S114
CONTRACT NO. 94450

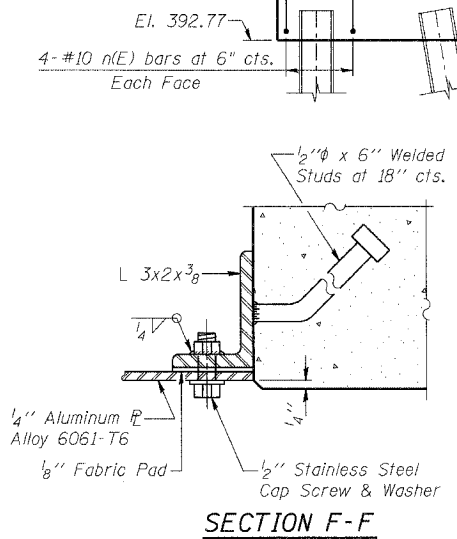
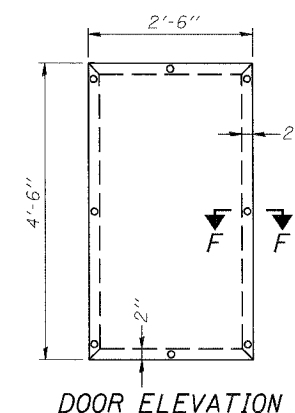
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	44	#5	47'-8"	—
h1(E)	64	#5	4'-6"	┘
h2(E)	26	#5	7'-6"	┘
h3(E)	26	#5	5'-3"	┘
h4(E)	4	#5	39'-9"	—
h5(E)	28	#5	33'-4"	—
h6(E)	12	#5	40'-6"	—
h7(E)	16	#5	42'-6"	—
h8(E)	4	#5	32'-9"	—
h9(E)	4	#5	7'-2"	—
h10(E)	4	#5	22'-2"	—
n(E)	164	#10	11'-6"	┘
p(E)	20	#7	27'-11"	—
s(E)	52	#4	10'-1"	□
t(E)	52	#6	6'-2"	—
t1(E)	52	#6	7'-6"	┘
v(E)	148	#10	15'-1"	—
v1(E)	49	#5	11'-11"	┘
v2(E)	49	#5	14'-2"	┘
v3(E)	90	#5	3'-0"	—
v4(E)	16	#5	22'-8"	—
v5(E)	60	#5	27'-10"	—
v6(E)	48	#5	6'-6"	—
v7(E)	8	#5	3'-0"	—
v8(E)	34	#5	6'-2"	┘
v9(E)	23	#5	7'-5"	┘
w(E)	28	#5	27'-0"	—

Pay Item	Unit	Total
Concrete Structures	Cu. Yd.	188.0
Reinf. Bars, Epoxy Coated	Pound	30520
Structure Excavation	Cu. Yd.	167
Furnishing Steel Piles HP 12x74	Foot	1170
Driving Piles	Foot	1170
Test Pile Steel HP 12x74	Each	1
Concrete Sealer	Sq. Ft.	120
Pile Shoes	Each	27



SIDE ELEVATION
(Looking North)



APPR. BENT-PILE DATA

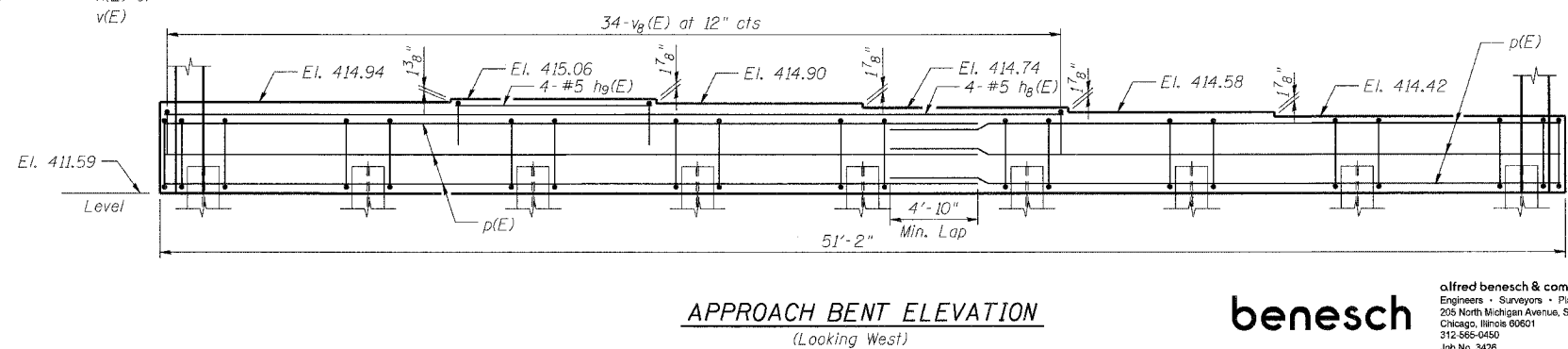
Type: HP 12x74
Nominal Req'd Brg: 588 kips
Allow. Resist. Avail.: 196 kips
Est. Length: 57'-0"
No. Production Piles: 9
No. Test Piles: 0

ABUT.-PILE DATA

Type: HP 12x74
Nominal Req'd Brg: 588 kips
Allow. Resist. Avail.: 196 kips
Est. Length: 38'-0"
No. Production Piles: 17
No. Test Piles: 1

NOTES:

- Reinforcement bars designated (E) shall be epoxy coated.
- Work this sheet with sheet S69.
- Pour steps monolithically with cap.



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

**WEST ABUTMENT
SECTIONS AND DETAILS**

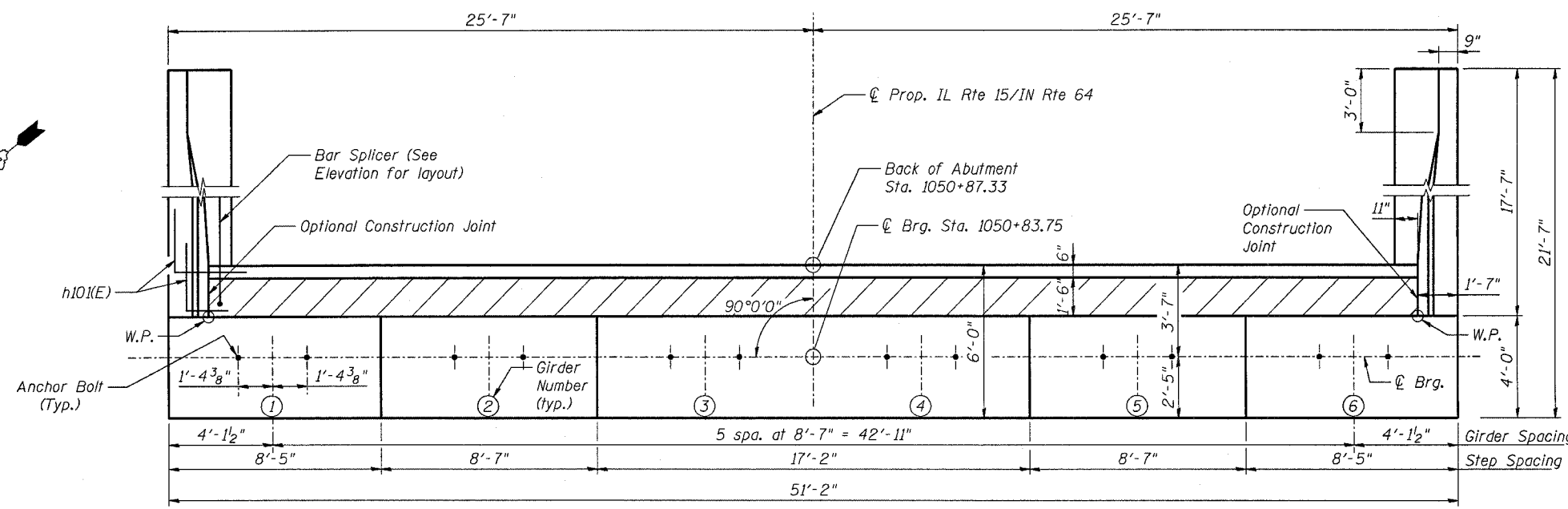
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

DESIGNED	WJZ
CHECKED	YS
DRAWN	WJZ
CHECKED	YS

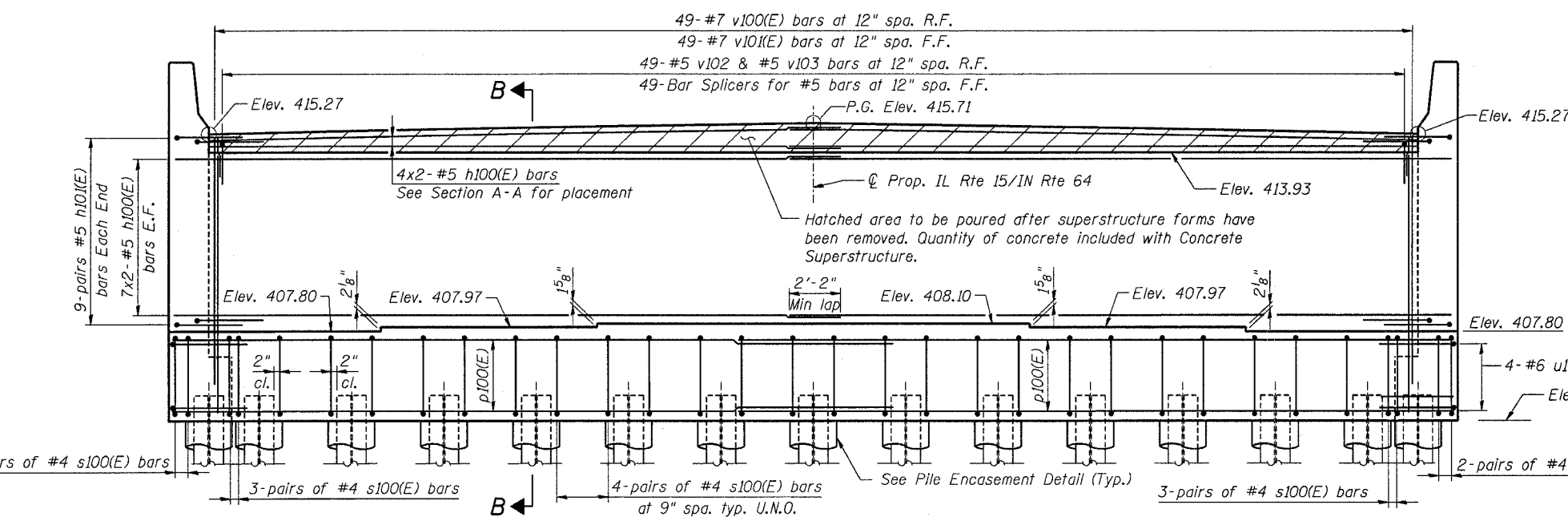
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	87
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

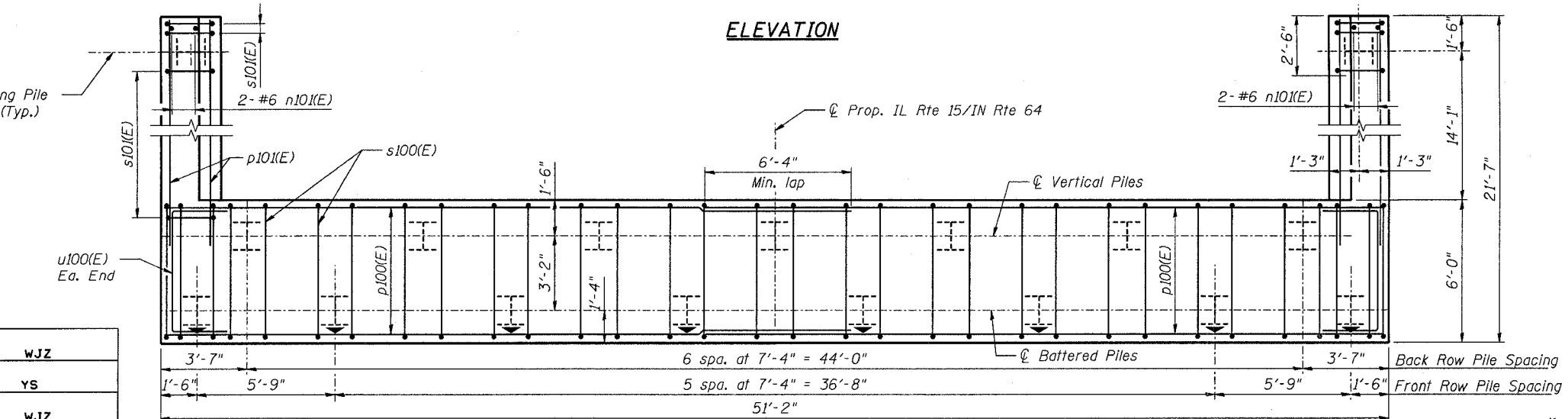
BRIDGE SHEET S71 OF S114 CONTRACT 94450



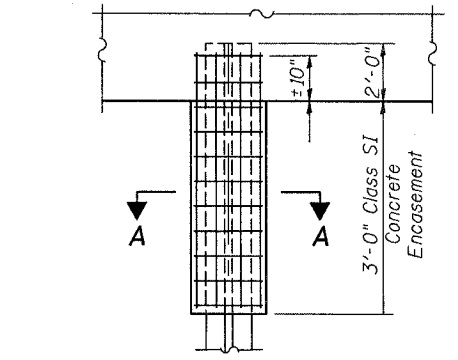
PLAN



ELEVATION



PLAN - PILE CAP



Welded wire fabric
6x6-W4.0 x W4.0
weighing 58#/100 sq. ft.
The cost of Excavation,
Class SI Concrete Encasement
and Reinforcement is included
with Furnishing Steel Piles.
Forms for Encasement may
be omitted when soil
conditions permit.

SECTION A-A
HP 14 x 117

PILE ENCASUREMENT DETAIL

E. ABUT. - PILE DATA

Type : HP14x117
Nominal Req'd Brg.: 930 kips
Allow. Resistance Available: 310 kips
Est. Length : 120'-0"
No. Production Piles: 16
No. Test Piles: 1

NOTES:

1. Work this sheet with Sheet S72.
2. Reinforcement bars Designated (E) shall be epoxy coated.
3. Pour steps monolithically with Pile Bent.
4. E.F. denotes Each Face
I.F. denotes Inside Face
O.F. denotes Outside Face
F.F. denotes Front Face
R.F. denotes Rear Face
5. Space reinforcement in Pile Bent to miss anchor bolts.
6. For Bar Splicer Details, see Sheet S88.
7. Bars indicated thus: 4x2-#5 etc. indicates 4 lines of bars with 2 lengths per line.
8. ▼ Denotes 3" per 12" batter for front row of piles.

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

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

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Job No. 3428

DESIGNED	WJZ
CHECKED	YS
DRAWN	WJZ
CHECKED	YS

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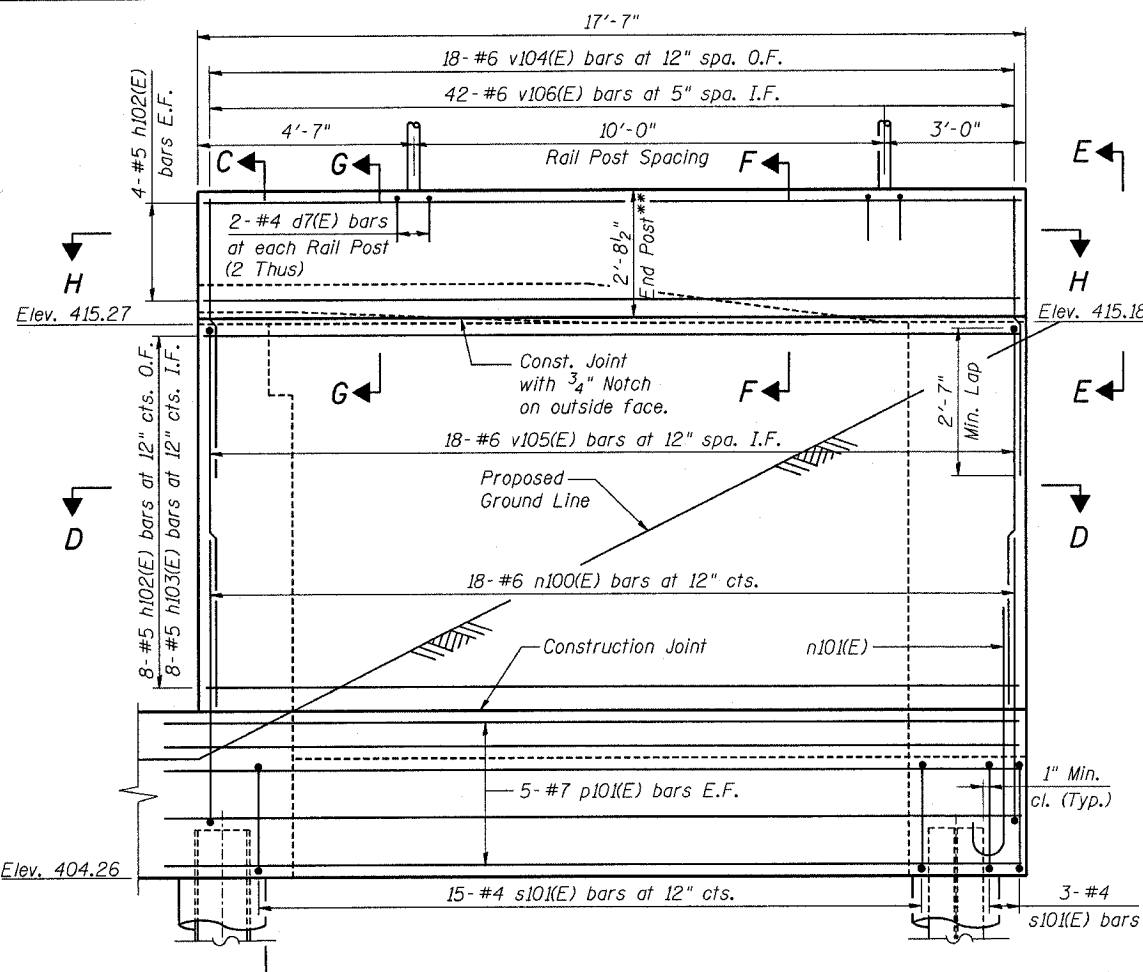
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	88
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS		PROJECT

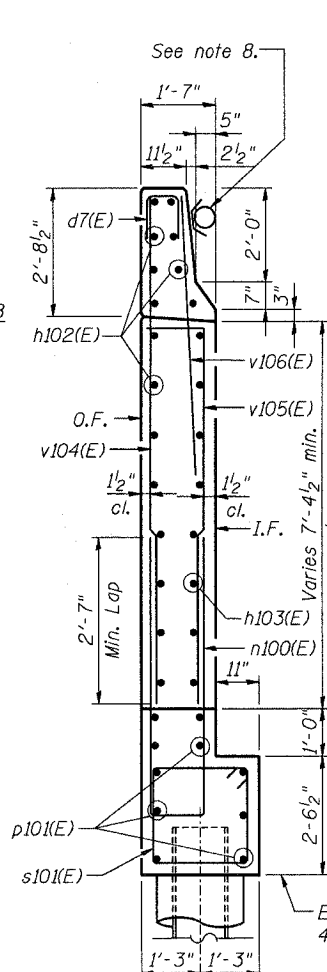
BRIDGE SHEET S72 OF S114 CONTRACT 94450

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d7(E)	8	#4	2'-0"	□
h100(E)	36	#5	26'-11"	—
h101(E)	36	#5	8'-10"	┘
h102(E)	32	#5	17'-3"	—
h103(E)	16	#5	17'-3"	┘
n100(E)	36	#6	11'-2"	┘
n101(E)	4	#6	7'-7"	┘
p100(E)	36	#8	20'-0"	—
p101(E)	20	#7	20'-5"	—
s100(E)	116	#4	14'-1"	□
s101(E)	36	#4	9'-5"	□
u100(E)	8	#6	9'-8"	┘
v100(E)	49	#7	9'-4"	—
v101(E)	49	#7	10'-11"	—
v102(E)	49	#5	2'-1"	┘
v103(E)	49	#5	4'-1"	┘
v104(E)	36	#6	10'-4"	—
v105(E)	36	#6	8'-6"	┘
v106(E)	84	#6	5'-4"	—
Pay Item				
Concrete Structures		Cu. Yd.	97.1	
Reinf. Bars, Epoxy Coated		Pound	11100	
Bar Splicers		Each	49	
Furnishing Steel Piles, HP 14x117		Foot	1950	
Driving Steel Piles		Foot	1950	
Test Pile Steel 14x117		Each	1	
Concrete Sealer		Sq. Ft.	205	
Geocomposite Wall Drain		Sq. Yd.	92	
Pipe Underdrain for Structures 4"		Foot	96	
Porous Gran. Embank. (Special)		Cu. Yd.	154	



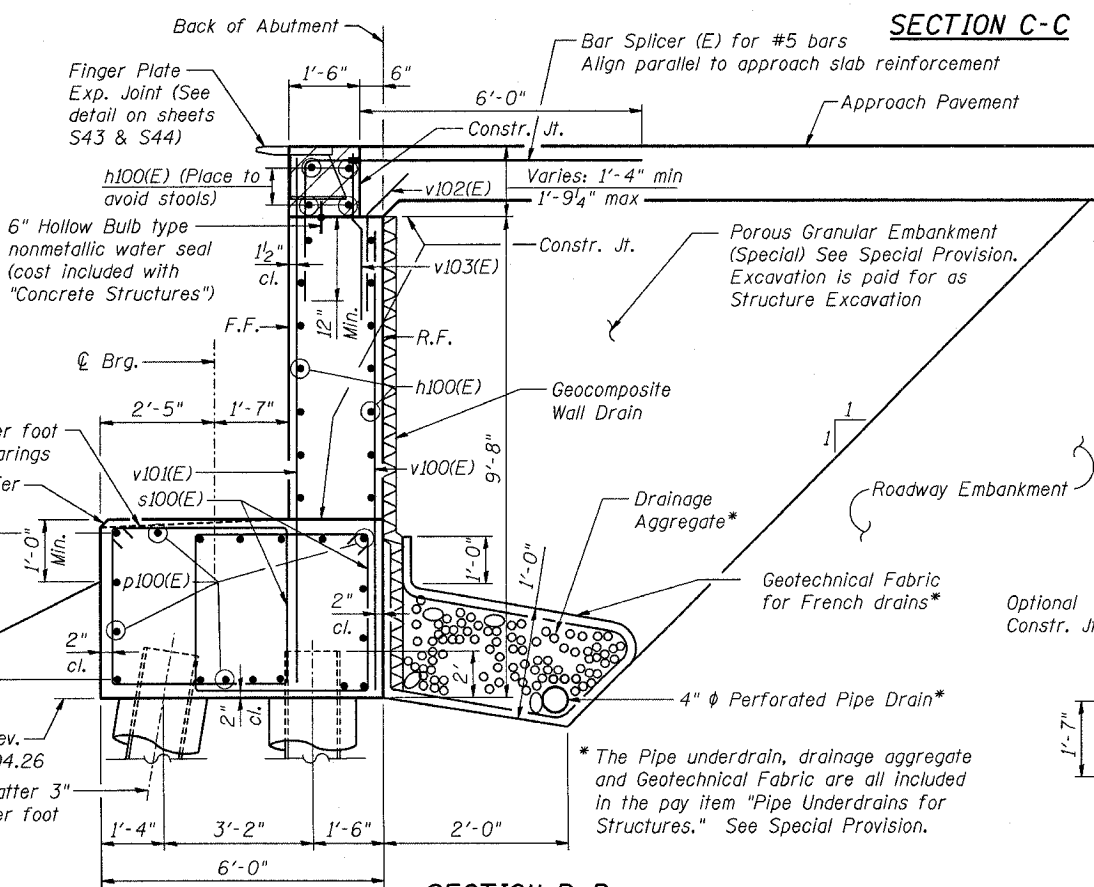
WING WALL ELEVATION



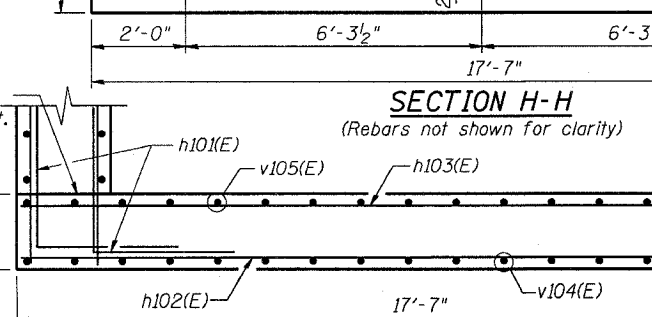
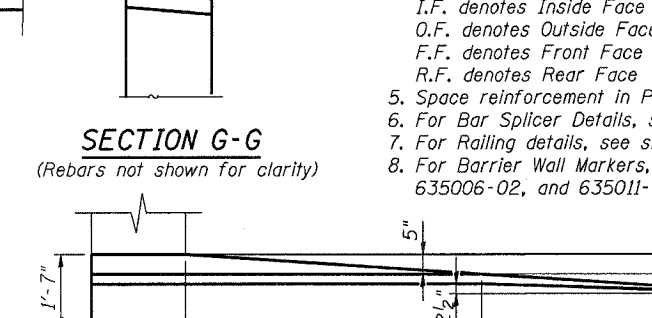
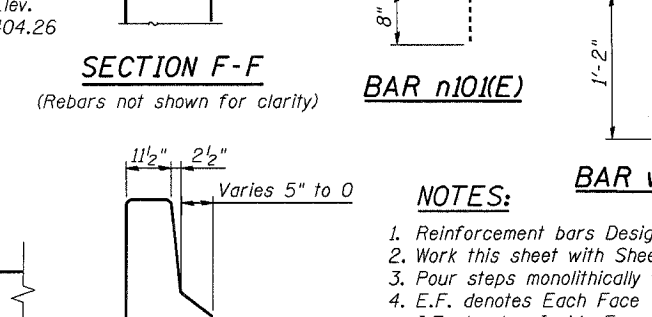
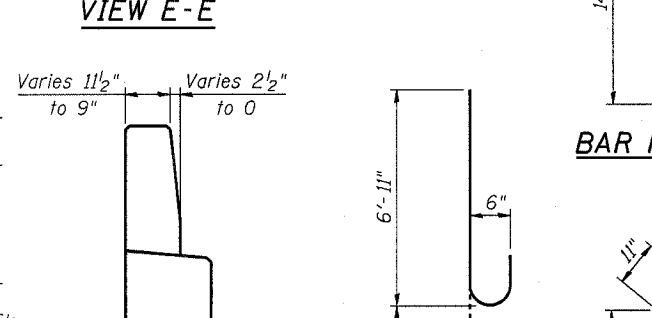
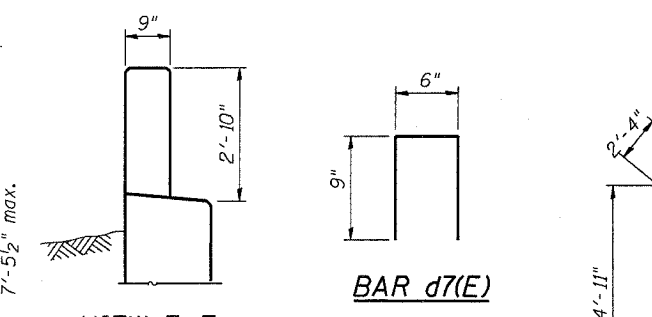
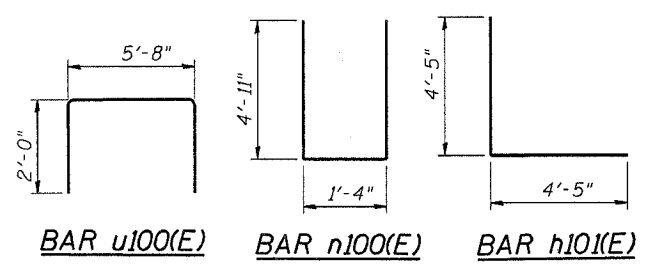
SECTION C-C

** End Post shall be cast after The Bridge Parapet is in place. Form Top Surface to match The Parapet Grade. Quantity of concrete in the end post is included with Concrete Superstructure on Sheet S36.

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)



SECTION B-B



SECTION D-D

- NOTES:**
1. Reinforcement bars Designated (E) shall be epoxy coated.
 2. Work this sheet with Sheet S71.
 3. Pour steps monolithically with Pile Bent.
 4. E.F. denotes Each Face
I.F. denotes Inside Face
O.F. denotes Outside Face
F.F. denotes Front Face
R.F. denotes Rear Face
 5. Space reinforcement in Pile Bent to miss anchor bolts.
 6. For Bar Splicer Details, see Sheet S89.
 7. For Railing details, see sheet S45.
 8. For Barrier Wall Markers, see IDOT Standards 635001, 635006-02, and 635011-01.

DESIGNED	WJZ
CHECKED	YS
DRAWN	WJZ
CHECKED	YS

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

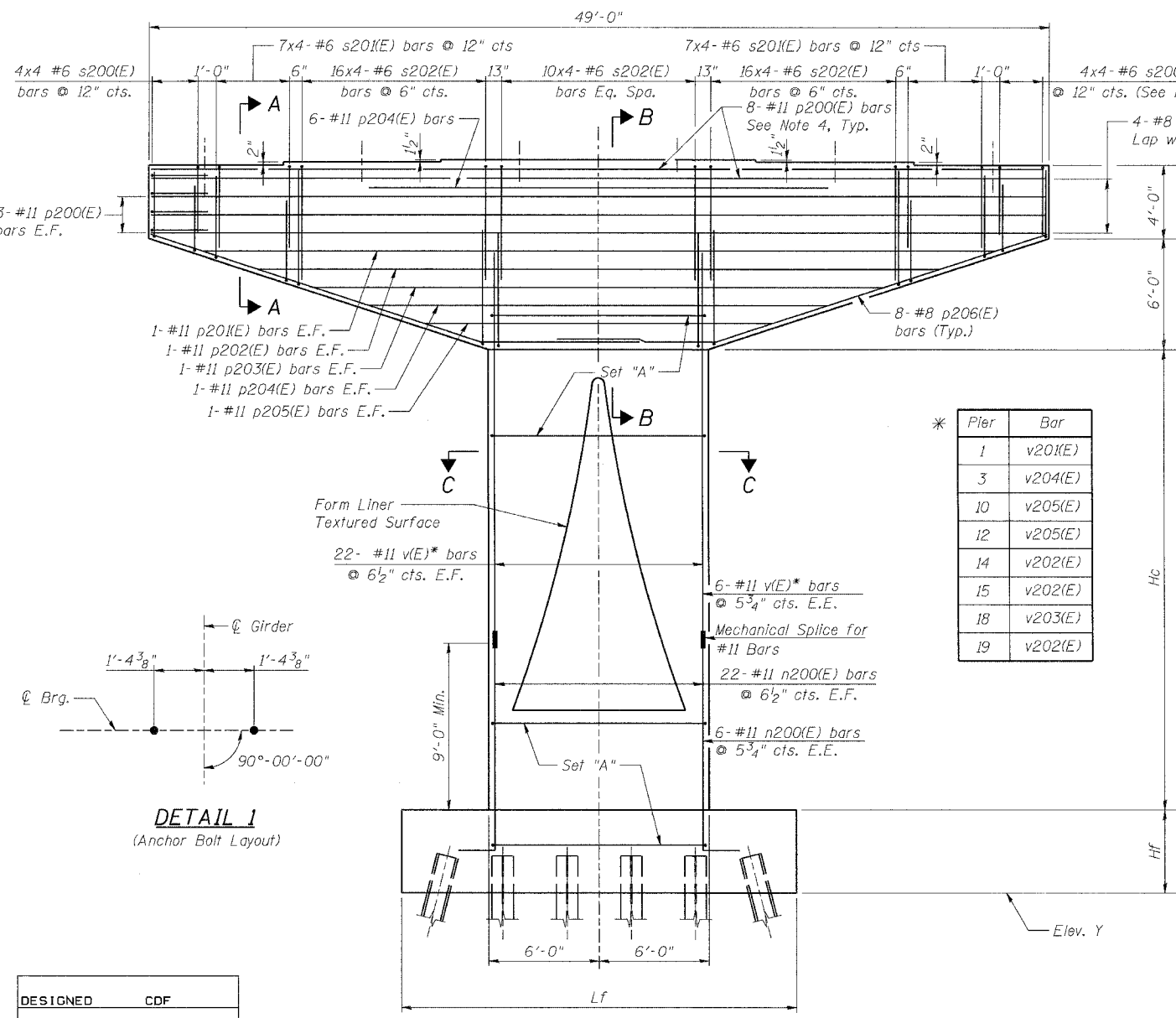
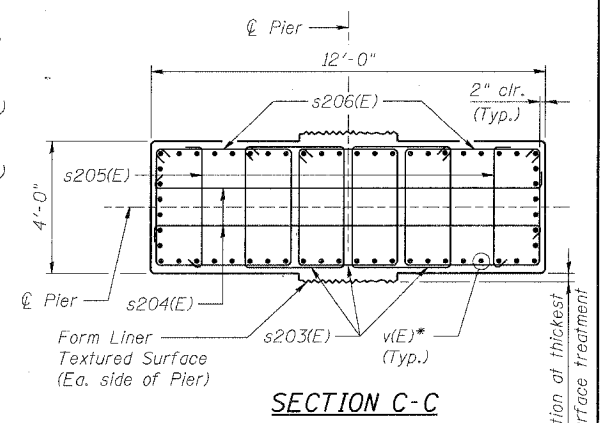
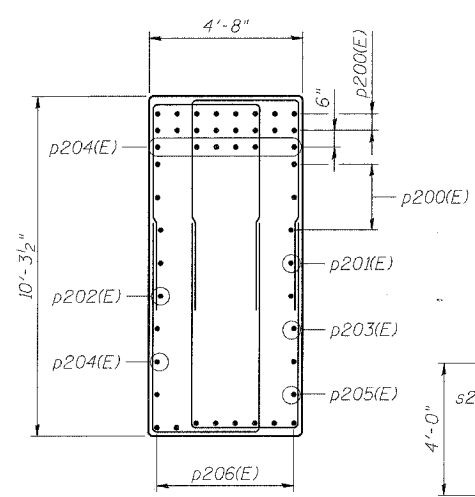
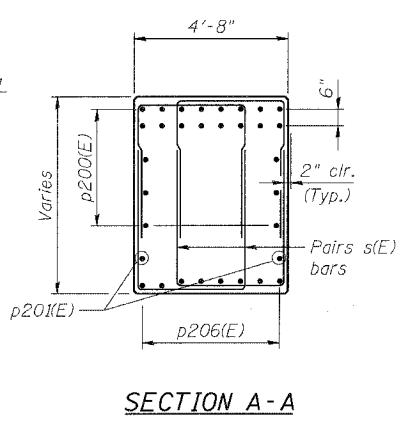
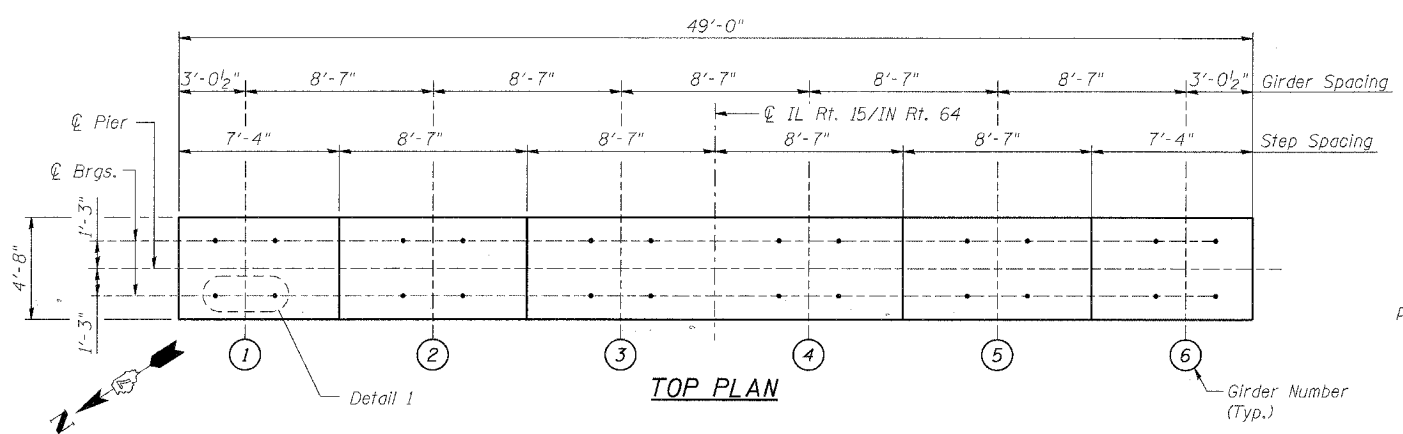
SN: 093-0021 (IL)/9502700 (IN) STA. 1036+27
WABASH CO., IL. DATE: JUNE 15, 2007

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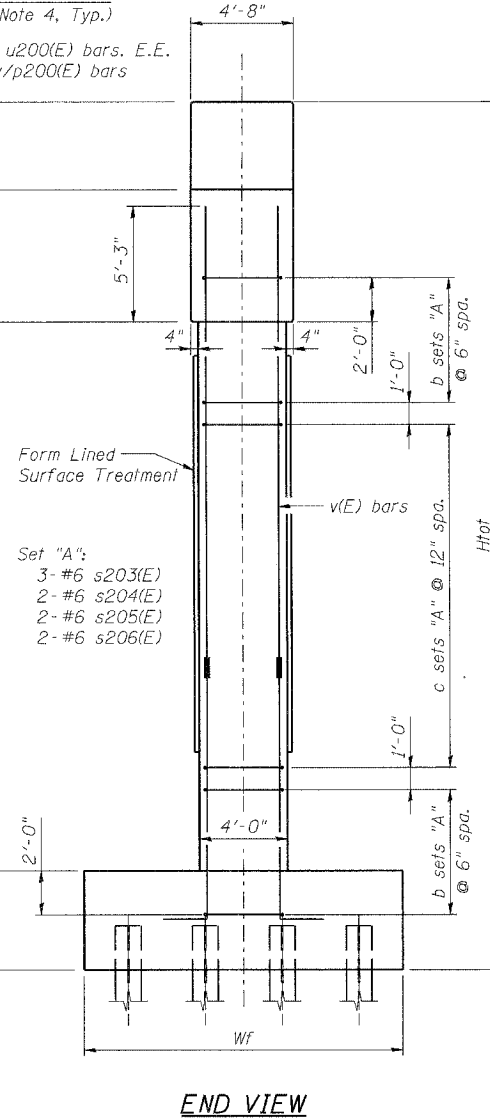
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	89
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S73 OF S114 CONTRACT 94450



* Pier	Bar
1	v201(E)
3	v204(E)
10	v205(E)
12	v205(E)
14	v202(E)
15	v202(E)
18	v203(E)
19	v202(E)



PIER DATA

	Pier 1	Pier 3	Pier 10	Pier 12	Pier 14	Pier 15	Pier 18	Pier 19
Hf	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"
Hc	11'-6 3/8"	22'-7 7/8"	25'-3"	24'-11 7/8"	14'-10 5/8"	14'-3 1/2"	18'-11 7/8"	13'-10 5/8"
Htot	26'-0 3/8"	37'-1 7/8"	39'-9"	38'-7 7/8"	29'-4 5/8"	28'-9 1/2"	33'-5 7/8"	28'-4 5/8"
Lf	21'-6"	21'-6"	21'-6"	21'-6"	21'-6"	21'-6"	21'-6"	21'-6"
Wf	14'-6"	14'-6"	14'-6"	14'-6"	14'-6"	14'-6"	14'-6"	14'-6"
Y	386.5	378.1	374.0	374.0	382.0	382.0	375.5	380.0
b	13	13	13	13	13	13	13	13
c	3	14	16	15	6	5	10	5

NOTES:

- Use the following minimum lap lengths except as noted:
#6: 2'-7" #8: 4'-6" #11: 9'-0"
- E.F. denotes Each Face.
E.E. denotes Each End.
- Pour steps monolithically with cap.
- Space reinforcement in cap to miss anchor bolts.
- All edges shall have standard 3/4" chamfers except as noted.
- Not used.
- For Footing details see sheets S76-S79.
- For Beam Seat Elevations and reinforcement bar bending details see sheet S80.
- For Bill of Materials see sheets S81-S85.
- For Form Liner details see sheet S80.

DESIGNED	CDF
CHECKED	YS/HMA
DRAWN	VH/RMG
CHECKED	CDF

DETAIL 1
(Anchor Bolt Layout)

ELEVATION

END VIEW

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
PIERS 1, 3, 10, 12, 14, 15, 18, & 19
PIER DETAILS

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Job No. 3426

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

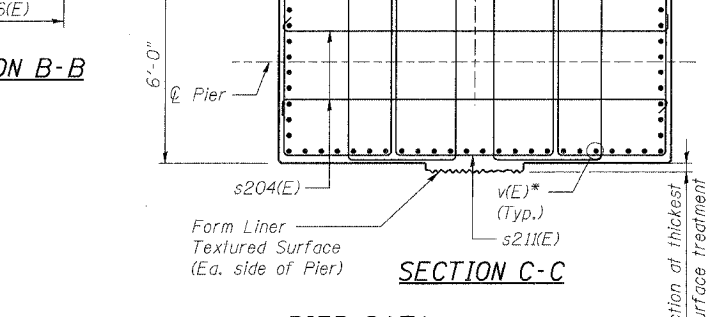
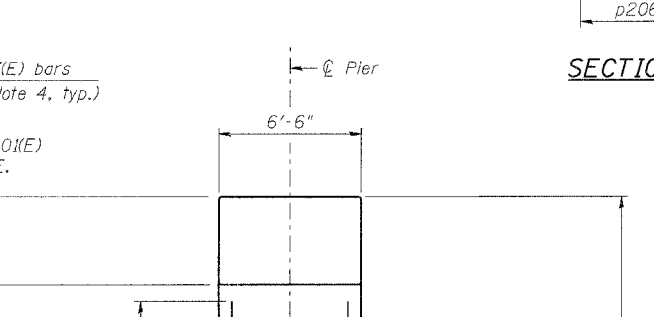
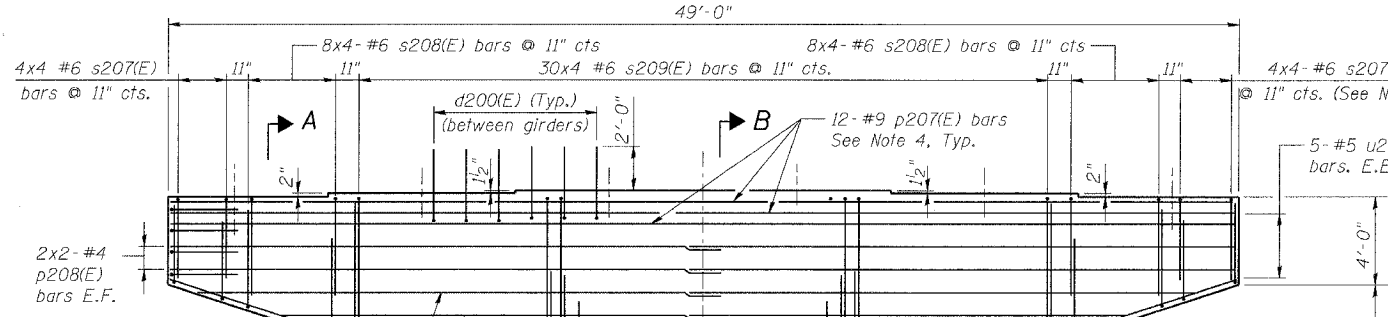
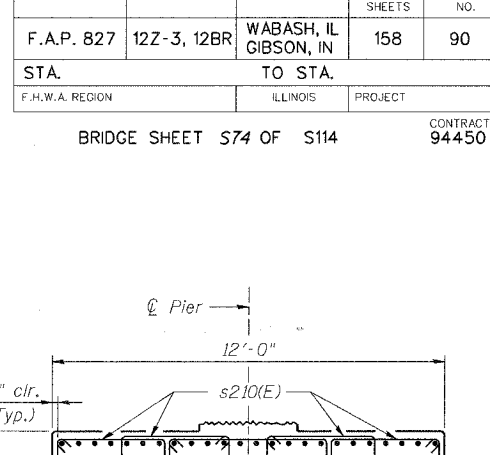
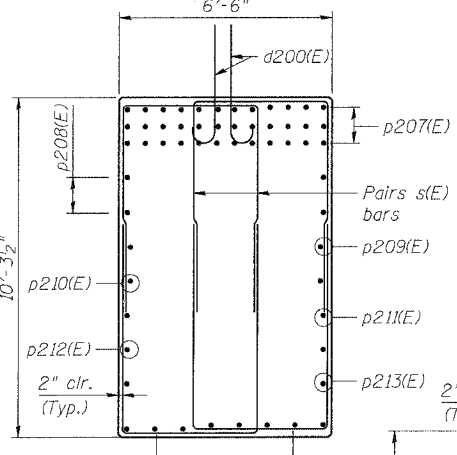
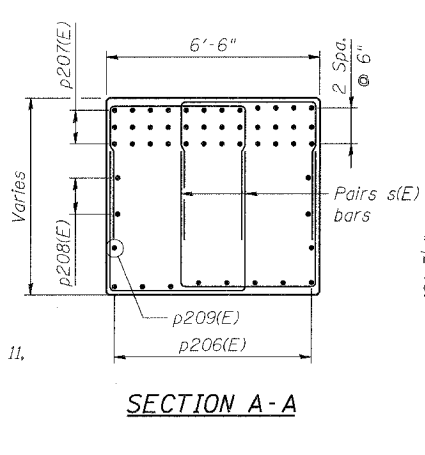
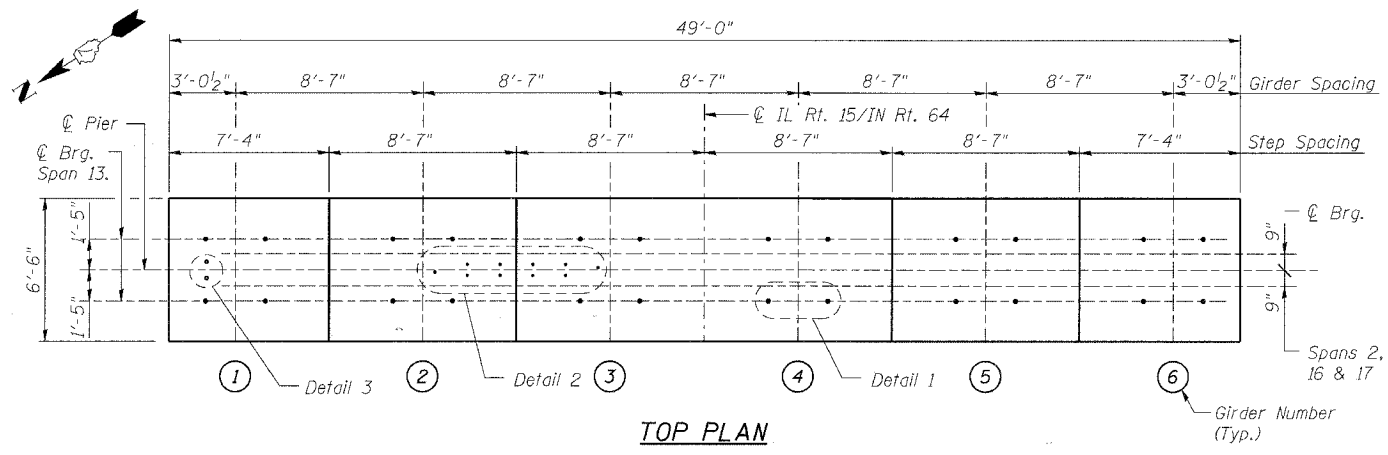
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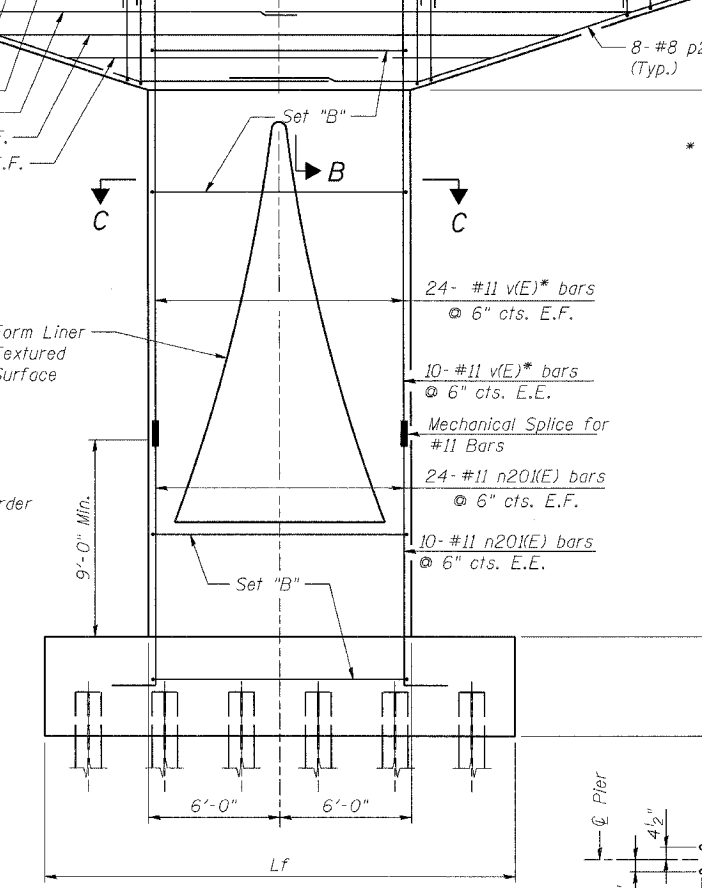
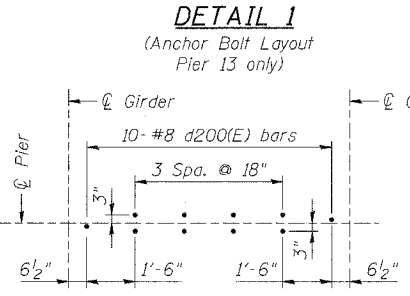
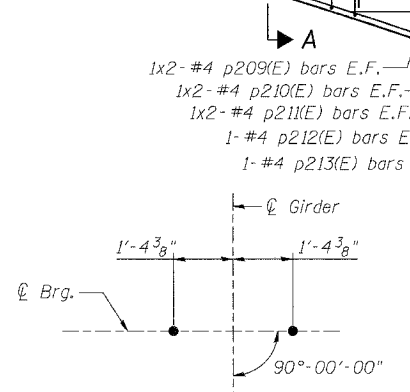
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F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	90
STA.	TO STA.		PROJECT	
F.H.W.A. REGION	ILLINOIS	CONTRACT		

BRIDGE SHEET S74 OF S114 CONTRACT 94450

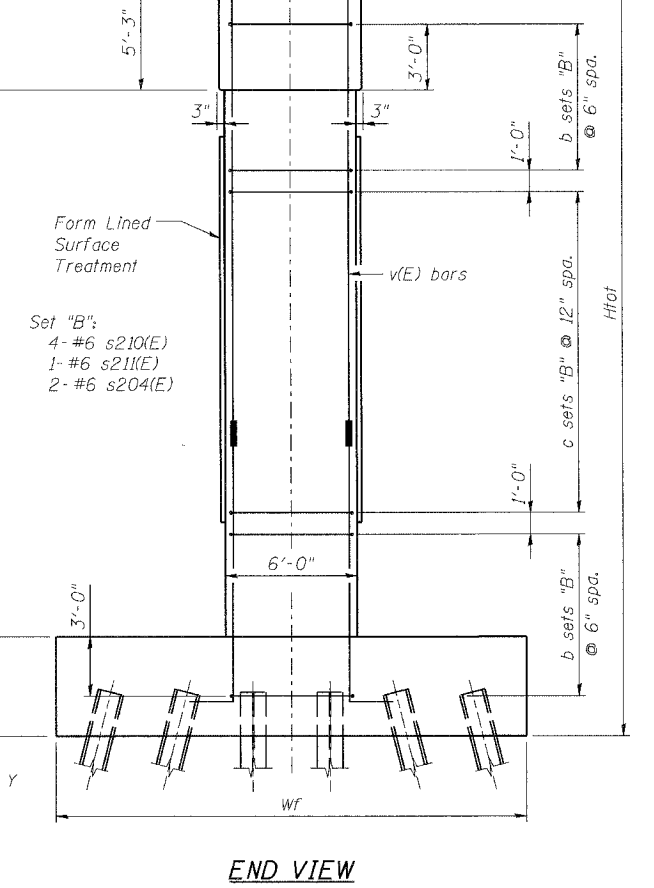


PIER DATA

	Pier 2	Pier 11	Pier 13	Pier 16	Pier 17
Hf	6'-0"	6'-0"	5'-0"	6'-0"	6'-0"
Hc	20'-7 7/8"	25'-4 1/2"	14'-11 7/8"	14'-10 1/2"	16'-3 3/8"
Htot	36'-7 7/8"	41'-4 1/2"	29'-11 7/8"	30'-10 1/2"	32'-3 3/8"
Lf	21'-6"	21'-6"	21'-6"	21'-6"	21'-6"
Wf	21'-6"	21'-6"	14'-6"	21'-6"	21'-6"
Y	378.1	372.5	382.0	380.0	378.0
b	19	19	19	19	19
c	8	12	2	2	3

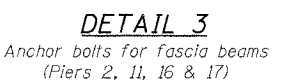


Pier	Bar
2	v204(E)
11	v205(E)
13	v202(E)
16	v202(E)
17	v203(E)



DESIGNED	CDF
CHECKED	YS/HMA
DRAWN	RMG
CHECKED	CDF

ELEVATION



DETAIL 3

END VIEW

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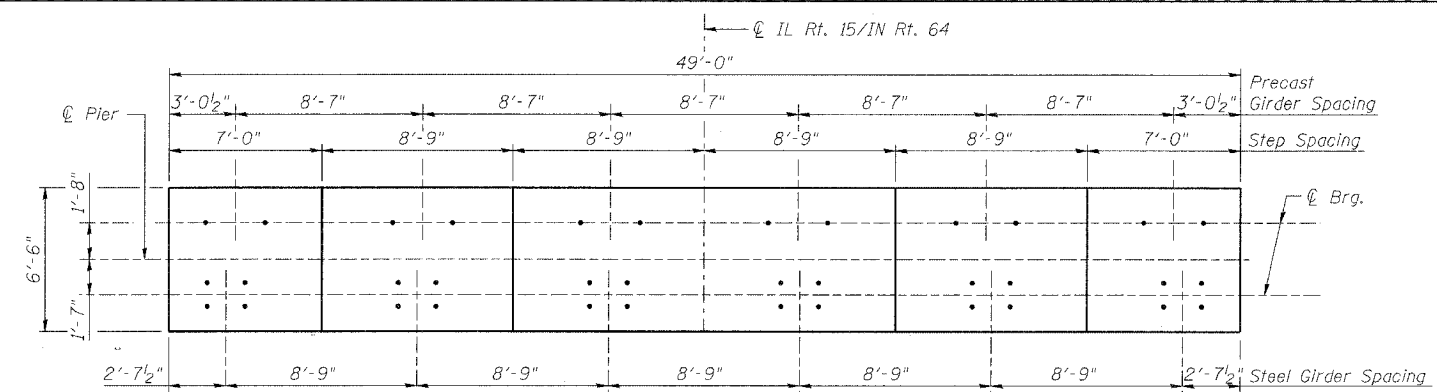
ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
PIERS 2, 11, 13, 16, & 17
PIER DETAILS

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

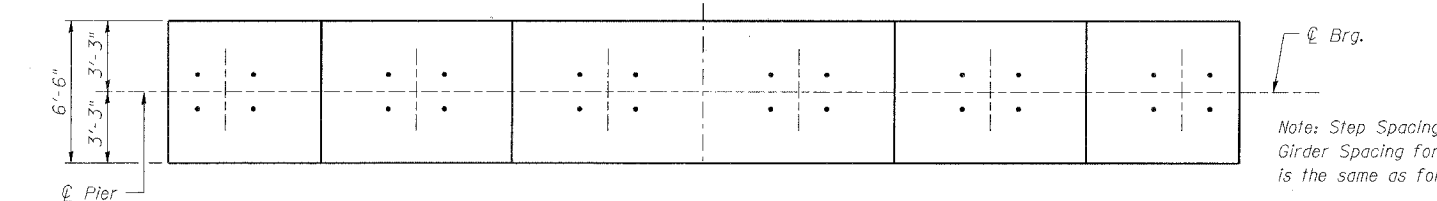
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	91
STA.	TO STA.		PROJECT	
F.H.W.A. REGION	ILLINOIS	CONTRACT		

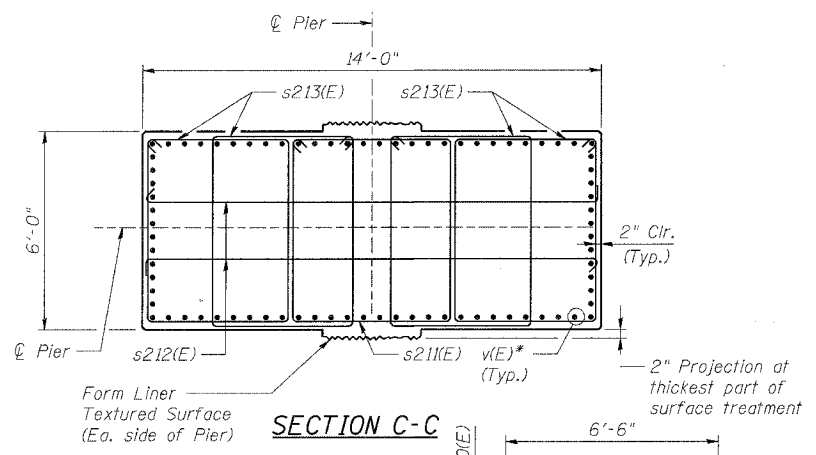
BRIDGE SHEET S75 OF S114 CONTRACT 94450



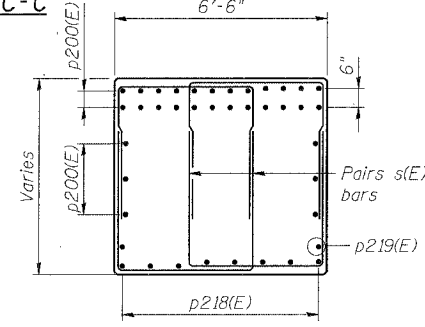
TOP PLAN-PIERS 4 & 9



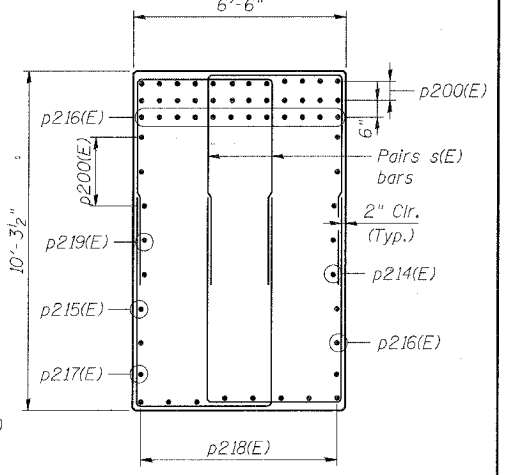
TOP PLAN-PIERS 5, 6, 7 & 8



SECTION C-C

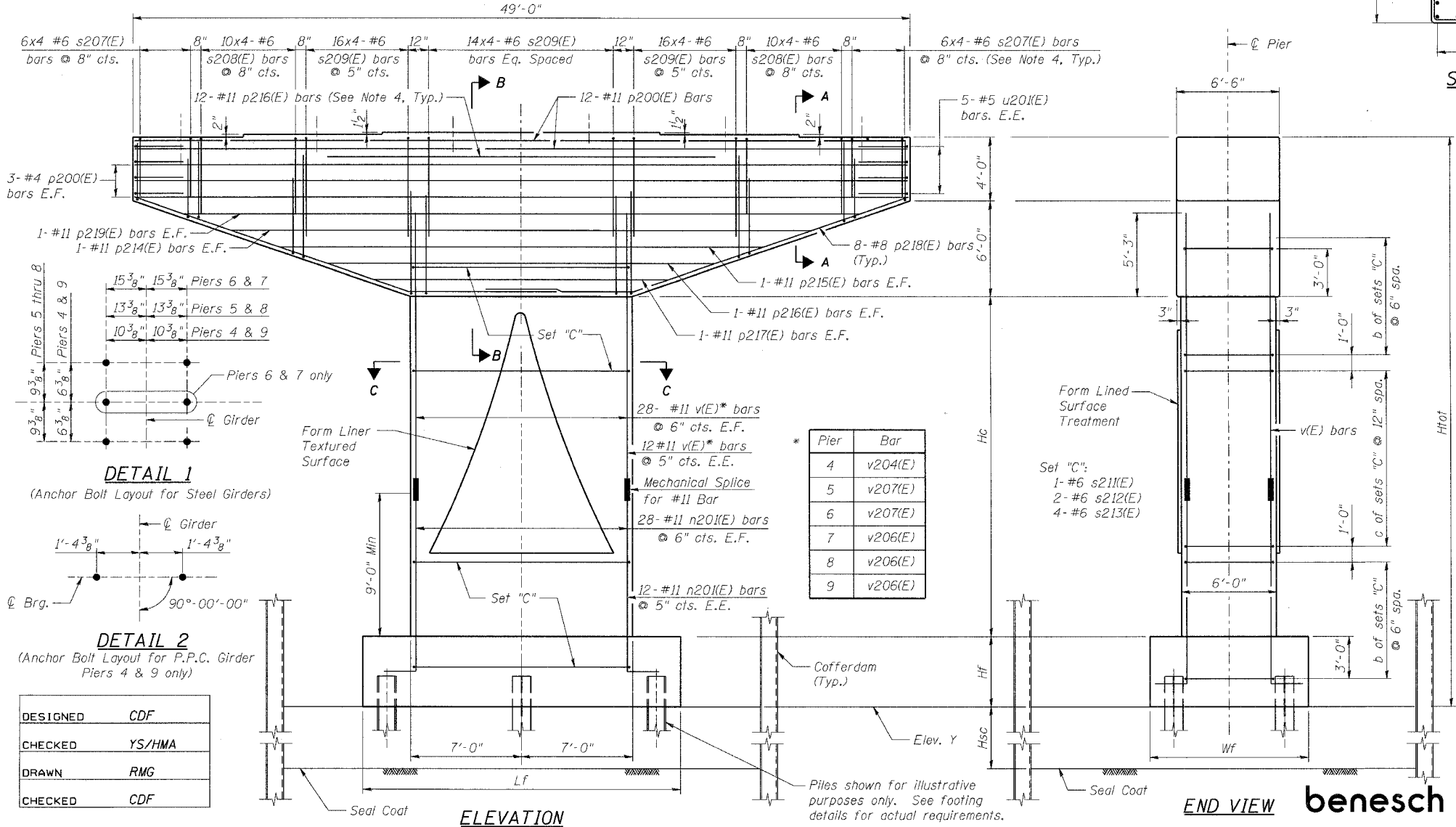


SECTION A-A



SECTION B-B

Note: Step Spacing and Steel Girder Spacing for Piers 5 thru 8 is the same as for Piers 4 & 9.



ELEVATION

END VIEW **benesch**

PIER DATA

	Pier 4	Pier 5	Pier 6	Pier 7	Pier 8	Pier 9
Hf	4'-6"	4'-6"	6'-6"	6'-6"	6'-0"	5'-0"
Hc	19'-2 7/8"	42'-8 3/8"	41'-5 1/4"	38'-7 5/8"	36'-0 5/8"	36'-6 1/2"
Htot	33'-8 7/8"	57'-2 3/8"	57'-11 1/4"	55'-1 5/8"	52'-0 5/8"	51'-6 1/2"
Lf	20'-0"	20'-0"	32'-0"	32'-0"	32'-0"	21'-6"
Wf	10'-0"	10'-0"	20'-0"	20'-0"	20'-0"	14'-6"
Y	382.5	359.5	359.2	361.2	362.9	362.9
b	19	21	21	20	19	19
c	6	27	27	25	23	23
Hsc	15'-6"	14'-4"	18'-0"	18'-0"	17'-0"	14'-6"

NOTES:

- Use the following minimum lap lengths except as noted:
#6: 2'-7" #8: 4'-6" #11: 9'-0".
- E.F. denotes Each Face.
E.E. denotes Each End.
- Pour steps monolithically with cap.
- Space reinforcement in cap to miss anchor bolts.
- All edges shall have standard 3/4" chamfers except as noted.
- For Form Liner Details, see sheet S80.
- See Special Provisions: "Piers 4 & 5 Foundation Construction," and "Piers 6-9 Foundation Construction."
- For Footing details see sheets S76-S79.
- For Beam Seat Elevations and reinforcement bar bending details see sheet S80.
- For Bill of Materials see sheets S81-S85.

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 15/IN ROUTE 64
OVER WABASH RIVER PUBLIC WATERS
FAP 827 SECT 12Z-3, 12BR
PIERS 4, 5, 6, 7, 8, & 9
PIER DETAILS

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

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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	92
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S76 OF S114

CONTRACT
94450

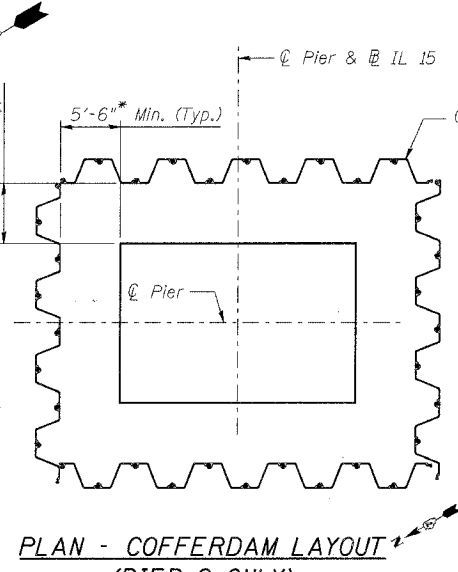
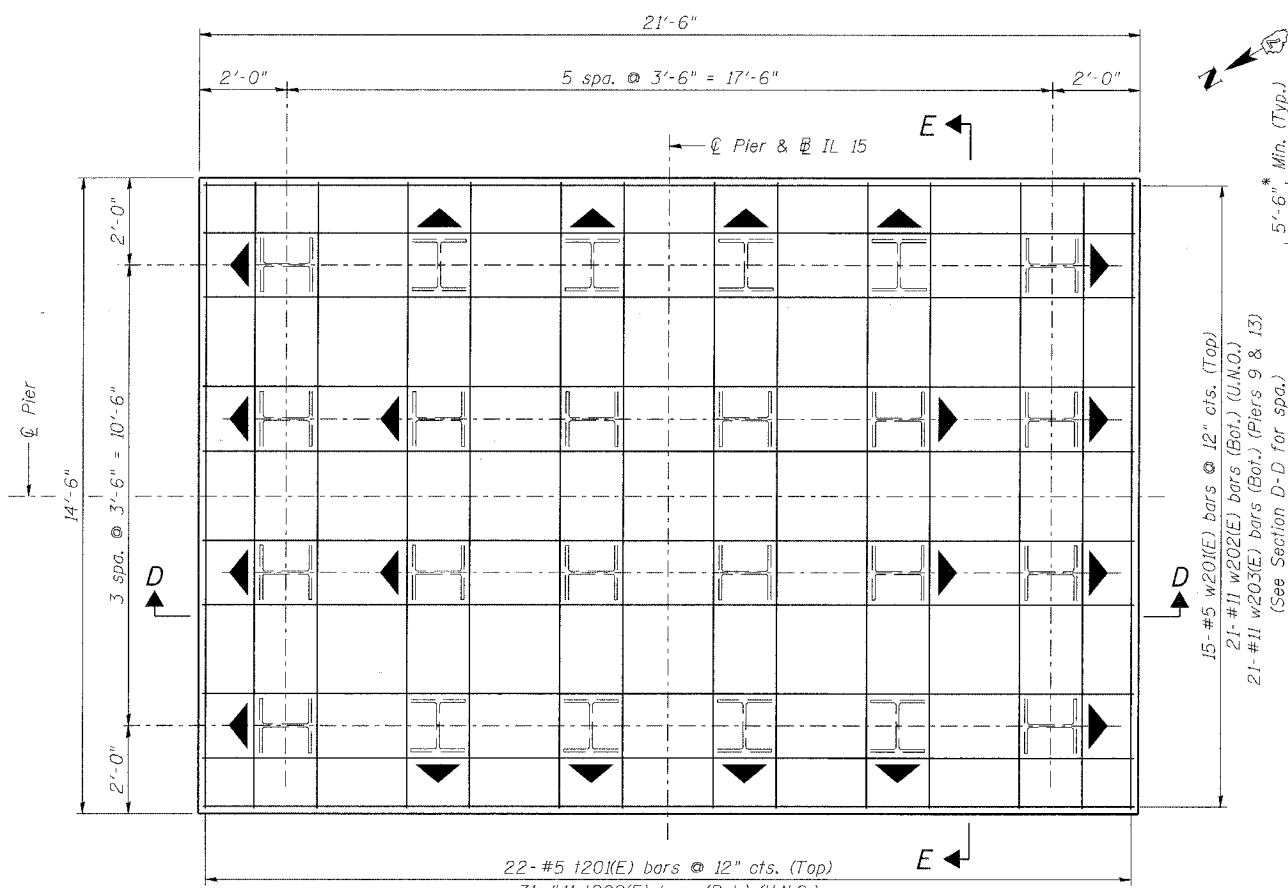
PILE DATA

	Pier 1	Pier 3	Pier 9	Pier 10	Pier 12
Type	HP 14x117 w/ pile shoes	HP 14x117 w/ pile shoes	HP 14x117 w/ pile shoes	HP 14x117	HP 14x117
Nominal Required Bearing	930 kips	930 kips	930 kips	930 kips	930 kips
Allowable Resistance Available	310 kips	310 kips	310 kips	310 kips	310 kips
Estimated Vertical Length	32 ft	25 ft	91 ft	74 ft	67 ft
No. Production Piles	24	24	24	23	23
No. Test Piles	0	0	0	1	1
Negative Skin Friction Allowance	9 kips/Pile	5 kips/Pile	-	-	-
Minimum Pile Tip Elevation	-	-	274.1	-	-

	Pier 13	Pier 14	Pier 15	Pier 18	Pier 19
Type	HP 14x117	HP 14x117 w/ pile shoes	HP 14x117 w/ pile shoes	HP 14x117 w/ pile shoes	HP 14x117 w/ pile shoes
Nominal Required Bearing	930 kips	930 kips	930 kips	930 kips	930 kips
Allowable Resistance Available	310 kips	310 kips	310 kips	310 kips	310 kips
Estimated Vertical Length	97 ft	111 ft	108 ft	110 ft	114 ft
No. Production Piles	23	24	23	23	24
No. Test Piles	1	0	1	1	0
Negative Skin Friction Allowance	-	-	-	-	-
Minimum Pile Tip Elevation	-	-	-	-	-

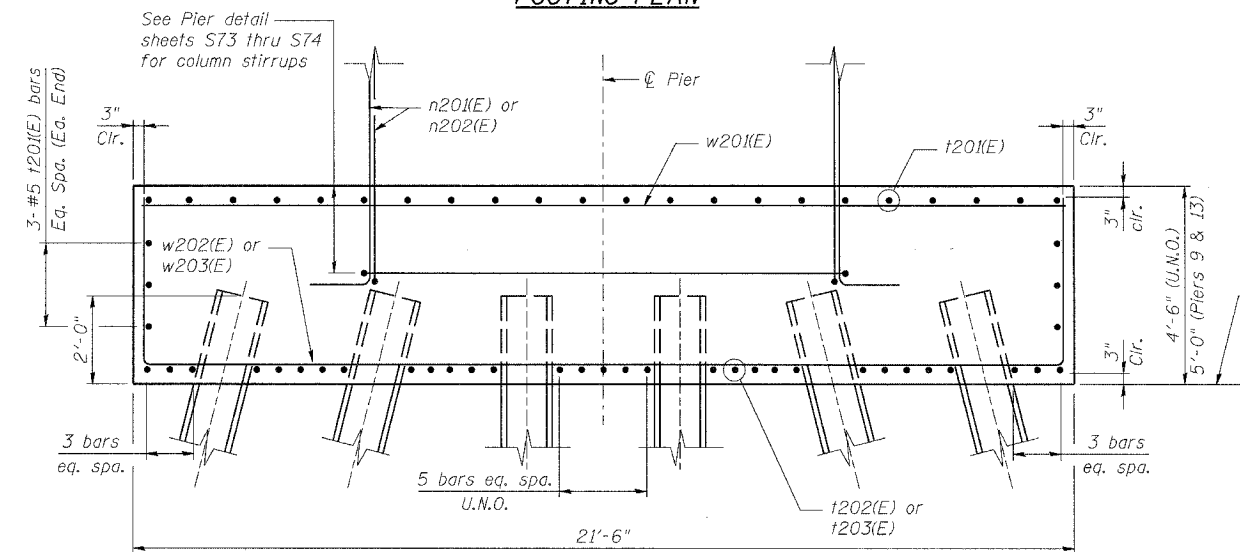
NOTES:

1. Denotes battered pile (3H : 12V)
2. For Pier Plan and Elevations, See sheets S73-S75.
3. For Reinforcement Bar Bending Details, See sheet S80.
4. For Bill of Materials, See Sheets S81-S85.

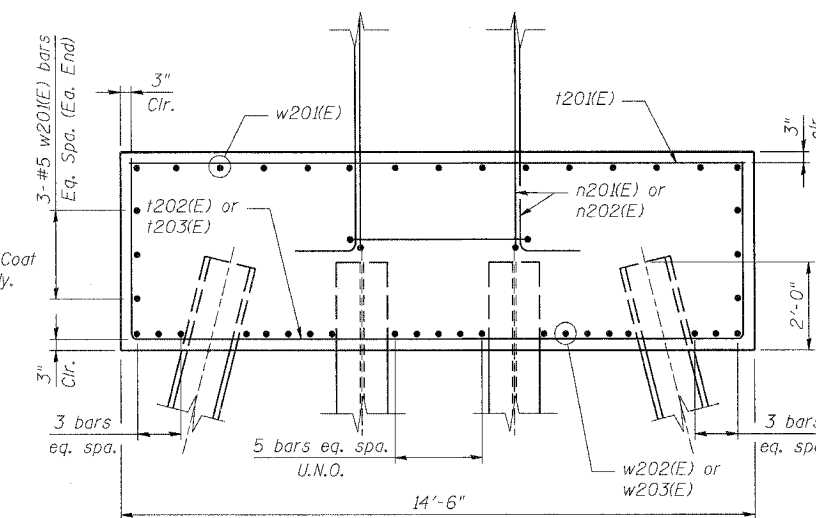


* See Special Provision:
"Piers 6-9 Foundation Construction"

FOOTING PLAN



SECTION D-D



SECTION E-E

DESIGNED	CDF
CHECKED	YS/HMA
DRAWN	RMG
CHECKED	CDF

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

**PIERS 1, 3, 9, 10, 12, 13, 14, 15, 18, & 19
FOOTING DETAILS**

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

STA. 1036+27
DATE: JUNE 15, 2007

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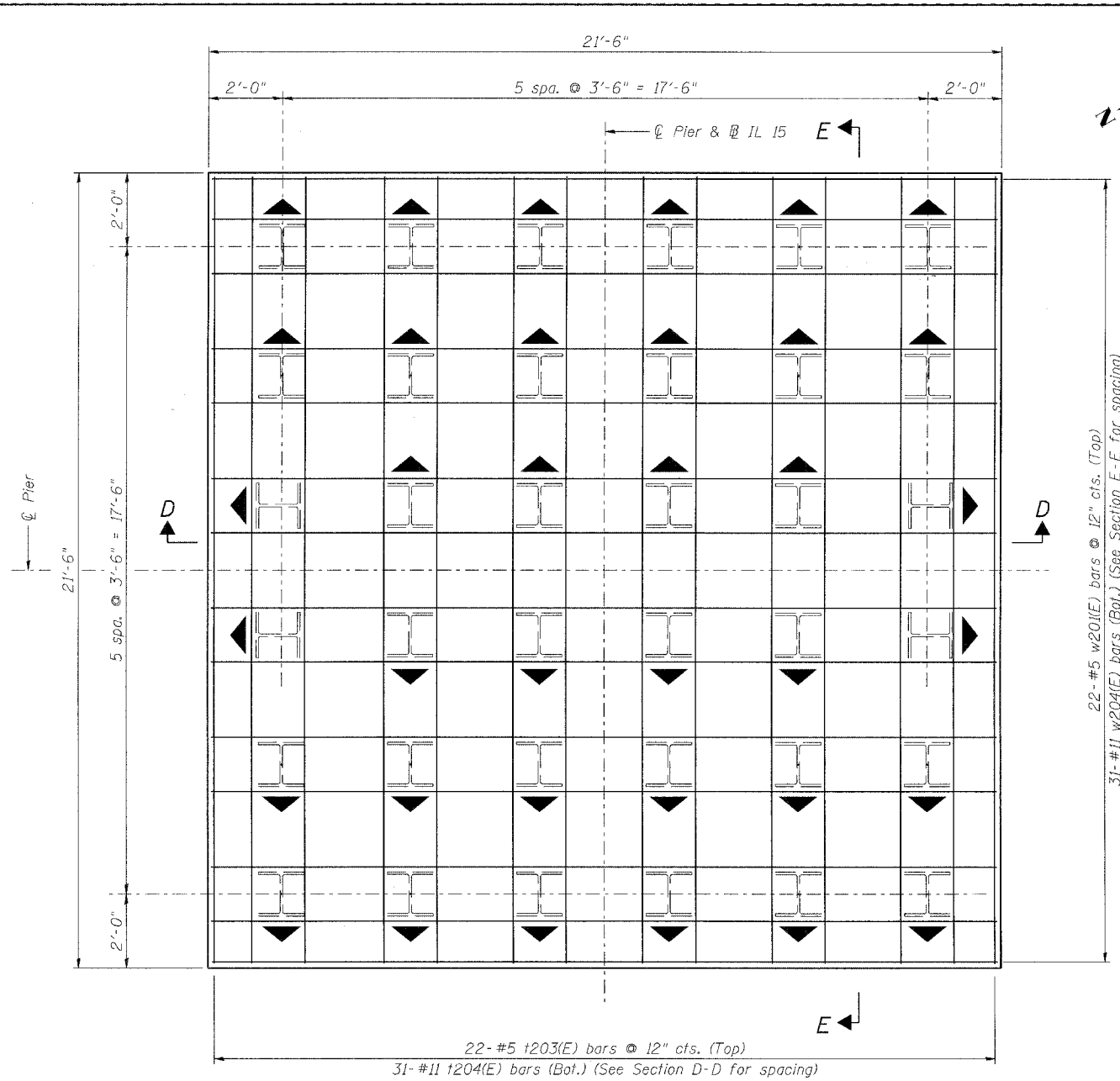
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	93
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S77 OF S114

CONTRACT
94450



FOOTING PLAN

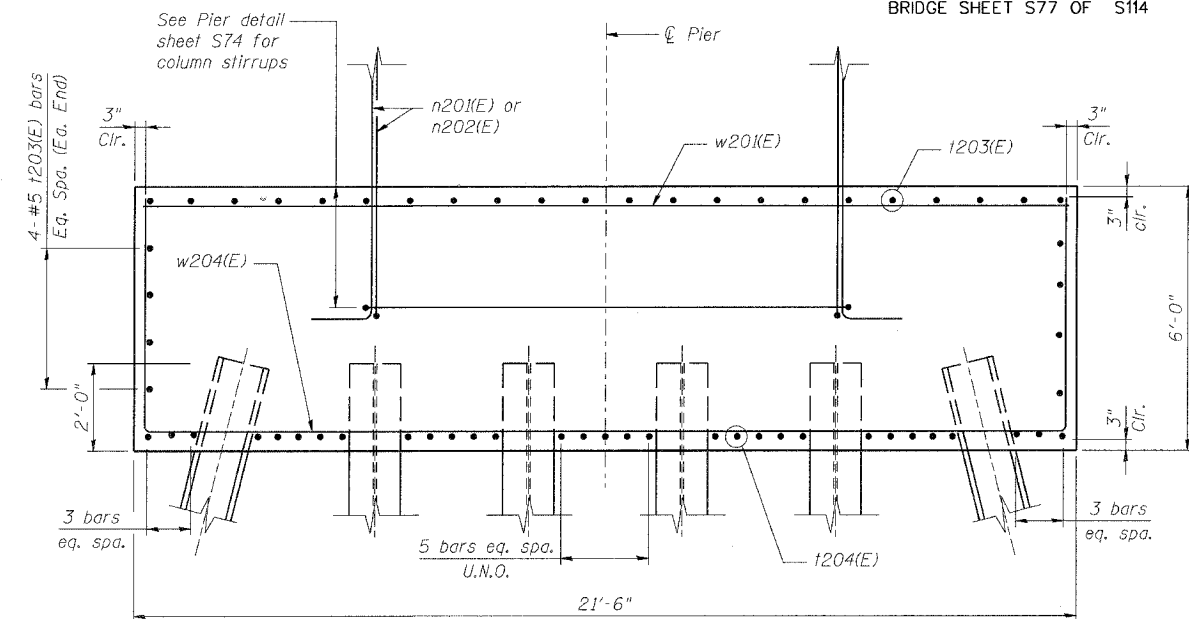
PILE DATA

	Pier 2	Pier 11	Pier 16	Pier 17
Type	HP 14x117 w/ pile shoes	HP 14x117	HP 14x117 w/ pile shoes	HP 14x117 w/ pile shoes
Nominal Required Bearing	930 kips	930 kips	930 kips	930 kips
Allowable Resistance Available	310 kips	310 kips	310 kips	310 kips
Estimated Vertical Length	25 ft	70 ft	112 ft	115 ft
No. Production Piles	35	35	36	36
No. Test Piles	1	1	0	0
Negative Skin Friction Allowance	7 kips/Pile	-	3 kips/Pile	5 kips/Pile
Minimum Pile Tip Elevation	-	-	-	-

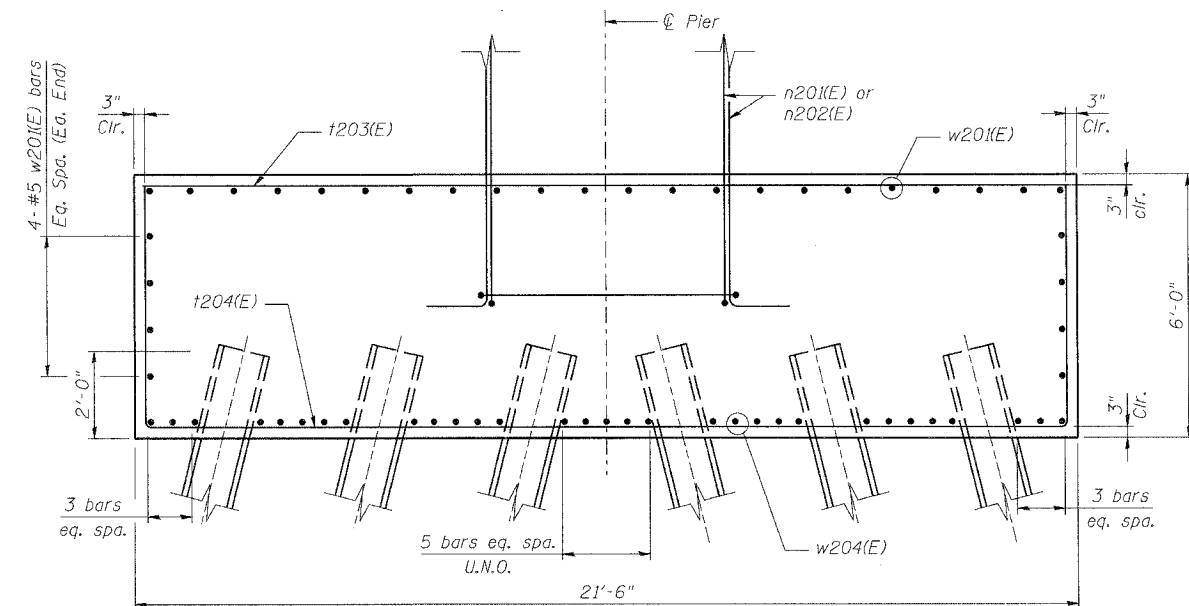
DESIGNED	CDF
CHECKED	YS/HMA
DRAWN	RMG
CHECKED	CDF

NOTES:

1. Denotes battered pile (3H : 12V)
2. For Pier Plan and Elevations, See sheets S73-S75.
3. For Reinforcement Bar Bending Details, See sheet S80.
4. For Bill of Materials, See Sheets S81-S85.



SECTION D-D



SECTION E-E

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

**PIERS 2, 11, 16, & 17
FOOTING DETAILS**

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

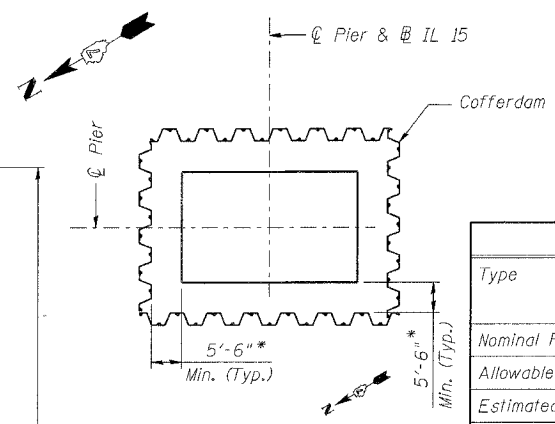
STA. 1036+27
DATE: JUNE 15, 2007

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	94
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

BRIDGE SHEET S78 OF S114 CONTRACT 94450

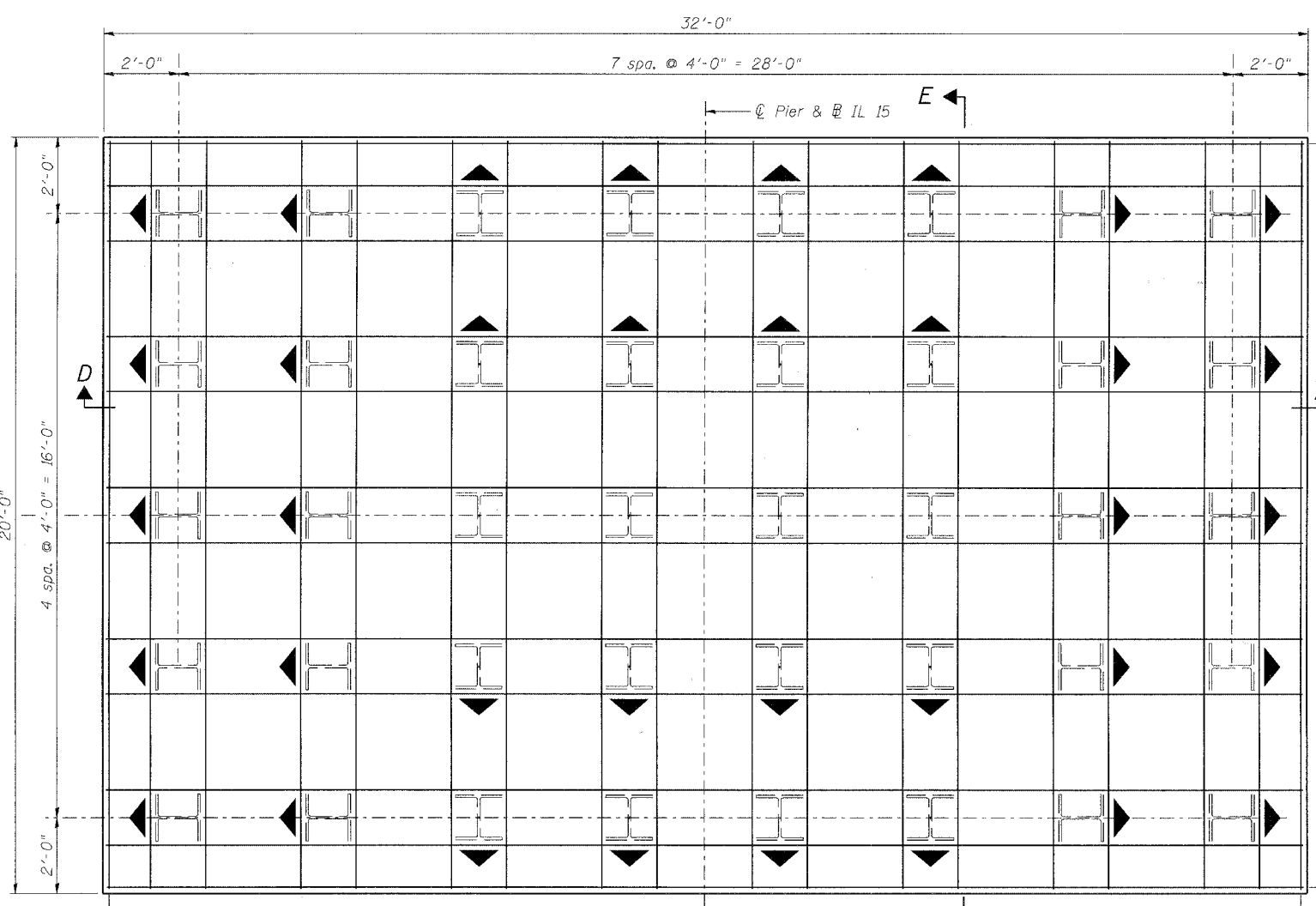
PILE DATA

	Pier 6	Pier 7	Pier 8
Type	HP 14x117 w/ pile shoes	HP 14x117 w/ pile shoes	HP 14x117 w/ pile shoes
Nominal Required Bearing	930 kips	930 kips	930 kips
Allowable Resistance Available	310 kips	310 kips	310 kips
Estimated Vertical Length	79 ft	83 ft	92 ft
No. Production Piles	39	40	39
No. Test Piles	1	0	1
Negative Skin Friction Allowance	-	-	-
Minimum Pile Tip Elevation	282.7	280.9	273.4



PLAN-COFFERDAM LAYOUT

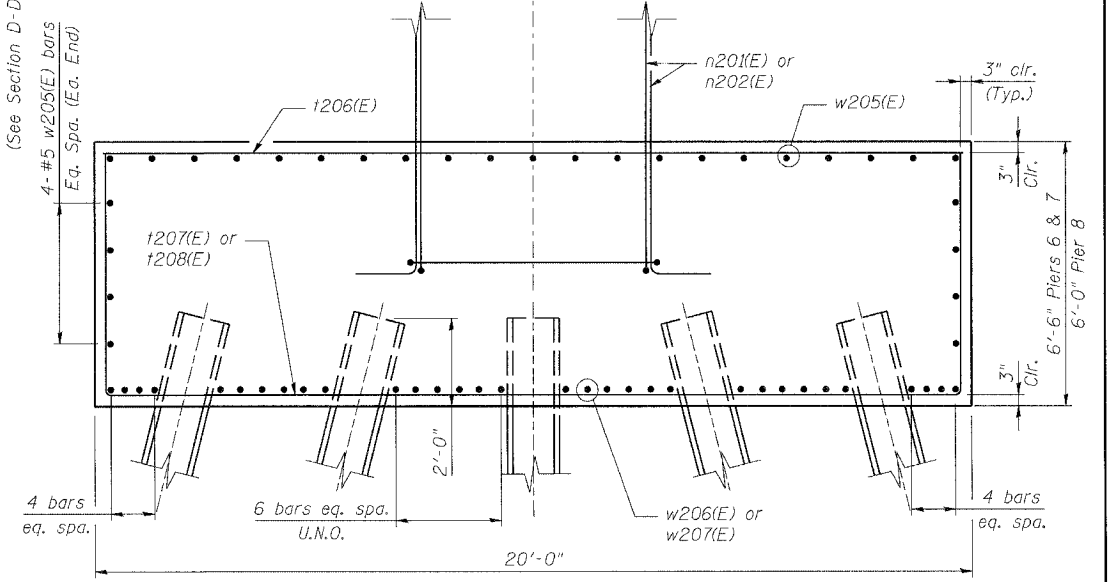
* See Special Provision: "Piers 6-9 Foundation Construction"



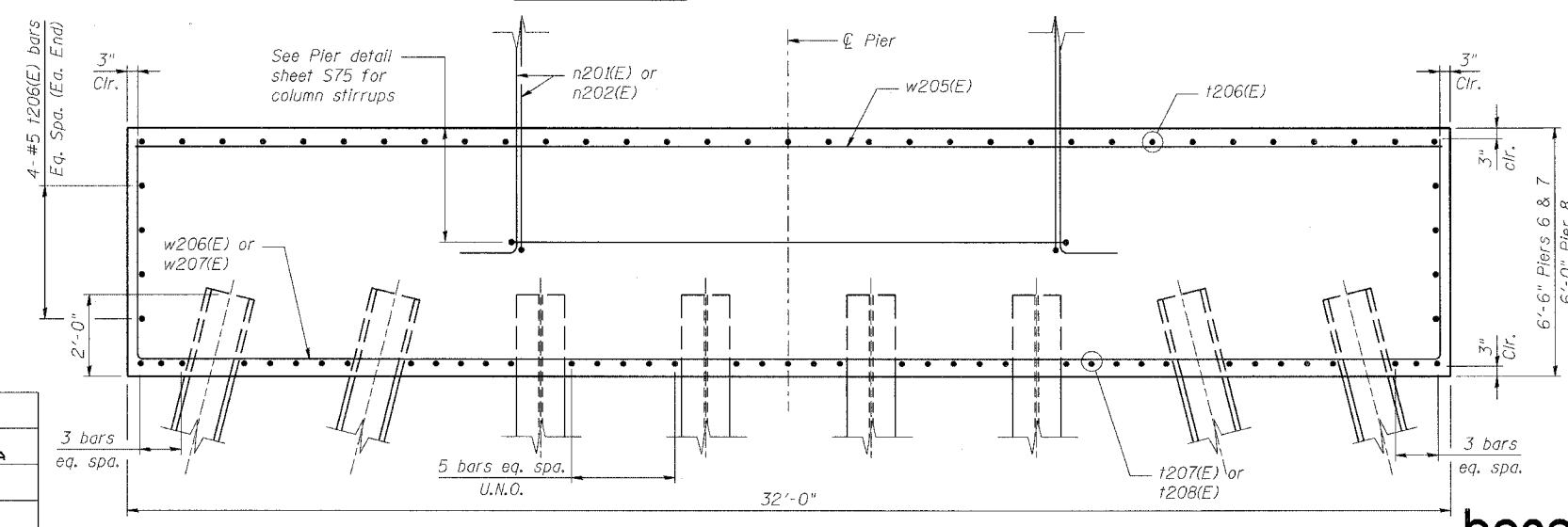
33- #5 t206(E) bars @ 12" cts. (Top)
41- #11 t207(E) bars (Bot.) (Piers 6 & 7)
41- #11 t208(E) bars (Bot.) (Pier 8)
(See Section D-D for spa.)

FOOTING PLAN

21- #5 w205(E) bars @ 12" cts. (Top)
32- #11 w206(E) bars (Bot.) (Piers 6 & 7)
32- #11 w207(E) bars (Bot.) (Pier 8)
(See Section D-D for spa.)



SECTION E-E



SECTION D-D

NOTES:

1. Denotes battered pile (3H : 12V)
2. Maximum nominal required bearing may be met prior to reaching bedrock. Pre-boring, vibration, jetting or other methods may need to be employed to advance piles to bedrock.
3. For Pier Plan and Elevations, See sheets S73-S75.
4. For Reinforcement Bar Bending Details, See sheet S80.
5. For Bill of Materials, See Sheets S81-S85.

DESIGNED	CDF
CHECKED	YS/HMA
DRAWN	RMG
CHECKED	CDF

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

**PIERS 6, 7, & 8
FOOTING DETAILS**

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

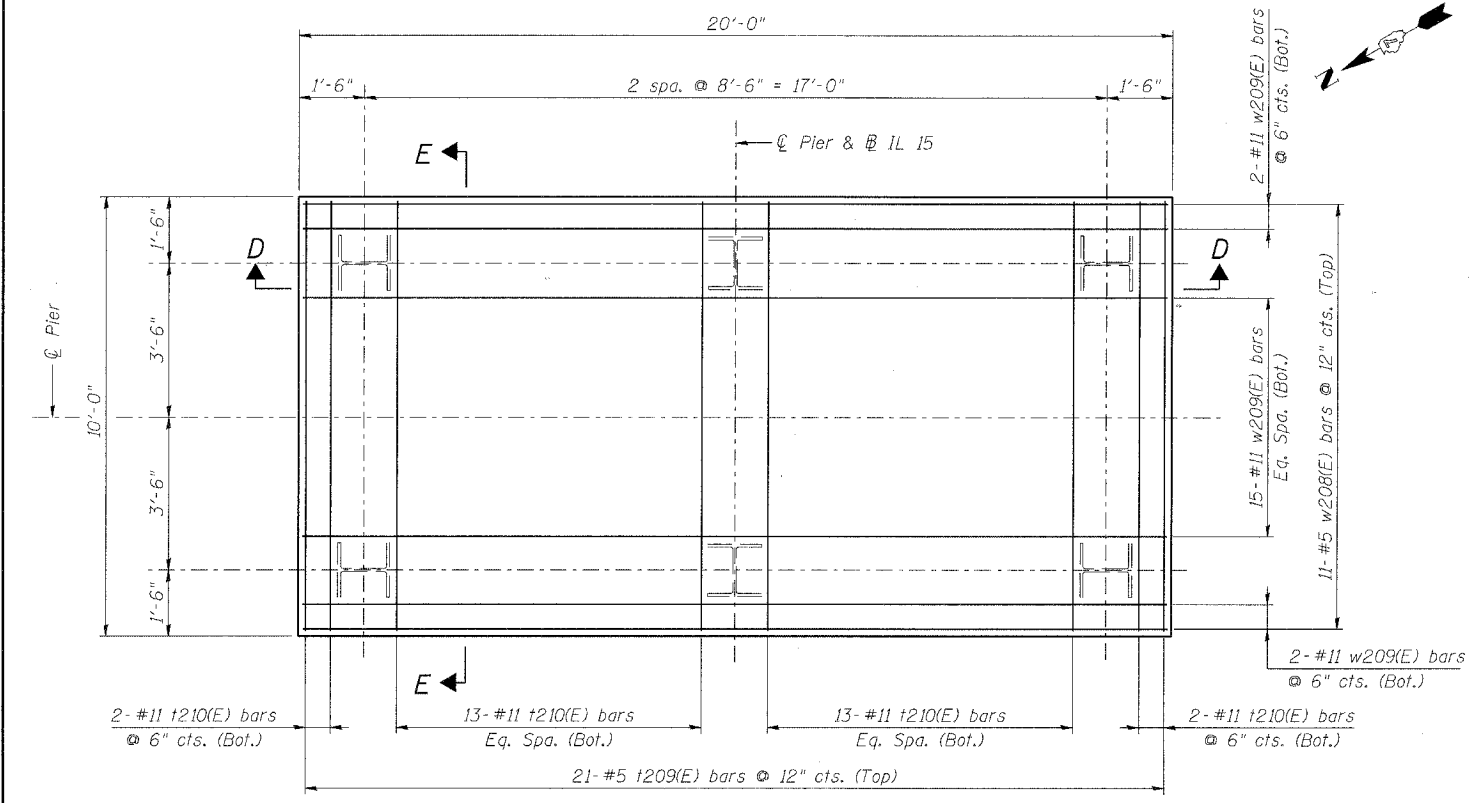
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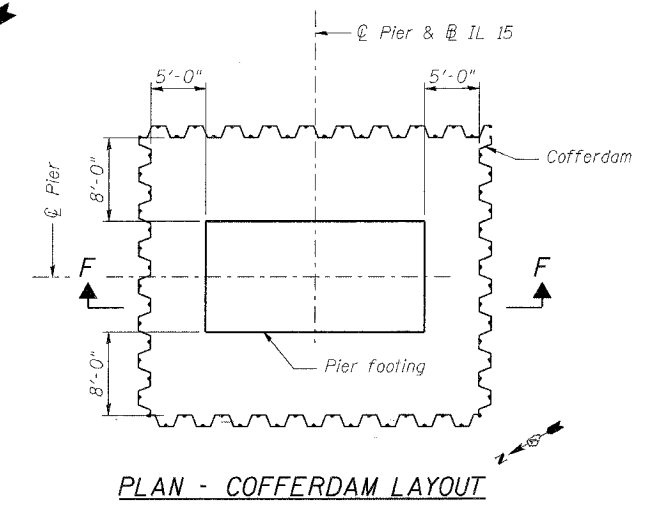
6/26/2007

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	95
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	CONTRACT

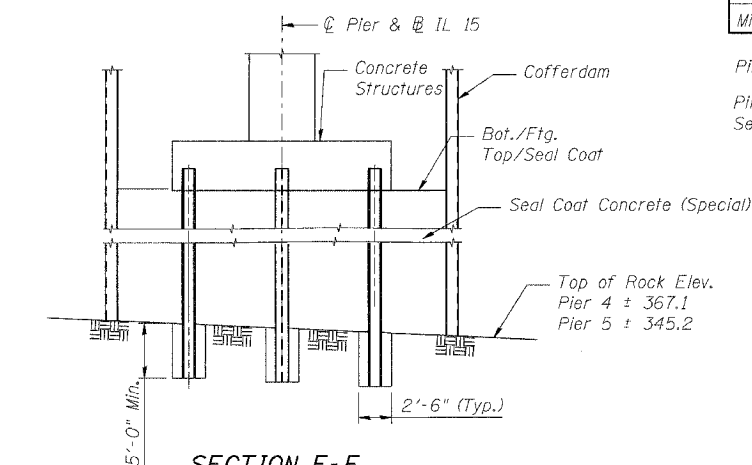
BRIDGE SHEET S79 OF S114 CONTRACT 94450



FOOTING PLAN



PLAN - COFFERDAM LAYOUT



SECTION F-F

*See Special Provision "Piers 4 & 5 Foundation Construction"

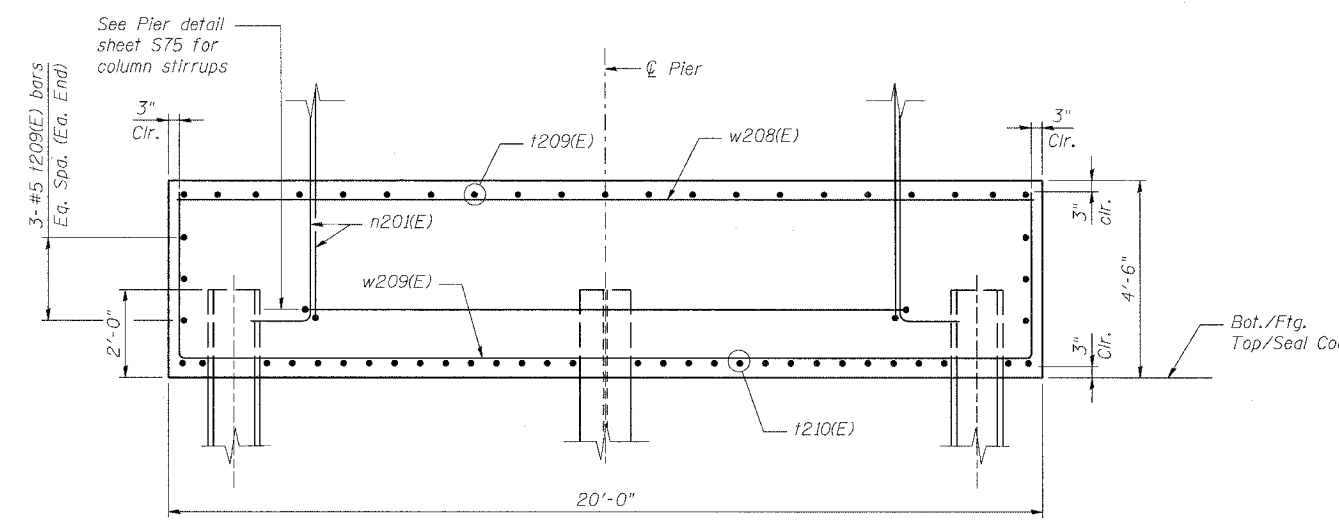
PILE DATA

	Pier 4	Pier 5
Type	HP 14x117	HP 14x117
Nominal Required Bearing	-	-
Allowable Resistance Available	-	-
Estimated Vertical Length	23 ft	21 ft
No. Production Piles	6	6
No. Test Piles	0	0
Negative Skin Friction Allowance	-	-
Minimum Pile Tip Elevation	5' into shale	5' into shale

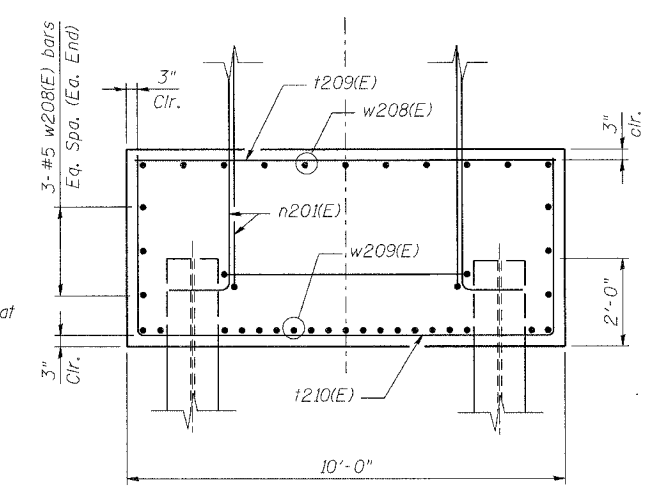
Piles are provided for lateral resistance only.
Piles shall be predrilled 5' into shale.
See Special Provision "Setting Piles in Rock."

NOTES:

1. Not Used
2. Maximum or peak trapezoidal bearing pressure $Q_{max} = 7.3$ ksf.
3. Due to limited depth for seal coat construction, Pier 5 may require driving sheeting into shale, supplemental pumping, a water elevation below El. 373.5, or other acceptable means to address the hydrostatic head.
4. See Special Provision: Piers 4 & 5 Foundation Construction.
5. For Pier Plan and Elevations, See sheets S73-S75.
6. For Reinforcement Bar Bending Details, See sheet S80.
7. For Bill of Materials, See Sheets S81-S85.



SECTION D-D



SECTION E-E

DESIGNED	CDF
CHECKED	YS/HMA
DRAWN	RMG
CHECKED	CDF

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

PIERS 4 & 5
FOOTING DETAILS

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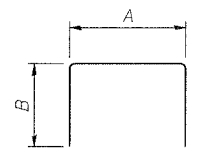
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ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 827	12Z-3, 12BR	WABASH, IL GIBSON, IN	158	96
STA.	TO STA.			
F.H.W.A. REGION	ILLINOIS	PROJECT		

BRIDGE SHEET S80 OF S114 CONTRACT 94450

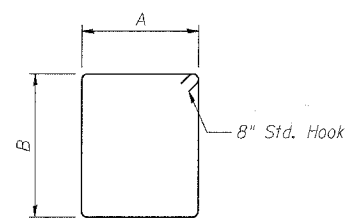
PIER BEAM SEAT ELEVATIONS

	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
Pier 1	412.63	412.80	412.93	412.93	412.70	412.53
Pier 2	414.76	414.93	415.06	415.06	414.93	414.76
Pier 3	415.26	415.43	415.56	415.56	415.43	415.26
Pier 4	416.24	416.41	416.54	416.54	416.41	416.24
Pier 5	416.70	416.87	417.00	417.00	416.87	416.70
Pier 6	417.14	417.31	417.44	417.44	417.31	417.14
Pier 7	416.34	416.51	416.64	416.64	416.51	416.34
Pier 8	414.95	415.12	415.25	415.25	415.12	414.95
Pier 9	414.44	414.61	414.74	414.74	414.61	414.44
Pier 10	413.75	413.92	414.05	414.05	413.92	413.75
Pier 11	413.88	414.05	414.18	414.18	414.05	413.88
Pier 12	412.59	412.76	412.89	412.89	412.76	412.59
Pier 13	411.99	412.16	412.29	412.29	412.16	411.99
Pier 14	411.39	411.56	411.69	411.69	411.56	411.39
Pier 15	410.79	410.96	411.09	411.09	410.96	410.79
Pier 16	410.88	411.05	411.18	411.18	411.05	410.88
Pier 17	410.28	410.45	410.58	410.58	410.45	410.28
Pier 18	408.99	409.16	409.29	409.29	409.16	408.99
Pier 19	408.39	408.56	408.69	408.69	408.56	408.39



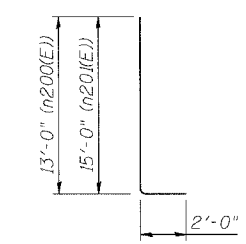
BARS s200(E), s201(E), s202(E), s207(E), s208(E) & s209(E)

Bar	A	B
s200(E)	3'-2"	3'-9"
s201(E)	3'-2"	4'-9"
s202(E)	3'-2"	6'-3"
s207(E)	4'-0"	3'-9"
s208(E)	4'-0"	4'-9"
s209(E)	4'-0"	6'-3"

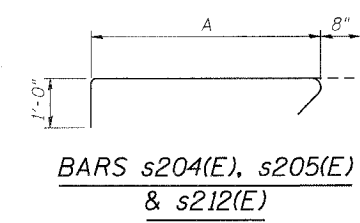


BARS s203(E), s206(E), s210(E), s211(E), & s213(E)

Bar	A	B
t202(E)	14'-0"	4'-0"
t203(E)	14'-0"	4'-6"
t204(E)	21'-0"	5'-6"
t207(E)	19'-6"	6'-0"
t208(E)	19'-6"	5'-6"
t210(E)	9'-6"	4'-0"
u200(E)	4'-4"	4'-6"
u201(E)	6'-2"	2'-2"
w202(E)	21'-0"	4'-0"
w203(E)	21'-0"	4'-6"
w204(E)	21'-0"	5'-6"
w206(E)	31'-6"	6'-0"
w207(E)	31'-6"	5'-6"
w209(E)	19'-6"	4'-0"

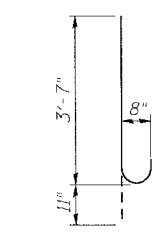


BARS n200(E) & n201(E)

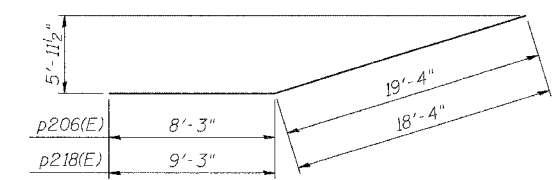


BARS s204(E), s205(E) & s212(E)

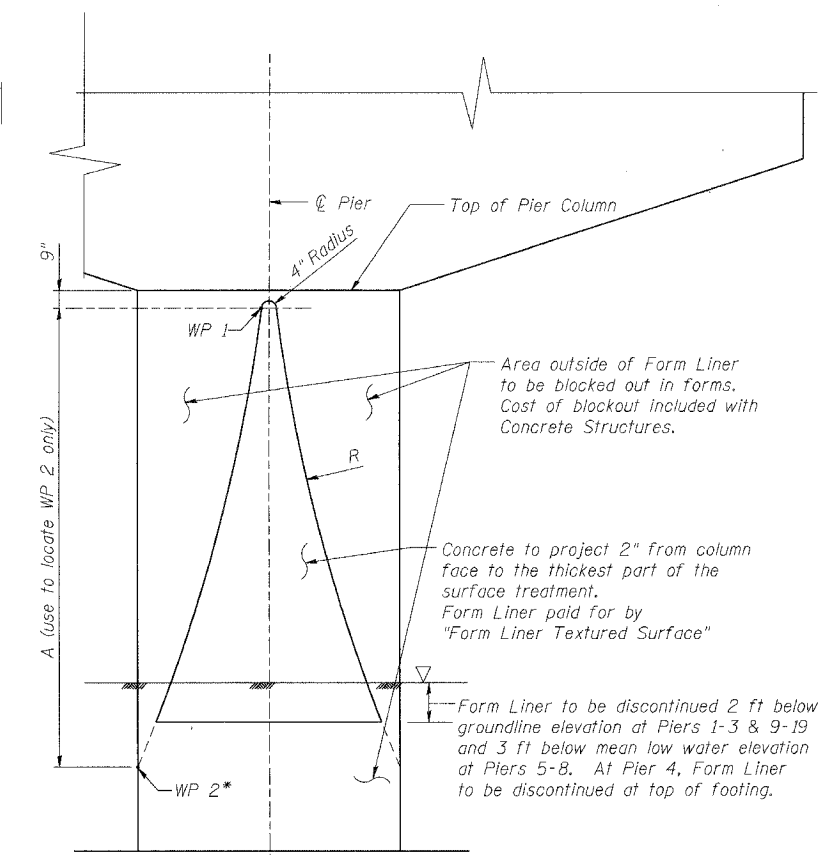
Bar	A
s204(E)	11'-8"
s205(E)	3'-8"
s212(E)	13'-8"



BAR d200(E)



BARS p206(E) & p218(E)



*WP 2 to be used to locate arc defining Form Liner Area. WP 2 may fall below actual bottom of Form Liner Area.

Piers	A	R
5, 6, 7, 8	35'-2"	192'
2, 3, 4, 9, 10, 11, 12	20'-11 3/4"	80'
1, 13, 14, 15, 16, 17, 18, 19	11'-0 5/8"	28'

PIER COLUMN FORM LINED SURFACE TREATMENT
(Typical on East and West Faces)

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

PIERS 1-19 DETAILS & BEAM SEAT ELEVATIONS
SN: 093-0021 (IL)/9502700 (IN) STA. 1036-27
WABASH CO., IL. DATE: JUNE 15, 2007

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Job No. 3426

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DESIGNED	KWS/CDF
CHECKED	HMA
DRAWN	RMG
CHECKED	CDF

