

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE	115	93
FED. RD. DIST. NO. 7		ILLINOIS FED. AID PROJECT		

Contract # 66586

**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 41	874+84.92	-40.208	514.704	514.704
2	874+94.92	-40.208	514.657	514.663
3	875+04.92	-40.208	514.611	514.621
4	875+14.92	-40.208	514.565	514.576
5	875+24.92	-40.208	514.519	514.527
6	875+34.92	-40.208	514.473	514.474
7	875+44.92	-40.208	514.426	514.419
8	875+54.92	-40.208	514.380	514.362
9	875+64.92	-40.208	514.334	514.306
10	875+74.92	-40.208	514.288	514.250
11	875+84.92	-40.208	514.241	514.198
12	875+94.92	-40.208	514.195	514.149
13	876+04.92	-40.208	514.149	514.103
14	876+14.92	-40.208	514.103	514.067
15	876+24.92	-40.208	514.056	514.038
⊙ Pier 42	876+33.44	-40.208	514.017	514.017
19	876+43.44	-40.208	513.971	514.007
20	876+53.44	-40.208	513.924	513.997
21	876+63.44	-40.208	513.878	513.996
22	876+73.44	-40.208	513.832	513.997
23	876+83.44	-40.208	513.786	514.000
24	876+93.44	-40.208	513.740	514.003
25	877+03.44	-40.208	513.693	514.003
26	877+13.44	-40.208	513.647	513.998
27	877+23.44	-40.208	513.601	513.988
28	877+33.44	-40.208	513.555	513.966
29	877+43.44	-40.208	513.508	513.942
30	877+53.44	-40.208	513.462	513.898
31	877+63.44	-40.208	513.416	513.854
32	877+73.44	-40.208	513.370	513.788
33	877+83.44	-40.208	513.323	513.720
34	877+93.44	-40.208	513.277	513.636
35	878+03.44	-40.208	513.231	513.546
36	878+13.44	-40.208	513.185	513.445
37	878+23.44	-40.208	513.138	513.336
38	878+33.44	-40.208	513.092	513.223
39	878+43.44	-40.208	513.046	513.103
⊙ Brg. Pier 43	878+51.18	-40.208	513.010	513.010

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 41	874+84.92	-30.958	514.889	514.889
2	874+94.92	-30.958	514.842	514.853
3	875+04.92	-30.958	514.796	514.816
4	875+14.92	-30.958	514.750	514.775
5	875+24.92	-30.958	514.704	514.728
6	875+34.92	-30.958	514.658	514.678
7	875+44.92	-30.958	514.611	514.624
8	875+54.92	-30.958	514.565	514.566
9	875+64.92	-30.958	514.519	514.508
10	875+74.92	-30.958	514.473	514.449
11	875+84.92	-30.958	514.426	514.392
12	875+94.92	-30.958	514.380	514.338
13	876+04.92	-30.958	514.334	514.289
14	876+14.92	-30.958	514.288	514.248
15	876+24.92	-30.958	514.241	514.212
⊙ Pier 42	876+38.86	-30.958	514.177	514.177
19	876+48.86	-30.958	514.131	514.170
20	876+58.86	-30.958	514.084	514.163
21	876+68.86	-30.958	514.038	514.167
22	876+78.86	-30.958	513.992	514.173
23	876+88.86	-30.958	513.946	514.181
24	876+98.86	-30.958	513.899	514.189
25	877+08.86	-30.958	513.853	514.194
26	877+18.86	-30.958	513.807	514.193
27	877+28.86	-30.958	513.761	514.187
28	877+38.86	-30.958	513.715	514.169
29	877+48.86	-30.958	513.668	514.147
30	877+58.86	-30.958	513.622	514.104
31	877+68.86	-30.958	513.576	514.061
32	877+78.86	-30.958	513.530	513.993
33	877+88.86	-30.958	513.483	513.923
34	877+98.86	-30.958	513.437	513.835
35	878+08.86	-30.958	513.391	513.740
36	878+18.86	-30.958	513.345	513.633
37	878+28.86	-30.958	513.298	513.518
38	878+38.86	-30.958	513.252	513.397
39	878+48.86	-30.958	513.206	513.269
⊙ Brg. Pier 43	878+56.60	-30.958	513.170	513.170

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 41	874+84.92	-21.708	515.074	515.074
2	874+94.92	-21.708	515.027	515.042
3	875+04.92	-21.708	514.981	515.009
4	875+14.92	-21.708	514.935	514.971
5	875+24.92	-21.708	514.889	514.927
6	875+34.92	-21.708	514.843	514.880
7	875+44.92	-21.708	514.796	514.827
8	875+54.92	-21.708	514.750	514.770
9	875+64.92	-21.708	514.704	514.710
10	875+74.92	-21.708	514.658	514.650
11	875+84.92	-21.708	514.611	514.590
12	875+94.92	-21.708	514.565	514.532
13	876+04.92	-21.708	514.519	514.479
14	876+14.92	-21.708	514.473	514.431
15	876+24.92	-21.708	514.426	514.391
16	876+34.92	-21.708	514.380	514.361
⊙ Pier 39	876+44.28	-21.708	514.337	514.337
19	876+54.28	-21.708	514.291	514.330
20	876+64.28	-21.708	514.244	514.323
21	876+74.28	-21.708	514.198	514.328
22	876+84.28	-21.708	514.152	514.334
23	876+94.28	-21.708	514.106	514.343
24	877+04.28	-21.708	514.059	514.353
25	877+14.28	-21.708	514.013	514.358
26	877+24.28	-21.708	513.967	514.359
27	877+34.28	-21.708	513.921	514.354
28	877+44.28	-21.708	513.874	514.336
29	877+54.28	-21.708	513.828	514.315
30	877+64.28	-21.708	513.782	514.272
31	877+74.28	-21.708	513.736	514.229
32	877+84.28	-21.708	513.689	514.161
33	877+94.28	-21.708	513.643	514.091
34	878+04.28	-21.708	513.597	514.002
35	878+14.28	-21.708	513.551	513.906
36	878+24.28	-21.708	513.505	513.798
37	878+34.28	-21.708	513.458	513.682
38	878+44.28	-21.708	513.412	513.560
39	878+54.28	-21.708	513.366	513.430
⊙ Brg. Pier 43	878+62.02	-21.708	513.330	513.330

**GIRDER 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 41	874+84.92	-12.458	515.259	515.259
2	874+94.92	-12.458	515.212	515.230
3	875+04.92	-12.458	515.166	515.199
4	875+14.92	-12.458	515.120	515.164
5	875+24.92	-12.458	515.074	515.124
6	875+34.92	-12.458	515.028	515.080
7	875+44.92	-12.458	514.981	515.028
8	875+54.92	-12.458	514.935	514.973
9	875+64.92	-12.458	514.889	514.914
10	875+74.92	-12.458	514.843	514.853
11	875+84.92	-12.458	514.796	514.791
12	875+94.92	-12.458	514.750	514.731
13	876+04.92	-12.458	514.704	514.674
14	876+14.92	-12.458	514.658	514.621
15	876+24.92	-12.458	514.611	514.577
16	876+34.92	-12.458	514.565	514.538
⊙ Pier 42	876+49.70	-12.458	514.497	514.497
19	876+59.70	-12.458	514.451	514.486
20	876+69.70	-12.458	514.404	514.475
21	876+79.70	-12.458	514.358	514.474
22	876+89.70	-12.458	514.312	514.474
23	876+99.70	-12.458	514.266	514.476
24	877+09.70	-12.458	514.219	514.478
25	877+19.70	-12.458	514.173	514.477
26	877+29.70	-12.458	514.127	514.471
27	877+39.70	-12.458	514.081	514.460
28	877+49.70	-12.458	514.034	514.437
29	877+59.70	-12.458	513.988	514.412
30	877+69.70	-12.458	513.942	514.367
31	877+79.70	-12.458	513.896	514.322
32	877+89.70	-12.458	513.849	514.256
33	877+99.70	-12.458	513.803	514.188
34	878+09.70	-12.458	513.757	514.104
35	878+19.70	-12.458	513.711	514.014
36	878+29.70	-12.458	513.664	513.914
37	878+39.70	-12.458	513.618	513.807
38	878+49.70	-12.458	513.572	513.697
39	878+59.70	-12.458	513.526	513.580
⊙ Brg. Pier 43	878+67.44	-12.458	513.490	513.490

**NOTES:**

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊙/⊙ F.A.I. 39.
2. Work this sheet with sheet 92.

**TOP OF SLAB ELEVATIONS-SPANS 42 AND 43**  
**ABRAHAM LINCOLN MEMORIAL BRIDGE OVER**  
**THE ILLINOIS RIVER (PUBLIC WATERS)**  
**F.A.I. ROUTE 39 SEC. (50-4B) BR**  
**LASALLE COUNTY**  
**STATION 863+16.00**  
**STRUCTURE NO. 050-0191 (SB & NB)**

**benesch**

alfred benesch & company  
Engineers • Surveyors • Planners  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450  
Job # 3856

DESIGNED -	AJK
CHECKED -	MRB
DRAWN -	VH
CHECKED -	MRB

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9/20/06 AM

8/30/2006