

CONTRACT NO. 66586

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	368	1
ILLINOIS PROJECT				

P-93-023-05
D-93-055-05

INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES
- 3-4 SUMMARY OF QUANTITIES
- 5-8 TYPICAL SECTIONS
- 9 SCHEDULES
- 10-13 STAGE I TRAFFIC
- 14-17 STAGE II TRAFFIC
- 18 CAMERA DETAIL
- 19 WETLAND LOCATION SHEET
- 20-22 DETAILS
- 23-33a BRIDGE SHEETS
- 337-363 LIGHTING SHEETS

SEE SHEET 2 FOR GENERAL NOTES AND HIGHWAY STANDARDS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PROPOSED
HIGHWAY PLANS**

F.A.I. 39 (I-39)

SECTION (50-4B)BR

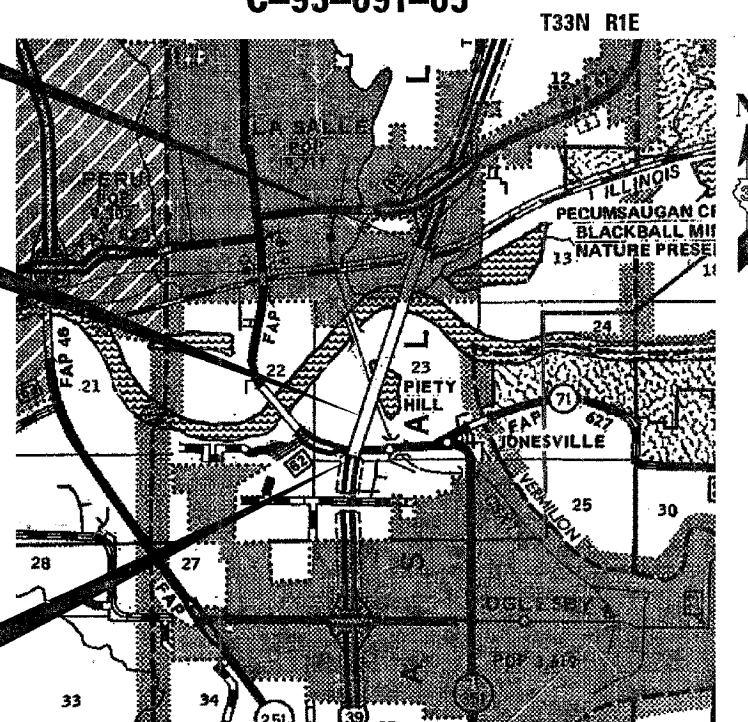
PROJECT ACBHI-039-1(014)055

**DECK REPLACEMENT AND LIGHTING OF ABRAHAM LINCOLN MEMORIAL BRIDGE
LASALLE COUNTY**

C-93-091-05

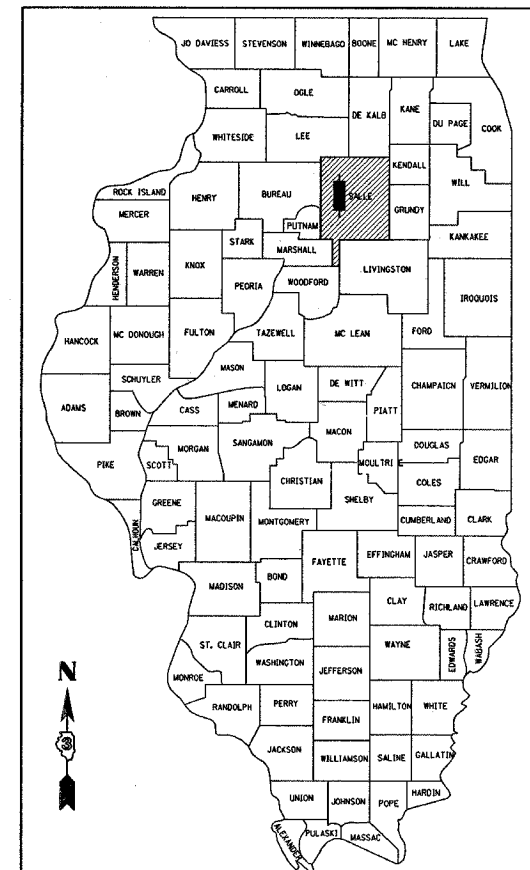
PROJECT ENDS
STA 880+56.93 NORTHBOUND
STA 880+33.83 SOUTHBOUND

STRUCTURE NO. 050-0191 N.B. & S.B.



PROJECT BEGINS
STA 807+33.21 NORTHBOUND
STA 807+26.21 SOUTHBOUND

GROSS AND NET LENGTHS = 7323.72 FT. = 1.39 MI.
NOT TO SCALE



LOCATION OF SECTION INDICATED THUS: [Black Box]

2006 ADT 25000

P.V. = 70% S.U. = 4.1% M.U. = 25.9%

FUNCTIONAL CLASSIFICATION

INTERSTATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 8/31 20 06

[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 13, 20 06
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

October 13, 20 06
[Signature]
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS _____

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

DISTRICT 3 NO. (815) 434-6131

PROJECT ENGINEER: DAVE BROVIAK
UNIT CHIEF: SCOTT A. FERGUSON

CONTRACT NO. 66586

F.A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	368	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
SHORT TERM PAVEMENT MARKING	10	FT /100 FT OF APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT-OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR SHALL REQUEST THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN OTTAWA (815-434-8417) TO LOCATE THE UNDERGROUND FACILITIES, PROVIDING A MINIMUM OF 72 HOURS NOTICE. THE DEPARTMENT IS NOT A MEMBER OF THE JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE) SYSTEM.

ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE SHALL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

- 360 NETWORKS
- PERU MUNICIPAL ELECTRIC
- RAILROAD COORDINATION-IOWA INTERSTATE
- RAILROAD COORDINATION-LONE STAR COMPANY
- IDNR
- INSIGHT COMMUNICATIONS
- AMERENIP-ELECTRIC
- AMERENIP-GAS
- AT&T

NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
ILLINOIS DEPARTMENT OF TRANSPORTATION

THE COST OF MAKING ANY SEWER CONNECTIONS TO AN EXISTING DRAINAGE STRUCTURE OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER.

STANDARDS

- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 420001-06 PAVEMENT JOINTS
- 420401-05 BRIDGE APPROACH PAVEMENT
- 420701-01 PAVEMENT FABRIC
- 421001-01 BAR REINFORCEMENT FOR CRC PAVEMENT
- 421101-05 7.2 m (24') CRC PAVEMENT (WITH WIDE FLANGE BEAM TERMINAL JOINT)
- 483001-02 PCC SHOULDER
- 503001-02 CONCRETE PARAPET SLIP-FORMING OPTION
- 515001-02 NAME PLATE FOR BRIDGES
- 601001 SUB-SURFACE DRAINS
- 609001-02 BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN
- 609006-02 BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
- 630001-06 STEEL PLATE BEAM GUARDRAIL
- 630201-03 PCC/BITUMINOUS STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-03 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631026-02 TRAFFIC BARRIER TERMINAL, TYPE 5 & 5A
- 631031-05 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 638001-01 GLARE SCREEN BLADES
- 642001 SHOULDER RUMBLE STRIPS
- 667101 PERMANENT SURVEY MARKERS
- 701001-01 OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 4.5 m (15') AWAY
- 701006-02 OFF-ROAD OPERATIONS 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
- 701101-01 OFF-ROAD OPERATIONS MULTILANE, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
- 701106-01 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5 m (15') AWAY
- 701400-02 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701411-03 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP FOR SPEEDS P 45 MPH
- 701416-05 LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER AND BARRIER
- 701426-02 LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS P 45 MPH
- 702001-06 TRAFFIC CONTROL DEVICES
- 704001-02 TEMPORARY CONCRETE BARRIER
- 780001-01 TYPICAL PAVEMENT MARKINGS
- 781001-02 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

MIXTURE TABLE

	SHOULDER STABILIZATION AT GUARDRAIL
PG GRADE	PG58-22
MAX % RAP ALLOWABLE	40%
DESIGN AIR VOIDS	2.0% @ N30
MIXTURE COMPOSITION	BAM
FRICTION	
AGGREGATE	
PLANT CONTROL LIMITS	NON-CLASS I
DENSITY CONTROL METHOD	SATISFACTION OF ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: R. Powell
DISTRICT STUDIES & PLANS ENGINEER

DATE: 8-31-06

EXAMINED BY: [Signature]
DISTRICT CONSTRUCTION ENGINEER

[Signature]
DISTRICT MATERIALS ENGINEER

[Signature]
DISTRICT OPERATIONS ENGINEER

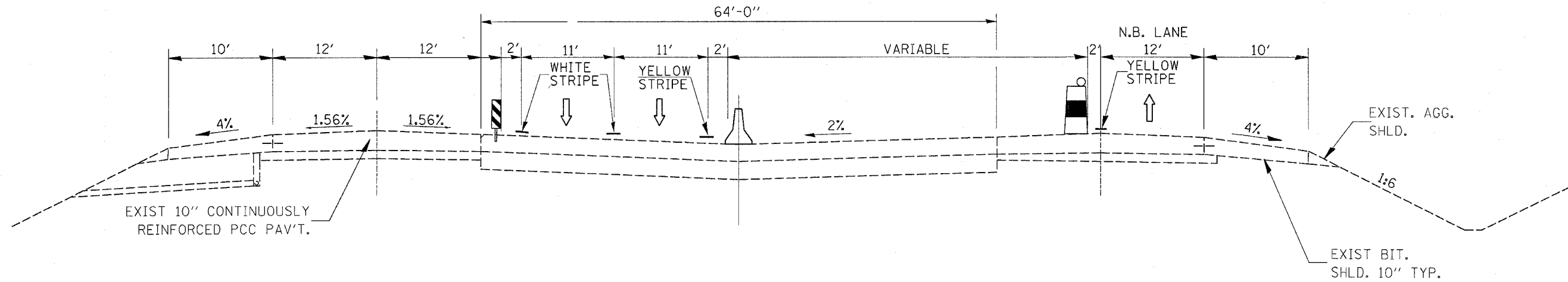
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

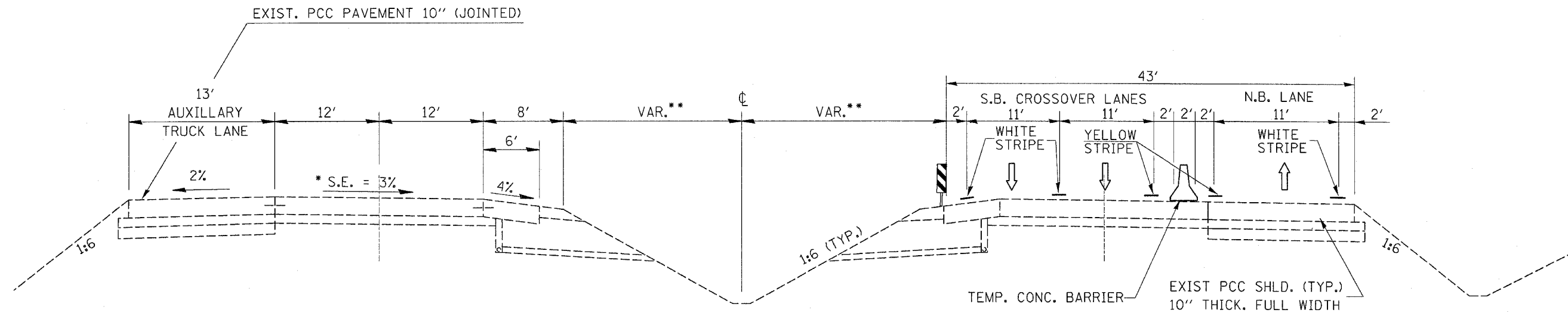
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	365	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION

STAGE I
SOUTHBOUND CROSSOVER STA 784+00



TYPICAL SECTION

SOUTH CROSSOVER / STAGE I
STA. ±792+50 TO STA. ±804+50

REVISIONS	
NAME	DATE

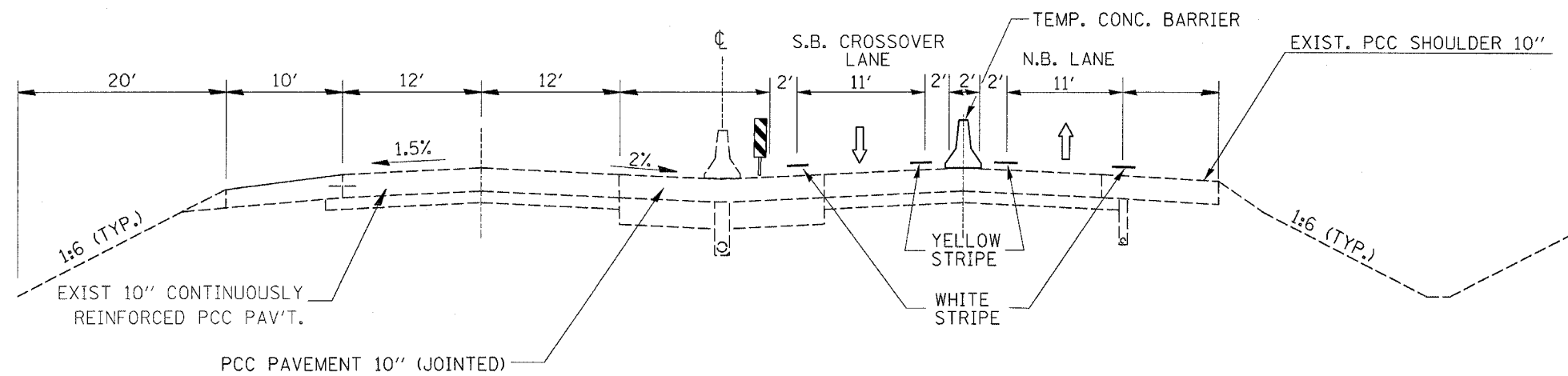
ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE I TYPICAL SECTIONS SOUTH CROSSOVER

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HORIZ. _____
DATE _____ DRAWN BY _____
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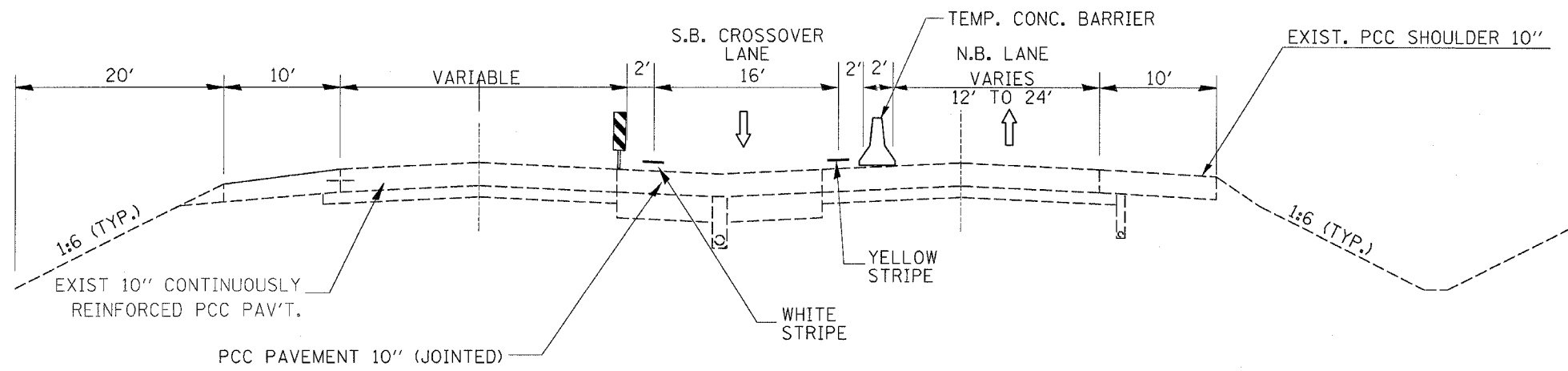
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39	(50-4B)BR	LASALLE	365	6
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION

NORTH CROSSOVER / STAGE I
STA. ±879+50 TO STA. ±886+50



TYPICAL SECTION

NORTH CROSSOVER / STAGE I
STA. ±888+50

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NAME	DATE

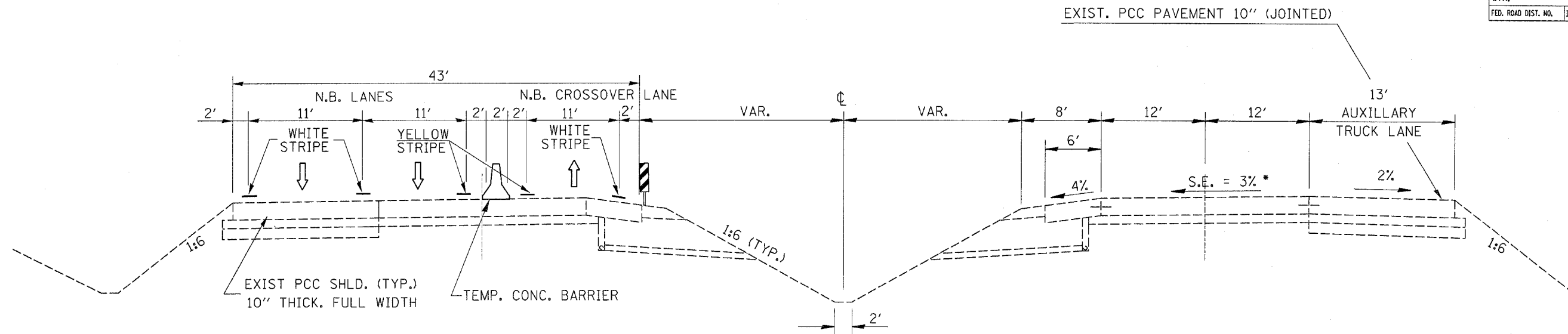
ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE I TYPICAL SECTIONS NORTH CROSSOVER

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DATE

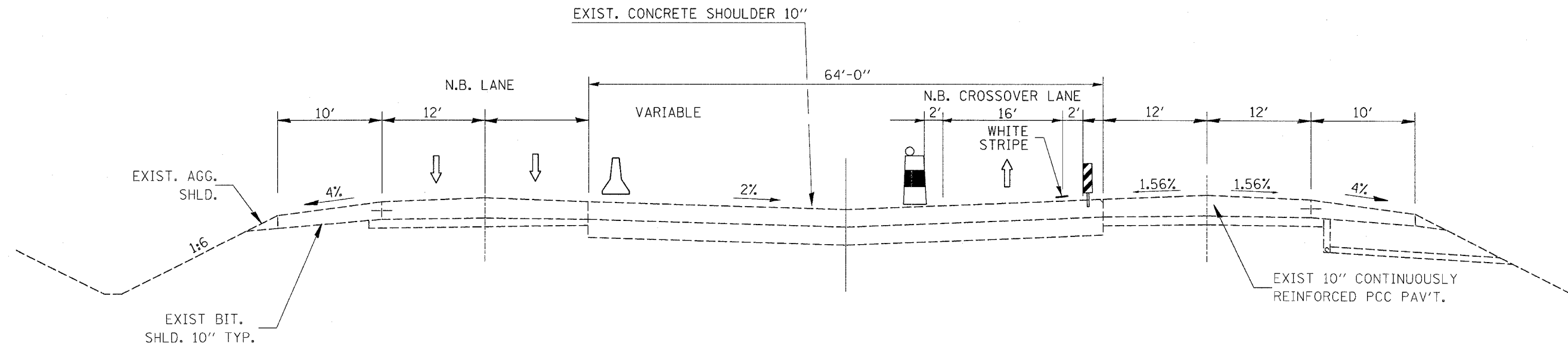
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	365	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL SECTION

SOUTH CROSSOVER / STAGE II
STA. ±792+50 TO STA. ±806+00



TYPICAL SECTION

STAGE II
SOUTHBOUND CROSSOVER STA 784+00

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NAME	DATE

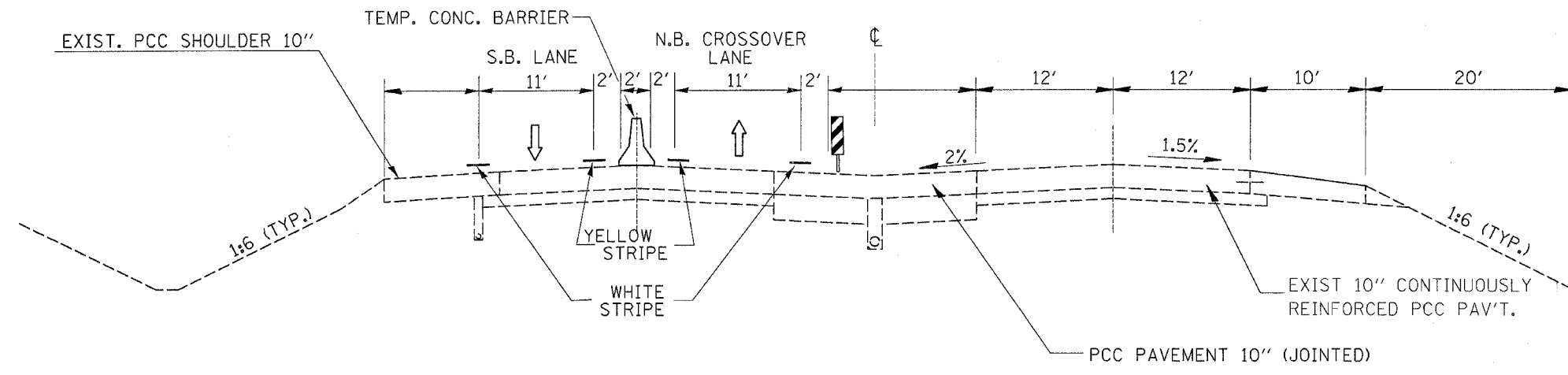
ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE II TYPICAL SECTIONS SOUTH CROSSOVER

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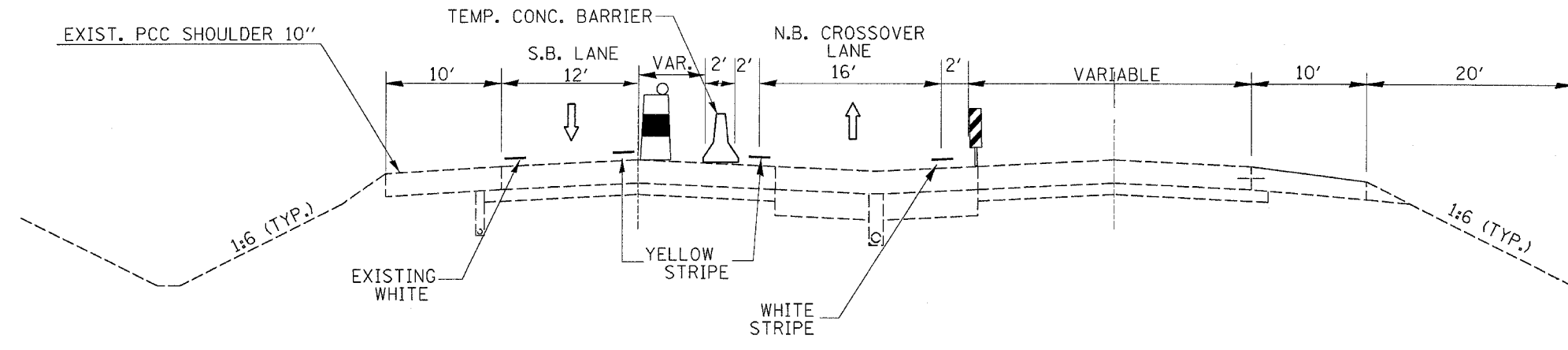
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	385	8
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION

NORTH CROSSOVER / STAGE II
STA. ±879+50 TO STA. ±886+50



TYPICAL SECTION

NORTH CROSSOVER / STAGE II
STA. ±888+50

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**STAGE II
TYPICAL SECTIONS
NORTH CROSSOVER**

SCALE: VERT.
DATE: HORIZ.

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CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	150-4B18R	LASALLE	365	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

TRAFFIC CONTROL STAGING PAY ITEMS														
	TC&P STD 701411	TC&P STD 701416	TEMP CONC. BARRIER	RELOCATE TEMP CONC BARRIER	RELOCATE TEMP CONC BARRIER STATE OWNED	IMPACT ATTENUATOR NON REDIR. TEST LEVEL 3	PAVT MARKING REMOVAL	PAVT MARKING TAPE TYPE I, 4"		TEMP PAINT PVMT MARKING 4"		WORK ZONE PVMT MK REM	TEMP. STEEL PLATE GUARD RAIL	TEMP. TRAFFIC BARRIER TERMINAL
	EACH	EACH	FOOT	FOOT	FOOT	EACH	FOOT	WHITE FOOT	YELLOW FOOT	WHITE FOOT	YELLOW FOOT	SQ FT	FOOT	EACH
STAGE I	1	0.5	9275	9275	1462.5		8700			46270	50128	16066		
STAGE II	1	0.5	10237.5	10237.5	1462.5	2	7597	14248	14248	21872	19154	16336	137.5	1
TOTAL	2	1	19512.5	19512.5	2925	2	16297	14248	14248	68142	69282	32402	137.5	1

PAVEMENT MARKING TAPE PRICE TO BE INCLUDED IN THE COST OF STANDARD 701416

PAVEMENT MARKING SCHEDULE				
LOCATION	LENGTH	POLYUREA PAVEMENT MARKING LINE 4"		POLYUREA PAVEMENT MARKING LINE 6"
		WHITE FOOT	YELLOW FOOT	WHITE FOOT
STA. 752+80 N.B. TO STA. 808+30 N.B.	5550	5550	5550	1387.5
STA. 776+00 S.B. TO STA. 808+30 S.B.	3230	3230	3230	807.5
STA. 808+30 TO STA. 879+51 N.B. & S.B.	7121	14242	14242	3560.5
STA. 879+51 S.B. TO STA. 914+42 S.B.	3791	3791	3791	947.75
STA. 879+51 N.B. TO STA. 892+50 N.B.	1299	1299	1299	324.75
TOTAL		28112	28112	7028

APPROACH PAVEMENT SCHEDULE			
LOCATION	BRIDGE APPROACH PAVEMENT	BRIDGE APPROACH PAVEMENT CONNECTOR PCC	APPROACH SLAB REMOVAL
	SQ YD	SQ YD	SQ YD
STA. 807+28 S.B. TO STA. 808+28 S.B.	133	311	444
STA. 807+35 N.B. TO STA. 808+35 N.B.	133	311	444
STA. 879+33.83 S.B. TO STA. 880+33.83 S.B.	133	311	444
STA. 879+56.93 N.B. TO STA. 880+56.93 N.B.	133	311	444
TOTAL	532	1244	1776

VIDEO SURVEILLANCE SCHEDULE												
	CCTV DOME CAMERA	CABINET MODEL 334	POLE MOUNTED EQUIPMENT CABINET TYPE C	FIBER OPTIC LINK (CCTV)	SERVICE INSTALLATION TY B	WOOD POLE 25'	CONCRETE FOUNDATION TYPE D	CONDUIT IN TRENCH 2" DIA., PVC	CONCRETE HANDHOLE	ELECTRIC CABLE IN CONDUIT 600 V (XLP) #4, 1C	ELECTRIC CABLE IN CONDUIT 600 V (XLP) #8, 1C	FIBER OPTIC IN CONDUIT NO. 62.5/125 MM12F SM12F
	EACH	EACH	EACH	EACH	EACH	EACH	SQ YD	FOOT	EACH	FOOT	FOOT	FOOT
LIGHT POLE AD L27	1		1	1								
LIGHT POLE AA-AB L04	1		1	1								
STA. 880+40 LT		1			1	1	3.5	133	1	14400		7200
TOTAL	2	1	2	2	1	1	3.5	133	1	14400	7200	7200

GUARDRAIL SCHEDULE							
LOCATION	STEEL PLATE BEAM GUARDRAIL TY A	TRAFFIC BARRIER TERMINAL TYPE 6	TRAFFIC BARRIER TERMINAL TY 1 SPECIAL TANGENT	BIT. STABILIZ. 6" AT SPBGR	TERMINAL MARKER DIRECT APPLIED	GUARD RAIL REMOVAL	GUARD RAIL MARKER
	FOOT	EACH	EACH	SQ YD	EACH	FOOT	EACH
STA. 807+35 N.B. TO STA. 808+35 N.B.	275	2	2	30	2	380	6
STA. 879+33.83 S.B. TO STA. 880+33.83 S.B.	200	2		30		200	6
TOTAL	475	4	2	60	2	580	12

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES

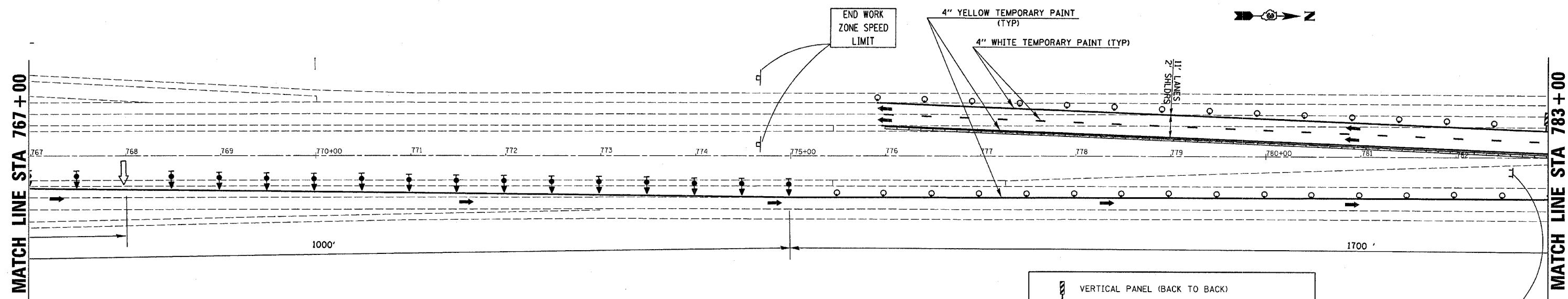
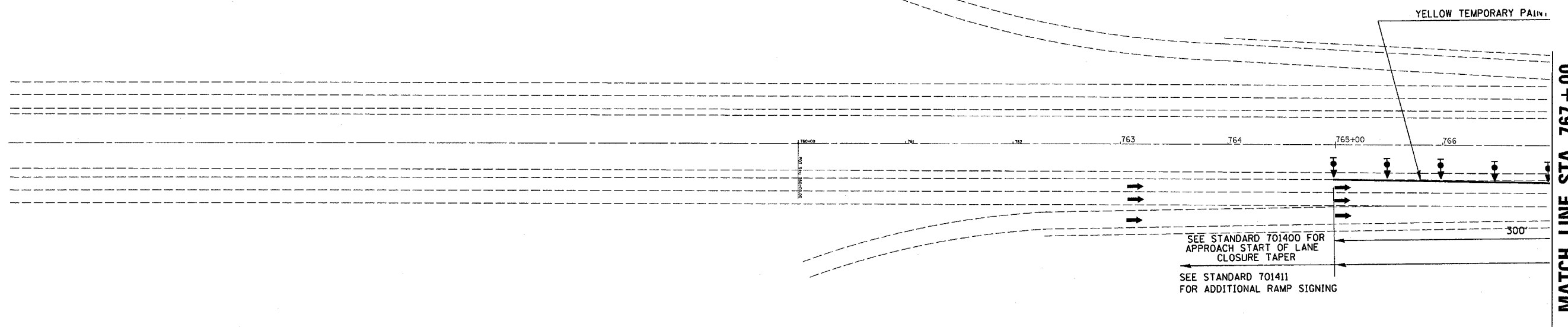
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DATE _____

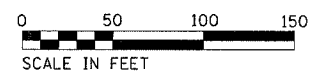
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	365	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



- VERTICAL PANEL (BACK TO BACK)
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- BARRICADE OR DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
- SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- FLOW OF TRAFFIC ARROW
- ARROW BOARD
- TEMPORARY CONCRETE BARRIER



ILLINOIS DEPARTMENT OF TRANSPORTATION

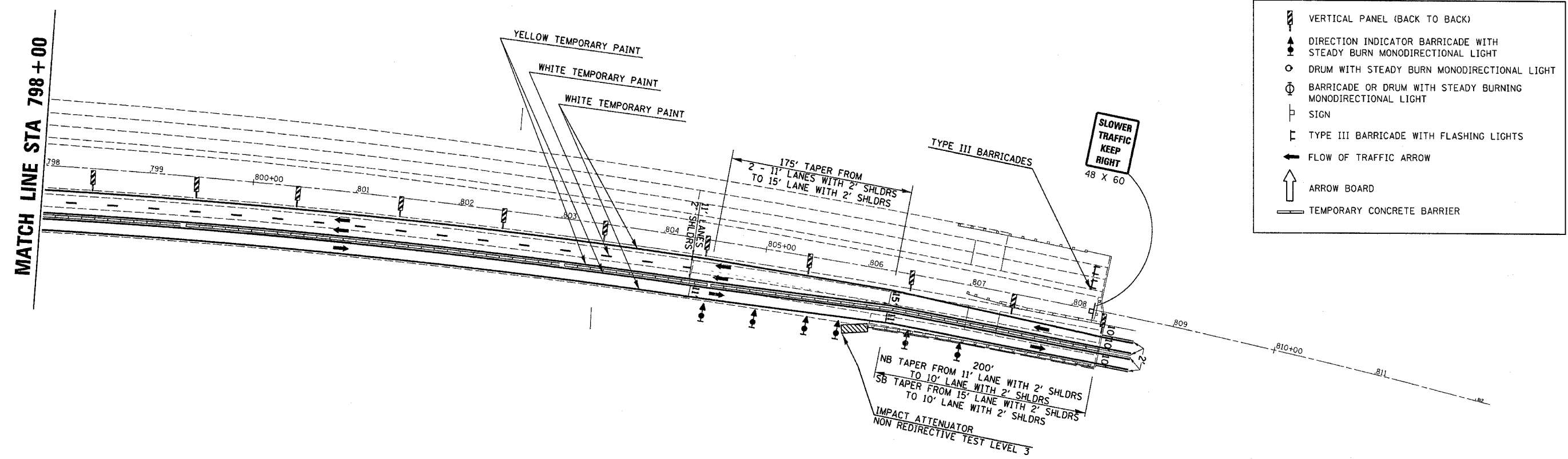
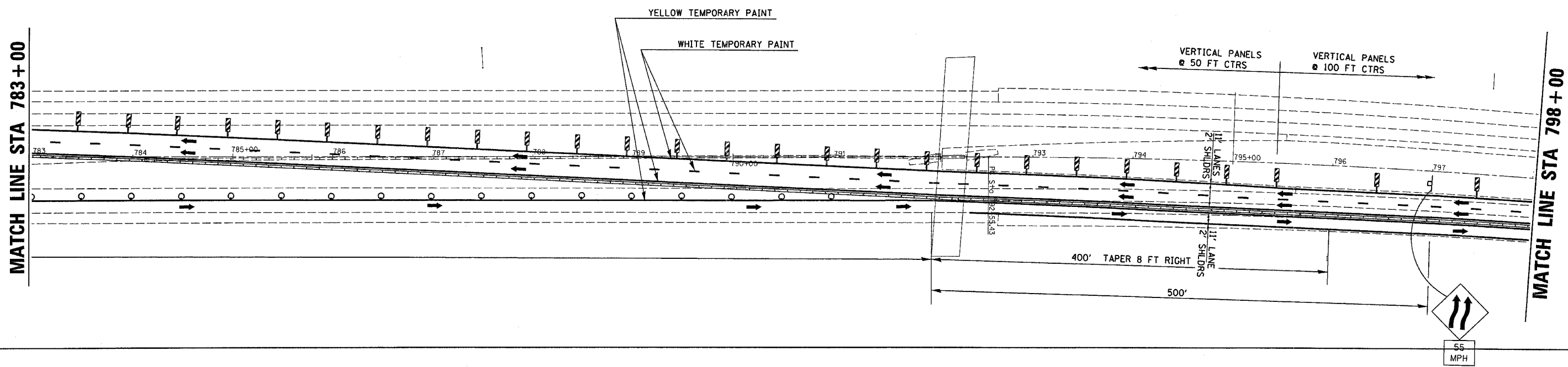
CROSSOVER PLAN SOUTH STAGE I

SCALE: VERT. _____
HORIZ. _____

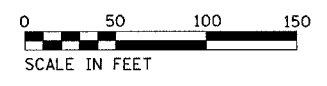
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	365	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



- VERTICAL PANEL (BACK TO BACK)
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- BARRICADE OR DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
- SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- FLOW OF TRAFFIC ARROW
- ARROW BOARD
- TEMPORARY CONCRETE BARRIER



REVISIONS	
NAME	DATE

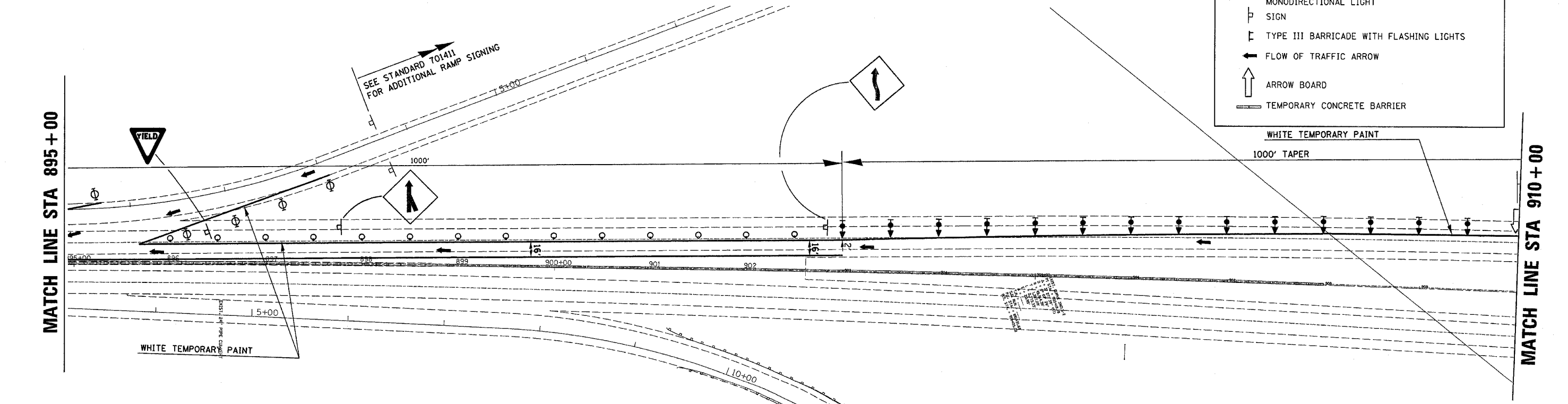
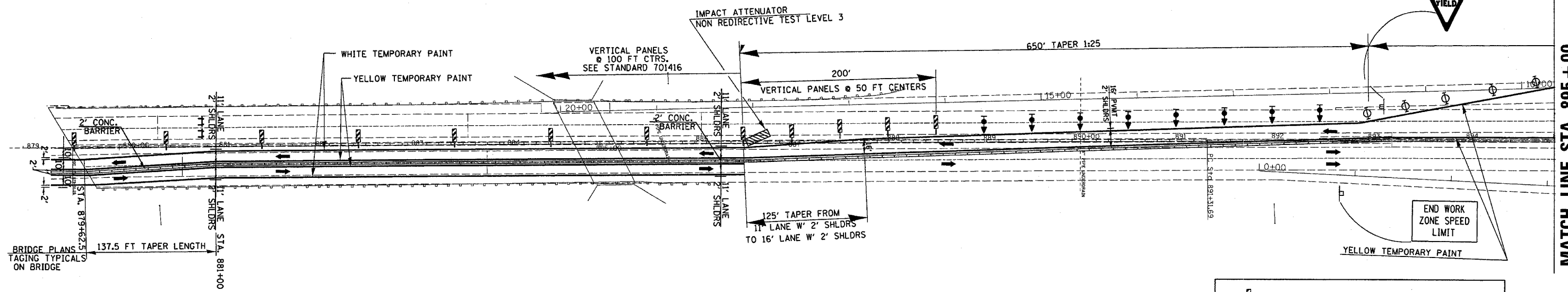
ILLINOIS DEPARTMENT OF TRANSPORTATION

CROSSOVER PLAN SOUTH STAGE I

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	365	12
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



- VERTICAL PANEL (BACK TO BACK)
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- BARRICADE OR DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
- SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- FLOW OF TRAFFIC ARROW
- ARROW BOARD
- TEMPORARY CONCRETE BARRIER

WHITE TEMPORARY PAINT
1000' TAPER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CROSSOVER PLAN NORTH STAGE I
SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

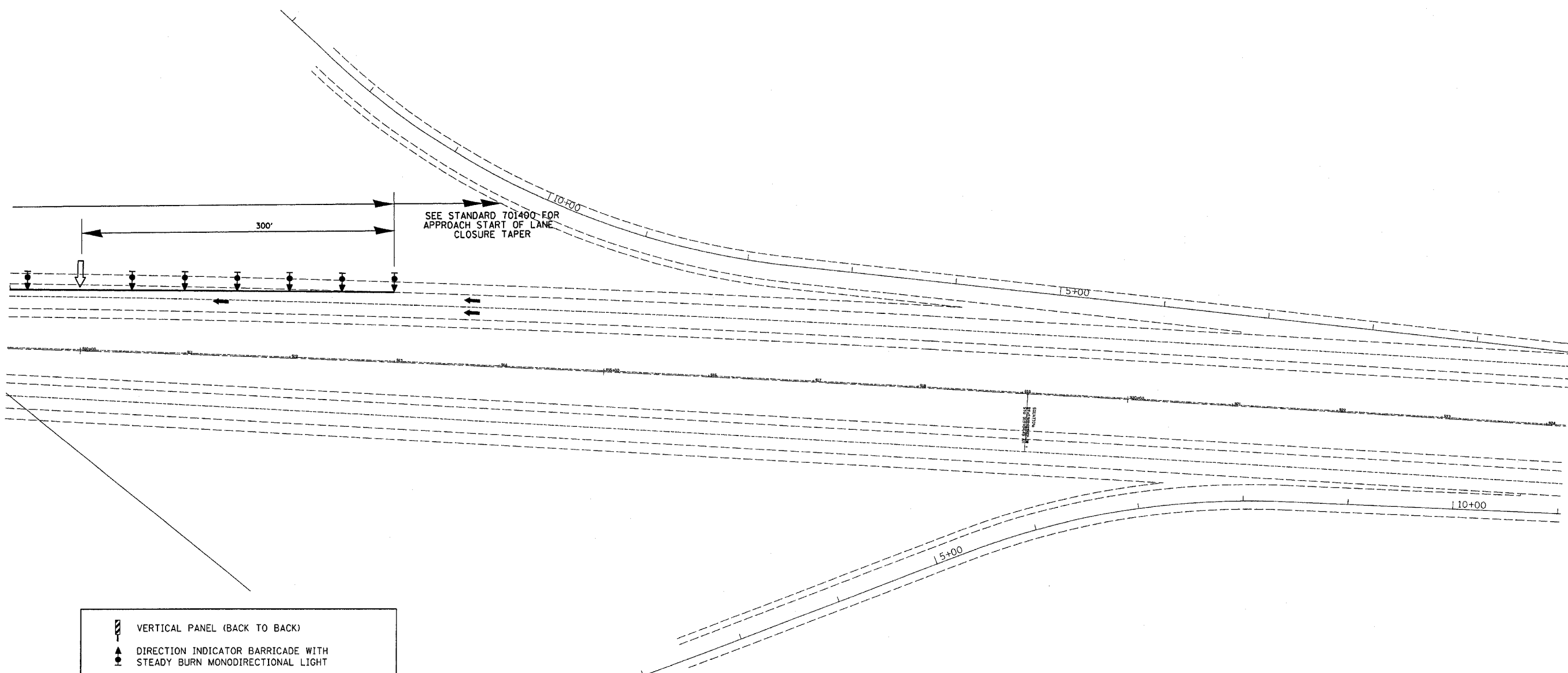
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USER NAME = \$USER

MATCH LINE STA 895 + 00

MATCH LINE STA 910 + 00

MATCH LINE STA 895 + 00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	365	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



- VERTICAL PANEL (BACK TO BACK)
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- BARRICADE OR DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
- SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- FLOW OF TRAFFIC ARROW
- ARROW BOARD
- TEMPORARY CONCRETE BARRIER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CROSSOVER PLAN NORTH STAGE I

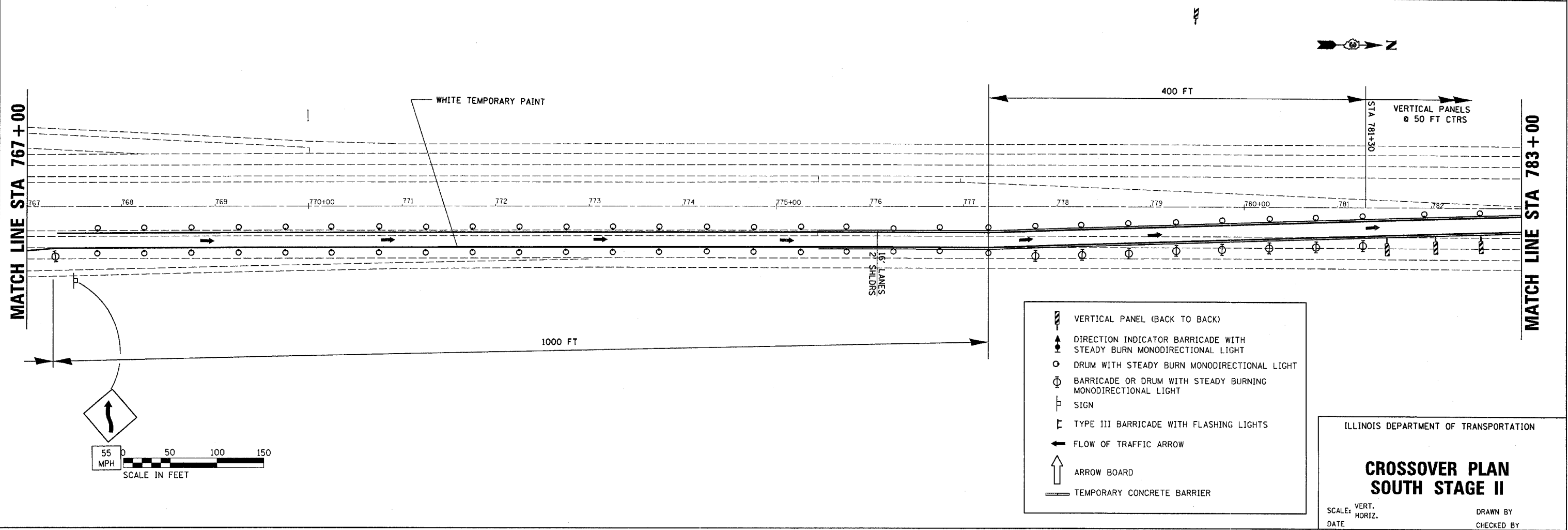
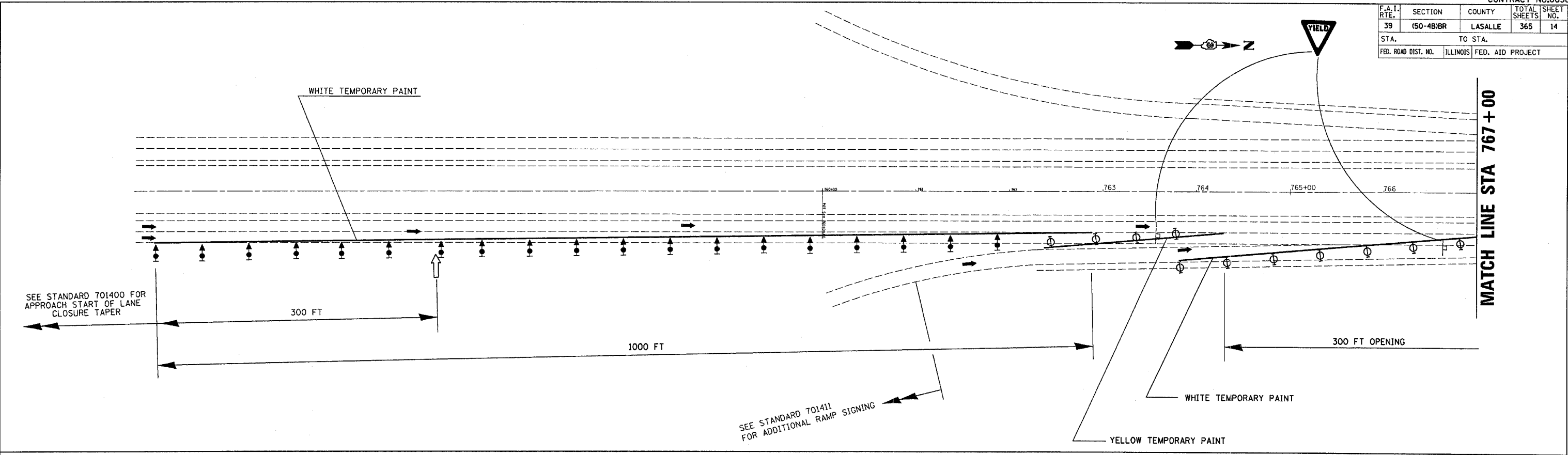
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 HORIZ. _____

DATE _____

DRAWN BY _____
 CHECKED BY _____

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



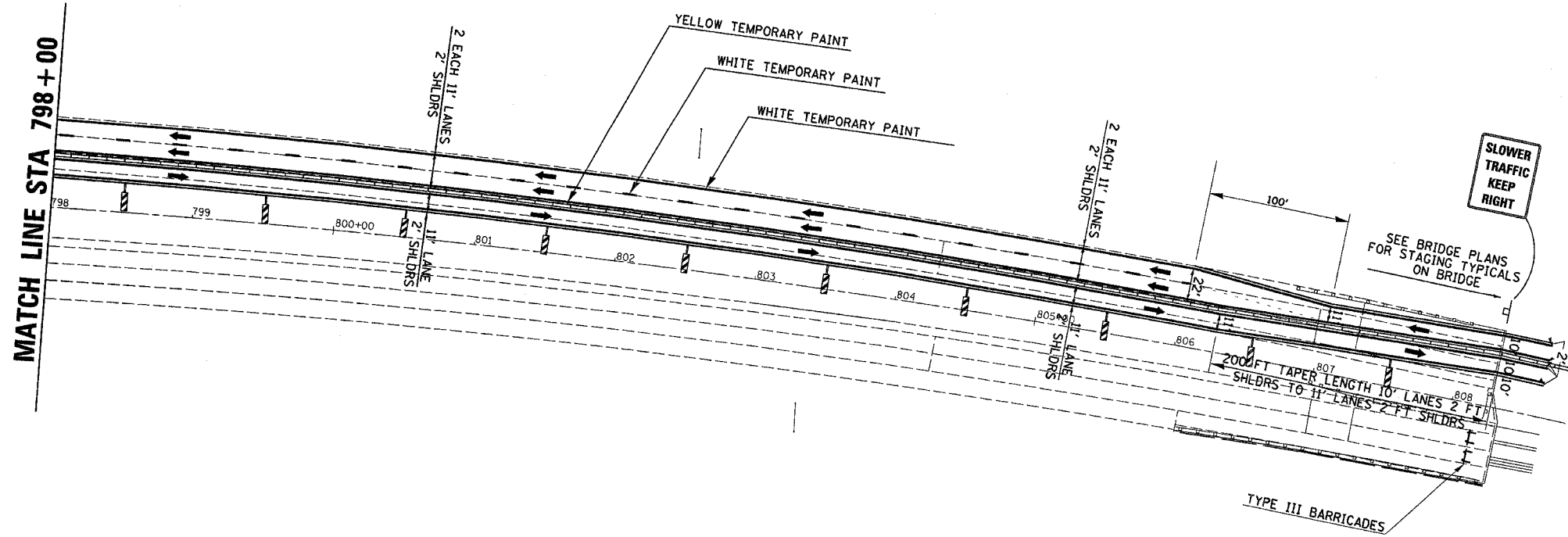
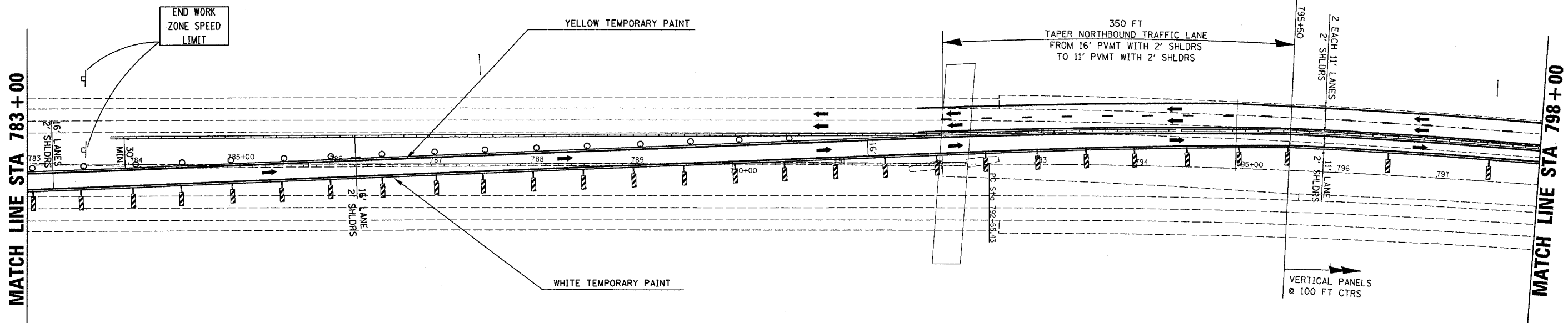
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ILLINOIS DEPARTMENT OF TRANSPORTATION

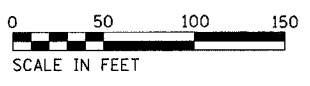
CROSSOVER PLAN SOUTH STAGE II

SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	365	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



- VERTICAL PANEL (BACK TO BACK)
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- BARRICADE OR DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
- SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- FLOW OF TRAFFIC ARROW
- ARROW BOARD
- TEMPORARY CONCRETE BARRIER



REVISIONS	
NAME	DATE

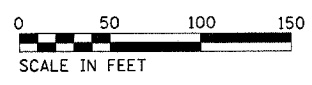
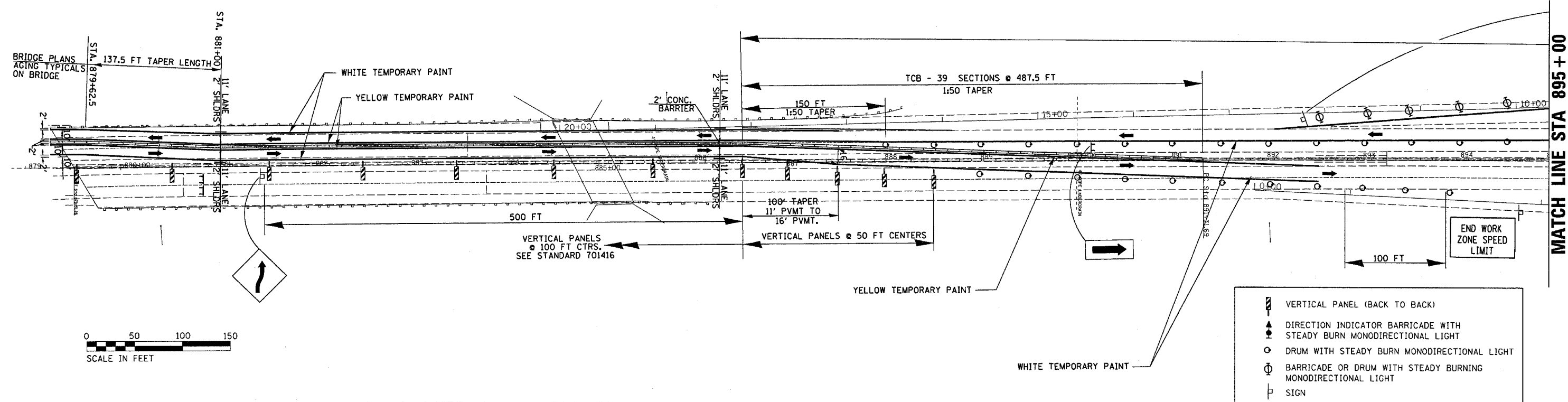
ILLINOIS DEPARTMENT OF TRANSPORTATION

CROSSOVER PLAN SOUTH STAGE II

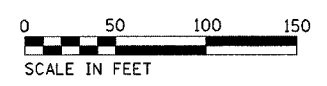
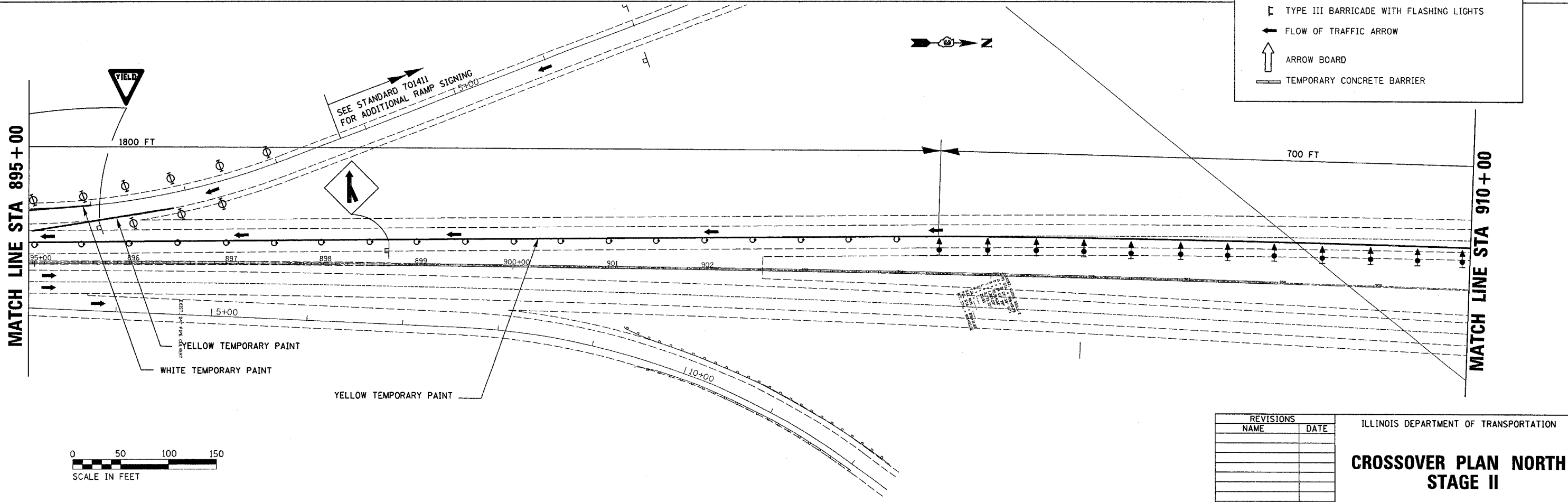
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HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

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PLOT SCALE = 1/8"=1'-0"
USER NAME = BUSER

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	150-4B/BR	LASALLE	365	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



- VERTICAL PANEL (BACK TO BACK)
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- BARRICADE OR DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
- SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- FLOW OF TRAFFIC ARROW
- ARROW BOARD
- TEMPORARY CONCRETE BARRIER



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CROSSOVER PLAN NORTH
STAGE II**

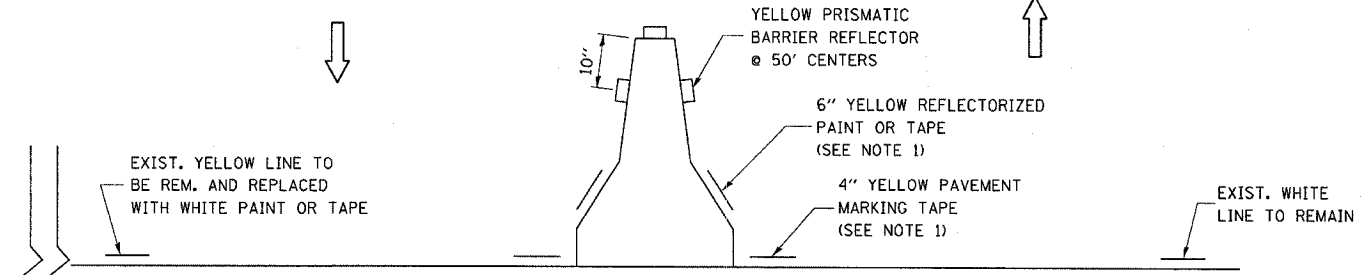
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HORIZ.
DATE

DRAWN BY
CHECKED BY

DATE = 10/29/2006
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USER NAME = *USER*

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

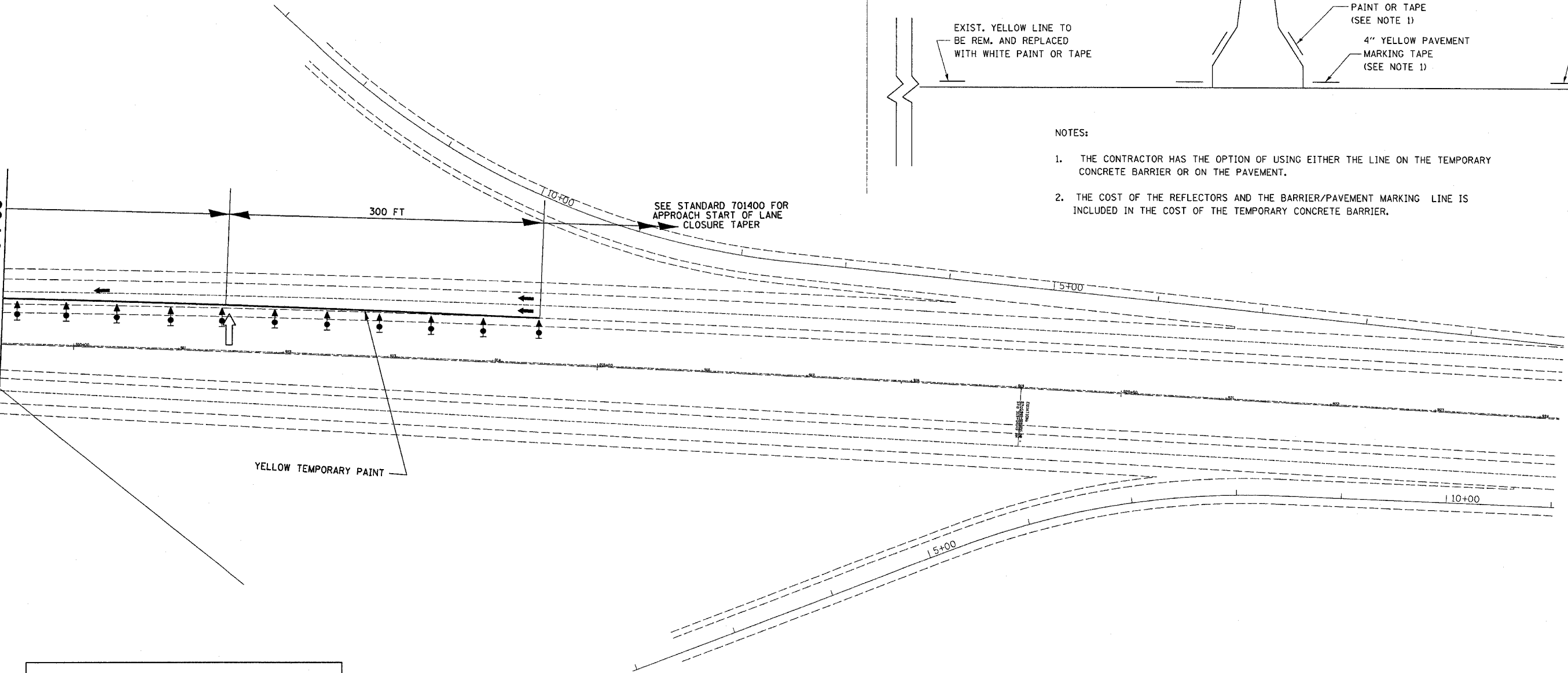
☉ RDWY.



NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
2. THE COST OF THE REFLECTORS AND THE BARRIER/PAVEMENT MARKING LINE IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

MATCH LINE STA 910+00



	VERTICAL PANEL (BACK TO BACK)
	DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
	BARRICADE OR DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
	SIGN
	TYPE III BARRICADE WITH FLASHING LIGHTS
	FLOW OF TRAFFIC ARROW
	ARROW BOARD
	TEMPORARY CONCRETE BARRIER

REVISIONS	
NAME	DATE

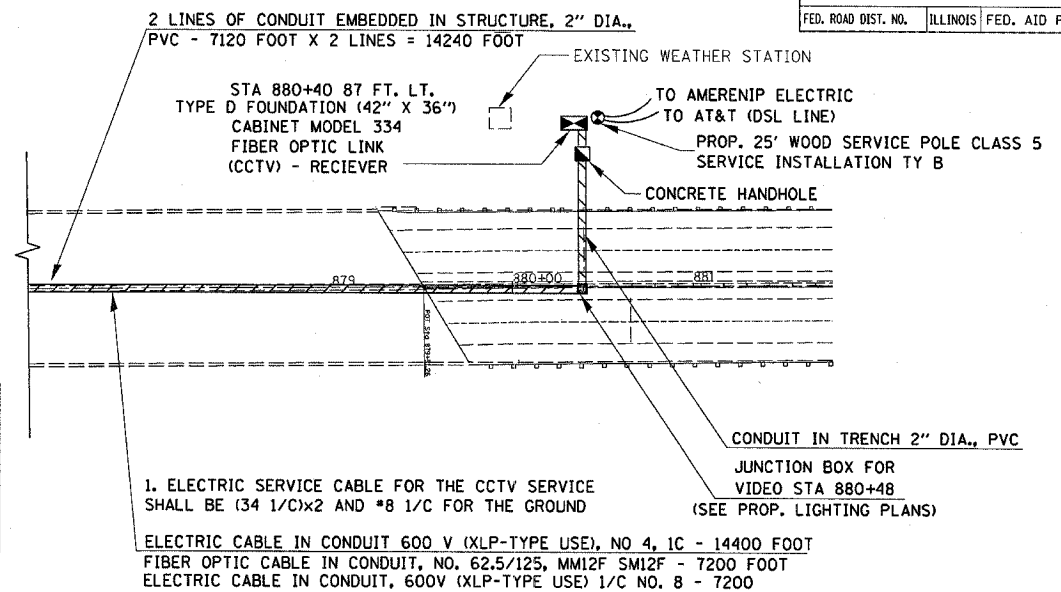
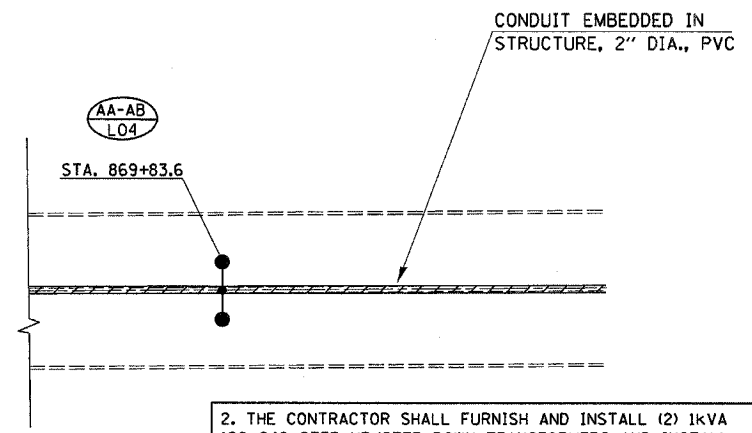
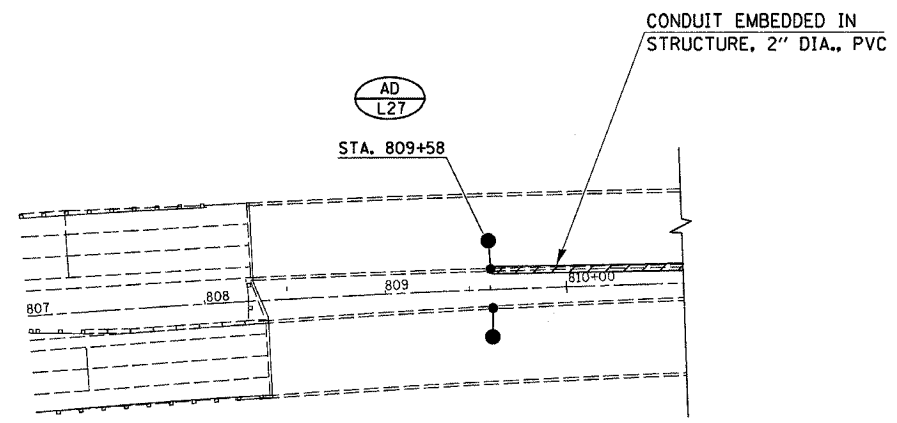
ILLINOIS DEPARTMENT OF TRANSPORTATION

CROSSOVER PLAN NORTH STAGE II

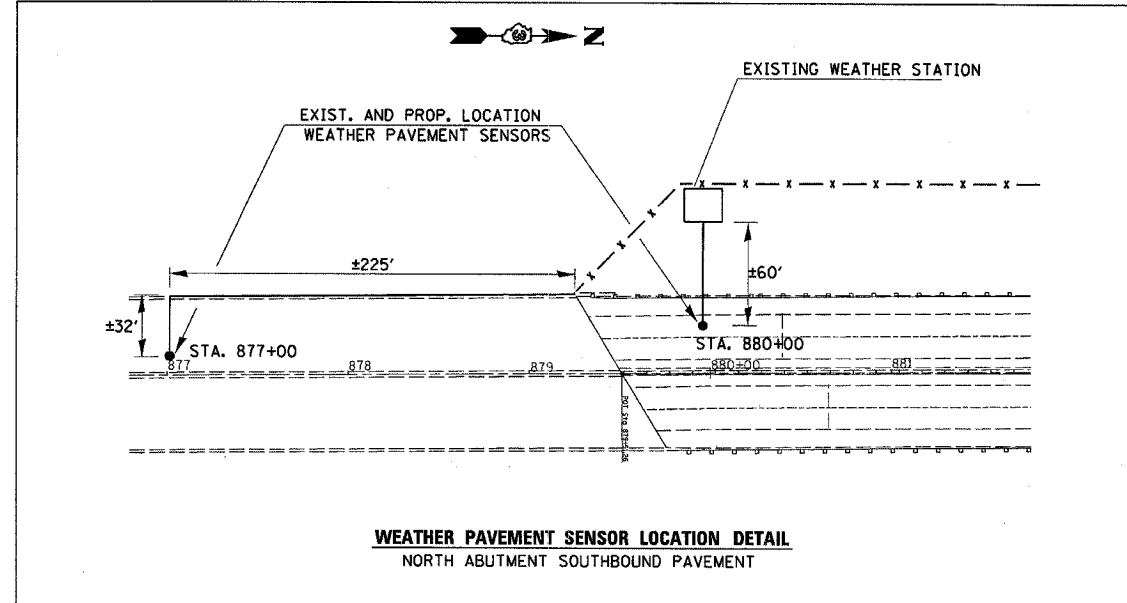
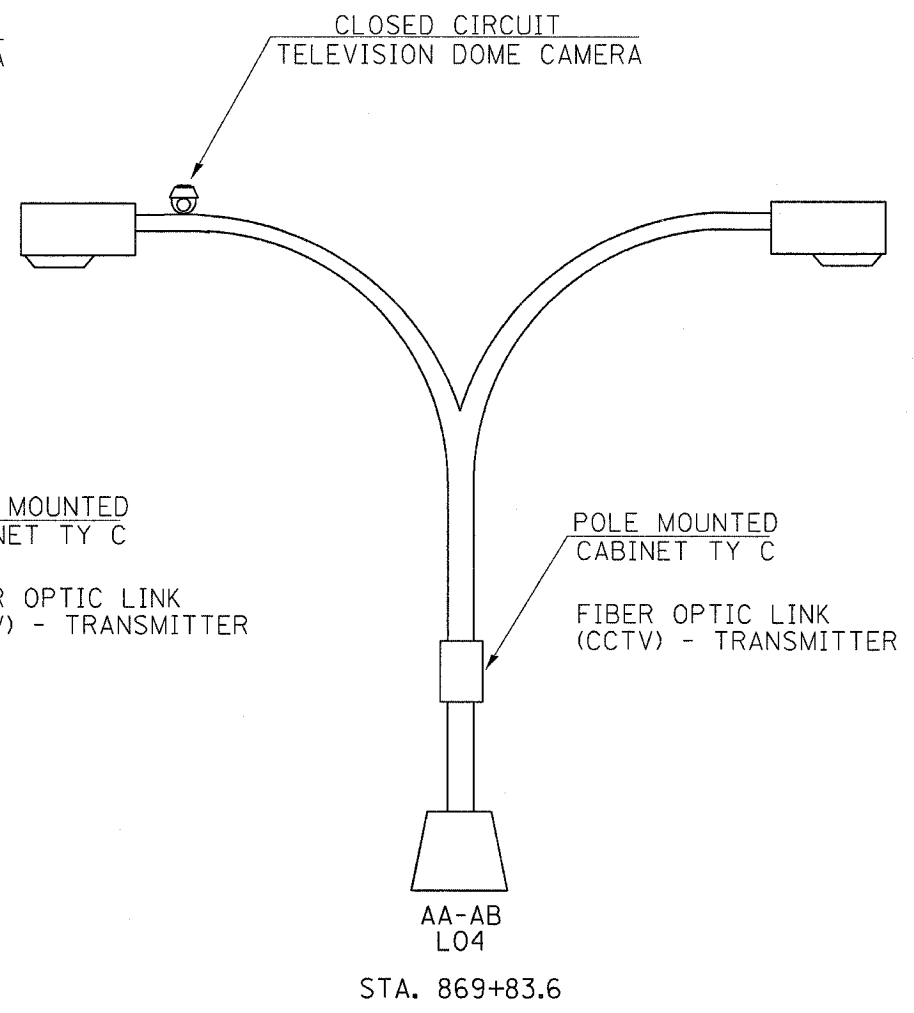
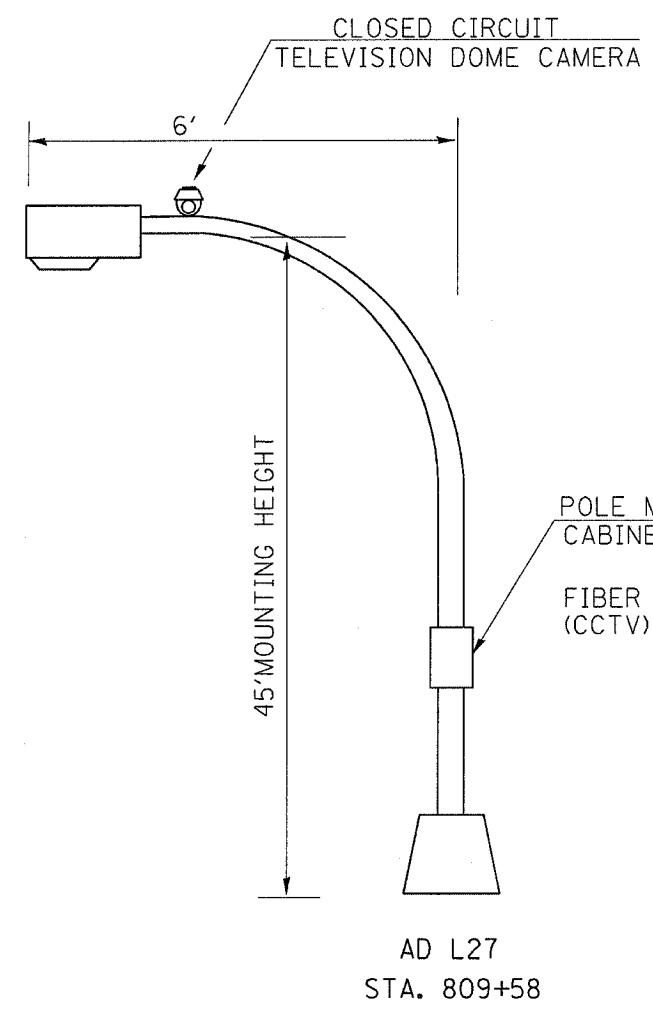
SCALE: VERT. DATE
HORIZ. DRAWN BY
CHECKED BY

PLOT DATE = 10/20/2006
FILE NAME = AF1616.L
PLOT SCALE = AS SHOWN
USER NAME = RUSBR

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	365	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



2. THE CONTRACTOR SHALL FURNISH AND INSTALL (2) 1kVA 120x240 STEP UP/STEP DOWN TRANSFORMERS AND INSTALL THEM IN ACCORDANCE WITH NEC REQUIREMENTS TO ENSURE THAT THE VOLTAGE DROP IS WITHIN ACCEPTABLE LIMITS FOR EQUIPMENT OPERATION. THE COST OF FURNISHING AND INSTALLING THE TRANSFORMERS AND ALL ASSOCIATED APPURTENANCES SHALL BE INCLUDED IN THE BID PRICE FOR ELECTRIC SERVICE INSTALLATION, TYPE B.



NOTE 1: LIGHT POLES AD L27 AND AA-BB L04 SHALL BE DESIGNED TO ACCOMMODATE EXTRA LOADING DUE TO CAMARA AND HOUSING, AND POLE MOUNTED CABINET TYPE C. EXTRA COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR LIGHT POLE ALUMINUM 45 FT M.H. 6' DAVIT ARM AND LIGHT POLE ALUMINUM 45 FT M.H. 6' DAVIT ARM TWIN.

NOTE 2: ALL MOUNTING METHODS OF THE CLOSED CIRCUIT DOME CAMERAS AND HOUSING SHALL BE SUBMITTED TO BOTH THE RESIDENT ENGINEER AND THE TRAFFIC SIGNALS ENGINEER IN DISTRICT 3 OTTAWA FOR APPROVAL.

REVISIONS	
NAME	DATE

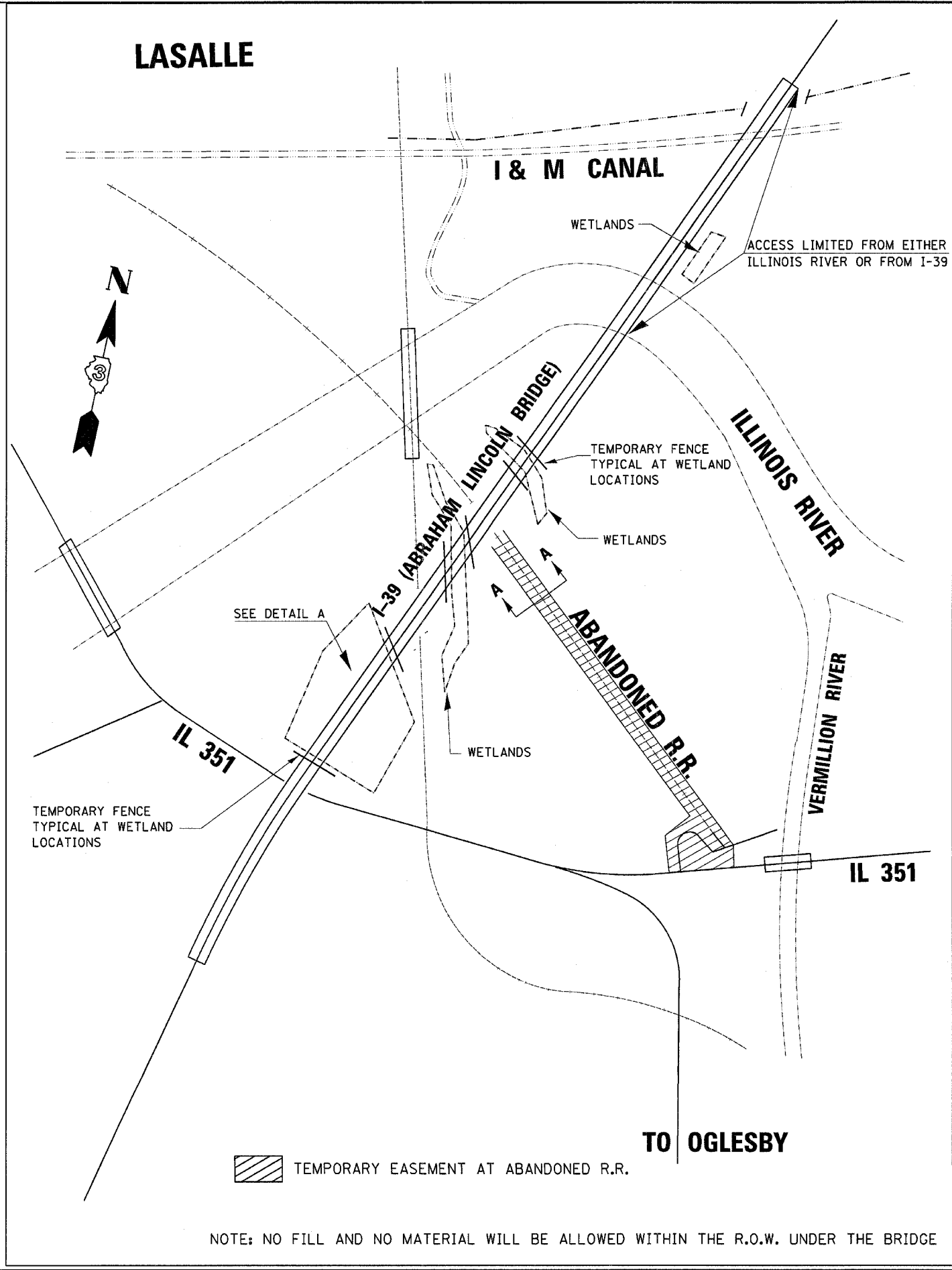
ILLINOIS DEPARTMENT OF TRANSPORTATION

ITS DETAILS

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HORIZ. DRAWN BY
CHECKED BY

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PLOT SCALE = 1/8"=1'-0"
USER NAME = BUSER

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	365	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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REVISIONS	
NAME	DATE

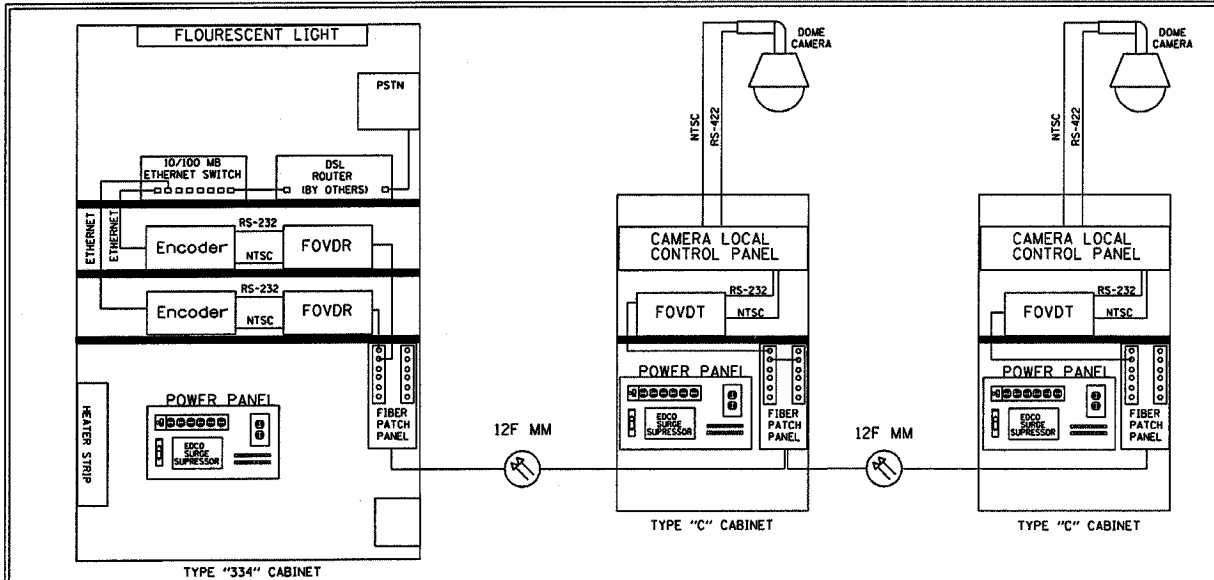
ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY EASEMENT AND WETLAND LOCATION

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

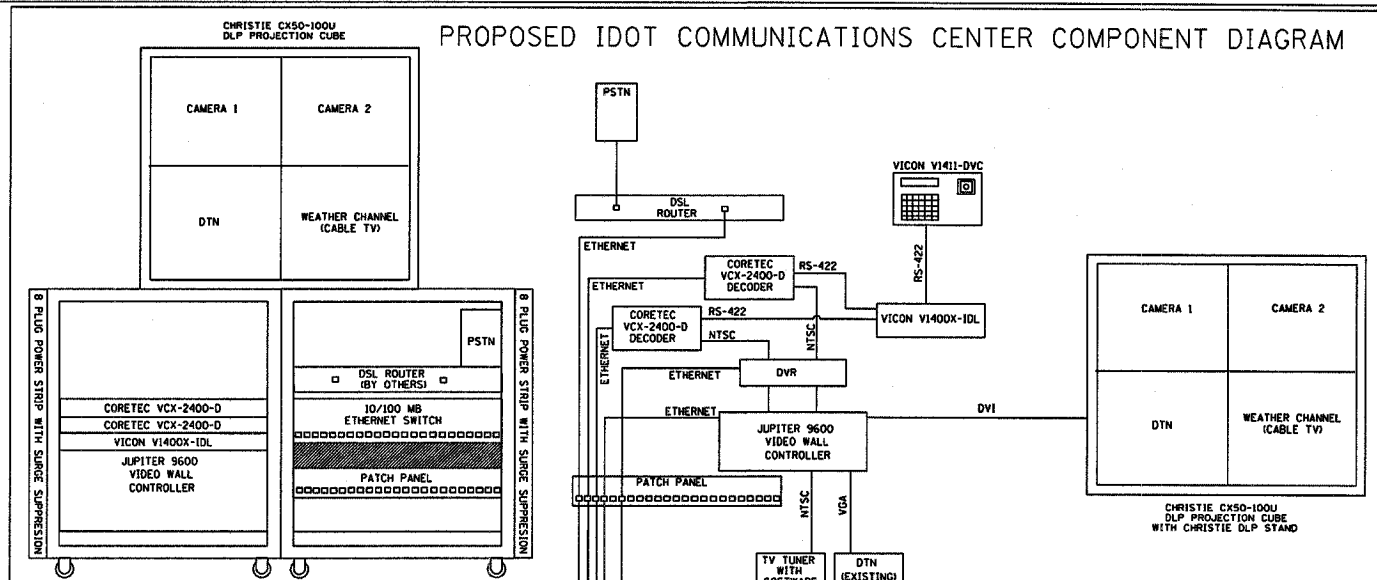
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(50-4B)BR	LASALLE	365	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PROPOSED CCTV COMPONENT DIAGRAM

CONSTRUCTION AND EQUIPMENT NOTES:

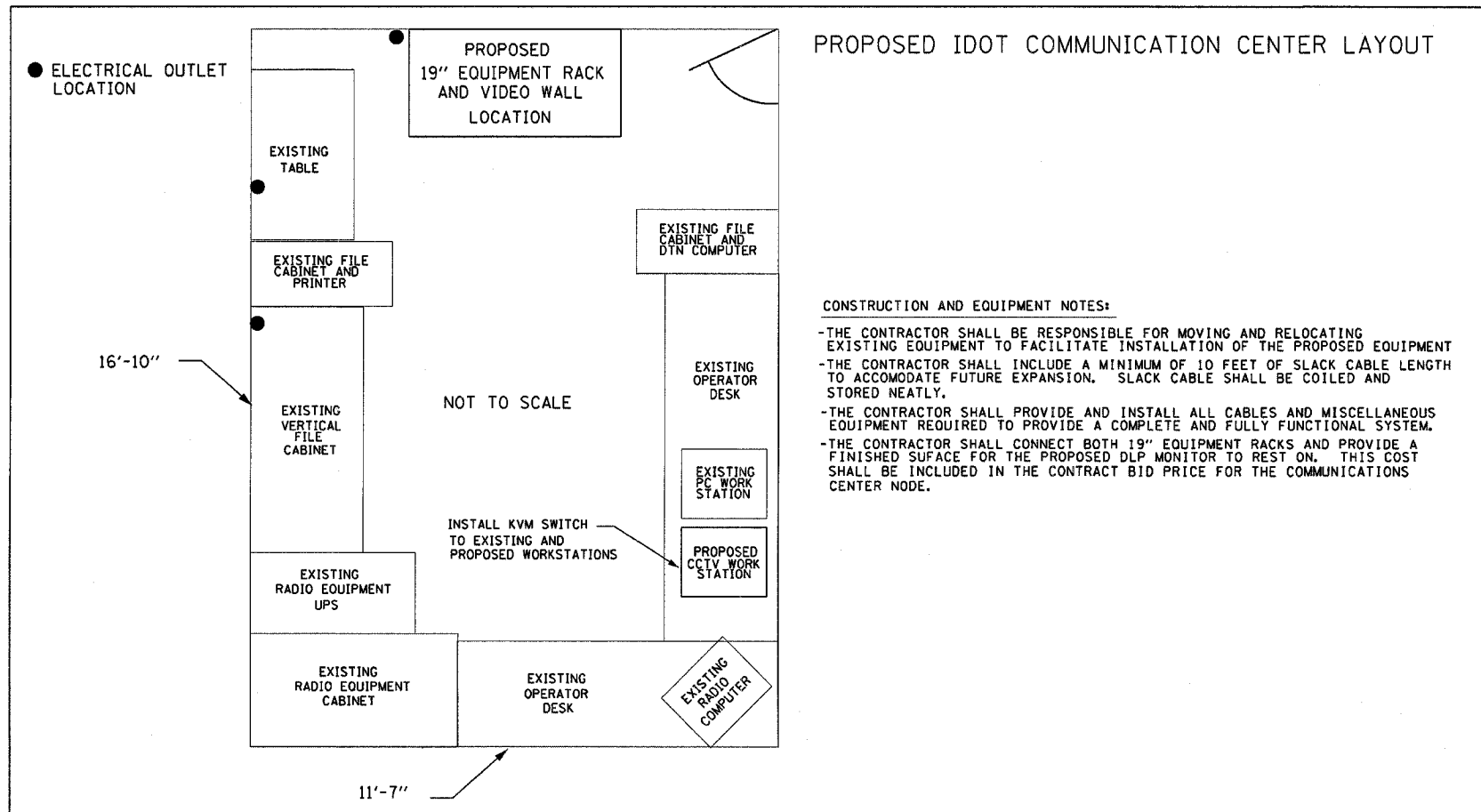
- FOVDR - FIBER OPTIC VIDEO DATA RECEIVER
- FOVDT - FIBER OPTIC VIDEO DATA TRANSMITTER
- ENCODERS SHALL BE CORETEC VCX-2400-E OR
- POWER PANEL TO INCLUDE POWER STRIP, EDCO OR OTHER APPROVED SURGE SUPPRESSION, CIRCUIT BREAKERS, AND GFI OUTLET
- THE CONTRACTOR SHALL PROVIDE ALL CABLES, FIBER OPTIC JUMPERS, AND OTHER EQUIPMENT REQUIRED TO PROVIDE A COMPLETE AND FULLY OPERATIONAL SYSTEM.
- THE CONTRACTOR SHALL COORDINATE WITH THE DSL SERVICE PROVIDER AND INSTALLER FOR THE DSL SERVICE INSTALLATION. THIS COST SHALL BE INCLUDED IN THE CONTRACT BID PRICE.



PROPOSED IDOT COMMUNICATIONS CENTER COMPONENT DIAGRAM

CONSTRUCTION AND EQUIPMENT NOTES

- POWER STRIPS TO BE MOUNTED INSIDE RACK ENCLOSURES
- SWITCHES TO BE ICMG VER. 2.0 COMPLIANT FOR MULTICAST VIDEO
- DVR SHALL BE ABLE TO RECORD 2 CHANNELS SIMULTANEOUSLY
- THE CONTRACTOR SHALL COORDINATE WITH THE DSL SERVICE PROVIDER AND INSTALLER FOR THE DSL SERVICE INSTALLATION. THIS COST SHALL BE INCLUDED IN THE CONTRACT BID PRICE.



PROPOSED IDOT COMMUNICATION CENTER LAYOUT

CONSTRUCTION AND EQUIPMENT NOTES:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MOVING AND RELOCATING EXISTING EQUIPMENT TO FACILITATE INSTALLATION OF THE PROPOSED EQUIPMENT
- THE CONTRACTOR SHALL INCLUDE A MINIMUM OF 10 FEET OF SLACK CABLE LENGTH TO ACCOMMODATE FUTURE EXPANSION. SLACK CABLE SHALL BE COILED AND STORED NEATLY.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL CABLES AND MISCELLANEOUS EQUIPMENT REQUIRED TO PROVIDE A COMPLETE AND FULLY FUNCTIONAL SYSTEM.
- THE CONTRACTOR SHALL CONNECT BOTH 19" EQUIPMENT RACKS AND PROVIDE A FINISHED SURFACE FOR THE PROPOSED DLP MONITOR TO REST ON. THIS COST SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE COMMUNICATIONS CENTER NODE.

REVISIONS	
NAME	DATE

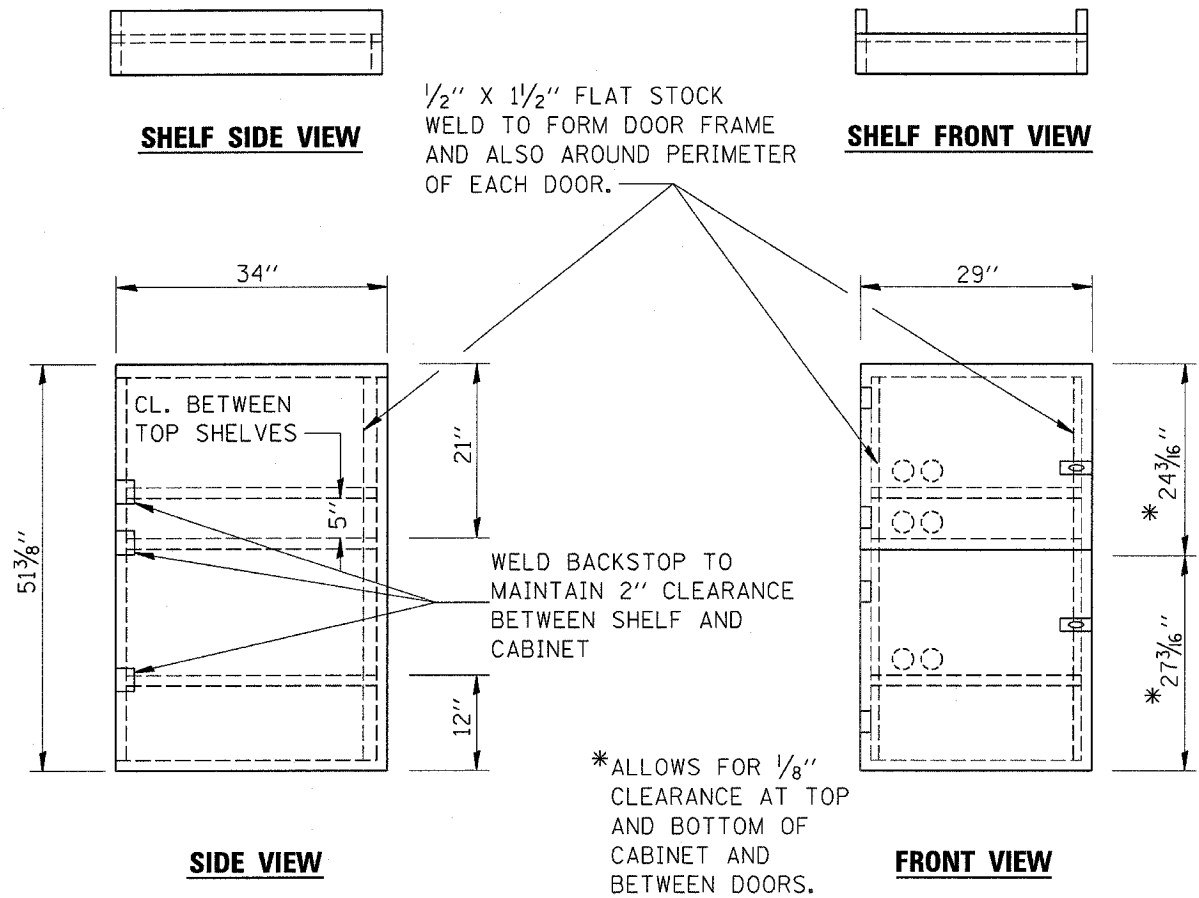
ILLINOIS DEPARTMENT OF TRANSPORTATION

ITS DETAILS

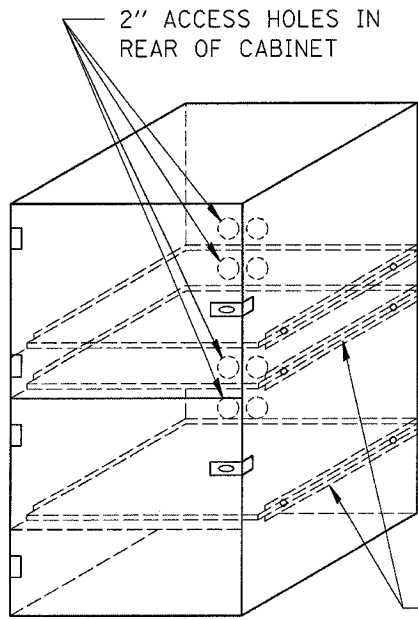
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 USER NAME = BUSER

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

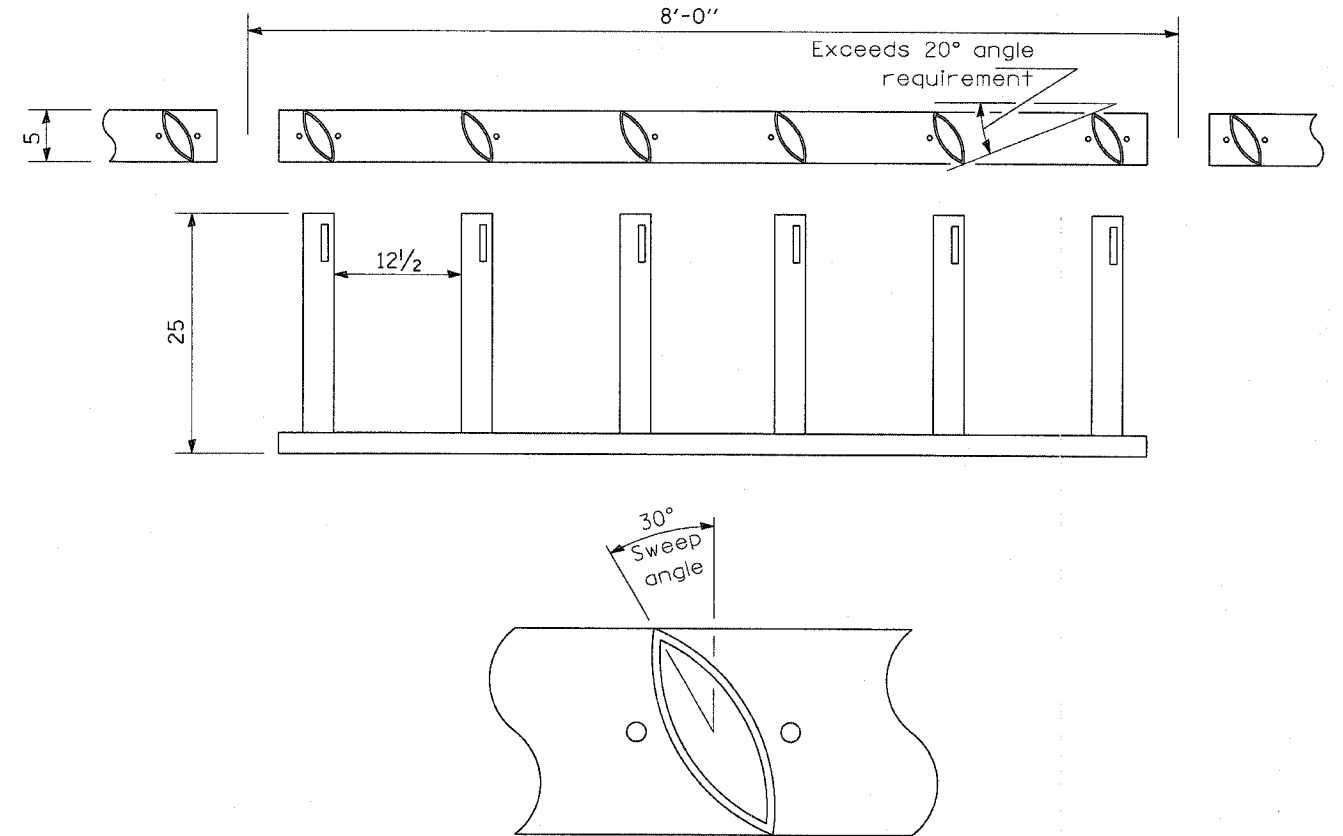


- NOTES:
1. USE 16 GAUGE STEEL FOR CABINET.
 2. THE TOP SHELF SHALL SLIDE IN OR OUT WITH THE TOP DOOR OPEN.
 3. ALL HINGES AND HASPS WILL BE WELDED TO THE CABINET.
 4. ALL EDGES SHALL BE GROUND SMOOTH.
 5. TWO (2" DIA.) ACCESS HOLES WILL BE REQUIRED FOR EACH SHELF.
 6. CABINET SHALL BE PAINTED WITH TWO COATS OF FLAT PAINT.
 7. 2 EACH MATCHING KEY PADLOCKS, WITH 3 KEYS PROVIDED, MASTER MODEL 3 T OR EQUIVALENT.
 8. 4 EACH PLAIN STEEL, NON-REMOVABLE PIN, NO HOLE 4"X4" SQUARE CORNER HINGES TO BE WELDED ON.
 9. 2 EACH EXTRA HEAVY, PLAIN STEEL, FIXED STAPLE, NO HOLE, 7 1/4 " HASPS TO BE WELDED ON.



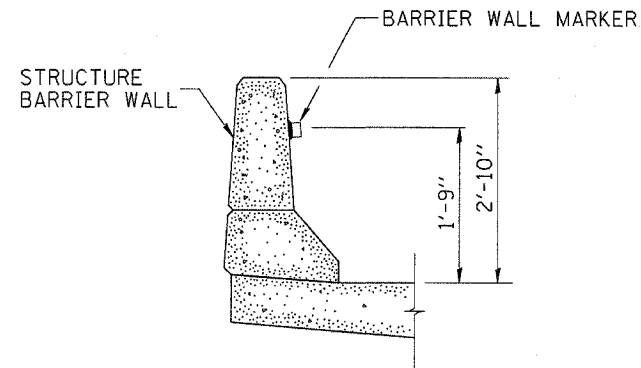
FLAT STOCK DIMENSIONS VARY DEPENDING ON TYPE OF ROLLER ASSEMBLY.

LOCKABLE COMPUTER CABINET



Detail Drawing

MODULAR GLARE SCREEN BLADES



BARRIER WALL MARKER

REVISIONS	
NAME	DATE

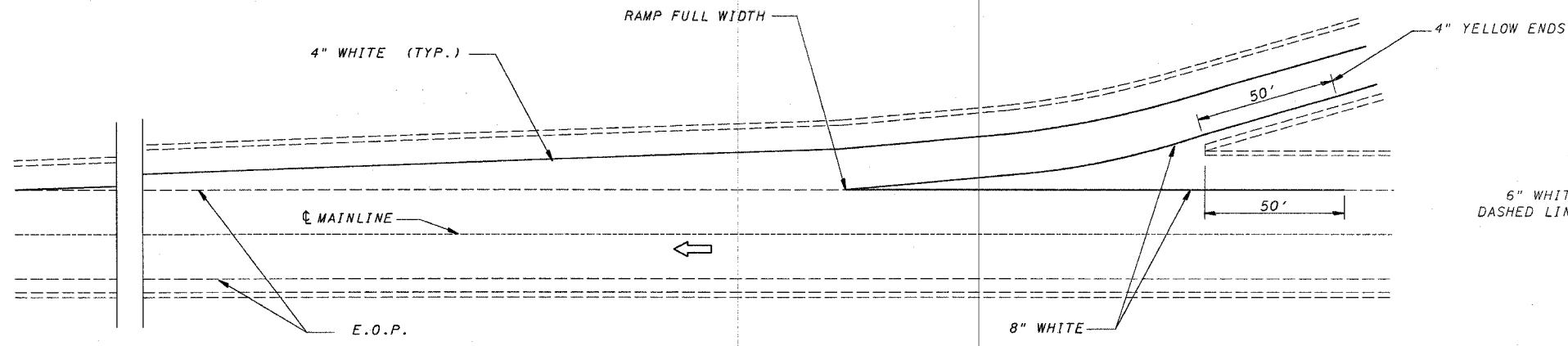
ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS

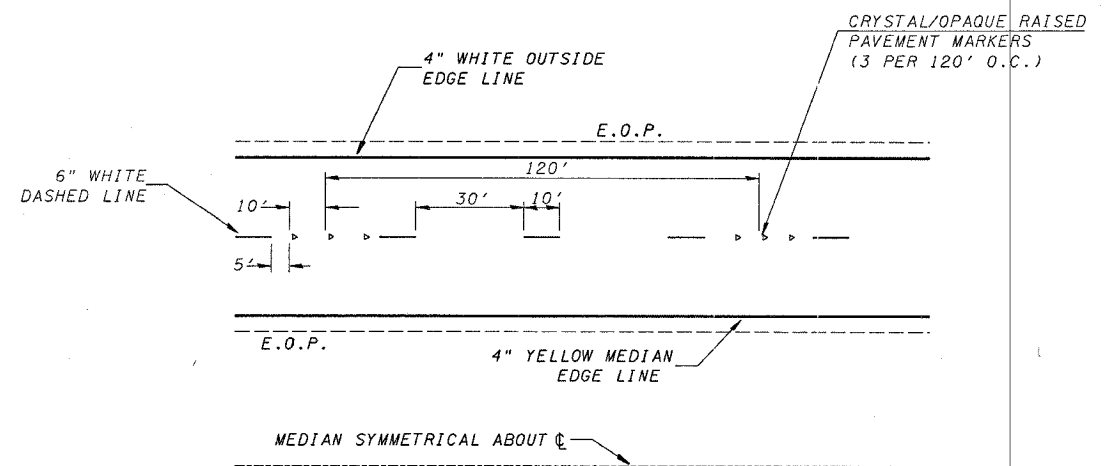
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DRAWN BY CHECKED BY

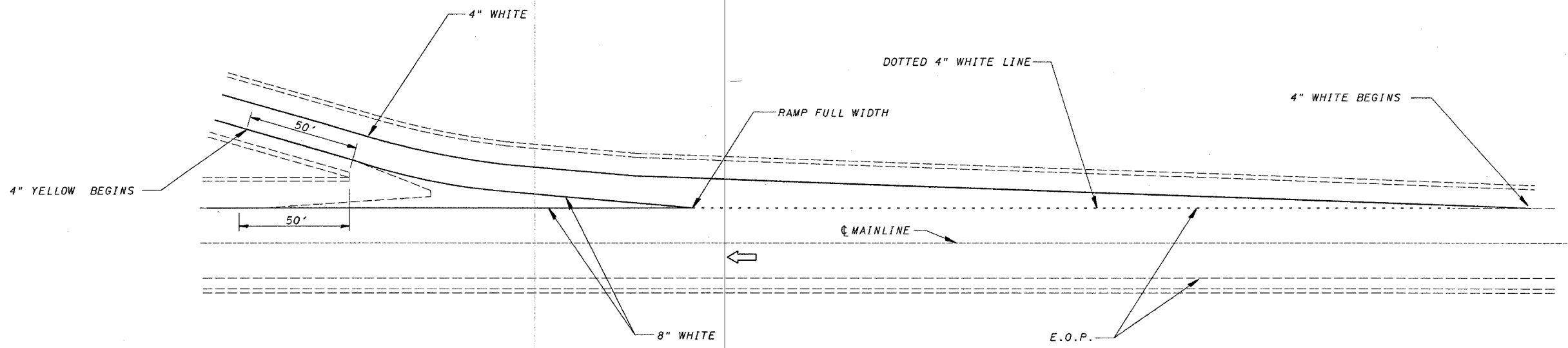
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39	(50-4B)BR	LASALLE	365	22
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID	PROJECT



TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS



TYPICAL PAVEMENT MARKINGS



TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

RAMP PAVEMENT MARKING

SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 9/1/2006
 FILE NAME = #FILEL*
 PLOT SCALE = #SCALE*
 USER NAME = #USER*

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.I. 39	50-4B	LASALLE	23	313 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		Contract # 66586

SPECIFICATIONS

AASHTO Standard Specifications for Highway Bridges, 17th Edition 2002.

DESIGN METHOD

Strength Design Method (Load Factor Design Method)

DESIGN LOADINGS

Dead Loads:

Future wearing surface - 25 psf

Live Loads:

- A. AASHTO HS20-44 plus Impact
- B. Alternate Military Loading

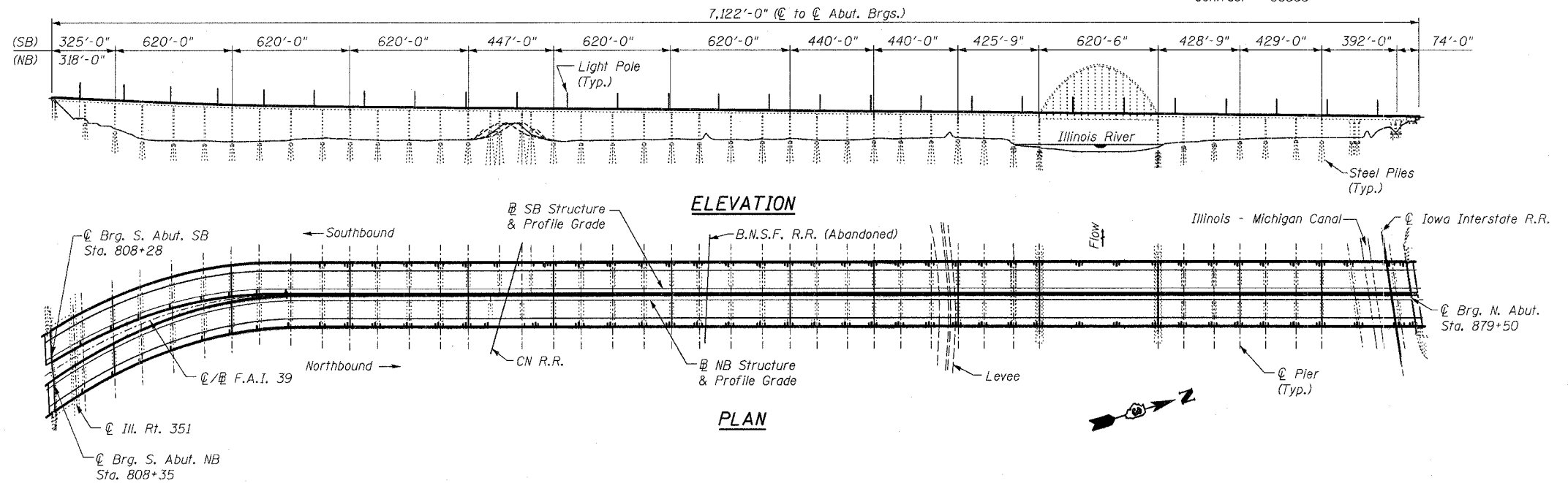
Seismic Loads:

In Accordance with AASHTO Seismic Performance Category A:

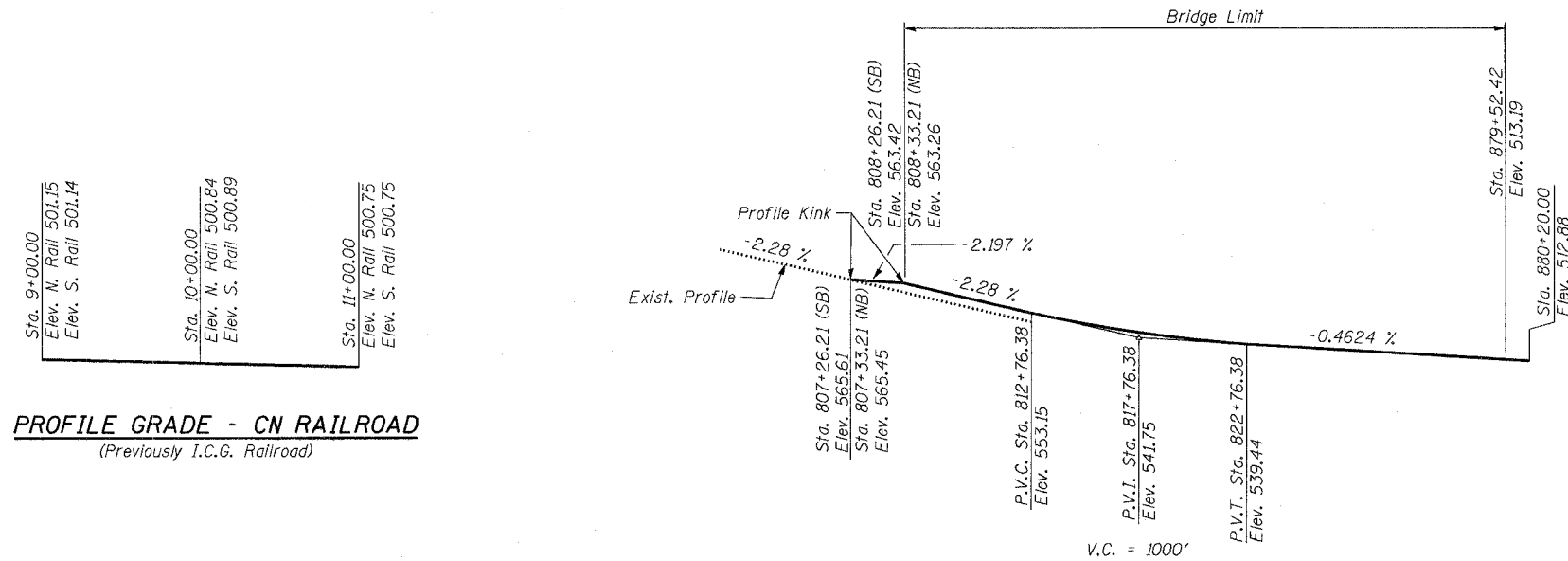
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S = 1.0

DESIGN STRESSES

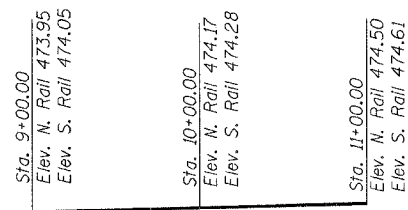
- f'c = 3,500 psi
- fy = 36,000 psi (Grade 36 Existing)
- fy = 50,000 psi (Grade 50 Existing)
- fy = 36,000 psi (Grade 36 New)
- fy = 50,000 psi (Grade 50 New)
- fy = 60,000 psi (Reinforcement)



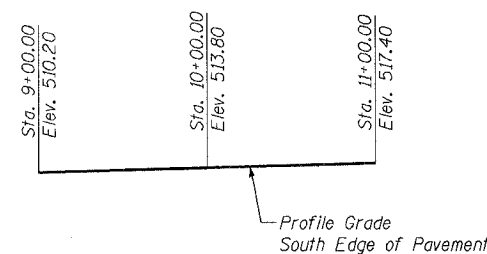
LOCATION SKETCH



PROFILE GRADE - CN RAILROAD
(Previously I.C.G. Railroad)



PROFILE GRADE - IOWA INTERSTATE RAILROAD
(Previously Chicago Rock Island & Pacific Railroad)



PROFILE GRADE ILL. - 351

PROFILE GRADE
(Proposed)

DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	VH
CHECKED -	HMA

benesch

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

KEY PLAN, CRITERIA AND PROFILES
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)

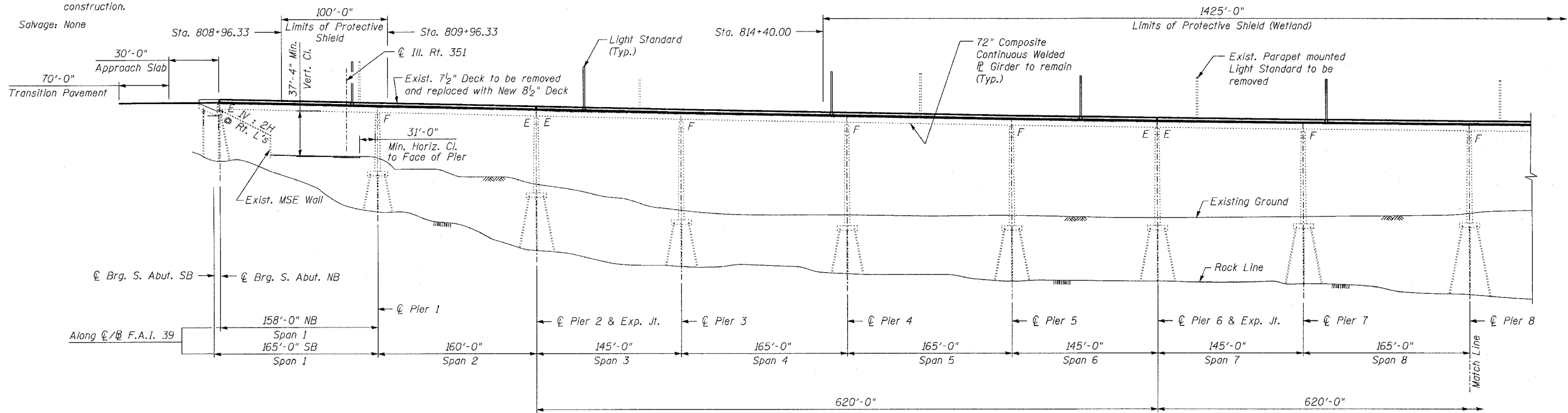
Bench Mark: Square cut on parapet of S.E. wingwall of NB F.A.I. 39.
Elev. 564.90

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

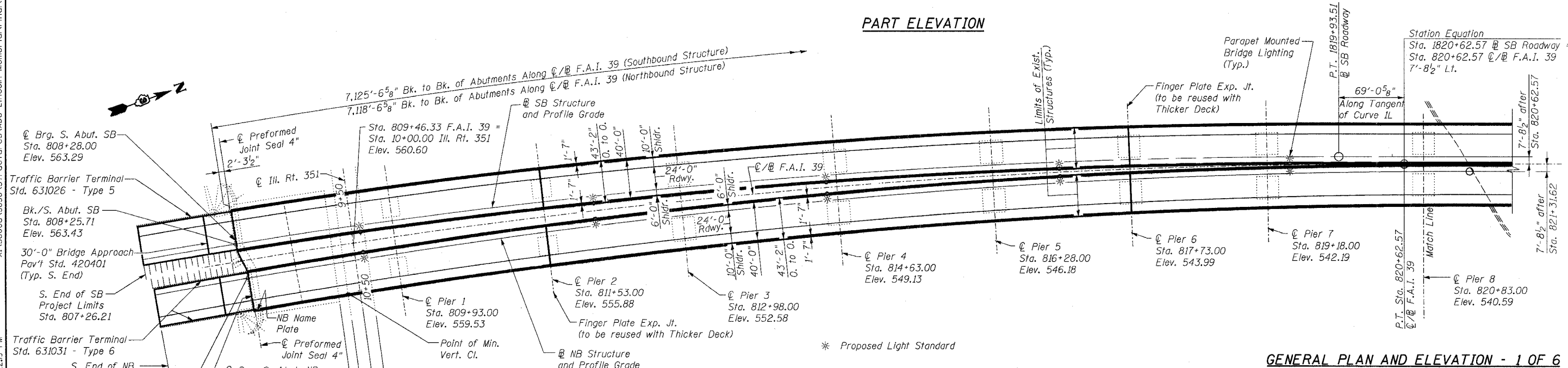
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE	25	3
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT-		313 SHEETS

Contract # 66586

Existing Structures: No. 050-0191 Dual Structure (NB & SB). Built as F.A. Rte. 412, Sec. 50-4B in 1985. The dual structure consists of 34 spans in the south approach, one span over the Illinois River and 9 spans in the north approach. The Superstructure of the south and north approaches consists of R.C. deck supported on steel welded plate girders. The main 620'-6" span over the Illinois River is a steel Tied Arch supporting the R.C. decks on stringers and floor beams. The abutments are cantilever type and the piers are hammer-head type supported on pile foundations. One lane of traffic in each direction shall be maintained, during the rehabilitation of both structures, by stage construction.



PART ELEVATION



PART PLAN

NOTES:

1. Stations along C/M F.A.I. 39
2. Dimensions of existing elements to remain are taken from the existing plans.
3. All substructure units placed radially or at 90° with respect to C/M F.A.I. 39 unless noted otherwise.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES



EXPIRATION DATE 11-30-06
DATE 10/16/06

benesch

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

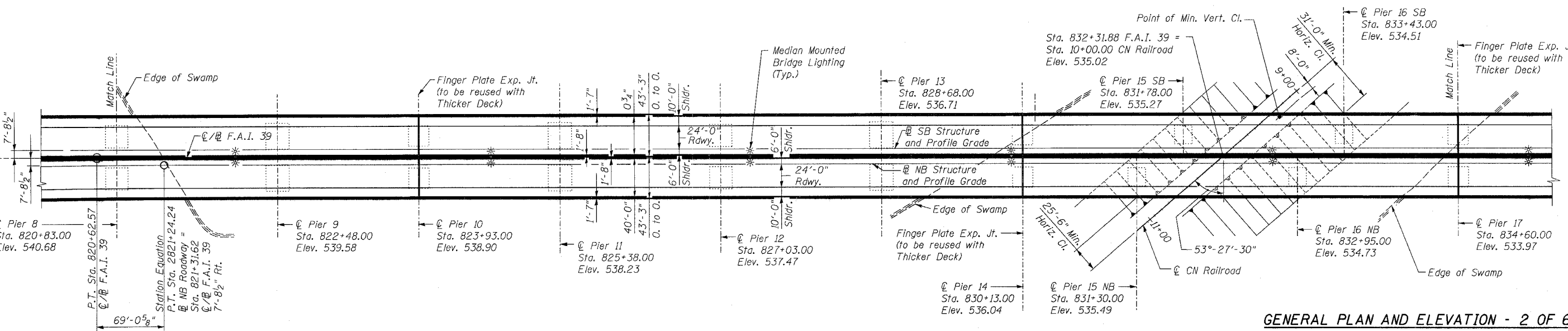
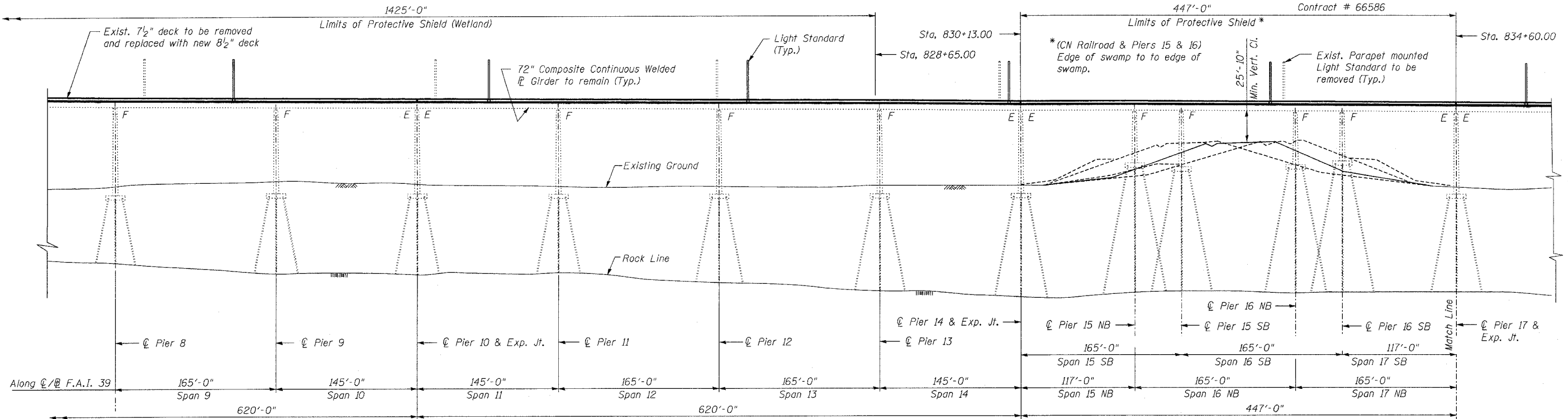
GENERAL PLAN AND ELEVATION - 1 OF 6
ABRAHAM LINCOLN MEMORIAL BRIDGE OVER
THE ILLINOIS RIVER (PUBLIC WATERS)
F.A.I. ROUTE 39 SEC. (50-4B) BR
LASALLE COUNTY
STATION 863+16.00
STRUCTURE NO. 050-0191 (SB & NB)

10/16/2006 4:22:49 PM x:\3800s\3856\Structures\abe\lincoln\final\plans\al\pans\al.gpe01.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE	26	4
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract # 66586



DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	VH
CHECKED -	MRB

NOTES:
1. For Notes, see sheet 3.



PART PLAN

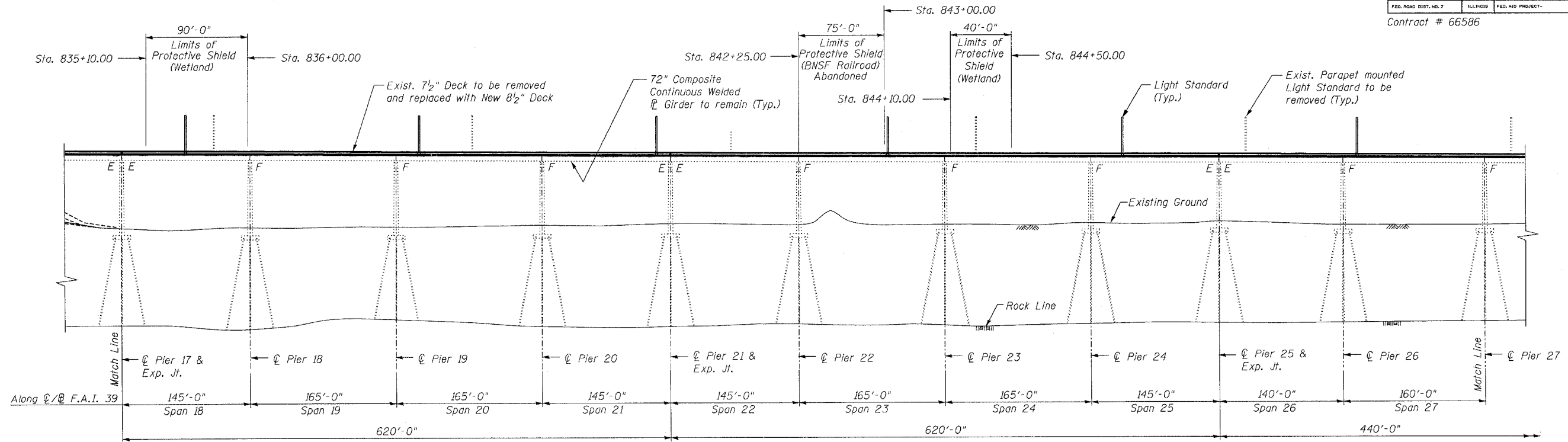
GENERAL PLAN AND ELEVATION - 2 OF 6
ABRAHAM LINCOLN MEMORIAL BRIDGE OVER
THE ILLINOIS RIVER (PUBLIC WATERS)
F.A.I. ROUTE 39 SEC. (50-4B) BR
LASALLE COUNTY
STATION 863+16.00
STRUCTURE NO. 050-0191 (SB & NB)

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

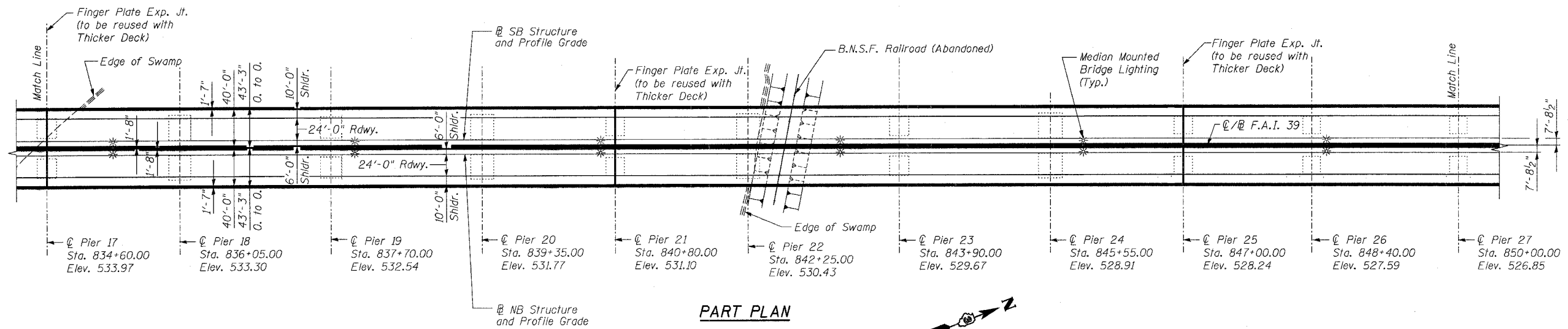
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 5 313 SHEETS
F.A.I. 39	50-4B	LASALLE		27	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-	Contract # 66586		



PART ELEVATION



PART PLAN

NOTES:
1. For Notes, see sheet 3.

DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	VH
CHECKED -	MRB

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

GENERAL PLAN AND ELEVATION - 3 OF 6
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)

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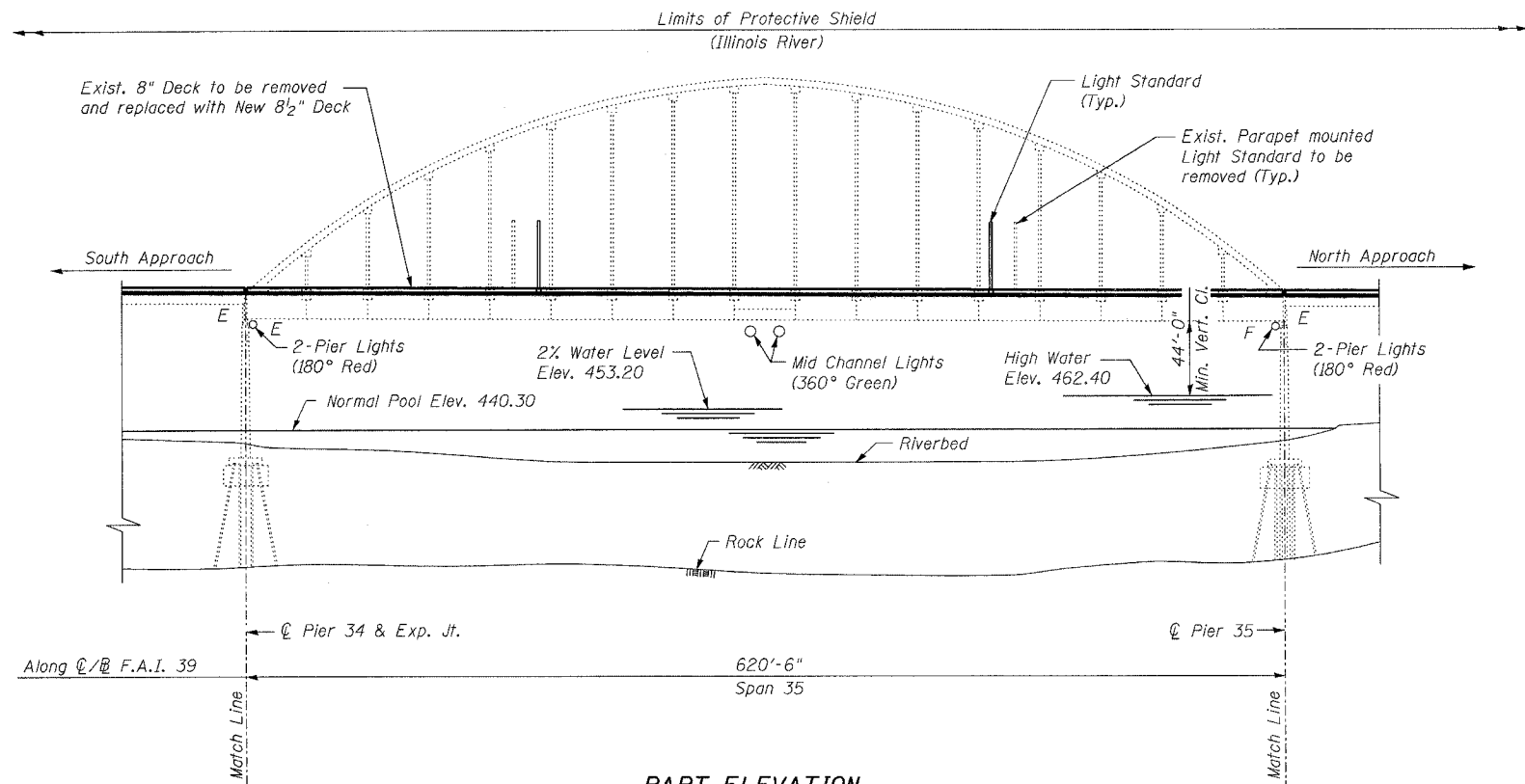
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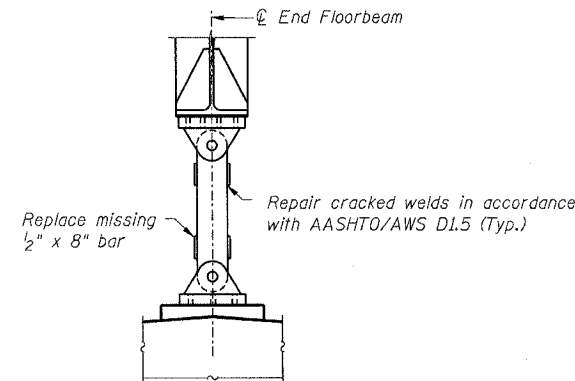
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.I. 39	50-4B	LASALLE	29	29	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

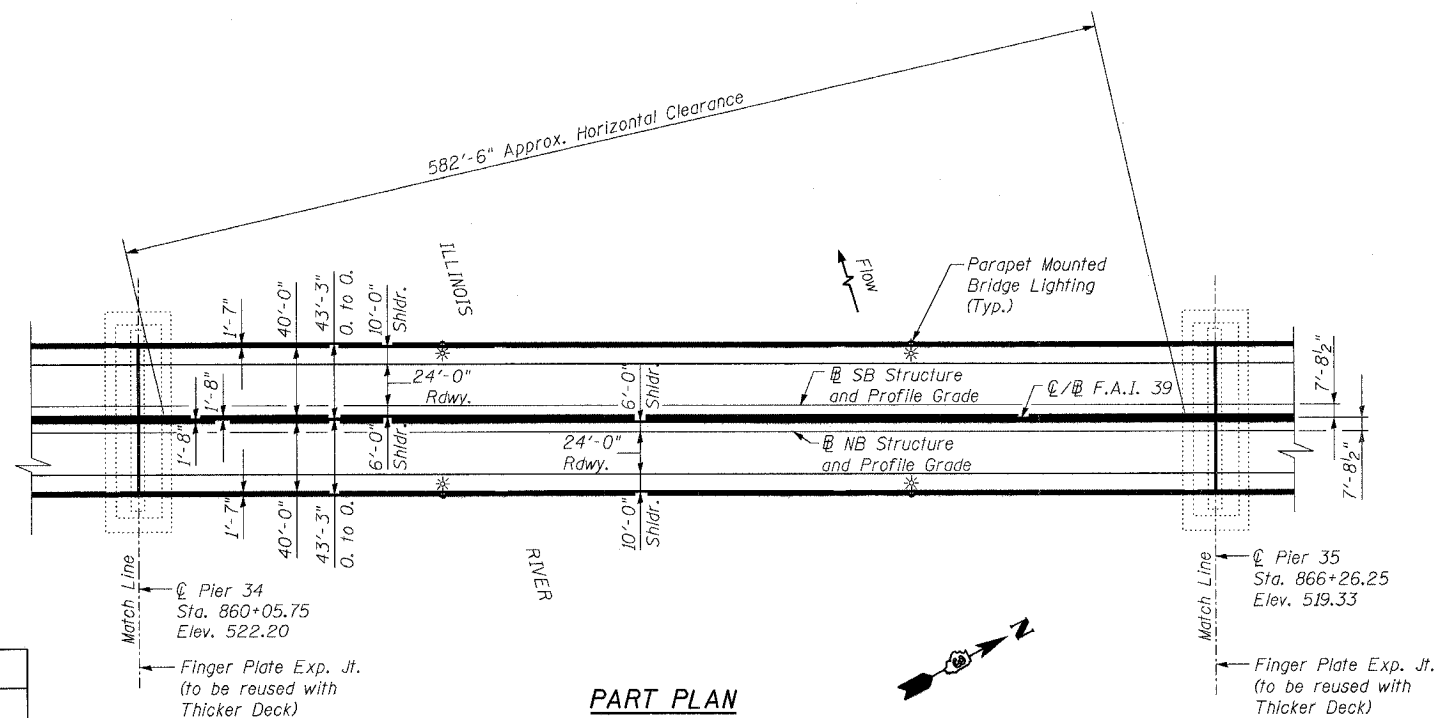
Contract # 66586



PART ELEVATION



WEST LIVE LOAD SUPPORTS AT PIER 35
(Cost included with Furnishing and Erecting Structural Steel)



PART PLAN

WATERWAY INFORMATION

Drainage Area = 8,259 sq. mi.		Low Grade Elev.		High Level Bridge at Sta. 863+16.00			
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist. Prop.	Nat. H.W.E.	Head - Ft. Exist. Prop.	Headwater Elev. Exist. Prop.	
Design	50	86,000	70,580*	463.4		463.4	
Base	100	92,300	77,180*	464.9		464.9	
Overtopping							
Max. Calc.	500						

* Gross waterway opening (Includes Piers)

NOTES:
1. For Notes, see sheet 3.

GENERAL PLAN AND ELEVATION - 5 OF 6
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)

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Job # 3856

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DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	VH
CHECKED -	MRB

INDEX OF DRAWINGS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		31	9
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

Contract # 66586

SHEET #	SHEET NAME	SHEET #	SHEET NAME	SHEET #	SHEET NAME	SHEET #	SHEET NAME
1	Key Plan, Criteria and Profiles	51	Screed Plan - Spans 18 thru 21	101	Parapet Elevation - Spans 1 and 2 NB	151	Deck Plan - Spans 39 thru 41
2	Offset Sketch	52	Top of Slab Elevations - Spans 18 thru 21	102	Bill of Material - Spans 1 and 2	152	Parapet Elevation - Spans 39 thru 41
3	General Plan and Elevation - 1 of 6	53	Top of Slab Elevations - Spans 18 thru 21	103	Deck Plan - Spans 3 thru 6 SB	153	Bill of Material - Spans 39 thru 41
4	General Plan and Elevation - 2 of 6	54	Top of Slab Elevations - Spans 18 thru 21	104	Deck Plan - Spans 3 thru 6 SB	154	Deck Plan - Spans 42 and 43 SB
5	General Plan and Elevation - 3 of 6	55	Top of Slab Elevations - Spans 18 thru 21	105	Deck Plan - Spans 3 thru 6 NB	155	Deck Plan - Spans 42 and 43 NB
6	General Plan and Elevation - 4 of 6	56	Top of Slab Elevations - Spans 18 thru 21	106	Deck Plan - Spans 3 thru 6 NB	156	Parapet Elevation - Spans 42 and 43 SB
7	General Plan and Elevation - 5 of 6	57	Top of Slab Elevations - Spans 18 thru 21	107	Parapet Elevation - Spans 3 thru 6	157	Parapet Elevation - Spans 42 and 43 NB
8	General Plan and Elevation - 6 of 6	58	Screed Plan - Spans 22 thru 25	108	Parapet Elevation - Spans 3 thru 6	158	Bill of Material - Spans 42 and 43
9	Index of Drawings - 1 of 2	59	Top of Slab Elevations - Spans 22 thru 25	109	Bill of Material - Spans 3 thru 6	159	Deck Plan - Span 44 SB
10	Index of Drawings - 2 of 2	60	Top of Slab Elevations - Spans 22 thru 25	110	Deck Plan - Spans 7 thru 10 SB	160	Deck Plan - Span 44 NB
11	General Notes and Total Bill of Material	61	Top of Slab Elevations - Spans 22 thru 25	111	Deck Plan - Spans 7 thru 10 SB	161	Parapet Elevation - Span 44
12	Stage Construction - 1 of 3	62	Top of Slab Elevations - Spans 22 thru 25	112	Deck Plan - Spans 7 thru 10 NB	162	Deck Cross Sections - S. Abut. to Sta. 821+05.00
13	Stage Construction - 2 of 3	63	Top of Slab Elevations - Spans 22 thru 25	113	Deck Plan - Spans 7 thru 10 NB	163	Deck Cross Sections - Sta. 821+05.00 to Sta. 860+05.75
14	Stage Construction - 3 of 3	64	Top of Slab Elevations - Spans 22 thru 25	114	Parapet Elevation - Spans 7 thru 10	164	Deck Cross Sections - Tied Arch Span
15	Temporary Concrete Barrier Details	65	Screed Plan - Spans 26 thru 28	115	Parapet Elevation - Spans 7 thru 10	165	Deck Cross Sections - Sta. 866+26.25 to N. Abut.
16	Concrete Removal - South Abut. (SB)	66	Top of Slab Elevations - Spans 26 thru 28	116	Bill of Material - Spans 7 thru 10	166	Deck Details - 1 of 5
17	Concrete Removal - South Abut. (NB)	67	Top of Slab Elevations - Spans 26 thru 28	117	Deck Plan - Spans 11 thru 14	166a	Deck Details - 2 of 5
18	Concrete Removal - North Abutment	68	Top of Slab Elevations - Spans 26 thru 28	118	Parapet Elevation - Spans 11 thru 14	167	Deck Details - 3 of 5
19	Miscellaneous Removal	69	Screed Plan - Spans 29 thru 31	119	Parapet Elevation - Spans 11 thru 14	168	Deck Details - 4 of 5
20	Pour Sequence - Spans 1 thru 23	70	Top of Slab Elevations - Spans 29 thru 31	120	Bill of Material - Spans 11 thru 14	169	Deck Details - 5 of 5
21	Pour Sequence - Spans 24 thru 44	71	Top of Slab Elevations - Spans 29 thru 31	121	Deck Plan - Spans 15 thru 17 SB	170	Strip Seal Expansion Joint
22	Screed Plan - Spans 1 and 2	72	Top of Slab Elevations - Spans 29 thru 31	122	Deck Plan - Spans 15 thru 17 NB	171	Finger Plate Expansion Joint Details - At Typical Piers
23	Top of Slab Elevations - Spans 1 and 2	73	Screed Plan - Spans 32 thru 34	123	Parapet Elevation - Spans 15 thru 17 SB	172	Finger Plate Expansion Joint Details - At Pier 34
24	Top of Slab Elevations - Spans 1 and 2	74	Top of Slab Elevations - Spans 32 thru 34	124	Parapet Elevation - Spans 15 thru 17 NB	173	Finger Plate Expansion Joint Details - At Pier 35
25	Top of Slab Elevations - Spans 1 and 2	75	Top of Slab Elevations - Spans 32 thru 34	125	Bill of Material - Spans 15 thru 17	174	Finger Plate Expansion Jt. Details
26	Screed Plan - Spans 3 thru 6	76	Top of Slab Elevations - Spans 32 thru 34	126	Deck Plan - Spans 18 thru 21	175	Drainage Plan - Spans 1 thru 34
27	Top of Slab Elevations - Spans 3 thru 6	77	Screed Plan - Span 35	127	Parapet Elevation - Spans 18 thru 21	176	Drainage Plan - Spans 35 thru 44
28	Top of Slab Elevations - Spans 3 thru 6	78	Top of Slab Elevations - Span 35	128	Parapet Elevation - Spans 18 thru 21	177	Drainage Scupper Details, DS-11
29	Top of Slab Elevations - Spans 3 thru 6	79	Top of Slab Elevations - Span 35	129	Bill of Material - Spans 18 thru 21	178	Drainage Scupper Details, DS-12M10
30	Top of Slab Elevations - Spans 3 thru 6	80	Top of Slab Elevations - Span 35	130	Deck Plan - Spans 22 thru 25	179	Shear Studs - Spans 1 & 2 SB
31	Top of Slab Elevations - Spans 3 thru 6	81	Top of Slab Elevations - Span 35	131	Parapet Elevation - Spans 22 thru 25	180	Shear Studs - Spans 1 & 2 NB
32	Top of Slab Elevations - Spans 3 thru 6	82	Top of Slab Elevations - Span 35	132	Parapet Elevation - Spans 22 thru 25	181	Shear Studs - Spans 3 thru 6
33	Screed Plan - Spans 7 thru 10	83	Top of Slab Elevations - Span 35	133	Bill of Material - Spans 22 thru 25	182	Shear Studs - Spans 7 & 8 SB
34	Top of Slab Elevations - Spans 7 thru 10	84	Screed Plan - Spans 36 thru 38	134	Deck Plan - Spans 26 thru 28	183	Shear Studs - Spans 7 & 8 NB
35	Top of Slab Elevations - Spans 7 thru 10	85	Top of Slab Elevations - Spans 36 thru 38	135	Parapet Elevation - Spans 26 thru 28	184	Shear Studs - Spans 9 & 10 SB
36	Top of Slab Elevations - Spans 7 thru 10	86	Top of Slab Elevations - Spans 36 thru 38	136	Bill of Material - Spans 26 thru 28	185	Shear Studs - Spans 9 & 10 NB
37	Top of Slab Elevations - Spans 7 thru 10	87	Top of Slab Elevations - Spans 36 thru 38	137	Deck Plan - Spans 29 thru 31	186	Shear Studs - Spans 11 thru 14, 18 thru 21, and 22 thru 25
38	Top of Slab Elevations - Spans 7 thru 10	88	Screed Plan - Spans 39 thru 41	138	Parapet Elevation - Spans 29 thru 31	187	Shear Studs - Spans 15 & 16 SB
39	Top of Slab Elevations - Spans 7 thru 10	89	Top of Slab Elevations - Spans 39 thru 41	139	Bill of Material - Spans 29 thru 31	188	Shear Studs - Spans 15 & 16 NB
40	Screed Plan - Spans 11 thru 14	90	Top of Slab Elevations - Spans 39 thru 41	140	Deck Plan - Spans 32 thru 34	189	Shear Studs - Spans 16 & 17 SB
41	Top of Slab Elevations - Spans 11 thru 14	91	Top of Slab Elevations - Spans 39 thru 41	141	Parapet Elevation - Spans 32 thru 34	190	Shear Studs - Spans 16 & 17 NB
42	Top of Slab Elevations - Spans 11 thru 14	92	Screed Plan - Spans 42 and 43	142	Bill of Material - Spans 32 thru 34	191	Shear Studs - Spans 26 thru 28 and 29 thru 31
43	Top of Slab Elevations - Spans 11 thru 14	93	Top of Slab Elevations - Spans 42 and 43	143	Deck Plan - Span 35	192	Shear Studs - Spans 32 & 33
44	Top of Slab Elevations - Spans 11 thru 14	94	Top of Slab Elevations - Spans 42 and 43	144	Deck Plan - Span 35	193	Shear Studs - Spans 33 & 34
45	Top of Slab Elevations - Spans 11 thru 14	95	Top of Slab Elevations - Spans 42 and 43	145	Parapet Elevation - Span 35	194	Shear Studs - Spans 36 & 37 and Spans 39 & 40
46	Top of Slab Elevations - Spans 11 thru 14	96	Screed Plan - Span 44	146	Parapet Elevation - Span 35	195	Shear Studs - Spans 37 & 38 and Spans 40 & 41
47	Screed Plan - Spans 15 thru 17	97	Top of Slab Elevations - Span 44	147	Bill of Material - Span 35		
48	Top of Slab Elevations - Spans 15 thru 17	98	Deck Plan - Spans 1 and 2 SB	148	Deck Plan - Spans 36 thru 38		
49	Top of Slab Elevations - Spans 15 thru 17	99	Deck Plan - Spans 1 and 2 NB	149	Parapet Elevation - Spans 36 thru 38		
50	Top of Slab Elevations - Spans 15 thru 17	100	Parapet Elevation - Spans 1 and 2 SB	150	Bill of Material - Spans 36 thru 38		

DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	VH
CHECKED -	MRB

NOTES:

1. Work this sheet with sheet 10.

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0490
Job # 3856

INDEX OF DRAWINGS - 1 OF 2
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)

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INDEX OF DRAWINGS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		30	10
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	313 SHEETS		

Contract # 66586

SHEET #	SHEET NAME	SHEET #	SHEET NAME	SHEET #	SHEET NAME
196	Shear Studs - Spans 42 & 43 SB	244	Pier Repair - Pier 10 NB	294	Pier Repair - Pier 35
196a	Shear Studs - Spans 42 & 43 SB	245	Pedestal Rehab. - Pier 10 SB	295	Pier Repair - Pier 36 SB
196b	Shear Studs - Spans 42 & 43 SB	246	Pedestal Rehab. - Pier 10 NB	296	Pier Repair - Pier 36 NB
197	Shear Studs - Spans 42 & 43 NB	247	Pier Repair - Pier 11 SB	297	Pier Repair - Pier 37 SB
198	Shear Studs - Spans 43 SB	248	Pier Repair - Pier 11 NB	298	Pier Repair - Pier 38 SB
199	Shear Studs - Spans 43 NB	249	Pier Repair - Pier 12 SB	299	Pier Repair - Pier 38 NB
200	Shear Studs - Span 44	250	Pier Repair - Pier 12 NB	300	Pedestal Rehab. - Pier 38 SB
201	Steel Plate Girder Tables - 1 of 9	251	Pier Repair - Pier 13 SB	301	Pedestal Rehab. - Pier 38 NB
202	Steel Plate Girder Tables - 2 of 9	252	Pier Repair - Pier 13 NB	302	Pier Repair - Pier 39 SB
203	Steel Plate Girder Tables - 3 of 9	253	Pier Repair - Pier 14 SB	303	Pier Repair - Pier 40 SB
204	Steel Plate Girder Tables - 4 of 9	254	Pier Repair - Pier 14 NB	304	Pier Repair - Pier 40 NB
205	Tied Arch Span Tables - 5 of 9	255	Pedestal Rehab. - Pier 14 SB	305	Pier Repair - Pier 41 SB
206	Tied Arch Span Tables - 6 of 9	256	Pedestal Rehab. - Pier 14 NB	306	Pier Repair - Pier 41 NB
207	Steel Plate Girder Tables - 7 of 9	257	Pier Repair - Pier 15 NB	307	Pedestal Rehab. - Pier 41 SB
208	Steel Plate Girder Tables - 8 of 9	258	Pier Repair - Pier 16 SB	308	Pedestal Rehab. - Pier 41 NB
209	Steel Plate Girder Tables - 9 of 9	259	Pier Repair - Pier 16 NB	309	Pier Repair - Pier 42 SB
210	Bearing Location Plan - 1 of 3	260	Pier Repair - Pier 17 SB	310	Pier Repair - Pier 43 SB
211	Bearing Location Plan - 2 of 3	261	Pier Repair - Pier 17 NB	311	Pier Repair - Pier 43 NB
212	Bearing Location Plan - 3 of 3	262	Pedestal Rehab. - Pier 17 SB	312	Pedestal Rehab. - Pier 43 SB
213	Elastomeric Bearing Type I Details	263	Pedestal Rehab. - Pier 17 NB	313	Pedestal Rehab. - Pier 43 NB
214	Elastomeric Bearing Type II Details	264	Pier Repair - Pier 19 SB		
215	Elastomeric Bearing Type II Details	265	Pier Repair - Pier 19 NB		
216	Anchor Bolt Details	266	Pier Repair - Pier 20 NB		
217	Bar Splicer Assembly Details	267	Pier Repair - Pier 21 SB		
218	Painting Limits	268	Pier Repair - Pier 21 NB		
219	Concrete Repair - South Abut. (SB)	269	Pedestal Rehab. - Pier 21 SB		
220	Concrete Repair - South Abut. (NB)	270	Pedestal Rehab. - Pier 21 NB		
221	Concrete Repair - North Abutment	271	Pier Repair - Pier 25 SB		
222	Backwall Rehab. - South Abut. (SB)	272	Pier Repair - Pier 25 NB		
223	Backwall Rehab. - South Abut. (NB)	273	Pedestal Rehab. - Pier 25 SB		
224	Backwall Rehab. - North Abut. (SB)	274	Pedestal Rehab. - Pier 25 NB		
225	Backwall Rehab. - North Abut. (NB)	275	Pier Repair - Pier 26 SB		
226	Abutment Wingwall Parapets	276	Pier Repair - Pier 27 SB		
227	Pier Repair - Pier 1 NB	277	Pier Repair - Pier 27 NB		
228	Pier Repair - Pier 2 SB	278	Pier Repair - Pier 28 SB		
229	Pier Repair - Pier 2 NB	279	Pier Repair - Pier 28 NB		
230	Pedestal Rehab. - Pier 2 SB	280	Pedestal Rehab. - Pier 28 SB		
231	Pedestal Rehab. - Pier 2 NB	281	Pedestal Rehab. - Pier 28 NB		
232	Pier Repair - Pier 3 SB	282	Pier Repair - Pier 29 SB		
233	Pier Repair - Pier 3 NB	283	Pier Repair - Pier 29 NB		
234	Pier Repair - Pier 4 SB	284	Pier Repair - Pier 31 SB		
235	Pier Repair - Pier 4 NB	285	Pier Repair - Pier 31 NB		
236	Pier Repair - Pier 5 SB	286	Pedestal Rehab. - Pier 31 SB		
237	Pier Repair - Pier 6 SB	287	Pedestal Rehab. - Pier 31 NB		
238	Pier Repair - Pier 6 NB	288	Pier Repair - Pier 32 SB		
239	Pedestal Rehab. - Pier 6 SB	289	Pier Repair - Pier 32 NB		
240	Pedestal Rehab. - Pier 6 NB	290	Pier Repair - Pier 33 NB		
241	Pier Repair - Pier 7 SB	291	Pier Repair - Pier 34		
242	Pier Repair - Pier 7 NB	292	Pier Repair - Pier 34		
243	Pier Repair - Pier 10 SB	293	Pier Repair - Pier 35		

NOTES:

1. Work this sheet with sheet 9.

INDEX OF DRAWINGS - 2 OF 2
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
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 312-565-0450
 Job # 3858

DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	VH
CHECKED -	MRB

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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE	33	11
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

Contract # 66586

GENERAL NOTES

- All new fasteners shall be high strength bolts. Holes shall be subpunched or subdrilled $\frac{13}{16}$ " dia. and reamed in the field to $\frac{15}{16}$ " dia for $\frac{7}{8}$ " dia. bolts, unless otherwise noted.
- Calculated weight of Structural Steel = 22,760 lbs. (Side Retainers, Grade 36)
7,310 lbs. (Steel Extensions, Grade 36)
21,010 lbs. (Parapet Exp. Plates, Grade 36)
- Expansion joint plates and attached bars shall be shop painted with the inorganic zinc rich primer.
- Field welding of construction accessories will not be permitted to beams or girders.
- The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.
- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ ". Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, two $\frac{1}{8}$ " adjusting shims shall be provided for each bearing and placed as detailed.
- Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04. All existing construction accessories welded to the top flange over the pier between the quarter points of the beams or girders shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that can not be removed by grinding approximately $\frac{1}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of this work will be paid for according to Article 109.04.
- Bridge Seat Sealer shall be applied to the seat area of the South and North Abutments as well as Piers 2, 6, 10, 14, 17, 21, 25, 28, 31, 34, 35, 38, 41 & 43.
- 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 flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

- All Construction joints shall be bonded.
- The Contractor is alerted that dead load deflection values shown on the drawings were developed based on the deck pouring sequence shown in the Contract Drawings. Any deviation from this pouring sequence will result in changes to elevations that reflect dead load deflections. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The calculations shall be prepared and sealed by a Licensed Structural Engineer in Illinois.
- The Contractor shall maintain a minimum of 22'-0" vertical construction clearance above the highest rail to falsework and formwork.
- Cleaning and painting the existing structural steel, within the limits shown on sheet 218, shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All existing steel so designated shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All existing steel so designated shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat shall be Interstate Green Munsell Number 7.5G 4/8.
- The Contractor shall coordinate all demolition and construction activities with the Railroads.
- The Contractor shall coordinate all work on the bridge over the Illinois River with the Coast Guard for approval. Potential delays due to obtaining Coast Guard approval will not be accepted as a claim against the State.
- Pay item and quantity of stud shear connectors cover only additional studs required over the existing steel girders and does not cover studs that are damaged during deck removal.
- Existing structural steel not within the limits shown on sheet 218 shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures". The cost of this work shall be included with "Cleaning and Painting Steel Bridge".
- The Inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the Acrylic finish coat shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".
- Slipforming of median parapets is not allowed.

STATION 863+16
REBUILT 2007 BY
STATE OF ILLINOIS
F.A.I. RT. 39 SEC. (50-4B)BR
LOADING HS20 & ALT.
STR. NO. 050-0191

NAME PLATE

Clean and relocate existing name plate adjacent to new plate. Cost is included with Name Plates. See Std. 515001.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Concrete Removal	Cu. Yd.	-----	36.3	36.3
Removal of Existing Concrete Deck	L. Sum	1	-----	1
Floor Drains	Each	600	-----	600
Concrete Structures	Cu. Yd.	-----	53.3	53.3
Concrete Superstructure	Cu. Yd.	20,335.6	-----	20,335.6
Bridge Deck Grooving	Sq. Yd.	59,821	-----	59,821
Protective Coat	Sq. Yd.	75,225	-----	75,225
Elastomeric Bearing Assembly, Type I	Each	10	-----	10
Elastomeric Bearing Assembly, Type II	Each	260	-----	260
Furnishing and Erecting Structural Steel	L. Sum	1	-----	1
Stud Shear Connectors	Each	56,116	-----	56,116
Jack and Remove Existing Bearings	Each	270	-----	270
Reinforcement Bars, Epoxy Coated	Pound	4,778,020	24,180	4,802,200
Name Plates	Each	2	-----	2
Bridge Seat Sealer	Sq. Ft.	-----	8,074	8,074
Epoxy Crack Sealing	Foot	-----	88	88
Cleaning and Painting Steel Bridge	L. Sum	1	-----	1
Bar Splicers	Each	168	-----	168
Drainage Scuppers, DS-11	Each	63	-----	63
Drainage Scuppers, DS-12M10	Each	36	-----	36
Fabric Reinforced Elastomeric Trough	Foot	1,235	-----	1,235
Protective Shield	Sq. Yd.	31,967	-----	31,967
Preformed Joint Strip Seal 4"	Foot	506	-----	506
Remove and Re-Install Finger Plate Joints	Each	28	-----	28
Structural Repair of Concrete, Depth Equal to or Less Than 5"	Sq. Ft.	-----	3,129	3,129
Structural Repair of Concrete, Depth Greater Than 5"	Sq. Ft.	-----	1,105	1,105
Containment and Disposal of Non-Lead Paint Cleaning Residues	L. Sum	1	-----	1

GENERAL NOTES AND TOTAL BILL OF MATERIAL

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)

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Chicago, Illinois 60601
312-565-0450
Job # 3856

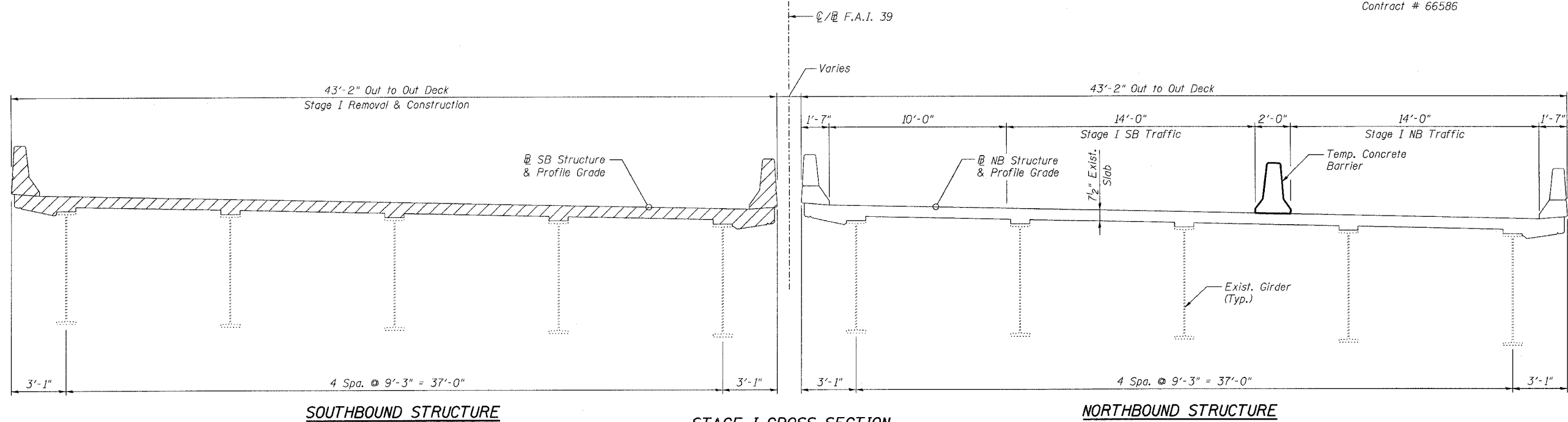
DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	RMG
CHECKED -	HMA

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 12 313 SHEETS
F.A.I. 39	50-4B	LASALLE		34	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

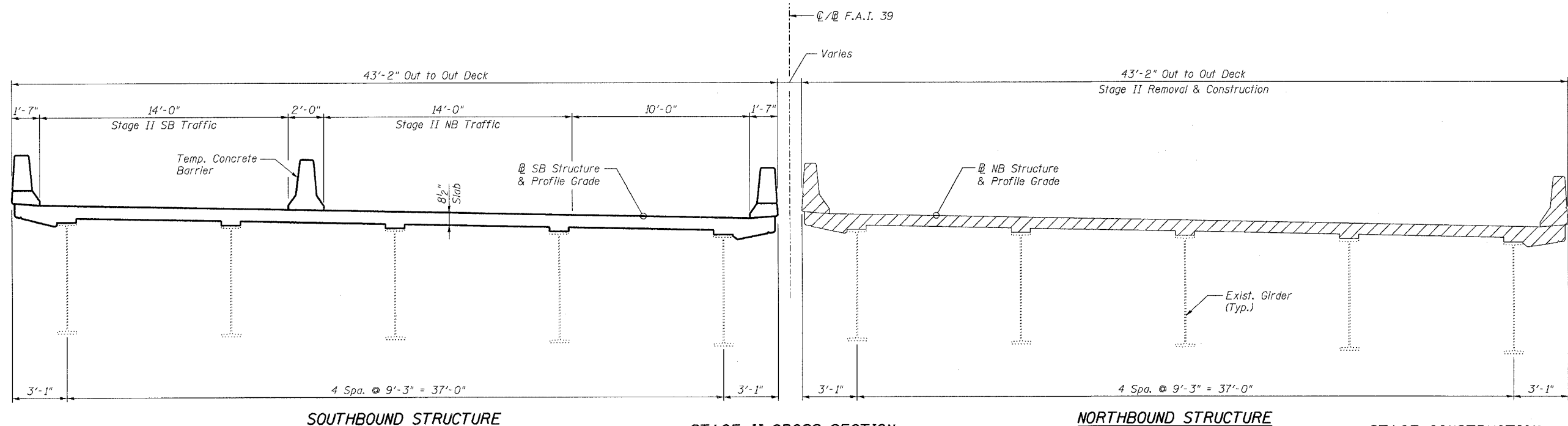
Contract # 66586



SOUTHBOUND STRUCTURE

STAGE I CROSS SECTION
(S. Abut. to Sta. 821+05.00)
(Looking upstation)

NORTHBOUND STRUCTURE



SOUTHBOUND STRUCTURE

STAGE II CROSS SECTION
(S. Abut. to Sta. 821+05.00)
(Looking upstation)

NORTHBOUND STRUCTURE

STAGE CONSTRUCTION - 1 OF 3
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)

DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	RMG
CHECKED -	MRB

LEGEND
Indicates Concrete Removal

NOTES:
1. For Temporary Concrete Barrier Details see sheet 15.

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Job # 3856

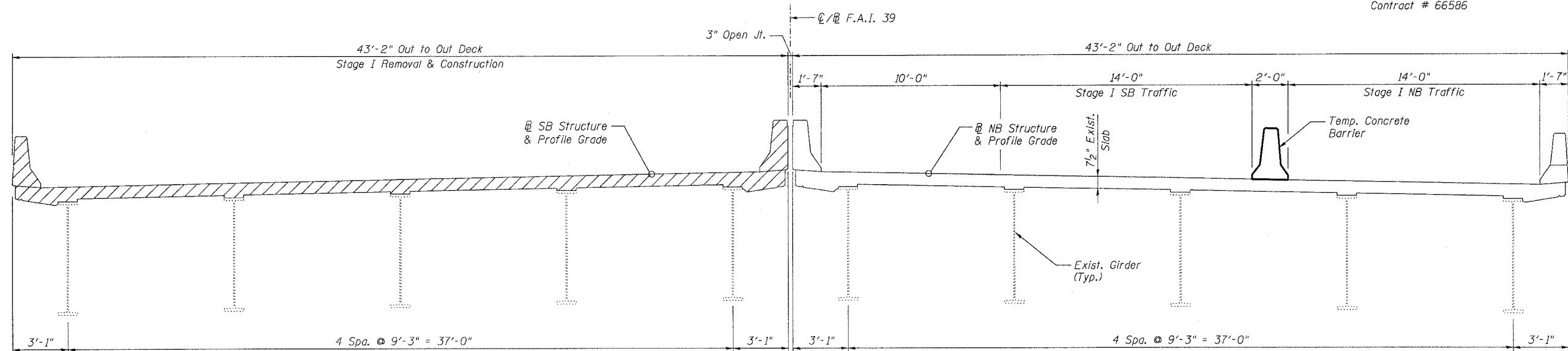
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
F.A.I. 39	50-4B	LASALLE		35
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 13
313 SHEETS

Contract # 66586

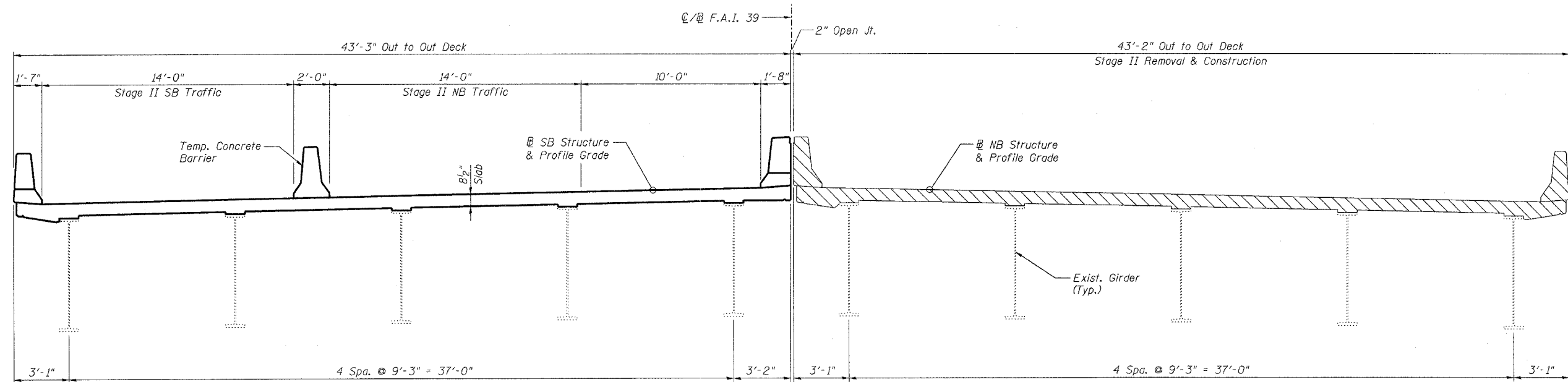


SOUTHBOUND STRUCTURE

STAGE I CROSS SECTION

Sta. 821+05.00 to Sta. 860+05.75 & Sta. 866+26.25 to N. Abut.)
(Looking upstation)

NORTHBOUND STRUCTURE



SOUTHBOUND STRUCTURE

STAGE II CROSS SECTION

Sta. 821+05.00 to Sta. 860+05.75 & Sta. 866+26.25 to N. Abut.)
(Looking upstation)

NORTHBOUND STRUCTURE

DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	RMG
CHECKED -	MRB

LEGEND

Indicates Concrete Removal

NOTES:

1. For Temporary Concrete Barrier Details see sheet 15.

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Job # 3856

STAGE CONSTRUCTION - 2 OF 3
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)

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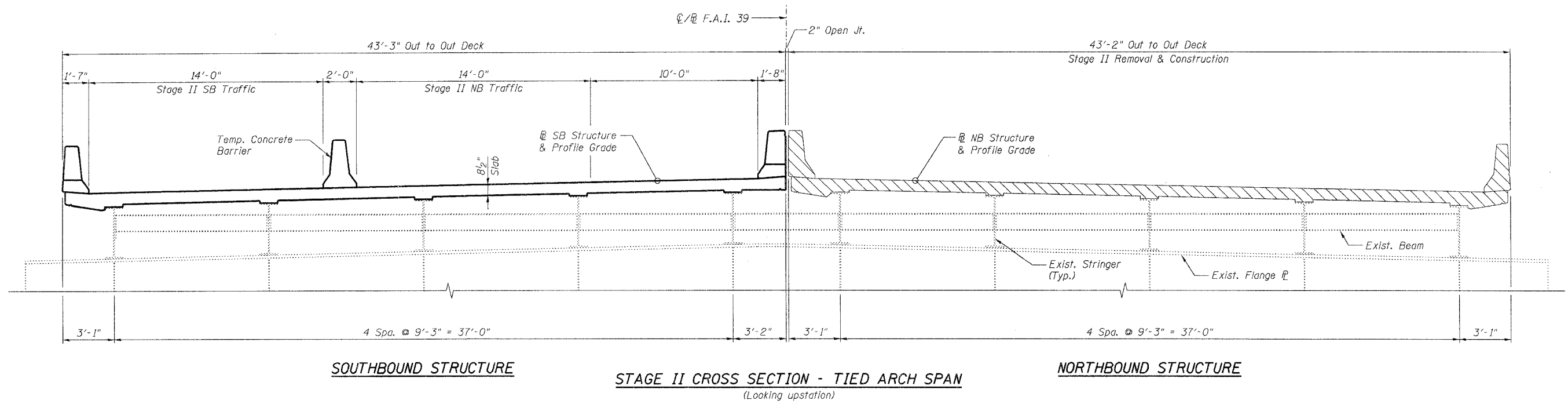
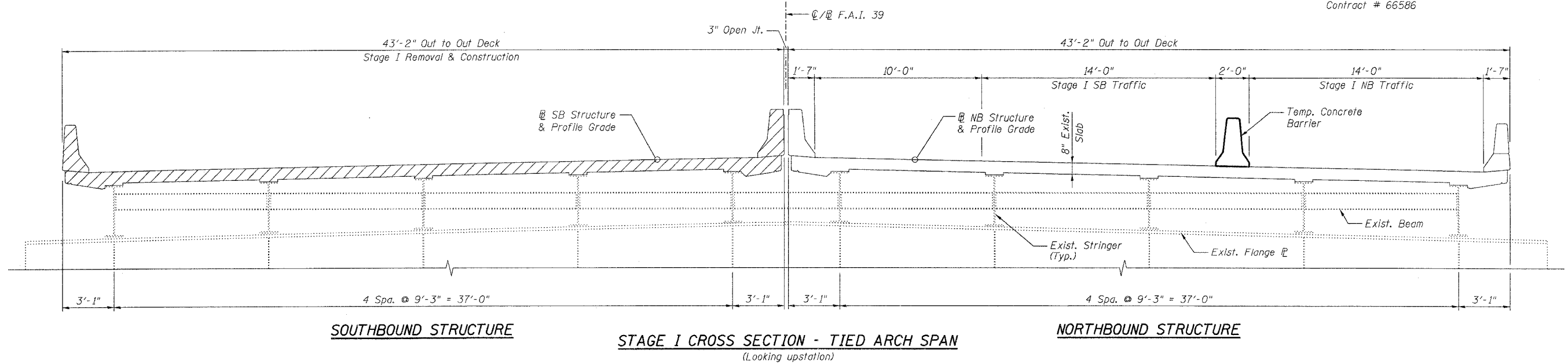
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.I. 39	SECTION 50-4B	COUNTY LASALLE	SHEETS 36	SHEET NO. 14 313 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract # 66586



NOTES:

- For each stage of construction of the Tied Arch Span the existing deck shall be completely removed prior to pouring any portion of the new deck.
- The pouring sequence shall follow the sequence shown on sheet 21.
- For Temporary Concrete Barrier Details see sheet 15.

LEGEND

Indicates Concrete Removal

DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	RMG
CHECKED -	MRB

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Job # 3856

STAGE CONSTRUCTION - 3 OF 3
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)

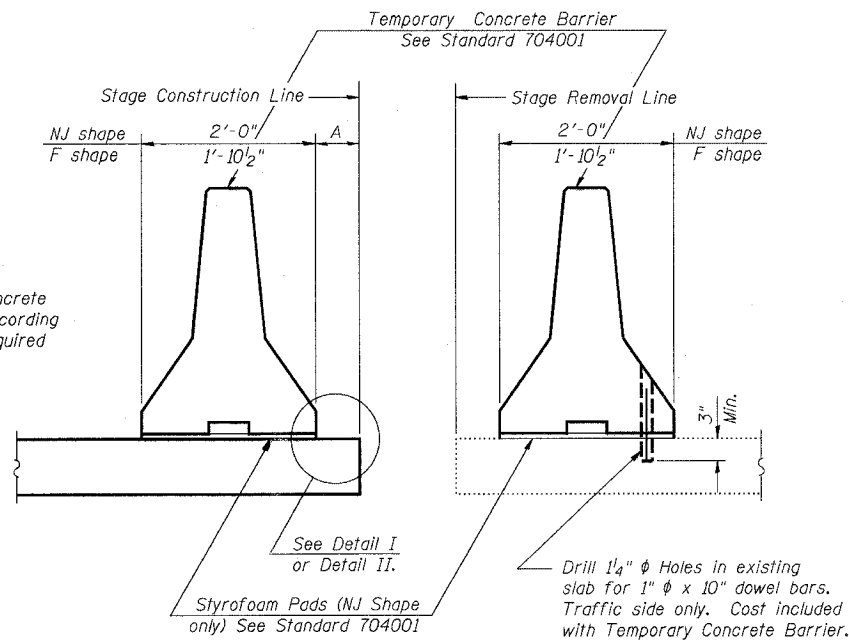
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		37	15
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract # 66586

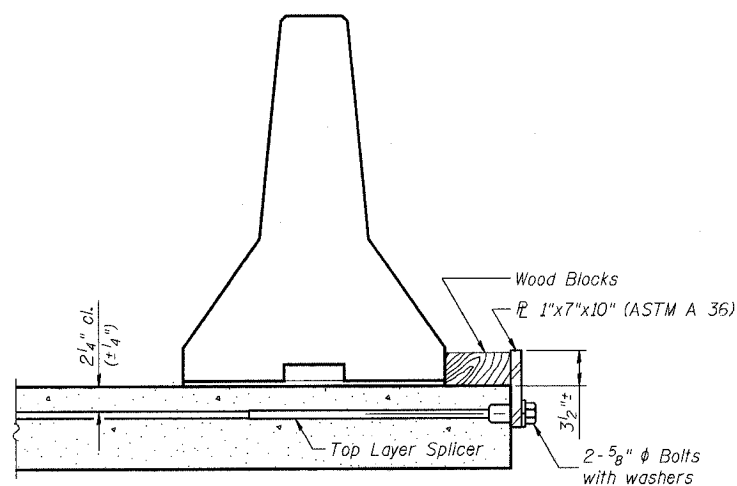
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB

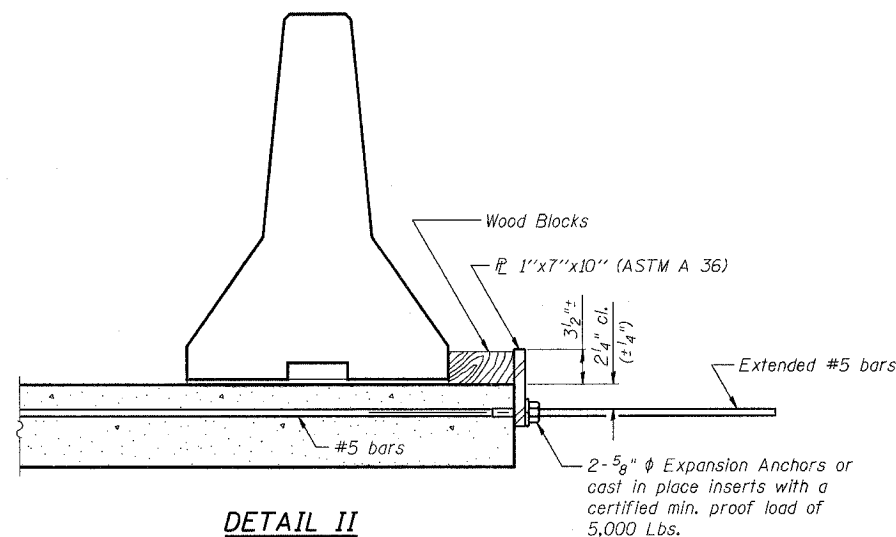
EXISTING SLAB

SECTIONS THRU SLAB



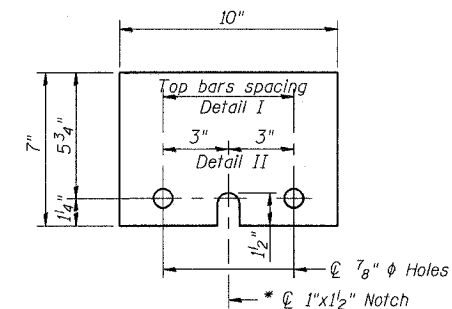
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



1" x 7" x 10"

* Required only with Detail II

NOTES:

- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel plate to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate center of each barrier panel.
 - Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel plate to the concrete slab with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate center of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.

TEMPORARY CONCRETE BARRIER DETAILS
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)

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Job # 3856

DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	RMG
CHECKED -	MRB

R-27 9-01-03

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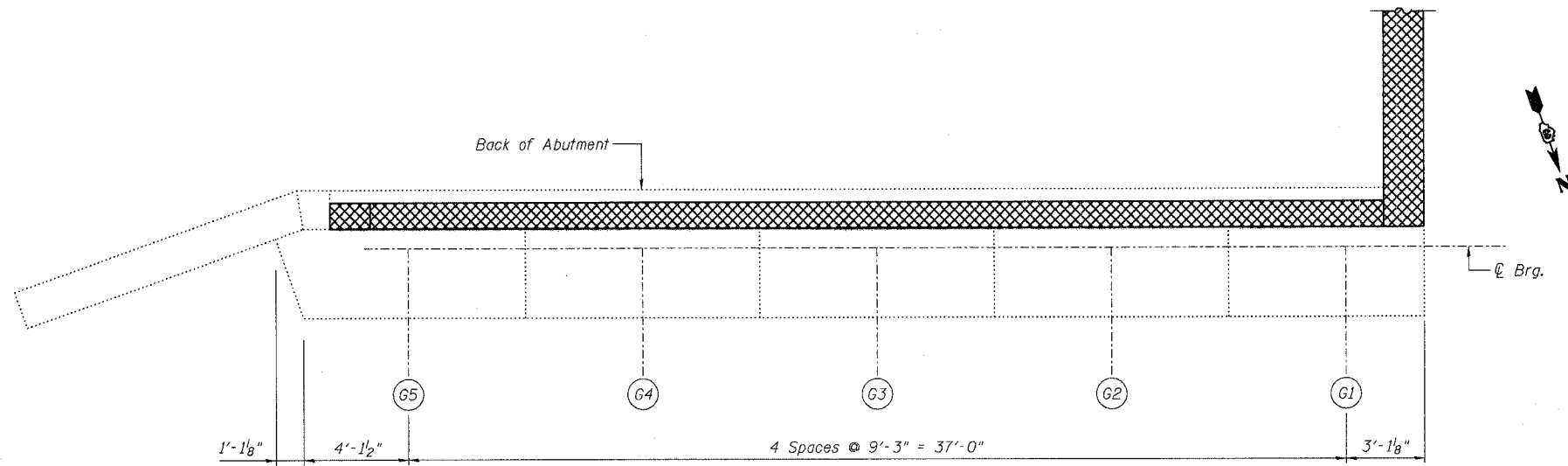
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

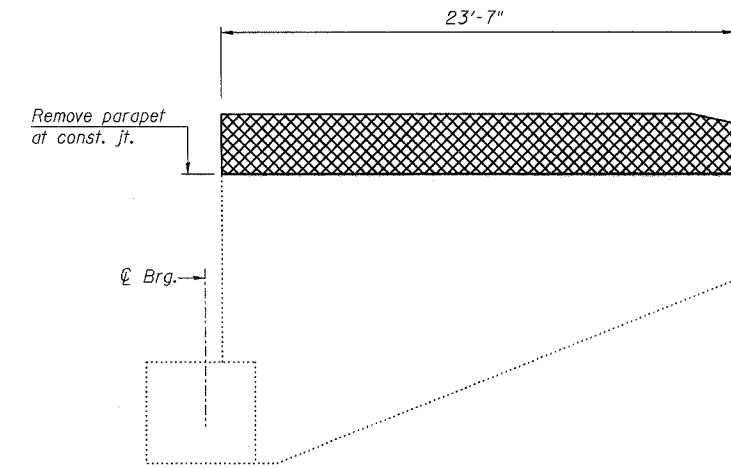
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE		38
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 16
313 SHEETS

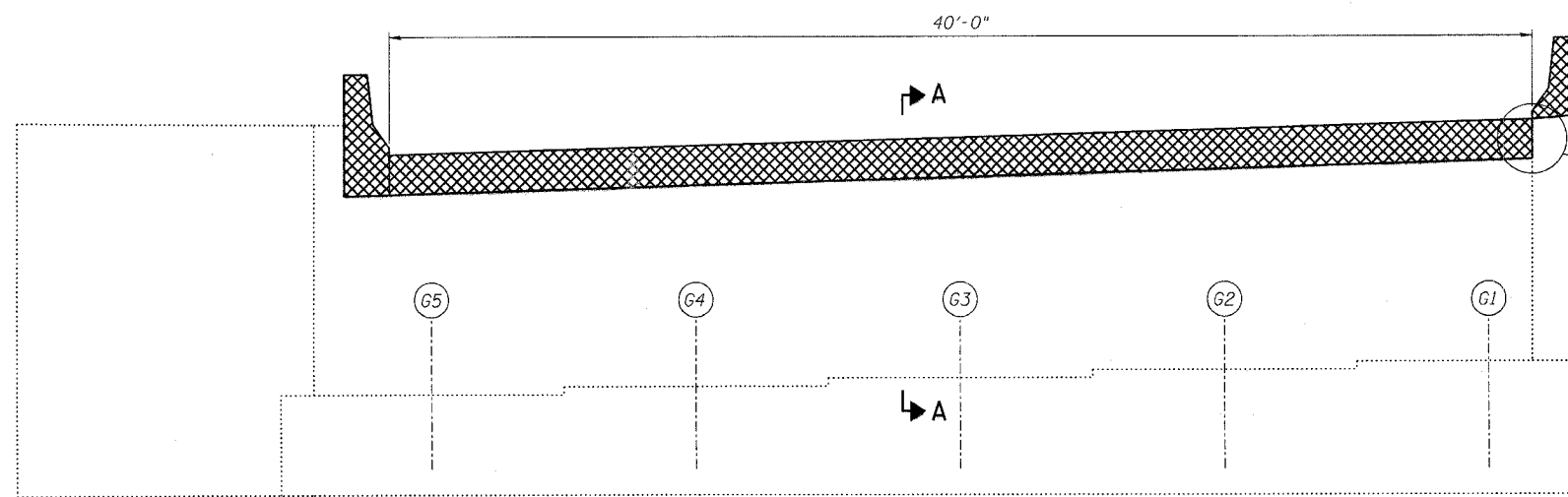
Contract # 66586



PLAN VIEW

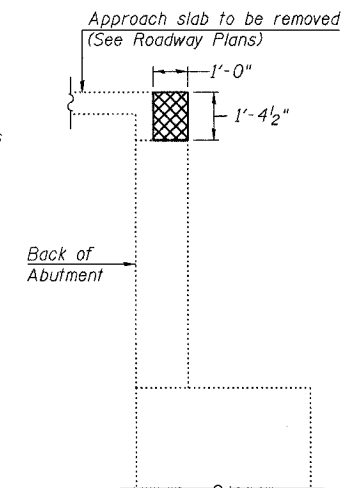


SOUTHWEST WINGWALL



SOUTHBOUND ELEVATION
(Looking South)

Partially remove concrete as necessary for placement of Preformed Joint Strip Seal as shown on Sheet 170, paid for as "Concrete Removal". New concrete to be placed with hatch block as shown on Sheet 222, paid for as "Concrete Superstructure".



SECTION A-A

NOTES:

- Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete, in accordance with IDOT Standard Specifications Article 501.03. Cost included in "Concrete Removal".
- Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system, in accordance with IDOT Standard Specifications Article 501.03. Cost included in "Concrete Removal".

CONCRETE REMOVAL - SOUTH ABUT. (SB)
ABRAHAM LINCOLN 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)

DESIGNED	ADB
CHECKED	MTH
DRAWN	ADB
CHECKED	MTH

LEGEND

Concrete Removal

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
* Concrete Removal	Cu. Yd.	4.8

* Quantity does not include approach slab removal.

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Chatham, Illinois 62629
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FAX (217) 483-4106

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Chicago, Illinois 60601
312-965-0450
Job # 3856

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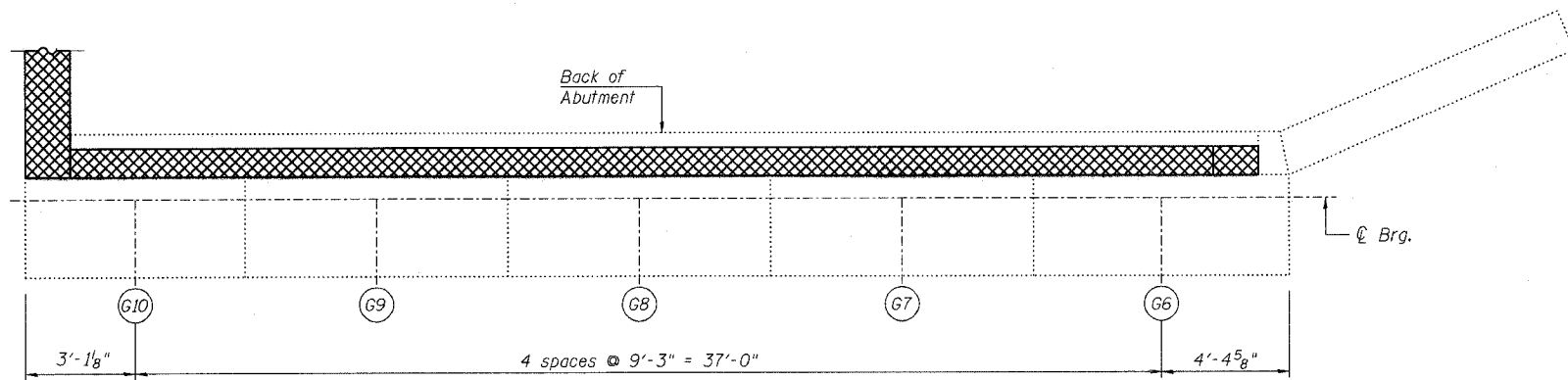
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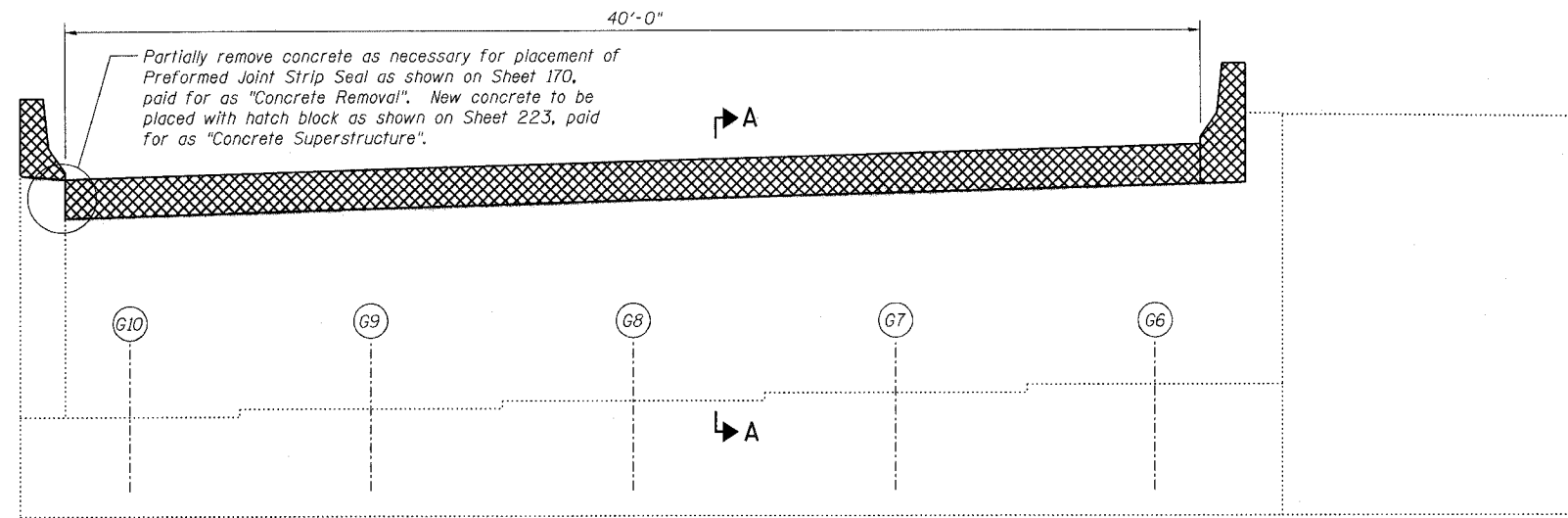
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE	39	17
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

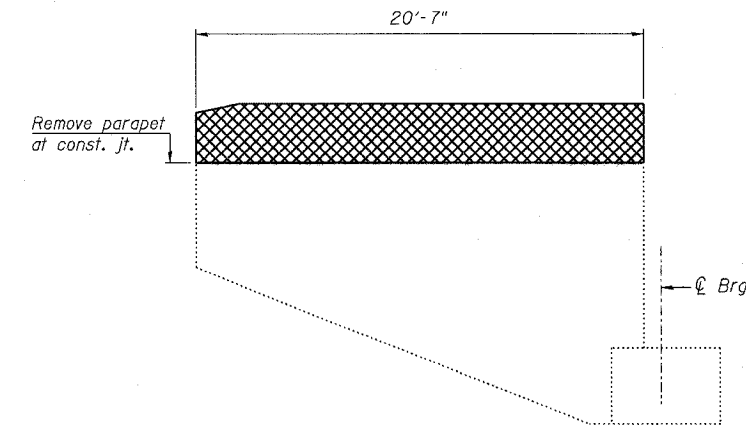
Contract # 66586



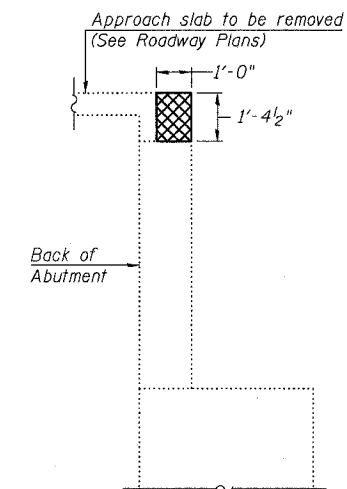
PLAN VIEW



NORTHBOUND ELEVATION
(Looking South)



SOUTHEAST WINGWALL



SECTION A-A

NOTES:

- Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete, in accordance with IDOT Standard Specifications Article 501.03. Cost included in "Concrete Removal".
- Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system, in accordance with IDOT Standard Specifications Article 501.03. Cost included in "Concrete Removal".

CONCRETE REMOVAL - SOUTH ABUT. (NB)
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)

DESIGNED	ADB
CHECKED	MTH
DRAWN	ADB
CHECKED	MTH

LEGEND
Concrete Removal

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
* Concrete Removal	Cu. Yd.	4.5

* Quantity does not include approach slab removal.

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Chicago, Illinois 60601
312-566-0450
Job # 3856

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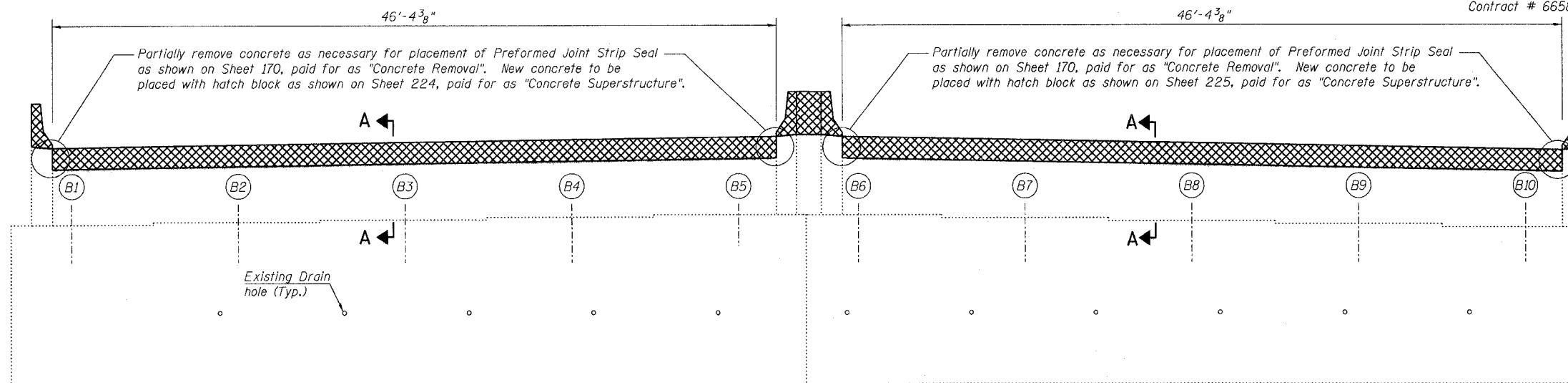
8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	JOB NO.	SHEET	SHEET NO. 18
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FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

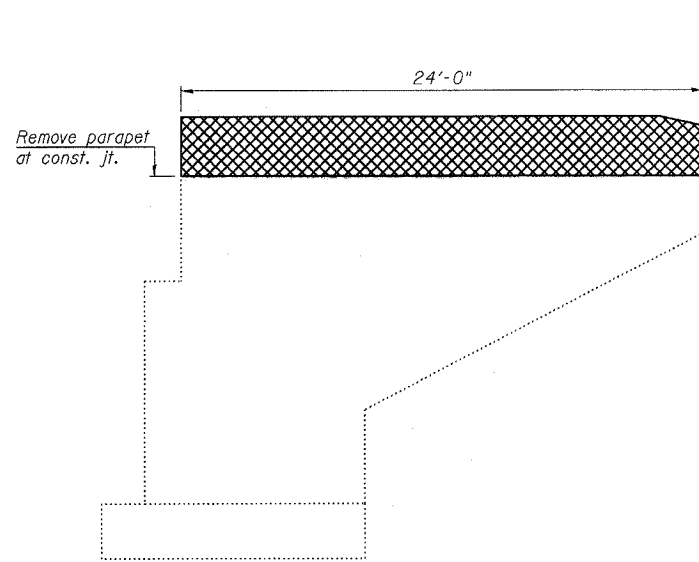
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Contract # 66586

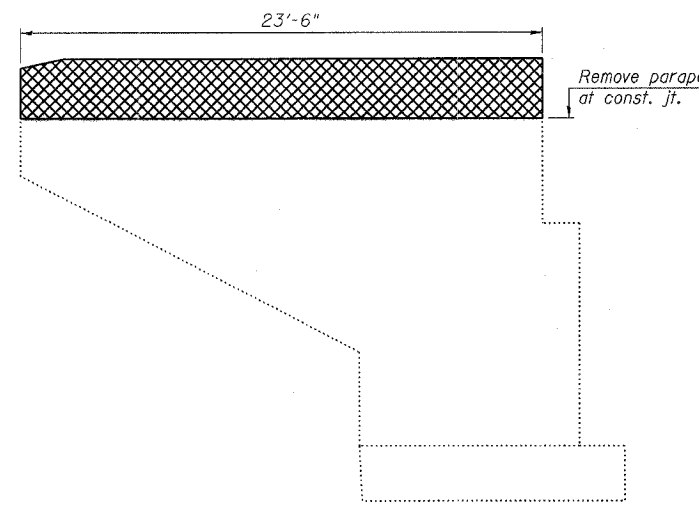


SOUTHBOUND ELEVATION
(Looking North)

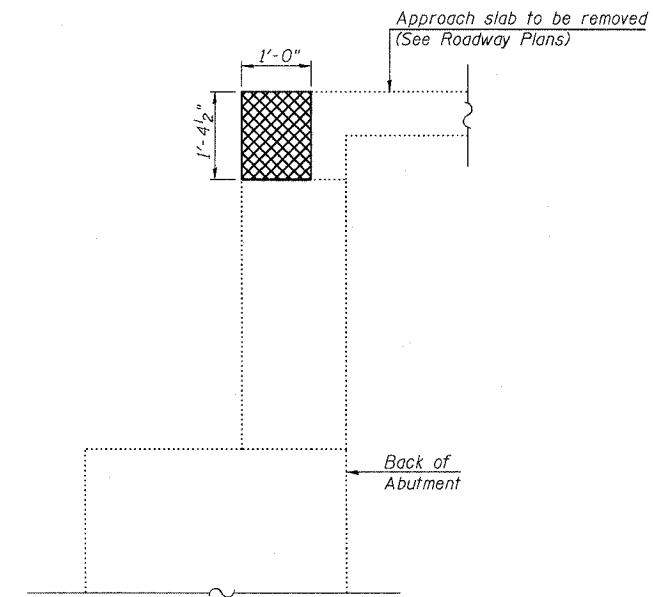
NORTHBOUND ELEVATION
(Looking North)



NORTHEAST WINGWALL



NORTHWEST WINGWALL



SECTION A-A

NOTES:

- Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete, in accordance with IDOT Standard Specifications Article 501.03. Cost included in "Concrete Removal".
- Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system, in accordance with IDOT Standard Specifications Article 501.03. Cost included in "Concrete Removal".

CONCRETE REMOVAL - NORTH ABUTMENT
ABRAHAM LINCOLN 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)

DESIGNED	ADB
CHECKED	MTH
DRAWN	ADB
CHECKED	MTH

LEGEND
Concrete Removal

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
* Concrete Removal	Cu. Yd.	10.3

* Quantity does not include approach slab removal.

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312-965-0450
Job # 3856

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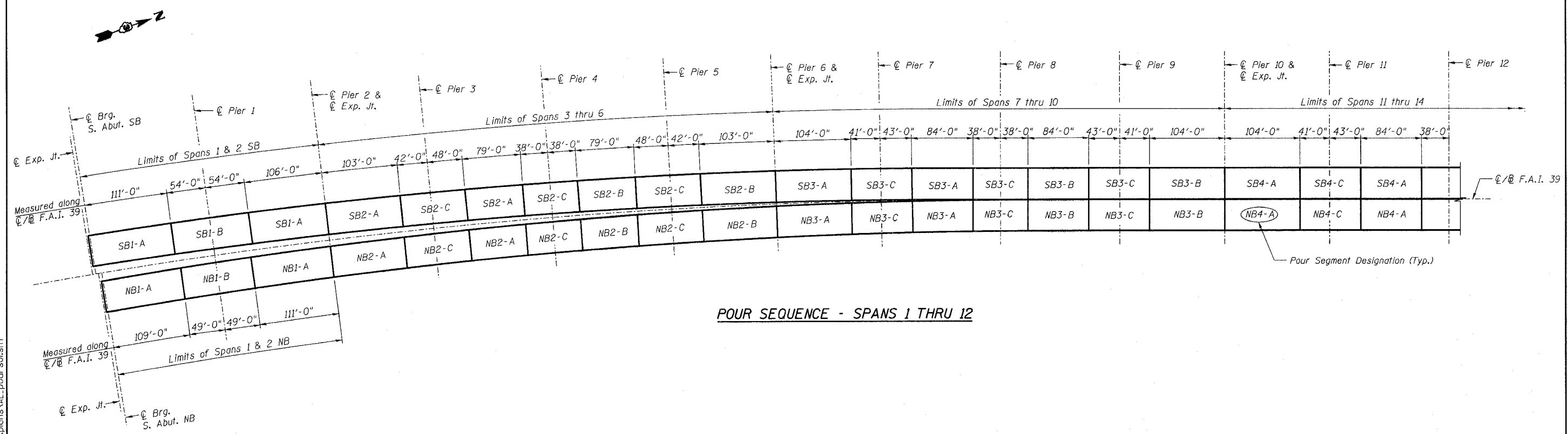
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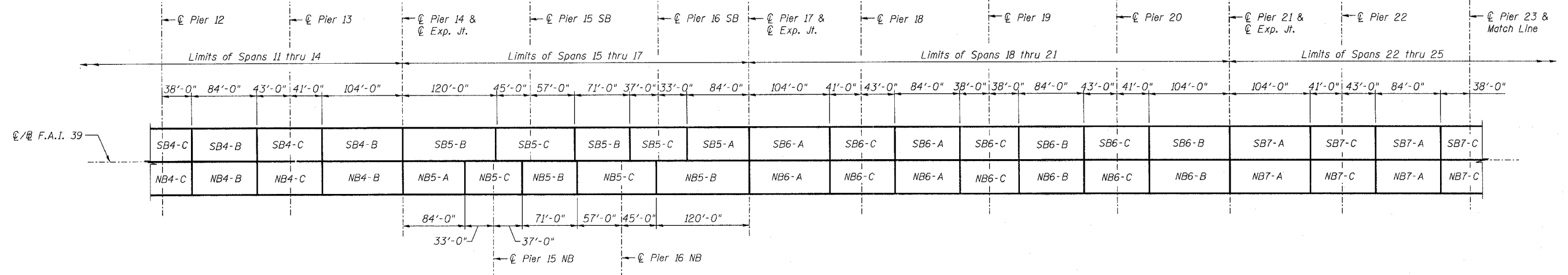
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO. 20
F.A.I. 39	50-4B	LASALLE	42		313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract # 66586



POUR SEQUENCE - SPANS 1 THRU 12



POUR SEQUENCE - SPANS 13 THRU 23

- NOTES:**
1. Pour Segment Designations shown indicate the pour sequence to be followed.
 2. Slab segments with the same designation shall be placed on the same day. Placement of subsequent segments is permissible following the proper waiting period between pours. See General Notes.
 3. The entire deck between adjacent expansion joints shall be removed prior to placing the new concrete.
 4. All transverse construction joints are mandatory.
 5. The contractor may submit a revised pouring sequence for the approval of the Engineer. See General Notes.
 6. Work this sheet with sheet 21.

DESIGNED -	AJK
CHECKED -	MRB
DRAWN -	RMG
CHECKED -	MRB

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Chicago, Illinois 60601
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Job # 3856

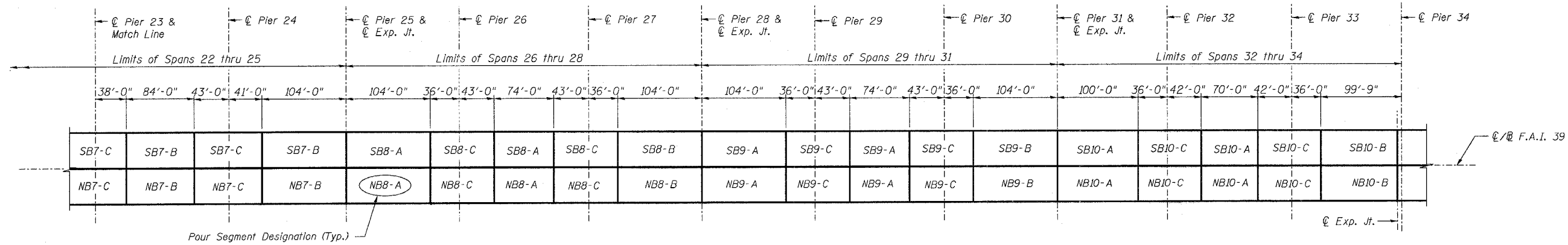
POUR SEQUENCE - SPANS 1 THRU 23
ABRAHAM LINCOLN MEMORIAL BRIDGE OVER
THE ILLINOIS RIVER (PUBLIC WATERS)
F.A.I. ROUTE 39 SEC. (50-4B) BR
LASALLE COUNTY
STATION 863+16.00
STRUCTURE NO. 050-0191 (SB & NB)

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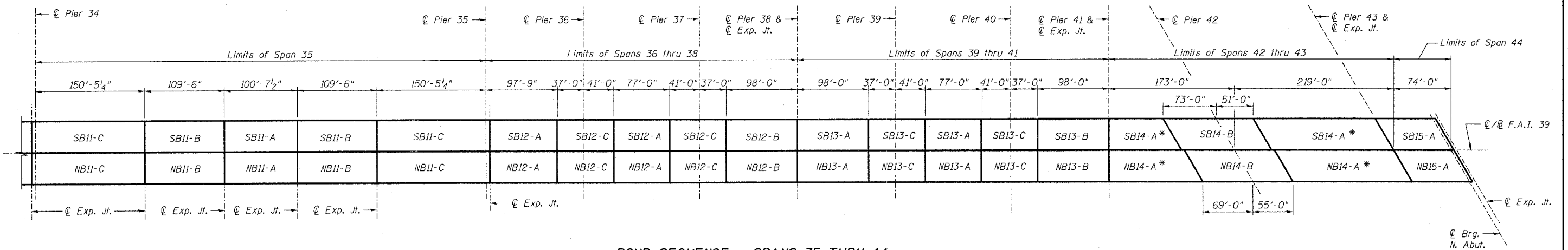
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 21 313 SHEETS
F.A.I. 39	50-4B	LASALLE		43	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract # 66586



POUR SEQUENCE - SPANS 24 THRU 34



POUR SEQUENCE - SPANS 35 THRU 44

NOTES:

1. Pour Segment Designations shown indicate the pour sequence to be followed.
2. Slab segments with the same designation shall be placed on the same day. Placement of subsequent segments is permissible following the proper waiting period between pours. See General Notes.
3. Slab segments in Span 35 may be placed on the same day or on consecutive days without a waiting period.
4. The entire deck between adjacent expansion joints shall be removed prior to placing the new concrete.
5. All transverse construction joints are mandatory.
6. The contractor may submit a revised pouring sequence for the approval of the Engineer. See General Notes.
7. Work this sheet with sheet 20.

* These segments must be placed from South to North in order to prevent uplift at Pier 41.

DESIGNED -	AJK
CHECKED -	MRB
DRAWN -	RMG
CHECKED -	MRB

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Job # 3856

POUR SEQUENCE - SPANS 24 THRU 44
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)

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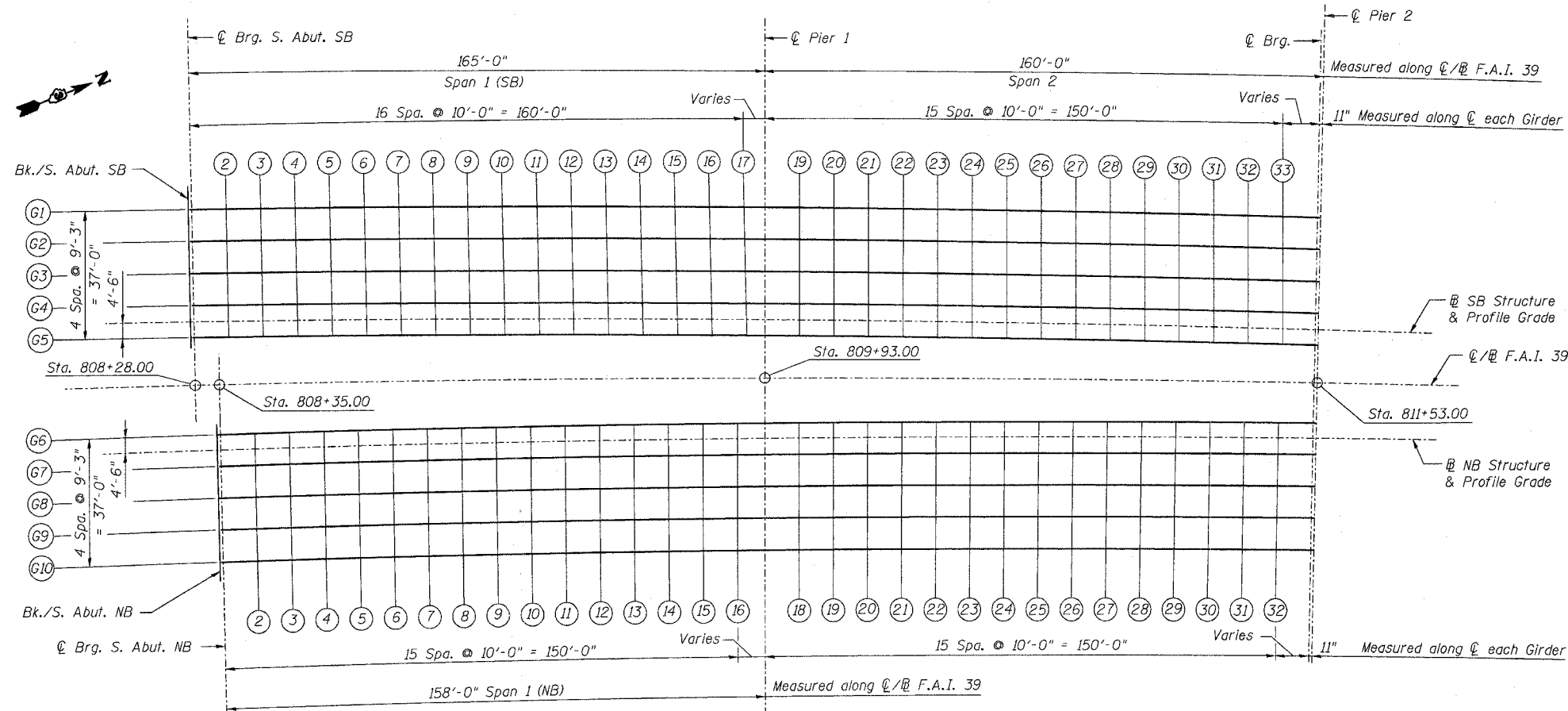
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE	44	22
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT	313 SHEETS

Contract # 66586



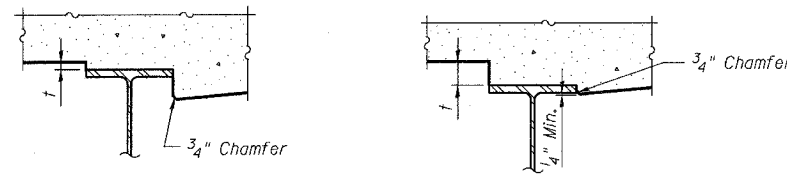
PLAN

DEAD LOAD DEFLECTION TABLE

Girder	a	b	c	d	e	f
G1 & G5	2 ⁵ / ₈ "	3"	1 ¹ / ₄ "	3 ³ / ₄ "	2 ¹ / ₈ "	2"
G2 - G4	3"	3 ³ / ₈ "	1 ¹ / ₂ "	3 ³ / ₄ "	2 ³ / ₈ "	2 ¹ / ₄ "
G6 & G10	2"	2 ¹ / ₄ "	7 ⁷ / ₈ "	1"	2 ³ / ₈ "	2 ¹ / ₈ "
G7 - G9	2 ³ / ₈ "	2 ⁵ / ₈ "	1"	1 ¹ / ₈ "	2 ³ / ₄ "	2 ¹ / ₂ "

NOTES:

1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheet 20. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Notes.
2. For stations and top of slab elevations see sheets 23 thru 25.

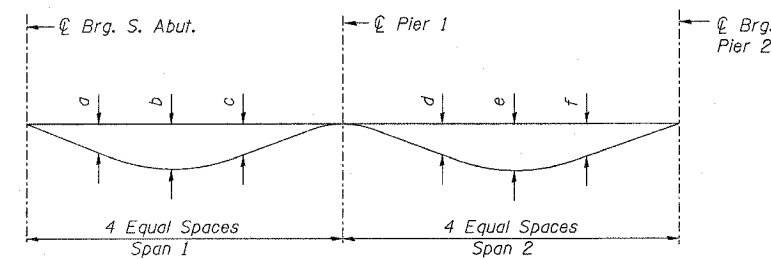


AT MINIMUM FILLET

AT MAXIMUM FILLET

To determine "f": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 23 thru 25, minus slab thickness, equals the fillet heights "f" above top flange of girders.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM
(Due to weight of concrete only)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 23 thru 25.

SCREED PLAN - SPANS 1 AND 2
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

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8/30/2006

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 23
F.A.I. 39	50-4B	LASALLE		45	313 SHEETS
FED. ROAD 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
Bk./S. Abut. SB	808+25.72	-50.947	564.400	564.400
⊕ Brg. S. Abut. SB	808+28.00	-50.927	564.348	564.348
2	808+37.93	-50.840	564.122	564.185
3	808+47.87	-50.752	563.895	564.019
4	808+57.80	-50.665	563.669	563.843
5	808+67.74	-50.578	563.442	563.656
6	808+77.67	-50.490	563.216	563.461
7	808+87.60	-50.403	562.989	563.246
8	808+97.54	-50.315	562.763	563.023
9	809+07.47	-50.228	562.536	562.786
10	809+17.41	-50.141	562.310	562.537
11	809+27.34	-50.053	562.083	562.282
12	809+37.27	-49.965	561.857	562.019
13	809+47.21	-49.878	561.630	561.754
14	809+57.14	-49.790	561.404	561.490
15	809+67.08	-49.703	561.177	561.231
16	809+77.01	-49.615	560.951	560.975
17	809+86.95	-49.527	560.724	560.733
⊕ Pier 1	809+93.00	-49.474	560.586	560.586
19	810+02.94	-49.386	560.360	560.364
20	810+12.87	-49.298	560.133	560.147
21	810+22.81	-49.211	559.906	559.939
22	810+32.74	-49.123	559.680	559.739
23	810+42.68	-49.035	559.453	559.541
24	810+52.61	-48.947	559.227	559.345
25	810+62.55	-48.859	559.000	559.146
26	810+72.49	-48.771	558.774	558.947
27	810+82.42	-48.683	558.547	558.733
28	810+92.36	-48.595	558.321	558.512
29	811+02.30	-48.507	558.094	558.281
30	811+12.23	-48.419	557.868	558.034
31	811+22.17	-48.331	557.641	557.780
32	811+32.11	-48.243	557.414	557.513
33	811+42.04	-48.155	557.188	557.240
⊕ Brg. Pier 2	811+52.09	-48.066	556.959	556.959

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk./S. Abut. SB	808+25.72	-41.696	564.123	564.123
⊕ Brg. S. Abut. SB	808+28.00	-41.676	564.071	564.071
2	808+37.95	-41.589	563.844	563.917
3	808+47.89	-41.502	563.617	563.758
4	808+57.84	-41.414	563.390	563.590
5	808+67.78	-41.327	563.164	563.408
6	808+77.73	-41.239	562.937	563.218
7	808+87.67	-41.152	562.710	563.004
8	808+97.62	-41.064	562.483	562.780
9	809+07.57	-40.977	562.256	562.542
10	809+17.51	-40.889	562.030	562.289
11	809+27.46	-40.802	561.803	562.030
12	809+37.41	-40.714	561.576	561.760
13	809+47.35	-40.626	561.349	561.490
14	809+57.30	-40.539	561.123	561.220
15	809+67.25	-40.451	560.896	560.956
16	809+77.19	-40.363	560.669	560.697
17	809+87.14	-40.275	560.442	560.453
⊕ Pier 1	809+93.00	-40.224	560.309	560.309
19	810+02.95	-40.136	560.082	560.087
20	810+12.90	-40.048	559.855	559.871
21	810+22.84	-39.960	559.628	559.665
22	810+32.79	-39.872	559.401	559.468
23	810+42.74	-39.784	559.175	559.274
24	810+52.69	-39.696	558.948	559.082
25	810+62.63	-39.608	558.721	558.888
26	810+72.58	-39.520	558.494	558.691
27	810+82.53	-39.432	558.267	558.480
28	810+92.48	-39.344	558.040	558.259
29	811+02.43	-39.256	557.814	558.027
30	811+12.38	-39.168	557.587	557.776
31	811+22.32	-39.079	557.360	557.518
32	811+32.27	-38.991	557.133	557.245
33	811+42.22	-38.903	556.906	556.964
⊕ Brg. Pier 2	811+52.09	-38.815	556.681	556.681

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk./S. Abut. SB	808+25.72	-32.446	563.845	563.845
⊕ Brg. S. Abut. SB	808+28.00	-32.426	563.793	563.793
2	808+37.96	-32.339	563.566	563.639
3	808+47.92	-32.251	563.339	563.480
4	808+57.87	-32.164	563.112	563.312
5	808+67.83	-32.076	562.885	563.129
6	808+77.79	-31.988	562.658	562.939
7	808+87.75	-31.901	562.431	562.725
8	808+97.70	-31.813	562.204	562.501
9	809+07.66	-31.726	561.977	562.262
10	809+17.62	-31.638	561.750	562.009
11	809+27.58	-31.550	561.523	561.749
12	809+37.54	-31.462	561.296	561.479
13	809+47.50	-31.375	561.069	561.209
14	809+57.46	-31.287	560.841	560.938
15	809+67.41	-31.199	560.614	560.675
16	809+77.37	-31.111	560.387	560.415
17	809+87.33	-31.023	560.160	560.170
⊕ Pier 1	809+93.00	-30.973	560.031	560.031
19	810+02.96	-30.885	559.804	559.809
20	810+12.92	-30.797	559.577	559.593
21	810+22.88	-30.709	559.350	559.387
22	810+32.84	-30.621	559.123	559.190
23	810+42.80	-30.533	558.896	558.995
24	810+52.76	-30.445	558.669	558.803
25	810+62.72	-30.357	558.442	558.608
26	810+72.68	-30.269	558.214	558.412
27	810+82.64	-30.181	557.987	558.200
28	810+92.60	-30.092	557.760	557.979
29	811+02.56	-30.004	557.533	557.746
30	811+12.52	-29.916	557.306	557.495
31	811+22.48	-29.828	557.079	557.236
32	811+32.44	-29.739	556.852	556.963
33	811+42.40	-29.651	556.625	556.682
⊕ Brg. Pier 2	811+52.09	-29.565	556.404	556.404

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk./S. Abut. SB	808+25.72	-23.196	563.568	563.568
⊕ Brg. S. Abut. SB	808+28.00	-23.176	563.516	563.516
2	808+37.97	-23.088	563.288	563.362
3	808+47.94	-23.001	563.061	563.203
4	808+57.91	-22.913	562.834	563.034
5	808+67.88	-22.825	562.606	562.851
6	808+77.85	-22.738	562.379	562.660
7	808+87.82	-22.650	562.152	562.446
8	808+97.79	-22.562	561.924	562.221
9	809+07.76	-22.474	561.697	561.982
10	809+17.73	-22.387	561.470	561.728
11	809+27.70	-22.299	561.242	561.469
12	809+37.67	-22.211	561.015	561.198
13	809+47.64	-22.123	560.788	560.928
14	809+57.61	-22.035	560.560	560.656
15	809+67.58	-21.947	560.333	560.393
16	809+77.55	-21.859	560.106	560.133
17	809+87.53	-21.771	559.878	559.888
⊕ Pier 1	809+93.00	-21.723	559.754	559.754
19	810+02.97	-21.635	559.526	559.531
20	810+12.94	-21.547	559.299	559.315
21	810+22.91	-21.459	559.072	559.109
22	810+32.89	-21.370	558.844	558.911
23	810+42.86	-21.282	558.617	558.717
24	810+52.83	-21.194	558.389	558.524
25	810+62.80	-21.106	558.162	558.329
26	810+72.77	-21.018	557.935	558.132
27	810+82.75	-20.929	557.707	557.920
28	810+92.72	-20.841	557.480	557.699
29	811+02.69	-20.753	557.253	557.465
30	811+12.66	-20.664	557.025	557.214
31	811+22.64	-20.576	556.798	556.955
32	811+32.61	-20.487	556.570	556.681
33	811+42.58	-20.399	556.343	556.399
⊕ Brg. Pier 2	811+52.09	-20.315	556.126	556.126

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
2. Work this sheet with sheet 22.

**TOP OF SLAB ELEVATIONS- SPANS 1 AND 2
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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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		46	24
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			313 SHEETS

Contract # 66586

SB PGL

GIRDER 5

GIRDER 6

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk./S. Abut. SB	808+25.71	-18.446	563.425	563.425	Bk./S. Abut. SB	808+25.71	-13.945	563.290	563.290	Bk./S. Abut. NB	808+32.70	14.470	563.401	563.401	Bk./S. Abut. NB	808+32.70	18.971	563.266	563.266
⊕ Brg. S. Abut. SB	808+28.00	-18.425	563.373	563.373	⊕ Brg. S. Abut. SB	808+28.00	-13.925	563.238	563.238	⊕ Brg. S. Abut. NB	808+35.00	14.450	563.348	563.348	⊕ Brg. S. Abut. NB	808+35.00	18.950	563.213	563.213
2	808+37.98	-18.338	563.146	563.219	2	808+37.98	-13.838	563.010	563.075	2	808+45.02	14.363	563.120	563.173	2	808+45.02	18.863	562.985	563.046
3	808+47.95	-18.250	562.918	563.060	3	808+47.96	-13.750	562.783	562.907	3	808+55.04	14.275	562.892	562.993	3	808+55.05	18.775	562.756	562.873
4	808+57.93	-18.162	562.691	562.891	4	808+57.95	-13.662	562.555	562.731	4	808+65.06	14.187	562.663	562.807	4	808+65.07	18.687	562.528	562.693
5	808+67.90	-18.075	562.463	562.708	5	808+67.93	-13.575	562.328	562.542	5	808+75.07	14.100	562.435	562.608	5	808+75.10	18.600	562.299	562.497
6	808+77.88	-17.987	562.236	562.517	6	808+77.91	-13.487	562.100	562.346	6	808+85.09	14.012	562.206	562.401	6	808+85.12	18.512	562.071	562.293
7	808+87.86	-17.899	562.008	562.302	7	808+87.89	-13.399	561.873	562.130	7	808+95.11	13.924	561.978	562.180	7	808+95.14	18.424	561.842	562.073
8	808+97.83	-17.811	561.781	562.078	8	808+97.87	-13.311	561.645	561.905	8	809+05.13	13.837	561.750	561.947	8	809+05.17	18.337	561.614	561.839
9	809+07.81	-17.723	561.553	561.838	9	809+07.86	-13.223	561.417	561.667	9	809+15.15	13.749	561.521	561.706	9	809+15.19	18.249	561.385	561.596
10	809+17.78	-17.636	561.326	561.584	10	809+17.84	-13.135	561.190	561.416	10	809+25.16	13.661	561.293	561.453	10	809+25.22	18.161	561.157	561.339
11	809+27.76	-17.548	561.099	561.324	11	809+27.82	-13.047	560.962	561.160	11	809+35.18	13.573	561.064	561.196	11	809+35.24	18.073	560.928	561.078
12	809+37.74	-17.460	560.871	561.054	12	809+37.80	-12.959	560.735	560.894	12	809+45.20	13.485	560.836	560.935	12	809+45.26	17.985	560.699	560.812
13	809+47.71	-17.372	560.644	560.783	13	809+47.79	-12.871	560.507	560.629	13	809+55.21	13.397	560.608	560.676	13	809+55.29	17.897	560.471	560.548
14	809+57.69	-17.284	560.416	560.512	14	809+57.77	-12.783	560.279	560.363	14	809+65.23	13.309	560.379	560.419	14	809+65.31	17.809	560.242	560.288
15	809+67.67	-17.196	560.189	560.248	15	809+67.75	-12.695	560.052	560.103	15	809+75.25	13.221	560.151	560.169	15	809+75.33	17.721	560.014	560.034
16	809+77.65	-17.108	559.961	559.988	16	809+77.73	-12.607	559.824	559.848	16	809+85.27	13.133	559.922	559.929	16	809+85.35	17.633	559.785	559.793
17	809+87.62	-17.020	559.734	559.743	17	809+87.72	-12.519	559.597	559.605	⊕ Pier 1	809+93.00	13.065	559.746	559.746	⊕ Pier 1	809+93.00	17.565	559.611	559.611
⊕ Pier 1	809+93.00	-16.972	559.611	559.611	⊕ Pier 1	809+93.00	-12.472	559.476	559.476	18	810+03.02	12.977	559.518	559.528	18	810+03.02	17.477	559.383	559.394
19	810+02.98	-16.884	559.384	559.388	19	810+02.98	-12.384	559.248	559.253	19	810+13.03	12.889	559.289	559.315	19	810+13.05	17.389	559.154	559.184
20	810+12.96	-16.796	559.156	559.172	20	810+12.97	-12.296	559.021	559.035	20	810+23.05	12.801	559.061	559.111	20	810+23.07	17.301	558.926	558.983
21	810+22.93	-16.708	558.929	558.966	21	810+22.95	-12.208	558.793	558.826	21	810+33.07	12.713	558.833	558.914	21	810+33.09	17.213	558.697	558.790
22	810+32.91	-16.620	558.701	558.768	22	810+32.93	-12.120	558.566	558.625	22	810+43.08	12.625	558.604	558.718	22	810+43.11	17.125	558.469	558.598
23	810+42.89	-16.531	558.474	558.574	23	810+42.92	-12.031	558.338	558.426	23	810+53.10	12.537	558.376	558.523	23	810+53.13	17.037	558.240	558.408
24	810+52.87	-16.443	558.246	558.381	24	810+52.90	-11.943	558.110	558.229	24	810+63.11	12.448	558.147	558.323	24	810+63.16	16.948	558.012	558.212
25	810+62.85	-16.355	558.019	558.186	25	810+62.89	-11.855	557.883	558.030	25	810+73.13	12.360	557.919	558.119	25	810+73.18	16.860	557.783	558.012
26	810+72.82	-16.267	557.791	557.989	26	810+72.87	-11.766	557.655	557.828	26	810+83.15	12.272	557.691	557.901	26	810+83.20	16.772	557.555	557.795
27	810+82.80	-16.178	557.564	557.776	27	810+82.85	-11.678	557.427	557.614	27	810+93.16	12.183	557.462	557.675	27	810+93.22	16.683	557.326	557.569
28	810+92.78	-16.090	557.336	557.555	28	810+92.84	-11.590	557.200	557.391	28	811+03.18	12.095	557.234	557.438	28	811+03.24	16.595	557.098	557.330
29	811+02.76	-16.002	557.109	557.321	29	811+02.82	-11.501	556.972	557.158	29	811+13.19	12.007	557.006	557.184	29	811+13.26	16.507	556.869	557.073
30	811+12.74	-15.913	556.881	557.070	30	811+12.81	-11.413	556.744	556.909	30	811+23.21	11.918	556.777	556.923	30	811+23.28	16.418	556.641	556.807
31	811+22.72	-15.825	556.654	556.810	31	811+22.79	-11.324	556.517	556.653	31	811+33.22	11.830	556.549	556.650	31	811+33.31	16.330	556.412	556.527
32	811+32.70	-15.736	556.426	556.536	32	811+32.78	-11.236	556.289	556.385	32	811+43.24	11.741	556.321	556.370	32	811+43.33	16.241	556.184	556.239
33	811+42.67	-15.648	556.198	556.254	33	811+42.76	-11.147	556.061	556.110	⊕ Brg. Pier 2	811+52.08	11.663	556.119	556.119	⊕ Brg. Pier 2	811+52.08	16.163	555.984	555.984
⊕ Brg. Pier 2	811+52.09	-15.564	555.984	555.984	⊕ Brg. Pier 2	811+52.09	-11.064	555.849	555.849										

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
2. Work this sheet with sheet 22.

**TOP OF SLAB ELEVATIONS- SPANS 1 AND 2
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

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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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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE	47	25
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract # 66586

GIRDER 7

GIRDER 8

GIRDER 9

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk./S. Abut. NB	808+32.70	23.721	563.123	563.123	Bk./S. Abut. NB	808+32.70	32.971	562.846	562.846	Bk./S. Abut. NB	808+32.70	42.221	562.568	562.568	Bk./S. Abut. NB	808+32.69	51.472	562.291	562.291
⊕ Brg. S. Abut. NB	808+35.00	23.701	563.071	563.071	⊕ Brg. S. Abut. NB	808+35.00	32.951	562.793	562.793	⊕ Brg. S. Abut. NB	808+35.00	42.201	562.516	562.516	⊕ Brg. S. Abut. NB	808+35.00	51.452	562.238	562.238
2	808+45.03	23.613	562.842	562.903	2	808+45.04	32.863	562.564	562.625	2	808+45.06	42.113	562.287	562.348	2	808+45.07	51.364	562.009	562.062
3	808+55.06	23.525	562.614	562.730	3	808+55.09	32.775	562.336	562.452	3	808+55.11	42.025	562.057	562.174	3	808+55.14	51.276	561.779	561.882
4	808+65.09	23.437	562.385	562.550	4	808+65.13	32.687	562.107	562.272	4	808+65.17	41.938	561.828	561.994	4	808+65.20	51.188	561.550	561.695
5	808+75.12	23.350	562.156	562.354	5	808+75.17	32.600	561.878	562.076	5	808+75.22	41.850	561.599	561.797	5	808+75.27	51.099	561.320	561.494
6	808+85.15	23.262	561.927	562.150	6	808+85.21	32.512	561.649	561.871	6	808+85.27	41.762	561.370	561.592	6	808+85.34	51.011	561.091	561.286
7	808+95.18	23.174	561.699	561.930	7	808+95.26	32.424	561.420	561.651	7	808+95.33	41.673	561.140	561.372	7	808+95.40	50.923	560.861	561.064
8	809+05.21	23.086	561.470	561.696	8	809+05.30	32.336	561.191	561.416	8	809+05.38	41.585	560.911	561.136	8	809+05.47	50.835	560.632	560.829
9	809+15.24	22.998	561.241	561.453	9	809+15.34	32.248	560.962	561.173	9	809+15.44	41.497	560.682	560.893	9	809+15.54	50.747	560.402	560.586
10	809+25.27	22.910	561.013	561.195	10	809+25.38	32.160	560.733	560.915	10	809+25.49	41.409	560.453	560.635	10	809+25.60	50.659	560.173	560.332
11	809+35.30	22.822	560.784	560.933	11	809+35.42	32.072	560.504	560.653	11	809+35.55	41.321	560.224	560.372	11	809+35.67	50.570	559.943	560.073
12	809+45.33	22.734	560.555	560.668	12	809+45.47	31.984	560.275	560.387	12	809+45.60	41.233	559.994	560.106	12	809+45.73	50.482	559.714	559.811
13	809+55.36	22.646	560.327	560.404	13	809+55.51	31.895	560.046	560.122	13	809+55.65	41.144	559.765	559.841	13	809+55.80	50.394	559.484	559.550
14	809+65.39	22.558	560.098	560.143	14	809+65.55	31.807	559.817	559.862	14	809+65.71	41.056	559.536	559.580	14	809+65.87	50.305	559.255	559.294
15	809+75.42	22.470	559.869	559.889	15	809+75.59	31.719	559.588	559.607	15	809+75.76	40.968	559.307	559.326	15	809+75.93	50.217	559.025	559.042
16	809+85.45	22.382	559.641	559.648	16	809+85.63	31.631	559.359	559.366	16	809+85.81	40.880	559.077	559.084	16	809+86.00	50.128	558.796	558.802
⊕ Pier 1	809+93.00	22.316	559.469	559.469	⊕ Pier 1	809+93.00	31.566	559.191	559.191	⊕ Pier 1	809+93.00	40.816	558.914	558.914	⊕ Pier 1	809+93.00	50.067	558.636	558.636
18	810+03.03	22.228	559.240	559.252	18	810+03.04	31.478	558.962	558.974	18	810+03.05	40.728	558.684	558.696	18	810+03.07	49.978	558.407	558.417
19	810+13.06	22.139	559.011	559.041	19	810+13.08	31.390	558.733	558.763	19	810+13.11	40.640	558.455	558.485	19	810+13.13	49.890	558.177	558.203
20	810+23.09	22.051	558.783	558.840	20	810+23.12	31.301	558.504	558.562	20	810+23.16	40.551	558.226	558.283	20	810+23.20	49.801	557.948	557.998
21	810+33.12	21.963	558.554	558.647	21	810+33.16	31.213	558.275	558.368	21	810+33.21	40.463	557.997	558.090	21	810+33.26	49.713	557.718	557.800
22	810+43.14	21.875	558.325	558.455	22	810+43.20	31.124	558.046	558.177	22	810+43.27	40.374	557.768	557.898	22	810+43.33	49.624	557.489	557.603
23	810+53.17	21.786	558.097	558.265	23	810+53.24	31.036	557.818	557.986	23	810+53.32	40.286	557.538	557.707	23	810+53.39	49.535	557.259	557.407
24	810+63.20	21.698	557.868	558.069	24	810+63.29	30.948	557.589	557.790	24	810+63.37	40.197	557.309	557.510	24	810+63.46	49.447	557.030	557.206
25	810+73.23	21.610	557.639	557.868	25	810+73.33	30.859	557.360	557.589	25	810+73.42	40.109	557.080	557.309	25	810+73.52	49.358	556.800	557.001
26	810+83.26	21.521	557.411	557.652	26	810+83.37	30.771	557.131	557.372	26	810+83.48	40.020	556.851	557.092	26	810+83.59	49.269	556.571	556.782
27	810+93.28	21.433	557.182	557.425	27	810+93.41	30.682	556.902	557.144	27	810+93.53	39.931	556.622	556.864	27	810+93.65	49.181	556.341	556.553
28	811+03.31	21.344	556.953	557.186	28	811+03.45	30.593	556.673	556.906	28	811+03.58	39.843	556.392	556.625	28	811+03.71	49.092	556.112	556.315
29	811+13.34	21.256	556.725	556.928	29	811+13.49	30.505	556.444	556.647	29	811+13.63	39.754	556.163	556.366	29	811+13.78	49.003	555.882	556.059
30	811+23.37	21.167	556.496	556.662	30	811+23.52	30.416	556.215	556.380	30	811+23.68	39.665	555.934	556.098	30	811+23.84	48.914	555.653	555.795
31	811+33.39	21.079	556.268	556.382	31	811+33.56	30.328	555.986	556.100	31	811+33.74	39.576	555.705	555.818	31	811+33.91	48.825	555.423	555.521
32	811+43.42	20.990	556.039	556.094	32	811+43.60	30.239	555.757	555.811	32	811+43.79	39.488	555.476	555.528	32	811+43.97	48.736	555.194	555.239
⊕ Brg. Pier 2	811+52.08	20.914	555.842	555.842	⊕ Brg. Pier 2	811+52.08	30.164	555.564	555.564	⊕ Brg. Pier 2	811+52.08	39.414	555.287	555.287	⊕ Brg. Pier 2	811+52.08	48.665	555.009	555.009

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
2. Work this sheet with sheet 22.

**TOP OF SLAB ELEVATIONS-SPANS 1 AND 2
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
312-565-0460
Job # 3856

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

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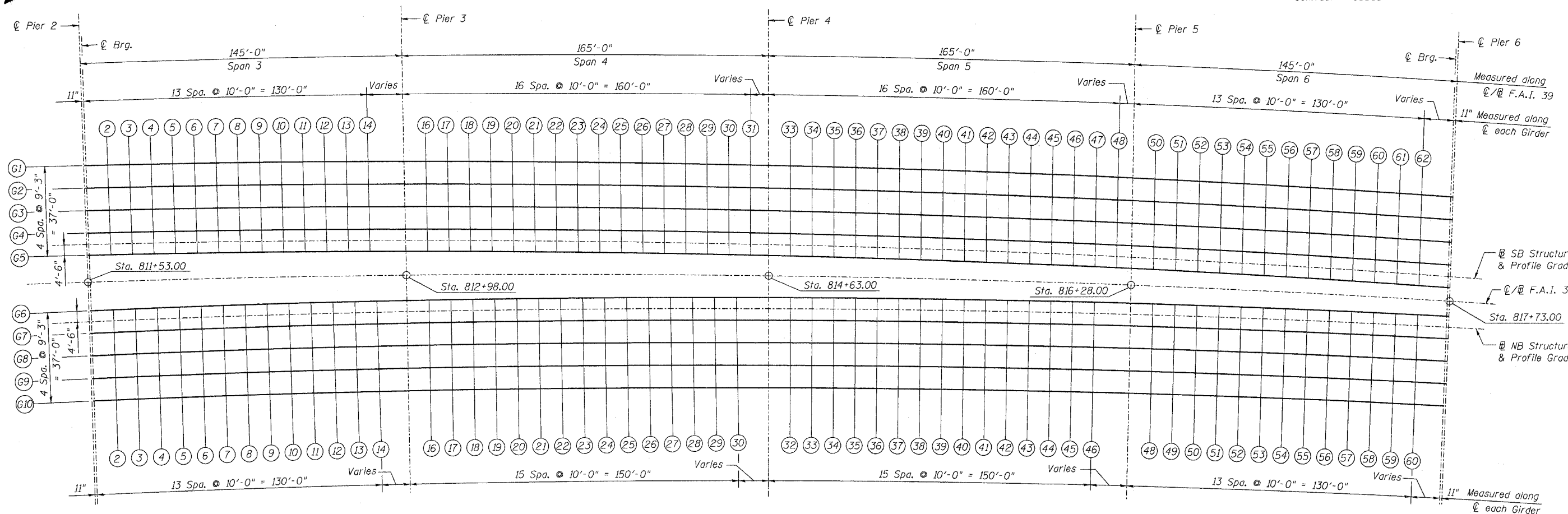
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.I. 39	SECTION 50-4B	COUNTY LASALLE	TOTAL SHEETS 48	SHEET NO. 48	SHEET NO. 26 313 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract # 66586

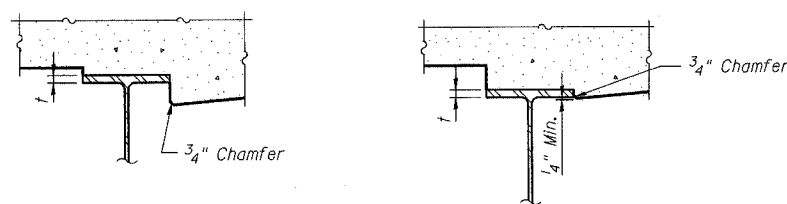


DEAD LOAD DEFLECTION TABLE

Girder	a	b	c	d	e	f	g	h	j	k	l	m
G1 & G5	1 7/8"	2 1/8"	1"	5/8"	1 1/2"	7/8"	5/8"	1 1/8"	3/8"	1 1/8"	2 3/8"	2"
G2 - G4	2 1/4"	2 1/2"	1 1/8"	5/8"	1 3/4"	1"	5/8"	1 1/4"	3/8"	1 1/4"	2 3/4"	2 3/8"
G6 & G10	1 7/8"	2 1/8"	7/8"	5/8"	1 3/8"	7/8"	5/8"	1 1/8"	3/8"	1 1/8"	2 1/4"	2"
G7 - G9	2 1/8"	2 3/8"	1"	5/8"	1 5/8"	1"	5/8"	1 1/8"	3/8"	1 1/4"	2 5/8"	2 1/4"

NOTES:

1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheet 20. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Notes.
2. For stations and top of slab elevations see sheets 27 thru 32.



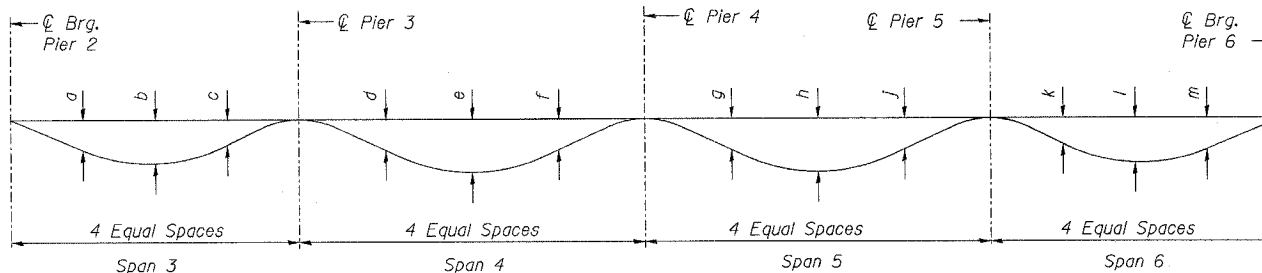
AT MINIMUM FILLET

AT MAXIMUM FILLET

To determine "t": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 27 thru 32, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

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



DEAD LOAD DEFLECTION DIAGRAM

(Due to weight of concrete only)

Note:

The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 27 thru 32.

benesch

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

SCREED PLAN - SPANS 3 THRU 6
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)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 27
F.A.I. 39	50-4B	LASALLE	49	49	313 SHEETS
FED. ROAD 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 2	811+53.91	-48.050	556.917	556.917
2	811+63.85	-47.961	556.691	556.744
3	811+73.79	-47.873	556.464	556.566
4	811+83.72	-47.785	556.238	556.381
5	811+93.66	-47.697	556.011	556.181
6	812+03.60	-47.608	555.784	555.970
7	812+13.54	-47.520	555.558	555.749
8	812+23.47	-47.432	555.331	555.514
9	812+33.41	-47.343	555.105	555.269
10	812+43.35	-47.255	554.878	555.017
11	812+53.29	-47.166	554.651	554.759
12	812+63.23	-47.078	554.425	554.501
13	812+73.16	-46.989	554.198	554.245
14	812+83.10	-46.901	553.972	553.994
⊕ Pier 3	812+98.00	-46.768	553.636	553.636
16	813+07.94	-46.680	553.415	553.424
17	813+17.88	-46.591	553.194	553.206
18	813+27.82	-46.503	552.976	553.007
19	813+37.76	-46.414	552.760	552.806
20	813+47.70	-46.325	552.545	552.613
21	813+57.64	-46.237	552.332	552.422
22	813+67.57	-46.148	552.121	552.229
23	813+77.51	-46.059	551.912	552.032
24	813+87.45	-45.970	551.705	551.827
25	813+97.39	-45.882	551.499	551.620
26	814+07.33	-45.793	551.295	551.401
27	814+17.27	-45.704	551.093	551.181
28	814+27.21	-45.615	550.893	550.956
29	814+37.15	-45.526	550.694	550.735
30	814+47.09	-45.437	550.498	550.517
31	814+57.04	-45.348	550.303	550.310
⊕ Pier 4	814+63.00	-45.295	550.187	550.187
33	814+72.94	-45.206	549.995	550.000
34	814+82.88	-45.117	549.804	549.818
35	814+92.82	-45.028	549.616	549.645
36	815+02.76	-44.939	549.429	549.476
37	815+12.71	-44.850	549.244	549.309
38	815+22.65	-44.761	549.061	549.138
39	815+32.59	-44.672	548.880	548.966
40	815+42.53	-44.583	548.701	548.789
41	815+52.47	-44.494	548.523	548.605
42	815+62.41	-44.405	548.347	548.420
43	815+72.35	-44.315	548.173	548.229
44	815+82.30	-44.226	548.001	548.040
45	815+92.24	-44.137	547.830	547.852

GIRDER 1 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	816+02.18	-44.048	547.661	547.671
47	816+12.12	-43.959	547.494	547.493
48	816+22.07	-43.869	547.329	547.329
⊕ Pier 5	816+28.00	-43.816	547.232	547.232
50	816+37.94	-43.727	547.069	547.087
51	816+47.89	-43.637	546.909	546.950
52	816+57.83	-43.548	546.750	546.821
53	816+67.77	-43.459	546.593	546.699
54	816+77.71	-43.369	546.438	546.577
55	816+87.66	-43.280	546.285	546.455
56	816+97.60	-43.190	546.134	546.326
57	817+07.54	-43.101	545.984	546.188
58	817+17.49	-43.012	545.836	546.041
59	817+27.43	-42.922	545.690	545.884
60	817+37.38	-42.833	545.546	545.713
61	817+47.32	-42.743	545.403	545.534
62	817+57.26	-42.654	545.262	545.347
⊕ Brg. Pier 6	817+72.09	-42.520	545.056	545.056

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 2	811+53.91	-38.799	556.640	556.640
2	811+63.86	-38.711	556.413	556.474
3	811+73.81	-38.623	556.186	556.303
4	811+83.76	-38.534	555.959	556.124
5	811+93.71	-38.446	555.732	555.927
6	812+03.66	-38.357	555.506	555.718
7	812+13.61	-38.269	555.279	555.497
8	812+23.56	-38.181	555.052	555.261
9	812+33.51	-38.092	554.825	555.012
10	812+43.46	-38.004	554.598	554.756
11	812+53.41	-37.915	554.371	554.493
12	812+63.36	-37.826	554.144	554.230
13	812+73.31	-37.738	553.918	553.970
14	812+83.26	-37.649	553.691	553.715
⊕ Pier 3	812+98.00	-37.518	553.359	553.359
16	813+07.95	-37.429	553.137	553.147
17	813+17.90	-37.341	552.916	552.930
18	813+27.85	-37.252	552.698	552.733
19	813+37.80	-37.163	552.481	552.534
20	813+47.76	-37.074	552.266	552.344
21	813+57.71	-36.986	552.053	552.156
22	813+67.66	-36.897	551.842	551.965
23	813+77.61	-36.808	551.633	551.769
24	813+87.56	-36.719	551.425	551.565
25	813+97.51	-36.630	551.219	551.357
26	814+07.47	-36.541	551.015	551.136
27	814+17.42	-36.452	550.813	550.913
28	814+27.37	-36.363	550.612	550.685
29	814+37.32	-36.274	550.413	550.460
30	814+47.27	-36.185	550.217	550.238
31	814+57.23	-36.096	550.021	550.029
⊕ Pier 4	814+63.00	-36.045	549.909	549.909
33	814+72.95	-35.956	549.717	549.723
34	814+82.91	-35.867	549.526	549.542
35	814+92.86	-35.777	549.338	549.371
36	815+02.81	-35.688	549.151	549.204
37	815+12.77	-35.599	548.966	549.039
38	815+22.72	-35.510	548.782	548.870
39	815+32.67	-35.421	548.601	548.699
40	815+42.63	-35.332	548.421	548.521
41	815+52.58	-35.242	548.243	548.337
42	815+62.53	-35.153	548.067	548.150
43	815+72.49	-35.064	547.893	547.956
44	815+82.44	-34.975	547.721	547.765
45	815+92.39	-34.885	547.550	547.574

GIRDER 2 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	816+02.35	-34.796	547.381	547.391
47	816+12.30	-34.707	547.214	547.212
48	816+22.26	-34.617	547.049	547.048
⊕ Pier 5	816+28.00	-34.566	546.954	546.954
50	816+37.96	-34.476	546.792	546.812
51	816+47.91	-34.387	546.631	546.679
52	816+57.86	-34.297	546.472	546.553
53	816+67.82	-34.208	546.315	546.436
54	816+77.77	-34.118	546.160	546.319
55	816+87.73	-34.029	546.007	546.201
56	816+97.69	-33.939	545.855	546.075
57	817+07.64	-33.850	545.705	545.938
58	817+17.60	-33.760	545.557	545.792
59	817+27.55	-33.671	545.411	545.633
60	817+37.51	-33.581	545.266	545.458
61	817+47.46	-33.491	545.124	545.273
62	817+57.42	-33.402	544.983	545.079
⊕ Brg. Pier 6	817+72.09	-33.270	544.779	544.779

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
2. Work this sheet with sheet 26.

**TOP OF SLAB ELEVATIONS- SPANS 3 THRU 6
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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 28
F.A.I. 39	50-4B	LASALLE	50	50	313 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract # 66586

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 2	811+53.91	-29.549	556.362	556.362
2	811+63.87	-29.460	556.135	556.197
3	811+73.84	-29.372	555.908	556.025
4	811+83.80	-29.283	555.681	555.845
5	811+93.76	-29.195	555.454	555.649
6	812+03.72	-29.106	555.227	555.439
7	812+13.68	-29.018	555.000	555.218
8	812+23.64	-28.929	554.772	554.981
9	812+33.61	-28.841	554.545	554.732
10	812+43.57	-28.752	554.318	554.476
11	812+53.53	-28.664	554.091	554.212
12	812+63.49	-28.575	553.864	553.949
13	812+73.45	-28.486	553.637	553.689
14	812+83.42	-28.397	553.410	553.434
⊕ Pier 3	812+98.00	-28.268	553.081	553.081
16	813+07.96	-28.179	552.859	552.870
17	813+17.93	-28.090	552.638	552.652
18	813+27.89	-28.001	552.420	552.454
19	813+37.85	-27.912	552.203	552.256
20	813+47.82	-27.823	551.988	552.065
21	813+57.78	-27.735	551.774	551.877
22	813+67.74	-27.646	551.563	551.686
23	813+77.71	-27.557	551.353	551.490
24	813+87.67	-27.468	551.145	551.285
25	813+97.63	-27.379	550.939	551.077
26	814+07.60	-27.290	550.735	550.855
27	814+17.56	-27.201	550.532	550.632
28	814+27.53	-27.112	550.332	550.404
29	814+37.49	-27.022	550.133	550.179
30	814+47.45	-26.933	549.935	549.957
31	814+57.42	-26.844	549.740	549.748
⊕ Pier 4	814+63.00	-26.794	549.632	549.632
33	814+72.97	-26.705	549.439	549.445
34	814+82.93	-26.616	549.248	549.264
35	814+92.89	-26.527	549.060	549.093
36	815+02.86	-26.438	548.872	548.926
37	815+12.83	-26.348	548.687	548.760
38	815+22.79	-26.259	548.504	548.591
39	815+32.76	-26.170	548.322	548.420
40	815+42.72	-26.080	548.142	548.242
41	815+52.69	-25.991	547.964	548.057
42	815+62.65	-25.902	547.788	547.870
43	815+72.62	-25.812	547.613	547.676
44	815+82.58	-25.723	547.441	547.484
45	815+92.55	-25.633	547.270	547.294

GIRDER 3 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	816+02.52	-25.544	547.101	547.110
47	816+12.48	-25.455	546.933	546.932
48	816+22.45	-25.365	546.768	546.767
⊕ Pier 5	816+28.00	-25.315	546.677	546.677
50	816+37.97	-25.226	546.514	546.534
51	816+47.93	-25.136	546.353	546.401
52	816+57.90	-25.047	546.194	546.276
53	816+67.87	-24.957	546.037	546.158
54	816+77.83	-24.867	545.882	546.041
55	816+87.80	-24.778	545.728	545.923
56	816+97.77	-24.688	545.576	545.797
57	817+07.74	-24.599	545.426	545.659
58	817+17.70	-24.509	545.278	545.513
59	817+27.67	-24.419	545.131	545.354
60	817+37.64	-24.329	544.987	545.178
61	817+47.61	-24.240	544.844	544.993
62	817+57.58	-24.150	544.703	544.798
⊕ Brg. Pier 6	817+72.09	-24.019	544.501	544.501

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 2	811+53.91	-20.298	556.085	556.085
2	811+63.89	-20.210	555.857	555.919
3	811+73.86	-20.121	555.630	555.747
4	811+83.83	-20.033	555.403	555.567
5	811+93.81	-19.944	555.175	555.370
6	812+03.78	-19.856	554.948	555.160
7	812+13.76	-19.767	554.720	554.939
8	812+23.73	-19.678	554.493	554.702
9	812+33.70	-19.590	554.266	554.452
10	812+43.68	-19.501	554.038	554.195
11	812+53.65	-19.412	553.811	553.932
12	812+63.63	-19.323	553.583	553.668
13	812+73.60	-19.235	553.356	553.408
14	812+83.57	-19.146	553.129	553.152
⊕ Pier 3	812+98.00	-19.017	552.804	552.804
16	813+07.98	-18.928	552.581	552.592
17	813+17.95	-18.839	552.360	552.374
18	813+27.93	-18.750	552.141	552.176
19	813+37.90	-18.662	551.924	551.977
20	813+47.88	-18.573	551.709	551.787
21	813+57.85	-18.484	551.495	551.598
22	813+67.83	-18.394	551.284	551.407
23	813+77.80	-18.305	551.074	551.211
24	813+87.78	-18.216	550.865	551.005
25	813+97.75	-18.127	550.659	550.797
26	814+07.73	-18.038	550.455	550.575
27	814+17.71	-17.949	550.252	550.351
28	814+27.68	-17.860	550.051	550.122
29	814+37.66	-17.771	549.852	549.897
30	814+47.64	-17.681	549.654	549.676
31	814+57.61	-17.592	549.459	549.466
⊕ Pier 4	814+63.00	-17.544	549.354	549.354
33	814+72.98	-17.455	549.161	549.167
34	814+82.95	-17.365	548.970	548.986
35	814+92.93	-17.276	548.781	548.815
36	815+02.91	-17.187	548.594	548.647
37	815+12.89	-17.097	548.409	548.482
38	815+22.86	-17.008	548.225	548.313
39	815+32.84	-16.919	548.043	548.141
40	815+42.82	-16.829	547.863	547.963
41	815+52.80	-16.740	547.685	547.778
42	815+62.77	-16.650	547.508	547.590
43	815+72.75	-16.561	547.333	547.396
44	815+82.73	-16.471	547.161	547.204
45	815+92.71	-16.382	546.990	547.014

GIRDER 4 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	816+02.69	-16.292	546.820	546.830
47	816+12.66	-16.203	546.653	546.651
48	816+22.64	-16.113	546.487	546.487
⊕ Pier 5	816+28.00	-16.065	546.399	546.399
50	816+37.98	-15.975	546.236	546.257
51	816+47.96	-15.886	546.075	546.123
52	816+57.94	-15.796	545.916	545.998
53	816+67.92	-15.706	545.759	545.880
54	816+77.90	-15.617	545.603	545.763
55	816+87.87	-15.527	545.449	545.644
56	816+97.85	-15.437	545.297	545.518
57	817+07.83	-15.347	545.147	545.380
58	817+17.81	-15.258	544.999	545.233
59	817+27.79	-15.168	544.852	545.074
60	817+37.77	-15.078	544.707	544.898
61	817+47.75	-14.988	544.564	544.713
62	817+57.73	-14.898	544.423	544.518
⊕ Brg. Pier 6	817+72.09	-14.769	544.224	544.224

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
2. Work this sheet with sheet 26.

**TOP OF SLAB ELEVATIONS-SPANS 3 THRU 6
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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 29
F.A.I. 39	50-4B	LASALLE		51	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:			

Contract # 66586

SB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 2	811+53.91	-15.548	555.942	555.942
	811+63.89	-15.459	555.715	555.776
3	811+73.87	-15.371	555.487	555.604
4	811+83.85	-15.282	555.260	555.424
5	811+93.83	-15.193	555.032	555.227
6	812+03.81	-15.105	554.805	555.017
7	812+13.79	-15.016	554.577	554.795
8	812+23.77	-14.927	554.349	554.558
9	812+33.75	-14.839	554.122	554.308
10	812+43.73	-14.750	553.894	554.051
11	812+53.71	-14.661	553.667	553.788
12	812+63.69	-14.572	553.439	553.524
13	812+73.67	-14.484	553.212	553.264
14	812+83.66	-14.395	552.985	553.008
⊕ Pier 3	812+98.00	-14.267	552.661	552.661
16	813+07.98	-14.178	552.439	552.449
17	813+17.96	-14.089	552.218	552.231
18	813+27.94	-14.000	551.999	552.033
19	813+37.92	-13.911	551.781	551.834
20	813+47.91	-13.822	551.566	551.644
21	813+57.89	-13.733	551.352	551.455
22	813+67.87	-13.643	551.140	551.263
23	813+77.85	-13.554	550.930	551.067
24	813+87.83	-13.465	550.722	550.862
25	813+97.82	-13.376	550.515	550.653
26	814+07.80	-13.287	550.311	550.431
27	814+17.78	-13.198	550.108	550.207
28	814+27.76	-13.109	549.907	549.978
29	814+37.74	-13.020	549.708	549.753
30	814+47.73	-12.930	549.510	549.531
31	814+57.71	-12.841	549.314	549.322
⊕ Pier 4	814+63.00	-12.794	549.212	549.212
33	814+72.98	-12.704	549.019	549.025
34	814+82.97	-12.615	548.828	548.844
35	814+92.95	-12.525	548.638	548.672
36	815+02.93	-12.436	548.451	548.504
37	815+12.92	-12.346	548.265	548.339
38	815+22.90	-12.257	548.082	548.170
39	815+32.88	-12.168	547.900	547.997
40	815+42.87	-12.078	547.719	547.820
41	815+52.85	-11.989	547.541	547.634
42	815+62.83	-11.899	547.365	547.447
43	815+72.82	-11.810	547.190	547.252
44	815+82.80	-11.720	547.017	547.060
45	815+92.79	-11.631	546.846	546.869

SB PGL (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
	816+02.77	-11.541	546.676	546.686
	816+12.76	-11.452	546.509	546.507
	816+22.74	-11.362	546.343	546.343
⊕ Pier 5	816+28.00	-11.314	546.257	546.257
50	816+37.99	-11.225	546.094	546.114
51	816+47.97	-11.135	545.933	545.980
52	816+57.96	-11.045	545.773	545.855
53	816+67.94	-10.955	545.616	545.737
54	816+77.93	-10.866	545.460	545.620
55	816+87.91	-10.776	545.306	545.501
56	816+97.90	-10.686	545.154	545.375
57	817+07.88	-10.596	545.004	545.237
58	817+17.87	-10.507	544.855	545.090
59	817+27.85	-10.417	544.709	544.931
60	817+37.84	-10.327	544.564	544.754
61	817+47.83	-10.237	544.421	544.569
62	817+57.81	-10.147	544.280	544.374
⊕ Brg. Pier 6	817+72.08	-10.019	544.081	544.081

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 2	811+53.92	-11.048	555.807	555.807
2	811+63.90	-10.959	555.580	555.633
3	811+73.89	-10.871	555.352	555.454
4	811+83.87	-10.782	555.124	555.268
5	811+93.86	-10.693	554.897	555.067
6	812+03.84	-10.605	554.669	554.855
7	812+13.83	-10.516	554.441	554.632
8	812+23.81	-10.427	554.214	554.396
9	812+33.80	-10.338	553.986	554.149
10	812+43.79	-10.250	553.758	553.895
11	812+53.77	-10.161	553.530	553.636
12	812+63.76	-10.072	553.303	553.377
13	812+73.75	-9.983	553.075	553.120
14	812+83.73	-9.894	552.848	552.868
⊕ Pier 3	812+98.00	-9.767	552.526	552.526
16	813+07.99	-9.678	552.303	552.313
17	813+17.97	-9.589	552.082	552.094
18	813+27.96	-9.500	551.863	551.894
19	813+37.95	-9.411	551.646	551.692
20	813+47.94	-9.322	551.430	551.499
21	813+57.92	-9.233	551.216	551.306
22	813+67.91	-9.143	551.004	551.112
23	813+77.90	-9.054	550.794	550.914
24	813+87.89	-8.965	550.586	550.708
25	813+97.87	-8.876	550.379	550.499
26	814+07.86	-8.787	550.174	550.279
27	814+17.85	-8.697	549.971	550.058
28	814+27.84	-8.608	549.770	549.832
29	814+37.83	-8.519	549.571	549.610
30	814+47.82	-8.429	549.373	549.392
31	814+57.80	-8.340	549.178	549.184
⊕ Pier 4	814+63.00	-8.294	549.077	549.077
33	814+72.99	-8.204	548.884	548.889
34	814+82.98	-8.115	548.692	548.707
35	814+92.97	-8.025	548.503	548.533
36	815+02.96	-7.936	548.316	548.363
37	815+12.95	-7.846	548.130	548.195
38	815+22.94	-7.757	547.946	548.023
39	815+32.92	-7.667	547.764	547.850
40	815+42.91	-7.578	547.584	547.672
41	815+52.90	-7.488	547.405	547.487
42	815+62.89	-7.399	547.229	547.301
43	815+72.88	-7.309	547.054	547.109
44	815+82.87	-7.220	546.881	546.919
45	815+92.86	-7.130	546.709	546.730

GIRDER 5 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
	816+02.85	-7.040	546.540	546.548
	816+12.84	-6.951	546.372	546.371
	816+22.84	-6.861	546.207	546.206
⊕ Pier 5	816+28.00	-6.814	546.122	546.122
50	816+37.99	-6.725	545.959	545.976
51	816+47.98	-6.635	545.797	545.839
52	816+57.97	-6.545	545.638	545.709
53	816+67.96	-6.455	545.480	545.586
54	816+77.96	-6.366	545.325	545.464
55	816+87.95	-6.276	545.171	545.341
56	816+97.94	-6.186	545.019	545.212
57	817+07.93	-6.096	544.868	545.072
58	817+17.92	-6.006	544.720	544.924
59	817+27.91	-5.916	544.573	544.767
60	817+37.91	-5.826	544.428	544.594
61	817+47.90	-5.736	544.285	544.413
62	817+57.89	-5.646	544.144	544.225
⊕ Brg. Pier 6	817+72.08	-5.519	543.946	543.946

- NOTES:
1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
 2. Work this sheet with sheet 26.

TOP OF SLAB ELEVATIONS- SPANS 3 THRU 6
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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 30 313 SHEETS
F.A.I. 39	50-4B	LASALLE		59	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 2	811+53.92	11.647	556.077	556.077
2	811+63.93	11.559	555.849	555.901
3	811+73.95	11.470	555.620	555.720
4	811+83.96	11.381	555.392	555.532
5	811+93.98	11.293	555.164	555.330
6	812+03.99	11.204	554.935	555.116
7	812+14.01	11.116	554.707	554.892
8	812+24.02	11.027	554.479	554.656
9	812+34.03	10.938	554.251	554.408
10	812+44.05	10.849	554.022	554.154
11	812+54.06	10.761	553.794	553.895
12	812+64.08	10.672	553.566	553.636
13	812+74.09	10.583	553.337	553.380
14	812+84.10	10.494	553.109	553.128
⊕ Pier 3	812+98.00	10.371	552.796	552.796
16	813+08.01	10.282	552.573	552.582
17	813+18.03	10.193	552.351	552.363
18	813+28.04	10.104	552.131	552.161
19	813+38.05	10.015	551.913	551.959
20	813+48.07	9.926	551.697	551.764
21	813+58.08	9.837	551.483	551.571
22	813+68.09	9.748	551.270	551.375
23	813+78.10	9.659	551.060	551.177
24	813+88.11	9.570	550.851	550.970
25	813+98.13	9.481	550.644	550.760
26	814+08.14	9.392	550.439	550.540
27	814+18.15	9.303	550.235	550.318
28	814+28.16	9.214	550.034	550.093
29	814+38.17	9.124	549.834	549.872
30	814+48.19	9.035	549.636	549.653
⊕ Pier 4	814+63.00	8.903	549.347	549.347
32	814+73.01	8.814	549.153	549.158
33	814+83.02	8.724	548.962	548.975
34	814+93.03	8.635	548.772	548.801
35	815+03.04	8.546	548.584	548.630
36	815+13.06	8.456	548.398	548.461
37	815+23.07	8.367	548.214	548.289
38	815+33.08	8.278	548.031	548.115
39	815+43.09	8.188	547.851	547.936
40	815+53.10	8.099	547.672	547.751
41	815+63.11	8.009	547.495	547.565
42	815+73.12	7.920	547.320	547.373
43	815+83.13	7.830	547.146	547.183
44	815+93.14	7.741	546.975	546.995
45	816+03.15	7.651	546.805	546.813

GIRDER 6 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	816+13.16	7.562	546.637	546.636
⊕ Pier 5	816+28.00	7.429	546.392	546.392
48	816+38.01	7.339	546.228	546.246
49	816+48.02	7.249	546.067	546.108
50	816+58.03	7.160	545.907	545.977
51	816+68.04	7.070	545.749	545.853
52	816+78.05	6.980	545.593	545.729
53	816+88.05	6.891	545.439	545.605
54	816+98.06	6.801	545.287	545.475
55	817+08.07	6.711	545.136	545.334
56	817+18.08	6.621	544.987	545.186
57	817+28.09	6.532	544.840	545.029
58	817+38.10	6.442	544.695	544.856
59	817+48.10	6.352	544.552	544.676
60	817+58.11	6.262	544.411	544.489
⊕ Brg. Pier 6	817+72.08	6.137	544.216	544.216

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 2	811+53.92	16.147	555.942	555.942
2	811+63.94	16.059	555.714	555.774
3	811+73.96	15.970	555.485	555.599
4	811+83.98	15.881	555.257	555.417
5	811+94.00	15.793	555.028	555.218
6	812+04.02	15.704	554.800	555.006
7	812+14.04	15.616	554.571	554.783
8	812+24.06	15.527	554.343	554.545
9	812+34.08	15.438	554.114	554.294
10	812+44.10	15.349	553.886	554.037
11	812+54.12	15.261	553.658	553.773
12	812+64.14	15.172	553.429	553.510
13	812+74.16	15.083	553.201	553.250
14	812+84.18	14.994	552.973	552.994
⊕ Pier 3	812+98.00	14.871	552.661	552.661
16	813+08.02	14.782	552.438	552.448
17	813+18.04	14.693	552.216	552.229
18	813+28.06	14.604	551.996	552.030
19	813+38.08	14.515	551.778	551.830
20	813+48.09	14.426	551.562	551.638
21	813+58.11	14.337	551.347	551.447
22	813+68.13	14.248	551.135	551.255
23	813+78.15	14.159	550.924	551.057
24	813+88.17	14.070	550.715	550.851
25	813+98.19	13.981	550.508	550.640
26	814+08.20	13.892	550.302	550.419
27	814+18.22	13.803	550.099	550.194
28	814+28.24	13.714	549.897	549.965
29	814+38.26	13.624	549.697	549.740
30	814+48.27	13.535	549.499	549.519
⊕ Pier 4	814+63.00	13.403	549.212	549.212
32	814+73.02	13.314	549.018	549.024
33	814+83.03	13.224	548.826	548.842
34	814+93.05	13.135	548.637	548.670
35	815+03.07	13.046	548.449	548.501
36	815+13.08	12.956	548.262	548.334
37	815+23.10	12.867	548.078	548.164
38	815+33.12	12.778	547.895	547.990
39	815+43.13	12.688	547.715	547.812
40	815+53.15	12.599	547.536	547.626
41	815+63.17	12.509	547.359	547.438
42	815+73.18	12.420	547.183	547.244
43	815+83.20	12.330	547.010	547.051
44	815+93.21	12.241	546.838	546.861
45	816+03.23	12.151	546.669	546.677

NB PGL (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	816+13.24	12.061	546.501	546.499
⊕ Pier 5	816+28.00	11.929	546.257	546.257
48	816+38.01	11.839	546.093	546.113
49	816+48.03	11.749	545.932	545.978
50	816+58.05	11.660	545.772	545.852
51	816+68.06	11.570	545.614	545.732
52	816+78.07	11.480	545.458	545.614
53	816+88.09	11.391	545.303	545.494
54	816+98.10	11.301	545.151	545.367
55	817+08.12	11.211	545.000	545.228
56	817+18.13	11.121	544.852	545.079
57	817+28.15	11.032	544.705	544.920
58	817+38.16	10.942	544.559	544.744
59	817+48.17	10.852	544.416	544.558
60	817+58.19	10.762	544.274	544.363
⊕ Brg. Pier 6	817+72.08	10.637	544.081	544.081

- NOTES:**
- Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
 - Work this sheet with sheet 26.

**TOP OF SLAB ELEVATIONS-SPANS 3 THRU 6
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
312-965-0450
Job # 3856

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

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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE	63	31
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract # 66586

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 2	811+53.92	20.897	555.800	555.800
2	811+63.95	20.809	555.571	555.631
3	811+73.97	20.720	555.342	555.456
4	811+84.00	20.631	555.114	555.274
5	811+94.03	20.543	554.885	555.075
6	812+04.05	20.454	554.657	554.863
7	812+14.08	20.365	554.428	554.639
8	812+24.11	20.277	554.199	554.402
9	812+34.13	20.188	553.971	554.151
10	812+44.16	20.099	553.742	553.893
11	812+54.18	20.010	553.514	553.629
12	812+64.21	19.921	553.285	553.365
13	812+74.24	19.832	553.056	553.105
14	812+84.26	19.743	552.828	552.850
⊙ Pier 3	812+98.00	19.621	552.519	552.519
16	813+08.03	19.532	552.295	552.306
17	813+18.05	19.443	552.073	552.086
18	813+28.08	19.354	551.853	551.887
19	813+38.10	19.265	551.635	551.687
20	813+48.13	19.176	551.418	551.495
21	813+58.15	19.087	551.204	551.304
22	813+68.18	18.998	550.991	551.111
23	813+78.20	18.909	550.780	550.914
24	813+88.22	18.820	550.571	550.707
25	813+98.25	18.730	550.364	550.497
26	814+08.27	18.641	550.158	550.275
27	814+18.30	18.552	549.955	550.050
28	814+28.32	18.463	549.753	549.821
29	814+38.34	18.373	549.553	549.596
30	814+48.37	18.284	549.355	549.375
⊙ Pier 4	814+63.00	18.153	549.069	549.069
32	814+73.02	18.064	548.875	548.881
33	814+83.05	17.975	548.684	548.699
34	814+93.07	17.885	548.494	548.527
35	815+03.09	17.796	548.306	548.358
36	815+13.12	17.706	548.119	548.191
37	815+23.14	17.617	547.935	548.021
38	815+33.16	17.527	547.752	547.847
39	815+43.18	17.438	547.571	547.669
40	815+53.21	17.348	547.392	547.483
41	815+63.23	17.259	547.215	547.294
42	815+73.25	17.169	547.040	547.100
43	815+83.27	17.079	546.866	546.907
44	815+93.29	16.990	546.695	546.717
45	816+03.32	16.900	546.525	546.533

GIRDER 7 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	816+13.34	16.810	546.357	546.355
⊙ Pier 5	816+28.00	16.679	546.114	546.114
48	816+38.02	16.589	545.951	545.970
49	816+48.04	16.500	545.789	545.836
50	816+58.06	16.410	545.629	545.709
51	816+68.09	16.320	545.471	545.589
52	816+78.11	16.230	545.315	545.471
53	816+88.13	16.140	545.160	545.351
54	816+98.15	16.051	545.008	545.224
55	817+08.17	15.961	544.857	545.084
56	817+18.19	15.871	544.708	544.936
57	817+28.21	15.781	544.561	544.777
58	817+38.23	15.691	544.416	544.600
59	817+48.25	15.601	544.272	544.414
60	817+58.27	15.511	544.131	544.219
⊙ Brg. Pier 6	817+72.08	15.387	543.939	543.939

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 2	811+53.92	30.148	555.522	555.522
2	811+63.96	30.059	555.293	555.353
3	811+74.00	29.970	555.064	555.178
4	811+84.04	29.882	554.835	554.996
5	811+94.08	29.793	554.607	554.797
6	812+04.12	29.704	554.378	554.584
7	812+14.15	29.615	554.149	554.360
8	812+24.19	29.526	553.920	554.122
9	812+34.23	29.437	553.691	553.871
10	812+44.27	29.348	553.462	553.612
11	812+54.31	29.259	553.233	553.348
12	812+64.35	29.170	553.004	553.084
13	812+74.38	29.081	552.776	552.824
14	812+84.42	28.992	552.547	552.568
⊙ Pier 3	812+98.00	28.872	552.241	552.241
16	813+08.04	28.783	552.017	552.028
17	813+18.08	28.693	551.795	551.808
18	813+28.11	28.604	551.575	551.609
19	813+38.15	28.515	551.356	551.408
20	813+48.19	28.426	551.140	551.216
21	813+58.22	28.337	550.925	551.025
22	813+68.26	28.247	550.712	550.832
23	813+78.30	28.158	550.501	550.635
24	813+88.33	28.069	550.291	550.427
25	813+98.37	27.980	550.084	550.216
26	814+08.41	27.890	549.878	549.994
27	814+18.44	27.801	549.674	549.769
28	814+28.48	27.711	549.472	549.540
29	814+38.51	27.622	549.272	549.314
30	814+48.55	27.533	549.074	549.093
⊙ Pier 4	814+63.00	27.404	548.792	548.792
32	814+73.04	27.314	548.598	548.603
33	814+83.07	27.225	548.406	548.421
34	814+93.11	27.135	548.216	548.249
35	815+03.14	27.046	548.027	548.080
36	815+13.18	26.956	547.841	547.912
37	815+23.21	26.866	547.656	547.742
38	815+33.25	26.777	547.473	547.568
39	815+43.28	26.687	547.292	547.390
40	815+53.32	26.598	547.113	547.203
41	815+63.35	26.508	546.935	547.014
42	815+73.38	26.418	546.760	546.820
43	815+83.42	26.328	546.586	546.627
44	815+93.45	26.239	546.414	546.436
45	816+03.49	26.149	546.244	546.252

GIRDER 8 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	816+13.52	26.059	546.076	546.074
⊙ Pier 5	816+28.00	25.929	545.837	545.837
48	816+38.03	25.840	545.673	545.693
49	816+48.07	25.750	545.511	545.558
50	816+58.10	25.660	545.351	545.431
51	816+68.13	25.570	545.193	545.311
52	816+78.17	25.480	545.036	545.193
53	816+88.20	25.390	544.882	545.072
54	816+98.23	25.300	544.729	544.945
55	817+08.27	25.210	544.578	544.806
56	817+18.30	25.120	544.429	544.657
57	817+28.33	25.030	544.282	544.497
58	817+38.36	24.940	544.136	544.320
59	817+48.40	24.850	543.993	544.133
60	817+58.43	24.760	543.851	543.938
⊙ Brg. Pier 6	817+72.08	24.637	543.661	543.661

- NOTES:**
- Stations, elevations and offsets are in feet. All offsets are measured from ⊙/⊙ F.A.I. 39.
 - Work this sheet with sheet 26.

TOP OF SLAB ELEVATIONS- SPANS 3 THRU 6
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
312-965-0450
Job # 3856

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. 32 313 SHEETS
F.A.I. 39	50-4B	LASALLE		54	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 2	811+53.92	39.398	555.245	555.245
2	811+63.97	39.309	555.015	555.076
3	811+74.02	39.220	554.786	554.900
4	811+84.08	39.132	554.557	554.717
5	811+94.13	39.043	554.328	554.518
6	812+04.18	38.954	554.099	554.305
7	812+14.23	38.865	553.870	554.081
8	812+24.28	38.776	553.640	553.843
9	812+34.33	38.687	553.411	553.591
10	812+44.38	38.598	553.182	553.332
11	812+54.43	38.509	552.953	553.068
12	812+64.48	38.419	552.724	552.803
13	812+74.53	38.330	552.495	552.543
14	812+84.58	38.241	552.266	552.287
⊙ Pier 3	812+98.00	38.122	551.964	551.964
16	813+08.05	38.033	551.740	551.750
17	813+18.10	37.944	551.517	551.530
18	813+28.15	37.854	551.297	551.331
19	813+38.20	37.765	551.078	551.130
20	813+48.25	37.676	550.861	550.938
21	813+58.30	37.586	550.646	550.747
22	813+68.35	37.497	550.433	550.553
23	813+78.39	37.408	550.221	550.355
24	813+88.44	37.318	550.012	550.147
25	813+98.49	37.229	549.804	549.936
26	814+08.54	37.139	549.598	549.714
27	814+18.59	37.050	549.394	549.488
28	814+28.64	36.960	549.192	549.259
29	814+38.69	36.871	548.991	549.033
30	814+48.73	36.781	548.793	548.812
⊙ Pier 4	814+63.00	36.654	548.514	548.514
32	814+73.05	36.565	548.320	548.326
33	814+83.10	36.475	548.128	548.144
34	814+93.14	36.385	547.937	547.971
35	815+03.19	36.296	547.749	547.801
36	815+13.24	36.206	547.562	547.634
37	815+23.29	36.116	547.377	547.463
38	815+33.33	36.026	547.194	547.289
39	815+43.38	35.937	547.013	547.110
40	815+53.43	35.847	546.833	546.923
41	815+63.47	35.757	546.656	546.734
42	815+73.52	35.667	546.480	546.540
43	815+83.57	35.577	546.306	546.347
44	815+93.61	35.488	546.134	546.156
45	816+03.66	35.398	545.964	545.972

GIRDER 9 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	816+13.70	35.308	545.796	545.794
⊙ Pier 5	816+28.00	35.180	545.559	545.559
48	816+38.05	35.090	545.395	545.415
49	816+48.09	35.000	545.233	545.280
50	816+58.14	34.910	545.073	545.153
51	816+68.18	34.820	544.915	545.033
52	816+78.23	34.730	544.758	544.914
53	816+88.27	34.640	544.603	544.794
54	816+98.32	34.550	544.450	544.667
55	817+08.36	34.460	544.299	544.527
56	817+18.41	34.370	544.150	544.378
57	817+28.45	34.279	544.003	544.218
58	817+38.50	34.189	543.857	544.040
59	817+48.54	34.099	543.713	543.853
60	817+58.59	34.009	543.571	543.658
⊙ Brg. Pier 6	817+72.08	33.888	543.384	543.384

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 2	811+53.92	48.649	554.967	554.967
2	811+63.99	48.560	554.738	554.790
3	811+74.05	48.471	554.508	554.608
4	811+84.11	48.382	554.279	554.419
5	811+94.18	48.293	554.049	554.216
6	812+04.24	48.204	553.820	554.000
7	812+14.30	48.114	553.590	553.775
8	812+24.37	48.025	553.361	553.538
9	812+34.43	47.936	553.132	553.288
10	812+44.49	47.847	552.902	553.033
11	812+54.55	47.758	552.673	552.773
12	812+64.62	47.669	552.443	552.512
13	812+74.68	47.579	552.214	552.255
14	812+84.74	47.490	551.985	552.003
⊙ Pier 3	812+98.00	47.372	551.686	551.686
16	813+08.06	47.283	551.462	551.471
17	813+18.12	47.194	551.239	551.251
18	813+28.19	47.104	551.018	551.049
19	813+38.25	47.015	550.799	550.845
20	813+48.31	46.926	550.582	550.650
21	813+58.37	46.836	550.367	550.455
22	813+68.43	46.747	550.153	550.259
23	813+78.49	46.657	549.942	550.059
24	813+88.55	46.568	549.732	549.851
25	813+98.61	46.478	549.524	549.639
26	814+08.68	46.389	549.318	549.419
27	814+18.74	46.299	549.113	549.195
28	814+28.80	46.209	548.911	548.969
29	814+38.86	46.120	548.710	548.746
30	814+48.92	46.030	548.512	548.528
⊙ Pier 4	814+63.00	45.905	548.237	548.237
32	814+73.06	45.815	548.042	548.047
33	814+83.12	45.725	547.850	547.864
34	814+93.18	45.635	547.659	547.689
35	815+03.24	45.546	547.470	547.517
36	815+13.30	45.456	547.283	547.347
37	815+23.36	45.366	547.098	547.174
38	815+33.42	45.276	546.915	546.999
39	815+43.48	45.186	546.734	546.819
40	815+53.54	45.096	546.554	546.633
41	815+63.60	45.006	546.376	546.445
42	815+73.65	44.916	546.200	546.253
43	815+83.71	44.827	546.026	546.062
44	815+93.77	44.737	545.854	545.873
45	816+03.83	44.647	545.684	545.691

GIRDER 10 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	816+13.89	44.557	545.515	545.514
⊙ Pier 5	816+28.00	44.430	545.282	545.282
48	816+38.06	44.340	545.118	545.135
49	816+48.12	44.250	544.955	544.996
50	816+58.17	44.160	544.795	544.865
51	816+68.23	44.070	544.636	544.740
52	816+78.29	43.980	544.479	544.616
53	816+88.35	43.890	544.325	544.491
54	816+98.40	43.799	544.171	544.361
55	817+08.46	43.709	544.020	544.219
56	817+18.52	43.619	543.871	544.069
57	817+28.58	43.529	543.723	543.911
58	817+38.63	43.438	543.578	543.737
59	817+48.69	43.348	543.434	543.555
60	817+58.75	43.258	543.292	543.366
⊙ Brg. Pier 6	817+72.08	43.138	543.106	543.106

- NOTES:**
1. Stations, elevations and offsets are in feet. All offsets are measured from ⊙/⊙ F.A.I. 39.
 2. Work this sheet with sheet 26.

**TOP OF SLAB ELEVATIONS- SPANS 3 THRU 6
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 # 3858

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

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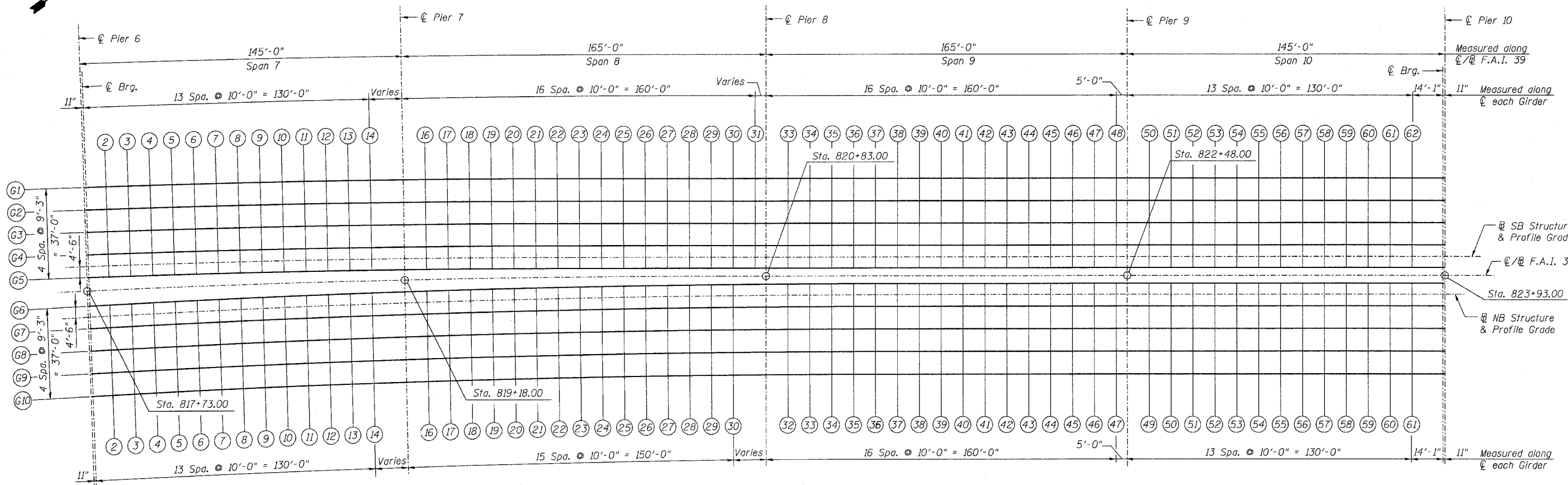
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

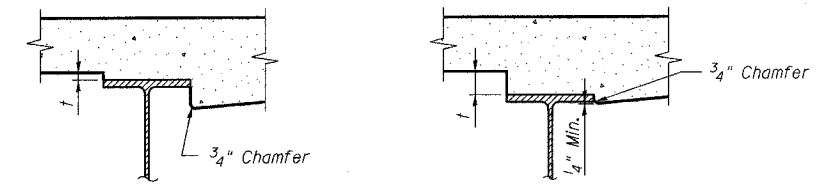
ROUTE NO.	SECTION	COUNTY	SHEET	DATE	SHEET NO.
F.A.I. 39	50-4B	LASALLE	65		33
FED. ROAD DIST. NO. 7					ILLINOIS
FED. AID PROJECT					313 SHEETS

Contract # 66586



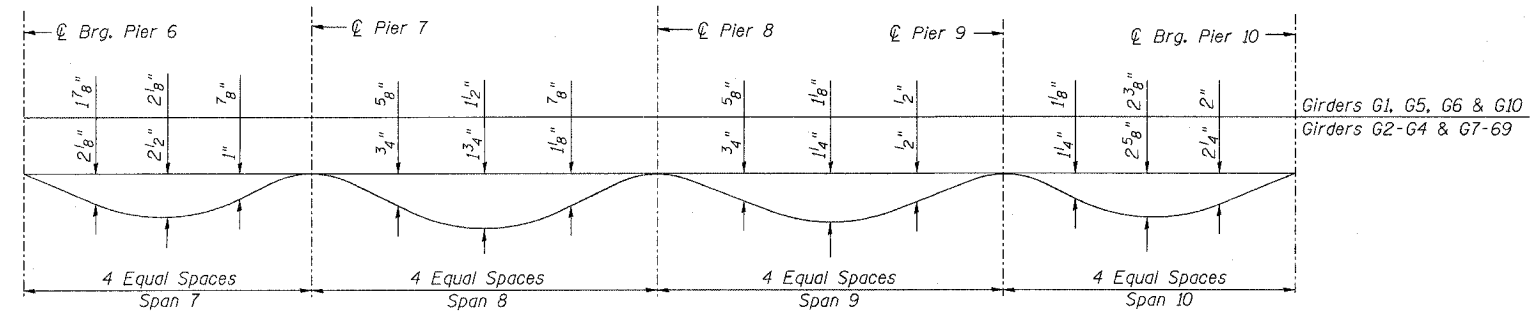
PLAN

- NOTES:**
1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheet 20. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Notes.
 2. For stations and top of slab elevations see sheets 34 thru 39.



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 34 thru 39, minus slab thickness, equal the fillet heights "t" above top flange of girders.



DEAD LOAD DEFLECTION DIAGRAM
(Due to weight of concrete only)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 34 thru 39.

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

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Chicago, Illinois 60601
312-565-0450
Job # 3856

SCREED PLAN - SPANS 7 THRU 10
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)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 34 313 SHEETS
F.A.I. 39	50-4B	LASALLE		50	
FED. ROAD 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 6	817+73.91	-42.504	545.031	545.031
2	817+83.86	-42.414	544.895	544.948
3	817+93.80	-42.324	544.761	544.861
4	818+03.75	-42.235	544.629	544.770
5	818+13.69	-42.145	544.498	544.666
6	818+23.63	-42.056	544.369	544.552
7	818+33.58	-41.966	544.242	544.431
8	818+43.52	-41.876	544.117	544.297
9	818+53.47	-41.787	543.994	544.155
10	818+63.42	-41.697	543.872	544.008
11	818+73.36	-41.607	543.753	543.857
12	818+83.31	-41.517	543.635	543.708
13	818+93.25	-41.428	543.519	543.564
14	819+03.20	-41.338	543.404	543.425
⊕ Pier 7	819+18.00	-41.204	543.208	543.208
16	819+27.95	-41.114	543.031	543.035
17	819+37.89	-41.025	542.855	542.867
18	819+47.84	-40.935	542.682	542.710
19	819+57.79	-40.845	542.510	542.559
20	819+67.73	-40.755	542.340	542.411
21	819+77.68	-40.665	542.171	542.264
22	819+87.63	-40.575	542.005	542.116
23	819+97.57	-40.486	541.840	541.963
24	820+07.52	-40.408	541.677	541.802
25	820+17.47	-40.342	541.516	541.639
26	820+27.41	-40.290	541.357	541.464
27	820+37.36	-40.250	541.199	541.288
28	820+47.31	-40.224	541.044	541.108
29	820+57.26	-40.210	540.890	540.931
30	820+67.23	-40.208	540.737	540.756
31	820+77.23	-40.208	540.586	540.593
⊕ Pier 8	820+83.00	-40.208	540.500	540.500
33	820+93.00	-40.208	540.352	540.357
34	821+03.00	-40.208	540.205	540.220
35	821+13.00	-40.208	540.061	540.092
36	821+23.00	-40.208	539.918	539.967
37	821+33.00	-40.208	539.777	539.845
38	821+43.00	-40.208	539.638	539.719
39	821+53.00	-40.208	539.500	539.592
40	821+63.00	-40.208	539.429	539.524
41	821+73.00	-40.208	539.363	539.452
42	821+83.00	-40.208	539.299	539.378
43	821+93.00	-40.208	539.237	539.299
44	822+03.00	-40.208	539.176	539.221
45	822+13.00	-40.208	539.118	539.144

GIRDER 1 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+23.00	-40.208	539.061	539.073
47	822+33.00	-40.208	539.006	539.006
48	822+43.00	-40.208	538.952	538.953
⊕ Pier 9	822+48.00	-40.208	538.927	538.927
50	822+58.00	-40.208	538.876	538.893
51	822+68.00	-40.208	538.827	538.868
52	822+78.00	-40.208	538.781	538.850
53	822+88.00	-40.208	538.734	538.838
54	822+98.00	-40.208	538.688	538.825
55	823+08.00	-40.208	538.642	538.809
56	823+18.00	-40.208	538.596	538.785
57	823+28.00	-40.208	538.549	538.749
58	823+38.00	-40.208	538.503	538.703
59	823+48.00	-40.208	538.457	538.646
60	823+58.00	-40.208	538.411	538.572
61	823+68.00	-40.208	538.364	538.488
62	823+78.00	-40.208	538.318	538.396
⊕ Brg. Pier 10	823+92.08	-40.208	538.253	538.253

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 6	817+73.91	-33.253	544.753	544.753
2	817+83.87	-33.164	544.617	544.678
3	817+93.83	-33.074	544.483	544.598
4	818+03.78	-32.984	544.351	544.513
5	818+13.74	-32.894	544.220	544.412
6	818+23.70	-32.805	544.091	544.300
7	818+33.65	-32.715	543.964	544.179
8	818+43.61	-32.625	543.839	544.044
9	818+53.57	-32.535	543.715	543.899
10	818+63.52	-32.446	543.594	543.748
11	818+73.48	-32.356	543.474	543.592
12	818+83.44	-32.266	543.356	543.439
13	818+93.40	-32.176	543.239	543.290
14	819+03.35	-32.086	543.125	543.148
⊕ Pier 7	819+18.00	-31.954	542.939	542.939
16	819+27.96	-31.864	542.781	542.785
17	819+37.92	-31.774	542.624	542.638
18	819+47.87	-31.684	542.469	542.502
19	819+57.83	-31.594	542.317	542.372
20	819+67.79	-31.504	542.166	542.247
21	819+77.75	-31.414	542.016	542.123
22	819+87.71	-31.324	541.869	541.996
23	819+97.67	-31.235	541.723	541.864
24	820+07.63	-31.157	541.579	541.722
25	820+17.59	-31.091	541.437	541.577
26	820+27.55	-31.039	541.297	541.420
27	820+37.50	-31.000	541.158	541.259
28	820+47.46	-30.973	541.022	541.095
29	820+57.42	-30.960	540.887	540.933
30	820+67.40	-30.958	540.754	540.775
31	820+77.40	-30.958	540.622	540.629
⊕ Pier 8	820+83.00	-30.958	540.549	540.549
33	820+93.00	-30.958	540.420	540.426
34	821+03.00	-30.958	540.293	540.309
35	821+13.00	-30.958	540.167	540.203
36	821+23.00	-30.958	540.044	540.100
37	821+33.00	-30.958	539.922	539.999
38	821+43.00	-30.958	539.802	539.895
39	821+53.00	-30.958	539.684	539.788
40	821+63.00	-30.958	539.614	539.721
41	821+73.00	-30.958	539.548	539.649
42	821+83.00	-30.958	539.484	539.574
43	821+93.00	-30.958	539.422	539.492
44	822+03.00	-30.958	539.361	539.412
45	822+13.00	-30.958	539.303	539.332

GIRDER 2 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+23.00	-30.958	539.246	539.259
47	822+33.00	-30.958	539.191	539.191
48	822+43.00	-30.958	539.137	539.138
⊕ Pier 9	822+48.00	-30.958	539.112	539.112
50	822+58.00	-30.958	539.061	539.081
51	822+68.00	-30.958	539.012	539.059
52	822+78.00	-30.958	538.966	539.045
53	822+88.00	-30.958	538.919	539.038
54	822+98.00	-30.958	538.873	539.029
55	823+08.00	-30.958	538.827	539.018
56	823+18.00	-30.958	538.781	538.997
57	823+28.00	-30.958	538.734	538.962
58	823+38.00	-30.958	538.688	538.917
59	823+48.00	-30.958	538.642	538.858
60	823+58.00	-30.958	538.596	538.780
61	823+68.00	-30.958	538.549	538.692
62	823+78.00	-30.958	538.503	538.593
⊕ Brg. Pier 10	823+92.08	-30.958	538.438	538.438

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.

2. Work this sheet with sheet 33.

**TOP OF SLAB ELEVATIONS-SPANS 7 THRU 10
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

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Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
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Job # 3858

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE	51	35
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		313 SHEETS

Contract # 66586

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 6	817+73.91	-24.003	544.476	544.476
2	817+83.88	-23.913	544.340	544.400
3	817+93.85	-23.823	544.205	544.320
4	818+03.82	-23.733	544.073	544.235
5	818+13.79	-23.644	543.942	544.134
6	818+23.76	-23.554	543.813	544.022
7	818+33.73	-23.464	543.686	543.901
8	818+43.70	-23.374	543.560	543.766
9	818+53.66	-23.284	543.437	543.620
10	818+63.63	-23.194	543.315	543.469
11	818+73.60	-23.104	543.195	543.313
12	818+83.57	-23.014	543.077	543.159
13	818+93.54	-22.924	542.960	543.011
14	819+03.51	-22.834	542.846	542.868
⊙ Pier 7	819+18.00	-22.704	542.670	542.670
16	819+27.97	-22.614	542.530	542.535
17	819+37.94	-22.523	542.393	542.407
18	819+47.91	-22.433	542.257	542.290
19	819+57.88	-22.343	542.124	542.180
20	819+67.85	-22.253	541.992	542.074
21	819+77.82	-22.163	541.861	541.968
22	819+87.79	-22.073	541.733	541.860
23	819+97.76	-21.984	541.606	541.747
24	820+07.74	-21.906	541.482	541.625
25	820+17.71	-21.840	541.359	541.499
26	820+27.68	-21.788	541.237	541.360
27	820+37.65	-21.749	541.118	541.218
28	820+47.62	-21.723	541.000	541.073
29	820+57.59	-21.710	540.885	540.930
30	820+67.58	-21.708	540.771	540.792
31	820+77.58	-21.708	540.658	540.665
⊙ Pier 8	820+83.00	-21.708	540.598	540.598
33	820+93.00	-21.708	540.488	540.494
34	821+03.00	-21.708	540.380	540.397
35	821+13.00	-21.708	540.274	540.309
36	821+23.00	-21.708	540.170	540.226
37	821+33.00	-21.708	540.068	540.145
38	821+43.00	-21.708	539.967	540.060
39	821+53.00	-21.708	539.868	539.972
40	821+63.00	-21.708	539.799	539.906
41	821+73.00	-21.708	539.733	539.834
42	821+83.00	-21.708	539.669	539.759
43	821+93.00	-21.708	539.607	539.677
44	822+03.00	-21.708	539.546	539.597
45	822+13.00	-21.708	539.488	539.517

GIRDER 3 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+23.00	-21.708	539.431	539.444
47	822+33.00	-21.708	539.376	539.376
48	822+43.00	-21.708	539.322	539.323
⊙ Pier 9	822+48.00	-21.708	539.297	539.297
50	822+58.00	-21.708	539.246	539.266
51	822+68.00	-21.708	539.197	539.244
52	822+78.00	-21.708	539.151	539.230
53	822+88.00	-21.708	539.104	539.223
54	822+98.00	-21.708	539.058	539.214
55	823+08.00	-21.708	539.012	539.203
56	823+18.00	-21.708	538.966	539.182
57	823+28.00	-21.708	538.919	539.147
58	823+38.00	-21.708	538.873	539.102
59	823+48.00	-21.708	538.827	539.043
60	823+58.00	-21.708	538.781	538.965
61	823+68.00	-21.708	538.734	538.877
62	823+78.00	-21.708	538.688	538.778
⊙ Brg. Pier 10	823+92.08	-21.708	538.623	538.623

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 6	817+73.92	-14.753	544.198	544.198
2	817+83.90	-14.663	544.062	544.123
3	817+93.88	-14.573	543.927	544.043
4	818+03.86	-14.483	543.795	543.957
5	818+13.84	-14.393	543.664	543.856
6	818+23.82	-14.303	543.534	543.744
7	818+33.80	-14.213	543.407	543.622
8	818+43.78	-14.123	543.282	543.487
9	818+53.76	-14.033	543.158	543.341
10	818+63.74	-13.943	543.036	543.189
11	818+73.72	-13.853	542.916	543.033
12	818+83.71	-13.763	542.798	542.880
13	818+93.69	-13.673	542.681	542.731
14	819+03.67	-13.583	542.566	542.588
⊙ Pier 7	819+18.00	-13.453	542.401	542.401
16	819+27.98	-13.363	542.280	542.285
17	819+37.96	-13.273	542.162	542.176
18	819+47.95	-13.183	542.046	542.078
19	819+57.93	-13.093	541.931	541.987
20	819+67.91	-13.002	541.818	541.900
21	819+77.89	-12.912	541.707	541.814
22	819+87.88	-12.822	541.597	541.725
23	819+97.86	-12.733	541.490	541.631
24	820+07.84	-12.655	541.384	541.527
25	820+17.83	-12.590	541.280	541.420
26	820+27.81	-12.538	541.178	541.301
27	820+37.79	-12.499	541.078	541.178
28	820+47.78	-12.473	540.980	541.052
29	820+57.76	-12.460	540.883	540.928
30	820+67.75	-12.458	540.788	540.809
31	820+77.75	-12.458	540.695	540.702
⊙ Pier 8	820+83.00	-12.458	540.647	540.647
33	820+93.00	-12.458	540.556	540.563
34	821+03.00	-12.458	540.468	540.485
35	821+13.00	-12.458	540.381	540.416
36	821+23.00	-12.458	540.296	540.352
37	821+33.00	-12.458	540.213	540.290
38	821+43.00	-12.458	540.132	540.225
39	821+53.00	-12.458	540.052	540.156
40	821+63.00	-12.458	539.984	540.091
41	821+73.00	-12.458	539.918	540.019
42	821+83.00	-12.458	539.854	539.944
43	821+93.00	-12.458	539.792	539.862
44	822+03.00	-12.458	539.731	539.782
45	822+13.00	-12.458	539.673	539.702

GIRDER 4 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+23.00	-12.458	539.616	539.629
47	822+33.00	-12.458	539.561	539.561
48	822+43.00	-12.458	539.507	539.508
⊙ Pier 9	822+48.00	-12.458	539.482	539.482
50	822+58.00	-12.458	539.431	539.451
51	822+68.00	-12.458	539.382	539.429
52	822+78.00	-12.458	539.336	539.415
53	822+88.00	-12.458	539.289	539.408
54	822+98.00	-12.458	539.243	539.399
55	823+08.00	-12.458	539.197	539.388
56	823+18.00	-12.458	539.151	539.367
57	823+28.00	-12.458	539.104	539.332
58	823+38.00	-12.458	539.058	539.287
59	823+48.00	-12.458	539.012	539.228
60	823+58.00	-12.458	538.966	539.150
61	823+68.00	-12.458	538.919	539.062
62	823+78.00	-12.458	538.873	538.963
⊙ Brg. Pier 10	823+92.08	-12.458	538.808	538.808

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊙/⊙ F.A.I. 39.
2. Work this sheet with sheet 33.

**TOP OF SLAB ELEVATIONS- SPANS 7 THRU 10
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
312-565-0460
Job # 3856

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	FEET SHEETS	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		58	36
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			313 SHEETS

Contract # 66586

SB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 6	817+73.92	-10.002	544.056	544.056
2	817+83.90	-9.912	543.919	543.980
3	817+93.89	-9.822	543.785	543.900
4	818+03.88	-9.732	543.652	543.814
5	818+13.86	-9.642	543.521	543.713
6	818+23.85	-9.552	543.392	543.601
7	818+33.84	-9.462	543.264	543.479
8	818+43.82	-9.372	543.139	543.344
9	818+53.81	-9.282	543.015	543.197
10	818+63.80	-9.192	542.893	543.046
11	818+73.79	-9.102	542.773	542.890
12	818+83.77	-9.012	542.654	542.736
13	818+93.76	-8.922	542.538	542.588
14	819+03.75	-8.832	542.423	542.445
⊕ Pier 7	819+18.00	-8.703	542.262	542.262
16	819+27.99	-8.613	542.152	542.156
17	819+37.98	-8.522	542.044	542.057
18	819+47.97	-8.432	541.937	541.969
19	819+57.95	-8.342	541.832	541.888
20	819+67.94	-8.251	541.729	541.811
21	819+77.93	-8.161	541.628	541.734
22	819+87.92	-8.071	541.528	541.655
23	819+97.91	-7.982	541.430	541.571
24	820+07.90	-7.904	541.335	541.478
25	820+17.89	-7.839	541.241	541.380
26	820+27.88	-7.787	541.148	541.270
27	820+37.87	-7.748	541.058	541.158
28	820+47.86	-7.722	540.969	541.041
29	820+57.85	-7.710	540.883	540.928
30	820+67.84	-7.708	540.797	540.818
31	820+77.84	-7.708	540.714	540.721
⊕ Pier 8	820+83.00	-7.708	540.672	540.672
33	820+93.00	-7.708	540.592	540.598
34	821+03.00	-7.708	540.513	540.530
35	821+13.00	-7.708	540.436	540.471
36	821+23.00	-7.708	540.361	540.417
37	821+33.00	-7.708	540.288	540.365
38	821+43.00	-7.708	540.216	540.309
39	821+53.00	-7.708	540.147	540.251
40	821+63.00	-7.708	540.079	540.186
41	821+73.00	-7.708	540.013	540.114
42	821+83.00	-7.708	539.949	540.039
43	821+93.00	-7.708	539.887	539.957
44	822+03.00	-7.708	539.826	539.877
45	822+13.00	-7.708	539.768	539.797

SB PGL (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+23.00	-7.708	539.711	539.724
47	822+33.00	-7.708	539.656	539.656
48	822+43.00	-7.708	539.602	539.603
⊕ Pier 9	822+48.00	-7.708	539.577	539.577
50	822+58.00	-7.708	539.526	539.546
51	822+68.00	-7.708	539.477	539.524
52	822+78.00	-7.708	539.431	539.510
53	822+88.00	-7.708	539.384	539.503
54	822+98.00	-7.708	539.338	539.494
55	823+08.00	-7.708	539.292	539.483
56	823+18.00	-7.708	539.246	539.462
57	823+28.00	-7.708	539.199	539.427
58	823+38.00	-7.708	539.153	539.382
59	823+48.00	-7.708	539.107	539.323
60	823+58.00	-7.708	539.061	539.245
61	823+68.00	-7.708	539.014	539.157
62	823+78.00	-7.708	538.968	539.058
⊕ Brg. Pier 10	823+92.08	-7.708	538.903	538.903

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 6	817+73.92	-5.502	543.921	543.921
2	817+83.91	-5.412	543.784	543.838
3	817+93.90	-5.322	543.650	543.750
4	818+03.89	-5.232	543.517	543.659
5	818+13.89	-5.142	543.385	543.554
6	818+23.88	-5.052	543.256	543.439
7	818+33.87	-4.962	543.129	543.317
8	818+43.87	-4.872	543.003	543.183
9	818+53.86	-4.782	542.879	543.039
10	818+63.85	-4.691	542.757	542.891
11	818+73.85	-4.601	542.637	542.739
12	818+83.84	-4.511	542.518	542.590
13	818+93.83	-4.421	542.402	542.445
14	819+03.83	-4.331	542.287	542.306
⊕ Pier 7	819+18.00	-4.203	542.131	542.131
16	819+27.99	-4.113	542.030	542.034
17	819+37.99	-4.022	541.931	541.943
18	819+47.98	-3.932	541.834	541.862
19	819+57.98	-3.842	541.738	541.788
20	819+67.97	-3.751	541.644	541.717
21	819+77.97	-3.661	541.552	541.646
22	819+87.96	-3.571	541.462	541.574
23	819+97.96	-3.482	541.374	541.497
24	820+07.95	-3.404	541.287	541.413
25	820+17.95	-3.339	541.203	541.325
26	820+27.94	-3.287	541.120	541.226
27	820+37.94	-3.248	541.039	541.126
28	820+47.93	-3.222	540.960	541.022
29	820+57.93	-3.210	540.882	540.921
30	820+67.93	-3.208	540.806	540.824
31	820+77.93	-3.208	540.733	540.739
⊕ Pier 8	820+83.00	-3.208	540.696	540.696
33	820+93.00	-3.208	540.625	540.630
34	821+03.00	-3.208	540.556	540.570
35	821+13.00	-3.208	540.488	540.519
36	821+23.00	-3.208	540.422	540.472
37	821+33.00	-3.208	540.359	540.426
38	821+43.00	-3.208	540.297	540.378
39	821+53.00	-3.208	540.236	540.328
40	821+63.00	-3.208	540.169	540.264
41	821+73.00	-3.208	540.103	540.192
42	821+83.00	-3.208	540.039	540.118
43	821+93.00	-3.208	539.977	540.039
44	822+03.00	-3.208	539.916	539.961
45	822+13.00	-3.208	539.858	539.884

GIRDER 5 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+23.00	-3.208	539.801	539.813
47	822+33.00	-3.208	539.746	539.746
48	822+43.00	-3.208	539.692	539.693
⊕ Pier 9	822+48.00	-3.208	539.667	539.667
50	822+58.00	-3.208	539.616	539.633
51	822+68.00	-3.208	539.567	539.608
52	822+78.00	-3.208	539.521	539.590
53	822+88.00	-3.208	539.474	539.578
54	822+98.00	-3.208	539.428	539.565
55	823+08.00	-3.208	539.382	539.549
56	823+18.00	-3.208	539.336	539.525
57	823+28.00	-3.208	539.289	539.489
58	823+38.00	-3.208	539.243	539.443
59	823+48.00	-3.208	539.197	539.386
60	823+58.00	-3.208	539.151	539.312
61	823+68.00	-3.208	539.104	539.228
62	823+78.00	-3.208	539.058	539.136
⊕ Brg. Pier 10	823+92.08	-3.208	538.993	538.993

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.

2. Work this sheet with sheet 33.

TOP OF SLAB ELEVATIONS-SPANS 7 THRU 10
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
312-965-0450
Job # 3856

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE	59	37
ILLINOIS			313 SHEETS	

Contract # 66586

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 6	817+73.92	6.120	544.191	544.191
2	817+83.93	6.030	544.054	544.106
3	817+93.93	5.940	543.919	544.018
4	818+03.94	5.850	543.786	543.925
5	818+13.95	5.760	543.655	543.819
6	818+23.95	5.670	543.525	543.704
7	818+33.96	5.580	543.398	543.581
8	818+43.97	5.490	543.272	543.447
9	818+53.98	5.400	543.148	543.303
10	818+63.98	5.310	543.026	543.156
11	818+73.99	5.220	542.905	543.005
12	818+83.99	5.130	542.787	542.856
13	818+94.00	5.040	542.670	542.712
14	819+04.01	4.950	542.555	542.573
⊕ Pier 7	819+18.00	4.824	542.397	542.397
16	819+28.01	4.734	542.287	542.291
17	819+38.01	4.644	542.178	542.190
18	819+48.02	4.554	542.071	542.099
19	819+58.02	4.463	541.966	542.015
20	819+68.03	4.373	541.863	541.934
21	819+78.03	4.283	541.761	541.853
22	819+88.04	4.193	541.662	541.771
23	819+98.04	4.103	541.564	541.685
24	820+08.05	4.012	541.468	541.590
25	820+18.05	3.922	541.374	541.493
26	820+28.06	3.832	541.282	541.385
27	820+38.06	3.741	541.191	541.275
28	820+48.07	3.651	541.102	541.163
29	820+58.07	3.561	541.016	541.053
30	820+68.07	3.473	540.931	540.948
⊕ Pier 8	820+83.00	3.363	540.807	540.807
32	820+93.00	3.306	540.727	540.732
33	821+03.00	3.262	540.648	540.663
34	821+13.00	3.231	540.571	540.603
35	821+23.00	3.213	540.489	540.539
36	821+33.00	3.208	540.407	540.475
37	821+43.00	3.208	540.326	540.408
38	821+53.00	3.208	540.247	540.339
39	821+63.00	3.208	540.170	540.265
40	821+73.00	3.208	540.103	540.193
41	821+83.00	3.208	540.039	540.119
42	821+93.00	3.208	539.977	540.040
43	822+03.00	3.208	539.916	539.962
44	822+13.00	3.208	539.858	539.884
45	822+23.00	3.208	539.801	539.813

GIRDER 6 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+33.00	3.208	539.746	539.746
47	822+43.00	3.208	539.692	539.693
⊕ Pier 9	822+48.00	3.208	539.667	539.667
49	822+58.00	3.208	539.616	539.633
50	822+68.00	3.208	539.567	539.608
51	822+78.00	3.208	539.521	539.590
52	822+88.00	3.208	539.474	539.577
53	822+98.00	3.208	539.428	539.564
54	823+08.00	3.208	539.382	539.548
55	823+18.00	3.208	539.336	539.524
56	823+28.00	3.208	539.289	539.488
57	823+38.00	3.208	539.243	539.443
58	823+48.00	3.208	539.197	539.385
59	823+58.00	3.208	539.151	539.311
60	823+68.00	3.208	539.104	539.228
61	823+78.00	3.208	539.058	539.136
⊕ Brg. Pier 10	823+92.08	3.208	538.993	538.993

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 6	817+73.92	10.620	544.056	544.056
2	817+83.93	10.530	543.919	543.979
3	817+93.94	10.440	543.784	543.897
4	818+03.96	10.350	543.651	543.810
5	818+13.97	10.260	543.519	543.708
6	818+23.98	10.170	543.390	543.594
7	818+34.00	10.080	543.262	543.471
8	818+44.01	9.990	543.136	543.336
9	818+54.02	9.900	543.012	543.190
10	818+64.04	9.810	542.890	543.039
11	818+74.05	9.720	542.769	542.883
12	818+84.06	9.630	542.651	542.730
13	818+94.07	9.540	542.534	542.582
14	819+04.08	9.450	542.419	542.440
⊕ Pier 7	819+18.00	9.324	542.262	542.262
16	819+28.01	9.234	542.152	542.156
17	819+38.02	9.144	542.043	542.056
18	819+48.04	9.054	541.936	541.968
19	819+58.05	8.963	541.831	541.886
20	819+68.06	8.873	541.728	541.808
21	819+78.07	8.783	541.626	541.731
22	819+88.08	8.693	541.526	541.651
23	819+98.09	8.603	541.429	541.566
24	820+08.10	8.512	541.333	541.472
25	820+18.11	8.422	541.238	541.374
26	820+28.12	8.332	541.146	541.264
27	820+38.13	8.241	541.056	541.152
28	820+48.14	8.151	540.967	541.035
29	820+58.15	8.061	540.880	540.923
30	820+68.16	7.972	540.795	540.814
⊕ Pier 8	820+83.00	7.863	540.672	540.672
32	820+93.00	7.806	540.592	540.598
33	821+03.00	7.762	540.513	540.530
34	821+13.00	7.731	540.436	540.472
35	821+23.00	7.713	540.361	540.418
36	821+33.00	7.708	540.288	540.366
37	821+43.00	7.708	540.216	540.310
38	821+53.00	7.708	540.147	540.252
39	821+63.00	7.708	540.079	540.188
40	821+73.00	7.708	540.013	540.115
41	821+83.00	7.708	539.949	540.040
42	821+93.00	7.708	539.887	539.958
43	822+03.00	7.708	539.826	539.877
44	822+13.00	7.708	539.768	539.797
45	822+23.00	7.708	539.711	539.724

NB PGL (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+33.00	7.708	539.656	539.656
47	822+43.00	7.708	539.602	539.603
⊕ Pier 9	822+48.00	7.708	539.577	539.577
49	822+58.00	7.708	539.526	539.545
50	822+68.00	7.708	539.477	539.524
51	822+78.00	7.708	539.431	539.510
52	822+88.00	7.708	539.384	539.502
53	822+98.00	7.708	539.338	539.494
54	823+08.00	7.708	539.292	539.482
55	823+18.00	7.708	539.246	539.462
56	823+28.00	7.708	539.199	539.427
57	823+38.00	7.708	539.153	539.382
58	823+48.00	7.708	539.107	539.323
59	823+58.00	7.708	539.061	539.245
60	823+68.00	7.708	539.014	539.156
61	823+78.00	7.708	538.968	539.057
⊕ Brg. Pier 10	823+92.08	7.708	538.903	538.903

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
2. Work this sheet with sheet 33.

**TOP OF SLAB ELEVATIONS-SPANS 7 THRU 10
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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	FED. SHEETS	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		60	38
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

313 SHEETS

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 6	817+73.92	15.371	543.913	543.913
2	817+83.94	15.280	543.776	543.836
3	817+93.96	15.190	543.641	543.754
4	818+03.98	15.100	543.508	543.667
5	818+14.00	15.010	543.377	543.565
6	818+24.02	14.920	543.247	543.451
7	818+34.04	14.830	543.119	543.328
8	818+44.05	14.740	542.993	543.193
9	818+54.07	14.650	542.869	543.046
10	818+64.09	14.560	542.747	542.895
11	818+74.11	14.470	542.626	542.739
12	818+84.13	14.379	542.508	542.586
13	818+94.15	14.289	542.391	542.438
14	819+04.17	14.199	542.276	542.296
⊕ Pier 7	819+18.00	14.074	542.120	542.120
16	819+28.02	13.984	542.009	542.013
17	819+38.04	13.894	541.900	541.914
18	819+48.05	13.804	541.793	541.825
19	819+58.07	13.713	541.688	541.743
20	819+68.09	13.623	541.585	541.666
21	819+78.11	13.533	541.483	541.588
22	819+88.12	13.442	541.384	541.508
23	819+98.14	13.352	541.286	541.423
24	820+08.16	13.262	541.190	541.329
25	820+18.18	13.171	541.095	541.231
26	820+28.19	13.081	541.003	541.121
27	820+38.21	12.991	540.912	541.008
28	820+48.23	12.900	540.824	540.892
29	820+58.24	12.810	540.737	540.779
30	820+68.25	12.721	540.652	540.671
⊕ Pier 8	820+83.00	12.613	540.530	540.530
32	820+93.00	12.556	540.449	540.456
33	821+03.00	12.512	540.370	540.388
34	821+13.00	12.481	540.294	540.330
35	821+23.00	12.463	540.226	540.283
36	821+33.00	12.458	540.163	540.241
37	821+43.00	12.458	540.101	540.195
38	821+53.00	12.458	540.041	540.146
39	821+63.00	12.458	539.983	540.092
40	821+73.00	12.458	539.918	540.020
41	821+83.00	12.458	539.854	539.945
42	821+93.00	12.458	539.792	539.863
43	822+03.00	12.458	539.731	539.782
44	822+13.00	12.458	539.673	539.702
45	822+23.00	12.458	539.616	539.629

GIRDER 7 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+33.00	12.458	539.561	539.561
47	822+43.00	12.458	539.507	539.508
⊕ Pier 9	822+48.00	12.458	539.482	539.482
49	822+58.00	12.458	539.431	539.450
50	822+68.00	12.458	539.382	539.429
51	822+78.00	12.458	539.336	539.415
52	822+88.00	12.458	539.289	539.407
53	822+98.00	12.458	539.243	539.399
54	823+08.00	12.458	539.197	539.387
55	823+18.00	12.458	539.151	539.367
56	823+28.00	12.458	539.104	539.332
57	823+38.00	12.458	539.058	539.287
58	823+48.00	12.458	539.012	539.228
59	823+58.00	12.458	538.966	539.150
60	823+68.00	12.458	538.919	539.061
61	823+78.00	12.458	538.873	538.962
⊕ Brg. Pier 10	823+92.08	12.458	538.808	538.808

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 6	817+73.92	24.621	543.636	543.636
2	817+83.95	24.531	543.499	543.558
3	817+93.98	24.441	543.363	543.476
4	818+04.02	24.350	543.230	543.389
5	818+14.05	24.260	543.098	543.287
6	818+24.08	24.170	542.969	543.173
7	818+34.11	24.080	542.841	543.050
8	818+44.14	23.990	542.715	542.914
9	818+54.17	23.899	542.590	542.768
10	818+64.20	23.809	542.468	542.616
11	818+74.23	23.719	542.347	542.460
12	818+84.26	23.629	542.228	542.307
13	818+94.29	23.538	542.112	542.159
14	819+04.33	23.448	541.996	542.017
⊕ Pier 7	819+18.00	23.325	541.842	541.842
16	819+28.03	23.234	541.732	541.736
17	819+38.06	23.144	541.623	541.636
18	819+48.09	23.054	541.515	541.547
19	819+58.12	22.963	541.410	541.466
20	819+68.15	22.873	541.307	541.388
21	819+78.18	22.782	541.205	541.310
22	819+88.21	22.692	541.105	541.230
23	819+98.24	22.602	541.007	541.145
24	820+08.27	22.511	540.911	541.051
25	820+18.30	22.421	540.817	540.952
26	820+28.33	22.330	540.724	540.842
27	820+38.35	22.240	540.634	540.729
28	820+48.38	22.149	540.545	540.613
29	820+58.41	22.059	540.458	540.500
30	820+68.42	21.970	540.373	540.392
⊕ Pier 8	820+83.00	21.863	540.252	540.252
32	820+93.00	21.806	540.172	540.178
33	821+03.00	21.762	540.093	540.110
34	821+13.00	21.731	540.016	540.052
35	821+23.00	21.713	539.963	540.019
36	821+33.00	21.708	539.919	539.997
37	821+43.00	21.708	539.876	539.970
38	821+53.00	21.708	539.836	539.941
39	821+63.00	21.708	539.797	539.906
40	821+73.00	21.708	539.733	539.835
41	821+83.00	21.708	539.669	539.760
42	821+93.00	21.708	539.607	539.678
43	822+03.00	21.708	539.546	539.597
44	822+13.00	21.708	539.488	539.517
45	822+23.00	21.708	539.431	539.444

GIRDER 8 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+33.00	21.708	539.376	539.376
47	822+43.00	21.708	539.322	539.323
⊕ Pier 9	822+48.00	21.708	539.297	539.297
49	822+58.00	21.708	539.246	539.265
50	822+68.00	21.708	539.197	539.244
51	822+78.00	21.708	539.151	539.230
52	822+88.00	21.708	539.104	539.222
53	822+98.00	21.708	539.058	539.214
54	823+08.00	21.708	539.012	539.202
55	823+18.00	21.708	538.966	539.182
56	823+28.00	21.708	538.919	539.147
57	823+38.00	21.708	538.873	539.102
58	823+48.00	21.708	538.827	539.043
59	823+58.00	21.708	538.781	538.965
60	823+68.00	21.708	538.734	538.876
61	823+78.00	21.708	538.688	538.777
⊕ Brg. Pier 10	823+92.08	21.708	538.623	538.623

- NOTES:**
1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
 2. Work this sheet with sheet 33.

**TOP OF SLAB ELEVATIONS-SPANS 7 THRU 10
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 # 3858

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.I. 39	50-4B	LASALLE	61	39
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	313 SHEETS	

Contract # 66586

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 6	817+73.92	33.871	543.358	543.358
2	817+83.97	33.781	543.221	543.281
3	817+94.01	33.691	543.086	543.199
4	818+04.05	33.601	542.952	543.111
5	818+14.10	33.510	542.820	543.009
6	818+24.14	33.420	542.690	542.895
7	818+34.18	33.330	542.562	542.771
8	818+44.23	33.239	542.436	542.636
9	818+54.27	33.149	542.312	542.489
10	818+64.31	33.059	542.189	542.337
11	818+74.36	32.968	542.068	542.181
12	818+84.40	32.878	541.949	542.027
13	818+94.44	32.787	541.832	541.879
14	819+04.48	32.697	541.717	541.737
⊙ Pier 7	819+18.00	32.575	541.565	541.565
16	819+28.04	32.485	541.454	541.458
17	819+38.09	32.394	541.345	541.358
18	819+48.13	32.304	541.238	541.269
19	819+58.17	32.213	541.132	541.188
20	819+68.21	32.123	541.029	541.110
21	819+78.25	32.032	540.927	541.032
22	819+88.29	31.942	540.827	540.952
23	819+98.34	31.851	540.729	540.867
24	820+08.38	31.761	540.632	540.772
25	820+18.42	31.670	540.538	540.673
26	820+28.46	31.579	540.445	540.563
27	820+38.50	31.489	540.355	540.450
28	820+48.54	31.398	540.266	540.333
29	820+58.58	31.307	540.179	540.220
30	820+68.60	31.219	540.094	540.113
⊙ Pier 8	820+83.00	31.114	539.975	539.975
32	820+93.00	31.056	539.894	539.901
33	821+03.00	31.012	539.815	539.833
34	821+13.00	30.981	539.739	539.775
35	821+23.00	30.963	539.699	539.756
36	821+33.00	30.958	539.675	539.753
37	821+43.00	30.958	539.652	539.745
38	821+53.00	30.958	539.630	539.735
39	821+63.00	30.958	539.611	539.720
40	821+73.00	30.958	539.548	539.650
41	821+83.00	30.958	539.484	539.575
42	821+93.00	30.958	539.422	539.493
43	822+03.00	30.958	539.361	539.412
44	822+13.00	30.958	539.303	539.332
45	822+23.00	30.958	539.246	539.259

GIRDER 9 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+33.00	30.958	539.191	539.191
47	822+43.00	30.958	539.137	539.138
⊙ Pier 9	822+48.00	30.958	539.112	539.112
49	822+58.00	30.958	539.061	539.080
50	822+68.00	30.958	539.012	539.059
51	822+78.00	30.958	538.966	539.045
52	822+88.00	30.958	538.919	539.037
53	822+98.00	30.958	538.873	539.029
54	823+08.00	30.958	538.827	539.017
55	823+18.00	30.958	538.781	538.997
56	823+28.00	30.958	538.734	538.962
57	823+38.00	30.958	538.688	538.917
58	823+48.00	30.958	538.642	538.858
59	823+58.00	30.958	538.596	538.780
60	823+68.00	30.958	538.549	538.691
61	823+78.00	30.958	538.503	538.592
⊙ Brg. Pier 10	823+92.08	30.958	538.438	538.438

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 6	817+73.92	43.122	543.081	543.081
2	817+83.98	43.031	542.943	542.996
3	817+94.03	42.941	542.808	542.907
4	818+04.09	42.851	542.674	542.813
5	818+14.15	42.760	542.542	542.707
6	818+24.20	42.670	542.412	542.591
7	818+34.26	42.579	542.284	542.467
8	818+44.31	42.489	542.157	542.332
9	818+54.37	42.398	542.033	542.188
10	818+64.42	42.308	541.910	542.039
11	818+74.48	42.217	541.789	541.887
12	818+84.54	42.127	541.670	541.738
13	818+94.59	42.036	541.553	541.594
14	819+04.64	41.946	541.438	541.455
⊙ Pier 7	819+18.00	41.826	541.287	541.287
16	819+28.06	41.735	541.176	541.180
17	819+38.11	41.644	541.067	541.079
18	819+48.16	41.554	540.960	540.988
19	819+58.22	41.463	540.854	540.903
20	819+68.27	41.373	540.750	540.822
21	819+78.33	41.282	540.649	540.741
22	819+88.38	41.191	540.549	540.658
23	819+98.43	41.101	540.450	540.571
24	820+08.49	41.010	540.354	540.476
25	820+18.54	40.919	540.259	540.377
26	820+28.59	40.828	540.167	540.270
27	820+38.65	40.738	540.076	540.159
28	820+48.70	40.647	539.987	540.046
29	820+58.75	40.556	539.900	539.936
30	820+68.77	40.468	539.815	539.831
⊙ Pier 8	820+83.00	40.364	539.697	539.697
32	820+93.00	40.306	539.617	539.622
33	821+03.00	40.262	539.538	539.553
34	821+13.00	40.231	539.461	539.493
35	821+23.00	40.213	539.436	539.486
36	821+33.00	40.208	539.430	539.499
37	821+43.00	40.208	539.427	539.510
38	821+53.00	40.208	539.425	539.517
39	821+63.00	40.208	539.425	539.520
40	821+73.00	40.208	539.363	539.453
41	821+83.00	40.208	539.299	539.379
42	821+93.00	40.208	539.237	539.300
43	822+03.00	40.208	539.176	539.222
44	822+13.00	40.208	539.118	539.144
45	822+23.00	40.208	539.061	539.073

GIRDER 10 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	822+33.00	40.208	539.006	539.006
47	822+43.00	40.208	538.952	538.953
⊙ Pier 9	822+48.00	40.208	538.927	538.927
49	822+58.00	40.208	538.876	538.893
50	822+68.00	40.208	538.827	538.868
51	822+78.00	40.208	538.781	538.850
52	822+88.00	40.208	538.734	538.837
53	822+98.00	40.208	538.688	538.824
54	823+08.00	40.208	538.642	538.808
55	823+18.00	40.208	538.596	538.784
56	823+28.00	40.208	538.549	538.748
57	823+38.00	40.208	538.503	538.703
58	823+48.00	40.208	538.457	538.645
59	823+58.00	40.208	538.411	538.571
60	823+68.00	40.208	538.364	538.488
61	823+78.00	40.208	538.318	538.396
⊙ Brg. Pier 10	823+92.08	40.208	538.253	538.253

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊙/⊙ F.A.I. 39.
2. Work this sheet with sheet 33.

**TOP OF SLAB ELEVATIONS-SPANS 7 THRU 10
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
312-665-0450
Job # 3856

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

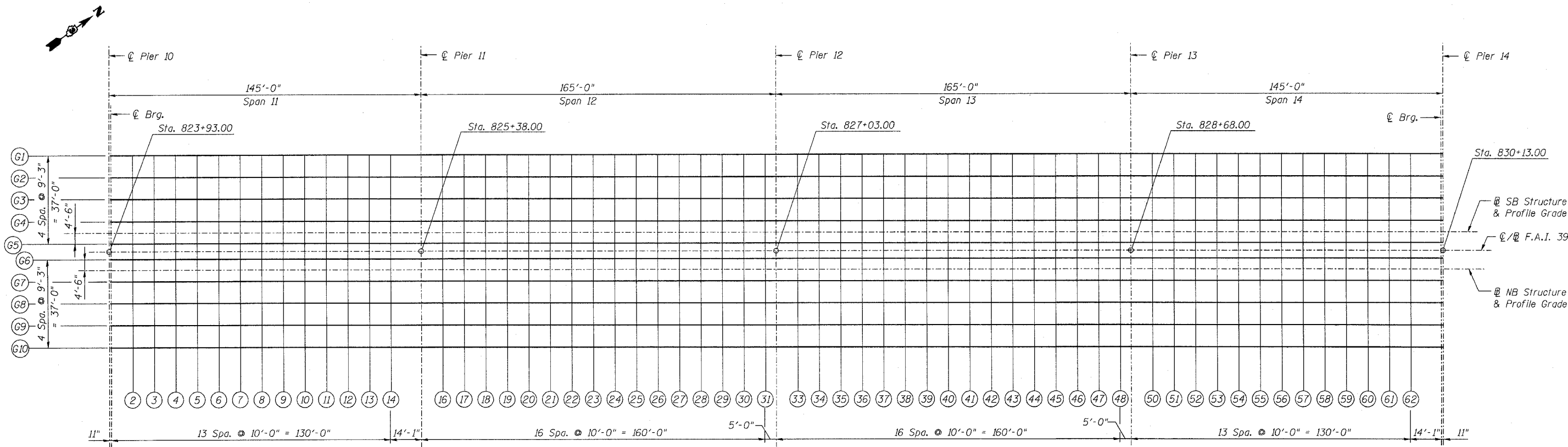
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

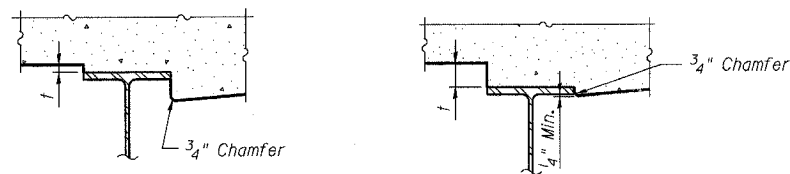
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		60	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract # 66586		



PLAN

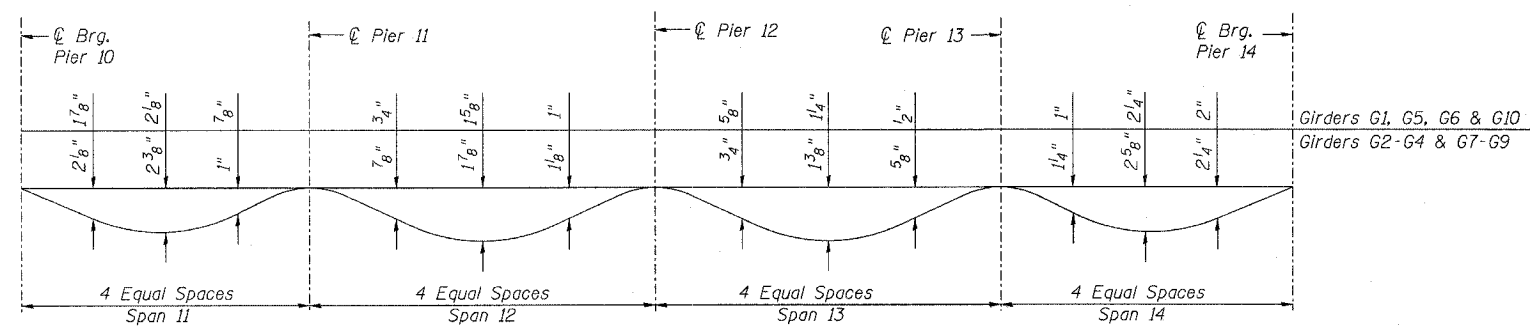
NOTES:

1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheet 20. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Notes.
2. For stations and top of slab elevations see sheets 41 thru 46.



FILLET HEIGHTS

To determine "f": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 41 thru 46, minus slab thickness, equals the fillet heights "f" above top flange of girders.



DEAD LOAD DEFLECTION DIAGRAM
(Due to weight of concrete only)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 41 thru 46.

SCREED PLAN - SPANS 11 THRU 14
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)

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Job # 3858

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 41
F.A.I. 39	50-4B	LASALLE		63	313 SHEETS
FED. ROAD 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 10	823+93.92	-40.208	538.244	538.244
2	824+03.92	-40.208	538.198	538.250
3	824+13.92	-40.208	538.152	538.250
4	824+23.92	-40.208	538.106	538.244
5	824+33.92	-40.208	538.060	538.224
6	824+43.92	-40.208	538.013	538.192
7	824+53.92	-40.208	537.967	538.151
8	824+63.92	-40.208	537.921	538.097
9	824+73.92	-40.208	537.875	538.031
10	824+83.92	-40.208	537.828	537.959
11	824+93.92	-40.208	537.782	537.882
12	825+03.92	-40.208	537.736	537.805
13	825+13.92	-40.208	537.690	537.731
14	825+23.92	-40.208	537.643	537.661
⊕ Pier 11	825+38.00	-40.208	537.578	537.578
16	825+48.00	-40.208	537.532	537.537
17	825+58.00	-40.208	537.486	537.501
18	825+68.00	-40.208	537.440	537.473
19	825+78.00	-40.208	537.393	537.450
20	825+88.00	-40.208	537.347	537.428
21	825+98.00	-40.208	537.301	537.405
22	826+08.00	-40.208	537.255	537.377
23	826+18.00	-40.208	537.208	537.344
24	826+28.00	-40.208	537.162	537.299
25	826+38.00	-40.208	537.116	537.250
26	826+48.00	-40.208	537.070	537.187
27	826+58.00	-40.208	537.023	537.119
28	826+68.00	-40.208	536.977	537.046
29	826+78.00	-40.208	536.931	536.974
30	826+88.00	-40.208	536.885	536.904
31	826+98.00	-40.208	536.838	536.845
⊕ Pier 12	827+03.00	-40.208	536.815	536.815
33	827+13.00	-40.208	536.769	536.775
34	827+23.00	-40.208	536.723	536.739
35	827+33.00	-40.208	536.677	536.711
36	827+43.00	-40.208	536.630	536.685
37	827+53.00	-40.208	536.584	536.659
38	827+63.00	-40.208	536.538	536.627
39	827+73.00	-40.208	536.492	536.591
40	827+83.00	-40.208	536.445	536.548
41	827+93.00	-40.208	536.399	536.496
42	828+03.00	-40.208	536.353	536.439
43	828+13.00	-40.208	536.307	536.375
44	828+23.00	-40.208	536.260	536.310
45	828+33.00	-40.208	536.214	536.244

GIRDER 1 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	-40.208	536.168	536.182
47	828+53.00	-40.208	536.122	536.124
48	828+63.00	-40.208	536.075	536.076
⊕ Pier 13	828+68.00	-40.208	536.052	536.052
50	828+78.00	-40.208	536.006	536.022
51	828+88.00	-40.208	535.960	535.999
52	828+98.00	-40.208	535.914	535.981
53	829+08.00	-40.208	535.867	535.968
54	829+18.00	-40.208	535.821	535.955
55	829+28.00	-40.208	535.775	535.939
56	829+38.00	-40.208	535.729	535.915
57	829+48.00	-40.208	535.682	535.879
58	829+58.00	-40.208	535.636	535.833
59	829+68.00	-40.208	535.590	535.776
60	829+78.00	-40.208	535.544	535.703
61	829+88.00	-40.208	535.497	535.620
62	829+98.00	-40.208	535.451	535.529
⊕ Brg. Pier 14	830+12.08	-40.208	535.386	535.386

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 10	823+93.92	-30.958	538.429	538.429
2	824+03.92	-30.958	538.383	538.442
3	824+13.92	-30.958	538.337	538.449
4	824+23.92	-30.958	538.291	538.449
5	824+33.92	-30.958	538.245	538.433
6	824+43.92	-30.958	538.198	538.403
7	824+53.92	-30.958	538.152	538.362
8	824+63.92	-30.958	538.106	538.307
9	824+73.92	-30.958	538.060	538.238
10	824+83.92	-30.958	538.013	538.163
11	824+93.92	-30.958	537.967	538.081
12	825+03.92	-30.958	537.921	538.000
13	825+13.92	-30.958	537.875	537.922
14	825+23.92	-30.958	537.828	537.849
⊕ Pier 11	825+38.00	-30.958	537.763	537.763
16	825+48.00	-30.958	537.717	537.723
17	825+58.00	-30.958	537.671	537.688
18	825+68.00	-30.958	537.625	537.663
19	825+78.00	-30.958	537.578	537.643
20	825+88.00	-30.958	537.532	537.625
21	825+98.00	-30.958	537.486	537.605
22	826+08.00	-30.958	537.440	537.580
23	826+18.00	-30.958	537.393	537.548
24	826+28.00	-30.958	537.347	537.504
25	826+38.00	-30.958	537.301	537.454
26	826+48.00	-30.958	537.255	537.389
27	826+58.00	-30.958	537.208	537.318
28	826+68.00	-30.958	537.162	537.241
29	826+78.00	-30.958	537.116	537.165
30	826+88.00	-30.958	537.070	537.092
31	826+98.00	-30.958	537.023	537.031
⊕ Pier 12	827+03.00	-30.958	537.000	537.000
33	827+13.00	-30.958	536.954	536.961
34	827+23.00	-30.958	536.908	536.926
35	827+33.00	-30.958	536.862	536.901
36	827+43.00	-30.958	536.815	536.877
37	827+53.00	-30.958	536.769	536.854
38	827+63.00	-30.958	536.723	536.825
39	827+73.00	-30.958	536.677	536.790
40	827+83.00	-30.958	536.630	536.747
41	827+93.00	-30.958	536.584	536.694
42	828+03.00	-30.958	536.538	536.636
43	828+13.00	-30.958	536.492	536.569
44	828+23.00	-30.958	536.445	536.502
45	828+33.00	-30.958	536.399	536.433

GIRDER 2 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	-30.958	536.353	536.369
47	828+53.00	-30.958	536.307	536.309
48	828+63.00	-30.958	536.260	536.261
⊕ Pier 13	828+68.00	-30.958	536.237	536.237
50	828+78.00	-30.958	536.191	536.210
51	828+88.00	-30.958	536.145	536.189
52	828+98.00	-30.958	536.099	536.176
53	829+08.00	-30.958	536.052	536.168
54	829+18.00	-30.958	536.006	536.159
55	829+28.00	-30.958	535.960	536.147
56	829+38.00	-30.958	535.914	536.127
57	829+48.00	-30.958	535.867	536.092
58	829+58.00	-30.958	535.821	536.047
59	829+68.00	-30.958	535.775	535.989
60	829+78.00	-30.958	535.729	535.911
61	829+88.00	-30.958	535.682	535.823
62	829+98.00	-30.958	535.636	535.725
⊕ Brg. Pier 14	830+12.08	-30.958	535.571	535.571

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
2. Work this sheet with sheet 40.

**TOP OF SLAB ELEVATIONS- SPANS 11 THRU 14
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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		64	42
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	313 SHEETS		

Contract # 66586

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 10	823+93.92	-21.708	538.614	538.614
2	824+03.92	-21.708	538.568	538.627
3	824+13.92	-21.708	538.522	538.634
4	824+23.92	-21.708	538.476	538.634
5	824+33.92	-21.708	538.430	538.618
6	824+43.92	-21.708	538.383	538.588
7	824+53.92	-21.708	538.337	538.547
8	824+63.92	-21.708	538.291	538.492
9	824+73.92	-21.708	538.245	538.423
10	824+83.92	-21.708	538.198	538.348
11	824+93.92	-21.708	538.152	538.266
12	825+03.92	-21.708	538.106	538.185
13	825+13.92	-21.708	538.060	538.107
14	825+23.92	-21.708	538.013	538.034
⊕ Pier 11	825+38.00	-21.708	537.948	537.948
16	825+48.00	-21.708	537.902	537.908
17	825+58.00	-21.708	537.856	537.873
18	825+68.00	-21.708	537.810	537.848
19	825+78.00	-21.708	537.763	537.828
20	825+88.00	-21.708	537.717	537.810
21	825+98.00	-21.708	537.671	537.790
22	826+08.00	-21.708	537.625	537.765
23	826+18.00	-21.708	537.578	537.733
24	826+28.00	-21.708	537.532	537.689
25	826+38.00	-21.708	537.486	537.639
26	826+48.00	-21.708	537.440	537.574
27	826+58.00	-21.708	537.393	537.503
28	826+68.00	-21.708	537.347	537.426
29	826+78.00	-21.708	537.301	537.350
30	826+88.00	-21.708	537.255	537.277
31	826+98.00	-21.708	537.208	537.216
⊕ Pier 12	827+03.00	-21.708	537.185	537.185
33	827+13.00	-21.708	537.139	537.146
34	827+23.00	-21.708	537.093	537.111
35	827+33.00	-21.708	537.047	537.086
36	827+43.00	-21.708	537.000	537.062
37	827+53.00	-21.708	536.954	537.039
38	827+63.00	-21.708	536.908	537.010
39	827+73.00	-21.708	536.862	536.975
40	827+83.00	-21.708	536.815	536.932
41	827+93.00	-21.708	536.769	536.879
42	828+03.00	-21.708	536.723	536.821
43	828+13.00	-21.708	536.677	536.754
44	828+23.00	-21.708	536.630	536.687
45	828+33.00	-21.708	536.584	536.618

GIRDER 3 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	-21.708	536.538	536.554
47	828+53.00	-21.708	536.492	536.494
48	828+63.00	-21.708	536.445	536.446
⊕ Pier 13	828+68.00	-21.708	536.422	536.422
50	828+78.00	-21.708	536.376	536.395
51	828+88.00	-21.708	536.330	536.374
52	828+98.00	-21.708	536.284	536.361
53	829+08.00	-21.708	536.237	536.353
54	829+18.00	-21.708	536.191	536.344
55	829+28.00	-21.708	536.145	536.332
56	829+38.00	-21.708	536.099	536.312
57	829+48.00	-21.708	536.052	536.277
58	829+58.00	-21.708	536.006	536.232
59	829+68.00	-21.708	535.960	536.174
60	829+78.00	-21.708	535.914	536.096
61	829+88.00	-21.708	535.867	536.008
62	829+98.00	-21.708	535.821	535.910
⊕ Brg. Pier 14	830+12.08	-21.708	535.756	535.756

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 10	823+93.92	-12.458	538.799	538.799
2	824+03.92	-12.458	538.753	538.812
3	824+13.92	-12.458	538.707	538.819
4	824+23.92	-12.458	538.661	538.819
5	824+33.92	-12.458	538.615	538.803
6	824+43.92	-12.458	538.568	538.773
7	824+53.92	-12.458	538.522	538.732
8	824+63.92	-12.458	538.476	538.677
9	824+73.92	-12.458	538.430	538.608
10	824+83.92	-12.458	538.383	538.533
11	824+93.92	-12.458	538.337	538.451
12	825+03.92	-12.458	538.291	538.370
13	825+13.92	-12.458	538.245	538.292
14	825+23.92	-12.458	538.198	538.219
⊕ Pier 11	825+38.00	-12.458	538.133	538.133
16	825+48.00	-12.458	538.087	538.093
17	825+58.00	-12.458	538.041	538.058
18	825+68.00	-12.458	537.995	538.033
19	825+78.00	-12.458	537.948	538.013
20	825+88.00	-12.458	537.902	537.995
21	825+98.00	-12.458	537.856	537.975
22	826+08.00	-12.458	537.810	537.950
23	826+18.00	-12.458	537.763	537.918
24	826+28.00	-12.458	537.717	537.874
25	826+38.00	-12.458	537.671	537.824
26	826+48.00	-12.458	537.625	537.759
27	826+58.00	-12.458	537.578	537.688
28	826+68.00	-12.458	537.532	537.611
29	826+78.00	-12.458	537.486	537.535
30	826+88.00	-12.458	537.440	537.462
31	826+98.00	-12.458	537.393	537.401
⊕ Pier 12	827+03.00	-12.458	537.370	537.370
33	827+13.00	-12.458	537.324	537.331
34	827+23.00	-12.458	537.278	537.296
35	827+33.00	-12.458	537.232	537.271
36	827+43.00	-12.458	537.185	537.247
37	827+53.00	-12.458	537.139	537.224
38	827+63.00	-12.458	537.093	537.195
39	827+73.00	-12.458	537.047	537.160
40	827+83.00	-12.458	537.000	537.117
41	827+93.00	-12.458	536.954	537.064
42	828+03.00	-12.458	536.908	537.006
43	828+13.00	-12.458	536.862	536.939
44	828+23.00	-12.458	536.815	536.872
45	828+33.00	-12.458	536.769	536.803

GIRDER 4 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	-12.458	536.723	536.739
47	828+53.00	-12.458	536.677	536.679
48	828+63.00	-12.458	536.630	536.631
⊕ Pier 13	828+68.00	-12.458	536.607	536.607
50	828+78.00	-12.458	536.561	536.580
51	828+88.00	-12.458	536.515	536.559
52	828+98.00	-12.458	536.469	536.546
53	829+08.00	-12.458	536.422	536.538
54	829+18.00	-12.458	536.376	536.529
55	829+28.00	-12.458	536.330	536.517
56	829+38.00	-12.458	536.284	536.497
57	829+48.00	-12.458	536.237	536.462
58	829+58.00	-12.458	536.191	536.417
59	829+68.00	-12.458	536.145	536.359
60	829+78.00	-12.458	536.099	536.281
61	829+88.00	-12.458	536.052	536.193
62	829+98.00	-12.458	536.006	536.095
⊕ Brg. Pier 14	830+12.08	-12.458	535.941	535.941

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
2. Work this sheet with sheet 40.

**TOP OF SLAB ELEVATIONS- SPANS 11 THRU 14
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
312-665-0450
Job # 3856

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 43 313 SHEETS
F.A.I. 39	50-4B	LASALLE		65	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

SB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 10	823+93.92	-7.708	538.894	538.894
2	824+03.92	-7.708	538.848	538.907
3	824+13.92	-7.708	538.802	538.914
4	824+23.92	-7.708	538.756	538.914
5	824+33.92	-7.708	538.710	538.898
6	824+43.92	-7.708	538.663	538.868
7	824+53.92	-7.708	538.617	538.827
8	824+63.92	-7.708	538.571	538.772
9	824+73.92	-7.708	538.525	538.703
10	824+83.92	-7.708	538.478	538.628
11	824+93.92	-7.708	538.432	538.546
12	825+03.92	-7.708	538.386	538.465
13	825+13.92	-7.708	538.340	538.387
14	825+23.92	-7.708	538.293	538.314
⊕ Pier 11	825+38.00	-7.708	538.228	538.228
16	825+48.00	-7.708	538.182	538.188
17	825+58.00	-7.708	538.136	538.153
18	825+68.00	-7.708	538.090	538.128
19	825+78.00	-7.708	538.043	538.108
20	825+88.00	-7.708	537.997	538.090
21	825+98.00	-7.708	537.951	538.070
22	826+08.00	-7.708	537.905	538.045
23	826+18.00	-7.708	537.858	538.013
24	826+28.00	-7.708	537.812	537.969
25	826+38.00	-7.708	537.766	537.919
26	826+48.00	-7.708	537.720	537.854
27	826+58.00	-7.708	537.673	537.783
28	826+68.00	-7.708	537.627	537.706
29	826+78.00	-7.708	537.581	537.630
30	826+88.00	-7.708	537.535	537.557
31	826+98.00	-7.708	537.488	537.496
⊕ Pier 12	827+03.00	-7.708	537.465	537.465
33	827+13.00	-7.708	537.419	537.426
34	827+23.00	-7.708	537.373	537.391
35	827+33.00	-7.708	537.327	537.366
36	827+43.00	-7.708	537.280	537.342
37	827+53.00	-7.708	537.234	537.319
38	827+63.00	-7.708	537.188	537.290
39	827+73.00	-7.708	537.142	537.255
40	827+83.00	-7.708	537.095	537.212
41	827+93.00	-7.708	537.049	537.159
42	828+03.00	-7.708	537.003	537.101
43	828+13.00	-7.708	536.957	537.034
44	828+23.00	-7.708	536.910	536.967
45	828+33.00	-7.708	536.864	536.898

SB PGL (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	-7.708	536.818	536.834
47	828+53.00	-7.708	536.772	536.774
48	828+63.00	-7.708	536.725	536.726
⊕ Pier 13	828+68.00	-7.708	536.702	536.702
50	828+78.00	-7.708	536.656	536.675
51	828+88.00	-7.708	536.610	536.654
52	828+98.00	-7.708	536.564	536.641
53	829+08.00	-7.708	536.517	536.633
54	829+18.00	-7.708	536.471	536.624
55	829+28.00	-7.708	536.425	536.612
56	829+38.00	-7.708	536.379	536.592
57	829+48.00	-7.708	536.332	536.557
58	829+58.00	-7.708	536.286	536.512
59	829+68.00	-7.708	536.240	536.454
60	829+78.00	-7.708	536.194	536.376
61	829+88.00	-7.708	536.147	536.288
62	829+98.00	-7.708	536.101	536.190
⊕ Brg. Pier 14	830+12.08	-7.708	536.036	536.036

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 10	823+93.92	-3.208	538.984	538.984
2	824+03.92	-3.208	538.938	538.990
3	824+13.92	-3.208	538.892	538.990
4	824+23.92	-3.208	538.846	538.984
5	824+33.92	-3.208	538.800	538.964
6	824+43.92	-3.208	538.753	538.932
7	824+53.92	-3.208	538.707	538.891
8	824+63.92	-3.208	538.661	538.837
9	824+73.92	-3.208	538.615	538.771
10	824+83.92	-3.208	538.568	538.699
11	824+93.92	-3.208	538.522	538.622
12	825+03.92	-3.208	538.476	538.545
13	825+13.92	-3.208	538.430	538.471
14	825+23.92	-3.208	538.383	538.401
⊕ Pier 11	825+38.00	-3.208	538.318	538.318
16	825+48.00	-3.208	538.272	538.277
17	825+58.00	-3.208	538.226	538.241
18	825+68.00	-3.208	538.180	538.213
19	825+78.00	-3.208	538.133	538.190
20	825+88.00	-3.208	538.087	538.168
21	825+98.00	-3.208	538.041	538.145
22	826+08.00	-3.208	537.995	538.117
23	826+18.00	-3.208	537.948	538.084
24	826+28.00	-3.208	537.902	538.039
25	826+38.00	-3.208	537.856	537.990
26	826+48.00	-3.208	537.810	537.927
27	826+58.00	-3.208	537.763	537.859
28	826+68.00	-3.208	537.717	537.786
29	826+78.00	-3.208	537.671	537.714
30	826+88.00	-3.208	537.625	537.644
31	826+98.00	-3.208	537.578	537.585
⊕ Pier 12	827+03.00	-3.208	537.555	537.555
33	827+13.00	-3.208	537.509	537.515
34	827+23.00	-3.208	537.463	537.479
35	827+33.00	-3.208	537.417	537.451
36	827+43.00	-3.208	537.370	537.425
37	827+53.00	-3.208	537.324	537.399
38	827+63.00	-3.208	537.278	537.367
39	827+73.00	-3.208	537.232	537.331
40	827+83.00	-3.208	537.185	537.288
41	827+93.00	-3.208	537.139	537.236
42	828+03.00	-3.208	537.093	537.179
43	828+13.00	-3.208	537.047	537.115
44	828+23.00	-3.208	537.000	537.050
45	828+33.00	-3.208	536.954	536.984

GIRDER 5 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	-3.208	536.908	536.922
47	828+53.00	-3.208	536.862	536.864
48	828+63.00	-3.208	536.815	536.816
⊕ Pier 13	828+68.00	-3.208	536.792	536.792
50	828+78.00	-3.208	536.746	536.762
51	828+88.00	-3.208	536.700	536.739
52	828+98.00	-3.208	536.654	536.721
53	829+08.00	-3.208	536.607	536.708
54	829+18.00	-3.208	536.561	536.695
55	829+28.00	-3.208	536.515	536.679
56	829+38.00	-3.208	536.469	536.655
57	829+48.00	-3.208	536.422	536.619
58	829+58.00	-3.208	536.376	536.573
59	829+68.00	-3.208	536.330	536.516
60	829+78.00	-3.208	536.284	536.443
61	829+88.00	-3.208	536.237	536.360
62	829+98.00	-3.208	536.191	536.269
⊕ Brg. Pier 14	830+12.08	-3.208	536.126	536.126

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
2. Work this sheet with sheet 40.

TOP OF SLAB ELEVATIONS- SPANS 11 THRU 14
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
312-565-0460
Job # 3856

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

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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		44	44
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			313 SHEETS

Contract # 66586

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 10	823+93.92	3.208	538.984	538.984
2	824+03.92	3.208	538.938	538.990
3	824+13.92	3.208	538.892	538.990
4	824+23.92	3.208	538.846	538.984
5	824+33.92	3.208	538.800	538.964
6	824+43.92	3.208	538.753	538.932
7	824+53.92	3.208	538.707	538.891
8	824+63.92	3.208	538.661	538.837
9	824+73.92	3.208	538.615	538.771
10	824+83.92	3.208	538.568	538.699
11	824+93.92	3.208	538.522	538.622
12	825+03.92	3.208	538.476	538.545
13	825+13.92	3.208	538.430	538.471
14	825+23.92	3.208	538.383	538.401
⊕ Pier 11	825+38.00	3.208	538.318	538.318
16	825+48.00	3.208	538.272	538.277
17	825+58.00	3.208	538.226	538.241
18	825+68.00	3.208	538.180	538.213
19	825+78.00	3.208	538.133	538.190
20	825+88.00	3.208	538.087	538.168
21	825+98.00	3.208	538.041	538.145
22	826+08.00	3.208	537.995	538.117
23	826+18.00	3.208	537.948	538.084
24	826+28.00	3.208	537.902	538.039
25	826+38.00	3.208	537.856	537.990
26	826+48.00	3.208	537.810	537.927
27	826+58.00	3.208	537.763	537.859
28	826+68.00	3.208	537.717	537.786
29	826+78.00	3.208	537.671	537.714
30	826+88.00	3.208	537.625	537.644
31	826+98.00	3.208	537.578	537.585
⊕ Pier 12	827+03.00	3.208	537.555	537.555
33	827+13.00	3.208	537.509	537.515
34	827+23.00	3.208	537.463	537.479
35	827+33.00	3.208	537.417	537.451
36	827+43.00	3.208	537.370	537.425
37	827+53.00	3.208	537.324	537.399
38	827+63.00	3.208	537.278	537.367
39	827+73.00	3.208	537.232	537.331
40	827+83.00	3.208	537.185	537.288
41	827+93.00	3.208	537.139	537.236
42	828+03.00	3.208	537.093	537.179
43	828+13.00	3.208	537.047	537.115
44	828+23.00	3.208	537.000	537.050
45	828+33.00	3.208	536.954	536.984

GIRDER 6 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	3.208	536.908	536.922
47	828+53.00	3.208	536.862	536.864
48	828+63.00	3.208	536.815	536.816
⊕ Pier 13	828+68.00	3.208	536.792	536.792
50	828+78.00	3.208	536.746	536.762
51	828+88.00	3.208	536.700	536.739
52	828+98.00	3.208	536.654	536.721
53	829+08.00	3.208	536.607	536.708
54	829+18.00	3.208	536.561	536.695
55	829+28.00	3.208	536.515	536.679
56	829+38.00	3.208	536.469	536.655
57	829+48.00	3.208	536.422	536.619
58	829+58.00	3.208	536.376	536.573
59	829+68.00	3.208	536.330	536.516
60	829+78.00	3.208	536.284	536.443
61	829+88.00	3.208	536.237	536.360
62	829+98.00	3.208	536.191	536.269
⊕ Brg. Pier 14	830+12.08	3.208	536.126	536.126

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 10	823+93.92	7.708	538.894	538.894
2	824+03.92	7.708	538.848	538.907
3	824+13.92	7.708	538.802	538.914
4	824+23.92	7.708	538.756	538.914
5	824+33.92	7.708	538.710	538.898
6	824+43.92	7.708	538.663	538.868
7	824+53.92	7.708	538.617	538.827
8	824+63.92	7.708	538.571	538.772
9	824+73.92	7.708	538.525	538.703
10	824+83.92	7.708	538.478	538.628
11	824+93.92	7.708	538.432	538.546
12	825+03.92	7.708	538.386	538.465
13	825+13.92	7.708	538.340	538.387
14	825+23.92	7.708	538.293	538.314
⊕ Pier 11	825+38.00	7.708	538.228	538.228
16	825+48.00	7.708	538.182	538.188
17	825+58.00	7.708	538.136	538.153
18	825+68.00	7.708	538.090	538.128
19	825+78.00	7.708	538.043	538.108
20	825+88.00	7.708	537.997	538.090
21	825+98.00	7.708	537.951	538.070
22	826+08.00	7.708	537.905	538.045
23	826+18.00	7.708	537.858	538.013
24	826+28.00	7.708	537.812	537.969
25	826+38.00	7.708	537.766	537.919
26	826+48.00	7.708	537.720	537.854
27	826+58.00	7.708	537.673	537.783
28	826+68.00	7.708	537.627	537.706
29	826+78.00	7.708	537.581	537.630
30	826+88.00	7.708	537.535	537.557
31	826+98.00	7.708	537.488	537.496
⊕ Pier 12	827+03.00	7.708	537.465	537.465
33	827+13.00	7.708	537.419	537.426
34	827+23.00	7.708	537.373	537.391
35	827+33.00	7.708	537.327	537.366
36	827+43.00	7.708	537.280	537.342
37	827+53.00	7.708	537.234	537.319
38	827+63.00	7.708	537.188	537.290
39	827+73.00	7.708	537.142	537.255
40	827+83.00	7.708	537.095	537.212
41	827+93.00	7.708	537.049	537.159
42	828+03.00	7.708	537.003	537.101
43	828+13.00	7.708	536.957	537.034
44	828+23.00	7.708	536.910	536.967
45	828+33.00	7.708	536.864	536.898

NB PGL (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	7.708	536.818	536.834
47	828+53.00	7.708	536.772	536.774
48	828+63.00	7.708	536.725	536.726
⊕ Pier 13	828+68.00	7.708	536.702	536.702
50	828+78.00	7.708	536.656	536.675
51	828+88.00	7.708	536.610	536.654
52	828+98.00	7.708	536.564	536.641
53	829+08.00	7.708	536.517	536.633
54	829+18.00	7.708	536.471	536.624
55	829+28.00	7.708	536.425	536.612
56	829+38.00	7.708	536.379	536.592
57	829+48.00	7.708	536.332	536.557
58	829+58.00	7.708	536.286	536.512
59	829+68.00	7.708	536.240	536.454
60	829+78.00	7.708	536.194	536.376
61	829+88.00	7.708	536.147	536.288
62	829+98.00	7.708	536.101	536.190
⊕ Brg. Pier 14	830+12.08	7.708	536.036	536.036

- NOTES:**
1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
 2. Work this sheet with sheet 40.

**TOP OF SLAB ELEVATIONS- SPANS 11 THRU 14
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 # 3858

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
F.A.I. 39	50-4B	LASALLE	61	313 SHEETS
FED. RDW. DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract # 66586

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 10	823+93.92	12.458	538.799	538.799
2	824+03.92	12.458	538.753	538.812
3	824+13.92	12.458	538.707	538.819
4	824+23.92	12.458	538.661	538.819
5	824+33.92	12.458	538.615	538.803
6	824+43.92	12.458	538.568	538.773
7	824+53.92	12.458	538.522	538.732
8	824+63.92	12.458	538.476	538.677
9	824+73.92	12.458	538.430	538.608
10	824+83.92	12.458	538.383	538.533
11	824+93.92	12.458	538.337	538.451
12	825+03.92	12.458	538.291	538.370
13	825+13.92	12.458	538.245	538.292
14	825+23.92	12.458	538.198	538.219
⊙ Pier 11	825+38.00	12.458	538.133	538.133
16	825+48.00	12.458	538.087	538.093
17	825+58.00	12.458	538.041	538.058
18	825+68.00	12.458	537.995	538.033
19	825+78.00	12.458	537.948	538.013
20	825+88.00	12.458	537.902	537.995
21	825+98.00	12.458	537.856	537.975
22	826+08.00	12.458	537.810	537.950
23	826+18.00	12.458	537.763	537.918
24	826+28.00	12.458	537.717	537.874
25	826+38.00	12.458	537.671	537.824
26	826+48.00	12.458	537.625	537.759
27	826+58.00	12.458	537.578	537.688
28	826+68.00	12.458	537.532	537.611
29	826+78.00	12.458	537.486	537.535
30	826+88.00	12.458	537.440	537.462
31	826+98.00	12.458	537.393	537.401
⊙ Pier 12	827+03.00	12.458	537.370	537.370
33	827+13.00	12.458	537.324	537.331
34	827+23.00	12.458	537.278	537.296
35	827+33.00	12.458	537.232	537.271
36	827+43.00	12.458	537.185	537.247
37	827+53.00	12.458	537.139	537.224
38	827+63.00	12.458	537.093	537.195
39	827+73.00	12.458	537.047	537.160
40	827+83.00	12.458	537.000	537.117
41	827+93.00	12.458	536.954	537.064
42	828+03.00	12.458	536.908	537.006
43	828+13.00	12.458	536.862	536.939
44	828+23.00	12.458	536.815	536.872
45	828+33.00	12.458	536.769	536.803

GIRDER 7 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	12.458	536.723	536.739
47	828+53.00	12.458	536.677	536.679
48	828+63.00	12.458	536.630	536.631
⊙ Pier 13	828+68.00	12.458	536.607	536.607
50	828+78.00	12.458	536.561	536.580
51	828+88.00	12.458	536.515	536.559
52	828+98.00	12.458	536.469	536.546
53	829+08.00	12.458	536.422	536.538
54	829+18.00	12.458	536.376	536.529
55	829+28.00	12.458	536.330	536.517
56	829+38.00	12.458	536.284	536.497
57	829+48.00	12.458	536.237	536.462
58	829+58.00	12.458	536.191	536.417
59	829+68.00	12.458	536.145	536.359
60	829+78.00	12.458	536.099	536.281
61	829+88.00	12.458	536.052	536.193
62	829+98.00	12.458	536.006	536.095
⊙ Brg. Pier 14	830+12.08	12.458	535.941	535.941

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 10	823+93.92	21.708	538.614	538.614
2	824+03.92	21.708	538.568	538.627
3	824+13.92	21.708	538.522	538.634
4	824+23.92	21.708	538.476	538.634
5	824+33.92	21.708	538.430	538.618
6	824+43.92	21.708	538.383	538.588
7	824+53.92	21.708	538.337	538.547
8	824+63.92	21.708	538.291	538.492
9	824+73.92	21.708	538.245	538.423
10	824+83.92	21.708	538.198	538.348
11	824+93.92	21.708	538.152	538.266
12	825+03.92	21.708	538.106	538.185
13	825+13.92	21.708	538.060	538.107
14	825+23.92	21.708	538.013	538.034
⊙ Pier 11	825+38.00	21.708	537.948	537.948
16	825+48.00	21.708	537.902	537.908
17	825+58.00	21.708	537.856	537.873
18	825+68.00	21.708	537.810	537.848
19	825+78.00	21.708	537.763	537.828
20	825+88.00	21.708	537.717	537.810
21	825+98.00	21.708	537.671	537.790
22	826+08.00	21.708	537.625	537.765
23	826+18.00	21.708	537.578	537.733
24	826+28.00	21.708	537.532	537.689
25	826+38.00	21.708	537.486	537.639
26	826+48.00	21.708	537.440	537.574
27	826+58.00	21.708	537.393	537.503
28	826+68.00	21.708	537.347	537.426
29	826+78.00	21.708	537.301	537.350
30	826+88.00	21.708	537.255	537.277
31	826+98.00	21.708	537.208	537.216
⊙ Pier 12	827+03.00	21.708	537.185	537.185
33	827+13.00	21.708	537.139	537.146
34	827+23.00	21.708	537.093	537.111
35	827+33.00	21.708	537.047	537.086
36	827+43.00	21.708	537.000	537.062
37	827+53.00	21.708	536.954	537.039
38	827+63.00	21.708	536.908	537.010
39	827+73.00	21.708	536.862	536.975
40	827+83.00	21.708	536.815	536.932
41	827+93.00	21.708	536.769	536.879
42	828+03.00	21.708	536.723	536.821
43	828+13.00	21.708	536.677	536.754
44	828+23.00	21.708	536.630	536.687
45	828+33.00	21.708	536.584	536.618

GIRDER 8 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	21.708	536.538	536.554
47	828+53.00	21.708	536.492	536.494
48	828+63.00	21.708	536.445	536.446
⊙ Pier 13	828+68.00	21.708	536.422	536.422
50	828+78.00	21.708	536.376	536.395
51	828+88.00	21.708	536.330	536.374
52	828+98.00	21.708	536.284	536.361
53	829+08.00	21.708	536.237	536.353
54	829+18.00	21.708	536.191	536.344
55	829+28.00	21.708	536.145	536.332
56	829+38.00	21.708	536.099	536.312
57	829+48.00	21.708	536.052	536.277
58	829+58.00	21.708	536.006	536.232
59	829+68.00	21.708	535.960	536.174
60	829+78.00	21.708	535.914	536.096
61	829+88.00	21.708	535.867	536.008
62	829+98.00	21.708	535.821	535.910
⊙ Brg. Pier 14	830+12.08	21.708	535.756	535.756

- NOTES:**
1. Stations, elevations and offsets are in feet. All offsets are measured from ⊙/⊙ F.A.I. 39.
 2. Work this sheet with sheet 40.

**TOP OF SLAB ELEVATIONS-SPANS 11 THRU 14
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 # 9856

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	FED. AID DIST. NO.	SHEET NO.	SHEET NO.
F.A.I. 39	50-4B	LASALLE		18	313 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract # 66586

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 10	823+93.92	30.958	538.429	538.429
2	824+03.92	30.958	538.383	538.442
3	824+13.92	30.958	538.337	538.449
4	824+23.92	30.958	538.291	538.449
5	824+33.92	30.958	538.245	538.433
6	824+43.92	30.958	538.198	538.403
7	824+53.92	30.958	538.152	538.362
8	824+63.92	30.958	538.106	538.307
9	824+73.92	30.958	538.060	538.238
10	824+83.92	30.958	538.013	538.163
11	824+93.92	30.958	537.967	538.081
12	825+03.92	30.958	537.921	538.000
13	825+13.92	30.958	537.875	537.922
14	825+23.92	30.958	537.828	537.849
⊕ Pier 11	825+38.00	30.958	537.763	537.763
16	825+48.00	30.958	537.717	537.723
17	825+58.00	30.958	537.671	537.688
18	825+68.00	30.958	537.625	537.663
19	825+78.00	30.958	537.578	537.643
20	825+88.00	30.958	537.532	537.625
21	825+98.00	30.958	537.486	537.605
22	826+08.00	30.958	537.440	537.580
23	826+18.00	30.958	537.393	537.548
24	826+28.00	30.958	537.347	537.504
25	826+38.00	30.958	537.301	537.454
26	826+48.00	30.958	537.255	537.389
27	826+58.00	30.958	537.208	537.318
28	826+68.00	30.958	537.162	537.241
29	826+78.00	30.958	537.116	537.165
30	826+88.00	30.958	537.070	537.092
31	826+98.00	30.958	537.023	537.031
⊕ Pier 12	827+03.00	30.958	537.000	537.000
33	827+13.00	30.958	536.954	536.961
34	827+23.00	30.958	536.908	536.926
35	827+33.00	30.958	536.862	536.901
36	827+43.00	30.958	536.815	536.877
37	827+53.00	30.958	536.769	536.854
38	827+63.00	30.958	536.723	536.825
39	827+73.00	30.958	536.677	536.790
40	827+83.00	30.958	536.630	536.747
41	827+93.00	30.958	536.584	536.694
42	828+03.00	30.958	536.538	536.636
43	828+13.00	30.958	536.492	536.569
44	828+23.00	30.958	536.445	536.502
45	828+33.00	30.958	536.399	536.433

GIRDER 9 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	30.958	536.353	536.369
47	828+53.00	30.958	536.307	536.309
48	828+63.00	30.958	536.260	536.261
⊕ Pier 13	828+68.00	30.958	536.237	536.237
50	828+78.00	30.958	536.191	536.210
51	828+88.00	30.958	536.145	536.189
52	828+98.00	30.958	536.099	536.176
53	829+08.00	30.958	536.052	536.168
54	829+18.00	30.958	536.006	536.159
55	829+28.00	30.958	535.960	536.147
56	829+38.00	30.958	535.914	536.127
57	829+48.00	30.958	535.867	536.092
58	829+58.00	30.958	535.821	536.047
59	829+68.00	30.958	535.775	535.989
60	829+78.00	30.958	535.729	535.911
61	829+88.00	30.958	535.682	535.823
62	829+98.00	30.958	535.636	535.725
⊕ Brg. Pier 14	830+12.08	30.958	535.571	535.571

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 10	823+93.92	40.208	538.244	538.244
2	824+03.92	40.208	538.198	538.250
3	824+13.92	40.208	538.152	538.250
4	824+23.92	40.208	538.106	538.244
5	824+33.92	40.208	538.060	538.224
6	824+43.92	40.208	538.013	538.192
7	824+53.92	40.208	537.967	538.151
8	824+63.92	40.208	537.921	538.097
9	824+73.92	40.208	537.875	538.031
10	824+83.92	40.208	537.828	537.959
11	824+93.92	40.208	537.782	537.882
12	825+03.92	40.208	537.736	537.805
13	825+13.92	40.208	537.690	537.731
14	825+23.92	40.208	537.643	537.661
⊕ Pier 11	825+38.00	40.208	537.578	537.578
16	825+48.00	40.208	537.532	537.537
17	825+58.00	40.208	537.486	537.501
18	825+68.00	40.208	537.440	537.473
19	825+78.00	40.208	537.393	537.450
20	825+88.00	40.208	537.347	537.428
21	825+98.00	40.208	537.301	537.405
22	826+08.00	40.208	537.255	537.377
23	826+18.00	40.208	537.208	537.344
24	826+28.00	40.208	537.162	537.299
25	826+38.00	40.208	537.116	537.250
26	826+48.00	40.208	537.070	537.187
27	826+58.00	40.208	537.023	537.119
28	826+68.00	40.208	536.977	537.046
29	826+78.00	40.208	536.931	536.974
30	826+88.00	40.208	536.885	536.904
31	826+98.00	40.208	536.838	536.845
⊕ Pier 12	827+03.00	40.208	536.815	536.815
33	827+13.00	40.208	536.769	536.775
34	827+23.00	40.208	536.723	536.739
35	827+33.00	40.208	536.677	536.711
36	827+43.00	40.208	536.630	536.685
37	827+53.00	40.208	536.584	536.659
38	827+63.00	40.208	536.538	536.627
39	827+73.00	40.208	536.492	536.591
40	827+83.00	40.208	536.445	536.548
41	827+93.00	40.208	536.399	536.496
42	828+03.00	40.208	536.353	536.439
43	828+13.00	40.208	536.307	536.375
44	828+23.00	40.208	536.260	536.310
45	828+33.00	40.208	536.214	536.244

GIRDER 10 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	828+43.00	40.208	536.168	536.182
47	828+53.00	40.208	536.122	536.124
48	828+63.00	40.208	536.075	536.076
⊕ Pier 13	828+68.00	40.208	536.052	536.052
50	828+78.00	40.208	536.006	536.022
51	828+88.00	40.208	535.960	535.999
52	828+98.00	40.208	535.914	535.981
53	829+08.00	40.208	535.867	535.968
54	829+18.00	40.208	535.821	535.955
55	829+28.00	40.208	535.775	535.939
56	829+38.00	40.208	535.729	535.915
57	829+48.00	40.208	535.682	535.879
58	829+58.00	40.208	535.636	535.833
59	829+68.00	40.208	535.590	535.776
60	829+78.00	40.208	535.544	535.703
61	829+88.00	40.208	535.497	535.620
62	829+98.00	40.208	535.451	535.529
⊕ Brg. Pier 14	830+12.08	40.208	535.386	535.386

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.

2. Work this sheet with sheet 40.

**TOP OF SLAB ELEVATIONS- SPANS 11 THRU 14
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

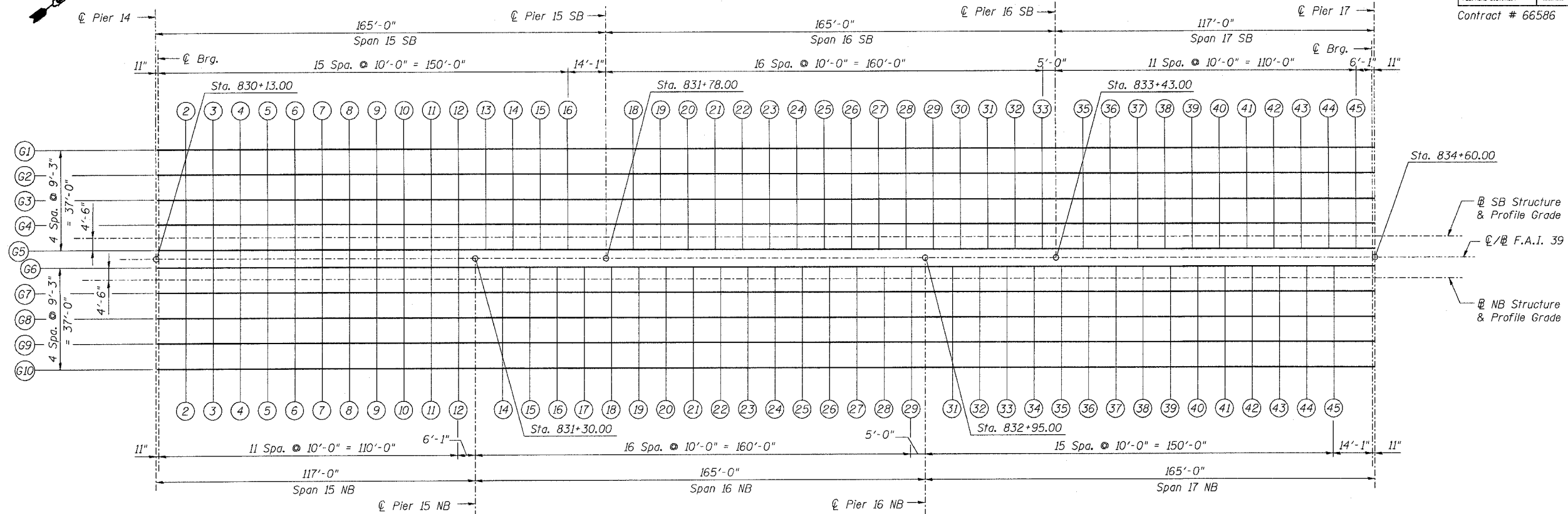
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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.I. 39	SECTION 50-4B	COUNTY LASALLE	TOTAL SHEETS 69	SHEET 69	SHEET NO. 47 313 SHEETS
FED. ROAD DIST. NO. 7					ILLINOIS
FED. AID PROJECT					Contract # 66586



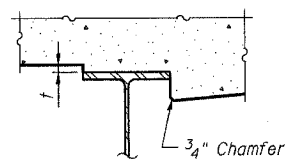
PLAN

DEAD LOAD DEFLECTION TABLE

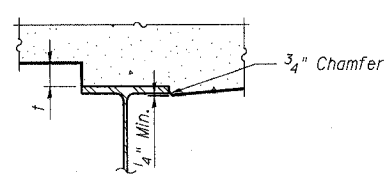
Girder	a	b	c	d	e	f	g	h	j
G1 & G5	3 1/8"	3 7/8"	1 7/8"	-1/8"	1/2"	3/8"	3/4"	1 1/2"	1 1/4"
G2 - G4	3 5/8"	4 3/8"	2 1/4"	-1/8"	1/2"	3/8"	7/8"	1 3/4"	1 3/8"
G6 & G10	1 1/4"	1 1/2"	3/4"	3/8"	1/2"	-1/8"	1 7/8"	3 7/8"	3 1/8"
G7 - G9	1 3/8"	1 3/4"	7/8"	3/8"	1/2"	-1/8"	2 1/4"	4 3/8"	3 5/8"

NOTES:

1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheet 20. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Notes.
2. For stations and top of slab elevations see sheets 48 thru 50.



AT MINIMUM FILLET

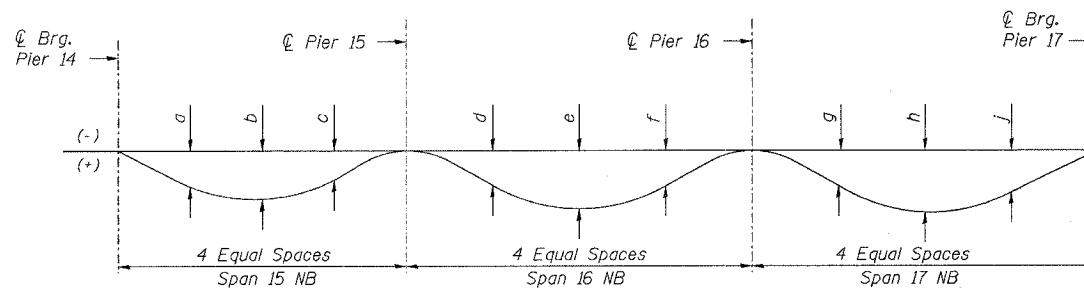


AT MAXIMUM FILLET

To determine "f": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 48 thru 50, minus slab thickness, equals the fillet heights "f" above top flange of girders.

FILLET HEIGHTS

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



DEAD LOAD DEFLECTION DIAGRAM

(Due to weight of concrete only)

Note:

The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 48 thru 50.

SCREED PLAN - SPANS 15 THRU 17
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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		10	48
FED. ROAD 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 14	830+13.92	-40.208	535.378	535.378
2	830+23.92	-40.208	535.331	535.409
3	830+33.92	-40.208	535.285	535.434
4	830+43.92	-40.208	535.239	535.451
5	830+53.92	-40.208	535.193	535.454
6	830+63.92	-40.208	535.146	535.448
7	830+73.92	-40.208	535.100	535.421
8	830+83.92	-40.208	535.054	535.382
9	830+93.92	-40.208	535.008	535.329
10	831+03.92	-40.208	534.961	535.259
11	831+13.92	-40.208	534.915	535.182
12	831+23.92	-40.208	534.869	535.092
13	831+33.92	-40.208	534.823	534.999
14	831+43.92	-40.208	534.776	534.904
15	831+53.92	-40.208	534.730	534.814
16	831+63.92	-40.208	534.684	534.727
⊕ Pier 15 SB	831+78.00	-40.208	534.619	534.619
18	831+88.00	-40.208	534.573	534.560
19	831+98.00	-40.208	534.526	534.506
20	832+08.00	-40.208	534.480	534.461
21	832+18.00	-40.208	534.434	534.423
22	832+28.00	-40.208	534.388	534.387
23	832+38.00	-40.208	534.341	534.354
24	832+48.00	-40.208	534.295	534.320
25	832+58.00	-40.208	534.249	534.286
26	832+68.00	-40.208	534.203	534.246
27	832+78.00	-40.208	534.157	534.203
28	832+88.00	-40.208	534.110	534.151
29	832+98.00	-40.208	534.064	534.096
30	833+08.00	-40.208	534.018	534.039
31	833+18.00	-40.208	533.972	533.982
32	833+28.00	-40.208	533.925	533.926
33	833+38.00	-40.208	533.879	533.879
⊕ Pier 16 SB	833+43.00	-40.208	533.856	533.856
35	833+53.00	-40.208	533.810	533.825
36	833+63.00	-40.208	533.763	533.802
37	833+73.00	-40.208	533.717	533.783
38	833+83.00	-40.208	533.671	533.764
39	833+93.00	-40.208	533.625	533.739
40	834+03.00	-40.208	533.579	533.706
41	834+13.00	-40.208	533.532	533.662
42	834+23.00	-40.208	533.486	533.604
43	834+33.00	-40.208	533.440	533.535
44	834+43.00	-40.208	533.394	533.457
45	834+53.00	-40.208	533.347	533.372
⊕ Brg. Pier 17	834+59.08	-40.208	533.319	533.319

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 14	830+13.92	-30.958	535.563	535.563
2	830+23.92	-30.958	535.516	535.605
3	830+33.92	-30.958	535.470	535.641
4	830+43.92	-30.958	535.424	535.667
5	830+53.92	-30.958	535.378	535.677
6	830+63.92	-30.958	535.331	535.677
7	830+73.92	-30.958	535.285	535.652
8	830+83.92	-30.958	535.239	535.615
9	830+93.92	-30.958	535.193	535.561
10	831+03.92	-30.958	535.146	535.487
11	831+13.92	-30.958	535.100	535.406
12	831+23.92	-30.958	535.054	535.309
13	831+33.92	-30.958	535.008	535.210
14	831+43.92	-30.958	534.961	535.108
15	831+53.92	-30.958	534.915	535.011
16	831+63.92	-30.958	534.869	534.919
⊕ Pier 15 SB	831+78.00	-30.958	534.804	534.804
18	831+88.00	-30.958	534.758	534.743
19	831+98.00	-30.958	534.711	534.688
20	832+08.00	-30.958	534.665	534.643
21	832+18.00	-30.958	534.619	534.605
22	832+28.00	-30.958	534.573	534.571
23	832+38.00	-30.958	534.526	534.539
24	832+48.00	-30.958	534.480	534.507
25	832+58.00	-30.958	534.434	534.475
26	832+68.00	-30.958	534.388	534.436
27	832+78.00	-30.958	534.342	534.393
28	832+88.00	-30.958	534.295	534.340
29	832+98.00	-30.958	534.249	534.285
30	833+08.00	-30.958	534.203	534.226
31	833+18.00	-30.958	534.157	534.167
32	833+28.00	-30.958	534.110	534.111
33	833+38.00	-30.958	534.064	534.064
⊕ Pier 16 SB	833+43.00	-30.958	534.041	534.041
35	833+53.00	-30.958	533.995	534.012
36	833+63.00	-30.958	533.948	533.993
37	833+73.00	-30.958	533.902	533.978
38	833+83.00	-30.958	533.856	533.963
39	833+93.00	-30.958	533.810	533.942
40	834+03.00	-30.958	533.764	533.910
41	834+13.00	-30.958	533.717	533.866
42	834+23.00	-30.958	533.671	533.807
43	834+33.00	-30.958	533.625	533.735
44	834+43.00	-30.958	533.579	533.652
45	834+53.00	-30.958	533.532	533.561
⊕ Brg. Pier 17	834+59.08	-30.958	533.504	533.504

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 14	830+13.92	-21.708	535.748	535.748
2	830+23.92	-21.708	535.701	535.790
3	830+33.92	-21.708	535.655	535.826
4	830+43.92	-21.708	535.609	535.852
5	830+53.92	-21.708	535.563	535.862
6	830+63.92	-21.708	535.516	535.862
7	830+73.92	-21.708	535.470	535.837
8	830+83.92	-21.708	535.424	535.800
9	830+93.92	-21.708	535.378	535.746
10	831+03.92	-21.708	535.331	535.672
11	831+13.92	-21.708	535.285	535.591
12	831+23.92	-21.708	535.239	535.494
13	831+33.92	-21.708	535.193	535.395
14	831+43.92	-21.708	535.146	535.293
15	831+53.92	-21.708	535.100	535.196
16	831+63.92	-21.708	535.054	535.104
⊕ Pier 15 SB	831+78.00	-21.708	534.989	534.989
18	831+88.00	-21.708	534.943	534.928
19	831+98.00	-21.708	534.896	534.873
20	832+08.00	-21.708	534.850	534.828
21	832+18.00	-21.708	534.804	534.790
22	832+28.00	-21.708	534.758	534.756
23	832+38.00	-21.708	534.711	534.724
24	832+48.00	-21.708	534.665	534.692
25	832+58.00	-21.708	534.619	534.660
26	832+68.00	-21.708	534.573	534.621
27	832+78.00	-21.708	534.527	534.578
28	832+88.00	-21.708	534.480	534.525
29	832+98.00	-21.708	534.434	534.470
30	833+08.00	-21.708	534.388	534.411
31	833+18.00	-21.708	534.342	534.352
32	833+28.00	-21.708	534.295	534.296
33	833+38.00	-21.708	534.249	534.249
⊕ Pier 16 SB	833+43.00	-21.708	534.226	534.226
35	833+53.00	-21.708	534.180	534.197
36	833+63.00	-21.708	534.133	534.178
37	833+73.00	-21.708	534.087	534.163
38	833+83.00	-21.708	534.041	534.148
39	833+93.00	-21.708	533.995	534.127
40	834+03.00	-21.708	533.949	534.095
41	834+13.00	-21.708	533.902	534.051
42	834+23.00	-21.708	533.856	533.992
43	834+33.00	-21.708	533.810	533.920
44	834+43.00	-21.708	533.764	533.837
45	834+53.00	-21.708	533.717	533.746
⊕ Brg. Pier 17	834+59.08	-21.708	533.689	533.689

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 14	830+13.92	-12.458	535.933	535.933
2	830+23.92	-12.458	535.886	535.975
3	830+33.92	-12.458	535.840	536.011
4	830+43.92	-12.458	535.794	536.037
5	830+53.92	-12.458	535.748	536.047
6	830+63.92	-12.458	535.701	536.047
7	830+73.92	-12.458	535.655	536.022
8	830+83.92	-12.458	535.609	535.985
9	830+93.92	-12.458	535.563	535.931
10	831+03.92	-12.458	535.516	535.857
11	831+13.92	-12.458	535.470	535.776
12	831+23.92	-12.458	535.424	535.679
13	831+33.92	-12.458	535.378	535.580
14	831+43.92	-12.458	535.331	535.478
15	831+53.92	-12.458	535.285	535.381
16	831+63.92	-12.458	535.239	535.289
⊕ Pier 15 SB	831+78.00	-12.458	535.174	535.174
18	831+88.00	-12.458	535.128	535.113
19	831+98.00	-12.458	535.081	535.058
20	832+08.00	-12.458	535.035	535.013
21	832+18.00	-12.458	534.989	534.975
22	832+28.00	-12.458	534.943	534.941
23	832+38.00	-12.458	534.896	534.909
24	832+48.00	-12.458	534.850	534.877
25	832+58.00	-12.458	534.804	534.845
26	832+68.00	-12.458	534.758	534.806
27	832+78.00	-12.458	534.712	534.763
28	832+88.00	-12.458	534.665	534.710
29	832+98.00	-12.458	534.619	534.655
30	833+08.00	-12.458	534.573	534.596
31	833+18.00	-12.458	534.527	534.537
32	833+28.00	-12.458	534.480	534.481
33	833+38.00	-12.458	534.434	534.434
⊕ Pier 16 SB	833+43.00	-12.458	534.411	534.411
35	833+53.00	-12.458	534.365	534.382
36	833+63.00	-12.458	534.318	534.363
37	833+73.00	-12.458	534.272	534.348
38	833+83.00	-12.458	534.226	534.333
39	833+93.00	-12.458	534.180	534.312
40	834+03.00	-12.458	534.134	534.280
41	834+13.00	-12.458	534.087	534.236
42	834+23.00	-12.458	534.041	534.177
43	834+33.00	-12.458	533.995	534.105
44	834+43.00	-12.458	533.949	534.022
45	834+53.00	-12.458	533.902	533.931
⊕ Brg. Pier 17	834+59.08	-12.458	533.874	533.874

TOP OF SLAB ELEVATIONS- SPANS 15 THRU 17

ABRAHAM LINCOLN MEMORIAL BRIDGE OVER

THE ILLINOIS RIVER (PUBLIC WATERS)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 49
F.A.I. 39	50-4B	LASALLE		71	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

SB PGL

GIRDER 5

GIRDER 6

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 14	830+13.92	-7.708	536.028	536.028
2	830+23.92	-7.708	535.981	536.070
3	830+33.92	-7.708	535.935	536.106
4	830+43.92	-7.708	535.889	536.132
5	830+53.92	-7.708	535.843	536.142
6	830+63.92	-7.708	535.796	536.142
7	830+73.92	-7.708	535.750	536.117
8	830+83.92	-7.708	535.704	536.080
9	830+93.92	-7.708	535.658	536.026
10	831+03.92	-7.708	535.611	535.952
11	831+13.92	-7.708	535.565	535.871
12	831+23.92	-7.708	535.519	535.774
13	831+33.92	-7.708	535.473	535.675
14	831+43.92	-7.708	535.426	535.573
15	831+53.92	-7.708	535.380	535.476
16	831+63.92	-7.708	535.334	535.384
⊙ Pier 15 SB	831+78.00	-7.708	535.269	535.269
18	831+88.00	-7.708	535.223	535.208
19	831+98.00	-7.708	535.176	535.153
20	832+08.00	-7.708	535.130	535.108
21	832+18.00	-7.708	535.084	535.070
22	832+28.00	-7.708	535.038	535.036
23	832+38.00	-7.708	534.991	535.004
24	832+48.00	-7.708	534.945	534.972
25	832+58.00	-7.708	534.899	534.940
26	832+68.00	-7.708	534.853	534.901
27	832+78.00	-7.708	534.807	534.858
28	832+88.00	-7.708	534.760	534.805
29	832+98.00	-7.708	534.714	534.750
30	833+08.00	-7.708	534.668	534.691
31	833+18.00	-7.708	534.622	534.632
32	833+28.00	-7.708	534.575	534.576
33	833+38.00	-7.708	534.529	534.529
⊙ Pier 16 SB	833+43.00	-7.708	534.506	534.506
35	833+53.00	-7.708	534.460	534.477
36	833+63.00	-7.708	534.413	534.458
37	833+73.00	-7.708	534.367	534.443
38	833+83.00	-7.708	534.321	534.428
39	833+93.00	-7.708	534.275	534.407
40	834+03.00	-7.708	534.229	534.375
41	834+13.00	-7.708	534.182	534.331
42	834+23.00	-7.708	534.136	534.272
43	834+33.00	-7.708	534.090	534.200
44	834+43.00	-7.708	534.044	534.117
45	834+53.00	-7.708	533.997	534.026
⊙ Brg. Pier 17	834+59.08	-7.708	533.969	533.969

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 14	830+13.92	-3.208	536.118	536.118
2	830+23.92	-3.208	536.071	536.149
3	830+33.92	-3.208	536.025	536.174
4	830+43.92	-3.208	535.979	536.191
5	830+53.92	-3.208	535.933	536.194
6	830+63.92	-3.208	535.886	536.188
7	830+73.92	-3.208	535.840	536.161
8	830+83.92	-3.208	535.794	536.122
9	830+93.92	-3.208	535.748	536.069
10	831+03.92	-3.208	535.701	535.999
11	831+13.92	-3.208	535.655	535.922
12	831+23.92	-3.208	535.609	535.832
13	831+33.92	-3.208	535.563	535.739
14	831+43.92	-3.208	535.516	535.644
15	831+53.92	-3.208	535.470	535.554
16	831+63.92	-3.208	535.424	535.467
⊙ Pier 15 SB	831+78.00	-3.208	535.359	535.359
18	831+88.00	-3.208	535.313	535.300
19	831+98.00	-3.208	535.266	535.246
20	832+08.00	-3.208	535.220	535.201
21	832+18.00	-3.208	535.174	535.163
22	832+28.00	-3.208	535.128	535.127
23	832+38.00	-3.208	535.081	535.094
24	832+48.00	-3.208	535.035	535.060
25	832+58.00	-3.208	534.989	535.026
26	832+68.00	-3.208	534.943	534.986
27	832+78.00	-3.208	534.897	534.943
28	832+88.00	-3.208	534.850	534.891
29	832+98.00	-3.208	534.804	534.836
30	833+08.00	-3.208	534.758	534.779
31	833+18.00	-3.208	534.712	534.722
32	833+28.00	-3.208	534.665	534.666
33	833+38.00	-3.208	534.619	534.619
⊙ Pier 16 SB	833+43.00	-3.208	534.596	534.596
35	833+53.00	-3.208	534.550	534.565
36	833+63.00	-3.208	534.503	534.542
37	833+73.00	-3.208	534.457	534.523
38	833+83.00	-3.208	534.411	534.504
39	833+93.00	-3.208	534.365	534.479
40	834+03.00	-3.208	534.319	534.446
41	834+13.00	-3.208	534.272	534.402
42	834+23.00	-3.208	534.226	534.344
43	834+33.00	-3.208	534.180	534.275
44	834+43.00	-3.208	534.134	534.197
45	834+53.00	-3.208	534.087	534.112
⊙ Brg. Pier 17	834+59.08	-3.208	534.059	534.059

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 14	830+13.92	3.208	536.118	536.118
2	830+23.92	3.208	536.071	536.113
3	830+33.92	3.208	536.025	536.102
4	830+43.92	3.208	535.979	536.084
5	830+53.92	3.208	535.933	536.055
6	830+63.92	3.208	535.886	536.015
7	830+73.92	3.208	535.840	535.964
8	830+83.92	3.208	535.794	535.902
9	830+93.92	3.208	535.748	535.831
10	831+03.92	3.208	535.701	535.756
11	831+13.92	3.208	535.655	535.684
12	831+23.92	3.208	535.609	535.618
⊙ Pier 15 NB	831+30.00	3.208	535.581	535.581
14	831+40.00	3.208	535.535	535.535
15	831+50.00	3.208	535.488	535.493
16	831+60.00	3.208	535.442	535.457
17	831+70.00	3.208	535.396	535.423
18	831+80.00	3.208	535.350	535.388
19	831+90.00	3.208	535.303	535.347
20	832+00.00	3.208	535.257	535.302
21	832+10.00	3.208	535.211	535.252
22	832+20.00	3.208	535.165	535.196
23	832+30.00	3.208	535.118	535.137
24	832+40.00	3.208	535.072	535.078
25	832+50.00	3.208	535.026	535.020
26	832+60.00	3.208	534.980	534.963
27	832+70.00	3.208	534.934	534.914
28	832+80.00	3.208	534.887	534.869
29	832+90.00	3.208	534.841	534.835
⊙ Pier 16 NB	832+95.00	3.208	534.818	534.818
31	833+05.00	3.208	534.772	534.802
32	833+15.00	3.208	534.725	534.791
33	833+25.00	3.208	534.679	534.788
34	833+35.00	3.208	534.633	534.789
35	833+45.00	3.208	534.587	534.791
36	833+55.00	3.208	534.540	534.789
37	833+65.00	3.208	534.494	534.780
38	833+75.00	3.208	534.448	534.762
39	833+85.00	3.208	534.402	534.727
40	833+95.00	3.208	534.356	534.683
41	834+05.00	3.208	534.309	534.619
42	834+15.00	3.208	534.263	534.541
43	834+25.00	3.208	534.217	534.452
44	834+35.00	3.208	534.171	534.346
45	834+45.00	3.208	534.124	534.233
⊙ Brg. Pier 17	834+59.08	3.208	534.059	534.059

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 14	830+13.92	7.708	536.028	536.028
2	830+23.92	7.708	535.981	536.029
3	830+33.92	7.708	535.935	536.024
4	830+43.92	7.708	535.889	536.010
5	830+53.92	7.708	535.843	535.984
6	830+63.92	7.708	535.796	535.945
7	830+73.92	7.708	535.750	535.893
8	830+83.92	7.708	535.704	535.828
9	830+93.92	7.708	535.658	535.753
10	831+03.92	7.708	535.611	535.675
11	831+13.92	7.708	535.565	535.599
12	831+23.92	7.708	535.519	535.530
⊙ Pier 15 NB	831+30.00	7.708	535.491	535.491
14	831+40.00	7.708	535.445	535.445
15	831+50.00	7.708	535.398	535.403
16	831+60.00	7.708	535.352	535.369
17	831+70.00	7.708	535.306	535.335
18	831+80.00	7.708	535.260	535.302
19	831+90.00	7.708	535.213	535.262
20	832+00.00	7.708	535.167	535.217
21	832+10.00	7.708	535.121	535.167
22	832+20.00	7.708	535.075	535.109
23	832+30.00	7.708	535.028	535.048
24	832+40.00	7.708	534.982	534.988
25	832+50.00	7.708	534.936	534.928
26	832+60.00	7.708	534.890	534.870
27	832+70.00	7.708	534.844	534.821
28	832+80.00	7.708	534.797	534.776
29	832+90.00	7.708	534.751	534.744
⊙ Pier 16 NB	832+95.00	7.708	534.728	534.728
31	833+05.00	7.708	534.682	534.717
32	833+15.00	7.708	534.635	534.711
33	833+25.00	7.708	534.589	534.714
34	833+35.00	7.708	534.543	534.722
35	833+45.00	7.708	534.497	534.731
36	833+55.00	7.708	534.450	534.735
37	833+65.00	7.708	534.404	534.732
38	833+75.00	7.708	534.358	534.718
39	833+85.00	7.708	534.312	534.684
40	833+95.00	7.708	534.266	534.641
41	834+05.00	7.708	534.219	534.574
42	834+15.00	7.708	534.173	534.492
43	834+25.00	7.708	534.127	534.397
44	834+35.00	7.708	534.081	534.281
45	834+45.00	7.708	534.034	534.159
⊙ Brg. Pier 17	834+59.08	7.708	533.969	533.969

TOP OF SLAB ELEVATIONS-SPANS 15 THRU 17

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 50
F.A.I. 39	50-4B	LASALLE		12	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 14	830+13.92	12.458	535.933	535.933
2	830+23.92	12.458	535.886	535.934
3	830+33.92	12.458	535.840	535.929
4	830+43.92	12.458	535.794	535.915
5	830+53.92	12.458	535.748	535.889
6	830+63.92	12.458	535.701	535.850
7	830+73.92	12.458	535.655	535.798
8	830+83.92	12.458	535.609	535.733
9	830+93.92	12.458	535.563	535.658
10	831+03.92	12.458	535.516	535.580
11	831+13.92	12.458	535.470	535.504
12	831+23.92	12.458	535.424	535.435
⊙ Pier 15 NB	831+30.00	12.458	535.396	535.396
14	831+40.00	12.458	535.350	535.350
15	831+50.00	12.458	535.303	535.308
16	831+60.00	12.458	535.257	535.274
17	831+70.00	12.458	535.211	535.240
18	831+80.00	12.458	535.165	535.207
19	831+90.00	12.458	535.118	535.167
20	832+00.00	12.458	535.072	535.122
21	832+10.00	12.458	535.026	535.072
22	832+20.00	12.458	534.980	535.014
23	832+30.00	12.458	534.933	534.953
24	832+40.00	12.458	534.887	534.893
25	832+50.00	12.458	534.841	534.833
26	832+60.00	12.458	534.795	534.775
27	832+70.00	12.458	534.749	534.726
28	832+80.00	12.458	534.702	534.681
29	832+90.00	12.458	534.656	534.649
⊙ Pier 16 NB	832+95.00	12.458	534.633	534.633
31	833+05.00	12.458	534.587	534.622
32	833+15.00	12.458	534.540	534.616
33	833+25.00	12.458	534.494	534.619
34	833+35.00	12.458	534.448	534.627
35	833+45.00	12.458	534.402	534.636
36	833+55.00	12.458	534.355	534.640
37	833+65.00	12.458	534.309	534.637
38	833+75.00	12.458	534.263	534.623
39	833+85.00	12.458	534.217	534.589
40	833+95.00	12.458	534.171	534.546
41	834+05.00	12.458	534.124	534.479
42	834+15.00	12.458	534.078	534.397
43	834+25.00	12.458	534.032	534.302
44	834+35.00	12.458	533.986	534.186
45	834+45.00	12.458	533.939	534.064
⊙ Brg. Pier 17	834+59.08	12.458	533.874	533.874

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 14	830+13.92	21.708	535.748	535.748
2	830+23.92	21.708	535.701	535.749
3	830+33.92	21.708	535.655	535.744
4	830+43.92	21.708	535.609	535.730
5	830+53.92	21.708	535.563	535.704
6	830+63.92	21.708	535.516	535.665
7	830+73.92	21.708	535.470	535.613
8	830+83.92	21.708	535.424	535.548
9	830+93.92	21.708	535.378	535.473
10	831+03.92	21.708	535.331	535.395
11	831+13.92	21.708	535.285	535.319
12	831+23.92	21.708	535.239	535.250
⊙ Pier 15 NB	831+30.00	21.708	535.211	535.211
14	831+40.00	21.708	535.165	535.165
15	831+50.00	21.708	535.118	535.123
16	831+60.00	21.708	535.072	535.089
17	831+70.00	21.708	535.026	535.055
18	831+80.00	21.708	534.980	535.022
19	831+90.00	21.708	534.933	534.982
20	832+00.00	21.708	534.887	534.937
21	832+10.00	21.708	534.841	534.887
22	832+20.00	21.708	534.795	534.829
23	832+30.00	21.708	534.748	534.768
24	832+40.00	21.708	534.702	534.708
25	832+50.00	21.708	534.656	534.648
26	832+60.00	21.708	534.610	534.590
27	832+70.00	21.708	534.564	534.541
28	832+80.00	21.708	534.517	534.496
29	832+90.00	21.708	534.471	534.464
⊙ Pier 16 NB	832+95.00	21.708	534.448	534.448
31	833+05.00	21.708	534.402	534.437
32	833+15.00	21.708	534.355	534.431
33	833+25.00	21.708	534.309	534.434
34	833+35.00	21.708	534.263	534.442
35	833+45.00	21.708	534.217	534.451
36	833+55.00	21.708	534.170	534.455
37	833+65.00	21.708	534.124	534.452
38	833+75.00	21.708	534.078	534.438
39	833+85.00	21.708	534.032	534.404
40	833+95.00	21.708	533.986	534.361
41	834+05.00	21.708	533.939	534.294
42	834+15.00	21.708	533.893	534.212
43	834+25.00	21.708	533.847	534.117
44	834+35.00	21.708	533.801	534.001
45	834+45.00	21.708	533.754	533.879
⊙ Brg. Pier 17	834+59.08	21.708	533.689	533.689

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 14	830+13.92	30.958	535.563	535.563
2	830+23.92	30.958	535.516	535.564
3	830+33.92	30.958	535.470	535.559
4	830+43.92	30.958	535.424	535.545
5	830+53.92	30.958	535.378	535.519
6	830+63.92	30.958	535.331	535.480
7	830+73.92	30.958	535.285	535.428
8	830+83.92	30.958	535.239	535.363
9	830+93.92	30.958	535.193	535.288
10	831+03.92	30.958	535.146	535.210
11	831+13.92	30.958	535.100	535.134
12	831+23.92	30.958	535.054	535.065
⊙ Pier 15 NB	831+30.00	30.958	535.026	535.026
14	831+40.00	30.958	534.980	534.980
15	831+50.00	30.958	534.933	534.938
16	831+60.00	30.958	534.887	534.904
17	831+70.00	30.958	534.841	534.870
18	831+80.00	30.958	534.795	534.837
19	831+90.00	30.958	534.748	534.797
20	832+00.00	30.958	534.702	534.752
21	832+10.00	30.958	534.656	534.702
22	832+20.00	30.958	534.610	534.644
23	832+30.00	30.958	534.563	534.583
24	832+40.00	30.958	534.517	534.523
25	832+50.00	30.958	534.471	534.463
26	832+60.00	30.958	534.425	534.405
27	832+70.00	30.958	534.379	534.356
28	832+80.00	30.958	534.332	534.311
29	832+90.00	30.958	534.286	534.279
⊙ Pier 16 NB	832+95.00	30.958	534.263	534.263
31	833+05.00	30.958	534.217	534.252
32	833+15.00	30.958	534.170	534.246
33	833+25.00	30.958	534.124	534.249
34	833+35.00	30.958	534.078	534.257
35	833+45.00	30.958	534.032	534.266
36	833+55.00	30.958	533.985	534.270
37	833+65.00	30.958	533.939	534.267
38	833+75.00	30.958	533.893	534.253
39	833+85.00	30.958	533.847	534.219
40	833+95.00	30.958	533.801	534.176
41	834+05.00	30.958	533.754	534.109
42	834+15.00	30.958	533.708	534.027
43	834+25.00	30.958	533.662	533.932
44	834+35.00	30.958	533.616	533.816
45	834+45.00	30.958	533.569	533.694
⊙ Brg. Pier 17	834+59.08	30.958	533.504	533.504

GIRDER 10

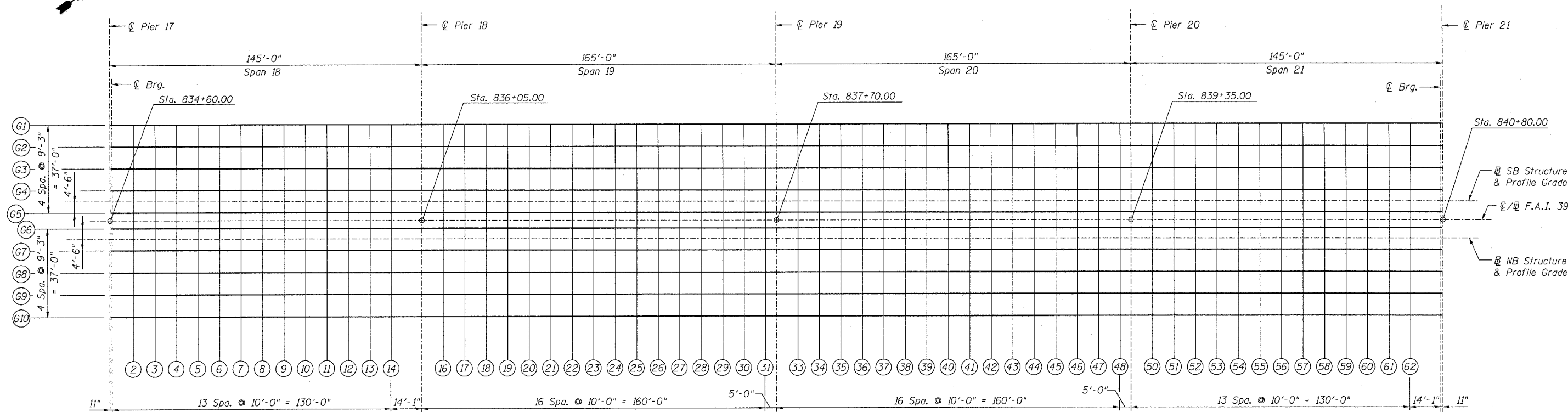
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 14	830+13.92	40.208	535.378	535.378
2	830+23.92	40.208	535.331	535.373
3	830+33.92	40.208	535.285	535.362
4	830+43.92	40.208	535.239	535.344
5	830+53.92	40.208	535.193	535.315
6	830+63.92	40.208	535.146	535.275
7	830+73.92	40.208	535.100	535.224
8	830+83.92	40.208	535.054	535.162
9	830+93.92	40.208	535.008	535.091
10	831+03.92	40.208	534.961	535.016
11	831+13.92	40.208	534.915	534.944
12	831+23.92	40.208	534.869	534.878
⊙ Pier 15 NB	831+30.00	40.208	534.841	534.841
14	831+40.00	40.208	534.795	534.795
15	831+50.00	40.208	534.748	534.753
16	831+60.00	40.208	534.702	534.717
17	831+70.00	40.208	534.656	534.683
18	831+80.00	40.208	534.610	534.648
19	831+90.00	40.208	534.563	534.607
20	832+00.00	40.208	534.517	534.562
21	832+10.00	40.208	534.471	534.512
22	832+20.00	40.208	534.425	534.456
23	832+30.00	40.208	534.378	534.397
24	832+40.00	40.208	534.332	534.338
25	832+50.00	40.208	534.286	534.280
26	832+60.00	40.208	534.240	534.223
27	832+70.00	40.208	534.194	534.174
28	832+80.00	40.208	534.147	534.129
29	832+90.00	40.208	534.101	534.095
⊙ Pier 16 NB	832+95.00	40.208	534.078	534.078
31	833+05.00	40.208	534.032	534.062
32	833+15.00	40.208	533.985	534.051
33	833+25.00	40.208	533.939	534.048
34	833+35.00	40.208	533.893	534.049
35	833+45.00	40.208	533.847	534.051
36	833+55.00	40.208	533.800	534.049
37	833+65.00	40.208	533.754	534.040
38	833+75.00	40.208	533.708	534.022
39	833+85.00	40.208	533.662	533.987
40	833+95.00	40.208	533.616	533.943
41	834+05.00	40.208	533.569	533.879
42	834+15.00	40.208	533.523	533.801
43	834+25.00	40.208	533.477	533.712
44	834+35.00	40.208	533.431	533.606
45	834+45.00	40.208	533.384	533.493
⊙ Brg. Pier 17	834+59.08	40.208	533.319	533.319

**TOP OF SLAB ELEVATIONS- SPANS 15 THRU 17
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**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.I. 39	SECTION 50-4B	COUNTY LASALLE	SHEET 13	SHEET NO. 51
FED. ROAD DIST. NO. 7				ILLINOIS FED. AID PROJECT

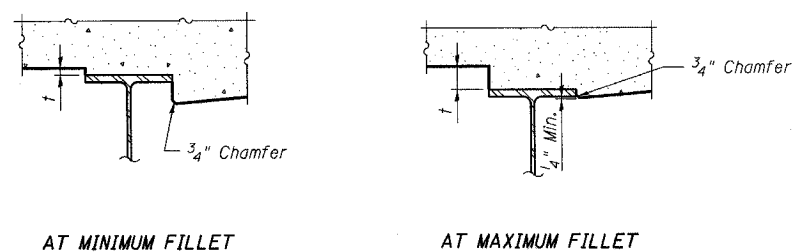
313 SHEETS
Contract # 66586



PLAN

NOTES:

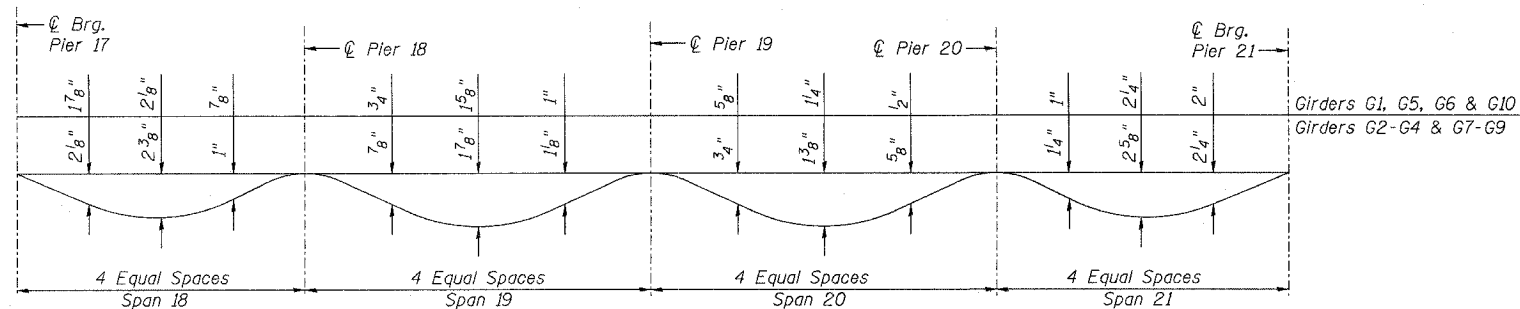
1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheet 20. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Notes.
2. For stations and top of slab elevations see sheets 52 thru 57.



To determine "t": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 52 thru 57, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

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



DEAD LOAD DEFLECTION DIAGRAM

(Due to weight of concrete only)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 52 thru 57.

SCREED PLAN - SPANS 18 THRU 21
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 # 3858

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		74	313 SHEETS
FED. ROAD 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 17	834+60.92	-40.208	533.311	533.311
2	834+70.92	-40.208	533.264	533.316
3	834+80.92	-40.208	533.218	533.316
4	834+90.92	-40.208	533.172	533.310
5	835+00.92	-40.208	533.126	533.290
6	835+10.92	-40.208	533.079	533.258
7	835+20.92	-40.208	533.033	533.217
8	835+30.92	-40.208	532.987	533.163
9	835+40.92	-40.208	532.941	533.097
10	835+50.92	-40.208	532.895	533.026
11	835+60.92	-40.208	532.848	532.948
12	835+70.92	-40.208	532.802	532.872
13	835+80.92	-40.208	532.756	532.798
14	835+90.92	-40.208	532.710	532.727
☉ Pier 18	836+05.00	-40.208	532.644	532.644
16	836+15.00	-40.208	532.598	532.604
17	836+25.00	-40.208	532.552	532.567
18	836+35.00	-40.208	532.506	532.540
19	836+45.00	-40.208	532.460	532.516
20	836+55.00	-40.208	532.413	532.494
21	836+65.00	-40.208	532.367	532.471
22	836+75.00	-40.208	532.321	532.444
23	836+85.00	-40.208	532.275	532.410
24	836+95.00	-40.208	532.228	532.365
25	837+05.00	-40.208	532.182	532.316
26	837+15.00	-40.208	532.136	532.253
27	837+25.00	-40.208	532.090	532.185
28	837+35.00	-40.208	532.043	532.112
29	837+45.00	-40.208	531.997	532.040
30	837+55.00	-40.208	531.951	531.970
31	837+65.00	-40.208	531.905	531.911
☉ Pier 19	837+70.00	-40.208	531.882	531.882
33	837+80.00	-40.208	531.835	531.841
34	837+90.00	-40.208	531.789	531.805
35	838+00.00	-40.208	531.743	531.778
36	838+10.00	-40.208	531.697	531.751
37	838+20.00	-40.208	531.650	531.725
38	838+30.00	-40.208	531.604	531.694
39	838+40.00	-40.208	531.558	531.657
40	838+50.00	-40.208	531.512	531.614
41	838+60.00	-40.208	531.465	531.562
42	838+70.00	-40.208	531.419	531.506
43	838+80.00	-40.208	531.373	531.441
44	838+90.00	-40.208	531.327	531.376
45	839+00.00	-40.208	531.280	531.310

GIRDER 1 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	-40.208	531.234	531.249
47	839+20.00	-40.208	531.188	531.190
48	839+30.00	-40.208	531.142	531.142
☉ Pier 20	839+35.00	-40.208	531.119	531.119
50	839+45.00	-40.208	531.072	531.089
51	839+55.00	-40.208	531.026	531.065
52	839+65.00	-40.208	530.980	531.047
53	839+75.00	-40.208	530.934	531.034
54	839+85.00	-40.208	530.887	531.021
55	839+95.00	-40.208	530.841	531.005
56	840+05.00	-40.208	530.795	530.981
57	840+15.00	-40.208	530.749	530.945
58	840+25.00	-40.208	530.702	530.900
59	840+35.00	-40.208	530.656	530.843
60	840+45.00	-40.208	530.610	530.769
61	840+55.00	-40.208	530.564	530.686
62	840+65.00	-40.208	530.517	530.595
☉ Brg. Pier 21	840+79.08	-40.208	530.452	530.452

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
☉ Brg. Pier 17	834+60.92	-30.958	533.496	533.496
2	834+70.92	-30.958	533.449	533.509
3	834+80.92	-30.958	533.403	533.515
4	834+90.92	-30.958	533.357	533.515
5	835+00.92	-30.958	533.311	533.499
6	835+10.92	-30.958	533.264	533.469
7	835+20.92	-30.958	533.218	533.429
8	835+30.92	-30.958	533.172	533.373
9	835+40.92	-30.958	533.126	533.305
10	835+50.92	-30.958	533.080	533.229
11	835+60.92	-30.958	533.033	533.147
12	835+70.92	-30.958	532.987	533.066
13	835+80.92	-30.958	532.941	532.989
14	835+90.92	-30.958	532.895	532.915
☉ Pier 18	836+05.00	-30.958	532.829	532.829
16	836+15.00	-30.958	532.783	532.789
17	836+25.00	-30.958	532.737	532.755
18	836+35.00	-30.958	532.691	532.729
19	836+45.00	-30.958	532.645	532.709
20	836+55.00	-30.958	532.598	532.691
21	836+65.00	-30.958	532.552	532.671
22	836+75.00	-30.958	532.506	532.646
23	836+85.00	-30.958	532.460	532.614
24	836+95.00	-30.958	532.413	532.570
25	837+05.00	-30.958	532.367	532.520
26	837+15.00	-30.958	532.321	532.455
27	837+25.00	-30.958	532.275	532.384
28	837+35.00	-30.958	532.228	532.307
29	837+45.00	-30.958	532.182	532.232
30	837+55.00	-30.958	532.136	532.158
31	837+65.00	-30.958	532.090	532.097
☉ Pier 19	837+70.00	-30.958	532.067	532.067
33	837+80.00	-30.958	532.020	532.027
34	837+90.00	-30.958	531.974	531.992
35	838+00.00	-30.958	531.928	531.967
36	838+10.00	-30.958	531.882	531.944
37	838+20.00	-30.958	531.835	531.920
38	838+30.00	-30.958	531.789	531.891
39	838+40.00	-30.958	531.743	531.856
40	838+50.00	-30.958	531.697	531.813
41	838+60.00	-30.958	531.650	531.760
42	838+70.00	-30.958	531.604	531.702
43	838+80.00	-30.958	531.558	531.636
44	838+90.00	-30.958	531.512	531.568
45	839+00.00	-30.958	531.465	531.499

GIRDER 2 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	-30.958	531.419	531.435
47	839+20.00	-30.958	531.373	531.375
48	839+30.00	-30.958	531.327	531.327
☉ Pier 20	839+35.00	-30.958	531.304	531.304
50	839+45.00	-30.958	531.257	531.276
51	839+55.00	-30.958	531.211	531.256
52	839+65.00	-30.958	531.165	531.242
53	839+75.00	-30.958	531.119	531.234
54	839+85.00	-30.958	531.072	531.225
55	839+95.00	-30.958	531.026	531.214
56	840+05.00	-30.958	530.980	531.193
57	840+15.00	-30.958	530.934	531.159
58	840+25.00	-30.958	530.887	531.113
59	840+35.00	-30.958	530.841	531.055
60	840+45.00	-30.958	530.795	530.977
61	840+55.00	-30.958	530.749	530.889
62	840+65.00	-30.958	530.702	530.791
☉ Brg. Pier 21	840+79.08	-30.958	530.637	530.637

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ☉/☉ F.A.I. 39.
2. Work this sheet with sheet 51.

**TOP OF SLAB ELEVATIONS- SPANS 18 THRU 21
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
312-565-0460
Job # 3856

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

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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		19	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 17	834+60.92	-21.708	533.681	533.681
2	834+70.92	-21.708	533.634	533.694
3	834+80.92	-21.708	533.588	533.700
4	834+90.92	-21.708	533.542	533.700
5	835+00.92	-21.708	533.496	533.684
6	835+10.92	-21.708	533.449	533.654
7	835+20.92	-21.708	533.403	533.614
8	835+30.92	-21.708	533.357	533.558
9	835+40.92	-21.708	533.311	533.490
10	835+50.92	-21.708	533.265	533.414
11	835+60.92	-21.708	533.218	533.332
12	835+70.92	-21.708	533.172	533.251
13	835+80.92	-21.708	533.126	533.174
14	835+90.92	-21.708	533.080	533.100
⊙ Pier 18	836+05.00	-21.708	533.014	533.014
16	836+15.00	-21.708	532.968	532.974
17	836+25.00	-21.708	532.922	532.940
18	836+35.00	-21.708	532.876	532.914
19	836+45.00	-21.708	532.830	532.894
20	836+55.00	-21.708	532.783	532.876
21	836+65.00	-21.708	532.737	532.856
22	836+75.00	-21.708	532.691	532.831
23	836+85.00	-21.708	532.645	532.799
24	836+95.00	-21.708	532.598	532.755
25	837+05.00	-21.708	532.552	532.705
26	837+15.00	-21.708	532.506	532.640
27	837+25.00	-21.708	532.460	532.569
28	837+35.00	-21.708	532.413	532.492
29	837+45.00	-21.708	532.367	532.417
30	837+55.00	-21.708	532.321	532.343
31	837+65.00	-21.708	532.275	532.282
⊙ Pier 19	837+70.00	-21.708	532.252	532.252
33	837+80.00	-21.708	532.205	532.212
34	837+90.00	-21.708	532.159	532.177
35	838+00.00	-21.708	532.113	532.152
36	838+10.00	-21.708	532.067	532.129
37	838+20.00	-21.708	532.020	532.105
38	838+30.00	-21.708	531.974	532.076
39	838+40.00	-21.708	531.928	532.041
40	838+50.00	-21.708	531.882	531.998
41	838+60.00	-21.708	531.835	531.945
42	838+70.00	-21.708	531.789	531.887
43	838+80.00	-21.708	531.743	531.821
44	838+90.00	-21.708	531.697	531.753
45	839+00.00	-21.708	531.650	531.684

GIRDER 3 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	-21.708	531.604	531.620
47	839+20.00	-21.708	531.558	531.560
48	839+30.00	-21.708	531.512	531.512
⊙ Pier 20	839+35.00	-21.708	531.489	531.489
50	839+45.00	-21.708	531.442	531.461
51	839+55.00	-21.708	531.396	531.441
52	839+65.00	-21.708	531.350	531.427
53	839+75.00	-21.708	531.304	531.419
54	839+85.00	-21.708	531.257	531.410
55	839+95.00	-21.708	531.211	531.399
56	840+05.00	-21.708	531.165	531.378
57	840+15.00	-21.708	531.119	531.344
58	840+25.00	-21.708	531.072	531.298
59	840+35.00	-21.708	531.026	531.240
60	840+45.00	-21.708	530.980	531.162
61	840+55.00	-21.708	530.934	531.074
62	840+65.00	-21.708	530.887	530.976
⊙ Brg. Pier 21	840+79.08	-21.708	530.822	530.822

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 17	834+60.92	-12.458	533.866	533.866
2	834+70.92	-12.458	533.819	533.879
3	834+80.92	-12.458	533.773	533.885
4	834+90.92	-12.458	533.727	533.885
5	835+00.92	-12.458	533.681	533.869
6	835+10.92	-12.458	533.634	533.839
7	835+20.92	-12.458	533.588	533.799
8	835+30.92	-12.458	533.542	533.743
9	835+40.92	-12.458	533.496	533.675
10	835+50.92	-12.458	533.450	533.599
11	835+60.92	-12.458	533.403	533.517
12	835+70.92	-12.458	533.357	533.436
13	835+80.92	-12.458	533.311	533.359
14	835+90.92	-12.458	533.265	533.285
⊙ Pier 18	836+05.00	-12.458	533.199	533.199
16	836+15.00	-12.458	533.153	533.159
17	836+25.00	-12.458	533.107	533.125
18	836+35.00	-12.458	533.061	533.099
19	836+45.00	-12.458	533.015	533.079
20	836+55.00	-12.458	532.968	533.061
21	836+65.00	-12.458	532.922	533.041
22	836+75.00	-12.458	532.876	533.016
23	836+85.00	-12.458	532.830	532.984
24	836+95.00	-12.458	532.783	532.940
25	837+05.00	-12.458	532.737	532.890
26	837+15.00	-12.458	532.691	532.825
27	837+25.00	-12.458	532.645	532.754
28	837+35.00	-12.458	532.598	532.677
29	837+45.00	-12.458	532.552	532.602
30	837+55.00	-12.458	532.506	532.528
31	837+65.00	-12.458	532.460	532.467
⊙ Pier 19	837+70.00	-12.458	532.437	532.437
33	837+80.00	-12.458	532.390	532.397
34	837+90.00	-12.458	532.344	532.362
35	838+00.00	-12.458	532.298	532.337
36	838+10.00	-12.458	532.252	532.314
37	838+20.00	-12.458	532.205	532.290
38	838+30.00	-12.458	532.159	532.261
39	838+40.00	-12.458	532.113	532.226
40	838+50.00	-12.458	532.067	532.183
41	838+60.00	-12.458	532.020	532.130
42	838+70.00	-12.458	531.974	532.072
43	838+80.00	-12.458	531.928	532.006
44	838+90.00	-12.458	531.882	531.938
45	839+00.00	-12.458	531.835	531.869

GIRDER 4 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	-12.458	531.789	531.805
47	839+20.00	-12.458	531.743	531.745
48	839+30.00	-12.458	531.697	531.697
⊙ Pier 20	839+35.00	-12.458	531.674	531.674
50	839+45.00	-12.458	531.627	531.646
51	839+55.00	-12.458	531.581	531.626
52	839+65.00	-12.458	531.535	531.612
53	839+75.00	-12.458	531.489	531.604
54	839+85.00	-12.458	531.442	531.595
55	839+95.00	-12.458	531.396	531.584
56	840+05.00	-12.458	531.350	531.563
57	840+15.00	-12.458	531.304	531.529
58	840+25.00	-12.458	531.257	531.483
59	840+35.00	-12.458	531.211	531.425
60	840+45.00	-12.458	531.165	531.347
61	840+55.00	-12.458	531.119	531.259
62	840+65.00	-12.458	531.072	531.161
⊙ Brg. Pier 21	840+79.08	-12.458	531.007	531.007

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊙/⊙ F.A.I. 39.
2. Work this sheet with sheet 51.

**TOP OF SLAB ELEVATIONS-SPANS 18 THRU 21
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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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 54 313 SHEETS
F.A.I. 39	50-4B	LASALLE		76	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

SB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 17	834+60.92	-7.708	533.961	533.961
2	834+70.92	-7.708	533.914	533.974
3	834+80.92	-7.708	533.868	533.980
4	834+90.92	-7.708	533.822	533.980
5	835+00.92	-7.708	533.776	533.964
6	835+10.92	-7.708	533.729	533.934
7	835+20.92	-7.708	533.683	533.894
8	835+30.92	-7.708	533.637	533.838
9	835+40.92	-7.708	533.591	533.770
10	835+50.92	-7.708	533.545	533.694
11	835+60.92	-7.708	533.498	533.612
12	835+70.92	-7.708	533.452	533.531
13	835+80.92	-7.708	533.406	533.454
14	835+90.92	-7.708	533.360	533.380
⊕ Pier 18	836+05.00	-7.708	533.294	533.294
16	836+15.00	-7.708	533.248	533.254
17	836+25.00	-7.708	533.202	533.220
18	836+35.00	-7.708	533.156	533.194
19	836+45.00	-7.708	533.110	533.174
20	836+55.00	-7.708	533.063	533.156
21	836+65.00	-7.708	533.017	533.136
22	836+75.00	-7.708	532.971	533.111
23	836+85.00	-7.708	532.925	533.079
24	836+95.00	-7.708	532.878	533.035
25	837+05.00	-7.708	532.832	532.985
26	837+15.00	-7.708	532.786	532.920
27	837+25.00	-7.708	532.740	532.849
28	837+35.00	-7.708	532.693	532.772
29	837+45.00	-7.708	532.647	532.697
30	837+55.00	-7.708	532.601	532.623
31	837+65.00	-7.708	532.555	532.562
⊕ Pier 19	837+70.00	-7.708	532.532	532.532
33	837+80.00	-7.708	532.485	532.492
34	837+90.00	-7.708	532.439	532.457
35	838+00.00	-7.708	532.393	532.432
36	838+10.00	-7.708	532.347	532.409
37	838+20.00	-7.708	532.300	532.385
38	838+30.00	-7.708	532.254	532.356
39	838+40.00	-7.708	532.208	532.321
40	838+50.00	-7.708	532.162	532.278
41	838+60.00	-7.708	532.115	532.225
42	838+70.00	-7.708	532.069	532.167
43	838+80.00	-7.708	532.023	532.101
44	838+90.00	-7.708	531.977	532.033
45	839+00.00	-7.708	531.930	531.964

SB PGL (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	-7.708	531.884	531.900
47	839+20.00	-7.708	531.838	531.840
48	839+30.00	-7.708	531.792	531.792
⊕ Pier 20	839+35.00	-7.708	531.769	531.769
50	839+45.00	-7.708	531.722	531.741
51	839+55.00	-7.708	531.676	531.721
52	839+65.00	-7.708	531.630	531.707
53	839+75.00	-7.708	531.584	531.699
54	839+85.00	-7.708	531.537	531.690
55	839+95.00	-7.708	531.491	531.679
56	840+05.00	-7.708	531.445	531.658
57	840+15.00	-7.708	531.399	531.624
58	840+25.00	-7.708	531.352	531.578
59	840+35.00	-7.708	531.306	531.520
60	840+45.00	-7.708	531.260	531.442
61	840+55.00	-7.708	531.214	531.354
62	840+65.00	-7.708	531.167	531.256
⊕ Brg. Pier 21	840+79.08	-7.708	531.102	531.102

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 17	834+60.92	-3.208	534.051	534.051
2	834+70.92	-3.208	534.004	534.056
3	834+80.92	-3.208	533.958	534.056
4	834+90.92	-3.208	533.912	534.050
5	835+00.92	-3.208	533.866	534.030
6	835+10.92	-3.208	533.819	533.998
7	835+20.92	-3.208	533.773	533.957
8	835+30.92	-3.208	533.727	533.903
9	835+40.92	-3.208	533.681	533.837
10	835+50.92	-3.208	533.635	533.766
11	835+60.92	-3.208	533.588	533.688
12	835+70.92	-3.208	533.542	533.612
13	835+80.92	-3.208	533.496	533.538
14	835+90.92	-3.208	533.450	533.467
⊕ Pier 18	836+05.00	-3.208	533.384	533.384
16	836+15.00	-3.208	533.338	533.344
17	836+25.00	-3.208	533.292	533.307
18	836+35.00	-3.208	533.246	533.280
19	836+45.00	-3.208	533.200	533.256
20	836+55.00	-3.208	533.153	533.234
21	836+65.00	-3.208	533.107	533.211
22	836+75.00	-3.208	533.061	533.184
23	836+85.00	-3.208	533.015	533.150
24	836+95.00	-3.208	532.968	533.105
25	837+05.00	-3.208	532.922	533.056
26	837+15.00	-3.208	532.876	532.993
27	837+25.00	-3.208	532.830	532.925
28	837+35.00	-3.208	532.783	532.852
29	837+45.00	-3.208	532.737	532.780
30	837+55.00	-3.208	532.691	532.710
31	837+65.00	-3.208	532.645	532.651
⊕ Pier 19	837+70.00	-3.208	532.622	532.622
33	837+80.00	-3.208	532.575	532.581
34	837+90.00	-3.208	532.529	532.545
35	838+00.00	-3.208	532.483	532.518
36	838+10.00	-3.208	532.437	532.491
37	838+20.00	-3.208	532.390	532.465
38	838+30.00	-3.208	532.344	532.434
39	838+40.00	-3.208	532.298	532.397
40	838+50.00	-3.208	532.252	532.354
41	838+60.00	-3.208	532.205	532.302
42	838+70.00	-3.208	532.159	532.246
43	838+80.00	-3.208	532.113	532.181
44	838+90.00	-3.208	532.067	532.116
45	839+00.00	-3.208	532.020	532.050

GIRDER 5 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	-3.208	531.974	531.989
47	839+20.00	-3.208	531.928	531.930
48	839+30.00	-3.208	531.882	531.882
⊕ Pier 20	839+35.00	-3.208	531.859	531.859
50	839+45.00	-3.208	531.812	531.829
51	839+55.00	-3.208	531.766	531.805
52	839+65.00	-3.208	531.720	531.787
53	839+75.00	-3.208	531.674	531.774
54	839+85.00	-3.208	531.627	531.761
55	839+95.00	-3.208	531.581	531.745
56	840+05.00	-3.208	531.535	531.721
57	840+15.00	-3.208	531.489	531.685
58	840+25.00	-3.208	531.442	531.640
59	840+35.00	-3.208	531.396	531.583
60	840+45.00	-3.208	531.350	531.509
61	840+55.00	-3.208	531.304	531.426
62	840+65.00	-3.208	531.257	531.335
⊕ Brg. Pier 21	840+79.08	-3.208	531.192	531.192

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
2. Work this sheet with sheet 51.

TOP OF SLAB ELEVATIONS- SPANS 18 THRU 21
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
312-965-0460
Job # 3856

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

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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 55
F.A.I. 39	50-4B	LASALLE		11	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT		

Contract # 66586

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 17	834+60.92	3.208	534.051	534.051
2	834+70.92	3.208	534.004	534.056
3	834+80.92	3.208	533.958	534.056
4	834+90.92	3.208	533.912	534.050
5	835+00.92	3.208	533.866	534.030
6	835+10.92	3.208	533.819	533.998
7	835+20.92	3.208	533.773	533.957
8	835+30.92	3.208	533.727	533.903
9	835+40.92	3.208	533.681	533.837
10	835+50.92	3.208	533.635	533.766
11	835+60.92	3.208	533.588	533.688
12	835+70.92	3.208	533.542	533.612
13	835+80.92	3.208	533.496	533.538
14	835+90.92	3.208	533.450	533.467
⊕ Pier 18	836+05.00	3.208	533.384	533.384
16	836+15.00	3.208	533.338	533.344
17	836+25.00	3.208	533.292	533.307
18	836+35.00	3.208	533.246	533.280
19	836+45.00	3.208	533.200	533.256
20	836+55.00	3.208	533.153	533.234
21	836+65.00	3.208	533.107	533.211
22	836+75.00	3.208	533.061	533.184
23	836+85.00	3.208	533.015	533.150
24	836+95.00	3.208	532.968	533.105
25	837+05.00	3.208	532.922	533.056
26	837+15.00	3.208	532.876	532.993
27	837+25.00	3.208	532.830	532.925
28	837+35.00	3.208	532.783	532.852
29	837+45.00	3.208	532.737	532.780
30	837+55.00	3.208	532.691	532.710
31	837+65.00	3.208	532.645	532.651
⊕ Pier 19	837+70.00	3.208	532.622	532.622
33	837+80.00	3.208	532.575	532.581
34	837+90.00	3.208	532.529	532.545
35	838+00.00	3.208	532.483	532.518
36	838+10.00	3.208	532.437	532.491
37	838+20.00	3.208	532.390	532.465
38	838+30.00	3.208	532.344	532.434
39	838+40.00	3.208	532.298	532.397
40	838+50.00	3.208	532.252	532.354
41	838+60.00	3.208	532.205	532.302
42	838+70.00	3.208	532.159	532.246
43	838+80.00	3.208	532.113	532.181
44	838+90.00	3.208	532.067	532.116
45	839+00.00	3.208	532.020	532.050

GIRDER 6 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	3.208	531.974	531.989
47	839+20.00	3.208	531.928	531.930
48	839+30.00	3.208	531.882	531.882
⊕ Pier 20	839+35.00	3.208	531.859	531.859
50	839+45.00	3.208	531.812	531.829
51	839+55.00	3.208	531.766	531.805
52	839+65.00	3.208	531.720	531.787
53	839+75.00	3.208	531.674	531.774
54	839+85.00	3.208	531.627	531.761
55	839+95.00	3.208	531.581	531.745
56	840+05.00	3.208	531.535	531.721
57	840+15.00	3.208	531.489	531.685
58	840+25.00	3.208	531.442	531.640
59	840+35.00	3.208	531.396	531.583
60	840+45.00	3.208	531.350	531.509
61	840+55.00	3.208	531.304	531.426
62	840+65.00	3.208	531.257	531.335
⊕ Brg. Pier 21	840+79.08	3.208	531.192	531.192

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 17	834+60.92	7.708	533.961	533.961
2	834+70.92	7.708	533.914	533.974
3	834+80.92	7.708	533.868	533.980
4	834+90.92	7.708	533.822	533.980
5	835+00.92	7.708	533.776	533.964
6	835+10.92	7.708	533.729	533.934
7	835+20.92	7.708	533.683	533.894
8	835+30.92	7.708	533.637	533.838
9	835+40.92	7.708	533.591	533.770
10	835+50.92	7.708	533.545	533.694
11	835+60.92	7.708	533.498	533.612
12	835+70.92	7.708	533.452	533.531
13	835+80.92	7.708	533.406	533.454
14	835+90.92	7.708	533.360	533.380
⊕ Pier 18	836+05.00	7.708	533.294	533.294
16	836+15.00	7.708	533.248	533.254
17	836+25.00	7.708	533.202	533.220
18	836+35.00	7.708	533.156	533.194
19	836+45.00	7.708	533.110	533.174
20	836+55.00	7.708	533.063	533.156
21	836+65.00	7.708	533.017	533.136
22	836+75.00	7.708	532.971	533.111
23	836+85.00	7.708	532.925	533.079
24	836+95.00	7.708	532.878	533.035
25	837+05.00	7.708	532.832	532.985
26	837+15.00	7.708	532.786	532.920
27	837+25.00	7.708	532.740	532.849
28	837+35.00	7.708	532.693	532.772
29	837+45.00	7.708	532.647	532.697
30	837+55.00	7.708	532.601	532.623
31	837+65.00	7.708	532.555	532.562
⊕ Pier 19	837+70.00	7.708	532.532	532.532
33	837+80.00	7.708	532.485	532.492
34	837+90.00	7.708	532.439	532.457
35	838+00.00	7.708	532.393	532.432
36	838+10.00	7.708	532.347	532.409
37	838+20.00	7.708	532.300	532.385
38	838+30.00	7.708	532.254	532.356
39	838+40.00	7.708	532.208	532.321
40	838+50.00	7.708	532.162	532.278
41	838+60.00	7.708	532.115	532.225
42	838+70.00	7.708	532.069	532.167
43	838+80.00	7.708	532.023	532.101
44	838+90.00	7.708	531.977	532.033
45	839+00.00	7.708	531.930	531.964

NB PGL (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	7.708	531.884	531.900
47	839+20.00	7.708	531.838	531.840
48	839+30.00	7.708	531.792	531.792
⊕ Pier 20	839+35.00	7.708	531.769	531.769
50	839+45.00	7.708	531.722	531.741
51	839+55.00	7.708	531.676	531.721
52	839+65.00	7.708	531.630	531.707
53	839+75.00	7.708	531.584	531.699
54	839+85.00	7.708	531.537	531.690
55	839+95.00	7.708	531.491	531.679
56	840+05.00	7.708	531.445	531.658
57	840+15.00	7.708	531.399	531.624
58	840+25.00	7.708	531.352	531.578
59	840+35.00	7.708	531.306	531.520
60	840+45.00	7.708	531.260	531.442
61	840+55.00	7.708	531.214	531.354
62	840+65.00	7.708	531.167	531.256
⊕ Brg. Pier 21	840+79.08	7.708	531.102	531.102

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
2. Work this sheet with sheet 51.

**TOP OF SLAB ELEVATIONS- SPANS 18 THRU 21
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
206 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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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET
F.A.I. 39	50-4B	LASALLE	18	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract # 66586

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 17	834+60.92	12.458	533.866	533.866
2	834+70.92	12.458	533.819	533.879
3	834+80.92	12.458	533.773	533.885
4	834+90.92	12.458	533.727	533.885
5	835+00.92	12.458	533.681	533.869
6	835+10.92	12.458	533.634	533.839
7	835+20.92	12.458	533.588	533.799
8	835+30.92	12.458	533.542	533.743
9	835+40.92	12.458	533.496	533.675
10	835+50.92	12.458	533.450	533.599
11	835+60.92	12.458	533.403	533.517
12	835+70.92	12.458	533.357	533.436
13	835+80.92	12.458	533.311	533.359
14	835+90.92	12.458	533.265	533.285
⊕ Pier 18	836+05.00	12.458	533.199	533.199
16	836+15.00	12.458	533.153	533.159
17	836+25.00	12.458	533.107	533.125
18	836+35.00	12.458	533.061	533.099
19	836+45.00	12.458	533.015	533.079
20	836+55.00	12.458	532.968	533.061
21	836+65.00	12.458	532.922	533.041
22	836+75.00	12.458	532.876	533.016
23	836+85.00	12.458	532.830	532.984
24	836+95.00	12.458	532.783	532.940
25	837+05.00	12.458	532.737	532.890
26	837+15.00	12.458	532.691	532.825
27	837+25.00	12.458	532.645	532.754
28	837+35.00	12.458	532.598	532.677
29	837+45.00	12.458	532.552	532.602
30	837+55.00	12.458	532.506	532.528
31	837+65.00	12.458	532.460	532.467
⊕ Pier 19	837+70.00	12.458	532.437	532.437
33	837+80.00	12.458	532.390	532.397
34	837+90.00	12.458	532.344	532.362
35	838+00.00	12.458	532.298	532.337
36	838+10.00	12.458	532.252	532.314
37	838+20.00	12.458	532.205	532.290
38	838+30.00	12.458	532.159	532.261
39	838+40.00	12.458	532.113	532.226
40	838+50.00	12.458	532.067	532.183
41	838+60.00	12.458	532.020	532.130
42	838+70.00	12.458	531.974	532.072
43	838+80.00	12.458	531.928	532.006
44	838+90.00	12.458	531.882	531.938
45	839+00.00	12.458	531.835	531.869

GIRDER 7 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	12.458	531.789	531.805
47	839+20.00	12.458	531.743	531.745
48	839+30.00	12.458	531.697	531.697
⊕ Pier 20	839+35.00	12.458	531.674	531.674
50	839+45.00	12.458	531.627	531.646
51	839+55.00	12.458	531.581	531.626
52	839+65.00	12.458	531.535	531.612
53	839+75.00	12.458	531.489	531.604
54	839+85.00	12.458	531.442	531.595
55	839+95.00	12.458	531.396	531.584
56	840+05.00	12.458	531.350	531.563
57	840+15.00	12.458	531.304	531.529
58	840+25.00	12.458	531.257	531.483
59	840+35.00	12.458	531.211	531.425
60	840+45.00	12.458	531.165	531.347
61	840+55.00	12.458	531.119	531.259
62	840+65.00	12.458	531.072	531.161
⊕ Brg. Pier 21	840+79.08	12.458	531.007	531.007

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 17	834+60.92	21.708	533.681	533.681
2	834+70.92	21.708	533.634	533.694
3	834+80.92	21.708	533.588	533.700
4	834+90.92	21.708	533.542	533.700
5	835+00.92	21.708	533.496	533.684
6	835+10.92	21.708	533.449	533.654
7	835+20.92	21.708	533.403	533.614
8	835+30.92	21.708	533.357	533.558
9	835+40.92	21.708	533.311	533.490
10	835+50.92	21.708	533.265	533.414
11	835+60.92	21.708	533.218	533.332
12	835+70.92	21.708	533.172	533.251
13	835+80.92	21.708	533.126	533.174
14	835+90.92	21.708	533.080	533.100
⊕ Pier 18	836+05.00	21.708	533.014	533.014
16	836+15.00	21.708	532.968	532.974
17	836+25.00	21.708	532.922	532.940
18	836+35.00	21.708	532.876	532.914
19	836+45.00	21.708	532.830	532.894
20	836+55.00	21.708	532.783	532.876
21	836+65.00	21.708	532.737	532.856
22	836+75.00	21.708	532.691	532.831
23	836+85.00	21.708	532.645	532.799
24	836+95.00	21.708	532.598	532.755
25	837+05.00	21.708	532.552	532.705
26	837+15.00	21.708	532.506	532.640
27	837+25.00	21.708	532.460	532.569
28	837+35.00	21.708	532.413	532.492
29	837+45.00	21.708	532.367	532.417
30	837+55.00	21.708	532.321	532.343
31	837+65.00	21.708	532.275	532.282
⊕ Pier 19	837+70.00	21.708	532.252	532.252
33	837+80.00	21.708	532.205	532.212
34	837+90.00	21.708	532.159	532.177
35	838+00.00	21.708	532.113	532.152
36	838+10.00	21.708	532.067	532.129
37	838+20.00	21.708	532.020	532.105
38	838+30.00	21.708	531.974	532.076
39	838+40.00	21.708	531.928	532.041
40	838+50.00	21.708	531.882	531.998
41	838+60.00	21.708	531.835	531.945
42	838+70.00	21.708	531.789	531.887
43	838+80.00	21.708	531.743	531.821
44	838+90.00	21.708	531.697	531.753
45	839+00.00	21.708	531.650	531.684

GIRDER 8 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	21.708	531.604	531.620
47	839+20.00	21.708	531.558	531.560
48	839+30.00	21.708	531.512	531.512
⊕ Pier 20	839+35.00	21.708	531.489	531.489
50	839+45.00	21.708	531.442	531.461
51	839+55.00	21.708	531.396	531.441
52	839+65.00	21.708	531.350	531.427
53	839+75.00	21.708	531.304	531.419
54	839+85.00	21.708	531.257	531.410
55	839+95.00	21.708	531.211	531.399
56	840+05.00	21.708	531.165	531.378
57	840+15.00	21.708	531.119	531.344
58	840+25.00	21.708	531.072	531.298
59	840+35.00	21.708	531.026	531.240
60	840+45.00	21.708	530.980	531.162
61	840+55.00	21.708	530.934	531.074
62	840+65.00	21.708	530.887	530.976
⊕ Brg. Pier 21	840+79.08	21.708	530.822	530.822

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
2. Work this sheet with sheet 51.

**TOP OF SLAB ELEVATIONS-SPANS 18 THRU 21
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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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 57
F.A.I. 39	50-4B	LASALLE		19	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 17	834+60.92	30.958	533.496	533.496
2	834+70.92	30.958	533.449	533.509
3	834+80.92	30.958	533.403	533.515
4	834+90.92	30.958	533.357	533.515
5	835+00.92	30.958	533.311	533.499
6	835+10.92	30.958	533.264	533.469
7	835+20.92	30.958	533.218	533.429
8	835+30.92	30.958	533.172	533.373
9	835+40.92	30.958	533.126	533.305
10	835+50.92	30.958	533.080	533.229
11	835+60.92	30.958	533.033	533.147
12	835+70.92	30.958	532.987	533.066
13	835+80.92	30.958	532.941	532.989
14	835+90.92	30.958	532.895	532.915
⊕ Pier 18	836+05.00	30.958	532.829	532.829
16	836+15.00	30.958	532.783	532.789
17	836+25.00	30.958	532.737	532.755
18	836+35.00	30.958	532.691	532.729
19	836+45.00	30.958	532.645	532.709
20	836+55.00	30.958	532.598	532.691
21	836+65.00	30.958	532.552	532.671
22	836+75.00	30.958	532.506	532.646
23	836+85.00	30.958	532.460	532.614
24	836+95.00	30.958	532.413	532.570
25	837+05.00	30.958	532.367	532.520
26	837+15.00	30.958	532.321	532.455
27	837+25.00	30.958	532.275	532.384
28	837+35.00	30.958	532.228	532.307
29	837+45.00	30.958	532.182	532.232
30	837+55.00	30.958	532.136	532.158
31	837+65.00	30.958	532.090	532.097
⊕ Pier 19	837+70.00	30.958	532.067	532.067
33	837+80.00	30.958	532.020	532.027
34	837+90.00	30.958	531.974	531.992
35	838+00.00	30.958	531.928	531.967
36	838+10.00	30.958	531.882	531.944
37	838+20.00	30.958	531.835	531.920
38	838+30.00	30.958	531.789	531.891
39	838+40.00	30.958	531.743	531.856
40	838+50.00	30.958	531.697	531.813
41	838+60.00	30.958	531.650	531.760
42	838+70.00	30.958	531.604	531.702
43	838+80.00	30.958	531.558	531.636
44	838+90.00	30.958	531.512	531.568
45	839+00.00	30.958	531.465	531.499

GIRDER 9 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	30.958	531.419	531.435
47	839+20.00	30.958	531.373	531.375
48	839+30.00	30.958	531.327	531.327
⊕ Pier 20	839+35.00	30.958	531.304	531.304
50	839+45.00	30.958	531.257	531.276
51	839+55.00	30.958	531.211	531.256
52	839+65.00	30.958	531.165	531.242
53	839+75.00	30.958	531.119	531.234
54	839+85.00	30.958	531.072	531.225
55	839+95.00	30.958	531.026	531.214
56	840+05.00	30.958	530.980	531.193
57	840+15.00	30.958	530.934	531.159
58	840+25.00	30.958	530.887	531.113
59	840+35.00	30.958	530.841	531.055
60	840+45.00	30.958	530.795	530.977
61	840+55.00	30.958	530.749	530.889
62	840+65.00	30.958	530.702	530.791
⊕ Brg. Pier 21	840+79.08	30.958	530.637	530.637

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 17	834+60.92	40.208	533.311	533.311
2	834+70.92	40.208	533.264	533.316
3	834+80.92	40.208	533.218	533.316
4	834+90.92	40.208	533.172	533.310
5	835+00.92	40.208	533.126	533.290
6	835+10.92	40.208	533.079	533.258
7	835+20.92	40.208	533.033	533.217
8	835+30.92	40.208	532.987	533.163
9	835+40.92	40.208	532.941	533.097
10	835+50.92	40.208	532.895	533.026
11	835+60.92	40.208	532.848	532.948
12	835+70.92	40.208	532.802	532.872
13	835+80.92	40.208	532.756	532.798
14	835+90.92	40.208	532.710	532.727
⊕ Pier 18	836+05.00	40.208	532.644	532.644
16	836+15.00	40.208	532.598	532.604
17	836+25.00	40.208	532.552	532.567
18	836+35.00	40.208	532.506	532.540
19	836+45.00	40.208	532.460	532.516
20	836+55.00	40.208	532.413	532.494
21	836+65.00	40.208	532.367	532.471
22	836+75.00	40.208	532.321	532.444
23	836+85.00	40.208	532.275	532.410
24	836+95.00	40.208	532.228	532.365
25	837+05.00	40.208	532.182	532.316
26	837+15.00	40.208	532.136	532.253
27	837+25.00	40.208	532.090	532.185
28	837+35.00	40.208	532.043	532.112
29	837+45.00	40.208	531.997	532.040
30	837+55.00	40.208	531.951	531.970
31	837+65.00	40.208	531.905	531.911
⊕ Pier 19	837+70.00	40.208	531.882	531.882
33	837+80.00	40.208	531.835	531.841
34	837+90.00	40.208	531.789	531.805
35	838+00.00	40.208	531.743	531.778
36	838+10.00	40.208	531.697	531.751
37	838+20.00	40.208	531.650	531.725
38	838+30.00	40.208	531.604	531.694
39	838+40.00	40.208	531.558	531.657
40	838+50.00	40.208	531.512	531.614
41	838+60.00	40.208	531.465	531.562
42	838+70.00	40.208	531.419	531.506
43	838+80.00	40.208	531.373	531.441
44	838+90.00	40.208	531.327	531.376
45	839+00.00	40.208	531.280	531.310

GIRDER 10 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	839+10.00	40.208	531.234	531.249
47	839+20.00	40.208	531.188	531.190
48	839+30.00	40.208	531.142	531.142
⊕ Pier 20	839+35.00	40.208	531.119	531.119
50	839+45.00	40.208	531.072	531.089
51	839+55.00	40.208	531.026	531.065
52	839+65.00	40.208	530.980	531.047
53	839+75.00	40.208	530.934	531.034
54	839+85.00	40.208	530.887	531.021
55	839+95.00	40.208	530.841	531.005
56	840+05.00	40.208	530.795	530.981
57	840+15.00	40.208	530.749	530.945
58	840+25.00	40.208	530.702	530.900
59	840+35.00	40.208	530.656	530.843
60	840+45.00	40.208	530.610	530.769
61	840+55.00	40.208	530.564	530.686
62	840+65.00	40.208	530.517	530.595
⊕ Brg. Pier 21	840+79.08	40.208	530.452	530.452

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
2. Work this sheet with sheet 51.

TOP OF SLAB ELEVATIONS-SPANS 18 THRU 21
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
312-965-0450
Job # 3856

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

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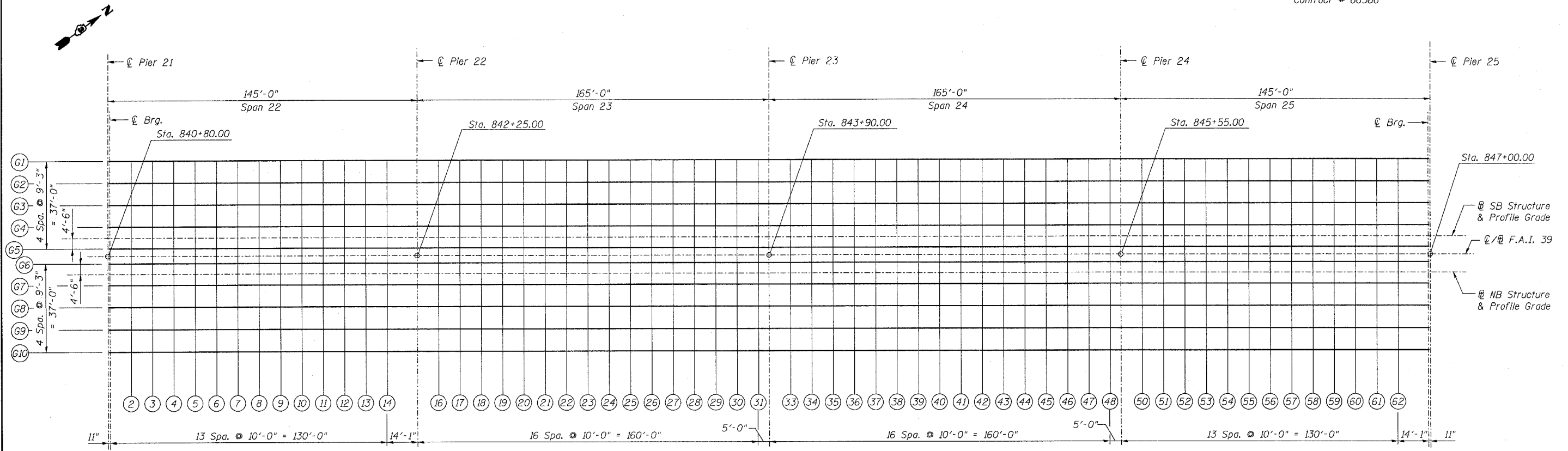
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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.I. 39	SECTION 50-4B	COUNTY LASALLE	SHEET 80	SHEET NO. 58 313 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

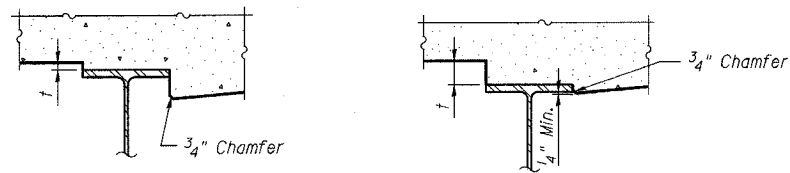
Contract # 66586



PLAN

NOTES:

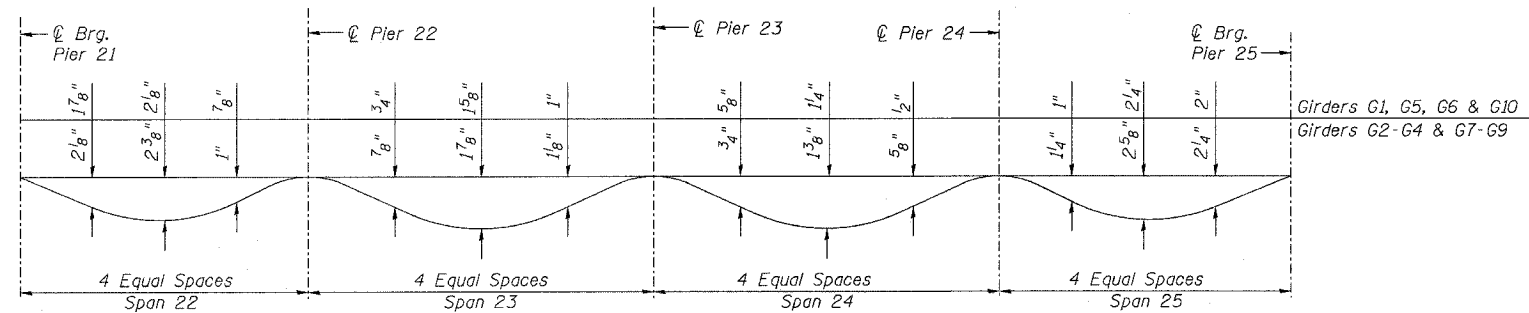
1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheets 20 and 21. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Notes.
2. For stations and top of slab elevations see sheets 59 thru 64.



AT MINIMUM FILLET

AT MAXIMUM FILLET

To determine "t": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 59 thru 64, minus slab thickness, equals the fillet heights "t" above top flange of girders.



DEAD LOAD DEFLECTION DIAGRAM
(Due to weight of concrete only)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 59 thru 64.

FILLET HEIGHTS

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

benesch

alfred benesch & company
Engineers - Surveyors - Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-685-0450
Job # 3856

SCREED PLAN - SPANS 22 THRU 25
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)

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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 59
F.A.I. 39	50-4B	LASALLE		81	313 SHEETS
FED. ROAD 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 21	840+80.92	-40.208	530.444	530.444
2	840+90.92	-40.208	530.398	530.449
3	841+00.92	-40.208	530.351	530.449
4	841+10.92	-40.208	530.305	530.443
5	841+20.92	-40.208	530.259	530.423
6	841+30.92	-40.208	530.213	530.392
7	841+40.92	-40.208	530.166	530.350
8	841+50.92	-40.208	530.120	530.296
9	841+60.92	-40.208	530.074	530.230
10	841+70.92	-40.208	530.028	530.159
11	841+80.92	-40.208	529.981	530.081
12	841+90.92	-40.208	529.935	530.005
13	842+00.92	-40.208	529.889	529.931
14	842+10.92	-40.208	529.843	529.860
⊕ Pier 22	842+25.00	-40.208	529.778	529.778
16	842+35.00	-40.208	529.731	529.737
17	842+45.00	-40.208	529.685	529.700
18	842+55.00	-40.208	529.639	529.673
19	842+65.00	-40.208	529.593	529.649
20	842+75.00	-40.208	529.546	529.628
21	842+85.00	-40.208	529.500	529.604
22	842+95.00	-40.208	529.454	529.577
23	843+05.00	-40.208	529.408	529.543
24	843+15.00	-40.208	529.361	529.499
25	843+25.00	-40.208	529.315	529.449
26	843+35.00	-40.208	529.269	529.386
27	843+45.00	-40.208	529.223	529.319
28	843+55.00	-40.208	529.176	529.246
29	843+65.00	-40.208	529.130	529.173
30	843+75.00	-40.208	529.084	529.103
31	843+85.00	-40.208	529.038	529.044
⊕ Pier 23	843+90.00	-40.208	529.015	529.015
33	844+00.00	-40.208	528.968	528.974
34	844+10.00	-40.208	528.922	528.938
35	844+20.00	-40.208	528.876	528.911
36	844+30.00	-40.208	528.830	528.884
37	844+40.00	-40.208	528.783	528.858
38	844+50.00	-40.208	528.737	528.827
39	844+60.00	-40.208	528.691	528.790
40	844+70.00	-40.208	528.645	528.747
41	844+80.00	-40.208	528.598	528.695
42	844+90.00	-40.208	528.552	528.639
43	845+00.00	-40.208	528.506	528.575
44	845+10.00	-40.208	528.460	528.509
45	845+20.00	-40.208	528.414	528.443

GIRDER 1 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	-40.208	528.367	528.382
47	845+40.00	-40.208	528.321	528.323
48	845+50.00	-40.208	528.275	528.276
⊕ Pier 24	845+55.00	-40.208	528.252	528.252
50	845+65.00	-40.208	528.205	528.222
51	845+75.00	-40.208	528.159	528.198
52	845+85.00	-40.208	528.113	528.180
53	845+95.00	-40.208	528.067	528.168
54	846+05.00	-40.208	528.020	528.154
55	846+15.00	-40.208	527.974	528.138
56	846+25.00	-40.208	527.928	528.114
57	846+35.00	-40.208	527.882	528.078
58	846+45.00	-40.208	527.836	528.033
59	846+55.00	-40.208	527.789	527.976
60	846+65.00	-40.208	527.743	527.902
61	846+75.00	-40.208	527.697	527.820
62	846+85.00	-40.208	527.651	527.728
⊕ Brg. Pier 25	846+99.08	-40.208	527.585	527.585

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 21	840+80.92	-30.958	530.629	530.629
2	840+90.92	-30.958	530.583	530.642
3	841+00.92	-30.958	530.536	530.648
4	841+10.92	-30.958	530.490	530.648
5	841+20.92	-30.958	530.444	530.632
6	841+30.92	-30.958	530.398	530.602
7	841+40.92	-30.958	530.351	530.562
8	841+50.92	-30.958	530.305	530.506
9	841+60.92	-30.958	530.259	530.438
10	841+70.92	-30.958	530.213	530.362
11	841+80.92	-30.958	530.166	530.281
12	841+90.92	-30.958	530.120	530.199
13	842+00.92	-30.958	530.074	530.122
14	842+10.92	-30.958	530.028	530.048
⊕ Pier 22	842+25.00	-30.958	529.963	529.963
16	842+35.00	-30.958	529.916	529.923
17	842+45.00	-30.958	529.870	529.888
18	842+55.00	-30.958	529.824	529.862
19	842+65.00	-30.958	529.778	529.842
20	842+75.00	-30.958	529.731	529.824
21	842+85.00	-30.958	529.685	529.804
22	842+95.00	-30.958	529.639	529.779
23	843+05.00	-30.958	529.593	529.747
24	843+15.00	-30.958	529.546	529.703
25	843+25.00	-30.958	529.500	529.653
26	843+35.00	-30.958	529.454	529.588
27	843+45.00	-30.958	529.408	529.517
28	843+55.00	-30.958	529.361	529.440
29	843+65.00	-30.958	529.315	529.365
30	843+75.00	-30.958	529.269	529.291
31	843+85.00	-30.958	529.223	529.230
⊕ Pier 23	843+90.00	-30.958	529.200	529.200
33	844+00.00	-30.958	529.153	529.160
34	844+10.00	-30.958	529.107	529.125
35	844+20.00	-30.958	529.061	529.100
36	844+30.00	-30.958	529.015	529.077
37	844+40.00	-30.958	528.968	529.053
38	844+50.00	-30.958	528.922	529.024
39	844+60.00	-30.958	528.876	528.989
40	844+70.00	-30.958	528.830	528.946
41	844+80.00	-30.958	528.783	528.893
42	844+90.00	-30.958	528.737	528.835
43	845+00.00	-30.958	528.691	528.769
44	845+10.00	-30.958	528.645	528.701
45	845+20.00	-30.958	528.599	528.632

GIRDER 2 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	-30.958	528.552	528.569
47	845+40.00	-30.958	528.506	528.508
48	845+50.00	-30.958	528.460	528.461
⊕ Pier 24	845+55.00	-30.958	528.437	528.437
50	845+65.00	-30.958	528.390	528.409
51	845+75.00	-30.958	528.344	528.389
52	845+85.00	-30.958	528.298	528.375
53	845+95.00	-30.958	528.252	528.367
54	846+05.00	-30.958	528.205	528.358
55	846+15.00	-30.958	528.159	528.347
56	846+25.00	-30.958	528.113	528.326
57	846+35.00	-30.958	528.067	528.292
58	846+45.00	-30.958	528.021	528.246
59	846+55.00	-30.958	527.974	528.188
60	846+65.00	-30.958	527.928	528.110
61	846+75.00	-30.958	527.882	528.022
62	846+85.00	-30.958	527.836	527.924
⊕ Brg. Pier 25	846+99.08	-30.958	527.770	527.770

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
2. Work this sheet with sheet 58.

TOP OF SLAB ELEVATIONS-SPANS 22 THRU 25

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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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	FEET SHEETS	SHEET	SHEET NO. 60 313 SHEETS
F.A.I. 39	50-4B	LASALLE		88	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 21	840+80.92	-21.708	530.814	530.814
2	840+90.92	-21.708	530.768	530.827
3	841+00.92	-21.708	530.721	530.833
4	841+10.92	-21.708	530.675	530.833
5	841+20.92	-21.708	530.629	530.817
6	841+30.92	-21.708	530.583	530.787
7	841+40.92	-21.708	530.536	530.747
8	841+50.92	-21.708	530.490	530.691
9	841+60.92	-21.708	530.444	530.623
10	841+70.92	-21.708	530.398	530.547
11	841+80.92	-21.708	530.351	530.466
12	841+90.92	-21.708	530.305	530.384
13	842+00.92	-21.708	530.259	530.307
14	842+10.92	-21.708	530.213	530.233
⊕ Pier 22	842+25.00	-21.708	530.148	530.148
16	842+35.00	-21.708	530.101	530.108
17	842+45.00	-21.708	530.055	530.073
18	842+55.00	-21.708	530.009	530.047
19	842+65.00	-21.708	529.963	530.027
20	842+75.00	-21.708	529.916	530.009
21	842+85.00	-21.708	529.870	529.989
22	842+95.00	-21.708	529.824	529.964
23	843+05.00	-21.708	529.778	529.932
24	843+15.00	-21.708	529.731	529.888
25	843+25.00	-21.708	529.685	529.838
26	843+35.00	-21.708	529.639	529.773
27	843+45.00	-21.708	529.593	529.702
28	843+55.00	-21.708	529.546	529.625
29	843+65.00	-21.708	529.500	529.550
30	843+75.00	-21.708	529.454	529.476
31	843+85.00	-21.708	529.408	529.415
⊕ Pier 23	843+90.00	-21.708	529.385	529.385
33	844+00.00	-21.708	529.338	529.345
34	844+10.00	-21.708	529.292	529.310
35	844+20.00	-21.708	529.246	529.285
36	844+30.00	-21.708	529.200	529.262
37	844+40.00	-21.708	529.153	529.238
38	844+50.00	-21.708	529.107	529.209
39	844+60.00	-21.708	529.061	529.174
40	844+70.00	-21.708	529.015	529.131
41	844+80.00	-21.708	528.968	529.078
42	844+90.00	-21.708	528.922	529.020
43	845+00.00	-21.708	528.876	528.954
44	845+10.00	-21.708	528.830	528.886
45	845+20.00	-21.708	528.784	528.817

GIRDER 3 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	-21.708	528.737	528.754
47	845+40.00	-21.708	528.691	528.693
48	845+50.00	-21.708	528.645	528.646
⊕ Pier 24	845+55.00	-21.708	528.622	528.622
50	845+65.00	-21.708	528.575	528.594
51	845+75.00	-21.708	528.529	528.574
52	845+85.00	-21.708	528.483	528.560
53	845+95.00	-21.708	528.437	528.552
54	846+05.00	-21.708	528.390	528.543
55	846+15.00	-21.708	528.344	528.532
56	846+25.00	-21.708	528.298	528.511
57	846+35.00	-21.708	528.252	528.477
58	846+45.00	-21.708	528.206	528.431
59	846+55.00	-21.708	528.159	528.373
60	846+65.00	-21.708	528.113	528.295
61	846+75.00	-21.708	528.067	528.207
62	846+85.00	-21.708	528.021	528.109
⊕ Brg. Pier 25	846+99.08	-21.708	527.955	527.955

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 21	840+80.92	-12.458	530.999	530.999
2	840+90.92	-12.458	530.953	531.012
3	841+00.92	-12.458	530.906	531.018
4	841+10.92	-12.458	530.860	531.018
5	841+20.92	-12.458	530.814	531.002
6	841+30.92	-12.458	530.768	530.972
7	841+40.92	-12.458	530.721	530.932
8	841+50.92	-12.458	530.675	530.876
9	841+60.92	-12.458	530.629	530.808
10	841+70.92	-12.458	530.583	530.732
11	841+80.92	-12.458	530.536	530.651
12	841+90.92	-12.458	530.490	530.569
13	842+00.92	-12.458	530.444	530.492
14	842+10.92	-12.458	530.398	530.418
⊕ Pier 22	842+25.00	-12.458	530.333	530.333
16	842+35.00	-12.458	530.286	530.293
17	842+45.00	-12.458	530.240	530.258
18	842+55.00	-12.458	530.194	530.232
19	842+65.00	-12.458	530.148	530.212
20	842+75.00	-12.458	530.101	530.194
21	842+85.00	-12.458	530.055	530.174
22	842+95.00	-12.458	530.009	530.149
23	843+05.00	-12.458	529.963	530.117
24	843+15.00	-12.458	529.916	530.073
25	843+25.00	-12.458	529.870	530.023
26	843+35.00	-12.458	529.824	529.958
27	843+45.00	-12.458	529.778	529.887
28	843+55.00	-12.458	529.731	529.810
29	843+65.00	-12.458	529.685	529.735
30	843+75.00	-12.458	529.639	529.661
31	843+85.00	-12.458	529.593	529.600
⊕ Pier 23	843+90.00	-12.458	529.570	529.570
33	844+00.00	-12.458	529.523	529.530
34	844+10.00	-12.458	529.477	529.495
35	844+20.00	-12.458	529.431	529.470
36	844+30.00	-12.458	529.385	529.447
37	844+40.00	-12.458	529.338	529.423
38	844+50.00	-12.458	529.292	529.394
39	844+60.00	-12.458	529.246	529.359
40	844+70.00	-12.458	529.200	529.316
41	844+80.00	-12.458	529.153	529.263
42	844+90.00	-12.458	529.107	529.205
43	845+00.00	-12.458	529.061	529.139
44	845+10.00	-12.458	529.015	529.071
45	845+20.00	-12.458	528.969	529.002

GIRDER 4 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	-12.458	528.922	528.939
47	845+40.00	-12.458	528.876	528.878
48	845+50.00	-12.458	528.830	528.831
⊕ Pier 24	845+55.00	-12.458	528.807	528.807
50	845+65.00	-12.458	528.760	528.779
51	845+75.00	-12.458	528.714	528.759
52	845+85.00	-12.458	528.668	528.745
53	845+95.00	-12.458	528.622	528.737
54	846+05.00	-12.458	528.575	528.728
55	846+15.00	-12.458	528.529	528.717
56	846+25.00	-12.458	528.483	528.696
57	846+35.00	-12.458	528.437	528.662
58	846+45.00	-12.458	528.391	528.616
59	846+55.00	-12.458	528.344	528.558
60	846+65.00	-12.458	528.298	528.480
61	846+75.00	-12.458	528.252	528.392
62	846+85.00	-12.458	528.206	528.294
⊕ Brg. Pier 25	846+99.08	-12.458	528.140	528.140

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.

2. Work this sheet with sheet 58.

TOP OF SLAB ELEVATIONS-SPANS 22 THRU 25

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
206 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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 61
F.A.I. 39	50-4B	LASALLE		83	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

SB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 21	840+80.92	-7.708	531.094	531.094
2	840+90.92	-7.708	531.048	531.107
3	841+00.92	-7.708	531.001	531.113
4	841+10.92	-7.708	530.955	531.113
5	841+20.92	-7.708	530.909	531.097
6	841+30.92	-7.708	530.863	531.067
7	841+40.92	-7.708	530.816	531.027
8	841+50.92	-7.708	530.770	530.971
9	841+60.92	-7.708	530.724	530.903
10	841+70.92	-7.708	530.678	530.827
11	841+80.92	-7.708	530.631	530.746
12	841+90.92	-7.708	530.585	530.664
13	842+00.92	-7.708	530.539	530.587
14	842+10.92	-7.708	530.493	530.513
⊕ Pier 22	842+25.00	-7.708	530.428	530.428
16	842+35.00	-7.708	530.381	530.388
17	842+45.00	-7.708	530.335	530.353
18	842+55.00	-7.708	530.289	530.327
19	842+65.00	-7.708	530.243	530.307
20	842+75.00	-7.708	530.196	530.289
21	842+85.00	-7.708	530.150	530.269
22	842+95.00	-7.708	530.104	530.244
23	843+05.00	-7.708	530.058	530.212
24	843+15.00	-7.708	530.011	530.168
25	843+25.00	-7.708	529.965	530.118
26	843+35.00	-7.708	529.919	530.053
27	843+45.00	-7.708	529.873	529.982
28	843+55.00	-7.708	529.826	529.905
29	843+65.00	-7.708	529.780	529.830
30	843+75.00	-7.708	529.734	529.756
31	843+85.00	-7.708	529.688	529.695
⊕ Pier 23	843+90.00	-7.708	529.665	529.665
33	844+00.00	-7.708	529.618	529.625
34	844+10.00	-7.708	529.572	529.590
35	844+20.00	-7.708	529.526	529.565
36	844+30.00	-7.708	529.480	529.542
37	844+40.00	-7.708	529.433	529.518
38	844+50.00	-7.708	529.387	529.489
39	844+60.00	-7.708	529.341	529.454
40	844+70.00	-7.708	529.295	529.411
41	844+80.00	-7.708	529.248	529.358
42	844+90.00	-7.708	529.202	529.300
43	845+00.00	-7.708	529.156	529.234
44	845+10.00	-7.708	529.110	529.166
45	845+20.00	-7.708	529.064	529.097

SB PGL (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	-7.708	529.017	529.034
47	845+40.00	-7.708	528.971	528.973
48	845+50.00	-7.708	528.925	528.926
⊕ Pier 24	845+55.00	-7.708	528.902	528.902
50	845+65.00	-7.708	528.855	528.874
51	845+75.00	-7.708	528.809	528.854
52	845+85.00	-7.708	528.763	528.840
53	845+95.00	-7.708	528.717	528.832
54	846+05.00	-7.708	528.670	528.823
55	846+15.00	-7.708	528.624	528.812
56	846+25.00	-7.708	528.578	528.791
57	846+35.00	-7.708	528.532	528.757
58	846+45.00	-7.708	528.486	528.711
59	846+55.00	-7.708	528.439	528.653
60	846+65.00	-7.708	528.393	528.575
61	846+75.00	-7.708	528.347	528.487
62	846+85.00	-7.708	528.301	528.389
⊕ Brg. Pier 25	846+99.08	-7.708	528.235	528.235

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 21	840+80.92	-3.208	531.184	531.184
2	840+90.92	-3.208	531.138	531.189
3	841+00.92	-3.208	531.091	531.189
4	841+10.92	-3.208	531.045	531.183
5	841+20.92	-3.208	530.999	531.163
6	841+30.92	-3.208	530.953	531.132
7	841+40.92	-3.208	530.906	531.090
8	841+50.92	-3.208	530.860	531.036
9	841+60.92	-3.208	530.814	530.970
10	841+70.92	-3.208	530.768	530.899
11	841+80.92	-3.208	530.721	530.821
12	841+90.92	-3.208	530.675	530.745
13	842+00.92	-3.208	530.629	530.671
14	842+10.92	-3.208	530.583	530.600
⊕ Pier 22	842+25.00	-3.208	530.518	530.518
16	842+35.00	-3.208	530.471	530.477
17	842+45.00	-3.208	530.425	530.440
18	842+55.00	-3.208	530.379	530.413
19	842+65.00	-3.208	530.333	530.389
20	842+75.00	-3.208	530.286	530.368
21	842+85.00	-3.208	530.240	530.344
22	842+95.00	-3.208	530.194	530.317
23	843+05.00	-3.208	530.148	530.283
24	843+15.00	-3.208	530.101	530.239
25	843+25.00	-3.208	530.055	530.189
26	843+35.00	-3.208	530.009	530.126
27	843+45.00	-3.208	529.963	530.059
28	843+55.00	-3.208	529.916	529.986
29	843+65.00	-3.208	529.870	529.913
30	843+75.00	-3.208	529.824	529.843
31	843+85.00	-3.208	529.778	529.784
⊕ Pier 23	843+90.00	-3.208	529.755	529.755
33	844+00.00	-3.208	529.708	529.714
34	844+10.00	-3.208	529.662	529.678
35	844+20.00	-3.208	529.616	529.651
36	844+30.00	-3.208	529.570	529.624
37	844+40.00	-3.208	529.523	529.598
38	844+50.00	-3.208	529.477	529.567
39	844+60.00	-3.208	529.431	529.530
40	844+70.00	-3.208	529.385	529.487
41	844+80.00	-3.208	529.338	529.435
42	844+90.00	-3.208	529.292	529.379
43	845+00.00	-3.208	529.246	529.315
44	845+10.00	-3.208	529.200	529.249
45	845+20.00	-3.208	529.154	529.183

GIRDER 5 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	-3.208	529.107	529.122
47	845+40.00	-3.208	529.061	529.063
48	845+50.00	-3.208	529.015	529.016
⊕ Pier 24	845+55.00	-3.208	528.992	528.992
50	845+65.00	-3.208	528.945	528.962
51	845+75.00	-3.208	528.899	528.938
52	845+85.00	-3.208	528.853	528.920
53	845+95.00	-3.208	528.807	528.908
54	846+05.00	-3.208	528.760	528.894
55	846+15.00	-3.208	528.714	528.878
56	846+25.00	-3.208	528.668	528.854
57	846+35.00	-3.208	528.622	528.818
58	846+45.00	-3.208	528.576	528.773
59	846+55.00	-3.208	528.529	528.716
60	846+65.00	-3.208	528.483	528.642
61	846+75.00	-3.208	528.437	528.560
62	846+85.00	-3.208	528.391	528.468
⊕ Brg. Pier 25	846+99.08	-3.208	528.325	528.325

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
2. Work this sheet with sheet 58.

TOP OF SLAB ELEVATIONS-SPANS 22 THRU 25
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 # 3858

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE	313	62
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract # 66586

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 21	840+80.92	3.208	531.184	531.184
2	840+90.92	3.208	531.138	531.189
3	841+00.92	3.208	531.091	531.189
4	841+10.92	3.208	531.045	531.183
5	841+20.92	3.208	530.999	531.163
6	841+30.92	3.208	530.953	531.132
7	841+40.92	3.208	530.906	531.090
8	841+50.92	3.208	530.860	531.036
9	841+60.92	3.208	530.814	530.970
10	841+70.92	3.208	530.768	530.899
11	841+80.92	3.208	530.721	530.821
12	841+90.92	3.208	530.675	530.745
13	842+00.92	3.208	530.629	530.671
14	842+10.92	3.208	530.583	530.600
⊕ Pier 22	842+25.00	3.208	530.518	530.518
16	842+35.00	3.208	530.471	530.477
17	842+45.00	3.208	530.425	530.440
18	842+55.00	3.208	530.379	530.413
19	842+65.00	3.208	530.333	530.389
20	842+75.00	3.208	530.286	530.368
21	842+85.00	3.208	530.240	530.344
22	842+95.00	3.208	530.194	530.317
23	843+05.00	3.208	530.148	530.283
24	843+15.00	3.208	530.101	530.239
25	843+25.00	3.208	530.055	530.189
26	843+35.00	3.208	530.009	530.126
27	843+45.00	3.208	529.963	530.059
28	843+55.00	3.208	529.916	529.986
29	843+65.00	3.208	529.870	529.913
30	843+75.00	3.208	529.824	529.843
31	843+85.00	3.208	529.778	529.784
⊕ Pier 23	843+90.00	3.208	529.755	529.755
33	844+00.00	3.208	529.708	529.714
34	844+10.00	3.208	529.662	529.678
35	844+20.00	3.208	529.616	529.651
36	844+30.00	3.208	529.570	529.624
37	844+40.00	3.208	529.523	529.598
38	844+50.00	3.208	529.477	529.567
39	844+60.00	3.208	529.431	529.530
40	844+70.00	3.208	529.385	529.487
41	844+80.00	3.208	529.338	529.435
42	844+90.00	3.208	529.292	529.379
43	845+00.00	3.208	529.246	529.315
44	845+10.00	3.208	529.200	529.249
45	845+20.00	3.208	529.154	529.183

GIRDER 6 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	3.208	529.107	529.122
47	845+40.00	3.208	529.061	529.063
48	845+50.00	3.208	529.015	529.016
⊕ Pier 24	845+55.00	3.208	528.992	528.992
50	845+65.00	3.208	528.945	528.962
51	845+75.00	3.208	528.899	528.938
52	845+85.00	3.208	528.853	528.920
53	845+95.00	3.208	528.807	528.908
54	846+05.00	3.208	528.760	528.894
55	846+15.00	3.208	528.714	528.878
56	846+25.00	3.208	528.668	528.854
57	846+35.00	3.208	528.622	528.818
58	846+45.00	3.208	528.576	528.773
59	846+55.00	3.208	528.529	528.716
60	846+65.00	3.208	528.483	528.642
61	846+75.00	3.208	528.437	528.560
62	846+85.00	3.208	528.391	528.468
⊕ Brg. Pier 25	846+99.08	3.208	528.325	528.325

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 21	840+80.92	7.708	531.094	531.094
2	840+90.92	7.708	531.048	531.107
3	841+00.92	7.708	531.001	531.113
4	841+10.92	7.708	530.955	531.113
5	841+20.92	7.708	530.909	531.097
6	841+30.92	7.708	530.863	531.067
7	841+40.92	7.708	530.816	531.027
8	841+50.92	7.708	530.770	530.971
9	841+60.92	7.708	530.724	530.903
10	841+70.92	7.708	530.678	530.827
11	841+80.92	7.708	530.631	530.746
12	841+90.92	7.708	530.585	530.664
13	842+00.92	7.708	530.539	530.587
14	842+10.92	7.708	530.493	530.513
⊕ Pier 22	842+25.00	7.708	530.428	530.428
16	842+35.00	7.708	530.381	530.388
17	842+45.00	7.708	530.335	530.353
18	842+55.00	7.708	530.289	530.327
19	842+65.00	7.708	530.243	530.307
20	842+75.00	7.708	530.196	530.289
21	842+85.00	7.708	530.150	530.269
22	842+95.00	7.708	530.104	530.244
23	843+05.00	7.708	530.058	530.212
24	843+15.00	7.708	530.011	530.168
25	843+25.00	7.708	529.965	530.118
26	843+35.00	7.708	529.919	530.053
27	843+45.00	7.708	529.873	529.982
28	843+55.00	7.708	529.826	529.905
29	843+65.00	7.708	529.780	529.830
30	843+75.00	7.708	529.734	529.756
31	843+85.00	7.708	529.688	529.695
⊕ Pier 23	843+90.00	7.708	529.665	529.665
33	844+00.00	7.708	529.618	529.625
34	844+10.00	7.708	529.572	529.590
35	844+20.00	7.708	529.526	529.565
36	844+30.00	7.708	529.480	529.542
37	844+40.00	7.708	529.433	529.518
38	844+50.00	7.708	529.387	529.489
39	844+60.00	7.708	529.341	529.454
40	844+70.00	7.708	529.295	529.411
41	844+80.00	7.708	529.248	529.358
42	844+90.00	7.708	529.202	529.300
43	845+00.00	7.708	529.156	529.234
44	845+10.00	7.708	529.110	529.166
45	845+20.00	7.708	529.064	529.097

NB PGL (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	7.708	529.017	529.034
47	845+40.00	7.708	528.971	528.973
48	845+50.00	7.708	528.925	528.926
⊕ Pier 24	845+55.00	7.708	528.902	528.902
50	845+65.00	7.708	528.855	528.874
51	845+75.00	7.708	528.809	528.854
52	845+85.00	7.708	528.763	528.840
53	845+95.00	7.708	528.717	528.832
54	846+05.00	7.708	528.670	528.823
55	846+15.00	7.708	528.624	528.812
56	846+25.00	7.708	528.578	528.791
57	846+35.00	7.708	528.532	528.757
58	846+45.00	7.708	528.486	528.711
59	846+55.00	7.708	528.439	528.653
60	846+65.00	7.708	528.393	528.575
61	846+75.00	7.708	528.347	528.487
62	846+85.00	7.708	528.301	528.389
⊕ Brg. Pier 25	846+99.08	7.708	528.235	528.235

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
2. Work this sheet with sheet 58.

TOP OF SLAB ELEVATIONS-SPANS 22 THRU 25

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
206 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-866-0460
Job # 3856

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE		85	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 21	840+80.92	12.458	530.999	530.999
2	840+90.92	12.458	530.953	531.012
3	841+00.92	12.458	530.906	531.018
4	841+10.92	12.458	530.860	531.018
5	841+20.92	12.458	530.814	531.002
6	841+30.92	12.458	530.768	530.972
7	841+40.92	12.458	530.721	530.932
8	841+50.92	12.458	530.675	530.876
9	841+60.92	12.458	530.629	530.808
10	841+70.92	12.458	530.583	530.732
11	841+80.92	12.458	530.536	530.651
12	841+90.92	12.458	530.490	530.569
13	842+00.92	12.458	530.444	530.492
14	842+10.92	12.458	530.398	530.418
⊕ Pier 22	842+25.00	12.458	530.333	530.333
16	842+35.00	12.458	530.286	530.293
17	842+45.00	12.458	530.240	530.258
18	842+55.00	12.458	530.194	530.232
19	842+65.00	12.458	530.148	530.212
20	842+75.00	12.458	530.101	530.194
21	842+85.00	12.458	530.055	530.174
22	842+95.00	12.458	530.009	530.149
23	843+05.00	12.458	529.963	530.117
24	843+15.00	12.458	529.916	530.073
25	843+25.00	12.458	529.870	530.023
26	843+35.00	12.458	529.824	529.958
27	843+45.00	12.458	529.778	529.887
28	843+55.00	12.458	529.731	529.810
29	843+65.00	12.458	529.685	529.735
30	843+75.00	12.458	529.639	529.661
31	843+85.00	12.458	529.593	529.600
⊕ Pier 23	843+90.00	12.458	529.570	529.570
33	844+00.00	12.458	529.523	529.530
34	844+10.00	12.458	529.477	529.495
35	844+20.00	12.458	529.431	529.470
36	844+30.00	12.458	529.385	529.447
37	844+40.00	12.458	529.338	529.423
38	844+50.00	12.458	529.292	529.394
39	844+60.00	12.458	529.246	529.359
40	844+70.00	12.458	529.200	529.316
41	844+80.00	12.458	529.153	529.263
42	844+90.00	12.458	529.107	529.205
43	845+00.00	12.458	529.061	529.139
44	845+10.00	12.458	529.015	529.071
45	845+20.00	12.458	528.969	529.002

GIRDER 7 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	12.458	528.922	528.939
47	845+40.00	12.458	528.876	528.878
48	845+50.00	12.458	528.830	528.831
⊕ Pier 24	845+55.00	12.458	528.807	528.807
50	845+65.00	12.458	528.760	528.779
51	845+75.00	12.458	528.714	528.759
52	845+85.00	12.458	528.668	528.745
53	845+95.00	12.458	528.622	528.737
54	846+05.00	12.458	528.575	528.728
55	846+15.00	12.458	528.529	528.717
56	846+25.00	12.458	528.483	528.696
57	846+35.00	12.458	528.437	528.662
58	846+45.00	12.458	528.391	528.616
59	846+55.00	12.458	528.344	528.558
60	846+65.00	12.458	528.298	528.480
61	846+75.00	12.458	528.252	528.392
62	846+85.00	12.458	528.206	528.294
⊕ Brg. Pier 25	846+99.08	12.458	528.140	528.140

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 21	840+80.92	21.708	530.814	530.814
2	840+90.92	21.708	530.768	530.827
3	841+00.92	21.708	530.721	530.833
4	841+10.92	21.708	530.675	530.833
5	841+20.92	21.708	530.629	530.817
6	841+30.92	21.708	530.583	530.787
7	841+40.92	21.708	530.536	530.747
8	841+50.92	21.708	530.490	530.691
9	841+60.92	21.708	530.444	530.623
10	841+70.92	21.708	530.398	530.547
11	841+80.92	21.708	530.351	530.466
12	841+90.92	21.708	530.305	530.384
13	842+00.92	21.708	530.259	530.307
14	842+10.92	21.708	530.213	530.233
⊕ Pier 22	842+25.00	21.708	530.148	530.148
16	842+35.00	21.708	530.101	530.108
17	842+45.00	21.708	530.055	530.073
18	842+55.00	21.708	530.009	530.047
19	842+65.00	21.708	529.963	530.027
20	842+75.00	21.708	529.916	530.009
21	842+85.00	21.708	529.870	529.989
22	842+95.00	21.708	529.824	529.964
23	843+05.00	21.708	529.778	529.932
24	843+15.00	21.708	529.731	529.888
25	843+25.00	21.708	529.685	529.838
26	843+35.00	21.708	529.639	529.773
27	843+45.00	21.708	529.593	529.702
28	843+55.00	21.708	529.546	529.625
29	843+65.00	21.708	529.500	529.550
30	843+75.00	21.708	529.454	529.476
31	843+85.00	21.708	529.408	529.415
⊕ Pier 23	843+90.00	21.708	529.385	529.385
33	844+00.00	21.708	529.338	529.345
34	844+10.00	21.708	529.292	529.310
35	844+20.00	21.708	529.246	529.285
36	844+30.00	21.708	529.200	529.262
37	844+40.00	21.708	529.153	529.238
38	844+50.00	21.708	529.107	529.209
39	844+60.00	21.708	529.061	529.174
40	844+70.00	21.708	529.015	529.131
41	844+80.00	21.708	528.968	529.078
42	844+90.00	21.708	528.922	529.020
43	845+00.00	21.708	528.876	528.954
44	845+10.00	21.708	528.830	528.886
45	845+20.00	21.708	528.784	528.817

GIRDER 8 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	21.708	528.737	528.754
47	845+40.00	21.708	528.691	528.693
48	845+50.00	21.708	528.645	528.646
⊕ Pier 24	845+55.00	21.708	528.622	528.622
50	845+65.00	21.708	528.575	528.594
51	845+75.00	21.708	528.529	528.574
52	845+85.00	21.708	528.483	528.560
53	845+95.00	21.708	528.437	528.552
54	846+05.00	21.708	528.390	528.543
55	846+15.00	21.708	528.344	528.532
56	846+25.00	21.708	528.298	528.511
57	846+35.00	21.708	528.252	528.477
58	846+45.00	21.708	528.206	528.431
59	846+55.00	21.708	528.159	528.373
60	846+65.00	21.708	528.113	528.295
61	846+75.00	21.708	528.067	528.207
62	846+85.00	21.708	528.021	528.109
⊕ Brg. Pier 25	846+99.08	21.708	527.955	527.955

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
2. Work this sheet with sheet 58.

TOP OF SLAB ELEVATIONS- SPANS 22 THRU 25

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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE	60	64
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

313 SHEETS

Contract # 66586

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 21	840+80.92	30.958	530.629	530.629
2	840+90.92	30.958	530.583	530.642
3	841+00.92	30.958	530.536	530.648
4	841+10.92	30.958	530.490	530.648
5	841+20.92	30.958	530.444	530.632
6	841+30.92	30.958	530.398	530.602
7	841+40.92	30.958	530.351	530.562
8	841+50.92	30.958	530.305	530.506
9	841+60.92	30.958	530.259	530.438
10	841+70.92	30.958	530.213	530.362
11	841+80.92	30.958	530.166	530.281
12	841+90.92	30.958	530.120	530.199
13	842+00.92	30.958	530.074	530.122
14	842+10.92	30.958	530.028	530.048
⊕ Pier 22	842+25.00	30.958	529.963	529.963
16	842+35.00	30.958	529.916	529.923
17	842+45.00	30.958	529.870	529.888
18	842+55.00	30.958	529.824	529.862
19	842+65.00	30.958	529.778	529.842
20	842+75.00	30.958	529.731	529.824
21	842+85.00	30.958	529.685	529.804
22	842+95.00	30.958	529.639	529.779
23	843+05.00	30.958	529.593	529.747
24	843+15.00	30.958	529.546	529.703
25	843+25.00	30.958	529.500	529.653
26	843+35.00	30.958	529.454	529.588
27	843+45.00	30.958	529.408	529.517
28	843+55.00	30.958	529.361	529.440
29	843+65.00	30.958	529.315	529.365
30	843+75.00	30.958	529.269	529.291
31	843+85.00	30.958	529.223	529.230
⊕ Pier 23	843+90.00	30.958	529.200	529.200
33	844+00.00	30.958	529.153	529.160
34	844+10.00	30.958	529.107	529.125
35	844+20.00	30.958	529.061	529.100
36	844+30.00	30.958	529.015	529.077
37	844+40.00	30.958	528.968	529.053
38	844+50.00	30.958	528.922	529.024
39	844+60.00	30.958	528.876	528.989
40	844+70.00	30.958	528.830	528.946
41	844+80.00	30.958	528.783	528.893
42	844+90.00	30.958	528.737	528.835
43	845+00.00	30.958	528.691	528.769
44	845+10.00	30.958	528.645	528.701
45	845+20.00	30.958	528.599	528.632

GIRDER 9 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	30.958	528.552	528.569
47	845+40.00	30.958	528.506	528.508
48	845+50.00	30.958	528.460	528.461
⊕ Pier 24	845+55.00	30.958	528.437	528.437
50	845+65.00	30.958	528.390	528.409
51	845+75.00	30.958	528.344	528.389
52	845+85.00	30.958	528.298	528.375
53	845+95.00	30.958	528.252	528.367
54	846+05.00	30.958	528.205	528.358
55	846+15.00	30.958	528.159	528.347
56	846+25.00	30.958	528.113	528.326
57	846+35.00	30.958	528.067	528.292
58	846+45.00	30.958	528.021	528.246
59	846+55.00	30.958	527.974	528.188
60	846+65.00	30.958	527.928	528.110
61	846+75.00	30.958	527.882	528.022
62	846+85.00	30.958	527.836	527.924
⊕ Brg. Pier 25	846+99.08	30.958	527.770	527.770

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 21	840+80.92	40.208	530.444	530.444
2	840+90.92	40.208	530.398	530.449
3	841+00.92	40.208	530.351	530.449
4	841+10.92	40.208	530.305	530.443
5	841+20.92	40.208	530.259	530.423
6	841+30.92	40.208	530.213	530.392
7	841+40.92	40.208	530.166	530.350
8	841+50.92	40.208	530.120	530.296
9	841+60.92	40.208	530.074	530.230
10	841+70.92	40.208	530.028	530.159
11	841+80.92	40.208	529.981	530.081
12	841+90.92	40.208	529.935	530.005
13	842+00.92	40.208	529.889	529.931
14	842+10.92	40.208	529.843	529.860
⊕ Pier 22	842+25.00	40.208	529.778	529.778
16	842+35.00	40.208	529.731	529.737
17	842+45.00	40.208	529.685	529.700
18	842+55.00	40.208	529.639	529.673
19	842+65.00	40.208	529.593	529.649
20	842+75.00	40.208	529.546	529.628
21	842+85.00	40.208	529.500	529.604
22	842+95.00	40.208	529.454	529.577
23	843+05.00	40.208	529.408	529.543
24	843+15.00	40.208	529.361	529.499
25	843+25.00	40.208	529.315	529.449
26	843+35.00	40.208	529.269	529.386
27	843+45.00	40.208	529.223	529.319
28	843+55.00	40.208	529.176	529.246
29	843+65.00	40.208	529.130	529.173
30	843+75.00	40.208	529.084	529.103
31	843+85.00	40.208	529.038	529.044
⊕ Pier 23	843+90.00	40.208	529.015	529.015
33	844+00.00	40.208	528.968	528.974
34	844+10.00	40.208	528.922	528.938
35	844+20.00	40.208	528.876	528.911
36	844+30.00	40.208	528.830	528.884
37	844+40.00	40.208	528.783	528.858
38	844+50.00	40.208	528.737	528.827
39	844+60.00	40.208	528.691	528.790
40	844+70.00	40.208	528.645	528.747
41	844+80.00	40.208	528.598	528.695
42	844+90.00	40.208	528.552	528.639
43	845+00.00	40.208	528.506	528.575
44	845+10.00	40.208	528.460	528.509
45	845+20.00	40.208	528.414	528.443

GIRDER 10 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	845+30.00	40.208	528.367	528.382
47	845+40.00	40.208	528.321	528.323
48	845+50.00	40.208	528.275	528.276
⊕ Pier 24	845+55.00	40.208	528.252	528.252
50	845+65.00	40.208	528.205	528.222
51	845+75.00	40.208	528.159	528.198
52	845+85.00	40.208	528.113	528.180
53	845+95.00	40.208	528.067	528.168
54	846+05.00	40.208	528.020	528.154
55	846+15.00	40.208	527.974	528.138
56	846+25.00	40.208	527.928	528.114
57	846+35.00	40.208	527.882	528.078
58	846+45.00	40.208	527.836	528.033
59	846+55.00	40.208	527.789	527.976
60	846+65.00	40.208	527.743	527.902
61	846+75.00	40.208	527.697	527.820
62	846+85.00	40.208	527.651	527.728
⊕ Brg. Pier 25	846+99.08	40.208	527.585	527.585

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
2. Work this sheet with sheet 58.

TOP OF SLAB ELEVATIONS-SPANS 22 THRU 25

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
208 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0460
Job # 3856

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

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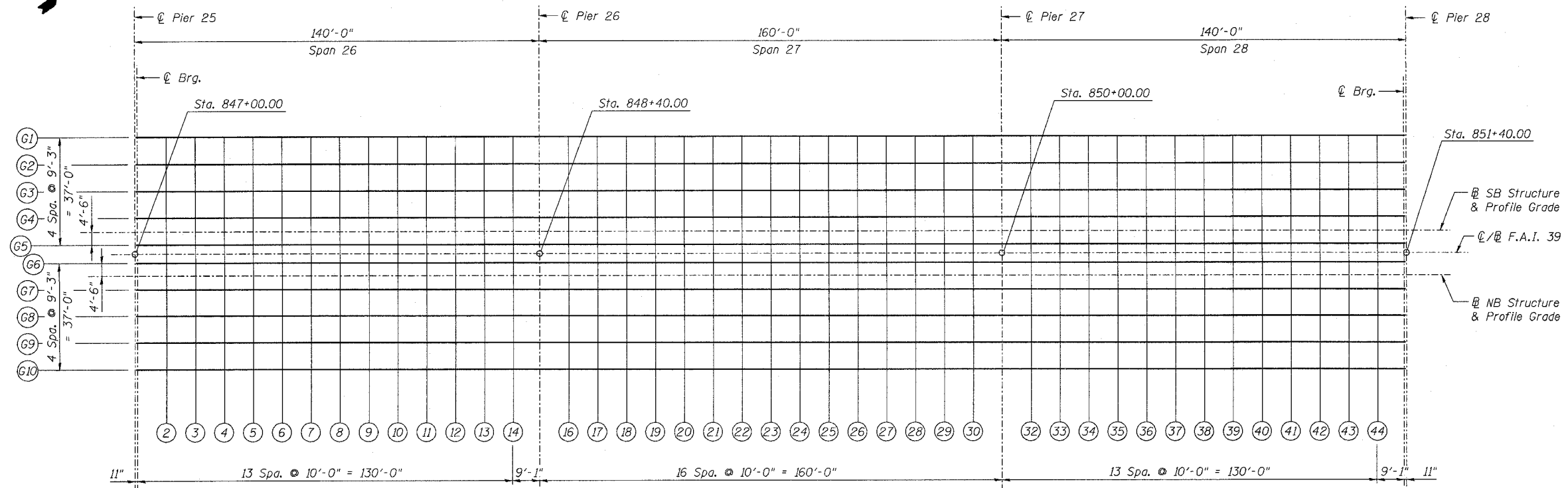
9:00:23 AM

8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.I. 39	SECTION 50-4B	COUNTY LASALLE	TOTAL SHEETS 313	SHEET 81	SHEET NO. 65 313 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

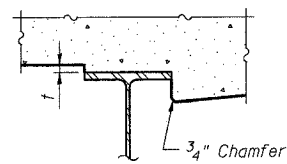
Contract # 66586



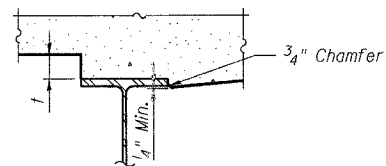
PLAN

NOTES:

1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheet 21. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Notes.
2. For stations and top of slab elevations see sheets 66 thru 68.



AT MINIMUM FILLET

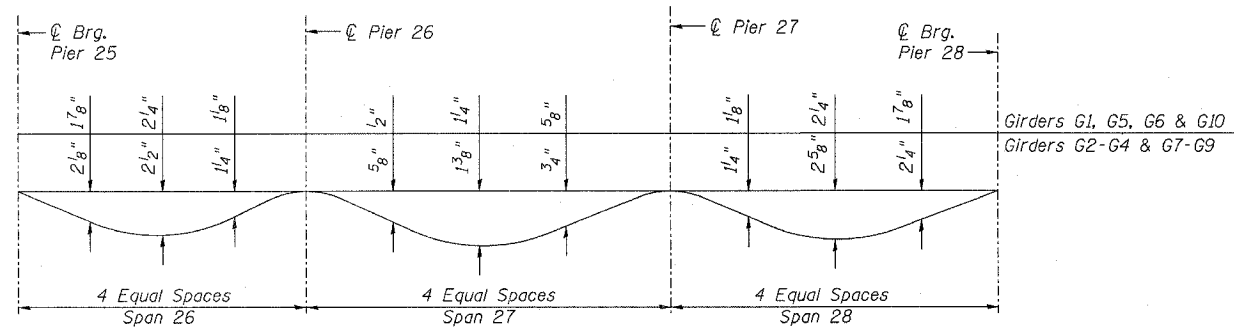


AT MAXIMUM FILLET

To determine "t": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 66 thru 68, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

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



DEAD LOAD DEFLECTION DIAGRAM
(Due to weight of concrete only)

Note: The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 66 thru 68.

SCREED PLAN - SPANS 26 THRU 28
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
312-665-0460
Job # 3856

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. 66 313 SHEETS
F.A.I. 39	50-4B	LASALLE	88	
FED. ROAD 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 25	847+00.92	-40.208	527.577	527.577
2	847+10.92	-40.208	527.531	527.584
3	847+20.92	-40.208	527.484	527.586
4	847+30.92	-40.208	527.438	527.581
5	847+40.92	-40.208	527.392	527.564
6	847+50.92	-40.208	527.346	527.533
7	847+60.92	-40.208	527.299	527.491
8	847+70.92	-40.208	527.253	527.438
9	847+80.92	-40.208	527.207	527.371
10	847+90.92	-40.208	527.161	527.297
11	848+00.92	-40.208	527.115	527.219
12	848+10.92	-40.208	527.068	527.139
13	848+20.92	-40.208	527.022	527.063
14	848+30.92	-40.208	526.976	526.992
⊕ Pier 26	848+40.00	-40.208	526.934	526.934
16	848+50.00	-40.208	526.888	526.889
17	848+60.00	-40.208	526.841	526.849
18	848+70.00	-40.208	526.795	526.818
19	848+80.00	-40.208	526.749	526.792
20	848+90.00	-40.208	526.703	526.766
21	849+00.00	-40.208	526.656	526.738
22	849+10.00	-40.208	526.610	526.704
23	849+20.00	-40.208	526.564	526.667
24	849+30.00	-40.208	526.518	526.616
25	849+40.00	-40.208	526.471	526.561
26	849+50.00	-40.208	526.425	526.498
27	849+60.00	-40.208	526.379	526.430
28	849+70.00	-40.208	526.333	526.362
29	849+80.00	-40.208	526.286	526.298
30	849+90.00	-40.208	526.240	526.243
⊕ Pier 27	850+00.00	-40.208	526.194	526.194
32	850+10.00	-40.208	526.148	526.165
33	850+20.00	-40.208	526.102	526.144
34	850+30.00	-40.208	526.055	526.129
35	850+40.00	-40.208	526.009	526.118
36	850+50.00	-40.208	525.963	526.104
37	850+60.00	-40.208	525.917	526.086
38	850+70.00	-40.208	525.870	526.060
39	850+80.00	-40.208	525.824	526.019
40	850+90.00	-40.208	525.778	525.967
41	851+00.00	-40.208	525.732	525.904
42	851+10.00	-40.208	525.685	525.828
43	851+20.00	-40.208	525.639	525.738
44	851+30.00	-40.208	525.593	525.642
⊕ Brg. Pier 28	851+39.08	-40.208	525.551	525.551

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 25	847+00.92	-30.958	527.762	527.762
2	847+10.92	-30.958	527.716	527.777
3	847+20.92	-30.958	527.669	527.786
4	847+30.92	-30.958	527.623	527.787
5	847+40.92	-30.958	527.577	527.774
6	847+50.92	-30.958	527.531	527.745
7	847+60.92	-30.958	527.484	527.703
8	847+70.92	-30.958	527.438	527.650
9	847+80.92	-30.958	527.392	527.580
10	847+90.92	-30.958	527.346	527.502
11	848+00.92	-30.958	527.300	527.419
12	848+10.92	-30.958	527.253	527.334
13	848+20.92	-30.958	527.207	527.253
14	848+30.92	-30.958	527.161	527.180
⊕ Pier 26	848+40.00	-30.958	527.119	527.119
16	848+50.00	-30.958	527.073	527.074
17	848+60.00	-30.958	527.026	527.035
18	848+70.00	-30.958	526.980	527.006
19	848+80.00	-30.958	526.934	526.983
20	848+90.00	-30.958	526.888	526.960
21	849+00.00	-30.958	526.841	526.934
22	849+10.00	-30.958	526.795	526.902
23	849+20.00	-30.958	526.749	526.866
24	849+30.00	-30.958	526.703	526.815
25	849+40.00	-30.958	526.656	526.758
26	849+50.00	-30.958	526.610	526.693
27	849+60.00	-30.958	526.564	526.622
28	849+70.00	-30.958	526.518	526.551
29	849+80.00	-30.958	526.471	526.484
30	849+90.00	-30.958	526.425	526.428
⊕ Pier 27	850+00.00	-30.958	526.379	526.379
32	850+10.00	-30.958	526.333	526.353
33	850+20.00	-30.958	526.287	526.335
34	850+30.00	-30.958	526.240	526.325
35	850+40.00	-30.958	526.194	526.319
36	850+50.00	-30.958	526.148	526.310
37	850+60.00	-30.958	526.102	526.295
38	850+70.00	-30.958	526.055	526.272
39	850+80.00	-30.958	526.009	526.232
40	850+90.00	-30.958	525.963	526.179
41	851+00.00	-30.958	525.917	526.114
42	851+10.00	-30.958	525.870	526.033
43	851+20.00	-30.958	525.824	525.937
44	851+30.00	-30.958	525.778	525.834
⊕ Brg. Pier 28	851+39.08	-30.958	525.736	525.736

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 25	847+00.92	-21.708	527.947	527.947
2	847+10.92	-21.708	527.901	527.962
3	847+20.92	-21.708	527.854	527.971
4	847+30.92	-21.708	527.808	527.972
5	847+40.92	-21.708	527.762	527.959
6	847+50.92	-21.708	527.716	527.930
7	847+60.92	-21.708	527.669	527.888
8	847+70.92	-21.708	527.623	527.835
9	847+80.92	-21.708	527.577	527.765
10	847+90.92	-21.708	527.531	527.687
11	848+00.92	-21.708	527.485	527.604
12	848+10.92	-21.708	527.438	527.519
13	848+20.92	-21.708	527.392	527.438
14	848+30.92	-21.708	527.346	527.365
⊕ Pier 26	848+40.00	-21.708	527.304	527.304
16	848+50.00	-21.708	527.258	527.259
17	848+60.00	-21.708	527.211	527.220
18	848+70.00	-21.708	527.165	527.191
19	848+80.00	-21.708	527.119	527.168
20	848+90.00	-21.708	527.073	527.145
21	849+00.00	-21.708	527.026	527.119
22	849+10.00	-21.708	526.980	527.087
23	849+20.00	-21.708	526.934	527.051
24	849+30.00	-21.708	526.888	527.000
25	849+40.00	-21.708	526.841	526.943
26	849+50.00	-21.708	526.795	526.878
27	849+60.00	-21.708	526.749	526.807
28	849+70.00	-21.708	526.703	526.736
29	849+80.00	-21.708	526.656	526.669
30	849+90.00	-21.708	526.610	526.613
⊕ Pier 27	850+00.00	-21.708	526.564	526.564
32	850+10.00	-21.708	526.518	526.538
33	850+20.00	-21.708	526.472	526.520
34	850+30.00	-21.708	526.425	526.510
35	850+40.00	-21.708	526.379	526.504
36	850+50.00	-21.708	526.333	526.495
37	850+60.00	-21.708	526.287	526.480
38	850+70.00	-21.708	526.240	526.457
39	850+80.00	-21.708	526.194	526.417
40	850+90.00	-21.708	526.148	526.364
41	851+00.00	-21.708	526.102	526.299
42	851+10.00	-21.708	526.055	526.218
43	851+20.00	-21.708	526.009	526.122
44	851+30.00	-21.708	525.963	526.019
⊕ Brg. Pier 28	851+39.08	-21.708	525.921	525.921

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 25	847+00.92	-12.458	528.132	528.132
2	847+10.92	-12.458	528.086	528.147
3	847+20.92	-12.458	528.039	528.156
4	847+30.92	-12.458	527.993	528.157
5	847+40.92	-12.458	527.947	528.144
6	847+50.92	-12.458	527.901	528.115
7	847+60.92	-12.458	527.854	528.073
8	847+70.92	-12.458	527.808	528.020
9	847+80.92	-12.458	527.762	527.950
10	847+90.92	-12.458	527.716	527.872
11	848+00.92	-12.458	527.670	527.789
12	848+10.92	-12.458	527.623	527.704
13	848+20.92	-12.458	527.577	527.623
14	848+30.92	-12.458	527.531	527.550
⊕ Pier 26	848+40.00	-12.458	527.489	527.489
16	848+50.00	-12.458	527.443	527.444
17	848+60.00	-12.458	527.396	527.405
18	848+70.00	-12.458	527.350	527.376
19	848+80.00	-12.458	527.304	527.353
20	848+90.00	-12.458	527.258	527.330
21	849+00.00	-12.458	527.211	527.304
22	849+10.00	-12.458	527.165	527.272
23	849+20.00	-12.458	527.119	527.236
24	849+30.00	-12.458	527.073	527.185
25	849+40.00	-12.458	527.026	527.128
26	849+50.00	-12.458	526.980	527.063
27	849+60.00	-12.458	526.934	526.992
28	849+70.00	-12.458	526.888	526.921
29	849+80.00	-12.458	526.841	526.854
30	849+90.00	-12.458	526.795	526.798
⊕ Pier 27	850+00.00	-12.458	526.749	526.749
32	850+10.00	-12.458	526.703	526.723
33	850+20.00	-12.458	526.657	526.705
34	850+30.00	-12.458	526.610	526.695
35	850+40.00	-12.458	526.564	526.689
36	850+50.00	-12.458	526.518	526.680
37	850+60.00	-12.458	526.472	526.665
38	850+70.00	-12.458	526.425	526.642
39	850+80.00	-12.458	526.379	526.602
40	850+90.00	-12.458	526.333	526.549
41	851+00.00	-12.458	526.287	526.484
42	851+10.00	-12.458	526.240	526.403
43	851+20.00	-12.458	526.194	526.307
44	851+30.00	-12.458	526.148	526.204
⊕ Brg. Pier 28	851+39.08	-12.458	526.106	526.106

TOP OF SLAB ELEVATIONS-SPANS 26 THRU 28

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)

NOTES:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO. 67
F.A.I. 39	50-4B	LASALLE	80	81	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

SB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 25	847+00.92	-7.708	528.227	528.227
2	847+10.92	-7.708	528.181	528.242
3	847+20.92	-7.708	528.134	528.251
4	847+30.92	-7.708	528.088	528.252
5	847+40.92	-7.708	528.042	528.239
6	847+50.92	-7.708	527.996	528.210
7	847+60.92	-7.708	527.949	528.168
8	847+70.92	-7.708	527.903	528.115
9	847+80.92	-7.708	527.857	528.045
10	847+90.92	-7.708	527.811	527.967
11	848+00.92	-7.708	527.765	527.884
12	848+10.92	-7.708	527.718	527.799
13	848+20.92	-7.708	527.672	527.718
14	848+30.92	-7.708	527.626	527.645
⊕ Pier 26	848+40.00	-7.708	527.584	527.584
16	848+50.00	-7.708	527.538	527.539
17	848+60.00	-7.708	527.491	527.500
18	848+70.00	-7.708	527.445	527.471
19	848+80.00	-7.708	527.399	527.448
20	848+90.00	-7.708	527.353	527.425
21	849+00.00	-7.708	527.306	527.399
22	849+10.00	-7.708	527.260	527.367
23	849+20.00	-7.708	527.214	527.331
24	849+30.00	-7.708	527.168	527.280
25	849+40.00	-7.708	527.121	527.223
26	849+50.00	-7.708	527.075	527.158
27	849+60.00	-7.708	527.029	527.087
28	849+70.00	-7.708	526.983	527.016
29	849+80.00	-7.708	526.936	526.949
30	849+90.00	-7.708	526.890	526.893
⊕ Pier 27	850+00.00	-7.708	526.844	526.844
32	850+10.00	-7.708	526.798	526.818
33	850+20.00	-7.708	526.752	526.800
34	850+30.00	-7.708	526.705	526.790
35	850+40.00	-7.708	526.659	526.784
36	850+50.00	-7.708	526.613	526.775
37	850+60.00	-7.708	526.567	526.760
38	850+70.00	-7.708	526.520	526.737
39	850+80.00	-7.708	526.474	526.697
40	850+90.00	-7.708	526.428	526.644
41	851+00.00	-7.708	526.382	526.579
42	851+10.00	-7.708	526.335	526.498
43	851+20.00	-7.708	526.289	526.402
44	851+30.00	-7.708	526.243	526.299
⊕ Brg. Pier 28	851+39.08	-7.708	526.201	526.201

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 25	847+00.92	-3.208	528.317	528.317
2	847+10.92	-3.208	528.271	528.324
3	847+20.92	-3.208	528.224	528.326
4	847+30.92	-3.208	528.178	528.321
5	847+40.92	-3.208	528.132	528.304
6	847+50.92	-3.208	528.086	528.273
7	847+60.92	-3.208	528.039	528.231
8	847+70.92	-3.208	527.993	528.178
9	847+80.92	-3.208	527.947	528.111
10	847+90.92	-3.208	527.901	528.037
11	848+00.92	-3.208	527.855	527.959
12	848+10.92	-3.208	527.808	527.879
13	848+20.92	-3.208	527.762	527.803
14	848+30.92	-3.208	527.716	527.732
⊕ Pier 26	848+40.00	-3.208	527.674	527.674
16	848+50.00	-3.208	527.628	527.629
17	848+60.00	-3.208	527.581	527.589
18	848+70.00	-3.208	527.535	527.558
19	848+80.00	-3.208	527.489	527.532
20	848+90.00	-3.208	527.443	527.506
21	849+00.00	-3.208	527.396	527.478
22	849+10.00	-3.208	527.350	527.444
23	849+20.00	-3.208	527.304	527.407
24	849+30.00	-3.208	527.258	527.356
25	849+40.00	-3.208	527.211	527.301
26	849+50.00	-3.208	527.165	527.238
27	849+60.00	-3.208	527.119	527.170
28	849+70.00	-3.208	527.073	527.102
29	849+80.00	-3.208	527.026	527.038
30	849+90.00	-3.208	526.980	526.983
⊕ Pier 27	850+00.00	-3.208	526.934	526.934
32	850+10.00	-3.208	526.888	526.905
33	850+20.00	-3.208	526.842	526.884
34	850+30.00	-3.208	526.795	526.869
35	850+40.00	-3.208	526.749	526.858
36	850+50.00	-3.208	526.703	526.844
37	850+60.00	-3.208	526.657	526.826
38	850+70.00	-3.208	526.610	526.800
39	850+80.00	-3.208	526.564	526.759
40	850+90.00	-3.208	526.518	526.707
41	851+00.00	-3.208	526.472	526.644
42	851+10.00	-3.208	526.425	526.568
43	851+20.00	-3.208	526.379	526.478
44	851+30.00	-3.208	526.333	526.382
⊕ Brg. Pier 28	851+39.08	-3.208	526.291	526.291

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 25	847+00.92	3.208	528.317	528.317
2	847+10.92	3.208	528.271	528.324
3	847+20.92	3.208	528.224	528.326
4	847+30.92	3.208	528.178	528.321
5	847+40.92	3.208	528.132	528.304
6	847+50.92	3.208	528.086	528.273
7	847+60.92	3.208	528.039	528.231
8	847+70.92	3.208	527.993	528.178
9	847+80.92	3.208	527.947	528.111
10	847+90.92	3.208	527.901	528.037
11	848+00.92	3.208	527.855	527.959
12	848+10.92	3.208	527.808	527.879
13	848+20.92	3.208	527.762	527.803
14	848+30.92	3.208	527.716	527.732
⊕ Pier 26	848+40.00	3.208	527.674	527.674
16	848+50.00	3.208	527.628	527.629
17	848+60.00	3.208	527.581	527.589
18	848+70.00	3.208	527.535	527.558
19	848+80.00	3.208	527.489	527.532
20	848+90.00	3.208	527.443	527.506
21	849+00.00	3.208	527.396	527.478
22	849+10.00	3.208	527.350	527.444
23	849+20.00	3.208	527.304	527.407
24	849+30.00	3.208	527.258	527.356
25	849+40.00	3.208	527.211	527.301
26	849+50.00	3.208	527.165	527.238
27	849+60.00	3.208	527.119	527.170
28	849+70.00	3.208	527.073	527.102
29	849+80.00	3.208	527.026	527.038
30	849+90.00	3.208	526.980	526.983
⊕ Pier 27	850+00.00	3.208	526.934	526.934
32	850+10.00	3.208	526.888	526.905
33	850+20.00	3.208	526.842	526.884
34	850+30.00	3.208	526.795	526.869
35	850+40.00	3.208	526.749	526.858
36	850+50.00	3.208	526.703	526.844
37	850+60.00	3.208	526.657	526.826
38	850+70.00	3.208	526.610	526.800
39	850+80.00	3.208	526.564	526.759
40	850+90.00	3.208	526.518	526.707
41	851+00.00	3.208	526.472	526.644
42	851+10.00	3.208	526.425	526.568
43	851+20.00	3.208	526.379	526.478
44	851+30.00	3.208	526.333	526.382
⊕ Brg. Pier 28	851+39.08	3.208	526.291	526.291

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 25	847+00.92	7.708	528.227	528.227
2	847+10.92	7.708	528.181	528.242
3	847+20.92	7.708	528.134	528.251
4	847+30.92	7.708	528.088	528.252
5	847+40.92	7.708	528.042	528.239
6	847+50.92	7.708	527.996	528.210
7	847+60.92	7.708	527.949	528.168
8	847+70.92	7.708	527.903	528.115
9	847+80.92	7.708	527.857	528.045
10	847+90.92	7.708	527.811	527.967
11	848+00.92	7.708	527.765	527.884
12	848+10.92	7.708	527.718	527.799
13	848+20.92	7.708	527.672	527.718
14	848+30.92	7.708	527.626	527.645
⊕ Pier 26	848+40.00	7.708	527.584	527.584
16	848+50.00	7.708	527.538	527.539
17	848+60.00	7.708	527.491	527.500
18	848+70.00	7.708	527.445	527.471
19	848+80.00	7.708	527.399	527.448
20	848+90.00	7.708	527.353	527.425
21	849+00.00	7.708	527.306	527.399
22	849+10.00	7.708	527.260	527.367
23	849+20.00	7.708	527.214	527.331
24	849+30.00	7.708	527.168	527.280
25	849+40.00	7.708	527.121	527.223
26	849+50.00	7.708	527.075	527.158
27	849+60.00	7.708	527.029	527.087
28	849+70.00	7.708	526.983	527.016
29	849+80.00	7.708	526.936	526.949
30	849+90.00	7.708	526.890	526.893
⊕ Pier 27	850+00.00	7.708	526.844	526.844
32	850+10.00	7.708	526.798	526.818
33	850+20.00	7.708	526.752	526.800
34	850+30.00	7.708	526.705	526.790
35	850+40.00	7.708	526.659	526.784
36	850+50.00	7.708	526.613	526.775
37	850+60.00	7.708	526.567	526.760
38	850+70.00	7.708	526.520	526.737
39	850+80.00	7.708	526.474	526.697
40	850+90.00	7.708	526.428	526.644
41	851+00.00	7.708	526.382	526.579
42	851+10.00	7.708	526.335	526.498
43	851+20.00	7.708	526.289	526.402
44	851+30.00	7.708	526.243	526.299
⊕ Brg. Pier 28	851+39.08	7.708	526.201	526.201

TOP OF SLAB ELEVATIONS-SPANS 26 THRU 28
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)

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕ F.A.I. 39.

2. Work this sheet with sheet 65.

benesch

alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-5

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 68 313 SHEETS
F.A.I. 39	50-4B	LASALLE		90	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 66586

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 25	847+00.92	12.458	528.132	528.132
2	847+10.92	12.458	528.086	528.147
3	847+20.92	12.458	528.039	528.156
4	847+30.92	12.458	527.993	528.157
5	847+40.92	12.458	527.947	528.144
6	847+50.92	12.458	527.901	528.115
7	847+60.92	12.458	527.854	528.073
8	847+70.92	12.458	527.808	528.020
9	847+80.92	12.458	527.762	527.950
10	847+90.92	12.458	527.716	527.872
11	848+00.92	12.458	527.670	527.789
12	848+10.92	12.458	527.623	527.704
13	848+20.92	12.458	527.577	527.623
14	848+30.92	12.458	527.531	527.550
⊕ Pier 26	848+40.00	12.458	527.489	527.489
16	848+50.00	12.458	527.443	527.444
17	848+60.00	12.458	527.396	527.405
18	848+70.00	12.458	527.350	527.376
19	848+80.00	12.458	527.304	527.353
20	848+90.00	12.458	527.258	527.330
21	849+00.00	12.458	527.211	527.304
22	849+10.00	12.458	527.165	527.272
23	849+20.00	12.458	527.119	527.236
24	849+30.00	12.458	527.073	527.185
25	849+40.00	12.458	527.026	527.128
26	849+50.00	12.458	526.980	527.063
27	849+60.00	12.458	526.934	526.992
28	849+70.00	12.458	526.888	526.921
29	849+80.00	12.458	526.841	526.854
30	849+90.00	12.458	526.795	526.798
⊕ Pier 27	850+00.00	12.458	526.749	526.749
32	850+10.00	12.458	526.703	526.723
33	850+20.00	12.458	526.657	526.705
34	850+30.00	12.458	526.610	526.695
35	850+40.00	12.458	526.564	526.689
36	850+50.00	12.458	526.518	526.680
37	850+60.00	12.458	526.472	526.665
38	850+70.00	12.458	526.425	526.642
39	850+80.00	12.458	526.379	526.602
40	850+90.00	12.458	526.333	526.549
41	851+00.00	12.458	526.287	526.484
42	851+10.00	12.458	526.240	526.403
43	851+20.00	12.458	526.194	526.307
44	851+30.00	12.458	526.148	526.204
⊕ Brg. Pier 28	851+39.08	12.458	526.106	526.106

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 25	847+00.92	21.708	527.947	527.947
2	847+10.92	21.708	527.901	527.962
3	847+20.92	21.708	527.854	527.971
4	847+30.92	21.708	527.808	527.972
5	847+40.92	21.708	527.762	527.959
6	847+50.92	21.708	527.716	527.930
7	847+60.92	21.708	527.669	527.888
8	847+70.92	21.708	527.623	527.835
9	847+80.92	21.708	527.577	527.765
10	847+90.92	21.708	527.531	527.687
11	848+00.92	21.708	527.485	527.604
12	848+10.92	21.708	527.438	527.519
13	848+20.92	21.708	527.392	527.438
14	848+30.92	21.708	527.346	527.365
⊕ Pier 26	848+40.00	21.708	527.304	527.304
16	848+50.00	21.708	527.258	527.259
17	848+60.00	21.708	527.211	527.220
18	848+70.00	21.708	527.165	527.191
19	848+80.00	21.708	527.119	527.168
20	848+90.00	21.708	527.073	527.145
21	849+00.00	21.708	527.026	527.119
22	849+10.00	21.708	526.980	527.087
23	849+20.00	21.708	526.934	527.051
24	849+30.00	21.708	526.888	527.000
25	849+40.00	21.708	526.841	526.943
26	849+50.00	21.708	526.795	526.878
27	849+60.00	21.708	526.749	526.807
28	849+70.00	21.708	526.703	526.736
29	849+80.00	21.708	526.656	526.669
30	849+90.00	21.708	526.610	526.613
⊕ Pier 27	850+00.00	21.708	526.564	526.564
32	850+10.00	21.708	526.518	526.538
33	850+20.00	21.708	526.472	526.520
34	850+30.00	21.708	526.425	526.510
35	850+40.00	21.708	526.379	526.504
36	850+50.00	21.708	526.333	526.495
37	850+60.00	21.708	526.287	526.480
38	850+70.00	21.708	526.240	526.457
39	850+80.00	21.708	526.194	526.417
40	850+90.00	21.708	526.148	526.364
41	851+00.00	21.708	526.102	526.299
42	851+10.00	21.708	526.055	526.218
43	851+20.00	21.708	526.009	526.122
44	851+30.00	21.708	525.963	526.019
⊕ Brg. Pier 28	851+39.08	21.708	525.921	525.921

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 25	847+00.92	30.958	527.762	527.762
2	847+10.92	30.958	527.716	527.777
3	847+20.92	30.958	527.669	527.786
4	847+30.92	30.958	527.623	527.787
5	847+40.92	30.958	527.577	527.774
6	847+50.92	30.958	527.531	527.745
7	847+60.92	30.958	527.484	527.703
8	847+70.92	30.958	527.438	527.650
9	847+80.92	30.958	527.392	527.580
10	847+90.92	30.958	527.346	527.502
11	848+00.92	30.958	527.300	527.419
12	848+10.92	30.958	527.253	527.334
13	848+20.92	30.958	527.207	527.253
14	848+30.92	30.958	527.161	527.180
⊕ Pier 26	848+40.00	30.958	527.119	527.119
16	848+50.00	30.958	527.073	527.074
17	848+60.00	30.958	527.026	527.035
18	848+70.00	30.958	526.980	527.006
19	848+80.00	30.958	526.934	526.983
20	848+90.00	30.958	526.888	526.960
21	849+00.00	30.958	526.841	526.934
22	849+10.00	30.958	526.795	526.902
23	849+20.00	30.958	526.749	526.866
24	849+30.00	30.958	526.703	526.815
25	849+40.00	30.958	526.656	526.758
26	849+50.00	30.958	526.610	526.693
27	849+60.00	30.958	526.564	526.622
28	849+70.00	30.958	526.518	526.551
29	849+80.00	30.958	526.471	526.484
30	849+90.00	30.958	526.425	526.428
⊕ Pier 27	850+00.00	30.958	526.379	526.379
32	850+10.00	30.958	526.333	526.353
33	850+20.00	30.958	526.287	526.335
34	850+30.00	30.958	526.240	526.325
35	850+40.00	30.958	526.194	526.319
36	850+50.00	30.958	526.148	526.310
37	850+60.00	30.958	526.102	526.295
38	850+70.00	30.958	526.055	526.272
39	850+80.00	30.958	526.009	526.232
40	850+90.00	30.958	525.963	526.179
41	851+00.00	30.958	525.917	526.114
42	851+10.00	30.958	525.870	526.033
43	851+20.00	30.958	525.824	525.937
44	851+30.00	30.958	525.778	525.834
⊕ Brg. Pier 28	851+39.08	30.958	525.736	525.736

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 25	847+00.92	40.208	527.577	527.577
2	847+10.92	40.208	527.531	527.584
3	847+20.92	40.208	527.484	527.586
4	847+30.92	40.208	527.438	527.581
5	847+40.92	40.208	527.392	527.564
6	847+50.92	40.208	527.346	527.533
7	847+60.92	40.208	527.299	527.491
8	847+70.92	40.208	527.253	527.438
9	847+80.92	40.208	527.207	527.371
10	847+90.92	40.208	527.161	527.297
11	848+00.92	40.208	527.115	527.219
12	848+10.92	40.208	527.068	527.139
13	848+20.92	40.208	527.022	527.063
14	848+30.92	40.208	526.976	526.992
⊕ Pier 26	848+40.00	40.208	526.934	526.934
16	848+50.00	40.208	526.888	526.889
17	848+60.00	40.208	526.841	526.849
18	848+70.00	40.208	526.795	526.818
19	848+80.00	40.208	526.749	526.792
20	848+90.00	40.208	526.703	526.766
21	849+00.00	40.208	526.656	526.738
22	849+10.00	40.208	526.610	526.704
23	849+20.00	40.208	526.564	526.667
24	849+30.00	40.208	526.518	526.616
25	849+40.00	40.208	526.471	526.561
26	849+50.00	40.208	526.425	526.498
27	849+60.00	40.208	526.379	526.430
28	849+70.00	40.208	526.333	526.362
29	849+80.00	40.208	526.286	526.298
30	849+90.00	40.208	526.240	526.243
⊕ Pier 27	850+00.00	40.208	526.194	526.194
32	850+10.00	40.208	526.148	526.165
33	850+20.00	40.208	526.102	526.144
34	850+30.00	40.208	526.055	526.129
35	850+40.00	40.208	526.009	526.118
36	850+50.00	40.208	525.963	526.104
37	850+60.00	40.208	525.917	526.086
38	850+70.00	40.208	525.870	526.060
39	850+80.00	40.208	525.824	526.019
40	850+90.00	40.208	525.778	525.967
41	851+00.00	40.208	525.732	525.904
42	851+10.00	40.208	525.685	525.828
43	851+20.00	40.208	525.639	525.738
44	851+30.00	40.208	525.593	525.642
⊕ Brg. Pier 28	851+39.08	40.208	525.551	525.551

TOP OF SLAB ELEVATIONS- SPANS 26 THRU 28
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

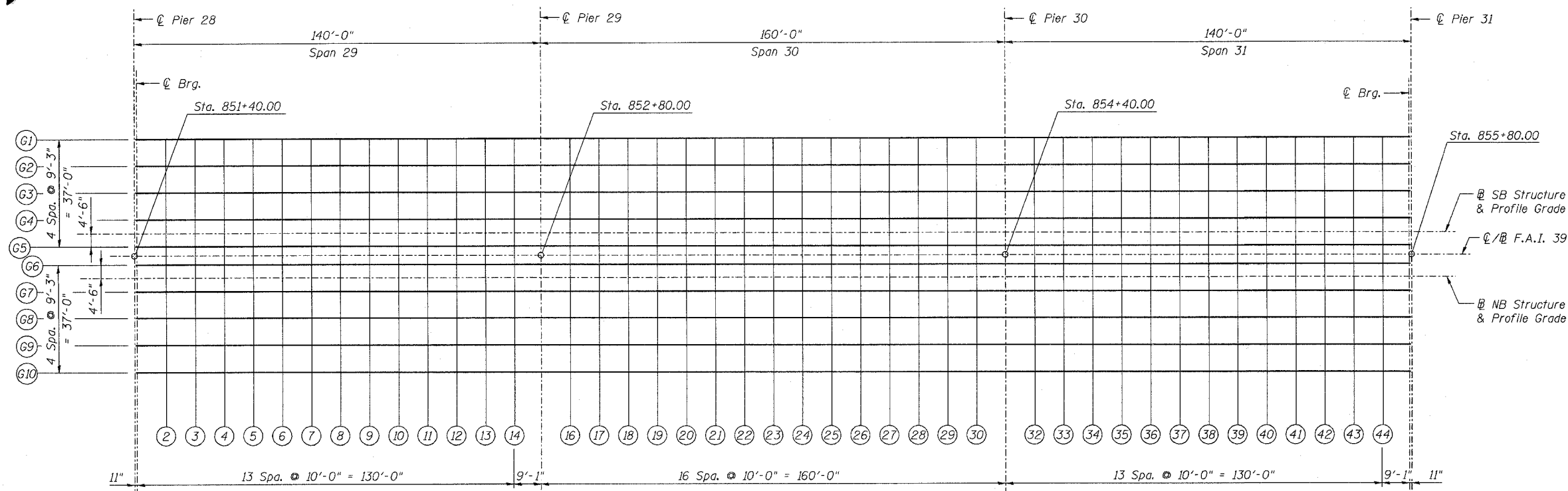
STRUCTURE NO. 050-0191 (SB & NB)

NOTES:

1. Stations, elev

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

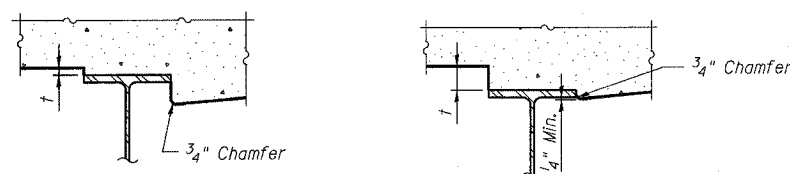
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. 69
F.A.I. 39	50-4B	LASALLE		91	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract # 66586		



PLAN

NOTES:

1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheet 21. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Notes.
2. For stations and top of slab elevations see sheets 70 thru 72.



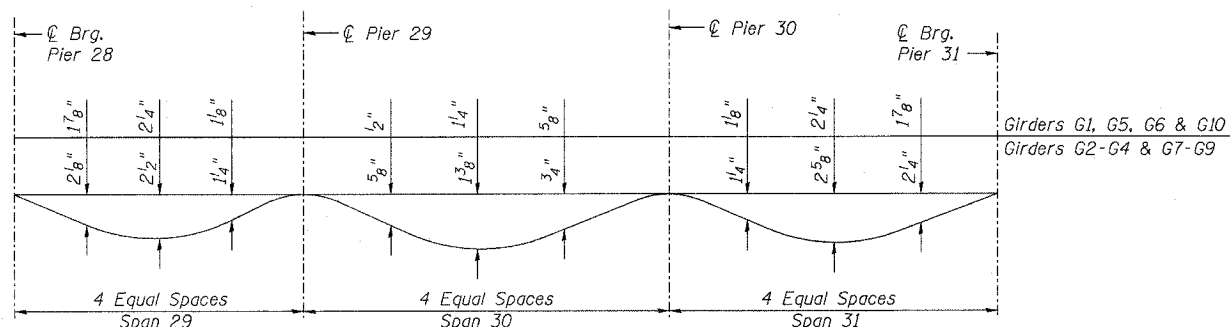
AT MINIMUM FILLET

AT MAXIMUM FILLET

To determine "t": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 70 thru 72, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

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



DEAD LOAD DEFLECTION DIAGRAM

(Due to weight of concrete only)

Note:

The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 70 thru 72.

SCREED PLAN - SPANS 29 THRU 31
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
312-366-0450
Job # 3856

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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE		313
FED. ROAD 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 28	851+40.92	-40.208	525.542	525.542
2	851+50.92	-40.208	525.496	525.550
3	851+60.92	-40.208	525.450	525.551
4	851+70.92	-40.208	525.404	525.546
5	851+80.92	-40.208	525.357	525.529
6	851+90.92	-40.208	525.311	525.498
7	852+00.92	-40.208	525.265	525.456
8	852+10.92	-40.208	525.219	525.404
9	852+20.92	-40.208	525.172	525.337
10	852+30.92	-40.208	525.126	525.263
11	852+40.92	-40.208	525.080	525.185
12	852+50.92	-40.208	525.034	525.105
13	852+60.92	-40.208	524.987	525.028
14	852+70.92	-40.208	524.941	524.958
⊕ Pier 29	852+80.00	-40.208	524.899	524.899
16	852+90.00	-40.208	524.853	524.854
17	853+00.00	-40.208	524.807	524.814
18	853+10.00	-40.208	524.761	524.784
19	853+20.00	-40.208	524.714	524.757
20	853+30.00	-40.208	524.668	524.731
21	853+40.00	-40.208	524.622	524.703
22	853+50.00	-40.208	524.576	524.670
23	853+60.00	-40.208	524.529	524.632
24	853+70.00	-40.208	524.483	524.582
25	853+80.00	-40.208	524.437	524.526
26	853+90.00	-40.208	524.391	524.464
27	854+00.00	-40.208	524.344	524.396
28	854+10.00	-40.208	524.298	524.327
29	854+20.00	-40.208	524.252	524.263
30	854+30.00	-40.208	524.206	524.208
⊕ Pier 30	854+40.00	-40.208	524.159	524.159
32	854+50.00	-40.208	524.113	524.131
33	854+60.00	-40.208	524.067	524.110
34	854+70.00	-40.208	524.021	524.095
35	854+80.00	-40.208	523.974	524.084
36	854+90.00	-40.208	523.928	524.070
37	855+00.00	-40.208	523.882	524.051
38	855+10.00	-40.208	523.836	524.025
39	855+20.00	-40.208	523.790	523.985
40	855+30.00	-40.208	523.743	523.932
41	855+40.00	-40.208	523.697	523.869
42	855+50.00	-40.208	523.651	523.793
43	855+60.00	-40.208	523.605	523.704
44	855+70.00	-40.208	523.558	523.608
⊕ Brg. Pier 31	855+79.08	-40.208	523.516	523.516

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 28	851+40.92	-30.958	525.727	525.727
2	851+50.92	-30.958	525.681	525.742
3	851+60.92	-30.958	525.635	525.751
4	851+70.92	-30.958	525.589	525.752
5	851+80.92	-30.958	525.542	525.739
6	851+90.92	-30.958	525.496	525.710
7	852+00.92	-30.958	525.450	525.669
8	852+10.92	-30.958	525.404	525.615
9	852+20.92	-30.958	525.357	525.545
10	852+30.92	-30.958	525.311	525.468
11	852+40.92	-30.958	525.265	525.385
12	852+50.92	-30.958	525.219	525.300
13	852+60.92	-30.958	525.172	525.219
14	852+70.92	-30.958	525.126	525.145
⊕ Pier 29	852+80.00	-30.958	525.084	525.084
16	852+90.00	-30.958	525.038	525.039
17	853+00.00	-30.958	524.992	525.000
18	853+10.00	-30.958	524.946	524.972
19	853+20.00	-30.958	524.899	524.948
20	853+30.00	-30.958	524.853	524.925
21	853+40.00	-30.958	524.807	524.900
22	853+50.00	-30.958	524.761	524.868
23	853+60.00	-30.958	524.714	524.832
24	853+70.00	-30.958	524.668	524.781
25	853+80.00	-30.958	524.622	524.724
26	853+90.00	-30.958	524.576	524.659
27	854+00.00	-30.958	524.529	524.588
28	854+10.00	-30.958	524.483	524.516
29	854+20.00	-30.958	524.437	524.450
30	854+30.00	-30.958	524.391	524.393
⊕ Pier 30	854+40.00	-30.958	524.344	524.344
32	854+50.00	-30.958	524.298	524.318
33	854+60.00	-30.958	524.252	524.301
34	854+70.00	-30.958	524.206	524.290
35	854+80.00	-30.958	524.159	524.284
36	854+90.00	-30.958	524.113	524.275
37	855+00.00	-30.958	524.067	524.260
38	855+10.00	-30.958	524.021	524.238
39	855+20.00	-30.958	523.975	524.198
40	855+30.00	-30.958	523.928	524.145
41	855+40.00	-30.958	523.882	524.079
42	855+50.00	-30.958	523.836	523.999
43	855+60.00	-30.958	523.790	523.903
44	855+70.00	-30.958	523.743	523.800
⊕ Brg. Pier 31	855+79.08	-30.958	523.701	523.701

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 28	851+40.92	-21.708	525.912	525.912
2	851+50.92	-21.708	525.866	525.927
3	851+60.92	-21.708	525.820	525.936
4	851+70.92	-21.708	525.774	525.937
5	851+80.92	-21.708	525.727	525.924
6	851+90.92	-21.708	525.681	525.895
7	852+00.92	-21.708	525.635	525.854
8	852+10.92	-21.708	525.589	525.800
9	852+20.92	-21.708	525.542	525.730
10	852+30.92	-21.708	525.496	525.653
11	852+40.92	-21.708	525.450	525.570
12	852+50.92	-21.708	525.404	525.485
13	852+60.92	-21.708	525.357	525.404
14	852+70.92	-21.708	525.311	525.330
⊕ Pier 29	852+80.00	-21.708	525.269	525.269
16	852+90.00	-21.708	525.223	525.224
17	853+00.00	-21.708	525.177	525.185
18	853+10.00	-21.708	525.131	525.157
19	853+20.00	-21.708	525.084	525.133
20	853+30.00	-21.708	525.038	525.110
21	853+40.00	-21.708	524.992	525.085
22	853+50.00	-21.708	524.946	525.053
23	853+60.00	-21.708	524.899	525.017
24	853+70.00	-21.708	524.853	524.966
25	853+80.00	-21.708	524.807	524.909
26	853+90.00	-21.708	524.761	524.844
27	854+00.00	-21.708	524.714	524.773
28	854+10.00	-21.708	524.668	524.701
29	854+20.00	-21.708	524.622	524.635
30	854+30.00	-21.708	524.576	524.578
⊕ Pier 30	854+40.00	-21.708	524.529	524.529
32	854+50.00	-21.708	524.483	524.503
33	854+60.00	-21.708	524.437	524.486
34	854+70.00	-21.708	524.391	524.475
35	854+80.00	-21.708	524.344	524.469
36	854+90.00	-21.708	524.298	524.460
37	855+00.00	-21.708	524.252	524.445
38	855+10.00	-21.708	524.206	524.423
39	855+20.00	-21.708	524.160	524.383
40	855+30.00	-21.708	524.113	524.330
41	855+40.00	-21.708	524.067	524.264
42	855+50.00	-21.708	524.021	524.184
43	855+60.00	-21.708	523.975	524.088
44	855+70.00	-21.708	523.928	523.985
⊕ Brg. Pier 31	855+79.08	-21.708	523.886	523.886

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 28	851+40.92	-12.458	526.097	526.097
2	851+50.92	-12.458	526.051	526.112
3	851+60.92	-12.458	526.005	526.121
4	851+70.92	-12.458	525.959	526.122
5	851+80.92	-12.458	525.912	526.109
6	851+90.92	-12.458	525.866	526.080
7	852+00.92	-12.458	525.820	526.039
8	852+10.92	-12.458	525.774	525.985
9	852+20.92	-12.458	525.727	525.915
10	852+30.92	-12.458	525.681	525.838
11	852+40.92	-12.458	525.635	525.755
12	852+50.92	-12.458	525.589	525.670
13	852+60.92	-12.458	525.542	525.589
14	852+70.92	-12.458	525.496	525.515
⊕ Pier 29	852+80.00	-12.458	525.454	525.454
16	852+90.00	-12.458	525.408	525.409
17	853+00.00	-12.458	525.362	525.370
18	853+10.00	-12.458	525.316	525.342
19	853+20.00	-12.458	525.269	525.318
20	853+30.00	-12.458	525.223	525.295
21	853+40.00	-12.458	525.177	525.270
22	853+50.00	-12.458	525.131	525.238
23	853+60.00	-12.458	525.084	525.202
24	853+70.00	-12.458	525.038	525.151
25	853+80.00	-12.458	524.992	525.094
26	853+90.00	-12.458	524.946	525.029
27	854+00.00	-12.458	524.899	524.958
28	854+10.00	-12.458	524.853	524.886
29	854+20.00	-12.458	524.807	524.820
30	854+30.00	-12.458	524.761	524.763
⊕ Pier 30	854+40.00	-12.458	524.714	524.714
32	854+50.00	-12.458	524.668	524.688
33	854+60.00	-12.458	524.622	524.671
34	854+70.00	-12.458	524.576	524.660
35	854+80.00	-12.458	524.529	524.654
36	854+90.00	-12.458	524.483	524.645
37	855+00.00	-12.458	524.437	524.630
38	855+10.00	-12.458	524.391	524.608
39	855+20.00	-12.458	524.345	524.568
40	855+30.00	-12.458	524.298	524.515
41	855+40.00	-12.458	524.252	524.449
42	855+50.00	-12.458	524.206	524.369
43	855+60.00	-12.458	524.160	524.273
44	855+70.00	-12.458	524.113	524.170
⊕ Brg. Pier 31	855+79.08	-12.458	524.071	524.071

TOP OF SLAB ELEVATIONS- SPANS 29 THRU 31
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)

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE	93	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			

Contract # 66586

SB PGL

GIRDER 5

GIRDER 6

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 28	851+40.92	-7.708	526.192	526.192
2	851+50.92	-7.708	526.146	526.207
3	851+60.92	-7.708	526.100	526.216
4	851+70.92	-7.708	526.054	526.217
5	851+80.92	-7.708	526.007	526.204
6	851+90.92	-7.708	525.961	526.175
7	852+00.92	-7.708	525.915	526.134
8	852+10.92	-7.708	525.869	526.080
9	852+20.92	-7.708	525.822	526.010
10	852+30.92	-7.708	525.776	525.933
11	852+40.92	-7.708	525.730	525.850
12	852+50.92	-7.708	525.684	525.765
13	852+60.92	-7.708	525.637	525.684
14	852+70.92	-7.708	525.591	525.610
⊙ Pier 29	852+80.00	-7.708	525.549	525.549
16	852+90.00	-7.708	525.503	525.504
17	853+00.00	-7.708	525.457	525.465
18	853+10.00	-7.708	525.411	525.437
19	853+20.00	-7.708	525.364	525.413
20	853+30.00	-7.708	525.318	525.390
21	853+40.00	-7.708	525.272	525.365
22	853+50.00	-7.708	525.226	525.333
23	853+60.00	-7.708	525.179	525.297
24	853+70.00	-7.708	525.133	525.246
25	853+80.00	-7.708	525.087	525.189
26	853+90.00	-7.708	525.041	525.124
27	854+00.00	-7.708	524.994	525.053
28	854+10.00	-7.708	524.948	524.981
29	854+20.00	-7.708	524.902	524.915
30	854+30.00	-7.708	524.856	524.858
⊙ Pier 30	854+40.00	-7.708	524.809	524.809
32	854+50.00	-7.708	524.763	524.783
33	854+60.00	-7.708	524.717	524.766
34	854+70.00	-7.708	524.671	524.755
35	854+80.00	-7.708	524.624	524.749
36	854+90.00	-7.708	524.578	524.740
37	855+00.00	-7.708	524.532	524.725
38	855+10.00	-7.708	524.486	524.703
39	855+20.00	-7.708	524.440	524.663
40	855+30.00	-7.708	524.393	524.610
41	855+40.00	-7.708	524.347	524.544
42	855+50.00	-7.708	524.301	524.464
43	855+60.00	-7.708	524.255	524.368
44	855+70.00	-7.708	524.208	524.265
⊙ Brg. Pier 31	855+79.08	-7.708	524.166	524.166

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 28	851+40.92	-3.208	526.282	526.282
2	851+50.92	-3.208	526.236	526.290
3	851+60.92	-3.208	526.190	526.291
4	851+70.92	-3.208	526.144	526.286
5	851+80.92	-3.208	526.097	526.269
6	851+90.92	-3.208	526.051	526.238
7	852+00.92	-3.208	526.005	526.196
8	852+10.92	-3.208	525.959	526.144
9	852+20.92	-3.208	525.912	526.077
10	852+30.92	-3.208	525.866	526.003
11	852+40.92	-3.208	525.820	525.925
12	852+50.92	-3.208	525.774	525.845
13	852+60.92	-3.208	525.727	525.768
14	852+70.92	-3.208	525.681	525.698
⊙ Pier 29	852+80.00	-3.208	525.639	525.639
16	852+90.00	-3.208	525.593	525.594
17	853+00.00	-3.208	525.547	525.554
18	853+10.00	-3.208	525.501	525.524
19	853+20.00	-3.208	525.454	525.497
20	853+30.00	-3.208	525.408	525.471
21	853+40.00	-3.208	525.362	525.443
22	853+50.00	-3.208	525.316	525.410
23	853+60.00	-3.208	525.269	525.372
24	853+70.00	-3.208	525.223	525.322
25	853+80.00	-3.208	525.177	525.266
26	853+90.00	-3.208	525.131	525.204
27	854+00.00	-3.208	525.084	525.136
28	854+10.00	-3.208	525.038	525.067
29	854+20.00	-3.208	524.992	525.003
30	854+30.00	-3.208	524.946	524.948
⊙ Pier 30	854+40.00	-3.208	524.899	524.899
32	854+50.00	-3.208	524.853	524.871
33	854+60.00	-3.208	524.807	524.850
34	854+70.00	-3.208	524.761	524.835
35	854+80.00	-3.208	524.714	524.824
36	854+90.00	-3.208	524.668	524.810
37	855+00.00	-3.208	524.622	524.791
38	855+10.00	-3.208	524.576	524.765
39	855+20.00	-3.208	524.530	524.725
40	855+30.00	-3.208	524.483	524.672
41	855+40.00	-3.208	524.437	524.609
42	855+50.00	-3.208	524.391	524.533
43	855+60.00	-3.208	524.345	524.444
44	855+70.00	-3.208	524.298	524.348
⊙ Brg. Pier 31	855+79.08	-3.208	524.256	524.256

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 28	851+40.92	3.208	526.282	526.282
2	851+50.92	3.208	526.236	526.290
3	851+60.92	3.208	526.190	526.291
4	851+70.92	3.208	526.144	526.286
5	851+80.92	3.208	526.097	526.269
6	851+90.92	3.208	526.051	526.238
7	852+00.92	3.208	526.005	526.196
8	852+10.92	3.208	525.959	526.144
9	852+20.92	3.208	525.912	526.077
10	852+30.92	3.208	525.866	526.003
11	852+40.92	3.208	525.820	525.925
12	852+50.92	3.208	525.774	525.845
13	852+60.92	3.208	525.727	525.768
14	852+70.92	3.208	525.681	525.698
⊙ Pier 29	852+80.00	3.208	525.639	525.639
16	852+90.00	3.208	525.593	525.594
17	853+00.00	3.208	525.547	525.554
18	853+10.00	3.208	525.501	525.524
19	853+20.00	3.208	525.454	525.497
20	853+30.00	3.208	525.408	525.471
21	853+40.00	3.208	525.362	525.443
22	853+50.00	3.208	525.316	525.410
23	853+60.00	3.208	525.269	525.372
24	853+70.00	3.208	525.223	525.322
25	853+80.00	3.208	525.177	525.266
26	853+90.00	3.208	525.131	525.204
27	854+00.00	3.208	525.084	525.136
28	854+10.00	3.208	525.038	525.067
29	854+20.00	3.208	524.992	525.003
30	854+30.00	3.208	524.946	524.948
⊙ Pier 30	854+40.00	3.208	524.899	524.899
32	854+50.00	3.208	524.853	524.871
33	854+60.00	3.208	524.807	524.850
34	854+70.00	3.208	524.761	524.835
35	854+80.00	3.208	524.714	524.824
36	854+90.00	3.208	524.668	524.810
37	855+00.00	3.208	524.622	524.791
38	855+10.00	3.208	524.576	524.765
39	855+20.00	3.208	524.530	524.725
40	855+30.00	3.208	524.483	524.672
41	855+40.00	3.208	524.437	524.609
42	855+50.00	3.208	524.391	524.533
43	855+60.00	3.208	524.345	524.444
44	855+70.00	3.208	524.298	524.348
⊙ Brg. Pier 31	855+79.08	3.208	524.256	524.256

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 28	851+40.92	7.708	526.192	526.192
2	851+50.92	7.708	526.146	526.207
3	851+60.92	7.708	526.100	526.216
4	851+70.92	7.708	526.054	526.217
5	851+80.92	7.708	526.007	526.204
6	851+90.92	7.708	525.961	526.175
7	852+00.92	7.708	525.915	526.134
8	852+10.92	7.708	525.869	526.080
9	852+20.92	7.708	525.822	526.010
10	852+30.92	7.708	525.776	525.933
11	852+40.92	7.708	525.730	525.850
12	852+50.92	7.708	525.684	525.765
13	852+60.92	7.708	525.637	525.684
14	852+70.92	7.708	525.591	525.610
⊙ Pier 29	852+80.00	7.708	525.549	525.549
16	852+90.00	7.708	525.503	525.504
17	853+00.00	7.708	525.457	525.465
18	853+10.00	7.708	525.411	525.437
19	853+20.00	7.708	525.364	525.413
20	853+30.00	7.708	525.318	525.390
21	853+40.00	7.708	525.272	525.365
22	853+50.00	7.708	525.226	525.333
23	853+60.00	7.708	525.179	525.297
24	853+70.00	7.708	525.133	525.246
25	853+80.00	7.708	525.087	525.189
26	853+90.00	7.708	525.041	525.124
27	854+00.00	7.708	524.994	525.053
28	854+10.00	7.708	524.948	524.981
29	854+20.00	7.708	524.902	524.915
30	854+30.00	7.708	524.856	524.858
⊙ Pier 30	854+40.00	7.708	524.809	524.809
32	854+50.00	7.708	524.763	524.783
33	854+60.00	7.708	524.717	524.766
34	854+70.00	7.708	524.671	524.755
35	854+80.00	7.708	524.624	524.749
36	854+90.00	7.708	524.578	524.740
37	855+00.00	7.708	524.532	524.725
38	855+10.00	7.708	524.486	524.703
39	855+20.00	7.708	524.440	524.663
40	855+30.00	7.708	524.393	524.610
41	855+40.00	7.708	524.347	524.544
42	855+50.00	7.708	524.301	524.464
43	855+60.00	7.708	524.255	524.368
44	855+70.00	7.708	524.208	524.265
⊙ Brg. Pier 31	855+79.08	7.708	524.166	524.166

TOP OF SLAB ELEVATIONS- SPANS 29 THRU 31

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)

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊙/⊙ F.A.I. 39.

2. Work this sheet with sheet 69.

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alfred benesch & company
Engineers - Surveyors - Planners
208 North

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 72
F.A.I. 39	50-4B	LASALLE		94	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract # 66586

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 28	851+40.92	12.458	526.097	526.097
2	851+50.92	12.458	526.051	526.112
3	851+60.92	12.458	526.005	526.121
4	851+70.92	12.458	525.959	526.122
5	851+80.92	12.458	525.912	526.109
6	851+90.92	12.458	525.866	526.080
7	852+00.92	12.458	525.820	526.039
8	852+10.92	12.458	525.774	525.985
9	852+20.92	12.458	525.727	525.915
10	852+30.92	12.458	525.681	525.838
11	852+40.92	12.458	525.635	525.755
12	852+50.92	12.458	525.589	525.670
13	852+60.92	12.458	525.542	525.589
14	852+70.92	12.458	525.496	525.515
⊙ Pier 29	852+80.00	12.458	525.454	525.454
16	852+90.00	12.458	525.408	525.409
17	853+00.00	12.458	525.362	525.370
18	853+10.00	12.458	525.316	525.342
19	853+20.00	12.458	525.269	525.318
20	853+30.00	12.458	525.223	525.295
21	853+40.00	12.458	525.177	525.270
22	853+50.00	12.458	525.131	525.238
23	853+60.00	12.458	525.084	525.202
24	853+70.00	12.458	525.038	525.151
25	853+80.00	12.458	524.992	525.094
26	853+90.00	12.458	524.946	525.029
27	854+00.00	12.458	524.899	524.958
28	854+10.00	12.458	524.853	524.886
29	854+20.00	12.458	524.807	524.820
30	854+30.00	12.458	524.761	524.763
⊙ Pier 30	854+40.00	12.458	524.714	524.714
32	854+50.00	12.458	524.668	524.688
33	854+60.00	12.458	524.622	524.671
34	854+70.00	12.458	524.576	524.660
35	854+80.00	12.458	524.529	524.654
36	854+90.00	12.458	524.483	524.645
37	855+00.00	12.458	524.437	524.630
38	855+10.00	12.458	524.391	524.608
39	855+20.00	12.458	524.345	524.568
40	855+30.00	12.458	524.298	524.515
41	855+40.00	12.458	524.252	524.449
42	855+50.00	12.458	524.206	524.369
43	855+60.00	12.458	524.160	524.273
44	855+70.00	12.458	524.113	524.170
⊙ Brg. Pier 31	855+79.08	12.458	524.071	524.071

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 28	851+40.92	21.708	525.912	525.912
2	851+50.92	21.708	525.866	525.927
3	851+60.92	21.708	525.820	525.936
4	851+70.92	21.708	525.774	525.937
5	851+80.92	21.708	525.727	525.924
6	851+90.92	21.708	525.681	525.895
7	852+00.92	21.708	525.635	525.854
8	852+10.92	21.708	525.589	525.800
9	852+20.92	21.708	525.542	525.730
10	852+30.92	21.708	525.496	525.653
11	852+40.92	21.708	525.450	525.570
12	852+50.92	21.708	525.404	525.485
13	852+60.92	21.708	525.357	525.404
14	852+70.92	21.708	525.311	525.330
⊙ Pier 29	852+80.00	21.708	525.269	525.269
16	852+90.00	21.708	525.223	525.224
17	853+00.00	21.708	525.177	525.185
18	853+10.00	21.708	525.131	525.157
19	853+20.00	21.708	525.084	525.133
20	853+30.00	21.708	525.038	525.110
21	853+40.00	21.708	524.992	525.085
22	853+50.00	21.708	524.946	525.053
23	853+60.00	21.708	524.899	525.017
24	853+70.00	21.708	524.853	524.966
25	853+80.00	21.708	524.807	524.909
26	853+90.00	21.708	524.761	524.844
27	854+00.00	21.708	524.714	524.773
28	854+10.00	21.708	524.668	524.701
29	854+20.00	21.708	524.622	524.635
30	854+30.00	21.708	524.576	524.578
⊙ Pier 30	854+40.00	21.708	524.529	524.529
32	854+50.00	21.708	524.483	524.503
33	854+60.00	21.708	524.437	524.486
34	854+70.00	21.708	524.391	524.475
35	854+80.00	21.708	524.344	524.469
36	854+90.00	21.708	524.298	524.460
37	855+00.00	21.708	524.252	524.445
38	855+10.00	21.708	524.206	524.423
39	855+20.00	21.708	524.160	524.383
40	855+30.00	21.708	524.113	524.330
41	855+40.00	21.708	524.067	524.264
42	855+50.00	21.708	524.021	524.184
43	855+60.00	21.708	523.975	524.088
44	855+70.00	21.708	523.928	523.985
⊙ Brg. Pier 31	855+79.08	21.708	523.886	523.886

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 28	851+40.92	30.958	525.727	525.727
2	851+50.92	30.958	525.681	525.742
3	851+60.92	30.958	525.635	525.751
4	851+70.92	30.958	525.589	525.752
5	851+80.92	30.958	525.542	525.739
6	851+90.92	30.958	525.496	525.710
7	852+00.92	30.958	525.450	525.669
8	852+10.92	30.958	525.404	525.615
9	852+20.92	30.958	525.357	525.545
10	852+30.92	30.958	525.311	525.468
11	852+40.92	30.958	525.265	525.385
12	852+50.92	30.958	525.219	525.300
13	852+60.92	30.958	525.172	525.219
14	852+70.92	30.958	525.126	525.145
⊙ Pier 29	852+80.00	30.958	525.084	525.084
16	852+90.00	30.958	525.038	525.039
17	853+00.00	30.958	524.992	525.000
18	853+10.00	30.958	524.946	524.972
19	853+20.00	30.958	524.899	524.948
20	853+30.00	30.958	524.853	524.925
21	853+40.00	30.958	524.807	524.900
22	853+50.00	30.958	524.761	524.868
23	853+60.00	30.958	524.714	524.832
24	853+70.00	30.958	524.668	524.781
25	853+80.00	30.958	524.622	524.724
26	853+90.00	30.958	524.576	524.659
27	854+00.00	30.958	524.529	524.588
28	854+10.00	30.958	524.483	524.516
29	854+20.00	30.958	524.437	524.450
30	854+30.00	30.958	524.391	524.393
⊙ Pier 30	854+40.00	30.958	524.344	524.344
32	854+50.00	30.958	524.298	524.318
33	854+60.00	30.958	524.252	524.301
34	854+70.00	30.958	524.206	524.290
35	854+80.00	30.958	524.159	524.284
36	854+90.00	30.958	524.113	524.275
37	855+00.00	30.958	524.067	524.260
38	855+10.00	30.958	524.021	524.238
39	855+20.00	30.958	523.975	524.198
40	855+30.00	30.958	523.928	524.145
41	855+40.00	30.958	523.882	524.079
42	855+50.00	30.958	523.836	523.999
43	855+60.00	30.958	523.790	523.903
44	855+70.00	30.958	523.743	523.800
⊙ Brg. Pier 31	855+79.08	30.958	523.701	523.701

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊙ Brg. Pier 28	851+40.92	40.208	525.542	525.542
2	851+50.92	40.208	525.496	525.550
3	851+60.92	40.208	525.450	525.551
4	851+70.92	40.208	525.404	525.546
5	851+80.92	40.208	525.357	525.529
6	851+90.92	40.208	525.311	525.498
7	852+00.92	40.208	525.265	525.456
8	852+10.92	40.208	525.219	525.404
9	852+20.92	40.208	525.172	525.337
10	852+30.92	40.208	525.126	525.263
11	852+40.92	40.208	525.080	525.185
12	852+50.92	40.208	525.034	525.105
13	852+60.92	40.208	524.987	525.028
14	852+70.92	40.208	524.941	524.958
⊙ Pier 29	852+80.00	40.208	524.899	524.899
16	852+90.00	40.208	524.853	524.854
17	853+00.00	40.208	524.807	524.814
18	853+10.00	40.208	524.761	524.784
19	853+20.00	40.208	524.714	524.757
20	853+30.00	40.208	524.668	524.731
21	853+40.00	40.208	524.622	524.703
22	853+50.00	40.208	524.576	524.670
23	853+60.00	40.208	524.529	524.632
24	853+70.00	40.208	524.483	524.582
25	853+80.00	40.208	524.437	524.526
26	853+90.00	40.208	524.391	524.464
27	854+00.00	40.208	524.344	524.396
28	854+10.00	40.208	524.298	524.327
29	854+20.00	40.208	524.252	524.263
30	854+30.00	40.208	524.206	524.208
⊙ Pier 30	854+40.00	40.208	524.159	524.159
32	854+50.00	40.208	524.113	524.131
33	854+60.00	40.208	524.067	524.110
34	854+70.00	40.208	524.021	524.095
35	854+80.00	40.208	523.974	524.084
36	854+90.00	40.208	523.928	524.070
37	855+00.00	40.208	523.882	524.051
38	855+10.00	40.208	523.836	524.025
39	855+20.00	40.208	523.790	523.985
40	855+30.00	40.208	523.743	523.932
41	855+40.00	40.208	523.697	523.869
42	855+50.00	40.208	523.651	523.793
43	855+60.00	40.208	523.605	523.704
44	855+70.00	40.208	523.558	523.608
⊙ Brg. Pier 31	855+79.08	40.208	523.516	523.516

TOP OF SLAB ELEVATIONS-SPANS 29 THRU 31
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)

NOTES:

- Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
- Work this sheet with sheet 69.

benesch

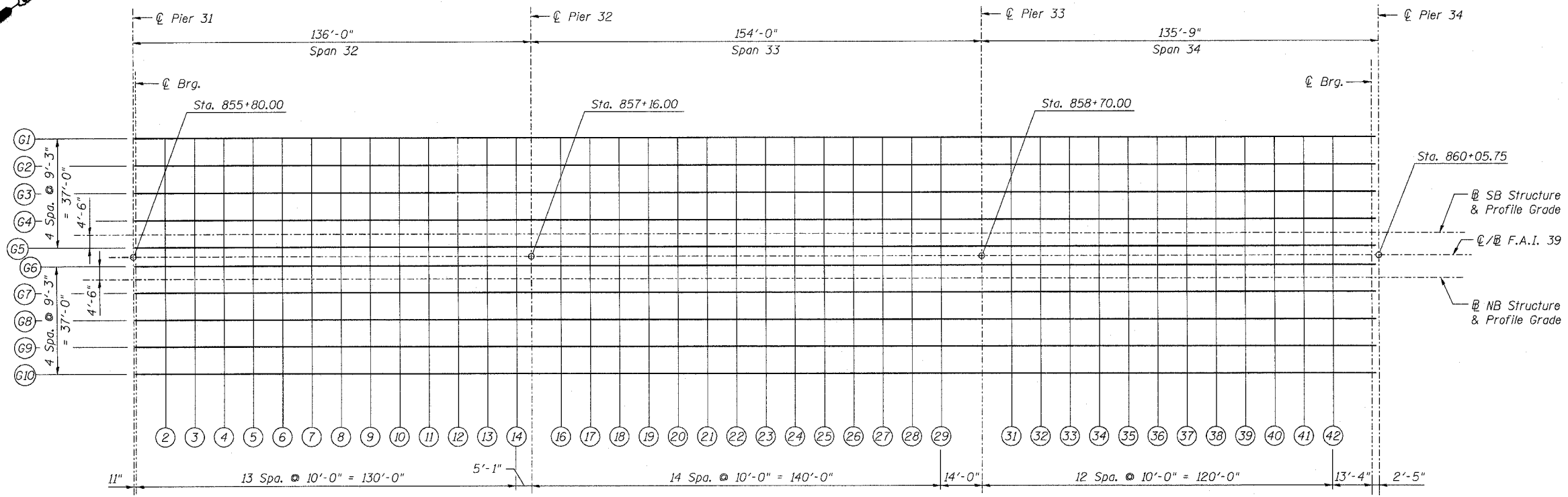
alfred benesch & company
Engineers - Surveyors - Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.I. 39	SECTION 50-4B	COUNTY LASALLE	SHEET 9/	SHEET NO. 73
FED. ROAD DIST. NO. 7				ILLINOIS FED. AID PROJECT

313 SHEETS

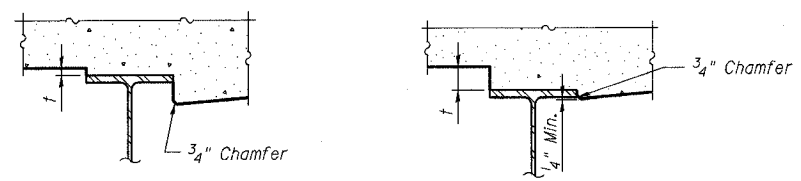
Contract # 66586



PLAN

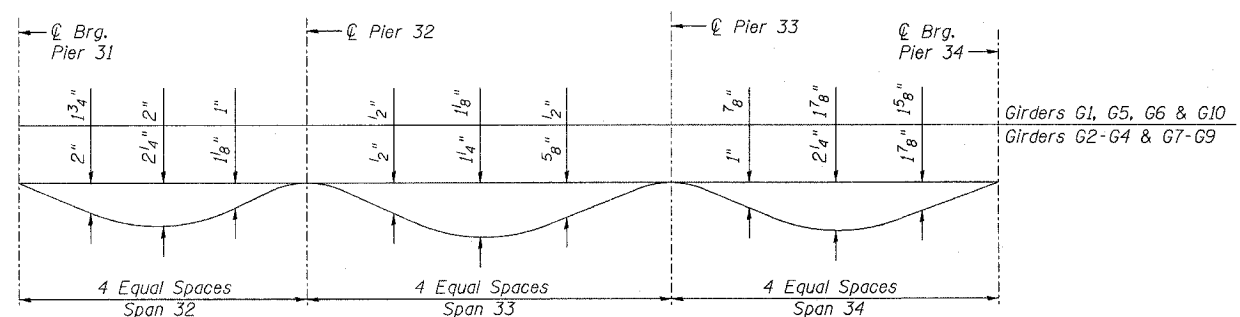
NOTES:

1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheet 21. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Note 12 on sheet 11.
2. For stations and top of slab elevations see sheets 74 thru 76.



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 74 thru 76, minus slab thickness, equals the fillet heights "t" above top flange of girders.



DEAD LOAD DEFLECTION DIAGRAM
(Due to weight of concrete only)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 74 thru 76.

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

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

SCREED PLAN - SPANS 32 THRU 34
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)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. 74
F.A.I. 39	50-4B	LASALLE	96	
FED. ROAD 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 31	855+80.92	-40.208	523.508	523.508
2	855+90.92	-40.208	523.462	523.511
3	856+00.92	-40.208	523.415	523.509
4	856+10.92	-40.208	523.369	523.500
5	856+20.92	-40.208	523.323	523.481
6	856+30.92	-40.208	523.277	523.447
7	856+40.92	-40.208	523.230	523.402
8	856+50.92	-40.208	523.184	523.348
9	856+60.92	-40.208	523.138	523.283
10	856+70.92	-40.208	523.092	523.209
11	856+80.92	-40.208	523.045	523.132
12	856+90.92	-40.208	522.999	523.055
13	857+00.92	-40.208	522.953	522.981
14	857+10.92	-40.208	522.907	522.916
⊕ Pier 32	857+16.00	-40.208	522.883	522.883
16	857+26.00	-40.208	522.837	522.837
17	857+36.00	-40.208	522.791	522.797
18	857+46.00	-40.208	522.744	522.765
19	857+56.00	-40.208	522.698	522.738
20	857+66.00	-40.208	522.652	522.710
21	857+76.00	-40.208	522.606	522.681
22	857+86.00	-40.208	522.560	522.645
23	857+96.00	-40.208	522.513	522.603
24	858+06.00	-40.208	522.467	522.553
25	858+16.00	-40.208	522.421	522.495
26	858+26.00	-40.208	522.375	522.432
27	858+36.00	-40.208	522.328	522.364
28	858+46.00	-40.208	522.282	522.300
29	858+56.00	-40.208	522.236	522.239
⊕ Pier 33	858+70.00	-40.208	522.171	522.171
31	858+80.00	-40.208	522.125	522.141
32	858+90.00	-40.208	522.079	522.117
33	859+00.00	-40.208	522.032	522.099
34	859+10.00	-40.208	521.986	522.084
35	859+20.00	-40.208	521.940	522.066
36	859+30.00	-40.208	521.894	522.042
37	859+40.00	-40.208	521.847	522.010
38	859+50.00	-40.208	521.801	521.968
39	859+60.00	-40.208	521.755	521.911
40	859+70.00	-40.208	521.709	521.844
41	859+80.00	-40.208	521.662	521.766
42	859+90.00	-40.208	521.616	521.680
⊕ Brg. Pier 34	860+03.33	-40.208	521.555	521.555

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 31	855+80.92	-30.958	523.693	523.693
2	855+90.92	-30.958	523.647	523.703
3	856+00.92	-30.958	523.600	523.708
4	856+10.92	-30.958	523.554	523.704
5	856+20.92	-30.958	523.508	523.689
6	856+30.92	-30.958	523.462	523.657
7	856+40.92	-30.958	523.415	523.612
8	856+50.92	-30.958	523.369	523.556
9	856+60.92	-30.958	523.323	523.488
10	856+70.92	-30.958	523.277	523.410
11	856+80.92	-30.958	523.230	523.330
12	856+90.92	-30.958	523.184	523.248
13	857+00.92	-30.958	523.138	523.170
14	857+10.92	-30.958	523.092	523.102
⊕ Pier 32	857+16.00	-30.958	523.068	523.068
16	857+26.00	-30.958	523.022	523.022
17	857+36.00	-30.958	522.976	522.983
18	857+46.00	-30.958	522.929	522.953
19	857+56.00	-30.958	522.883	522.929
20	857+66.00	-30.958	522.837	522.903
21	857+76.00	-30.958	522.791	522.877
22	857+86.00	-30.958	522.745	522.842
23	857+96.00	-30.958	522.698	522.801
24	858+06.00	-30.958	522.652	522.750
25	858+16.00	-30.958	522.606	522.690
26	858+26.00	-30.958	522.560	522.625
27	858+36.00	-30.958	522.513	522.554
28	858+46.00	-30.958	522.467	522.487
29	858+56.00	-30.958	522.421	522.424
⊕ Pier 33	858+70.00	-30.958	522.356	522.356
31	858+80.00	-30.958	522.310	522.328
32	858+90.00	-30.958	522.264	522.308
33	859+00.00	-30.958	522.217	522.294
34	859+10.00	-30.958	522.171	522.283
35	859+20.00	-30.958	522.125	522.269
36	859+30.00	-30.958	522.079	522.248
37	859+40.00	-30.958	522.032	522.218
38	859+50.00	-30.958	521.986	522.178
39	859+60.00	-30.958	521.940	522.119
40	859+70.00	-30.958	521.894	522.048
41	859+80.00	-30.958	521.847	521.967
42	859+90.00	-30.958	521.801	521.875
⊕ Brg. Pier 34	860+03.33	-30.958	521.740	521.740

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 31	855+80.92	-21.708	523.878	523.878
2	855+90.92	-21.708	523.832	523.888
3	856+00.92	-21.708	523.785	523.893
4	856+10.92	-21.708	523.739	523.889
5	856+20.92	-21.708	523.693	523.874
6	856+30.92	-21.708	523.647	523.842
7	856+40.92	-21.708	523.600	523.797
8	856+50.92	-21.708	523.554	523.741
9	856+60.92	-21.708	523.508	523.673
10	856+70.92	-21.708	523.462	523.595
11	856+80.92	-21.708	523.415	523.515
12	856+90.92	-21.708	523.369	523.433
13	857+00.92	-21.708	523.323	523.355
14	857+10.92	-21.708	523.277	523.287
⊕ Pier 32	857+16.00	-21.708	523.253	523.253
16	857+26.00	-21.708	523.207	523.207
17	857+36.00	-21.708	523.161	523.168
18	857+46.00	-21.708	523.114	523.138
19	857+56.00	-21.708	523.068	523.114
20	857+66.00	-21.708	523.022	523.088
21	857+76.00	-21.708	522.976	523.062
22	857+86.00	-21.708	522.930	523.027
23	857+96.00	-21.708	522.883	522.986
24	858+06.00	-21.708	522.837	522.935
25	858+16.00	-21.708	522.791	522.875
26	858+26.00	-21.708	522.745	522.810
27	858+36.00	-21.708	522.698	522.739
28	858+46.00	-21.708	522.652	522.672
29	858+56.00	-21.708	522.606	522.609
⊕ Pier 33	858+70.00	-21.708	522.541	522.541
31	858+80.00	-21.708	522.495	522.513
32	858+90.00	-21.708	522.449	522.493
33	859+00.00	-21.708	522.402	522.479
34	859+10.00	-21.708	522.356	522.468
35	859+20.00	-21.708	522.310	522.454
36	859+30.00	-21.708	522.264	522.433
37	859+40.00	-21.708	522.217	522.403
38	859+50.00	-21.708	522.171	522.363
39	859+60.00	-21.708	522.125	522.304
40	859+70.00	-21.708	522.079	522.233
41	859+80.00	-21.708	522.032	522.152
42	859+90.00	-21.708	521.986	522.060
⊕ Brg. Pier 34	860+03.33	-21.708	521.925	521.925

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 31	855+80.92	-12.458	524.063	524.063
2	855+90.92	-12.458	524.017	524.073
3	856+00.92	-12.458	523.970	524.078
4	856+10.92	-12.458	523.924	524.074
5	856+20.92	-12.458	523.878	524.059
6	856+30.92	-12.458	523.832	524.027
7	856+40.92	-12.458	523.785	523.982
8	856+50.92	-12.458	523.739	523.926
9	856+60.92	-12.458	523.693	523.858
10	856+70.92	-12.458	523.647	523.780
11	856+80.92	-12.458	523.600	523.700
12	856+90.92	-12.458	523.554	523.618
13	857+00.92	-12.458	523.508	523.540
14	857+10.92	-12.458	523.462	523.472
⊕ Pier 32	857+16.00	-12.458	523.438	523.438
16	857+26.00	-12.458	523.392	523.392
17	857+36.00	-12.458	523.346	523.353
18	857+46.00	-12.458	523.299	523.323
19	857+56.00	-12.458	523.253	523.299
20	857+66.00	-12.458	523.207	523.273
21	857+76.00	-12.458	523.161	523.247
22	857+86.00	-12.458	523.115	523.212
23	857+96.00	-12.458	523.068	523.171
24	858+06.00	-12.458	523.022	523.120
25	858+16.00	-12.458	522.976	523.060
26	858+26.00	-12.458	522.930	522.995
27	858+36.00	-12.458	522.883	522.924
28	858+46.00	-12.458	522.837	522.857
29	858+56.00	-12.458	522.791	522.794
⊕ Pier 33	858+70.00	-12.458	522.726	522.726
31	858+80.00	-12.458	522.680	522.698
32	858+90.00	-12.458	522.634	522.678
33	859+00.00	-12.458	522.587	522.664
34	859+10.00	-12.458	522.541	522.653
35	859+20.00	-12.458	522.495	522.639
36	859+30.00	-12.458	522.449	522.618
37	859+40.00	-12.458	522.402	522.588
38	859+50.00	-12.458	522.356	522.548
39	859+60.00	-12.458	522.310	522.489
40	859+70.00	-12.458	522.264	522.418
41	859+80.00	-12.458	522.217	522.337
42	859+90.00	-12.458	522.171	522.245
⊕ Brg. Pier 34	860+03.33	-12.458	522.110	522.110

NOTES:

- Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊗ F.A.I. 39.
- Work this sheet with sheet 73.

TOP OF SLAB ELEVATIONS-SPANS 32 THRU 34

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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
F.A.I. 39	50-4B	LASALLE	91	75
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT	

Contract # 66586

SB PGL

GIRDER 5

GIRDER 6

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
☉ Brg. Pier 31	855+80.92	-7.708	524.158	524.158
2	855+90.92	-7.708	524.112	524.168
3	856+00.92	-7.708	524.065	524.173
4	856+10.92	-7.708	524.019	524.169
5	856+20.92	-7.708	523.973	524.154
6	856+30.92	-7.708	523.927	524.122
7	856+40.92	-7.708	523.880	524.077
8	856+50.92	-7.708	523.834	524.021
9	856+60.92	-7.708	523.788	523.953
10	856+70.92	-7.708	523.742	523.875
11	856+80.92	-7.708	523.695	523.795
12	856+90.92	-7.708	523.649	523.713
13	857+00.92	-7.708	523.603	523.635
14	857+10.92	-7.708	523.557	523.567
☉ Pier 32	857+16.00	-7.708	523.533	523.533
16	857+26.00	-7.708	523.487	523.487
17	857+36.00	-7.708	523.441	523.448
18	857+46.00	-7.708	523.394	523.418
19	857+56.00	-7.708	523.348	523.394
20	857+66.00	-7.708	523.302	523.368
21	857+76.00	-7.708	523.256	523.342
22	857+86.00	-7.708	523.210	523.307
23	857+96.00	-7.708	523.163	523.266
24	858+06.00	-7.708	523.117	523.215
25	858+16.00	-7.708	523.071	523.155
26	858+26.00	-7.708	523.025	523.090
27	858+36.00	-7.708	522.978	523.019
28	858+46.00	-7.708	522.932	522.952
29	858+56.00	-7.708	522.886	522.889
☉ Pier 33	858+70.00	-7.708	522.821	522.821
31	858+80.00	-7.708	522.775	522.793
32	858+90.00	-7.708	522.729	522.773
33	859+00.00	-7.708	522.682	522.759
34	859+10.00	-7.708	522.636	522.748
35	859+20.00	-7.708	522.590	522.734
36	859+30.00	-7.708	522.544	522.713
37	859+40.00	-7.708	522.497	522.683
38	859+50.00	-7.708	522.451	522.643
39	859+60.00	-7.708	522.405	522.584
40	859+70.00	-7.708	522.359	522.513
41	859+80.00	-7.708	522.312	522.432
42	859+90.00	-7.708	522.266	522.340
☉ Brg. Pier 34	860+03.33	-7.708	522.205	522.205

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
☉ Brg. Pier 31	855+80.92	-3.208	524.248	524.248
2	855+90.92	-3.208	524.202	524.251
3	856+00.92	-3.208	524.155	524.249
4	856+10.92	-3.208	524.109	524.240
5	856+20.92	-3.208	524.063	524.221
6	856+30.92	-3.208	524.017	524.187
7	856+40.92	-3.208	523.970	524.142
8	856+50.92	-3.208	523.924	524.088
9	856+60.92	-3.208	523.878	524.023
10	856+70.92	-3.208	523.832	523.949
11	856+80.92	-3.208	523.785	523.872
12	856+90.92	-3.208	523.739	523.795
13	857+00.92	-3.208	523.693	523.721
14	857+10.92	-3.208	523.647	523.656
☉ Pier 32	857+16.00	-3.208	523.623	523.623
16	857+26.00	-3.208	523.577	523.577
17	857+36.00	-3.208	523.531	523.537
18	857+46.00	-3.208	523.484	523.505
19	857+56.00	-3.208	523.438	523.478
20	857+66.00	-3.208	523.392	523.450
21	857+76.00	-3.208	523.346	523.421
22	857+86.00	-3.208	523.300	523.385
23	857+96.00	-3.208	523.253	523.343
24	858+06.00	-3.208	523.207	523.293
25	858+16.00	-3.208	523.161	523.235
26	858+26.00	-3.208	523.115	523.172
27	858+36.00	-3.208	523.068	523.104
28	858+46.00	-3.208	523.022	523.040
29	858+56.00	-3.208	522.976	522.979
☉ Pier 33	858+70.00	-3.208	522.911	522.911
31	858+80.00	-3.208	522.865	522.881
32	858+90.00	-3.208	522.819	522.857
33	859+00.00	-3.208	522.772	522.839
34	859+10.00	-3.208	522.726	522.824
35	859+20.00	-3.208	522.680	522.806
36	859+30.00	-3.208	522.634	522.782
37	859+40.00	-3.208	522.587	522.750
38	859+50.00	-3.208	522.541	522.708
39	859+60.00	-3.208	522.495	522.651
40	859+70.00	-3.208	522.449	522.584
41	859+80.00	-3.208	522.402	522.506
42	859+90.00	-3.208	522.356	522.420
☉ Brg. Pier 34	860+03.33	-3.208	522.295	522.295

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
☉ Brg. Pier 31	855+80.92	3.208	524.248	524.248
2	855+90.92	3.208	524.202	524.251
3	856+00.92	3.208	524.155	524.249
4	856+10.92	3.208	524.109	524.240
5	856+20.92	3.208	524.063	524.221
6	856+30.92	3.208	524.017	524.187
7	856+40.92	3.208	523.970	524.142
8	856+50.92	3.208	523.924	524.088
9	856+60.92	3.208	523.878	524.023
10	856+70.92	3.208	523.832	523.949
11	856+80.92	3.208	523.785	523.872
12	856+90.92	3.208	523.739	523.795
13	857+00.92	3.208	523.693	523.721
14	857+10.92	3.208	523.647	523.656
☉ Pier 32	857+16.00	3.208	523.623	523.623
16	857+26.00	3.208	523.577	523.577
17	857+36.00	3.208	523.531	523.537
18	857+46.00	3.208	523.484	523.505
19	857+56.00	3.208	523.438	523.478
20	857+66.00	3.208	523.392	523.450
21	857+76.00	3.208	523.346	523.421
22	857+86.00	3.208	523.300	523.385
23	857+96.00	3.208	523.253	523.343
24	858+06.00	3.208	523.207	523.293
25	858+16.00	3.208	523.161	523.235
26	858+26.00	3.208	523.115	523.172
27	858+36.00	3.208	523.068	523.104
28	858+46.00	3.208	523.022	523.040
29	858+56.00	3.208	522.976	522.979
☉ Pier 33	858+70.00	3.208	522.911	522.911
31	858+80.00	3.208	522.865	522.881
32	858+90.00	3.208	522.819	522.857
33	859+00.00	3.208	522.772	522.839
34	859+10.00	3.208	522.726	522.824
35	859+20.00	3.208	522.680	522.806
36	859+30.00	3.208	522.634	522.782
37	859+40.00	3.208	522.587	522.750
38	859+50.00	3.208	522.541	522.708
39	859+60.00	3.208	522.495	522.651
40	859+70.00	3.208	522.449	522.584
41	859+80.00	3.208	522.402	522.506
42	859+90.00	3.208	522.356	522.420
☉ Brg. Pier 34	860+03.33	3.208	522.295	522.295

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
☉ Brg. Pier 31	855+80.92	7.708	524.158	524.158
2	855+90.92	7.708	524.112	524.168
3	856+00.92	7.708	524.065	524.173
4	856+10.92	7.708	524.019	524.169
5	856+20.92	7.708	523.973	524.154
6	856+30.92	7.708	523.927	524.122
7	856+40.92	7.708	523.880	524.077
8	856+50.92	7.708	523.834	524.021
9	856+60.92	7.708	523.788	523.953
10	856+70.92	7.708	523.742	523.875
11	856+80.92	7.708	523.695	523.795
12	856+90.92	7.708	523.649	523.713
13	857+00.92	7.708	523.603	523.635
14	857+10.92	7.708	523.557	523.567
☉ Pier 32	857+16.00	7.708	523.533	523.533
16	857+26.00	7.708	523.487	523.487
17	857+36.00	7.708	523.441	523.448
18	857+46.00	7.708	523.394	523.418
19	857+56.00	7.708	523.348	523.394
20	857+66.00	7.708	523.302	523.368
21	857+76.00	7.708	523.256	523.342
22	857+86.00	7.708	523.210	523.307
23	857+96.00	7.708	523.163	523.266
24	858+06.00	7.708	523.117	523.215
25	858+16.00	7.708	523.071	523.155
26	858+26.00	7.708	523.025	523.090
27	858+36.00	7.708	522.978	523.019
28	858+46.00	7.708	522.932	522.952
29	858+56.00	7.708	522.886	522.889
☉ Pier 33	858+70.00	7.708	522.821	522.821
31	858+80.00	7.708	522.775	522.793
32	858+90.00	7.708	522.729	522.773
33	859+00.00	7.708	522.682	522.759
34	859+10.00	7.708	522.636	522.748
35	859+20.00	7.708	522.590	522.734
36	859+30.00	7.708	522.544	522.713
37	859+40.00	7.708	522.497	522.683
38	859+50.00	7.708	522.451	522.643
39	859+60.00	7.708	522.405	522.584
40	859+70.00	7.708	522.359	522.513
41	859+80.00	7.708	522.312	522.432
42	859+90.00	7.708	522.266	522.340
☉ Brg. Pier 34	860+03.33	7.708	522.205	522.205

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ☉/@ F.A.I. 39.
2. Work this sheet with sheet 73.

**TOP OF SLAB ELEVATIONS-SPANS 32 THRU 34
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
312-965-0450
Job # 3856

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

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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE	98	313 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

Contract # 66586

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 31	855+80.92	12.458	524.063	524.063
2	855+90.92	12.458	524.017	524.073
3	856+00.92	12.458	523.970	524.078
4	856+10.92	12.458	523.924	524.074
5	856+20.92	12.458	523.878	524.059
6	856+30.92	12.458	523.832	524.027
7	856+40.92	12.458	523.785	523.982
8	856+50.92	12.458	523.739	523.926
9	856+60.92	12.458	523.693	523.858
10	856+70.92	12.458	523.647	523.780
11	856+80.92	12.458	523.600	523.700
12	856+90.92	12.458	523.554	523.618
13	857+00.92	12.458	523.508	523.540
14	857+10.92	12.458	523.462	523.472
⊕ Pier 32	857+16.00	12.458	523.438	523.438
16	857+26.00	12.458	523.392	523.392
17	857+36.00	12.458	523.346	523.353
18	857+46.00	12.458	523.299	523.323
19	857+56.00	12.458	523.253	523.299
20	857+66.00	12.458	523.207	523.273
21	857+76.00	12.458	523.161	523.247
22	857+86.00	12.458	523.115	523.212
23	857+96.00	12.458	523.068	523.171
24	858+06.00	12.458	523.022	523.120
25	858+16.00	12.458	522.976	523.060
26	858+26.00	12.458	522.930	522.995
27	858+36.00	12.458	522.883	522.924
28	858+46.00	12.458	522.837	522.857
29	858+56.00	12.458	522.791	522.794
⊕ Pier 33	858+70.00	12.458	522.726	522.726
31	858+80.00	12.458	522.680	522.698
32	858+90.00	12.458	522.634	522.678
33	859+00.00	12.458	522.587	522.664
34	859+10.00	12.458	522.541	522.653
35	859+20.00	12.458	522.495	522.639
36	859+30.00	12.458	522.449	522.618
37	859+40.00	12.458	522.402	522.588
38	859+50.00	12.458	522.356	522.548
39	859+60.00	12.458	522.310	522.489
40	859+70.00	12.458	522.264	522.418
41	859+80.00	12.458	522.217	522.337
42	859+90.00	12.458	522.171	522.245
⊕ Brg. Pier 34	860+03.33	12.458	522.110	522.110

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 31	855+80.92	21.708	523.878	523.878
2	855+90.92	21.708	523.832	523.888
3	856+00.92	21.708	523.785	523.893
4	856+10.92	21.708	523.739	523.889
5	856+20.92	21.708	523.693	523.874
6	856+30.92	21.708	523.647	523.842
7	856+40.92	21.708	523.600	523.797
8	856+50.92	21.708	523.554	523.741
9	856+60.92	21.708	523.508	523.673
10	856+70.92	21.708	523.462	523.595
11	856+80.92	21.708	523.415	523.515
12	856+90.92	21.708	523.369	523.433
13	857+00.92	21.708	523.323	523.355
14	857+10.92	21.708	523.277	523.287
⊕ Pier 32	857+16.00	21.708	523.253	523.253
16	857+26.00	21.708	523.207	523.207
17	857+36.00	21.708	523.161	523.168
18	857+46.00	21.708	523.114	523.138
19	857+56.00	21.708	523.068	523.114
20	857+66.00	21.708	523.022	523.088
21	857+76.00	21.708	522.976	523.062
22	857+86.00	21.708	522.930	523.027
23	857+96.00	21.708	522.883	522.986
24	858+06.00	21.708	522.837	522.935
25	858+16.00	21.708	522.791	522.875
26	858+26.00	21.708	522.745	522.810
27	858+36.00	21.708	522.698	522.739
28	858+46.00	21.708	522.652	522.672
29	858+56.00	21.708	522.606	522.609
⊕ Pier 33	858+70.00	21.708	522.541	522.541
31	858+80.00	21.708	522.495	522.513
32	858+90.00	21.708	522.449	522.493
33	859+00.00	21.708	522.402	522.479
34	859+10.00	21.708	522.356	522.468
35	859+20.00	21.708	522.310	522.454
36	859+30.00	21.708	522.264	522.433
37	859+40.00	21.708	522.217	522.403
38	859+50.00	21.708	522.171	522.363
39	859+60.00	21.708	522.125	522.304
40	859+70.00	21.708	522.079	522.233
41	859+80.00	21.708	522.032	522.152
42	859+90.00	21.708	521.986	522.060
⊕ Brg. Pier 34	860+03.33	21.708	521.925	521.925

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 31	855+80.92	30.958	523.693	523.693
2	855+90.92	30.958	523.647	523.703
3	856+00.92	30.958	523.600	523.708
4	856+10.92	30.958	523.554	523.704
5	856+20.92	30.958	523.508	523.689
6	856+30.92	30.958	523.462	523.657
7	856+40.92	30.958	523.415	523.612
8	856+50.92	30.958	523.369	523.556
9	856+60.92	30.958	523.323	523.488
10	856+70.92	30.958	523.277	523.410
11	856+80.92	30.958	523.230	523.330
12	856+90.92	30.958	523.184	523.248
13	857+00.92	30.958	523.138	523.170
14	857+10.92	30.958	523.092	523.102
⊕ Pier 32	857+16.00	30.958	523.068	523.068
16	857+26.00	30.958	523.022	523.022
17	857+36.00	30.958	522.976	522.983
18	857+46.00	30.958	522.929	522.953
19	857+56.00	30.958	522.883	522.929
20	857+66.00	30.958	522.837	522.903
21	857+76.00	30.958	522.791	522.877
22	857+86.00	30.958	522.745	522.842
23	857+96.00	30.958	522.698	522.801
24	858+06.00	30.958	522.652	522.750
25	858+16.00	30.958	522.606	522.690
26	858+26.00	30.958	522.560	522.625
27	858+36.00	30.958	522.513	522.554
28	858+46.00	30.958	522.467	522.487
29	858+56.00	30.958	522.421	522.424
⊕ Pier 33	858+70.00	30.958	522.356	522.356
31	858+80.00	30.958	522.310	522.328
32	858+90.00	30.958	522.264	522.308
33	859+00.00	30.958	522.217	522.294
34	859+10.00	30.958	522.171	522.283
35	859+20.00	30.958	522.125	522.269
36	859+30.00	30.958	522.079	522.248
37	859+40.00	30.958	522.032	522.218
38	859+50.00	30.958	521.986	522.178
39	859+60.00	30.958	521.940	522.119
40	859+70.00	30.958	521.894	522.048
41	859+80.00	30.958	521.847	521.967
42	859+90.00	30.958	521.801	521.875
⊕ Brg. Pier 34	860+03.33	30.958	521.740	521.740

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 31	855+80.92	40.208	523.508	523.508
2	855+90.92	40.208	523.462	523.511
3	856+00.92	40.208	523.415	523.509
4	856+10.92	40.208	523.369	523.500
5	856+20.92	40.208	523.323	523.481
6	856+30.92	40.208	523.277	523.447
7	856+40.92	40.208	523.230	523.402
8	856+50.92	40.208	523.184	523.348
9	856+60.92	40.208	523.138	523.283
10	856+70.92	40.208	523.092	523.209
11	856+80.92	40.208	523.045	523.132
12	856+90.92	40.208	522.999	523.055
13	857+00.92	40.208	522.953	522.981
14	857+10.92	40.208	522.907	522.916
⊕ Pier 32	857+16.00	40.208	522.883	522.883
16	857+26.00	40.208	522.837	522.837
17	857+36.00	40.208	522.791	522.797
18	857+46.00	40.208	522.744	522.765
19	857+56.00	40.208	522.698	522.738
20	857+66.00	40.208	522.652	522.710
21	857+76.00	40.208	522.606	522.681
22	857+86.00	40.208	522.560	522.645
23	857+96.00	40.208	522.513	522.603
24	858+06.00	40.208	522.467	522.553
25	858+16.00	40.208	522.421	522.495
26	858+26.00	40.208	522.375	522.432
27	858+36.00	40.208	522.328	522.364
28	858+46.00	40.208	522.282	522.300
29	858+56.00	40.208	522.236	522.239
⊕ Pier 33	858+70.00	40.208	522.171	522.171
31	858+80.00	40.208	522.125	522.141
32	858+90.00	40.208	522.079	522.117
33	859+00.00	40.208	522.032	522.099
34	859+10.00	40.208	521.986	522.084
35	859+20.00	40.208	521.940	522.066
36	859+30.00	40.208	521.894	522.042
37	859+40.00	40.208	521.847	522.010
38	859+50.00	40.208	521.801	521.968
39	859+60.00	40.208	521.755	521.911
40	859+70.00	40.208	521.709	521.844
41	859+80.00	40.208	521.662	521.766
42	859+90.00	40.208	521.616	521.680
⊕ Brg. Pier 34	860+03.33	40.208	521.555	521.555

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
2. Work this sheet with sheet 73.

TOP OF SLAB ELEVATIONS- SPANS 32 THRU 34

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
312-965-0450
Job # 3856

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

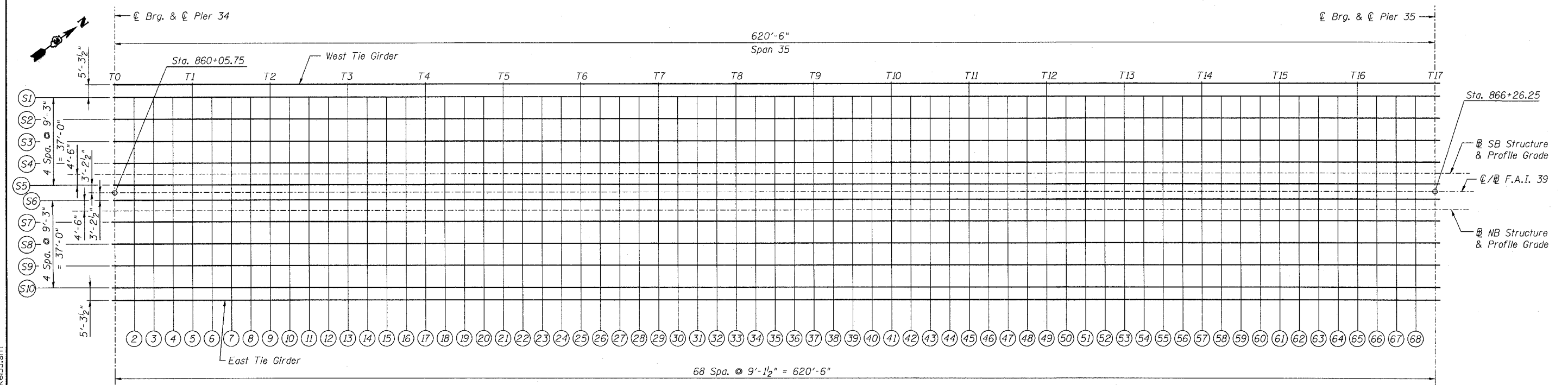
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
F.A.I. 39	50-4B	LASALLE	99	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

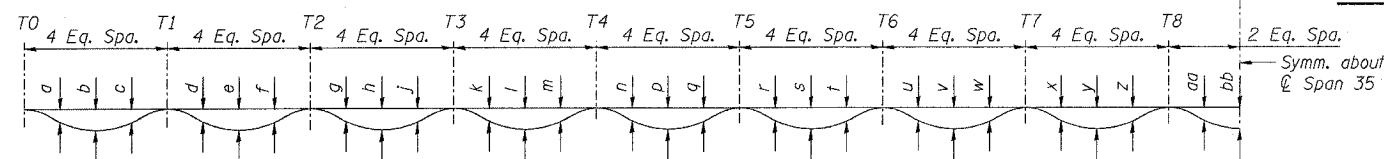
Contract # 66586



PLAN

DEAD LOAD DEFLECTION TABLE - STRINGERS

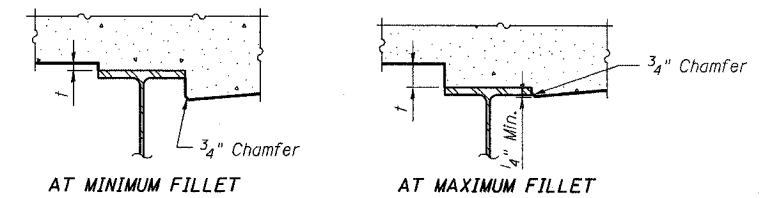
Stringer	a	b	c	d	e	f	g	h	j	k	l	m	n	p	q	r	s	t	u	v	w	x	y	z	aa	bb
S1, S5, S6 & S10	1/8"	1/8"	1/8"	0	1/8"	0	0	1/8"	0	1/8"	1/8"	1/8"	0	1/8"	0	0	1/8"	0	1/8"	1/8"	1/8"	0	1/8"	0	0	1/8"
S2 - S4 & S7 - S9	1/8"	1/8"	1/8"	0	1/8"	0	0	0	0	0	1/8"	1/8"	0	1/8"	0	0	1/8"	0	0	1/8"	1/8"	0	1/8"	0	0	1/8"



DEAD LOAD DEFLECTION DIAGRAM - STRINGERS
(Due to weight of concrete only)

DEAD LOAD DEFLECTION TABLE - TIE GIRDERS

Tie Girder	a	b	c	d	e	f	g	h
East Tie Girder	7/8"	1 5/8"	2 3/8"	2 7/8"	3 3/8"	3 3/4"	4"	4 1/8"
West Tie Girder	7/8"	1 5/8"	2 3/8"	3"	3 1/2"	3 7/8"	4"	4 1/8"

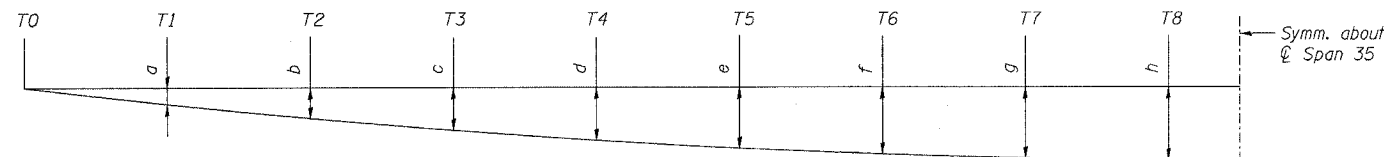


AT MINIMUM FILLET

AT MAXIMUM FILLET

To determine "t": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 78 thru 83, minus slab thickness, equals the fillet heights "t" above top flange of girders.

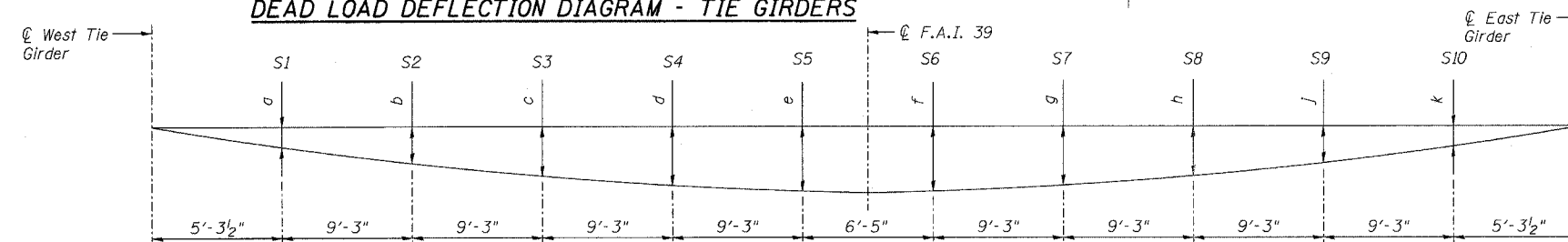
FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM - TIE GIRDERS

DEAD LOAD DEFLECTION TABLE - FLOOR BEAMS

Floor Beam	a	b	c	d	e	f	g	h	j	k
T0 & T17	0	1/8"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/8"	0
T1, T3, T5, T6, T8, T9, T11, T12, T14 & T16	1/8"	3/8"	1/2"	5/8"	5/8"	5/8"	1/2"	1/2"	3/8"	1/8"
T2 & T15	1/8"	3/8"	1/2"	5/8"	5/8"	5/8"	1/2"	1/2"	1/4"	1/8"
T4, T7, T10 & T13	1/8"	1/4"	1/2"	1/2"	5/8"	1/2"	1/2"	3/8"	1/4"	1/8"



DEAD LOAD DEFLECTION DIAGRAM - FLOOR BEAMS
(Due to weight of concrete only)

NOTES:

1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheet 21. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Notes.
2. For stations and top of slab elevations see sheets 78 thru 83.

SCREED PLAN - SPAN 35
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 -	HAA
CHECKED -	HMA
DRAWN -	RMG
CHECKED -	MRB

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 78 thru 83.

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8/30/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET
F.A.I. 39	50-4B	LASALLE	100	313 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract # 66586

STRINGER S1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 34	860+05.75	-40.208	521.549	521.554
2	860+14.88	-40.208	521.507	521.540
3	860+24.00	-40.208	521.465	521.520
4	860+33.13	-40.208	521.423	521.491
5	860+42.25	-40.208	521.380	521.458
6	860+51.38	-40.208	521.338	521.435
7	860+60.50	-40.208	521.296	521.412
8	860+69.63	-40.208	521.254	521.384
9	860+78.75	-40.208	521.212	521.355
10	860+87.88	-40.208	521.169	521.330
11	860+97.00	-40.208	521.127	521.305
12	861+06.13	-40.208	521.085	521.275
13	861+15.25	-40.208	521.043	521.243
14	861+24.38	-40.208	521.001	521.219
15	861+33.50	-40.208	520.958	521.192
16	861+42.63	-40.208	520.916	521.159
17	861+51.75	-40.208	520.874	521.123
18	861+60.88	-40.208	520.832	521.095
19	861+70.00	-40.208	520.790	521.068
20	861+79.13	-40.208	520.747	521.032
21	861+88.25	-40.208	520.705	520.995
22	861+97.38	-40.208	520.663	520.965
23	862+06.50	-40.208	520.621	520.933
24	862+15.63	-40.208	520.579	520.896
25	862+24.75	-40.208	520.537	520.858
26	862+33.88	-40.208	520.494	520.825
27	862+43.00	-40.208	520.452	520.792
28	862+52.13	-40.208	520.410	520.751
29	862+61.25	-40.208	520.368	520.707
30	862+70.38	-40.208	520.326	520.671
31	862+79.50	-40.208	520.283	520.635
32	862+88.63	-40.208	520.241	520.592
33	862+97.75	-40.208	520.199	520.546
34	863+06.88	-40.208	520.157	520.507
35	863+16.00	-40.208	520.115	520.467
36	863+25.13	-40.208	520.072	520.420
37	863+34.25	-40.208	520.030	520.373
38	863+43.38	-40.208	519.988	520.331
39	863+52.50	-40.208	519.946	520.288
40	863+61.63	-40.208	519.904	520.238
41	863+70.75	-40.208	519.862	520.187
42	863+79.88	-40.208	519.819	520.144
43	863+89.00	-40.208	519.777	520.099
44	863+98.13	-40.208	519.735	520.047
45	864+07.25	-40.208	519.693	519.993

STRINGER S1 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	864+16.38	-40.208	519.651	519.945
47	864+25.50	-40.208	519.608	519.896
48	864+34.63	-40.208	519.566	519.843
49	864+43.75	-40.208	519.524	519.789
50	864+52.88	-40.208	519.482	519.741
51	864+62.00	-40.208	519.440	519.691
52	864+71.13	-40.208	519.397	519.633
53	864+80.25	-40.208	519.355	519.577
54	864+89.38	-40.208	519.313	519.529
55	864+98.50	-40.208	519.271	519.479
56	865+07.63	-40.208	519.229	519.421
57	865+16.75	-40.208	519.186	519.361
58	865+25.88	-40.208	519.144	519.309
59	865+35.00	-40.208	519.102	519.257
60	865+44.13	-40.208	519.060	519.200
61	865+53.25	-40.208	519.018	519.141
62	865+62.38	-40.208	518.975	519.087
63	865+71.50	-40.208	518.933	519.033
64	865+80.63	-40.208	518.891	518.975
65	865+89.75	-40.208	518.849	518.917
66	865+98.88	-40.208	518.807	518.866
67	866+08.00	-40.208	518.764	518.813
68	866+17.13	-40.208	518.722	518.752
⊕ Brg. Pier 35	866+26.25	-40.208	518.680	518.685

STRINGER S2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
⊕ Brg. Pier 34	860+05.75	-30.958	521.734	521.746
2	860+14.88	-30.958	521.692	521.733
3	860+24.00	-30.958	521.650	521.714
4	860+33.13	-30.958	521.608	521.686
5	860+42.25	-30.958	521.565	521.655
6	860+51.38	-30.958	521.523	521.631
7	860+60.50	-30.958	521.481	521.606
8	860+69.63	-30.958	521.439	521.577
9	860+78.75	-30.958	521.397	521.547
10	860+87.88	-30.958	521.354	521.520
11	860+97.00	-30.958	521.312	521.494
12	861+06.13	-30.958	521.270	521.463
13	861+15.25	-30.958	521.228	521.432
14	861+24.38	-30.958	521.186	521.405
15	861+33.50	-30.958	521.143	521.377
16	861+42.63	-30.958	521.101	521.343
17	861+51.75	-30.958	521.059	521.307
18	861+60.88	-30.958	521.017	521.278
19	861+70.00	-30.958	520.975	521.249
20	861+79.13	-30.958	520.932	521.214
21	861+88.25	-30.958	520.890	521.178
22	861+97.38	-30.958	520.848	521.147
23	862+06.50	-30.958	520.806	521.114
24	862+15.63	-30.958	520.764	521.077
25	862+24.75	-30.958	520.722	521.039
26	862+33.88	-30.958	520.679	521.006
27	862+43.00	-30.958	520.637	520.971
28	862+52.13	-30.958	520.595	520.931
29	862+61.25	-30.958	520.553	520.887
30	862+70.38	-30.958	520.511	520.851
31	862+79.50	-30.958	520.468	520.814
32	862+88.63	-30.958	520.426	520.772
33	862+97.75	-30.958	520.384	520.728
34	863+06.88	-30.958	520.342	520.688
35	863+16.00	-30.958	520.300	520.648
36	863+25.13	-30.958	520.257	520.602
37	863+34.25	-30.958	520.215	520.555
38	863+43.38	-30.958	520.173	520.513
39	863+52.50	-30.958	520.131	520.469
40	863+61.63	-30.958	520.089	520.420
41	863+70.75	-30.958	520.047	520.371
42	863+79.88	-30.958	520.004	520.328
43	863+89.00	-30.958	519.962	520.283
44	863+98.13	-30.958	519.920	520.232
45	864+07.25	-30.958	519.878	520.179

STRINGER S2 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted For Dead Load Deflection
46	864+16.38	-30.958	519.836	520.132
47	864+25.50	-30.958	519.793	520.083
48	864+34.63	-30.958	519.751	520.031
49	864+43.75	-30.958	519.709	519.977
50	864+52.88	-30.958	519.667	519.929
51	864+62.00	-30.958	519.625	519.879
52	864+71.13	-30.958	519.582	519.822
53	864+80.25	-30.958	519.540	519.767
54	864+89.38	-30.958	519.498	519.720
55	864+98.50	-30.958	519.456	519.670
56	865+07.63	-30.958	519.414	519.614
57	865+16.75	-30.958	519.371	519.555
58	865+25.88	-30.958	519.329	519.503
59	865+35.00	-30.958	519.287	519.451
60	865+44.13	-30.958	519.245	519.395
61	865+53.25	-30.958	519.203	519.337
62	865+62.38	-30.958	519.160	519.284
63	865+71.50	-30.958	519.118	519.231
64	865+80.63	-30.958	519.076	519.173
65	865+89.75	-30.958	519.034	519.116
66	865+98.88	-30.958	518.992	519.064
67	866+08.00	-30.958	518.949	519.008
68	866+17.13	-30.958	518.907	518.946
⊕ Brg. Pier 35	866+26.25	-30.958	518.865	518.877

NOTES:

1. Stations, elevations and offsets are in feet. All offsets are measured from ⊕/⊕ F.A.I. 39.
2. Work this sheet with sheet 77.

**TOP OF SLAB ELEVATIONS - SPAN 35
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 -	HAA
CHECKED -	AJK
DRAWN -	VH
CHECKED -	MRB

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8/30/2006