

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)