

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**