

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