



INTERIOR

EXTERIOR

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Dwg. S-5 thru S-9, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM NO. 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+11.998	-50.151	472.137	472.137
Q Brg. N. Abut.	1529+13.246	-50.083	472.138	472.138
A	1529+23.231	-49.544	472.147	472.215
B	1529+33.217	-49.004	472.154	472.276
C	1529+43.202	-48.465	472.159	472.312
D	1529+53.188	-47.925	472.162	472.319
E	1529+63.173	-47.385	472.164	472.300
F	1529+73.159	-46.846	472.164	472.259
G	1529+83.144	-46.306	472.162	472.209
H	1529+93.129	-45.767	472.158	472.169
Q Brg. Pier	1529+98.832	-45.458	472.155	472.155
I	1530+08.818	-44.919	472.149	472.165
J	1530+18.803	-44.379	472.140	472.195
K	1530+28.789	-43.840	472.130	472.227
L	1530+38.774	-43.300	472.119	472.246
M	1530+48.759	-42.760	472.105	472.245
N	1530+58.745	-42.221	472.090	472.218
O	1530+68.730	-41.681	472.073	472.163
P	1530+78.716	-41.142	472.054	472.090
Q Brg. S. Abut.	1530+84.418	-40.833	472.043	472.043
Bk. S. Abut.	1530+85.667	-40.766	472.040	472.040

BEAM NO. 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+11.744	-42.967	472.287	472.287
Q Brg. N. Abut.	1529+12.993	-42.917	472.288	472.288
A	1529+22.985	-42.512	472.294	472.358
B	1529+32.977	-42.107	472.298	472.413
C	1529+42.969	-41.702	472.300	472.445
D	1529+52.961	-41.298	472.300	472.450
E	1529+62.952	-40.893	472.299	472.430
F	1529+72.944	-40.488	472.296	472.390
G	1529+82.936	-40.083	472.292	472.340
H	1529+92.928	-39.679	472.285	472.297
Q Brg. Pier	1529+98.620	-39.448	472.281	472.281
I	1530+08.612	-39.043	472.271	472.282
J	1530+18.604	-38.638	472.260	472.301
K	1530+28.596	-38.234	472.248	472.323
L	1530+38.588	-37.829	472.233	472.335
M	1530+48.579	-37.424	472.217	472.329
N	1530+58.571	-37.019	472.199	472.302
O	1530+68.563	-36.615	472.179	472.252
P	1530+78.555	-36.210	472.158	472.186
Q Brg. S. Abut.	1530+84.247	-35.979	472.145	472.145
Bk. S. Abut.	1530+85.496	-35.929	472.142	472.142

BEAM NO. 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+11.491	-35.784	472.437	472.437
Q Brg. N. Abut.	1529+12.741	-35.750	472.437	472.437
A	1529+22.737	-35.480	472.440	472.505
B	1529+32.734	-35.210	472.441	472.557
C	1529+42.730	-34.940	472.441	472.586
D	1529+52.726	-34.671	472.439	472.589
E	1529+62.723	-34.401	472.435	472.566
F	1529+72.719	-34.131	472.429	472.522
G	1529+82.715	-33.861	472.421	472.470
H	1529+92.712	-33.591	472.412	472.425
Q Brg. Pier	1529+98.409	-33.438	472.406	472.406
I	1530+08.405	-33.168	472.394	472.405
J	1530+18.401	-32.898	472.380	472.421
K	1530+28.398	-32.628	472.365	472.440
L	1530+38.394	-32.358	472.348	472.449
M	1530+48.390	-32.088	472.329	472.441
N	1530+58.387	-31.818	472.308	472.411
O	1530+68.383	-31.549	472.285	472.358
P	1530+78.379	-31.279	472.261	472.289
Q Brg. S. Abut.	1530+84.076	-31.125	472.246	472.246
Bk. S. Abut.	1530+85.326	-31.091	472.243	472.243

BEAM NO. 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+11.238	-28.600	472.586	472.586
Q Brg. N. Abut.	1529+12.488	-28.583	472.586	472.586
A	1529+22.487	-28.448	472.587	472.651
B	1529+32.486	-28.314	472.585	472.701
C	1529+42.485	-28.179	472.582	472.727
D	1529+52.485	-28.044	472.577	472.727
E	1529+62.484	-27.909	472.570	472.701
F	1529+72.483	-27.774	472.562	472.655
G	1529+82.482	-27.639	472.551	472.599
H	1529+92.481	-27.504	472.539	472.552
Q Brg. Pier	1529+98.197	-27.427	472.532	472.532
I	1530+08.196	-27.292	472.517	472.528
J	1530+18.195	-27.157	472.500	472.541
K	1530+28.194	-27.022	472.482	472.557
L	1530+38.193	-26.888	472.462	472.563
M	1530+48.192	-26.753	472.440	472.552
N	1530+58.191	-26.618	472.417	472.520
O	1530+68.190	-26.483	472.391	472.464
P	1530+78.189	-26.348	472.364	472.393
Q Brg. S. Abut.	1530+83.905	-26.271	472.348	472.348
Bk. S. Abut.	1530+85.155	-26.254	472.344	472.344

BEAM NO. 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+10.985	-21.417	472.736	472.736
Q Brg. N. Abut.	1529+12.236	-21.417	472.736	472.736
A	1529+22.236	-21.417	472.733	472.798
B	1529+32.236	-21.417	472.729	472.844
C	1529+42.236	-21.417	472.723	472.867
D	1529+52.236	-21.417	472.715	472.864
E	1529+62.236	-21.417	472.706	472.834
F	1529+72.236	-21.417	472.694	472.785
G	1529+82.236	-21.417	472.681	472.727
H	1529+92.236	-21.417	472.667	472.678
Q Brg. Pier	1529+97.985	-21.417	472.657	472.657
I	1530+07.985	-21.417	472.640	472.655
J	1530+17.985	-21.417	472.620	472.671
K	1530+27.985	-21.417	472.599	472.689
L	1530+37.985	-21.417	472.577	472.696
M	1530+47.985	-21.417	472.552	472.682
N	1530+57.985	-21.417	472.526	472.645
O	1530+67.985	-21.417	472.498	472.582
P	1530+77.985	-21.417	472.468	472.501
Q Brg. S. Abut.	1530+83.734	-21.417	472.450	472.450
Bk. S. Abut.	1530+84.985	-21.417	472.446	472.446

BEAM NO. 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+10.732	-14.250	472.885	472.885
Q Brg. N. Abut.	1529+11.983	-14.250	472.885	472.885
A	1529+21.983	-14.250	472.883	472.947
B	1529+31.983	-14.250	472.878	472.994
C	1529+41.983	-14.250	472.873	473.017
D	1529+51.983	-14.250	472.865	473.013
E	1529+61.983	-14.250	472.855	472.983
F	1529+71.983	-14.250	472.844	472.933
G	1529+81.983	-14.250	472.831	472.874
H	1529+91.983	-14.250	472.816	472.826
Q Brg. Pier	1529+97.732	-14.250	472.807	472.807
I	1530+07.732	-14.250	472.790	472.810
J	1530+17.732	-14.250	472.770	472.832
K	1530+27.732	-14.250	472.749	472.855
L	1530+37.732	-14.250	472.726	472.865
M	1530+47.732	-14.250	472.702	472.852
N	1530+57.732	-14.250	472.676	472.813
O	1530+67.732	-14.250	472.648	472.744
P	1530+77.732	-14.250	472.618	472.656
Q Brg. S. Abut.	1530+83.481	-14.250	472.600	472.600
Bk. S. Abut.	1530+84.732	-14.250	472.596	472.596

NORTHBOUND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+10.653	-12.000	472.932	472.932
Q Brg. N. Abut.	1529+11.904	-12.000	472.932	472.932
A	1529+21.904	-12.000	472.930	472.994
B	1529+31.904	-12.000	472.925	473.041
C	1529+41.904	-12.000	472.919	473.064
D	1529+51.904	-12.000	472.912	473.059
E	1529+61.904	-12.000	472.902	473.030
F	1529+71.904	-12.000	472.891	472.980
G	1529+81.904	-12.000	472.878	472.921
H	1529+91.904	-12.000	472.863	472.873
Q Brg. Pier	1529+97.653	-12.000	472.854	472.854
I	1530+07.653	-12.000	472.837	472.857
J	1530+17.653	-12.000	472.817	472.879
K	1530+27.653	-12.000	472.796	472.902
L	1530+37.653	-12.000	472.774	472.912
M	1530+47.653	-12.000	472.749	472.899
N	1530+57.653	-12.000	472.723	472.860
O	1530+67.653	-12.000	472.695	472.791
P	1530+77.653	-12.000	472.665	472.703
Q Brg. S. Abut.	1530+83.402	-12.000	472.647	472.647
Bk. S. Abut.	1530+84.653	-12.000	472.643	472.643

TOP OF DECK ELEVATIONS

INTERSTATE 57 OVER
WEST MAIN ST. (OLD IL RT. 13)
F.A.I. RT. 57 SEC. (X1-6)HBK-2
WILLIAMSON COUNTY
STATION 1529+96.11
STRUCTURE NO. 100-0084 (N.B.)
STRUCTURE NO. 100-0085 (S.B.)

DESIGNED BY: SMM	PROJECT NO: 102314
DRAWN BY: MEW	DATE: 05/20/06
CHECKED BY: SLD	
APPROVED BY: SMM	
ACTIVITY: INITIALS	

DRAWING NUMBER
S-6