

Contract #98950

BEAM NO. 13

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-------------|---------|------------------------------|--|
| Bk. N. Abut. | 1529+08.993 | -28.750 | 472.583 | 472.583 |
| ☉ Brg. N. Abut. | 1529+10.244 | -28.750 | 472.583 | 472.583 |
| A | 1529+20.244 | -28.750 | 472.581 | 472.650 |
| B | 1529+30.244 | -28.750 | 472.577 | 472.700 |
| C | 1529+40.244 | -28.750 | 472.572 | 472.725 |
| D | 1529+50.244 | -28.750 | 472.564 | 472.722 |
| E | 1529+60.244 | -28.750 | 472.555 | 472.691 |
| F | 1529+70.244 | -28.750 | 472.544 | 472.639 |
| G | 1529+80.244 | -28.750 | 472.531 | 472.578 |
| H | 1529+90.244 | -28.750 | 472.517 | 472.528 |
| ☉ Brg. Pier | 1529+95.993 | -28.750 | 472.508 | 472.508 |
| I | 1530+05.993 | -28.750 | 472.491 | 472.512 |
| J | 1530+15.993 | -28.750 | 472.472 | 472.538 |
| K | 1530+25.993 | -28.750 | 472.451 | 472.564 |
| L | 1530+35.993 | -28.750 | 472.428 | 472.576 |
| M | 1530+45.993 | -28.750 | 472.404 | 472.565 |
| N | 1530+55.993 | -28.750 | 472.378 | 472.525 |
| O | 1530+65.993 | -28.750 | 472.350 | 472.454 |
| P | 1530+75.993 | -28.750 | 472.321 | 472.361 |
| ☉ Brg. S. Abut. | 1530+81.743 | 28.750 | 472.303 | 472.303 |
| Bk. S. Abut. | 1530+82.993 | -28.750 | 472.299 | 472.299 |

BEAM NO. 14

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-------------|---------|------------------------------|--|
| Bk. N. Abut. | 1529+08.747 | -21.750 | 472.729 | 472.729 |
| ☉ Brg. N. Abut. | 1529+09.997 | -21.750 | 472.729 | 472.729 |
| A | 1529+19.997 | -21.750 | 472.727 | 472.792 |
| B | 1529+29.997 | -21.750 | 472.723 | 472.839 |
| C | 1529+39.997 | -21.750 | 472.718 | 472.862 |
| D | 1529+49.997 | -21.750 | 472.710 | 472.858 |
| E | 1529+59.997 | -21.750 | 472.701 | 472.828 |
| F | 1529+69.997 | -21.750 | 472.690 | 472.779 |
| G | 1529+79.997 | -21.750 | 472.678 | 472.721 |
| H | 1529+89.997 | -21.750 | 472.663 | 472.673 |
| ☉ Brg. Pier | 1529+95.747 | -21.750 | 472.654 | 472.654 |
| I | 1530+05.747 | -21.750 | 472.637 | 472.657 |
| J | 1530+15.747 | -21.750 | 472.618 | 472.680 |
| K | 1530+25.747 | -21.750 | 472.597 | 472.703 |
| L | 1530+35.747 | -21.750 | 472.575 | 472.713 |
| M | 1530+45.747 | -21.750 | 472.551 | 472.701 |
| N | 1530+55.747 | -21.750 | 472.525 | 472.662 |
| O | 1530+65.747 | -21.750 | 472.497 | 472.594 |
| P | 1530+75.747 | -21.750 | 472.468 | 472.506 |
| ☉ Brg. S. Abut. | 1530+81.496 | -21.750 | 472.450 | 472.450 |
| Bk. S. Abut. | 1530+82.747 | -21.750 | 472.446 | 472.446 |

BEAM NO. 15

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-------------|---------|------------------------------|--|
| Bk. N. Abut. | 1529+08.500 | -14.750 | 472.875 | 472.875 |
| ☉ Brg. N. Abut. | 1529+09.751 | -14.750 | 472.875 | 472.875 |
| A | 1529+19.751 | -14.750 | 472.873 | 472.938 |
| B | 1529+29.751 | -14.750 | 472.869 | 472.984 |
| C | 1529+39.751 | -14.750 | 472.864 | 473.008 |
| D | 1529+49.751 | -14.750 | 472.856 | 473.004 |
| E | 1529+59.751 | -14.750 | 472.847 | 472.974 |
| F | 1529+69.751 | -14.750 | 472.836 | 472.925 |
| G | 1529+79.751 | -14.750 | 472.824 | 472.867 |
| H | 1529+89.751 | -14.750 | 472.809 | 472.819 |
| ☉ Brg. Pier | 1529+95.500 | -14.750 | 472.800 | 472.800 |
| I | 1530+05.500 | -14.750 | 472.783 | 472.804 |
| J | 1530+15.500 | -14.750 | 472.764 | 472.826 |
| K | 1530+25.500 | -14.750 | 472.744 | 472.850 |
| L | 1530+35.500 | -14.750 | 472.721 | 472.860 |
| M | 1530+45.500 | -14.750 | 472.697 | 472.847 |
| N | 1530+55.500 | -14.750 | 472.671 | 472.808 |
| O | 1530+65.500 | -14.750 | 472.644 | 472.740 |
| P | 1530+75.500 | -14.750 | 472.614 | 472.652 |
| ☉ Brg. S. Abut. | 1530+81.249 | -14.750 | 472.596 | 472.596 |
| Bk. S. Abut. | 1530+82.500 | -14.750 | 472.592 | 472.592 |

BEAM NO. 16

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-------------|--------|------------------------------|--|
| Bk. N. Abut. | 1529+08.253 | -7.750 | 472.999 | 472.999 |
| ☉ Brg. N. Abut. | 1529+09.504 | -7.750 | 472.999 | 472.999 |
| A | 1529+19.504 | -7.750 | 472.997 | 473.061 |
| B | 1529+29.504 | -7.750 | 472.993 | 473.108 |
| C | 1529+39.504 | -7.750 | 472.987 | 473.132 |
| D | 1529+49.504 | -7.750 | 472.980 | 473.128 |
| E | 1529+59.504 | -7.750 | 472.971 | 473.098 |
| F | 1529+69.504 | -7.750 | 472.960 | 473.049 |
| G | 1529+79.504 | -7.750 | 472.948 | 472.991 |
| H | 1529+89.504 | -7.750 | 472.933 | 472.943 |
| ☉ Brg. Pier | 1529+95.253 | -7.750 | 472.924 | 472.924 |
| I | 1530+05.253 | -7.750 | 472.907 | 472.928 |
| J | 1530+15.253 | -7.750 | 472.888 | 472.951 |
| K | 1530+25.253 | -7.750 | 472.868 | 472.974 |
| L | 1530+35.253 | -7.750 | 472.846 | 472.984 |
| M | 1530+45.253 | -7.750 | 472.821 | 472.972 |
| N | 1530+55.253 | -7.750 | 472.796 | 472.933 |
| O | 1530+65.253 | -7.750 | 472.768 | 472.865 |
| P | 1530+75.253 | -7.750 | 472.739 | 472.777 |
| ☉ Brg. S. Abut. | 1530+81.002 | -7.750 | 472.721 | 472.721 |
| Bk. S. Abut. | 1530+82.253 | -7.750 | 472.717 | 472.717 |

BEAM NO. 17

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-------------|--------|------------------------------|--|
| Bk. N. Abut. | 1529+08.006 | -0.750 | 473.108 | 473.108 |
| ☉ Brg. N. Abut. | 1529+09.257 | -0.750 | 473.108 | 473.108 |
| A | 1529+19.257 | -0.750 | 473.106 | 473.171 |
| B | 1529+29.257 | -0.750 | 473.102 | 473.218 |
| C | 1529+39.257 | -0.750 | 473.097 | 473.241 |
| D | 1529+49.257 | -0.750 | 473.090 | 473.237 |
| E | 1529+59.257 | -0.750 | 473.081 | 473.208 |
| F | 1529+69.257 | -0.750 | 473.070 | 473.159 |
| G | 1529+79.257 | -0.750 | 473.057 | 473.101 |
| H | 1529+89.257 | -0.750 | 473.043 | 473.053 |
| ☉ Brg. Pier | 1529+95.006 | -0.750 | 473.034 | 473.034 |
| I | 1530+05.006 | -0.750 | 473.017 | 473.038 |
| J | 1530+15.006 | -0.750 | 473.060 | 473.060 |
| K | 1530+25.006 | -0.750 | 472.978 | 473.084 |
| L | 1530+35.006 | -0.750 | 472.955 | 473.094 |
| M | 1530+45.006 | -0.750 | 472.931 | 473.082 |
| N | 1530+55.006 | -0.750 | 472.906 | 473.043 |
| O | 1530+65.006 | -0.750 | 472.878 | 472.975 |
| P | 1530+75.006 | -0.750 | 472.849 | 472.887 |
| ☉ Brg. S. Abut. | 1530+80.756 | -0.750 | 472.831 | 472.831 |
| Bk. S. Abut. | 1530+82.006 | -0.750 | 472.827 | 472.827 |

SOUTHBOUND PROFILE GRADE LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-------------|--------|------------------------------|--|
| Bk. N. Abut. | 1529+07.980 | 0.000 | 473.120 | 473.120 |
| ☉ Brg. N. Abut. | 1529+09.231 | 0.000 | 473.120 | 473.120 |
| A | 1529+19.231 | 0.000 | 473.118 | 473.183 |
| B | 1529+29.231 | 0.000 | 473.114 | 473.230 |
| C | 1529+39.231 | 0.000 | 473.109 | 473.253 |
| D | 1529+49.231 | 0.000 | 473.101 | 473.249 |
| E | 1529+59.231 | 0.000 | 473.092 | 473.220 |
| F | 1529+69.231 | 0.000 | 473.082 | 473.170 |
| G | 1529+79.231 | 0.000 | 473.069 | 473.113 |
| H | 1529+89.231 | 0.000 | 473.055 | 473.065 |
| ☉ Brg. Pier | 1529+94.980 | 0.000 | 473.046 | 473.046 |
| I | 1530+04.980 | 0.000 | 473.029 | 473.049 |
| J | 1530+14.980 | 0.000 | 473.010 | 473.072 |
| K | 1530+24.980 | 0.000 | 472.990 | 473.096 |
| L | 1530+34.980 | 0.000 | 472.967 | 473.106 |
| M | 1530+44.980 | 0.000 | 472.943 | 473.094 |
| N | 1530+54.980 | 0.000 | 472.917 | 473.055 |
| O | 1530+64.980 | 0.000 | 472.890 | 472.986 |
| P | 1530+74.980 | 0.000 | 472.860 | 472.898 |
| ☉ Brg. S. Abut. | 1530+80.729 | 0.000 | 472.843 | 472.843 |
| Bk. S. Abut. | 1530+81.980 | 0.000 | 472.839 | 472.839 |

BEAM 18

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-------------|--------|------------------------------|--|
| Bk. N. Abut. | 1529+07.760 | 6.250 | 473.022 | 473.022 |
| ☉ Brg. N. Abut. | 1529+09.010 | 6.250 | 473.022 | 473.022 |
| A | 1529+19.010 | 6.250 | 473.020 | 473.085 |
| B | 1529+29.010 | 6.250 | 473.017 | 473.132 |
| C | 1529+39.010 | 6.250 | 473.011 | 473.155 |
| D | 1529+49.010 | 6.250 | 473.004 | 473.152 |
| E | 1529+59.010 | 6.250 | 472.995 | 473.122 |
| F | 1529+69.010 | 6.250 | 472.984 | 473.073 |
| G | 1529+79.010 | 6.250 | 472.972 | 473.015 |
| H | 1529+89.010 | 6.250 | 472.958 | 472.968 |
| ☉ Brg. Pier | 1529+94.760 | 6.250 | 472.949 | 472.949 |
| I | 1530+04.760 | 6.250 | 472.932 | 472.952 |
| J | 1530+14.760 | 6.250 | 472.913 | 472.975 |
| K | 1530+24.760 | 6.250 | 472.892 | 472.998 |
| L | 1530+34.760 | 6.250 | 472.870 | 473.009 |
| M | 1530+44.760 | 6.250 | 472.846 | 472.996 |
| N | 1530+54.760 | 6.250 | 472.820 | 472.957 |
| O | 1530+64.760 | 6.250 | 472.793 | 472.889 |
| P | 1530+74.760 | 6.250 | 472.763 | 472.801 |
| ☉ Brg. S. Abut. | 1530+80.509 | 6.250 | 472.746 | 472.746 |
| Bk. S. Abut. | 1530+81.760 | 6.250 | 472.742 | 472.742 |

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.)

DESIGN FIRM REGISTRATION
No. 184-000450

Clark Dietz
ENGINEERS

1817 SOUTH NEIL STREET
SUITE 100
CHAMPAIGN, IL 61820
PHONE : 217.373.8900
FAX : 217.373.8923

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: SHM PROJECT NO: 102314
DRAWN BY: MEW DATE: 05/2006
CHECKED BY: SLD
APPROVED BY: SHM
ACTIVITY: INITIALS

DRAWING NUMBER
S-8