

BEAM NO. 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+10.480	-7.083	473.009	473.009
☉ Brg. N. Abut.	1529+11.730	-7.083	473.009	473.009
A	1529+21.730	-7.083	473.006	473.071
B	1529+31.730	-7.083	473.002	473.118
C	1529+41.730	-7.083	472.996	473.141
D	1529+51.730	-7.083	472.989	473.136
E	1529+61.730	-7.083	472.979	473.107
F	1529+71.730	-7.083	472.968	473.057
G	1529+81.730	-7.083	472.955	472.998
H	1529+91.730	-7.083	472.940	472.950
☉ Brg. Pier	1529+97.480	-7.083	472.931	472.931
I	1530+07.480	-7.083	472.914	472.934
J	1530+17.480	-7.083	472.894	472.957
K	1530+27.480	-7.083	472.873	472.979
L	1530+37.480	-7.083	472.851	472.989
M	1530+47.480	-7.083	472.826	472.977
N	1530+57.480	-7.083	472.800	472.937
O	1530+67.480	-7.083	472.772	472.869
P	1530+77.480	-7.083	472.742	472.780
☉ Brg. S. Abut.	1530+83.229	-7.083	472.724	472.724
Bk. S. Abut.	1530+84.480	-7.083	472.720	472.720

NORTHBOUND PROFILE GRADE LINE & BASELINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+10.230	0.000	473.120	473.120
☉ Brg. N. Abut.	1529+11.481	0.000	473.120	473.120
A	1529+21.481	0.000	473.117	473.182
B	1529+31.481	0.000	473.113	473.228
C	1529+41.481	0.000	473.107	473.251
D	1529+51.481	0.000	473.100	473.247
E	1529+61.481	0.000	473.090	473.218
F	1529+71.481	0.000	473.079	473.168
G	1529+81.481	0.000	473.066	473.109
H	1529+91.481	0.000	473.051	473.061
☉ Brg. Pier	1529+97.230	0.000	473.042	473.042
I	1530+07.230	0.000	473.025	473.045
J	1530+17.230	0.000	473.006	473.068
K	1530+27.230	0.000	472.985	473.091
L	1530+37.230	0.000	472.962	473.100
M	1530+47.230	0.000	472.938	473.088
N	1530+57.230	0.000	472.911	473.049
O	1530+67.230	0.000	472.883	472.980
P	1530+77.230	0.000	472.854	472.892
☉ Brg. S. Abut.	1530+82.979	0.000	472.836	472.836
Bk. S. Abut.	1530+84.230	0.000	472.832	472.832

BEAM NO. 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+10.227	0.083	473.118	473.118
☉ Brg. N. Abut.	1529+11.478	0.083	473.118	473.118
A	1529+21.478	0.083	473.116	473.181
B	1529+31.478	0.083	473.112	473.227
C	1529+41.478	0.083	473.106	473.250
D	1529+51.478	0.083	473.098	473.246
E	1529+61.478	0.083	473.089	473.216
F	1529+71.478	0.083	473.078	473.166
G	1529+81.478	0.083	473.065	473.108
H	1529+91.478	0.083	473.050	473.060
☉ Brg. Pier	1529+97.227	0.083	473.041	473.041
I	1530+07.227	0.083	473.024	473.044
J	1530+17.227	0.083	473.004	473.066
K	1530+27.227	0.083	472.983	473.089
L	1530+37.227	0.083	472.961	473.099
M	1530+47.227	0.083	472.936	473.087
N	1530+57.227	0.083	472.910	473.047
O	1530+67.227	0.083	472.882	472.979
P	1530+77.227	0.083	472.852	472.890
☉ Brg. S. Abut.	1530+82.976	0.083	472.834	472.834
Bk. S. Abut.	1530+84.227	0.083	472.831	472.831

BEAM NO. 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+09.974	7.250	473.007	473.007
☉ Brg. N. Abut.	1529+11.225	7.250	473.006	473.006
A	1529+21.225	7.250	473.004	473.069
B	1529+31.225	7.250	473.000	473.115
C	1529+41.225	7.250	472.994	473.138
D	1529+51.225	7.250	472.987	473.134
E	1529+61.225	7.250	472.977	473.105
F	1529+71.225	7.250	472.966	473.055
G	1529+81.225	7.250	472.953	472.997
H	1529+91.225	7.250	472.939	472.949
☉ Brg. Pier	1529+96.974	7.250	472.929	472.929
I	1530+06.974	7.250	472.912	472.933
J	1530+16.974	7.250	472.893	472.955
K	1530+26.974	7.250	472.872	472.978
L	1530+36.974	7.250	472.849	472.988
M	1530+46.974	7.250	472.825	472.975
N	1530+56.974	7.250	472.799	472.936
O	1530+66.974	7.250	472.771	472.867
P	1530+76.974	7.250	472.741	472.779
☉ Brg. S. Abut.	1530+82.724	7.250	472.723	472.723
Bk. S. Abut.	1530+83.974	7.250	472.719	472.719

BEAM NO. 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+09.722	14.417	472.882	472.882
☉ Brg. N. Abut.	1529+10.973	14.417	472.882	472.882
A	1529+20.973	14.417	472.880	472.944
B	1529+30.973	14.417	472.876	472.991
C	1529+40.973	14.417	472.870	473.014
D	1529+50.973	14.417	472.862	473.010
E	1529+60.973	14.417	472.853	472.980
F	1529+70.973	14.417	472.842	472.931
G	1529+80.973	14.417	472.829	472.872
H	1529+90.973	14.417	472.814	472.824
☉ Brg. Pier	1529+96.722	14.417	472.805	472.805
I	1530+06.722	14.417	472.788	472.808
J	1530+16.722	14.417	472.769	472.831
K	1530+26.722	14.417	472.748	472.854
L	1530+36.722	14.417	472.725	472.864
M	1530+46.722	14.417	472.701	472.851
N	1530+56.722	14.417	472.675	472.812
O	1530+66.722	14.417	472.647	472.744
P	1530+76.722	14.417	472.617	472.655
☉ Brg. S. Abut.	1530+82.471	14.417	472.600	472.600
Bk. S. Abut.	1530+83.722	14.417	472.596	472.596

BEAM NO. 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+09.469	21.583	472.733	472.733
☉ Brg. N. Abut.	1529+10.720	21.583	472.733	472.733
A	1529+20.720	21.583	472.730	472.795
B	1529+30.720	21.583	472.726	472.842
C	1529+40.720	21.583	472.721	472.865
D	1529+50.720	21.583	472.713	472.861
E	1529+60.720	21.583	472.704	472.831
F	1529+70.720	21.583	472.693	472.782
G	1529+80.720	21.583	472.680	472.723
H	1529+90.720	21.583	472.666	472.675
☉ Brg. Pier	1529+96.469	21.583	472.656	472.656
I	1530+06.469	21.583	472.639	472.660
J	1530+16.469	21.583	472.620	472.682
K	1530+26.469	21.583	472.599	472.705
L	1530+36.469	21.583	472.577	472.715
M	1530+46.469	21.583	472.552	472.703
N	1530+56.469	21.583	472.526	472.663
O	1530+66.469	21.583	472.498	472.595
P	1530+76.469	21.583	472.469	472.507
☉ Brg. S. Abut.	1530+82.218	21.583	472.451	472.451
Bk. S. Abut.	1530+83.469	21.583	472.447	472.447

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+09.217	28.750	472.583	472.583
☉ Brg. N. Abut.	1529+10.467	28.750	472.583	472.583
A	1529+20.467	28.750	472.581	472.650
B	1529+30.467	28.750	472.577	472.700
C	1529+40.467	28.750	472.571	472.725
D	1529+50.467	28.750	472.564	472.722
E	1529+60.467	28.750	472.555	472.691
F	1529+70.467	28.750	472.544	472.638
G	1529+80.467	28.750	472.531	472.577
H	1529+90.467	28.750	472.517	472.527
☉ Brg. Pier	1529+96.217	28.750	472.507	472.507
I	1530+06.217	28.750	472.490	472.512
J	1530+16.217	28.750	472.471	472.537
K	1530+26.217	28.750	472.450	472.564
L	1530+36.217	28.750	472.428	472.576
M	1530+46.217	28.750	472.404	472.564
N	1530+56.217	28.750	472.378	472.524
O	1530+66.217	28.750	472.350	472.453
P	1530+76.217	28.750	472.320	472.361
☉ Brg. S. Abut.	1530+81.966	28.750	472.303	472.303
Bk. S. Abut.	1530+83.217	28.750	472.299	472.299

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

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

DRAWING NUMBER
S-7