

**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
Q 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
Q 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
Q 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
Q 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
Q 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
Q 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
Q 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
Q 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
Q 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
Q 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
Q 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
Q 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
Q 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
Q 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	472.998	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
Q 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
Q 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
Q 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
Q 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
Q 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
Q 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
Q 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. (XI-6)HDK-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  
1817 SOUTH NEIL STREET  
SUITE 100  
CHAMPAIGN, IL 61820  
PHONE : 217.373.8900  
FAX : 217.373.8923

**Clark Dietz**  
ENGINEERS

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

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

DRAWING NUMBER  
**S-8**