

Contract #98950

SOUTHBOUND STAGE CONSTRUCTION LINE & BASELINE

BEAM NO. 19

BEAM NO. 20

BEAM NO. 21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+07.557	12.000	472.933	472.933
☉ Brg. N. Abut.	1529+08.808	12.000	472.932	472.932
A	1529+18.808	12.000	472.931	472.995
B	1529+28.808	12.000	472.927	473.042
C	1529+38.808	12.000	472.921	473.066
D	1529+48.808	12.000	472.914	473.062
E	1529+58.808	12.000	472.905	473.033
F	1529+68.808	12.000	472.895	472.983
G	1529+78.808	12.000	472.882	472.926
H	1529+88.808	12.000	472.868	472.878
☉ Brg. Pier	1529+94.557	12.000	472.859	472.859
I	1530+04.557	12.000	472.842	472.863
J	1530+14.557	12.000	472.823	472.886
K	1530+24.557	12.000	472.803	472.909
L	1530+34.557	12.000	472.781	472.919
M	1530+44.557	12.000	472.757	472.907
N	1530+54.557	12.000	472.731	472.868
O	1530+64.557	12.000	472.704	472.800
P	1530+74.557	12.000	472.674	472.712
☉ Brg. S. Abut.	1530+80.306	12.000	472.657	472.657
Bk. S. Abut.	1530+81.557	12.000	472.653	472.653

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+07.513	13.250	472.907	472.907
☉ Brg. N. Abut.	1529+08.764	13.250	472.906	472.906
A	1529+18.764	13.250	472.905	472.969
B	1529+28.764	13.250	472.901	473.016
C	1529+38.764	13.250	472.895	473.040
D	1529+48.764	13.250	472.888	473.036
E	1529+58.764	13.250	472.879	473.007
F	1529+68.764	13.250	472.869	472.957
G	1529+78.764	13.250	472.856	472.900
H	1529+88.764	13.250	472.842	472.852
☉ Brg. Pier	1529+94.513	13.250	472.833	472.833
I	1530+04.513	13.250	472.816	472.837
J	1530+14.513	13.250	472.797	472.860
K	1530+24.513	13.250	472.777	472.883
L	1530+34.513	13.250	472.755	472.893
M	1530+44.513	13.250	472.731	472.881
N	1530+54.513	13.250	472.705	472.842
O	1530+64.513	13.250	472.678	472.774
P	1530+74.513	13.250	472.648	472.686
☉ Brg. S. Abut.	1530+80.262	13.250	472.631	472.631
Bk. S. Abut.	1530+81.513	13.250	472.627	472.627

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+07.266	20.250	472.735	472.735
☉ Brg. N. Abut.	1529+08.517	20.250	472.734	472.734
A	1529+18.517	20.250	472.729	472.793
B	1529+28.517	20.250	472.721	472.836
C	1529+38.517	20.250	472.712	472.856
D	1529+48.517	20.250	472.701	472.849
E	1529+58.517	20.250	472.688	472.815
F	1529+68.517	20.250	472.673	472.762
G	1529+78.517	20.250	472.657	472.701
H	1529+88.517	20.250	472.639	472.649
☉ Brg. Pier	1529+94.266	20.250	472.628	472.628
I	1530+04.266	20.250	472.607	472.628
J	1530+14.266	20.250	472.585	472.647
K	1530+24.266	20.250	472.560	472.666
L	1530+34.266	20.250	472.534	472.673
M	1530+44.266	20.250	472.506	472.657
N	1530+54.266	20.250	472.477	472.614
O	1530+64.266	20.250	472.446	472.542
P	1530+74.266	20.250	472.412	472.450
☉ Brg. S. Abut.	1530+80.015	20.250	472.393	472.393
Bk. S. Abut.	1530+81.266	20.250	472.388	472.388

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+07.020	27.250	472.455	472.455
☉ Brg. N. Abut.	1529+08.270	27.250	472.454	472.454
A	1529+18.270	27.250	472.449	472.513
B	1529+28.270	27.250	472.441	472.556
C	1529+38.270	27.250	472.432	472.576
D	1529+48.270	27.250	472.421	472.569
E	1529+58.270	27.250	472.408	472.536
F	1529+68.270	27.250	472.394	472.482
G	1529+78.270	27.250	472.378	472.421
H	1529+88.270	27.250	472.360	472.369
☉ Brg. Pier	1529+94.020	27.250	472.348	472.348
I	1530+04.020	27.250	472.328	472.348
J	1530+14.020	27.250	472.305	472.367
K	1530+24.020	27.250	472.281	472.387
L	1530+34.020	27.250	472.255	472.393
M	1530+44.020	27.250	472.227	472.377
N	1530+54.020	27.250	472.198	472.335
O	1530+64.020	27.250	472.166	472.263
P	1530+74.020	27.250	472.133	472.171
☉ Brg. S. Abut.	1530+79.769	27.250	472.113	472.113
Bk. S. Abut.	1530+81.020	27.250	472.109	472.109

BEAM NO. 22

BEAM 23

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+06.773	34.250	472.175	472.175
☉ Brg. N. Abut.	1529+08.024	34.250	472.174	472.174
A	1529+18.024	34.250	472.169	472.233
B	1529+28.024	34.250	472.161	472.277
C	1529+38.024	34.250	472.152	472.296
D	1529+48.024	34.250	472.141	472.289
E	1529+58.024	34.250	472.128	472.256
F	1529+68.024	34.250	472.114	472.203
G	1529+78.024	34.250	472.098	472.141
H	1529+88.024	34.250	472.080	472.090
☉ Brg. Pier	1529+93.773	34.250	472.069	472.069
I	1530+03.773	34.250	472.048	472.069
J	1530+13.773	34.250	472.026	472.088
K	1530+23.773	34.250	472.001	472.107
L	1530+33.773	34.250	471.975	472.114
M	1530+43.773	34.250	471.948	472.098
N	1530+53.773	34.250	471.918	472.055
O	1530+63.773	34.250	471.887	471.984
P	1530+73.773	34.250	471.854	471.892
☉ Brg. S. Abut.	1530+79.522	34.250	471.834	471.834
Bk. S. Abut.	1530+80.773	34.250	471.830	471.830

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1529+06.526	41.250	471.895	471.895
☉ Brg. N. Abut.	1529+07.777	41.250	471.894	471.894
A	1529+17.777	41.250	471.889	471.958
B	1529+27.777	41.250	471.881	472.004
C	1529+37.777	41.250	471.872	472.026
D	1529+47.777	41.250	471.861	472.019
E	1529+57.777	41.250	471.849	471.985
F	1529+67.777	41.250	471.834	471.929
G	1529+77.777	41.250	471.818	471.864
H	1529+87.777	41.250	471.800	471.811
☉ Brg. Pier	1529+93.526	41.250	471.789	471.789
I	1530+03.526	41.250	471.769	471.790
J	1530+13.526	41.250	471.746	471.812
K	1530+23.526	41.250	471.722	471.835
L	1530+33.526	41.250	471.696	471.844
M	1530+43.526	41.250	471.668	471.829
N	1530+53.526	41.250	471.639	471.785
O	1530+63.526	41.250	471.608	471.711
P	1530+73.526	41.250	471.575	471.615
☉ Brg. S. Abut.	1530+79.275	41.250	471.555	471.555
Bk. S. Abut.	1530+80.526	41.250	471.551	471.551

TOP OF DECK ELEVATIONS

INTERSTATE 57 OVER
WEST MAIN ST. (OLD IL RT. 13)
F.A.I. RT. 57 SEC. (X1-6)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
Clark Dietz
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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: 05/20/06
CHECKED BY: SLD
APPROVED BY: SMM
ACTIVITY: DETAILS

DRAWING NUMBER

S-9