

GIRDER 9

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|----------------|-----------|----------|-----------------------------|---|
| Back of W Abut | 8+734.289 | -7.537 m | 189.791 | 189.791 |
| CL W Abut | 8+734.684 | -7.541 m | 189.782 | 189.782 |
| A | 8+737.696 | -7.571 m | 189.713 | 189.735 |
| B | 8+740.708 | -7.596 m | 189.643 | 189.687 |
| C | 8+743.721 | -7.617 m | 189.573 | 189.634 |
| D | 8+746.733 | -7.632 m | 189.501 | 189.576 |
| E | 8+749.745 | -7.643 m | 189.429 | 189.512 |
| F | 8+752.758 | -7.649 m | 189.357 | 189.443 |
| G | 8+755.770 | -7.650 m | 189.283 | 189.366 |
| H | 8+758.782 | -7.646 m | 189.209 | 189.284 |
| I | 8+761.795 | -7.637 m | 189.134 | 189.195 |
| J | 8+764.807 | -7.624 m | 189.058 | 189.102 |
| K | 8+767.819 | -7.605 m | 188.982 | 189.004 |
| CL E Abut | 8+770.831 | -7.582 m | 188.904 | 188.904 |
| Back of E Abut | 8+771.227 | -7.579 m | 188.894 | 188.894 |

GIRDER 10

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|----------------|-----------|----------|-----------------------------|---|
| Back of W Abut | 8+734.929 | -5.314 m | 189.843 | 189.843 |
| CL W Abut | 8+735.325 | -5.318 m | 189.834 | 189.834 |
| A | 8+738.333 | -5.347 m | 189.765 | 189.788 |
| B | 8+741.342 | -5.371 m | 189.695 | 189.739 |
| C | 8+744.350 | -5.390 m | 189.625 | 189.686 |
| D | 8+747.359 | -5.405 m | 189.553 | 189.628 |
| E | 8+750.368 | -5.415 m | 189.481 | 189.564 |
| F | 8+753.376 | -5.419 m | 189.409 | 189.494 |
| G | 8+756.385 | -5.419 m | 189.335 | 189.418 |
| H | 8+759.394 | -5.415 m | 189.261 | 189.335 |
| I | 8+762.403 | -5.405 m | 189.186 | 189.247 |
| J | 8+765.411 | -5.390 m | 189.110 | 189.153 |
| K | 8+768.420 | -5.371 m | 189.033 | 189.056 |
| CL E Abut | 8+771.428 | -5.347 m | 188.956 | 188.956 |
| Back of E Abut | 8+771.824 | -5.343 m | 188.946 | 188.946 |

WB PGL

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|----------------|-----------|----------|-----------------------------|---|
| Back of W Abut | 8+735.285 | -4.080 m | 189.872 | 189.872 |
| CL W Abut | 8+735.681 | -4.080 m | 189.863 | 189.863 |
| A | 8+738.696 | -4.080 m | 189.795 | 189.817 |
| B | 8+741.708 | -4.080 m | 189.726 | 189.769 |
| C | 8+744.720 | -4.080 m | 189.655 | 189.717 |
| D | 8+747.730 | -4.080 m | 189.584 | 189.659 |
| E | 8+750.740 | -4.080 m | 189.513 | 189.595 |
| F | 8+753.747 | -4.080 m | 189.440 | 189.526 |
| G | 8+756.754 | -4.080 m | 189.366 | 189.449 |
| H | 8+759.759 | -4.080 m | 189.292 | 189.366 |
| I | 8+762.762 | -4.080 m | 189.216 | 189.277 |
| J | 8+765.765 | -4.080 m | 189.140 | 189.184 |
| K | 8+768.766 | -4.080 m | 189.063 | 189.086 |
| CL E Abut | 8+771.765 | -4.080 m | 188.985 | 188.985 |
| Back of E Abut | 8+772.159 | -4.080 m | 188.975 | 188.975 |

GIRDER 11

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|----------------|-----------|----------|-----------------------------|---|
| Back of W Abut | 8+735.569 | -3.090 m | 189.895 | 189.895 |
| CL W Abut | 8+735.963 | -3.094 m | 189.886 | 189.886 |
| A | 8+738.968 | -3.122 m | 189.817 | 189.840 |
| B | 8+741.973 | -3.145 m | 189.747 | 189.791 |
| C | 8+744.978 | -3.164 m | 189.677 | 189.738 |
| D | 8+747.983 | -3.177 m | 189.605 | 189.680 |
| E | 8+750.988 | -3.186 m | 189.533 | 189.616 |
| F | 8+753.994 | -3.190 m | 189.461 | 189.546 |
| G | 8+756.999 | -3.189 m | 189.387 | 189.470 |
| H | 8+760.004 | -3.183 m | 189.312 | 189.387 |
| I | 8+763.009 | -3.172 m | 189.237 | 189.298 |
| J | 8+766.014 | -3.157 m | 189.161 | 189.205 |
| K | 8+769.019 | -3.136 m | 189.085 | 189.107 |
| CL E Abut | 8+772.024 | -3.111 m | 189.007 | 189.007 |
| Back of E Abut | 8+772.419 | -3.108 m | 188.997 | 188.997 |

GIRDER 12

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|----------------|-----------|----------|-----------------------------|---|
| Back of W Abut | 8+736.206 | -0.867 m | 189.948 | 189.948 |
| CL W Abut | 8+736.601 | -0.871 m | 189.939 | 189.939 |
| A | 8+739.602 | -0.897 m | 189.870 | 189.892 |
| B | 8+742.603 | -0.920 m | 189.800 | 189.843 |
| C | 8+745.605 | -0.937 m | 189.729 | 189.790 |
| D | 8+748.606 | -0.949 m | 189.658 | 189.732 |
| E | 8+751.608 | -0.957 m | 189.585 | 189.668 |
| F | 8+754.609 | -0.960 m | 189.512 | 189.598 |
| G | 8+757.611 | -0.958 m | 189.439 | 189.522 |
| H | 8+760.612 | -0.951 m | 189.364 | 189.439 |
| I | 8+763.614 | -0.940 m | 189.289 | 189.350 |
| J | 8+766.615 | -0.923 m | 189.213 | 189.256 |
| K | 8+769.617 | -0.902 m | 189.136 | 189.159 |
| CL E Abut | 8+772.618 | -0.876 m | 189.059 | 189.059 |
| Back of E Abut | 8+773.012 | -0.872 m | 189.049 | 189.049 |

GIRDER 13

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|----------------|-----------|---------|-----------------------------|---|
| Back of W Abut | 8+736.703 | 0.869 m | 189.354 | 189.354 |
| CL W Abut | 8+737.097 | 0.865 m | 189.345 | 189.345 |
| A | 8+740.095 | 0.839 m | 189.276 | 189.298 |
| B | 8+743.094 | 0.817 m | 189.206 | 189.249 |
| C | 8+746.092 | 0.801 m | 189.136 | 189.197 |
| D | 8+749.091 | 0.789 m | 189.064 | 189.139 |
| E | 8+752.090 | 0.782 m | 188.993 | 189.076 |
| F | 8+755.089 | 0.780 m | 188.920 | 189.006 |
| G | 8+758.087 | 0.783 m | 188.846 | 188.929 |
| H | 8+761.086 | 0.790 m | 188.772 | 188.847 |
| I | 8+764.085 | 0.803 m | 188.697 | 188.759 |
| J | 8+767.083 | 0.820 m | 188.622 | 188.665 |
| K | 8+770.082 | 0.842 m | 188.545 | 188.568 |
| CL E Abut | 8+773.081 | 0.869 m | 188.468 | 188.468 |
| Back of E Abut | 8+773.475 | 0.873 m | 188.458 | 188.458 |

GIRDER 14

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|----------------|-----------|---------|-----------------------------|---|
| Back of W Abut | 8+737.338 | 3.093 m | 189.406 | 189.406 |
| CL W Abut | 8+737.731 | 3.089 m | 189.397 | 189.397 |
| A | 8+740.726 | 3.064 m | 189.328 | 189.351 |
| B | 8+743.721 | 3.043 m | 189.258 | 189.302 |
| C | 8+746.716 | 3.028 m | 189.188 | 189.249 |
| D | 8+749.711 | 3.017 m | 189.117 | 189.191 |
| E | 8+752.707 | 3.011 m | 189.045 | 189.128 |
| F | 8+755.702 | 3.010 m | 188.972 | 189.058 |
| G | 8+758.697 | 3.014 m | 188.898 | 188.981 |
| H | 8+761.692 | 3.022 m | 188.824 | 188.899 |
| I | 8+764.687 | 3.036 m | 188.749 | 188.810 |
| J | 8+767.682 | 3.054 m | 188.673 | 188.717 |
| K | 8+770.677 | 3.077 m | 188.597 | 188.620 |
| CL E Abut | 8+773.672 | 3.105 m | 188.520 | 188.520 |
| Back of E Abut | 8+774.066 | 3.109 m | 188.510 | 188.510 |

EB PGL

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|----------------|-----------|---------|-----------------------------|---|
| Back of W Abut | 8+737.620 | 4.080 m | 189.429 | 189.429 |
| CL W Abut | 8+738.014 | 4.080 m | 189.420 | 189.420 |
| A | 8+741.014 | 4.080 m | 189.352 | 189.374 |
| B | 8+744.013 | 4.080 m | 189.283 | 189.326 |
| C | 8+747.011 | 4.080 m | 189.212 | 189.274 |
| D | 8+750.007 | 4.080 m | 189.141 | 189.216 |
| E | 8+753.002 | 4.080 m | 189.070 | 189.152 |
| F | 8+755.995 | 4.080 m | 189.007 | 189.083 |
| G | 8+758.988 | 4.080 m | 188.923 | 189.006 |
| H | 8+761.979 | 4.080 m | 188.849 | 188.923 |
| I | 8+764.968 | 4.080 m | 188.773 | 188.835 |
| J | 8+767.956 | 4.080 m | 188.697 | 188.741 |
| K | 8+770.943 | 4.080 m | 188.620 | 188.643 |
| CL E Abut | 8+773.929 | 4.080 m | 188.542 | 188.542 |
| Back of E Abut | 8+774.321 | 4.080 m | 188.532 | 188.532 |

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|----------|-----|
| DESIGNED | BHS |
| CHECKED | KFA |
| DRAWN | MJB |
| CHECKED | GSP |

NOTES:

See Sheet No. S-6 for Plan.

All stations, offsets, and elevations are in meters.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.L. ROUTE 80/94 (BORMAN EXPRESSWAY)
 OVER HARRISON AVENUE

TOP OF DECK ELEVATIONS (2 OF 4)
SECTION 2004-133F
LAKE COUNTY, INDIANA
STATION 8+754.874
STRUCTURE NO. I-80-1-8461 (EB & WB)
 DATE 05/05 (016-1005 & 016-1006)

AMERICAN
 CONSULTING ENGINEERS

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