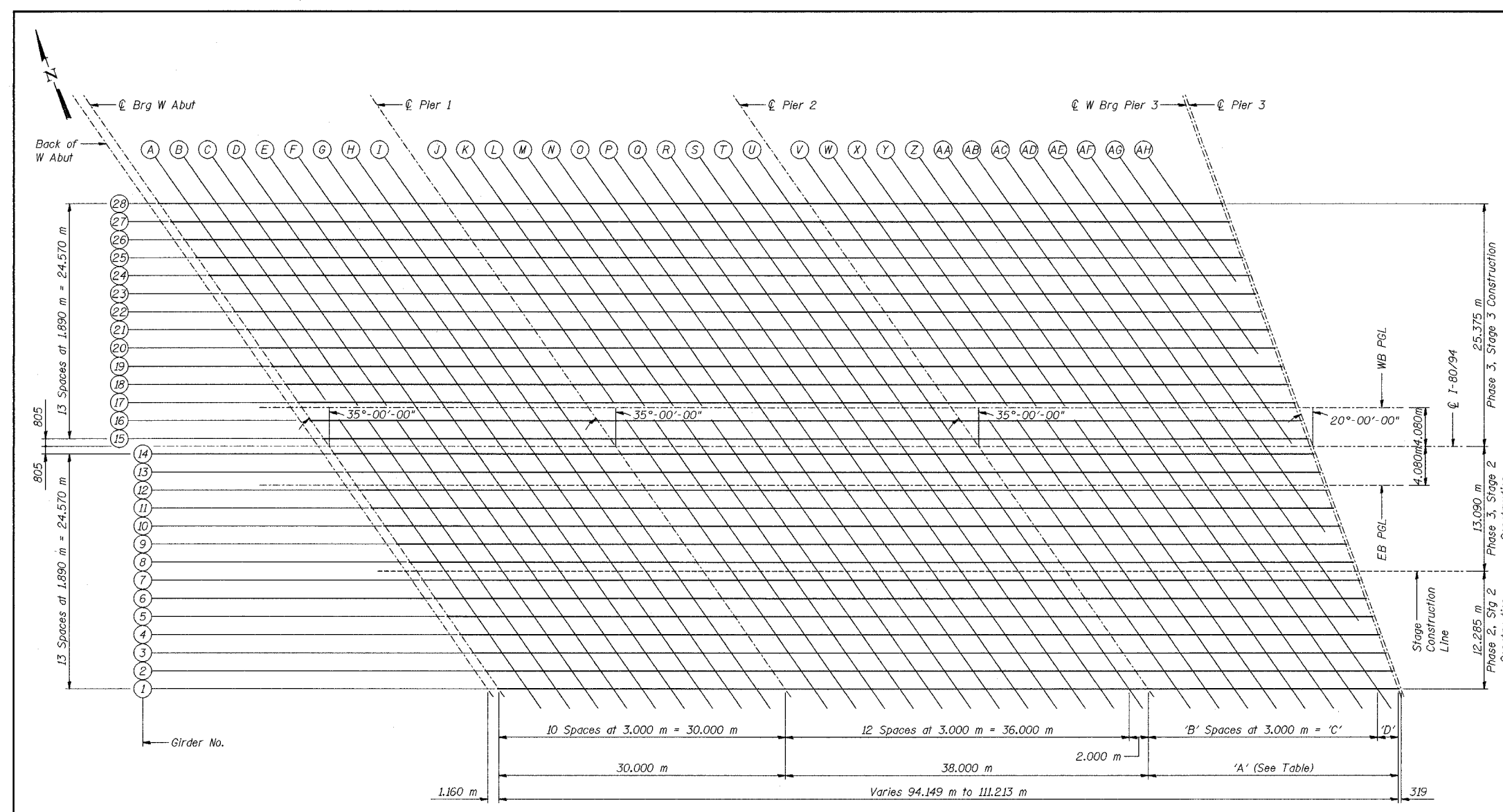
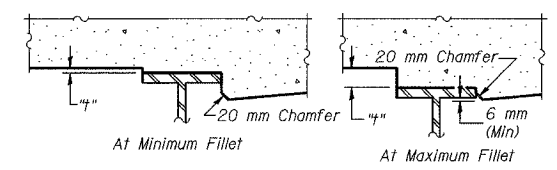


VARIABLE DIMENSION TABLE

LOCATION	'A'	'B'	'C'	'D'
Girder 28	43.213	13	39.000	4.213
Girder 27	42.577	13	39.000	3.577
Girder 26	41.942	13	39.000	2.942
Girder 25	41.306	13	39.000	2.306
Girder 24	40.671	13	39.000	1.671
Girder 23	40.035	12	36.000	4.035
Girder 22	39.400	12	36.000	3.400
Girder 21	38.764	12	36.000	2.764
Girder 20	38.129	12	36.000	2.129
Girder 19	37.493	11	33.000	4.493
Girder 18	36.858	11	33.000	3.858
Girder 17	36.222	11	33.000	3.222
WB PGL	36.052	11	33.000	3.052
Girder 16	35.587	11	33.000	2.587
Girder 15	34.951	11	33.000	1.951
Girder 14	34.410	10	30.000	4.410
Girder 13	33.775	10	30.000	3.775
EB PGL	33.309	10	30.000	3.309
Girder 12	33.139	10	30.000	3.139
Girder 11	32.504	10	30.000	2.504
Girder 10	31.868	10	30.000	1.868
Girder 9	31.233	9	27.000	4.233
Girder 8	30.597	9	27.000	3.597
Stage Const Line	30.280	9	27.000	3.280
Girder 7	29.962	9	27.000	2.962
Girder 6	29.326	9	27.000	2.326
Girder 5	28.691	9	27.000	1.691
Girder 4	28.055	8	24.000	4.055
Girder 3	27.420	8	24.000	3.420
Girder 2	26.784	8	24.000	2.784
Girder 1	26.149	8	24.000	2.149



PLAN - UNIT 1



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in Tables on Sheet S-10 thru S-17, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

PHASE 3 FOR INFORMATION ONLY

DESIGNED	BHS
CHECKED	KFA
DRAWN	MJB
CHECKED	GSP

NOTE:
See Sheet No. S-10 for girder dead load deflection diagram.

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.L. ROUTE 80/94 (BORMAN EXPRESSWAY)
OVER LITTLE CALUMET RIVER & N.I.C.T.D. R.O.W.
TOP OF DECK ELEVATIONS - UNIT 1 LAYOUT
SECTION 2626.2-R-1
LAKE COUNTY, INDIANA
STATION 8+470.000
STRUCTURE NO. I-80-1-8460 (EB & WB)
DATE 07/04 (016-1003 & 016-1004)

