| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 80/94 | 2626.2-R-2 | LAKE COUNTY, INDIANA | 452 | 252 |
| | | ILLINOIS FED. AID PROJECT- | | |

SHEET NO. S-20
72 SHEETS

CONTRACT NO. 62113 INDOT DES. NO. 0100987

## BEAM 13

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|---|---|---|---|---|
| CL Pier 3 | 8+524.981 | 2.695 | 191.947 | 191.947 |
| CL E Brg Pier 3 | 8+525.300 | 2.695 | 191.947 | 191.947 |
| AI | 8+528.300 | 2.695 | 191.942 | 191.950 |
| AJ | 8+531.300 | 2.695 | 191.936 | 191.953 |
| AK | 8+534.300 | 2.695 | 191.930 | 191.948 |
| AL | 8+537.300 | 2.695 | 191.923 | 191.942 |
| AM | 8+540.300 | 2.695 | 191.914 | 191.928 |
| AN | 8+543.300 | 2.695 | 191.905 | 191.914 |
| AO | 8+546.300 | 2.695 | 191.895 | 191.899 |
| CL Pier 4 | 8+548.981 | 2.695 | 191.885 | 191.885 |
| AP | 8+551.981 | 2.695 | 191.873 | 191.878 |
| AQ | 8+554.981 | 2.695 | 191.861 | 191.871 |
| AR | 8+557.981 | 2.695 | 191.847 | 191.862 |
| AS | 8+560.981 | 2.695 | 191.832 | 191.851 |
| AT | 8+563.981 | 2.695 | 191.817 | 191.838 |
| AU | 8+566.981 | 2.695 | 191.801 | 191.818 |
| AV | 8+569.981 | 2.695 | 191.784 | 191.797 |
| AW | 8+572.981 | 2.695 | 191.765 | 191.773 |
| CL Pier 5 | 8+576.981 | 2.695 | 191.740 | 191.740 |
| AX | 8+579.981 | 2.695 | 191.720 | 191.721 |
| AY | 8+582.981 | 2.695 | 191.699 | 191.703 |
| AZ | 8+585.981 | 2.695 | 191.677 | 191.683 |
| BA | 8+588.981 | 2.695 | 191.654 | 191.661 |
| BB | 8+591.981 | 2.695 | 191.630 | 191.637 |
| BC | 8+594.981 | 2.695 | 191.605 | 191.608 |
| CL Brg E Abut | 8+596.981 | 2.695 | 191.588 | 191.588 |
| Back of E Abut | 8+597.992 | 2.695 | 191.580 | 191.580 |

## BEAM 14

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|---|---|---|---|---|
| CL Pier 3 | 8+524.293 | 0.805 | 191.901 | 191.901 |
| CL E Brg Pier 3 | 8+524.612 | 0.805 | 191.901 | 191.901 |
| AI | 8+527.612 | 0.805 | 191.896 | 191.904 |
| AJ | 8+530.612 | 0.805 | 191.891 | 191.907 |
| AK | 8+533.612 | 0.805 | 191.884 | 191.902 |
| AL | 8+536.612 | 0.805 | 191.877 | 191.896 |
| AM | 8+539.612 | 0.805 | 191.869 | 191.883 |
| AN | 8+542.612 | 0.805 | 191.860 | 191.869 |
| AO | 8+545.612 | 0.805 | 191.850 | 191.854 |
| CL Pier 4 | 8+548.293 | 0.805 | 191.840 | 191.840 |
| AP | 8+551.293 | 0.805 | 191.829 | 191.834 |
| AQ | 8+554.293 | 0.805 | 191.816 | 191.827 |
| AR | 8+557.293 | 0.805 | 191.803 | 191.818 |
| AS | 8+560.293 | 0.805 | 191.789 | 191.808 |
| AT | 8+563.293 | 0.805 | 191.773 | 191.794 |
| AU | 8+566.293 | 0.805 | 191.757 | 191.774 |
| AV | 8+569.293 | 0.805 | 191.740 | 191.754 |
| AW | 8+572.293 | 0.805 | 191.722 | 191.730 |
| CL Pier 5 | 8+576.293 | 0.805 | 191.697 | 191.697 |
| AX | 8+579.293 | 0.805 | 191.677 | 191.679 |
| AY | 8+582.293 | 0.805 | 191.656 | 191.660 |
| AZ | 8+585.293 | 0.805 | 191.635 | 191.641 |
| BA | 8+588.293 | 0.805 | 191.612 | 191.619 |
| BB | 8+591.293 | 0.805 | 191.588 | 191.595 |
| BC | 8+594.293 | 0.805 | 191.564 | 191.567 |
| CL Brg E Abut | 8+596.293 | 0.805 | 191.547 | 191.547 |
| Back of E Abut | 8+597.304 | 0.805 | 191.538 | 191.538 |

## BEAM 15

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|---|---|---|---|---|
| CL Pier 3 | 8+523.707 | -0.805 | 192.478 | 192.478 |
| CL E Brg Pier 3 | 8+524.026 | -0.805 | 192.477 | 192.477 |
| AI | 8+527.026 | -0.805 | 192.473 | 192.481 |
| AJ | 8+530.026 | -0.805 | 192.467 | 192.484 |
| AK | 8+533.026 | -0.805 | 192.461 | 192.479 |
| AL | 8+536.026 | -0.805 | 192.453 | 192.473 |
| AM | 8+539.026 | -0.805 | 192.445 | 192.459 |
| AN | 8+542.026 | -0.805 | 192.436 | 192.445 |
| AO | 8+545.026 | -0.805 | 192.426 | 192.430 |
| CL Pier 4 | 8+547.707 | -0.805 | 192.416 | 192.416 |
| AP | 8+550.707 | -0.805 | 192.405 | 192.410 |
| AQ | 8+553.707 | -0.805 | 192.392 | 192.402 |
| AR | 8+556.707 | -0.805 | 192.379 | 192.393 |
| AS | 8+559.707 | -0.805 | 192.364 | 192.383 |
| AT | 8+562.707 | -0.805 | 192.349 | 192.369 |
| AU | 8+565.707 | -0.805 | 192.333 | 192.350 |
| AV | 8+568.707 | -0.805 | 192.316 | 192.329 |
| AW | 8+571.707 | -0.805 | 192.298 | 192.305 |
| CL Pier 5 | 8+575.707 | -0.805 | 192.272 | 192.272 |
| AX | 8+578.707 | -0.805 | 192.252 | 192.254 |
| AY | 8+581.707 | -0.805 | 192.231 | 192.235 |
| AZ | 8+584.707 | -0.805 | 192.209 | 192.216 |
| BA | 8+587.707 | -0.805 | 192.186 | 192.194 |
| BB | 8+590.707 | -0.805 | 192.163 | 192.170 |
| BC | 8+593.707 | -0.805 | 192.138 | 192.141 |
| CL Brg E Abut | 8+595.707 | -0.805 | 192.121 | 192.121 |
| Back of E Abut | 8+596.718 | -0.805 | 192.112 | 192.112 |

## BEAM 16

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|---|---|---|---|---|
| CL Pier 3 | 8+523.019 | -2.695 | 192.431 | 192.431 |
| CL E Brg Pier 3 | 8+523.338 | -2.695 | 192.431 | 192.431 |
| AI | 8+526.338 | -2.695 | 192.427 | 192.435 |
| AJ | 8+529.338 | -2.695 | 192.421 | 192.438 |
| AK | 8+532.338 | -2.695 | 192.415 | 192.433 |
| AL | 8+535.338 | -2.695 | 192.408 | 192.427 |
| AM | 8+538.338 | -2.695 | 192.400 | 192.414 |
| AN | 8+541.338 | -2.695 | 192.391 | 192.400 |
| AO | 8+544.338 | -2.695 | 192.381 | 192.386 |
| CL Pier 4 | 8+547.019 | -2.695 | 192.372 | 192.372 |
| AP | 8+550.019 | -2.695 | 192.360 | 192.365 |
| AQ | 8+553.019 | -2.695 | 192.348 | 192.358 |
| AR | 8+556.019 | -2.695 | 192.334 | 192.349 |
| AS | 8+559.019 | -2.695 | 192.320 | 192.339 |
| AT | 8+562.019 | -2.695 | 192.305 | 192.326 |
| AU | 8+565.019 | -2.695 | 192.289 | 192.306 |
| AV | 8+568.019 | -2.695 | 192.272 | 192.286 |
| AW | 8+571.019 | -2.695 | 192.254 | 192.262 |
| CL Pier 5 | 8+575.019 | -2.695 | 192.229 | 192.229 |
| AX | 8+578.019 | -2.695 | 192.209 | 192.211 |
| AY | 8+581.019 | -2.695 | 192.189 | 192.193 |
| AZ | 8+584.019 | -2.695 | 192.167 | 192.174 |
| BA | 8+587.019 | -2.695 | 192.144 | 192.152 |
| BB | 8+590.019 | -2.695 | 192.121 | 192.128 |
| BC | 8+593.019 | -2.695 | 192.096 | 192.099 |
| CL Brg E Abut | 8+595.019 | -2.695 | 192.080 | 192.080 |
| Back of E Abut | 8+596.030 | -2.695 | 192.071 | 192.071 |

## WB PGL

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|---|---|---|---|---|
| CL Pier 3 | 8+522.515 | -4.080 | 192.397 | 192.397 |
| CL E Brg Pier 3 | 8+522.834 | -4.080 | 192.397 | 192.397 |
| AI | 8+525.834 | -4.080 | 192.393 | 192.401 |
| AJ | 8+528.834 | -4.080 | 192.388 | 192.404 |
| AK | 8+531.834 | -4.080 | 192.382 | 192.400 |
| AL | 8+534.834 | -4.080 | 192.375 | 192.394 |
| AM | 8+537.834 | -4.080 | 192.367 | 192.381 |
| AN | 8+540.834 | -4.080 | 192.358 | 192.367 |
| AO | 8+543.834 | -4.080 | 192.348 | 192.353 |
| CL Pier 4 | 8+546.515 | -4.080 | 192.339 | 192.339 |
| AP | 8+549.515 | -4.080 | 192.328 | 192.333 |
| AQ | 8+552.515 | -4.080 | 192.315 | 192.326 |
| AR | 8+555.515 | -4.080 | 192.302 | 192.317 |
| AS | 8+558.515 | -4.080 | 192.288 | 192.307 |
| AT | 8+561.515 | -4.080 | 192.273 | 192.294 |
| AU | 8+564.515 | -4.080 | 192.257 | 192.274 |
| AV | 8+567.515 | -4.080 | 192.241 | 192.254 |
| AW | 8+570.515 | -4.080 | 192.223 | 192.231 |
| CL Pier 5 | 8+574.515 | -4.080 | 192.198 | 192.198 |
| AX | 8+577.515 | -4.080 | 192.178 | 192.180 |
| AY | 8+580.515 | -4.080 | 192.158 | 192.161 |
| AZ | 8+583.515 | -4.080 | 192.136 | 192.143 |
| BA | 8+586.515 | -4.080 | 192.114 | 192.121 |
| BB | 8+589.515 | -4.080 | 192.090 | 192.097 |
| BC | 8+592.515 | -4.080 | 192.066 | 192.069 |
| CL Brg E Abut | 8+594.515 | -4.080 | 192.049 | 192.049 |
| Back of E Abut | 8+595.526 | -4.080 | 192.041 | 192.041 |

## BEAM 17

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|---|---|---|---|---|
| CL Pier 3 | 8+522.331 | -4.585 | 192.385 | 192.385 |
| CL E Brg Pier 3 | 8+522.650 | -4.585 | 192.385 | 192.385 |
| AI | 8+525.650 | -4.585 | 192.380 | 192.389 |
| AJ | 8+528.650 | -4.585 | 192.375 | 192.392 |
| AK | 8+531.650 | -4.585 | 192.369 | 192.387 |
| AL | 8+534.650 | -4.585 | 192.362 | 192.382 |
| AM | 8+537.650 | -4.585 | 192.355 | 192.369 |
| AN | 8+540.650 | -4.585 | 192.346 | 192.355 |
| AO | 8+543.650 | -4.585 | 192.336 | 192.341 |
| CL Pier 4 | 8+546.331 | -4.585 | 192.327 | 192.327 |
| AP | 8+549.331 | -4.585 | 192.316 | 192.321 |
| AQ | 8+552.331 | -4.585 | 192.303 | 192.314 |
| AR | 8+555.331 | -4.585 | 192.290 | 192.305 |
| AS | 8+558.331 | -4.585 | 192.276 | 192.295 |
| AT | 8+561.331 | -4.585 | 192.261 | 192.282 |
| AU | 8+564.331 | -4.585 | 192.246 | 192.263 |
| AV | 8+567.331 | -4.585 | 192.229 | 192.243 |
| AW | 8+570.331 | -4.585 | 192.211 | 192.219 |
| CL Pier 5 | 8+574.331 | -4.585 | 192.187 | 192.187 |
| AX | 8+577.331 | -4.585 | 192.167 | 192.169 |
| AY | 8+580.331 | -4.585 | 192.146 | 192.150 |
| AZ | 8+583.331 | -4.585 | 192.125 | 192.132 |
| BA | 8+586.331 | -4.585 | 192.102 | 192.110 |
| BB | 8+589.331 | -4.585 | 192.079 | 192.086 |
| BC | 8+592.331 | -4.585 | 192.055 | 192.058 |
| CL Brg E Abut | 8+594.331 | -4.585 | 192.038 | 192.038 |
| Back of E Abut | 8+595.342 | -4.585 | 192.030 | 192.030 |

## BEAM 18

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION |
|---|---|---|---|---|
| CL Pier 3 | 8+521.643 | -6.475 | 192.339 | 192.339 |
| CL E Brg Pier 3 | 8+521.962 | -6.475 | 192.338 | 192.338 |
| AI | 8+524.962 | -6.475 | 192.334 | 192.343 |
| AJ | 8+527.962 | -6.475 | 192.329 | 192.346 |
| AK | 8+530.962 | -6.475 | 192.324 | 192.342 |
| AL | 8+533.962 | -6.475 | 192.317 | 192.336 |
| AM | 8+536.962 | -6.475 | 192.309 | 192.323 |
| AN | 8+539.962 | -6.475 | 192.301 | 192.310 |
| AO | 8+542.962 | -6.475 | 192.291 | 192.296 |
| CL Pier 4 | 8+545.643 | -6.475 | 192.282 | 192.282 |
| AP | 8+548.643 | -6.475 | 192.271 | 192.276 |
| AQ | 8+551.643 | -6.475 | 192.259 | 192.269 |
| AR | 8+554.643 | -6.475 | 192.246 | 192.261 |
| AS | 8+557.643 | -6.475 | 192.232 | 192.251 |
| AT | 8+560.643 | -6.475 | 192.218 | 192.238 |
| AU | 8+563.643 | -6.475 | 192.202 | 192.219 |
| AV | 8+566.643 | -6.475 | 192.186 | 192.199 |
| AW | 8+569.643 | -6.475 | 192.168 | 192.176 |
| CL Pier 5 | 8+573.643 | -6.475 | 192.144 | 192.144 |
| AX | 8+576.643 | -6.475 | 192.124 | 192.126 |
| AY | 8+579.643 | -6.475 | 192.104 | 192.108 |
| AZ | 8+582.643 | -6.475 | 192.082 | 192.089 |
| BA | 8+585.643 | -6.475 | 192.060 | 192.068 |
| BB | 8+588.643 | -6.475 | 192.037 | 192.044 |
| BC | 8+591.643 | -6.475 | 192.013 | 192.016 |
| CL Brg E Abut | 8+593.643 | -6.475 | 191.997 | 191.997 |
| Back of E Abut | 8+594.654 | -6.475 | 191.988 | 191.988 |

NOTES:

See Sheet No. S-9 for Plan.

All stations, offsets, and elevations are in meters.

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

**FOR INFORMATION ONLY**

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (BORMAN EXPRESSWAY)
OVER LITTLE CALUMET RIVER & N.I.C.T.D. R.O.W.

**TOP OF DECK ELEVATIONS – UNIT 2 (3 OF 5)**
**SECTION 2626.2-R-1**
**LAKE COUNTY, INDIANA**
**STATION 8+470.000**
**STRUCTURE NO. I-80-1-8460 (EB & WB)**
DATE 07/04 **(016-I003 & 016-I004)**

AMERICAN CONSULTING ENGINEERS