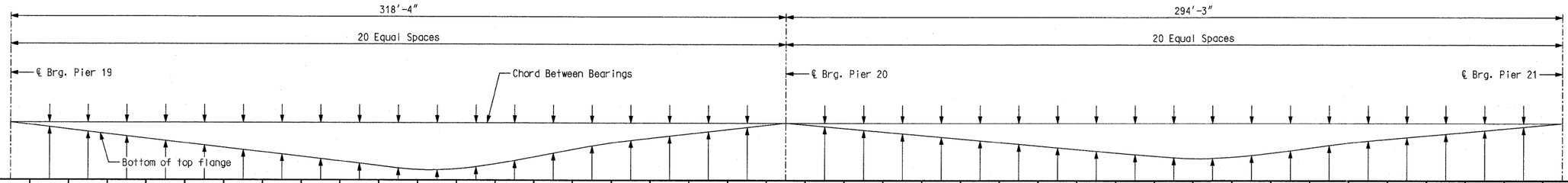
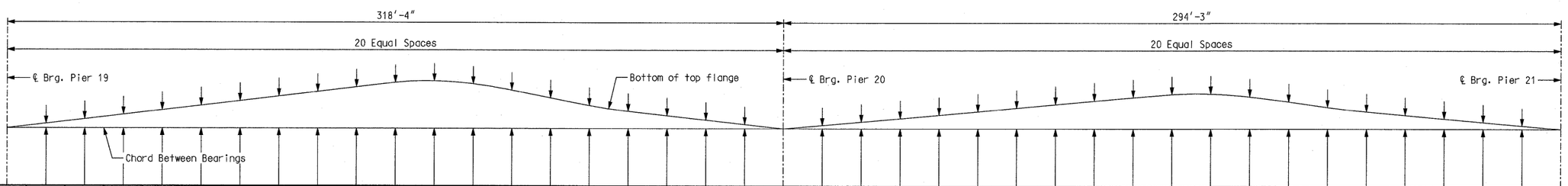


Girder Number																																			
5	0"	1/8"	11/16"	1 5/8"	2 13/16"	4 3/16"	5 1/2"	6 11/16"	7 5/8"	8 1/4"	8 9/16"	8 1/2"	8 1/8"	7 3/8"	6 5/16"	5 1/16"	3 11/16"	2 3/8"	1 1/4"	7/16"	0"	1/8"	11/16"	1 7/16"	2 7/16"	3 1/2"	4 9/16"	5 1/2"	6 1/4"	6 11/16"	6 15/16"	6 13/16"	6 7/16"	5 13/16"	4 15/16"	3 7/8"	2 13/16"	1 3/4"	7/8"	1/4"	0"
6	0"	1/8"	11/16"	1 9/16"	2 13/16"	4 1/8"	5 7/16"	6 5/8"	7 9/16"	8 3/16"	8 1/2"	8 7/16"	8"	7 1/4"	6 1/4"	5"	3 5/8"	2 5/16"	1 1/4"	7/16"	0"	3/16"	11/16"	1 9/16"	2 9/16"	3 5/8"	4 3/4"	5 11/16"	6 7/16"	6 15/16"	7 3/16"	7 1/16"	6 11/16"	6 1/16"	5 3/16"	4 1/8"	3"	1 15/16"	1"	3/8"	0"
7	0"	1/8"	5/8"	1 9/16"	2 3/4"	4 1/8"	5 7/16"	6 9/16"	7 1/2"	8 1/8"	8 7/16"	8 3/8"	7 15/16"	7 3/16"	6 1/8"	4 15/16"	3 9/16"	2 1/4"	1 3/16"	3/8"	0"	3/16"	3/4"	1 5/8"	2 5/8"	3 3/4"	4 7/8"	5 7/8"	6 5/8"	7 3/16"	7 7/16"	7 3/8"	7"	6 5/16"	5 7/16"	4 3/8"	3 1/4"	2 1/8"	1 3/16"	7/16"	0"
8	0"	1/8"	5/8"	1 9/16"	2 3/4"	4 1/16"	5 3/8"	6 1/2"	7 7/16"	8 1/16"	8 3/8"	8 5/16"	7 7/8"	7 1/8"	6 1/16"	4 13/16"	3 1/2"	2 1/4"	1 1/8"	3/8"	0"	1/4"	13/16"	1 11/16"	2 3/4"	3 7/8"	5 1/16"	6 1/16"	6 7/8"	7 7/16"	7 11/16"	7 5/8"	7 1/4"	6 9/16"	5 11/16"	4 5/8"	3 7/16"	2 5/16"	1 5/16"	1/2"	0"

SPAN (19-20) SPAN (20-21)

DEAD LOAD DEFLECTIONS

Notes:
30% of dead load deflection in span (19-20) and 30% of dead load deflection in span (20-21) is due to the weight of structural steel.
Dead load deflection includes weight of structural steel, concrete slab, and barrier curbs.
Negative values indicate upward deflection.

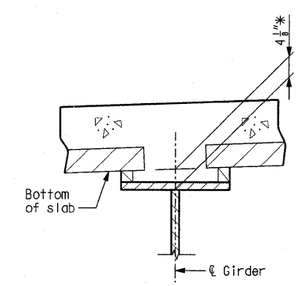


Girder Number																																			
5	0"	1/8"	11/16"	1 5/8"	2 13/16"	4 3/16"	5 1/2"	6 11/16"	7 5/8"	8 1/4"	8 9/16"	8 1/2"	8 1/8"	7 3/8"	6 5/16"	5 1/16"	3 11/16"	2 3/8"	1 1/4"	7/16"	0"	1/8"	5/8"	1 3/8"	2 3/8"	3 3/8"	4 7/16"	5 5/16"	6 1/16"	6 1/2"	6 11/16"	6 9/16"	6 3/16"	5 1/2"	4 5/8"	3 9/16"	2 7/16"	1 1/2"	3/4"	3/16"	0"
6	0"	1/8"	11/16"	1 9/16"	2 13/16"	4 1/8"	5 7/16"	6 5/8"	7 9/16"	8 3/16"	8 1/2"	8 7/16"	8"	7 1/4"	6 1/4"	5"	3 5/8"	2 5/16"	1 1/4"	7/16"	0"	1/4"	13/16"	1 11/16"	2 3/4"	3 7/8"	5"	6"	6 13/16"	7 3/8"	7 5/8"	7 5/8"	7 5/16"	6 11/16"	5 7/8"	4 7/8"	3 3/4"	2 1/2"	1 3/8"	9/16"	0"
7	0"	1/8"	5/8"	1 9/16"	2 3/4"	4 1/8"	5 7/16"	6 9/16"	7 1/2"	8 1/8"	8 7/16"	8 3/8"	7 15/16"	7 3/16"	6 1/8"	4 15/16"	3 9/16"	2 1/4"	1 3/16"	3/8"	0"	5/16"	1"	1 15/16"	3 1/8"	4 3/8"	5 9/16"	6 11/16"	7 5/8"	8 1/4"	8 5/8"	8 5/8"	8 3/8"	7 7/8"	7 1/8"	6 3/16"	5 1/16"	3 1/2"	2 1/16"	7/8"	0"
8	0"	1/8"	5/8"	1 9/16"	2 3/4"	4 1/16"	5 3/8"	6 1/2"	7 7/16"	8 1/16"	8 3/8"	8 5/16"	7 7/8"	7 1/8"	6 1/16"	4 13/16"	3 1/2"	2 1/4"	1 1/8"	3/8"	0"	7/16"	1 3/16"	2 1/4"	3 1/2"	4 7/8"	6 3/16"	7 3/8"	8 3/8"	9 1/8"	9 9/16"	9 11/16"	9 1/2"	9 1/16"	8 3/8"	7 7/16"	6 3/8"	4 1/2"	2 3/4"	1 3/16"	0"

SPAN (19-20) SPAN (20-21)

CAMBER DIAGRAM

Notes:
Camber includes allowance for dead load deflection due to concrete slab, curbs, and structural steel.
Positive values are above the chord between bents and negative values are below the chord between bents.



* Dimensions may vary if the girder camber after erection differs from plan camber by more or less than the % of Dead Load Deflection due to weight of structural steel. No payment will be made for any adjustment in forming or additional concrete required for variation in haunching.

THEORETICAL SLAB HAUNCH

DEAD LOAD DEFLECTIONS AND
CAMBER DIAGRAM EB - UNIT 2 (2 OF 3)

Detailed JUL 2009
Checked JUL 2009

Note: This drawing is not to scale. Follow dimensions.

CONTRACT NO. 76D61

F.A. ROUTE	SECTION
999	82-1B-2
FED. AID PROJECT	ILLINOIS
COUNTY	ST. CLAIR

USER NAME = jjolliff
PLOT SCALE = *SCALE*
PLOT DATE = 4/14/2010

DESIGNED - HNTB
CHECKED - CMT
DRAWN - CMT / HNTB
REVISED -
REVISED -
REVISED -
REVISED -

ILLINOIS APPROACH STRUCTURE
FOR NEW I-70 MISSISSIPPI RIVER BRIDGE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISSOURI HIGHWAYS
AND TRANSPORTATION COMMISSION

HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105
TELEPHONE (816) 472-1201
CERTIFICATE OF AUTHORITY
NO. 001270

CMT
CRAWFORD, MURPHY & TILLY, INC.
2750 WEST WASHINGTON STREET
SPRINGFIELD, IL 62702
TELEPHONE (217) 787-8050
ENGINEERING CORPORATION - 000631