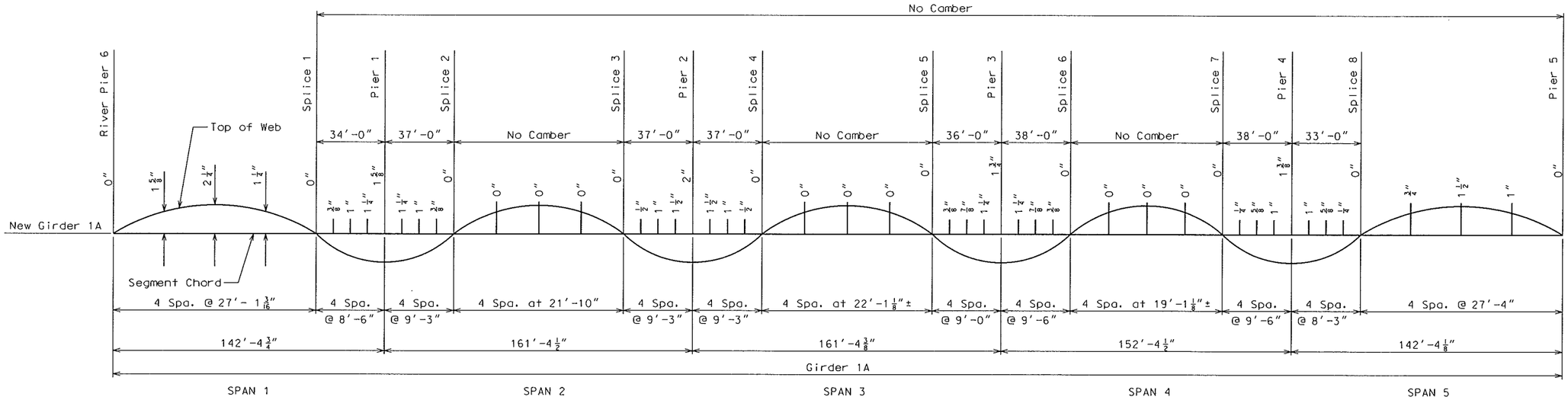


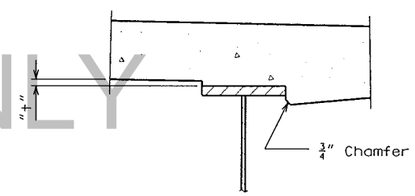
SEGMENT CAMBER AND OFFSET

Camber includes allowance for vertical curve for dead load deflection due to concrete slab and structural steel.

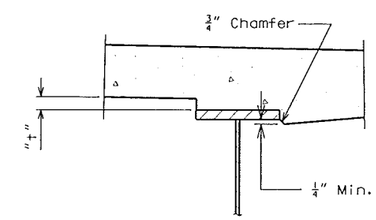
TOP OF WEB ELEVATIONS							
Girder 1A	℄ Bearing River P6	℄ Splice 1	℄ Bearing Pier 1	℄ Splice 2	℄ Splice 3	℄ Bearing Pier 2	℄ Splice 4
	474.06	472.11	471.15	470.39	468.02	466.75	465.79
	℄ Splice 5	℄ Bearing Pier 3	℄ Splice 6	℄ Splice 7	℄ Bearing Pier 4	℄ Splice 8	℄ Bearing Pier 5
	463.14	461.88	460.85	458.54	457.26	456.37	453.15

Note: For fabrication only.

FOR INFORMATION ONLY



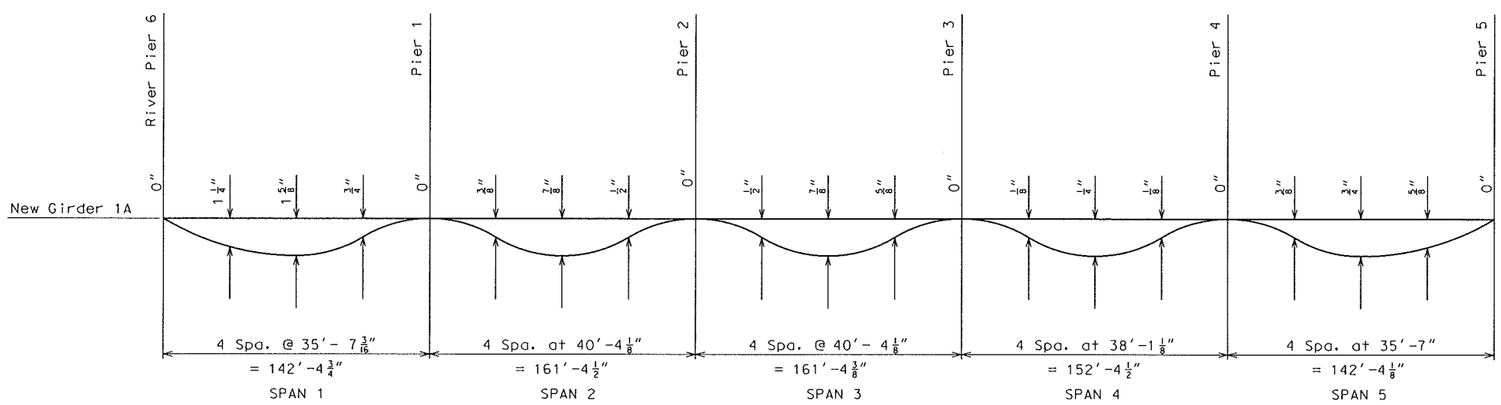
At Minimum Fillet



At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at the intervals shown on Sheet 32. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 33 & 34, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of slab and fillet only)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheet 33.

DEAD LOAD DEFLECTION AND CAMBER DIAGRAM

Detailed Nov 2015
Checked Nov 2015

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

LICENSED STRUCTURAL ENGINEER STEPHEN E. ALSBURY 081-5231 STATE OF ILLINOIS
EXPIRES 11-30-16

DATE	12/1/2015
DATE PREPARED	
ROUTE	I-64
STATE	IL
DISTRICT	STL
SHEET NO.	25
COUNTY	ST. CLAIR
JOB NO.	J612377C/J612377D
CONTRACT ID.	–
PROJECT NO.	–
BRIDGE NO.	082-0005

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MoDOT
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

ABNA
4140 Lindell Boulevard
St. Louis, MO 63104
314-454-0222
Certificate of Authority: 001507

REV.