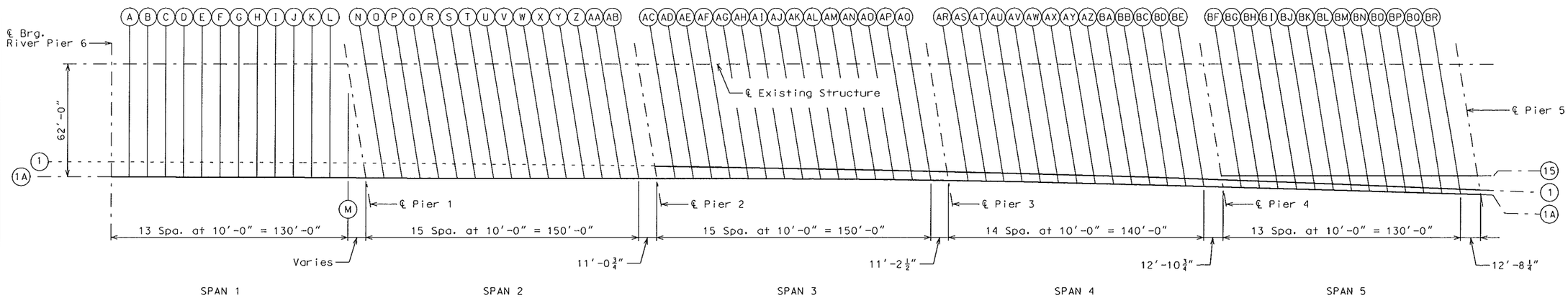


PLAN

GIRDER 1A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Brg. River Pier 6	4100.00	62.00	474.83	474.83
A	4110.00	62.02	474.66	474.70
B	4120.00	62.05	474.49	474.56
C	4130.00	62.07	474.31	474.41
D	4140.00	62.10	474.13	474.25
E	4150.00	62.12	473.95	474.08
F	4160.00	62.14	473.76	473.90
G	4170.00	62.17	473.56	473.70
H	4180.00	62.19	473.36	473.49
I	4190.00	62.22	473.16	473.26
J	4200.00	62.24	472.95	473.03
K	4210.00	62.27	472.73	472.79
L	4220.00	62.29	472.51	472.54
M	4230.00	62.31	472.28	472.30
℄ Pier 1	4242.07	62.34	472.00	472.00
N	4252.07	62.37	471.77	471.77
O	4262.07	62.39	471.53	471.53
P	4272.07	62.42	471.28	471.30
Q	4282.07	62.44	471.03	471.06
R	4292.07	62.46	470.77	470.82
S	4302.07	62.49	470.51	470.57
T	4312.07	62.51	470.24	470.31
U	4322.07	62.54	469.97	470.04
V	4332.07	62.56	469.70	469.77
W	4342.07	62.58	469.41	469.48
X	4352.07	62.61	469.13	469.18
Y	4362.07	62.63	468.84	468.88
Z	4372.07	62.66	468.54	468.57
AA	4382.07	62.68	468.23	468.25
AB	4392.07	62.71	467.93	467.93
℄ Pier 2	4403.13	62.74	467.60	467.60
AC	4413.13	62.81	467.29	467.30
AD	4423.13	62.89	466.99	467.00
AE	4433.13	62.97	466.69	466.71
AF	4443.13	63.05	466.39	466.43
AG	4453.13	63.12	466.08	466.14
AH	4463.13	63.20	465.78	465.85
AI	4473.13	63.28	465.48	465.56
AJ	4483.13	63.36	465.18	465.26
AK	4493.13	63.43	464.88	464.96
AL	4503.13	63.51	464.57	464.65
AM	4513.13	63.59	464.27	464.34
AN	4523.13	63.67	463.97	464.02
AO	4533.13	63.74	463.67	463.70
AP	4543.13	63.82	463.37	463.39
AQ	4553.13	63.90	463.06	463.07

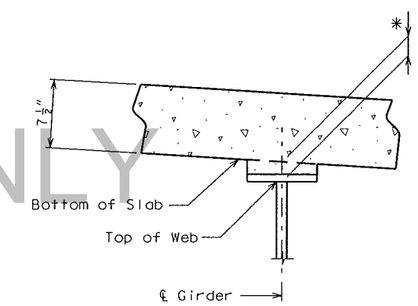
GIRDER 1A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 3	4564.34	64.00	462.72	462.72
AR	4574.33	64.23	462.42	462.42
AS	4584.33	64.47	462.12	462.12
AT	4594.33	64.70	461.82	461.82
AU	4604.33	64.94	461.51	461.52
AV	4614.32	65.18	461.21	461.22
AW	4624.32	65.41	460.91	460.93
AX	4634.32	65.65	460.60	460.63
AY	4644.31	65.88	460.30	460.32
AZ	4654.31	66.12	460.00	460.02
BA	4664.31	66.36	459.69	459.71
BB	4674.31	66.59	459.39	459.41
BC	4684.30	66.83	459.09	459.10
BD	4694.30	67.06	458.78	458.79
BE	4704.30	67.30	458.48	458.48
℄ Pier 4	4716.92	67.60	458.10	458.10
BF	4726.92	67.88	457.80	457.80
BG	4736.91	68.16	457.50	457.51
BH	4746.91	68.44	457.19	457.22
BI	4756.90	68.72	456.89	456.93
BJ	4766.90	69.00	456.59	456.64
BK	4776.90	69.27	456.29	456.35
BL	4786.89	69.55	455.99	456.05
BM	4796.89	69.83	455.69	455.75
BN	4806.88	70.11	455.39	455.45
BO	4816.88	70.39	455.10	455.16
BP	4826.88	70.67	454.81	454.86
BQ	4836.87	70.95	454.54	454.58
BR	4846.87	71.23	454.28	454.30
℄ Brg. Pier 5	4859.56	71.59	453.95	453.95

Dead load deflection due to the weight of structural steel.
Span No. 1 = 37%
Span No. 2 = 39%
Span No. 3 = 48%
Span No. 4 = 62%
Span No. 5 = 77%

Dead load deflection includes weight of structural steel, concrete slab, and barrier curb.

THEORETICAL BOTTOM OF SLAB ELEVATIONS



THEORETICAL SLAB HAUNCH

* Dimension (bottom of slab to top of web) may vary if girder camber after erection differs from plan camber by more than the % of Dead Load Deflection due to weight of structural steel. No payment will be made for additional forming or concrete required for variable haunching.

FOR INFORMATION ONLY

LICENSED STRUCTURAL ENGINEER STEPHEN E. ALSBURY 081-5281 STATE OF ILLINOIS
EXPIRES 11-30-16

DATE	12/1/2015
DATE PREPARED	
ROUTE	I-64
STATE	IL
DISTRICT	STL
SHEET NO.	33
COUNTY	ST. CLAIR
JOB NO.	J612377C/J612377D
CONTRACT ID.	–
PROJECT NO.	–
BRIDGE NO.	082-0005

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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

Detailed Nov 2015
Checked Nov 2015

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

REV.