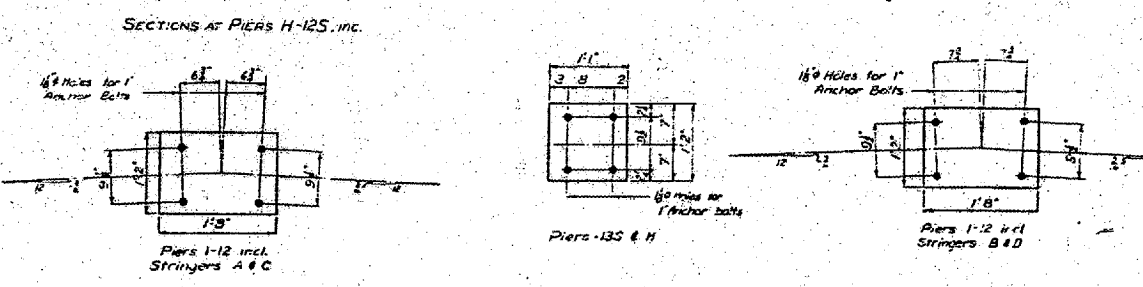


SPAN	CROWN OF ROADWAY	PIER ELEVATION	GRADE	INCLINE	SPAN	POSITIONS OF SLAB														
						1	2	3	4	5	6	7	8	9	10					
15	352.25	257	42.5%	56° 11'	15															
25	350.59	270	3.74%	56° 33'	25															
35	348.95	283	2.97%	56° 33'	35															
45	347.29	296	2.06%	56° 34'	45															
55	345.63	309	1.25%	56° 26'	55															
65	343.97	322	0.41%	56° 3'	65															
75	342.31	335	Level	56° 3'	75															
85	340.65	348	0.39%	56° 3'	85															
95	339.00	361	1.17%	56° 3'	95															
105	337.34	374	1.90%	56° 3'	105															
115	335.68	387	1.90%	56° 3'	115															
125	334.02	400	1.90%	56° 3'	125															

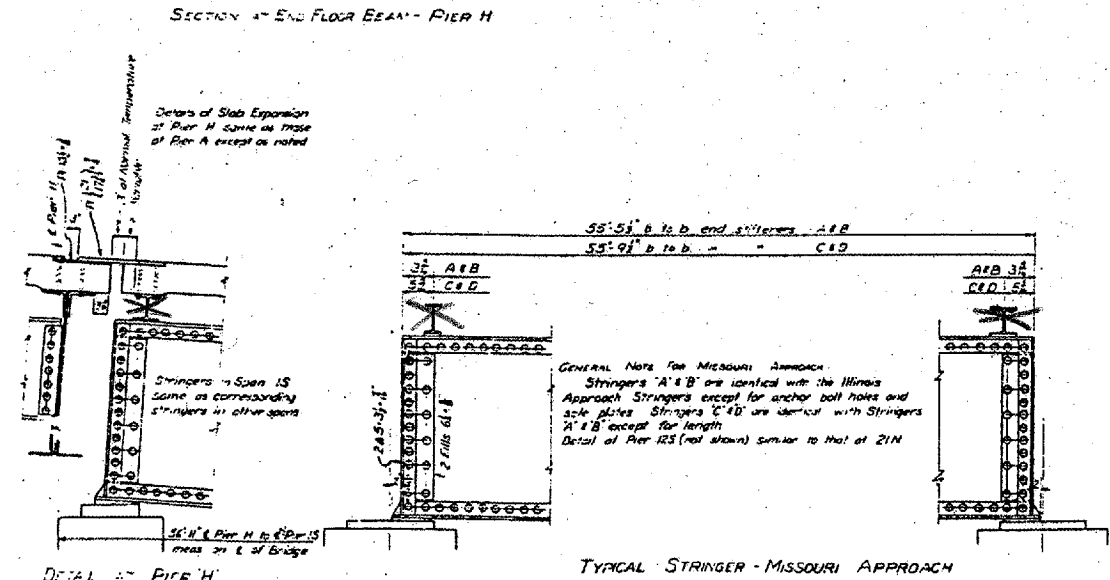
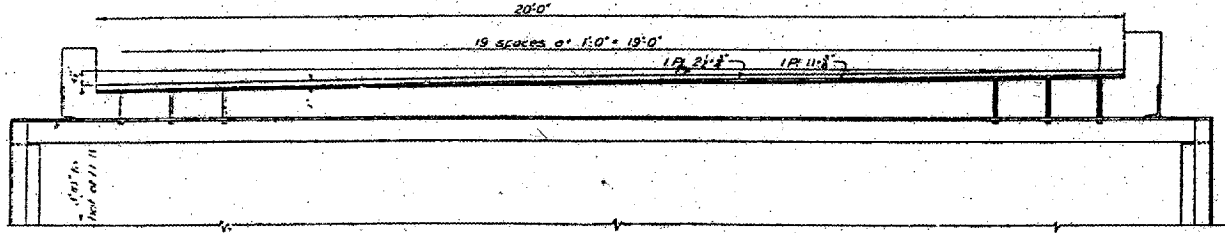
Base Data for MC Approach

Pier	Stringer	Span	Thickness	Sp. 2
H	A	13'-11"	24"	10"
	B	13'-11"	24"	10"
	C	13'-11"	24"	10"
	D	13'-11"	24"	10"
13-25	A	20'-11"	18"	8"
	B	20'-11"	18"	8"
	C	20'-11"	18"	8"
	D	20'-11"	18"	8"
125	A	13'-11"	24"	10"
	B	13'-11"	24"	10"
	C	13'-11"	24"	10"
	D	13'-11"	24"	10"



The transition from the curved roadway surface to the flat super-elevated surface of the Mass. approach will occur in the end panel of the Mass. bridge (0+02). Sealed fits as given below will be placed under the transverse beams of stringers C and D. Adjustments not provided for by these fits will be made in the thickness of the slab.

POINT	Thickness at E		Thickness at F		Thickness at G		Thickness at H		Thickness at I	
	Sp. C	Sp. D	Sp. C	Sp. D	Sp. C	Sp. D	Sp. C	Sp. D	Sp. C	Sp. D
0+02	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+04	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+06	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+08	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+10	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+12	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+14	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+16	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+18	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+20	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+22	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+24	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+26	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+28	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
0+30	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"



BRIDGE NO. 1  
 STRUCTURE 002-0005  
 FOR INFORMATION ONLY

THE CAIRO BRIDGE AND TERMINAL COMPANY  
 MISSISSIPPI RIVER BRIDGE AT CAIRO, ILLINOIS  
 MISSOURI APPROACH DETAILS  
 SCALE 1"=10'  
 WADDELL & PARDEE'S CONSULTING ENGINEERS  
 NEW YORK CITY  
 AUGUST 19, 1927  
 SHEET NO. 22