

ILLINOIS APPROACH STRUCTURE FOR NEW I-70 MISSISSIPPI RIVER BRIDGE

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

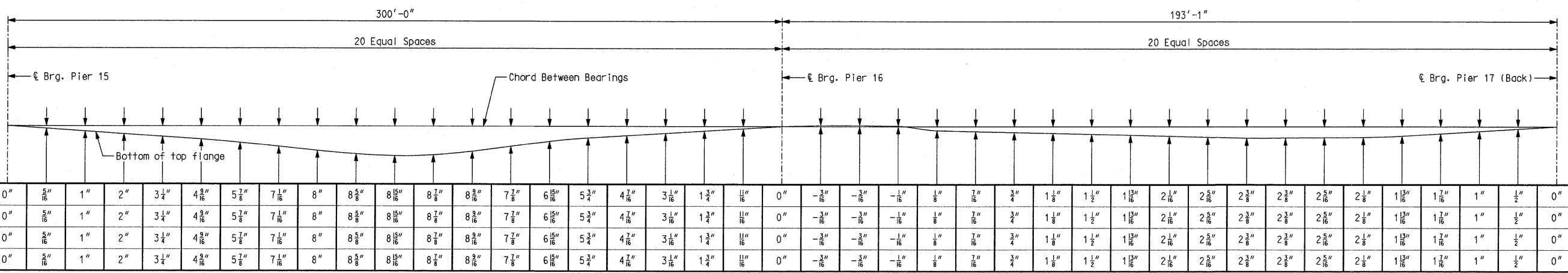
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

HNTB

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

CMT

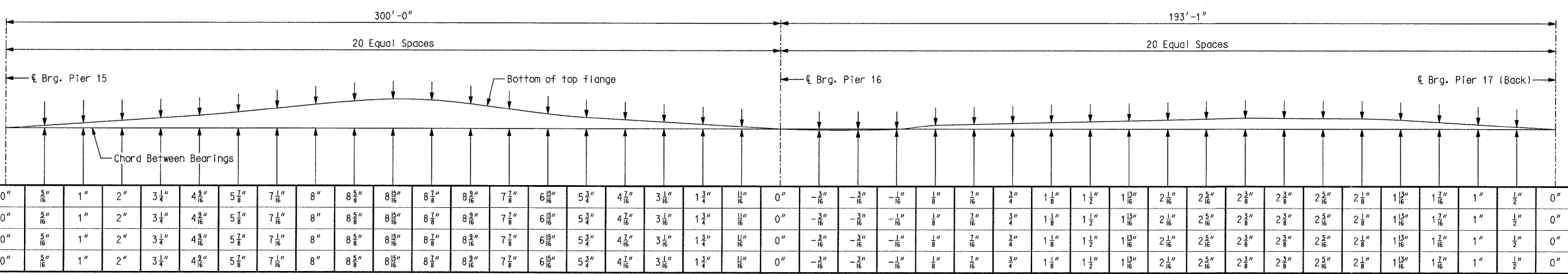
CRAWFORD, MURPHY & TILLY, INC.
2750 WEST WASHINGTON STREET
SPRINGFIELD, IL 62702
TELEPHONE (217) 787-8050
ENGINEERING CORPORATION - 000631



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

DEAD LOAD DEFLECTIONS

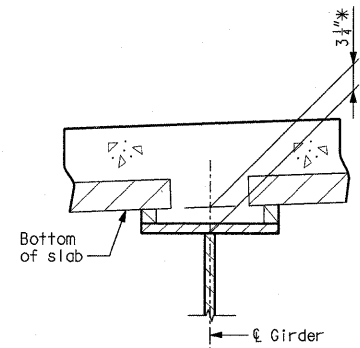
Notes:
30% of dead load deflection in span (15-16) and 23% of dead load deflection in span (16-17) is due to the weight of structural steel.
Dead load deflection includes weight of structural steel, concrete slab, and barrier curbs.
Negative values indicate upward deflection.



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

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 WB - UNIT 1 (2 OF 2)