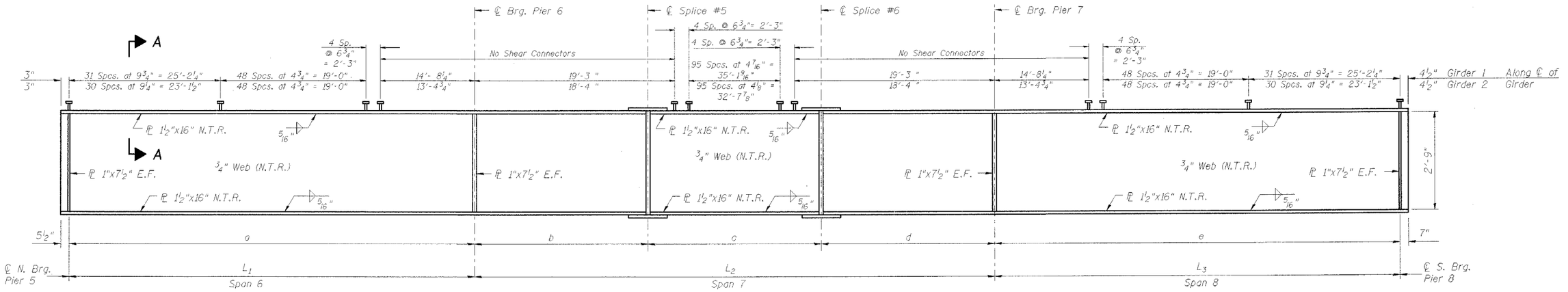
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-P4031-00	DUPAGE	54	28

CONTRACT NO. 83560



GIRDER ELEVATION

"NTR" denotes plates to which notch toughness requirements are applicable.

GIRDER MOMENT TABLE - SPANS 6 THRU 8 - GIRDER 1				
		0.4 Sp. 6 or 0.6 Sp. 8	Pier 6 or Pier 7	0.5 Sp. 7
Is	(in^4)	16538	16538	16538
Ic (n)	(in^4)	39030	---	39030
Ic (3n)	(in^4)	27495	---	27495
Ss	(in^3)	919	919	919
Sc (n)	(in^3)	1298	---	1298
Sc (3n)	(in^3)	1150	---	1150
Sbi	(in^3)	64	64	64
D	(k/ft.)	0.93	0.99	0.93
M℄	('k)	292.59	595.26	294.37
s℄	(k/ft.)	0.06	---	0.06
Ms℄	('k)	17.39	---	17.64
M℄	('k)	376.05	511.77	369.34
M (Imp)	('k)	---	---	---
5/3[M℄+M(Imp)]	('k)	626.75	852.95	615.57
Ma	('k)	1217.75	1882.67	1205.85
Mbi	('k)	32.13	53.52	9.88
fs℄ non-comp	(ksi)	3.82	7.77	3.84
fs℄ (comp)	(ksi)	0.18	---	0.18
fs 5/3[M℄+M(Imp)]	(ksi)	5.79	11.14	5.69
fw	(ksi)	6.02	10.04	1.85
fs+fw (Overload)	(ksi)	14.43	26.63	11.14
fs (Total)	(ksi)	12.74	24.58	12.63
VR	(k)	35.34	---	41.19
Fb	(ksi)	50	45.3	50

F_b - Maximum allowable stress F_{bu} or F_{by} computed according to AASHTO [Guide Specifications for Horizontally Curved Highway Bridges Section 2.12(B) and 2.16].

I_s and S_s are the moment of interia and section modulus of the steel section used in computing f_s (Total and Overload).

$I_{c(n)}$ and $S_{c(n)}$ are the moment of interia and section modulus of the composite section used in computing stresses due to live load.

$I_{c(3n)}$ and $S_{c(3n)}$ are the moment of interia and section modulus of the composite section used in computing stresses due to superimposed dead load (see AASHTO 10.38).

VR is the maximum ℄+impact shear range in span.

M_a (Applied Moment) = $1.3[M_{℄} + M_{s℄} + \frac{5}{3}(M_{℄} + M(Imp))]$

($f_s + f_w$)(Overload) is is the sum of the stress due to $M_{℄} + M_{s℄} + \frac{5}{3}(M_{℄} + M(Imp)) + \frac{M_{bi}}{1.3}$

f_s (Total) is the sum of stress due to $1.3[M_{℄} + M_{s℄} + \frac{5}{3}(M_{℄} + M(Imp))]$

S_{bi} is the section modulus for one flange plate for lateral flange bending.

M_{bi} is the lateral bending moment for flange plate (factored).

f_w is the caulculated normal stress at the edge of flange due to lateral bending (factored).

GIRDER REACTION TABLE - SPANS 6 TO 8 - GIRDER 1					
		Pier 5-N. Brg.	Pier 6	Pier 7	Pier 8-S. Brg.
R℄	(k)	26.9	75.9	75.9	26.9
R℄	(k)	29.3	62.5	62.5	29.3
R (Total)	(k)	56.2	138.4	138.4	56.2

Top of Web Elevations (For Fabrication Only) Spans 6 thru 8						
Girder	℄ N. Bearing Pier 5	℄ Bearing Pier 6	℄ Field Splice 5	℄ Field Splice 6	℄ Bearing Pier 7	℄ S. Bearing Pier 8
1	770.565	768.810	768.303	766.804	766.233	764.225
2	770.565	768.810	768.303	766.804	766.233	764.225

NOTES:

1. For diaphragm and splice details see sheet No. S13
2. For Section A-A see sheet No. S13.
3. For Girder Dimension Table see sheet No. S13.

INDEX OF BRIDGE SHEETS
SHEET S15 OF S29

PREPARED FOR:
WHEATON PARK DISTRICT
666 S. MAIN STREET
WHEATON, ILLINOIS 60187

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REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

STEEL GIRDER DETAILS

PEDESTRIAN/BICYCLE PATH BRIDGE OVER UNION PACIFIC RAILROAD

FILE NAME: GIRDER	DSGN. BY: MMH	JOB NO.: 551.007	FLD. BK./PG.: -----	SHEET NO.
DISC. NUMBER: 551007	DRN. BY: RDS	DATE: 04-26-04	SCALE: -----	28 of 54

10-08-03 I:\SDSKPROJ\551007\DGN\GIRDER.DGN