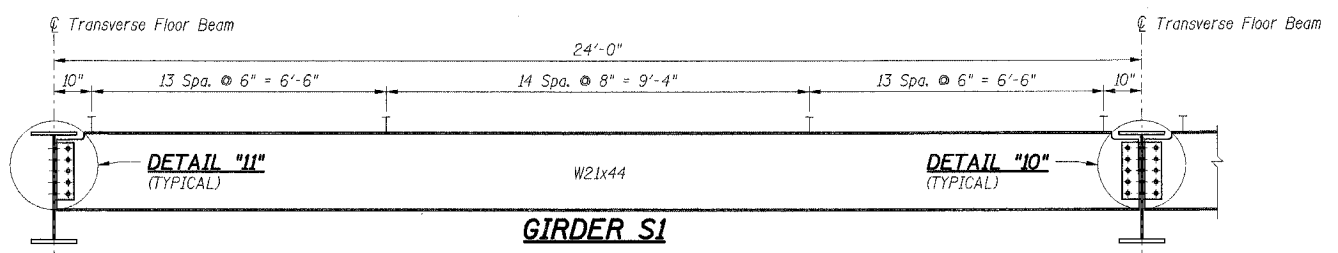
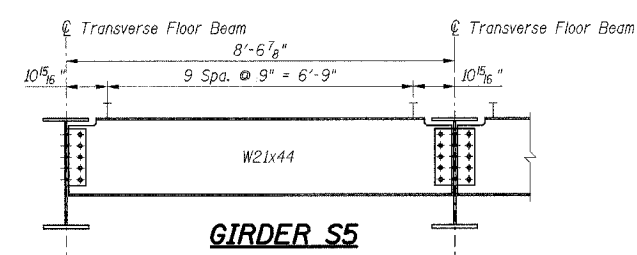


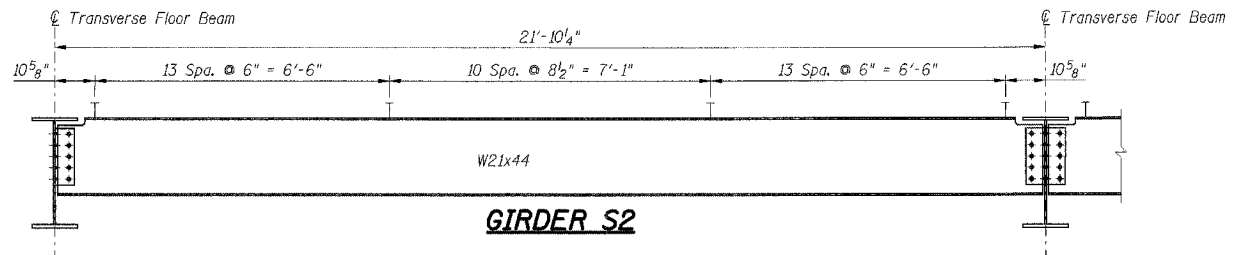
**GIRDER S4**



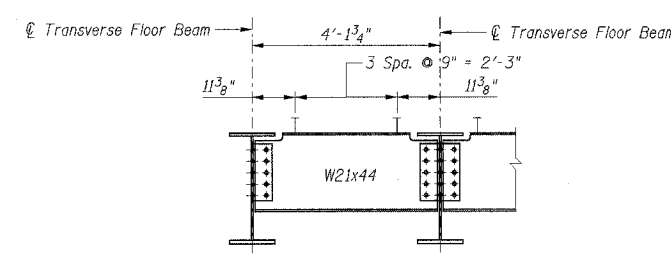
**GIRDER S1**



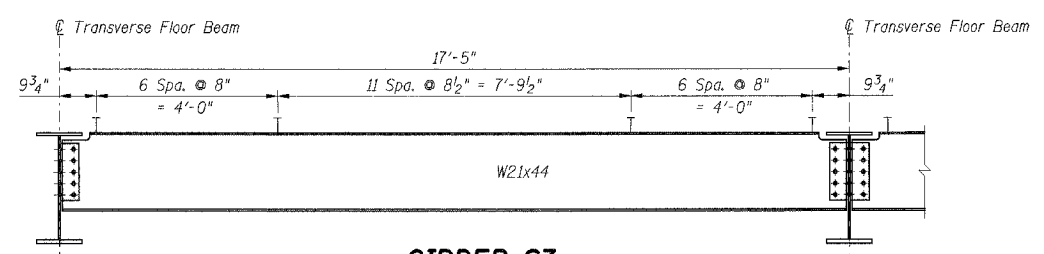
**GIRDER S5**



**GIRDER S2**



**GIRDER S6**



**GIRDER S3**

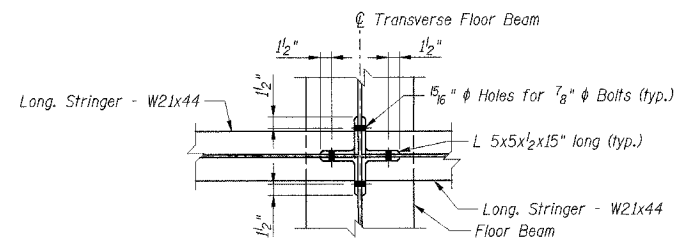
**TYPICAL INTERIOR STRINGER MOMENT TABLE**

		Midspan
$I_s$	(in <sup>4</sup> )	843
$I_c(n)$	(in <sup>4</sup> )	3237
$I_c(3n)$	(in <sup>4</sup> )	2495
$S_s$	(in <sup>3</sup> )	82
$S_c(n)$	(in <sup>3</sup> )	148
$S_c(3n)$	(in <sup>3</sup> )	132
$Z$	(in <sup>3</sup> )	95.4
$Q$	(k-ft)	0.763
$M_Q$	(k-ft)	55
$s_Q$	(k-ft)	0.520
$M_s Q$	(k-ft)	37
$M_s L$	(k-ft)	169
$M$ (Imp)	(k-ft)	51
$M_3 (M_L + I)$	(k-ft)	365
$M_a$	(k-ft)	595
$M_u$	(k-ft)	794
$F_s Q$ non-comp	(k.s.i.)	8.1
$F_s Q$ comp	(k.s.i.)	3.4
$F_s Q_3 (M_L + I)$	(k.s.i.)	29.6
$F_s$ (Overload)	(k.s.i.)	41.1
$F_s$ (Total)	(k.s.i.)	
$VR$	(k)	50.5

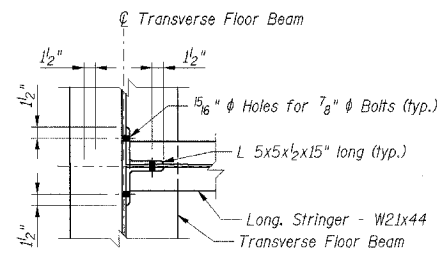
**TYPICAL INTERIOR STRINGER REACTION TABLE**

		W. Abut.
$R_Q$	(k)	15.4
$R_L$	(k)	38.8
$Imp.$	(k)	11.6
$R$ (Total)	(k)	65.8

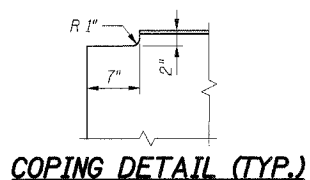
$I_s$  and  $S_s$  are the moment of inertia and section modulus of the steel section used in computing  $F_s$  (Total & Overload).  
 $I_c$  and  $S_c$  are the moment of inertia and section modulus of the composite section used in computing  $F_s$  (Total & Overload).  
 $VR$  is the maximum Live Load + Impact shear range in span.  
 $Z$  is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.  
 $M_a$  (Applied Moment) =  $1.3CMQ + MsL + M_3(M_L + I)$ .  
 $M_u$  is the Full Plastic Moment Capacity for Compact, Braced section.  
 $F_s$  (Overload) is the sum of the stresses due to  $M_Q + MsL + M_3(M_L + I)$ .  
 $F_s$  (Total) (Non-compact section) is the sum of the stresses due to  $1.3CMQ + MsL + M_3(M_L + I)$ .



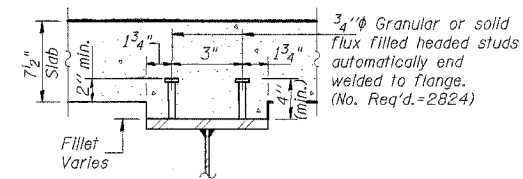
**SECTION B-B**



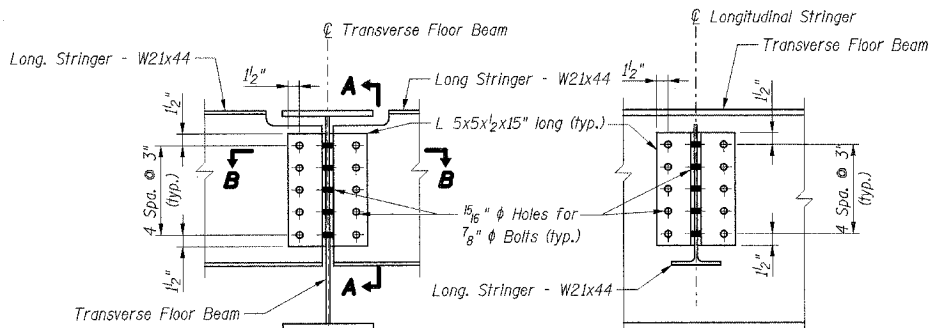
**SECTION D-D**



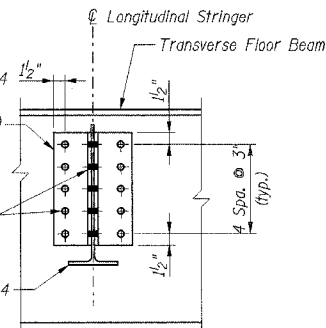
**COPING DETAIL (TYP.)**



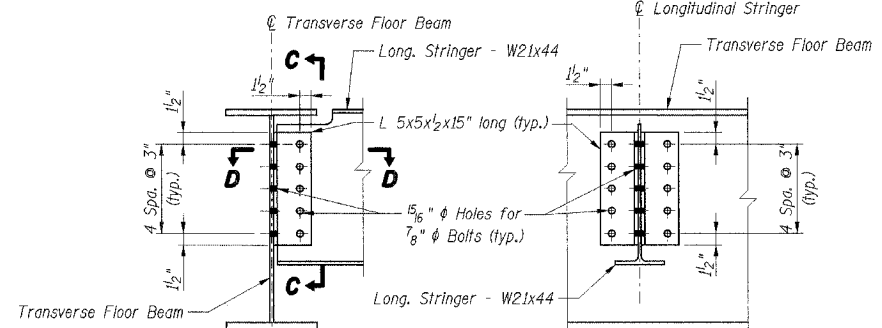
**STUD DETAIL**



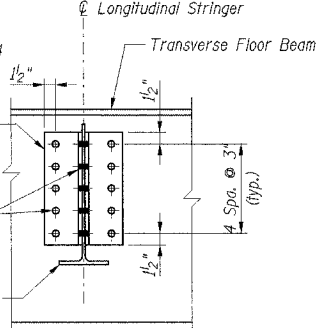
**DETAIL '10'**



**SECTION A-A**



**DETAIL '11'**



**SECTION C-C**

**BILL OF MATERIAL**

Item	Unit	Total
Stud Shear Connectors	Each	2824

**SHT. S-25 OF 40**

REVISIONS	
NAME	DATE

CITY OF DANVILLE, ILLINOIS  
 HUNGRY HOLLOW ROAD BRIDGE  
**LONGITUDINAL STRINGER ELEVATIONS**

SCALE: DATE 12/06/05

DRAWN BY LAR  
 CHECKED BY JRH

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS ARCHITECTS PLANNERS  
 290 S. JACKSON AVE. CHICAGO, IL 60604  
 TELEPHONE 312.467.8800

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