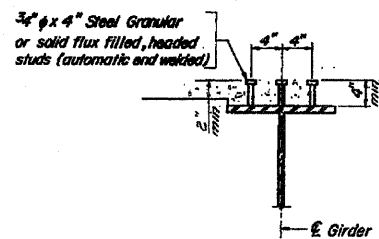
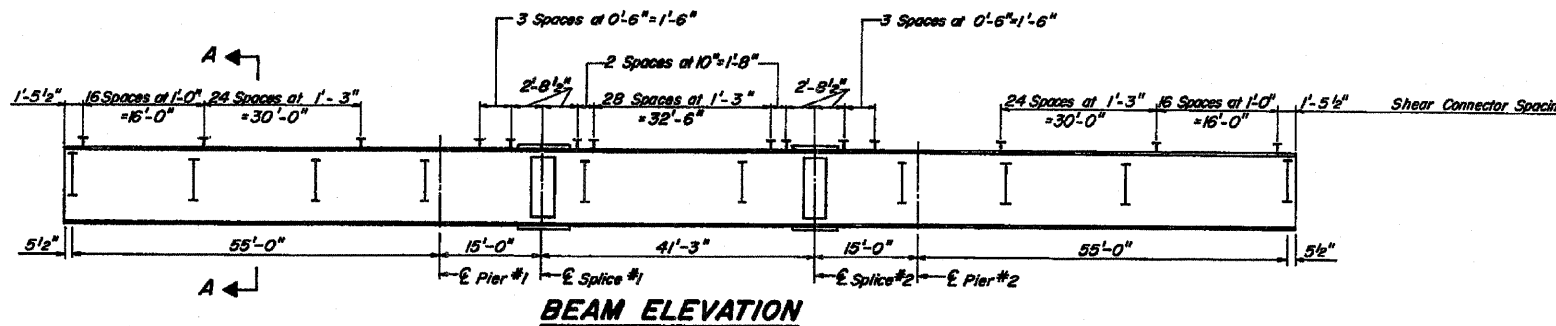


FOR INFORMATION ONLY

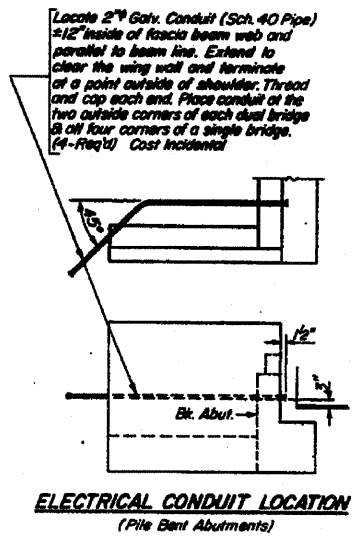
PROJECT NO.	SECTION	QUANTITY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FA 403	1-2	WHITE SIDE	230	100	16 SHEETS



SECTION A-A

WEST BOUND BRIDGE

* TOP OF BEAM ELEVATIONS						
LOCATION	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5	GIRDER 6
E. Brg. Abut. 'A'	626.743	626.900	627.023	627.091	626.983	626.853
E. Pier 1	626.723	626.874	626.990	627.051	626.936	626.800
E. Splice 1**	626.791	626.940	627.054	627.113	626.996	626.858
E. Splice 2**	626.756	626.900	627.009	627.063	626.941	626.797
E. Pier 2	626.663	626.805	626.912	626.964	626.841	626.695
E. Brg. Abut. 'B'	626.591	626.725	626.825	626.871	626.740	626.588



(Composite in positive moment areas only)

INTERIOR GIRDER MOMENT TABLE			
	0.4 Span or 3	Pier 1 or 2	0.5 Span 2
I_s (in ⁴)	9030	9030	9030
I_c (in ⁴)	22969	—	22969
S_s (in ³)	504	504	504
S_c (in ³)	726.27	—	726.27
I_c (in ⁴)	0.895	0.895	0.895
M_D (k)	179.25	364.04	203.87
$f_s D$ (ksi)	4.27	8.67	4.85
S_D (k/ft)	0.406	0.406	0.406
$M_s D$ (k)	95.77	129.0	128.62
$M_u + Imp$ (k)	519.6	306.1	583.20
Total (k)	615.37	435.1	711.82
$f_s U$ (ksi)	10.17	10.36	11.76
f_s Total (ksi)	14.44	19.03	16.63
VR (k)	52.00	—	52.5

INTERIOR GIRDER REACTION TABLE		
	Abutment	Pier
R D (k)	26.8	91.0
R U + Imp. (k)	54.9	64.8
R Total (k)	81.7	155.8

EAST BOUND BRIDGE

* TOP OF BEAM ELEVATIONS						
LOCATION	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5	GIRDER 6
E. Brg. Abut. 'C'	626.854	626.984	627.092	627.024	626.902	626.745
E. Pier 3	626.724	626.847	626.948	626.874	626.745	626.582
E. Splice 3**	626.762	626.883	626.982	626.907	626.775	626.610
E. Splice 4**	626.645	626.762	626.856	626.775	626.638	626.467
E. Pier 4	626.522	626.637	626.729	626.646	626.508	626.335
E. Brg. Abut. 'D'	626.340	626.447	626.533	626.443	626.298	626.119

* For fabrication only.
** Top of Splice

Work this sheet with sheet No. 7

DESIGNED	H.R.S.
CHECKED	A.A.
DRAWN	Z.W.
CHECKED	A.A.

I_s and S_s are the moment of inertia and section modulus of steel section.
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_s .
 V_p is the maximum U + Impact Shear range in span.

098-00 61 2
SUPERSTRUCTURE STEEL
FA 403 SECTION 195-1 VB
FA 403 OVER BURLINGTON NORTHERN R.R.
WHITESIDE COUNTY
STATION 1482 + 90.00

* FAI Route 88 & FAP Route 309 (I-88 & US 30)
** D2 Bridge Painting 2009-2

FILE NAME = P:\PAINTING\64E63\PLR\Ang.dgn	USER NAME = lmkdj	DESIGNED -	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISIONS -		*	**	Whiteside	29	15
		CHECKED -	REVISIONS -						CONTRACT NO. 64E63
		DATE -	REVISIONS -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT