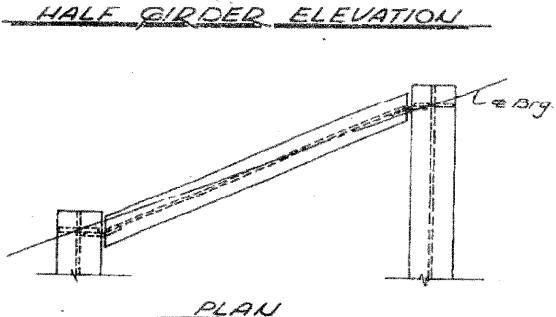
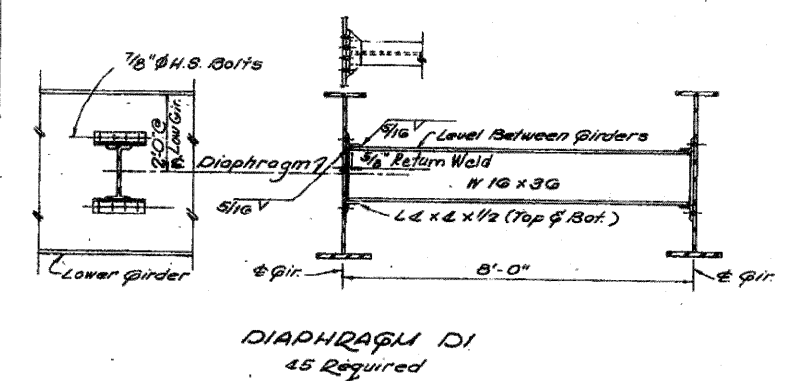
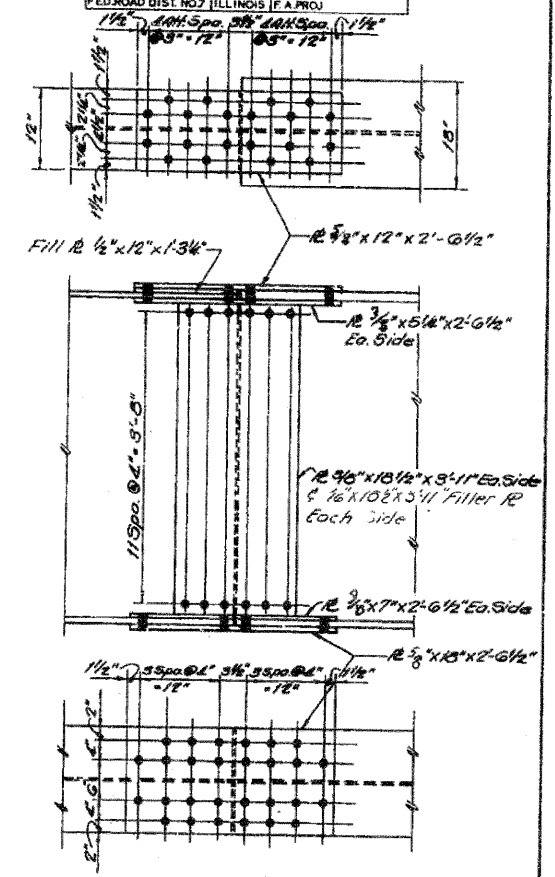
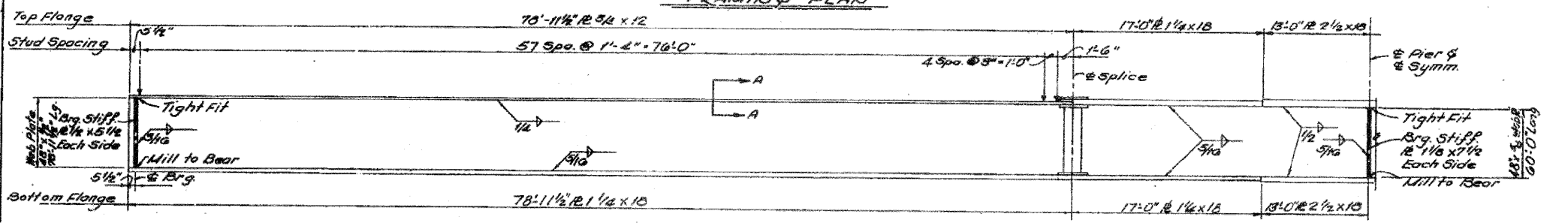
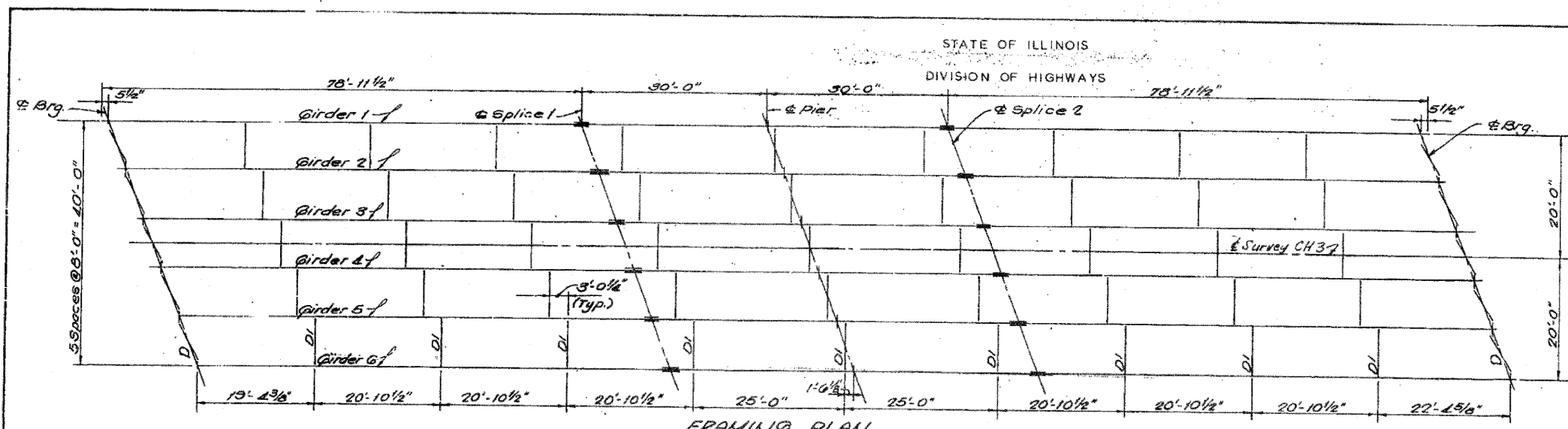
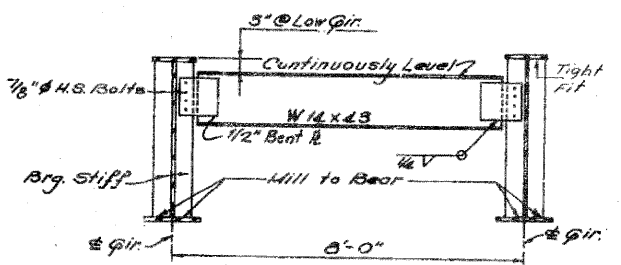
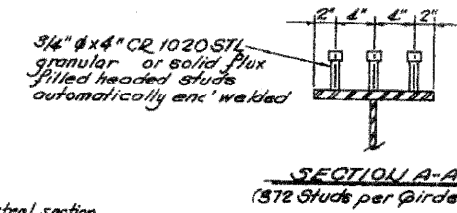


ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 403	195-318	WHITESIDE	42	20
SHEET NO. 7 12 SHEETS				



	0.4 Span 1	Pier
$I_x$ (in <sup>4</sup> )	21531	62612
$S_x$ (in <sup>3</sup> )	1123	2303
DL (k/ft)	1.077	1.077
MDL (k/ft)	6.96	1.880
$f_c$ (ksi)	7.44	9.55
$I_c$ (in <sup>4</sup> )	25739	---
$S_c$ (in <sup>3</sup> )	1480	---
SDL (k/ft)	0.491	0.491
MSDL (k/ft)	4.01	7.31
$f_c$ (ksi)	9.25	3.71
$I_c$ (in <sup>4</sup> )	66168	---
$S_c$ (in <sup>3</sup> )	1625	---
$M_{max}$ (k)	217	873
$M_{min}$ (k)	1232	1060
$f_c$ (ksi)	9.08	5.38
$f_c$ (ksi)	19.71	18.62
VR	71.2	---

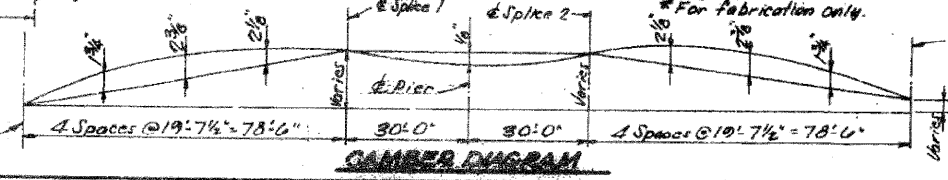
$I_x$  and  $S_x$  are the moment of inertia and section modulus of the steel section.  
 $I_c$  and  $S_c$  are the moment of inertia and section modulus of the composite section used in computing  $f_c$ .  
VR is the maximum  $R_c$  + Impact shear range in span.



	Abut.	Pier
E (k)	58.8	21776
P (k)	51.7	85.26
Imp (k)	11.1	78.25
TOTAL (k)	121.6	321.27

	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
@ Brg. N. Abut.	644.390	644.555	644.737	644.792	644.722	644.608
@ Splice 1	645.551	645.748	645.902	645.931	645.834	645.692
@ Pier	645.747	645.934	646.079	646.097	645.989	645.838
@ Splice 2	645.923	646.139	646.273	646.231	646.163	646.002
@ Brg. S. Abut.	645.819	645.908	646.075	646.050	645.910	645.722

\* For fabrication only.



DESIGNED: S. McKnight	EXAMINED: _____
CHECKED: A. Chugh	PASSED: _____
DRAWN: C. Clark	APPROVED: _____
CHECKED: S. McKnight	

**STRUCTURAL STEEL**  
F.A. 276-403 SEC. 195-318-1  
WHITESIDE COUNTY  
STATION 2276+53.06