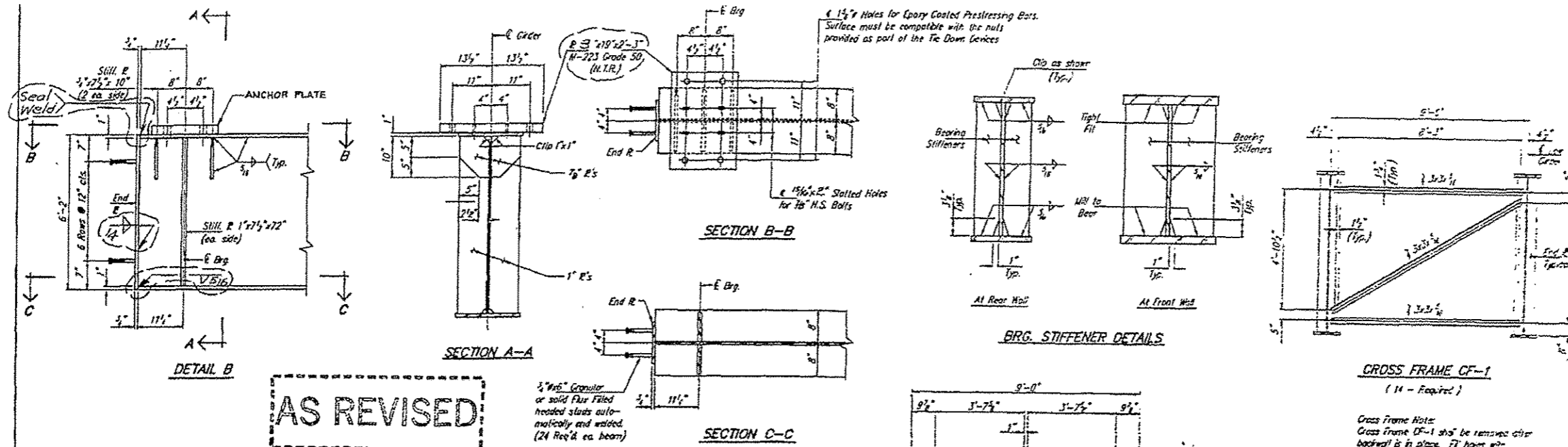


LOCATION 1 S.N. 062-0050 INFORMATION ONLY



**INT. GIRDER MOMENT TABLE**

	Br. E. & W. Frontwall	.5 Span 2
$I_x$	21,950	21,950
$I_y$	40,552	40,552
$I_z$	56,343	56,343
$S_x$	2,299	1,050
$S_y$	1,298	1,411
$S_z$	1,411	1,298
$R$	1,578	1,108
$M_R$	3,621	1,080
$S_B$	375	483
$M_S$	1,439	1,174
$M_{max}$	323	201
$M_1$	2,926	2,297
$M_2$	8,524	4,953
$M_u$	8,677	—
$I_s R$ non-comp. (k.s.i.)	18.9	12.3
$I_s R$ (comp.) (k.s.i.)	—	4.1
$I_s$ (k.s.i.)	15.3	19.5
$I_s$ (overhead) (k.s.i.)	34.2	36.1
$I_s$ (TOTAL) (k.s.i.)	44.5	46.9
$R + F_y$ (k.s.i.)	—	46.5
$R$	—	63

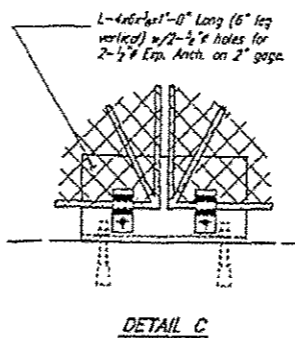
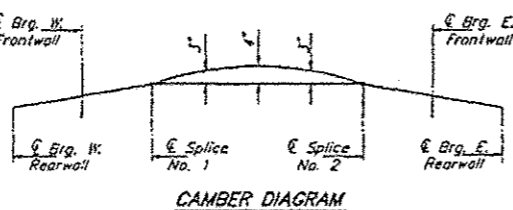
**INTERIOR GIRDER REACTION TABLE**

	Br. W. Rearwall	Br. W. Frontwall	Br. E. Frontwall	Br. E. Rearwall
$R_E$	-88	271	271	-88
$R_T$	-54	123	123	-54
$Imp.$	-16	28	28	-16
$R_{TOTAL}$	-158	422	422	-158

**TOP OF WEB ELEVATIONS**

	Girders 1 & 6	Girders 2 & 7	Girders 3 & 6	Girders 4 & 5
Br. W. Rearwall	733.28	733.47	733.61	733.75
Br. W. Frontwall	733.55	733.73	733.87	734.01
Splice #1	733.85	733.04	734.18	734.32
Splice #2	733.85	733.04	734.18	734.32
Br. E. Frontwall	733.65	733.73	733.87	734.01
Br. E. Rearwall	733.28	733.47	733.61	733.75

Notes:  
 $I_x$  and  $S_x$  are the Moment of Inertia and Section Modulus of the steel section.  
 $I_y$  and  $S_y$  are the Moment of Inertia and Section Modulus of the composite section used in computing  $I_s$  for bottom flange.  
 $R$  is the maximum  $\pm$  impact shear range in span used to determine shear connector spacing.  
 $M_a$  (Applied Moment) =  $1.3(M_{dead} + M_{live} + M_{imp})$   
 $M_u$  moment capacity according to AASHTO 10.5.3.1.3  
 $I_s$  (Total) is the sum of the stresses due to  $1.3(M_{dead} + M_{live})$   
 $I_s$  (Overhead) is the sum of the stresses due to  $M_{imp} + M_{live}$   
 $R$  Hybrid Girder Reduction according to AASHTO 10.5.3.2



STRUCTURAL STEEL DETAILS  
 ILL. RTE. 17 OVER F.A.P. ROUTE 412  
 F.A.P. ROUTE 412 - SEC. 62-2HD-2  
 MARSHALL COUNTY  
 STATION 227+49.57  
 STRUCTURE NUMBER 062-0050

CDP  
 ALBK  
 M.M  
 T.C.H.

HANSON  
 WILSON  
 ENGINEERS

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