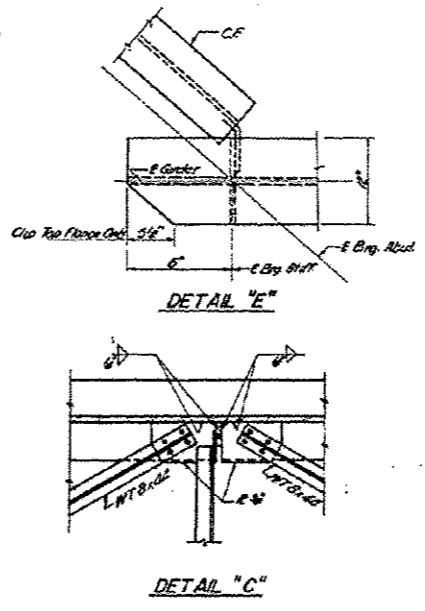
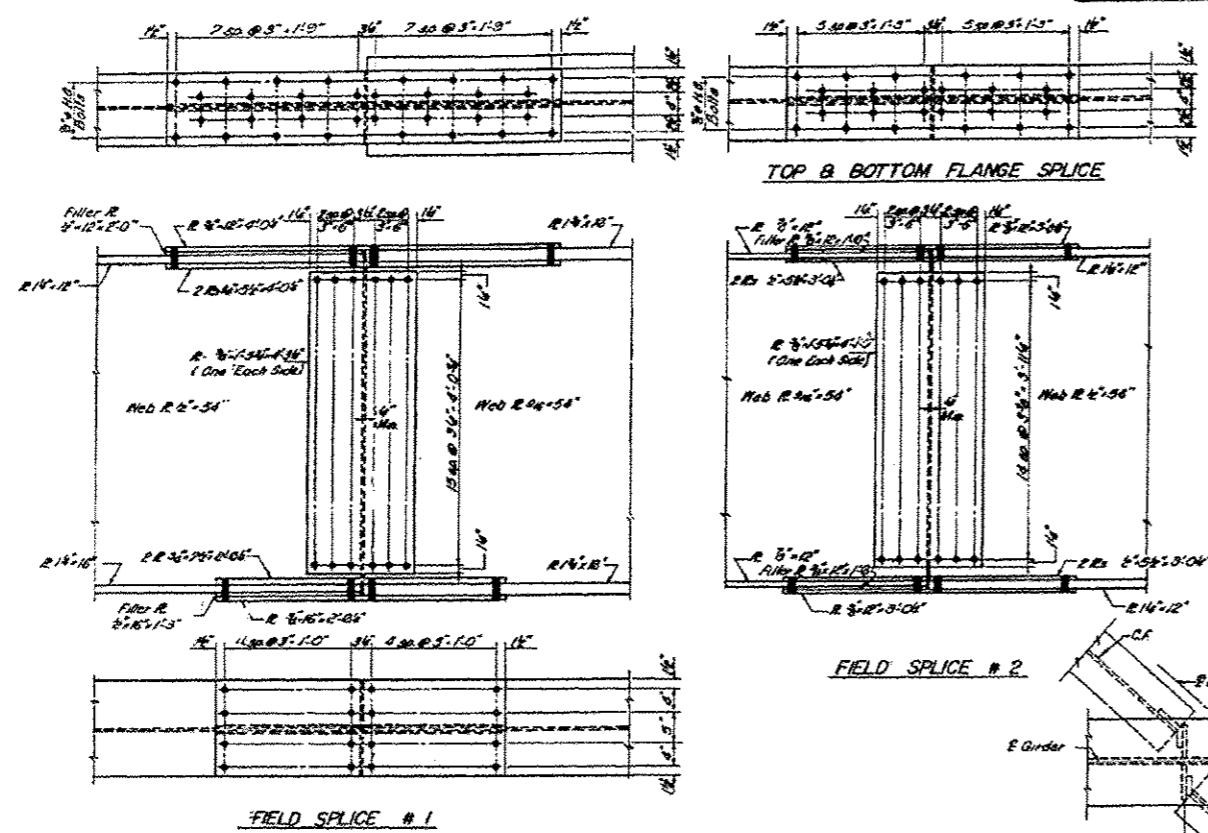


ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	58-66	MACON	44	17
SHEETS 25				



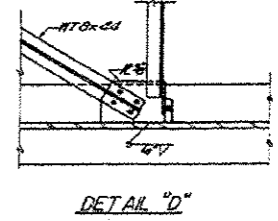
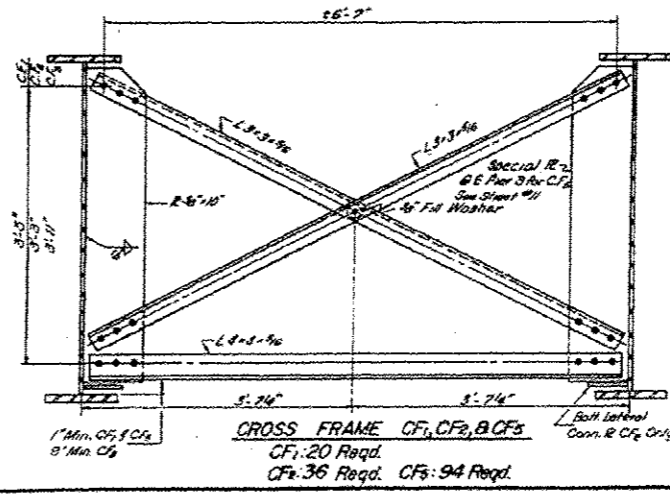
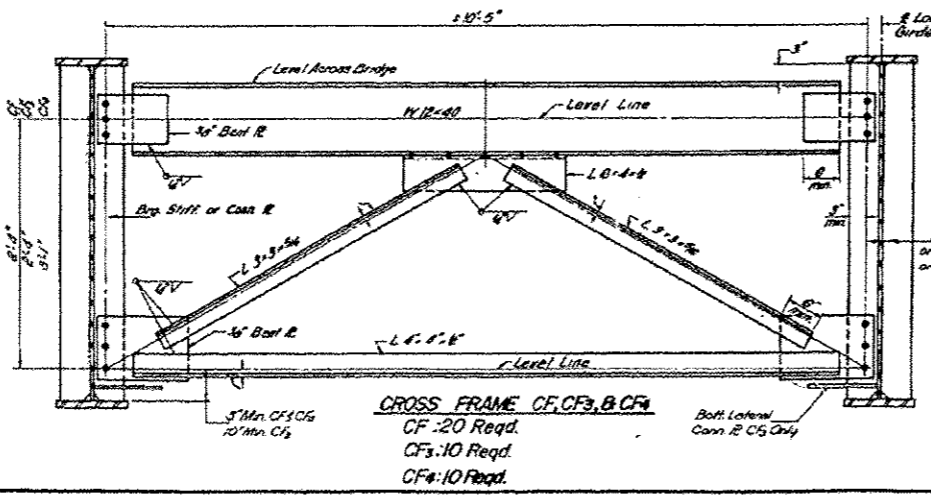
INTERIOR GIRDER MOMENT TABLE

	0-5 Sp.1	Pier-1	0-4 Sp.2	Pier-2	0-5 Sp.3	Pier-3	0 Sp.4
I_b (K)	6574	20050	26928	20908	22192	20459	22971
I_c (K)			71009				
S_b (in ³)	666	723	1181	172	232	1043	803
S_c (in ³)			1662				
R (K)	1.32	1.36	0.27	1.39	1.39	1.37	1.35
M_b (K)	454	198	1175	2572	344	256	680
M_c (K)			2.37	11.93	19.11	2.06	2.25
S_R (K)			0.92				
M_{bE} (K)			36.8				
M_{bC} (K)	405	181	1197	1002	596	624	534
M_{cE} (K)	184	32	223	207	128	144	130
Total (K)	570	173	1399	1206	724	780	693
V_{bL} (K)	1027	2.87	14.10	0.17	12.04	0.24	12.32
V_{cL} (K)	12.08	6.24	26.11	26.23	15.20	18.63	16.73
V_R (K)			63.8				

INTERIOR GIRDER REACTION TABLE

	W. Abut.	Pier-1	Pier-2	Pier-3	E. Abut.
R_b (K)	35.1	111.5	203.4	119.1	20.9
R_c (K)	44.7	53.3	78.3	62.3	43.9
V_{imp} (K)	12.3	18.0	15.0	14.0	11.0
R TOTAL (K)	92.1	172.8	296.7	195.4	75.8

Note: I_b and S_b 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 I_b . V_R is the maximum impact shear range in span used to determine shear connector spacing.



DESIGNED BY
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DRAWN M.M.P. 11-25-72
CHECKED BY

FRAMING DETAILS
F.A.I.-72 SEC. 58-66-HVB
MACON COUNTY
STA. 798+54.75 (F.A.I.-72)