

② TOP OF WEB ELEVATIONS

Girder No.	¢ Brg. W. Abut.	① ¢ Splice 1	¢ Brg. Pier 1	① ¢ Splice 2	¢ Brg. Pier 2	① ¢ Splice 3	¢ Brg. Pier 3	① ¢ Splice 4	¢ Brg. Pier 4	① ¢ Splice 5	¢ Brg. Pier 5	¢ Brg. E. Abut.
1	498.572	498.379	498.326	498.104	498.049	497.761	497.688	497.306	497.224	496.781	496.647	496.076
2	498.679	498.486	498.433	498.211	498.156	497.868	497.795	497.413	497.331	496.888	496.754	496.183
3	498.771	498.578	498.526	498.304	498.249	497.960	497.887	497.506	497.424	496.981	496.847	496.276
4	498.771	498.578	498.526	498.304	498.249	497.960	497.887	497.506	497.424	496.981	496.847	496.276
5	498.679	498.486	498.433	498.211	498.156	497.868	497.795	497.413	497.331	496.888	496.754	496.183
6	498.572	498.379	498.326	498.104	498.049	497.761	497.688	497.306	497.224	496.781	496.647	496.076

② For fabrication only.

INTERIOR GIRDER MOMENT TABLE

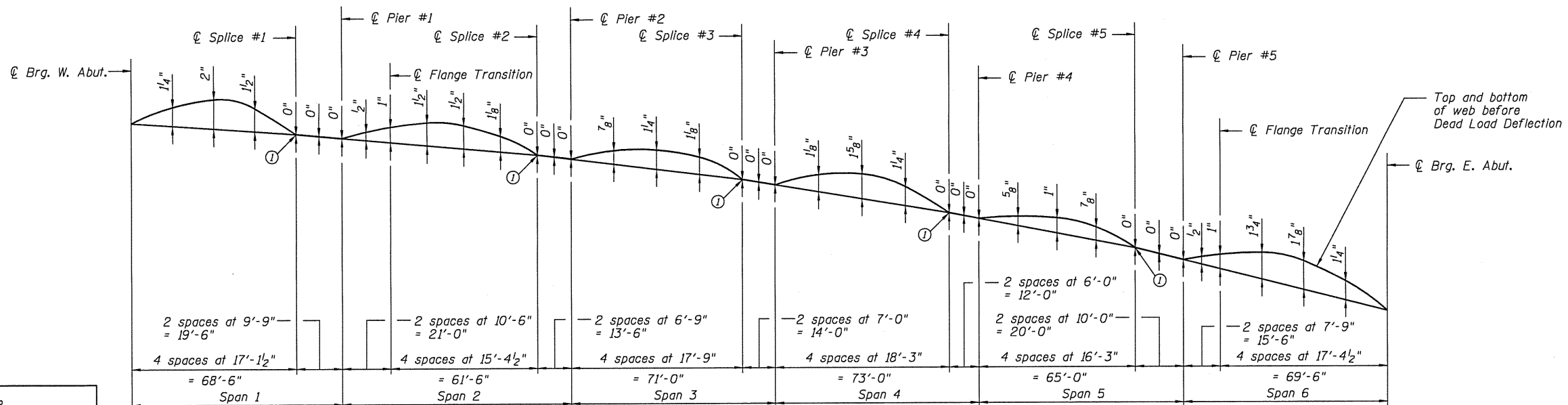
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.5 Sp. 4	Pier 4	0.5 Sp. 5	Pier 5	0.6 Sp. 6
I_s	(in ⁴)	9,044	15,082	11,414	11,414	11,414	11,414	11,414	11,414	11,414	12,622	9,044
$I_c(n)$	(in ⁴)	23,981		28,156		28,156		28,156		28,156		23,981
$I_c(3n)$	(in ⁴)	17,834		20,891		20,891		20,891		20,891		17,834
S_s	(in ³)	458	740	571	571	571	571	571	571	627	458	
$S_c(n)$	(in ³)	669		795		795		795		795		669
$S_c(3n)$	(in ³)	609		726		726		726		726		609
DC1	(k/')	0.762	0.814	0.783	0.783	0.783	0.783	0.783	0.783	0.783	0.793	0.762
M_{DC1}	(k)	401	780	271	491	226	471	259	426	179	633	410
DC2	(k/')	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
M_{DC2}	(k)	88	128	66	86	52	80	57	76	45	104	88
DW	(k/')	0.296	0.296	0.296	0.296	0.296	0.296	0.296	0.296	0.296	0.296	0.296
M_{DW}	(k)	174	252	130	170	103	158	113	150	90	205	175
$M_k + IM$	(k)	1,034	862	1,006	701	862	646	864	645	856	729	985
M_u (Strength I)	(k)	2,682	3,022	2,377	2,203	2,011	2,056	2,077	1,981	1,913	2,505	2,609
$\phi_r M_n$	(k)	3,332		4,047		4,047		4,047		4,047		3,326
f_s DC1	(ksi)	10.5	12.6	5.7	10.3	4.7	9.9	5.4	9.0	3.8	12.1	10.7
f_s DC2	(ksi)	1.7	2.1	1.1	1.8	0.9	1.7	0.9	1.6	0.7	2.0	1.7
f_s DW	(ksi)	3.4	4.1	2.1	3.6	1.7	3.3	1.9	3.2	1.5	3.9	3.4
f_s 1.3(k+IM)	(ksi)	24.1	18.2	19.7	19.2	16.9	17.6	17.0	17.6	16.8	18.1	23.0
f_s (Service II)	(ksi)	39.6	37.0	28.6	34.9	24.2	32.5	25.1	31.3	22.7	36.2	38.7
f_s (Total)(Strength I)	(ksi)	52.4	49.0	38.0	46.3	32.1	43.2	33.4	41.6	30.3	47.9	51.2
V_r	(k)	33.9		30.5		28.9		28.5		28.9		33.0

* Compact sections

** Non-Compact and slender sections

INTERIOR GIRDER REACTION TABLE

	W. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	E. Abut.	
R_{DC1}	(k)	25.5	84.6	68.2	66.8	63.6	76.3	25.7
R_{DC2}	(k)	5.2	15.7	13.2	12.7	12.4	14.3	5.2
R_{DW}	(k)	10.2	31.0	26.1	25.1	24.4	28.2	10.2
$R_k + IM$	(k)	72.6	121.7	112.9	105.5	105.2	111.3	71.8
R_{Total}	(k)	113.5	253.0	220.4	210.1	205.6	230.1	112.9



CAMBER DIAGRAM

① Theoretical elevation before dead load deflection

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

GIRDER DETAILS
S.N. 085-0514

SHEET NO.24	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	713	120B-3	SCHUYLER	75	44
45 SHEETS	FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
			CONTRACT NO. 72A03		