INTERIOR GIRDER MOMENT TABLE		
		0.5 Span 1
I_s	(in^4)	25,295
$I_c(n)$	(in^4)	53,804
$I_c(3n)$	(in^4)	40,257
S_s	(in^3)	1,076
$S_c(n)$	(in^3)	1,377
$S_c(3n)$	(in^3)	1,270
DC1	(k/')	0.935
M_{DC1}	('k)	1,192
DC2	(k/')	0.150
M_{DC2}	('k)	191
DW	(k/')	0.327
M_{DW}	('k)	417
M_{L+IM}	('k)	1,574
M_u (Strength I)	('k)	5,109
* $\phi_f M_n$	('k)	6,574
f_s DC1	(ksi)	13.3
f_s DC2	(ksi)	1.8
f_s DW	(ksi)	3.9
f_s 1.3(L+IM)	(ksi)	17.8
f_s (Service II)	(ksi)	36.8
V_r	(k)	49.0

* Compact sections

INTERIOR GIRDER REACTION TABLE		
		Abutment
R_{DC1}	(k)	48.0
R_{DC2}	(k)	7.6
R_{DW}	(k)	16.5
R_{L+IM}	(k)	94.5
R_{Total}	(k)	166.6

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing fs (Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs (Total-Strength I, and Service II) due to short-term composite live loads ($in.^4$ and $in.^3$).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

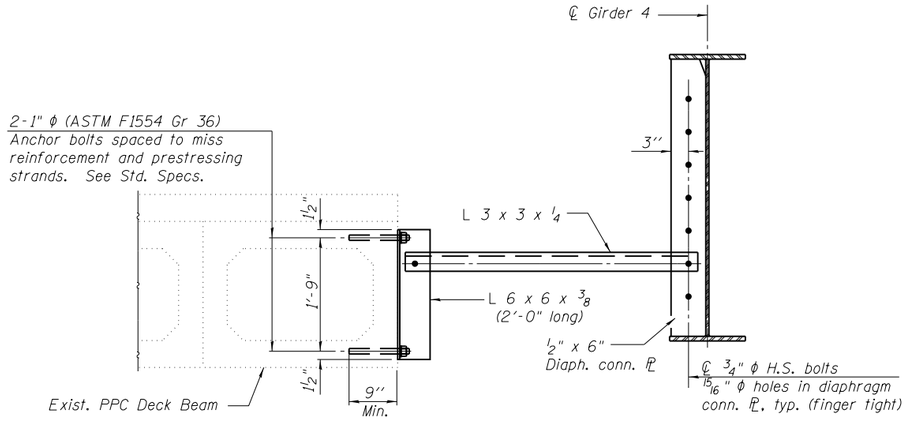
M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

fs (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{L+IM}$

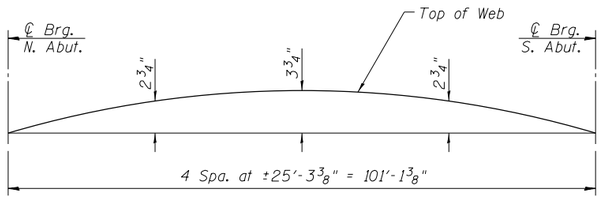
V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.



TEMPORARY BRACING FOR STAGE I CONSTRUCTION

(3 Required)

The horizontal dimension between the holes in the diaphragm, connection plate, and the L 6 x 6 shall be measured in the field. The holes in the L 3 x 3 shall be field drilled at this dimension. Cost included with Furnishing & Erecting Structural Steel.



CAMBER DIAGRAM

① TOP OF WEB ELEVATIONS		
Girder No.	℄ Brg. N. Abut.	℄ Brg. S. Abut.
1	666.071	666.017
2	666.187	666.155
3	666.279	666.268
4	666.268	666.279
5	666.155	666.187
6	666.017	666.071

① For fabrication only.

FILE NAME =	USER NAME =	DESIGNED RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GIRDER DETAILS STRUCTURE NO. 034-0528	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED ADL	REVISED -			685	(117,118)RS-4,119RS-1; 118B-1	HANCOCK	101	58
	PLOT SCALE =	DRAWN RJP	REVISED -					CONTRACT NO. 72B05		
	PLOT DATE =	CHECKED ADL	REVISED -		SHEET NO. 16 OF 23 SHEETS			ILLINOIS FED. AID PROJECT		

Klingner & Associates P.C.

Nov-03-2010 11:36:07AM 11:36:07 AM

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