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Introduction & Objective

Stark Industries and Groot Engineering are looking for an efficient column design for the replacement section on the drawbridge that spans across the Gulf Outlet Canal. On The Fly, Inc. have been contacted to design and fabricate a scaled model of the proposed design. The model must undergo a structural performance test and motions operations test in order to prove its ability to interface with the existing bridge structure.

The column must be able to withstand a 400 kip axial load in compression as well as a 64-94 kip lateral earthquake load at the top of the column. In addition, the column must also withstand at least a 10% lateral drift while maintaining at least 75% lateral strength during seismic testing. These forces will be scaled down to 1/40th for the column performance test of the model. The objective of the column design is to create the most cost effective design that balances both strength and ductility.

For the motions operation test, the purpose is to design a mechanical operation to stimulate the real life performance of the drawbridge. In this motion test, a car will be waiting at the gate in order to let a ship pass. After the ship passes, the drawbridge will lower and the car will be released and must smoothly exit the bridge. The speed of the car will be factored into the performance index as an indicator of how well the column interfaces with the bridge and drawbridge.

Column Design

Preliminary Designs

In order to create the most effective design while still meeting the given structural performance criteria, multiple design cases were analyzed on SAP2000 before the final design was chosen. A cylindrical column design was chosen from the beginning because of constructibility and economical purposes. The diameter of the column had to be greater than 60" to meet the load testing constraints. Multiple designs were made by varying diameters from 65"-75" and varying number of longitudinal bars from 10-18. Several designs were analyzed on SAP200 with these different variables, where displacement and moment curvature were considered. The challenge was finding the design that was able to meet both the ultimate displacement criteria as well as the moment curvature and P-M interaction criteria. A balance had to be found between using the right amount of longitudinal bars in order to get the ultimate displacement greater than 60" without sacrificing strength to meet the P-M interaction diagram constraints. After trying all possible cases, the ultimate displacement criteria could not be met with only changing the diameter and longitudinal bars; the spacing for the transverse bars had to be changed as well. When the spacing was halved from 8" to 4", all given design criteria were met with the chosen final design.

Final Design

The final design for the reinforced concrete column consisted of a cylindrical column with a cross-sectional diameter of 70 inches and a length of 50 feet. The cross-sectional view of the column design is illustrated in **Figure 1**. The reinforcement will consist of 14 #14 longitudinal rebars and 8 feet of #8 rebars will be spiralled throughout the elastic hinge region length of the column with 16" spacing. The plastic hinge length was calculated to be 64" at the base of the column and 4" spacing was the determined spacing needed to meet the design criteria. But because the model would be scaled down to 1/40th, the spacing for the transverse rebar was increased to 8" to make it easier to construct and provide less room for error. Because the spacing was increased, the transverse rebar for the plastic hinge region

would be doubled in order to maintain the steel to concrete ratio from the original design. The rebars will be designed to have a 1.5 in concrete cover to provide adequate protection from external elements. The reinforcement details are summarized in **Table 1**. **Figure 2** depicts a three dimensional rendering of the team's overall final column design and the final rebar design.

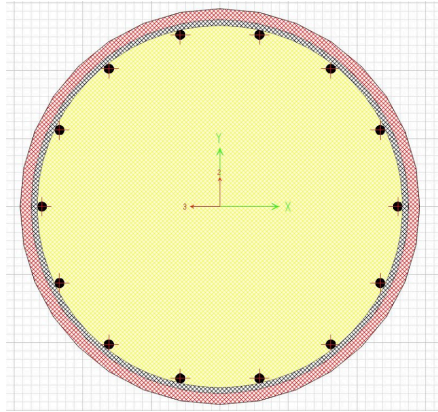


Figure 1: Cross-sectional view of the column design

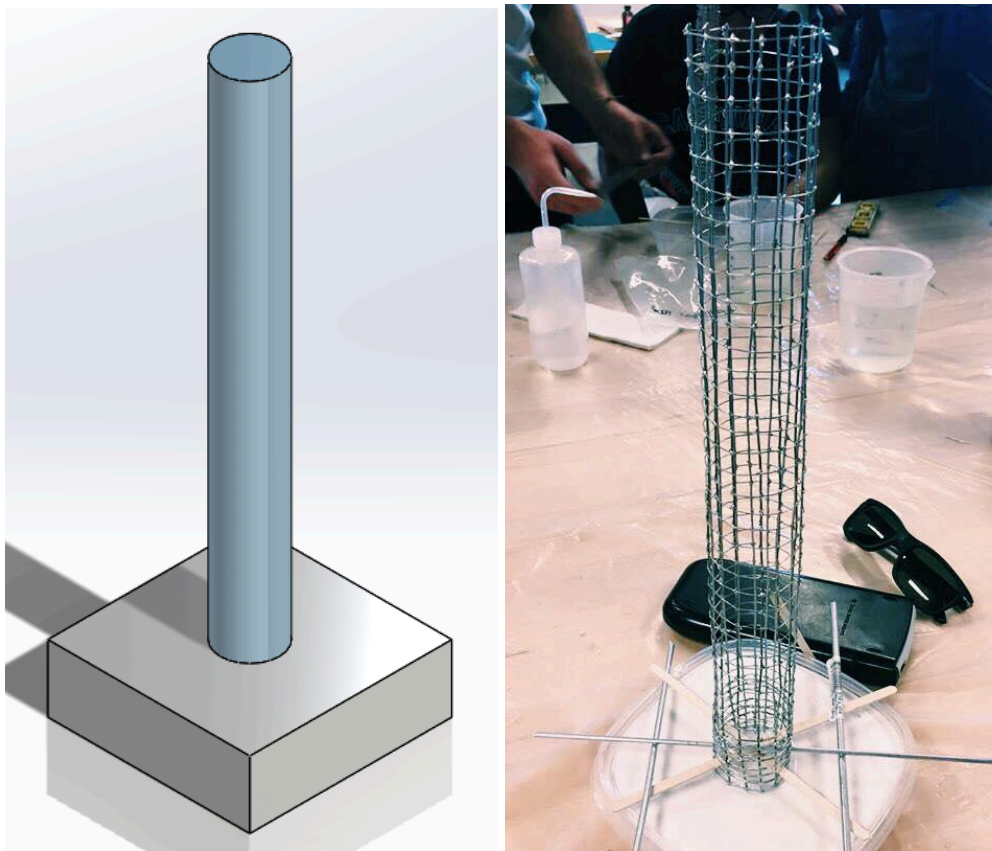


Figure 2: 3-D rendition of final column design (left) & final rebar design

Table 1: Final Design Summary

column diameter (in)	70
concrete cover (in)	1.5
# of longitudinal bars	14
size of longitudinal bars	#14
plastic hinge region length (in)	64
size of transverse bars	#8
# of transverse bars in the plastic hinge region	16
spacing of the transverse bars in the plastic hinge region (in)	8 (doubled bars)
# of transverse bars in the elastic region	34
spacing of the transverse bars in the elastic region (in)	16

The column was designed to withstand a 400 kip axial load in compression. The P-M Interaction diagram was used to verify that enough reinforcement was used in order to resist the moment associated with the loading. This is illustrated in **Figure 3**. The design requirement (orange dot) was calculated from the following equation:

$$F = \frac{M}{L} - \frac{P\Delta}{L} \quad (1)$$

The force, F, was calculated from the moment, M, and the displacement, Δ, at a particular instance. This force was then plotted in relation with the moment to determine the design requirement needed. The design requirement originally laid outside the P-M interaction envelope, which meant that the steel to concrete ratio needed to be increased. The team took this into account during construction and did not scale down on the number of rebars used and only scaled the length. The design was re-analyzed to provide the following figure and allowed the team to uphold their design.

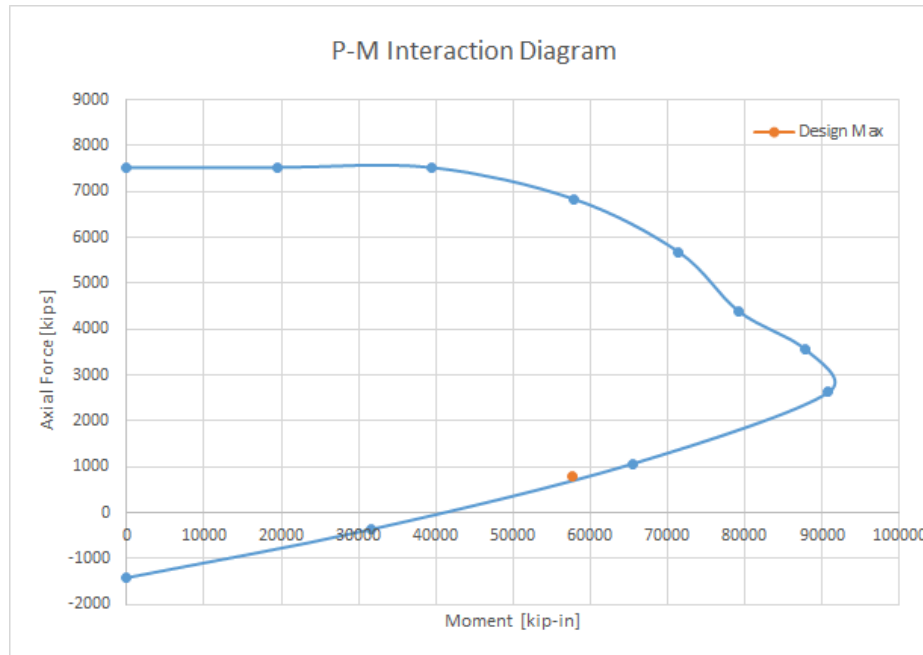


Figure 3: P-M Interaction Diagram

The force-displacement diagram, **Figure 4**, was used to ensure that the design was also flexible, allowing 10% lateral drift without having a 25% reduction from the max lateral force at max displacement. As mentioned earlier, one of the challenges faced was meeting the ultimate deflection constraint. The ultimate deflection can be defined from the following equation:

$$\Delta_u = \Delta_y + \Delta_p > \Delta_a \tag{2}$$

The subscript y and p represent the yield and plastic deflection respectively. Δ_a is the ultimate drift of the column and was calculated to be 10% of the column length. The final design was analyzed to have a ultimate deflection of about 67 in, which is more than 10% of the column's height (60 in). From the force vs displacement diagram, **Figure 4**, the column behavior can be predicted to reach its maximum force at around 81 kips. It's expected for the failure to occur in the plastic hinge section of the column because the moment is the largest in that section. The transverse rebars in that section become critical in how well the connections were made. The connection between the footing and the base of the column is also crucial to how well the column will perform.

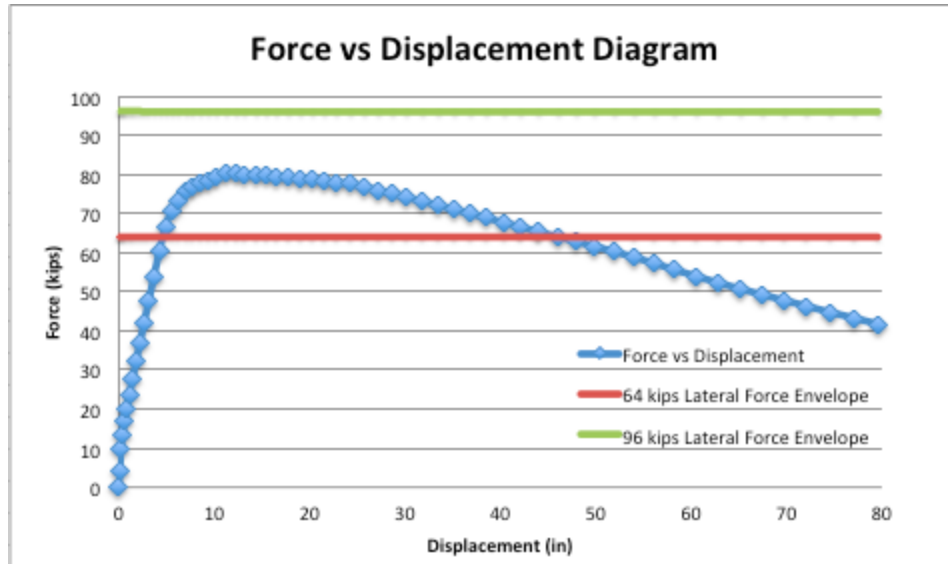


Figure 4: Force vs Displacement Diagram

The total cost for the construction of the column, including the construction and assembly of the mechanical aspect of the project, was calculated to be \$71,843.55. Miscellaneous penalties and charges, however, brought up the total cost to \$133,843.85.

Motion Operations

The car will be mounted in the peak of the bridge using a base plate. The same base plate will be attached to a gate assembly consisting of a motor rack with a rack pinion (**Figure 5.a**). This motor will be used to retract the pinion allowing for the release of the car. The drawbridge will be raised to 65-70 degrees from the horizontal with the use of a pulley system, allowing the boat to pass. The pulley system will consist of a motor winch on the back of the bridge (**Figure 5.b**) which is connected to a balanced fixture, attached to the base plate (**Figure 5.c**), mounted to the raising end of the bridge. The motor on the winch assembly will be programmed to rotate the pulley by counting the number of clicks it takes for the bridge to lift to 65-70 degrees. The bridge will then be released to go back to horizontal. As soon as the switch (**Figure 5.d**) attached on the raising end of the bridge hits the other end of the deck, the motor winch will stop. This sends a signal to then release the car. Refer to **Figure 6** and **7**, for a better visual of the mechanical configuration. The chosen setup will be further explained in the next section.

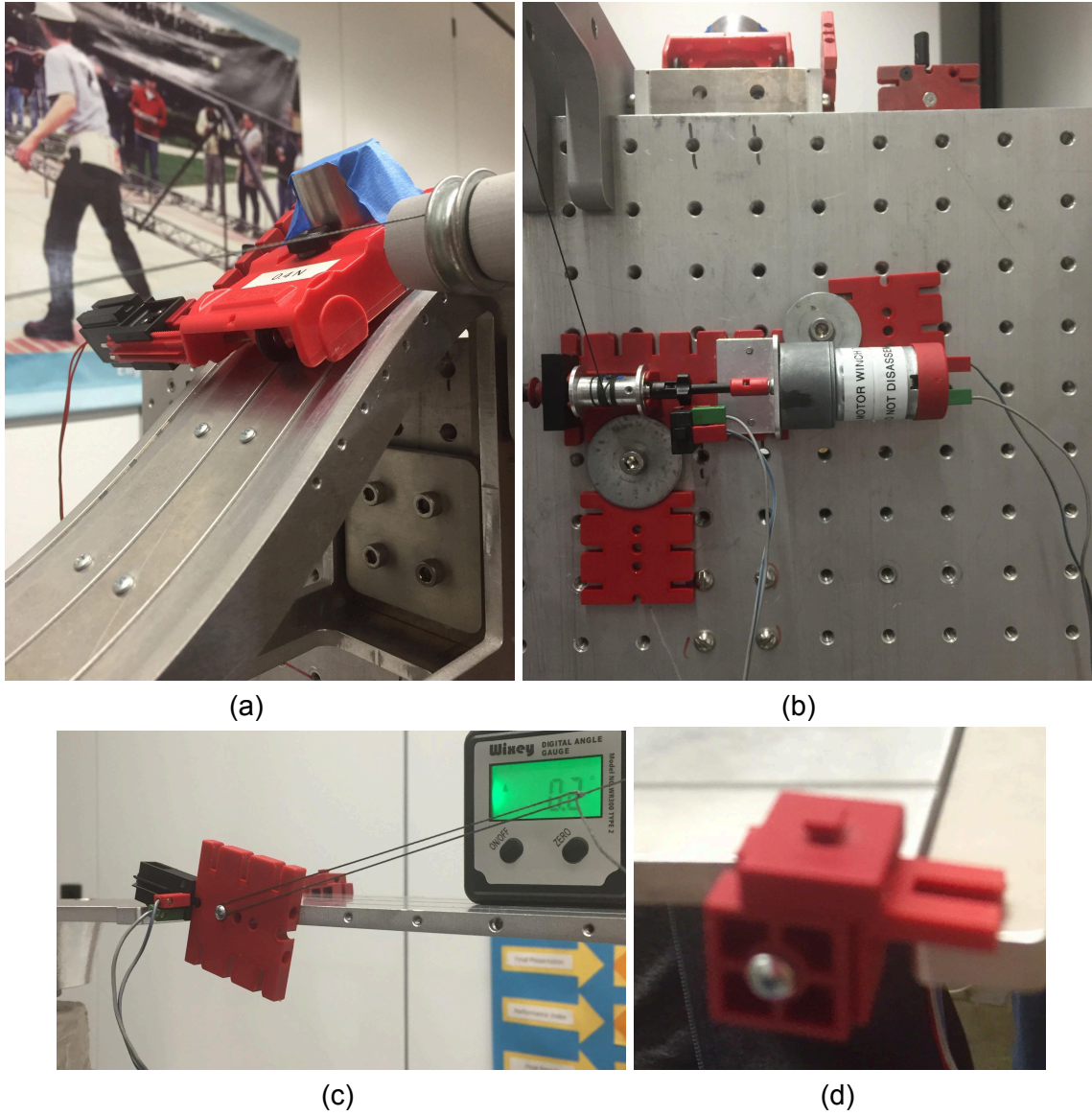


Figure 5: (a) car mounted with gate assembly, (b) pulley motor winch setup, (c) pulley connection to the bridge, (d) mini switch bridge stopper.

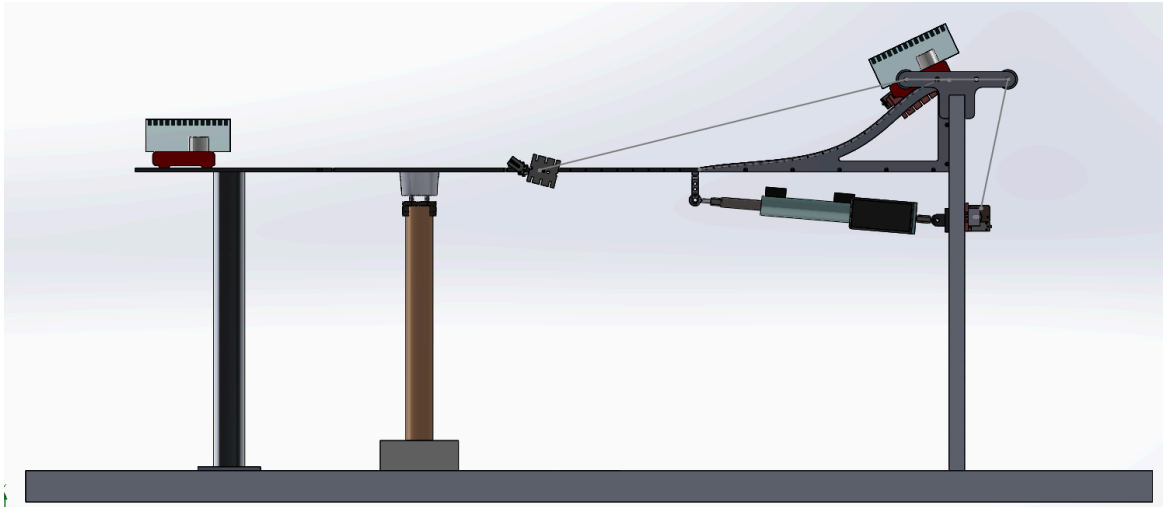


Figure 6: 2-D rendition of ramp and bridge mechanical configuration

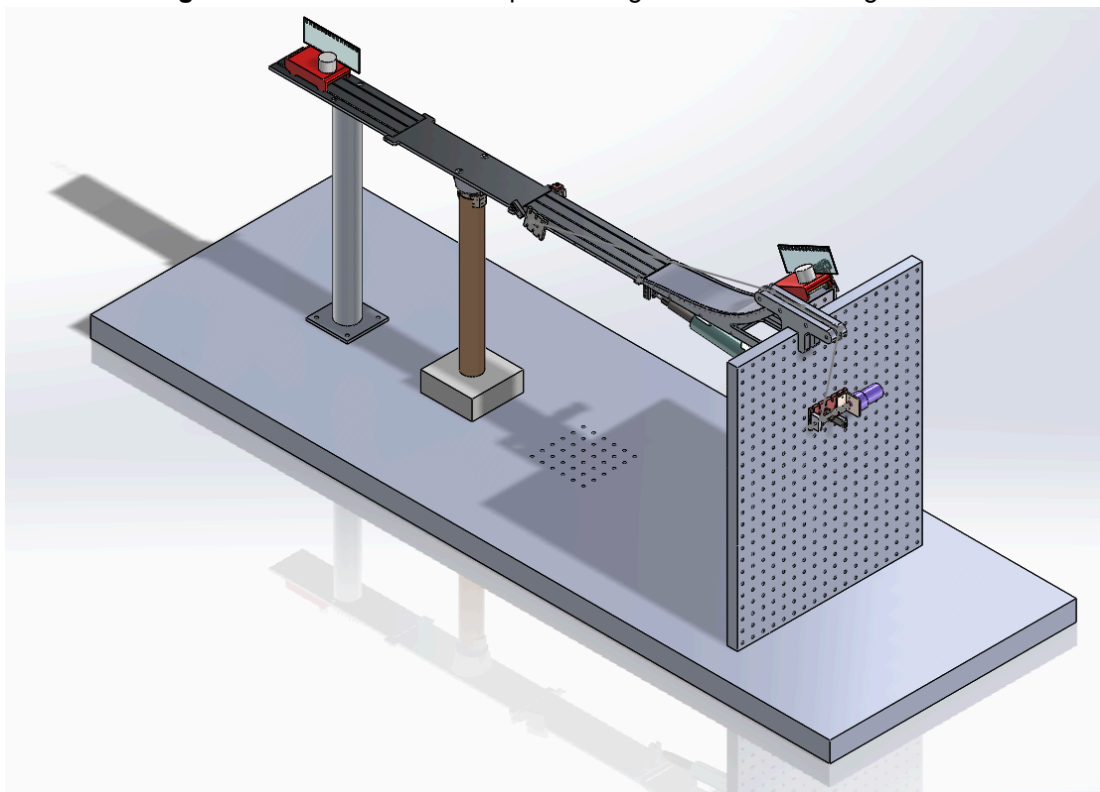


Figure 7: 3-D SolidWorks rendition of ramp and bridge mechanical configuration

RoboPro Program

RoboPro is a programming software that converts computing commands to control signals for motors and sensors. It's a graphic programming language that uses flowcharts to represent the step to step process of the execution needed. RoboPro will be used for the motion operations of the project, where it'll program the drawbridge and signal the release of the car. The team's goal with the RoboPro program was to keep the logic as simple as possible while performing the test. The program had only two main steps. These were to raise and lower the drawbridge, and to control the car gate.

The first step engaged the pulley motor first. After a set of pulses that was determined during practice testing, the motor would then stop. These pulses were used to accurately raise the drawbridge to the required angle. This was determined to be a better method than using a wait time step. A wait time step was, however, used to allow the boat to pass safely underneath the bridge. Once the boat had passed, the motor would then engage in the opposite direction to lower the drawbridge. As the drawbridge approached horizontal again the mini switch would be engaged, simultaneously stopping the pulley motor and starting the car gate motor. This is the beginning of the second step. The car gate would then run for 1 second, stop, reverse for one second, then stop again. The program then terminated. By running the gate in the opposite direction the setup would be ready for further testing without having to reset anything. These commands can be seen below (Figure 8).

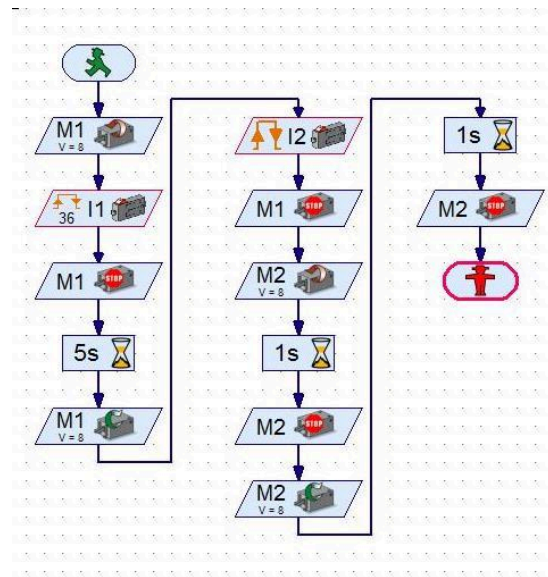


Figure 8: Motion Operations testing RoboPro program

Structural Performance

Motion Operations Test

After the team adjusted the RoboPro pulse count for the angle of the drawbridge during practice testing the program ran perfectly and the test was executed without problem for every iteration. Since the practice tests ran so well, no complications were expected during final testing.

On the day of final testing, the program ran as designed and the drawbridge was raised to the correct angle. However, most warm up runs were failures with the car crashing. This was likely caused by two issues. For the final testing the team set the bridge up in the exact same manner it had been practice tested under. One problem lay in the drawbridge and bridge interface. In retrospect they should both have been at the same angle to begin with, however they weren't for the practice testing and this was replicated during the final testing. Adjusting this helped the test execute successfully approximately 60-80% of the time. Had this been the case to start, it is possible the success rate could have been higher. This first issue would not have been a problem if not for the second issue, which could not be controlled for. That is that week and a half of testing by various teams on the same setup created small misalignments that, when summed together, caused the car to crash more often.

Two improvements that could have been made would be to start with the drawbridge and bridge at the same angle, and to devise a way to open the car gate as the drawbridge was nearly horizontal, so as to save time.

For the final performance, the car crashed twice before a successful run was made. The wait time for the car was 36.5 seconds and the final wait time was 276.5 seconds. The velocity of the car was 7.59 seconds. Refer to the Appendix for full results.

Column Test

For the column test, the peak force reached was at 79.24 lbs when the displacement was -1.5 inches. As shown from **Figure 9** below, the critical section as predicted was in the plastic hinge region. From the load being applied, the base of the column began suffering from brittle failure modes and the rebar became exposed. As the testing went on, the longitudinal bars in the column yielded and necking occurred. This was caused from not bending the transverse rebar ends outward so that the connection between the footing and column was stronger. As the lateral load was applied the longitudinal rebars began pulling out of the foundation and led to the disconnection between the column and footing.

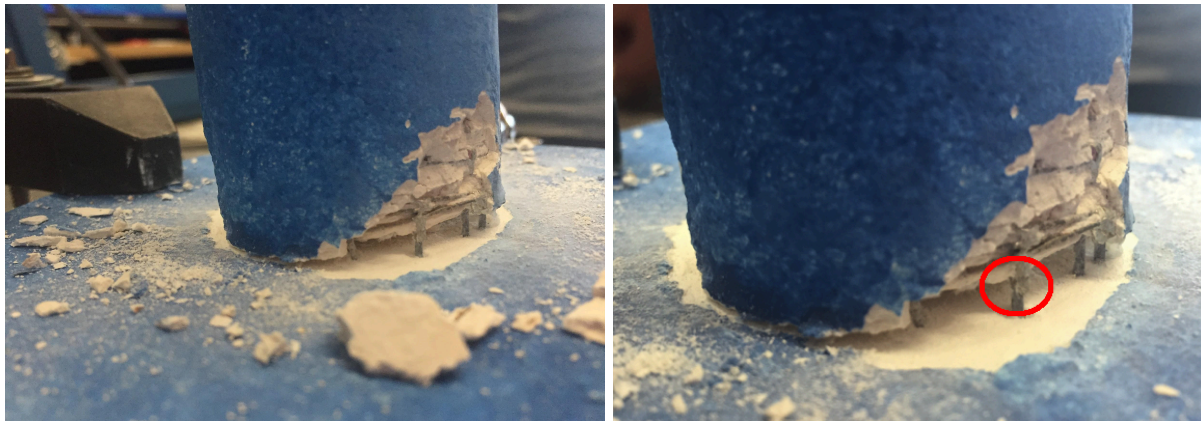


Figure 9: Column testing results, exposed rebar and necking shown in longitudinal rebar

The force vs displacement hysteretic data is shown in **Figure 10**. The maximum load the column reached ranged from 70-80 lbs, which was overly strong compared to the 60 lb maximum design constraint. As compared to the moment curvature from the design analysis, the maximum force was around 81 kips which when scaled down to the model, is 50.6 kips. The calculated results as compared to the actual results were quite different, resulting in a percent error of 56.5%. This large error was mainly caused from the scaling down of the actual design. In scaling the actual column to the model, more considerations should have been taken into account. Scaling down the length of all reinforcement bars but not scaling down the amount of bars used ultimately caused the overdesign of the model column.

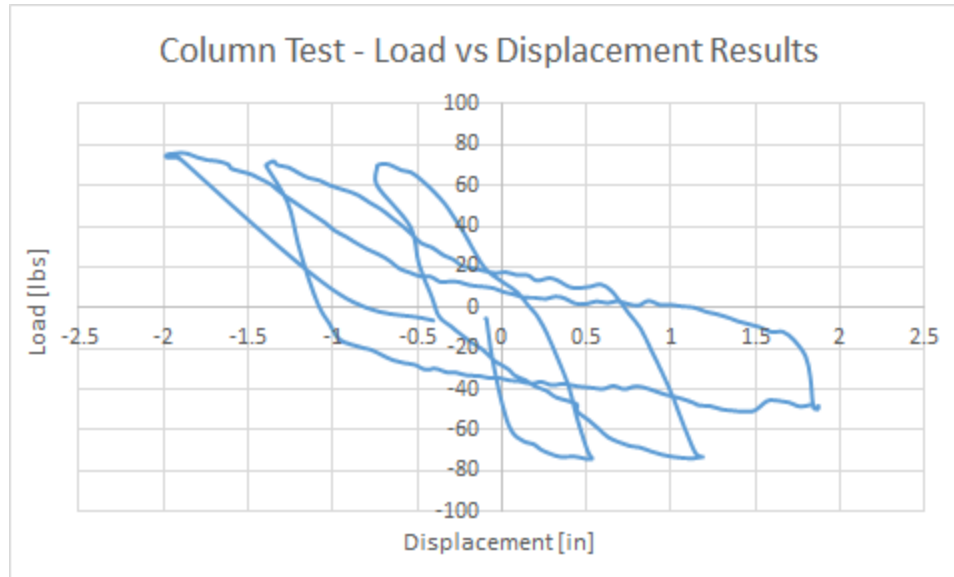


Figure 10: Force vs displacement hysteresis data

Performance Index

The performance index equation involved six values. The velocity of the car after crossing the bridge, the cost of the build, the traffic wait time, any performance penalties, and the aesthetics and magnification factors. This can be seen below.

$$PI = \frac{V \times A \times M}{C \times W \times P} \quad (3)$$

From the practice tests the velocities were approximately 7.5 m/s. Assuming three runs during final testing, with 15 seconds for setting up between the runs, traffic wait time would be 126 s. Accounting for one failure to be conservative puts the W factor at 246 s. The cost before testing was calculated at \$131,843.85. Including one crash adds an additional \$1000 to the cost. The chosen design was a standard design so the aesthetics factor is 1.0. Assuming overdesign, given an increased cross-section from repouring and patching, The P factor would be at least 1.2. Given 6 loadings this generates a final P of 2.986.

The magnification factor was not detailed anywhere so calculating from known values provided in the Final Project PI Results resulted in a M factor of 3.936×10^9 .

With these values and using equation XX the expected PI was found to be 302.6. This is significantly close to the experienced PI of 286.6.

Challenges

One of the main challenges that the team faced was the construction. The water content for the initial pour was only about 33%, and since plaster of Paris sets quickly, the team ended up with a column that was not completely filled. The whole middle section did not have concrete. Unfortunately, the formwork that the team used in the pour was opaque, preventing the team to see what was going on inside the

formwork. The team resolved this issue by performing an additional pour and a patching session. These were done completely different since they were performed horizontally and with 50% more water content to the same amount of plaster. The second pour filled the middle section of the column. Before the final patching began, the team used a chisel to create easier access to large voids embedded in the structure. The final pour filled these voids and smoothed the outer surface. Construction issues resulted in extra expenses in materials and time. Refer to **Figure 11** for the column construction overview.

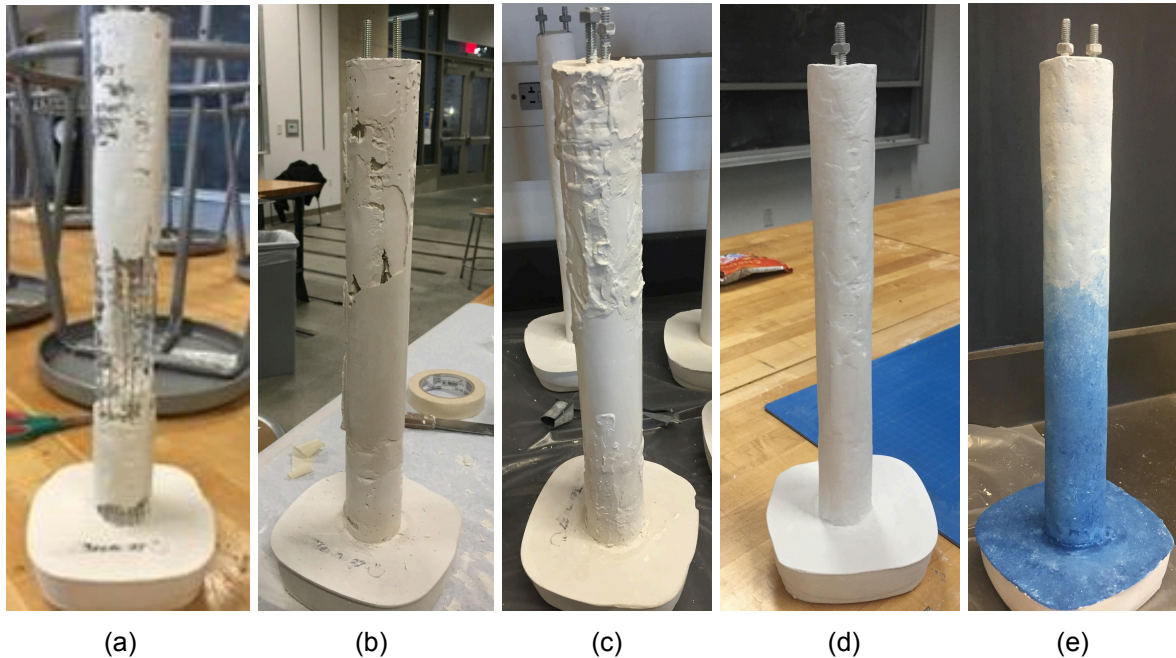


Figure 11: (a) column after the 1st pour, (b) column after the second pour, (c) column after the third pour, (d) column after sanding, (e) final column facade

Another challenge that the team faced was the limited mechanical testing times. Since the team signed up for testing on the first day of practice, the first teams to sign up scheduled the maximum possible times and filled all the spots. Once more times were added, two consecutive mega-charged testing times were purchased in haste. The concern was ensuring any practice time, but since this did not conform to the rules in one of the many documents the team lost those times and was charged for them. Fortunately, practice times opened on Friday and those were purchased correctly. This greatly affected the team's total budget. However, the team felt it necessary to purchase the expensive testing times ensuring safety over budget.

In the final testing, the team faced further adversity. Due to bridge deformations following a week and a half of testing, as well as not ideal bridge to drawbridge angles, two of the three final runs resulted in the car crashing and the driver dying.

Team Responsibilities

All team members assisted in the design and construction process. Due to their experience in SE151A team members Angela Ramirez and Jenny Chen primarily worked on the P-M diagram and Moment Curvature Analysis for the column design. Jason Lee and Xander Schwarz worked on the various other calculations for the design.

All team members participated in soldering the column reinforcement. Due to a much less than ideal soldering iron this took an extended period of time.

Angela and Jason poured the footing. Xander, Jenny and Angela performed the initial pour for the column. The hollow middle section required a second pour that Jason and Angela fulfilled.

Angela and Xander worked together on the final pour to patch the column. This included chiseling the column to provide better access to visible voids. The column was finished off by sanding from Xander and Jason and painting by Jenny and Angela.

Xander was responsible for generating and executing the RoboPro program. This included adjusting the program during testing to ensure fulfilling all requirements of the Motions Operations Test.

For an overview of time the distribute work and time spent, refer to **Table 2** below.

Table 2: Distributed team responsibilities with total hours calculated

	Jenny Chen	Jason Lee	Angela Ramirez	Alexander Schwarz
Analysis/Design	9	7	9	8
Soldering	8.5	9	5	6
Footing Pour		1.5	1.5	
Column Pour 1	1.5		1.5	1.5
Column Pour 2		1.5	1.5	
Column Pour 3			1.5	1.5
Sanding 1		1	1	1
Sanding 2			1	
Aesthetics	1		1	
RoboPro				2
Total	20	20	23	20

Conclusion

Team 27 learned a great deal in this project. It enhanced everyone's knowledge in iterative column design, construction, as well as mechanical simulation using RoboPro. The team's final design incorporated longitudinal steel reinforcement. The team found this necessary in order for the column to resist tension forces that concrete is weak with. Transverse reinforcement was also enforced for confinement and to resist shear failure. The team also incorporated a plastic hinge region in the bottom of the column. This was designed to promote enough movement on the column where the moment is at its peak, in order for the column to dissipate energy and allow damage to happen where it is controlled. Redundancy was another concept that the team enforced. Conservative spacing was observed for the

transverse and longitudinal reinforcements. This is to ensure that alternate load path is provided so that the structure does not completely fail if one part of the structure gets damaged.

P-M Interaction Diagram and Force-Displacement Diagram were also helpful tools in the iterative design process. P-M Interaction Diagram helped verify that the column is able to resist the applied force and the moment generated by the force applied. This was also useful in determining if enough steel reinforcement was incorporated in the design. Force-Displacement Diagram was used in predicting the column behavior under loading, and making sure that the column will be designed both for strength and ductility.

Soldering took longer than expected for the team since they soldered outside of class. The foundation pour went well, but the construction of the column did not go as well as planned. However, the team was able to pull through and construct the column they have designed. The team learned a lot in this particular experience, specially in finding creative ways to deliver the work despite the adversities.

This project was also helpful in incorporating basic structural engineering knowledge learned from previous classes and apply it to design and build a reinforced concrete column. The team also learned how to use RoboPro that is a well-used program in the industry.

Overall, the column tested was over designed for strength. It carried a peak force of 44.33 lbs in the +1.5" displacement, and 79.24 lb in the -1.5" displacement. The maximum velocity recorded for the mechanical simulation turned out to be 7.59 m/s with a wait time of 36.5 s. However, due to mechanical malfunctions, the first two test runs were unsuccessful, increasing the final wait time to 276.5 s. The total cost of the column was calculated to be \$133,843.85, corresponding to a PI of 286.8.

Appendix

Design Equations (from “Column Design Notes and Procedure”)

Minimum cross sectional area needed

$$\frac{P}{f'_c A_g} \leq 10\%$$

$$A_g \geq \frac{0.1P}{f'_c} = 1000 \text{ in}^2$$

P - axial load

f'c - compressive strength of concrete

Ag - gross cross sectional area

of longitudinal bars needed

$$A_s = 0.01 \times A_g$$

$$n = \frac{A_s}{A_b}$$

As - total area of longitudinal bars

Ab - area of a single longitudinal bar

n - total # of longitudinal bar

Transverse spacing needed for plastic hinge

$$\rho_s = \frac{4A_s h}{D_c s_h} > 1\%$$

$$s_h \leq \text{the lowest value of } \rightarrow \frac{1}{s} \times \text{smallest column dimension}$$

$$\rightarrow 6 \times \text{diameter of longitudinal bar}$$

$$\rightarrow 8"$$

Transverse spacing needed for outside the plastic hinge

$$s_h \leq \text{the lowest value of } \rightarrow 2s_h \times \text{inside plastic hinge region}$$

$$\rightarrow 0.5 \times \text{smallest column diameter}$$

$$\rightarrow 24"$$

Transverse spacing chosen as 8” for plastic hinge, and 16” for outside the plastic hinge

From these equations the following excel was made:

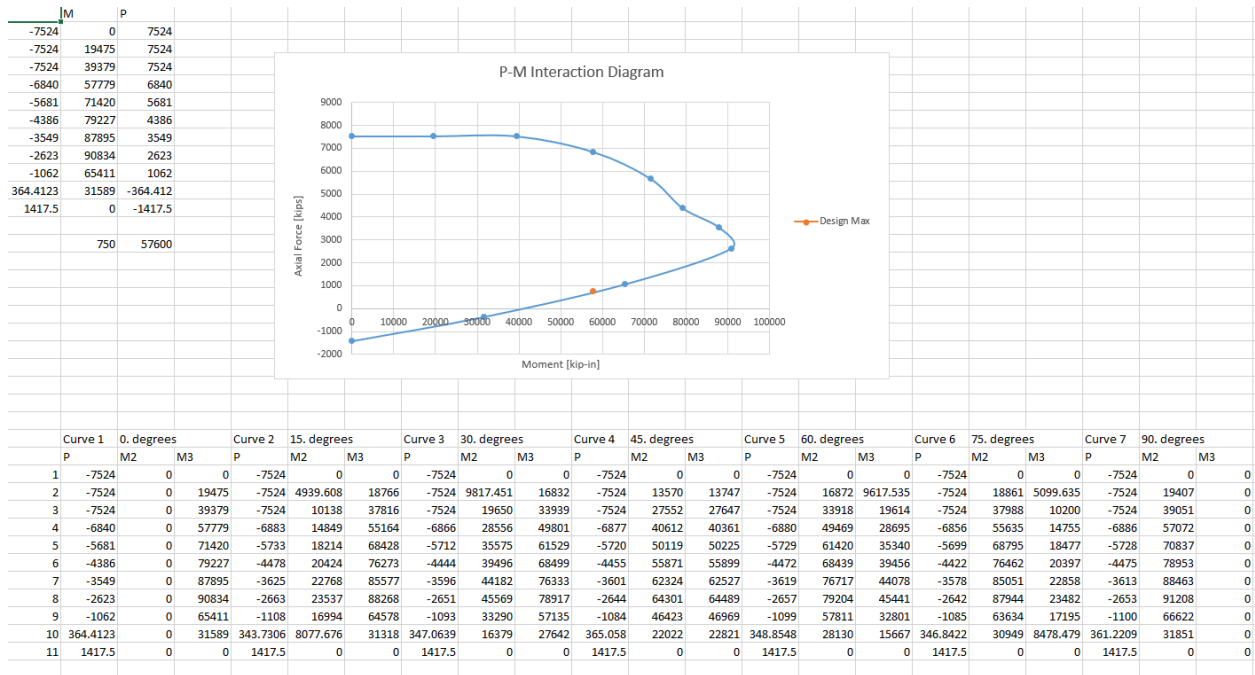


6.08	58.95	65.45	4281.7025	2.334229	10.00897	8	43.72	1800727290	16	3564.412	19728785	14.92967856	8	43.72	1805435419	16	3564.412	20.02880	1.585	1.71	37.207	15.643	4.8420378	2.42
6.09	59	65.5	4290.25	2.30866	10.06777	8	43.807	8301621708	16	3585.554	206775140	14.97579785	8	43.807	1803364759	16	354	28.44887	1.573333	1.2	37.207	15.693	4.84207908	2.4
5.96	59.05	65.55	4296.8025	2.327311	10.0909	8	43.857	8300043095	16	3574.702	186212586	14.97887019	8	43.857	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	15.743	4.84781752	2.38
5.9	59.1	65.6	4303.35	2.327311	10.0909	8	43.907	8300043095	16	3574.702	186212586	14.97887019	8	43.907	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	15.793	4.84781752	2.36
5.85	59.15	65.65	4309.9025	2.30227	10.15511	8	43.957	8300043095	16	3574.702	186212586	14.97887019	8	43.957	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	15.843	4.84781752	2.34
5.8	59.2	65.7	4316.45	2.31697	10.1844	8	44.007	8300043095	16	3574.702	186212586	14.97887019	8	44.007	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	15.893	4.84781752	2.32
5.75	59.25	65.75	4323.0025	2.31274	10.2141	8	44.057	8300043095	16	3574.702	186212586	14.97887019	8	44.057	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	15.943	4.84781752	2.3
5.7	59.3	65.8	4329.55	2.30960	10.24384	8	44.107	8300043095	16	3574.702	186212586	14.97887019	8	44.107	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	15.993	4.84781752	2.28
5.65	59.35	65.85	4336.1025	2.308154	10.2734	8	44.157	8300043095	16	3574.702	186212586	14.97887019	8	44.157	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.043	4.84781752	2.26
5.6	59.4	65.9	4342.65	2.30566	10.3029	8	44.207	8300043095	16	3574.702	186212586	14.97887019	8	44.207	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.093	4.84781752	2.24
5.55	59.45	65.95	4349.2025	2.299164	10.3324	8	44.257	8300043095	16	3574.702	186212586	14.97887019	8	44.257	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.143	4.84781752	2.22
5.5	59.5	66	4355.75	2.295664	10.3619	8	44.307	8300043095	16	3574.702	186212586	14.97887019	8	44.307	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.193	4.84781752	2.2
5.45	59.55	66.05	4362.3025	2.292164	10.3914	8	44.357	8300043095	16	3574.702	186212586	14.97887019	8	44.357	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.243	4.84781752	2.18
5.4	59.6	66.1	4368.85	2.288664	10.4209	8	44.407	8300043095	16	3574.702	186212586	14.97887019	8	44.407	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.293	4.84781752	2.16
5.35	59.65	66.15	4375.4025	2.285164	10.4504	8	44.457	8300043095	16	3574.702	186212586	14.97887019	8	44.457	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.343	4.84781752	2.14
5.3	59.7	66.2	4381.95	2.281664	10.4799	8	44.507	8300043095	16	3574.702	186212586	14.97887019	8	44.507	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.393	4.84781752	2.12
5.25	59.75	66.25	4388.5025	2.278164	10.5094	8	44.557	8300043095	16	3574.702	186212586	14.97887019	8	44.557	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.443	4.84781752	2.1
5.2	59.8	66.3	4395.05	2.274664	10.5389	8	44.607	8300043095	16	3574.702	186212586	14.97887019	8	44.607	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.493	4.84781752	2.08
5.15	59.85	66.35	4401.6025	2.271164	10.5684	8	44.657	8300043095	16	3574.702	186212586	14.97887019	8	44.657	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.543	4.84781752	2.06
5.1	59.9	66.4	4408.15	2.267664	10.5979	8	44.707	8300043095	16	3574.702	186212586	14.97887019	8	44.707	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.593	4.84781752	2.04
5.05	59.95	66.45	4414.7025	2.264164	10.6274	8	44.757	8300043095	16	3574.702	186212586	14.97887019	8	44.757	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.643	4.84781752	2.02
5.0	60	66.5	4421.25	2.260664	10.6569	8	44.807	8300043095	16	3574.702	186212586	14.97887019	8	44.807	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.693	4.84781752	2.0
4.95	60.05	66.55	4427.8025	2.257164	10.6864	8	44.857	8300043095	16	3574.702	186212586	14.97887019	8	44.857	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.743	4.84781752	1.98
4.9	60.1	66.6	4434.35	2.253664	10.7159	8	44.907	8300043095	16	3574.702	186212586	14.97887019	8	44.907	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.793	4.84781752	1.96
4.85	60.15	66.65	4440.9025	2.250164	10.7454	8	44.957	8300043095	16	3574.702	186212586	14.97887019	8	44.957	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.843	4.84781752	1.94
4.8	60.2	66.7	4447.45	2.246664	10.7749	8	45.007	8300043095	16	3574.702	186212586	14.97887019	8	45.007	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.893	4.84781752	1.92
4.75	60.25	66.75	4454.0025	2.243164	10.8044	8	45.057	8300043095	16	3574.702	186212586	14.97887019	8	45.057	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.943	4.84781752	1.9
4.7	60.3	66.8	4460.55	2.239664	10.8339	8	45.107	8300043095	16	3574.702	186212586	14.97887019	8	45.107	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	16.993	4.84781752	1.88
4.65	60.35	66.85	4467.1025	2.236164	10.8634	8	45.157	8300043095	16	3574.702	186212586	14.97887019	8	45.157	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.043	4.84781752	1.86
4.6	60.4	66.9	4473.65	2.232664	10.8929	8	45.207	8300043095	16	3574.702	186212586	14.97887019	8	45.207	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.093	4.84781752	1.84
4.55	60.45	66.95	4480.2025	2.229164	10.9224	8	45.257	8300043095	16	3574.702	186212586	14.97887019	8	45.257	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.143	4.84781752	1.82
4.5	60.5	67	4486.75	2.225664	10.9519	8	45.307	8300043095	16	3574.702	186212586	14.97887019	8	45.307	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.193	4.84781752	1.8
4.45	60.55	67.05	4493.3025	2.222164	10.9814	8	45.357	8300043095	16	3574.702	186212586	14.97887019	8	45.357	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.243	4.84781752	1.78
4.4	60.6	67.1	4500.85	2.218664	11.0109	8	45.407	8300043095	16	3574.702	186212586	14.97887019	8	45.407	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.293	4.84781752	1.76
4.35	60.65	67.15	4507.4025	2.215164	11.0404	8	45.457	8300043095	16	3574.702	186212586	14.97887019	8	45.457	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.343	4.84781752	1.74
4.3	60.7	67.2	4513.95	2.211664	11.0699	8	45.507	8300043095	16	3574.702	186212586	14.97887019	8	45.507	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.393	4.84781752	1.72
4.25	60.75	67.25	4520.5025	2.208164	11.0994	8	45.557	8300043095	16	3574.702	186212586	14.97887019	8	45.557	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.443	4.84781752	1.7
4.2	60.8	67.3	4527.05	2.204664	11.1289	8	45.607	8300043095	16	3574.702	186212586	14.97887019	8	45.607	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.493	4.84781752	1.68
4.15	60.85	67.35	4533.6025	2.201164	11.1584	8	45.657	8300043095	16	3574.702	186212586	14.97887019	8	45.657	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.543	4.84781752	1.66
4.1	60.9	67.4	4540.15	2.197664	11.1879	8	45.707	8300043095	16	3574.702	186212586	14.97887019	8	45.707	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.593	4.84781752	1.64
4.05	60.95	67.45	4546.7025	2.194164	11.2174	8	45.757	8300043095	16	3574.702	186212586	14.97887019	8	45.757	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.643	4.84781752	1.62
4.0	61	67.5	4553.25	2.190664	11.2469	8	45.807	8300043095	16	3574.702	186212586	14.97887019	8	45.807	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.693	4.84781752	1.6
3.95	61.05	67.55	4559.8025	2.187164	11.2764	8	45.857	8300043095	16	3574.702	186212586	14.97887019	8	45.857	1803108799	16	351.347	28.44880	1.5615444	1.19	37.207	17.743	4.84781752	1.58
3.9	61.1	67.6	4566.35	2.183664	11.3059																			

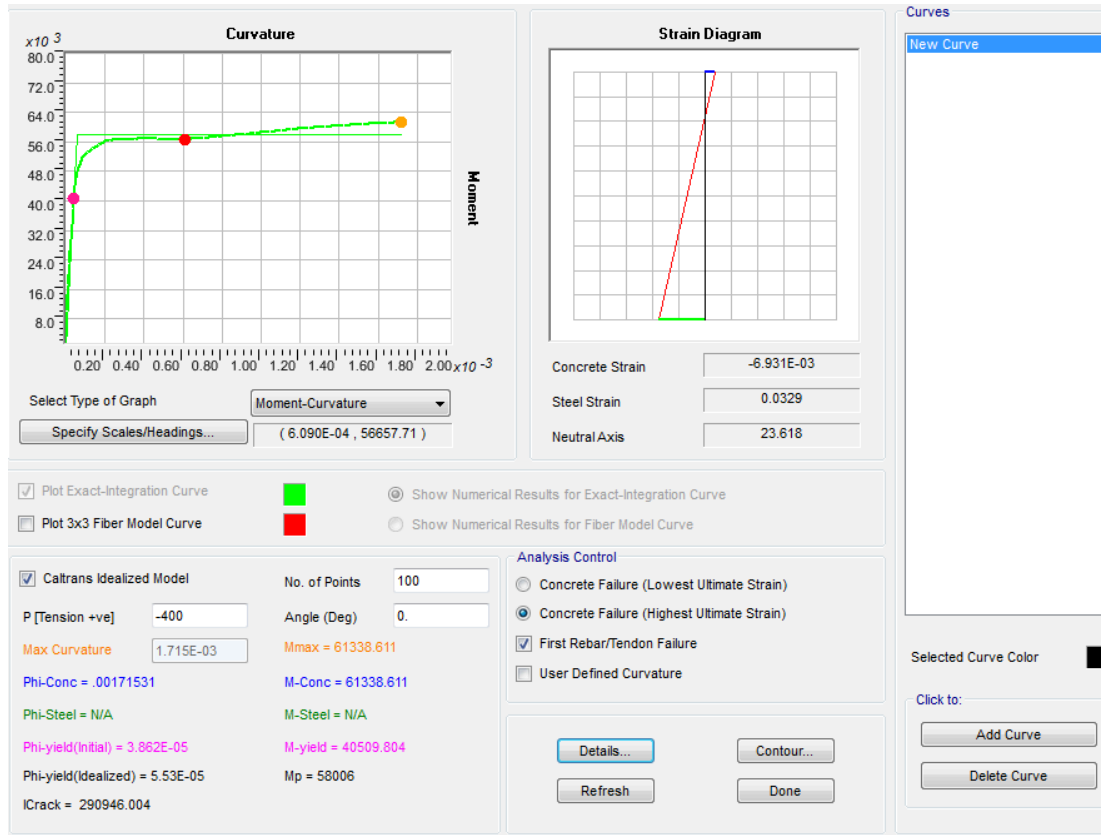


1.8	63.2	69.7	4858.00	2.08442	21.59551	8	48.007	0.822796555	16	3815.534	2.086446	16.95793117	8	48.007	1.645593551	16	1117.6	0.700460	0.5056	0.36	45.507	-1.9993	11.4882637	0.72
1.75	63.25	69.75	4858.0625	2.08447	21.59625	8	48.007	0.821906122	16	3815.011	2.087108	16.95227179	8	48.007	1.644881224	16	1118.07	0.700438	0.491944	0.35	45.537	-1.9943	11.4770642	0.68
1.7	63.3	69.8	4858.125	2.08452	21.59698	8	48.007	0.821015689	16	3814.489	2.087759	16.94830626	8	48.007	1.643770796	16	1118.54	0.700416	0.478206	0.34	45.567	-1.9893	11.4658692	0.64
1.65	63.35	69.85	4858.1875	2.08457	21.59771	8	48.007	0.820125256	16	3813.967	2.088410	16.94439183	8	48.007	1.642660368	16	1119.01	0.700394	0.464458	0.33	45.597	-1.9843	11.4546742	0.6
1.6	63.4	69.9	4858.25	2.08462	21.59844	8	48.007	0.819234823	16	3813.445	2.089061	16.94047740	8	48.007	1.641550940	16	1119.48	0.700372	0.450610	0.32	45.627	-1.9793	11.4434792	0.56
1.55	63.45	69.95	4858.3125	2.08467	21.59917	8	48.007	0.818344390	16	3812.923	2.089712	16.93656297	8	48.007	1.640441512	16	1119.95	0.700350	0.436762	0.31	45.657	-1.9743	11.4322842	0.52
1.5	63.5	70.0	4858.375	2.08472	21.60000	8	48.007	0.817453957	16	3812.401	2.090363	16.93264854	8	48.007	1.639332084	16	1200.00	0.700328	0.422914	0.30	45.687	-1.9693	11.4210892	0.48
1.45	63.55	70.05	4858.4375	2.08477	21.60083	8	48.007	0.816563524	16	3811.879	2.091014	16.92873411	8	48.007	1.638222656	16	1200.00	0.700306	0.409066	0.29	45.717	-1.9643	11.4098942	0.44
1.4	63.6	70.1	4858.500	2.08482	21.60166	8	48.007	0.815673091	16	3811.357	2.091665	16.92481968	8	48.007	1.637113228	16	1200.00	0.700284	0.395218	0.28	45.747	-1.9593	11.3986992	0.4
1.35	63.65	70.15	4858.5625	2.08487	21.60249	8	48.007	0.814782658	16	3810.835	2.092316	16.92090525	8	48.007	1.636003800	16	1200.00	0.700262	0.381370	0.27	45.777	-1.9543	11.3875042	0.36
1.3	63.7	70.2	4858.625	2.08492	21.60332	8	48.007	0.813892225	16	3810.313	2.092967	16.91699082	8	48.007	1.634894372	16	1200.00	0.700240	0.367522	0.26	45.807	-1.9493	11.3763092	0.32
1.25	63.75	70.25	4858.6875	2.08497	21.60415	8	48.007	0.813001792	16	3809.791	2.093618	16.91307639	8	48.007	1.633784944	16	1200.00	0.700218	0.353674	0.25	45.837	-1.9443	11.3651142	0.28
1.2	63.8	70.3	4858.750	2.08502	21.60498	8	48.007	0.812111359	16	3809.269	2.094269	16.90916196	8	48.007	1.632675516	16	1200.00	0.700196	0.339826	0.24	45.867	-1.9393	11.3539192	0.24
1.15	63.85	70.35	4858.8125	2.08507	21.60581	8	48.007	0.811220926	16	3808.747	2.094920	16.90524753	8	48.007	1.631566088	16	1200.00	0.700174	0.325978	0.23	45.897	-1.9343	11.3427242	0.2
1.1	63.9	70.4	4858.875	2.08512	21.60664	8	48.007	0.810330493	16	3808.225	2.095571	16.90133310	8	48.007	1.630456660	16	1200.00	0.700152	0.312130	0.22	45.927	-1.9293	11.3315292	0.16
1.05	63.95	70.45	4858.9375	2.08517	21.60747	8	48.007	0.809440060	16	3807.703	2.096222	16.89741867	8	48.007	1.629347232	16	1200.00	0.700130	0.298282	0.21	45.957	-1.9243	11.3203342	0.12
1.0	64.0	70.5	4859.000	2.08522	21.60830	8	48.007	0.808549627	16	3807.181	2.096873	16.89350424	8	48.007	1.628237804	16	1200.00	0.700108	0.284434	0.20	45.987	-1.9193	11.3091392	0.08
0.95	64.05	70.55	4859.0625	2.08527	21.60913	8	48.007	0.807659194	16	3806.659	2.097524	16.88958981	8	48.007	1.627128376	16	1200.00	0.700086	0.270586	0.19	46.017	-1.9143	11.2979442	0.04
0.9	64.1	70.6	4859.125	2.08532	21.60996	8	48.007	0.806768761	16	3806.137	2.098175	16.88567538	8	48.007	1.626018948	16	1200.00	0.700064	0.256738	0.18	46.047	-1.9093	11.2867492	0.0
0.85	64.15	70.65	4859.1875	2.08537	21.61079	8	48.007	0.805878328	16	3805.615	2.098826	16.88176095	8	48.007	1.624909520	16	1200.00	0.700042	0.242890	0.17	46.077	-1.9043	11.2755542	0.0
0.8	64.2	70.7	4859.250	2.08542	21.61162	8	48.007	0.804987895	16	3805.093	2.099477	16.87784652	8	48.007	1.623800092	16	1200.00	0.700020	0.229042	0.16	46.107	-1.8993	11.2643592	0.0
0.75	64.25	70.75	4859.3125	2.08547	21.61245	8	48.007	0.804097462	16	3804.571	2.100128	16.87393209	8	48.007	1.622690664	16	1200.00	0.700000	0.215194	0.15	46.137	-1.8943	11.2531642	0.0
0.7	64.3	70.8	4859.375	2.08552	21.61328	8	48.007	0.803207029	16	3804.049	2.100779	16.87001766	8	48.007	1.621581236	16	1200.00	0.700000	0.201346	0.14	46.167	-1.8893	11.2419692	0.0
0.65	64.35	70.85	4859.4375	2.08557	21.61411	8	48.007	0.802316596	16	3803.527	2.101430	16.86610323	8	48.007	1.620471808	16	1200.00	0.700000	0.187498	0.13	46.197	-1.8843	11.2307742	0.0
0.6	64.4	70.9	4859.500	2.08562	21.61494	8	48.007	0.801426163	16	3803.005	2.102081	16.86218880	8	48.007	1.619362380	16	1200.00	0.700000	0.173650	0.12	46.227	-1.8793	11.2195792	0.0
0.55	64.45	70.95	4859.5625	2.08567	21.61577	8	48.007	0.800535730	16	3802.483	2.102732	16.85827437	8	48.007	1.618252952	16	1200.00	0.700000	0.159802	0.11	46.257	-1.8743	11.2083842	0.0
0.5	64.5	71.0	4859.625	2.08572	21.61660	8	48.007	0.799645297	16	3801.961	2.103383	16.85435994	8	48.007	1.617143524	16	1200.00	0.700000	0.145954	0.10	46.287	-1.8693	11.1971892	0.0
0.45	64.55	71.05	4859.6875	2.08577	21.61743	8	48.007	0.798754864	16	3801.439	2.104034	16.85044551	8	48.007	1.616034096	16	1200.00	0.700000	0.132106	0.09	46.317	-1.8643	11.1859942	0.0
0.4	64.6	71.1	4859.750	2.08582	21.61826	8	48.007	0.797864431	16	3800.917	2.104685	16.84653108	8	48.007	1.614924668	16	1200.00	0.700000	0.118258	0.08	46.347	-1.8593	11.1747992	0.0
0.35	64.65	71.15	4859.8125	2.08587	21.61909	8	48.007	0.796974000	16	3800.395	2.105336	16.84261665	8	48.007	1.613815240	16	1200.00	0.700000	0.104410	0.07	46.377	-1.8543	11.1636042	0.0
0.3	64.7	71.2	4859.875	2.08592	21.61992	8	48.007	0.796083567	16	3800.873	2.105987	16.83870222	8	48.007	1.612705812	16	1200.00	0.700000	0.090562	0.06	46.407	-1.8493	11.1524092	0.0
0.25	64.75	71.25	4859.9375	2.08597	21.62075	8	48.007	0.795193134	16	3800.351	2.106638	16.83478779	8	48.007	1.611596384	16	1200.00	0.700000	0.076714	0.05	46.437	-1.8443	11.1412142	0.0
0.2	64.8	71.3	4859.9999	2.08602	21.62158	8	48.007	0.794302701	16	3800.829	2.107289	16.83087336	8	48.007	1.610486956	16	1200.00	0.700000	0.062866	0.04	46.467	-1.8393	11.1300192	0.0
0.15	64.85	71.35	4860.0625	2.08607	21.62241	8	48.007	0.793412268	16	3800.307	2.107940	16.82695893	8	48.007	1.609377528	16	1200.00	0.700000	0.049018	0.03	46.497	-1.8343	11.1188242	0.0
0.1	64.9	71.4	4860.125	2.08612	21.62324	8	48.007	0.792521835	16	3800.785	2.108591	16.82304450	8	48.007	1.608268100	16	1200.00	0.700000	0.035170	0.02	46.527	-1.8293	11.1076292	0.0
0.05	64.95	71.45	4860.1875	2.08617	21.62407	8	48.007	0.791631402	16	3800.263	2.109242	16.81913007	8	48.007	1.607158672	16	1200.00	0.700000	0.021322	0.01	46.557	-1.8243	11.0964342	0.0
0.0	65.0	71.5	4860.250	2.08622	21.62490	8	48.007	0.790740969	16	3800.741	2.109893	16.81521564	8	48.007	1.606049244	16	1200.00	0.700000	0.007474	0.00	46.587	-1.8193	11.0852392	0.0
-0.05	65.05	71.55	4860.3125	2.08627	21.62573	8	48.007	0.789850536	16	3800.219	2.110544	16.81130121	8	48.007	1.604939816	16	1200.00	0.700000	-0.006374	-0.01	46.617	-1.8143	11.0740442	0.0
-0.1	65.1	71.6	4860.375	2.08632	21.62656	8	48.007	0.788960103	16	3800.697	2.111195	16.80738678	8	48.007	1.603830388	16	1200.00	0.700000	-0.012526	-0.02	46.647	-1.8093	11.0628492	0.0
-0.15	65.15	71.65	4860.4375	2.08637	21.62739	8	48.007	0.788069670	16	3800.175	2.111846	16.80347235	8	48.007	1.602720960	16	1200.00	0.700000	-0.018678	-0.03	46.677	-1.8043	11.0516542	0.0
-0.2	65.2	71.7	4860.500	2.08642	21.62822	8	48.007	0.787179237	16	3800.653	2.112497	16.79955792	8	48.007	1.601611532	16	1200.00	0.700000	-0.024830	-0.04	46.707	-1.7993	11.0404592	0.0
-0.25	65.25	71.75	4860.5625	2.08647	21.62905	8	48.007	0.786288804	16	3800.131	2.113148	16.79564349	8	48.007	1.600502104	16	1200.00	0.700000	-0.030982	-0.05	46.737	-1.7943	11.0292642	0.0
-0.3	65.3	71.8	4860.625	2.08652	21.62988	8	48.007	0.785398371	16	3800.609	2.113799	16.79172906	8	48.007	1.599392676	16	1200.00	0.700000	-0.037134	-0.06	46.767	-1.7893	11.0180692	0.0
-0.35	65.35	71.85	4860.687																					

P-M interaction data collected from SAP2000 on Excel



Results from SAP2000 Design Process



Testing Results

SE 120 Final Project - Drawbridge Motion & Structural Column Performance																																	
TEAM	Virtual Costs				Motions Operations Test											Column Structural Test																	
	Unit Cost	Misc Bonuses	Motion Penalties or Charges	Motion Testing Penalties	Total Cost C	Car Stack, Person to OK	Car Stack, Person Done	Never makes it across bridge	Bridge Angle Incorrect	Wait Time (s)	Final Wait Time (s)	Velocity (m/s)	Final Velocity (m/s)	Aesthetics Factor A	Peak Force @ 0.5" Chop (lb)	Performance Factor P	Peak Force @ 1.0" Chop (lb)	Performance Factor P	Peak Force @ 1.5" Chop (lb)	Performance Factor P	Peak Force @ 1.0" Chop (lb)	Performance Factor P	Peak Force @ 1.5" Chop (lb)	Performance Factor P	Peak Force @ 1.5" Chop (lb)	Performance Factor P	Ultimate Displacement (Inches)	Performance Factor P	PI	Rank			
1	\$ 54,301.18	\$ -	\$ 3,000.00	\$ -	\$ 57,301.18	0	0	0	0	0	38.8	38.8	7.710	305.54	1.00	57.47	1.00	54.85	1.00	62.32	1.01	49.87	1.00	48.85	1.00	46.51	1.00	49.99	1.00	1.00	1.00	11,309.2	2
2	\$ 46,844.54	\$ -	\$ 15,000.00	\$ -	\$ 61,844.54	0	0	0	0	0	37.1	37.1	7.700	295.15	1.00	66.27	1.02	61.88	1.01	64.97	1.01	61.61	1.01	57.76	1.00	49.99	1.00	1.00	1.00	1.00	1.00	4,626.7	7
3	\$ 59,970.15	\$ 10,000.00	\$ 1,000.00	\$ 2,000.00	\$ 72,970.15	0	1	0	1	41.0	400.0	6.800	287.72	1.00	98.00	1.00	78.52	1.00	84.84	1.00	79.51	1.00	81.02	1.00	65.72	1.01	64.86	1.01	1.50	1.00	289.7	30	
4	\$ 42,524.11	\$ 10,000.00	\$ -	\$ -	\$ 52,524.11	0	0	0	0	0	38.3	38.3	8.000	318.34	1.00	64.63	1.01	54.78	1.00	59.96	1.00	47.99	1.00	58.51	1.00	50.77	1.00	1.00	1.00	1.00	1.00	13,974.8	1
5	\$ 58,239.38	\$ -	\$ 15,000.00	\$ -	\$ 73,239.38	0	0	0	0	0	46.7	46.7	7.880	295.55	1.00	67.35	1.02	70.06	1.04	64.99	1.01	70.51	1.03	68.11	1.01	64.27	1.01	1.50	1.00	4,379.2	10		
6	\$ 87,461.11	\$ -	\$ 15,000.00	\$ 2,000.00	\$ 104,461.11	0	0	0	0	0	26.5	26.5	8.200	318.80	1.00	81.97	1.00	78.97	1.00	85.81	1.00	81.85	1.00	76.35	1.00	68.07	1.00	1.00	1.00	1.00	1.00	1,884	33
7	\$ 45,546.78	\$ 5,000.00	\$ -	\$ -	\$ 50,546.78	0	0	0	0	0	37.5	37.5	7.600	277.11	1.00	51.08	1.00	48.85	1.00	45.81	1.00	43.11	1.01	43.75	1.01	43.01	1.01	1.50	1.00	1.00	1.00	3,751.1	14
8	\$ 81,965.28	\$ 10,000.00	\$ -	\$ -	\$ 91,965.28	0	0	0	0	0	55.3	55.3	7.680	302.36	1.00	85.70	1.00	74.10	1.00	84.53	1.00	67.52	1.00	71.85	1.00	69.52	1.00	1.50	1.00	2,542.4	15		
9	\$ 77,608.98	\$ -	\$ 15,000.00	\$ -	\$ 92,608.98	0	0	0	0	0	55.0	55.0	7.840	298.38	1.00	88.95	1.01	64.67	1.00	79.79	1.01	78.88	1.01	65.54	1.00	69.79	1.01	1.50	1.00	4,613	22		
10	\$ 48,134.81	\$ -	\$ 15,000.00	\$ -	\$ 63,134.81	0	0	0	0	0	55.1	55.1	7.660	292.44	1.00	84.96	1.00	78.78	1.00	77.21	1.00	74.23	1.00	70.16	1.00	60.41	1.01	1.50	1.00	1,805.0	20		
11	\$ 41,884.00	\$ -	\$ 20,000.00	\$ -	\$ 61,884.00	0	0	0	0	0	36.8	36.8	7.660	298.78	1.00	101.97	1.00	91.00	1.00	88.41	1.00	79.38	1.00	78.51	1.00	67.10	1.00	1.00	1.00	1,821.3	16		
12	\$ 56,504.42	\$ -	\$ 8,000.00	\$ 1,000.00	\$ 65,504.42	2	2	0	0	1	1.0	488.0	3.000	118.80	1.00	100.53	1.00	83.78	1.00	102.30	1.00	86.78	1.00	74.24	1.00	74.24	1.00	1.50	1.00	100.1	35		
13	\$ 45,093.11	\$ -	\$ 10,000.00	\$ -	\$ 55,093.11	0	0	0	0	0	37.0	37.0	7.610	279.29	1.00	49.38	1.00	47.69	1.00	45.69	1.00	42.79	1.00	42.79	1.00	42.79	1.00	1.00	1.00	1.00	1.00	1,668.7	12
14	\$ 67,714.14	\$ 10,000.00	\$ 1,000.00	\$ -	\$ 78,714.14	0	0	0	0	0	37.7	37.7	7.590	288.07	1.00	101.00	1.00	117.51	1.00	101.25	1.00	111.07	1.00	103.13	1.00	88.05	1.00	1.50	1.00	1,813.0	19		
15	\$ 45,749.58	\$ -	\$ 10,000.00	\$ -	\$ 55,749.58	0	0	0	0	0	37.0	37.0	7.600	292.64	1.00	95.32	1.00	70.00	1.00	87.41	1.00	84.04	1.00	82.93	1.00	74.91	1.00	1.50	1.00	1,199.7	11		
16	\$ 43,811.11	\$ -	\$ 10,000.00	\$ -	\$ 53,811.11	0	0	0	0	0	35.4	35.4	8.000	308.91	1.00	89.32	1.00	81.05	1.00	87.05	1.00	78.35	1.00	77.90	1.00	74.84	1.00	1.50	1.00	1,405.7	6		
17	\$ 58,991.40	\$ -	\$ 27,500.00	\$ -	\$ 86,491.40	0	0	0	0	0	37.8	37.8	7.700	303.15	1.00	79.91	1.00	73.91	1.00	76.38	1.00	68.80	1.00	68.80	1.00	67.71	1.00	1.50	1.00	4,971.7	6		
18	\$ 47,479.71	\$ -	\$ 20,000.00	\$ -	\$ 67,479.71	0	0	0	0	0	37.0	37.0	7.590	294.42	1.00	63.27	1.01	58.93	1.00	64.40	1.00	61.41	1.01	53.75	1.00	48.84	1.00	1.50	1.00	1,418.2	9		
20	\$ 63,526.41	\$ 10,000.00	\$ -	\$ -	\$ 73,526.41	0	0	0	0	0	36.3	36.3	7.870	309.80	1.00	77.07	1.00	77.72	1.00	72.48	1.00	80.86	1.00	74.85	1.00	63.93	1.01	1.50	1.00	1,497.0	8		
21	\$ 71,700.28	\$ -	\$ 10,000.00	\$ 1,000.00	\$ 82,700.28	1	0	0	0	0	56.1	56.1	8.050	324.20	1.00	69.00	1.00	73.05	1.00	73.97	1.00	70.78	1.00	64.60	1.00	61.41	1.00	1.50	1.00	1,113.8	23		
22	\$ 60,481.20	\$ -	\$ 15,000.00	\$ -	\$ 75,481.20	0	0	0	0	0	55.8	55.8	7.730	304.31	1.00	43.84	1.00	64.56	1.00	68.23	1.00	64.32	1.00	61.18	1.00	54.10	1.00	1.50	1.00	1,084.4	24		
23	\$ 71,800.00	\$ -	\$ 17,000.00	\$ -	\$ 88,800.00	0	0	0	0	0	54.8	54.8	7.790	297.00	1.00	64.43	1.00	71.06	1.00	69.97	1.00	67.45	1.00	68.00	1.00	60.00	1.00	1.50	1.00	1,118.0	18		
24	\$ 40,777.00	\$ -	\$ 10,000.00	\$ -	\$ 50,777.00	0	0	0	0	0	56.6	56.6	7.600	277.95	1.00	66.22	1.00	117.82	1.00	143	1.00	108	1.00	108	1.00	108	1.00	1.50	1.00	105.4	38		
25	\$ 71,509.50	\$ -	\$ 17,000.00	\$ -	\$ 88,509.50	0	0	0	0	0	55.6	55.6	7.690	294.80	1.00	92.70	1.00	101.20	1.00	80.75	1.00	83.99	1.00	80.79	1.00	66.25	1.00	1.50	1.00	1,537.2	21		
26	\$ 42,676.95	\$ -	\$ 20,000.00	\$ 1,000.00	\$ 63,676.95	1	0	0	0	0	36.3	36.3	8.210	314.82	1.00	64.65	1.00	73.84	1.00	69.17	1.00	70.17	1.00	64.14	1.00	60.20	1.01	1.50	1.00	907.8	25		
27	\$ 73,888.88	\$ -	\$ 80,000.00	\$ 2,000.00	\$ 155,888.88	0	0	0	0	0	36.6	36.6	7.890	298.82	1.00	68.88	1.00	70.92	1.00	68.00	1.00	74.99	1.00	64.13	1.00	74.24	1.00	1.50	1.00	286.8	31		
28	\$ 55,468.11	\$ -	\$ 27,000.00	\$ -	\$ 82,468.11	0	0	0	0	0	38.9	38.9	7.600	291.21	1.00	60.90	1.00	59.77	1.00	55.99	1.00	47.09	1.00	54.48	1.00	49.17	1.00	1.50	1.00	1,569.5	5		
29	\$ 67,449.04	\$ 10,000.00	\$ 1,000.00	\$ -	\$ 78,449.04	0	0	0	0	0	39.3	39.3	7.340	281.10	1.00	71.71	1.00	71.71	1.00	78.75	1.00	73.35	1.00	65.12	1.00	62.98	1.00	1.50	1.00	1,852.3	13		
30	\$ 61,848.11	\$ 10,000.00	\$ 5,000.00	\$ 1,000.00	\$ 77,848.11	0	0	0	0	0	38.8	38.8	8.090	274.80	1.00	65.45	1.00	64.83	1.00	61.41	1.00	60.51	1.00	56.19	1.00	50.98	1.00	1.50	1.00	792.2	26		
31	\$ 77,495.98	\$ -	\$ 10,000.00	\$ 1,495.98	\$ 88,991.96	1	0	0	0	0	54.8	54.8	7.740	306.72	1.00	43.03	1.00	30.09	1.00	31.00	1.00	27.08	1.00	34.28	1.00	35.81	1.00	1.50	1.00	282.0	37		
33	\$ 42,118.18	\$ -	\$ 1,000.00	\$ -	\$ 43,118.18	0	0	0	0	0	55.0	55.0	8.000	271.60	1.00	103.12	1.00	100.40	1.00	107.00	1.00	90.51	1.00	81.71	1.00	69.08	1.00	1.50	1.00	486	28		
34	\$ 49,021.71	\$ -	\$ -	\$ -	\$ 49,021.71	0	0	0	0	0	55.7	55.7	7.540	296.85	1.00	48.35	1.00	47.73	1.00	46.00	1.00	41.43	1.00	35.20	1.00	30.03	1.00	22.80	1.00	1.50	1.00	2,145.3	14
35	\$ 74,900.00	\$ -	\$ 13,000.00	\$ -	\$ 87,900.00	0	0	0	0	0	56.1	56.1	7.770	305.41	1.00	89.80	1.00	80.06	1.00	80.06	1.00	77.73	1.00	69.15	1.00	67.77	1.00	1.50	1.00	1,145.0	21		
36	\$ 48,170.41	\$ -	\$ 17,000.00	\$ 1,000.00	\$ 66,170.41	1	0	0	0	0	55.2	55.2	7.470	294.00	1.00	38.32	1.00	34.51	1.00	44.49	1.00	43.03	1.00	41.00	1.00	37.55	1.00	1.50	1.00	900.0	29		