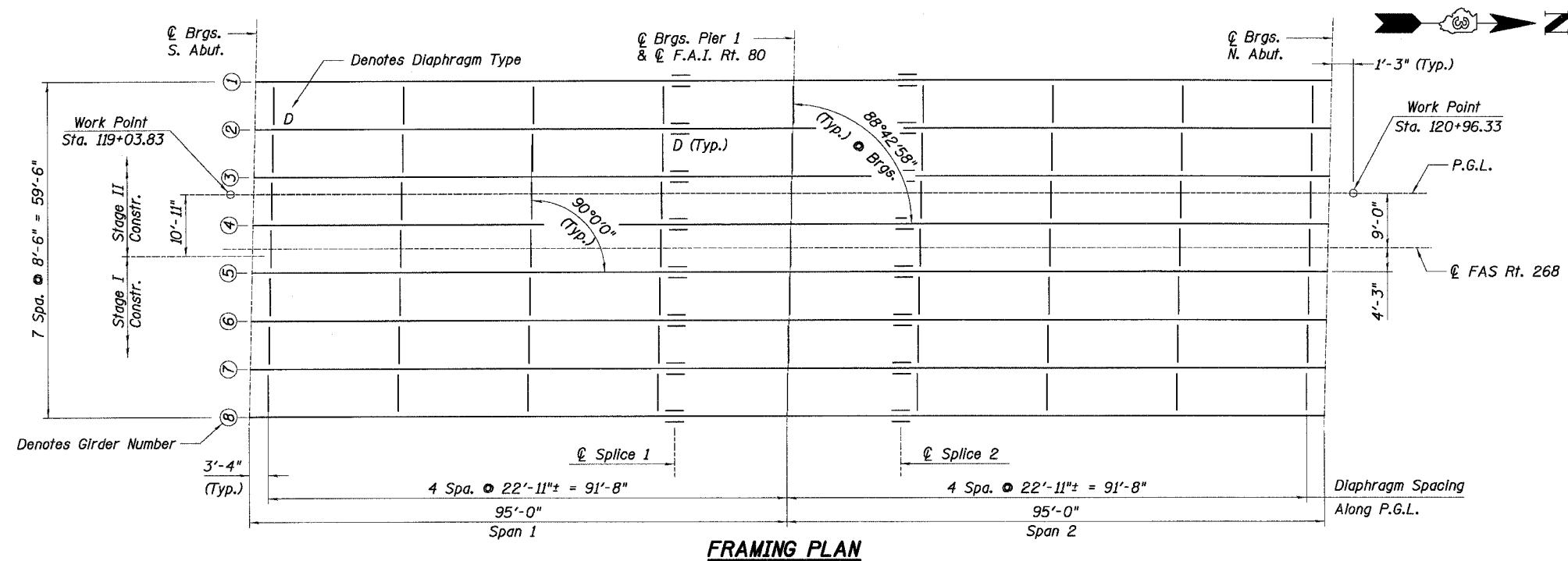


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-5HBK-2	LASALLE	331	142
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
SHEET NO. S14 OF 522				

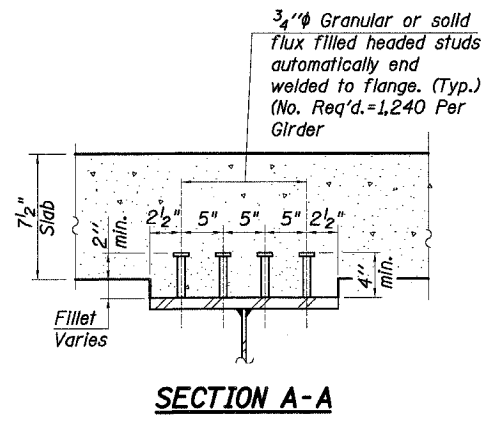
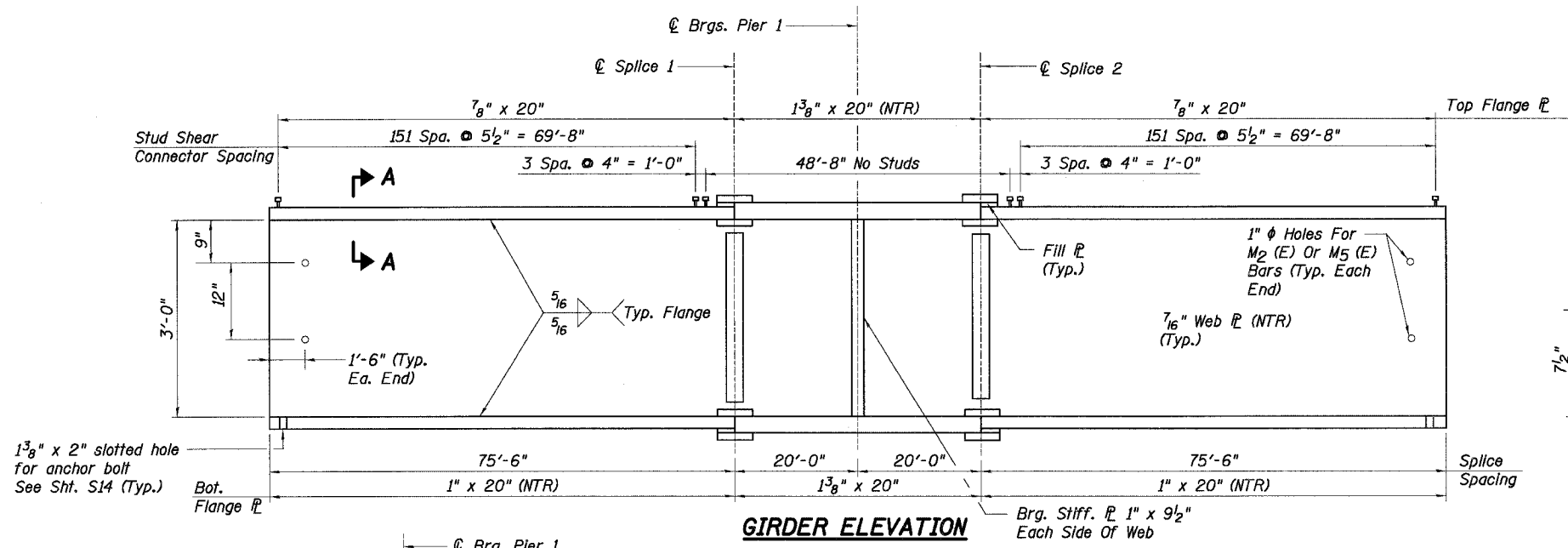


INTERIOR GIRDER MOMENT TABLE

Item	Unit	0.4 Sp. 1 & 0.6 Sp. 2	Pier 1
I_s (non-comp)	(in ⁴)	14,456	20,917
I_c (n) (comp)	(in ⁴)	33,141	-
I_c 3(n) (comp)	(in ⁴)	24,589	-
S_c (non-comp)	(in ³)	798	1,080
S_c (n) (comp)	(in ³)	1,026	-
S_c 3(n) (comp)	(in ³)	951	-
Z	(in ³)	1,028	1,172
$D @$	(K)	1.03	1.65
$M @$	(K)	604	1,948
$S @$	K/ft	0.54	-
$MS @$	(K)	350	-
M_k	(K)	970	689
M (Imp)	(K)	220	156
$5/3[M_k + M$ (Imp)]	(K)	1,983	1,408
M_a	(K)	3,606	4,363
M_u	(K)	4,283	4,881
$f_s @$ non-comp	(ksi)	9.9	21.6
$f_s @$ (comp)	(ksi)	4.4	-
f_s $5/3[M_k + M$ (Imp)]	(ksi)	23.2	15.6
f_s (Overload)	(ksi)	36.7	37.2
f_s (Total)	(ksi)	-	-
VR	(K)	71	-

INTERIOR GIRDER REACTION TABLE

Item	Unit	Pier 1	Abutments
$R @$	(K)	192	56
R_k	(K)	82	58
R (Imp)	(K)	19	13
R (Total)	(K)	293	127



I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).
 $I_c(n)$ and $S_c(n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.
 $I_c(3n)$ and $S_c(3n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads (see AASHTO 10.38).
 VR is the maximum Live Load + Impact shear range in Span.
 M_a (Applied Moment) = $1.3[M_k + M_s + 5/3 (M_k + M_m)]$.
 Z is the plastic section modulus used to determine the fully plastic moments in the composite and non-composite areas.
 The Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1 and 10.50.1.1.
 f_s (Overload) is the sum of the stresses due to $M_k + M_s + 5/3 (M_k + M_m)$.
 f_s (Total) is the sum of the stresses due to $1.3[M_k + M_s + 5/3 (M_k + M_m)]$.

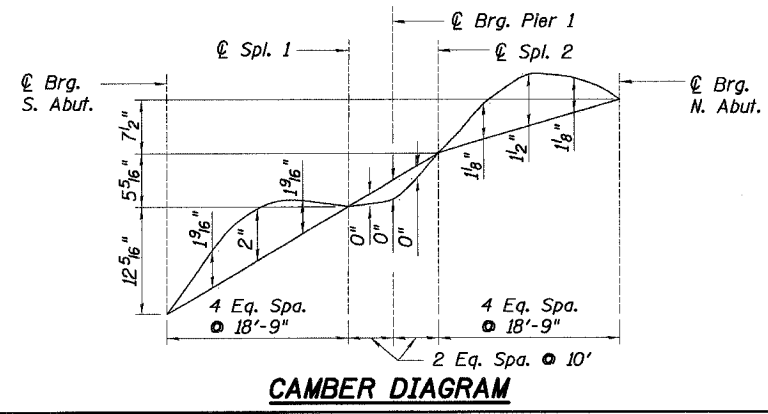
Notes:

1. Load carrying components designated "NTR" shall conform to the supplemental requirements for Notch Toughness, Zone 2.
2. For Diaphragm and Girder Splice details, see Sheet S13.
3. All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
4. The structural steel for the girders, bearing stiffeners, and all splice material except fill plates shall conform to the requirements of AASHTO M270, Gr. 50.

TOP OF WEB ELEVATIONS

Girder Number	© Brg. S. Abut.	© Splice 1	© Brg. Pier 1	© Splice 2	© Brg. N. Abut.
1	746.70	747.77	747.97	748.21	748.79
2	746.86	747.93	748.12	748.37	748.95
3	746.98	748.06	748.25	748.50	749.08
4	746.96	748.04	748.23	748.48	749.06
5	746.83	747.91	748.10	748.35	748.93
6	746.70	747.78	747.97	748.22	748.80
7	746.57	747.65	747.84	748.09	748.68
8	746.41	747.49	747.68	747.93	748.51

(For Fabrication Only)



CAMBER DIAGRAM



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FRAMING PLAN AND GIRDER ELEVATION
 MARSEILLES ROAD (FAS Rt. 268)
 OVER I-80 (F.A.I. ROUTE 80)
 STRUCTURE NUMBER 050-0245
 LA SALLE COUNTY SECTION 50-5HBK-2
 STATION 120+00.08 DESIGNED: JT DRAWN: RL
 DATE: 11/02/07 CHECKED: KZ CHECKED: KZ