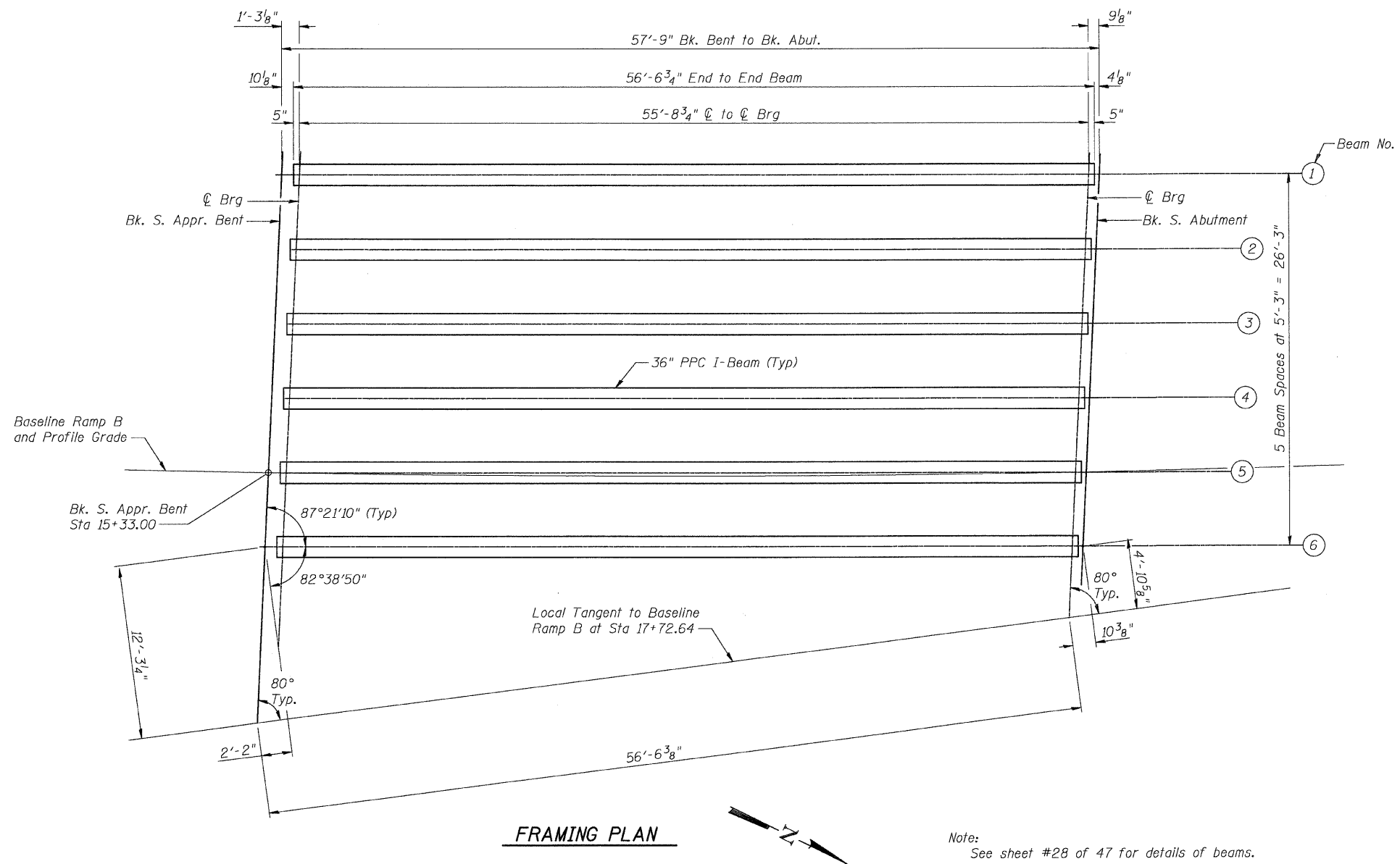


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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 27
S. B. I.	*	MADISON	93	49	47 SHEETS
F. A. P. 318					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

\* 60-15HB-3 Contract No. 76706



DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

INTERIOR BEAM MOMENT TABLE		
0.5 Span 1		
I	(in <sup>4</sup> )	48,648
I'	(in <sup>4</sup> )	157,013
S <sub>b</sub>	(in <sup>3</sup> )	3,165
S <sub>b</sub> '	(in <sup>3</sup> )	5,683
S <sub>t</sub>	(in <sup>3</sup> )	2,358
S <sub>t</sub> '	(in <sup>3</sup> )	18,751
Q	(k')	0.892
M <sub>Q</sub>	(k)	346
s <sub>Q</sub>	(k')	0.263
M <sub>s<sub>Q</sub></sub>	(k)	102
M <sub>L</sub>	(k)	396
M (Imp)	(k)	96

I and I' are the moment of inertia and composite moment of inertia of the beam section.  
 S<sub>b</sub> and S<sub>b</sub>' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.  
 S<sub>t</sub> and S<sub>t</sub>' are the non-composite and composite section modulus for the top fiber of the prestressed beam.  
 M<sub>Q</sub> is the moment due to dead loads on the non-composite prestressed beam.  
 M<sub>s<sub>Q</sub></sub> is the moment due to dead loads on the composite section.  
 M<sub>L</sub> is the moment due to live load on the composite section.  
 M (Imp) is the moment due to live load impact on the composite section.

INTERIOR BEAM REACTION TABLE		
at bent & Abutments		
R <sub>Q</sub>	(k)	24.9
R <sub>s<sub>Q</sub></sub>	(k)	7.3
R <sub>L</sub>	(k)	32.9
Imp.	(k)	7.9
R (Total)	(k)	73.0

**36" PPC I-BEAM FRAMING PLAN**  
 RAMP B OVER FAP RTE 310  
 SECTION 60-15HB-3  
 MADISON COUNTY  
 STATION 17+72.64 (RAMP B)  
 SN 060-0332