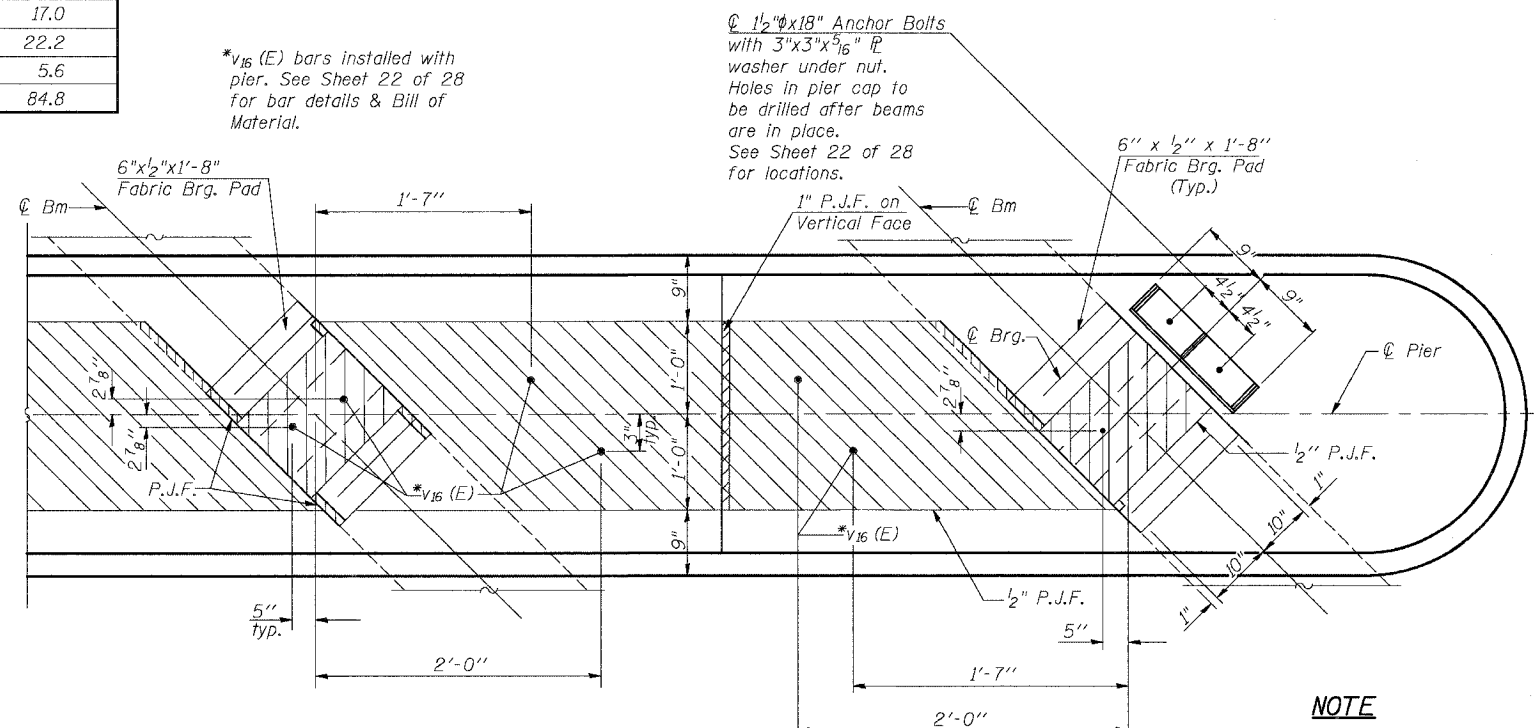


		0.4 Sp. #1 0.6 Sp. #3	Pier 1 or 2	0.5 Sp. #2
I	(in ⁴)	90956	---	90956
I'	(in ⁴)	272413	---	272413
S _b	(in ³)	5153	---	5153
S _b '	(in ³)	8675	---	8675
S _t	(in ³)	3736	---	3736
S _t '	(in ³)	25699	---	25699
D	(k/')	1.11	---	1.11
M _D	(k)	474	---	719
s _D	(k/')	0.47	0.47	0.47
M _{sD}	(k)	112	200	104
M _L	(k)	372	308	374
M (Imp)	(k)	100	80	94

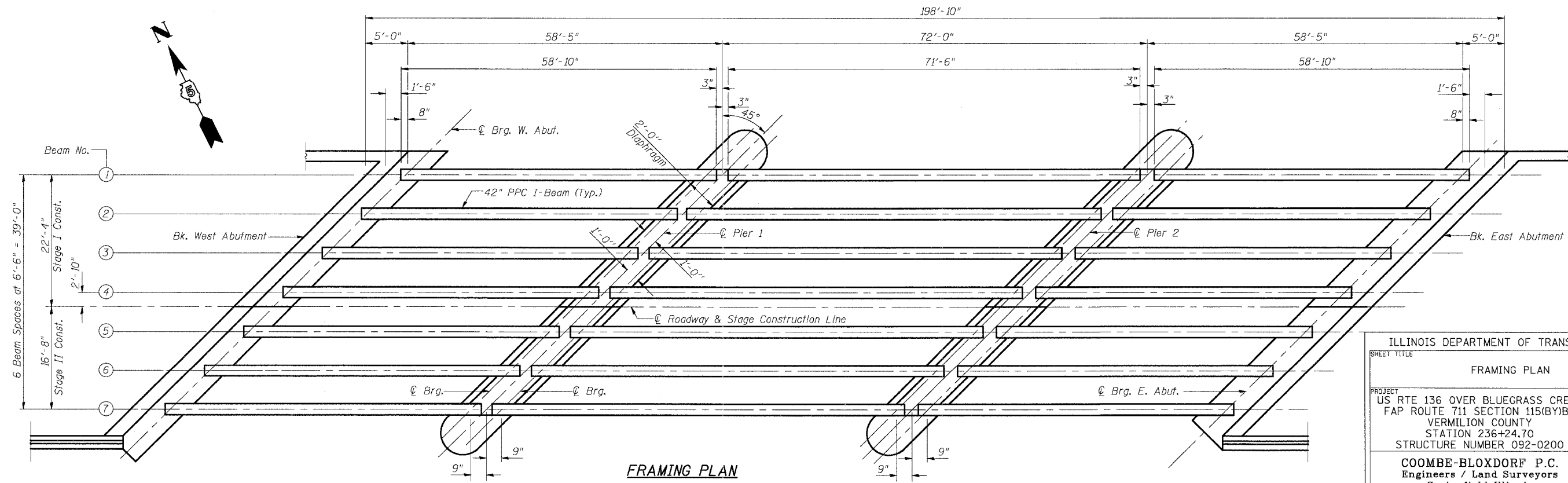
		Abut.	Pier 1 Span 1 Pier 2 Span 3	Pier 1 Span 2 Pier 2 Span 2
R _D	(k)	32.4	32.4	40.0
R _{sD}	(k)	10.3	17.0	17.0
R _L	(k)	34.3	22.2	22.2
Imp.	(k)	9.2	6.1	5.6
R (Total)	(k)	86.2	77.7	84.8

I and I' are the moment of inertia and composite moment of inertia of the beam section.
 S_b and S_b' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.
 S_t and S_t' are the non-composite and composite section modulus for the top fiber of the prestressed beam.
 M_D is the moment due to dead loads on the non-composite prestressed beam. It is conservatively calculated at 0.5 of the span.
 M_{sD} is the moment due to dead loads on composite section.
 M_L is the moment due to live load on composite section.
 M (Imp) is the moment due to live load impact on the composite section.



VIEW C-C
Showing bearing pad & P.J.F. Layout

NOTE
The cost of P.J.F. and Fabric Bearing Pad is included in "Concrete Structures".



FRAMING PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION		
SHEET TITLE FRAMING PLAN		
PROJECT US RTE 136 OVER BLUEGRASS CREEK FAP ROUTE 711 SECTION 115(BY)BR VERMILION COUNTY STATION 236+24.70 STRUCTURE NUMBER 092-0200	PROJECT NO. 01054 DATE 05/18/04 DRAWN BY TFG CHECKED BY KPS/CME/MCB DRAWING NO.	14 OF 28 SHTS
COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703		