

# FOR INFORMATION ONLY

**INTERIOR BEAM MOMENT TABLE**

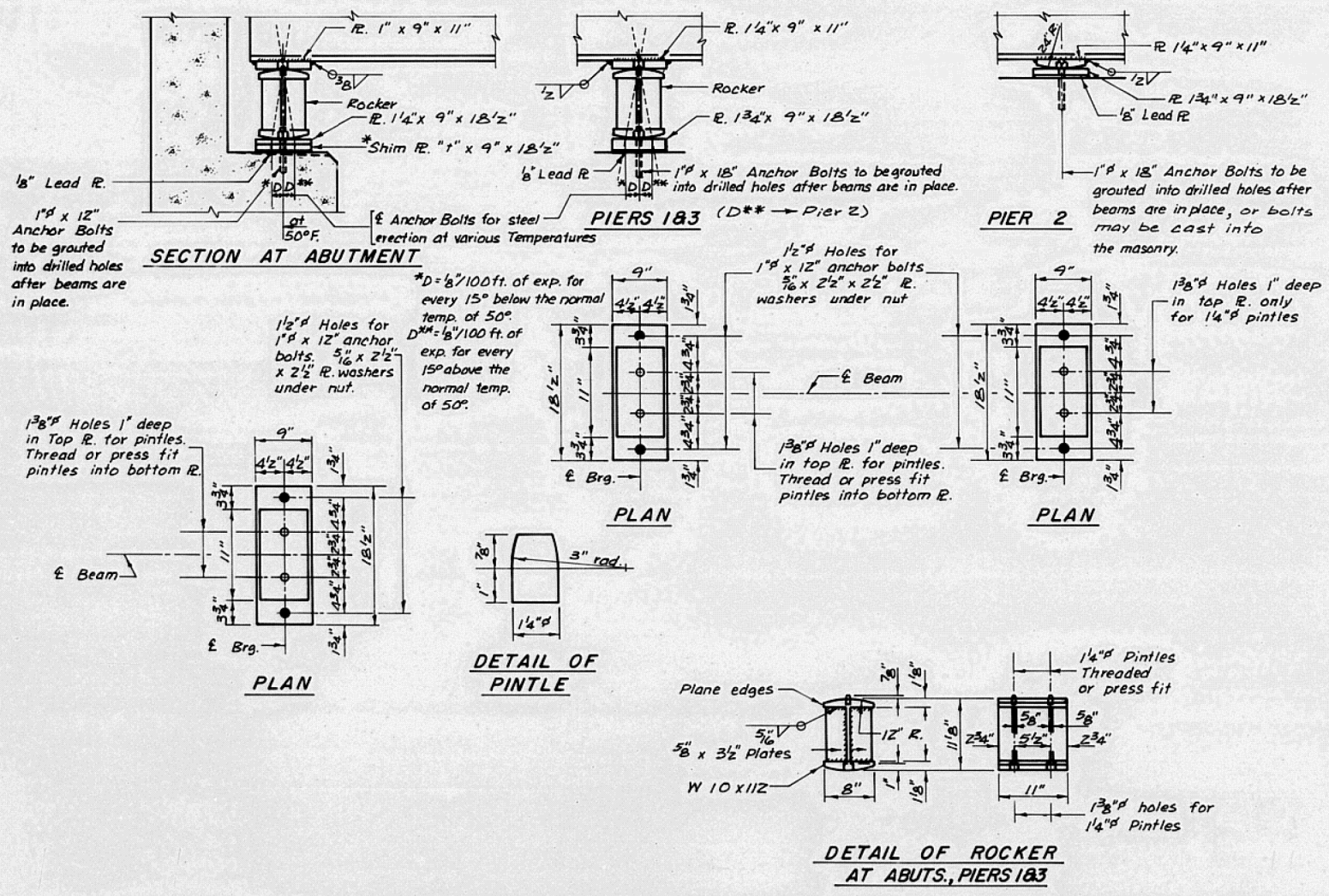
	0.4 Span 1 & 4	Pier 1 & 3	0.5 Span 2 & 3	Pier 2
$I_s$ (in <sup>4</sup> )	2850	4,090	2850	4,090
$I_c$ (in <sup>4</sup> )	6173		6173	
$I_{sc}$ (in <sup>4</sup> )	8151		8151	
$S_s$ (in <sup>3</sup> )	213	299	213	299
$S_c$ (in <sup>3</sup> )	300		300	
$S_{sc}$ (in <sup>3</sup> )	324		324	
$R$ (K/ft)	0.65	0.85	0.65	0.85
$M_R$ (ft-K)	196	421	173	423
$f_{non-comp}$ (ksi)	11.0	16.9	9.7	17.0
$S_R$ (K/ft)	0.18		0.18	
$M_{SR}$ (ft-K)	69	105	74	98
$M_k$ (ft-K)	755	520	831	558
$M_{imp}$ (ft-K)	204	135	208	139
Total (ft-K)	1028	760	1,113	795
$f_s$ (ksi)	38.3	30.5	41.4	31.9
$f_s$ total (ksi)	49.3	47.4	50	48.9
$VR$ (K)	42.5		37.7	

\* Shim R. 1/2" x 9" x 18 1/2" S. Abut., Beams 1 & 4  
 Shim R. 1/8" x 9" x 18 1/2" N. Abut., Beams 1 & 4

**INTERIOR BEAM REACTION TABLE**

	ABUTMENT	PIER 1 & 3	PIER 2
$R_R$ (K)	18.8	63.1	63.6
$R_k$ (K)	34.3	40.2	41.3
Imp. (K)	9.3	10.5	10.3
$R$ total (K)	62.4	113.8	115.2

$I_s$  and  $S_s$  are the moment of inertia and section modulus of the steel section used in computing  $f_s$  Total.  
 $I_c$  and  $S_c$  are the moment of inertia and section modulus of the composite section used in computing  $f_s$  Total. ( $n=9$  for  $k+I$ ,  $3n=27$  for  $S_R$ )  
 $VR$  is the maximum  $k+I$  impact shear range in span, for the composite areas.  
 The load factor  $1.3 [R + S_k (k+I)]$  is used in computing moments and stresses.  
 At 0.5 Span 2 & 3, plastic design analysis is used for a braced, compact section.



**BEARING DETAILS**  
 F.A. ROUTE 2 SECTION 4BY  
 JERSEY COUNTY  
 STATION 615+36.50