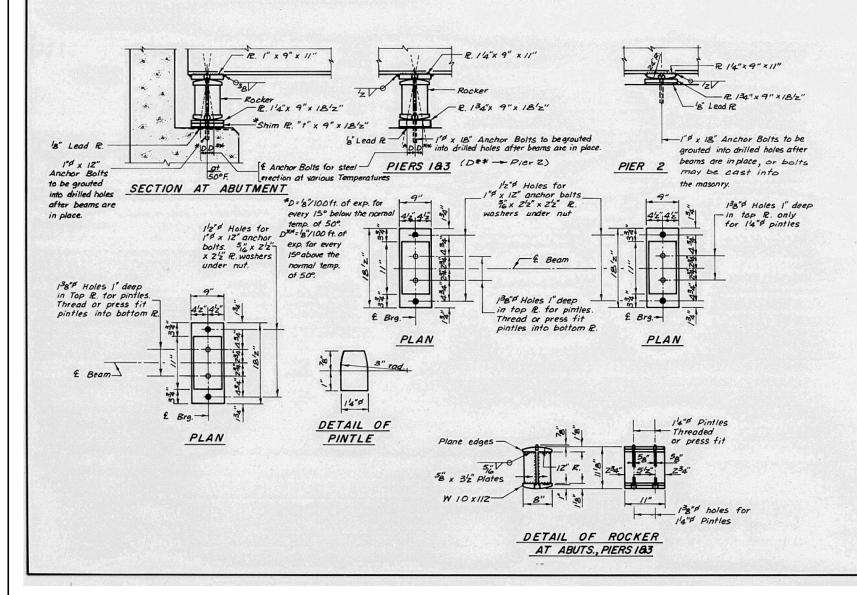


FOR INFORMATION ONLY

* Shim P 'z"x 9"x 18'2" S. Abut., Beams 1 & 6
Shim P 18"x 9"x 18'2" N. Abut., Beams 1 & 6



INTERIOR BEAM MOMENT TABLE

Ic Q (in4) G (73 G (73 Ic Q (in4) B (5) B (5) Ss (in3) Z (13 Z (29 Z (13 Z (29 Sc Q (in3) B (10) B (11) B (11) B (12) B (13) B (13) B (14) B (15) B (15) B (15) B (16) B (17) B (17		0.4 Span 1 & 4	Pier 18 3	05 Span 283	Pier Z
Ic $\frac{1}{4}$ (in.4) 8151 8151 SS (in3) 213 299 213 299 Sc $\frac{1}{2}$ (in3) 300 300 300 324 $\frac{1}{2}$ (K/ft) 0.65 0.85 0.65 0.85 $\frac{1}{2}$ (K/ft) 0.65 0.85 0.65 0.85 $\frac{1}{2}$ (MQ (Hr-K) 196 421 173 423 $\frac{1}{2}$ (mor-comp(ksi) 11.0 16.9 9.7 17.0 $\frac{1}{2}$ (K/ft) 0.18 — 0.18 — $\frac{1}{2}$ (MS (ft:K) 69 105 74 98 $\frac{1}{2}$ (MImp(ft:K) 755 520 831 558 $\frac{1}{2}$ (MImp(ft:K) 204 135 208 139 $\frac{1}{2}$ (MG (Mr) 1028 760 1,113 795 $\frac{1}{2}$ (SQ +4 38.3 30.5 41.4 31.9 $\frac{1}{2}$ (MS (MS) 49.3 47.4 50 48.9	Is (in4)	2850	4,090	2850	4,090
\$\$\(\frac{\(\overlin\)}{\(\overlin\)}\) \\ Z1\beta \\ \Q\\ \\end{array} \\ \Sets\(\overlin\)\\ \Q\\ \\end{array} \\ \Sets\(\overlin\)\\ \Q\\ \\end{array} \\ \\\ \\\ \\\ \\\ \\\ \\\ \\\ \\\ \\	Ic Q (in4)	6/73		6173	
Sc Q(in3) 300 300 Sc \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\	Ic 4 (in.4)	8/5/		8/5/	
Sc \(\) (in \(\) 3 \\ 24 \\ \(\) \(\) (K/ft) \\ \(\) 0.65 \\ \(\) 0.85 \\ \(\) 0.65 \\ \(\) 0.85 \\ \(\) 0.65 \\ \(\) 0.85 \\ \(\) 0.65 \\ \(\) 0.85 \\ \(\) 0.65 \\ \(\) 0.85 \\ \(\) 0.65 \\ \(\) 0.85 \\ \(\) 0.65 \\ \(\) 0.85 \\ \(\) 0.69 \\ \(\) 1.0 \\ \(\) 16.9 \\ \(\) 9.7 \\ \(\) 17.0 \\ \(\) 5 \\ \(\) (K/ft) \\ \(\) 0.18 \\ \(\)	Ss (in3)	2/3	299	2/3	Z99
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Sc Q(in.3)	300		300	
MQ (ft-K) 196 421 173 423 fnon-comp(ksi) 11.0 16.9 9.7 17.0 SQ (K.ft.) 0.18 — 0.18 — MSQ (ft-K) 69 105 74 98 ML (ft-K) 755 520 831 558 MImp(ft-K) 204 135 208 139 Total (ft-K) 1028 760 1,113 795 fs SQ+L 38.3 30.5 41.4 31.9 fs total (ksi) 49.3 47.4 50 48.9	Sc 4 (in.3)	324		324	
MP (ft-K) 196 421 173 423 fnon-comp(ksi) 11.0 16.9 9.7 17.0 SP (Krft) 0.18 — 0.18 — MS Q (ft-K) 69 105 74 98 ML (ft-K) 755 520 831 558 MImp(ft-K) 204 135 208 139 Total (ft-K) 1028 760 1,113 795 fs SP+L 38.3 30.5 41.4 31.9 fs total (ksi) 49.3 47.4 50 48.9	Q (K/ft)	0.65	0.85	0.65	0.85
SP(K/ft.) 0.18 — 0.18 — MSP(ft.K.) 69 105 74 98 ML(ft.K.) 755 520 831 558 MIMP(ft.K.) 204 135 208 139 Total (ft.K.) 1028 760 1,113 795 fsSP+L 38.3 30.5 41.4 31.9 fs total (ksi) 49.3 47.4 50 48.9	MQ (ftK)	196	421	173	423
MS Q (ft·K) G9 /05 74 98 M½ (ft·K) 755 520 831 558 M _{Imp} (ft·K) 204 /35 208 /39 Total (ft·K) /028 760 /,//3 795 fs SQ+4 38.3 30.5 4/.4 31.9 fs total (ksi) 49.3 47.4 50 48.9	fnon-comp(Ksi)	11.0	16.9	9.7	17.0
M½ (fi·K) 755 520 831 558 M _{Imp} (fi·K) 204 /35 208 /39 Total (ff·K) /028 760 /,//3 795 fs SQ+4 38.3 30.5 4/.4 31.9 fs total (ksi) 49.3 47.4 50 48.9	SP (K./ft.)	0.18		0.18	St. Dan - Col
MImp(ft.K) ZO4 /35 ZO8 /39 Total (ft.K) /028 760 /,//3 795 fs SP+4 38.3 30.5 4/.4 31.9 fs total (ksi) 49.3 47.4 50 48.9	MS Q (ft.K.)	69	105	74	98
Total (ff:K) 1028 760 1,113 795 fs SP+4 38.3 30.5 41.4 31.9 fs total (ksi) 49.3 47.4 50 48.9	M4 (ftK.)	755	520	831	558
fs SQ+4 38.3 30.5 41.4 31.9 fs total (ksi) 49.3 47.4 50 48.9	MImp(ftK.)	204	/35	208	139
fs total (ksi) 49.3 47.4 50 48.9	Total (ft.K.)	1028	760	1,113	795
	fs 54+4	38.3	30.5	41.4	31.9
VR (K.) 42.5 37.7	fs total (ksi)	49.3	47.4	50	48.9
	VR (K.)	42.5	AND SECTION	37.7	

INTERIOR BEAM REACTION TABLE

	ABUTMENT	PIER 183	PIER Z
RP (K.)	18.8	63.1	63.6
R& (K)	34.3	. 40.Z	41.3
Imp. (K)	9.3	10.5	10.3
R total(K)	6Z.4	113.8	115.Z

Is and Ss are the moment of inertia and Section modulus of the steel section used in Computing fs Total.

IC and Sc are the moment of inertia and section modulus of the composite section used in computing fs Total. (n=9 for \pm \pm 1, 3n=27 for SR)

VR is the maximum & + Impact shear range in span, for the composite areas.

The load factor 1.3 [R +5 (4+1)] 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

DESIGNED - AYV	EXAMINED		DATE -	
CHECKED -]	ENGINEER OF STRUCTURAL SERVICES		ST
DRAWN - AYV	PASSED		REVISED	DEPARTME
CHECKED -		ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR	INFORMATION		- EXISTING 042-0012	BEARING	DETAILS	
	SHE	ET NO.	12 OF 12 SHEE	rs		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
304	4-BY, 4B-1	JERSEY	26	26				
CONTRACT NO. 76G49								
TILINOIS FED ATD PROJECT								