	INTERIOR GIRDER MOMENT TABLE					
			0.4 Sp. 1 0.6 Sp. 4	Pier 1 Pier 3	0.5 Sp. 2 0.5 Sp. 3	Pier 2
	I_s	(in^4)	6699	6699	6699	9282
	$I_c(n)$	(in^4)	17,593	-	17,593	-
	$I_c(3n)$	(in^4)	12,717	-	12,717	-
	S_s	(in^3)	405	405	405	554
	$S_c(n)$	(in^3)	591	-	591	-
	$S_c(3n)$	(in^3)	530	-	530	-
	Z	(in^3)	-	-	-	-
	$\mathcal{D}$	(k/')	0.737	1.020	0.737	1.020
	$M\mathcal{D}$	('k)	77.0	335.6	172.8	482.4
	$s\mathcal{D}$	(k/')	0.283	-	0.283	-
	$M_s\mathcal{D}$	('k)	38.2	-	88.8	-
	$M\mathcal{L}$	('k)	230.2	176.5	369.5	231.7
	M_I	('k)	66.8	47.7	92.4	57.9
	$\frac{5}{3}[M\mathcal{L} + I]$	('k)	494.9	373.7	769.8	482.7
	M_a	('k)	793.1	922.1	1340.8	1254.6
*	M_u	('k)	1722	-	1657	-
	f_s $\mathcal{D}$ non-comp	(ksi)	2.28	9.94	5.12	10.45
	f_s $\mathcal{D}$ (comp)	(ksi)	0.86	-	2.00	-
	f_s $\frac{5}{3}[M\mathcal{L} + M_I]$	(ksi)	10.05	11.07	15.63	10.46
	f_s (Overload)	(ksi)	13.19	21.01	22.75	20.91
**	f_s (Total)	(ksi)	-	27.31	-	27.18
	VR	(k)	40.7	-	34.7	-

INTERIOR GIRDER REACTION TABLE				
		N. & S. Abut.	Pier 1 & 3	Pier 2
$R\mathcal{D}$	(k)	43.2***	65.1	77.4
$R\mathcal{L}$	(k)	31.7	38.8	39.1
R_I	(k)	9.2	10.5	9.8
R_{Total}	(k)	84.1	114.4	126.3

* Compact section
** Braced non-compact and partially braced section
*** Reaction includes bridge approach slab

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in.^{4} and in.^{3}).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in.^{4} and in.^{3}).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

Z: Plastic Section Modulus of the steel section in non-composite areas (in.^{3}).

$\mathcal{D}$: Un-factored non-composite dead load (kips/ft.).

$M\mathcal{D}$: Un-factored moment due to non-composite dead load (kip-ft.).

$s\mathcal{D}$: Un-factored long-term composite (superimposed) dead load (kips/ft.)

$M_s\mathcal{D}$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

$M\mathcal{L}$: Un-factored live load moment (kip-ft.).

M_I: Un-factored moment due to impact (kip-ft.).

M_a: Factored design moment (kip-ft.).
$1.3\ [\ M\mathcal{D} + M_s\mathcal{D} + \frac{5}{3}\ (M\mathcal{L} + M_I)]$

M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
$M\mathcal{D} + M_s\mathcal{D} + \frac{5}{3}\ (M\mathcal{L} + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.3\ [M\mathcal{D} + M_s\mathcal{D} + \frac{5}{3}\ (M\mathcal{L} + M_I)]$

VR: Maximum $\mathcal{L}$ + impact shear range within the composite portion of the span for stud shear connector design (kips).

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USER NAME =	DESIGNED - WJV	REVISED -	
	CHECKED - CJB	REVISED -	
PLOT SCALE =	DRAWN - WJV	REVISED -	
PLOT DATE = 12-22-2011	CHECKED - CJB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND ELEVATION
STRUCTURE NO. 026-0055
SHEET NO. 16 OF 24 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2720	(26-5,26-5-1,26-1-1)R	Fayette	92	83
		CONTRACT NO. 74469		
	ILLINOIS FED. AID PROJECT			