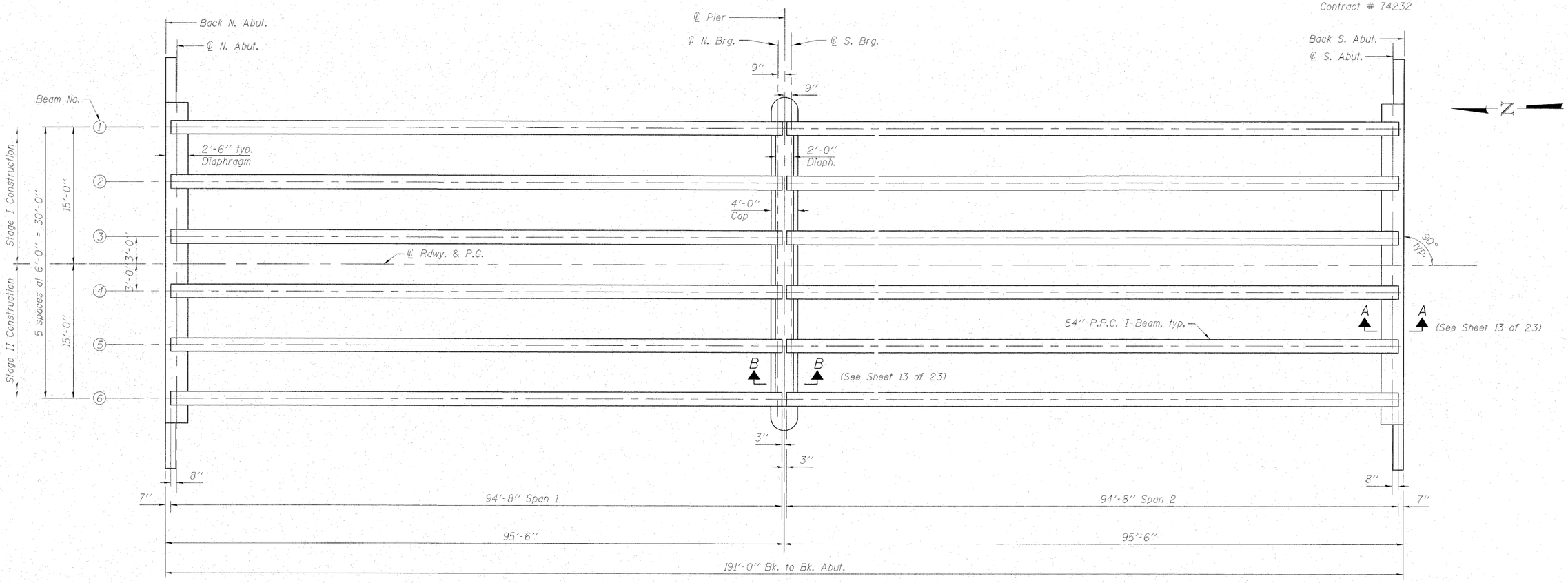
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 2801 IL 128	(102B) B-1	EFFINGHAM	51	36
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 14
23 SHEETS

Contract # 74232



FRAMING PLAN

INTERIOR BEAM MOMENT TABLE			
		0.4 Sp. 1 0.6 Sp. 2	Pier
I	(in^4)	213715	213715
I'	(in^4)	481040	———
S_b	(in^3)	8559	8559
S_b'	(in^3)	12537	———
S_t	(in^3)	7362	7362
S_t'	(in^3)	30777	———
DC1	(k/')	1.245	1.245
M_{DC1}	('k)	1327.1	———
DC2	(k/')	0.150	0.150
M_{DC2}	('k)	93.3	166.6
DW	(k/')	0.267	0.267
M_{DW}	('k)	166.0	296.5
M_{L+Imp}	('k)	1148.8	1185.0

I: Non-composite moment of inertia of beam section ($in.^4$).
I': Composite moment of inertia of beam section ($in.^4$).
S_b: Non-composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
S_b': Composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
S_t: Non-composite section modulus for the top fiber of the prestressed beam ($in.^3$).
S_t': Composite section modulus for the top fiber of the prestressed beam ($in.^3$).
DC1: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft).
M_{L+Imp}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

INTERIOR BEAM REACTION TABLE HL93 Loading					
			Pier		
		N. Abut.	Span 1	Span 2	S. Abut.
R_{DC1}	(k)	58.7	58.7	58.7	58.7
* R_{DC2}	(k)	5.3	8.8	8.8	5.3
* R_{DW}	(k)	9.4	15.7	15.7	9.4
* R_{L+Imp}	(k)	74.0	67.3	67.3	74.0
R_{Total}	(k)	147.4	150.5	150.5	147.4

* The total R_{DC2}, R_{DW} and R_{L+Imp} are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios. The bearing design at a pier is based on the maximum reactions of either span.

MAURER & STUTZ, INC.
ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA

FRAMING PLAN
IL ROUTE 128 OVER WOLF CREEK
F.A.S. RTE. 2801 - SECTION (102B)B-1
EFFINGHAM COUNTY
STATION 974+76.00
STRUCTURE NO. 025-0105

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