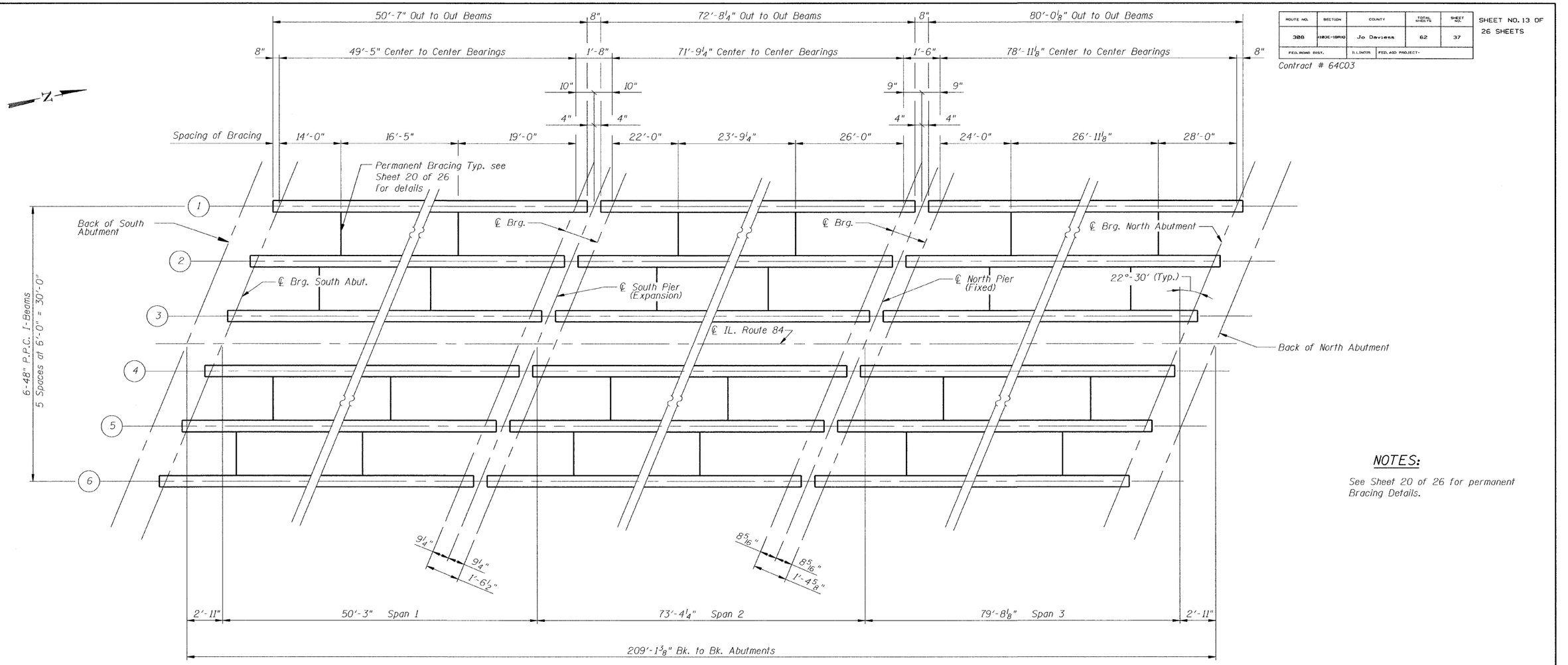
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	37
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 13 OF 26 SHEETS

Contract # 64C03



FRAMING PLAN

Interior Beam Moment Table						
		0.4 SP. 1	S. Pier	0.5 SP. 2	N. Pier	0.6 SP. 3
I	(in^4)	144,117	-	144,117	-	144,117
I'	(in^4)	379,857	-	379,857	-	379,857
S_b	(in^3)	6,834.1	-	6,834.1	-	6,834.1
S_b'	(in^3)	11,084.2	-	11,084.2	-	11,084.2
S_t	(in^3)	5,355.1	-	5,355.1	-	5,355.1
S_t'	(in^3)	27,666.2	-	27,666.2	-	27,666.2
DC1	(k/')	1.32	-	1.32	-	1.32
M_{DC1}	('k)	353.0	-	776.7	-	898.4
DC2	(k/')	0.15	0.15	0.15	0.15	0.15
M_{DC2}	('k)	26.6	46.4	26.1	94.9	76.4
DW	(k/')	0.3	0.3	0.3	0.3	0.3
M_{DW}	('k)	47.3	82.4	46.4	168.7	135.8
$M_{L \cdot Imp}$	('k)	570.9	572.7	650.1	812.7	902.4

Interior Beam Reaction Table HL93 Loading							
		S. Abut	S. Pier SP. 1	S. Pier SP. 2	N. Pier SP. 2	N. Pier SP. 3	N. Abut
R_{DC1}	(k)	59.4	32.9	47.0	47.0	51.3	77.7
* R_{DC2}	(k)	2.8	9.6	9.6	13.4	13.4	4.8
* R_{DW}	(k)	5.1	17.1	17.1	23.9	23.9	8.5
* $R_{L \cdot Imp}$	(k)	30.7	49.9	50.1	57.5	57.5	35.7
R_{Total}	(k)	98.0	109.5	123.8	141.8	146.1	126.7

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

NOTES:

See Sheet 20 of 26 for permanent Bracing Details.

- I — Non-composite moment of intertia of beam section ($in.^4$).
- I' — Composite moment of intertia 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 (kips-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.).
- $M_{L \cdot Imp}$ — Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

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12/2/2008

FRAMING PLAN

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS