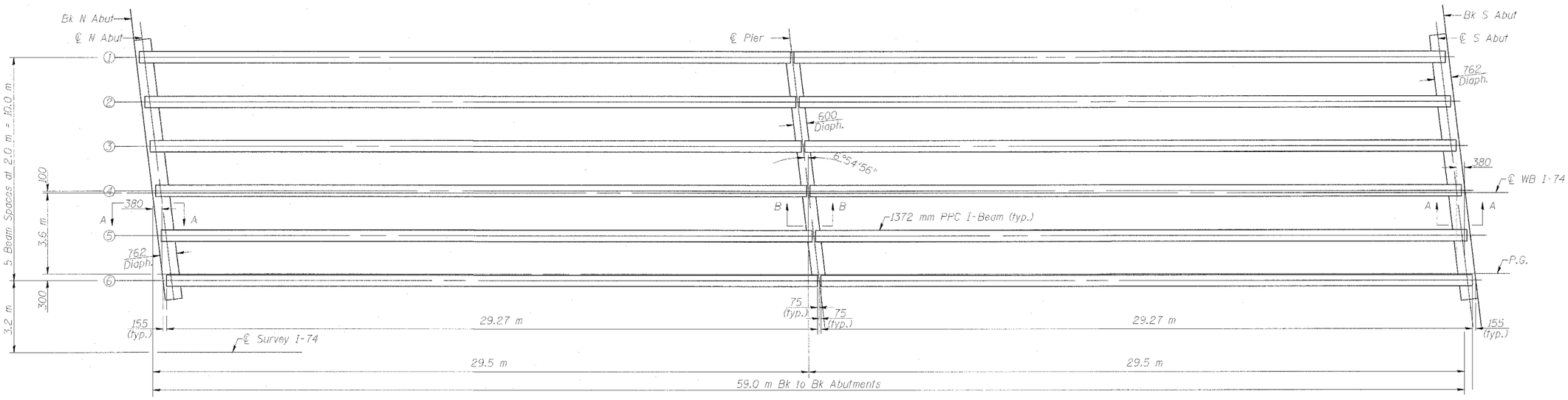
68201

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. I-74	*	TAZEWELL	1366	436
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 14
25 SHEETS

* (90-11HB)BR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FRAMING PLAN

Note: For Sections A-A see sheet 13 of 25
For Section B-B see sheet 13 of 25

INTERIOR BEAM MOMENT TABLE			
		0.4 Sp. #1 0.6 Sp. #2	Pier 1
I	(10^6 mm^4)	88955	
I'	(10^6 mm^4)	207054	
S_b	(10^3 mm^3)	140263	
S_b'	(10^3 mm^3)	207624	
S_t	(10^3 mm^3)	120633	
S_t'	(10^3 mm^3)	553030	
$\mathcal{D}$	(kN/m)	18.56	
$M\mathcal{D}$	(kN·m)	1966	
$s\mathcal{D}$	(kN/m)	6.42	6.42
$Ms\mathcal{D}$	(kN·m)	383	680
$M\mathcal{L}$	(kN·m)	950	863
M (Imp)	(kN·m)	216	196

INTERIOR BEAM REACTION TABLE				
		Abut.	Pier 1 Span 1	Pier 1 Span 2
$R\mathcal{D}$	(kN)	270	270	270
$Rs\mathcal{D}$	(kN)	70	117	117
$R\mathcal{L}$	(kN)	169	137	137
Imp.	(kN)	38	31	31
R (Total)	(kN)	547	555	555

I and I' are the moment of inertia and composite moment of inertia of the beam section.

S_b and S_b' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.

S_t and S_t' are the non-composite and composite section modulus for the top fiber of the prestressed beam.

$M\mathcal{D}$ is the moment due to dead loads on the non-composite prestressed beam. It is conservatively calculated at 0.5 of the span.

$Ms\mathcal{D}$ is the moment due to dead loads on the composite section.

$M\mathcal{L}$ is the moment due to live load on the composite section.

M (Imp) is the moment due to live load impact on the composite section.

DESIGNED	KEF
CHECKED	MJS
DRAWN	DEM
CHECKED	KEF

MAURER ▲ STUTZ, INC.
ENGINEERS SURVEYORS

FRAMING PLAN
WB INTERSTATE 74 OVER
MAIN STREET (IL. RTE. 116)
F.A.I. ROUTE 74 - SEC. (90-11HB)BR
TAZEWELL COUNTY
STATION 153+050.716
STRUCTURE NO. 090-0160

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