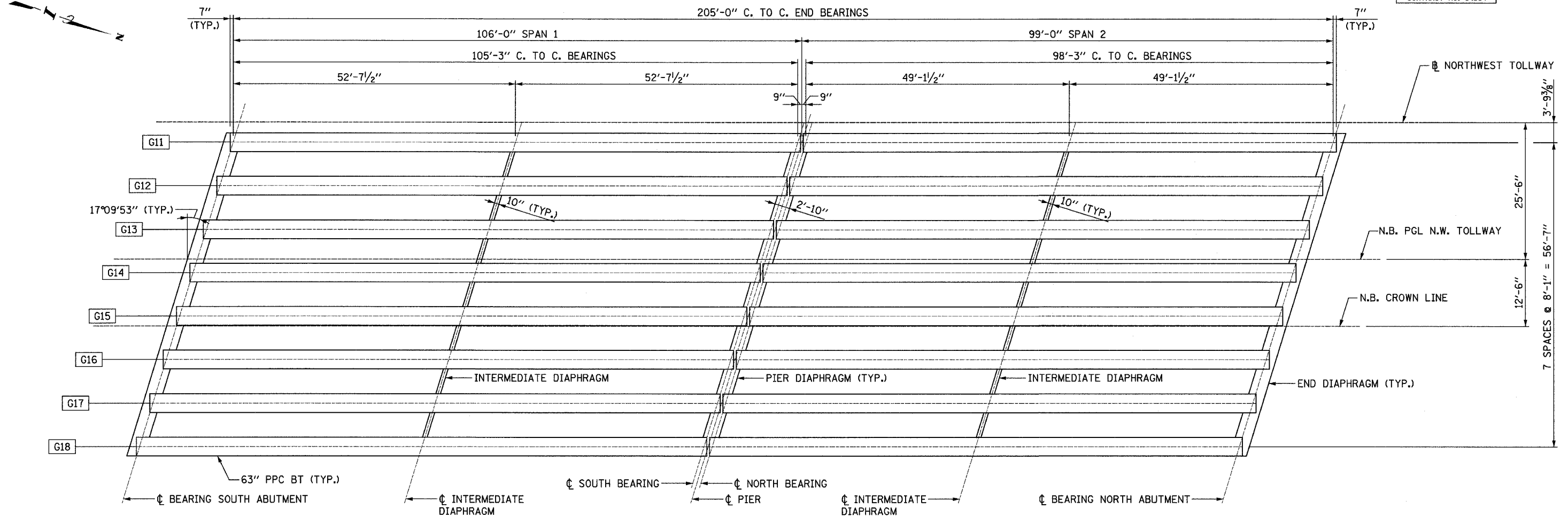


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET
303	129K	WINNEBAGO	585	200	200
CONTRACT NO. 64594					

SHEET NO. S21
OF SHEETS S47

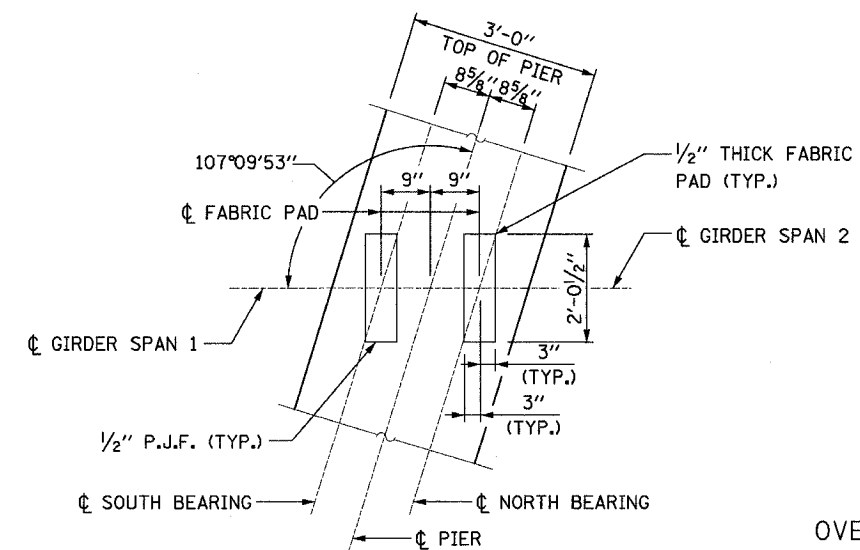


FRAMING PLAN
STAGE II CONSTRUCTION

		0.4 Sp. 1	PIER	0.6 Sp. 2
I	(in ⁴)	392638	392638	392638
I _c (n)	(in ⁴)	781801	----	781801
S (TOP)	(in ³)	12715	12715	12715
S (BOTTOM)	(in ³)	12224	12224	12224
S _c (TOP)	(in ³)	51332	----	51332
S _c (BOTTOM)	(in ³)	16366	----	16366
Q	(K/ft.)	1.545	----	1.545
M _Q	('K)	2195	----	1922
s _Q	(K/ft.)	0.306	0.306	0.306
M _{sQ}	('K)	252	402	199
M _L	('K)	966	870	902
M (Imp)	('K)	209	188	201
5/3[M _L +M (Imp)]	('K)	1957	1769	1840
MA	('K)	5791	2822	5206
M _u	('K)	6940	3331	5779
FCIB	(k.s.i.)	2.657	2.374	2.165
FCIT	(k.s.i.)	0.173	0.445	0.134
LOSS	(%)	20.8	19.3	18.1

		S. ABUT.	PIER	N. ABUT.
R _Q	(K)	97.0	202.8	90.2
R _L	(K)	51.6	79.2	46.8
Imp.	(K)	11.2	17.4	10.4
R (Total)	(K)	159.8	299.4	147.4

I AND S ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE BEAM
I_c AND S_c ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION
MA (APPLIED MOMENT)=1.3[MD + 5/3 (M L M IMP)]
M_u IS THE ULTIMATE STRENGTH OF THE SECTION
FCIB IS THE INITIAL STRESS AT BOTTOM FIBER OF THE BEAM DUE TO INITIAL PRESTRESSING WITHOUT LOSS (POSITIVE = COMPRESSION)
FCIT IS THE INITIAL STRESS AT TOP FIBER OF BEAM DUE TO INITIAL PRESTRESSING WITHOUT LOSS (POSITIVE = COMPRESSION)



PLAN OF PIER CAP
GIRDER G11 - G18

FRAMING PLAN (NB)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)



DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG