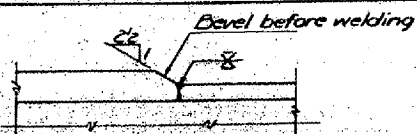
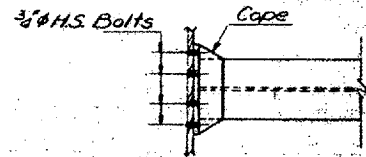


GIRDER ELEVATION

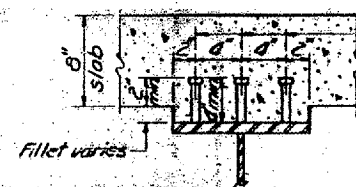
PLAN FOR CHANGING TOP FLANGE WIDTH



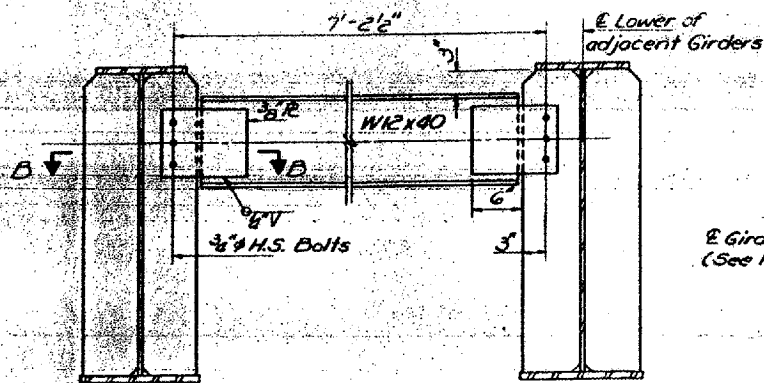
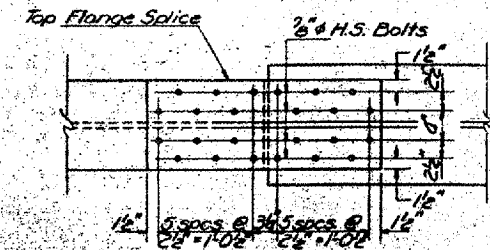
DETAIL OF SHOP FLANGE SPLICE



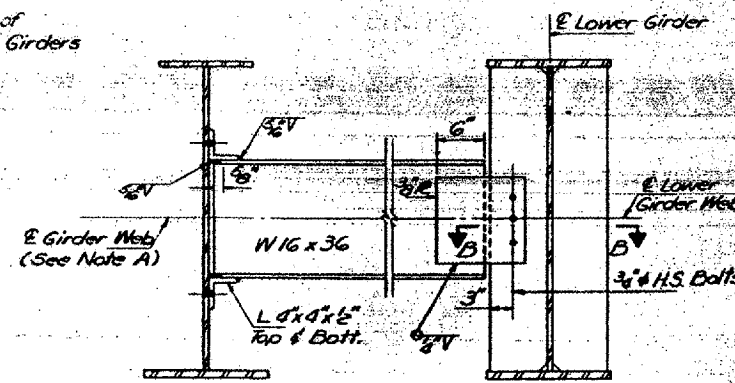
PLAN DIAPHRAGM D₁ & D₂



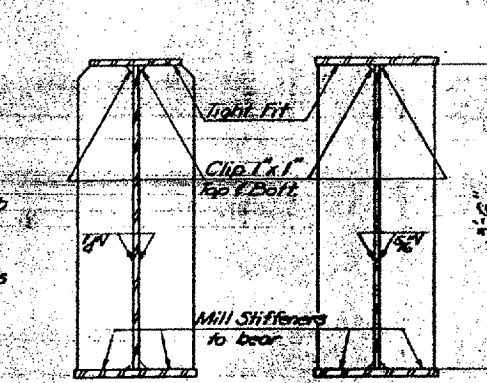
SEC. A-A



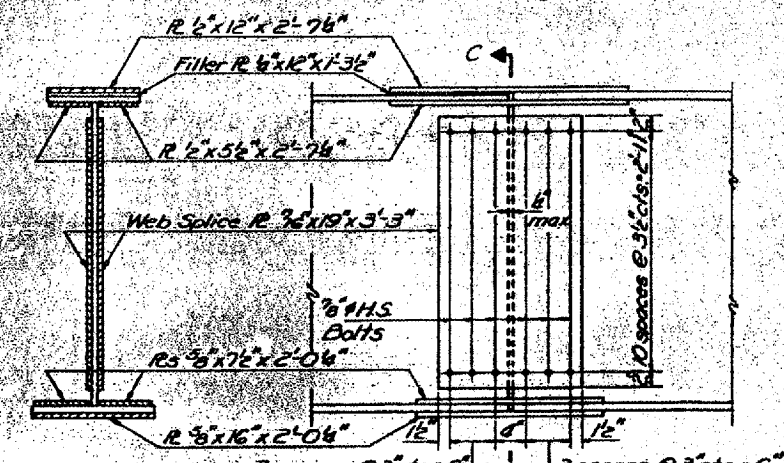
DIAPHRAGM D
No. Required: 10



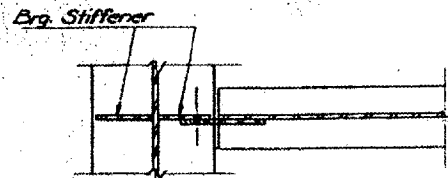
DIAPHRAGM D₁ & D₂
No. Required: D₁=55 D₂=15
(Use between bearings)
Note A: For D₁ use E of lowest of 6 Girders
For D₂ use E of Girder 4



SEC. AT ABUTMENTS SEC. AT PIERS



SEC. C-C



SEC. B-B
Typical for Diaphragms
of Piers and Abutments

INTERIOR GIRDER MOMENT TABLE

| | 4Span 1 | Pier 1 | 5Span 2 | Pier 2 | 5Span 3 | Pier 3 | 6Span 4 |
|-----------------------------------|---------|--------|---------|--------|---------|--------|---------|
| I _s (in ⁴) | 1097 | 29898 | 14097 | 34084 | 14097 | 29898 | 1097 |
| I _c (in ⁴) | 40089 | - | 40089 | - | 40089 | - | 40089 |
| S _s (in ³) | 753.7 | 134.2 | 753.7 | 1481.9 | 753.7 | 134.2 | 753.7 |
| S _c (in ³) | 1072.2 | - | 1072.2 | - | 1072.2 | - | 1072.2 |
| W (K) | 998 | 1128 | 998 | 1161 | 998 | 1128 | 998 |
| M ₁₂ (K) | 405 | 1025 | 388 | 1111 | 388 | 1025 | 405 |
| f _s (Ksi) | 6.48 | 9.36 | 6.16 | 9.00 | 6.16 | 9.36 | 6.48 |
| S _D (K) | 5.26 | 5.26 | 5.26 | 5.26 | 5.26 | 5.26 | 5.26 |
| M _s (K) | 254 | 418 | 287 | 486 | 287 | 418 | 254 |
| M _L (K) | 728 | 627 | 808 | 725 | 808 | 627 | 728 |
| M Imp. (K) | 176 | 144 | 175 | 157 | 175 | 144 | 176 |
| Total (K) | 1156 | 1189 | 1270 | 1368 | 1270 | 1189 | 1156 |
| f _s SDR (Ksi) | 12.94 | 10.80 | 14.14 | 11.04 | 14.14 | 10.80 | 12.94 |
| f _s Total (Ksi) | 19.42 | 20.16 | 20.30 | 20.04 | 20.30 | 20.16 | 19.42 |
| V _R (K) | 50.3 | - | 53.4 | - | 53.4 | - | 50.3 |

TOP OF WEB ELEVATIONS

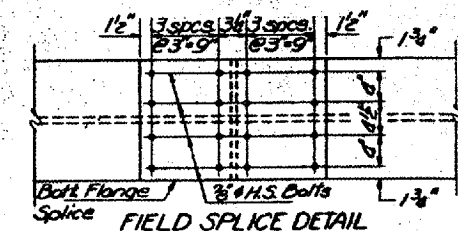
| Girder | 1 | 2 | 3 | 4 | 5 | 6 |
|------------------|--------|--------|--------|--------|--------|--------|
| E. Brg. E. Abut. | 370.32 | 370.09 | 370.61 | 370.61 | 370.49 | 370.32 |
| E. Brg. Pier 1 | 368.38 | 368.55 | 368.67 | 368.67 | 368.55 | 368.38 |
| E. Splice 1 | 367.75 | 367.92 | 368.04 | 368.04 | 367.92 | 367.75 |
| E. Brg. Pier 2 | 365.94 | 366.10 | 366.23 | 366.23 | 366.10 | 365.94 |
| E. Splice 2 | 365.34 | 365.49 | 365.63 | 365.63 | 365.49 | 365.34 |
| E. Splice 3 | 364.00 | 364.21 | 364.38 | 364.42 | 364.32 | 364.16 |
| E. Brg. Pier 3 | 363.67 | 363.78 | 363.88 | 363.81 | 363.65 | 363.43 |
| E. Brg. W. Abut. | 362.64 | 362.44 | 362.21 | 361.92 | 361.57 | 361.18 |

I_s and S_s are the moment of inertia and section modulus of the steel section.
I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_s.
V_R is the maximum U + Impact shear range in span.

The main load carrying member components subject to the Supplemental Requirements for Notch Toughness are the flanges, webs, and splice plates of the steel girders or wide flange beams.

TABLE FOR INTERIOR GIRDER REACTION

| | R | U | V | U | U | U | U |
|----------|-------|------|------|-------|---|---|---|
| E. Abut. | 45.4 | 45.3 | 11.0 | 101.7 | | | |
| Pier 1 | 162.1 | 70.3 | 16.1 | 248.5 | | | |
| Pier 2 | 168.5 | 74.2 | 16.0 | 258.7 | | | |
| Pier 3 | 162.1 | 70.3 | 16.1 | 248.5 | | | |
| W. Abut. | 45.4 | 45.3 | 11.0 | 101.7 | | | |



Work this sheet with sheet # 3

DESIGNED Jon J. Edwards
CHECKED Stanley S. Liu
DRAWN J. Sutherland
CHECKED Stanley S. Liu

EXAMINED [Signature]
PASSED [Signature]
APPROVED [Signature]

BRIDGE NO. 5
091-0060
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