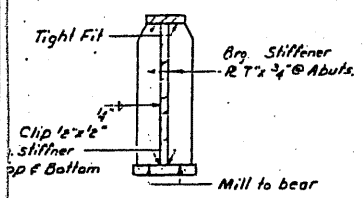
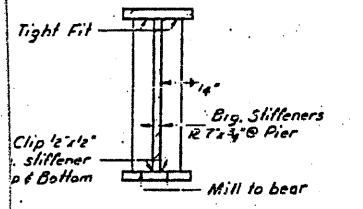


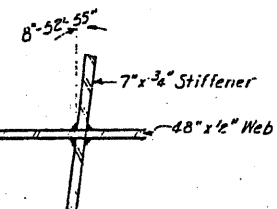
SECTION A-A



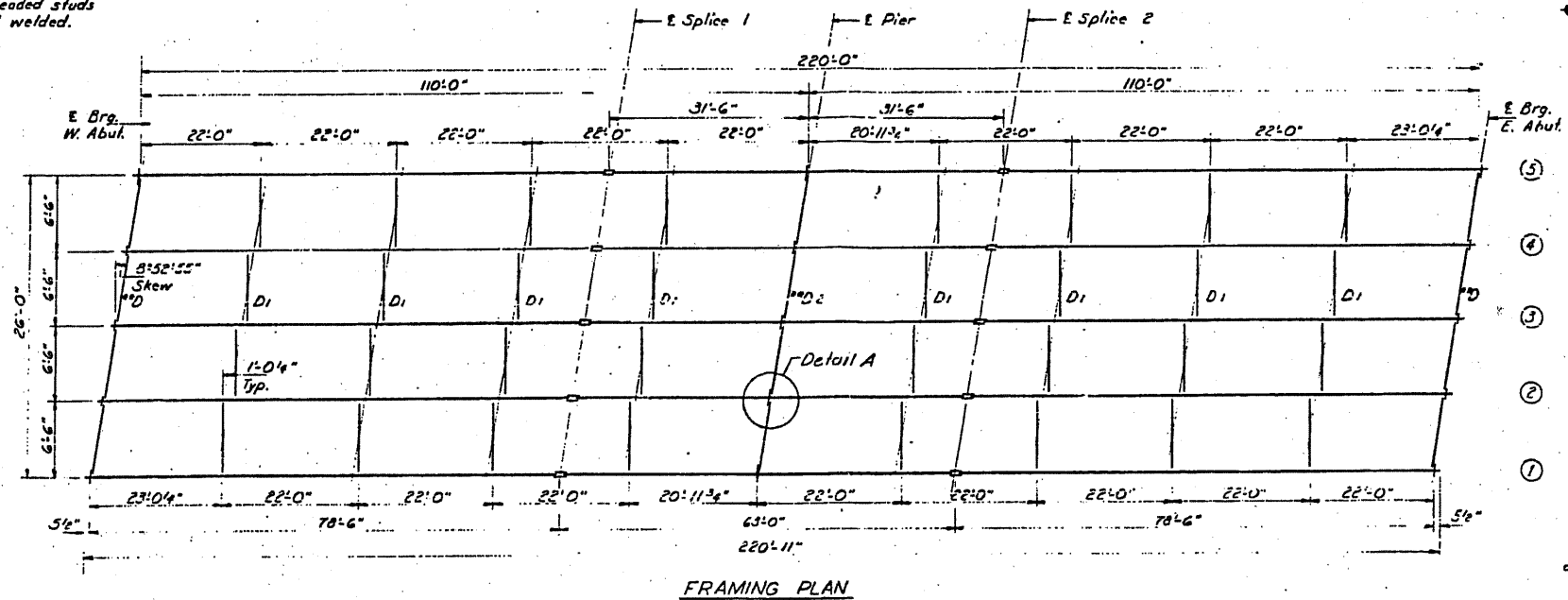
SECTION B-B



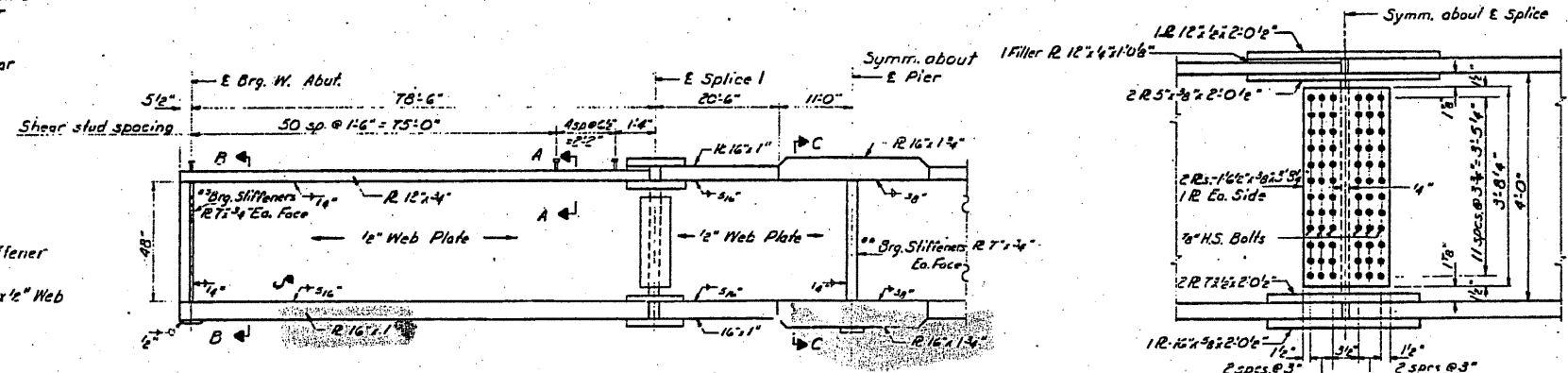
SECTION C-C



DETAIL A

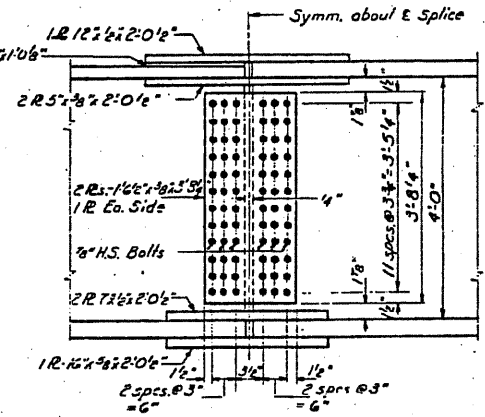


FRAMING PLAN

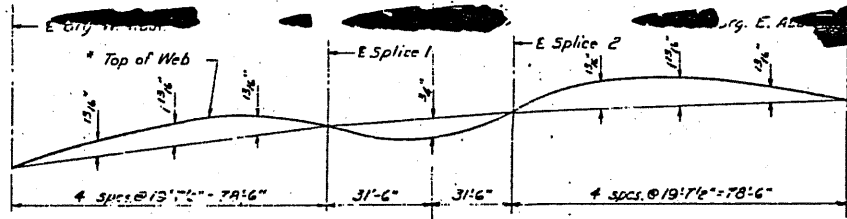


GIRDER ELEVATION

Note: All interior bearing stiffeners shall be placed on 8x52-55 skew for D1 & D2 connections.



WEB SPLICE



CAMBER DIAGRAM

For top of web elevations of splices & bearings see table on sheet # 7.

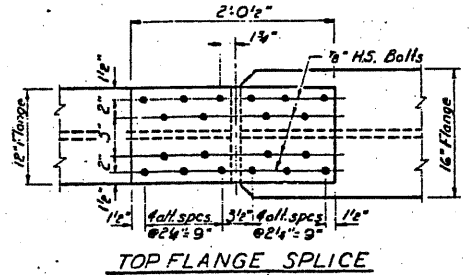
INTERIOR GIRDER MOMENT TABLE

	Sp. 1	Pier
$I_s$ (in <sup>4</sup> )	18952.9	39272.2
$I_c$ (in <sup>4</sup> )	43892.0	
$S_x$ (in <sup>3</sup> )	882.5	1925.2
$S_y$ (in <sup>3</sup> )	1170.2	
$R$ (ft)	7.88	1.089
$M_B$ (ft-k)	527.42	1812.13
$F_{2R}$ (ksi)	7.99	14.26
$S_B$ (in <sup>3</sup> )	3.01	
$M_{2R}$ (ft-k)	268.70	
$M_4$ (ft-k)	625.50	557.92
$M_{imp}$ (ft-k)	1.53	117.46
TOTAL (ft-k)	1027.31	669.44
$F_s$ (ksi)	10.53	5.27
$F_s$ TOTAL (ksi)	18.52	19.53
VR (ft)	38.16	

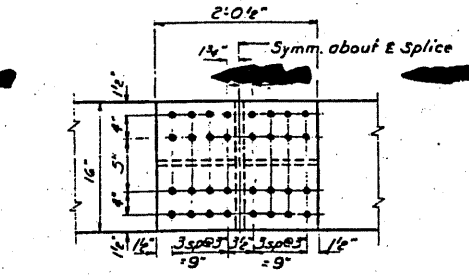
INTERIOR GIRDER REACTION TABLE

	Abut.	Pier
$R_{P1S}$ (ft-k)	43.41	152.72
$R_h$ (ft-k)	28.65	49.94
$I_{mp}$ (ft-k)	6.10	10.63
$R_{total}$ (ft-k)	78.16	213.29

$I_s$  and  $S_x$  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  $F_s$ .  
VR is the maximum  $L +$  Impact shear range.



TOP FLANGE SPLICE



BOTTOM FLANGE SPLICE

STRUCTURAL STEEL DETAILS  
F.A.I. RT.55 SEC. 68-2 HB  
MONTGOMERY COUNTY  
STA. 1812+60.08

DESIGNED: R. A. [Signature]  
CHECKED: S. E. Lindsey  
DRAWN: S. E. Lindsey  
CHECKED: SYK

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

May 13 1970

FOR INFORMATION ONLY

EXISTING PLANS, SN 068-0044  
VARIOUS ROUTES  
D6REHAB BDGE PAINTING 2011  
MONT, SANG, SCHUY COUNTIES