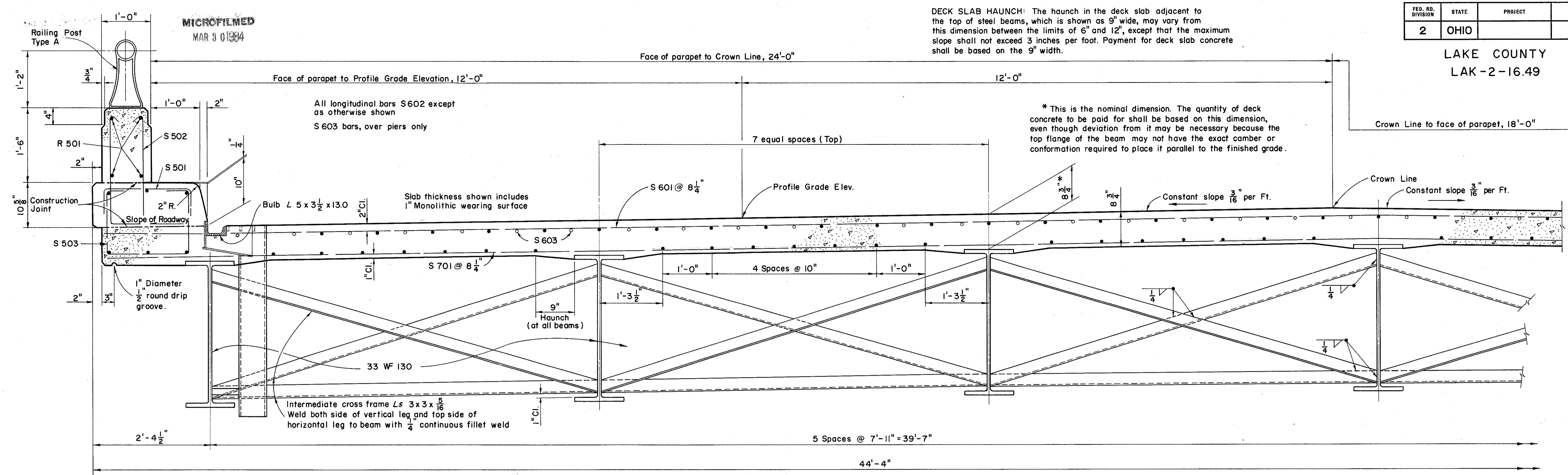


DECK SLAB HAUNCH: The haunch in the deck slab adjacent to the top of steel beams, which is shown as 9" wide, may vary from this dimension between the limits of 6" and 12", except that the maximum slope shall not exceed 3 inches per foot. Payment for deck slab concrete shall be based on the 9" width.



REFERENCE shall be made to Standard Drawing CSB-2-56, Sheets 2 and 3 of 6, Revised 2-2-59 for details of end dams, gutters, pipe drains, scuppers, cross frames and beam splices.

REFERENCE shall be made to Standard Drawing FSB-1-62 revised 1-15-63 for details of bearings.

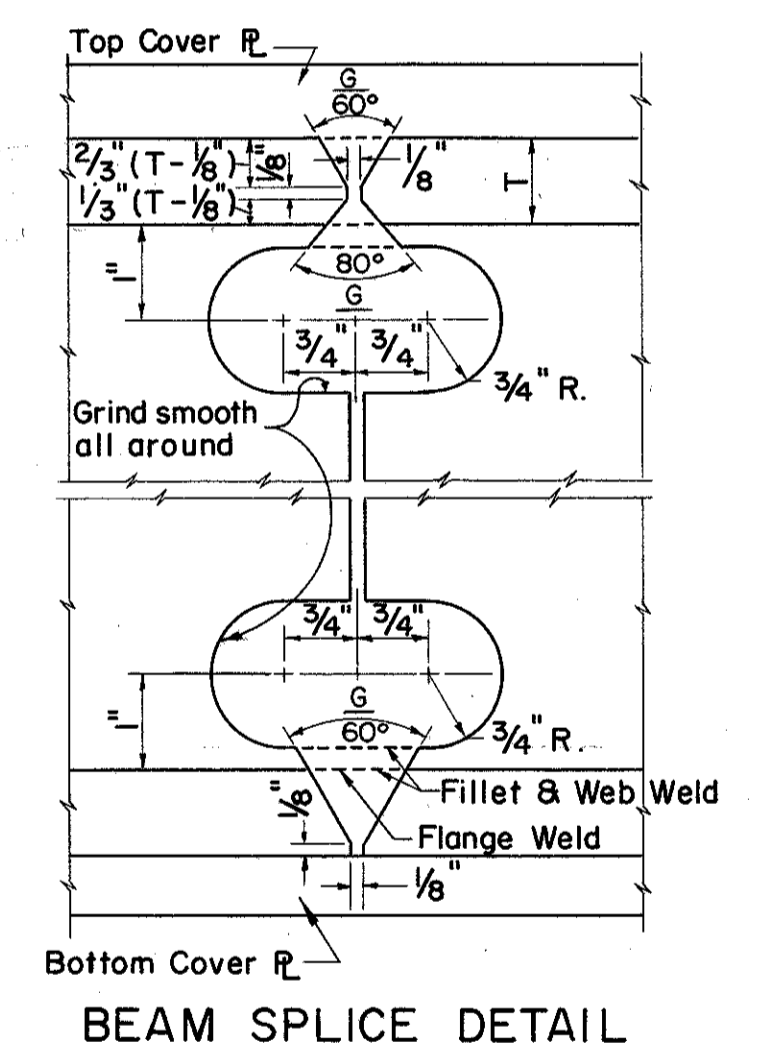
REFERENCE shall be made to Standard Drawing AR-1-57 revised 4-2-62 for details of aluminum railing and concrete parapet details.

TRANSVERSE SECTION OF
LEFT BRIDGE LOOKING AHEAD
OR
RIGHT BRIDGE LOOKING BACK

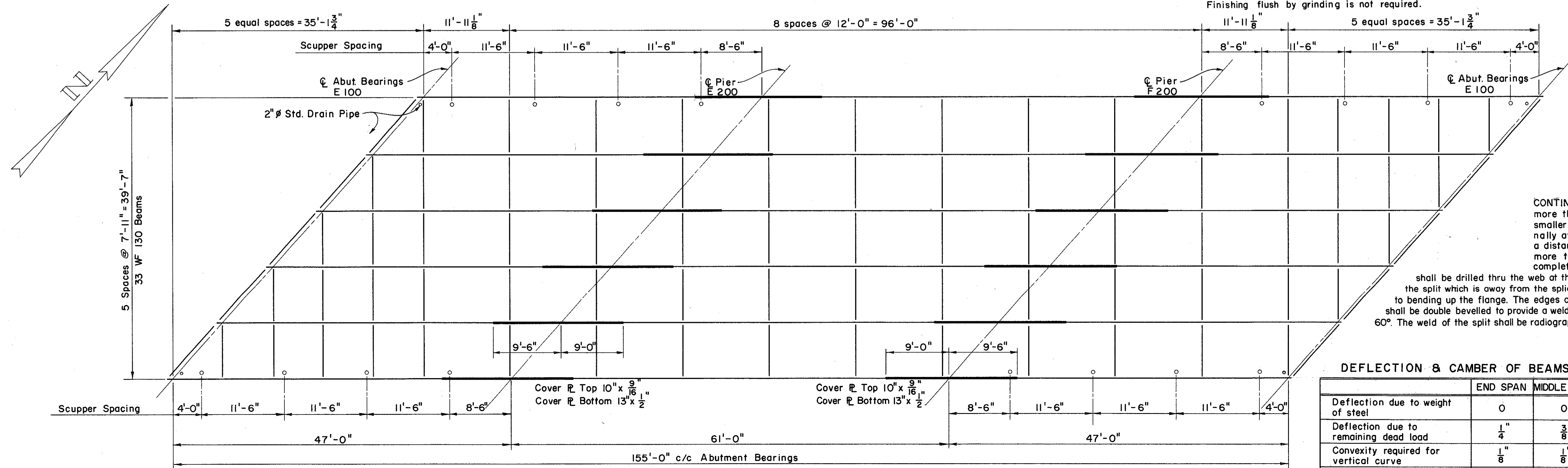
Beam Splice Welding Procedure

1. Raise the abutment ends of beams $\frac{3}{4}$ "
2. Butt-weld the beam flanges and web, using the following sequence: make one pass on each flange, then two on the web, repeat, using one pass at each location until welds are completed.
3. Weld the bottom and the top moment plates.
4. Lower the beam ends to final position.

BEAM WEB WELDS: Butt welds in webs of beams may have convex reinforcement in accordance with Sect. S-7.22. Finishing flush by grinding is not required.



CONTINUOUS BEAM SPLICES: If beams having depths differing by more than $\frac{1}{8}$ " are to be spliced by butt welding, the depth of the smaller-depth beam shall be increased by splitting the web longitudinally at a distance of $1\frac{1}{2}$ " below the bottom of the top flange and for a distance sufficient to allow the flange to be bent up at a slope of not more than $\frac{3}{8}$ " per foot, after which the split in the web shall be completely welded with full depth penetration and ground flush. A $\frac{3}{8}$ " hole shall be drilled thru the web at the end of the split which is away from the splice prior to bending up the flange. The edges of the split shall be double bevelled to provide a weld bevel of 60°. The weld of the split shall be radiographed.



STEEL FRAMING PLAN
ONE OF TWO BRIDGES SHOWN

DEFLECTION & CAMBER OF BEAMS

	END SPAN	MIDDLE SPAN
Deflection due to weight of steel	0	0
Deflection due to remaining dead load	$\frac{1}{4}$ "	$\frac{3}{8}$ "
Convexity required for vertical curve	$\frac{1}{8}$ "	$\frac{1}{8}$ "
Sum of deflection and convexity	$\frac{3}{8}$ "	$\frac{1}{2}$ "
Required camber	0	0

PREPARED BY
CAPITOL ENGINEERING ASSOCIATES, DILLSBURG, PA.
FOR

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

SUPERSTRUCTURE DETAILS
BRIDGE NO. LAK-2-1801 L & R
RELOC. SR. 2 OVER BACON ROAD
LAKE COUNTY
STA. 851 + 05.12
STA. 852 + 66.14

DESIGNED M.C.P. L.L.D.	DRAWN M.J.F.	TRACED J.S.	CHECKED L.L.D. M.J.F.	REVIEWED G.S.W.	DATE M.C.P.	REVISED
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