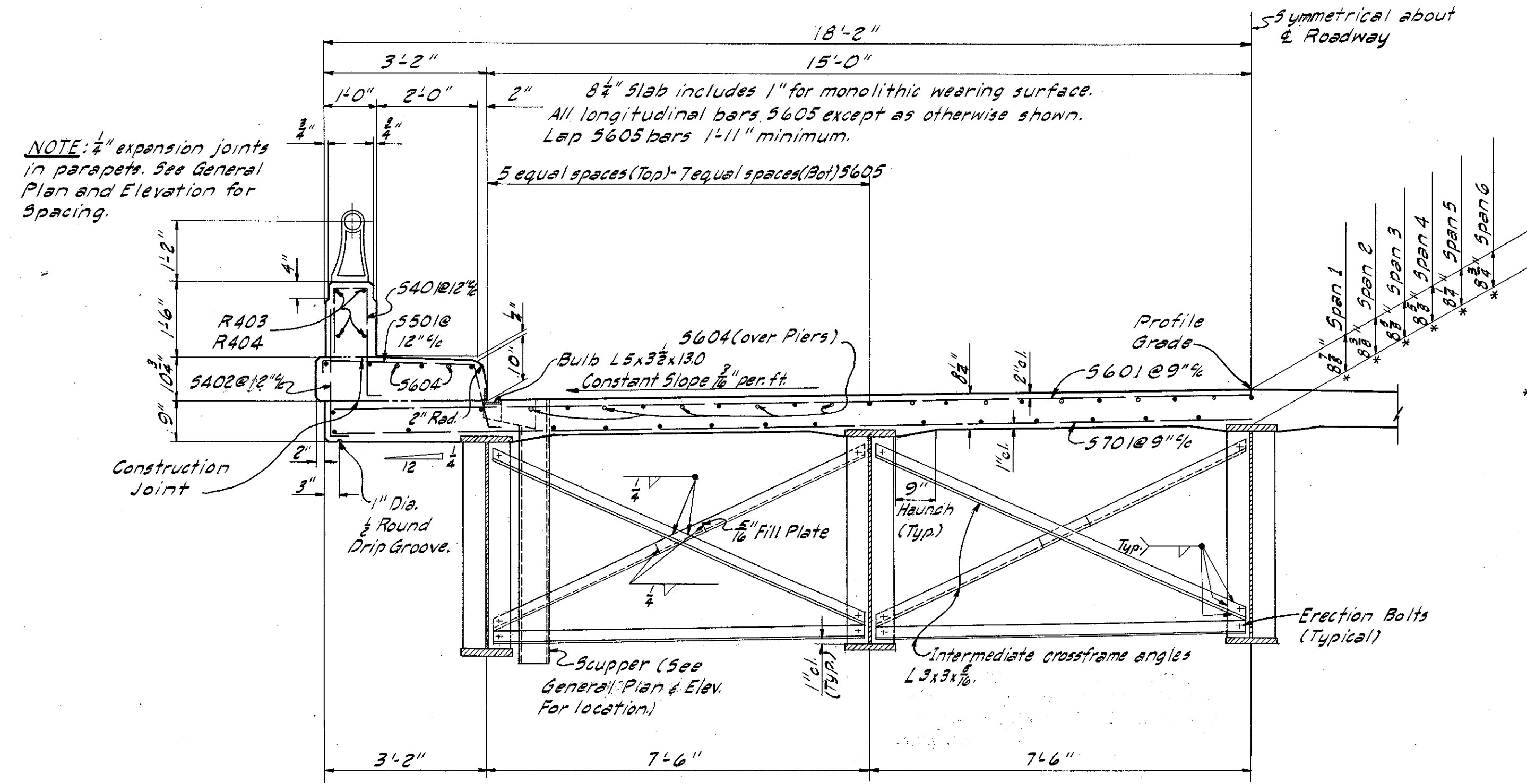


REVISIONS
SEP 6 1965

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	I-1103(18)	

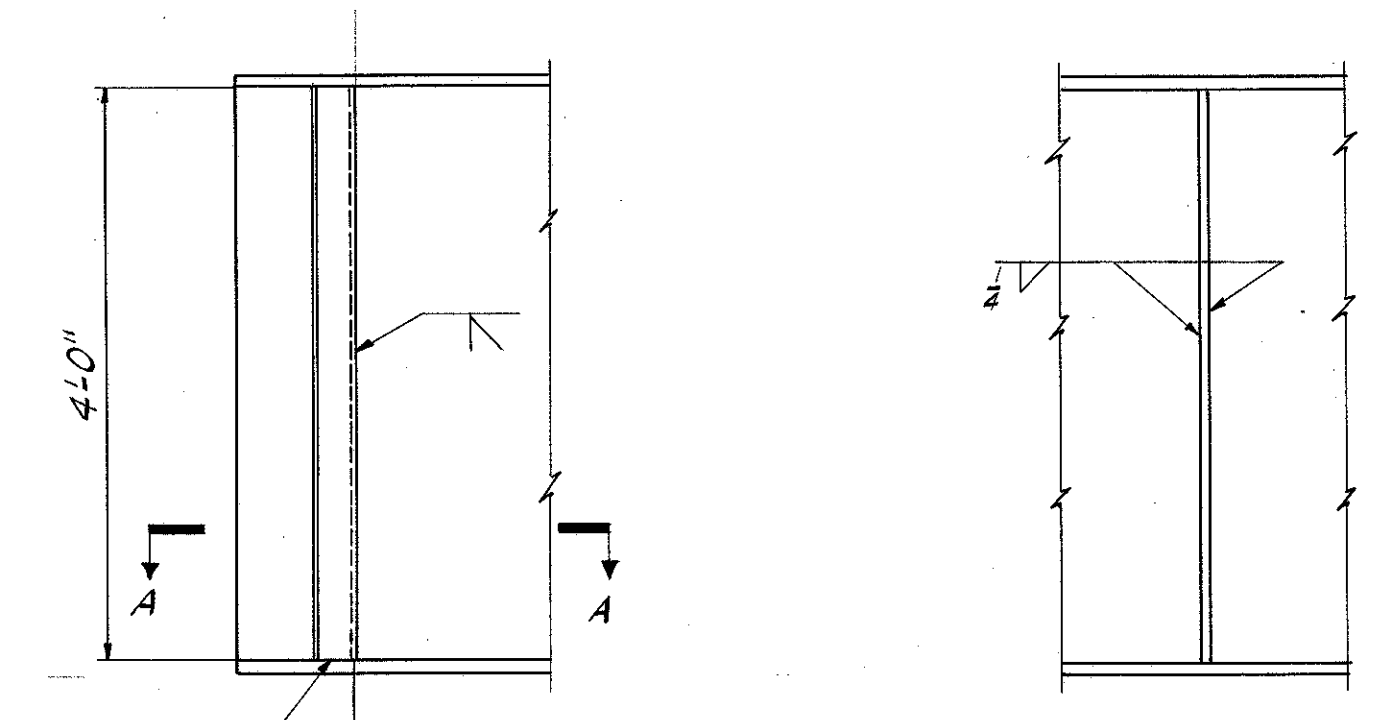
390
458

CUYAHOGA & LAKE COUNTIES
CUY-1-15.91
LAK-1-0.00



HALF CROSS SECTION

*NOTE:
This is the nominal dimension. The quantity of deck concrete to be paid for shall be based on this dimension, even though deviation from it may be necessary because the top flange of the girder may not have the exact camber or configuration required to place it parallel to the finished grade.



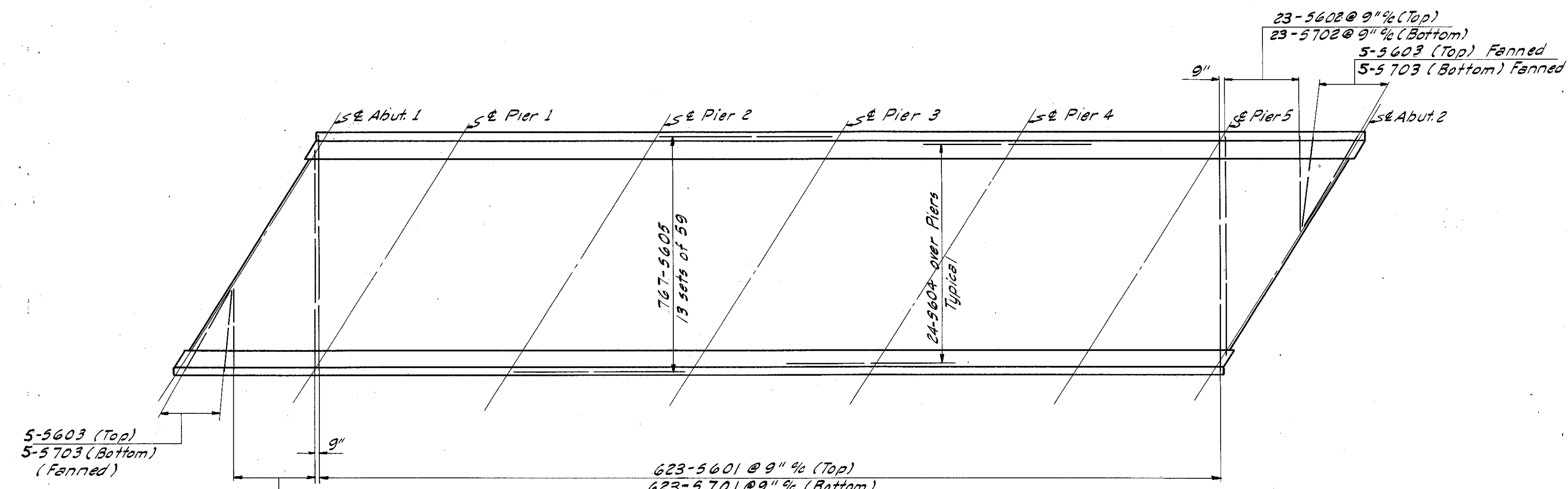
SECTION A-A
AT ABUTMENTS

AT INTERMEDIATE STIFFENERS

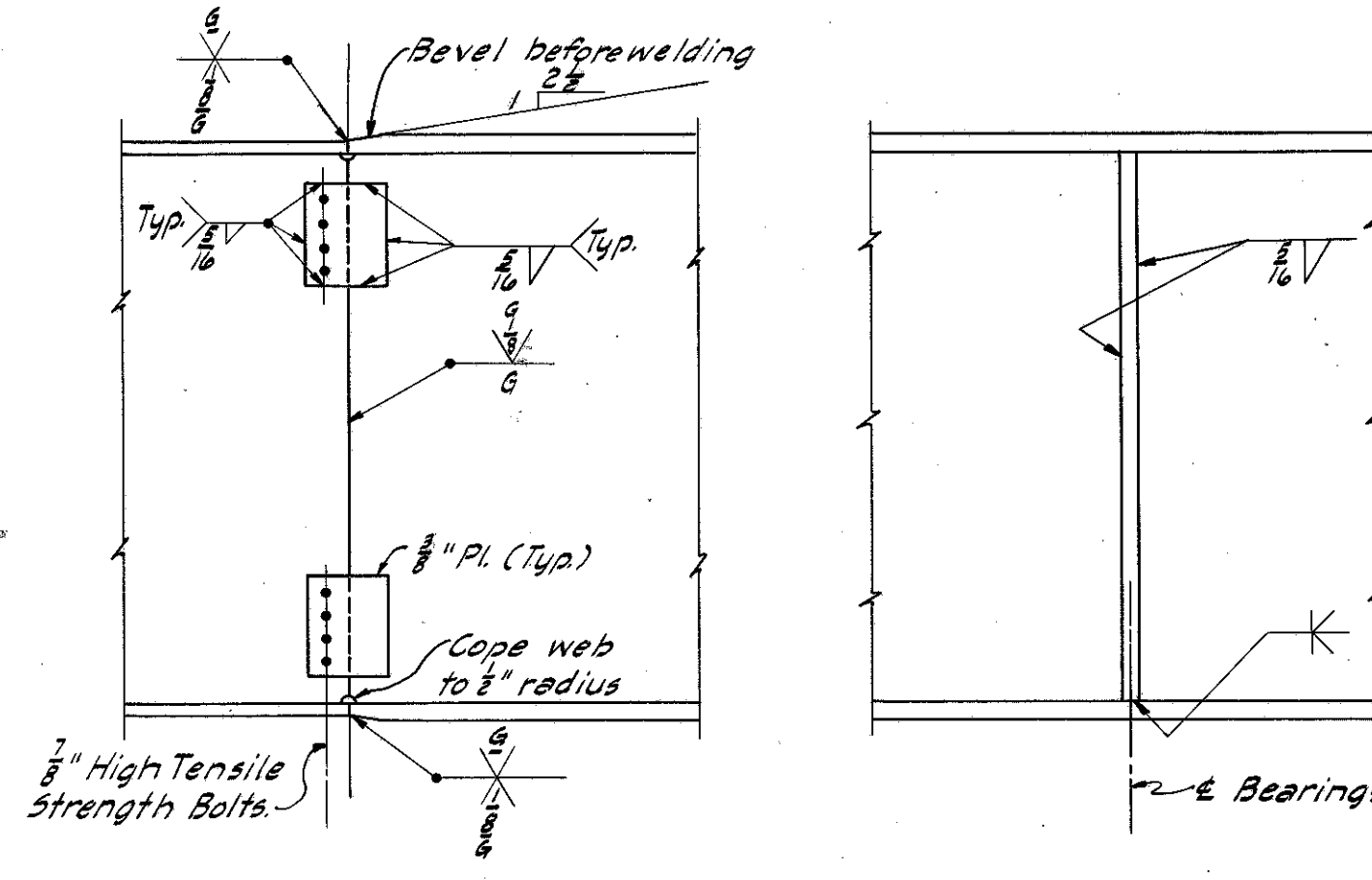
NOTE:
Intermediate Stiffeners shall not be welded to the flange but shall be fitted to the flanges in close enough contact that when the shop paint is applied it will fill and close the openings. The bearing stiffeners over abutments shall be grooved and fully butt welded to the lower flange and fitted in close contact, without welding at the upper flange.

NOTES

- Refer to Standard Drawing C5B-2-56 Sheet 2 of 6 for details of end dam.
- Refer to Standard Drawing C5B-2-56 Sheet 3 of 6 for gutter, scuppers and curb plate details.
- Refer to Standard Drawing RB-1-55 for details of Rockers and Bolsters.
- Concrete and reinforcing steel above parapet construction joints included with railing for payment.
- Joints in End Dam: A welded butt joint in the end dam, at the center line of roadway will be required for that portion of the end dam attached to the Superstructure. The portion attached to the backwall shall be placed in segments which shall be closely butted, with one of the joints at the apex of the crown, but shall not be welded.
- Concrete shall be Class "C"
- Painting: After erection and after the shop coat has been cleaned and, where necessary, repainted in accordance with Sec. 8.04, an additional coat of the same paint as used in the shop shall be applied over the outside face of the outside steel girders, all sides of bottom flange as well as exterior brackets (if any).



DECK SLAB PLAN



AT FIELD SPLICE

AT PIERS

GIRDER DETAILS

DECK PLACING PROCEDURE
In placing the deck concrete, construction joints will be permitted, parallel to the transverse reinforcing steel and near the middle of any span. Because of the flow of curing water from the surface of the previously placed deck concrete, the sequence of pours shall be up grade, starting at the lowest end of the vertical curve.

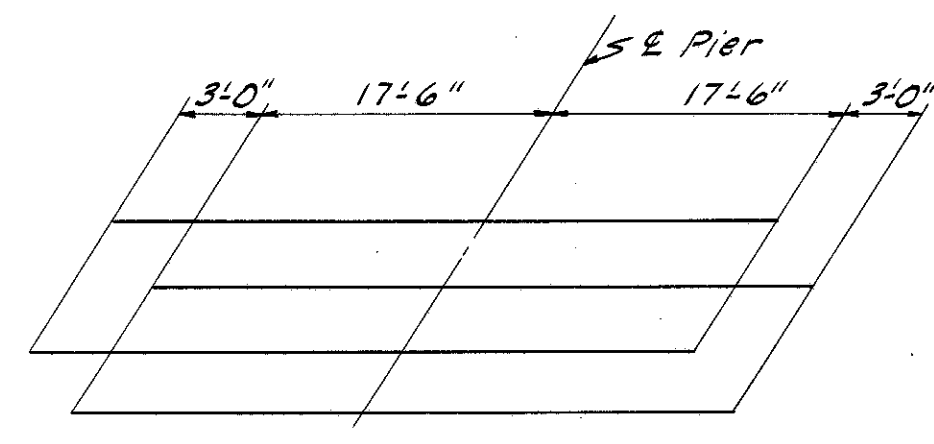


DIAGRAM SHOWING STAGGER OF 5604 BAR OVER PIERS

LOCATION	DEAD LOAD DEFLECTION AND CAMBER											
	Exterior Girders						Interior Girders					
	SPAN						SPAN					
Deflection Due To Weight Of Steel	1/10"	1/8"	1/10"	1/10"	1/8"	1/10"	1/8"	1/10"	1/10"	1/8"	1/10"	
Deflection Due To Remaining Dead Load	1/4"	3/8"	3/8"	1/10"	1/10"	1/4"	1/2"	1/4"	1/4"	1/10"	3/10"	
Total Dead Load Deflection	3/10"	3/4"	3/10"	3/8"	1/10"	1/10"	3/4"	3/10"	3/10"	1/10"	1/4"	
Convexity Required For Vertical Curve	3/10"	3/8"	1/10"	1/10"	3/8"	3/10"	3/8"	1/10"	1/10"	3/8"	3/10"	
Total Camber Required For Deflection & V.C.	0	1 1/8"	1"	0	1 1/8"	0	0	1"	0	0	1 1/8"	

MICHAEL BAKER JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

SUPERSTRUCTURE
BRIDGE NO. LAK-1-0106
UNDER CHARDON ROAD

LAKE COUNTY STA. 55+15.53

Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
W.R.B.	A.M.	A.M.	Y.G.	H.G.H. 10-19-59	