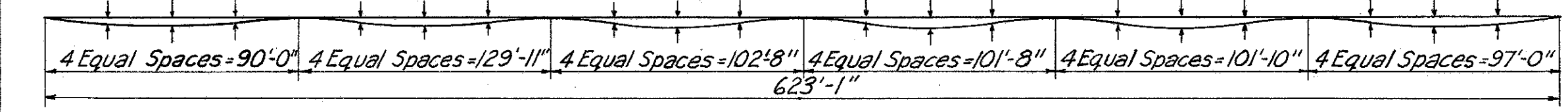
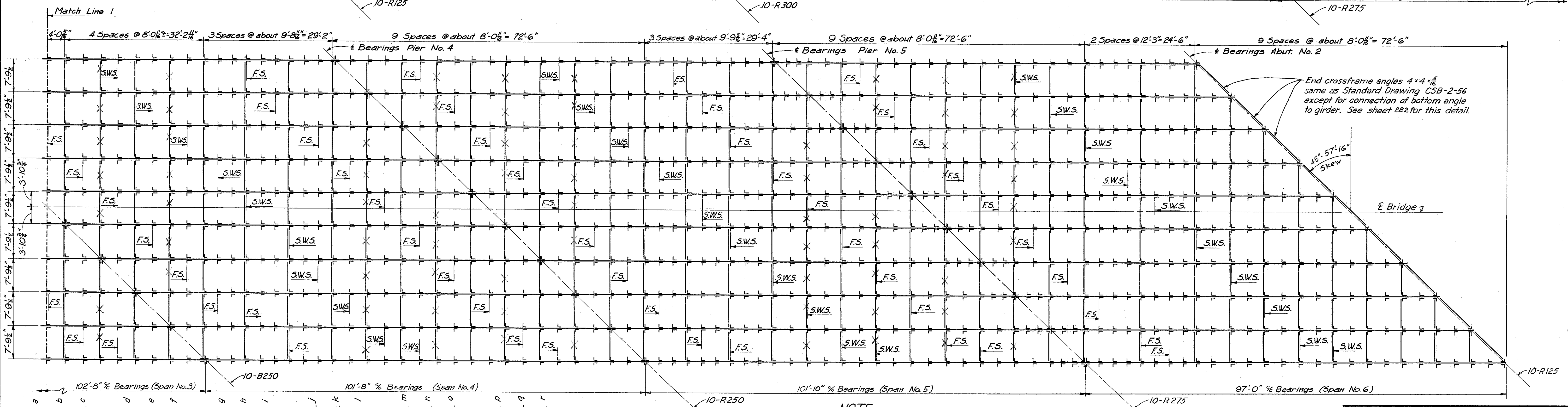
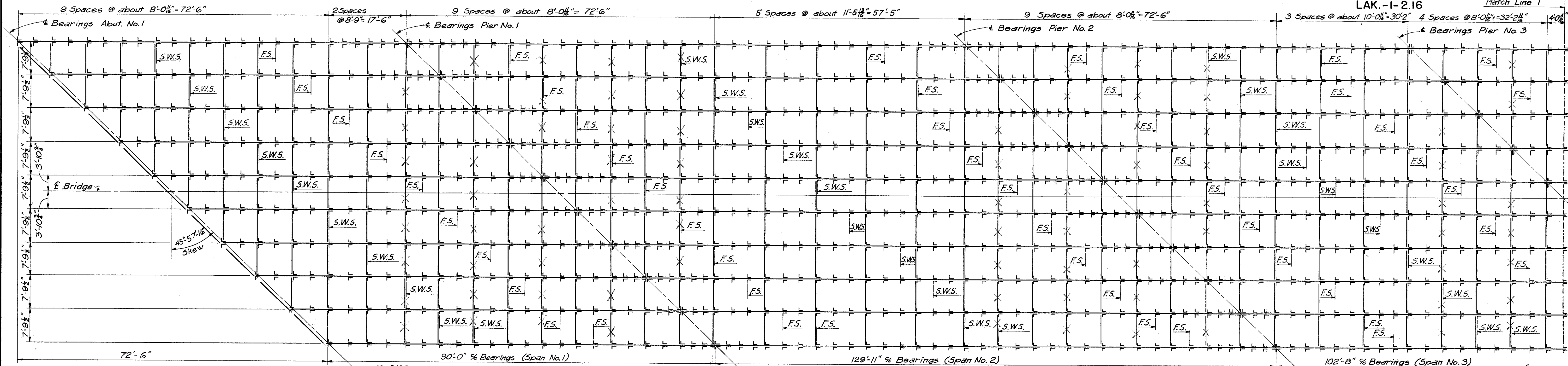


X indicates crossframes to be deleted.



**DEFLECTION & CAMBER**

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r
Due to weight of girder - Exterior & Interior	1/16	1/16	0	3/16	5/16	3/8	0	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	3/16
Due to remaining dead load - Interior Girders	1/4	1/4	1/16	1/16	7/16	9/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16
Due to remaining dead load - Exterior Girders	5/16	5/16	1/16	5/16	1/16	5/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16
Required camber - Interior Girders	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16
Required camber - Exterior Girders	3/8	3/8	1/16	13/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16

**STEEL FRAMING PLAN**

**NOTE:**  
F.S. indicates Field Splice.  
S.W.S. indicates Shop Web Splice

**Bolsters and Rockers**  
Omit 1/2" thick keeper bar at each end of standard rocker and bolster caps for the exterior and first interior girders in order to allow for transverse expansion. Rockers and bolsters for all other girders to be in accordance with Standards.  
All dimensions are horizontal.

**NOTE:**  
Girders to be cambered at splice points to compensate for dead load deflection.

MICHAEL BAKER JR., CONSULTING ENGINEERS  
ROCHESTER, PENNSYLVANIA

**FRAMING PLAN**  
BRIDGE NO. LAK-I-0226  
UNDER STATE ROUTE NO. 91

LAKE COUNTY STA. 121 21.56

Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
E.E.W.	G.M.W.	C.R.H.	D.E.B.	H.G.H. 8-22-58	12-11-59