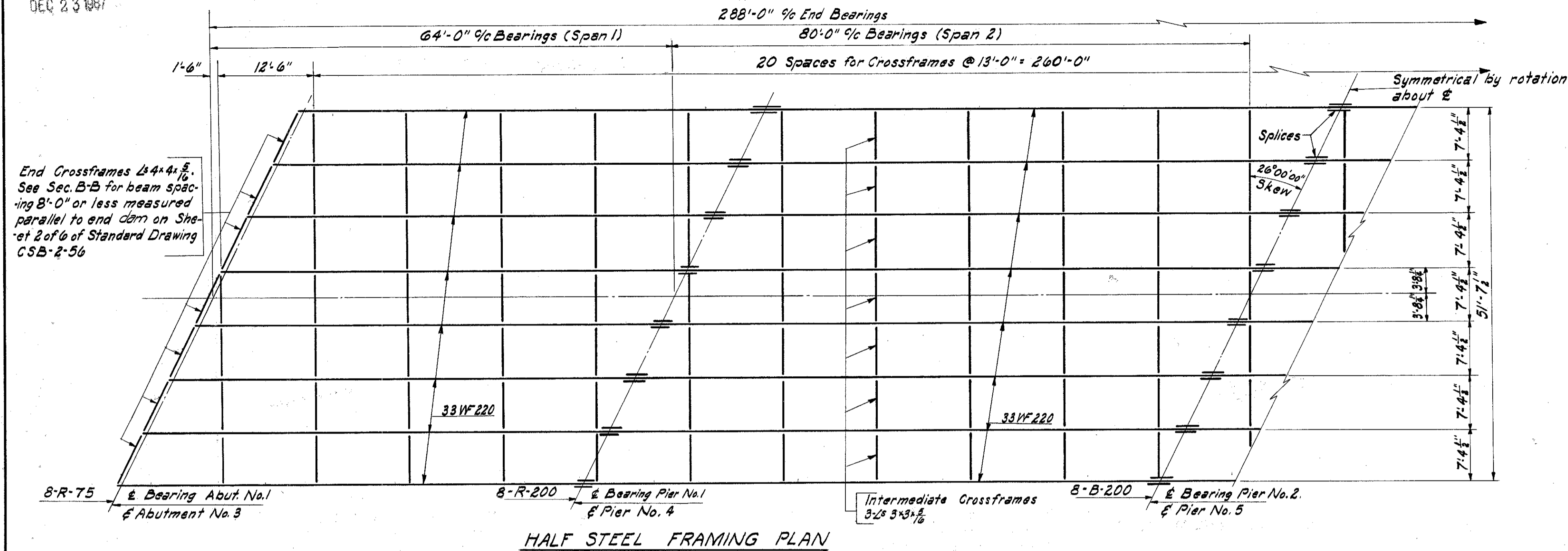
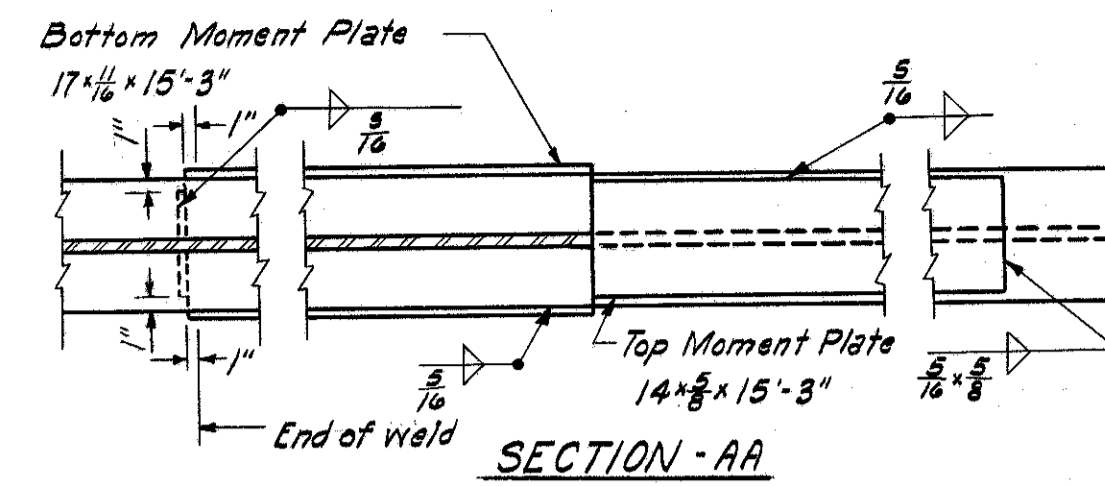


LAKE COUNTY
LAK-I-4.02

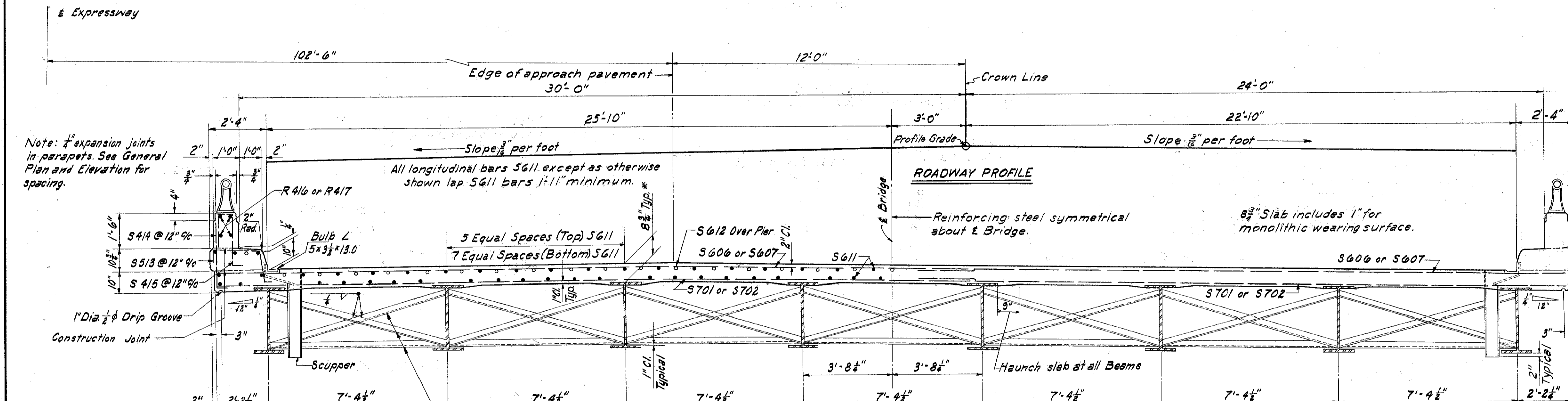
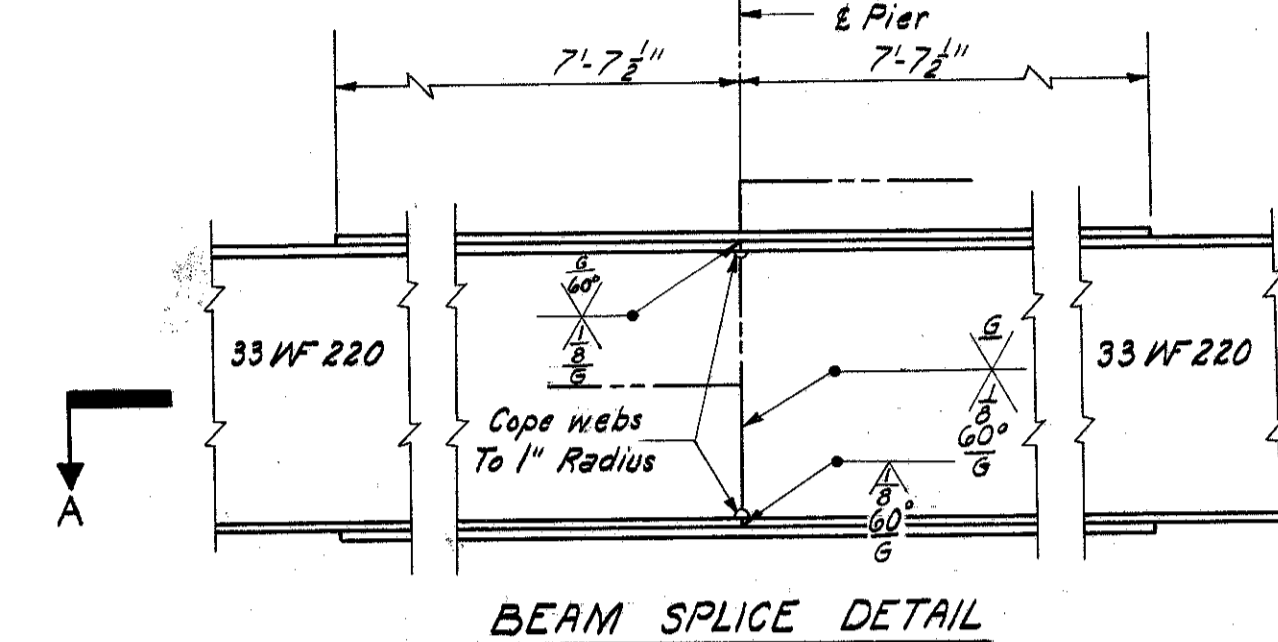


HALF STEEL FRAMING PLAN



BEAM SPLICE DETAIL
SPLICE WELDING PROCEDURE

1. Raise end of beam 2 3/4" at Pier No. 2
2. Butt weld beam flanges and web at Pier No. 1, using the following sequence: make two passes on each flange, then two on the web; repeat, using one pass at each location, until welds are completed.
3. Weld top and bottom flange moment plates at Pier No. 1.
4. Lower ends of beams at Pier No. 2.
5. Make splices at Piers 2 and 3 in the same manner raising the ends of the beams 2 3/4" at Pier 3 and 1 3/4" at abutment No. 2.



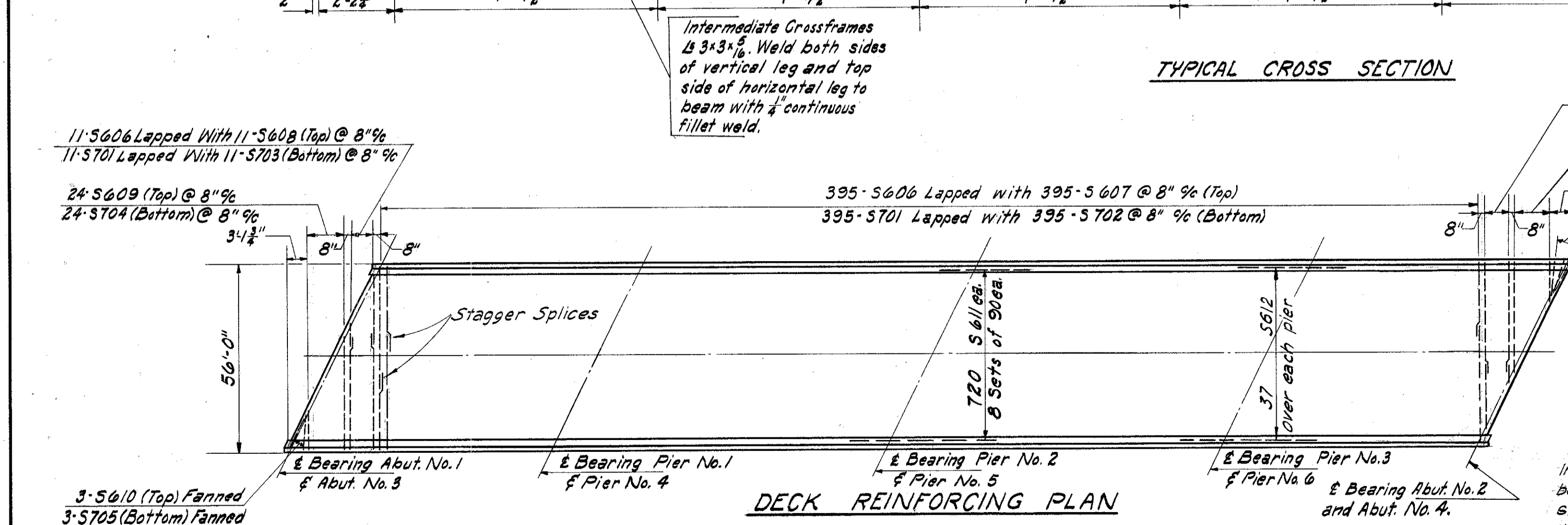
TYPICAL CROSS SECTION

LOCATION	DEAD LOAD DEFLECTION			
	OUTSIDE SPANS 1 & 4	BEAMS 2 & 3	INSIDE SPANS 1 & 4	BEAMS 2 & 3
Deflection Due To Weight of Steel	1/8"	1/8"	1/8"	1/8"
Deflection Due To Remaining Dead Load	5/16"	3/8"	5/16"	3/8"
Total Dead Load Deflection	7/16"	1/2"	7/16"	1/2"

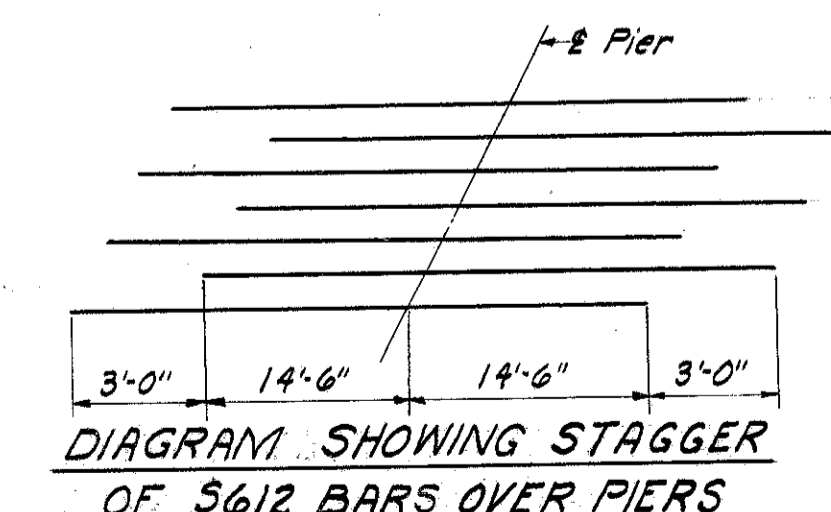
NOTE: Beams shall be fabricated with any natural camber or bowed side up.

NOTES

- Refer to Standard Drawing CSB-2-56 Sheet 2 of 6 for details of end dam.
- Refer to Standard Drawing CSB-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 crown 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 closely butted with one of the joints at the apex of the crown, but shall not be welded.
- Concrete shall be Class "C".



DECK REINFORCING PLAN



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 previously placed deck concrete, the sequence of pours shall be up grade, starting at the lower end (or ends) on an inclined grade or vertical curve (or at an intermediate low point for a sagged vertical curve).

* 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 beam may not have the exact camber or configuration required to place it parallel to the finished grade.

MICHAEL BAKER JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

SUPERSTRUCTURE
BRIDGE NO. LAK-I-0505
OVER CHAGRIN RIVER

LAKE COUNTY
DESIGNED: C.P.J. DRAWN: L.M. TRACED: L.M. CHECKED: J.K.W. REVIEWED: W.R.B. DATE: 4-25-58

STA. 273 + 53.50
TO 276 + 46.50