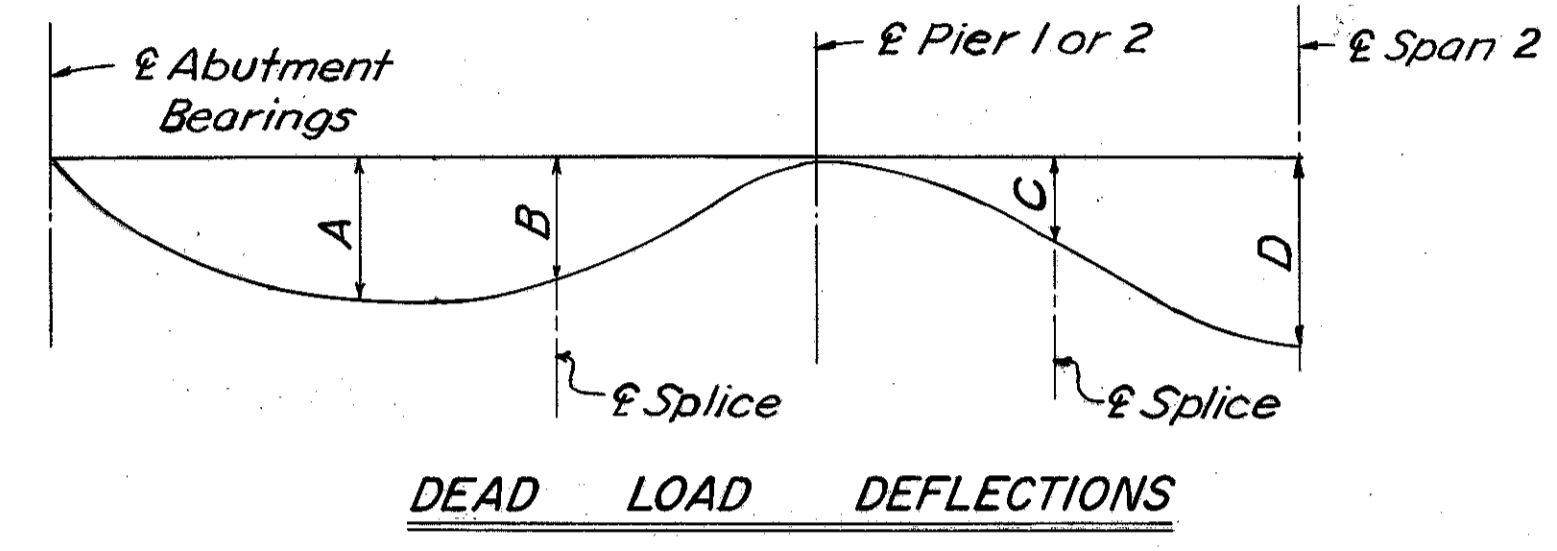


HALF PLAN — STEEL FRAMING
(Northbound bridge shown, Southbound bridge similar)

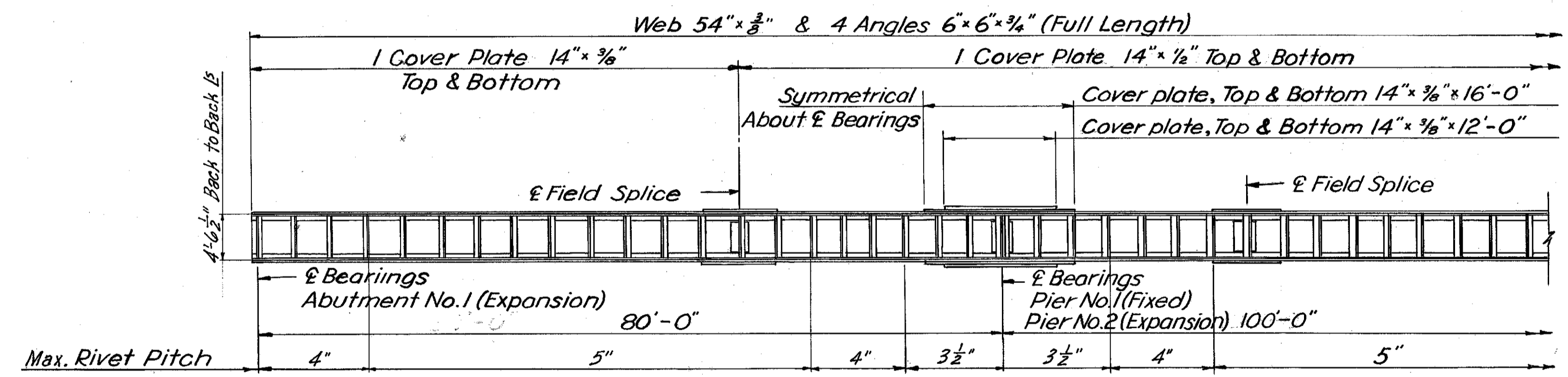


	Interior Girders				Exterior Girders			
	End Span		Mid Span		End Span		Mid Span	
	A	B	C	D	A	B	C	D
Deflection due to weight of steel	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"	1/8"
Deflection due to remaining dead load	1/2"	3/16"	1/4"	1/2"	9/16"	3/16"	1/4"	9/16"
Sum of deflections	5/8"	1/4"	5/16"	3/8"	11/16"	1/4"	5/16"	11/16"

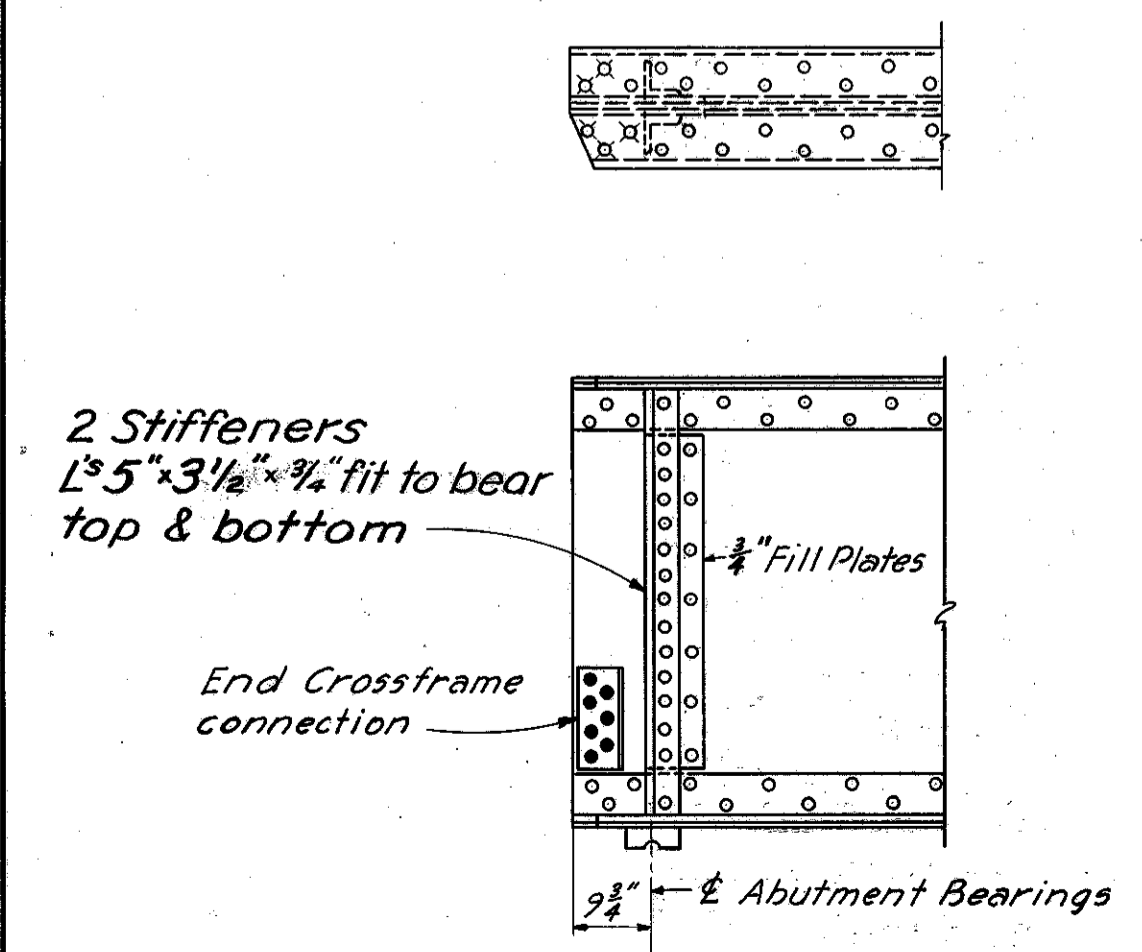
NOTE: Girders to be cambered at splice points to compensate for dead load deflections.

NOTES

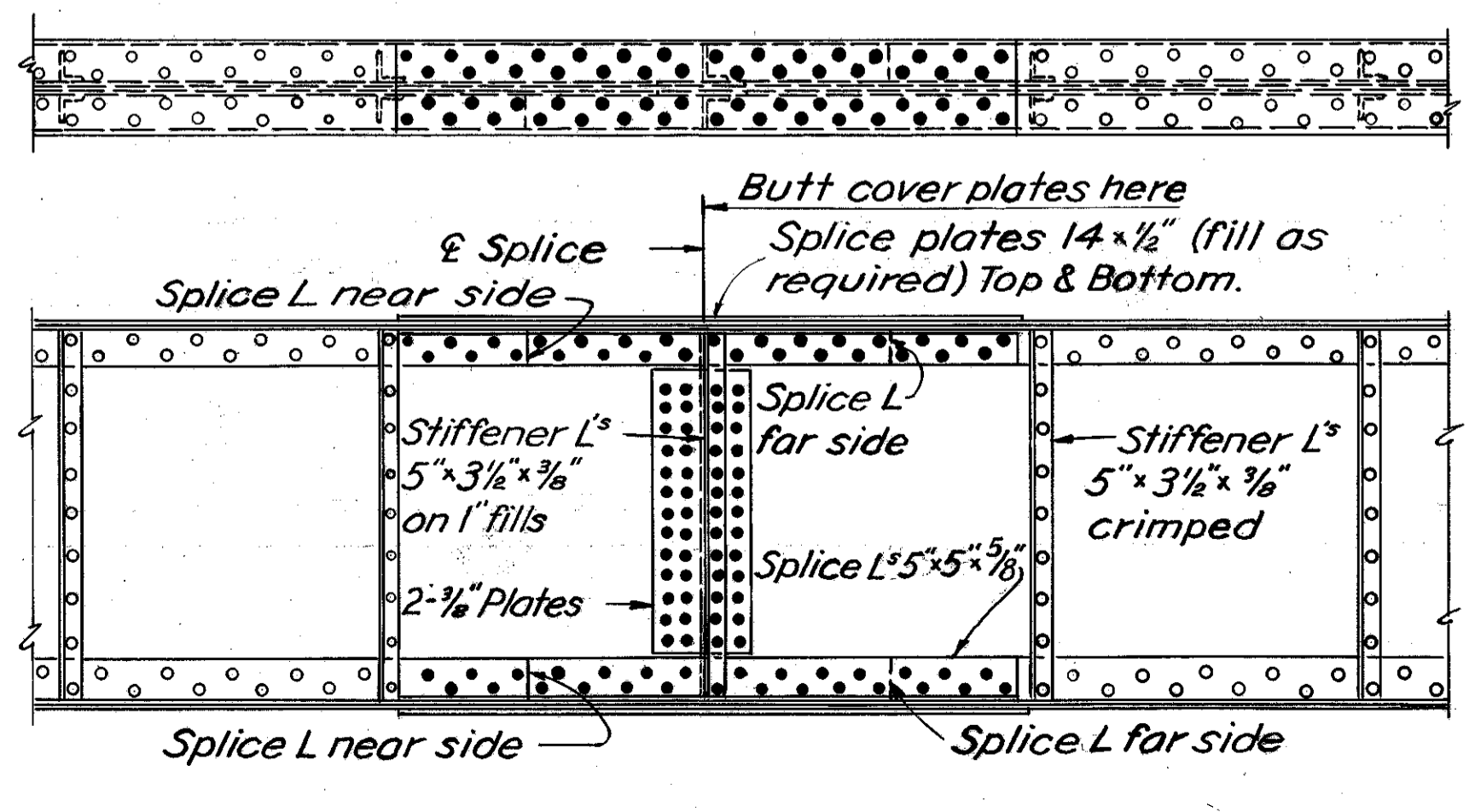
- All dimensions are horizontal.
- All intermediate stiffeners are L^s 5" x 3 1/2" x 3/8" crimped, except at splice points.
- All rivets - 7/8" φ.
- All intermediate crossframes - L^s 3" x 3" x 3/16".
- All end crossframes - L^s 4" x 4" x 3/16".
- All stiffeners shall be normal to the girder.
- Refer to Standard Drawing RB-1-55, revised 2-2-59 for details of Rockers and Bolsters.
- For additional details, see SUPERSTRUCTURE DETAIL sheet.
- The requirement of 5-7.14 for metallic filling of openings at crimped stiffeners shall not apply. Prior to the assembly of a girder the web plate, the flange angle and the stiffener angle at the location of the crimp in the stiffener angle shall be given a coat of paint.



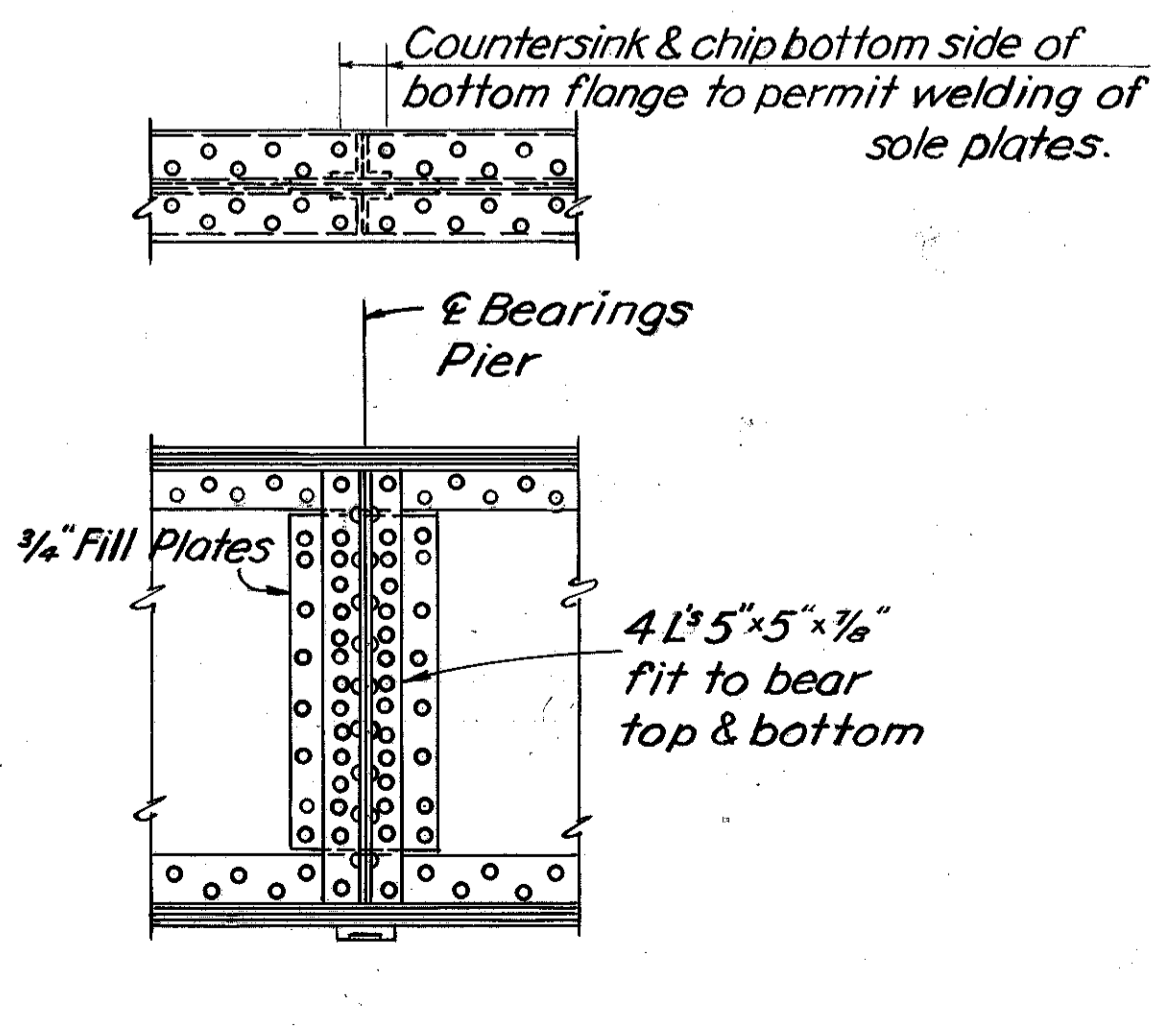
HALF ELEVATION OF GIRDER
Exterior or Interior



AT ABUTMENT



FIELD SPLICE



AT PIERS

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

STEEL FRAMING
BRIDGE NO. LAK-I-0541
OVER EAST BRANCH CHAGRIN RIVER

LAKE COUNTY STA. 294+98.00

Designed	Drawn	Traced	Checked	Reviewed - Date	Revised
A.A.	WHJr.	FEH	J.C.B.Jr.	KQ 11-57	

No Changes