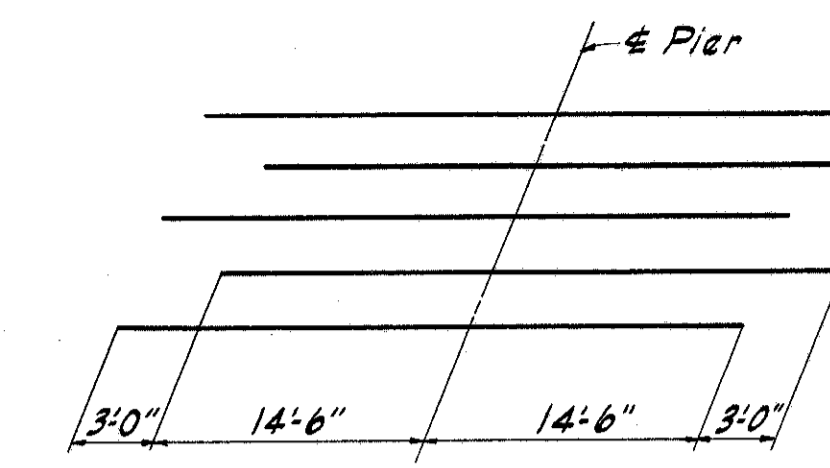


\* These are the nominal dimensions. The quantity of deck concrete to be paid for shall be based on these dimensions, even though deviation from them may be necessary because the top flange of the beam may not have the exact camber or configuration required to place it parallel to the finished grade.

**BEAM SPLICE WELDING PROCEDURE**

1. Raise end of beam at second pier  $1\frac{3}{8}$ "
2. Built-weld beam flanges and web at the first pier 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 first pier.
4. Lower end of beam at second pier.
5. Make splice at second and succeeding pier in the same manner raising the end of the beams  $1\frac{3}{8}$ " at the piers and  $1\frac{3}{8}$ " at the abutment.

**DIAGRAM SHOWING STAGGER OF S608 OVER PIERS**



(Deflections are calculated at  $\frac{1}{4}$  of span)

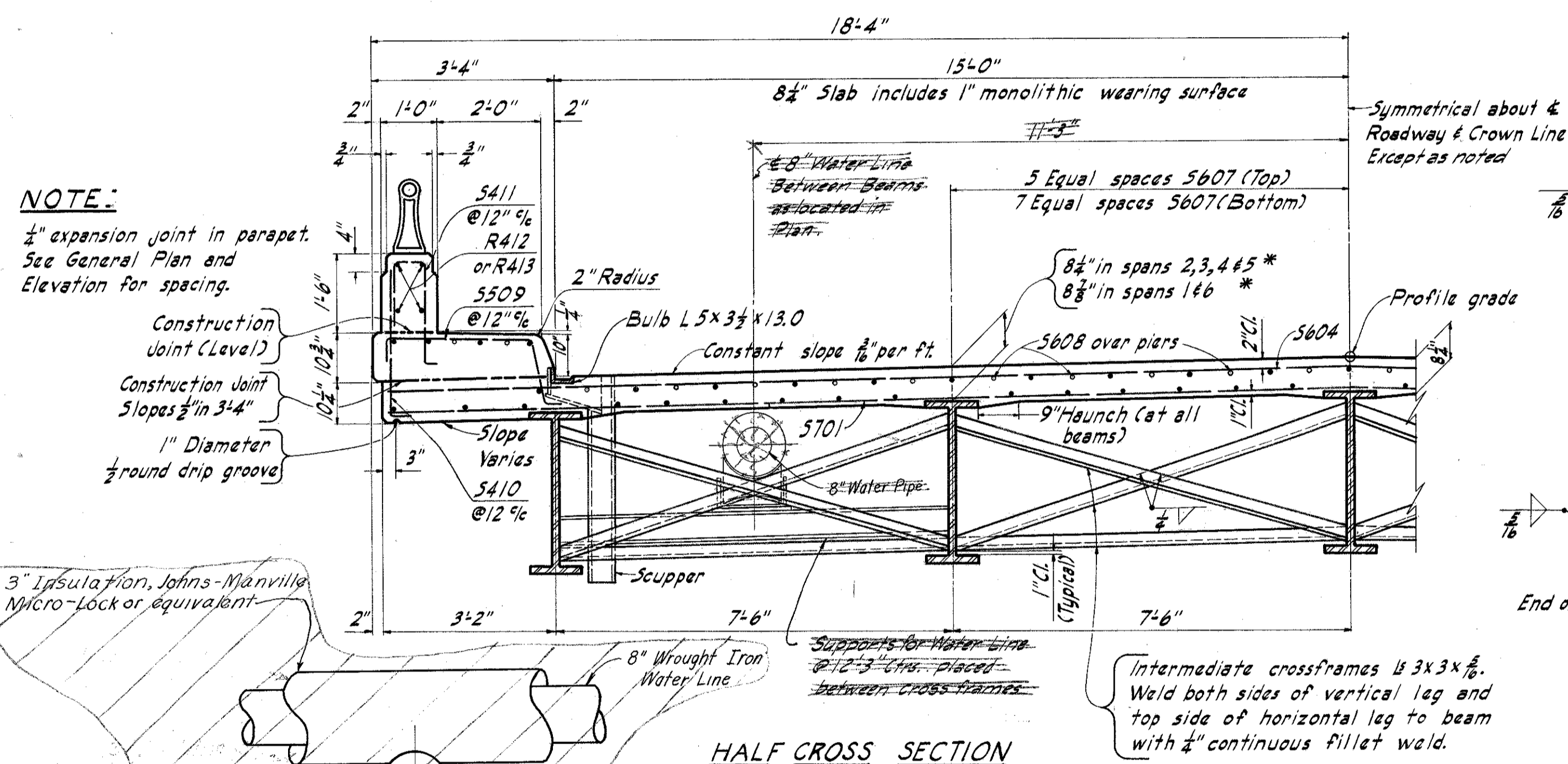
**DEAD LOAD DEFLECTION**

LOCATION	OUTSIDE BEAMS						INSIDE BEAMS					
	SPAN NO.						SPAN NO.					
Deflection due to weight of steel	$\frac{1}{16}$ "	$\frac{1}{8}$ "	$\frac{1}{16}$ "	$\frac{1}{8}$ "	$\frac{1}{16}$ "	$\frac{1}{8}$ "	$\frac{1}{16}$ "	$\frac{1}{8}$ "	$\frac{1}{16}$ "	$\frac{1}{8}$ "	$\frac{1}{16}$ "	$\frac{1}{8}$ "
Deflection due to remaining dead load	$\frac{1}{16}$ "	$\frac{1}{8}$ "	$\frac{1}{16}$ "	$\frac{1}{8}$ "	$\frac{1}{16}$ "	$\frac{1}{8}$ "	$\frac{1}{16}$ "	$\frac{1}{8}$ "	$\frac{1}{16}$ "	$\frac{1}{8}$ "	$\frac{1}{16}$ "	$\frac{1}{8}$ "
Total dead load deflection	$\frac{1}{8}$ "	$\frac{1}{4}$ "	$\frac{1}{8}$ "	$\frac{1}{4}$ "	$\frac{1}{8}$ "	$\frac{1}{4}$ "	$\frac{1}{8}$ "	$\frac{1}{4}$ "	$\frac{1}{8}$ "	$\frac{1}{4}$ "	$\frac{1}{8}$ "	$\frac{1}{4}$ "

Camber: No camber is required, but beams shall be fabricated with any natural camber or bowed side up.

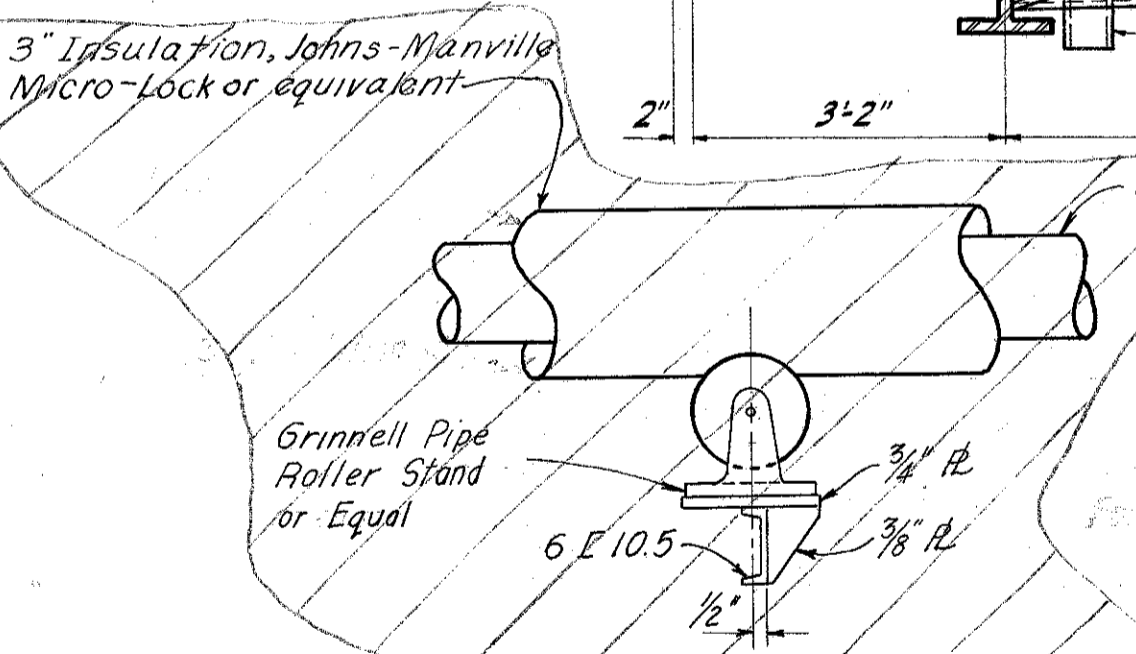
**NOTES**

- 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 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".

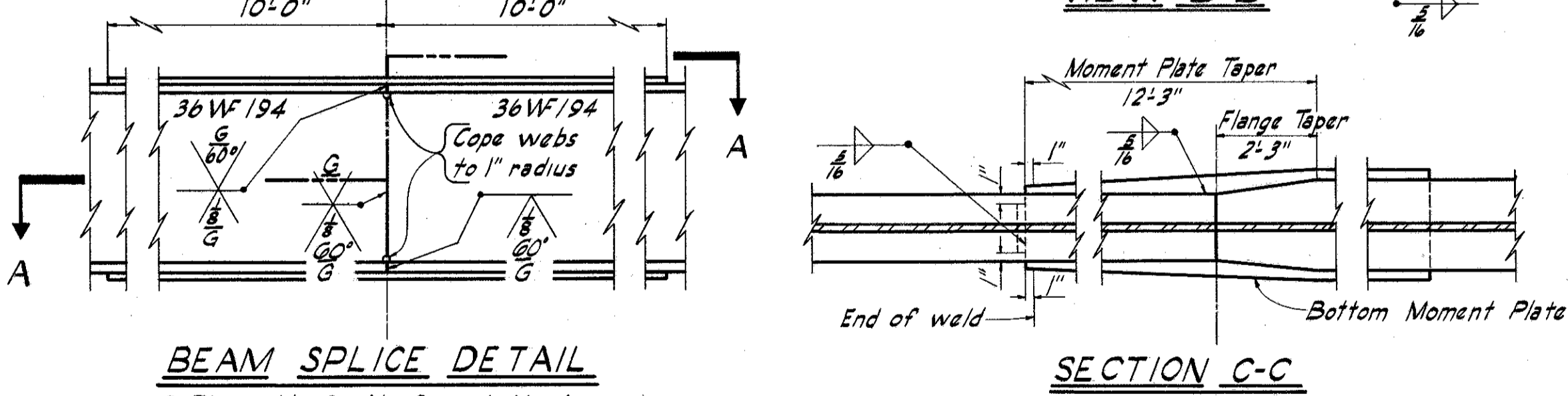
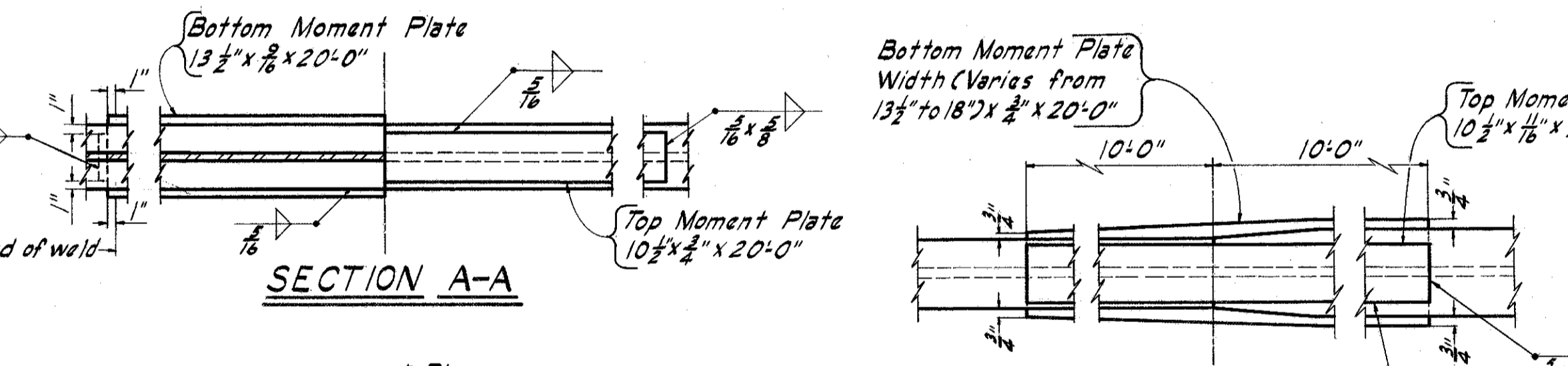
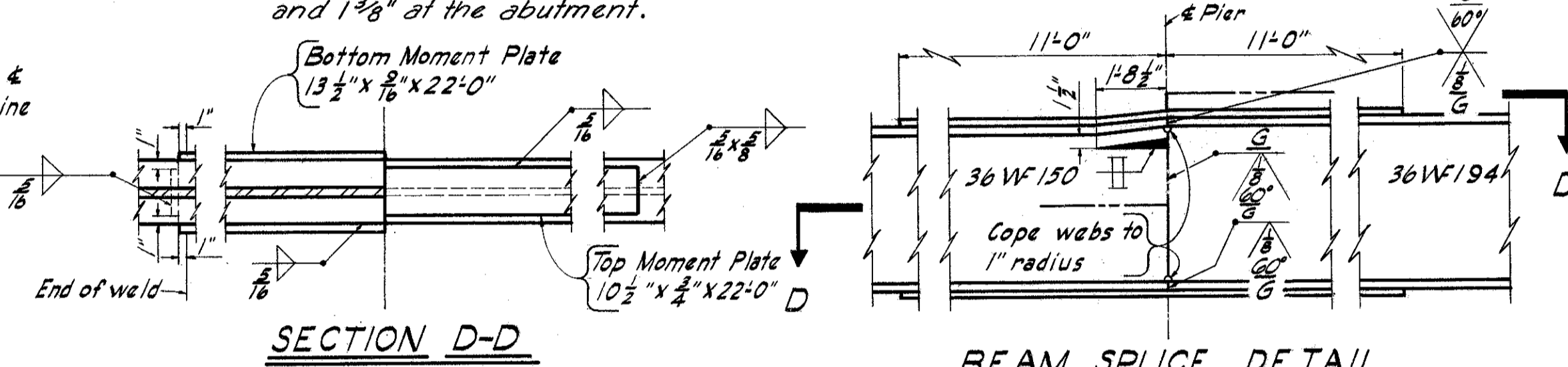
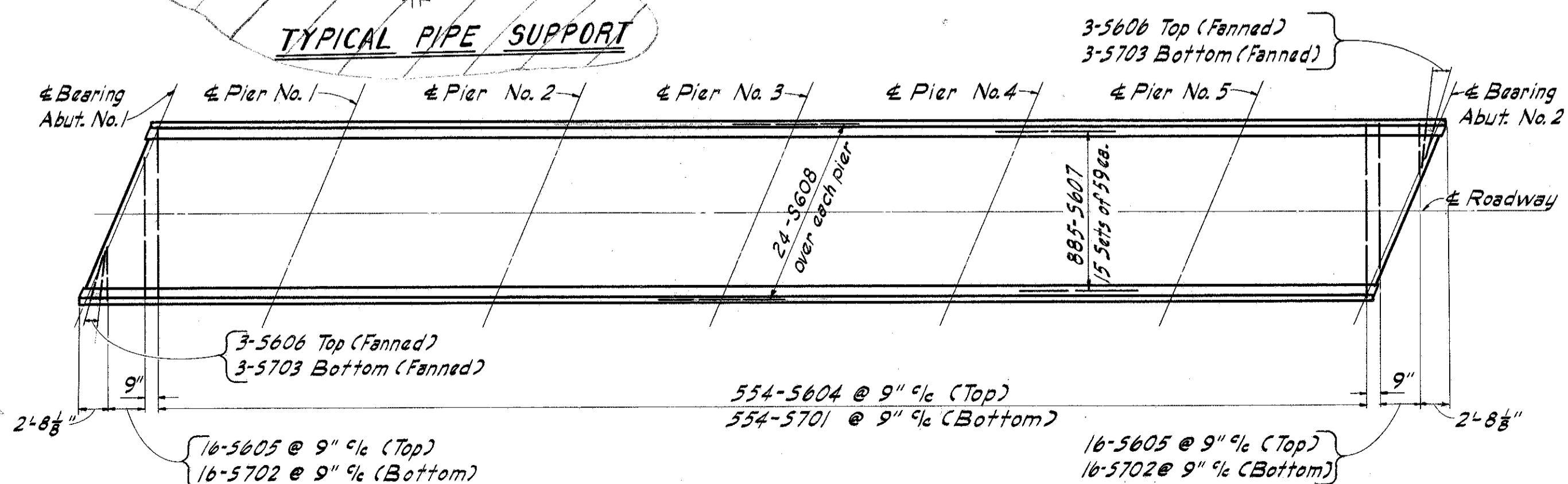


**NOTE:**  
 $\frac{1}{4}$ " expansion joint in parapet. See General Plan and Elevation for spacing.

**TYPICAL PIPE SUPPORT**

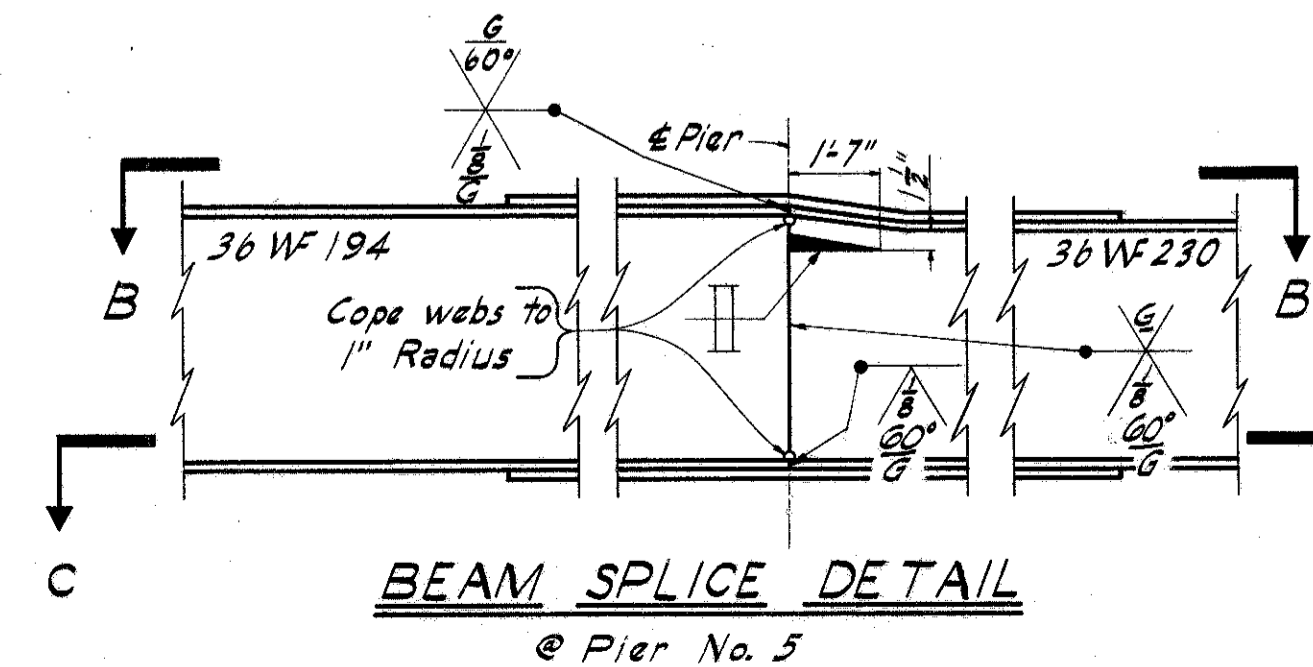


**DECK SLAB PLAN**



**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 upgrade start at the lowest end (or ends) on an inclined grade or vertical curve (or start intermediate low point for a sagged vertical curve).



MICHAEL BAKER JR., CONSULTING ENGINEERS  
ROCHESTER, PENNSYLVANIA

**SUPERSTRUCTURE**  
BRIDGE NO. LAK-1- 0608  
UNDER KIRTLAND ROAD

LAKE COUNTY						STA. 328 + 57.43
Designed	Drawn	Traced	Checked	Reviewed-Date	Revised	
G.S.W.	L.M.	E.F.T.	EEW	M.A.B. 4-58	5-27-59	3-30-60