

LAKE COUNTY  
SEC. LAK-2-10.35

LAYOUT PROCEDURE

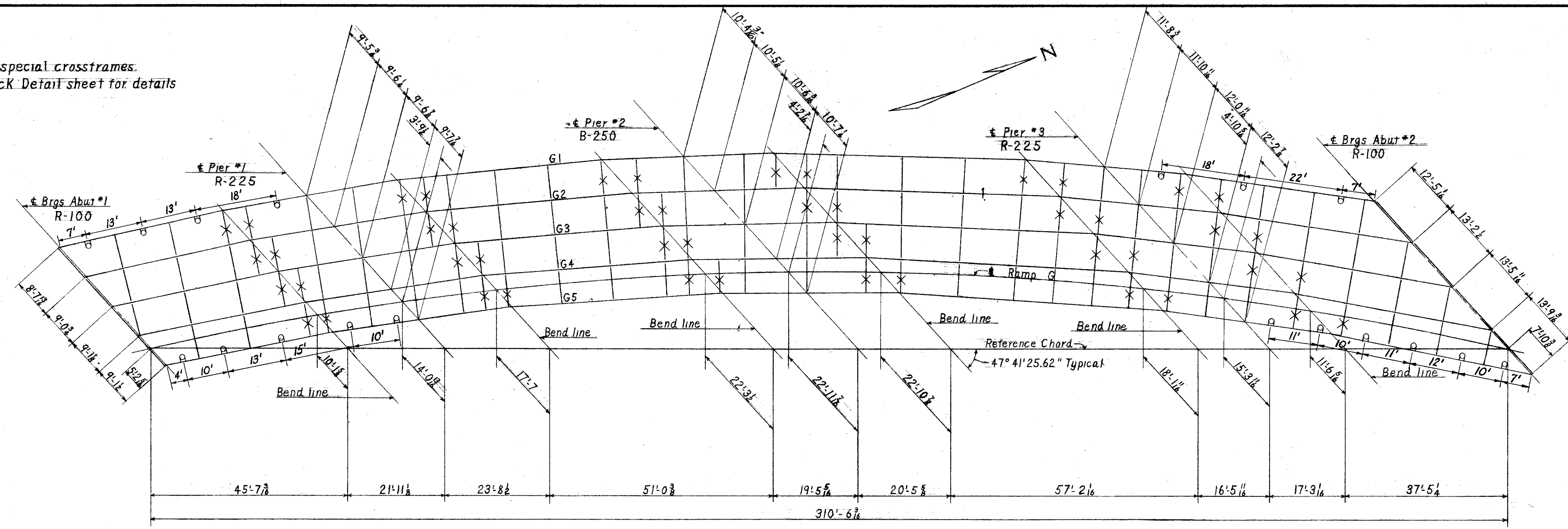
- Abutment bearing points and bend line points of all girders are placed on concentric arcs 7'-11" apart, except exterior girder G-1 at the abutment bearings which are placed directly under the curb line.
- All bearing  $\epsilon$ s and bend lines are parallel to  $\epsilon$  S.R. #2.

- All bend angles vary.
- Minimum slab overhang = 1'-10"; maximum = 2'-6".
- Crossframes are placed radially.
- Special crossframes shall be placed a minimum of 8" and a maximum of 12" from the bend points.

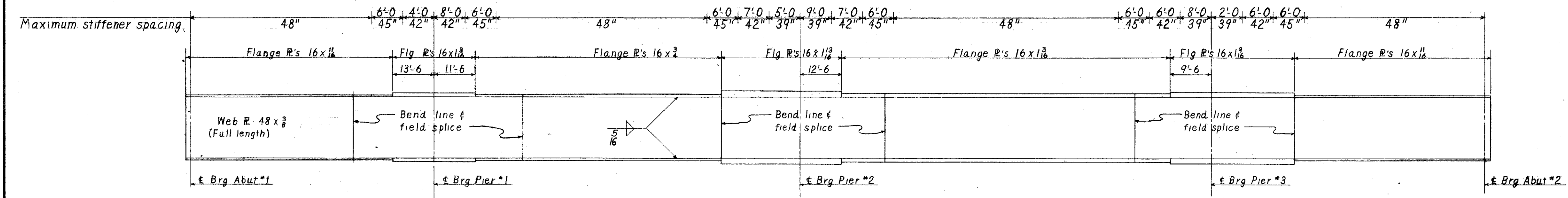
NOTES

- Reference shall be made to Standard Drawing CBS-2-56, sheets 2#3 of 6, revised 2-2-59 for details of end dams, gutters, pipe drains, scuppers, curb plates and end crossframes.
- Reference shall be made to Standard Drawing RB-1-55 revised 2-2-59 for details of rockers and bolsters.
- Reference shall be made to Standard Drawing AR-1-57 revised 2-2-59 for details of aluminum railing type "A" and concrete parapet details.
- 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 and all sides of the bottom flange.
- Shop drawings for the girders shall include an overall layout with dimensions showing the relative unloaded vertical position of each girder or girder segment with respect to the others in the same girder line and with respect to a full length base or work line taking into account (camber and) the profile of the highway.
- Shop assembly: At least three adjacent girder segments shall be assembled in the shop in their correct unloaded positions as shown on the shop drawing layout required in the above note so that the faced joints for welding the segments together may be checked for proper fit-up.

X Denotes special crossframes.  
See Deck Detail sheet for details

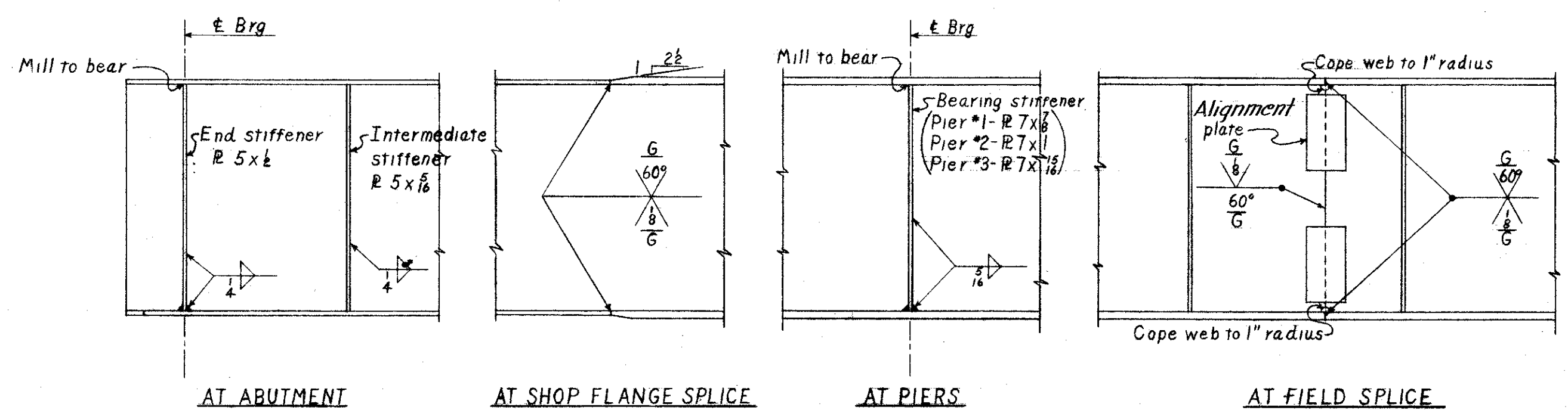


STEEL FRAMING PLAN

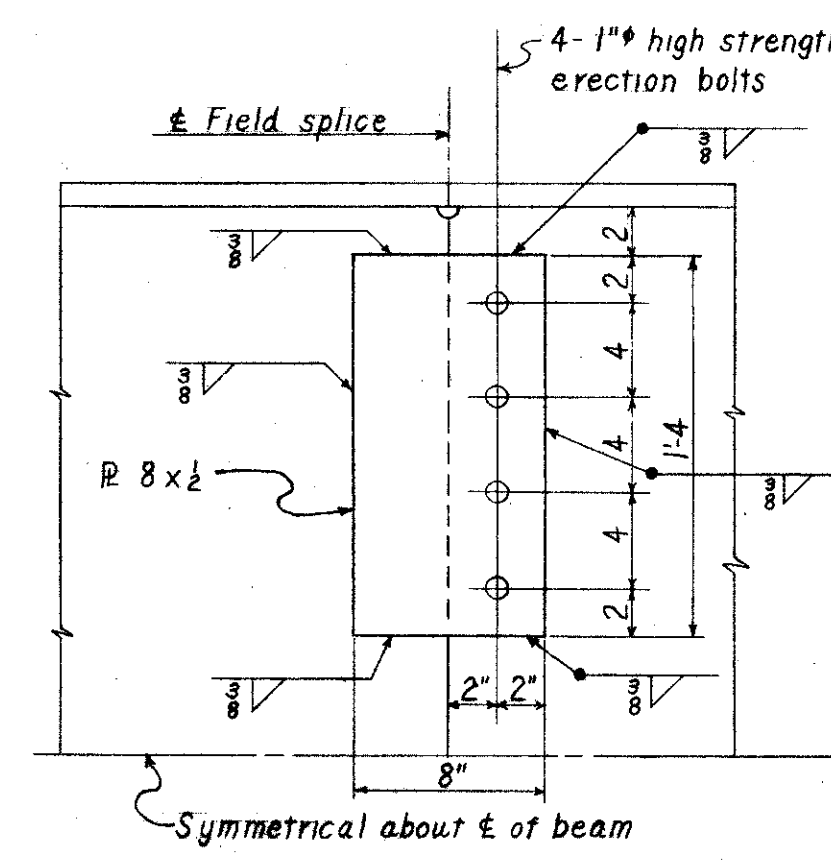


GIRDER ELEVATION

DEFLECTION & CAMBER				
	SPAN 1	SPAN 2	SPAN 3	SPAN 4
Deflection due to weight of steel	0"	1/16"	1/8"	0"
Deflection due to remaining dead load	3/16"	3/8"	3/4"	1/4"
Convexity required for vertical curve	3/8"	7/8"	1"	3/8"
Sum of deflection and convexity	9/16"	1 1/16"	1 7/8"	5/8"
Required camber	0"	1 3/8"	1 7/8"	0"



GIRDER DETAILS



ALIGNMENT PLATE DETAIL

These plates shall be used on interior face of girders only. After the girder welds have been completed, the erection bolts in outside girders only shall be removed, the bolt holes welded shut and the field welding of alignment plates completed. Bolt holes shall be subpunched and reamed assembled or drilled full size while assembled. Alignment plates shall not be used to carry erection stresses through the girder. All splice points shall be supported until splices are welded and special cross frames are welded in position.

SEC. L-33

PREPARED BY  
CAPITOL ENGINEERING ASSOCIATES, DILLSBURG, PA.  
FOR  
STATE OF OHIO  
DEPARTMENT OF HIGHWAYS  
DIVISION OF DESIGN AND CONSTRUCTION  
BUREAU OF BRIDGES

STEEL FRAMING PLAN  
BRIDGE NO. LAK-2-1350  
RELOC. S.R. 2 UNDER S.R. 44-RAMP G  
LAKE COUNTY  
STA. 613 + 25.24

DESIGNED	DRAWN	TRACED	CHECKED	REVISED	DATE	REVISED
						3-31-60

MICROFILMED  
JUL 1 1985