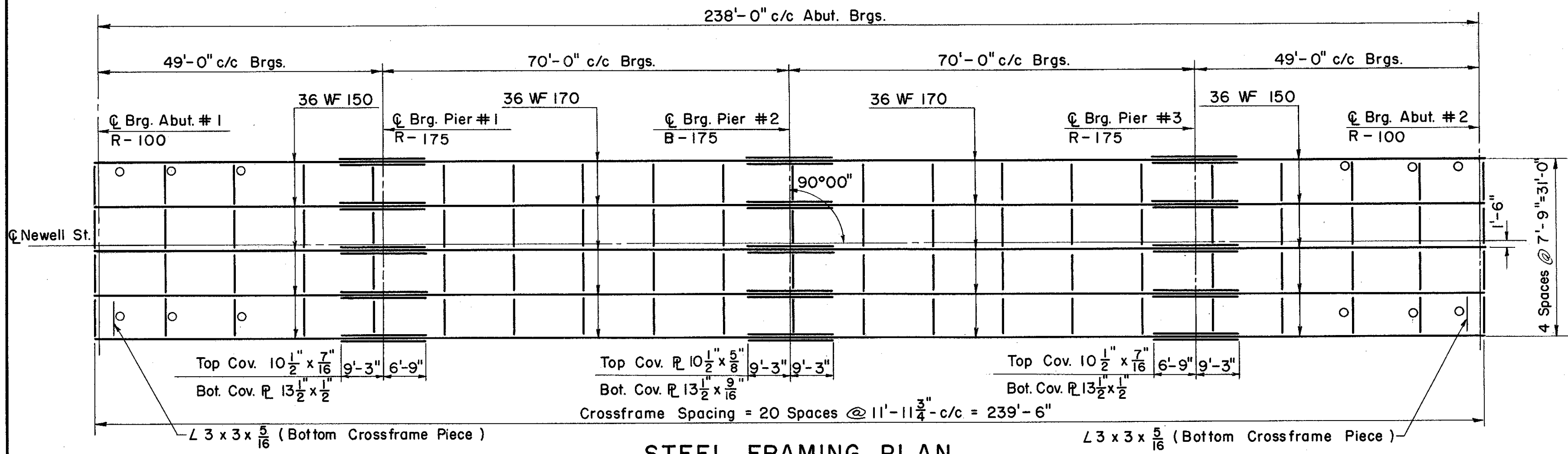
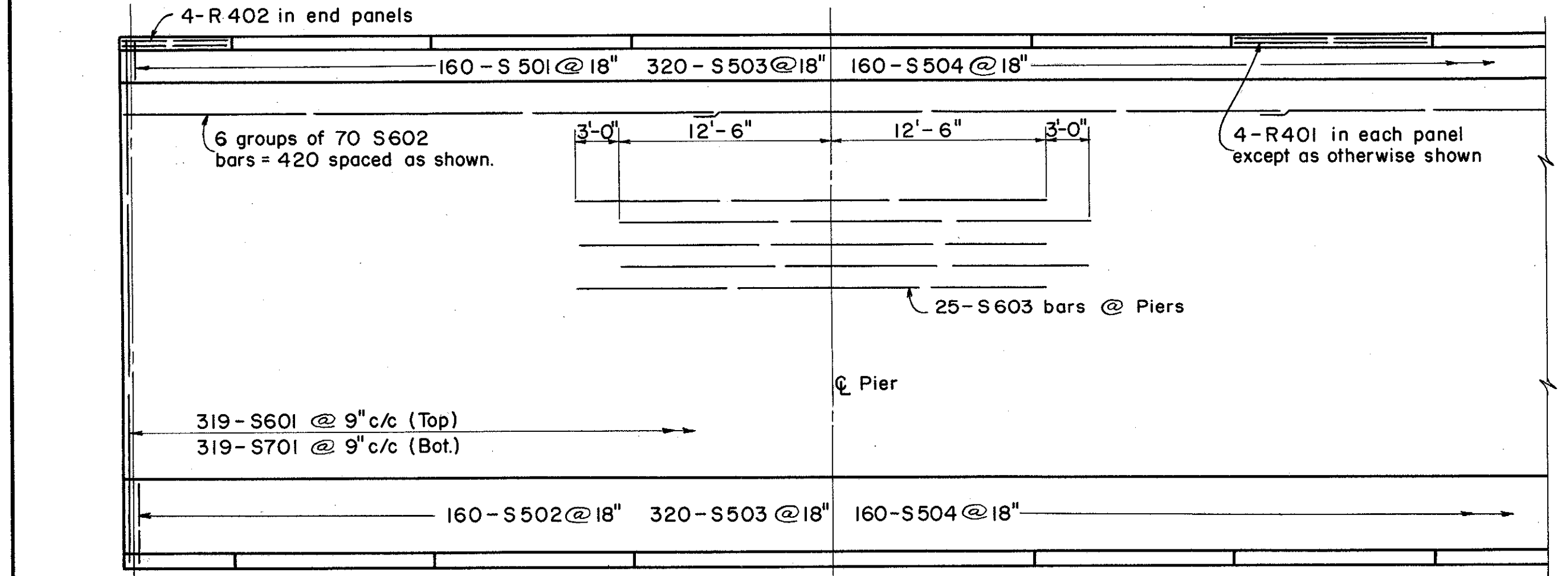


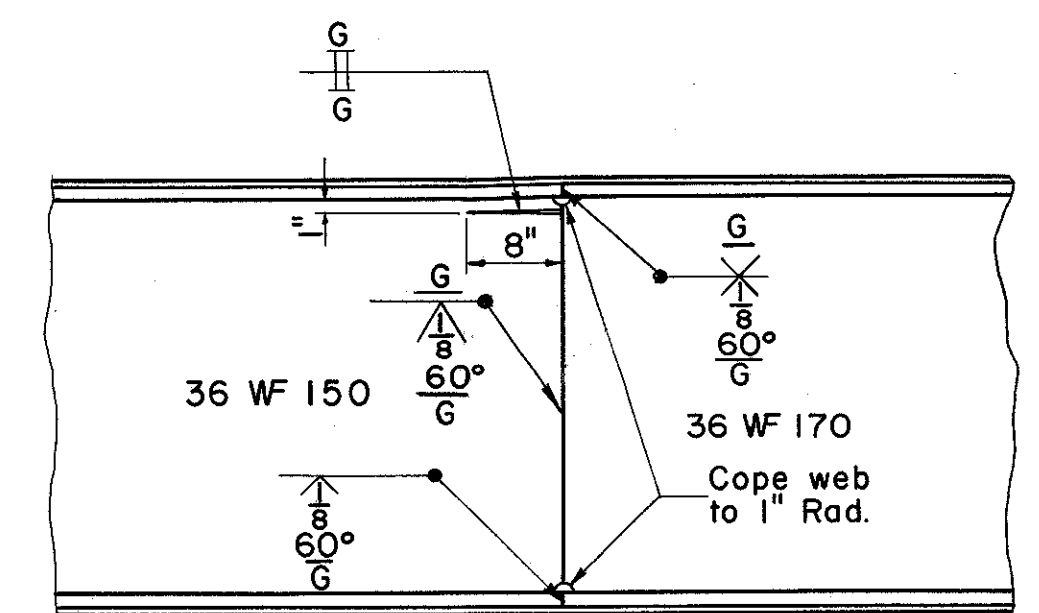
DECK SECTION



STEEL FRAMING PLAN



DECK PLAN



BEAM SPLICE DETAIL
(Piers #1 and #3)

NOTES

REFERENCE shall be made to Standard Drawing CSB-2-56, sheets 2 & 3 of 6, revised 2-2-59 for details of end dams, gutters, scuppers, pipe drains, 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 "C" and concrete parapet details.

WELDING of structural steel shall be Class "A" except as otherwise shown. Welds shown as field welds may, at the option of the Contractor, be made in the shop.

DECK SLAB DEPTH: *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 conformation required to place it parallel to the finished grade.

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress upgrade. The slab may be placed in sections, between transverse construction joints which are parallel to transverse reinforcing steel and are located near the center of any span.

BEAM SPLICE WELDING PROCEDURE: For stability during erection splice procedure will begin at the fixed bearing as follows:

1. Raise end of beam at Pier No. 1 - $\frac{3}{4}$ "
2. Butt-weld beam flanges and web at Pier No. 2 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. 2.
4. Lower end of beam at Pier No. 1.
5. Make splices at Piers No. 1 and 3 in the same manner, raising the ends of the beams $\frac{3}{8}$ " at Abutment No. 1 and $\frac{3}{8}$ " Abutment No. 2.

CONCRETE shall be Class "C".

CONCRETE and reinforcing steel above parapet construction joint included with railing for payment.

ALL reinforcing steel shall have 2" of cover from all faces except as otherwise shown.

DEFLECTION AND CAMBER				
LOCATION	SPAN 1	SPAN 2	SPAN 3	SPAN 4
Deflection due to weight of steel	0	$\frac{1}{8}$ "	$\frac{1}{8}$ "	0
Deflection due to remaining dead load	$\frac{1}{8}$ "	$\frac{1}{4}$ "	$\frac{1}{4}$ "	$\frac{1}{8}$ "
Convexity required for Vertical Curve	$\frac{1}{2}$ "	$\frac{7}{8}$ "	$\frac{7}{8}$ "	$\frac{1}{2}$ "
Sum of deflection and convexity	$\frac{5}{8}$ "	$1\frac{1}{4}$ "	$1\frac{1}{4}$ "	$\frac{5}{8}$ "
Required Camber	0	$1\frac{1}{4}$ "	$1\frac{1}{4}$ "	0

PREPARED BY
CAPITOL ENGINEERING ASSOCIATES, DILLSBURG, PA.
FOR

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

DECK DETAILS
BRIDGE NO. LAK-2-1424
RELOC. S.R. 2 UNDER NEWELL ST.
LAKE COUNTY
STA. 651 + 99.35

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.E.S.	J.T.A.	J.W.S.	L.P.	M.C.		