

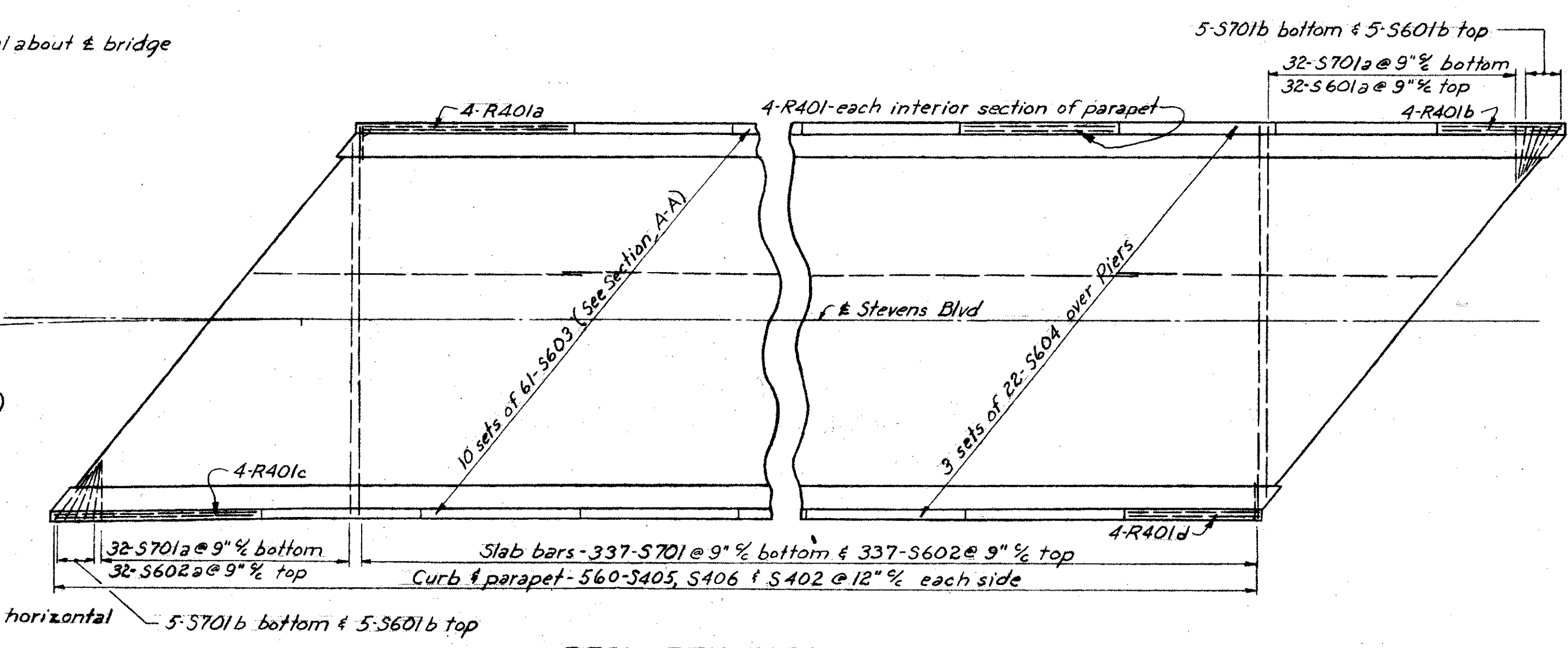
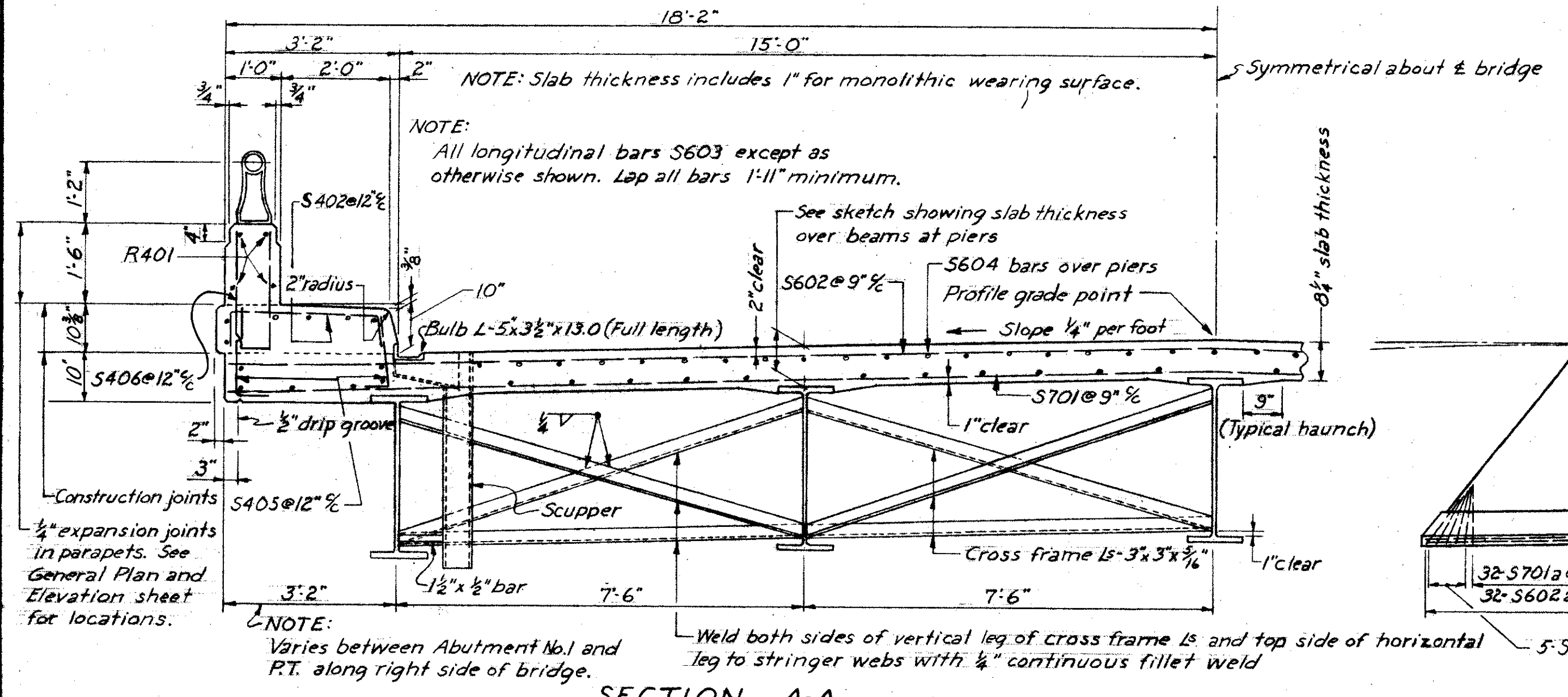
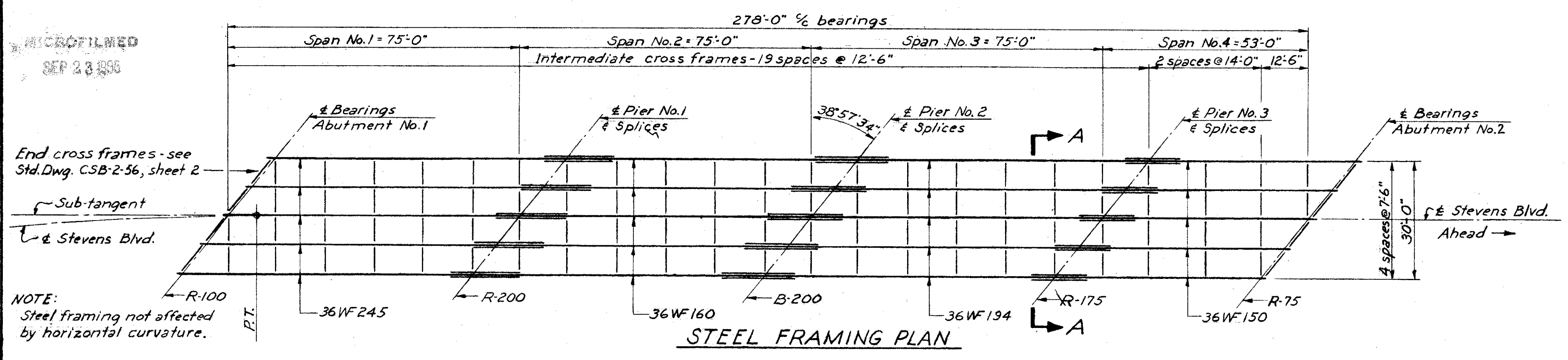
LAKE COUNTY  
SEC. LAK-2-4.42

### DEFLECTION & CAMBER

	SPAN NO.1	SPAN NO.2	SPAN NO.3	SPAN NO.4
Deflection due to weight of steel	3/16"	1/16"	1/8"	1/16"
Deflection due to remaining dead load	3/16"	3/16"	3/8"	1/4"
Convexity required for vertical curve	2"	2"	2"	-1/4"
Sum of deflection and convexity	2 3/16"	2 1/4"	2 1/2"	1/8"
Required camber	2 3/16"	2 1/4"	2 1/2"	0

NOTES

- REFERENCE shall be made to Standard Drawing CSB-2-58, sheets 2-4, 3 of 6, revised 2-2-59, for details of end dams, gutters, scuppers, pipe drains and curb plates.
- 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 aluminum railing Type "A" and concrete parapet details.



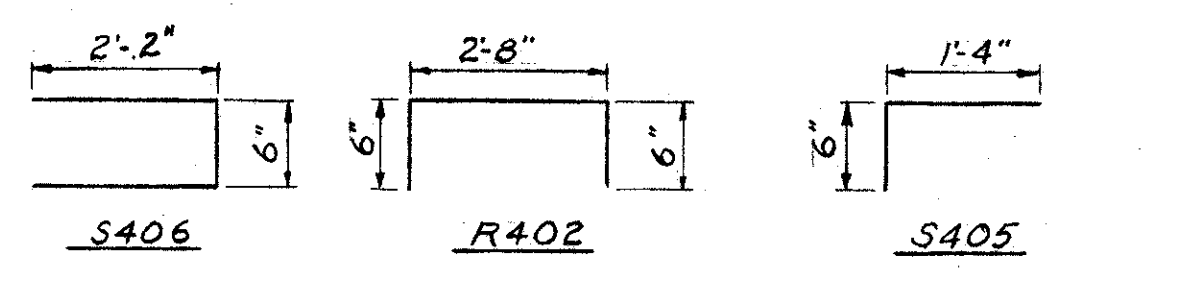
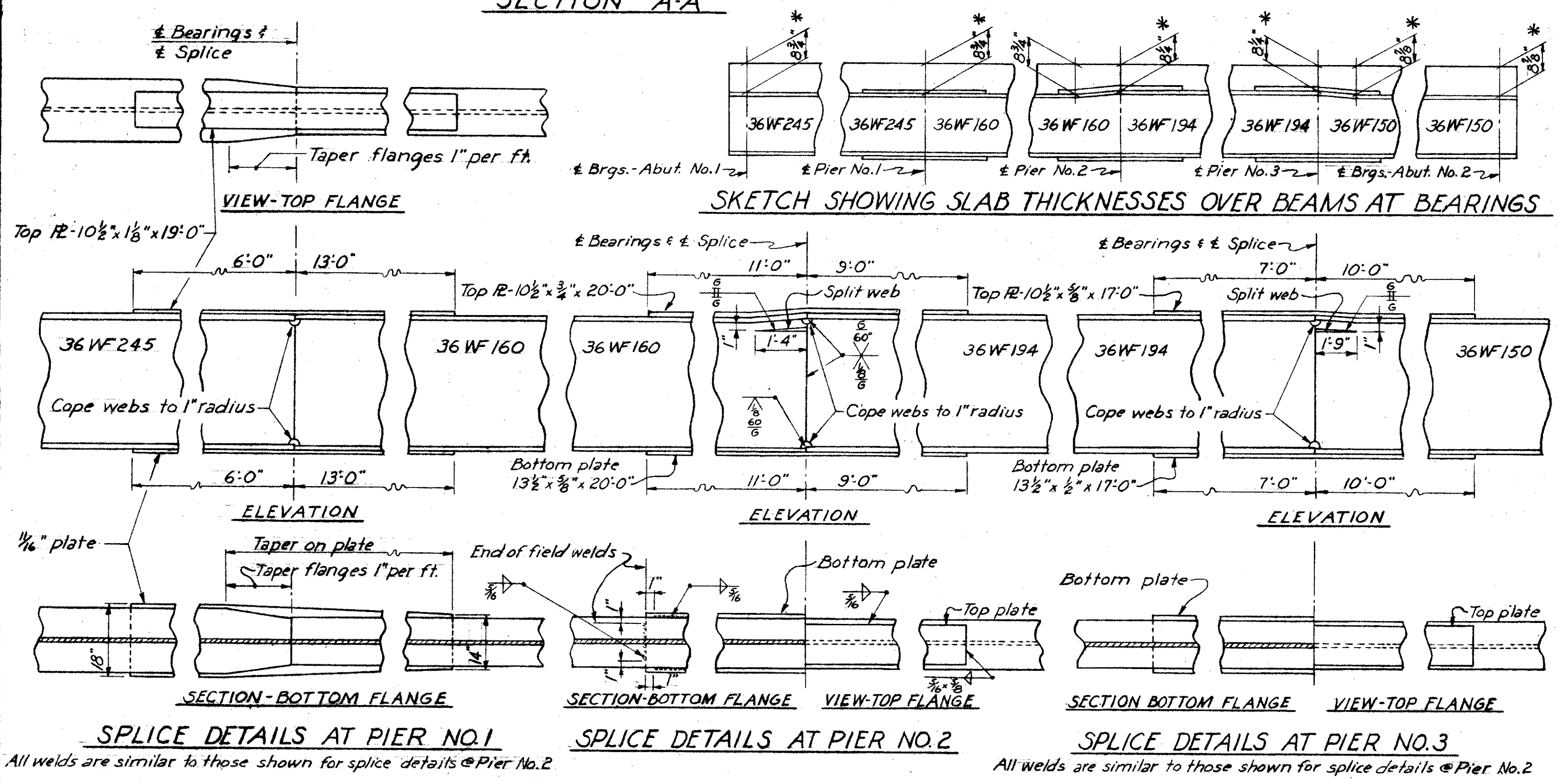
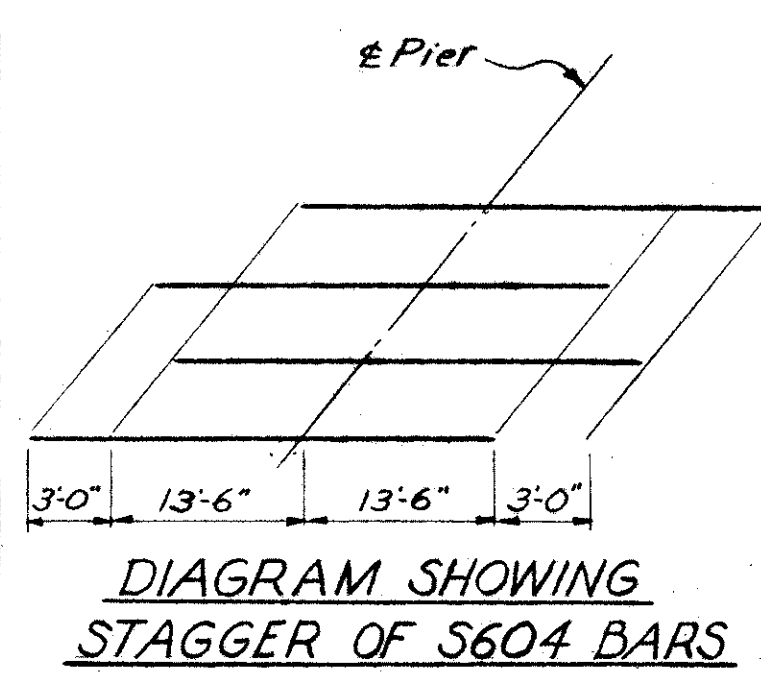
- WELDING of structural steel shall be Class "A" except as otherwise shown. Welds shown as field welds may, at the option of the Contractor, be made in the shop.
- Concrete and reinforcing steel above parapet construction joint included with railing for payment.
- All concrete shall be Class "C".
- BEAM SPLICE WELDING PROCEDURE:
  - Raise end of beam at Pier No.2 - 2 1/2"
  - 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.
  - Weld top and bottom moment plates at Pier No.1.
  - Lower end of beam at Pier No.2.
  - Make splices at Piers No.2 and 3 in the same manner, raising the ends of the beams 1 3/4" at Pier No.3 and 1" at Abutment No.2.

\* 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 is 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.

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 beam, all sides of bottom flange.

### SUPERSTRUCTURE BAR LIST

MARK	NO.	SIZE	LENGTH	TYPE	REMARKS	WEIGHT
S701	337	7	36'-0"	Str.		24,798
S701a	64	7	6'-11" to 35'-11"	Str.	2ea. vary by 11 1/2"	2,802
S701b	10	7	6'-0"	Str.		123
S602	337	6	36'-0"	Str.		18,222
S602a	64	6	6'-11" to 35'-11"	Str.	2ea. vary by 11 1/2"	2,059
S602b	10	6	6'-0"	Str.		90
S603	610	6	30'-0"	Str.		27,487
S604	66	6	30'-0"	Str.		2,974
S405	1120	4	1'-9"	Bent		1,310
S406	560	4	4'-8"	Bent		1,747
R401	136	4	14'-3"	Str.		
R401a	4	4	19'-8"	Str.		
R401b	4	4	11'-6"	Str.		
R401c	4	4	19'-3"	Str.		
R401d	4	4	12'-4"	Str.		
S402	560	4	3'-6"	Bent		1,309
TOTAL WEIGHT						82,921



PREPARED BY  
CAPITOL ENGINEERING ASSOCIATES, DILLSBURG, PA.  
FOR

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

SUPERSTRUCTURE  
BRIDGE NO. LAK-2-0447  
S.R.2 UNDER STEVENS BLVD.  
LAKE COUNTY

STA. 135 + 96.97

DESIGNED	DRAWN	TRACED	CHECKED	REVISED DATE	REVISED
JFM	JFM				