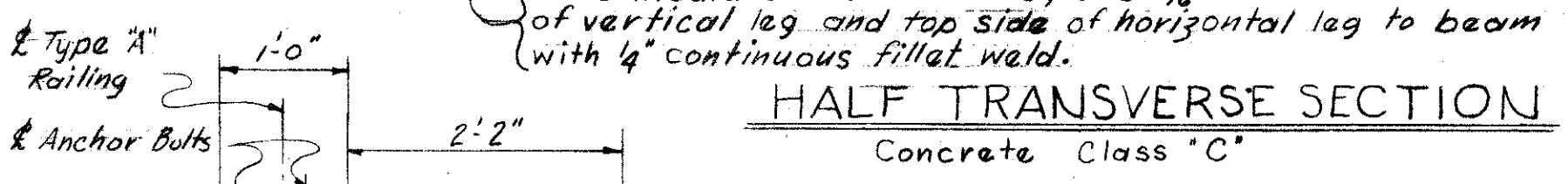
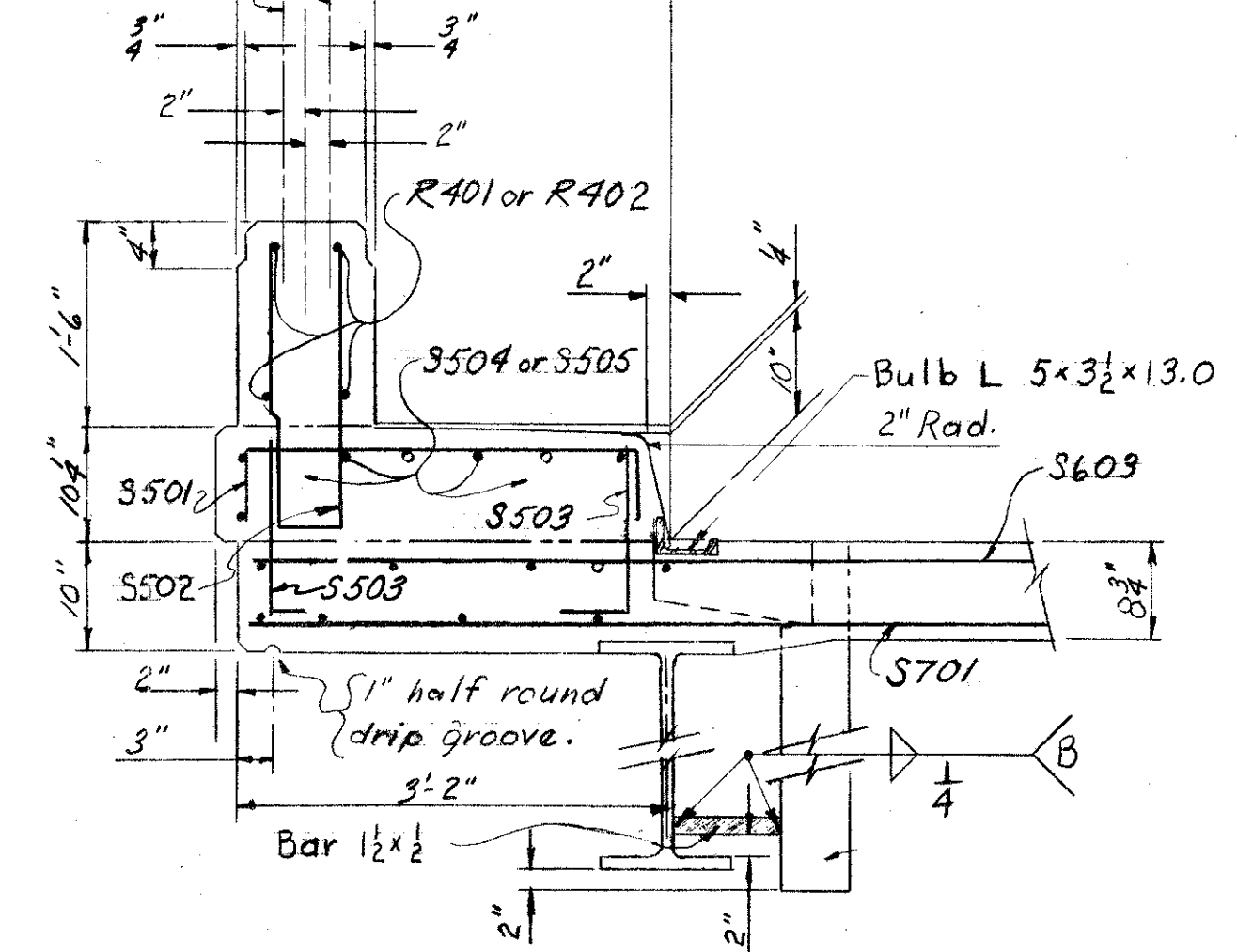


*This is the nominal dimension. The quantity of deck concrete to be paid for shall be based on this dimension, even though deviation from it may be necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to the finished grade.

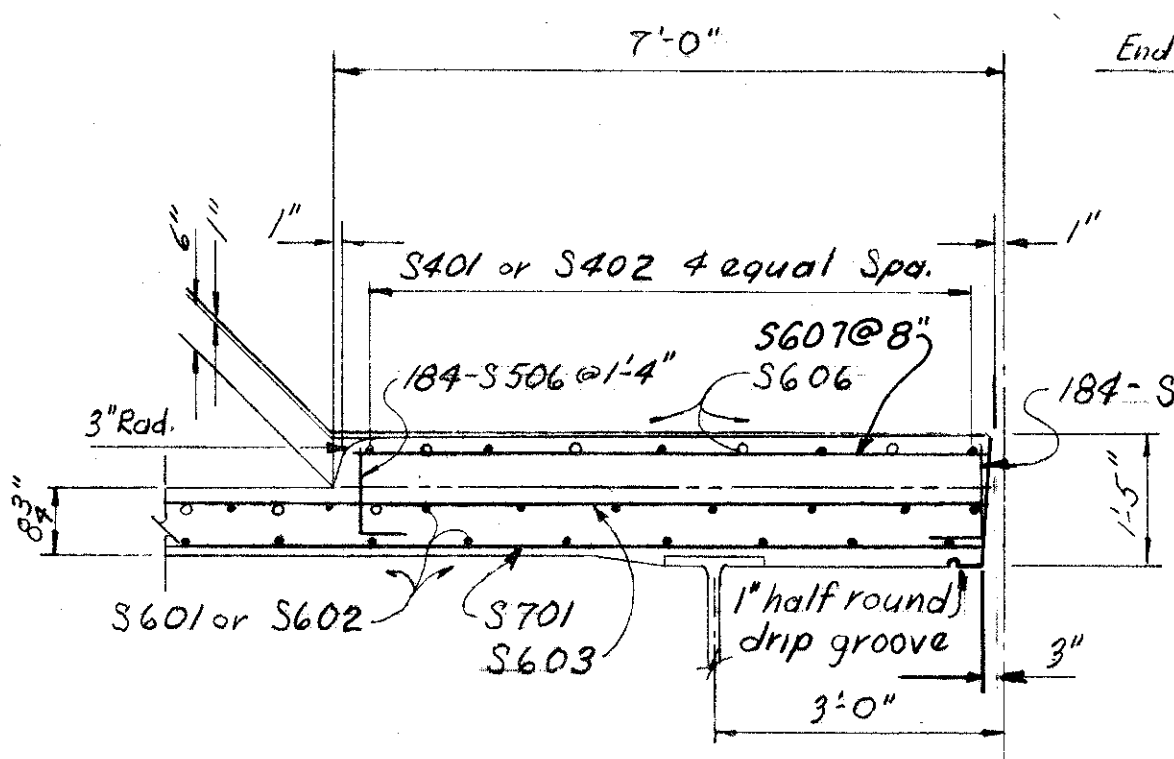
PAINTING. After erection and after the shop coat has been cleaned and, where necessary, repainted in accordance with Sec. 8.04, an additional coat of the same paint as used in the shop shall be applied over the outside face of the outside steel beams and all sides of the bottom flange.



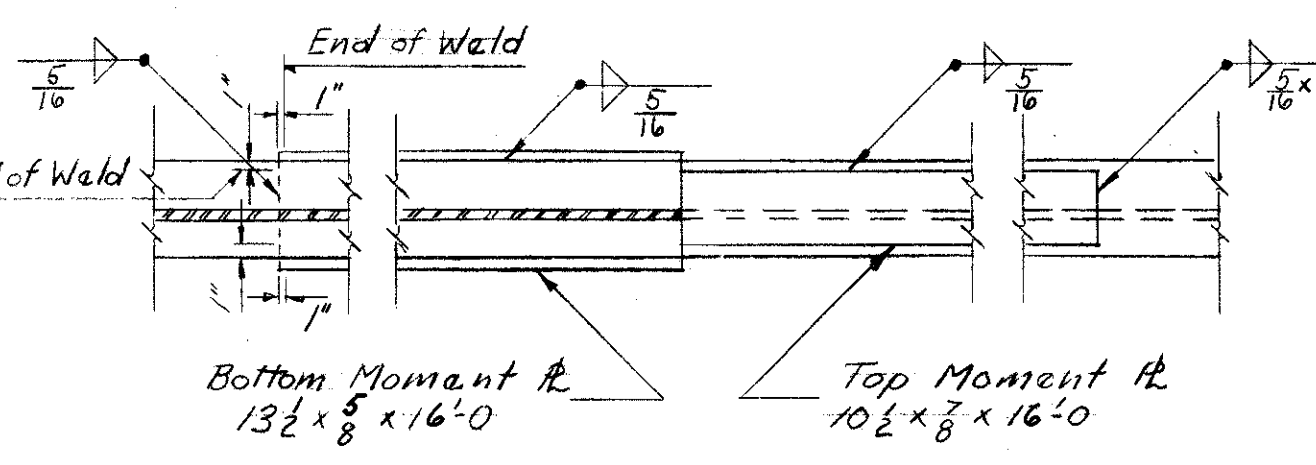
HALF TRANSVERSE SECTION
Concrete Class 'C'



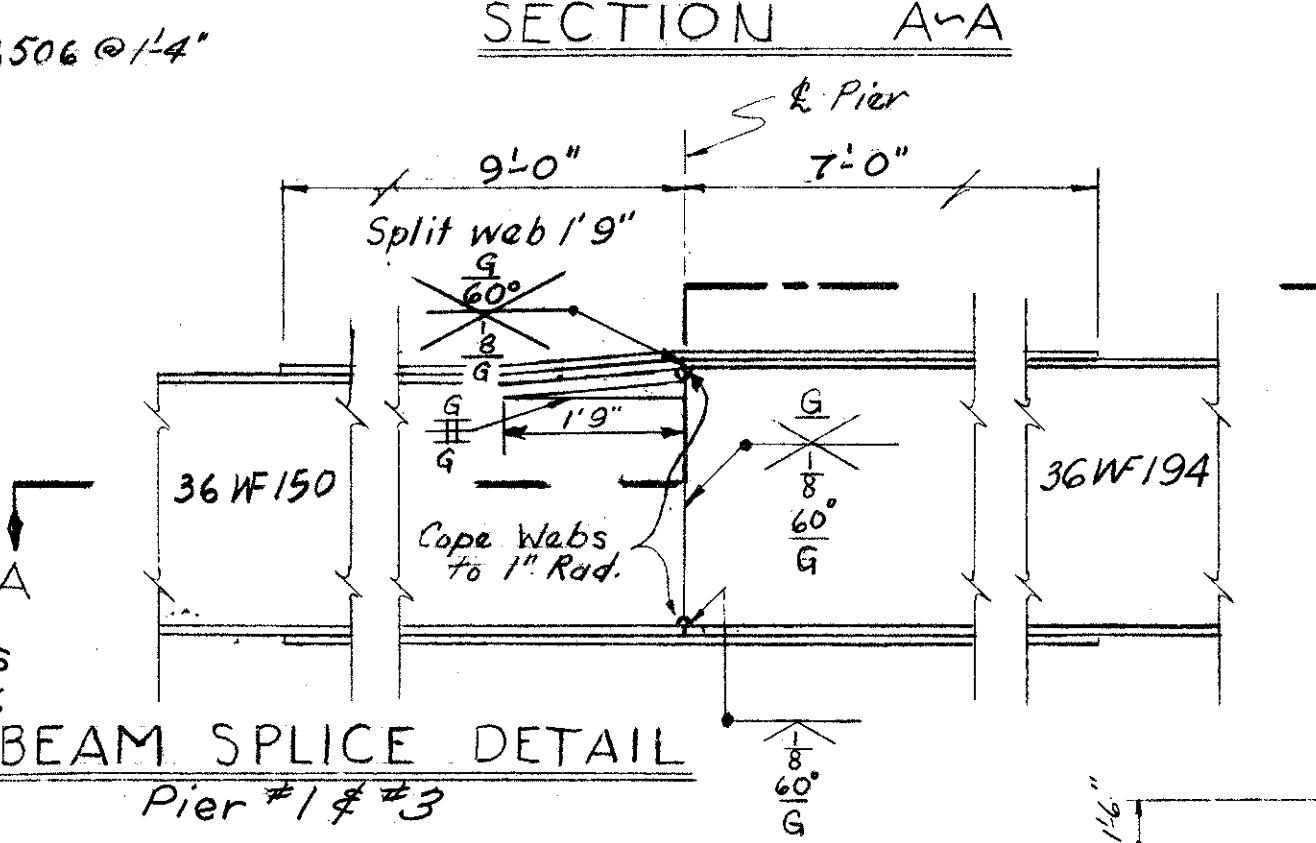
CURB AND PARAPET DETAIL



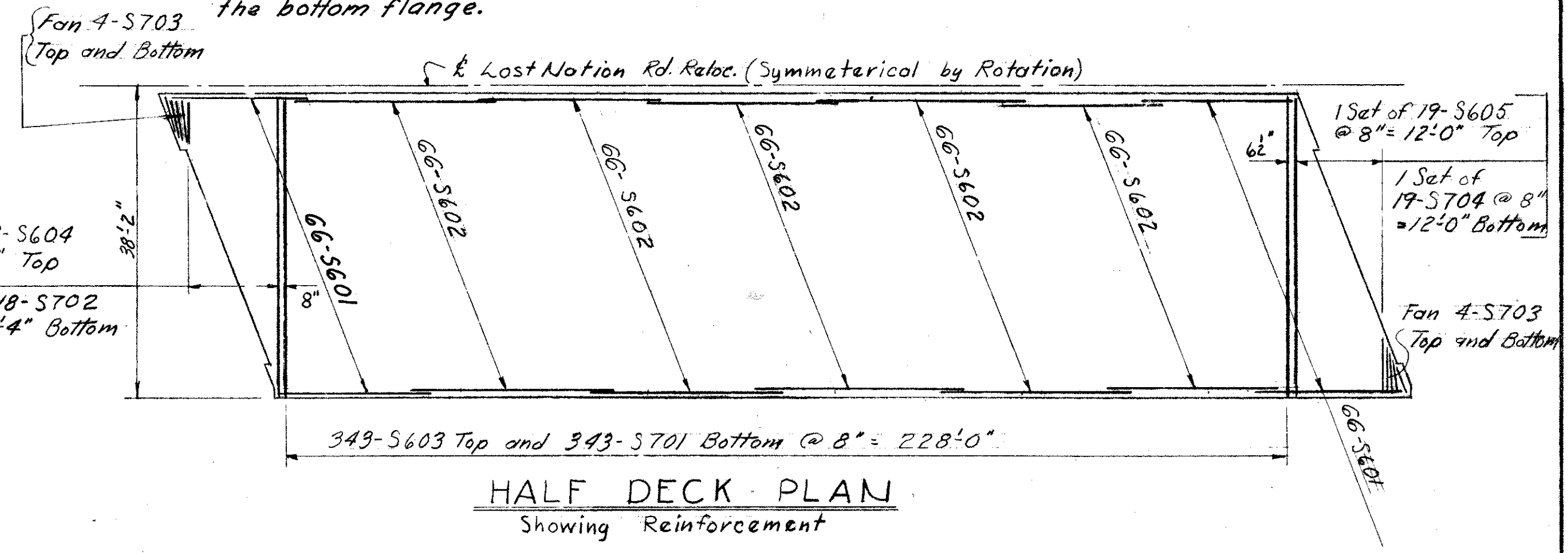
MEDIAN DETAIL



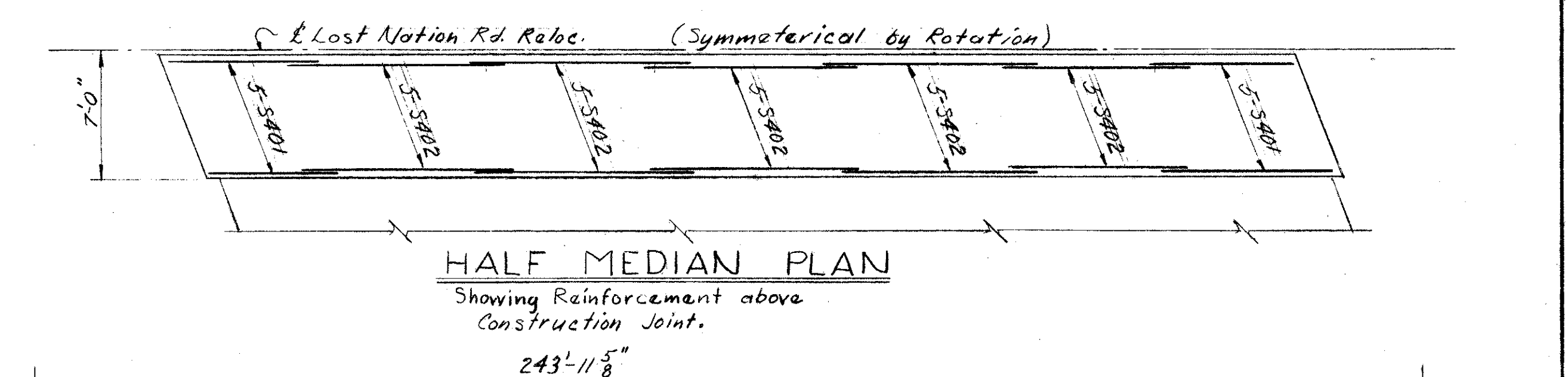
SECTION A-A



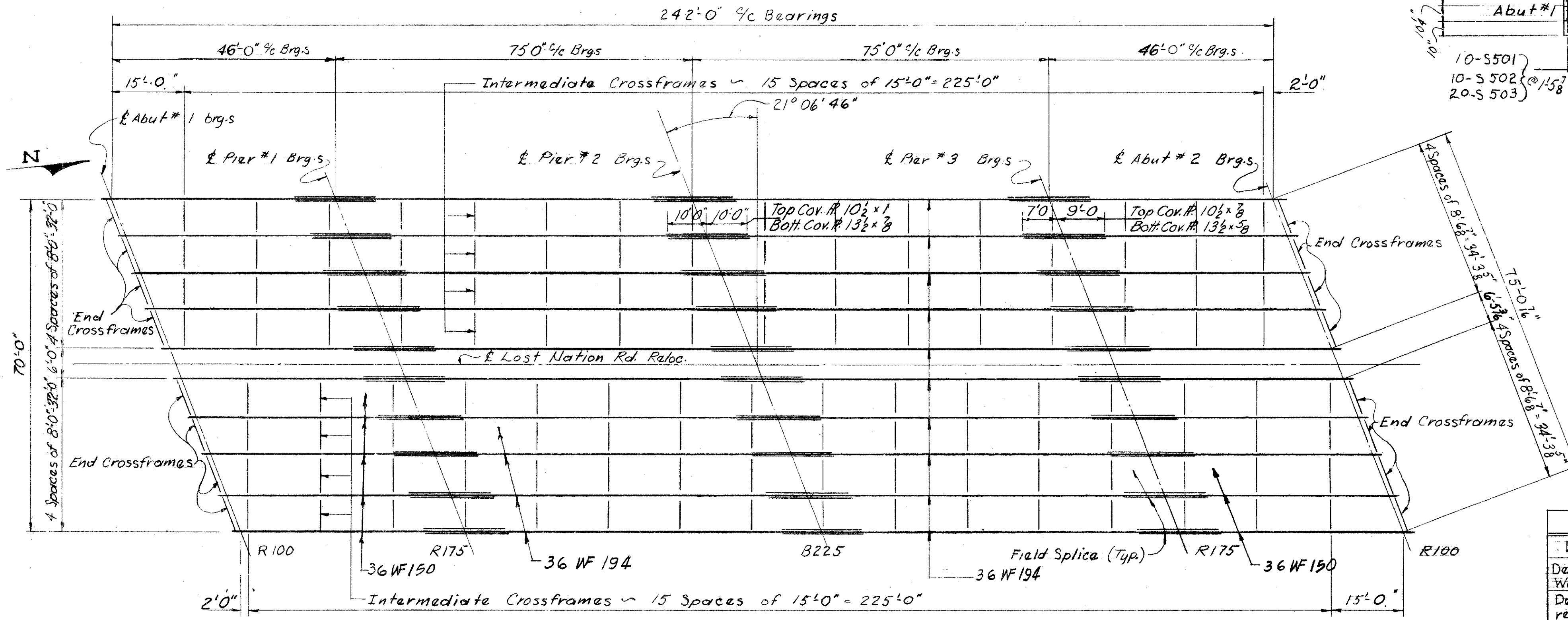
BEAM SPLICE DETAIL
Pier #1 & #3



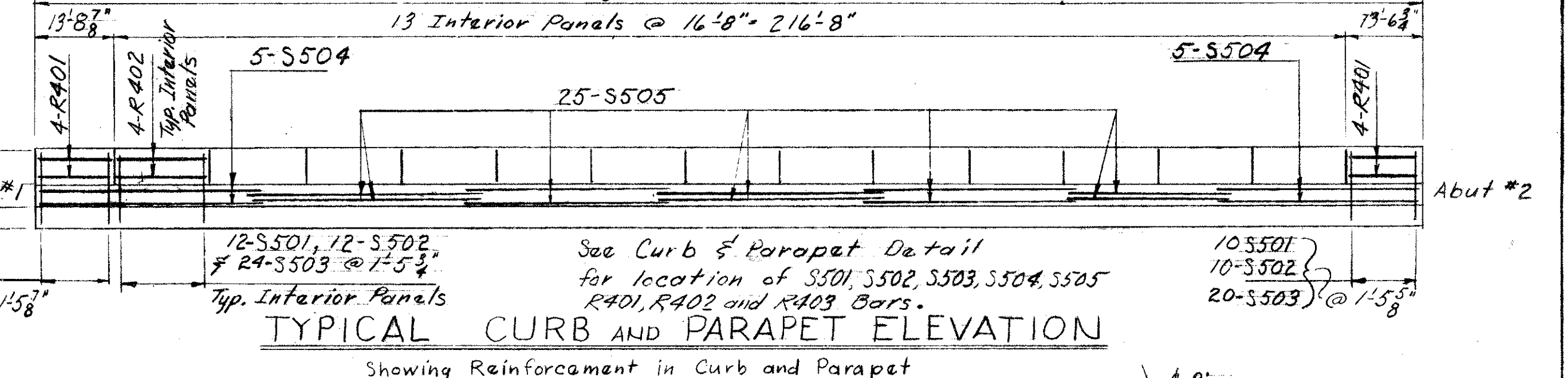
HALF DECK PLAN
Showing Reinforcement



HALF MEDIAN PLAN
Showing Reinforcement above Construction Joint.



STEEL FRAMING PLAN



TYPICAL CURB AND PARAPET ELEVATION
Showing Reinforcement in Curb and Parapet

NOTES:

- All Reinforcing Steel shall have a minimum of 2" of cover from all faces except as otherwise shown.
- Concrete in the parapet, Aluminum Railing type 'A', Reinforcing Steel marked (R) and Parapet deflection joints shall be included with Item S-14 for payment.
- BEAM SPLICE WELDING PROCEDURE:
 - Raise end of beam at Pier #2, 1 1/2"
 - Butt-weld beam flanges and web at Pier #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 flange moment plates at Pier #1.
 - Lower end of beam at Pier #2.
 - Make splice at abutment #2 & pier #3 in the same manner raising the end of the beams, 2 1/4" at the pier #3 and 3" at the abutment #2.

TYPICAL STAGGER
S606 BARS OVER PIERS

Camber is not required in beams in end spans but any convexity there of shall be placed upward.

Location	SPAN 2		SPAN 3		SPAN 4	
	Interior	Exterior	Interior	Exterior	INT. 3, EXT. INT. 4	EXT. 4
Deflection due to Weight of Steel	1/8	1/8	1/8	1/8	1/16	1/16
Deflection due to remaining D.L.	3/8	1/2	3/8	1/2	1/8	1/8
Convexity for V.C.	1/8	1/8	1/8	1/8	7/16	7/16
Total Camber	1 1/8	1 1/4	1 5/8	1 3/4	0	0

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-2-0543
RELOC. S.R. 2 UNDER LOST NATION RD.
LAKE COUNTY STA. 184 + 69.00

DESIGNED DEJ	DRAWN DRI	TRACED	CHECKED	REVISED DATE	REVISED 3-7-59
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