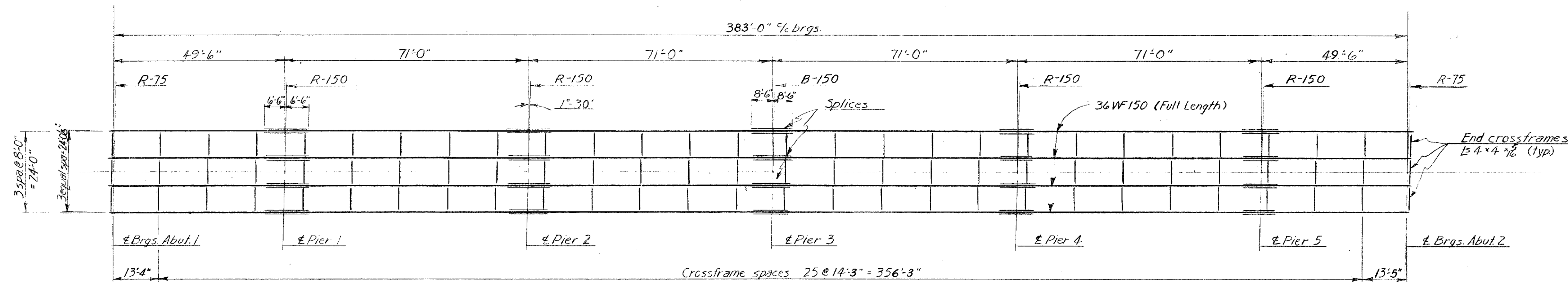


Cover R_2 for piers 1 and 5
 $10\frac{1}{2} \times \frac{1}{2} \times 13'-0"$ (top)
 $13\frac{1}{2} \times \frac{1}{2} \times 13'-0"$ (bot)

Cover R_2 for piers 2, 3, and 4
 $10\frac{1}{2} \times \frac{1}{2} \times 17'-0"$ (top)
 $13\frac{1}{2} \times \frac{1}{2} \times 17'-0"$ (bot)



STEEL FRAMING PLAN

DEFLECTION AND CAMBER						
	SPAN 1	SPAN 2	SPAN 3	SPAN 4	SPAN 5	SPAN 6
Deflect. due to wt. steel	0	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	0
Deflect. due to remaining DL	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{8}$
Convexity of vert. curve	$\frac{3}{8}$	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{3}{8}$
Total	$\frac{1}{2}$	$1\frac{1}{4}$	$1\frac{1}{4}$	$1\frac{1}{4}$	$1\frac{1}{4}$	$\frac{1}{2}$
Camber required	0	$1\frac{1}{4}$	$1\frac{1}{4}$	$1\frac{1}{4}$	$1\frac{1}{4}$	0

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, end crossframes, beam splice details, and connection of intermediate 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 beams and all sides of the bottom flange.

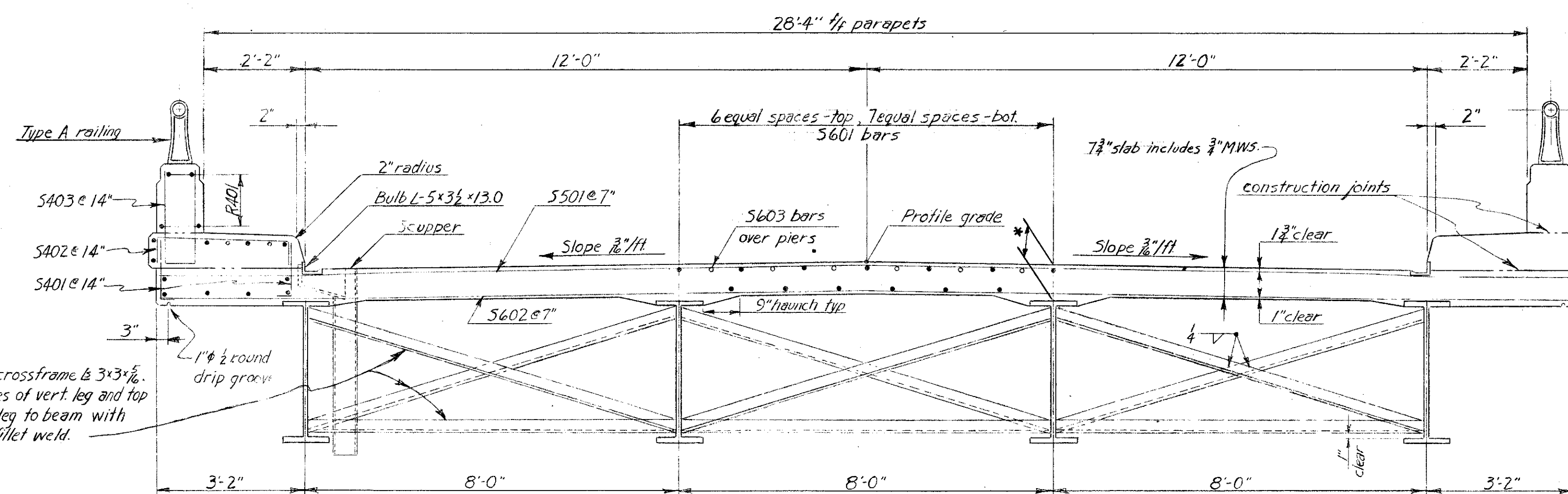
DECK SLAB DEPTH: * This is the nominal dimension. The quantity of deck concrete to be paid for shall be based on this dimension, even though deviation from it may be necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to the finished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

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

CONCRETE shall be Class C.

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



DECK CROSS SECTION

SLAB DECK

Abuts. * $7\frac{3}{4}$ "
 Piers * $7\frac{5}{16}$ "

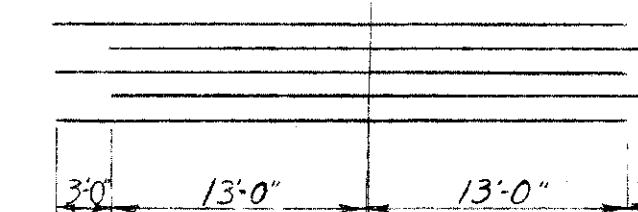
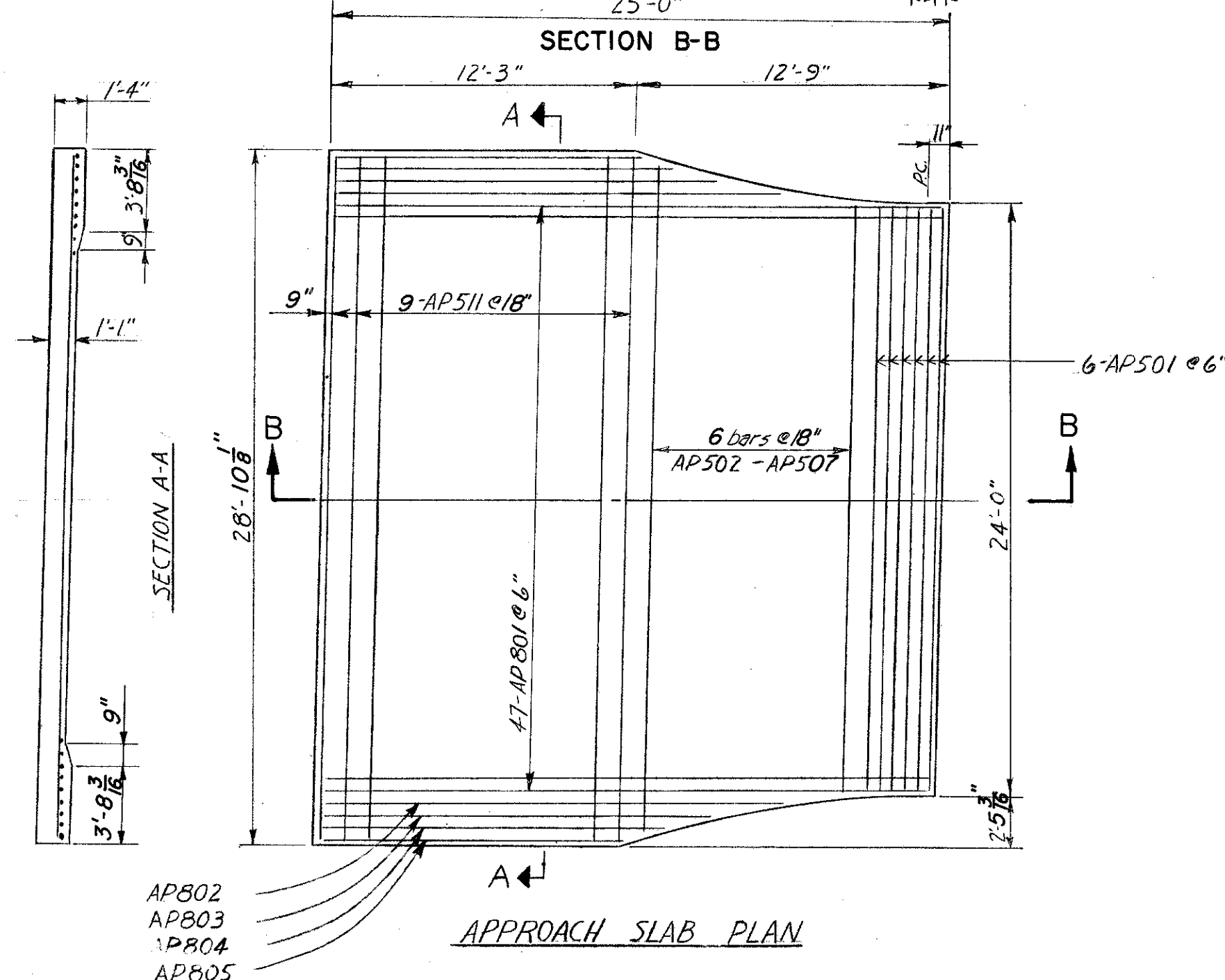
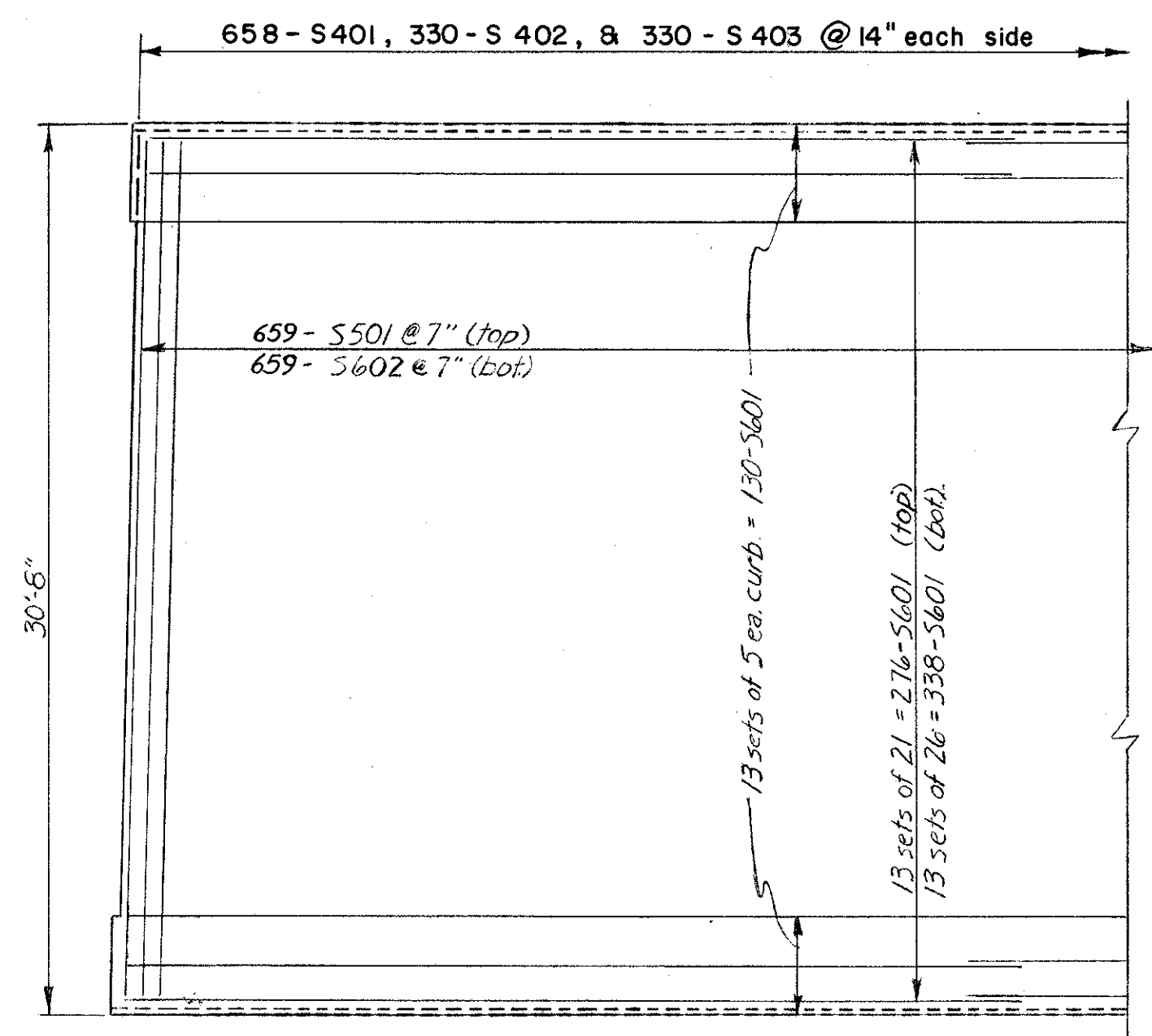


DIAGRAM SHOWING STAGGER OF 5603 BARS OVER PIERS



APPROACH SLAB PLAN



PART PLAN
 Transverse reinforcement placement

SEC. C-31

PREPARED BY
 CAPITOL ENGINEERING ASSOCIATES, DILLSBURG, PA.
 FOR

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

SUPERSTRUCTURE DETAILS
 BRIDGE NO. LAK-1-0950
 S. R. 1 UNDER HART ROAD
 LAKE COUNTY

STA. 147 + 34.15

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED