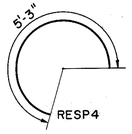
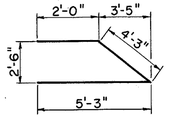
MICROFILMED
MAR 8 0 1984

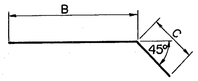
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

LAKE COUNTY
LAK-2-16.49





AP 505



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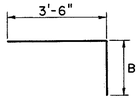
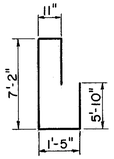
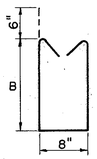


AP503 & AP504



A602



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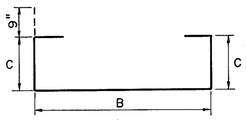

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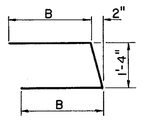

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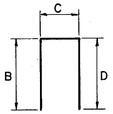
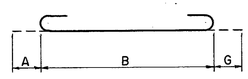


TYPE 1



TYPE 2

NOTES

Bar Size is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four digits are used indicate the size of the bar. For example A700 is a No. 7 size bar and A1014 is a No. 10 size bar.

All dimensions are out to out of the bar.

Type "S" is straight bar.

The "length" shown in steel list for the spiral bars is the vertical distance from the top of the spiral to the bottom of spiral.

The "number of turns" shown in the steel list for the spiral bars is the "length" divided by the pitch, plus three (3) turns (total number of closed coils) expressed as the nearest whole number.

Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item S-4.

1½ closed coils shall be provided at the ends of each spiral unit.

Four steel channel, tee or angle spacers, weight approximately 0.66 pounds per linear foot of spacer, shall be provided for each spiral unit. They shall be equally spaced along the periphery of the coil. The number of pounds of these spacers, based on 0.68 pounds per linear foot will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

RAILING

MARK	TOTAL	LENGTH	WEIGHT	TYPE
R501	8	13'-10"	To be included with item S-14 for payment	S
R501A	4	22'-10"		S
R502	4	15'-11"		S
R503	4	14'-2"		S
R504	4	24'-0"		S
R505	4	24'-10"		S
R506	112	16'-6"		S
R506A	16	13'-3"		S

REINFORCING STEEL LIST

PIERS

MARK	REAR PIER	FWD. PIER	TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	G
P901	72	72	144	6'-7"	3222	1		6'-4"	6"	0	
P902	72	-	72	17'-0"	4162	S					
P902A	-	72	72	18'-7"	4548	S					
P701	48	48	96	8'-4"	1635	2	10"	6'-8"			10"
P702	48	48	96	8'-10"	1733	2	10"	7'-2"			10"

SPIRAL BARS

MARK	REAR PIER	FWD. PIER	TOTAL	LENGTH	WEIGHT	PITCH	NO. TURNS	CORE DIA.
SP401	1	-	1	17'-0"	317	4½"	48	32"
SP402	1	-	1	17'-3"	323	4½"	49	32"
SP403	4	-	4	17'-5½"	1320	4½"	50	32"
SP404	-	2	2	18'-7½"	700	4½"	53	32"
SP405	-	4	4	18'-10"	1400	4½"	53	32"

SUPERSTRUCTURE

MARK	TOTAL	LENGTH	WEIGHT	TYPE	B	C	D	VARIES BY	NO. OF EACH
S701	590	25'-8"	30957	S				6½"	2
S702	64	7'-8½"/24'-6"	2106	S				6½"	2
S703	94	5'-1"/30'-0"	3370	S				6½"	2
S704	16	4'-6"	147	S					
S601	590	25'-6"	22598	S					
S602	64	7'-6½"/24'-4"	1531	S				6½"	2
S603	94	5'-1"/30'-0"	2476	S				6½"	2
S604	16	4'-6"	108	S					
S605	800	28'-0"	33645	S					
S606	68	40'-0"	4085	S					
S501	348	5'-10"	2116	1	1'-7"	2'-11"	1'-7"		
S502	346	5'-7"	2014	4	2'-1"				
S503	348	6'-10"	2479	5	2'-11"	1'-4"			
S504	264	5'-7"	1537	5	2'-6"	11"			
S505	264	4'-1"	1124	1	11"	2'-6"	11"		

FORWARD ABUTMENT

MARK			TOTAL	LENGTH	WEIGHT	TYPE	B	C & A	D & G	VARIES BY	NO. OF EACH
A602			74	17'-9"	1973	-					
A515			94	7'-4"	719	4	2'-10"				
A516			78	7'-3"	590	3	3'-1"				
A516A			6	6'-9"/7'-1"	43	3	2'-10"/3'-0"		-	1"	2
A516B			10	3'-5"/6'-5"	51	3	1'-2"/2'-8"			4½"	2
B1001			19	13'-6"	1104	1	6'-3"	1'-8"	6'-3"		
B901			19	15'-8"	1012	2	13'-2"	1'-3"	1'-3"		
B902			4	6'-8"	91	2	4'-2"	1'-3"	1'-3"		
B903			25	12'-8"	1077	1	5'-9"	1'-8"	5'-9"		
B801			20	12'-10"	685	2	10'-8"	1'-1"	1'-1"		
B802			2	10'-10"	58	2	8'-8"	1'-1"			
B701			27	9'-7"	529	2	7'-11"	10"	10"		
B702			15	10'-4"	317	2	8'-8"	10"	10"		
B703			15	11'-10"	363	1	5'-3"	1'-8"	5'-3"		

FORWARD ABUTMENT (CONTINUED)

MARK	TOTAL	LENGTH	WEIGHT	TYPE	B	C & A	D & G	VARIES BY	NO. OF EACH
B704	25	12'-5"	635	S					
B705	27	11'-10"	653	1	5'-3"	1'-8"	5'-3"		
B706	17	14'-9"	513	S					
B601	20	29'-0"	871	S					
B602	24	21'-3"	766	S					
B603	14	28'-6"	599	S					
B604	12	27'-0"	487	S					
B605	6	14'-3"	128	S					
B606	16	15'-9"	378	S					
B607	10	23'-9"	357	S					
B608	7	18'-0"	189	S					
B609	20	10'-8"	320	S					
B610	27	7'-11"	321	S					
B611	23	6'-11"	239	S					
B612	23	8'-3"	285	2	6'-11"	8"	8"		
B613	19	13'-2"	376	S					
B614	19	8'-8"	247	S					
B615	41	5'-8"	349	S					
B616	32	7'-0"	336	2	5'-8"	8"	8"		
B617	32	4'-0"	200	S					
B618	32	5'-6"	264	2	4'-2"	8"	8"		
B619	28	11'-4"	476	1	5'-0"	1'-8"	5'-0"		
B619A	49	10'-10"	797	1	5'-0"	1'-2"	5'-0"		
B620	27	9'-0"	365	S					
B621	28	6'-5"	270	S					
B622	15	14'-0"	315	S					
B623	22	11'-0"	363	S					
B624	36	9'-0"	487	6	7'-0"	2'-0"			
B624A	24	11'-0"	396	6	9'-0"	2'-0"			
B625	17	6'-9"	172	S					
B501	25	12'-5"	324	S					
B502	27	9'-0"	253	S					
B503	28	6'-5"	187	S					
B504	48	25'-2"	1260	S					
B505	30	27'-2"	850	S					
B506	24	30'-9"	770	S					
B507	80	5'-0"	417	1	1'-9"	3'-5"	0		
B508	22	11'-0"	252	S					
B509	15	14'-0"	219	S					
B510	20	4'-0"	83	S					
B511	26	18'-2"	493	S					
B512	44	14'-2"	650	S					
B513	26	24'-0"	651	S					
B514	4	17'-2"	72	S					
B515	44	6'-3"	287	S					
B516	16	15'-11"	266	S					
B517	20	4'-6"	94	S					
B518	10	4'-9"	50	S					
B519	4	7'-0"	29	S					
B520	2	9'-3"	19	S					
B521	8	4'-0"/5'-9"	41	S				7"	2
B522	10	3'-6"	36	S					
B523	82	6'-6"	556	1	2'-9"	1'-3"	2'-9"		
B524	80	5'-7"	466	6	4'-0"	1'-7"			
B525	21	14'-0"	307	S					
B526	17	6'-9"	120	S					
B527	14	10'-3"	150	S					
B528	17	8'-3"	146	S					

REAR ABUTMENT

MARK	TOTAL	LENGTH	WEIGHT	TYPE	B	C	D	VARIES BY	NO. OF EACH
A1101	2	20'-0"	213	S					
A1102	3	8'-0"	127	S					
A801	21	29'-9"	1668	S					
A802	5	20'-3"	270	S					
A803	5	13'-3"	177	S					
A804	6	7'-0"	112	S					
A601	55	13'-0"	1074	1	5'-4"	5'-5"	2'-7"		
A602	75	17'-9"	2000	-					
A603	28	7'-0"	294	1	2'-1"	3'-2"	2'-1"		
A501	55	8'-4"	478	1	1'-7"	5'-5"	1'-7"		
A502	55	5'-8"	325	1	5'-4"	6"	0		
A503	55	10'-0"	574	1	3'-5"	3'-5"	3'-5"		
A504	36	22'-7"	848	S					
A504A	36	23'-1"	867	S					
A505	58	9'-10"	595	1	9'-6"	6"	0		
A506	8	10'-3"	86	S					
A506A	8	17'-3"	144	S					
A507	16	4'-6"	75	S					
A508	44	6'-0"	275	S					
A509	8	3'-9"/5'-6"	38	S				7"	2
A509A	10	3'-8"/5'-8"	49	S				6"	2
A510	12	3'-6"	44	S					
A511	18	4'-9"	89	S					
A512	6	6'-9"	42	S					
A512A	2	15'-0"	31	S					
A513	2	9'-3"	19	S					
A513A	2	18'-6"	39	S					
A514	10	14'-2"	148	S					
A514A	10	23'-2"	242	S					
A515	39	7'-1"	288	4	2'-10"				
A516	39	7'-3"	295	3	3'-1"				
A517	14	5'-8"	83	2	4'-6"	7"	7"		
A518	40	6'-6"	271	1	2'-9"	1'-3"	2'-9"		

REPLACEMENT BARS

MARK	NO.	LENGTH	WEIGHT	TYPE
RESP 4	1	5'-3"		Bent
RE 500	2	5'-7"		
RE 600	5	5'-11"		
RE 700	3	6'-3"		
RE 800	1	6'-6"		
RE 900	1	6'-10"		
RE 1000	1	7'-3"		
RE 1100	1	7'-7"		

PREPARED BY
CAPITOL ENGINEERING ASSOCIATES, DILLSBURG, PA.
FOR

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

REINFORCING BAR LIST

BRIDGE NO. LAK-2-1862
RELOC. S.R. 2 UNDER RECONSTR. U.S. 20
LAKE COUNTY
STA. 99 + 73.07

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	M.J.F. L.L.D.	FWB	L.L.D. M.J.F.	G.S.W. M.C.P.		