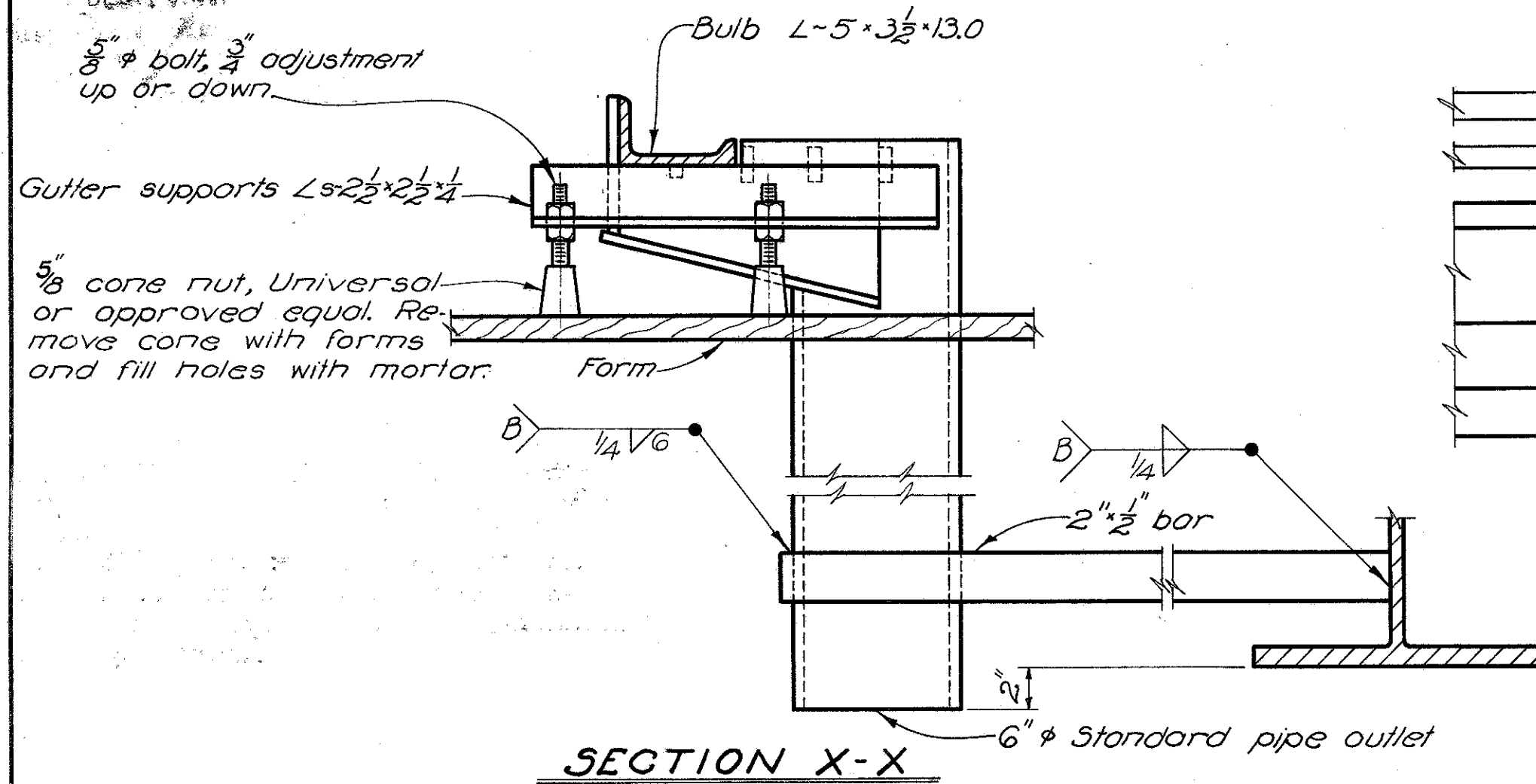


5/8" bolt, 2" adjustment up or down.



PART PLAN
GUTTER & SCUPPER DETAILS

SIDEWALK END FINISH

For details and notes not shown see SECTION C-C on sheet No.2 of Standard Drawing CSB-2-5G

NOTES

REFERENCE shall be made to Standard Drawing ARI-57 for railing and Type C post details, RB-1-55 for rocker and bolster details, and CSB-2-5G Sheets 2 & 3 for superstructure details not shown.

DECK SLAB DEPTH: The distance from top of deck slab to top of steel beam as shown on "Half Transverse Section" Sheet No.176, 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 this top flange of the beam may not have the exact camber or conformation required to place it parallel to the finished grade.

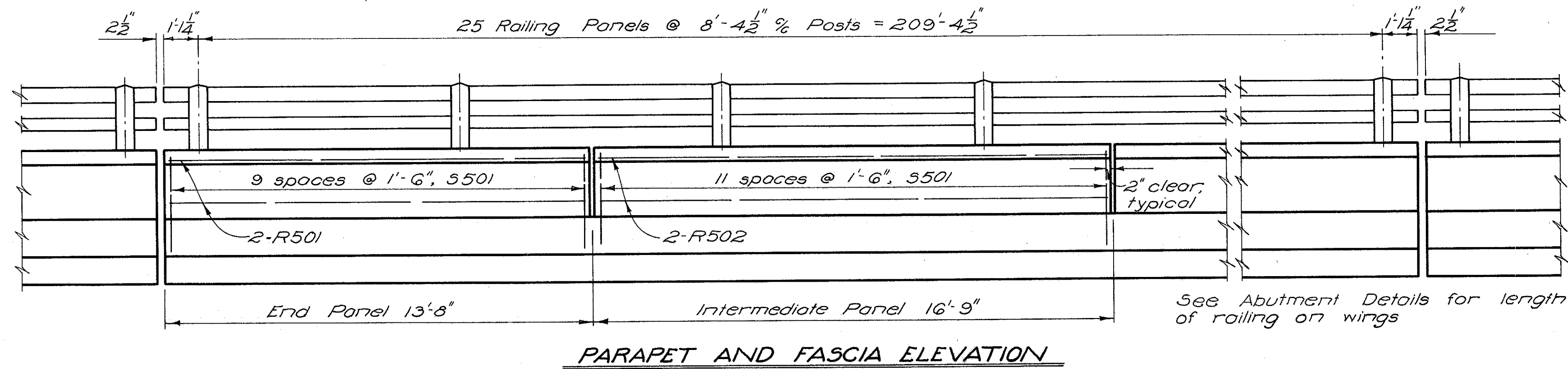
WELDING shall be Class "A" except as shown. Any welds shown as field welds may, at the option of the Contractor, be made in the shop. Class "B" welds are shown thus:

DECK PLACING PROCEDURE: In placing the deck concrete, construction joints will be permitted, parallel to the transverse reinforcing steel and near the middle of any span. Because of the flow of curing water from the surface of previously placed deck concrete, the sequence of pours shall be up-grade, starting at the rear abutment.

CONCRETE shall be Class "C".

DECK SLAB HAUNCH: The haunch in the deck slab adjacent to the top of the steel beams, which is shown as 9" wide, may vary from this dimension with a minimum of 6" and maximum of 12". Maximum slope of haunch shall be one vertical to four horizontal. Payment for deck slab concrete shall be based on the 9" width.

BEAM WEB WELDS: Butt welds in webs of beams may have convex reinforcement in accordance with Sec. 5-7.22. Finishing flush by grinding is not required.



PARAPET AND FASCIA ELEVATION

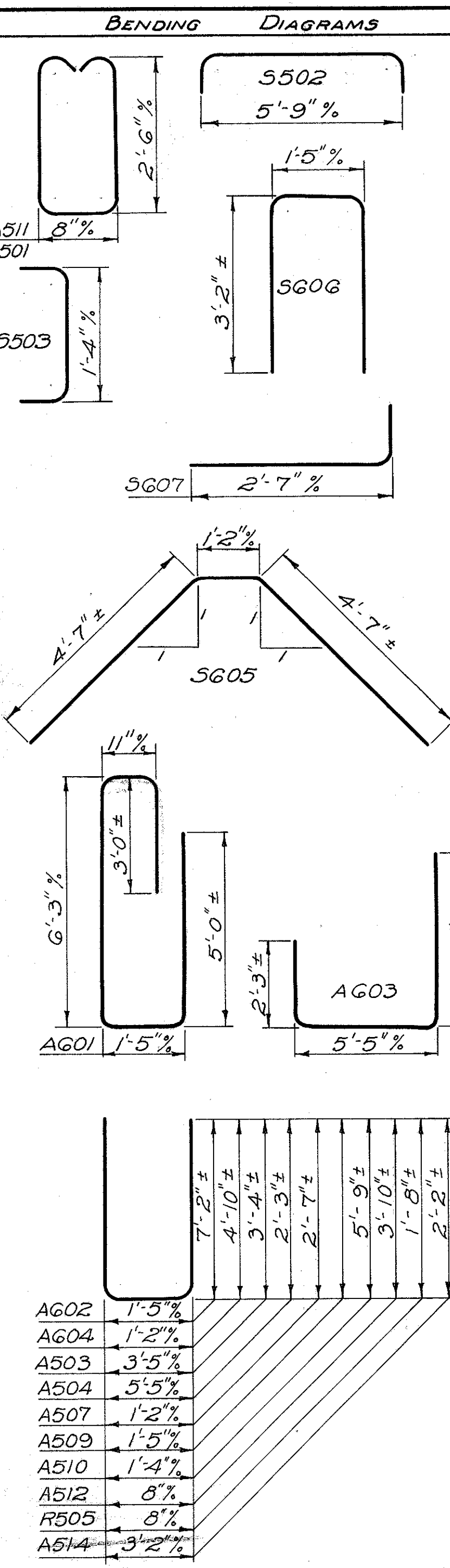
FED. RD. DIVISION	STATE	PROJECT
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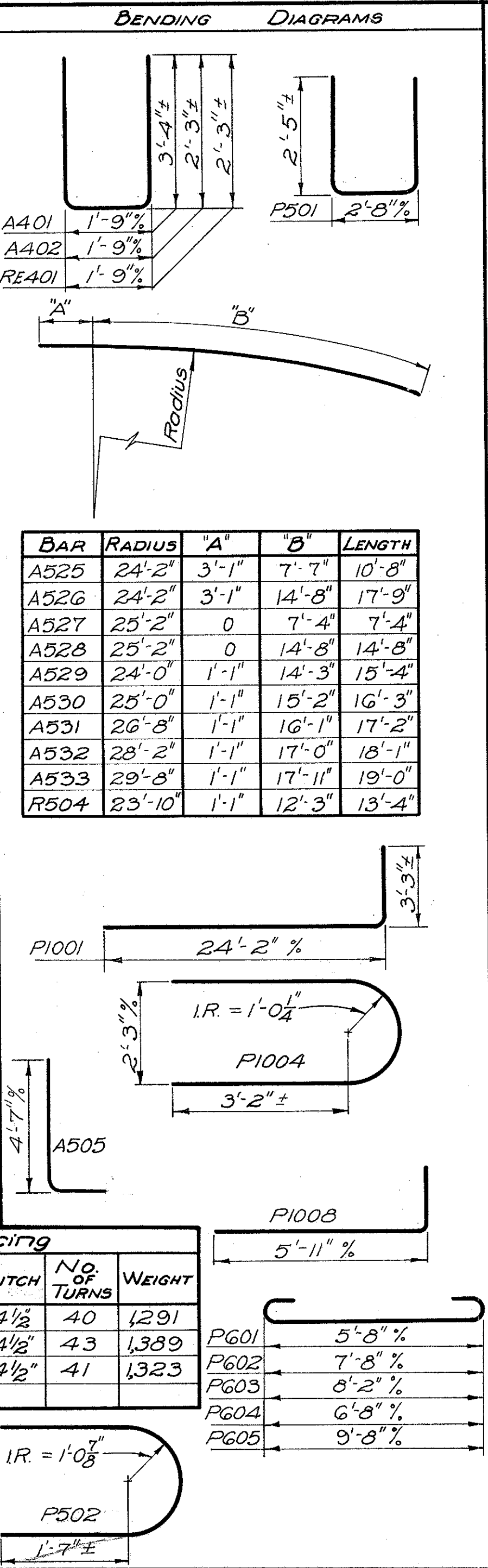
177
204

REINFORCING STEEL LIST

MARK	No.	LENGTH	WEIGHT	SHR
Superstructure				
S601	756	31'-10"	36,147	S
S602	132	26'-0"	5,155	S
S603	780	20'-4"	23,822	S
S604	390	27'-5"	16,060	S
S605	18	10'-2"	244	B
S606	24	7'-5"	267	B
S607	8	3'-3"	39	B
S501	304	6'-3"	1,982	B
S502	284	6'-9"	1,999	B
S503	1,420	2'-4"	3,456	B
S504	780	32'-11"	26,779	S
Abutments				
A801	28	34'-2"	2,554	S
A802	18	10'-1"	485	S
A803	6	12'-2"	195	S
A601	106	15'-11"	2,534	B
A602	20	15'-5"	463	B
A603	80	12'-3"	1,472	B
A604	20	10'-6"	315	B
A605	20	9'-5"	283	S
A501	48	32'-9"	1,640	S
A502	4	26'-10"	112	S
A503	80	9'-10"	820	B
A504	80	9'-8"	807	B
A505	80	5'-1"	424	B
A506	34	9'-2"	325	S
A507	48	6'-1"	305	B
A508	48	3'-2"	159	S
A509	44	2'-5"	111	B
A510	44	12'-7"	577	B
A511	36	6'-3"	235	B
A512	8	8'-1"	67	B
A514	56	7'-3"	423	B
A515	4	7'-8"	32	S
A516	28	5'-11"	173	S
A517	6	9'-5"	59	S
A518	8	7'-3"	60	S
A519	8	5'-3"	44	S
A520	9	17'-2"	161	S
A521	12	3'-9"	47	S
A522	6	5'-8"	35	S
A523	9	12'-4"	116	S
A524	30	15'-2"	475	S
A525	2	10'-8"	22	B
A526	3	17'-9"	56	B
A527	2	7'-4"	15	B
A528	3	14'-8"	46	B
A529	2	15'-4"	32	B
A530	2	16'-3"	34	B
A531	2	17'-2"	36	B
A532	2	18'-1"	38	B
A533	2	19'-0"	40	B



MARK	No.	LENGTH	WEIGHT	SHR		
Abutments (con'd)						
A401	88	8'-2"	480	B		
A402	8	6'-0"	32	B		
Pier						
PI001	30	27'-2"	3,507	B		
PI002	15	20'-2"	1,302	S		
PI003	6	13'-0"	336	S		
PI004	12	9'-9"	503	B		
PI005	50	17'-2"	3,694	S		
PI006	50	18'-2"	3,909	S		
PI007	50	17'-6"	3,765	S		
PI008	150	7'-0"	4,518	B		
P901	36	32'-4"	3,958	S		
P601	48	7'-0"	505	B		
P602	123	9'-0"	1,663	B		
P603	14	9'-6"	200	B		
P604	16	8'-0"	192	B		
P605	36	11'-0"	595	B		
P501	192	7'-3"	1,452	B		
P502	6	6'-8"	42	B		
P503	12	30'-7"	383	S		
Railing						
R501	16	13'-3"		S		
R502	88	16'-4"		S		
R503	12	12'-8"		S		
R504	4	13'-4"		B		
R505	24	3'-9"		B		
Replacement Bars						
RE1001	2	7'-2"		S		
RE901	1	6'-10"		S		
RE801	1	6'-6"		S		
RE601	5	5'-11"		S		
RE501	3	5'-7"		S		
RE401	1	5'-3"		B		
RE402	1	5'-3"		B		
Spiral Reinforcing						
MARK	No.	CORE DIA. % SPIRAL	LENGTH	PITCH	N.O. OF TURNS	WEIGHT
SP401	5	32"	14'-0"	4 1/2"	40	1,291
SP402	5	32"	15'-0"	4 1/2"	43	1,389
SP403	5	32"	14'-3"	4 1/2"	41	1,323



SPIRAL REINFORCING BARS: The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap.

The "No of Turns" shown is the "Length" divided by the pitch, plus 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 5-4. 1/2 closed coils shall be provided at the ends of each spiral unit.

Four steel channel, tee or angle spacers weighing approximately 0.68 lb. per lin. ft. 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 lb. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

REPLACEMENT BARS: If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. 5-402 need not be furnished and replacement bars will not be required.

BAR SIZE is indicated in the bar mark. The first digit where three digits are used and the first two digits where four are used, indicate the bar size number. For example, A801 is a No. 8 size bar and PI001 is a No. 10 size.

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

SUPERSTRUCTURE DETAILS & REINFORCING STEEL LIST
BRIDGE No. LAK-44-0489
UNDER U.S.R. 20

LAKE COUNTY SR 44 RELOC.
STA. 274+90.14

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
EBL	EBL	GR	E.J.S.	BFG	7-25-61	