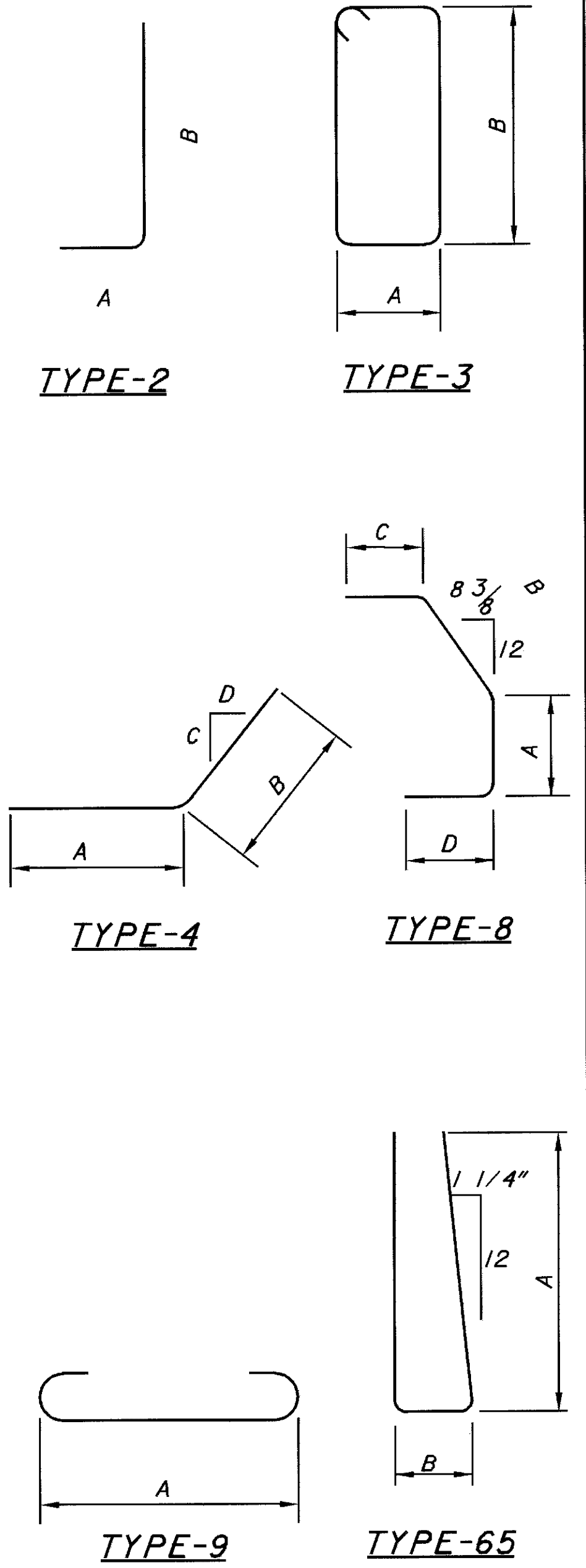


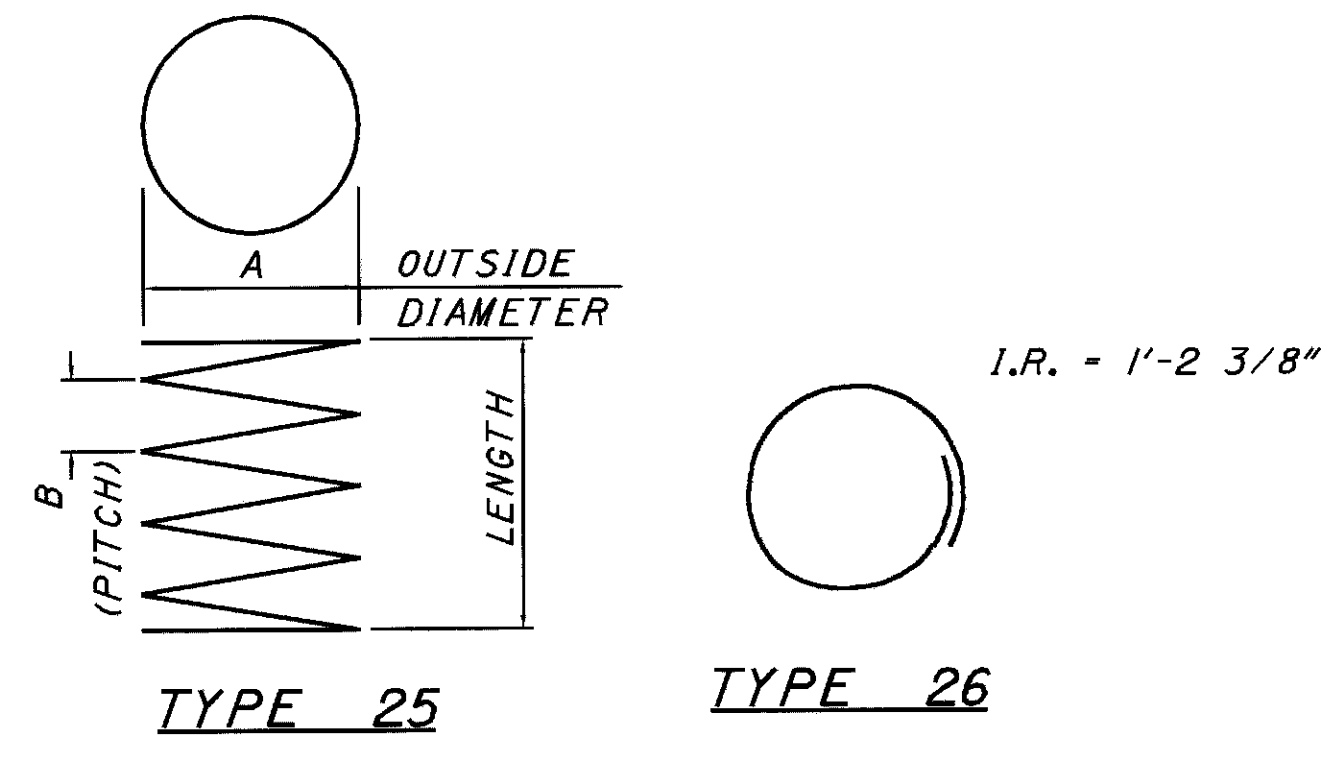
MARK	NO.	LENGTH	TYPE	SERIES INCR.	WEIGHT	A	B	C	D
<b>PIER 1</b>									
ISP401	1	17'-4"	25		310	2'-6"	0'-4 1/2"		
ISP402	1	17'-1"	25		306	2'-6"	0'-4 1/2"		
IP501	6	8'-8"	26		54				
IP502	8	6'-1"	STR		51				
IP503	10	12'-3"	3		128	2'-8"	3'-2"		
IP801	56	7'-4"	9		1096	5'-6"			
IP802	26	7'-10"	2		544	1'-4"	6'-8"		
IP803	13	20'-4"	STR		706				
IP804	13	20'-1"	STR		697				
IP805	8	6'-4"	4		135	5'-2"	1'-2"	3 1/4"	12"
IP806	4	5'-10"	STR		62				
IP807	12	6'-1"	STR		195				
IP808	12	8'-9"	2		280	2'-6"	6'-5"		
					4564				
<b>PIER 2</b>									
2SP401	1	16'-1"	25		289	2'-6"	0'-4 1/2"		
2SP402	1	15'-11"	25		286	2'-6"	0'-4 1/2"		
2P501	6	8'-8"	26		54				
2P502	8	6'-1"	STR		51				
2P503	10	12'-3"	3		128	2'-8"	3'-2"		
2P801	56	7'-4"	9		1096	5'-6"	6'-8"		
2P802	26	7'-10"	2		544	1'-4"	6'-8"		
2P803	13	19'-1"	STR		662				
2P804	13	18'-11"	STR		657				
2P805	8	6'-4"	4		135	5'-2"	1'-2"	3 1/4"	12"
2P806	4	5'-10"	STR		62				
2P807	12	6'-1"	STR		195				
2P808	12	8'-9"	2		280	2'-6"	6'-5"		
					4439				
<b>PIER 3</b>									
3SP401	1	14'-9"	25		266	2'-6"	0'-4 1/2"		
3SP402	1	14'-5"	25		261	2'-6"	0'-4 1/2"		
3P501	6	8'-8"	26		54				
3P502	8	6'-1"	STR		51				
3P503	10	12'-3"	3		128	2'-8"	3'-2"		
3P801	56	7'-4"	9		1096	5'-6"			
3P802	26	7'-10"	2		544	1'-4"	6'-8"		
3P803	13	17'-9"	STR		606				
3P804	13	17'-5"	STR		605				
3P805	8	6'-4"	4		135	5'-2"	1'-2"	3 1/4"	12"
3P806	4	5'-10"	STR		62				
3P807	12	6'-1"	STR		195				
3P808	12	8'-9"	2		280	2'-6"	6'-5"		
					4293				

MARK	NO.	LENGTH	TYPE	SERIES INCR.	WEIGHT	A	B	C	D
<b>SUPERSTRUCTURE</b>									
S401	315	40'-0"	STR		8417				
S402	45	28'-0"	STR		842				
S501	988	20'-0"	STR		20610				
S502	970	28'-8"	STR		28328				
S503	2 SERIES OF 13	3'-1" TO 18'-6"	STR	1'-3 3/8"	293				
S504	2 SERIES OF 12	8'-0" TO 28'-6"	STR	1'-10 3/8"	457				
S505	2 SERIES OF 12	6'-0" TO 18'-8"	STR	1'-1 7/8"	309				
S506	2 SERIES OF 20	3'-2" TO 27'-0"	STR	1'-3"	629				
S507	20	6'-0"	STR		125				
S508	4	2'-8"	STR		90				
S509	4	3'-5"	STR		131				
S510	NOT USED								
S511	364	40'-0"	STR		15186				
S512	52	30'-0"	STR		1627				
S513	NOT USED								
S514	126	40'-0"	STR		5841				
S515	18	30'-0"	STR		626				
S601	1022	3'-10"	8		5879	1'-2"	10"	10"	10 1/2"
S602	510	3'-2"	2		2428	1'-8"	1'-8"		
S603	510	7'-0"	65		5362	3'-3"	8"		
S604	132	36'-0"	STR		7138				
					104318				



**NOTES:**

- SPIRAL REINFORCEMENT:**  
THE "LENGTH" SHOWN IN THE REINFORCEMENT SCHEDULE FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO THE BOTTOM LAYER OF PIER CAP REINFORCING.  
FOUR STEEL CHANNELS, TEE OR ANGLE SPACERS, WEIGHING APPROXIMATELY 0.80 LBS. PER 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 0.80 LBS. PER FOOT IS INCLUDED IN THE TABULATED QUANTITY OF SPIRAL BARS.
- NEW REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT SHALL BE INCLUDED IN 844.
- ISP, IP - PIER NO. 1  
2SP, 2P - PIER NO. 2  
3SP, 3P - PIER NO. 3  
S, Y - SUPERSTRUCTURE



\*\* WEIGHT COLUMN - FOR INFORMATION ONLY

DESIGN AGENCY: THE OSBORN ENGINEERING COMPANY, 666 ENCLID AVENUE, CLEVELAND, OH 44114  
 DATE: 10/95  
 REVIEWED: GA  
 DRAWN: VM  
 DESIGNED: BK  
 CHECKED: JRS  
 STRUCTURE FILE NUMBER: 4305019  
 REVISED: MJM  
 REINFORCEMENT SCHEDULE BRIDGE OVER LAK-90-2687 OVER INTERSTATE I-90  
 LAK-90-26.87  
 23/24  
 53  
 54