FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-1105(1)	1/271

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
WAY-1- 1.36
CONGRESS TOWNSHIP
WAYNE COUNTY

I-1105(1)

LIMITED ACCESS

This improvement is especially designed for through traffic and has been declared a limited access highway or freeway by action of the Director of Highways in accordance with the provisions of Section 5511.02 of the Revised Code of Ohio.

WAYNE COUNTY

WAY.- 1 - 1.36

CONVENTIONAL SIGNS

State Line
County Line
Township Line
Section Line
Center Line
Corporation Line
Fence Line
Guard Rail (existing)
Guard Rail (proposed)
Steam Railroad
Power Poles
Telephone Poles
Trees (existing)
Trees or Stumps (to be removed)

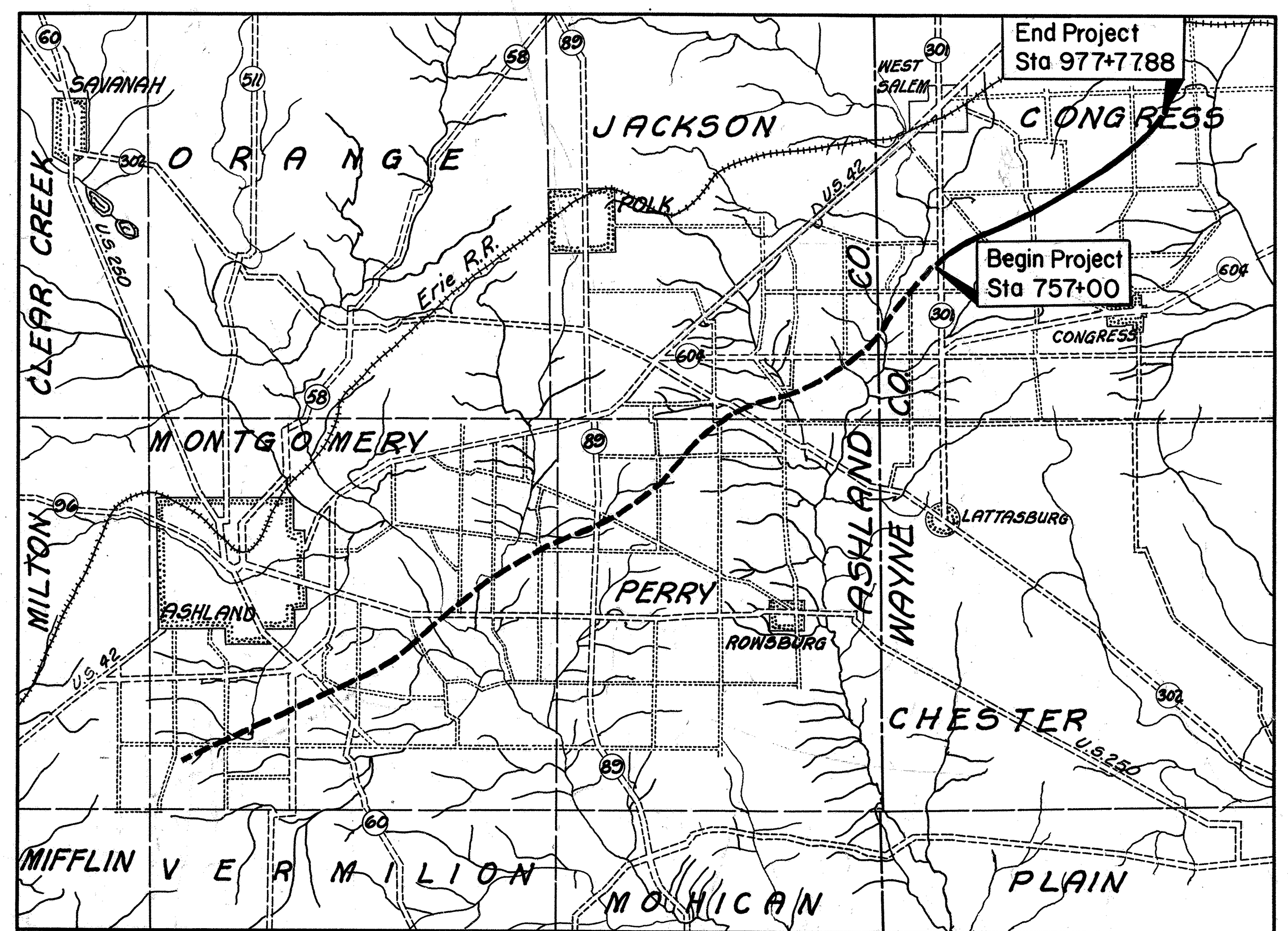
INDEX OF SHEETS

Title Sheet 1
Location Map 2
Typical Section 3-5
General Notes 6-7
General Summary 8
Summary of Quantities 9-13
Plan & Profile 14-23
Cross Section 24-120
State Route 301 121-134
Congress Township 40 135-143
Wayne County 409 144-147
Wayne County 503 148-156
Wayne County 102 157-173
Wayne County 36 174-184
Roadside Rest Details 185-199
Detail Sheets 200-207
Structures 20' & Under 208-221
Structures Over 20' 222-255
Right Of Way Sheets 256-271

LINE DATA

Begin Project	Sta. 757+00	
End Project	Sta. 977+77.88	
Gross Length of Project	22,077.88	Lin. Ft.
Deduct for Equation	36.64	Lin. Ft.
Net Length of Project	22,041.24	Lin. Ft. or 4.174 Miles
Net Length of Work	22,356.24	Lin. Ft.
Add for Approaches (See Sheet No. 7)	11,829.36	Lin. Ft.
Total Length of Work	34,185.60	Lin. Ft or 6.475 Miles

Approved *H. E. Eckhardt*
Date *7/16/57* Engineer of Traffic



Delivery Point *West Salem*
Average haul from siding *2.5* Miles

LOCATION MAP
SCALE OF MILES
0 1 2 3 4

Portion to be improved
Portion Under Separate Contract
State Roads
Other Roads

SCALE

Plan .... 1" = 100'
Profile: Horizontal .... 1" = 100'
Profile: Vertical .... 1" = 10'

The standard specifications of the State of Ohio, Department of Highways, including changes and supplemental specifications listed in the proposal shall govern this improvement.

The right of way for this improvement will be provided by the State of Ohio.

I hereby, approve these plans and declare that the making of this improvement will not require the closing of the highway to traffic and that provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

Approved *R. G. Lehman*
Date *7-19-57* Chief Engineer, Interstate Projects

Approved *C. H. Makeever*
Date *7-22-57* Deputy Director, Planning & Programming

Approved *P. E. Masheter*
Date *7-22-57* Deputy Director, Design & Construction

Approved ____
Date ____ First Assistant Director

Approved *George J. Thormyer*
Date *7/22/57* Acting Director of Highways

REVISED SHEETS		
ORIGINAL SHEET NO.	REVISED SHEET NO.	REVISION DATE
228	228A	9-18-57
229	229A	9-18-57
231	231A	9-18-57
233	233A	9-18-57
234	234A	9-18-57
235	235A	9-18-57
237	237A	9-18-57
239	239A	9-18-57
240	240A	9-18-57
241	241A	9-18-57
243	243A	9-18-57
247	247A	9-18-57
Sheet No. 8 Revised		3-18-57

Sheet No. 231A Rev. 10-11-57

Sheet No 196 dated 2-24-58 Substituted for original sheet 196

Sheet Nos. 1, 2, 9, 10, 11, 12, 13, 14, 17, 18, 19, 24, 25, 71, 72, 73, 74, 75, 76, 77, 78, 121, 129, 130, 131, 132, 133, 148, 151, 152, 153, 154, 206, 257, 267. Revised 5-5-58.

Sheet Nos. 207-A, 207-B, 207-C, 207-D, 207 E, 207-F. Added 5-5-58.

STATE OF OHIO
MICHAEL BAKER, JR.
NO. 9065
REGISTERED PROFESSIONAL ENGINEER

Sheet Nos. 8, 257, 261, 262 Revised 6-25-58
Sheet No. 262A Added 6-25-58

Supplemental Prints of Standard Construction Drawings									
HW-A&B	7-15-57	I-8 CB No.4	6-1-57	S-27 PC.4	1-4-54	RP No. 1	7-2-56	AS-1-54	12-1-54
HW-C	7-15-57	I-8 CB No.5	6-1-57	I-8 I No. 2	12-1-54	RP No. 2	9-14-56	I-8 M.H. No. 2.	5-1-52
DR-1	1-3-55	T.J.	5-1-56	I-15 No. 4	12-1-54	RP No. 3	9-14-56		
RI-1	1-3-55	S-27 P.C.3	2-20-45	B-T-50-70-71E. No. 1.	10-1-47	RP No. 4A	7-1-57		
T-35	1-2-56	I-1, 2, 3, 4 & 5	2-20-45	AR-1-57	4-9-57	RP No. 4B	7-1-57		
L-1	4-1-50	I-14G	1-22 52	G-7.07	6-1-56	RP No. 4C	7-1-57		
L-3	4-1-50	I-15 No. 1	8-1-55	F-1	4-1-57	I-15 No. 2B	6-1-57		
L-3-A	4-1-50	I-15 No. 2	12-1-54	I-8 CB No. 3A	5-1-52	I-8 M.H. No. 1	5-1-52		
L.J. No. 1	7-1-55	I-15 No. 2A	7-2-56	I-8 CB 2-2-A&B	8-1-56	CSB-2-56 Sheets 2&3	12-3-56		
B-T-71R	3-2-53	I-15 No. 3	12-1-54	SP 53	7-22-53	RB-1-55	3-1-55		

Supplemental Specifications		
E-101		1-1-57
B-119	REV.	6-30-56
5		6-8-55
18	REV.	2-6-57
S-114		8-30-55

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED

DIVISION ENGINEER ____ DATE

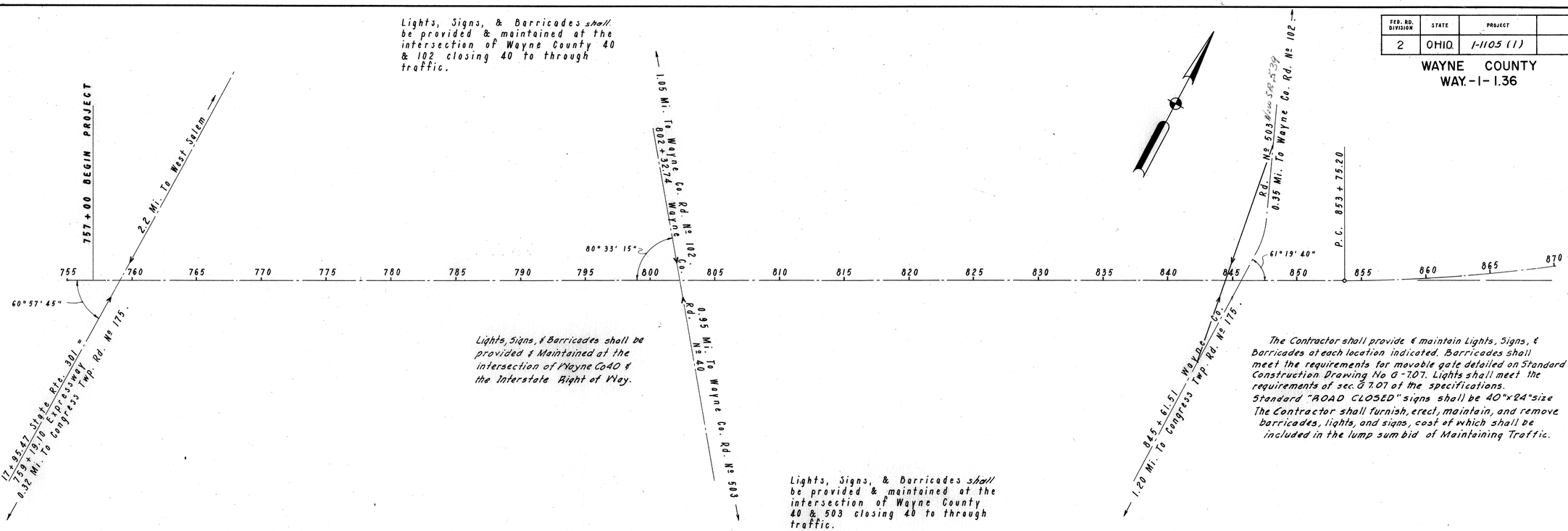
File No.	WAYNE COUNTY	WAY-1-1.36
	Date of Letting ____ 19	
	Contract No. ____	

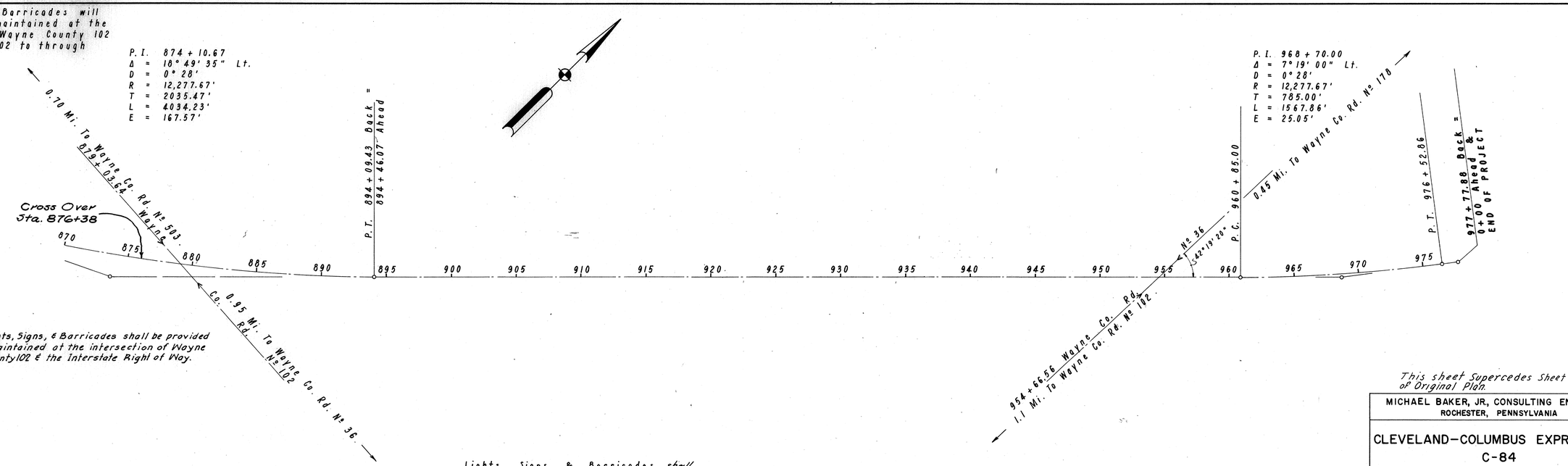
Revised 5-5-58.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-1105 (1)	

2
271

WAYNE COUNTY
WAY.-I-1.36





This sheet Supercedes Sheet No.2 of Original Plan.

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

CLEVELAND–COLUMBUS EXPRESSWAY
C-84
LOCATION PLAN
STA. 757+00 TO STA. 977+77.88

Designed	Drawn	Traced	Checked	Reviewed Date	Revised
	F.B.	F.B.	H.T.C.		5-5-58

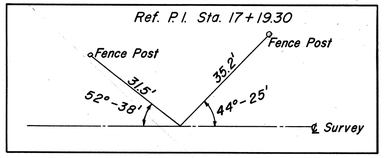
Revised 5-5-58

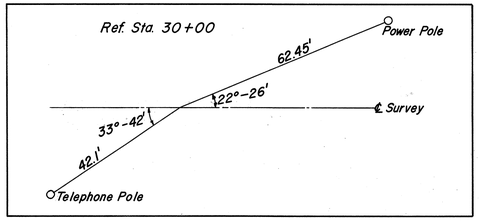
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-1105(1)	

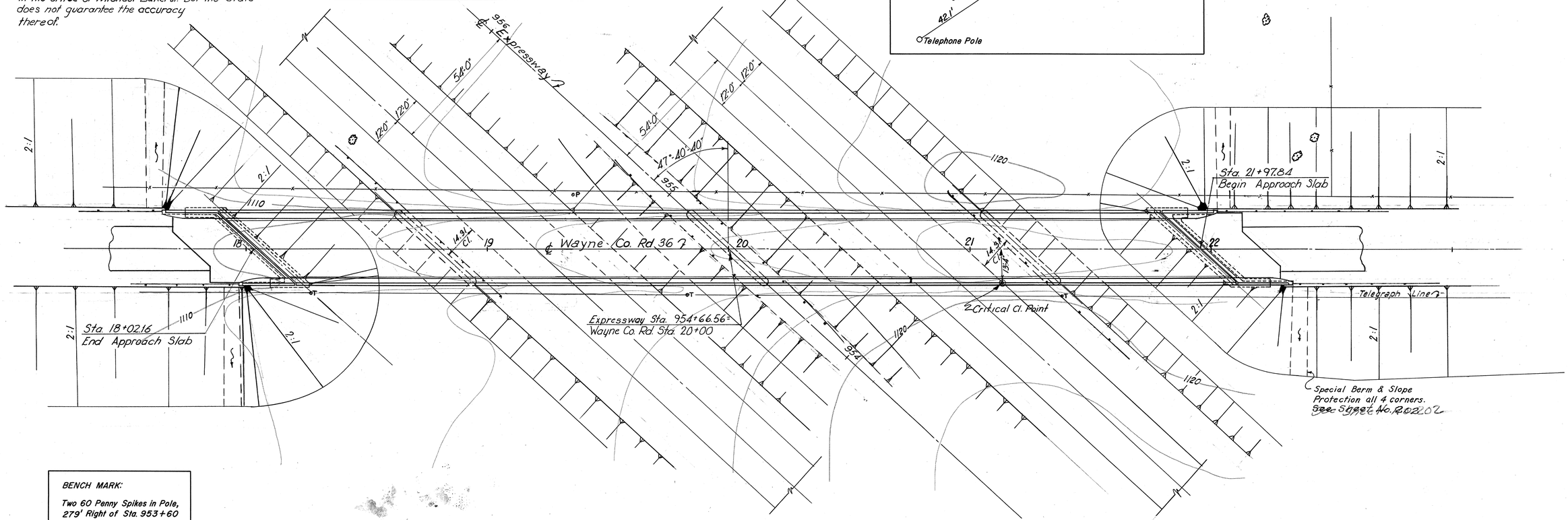
248
271

15.37 MILES NORTH OF ASHLAND
WAYNE COUNTY
WAY-I-1.36

Foundation Soundings: Foundation design and foundation quantities are based on a study of borings and soil-sampling soundings made at the site. This sounding information may be inspected in the Interstate Projects office and in the office of Michael Baker Jr. but the State does not guarantee the accuracy thereof.



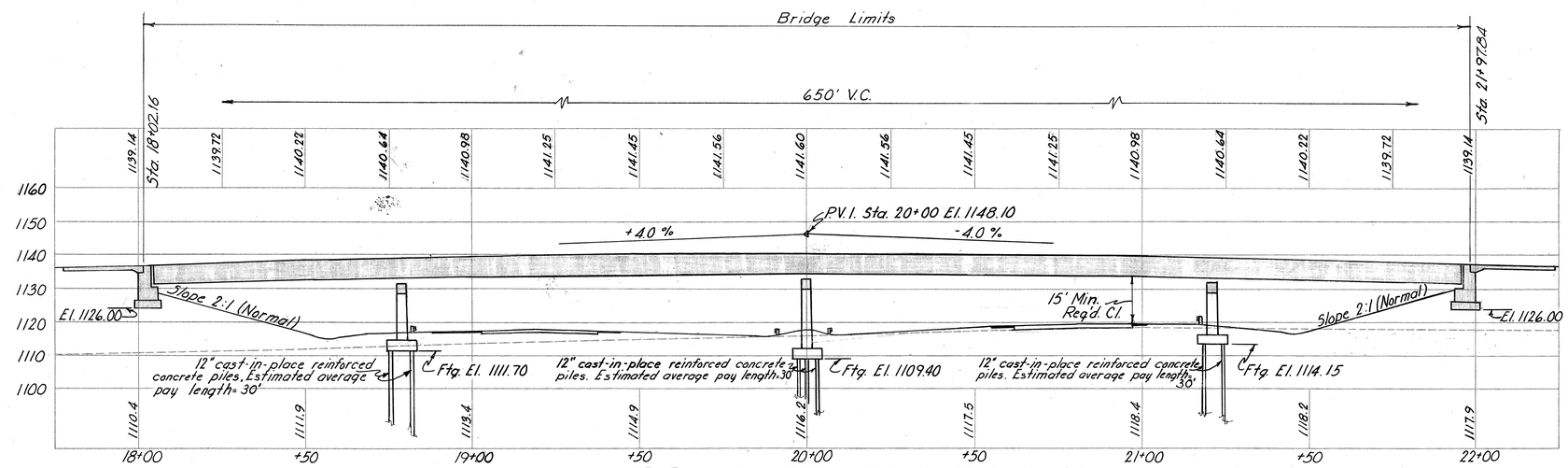




BENCH MARK:

Two 60 Penny Spikes in Pole, 279' Right of Sta. 953+60
Elevation: 1117.65

A.V.D. 1975 = 160 Vehicles



PROFILE ON CENTER LINE WAYNE CO. Rd. 36

PROPOSED STRUCTURE

Type: Continuous steel girder with reinforced concrete deck and substructure.
Span: 73'-121'-6"-121'-6"-73' c/c Bearings
Roadway: 24'-0" f/f 2'-0" Safety Curbs
Load freq: C.F. = 30 (51)
Wearing Surface: ½" Monolithic Concrete
Approach Slab: 25'-0" long Special Design.
Skew: 47°-40'-40" R.F.
Alignment: Tangent

STATE OF OHIO
Michael Baker, Jr.
No. 9065
REGISTERED PROFESSIONAL ENGINEER

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

SITE PLAN
BRIDGE NO. WAY-I-0511
UNDER COUNTY ROAD NO. 36

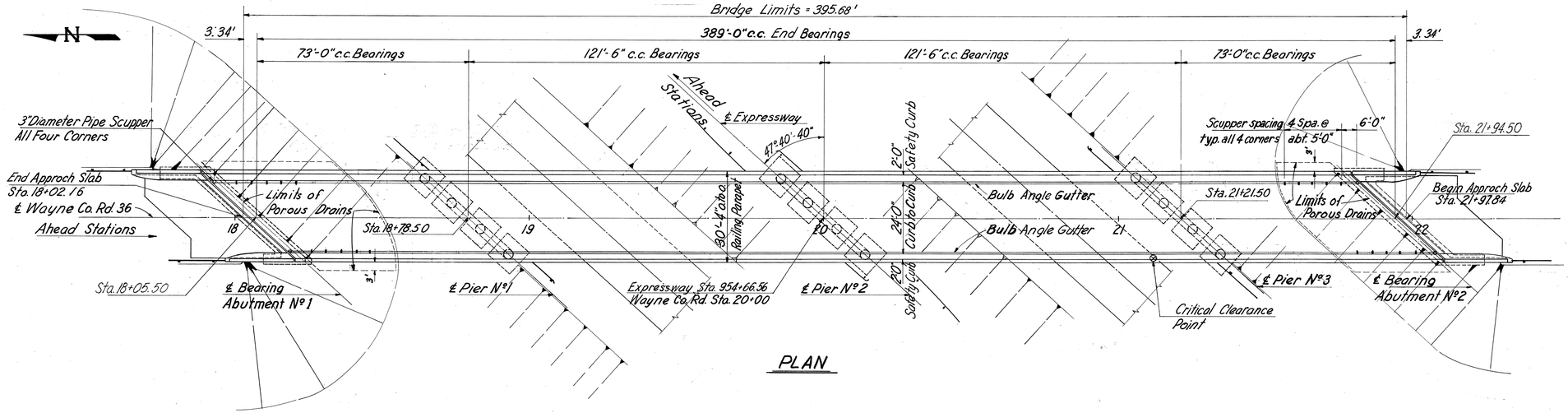
WAYNE COUNTY — STA. 954+66.56

PRESENT TOPOGRAPHY		PROPOSED WORK			
Surveyed	Drawn	Designed	Drawn	Checked	Reviewed
		J.P.R.	R.C.	F.W.L.	

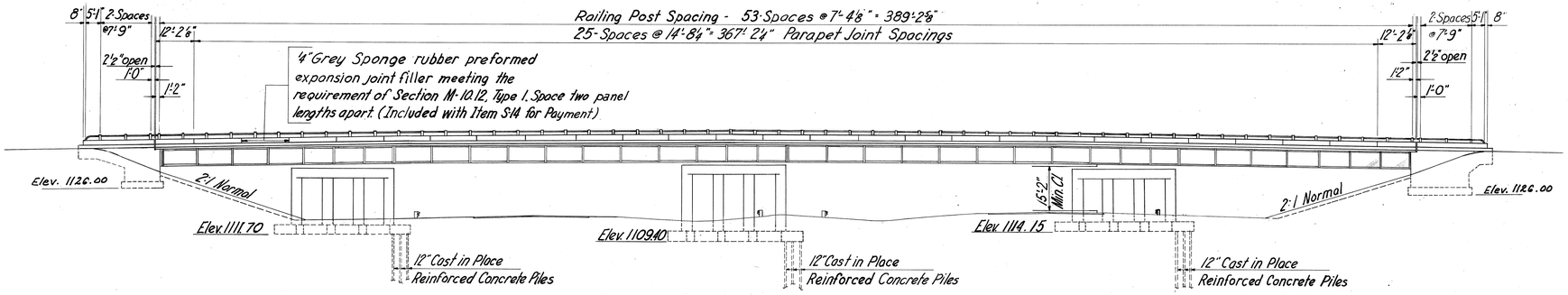
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-1105 (1)	

249
271

WAYNE COUNTY
WAY.-I- 1.36



PLAN



ELEVATION

GENERAL NOTES:

- Design Specifications: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 10-1-51, together with revisions there of dated 7-15-52, 4-1-54 and 2-1-55.
- Loading: C.F. 30 (51)
- Reference shall be made to Standard Drawing R.B.-1-55 (dated 3-1-55) and AR-1-57 (dated 4-9-57), and C5B-2-56 Sh. 3 (dated 12-3-56)
- Welding of Structural Steel shall be Class "A". Any welds shown as field welds may, at the option of the contractor, be made in the shop.
- Porous Drains, one foot thick, shall be provided at each end of bridge, as indicated on General Plan.
- Piles shall be driven to a minimum bearing capacity of 30 Tons for the piers.
- Excavation Quantity includes the removal of fill material between surface of proposed embankment and bottom of abutment. Backfill behind abutments shall be made with material meeting the requirements of Sec. I-22 and shall be compacted in accordance with requirements for embankment compaction. Payment for backfill shall be included with roadway embankment.
- Embankments to be placed to subgrade elevation for a distance of approximately 200 feet beyond the bridge limits as early as practical in the construction procedure and before work is begun on the abutments or Piers 1 and 3. Abutments should be placed as late as practical, with a minimum time lapse of 30 days between completion of the embankment and starting of work on the abutments.

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	SUPERSTR	ABUTMENTS	PIERS	GENERAL	AS BUILT		
E-2	555	Cu. Yds.	Unclassified Excavation		265	290		C-15, -41	514	AA
E-2	Lump	Sum	Cofferdams, Cribs and Sheeting				Lump			
S-1	348	Cu. Yds.	Class "C" Concrete, Superstructure	348						
S-1	93	Cu. Yds.	Class "C" Concrete, Pier Caps & Columns.			93				
S-1	150	Cu. Yds.	Class "E" Concrete, Abutments above Footings		150					
S-1	194	Cu. Yds.	Class "E" Concrete, Footings		62	132				
S-4	129,180	Lbs.	Reinforcing Steel	90,910	12,660	25,610				
S-7	495,000	Lbs.	Structural Steel	495,000				C-9, +9446	504,446	AA
S-8	495,000	Lbs	Field Painting of Structural Steel	495,000				C-9, +9446	504,446	AA
S-14	873	Lin. Ft.	Railing (Aluminum Rail and Supports, Concrete Parapet)				873			
S-16	Lump	Sum	First Test Pile				Lump			
S-18	2490	Lin. Ft.	12" Cast-in-Place Reinforced Concrete Piles			2490		C-10, -428	2062	AA
S-29	45	Cu. Yds.	Porous Backfill		45					
S-29	120	Cu. Yds.	Porous Drains on Embankment Slopes				120			

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

GENERAL PLAN & ELEVATION

BRIDGE NO. WAY-I-0511
UNDER COUNTY ROAD NO. 36

WAYNE COUNTY STA. 954+66.56

Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
J.P.R.	R.J.M.	R.J.M.	J.P.R.		

STATE OF OHIO — Michael Baker, Jr. No. 9065 — REGISTERED PROFESSIONAL ENGINEER

AA Revised As-Built A.E.R. 2-26-60

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-1105(1)	

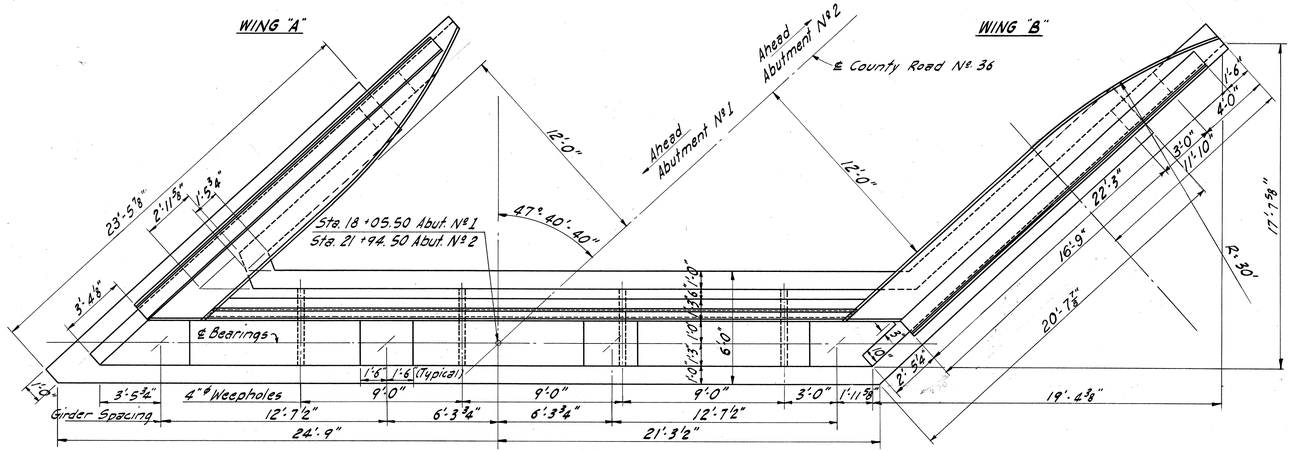
250
271

WAYNE COUNTY
WAY-1-1.36

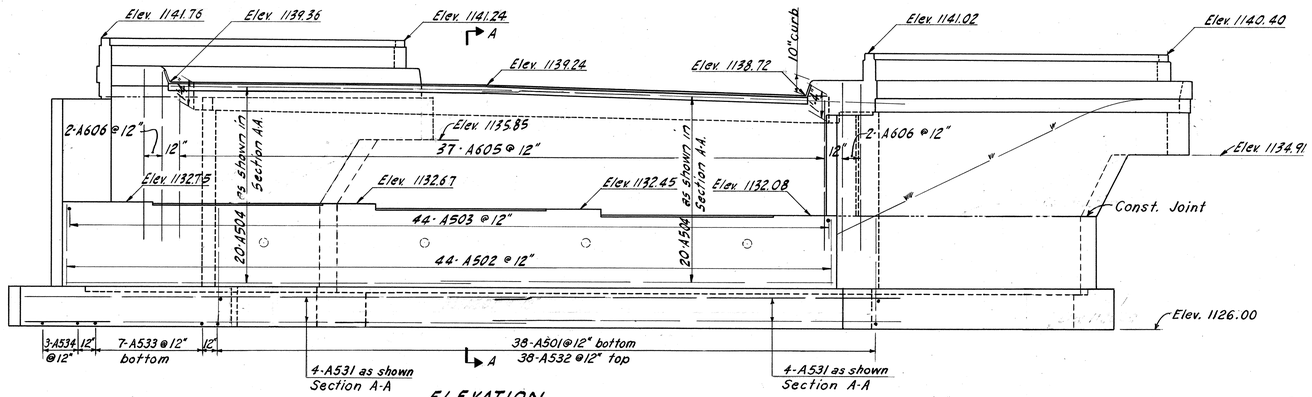
ABUTMENT NOTES

- Porous backfill 2 feet thick full length of abutment shall extend up to the underside of the approach slab and outward to the wings. Excavation therefore, in excess of that required for the abutment, shall be considered as included in the bid price per cubic yard for porous backfill.
- Clearance of reinforcing steel from face of concrete shall be 2" unless otherwise noted.
- Concrete above bridge seat construction joint shall not be placed until after steel work is erected.
- Steel end finish shall be used as a template for the top of the backwall.
- Procedure: The embankment shall be placed and compacted to subgrade elevation after which excavation shall be made for the abutments.

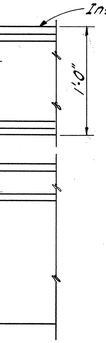
- Design foundation pressure: 2'4 Tons per square foot.
- All abutment concrete, except parapet, shall be Class "E".



ABUTMENT PLAN

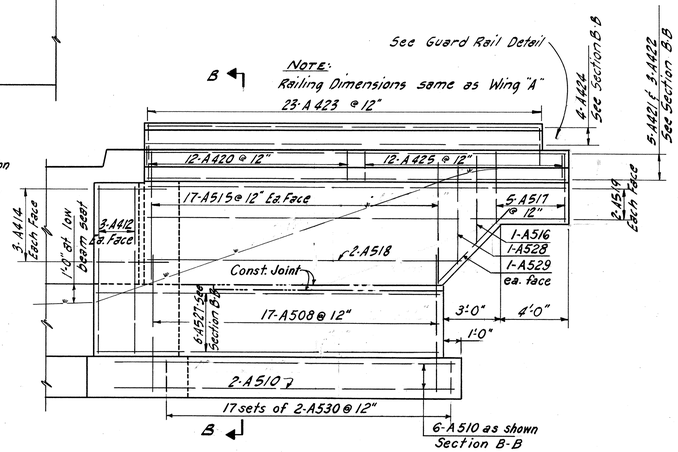


ELEVATION

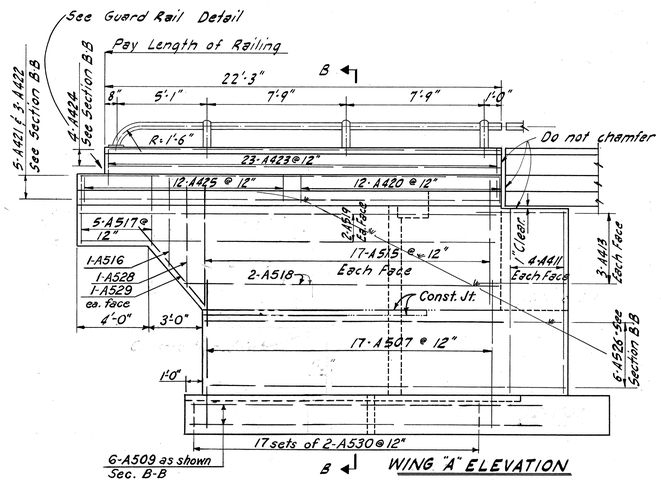


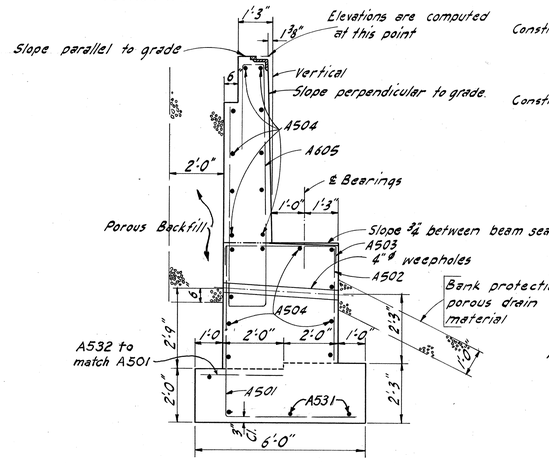
GUARD RAIL DETAIL

Note: Refer to "Abutment Details" sheet of Bridge No. WAY-1-0140 under S.R. 301 for end connection assembly details. Guard rail end connection to be included in cost of Bridge Railing.

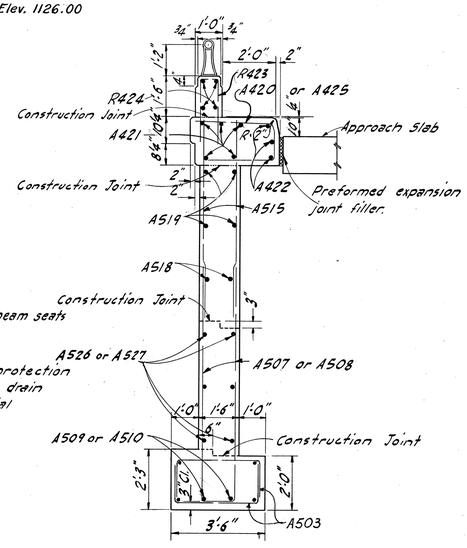


WING "B" ELEVATION





SECTION A-A



SECTION B-B

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

ABUTMENTS

BRIDGE NO. WAY-1-0511
UNDER COUNTY ROAD NO. 36

WAYNE COUNTY STA. 954 + 66.56

Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
R.L.S.	R.L.S.		F.W.L.		

STATE OF OHIO
Michael Baker, Jr. No. 9065
REGISTERED PROFESSIONAL ENGINEER

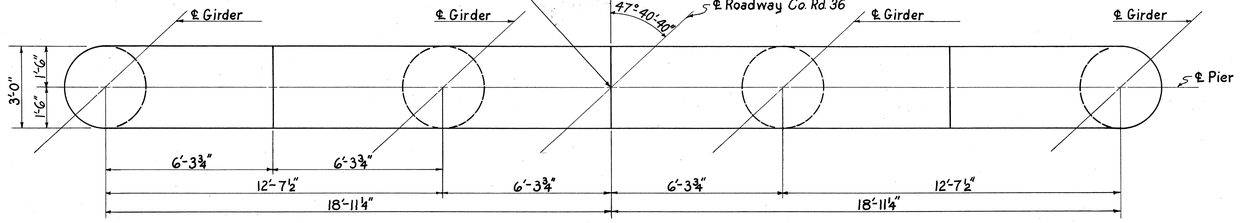
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-1105(1)	

251
271

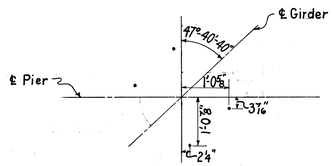
WAYNE COUNTY
WAY-I- 1.36

Pier #1 Sta. 18+78.50
Pier #2 Sta. 20+00.00
Pier #3 Sta. 21+21.50

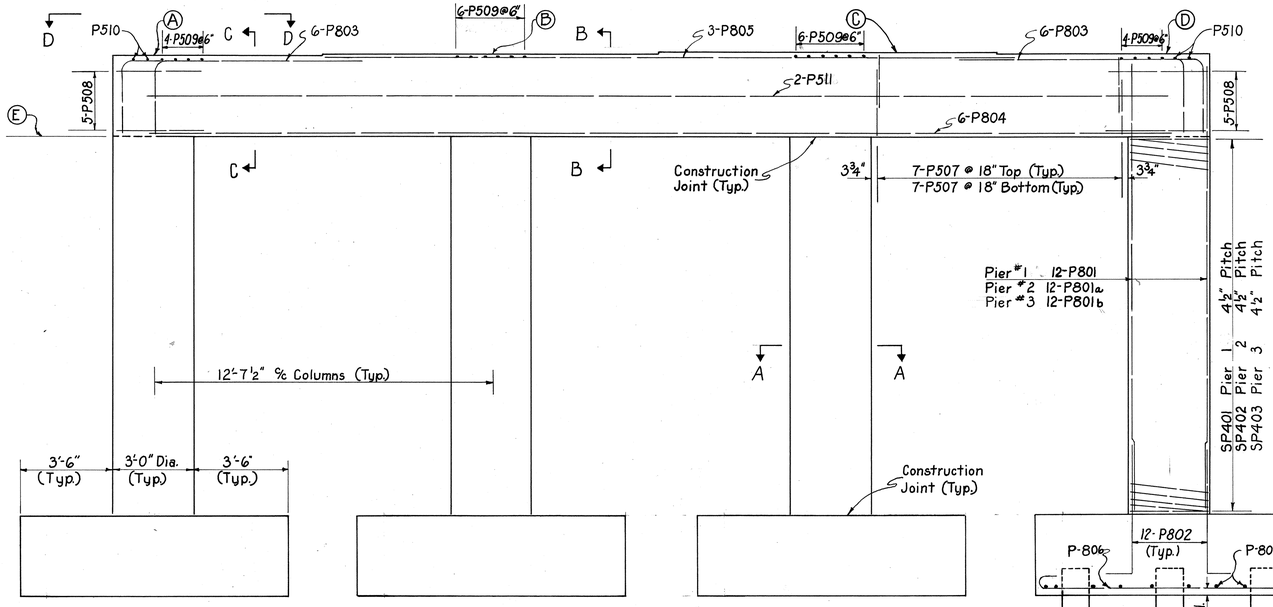
Ahead Stations



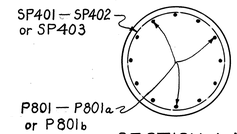
PIER CAP PLAN



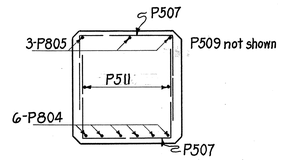
ANCHOR BOLT LAYOUT
Pier 2 Only



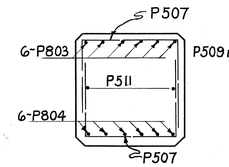
ELEVATION



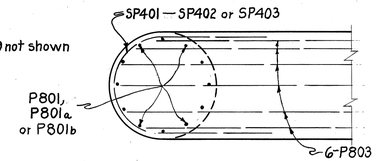
SECTION A-A



SECTION B-B



SECTION C-C

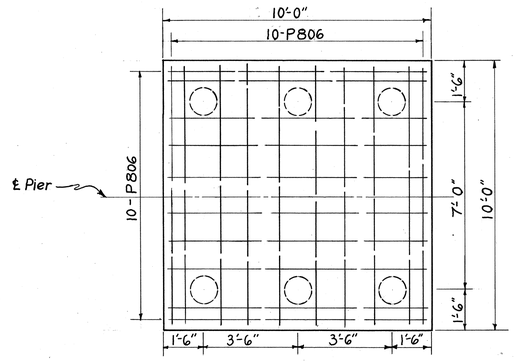


VIEW D-D

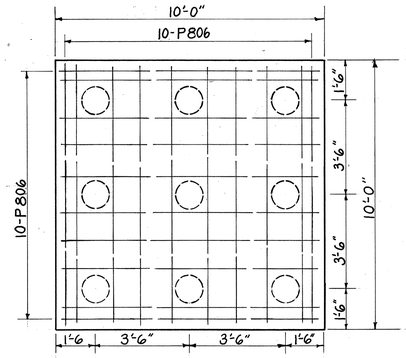
PIER ELEVATIONS						
ELEV.	A	B	C	D	E	F
Pier 1	1133.07	1133.36	1133.50	1133.49	1130.07	1111.70
Pier 2	1134.09	1134.23	1134.23	1134.09	1131.09	1109.40
Pier 3	1133.49	1133.50	1133.36	1133.07	1130.07	1114.15

NOTE:
Clearance of reinforcing steel shall be 2" from face of concrete unless otherwise shown.

Special care shall be taken in placing reinforcing steel in the bridge seat so that it will not interfere with the drilling of the Anchor Bolt holes.



Typical Footing for Piers 1&3



Typical Footing for Pier 2

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

PIERS

BRIDGE NO. WAY-I-0511
UNDER COUNTY ROAD NO. 36

WAYNE COUNTY STA. 954+66.56

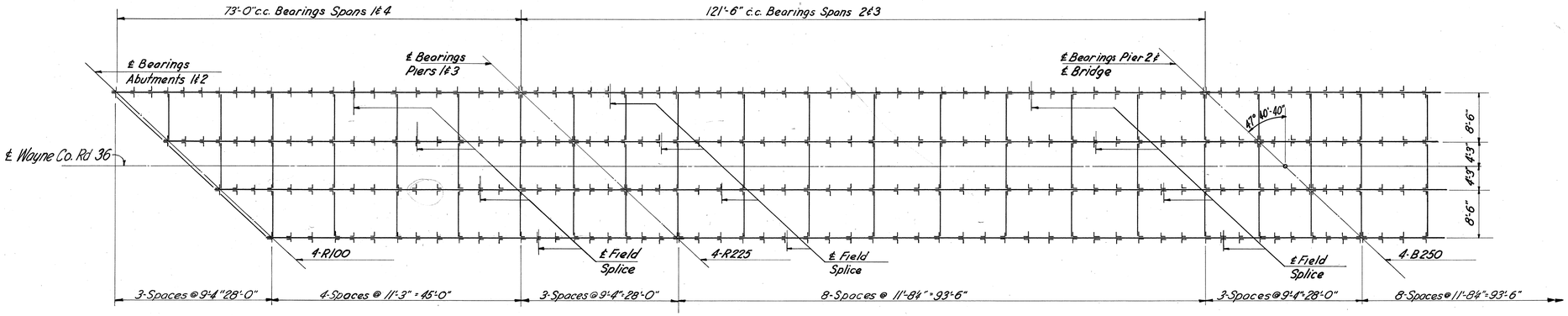
Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
F.W.L.	F.W.L.	C-B	J.P.R.		

STATE OF OHIO
Michael Baker, Jr.
No. 9065
REGISTERED
PROFESSIONAL ENGINEER

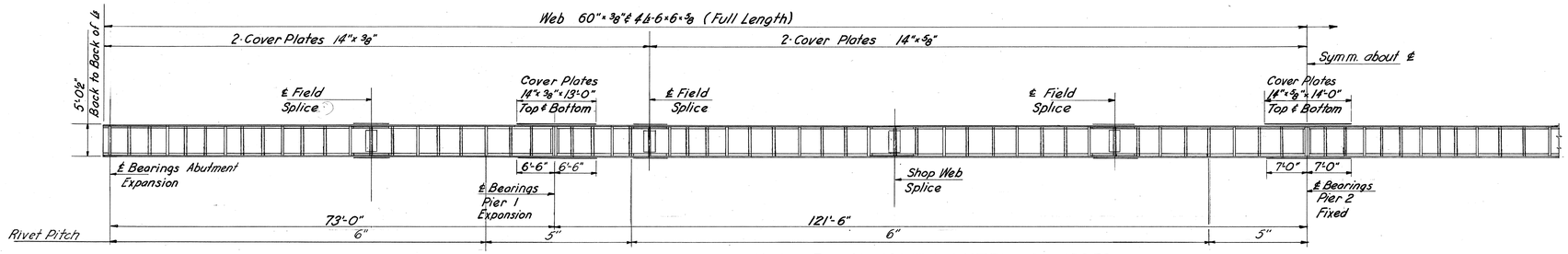
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-1105(1)	

252
271

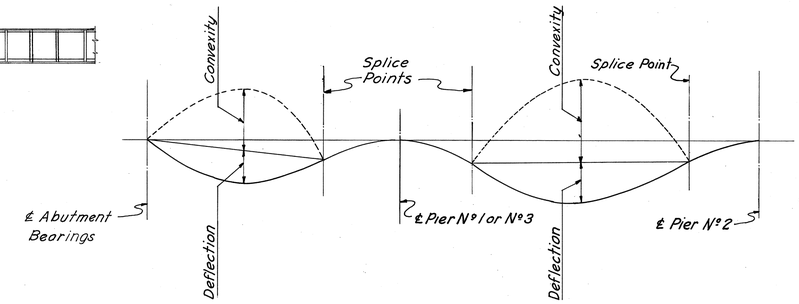
WAYNE COUNTY
WAY-I- 1.36



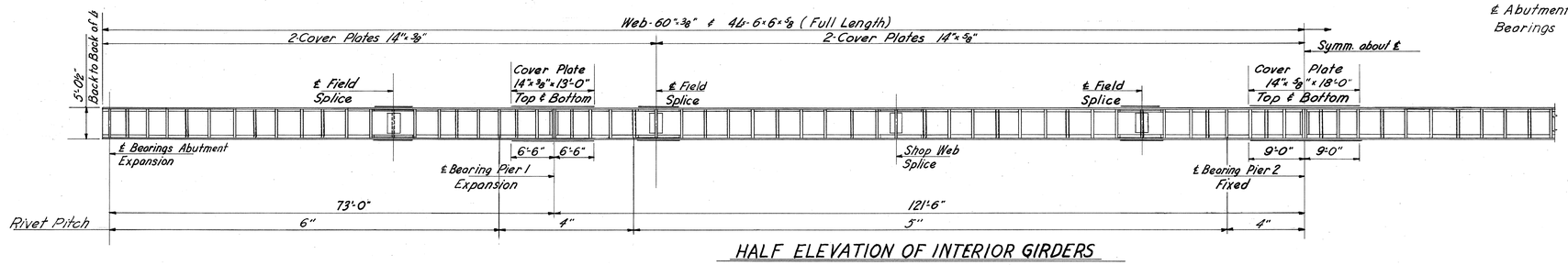
HALF PLAN - STEEL FRAMING



HALF ELEVATION OF EXTERIOR GIRDERS



CAMBER DIAGRAM

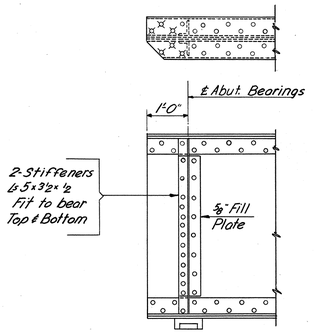


HALF ELEVATION OF INTERIOR GIRDERS

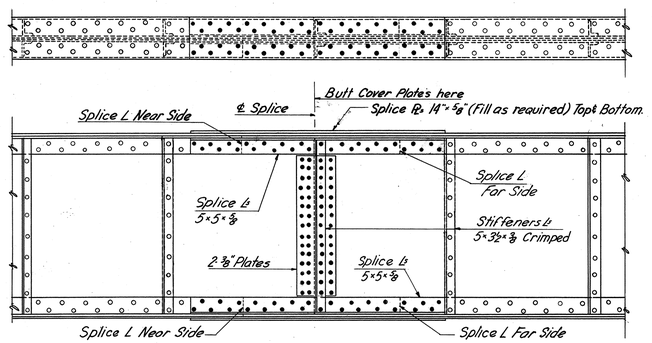
NOTES:
- All dimensions are horizontal.
- All intermediate stiffener L 5 x 3½ x ⅜
- All Rivets ⅞"
- All intermediate crossframe L's 3½ x 3½ x 5/16
- End Cross Frame L 4 x 4 x ⅝"
- For additional details see END FINISH and DECK PLAN SHEETS.

DEFLECTION & CAMBER

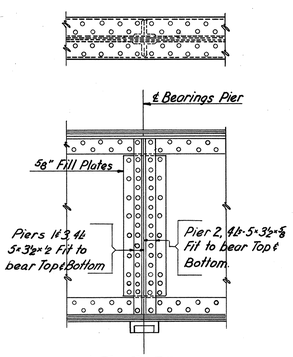
	Outside Girders		Inside Girders	
	End Span	Mid. Span	End Span	Mid. Span
Deflection due to weight of steel	0	¼"	0	3/16"
Deflection due to remaining dead load	⅛"	⅜"	⅛"	1/16"
Convexity required for Vertical Curve	1"	1"	1"	1"
Sum of Deflection and Convexity	1⅛"	2⅛"	1⅛"	1⅛"
Required Camber	1⅛"	2⅛"	1⅛"	1⅛"



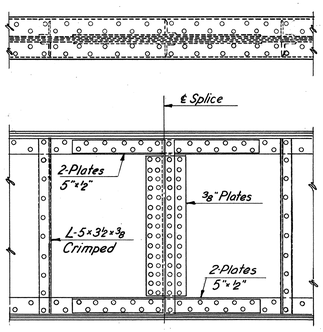
AT ABUTMENT



FIELD SPLICE



AT PIERS



SHOP WEB SPLICE

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

STEEL FRAMING

BRIDGE NO. WAY-I-0511
UNDER COUNTY ROAD NO. 36

STATE OF OHIO — Michael Baker, Jr. No. 9065 — REGISTERED PROFESSIONAL ENGINEER

WAYNE COUNTY — STA. 954 + 66.56

Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
J.P.R.	R.M.	R.M.	J.D.		

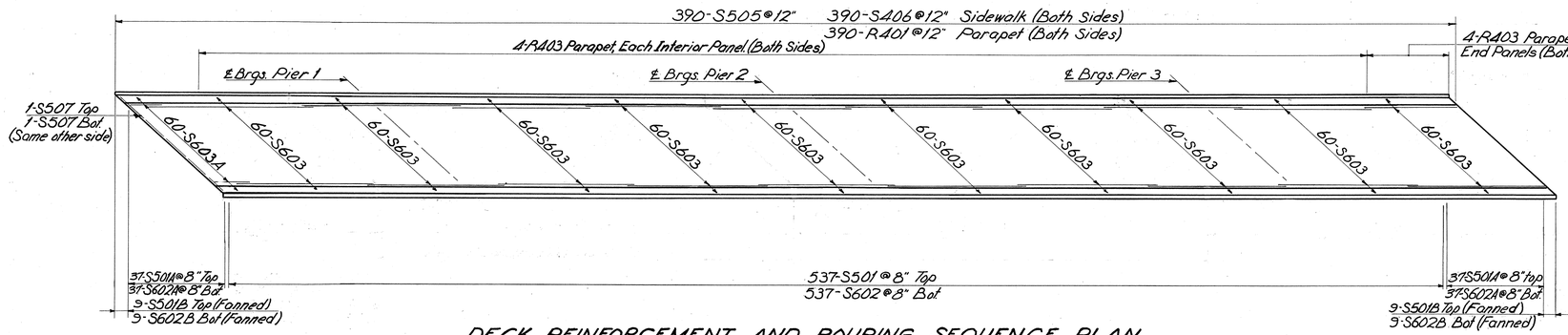
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-1105(1)	

253
271

WAYNE COUNTY
WAY-I-1.36

DECK CONSTRUCTION PROCEDURE

In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress up grade. The slab may be placed in sections between transverse construction joints which are normal to the centerline of bridge and are located near the center of any span.



DECK REINFORCEMENT AND POURING SEQUENCE PLAN

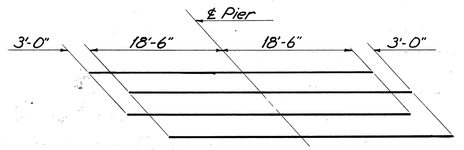
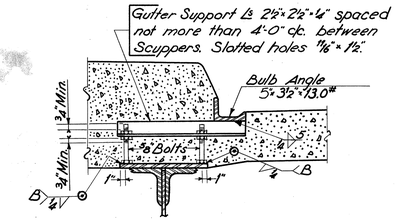
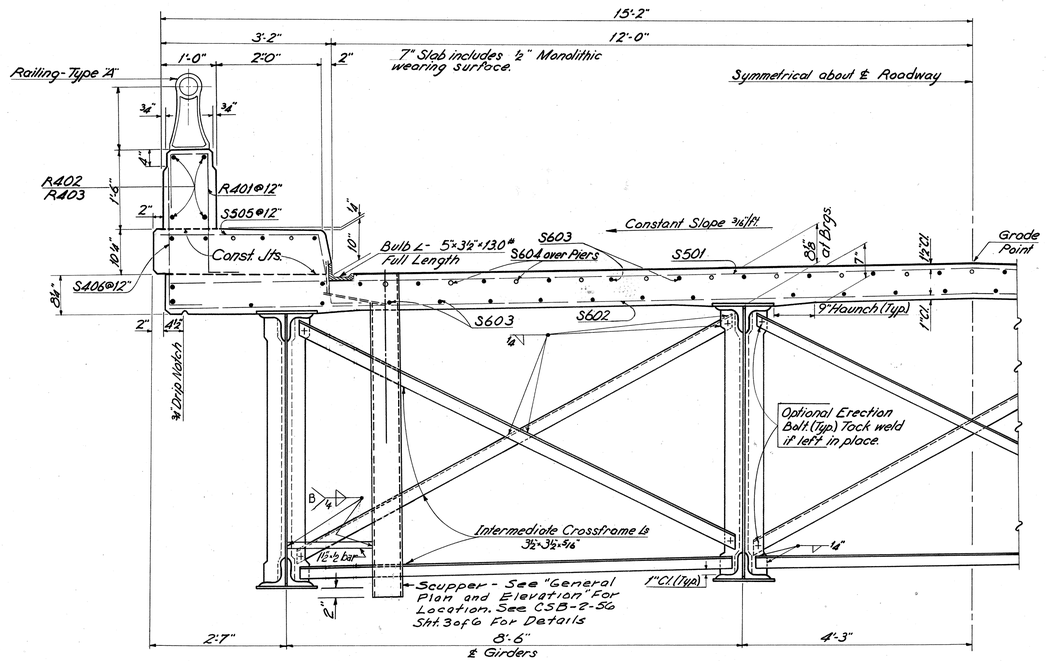


DIAGRAM SHOWING STAGGER OF S604 BARS OVER PIERS

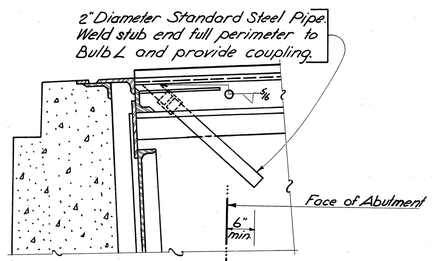


GUTTER SUPPORT

Note: Refer to Standard Drawing CSB-2-56 Sht. 3 of 6 for Gutter Support Spacing details.



TYPICAL HALF SECTION



SCUPPER DETAIL AT END FINISH

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

DECK PLAN

BRIDGE NO. WAY-I-0511
UNDER COUNTY ROAD NO. 36

WAYNE COUNTY STA. 954+66.56

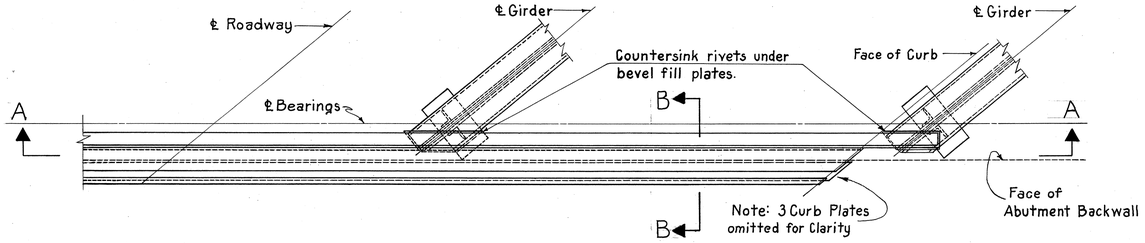
Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
J.P.R.			J.D.		

STATE OF OHIO
Michael Baker, Jr.
No. 9065
REGISTERED PROFESSIONAL ENGINEER

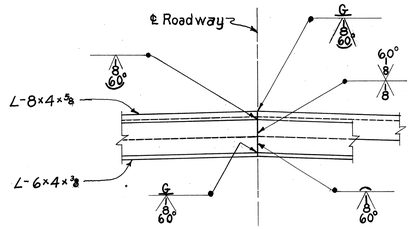
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-1105(1)	

254
271

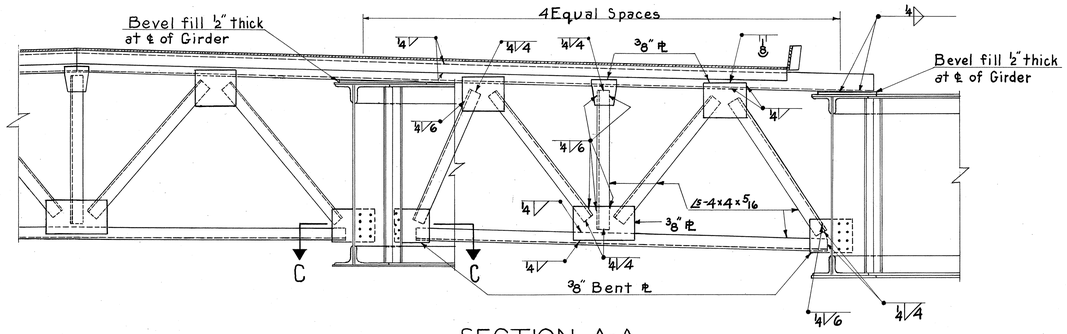
WAYNE COUNTY
WAY-I-1.36



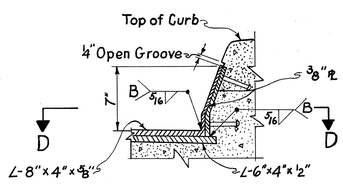
PART PLAN OF END FINISH



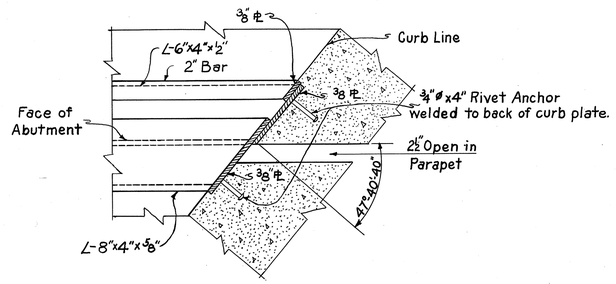
WELDED BUTT JOINT IN SUPERSTRUCTURE
END FINISH ANGLES AT ℄ OF ROADWAY



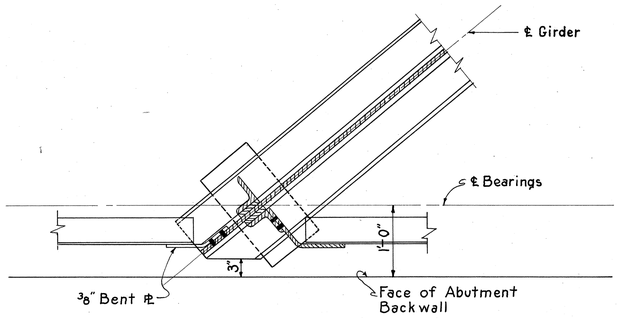
SECTION A-A



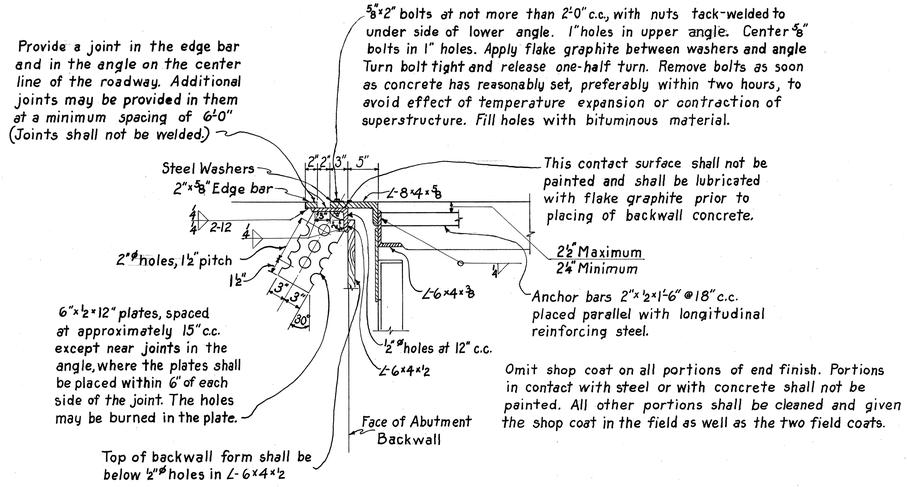
SPLASH GUARD DETAIL



SECTION D-D



SECTION C-C



SECTION B-B

Omit shop coat on all portions of end finish. Portions in contact with steel or with concrete shall not be painted. All other portions shall be cleaned and given the shop coat in the field as well as the two field coats.

STATE OF OHIO
Michael Baker, Jr.
No. 9065
REGISTERED PROFESSIONAL ENGINEER

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

END FINISH

BRIDGE NO. WAY-I-0511
UNDER COUNTY ROAD NO. 36

WAYNE COUNTY STA. 954+66.56

Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
J.P.R.	J.P.R.	CHB	J.D.		

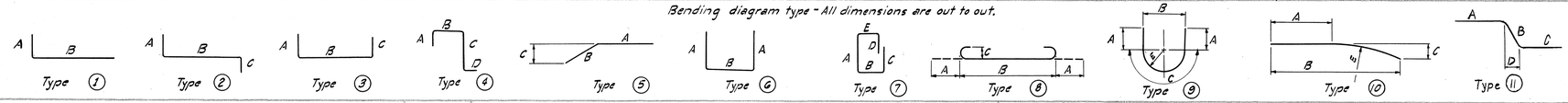
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-1105 (1)	

255
271

WAYNE COUNTY
WAY-I-1.36

REINFORCING STEEL BAR SCHEDULE

Bending diagram type - All dimensions are out to out.



PIERS

MARK	PIER 1	PIER 2	PIER 3	TOTAL	SIZE	LENGTH	TYPE	A	B	C	D	E	WEIGHT
P801	48	-	-	48	8	18'-2"	Str.						2329
P801a	-	48	-	48	8	21'-6"	Str.						2755
P801b	-	-	48	48	8	15'-9"	Str.						2019
P802	48	48	48	144	8	5'-8"	1	10"	5'-0"				2180
P803	12	12	12	36	8	11'-7"	1	2'-10"	9'-0"				1113
P804	6	6	6	18	8	37'-10"	Str.						1818
P805	3	3	3	9	8	27'-6"	Str.						661
P806	80	80	80	240	8	11'-8"	8	1'-1"	9'-6"	10"			7478
P507	42	42	42	126	5	7'-1"	6	2'-4"	2'-8"				930
P508	10	10	10	30	5	8'-0"	9	1'-11"	2'-8"	4'-2"		1'-4"	250
P509	20	20	20	60	5	4'-1"	6	10"	2'-8"				255
P510	4	4	4	12	5	3'-5" & 3'-11"	6	10"	2'-8" & 2'-8"	(6 each)			46
P511	2	2	2	6	5	37'-10"	Str.						237

SPIRAL BARS

MARK	PIER 1	PIER 2	PIER 3	TOTAL	SIZE	LENGTH	PITCH	No. of Turns	CORE DIA.	WEIGHT
SP401	4	-	-	4	1/2" ϕ	15'-4"	4 1/2"	44	32"	1175
SP402	-	4	-	4	1/2" ϕ	18'-8"	4 1/2"	53	32"	1390
SP403	-	-	4	4	1/2" ϕ	12'-11"	4 1/2"	37	32"	970
							Total Weight			25,610 #

ABUTMENTS

MARK	TOTAL	SIZE	LENGTH	TYPE	A	B	C	D	E	WEIGHT
A501	76	5	10'-0"	1	4'-6"	5'-7"				793
A502	88	5	3'-7"	Str.						329
A503	88	5	6'-3"	6	1'-5"	3'-8"				573
A504	80	5	22'-6"	Str.						1877
A505	74	6	18'-1"	7	8'-0"	1'-5"	6'-6"	2'-0"	10"	2,010
A506	8	6	20'-6"	7	8'-10"	1'-5"	7'-6"	2'-0"	1'-5"	246
A507	34	5	17'-6"	6	8'-3"	1'-2"				621
A508	34	5	16'-2"	6	7'-7"	1'-2"				573
A509	12	5	19'-6"	Str.						244
A510	12	5	20'-0"	Str.						250
A411	16	4	10'-0"	Str.						107
A412	12	4	9'-4"	Str.						75
A413	12	4	5'-0"	Str.						40
A414	12	4	4'-0"	Str.						32
A515	136	5	6'-9"	Str.						957
A516	4	5	10'-0"	6	4'-6"	1'-2"				42
A517	20	5	8'-0"	6	3'-6"	1'-2"				167
A518	8	5	18'-0"	Str.						150
A519	16	5	23'-5"	Str.						391
A420	48	4	6'-5"	3	2'-10"	1'-2"	2'-8"			206
A421	20	4	23'-6"	Str.						313
A422	12	4	23'-9"	10	10'-3"	23'-6"	2'-4"		29'-10"	190
A423	92	4	5'-7"	6	2'-7"	8"				343
* R424	16	4	22'-0"	Str.						
* R425	48	4	11'-11" to 4'-8"	3	6"	1'-4"	8" to 3'-1" (6 eq. Vary by 3")			
A526	12	5	19'-3"	Str.						241
A527	12	5	18'-9"	Str.						235
A528	4	5	12'-0"	6	5'-6"	1'-2"				50
A529	8	5	6'-0"	Str.						50
A530	136	5	5'-10"	6	1'-5"	3'-2"				827
A531	16	5	24'-3"	Str.						405
A532	76	5	3'-0"	Str.						238
A533	14	5	4'-6"	Str.						66
A534	6	5	2'-0" to 3'-6"	Str.		(2 each - vary 9")				17
								Total Weight		12,660 #

* Included with Railing for Payment.

SUPERSTRUCTURE

MARK	TOTAL	SIZE	LENGTH	TYPE	A	B	C	D	E	WEIGHT
S501	537	5	29'-8"	Str.						16618
S501a	74	5	6'-11" to 28'-8"	Str.	(2 each Vary by 7 1/4")					1,373
S501b	18	5	7'-0"	Str.						131
S602	537	6	29'-8"	Str.						23,931
S602a	74	6	6'-11" to 28'-8"	Str.	(2 each Vary by 7 1/4")					1,977
S602b	18	6	7'-0"	Str.						189
S603	600	6	40'-0"	Str.						36,048
S603a	60	6	10'-0"	Str.						901
S604	69	6	40'-0"	Str.						4,146
S505	780	5	4'-9"	11	3'-0"	1'-3"	6"	6"		3,864
S406	780	4	3'-0"	1	6"	2'-7"				1,563
S507	4	5	40'-0"	Str.						167
R401	780	4	5'-0"	4	1'-2"	6"	4'-4"	1'-0"		Included with Railing for payment
R402	200	4	1'-4'-4"	Str						
R403	16	4	11'-10"	Str.						
								Total Weight		90,910 #

SPIRAL NOTES

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

Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item 5-4.

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

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

REPLACEMENT BAR

MARK	NO.	SIZE	LENGTH	TYPE	WEIGHT
RE 400	1	4	5'-3"	Str.	
RE 500	2	5	5'-7"	Str.	
RE 600	4	6	5'-11"	Str.	
RE 800	1	8	6'-6"	Str.	

REPLACEMENT BARS:

If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test sample as provided in section 5-4.02 need not be furnished and replacement bars will not be required.

BAR SIZE:

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, A401 is a no. 4 size bar and A1114 is a no. 11 size bar.

STATE OF OHIO — Michael Baker, Jr. No. 9065 — REGISTERED PROFESSIONAL ENGINEER

MICHAEL BAKER JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

BAR SCHEDULE

BRIDGE NO. WAY-I-0511
UNDER COUNTY ROAD NO. 36

WAYNE COUNTY — STA. 954+66.56

Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
—	—	R.M.	J.D. FWL JPR		

B.C.W.