

REVISED 09-14 - CHANGED REFERENCE TO THE BARRIER RAIL & OPEN RAIL TO THE J44-14 STANDARDS INSTEAD OF J44-06 STANDARDS.

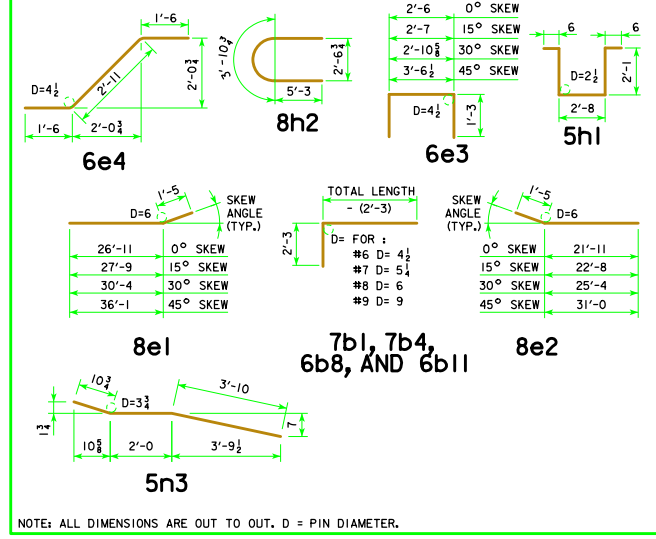
BILL OF REINFORCING STEEL FOR SUPERSTRUCTURE - 120' BRIDGE

LOCATION	SKEW	SHAPE	0°				15°				30°				45°				
			BAR NO.	LENGTH	WEIGHT		BAR NO.	LENGTH	WEIGHT		BAR NO.	LENGTH	WEIGHT		BAR NO.	LENGTH	WEIGHT		
SLAB LONGITUDINAL BOTTOM			901	58	27'-0	5325	58	27'-0	5325	58	27'-0	5325	58	27'-0	5325	58	27'-0	5325	
SLAB LONGITUDINAL BOTTOM			902	58	41'-3	8135	58	41'-3	8135	58	41'-3	8135	58	41'-3	8135	58	41'-3	8135	
SLAB LONGITUDINAL BOTTOM			903	58	38'-9	7642	58	38'-9	7642	58	38'-9	7642	58	38'-9	7642	58	38'-9	7642	
SLAB LONGITUDINAL BOTTOM			804	58	29'-3	4530	58	29'-3	4530	58	29'-3	4530	58	29'-3	4530	58	29'-3	4530	
SLAB LONGITUDINAL BOTTOM			905	29	36'-6	3599	29	36'-6	3599	29	36'-6	3599	29	36'-6	3599	29	36'-6	3599	
SLAB LONGITUDINAL BOTTOM, AT RAIL			906	8	36'-1	982	8	36'-1	982	8	36'-1	982	8	36'-1	982	8	36'-1	982	
SLAB LONGITUDINAL BOTTOM, AT RAIL			907	8	12'-0	327	8	12'-0	327	8	12'-0	327	8	12'-0	327	8	12'-0	327	
SLAB LONGITUDINAL BOTTOM, AT RAIL			908	4	45'-8	622	4	45'-8	622	4	45'-8	622	4	45'-8	622	4	45'-8	622	
SLAB LONGITUDINAL BOTTOM, AT RAIL			809	8	25'-6	545	8	25'-6	545	8	25'-6	545	8	25'-6	545	8	25'-6	545	
SLAB LONGITUDINAL BOTTOM, AT RAIL			8010	4	25'-6	273	4	25'-6	273	4	25'-6	273	4	25'-6	273	4	25'-6	273	
SLAB LONGITUDINAL TOP			701	58	9'-0	1067	58	9'-0	1067	58	9'-0	1067	58	9'-0	1067	58	9'-0	1067	
SLAB LONGITUDINAL TOP			10b2	58	29'-6	7363	58	29'-6	7363	58	29'-6	7363	58	29'-6	7363	58	29'-6	7363	
SLAB LONGITUDINAL TOP			10b3	58	26'-9	6677	58	26'-9	6677	58	26'-9	6677	58	26'-9	6677	58	26'-9	6677	
SLAB LONGITUDINAL TOP			7b4	58	23'-3	2757	58	23'-3	2757	58	23'-3	2757	58	23'-3	2757	58	23'-3	2757	
SLAB LONGITUDINAL TOP			11b5	58	30'-3	9322	58	30'-3	9322	58	30'-3	9322	58	30'-3	9322	58	30'-3	9322	
SLAB LONGITUDINAL TOP			6b6	29	28'-4	1235	29	28'-4	1235	29	28'-4	1235	29	28'-4	1235	29	28'-4	1235	
SLAB LONGITUDINAL TOP, AT RAIL			6b8	8	29'-0	349	8	29'-0	349	8	29'-0	349	8	29'-0	349	8	29'-0	349	
SLAB LONGITUDINAL TOP, AT RAIL			10b9	8	29'-0	999	8	29'-0	999	8	29'-0	999	8	29'-0	999	8	29'-0	999	
SLAB LONGITUDINAL TOP, AT RAIL			6b10	4	23'-0	139	4	23'-0	139	4	23'-0	139	4	23'-0	139	4	23'-0	139	
SLAB LONGITUDINAL TOP, AT RAIL			6b11	8	31'-6	379	8	31'-6	379	8	31'-6	379	8	31'-6	379	8	31'-6	379	
SLAB LONGITUDINAL TOP, AT RAIL			11b12	8	23'-0	978	8	23'-0	978	8	23'-0	978	8	23'-0	978	8	23'-0	978	
SLAB TRANSVERSE BOTTOM			6c1	117	25'-5	4467	117	26'-4	4628	106	25'-5	4047	96	25'-5	3665				
SLAB TRANSVERSE BOTTOM			6c2	117	23'-3	4086	117	24'-1	4233	108	23'-3	3772	99	23'-3	3458				
SLAB TRANSVERSE ENDS, BOTTOM			6c3	-	-	-	-	-	-	14	VARIES	303	22	VARIES	485				
SLAB TRANSVERSE ENDS, BOTTOM			6c4	-	-	-	-	-	-	12	VARIES	255	22	VARIES	458				
SLAB TRANSVERSE ENDS, BOTTOM			6c5	-	-	-	-	-	-	12	VARIES	208	20	VARIES	366				
SLAB TRANSVERSE ENDS, BOTTOM			6c6	-	-	-	-	-	-	12	VARIES	227	19	VARIES	376				
SLAB TRANSVERSE TOP			5d1	117	25'-9	3143	117	26'-8	3255	106	25'-9	2847	96	25'-9	2579				
SLAB TRANSVERSE TOP			5d2	117	23'-3	2838	117	24'-1	2939	108	23'-3	2619	99	23'-3	2401				
SLAB TRANSVERSE ENDS, TOP			5d3	-	-	-	-	-	-	14	VARIES	210	22	VARIES	337				
SLAB TRANSVERSE ENDS, TOP			5d4	-	-	-	-	-	-	12	VARIES	177	22	VARIES	318				
SLAB TRANSVERSE ENDS, TOP			5d5	-	-	-	-	-	-	12	VARIES	144	20	VARIES	254				
SLAB TRANSVERSE ENDS, TOP			5d6	-	-	-	-	-	-	12	VARIES	158	19	VARIES	261				
SLAB TRANSVERSE AT ABUTMENT			8e1	18	28'-4	1362	18	29'-2	1402	18	31'-9	1526	18	37'-6	1803				
SLAB TRANSVERSE AT ABUTMENT			8e2	18	23'-4	1122	18	24'-1	1158	18	26'-9	1286	18	32'-5	1558				
SLAB, HAIRPINS, AT ABUTMENT			6e3	100	5'-0	751	100	5'-1	764	100	5'-5	814	100	6'-1	914				
SLAB, DIAGONALS, AT ABUTMENT			6e4	100	5'-11	889	100	5'-11	889	100	5'-11	889	100	5'-11	889				
PIER CAP HOOPS			5h1	78	7'-10	638	78	7'-10	638	78	7'-10	638	104	7'-10	850				
PIER CAP ENDS			8h2	4	14'-5	154	4	14'-5	154	4	14'-5	154	4	14'-5	154				
PIER CAP, BOTTOM LONGITUDINAL			8h3	8	27'-5	586	8	28'-8	613	8	31'-8	677	8	37'-10	809				
PIER CAP, BOTTOM LONGITUDINAL			8h4	8	21'-11	469	8	22'-4	478	8	24'-6	524	8	29'-8	634				
PIER CAP, TOP LONGITUDINAL			8h5	4	28'-2	301	4	29'-6	316	4	32'-8	349	4	38'-11	416				
PIER CAP, TOP LONGITUDINAL			8h6	4	23'-5	251	4	23'-11	256	4	26'-3	281	4	31'-6	337				
TOP OF SLAB, TRANSVERSE, AT RAIL			5j1	232	8'-6	2057	232	8'-6	2057	226	8'-6	2004	224	8'-6	1986				
WING, VERTICAL			5m1	40	4'-5	185	40	4'-5	185	40	4'-5	185	40	4'-5	185				
WING, HORIZONTAL BACK FACE			5n1	24	6'-8	167	24	6'-8	167	24	6'-8	167	24	6'-8	167				
WING, HORIZONTAL TRAFFIC FACE			5n3	24	6'-9	169	24	6'-9	169	24	6'-9	169	24	6'-9	169				

ESTIMATED QUANTITIES FOR SUPERSTRUCTURE - 120' BRIDGE		WITH MONOLITHIC PIER CAP				WITH NON-MONOLITHIC PIER CAP												
ITEM	SKEW	0°				15°				30°				45°				
		C.Y.	LBS.	LBS.	LBS.	C.Y.	LBS.	LBS.	LBS.	C.Y.	LBS.	LBS.	LBS.	C.Y.	LBS.	LBS.	LBS.	
WITH BARRIER RAIL	*STRUCTURAL CONCRETE (BRIDGE)	382.7	383.8	387.3	395.1	376.3	377.2	380.0	386.2									
	REINF. STEEL EPOXY COATED	91,740	92,406	92,735	93,934	89,341	89,951	90,112	90,734									
	REINF. STEEL STAINLESS STEEL	2676	2676	2676	2676	2676	2676	2676	2676									
	CONCRETE BARRIER OR OPEN RAIL	262.0	262.2	262.9	264.5	262.0	262.2	262.9	264.5									
WITH OPEN RAIL	*STRUCTURAL CONCRETE (BRIDGE)	382.5	383.5	387.1	394.9	376.1	376.9	379.8	386.0									
	REINF. STEEL EPOXY COATED	92,184	92,850	93,179	94,378	89,785	90,395	90,556	91,178									
	REINF. STEEL STAINLESS STEEL	2757	2757	2757	2757	2757	2757	2757	2757									

* INCLUDES 4 WINGS @ 0.6 C.Y. EACH; EXCLUDES RAIL CONCRETE.

BENT BAR DETAILS



NOTE: ALL DIMENSIONS ARE OUT TO OUT. D = PIN DIAMETER.

NOTES:

ALL BARRIER RAIL REINFORCING STEEL IS TO BE EITHER EPOXY COATED OR STAINLESS STEEL AS SHOWN OR NOTED. THE STAINLESS STEEL REINFORCING STEEL SHALL BE DEFORMED BAR GRADE 60 MEETING THE REQUIREMENTS OF MATERIALS I.M.452.

ALL OTHER REINFORCING STEEL IS TO BE EPOXY COATED.

THE TRANSVERSE REBARS ARE DETAILED WITH A SPLICE LAP. AT THE CONTRACTOR'S OPTION, THIS LAP MAY BE ELIMINATED BY FURNISHING FULL LENGTH BARS WITH NO REDUCTION IN PAY WEIGHT FOR SAME.

09-14 LATEST REVISION DATE <i>Thomas E. M. Donnell</i> APPROVED BY BRIDGE ENGINEER	
	STANDARD DESIGN - 44' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES JULY, 2014
	<div style="text-align: center;"> SUPERSTRUCTURE DETAILS 120'-0 BRIDGE </div> <div style="text-align: right;"> J44-13-14 </div>