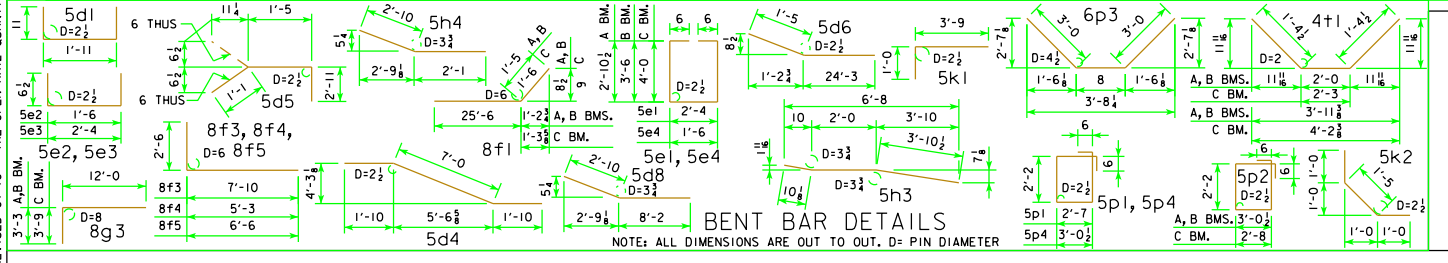


REVISED 07-10 - THE OPEN RAIL QUANTITIES WERE CHANGED.

EPoxy COATED REINFORCING

REINFORCING BAR LIST		138'-10"		151'-4"		163'-10"		176'-4"		188'-10"		201'-4"		213'-10"		226'-4"		243'-0"					
ONE SUPERSTRUCTURE AND TWO ABUTMENTS		A BEAM		A BEAM		B BEAM		B BEAM		B BEAM		C BEAM		C BEAM		C BEAM		C BEAM					
BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT			
6a1	SLAB TRANSV. TOP & BOT.	=====	285	42'-10"	18,336	315	42'-10"	20,266	345	42'-10"	22,196	375	42'-10"	24,126	405	42'-10"	27,986	435	42'-10"	31,846	535	42'-10"	34,420
6a2	SLAB TRANSV. TOP ENDS	=====	56	VARIES	1,812	56	VARIES	1,812	56	VARIES	1,812	56	VARIES	1,812	56	VARIES	1,812	56	VARIES	1,812	56	VARIES	1,812
6a3	SLAB TRANSV. BOT. ENDS	=====	54	VARIES	1,747	54	VARIES	1,747	54	VARIES	1,747	54	VARIES	1,747	54	VARIES	1,747	54	VARIES	1,747	54	VARIES	1,747
5b1	SLAB LONGITUDINAL, TOP & BOT.	=====	202	40'-0"	8,427	303	40'-0"	12,641	303	40'-0"	12,641	303	40'-0"	12,641	303	40'-0"	16,855	404	40'-0"	16,855	404	40'-0"	21,069
5b2	SLAB LONGITUDINAL, TOP & BOT, ENDS	=====	202	34'-0"	7,163	202	21'-3"	4,477	202	27'-6"	5,794	202	33'-9"	7,111	202	40'-0"	8,427	202	27'-3"	5,741	202	33'-6"	7,058
6b3	SLAB LONGITUDINAL, TOP @ PIERS	=====	92	12'-10"	1,773	92	13'-10"	1,912	92	14'-10"	2,050	92	15'-10"	2,188	92	17'-0"	2,326	92	18'-0"	2,464	92	19'-0"	2,602
6b3	SLAB LONGITUDINAL, TOP @ PIERS	=====	92	12'-10"	1,773	92	13'-10"	1,912	92	14'-10"	2,050	92	15'-10"	2,188	92	17'-0"	2,326	92	18'-0"	2,464	92	19'-0"	2,602
5d1	PIER DIAPH. ENDS	=====	12	3'-9"	47	12	3'-9"	47	12	3'-9"	47	12	3'-9"	47	12	3'-9"	47	12	3'-9"	47	12	3'-9"	47
5d2	PIER & ABUT. DIAPH. LONGIT.	=====	90	7'-9"	727	90	7'-9"	727	90	7'-9"	727	90	7'-9"	727	90	7'-9"	727	90	7'-9"	727	90	7'-9"	727
5d3	PIER & ABUT. DIAPH. LONGIT.	=====	30	6'-8"	209	30	6'-8"	209	30	6'-8"	209	30	6'-8"	209	30	6'-8"	209	30	6'-8"	209	30	6'-8"	209
5d4	PIER DIAPH. LONGIT.	=====	10	10'-8"	111	10	10'-8"	111	10	10'-8"	111	10	10'-8"	111	10	10'-8"	111	10	10'-8"	111	10	10'-8"	111
5d5	ABUT. DIAPH. ENDS	=====	12	5'-5"	68	12	5'-5"	68	12	5'-5"	68	12	5'-5"	68	12	5'-5"	68	12	5'-5"	68	12	5'-5"	68
5d6	ABUT. DIAPH. LONGIT. B.F.	=====	16	25'-8"	428	16	25'-8"	428	16	25'-8"	428	16	25'-8"	428	16	25'-8"	428	16	25'-8"	428	16	25'-8"	428
5d7	PAVING NOTCH LONGIT.	=====	8	25'-6"	213	8	25'-6"	213	8	25'-6"	213	8	25'-6"	213	8	25'-6"	213	8	25'-6"	213	8	25'-6"	213
5d8	ABUT. DIAPH. WING EXT. LONGIT.	=====	24	11'-0"	275	24	11'-0"	275	24	11'-0"	275	24	11'-0"	275	24	11'-0"	275	24	11'-0"	275	24	11'-0"	275
5d9	ABUT. DIAPH. WING EXT. LONGIT.	=====	24	10'-11"	273	24	10'-11"	273	24	10'-11"	273	24	10'-11"	273	24	10'-11"	273	24	10'-11"	273	24	10'-11"	273
5e1	PIER DIAPH. HOOPS	=====	40	9'-1"	379	40	9'-1"	379	40	10'-4"	431	40	10'-4"	431	40	10'-4"	431	40	10'-4"	431	40	10'-4"	431
5e2	PIER DIAPH. TIES ENDS	=====	4	2'-7"	11	4	2'-7"	11	4	2'-7"	11	4	2'-7"	11	4	2'-7"	11	4	2'-7"	11	4	2'-7"	11
5e3	PIER DIAPH. TIES	=====	40	3'-5"	143	40	3'-5"	143	40	3'-5"	143	40	3'-5"	143	40	3'-5"	143	40	3'-5"	143	40	3'-5"	143
5e4	PIER DIAPH. HOOPS ENDS	=====	4	8'-3"	34	4	8'-3"	34	4	9'-6"	40	4	9'-6"	40	4	10'-6"	44	4	10'-6"	44	4	10'-6"	44
8f1	ABUT. FOOTING LONGIT.	=====	36	26'-11"	2,587	36	26'-11"	2,587	36	26'-11"	2,587	36	26'-11"	2,587	36	26'-11"	2,587	36	26'-11"	2,587	36	26'-11"	2,587
8f3	ABUT. EXTENSION LONGIT.	=====	16	10'-4"	441	16	10'-4"	441	16	10'-4"	441	16	10'-4"	441	16	10'-4"	441	16	10'-4"	441	16	10'-4"	441
8f4	ABUT. EXTENSION LONGIT.	=====	8	7'-9"	166	8	7'-9"	166	8	7'-9"	166	8	7'-9"	166	8	7'-9"	166	8	7'-9"	166	8	7'-9"	166
8f5	ABUT. EXTENSION LONGIT.	=====	8	9'-0"	192	8	9'-0"	192	8	9'-0"	192	8	9'-0"	192	8	9'-0"	192	8	9'-0"	192	8	9'-0"	192
8g1	ABUT. VERT.	=====	136	6'-8"	2,421	136	6'-8"	2,421	136	7'-3"	2,633	136	7'-3"	2,633	136	7'-3"	2,633	132	7'-9"	2,731	132	7'-9"	2,731
8g3	ABUT. DIAPH. VERT. B.F.	=====	62	15'-3"	2,524	62	15'-3"	2,524	62	15'-3"	2,524	62	15'-3"	2,524	62	15'-3"	2,524	62	15'-9"	2,607	62	15'-9"	2,607
6g4	ABUT. DIAPH. WING EXT. VERT.	=====	40	6'-6"	391	40	6'-6"	391	40	6'-6"	391	40	6'-6"	391	40	6'-6"	391	40	6'-6"	391	40	6'-6"	391
5h1	ABUT. WING HORIZ. B.F.	=====	28	6'-8"	195	28	6'-8"	195	28	6'-8"	195	28	6'-8"	195	28	6'-8"	195	36	6'-8"	250	36	6'-8"	250
5h2	ABUT. TO WING ANCHOR	=====	56	4'-11"	287	56	4'-11"	287	56	4'-11"	287	56	4'-11"	287	56	4'-11"	287	62	4'-11"	411	62	4'-11"	411
5h3	ABUT. WING HORIZ. TRAFFIC FACE	=====	28	6'-9"	197	28	6'-9"	197	28	6'-9"	197	28	6'-9"	197	28	6'-9"	197	36	6'-9"	253	36	6'-9"	253
5h4	ABUT. TO WING ANCHOR	=====	12	4'-11"	62	12	4'-11"	62	12	4'-11"	62	12	4'-11"	62	12	4'-11"	62	12	4'-11"	62	12	4'-11"	62
5j1	TOP OF SLAB TRANSV. (AT RAIL)	=====	332	6'-3"	2,164	362	6'-3"	2,360	392	6'-3"	2,555	422	6'-3"	2,751	452	6'-3"	2,946	482	6'-3"	3,142	512	6'-3"	3,338
5k1	PAVING NOTCH	=====	64	4'-9"	317	64	4'-9"	317	64	4'-9"	317	64	4'-9"	317	64	4'-9"	317	64	4'-9"	317	64	4'-9"	317
5k2	PAVING NOTCH	=====	64	3'-5"	228	64	3'-5"	228	64	3'-5"	228	64	3'-5"	228	64	3'-5"	228	64	3'-5"	228	64	3'-5"	228
5p1	ABUTMENT HOOPS (WOOD/STEEL)	=====	112/144	10'-6"	1,227/1,577	112/144	10'-6"	1,227/1,577	120/144	10'-6"	1,314/1,577	128/144	10'-6"	1,402/1,577	128/140	10'-6"	1,402/1,533	148	10'-6"	1,621	148	10'-6"	1,621
5p2	ABUTMENT HOOPS	=====	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	24	10'-8"	267	24	10'-8"	267
6p3	ABUT. BOT. AT PILES	=====	32	6'-8"	320	32	6'-8"	320	32	6'-8"	320	32	6'-8"	320	32	6'-8"	320	36	6'-8"	360	36	6'-8"	360
5p4	ABUT. HOOPS AT ENDS	=====	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95
5s1	WING VERT.	=====	64	5'-10"	389	64	5'-10"	389	64	6'-2"	412	64	6'-2"	412	64	6'-2"	412	64	6'-11"	462	64	6'-11"	462
4f1	UNDER BEAMS AT ABUTMENTS	=====	12	4'-9"	38	12	4'-9"	38	12	4'-9"	38	12	4'-9"	38	12	4'-9"	38	12	5'-0"	40	12	5'-0"	40
#2	PILE SPIRAL (WOOD/STEEL)*	=====	30/14	38'-6"	193/90	30/14	38'-6"	193/90	32/14	38'-6"	206/90	34/14	38'-6"	219/90	34/16	38'-6"	219/103	20	38'-6"	129	20	38'-6"	129
	SPIRAL SPACERS, L 7/8 x 7/8 x 1/8 x 0.70 (WOOD/STL.)*	=====	90/42	1'-10"	116/54	90/42	1'-10"	116/54	96/42	1'-10"	123/54	102/42	1'-10"	131/54	102/48	1'-10"	131/62	60	1'-10"	77	60	1'-10"	77
	*EPOXY COATING NOT REQUIRED	=====																					
	SUB TOTAL W/ WOOD PILES**	=====			54,606			58,399			62,379			66,858			70,519						
	SUB TOTAL W/ STEEL H-PILES**	=====			54,791			58,584			62,457			66,827			70,465						
	**RAIL REINFORCING NOT INCLUDED	=====																					
	BARRIER RAIL	=====			8,215			8,788			9,347			9,879			10,478			11,445			
	OPEN RAIL	=====			8,880			9,409			10,115			10,823			11,352			12,289			



LATEST REVISION DATE

07-10

APPROVED BY BRIDGE ENGINEER

Norman L. McDaniel

STANDARD DESIGN - 40' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

AUGUST, 2009

DECK & ABUTMENT REINF.

30° SKEW

H40-23-06