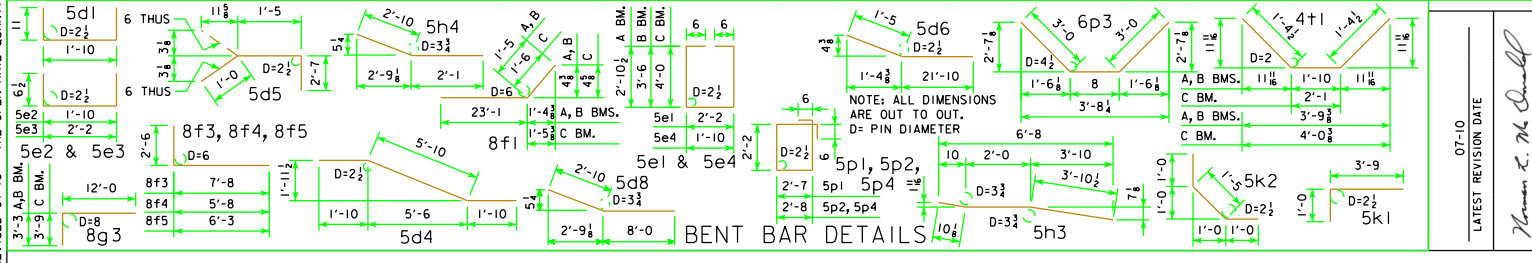


REVISED 07-10 - THE OPEN RAIL QUANTITIES WERE CHANGED.

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 & BOTT.	=====	313	42'-10"	20,137	343	42'-10"	22,067	373	42'-10"	23,997	403	42'-10"	25,927	433	42'-10"	27,857	463	42'-10"	29,787
6a2	SLAB TRANSV. TOP ENDS	=====	26	VARIABLES	825	26	VARIABLES	825	26	VARIABLES	825	26	VARIABLES	825	26	VARIABLES	825	26	VARIABLES	825
6a3	SLAB TRANSV. BOTT. ENDS	=====	26	VARIABLES	885	26	VARIABLES	885	26	VARIABLES	885	26	VARIABLES	885	26	VARIABLES	885	26	VARIABLES	885
5b1	SLAB LONGITUDINAL, TOP & BOTT.	=====	202	40'-0"	8,427	303	40'-0"	12,641	303	40'-0"	12,641	303	40'-0"	12,641	404	40'-0"	16,855	404	40'-0"	16,855
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS	=====	202	33'-10"	7,128	202	21'-1"	4,442	202	27'-4"	5,759	202	33'-10"	8,392	202	27'-1"	5,706	202	33'-4"	7,023
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	16'-10"	2,326	92	17'-10"	2,464
7b3	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	16'-10"	2,326	92	17'-10"	2,464
8b3	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	16'-10"	2,326	92	17'-10"	2,464
5d1	PIER DIAPH. ENDS	=====	12	3'-8"	46	12	3'-8"	46	12	3'-8"	46	12	3'-8"	46	12	3'-8"	46	12	3'-8"	46
5d2	PIER & ABUT. DIAPH. LONGIT.	=====	90	6'-11"	649	90	6'-11"	649	90	6'-11"	649	90	6'-11"	649	90	6'-11"	649	90	6'-11"	649
5d3	PIER & ABUT. DIAPH. LONGIT.	=====	30	6'-0"	188	30	6'-0"	188	30	6'-0"	188	30	6'-0"	188	30	6'-0"	188	30	6'-0"	188
5d4	PIER DIAPH. LONGIT.	=====	10	9'-6"	99	10	9'-6"	99	10	9'-6"	99	10	9'-6"	99	10	9'-6"	99	10	9'-6"	99
5d5	ABUT. DIAPH. ENDS	=====	12	5'-0"	63	12	5'-0"	63	12	5'-0"	63	12	5'-0"	63	12	5'-0"	63	12	5'-0"	63
5d6	ABUT. DIAPH. LONGIT. B.F.	=====	16	23'-3"	388	16	23'-3"	388	16	23'-3"	388	16	23'-3"	388	16	23'-3"	388	16	23'-3"	388
5d7	PAVING NOTCH LONGIT.	=====	8	22'-11"	191	8	22'-11"	191	8	22'-11"	191	8	22'-11"	191	8	22'-11"	191	8	22'-11"	191
5d8	ABUT. DIAPH. WING EXT. LONGIT.	=====	24	10'-10"	271	24	10'-10"	271	24	10'-10"	271	24	10'-10"	271	24	10'-10"	271	24	10'-10"	271
5d9	ABUT. DIAPH. WING EXT. LONGIT.	=====	24	10'-10"	271	24	10'-10"	271	24	10'-10"	271	24	10'-10"	271	24	10'-10"	271	24	10'-10"	271
5e1	PIER DIAPH. HOOPS	=====	40	8'-11"	372	40	8'-11"	372	40	10'-2"	424	40	10'-2"	424	40	11'-2"	466	40	11'-2"	466
5e2	PIER DIAPH. TIES ENDS	=====	4	2'-11"	12	4	2'-11"	12	4	2'-11"	12	4	2'-11"	12	4	2'-11"	12	4	2'-11"	12
5e3	PIER DIAPH. TIES	=====	40	3'-3"	136	40	3'-3"	136	40	3'-3"	136	40	3'-3"	136	40	3'-3"	136	40	3'-3"	136
5e4	PIER DIAPH. HOOPS ENDS	=====	4	8'-7"	36	4	8'-7"	36	4	9'-10"	41	4	9'-10"	41	4	10'-10"	45	4	10'-10"	45
8f1	ABUT. FOOTING LONGIT.	=====	36	24'-6"	2,355	36	24'-6"	2,355	36	24'-6"	2,355	36	24'-6"	2,355	36	24'-6"	2,355	36	24'-6"	2,355
8f3	ABUT. EXTENSION LONGIT.	=====	16	10'-2"	434	16	10'-2"	434	16	10'-2"	434	16	10'-2"	434	16	10'-2"	434	16	10'-2"	434
8f4	ABUT. EXTENSION LONGIT.	=====	8	8'-2"	174	8	8'-2"	174	8	8'-2"	174	8	8'-2"	174	8	8'-2"	174	8	8'-2"	174
8f5	ABUT. EXTENSION LONGIT.	=====	8	8'-9"	187	8	8'-9"	187	8	8'-9"	187	8	8'-9"	187	8	8'-9"	187	8	8'-9"	187
8g1	ABUT. VERT.	=====	136	6'-8"	2,421	136	6'-8"	2,421	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'-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
5h1	ABUT. WING HORIZ. B.F.	=====	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	12	4'-11"	62	12	4'-11"	62
5h3	ABUT. WING HORIZ. TRAFFIC FACE	=====	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
5j1	TOP OF SLAB TRANSV. (AT RAIL)	=====	336	6'-3"	2,190	366	6'-3"	2,386	396	6'-3"	2,581	426	6'-3"	2,777	456	6'-3"	2,973	486	6'-3"	3,168
5k1	PAVING NOTCH	=====	66	4'-9"	327	66	4'-9"	327	66	4'-9"	327	66	4'-9"	327	66	4'-9"	327	66	4'-9"	327
5k2	PAVING NOTCH	=====	66	3'-5"	235	66	3'-5"	235	66	3'-5"	235	66	3'-5"	235	66	3'-5"	235	66	3'-5"	235
5p1	ABUTMENT HOOPS (WOOD/STEEL)	=====	104/120	10'-6"	1,139/1,314	112/120	10'-6"	1,227/1,314	120/120	10'-6"	1,314/1,314	120/120	10'-6"	1,314/1,314	128/112	10'-6"	1,402/1,227	120	10'-6"	1,314
5p2	ABUTMENT HOOPS	=====	8	10'-8"	89	8	10'-8"	89	8	10'-8"	89	8	10'-8"	89	8	10'-8"	89	8	10'-8"	89
6p3	ABUT. BOTT. AT PILES	=====	32	6'-8"	320	32	6'-8"	320	32	6'-8"	320	32	6'-8"	320	32	6'-8"	320	32	6'-8"	320
5p4	ABUT. HOOPS AT ENDS	=====	8	10'-8"	89	8	10'-8"	89	8	10'-8"	89	8	10'-8"	89	8	10'-8"	89	8	10'-8"	89
5s1	WING VERT.	=====	64	5'-10"	389	64	5'-10"	389	64	6'-2"	412	64	6'-2"	412	64	6'-11"	462	64	6'-11"	462
4t1	UNDER BEAMS AT ABUTMENTS	=====	12	4'-7"	37	12	4'-7"	37	12	4'-7"	37	12	4'-7"	37	12	4'-10"	39	12	4'-10"	39
#2	PILE SPIRAL (WOOD/STEEL)*	=====	28/14	38'-6"	180/90	30/14	38'-6"	193/90	32/14	38'-6"	206/90	32/14	38'-6"	206/90	34/16	38'-6"	219/103	20	38'-6"	129
	SPIRAL SPACERS, L 7/8 x 7/8 x 1/8 x 0.70 (WOOD/STL.)*	=====	84/42	1'-10"	108/54	90/42	1'-10"	116/54	96/42	1'-10"	123/54	96/42	1'-10"	123/54	102/48	1'-10"	131/62	60	1'-10"	77
	*EPOXY COATING NOT REQUIRED	=====																		
	SUB TOTAL W/ WOOD PILES**	=====			54,028			57,930			61,909			66,279			70,050			
	SUB TOTAL W/ STEEL H-PILES**	=====			54,059			57,852			61,724			66,094			69,690			
	**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			11,522			12,229



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.

15° SKEW

H40-16-06