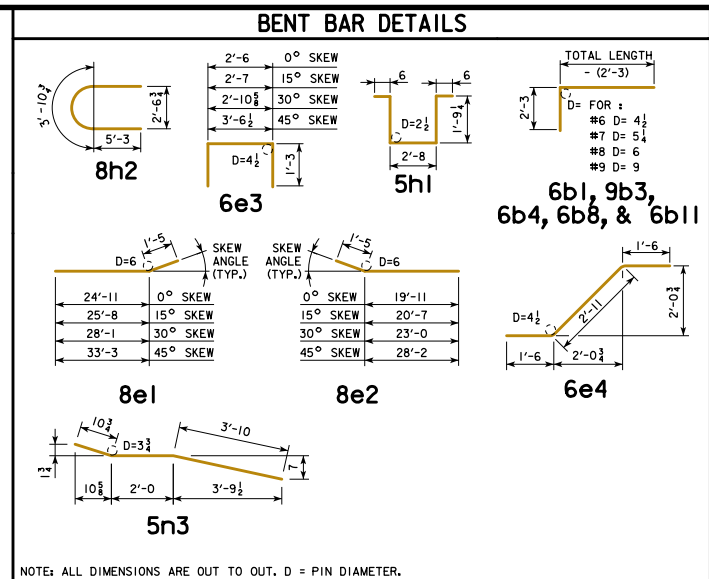


REVISED 09-14 - CHANGED REFERENCE TO THE BARRIER RAIL & OPEN RAIL TO THE J40-14 STANDARDS INSTEAD OF J40-06 STANDARDS.
 REVISED 03-2016 - REVISION FOR ADDITION OF PAVING NOTCH BAR #8U. SEE LIST ON RAIL SHEET J40-46-14.
 REVISED 04-2016 - REVISION TO INCLUDE PAVING NOTCH BAR #8U WEIGHT IN ESTIMATED QUANTITIES TABLE.

BILL OF REINFORCING STEEL FOR SUPERSTRUCTURE - 90' 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			801	53	20'-0	2831	53	20'-0	2831	53	20'-0	2831	53	20'-0	2831
SLAB LONGITUDINAL BOTTOM			802	53	30'-3	4281	53	30'-3	4281	53	30'-3	4281	53	30'-3	4281
SLAB LONGITUDINAL BOTTOM			803	53	28'-6	4034	53	28'-6	4034	53	28'-6	4034	53	28'-6	4034
SLAB LONGITUDINAL BOTTOM			804	52	25'-6	3541	52	25'-6	3541	52	25'-6	3541	52	25'-6	3541
SLAB LONGITUDINAL BOTTOM			805	26	28'-0	1944	26	28'-0	1944	26	28'-0	1944	26	28'-0	1944
SLAB LONGITUDINAL BOTTOM, AT RAIL			806	8	32'-3	689	8	32'-3	689	8	32'-3	689	8	32'-3	689
SLAB LONGITUDINAL BOTTOM, AT RAIL			807	4	34'-4	367	4	34'-4	367	4	34'-4	367	4	34'-4	367
SLAB LONGITUDINAL BOTTOM, AT RAIL			808	8	22'-9	486	8	22'-9	486	8	22'-9	486	8	22'-9	486
SLAB LONGITUDINAL BOTTOM, AT RAIL			809	4	21'-0	225	4	21'-0	225	4	21'-0	225	4	21'-0	225
SLAB LONGITUDINAL TOP			601	53	8'-0	637	53	8'-0	637	53	8'-0	637	53	8'-0	637
SLAB LONGITUDINAL TOP			902	53	22'-9	4100	53	22'-9	4100	53	22'-9	4100	53	22'-9	4100
SLAB LONGITUDINAL TOP			903	53	35'-0	6307	53	35'-0	6307	53	35'-0	6307	53	35'-0	6307
SLAB LONGITUDINAL TOP, AT RAIL			604	52	13'-0	1016	52	13'-0	1016	52	13'-0	1016	52	13'-0	1016
SLAB LONGITUDINAL TOP			905	52	27'-6	4862	52	27'-6	4862	52	27'-6	4862	52	27'-6	4862
SLAB LONGITUDINAL TOP			606	26	16'-10	658	26	16'-10	658	26	16'-10	658	26	16'-10	658
SLAB LONGITUDINAL TOP, AT RAIL			608	8	26'-0	313	8	26'-0	313	8	26'-0	313	8	26'-0	313
SLAB LONGITUDINAL TOP, AT RAIL			909	8	19'-6	531	8	19'-6	531	8	19'-6	531	8	19'-6	531
SLAB LONGITUDINAL TOP, AT RAIL			610	4	18'-0	109	4	18'-0	109	4	18'-0	109	4	18'-0	109
SLAB LONGITUDINAL TOP, AT RAIL			611	8	28'-6	343	8	28'-6	343	8	28'-6	343	8	28'-6	343
SLAB LONGITUDINAL TOP, AT RAIL			10012	8	13'-3	457	8	13'-3	457	8	13'-3	457	8	13'-3	457
SLAB TRANSVERSE BOTTOM			601	87	23'-5	3060	87	24'-3	3169	78	23'-5	2744	68	23'-5	2392
SLAB TRANSVERSE BOTTOM			602	87	21'-3	2777	87	22'-0	2875	79	21'-3	2522	71	21'-3	2267
SLAB TRANSVERSE ENDS, BOTTOM			603	-	-	-	-	-	12 VARIES	223	20	VARIES	411	-	-
SLAB TRANSVERSE ENDS, BOTTOM			604	-	-	-	-	-	11 VARIES	219	20	VARIES	386	-	-
SLAB TRANSVERSE ENDS, BOTTOM			605	-	-	-	-	-	11 VARIES	176	18	VARIES	302	-	-
SLAB TRANSVERSE ENDS, BOTTOM			606	-	-	-	-	-	11 VARIES	190	17	VARIES	311	-	-
SLAB TRANSVERSE TOP			501	87	23'-9	2156	87	24'-7	2231	78	23'-9	1933	68	23'-9	1685
SLAB TRANSVERSE TOP			502	87	21'-3	1929	87	22'-0	1997	79	21'-3	1751	71	21'-3	1574
SLAB TRANSVERSE ENDS, TOP			503	-	-	-	-	-	12 VARIES	155	20	VARIES	286	-	-
SLAB TRANSVERSE ENDS, TOP			504	-	-	-	-	-	11 VARIES	152	20	VARIES	268	-	-
SLAB TRANSVERSE ENDS, TOP			505	-	-	-	-	-	11 VARIES	122	18	VARIES	210	-	-
SLAB TRANSVERSE ENDS, TOP			506	-	-	-	-	-	11 VARIES	132	17	VARIES	216	-	-
SLAB TRANSVERSE AT ABUTMENT			801	18	26'-4	1266	18	27'-1	1302	18	29'-6	1418	18	34'-8	1667
SLAB TRANSVERSE AT ABUTMENT			802	18	21'-4	1026	18	22'-0	1058	18	24'-5	1174	18	29'-7	1422
SLAB, HAIRPINS, AT ABUTMENT			603	92	5'-0	691	92	5'-1	703	92	5'-5	749	92	6'-1	841
SLAB, DIAGONALS, AT ABUTMENT			604	92	5'-11	818	92	5'-11	818	92	5'-11	818	92	5'-11	818
PIER CAP HOOPS			5h1	72	7'-3	545	72	7'-3	545	72	7'-3	545	108	7'-3	817
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	25'-5	543	8	26'-7	568	8	29'-4	627	8	35'-0	748
PIER CAP, BOTTOM LONGITUDINAL			8h4	8	19'-11	426	8	20'-3	433	8	22'-2	474	8	26'-10	574
PIER CAP, TOP LONGITUDINAL			8h5	4	26'-2	280	4	27'-5	293	4	30'-4	324	4	36'-1	386
PIER CAP, TOP LONGITUDINAL			8h6	4	21'-5	229	4	21'-10	234	4	23'-11	256	4	28'-8	307
TOP OF SLAB, TRANSVERSE, AT RAIL			5j1	172	8'-6	1525	172	8'-6	1525	162	8'-6	1437	156	8'-6	1384
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
SUB EPOXY COATED TOTAL - LBS.						55,677			56,157			56,547			57,678
BARRIER RAIL - SEE LIST ON RAIL SHEET J40-46-14						3882			3882			3882			3882
OPEN RAIL - SEE LIST ON RAIL SHEET J40-49-14						4121			4121			4121			4121
EPOXY COATED RAIL TOTAL - LBS.						59,559			60,039			60,429			61,560
WITH MONOLITHIC PIER CAP						59,798			60,278			60,668			61,799
WITH BARRIER RAIL						57,382			57,812			58,049			58,574
SAME AS ABOVE EXCEPT ALL "h" BARS DELETED						57,621			58,051			58,288			58,813
STAINLESS STEEL RAIL TOTAL - LBS.						2068			2068			2068			2068
WITH OPEN RAIL						2209			2209			2209			2209

ESTIMATED QUANTITIES FOR SUPERSTRUCTURE - 90' BRIDGE										
ITEM	SKEW	WITH MONOLITHIC PIER CAP				WITH NON-MONOLITHIC PIER CAP				
		0°	15°	30°	45°	0°	15°	30°	45°	
WITH BARRIER RAIL		* STRUCTURAL CONCRETE (BRIDGE) C.Y.	227.1	228.1	231.5	239.0	221.0	221.8	224.6	230.6
		REINF. STEEL EPOXY COATED LBS.	59,559	60,039	60,429	61,560	57,382	57,812	58,049	58,574
		REINF. STEEL STAINLESS STEEL LBS.	2291	2291	2291	2291	2291	2291	2291	2291
CONCRETE BARRIER OR OPEN RAIL		LIN. FT.	202.0	202.2	202.9	204.5	202.0	202.2	202.9	204.5
WITH OPEN RAIL		* STRUCTURAL CONCRETE (BRIDGE) C.Y.	226.9	227.9	231.3	238.8	220.8	221.7	224.4	230.4
		REINF. STEEL EPOXY COATED LBS.	59,798	60,278	60,668	61,799	57,621	58,051	58,288	58,813
		REINF. STEEL STAINLESS STEEL LBS.	2432	2432	2432	2432	2432	2432	2432	2432

* INCLUDES 4 WINGS @ 0.68 C.Y. EACH; EXCLUDES RAIL CONCRETE.
 Δ INCLUDES ABUTMENT PAVING NOTCH BAR WEIGHT.



STAINLESS STEEL REINFORCING FOR SUPERSTRUCTURE - BRIDGE

LOCATION	ALL SKEWS		BAR NO.	LENGTH	WEIGHT	
	SHAPE	NO.				
ABUTMENT PAVING NOTCH BAR			8u1	40	2'-1	223

8U1 BARS SHALL BE PAID FOR UNDER THE BID ITEM "REINFORCING STEEL, STAINLESS STEEL". WEIGHT = LBS.

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.

04-2016
LATEST REVISION DATE

Thomas E. M. Dwyer
APPROVED BY BRIDGE ENGINEER

STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES

CONTINUOUS CONCRETE SLAB BRIDGES

JULY, 2014

SUPERSTRUCTURE DETAILS
90'-0 BRIDGE

J40-07-14