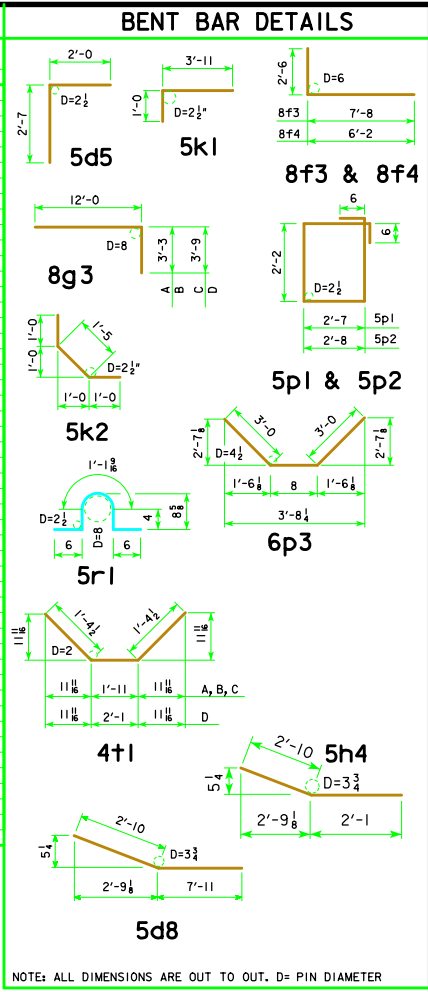


REVISED 09-14 - CORRECTED THE BARRIER RAIL REINFORCING STEEL QUANTITIES FOR ALL THE BRIDGE LENGTHS. (WAS 1.5 CUYD.)
REVISED 05-15 - CORRECTED THE CONCRETE QUANTITIES OF THE PAVING BLOCKS FOR ALL THE BRIDGE LENGTHS.

| REINFORCING BAR LIST ONE SUPERSTRUCTURE AND TWO ABUTMENTS | | | BRIDGE LENGTH | | | | | | | | | | | | | | | | | | | | |
|--|---|-------|---------------|--------|--------|-------|--------|--------|-------|--------|--------|-------|--------|--------|-------|--------|--------|--------|--------|--------|--------|--------|--------|
| | | | 46'-8 | | | 55'-0 | | | 67'-6 | | | 80'-0 | | | 90'-0 | | | 100'-0 | | | 110'-0 | | |
| BAR | LOCATION | SHAPE | NO. | LENGTH | WEIGHT | NO. | LENGTH | WEIGHT | NO. | LENGTH | WEIGHT | NO. | LENGTH | WEIGHT | NO. | LENGTH | WEIGHT | NO. | LENGTH | WEIGHT | NO. | LENGTH | WEIGHT |
| 6a1 | SLAB TRANSVERSE, TOP & BOTTOM | | 131 | 32'-10 | 6461 | 153 | 32'-10 | 7546 | 187 | 32'-10 | 9223 | 221 | 32'-10 | 10,899 | 247 | 32'-10 | 12,181 | 273 | 32'-10 | 13,464 | 301 | 32'-10 | 14,845 |
| 5b1 | SLAB LONGITUDINAL TOP & BOTTOM | | 168 | 25'-9 | 4513 | 168 | 29'-11 | 5242 | 168 | 36'-2 | 6337 | 252 | 29'-0 | 7622 | 252 | 32'-4 | 8498 | 252 | 35'-8 | 9374 | 252 | 39'-0 | 10,251 |
| 5d2 | ABUTMENT DIAPHRAGM, LONGITUDINAL - F.F | | 24 | 6'-2 | 155 | 24 | 6'-2 | 155 | 24 | 5'-11 | 149 | 24 | 5'-11 | 149 | 24 | 6'-1 | 153 | 24 | 6'-1 | 153 | 24 | 6'-1 | 153 |
| 5d3 | ABUTMENT DIAPHRAGM, LONGITUDINAL - F.F | | 8 | 5'-3 | 44 | 8 | 5'-3 | 44 | 8 | 5'-0 | 42 | 8 | 5'-0 | 42 | 8 | 4'-10 | 41 | 8 | 4'-10 | 41 | 8 | 4'-10 | 41 |
| 5d5 | ABUTMENT DIAPHRAGM, LONGITUDINAL - END | | 12 | 4'-7 | 58 | 12 | 4'-7 | 58 | 12 | 4'-7 | 58 | 12 | 4'-7 | 58 | 12 | 4'-7 | 58 | 12 | 4'-7 | 58 | 12 | 4'-7 | 58 |
| 5d6 | ABUTMENT DIAPHRAGM, LONGITUDINAL - B.F. | | 8 | 32'-9 | 274 | 8 | 32'-9 | 274 | 8 | 32'-9 | 274 | 8 | 32'-9 | 274 | 8 | 32'-9 | 274 | 8 | 32'-9 | 274 | 8 | 32'-9 | 274 |
| 5d7 | PAVING NOTCH, LONGITUDINAL | | 4 | 32'-8 | 137 | 4 | 32'-8 | 137 | 4 | 32'-8 | 137 | 4 | 32'-8 | 137 | 4 | 32'-8 | 137 | 4 | 32'-8 | 137 | 4 | 32'-8 | 137 |
| 5d8 | ABUTMENT DIAPH. WING EXT. LONGIT. | | - | - | - | - | - | - | - | - | - | - | - | - | 24 | 10'-9 | 269 | 24 | 10'-9 | 269 | 24 | 10'-9 | 269 |
| 5d9 | ABUTMENT DIAPH. WING EXT. LONGIT. | | - | - | - | - | - | - | - | - | - | - | - | - | 24 | 10'-8 | 267 | 24 | 10'-8 | 267 | 24 | 10'-8 | 267 |
| 8f1 | ABUTMENT FOOTING LONGITUDINAL | | 18 | 32'-11 | 1582 | 18 | 32'-11 | 1582 | 18 | 32'-11 | 1582 | 18 | 32'-11 | 1582 | 18 | 32'-11 | 1582 | 18 | 32'-11 | 1582 | 18 | 32'-11 | 1582 |
| 8f3 | ABUTMENT EXTENSION LONGITUDINAL | | - | - | - | - | - | - | - | - | - | - | - | - | 16 | 10'-2 | 435 | 16 | 10'-2 | 435 | 16 | 10'-2 | 435 |
| 8f4 | ABUTMENT EXTENSION LONGITUDINAL | | - | - | - | - | - | - | - | - | - | - | - | - | 16 | 8'-8 | 371 | 16 | 8'-8 | 371 | 16 | 8'-8 | 371 |
| 8g1 | ABUTMENT VERTICAL | | 114 | 6'-7 | 2004 | 114 | 6'-7 | 2004 | 114 | 7'-2 | 2181 | 110 | 7'-8 | 2252 | 110 | 8'-5 | 2472 | 110 | 8'-5 | 2472 | 110 | 8'-5 | 2472 |
| 8g3 | ABUTMENT DIAPHRAGM VERTICAL - B.F. | | 50 | 15'-3 | 2036 | 50 | 15'-3 | 2036 | 50 | 15'-3 | 2036 | 50 | 15'-9 | 2103 | 50 | 15'-9 | 2103 | 50 | 15'-9 | 2103 | 50 | 15'-9 | 2103 |
| 6g4 | ABUT. DIAPH. WING EXT. VERT. | | - | - | - | - | - | - | - | - | - | 40 | 5'-8 | 341 | 40 | 6'-5 | 386 | 40 | 6'-5 | 386 | 40 | 6'-5 | 386 |
| 5h1 | ABUTMENT TO WING ANCHOR | | 28 | 6'-8 | 196 | 28 | 6'-8 | 196 | 28 | 6'-8 | 196 | 36 | 6'-8 | 252 | 36 | 6'-8 | 252 | 36 | 6'-8 | 252 | 36 | 6'-8 | 252 |
| 5h2 | ABUTMENT TO WING ANCHOR | | 56 | 4'-11 | 288 | 56 | 4'-11 | 288 | 56 | 4'-11 | 288 | 12 | 4'-11 | 62 | 12 | 4'-11 | 62 | 12 | 4'-11 | 62 | 12 | 4'-11 | 62 |
| 5h3 | ABUTMENT TO WING ANCHOR | | 28 | 6'-9 | 198 | 28 | 6'-9 | 198 | 28 | 6'-9 | 198 | 36 | 6'-9 | 256 | 36 | 6'-9 | 256 | 36 | 6'-9 | 256 | 36 | 6'-9 | 256 |
| 5h4 | ABUTMENT TO WING ANCHOR | | - | - | - | - | - | - | - | - | - | 12 | 4'-11 | 62 | 12 | 4'-11 | 62 | 12 | 4'-11 | 62 | 12 | 4'-11 | 62 |
| 5j1 | SLAB TRANSV. TOP AT RAIL | | 130 | 6'-3 | 848 | 152 | 6'-3 | 991 | 186 | 6'-3 | 1213 | 220 | 6'-3 | 1435 | 246 | 6'-3 | 1604 | 272 | 6'-3 | 1774 | 300 | 6'-3 | 1956 |
| 5k1 | PAVING NOTCH, TRANSVERSE | | 54 | 4'-11 | 277 | 54 | 4'-11 | 277 | 54 | 4'-11 | 277 | 54 | 4'-11 | 277 | 54 | 4'-11 | 277 | 54 | 4'-11 | 277 | 54 | 4'-11 | 277 |
| 5k2 | PAVING NOTCH, TRANSVERSE | | 54 | 3'-5 | 193 | 54 | 3'-5 | 193 | 54 | 3'-5 | 193 | 54 | 3'-5 | 193 | 54 | 3'-5 | 193 | 54 | 3'-5 | 193 | 54 | 3'-5 | 193 |
| 5p1 | ABUTMENT HOOPS | | 120 | 10'-6 | 1314 | 120 | 10'-6 | 1314 | 108 | 10'-6 | 1183 | 104 | 10'-6 | 1139 | 120 | 10'-6 | 1315 | 104 | 10'-6 | 1139 | 104 | 10'-6 | 1139 |
| 5p2 | ABUTMENT EXTENSIONS HOOPS | | - | - | - | - | - | - | - | - | - | 24 | 10'-8 | 268 | 24 | 10'-8 | 268 | 24 | 10'-8 | 268 | 24 | 10'-8 | 268 |
| 6p3 | ABUT. BOT. AT PILES | | - | - | - | - | - | - | - | - | - | 28 | 6'-8 | 281 | 32 | 6'-8 | 321 | 36 | 6'-8 | 361 | 36 | 6'-8 | 361 |
| 5r1 | PAVING BLOCK LIFTING HOOPS | | 8 | 2'-10 | 24 | 8 | 2'-10 | 24 | 8 | 2'-10 | 24 | 8 | 2'-10 | 24 | 8 | 2'-10 | 24 | 8 | 2'-10 | 24 | 8 | 2'-10 | 24 |
| 5s1 | WING, VERTICAL | | 64 | 5'-10 | 390 | 64 | 5'-10 | 390 | 64 | 6'-2 | 412 | 64 | 6'-11 | 462 | 64 | 7'-8 | 512 | 64 | 7'-8 | 512 | 64 | 7'-8 | 512 |
| 4t1 | UNDER BEAMS AT ABUTMENTS | | 10 | 4'-8 | 32 | 10 | 4'-8 | 32 | 10 | 4'-8 | 32 | 10 | 4'-8 | 32 | 10 | 4'-10 | 33 | 10 | 4'-10 | 33 | 10 | 4'-10 | 33 |
| #2 | PILE SPIRAL - NO. 2 BAR | | 10 | 38'-6 | 64 | 10 | 38'-6 | 64 | 12 | 38'-6 | 77 | 18 | 38'-6 | 115 | 20 | 38'-6 | 128 | 22 | 38'-6 | 141 | 22 | 38'-6 | 141 |
| | SPIRAL SPACER $L \times \frac{1}{4} \times \frac{1}{4} \times 0.70$ | | 20 | 1'-10 | 27 | 20 | 1'-10 | 27 | 24 | 1'-10 | 32 | 36 | 1'-10 | 48 | 40 | 1'-10 | 53 | 44 | 1'-10 | 58 | 44 | 1'-10 | 58 |
| | REINFORCING STEEL - (LBS.) | | | | 21115 | | | 23072 | | | 26144 | | | 31707 | | | 34587 | | | 36798 | | | 39238 |
| | SEE BARRIER RAIL DETAILS (LBS.) | | | | 4054 | | | 4410 | | | 4968 | | | 6002 | | | 6438 | | | 6875 | | | 7353 |
| | SEE OPEN RAIL DETAILS (LBS.) | | | | 4179 | | | 4572 | | | 5277 | | | 6816 | | | 7478 | | | 7900 | | | 8322 |



| CONCRETE PLACEMENT QUANTITIES (SUPERSTRUCTURE PLUS INTEGRAL ABUTMENTS) | | | ESTIMATED QUANTITIES (SUPERSTRUCTURE PLUS INTEGRAL ABUTMENTS) | | | | | | | | | | | | | | | |
|---|-------------------|---------|--|-------|-------|-------|-------|--------|--------|--|---------|--------|--------|--------|--------|--------|--------|--------|
| SLAB, AND | WITH BARRIER RAIL | C.U.YD. | 46'-8 | 55'-0 | 67'-6 | 80'-0 | 90'-0 | 100'-0 | 110'-0 | NO. OF STEEL H-PILES FOR TWO ABUTMENTS (HP10X57) | NO. | 46'-8 | 55'-0 | 67'-6 | 80'-0 | 90'-0 | 100'-0 | 110'-0 |
| ABUT. DIAPHRAGM | WITH OPEN RAIL | C.U.YD. | 70.6 | 78.0 | 93.1 | 113.6 | 129.6 | 139.2 | 148.6 | STRUCTURAL CONCRETE, (BRIDGE) | C.U.YD. | 104.4 | 111.6 | 126.7 | 155.4 | 172 | 181.2 | 190.3 |
| PAVING BLOCKS | | C.U.YD. | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | WITH BARRIER RAIL | C.U.YD. | 105.9 | 113.3 | 128.8 | 157.9 | 174.7 | 184.3 | 193.7 |
| ABUTMENT WINGS | | C.U.YD. | 7.2 | 7.2 | 7.6 | 8.4 | 9.2 | 9.2 | 9.2 | CONCRETE RAIL (BARRIER OR OPEN) | L.F. | 127.3 | 144 | 169 | 214 | 234 | 254 | 274 |
| ABUTMENT FOOTINGS | | C.U.YD. | 26.6 | 26.6 | 26.6 | 34.4 | 34.4 | 34.4 | 34.4 | WITH BARRIER RAIL | LBS. | 24,969 | 27,282 | 30,912 | 37,500 | 40,816 | 43,464 | 46,382 |
| | | | | | | | | | | WITH OPEN RAIL | LBS. | 25,294 | 27,644 | 31,421 | 38,523 | 42,065 | 44,698 | 47,560 |
| | | | | | | | | | | WITH BARRIER RAIL | LBS. | 1480 | 1471 | 1515 | 1555 | 1642 | 1642 | 1642 |
| | | | | | | | | | | WITH OPEN RAIL | LBS. | 1190 | 1180 | 1180 | 1180 | 1212 | 1212 | 1212 |

LATEST REVISION DATE

05-15

Thomas E. McQuill

APPROVED BY BRIDGE ENGINEER

STANDARD DESIGN - 30' ROADWAY, SINGLE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

APRIL, 2012

DECK & ABUTMENT REINF. H30SI-08-12

0° SKEW