

REVISED 07-2009; OPEN RAIL REINF. QTYs. CHANGED WHICH CHANGED TOTAL REINF. QTYs.
REVISED 09-2020; UPDATED BRIDGE ENGINEER SIGNATURE. CHANGED PAVING BLOCK LIFTING HOOP BAR MARK WAS 5X1.

BILL OF REINFORCING STEEL FOR SUPERSTRUCTURE - 100' BRIDGE

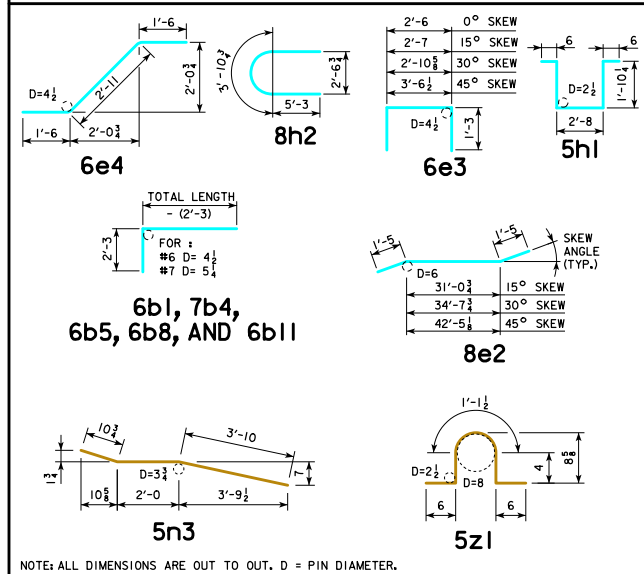
LOCATION	SKEW	SHAPE	0°				15°				30°				45°			
			BAR	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
SLAB LONGITUDINAL BOTTOM		8a1	39	21'-3	2213	39	21'-3	2213	39	21'-3	2213	39	21'-3	2213	39	21'-3	2213	
SLAB LONGITUDINAL BOTTOM		8a2	39	31'-5	3272	39	31'-5	3272	39	31'-5	3272	39	31'-5	3272	39	31'-5	3272	
SLAB LONGITUDINAL BOTTOM		8a3	39	29'-6	3072	39	29'-6	3072	39	29'-6	3072	39	29'-6	3072	39	29'-6	3072	
SLAB LONGITUDINAL BOTTOM		9a4	40	27'-6	3740	40	27'-6	3740	40	27'-6	3740	40	27'-6	3740	40	27'-6	3740	
SLAB LONGITUDINAL BOTTOM		9a5	20	29'-6	2006	20	29'-6	2006	20	29'-6	2006	20	29'-6	2006	20	29'-6	2006	
SLAB LONGITUDINAL BOTTOM, AT RAIL		8a6	8	35'-9	764	8	35'-9	764	8	35'-9	764	8	35'-9	764	8	35'-9	764	
SLAB LONGITUDINAL BOTTOM, AT RAIL		8a7	4	34'-8	371	4	34'-8	371	4	34'-8	371	4	34'-8	371	4	34'-8	371	
SLAB LONGITUDINAL BOTTOM, AT RAIL		8a8	8	24'-0	513	8	24'-0	513	8	24'-0	513	8	24'-0	513	8	24'-0	513	
SLAB LONGITUDINAL BOTTOM, AT RAIL		8a9	4	20'-6	219	4	20'-6	219	4	20'-6	219	4	20'-6	219	4	20'-6	219	
SLAB LONGITUDINAL TOP		6b1	39	6'-9	396	39	6'-9	396	39	6'-9	396	39	6'-9	396	39	6'-9	396	
SLAB LONGITUDINAL TOP		10b2	39	24'-9	4154	39	24'-9	4154	39	24'-9	4154	39	24'-9	4154	39	24'-9	4154	
SLAB LONGITUDINAL TOP		10b3	39	25'-6	4280	39	25'-6	4280	39	25'-6	4280	39	25'-6	4280	39	25'-6	4280	
SLAB LONGITUDINAL TOP		7b4	39	16'-8	1329	39	16'-8	1329	39	16'-8	1329	39	16'-8	1329	39	16'-8	1329	
SLAB LONGITUDINAL TOP		6b5	40	13'-6	812	40	13'-6	812	40	13'-6	812	40	13'-6	812	40	13'-6	812	
SLAB LONGITUDINAL TOP		9b6	40	21'-3	2890	40	21'-3	2890	40	21'-3	2890	40	21'-3	2890	40	21'-3	2890	
SLAB LONGITUDINAL TOP		6b7	20	27'-6	827	20	27'-6	827	20	27'-6	827	20	27'-6	827	20	27'-6	827	
SLAB LONGITUDINAL TOP, AT RAIL		6b8	8	25'-8	309	8	25'-8	309	8	25'-8	309	8	25'-8	309	8	25'-8	309	
SLAB LONGITUDINAL TOP, AT RAIL		9b9	8	22'-0	599	8	22'-0	599	8	22'-0	599	8	22'-0	599	8	22'-0	599	
SLAB LONGITUDINAL TOP, AT RAIL		6b10	4	21'-4	129	4	21'-4	129	4	21'-4	129	4	21'-4	129	4	21'-4	129	
SLAB LONGITUDINAL TOP, AT RAIL		6b11	8	27'-11	336	8	27'-11	336	8	27'-11	336	8	27'-11	336	8	27'-11	336	
SLAB LONGITUDINAL TOP, AT RAIL		10b12	8	17'-0	586	8	17'-0	586	8	17'-0	586	8	17'-0	586	8	17'-0	586	
SLAB TRANSVERSE, BOTTOM		6c1	97	32'-10	4784	97	34'-0	4954	84	32'-10	4143	70	32'-10	3453				
SLAB TRANSVERSE ENDS, BOTTOM		6c2	-	-	-	-	-	-	30	VARIES	797	56	VARIES	1486				
SLAB TRANSVERSE, TOP		5d1	97	32'-10	3322	97	34'-0	3440	84	32'-10	2877	70	32'-10	2398				
SLAB TRANSVERSE ENDS, TOP		5d2	-	-	-	-	-	-	30	VARIES	553	56	VARIES	1032				
SLAB, TRANSVERSE AT ABUTMENT		8e1	18	32'-10	1578	-	-	-	-	-	-	-	-	-	-	-	-	
SLAB, TRANSVERSE AT ABUTMENT		8e2	-	-	-	18	33'-11	1631	18	37'-6	1803	18	45'-4	2179				
SLAB, HAIRPINS, AT ABUTMENT		6e3	72	5'-0	541	72	5'-1	550	72	5'-5	586	72	6'-1	658				
SLAB, DIAGONALS, AT ABUTMENT		6e4	72	5'-11	640	72	5'-11	640	72	5'-11	640	72	5'-11	640				
PIER CAP HOOPS		5h1	48	7'-5	372	48	7'-5	372	64	7'-5	496	64	7'-5	496				
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	29'-10	638	8	30'-11	661	8	34'-5	736	8	42'-2	901				
PIER CAP, TOP LONGITUDINAL		8h4	4	32'-10	351	4	34'-0	364	4	37'-11	405	4	46'-6	497				
TOP OF SLAB, TRANSVERSE, AT RAIL		5j1	192	8'-6	1703	192	8'-6	1703	192	8'-6	1703	190	8'-6	1685				
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				
PAVING BLOCK LIFTING HOOPS		5z1	10	2'-10	30	10	2'-10	30	10	2'-10	30	10	2'-10	30				
SUB TOTAL - LBS.					47,451			47,837			48,261			48,947				
BARRIER RAIL - SEE LIST ON RAIL SHEET J30-41-06					6461			6461			6461			6461				
OPEN RAIL - SEE LIST ON RAIL SHEET J30-44-06					6794			6794			6794			6794				
TOTAL - LBS.		WITH MONOLITHIC PIER CAP			53,912			54,298			54,722			55,408				
		WITH OPEN RAIL			54,245			54,631			55,055			55,741				
TOTAL - LBS.		WITH NON-MONOLITHIC PIER CAP			52,397			52,747			52,931			53,360				
SAME AS ABOVE EXCEPT ALL "H" BARS DELETED		WITH OPEN RAIL			52,730			53,080			53,264			53,693				

ESTIMATED QUANTITIES FOR SUPERSTRUCTURE - 100' BRIDGE

ITEM	SKEW	WITH MONOLITHIC PIER CAP				WITH NON-MONOLITHIC PIER CAP			
		0°	15°	30°	45°	0°	15°	30°	45°
WITH STRUCTURAL CONCRETE (BRIDGE) C.Y.		205.6	206.4	209.1	215.0	201.1	201.6	203.9	208.6
BARRIER RAIL REINFORCING STEEL LBS.		53,912	54,298	54,722	55,408	52,397	52,747	52,931	53,360
CONCRETE BARRIER OR OPEN RAIL LIN. FT.		222.0	222.2	222.9	224.5	222.0	222.2	222.9	224.5
WITH STRUCTURAL CONCRETE (BRIDGE) C.Y.		205.4	206.2	208.9	214.8	200.8	201.4	203.7	208.4
OPEN RAIL REINFORCING STEEL LBS.		54,245	54,631	55,055	55,741	52,730	53,080	53,264	53,693

* INCLUDES 4 WINGS @ 0.68 C.Y. EACH AND 2 TEMPORARY PAVING BLOCKS; EXCLUDES RAIL CONCRETE.

BENT BAR DETAILS



09-2020 LATEST REVISION DATE APPROVED BY BRIDGE ENGINEER	 STANDARD DESIGN - 30' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006
	SUPERSTRUCTURE DETAILS 100'-0 BRIDGE NON-EPOXY COATED REINFORCING
	J30-09B-06