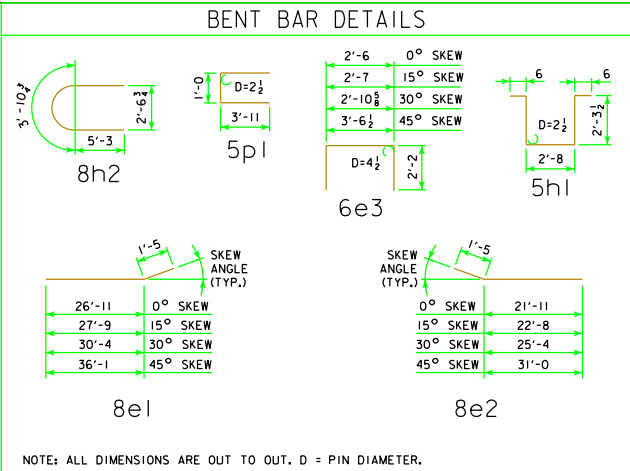


REVISED 12-07 - OPEN RAIL REINFORCING QUANTITY CHANGED

BILL OF REINFORCING STEEL FOR SUPERSTRUCTURE - 140' 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				9o1	58	31'-7	6228	58	31'-7	6228	58	31'-7	6228	58	31'-7	6228	58	31'-7	6228	
SLAB LONGITUDINAL BOTTOM				10a2	58	48'-6	12,104	58	48'-6	12,104	58	48'-6	12,104	58	48'-6	12,104	58	48'-6	12,104	
SLAB LONGITUDINAL BOTTOM				9o3	58	43'-9	8628	58	43'-9	8628	58	43'-9	8628	58	43'-9	8628	58	43'-9	8628	
SLAB LONGITUDINAL BOTTOM				10a4	58	36'-4	9068	58	36'-4	9068	58	36'-4	9068	58	36'-4	9068	58	36'-4	9068	
SLAB LONGITUDINAL BOTTOM				9o5	29	43'-0	4240	29	43'-0	4240	29	43'-0	4240	29	43'-0	4240	29	43'-0	4240	
SLAB LONGITUDINAL BOTTOM, AT RAIL				9o6	8	42'-8	1161	8	42'-8	1161	8	42'-8	1161	8	42'-8	1161	8	42'-8	1161	
SLAB LONGITUDINAL BOTTOM, AT RAIL				9o7	8	13'-0	354	8	13'-0	354	8	13'-0	354	8	13'-0	354	8	13'-0	354	
SLAB LONGITUDINAL BOTTOM, AT RAIL				9o8	4	52'-8	716	4	52'-8	716	4	52'-8	716	4	52'-8	716	4	52'-8	716	
SLAB LONGITUDINAL BOTTOM, AT RAIL				9o9	8	35'-4	961	8	35'-4	961	8	35'-4	961	8	35'-4	961	8	35'-4	961	
SLAB LONGITUDINAL BOTTOM, AT RAIL				10a10	4	33'-0	568	4	33'-0	568	4	33'-0	568	4	33'-0	568	4	33'-0	568	
SLAB LONGITUDINAL TOP				6b1	58	6'-7	574	58	6'-7	574	58	6'-7	574	58	6'-7	574	58	6'-7	574	
SLAB LONGITUDINAL TOP				11b2	58	26'-0	8012	58	26'-0	8012	58	26'-0	8012	58	26'-0	8012	58	26'-0	8012	
SLAB LONGITUDINAL TOP				11b3	58	31'-9	9784	58	31'-9	9784	58	31'-9	9784	58	31'-9	9784	58	31'-9	9784	
SLAB LONGITUDINAL TOP				7b4	58	24'-4	2885	58	24'-4	2885	58	24'-4	2885	58	24'-4	2885	58	24'-4	2885	
SLAB LONGITUDINAL TOP				11b5	58	29'-0	8936	58	29'-0	8936	58	29'-0	8936	58	29'-0	8936	58	29'-0	8936	
SLAB LONGITUDINAL TOP				6b6	29	34'-4	1495	29	34'-4	1495	29	34'-4	1495	29	34'-4	1495	29	34'-4	1495	
SLAB LONGITUDINAL TOP, AT RAIL				6b8	8	31'-7	380	8	31'-7	380	8	31'-7	380	8	31'-7	380	8	31'-7	380	
SLAB LONGITUDINAL TOP, AT RAIL				11b9	8	34'-0	1445	8	34'-0	1445	8	34'-0	1445	8	34'-0	1445	8	34'-0	1445	
SLAB LONGITUDINAL TOP, AT RAIL				6b10	4	25'-6	153	4	25'-6	153	4	25'-6	153	4	25'-6	153	4	25'-6	153	
SLAB LONGITUDINAL TOP, AT RAIL				7b11	8	37'-1	606	8	37'-1	606	8	37'-1	606	8	37'-1	606	8	37'-1	606	
SLAB LONGITUDINAL TOP, AT RAIL				11b12	8	24'-3	1031	8	24'-3	1031	8	24'-3	1031	8	24'-3	1031	8	24'-3	1031	
SLAB TRANSVERSE BOTTOM				6c1	137	25'-5	5230	137	26'-4	5419	128	25'-5	4887	118	25'-5	4505				
SLAB TRANSVERSE BOTTOM				6c2	137	23'-3	4784	137	24'-1	4956	129	23'-3	4505	120	23'-3	4191				
SLAB TRANSVERSE ENDS, BOTTOM				6c3	-	-	-	-	-	-	12	VARIES	267	20	VARIES	459				
SLAB TRANSVERSE ENDS, BOTTOM				6c4	-	-	-	-	-	-	11	VARIES	255	20	VARIES	434				
SLAB TRANSVERSE ENDS, BOTTOM				6c5	-	-	-	-	-	-	11	VARIES	213	19	VARIES	350				
SLAB TRANSVERSE ENDS, BOTTOM				6c6	-	-	-	-	-	-	11	VARIES	230	18	VARIES	386				
SLAB TRANSVERSE TOP				5d1	137	25'-9	3679	137	26'-8	3810	128	25'-9	3438	118	25'-9	3169				
SLAB TRANSVERSE TOP				5d2	137	23'-3	3322	137	24'-1	3441	129	23'-3	3128	120	23'-3	2910				
SLAB TRANSVERSE ENDS, TOP				5d3	-	-	-	-	-	-	12	VARIES	186	20	VARIES	319				
SLAB TRANSVERSE ENDS, TOP				5d4	-	-	-	-	-	-	11	VARIES	177	20	VARIES	301				
SLAB TRANSVERSE ENDS, TOP				5d5	-	-	-	-	-	-	11	VARIES	148	19	VARIES	243				
SLAB TRANSVERSE ENDS, TOP				5d6	-	-	-	-	-	-	11	VARIES	160	18	VARIES	268				
SLAB, TRANSVERSE AT ABUTMENT				8e1	20	28'-4	1513	20	29'-2	1558	20	31'-9	1695	20	37'-6	2003				
SLAB, TRANSVERSE AT ABUTMENT				8e2	20	23'-4	1246	20	24'-1	1286	20	26'-9	1428	20	32'-5	1731				
SLAB, HAIRPINS, AT ABUTMENT				6e3	100	6'-10	1026	100	6'-11	1039	100	7'-3	1089	100	7'-11	1189				
PIER CAP HOOPS				5h1	64	8'-3	551	64	8'-3	551	96	8'-3	826	96	8'-3	826				
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	27'-5	586	8	28'-8	612	8	31'-8	676	8	37'-10	808				
PIER CAP, BOTTOM LONGITUDINAL				8h4	8	21'-11	468	8	22'-4	477	8	24'-6	523	8	29'-8	634				
PIER CAP, TOP LONGITUDINAL				8h5	4	28'-2	301	4	29'-6	315	4	32'-8	349	4	38'-11	416				
PIER CAP, TOP LONGITUDINAL				8h6	4	23'-5	250	4	23'-11	255	4	26'-3	280	4	31'-6	336				
TOP OF SLAB, TRANSVERSE, AT RAIL				5j1	272	8'-6	2411	272	8'-6	2411	266	8'-6	2358	264	8'-6	2340				
WING, VERTICAL				5m1-4	32	SHOWN	117	32	SHOWN	117	32	SHOWN	117	32	SHOWN	117				
WING, HORIZONTAL				5n1	24	6'-8	167	24	6'-8	167	24	6'-8	167	24	6'-8	167				
PAVING SUPPORT, TRANSVERSE				5p1	44	8'-10	405	46	8'-10	424	50	8'-10	461	62	8'-10	571				
PAVING SUPPORT LONGITUDINAL				5p3	6	24'-9	155	6	26'-1	163	6	28'-9	180	6	34'-7	216				
PAVING SUPPORT LONGITUDINAL				5p4	6	22'-0	138	6	22'-10	143	6	25'-5	159	6	31'-1	195				
SUB TOTAL - LBS.							105,832	106,627							107,385			108,567		
BARRIER RAIL - SEE LIST ON RAIL SHEET J44-46-06							8294	8294							8294			8294		
OPEN RAIL - SEE LIST ON RAIL SHEET J44-49-06							8634	8634							8634			8634		
TOTAL - LBS.				WITH MONOLITHIC PIER CAP	WITH BARRIER RAIL	114,126	114,921				115,679				116,861					
					WITH OPEN RAIL	114,466	115,261				116,019				117,201					
TOTAL - LBS.				WITH NON-MONOLITHIC PIER CAP	WITH BARRIER RAIL	111,816	112,557				112,871				113,687					
SAME AS ABOVE EXCEPT ALL "h" BARS DELETED					WITH OPEN RAIL	112,156	112,897				113,211				114,027					

ESTIMATED QUANTITIES FOR SUPERSTRUCTURE - 140' BRIDGE										
			WITH MONOLITHIC PIER CAP				WITH NON-MONOLITHIC PIER CAP			
ITEM		SKEW	0°	15°	30°	45°	0°	15°	30°	45°
WITH BARRIER RAIL	*STRUCTURAL CONCRETE (BRIDGE)	C.Y.	502.7	504.1	508.9	519.4	496.3	497.5	501.6	510.5
	REINFORCING STEEL EPOXY COATED	LBS.	114,126	114,921	115,679	116,861	111,816	112,557	112,871	113,687
	CONCRETE BARRIER OR OPEN RAIL	LIN. FT.	302.0	302.2	302.9	304.5	302.0	302.2	302.9	304.5
WITH OPEN RAIL	*STRUCTURAL CONCRETE (BRIDGE)	C.Y.	502.4	503.8	508.7	519.1	496.0	497.2	501.3	510.2
	REINFORCING STEEL EPOXY COATED	LBS.	114,466	115,261	116,019	117,201	112,156	112,897	113,211	114,027
* INCLUDES 4 WINGS @ 0.71 C.Y. EACH; EXCLUDES RAIL CONCRETE.										



NOTES:
ALL REINFORCING STEEL SHALL 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.

12-07 LATEST REVISION DATE THOMAS E. McQuinn APPROVED BY BRIDGE ENGINEER	
	STANDARD DESIGN - 44' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006
	SUPERSTRUCTURE DETAILS 140'-0 BRIDGE