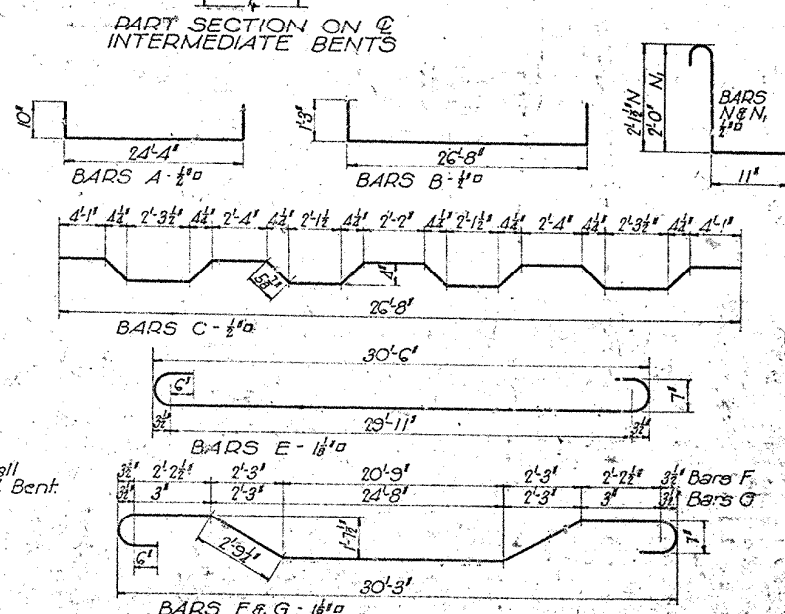
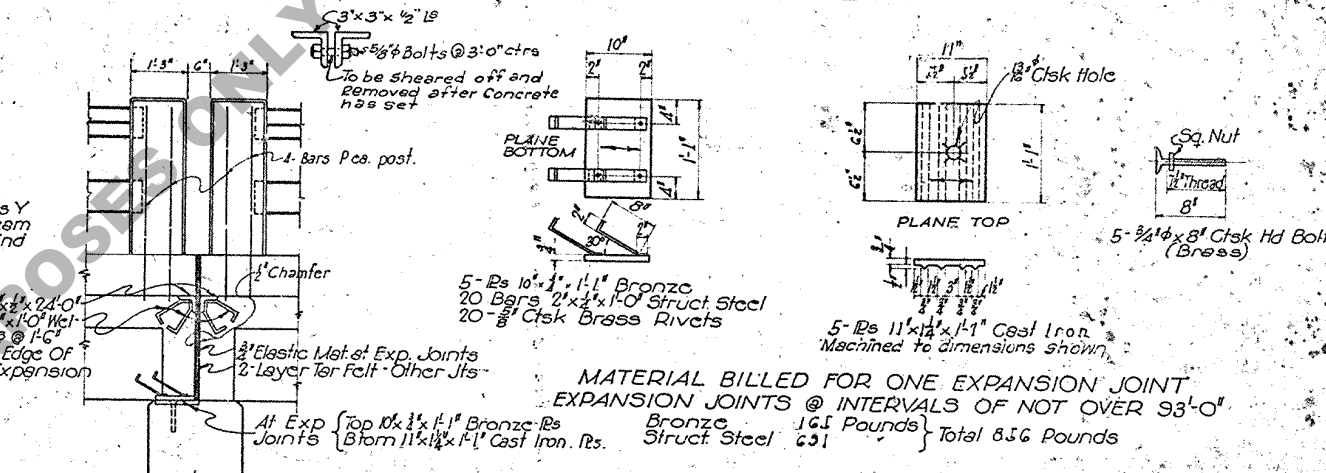
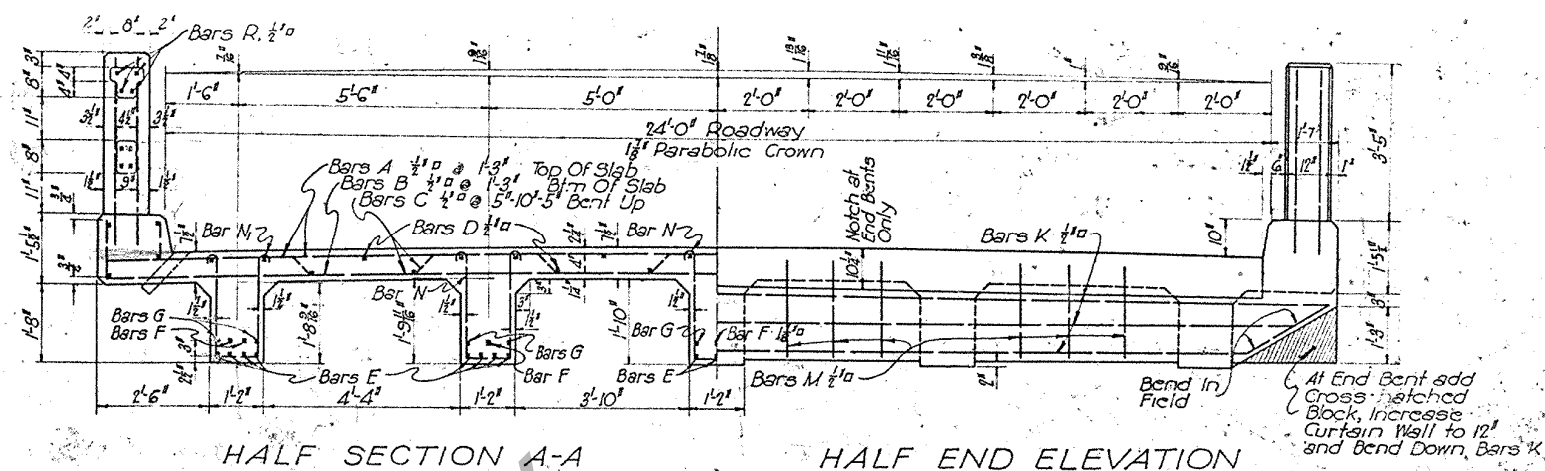
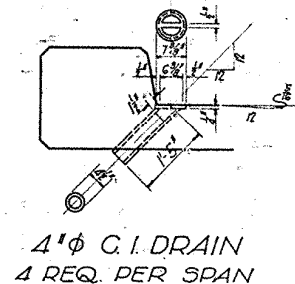




BILL OF MATERIAL							
Mark	Size	No.	UNIT LENGTH		TOTAL LENGTH		Location
			FT.	IN.	FT.	IN.	
A	1 1/2"	25	26	0	650	0	Top Of Slab
B	"	25	29	2	729	2	Bottom Of Slab
C	"	48	27	10	1336	0	Cent' in Slab
D	"	30	30	3	907	6	Longitudinal Slab & Curb
N	"	99	6	4	627	0	Center Beam/Int. Beams
N	"	66	6	1	401	6	Outside Beams
M	"	24	2	0	48	0	Curtain Walls
K	"	6	26	8	160	0	Curtain Walls
P	"	48	4	6	216	0	Posts Single Span
P	"	40	4	6	180	0	Posts Inter. Span
R	"	54	6	6	316	0	Head Rails Inter. Span
R	"	32	6	6	208	0	Head Rails End Span
R ₁	"	32	1	0	224	0	Rails End Span
X	"	16	3	0	48	0	Curb & Elys. Single Span
Y	"	20	3	0	60	0	Dowel Bars Brms to Cap.
Total 1 1/2" Bars Single Span = 5615' 6" = 2713 Pounds							
Total 1 1/2" Bars Intermediate Span = 5516' 8" = 4689 Pounds							
E	1 1/2"	19	32	9	622	3	Beams
F	"	7	33	7	235	1	Beams
G	"	10	33	7	335	10	Beams
Total 1 1/2" Bars = 1193' 2" = 5134 Pounds							

TOTAL REINFOR STEEL (SINGLE SPAN)	9907	POUNDS
TOTAL REINFOR STEEL (INTER. SPAN)	9823	
CLASS 1A CONCRETE (SINGLE SPAN)	41.12	Cu. Yds
CLASS 1A CONCRETE (INTER. SPAN)	33.50	
Expansion Joints: Detail 20#5 Reinforcing		

STANDARD 31' SPAN R.C. DECK GIRDER
24'-0" ROADWAY

LOUISIANA HIGHWAY COMMISSION
BATON ROUGE, LA.
JANUARY 1930

GENERAL NOTES
La Highway Commission Specification, 1929
Live Load: 2-15 Ton Trucks + 90' Impact
Dead Load: Calculated Weight Of Conc.
Concrete to be Class A-4
All Reinforcing Steel to be Deformed Bars (Square
Twisted Bars not to be Considered as Deformed)
All Dimensions of Reinforcing are to Bar Centers
Bar Splices will not be Allowed All Exposed Corners,
Except as Indicated, to have a 1/4" Chamfer
Curb, Sill and Beam Stems to be Placed in one
Continuous Operation Quantities in Table Includes
Handrail, Structural Steel, Bronze Plates and Bolts
are to be Paid for as Structural Steel
Pile Load 25 Tons