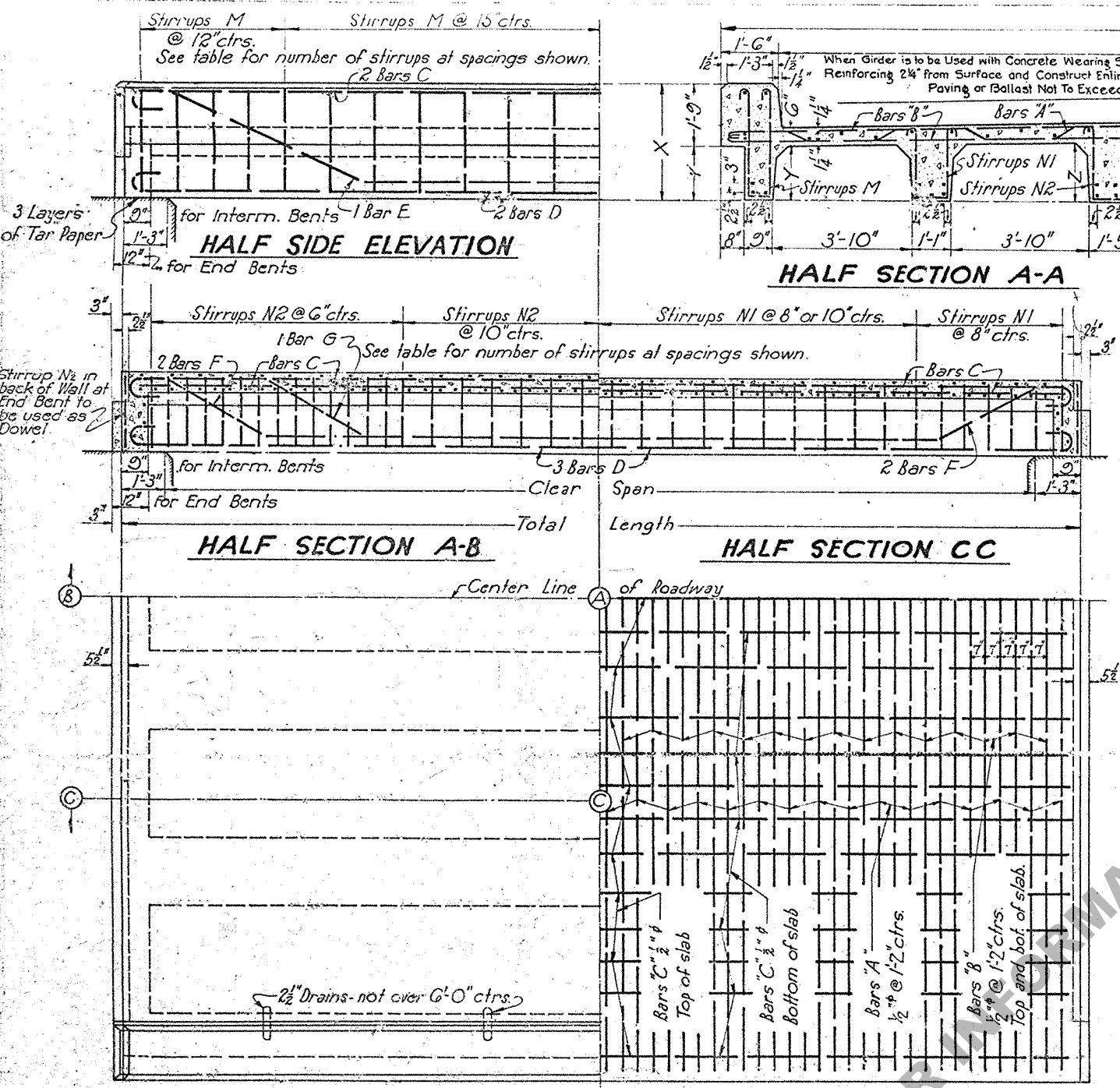




DIMENSIONS and QUANTITIES

Clear Total Dimensions				Stirrup Spacing				Quantities	
Span	Lgth.	X	Y	Z	Exterior Bm. Stirrups	Interior Bm. Stirrups	Interior Bm. Stirrups	Concrete Steel	
Feet	Fl.in.				M.	N1	N2	Cu.Yds.	Lbs.
16	18'-6"	2'-10"	1'-1"	1'-3"	3 Sps. @ 12" 3 " 12"	26 Sps. @ 8" 9 " 8"	10 Sps. @ 6" 10 " 6"	19.5	3980
								Add 3 for End Span	
18	20'-6"	3'-0"	1'-3"	1'-5"	4 " 12" 4 " 12"	20 " 8"	11 " 6" 10 " 6"	22.2	4430
								Add 4 for End Span	
20	22'-6"	3'-0"	1'-3"	1'-5"	4 " 12" 10 " 15" 4 " 12"	32 " 8"	11 " 6" 12 " 6"	24.2	5470
								Add 4 for End Span	
22	24'-6"	3'-2"	1'-5"	1'-7"	4 " 12" 12 " 15" 4 " 12"	6 " 8" 18 " 10" 6 " 8"	11 " 6" 13 " 10" 12 " 8"	27.4	5930
								Add 4 for End Span	
24	26'-6"	3'-2"	1'-5"	1'-7"	4 " 12" 14 " 15" 4 " 12"	6 " 8" 21 " 10" 6 " 8"	14 " 6" 13 " 10" 14 " 8"	29.6	7220
								Add 4 for End Span	
26	28'-6"	3'-3"	1'-6"	1'-8"	4 " 12" 15 " 15" 4 " 12"	6 " 8" 23 " 10" 6 " 8"	15 " 6" 15 " 10" 15 " 8"	32.4	7770
								Add 5 for End Span	

Net including railing

Note: When Girder is to be Used with Concrete Wearing Surface, add 0.0704 Cu. Yds. Concrete per Lin. Ft. of Bridge to Quantities Shown in Table.

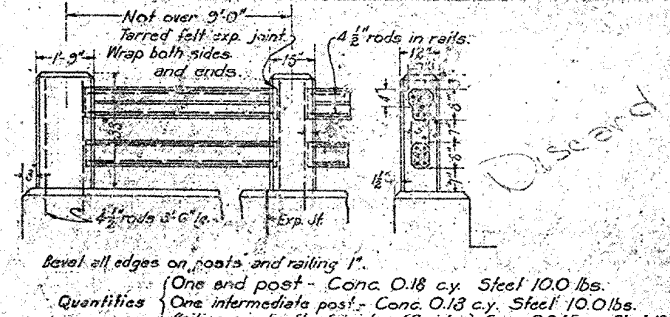
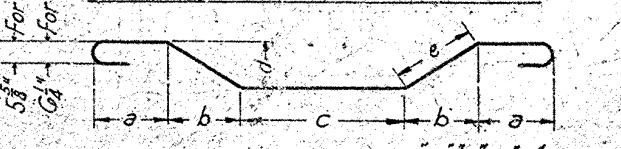
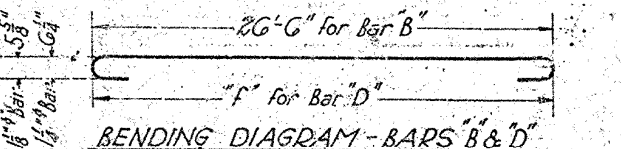
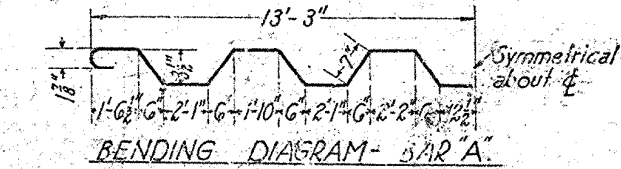
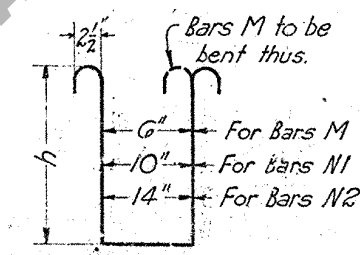
BILL OF STEEL

Clear Span	Bars A- $\frac{1}{2}$ "		Bars B- $\frac{1}{2}$ "		Bars C- $\frac{1}{2}$ "		Bars D		Bars E		Bars F		Bars G		Bars M- $\frac{1}{2}$ "		Bars N- $\frac{1}{2}$ "					
	Slab Reinf.	L'gth.	Slab Reinf.	L'gth.	Spacing Bars	Ext. & Int. Bm. Reinf.	Size	L'gth.	Exterior Bm. Reinf.	Interior Bm. Reinf.	Interior Bm. Reinf.	Interior Bm. Reinf.	Stirrup-Ext. Bm.	Stirrup-Int. Bm.	Stirrup-Ext. Bm.	Stirrup-Int. Bm.						
Feet	N°	L'gth.	N°	L'gth.	N°	L'gth.	N°	Size	L'gth.	N°	Size	L'gth.	N°	Size	L'gth.	N°	L'gth.	N°	L'gth.			
16	15	28'-0"	38	27'-2"	31	18'-0"	16	1" ⁶	19'-8"	2	1" ⁶	20'-10"	8	1" ⁶	20'-3"	2	1" ⁶	20'-3"	32	6'-4"	54 70	4'-6" 5'-0"
18	17	28'-0"	42	27'-2"	31	20'-0"	16	1" ⁶	21'-8"	2	1" ⁶	22'-10"	8	1" ⁶	22'-3"	2	1" ⁶	22'-3"	36	6'-8"	60 76	4'-10" 5'-4"
20	19	28'-0"	46	27'-2"	31	22'-0"	16	1 $\frac{1}{8}$ " ⁶	23'-10"	2	1 $\frac{1}{8}$ " ⁶	25'-0"	8	1 $\frac{1}{8}$ " ⁶	24'-6"	2	1 $\frac{1}{8}$ " ⁶	24'-6"	38	6'-8"	66 80	4'-10" 5'-4"
22	20	28'-0"	48	27'-2"	31	24'-0"	16	1 $\frac{3}{8}$ " ⁶	25'-10"	2	1 $\frac{3}{8}$ " ⁶	27'-0"	8	1 $\frac{3}{8}$ " ⁶	26'-6"	2	1 $\frac{3}{8}$ " ⁶	26'-6"	42	7'-0"	62 86	5'-2" 5'-8"
24	22	28'-0"	52	27'-2"	31	26'-0"	16	1 $\frac{1}{2}$ " ⁶	28'-0"	2	1 $\frac{1}{2}$ " ⁶	29'-0"	8	1 $\frac{1}{2}$ " ⁶	28'-8"	2	1 $\frac{1}{2}$ " ⁶	28'-8"	46	7'-0"	68 94	5'-2" 5'-8"
26	24	28'-0"	56	27'-2"	31	28'-0"	16	1 $\frac{3}{4}$ " ⁶	30'-0"	2	1 $\frac{3}{4}$ " ⁶	31'-0"	8	1 $\frac{3}{4}$ " ⁶	30'-8"	2	1 $\frac{3}{4}$ " ⁶	30'-8"	48	7'-2"	102 116	5'-4" 5'-10"

STEEL BENDING TABLE

Clear Span Feet	Bars D					Bars E					Bars F					Bars G					Bars M			Bars N1			Bars N2		
	f	a	b	c	d	e	a	b	c	d	e	a	b	c	d	e	a	b	c	d	e	h	h	h					
16	18'-0"	1'-0"	3'-6"	9'-0"	2'-1"	4'-0 ⁸ / ₈ "	1'-0"	1'-9"	12'-6"	1'-0"	2'-0 ⁸ / ₈ "	2'-9"	1'-9"	9'-0"	1'-0"	2'-0 ⁸ / ₈ "	2'-6"	1'-5"	1'-6"										
18	20'-0"	1'-0"	4'-0"	10'-0"	2'-3"	4'-7 ¹ / ₈ "	1'-0"	2'-0"	14'-0"	1'-2"	2'-3 ³ / ₈ "	3'-0"	2'-0"	10'-0"	1'-2"	2'-3 ³ / ₈ "	2'-8"	1'-7"	1'-8"										
20	22'-0"	1'-0"	4'-6"	11'-0"	2'-3"	5'-0 ³ / ₈ "	1'-0"	2'-3"	15'-6"	1'-2"	2'-6 ³ / ₈ "	3'-3"	2'-3"	11'-0"	1'-2"	2'-6 ³ / ₈ "	2'-8"	1'-7"	1'-8"										
22	24'-0"	1'-0"	5'-0"	12'-0"	2'-5"	5'-6 ⁵ / ₈ "	1'-0"	2'-6"	17'-0"	1'-4"	2'-10"	3'-6"	2'-6"	12'-0"	1'-4"	2'-10"	2'-10"	1'-9"	1'-10"										
24	26'-0"	1'-0"	5'-6"	13'-0"	2'-5"	6'-0 ⁸ / ₈ "	1'-0"	2'-9"	18'-6"	1'-4"	3'-0 ⁸ / ₈ "	3'-9"	2'-9"	13'-0"	1'-4"	3'-0 ⁸ / ₈ "	2'-10"	1'-9"	1'-10"										
26	28'-0"	1'-0"	6'-0"	14'-0"	2'-6"	6'-6"	1'-0"	3'-0"	20'-0"	1'-5"	3'-3 ¹ / ₄ "	4'-0"	3'-0"	14'-0"	1'-5"	3'-3 ¹ / ₄ "	2'-11"	1'-10"	1'-11"										

BENDING DIAGRAM BARS M & N



CONCRETE DECK GIRDER SPANS

SPANS 16' TO 26' - 24'-0" ROADWAY
LOUISIANA HIGHWAY COMMISSION

QUARTER PLAN

QUARTER PLAN

Showing Slab Reinforcement

GENERAL NOTES & DESIGN DATA

Specifications
Concentrated load
Impact allowance
Paving or ballast
Steel in tension
Concrete in compression
Reinforced concrete in shear
The table is based on the net area of bars as follows:
3/8" = 0.1406 sq. in.
1/2" = 0.25 sq. in.
5/8" = 0.3066 sq. in.
1" = 1.00 sq. in.
1 1/8" = 1.2656 sq. in.
1 1/4" = 1.5625 sq. in.

La. Highway Comm. 1924
Typical 15 ton truck.
30 per cent.
80 lbs. per sq. ft.
Not to exceed
16000 " " sq. in.
650 " " " "
110 " " " "

Concrete to be of the following Mixture:
Maximum size of aggregate - 1 1/2"
All reinforcing steel shall be deformed bars. (Square twisted bars not to be considered as deformed.)
All dimensions relative to reinforcement are to centers of bars.
Where splicing of reinforcement is necessary, bars are to be lapped 40 diameters.
All exposed corners (except as indicated) to be chamfered thus:
Railings designed to suit local conditions are to be placed on curbs where necessary, and provision made therefor when pouring curbs. For type of railing see detail.
Curbs, slabs and beam-stems must be poured at the same time, allowing no time for initial set to take place between them.

1-2-4 Mix when Used with Gravel Paving
1-2-3 Mix when Used with Concrete Wearing Surface