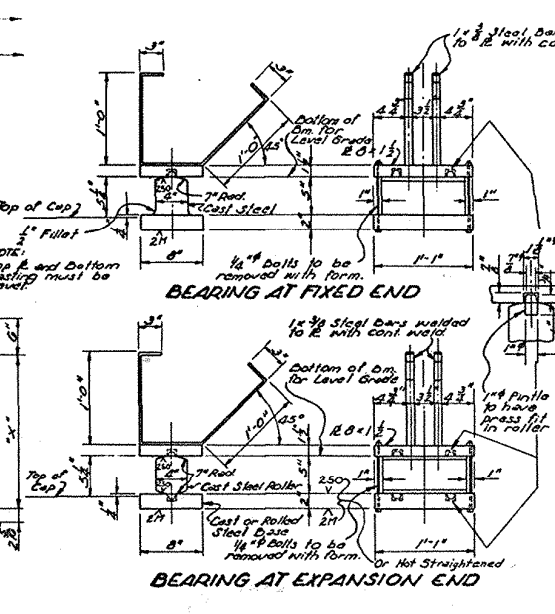
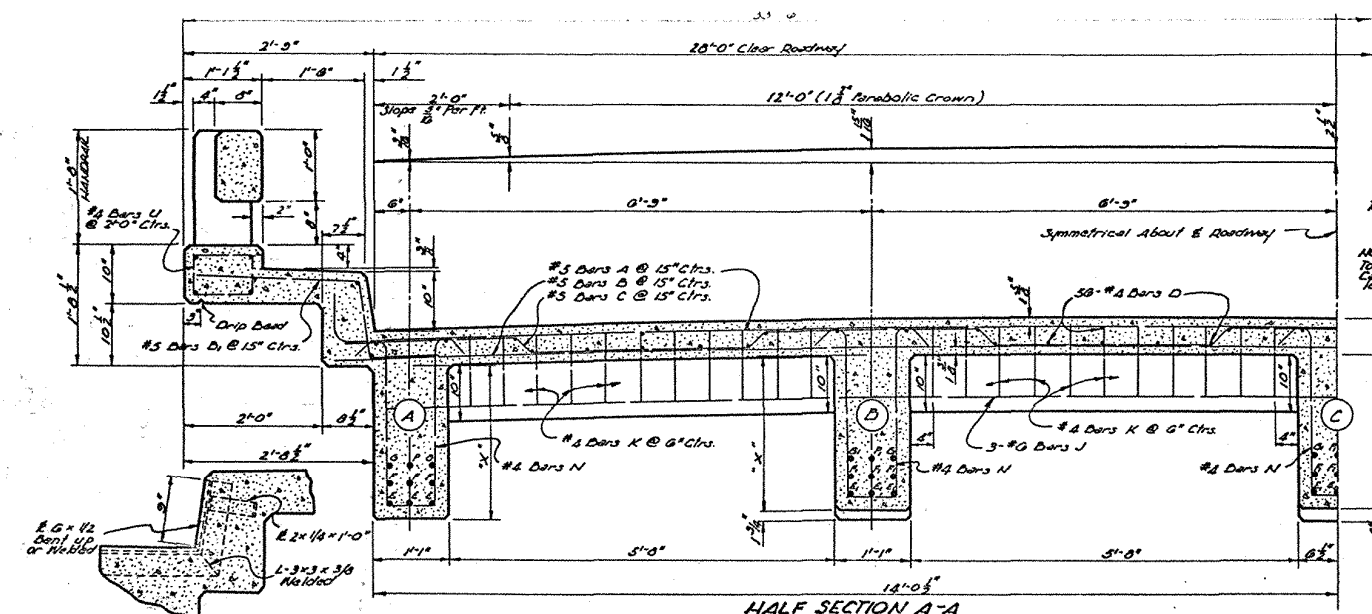
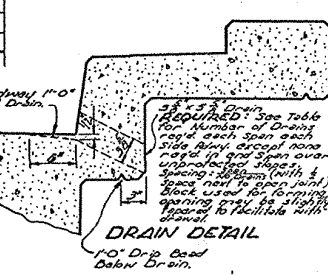
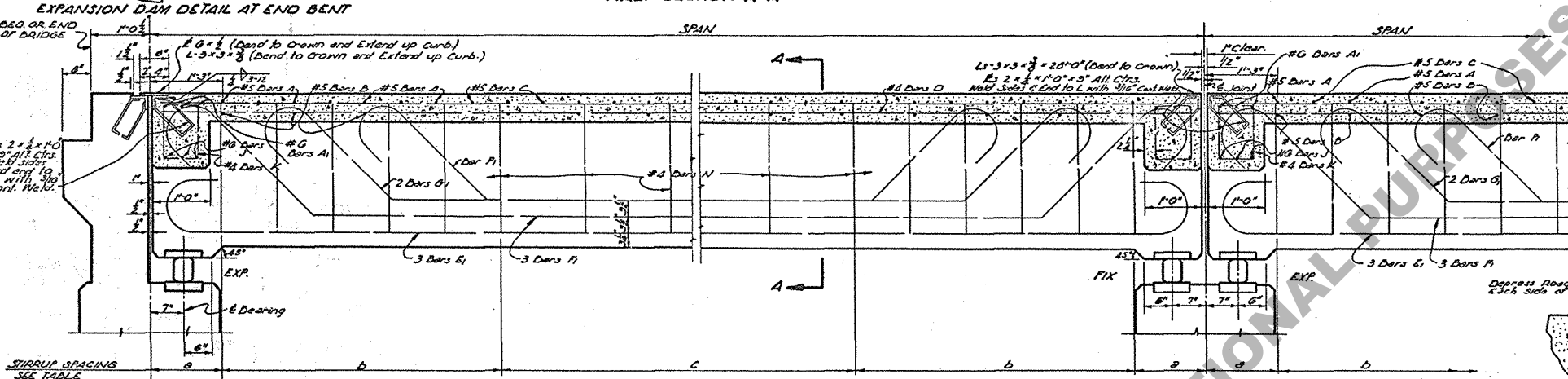




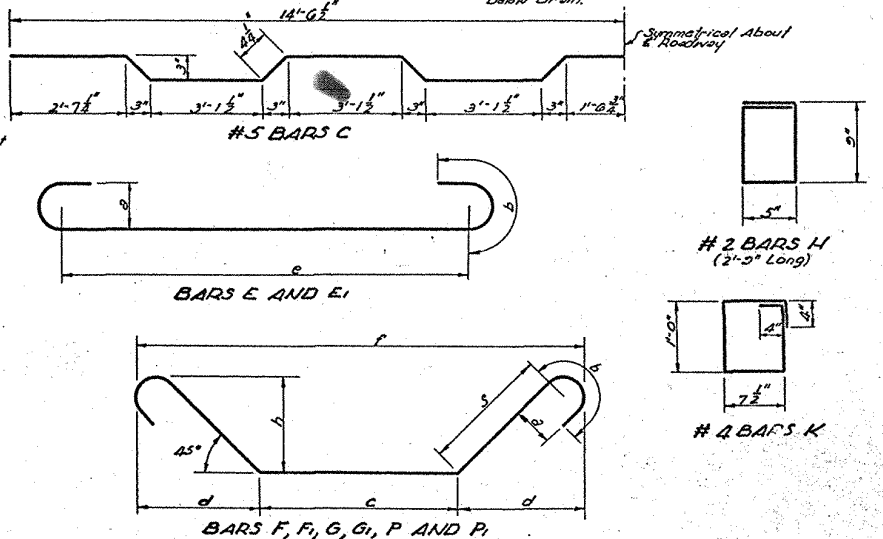
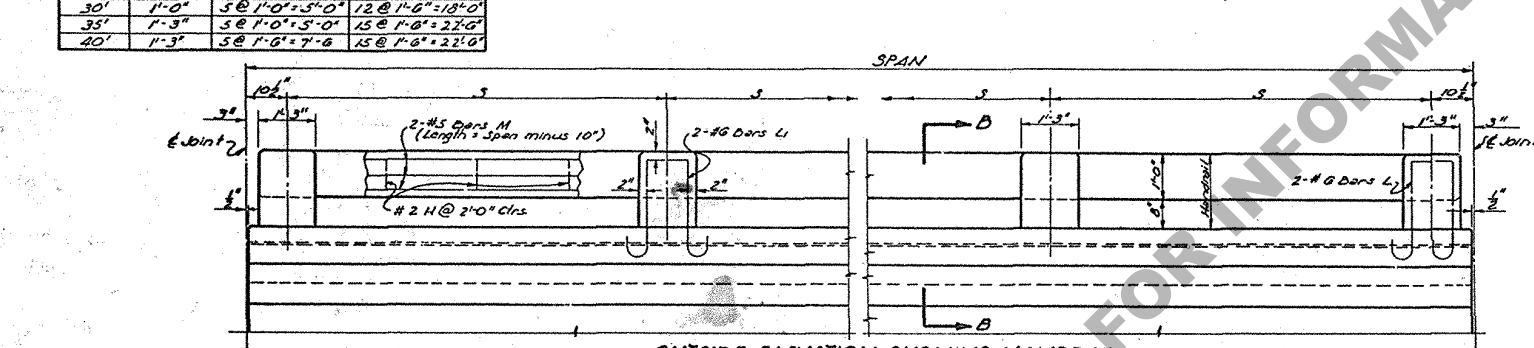
BILL OF REINFORCING STEEL													
BAR	LOCATION	30 FT. SPAN				35 FT. SPAN				40 FT. SPAN			
		Nº	SIZE	UNIT LENGTH	TOTAL LENGTH	Nº	SIZE	UNIT LENGTH	TOTAL LENGTH	Nº	SIZE	UNIT LENGTH	TOTAL LENGTH
D	Longitudinal in Slab	56	#4	29'-7"	1656'-8"	56	#4	34'-7"	1936'-8"	56	#4	39'-7"	2216'-8"
K	Diaphragm	88	"	3'-11"	344'-8"	88	"	3'-11"	344'-8"	88	"	3'-11"	344'-8"
U	SideWalk Curb	30	"	3'-7"	107'-6"	30	"	3'-7"	107'-6"	30	"	3'-7"	107'-6"
N	Stirrups in Beams	115	"	6'-1"	699'-7"	130	"	6'-7"	853'-10"	130	"	7'-7"	983'-10"
		TOTAL #4 BARS = 2808'-5" = 1876 LBS.				TOTAL #4 BARS = 3268'-2" = 2102 LBS.				TOTAL #4 BARS = 3630'-0" = 2465 LBS.			
A	Top of Slab	23	#5	30'-4"	697'-8"	27	#5	30'-4"	812'-0"	31	#5	30'-4"	940'-4"
B	Bottom of Slab	23	"	29'-1"	668'-11"	27	"	29'-1"	785'-3"	31	"	29'-1"	901'-7"
D	SideWalk and Curb	50	"	4'-5"	220'-10"	58	"	4'-5"	256'-2"	66	"	4'-5"	291'-6"
C	Bar in Slab	22	"	29'-11"	653'-2"	20	"	29'-11"	597'-10"	30	"	29'-11"	897'-0"
		TOTAL #5 BARS = 2245'-7" = 2322 LBS.				TOTAL #5 BARS = 2639'-3" = 2752 LBS.				TOTAL #5 BARS = 3030'-11" = 3161 LBS.			
J	Bottom of Diaphragm	6	#6	27'-3"	166'-6"	6	#6	27'-3"	166'-6"	6	#6	27'-3"	166'-6"
A	Top of Diaphragm	6	"	30'-2"	181'-0"	6	"	30'-2"	181'-0"	6	"	30'-2"	181'-0"
		TOTAL #6 BARS = 347'-6" = 522 LBS.				TOTAL #6 BARS = 347'-6" = 522 LBS.				TOTAL #6 BARS = 347'-6" = 522 LBS.			
E	Beam A	6	#9	32'-0"	192'-0"	6	#9	37'-0"	222'-0"	6	#10	42'-3"	253'-6"
E	Beams B and C	9	#9	32'-0"	288'-0"	9	#10	37'-3"	335'-3"	9	#10	42'-3"	380'-3"
F	Beam A	6	#6	32'-0"	192'-0"	6	#9	37'-10"	227'-0"	6	#9	43'-3"	259'-6"
F	Beams B and C	9	#9	32'-0"	288'-0"	9	#10	38'-0"	342'-0"	9	#10	43'-3"	390'-3"
G	Beam A	4	#8	29'-7"	118'-4"	4	#9	34'-7"	138'-4"	4	#9	39'-3"	157'-0"
G	Beams B and C	6	#9	29'-3"	176'-0"	6	"	34'-5"	206'-6"	6	#10	39'-3"	236'-0"
P	Beam A	2	#8	26'-3"	53'-6"	2	"	31'-4"	62'-8"	2	#9	35'-3"	70'-6"
P	Beams B and C	3	#9	26'-11"	80'-3"	3	"	31'-2"	93'-6"	3	#10	35'-3"	106'-3"
		TOTAL #8 BARS = 308'-10" = 379 LBS.				TOTAL #9 BARS = 950'-0" = 3230 LBS.				TOTAL #9 BARS = 487'-0" = 1455 LBS.			
		TOTAL #9 BARS = 1033'-9" = 3513 LBS.				TOTAL #10 BARS = 677'-3" = 2914 LBS.				TOTAL #10 BARS = 1567'-3" = 5083 LBS.			



SPAN QUANTITIES AND DIMENSIONS									
SPAN FEET	NO. OF HANDRAIL SPACERS	DIMENSIONS "X" "S"	CLASS 24 CU. YDS	DEFORMED REIN. STEEL LBS.	CONCRETE HANDRAIL LBS.	FAB. CARBON STEEL LBS.	INT. SPAN	END SPAN	UP OF DRAIN REPAIR LBS.
30	3	2'-0" 9'-5"	34.08	9232	59.0	2565	2275		1
35	4	2'-3" 8'-3 3/4"	41.27	11000	69.0	2565	2275		2
40	4	2'-3" 9'-6 3/4"	50.99	13087	79.0	2565	2275		2

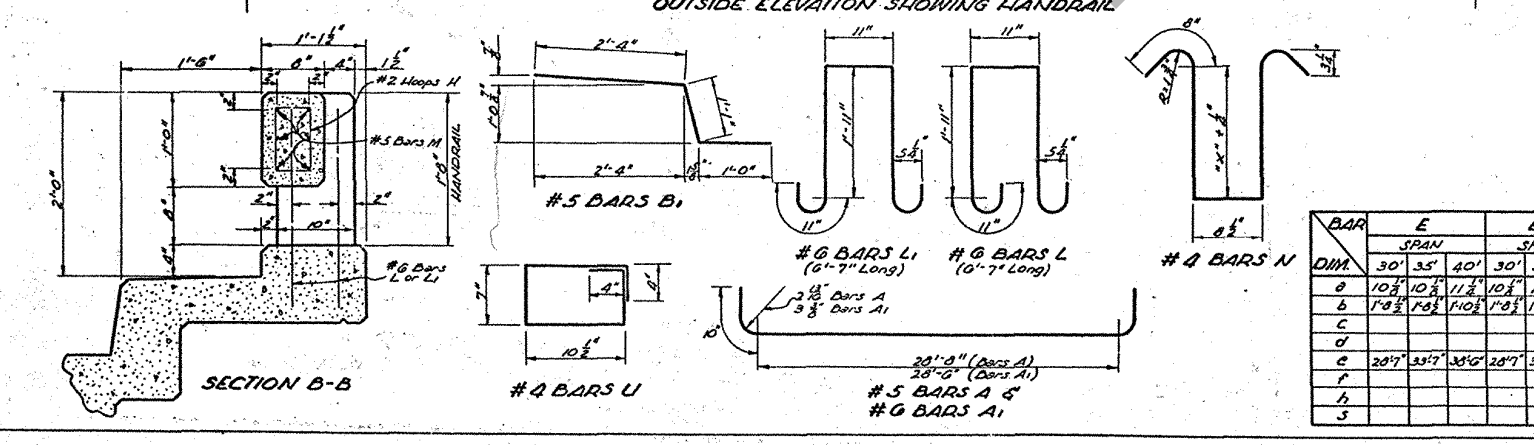
STIRRUP SPACING - BARS N			
SPAN	a	b	c
30'	1'-0"	5 @ 1'-0" = 5'-0"	12 @ 1'-6" = 18'-0"
35'	1'-3"	5 @ 1'-0" = 5'-0"	15 @ 1'-6" = 22'-0"
40'	1'-3"	5 @ 1'-6" = 7'-6"	15 @ 1'-6" = 22'-0"

END SPAN SECTION NEAR E ROADWAY INTERMEDIATE SPAN



DEAD LOAD REACTIONS - KIPS			
SPAN	BEAM A	BEAM B	BEAM C
30'	18.7	11.1	13.2
35'	22.5	13.5	15.9
40'	27.3	17.0	19.7

GENERAL NOTES:
Construction Specifications: Latest Approved La. Dept. of Highway Standard Specifications.
Design Specifications: A.A.S.H.O. 1957.
Live Load: H20-316-44.
Reinforcement Bars shall be Intermediate or Hard Grade.
A.S.T.M. A-615 or A-616.
Dimensions to Reinforcing Steel are to bar centers.
Exposed corners to be chamfered 3/4" unless otherwise noted.
Reinforcing Steel to be placed in one operation.
Concrete and Reinforcing Steel in Handrail above top of 4" sidewalk curb to be paid for per lin. ft. of Handrail. This includes Bars L and Li that project into said 4" curb.
Welding shall conform to Specs. for Welded Highway and Railway Bridges of the American Welding Society.
Surface Finish: Symbols and Finishes are American Std. A.S.A. B-46. 1-1947.



BAR	E	E1	F	F1	G	G1	P	P1
DIM.	30' 35' 40'	30' 35' 40'	30' 35' 40'	30' 35' 40'	30' 35' 40'	30' 35' 40'	30' 35' 40'	30' 35' 40'
B	10 1/2 10 1/2 11 1/2	10 1/2 11 1/2 11 1/2	9 1/2 10 1/2 10 1/2	11 1/2 11 1/2 11 1/2	9 1/2 10 1/2 10 1/2	11 1/2 11 1/2 11 1/2	9 1/2 10 1/2 10 1/2	11 1/2 11 1/2 11 1/2
C	10 1/2 10 1/2 11 1/2	10 1/2 11 1/2 11 1/2	9 1/2 10 1/2 10 1/2	11 1/2 11 1/2 11 1/2	9 1/2 10 1/2 10 1/2	11 1/2 11 1/2 11 1/2	9 1/2 10 1/2 10 1/2	11 1/2 11 1/2 11 1/2
D	10 1/2 10 1/2 11 1/2	10 1/2 11 1/2 11 1/2	9 1/2 10 1/2 10 1/2	11 1/2 11 1/2 11 1/2	9 1/2 10 1/2 10 1/2	11 1/2 11 1/2 11 1/2	9 1/2 10 1/2 10 1/2	11 1/2 11 1/2 11 1/2
E	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2
F	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2
G	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2
H	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2
I	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2
J	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2	20 1/2 20 1/2 20 1/2

STANDARD PLAN
R.C. DECK GIRDER SPAN
H20-316-44 LOADING
28'-0" CLEAR ROADWAY 1'-6" SIDEWALKS
30'-0" - 35'-0" - 40'-0" SPANS
USE WITH STD. PLAN C-5-20
DATE: MAR. 12, 1959
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
BRIDGE DESIGN SECTION
C.G. 101-20