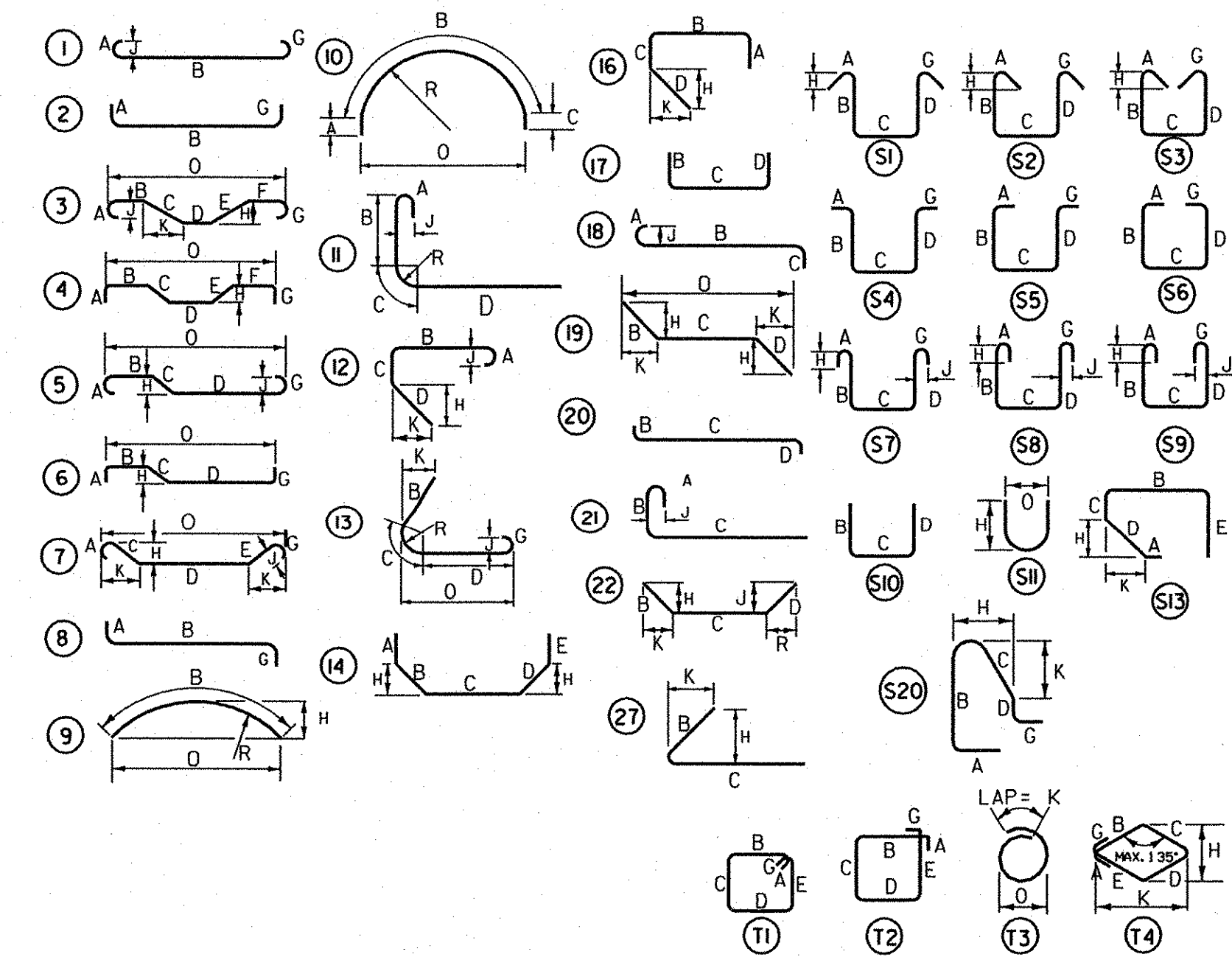


BRIDGE 3 SOUTH																	
ITEM	NO. OF	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O
APPROACH SLAB 1 (3S)																	
1	22	5	31'-6"	E1AS501	STR.												
2	17	8	2'-6"	E1AS801	19		0'-10"	1'-8"	0'-0"				0'-7"		0'-7"		2'-3"
3	41	9	20'-9"	E1AS901	1	1'-3"	19'-6"					0'-0"		1'-0"			
APPROACH SLAB 2 (3S)																	
6	22	5	31'-6"	E2AS501	STR.												
7	17	8	2'-6"	E2AS801	19		0'-10"	1'-8"	0'-0"				0'-7"		0'-7"		2'-3"
8	39	9	20'-9"	E2AS901	1	1'-3"	19'-6"					0'-0"		1'-0"			
SUPERSTRUCTURE (3S)																	
10	603	5	38'-6"	ES501	STR.												
11	513	5	35'-0"	ES502	STR.												
12	29	5	5'-3"	ES504	16	0'-9"	1'-6"	0'-10"	2'-2"				0'-0"			2'-2"	
13	12	5	6'-10"	ES505	STR.												
14	2	5	35'-0"	ES506	STR.												
15	512	6	36'-3"	ES601	1	0'-8"	35'-0"					0'-8"		0'-6"		0'-5"	0'-7"
16	566	6	6'-6"	ES602	10	2'-7"	1'-4"	2'-7"									
17	566	6	9'-4"	ES603	S20	2'-5"	2'-2"	1'-8"	0'-8"			2'-5"	1'-3"		1'-4"		
18	61	6	40'-0"	ES604	STR.												
19	60	6	23'-5"	ES605	STR.												
20	4	6	9'-4"	ES606	22		2'-7"	6'-9"	0'-0"				0'-10"		2'-6"		
21	12	6	2'-0"	ES607	STR.												
22	20	6	2'-4"	ES608	STR.												
23	5	6	8'-2"	ES609	22		2'-7"	5'-7"	0'-0"				0'-10"		2'-6"		
24	142	7	40'-0"	ES701	STR.												
25	32	7	8'-1"	ES702	STR.												
26	3	7	6'-5"	ES703	14	0'-10"	2'-0"	3'-7"	0'-0"	0'-0"			0'-5"				
27	33	7	9'-3"	ES704	STR.												
28	2	7	7'-7"	ES705	14	0'-10"	2'-0"	4'-9"	0'-0"	0'-0"			0'-5"				
CURTAIN WALL (3S)																	
30	21	5	11'-9 1/2"	ECW505	SS	2'-2"	3'-6"	0'-8"	3'-3 1/2"				2'-2"				
31	33	5	2'-9"	ECW506	1	0'-7"	1'-7"						0'-7"		0'-5"		
32	6	5	31'-6"	ECW508	STR.												
33	11	5	10'-1 1/2"	ECW510	SS	2'-2"	2'-8"	0'-8"	2'-5 1/2"				2'-2"				
34	8	5	4'-0"	ECW511	STR.												
ABUTMENT 1 (3S)																	
36	110	5	6'-9"	E1A501	STR.												
37	12	5	35'-0"	E1A502	STR.												
38	33	5	5'-2"	E1A503	16	0'-10"	1'-10"	0'-8"	1'-10"				1'-3"		1'-3"		
39	56	5	6'-8"	E1A504	17		2'-11"	0'-10"	2'-11"								
40	60	5	4'-2"	1A505	19		0'-10"	3'-4"	0'-0"				0'-2 1/2"		0'-10"		
41	12	5	35'-0"	1A506	STR.												
42	9	5	5'-2"	1A507	17		2'-7"	2'-7"									
43	12	5	4'-6"	1A510	S10		1'-9"	1'-0"	1'-9"								
44	55	6	4'-4"	1A601	STR.												
45	55	6	8'-6"	1A602	STR.												
46	16	6	10'-1"	E1A606	S13	3'-8"	4'-8"	0'-6"	1'-3"	0'-0"			0'-9"		1'-0"		
47	20	6	8'-6 1/2"	E1A608	S10		4'-0"	0'-6 1/2"	4'-0"								
48	22	6	7'-3"	1A609	S10		3'-0"	1'-3"	3'-0"								
49	28	6	7'-5"	1A610	S10		3'-1"	1'-3"	3'-1"								
50	96	6	12'-7"	1A611	STR.												
51	25	6	4'-7"	1A612	STR.												
52	106	7	11'-6"	1A701	STR.												
ABUTMENT 2 (3S)																	
54	7	5	5'-4"	2A510	S10		2'-2"	1'-0"	2'-2"				0'-9"		1'-0"		
55	20	6	10'-1"	E2A606	S13	3'-8"	4'-8"	0'-6"	1'-3"	0'-0"			0'-9"		1'-0"		
56	22	6	8'-6 1/2"	E2A608	S10		4'-0"	0'-6 1/2"	4'-0"								
57	21	6	7'-3"	2A609	S10		3'-0"	1'-3"	3'-0"								
58	28	6	7'-5"	2A610	S10		3'-1"	1'-3"	3'-1"								
59	97	6	12'-9"	2A611	STR.												
60	24	6	4'-7"	2A612	STR.												
61	110	7	11'-6"	2A701	STR.												
PIER 1 (3S)																	
63	9	5	33'-4"	1P501	STR.												
64	24	5	15'-3"	1P502	T1	0'-5 1/2"	2'-11"	4'-3"	2'-11"	4'-3"			0'-5 1/2"				
65	11	5	8'-1"	1P503	S10		2'-2"	3'-10"	2'-2"								
66	2	5	16'-11"	1P504	T1	0'-5 1/2"	3'-10"	4'-2"	3'-10"	4'-2"			0'-5 1/2"				
67						VARY IN EQUAL INCREMENTS											
68	2	5	13'-3"	1P512	T1	0'-5 1/2"	3'-10"	2'-4"	3'-10"	2'-4"			0'-5 1/2"				
69	7	7	34'-0"	1P701	22	0'-0"	6'-0"	22'-0"	6'-0"	0'-0"			2'-0"		5'-8"		
70	6	8	13'-0"	1P801	STR.												
71	7	9	36'-6"	1P901	2	1'-7"	33'-4"						1'-7"				
72	8	9	14'-9"	1P902	2	1'-7"	13'-1"										
PIER 2 (3S)																	
74	8	5	33'-4"	2P501	STR.												
75	25	5	14'-11"	2P502	T1	0'-5 1/2"	2'-11"	4'-1"	2'-11"	4'-1"			0'-5 1/2"				
76	10	5	8'-1"	2P503	S10		2'-2"	3'-10"	2'-2"								
77	2	5	16'-6"	2P504	T1	0'-5 1/2"	3'-10"	4'-0"	3'-10"	4'-0"			0'-5 1/2"				
78						VARY IN EQUAL INCREMENTS											
79	3	5	13'-3"	2P512	T1	0'-5 1/2"	3'-10"	2'-4"	3'-10"	2'-4"			0'-5 1/2"				
80	7	7	33'-10"	2P701	22	0'-0"	5'-11"	22'-0"	5'-11"	0'-0"			1'-10"		5'-8"		
81	6	8	13'-0"	2P801	STR.												
82	5	9	36'-6"	2P901	2	1'-7"	33'-4"						1'-7"				
83	10	9	14'-9"	2P902	2	1'-7"	13'-1"										



**NOTES:**

- UNLESS OTHERWISE DESIGNATED, ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO. 18 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT", AASHTO M 31(ASTM A 615-S1). ALL BARS SHALL BE GRADE 60, UNLESS OTHERWISE DESIGNATED.
- FOR TYPICAL BENDING DETAILS, RECOMMENDED PIN DIAMETER "D" OF BENDS AND HOOKS, AND OTHER STANDARD PRACTICE, SEE CURRENT CONCRETE REINFORCING STEEL INSTITUTE "MANUAL OF STANDARD PRACTICE".
- BARS WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.
- ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180 DEGREE AND 135 DEGREE HOOKS.
- "J" DIMENSION ON 180 DEGREE HOOKS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
- "H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
- WHERE SLOPE DIFFERS FROM 45 DEGREES, DIMENSIONS "H" AND "K" MUST BE SHOWN.

**ASTM STANDARD REINFORCING BARS**

BAR SIZE DESIGNATION	WEIGHT (POUNDS PER FOOT)	NOMINAL DIMENSIONS ROUND SECTION		
		DIAMETER (INCHES)	CROSS SECTIONAL AREA (SQ. INCHES)	PERIMETER (INCHES)
#3	0.376	0.375	0.11	1.178
#4	0.668	0.500	0.20	1.571
#5	1.043	0.625	0.31	1.963
#6	1.502	0.750	0.44	2.356
#7	2.044	0.875	0.60	2.749
#8	2.670	1.000	0.79	3.142
#9	3.400	1.128	1.00	3.544
#10	4.303	1.270	1.27	3.990
#11	5.313	1.410	1.56	4.430
#14	7.65	1.693	2.25	5.32
#18	13.60	2.257	4.00	7.09

**LEGEND**

- ▲ DENOTES BARS TO BE CUT IN THE FIELD.
- \* DENOTES ONE EXTRA BAR ADDED FOR TESTING PURPOSES.
- △ DENOTES TWO EXTRA BARS ADDED FOR TESTING PURPOSES.
- \*E IN PREFIX DENOTES EPOXY COATED REINFORCING STEEL.

**STATE OF VERMONT AGENCY OF TRANSPORTATION**

Town Of	GUILFORD	Bridge No.	35
Highway No.	I-91	Log Sta.	
		Surv. Sta.	
I-91SB OVER BROAD BROOK & BROAD BROOK ROAD			
<b>REINFORCING STEEL SCHEDULE (3S)</b>			
Designed By	M.J. MOZER	Drawn By	G.K. MORZE
Checked By	Date	Bridge Design Supervisor	
	P.W. SZUSTAK 01/03	J.P. HALSTEAD	Date 01/03
PROJECT	GUILFORD	PROJECT NO.	IM 091-I(33)