ITEM	NO. PIECES	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O
1																	
2						SUPERSTRUCTURE											
3																	
4	147	5	36-2	S501	STR												
5	336	5	25-10	S502	STR												
6																	
7	16	5	37-5	S503	STR												
8	148	5	5-10	S504	S5	1-0	1-5	1-0	1-5			1-0					
9	68	5	9-4	S505	S5	1-0	3-7	0-6	3-3			1-0					
10																	
11																	
12	147	6	36-2	S601	STR												
13																	
14																	
15																	
16						APPROACH SLABS											
17																	
18	40	5	19-7	AS501	STR												
19																	
20																	
21	92	10	20-9	AS1001	1	1-5	19-4										
22																	
23																	
24																	
25						ABUTMENT #1											
26																	
27	13	5	30-10	1A501A	STR												
28	13	5	13-11	1A501B	STR												
29	38	5	10-6	1A502	STR												
30	38	5	3-9	1A503	STR												
31	38	5	16-0	1A504	STR												
32	38	5	3-6	1A505	17		1-0	1-6	1-0								
33	28	5	25-11	1A506A	19		23-11	2-0					1-0¾		1-8⅜		
34	34	5	23-0	1A506B	19		21-0	2-0					1-10¼		0-9		
35	36	5	5-5	1A507	19		1-0	4-5									
36	41	5	6-10	1A508	16	1-0	2-6	0-6	2-10								
37	46	5	7-6	1A509	STR.												
38																	
39																	
40	77*	6	13-10	1A601	2	4-7	9-3										
41																	
42																	
43																	
44						WING WALL #1											
45																	
46	12	5	3-9	1W501B	STR.												
47	12	5	17-4	1W502B	STR.												
48	10	5	7-7	1W503B	STR												
49	36	5	10-7	1W504B	STR												
50	15	5	11-6	1W505B	STR												
51	12	5	3-0	1W506B	S10		1'-0	1'-0	1'-0								
52																	
53	4	8	3-6	1W801B	19		2-0	1-6									
54																	
55																	
56	12*	9	9-0	1W901B	2	2-0	7-0										
57	12	9	17-6	1W902B	2	3-6	14-0										
58																	
59	14*	10	10-6	1W1001B	STR												
60																	
61						WING WALL #2											
62																	
63	28	5	3-9	2W501A	STR.												
64	28	5	20-10	2W502A	STR												
65	27	5	8-11	2W503A	STR												
66	42	5	25-11	2W504A	STR												
67	18	5	27-5	2W505A	STR												
68	12	5	3-9	2W501B	STR												
69	12	5	14-7	2W502B	STR												
70	13*	5	4-4	2W503B	STR												
71	30	5	24-6	2W504B	STR												
72	15	5	11-6	2W505B	STR												
73	13	5	3-9	2W501C	STR.												
74	13	5	12-5	2W502C	STR												
75	13	5	8-8	2W503C	STR												
76	13	5	12-6	2W505C	STR												
77	25	5	3-6	2W506A	S10		1'-0	1'-6	1'-0								
78	25	5	3-0	2W506B	S10		1'-0	1'-0	1'-0								
79																	
80	14*	7	8-6	2W701C	STR.												
81																	
82																	
83																	
84	25	8	12-6	2W801A	STR.												
85	13	8	10-7	2W801C	2	3-1	10-6										
86																	
87																	
88	12*	9	9-0	2W901B	2	2-0	7-0										
89	12	9	17-6	2W902B	2	3-6	14-0										
90																	
91																	
92	27*	10	9-9	2W1001A	2	2-0	7-9										
93	27	10	21-5	2W1002A	2	5-7	15-9										
94	12	10	10-6	2W1001B	STR												
95																	
96																	
97																	
98						ABUTMENT #2											
99																	
100	38	5	3-9	2A501	STR												
101	42	5	7-6	2A502	STR												
102	76	5	14-9	2A503	STR												
103	39	5	6-10	2A504	16	1-0	2-6	0-6	2-10								
104	38	5	3-6	2A505	17		1-0	1-6	1-0								
105	31	5	21-3	2A506A	STR												
106	31	5	20-7	2A506B	STR												
107	35	5	5-5	2A507	19		1-0	4-5									
108																	
109																	
110	16	6	21-6	2A601	STR												
111																	
112																	
113	39*	7	9-0	2A701	2	2-0	7-0										
114																	
115																	
116	16	8	21-6	2A801	STR												
117																	
118																	
119	42	9	10-8	2A901	1	1-7	7-6					1-7					
120																	
121																	
122																	
123						WING WALL #3											
124																	
125	21	5	3-9	3W501	STR												
126	21	5	18-9	3W502	STR												
127	16	5	11-0	3W503	STR												
128	38	5	14-7	3W504	STR												
129	21*	5	4-7	3W504A	19		2-7	2-0					2-5½		0-9⅜		
130	21	5	3-0	3W505	S10		1'-0	1'-0	1'-0								
131																	
132	9	6	16-10	3W601	STR												
133	10*	6	4-10	3W601A	STR												
134																	
135																	
136	9	8	16-10	3W801	STR												
137	10*	8	4-10	3W801A	STR												
138	19*	8	8-6	3W802	STR												
139	19	8	13-9	3W803	2	2-0	11-9										
140	17	8	8-10	3W804	2	2-0	6-10										
141																	
142																	
143																	
144	18	10	12-2	3W1001	1	1-10	8-6					1-10					
145																	
146																	
147																	
148						WING WALL #4											
149																	
150	19	5	3-9	4W501	STR												
151	19	5	19-2	4W502	STR												
152	19	5	11-5	4W503	STR												
153	38	5	18-3	4W504	STR												
154	19	5	3-0	4W505	S10		1-0	1-0	1-0								
155	14	5	4-0	4W506	19		2-0	2-0					0-8¼		1-10½		
156	14	5	5-3	4W507	19		3-3	2-0					0-8¼		1-10½		
157																	
158	9	6	18-9	4W601	STR												
159																	
160	9	8	18-9	4W801	STR												
161	20	8	8-6	4W802	STR												
162	19	8	13-9	4W803	2	2-0	11-9										
163	18	8	8-10	4W804	2	2-0	6-10										
164																	
165																	
166	20	10	12-2	4W1001	1	1-10	8-6						1-10				
167																	
168																	
169																	
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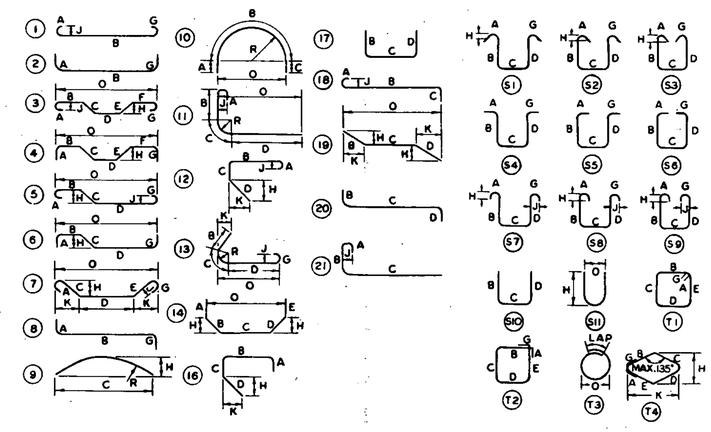
179																	
180																	

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	.376	.375	.11	1.178
#4	.668	.500	.20	1.571
#5	1.043	.625	.31	1.963
#6	1.502	.750	.44	2.356
#7	2.044	.875	.60	2.749
#8	2.670	1.000	.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

TYPICAL BAR BENDS



NOTES

1. 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 615-51), GRADE 60.
2. 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."
3. BARS WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.
4. ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180° AND 135° HOOKS.
5. "J" DIMENSION ON 180° HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE. OTHERWISE STANDARD HOOKS ARE TO BE USED.
6. "H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
7. WHERE SLOPE DIFFERS FROM 45° DIMENSIONS "H" AND "K" MUST BE SHOWN.

* DENOTES ONE EXTRA BAR ADDED FOR TESTING PURPOSES.

REV. NO.	MADE BY	DATE	DESCRIPTION

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF FAIRFAX	BRIDGE NO. 8
HIGHWAY NO. VT. 128	LOG STA. 9+56
	SURV. STA. 24+21

VT. 128 OVER BROWN'S RIVER

REINFORCING STEEL SCHEDULE

DESIGNED BY R. ALDRICH	DRAWN BY M. EVANS
CHECKED BY G. SCHELLEY DATE 10/83	BRIDGE DESIGN SUPERVISOR R.L. Ooi DATE 1-84
PROJECT FAIRFAX	PROJECT NO. BRS-0229(2)S

BRIDGE SHEET NO. BR814 SHEET 35 OF 98

BRUNING 44-131 40151

BR-5