| FHWA REGION NO. | STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 7 | KANSAS | 87U-1247-01 | 1992 | 43 | 79 |

## * SUPERSTRUCTURE

| STRAIGHT BARS | | | | BENT BARS | | | |
|---|---|---|---|---|---|---|---|
| MARK | QUAN. | SIZE | LENGTH | MARK | QUAN. | SIZE | LENGTH |
| RL1 | 24 | 6 | 11"–7" | R01 | 518 | 3 | 3'–6" |
| RL2 | 204 | 6 | 9'–9" | R02 | 80 | 3 | 4'–6" |
| | | | | RP2 | 320 | 7 | 7'–0" |
| SL1 | 320 | 4 | 39'–11" | RP3 | 320 | 4 | 4'–0" |
| SL2 | 96 | 5 | 9'–6" | RU | 320 | 3 | 5'–2" |
| SL3 | 104 | 6 | 49'–8" | SU | 200 | 5 | 4'–5" |
| SL4 | 200 | 7 | 33'–0" | | | | |
| SL5 | 52 | 6 | 40'–0" | AD4 | 84 | 5 | 11'–0" |
| ST1 ⊗ | 746 | 5 | 31'–8" | AD5 | 28 | 5 | 7'–0" |
| SB1 ⊗ | 746 | 5 | 31'–8" | AD7 | 56 | 5 | 3'–3" |
| | | | | AD8 | 112 | 5 | 7'–11" |
| AD3 | 8 | 5 | 8'–1" | AD9 | 8 | 5 | 16'–6" |
| AD6 | 144 | 5 | 3'–1" | AD11 | 8 | 5 | 11'–4" |
| AD10 | 8 | 5 | 16'–3" | AD12 | 8 | 5 | 11'–6" |
| AD14 | 8 | 5 | 16'–11" | AD13 | 8 | 5 | 17'–4" |
| AD17 | 4 | 5 | 2'–7" | AD15 | 8 | 5 | 10'–11" |
| AD18 | 12 | 5 | 3'–5" | AD16 | 8 | 5 | 11'–0" |
| AD19 | 12 | 5 | 6'–3" | AD21 | 28 | 6 | 4'–3" |
| AD20 | 36 | 5 | 7'–10" | AD23 | 32 | 5 | 3'–7" |
| AD22 | 14 | 6 | 4'–0" | | | | |
| AD24 | 28 | 5 | 32'–6" | AP6 | 8 | 5 | 8'–6" |
| AD25 | 8 | 5 | 32'–6" | | | | |
| | | | | PD4 | 84 | 5 | 15'–6" |
| AP1 | 72 | 5 | 3'–0" | PD5 | 16 | 8 | 4'–11" |
| AP2 | 32 | 5 | ⊙ | | | | |
| AP3 | 40 | 5 | 3'–2" | | | | |
| AP4 | 16 | 5 | 8'–3" | | | | |
| AP5 | 8 | 5 | 7'–5" | | | | |
| | | | | | | | |
| PD2 | 24 | 5 | 6'–3" | | | | |
| PD3 | 72 | 5 | 7'–11" | | | | |
| PD6 | 40 | 8 | 4'–6" | | | | |

⊙ Increase from 1'–10" to 3'–1 1/2" by 5 1/8" increments. (Cut 8 Each Length).

⊗ Conform to Grade.

## * ABUTMENT (TWO THUS)

| STRAIGHT BARS | | | | BENT BARS | | | |
|---|---|---|---|---|---|---|---|
| MARK | QUAN. | SIZE | LENGTH | MARK | QUAN. | SIZE | LENGTH |
| A1 | 18 | 6 | 41'–6" | A2 | 5 | 6 | 13'–2" |
| A8 | 12 | 5 | 41'–6" | A3 | 1 | 6 | 12'–2" |
| A9 | 4 | 5 | 9'–2" | A4 | 1 | 6 | 13'–3" |
| A10 | 2 | 5 | 8'–2" | A5 | 1 | 6 | 13'–6" |
| A11 | 2 | 5 | 9'–11" | A6 | 1 | 6 | 13'–9" |
| A12 | 1 | 9 | 11'–8" | A7 | 1 | 6 | 13'–11" |
| A13 | 3 | 6 | 11'–10" | A14 | 1 | 6 | 15'–9" |
| A15 | 1 | 9 | 14'–0" | A17 | 1 | 6 | 14'–1" |
| A16 | 2 | 6 | 13'–0" | A18 | 1 | 6 | 14'–2" |
| A21 | 2 | 7 | 14'–0" | A19 | 4 | 6 | 12'–0" |
| A23 | 1 | 7 | 13'–0" | A20 | 2 | 6 | 14'–2" |
| A25 | 1 | 7 | 11'–8" | A22 | 1 | 6 | 13'–4" |
| A27 | 1 | 7 | 10'–2" | A24 | 1 | 6 | 11'–10" |
| A29 | 1 | 7 | 8'–8" | A26 | 1 | 6 | 10'–5" |
| A32 | 2 | 7 | 11'–8" | A28 | 1 | 6 | 8'–11" |
| A34 | 1 | 7 | 10'–7" | A30 | 4 | 6 | 12'–4" |
| A36 | 1 | 7 | 8'–10" | A31 | 2 | 6 | 15'–9" |
| A38 | 1 | 7 | 7'–0" | A33 | 1 | 6 | 14'–8" |
| A40 | 1 | 7 | 5'–2" | A35 | 1 | 6 | 12'–10" |
| AD1 | 146 | 6 | 4'–0" | A37 | 1 | 6 | 11'–1" |
| AD2 | 32 | 5 | 4'–0" | A39 | 1 | 6 | 9'–3" |
| | | | | A0 | 30 | 4 | 11'–0" |
| | | | | AU1 | 51 | 4 | 9'–10" |
| | | | | AU2 | 63 | 4 | 7'–0" |
| | | | | AU3 | 12 | 4 | 13'–8" |
| | | | | AU4 | 4 | 4 | △ |
| | | | | AU5 | 4 | 4 | △ |
| | | | | AU6 | 7 | 4 | △ |
| | | | | AU7 | 7 | 4 | △ |
| | | | | AU8 | 9 | 4 | △ |
| | | | | AU9 | 9 | 4 | △ |

△ See bar bending diagram.

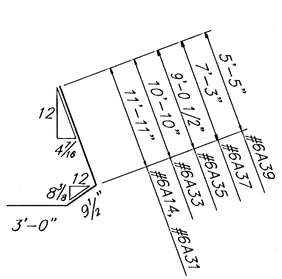
## PIER NO. 1 & 2 (TWO THUS)

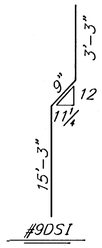
| STRAIGHT BARS | | | | BENT BARS | | | |
|---|---|---|---|---|---|---|---|
| MARK | QUAN. | SIZE | LENGTH | MARK | QUAN. | SIZE | LENGTH |
| P1 | 14 | 8 | 34'–0" | P5 | 10 | 7 | △ |
| P2 | 14 | 8 | 36'–9" | P6 | 10 | 5 | 9'–1" |
| P3 | 4 | 7 | 38'–4" | P7 | 4 | 4 | 6'–8" |
| P4 | 4 | 7 | 39'–8" | PU1 | 92 | 4 | 7'–4" |
| P8 | 7 | 8 | 18'–0" | PU2 | 70 | 4 | 10'–8" |
| P9 | 2 | 5 | 4'–1" | PU3 | 12 | 4 | 14'–0" |
| P10 | 2 | 5 | 6'–10" | PU4 | 10 | 4 | △ |
| P11 | 2 | 5 | 9'–2" | PC2 | 85 | 3 | 9'–9" |
| PC1 | 85 | 7 | 20'–0" | ◒ DS1 | 85 | 9 | 19'–3" |
| * PD1 | 84 | 6 | 4'–0" | ◒ DS2 | 85 | 3 | 12'–11" |

△ See bar bending diagram.
◒ For information only; not included in steel quantities.

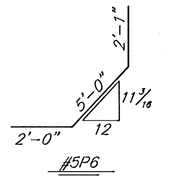
All bars in superstructure, abutments and those designated by * in the Piers shall be epoxy coated.

NOTE:
All Dimensions are out–to–out of bars.
All Reinforcing Steel shall be Grade 60.

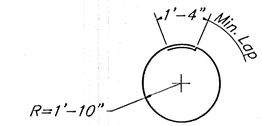


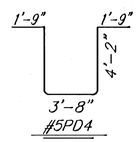
#9DSI



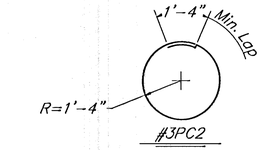
#5P6



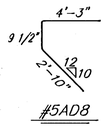
#3DS2



#5PD4



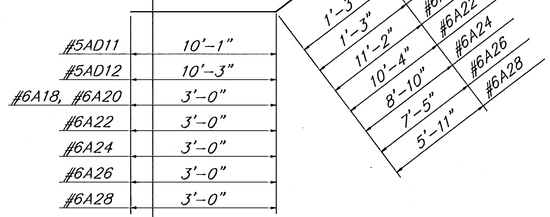
#3PC2

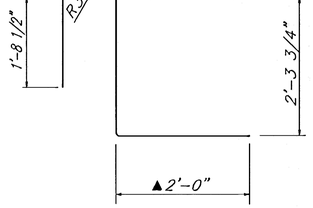


#5AD8



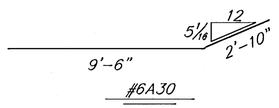
#5AD23



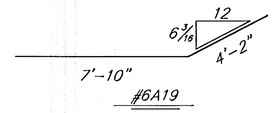



#7RP2

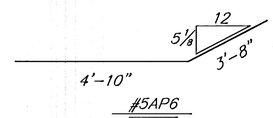
▲ Bend this leg to match the slope of the roadway.



#6A30



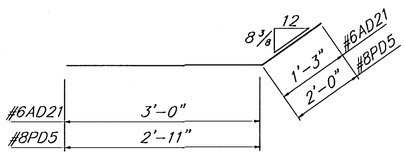
#6A19

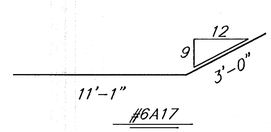


#5AP6

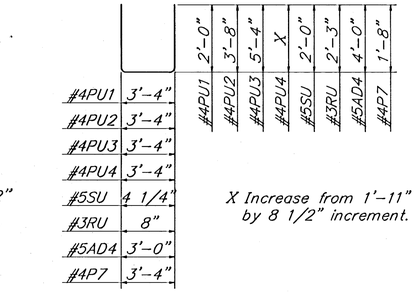


#5AD7



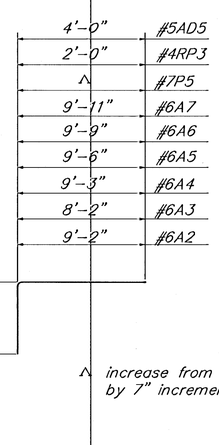
#6A17



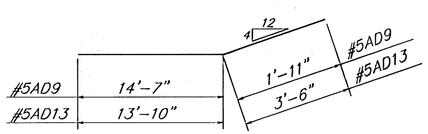

ø Increase from 2'–4 1/2" to 2'–10 1/2" by 2" increment.
** Increase from 1'–2 1/2" to 2'–2 1/2" by 2" increment.
*** Increase from 1'–9" to 4'–10 7/8" by 6 5/16" increment.
≠ Increase from 1'–2 1/2" to 2'–6 1/2" by 2" increment.
≍ Increase from 1'–9" to 5'–1 1/2" by 5 1/8" increment.

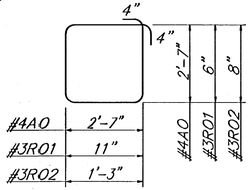


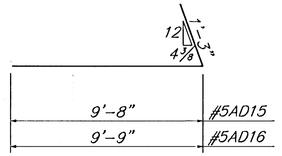

X Increase from 1'–11" to 4'–9" by 8 1/2" increment.




^ Increase from 6'–10" to 9'–2" by 7" increment.




\K9331\BEND
SCALE 1"=2'(1/2")

SURV. —— | PLOT CADD | DES. A.H. | DR. B.R./G.B. | TR. —— | CKD. J.G./R.G. | APP. S.K.B.

## CITY OF WICHITA

GEORGE WASHINGTON BLVD. BRIDGE OVER GYPSUM CREEK

# BAR LIST AND BENDING DIAGRAM

CITY OF WICHITA PROJ. NO.: 472-82156

Booker ASSOCIATES INC. OF KANSAS
Wichita Kansas

| SCALE | DATE | DWG. NO. |
|---|---|---|
| —— | June, 1992 | K9331 |