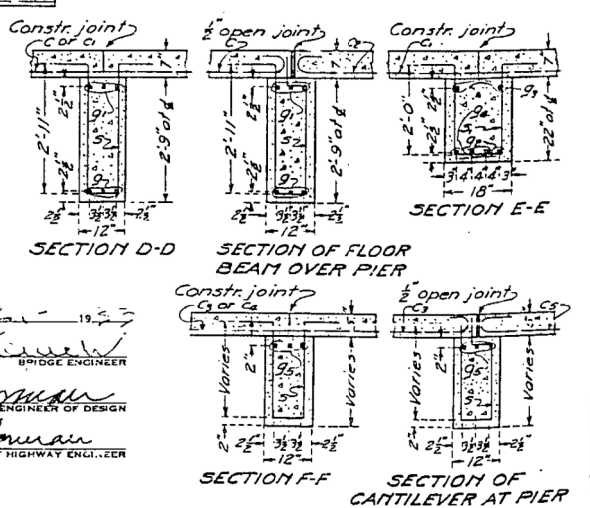


| Bar | D | Length | Bar | D | Length |
|-----|---------|--------|-----|---------|--------|
| X | 23 1/2" | 20'-0" | X4 | 12 1/2" | 13'-0" |
| X1 | 18 3/4" | 17'-0" | X5 | 12 3/4" | 12'-9" |
| X2 | 15 3/4" | 15'-0" | X6 | 12" | 12'-9" |
| X3 | 13 3/4" | 13'-9" | | | |

| | | |
|----------|----------|----------|
| STANDARD | COMPUTED | EXAMINED |
| | CHECKED | PASSED |
| | DRAWN | APPROVED |
| SPECIAL | CHECKED | |



| Distance from Bridge | DIMENSION A | |
|----------------------|-------------|------------|
| | Left | Right |
| 4 Bridge | 3'-6 3/8" | 2'-0 3/8" |
| 3'-9 3/8" | 3'-6 3/8" | 2'-0 3/8" |
| 11'-1 1/8" | 3'-6 3/8" | 2'-0 3/8" |
| 18'-6 3/8" | 3'-6 3/8" | 2'-0 3/8" |
| 25'-11 1/8" | 3'-5 3/8" | 2'-1 3/8" |
| 33'-3" | 3'-4 3/8" | 2'-2 3/8" |
| 37'-9" | 3'-4 3/8" | 2'-2 3/8" |
| 45'-0 3/8" | 3'-3 3/8" | 2'-3 3/8" |
| 52'-5 3/8" | 3'-2 3/8" | 2'-4 3/8" |
| 59'-10 3/8" | 3'-0 3/8" | 2'-6 3/8" |
| 67'-3 3/8" | 2'-10 3/8" | 2'-0 3/8" |
| 74'-0 3/8" | 2'-9 3/8" | 2'-9 3/8" |
| 82'-1 3/8" | 2'-7 3/8" | 2'-11 3/8" |
| 89'-6 3/8" | 2'-4 3/8" | 3'-2 3/8" |
| 96'-11 3/8" | 2'-2 3/8" | 3'-4 3/8" |
| 103'-9" | 2'-0 3/8" | 3'-6 3/8" |

| BILL OF MATERIAL - THREE SPANS | | | | | | |
|--------------------------------|-----|--------|--------|-----------------------------|-----|---------|
| Bar | No | Size | Length | h | 44 | 5'-3" |
| a | 336 | 1" | 18'-0" | h1 | 88 | 11'-0" |
| a1 | 336 | 1" | 19'-0" | h2 | 72 | 9'-3" |
| a2 | 168 | 1" | 20'-0" | h3 | 324 | 10'-3" |
| c | 450 | 5/8" | 24'-0" | V | 40 | 9'-6" |
| c1 | 225 | 5/8" | 24'-6" | V1 | 56 | 10'-9" |
| c2 | 150 | 5/8" | 6'-9" | V2 | 528 | 4'-0" |
| c3 | 144 | 1/2" | 23'-9" | V3 | 48 | 8'-0" |
| c4 | 72 | 1/2" | 24'-0" | V4 | 120 | 7'-0" |
| c5 | 48 | 1/2" | 6'-3" | V5 | 120 | 4'-6" |
| d | 356 | 1/2" | 2'-9" | S | 488 | 7'-6" |
| e | 8 | 1/2" | 3'-3" | S1 | 312 | 6'-6" |
| e1 | 24 | " | 10'-6" | X | 24 | 20'-0" |
| e2 | 24 | " | 11'-9" | X1 | 24 | 17'-0" |
| e3 | 24 | " | 9'-6" | X2 | 24 | 15'-0" |
| f | 209 | " | 27'-6" | X3 | 24 | 13'-9" |
| f1 | 418 | " | 8'-9" | X4 | 24 | 13'-0" |
| g | 48 | 1 1/2" | 21'-0" | X5-X6 | 84 | 12'-9" |
| g1 | 48 | " | 30'-0" | Hand Rail Conc. Cu. Yds. | | 331 |
| g2 | 24 | " | 20'-0" | Class X Concrete Cu. Yds. | | 620.9 |
| g3 | 24 | " | 30'-0" | Reinforcing Steel Lbs. | | 113,550 |
| g4 | 24 | " | 30'-0" | 4" P.C.C. Pavement Sq. Yds. | | 550.0 |
| g5 | 168 | 1/2" | 8'-6" | | | |

Note:-
Class X Concrete shall be used throughout.
All reinforcing steel shall be wired securely in place before concrete is poured.
Arch Rings and Piers to be built on a 4' offset 3/8" from a short chord from abut to abut.
Roadway, walk & Rail to be built on true curve with the 4' of Road as 4'.

SUPERSTRUCTURE DETAILS
HANOVER BRIDGE
S.B.I. ROUTE 80 SECTION 103-D
JO DAVIESS COUNTY
STATION 259+18

FOR INFORMATION ONLY