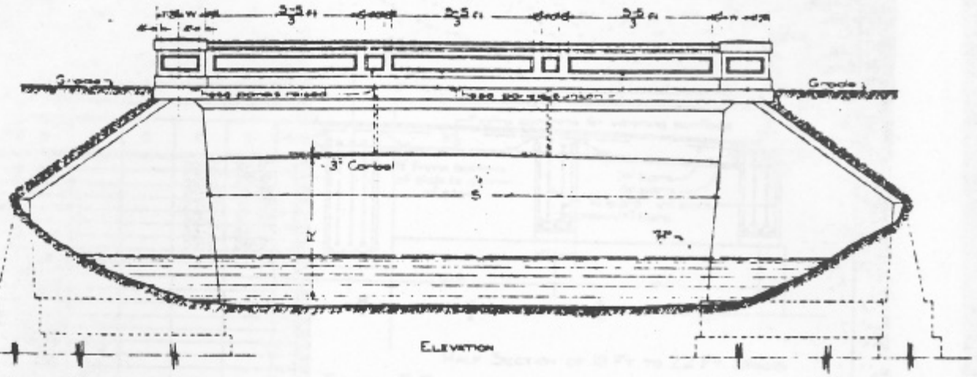
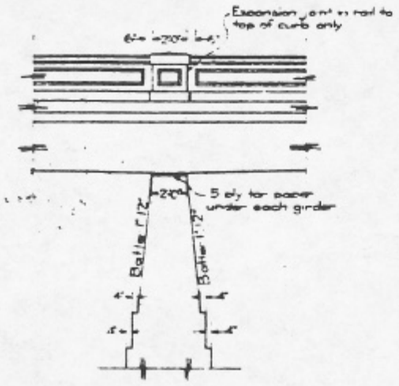
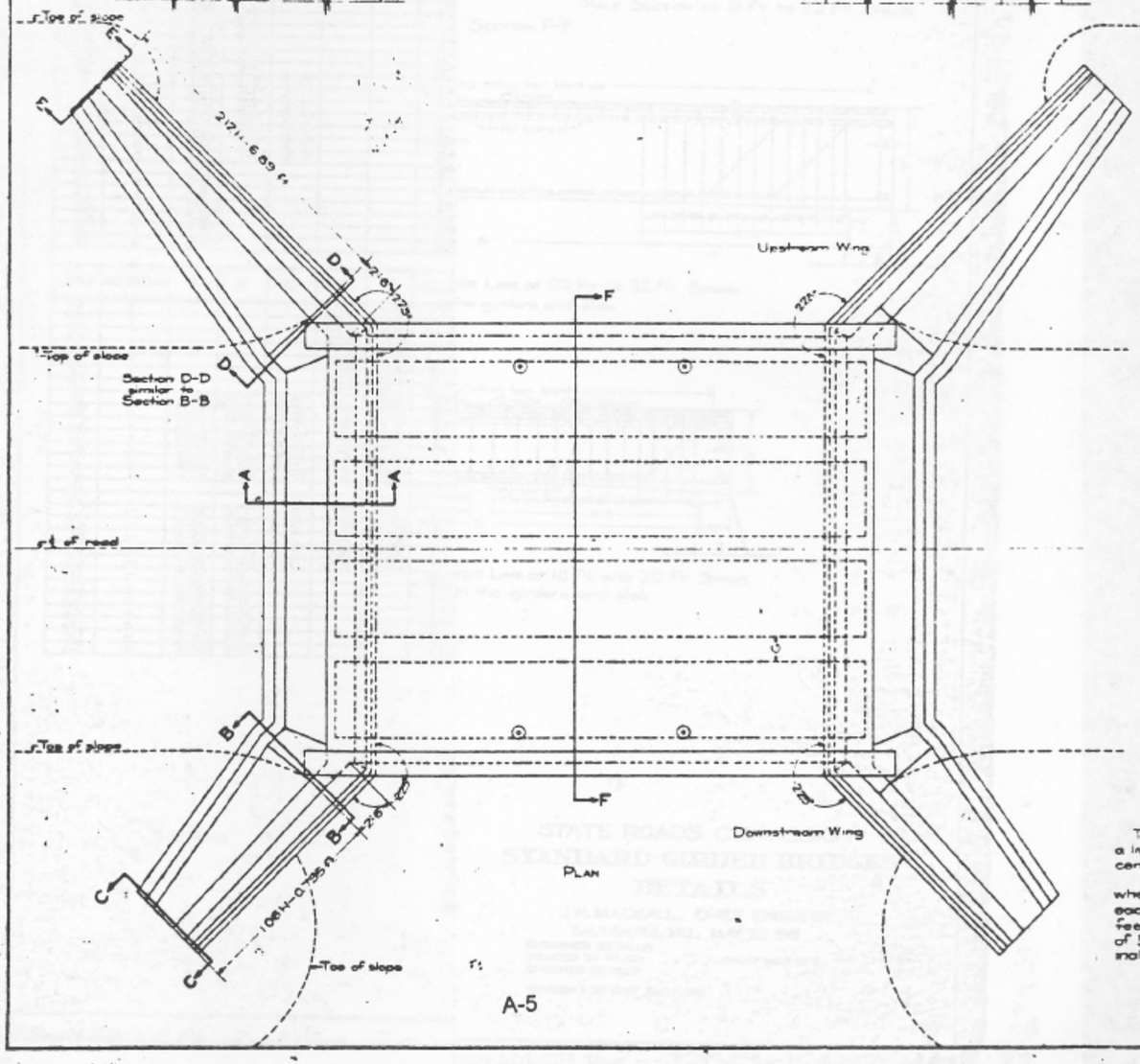
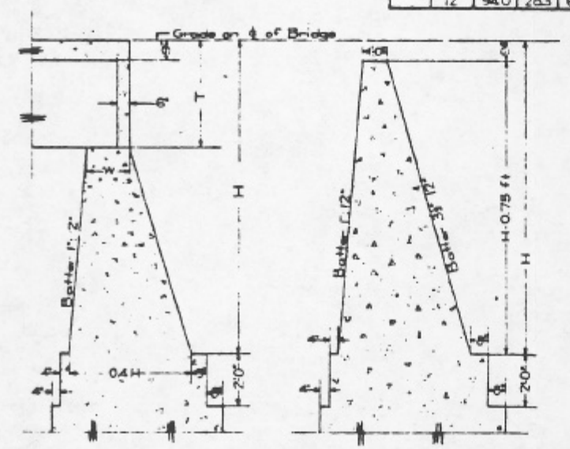




VARIABLE DIMENSIONS			
S	T	G	W
18'-0"	3'-6"	1'-2"	1'-2"
20'-0"	3'-7"	1'-4"	1'-4"
22'-0"	3'-9"	1'-4"	1'-6"
25'-0"	3'-11"	1'-6"	1'-6"
28'-0"	4'-1"	1'-6"	1'-6"
30'-0"	4'-3"	1'-6"	1'-6"
32'-0"	4'-5"	1'-6"	1'-6"

QUANTITIES																													
SPAN FEET	R FEET	ABUTMENTS (CUBIC YARDS)																											
		ABUTMENTS										WINGS																	
												TWO UPPER																	
												WINGS																	
18	3	34	11	33	8	6	5	3	46	15	11																		
	4	54	14	33	8	6	5	4	46	16	11																		
	5	71	16	34	8	7	5	4	46	16	11																		
	6	276	17	35	8	12	7	6	140	16	11	103	58	53	3423														
	8	429	22	454	8	16	134	296	54	18	11																		
	9	5	28	5	4	432	6	38	348	33	11																		
	12	895	48	5	4	50	7	428	348	164	11																		
20	3	5	16	5	4	6	5	3	46	15	11																		
	4	16	16	5	4	8	5	4	46	16	11																		
	5	44	66	5	4	12	6	183	54	16	11																		
	6	44	18	100	8	10	58	11	54	16	11		178	58	3793														
	8	7	46	461	8	18	3	333	108	16	11																		
	10	234	34	5	4	45	18	235	31	16	11																		
	12	85	42	581	8	62	34	436	74	16	11																		
22	3	16	36	5	4	6	5	3	46	15	11																		
	4	9	15	5	4	8	5	4	46	16	11																		
	5	22	66	5	4	12	6	184	114	16	11																		
	6	44	18	100	8	10	58	11	54	16	11		165	194	63														
	8	5	46	461	8	18	40	333	108	16	11																		
	10	234	34	5	4	45	18	235	31	16	11																		
	12	85	42	581	8	62	34	436	74	16	11																		
25	3	16	4	3	8	6	5	3	46	15	11																		
	4	174	55	348	10	8	5	4	46	16	11																		
	5	235	14	3	8	15	8	85	54	17	11																		
	6	306	181	408	18	15	45	232	103	84	11		225	216															
	8	458	26	468	8	17	21	218	57		11																		
	9	6	26	476	8	28	18	4.5	345	11	11																		
	12	885	15	589	10	42	52	543	14	11	11																		
28	3	14	142	3	5	12	58	151	63	11	11																		
	4	17	158	4.5	10	13	85	94	63	11	11																		
	5	241	74	385	12	90	201	78	4	11	11		243	241	77	319													
	6	7	189	415	16	108	1	55	55	11	11																		
	8	214	276	4.5	24	4	242	355	2	11	11																		
	10	6.0	450	535	28	81	243	355	12	11	11																		
	12	835	80	536	24	210	543	555	4	11	11																		
30	3	14	114	3.5	6	8	5	3	54	11	11																		
	4	85	15	3.5	11	15	8	100	65	11	11																		
	5	250	54	385	14	93	201	33	5	168	11																		
	6	323	189	415	16	11	242	42	158	95	11																		
	8	493	220	416	33	150	334	165	115	243	11																		
	10	669	250	536	52	185	248	228	146	31	11																		
	12	917	280	536	85	244	532	576	180	348	11																		
32	3	33	127	332	8	53	143		56	75																			
	4	193	167	332	11	79	176	105	66	14																			
	5	260	18	393	16	96	214	120	78	113																			
	6	394	193	423	21	114	264	181	90	195																			
	8	586	253	483	30	154	340	285	118	250																			
	10	846	253	524	41	199	44	422	149	348																			
	12	940	283	604	68	248	541	596	183	385			335	277	186	9924													





The quantities given in the above table are approximate values only and are not to be used in making final estimates.

NOTES

These bridges are designed to carry a live load of an 15 ton truck plus 15 per cent impact distributed as follows: two-thirds carried by the rear wheels and one-third by the front wheels, each wheel acting over an area three feet square. The trucks have a guage of 5 feet c-c of wheels and a longitudinal length of ten feet.

All bars shall be deformed and shall meet the requirements of paragraph 289 of the specifications.

Slab, girders and parapets shall be of class "A" concrete.

Abutments, wings, and footings shall be of class "C" concrete unless otherwise specified.

APPROVED: J. N. MacKall MAY 20, 1919 CHIEF ENGINEER

STATE ROADS COMMISSION

STANDARD GIRDER BRIDGES

GENERAL PLAN

J. N. MACKALL, CHIEF ENGINEER

BALTIMORE, MD., MAY 20, 1919

DESIGNED BY W.J.R.
TRACED BY M.J.K.
CHECKED BY M.J.K.

SHEET NO. 1 OF 2

- IMPORTANT SCALE NOTE -
THIS PRINT IS A 1/12 REDUCTION OF THE ORIGINAL DRAWING
COMPUTATIONS FOR REDUCTION WHEN SCALING

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