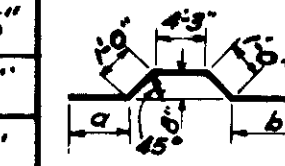
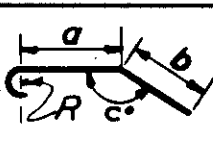
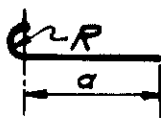
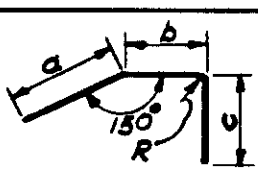
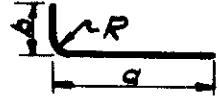
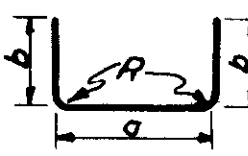


REINFORCEMENT SCHEDULE

MARK	SIZE	LENGTH	BENDING DIAGRAM		NO. REQD.	WT. EA.	TOTAL WEIGHT	LOCATION
0612-0	$\frac{3}{4}$ " ϕ	12'-0"	Straight		1	18.0	18	Horiz. in W. abutment
0613-0	$\frac{3}{4}$ " ϕ	13'-0"	do		1	19.5	20	do
0614-0	$\frac{3}{4}$ " ϕ	14'-0"	do		1	21.0	21	do
0615-0	$\frac{3}{4}$ " ϕ	15'-0"	do		1	22.5	23	do
0616-0	$\frac{3}{4}$ " ϕ	16'-0"	do		1	24.0	24	do
0616-9	$\frac{3}{4}$ " ϕ	16'-9"	do		2	25.2	50	do
0617-9	$\frac{3}{4}$ " ϕ	17'-9"	do		2	26.7	53	do
0618-9	$\frac{3}{4}$ " ϕ	18'-9"	do		2	28.2	56	do
0619-9	$\frac{3}{4}$ " ϕ	19'-9"	do		2	29.7	59	do
0620-9	$\frac{3}{4}$ " ϕ	20'-9"	do		2	31.2	62	do
0621-6	$\frac{3}{4}$ " ϕ	21'-6"	do		2	32.3	65	do
0622-6	$\frac{3}{4}$ " ϕ	22'-6"	do		2	33.8	68	do
0623-6	$\frac{3}{4}$ " ϕ	23'-6"	do		2	35.3	71	do
0624-6	$\frac{3}{4}$ " ϕ	24'-6"	do		2	36.8	74	do
0725-6	$\frac{7}{8}$ " ϕ	25'-6"	do		2	52.1	104	do
0726-3	$\frac{7}{8}$ " ϕ	26'-3"	do		2	53.7	107	do
0727-3	$\frac{7}{8}$ " ϕ	27'-3"	do		2	55.7	111	do
0728-3	$\frac{7}{8}$ " ϕ	28'-3"	do		2	57.7	115	do
0729-3	$\frac{7}{8}$ " ϕ	29'-3"	do		2	59.8	120	do
0730-0	$\frac{7}{8}$ " ϕ	30'-0"	do		2	61.3	123	do
0730-3	$\frac{7}{8}$ " ϕ	30'-3"	do		2	61.8	124	do
0730-6	$\frac{7}{8}$ " ϕ	30'-6"	do		2	62.3	125	do
0731-0	$\frac{7}{8}$ " ϕ	31'-0"	do		2	63.4	127	do
831-3	1" ϕ	31'-3"	do		2	106.2	212	do
831-9	1" ϕ	31'-9"	do		7	108.0	756	do
067-9DA	$\frac{3}{4}$ " ϕ	7'-9"		a=1'-0" b=0'-6"	1	11.6	12	do
068-9DA	$\frac{3}{4}$ " ϕ	8'-9"		a=1'-9" b=0'-9"	1	13.1	13	do
069-9DA	$\frac{3}{4}$ " ϕ	9'-9"		a=2'-3" b=1'-3"	1	14.6	15	do
0610-6DA	$\frac{3}{4}$ " ϕ	10'-6"		a=2'-9" b=1'-6"	1	15.8	16	do
0611-6DA	$\frac{3}{4}$ " ϕ	11'-6"		a=3'-3" b=2'-0"	1	17.3	17	do
0612-6DA	$\frac{3}{4}$ " ϕ	12'-6"		a=4'-0" b=2'-3"	1	18.8	19	do
0613-6DA	$\frac{3}{4}$ " ϕ	13'-6"		a=4'-6" b=2'-9"	1	20.3	20	do
0614-6DA	$\frac{3}{4}$ " ϕ	14'-6"		a=5'-3" b=3'-0"	1	21.8	22	do
0615-6DA	$\frac{3}{4}$ " ϕ	15'-6"		a=5'-9" b=3'-6"	1	23.3	23	do
0616-3DA	$\frac{3}{4}$ " ϕ	16'-3"		a=6'-3" b=3'-9"	1	24.4	24	do
068-0DA	$\frac{3}{4}$ " ϕ	8'-0"	a=0'-9" b=1'-0"	1	12.0	12	Horiz. in E. abutment	
069-0DA	$\frac{3}{4}$ " ϕ	9'-0"	a=1'-0" b=1'-9"	1	13.5	14	do	
0610-0DA	$\frac{3}{4}$ " ϕ	10'-0"	a=1'-6" b=2'-3"	1	15.0	15	do	
0610-9DA	$\frac{3}{4}$ " ϕ	10'-9"	a=1'-9" b=2'-9"	1	16.1	16	do	
0611-9DA	$\frac{3}{4}$ " ϕ	11'-9"	a=2'-3" b=3'-3"	1	17.6	18	do	
0612-9DA	$\frac{3}{4}$ " ϕ	12'-9"	a=2'-6" b=4'-0"	1	19.2	19	do	
0613-9DA	$\frac{3}{4}$ " ϕ	13'-9"	a=3'-0" b=4'-6"	1	20.7	21	do	
0614-9DA	$\frac{3}{4}$ " ϕ	14'-9"	a=3'-3" b=5'-3"	1	22.2	22	do	
0615-9DA	$\frac{3}{4}$ " ϕ	15'-9"	a=3'-9" b=5'-9"	1	23.7	24	do	
0616-9DA	$\frac{3}{4}$ " ϕ	16'-9"	a=4'-3" b=6'-3"	1	25.2	25	do	
066-3	$\frac{3}{4}$ " ϕ	6'-3"	Straight		2	9.4	19	do
067-3	$\frac{3}{4}$ " ϕ	7'-3"	do		1	10.9	11	do
068-3	$\frac{3}{4}$ " ϕ	8'-3"	do		1	12.4	12	do
069-3	$\frac{3}{4}$ " ϕ	9'-3"	do		1	13.9	14	do
0610-3	$\frac{3}{4}$ " ϕ	10'-3"	do		1	15.4	15	do
0611-3	$\frac{3}{4}$ " ϕ	11'-3"	do		1	16.9	17	do
0612-3	$\frac{3}{4}$ " ϕ	12'-3"	do		1	18.4	18	do
0613-0	$\frac{3}{4}$ " ϕ	13'-0"	do		1	19.5	20	do
0614-0	$\frac{3}{4}$ " ϕ	14'-0"	do		1	21.0	21	do

MARK	SIZE	LENGTH	BENDING	DIAGRAM	NO. REQD.	WT. EA.	TOTAL WEIGHT	LOCATION
0615-0	$\frac{3}{4}$ " ϕ	15'-0"	Straight		1	22.5	23	Horz. in E abutment
0616-0	$\frac{3}{4}$ " ϕ	16'-0"	do		1	24.0	24	do
0617-0	$\frac{3}{4}$ " ϕ	17'-0"	do		2	25.5	51	do
0618-0	$\frac{3}{4}$ " ϕ	18'-0"	do		2	27.0	54	do
0619-9	$\frac{3}{4}$ " ϕ	19'-9"	do		2	29.7	59	do
0620-9	$\frac{3}{4}$ " ϕ	20'-9"	do		2	31.2	62	do
0621-9	$\frac{3}{4}$ " ϕ	21'-9"	do		2	32.7	65	do
0622-9	$\frac{3}{4}$ " ϕ	22'-9"	do		2	34.2	68	do
0623-9	$\frac{3}{4}$ " ϕ	23'-9"	do		2	35.7	71	do
0624-9	$\frac{3}{4}$ " ϕ	24'-9"	do		2	37.2	74	do
0725-0	$\frac{7}{8}$ " ϕ	25'-0"	do		2	51.1	102	do
0725-9	$\frac{7}{8}$ " ϕ	25'-9"	do		2	52.6	105	do
0726-6	$\frac{7}{8}$ " ϕ	26'-6"	do		2	54.2	108	do
0727-0	$\frac{7}{8}$ " ϕ	27'-0"	do		2	55.2	110	do
0727-6	$\frac{7}{8}$ " ϕ	27'-6"	do		2	56.2	112	do
0728-3	$\frac{7}{8}$ " ϕ	28'-3"	do		2	57.7	115	do
0728-9	$\frac{7}{8}$ " ϕ	28'-9"	do		2	58.8	118	do
0729-3	$\frac{7}{8}$ " ϕ	29'-3"	do		2	59.8	120	do
0730-0	$\frac{7}{8}$ " ϕ	30'-0"	do		2	61.3	123	do
830-6	1" ϕ	30'-6"	do		2	103.7	207	do
831-0	1" ϕ	31'-0"	do		2	105.4	211	do
831-9	1" ϕ	31'-9"	do		5	108.0	540	do
066-0	$\frac{3}{4}$ " ϕ	6'-0"	do		64	9.0	576	At stop log grooves
914-9EB	$\frac{1}{8}$ " ϕ	14'-9"		a=1'-3" b=11'-3" c=12'-0"	24	63.5	1524	Steel in counterforts
819-9EB	1" ϕ	19'-9"		a=11'-3" b=7'-0" c=14'-8"	2	67.2	134	Steel in W. abutment
814-0EB	1" ϕ	14'-0"		a=5'-6" b=7'-0" c=14'-8"	2	47.6	95	do
915-0	$\frac{1}{8}$ " ϕ	15'-0"	Straight		24	64.5	1548	Steel in counterforts
815-0	1" ϕ	15'-0"	do		4	51.0	204	Steel in abut.
912-0AA	$\frac{1}{8}$ " ϕ	12'-0"		a=10'-3"	20	51.6	1032	Steel in counterforts
920-9AA	$\frac{1}{8}$ " ϕ	20'-9"		a=13'-0"	24	89.3	2143	do
914-9AA	$\frac{1}{8}$ " ϕ	14'-9"		a=13'-0"	20	63.5	1270	do
812-0AA	1" ϕ	12'-0"		a=10'-6"	4	40.8	163	Steel in abut.
820-0AA	1" ϕ	20'-0"		a=18'-6"	2	68.0	136	do
814-0AA	1" ϕ	14'-0"		a=12'-6"	2	47.6	95	do
917-6	$\frac{1}{8}$ " ϕ	17'-6"	Straight		44	75.3	3313	Steel in counterforts
811-3	1" ϕ	11'-3"	do		4	38.2	153	Steel in abut.
818-0	1" ϕ	18'-0"	do		8	61.2	490	do
910-0HB	$\frac{1}{8}$ " ϕ	10'-0"		a=3'-3" b=2'-6" c=3'-3"	44	43.0	1892	Steel in counterforts
93-9HB	$\frac{1}{8}$ " ϕ	9'-9"		a=3'-3" b=2'-6" c=3'-3"	44	42.0	1848	do
89-0HB	1" ϕ	9'-0"		a=3'-3" b=2'-6" c=3'-3"	4	30.6	122	Steel in abut.
89-3HB	1" ϕ	9'-3"		a=3'-3" b=2'-3" c=3'-3"	4	31.4	126	do
816-3LB	1" ϕ	16'-3"		a=9'-3" b=7'-0"	4	55.2	221	do
89-6BA	1" ϕ	9'-6"		a=6'-3" b=3'-3"	4	32.3	129	do
89-3BA	1" ϕ	9'-3"		a=6'-0" b=3'-3"	4	31.4	126	do
055-0CA	$\frac{5}{8}$ " ϕ	5'-0"		a=1'-0" b=2'-0"	64	5.2	333	Dowel in brace
064-9CA	$\frac{3}{4}$ " ϕ	4'-9"		a=1'-9" b=1'-6"	65	7.1	461	Dowel for sheet piles
0611-3CA	$\frac{3}{4}$ " ϕ	11'-3"		a=4'-9" b=3'-3"	18	16.9	304	Steel in sill
053-0	$\frac{3}{8}$ " ϕ	3'-0"	Straight		36	3.1	112	do
064-9	$\frac{3}{4}$ " ϕ	4'-9"	do		18	7.1	128	do
0617-3	$\frac{3}{4}$ " ϕ	17'-3"	do		20	25.9	518	do
Total weight on this sheet							24,920	
Grand Total							127,944	

NOTE

Radius of bends for reinforcing bars shall be 4 times diameter of bar.

THIS SHEET SUPERSEDES SHEET NO. 56, FILE NO. CT-4-1485

DATE	REVISION	REV BY	CHK BY	AP BY
12/31/45	As-Built Revisions			
CONNECTICUT RIVER FLOOD CONTROL				
NORTH MEADOWS DIKE				
FISCAL YEAR 1939 SECTION				
R. R. STOP LOG STRUCTURE NO. 1				
REINFORCEMENT SCHEDULE NO. 3				
HARTFORD, CONN.				
CONNECTICUT RIVER		CONNECTICUT		
IN 66 SHEETS		SHEET NO. 56		
SCALE NOT TO SCALE				
U. S. ENGINEER OFFICE, PROVIDENCE, R. I., MAY 1939				
SUBMITTED:	APPROVAL RECOMMENDED:	APPROVED:		
Wm. H. Nichols	J. D. Burr	J. D. Burr		
SENIOR ENGINEER	PRINCIPAL ENGINEER	COL. CORPS OF ENGINEERS		
SECTION	CHIEF F. C. ENGINEERING DIV.	DISTRICT ENGINEER		
DESIGNED:	DRAWN:	CHECKED:	FILE NO.	
J. C. Dingwall	H. E. W.	C. W. B.	CT-4-1706	