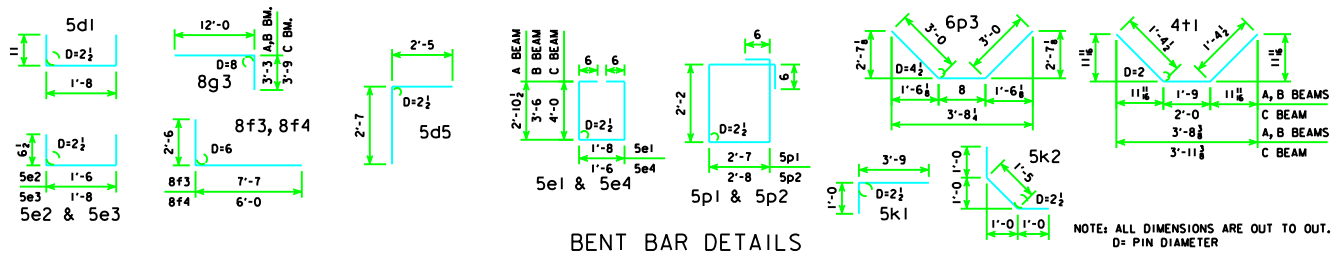
REINFORCING BAR LIST

ONE SUPERSTRUCTURE AND TWO ABUTMENTS

BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
	℄-℄ ABUT. BRG.		138'-10			151'-4			163'-10			176'-4			188'-10			201'-4			213'-10			226'-4			243'-0		
	℄-℄ BEAM BRG.		42'-6	50'-10	42'-6	46'-8	55'-0	46'-8	50'-10	59'-2	50'-10	55'-0	63'-4	55'-0	59'-2	67'-6	59'-2	63'-4	71'-8	63'-4	67'-6	75'-10	67'-6	71'-8	80'-0	71'-8	80'-0	80'-0	80'-0
	BEAM SERIES		A BEAM			A BEAM			B BEAM			B BEAM			B BEAM			C BEAM			C BEAM			C BEAM			C BEAM		
6a1	SLAB TRANSV. TOP & BOTT.		339	26'-10	13,663	369	26'-10	14,872	399	26'-10	16,081	429	26'-10	17,290	459	26'-10	18,499	489	26'-10	19,708	519	26'-10	20,918	549	26'-10	22,127	589	26'-10	23,739
5b1	SLAB LONGITUDINAL, TOP & BOTT.		122	40'-0	5,090	122	40'-0	5,090	183	40'-0	7,635	183	40'-0	7,635	183	40'-0	7,635	244	40'-0	10,180	244	40'-0	10,180	244	40'-0	10,180	305	40'-0	12,725
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS		122	33'-3	4,231	122	39'-6	5,026	122	26'-7	3,383	122	32'-10	4,178	122	39'-1	4,973	122	26'-2	3,330	122	32'-5	4,125	122	38'-8	4,920	122	27'-10	3,542
6b3	SLAB LONGITUDINAL, TOP @ PIERS		50	12'-10	964	50	13'-10	1,039	50	14'-10	1,114	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7b3	SLAB LONGITUDINAL, TOP @ PIERS		—	—	—	—	—	—	—	—	—	50	15'-10	1,618	50	17'-0	1,737	50	18'-0	1,840	—	—	—	—	—	—	—	—	—
8b3	SLAB LONGITUDINAL, TOP @ PIERS		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	50	19'-0	2,537	50	20'-0	2,670	50	20'-0	2,670
5d1	PIER DIAPH. ENDS		12	3'-6	44	12	3'-6	44	12	3'-6	44	12	3'-6	44	12	3'-6	44	12	3'-6	44	12	3'-6	44	12	3'-6	44	12	3'-6	44
5d2	PIER & ABUT. DIAPH. LONGIT.		54	6'-4	357	54	6'-4	357	54	6'-4	357	54	6'-4	357	54	6'-4	357	54	6'-1	343	54	6'-1	343	54	6'-1	343	54	6'-1	343
5d3	PIER & ABUT. DIAPH. LONGIT.		18	5'-5	102	18	5'-5	102	18	5'-5	102	18	5'-5	102	18	5'-5	102	18	5'-2	97	18	5'-2	97	18	5'-2	97	18	5'-2	97
5d4	PIER DIAPH. LONGIT.		2	23'-9	50	2	23'-9	50	2	23'-9	50	2	23'-9	50	2	23'-9	50	2	23'-9	50	2	23'-9	50	2	23'-9	50	2	23'-9	50
5d5	ABUT. DIAPH. ENDS		12	5'-0	63	12	5'-0	63	12	5'-0	63	12	5'-0	63	12	5'-0	63	12	5'-0	63	12	5'-0	63	12	5'-0	63	12	5'-0	63
5d6	ABUT. DIAPH. LONGIT. B.F.		8	26'-9	223	8	26'-9	223	8	26'-9	223	8	26'-9	223	8	26'-9	223	8	26'-9	223	8	26'-9	223	8	26'-9	223	8	26'-9	223
5d7	PAVING NOTCH LONGIT.		4	26'-9	112	4	26'-9	112	4	26'-9	112	4	26'-9	112	4	26'-9	112	4	26'-9	112	4	26'-9	112	4	26'-9	112	4	26'-9	112
5d8	ABUT. DIAPH. WING EXT. LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	48	10'-5	522	48	10'-5	522	48	10'-5	522	48	10'-5	522
5e1	PIER DIAPH. HOOPS		24	8'-5	211	24	8'-5	211	24	9'-8	242	24	9'-8	242	24	9'-8	242	24	10'-8	267	24	10'-8	267	24	10'-8	267	24	10'-8	267
5e2	PIER DIAPH. TIES ENDS		4	2'-7	11	4	2'-7	11	4	2'-7	11	4	2'-7	11	4	2'-7	11	4	2'-7	11	4	2'-7	11	4	2'-7	11	4	2'-7	11
5e3	PIER DIAPH. TIES		24	2'-9	69	24	2'-9	69	24	2'-9	69	24	2'-9	69	24	2'-9	69	24	2'-9	69	24	2'-9	69	24	2'-9	69	24	2'-9	69
5e4	PIER DIAPH. HOOPS ENDS		4	8'-3	34	4	8'-3	34	4	9'-6	40	4	9'-6	40	4	9'-6	40	4	10'-6	44	4	10'-6	44	4	10'-6	44	4	10'-6	44
8f1	ABUT. FOOTING LONGIT.		18	26'-10	1,290	18	26'-10	1,290	18	26'-10	1,290	18	26'-10	1,290	18	26'-10	1,290	18	27'-0	1,298	18	27'-0	1,298	18	27'-0	1,298	18	27'-0	1,298
8f3	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	10'-1	431	16	10'-1	431	16	10'-1	431	16	10'-1	431
8f4	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	8'-6	363	16	8'-6	363	16	8'-6	363	16	8'-6	363
8g1	ABUT. VERT.		92	5'-7	1,371	92	5'-7	1,371	92	6'-2	1,515	92	6'-2	1,515	92	6'-2	1,515	88	6'-8	1,566	88	6'-8	1,566	88	6'-8	1,566	88	6'-9	1,586
8g3	ABUT. DIAPH. VERT. B.F.		38	15'-3	1,547	38	15'-3	1,547	38	15'-3	1,547	38	15'-3	1,547	38	15'-3	1,547	38	15'-9	1,598	38	15'-9	1,598	38	15'-9	1,598	38	15'-9	1,598
6g4	ABUT. DIAPH. WING EXT. VERT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40	6'-0	360	40	6'-0	360	40	6'-1	365	40	6'-1	365
5h1	ABUT. WING HORIZ.		56	6'-8	389	56	6'-8	389	56	6'-8	389	56	6'-8	389	56	6'-8	389	56	6'-8	389	56	6'-8	389	56	6'-8	389	56	6'-8	389
5h2	ABUT. TO WING ANCHOR		56	4'-0	234	56	4'-0	234	56	4'-0	234	56	4'-0	234	56	4'-0	234	8	4'-0	33	8	4'-0	33	8	4'-0	33	8	4'-0	33
5j1	TOP OF SLAB TRANSV. (AT RAIL)		338	6'-3	2,203	368	6'-3	2,399	398	6'-3	2,594	428	6'-3	2,790	458	6'-3	2,986	488	6'-3	3,181	518	6'-3	3,377	548	6'-3	3,572	588	6'-3	3,833
5k1	PAVING NOTCH		42	4'-9	208	42	4'-9	208	42	4'-9	208	42	4'-9	208	42	4'-9	208	42	4'-9	208	42	4'-9	208	42	4'-9	208	42	4'-9	208
5k2	PAVING NOTCH		42	3'-5	150	42	3'-5	150	42	3'-5	150	42	3'-5	150	42	3'-5	150	42	3'-5	150	42	3'-5	150	42	3'-5	150	42	3'-5	150
5p1	ABUTMENT HOOPS (WOOD/STEEL)		72/80	10'-6	789/876	80/72	10'-6	876/789	80/72	10'-6	876/789	80/72	10'-6	876/789	80/72	10'-6	876/789	80	10'-6	876	76	10'-6	832	76	10'-6	832	76	10'-6	832
5p2	ABUTMENT HOOPS		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	10'-8	267	24	10'-8	267	24	10'-8	267	24	10'-8	267
6p3	ABUT. BOTT. AT PILES		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20	6'-8	200	24	6'-8	240	24	6'-8	240	24	6'-8	240
5s1	WING VERT.		56	VARIES	263	56	VARIES	263	56	VARIES	263	56	VARIES	263	56	VARIES	263	56	VARIES	263	56	VARIES	263	56	VARIES	263	56	VARIES	263
4t1	UNDER BEAMS AT ABUTMENTS		8	4'-6	24	8	4'-6	24	8	4'-6	24	8	4'-6	24	8	4'-6	24	8	4'-9	25	8	4'-9	25	8	4'-9	25	8	4'-9	25
#2	PILE SPIRAL (WOOD/STEEL)		18/8	38'-6	116/51	20/10	38'-6	129/64	20/10	38'-6	129/64	20/10	38'-6	129/64	20/10	38'-6	129/64	14	38'-6	90	16	38'-6	103	16	38'-6	103	16	38'-6	103
	SPIRAL SPACERS, L $\frac{1}{8}$"x$\frac{1}{8}$"x$\frac{1}{4}$"x 0.70 (WOOD/STL.)		36/16	1'-10	46/21	40/20	1'-10	51/26	40/20	1'-10	51/26	40/20	1'-10	51/26	40/20	1'-10	51/26	28	1'-10	36	32	1'-10	41	32	1'-10	41	32	1'-10	41
	OPEN RAIL				8,260			8,774			9,464			10,154			10,665			12,170			12,629			13,375			14,140
	TOTAL W/ WOOD PILES				42,114			45,008			48,260			51,654			54,484			—			—			—			—
	TOTAL W/ STEEL H-PILES				42,111			44,831			48,083			51,477			54,307			60,407			63,778			66,861			70,686



BENT BAR DETAILS

NOTE: ALL DIMENSIONS ARE OUT TO OUT.
D= PIN DIAMETER

LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 24' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

HL93 SUPERSTRUCTURE DECEMBER, 2006 HS25 SUBSTRUCTURE

DECK & ABUTMENT REINF.
0° SKEW

H24-10-06