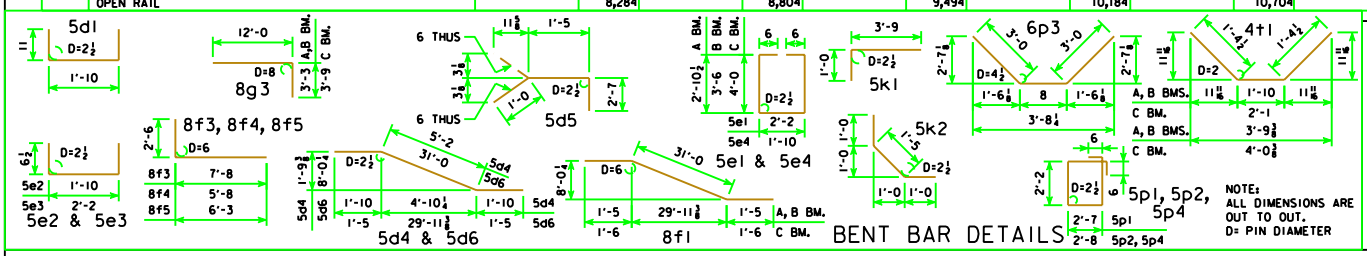
REINFORCING BAR LIST

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	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.		321	32'-10	15,830	351	32'-10	17,310	381	32'-10	18,789	411	32'-10	20,269	441	32'-10	21,748	471	32'-10	23,228	501	32'-10	24,707	531	32'-10	26,187	571	32'-10	28,159
6a2	SLAB TRANSV. TOP ENDS		20	VARIES	484	20	VARIES	484	20	VARIES	484	20	VARIES	484	20	VARIES	484	20	VARIES	484	20	VARIES	484	20	VARIES	484	20	VARIES	484
6a3	SLAB TRANSV. BOTT. ENDS		18	VARIES	436	18	VARIES	436	18	VARIES	436	18	VARIES	436	18	VARIES	436	18	VARIES	436	18	VARIES	436	18	VARIES	436	18	VARIES	436
5b1	SLAB LONGITUDINAL, TOP & BOTT.		152	40'-0	6,341	228	40'-0	9,512	228	40'-0	9,512	228	40'-0	9,512	228	40'-0	9,512	304	40'-0	12,683	304	40'-0	12,683	304	40'-0	12,683	380	40'-0	15,854
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS		152	33'-10	5,364	152	21'-1	3,342	152	27'-4	4,333	152	33'-7	5,324	152	39'-10	6,315	152	27'-1	4,294	152	33'-4	5,285	152	39'-7	6,275	152	28'-11	4,584
6b3	SLAB LONGITUDINAL, TOP @ PIERS		66	12'-10	1,272	66	13'-10	1,371	66	14'-10	1,470	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7b3	SLAB LONGITUDINAL, TOP @ PIERS		—	—	—	—	—	—	—	—	—	66	15'-10	2,136	66	17'-0	2,293	66	18'-0	2,428	—	—	—	—	—	—	—	—	—
8b3	SLAB LONGITUDINAL, TOP @ PIERS		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	66	19'-0	3,348	66	20'-0	3,524	66	20'-0	3,524
5d1	PIER DIAPH. ENDS		12	3'-8	46	12	3'-8	46	12	3'-8	46	12	3'-8	46	12	3'-8	46	12	3'-8	46	12	3'-8	46	12	3'-8	46	12	3'-8	46
5d2	PIER & ABUT. DIAPH. LONGIT.		72	6'-3	469	72	6'-3	469	72	6'-3	469	72	6'-3	469	72	6'-3	469	72	6'-0	451	72	6'-0	451	72	6'-0	451	72	6'-0	451
5d3	PIER & ABUT. DIAPH. LONGIT.		24	5'-4	134	24	5'-4	134	24	5'-4	134	24	5'-4	134	24	5'-4	134	24	5'-1	127	24	5'-1	127	24	5'-1	127	24	5'-1	127
5d4	PIER DIAPH. LONGIT.		8	8'-10	74	8	8'-10	74	8	8'-10	74	8	8'-10	74	8	8'-10	74	8	8'-10	74	8	8'-10	74	8	8'-10	74	8	8'-10	74
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	33'-10	282	8	33'-10	282	8	33'-10	282	8	33'-10	282	8	33'-10	282	8	33'-10	282	8	33'-10	282	8	33'-10	282	8	33'-10	282
5d7	PAVING NOTCH LONGIT.		4	33'-10	141	4	33'-10	141	4	33'-10	141	4	33'-10	141	4	33'-10	141	4	33'-10	141	4	33'-10	141	4	33'-10	141	4	33'-10	141
5d8	ABUT. DIAPH. WING EXT. LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	48	10'-6	526	48	10'-6	526	48	10'-6	526	48	10'-6	526
5e1	PIER DIAPH. HOOPS		32	8'-11	298	32	8'-11	298	32	10'-2	339	32	10'-2	339	32	10'-2	339	32	11'-2	373	32	11'-2	373	32	11'-2	373	32	11'-2	373
5e2	PIER DIAPH. TIES ENDS		4	2'-11	12	4	2'-11	12	4	2'-11	12	4	2'-11	12	4	2'-11	12	4	2'-11	12	4	2'-11	12	4	2'-11	12	4	2'-11	12
5e3	PIER DIAPH. TIES		32	3'-3	108	32	3'-3	108	32	3'-3	108	32	3'-3	108	32	3'-3	108	32	3'-3	108	32	3'-3	108	32	3'-3	108	32	3'-3	108
5e4	PIER DIAPH. HOOPS ENDS		4	8'-7	36	4	8'-7	36	4	9'-10	41	4	9'-10	41	4	9'-10	41	4	10'-10	45	4	10'-10	45	4	10'-10	45	4	10'-10	45
8f1	ABUT. FOOTING LONGIT.		18	33'-10	1,626	18	33'-10	1,626	18	33'-10	1,626	18	33'-10	1,626	18	33'-10	1,626	18	34'-0	1,634	18	34'-0	1,634	18	34'-0	1,634	18	34'-0	1,634
8f3	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	10'-2	434	16	10'-2	434	16	10'-2	434	16	10'-2	434
8f4	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8'-2	174	8	8'-2	174	8	8'-2	174	8	8'-2	174
8f5	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8'-9	187	8	8'-9	187	8	8'-9	187	8	8'-9	187
8g1	ABUT. VERT.		114	6'-8	2,029	114	6'-8	2,029	114	7'-3	2,207	114	7'-3	2,207	114	7'-3	2,207	110	7'-9	2,276	110	7'-9	2,276	110	7'-9	2,276	110	7'-10	2,301
8g3	ABUT. DIAPH. VERT. B.F.		50	15'-3	2,036	50	15'-3	2,036	50	15'-3	2,036	50	15'-3	2,036	50	15'-3	2,036	50	15'-9	2,103	50	15'-9	2,103	50	15'-9	2,103	50	15'-9	2,103
6g4	ABUT. DIAPH. WING EXT. VERT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40	6'-6	391	40	6'-6	391	40	6'-7	396	40	6'-7	396
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'-8	273	56	4'-8	273	56	4'-8	273	56	4'-8	273	56	4'-8	273	8	4'-8	39	8	4'-8	39	8	4'-8	39	8	4'-8	39
5j1	TOP OF SLAB TRANSV. (AT RAIL)		336	6'-3	2,190	366	6'-3	2,386	396	6'-3	2,581	426	6'-3	2,777	456	6'-3	2,973	486	6'-3	3,168	516	6'-3	3,364	546	6'-3	3,559	586	6'-3	3,820
5k1	PAVING NOTCH		54	4'-9	268	54	4'-9	268	54	4'-9	268	54	4'-9	268	54	4'-9	268	54	4'-9	268	54	4'-9	268	54	4'-9	268	54	4'-9	268
5k2	PAVING NOTCH		54	3'-5	192	54	3'-5	192	54	3'-5	192	54	3'-5	192	54	3'-5	192	54	3'-5	192	54	3'-5	192	54	3'-5	192	54	3'-5	192
5p1	ABUTMENT HOOPS (WOOD/STEEL)		80/96	10'-6	876/1051	80/96	10'-6	876/1051	88/96	10'-6	964/1051	88/100	10'-6	964/1095	96/100	10'-6	1051/1095	108	10'-6	1,183	108	10'-6	1,183	108	10'-6	1,183	104	10'-6	1,139
5p2	ABUTMENT HOOPS		8	10'-8	89	8	10'-8	89	8	10'-8	89	8	10'-8	89	8	10'-8	89	24	10'-8	267	24	10'-8	267	24	10'-8	267	24	10'-8	267
6p3	ABUT. BOTT. AT PILES		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	6'-8	240	24	6'-8	240	24	6'-8	240	28	6'-8	280
5p4	ABUT. HOOPS AT ENDS		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	10'-8	89	8	10'-8	89	8	10'-8	89	8	10'-8	89
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		10	4'-7	31	10	4'-7	31	10	4'-7	31	10	4'-7	31	10	4'-7	31	10	4'-10	32	10	4'-10	32	10	4'-10	32	10	4'-10	32
#2	PILE SPIRAL (WOOD/STEEL)*		22/10	38'-6	141/64	22/10	38'-6	141/64	24/10	38'-6	154/64	24/12	38'-6	154/77	26/12	38'-6	167/77	16	38'-6	103	16	38'-6	103	16	38'-6	103	18	38'-6	116
	SPIRAL SPACERS, L $\frac{1}{4}$"x$\frac{1}{4}$"x$\frac{1}{4}$"x 0.70 (WOOD/STL.)*		44/20	1'-10	56/26	44/20	1'-10	56/26	48/20	1'-10	62/26	48/24	1'-10	62/31	52/24	1'-10	67/31	32	1'-10	41	32	1'-10	41	32	1'-10	41	36	1'-10	46
	*EPOXY COATING NOT REQUIRED																												
	SUB TOTAL W/ WOOD PILES**				41,849			44,773			47,868			51,201			54,129			—			—			—			—
	SUB TOTAL W/ STEEL H-PILES**				41,917			44,841			47,829			51,224			54,047			59,274			62,860			65,706			69,458
	**RAIL REINFORCING NOT INCLUDED																												
	BARRIER RAIL				8,035			8,608			9,167			9,699			10,298			11,256			11,814			12,387			13,123
	OPEN RAIL				8,284			8,804			9,494			10,184			10,704			12,210			12,668			13,420			14,185



BENT BAR DETAILS

LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

HL93 SUPERSTRUCTURE DECEMBER, 2006 HS25 SUBSTRUCTURE

DECK & ABUTMENT REINF.
15° SKEW

H30-16-06