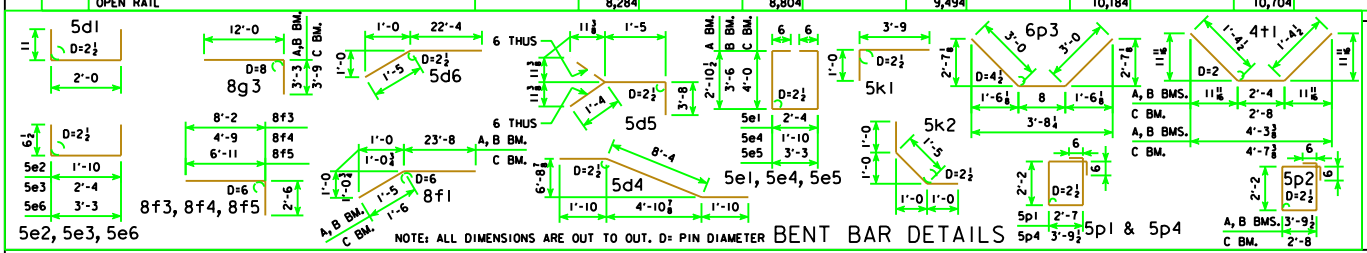
REINFORCING BAR LIST

ONE SUPERSTRUCTURE AND TWO ABUTMENTS

BAR	LOCATION	SHAPE	℄-℄ 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		
				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
6a1	SLAB TRANSV. TOP & BOTT.			271	32'-10	13,365	301	32'-10	14,844	331	32'-10	16,323	361	32'-10	17,803	391	32'-10	19,282	421	32'-10	20,762	451	32'-10	22,241	481	32'-10	23,721	521	32'-10	25,693
6a2	SLAB TRANSV. TOP ENDS			72	VARIES	1,730	72	VARIES	1,730	72	VARIES	1,730	72	VARIES	1,730	72	VARIES	1,730	72	VARIES	1,730	72	VARIES	1,730	72	VARIES	1,730	72	VARIES	1,730
6a3	SLAB TRANSV. BOTT. ENDS			72	VARIES	1,775	72	VARIES	1,775	72	VARIES	1,775	72	VARIES	1,775	72	VARIES	1,775	72	VARIES	1,775	72	VARIES	1,775	72	VARIES	1,775	72	VARIES	1,775
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	304	40'-0	12,683	304	40'-0	12,683	304	40'-0	12,683	380	40'-0	15,854	380	40'-0	15,854
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS			152	34'-5	5,456	152	21'-8	3,435	152	27'-11	4,426	152	34'-2	5,417	152	21'-5	3,395	152	27'-8	4,386	152	33'-11	5,377	152	21'-2	3,356	152	29'-6	4,677
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'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48
5d2	PIER & ABUT. DIAPH. LONGIT.			72	8'-2	613	72	8'-2	613	72	8'-2	613	72	8'-2	613	72	8'-2	613	72	7'-11	595	72	7'-11	595	72	7'-11	595	72	7'-11	595
5d3	PIER & ABUT. DIAPH. LONGIT.			24	7'-3	181	24	7'-3	181	24	7'-3	181	24	7'-3	181	24	7'-3	181	24	6'-11	173	24	6'-11	173	24	6'-11	173	24	6'-11	173
5d4	PIER DIAPH. LONGIT.			8	12'-0	100	8	12'-0	100	8	12'-0	100	8	12'-0	100	8	12'-0	100	8	12'-0	100	8	12'-0	100	8	12'-0	100	8	12'-0	100
5d5	ABUT. DIAPH. ENDS			12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80
5d6	ABUT. DIAPH. LONGIT. B.F.			16	23'-9	396	16	23'-9	396	16	23'-9	396	16	23'-9	396	16	23'-9	396	16	23'-9	396	16	23'-9	396	16	23'-9	396	16	23'-9	396
5d7	PAVING NOTCH LONGIT.			8	23'-11	200	8	23'-11	200	8	23'-11	200	8	23'-11	200	8	23'-11	200	8	23'-11	200	8	23'-11	200	8	23'-11	200	8	23'-11	200
5d8	ABUT. DIAPH. WING EXT. LONGIT.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	48	11'-0	551	48	11'-0	551	48	11'-0	551	48	11'-0	551
5e1	PIER DIAPH. HOOPS			40	9'-1	379	40	9'-1	379	40	10'-4	431	40	10'-4	431	40	10'-4	431	40	11'-4	473	40	11'-4	473	40	11'-4	473	40	11'-4	473
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			40	3'-5	143	40	3'-5	143	40	3'-5	143	40	3'-5	143	40	3'-5	143	40	3'-5	143	40	3'-5	143	40	3'-5	143	40	3'-5	143
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
5e5	PIER DIAPH. HOOPS			16	10'-0	167	16	10'-0	167	16	11'-3	188	16	11'-3	188	16	11'-3	188	16	12'-3	204	16	12'-3	204	16	12'-3	204	16	12'-3	204
5e6	PIER DIAPH. TIES			16	4'-4	72	16	4'-4	72	16	4'-4	72	16	4'-4	72	16	4'-4	72	16	4'-4	72	16	4'-4	72	16	4'-4	72	16	4'-4	72
8f1	ABUT. FOOTING LONGIT.			36	25'-1	2,411	36	25'-1	2,411	36	25'-1	2,411	36	25'-1	2,411	36	25'-1	2,411	36	25'-2	2,419	36	25'-2	2,419	36	25'-2	2,419	36	25'-2	2,419
8f3	ABUT. EXTENSION LONGIT.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	10'-8	456	16	10'-8	456	16	10'-8	456	16	10'-8	456
8f4	ABUT. EXTENSION LONGIT.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	7'-3	155	8	7'-3	155	8	7'-3	155	8	7'-3	155
8f5	ABUT. EXTENSION LONGIT.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	9'-5	201	8	9'-5	201	8	9'-5	201	8	9'-5	201
8g1	ABUT. VERT.			138	6'-8	2,456	138	6'-8	2,456	138	7'-3	2,671	138	7'-3	2,671	138	7'-3	2,671	134	7'-9	2,773	134	7'-9	2,773	134	7'-9	2,773	134	7'-10	2,803
8g3	ABUT. DIAPH. VERT. B.F.			66	15'-3	2,687	66	15'-3	2,687	66	15'-3	2,687	66	15'-3	2,687	66	15'-3	2,687	66	15'-9	2,775	66	15'-9	2,775	66	15'-9	2,775	66	15'-9	2,775
6g4	ABUT. DIAPH. WING EXT. VERT.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32	6'-6	312	32	6'-6	312	32	6'-7	316	32	6'-7	316
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)			330	6'-3	2,151	360	6'-3	2,347	390	6'-3	2,542	420	6'-3	2,738	450	6'-3	2,933	480	6'-3	3,129	510	6'-3	3,325	540	6'-3	3,520	580	6'-3	3,781
5k1	PAVING NOTCH			68	4'-9	337	68	4'-9	337	68	4'-9	337	68	4'-9	337	68	4'-9	337	68	4'-9	337	68	4'-9	337	68	4'-9	337	68	4'-9	337
5k2	PAVING NOTCH			68	3'-5	242	68	3'-5	242	68	3'-5	242	68	3'-5	242	68	3'-5	242	68	3'-5	242	68	3'-5	242	68	3'-5	242	68	3'-5	242
5p1	ABUTMENT HOOPS (WOOD/STEEL)			132/120	10'-6	1446/1314	132/120	10'-6	1446/1314	144/120	10'-6	1577/1314	144/120	10'-6	1577/1314	104/120	10'-6	1139/1314	128	10'-6	1,402	128	10'-6	1,402	128	10'-6	1,402	128	10'-6	1,402
5p2	ABUTMENT HOOPS			8	12'-11	108	8	12'-11	108	8	12'-11	108	8	12'-11	108	8	12'-11	108	24	10'-8	267	24	10'-8	267	24	10'-8	267	24	10'-8	267
6p3	ABUT. BOTT. AT PILES			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28	6'-8	280	28	6'-8	280	28	6'-8	280	28	6'-8	280
5p4	ABUT. HOOPS AT ENDS			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	12'-11	108	8	12'-11	108	8	12'-11	108	8	12'-11	108
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	5'-1	34	10	5'-1	34	10	5'-1	34	10	5'-1	34	10	5'-1	34	10	5'-5	36	10	5'-5	36	10	5'-5	36	10	5'-5	36
*2	PILE SPIRAL (WOOD/STEEL)*			24/14	38'-6	154/90	24/14	38'-6	154/90	26/14	38'-6	167/90	26/14	38'-6	167/90	28/14	38'-6	180/90	18	38'-6	116	18	38'-6	116	18	38'-6	116	18	38'-6	116
	SPIRAL SPACERS, L $\frac{1}{8}$"x$\frac{1}{4}$"x$\frac{1}{4}$"x 0.70 (WOOD/STL.)*			48/28	1'-10	62/36	48/28	1'-10	62/36	52/28	1'-10	67/36	52/28	1'-10	67/36	56/28	1'-10	72/36	36	1'-10	46	36	1'-10	46	36	1'-10	46	36	1'-10	46
	*EPOXY COATING NOT REQUIRED																													
	SUB TOTAL W/ WOOD PILES**					45,379			48,303			51,509			54,842			57,402			—			—			—			—
	SUB TOTAL W/ STEEL H-PILES**					45,157			48,081			51,138			54,471			57,451			62,601			66,187			69,192			72,776
	**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



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

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.
45° SKEW

H30-30-06