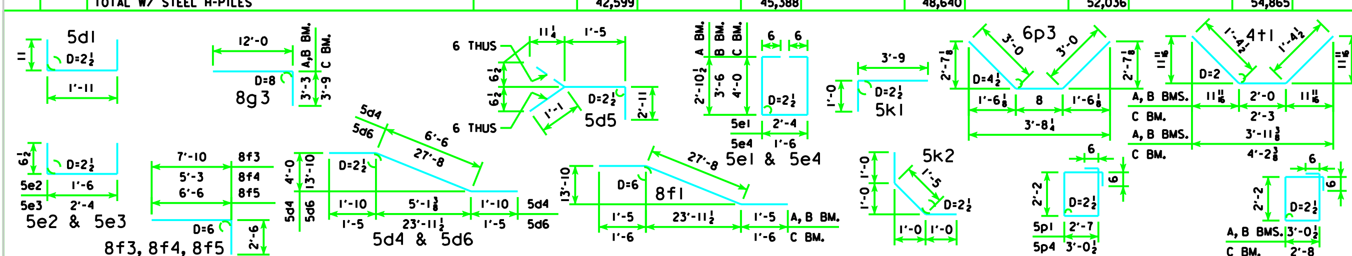
REINFORCING BAR LIST

ONE SUPERSTRUCTURE AND TWO ABUTMENTS

BAR	LOCATION	SHAPE	℄-℄ ABUT. BRG. 138'-10			151'-4			163'-10		
	℄-℄ BEAM BRG.		42'-6	50'-10	42'-6	46'-8	55'-0	46'-8	50'-10	59'-2	50'-10
	BEAM SERIES		A BEAM			A BEAM			B BEAM		
			NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
6a1	SLAB TRANSV. TOP & BOTT.		307	26'-10	12,373	337	26'-10	13,582	367	26'-10	14,791
6a2	SLAB TRANSV. TOP ENDS		34	VARIES	692	34	VARIES	692	34	VARIES	692
6a3	SLAB TRANSV. BOTT. ENDS		32	VARIES	651	32	VARIES	651	32	VARIES	651
5b1	SLAB LONGITUDINAL, TOP & BOTT.		122	40'-0	5,090	122	40'-0	5,090	183	40'-0	7,635
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS		122	33'-6	4,263	122	39'-9	5,058	122	26'-10	3,414
6b3	SLAB LONGITUDINAL, TOP @ PIERS		50	12'-10	964	50	13'-10	1,039	50	14'-10	1,114
7b3	SLAB LONGITUDINAL, TOP @ PIERS		—	—	—	—	—	—	—	—	—
8b3	SLAB LONGITUDINAL, TOP @ PIERS		—	—	—	—	—	—	—	—	—
5d1	PIER DIAPH. ENDS		12	3'-9	47	12	3'-9	47	12	3'-9	47
5d2	PIER & ABUT. DIAPH. LONGIT.		54	7'-3	408	54	7'-3	408	54	7'-3	408
5d3	PIER & ABUT. DIAPH. LONGIT.		18	6'-3	117	18	6'-3	117	18	6'-3	117
5d4	PIER DIAPH. LONGIT.		6	10'-2	64	6	10'-2	64	6	10'-2	64
5d5	ABUT. DIAPH. ENDS		12	5'-5	68	12	5'-5	68	12	5'-5	68
5d6	ABUT. DIAPH. LONGIT. B.F.		8	30'-6	254	8	30'-6	254	8	30'-6	254
5d7	PAVING NOTCH LONGIT.		4	30'-10	129	4	30'-10	129	4	30'-10	129
5d8	ABUT. DIAPH. WING EXT. LONGIT.		—	—	—	—	—	—	—	—	—
5e1	PIER DIAPH. HOOPS		24	9'-1	227	24	9'-1	227	24	10'-4	259
5e2	PIER DIAPH. TIES ENDS		4	2'-7	11	4	2'-7	11	4	2'-7	11
5e3	PIER DIAPH. TIES		24	3'-5	86	24	3'-5	86	24	3'-5	86
5e4	PIER DIAPH. HOOPS ENDS		4	8'-3	34	4	8'-3	34	4	9'-6	40
8f1	ABUT. FOOTING LONGIT.		18	30'-6	1,466	18	30'-6	1,466	18	30'-6	1,466
8f3	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—
8f4	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—
8f5	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—
8g1	ABUT. VERT.		92	5'-7	1,371	92	5'-7	1,371	92	6'-2	1,515
8g3	ABUT. DIAPH. VERT. B.F.		38	15'-3	1,547	38	15'-3	1,547	38	15'-3	1,547
6g4	ABUT. DIAPH. WING EXT. VERT.		—	—	—	—	—	—	—	—	—
5h1	ABUT. WING HORIZ.		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
5j1	TOP OF SLAB TRANSV. (AT RAIL)		332	6'-3	2,164	362	6'-3	2,360	392	6'-3	2,555
5k1	PAVING NOTCH		40	4'-9	198	40	4'-9	198	40	4'-9	198
5k2	PAVING NOTCH		40	3'-5	143	40	3'-5	143	40	3'-5	143
5p1	ABUTMENT HOOPS (WOOD/STEEL)		72/80	10'-6	789/876	72/80	10'-6	789/876	80/80	10'-6	876/876
5p2	ABUTMENT HOOPS		8	11'-5	95	8	11'-5	95	8	11'-5	95
6p3	ABUT. BOTT. AT PILES		—	—	—	—	—	—	—	—	—
5p4	ABUT. HOOPS AT ENDS		—	—	—	—	—	—	—	—	—
5s1	WING VERT.		56	VARIES	263	56	VARIES	263	56	VARIES	263
4t1	UNDER BEAMS AT ABUTMENTS		8	4'-9	25	8	4'-9	25	8	4'-9	25
#2	PILE SPIRAL (WOOD/STEEL)		20/10	38'-6	129/64	20/10	38'-6	129/64	22/10	38'-6	141/64
	SPIRAL SPACERS, $L\frac{7}{8}\times\frac{7}{8}\times\frac{1}{8}\times$ 0.70 (WOOD/STL.)		40/20	1'-10	51/26	40/20	1'-10	51/26	44/20	1'-10	56/26
	OPEN RAIL				8,260			8,774			9,464
	TOTAL W/ WOOD PILES				42,602			45,391			48,747
	TOTAL W/ STEEL H-PILES				42,599			45,388			48,640

BAR	LOCATION	℄-℄ ABUT. BRG. 176'-4			188'-10			201'-4		
	℄-℄ BEAM BRG.	55'-0	63'-4	55'-0	59'-2	67'-6	59'-2	63'-4	71'-8	63'-4
	BEAM SERIES	B BEAM			B BEAM			C BEAM		
		NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
6a1	SLAB TRANSV. TOP & BOTT.	397	26'-10	16,001	427	26'-10	17,210	457	26'-10	18,419
6a2	SLAB TRANSV. TOP ENDS	34	VARIES	692	34	VARIES	692	34	VARIES	692
6a3	SLAB TRANSV. BOTT. ENDS	32	VARIES	651	32	VARIES	651	32	VARIES	651
5b1	SLAB LONGITUDINAL, TOP & BOTT.	183	40'-0	7,635	183	40'-0	7,635	244	40'-0	10,180
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS	122	33'-1	4,210	122	39'-4	5,005	122	26'-5	3,361
6b3	SLAB LONGITUDINAL, TOP @ PIERS	—	—	—	—	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—
5d1	PIER DIAPH. ENDS	12	3'-9	47	12	3'-9	47	12	3'-9	47
5d2	PIER & ABUT. DIAPH. LONGIT.	54	7'-3	408	54	7'-3	408	54	7'-0	394
5d3	PIER & ABUT. DIAPH. LONGIT.	18	6'-3	117	18	6'-3	117	18	5'-11	111
5d4	PIER DIAPH. LONGIT.	6	10'-2	64	6	10'-2	64	6	10'-2	64
5d5	ABUT. DIAPH. ENDS	12	5'-5	68	12	5'-5	68	12	5'-5	68
5d6	ABUT. DIAPH. LONGIT. B.F.	8	30'-6	254	8	30'-6	254	8	30'-6	254
5d7	PAVING NOTCH LONGIT.	4	30'-10	129	4	30'-10	129	4	30'-10	129
5d8	ABUT. DIAPH. WING EXT. LONGIT.	—	—	—	—	—	—	48	10'-8	534
5e1	PIER DIAPH. HOOPS	24	10'-4	259	24	10'-4	259	24	11'-4	284
5e2	PIER DIAPH. TIES ENDS	4	2'-7	11	4	2'-7	11	4	2'-7	11
5e3	PIER DIAPH. TIES	24	3'-5	86	24	3'-5	86	24	3'-5	86
5e4	PIER DIAPH. HOOPS ENDS	4	9'-6	40	4	9'-6	40	4	10'-6	44
8f1	ABUT. FOOTING LONGIT.	18	30'-6	1,466	18	30'-6	1,466	18	30'-8	1,474
8f3	ABUT. EXTENSION LONGIT.	—	—	—	—	—	—	16	10'-4	441
8f4	ABUT. EXTENSION LONGIT.	—	—	—	—	—	—	8	7'-9	166
8f5	ABUT. EXTENSION LONGIT.	—	—	—	—	—	—	8	9'-0	192
8g1	ABUT. VERT.	92	6'-2	1,515	92	6'-2	1,515	88	6'-8	1,566
8g3	ABUT. DIAPH. VERT. B.F.	38	15'-3	1,547	38	15'-3	1,547	38	15'-9	1,598
6g4	ABUT. DIAPH. WING EXT. VERT.	—	—	—	—	—	—	40	6'-0	360
5h1	ABUT. WING HORIZ.	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	8	4'-0	33
5j1	TOP OF SLAB TRANSV. (AT RAIL)	422	6'-3	2,751	452	6'-3	2,946	482	6'-3	3,142
5k1	PAVING NOTCH	40	4'-9	198	40	4'-9	198	40	4'-9	198
5k2	PAVING NOTCH	40	3'-5	143	40	3'-5	143	40	3'-5	143
5p1	ABUTMENT HOOPS (WOOD/STEEL)	80/80	10'-6	876/876	88/80	10'-6	964/876	88	10'-6	964
5p2	ABUTMENT HOOPS	8	11'-5	95	8	11'-5	95	24	10'-8	267
6p3	ABUT. BOTT. AT PILES	—	—	—	—	—	—	24	6'-8	240
5p4	ABUT. HOOPS AT ENDS	—	—	—	—	—	—	8	11'-5	95
5s1	WING VERT.	56	VARIES	263	56	VARIES	263	56	VARIES	263
4t1	UNDER BEAMS AT ABUTMENTS	8	4'-9	25	8	4'-9	25	8	5'-0	27
#2	PILE SPIRAL (WOOD/STEEL)	22/10	38'-6	141/64	24/10	38'-6	154/64	16	38'-6	103
	SPIRAL SPACERS, $L\frac{7}{8}\times\frac{7}{8}\times\frac{1}{8}\times$ 0.70 (WOOD/STL.)	44/20	1'-10	56/26	48/20	1'-10	62/26	32	1'-10	41
	OPEN RAIL			10,154			10,665			12,170
	TOTAL W/ WOOD PILES			52,143			55,079			—
	TOTAL W/ STEEL H-PILES			52,036			54,865			61,041

BAR	LOCATION	℄-℄ ABUT. BRG. 213'-10			226'-4			243'-0		
	℄-℄ BEAM BRG.	67'-6	75'-10	67'-6	71'-8	80'-0	71'-8	80'-0	80'-0	80'-0
	BEAM SERIES	C BEAM			C BEAM			C BEAM		
		NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
6a1	SLAB TRANSV. TOP & BOTT.	487	26'-10	19,628	517	26'-10	20,837	557	26'-10	22,449
6a2	SLAB TRANSV. TOP ENDS	34	VARIES	692	34	VARIES	692	34	VARIES	692
6a3	SLAB TRANSV. BOTT. ENDS	32	VARIES	651	32	VARIES	651	32	VARIES	651
5b1	SLAB LONGITUDINAL, TOP & BOTT.	244	40'-0	10,180	244	40'-0	10,180	305	40'-0	12,725
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS	122	32'-8	4,157	122	38'-11	4,952	122	28'-1	3,573
6b3	SLAB LONGITUDINAL, TOP @ PIERS	—	—	—	—	—	—	—	—	—
7b3	SLAB LONGITUDINAL, TOP @ PIERS	—	—	—	—	—	—	—	—	—
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'-9	47	12	3'-9	47	12	3'-9	47
5d2	PIER & ABUT. DIAPH. LONGIT.	54	7'-0	394	54	7'-0	394	54	7'-0	394
5d3	PIER & ABUT. DIAPH. LONGIT.	18	5'-11	111	18	5'-11	111	18	5'-11	111
5d4	PIER DIAPH. LONGIT.	6	10'-2	64	6	10'-2	64	6	10'-2	64
5d5	ABUT. DIAPH. ENDS	12	5'-5	68	12	5'-5	68	12	5'-5	68
5d6	ABUT. DIAPH. LONGIT. B.F.	8	30'-6	254	8	30'-6	254	8	30'-6	254
5d7	PAVING NOTCH LONGIT.	4	30'-10	129	4	30'-10	129	4	30'-10	129
5d8	ABUT. DIAPH. WING EXT. LONGIT.	48	10'-8	534	48	10'-8	534	48	10'-8	534
5e1	PIER DIAPH. HOOPS	24	11'-4	284	24	11'-4	284	24	11'-4	284
5e2	PIER DIAPH. TIES ENDS	4	2'-7	11	4	2'-7	11	4	2'-7	11
5e3	PIER DIAPH. TIES	24	3'-5	86	24	3'-5	86	24	3'-5	86
5e4	PIER DIAPH. HOOPS ENDS	4	10'-6	44	4	10'-6	44	4	10'-6	44
8f1	ABUT. FOOTING LONGIT.	18	30'-8	1,474	18	30'-8	1,474	18	30'-8	1,474
8f3	ABUT. EXTENSION LONGIT.	16	10'-4	441	16	10'-4	441	16	10'-4	441
8f4	ABUT. EXTENSION LONGIT.	8	7'-9	166	8	7'-9	166	8	7'-9	166
8f5	ABUT. EXTENSION LONGIT.	8	9'-0	192	8	9'-0	192	8	9'-0	192
8g1	ABUT. VERT.	88	6'-8	1,566	88	6'-8	1,566	88	6'-9	1,586
8g3	ABUT. DIAPH. VERT. B.F.	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'-1	365	40	6'-1	365
5h1	ABUT. WING HORIZ.	56	6'-8	389	56	6'-8	389	56	6'-8	389
5h2	ABUT. TO WING ANCHOR	8	4'-0	33	8	4'-0	33	8	4'-0	33
5j1	TOP OF SLAB TRANSV. (AT RAIL)	512	6'-3	3,338	542	6'-3	3,533	582	6'-3	3,794
5k1	PAVING NOTCH	40	4'-9	198	40	4'-9	198	40	4'-9	198
5k2	PAVING NOTCH	40	3'-5	143	40	3'-5	143	40	3'-5	143
5p1	ABUTMENT HOOPS (WOOD/STEEL)	88	10'-6	964	88	10'-6	964	88	10'-6	964
5p2	ABUTMENT HOOPS	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
5p4	ABUT. HOOPS AT ENDS	8	11'-5	95	8	11'-5	95	8	11'-5	95
5s1	WING VERT.	56	VARIES	263	56	VARIES	263	56	VARIES	263
4t1	UNDER BEAMS AT ABUTMENTS	8	5'-0	27	8	5'-0	27	8	5'-0	27
#2	PILE SPIRAL (WOOD/STEEL)	16	38'-6	103	16	38'-6	103	16	38'-6	103
	SPIRAL SPACERS, $L\frac{7}{8}\times\frac{7}{8}\times\frac{1}{8}\times$ 0.70 (WOOD/STL.)	32	1'-10	41	32	1'-10	41	32	1'-10	41
	OPEN RAIL			12,629			13,375			14,140
	TOTAL W/ WOOD PILES			—			—			—
	TOTAL W/ STEEL H-PILES			64,398			67,481			71,305



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 - 24' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

HL93 SUPERSTRUCTURE DECEMBER, 2006 HS25 SUBSTRUCTURE

DECK & ABUTMENT REINF.
30° SKEW

H24-23-06