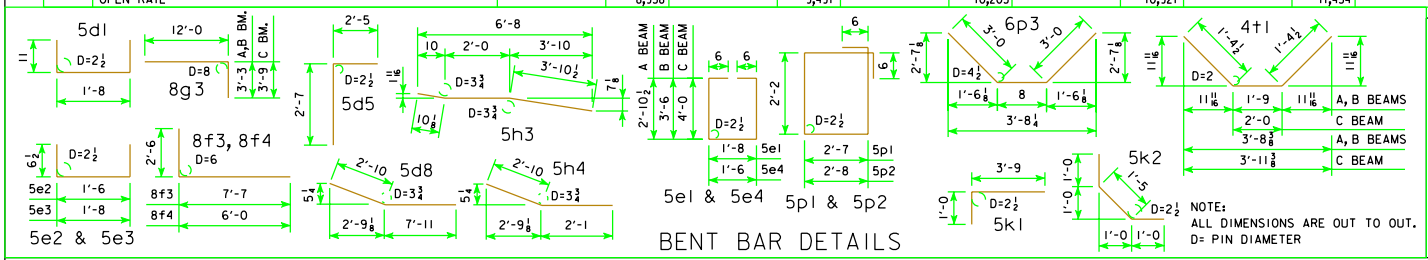
REINFORCING BAR LIST

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	42'-10	21,810	369	42'-10	23,740	399	42'-10	25,670	429	42'-10	27,600	459	42'-10	29,530	489	42'-10	31,460	519	42'-10	33,390	549	42'-10	35,320	589	42'-10	37,894
5b1	SLAB LONGITUDINAL, TOP & BOTT.		202	40'-0	8,427	202	40'-0	8,427	303	40'-0	12,641	303	40'-0	12,641	303	40'-0	12,641	404	40'-0	16,855	404	40'-0	16,855	404	40'-0	16,855	505	40'-0	21,069
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS		202	33'-9	7,111	202	40'-0	8,427	202	27'-3	5,741	202	33'-6	7,058	202	39'-9	8,375	202	27'-0	5,689	202	33'-3	7,005	202	39'-6	8,322	202	28'-10	6,075
6b3	SLAB LONGITUDINAL, TOP ⌀ PIERS		92	12'-10	1,773	92	13'-10	1,912	92	14'-10	2,050	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7b3	SLAB LONGITUDINAL, TOP ⌀ PIERS		—	—	—	—	—	—	—	—	—	92	15'-10	2,977	92	17'-0	3,197	92	18'-0	3,385	—	—	—	—	—	—	—	—	—
8b3	SLAB LONGITUDINAL, TOP ⌀ PIERS		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	92	19'-0	4,667	92	20'-0	4,913	92	20'-0	4,913
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.		90	6'-8	626	90	6'-8	626	90	6'-8	626	90	6'-8	626	90	6'-8	626	90	6'-5	602	90	6'-5	602	90	6'-5	602	90	6'-5	602
5d3	PIER & ABUT. DIAPH. LONGIT.		30	5'-9	180	30	5'-9	180	30	5'-9	180	30	5'-9	180	30	5'-9	180	30	5'-6	172	30	5'-6	172	30	5'-6	172	30	5'-6	172
5d4	PIER DIAPH. LONGIT.		2	39'-9	83	2	39'-9	83	2	39'-9	83	2	39'-9	83	2	39'-9	83	2	39'-9	83	2	39'-9	83	2	39'-9	83	2	39'-9	83
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.		16	22'-6	375	16	22'-6	375	16	22'-6	375	16	22'-6	375	16	22'-6	375	16	22'-6	375	16	22'-6	375	16	22'-6	375	16	22'-6	375
5d7	PAVING NOTCH LONGIT.		8	22'-2	185	8	22'-2	185	8	22'-2	185	8	22'-2	185	8	22'-2	185	8	22'-2	185	8	22'-2	185	8	22'-2	185	8	22'-2	185
5d8	ABUT. DIAPH. WING EXT. LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	10'-9	269	24	10'-9	269	24	10'-9	269	24	10'-9	269
5d9	ABUT. DIAPH. WING EXT. LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	10'-8	267	24	10'-8	267	24	10'-8	267	24	10'-8	267
5e1	PIER DIAPH. HOOPS		40	8'-5	351	40	8'-5	351	40	9'-8	403	40	9'-8	403	40	9'-8	403	40	10'-8	445	40	10'-8	445	40	10'-8	445	40	10'-8	445
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		40	2'-9	115	40	2'-9	115	40	2'-9	115	40	2'-9	115	40	2'-9	115	40	2'-9	115	40	2'-9	115	40	2'-9	115	40	2'-9	115
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.		36	23'-10	2,291	36	23'-10	2,291	36	23'-10	2,291	36	23'-10	2,291	36	23'-10	2,291	36	23'-11	2,299	36	23'-11	2,299	36	23'-11	2,299	36	23'-11	2,299
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.		136	6'-8	2,421	136	6'-8	2,421	136	7'-3	2,633	136	7'-3	2,633	136	7'-3	2,633	132	7'-9	2,731	132	7'-9	2,731	132	7'-9	2,731	132	7'-10	2,761
8g3	ABUT. DIAPH. VERT. B.F.		62	15'-3	2,524	62	15'-3	2,524	62	15'-3	2,524	62	15'-3	2,524	62	15'-3	2,524	62	15'-9	2,607	62	15'-9	2,607	62	15'-9	2,607	62	15'-9	2,607
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. B.F.		28	6'-8	195	28	6'-8	195	28	6'-8	195	28	6'-8	195	28	6'-8	195	36	6'-8	250	36	6'-8	250	36	6'-8	250	36	6'-8	250
5h2	ABUT. TO WING ANCHOR		56	4'-11	287	56	4'-11	287	56	4'-11	287	56	4'-11	287	56	4'-11	287	12	4'-11	62	12	4'-11	62	12	4'-11	62	12	4'-11	62
5h3	ABUT. WING HORIZ. TRAFFIC FACE		28	6'-9	197	28	6'-9	197	28	6'-9	197	28	6'-9	197	28	6'-9	197	36	6'-9	253	36	6'-9	253	36	6'-9	253	36	6'-9	253
5h4	ABUT. TO WING ANCHOR		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12	4'-11	62	12	4'-11	62	12	4'-11	62	12	4'-11	62
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		66	4'-9	327	66	4'-9	327	66	4'-9	327	66	4'-9	327	66	4'-9	327	66	4'-9	327	66	4'-9	327	66	4'-9	327	66	4'-9	327
5k2	PAVING NOTCH		66	3'-5	235	66	3'-5	235	66	3'-5	235	66	3'-5	235	66	3'-5	235	66	3'-5	235	66	3'-5	235	66	3'-5	235	66	3'-5	235
5p1	ABUTMENT HOOPS (WOOD/STEEL)		112/128	10'-6	1227/1402	120/128	10'-6	1314/1402	128/128	10'-6	1402/1402	128/128	10'-6	1402/1402	136/120	10'-6	1489/1314	128	10'-6	1,402	128	10'-6	1,402	128	10'-6	1,402	144	10'-6	1,577
5p2	ABUTMENT HOOPS		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	10'-8	267	24	10'-8	267	24	10'-8	267	24	10'-8	267
6p3	ABUT. BOTT. AT PILES		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32	6'-8	320	32	6'-8	320	32	6'-8	320	36	6'-8	360
5s1	WING VERT.		64	5'-10	389	64	5'-10	389	64	6'-2	412	64	6'-2	412	64	6'-2	412	64	6'-11	462	64	6'-11	462	64	6'-11	462	64	6'-11	462
4t1	UNDER BEAMS AT ABUTMENTS		12	4'-6	36	12	4'-6	36	12	4'-6	36	12	4'-6	36	12	4'-6	36	12	4'-9	38	12	4'-9	38	12	4'-9	38	12	4'-9	38
#2	PILE SPIRAL (WOOD/STEEL)*		28/12	38'-6	180/77	30/14	38'-6	193/90	32/14	38'-6	206/90	32/14	38'-6	206/90	34/16	38'-6	219/103	20	38'-6	129	20	38'-6	129	20	38'-6	129	22	38'-6	141
	SPIRAL SPACERS, L 7/8 x 7/8 x 1/8 x 0.70 (WOOD/STL.)*		84/36	1'-10	108/46	90/42	1'-10	116/54	96/42	1'-10	123/54	96/42	1'-10	123/54	102/48	1'-10	131/62	60	1'-10	77	60	1'-10	77	60	1'-10	77	66	1'-10	85
	*EPOXY COATING NOT REQUIRED																												
	SUB TOTAL W/ WOOD PILES**				53,808			57,497			61,689			66,059			69,830			—			—			—			—
	SUB TOTAL W/ STEEL H-PILES**				53,818			57,420			61,504			65,874			69,470			75,951			80,675			84,368			89,435
	**RAIL REINFORCING NOT INCLUDED																												
	BARRIER RAIL				8,215			8,788			9,347			9,879			10,478			11,445			12,003			12,576			13,312
	OPEN RAIL				8,958			9,491			10,205			10,921			11,454			13,399			13,870			14,648			15,438

EPOXY COATED REINFORCING



BENT BAR DETAILS

REVISED 10-09 - THE WING & ABUTMENT QUANTITIES WERE CHANGED.

10-09
LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 40' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

AUGUST, 2009

DECK & ABUTMENT REINF.
0° SKEW

H40-10-06