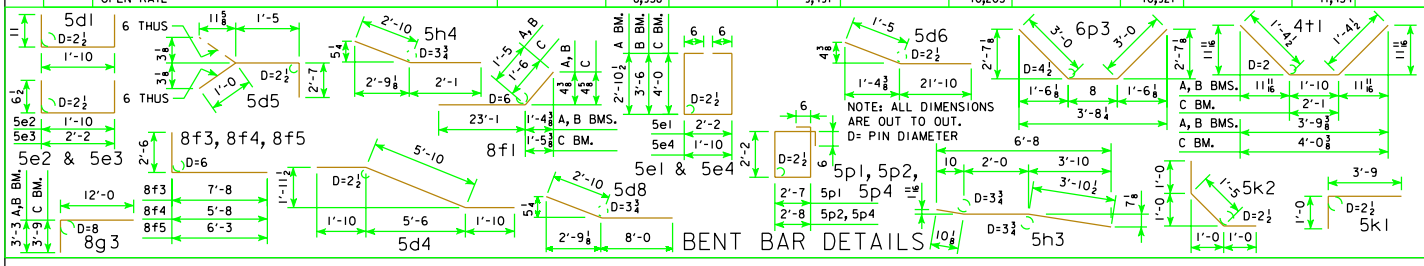
REINFORCING BAR LIST

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.		313	42'-10	20,137	343	42'-10	22,067	373	42'-10	23,997	403	42'-10	25,927	433	42'-10	27,857	463	42'-10	29,787	493	42'-10	31,717	523	42'-10	33,648	563	42'-10	36,221
6a2	SLAB TRANSV. TOP ENDS		26	VARIES	825	26	VARIES	825	26	VARIES	825	26	VARIES	825	26	VARIES	825	26	VARIES	825	26	VARIES	825	26	VARIES	825	26	VARIES	825
6a3	SLAB TRANSV. BOTT. ENDS		26	VARIES	885	26	VARIES	885	26	VARIES	885	26	VARIES	885	26	VARIES	885	26	VARIES	885	26	VARIES	885	26	VARIES	885	26	VARIES	885
5b1	SLAB LONGITUDINAL, TOP & BOTT.		202	40'-0	8,427	303	40'-0	12,641	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'-10	7,128	202	21'-1	4,442	202	27'-4	5,759	202	33'-7	7,076	202	39'-10	8,392	202	27'-1	5,706	202	33'-4	7,023	202	39'-7	8,340	202	28'-11	6,092
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'-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.		90	6'-11	649	90	6'-11	649	90	6'-11	649	90	6'-11	649	90	6'-11	649	90	6'-8	626	90	6'-8	626	90	6'-8	626	90	6'-8	626
5d3	PIER & ABUT. DIAPH. LONGIT.		30	6'-0	188	30	6'-0	188	30	6'-0	188	30	6'-0	188	30	6'-0	188	30	5'-9	180	30	5'-9	180	30	5'-9	180	30	5'-9	180
5d4	PIER DIAPH. LONGIT.		10	9'-6	99	10	9'-6	99	10	9'-6	99	10	9'-6	99	10	9'-6	99	10	9'-6	99	10	9'-6	99	10	9'-6	99	10	9'-6	99
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	23'-3	388	16	23'-3	388	16	23'-3	388	16	23'-3	388	16	23'-3	388	16	23'-3	388	16	23'-3	388	16	23'-3	388	16	23'-3	388
5d7	PAVING NOTCH LONGIT.		8	22'-11	191	8	22'-11	191	8	22'-11	191	8	22'-11	191	8	22'-11	191	8	22'-11	191	8	22'-11	191	8	22'-11	191	8	22'-11	191
5d8	ABUT. DIAPH. WING EXT. LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	10'-10	271	24	10'-10	271	24	10'-10	271	24	10'-10	271
5d9	ABUT. DIAPH. WING EXT. LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	10'-9	269	24	10'-9	269	24	10'-9	269	24	10'-9	269
5e1	PIER DIAPH. HOOPS		40	8'-11	372	40	8'-11	372	40	10'-2	424	40	10'-2	424	40	10'-2	424	40	11'-2	466	40	11'-2	466	40	11'-2	466	40	11'-2	466
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'-3	136	40	3'-3	136	40	3'-3	136	40	3'-3	136	40	3'-3	136	40	3'-3	136	40	3'-3	136	40	3'-3	136	40	3'-3	136
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.		36	24'-6	2,355	36	24'-6	2,355	36	24'-6	2,355	36	24'-6	2,355	36	24'-6	2,355	36	24'-7	2,363	36	24'-7	2,363	36	24'-7	2,363	36	24'-7	2,363
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.		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)		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		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)		104/120	10'-6	1139/1314	112/120	10'-6	1227/1314	120/120	10'-6	1314/1314	120/120	10'-6	1314/1314	128/112	10'-6	1402/1227	120	10'-6	1,314	120	10'-6	1,314	120	10'-6	1,314	136	10'-6	1,489
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		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32	6'-8	320	32	6'-8	320	32	6'-8	320	36	6'-8	360
5p4	ABUT. HOOPS AT ENDS		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	10'-8	89	8	10'-8	89	8	10'-8	89	8	10'-8	89
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'-7	37	12	4'-7	37	12	4'-7	37	12	4'-7	37	12	4'-7	37	12	4'-10	39	12	4'-10	39	12	4'-10	39	12	4'-10	39
#2	PILE SPIRAL (WOOD/STEEL)*		28/14	38'-6	180/90	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.)*		84/42	1'-10	108/54	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**				54,028			57,930			61,909			66,279			70,050			—			—			—			—
	SUB TOTAL W/ STEEL H-PILES**				54,059			57,852			61,724			66,094			69,690			76,176			80,901			84,595			89,660
	**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



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.
15° SKEW

H40-16-06