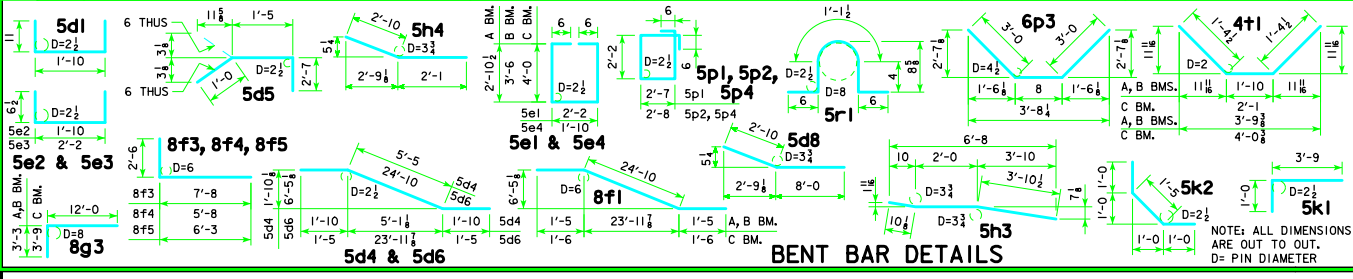


REVISED 12-10 - CORRECTED THE OPEN RAIL REBAR QUANTITIES FOR THE 201'-4, 213'-0, 213'-0, 213'-0, 226'-4, & 243'-0 BRIDGE LENGTHS.

REINFORCING BAR LIST		ABUT. BRG.		138'-10		151'-4		163'-10		176'-4		188'-10		201'-4		213'-10		226'-4		243'-0		
ONE SUPERSTRUCTURE AND TWO ABUTMENTS		BEAM BRG.		A BEAM		A BEAM		B BEAM		B BEAM		B BEAM		C BEAM		C BEAM		C BEAM		C BEAM		
BAR	LOCATION	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.	325	26'-10	13,099	355	26'-10	14,308	385	26'-10	15,517	415	26'-10	16,726	445	26'-10	17,935	475	26'-10	19,144	505	26'-10	20,353
6a2	SLAB TRANSV. TOP ENDS	14	VARIES	315	16	VARIES	315	16	VARIES	315	16	VARIES	315	16	VARIES	315	16	VARIES	315	16	VARIES	315
6a3	SLAB TRANSV. BOTT. ENDS	14	VARIES	276	14	VARIES	276	14	VARIES	276	14	VARIES	276	14	VARIES	276	14	VARIES	276	14	VARIES	276
5b1	SLAB LONGITUDINAL, TOP & BOTT.	122	40'-0	5,090	122	40'-0	5,090	183	40'-0	7,635	183	40'-0	7,635	183	40'-0	7,635	244	40'-0	10,180	244	40'-0	10,180
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS	122	33'-4	4,242	122	39'-7	5,037	122	26'-8	3,393	122	32'-11	4,189	122	39'-2	4,984	122	26'-3	3,340	122	32'-6	4,135
6b3	SLAB LONGITUDINAL, TOP @ PIERS	50	12'-10	964	50	13'-10	1,039	50	14'-10	1,114	50	15'-10	1,189	50	17'-0	1,264	50	18'-0	1,339	50	19'-0	1,414
7b3	SLAB LONGITUDINAL, TOP @ PIERS	50	12'-10	964	50	13'-10	1,039	50	14'-10	1,114	50	15'-10	1,189	50	17'-0	1,264	50	18'-0	1,339	50	19'-0	1,414
8b3	SLAB LONGITUDINAL, TOP @ PIERS	50	12'-10	964	50	13'-10	1,039	50	14'-10	1,114	50	15'-10	1,189	50	17'-0	1,264	50	18'-0	1,339	50	19'-0	1,414
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
5d2	PIER & ABUT. DIAPH. LONGIT.	54	6'-6	366	54	6'-6	366	54	6'-6	366	54	6'-6	366	54	6'-6	366	54	6'-6	366	54	6'-6	366
5d3	PIER & ABUT. DIAPH. LONGIT.	18	5'-7	105	18	5'-7	105	18	5'-7	105	18	5'-7	105	18	5'-7	105	18	5'-7	105	18	5'-7	105
5d4	PIER DIAPH. LONGIT.	6	9'-1	57	6	9'-1	57	6	9'-1	57	6	9'-1	57	6	9'-1	57	6	9'-1	57	6	9'-1	57
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
5d6	ABUT. DIAPH. LONGIT. B.F.	8	27'-8	231	8	27'-8	231	8	27'-8	231	8	27'-8	231	8	27'-8	231	8	27'-8	231	8	27'-8	231
5d7	PAVING NOTCH LONGIT.	4	27'-8	115	4	27'-8	115	4	27'-8	115	4	27'-8	115	4	27'-8	115	4	27'-8	115	4	27'-8	115
5d8	ABUT. DIAPH. WING EXT. LONGIT.	24	8'-11	223	24	8'-11	223	24	10'-2	254	24	10'-2	254	24	10'-2	254	24	11'-2	280	24	11'-2	280
5e1	PIER DIAPH. HOOPS	24	8'-11	223	24	8'-11	223	24	10'-2	254	24	10'-2	254	24	10'-2	254	24	11'-2	280	24	11'-2	280
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
5e3	PIER DIAPH. TIES	24	3'-3	81	24	3'-3	81	24	3'-3	81	24	3'-3	81	24	3'-3	81	24	3'-3	81	24	3'-3	81
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
8f1	ABUT. FOOTING LONGIT.	18	27'-8	1,330	18	27'-8	1,330	18	27'-8	1,330	18	27'-8	1,330	18	27'-8	1,330	18	27'-8	1,330	18	27'-8	1,330
8f3	ABUT. EXTENSION LONGIT.	16	10'-2	434	16	10'-2	434	16	10'-2	434	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	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	8	8'-9	187	8	8'-9	187	8	8'-9	187
8g1	ABUT. VERT.	92	5'-7	1,371	92	5'-7	1,371	92	6'-2	1,515	92	6'-2	1,515	92	6'-2	1,515	88	6'-8	1,566	88	6'-8	1,566
8g3	ABUT. DIAPH. VERT. B.F.	38	15'-3	1,547	38	15'-3	1,547	38	15'-3	1,547	38	15'-3	1,547	38	15'-3	1,547	38	15'-9	1,598	38	15'-9	1,598
6g4	ABUT. DIAPH. WING EXT. VERT.	40	6'-0	360	40	6'-0	360	40	6'-0	360	40	6'-0	360	40	6'-0	360	40	6'-0	360	40	6'-0	360
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
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
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
5h4	ABUT. TO WING ANCHOR	12	4'-11	62	12	4'-11	62	12	4'-11	62	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
5k1	PAVING NOTCH	42	4'-9	208	42	4'-9	208	42	4'-9	208	42	4'-9	208	42	4'-9	208	42	4'-9	208	42	4'-9	208
5k2	PAVING NOTCH	42	3'-5	150	42	3'-5	150	42	3'-5	150	42	3'-5	150	42	3'-5	150	42	3'-5	150	42	3'-5	150
5p1	ABUTMENT HOOPS (WOOD/STEEL)	72/80	10'-6	789/876	80/80	10'-6	876/876	80/80	10'-6	876/876	80/80	10'-6	876/876	80/80	10'-6	876/876	88	10'-6	964	88	10'-6	964
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
6p3	ABUT. BOTT. AT PILES	24	6'-8	240	24	6'-8	240	24	6'-8	240	24	6'-8	240	24	6'-8	240	24	6'-8	240	24	6'-8	240
5p4	ABUT. HOOPS AT ENDS	8	10'-8	89	8	10'-8	89	8	10'-8	89	8	10'-8	89	8	10'-8	89	8	10'-8	89	8	10'-8	89
5r1	PAVING BLOCK LIFTING LOOPS	8	2'-10	24	8	2'-10	24	8	2'-10	24	8	2'-10	24	8	2'-10	24	8	2'-10	24	8	2'-10	24
5s1	WING VERT.	64	5'-10	389	64	5'-10	389	64	6'-2	412	64	6'-2	412	64	6'-11	462	64	6'-11	462	64	6'-11	462
4t1	UNDER BEAMS AT ABUTMENTS	8	4'-7	24	8	4'-7	24	8	4'-7	24	8	4'-7	24	8	4'-7	24	8	4'-10	26	8	4'-10	26
#2	PILE SPIRAL (WOOD/STEEL)	20/10	38'-6	129/64	22/10	38'-6	141/64	22/10	38'-6	141/64	22/10	38'-6	141/64	22/12	38'-6	141/77	16	38'-6	103	16	38'-6	103
	SPIRAL SPACERS, L 7/8 x 7/8 x 1/8 x 0.70 (WOOD/STL.)	60/30	1'-10	77/39	66/30	1'-10	85/39	66/30	1'-10	85/39	66/30	1'-10	85/39	66/36	1'-10	85/46	48	1'-10	62	48	1'-10	62
	OPEN RAIL			8,856			9,379			10,085			10,793			11,313			13,036			13,504
	TOTAL W/ WOOD PILES			43,173			46,078			49,367			52,780			55,619			62,100			65,465
	TOTAL W/ STEEL H-PILES			43,157			45,955			49,244			52,657			55,516			62,100			65,465



Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 24' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

DECEMBER, 2006

DECK & ABUTMENT REINF. **H24-16-06**

15° SKEW

LATEST REVISION DATE: _____

APPROVED BY BRIDGE ENGINEER: *Norman E. McQuinn*

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