

BILL OF REINFORCING STEEL FOR SUPERSTRUCTURE - 150' BRIDGE

LOCATION	SKEW	SHAPE	0°				15°				30°				45°			
			BAR NO.	LENGTH	WEIGHT		BAR NO.	LENGTH	WEIGHT		BAR NO.	LENGTH	WEIGHT		BAR NO.	LENGTH	WEIGHT	
SLAB LONGITUDINAL BOTTOM			10a1	39	32'-9	5497	39	32'-9	5497	39	32'-9	5497	39	32'-9	5497	39	32'-9	5497
SLAB LONGITUDINAL BOTTOM			10a2	39	51'-6	8643	39	51'-6	8643	39	51'-6	8643	39	51'-6	8643	39	51'-6	8643
SLAB LONGITUDINAL BOTTOM			10a3	39	48'-6	8140	39	48'-6	8140	39	48'-6	8140	39	48'-6	8140	39	48'-6	8140
SLAB LONGITUDINAL BOTTOM			9c4	40	36'-3	4930	40	36'-3	4930	40	36'-3	4930	40	36'-3	4930	40	36'-3	4930
SLAB LONGITUDINAL BOTTOM			9c5	20	45'-0	3060	20	45'-0	3060	20	45'-0	3060	20	45'-0	3060	20	45'-0	3060
SLAB LONGITUDINAL BOTTOM, AT RAIL			9c6	8	44'-7	1213	8	44'-7	1213	8	44'-7	1213	8	44'-7	1213	8	44'-7	1213
SLAB LONGITUDINAL BOTTOM, AT RAIL			9c7	8	13'-0	354	8	13'-0	354	8	13'-0	354	8	13'-0	354	8	13'-0	354
SLAB LONGITUDINAL BOTTOM, AT RAIL			9c8	4	56'-8	771	4	56'-8	771	4	56'-8	771	4	56'-8	771	4	56'-8	771
SLAB LONGITUDINAL BOTTOM, AT RAIL			10a9	8	37'-6	1291	8	37'-6	1291	8	37'-6	1291	8	37'-6	1291	8	37'-6	1291
SLAB LONGITUDINAL BOTTOM, AT RAIL			10a10	4	35'-0	603	4	35'-0	603	4	35'-0	603	4	35'-0	603	4	35'-0	603
SLAB LONGITUDINAL TOP			6b1	39	7'-9	454	39	7'-9	454	39	7'-9	454	39	7'-9	454	39	7'-9	454
SLAB LONGITUDINAL TOP			11b2	39	32'-9	6787	39	32'-9	6787	39	32'-9	6787	39	32'-9	6787	39	32'-9	6787
SLAB LONGITUDINAL TOP			11b3	39	28'-6	5906	39	28'-6	5906	39	28'-6	5906	39	28'-6	5906	39	28'-6	5906
SLAB LONGITUDINAL TOP			8b4	39	33'-2	3454	39	33'-2	3454	39	33'-2	3454	39	33'-2	3454	39	33'-2	3454
SLAB LONGITUDINAL TOP			11b5	40	30'-0	6376	40	30'-0	6376	40	30'-0	6376	40	30'-0	6376	40	30'-0	6376
SLAB LONGITUDINAL TOP			6b6	20	37'-4	1122	20	37'-4	1122	20	37'-4	1122	20	37'-4	1122	20	37'-4	1122
SLAB LONGITUDINAL TOP, AT RAIL			6b8	8	35'-0	421	8	35'-0	421	8	35'-0	421	8	35'-0	421	8	35'-0	421
SLAB LONGITUDINAL TOP, AT RAIL			11b9	8	35'-6	1509	8	35'-6	1509	8	35'-6	1509	8	35'-6	1509	8	35'-6	1509
SLAB LONGITUDINAL TOP, AT RAIL			6b10	4	28'-0	169	4	28'-0	169	4	28'-0	169	4	28'-0	169	4	28'-0	169
SLAB LONGITUDINAL TOP, AT RAIL			7b11	8	40'-9	667	8	40'-9	667	8	40'-9	667	8	40'-9	667	8	40'-9	667
SLAB LONGITUDINAL TOP, AT RAIL			11b12	8	25'-6	1084	8	25'-6	1084	8	25'-6	1084	8	25'-6	1084	8	25'-6	1084
SLAB TRANSVERSE, BOTTOM			6c1	147	32'-10	7250	147	34'-0	7507	134	32'-10	6609	120	32'-10	5918			
SLAB TRANSVERSE ENDS, BOTTOM			6c2	-	-	-	-	-	-	30	VARIABLES	797	56	VARIABLES	1486			
SLAB TRANSVERSE, TOP			5d1	147	32'-10	5035	147	34'-0	5213	134	32'-10	4589	120	32'-10	4110			
SLAB TRANSVERSE ENDS, TOP			5d2	-	-	-	-	-	-	30	VARIABLES	553	56	VARIABLES	1032			
SLAB, TRANSVERSE AT ABUTMENT			8e1	18	32'-10	1578	-	-	-	-	-	-	-	-	-	-	-	-
SLAB, TRANSVERSE AT ABUTMENT			8e2	-	-	-	18	33'-11	1631	18	37'-6	1803	18	45'-4	2179			
SLAB, HAIRPINS, AT ABUTMENT			6e3	72	5'-0	541	72	5'-1	550	72	5'-5	586	72	6'-1	658			
SLAB, DIAGONALS, AT ABUTMENT			6e4	72	5'-11	640	72	5'-11	640	72	5'-11	640	72	5'-11	640			
PIER CAP HOOPS			5h1	44	8'-6	391	44	8'-6	391	44	8'-6	391	44	8'-6	391	66	8'-6	586
PIER CAP ENDS			8h2	4	14'-5	154	4	14'-5	154	4	14'-5	154	4	14'-5	154			
PIER CAP, BOTTOM LONGITUDINAL			8h3	8	29'-10	638	8	30'-11	661	8	34'-5	736	8	42'-2	901			
PIER CAP, TOP LONGITUDINAL			8h4	4	32'-10	351	4	34'-0	364	4	37'-11	405	4	46'-6	497			
TOP OF SLAB, TRANSVERSE, AT RAIL			5j1	292	8'-6	2589	292	8'-6	2589	292	8'-6	2589	290	8'-6	2571			
WING, VERTICAL			5m1	40	4'-5	185	40	4'-5	185	40	4'-5	185	40	4'-5	185			
WING, HORIZONTAL BACK FACE			5n1	24	6'-8	167	24	6'-8	167	24	6'-8	167	24	6'-8	167			
WING, HORIZONTAL TRAFFIC FACE			5n3	24	6'-9	169	24	6'-9	169	24	6'-9	169	24	6'-9	169			
** PAVING BLOCK LIFTING HOOPS			5x1	10	2'-10	30	10	2'-10	30	10	2'-10	30	10	2'-10	30			
SUB TOTAL - LBS.						82,169			82,702			82,854			83,734			
BARRIER RAIL - SEE LIST ON RAIL SHEET J30-41-06						9161			9161			9161			9161			
OPEN RAIL - SEE LIST ON RAIL SHEET J30-44-06						9605			9605			9605			9605			
TOTAL - LBS.		WITH MONOLITHIC PIER CAP				91,330			91,863			92,015			92,895			
		WITH OPEN RAIL				91,774			92,307			92,459			93,339			
TOTAL - LBS.		WITH NON-MONOLITHIC PIER CAP				89,796			90,293			90,329			90,757			
		WITH OPEN RAIL				90,240			90,737			90,773			91,201			

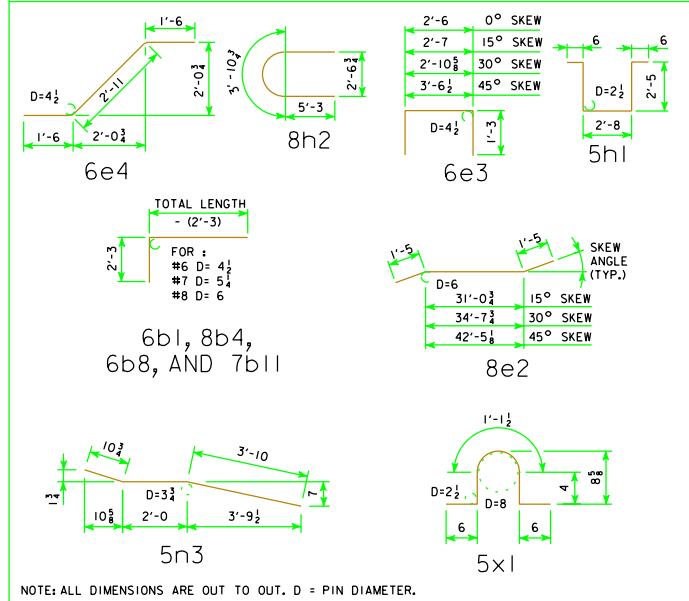
** BARS MAY BE NON-COATED AT CONTRACTOR'S OPTION.

ESTIMATED QUANTITIES FOR SUPERSTRUCTURE - 150' BRIDGE

ITEM	SKEW	WITH MONOLITHIC PIER CAP				WITH NON-MONOLITHIC PIER CAP			
		0°	15°	30°	45°	0°	15°	30°	45°
WITH STRUCTURAL CONCRETE (BRIDGE) C.Y.		393.1	393.8	396.3	401.6	388.5	389.0	391.0	395.2
BARRIER RAIL REINFORCING STEEL EPOXY COATED LBS.		91,330	91,863	92,015	92,895	89,796	90,293	90,329	90,757
CONCRETE BARRIER OR OPEN RAIL LIN. FT.		322.0	322.2	322.9	324.5	322.0	322.2	322.9	324.5
WITH STRUCTURAL CONCRETE (BRIDGE) C.Y.		392.8	393.5	396.0	401.3	388.2	388.7	390.8	394.9
OPEN RAIL REINFORCING STEEL EPOXY COATED LBS.		91,774	92,307	92,459	93,339	90,240	90,737	90,773	91,201

* INCLUDES 4 WINGS @ 0.68 C.Y. EACH AND 2 TEMPORARY PAVING BLOCKS; EXCLUDES RAIL CONCRETE.

BENT BAR DETAILS



07-09 LATEST REVISION DATE	M. C. McQuinn APPROVED BY BRIDGE ENGINEER	<p>Iowa Department of Transportation Highway Division</p>
		STANDARD DESIGN - 30' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006
		SUPERSTRUCTURE DETAILS 150'-0 BRIDGE
EPOXY COATED REINFORCING		

REVISED 07-09 - OPEN RAIL REINF. QTY'S. CHANGED WHICH CHANGED TOTAL REINF. QTY'S.