

REINFORCING BAR LIST			6-6 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			6-6 BEAM BRG.		50'-10 A BEAM		55'-0 A BEAM		59'-2 B BEAM		63'-4 B BEAM		67'-6 B BEAM		71'-8 C BEAM		75'-10 C BEAM		80'-0 C BEAM		80'-0 C BEAM		
BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
60i	SLAB TRANSV. TOP & BOTT.		339	32'-10	16,718	369	32'-10	18,197	399	32'-10	19,677	429	32'-10	21,156	459	32'-10	22,636	489	32'-10	24,115	519	32'-10	25,595
5d1	SLAB LONGITUDINAL, TOP & BOTT.		152	40'-0	6,341	152	40'-0	6,341	228	40'-0	9,512	228	40'-0	9,512	228	40'-0	9,512	304	40'-0	12,683	304	40'-0	12,683
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS		152	33'-9	5,351	152	40'-0	6,341	152	27'-3	4,320	152	33'-6	5,311	152	39'-9	6,302	152	27'-0	4,280	152	33'-3	5,271
6b3	SLAB LONGITUDINAL, TOP @ PIERS		66	12'-10	1,272	66	13'-10	1,371	66	14'-10	1,470												
7b3	SLAB LONGITUDINAL, TOP @ PIERS											66	15'-10	2,136	66	17'-0	2,293	66	18'-0	2,428			
8b3	SLAB LONGITUDINAL, TOP @ PIERS																	66	19'-0	3,348	66	20'-0	3,524
																					66	20'-0	3,524
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
5d2	PIER & ABUT. DIAPH. LONGIT.		72	6'-1	457	72	6'-1	457	72	6'-1	457	72	6'-1	457	72	5'-10	438	72	5'-10	438	72	5'-10	438
5d3	PIER & ABUT. DIAPH. LONGIT.		24	5'-2	129	24	5'-2	129	24	5'-2	129	24	5'-2	129	24	4'-11	123	24	4'-11	123	24	4'-11	123
5d4	PIER DIAPH. LONGIT.		2	29'-9	62	2	29'-9	62	2	29'-9	62	2	29'-9	62	2	29'-9	62	2	29'-9	62	2	29'-9	62
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	32'-9	273	8	32'-9	273	8	32'-9	273	8	32'-9	273	8	32'-9	273	8	32'-9	273	8	32'-9	273
5d7	PAVING NOTCH LONGIT.		4	32'-9	137	4	32'-9	137	4	32'-9	137	4	32'-9	137	4	32'-9	137	4	32'-9	137	4	32'-9	137
5d8	ABUT. DIAPH. WING EXT. LONGIT.																	48	10'-5	522	48	10'-5	522
5e1	PIER DIAPH. HOOPS		32	8'-5	281	32	8'-5	281	32	9'-8	323	32	9'-8	323	32	9'-8	323	32	10'-8	356	32	10'-8	356
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
5e3	PIER DIAPH. TIES		32	2'-9	92	32	2'-9	92	32	2'-9	92	32	2'-9	92	32	2'-9	92	32	2'-9	92	32	2'-9	92
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
8f1	ABUT. FOOTING LONGIT.		18	32'-10	1,578	18	32'-10	1,578	18	32'-10	1,578	18	32'-10	1,578	18	32'-10	1,578	18	33'-0	1,586	18	33'-0	1,586
8f3	ABUT. EXTENSION LONGIT.																	16	10'-1	431	16	10'-1	431
8f4	ABUT. EXTENSION LONGIT.																	16	8'-6	363	16	8'-6	363
8g1	ABUT. VERT.		114	6'-8	2,029	114	6'-8	2,029	114	7'-3	2,207	114	7'-3	2,207	114	7'-3	2,207	110	7'-9	2,276	110	7'-9	2,276
8g3	ABUT. DIAPH. VERT. B.F.		50	15'-3	2,036	50	15'-3	2,036	50	15'-3	2,036	50	15'-3	2,036	50	15'-3	2,036	50	15'-9	2,103	50	15'-9	2,103
6g4	ABUT. DIAPH. WING EXT. VERT.																	40	6'-6	391	40	6'-6	391
5h1	ABUT. WING HORIZ.		56	6'-8	389	56	6'-8	389	56	6'-8	389	56	6'-8	389	56	6'-8	389	56	6'-8	389	56	6'-8	389
5h2	ABUT. TO WING ANCHOR		56	4'-8	273	56	4'-8	273	56	4'-8	273	56	4'-8	273	56	4'-8	273	8	4'-8	39	8	4'-8	39
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
5k1	PAVING NOTCH		54	4'-9	268	54	4'-9	268	54	4'-9	268	54	4'-9	268	54	4'-9	268	54	4'-9	268	54	4'-9	268
5k2	PAVING NOTCH		54	3'-5	192	54	3'-5	192	54	3'-5	192	54	3'-5	192	54	3'-5	192	54	3'-5	192	54	3'-5	192
5p1	ABUTMENT HOOPS (WOOD/STEEL)		80/104	10'-6	876/1139	88/104	10'-6	964/1139	96/104	10'-6	1051/1139	96/88	10'-6	1051/964	104/88	10'-6	1139/964	96	10'-6	1,051	96	10'-6	1,051
5p2	ABUTMENT HOOPS																	24	10'-8	267	24	10'-8	267
6p3	ABUT. BOTT. AT PILES																	24	6'-8	240	24	6'-8	240
5s1	WING VERT.		56	VARIES	263	56	VARIES	263	56	VARIES	263	56	VARIES	263	56	VARIES	263	56	VARIES	263	56	VARIES	263
4t1	UNDER BEAMS AT ABUTMENTS		10	4'-6	30	10	4'-6	30	10	4'-6	30	10	4'-6	30	10	4'-6	30	10	4'-9	32	10	4'-9	32
#2	PILE SPIRAL (WOOD/STEEL)*		20/10	38'-6	129/64	22/10	38'-6	141/64	24/10	38'-6	154/64	24/12	38'-6	154/77	26/12	38'-6	167/77	16	38'-6	103	16	38'-6	103
	SPIRAL SPACERS, L ₁ & L ₂ = 0.70 (WOOD/STL)*		40/20	1'-10	51/26	44/20	1'-10	56/26	48/20	1'-10	62/26	48/24	1'-10	62/31	52/24	1'-10	67/31	32	1'-10	41	32	1'-10	41
	*EPOXY COATING NOT REQUIRED																						
	SUB TOTAL W/ WOOD PILES**				41,582			44,451			47,707			51,039			53,969						
	SUB TOTAL W/ STEEL H-PILES**				41,755			44,519			47,669			50,844			53,668			58,887			
	**RAIL REINFORCING NOT INCLUDED																						
	BARRIER RAIL				8,035			8,608			9,167			9,699			10,298			11,256			
	OPEN RAIL				8,284			8,804			9,494			10,184			10,704			12,210			

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

BENT BAR DETAILS

LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

Thomas E. McQuill

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

HL93 SUPERSTRUCTURE DECEMBER, 2006 HS25 SUBSTRUCTURE

DECK & ABUTMENT REINF. H30-10-06

0° SKEW