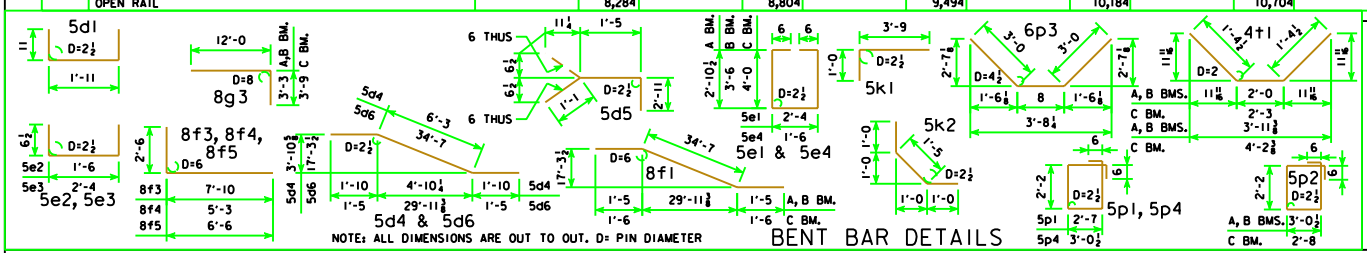
REINFORCING BAR LIST

ONE SUPERSTRUCTURE AND TWO ABUTMENTS

BAR	LOCATION	SHAPE	℄-℄ 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	80'-0
			BEAM SERIES	A BEAM			A BEAM			B BEAM			B BEAM			B BEAM			C BEAM			C BEAM			C BEAM			C BEAM		
				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
6a1	SLAB TRANSV. TOP & BOTT.			299	32'-10	14,745	329	32'-10	16,225	359	32'-10	17,704	389	32'-10	19,184	419	32'-10	20,663	449	32'-10	22,143	479	32'-10	23,622	509	32'-10	25,102	549	32'-10	27,074
6a2	SLAB TRANSV. TOP ENDS			42	VARIES	999	42	VARIES	999	42	VARIES	999	42	VARIES	999	42	VARIES	999	42	VARIES	999	42	VARIES	999	42	VARIES	999	42	VARIES	999
6a3	SLAB TRANSV. BOTT. ENDS			42	VARIES	1,044	42	VARIES	1,044	42	VARIES	1,044	42	VARIES	1,044	42	VARIES	1,044	42	VARIES	1,044	42	VARIES	1,044	42	VARIES	1,044	42	VARIES	1,044
5b1	SLAB LONGITUDINAL, TOP & BOTT.			152	40'-0	6,341	228	40'-0	9,512	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	304	40'-0	12,683	380	40'-0	15,854
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS			152	34'-0	5,390	152	21'-3	3,369	152	27'-6	4,360	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	29'-1	4,611
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'-9	47	12	3'-9	47	12	3'-9	47	12	3'-9	47	12	3'-9	47	12	3'-9	47	12	3'-9	47	12	3'-9	47	12	3'-9	47
5d2	PIER & ABUT. DIAPH. LONGIT.			72	7'-0	526	72	7'-0	526	72	7'-0	526	72	7'-0	526	72	7'-0	526	72	6'-8	501	72	6'-8	501	72	6'-8	501	72	6'-8	501
5d3	PIER & ABUT. DIAPH. LONGIT.			24	5'-11	148	24	5'-11	148	24	5'-11	148	24	5'-11	148	24	5'-11	148	24	5'-8	142	24	5'-8	142	24	5'-8	142	24	5'-8	142
5d4	PIER DIAPH. LONGIT.			8	9'-11	83	8	9'-11	83	8	9'-11	83	8	9'-11	83	8	9'-11	83	8	9'-11	83	8	9'-11	83	8	9'-11	83	8	9'-11	83
5d5	ABUT. DIAPH. ENDS			12	5'-5	68	12	5'-5	68	12	5'-5	68	12	5'-5	68	12	5'-5	68	12	5'-5	68	12	5'-5	68	12	5'-5	68	12	5'-5	68
5d6	ABUT. DIAPH. LONGIT. B.F.			8	37'-5	312	8	37'-5	312	8	37'-5	312	8	37'-5	312	8	37'-5	312	8	37'-5	312	8	37'-5	312	8	37'-5	312	8	37'-5	312
5d7	PAVING NOTCH LONGIT.			4	37'-9	157	4	37'-9	157	4	37'-9	157	4	37'-9	157	4	37'-9	157	4	37'-9	157	4	37'-9	157	4	37'-9	157	4	37'-9	157
5d8	ABUT. DIAPH. WING EXT. LONGIT.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	48	10'-8	534	48	10'-8	534	48	10'-8	534	48	10'-8	534
5e1	PIER DIAPH. HOOPS			32	9'-1	303	32	9'-1	303	32	10'-4	345	32	10'-4	345	32	10'-4	345	32	11'-4	378	32	11'-4	378	32	11'-4	378	32	11'-4	378
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			32	3'-5	114	32	3'-5	114	32	3'-5	114	32	3'-5	114	32	3'-5	114	32	3'-5	114	32	3'-5	114	32	3'-5	114	32	3'-5	114
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.			18	37'-5	1,798	18	37'-5	1,798	18	37'-5	1,798	18	37'-5	1,798	18	37'-5	1,798	18	37'-7	1,806	18	37'-7	1,806	18	37'-7	1,806	18	37'-7	1,806
8f3	ABUT. EXTENSION LONGIT.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	10'-4	441	16	10'-4	441	16	10'-4	441	16	10'-4	441
8f4	ABUT. EXTENSION LONGIT.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	7'-9	166	8	7'-9	166	8	7'-9	166	8	7'-9	166
8f5	ABUT. EXTENSION LONGIT.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	9'-0	192	8	9'-0	192	8	9'-0	192	8	9'-0	192
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	110	7'-9	2,276	110	7'-10	2,301
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	50	15'-9	2,103	50	15'-9	2,103
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.			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	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	8	4'-8	39	8	4'-8	39
5j1	TOP OF SLAB TRANSV. (AT RAIL)			334	6'-3	2,177	364	6'-3	2,373	394	6'-3	2,568	424	6'-3	2,764	454	6'-3	2,960	484	6'-3	3,155	514	6'-3	3,351	544	6'-3	3,546	584	6'-3	3,807
5k1	PAVING NOTCH			52	4'-9	258	52	4'-9	258	52	4'-9	258	52	4'-9	258	52	4'-9	258	52	4'-9	258	52	4'-9	258	52	4'-9	258	52	4'-9	258
5k2	PAVING NOTCH			52	3'-5	185	52	3'-5	185	52	3'-5	185	52	3'-5	185	52	3'-5	185	52	3'-5	185	52	3'-5	185	52	3'-5	185	52	3'-5	185
5p1	ABUTMENT HOOPS (WOOD/STEEL)			80/100	10'-6	876/1095	80/100	10'-6	876/1095	88/100	10'-6	964/1095	96/100	10'-6	1051/1095	96/100	10'-6	1051/1095	108	10'-6	1,183	108	10'-6	1,183	104	10'-6	1,139	104	10'-6	1,139
5p2	ABUTMENT HOOPS			8	11'-5	95	8	11'-5	95	8	11'-5	95	8	11'-5	95	8	11'-5	95	24	10'-8	267	24	10'-8	267	24	10'-8	267	24	10'-8	267
6p3	ABUT. BOTT. AT PILES			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	6'-8	240	24	6'-8	240	28	6'-8	280	28	6'-8	280
5p4	ABUT. HOOPS AT ENDS			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	11'-5	95	8	11'-5	95	8	11'-5	95	8	11'-5	95
5s1	WING VERT.			56	VARIES	263	56	VARIES	263	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'-9	32	10	4'-9	32	10	4'-9	32	10	4'-9	32	10	4'-9	32	10	5'-0	33	10	5'-0	33	10	5'-0	33	10	5'-0	33
#2	PILE SPIRAL (WOOD/STEEL)*			22/12	38'-6	141/77	22/12	38'-6	141/77	24/12	38'-6	154/77	26/12	38'-6	167/77	26/12	38'-6	167/77	16	38'-6	103	16	38'-6	103	18	38'-6	116	18	38'-6	116
	SPIRAL SPACERS, L $\frac{1}{8}$"x$\frac{1}{4}$"x 0.70 (WOOD/STL.)*			44/24	1'-10	56/31	44/24	1'-10	56/31	48/24	1'-10	62/31	52/24	1'-10	67/31	52/24	1'-10	67/31	32	1'-10	41	32	1'-10	41	36	1'-10	46	36	1'-10	46
	*EPOXY COATING NOT REQUIRED																													
	SUB TOTAL W/ WOOD PILES**					42,202			45,127			48,224			51,662			54,484			—			—			—			—
	SUB TOTAL W/ STEEL H-PILES**					42,332			45,257			48,247			51,580			54,402			59,634			63,220			66,081			69,819
	**RAIL REINFORCING NOT INCLUDED																													
	BARRIER RAIL					8,035			8,608			9,167			9,699			10,298			11,256			11,814			12,387			13,123
	OPEN RAIL					8,284			8,804			9,494			10,184			10,704			12,210			12,668			13,420			14,185



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

BENT BAR DETAILS

LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

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.
30° SKEW

H30-23-06