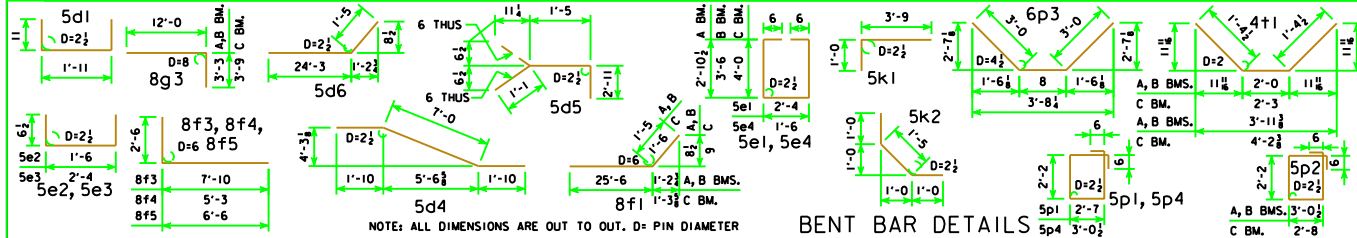


REINFORCING BAR LIST				ABUT. BRG.		138'-10"		151'-4"		163'-10"		176'-4"		188'-10"		201'-4"		213'-10"		226'-4"		243'-0"	
ONE SUPERSTRUCTURE AND TWO ABUTMENTS				BEAM BRG.		A BEAM		A BEAM		B BEAM		B BEAM		B BEAM		C BEAM		C BEAM		C BEAM		C BEAM	
BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT
601	SLAB TRANSV. TOP & BOT.		285	42'-10"	18,336	315	42'-10"	20,266	345	42'-10"	22,196	375	42'-10"	24,126	405	42'-10"	26,056	435	42'-10"	27,986	465	42'-10"	29,916
602	SLAB TRANSV. TOP ENDS		56	VARIES	1,812	56	VARIES	1,812	56	VARIES	1,812	56	VARIES	1,812	56	VARIES	1,812	56	VARIES	1,812	56	VARIES	1,812
603	SLAB TRANSV. BOT. ENDS		54	VARIES	1,747	54	VARIES	1,747	54	VARIES	1,747	54	VARIES	1,747	54	VARIES	1,747	54	VARIES	1,747	54	VARIES	1,747
5b1	SLAB LONGITUDINAL, TOP & BOT.		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
5b2	SLAB LONGITUDINAL, TOP & BOT., ENDS		202	34'-0"	7,163	202	21'-3"	4,477	202	27'-6"	5,794	202	33'-9"	7,111	202	40'-0"	8,427	202	27'-3"	5,741	202	33'-6"	7,058
6b3	SLAB LONGITUDINAL, TOP @ PIERS		92	12'-10"	1,773	92	13'-10"	1,912	92	14'-10"	2,050	92	15'-10"	2,188	92	17'-0"	2,326	92	18'-0"	2,464	92	19'-0"	2,602
7b3	SLAB LONGITUDINAL, TOP @ PIERS		92	12'-10"	1,773	92	13'-10"	1,912	92	14'-10"	2,050	92	15'-10"	2,188	92	17'-0"	2,326	92	18'-0"	2,464	92	19'-0"	2,602
8b3	SLAB LONGITUDINAL, TOP @ PIERS		92	12'-10"	1,773	92	13'-10"	1,912	92	14'-10"	2,050	92	15'-10"	2,188	92	17'-0"	2,326	92	18'-0"	2,464	92	19'-0"	2,602
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
5d2	PIER & ABUT. DIAPH. LONGIT.		90	7'-9"	727	90	7'-9"	727	90	7'-9"	727	90	7'-9"	727	90	7'-9"	727	90	7'-9"	727	90	7'-9"	727
5d3	PIER & ABUT. DIAPH. LONGIT.		30	6'-8"	209	30	6'-8"	209	30	6'-8"	209	30	6'-8"	209	30	6'-8"	209	30	6'-8"	209	30	6'-8"	209
5d4	PIER DIAPH. LONGIT.		10	10'-8"	111	10	10'-8"	111	10	10'-8"	111	10	10'-8"	111	10	10'-8"	111	10	10'-8"	111	10	10'-8"	111
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
5d6	ABUT. DIAPH. LONGIT. B.F.		16	25'-8"	428	16	25'-8"	428	16	25'-8"	428	16	25'-8"	428	16	25'-8"	428	16	25'-8"	428	16	25'-8"	428
5d7	PAVING NOTCH LONGIT.		8	25'-6"	213	8	25'-6"	213	8	25'-6"	213	8	25'-6"	213	8	25'-6"	213	8	25'-6"	213	8	25'-6"	213
5d8	ABUT. DIAPH. WING EXT. LONGIT.		48	10'-8"	534	48	10'-8"	534	48	10'-8"	534	48	10'-8"	534	48	10'-8"	534	48	10'-8"	534	48	10'-8"	534
5e1	PIER DIAPH. HOOPS		40	9'-1"	379	40	9'-1"	379	40	9'-1"	379	40	9'-1"	379	40	9'-1"	379	40	9'-1"	379	40	9'-1"	379
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		40	3'-5"	143	40	3'-5"	143	40	3'-5"	143	40	3'-5"	143	40	3'-5"	143	40	3'-5"	143	40	3'-5"	143
5e4	PIER DIAPH. HOOPS ENDS		4	8'-3"	34	4	8'-3"	34	4	8'-3"	34	4	8'-3"	34	4	8'-3"	34	4	8'-3"	34	4	8'-3"	34
8f1	ABUT. FOOTING LONGIT.		36	26'-11"	2,587	36	26'-11"	2,587	36	26'-11"	2,587	36	26'-11"	2,587	36	26'-11"	2,587	36	26'-11"	2,587	36	26'-11"	2,587
8f3	ABUT. EXTENSION LONGIT.		16	10'-4"	441	16	10'-4"	441	16	10'-4"	441	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	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	8	9'-0"	192	8	9'-0"	192	8	9'-0"	192
8g1	ABUT. VERT.		136	6'-8"	2,421	136	6'-8"	2,421	136	6'-8"	2,421	136	6'-8"	2,421	136	6'-8"	2,421	136	6'-8"	2,421	136	6'-8"	2,421
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'-3"	2,524	62	15'-3"	2,524
6g4	ABUT. DIAPH. WING EXT. VERT.		40	6'-6"	391	40	6'-6"	391	40	6'-6"	391	40	6'-6"	391	40	6'-6"	391	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	56	4'-8"	273	56	4'-8"	273
5j1	TOP OF SLAB TRANSV. (AT RAIL)		332	6'-3"	2,164	362	6'-3"	2,360	392	6'-3"	2,555	422	6'-3"	2,751	452	6'-3"	2,946	482	6'-3"	3,142	512	6'-3"	3,338
5k1	PAVING NOTCH		64	4'-9"	317	64	4'-9"	317	64	4'-9"	317	64	4'-9"	317	64	4'-9"	317	64	4'-9"	317	64	4'-9"	317
5k2	PAVING NOTCH		64	3'-5"	228	64	3'-5"	228	64	3'-5"	228	64	3'-5"	228	64	3'-5"	228	64	3'-5"	228	64	3'-5"	228
5p1	ABUTMENT HOOPS (WOOD/STEEL)		156/144	10'-6"	1708/1577	156/144	10'-6"	1708/1577	120/144	10'-6"	1314/1577	120/144	10'-6"	1314/1577	128/144	10'-6"	1402/1577	148	10'-6"	1,621	148	10'-6"	1,621
5p2	ABUTMENT HOOPS		8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	8	11'-5"	95
6p3	ABUT. BOT. AT PILES		32	6'-8"	320	32	6'-8"	320	32	6'-8"	320	32	6'-8"	320	32	6'-8"	320	32	6'-8"	320	32	6'-8"	320
5p4	ABUT. HOOPS AT ENDS		8	11'-5"	95	8	11'-5"	95	8	11'-5"	95	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
4t1	UNDER BEAMS AT ABUTMENTS		12	4'-9"	38	12	4'-9"	38	12	4'-9"	38	12	4'-9"	38	12	4'-9"	38	12	4'-9"	38	12	4'-9"	38
#2	PILE SPIRAL (WOOD/STEEL)*		28/14	38'-6"	180/90	28/14	38'-6"	180/90	32/14	38'-6"	206/90	32/14	38'-6"	206/90	34/14	38'-6"	219/90	20	38'-6"	129	20	38'-6"	129
	SPIRAL SPACERS, 1"x1"x0.70 (WOOD/STL)*		56/28	1'-10"	72/36	56/28	1'-10"	72/36	64/28	1'-10"	82/36	64/28	1'-10"	82/36	68/28	1'-10"	87/36	40	1'-10"	51	40	1'-10"	51
	#EPOXY COATING NOT REQUIRED																						
	SUB TOTAL W/ WOOD PILES**				54,887			58,680			62,172			66,542			70,309						
	SUB TOTAL W/ STEEL H-PILES**				54,630			58,423			62,273			66,643			70,304			76,519			81,244
	**RAIL REINFORCING NOT INCLUDED																						
	BARRIER RAIL				8,035			8,608			9,167			9,699			10,298			11,814			12,387
	OPEN RAIL				8,284			8,804			9,494			10,184			10,704			12,210			13,123

EPOXY COATED REINFORCING



BENT BAR DETAILS

LATEST REVISION DATE

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 40' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

HL93 SUPERSTRUCTURE DECEMBER, 2006 HS25 SUBSTRUCTURE

DECK & ABUTMENT REINF.

30° SKEW

H40-23-06

APPROVED BY BRIDGE ENGINEER