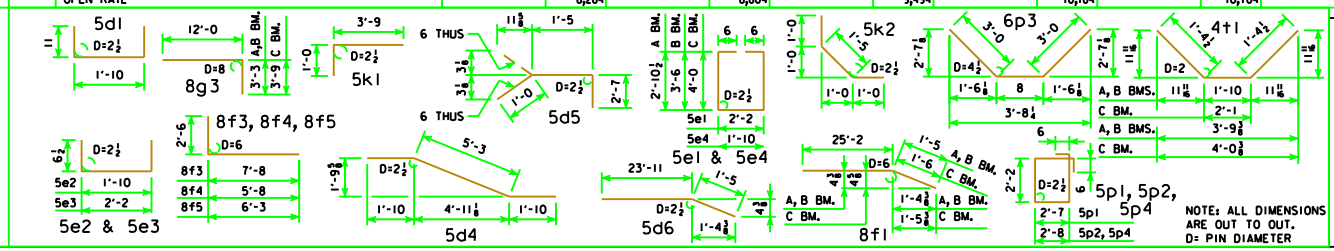
EPOXY COATED REINFORCING

REINFORCING BAR LIST

ONE SUPERSTRUCTURE AND TWO ABUTMENTS

BAR	LOCATION	SHAPE	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
	℄-℄ 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
	BEAM SERIES		A BEAM			A BEAM			B BEAM			B BEAM			B BEAM			C BEAM			C BEAM			C BEAM			C BEAM		
6a1	SLAB TRANSV. TOP & BOTT.		311	46'-10	21,877	341	46'-10	23,987	371	46'-10	26,098	401	46'-10	28,208	431	46'-10	30,318	461	46'-10	32,428	491	46'-10	34,539	521	46'-10	36,649	561	46'-10	39,463
6a2	SLAB TRANSV. TOP ENDS		28	VARIES	973	28	VARIES	973	28	VARIES	973	28	VARIES	973	28	VARIES	973	28	VARIES	973	28	VARIES	973	28	VARIES	973	28	VARIES	973
6a3	SLAB TRANSV. BOTT. ENDS		28	VARIES	1,039	28	VARIES	1,039	28	VARIES	1,039	28	VARIES	1,039	28	VARIES	1,039	28	VARIES	1,039	28	VARIES	1,039	28	VARIES	1,039	28	VARIES	1,039
5b1	SLAB LONGITUDINAL, TOP & BOTT.		212	40'-0	8,845	318	40'-0	13,267	318	40'-0	13,267	318	40'-0	13,267	318	40'-0	13,267	424	40'-0	17,689	424	40'-0	17,689	424	40'-0	17,689	530	40'-0	22,112
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS		212	33'-10	7,481	212	21'-1	4,662	212	27'-4	6,044	212	33'-7	7,426	212	39'-10	8,808	212	27'-1	5,989	212	33'-4	7,371	212	39'-7	8,753	212	28'-11	6,394
6b3	SLAB LONGITUDINAL, TOP @ PIERS		98	12'-10	1,889	98	13'-10	2,036	98	14'-10	2,183	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7b3	SLAB LONGITUDINAL, TOP @ PIERS		—	—	—	—	—	—	—	—	—	98	15'-10	3,172	98	17'-0	3,405	98	18'-0	3,606	—	—	—	—	—	—	—	—	—
8b3	SLAB LONGITUDINAL, TOP @ PIERS		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	98	19'-0	4,972	98	20'-0	5,233	98	20'-0	5,233
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	12	3'-8	46	12	3'-8	46
5d2	PIER & ABUT. DIAPH. LONGIT.		108	6'-4	713	108	6'-4	713	108	6'-4	713	108	6'-4	713	108	6'-4	713	108	6'-1	685	108	6'-1	685	108	6'-1	685	108	6'-1	685
5d3	PIER & ABUT. DIAPH. LONGIT.		36	5'-5	203	36	5'-5	203	36	5'-5	203	36	5'-5	203	36	5'-5	203	36	5'-2	194	36	5'-2	194	36	5'-2	194	36	5'-2	194
5d4	PIER DIAPH. LONGIT.		12	8'-11	112	12	8'-11	112	12	8'-11	112	12	8'-11	112	12	8'-11	112	12	8'-11	112	12	8'-11	112	12	8'-11	112	12	8'-11	112
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	12	5'-0	63	12	5'-0	63
5d6	ABUT. DIAPH. LONGIT. B.F.		16	25'-4	423	16	25'-4	423	16	25'-4	423	16	25'-4	423	16	25'-4	423	16	25'-4	423	16	25'-4	423	16	25'-4	423	16	25'-4	423
5d7	PAVING NOTCH LONGIT.		8	25'-0	209	8	25'-0	209	8	25'-0	209	8	25'-0	209	8	25'-0	209	8	25'-0	209	8	25'-0	209	8	25'-0	209	8	25'-0	209
5d8	ABUT. DIAPH. WING EXT. LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	48	10'-6	526	48	10'-6	526	48	10'-6	526	48	10'-6	526
5e1	PIER DIAPH. HOOPS		48	8'-11	446	48	8'-11	446	48	10'-2	509	48	10'-2	509	48	10'-2	509	48	11'-2	559	48	11'-2	559	48	11'-2	559	48	11'-2	559
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	4	2'-11	12	4	2'-11	12
5e3	PIER DIAPH. TIES		48	3'-3	163	48	3'-3	163	48	3'-3	163	48	3'-3	163	48	3'-3	163	48	3'-3	163	48	3'-3	163	48	3'-3	163	48	3'-3	163
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	4	10'-10	45	4	10'-10	45
8f1	ABUT. FOOTING LONGIT.		36	26'-7	2,555	36	26'-7	2,555	36	26'-7	2,555	36	26'-7	2,555	36	26'-7	2,555	36	26'-8	2,563	36	26'-8	2,563	36	26'-8	2,563	36	26'-8	2,563
8f3	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	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
8f5	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8'-9	187	8	8'-9	187	8	8'-9	187	8	8'-9	187
8g1	ABUT. VERT.		158	6'-8	2,812	158	6'-8	2,812	158	7'-3	3,058	158	7'-3	3,058	158	7'-3	3,058	154	7'-9	3,187	154	7'-9	3,187	154	7'-9	3,187	154	7'-10	3,221
8g3	ABUT. DIAPH. VERT. B.F.		74	15'-3	3,013	74	15'-3	3,013	74	15'-3	3,013	74	15'-3	3,013	74	15'-3	3,013	74	15'-9	3,112	74	15'-9	3,112	74	15'-9	3,112	74	15'-9	3,112
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)		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	546	6'-3	3,559	586	6'-3	3,820
5k1	PAVING NOTCH		78	4'-9	386	78	4'-9	386	78	4'-9	386	78	4'-9	386	78	4'-9	386	78	4'-9	386	78	4'-9	386	78	4'-9	386	78	4'-9	386
5k2	PAVING NOTCH		78	3'-5	278	78	3'-5	278	78	3'-5	278	78	3'-5	278	78	3'-5	278	78	3'-5	278	78	3'-5	278	78	3'-5	278	78	3'-5	278
5p1	ABUTMENT HOOPS (WOOD/STEEL)		156/144	10'-6	1708/1577	112/144	10'-6	1227/1577	120/144	10'-6	1314/1577	128/144	10'-6	1402/1577	128/140	10'-6	1402/1533	148	10'-6	1,621	148	10'-6	1,621	136	10'-6	1,489	136	10'-6	1,489
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	24	10'-8	267	24	10'-8	267
6p3	ABUT. BOTT. AT PILES		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32	6'-8	320	32	6'-8	320	36	6'-8	360	36	6'-8	360
5p4	ABUT. HOOPS AT ENDS		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	10'-8	89	8	10'-8	89	8	10'-8	89	8	10'-8	89
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		14	4'-7	43	14	4'-7	43	14	4'-7	43	14	4'-7	43	14	4'-7	43	14	4'-10	45	14	4'-10	45	14	4'-10	45	14	4'-10	45
#2	PILE SPIRAL (WOOD/STEEL)*		28/14	38'-6	180/90	30/14	38'-6	193/90	32/14	38'-6	206/90	34/14	38'-6	219/90	34/16	38'-6	219/103	20	38'-6	129	20	38'-6	129	22	38'-6	141	22	38'-6	141
	SPIRAL SPACERS, L $\frac{1}{8}$"x$\frac{1}{8}$"x$\frac{1}{8}$"x 0.70 (WOOD/STL.)*		56/28	1'-10	72/36	60/28	1'-10	77/36	64/28	1'-10	82/36	68/28	1'-10	87/36	68/32	1'-10	87/41	40	1'-10	51	40	1'-10	51	44	1'-10	56	44	1'-10	56
	*EPOXY COATING NOT REQUIRED																												
	SUB TOTAL W/ WOOD PILES**				58,781			62,374			66,628			71,411			75,332			—		—			—			—
	SUB TOTAL W/ STEEL H-PILES**				58,524			62,580			66,729			71,406			75,301			81,854		86,909			90,787			95,960
	**RAIL REINFORCING NOT INCLUDED																												
	BARRIER RAIL				8,015			8,588			9,147			9,679			10,278			11,236		11,794			12,367			13,103
	OPEN RAIL				8,284			8,804			9,494			10,184			10,704			12,210		12,668			13,420			14,185

BENT BAR DETAILS



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

LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 44' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

HL93 SUPERSTRUCTURE MARCH, 2007 HS25 SUBSTRUCTURE

DECK & ABUTMENT REINF.
15° SKEW

H44-16-07