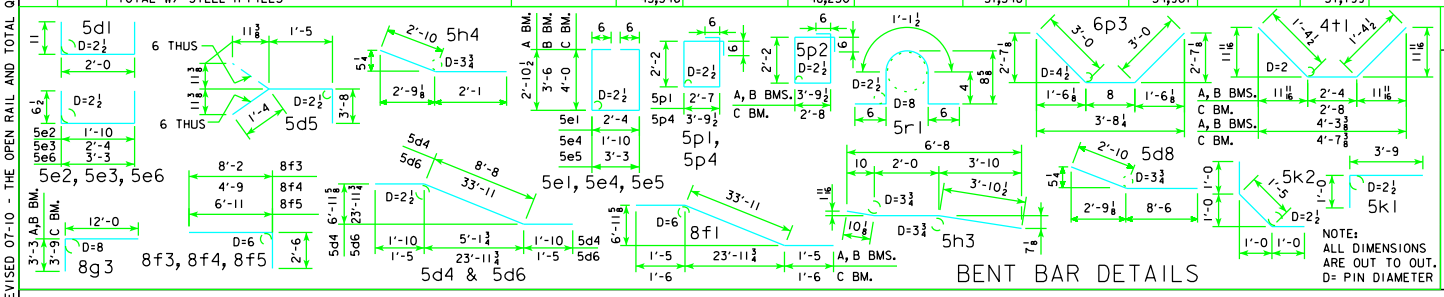
REINFORCING BAR LIST

ONE SUPERSTRUCTURE AND TWO ABUTMENTS

		℄-℄ 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		
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
6a1	SLAB TRANSV. TOP & BOTT.		285	26'-10	11,487	315	26'-10	12,696	345	26'-10	13,905	375	26'-10	15,114	405	26'-10	16,323	435	26'-10	17,532	465	26'-10	18,741	495	26'-10	19,950	535	26'-10	21,562
6a2	SLAB TRANSV. TOP ENDS		58	VARIES	1,133	58	VARIES	1,133	58	VARIES	1,133	58	VARIES	1,133	58	VARIES	1,133	58	VARIES	1,133	58	VARIES	1,133	58	VARIES	1,133	58	VARIES	1,133
6a3	SLAB TRANSV. BOTT. ENDS		58	VARIES	1,169	58	VARIES	1,169	58	VARIES	1,169	58	VARIES	1,169	58	VARIES	1,169	58	VARIES	1,169	58	VARIES	1,169	58	VARIES	1,169	58	VARIES	1,169
5b1	SLAB LONGITUDINAL, TOP & BOTT.		122	40'-0	5,090	183	40'-0	7,635	183	40'-0	7,635	183	40'-0	7,635	183	40'-0	7,635	244	40'-0	10,180	244	40'-0	10,180	244	40'-0	10,180	305	40'-0	12,725
5b2	SLAB LONGITUDINAL, TOP & BOTT., ENDS		122	33'-11	4,316	122	21'-0	2,672	122	27'-3	3,467	122	33'-6	4,263	122	39'-9	5,058	122	26'-10	3,414	122	33'-1	4,210	122	39'-4	5,005	122	28'-6	3,627
6b3	SLAB LONGITUDINAL, TOP @ PIERS		50	12'-10	964	50	13'-10	1,039	50	14'-10	1,114	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7b3	SLAB LONGITUDINAL, TOP @ PIERS		—	—	—	—	—	—	—	—	—	50	15'-10	1,618	50	17'-0	1,737	50	18'-0	1,840	—	—	—	—	—	—	—	—	—
8b3	SLAB LONGITUDINAL, TOP @ PIERS		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	50	19'-0	2,537	50	20'-0	2,670	50	20'-0	2,670
5d1	PIER DIAPH. ENDS		12	3'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48	12	3'-10	48
5d2	PIER & ABUT. DIAPH. LONGIT.		54	8'-6	479	54	8'-6	479	54	8'-6	479	54	8'-6	479	54	8'-6	479	54	8'-4	469	54	8'-4	469	54	8'-4	469	54	8'-4	469
5d3	PIER & ABUT. DIAPH. LONGIT.		18	7'-7	142	18	7'-7	142	18	7'-7	142	18	7'-7	142	18	7'-7	142	18	7'-3	136	18	7'-3	136	18	7'-3	136	18	7'-3	136
5d4	PIER DIAPH. LONGIT.		6	12'-4	77	6	12'-4	77	6	12'-4	77	6	12'-4	77	6	12'-4	77	6	12'-4	77	6	12'-4	77	6	12'-4	77	6	12'-4	77
5d5	ABUT. DIAPH. ENDS		12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80	12	6'-5	80
5d6	ABUT. DIAPH. LONGIT. B.F.		8	36'-9	307	8	36'-9	307	8	36'-9	307	8	36'-9	307	8	36'-9	307	8	36'-9	307	8	36'-9	307	8	36'-9	307	8	36'-9	307
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.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	11'-4	284	24	11'-4	284	24	11'-4	284	24	11'-4	284
5d9	ABUT. DIAPH. WING EXT. LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	11'-3	282	24	11'-3	282	24	11'-3	282	24	11'-3	282
5e1	PIER DIAPH. HOOPS		30	9'-1	284	30	9'-1	284	30	10'-4	323	30	10'-4	323	30	10'-4	323	30	11'-4	355	30	11'-4	355	30	11'-4	355	30	11'-4	355
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		30	3'-5	107	30	3'-5	107	30	3'-5	107	30	3'-5	107	30	3'-5	107	30	3'-5	107	30	3'-5	107	30	3'-5	107	30	3'-5	107
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
5e5	PIER DIAPH. HOOPS		12	10'-0	125	12	10'-0	125	12	11'-3	141	12	11'-3	141	12	11'-3	141	12	12'-3	153	12	12'-3	153	12	12'-3	153	12	12'-3	153
5e6	PIER DIAPH. TIES		12	4'-4	54	12	4'-4	54	12	4'-4	54	12	4'-4	54	12	4'-4	54	12	4'-4	54	12	4'-4	54	12	4'-4	54	12	4'-4	54
8f1	ABUT. FOOTING LONGIT.		18	36'-9	1,766	18	36'-9	1,766	18	36'-9	1,766	18	36'-9	1,766	18	36'-9	1,766	18	36'-11	1,774	18	36'-11	1,774	18	36'-11	1,774	18	36'-11	1,774
8f3	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	10'-8	456	16	10'-8	456	16	10'-8	456	16	10'-8	456
8f4	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	7'-3	155	8	7'-3	155	8	7'-3	155	8	7'-3	155
8f5	ABUT. EXTENSION LONGIT.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	9'-5	201	8	9'-5	201	8	9'-5	201	8	9'-5	201
8g1	ABUT. VERT.		110	5'-7	1,640	110	5'-7	1,640	110	6'-2	1,811	110	6'-2	1,811	110	6'-2	1,811	106	6'-8	1,887	106	6'-8	1,887	106	6'-8	1,887	106	6'-9	1,910
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.		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32	6'-0	288	32	6'-0	288	32	6'-1	292	32	6'-1	292
5h1	ABUT. WING HORIZ. B.F.		28	6'-8	195	28	6'-8	195	28	6'-8	195	28	6'-8	195	28	6'-8	195	36	6'-8	250	36	6'-8	250	36	6'-8	250	36	6'-8	250
5h2	ABUT. TO WING ANCHOR		56	4'-11	287	56	4'-11	287	56	4'-11	287	56	4'-11	287	56	4'-11	287	12	4'-11	62	12	4'-11	62	12	4'-11	62	12	4'-11	62
5h3	ABUT. WING HORIZ. TRAFFIC FACE		28	6'-9	197	28	6'-9	197	28	6'-9	197	28	6'-9	197	28	6'-9	197	36	6'-9	253	36	6'-9	253	36	6'-9	253	36	6'-9	253
5h4	ABUT. TO WING ANCHOR		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12	4'-11	62	12	4'-11	62	12	4'-11	62	12	4'-11	62
5j1	TOP OF SLAB TRANSV. (AT RAIL)		330	6'-3	2,151	360	6'-3	2,347	390	6'-3	2,542	420	6'-3	2,738	450	6'-3	2,933	480	6'-3	3,129	510	6'-3	3,325	540	6'-3	3,520	580	6'-3	3,781
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)		120/96	10'-6	1314/1051	120/96	10'-6	1314/1051	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	108	10'-6	1,183	104	10'-6	1,139
5p2	ABUTMENT HOOPS		8	12'-11	108	8	12'-11	108	8	12'-11	108	8	12'-11	108	8	12'-11	108	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	24	6'-8	240	24	6'-8	280
5p4	ABUT. HOOPS AT ENDS		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	12'-11	108	8	12'-11	108	8	12'-11	108	8	12'-11	108
5r1	PAVING BLOCK LIFTING LOOPS		10	2'-10	30	10	2'-10	30	10	2'-10	30	10	2'-10	30	10	2'-10	30	10	2'-10	30	10	2'-10	30	10	2'-10	30	10	2'-10	30
5s1	WING VERT.		64	5'-10	389	64	5'-10	389	64	6'-2	412	64	6'-2	412	64	6'-2	412	64	6'-11	462	64	6'-11	462	64	6'-11	462	64	6'-11	462
4t1	UNDER BEAMS AT ABUTMENTS		8	5'-1	27	8	5'-1	27	8	5'-1	27	8	5'-1	27	8	5'-1	27	8	5'-5	29	8	5'-5	29	8	5'-5	29	8	5'-5	29
#2	PILE SPIRAL (WOOD/STEEL)		22/10	38'-6	141/64	22/10	38'-6	141/64	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	16	38'-6	103	18	38'-6	116
	SPIRAL SPACERS, L 7/8 x 7/8 x 1/8 x 0.70 (WOOD/STL.)		66/30	1'-10	85/39	66/30	1'-10	85/39	72/36	1'-10	92/46	78/36	1'-10	100/46	78/36	1'-10	100/46	48	1'-10	62	48	1'-10	62	48	1'-10	62	54	1'-10	69
	OPEN RAIL				8,856			9,379			10,085			10,793			11,313			13,249			13,717			14,481			15,263
	TOTAL W/ WOOD PILES				45,732			48,636			51,540			55,061			57,899			—			—			—			—
	TOTAL W/ STEEL H-PILES				45,346			48,250			51,548			54,961			57,799			64,630			67,996			71,096			74,957



BENT BAR DETAILS

REVISED 07-10 - THE OPEN RAIL AND TOTAL QUANTITIES WERE CHANGED.

07-10
LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 24' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

DECEMBER, 2006

DECK & ABUTMENT REINF.
45° SKEW

H24-30-06