

**SUPERSTRUCTURE LONGITUDINAL REINFORCING BAR LIST**

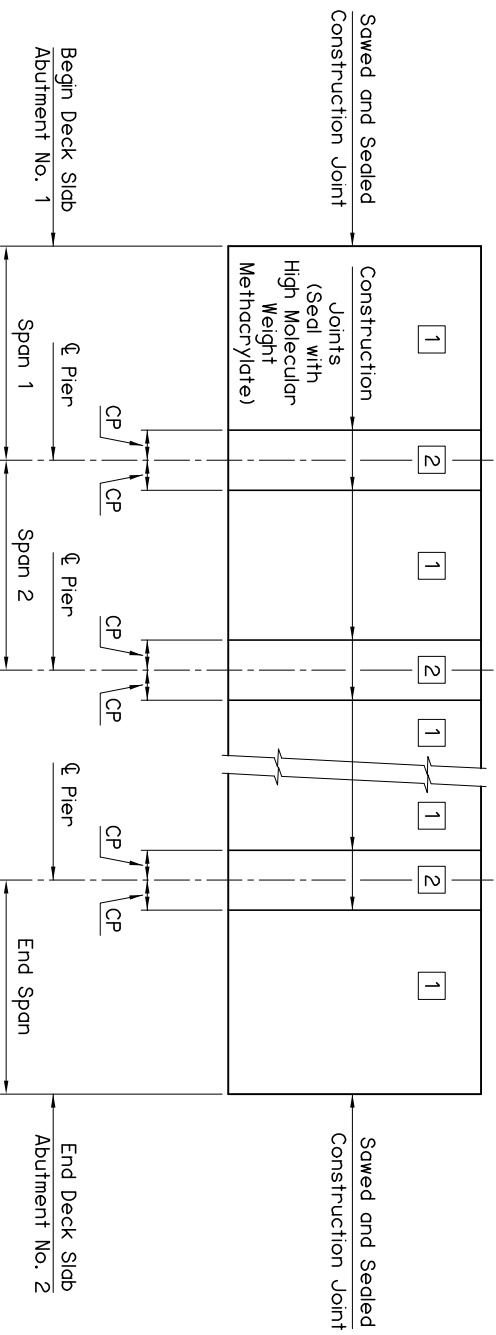
EPOXY COATED REINFORCING	SPAN TYPE			PIER TO PIER				
	ABUTMENT TO ABUTMENT	ABUTMENT TO PIER	PIER TO PIER					
MARK	SIZE	FORM	NUMBER	LENGTH	NUMBER	LENGTH	NUMBER	LENGTH
EI	#4	STR.	43	Span Length + 4" (1)	43	Span Length (1)		
EB	#5	STR.	43	Span Length + 4" (2)	43	Span Length (2)		
EPT	#6	STR.	-	-	42	CP + 2'-0" (3)		
EPB	#4	STR.	-	-	42	2 * (CP + 2'-0") (3)		
AS	#4	BNT.	86	5'-0"	43	5'-0"		

NOTE:  
For Traffic Rail Bar List, see CONCRETE TRAFFIC RAIL WITH OPENINGS or CONCRETE TRAFFIC RAIL WITHOUT OPENINGS.  
For Abutment Diaphragm Bar List, see ABUTMENT DIAPHRAGM DETAILS.  
For Intermediate and Pier Diaphragm Bar List, see INTERMEDIATE AND PIER DIAPHRAGM DETAILS.

**SUPERSTRUCTURE TRANSVERSE REINFORCING BAR LIST**

EPOXY COATED REINFORCING	MARK	SIZE	FORM	LENGTH	SPAN TYPE							
					ABUTMENT TO ABUTMENT	ABUTMENT TO PIER	PIER TO PIER	PIER TO PIER	PIER TO PIER			
MARK	SIZE	FORM	LENGTH	NUMBER	LENGTH	NUMBER	LENGTH	NUMBER	LENGTH	NUMBER	LENGTH	
A1	#4	BNT.	42'-10"	SL + 1 (4)	SL - 3 (4)	SL - 4 (4)	SL - 5 (4)	SL - 6 (4)	SL - 7 (4)	SL - 9 (4)	SL - 11 (4)	SL - 13 (4)
AC	#6	BNT.	12'-3"	4 * (SL - 4) (4)	4 * (SL - 6) (4)	4 * (SL - 7) (4)	4 * (SL - 8) (4)	4 * (SL - 9) (4)	4 * (SL - 10) (4)	4 * (SL - 12) (4)	4 * (SL - 14) (4)	
A2	#6	BNT.	43'-2"	-	4	5	6	7	8	10	12	14
A3	#5	BNT.	43'-0"	-	8	10	12	14	16	20	24	28
B	#5	STR.	41'-10"	SL + 1 (4)	SL + 5 (4)	SL + 6 (4)	SL + 7 (4)	SL + 8 (4)	SL + 9 (4)	SL + 11 (4)	SL + 13 (4)	SL + 15 (4)

(5) Deck Slab closure pours are over Piers only. CP dimension may be of equal or different values on either side of a Pier depending on span arrangement. CP dimension will always be the same within a span.



SCHEDULE FOR DIMENSION CP	
P.C. BEAM	CP (5)
TYPE II	4'-0"
TYPE B	4'-0"
TYPE III	5'-0"
TYPE C	5'-0"
TYPE IV	6'-0"
TYPE BT-72	7'-0"
TYPE J	7'-0"

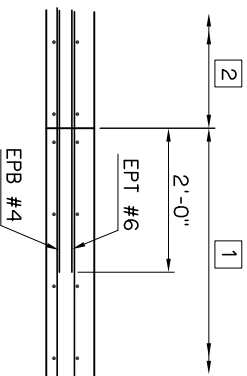
**DECK SLAB NOTES**

Construction Joints at the closure pours in the Deck Slab shall not be keyed. In the event of an emergency, pouring of Deck Slab may be halted with a Construction Joint made perpendicular to the direction of traffic as directed by the Engineer. Primary longitudinal reinforcing shall be continuous thru all Construction Joints. Additional longitudinal reinforcing within closure pours shall be continuous through Emergency Construction Joints. No heavy equipment will be permitted on the finished Deck Slab within 5' of any Construction Joint until the Deck Slab is in place on both sides of the respective joint. All Construction Joints within the Deck Slab shall be sealed using High Molecular Weight Methacrylate in accordance with the Special Provision "CONCRETE SURFACE REPAIR BY SEALING". All cost of the High Molecular Weight Methacrylate Sealer shall be included in contract unit price of "(SP) SEALER RESIN". All cost for equipment and labor for the installation of the High Molecular Weight Methacrylate Sealer shall be included in the contract unit price of "(SP) SEALER CRACK PREPARATION". Do not Time within 6" of any Construction Joint.

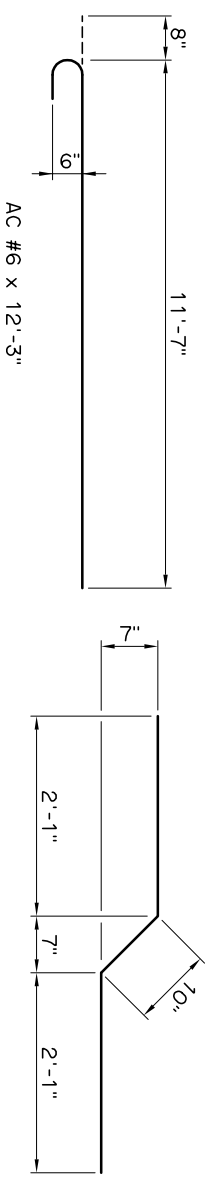
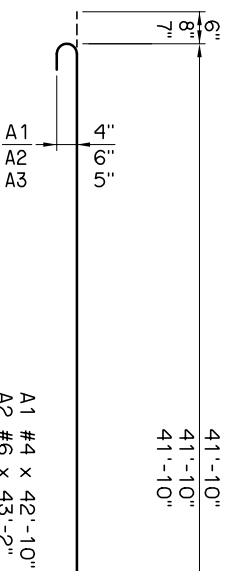
- Bars shall be continuous thru Construction Joints at Fixed Piers. Combine length shown with length for adjacent spans. Add length for any laps required. Do not lap within 10' of centerline of fixed pier. Minimum lap length is 1'-8".
- Bars shall be continuous thru Construction Joints at Fixed Piers. Combine length shown with length for adjacent spans. Add length for any laps required. Do not lap within 10' of centerline of fixed pier. Minimum lap length is 2'-6".
- For CP dimension, see SCHEDULE FOR DIMENSION CP.
- SL = Number of feet in Span Length (SL for 30' Span = 30)

**DECK SLAB POURING SEQUENCE DIAGRAM**

NOTE:  
The Deck Slab is divided into sections between Construction Joints as shown. The concrete shall be poured in each section of the Deck Slab in the numerical sequence indicated. Sections of the Deck Slab with the same number may be poured in any order. Sections in sequence 2 may be poured before all of sequence 1 are completed, but under no circumstances will a section of sequence 2 be poured before the adjacent sections have been in place for at least 48 hours.



**CONSTRUCTION JOINT DETAIL**



APPROVED BY BRIDGE ENGINEER *Charles H. [Signature]* DATE 10-10-05

OKLAHOMA DEPT. OF TRANSPORTATION  
BRIDGE STANDARD (ENGLISH)  
**SUPERSTRUCTURE BAR LIST**  
P.C. BEAMS  
INTEGRAL

1999 SPECIFICATIONS B40-I-SPR-BLIST-PCB

02E  
B-70E