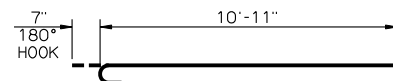


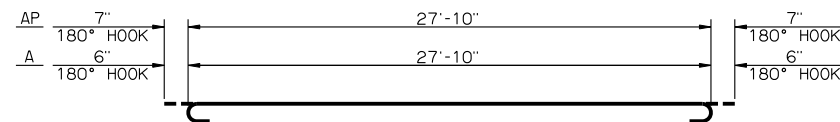
**DECK SLAB POURING SEQUENCE DIAGRAM**

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. HOWEVER, ALL SECTIONS WITH THE SAME NUMBER SHALL BE TOTALLY COMPLETED BEFORE POURING ANY SECTIONS NEXT IN THE SEQUENCE. THERE SHALL BE A LAPSE OF AT LEAST 48 HOURS BETWEEN POURING OF SECTIONS WITH DIFFERENT NUMBERS. DECK SLAB CLOSURE POURS (CP) ARE OVER PIERS ONLY, LABELED SEQUENCE NUMBER 2 IN THE DIAGRAM. CP DIMENSIONS ARE EQUAL FOR ALL BEAM TYPES AND FOR ALL SPAN LENGTHS ON EITHER SIDE OF A PIER AS SHOWN IN THE DIAGRAM.

CONSTRUCTION JOINTS AT THE CLOSURE POURS IN THE DECK SLAB SHALL NOT BE KEYED. IN THE EVENT OF AN EMERGENCY, POURING OF THE 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 THE CLOSURE POURS SHALL BE CONTINUOUS THRU THE EMERGENCY CONSTRUCTION JOINT. NO HEAVY EQUIPMENT WILL BE PERMITTED ON THE FINISHED DECK SLAB WITHIN 5'-0" OF ANY CONSTRUCTION JOINT UNTIL THE DECK SLAB IS IN PLACE ON BOTH SIDES OF THE RESPECTIVE JOINT. NO CONSTRUCTION JOINT WILL BE SAWED AND SEALED.



AC #5 X 11'-6"



A #4 X 28'-10"  
AP #5 X 29'-0"

**DETAILS OF BENT REINFORCING STEEL**

BAR LIST - DECK SLAB LONGITUDINAL REINFORCING STEEL							
SPAN TYPE							
ABUTMENT TO ABUTMENT				ABUTMENT TO STANDARD PIER		ABUTMENT TO STEPPED PIER	STANDARD PIER TO STANDARD PIER STANDARD PIER TO STEPPED PIER STEPPED PIER TO STEPPED PIER
MARK	SIZE	FORM	NUMBER	LENGTH	LENGTH	LENGTH	LENGTH
① EB	#5	STR.	32	SPAN LENGTH - 2"	SPAN LENGTH - 1" ②	SPAN LENGTH - 1" ②	SPAN LENGTH ②
① ET	#4	STR.	32	SPAN LENGTH - 2"	SPAN LENGTH - 1" ②	SPAN LENGTH - 1" ②	SPAN LENGTH ②

BAR LIST - DECK SLAB TRANSVERSE REINFORCING STEEL							
SPAN TYPE							
ABUTMENT TO ABUTMENT				ABUTMENT TO STANDARD PIER		ABUTMENT TO STEPPED PIER	STANDARD PIER TO STANDARD PIER STANDARD PIER TO STEPPED PIER STEPPED PIER TO STEPPED PIER
MARK	SIZE	FORM	LENGTH	NUMBER	NUMBER	NUMBER	NUMBER
A	#4	BNT.	28'-10"	SL - 5 ③	SL - 1 ③	SL - 2 ③	SL + 2 ③
AC	#5	BNT.	11'-6"	4 x (SL - 4) ③	4 x (SL - 9) ③	4 x (SL - 10) ③	4 x (SL - 15) ③
B	#5	STR.	27'-10"	SL - 5 ③	SL - 1 ③	SL - 2 ③	SL + 2 ③
SR1	#5	BNT.	3'-10"	36 x IP + 7.5 x EP ④	36 x IP + 7.5 x EP ④	36 x IP + 7.5 x EP ④	36 x IP + 7.5 x EP ④

- ① THE LENGTHS SHOWN DO NOT INCLUDE LAP SPLICES. THE LENGTH OF ALL REQUIRED LAP SPLICES SHALL BE ADDED TO THE LENGTHS SHOWN. THE MINIMUM LAP SPlice LENGTH FOR #5 REINFORCING STEEL BARS SHALL BE 2'-6", AND THE MINIMUM LAP SPlice LENGTH FOR #4 REINFORCING STEEL BARS SHALL BE 1'-8". THE LAP SPLICES SHALL BE STAGGERED.
- ② THE LONGITUDINAL REINFORCING STEEL SHALL BE CONTINUOUS THRU ALL CLOSURE POUR JOINTS AT PIERS. TO DETERMINE THE ACTUAL REINFORCING STEEL BAR LENGTH, COMBINE THE LENGTHS SHOWN FOR ALL SPAN TYPES CONTAINED WITHIN THE BRIDGE INCLUDING ALL REQUIRED LAP SPlice LENGTHS. NO LAP SPlice SHALL BE PLACED WITHIN 10'-0" OF THE CENTERLINE OF PIERS.
- ③ SL = NUMBER OF FEET IN SPAN LENGTH. EXAMPLE: FOR SPAN LENGTH = 31'-8", SL = 31.
- ④ CALCULATION IN TABLE SHALL BE ROUNDED UP TO THE NEAREST NUMBER OF BARS.  
 IP = NUMBER OF INTERIOR POSTS IN CONCRETE TRAFFIC RAIL (TR3) CALCULATED AS FOLLOWS:  
 $IP = \text{INTEGER AMOUNT OF } (\text{SPAN LENGTH} - 15) / 10$   
 EP = TOTAL LENGTH OF END POSTS IN CONCRETE TRAFFIC RAIL (TR3) CALCULATED AS FOLLOWS:  
 $EP = \text{SPAN LENGTH} - 5 - (10 \times IP)$   
 EXAMPLE: FOR SPAN LENGTH = 80'-4",  
 $IP = (80.34 - 15) / 10 = 6$   
 $EP = 80.34 - 5 - (10 \times 6) = 15.34$

BAR LIST ⑤ ONE CLOSURE POUR				
MARK	NO.	SIZE	FORM	LENGTH
AP	30	#5	BNT.	29'-0"
BP	15	#4	STR.	27'-10"
EPB	31	#4	STR.	15'-0"
EPT	62	#5	STR.	15'-0"

- ⑤ THE AP, BP, EPB, AND EBT BARS ARE REQUIRED FOR USE ONLY WHEN THE BRIDGE CONTAINS PIERS. THESE BARS ARE USED WITHIN THE CLOSURE POURS OVER THE PIERS IN ADDITION TO THE MAIN DECK SLAB REINFORCING STEEL. THE CLOSURE POUR BAR LIST CONTAINS THE ADDITIONAL BARS REQUIRED FOR ONE PIER ONLY. FOR A MULTIPLE PIER BRIDGE, MULTIPLY THE NUMBER OF BARS IN THE BAR LIST BY THE NUMBER OF PIERS IN THE BRIDGE.

APPROVED BY BRIDGE ENGINEER *Robert J. Dusch* DATE 9-9-2011  
 OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 COUNTY BRIDGE STANDARD (ENGLISH)  
**DECK SLAB BAR LIST**  
**P.C. BEAMS**  
 26' CLEAR ROADWAY - INTEGRAL - SKEWED 0°  
 2009 SPECIFICATIONS      CB26-I-SKO-DKSLB-BLIST-PCB      01E  
 CB-392E