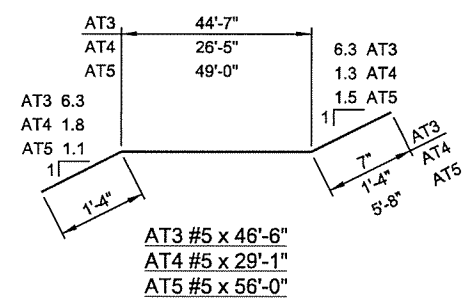
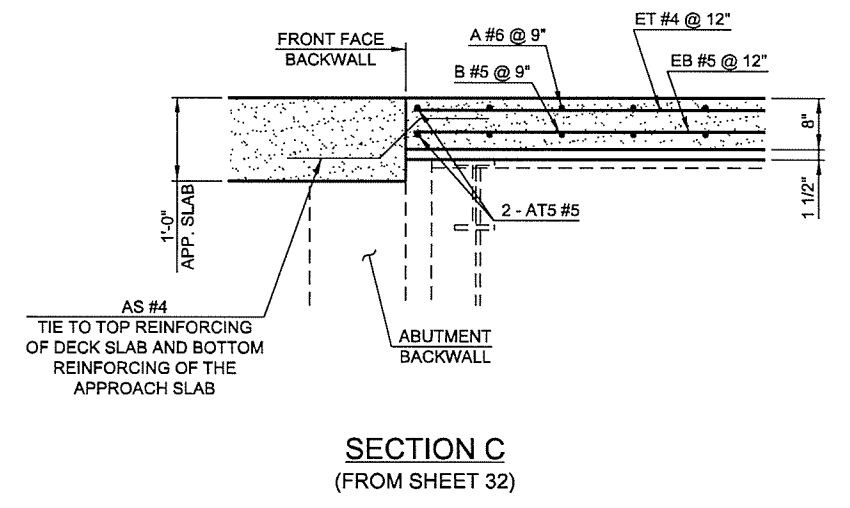
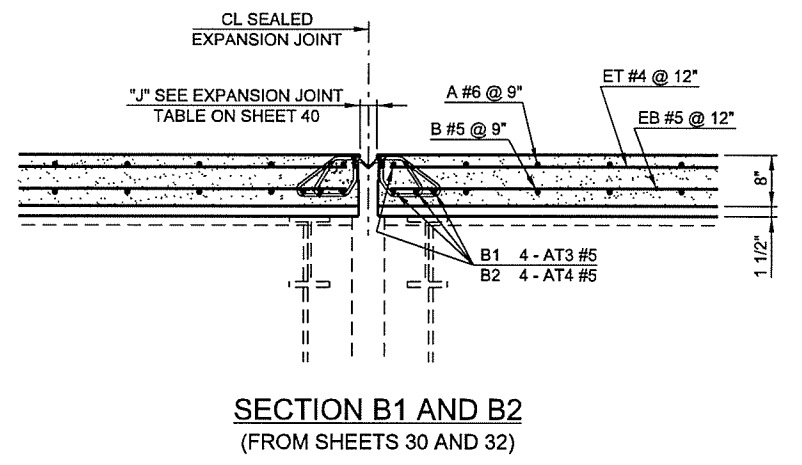
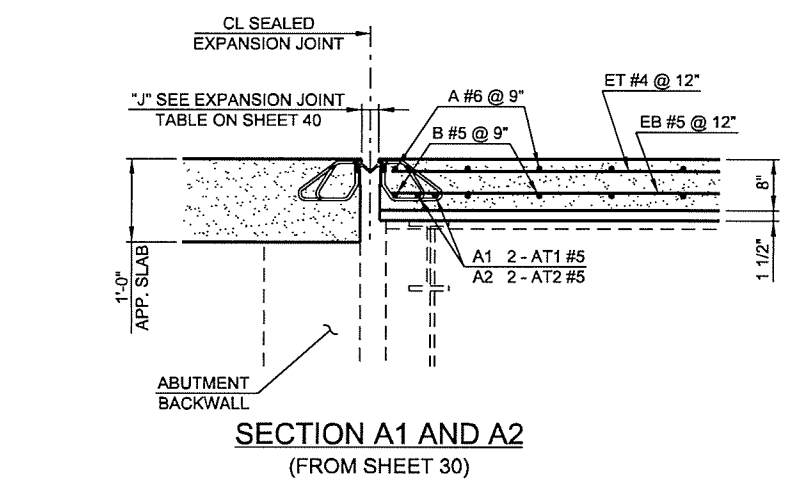


A BAR SCHEDULE					
MARK	SIZE	A DIM	B DIM	C DIM	TOTAL LENGTH
A3	#6	10'-7" TO 43'-11"	8"	6"	27'-11" AVG.
A4	#6	2'-2" TO 6'-4"	8"	6"	4'-11" AVG.
A5	#6	14'-4" TO 16'-2"	8"	6"	15'-11" AVG.
A6	#6	16'-2" TO 29'-8"	8"	6"	23'-7" AVG.
A9	#6	5'-6" TO 21'-10"	8"	6"	14'-4" AVG.
A10	#6	1'-4" TO 5'-2"	8"	6"	3'-11" AVG.
A11	#6	4'-0" TO 42'-0"	8"	6"	23'-8" AVG.
A12	#6	5'-6" TO 39'-10"	8"	6"	23'-4" AVG.
A13	#6	1'-8" TO 5'-2"	8"	6"	4'-1" AVG.
AC	#4	6'-0"	6"	4"	6'-6"



SUPERSTRUCTURE BAR LIST					
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIES
EPOXY COATED REINFORCING BARS					
A1	#6	162	BNT	48'-4"	
A2	#6	115	BNT	47'-4"	
A3	#6	8	BNT	27'-11" AVG.	11'-3" TO 44'-7"
A4	#6	3	BNT	4'-11" AVG.	2'-10" TO 7'-0"
A5	#6	73	BNT	15'-11" AVG.	15'-0" TO 16'-10"
A6	#6	89	BNT	23'-7" AVG.	16'-10" TO 30'-4"
A7	#6	2	BNT	28'-0" AVG.	26'-4" TO 29'-8"
A8	#6	17	BNT	25'-1" AVG.	24'-8" TO 25'-6"
A9	#6	16	BNT	14'-4" AVG.	6'-2" TO 22'-6"
A10	#6	9	BNT	3'-11" AVG.	2'-0" TO 5'-10"
A11	#6	9	BNT	23'-8" AVG.	4'-8" TO 42'-8"
A12	#6	35	BNT	23'-4" AVG.	6'-2" TO 40'-6"
A13	#6	10	BNT	4'-1" AVG.	2'-4" TO 5'-10"
AC	#4	651	BNT	6'-6"	
B1	#5	162	BNT	47'-8"	
B2	#5	115	STR	46'-0"	
B3	#5	8	STR	27'-3" AVG.	10'-7" TO 43'-11"
B4	#5	3	STR	4'-3" AVG.	2'-2" TO 6'-4"
B5	#5	73	STR	15'-3" AVG.	14'-4" TO 16'-2"
B6	#5	89	STR	22'-11" AVG.	16'-2" TO 29'-8"
B7	#5	2	STR	26'-8" AVG.	25'-0" TO 28'-4"
B8	#5	17	STR	23'-9" AVG.	23'-4" TO 24'-2"
B9	#5	16	STR	13'-8" AVG.	5'-6" TO 21'-10"
B10	#5	9	STR	3'-3" AVG.	1'-4" TO 5'-2"
B11	#5	9	STR	23'-0" AVG.	4'-0" TO 42'-0"
B12	#5	35	STR	22'-8" AVG.	5'-6" TO 39'-10"
B13	#5	10	STR	3'-5" AVG.	1'-8" TO 5'-2"
ET1	#4	46	STR	128'-1" AVG.	123'-10" TO 132'-4"
ET2	#4	2	STR	8'-5"	
ET3	#4	16	STR	141'-0" AVG.	138'-11" TO 143'-1"
ET4	#4	8	STR	88'-3" AVG.	59'-6" TO 117'-0"
ET5	#4	2	STR	47'-8" AVG.	44'-6" TO 50'-10"
ET6	#4	6	STR	13'-9" AVG.	2'-4" TO 25'-2"
ET7	#4	41	STR	98'-3" AVG.	91'-6" TO 105'-0"
ET8	#4	6	STR	92'-7" AVG.	91'-8" TO 93'-6"
EB1	#5	46	STR	129'-9" AVG.	125'-6" TO 134'-0"
EB2	#5	2	STR	8'-5"	
EB3	#5	16	STR	142'-8" AVG.	140'-7" TO 144'-9"
EB4	#5	8	STR	89'-1" AVG.	60'-4" TO 117'-10"
EB5	#5	2	STR	47'-8" AVG.	44'-6" TO 50'-10"
EB6	#4	12	STR	15'-5" AVG.	2'-4" TO 28'-6"
EB7	#5	41	STR	99'-1" AVG.	92'-4" TO 105'-10"
EB8	#5	6	STR	92'-5" AVG.	92'-6" TO 94'-4"
AS	#4	47	BNT	5'-0"	
AT1	#5	2	STR	47'-8"	
AT2	#5	2	STR	14'-4"	
AT3	#5	8	BNT	46'-6"	
AT4	#5	4	BNT	29'-1"	
AT5	#5	2	BNT	56'-0"	
EPT1	#4	30	BNT	7'-8"	
EPT2	#4	30	STR	12'-0" AVG.	10'-6" TO 13'-6"
EPT3	#4	4	STR	8'-10" AVG.	7'-2" TO 10'-6"
EL1	#4	1	STR	22'-0"	
EL2	#4	4	STR	27'-2"	
FS2	#5	263	BNT	7'-4"	
SR1	#5	1063	BNT	4'-1"	
L	#4	20	BNT	1'-3"	

- ① INCLUDES 2 LAP LENGTHS OF 1'-8" MIN.
- ② INCLUDES 1 LAP LENGTH OF 1'-8" MIN.
- ③ INCLUDES 2 LAP LENGTHS OF 2'-6" MIN.
- ④ INCLUDES 1 LAP LENGTH OF 2'-6" MIN.
- ⑤ 2 SETS OF 2
- ⑥ FOR BAR BEND SEE STD. FSPH-42-2
- ⑦ FOR BAR BEND SEE STD. TR-4-2
- ⑧ REINFORCING SHALL BE CONTINUOUS THRU CONSTRUCTION JOINT AT PIER NO. 1. DO NOT LAP WITHIN 10' OF CENTERLINE OF PIER NO. 1.



DESIGN	JSH	2-16	OKLAHOMA DEPARTMENT OF TRANSPORTATION DECK SLAB REINFORCING DETAILS SHEET 4 OF 4 STATE JOB NO. 28865(04) SHEET NO. 33 TULSA CO. 2ND STREET
DRAWN	MRM	2-16	
CHECKED	LWN	3-16	
APPROVED	-	-	
SQUAD	TT	-	

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