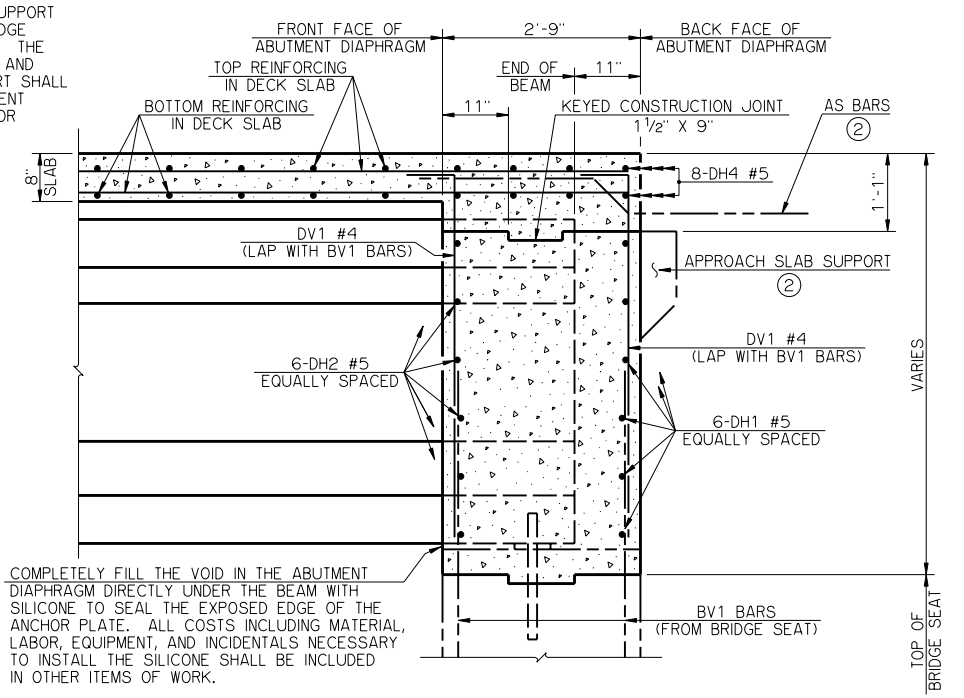


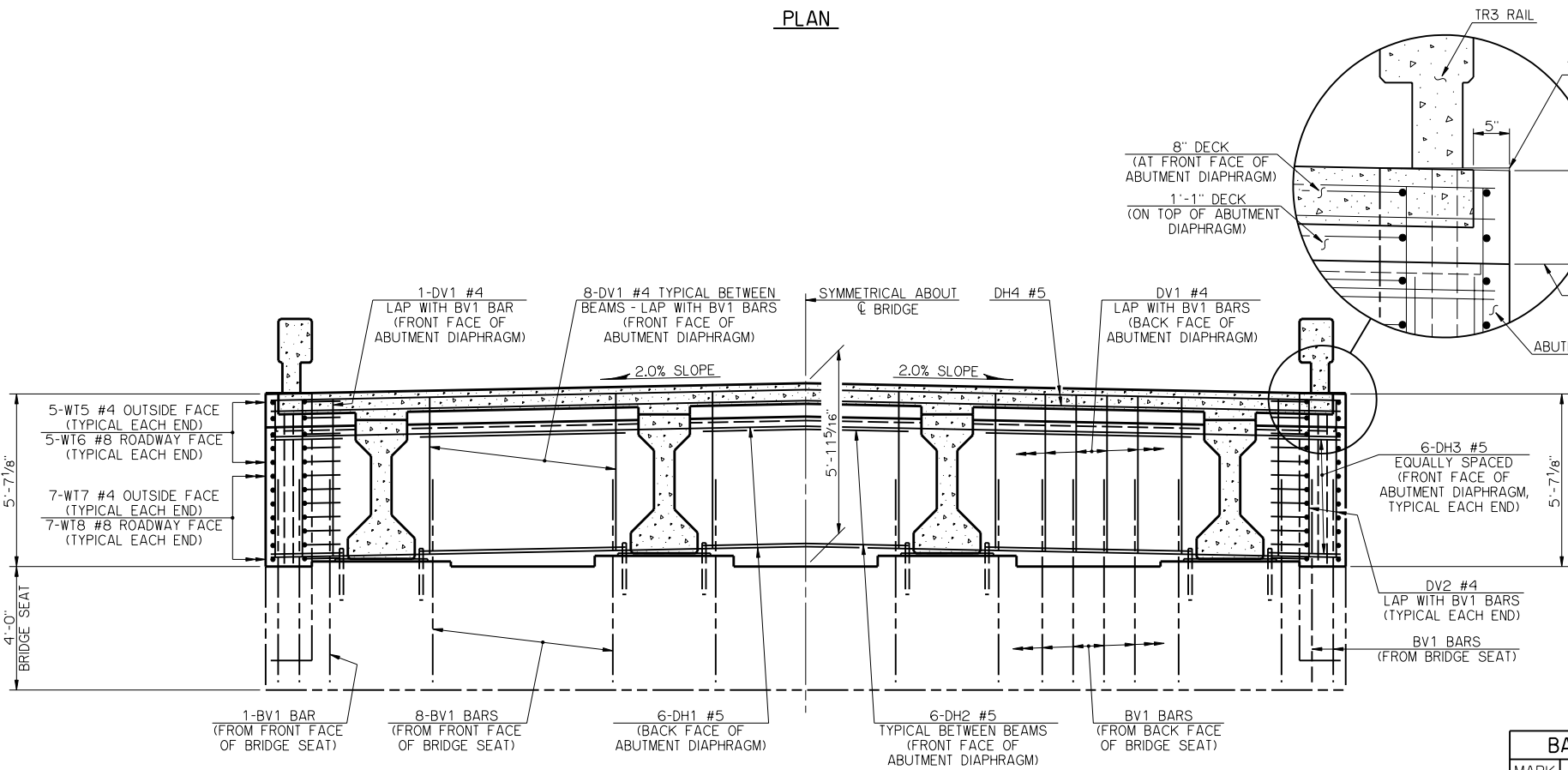
PLAN

② THE AS BARS AND THE APPROACH SLAB SUPPORT ARE TO BE CONSTRUCTED ONLY IF THE BRIDGE CONTAINS THE OPTIONAL APPROACH SLABS. THE AS BARS IN THE DECK SLAB AND THE BT1 AND SV1 BARS IN THE APPROACH SLAB SUPPORT SHALL BE INSTALLED BEFORE PLACING THE ABUTMENT DIAPHRAGM AND DECK SLAB CONCRETE. FOR ADDITIONAL DETAILS AND INFORMATION SEE APPROACH SLAB DETAILS.

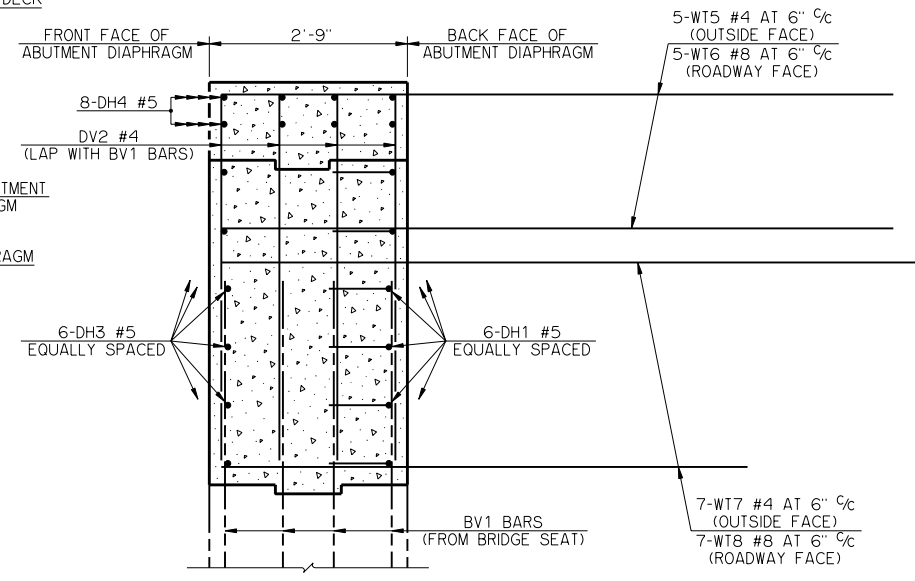


TYPICAL SECTION THRU ABUTMENT DIAPHRAGM

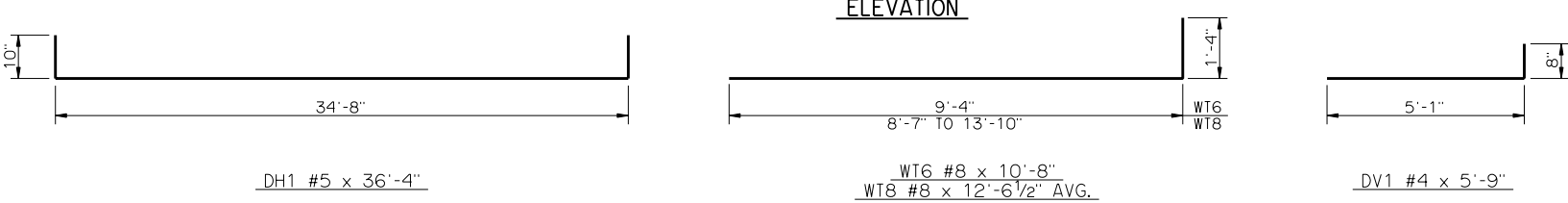
COMPLETELY FILL THE VOID IN THE ABUTMENT DIAPHRAGM DIRECTLY UNDER THE BEAM WITH SILICONE TO SEAL THE EXPOSED EDGE OF THE ANCHOR PLATE. ALL COSTS INCLUDING MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO INSTALL THE SILICONE SHALL BE INCLUDED IN OTHER ITEMS OF WORK.



ELEVATION



TYPICAL SECTION THRU ABUTMENT DIAPHRAGM AT WING



DETAILS OF BENT REINFORCING STEEL

BAR LIST - ONE ABUTMENT DIAPHRAGM						
MARK	NO.	SIZE	FORM	LENGTH	LENGTH VARIATION	
	DH1	6	#5	BNT.	36'-4"	-
	DH2	18	#5	STR.	6'-8"	-
	DH3	12	#5	STR.	2'-4"	-
	DH4	8	#5	STR.	34'-8"	-
	DV1	58	#4	BNT.	5'-9"	-
	DV2	16	#4	STR.	5'-1"	-
	WT5	10	#4	STR.	9'-4"	-
	WT6	10	#8	BNT.	10'-8"	-
	WT7	14	#4	STR.	11'-2 1/2" AVG.	8'-7" TO 13'-10"
	WT8	14	#8	BNT.	12'-6 1/2" AVG.	9'-11" TO 15'-2"

① NO. INCLUDES TWO SETS OF 7 BARS

NOTES

DECK SLAB CONCRETE SHALL NOT BE POURED UNTIL THE ABUTMENT DIAPHRAGMS HAVE ATTAINED A STRENGTH OF 3,000 PSI.
 ALL WT WING REINFORCING STEEL TIED TO ABUTMENT DIAPHRAGM REINFORCING STEEL MUST BE IN PLACE PRIOR TO POURING THE ABUTMENT DIAPHRAGM CONCRETE.

APPROVED BY BRIDGE ENGINEER *Robert J. Rusch* DATE 10/16/06
 OKLAHOMA DEPARTMENT OF TRANSPORTATION
 COUNTY BRIDGE STANDARD (ENGLISH)
ABUTMENT DIAPHRAGM DETAILS
TYPE IV P.C. BEAMS
 32' CLEAR ROADWAY - INTEGRAL - SKEWED 0°
 1999 STANDARD SPECIFICATIONS CB32-I-SKO-DIA-ABUT-PC4 OOE CB-870E