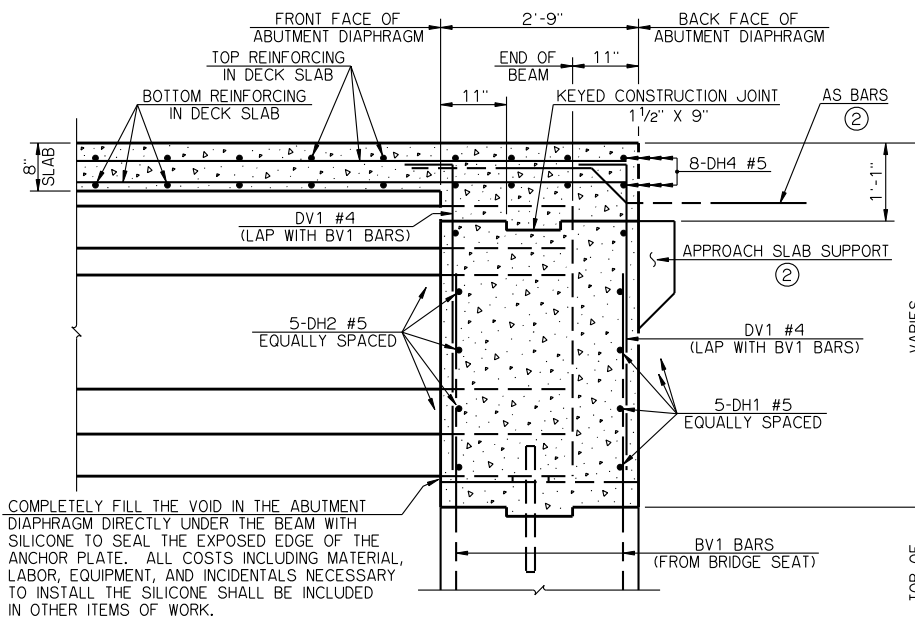
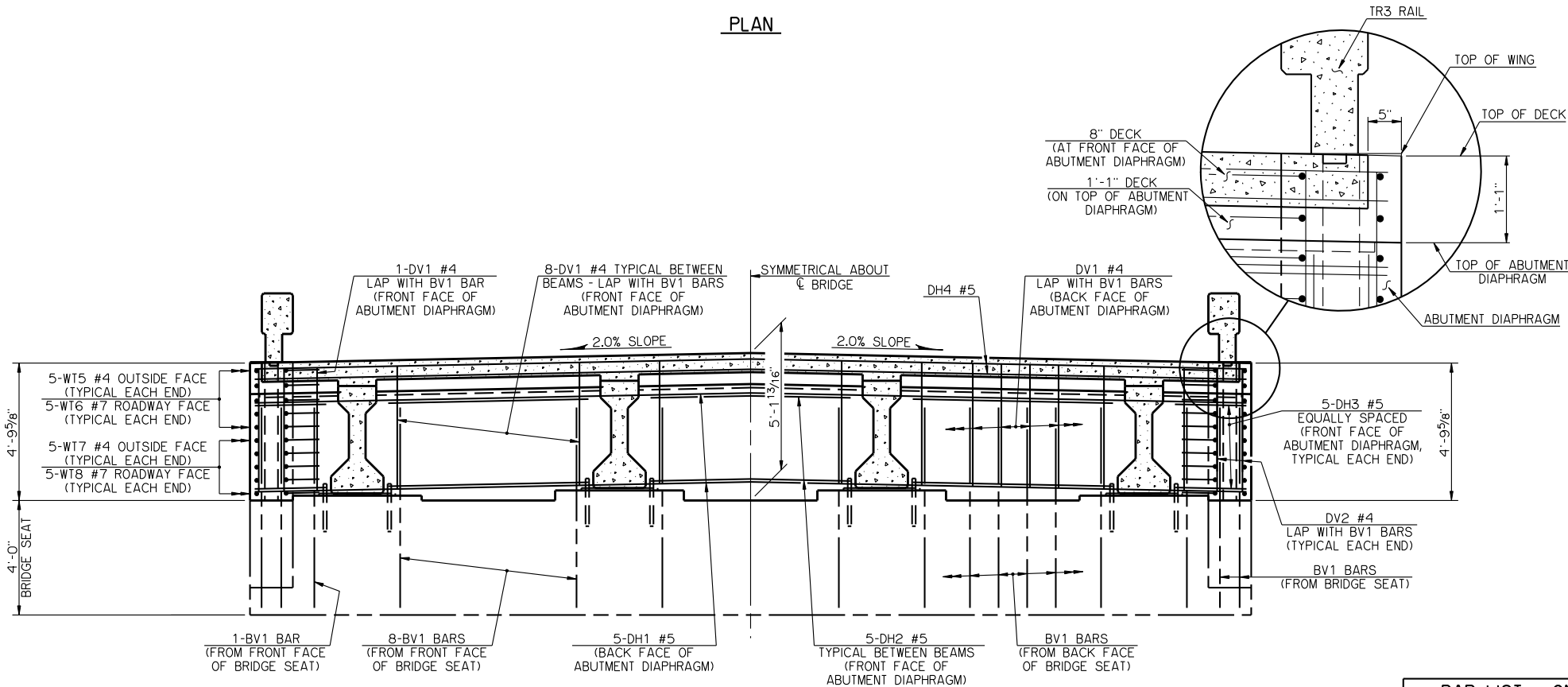


PLAN

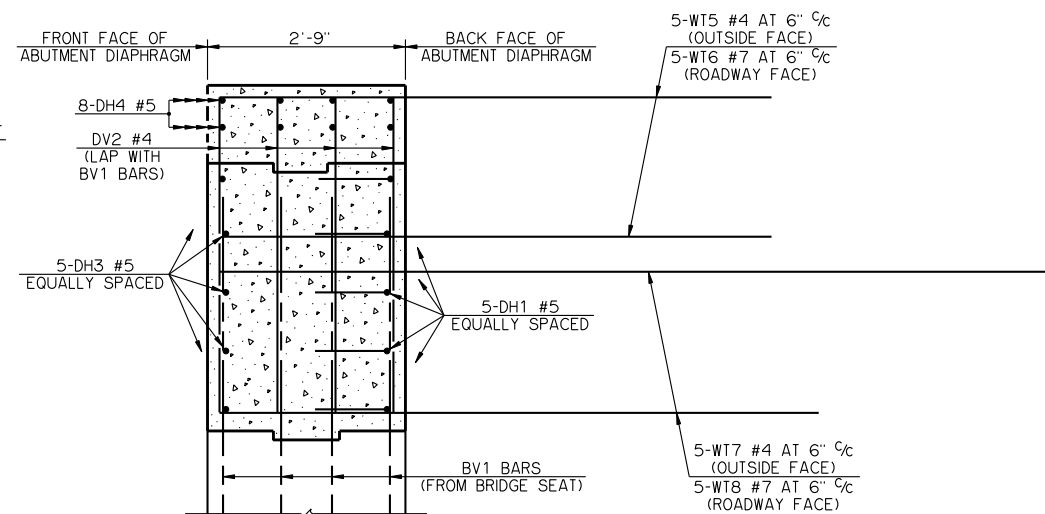


TYPICAL SECTION THRU ABUTMENT DIAPHRAGM

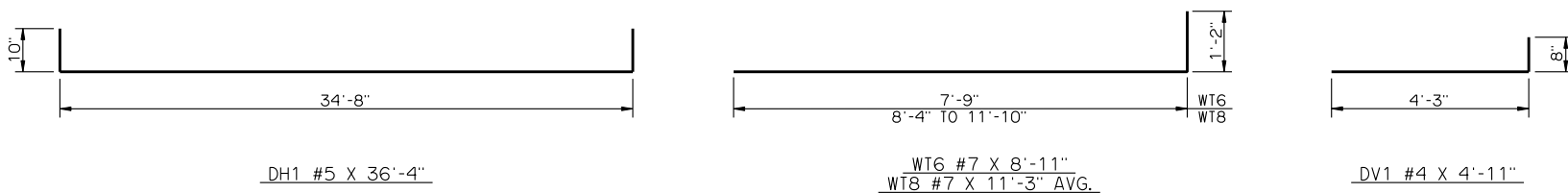
② THE AS BARS AND THE APPROACH SLAB SUPPORT ARE TO BE CONSTRUCTED ONLY IF THE BRIDGE CONTAINS THE OPTIONAL APPROACH SLABS. THE AS BARS IN THE DECK SLAB AND THE BT1 AND SV1 BARS IN THE APPROACH SLAB SUPPORT SHALL BE INSTALLED BEFORE PLACING THE ABUTMENT DIAPHRAGM AND DECK SLAB CONCRETE. FOR ADDITIONAL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



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	5	#5	BNT.	36'-4"
	DH2	15	#5	STR.	7'-0"
	DH3	10	#5	STR.	2'-6"
	DH4	8	#5	STR.	34'-8"
	DV1	58	#4	BNT.	4'-11"
	DV2	16	#4	STR.	4'-3"
	WT5	10	#4	STR.	7'-9"
	WT6	10	#7	BNT.	8'-11"
	WT7	10	#4	STR.	10'-1" AVG.
	WT8	10	#7	BNT.	11'-3" AVG.

① NO. INCLUDES TWO SETS OF 5 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. Duch* DATE 9-9-2011  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
COUNTY BRIDGE STANDARD (ENGLISH)  
**ABUTMENT DIAPHRAGM DETAILS**  
TYPE III AND TYPE C P.C. BEAMS  
32' CLEAR ROADWAY - INTEGRAL - SKEWED 0°  
2009 SPECIFICATIONS      CB32-I-SKO-DIA-ABUT-PC3      01E  
CB-869E