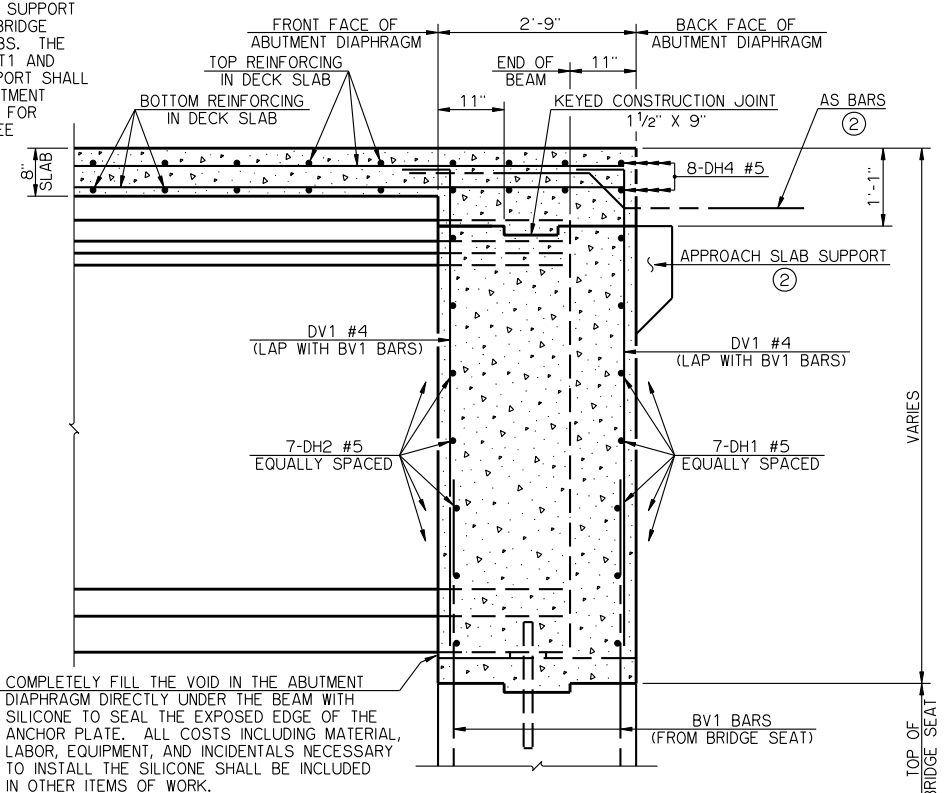
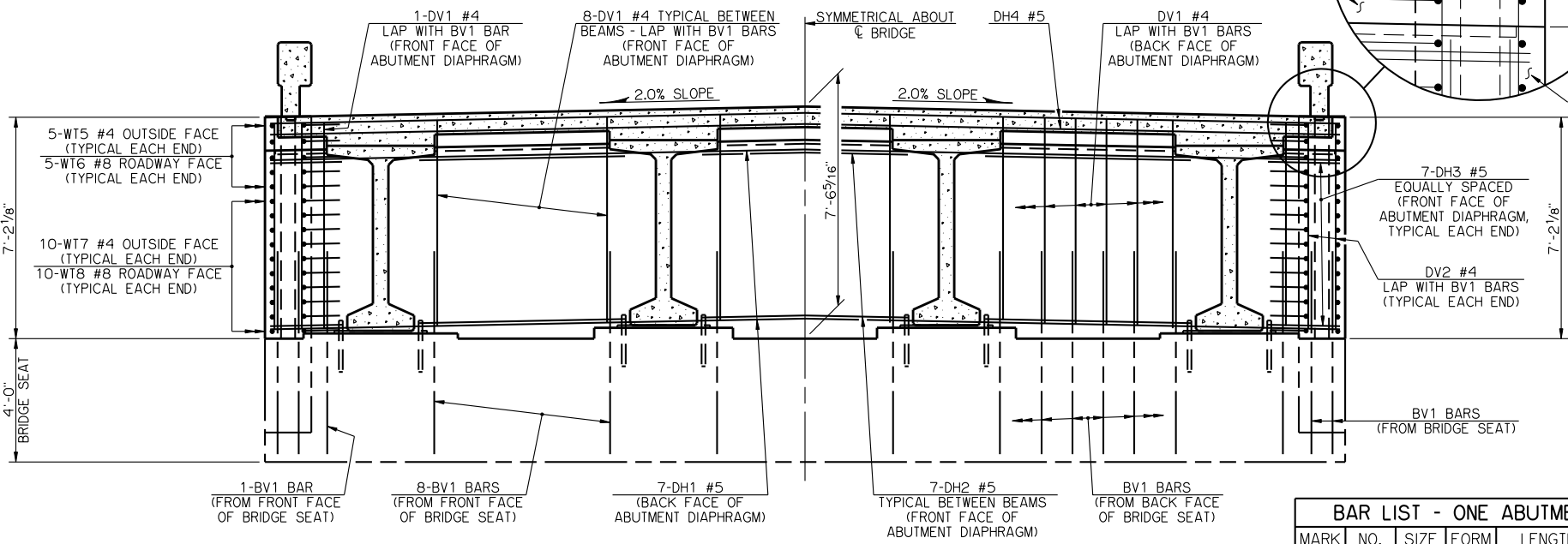


PLAN

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



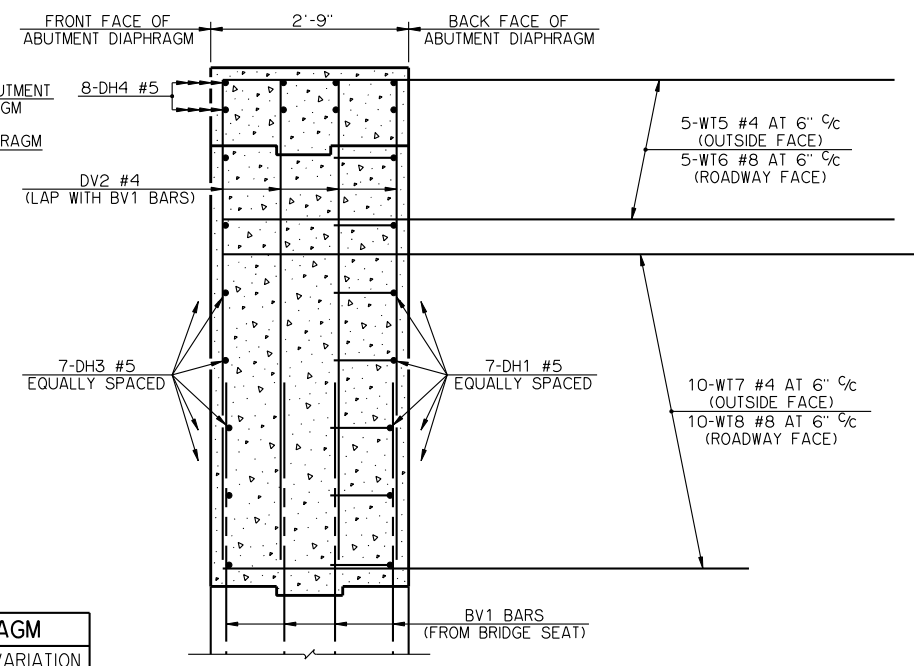
ELEVATION

BAR LIST - ONE ABUTMENT DIAPHRAGM						
MARK	NO.	SIZE	FORM	LENGTH	LENGTH VARIATION	
	DH1	7	#5	BNT.	36'-4"	-
	DH2	21	#5	STR.	6'-8"	-
	DH3	14	#5	STR.	2'-4"	-
	DH4	8	#5	STR.	34'-8"	-
	DV1	58	#4	BNT.	7'-4"	-
	DV2	16	#4	STR.	6'-8"	-
	WT5	10	#4	STR.	9'-4"	-
	WT6	10	#8	BNT.	10'-8"	-
①	WT7	20	#4	STR.	12'-8" AVG.	8'-6" TO 16'-10"
①	WT8	20	#8	BNT.	14'-0" AVG.	9'-10" TO 18'-2"

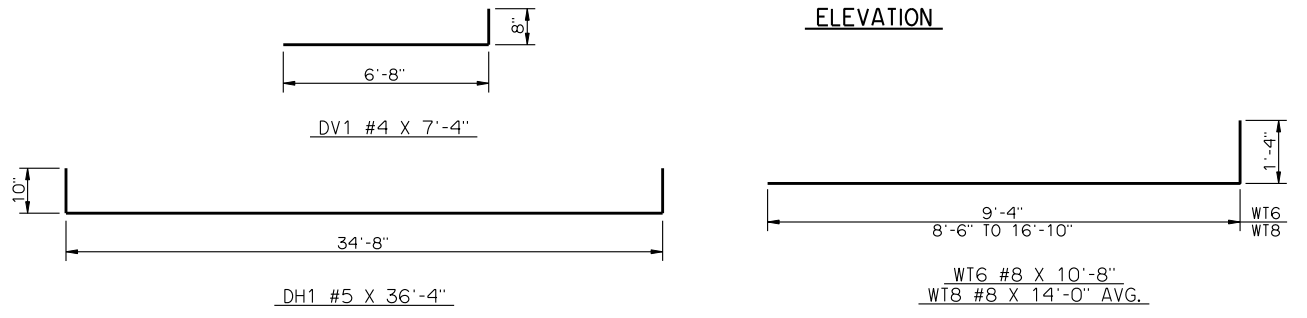
① NO. INCLUDES TWO SETS OF 10 BARS

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.



TYPICAL SECTION THRU ABUTMENT DIAPHRAGM AT WING



DETAILS OF BENT REINFORCING STEEL

APPROVED BY BRIDGE ENGINEER *Robert D. Smith* DATE 9-9-2011  
 OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 COUNTY BRIDGE STANDARD (ENGLISH)  
**ABUTMENT DIAPHRAGM DETAILS**  
**TYPE BT-72 AND TYPE J P.C. BEAMS**  
**32' CLEAR ROADWAY - INTEGRAL - SKEWED 0°**  
 2009 SPECIFICATIONS CB32-I-SKO-DIA-ABUT-PC5 01E  
 CB-871E