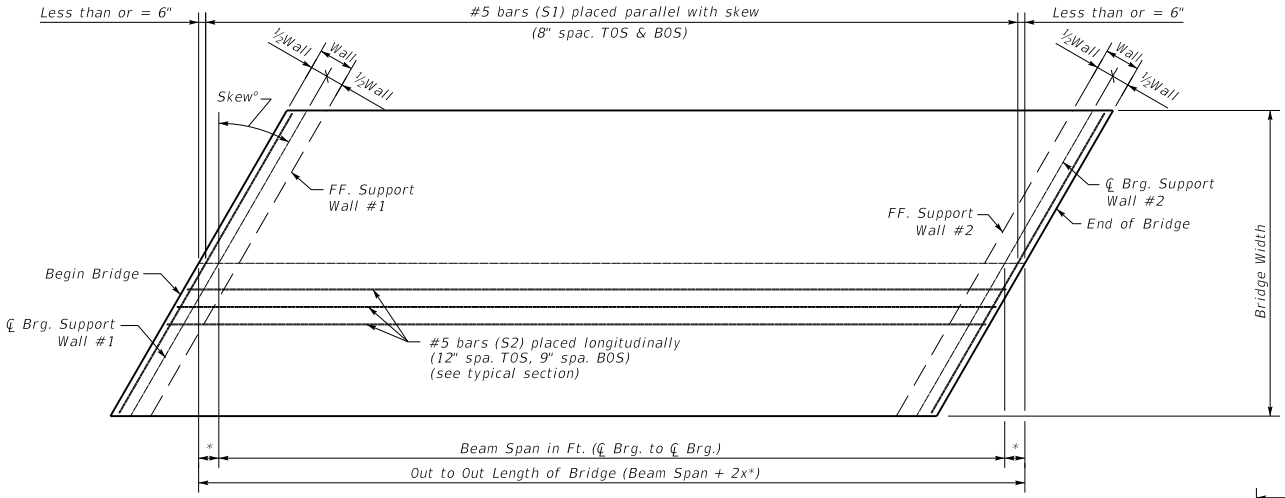


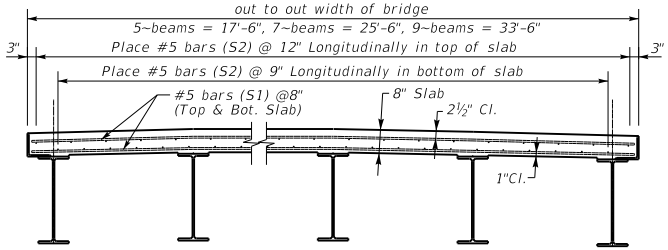
PLAN OF SLAB

NOTE: All reinforcing steel shall be epoxy coated.

#5 Skewed Transverse Bar (S1) Length

0° Skew –> Bridge Width – 4"
15° Skew –> ((Bridge Width – 4"))x 1.035)
30° Skew –> ((Bridge Width – 4") x 1.155) – 3/8"
45° Skew –> ((Bridge Width – 4") x 1.414) – 5/8"

* *0° skew, ½Wall*
15° skew, ½Wall x 1.035
30° skew, ½Wall x 1.155
45° skew, ½Wall x 1.414

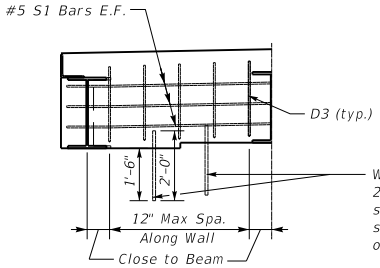


TYPICAL SECTION

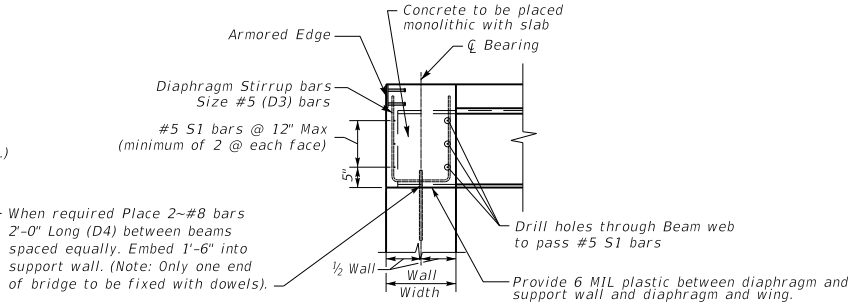
NOTE: It is recommended a crash tested barrier be attached to the Superstructure to contain all vehicles within the roadway. Recommended barriers include the Type T631 guardrail, Type 3, or 32" Vertical Face railing.

NOTES: 1.) Diaphragm stirrups are to project into the slab regardless of slab forming method.

2.) Place stirrup bars parallel to face of beams.



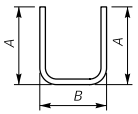
DIAPHRAGM



DIAPHRAGM X-SECTION

(Perpendicular to Diaphragm)

NOTE: End Diaphragms are required on both Grid Deck and Slabs.



D3 BARS

Dim. "A" = Beam Depth + 4" for Slab
Dim. "A" = Beam Depth – 4" for Grid Deck.

Dim. "B" = 0° Skew –> (Wall Width – 4")
15° Skew –> (Wall Width – 4") x 1.035
30° Skew –> (Wall Width – 4") x 1.155
45° Skew –> (Wall Width – 4") x 1.414

KENTUCKY
DEPARTMENT OF HIGHWAYS

SLAB AND END DIAPHRAGM DETAILS

STANDARD DRAWING NO. BSB-003

SUBMITTED _____ 02-26-20
DIRECTOR DIVISION OF STRUCTURAL DESIGN — DATE

APPROVED _____ 02-26-20
STATE HIGHWAY ENGINEER — DATE