<table>
<thead>
<tr>
<th>CELL / MODEL NAME</th>
<th>DESCRIPTION</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIA-BT6372-0</td>
<td>Diaphragm Integral Abutment; Bulb T-Beam 63-72 inch beam depth; No skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-BT6372-L</td>
<td>Diaphragm Integral Abutment; Bulb T-Beam 63-72 inch beam depth; Left skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-BT6372-R</td>
<td>Diaphragm Integral Abutment; Bulb T-Beam 63-72 inch beam depth; Right skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-I3642-0</td>
<td>Diaphragm Integral Abutment; I-Beam 36-42 inch beam depth; No skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-I3642-L</td>
<td>Diaphragm Integral Abutment; I-Beam 36-42 inch beam depth; Left skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-I3642-R</td>
<td>Diaphragm Integral Abutment; I-Beam 36-42 inch beam depth; Right skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-I4854-0</td>
<td>Diaphragm Integral Abutment; I-Beam 48-54 inch beam depth; No skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-I4854-L</td>
<td>Diaphragm Integral Abutment; I-Beam 48-54 inch beam depth; Left skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-I4854-R</td>
<td>Diaphragm Integral Abutment; I-Beam 48-54 inch beam depth; Right skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL27-0</td>
<td>Diaphragm Integral Abutment; IL 27 inch beam depth; No skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL27-L</td>
<td>Diaphragm Integral Abutment; IL 27 inch beam depth; Left skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL27-R</td>
<td>Diaphragm Integral Abutment; IL 27 inch beam depth; Right skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL36-0</td>
<td>Diaphragm Integral Abutment; IL 36 inch beam depth; No skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL36-N</td>
<td>Diaphragm Integral Abutment; IL 36 inch beam depth; Left skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL36N-0</td>
<td>Diaphragm Integral Abutment; IL 36 inch beam depth narrow top; No skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL36N-L</td>
<td>Diaphragm Integral Abutment; IL 36 inch beam depth narrow top; Left skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL36N-R</td>
<td>Diaphragm Integral Abutment; IL 36 inch beam depth narrow top; Right skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL36-R</td>
<td>Diaphragm Integral Abutment; IL 36 inch beam depth; Right skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL4554-0</td>
<td>Diaphragm integral abutment; IL 45-54 inch beam depth; No skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL4554-L</td>
<td>Diaphragm Integral Abutment; IL 45-54 inch beam depth; Left skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL4554N-0</td>
<td>Diaphragm integral abutment; IL 45-54 inch beam depth narrow top; No skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL4554N-L</td>
<td>Diaphragm Integral Abutment; IL 45-54 inch beam depth narrow top; Left skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL4554N-R</td>
<td>Diaphragm Integral Abutment; IL 45-54 inch beam depth narrow top; Right skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL4554-R</td>
<td>Diaphragm Integral Abutment; IL 45-54 inch beam depth; Right skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL6372-0</td>
<td>Diaphragm Integral Abutment; IL 63-72 inch beam depth; No skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL6372-L</td>
<td>Diaphragm Integral Abutment; IL 63-72 inch beam depth; Left skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL6372N-0</td>
<td>Diaphragm Integral Abutment; IL 63-72 inch beam depth narrow top; No skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL6372N-L</td>
<td>Diaphragm Integral Abutment; IL 63-72 inch beam depth narrow top; Left skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL6372N-R</td>
<td>Diaphragm Integral Abutment; IL 63-72 inch beam depth narrow top; Right skew</td>
<td>10/7/2016</td>
</tr>
<tr>
<td>DIA-IL6372-R</td>
<td>Diaphragm Integral Abutment; IL 63-72 inch beam depth; Right skew</td>
<td>10/7/2016</td>
</tr>
</tbody>
</table>
**Notes:**  
Reinforcement bars in diaphragm are billed with superstructure on sheet of.
Concrete in diaphragm is included with Concrete Superstructure on sheet of.
For details of bars m(E) see sheet of.
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of cellular polystyrene is included with Concrete Superstructure.
Deck shall be braced for stability during erection and remain braced until deck is poured and cured.
**SECTION A-A**

1. **Reinforcement bars in diaphragm are billed with superstructure on sheet of**

Concrete in diaphragm is included with Concrete Superstructure on sheet of .

For details of bars s(E), s(E) and v(E) see sheet of.

Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure on sheet of .

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet of .

Concrete in diaphragm is included with Concrete Superstructure on sheet of .

For details of bars s(E), s(E) and v(E) see sheet of.

Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**PLAN AT ABUTMENT**

(Shewing bottom flange of beam)

**DIAPHRAGM AT ABUTMENT**

**SECTION B-B**

**DIAPHRAGM DETAILS**

DIA-BT6372-L

**STATE OF ILLINOIS**

**DEPARTMENT OF TRANSPORTATION**

**FILE NAME**

**PLOT SCALE**

**PLOT DATE**

**CHECKED**

**DRAWN**

**CHECKED**

**DESIGNED**

**REVISED**

**REVISED**

**REVISED**

**REVISED**

**DEPARTMENT OF TRANSPORTATION**

**STATE OF ILLINOIS**

**F.A. RTE.**

**SECTION**

**ILLINOIS FED. AID PROJECT**

**COUNTY**

**CONTRACT NO.**

**TOTAL SHEETS**

**SHEET NO.**

**10-7-2016**
DIAPHRAGM AT ABUTMENT

SECTION A-A

Each End
-#5 s (E) bars typ. between beams.

For details of bars s (E), m (E) and v (E) see sheet  of  .

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of .

Concrete in diaphragm is included with Concrete Superstructure on sheet of .

Notes:

1. Cost of cellular polystyrene is included with Concrete Superstructure.

2. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

3. Cellular polystyrene is included with Concrete Superstructure on sheet of .

PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:

1. Ceiling polystyrene is included with Concrete Superstructure.

2. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

3. Cost of cellular polystyrene is included with Concrete Superstructure.
DIAPHRAGM AT ABUTMENT

Approach slab seat shall have a constant slope determined from the control points shown.

Section A-A

SECTION A-A

Plan at Abutment

(Sheeting bottom range of beams)

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet of .
Concrete in diaphragm is included with Concrete Superstructure on sheet of .

For实业 of bars (s(E), v(E) and w(E) see sheet of .
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of cellular polystyrene is included with Concrete Superstructure.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
The approach slab seat shall have a constant slope determined from the control points shown.

Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet of .
- Concrete in diaphragm is included with Concrete Superstructure on sheet of .
- For details of bars s(E) and s(E) see sheet of .
- Cells of polystyrene are included with Concrete Superstructure on sheet of .
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Cost of cellular polystyrene is included with Concrete Superstructure.
Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet of .
Concrete in diaphragm is included with Concrete Superstructure on sheet of .
For details of bars s(E), s(E) and v(E) see sheet of .

The approach slab seat shall have a constant slope determined from control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.
Reinforcement shall be braced for stability during erection and remain braced until deck is poured and cured.
Approach slab seat shall have a constant slope determined from approach slab seat and control points shown.

Concrete in diaphragm is included with Concrete Superstructure on sheet 5310.

For shear of bars s (E), s (E) and v (E) see sheet 5310 of project.

Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet 5310.
- Concrete in diaphragm is included with Concrete Superstructure on sheet 5310.
- Fabric bearing pad, typ. between beams.
- Cells shall be braced for stability during erection and remain braced until deck is poured and cured.

Top view of the bridge with cellular polystyrene and fabric bearing pad.

DIAPHRAGM AT ABUTMENT

SECTION A-A

PLAN AT ABUTMENT

DIAPHRAGM DETAILS STRUCTURE NO.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
Approach slab seat

Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet of .
- Concrete in diaphragm is included with Concrete Superstructure on sheet of .
- For details of bars s(E), s(E) and s(E) see sheet of .
- The s(E) bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
Approach slab seat shall have a constant slope determined from the control points shown. 

Spacing for these bars shall be at right angles to the beams.

For details of bars s(E), s(E) and v(E) see sheet   of   

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet   of   .

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet of .
Concrete in diaphragm is included with Concrete Superstructure on sheet .

For details of bars s(E), s(E) and v(E) see sheet of .
The s(E), s(E) and s(E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure. The approach slab seat shall be braced for stability during erection and remain braced until deck is poured and cured.

SECTION A-A

For RC C35

PLAN AT ABUTMENT

(Shoewing bottom flange of beams)

SECTION B-B

DIAPHRAGM AT ABUTMENT
Approach slab
Control point
1'-3"
Approach slab seat
Control point
1'-3"

SECTION B-B
Construction joint
Recommended by supplier.
With bridge joint sealer
2" PJF (per Article 1051.09 of the
Standard Specifications) bonded to
2" PJF (per Article 1051.09 of the
Standard Specifications) bonded to

Concrete in diaphragm is included with Concrete Superstructure.
Reinforcement bars in diaphragm are billed with superstructure on
the control points shown.

Concrete in diaphragm is included with Concrete Superstructure on
sheet of

Notes:
Reinforcement bars in diaphragm are billed with superstructure on
sheet of

Concrete in diaphragm is included with Concrete Superstructure on
sheet of

The approach slab seat shall have a constant slope determined from
the control points shown.

Note:
Reinforcement bars in diaphragm are billed with superstructure on
sheet of

Concrete in diaphragm is included with Concrete Superstructure on
sheet of

Concrete in diaphragm is included with Concrete Superstructure on
sheet of

Concrete in diaphragm is included with Concrete Superstructure on
sheet of
**DIAPHRAGM AT ABUTMENT**

- Approach slab
- Control point
- Approach slab seat
- Control point

**SECTION B-B**

- Construction joint

**SECTION A-A**

- Beam
- Control point
- Back of Abut.
- Fabric bearing pad

**PLAN AT ABUTMENT**

- Slope %
- Approach Abut.
- Control point
- Approach slab seat
- Control point

**Notes:**
- Reinforcement bars in diaphragms are billed with superstructure on sheet of .
- Concrete in diaphragm is included with Concrete Superstructure on sheet of .
- For details of bars $s(E)$ or $v(E)$ see sheet of . The $s(E)$ and $v(E)$ bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**DIAPERAGM DETAILS**

- Approach slab
- Control point
- Approach slab seat
- Control point

**Notes:**
- Reinforcement bars in diaphragms are billed with superstructure on sheet of .
- Concrete in diaphragm is included with Concrete Superstructure on sheet of .
- For details of bars $s(E)$ or $v(E)$ see sheet of . The $s(E)$ and $v(E)$ bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
Approach slab
Control point
1'-3" 
Approach slab seat
Control point
1'-3"

SECTION B-B
Construction joint
recommended by supplier.
wingwall with suitable adhesive as
Standard Specifications) bonded to
2" PJF (per Article 1051.09 of the

~ Rdwy.

Beams shall be braced for stability during erection and remain braced
until deck is poured and cured.

Cost of cellular polystyrene is included with Concrete Superstructure.

Spacing for these bars shall be at right angles to the beams.

The s (E) and s (E) bars shall be placed parallel to the beams.
For details of bars s (E), s (E) and v (E) see sheet   of   .

Concrete in diaphragm is included with Concrete Superstructure
sheet   of   .

Reinforcement bars in diaphragm are billed with superstructure on
sheet of .

Concrete in diaphragm is included with Concrete Superstructure
on sheet of .

For details of bars s (E), s (E) and v (E) see sheet of .

The s (E) and s (E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from
the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.
Beams shall be braced for stability during erection and remain braced
until deck is poured and cured.
DIAPHRAGM AT ABUTMENT

SECTION B-B
Construction joint recommended by supplier.

SECTION A-A
Concrete in diaphragm is included with Concrete Superstructure.

Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet of.
- Concrete in diaphragm is included with Concrete Superstructure on sheet of.
- For details of bars see Section A-A.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Notes:
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
- Reinforcement bars in diaphragm are billed with superstructure on sheet of.
- Concrete in diaphragm is included with Concrete Superstructure on sheet of.
- For details of bars see Section A-A.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
**DIAPHRAGM AT ABUTMENT**

Cellular polystyrene and fabric lining plate, typ.

Approach slab seat shall have a constant slope determined from the control points shown. Spacing for these bars shall be at right angles to the beams. For the bars, see sheet of .

Concrete in diaphragm is included with Concrete Superstructure on sheet of .

Reinforcement bars in diaphragm are billed with superstructure on sheet of .

Notes:

- Placement of reinforcing bars in diaphragm is required.
- Concrete in diaphragm is included with Concrete Superstructure on sheet of .
- For details of bars see sheet of .
- The bars shall be passed parallel to the beams.
- Bars shall be spaced at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure on sheet of . Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
**DIAGRAM AT ABUTMENT**

- Approach slab seat shall have a constant slope determined from the control points shown.
- The approach slab seat shall be dimensioned and level during pouring of the concrete.
- Concrete in diaphragm is included with Concrete Superstructure.
- Reinforcement bars in diaphragm are billed with superstructure on sheet of .
- Notes:
  - For spacing of bars (E), (E) and (E) see sheet of 
  - Cost of Cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**SECTION B-B**

- Slope %
- Approach slab
- Control point
- Construction joint

**PLAN AT ABUTMENT**

- (Showing portion Flange of beam)
- Each End - #6 m (E) bars, typ.
- Each End - #5 s (E) bars @ 12" cts.
- #6 m (E), typ. between beams.
- 2-#5 s (E) bars at 18" cts.
- 2-#5 s (E) bars at 24" cts., typ. between beams.
- Each End - #5 s (E) bars
- 2" Chamfer
- Fabric bearing pad
- Cellular polystyrene
- 1" Cellular polystyrene
- E Ferry
- 1" x 1'-3" x 3'-0"
- Add.
- 1'-3"
- 1'-2"
- 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.
- 1"x 5/8" Formed joint with bridge relief joint sealer (full width)
- 3'-0"
- Const. jct.
- Abut.
- Back of Abut.
- Fabric bearing pad
- Brg. & Beam
- Const. jct.
- Abut.
- 1'-9"
- 1'-10"
- See Section A-A
- 2" cl.
- m (E) or m (E)
- s (E)
- v (E)
- 1" x 1'-3" x 3'-0"
- Formed joint
- Formed holes
- 1'-0"
- 8"
- 3'-0"
- 1'-3"
- 1'-2"
- 1'-0"
- 8"
- Notes:
  - Reinforcement bars in diaphragm are billed with superstructure on sheet of .
  - Concrete in diaphragm is included with Concrete Superstructure on sheet of .
  - For spacing of bars (E), (E) and (E) see sheet of .
  - The approach slab seat shall have a constant slope determined from the control points shown.
  - Cost of Cellular polystyrene is included with Concrete Superstructure.
  - Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
DIAPHRAGM AT ABUTMENT

SECTION A-A

SECTION B-B

Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet of . Concrete in diaphragm is included with Concrete Superstructure on sheet of .
- For details of bars s (E) and v (E) see sheet of . The s (E) and v (E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Reinforcement bars in diaphragm are billed with superstructure on sheet of . Concrete in diaphragm is included with Concrete Superstructure on sheet of .
- For details of bars s (E) and v (E) see sheet of . The s (E) and v (E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
**DIAPHRAGM AT ABUTMENT**

**SECTION A-A**

- **Approach slab seat**
  - Control point
  - Slope %
  - Approach slab
  - Control point
  - Construction joint

- **Approach slab**
  - Control point
  - Slope %
  - Approach slab seat
  - Control point

- **Cellular polystyrene and fabric bearing pad, typ.**

**PLAN AT ABUTMENT**

- **Concrete in diaphragm** is included with Concrete Superstructure on sheet of.
- **Concrete in diaphragm** is included with Concrete Superstructure on sheet of.
- **Concrete in diaphragm** is included with Concrete Superstructure on sheet of.

**Notes:**
- Reinforcement bars in diaphragm are billed with superstructure on sheet of.
- For details of bars #5 (E) and #6 (E) see sheet of.
- The #2 (E) and #4 (E) bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.

**DIAPHRAGM DETAILS**

- **Approach slab seat**
  - Control point
  - Slope %
  - Approach slab
  - Control point

- **Approach slab**
  - Control point
  - Slope %
  - Approach slab seat
  - Control point

- **Cellular polystyrene and fabric bearing pad, typ.**

**REFERENCES:**
- See Section A-A
- See Section A-A
- See Section A-A

**EQUIPMENT**:
- **1'-3"**
- **2"**
- **3'-0"**
- **4'-0"**
- **5'-0"**
- **6'-0"**
- **7'-0"**
- **8'-0"**
- **9'-0"**
- **10'-0"**
- **11'-0"**
- **12'-0"**

**CONSULTANT**:
- **DIA-IL36N-R**
- **10-7-2016**

**STATE OF ILLINOIS**
- DEPARTMENT OF TRANSPORTATION
- CONTRACT NO.
- TOTAL SHEETS
Approach slab seat shall have a constant slope determined from control points shown. Spacing for these bars shall be at right angles to the beams.

Reinforcement bars in diaphragm are billed with superstructure on sheet of . Concrete in diaphragm is included with Concrete Superstructure on sheet of .

For details of bars s (E), s (E) and v (E) see sheet of . The s (E) and s (E) bars shall be placed parallel to the beams. The approach slab seat shall have a constant slope determined from the control points shown. The approach slab seat shall a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure on sheet of . Beams shall be braced for stability during erection and centerline after deck is poured and cured.
Each End - #5 s (E) bars

10-7-2016
Approach slab
Control point
1'-3"
Approach slab seat
Control point
1'-3"

SECTION B-B

Construction joint
Recommended by supplier. wingwall with suitable adhesive as Standard Specifications) bonded to 2" PJF (per Article 1051.09 of the until deck is poured and cured. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet of Concrete in diaphragm is included with Concrete Superstructure

Cost of cellular polystyrene is included with Concrete Superstructure

Fabric bearing pad
2" Chamfer
Cellular polystyrene

PLAN AT ABUTMENT
(Showing bottom flange of beam)

E Beam

6" Chamfer

Approach slab
Control point
Approach slab seat
Control point

DIAPHRAGM AT ABUTMENT

DIAPHRAGM DETAILS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FILE NAME = USER NAME =
PLOT SCALE = PLOT DATE =
CHECKED = DRAWN =
CHECKED = DESIGNED =
REVISED = REVISED = REVISED =
DEPARTMENT OF TRANSPORTATION
STATE OF ILLINOIS
F.A. RTE. SECTION
FED. AID PROJECT
TOTAL SHEETS SHEET NO.
COUNTY
CONTRACT NO.
ILLINOIS
- - -
- - -
- - -
- - -
10-7-2016
Each End

- #5 s (E) bars

1'-0"

See Section A-A typ. btwn. bms.

4-#6 m (E) bars

1'-9"

See Section A-A
typ. between beams

- #5 s (E) bars at |12'' cts.,

1'-0"

- #5 m (E) bars

1'-10"

See Section A-A
typ. between beams

- #5 m (E) or m (E)

10

10-7-2016

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO.

DIAPHRAGM AT ABUTMENT

SECTION A-A

SECTION B-B

PLAN AT ABUTMENT

(Detailing bottom flange of beam)

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet of.

Concrete in diaphragm is included with Concrete Superstructure on sheet of.

For details of bars s (E), s (E) and v (E) see sheet of.

Notes:

Approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of.

Cellular polystyrene and fabric bearing pad, typ.

Each End

- #5 m (E) bars

2-#5 m (E) bars, typ.

See Section A-A
typ. between beams

- #5 s (E) bars at |12'' cts.,

1'-0"

- #5 m (E) bars

1'-10"

See Section A-A
typ. between beams

- #5 m (E) or m (E)

10

10-7-2016

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO.

DIAPHRAGM AT ABUTMENT

SECTION A-A

SECTION B-B

PLAN AT ABUTMENT

(Detailing bottom flange of beam)

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet of.

Concrete in diaphragm is included with Concrete Superstructure on sheet of.

For details of bars s (E), s (E) and v (E) see sheet of.

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
**Approach slab**

- Control point
- 1'-3" 

**Approach slab seat**

- Control point
- 1'-3"

**Construction joint**

Recommended by supplier. 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as shown on sheet 6 of 16.

- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

- Cost of cellular polystyrene is included with Concrete Superstructure.

**Notes:**

- Reinforcement bars in diaphragm are billed with superstructure on sheet 6 of 16.
- Concrete in diaphragm is included with Concrete Superstructure on sheet 6 of 16.
- Cellular polystyrene and fabric bearing pad, typ.
- For details of bars s(E), s(E) and v(E) see sheet 6 of 16.
- The s(E) and s(E) bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.
- The s(E) and s(E) bars shall have a constant slope determined from the control points shown.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Each End 1-#6 m(E) bar or m(E) or m(E) typ. btwn. bms.
- See Section A-A.
- Each End 4-#6 m(E) bars typ. btwn. bms.
- See Section A-A.
- Each End 2-#5 s(E) bars typ. thru Each Beam.
- See Section A-A.
- Each End 2-#5 m(E) bars typ. thru Each Beam.
- See Section A-A.
- Each End -#5 s(E) bars at |12" cts., typ. between beams.
- 1-#6 m(E) bar typ. between beams.
- 4-#6 m(E) bars typ. between beams.
- See Section A-A.
- 1-#6 m(E) bar
- 6-#6 m(E) bars
- 11-#6 m(E) bars
- 10-#5 s(E) bars
- 5-#5 s(E) bars
- 1-#6 m(E) bar
- 11-#5 s(E) bars
- 5-#5 s(E) bars
- 1-#6 m(E) bars
**DIAPHRAGM AT ABUTMENT**

- Approach slab
- Control point 1'-3"
- Approach slab seat
- Control point 1'-3"

**SECTION B-B**

- Construction joint recommended by supplier.
- Wingwall with suitable adhesive as Standard Specifications bonded to 2" PJF (per Article 1051.09 of the 11/10).
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
- Spacing for these bars shall be at right angles to the beams.
- The s (E) and s (E) bars shall be placed parallel to the beams.
- For details of bars s (E), s (E) and v (E) see sheet of 10.
- Concrete in diaphragm is included with Concrete Superstructure.
- Reinforcement bars in diaphragm are billed with superstructure on sheet 11.

**PLAN AT ABUTMENT**

(Showing section profile of beam)

**DIAPHRAGM DETAILS**

- Approach slab
- Control point 1'-3"
- Approach slab seat
- Control point 1'-3"

- Construction joint recommended by supplier.
- Wingwall with suitable adhesive as Standard Specifications bonded to 2" PJF (per Article 1051.09 of the 11/10).
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
- Spacing for these bars shall be at right angles to the beams.
- The s (E) and s (E) bars shall be placed parallel to the beams.
- For details of bars s (E), s (E) and v (E) see sheet of 10.
- Concrete in diaphragm is included with Concrete Superstructure.
- Reinforcement bars in diaphragm are billed with superstructure on sheet 11.

Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet 11.
- Concrete in diaphragm is included with Concrete Superstructure on sheet 11.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
DIAPHRAGM AT ABUTMENT

DIAPHRAGM AT ABUTMENT

SECTION B-B

Construction joint recommended by supplier.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Fabric bearing pad

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of 4.

Notes:

Concrete in diaphragm is included with Concrete Superstructure.
The approach slab seat shall have a constant slope determined from the control points shown.

Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

Concrete in diaphragm is included with Concrete Superstructure.

Reinforcement bars in diaphragm are billed with superstructure on sheet of .

Cost of cellular polystyrene is included with Concrete Superstructure.

Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet of .
- Concrete in diaphragm is included with Concrete Superstructure on sheet of .
- For details of bars s(E), s(E) and s(E) see sheet of .
- The s(E) and s(E) bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

REFERENCE
The references are not explicitly mentioned in the text.
Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet of .
Concrete in diaphragm is included with Concrete Superstructure on sheet of .
For details of bars s(E), s(E) and v(E) see sheet of .
The approach slab seat must have a constant slope determined from the control points shown.
Cost of cellular polystyrene is included with Concrete Superstructure.
Deck slabs must be braced for stability during erection and remain braced until stock is poured and cured.
Approach slab
Control point
1'-3" (typ.)
Approach slab seat
Control point
1'-3" (typ.)

SECTION B-B
Construction joint
Recommended by supplier.
Wingwall with suitable adhesive as Standard Specifications) bonded to 2" PJF (per Article 1051.09 of the
until deck is poured and cured.
Beams shall be braced for stability during erection and remain braced
Cost of cellular polystyrene is included with Concrete Superstructure.
The approach slab seat shall have a constant slope determined from
Spacing for these bars shall be at right angles to the beams.
The s(E) and s(E) bars shall be placed parallel to the beams.
For details of bars s(E), s(E) and v(E) see sheet of .
Concrete in diaphragm is included with Concrete Superstructure
Reinforcement bars in diaphragm are billed with superstructure on
Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet of .
Concrete in diaphragm is included with Concrete Superstructure on sheet of .
For details of bars s(E), s(E) and s(E) see sheet of .
The s(E) and s(E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of cellular polystyrene is included with Concrete Superstructure.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
**DIAPHRAGM AT ABUTMENT**

- Approach slab
- Control point 1'-3"
- Approach slab seat
- Control point 1'-3"

**SECTION B-B**

- Construction joint
- Recommended by supplier.
- Wingwall with suitable adhesive as standard specifications bonded to 2" PJF (per Article 1051.09 of the Standard Specifications) until deck is poured and cured.
- Beams shall be braced for stability during erection and remain braced.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Spacing for these bars shall be at right angles to the beams.
- The s(E) and s(E) bars shall be placed parallel to the beams.
- For details of bars s(E), s(E) and v(E) see sheet of .
- Concrete in diaphragm is included with Concrete Superstructure.
- Reinforcement bars in diaphragm are billed with superstructure on each End.
- See Section A-A for hole locations.
- See sheet for m(E) or m(E) bars, typ. 1'' x ƒ'' Formed joint (full width)
- Photos (E) and m(E) bars, typ. btwn. bms.
- 5-#6 m(E) bars
- 1-#6 m(E) bar
- 5-#6 m(E) bars
- 1-#6 m(E) bar
- 10-7-2016

**PLAN AT ABUTMENT**

- Showing section through bridge.
**DIAPHRAGM AT ABUTMENT**

- 3-#5 s(E) bars at 1'-3"
  typ. between beams

**DIAPHRAGM DETAILS**

**DIAPHRAGM AT ABUTMENT**

- 3-#5 s(E) bars at 1'-3"
  typ. between beams

**SECTION A-A**

- 2" Chamfer
- Fabric bearing pad

**SECTION B-B**

- Approach slab seat
  typ. thru Each Beam.

- Construction joint
  (at Rt. L's) with bridge relief joint sealer
  (full width)

**PLAN AT ABUTMENT**

- Fabric bearing pad, typ.
  1/-0"

**NOTES:**

- Reinforcement bars in diaphragm are billed with superstructure on sheet of .
- Concrete in diaphragm is included with Concrete Superstructure on sheet of.
- For details of bars s(E), s(E) and s(E) see sheet of.
- The bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**DIAPHRAGM AT ABUTMENT**

- Approach slab
  typ. between beams

- Control point
  1'-3"