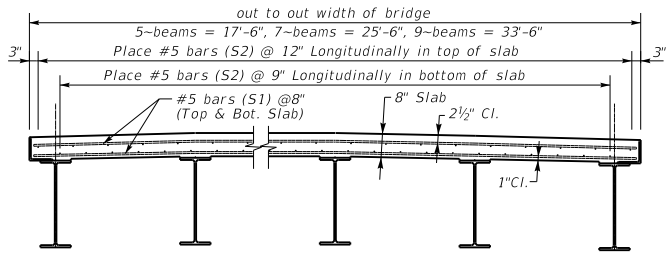


PLAN OF SLAB

NOTE: All reinforcing steel shall be epoxy coated.

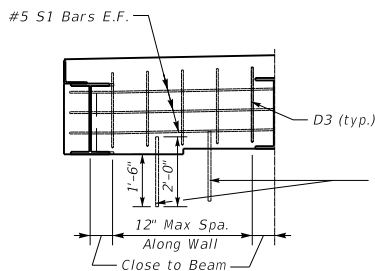
- NOTES: 1.) Diaphragm stirrups are to project into the slab regardless of slab forming method.
 2.) Place stirrup bars parallel to face of beams.

#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, 1/2 Wall
 15° skew, 1/2 Wall x 1.035
 30° skew, 1/2 Wall x 1.155
 45° skew, 1/2 Wall x 1.414



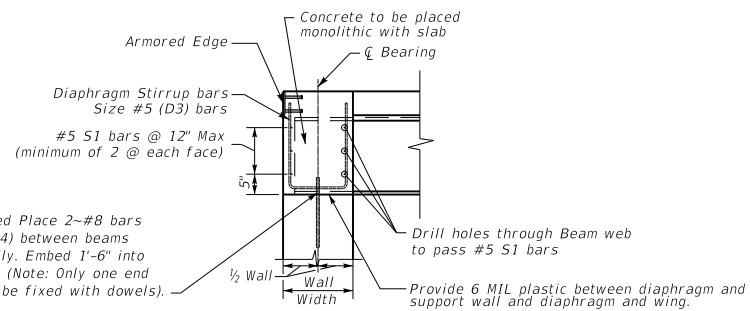
TYPICAL SECTION

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.



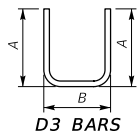
DIAPHRAGM

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



DIAPHRAGM X-SECTION

(Perpendicular to Diaphragm)



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 <small>DATE</small>	<i>Bob Adams</i> DIRECTOR DIVISION OF STRUCTURAL DESIGN	02-26-20 <small>DATE</small>
APPROVED <small>DATE</small>	<i>[Signature]</i> STATE REGISTERED ENGINEER	02-26-20 <small>DATE</small>