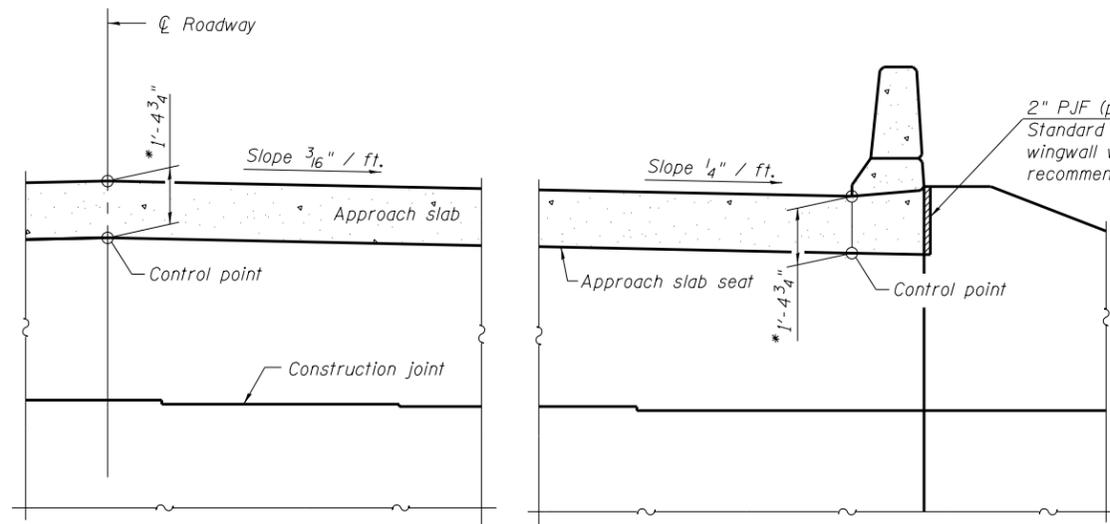
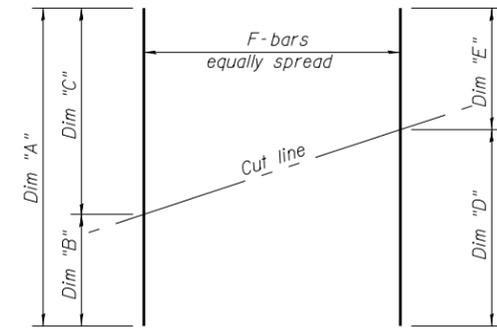
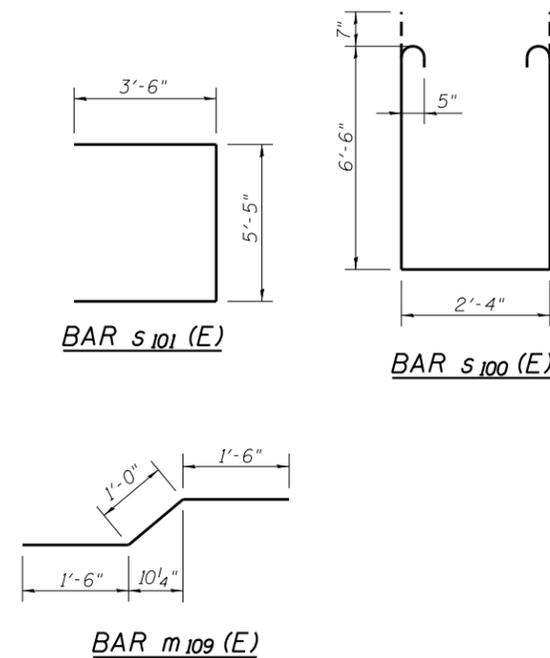


SECTION A-A
(at Rt. L's)



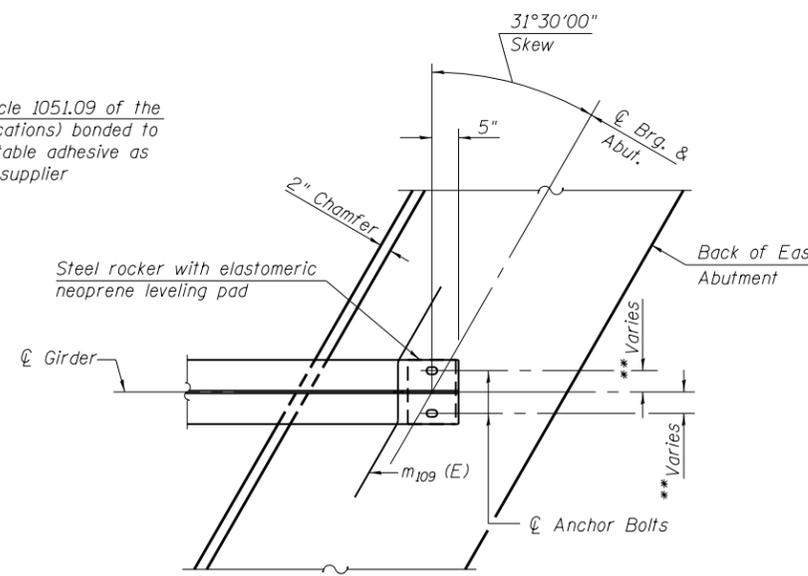
SECTION B-B



FIELD CUTTING DIAGRAM

Order bars full length, Cut as shown and use remainder of bar as specified.

BAR	A	B	C	D	E	F
#6-a100 (E)	32'-2"	1'-0"	31'-2"	31'-2"	1'-0"	38
#6-a102 (E)	33'-9"	2'-7"	31'-2"	31'-2"	2'-7"	22
#6-a105 (E)	40'-0"	20'-5"	19'-7"	39'-2"	10"	24
#6-a107 (E)	46'-2"	23'-6"	22'-8"	43'-9"	2'-5"	26
#6-a108 (E)	40'-7"	20'-8"	19'-11"	38'-8"	1'-11"	14
#6-a110 (E)	47'-5"	24'-4"	23'-1"	43'-4"	4'-1"	15



PARTIAL PLAN AT EAST ABUTMENT

(Showing bottom flange of girder)
(West Abutment Similar)

* Prior to Grinding
** See sheet 55 of 79 for dimension

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 25 of 79.
Concrete in diaphragm is included with Concrete Superstructure on sheet 25 of 79.
For details of bar m109 (E) see sheet 25 of 79.
The s100 (E) and s102 (E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
The approach slab seat shall have a constant slope determined from the control points shown.
For bearing details see sheet 56 of 79.
For details of Precast Bridge Approach Slab connection to Abutment Diaphragm, see sheet 37 and 41 of 79.