RF	STATE PROJECT	PARISH	SHEET NO.
01-07(004)	424-05-27	ST. MARY	1

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

PLANS OF PROPOSED
STATE HIGHWAY

RF-01-07(004)

STATE PROJECT NO. 424-05-27

BALDWIN - JEANERETTE HIGHWAY
(SOUTH SECTION)

ST. MARY PARISH

La 3052

A CONTROLLED ACCESS HIGHWAY

INDEX TO SHEETS

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325	R-CB-7a	Feb. 1957
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330	R-CB-25 Mod	April 1958
331	R-P-5 Rev.	6-8-72
332	R-P-55	6-8-72
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340	C.C.S.S.4-6.RS.45°-1	6-8-72
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342	C.C.S.S.4-7.RS.75°-1	6-8-72
343	C.C.S.M.5.R.60°-1	6-8-72
344	C.C.S.M.6-8.R.90°-1	6-8-72
345	R-CB-3PR	8-6-73
346	R-CB-7aPR	8-6-73
401-511	CROSS SECTIONS	

TOTAL SHEETS WITHOUT CROSS SECTIONS 400

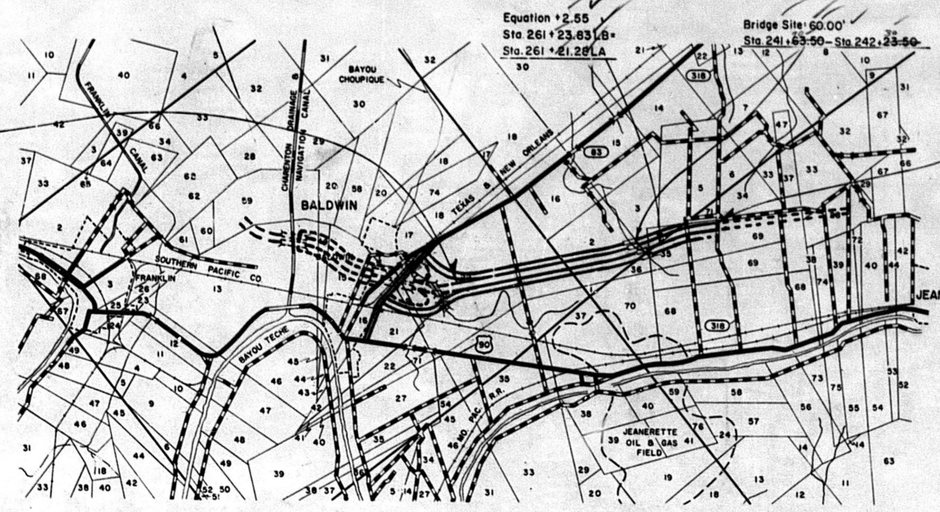
TOTAL SHEETS WITH CROSS SECTIONS 111

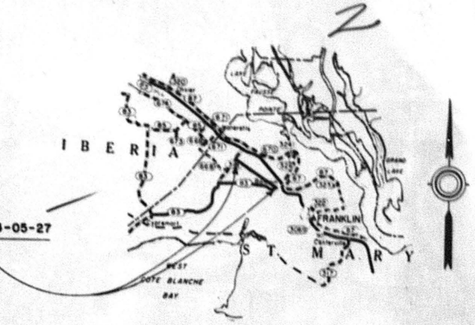
SCHEDULE OF REVISIONS

	DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED
	2/10/73	SHEET NOS 1, 8b, 21, 2, 80	3/10/73	H.J. Colvin	9-12-73	[illegible]
	10-16-73	CH. Rev. 3, 3a, 3b, 3c, 3d, 3e, 3f, 3g, 3h, 3i, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35	10-16-73			[illegible]
	11/14/73	SHEET NOS 1, 8b, 21, 2	10/24/73	H.D. Shaffer	11-26-73	[illegible]

STA. 90+00
END F-01-07(007)
END S.P. NO. 424-05-40
BEG. R.F-01-07(004)
BEG. S.P. NO. 424-05-27

STA. 317+86.99
END RF-01-07(004)
END S.P. NO. 424-05-27
BEG. F-121(13)
BEG. S.P. NO. 424-05-11





VICINITY MAP

NOTE:
STANDARD SPECIFICATIONS ADOPTED BY THE DEPARTMENT OF HIGHWAYS ON OCTOBER 1, 1971 AND APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL GOVERN ON THIS PROJECT, EXCEPT AS AMENDED BY THE SUPPLEMENTAL SPECIFICATIONS AND/OR SPECIAL PROVISIONS.

RECOMMENDED FOR APPROVAL
TRAFFIC & PLANNING ENGINEER 9-14-73

RECOMMENDED FOR APPROVAL
BRIDGE DESIGN ENGINEER 9-12-73

RECOMMENDED FOR APPROVAL
ROAD DESIGN ENGINEER 9-12-73

RECOMMENDED FOR APPROVAL
CHIEF LOCATION & DESIGN ENGINEER 9-12-73

APPROVED
CHIEF ENGINEER

RECOMMENDED FOR APPROVAL DATE

DISTRICT ENGINEER
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED DATE

DIVISION ENGINEER
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TYPE OF CONSTRUCTION: CONTINUOUSLY REINF.
PORTLAND CEMENT CONCRETE PAVEMENT

TRAFFIC DATA: ADT-(1973) 7300, (1993) 21100
D=50%
K=10%
T=12%

DATUM USED: M.S.L.
MAG. VAR.: 7° - 15'
BEARINGS ARE TRUE
TRANSIT BOOKS:
LEVEL BOOKS:
SCALES PLAN: 1"=100'
PROFILE: HOR. 1"=100'
VERT. 1"=10'

LAYOUT MAP

SCALE: 1 INCH = 5280 FEET

LENGTH OF PROJECT

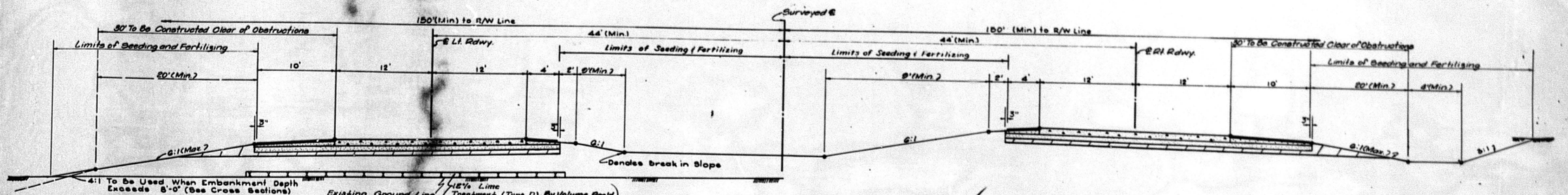
DESCRIPTION		ALGEBRAIC SUM OF ALL EQUATIONS	GROSS LENGTH	EXCEPTION	BRIDGE LENGTH		ROADWAY LENGTH	
STA.	TO STA.	FEET	FEET	FEET	FEET	MILES	FEET	MILES
90+00	317+86.99	+2.55	22,789.54		60.00	0.011	22,729.54	4.304
TOTAL LENGTH OF BRIDGES					60.00	0.011		
TOTAL LENGTH OF ROADWAY							22,729.54	4.304
TOTAL MILES						4.315		

NET & GROSS

AS BUILT

R.A.P.	State Project	Parish	Sheet No.
F-01-07(004)	424-05-27	St. Mary	2

3

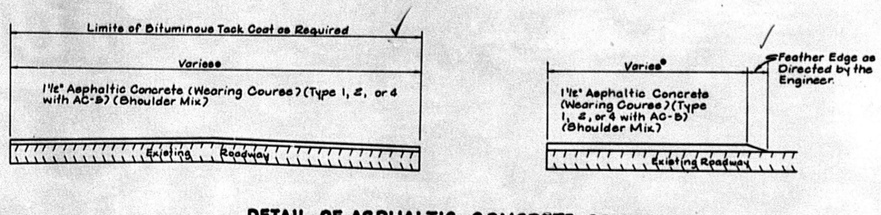


HALF SECTION IN FILL

TYPICAL FINISHED SECTION ON TANGENT

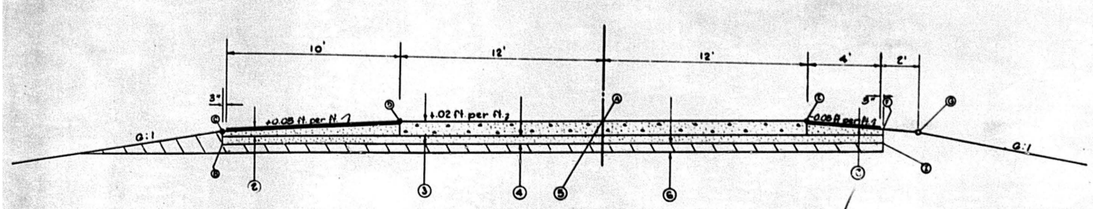
(Full Section) (Section Shown has approx. 2.5' Difference in Roadway Grades
Scale: 1" = 6'

HALF SECTION IN CUT



DETAIL OF ASPHALTIC CONCRETE CONNECTIONS

*See Sheet 3d



DETAIL OF TYPICAL FINISHED SECTION ON TANGENT

(Lt. Roadway. Rt. Roadway Identical but Opposite Hand)
Scale: 1" = 4'

Elevation of Points Shown in Section Relative to Grade Shown on Profile (Point A)

Point	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ		Ⓘ
Elevation	0	-1.45	-0.88	-0.24	+0.24	-1.10	-0.19		-0.68

Description of Numerical Items Shown in Sections

② 1½" Asphaltic Conc. Wearing Course (Type 1, 2, or 4 W/AC-5) (Shoulder Mix) and Base Course (Type 5B W/AC-5).
Shoulder Base Course to be Placed Shall be Placed Separately in One or More Lifts of Such Thickness that all Requirements of the Specifications are met.

③ Portland Cement Concrete Pavement (8" Thick) (Continuously Reinforced)

④ Asphaltic Concrete Base Course (4" Thick) (Type 5B W/AC-5) (2 Lifts Req'd.)

⑤ Longitudinal Joint with Tie Bars (Details shown elsewhere on Plans)

⑥ Selected Materials [Included with and paid for under Item 205(b)] (9" Thick With Top 8" Treated With 14% Lime By Volume.) (Type B)

TYPICAL SECTION DESIGN DATA
1975 A.D.T. = 6500
1995 A.D.T. = 20200
Median Year A.D.T. = 13350
Equivalent No. of 18 Kip Axles = 591
Triaxial Class : 5.4
D required = 6.8 inches
D provided = 9 inches
Recommended Section
Subbase : 9.0 inches Selected Material with Top 6.0 inches Lime Treated (14% by Volume)

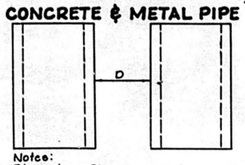
Base Course: 4" Asphaltic Conc. Base Course
Pavement : 9 inches Portland Cement Concrete Pavement (Continuously Reinforced)

GENERAL NOTES

1. Unless Otherwise Specified, Construction of Embankment and Treatment of Cut Areas with DENSITY CONTROL as Described in Subsect. 205.15 of the Standard Specifications shall apply For the Full Depth of Embankment.
2. Payment For Embankment Shall be Based on the Method of "Measured Quantities" Subsect. 205(10)(b)(2) of Std. Specifications.
3. Measurement of Shoulders including those in Curves shall be Based on the theoretical Volume as Computed From the normal shoulder on Tangent.
4. Permissable Base Courses are Soil Cement, or Cement Treated Shell & Sand Base Course For La 83 Access and G.S. 90. and Ramps. Class I Base Course Required on Frontage Roads.
5. Minus Signs on Rates Denote down From Left To Right; Positive Signs Denote Up From Left to Right.

Alfred Trosclair

CONCRETE & METAL PIPE



Pipe Diam.	D
18" - 36"	1'-5"
42"	1'-5"
48"	1'-7"
54"	1'-9"
60"	1'-11"
72"	2'-0"

Notes:
Dimensions Shown are minimum
Distances between multiple cross drains and side drains.
For multiple cross drains on a skew the spacing is measured perpendicular to the pipes.

DATE	DESCRIPTION	BY

REVISIONS

TYPICAL SECTIONS AND DETAILS

DATED March, 1973 Sheet 1 of 13 Sheets

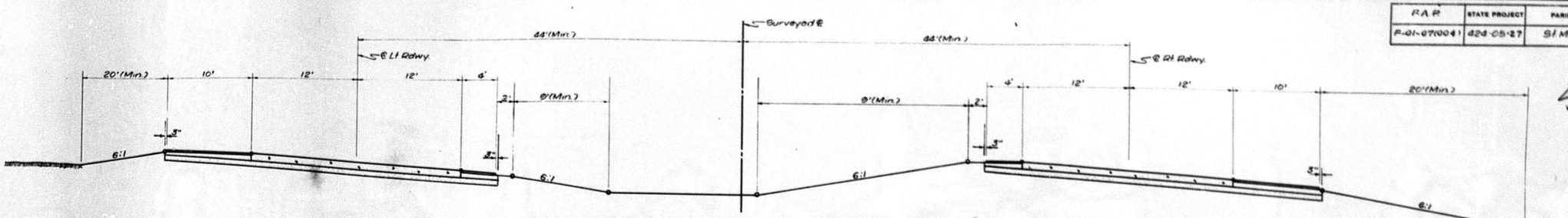
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W. Hickey	TRACED Mattie
CHECKED	CHECKED	CHECKED W. Hickey
IN CHARGE OF		

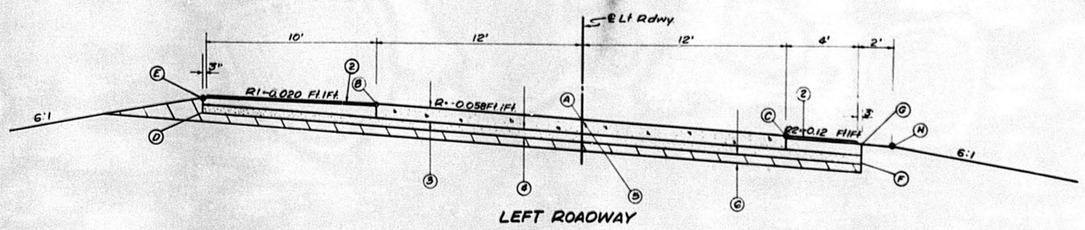
AS BUILT

R.A.P.	STATE PROJECT	PARISH	SHEET NO.
P-21-07(004)	424-05-27	St Mary	2a

4

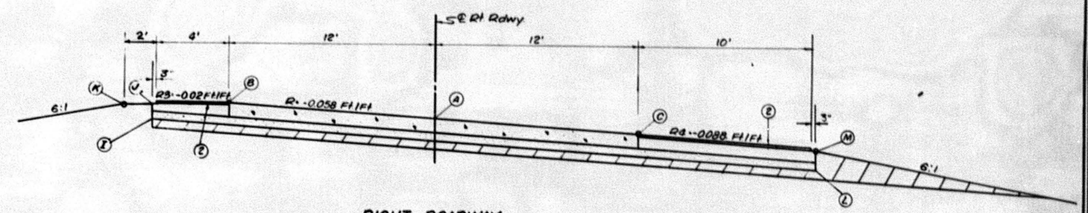


TYPICAL FINISHED SECTION ON SUPERELEVATED CURVES
(Full Section)(Section Shown For 1°30' Curve, Right Curvature)
Scale: 1" = 8'



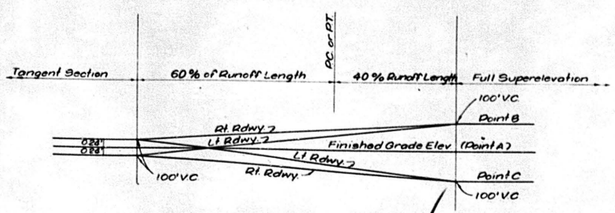
LEFT ROADWAY

DETAILS OF TYPICAL FINISHED SECTION SUPERELEVATED CURVES
Section Shown is For 1°30' Curve, Rt Curvature, For Controls and Slopes on Other Degrees of Curvature, See Table
Scale: 1" = 4'

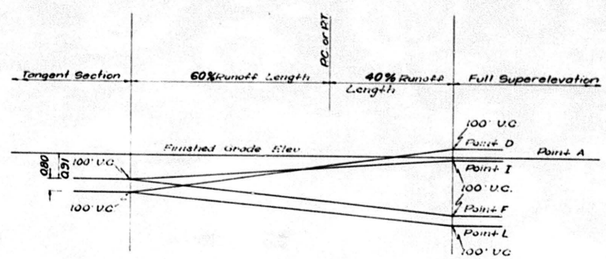


RIGHT ROADWAY

DETAILS OF TYPICAL FINISHED SECTION SUPERELEVATED CURVES
Section Shown is For 1°30' Curve, Rt Curvature, For Controls and Slopes on Other Degrees of Curvature, See Table
Scale: 1" = 4'



SUPERELEVATION DIAGRAM
Finished Section
(For Right Curvature)



SUPERELEVATION DIAGRAM
Grading Section
(For Right Curvature)

Alfred Trosclair

SUPERELEVATION VALUES (70 Miles per Hour Design Speed)(Right Curvature)

Degree of Curve	Roadway Rate R Ft./Ft	Shoulder Rates in Ft. per Ft.				Elevation of Points Shown in Section Relative to Grade Shown on Profile (Point Ⓐ), Feet																Length of Runoff Feet
		R1	R2	R3	R4	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ	Ⓗ	Ⓘ	Ⓙ	Ⓚ	Ⓛ	Ⓜ			
0°16' - 0°30'	-0.020	+0.02	-0.07	+0.05	-0.05	0	+0.24	-0.24	-0.56	-0.09	-1.33	-0.66	-0.79	-0.68	-0.10	-0.19	-1.44	-0.88			200
0°31' - 0°45'	-0.029	+0.02	-0.079	+0.041	-0.059	0	+0.35	-0.35	-0.35	+0.02	-1.47	-0.81	-0.96	-0.53	+0.05	-0.02	-1.65	-1.08			200
0°46' - 1°00'	-0.039	-0.02	-0.109	+0.031	-0.069	0	+0.47	-0.47	-0.13	+0.55	-1.65	-1.06	-1.26	-0.37	+0.21	+0.16	-1.87	-1.30			200
1°01' - 1°30'	-0.058	-0.020	-0.12	-0.02	-0.088	0	+0.70	-0.70	+0.29	+0.78	-1.94	-1.38	-1.55	-0.06	+0.66	+0.69	-2.23	-1.73			260
1°31' - 1°59'	-0.074	-0.044	-0.12	-0.02	-0.104	0	+0.89	-0.89	+0.65	+1.22	-2.20	-1.53	-1.74	+0.20	+0.85	+0.88	-2.65	-2.06			350
2°00' - 2°30'	-0.086	-0.056	-0.12	-0.02	-0.116	0	+1.03	-1.03	+0.91	+1.48	-2.40	-1.67	-1.88	+0.40	+0.99	+1.02	-2.91	-2.34			410
2°31' - 3°00'	-0.094	-0.064	-0.12	-0.024	-0.120	0	+1.13	-1.13	+1.09	+1.66	-2.53	-1.77	-1.98	+0.53	+1.11	+1.14	-3.09	-2.49			420

Note:
See Sheet 2 For General Notes

TYPICAL SECTIONS
PORTLAND CEMENT CONCRETE
(RIGID) PAVEMENT

DATED MARCH, 73 Sheet 2 of 13 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W. Hickey	TRACED O. A. Erdey
CHECKED	CHECKED K. Ismail	CHECKED W. Hickey
IN CHARGE OF		

DATE	DESCRIPTION	BY

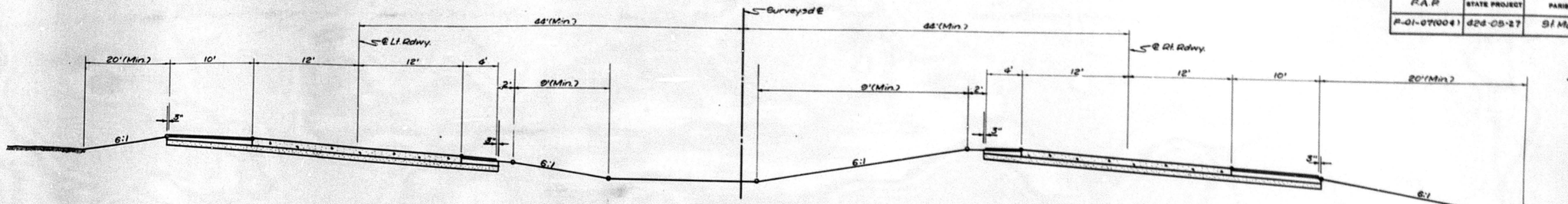
REVISIONS

Dietzgen N. O. 135 "Imperial"

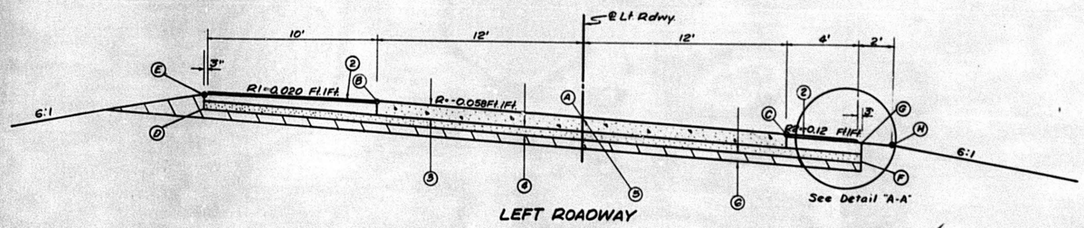
AS BUILT

R.A.P.	STATE PROJECT	PARISH	SHEET NO.
P-01-07(004)	826-05-27	St Mary	20A

5

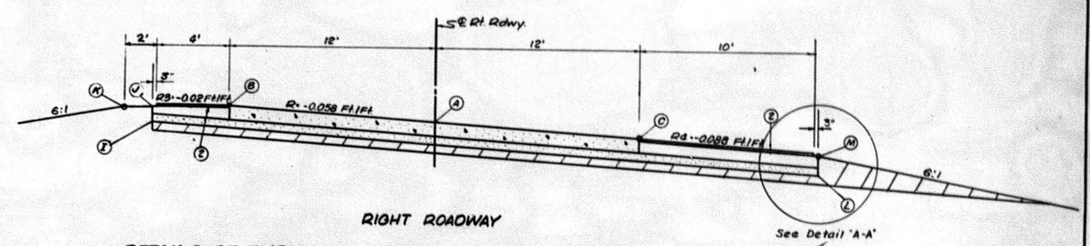


TYPICAL FINISHED SECTION ON SUPERELEVATED CURVES
(Full Section)(Section Shown For 1°30' Curve, Right Curvature)
Scale: 1" = 6'



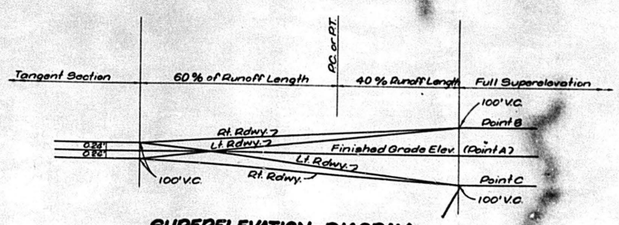
LEFT ROADWAY

DETAILS OF TYPICAL FINISHED SECTION SUPERELEVATED CURVES
Section Shown is For 1°30' Curve, Rt. Curvature, For Controls and Slopes on Other Degrees of Curvature, See Table
Scale: 1" = 4'

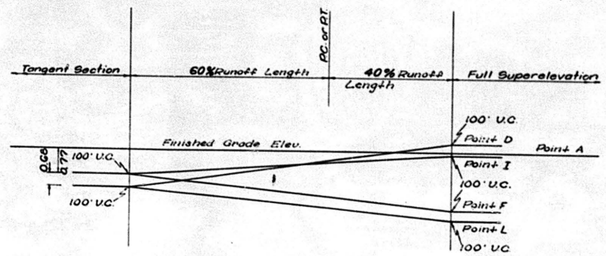


RIGHT ROADWAY

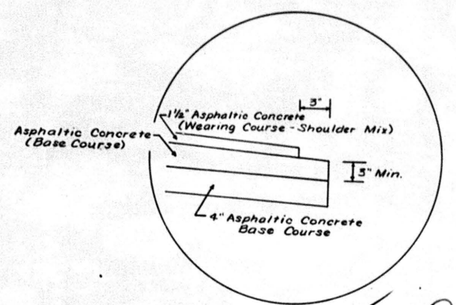
DETAILS OF TYPICAL FINISHED SECTION SUPERELEVATED CURVES
Section Shown is For 1°30' Curve, Rt. Curvature, For Controls and Slopes on Other Degrees of Curvature, See Table
Scale: 1" = 4'



SUPERELEVATION DIAGRAM
Finished Section
(For Right Curvature)



SUPERELEVATION DIAGRAM
Grading Section
(For Right Curvature)



Detail "A-A"

Note:
See Sheet 2 For General Notes

SUPERELEVATION VALUES (70 Miles per Hour Design Speed)(Right Curvature)

Degree of Curve	Roadway Rate R Ft./Ft.	Shoulder Rates in Ft. per Ft.				Elevation of Points Shown in Section Relative to Grade Shown on Profile (Point Ⓐ), Feet														Length of Runoff Feet
		R1	R2	R3	R4	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ	Ⓗ	Ⓘ	Ⓙ	Ⓚ	Ⓛ	Ⓜ			
0°16' - 0°30'	-0.020	+0.02	-0.07	+0.05	-0.08	0	+0.24	-0.24	-0.56	+0.32	-1.33	-0.66	-0.79	-0.68	-0.10	-0.19	-1.45	-0.88			
0°31' - 0°45'	-0.029	+0.02	-0.079	+0.041	-0.059	0	+0.35	-0.35	-0.35	+0.43	-1.47	-0.81	-0.96	-0.53	+0.05	-0.02	-1.65	-1.08			200
0°46' - 1°00'	-0.039	-0.02	-0.109	+0.031	-0.069	0	+0.47	-0.47	-0.13	+0.55	-1.63	-1.06	-1.26	-0.37	+0.21	+0.16	-1.87	-1.30			200
1°01' - 1°30'	-0.058	-0.020	-0.12	-0.02	-0.088	0	+0.70	-0.70	+0.29	+0.86	-1.94	-1.34	-1.55	-0.06	+0.66	+0.69	-2.29	-1.73			200
1°31' - 1°59'	-0.074	-0.044	-0.12	-0.02	-0.104	0	+0.89	-0.89	+0.65	+1.22	-2.20	-1.53	-1.74	+0.20	+0.85	+0.88	-2.65	-2.08			260
2°00' - 2°30'	-0.088	-0.056	-0.12	-0.02	-0.116	0	+1.03	-1.03	+0.91	+1.48	-2.40	-1.67	-1.88	+0.40	+0.39	+1.02	-2.91	-2.34			350
2°31' - 3°00'	-0.094	-0.064	-0.12	-0.024	-0.120	0	+1.13	-1.13	+1.09	+1.66	-2.53	-1.77	-1.98	+0.53	+1.11	+1.14	-3.09	-2.49			410
																					420

TYPICAL SECTIONS
PORTLAND CEMENT CONCRETE
(RIGID) PAVEMENT

DATED March, 1973 Sheet 2 of 13 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W. Hickey	TRACED C.A. Erdey
CHECKED	CHECKED K. Israel	CHECKED W. Hickey
IN CHARGE OF		

DATE	DESCRIPTION	BY

REVISIONS

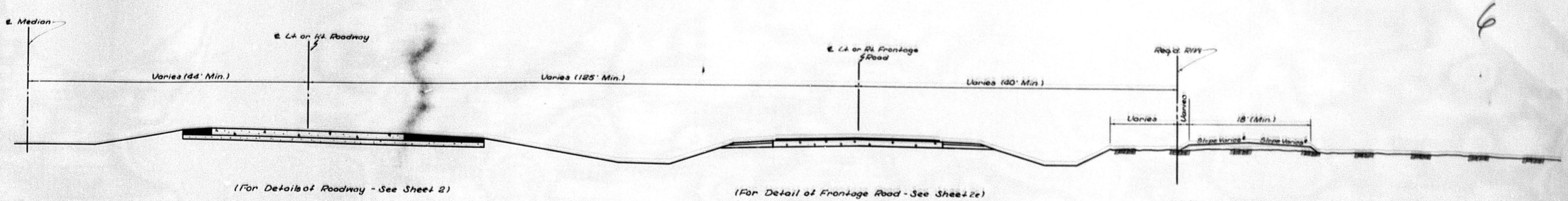
Plan Change And/Or Special Agreement No.

AS BUILT

Dietzgen N. O. 135 "Imperial"

RR-F	State Project	Parish	Sheet No.
01-07(004)	424-05-27	St. Mary	4B

6

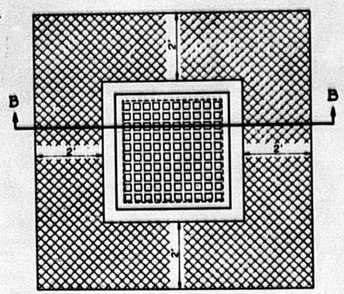


(For Details of Roadway - See Sheet 2)

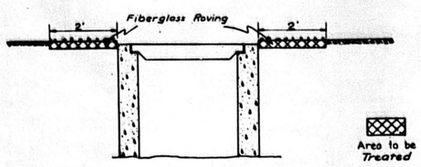
(For Detail of Frontage Road - See Sheet 2e)

DETAIL OF HEADLAND

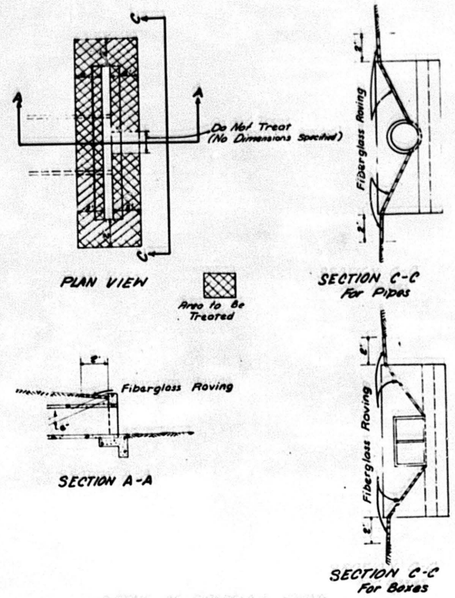
* To be determined by the Engineer



DETAIL OF FIBERGLASS ROVING AROUND CATCH BASIN IN MEDIAN



SECTION B-B



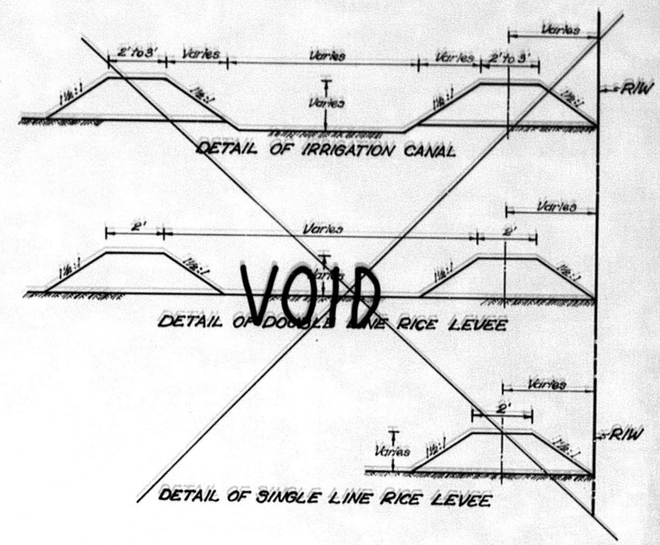
PLAN VIEW

SECTION C-C For Pipes

SECTION A-A

SECTION C-C For Boxes

DETAIL OF FIBERGLASS ROVING AROUND STRAIGHT CULVERT HEADWALL



DETAIL OF IRRIGATION CANAL

DETAIL OF DOUBLE LINE RICE LEVEE

DETAIL OF SINGLE LINE RICE LEVEE

VOID

Alfred Israel

TYPICAL SECTIONS AND DETAILS

DATED ..... 19 Sheet 3 of 13 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W. Hickey	TRACED W.O. Dowden
CHECKED	CHECKED K. Israel	CHECKED W. Hickey
IN CHARGE OF		

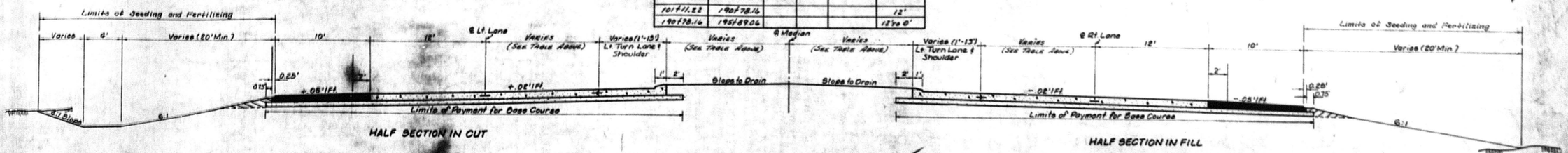
DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILT

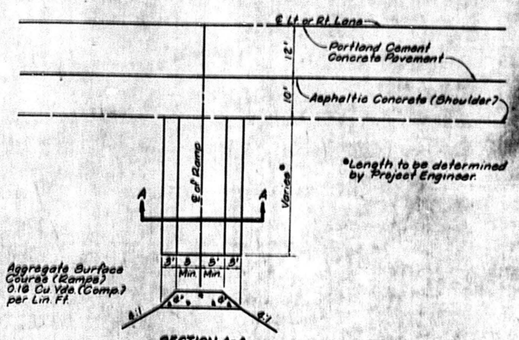
RF-R	STATE PROJECT	PARISH	SHEET NO.
01-07(004)	424-08-27	St. Mary	2c

7

Station	Station	Median Lt.	Median Rt.	Typical Shoulder Width	Typical Lane Width
101+11.22	126+86.66	9'	9'	0'	
126+86.66	144+21.23	Varies 9'to 18'	Varies 9'to 18'	0'to 6'	
144+21.23	184+83.26	18'	18'	6'	
184+83.26	194+41.59	Varies 18'to 0'	Varies 18'to 0'	6'to 0'	
194+41.59	195+89.06	0'	0'	0'	
101+11.22	190+78.16				12'
190+78.16	195+89.06				12'to 0'



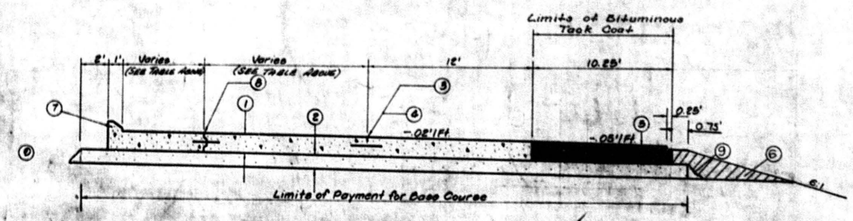
TYPICAL FINISHED SECTION



SECTION A-A

RAMP DETAIL

To be used at all driveways and side drains on La. 83

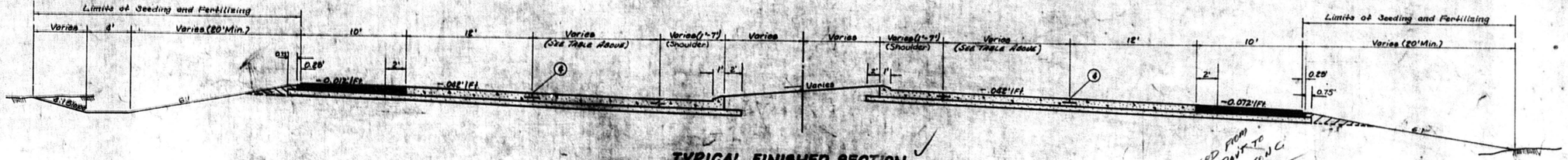


DETAIL OF ROADWAY SECTION

Rt. Rdwy. (Lt. Rdwy. Same but Opposite Hand)

1. 8" Uniform Portland Cement Concrete Pavement
2. 6" Base Course (See Design Data Below)
3. Longitudinal Joint with Tie Bars
4. Grade Shown on Profile
5. Asphaltic Concrete *
6. Selected Materials (Included and Paid for Under Item 203(5))
7. Integral Concrete Curb (Mountable Type) (For Detail See Sheet 2h.)
8. Deformed Longitudinal Joint with Tie Bars
9. Limits and Slope to be determined by Contractor with approval of Proj. Engineer.

* 1½" Asphaltic Concrete (Wearing Course)(Shoulder Mix) (Type 1, 2, or 4 with AC-5) and Asphaltic Concrete (Base Course) (Type 5B with AC-5) (See Lift Requirements Note on Sheet No. 2)

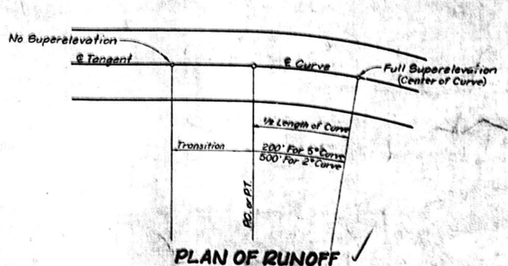


TYPICAL FINISHED SECTION

8" Curvature
5" Curvature

50 MPH Design
60 MPH Design

CHANGED FROM P.C.C. PAVT. TO ASPHALTIC CONC.
FOR STA 158+60 TO 174+20
SEE P.C. NO. 16
PLAN SHEET 2C-5



PLAN OF RUNOFF

Note: If Sufficient Tangent Length is not available, Location of Transition Shall be adjusted so that full transition lengths are obtained.

TYPICAL SECTION DESIGN DATA

1975 ADT = 13980
1985 ADT = 10100
Median Year ADT = 5650
TF = 24.0
D Required = 7.6"
D Provided = 8"
Recommended Section
6" Soil Cement or Cement Treated Shell and Sand
8" Portland Cement Concrete Pavement

GENERAL NOTES

Permissable Base Courses are Soil Cement, or Cement Treated Shell & Sand Base Course

Alfred Trusch

Design Speed 50 MPH

DATE	DESCRIPTION	BY
	REVISIONS	

TYPICAL SECTIONS AND DETAILS
La. 83

DATED February 1971 Sheet 4 of 18 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED H. Hickey	TRACED
CHECKED	CHECKED K. Jarrell	
IN CHARGE OF		

AS BUILT

RP-P	STATE PROJECT	PARISH	SHEET NO.
01-07(004)	424-05-27	St. Mary	2d

8

DESCRIPTION OF NUMERICAL ITEMS SHOWN IN SECTIONS

(2) 1½" Asphaltic Concrete (Wearing Course) (Type 1, 2, or 4 with AC-5) (Shoulder Mix) and Asphaltic Concrete (Base Course) (Type 5B with AC-5) (See Lift Requirement Note on Sheet No. 2)

(3) Portland Cement Concrete Pavement (9" Thick) (Ramps)

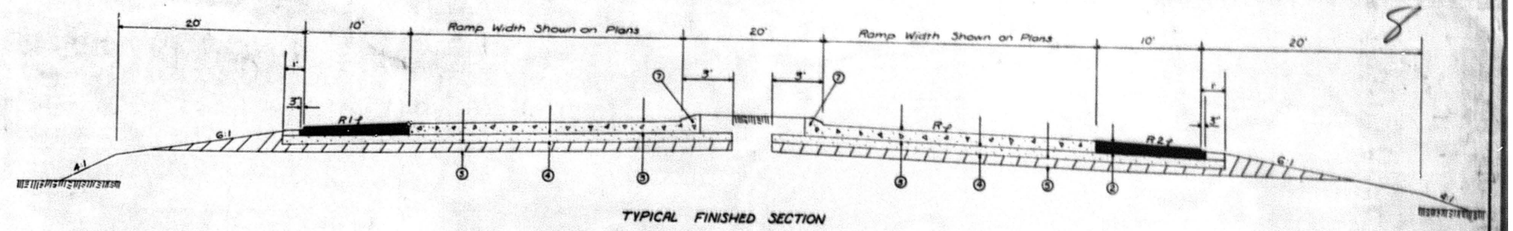
(4) Base Course (Roadway) (6" Deep)

(5) Selected Materials [Included with and Paid for as Item 203(5)]

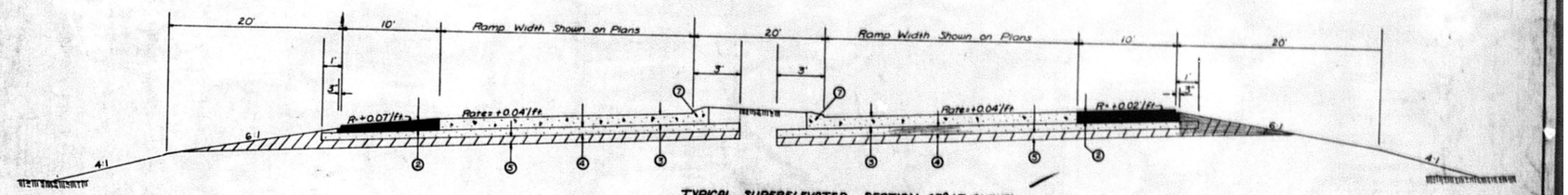
(7) Integral Concrete Curb (1' Mountable) (See Detail, Sheet 2h)

GENERAL NOTES

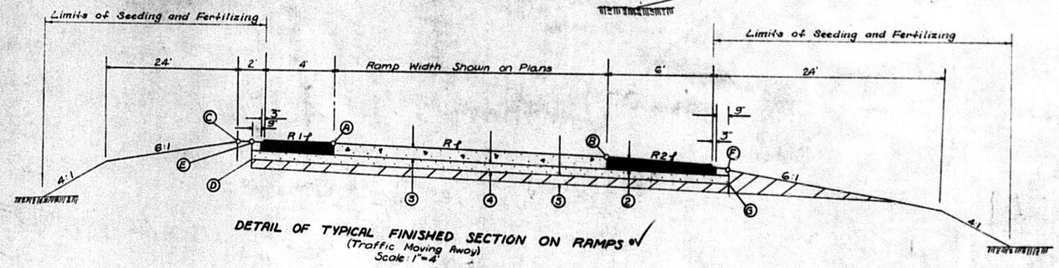
1. Unless Otherwise Shown, Construction of Embankment and Treatment of Cut Areas With DENSITY CONTROL as Described in Article 203.13 of the Standard Specifications shall apply For the Full Depth of Embankment.
2. Payment For Embankment Shall be Based on the Method of "Measured Quantities," Para. 203(16)(b)(2) of Standard Specifications
3. Measurement of Shoulders including those in Curves shall be Based on the theoretical Volume as Computed From the normal shoulder on Tangent.
4. Permissable Base Courses are Soil Cement or Cement Treated Shell & Sand Base Course.
5. Minus Signs on Rates Denote down From Left to Right, Positive Signs Denote Up From Left to Right.



TYPICAL FINISHED SECTION



TYPICAL SUPERELEVATED SECTION (5° LT. CURVE)



DETAIL OF TYPICAL FINISHED SECTION ON RAMPS •✓
(Traffic Moving Away)
Scale: 1"=4'

• La 83 Interchange — Design Speed 35 M.P.H.

RAMP SHOULDER RATES IN FT./FT.

R / Shoulder Rates																
		*-0.02	-0.03	-0.04	-0.05	-0.06	-0.07	-0.08		+0.02	+0.03	+0.04	+0.05	+0.06	+0.07	+0.08
R1		+0.05	+0.04	+0.03	+0.02	-0.02	-0.02	-0.02		+0.07	+0.08	+0.09	+0.10	+0.11	+0.12	+0.12
R2		-0.05	-0.06	-0.07	-0.08	-0.09	-0.10	-0.11		-0.05	-0.04	-0.03	-0.02	+0.02	+0.02	+0.02

* Tangent Section

SUPERELEVATION VALUES* (35 MPH DESIGN SPEED) (SINGLE RAMP)

RADIUS OF CURVE & DIRECTION	ROADWAY RATE R FT./FT.	ELEVATION OF POINTS SHOWN IN SECTION RELATIVE TO POINT (A)							TRANSITION
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	
Tangent	-0.02	0	-0.30	-0.43	-1.15	-0.38	-0.78	-1.69	0
300'-Rt.	-0.08	0	-1.20	-0.01	-0.85	-0.03	-2.10	-3.01	200'
350'-Rt.	-0.08	0	-1.20	-0.01	-0.85	-0.03	-2.10	-3.01	200'
1145.92'-Lt.	+0.04	0	+0.60	-0.67	-1.45	-0.58	+0.26	-0.37	100'
1145.92'-Rt.	-0.04	0	-0.60	-0.31	-1.05	-0.28	-1.22	-2.13	100'
1909.86'-Rt.	-0.04	0	-0.60	-0.31	-1.05	-0.28	-1.22	-2.13	100'

* Information Only - For Ramp Elevations, See Graphical Grades — Sheets 81-83

CHANGED FROM PCC PAV'T TO ASPHALTIC CONC.

FOR RAMP A & B BETWEEN STA. 77+45.93 AND STA. 79+89.93 SEE PLAN SHEET 2d-B WITH PC NO 18

DATE	DESCRIPTION	BY
	REVISIONS	

TYPICAL SECTIONS AND DETAILS (RAMPS)

DATED Feb. 1971 Sheet 5 of 13 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W. Hughes / R. Cook	TRACED B. Terry
CHECKED	CHECKED K. Jardel	CHECKED W. Hughes

AS BUILT

RF-F	STATE PROJECT	PARISH	SHEET NO.
01-07(004)	424-05-27	St. Mary	2d A

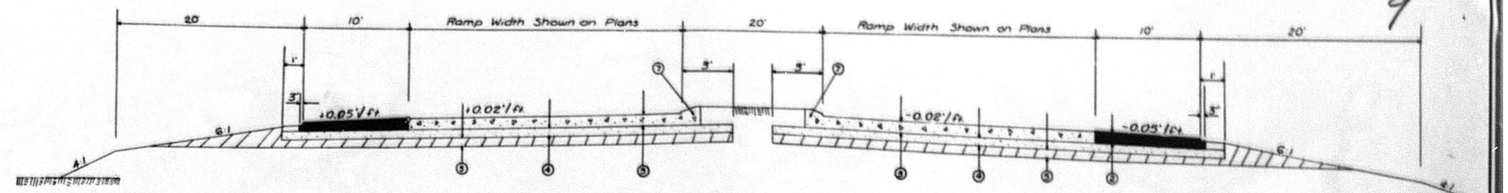
9

DESCRIPTION OF NUMERICAL ITEMS SHOWN IN SECTIONS

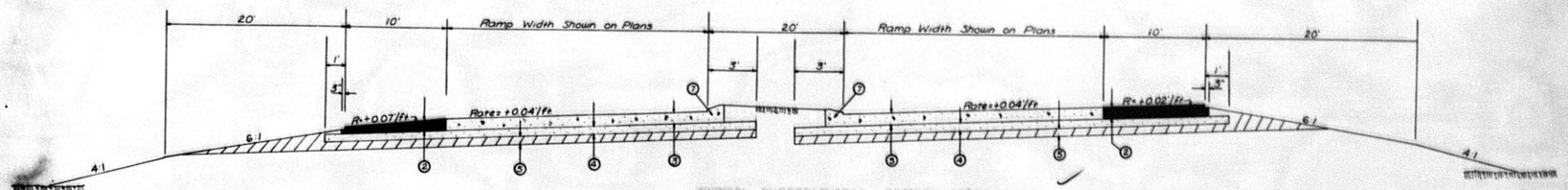
2. 1½" Asphaltic Concrete (Wearing Course) (Type 1, 2, or 4 with AC-5) (Shoulder Mix) and Asphaltic Concrete (Base Course) (Type 5B with AC-5) **(See Lift Requirement Note on Sheet No. 2)**
3. Portland Cement Concrete Pavement (9" Thick) (Ramps)
4. Base Course (Roadway) (6" Deep)
5. Selected Materials [Included with and Paid for as Item 203(5)]
7. Integral Concrete Curb (1' Mountable) (See Detail, Sheet 2h)

GENERAL NOTES

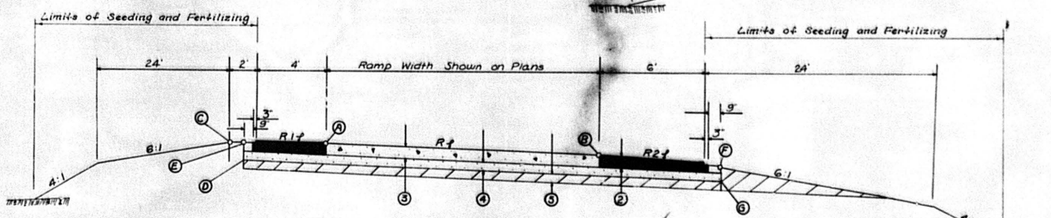
1. Unless Otherwise Shown, Construction of Embankment and Treatment of Cut Areas with DENSITY CONTROL as Described in Article 203.13 of the Standard Specifications shall apply For the Full Depth of Embankment.
2. Payment For Embankment Shall be Based on the Method of "Measured Quantities," Para 203(16)(b)(2) of Standard Specifications
3. Measurement of Shoulders Including those in Curves shall be Based on the theoretical Volume as Computed From the normal Shoulder on Tangent
4. Permissable Base Courses are Soil Cement or **Cement Treated Shell & Sand Base Course**
5. Minus Signs on Rates Denote down From Left to Right, Positive Signs Denote Up From Left to Right



TYPICAL FINISHED SECTION



TYPICAL SUPERELEVATED SECTION (5° LT. CURVE)



DETAIL OF TYPICAL FINISHED SECTION ON RAMPS*
(Traffic Moving Away)
Scale: 1"=4'

*La 83 Interchange — Design Speed 35 M.P.H

RAMP SHOULDER RATES IN FT./FT. (SINGLE RAMP)

R / Shoulder Rates		*-0.02	-0.03	-0.04	-0.05	-0.06	-0.07	-0.08		+0.02	+0.03	+0.04	+0.05	+0.06	+0.07	+0.08
R 1		+0.05	+0.04	+0.03	+0.02	-0.02	-0.02	-0.02		+0.07	+0.08	+0.09	+0.10	+0.11	+0.12	+0.12
R 2		-0.05	-0.06	-0.07	-0.08	-0.09	-0.10	-0.11		+0.02	+0.02	+0.02	+0.02	+0.03	+0.04	+0.05

* Tangent Section

SUPERELEVATION VALUES* (35 MPH DESIGN SPEED) (SINGLE RAMP)

RADIUS OF CURVE & DIRECTION	ROADWAY RATE R FT./FT.	ELEVATION OF POINTS SHOWN IN SECTION RELATIVE TO POINT (A)							TRANSITION
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	
Tangent	-0.02	0	-0.30	-0.43	-1.15	-0.38	-0.78	-1.6[illegible]	0
300'-Rt.	-0.08	0	-1.20	-0.01	-0.85	-0.03	-2.10	-3.0[illegible]	200'
350'-Rt	-0.08	0	-1.20	-0.01	-0.85	-0.03	-2.10	-3.01	200'
1145.92-Lt	+0.04	0	+0.60	-0.67	-1.45	-0.58	+0.26	-0.37	100'
1145.92'-Rt	-0.04	0	-0.60	-0.31	-1.05	-0.28	-1.22	-2.13	100'
1909.86-Rt	-0.04	0	-0.60	-0.31	-1.05	-0.28	-1.22	-2.13	100'

* Information Only — For Ramp Elevations, See Graphical Grades — Sheets 81-83

Alphonse Fischer

DATE	DESCRIPTION	BY

REVISIONS

TYPICAL SECTIONS AND DETAILS (RAMPS)

DATED Feb. 1971 Sheet 5 of 13 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W. Hickey / R. Evans	TRACED B. Terito
CHECKED	CHECKED K. Israel	CHECKED W. Hickey

Plan Change And /Or Special Agreement No. /

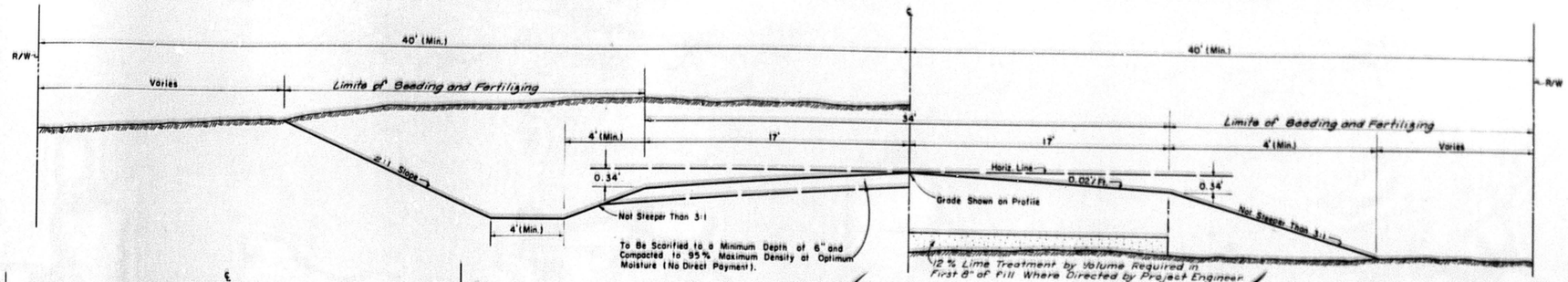
AS BUILT

RIDGWAY 36 10-68 IMPERIAL 2x54

RP-P	STATE PROJECT	PARISH	SHEET NO.
01-07(004)	424-05-27	ST. MARY	26

10

Note:
Drawings Are not to Scale.
The Section to Be Used at Any Particular Location Shall Be as Shown on Cross Sections, Unless Otherwise Directed by Project Engineer.
All Dimensions Shown Are Design Dimensions and Will Be Followed to Nearest Practical Limits in the Field as Determined by the Project Engineer if Tolerances Are Not Otherwise Specified.
All Dimensions Shown on Typical Sections Are Compacted Dimensions.

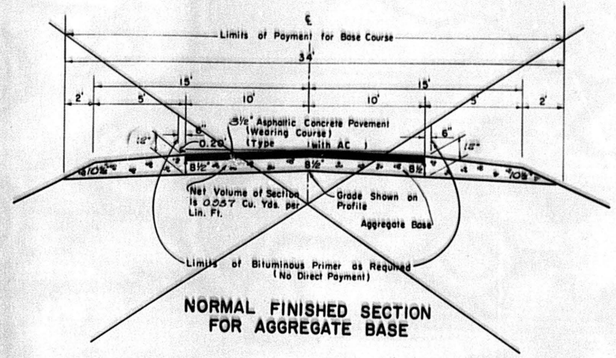


HALF SECTION IN CUT

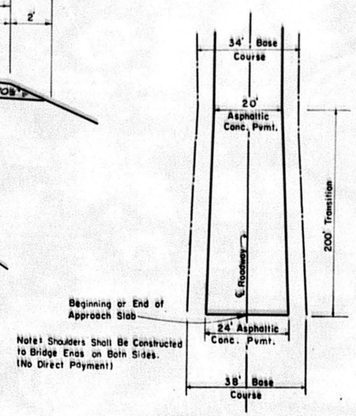
HALF SECTION IN FILL

TYPICAL GRADING SECTION

Note:
For Fills Less Than 6" in Height, Density Control Shall Be Required to a Minimum of 6" Below Subgrade.
For Fills greater Than 6' in height, Density Control Shall be required Full depth of Embankment.



NORMAL FINISHED SECTION FOR AGGREGATE BASE



Note: Shoulders Shall Be Constructed to Bridge Ends on Both Sides. (No Direct Payment)

TRANSITION OF BASE AND WEARING COURSE AT APPROACH SLABS

Quantities Shown for Base Course Through Transitions Are Computed Using the Average Net Volume of the Two Sections

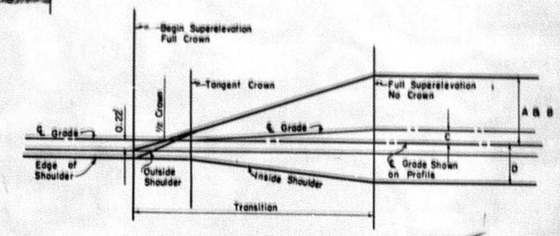
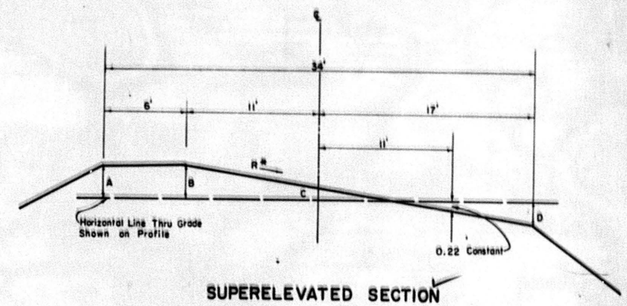
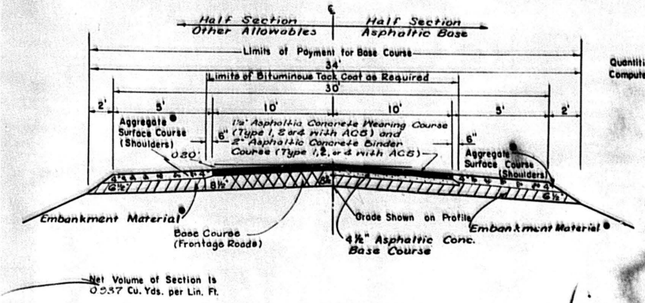


DIAGRAM OF SUPERELEVATION RUN-OFF

TYPICAL SECTION DESIGN DATA
Recommended Section:
Base Course 8.5" Soil - Cement or Cement Treated Shell Base Course
Surfacing 3.5" Asphaltic Concrete Pavement

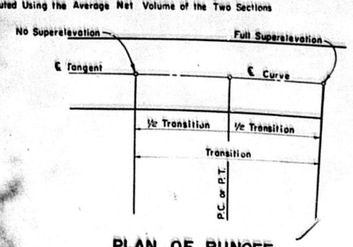


SUPERELEVATED SECTION



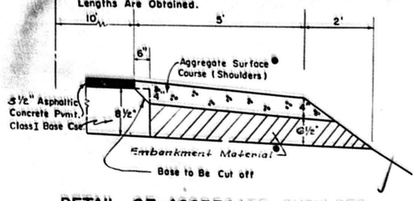
NORMAL FINISHED SECTION FOR CLASS I BASE

• To be included in and Paid for as Base Course



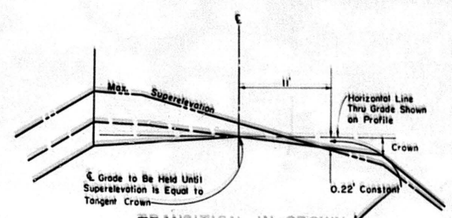
PLAN OF RUNOFF

Note: If Sufficient Tangent Distance is Not Available Between Curves, Location of Transition Shall Be Adjusted so that Full Transition Lengths Are Obtained.

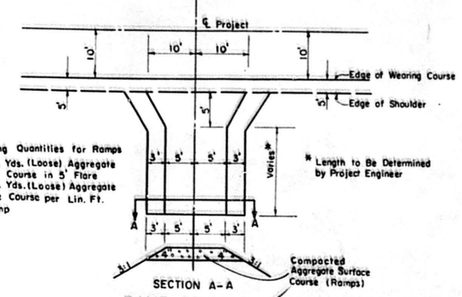


DETAIL OF AGGREGATE SHOULDER

0.132 Cu. Yds. (Comp.) per Lin. Ft. (Both Sides)
[Cost to Be Included as a Part of Item 301(A)]



TRANSITION IN CROWN



Surfacing Quantities for Ramps
2.1 Cu. Yds. (Loose) Aggregate Surface Course in 5' Flare
0.3 Cu. Yds. (Loose) Aggregate Surface Course per Lin. Ft. of Ramp

* Length to Be Determined by Project Engineer

RAMP DETAILS

To Be Used at All Ramps and Side Drains

SUPERELEVATION DETAILS (IN FEET) WITH REFERENCE TO GRADE SHOWN ON PROFILE

Degree of Curve	R*	A	B	C	D	Transition
0°00'-0°59'	N.C.	-0.34	-0.22	0	-0.34	0
1°00'-1°59'	0.02	+0.22	+0.22	0	-0.34	130
2°00'-2°59'	0.028	+0.40	+0.40	+0.09	-0.39	130
3°00'-3°59'	0.040	+0.66	+0.66	+0.22	-0.46	130
4°00'-4°59'	0.051	+0.90	+0.90	+0.34	-0.53	150
5°00'-5°59'	0.061	+1.12	+1.12	+0.48	-0.59	200
15°00'-	0.10	+1.98	+1.98	+0.88	-0.82	320

Design Speed of 40 M.P.H.
R* = Rate per Foot
N.C. = Normal Crown
R.C. = Remove Crown

Alfred Trosclair

DATE	DESCRIPTION	BY
4-11-67	Superelevation Rates	T.W.P.
9-15-66	New Specifications	H.D.S.

REVISIONS

TYPICAL SECTIONS AND DETAILS
"FRONTAGE ROADS"

DATED December, 1970 Sheet 6 of 13 Sheets

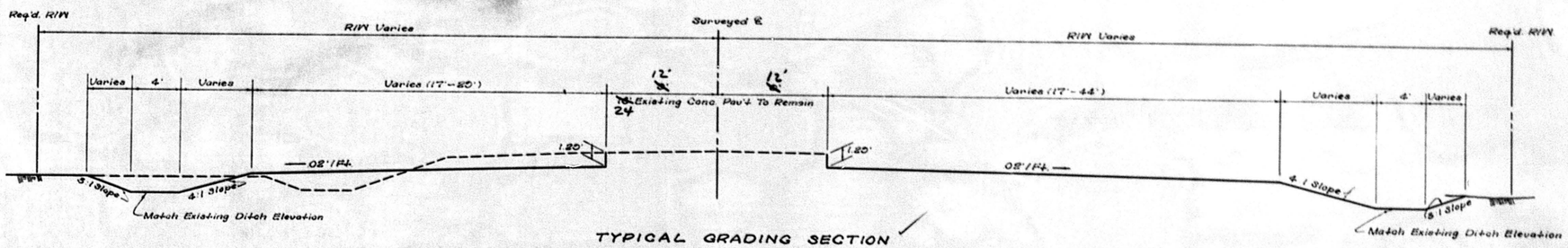
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED | DETAILED T.W. Parish III | TRACED E.P. Eickmeier
CHECKED | CHECKED J.F. Crouse | CHECKED
IN CHARGE OF

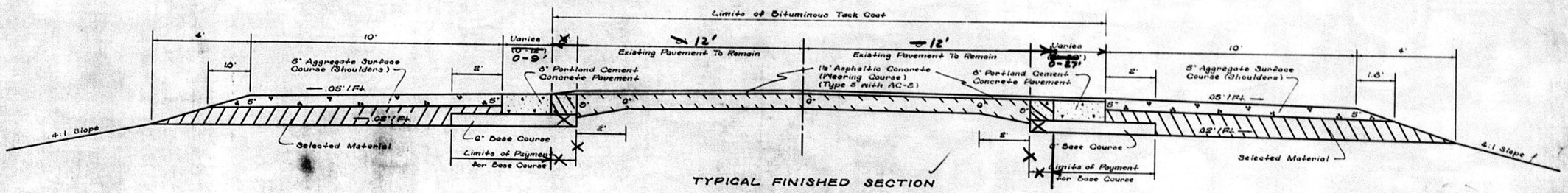
AS BUILT

RP-F	STATE PROJECT	PARISH	SHEET NO.
01-07(004)	424-05-27	St. Mary	29

12



TYPICAL GRADING SECTION



TYPICAL FINISHED SECTION

GENERAL NOTES

Permissable Base Courses are Soil Cement, or Cement Treated Shell & Sand Base Course.

Alfred Trosclair

TYPICAL SECTIONS AND DETAILS
U.S. 90

DATED Mar. 1971 Sheet 6 of 13 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

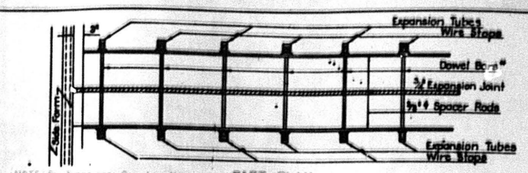
DESIGNED	DETAILED W. Hickey	TRACED W. Dowden
CHECKED	CHECKED K. Israel	CHECKED W. Hickey

DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILT

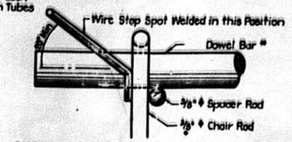
RF-F	STATE PROJECT	PARISH	SHEET NO.
01-07(004)	424-05-27	St. Mary	2h

13

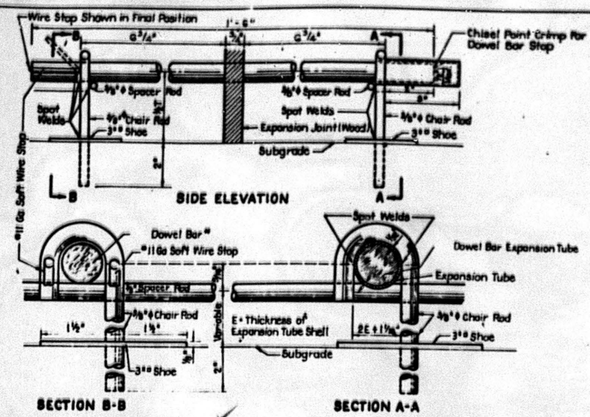


NOTE: For Transverse Construction and Dummy Joints, Dowel Stops Are to be Provided at Both Ends of Each Dowel Instead of the Expansion Tubes Which Are Not Required at Contraction Joints.

PART PLAN
(Shoes Not Shown)



SKETCH SHOWING ASSEMBLY POSITION OF NO. 11 GA. SOFT WIRE STOP

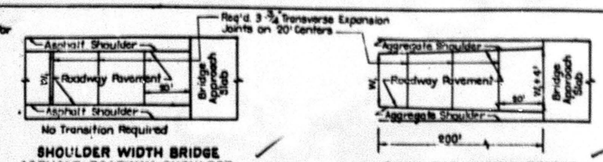


SIDE ELEVATION

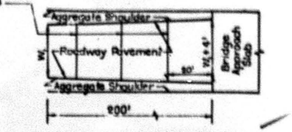
SECTION B-B

SECTION A-A

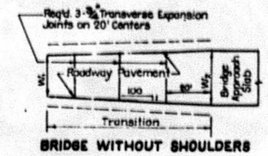
PLAN OF ACCEPTABLE DOWEL BAR ASSEMBLY FOR TRANSVERSE, EXPANSION, CONSTRUCTION, & DUMMY JOINTS



SHOULDER WIDTH BRIDGE
ASPHALT ROADWAY SHOULDER

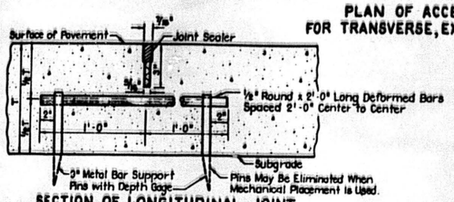


SHOULDER WIDTH BRIDGE
AGGREGATE ROADWAY SHOULDER

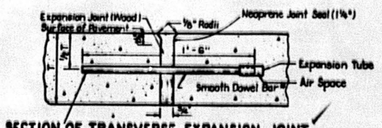


BRIDGE WITHOUT SHOULDERS

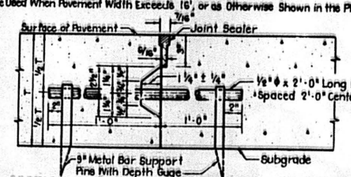
METHOD OF TREATMENT FOR ROADWAY TRANSITION AREA AT BRIDGE ENDS



SECTION OF LONGITUDINAL JOINT
To Be Used When Pavement Width Exceeds 16', or as Otherwise Shown in the Plans.

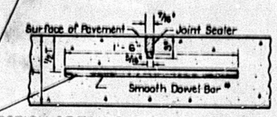


SECTION OF TRANSVERSE EXPANSION JOINT



SECTION OF LONGITUDINAL CONSTRUCTION JOINT WITH OR WITHOUT KEY

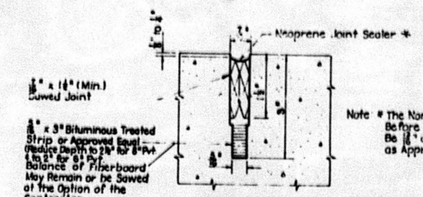
NOTE: Dowel Bars at Transverse, Construction, Expansion, and Dummy Joints Are to be Supported in Place by Approved Welded Assembly Racks Where Mechanical Placement is Not Utilized.



SECTION OF TRANSVERSE DUMMY JOINT

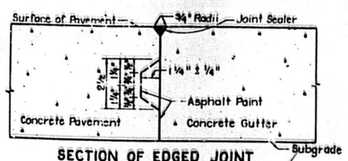
Transverse Dummy Joints Are to be Placed 20' Apart on All Pavement Thicknesses

* Note: On Transverse Joints with Pavement Slab Thickness of 7" use 1" Dowel Bars, with Pavement Slab Thickness of 8", 9" & 10" use 1 1/8" Dowel Bars.

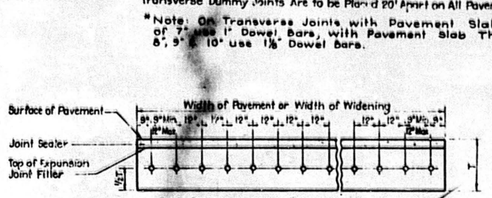


Note * The Nominal Width of Seal Before Compression Shall Be 1 1/4" and of a Configuration as Approved by the Engineer.

FINISHED TRANSVERSE JOINT
(NEOPRENE JOINT SEAL)



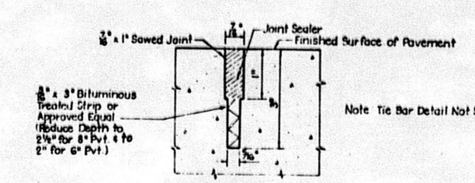
SECTION OF EDGED JOINT WITH OR WITHOUT KEY
To Be Used Where Conc. Curb & Gutter Adjoins Conc. Pavement Or Where Existing Concrete Pavement Is Widened



ELEVATION OF EXPANSION JOINT
(Showing Spacing of Dowel Bars)

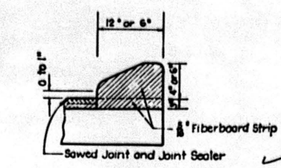
Spacing of Dowel Bars at Dummy and Construction Joints to be Same as Shown

T = Thickness of Pavement

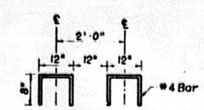


Note Tie Bar Detail Not Shown

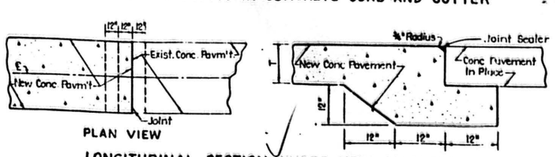
SECTION SHOWING JOINT DETAIL FOR LONGITUDINAL JOINTS



JOINT FILLER DETAIL FOR INTEGRAL CONCRETE CURB (MOUNTABLE OR BARRIER TYPE)

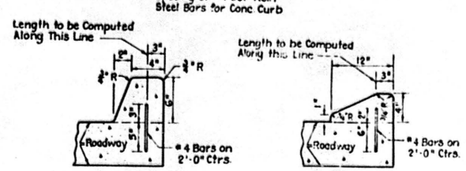


BAR DETAIL
Showing Dimensions and Spacing of #4 Def. Rein. Steel Bars for Conc. Curb



PLAN VIEW

LONGITUDINAL SECTION WHERE NEW CONCRETE PAVEMENT JOINS EXISTING CONCRETE PAVEMENT



(BARRIER TYPE) (MOUNTABLE TYPE)

INTEGRAL CONC. CURB

GENERAL NOTES

Pavement Edges to be Slightly Rounded (1/4" Approx.)

Unless Otherwise Specified, Reasonable Tolerances to All Dimensions Will Be Determined by the Engineer and Furnished at Time of Installation.

T = Thickness of Pavement Slab

All Joints to be Used Where Shown on this Sheet, or as Shown Elsewhere in the Plans, or as Otherwise Directed by the Engineer.

For Details of Alternate Load Transfer Device, See Std. Plan R-CP-100 Rev.

An Approved Preformed Joint Forming Device May Be Used In Lieu Of Sawing Transverse Joints

A 3" Deep Plastic Strip May Be Used In Lieu Of Sawing and Sealing Longitudinal Joints In Accordance With The Specifications. (2 1/2" for 8" Pavements and 2" for 6" Pavements)

Alfred Truscher

MISCELLANEOUS DETAILS FOR CONCRETE PAVEMENT

DATED March 8, 1973 — Sheet 9 of 13 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
5-15-73	Changed Size of Dowel Bar	JFC
3-8-73	Revised & Redrawn	RB

REVISIONS

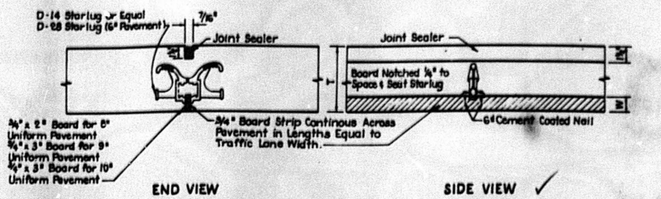
DESIGNED — DETAILED J. F. Crouse — TRACED N. Brummett
CHECKED — CHECKED A. Shows — CHECKED J. F. Crouse
IN CHARGE OF

R-CP-108

AS BUILT

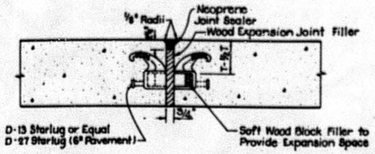
RF-F	STATE PROJECT	PARISH	SHEET NO.
01-07(004)	424-05-27	St. Mary	21

14



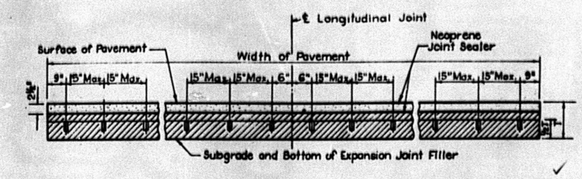
ALTERNATE TYPE OF TRANSVERSE DUMMY JOINT

D-14 STARLUG (8", 9", & 10" PAVEMENT)
D-28 STARLUG (6" PAVEMENT)

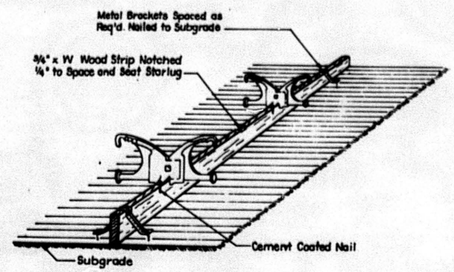


ALTERNATE TYPE OF TRANSVERSE EXPANSION JOINT

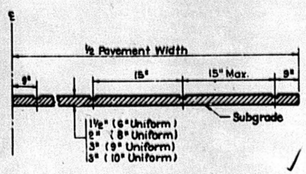
D-13 STARLUG
D-27 STARLUG (6" PAVEMENT)



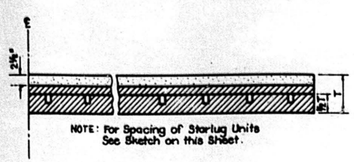
ELEVATION OF EXPANSION JOINT SHOWING SPACING OF STARLUG UNITS



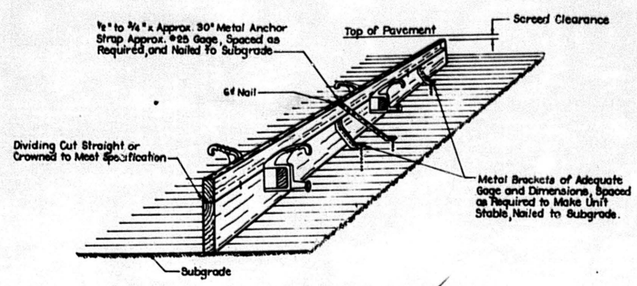
OBLIQUE VIEW OF STARLUG D-14 AND D-28 DUMMY JOINT



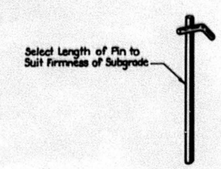
ELEVATION OF DUMMY JOINT SHOWING SPACING OF STARLUG UNITS



ELEVATION OF BOARD STRIP FOR EXPANSION JOINT



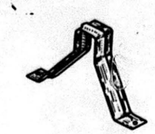
OBLIQUE VIEW OF STARLUG D-13 AND D-27 EXPANSION JOINT



METAL BRACKET

To Be Used On Granular Bases

Spacing and Installation To Be As Directed By The Engineer.



METAL BRACKET

To Be Used On Stabilized Or Treated Bases and Shell Bases.

Alfred Trosclair

GENERAL NOTES

If the Contractor Desires to Use Any Other Alternate Device, He Shall, Prior to Its Use, Secure Approval by the Engineer.

Alternate Load Transfer Devices or Dowels Shall be Installed Parallel to the Pavement Surface and Center Line.

'T' Indicates Center Depth of Uniform Pavements.

Joint Braces or Other Suitable Devices May be Used to Align or Hold Joint Assembly in Place While Pavement Is Being Laid.

For Pavement Crowns See Typical Paving Section.

Prior to Final Assembly, Each Load Transfer Device Shall Be Tightened According to Manufacturer's Recommendations, to Prevent Excessive Movement Within the Unit Itself. The Contractor Shall Also Be Responsible for Having Each Load Transfer Device Fastened to the Wood Strip In Such a Manner as to Prevent Any Movement.

Starlug Load Transmission Assemblies Shall Be As Indicated In the 'Qualified Products List'.

Boards Used for Installation of Starlugs Are Subject to Tolerances of ± 1/8".

See Standard Plan R-CP-108 For Transverse Construction Joints and Expansion Joints.

Unless Otherwise Specified, Reasonable Tolerances to All Dimensions Will Be Determined By The Engineer and Furnished at Time of Installation.

For Sawed Joint Details See Std. Plan R-CP-108.

DATE	DESCRIPTION	BY
5-15-73	Revised Starlug Spacing	JTH ALG
3-8-73	General Notes	JFK MRB
10-20-72	Revised and Retraced	JFK MRB

REVISIONS

ALTERNATE LOAD TRANSMISSION ASSEMBLY FOR EXPANSION AND DUMMY JOINTS

DATED OCTOBER 1972 Sheet 10 of 13 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

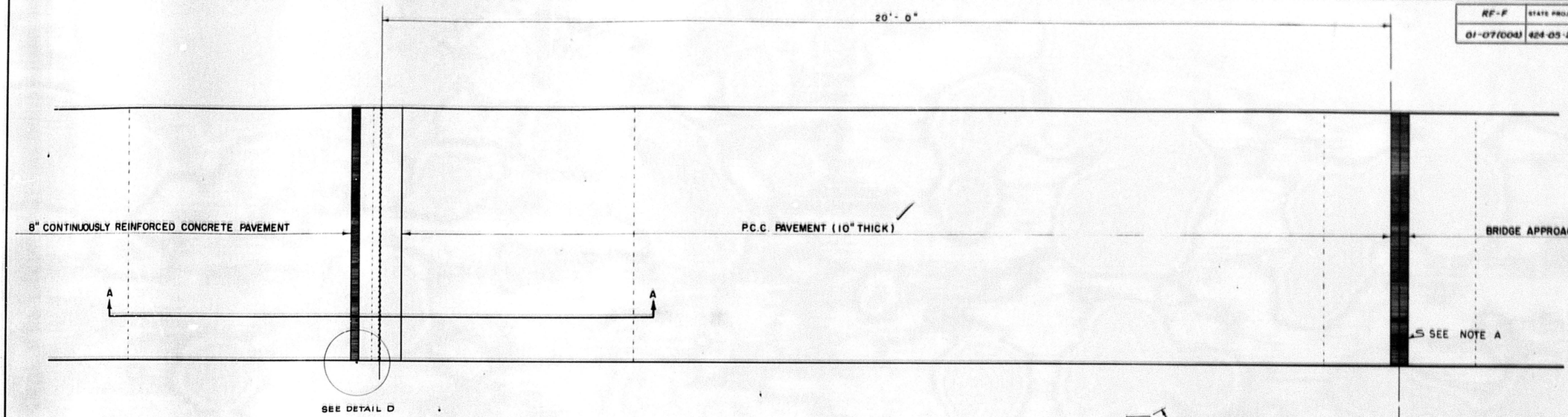
DESIGNED	DETAILED	TRACED N.M. Brummett
CHECKED	CHECKED	CHECKED Al Shows

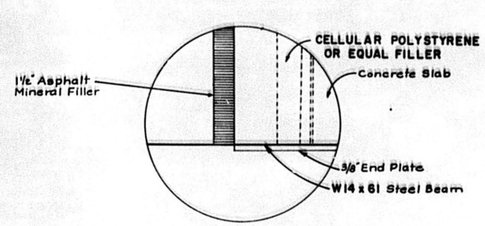
R-CP-100 REV.

AS BUILT

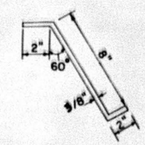
RF-F	STATE PROJECT	PARISH	SHEET NO.
01-07(004)	424-05-27	St. Mary	8j

15

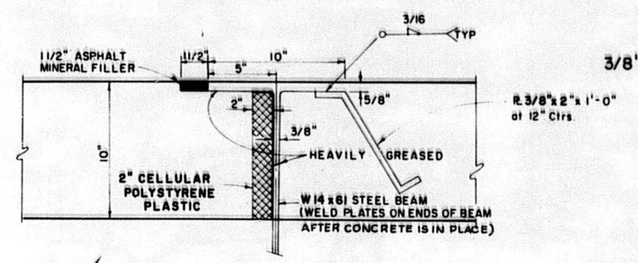




DETAIL D



DETAIL OF 3/8" x 2" x 1'-0" STRAP



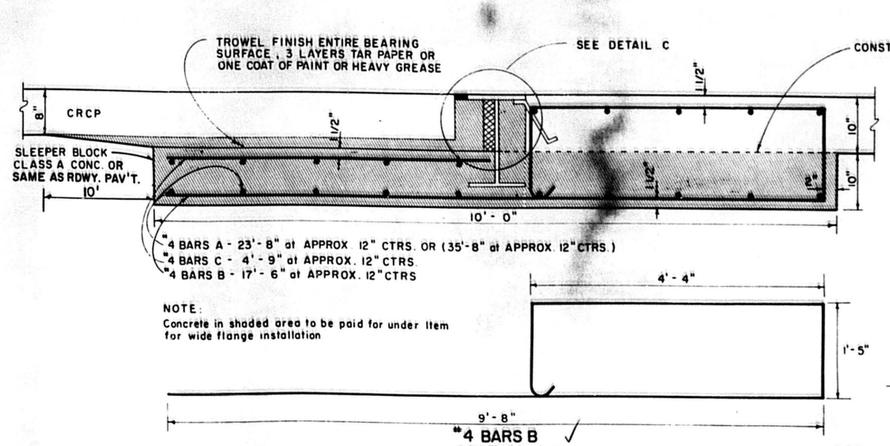
DETAIL C

NOTES:

A. For more information see approach slab details shown on bridge plans.

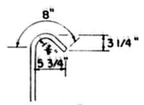
B. Wide flange installation to be paid under item 601(6).

C. Shop detail drawings will not be required of the structural steel shown on this sheet.

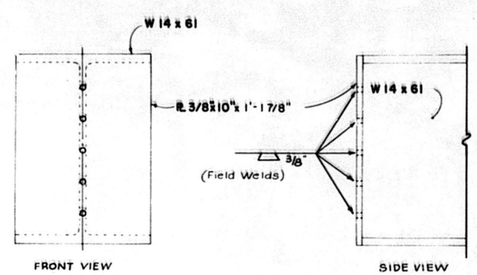


NOTE:
Concrete in shaded area to be paid for under item for wide flange installation

#4 BARS B
SECTION A-A
(To be paid for under wide flange installations)



DETAIL OF 135° HOOK
(3" ϕ PIN)



Alfred Trosclair

DATE	DESCRIPTION	BY
4-20-72	Rev. Steel Beam Nomenclature and 2" Seal	ASK
6-25-71	Deleted 4" Joint Detail	ASK
9-11-67	Revised W" Joint Beam Plate	ASK
6/14/67	Retraced	TW UP

REVISIONS

JOINT DETAIL FOR BRIDGE APPROACHES

DATED JULY 1966 Sheet 11 of 13 Sheets

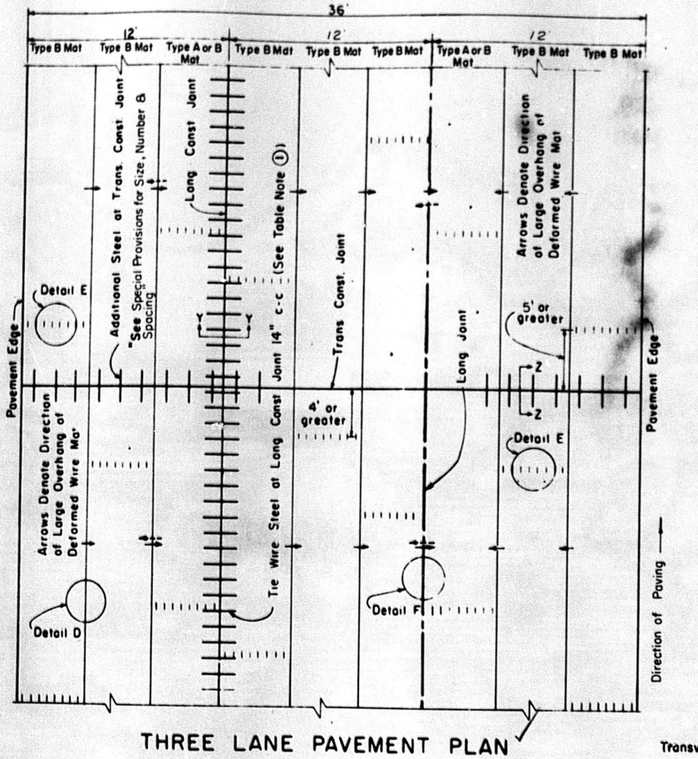
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

ENGINEER	DETAILED TW	TRACED
CHECKED	CHECKED HKS	CHECKED
IN CHARGE OF	INTERSTATE SECTION	

AS BUILT

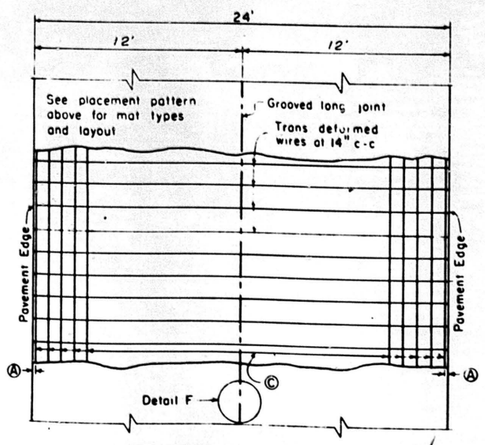
RF-F	STATE PROJECT	PARISH	SHEET NO
01-07(004)	424-05-27	St. Mary	2A

16



THREE LANE PAVEMENT PLAN

(12 foot and 24 foot Placement)*



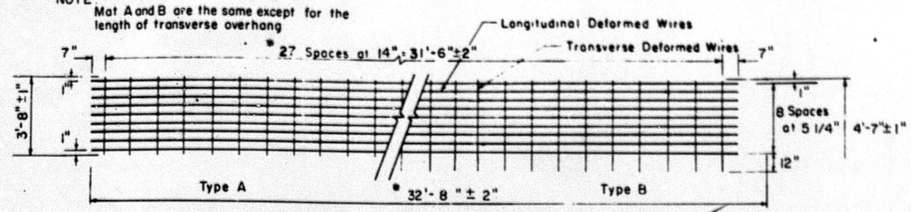
TWO LANE PAVEMENT PLAN

(24 ft. Placement)*

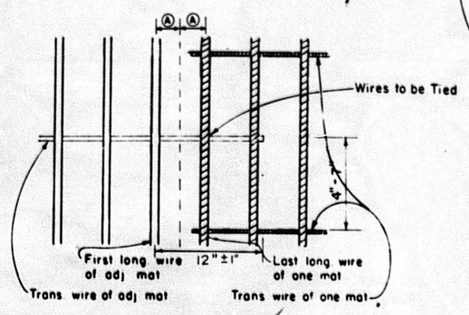
*LANE WIDTHS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SHOULD NOT BE USED IF IN CONFLICT WITH TYPICAL CROSS SECTIONS SHOWN ELSEWHERE IN THE PLANS

NOTE

Mat A and B are the same except for the length of transverse overhang

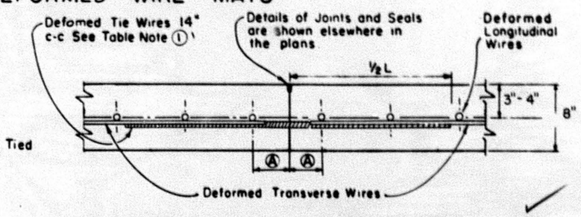


PREFABRICATED DEFORMED WIRE MATS



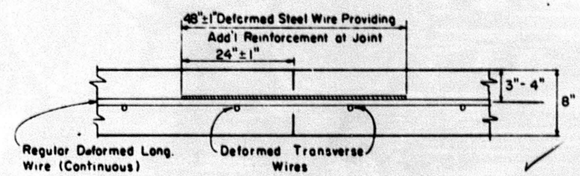
DETAIL D

TYPICAL LAP OF TRANSVERSE WIRES



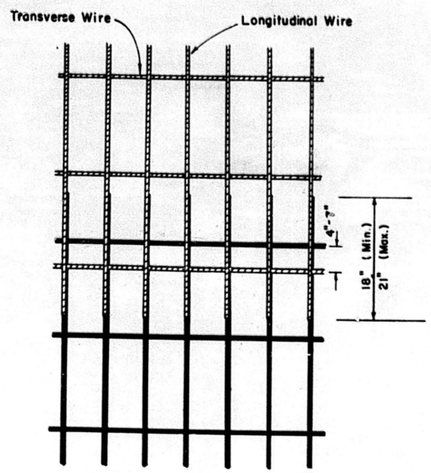
LONGITUDINAL CONSTRUCTION JOINT

SECTION Y-Y

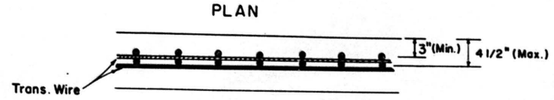


TRANSVERSE CONSTRUCTION JOINT

SECTION Z-Z



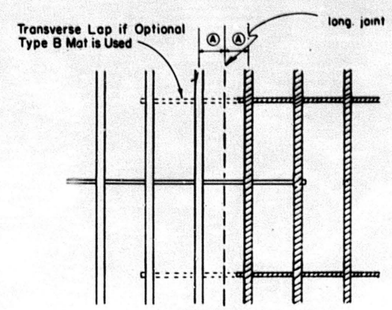
PLAN



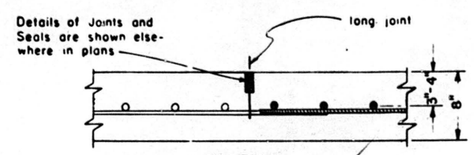
SECTION

DETAIL E

TYPICAL LAP OF LONGITUDINAL WIRES



PLAN



SECTION

DETAIL F

TRANSVERSE LAP AT GROOVED LONGITUDINAL JOINT

GENERAL NOTES

1. NO EXPANSION JOINTS WILL BE USED EXCEPT AT STRUCTURE ENDS OR FIXED OBJECTS AS SHOWN ELSEWHERE IN THE PLANS
2. JOINT GROOVE AND SEAL DETAILS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS
3. CONSTRUCTION JOINTS MAY BE FORMED BY THE USE OF METAL OR WOOD FORMS EQUAL IN DEPTH TO THE NOMINAL DEPTH OF THE PAVEMENT, OR BY OTHER MEANS WHICH HAVE BEEN APPROVED BY THE ENGINEER PRIOR TO THEIR USE
4. DETAILS AS TO PAVEMENT WIDTH, PAVEMENT THICKNESS, AND THE CROWN CROSS-SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS
5. IT IS THE INTENT OF THIS DESIGN THAT THE LONGITUDINAL STEEL BE 3" to 4" FROM THE TOP OF SLAB. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TAKE ALL NECESSARY PRECAUTIONS TO INSURE THAT THE FINAL POSITION OF THE STEEL IS WITHIN THIS AREA EXCEPT THAT THE TOLERANCE SHOWN IN THE LONGITUDINAL LAP DETAIL SHALL GOVERN AT THAT POINT. TRANSVERSE WIRES SHALL BE PLACED ON BOTTOM
6. IF WIDTHS GREATER THAN TYPICAL WIDTHS OCCUR, INDIVIDUAL WIRES MAY BE ADDED TO OBTAIN ADDITIONAL WIDTH, PROVIDED THE C TO C SPACING IS NOT EXCEEDED AND LAP REQUIREMENTS ARE MET.
7. THE LEAD END OF EACH MAT IS TO BE FIRMLY STAKED WITH AN ACCEPTABLE STEEL STAKE.
8. REFER TO THE SPECS. FOR TOLERANCES NOT SHOWN ON THIS PLAN.
9. WITH THE APPROVAL OF THE ENGINEER, MULTIPLE PIECE TIEBARS (THREADED COUPLING OR OTHER ADEQUATE DEVICE) MAY BE USED TO FACILITATE CONSTRUCTION PROVIDED THE SYSTEM DEVELOPS A FORCE EQUAL TO THE MINIMUM YIELD FORCE OF THE TIEBAR SHOWN. THE SPACING FOR THE SYSTEM SHALL BE LESS THAN OR EQUAL TO THE SPACINGS ALLOWED FOR BARS OF SIMILAR YIELD STRENGTH.

Pavement Thickness T in.	LONGITUDINAL REINFORCEMENT						TRANS. REINF.		
	Wire Size	24' Placement Width			12' Placement Width		Tie Wire (1)		
		Spacing c-c			Spacing c-c		Wire Size	Size Length (L) & Spacing	
		Ⓐ in.	Ⓒ in.		Ⓐ in	Ⓒ in.			
8	D26	3"	5 1/4"		3"	5 1/4"	D6	D 6 x 24" 14'ea	

TABLE NOTE:

(1) AT THE OPTION OF THE CONTRACTOR, #4 BARS x 30 IN. AT 30 IN. C-C MAY BE USED IN LIEU OF THE DEFORMED TIE WIRES AT 14 IN. C-C SHOWN, PROVIDED APPROVAL HAS BEEN RECEIVED FROM THE ENGINEER.

* NORMAL DIMENSION FOR FULL LENGTH MAT TO BE ADJUSTED TO ESTABLISH LAP SEQUENCE PATTERN BUT IN NO CASE SHALL MATS BE LESS THAN 16' UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

Alfred Trusla

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (DEFORMED MAT REINFORCING)

DATED Feb 1966 Sheet 12 of 13 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
10-7-69	Rev. General Notes	A.K.
6-19-69	Change Long Reinf Wire Size	A.K.
11-7-66	~~Sheet~~ Rev.	A.K.
10-28-66	Rev. Deformed Wire Mats	A.K.
8-23-66	Rev. Deformed Wire Mats	A.K.

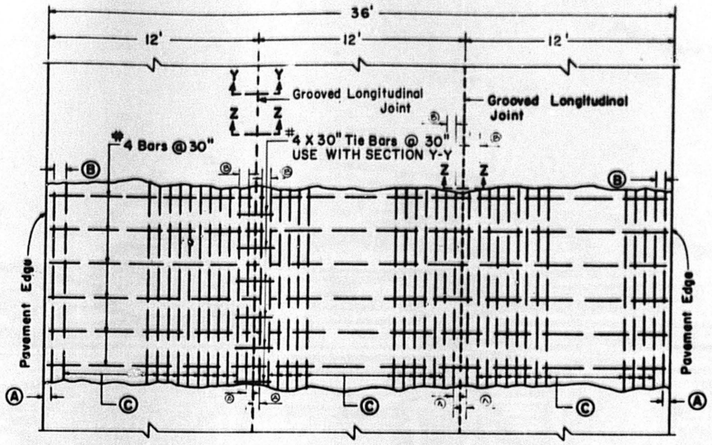
REVISIONS

DESIGNED | DETAILED J. Crouse | TRACED E.C. Soileau
CHECKED | CHECKED | CHECKED
IN CHARGE OF

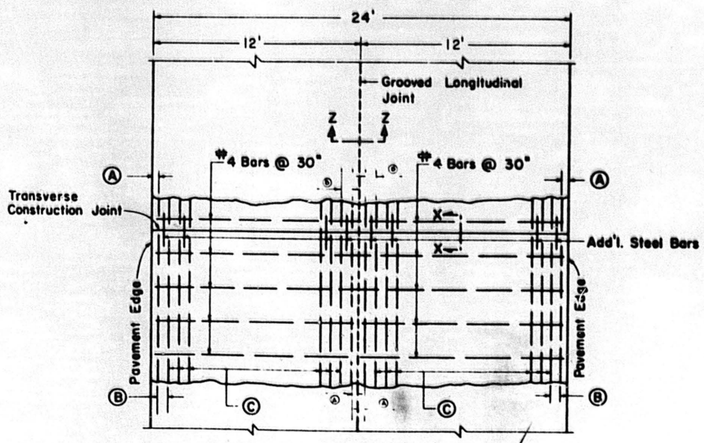
AS BUILT

RF-F	STATE PROJECT	PARISH	SHEET NO.
01-07(009)	424-05-27	St. Mary	2.1

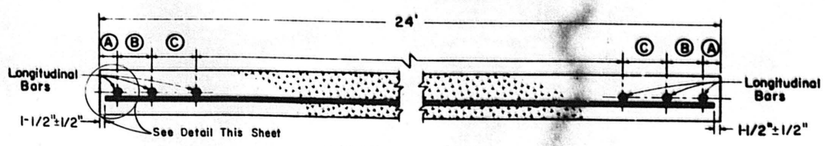
17



THREE LANE PAVEMENT PLAN
(36ft. Placement) *

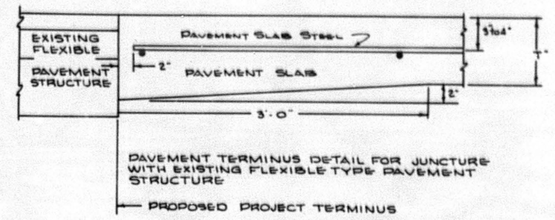


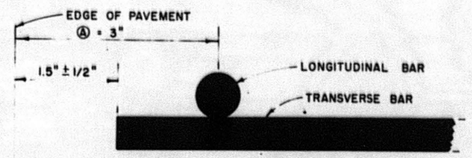
TWO LANE PAVEMENT PLAN
(24ft. Placement) *



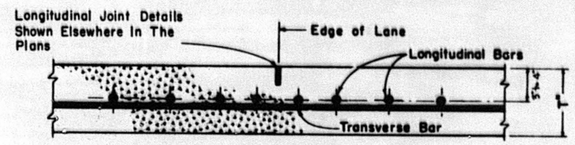
TYPICAL SECTION
(24ft. Placement) *

*LANE WIDTHS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SHOULD NOT BE USED IF IN CONFLICT WITH TYPICAL CROSS SECTIONS SHOWN ELSEWHERE IN THE PLANS.

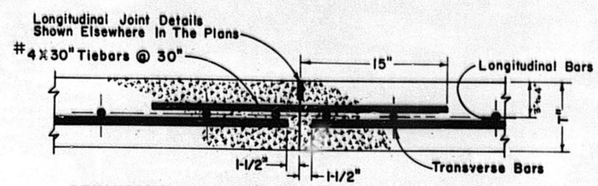




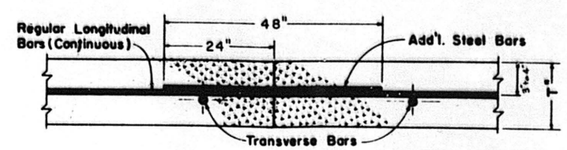
DETAIL OF LONGITUDINAL AND TRANSVERSE BARS



GROOVED LONGITUDINAL JOINT
Section Z–Z



PERMISSIBLE LONGITUDINAL CONSTRUCTION JOINT
Section Y–Y



TRANSVERSE CONSTRUCTION JOINT
Section X–X

GENERAL NOTES

1. NO EXPANSION JOINTS WILL BE USED EXCEPT AT STRUCTURAL ENDS OR FIXED OBJECTS AS SHOWN ELSEWHERE IN THE PLANS.
2. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCEMENT REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE PAVEMENT".
3. DETAILS AS TO PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
4. WITH THE APPROVAL OF THE ENGINEER, MULTIPLE PIECE TIEBARS (THREADED COUPLING OR OTHER ADEQUATE DEVICE) MAY BE USED TO FACILITATE CONSTRUCTION PROVIDED THE SYSTEM DEVELOPS A FORCE EQUAL TO THE MINIMUM YIELD FORCE OF THE TIEBAR SHOWN. THE SPACING FOR THE SYSTEM SHALL BE LESS THAN OR EQUAL TO THE SPACING ALLOWED FOR BARS OF SIMILAR YIELD STRENGTH.
5. JOINT GROOVE AND SEAL DETAILS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.

Pavement Thickness "T" in.	Bar Size	24 ft. Placement Width					36 ft. Placement Width					Add'l Steel @ Trans. Const. Jt.			
		Spacing C-C			No. of Bars		Spacing C-C			No. of Bars		Size	Avg. Spa. in.	②No. per Lane	Weight #/ft.
		Ⓐ in	Ⓑ in	Ⓒ in			Ⓐ in	Ⓑ in	Ⓒ in						
8	No.5	3	4	6.5	46		3	4	6.5	69		5/8"ØX48"	14	10	3.48

NOTE: ① THE SPACINGS Ⓑ SHOWN IN THE ABOVE PLACEMENT TABLE ARE THE MAXIMUM ALLOWABLE SPACINGS. WHERE THE PROPOSED PLACEMENT WIDTHS VARY FROM THE BASIC DESIGN WIDTH SHOWN, THE SPACING Ⓑ AND THE ADJACENT SPACING Ⓒ SHALL BE ADJUSTED TO ACCOMMODATE A REINFORCEMENT ARRANGEMENT EQUAL TO OR SLIGHTLY HEAVIER THAN THAT SHOWN AS DIRECTED BY THE ENGINEER.

② THIS SHALL BE THE MINIMUM NUMBER OF ADDITIONAL STEEL BARS TO BE PLACED PER LANE. THE SPACING OF THE ADDITIONAL STEEL BARS SHALL BE VARIED AS DIRECTED IN ORDER TO PROVIDE A MINIMUM CLEARANCE OF 2 1/2" FROM EACH REGULAR LONGITUDINAL REINFORCING BAR.

Alfred Tusch

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (BAR REINFORCING)

DATED FEB 19 66 Sheet 13 of 13 Sheets

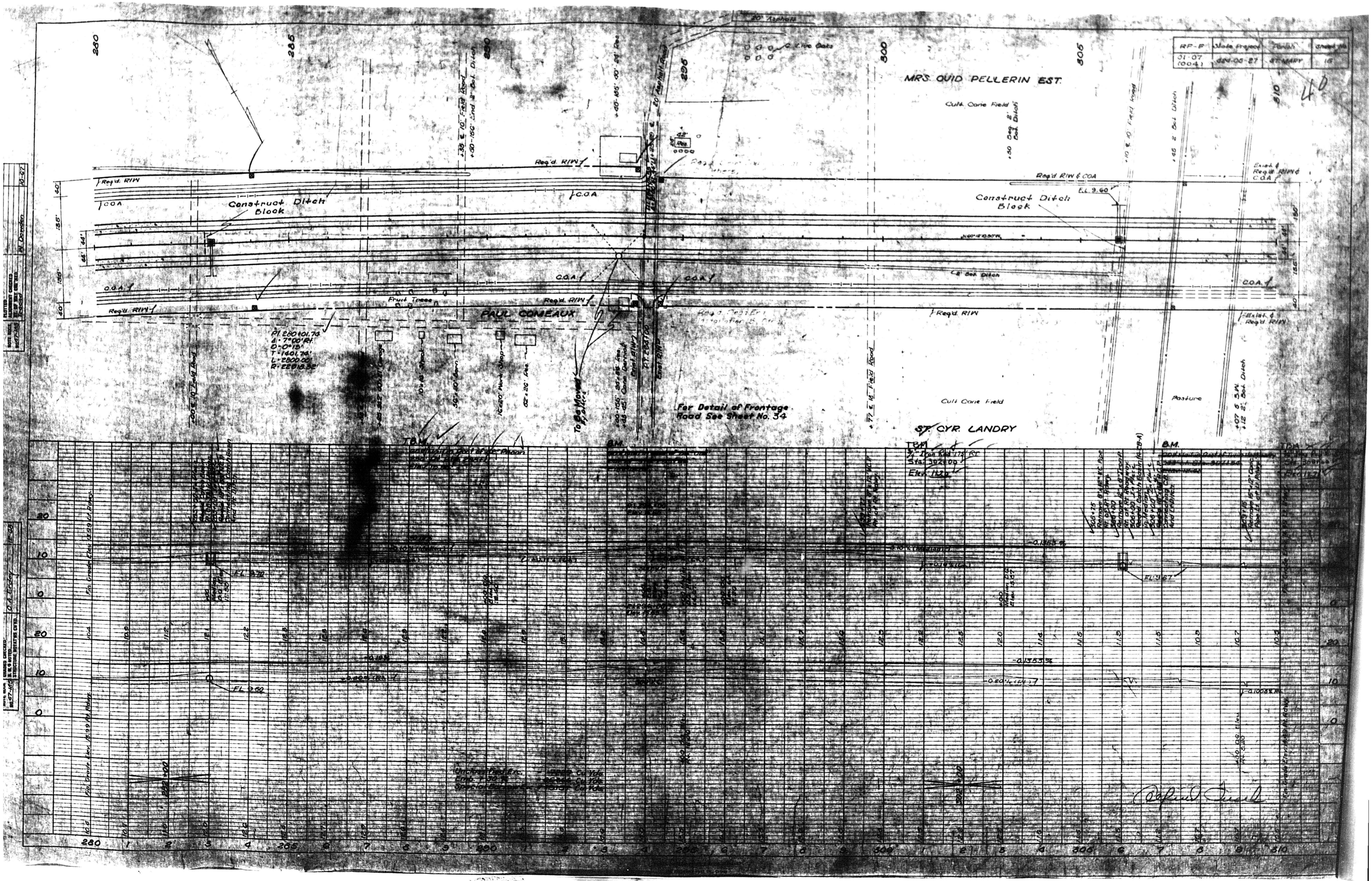
DATE	DESCRIPTION	BY
10-7-69	Rev. General Notes	A.S.K.
6-17-69	Increased Percent. Steel	A.S.K.
6-11-69	Deleted Chair Detail	A.S.K.
2-4-63	Added Chair Detail	A.S.K.

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED V. Crouse	TRACED E.C. Sullivan
CHECKED	CHECKED	CHECKED
IN CHARGE OF		

AS BUILT

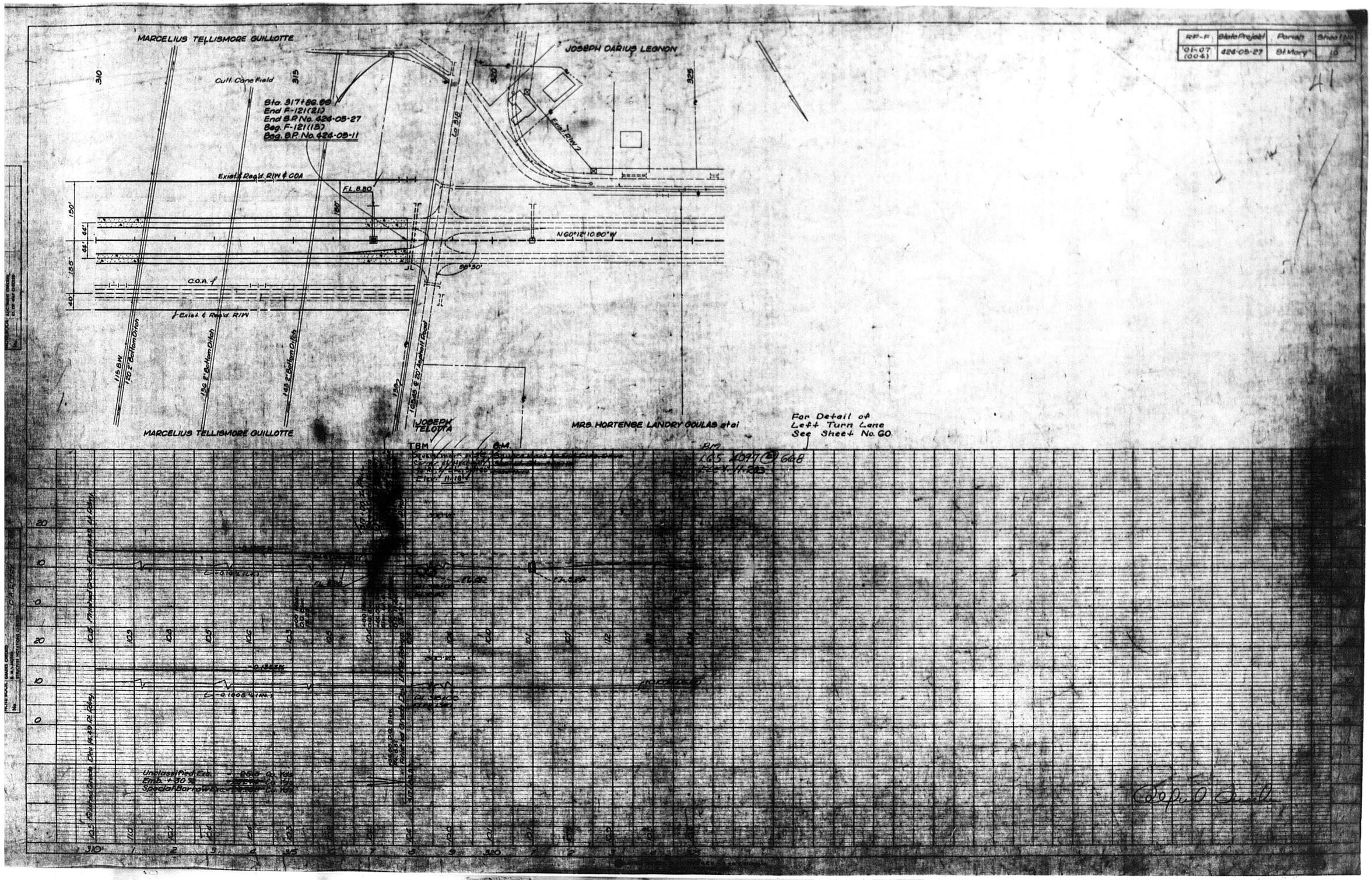


RF-F
State Project
Parish
Sheet No.
01-07 (004)
424-05-27
ST. MARY
16
40
280
285
290
295
300
305
310
MRS. OVID PELLERIN EST.
Cult. Cane Field
PAUL COMEAUX
ST. CYR. LANDRY
Pasture
Fruit Trees
C. Live Oaks
20' Asphalt
20' Asphalt Road
Construct Ditch Block
Req'd. R/W
C.O.A.
Req'd R/W & COA
Exist. & Req'd. R/W & C.O.A.
Exist. & Req'd. R/W
EL 9.60
N60°12'10.50"W
C.L. Bot. Ditch
PI. 280+01.74
Δ = 7°00' Rt.
D = 0°15'
T = 1401.74'
L = 2800.00'
R = 22918.32'
+60 ℄ 10' Field Road
+35 ℄ 10' Field Road
+50-156' End 2' Bot. Ditch
+40-155' 30' x 24' Res.
10'x16' Shack
36'x80' Barn
16'x20' Work Shop
62'x26' Res.
To Be Moved By Others
+00-155' 30'x36' Res.
+45-65' Cane Derrick
Exist. R/W
PT. 294+00
For Detail of Frontage Road See Sheet No. 34
+77 ℄ 16' Field Road
+30 Beg. 2' Bot. Ditch
+10 ℄ 10' Field Road
+45 2' Bot. Ditch
+07 5 S.W.
+12 2' Bot. Ditch
T.B.M.
B.M.
3/4" Iron Rod 175' Rt.
Sta. 302+00
Elev. 11.20
Fin. Grade Elev. 13.99 Lt. Rdwy.
Fin. Grade Elev. 13.99 Rt. Rdwy.
FL 9.70
FL 9.60
FL 9.67
-0.10%
-0.20% (Rt.)
-0.1353%
-0.20% (Rt.)
-0.1008% Rt.
+0.10% (Median)
PT. 294+00
Elev. 13.65
282+00
302+00
Unclassified Exc.
Emb. +30%
Special Borrow Exc.
Cu. Yds.
Cu. Yds.
Cu. Yds.
306+75
Remove 8'x16" R.C. Pipe
306+00
Remove 12"x16" R.C.P.
Rt. of Rt. Roadway
Reg'd. Catch Basin (R-CB-A)
Connecting C.B. And L.R. Ditch
308+15
Remove 15"x12" Conc. Pipe Lt. of Lt. Rdwy.
+00 Median O.G. Elev. 13.07
+00 O.G. Elev. Rt. 3.20
20
10
0
20
10
0
280
1
2
3
4
285
6
7
8
9
290
1
2
3
4
295
6
7
8
9
300
1
2
3
4
305
6
7
8
9
310
ROTE BOOK
PLOTTED
ALIGNMENT CHECKED
R. OF WAY CHECKED
W. Dowden
10-67
GRADES CHECKED
B. M.'S NOTED
STRUCTURE NOTATIONS CHKD.
O.A. Eddey
12-68

AS BUILT

R.F.-F.	State Project	Parish	Sheet No.
01-07 (004)	424-05-27	St Mary	10

41



AS BUILT

SUMMARY OF DRAINAGE STRUCTURES

RR-R	STATE PROJECT	PARISH	SHEET NO.
	01-07(004) 424-05-27	St. Mary	46

STATION	REMARKS	PLAN	TYPE	Class 'A' Concrete For Box Culverts CU.YD.	DEFORMED REINFORCED STEEL POUND	Reinforced Concrete Pipe Class III 18" Lin.Ft.	24" Lin.Ft.	30" Lin.Ft.	36" Lin.Ft.	48" Lin.Ft.	Cass Sewer Pipe 8" Lin.Ft.	Culvert Pipe 18" Lin.Ft.	24" Lin.Ft.	30" Lin.Ft.	36" Lin.Ft.	42" Lin.Ft.	48" Lin.Ft.	C.M. Pipe (Asbestos Bonded) 15" Lin.Ft.	24" Lin.Ft.	Reinforced Concrete Pipe Class III w/Flexible Watertight Gaskets 15" Lin.Ft.	Catch Basins R-CB 5A Each	R-CB 5B Each	R-CB 5B Mod. Each	R-CB 7A Each	R-CB 7A-D Each	R-CE 1	R-CB 25A Each	Class 'A' Concrete Headwalls For Pipes Cu. Yd.
261+85	In Place 18"x24' Culv. Pipe Rt. of Rt. Fr. Rd.																											
261+85	~~Reset~~																											
262+00	~~Reset. 18"x24' Culvert Pipe Rt. of Rt. Frontage Road~~		Culv. Pipe									24																
262+00	In Place 18"x36' Culv. Pipe Lt. of Lt. Fr. Rd.		Culv. Pipe									24																
264+40	~~Reset. 3-36"x24' R.C. Pipe Under Rt. Frontage Road~~		R.C. Pipe						165																			
264+40	In Place																											
263+90	In Place 18"x24' Culv. Pipe Rt. of Rt. Fr. Rd.		Culv. Pipe									36																
263+90	~~Reset. 3-36"x24' Culvert Pipe Under Headland Rt. of Rt. Frontage Road~~		Culv. Pipe																									
263+90	In Place 18"x24' Culv. Pipe Rt. of Rt. Fr. Rd.		Culv. Pipe									24																
269+00	~~Reset. 18"x24' Culvert Pipe Rt. of Rt. Frontage Road~~		Culv. Pipe																									
264+15	In Place 18"x24' Culv. Pipe Lt. of Lt. Fr. Rd.		Culv. Pipe									24																
275+92	Remove 12"x15' Concrete Pipe Rt. of Rt. Frontage Road																											
274+10	In Place 18"x24' Culv. Pipe Lt. of Lt. Fr. Rd.		Culv. Pipe									24																
273+80	In Place		Culv. Pipe									24																
~~275+00~~	~~Reset. 18"x24' Culvert Pipe Under Headland Rt. of Rt. Frontage Road~~																											
276+00	In Place																											
~~275+00~~	~~Reset. 24"x52' R.C. Pipe Under Rt. Frontage Road~~		R.C. Pipe			52																						
274+20	In Place 18"x24' Culv. Pipe Lt. of Lt. Fr. Rd.		Culv. Pipe									24																
~~275+00~~	~~Reset. 24"x24' Culvert Pipe Rt. of Rt. Frontage Road~~		~~Culv. Pipe~~										~~24~~															
278+20	Remove Pipe Rt. of Rt. Frontage Road																											
278+20	In Place																											
~~278+20~~	~~Reset. 18"x24' Culvert Pipe Rt. of Rt. Frontage Road~~		~~Culv. Pipe~~									24																
282+80	In Place																											
~~282+80~~	~~Reset. 18"x24' Culvert Pipe Rt. of Rt. Frontage Road~~		Culv. Pipe									24																
285+40	In Place 18"x24' Culv. Pipe Lt. of Lt. Fr. Rd.		Culv. Pipe									24																
285+85	In Place																											
~~285+85~~	~~Reset. 18"x24' Culvert Pipe Rt. of Rt. Frontage Road~~		Culv. Pipe									24																
289+35	In Place 18"x24' Culv. Pipe Lt. of Lt. Fr. Rd.		Culv. Pipe									24																
299+77	In Place																											
~~299+77~~	~~Reset. 18"x24' Culvert Pipe Rt. of Rt. Frontage Road~~		Culv. Pipe									24																
305+88	In Place																											
~~305+88~~	~~Reset. 18"x24' Culvert Pipe Rt. of Rt. Frontage Road~~		Culv. Pipe									24																
306+30	In Place 18"x24' Culv. Pipe Rt. of Rt. Fr. Rd.		Culv. Pipe									24																
307+15	In Place																											
~~307+15~~	~~Reset. 24"x24' Culvert Pipe Under Headland Rt. of Rt. Frontage Road~~		Culv. Pipe										24															
307+15	In Place																											
~~307+15~~	~~Reset. 24"x48' R.C. Pipe Under Rt. Frontage Road~~		R.C. Pipe			48																						
248+30	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd		Conc. Sewer Pipe								20																	
249+05	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd.		Conc. Sewer Pipe								20																	
251+45	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd.		Conc. Sewer Pipe								20																	
252+88	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd		Conc. Sewer Pipe								20																	
261+75	In Place 8"x20' Conc. Sewer Pipe Under Headland Lt. of Lt. Fr. Rd		Conc. Sewer Pipe								20																	
262+48	In Place 8"x20' Conc. Sewer Pipe Under Headland Lt. of Lt. Fr. Rd		Conc. Sewer Pipe								20																	
263+20	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd		Conc. Sewer Pipe								20																	
263+80	In Place 8"x20' Conc. Sewer Pipe Under Headland Lt. of Lt. Fr. Rd.		Conc. Sewer Pipe								20																	
263+88	In Place 8"x20' Conc. Sewer Pipe Under Headland Lt. of Lt. Fr. Rd.		Conc. Sewer Pipe								20																	
264+18	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd.		Conc. Sewer Pipe								20																	
268+25	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd.		Conc. Sewer Pipe								20																	
269+10	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd.		Conc. Sewer Pipe								20																	
270+75	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd.		Conc. Sewer Pipe								20																	
273+65	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd.		Conc. Sewer Pipe								20																	
274+15	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd		Conc. Sewer Pipe								20																	
278+25	In Place 8"x20' Conc. Sewer Pipe Under Headland Rt. of Rt. Fr. Rd		Conc. Sewer Pipe								20																	
						96	165				320	444	24		72													

Lt. & Rt. Frontage Roads

NOTES: PROJECT ENGINEER SHALL CHECK; DRAINAGE AREA, SIZE OF OPENING, STATION, FLOW LINE, LENGTH AND QUANTITIES OF EACH STRUCTURE BEFORE PERMITTING ANY MATERIAL FOR STRUCTURES TO BE ORDERED.
HEADWALL SLOPES ON CROSS DRAINS ARE TO BE _____ UNLESS OTHERWISE NOTED.
HEADWALL SLOPES ON SIDE DRAINS ARE TO BE 1-1 2:1 UNLESS OTHERWISE NOTED.
LENGTH OF R. C. BOX CULVERTS ARE INSIDE TO INSIDE OF HEADWALLS.

DATE	DESCRIPTION REVISION	BY

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

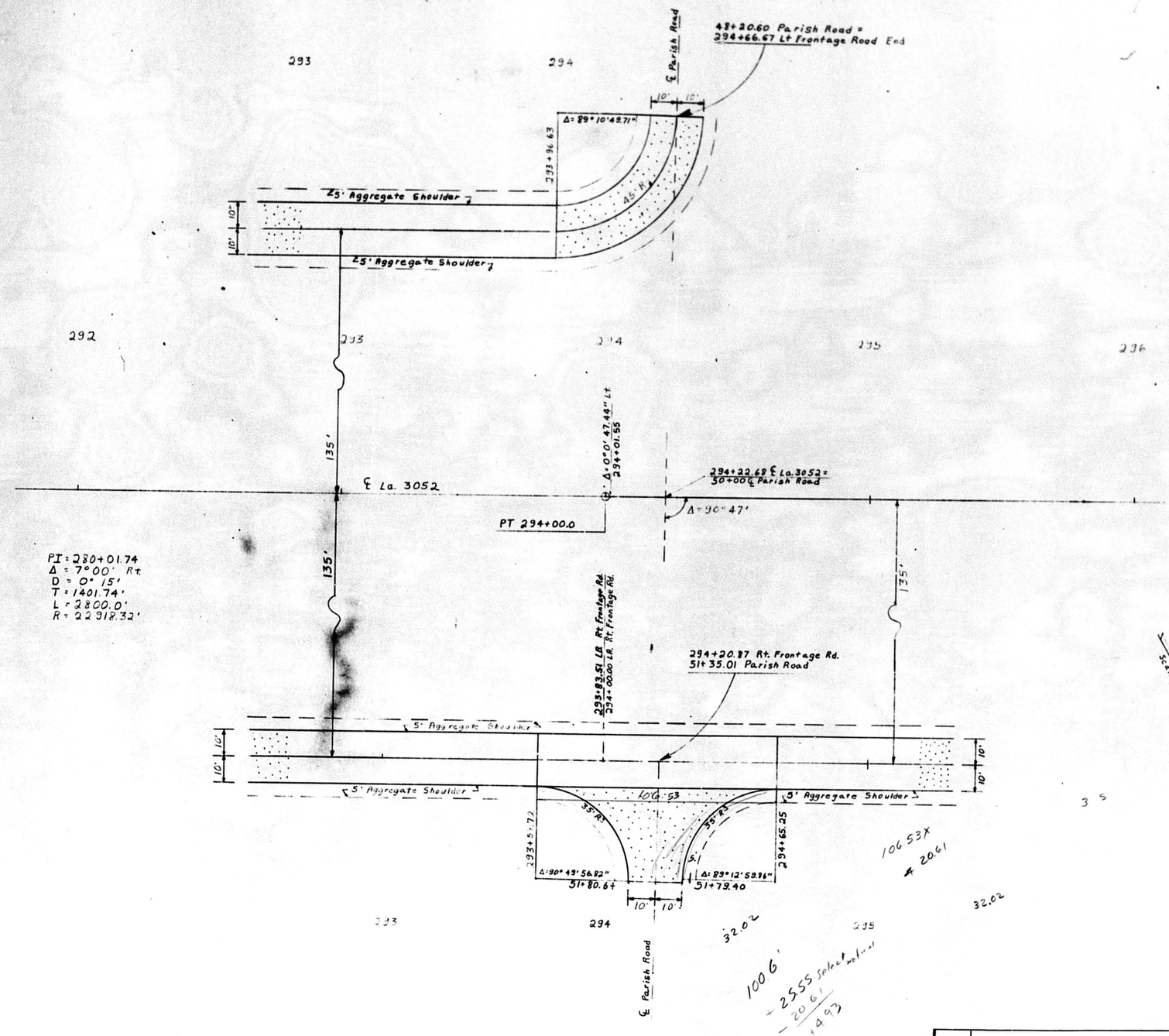
DATED _____ 19

DETAILED W. Hickey	TRACED W. Dowden
CHECKED J. Bacci	CHECKED W. Hickey

AS BUILT

RR-F	STATE PROJECT	PARISH	SHEET NO.
01-07(004)	424 05-27	St Mary	58

86



Alfred Fusch

DETAIL OF TURNOUT AND CONNECTION

DATED 1970 SHEET 7 of 18 SHEETS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

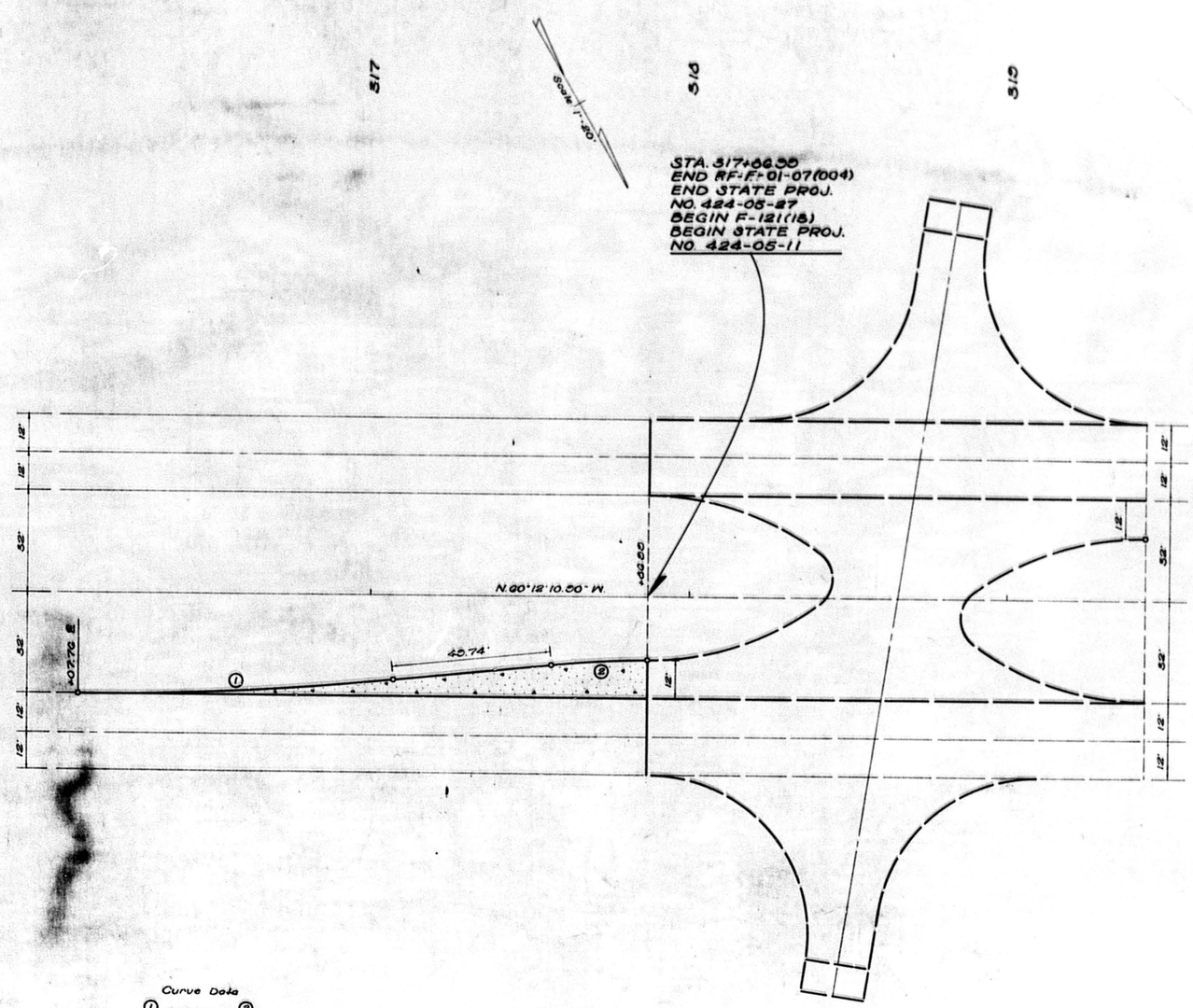
DESIGNED	DETAILED K. Ison-1	TRACED Matte
CHECKED	CHECKED J. Moore	CHECKED W. Hickey

DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILT

RF-F	STATE PROJECT	PARISH	SHEET NO.
01-07(004)	424-05-27	ST. MARY	60

87



Curve Data

①	②
Δ=0°00'	Δ=0°00'
D=0°00'	D=20°00'
T=50.05'	T=15.01'
L=100.00'	L=30.00'
R=0549.38'	R=2860.08'

DETAIL OF LEFT TURN LANE
La. 318

DATED Oct. 1965 SHEET 8 of 183 SHEETS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY

REVISIONS

DESIGNED | DETAILED M. Neal | TRACED W. Gowan
CHECKED | CHECKED W. Hickey | CHECKED W. Hickey
IN CHARGE OF

Dietzgen N. O. 183 "Ivorette"

AS BUILT