F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	1

231

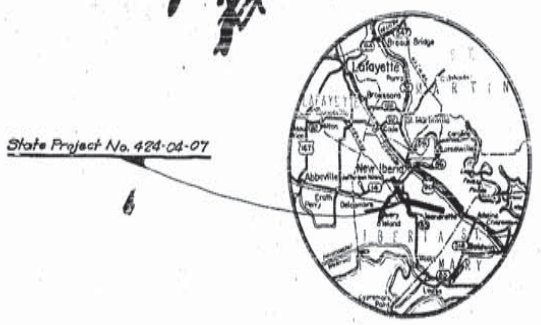
INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	Title Page & Layout Map
2 - 21	Typical Sections & Details
3 - 3e	Summary Sheets
4 - 37, 1a, 4a	Plan & Profile Sheets
38 - 51	Summary of Drainage Structure Sheets
52 - 54	Details of Turnouts, Crossovers & Connections
55	Miscellaneous Details
56 - 66	Geometric Layout & Details of Intersection @ Sta. G77+55.23 (La. 85)
68 - 80	Geometric Layout & Details of Intersection @ Sta. 295+08.27 (Parish Road)
81 - 82	Geometric Layout & Details of Intersection @ Sta. 405+85.09 (La. 83)
83 - 99	Geometric Layout & Details of Intersection @ Sta. 1211+35.08 (La. 329)
100 - 104	Geometric Layout & Details of Intersection @ Sta. 1541+23.86 (La. 14)
105, 107, 111a, 115	Special Drainage Details
106 - 114	Drainage Layout Map
116 - 126	Suggested Joint Layouts
127 - 141	Curve Strings (R.C. Box Culverts)
142 - 147	Subgrade Soil Survey
142, 145, 151, 1634, 1638	R/W Map
201 - 2-10, 206A	Bridge Plans

	STANDARD PLAN	REV. DATE
302	C-C-S-8-4-7-R5-30°-1	12-14-64
303	C-C-S-7-10-R5-30°-1	12-18-64
304	C-C-S-M-4-8-S-30°-1	12-18-64
305	C-C-S-M-4-6-S-30°-1	12-14-64
306	C-C-S-M-4-6-S-45°-1	12-14-64
307	C-C-S-M-7-10-S-30°-1	12-18-64
308	C-C-S-M-7-10-S-15°-1	12-18-64
309	C-M-208	[illegible]
310	C-M-45	[illegible]
310	C-M-77	7-5-61
311	C-M-87	2-26-66
312	C-M-200	2-16-60
313	C-M-205	8-11-60
314	R-CB-5.5	9-20-63
315	R-CB-11	3-2-61
316	R-CB-11 Mod.	3-4-64
317	R-CB-72	2-56
318	R-P-1	[illegible]
319	R-P-3	8-21-64
320	C-M-1	4-5-68
321	R-P-3 Rev.	1-5-68
322	R-11-12	3-[illegible]-66
323	R-P-17	11-28-60
324	R-P-21	5-[illegible]-62
325	R-P-21A	7-16-62
326	R-P-26	5-22-62
327	R-P-24	5-22-62
328	R-P-27	5-22-62
329	R-8-21	12-20-61
330	R-S-24 Rev.	5-[illegible]-66
331	S-M-15	8-14-62
332	C-M-35	8-11-59

401-416 Cross Sections

Total Sheets Without Cross Sections	269
Total Sheets With Cross Sections	467



VICINITY MAP

STATE OF LOUISIANA

DEPARTMENT OF HIGHWAYS

PLANS OF PROPOSED

STATE HIGHWAY

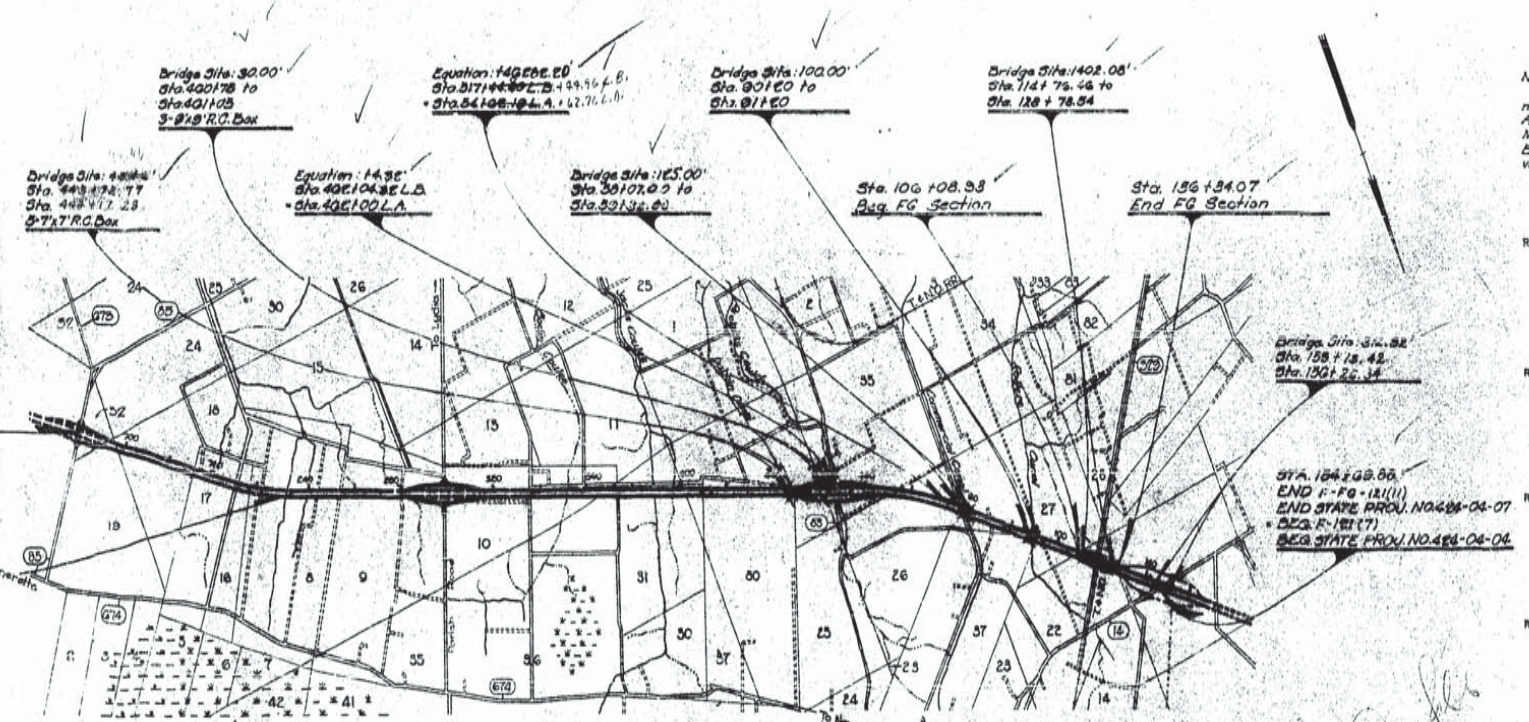
F-FG-121(11)

STATE PROJECT NO. 424-04-07

JEANERETTE - NEW IBERIA HWY.

IBERIA PARISH

La-3052



Note: Specifications Adopted By The Department Of Highways, May 4, 1955, And Approved By The Bureau Of Public Roads, May 23, 1955, Shall Govern On This Project Except As Amended By The Special Provisions.

RECOMMENDED FOR APPROVAL
Traffic & Planning Engineer 4-26-66

RECOMMENDED FOR APPROVAL
Bridge Design Engineer 4-26-66

RECOMMENDED FOR APPROVAL
Road Design Engineer 4-26-66

RECOMMENDED FOR APPROVAL
Chief Location & Design Engineer 4-26-66

APPROVED
Chief Engineer 4-26-66

RECOMMENDED FOR APPROVAL DATE

[redacted]
District Engineer
Department of Commerce
Bureau of Public Roads

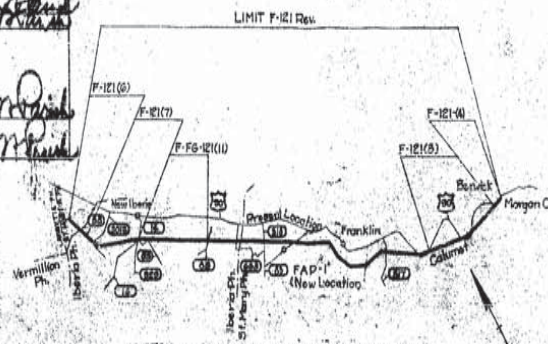
APPROVED DATE

[redacted]
Division Engineer
Department of Commerce
Bureau of Public Roads

SCHEDULE OF REVISIONS

	DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED
1	5-20-66	Sheets 1 & 100	5-20-66	M. I. Hebert	5-20-66	[illegible]
2	5-27-66	Sheets 1, 3a, 3e & 7	5-25-66	M. I. Hebert	5-25-66	[illegible]
3	6-7-66	Sheets 1, 3a, 3c, 3e, 4, 4a, 6, 8, 10-17, 20-25, 28, 31, 34, 39, 73, 78, 81, 90, 93, 98, 99	6-7-66	M. I. Hebert	6-7-66	[illegible]
4	6-13-66	Sheets 1, 3, 3a, 3c, 3e, 4, 4a, 6, 8, 10-17, 20-25, 28, 31, 34, 39, 73, 78, 81, 90, 93, 98, 99	6-13-66	M. I. Hebert	6-13-66	[illegible]
5	10-17-66	Sheets 1, 3a, 3c, 3e, 4, 4a, 6, 8, 10, 11, 13, 14-1, 24-37, 39, 56, 69, 70, 78, 80, 89-95, 97, 100, 107b, 109b, 110b, 111b, 201-206, 206A, 208-12, 216, 223, 226, 230, 232, 239, 240	10-17-66	M. I. Hebert	10-17-66	[illegible]
6	10-27-66	Sheets 1, 3b, 3e, 24-29, 93, 94, 98, 100, 101, 108, 124, 125	10-27-66	M. I. Hebert	10-27-66	[illegible]

TYPE OF CONSTRUCTION:
Portland Cement Concrete Pavement



SKETCH SHOWING LIMITS OF FAP No. F-121 REV.
IBERIA & ST. MARY PARISH

DATUM USED: M.S.L.

MAG. VAR.: 7°30'E

BEARINGS ARE GRID AZIMUTH

TRANSIT BOOKS: 48-387, 48-389, 48-495, 48-497

LEVEL BOOKS: 48-390, 48-390, 48-496, 48-100, 48-103, 48-190, 48-191, 48-355, 48-362

SCALES
PLAN: 1" = 100'
PROFILE: HOR. 1" = 100'
VERT. 1" = 10'

LAYOUT MAP

SCALE 1 INCH = 3000 FEET

0 3000 6000 9000 12000

LENGTH OF PROJECT

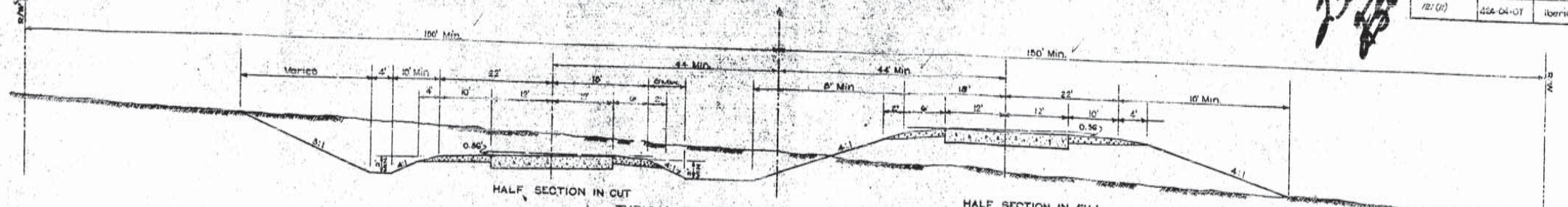
DESCRIPTION	ALGEBRAIC SUM OF ALL EQUATIONS	GROSS LENGTH	EXCEPTION	BRIDGE LENGTH		ROADWAY LENGTH	
STA. TO STA.	FEET	FEET	FEET	FEET	MILES	FEET	MILES
G77+55.23 - 154+69.88	100.54	46280.46		2014.46	0.382	46266.00	8.767
477+55.23 - 154+69.88	100.54	46280.46	3225.16*	612.36	0.116	44618.88	8.450
100+08.38 - 156+34.07		5626.14		1402.08	0.265	4223.06	0.800
TOTAL LENGTH OF BRIDGES				2014.46	0.382		
TOTAL LENGTH OF ROADWAY						46741.88	8.853
TOTAL MILES					9.139		

* F.G. Section

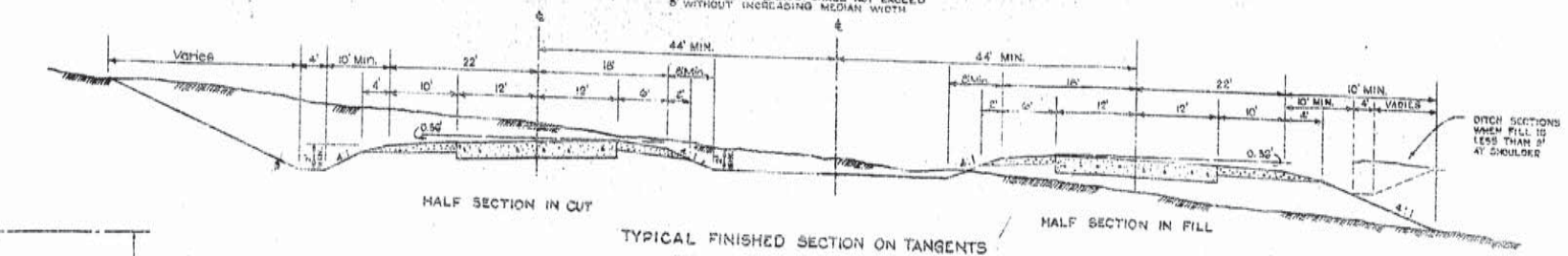
12

AS BUILTS

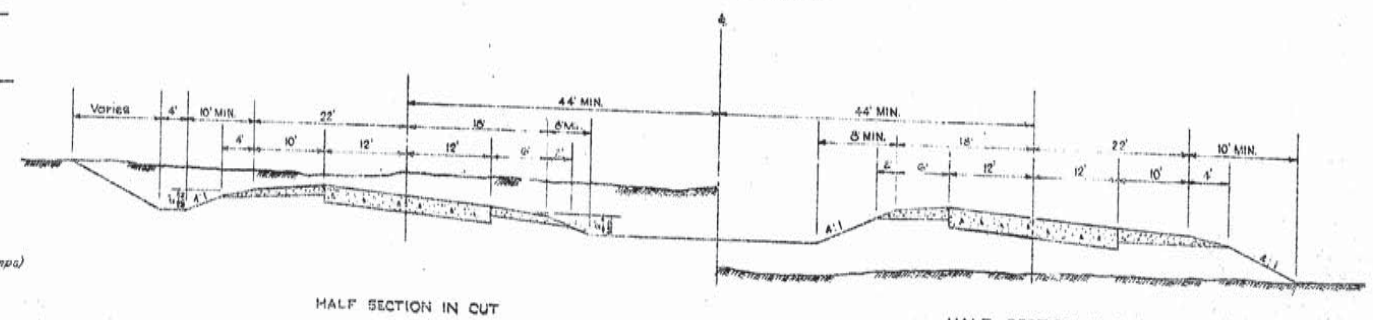
F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	456-04-07	Iberia	2



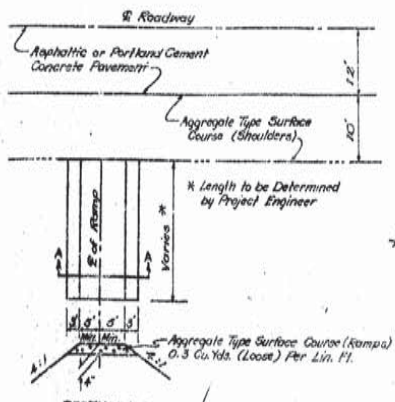
TYPICAL FINISHED SECTION ON TANGENTS
WHEN ROADWAY PROFILE GRADES ARE DIVIDED
DIFFERENCE IN GRADE SHALL NOT EXCEED
5' WITHOUT INCREASING MEDIAN WIDTH



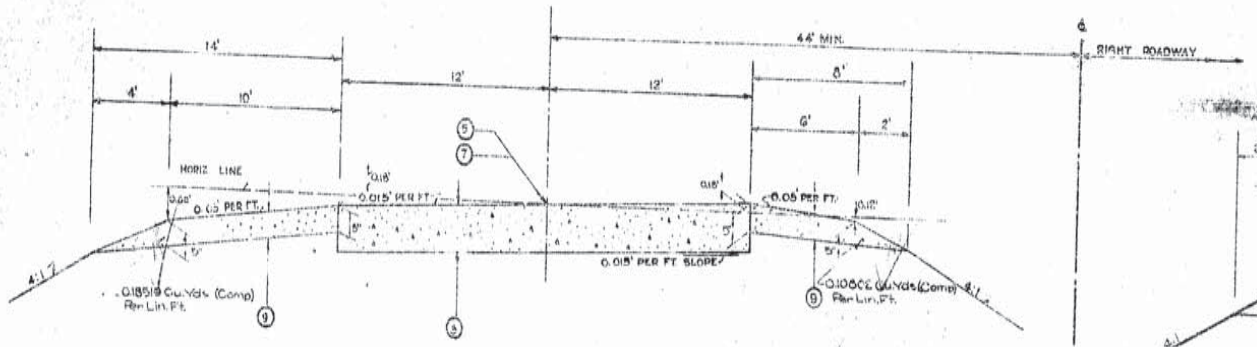
TYPICAL FINISHED SECTION ON TANGENTS
WHEN ROADWAY PROFILES ARE IDENTICAL



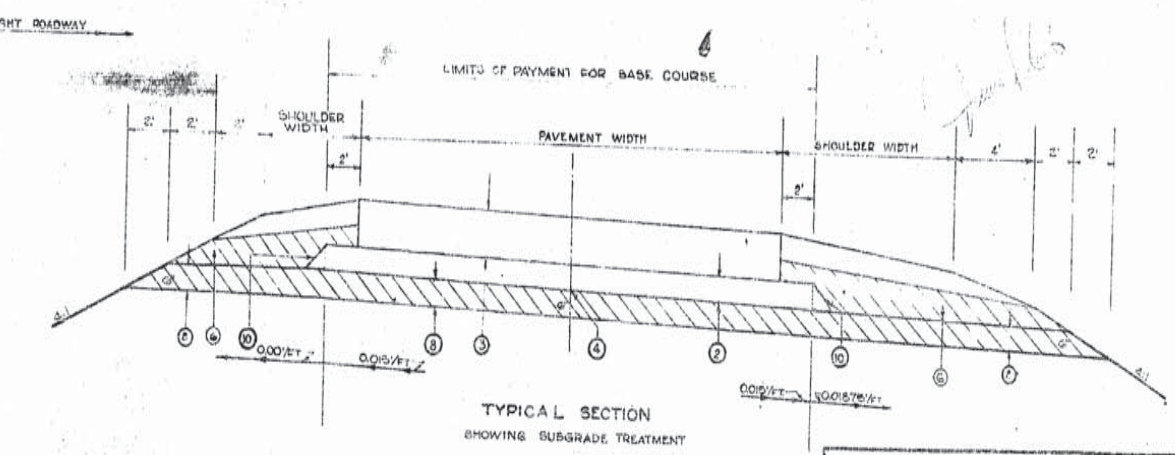
TYPICAL FINISHED SECTION ON SUPERELEVATED CURVES



SECTION A-A
RAMP DETAILS
To be Used at All Ramps & Side Drains



TYPICAL FINISHED SECTION ON TANGENTS
LEFT ROADWAY - RIGHT ROADWAY IDENTICAL BUT OPPOSITE HAND



TYPICAL SECTION
SHOWING SUBGRADE TREATMENT

SUBGRADE TREATMENT IN CUT

UNSUITABLE MATERIAL SHALL BE REMOVED 6" BELOW THE SUBGRADE ELEVATION, PLACED IN BASE OF EMBANKMENT AND REPLACED WITH SUITABLE MATERIAL. SUITABLE MATERIAL TO BE COMPACTED TO 95% DENSITY AS OBTAINED BY AN APPROVED PROCEDURE. *To be Paid for as Item 1-4-1, or 1-4-5 As Required*

EXISTING SUITABLE MATERIAL BELOW THE SUBGRADE ELEVATION TO BE SCARIFIED TO 6 MIN. DEPTH 6" AND COMPACTED TO 95% DENSITY AS OBTAINED BY AN APPROVED PROCEDURE (NO DIRECT PAYMENT)

SUBGRADE TREATMENT IN FILL

SEE SECTION BELOW

Note: All Suitable Material Shall Be Compacted To 95% Density As Obtained By An Approved Procedure

NOTE:
The Base Course May Consist Of Any Of The Following: ~~Stabilized Sand-Clay Gravel (Grade 'b'), Soil Cement Or Shell & Sand.~~

NOTE: *If Contractor Elects To Use Shell & Sand For Base Course, Bituminous Primer Shall be Applied to the Top Width of the Base Course Shown on Plans or Directed by the Project Engineer (No Direct Payment)*

(2) 6" Base Course

(3) 8" UNIFORM PORTLAND CEMENT CONCRETE PAVEMENT.
(4) SUBGRADE ELEVATION.
(5) GRADE SHOWN ON PROFILE.
(6) Suitable Material *(To Be Paid for as Item 1-4-5)*
(7) LONGITUDINAL JOINT.
(8) SUITABLE MATERIAL (6" Thick) *(To be Paid for as Item 1-4-5 or 1-4-1 As Req'd.)*
(9) AGGREGATE TYPE SURFACE COURSE (SHOULDERS).
(10) LIMITS AND SLOPE OF THIS LINE TO BE DETERMINED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER, ACCORDING TO LATEST CONSTRUCTION PROCEDURES.

DATE	DESCRIPTION	BY
	REVISIONS	

TYPICAL SECTIONS (FINISHED GRADE)

DATED AUGUST 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

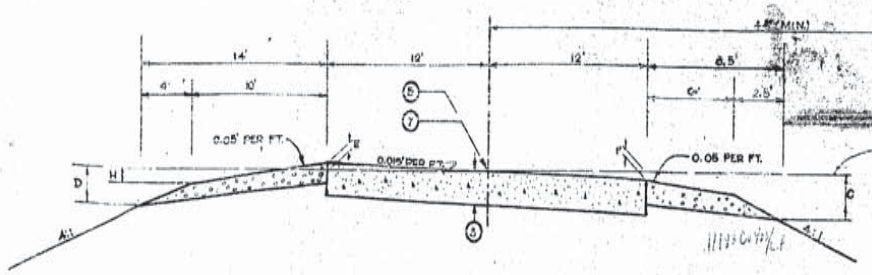
DESIGNED | DETAILED CROUSE | TRACED J.P.G.
CHECKED | CHECKED T.W. PARISH II | CHECKED
IN CHARGE OF

12

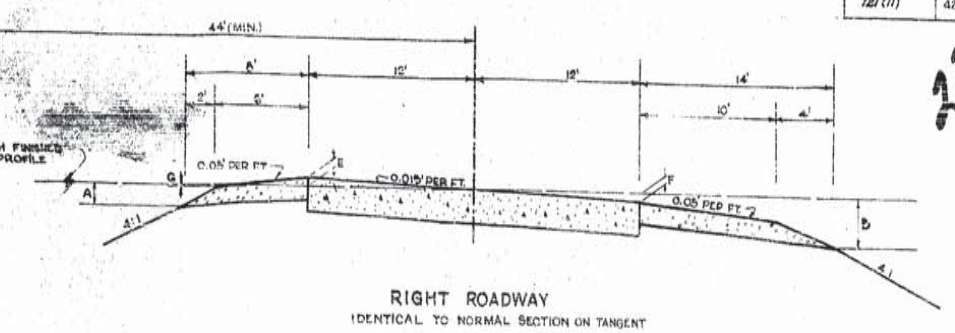
AS BUILTS

F.P.C.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	24

233

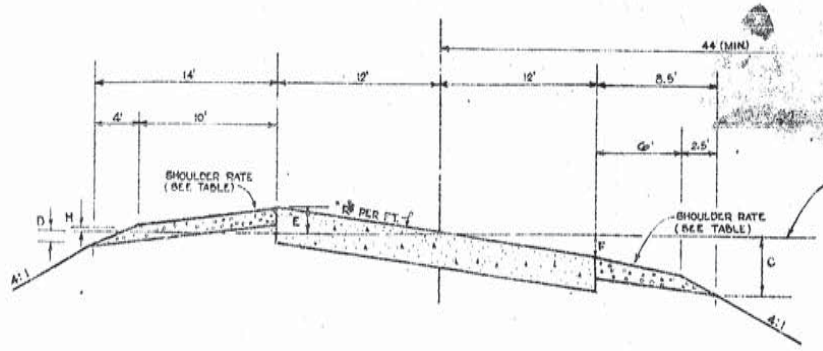


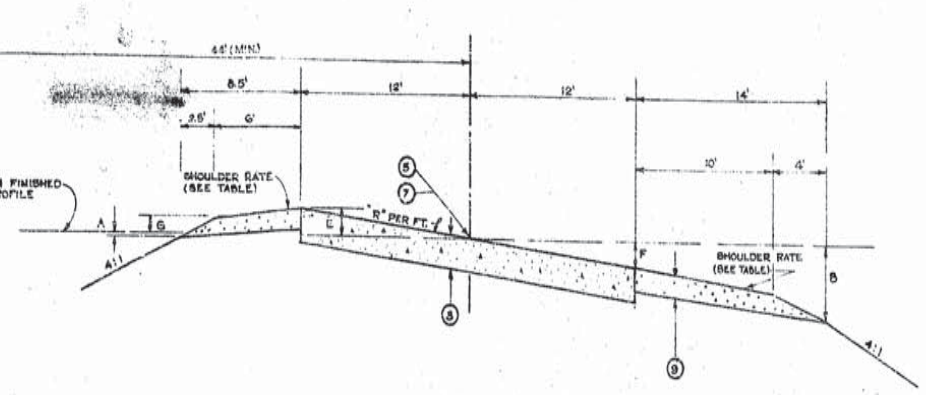
LEFT ROADWAY
SIMILAR TO RIGHT ROADWAY BETWEEN RUNOFF TRANSITIONS ONLY



RIGHT ROADWAY
IDENTICAL TO NORMAL SECTION ON TANGENT

TYPICAL FINISHED SECTIONS
DEGREE OF CURVE 0°-15' THRU 0°-29'
(SECTIONS SHOWN FOR RIGHT CURVATURE)





TYPICAL FINISHED SECTIONS
DEGREE OF CURVE 0°-30' AND OVER
(SECTIONS SHOWN FOR RIGHT CURVATURE)

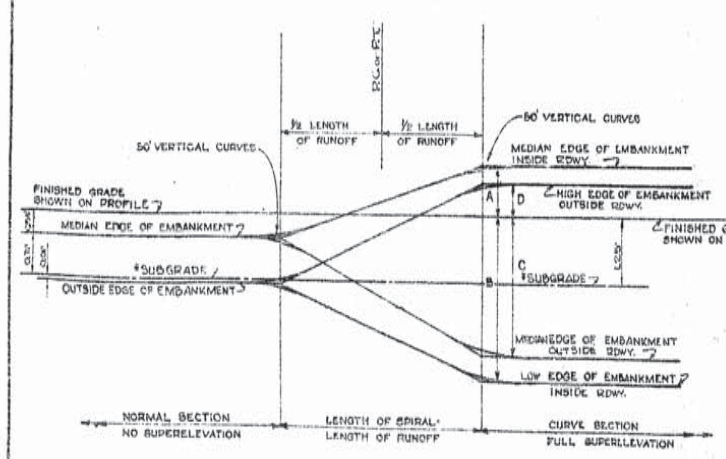
RIGHT ROADWAY

LEFT ROADWAY
SIMILAR TO RIGHT ROADWAY BETWEEN RUNOFF TRANSITIONS ONLY

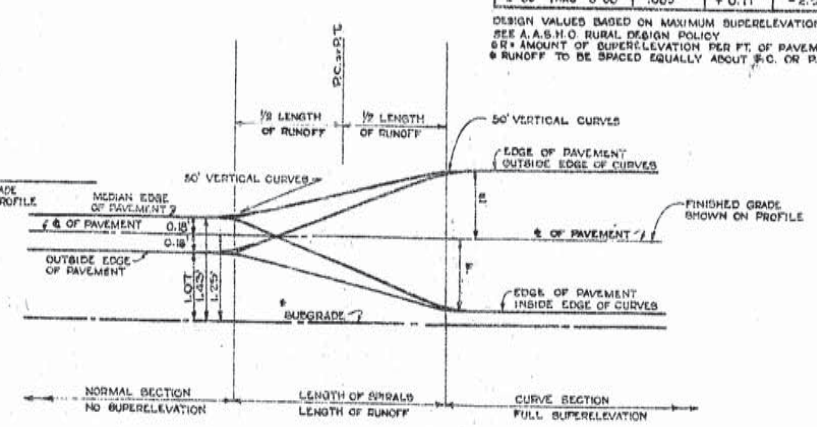
SUPERELEVATION VALUES IN FEET

DEGREE OF CURVE	R®	A	B	C	D	E	F	G	H	LENGTH OF RUNOFF ●	INSIDE SHOULDER RATE	OUTSIDE SHOULDER RATE
0° 15' THRU 0° 29'	.015	-0.64	-1.30	1.03	-0.94	+0.18	-0.16	-0.12	-0.32	200	0.05	0.05
0° 30' THRU 0° 44'	.020	-0.61	-1.36	-1.08	-0.85	+0.24	-0.24	-0.06	-0.26	200	0.05	0.05
0° 45' THRU 0° 59'	.028	-0.42	-1.46	-1.19	-0.64	+0.34	-0.34	+0.10	-0.06	200	0.05	0.04
1° 00' THRU 1° 29'	.042	-0.16	-1.62	-1.35	-0.34	+0.50	-0.50	+0.32	+0.60	200	0.05	0.03
1° 30' THRU 1° 59'	.055	+0.11	-1.85	-1.65	+0.03	+0.66	-0.66	+0.57	+0.91	250	0.055	0.015
2° 00' THRU 2° 29'	.069	+0.41	-2.22	-1.84	+0.41	+0.83	-0.83	+0.65	+0.65	310	0.069	0.00
2° 30' THRU 3° 00'	.083	+0.71	-2.56	-2.13	+0.79	+1.00	-1.00	+1.08	+1.15	370	0.083	+0.015

DESIGN VALUES BASED ON MAXIMUM SUPERELEVATION OF 0.10' PER FT.
SEE A.A.S.H.O. RURAL DESIGN POLICY
®R = AMOUNT OF SUPERELEVATION PER FT. OF PAVEMENT WIDTH.
● RUNOFF TO BE SPACED EQUALLY ABOUT P.C. OR P.T.



SUPERELEVATION DETAILS
GRADING SECTION



SUPERELEVATION DIAGRAM
FINISHED SECTION

* NOTE:
FOR SUBGRADE LOCATION, SEE SHEET 1 OF 4

④ 9" UNIFORM PORTLAND CEMENT CONCRETE
⑤ GRADE SHOWN ON PROFILE
⑦ LONGITUDINAL JOINT
⑨ AGGREGATE TYPE SURFACE COURSE (SHOULDERS)

TYPICAL SECTIONS

SUPERELEVATED CURVES
(FINISHED GRADE)

DATED DEPT. 1968

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

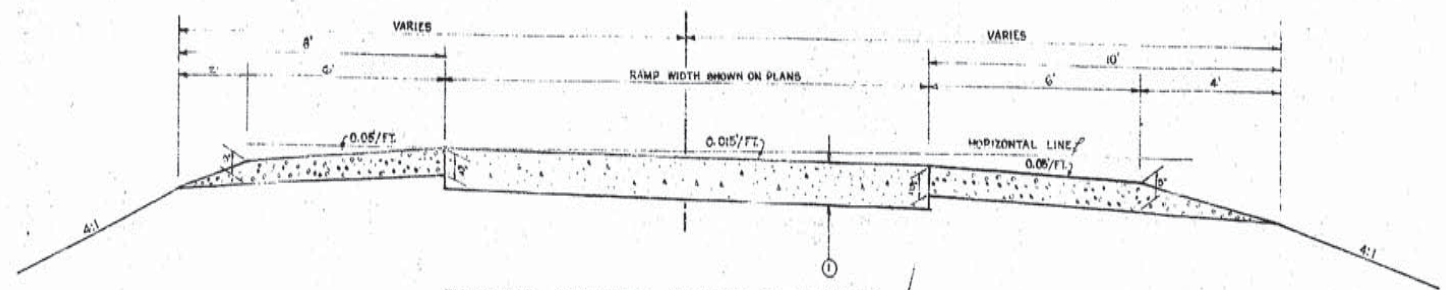
DESIGNED | DETAILED CROUSE | TRACED J. P. GOLDEN
CHECKED | CHECKED T. W. PARISH JR. | CHECKED
IN CHARGE OF

12

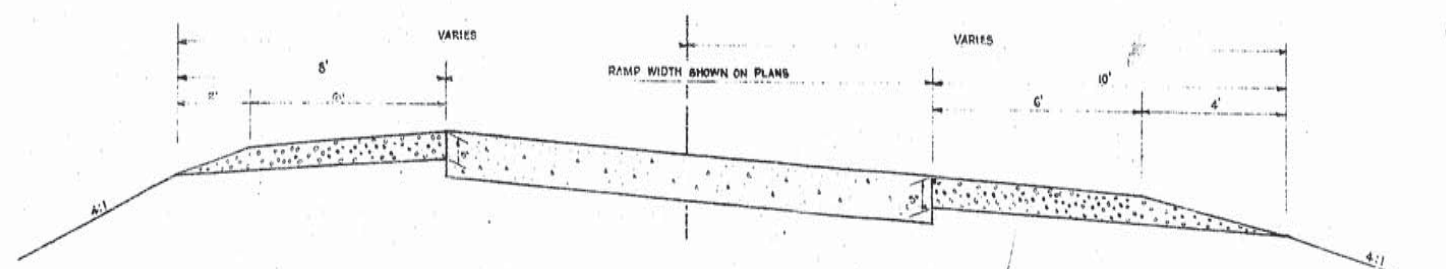
AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
181 (11)	426-04-07	Iberville	2 b

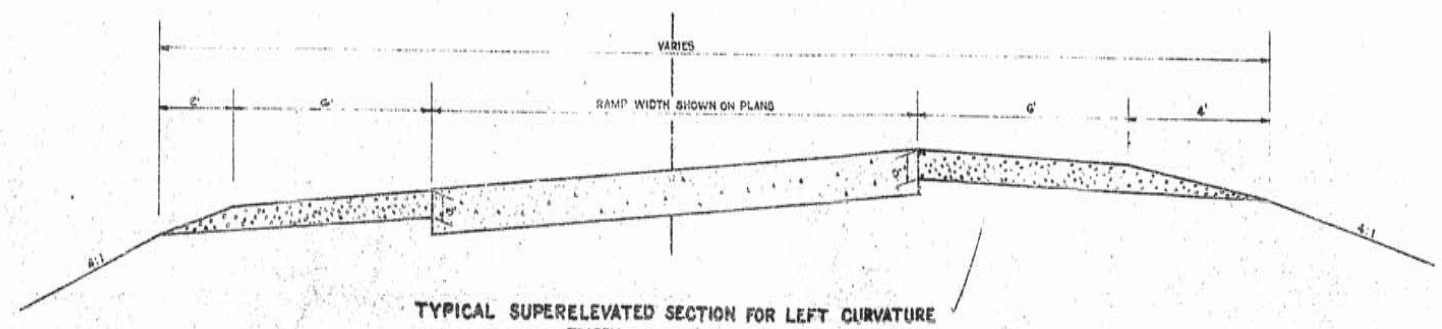
234



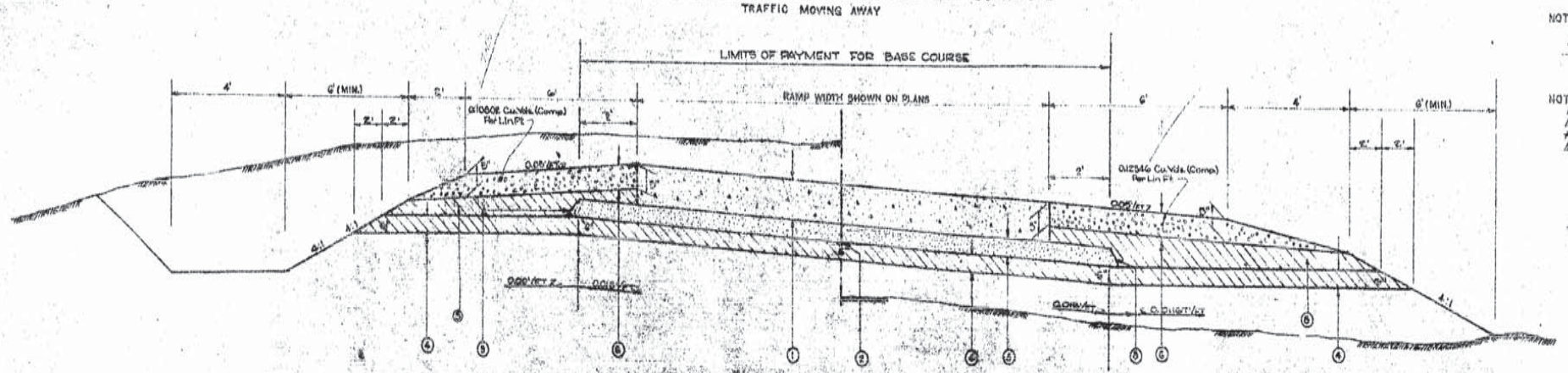
TYPICAL FINISHED SECTION ON TANGENTS
TRAFFIC MOVING AWAY



TYPICAL SUPERELEVATED SECTION FOR RIGHT CURVATURE
TRAFFIC MOVING AWAY



TYPICAL SUPERELEVATED SECTION FOR LEFT CURVATURE
TRAFFIC MOVING AWAY



HALF SECTION IN CUT

HALF SECTION IN FILL

TYPICAL SECTION SHOWING SUBGRADE TREATMENT
TRAFFIC MOVING AWAY

R	INSIDE SHOULDER RATE	OUTSIDE SHOULDER RATE
0.02	0.05	0.05
0.03	0.05	0.04
0.04	0.05	0.03
0.05	0.05	0.02
0.06	0.06	0.01
0.07	0.07	0.00
0.08	0.08	+0.01

R = SLOPE OF CONCRETE IN FT. PER FT.

SUBGRADE TREATMENT IN CUT

UNSUITABLE MATERIAL SHALL BE REMOVED 6" BELOW THE SUBGRADE ELEVATION, PLACED IN BASE OF EMBANKMENTS, REPLACED WITH SUITABLE MATERIAL AND COMPACTED ~~TO 95% DENSITY AS OBTAINED~~ BY AN APPROVED PROCEDURE. TO BE PAID FOR AS ITEM 1-4-1 OR 1-4-5 AS REQUIRED.

EXISTING SUITABLE MATERIAL TO BE SCARIFIED TO A MIN DEPTH OF 6" AND COMPACTED TO 95% DENSITY AS OBTAINED BY AN APPROVED PROCEDURE. (NO DIRECT PAYMENT)

SUBGRADE TREATMENT IN FILL

SEE SECTION BELOW

NOTE: ALL SUITABLE MATERIAL SHALL BE COMPACTED TO 95% DENSITY AS OBTAINED BY AN APPROVED PROCEDURE.

1. PORTLAND CEMENT CONCRETE PAVEMENT (8" UNIFORM).
2. SUBGRADE ELEVATION.
3. 6" Base Course
4. SUITABLE MATERIAL (6" THICK) To Be Paid for Item 1-4-5 or 1-4-1 as Req'd.
5. Suitable Material (To Be Paid for As Item 1-4-5)
6. AGGREGATE TYPE SURFACE COURSE (SHOULDERS)
7. LIMITS AND SLOPE OF THIS LINE TO BE DETERMINED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER, ACCORDING TO LATEST CONSTRUCTION PROCEDURES.

NOTE:
The Base Course May Consist of any of the Following: ~~Stabilized Sand-Clay Gravel (Grade D-3, Soil Cement or Shell & Sand.~~

NOTE
~~If Contractor Elects to Use Shell & Sand for Base Course, Bituminous Primer Shall be Applied to the Full Width of the Base Course Shown on Plans as Directed by the Project Engineer (No Direct Payment).~~

DATE	DESCRIPTION	BY
	REVISIONS	

TYPICAL SECTIONS
INTERCHANGE RAMPS

DATED SEPT. 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J. CROUSE	TRACED J.P. GOLDEN
CHECKED	CHECKED T.W. PARISH JR.	CHECKED
IN CHARGE OF		

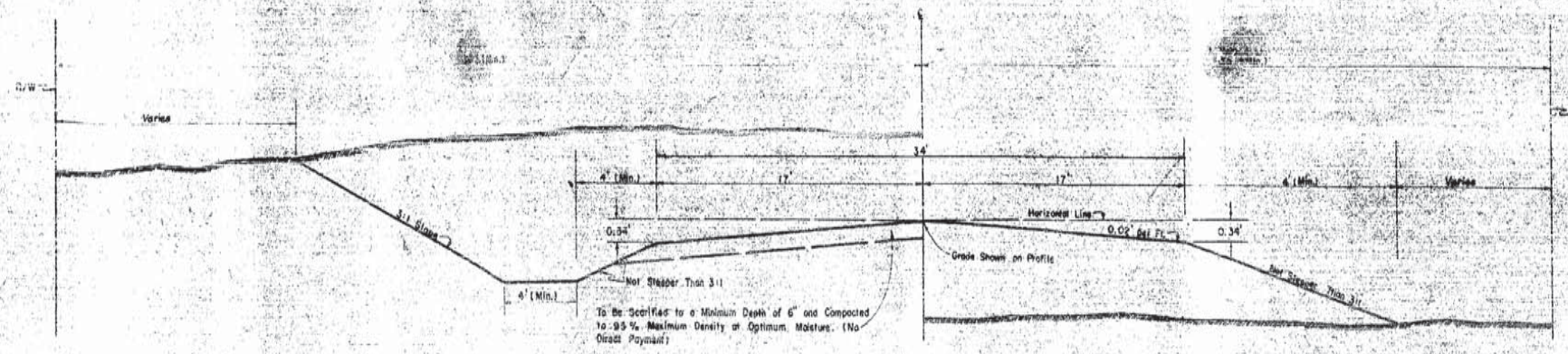
12

AS BUILTS

F-FC	STATE PROJECT	PARISH	SHEET NO.
183(4)	826-09-01	IBERIA	20

235

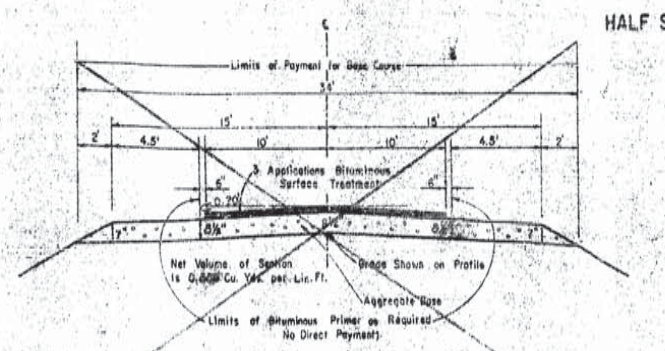
NOTE:
Drawings Are not to Scale.
The Section to Be Used at any Particular Location Shall Be As Shown on Cross Sections, Unless Otherwise Directed by Project Engineer.
All Dimensions Shown Are Design Dimensions and Will Be Followed to Nearest Practical Limits in the Field As Determined by the Project Engineer, if Tolerances Are not Otherwise Specified.
All Dimensions Shown on Typical Sections Are Computed Dimensions, and All Volumes Shown Are Net Volumes.



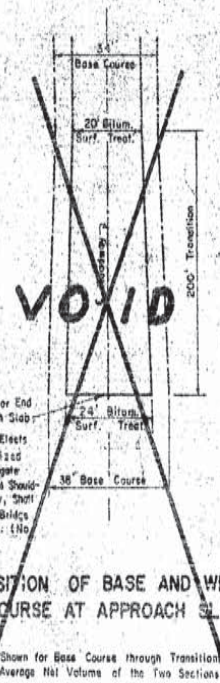
HALF SECTION IN CUT

HALF SECTION IN FILL

TYPICAL GRADING SECTION



NORMAL FINISHED SECTION FOR AGGREGATE BASE

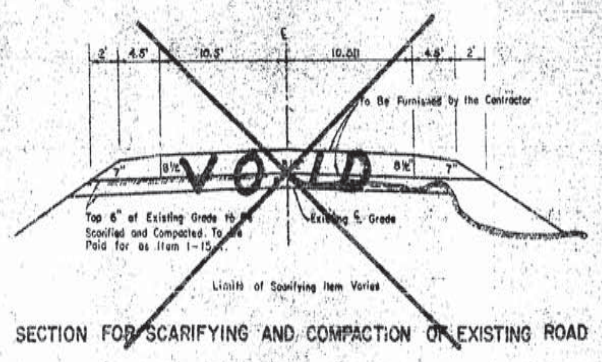


VOID

Note: If Contractor Elects to Use a Stabilized Base Course, Aggregate Type Surface Course Shoulders, as Shown Below, Shall Be Constructed to Bridge End on Both Sides. (No Direct Payment.)

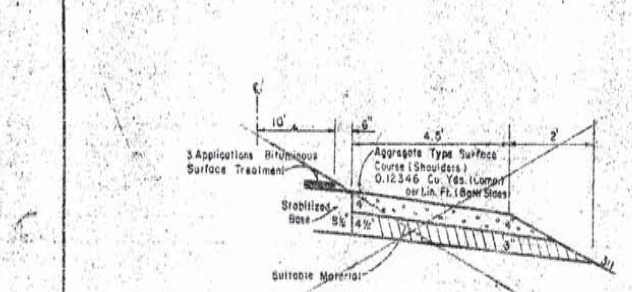
TRANSITION OF BASE AND WEARING COURSE AT APPROACH SLABS

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



VOID

SECTION FOR SCARIFYING AND COMPACTION OF EXISTING ROAD



DETAIL OF AGGREGATE SHOULDER

(Cost to Be Included as a Part of Item 2-7-17)

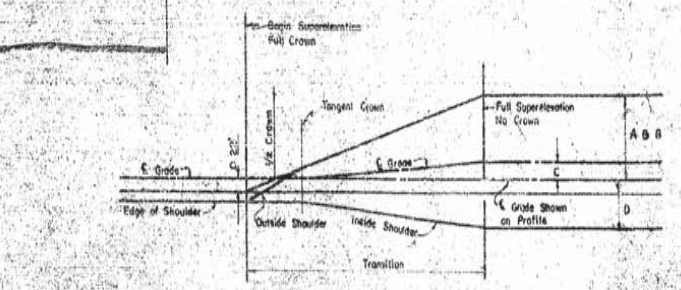
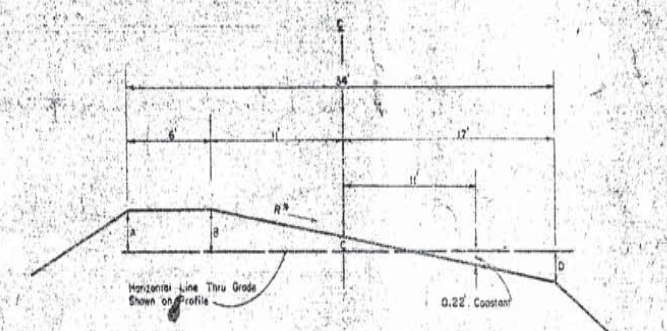
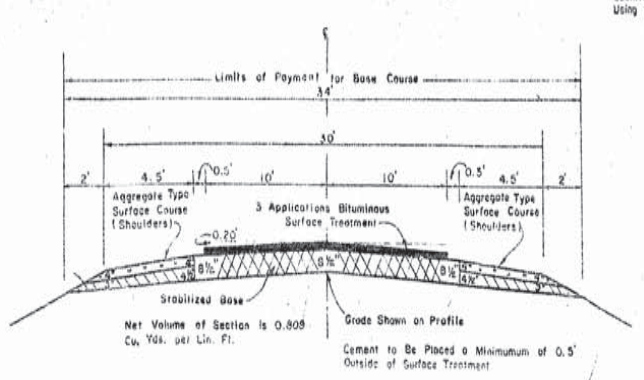


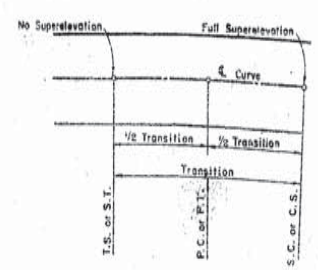
DIAGRAM OF SUPERELEVATION RUNOFF



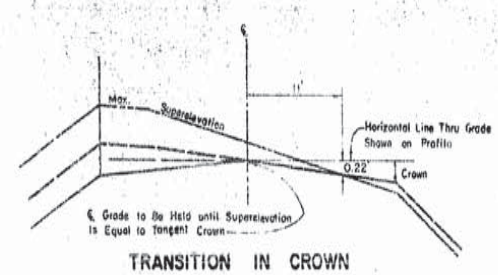
SUPERELEVATED SECTION



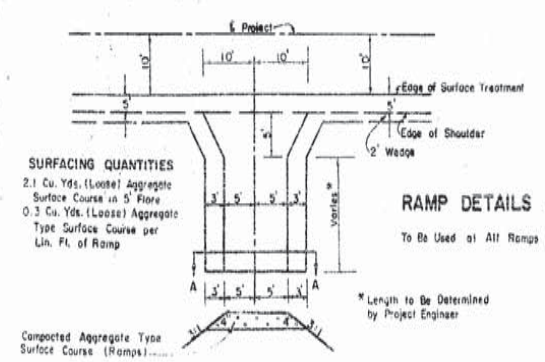
NORMAL FINISHED SECTION FOR STABILIZED BASE



PLAN OF RUNOFF



TRANSITION IN CROWN



SURFACING QUANTITIES
2.1 Cu. Yds. (Loose) Aggregate Surface Course on 5' Flare
0.3 Cu. Yds. (Loose) Aggregate Type Surface Course per Lin. Ft. of Ramp

SECTION A-A

RAMP DETAILS

To Be Used at All Ramps and Side Drains

*Length to Be Determined by Project Engineer

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

Degree of Curve	R*	A	B	C	D	Transition
0°-00'-1°-29'		-0.34		0.00	-0.34	
1°-30'-1°-59'	0.04	+0.66	+0.66	+0.22	-0.46	1.50
2°-00'-2°-29'	0.05	+0.88	+0.88	+0.33	-0.52	1.50
2°-30'-2°-59'	0.06	+1.10	+1.10	+0.44	-0.58	1.50
3°-00'-3°-29'	0.07	+1.32	+1.32	+0.55	-0.64	2.00
3°-30'-3°-59'	0.08	+1.54	+1.54	+0.66	-0.70	2.00
4°-00'-4°-59'	0.09	+1.76	+1.76	+0.77	-0.76	2.50
5°-00' or Over	0.10	+1.98	+1.98	+0.88	-0.32	2.50

Design Speed of 60 Miles per Hour
R* = Rate per Foot

DATE	DESCRIPTION	BY

REVISIONS

TYPICAL SECTIONS AND DETAILS
FRONTAGE ROADS

DATED December 1965.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

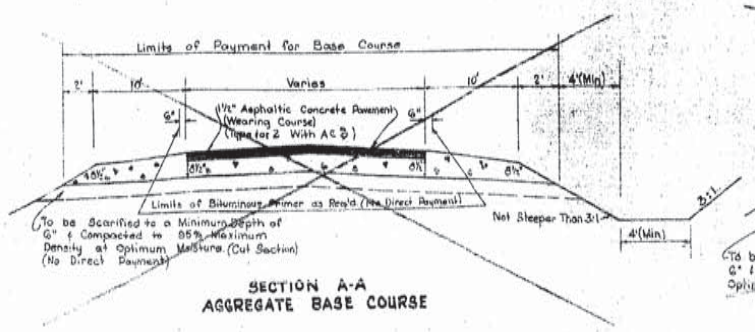
DESIGNED	DETAILED T.W. Parish III	TRACED C.R. Eichhorn
CHECKED	CHECKED J. F. Crouse	CHECKED
IN CHARGE OF		

12

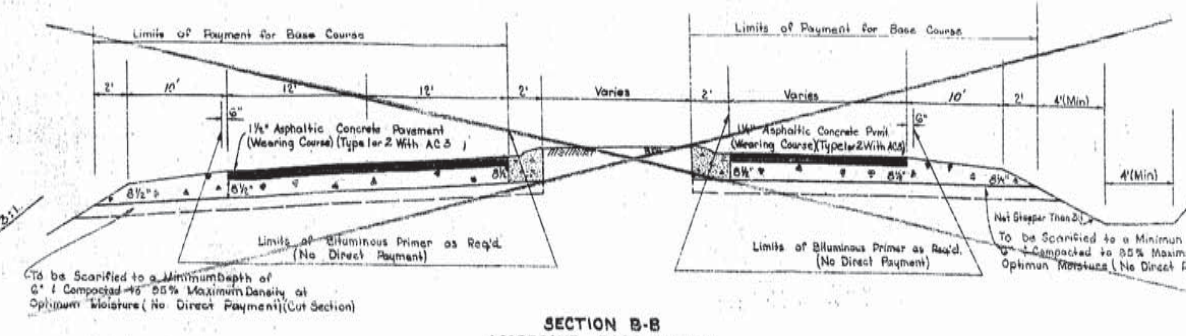
AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	80

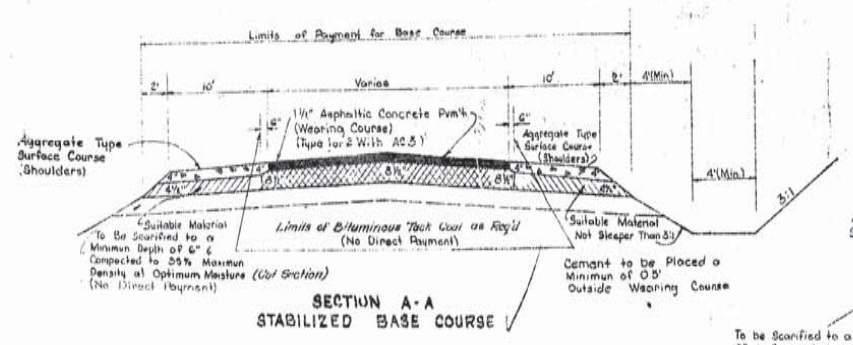
236



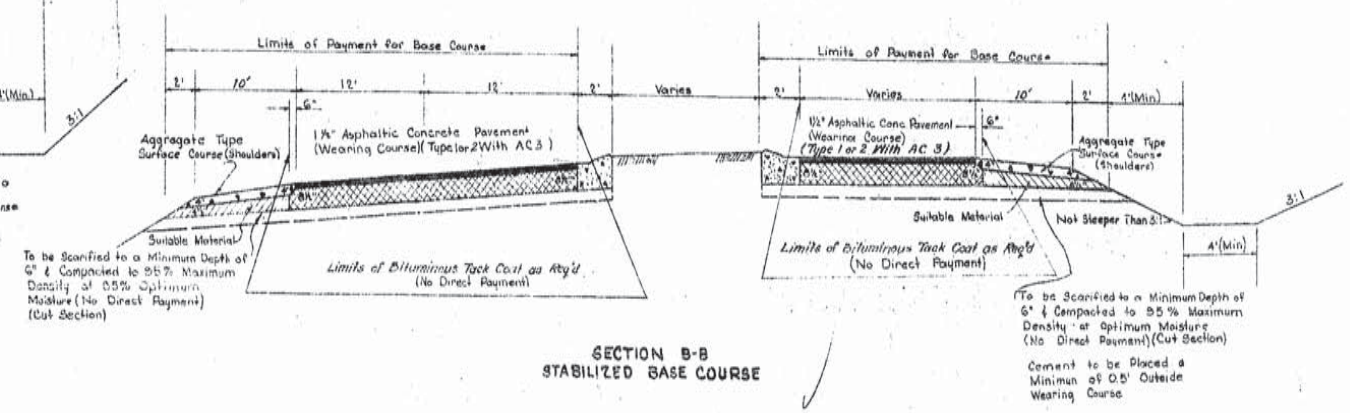
SECTION A-A
AGGREGATE BASE COURSE



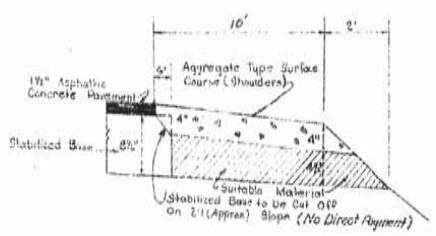
SECTION B-B
AGGREGATE BASE COURSE



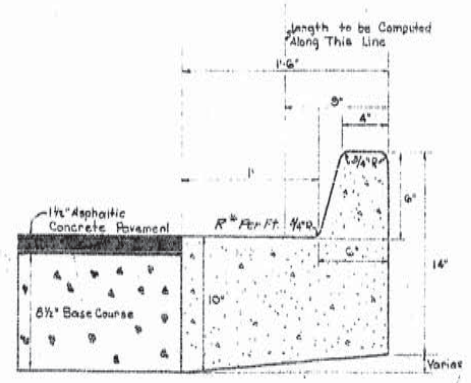
SECTION A-A
STABILIZED BASE COURSE



SECTION B-B
STABILIZED BASE COURSE

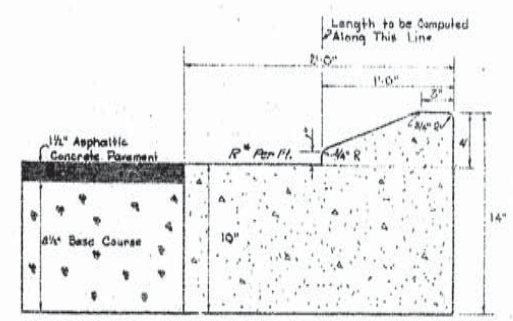


DETAIL OF AGGREGATE SHOULDER
0.25036 Cu. Yds. (Comp.) Per Lin. Ft. (Both Sides)
(Cost to be Included as a Part of Item 2-7-1X)



COMBINATION CURB & GUTTER
(BARRIER) (TYPE "A")

* R = Rate on Roadway



COMBINATION CURB & GUTTER
(MOUNTABLE) (TYPE "A")

* R = Rate on Roadway

NOTE:
For Locations of Sections A-A & B-B See Sheet Nos. 71, 76, 83 & 87

DATE	DESCRIPTION	BY
	REVISIONS	

TYPICAL SECTIONS & DETAILS
PARISH ROAD @ STA. 284+06.27 &
La 85

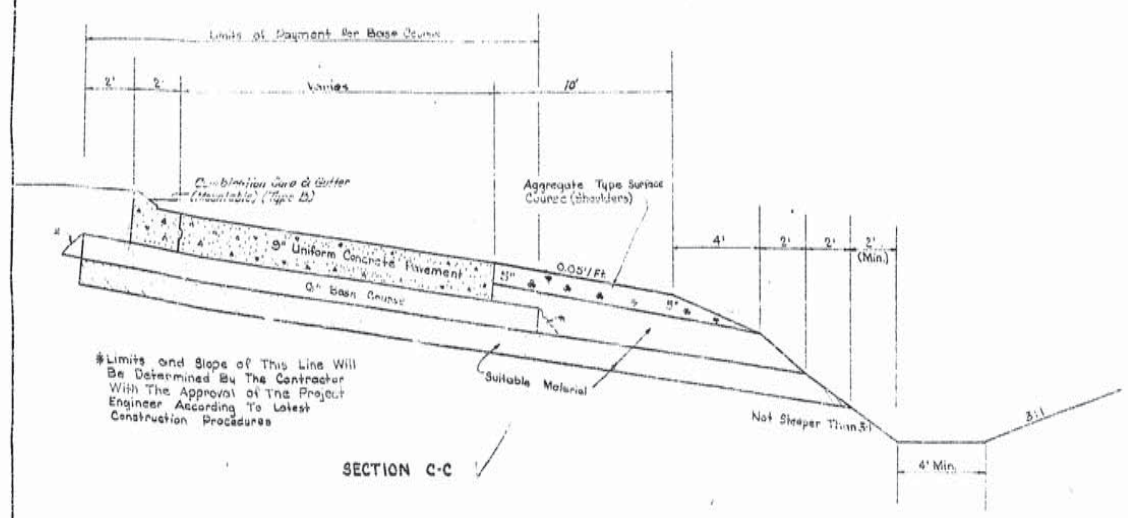
DATED Feb. 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

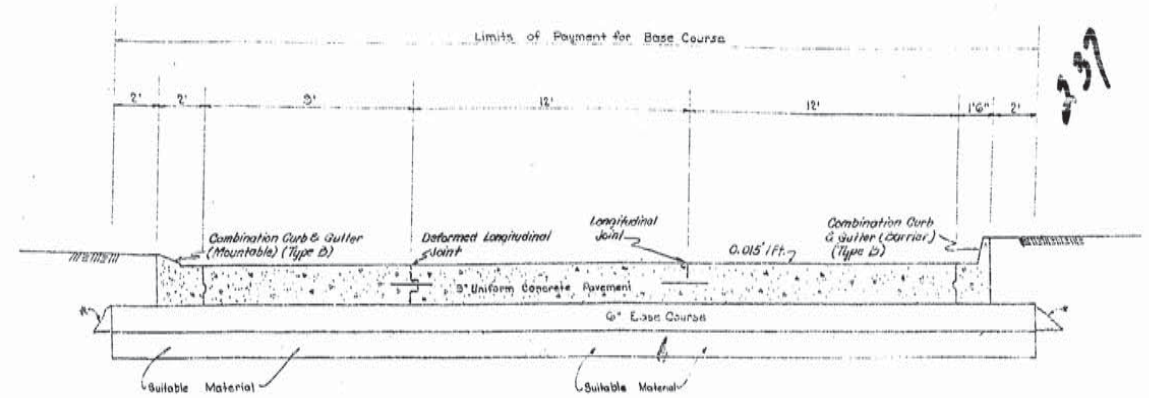
DESIGNED | DRAWN W. E. Grice | TRACED
CHECKED | CHECKED K. J. Roark | CHECKED
IN CHARGE OF

AS BUILTS

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	2a

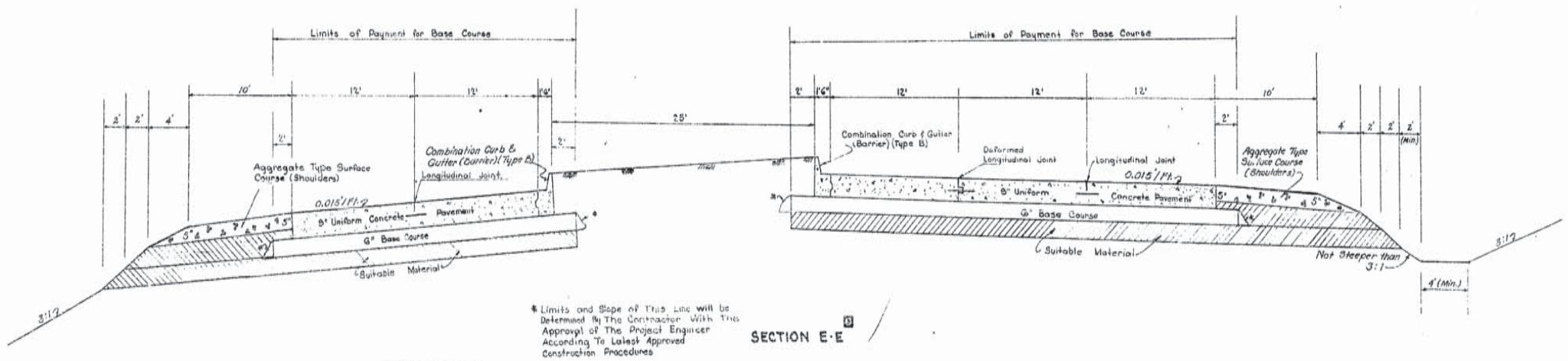


SECTION C-C



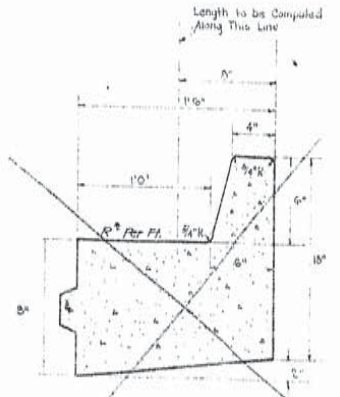
*Limits and Slope of This Line Will Be Determined By The Contractor With The Approval of The Project Engineer According To Latest Construction Procedures.

SECTION D-D



*Limits and Slope of This Line will be Determined By The Contractor With The Approval of The Project Engineer According To Latest Approved Construction Procedures

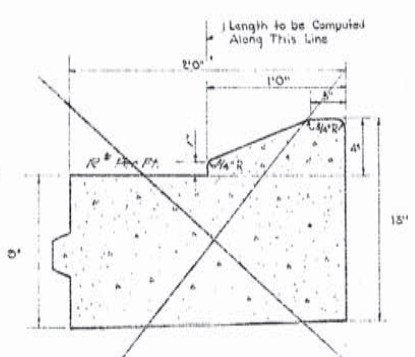
SECTION E-E



COMBINATION CURB & GUTTER (BARRIER) (TYPE "B")

* R = Rate on Roadway

NOTE:
On Construction The Contractor May Substitute Integral Concrete Curb For Combination Curb & Gutter (Type "B") By Widening The Portland Cement Concrete Pavement Section To Include The Width Of The Curb & Gutter And Constructing Integral Concrete Curb. Payment For The Additional Concrete Pavement And The Integral Concrete Curb Shall Be Equal To The Cost Of The Combination Curb & Gutter Replaced. For Detail of Integral Concrete Curb See Sheet No. 2i



COMBINATION CURB & GUTTER (MOUNTABLE) (TYPE "B")

* R = Rate on Roadway

NOTE:
For Details of Subgrade Treatment See Sheet No. 2

For Locations of Sections C-C & D-D See Sheet Nos. 72, 74, 84 & 86

For Locations of Section E-E, See Sheet No. 73 & 85

TYPICAL SECTIONS & DETAILS
PARISH ROAD @ STA. 284+06.27 &
La 83

DATED Feb. 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
9-7-66	Section E-E Revised	M.L.H.

REVISIONS

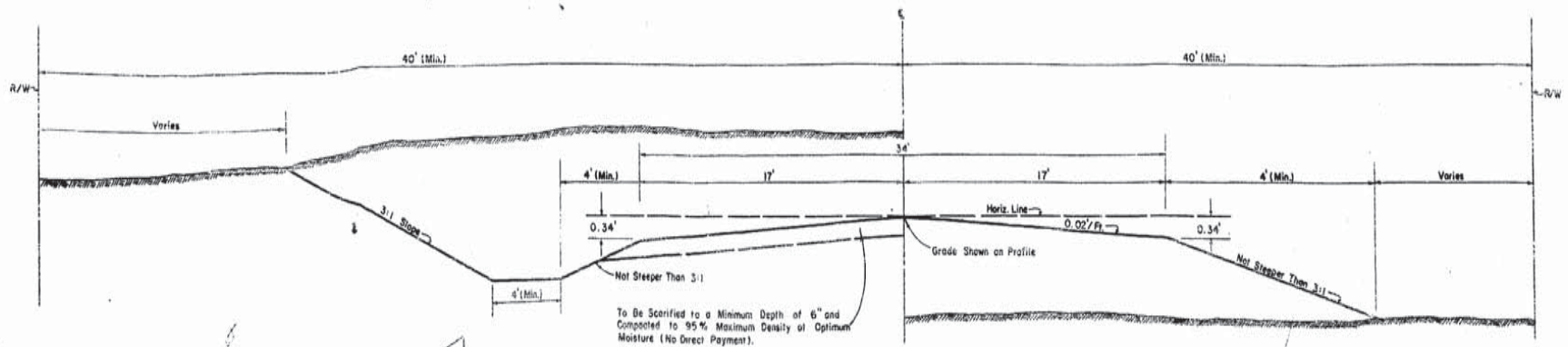
DESIGNED | DETAILED W. E. Grice | TRACED
CHECKED | CHECKED K. J. Roark | CHECKED W. E. Grice
IN CHARGE OF

AS BUILTS

F.-FG	STATE PROJECT	PARISH	SHEET NO.
IRI (11)	424-04-07	IBERIA	27

25A

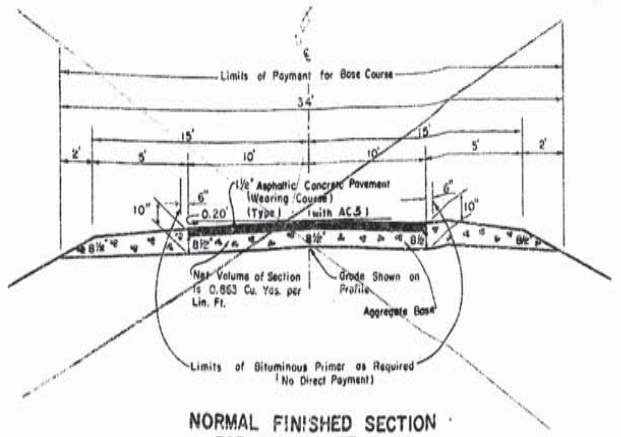
Note:
Drawings Are not to Scale.
The Section to Be Used at Any Particular Location Shall Be as Shown on Cross Sections, Unless Otherwise Directed by Project Engineer.
All Dimensions Shown Are Design Dimensions and Will Be Followed to Nearest Practical Limits in the Field as Determined by the Project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



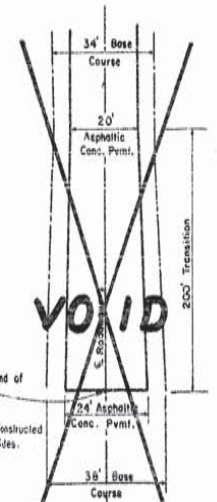
HALF SECTION IN CUT

HALF SECTION IN FILL

TYPICAL GRADING SECTION

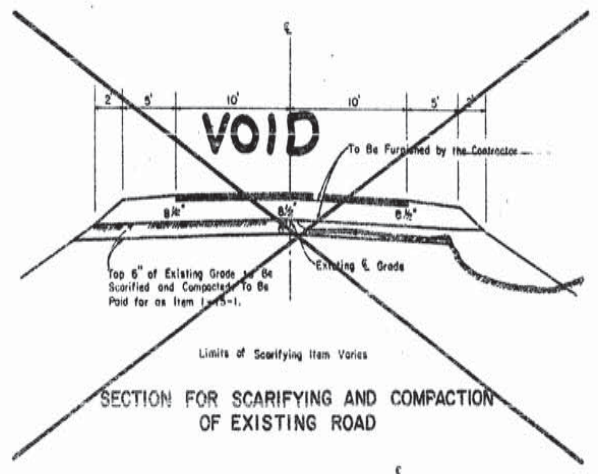


NORMAL FINISHED SECTION FOR AGGREGATE BASE



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



SECTION FOR SCARIFYING AND COMPACTION OF EXISTING ROAD

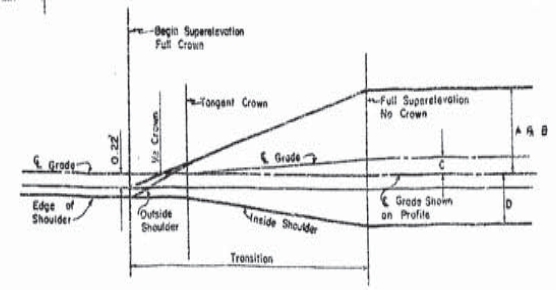
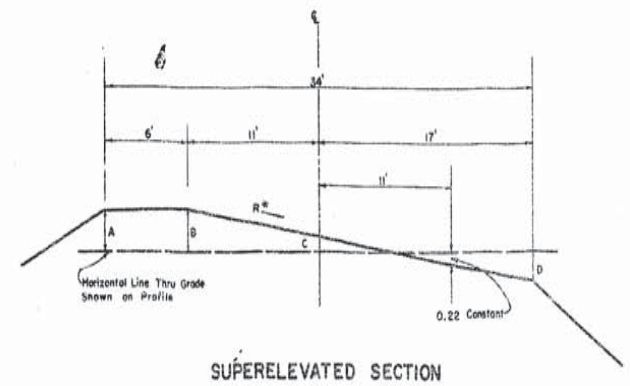
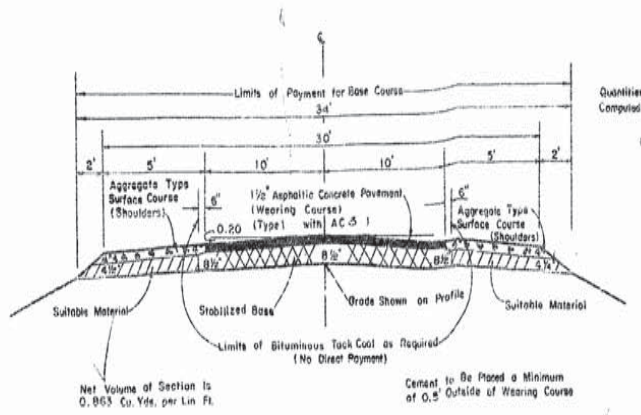


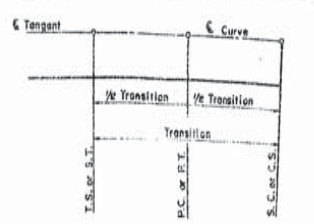
DIAGRAM OF SUPERELEVATION RUN-OFF



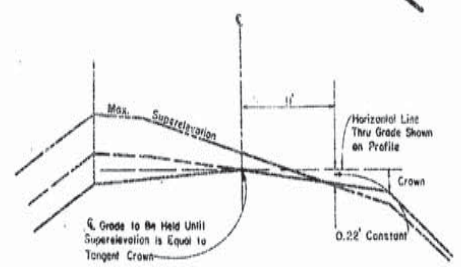
SUPERELEVATED SECTION



NORMAL FINISHED SECTION FOR STABILIZED BASE



PLAN OF RUN-OFF

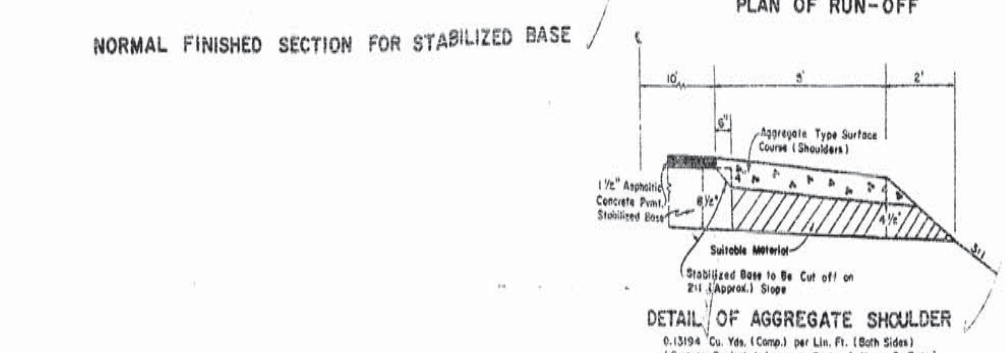


TRANSITION IN CROWN

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

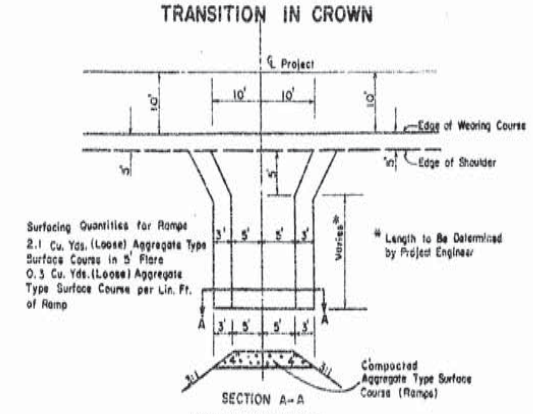
Degree of Curve	R*	A	B	C	D	Transition
0°-00' - 1°-29'		-0.34		0.0	-0.34	
1°-30' - 1°-59'	0.04	+0.66	+0.66	+0.22	-0.46	150
2°-00' - 2°-29'	0.05	+0.88	+0.88	+0.33	-0.52	150
2°-30' - 2°-59'	0.06	+1.10	+1.10	+0.44	-0.58	150
3°-00' - 3°-29'	0.07	+1.32	+1.32	+0.55	-0.64	200
3°-30' - 3°-59'	0.08	+1.54	+1.54	+0.66	-0.70	200
4°-00' - 4°-59'	0.09	+1.76	+1.76	+0.77	-0.76	250
5°-00' or Over	0.10	+1.98	+1.98	+0.88	-0.92	250

Design Speed of 60 Miles per Hour
R* = Rate per Foot



DETAIL OF AGGREGATE SHOULDER

0.1319 Cu. Yds. (Comp.) per Lin. Ft. (Both Sides)
(Cost to Be Included as a Part of Item 2-7-15)



RAMP DETAILS

To Be Used at All Ramps and Side Drains

DATE	DESCRIPTION	BY
	REVISIONS	

TYPICAL SECTIONS AND DETAILS

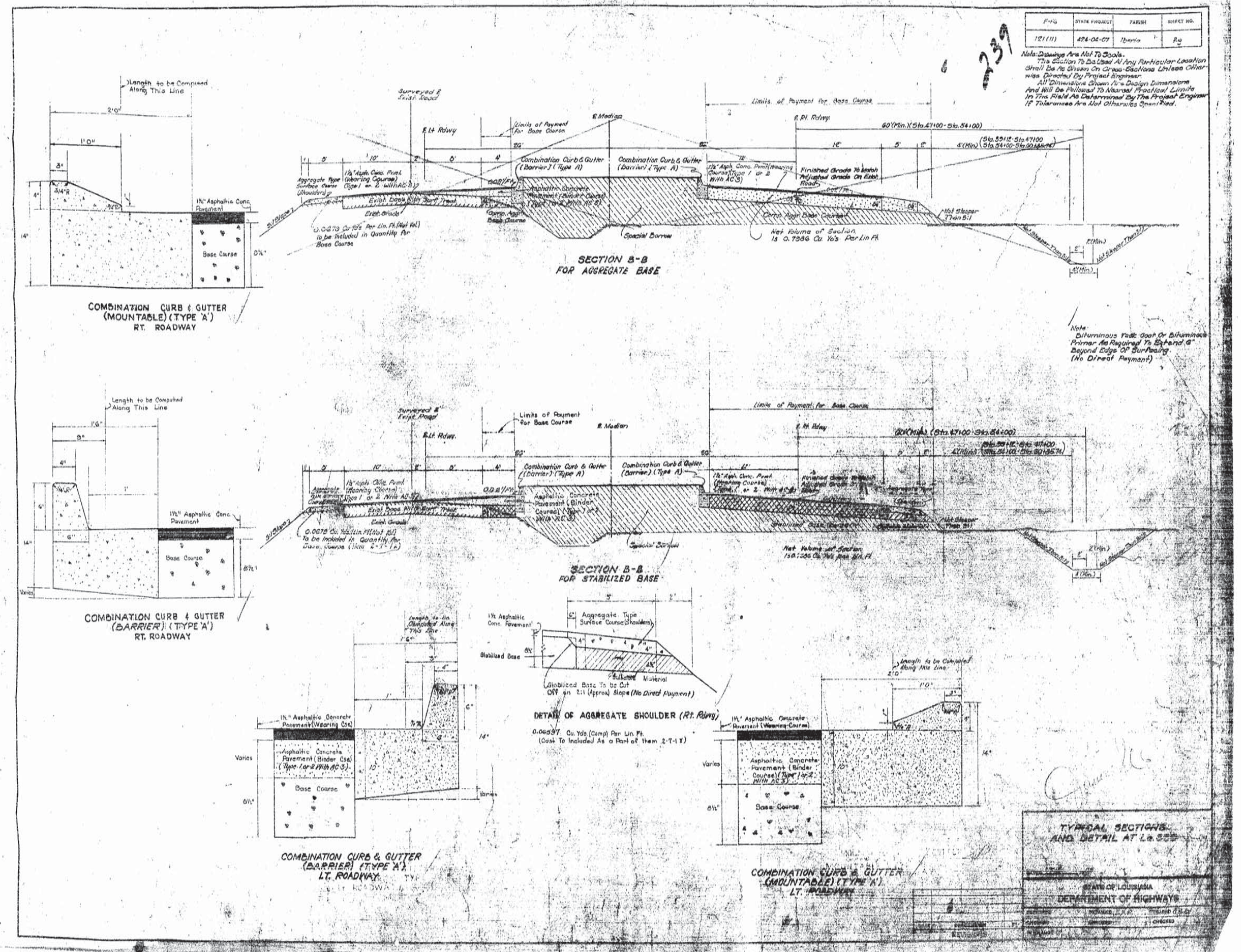
CROSS ROAD @ STATION 517 + 23.04

DATED December, 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED | DETAILED T.W. Parish | TRACED E.P. Eichmeier
CHECKED | CHECKED J.E. Crowder | CHECKED
IN CHARGE OF

AS BUILTS



F-46
STATE PROJECT
PARISH
SHEET NO.
121(11)
424-04-07
Iberia
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.
239
Length to be Computed Along This Line
1½" Asphaltic Conc. Pavement
Base Course
COMBINATION CURB & GUTTER (MOUNTABLE) (TYPE 'A') RT. ROADWAY
Surveyed & Exist. Road
Limits of Payment For Base Course
Combination Curb & Gutter (Barrier) (Type A)
Aggregate Type Surface Course (Shoulders)
Exist. Base With Surf. Treat.
Exist. Grade
Comp. Aggr. Base Course
Special Borrow
Finished Grade To Match Adjusted Grade On Exist. Road
Net Volume of Section Is 0.7986 Cu. Yds. Per Lin. Ft.
Not Steeper Than 5:1
SECTION B-B FOR AGGREGATE BASE
Note: Bituminous Tack Coat Or Bituminous Primer As Required To Extend 6" Beyond Edge Of Surfacing. (No Direct Payment)
Limits of Payment for Base Course
Asphaltic Concrete Pavement (Binder Course) (Type 1 or 2 With AC 3)
Net Volume of Section Is 0.7986 Cu. Yds. Per Lin. Ft.
SECTION B-B FOR STABILIZED BASE
COMBINATION CURB & GUTTER (BARRIER) (TYPE 'A') RT. ROADWAY
Aggregate Type Surface Course (Shoulders)
Stabilized Base
Suitable Material
Stabilized Base To be Cut Off on 2:1 (Approx) Slope (No Direct Payment)
DETAIL OF AGGREGATE SHOULDER (Rt. Rdwy)
0.06597 Cu. Yds. (Comp) Per Lin. Ft. (Cost To Included As a Part of Item 2-7-1 X)
Asphaltic Concrete Pavement (Binder Cse) (Type 1 or 2 With AC 3)
COMBINATION CURB & GUTTER (BARRIER) (TYPE 'A') LT. ROADWAY
COMBINATION CURB & GUTTER (MOUNTABLE) (TYPE 'A') LT. ROADWAY
TYPICAL SECTIONS AND DETAIL AT La. 329
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

12

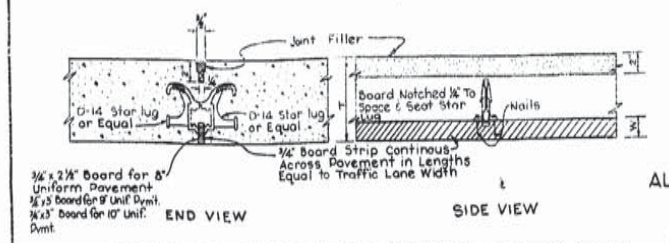
AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	422-04-07	Iberia	27

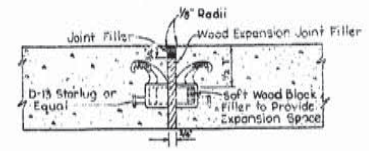
240

GENERAL NOTES:
If the Contractor Desires to Use Any Other Alternate Device, He Shall, Prior to its Use, Secure Approval by the Engineer.
Starlug Units 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.
Starlug Load Transmission Assemblies Shall be as Manufactured by:
Texas Foundries, Lufkin, Texas; National Malleable, Cleveland, Ohio; Steel Casting Company, Cleveland, Ohio, Albany Castings Company, Inc. Voorhesville, N.Y. or an Approved Equal.

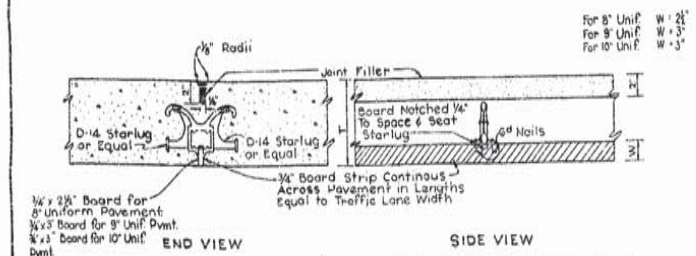


ALTERNATE TYPE OF TRANSVERSE DUMMY JOINT
D-14 "STARLUG"

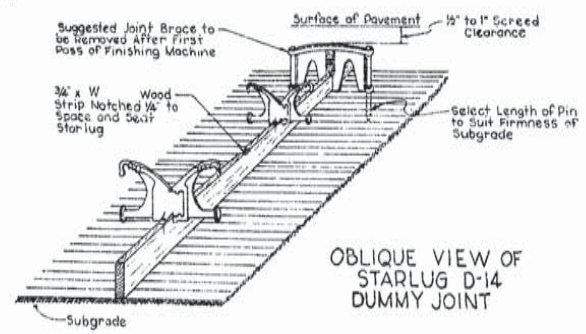


ALTERNATE TYPE OF TRANSVERSE EXPANSION JOINT
D-13 "STARLUG"

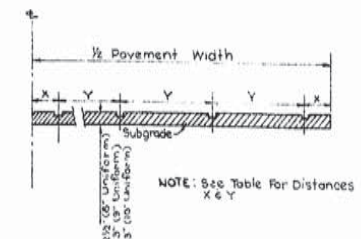
Note: For Details of Sawed Joints, See Std. Plan R-CP-108



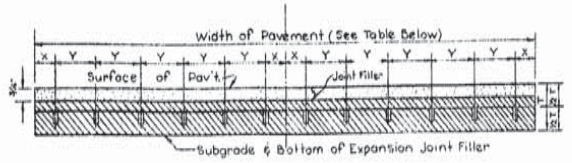
ALTERNATE TYPE OF TRANSVERSE CONSTRUCTION JOINT
See Std. Plan R-CP-108 For Section to be Used at End of Days Run.



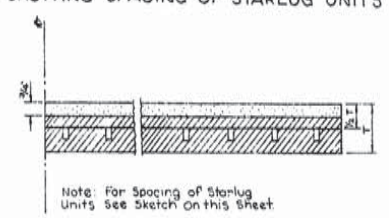
OBLIQUE VIEW OF STARLUG D-14 DUMMY JOINT



ELEVATION OF DUMMY & CONSTRUCTION JOINT SHOWING SPACING OF STARLUG UNITS

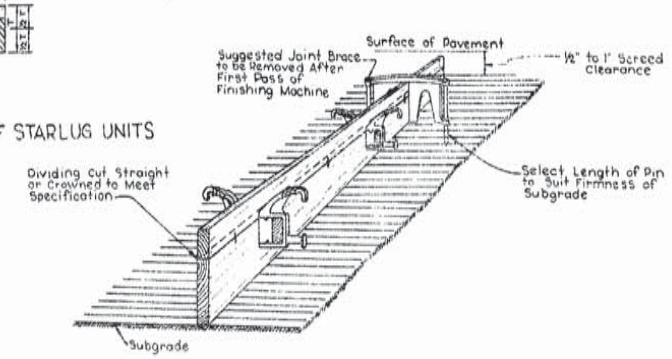


ELEVATION OF EXPANSION JOINT SHOWING SPACING OF STARLUG UNITS



Note: For Spacing of Starlug Units See Sketch on this Sheet

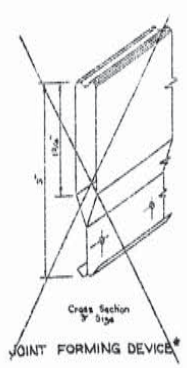
ELEVATION OF BOARD STRIP FOR EXPANSION JOINT

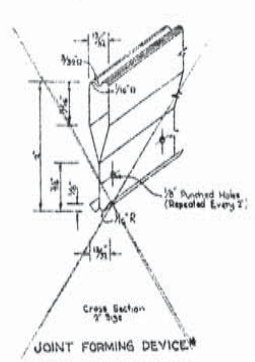


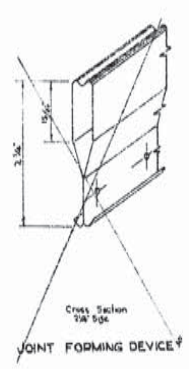
OBLIQUE VIEW OF STARLUG D-13 EXPANSION JOINT

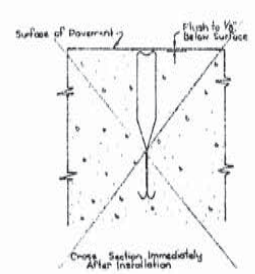
TABLE SHOWING SPACING OF STARLUG UNITS

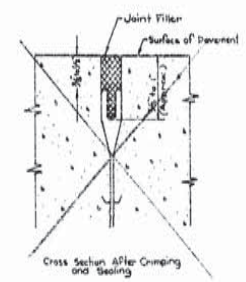
Pavement Width	Number Of Units	X	Y
16'	14	4½"	14½"
20'	16	4"	16"
22'	16	4½"	17"
24'	16	4"	17"











Note: Load Transfer Device Details Not Shown.

I. 8" UNIFORM PAVING:
Longitudinal Joints - 2¼" Joint Forming Device With Dowels.
Transverse Joints - "L" Joint Forming Device With "Starlugs".
Transverse Joints - 2¼" Joint Forming Device With Dowels.

II. 9" & 10" UNIFORM PAVING:
Longitudinal Joints - 3" Joint Forming Device With Dowels.
Transverse Joints - "T" Joint Forming Device With Starlugs.
Transverse Joints - 3" Joint Forming Device With Dowels.

* Joint Forming Device to be Deformed Insert Groove, Flexible Tubular Metal Joint Former

DETAILS OF JOINT FORMING DEVICE (All.)
(To Replace Sawed Portions of Longitudinal & Transverse Joints)

DATE	DESCRIPTION	BY
6-30-61	Editorial Revision (Section)	H.D.S.
3-26-63	Revised & Retraced	Feb. 14

REVISIONS

STAPLUG LOAD TRANSMISSION ASSEMBLY FOR EXPANSION DUMMY & CONSTRUCTION JOINTS & JOINT FORMING DEVICE (ALT.)
DATED: MAR. 1963

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

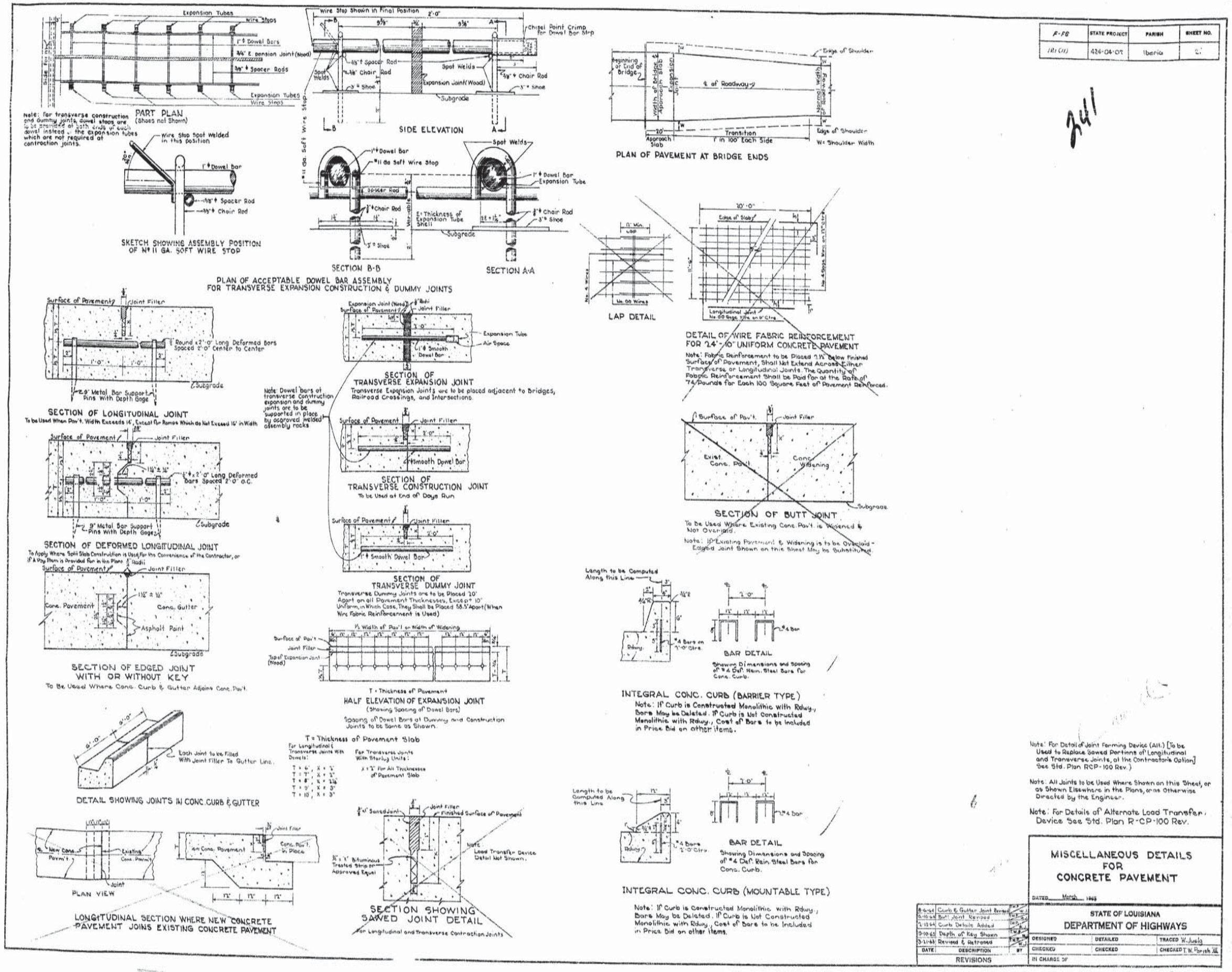
DESIGNED	DETAILED	TRACED W. Juelg
CHECKED	CHECKED	CHECKED T.W. Parish III
IN CHARGE OF		

R-CP-100 (Rev.)

AS BUILTS

F-FB	STATE PROJECT	PARISH	SHEET NO.
(B)(1)	424-04-07	Iberia	21

341



12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	3

342

EARTHWORK (CU.YDS.)

Station	Station	Common Excavation	Embankment +20%	Special Borrow
677+56.23	698+00	7878 *	13502*	11902*
698+00	718+00	5208 *	16625 *	17416 *
718+00	738+00	8546*	10871	4825
738+00	758+00	3927	18491	14764
758+00	234+00	1779	19417	17638
234+00	254+00	2044	18243	16199
254+00	274+00	3768 *	26856*	23188*
274+00	294+00	3615 **	34009 **	26894 **
294+00	314+00	9056*	17274 *	8218 *
314+00	334+00	6802*	18288*	11986*
334+00	354+00	3444	21434	18170
354+00	374+00	2832	15622	12790
374+00	394+00	9943	9943	0
394+00	414+00	9305	14564	11249
414+00	434+00	4087	12261	8174
434+00	454+00	3240 *	22365 *	19125*
454+00	474+00	10173 **	40481 **	30308 **
474+00	494+00	5680 *	18806 *	13126*
494+00	514+00	2150	18026	15876
514+00	88+07	3746*	8976 *	5230*
88+07	89+32	BRIDGE		
89+32	75+00	8576	8576	0
75+00	90+20	1877	12263	10486
90+20	91+20	BRIDGE		
91+20	121+35	11661 ***	60040 ***	48379 ***
106+08.99	114+76.46	45	66597	66552
114+76.46	126+08.54	BRIDGE		
126+08.54	136+34.07	0	48964	48964
128+17.50	158+13.42	11625 **	114773 **	103160 **
158+13.42	156+26.34	BRIDGE		
156+26.34	167+40.00	6	92601	92595
Totals FG-121(11)		45	115561	115516
Totals F-121(11)		136382	672287	535705
Totals S.P. 424-04-07		136637	787848	651221

* Includes 600 Cu. Yds. To Rebuild Pond
* Includes Quantities For Frontage Roads.
* Includes Quantities for Cross Road
* Includes Quantities for Ramps.

Note: Removal of Asphalt Surfaced Roads, including the Base, Shall be Paid For at Common Excavation

INTEGRAL CONCRETE CURB* & (MOUNTABLE TYPE)

Station	Station	Side ℄	Description	Lin. Ft.
105+54.13	106+54.13	RT.	Around Nose of Exit Terminal	166.85
141+60.50	142+80.50	RT.	Around Nose of Exit Terminal	166.85
Total S.P. 424-04-07 & F-121(11)				333.70

* For Curb Details See Sheet No. 21

FENCE

Station	Station	Side ℄	Linear Feet: Barbed Wire	Comb. Mesh & Barbed Wire	Rebuilt
37+53	42+80	LT.		521	
55+25	64+00	LT.	980		
676+70	683+18	LT.		603 **	
683+18	685+70	LT.			252
685+70	746+50	LT.	6110		
747+18	268+22	LT.	6353		
268+22	272+35	LT.		418	
272+35	291+55	LT.	2045 *		
35+00	43+30	RT.	980*		
35+00	43+55	LT.	975*		
295+75	330+90	LT.	3530*		
331+30	365+85	LT.	5455		
386+85	394+24	LT.	739		
398+40	406+22	LT.	782		
407+18	442+87	LT.	3569		
443+30	462+20	LT.	2080*		
37+00	42+25	RT.	525 *		
37+00	42+90	LT.	650*		
466+60	516+20	LT.	5116 *		
517+10	57+00	LT.	272		
58+20	70+30	LT.	1210		
70+30	73+43	LT.		313	
73+43	90+00	LT.	1657		
90+48	91+10	LT.	62		
91+70	120+00	LT.	2880*		
39+00	44+50	RT.	550		
126+50	156+20	LT.	3300* ⊗		
60+50	70+50	RT.	1110 *		
678+95	746+50	RT.	6805*		
747+05	271+80	RT.	6773*		
271+80	292+60	RT.	2270*		
57+00	64+00	RT.	700		
57+00	64+00	LT.	700		
294+65	330+50	RT.	3757*		
331+40	348+25	RT.	1685		
348+65	369+80	RT.	2115		
370+25	386+25	RT.	1600		
386+70	393+65	RT.	695		
394+05	406+60	RT.	1855		
407+15	444+80	RT.	3790		
445+45	464+18	RT.	2185 *		
57+20	64+00	RT.	725*		
55+50	64+00	LT.	850*		
469+48	488+85	RT.	1885*		
489+70	54+85	RT.	2757		
57+20	59+70	RT.	250		
60+45	70+72	RT.	1027		
70+72	74+22	RT.			350
74+22	90+50	RT.	1628		
91+00	94+00	RT.	300		
96+85	120+50	RT.	2550*		
54+80	64+20	RT.	940		
126+50	146+35	RT.	2215*		

FENCE (cont'd)

Station	Station	Side ℄	Linear Feet: Barbed Wire	Comb. Mesh & Barbed Wire	Rebuilt
82+70	88+00	RT.	735*		
Total Linear Ft.			101453	13550	602
Less Gates & Cattle Guard			1596	16	
Total Linear Ft.			99857	16.84	602
Total Stations			998.57	18.24	6.02

* Includes Lateral Fence & Flare
⊗ Includes Fence Under Overpass

DRAINAGE EXCAVATION

Station	Description	Cu. Yds.
676+00	Cut Channel 500' Rt. & 31' Av. x 6' x 600'	5611*
695+40	Cut Channel* Lt. & Rt. & 7' Av. x 2' x 200'	104
746+88	Cut Lateral Lt. & Rt. & 8' Av. x 2' x 500'	296
747+32	Cut Channel* Lt. & Rt. & 7' Av. x 2' x 172'	89
753+61	Clean Channel* Lt. & Rt. & 10' Av. x 1' x 144'	53
761+16	Clean Channel* Lt. & Rt. & 6' Av. x 1' x 172'	51
768+58	Clean Channel* Lt. & Rt. & 8' Av. x 1' x 184'	55
234+30	Clean Channel* Lt. & Rt. & 6' Av. x 1' x 152'	34
243+70	Clean Channel* Lt. & Rt. & 7' Av. x 1' x 152'	39
248+33	Clean Channel* Lt. & Rt. & 7' Av. x 1' x 148'	38
252+45	Clean Channel* Lt. & Rt. & 8' Av. x 2' x 168'	100
252+60	Cut Channel 160' Rt. & 10' Av. x 3' x 260'	288*
284+00	Clean Lateral Rt. & 7' Av. x 2' x 166'	81
305+42	Clean Channel* Lt. & Rt. & 8' Av. x 1' x 300	44
331+80	Cut Channel* Lt. & Rt. & 8' Av. x 3' x 180'	180
343+56	Clean Channel* Lt. & Rt. & 17' Av. x 1.5' x 100'	94
356+75	Clean Channel Rt. & 17' Av. x 2' x 70'	86
386+34	Clean Channel* Lt. & Rt. & 16' Av. x 3' x 110'	198
394+25	Clean Channel Rt. & 7' Av. x 1' x 20'	15
407+00	Clean Channel* Lt. & Rt. & 10' Av. x 2' x 90'	55
430+20	Clean Channel* Lt. & Rt. & 3' Av. x 1' x 160'	53
461+00	Cut Channel Lt. & Rt. & 47' Av. x 5' x 2100'	32800 ⊗
493+81	Clean Channel* Lt. & Rt. & 13' Av. x 2' x 275'	244
56+50	Cut Channel Parallel & Rt. 20' Av. x 8' x 250'	1481
59+00	Cut Channel Parallel & Lt. 6' Av. x 2' x 150'	67
67+00	Cut Channel* Lt. & Rt. & 5' Av. x 1' x 300'	56
90+70	Cut Channel Parallel & Lt. 10' Av. x 2' x 1450'	1074
103+45	Cut Channel Lt. 15' Av. x 3.5' x 1100	2133
113+38	Cut Channel Lt. & Rt. & 10' Av. x 3' x 600'	667
127+00	Cut Channel Parallel & Lt. 16' Av. x 4' x 1000'	2370
Total		48815

* R/W Line to R/W Line
* To Be Used to Fill Old Channel
⊗ To Be Used To Fill Old Channel or in Base of Fill To Reduce Special Borrow

SUMMARY SHEET
Sheet 1 of 6 Sheets

Dated March 19 63

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED | DETAILED | TRACED
CHECKED | CHECKED | CHECKED
IN CHARGE OF

DATE | DESCRIPTION | BY
REVISIONS

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
16.1(11)	421-04-07	Iberia	36

243

CONSTRUCTING HEADLANDS

Station	Station	Side ℄	Linear Ft.
655+00	725+50	Lt.	9850
733+34	739+51	Lt.	817
747+00	753+57	Lt.	657
758+95	772+20	Lt.	1325
244+15	248+50	Lt.	435
248+75	252+20	Lt.	545
255+25	263+45	Lt.	820
264+35	268+05	Lt.	870
295+00	312+00	Lt.	1700
320+42	330+90	Lt.	1048
499+00	519+18	Lt.	1958
85+00	90+00	Lt.	500
127+00	136+00	Lt.	900
136+25	145+00	Lt.	874
772+50	243+50	Lt.	1354
694+25	748+50	Rt.	5225
747+20	755+60	Rt.	940
753+95	771+65	Rt.	1770
772+25	284+00	Rt.	480
284+50	293+35	Rt.	885
248+45	248+00	Rt.	455
248+50	252+30	Rt.	380
255+40	263+30	Rt.	790
264+20	271+00	Rt.	780
297+00	301+00	Rt.	400
301+40	331+00	Rt.	2960
549+00	556+50	Rt.	750
591+50	597+50	Rt.	600
578+76	588+25	Rt.	1249
583+50	592+00	Rt.	850
594+20	606+40	Rt.	1220
410+50	415+40	Rt.	500
425+00	426+40	Rt.	140
426+60	430+10	Rt.	350
469+00	488+50	Rt.	1950
491+40	504+35	Rt.	1295
504+30	513+35	Rt.	905
514+10	517+44	Rt.	334
44+50	70+70	Rt.	2520
80+70	90+40	Rt.	970
102+00	111+00	Rt.	900
111+50	120+00	Rt.	850
128+00	131+00	Rt.	300
132+00	140+10	Rt.	810
140+05	148+00	Rt.	795
331+30	348+00	Rt.	1670
Total Linear Ft.			48576
Total Stations			485.76

REMOVAL, RELOCATION & MOVING OF BUILDINGS & MISCELLANEOUS STRUCTURES ⊕

Station	Side ℄	Size & Description Of Principal Building Or Structure	Item No 5-25.1 Unit	Item No 5-25.2 Bldg. Ft.
71+74	Rt.	12'X17' Frame Shed *	1	
62+77	Rt.	60'X26' Frame House *		
357+55	Rt.	57'X36' Frame House *	1	
740+10	Lt.	42' x 24' Frame House	1	50
Total			4 ⊕	50 ⊕

Parish Road No. 394, 294 F-29.27

* To be Demolished

RICE LEVEES ⊕

Station	Station	Side ℄	Linear Feet Single Line	Linear Feet Double Line
430+30	443+20	Lt.	1290	
445+40	460+50	Rt.	1510	
460+50	466+00	Rt.		860*
430+30	444+70	Rt.	1440	
Total Lin. Ft.			4240	860
Total Stations			42.40	8.60

* Along Outside Of New Channel
⊕ For Details See Sheet No. 56

DEEP BEAM HIGHWAY GUARDRAIL * ⊕

Station	Location	Item No 5-39.2 Deep Beam Blocked Out Hwy Guardrail Linear Feet	Item No 5-33.3 Guardrail Terminal Anchor Section Each
58+40	South End of Bridge Rt. of Rt. Rdwy.	125.00	1
58+40	South End of Bridge Lt. of Rt. Rdwy.	125.00	1
58+99	North End of Bridge Rt. of Lt. Rdwy.	125.00	1
58+99	North End of Bridge Lt. of Lt. Rdwy.	125.00	1
90+24	South End of Bridge Rt. of Rt. Rdwy.	125.00	1
90+24	South End of Bridge Lt. of Rt. Rdwy.	125.00	1
91+16	North End of Bridge Rt. of Lt. Rdwy.	125.00	1
91+16	North End of Bridge Lt. of Lt. Rdwy.	125.00	1
114+78.96	South End of Bridge Rt. of Rt. Rdwy.	125.00	1
114+78.96	South End of Bridge Lt. of Rt. Rdwy.	125.00	1
128+76.04	North End of Bridge Rt. of Lt. Rdwy.	125.00	1
128+76.04	North End of Bridge Lt. of Lt. Rdwy.	125.00	1
152+63.19	South End of Bridge Rt. of Rt. Rdwy.	125.00	1
152+63.19	South End of Bridge Lt. of Rt. Rdwy.	125.00	1
156+76.57	North End of Bridge Lt. of Lt. Rdwy.	125.00	1
156+76.57	North End of Bridge Rt. of Lt. Rdwy.	125.00	1
Total F-FG(21)(1)		500.00	4
Total F-FG(1)(1)		1500.00	12
Total S.P. 421-04-07		2000.00	16

S.P. 421-04-07 F-FG(21)(1) F-FG(1)(1) F-FG(2)

* See Std. Plan R-F-19

SUMMARY SHEET
Sheet 2 Of 6 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	3b

244

9" UNIFORM CONCRETE PAVEMENT & BASE COURSE

Station	Station	Description	Equation Feet	Length Feet	9" Uniform Concrete Pavement: Width Feet	9" Uniform Concrete Pavement: Sq. Yds.	Base Course: Cu. Yds. Per Lin. Ft.	Base Course: Cu. Yds.
678+83.95	55+35.54	Lt. Roadway	+100581.44	38233.05	24	101954.8	0.51852	19824.[illegible]
678+31.63	56+04.90	Rt. Roadway	+100614.90	38388.1[illegible]	24	102368.5	0.51852	19905.0
55+35.54	57+54.00	Transition (Lt. Roadway)		218.46	Varies	604.4	Varies	116.2
56+04.90	58+20.00	Transition (Rt. Roadway)		215.10	Varies	599.6	Varies	115.3
57+54.00	59+19.00	Bridge & Approach Slabs (Lt. Roadway)		165.00				
58+20.00	59+85.00	Bridge & Approach Slabs (Rt. Roadway)		165.00				
59+19.00	61+34.10	Transition (Lt. Roadway)		215.10	Varies	599.6	Varies	115.3
59+85.00	62+03.46	Transition (Rt. Roadway)		218.46	Varies	604.4	Varies	116.2
61+34.10	87+96.00	Lt. Roadway		2661.90	24	7098.4	0.51852	1380.2
62+03.46	88+04.00	Rt. Roadway		2600.54	24	6934.8	0.51852	1348.4
87+96.00	89+96.00	Transition (Lt. Roadway)		200.00	26 (Av.)	577.8	0.55556(Av.)	111.1
88+04.00	90+04.00	Transition (Rt. Roadway)		200.00	26 (Av.)	577.8	0.55556(Av.)	111.1
89+96.00	91+36.00	Bridge & Approach Slabs (Lt. Roadway)		140.00				
90+04.00	91+44.00	Bridge & Approach Slabs (Rt. Roadway)		140.00				
91+36.00	106+06.43	Lt. Roadway		1470.43	24	3921.1	0.51852	762.4
91+44.00	106+11.43	Rt. Roadway		1467.43	24	3913.1	0.51852	760.9
106+08.93	112+56.46	Lt. & Rt. Roadway		647.53	48	3453.5	1.03704	671.5
112+56.46	114+56.46	Transitions (Lt. & Rt. Roadways)		200.00	52(Av)	1155.6	1.11111(Av)	222.2
114+56.46	128+98.54	Bridges & Approach Slabs (Lt. & Rt. Roadways)		1442.[illegible]				
128+98.54	130+98.54	Transitions (Lt. & Rt. Roadways)		200.00	52(Av.)	1155.6	1.11111(Av.)	222.2
130+98.54	136+34.07	Lt. & Rt. Roadways		535.53	48	2856.2	1.03704	555.4
136+34.07	150+78.42	Lt. & Rt. Roadways		1444.35	48	7703.2	1.03704	1497.8
150+78.42	152+78.42	Transitions (Lt. & Rt. Roadways)		200.00	52(Av.)	1155.6	1.11111(Av.)	222.2
152+78.42	156+61.34	Bridges & Approach Slabs (Lt. & Rt. Roadways)		382.92				
156+61.34	158+61.34	Transitions (Lt. & Rt. Roadways)		200.00	52(Av.)	1155.6	1.11111(Av.)	222.2
158+61.34	167+40.00	Lt. & Rt. Roadways		878.66	48	4686.2	1.03704	911.2
678+89.99	682+36.60	Deceleration Lane Lt. of Lt. Roadway			Varies	318.3	Varies	52.7
678+31.63	681+75.58	Acceleration Lane Rt. of Rt. Roadway			Varies	283.2	Varies	47.0
700+00.00		Turnout Lt. of Lt. Roadway			Varies	110.3	Varies	18.3
700+00.00		Cross Over (℄ Median)				382.1		63.4
700+00.00		Turnout Rt. of Rt. Roadway				110.3		18.3
719+26.00		Cross Over (℄ Median)				382.1		
729+75.00		Cross Over (℄ Median)				382.1		
746+84.48		Cross Over (℄ Median)				382.1		63.4
757+59.00		Cross Over (℄ Median)				382.1		
764+60.00		Cross Over (℄ Median)				382.1		
234+31.00		Cross Over (℄ Median)				382.1		
248+47.00		Cross Over (℄ Median)				382.1		
258+40.00		Cross Over (℄ Median)				382.1		63.4
258+40.00		Turnout Lt. of Lt. Roadway				110.3		18.3
258+40.00		Turnout Rt. of Rt. Roadway				110.3		18.3
288+95.90	292+38.68	Acceleration Lane Lt. of Lt. Roadway			Varies	283.0	Varies	47.0
292+38.68	293+34.47	Offset Lt. of Lt. Roadway		95.79	9	95.8	0.20370	19.5
293+34.47	293+77.47	Lt. of Lt. Roadway			Varies	68.8	Varies	8.8
293+77.47	294+09.47	Offset Lt. of Lt. Roadway		32.00	9	32.0	0.19444	6.2
294+09.47	294+52.47	Lt. of Lt. Roadway			Varies	68.8	Varies	8.8
294+52.47	295+36.83	Offset Lt. of Lt. Roadway		84.36	9	84.4	0.20370	17.2
295+36.83	299+38.50	Deceleration Lane Lt. of Lt. Roadway			Varies	385.8	Varies	63.9
288+81.81	292+46.61	Deceleration Lane Rt. of Rt. Roadway			Varies	392.7	Varies	55.0
292+46.61	293+30.97	Offset Rt. of Rt. Roadway		84.36	9	84.4	0.20370	17.2
293+30.97	293+73.97	Rt. of Rt. Roadway			Varies	68.8	Varies	8.8
293+73.97	294+05.97	Offset Rt. of Rt. Roadway		32.00	9	32.0	0.19444	6.2
294+05.97	294+48.97	Rt. of Rt. Roadway			Varies	68.8	Varies	8.8
294+48.97	295+44.76	Offset Rt. of Rt. Roadway		95.79	9	95.8	0.20370	19.5
295+44.76	298+87.52	Acceleration Lane Rt. of Rt. Roadway			Varies	283.0	Varies	47.0
331+16.7A		Turnout Lt. of Lt. Roadway				110.3		18.9
331+16.73		Turnout Rt. of Rt. Roadway				110.3		18.9
331+16.73		Cross Over (℄ Median)				382.1		63.4
341+83.00		Cross Over (℄ Median)				382.1		
370+09.62		Cross Over (℄ Median)				382.1		63.4
390+00.00		Cross Over (℄ Median)				382.1		
406+73.18		Cross Over (℄ Median)				382.1		63.4
418+75.00		Cross Over (℄ Median)				382.1		
440+00.00		Turnout Lt. of Lt. Roadway				110.3		18.3
430+00.00		Cross Over (℄ Median)				382.1		63.4
440+00.00		Turnout Rt. of Rt. Roadway				110.3		18.3
459+19.62	463+60.06	Acceleration Lane Lt. of Lt. Roadway			Varies	409.7	Varies	69.9
463+60.06	464+89.13	Offset Lt. of Lt. Roadway		129.07	9	129.1	0.20370	26.3
464+89.13	465+32.98	Lt. of Lt. Roadway			Varies	80.6	Varies	11.8
465+32.98	465+65.37	Offset Lt. of Lt. Roadway		32.39	9	32.4	0.19444	6.3
465+65.37	466+08.58	Lt. of Lt. Roadway			Varies	71.0	Varies	10.1
466+08.58	466+95.58	Offset Lt. of Lt. Roadway		87.00	9	87.0	0.20370	17.7
466+95.58	470+65.30	Deceleration Lane Lt. of Lt. Roadway			Varies	354.3	Varies	58.7
461+39.28	465+08.93	Deceleration Lane Rt. of Rt. Roadway			Varies	338.6	Varies	56.0
465+08.93	465+96.00	Offset Rt. of Rt. Roadway		87.07	9	87.1	0.20370	17.7
465+96.00	466+39.21	Rt. of Rt. Roadway			Varies	71.0	Varies	10.1
466+39.21	466+71.60	Offset Rt. of Rt. Roadway		32.39	9	32.4	0.19444	6.3
466+71.60	467+15.65	Rt. of Rt. Roadway			Varies	80.6	Varies	11.6

F-121(11)
FG-121(11)
F-121(11)

9" UNIFORM CONCRETE PAVEMENT & BASE COURSE (CONTINUED)

Station	Station	Description	Equation Feet	Length Feet	9" Uniform Concrete Pavement: Width Feet	9" Uniform Concrete Pavement: Sq. Yds.	Base Course: Cu. Yds. Per Lin. Ft.	Base Course: Cu. Yds.
467+15.45	468+44.53	Offset Rt. of Rt. Roadway		129.08	9	129.1	0.20370	26.3
468+44.53	471+36.04	Acceleration Lane Rt. of Rt. Roadway			Varies	278.2	Varies	46.1
489+50.00		Turnout Lt. of Lt. Roadway				110.3		18.3
489+50.00		Cross Over (℄ Median)				382.1		63.4
489+50.00		Turnout Rt. of Rt. Roadway				110.3		18.3
505+00.00		Cross Over (℄ Median)				382.1		
517+29.04		Cross Over (℄ Median)				484.7		80.8
62+54.00		Cross Over (℄ Median)				382.1		
71+00.00		Cross Over (℄ Median)				382.1		
87+00.00		Cross Over (℄ Median)				382.1		
94+96.63		Turnout Lt. of Lt. Roadway				110.3		18.3
94+36.69		Cross Over (℄ Median)				382.1		63.4
94+96.63		Turnout Rt. of Rt. Roadway				110.3		18.3
96+53.96	104+43.43	Acceleration Lane Lt. of Lt. Roadway		789.47	Varies	959.4	Varies	159.9
100+45.90	106+54.13	Deceleration Lane Rt. of Rt. Roadway		608.23	Varies	844.4	Varies	142.2
133+86.43	141+36.69	Acceleration Lane Lt. of Lt. Roadway		750.26	Varies	854.4	Varies	142.4
136+72.59	142+80.50	Deceleration Lane Rt. of Rt. Roadway		607.91	Varies	842.9	Varies	142.6
45+35.71	47+32.71	Lt. & Rt. Roadways		197.00	48	1050.7	1.01852	200.6
47+71.71	52+28.00	Lt. & Rt. Roadways	-0.29	456.00	48	2432.0	0.96296	435.8
52+67.00	54+64.00	Lt. & Rt. Roadways		197.00	48	1050.7	1.01852	200.6
45+35.71	46+57.20	Rt. of Rt. Roadway			Varies	155.0	Varies	30.1
46+57.20	47+32.71	Offset Rt. of Rt. Roadway		75.51	9	75.5	0.24074	18.2
46+50.94*	47+65.98*	Ramp Rt. of Rt. Roadway			Varies	216.5	Varies	49.7
45+35.71	46+48.04	Lt. of Lt. Roadway			Varies	124.9	Varies	24.8
46+48.04	47+32.71	Offset Lt. of Lt. Roadway		84.67	9	84.7	0.24074	20.4
46+43.42•	47+56.22•	Ramp Lt. of Lt. Roadway			Varies	212.4	Varies	48.7
47+71.71	50+48.62	Lt. Turn Lane Rt. of Lt. Roadway			Varies	384.7	Varies	91.7
49+51.09	52+28.00	Lt. Turn Lane Lt. of Rt. Roadway			Varies	384.7	Varies	91.7
52+67.00	53+51.67	Offset Rt. of Rt. Roadway		84.67	9	84.7	0.24074	20.4
53+51.67	54+64.00	Rt. of Rt. Roadway			Varies	124.9	Varies	24.8
52+43.49*	53+56.29*	Ramp Rt. of Rt. Roadway			Varies	212.4	Varies	48.7
52+67.00	53+42.51	Offset Lt. of Lt. Roadway		75.51	9	75.5	0.24074	18.2
53+42.51	54+64.00	Lt. of Lt. Roadway			Varies	155.0	Varies	30.1
52+33.77•	53+48.77•	Ramp Lt. of Lt. Roadway			Varies	216.5	Varies	49.7
44+66.30	46+94.87	Rt. Roadway		228.57	24	609.5	0.50926	116.4
44+66.30	47+08.70	Lt. Roadway		242.40	24	646.4	Varies	181.0
47+43.64	52+25.50	Lt. & Rt. Roadways		481.86	48	2563.9	0.96296	460.[illegible]
52+70.44	55+02.84	Rt. Roadway		242.40	24	646.4	Varies	131.0
52+74.27	55+02.84	Lt. Roadway		228.57	24	609.5	0.50926	116.4
44+66.30	45+87.79	Rt. of Rt. Roadway			Varies	155.0	Varies	30.1
45+81.53*	47+27.77*	Ramp Rt. of Rt. Roadway			Varies	274.3	Varies	62.9
45+87.79	46+94.87	Offset Rt. of Rt. Roadway		107.08	9	107.1	0.24074	25.8
45+00.41	46+25.78	Lt. of Lt. Roadway			Varies	148.8	Varies	28.0
46+21.62•	47+48.45•	Ramp Lt. of Lt. Roadway			Varies	237.0	Varies	54.3
46+25.78	47+08.70	Offset Lt. of Lt. Roadway		82.92	9	82.9	0.24074	20.0
47+43.64	50+33.19	Lt. Turn Lane Rt. of Lt. Roadway			Varies	404.4	Varies	96.6
49+35.95	52+25.50	Lt. Turn Lane Lt. of Rt. Roadway			Varies	404.4	Varies	96.6
52+60.44	53+43.36	Offset Rt. of Rt. Roadway		82.92	9	82.9	0.24074	20.0
52+20.69*	53+47.52*	Ramp Rt. of Rt. Roadway			Varies	287.0	Varies	54.3
53+43.36	54+68.79	Rt. of Rt. Roadway			Varies	140.8	Varies	28.0
52+74.27	53+81.35	Offset Lt. of Lt. Roadway		107.08	9	107.1	0.24074	25.8
52+41.37•	53+87.61•	Ramp Lt. of Lt. Roadway			Varies	274.3	Varies	62.9
53+81.35	55+02.84	Lt. of Lt. Roadway			Varies	155.0	Varies	30.1
104+42.58	119+87.49	Ramp "A"		1544.39 ◉	14	2402.4	0.33333	614.8
105+32.34	105+72.34	Ramp "B"			Varies	73.3	Varies	15.2
105+72.34	118+23.38	Ramp "B"		1250.05 ◉	14	1944.5	0.33333	416.7
141+35.66	156+09.58	Ramp "C"		1474.08 ◉	14	2293.0	0.33333	491.4
141+58.59	141+98.59	Ramp "D"			Varies	73.3	Varies	15.2
141+98.59	151+72.99	Ramp "D"		979.40 ◉	14	1514.1	0.33333	324.5
146+66.64	149+68.80	Deceleration Lane Rt. of Ramp "D"			Varies	262.3	Varies	42.1
149+75.18	150+95.18	Rt. of Ramp "D"			Varies	20.0	Varies	3.3
149+68.80	150+89.41	Turn Lane Rt. of Ramp "D"		130.86 ◉	17	247.2	0.38889	50.9
Totals FG-121(11)						8620.9		1671.3
Totals F-121(11)						286682.8		54655.0
Totals S. P. 424-04-07						295303.7		56326.3

Parish Rd @ Sta. 294+08.97
La 83
F-121(11)

* Rt. Edge Stationing
• Lt. Edge Stationing
◉ Length Along Center of Slab

DATE	DESCRIPTION	BY
6-27-66	Table Revised	M.I.H.
10-17-66	Table Revised	M.I.H.
6-7-68	Table Revised	M.I.H.
	REVISIONS	

SUMMARY SHEET

SHEET 3 OF 6 SHEETS

DATED FEB. 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W.E. GRICE	TRACED B. MOORE
CHECKED	CHECKED K. ROARK	CHECKED W.E. GRICE
IN CHARGE OF		

12

AS BUILTS

F-FG	State Project	Parish	Sheet No.
181(11)	424-04-07	Iberia	3C

245

ASPHALTIC CONCRETE PAVEMENT & BASE COURSE

	Station	Station	Description	Length Feet	1½" Asphaltic Concrete Pavement Av. Width Feet	1½" Asphaltic Concrete Pavement Sq. Yds.	Base Course Cu. Yds. Per Lin. Ft.	Base Course Cu. Yds.
La 85	41+81.23	45+11.23	Turnout Lt.		Varies	348.1	Varies	107.2
	45+83.69	49+07.97	Temporary Turnout & Connection Lt.		Varies	496.8	Varies	203.7
	50+83.69	54+07.97	Temporary Turnout & Connection Lt.		Varies	446.9	Varies	179.3
	54+93.08	58+23.08	Turnout Lt.		Varies	348.1	Varies	107.2
	54+75.00	55+25.00	Roadway Replacement for Drainage Structure	50.00	20	111.1	0.863	43.2
Parish Road @ Sta. 204+08.81	31+93.64	33+93.64	Transition	200.00	22	488.9	1.2045 (Av.)	240.9
	33+93.64	38+72.59	Transition Lt. & Rt. Roadways		Varies	1629.9	Varies	683.9
	*38+71.88	*44+04.59	Rt. Roadway	532.70	24	1420.5	0.943	502.3
	35+72.58	41+64.50	Transition Lt. Roadway		Varies	622.3	Varies	237.0
	41+64.50	43+98.71	Lt. Roadway	234.21	24	624.6	0.943	220.9
	43+98.71	45+35.71	Lt. & Rt. Roadways	137.00	48	730.7	1.887	258.5
	54+64.00	56+01.00	Lt. & Rt. Roadways	137.00	48	730.7	1.887	258.5
	56+01.00	62+57.30	Lt. Roadway	696.30	24	1856.8	0.943	656.6
	*56+01.00	*58+03.19	Rt. Roadway	202.19	24	539.2	0.943	190.7
	*58+03.19	*60+24.95	Transition Rt. Roadway		Varies	495.2	Varies	180.1
	*60+24.95	*63+91.22	Transition Rt. Roadway		Varies	202.1	Varies	130.7
	62+97.30	64+97.30	Transition	200.00	22	488.9	1.2045	240.9
	43+05.41	44+35.71	Turnout Lt. of Lt. Roadway		Varies	285.9	Varies	70.5
	43+02.20	44+40.59	Crossover (Median)		Varies	308.1	Varies	72.7
	*43+14.48	44+35.71	Turnout Rt. of Rt. Roadway		Varies	278.9	Varies	68.9
	55+64.00	56+84.00	Turnout Lt. of Lt. Roadway		Varies	285.9	Varies	70.5
	55+58.12	56+98.02	Crossover (Median)		Varies	272.2	Varies	64.3
	55+64.00	*56+81.11	Turnout Rt. of Rt. Roadway		Varies	281.3	Varies	65.4
La 83 (Eq. 3.57')	32+74.37	34+74.37	Transition	200.00	22	488.9	1.2045	240.9
	34+74.37	*37+76.62	Transition Lt. & Rt. Roadway		Varies	1030.2	Varies	435.6
	37+76.62	*39+87.45	Transition Lt. Roadway		Varies	474.1	Varies	171.2
	*37+76.37	*43+28.70	Rt. Roadway	*534.47	24	1425.3	0.943	504.0
	38+87.45	43+30.30	Lt. Roadway	341.81	24	911.5	0.943	322.3
	43+30.30	44+66.30	Lt. & Rt. Roadways	136.00	48	725.3	1.887	256.6
	55+02.84	56+38.84	Lt. & Rt. Roadways	136.00	48	725.3	1.887	256.6
	56+38.85	@57+36.20	Rt. Roadway	97.16	24	259.1	0.943	91.6
	@57+36.20	@61+50.75	Transition Rt. Roadway		Varies	921.6	Varies	347.60
	@61+50.75	@64+91.53	Transition Rt. Roadway		Varies	303.8	Varies	178.6
	*56+38.84	*64+88.90	Lt. Roadway	850.06	24	2268.4	0.943	802.2
	64+89.74	66+88.73	Transition	200.00	22	488.9	1.2045 (Av.)	240.9
	42+36.30	43+66.30	Turnout Lt. of Lt. Roadway		Varies	285.8	Varies	70.5
	42+33.81	43+70.18	Crossover (Median)		Varies	264.9	Varies	62.5
	@42+35.51	43+66.30	Turnout Rt. of Rt. Roadway		Varies	284.3	Varies	70.5
	56+02.84	*57+31.05	Turnout Lt. of Lt. Roadway		Varies	282.1	Varies	68.6
	55+98.96	*57+37.73	Crossover (Median)		Varies	265.6	Varies	62.7
	56+02.84	*57+32.03	Turnout Rt. of Rt. Roadway		Varies	284.9	Varies	70.3
Parish Rd @ Commer. Canal	35+05.80	49+37.66	Roadway	781.36	20	1755.9	0.863	683.5
	50+08.11	57+51.51	Roadway	743.40	20	1652.0	0.863	641.6
	57+51.51	58+55.41	Connection to La 83			438.8		132.3
	58+60.45	58+84.38	Connection to La 83			438.8		132.3
	58+84.36	64+56.44	Roadway	472.06	20	1048.0	0.863	407.4
La 329	34+50.80	36+50.80	Transition	200.00	22	488.9	Varies	57.9
	36+50.80	41+30.24	Transition		Varies	1631.2	Varies	264.6
	@41+28.53	@55+80.84	Rt. Roadway	1460.35	24	3894.3	0.7986	1166.3
	@55+80.84	@57+38.00	Transition Rt. Roadway		Varies	467.0	Varies	145.3
	57+33.76	60+82.93	Transition		Varies	983.4	Varies	148.7
	60+82.93	62+82.93	Transition	200.00	22	488.9	Varies	57.9
	41+30.24	41+80.24	Lt. Roadway	50.00	14	77.8	0.0675	3.4
	41+80.24	44+39.50	Transition Lt. Roadway	259.26	Varies	548.5	Varies	23.2
	44+39.50	57+93.76	Lt. Roadway	1354.26	24	3611.4	0.17284	234.1
	45+06.63		Crossover			215.4		50.9
	45+06.63		Turnout Rt.			233.6		79.2
	47+75.67		Crossover			89.0		23.4
	47+75.67		Turnout Rt.			276.2		81.3
	52+04.30		Crossover			89.0		23.4
	52+04.30		Turnout Rt.			800.9		265.7
	54+74.59		Crossover			224.9		52.9
	54+74.59		Turnout Rt.			207.2		79.1
Main Roadway	746+84.48		Turnout Lt.			243.7		84.2
	746+84.48		Turnout Rt.			243.7		84.2
	370+03.62		Turnout Lt.			231.1		78.7
	370+03.62		Turnout Rt.			231.1		78.7
	406+79.18		Turnout Lt.			230.6		79.5
	406+79.18		Turnout Rt.			230.6		79.5
	517+28.04		Turnout Lt.			383.8		97.8
	517+28.04		Turnout Rt.			516.9		165.8
	62+54		Crossover Lt.			220.6		35.6
	Totals					47350.7		14659.0

\# Stations Along ℄ Rt. Roadway
* Stations Along Lt. Edge of Lt. Roadway
@ Stations Along Rt. Edge of Rt. Roadway
■ Length Along Center of Roadway

47350.7 Sq. Yds. X 1.5 X 110/2000 = 3906.4 Tons Asphaltic Concrete Pavement (Wearing Course)
570.0 Tons Asphaltic Concrete Pavement (Binder Course) (La. 329)
4476.4

4476.4 Tons x 0.945 = 4230.2 Tons Aggregates
4476.4 Tons x 0.055 = 246.2 Tons Asphalt

BASE & WEARING COURSE (FRONTAGE ROADS)

	Station	Station	Description	Length Feet	Base Course Cu. Yds. Per Lin. Ft.	Base Course Cu. Yds.	Bituminous Surface Treatment Av. Width Ft.	Bituminous Surface Treatment Sq. Yds.
La 85	676+87.37	677+99.42	Transition Lt. Frontage Road		Varies	108.1	Varies	324.1
	677+99.42	700+39.50	Lt. Frontage Rd.	2240.08	0.809	1812.2	20	4978.0
	700+00.00		Turnout Rt. of Lt. Frontage Road		Varies	24.4	Varies	110.3
	675+48.86	676+49.11	Transition Rt. Frontage Road		Varies	55.8	Varies	287.8
	676+49.11	700+39.50	Rt. Frontage Road	2390.39	0.809	1933.8	20	5312.0
	700+00.00		Turnout Lt. of Rt. Frontage Road		Varies	24.4	Varies	110.3
Parish Road @ Sta. 294+08.27	258+40.00		Turnout Rt. of Lt. Frontage Road		Varies	24.4	Varies	110.3
	258+00.50	293+75.43	Lt. Frontage Road	3574.93	0.809	2892.1	20	7944.3
	293+75.43	295+00.43	Intersection		Varies	173.5	Varies	574.8
	258+40.00		Turnout Lt. of Rt. Frontage Road		Varies	24.4	Varies	110.3
	258+00.50	293+16.19	Rt. Frontage Road	3515.69	0.809	2844.2	20	7812.6
	293+16.19	294+28.39	Transition Rt. Frontage Road		Varies	108.9	Varies	326.2
	293+25.58	294+39.96	Transition Lt. Frontage Road		Varies	110.5	Varies	331.0
	294+39.96	331+48.14	Lt. Frontage Road	3708.18	0.809	3000.7	20	8242.6
	331+16.73		Turnouts Lt. & Rt. of Lt. Frontage Road		Varies	44.6	Varies	195.4
	293+08.88	294+22.84	Transition Rt. Frontage Road		Varies	110.2	Varies	329.9
	294+22.84	331+55.16	Rt. Frontage Road	3732.32	0.809	3019.4	20	8294.0
	331+16.73		Turnouts Lt. & Rt. of Rt. Frontage Road		Varies	44.6	Varies	195.4
La 83	440+00.00		Turnout Rt. of Lt. Frontage Road		Varies	24.4	Varies	110.3
	439+60.50	464+56.02	Lt. Frontage Road	2495.52	0.809	2018.9	20	5545.6
	464+56.02	465+70.26	Transition Lt. Frontage Road		Varies	109.8	Varies	331.1
	440+00.00		Turnout Lt. of Rt. Frontage Road		Varies	24.4	Varies	110.3
	439+60.50	466+58.17	Rt. Frontage Road	2697.67	0.809	2182.4	20	5994.8
	466+58.17	467+71.47	Transition Rt. Frontage Road		Varies	108.1	Varies	326.7
	464+08.36	465+20.09	Transition Lt. Frontage Road		Varies	107.7	Varies	322.4
	465+20.09	489+94.60	Lt. Frontage Road	2474.51	0.809	2001.9	20	5498.9
	489+54.38		Turnout Rt. of Lt. Frontage Road		Varies	24.4	Varies	110.3
	465+05.07	467+18.55	Transition Rt. Frontage Road		Varies	109.5	Varies	328.4
	467+18.55	490+18.71	Rt. Frontage Road	2301.16	0.808	1861.7	20	5113.7
	489+45.71		Turnout Lt. of Rt. Frontage Road		Varies	24.4	Varies	110.3
	489+45.71		Turnout Rt. of Rt. Frontage Road		Varies	54.7	Varies	366.4
La 328	91+49.35	120+15.79	Lt. Frontage Road	2866.44	0.809	2318.9	20	6369.9
	94+96.63	95+36.63	Rt. Frontage Road Intersection		Varies	94.6	Varies	316.4
	95+36.63	120+51.69	Rt. Frontage Road	2515.06	0.809	2034.7	20	5589.0
	94+86.63		Turnout Rt. of Lt. Frontage Road		Varies	24.4	Varies	110.3
La 14	128+17.50	161+71.61	Lt. Frontage Road	3354.31	0.809	2713.6	20	7454.0
	161+71.61	162+71.06	Transition Lt. Frontage Rd		Varies	96.3	Varies	287.2
	128+17.50	150+50.81	Rt. Frontage Road	2233.31	0.809	1806.7	20	4962.9
	Totals					34178.7		94948.2

94948.2 Sq. Yds. x 0.30 = 28485 Gallons Asphalt Cement
94948.2 Sq. Yds. x 0.02 = 1899 Cu. Yds. Coarse Aggregate, Size 1
94948.2 Sq. Yds. x 0.0111 = 1054 Cu. Yds. Fine Aggregate, Size 2
94948.2 Sq. Yds. x 0.0075 = 712 Cu. Yds. Seal Coat Aggregate, Size 3

SUMMARY SHEET
SHEET 4 OF 6 SHEETS

DATED March 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED | DETAILED W. Grice | TRACED B. Miller
CHECKED | CHECKED K. Roark | CHECKED W. Grice
IN CHARGE OF

REVISIONS
Date	Description	By
6-7-66	Item Description Revised	N.I.H.

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	34

6

246

COMBINATION CURB & GUTTER

	Station	Station	Description	Type "A" Mountable (Lin. Ft.)	Type "A" Barrier (Lin. Ft.)	Type "B" Mountable (Lin. Ft.)	Type "B" Barrier (Lin. Ft.)
Parish Road & Sta. 24+08.27	38+72.69	43+02.20	Rt. of Lt. Roadway *	436.28			
	38+71.89	43+06.65	Lt. of Rt. Roadway	433.48			
	43+02.20	43+51.71	Nose of Crossover	110.34			
	43+89.71	44+42.59	Nose of Crossover	117.04			
	44+42.89	45+35.71	Lt. & Rt. of Median		188.24		
	45+35.71	47+34.71	Lt. & Rt. of Median				398.00
	47+34.71	47+38.71	Median Lt. of Main Roadway *				42.21
	46+48.04	47+38.71	Island Lt. of Lt. Roadway *			313.48	
	46+57.20	47+38.71	Island Rt. of Rt. Roadway *			320.41	
	47+69.71	52+10.00	Island in Median *				856.50
	52+61.00	53+42.51	Island Lt. of Lt. Roadway *			318.04	
	52+61.00	53+51.67	Island Rt. of Rt. Roadway *			313.53	
	52+61.00	52+65.00	Median Rt. of Main Roadway *				42.21
	52+65.00	54+64.00	Lt. & Rt. of Median				398.00
	54+64.00	55+57.12	Lt. & Rt. of Median		186.24		
	55+57.12	56+10.00	Nose of Crossover *	117.04			
	56+48.00	56+98.02	Nose of Crossover *	110.66			
	56+98.02	60+21.27	Rt. of Lt. Roadway	323.25			
	56+38.92	60+24.95	Lt. of Rt. Roadway	330.74			
Lo. 83	37+76.62	42+33.31	Rt. of Lt. Roadway *	462.92			
	37+76.37	42+31.34	Lt. of Rt. Roadway	455.76			
	42+33.31	42+82.30	Nose of Crossover *	109.45			
	43+20.30	43+72.18	Nose of Crossover *	115.68			
	43+72.18	44+66.30	Lt. & Rt. of Median		188.24		
	44+66.30	47+08.70	Lt. of Median				242.40
	44+66.30	47+03.66	Rt. of Median				237.36
	47+03.66	47+08.70	Median Lt. of Main Roadway *				42.60
	46+25.78	47+13.45	Island Lt. of Lt. Roadway *			331.63	
	46+87.79	46+94.87	Island Rt. of Rt. Roadway *			417.54	
	47+62.29	52+06.90	Island in Median *				906.88
	52+55.69	53+43.36	Island Rt. of Rt. Roadway *			331.70	
	52+74.27	53+91.35	Island Lt. of Lt. Roadway *			417.52	
	52+60.44	52+65.48	Median Rt. of Main Roadway *				42.60
	52+60.44	55+02.84	Rt. of Median				242.40
	52+65.48	55+02.84	Lt. of Median				237.36
	55+02.84	55+96.96	Lt. & Rt. of Median		188.24		
	56+96.96	56+48.84	Nose of Crossover *	115.65			
	56+86.84	57+37.73	Nose of Crossover *	109.97			
	57+36.20	61+50.75	Lt. of Rt. Roadway *	419.51			
	57+37.73	61+50.76	Rt. of Lt. Roadway	413.02			
Lo. 329	41+30.24	44+39.50	Rt. of Lt. Roadway *	315.62			
	41+20.55	44+75.60	Lt. of Rt. Roadway	345.84			
	44+39.50	44+85.16	Nose of Crossover *	74.77			
	45+44.95	45+79.28	Nose of Crossover *	83.95			
	45+79.28	47+65.66	Lt. of Rt. Roadway		186.38		
	45+79.28	47+80.45	Rt. of Lt. Roadway		201.17		
	47+65.66	47+80.45	Lt. Turn Lane *		34.17		
	47+96.61	48+36.31	Nose of Lt. Turn Lane *		94.34		
	48+36.31	51+36.75	Lt. & Rt. of Median		600.88		
	51+36.75	51+76.55	Nose of Lt. Turn Lane *		94.34		
	51+93.61	52+07.40	Lt. Turn Lane *		34.17		
	52+12.94	52+29.48	Island Rt. of Rt. Roadway *	83.20			
	51+92.61	53+97.33	Rt. of Lt. Roadway		204.72		
	52+07.40	53+97.33	Lt. of Rt. Roadway		189.93		
	53+97.33	54+31.36	Nose of Crossover *	87.60			
	54+95.48	55+40.75	Nose of Crossover *	81.74			
	55+14.89	57+98.00	Lt. of Rt. Roadway *	286.28			
	55+40.75	57+93.76	Rt. of Lt. Roadway	253.01			
	Total			5793.49	2389.06	2763.35	3606.22

* Includes Returns

AGGREGATE TYPE SURFACE COURSE (SHOULDERS)

	Station	Station	Description	Equation Feet	Lin. Ft.	Cu. Yds. Per Lin. Ft.	Cu. Yds.
F-121(10)	677+67.03	292+38.88	Lt. Roadway	+54 254.61	15726.29	0.29321	4611.1
	677+33.46	292+46.61	Rt. Roadway	+54 254.61	15769.76	0.29321	4623.3
	292+38.88	293+49.47	Rt. of Lt. Roadway		110.79	0.10802	12.0
	292+46.61	293+45.97	Lt. of Rt. Roadway		99.36	0.10802	10.7
	294+33.97	295+44.76	Lt. of Rt. Roadway		110.79	0.10802	12.0
	294+37.47	295+36.83	Rt. of Lt. Roadway		99.36	0.10802	10.7
	295+36.83	463+60.06	Lt. Roadway	+ 18.54	16841.77	0.29321	4938.2
	295+44.76	495+08.93	Rt. Roadway	+ 37.10	17001.27	0.29321	4984.9
	463+60.06	465+10.46	Rt. of Lt. Roadway		150.40	0.10802	16.2
	465+08.93	466+05.04	Lt. of Rt. Roadway		96.11	0.10802	10.4
	465+99.54	466+95.58	Rt. of Lt. Roadway		96.04	0.10802	10.4
	466+94.12	468+44.53	Lt. of Rt. Roadway		150.41	0.10802	16.2
	456+95.58	57+74.00	Lt. Roadway	+46308.29	5386.71	0.29321	1579.4
	468+44.53	58+40.00	Rt. Roadway	+46323.19	5318.06	0.29321	1559.5
	57+74.00	58+99.00	Bridge (Lt. Roadway)				
	58+40.00	59+65.00	Bridge (Rt. Roadway)				
	58+99.00	90+16.00	Lt. Roadway		3117.00	0.29321	913.9
	59+65.00	90+24.00	Rt. Roadway		3159.00	0.29321	896.9
	90+16.00	91+16.00	Bridge (Lt. Roadway)				
	90+24.00	91+24.00	Bridge (Rt. Roadway)				
	91+16.00	106+06.43	Lt. Roadway		1490.43	0.29321	437.0
	91+24.00	106+11.43	Rt. Roadway		1487.43	0.29321	436.1
FG-121(10)	106+08.93	114+76.46	Lt. & Rt. Roadways		867.53	0.58642	508.9
	114+76.46	128+78.54	Bridge				
	128+78.54	136+34.07	Lt. & Rt. Roadways		755.53	0.58642	443.1
F-121(11)	136+34.07	153+13.42	Lt. & Rt. Roadways		1679.35	0.58642	984.8
	153+13.42	156+26.34	Bridge				
	156+26.34	167+40.00	Lt. & Rt. Roadways		1113.66	0.58642	653.1
Parish Rd. & Sta. 24+08.27	45+35.71	47+65.93	Rt. of Rt. Roadway *		223.31	0.18519	41.4
	45+35.71	47+56.22	Lt. of Lt. Roadway *		213.89	0.18519	39.6
	47+77.71	52+22.00	Lt. & Rt. Roadways		444.29	0.37038	164.6
	52+43.49	54+64.00	Rt. of Rt. Roadway *		213.89	0.18519	39.6
	52+33.77	54+64.00	Lt. of Lt. Roadway *		223.32	0.18519	41.4
F-121(11) Lo. 83	44+66.30	47+27.77	Rt. of Rt. Roadway *		253.63	0.18519	47.0
	44+66.30	47+48.45	Lt. of Lt. Roadway *		275.38	0.18519	51.0
	47+49.71	52+19.43	Lt. & Rt. Roadways		469.72	0.37038	174.0
	52+20.69	55+02.84	Rt. of Rt. Roadway *		275.33	0.18519	51.0
	52+41.37	55+02.84	Lt. of Lt. Roadway *		253.63	0.18519	47.0
Lo. 329	105+00.00	119+87.49	Ramp "A"		1487.49	0.23148	344.3
	106+20.00	118+23.38	Ramp "B"		1203.38	0.23148	278.6
Lo. 14	141+78.10	156+09.58	Ramp "C"		1431.48	0.23148	331.4
	142+50.30	151+72.99	Ramp "D"		922.69	0.23148	213.7
	149+68.80	150+89.41	Connection Rt. of Ramp "D"			Varies	30.1
			Deduction for Crossovers				-77.5
			Deduction for Turnouts				-103.8
	Total	FG-121(11)					951.8
	Total	F-121(11)					28448.7
	Total	S.P. 424-04-07					29400.5

* Stationed Along Edge of Slab

SUMMARY SHEET
Sheet 5 of 6 Sheets

DATED MARCH 1968

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED | DETAILED W. GEORGE | TRACED E. HERBERT
CHECKED | CHECKED K. BOARK | CHECKED W. E. SMITH
IN CHARGE OF

DATE	DESCRIPTION	BY
5-7-68	Curb & Gutter-Table Rev.	M.J.H.

REVISIONS

AS BUILTS

AS BUILTS

SUMMARY OF ~~ESTIMATED~~ QUANTITIES

FINAL

Item No.	Item	Unit	FG-121(11)	FG-121(11)	F-121(11)	F-121(11)	S.P. 424-04-07	S.P. 424-04-07	
1-4-1	Common Excavation	Cu. Yd.	~~45~~	0	~~186592~~	227,218.4	~~186637~~	227,263	
~~1-4-2~~	~~Drainage Excavation~~ Elim by FC/CO #6	~~Cu. Yd.~~		0	~~18116~~	0	~~18116~~	0	
1-4-5	Special Borrow Excavation	Cu. Yd.	~~115516~~	146,798.5	~~535736~~	518,783.4	~~651221~~	[illegible]	
1-5-1	Structural Excavation	Cu. Yd.			~~1566~~	269.1205	~~1566~~	[illegible]	205.5
1-9-3	Slab Sodding	Sq. Yd.	~~8182~~	[illegible]	~~5880~~	[illegible]	~~14062~~	[illegible]	8,947.4
1-9-7	Watering	M. Gal	~~67~~	116.83	~~1836~~	[illegible]	~~1096~~	[illegible]	1327.12
1-10-1	Seeding	Pound	~~160~~	165.0	~~3050~~	5,310.33	~~3200~~	5,475.33	
1-11-1	Fertilizer	Pound	~~6800~~	65,590	~~103060~~	161,264	~~108800~~	[illegible]	
1-13-3	Clearing & Grubbing	Lump	~~Lump~~	13,500.00	~~Lump~~	255,205.00	~~Lump~~	270,005.00	
2-7-1	Base Course	Cu. Yd.	~~1671.3~~	1,665.56	~~546840~~	54,137.49	~~56336.3~~	[illegible]	56,358.07
2-7-1x	Base Course (Cross Roads)	Cu. Yd.		0	~~14659.0~~	[illegible]	~~14650.0~~	[illegible]	14,313.79
2-7-1y	Base Course (Frontage Roads)	Cu. Yd.		0	~~34170.7~~	34,411.27	~~34170.7~~	34,311.27	
3-1-9	Aggregate Type Surface Course (Shoulders)	Cu. Yd.	~~954.8~~	907.77	~~26443.0~~	28,401.46	~~28400.6~~	[illegible]	27,109.23
3-1-10	Aggregate Type Surface Course (Ramps)	Cu. Yd.		0	~~1647.0~~	1,909.97	~~1647.0~~	1,909.97	
3-1-10x	Aggregate Type Surface Course (Connections)	Cu. Yd.		0	~~646.0~~	570.23	~~646.0~~	570.23	
3-2-3	Asphalt Cement	Gal.		0	~~65459~~	54,216	~~65459~~	54,216	
3-2-6	Coarse Aggregate (Size 1)	Cu. Yd.		0	~~1800~~	1,898.7	~~1800~~	1,898.7	
3-2-7	Fine Aggregate (Size 2)	Cu. Yd.		0	~~1054~~	1,044.2	~~1054~~	1,044.2	
3-2-8	Seal Coat Aggregate (Size 8)	Cu. Yd.		0	~~712~~	712.2	~~712~~	712.2	
3-5-3	Portland Cement Concrete Pavement (9" Uniform)	Sq. Yd.	~~8640.9~~	8,428.75	~~286668.8~~	[illegible]	~~295308.7~~	[illegible]	266,523.27
3-6-5	Aggregates	Ton		0	~~4280.2~~	4,268.263	~~4280.2~~	4,268.263	
3-6-7	Asphalt	Ton		0	~~246.2~~	245.578	~~246.2~~	245.578	
4-5-1	Class "A" Concrete	Cu. Yd.	~~408.42~~	426.32	~~4845.90~~	4,861.40	~~5254.37~~	[illegible]	
4-5-1x	Class A (A) Concrete	Cu. Yd.	~~2690.98~~	2,591.40	~~1523.56~~	1,562.72	~~4184.36~~	4,160.22	
4-6-1	Deformed Reinforcing Steel	Pound	~~876480~~	656,536	~~1064091~~	1,063,283	~~1780571~~	[illegible]	1719,819
4-7-3	Manganese Vanadium Steel A441	Pound		0	~~476632~~	476,016	~~476632~~	476,016	
4-7-7	Steel A-36	Pound	~~35636~~	30,564	~~57284~~	53,768	~~92260~~	84,332	
4-10-3	18" Reinforced Concrete Pipe (Class III)	Lin. Ft.		0	~~3844~~	4,080	~~3824~~	4,080	
4-10-5	24" Reinforced Concrete Pipe (Class III)	Lin. Ft.		0	~~3876~~	[illegible]	~~3876~~	[illegible]	4,450
4-10-7	30" Reinforced Concrete Pipe (Class III)	Lin. Ft.		0	~~2268~~	2,176	~~2268~~	2,176	
4-10-9	36" Reinforced Concrete Pipe (Class III)	Lin. Ft.		0	~~784~~	752	~~784~~	752	
4-10-10	42" Reinforced Concrete Pipe (Class III)	Lin. Ft.		0	~~780~~	814	~~780~~	814	
4-10-11	48" Reinforced Concrete Pipe (Class III)	Lin. Ft.		0	~~148~~	30	~~148~~	[illegible]	
4-10-12	54" Reinforced Concrete Pipe (Class III)	Lin. Ft.		0	~~300~~	320	~~300~~	320	
4-10-13	60" Reinforced Concrete Pipe (Class III)	Lin. Ft.		0	~~292~~	320	~~292~~	320	
4-10-41	18" Corrugated Metal Pipe Culvert (Asbestos Bonded)	Lin. Ft.		0	~~160~~	[illegible]	~~160~~	[illegible]	312
4-10-43	24" Corrugated Metal Pipe Culvert (Asbestos Bonded)	Lin. Ft.		0	~~688~~	666	~~688~~	666	
4-10-45	36" Corrugated Metal Pipe Culvert (Asbestos Bonded)	Lin. Ft.		0	~~92~~	96	~~92~~	96	
4-10-5x	18" Reinforced Concrete Pipe (Class III) (Rubber Gasket Joints)	Lin. Ft.		0	~~312~~	312	~~312~~	312	
5-1-2	14" Precast Concrete Piles	Lin. Ft.	~~480~~	440	~~2360~~	2,360	~~2840~~	2,800	
5-1-3	16" Precast Concrete Piles	Lin. Ft.	~~2240~~	2,079	~~6640~~	7,070	~~8880~~	9,149	
5-1-3x	16" Precast Concrete Piles (Reject) [illegible]	Lump		0		2,499.00		2,499.00	
5-1-6	24" Precast Concrete Piles	Lin. Ft.	~~11080~~	11,050		0	~~11080~~	11,050	
5-1-26	Unloaded Concrete Test Piles	Each	~~4~~	4	~~4~~	4	~~8~~	8	
5-1-30	Loading Test Piles	Each	~~4~~	4	~~4~~	4	~~8~~	8	
5-10-1	Concrete Approach Slabs	Sq. Yd.	~~253.64~~	251.28	~~1339.56~~	1,333.44	~~1593.20~~	1,585.12	
5-11-1	New Barbed Wire Fence	Sta.		0	~~303.57~~	606.97	~~303.57~~	606.97	
5-11-2	New Combination Mesh & Barbed Wire Fence	Sta.		0	~~10.84~~	9.41	~~16.30~~	9.41	
5-11-3	Rebuilt Fence	Sta.		0	~~6.62~~	4.01	~~6.62~~	4.01	
~~5-11-4~~	~~New Fence Posts~~ Elim by FC/CO SA #6	~~Post~~			~~61~~		~~61~~		
5-12-2	Single Swinging Driveway Gate	Gate		0	~~93~~	80	~~98~~	80	
~~5-12-3~~	~~Double Swinging Driveway Gate~~ Elim by FC/CO SA #23	~~Double Gate~~		0	~~1~~	0	~~1~~	0	
5-14-1	Concrete Handrail	Lin. Ft.	~~5680.32~~	5,663.12	~~2268.32~~	2,264.00	~~7931.84~~	[illegible]	7927.12
5-15-1	Right of Way Marker (Concrete Posts)	Marker		0	~~205~~	186	~~205~~	186	
5-16-2	Catch Basins	Each		0	~~31~~	31	~~31~~	31	
5-16-3	Manholes	Each		0	~~4~~	4	~~4~~	4	
5-19-3	Concrete Cast in Place Revetments (4" Thick)	Sq. Yd.	~~1435~~	971.94	~~1028~~	[illegible]	~~2763~~	[illegible]	2,6[illegible].56
~~5-19-6~~	~~Pneumatically Applied Mortar Revetments (2" Thick) (Alt)~~ [illegible]	~~Sq. Yd.~~	~~1435~~		~~1028~~		~~2763~~		
5-20-3	Combination Curb and Gutter (Barrier X Type "A") *	Lin. Ft.		0	~~2389.06~~	2,910.86	~~2389.06~~	2,910.86	
5-20-3x	Combination Curb and Gutter (Barrier X Type "B") ★	Lin. Ft.		0	~~3688.22~~	3,682.85	~~3688.22~~	3,682.85	
5-20-3y	Combination Curb and Gutter (Mountable) (Type "A") *	Lin. Ft.		0	~~5783.43~~	5,763.35	~~5783.43~~	[illegible]	
5-20-3z	Combination Curb and Gutter (Mountable) (Type "B") ★	Lin. Ft.		0	~~2743.05~~	2,652.11	~~2743.05~~	[illegible]	
5-20-5	Integral Concrete Curb (Mountable Type)	Lin. Ft.		0	~~333.70~~	333.70	~~333.70~~	333.70	
5-28-1	Removal & Relocation of Buildings and Miscellaneous Structures	Unit		0	~~4~~	1,296.00	~~4~~	[illegible]	
5-22-4	Removal of Culverts	Each		0	~~1~~	1	~~1~~	1	
5-29-1	Signs & Barricades	Lump	~~Lump~~	1,655.35	~~Lump~~	11,900.00	~~Lump~~	20,3[illegible]	
5-33-2	Deep Beam Blocked Out Highway Guardrail	Lin. Ft.	~~500~~	200.66	~~1500~~	4,193.35	~~2000~~	4,393.[illegible]	
5-33-3	Guardrail Terminal Anchor Sections	Each	~~4~~	4	~~12~~	36	~~16~~	40	
5-28-2	Moving of Buildings and Miscellaneous Structures	Bldg. Ft.		0	~~60~~	77.00	~~60~~	77.00	77.00
5-1	Type III Precast Prestressed Concrete Girders	Lin. Ft.	~~11200~~	11,1[illegible]		0	~~11200~~	11,1[illegible]	
5-2	Preformed Compression Joint Seal	Lin. Ft.	~~1428~~	[illegible]	~~490~~	[illegible]	~~1918~~	[illegible]	1994.[illegible]
5-3	Shear Connectors	Lump		0	~~Lump~~	4,250.00	~~Lump~~	4,250.00	
5-4	Hauling Salvaged Material	Lump	~~Lump~~	0	~~Lump~~	1,500.00	Lump	1,500.00	
~~5-5~~	~~Single Line Rice Levee~~ Elim by SA #23	~~Sta.~~		0	~~42.40~~	0	~~42.40~~	0	
~~5-6~~	~~Double Line Rice Levee~~ Elim by SA #23	~~Sta.~~		0	~~8.60~~	0	~~8.60~~	0	
5-7	Constructing Headlands	Sta.		0	~~188.76~~	330.23	~~188.76~~	330.27	
5-8	Field Laboratory	Each		0	~~2~~	2	~~2~~	2	
~~5-9~~	~~Field Laboratory for Asphaltic Concrete Pavement~~ Elim by SA #25	~~Each~~		0	~~1~~	0	~~1~~	0	
5-10	Magnetic Particle Inspection	Lin. Ft.		0	~~100~~	1,392	~~100~~	1,392	
~~5-11~~	~~Bedding Material~~ Elim by FC/CO SA #4	~~Cu. Yd.~~		0	~~5175~~	0	~~5175~~		
~~6-8-4~~	~~Poured-in-Place Joint Seal (Alt)~~ No Bid Alt.	~~Lin. Ft.~~	~~1018~~		~~406~~		~~1824~~		
5-11-1X	New Barbed Wire Fence (4" [illegible] spacing) SA #5	Sta.		0		71.3[illegible]		71.3[illegible]	
5-11-2X	New Combination Mesh & Barbed Wire Fence (4" [illegible] Spacing) SA #5	Sta.		0		4.12		4.1[illegible]	
5-16-6X	Catch Basin (Type [illegible]) SA #21	Each		0		1		1	
5-19-3X	Concrete Cast in Place Revetment (4" Thick) (Paved Gutter) SA #9	Sq. Yd.		0		14.37		[illegible]	
5-33-2A	Deep Beam Blocked Out Highway Guardrail (Adjacent to [illegible] Ditch)	Force Acct. (SA #18)		0		[illegible]		[illegible]	
5-33-2B	Resetting & Removing Existing Beam Railing (to Guardrail Posts)	Force Acct. (SA #18)		0		[illegible]		[illegible]	

* For Detail See Sheet Nº 2d & 2g
** For Detail See Sheet Nº 2e
⊗ Quantity Shown Based on Compaction Factor of 1.9. The Project Engineer Shall Adjust The Pay Quantity According To Type of Surface Course Used.

NOTE:
The Removal of Asphalt Surfaced Roads, Including The Base, Shall Be Paid For As Common Excavation.

Item No.	Item	Unit	FG-121(11)	F-121(11)	S.P. 424-04-07
5-33-3A	Bridge End Terminal Section (SA #18)	Lin. Ft.	100	300	400
5-12	Pipe Bedding Material (Reef Shell) SA #2	Cu. Yd.	0	[illegible]	[illegible]
5-13	Extending Cross Drain (SA #4)	Lump	0	1,154.28	[illegible]
5-14	Manipulating Lime (SA #11)	Sq. Yd.	0	6,628.23	[illegible]
5-15	Lime (SA #11)	Ton	0	[illegible]	[illegible]
5-16	Cement (SA #12)	Bbl	11[illegible]	[illegible]	[illegible]
5-17	Armory Joints (SA #17)	Lump	41.60	1,157.52	1,199.[illegible]
5-18	Bridge Guardrail Connections (SA #19)	Each	4	[illegible]	[illegible]
5-21	Metal Pedestal Guardrail (SA #20)	Force Acct.	0	7831.74	[illegible]
3-5-3A	Portland Cement Concrete Pavement (9") (Reverse Pay) SA #22	Sq. Yd.	0	14,083	14,083
3-5-3B	Portland Cement Concrete Pavement (8") (Reduced Pay) SA #22	Sq. Yd.	0	14,083	[illegible]

Date	Description	By
10-27-66	Items 2-7-1, 3-5-3 Revised	M.I.H.
10-17-66	Items 2-7-1, 3-6-5, 4-6-1, 5-12-1, 5-14-1, 5-19-1, 5-10-1 Revised; Items 5-11-2 & 5-11-3 Added	M.L.H.
6-7-66	Items 5-1-1, 3-5-3, 5-20-3x, 3-8-20-3z Revised; Items 3-6-1 & 5-6-2 Deleted; Items 3-6-5 & 3-6-7 Added	M.I.H.
3-28-66	Item 5-28-1 Revised; Item 5-28-2 Added	M.I.H.

REVISIONS

SUMMARY SHEET
SHEET 6 OF 6 SHEETS
DATE: MARCH 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

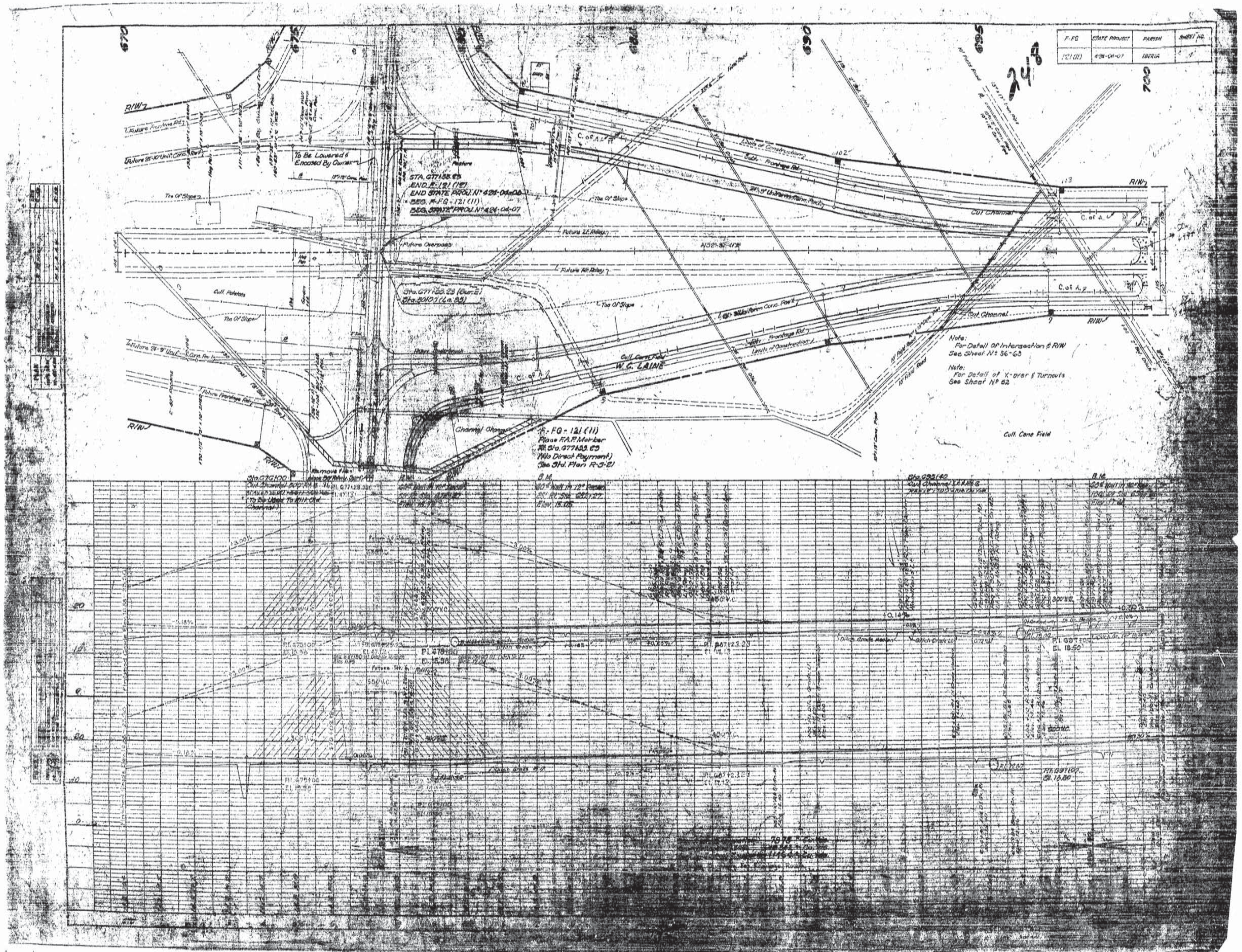
DESIGNED | DETAILED A. KESSLER | TRACED MOORE
CHECKED | CHECKED K. [illegible] | CHECKED W.E. [illegible]
HIGHWAY

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	3o

247
Purple Tab

7-12-72

12



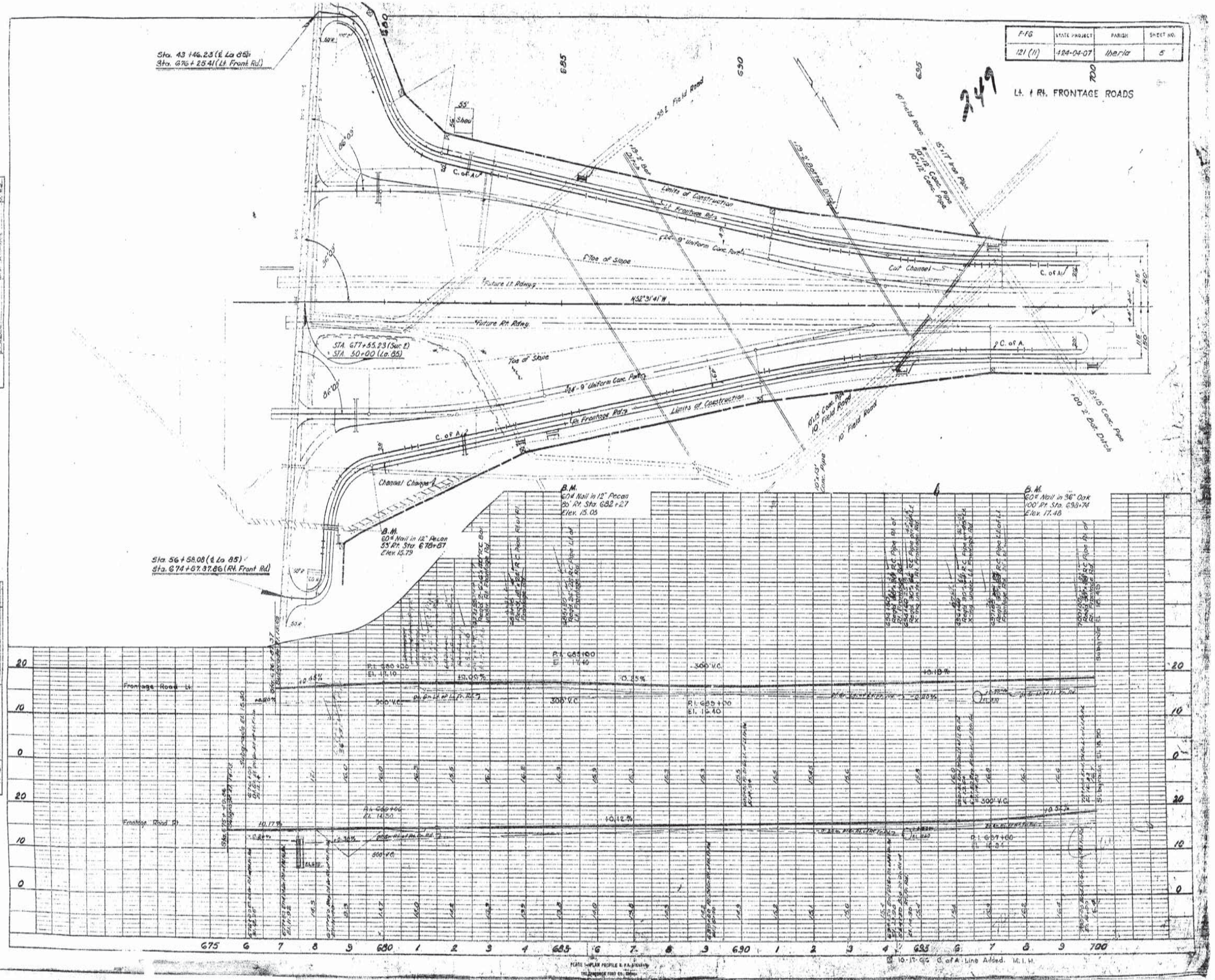
F-FG
STATE PROJECT
PARISH
SHEET NO.
121 (11)
424-04-07
IBERIA
248
670
675
690
695
700
R/W
To Be Lowered & Encased By Owner
STA. G77+58.63
END. F-121 (12)
END STATE PROJ. N° 424-04-06
BEG. F-FG-121 (11)
BEG. STATE PROJ. N° 424-04-07
Future Overpass
Toe Of Slope
Cult. Potatoes
C. of Λ 1
C. of Λ 2
Cult. Channel
W. C. LAINE
Cult. Cane Field
Note:
For Detail Of Intersection & R/W
See Sheet N° 56-63
Note:
For Detail of X-over & Turnouts
See Sheet N° 62
F-FG-121 (11)
Place F.A.P. Marker
Rt. Sta. G77+33.63
(No Direct Payment)
(See Std. Plan R-5-21)
B.M.

AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	5

349

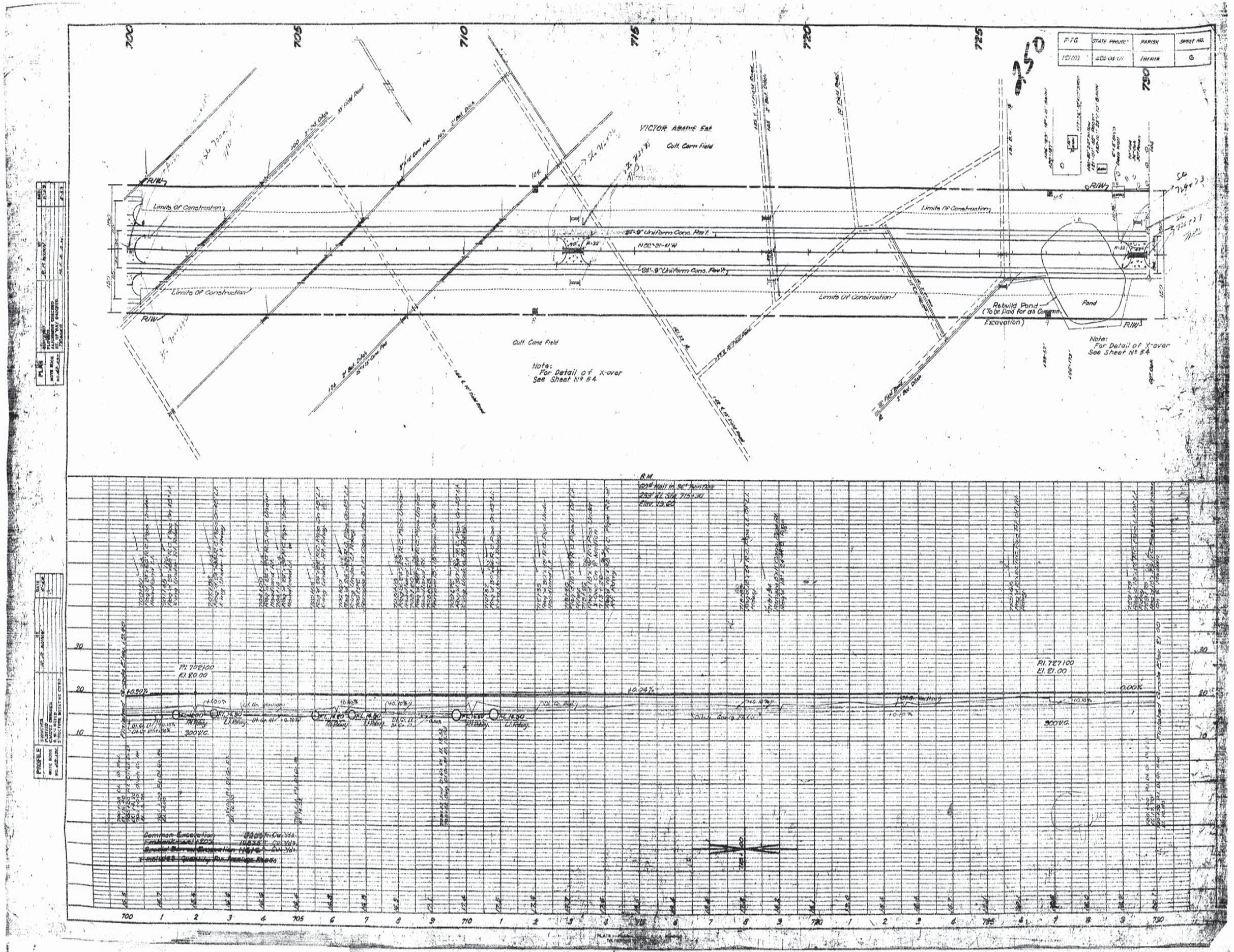
LT. & RT. FRONTAGE ROADS



10-17-66 C. of A. Line Added. M.L.H.

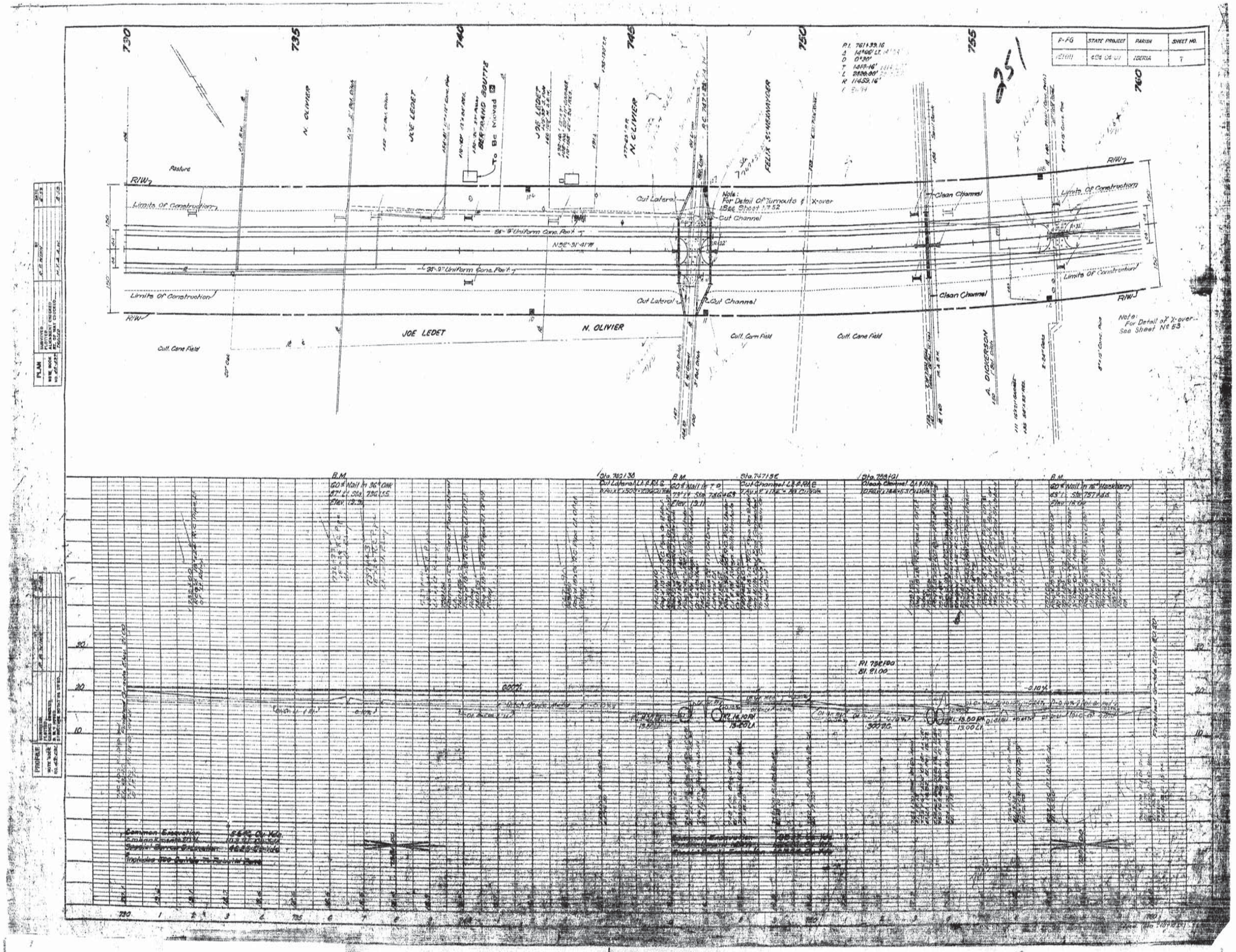
12

AS BUILTS



P.T.G.
STATE PROJECT
PARISH
SHEET NO.
IBERIA
G
VICTOR ABADIE Est.
Cult. Corn Field
Limits Of Construction
Cult. Cane Field
Rebuild Pond (To be Paid for as Common Excavation)
Pond
Note: For Detail of X-over See Sheet No 54
Note: For Detail of X-over See Sheet No 54
R.M.
Pl. 702+00
El. 20.00
Pl. 727+00
El. 21.00
300' V.C.
PROFILE

AS BUILTS

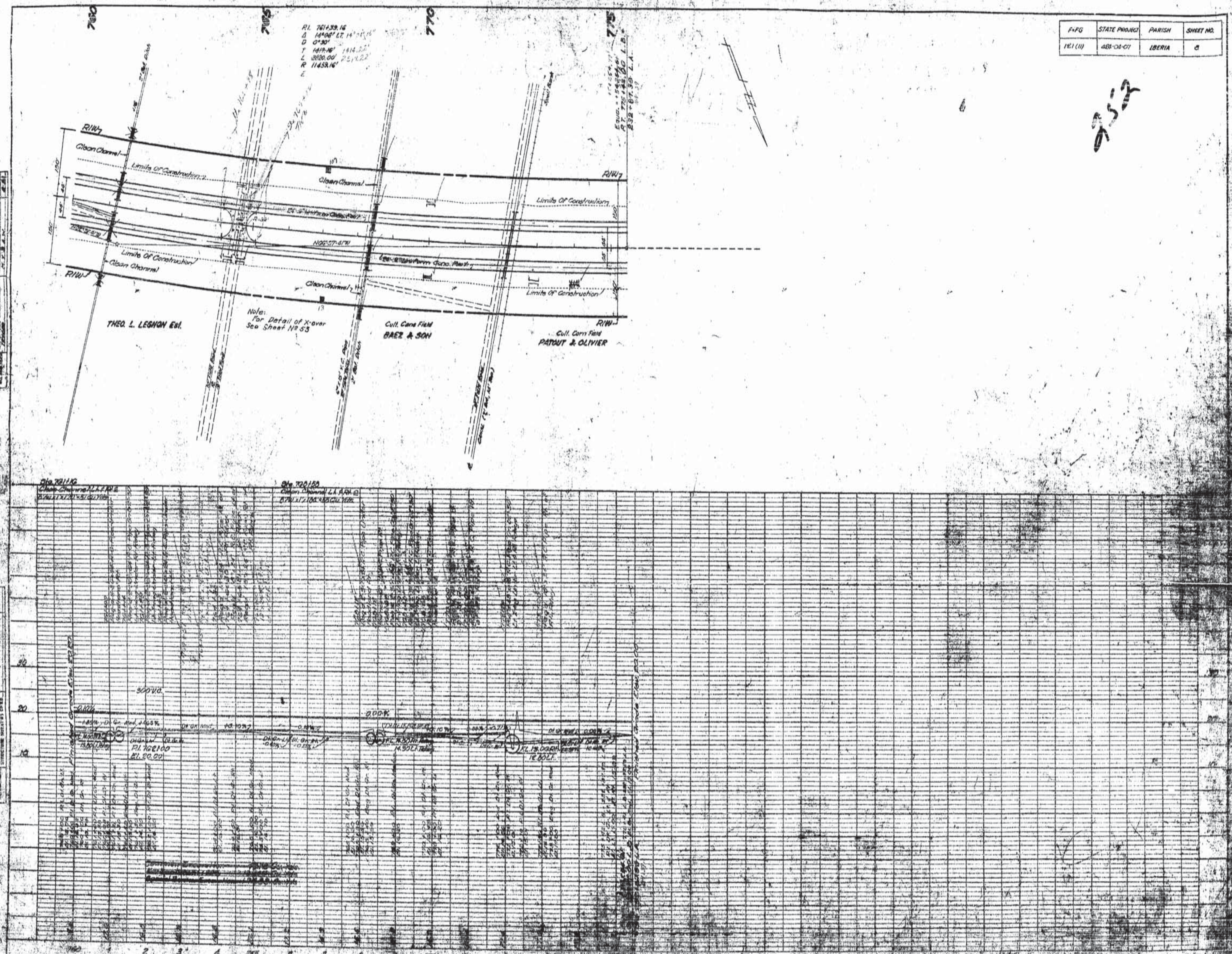


F-FG
STATE PROJECT
PARISH
SHEET NO.
IBERIA
7
730
735
740
745
750
755
760
P.I. 761+39.16
Δ 14°06' LT.
D 0°30'
T 1417.16'
L 2820.00'
R 11459.16'
251
N. OLIVIER
JOE LEDET
BERTRAND BOUTTE
To Be Moved
FELIX SCHEXNAYDER
Pasture
R/W
Limits Of Construction
Cut Lateral
Cut Channel
Clean Channel
Note: For Detail Of Turnouts & X-over See Sheet No 52
Note: For Detail of X-over See Sheet No 53
24'-9" Uniform Conc. Pav't
N52°-31'-41"W
Cult. Cane Field
Cult. Corn Field
A. DICKERSON
B.M.
60# Nail in 36" Oak
Elev. 19.91
Sta. 747+38
Cut Lateral Lt. & Rt. ℄
Sta. 747+38
Cut Channel Lt. & Rt. ℄
Sta. 753+01
Clean Channel Lt. & Rt. ℄
Rt. 752+00
Rt. 21.00
Common Excavation
Embankment
Special Borrow Excavation
Includes 500 Cu Yds To Subsoil Base

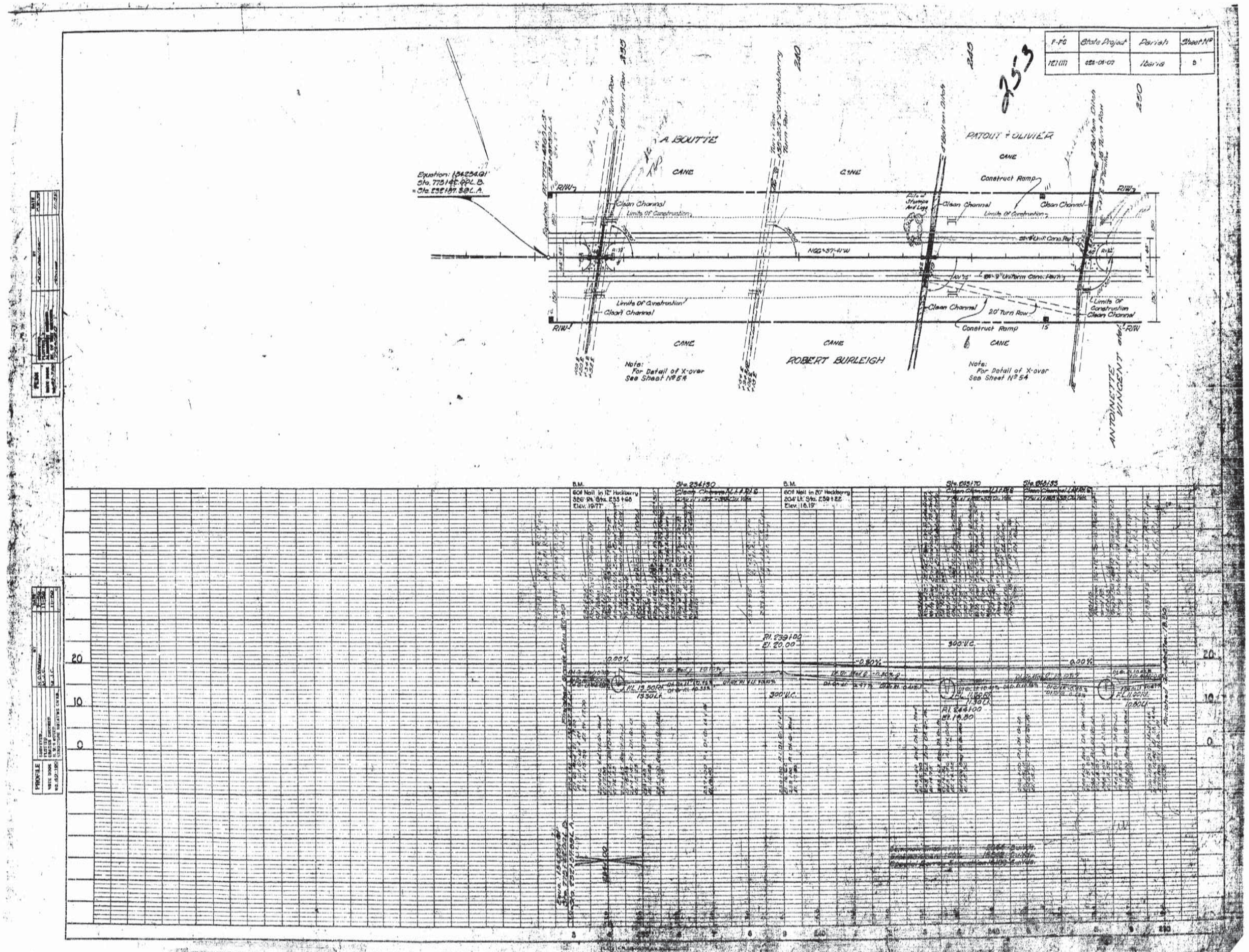
AS BUILTS

F.A.P.G.	STATE PROJECT	PARISH	SHEET NO.
161 (11)	483-01-07	IBERIA	8

252



AS BUILTS

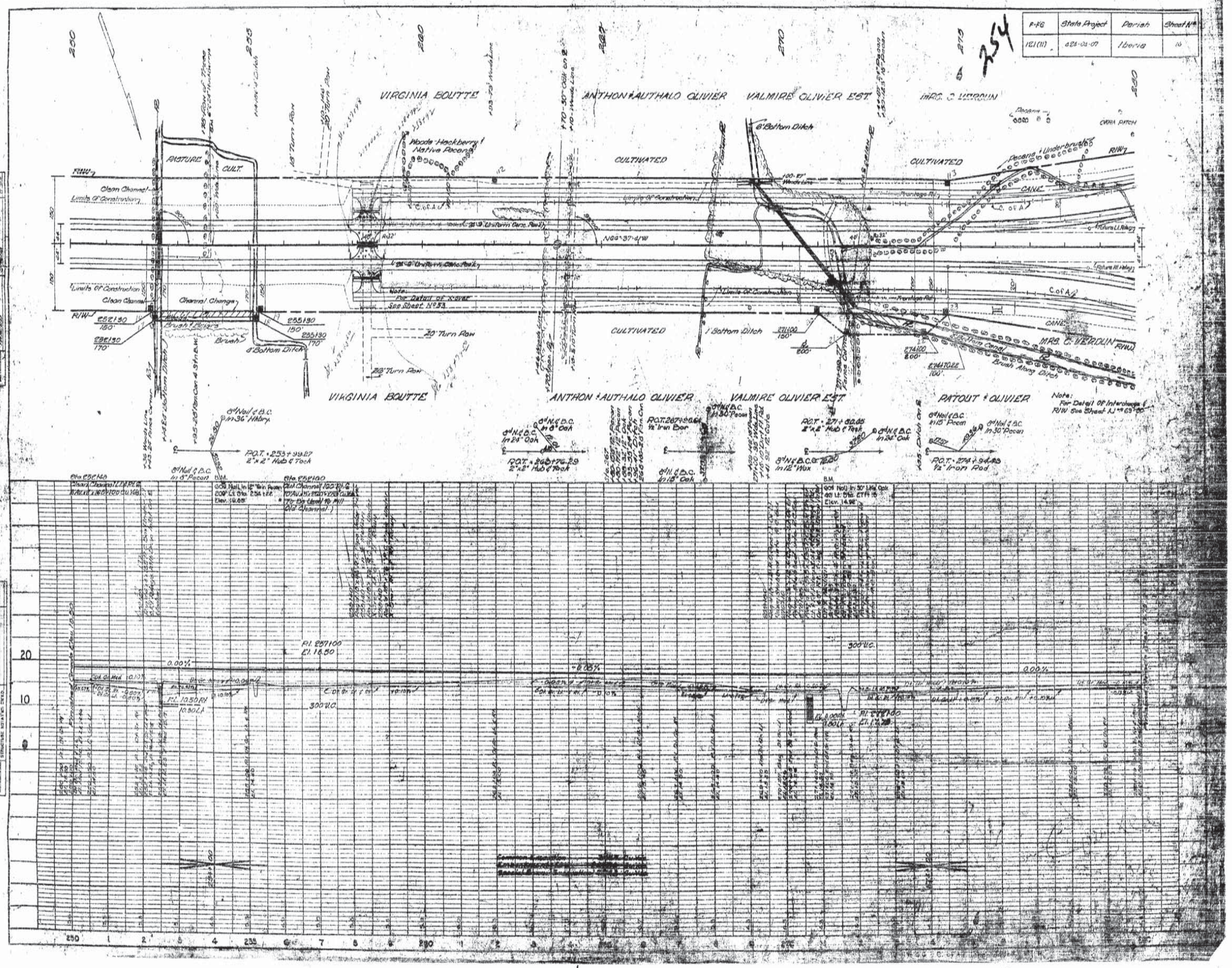


F-FG
State Project
Parish
Sheet No
Iberia
253
A. BOUTTE
PATOUT + OLIVIER
ROBERT BURLEIGH
ANTOINETTE VINCENT
CANE
Construct Ramp
Clean Channel
Limits Of Construction
Note: For Detail of X-over See Sheet No 54
Note: For Detail of X-over See Sheet No 54
20' Turn Row
Uniform Conc. Pavt.
Pile of Stumps And Logs
Equation: 1+54.254.61' Sta. 775+45.00 L.B. = Sta. 232+87.38 L.A.
B.M. 60# Nail in 12" Hackberry 326' Rt. Sta. 233+68 Elev. 19.77'
B.M. 60# Nail in 20" Hackberry 204' Lt. Sta. 239+22 Elev. 16.19'
Sta. 234+30
Sta. 243+70
Sta. 248+33
Rl. 239+00 El. 20.00
Rl. 244+00 El. 16.80
300' V.C.
0.00%
-0.80%
20
10
0

AS BUILTS

F-FG	State Project	Parish	Sheet No.
121(11)	824-03-07	Iberia	15

254



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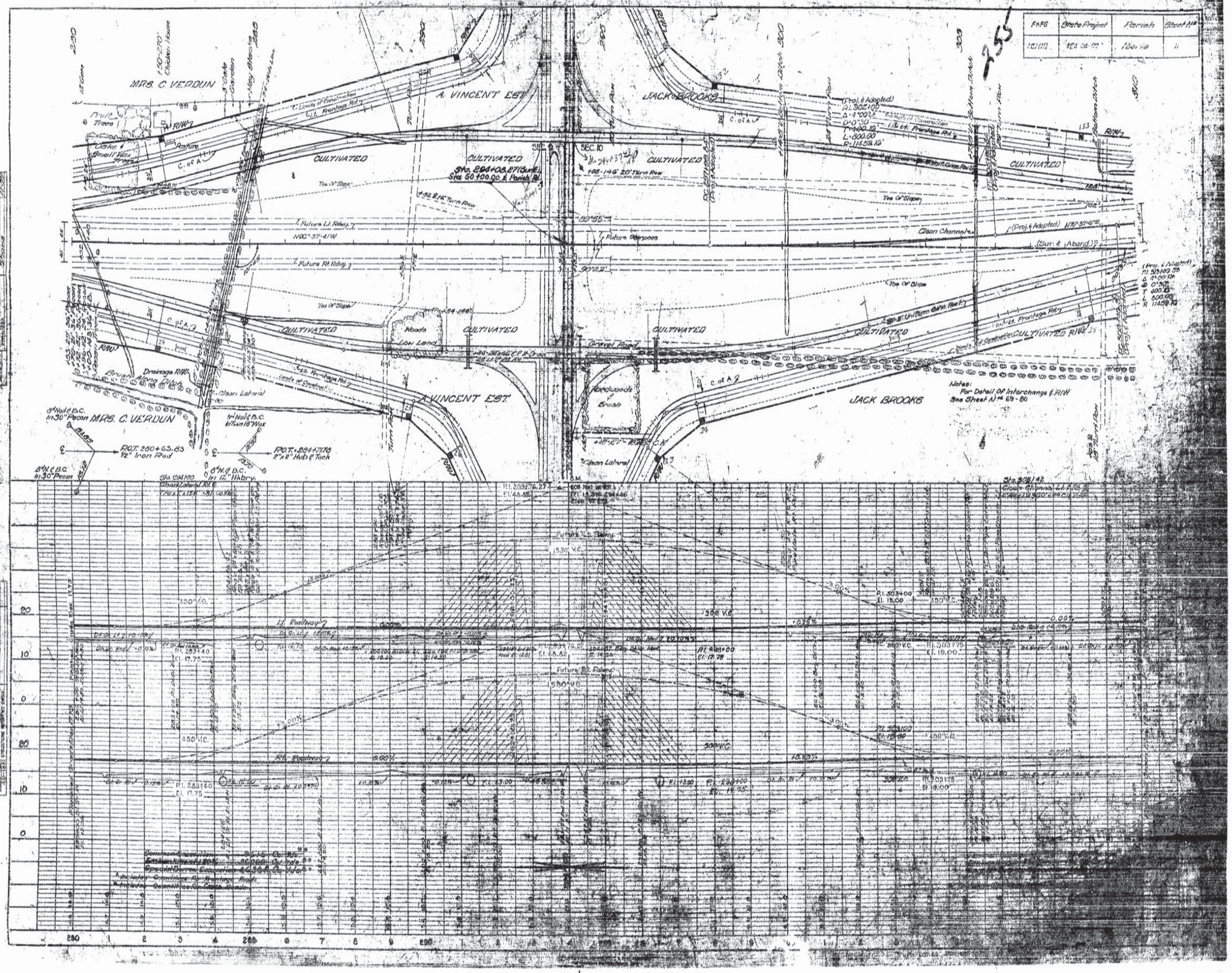
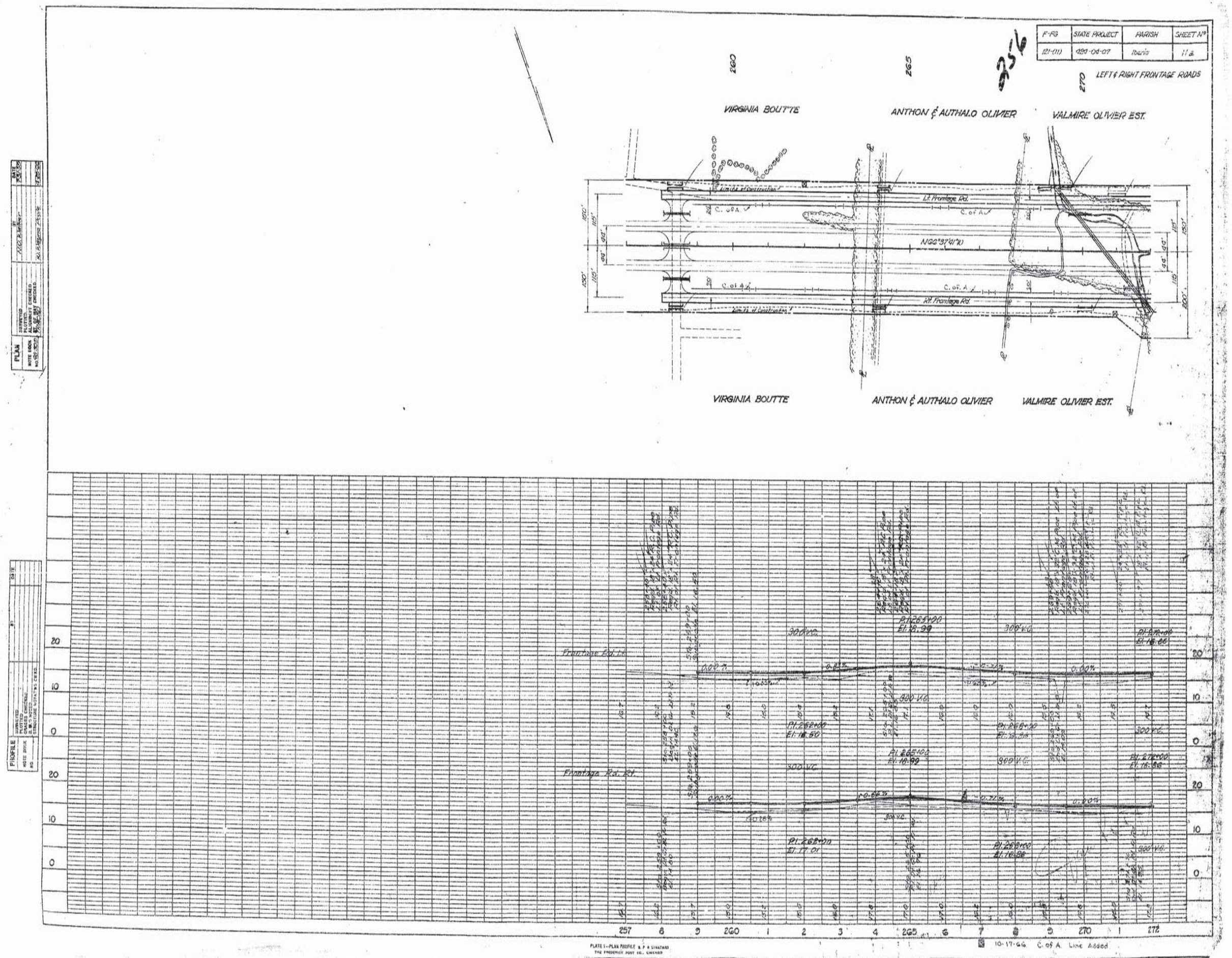


F&FG
State Project
Parish
Sheet No.
MRS. C. VERDUN
A. VINCENT EST.
JACK BROOKS
CULTIVATED
Clean Channel
Future Lt. Rdwy.
Future Rt. Rdwy.
Toe Of Slope
Woods
Low Land
Gravel Road
Drainage R/W
Clean Lateral
Notes:
For Detail Of Interchange & R/W
See Sheet No. 69-80
PROFILE

AS BUILTS



F-FG
STATE PROJECT
PARISH
SHEET No
121-(11)
494-04-07
Iberia
11a
256
LEFT & RIGHT FRONTAGE ROADS
260
265
270
VIRGINIA BOUTTE
ANTHON & AUTHALO OLIVIER
VALMIRE OLIVIER EST.
Lt. Frontage Rd.
Rt. Frontage Rd.
C. of A.
N66°37'41"W
Limits of Construction
Frontage Rd. Lt.
Frontage Rd. Rt.
300' V.C.
PI. 265+00
El. 18.99
PI. 262+00
El. 18.50
PI. 265+00
El. 18.99
PI. 262+00
El. 17.01
PI. 268+00
El. 16.86
PI. 272+00
El. 16.86
257
260
265
270
272
PLATE 1—PLAN PROFILE & P & STANDARD
THE FREDERICK POST CO., CHICAGO
10-17-66 C. of A. Line Added

AS BUILTS

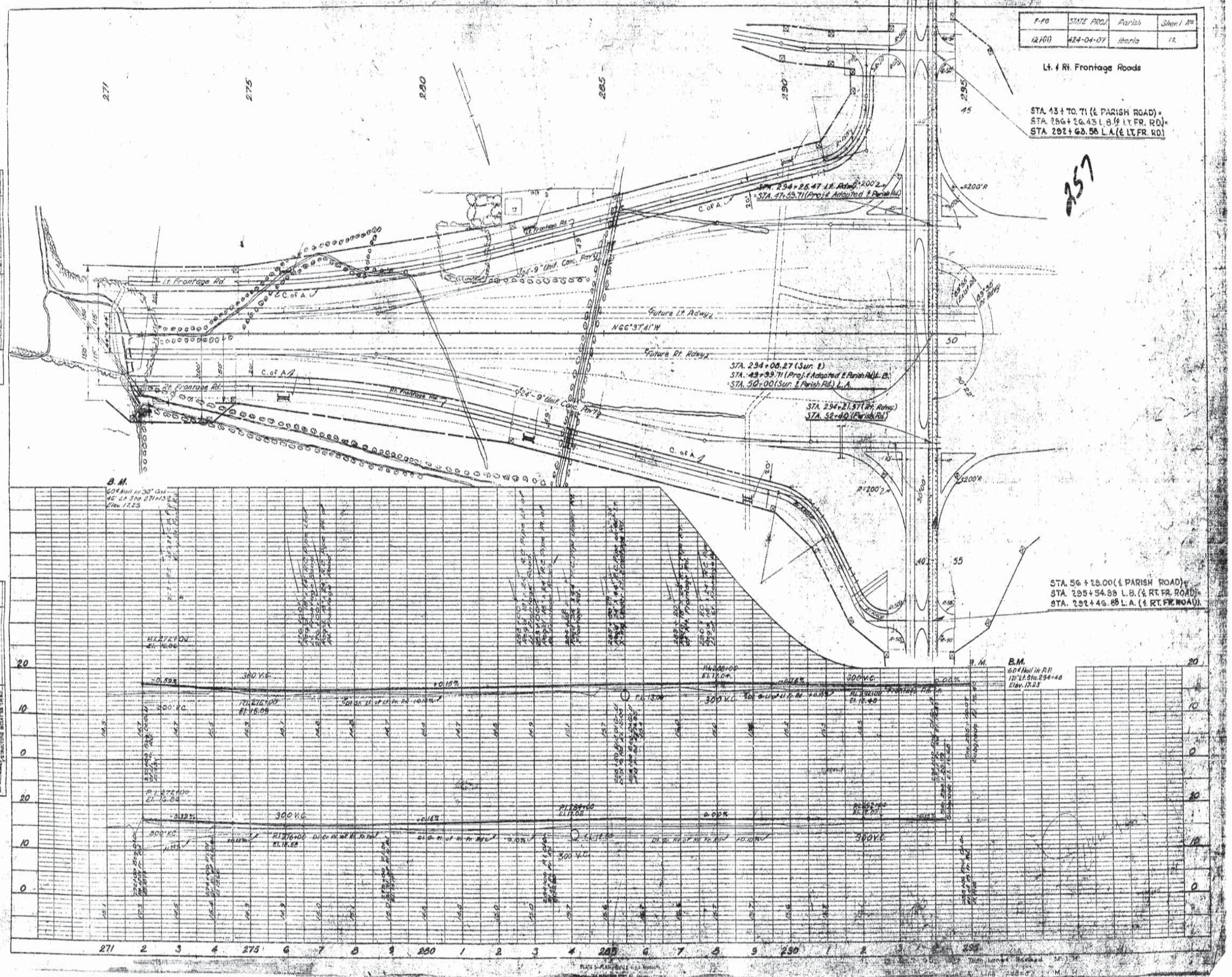
12

F.P.O.	STATE PROJ.	Parish	Sheet No.
12(011)	424-04-07	Iberia	12

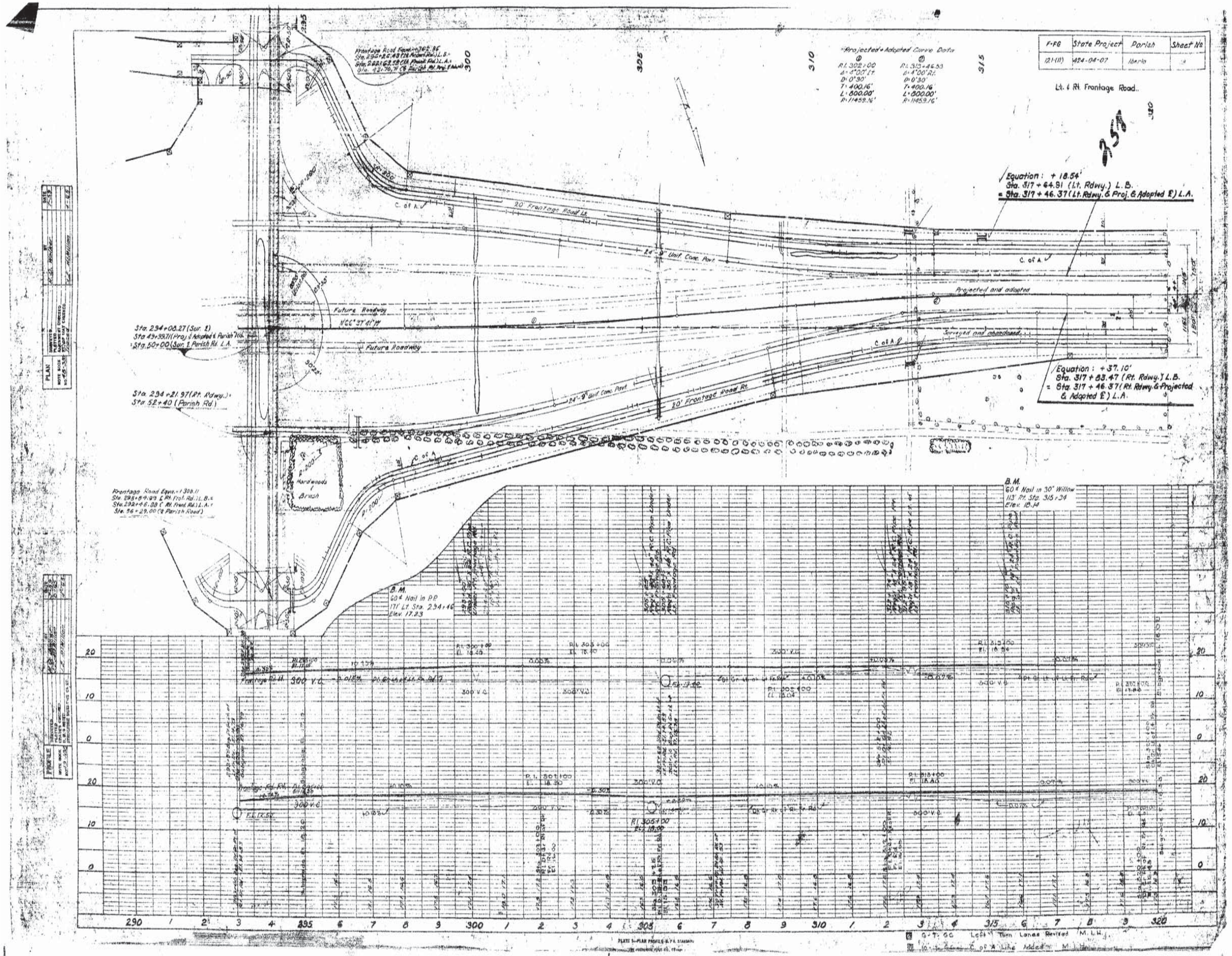
Lt. & Rt. Frontage Roads

STA. 43+70.71 (℄ PARISH ROAD) =
STA. 286+26.43 L.B. (℄ LT. FR. RD) =
STA. 282+68.58 L.A. (℄ LT. FR. RD)

257



AS BUILTS



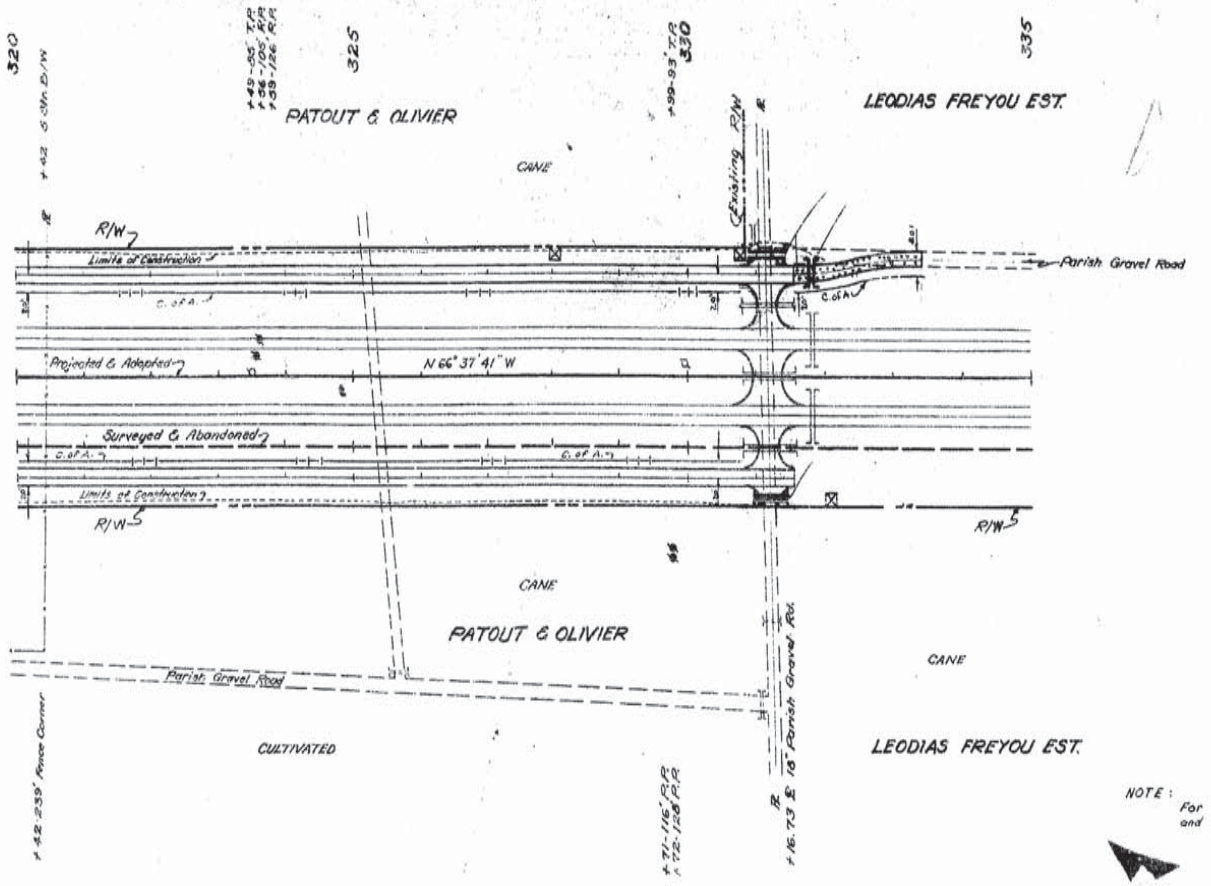
F-FG | State Project | Parish | Sheet No
121-(11) | 424-04-07 | Iberia | 18
Lt. & Rt. Frontage Road.
Projected + Adopted Curve Data
Equation: + 18.54'
Sta. 317 + 64.91 (Lt. Rdwy.) L.B.
= Sta. 317 + 46.37 (Lt. Rdwy. & Proj. & Adopted ℄) L.A.
Equation: + 37.10'
Sta. 317 + 83.47 (Rt. Rdwy.) L.B.
= Sta. 317 + 46.37 (Rt. Rdwy. & Projected & Adopted ℄) L.A.
Sta. 294+08.27 (Sur. ℄)
Sta. 49+99.71 (Proj. & Adopted & Parish Rd.)
Sta. 50+00 (Sur. ℄ Parish Rd. L.A.)
Sta. 294+21.97 (Rt. Rdwy.)
Sta. 52+40 (Parish Rd.)
Future Roadway
Projected and adopted
Surveyed and abandoned
20' Frontage Road Lt.
20' Frontage Road Rt.
24'-9" Unif. Conc. Pavt.
Hardwoods & Brush
B.M.
60# Nail in 30" Willow
113' Rt. Sta. 315+34
Elev. 18.14
B.M.
60# Nail in P.P.
171' Lt. Sta. 294+46
Elev. 17.23
PLAN
PROFILE
PLATE 1—PLAN PROFILE

AS BUILTS

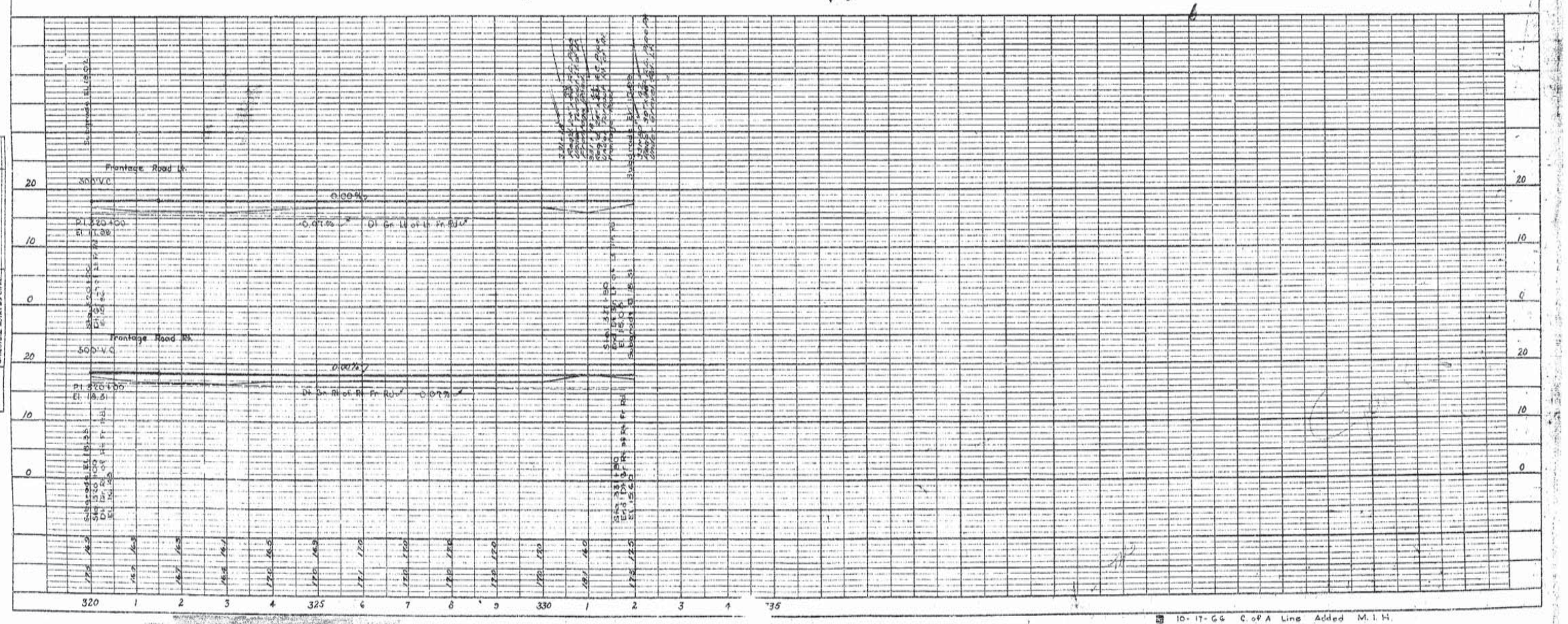
F-FG	STATE PROJECT	PARISH	SHEET No.
121(11)	424-04-07	Iberia	13A

259

LEFT & RIGHT FRONTAGE ROAD

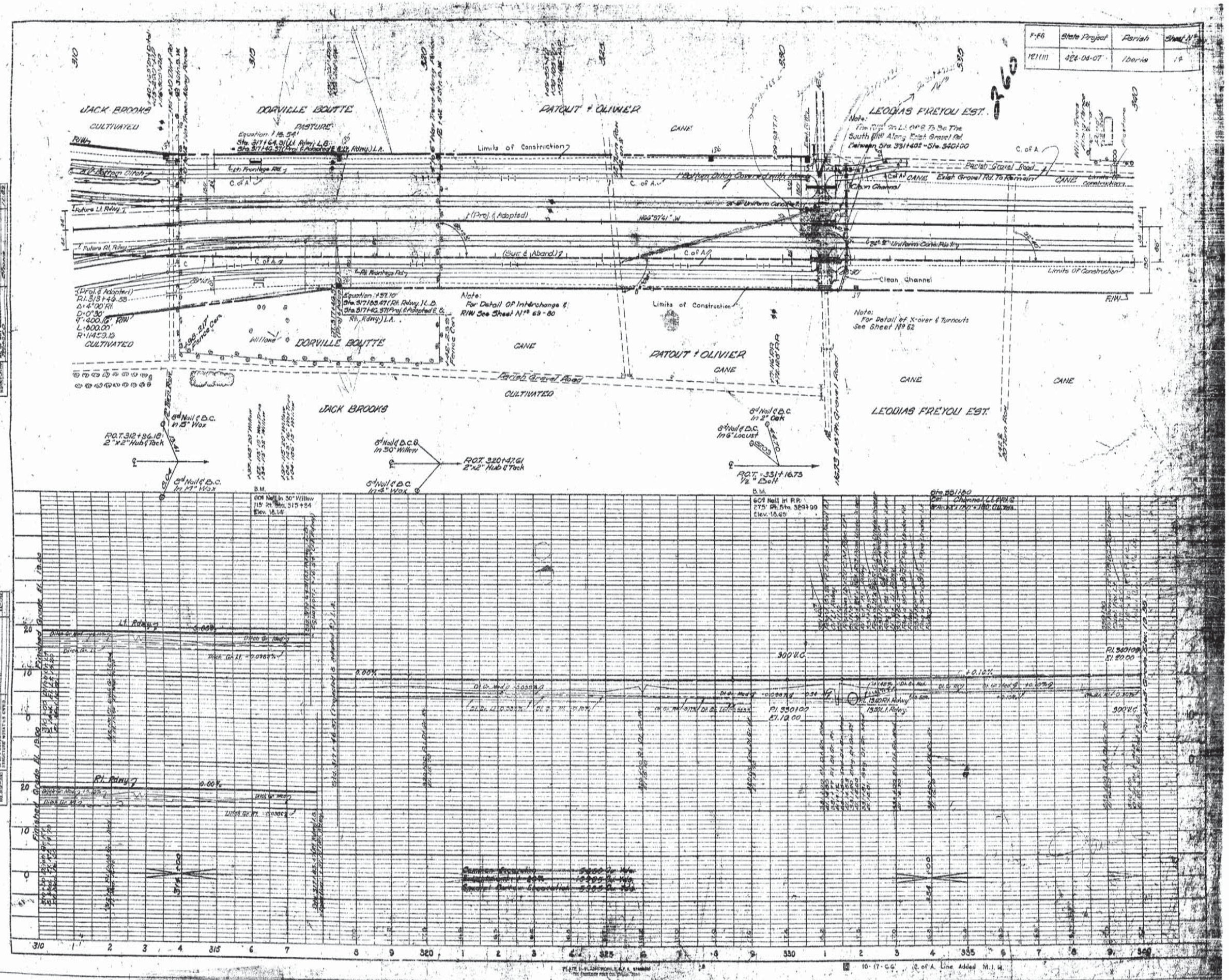


NOTE: For Details of Turnouts, Crossovers and Connections, See Sheet No. 52



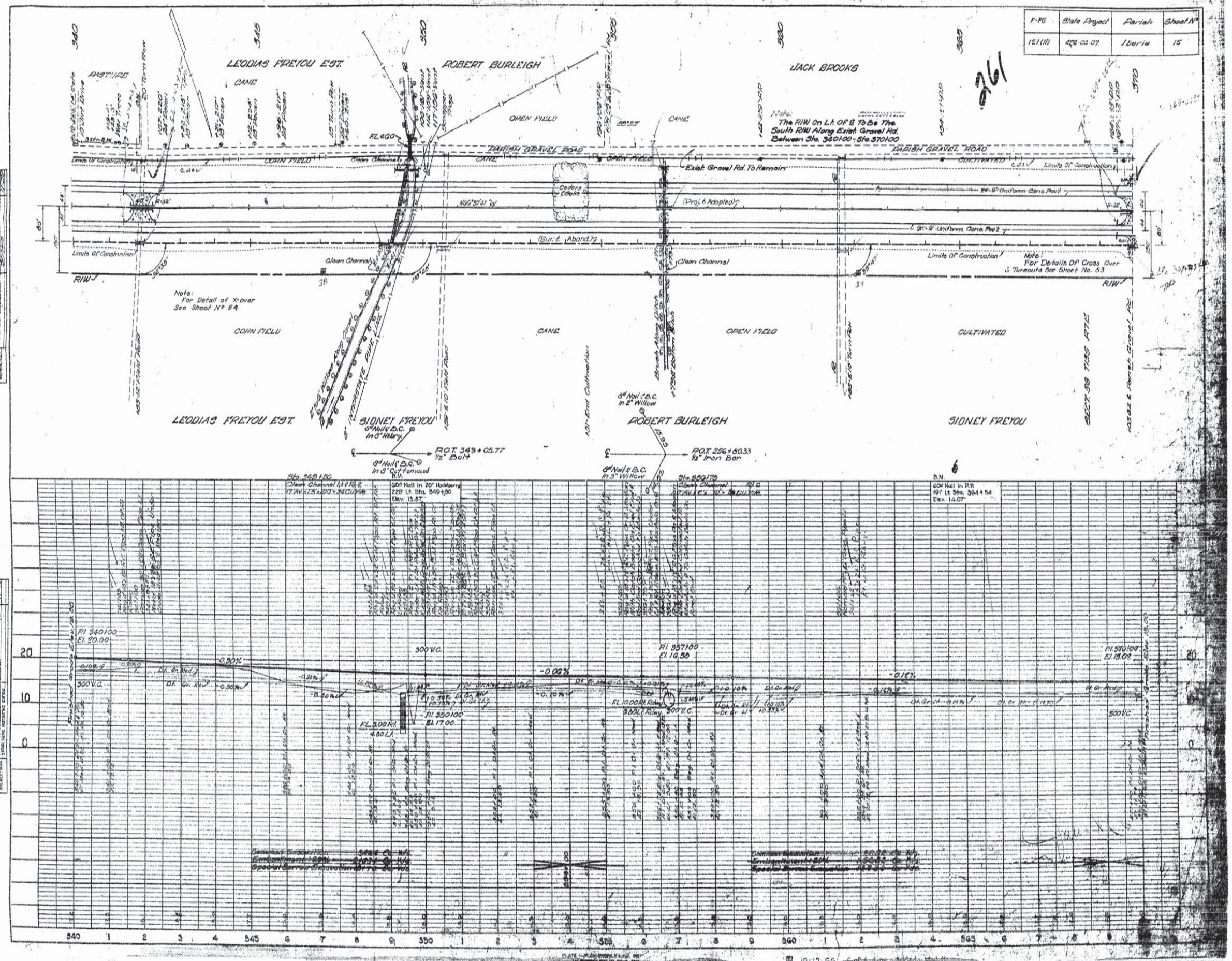
10-17-66 C. of A. Line Added M. I. H.

AS BUILTS



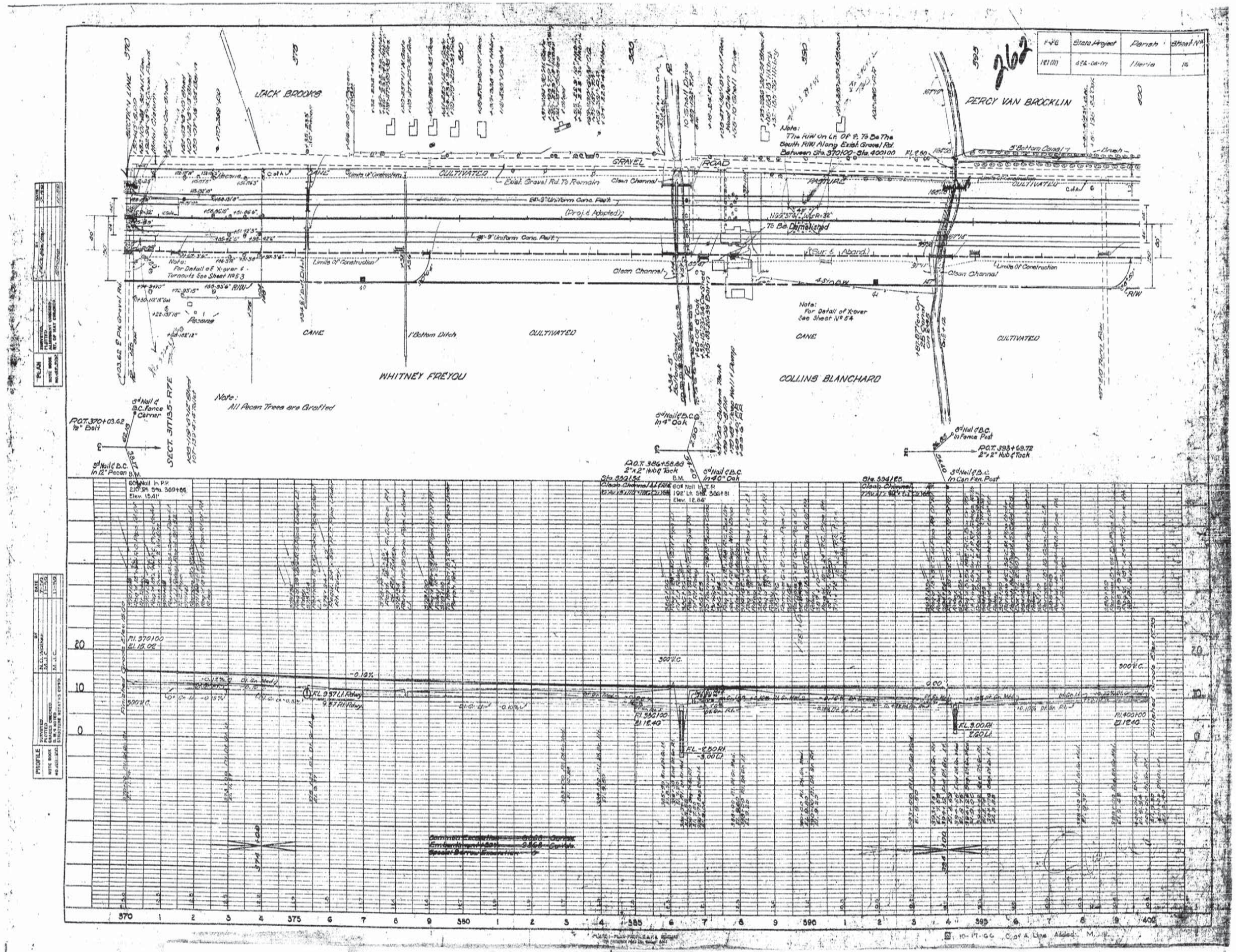
F-F6
State Project
Parish
Sheet No.
121(11)
424-04-07
Iberia
14
JACK BROOKS
CULTIVATED
DORVILLE BOUTTE
PASTURE
PATOUT & OLIVIER
CANE
LEODIAS FREYOU EST.
Limits of Construction
Parish Gravel Road
Clean Channel
Note:
For Detail Of Interchange & R/W See Sheet No. 69-80
Note:
For Detail of X-over & Turnouts See Sheet No. 52
Note:
The R/W On Lt. Of ℄ To Be The South R/W Along Exist. Gravel Rd. Between Sta. 331+40± - Sta. 340+00
Exist. Gravel Rd. To Remain
Future Lt. Rdwy.
Future Rt. Rdwy.
(Proj. & Adopted)
(Sur. & Aband.)
Lt. Rdwy.
Rt. Rdwy.
Finished Grade El. 19.00
Finished Grade El. 19.00
300' V.C.
Rt. 330+00
El. 19.00
Rt. 340+00
El. 20.00
Common Excavation
Structural Excavation
Special Borrow Excavation
PLAN
PROFILE
10-17-66 C. of A. Line Added M.I.W.

AS BUILTS



F-FG | State Project | Parish | Sheet No
121(11) | 424-04-07 | Iberia | 15
261
LEODIAS FREYOU EST.
ROBERT BURLEIGH
JACK BROOKS
PASTURE
CANE
OPEN FIELD
CORN FIELD
CULTIVATED
PARISH GRAVEL ROAD
Exist. Gravel Rd. To Remain
Note: The R/W On Lt. Of ℄ To Be The South R/W Along Exist. Gravel Rd. Between Sta. 340+00 - Sta. 370+00
Note: For Details Of Cross Over & Turnouts See Sheet No. 53
Note: For Detail of X-over See Sheet No 54
Limits Of Construction
Clean Channel
R/W
SIDNEY FREYOU
P.O.T. 349+05.77 1/2" Bolt
P.O.T. 256+80.33 1/2" Iron Bar
8d Nail & B.C. In 8" Hickory
8d Nail & B.C. In 8" Cottonwood
8d Nail & B.C. In 2" Willow
8d Nail & B.C. In 3" Willow
60# Nail In 20" Hackberry 228' Lt. Sta. 349+80 Elev. 15.87'
60# Nail In P.R. 191' Lt. Sta. 364+54 Elev. 14.07'
PI 340+00 El. 20.00
PI 357+00 El. 16.58
PI 370+00 El. 15.00
PI 350+00 El. 17.00
300' V.C.
-0.30%
-0.06%
-0.12%
Finished Grade Elev. 15.00
Common Excavation
Embankment
Special Borrow Excavation
PLAN
PROFILE

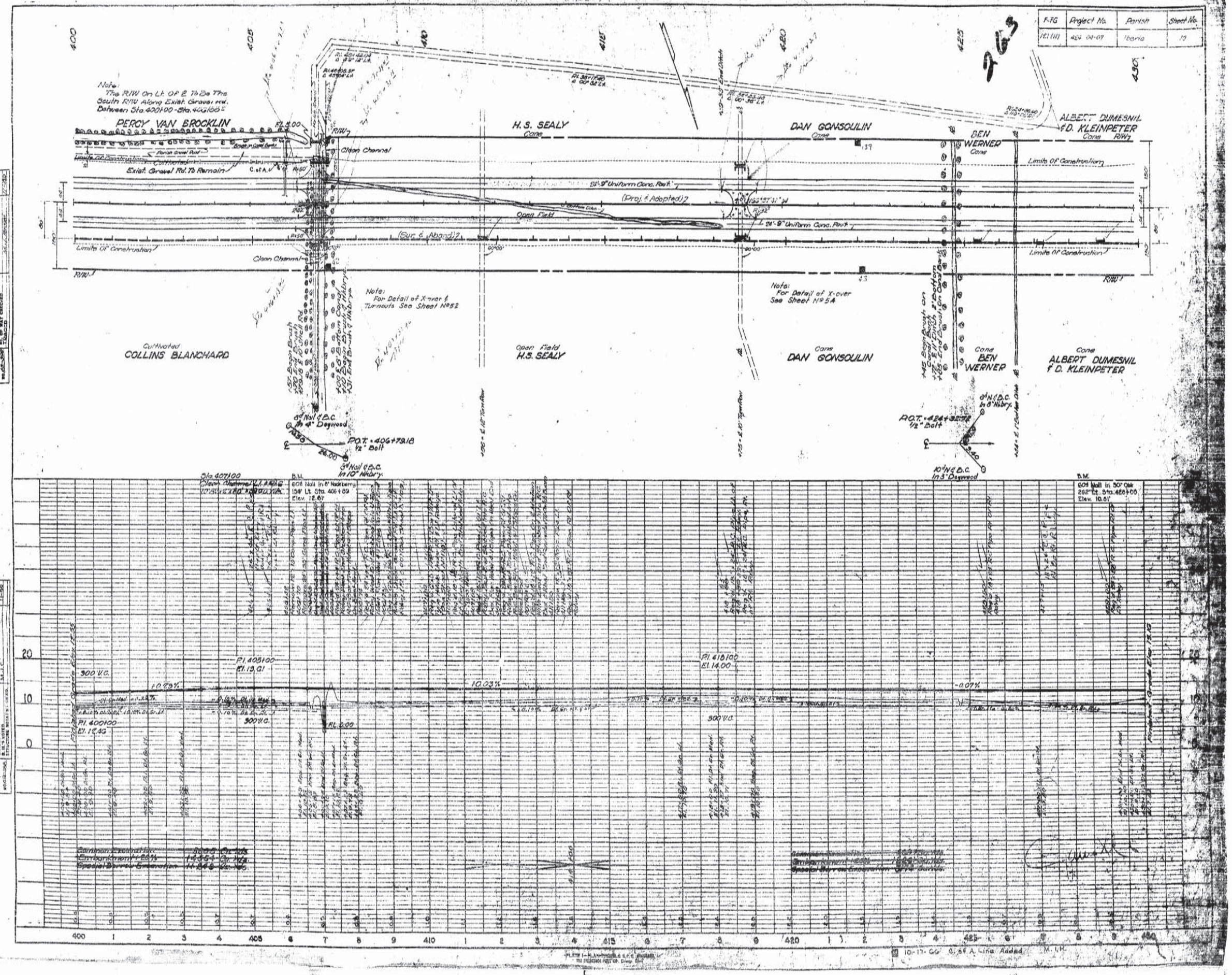
AS BUILTS



262
State Project
Parish
Sheet No.
JACK BROOKS
PERCY VAN BROCKLIN
GRAVEL ROAD
CANE
CULTIVATED
PASTURE
Exist. Gravel Rd. To Remain
Clean Channel
Limits Of Construction
Note: The R/W On Lt. Of ℄ To Be The South R/W Along Exist. Gravel Rd. Between Sta. 370+00 - Sta. 400+00
To Be Demolished
Note: For Detail of X-over & Turnouts See Sheet No. 53
Note: For Detail of X-over See Sheet No. 54
Note: All Pecan Trees are Grafted
WHITNEY FREYOU
COLLINS BLANCHARD
SECT. 317135-R7E
P.O.T. 370+03.62 1/2" Bolt
P.O.T. 386+58.88 2"x2" Hub & Tack
P.O.T. 393+69.72 2"x2" Hub & Tack
Finished Grade Elev. 15.00
Fl. 370+00 El. 15.02
Fl. 386+00 El. 12.40
Fl. 400+00 El. 12.40
300' V.C.
Common Excavation
Embankment
Special Borrow Excavation
10-17-66 C. of A. Line Added

12

AS BUILTS

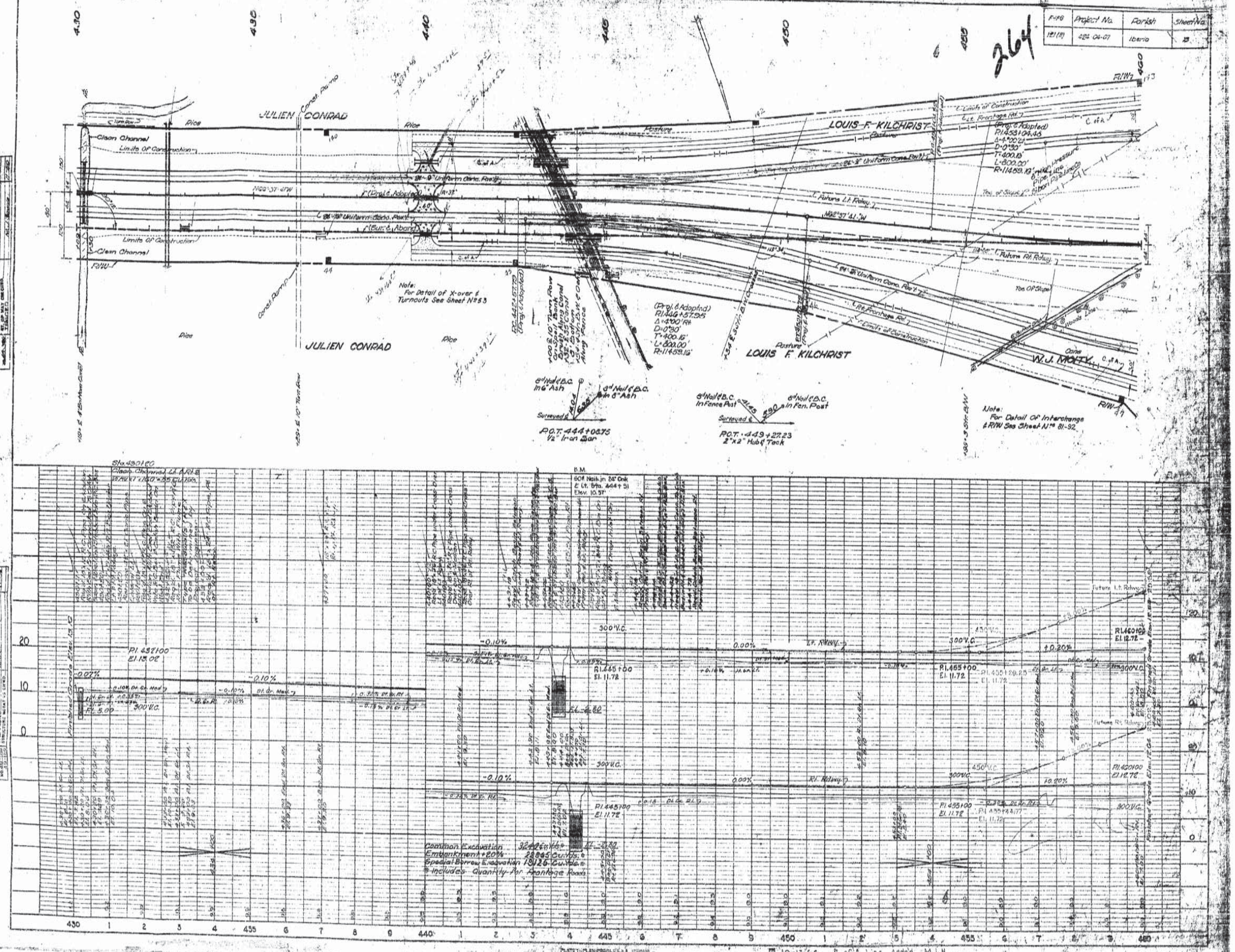


F.F.G.
Project No.
Parish
Sheet No.
Note:
The R/W On Lt. Of ℄ To Be The South R/W Along Exist. Gravel Rd. Between Sta. 400+00 - Sta. 406+88±
PERCY VAN BROCKLIN
H. S. SEALY
DAN GONSOULIN
BEN WERNER
ALBERT DUMESNIL & D. KLEINPETER
Exist. Gravel Rd. To Remain
Clean Channel
Limits Of Construction
24'-9" Uniform Conc. Pavt.
(Proj. & Adopted)
Open Field
(Sur. & Aband.)
Note:
For Detail of X-over & Turnouts See Sheet No. 52
Note:
For Detail of X-over See Sheet No. 54
Cultivated
COLLINS BLANCHARD
Open Field
H. S. SEALY
Cane
DAN GONSOULIN
Cane
BEN WERNER
Cane
ALBERT DUMESNIL & D. KLEINPETER
P.O.T. = 406+79.18
1/2" Bolt
P.O.T. = 424+32.72
1/2" Bolt
Sta. 407+00
Clean Channel
B.M.
P.I. 405+00
El. 13.61
P.I. 418+00
El. 14.00
P.I. 400+00
El. 12.46
300' V.C.
10.03%
-0.07%
Common Excavation
Embankment
Special Borrow Excavation
10-17-66 C. of A. Line Added

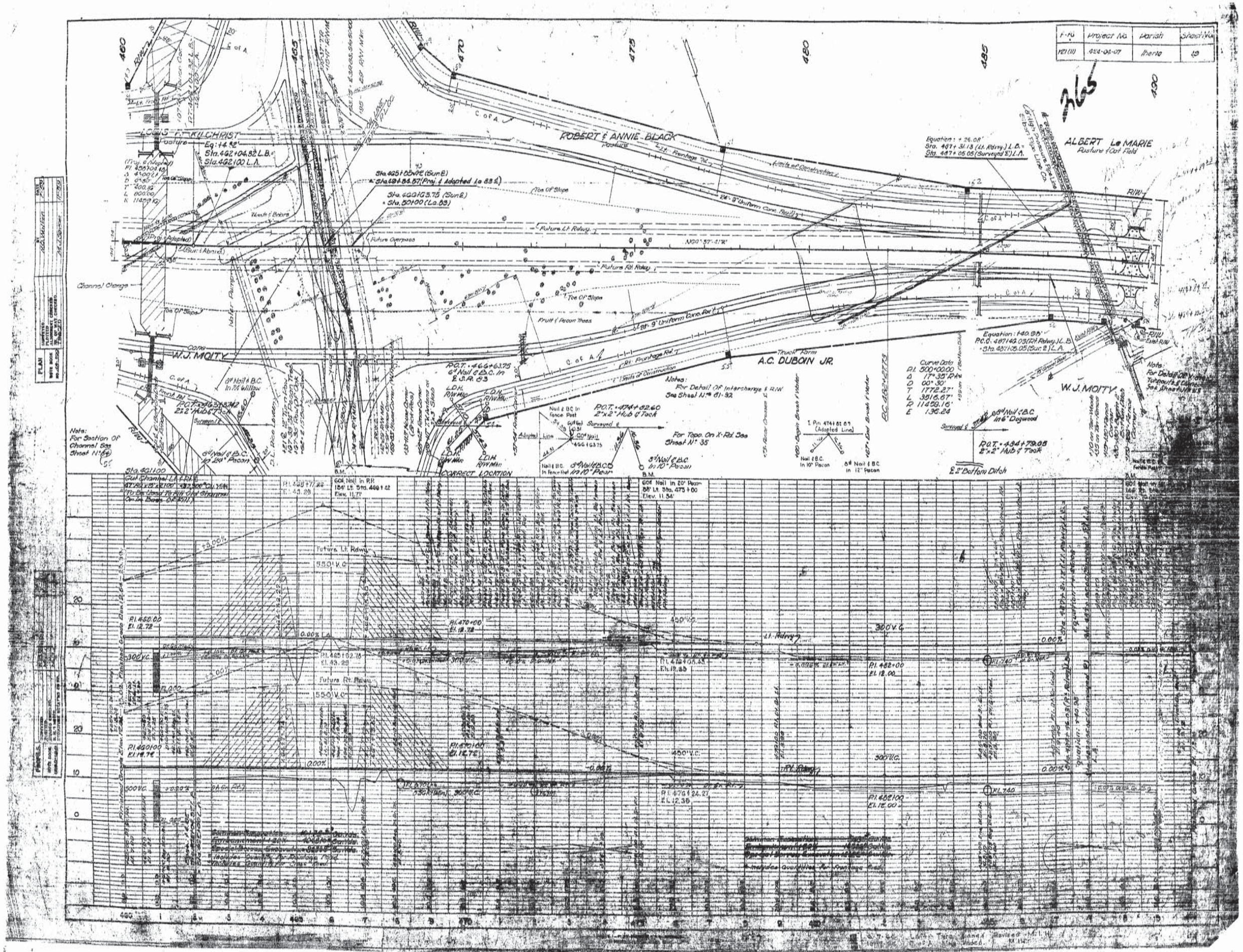
AS BUILTS

F-19	Project No.	Parish	Sheet No.
121(11)	422-06-07	Iberia	23

264

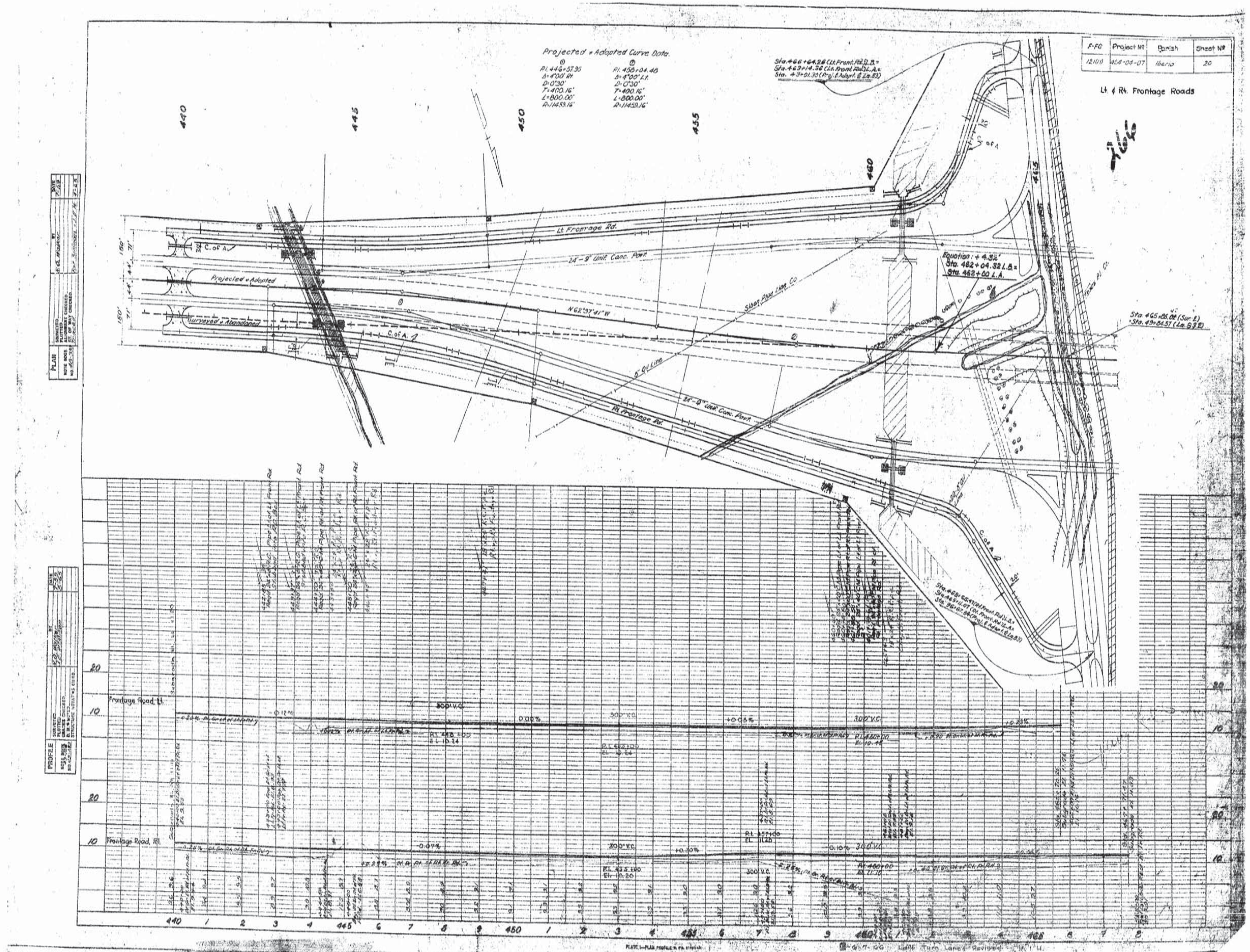


AS BUILTS



F.A.P. 121(11)
Project No. 424-04-07
Parish Iberia
Sheet No. 19
365
ROBERT & ANNIE BLACK
ALBERT Le MARIE
W.J. MOITY
A.C. DUBOIN JR.
Future Lt. Rdwy.
Future Rt. Rdwy.
Channel Change
Note: For Section Of Channel See Sheet No. 54
Notes: For Detail Of Interchange & R/W See Sheet No. 81-92
For Topo. On X-Rd. See Sheet No. 35
CORRECT LOCATION
Curve Data

AS BUILTS



F-FO
Project No
Parish
Sheet No
12100
424-04-07
Iberia
20
Lt. & Rt. Frontage Roads
Projected & Adopted Curve Data.
Lt. Frontage Rd.
24'-9" Unif. Conc. Pavt.
Projected & Adopted
Surveyed & Abandoned
N 62°37'41" W
Sloan Pipe Line Co.
Rt. Frontage Rd.
Equation: + 4.32'
Sta. 462+04.32 L.B. =
Sta. 462+00 L.A.
Sta. 465+85.08 (Sur. ℄)
Sta. 49+84.57 (La. 83 ℄)
Frontage Road, Lt.
Frontage Road, Rt.
300' V.C.
PLAN
PROFILE

AS BUILTS

F.A.P.	Project No.	Parish	Sheet No.
1811(10)	424-04-07	Iberia	21

267

Lt. & Rt. Frontage Roads

ROBERT & ANNIE BLACK

ALBERT LeMARIE

Equation: + 26.08
Sta. 487 + 31.13 (Lt. Rdwy.) L.B.
= Sta. 487 + 05.05 (Surveyed ℄) L.A.

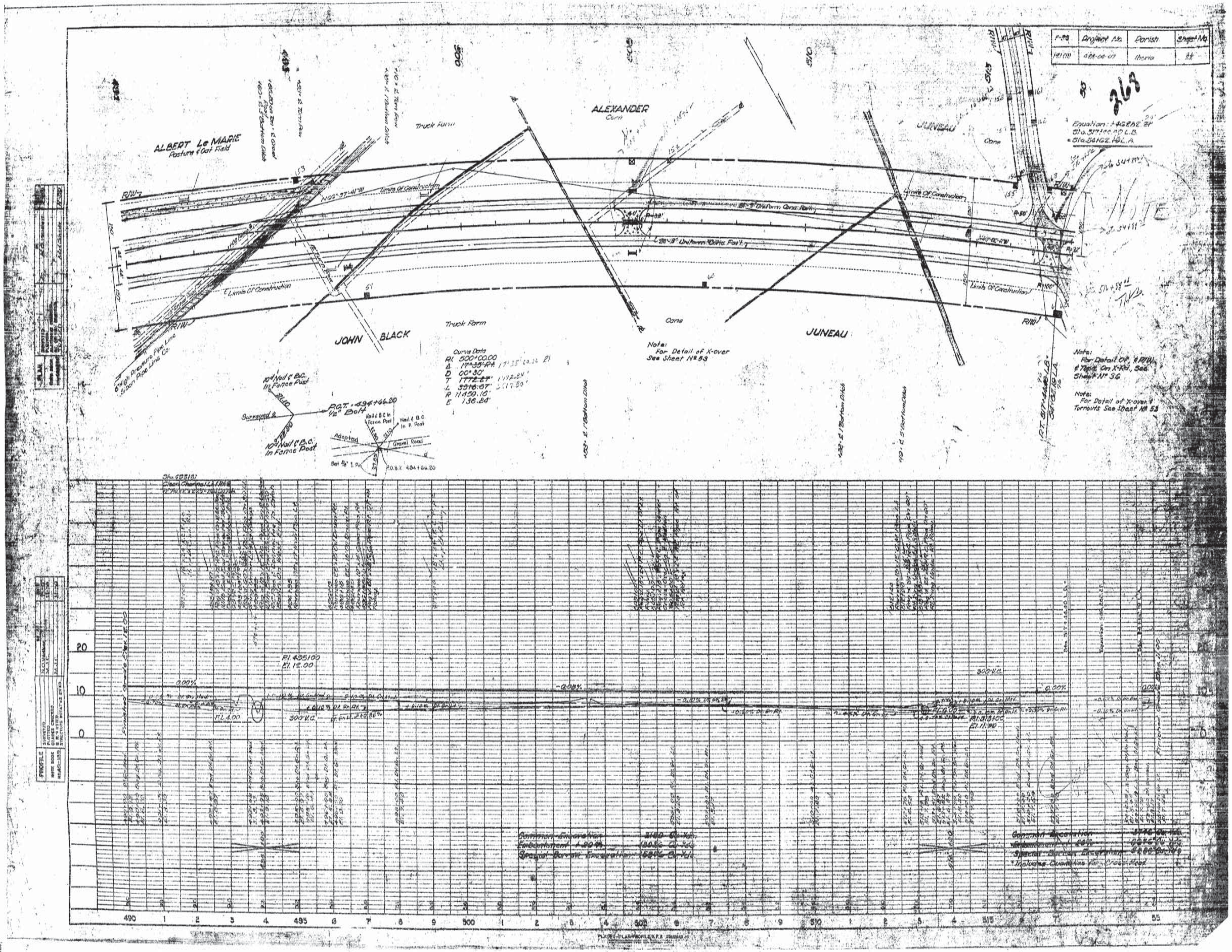
Surveyed Curve Data
P.I. = 500+00.00
Δ = 17°35'14"
D = 00°30'
T = 177.0.22'
L = 354.67'
R = 11459.16'
E = 136.24

Lt. Frontage Rd.
Limits of Construction
24'-9" Uniform Conc. Pav't.
Toe of Slope
Future Lt. Roadway
Future Overpass
Future Rt. Roadway
Rt. Frontage Rd.
Limits of Construction
Brush & Shading Mitigation
Fruit & Pecan Trees
Pav Tape On X-Rd See Sheet No
B.M.
60# Nail in P.P.
184' Lt. Sta. 466+40
El. 11.71
A. C. DUBOIN JR.
W. J. MOTT
B.M.
60# Nail in 16" Rockberry
146' Rt. Sta. 489+68
El. 10.89
P.O.T. = 474+78.05
2"x2" Hub & Tack
P.O.T. = 474+86.60
2"x2" Hub & Tack
P.O.T. = 466+63.75
6# Nail & B.C. in
& S.R.83
Sta. 465+85.08 (Sur ℄)
= Sta. 49+86.57 (Lg. 83 ℄)
Sta. 466+63.75 (Sur ℄)
= Sta. 50+30.00 (Lg. 83 ℄)
L.D.H. R/W Mkr.
R/W
C. of A.
Equation: + 40.98
P.C.C. 487 + 46.03 (Rt. Rdwy.) L.B.
= Sta. 487 + 05.05 (Surveyed ℄) L.A.
Frontage Road Lt.
Frontage Road Rt.
Lt. Rdwy.
Rt. Rdwy.
DUBOIN CANAL
Sta. 466+50.37 (Rt. Front Rd.) L.A.
Sta. 466+14.32 (Lt. Front Rd.) L.A.
Sta. 50+67.84 (Proj. & Rdwy. Rt. 83)
PI. 465+12.00
El. 11.70
PI. 479+00.00
El. 11.78
PI. 476+00.00
El. 0.05
PI. 478+00.00
El. 12.20
PI. 477+00.00
El. 12.20
PI. 487+00.00
El. 10.05
PI. 489+00.00
El. 11.18
PI. 481+00.00
El. 11.00
PI. 470+23.55
Elev. 11.52
300' V.C.
0.50%
0.20%
+0.10%
-0.50%
-0.60%
+0.60%
465
470
475
480
485
490

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. MAP MADE
NOTE BOOK
DATE
BY
REVISIONS
6-7-66 Left Turn Lanes Rev. M.L.H.
10-17-66 O.B.A. Line Added M.L.H.

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
R.O.W. MAP MADE
NOTE BOOK
DATE
BY
REVISIONS

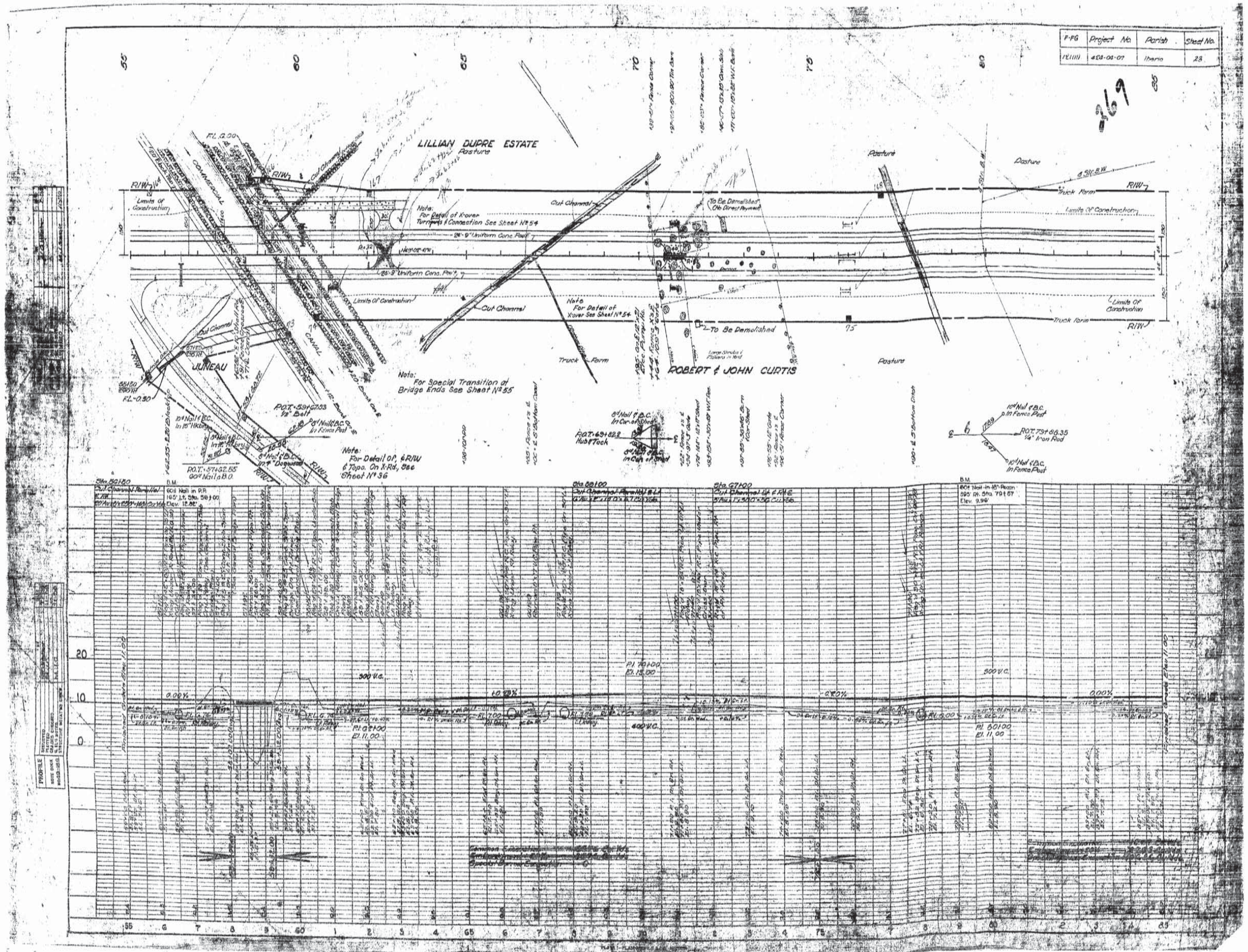
AS BUILTS



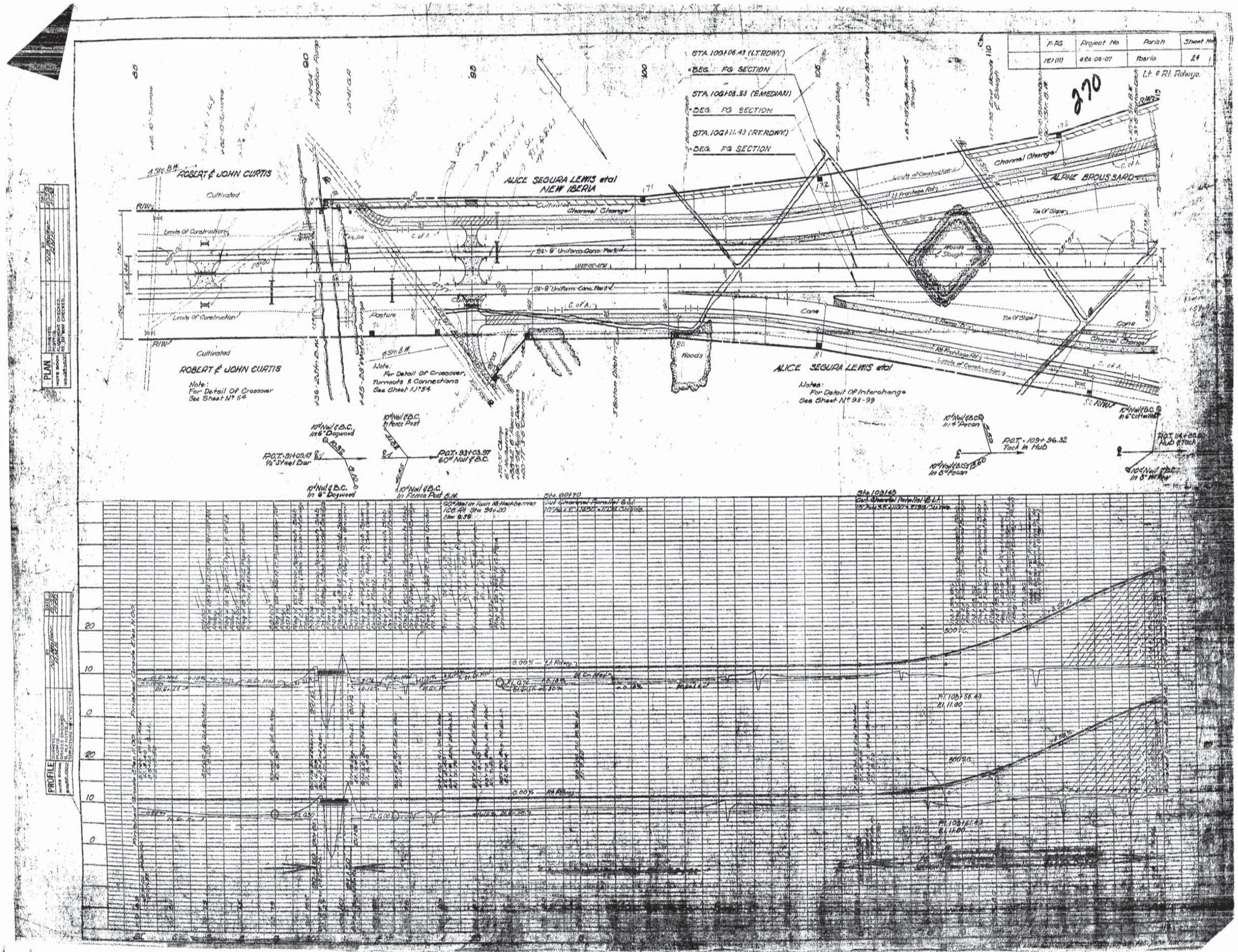
F.A.P. | Project No. | Parish | Sheet No.
181(111) | 484-06-07 | Iberia | 84
268
Equation: 1+62.62 BF
Sta. 517+44.40 L.B.
= Sta. 54+02.19 L.A.
ALBERT Le MARIE
Pasture & Oat Field
ALEXANDER
Corn
JUNEAU
Cane
JOHN BLACK
Truck Farm
Limits Of Construction
Uniform Conc. Pav't.
Curve Data
P.I. 500+00.00
Δ 17°35' RA
D 00°30'
T 1772.67'
L 3516.67'
R 11459.16'
E 136.24'
P.O.T. 494+66.20
1/2" Bolt
10d Nail & B.C. In Fence Post
Surveyed ℄
Adopted
Gravel Road
P.O.S.T. 484+64.20
Note: For Detail of X-over See Sheet No. 53
Note: For Detail Of ℄ R/W & Topo. On X-Rd. See Sheet No. 36
Note: For Detail of X-overs & Turnouts See Sheet No. 53
P.T. 517+44.40 L.B.
54+02.19 L.A.
R/W
PLAN
PROFILE
Finished Grade Elev. 12.00
P.I. 495+00
El. 12.00
300' V.C.
0.00%
-0.00%
P.I. 513+00
El. 11.90
Common Excavation
Embankment +50%
Special Borrow Excavation
* Includes Quantities For Cross Road
20
10
0
490
495
500
505
510
515
55

AS BUILTS

12


F-FG | Project No. | Parish | Sheet No.
12(111) | 423-04-07 | Iberia | 23
269
LILLIAN DUPRE ESTATE
Pasture
ROBERT & JOHN CURTIS
JUNEAU
Limits of Construction
Cut Channel
Truck Farm
To Be Demolished
Note: For Detail of X-over Turnouts & Connection See Sheet No 54
Note: For Special Transition at Bridge Ends See Sheet No 55
Note: For Detail of X-over See Sheet No 54
Note: For Detail of ℄, R/W & Topo. On X-Rd, See Sheet No 36
P.O.T. 59+67.53 ½" Bolt
P.O.T. 69+82.2 Hub & Tack
P.O.T. 79+86.35 ¼" Iron Rod
P.O.T. 67+62.55 60d Nail a B.O.
10d Nail & B.C. In Fence Post
8d Nail & B.C. In Cut of Sheet
Sta. 56+50 Cut Channel Parallel
Sta. 58+00 Cut Channel Parallel
Sta. 67+00 Cut Channel
B.M. 60d Nail in P.R. 165' Lt. Sta. 58+00 Elev. 12.82'
B.M. 60d Nail in 18" Pecan 395' Rt. Sta. 79+67 Elev. 9.96'
Pl. 70+00 El. 15.00
Pl. 62+00 El. 11.00
Pl. 80+00 El. 11.00
300' V.C.
400' V.C.
0.00%
+0.70%
-0.70%
0.00%
Grade Elev. 11.00
PROFILE

AS BUILTS



F-FG
Project No
Parish
Sheet No
121 (11)
424-04-07
Iberia
24
Lt. & Rt. Rdwys.
270
STA. 100+06.43 (LT. RDWY.)
BEG. FG SECTION
STA. 100+08.33 (℄ MEDIAN)
BEG. FG SECTION
STA. 100+11.43 (RT. RDWY.)
BEG. FG SECTION
ROBERT & JOHN CURTIS
ALICE SEGURA LEWIS etal
NEW IBERIA
ALPHE BROUSSARD
Cultivated
Limits of Construction
Channel Change
Woods
Slough
Pasture
Cane
Note:
For Detail Of Crossover
See Sheet No 54
Note:
For Detail Of Crossover,
Turnouts & Connections
See Sheet No 54
Notes:
For Detail Of Interchange
See Sheet No 93-99
P.O.T. 91+09.47
1/2" Steel Bar
P.O.T. 93+03.97
60d Nail & B.C.
P.O.T. 109+96.32
Tack in Hub
PLAN
PROFILE

AS BUILTS

F.A.P.	Project No.	Parish	Sheet No.
IC(11)	424-08-07	Iberia	95

Ramps "A" & "B"

STA. 106+06.43 (LT. RDWY.) = BEG. FG SECTION

STA. 106+08.93 (℄ MEDIAN) = BEG. FG SECTION

STA. 106+11.43 (RT. RDWY.) = BEG. FG SECTION

ROBERT & JOHN CURTIS — Cultivated — Limits Of Construction — R/W

ALICE SEGURA LEWIS etal NEW IBERIA — Cultivated — Channel Change — Pasture — Woods — Slough — Cone

ALPHE BROUSSARD — Channel Change — Limits of Construction — (1) Frontage Rd. — Ramp "A" — Toe Of Slope — Woods — Slough — Cone — Ramp "B" — (1) Frontage Rd. — Limits of Construction

Note: For Detail Of Crossover, Turnouts & Connections See Sheet No. 54

Note: For Detail Of Interchange See Sheet No. 93-99

10d Nail & B.C. in 6" Dogwood — P.O.T. 91+09.67 1/2" Steel Bar

10d Nail & B.C. in Fence Post — P.O.T. 93+03.97 60d Nail & B.C.

10d Nail & B.C. in 4" Pecan — P.O.T. 109+96.32 Tack in Hub — 10d Nail & B.C. in 8" Pecan

10d Nail & B.C. in 6" Cottonwood — P.O.T. 114+00.50 Hub & Tack — 10d Nail & B.C. in 8" Willow

Sta. 90+65 Channel Excavation At Bridge Site — Cu. Yds.

Sta. 90+70 Cut Channel Parallel & L.H. 10" Nail & B.C. In Fence Post B.M. 107 Nu. E.x 1180 = 1078 Cu. Yds. — 60d Nail in Twin 18 Hackberries 108.19 Sta. 94+20 Elev. 9.79

Sta. 102+45 Cut Channel Parallel & L.H. 15 At 2 = 2 At 1100 = 2188 Cu. Yds.

PROFILE — Bridge Grade Elev. 11.00 — 0.00% — Flow Line — Bridge Grade Elev. 11.00 — Channel Grade Elev. 11.00 — Ramp "A" F.G. Edge 0.00% — Ramp "B" F.G. Edge 0.00% — For Grades Not Shown See Sheet No. 98 — Sta. 90+40 — Sta. 90+40 — Sta. 90+40 — Sta. 90+40 — PI. 110+00 51.70 BC — PI. 110+00 51.70 BC — PI. 119+00 51.19 BC — PI. 119+00 51.19 BC

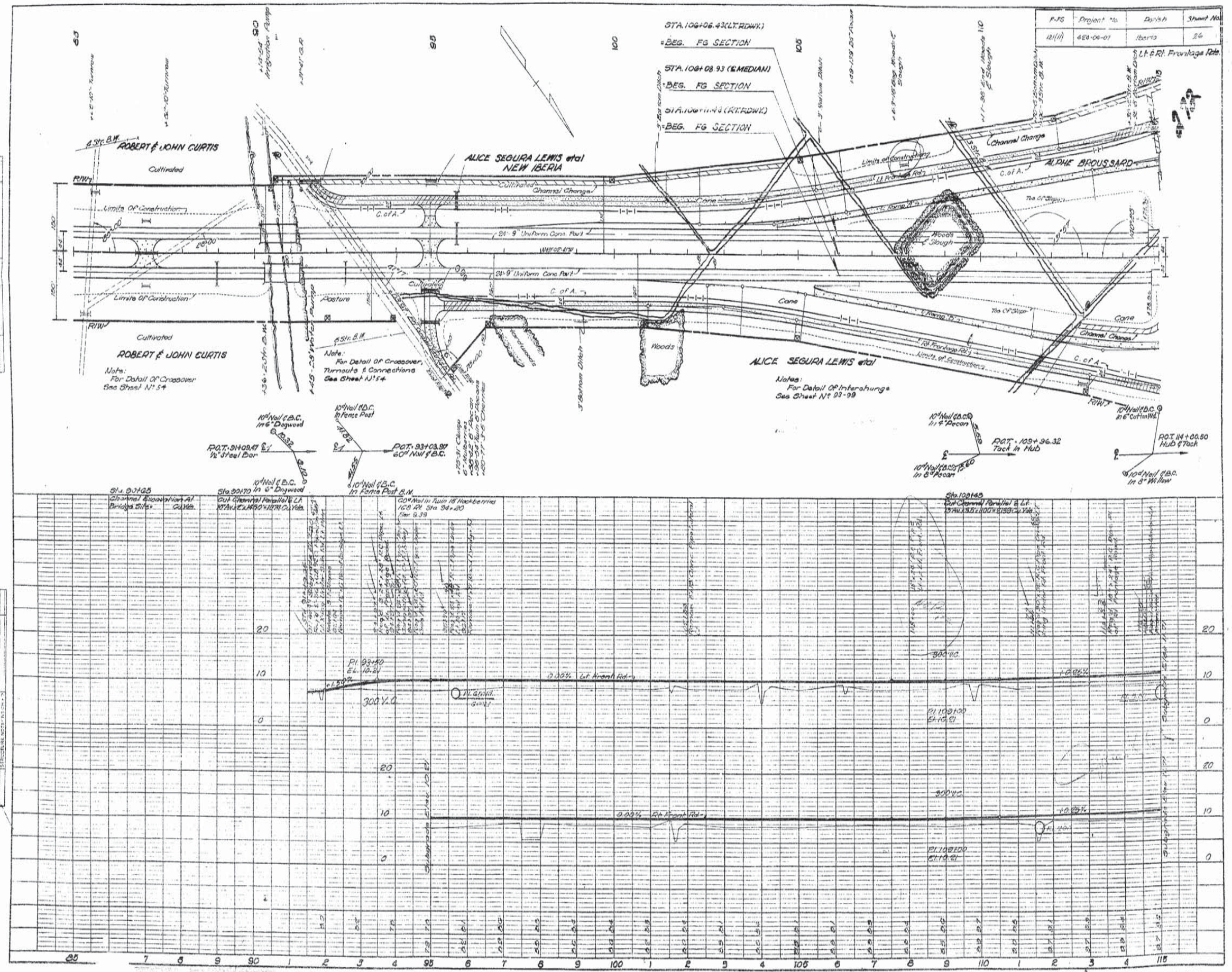
Common Excavation — 11651 Cu. Yds.
Embankment 1.30% — 2667 Cu. Yds.
Special Borrow Excavation — 10000 Cu. Yds.
*Includes Quantities For Frontage Roads
*Includes Quantities For Cross Roads
* Includes Quantities For Ramps

PLATE 1 - PLAN - PROFILE O.P.R. & R.R. STANDARD

10-17-86 - C. of A. LINE ADDED - M.I.H.

12

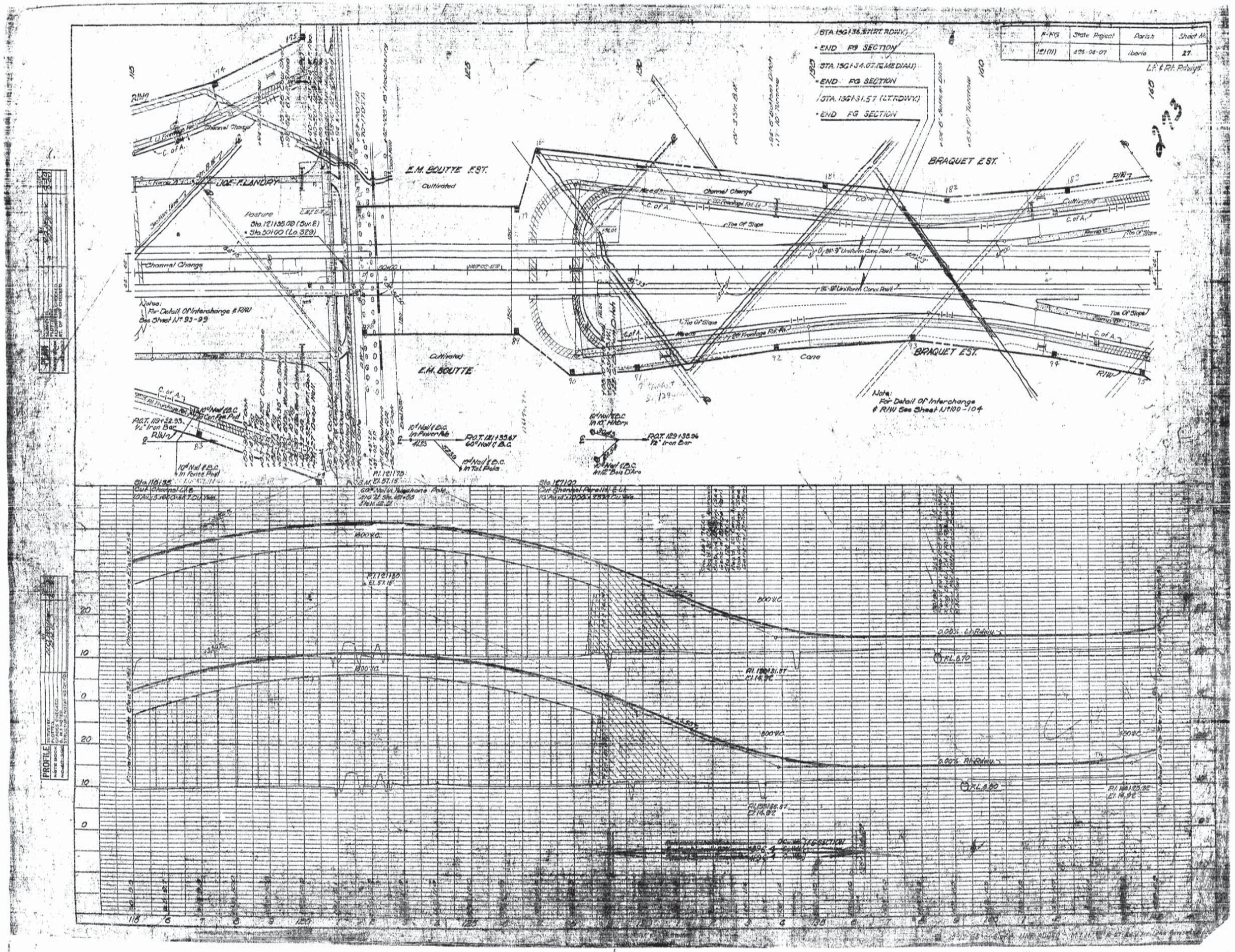
AS BUILTS



F-FG
Project No.
Parish
Sheet No.
121(11)
424-04-01
Iberia
26
Lt. & Rt. Frontage Rds.
STA. 106+06.43 (LT. RDWY.)
=BEG. FG SECTION
STA. 106+08.93 (℄ MEDIAN)
=BEG. FG SECTION
STA. 106+11.43 (RT. RDWY.)
=BEG. FG SECTION
ROBERT & JOHN CURTIS
ALICE SEGURA LEWIS etal
NEW IBERIA
ALPHE BROUSSARD
Cultivated
Limits Of Construction
Channel Change
C. of A.
24'-9" Uniform Conc. Part
Pasture
Woods
Woods & Slough
Cane
Note:
For Detail Of Crossover
See Sheet No. 54
Note:
For Detail Of Crossover, Turnouts & Connections
See Sheet No. 54
Notes:
For Detail Of Interchange
See Sheet No. 93-99
Lt. Frontage Rd.
Rt. Frontage Rd.
Limits of Construction
Toe Of Slope
3' Bottom Ditch
10d Nail & B.C. In 6" Dogwood
10d Nail & B.C. In Fence Post
P.O.T. 91+09.47 1/2" Steel Bar
P.O.T. 93+03.97 60d Nail & B.C.
10d Nail & B.C. In 6" Dogwood
10d Nail & B.C. In Fence Post B.M.
10d Nail & B.C. In 4" Pecan
P.O.T. 109+96.32 Tack In Hub
10d Nail & B.C. In 8" Pecan
10d Nail & B.C. In 6" Cottonwood
P.O.T. 114+00.50 Hub & Tack
10d Nail & B.C. In 8" Willow
Sta. 90+65
Channel Excavation At Bridge Site = Cu. Yds.
Sta. 90+70
Cut Channel Parallel & Lt. 10' Av. x 2 x 1450' = 1278 Cu. Yds.
Sta. 108+45
Cut Channel Parallel & Lt. 13' Av. x 3.5 x 1100' = 1139 Cu. Yds.
P.I. 93+50
EL. 10.21
300' V.C.
0.00% Lt. Front Rd.
P.I. 109+00
EL. 10.21
300' V.C.
0.00% Rt. Front Rd.
P.I. 109+00
EL. 10.21
PLAN
PROFILE
PLATE 1 - PLAN - PROFILE O.P.R. & R.E. STANDARD
10-17-66 C. of A. LINE ADDED - M.I.H.

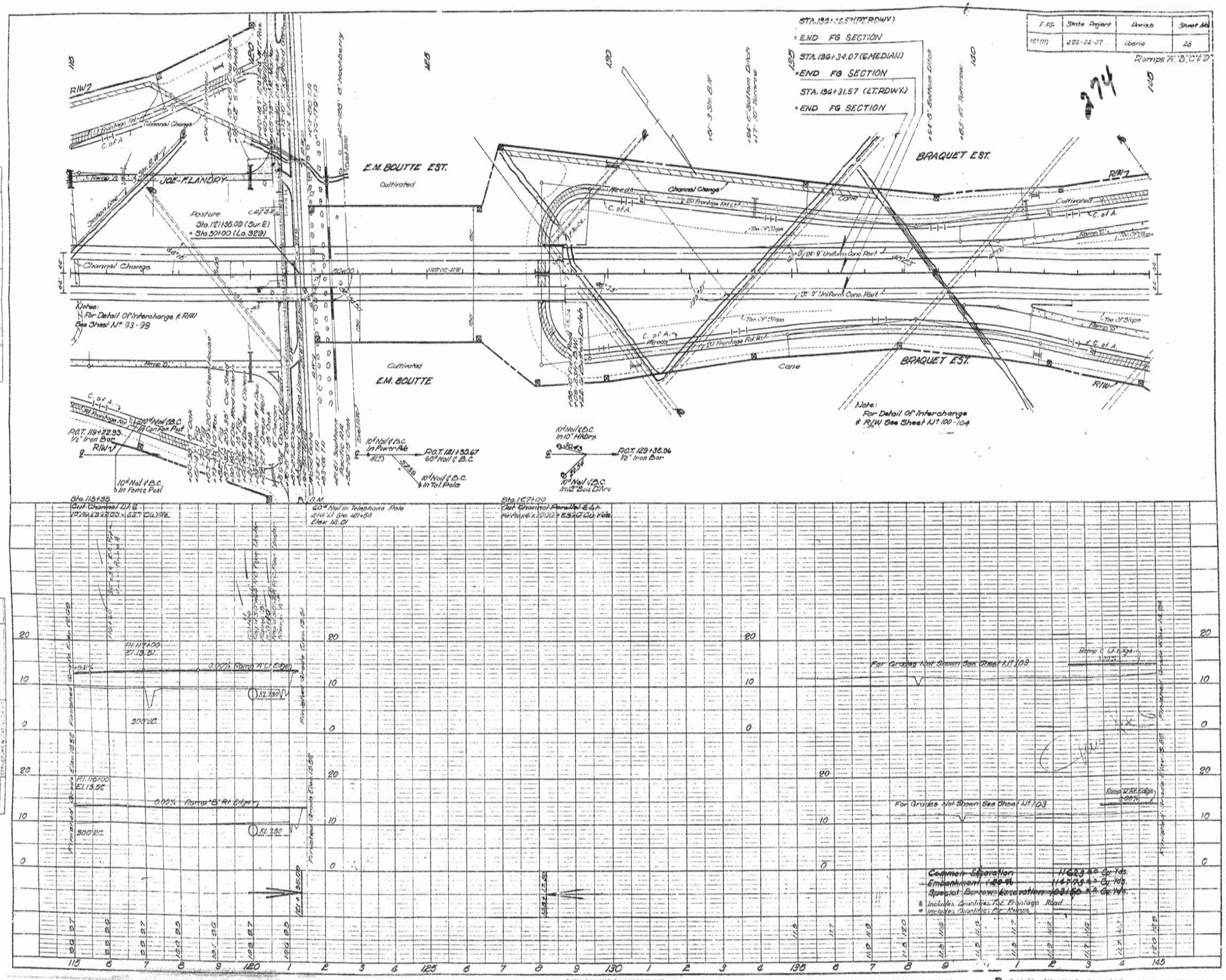
12

AS BUILTS



F-NG
State Project
Parish
Sheet No.
121(11)
426-04-07
Iberia
27
Lt. & Rt. Rdwys.
STA. 136+36.57 (RT. RDWY.)
END FG SECTION
STA. 136+34.07 (12 MEDIAN)
END FG SECTION
STA. 136+31.57 (LT. RDWY.)
END FG SECTION
E.M. BOUTTE EST.
Cultivated
JOE F. LANDRY
Pasture
Sta. 121+35.08 (Sur. ℄)
Sta. 50+00 (Lo. 329)
Channel Change
Notes:
For Detail Of Interchange & R/W
See Sheet No. 93-99
E.M. BOUTTE
BRAQUET EST.
Cane
Toe Of Slope
Note:
For Detail Of Interchange
& R/W See Sheet No. 100-104
R.O.T. 119+32.93
1/2" Iron Bar
R.O.T. 121+33.67
60# Nail & B.C.
R.O.T. 129+38.96
1/2" Iron Bar
Sta. 118+35
Cut Channel Lt. ℄
Sta. 127+00
Cut Channel Parallel ℄ Lt.
800' V.C.
0.00% Lt. Rdwy.
0.00% Rt. Rdwy.
PROFILE

AS BUILTS



F.F.G. | State Project | Parish | Sheet No.
121(11) | 424-04-07 | Iberia | 28
Ramps 'A', 'B', 'C' & 'D'
274
STA. 136+36.57 (RT. RDWY.)
= END FG SECTION
STA. 136+34.07 (℄ MEDIAN)
= END FG SECTION
STA. 136+31.57 (LT. RDWY.)
= END FG SECTION
E.M. BOUTTE EST.
BRAQUET EST.
JOE F. LANDRY
Cultivated
Channel Change
Posture
Sta. 121+35.09 (Sur. ℄)
= Sta. 50+00 (La. 329)
Note:
For Detail Of Interchange & R/W
See Sheet No. 93-99
Note:
For Detail Of Interchange
& R/W See Sheet No. 100-104
Cane
Weeds
20' Frontage Rd. Rt.
Toe Of Slope
Ramp 'B'
Ramp 'C'
Ramp 'D'
Sta. 115+35
Cut Channel Lt. ℄
Sta. 127+00
Cut Channel Parallel ℄ Lt.
Finished Grade Elev. 13.52
Finished Grade Elev. 13.51
For Grades Not Shown See Sheet No. 103
Common Excavation
Embankment
Special Borrow Excavation
Includes Quantities For Frontage Road
Includes Quantities For Ramps
PLAN
PROFILE

AS BUILTS

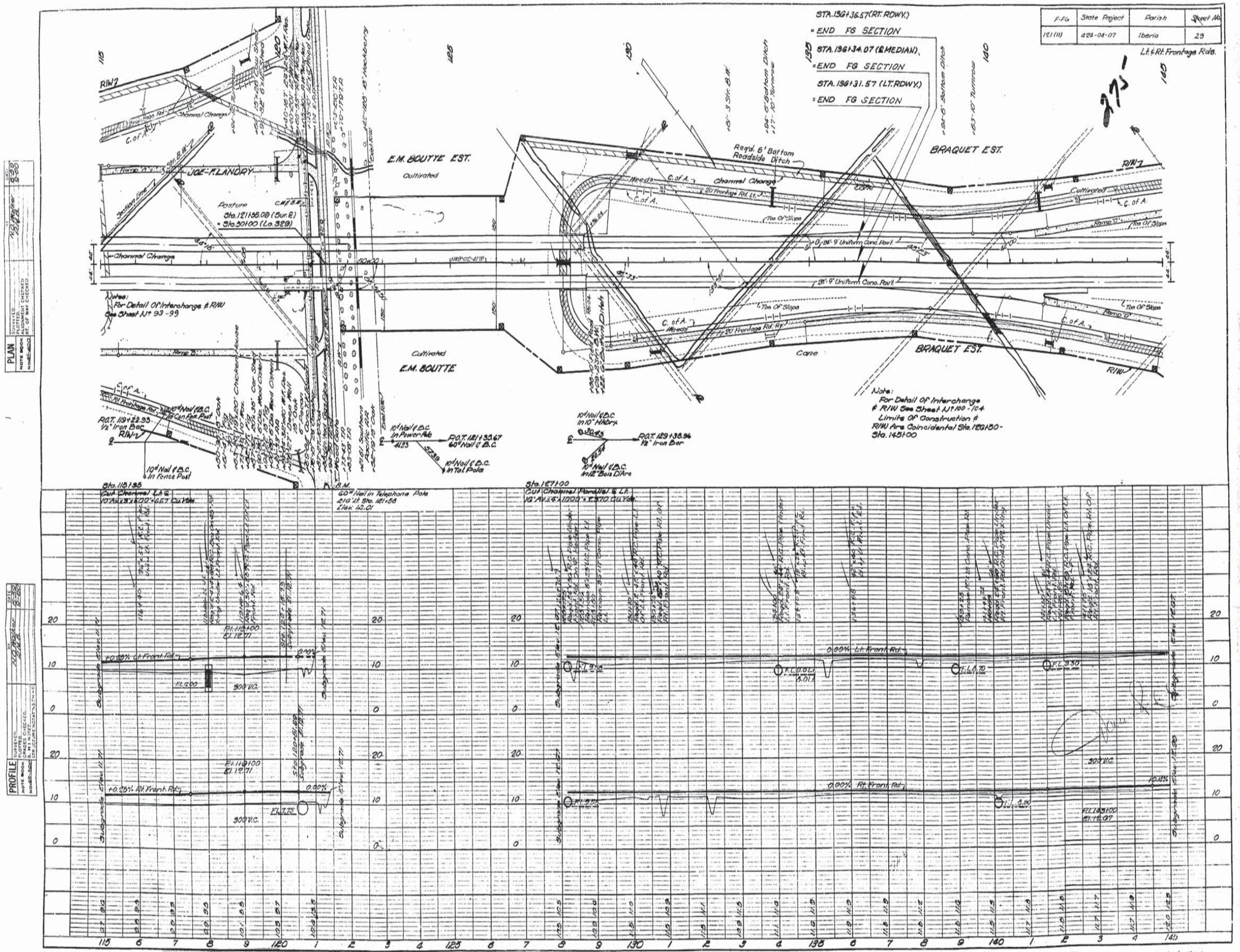


PLATE 1 - PLAN - PROFILE O.P.R.&R.E. STANDARD

D - 10-17-66 C. of A. LINE ADDED - M.I.H.

D - 10-27-66 - Acc. Lane Revised - M.I.H.

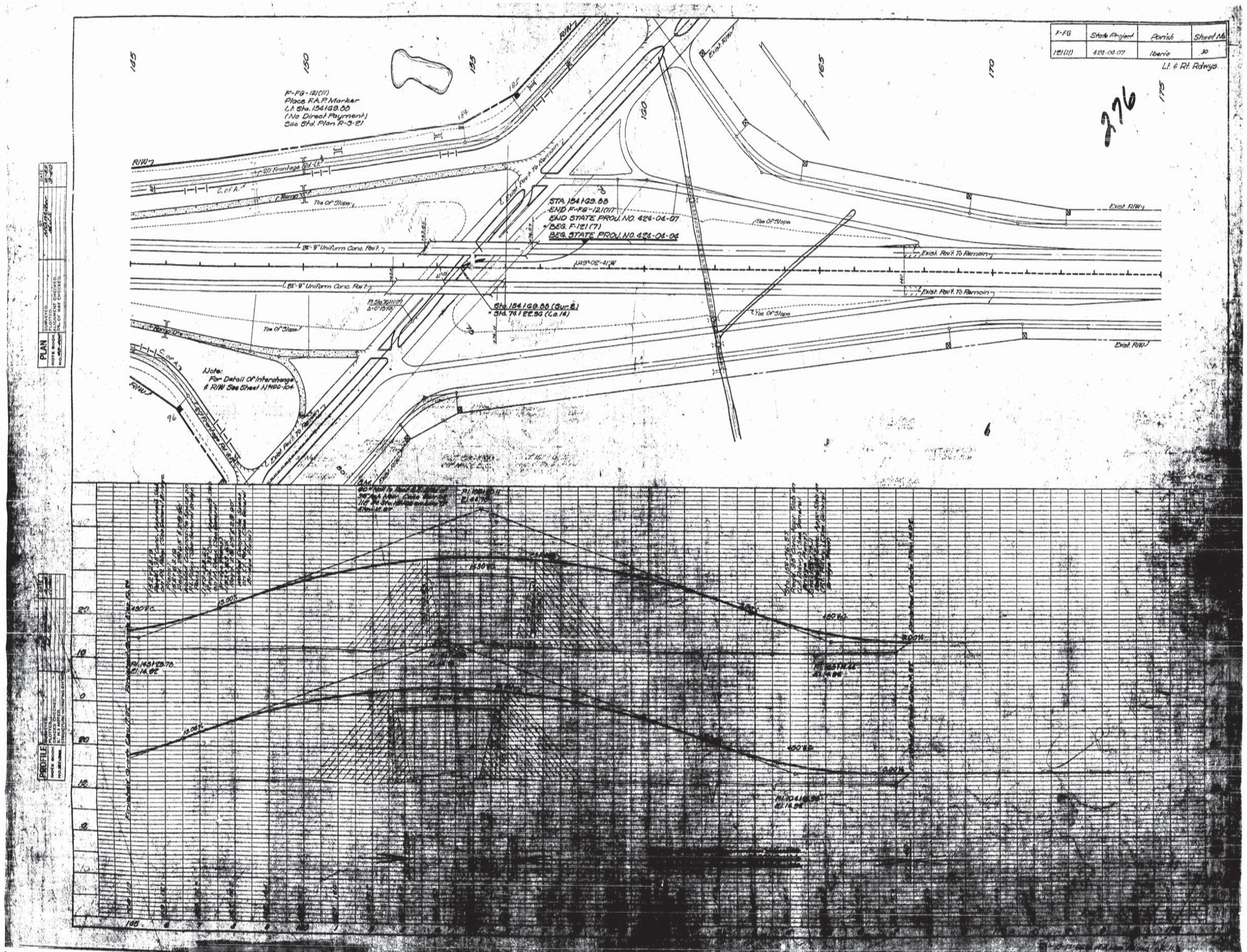
12

AS BUILTS

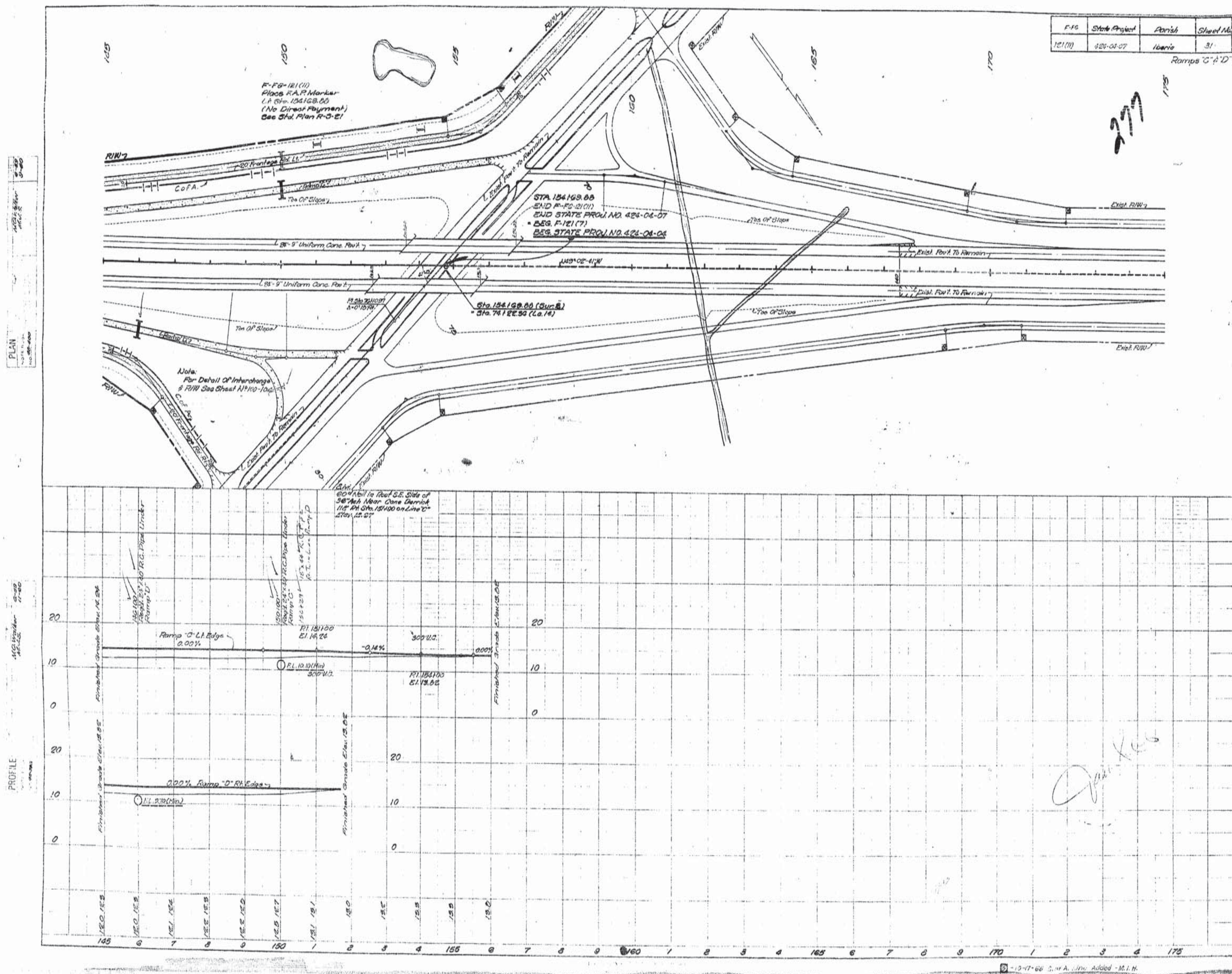
F-FG	State Project	Parish	Sheet No.
121(11)	424-03-07	Iberia	30

Lt. & Rt. Rdwys.

276



AS BUILTS

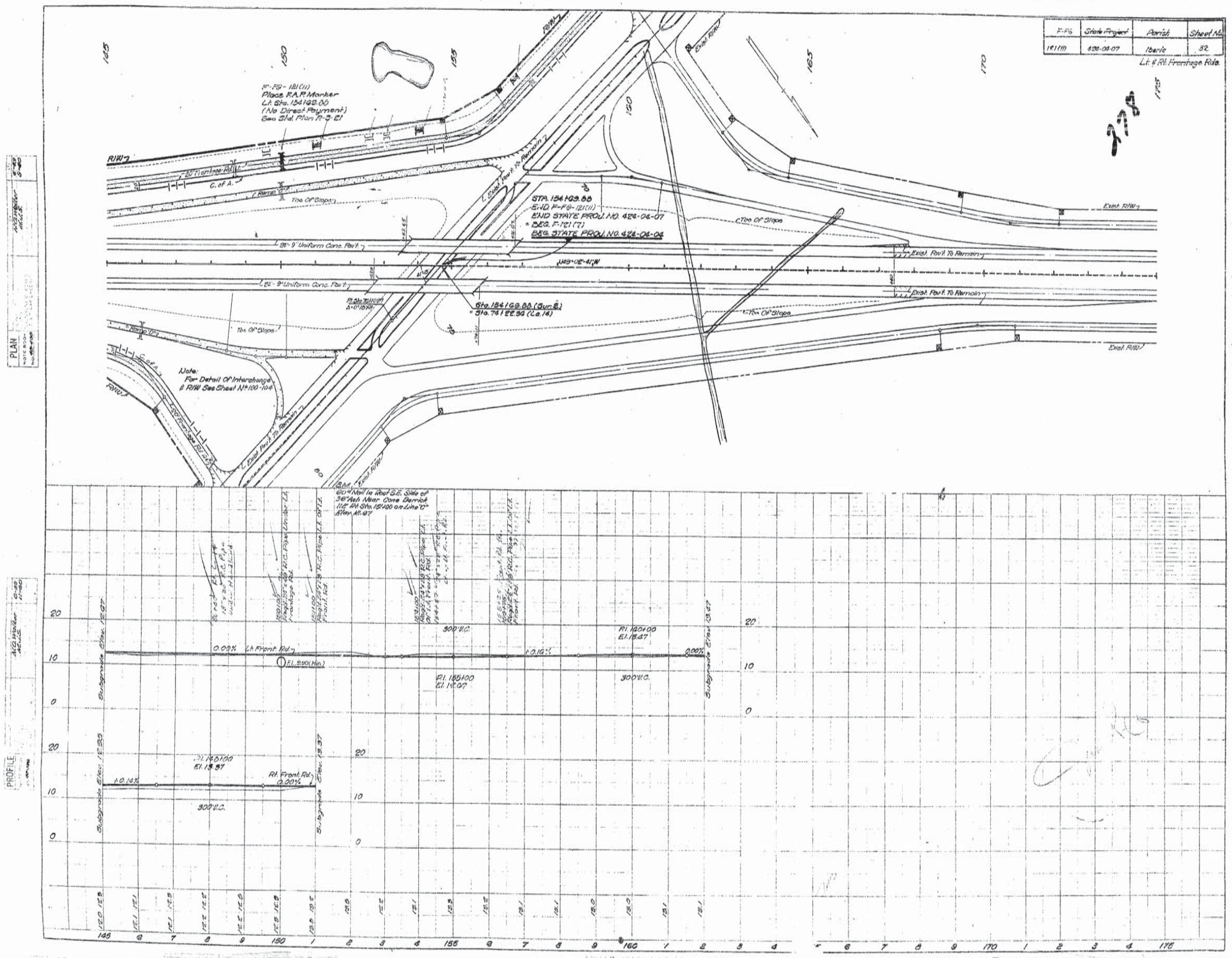


F-FG | State Project | Parish | Sheet No.
121(11) | 424-04-07 | Iberia | 31
Ramps "C" & "D"
F-FG-121(11)
Place F.A.P. Marker
Lt. Sta. 154+68.88
(No Direct Payment)
See Std. Plan R-3-21
STA. 154+68.88
END F-FG-121(11)
END STATE PROJ. NO. 424-04-07
BEG. F-121(7)
BEG. STATE PROJ. NO. 424-04-04
Sta. 154+68.88 (Sur. B)
= Sta. 74+22.32 (La. 14)
Note:
For Detail Of Interchange
& R/W See Sheet No. 110-10(a)
Exist. Pav't. To Remain
Exist. R/W
Toe Of Slope
C of A
20' Frontage Rd.
B.M.
60d Nail In Roof S.E. Side of 36" Ash Near Cane Derrick
112' Rt. Sta. 151+00 on Line "C"
Elev. 12.27
Ramp "C" Lt. Edge 0.00%
P.I. 151+00 El. 14.24
-0.14%
300' V.C.
P.I. 154+00 El. 13.82
P.L. 10.10 (Min)
0.00% Ramp "D" Rt. Edge
P.L. 9.70 (Min)
Finished Grade Elev. 14.24
Finished Grade Elev. 13.82
PLAN
PROFILE
M.G. Walker

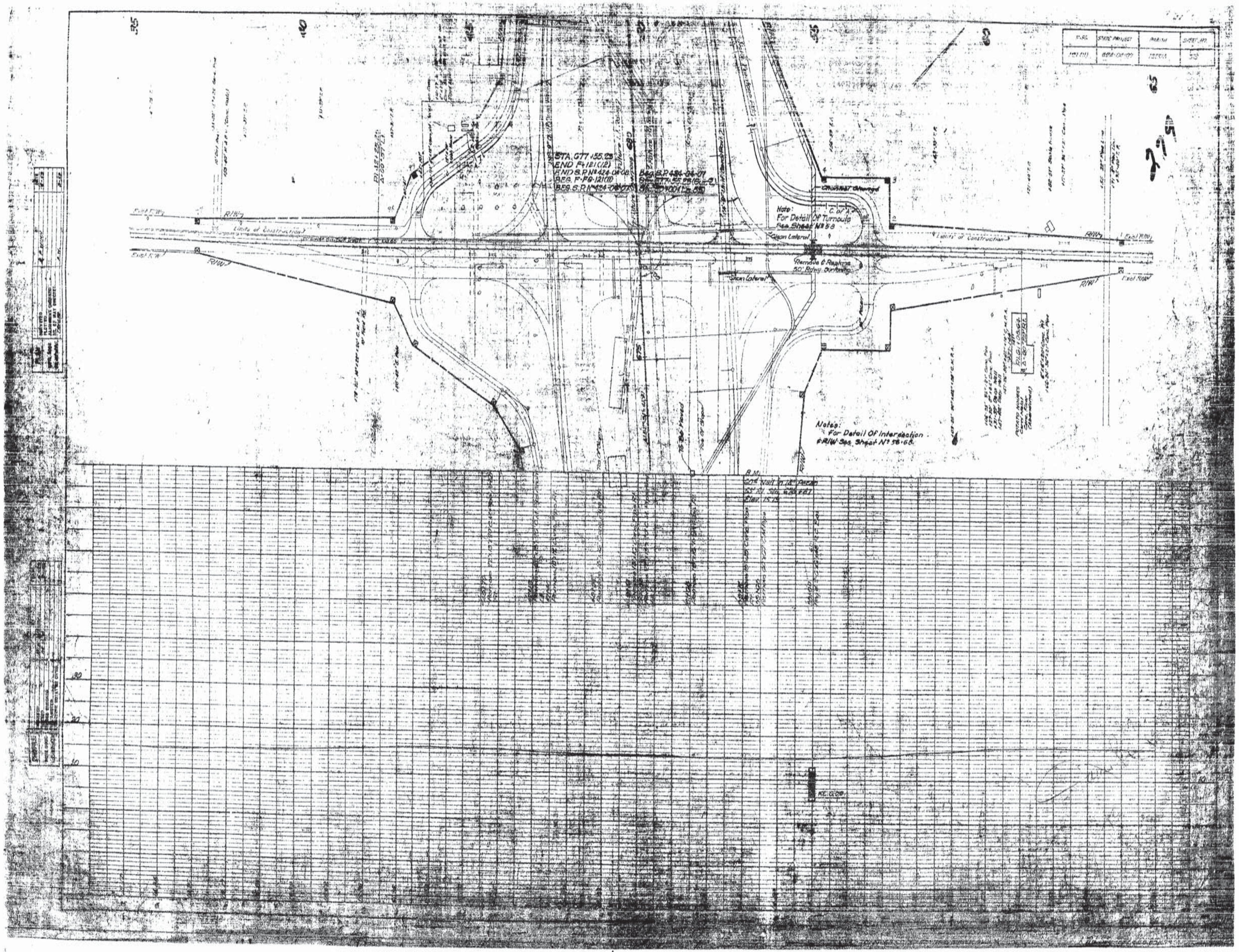
AS BUILTS

F-Fg	State Project	Parish	Sheet No.
121(11)	426-06-07	Iberia	32

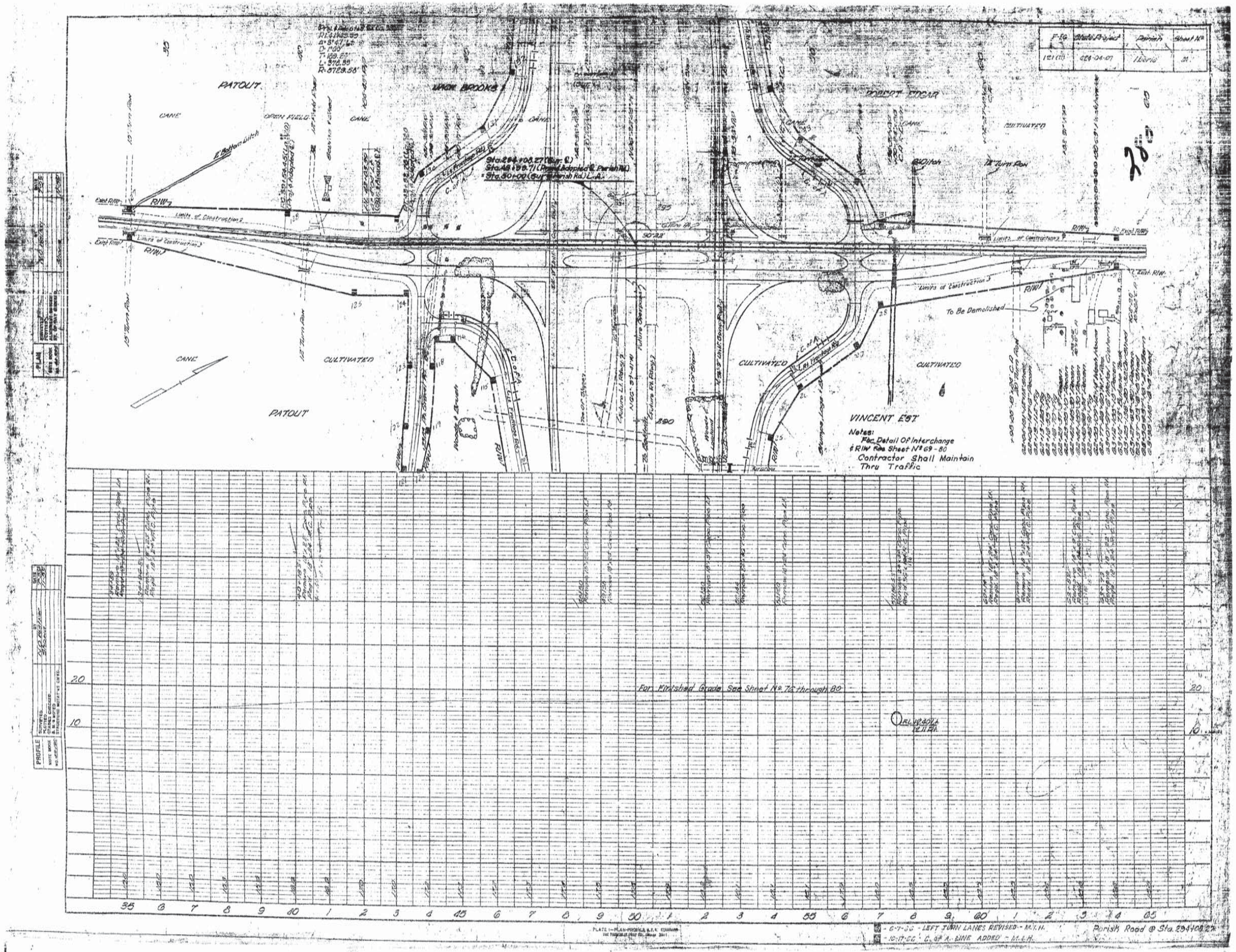
Lt. & Rt. Frontage Rds.



AS BUILTS


STA. G77+55.25
END F-121(2)
END S.P. No 424-04-08
BEG. F-FG-121(11)
BEG. S.P. No 424-08-07
Note:
For Detail Of Turnouts
See Sheet No 58
Remove & Replace
50' Rdwy. Surfacing
Notes:
For Detail Of Intersection
& R/W See Sheet No 58-68.
Limits of Construction
R/W
Exist. R/W
B.M.
60d Nail in 12" Pecan
53' Rt. Sta. 624+87
Elev. 15.15

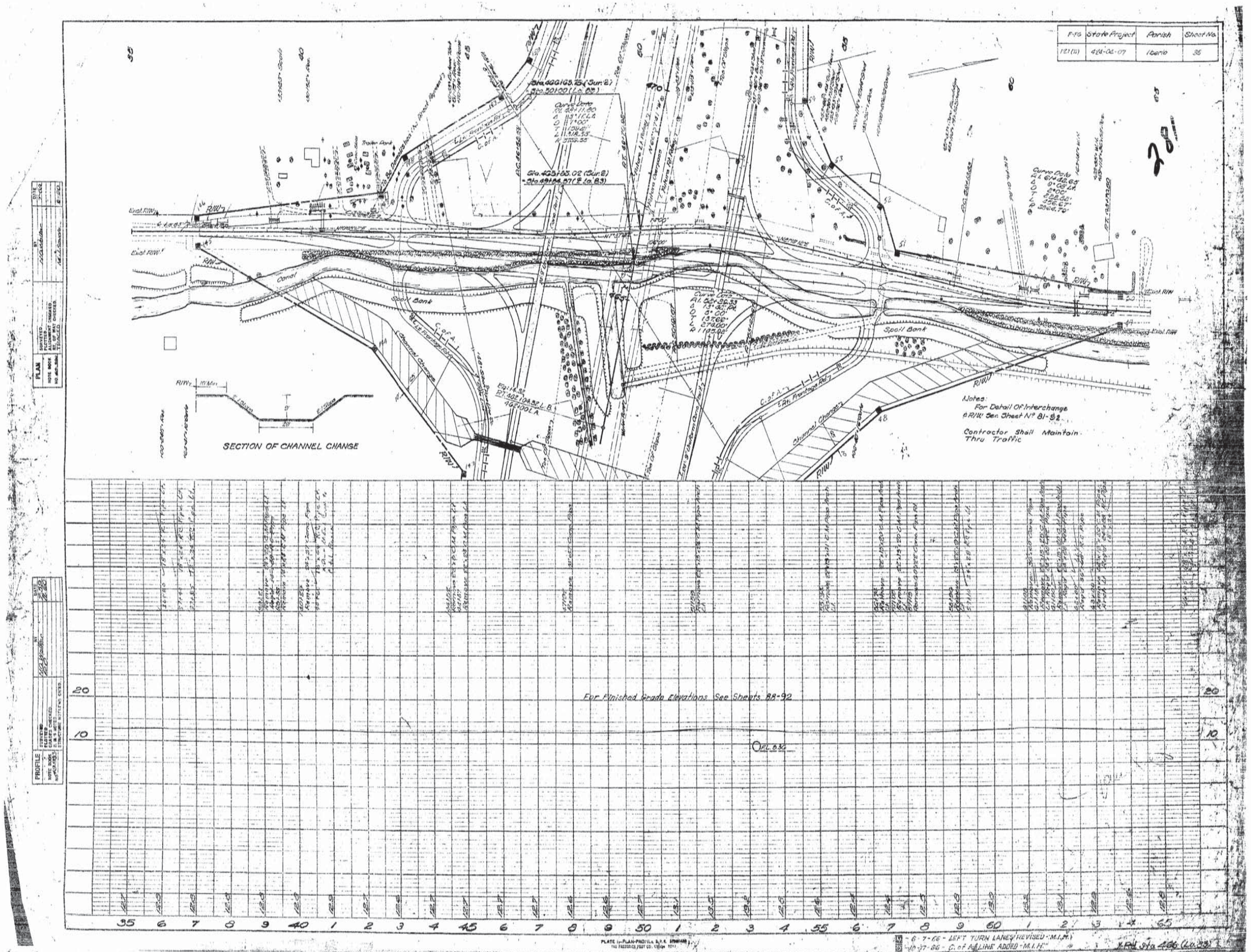
AS BUILTS



PATOUT
CANE
OPEN FIELD
CANE
CANE
CULTIVATED
PATOUT
CANE
CULTIVATED
CULTIVATED
CULTIVATED
ROBERT EDGAR
CANE
CULTIVATED
Limits of Construction
Exist. R/W
R/W
To Be Demolished
VINCENT EST
Notes:
For Detail Of Interchange
& R/W See Sheet No 69-80
Contractor Shall Maintain
Thru Traffic
For Finished Grade See Sheet No 76 through 80
PROFILE
PLAN
Parish Road @ Sta. 294+08.27

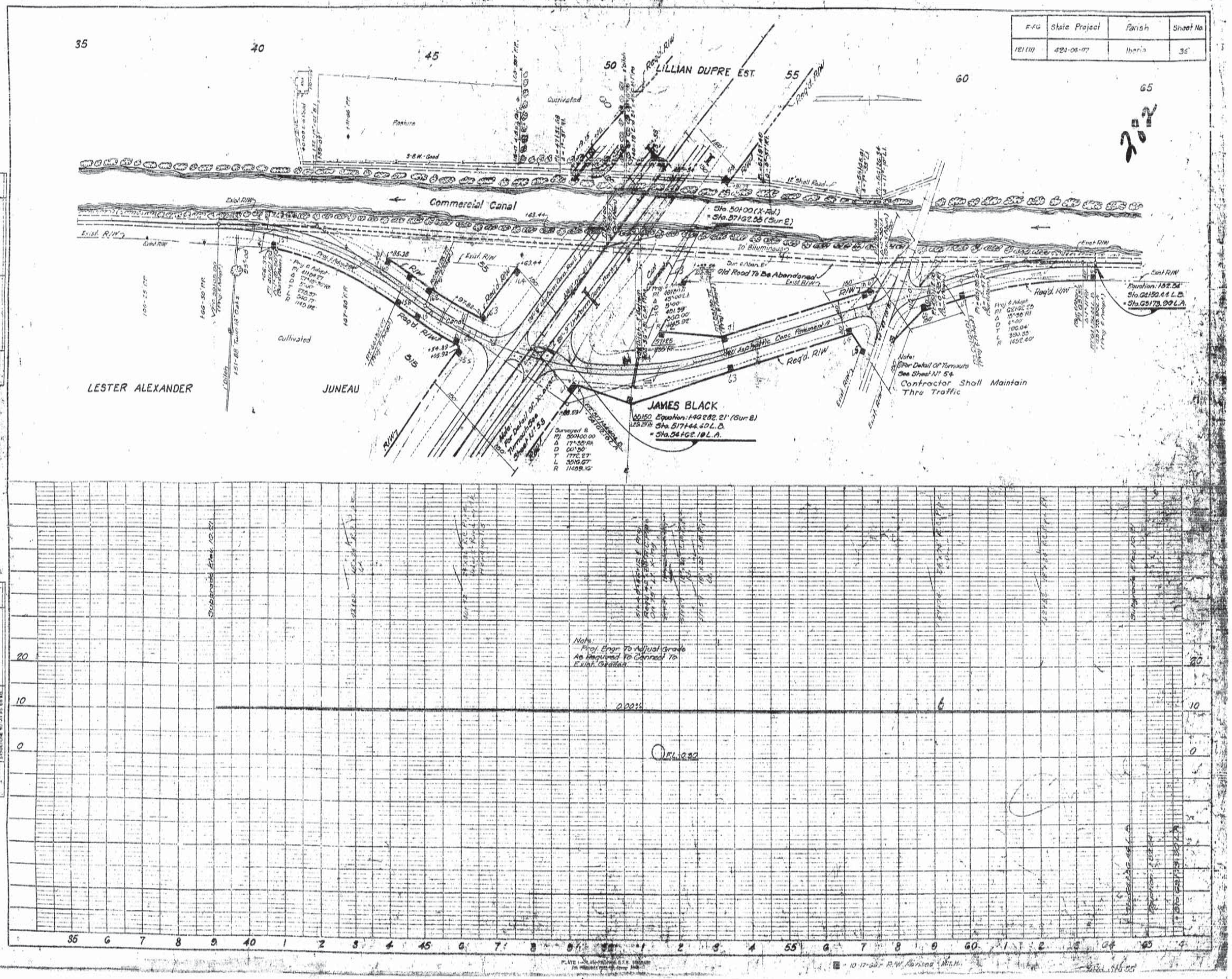
AS BUILTS

F.P.G.	State Project	Parish	Sheet No.
121(11)	424-06-07	Iberia	35



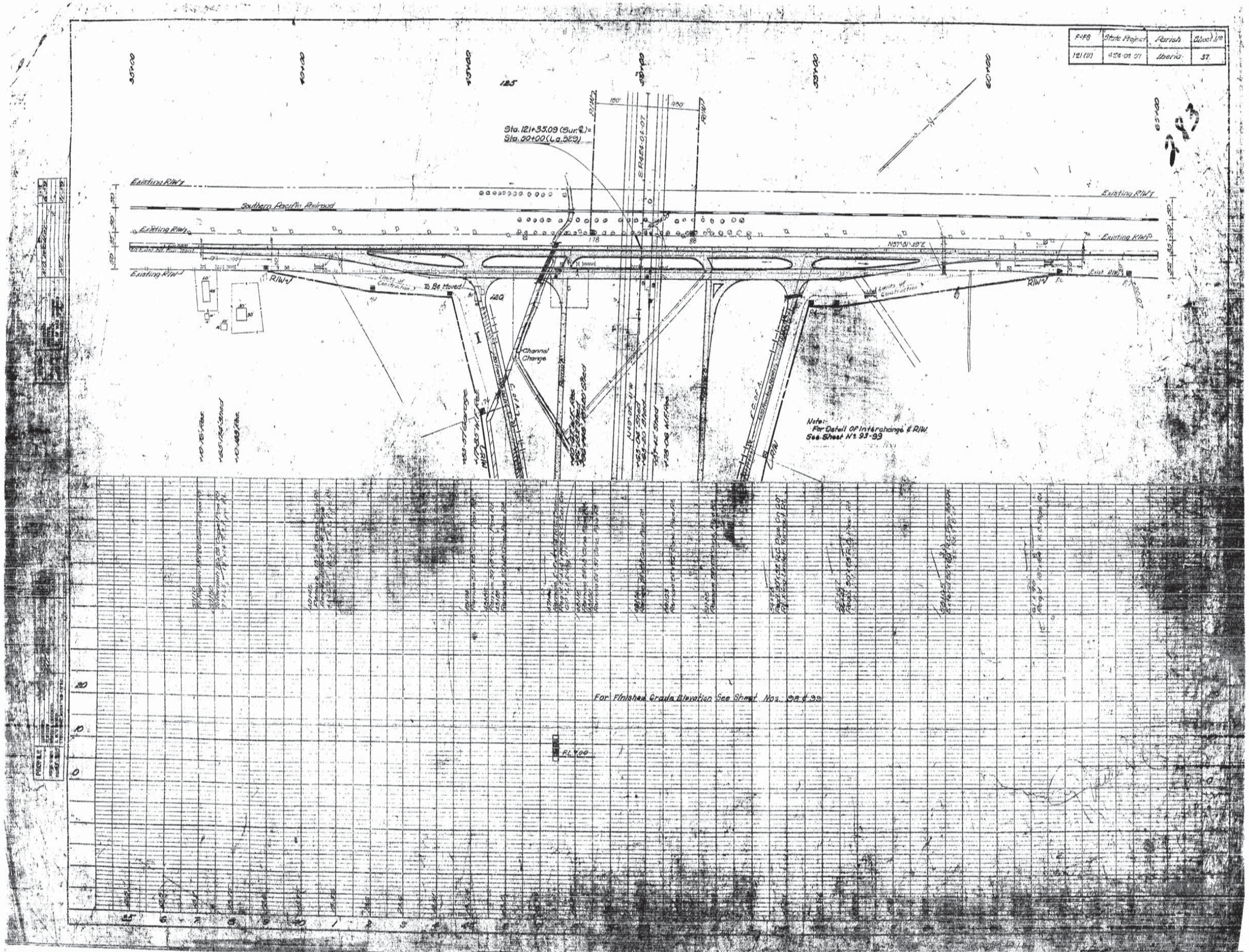
AS BUILTS

F-FG	State Project	Parish	Sheet No.
121 (11)	423-06-07	Iberia	35



AS BUILTS

F.A.P.B.	State Project	Parish	Sheet No.
121 (11)	424-01-07	Iberia	37



AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F.-E.D.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	38

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE (CU. YD.)	DEFORMED REINFORCED STEEL (POUND)	RELAYING CULVERT PIPE (LIN. FT.)	R.C. Pipe Class III Linear Feet 18"	24"	30"	42"	48"	54"	60"	R.C. Pipe Class III (R.O.W.) Lin. Ft. 18"	Catch Basin (EACH)	C.M. Pipe Lin. Ft. 18"	C.M. Pipe Lin. Ft. 24"	C.M. Pipe Lin. Ft. 36"	Manholes (Each)	Removal of Culverts (Each)
45+70	Remove 22"x13"x20' C.M. Pipe Arch Rt.																			
47+19	Remove 22"x13"x20' C.M. Pipe Arch Lt.																			
47+40	Remove 18"x12' Conc. Pipe Rt.																			
48+92	Remove 15"x16' Conc. Pipe Rt.																			
49+07	Remove 18"x16' Conc. Pipe Rt.																			
50+33	Remove 22"x13"x20' C.M. Pipe Arch Lt.																			
51+66	Remove 19"x16' Iron Pipe Rt.																			
53+12	Remove 15"x15' Conc. Pipe Rt.																			
53+68	Remove 60"x67' C.M. Pipe																			
55+00	Req'd. 2-6'x6' R.C. Box.	C.B.M.-6-8-1	R.C. Box	73.73	9137															
677+65	Req'd. 2-6'x6'x40' R.C. Box Under Rt. Frontage Rd.	C.B.M.-6-8-1	R.C. Box	63.42	7207															
[illegible]	[illegible]																			
680+[illegible]	~~Req'd. 24"x48' R.C. Pipe under Rt. Rdwy.~~		~~R.C. Pipe~~	~~[illegible]~~	~~[illegible]~~		~~48~~													
680+88	~~Req'd. 24"x68' R.C. Pipe under Lt. Rdwy.~~		~~R.C. Pipe~~	~~[illegible]~~	~~[illegible]~~		~~68~~													
680+70	Remove 8"x18' Clay Pipe Rt.																			
682+35	24"x74' R.C.P. [illegible]	R.P.B.2	R.C.P.	4.21	318			74												
682+59	Remove 15"x19' Iron Pipe Lateral Lt.																			
[illegible]	24"x52' [illegible]	R.P.B.2	R.C.P.	3.46	189			52												
682+59	Remove 24"x12' Oil Drum Lateral Lt.																			
683+[illegible]	Req'd. 18"x24' R.C. Pipe Rt. of Rt. Front. Rd.		R.C. Pipe				24													
685+30	Req'd. 24"x28' R.C. Pipe Lt. of Lt. Front. Rd.		R.C. Pipe					28												
692+60	Req'd. 24"x24' R.C. Pipe under Headland Lt.		R.C. Pipe					24												
694+[illegible]	Req'd. 30"x[illegible] R.C. Pipe on [illegible] Lt. X-ing Under Rt. Front. Rd.	R.P.B.2	R.C. Pipe	6.98	324				58											
694+50	Req'd. [illegible] x [illegible] R.C. Pipe Rt. of Rt. Frontage Rd.		R.C. Pipe						28											
694+90	Remove 10"x13' Conc. Pipe Rt.																			
695+[illegible]	Req'd. 30"x[illegible] R.C. Pipe on [illegible] Lt. x-ing under Rt. Rdwy.	R.P.B.2	R.C. Pipe	6.98	324				86											
[illegible]	24"x[illegible] R.C.P. [illegible]	[illegible]	R.C.P.	2.66	154			24												
682+66	[illegible]x44' R.C.P. [illegible]	[illegible]	R.C.P.	4.26	248			44												
695+95	Req'd. 30"x[illegible] R.C. Pipe on [illegible] Lt. X-ing under Lt. Rdwy.	R.P.B.2	R.C. Pipe	6.98	324				86											
696+[illegible]	Req'd. 30"x[illegible] R.C. Pipe on [illegible] Lt. X-ing under Lt. Front. Rd.	R.P.B.2	R.C. Pipe	6.98	324				86											
696+60	Req'd. 24"x24' R.C. Pipe under Headland Lt.		R.C. Pipe					24												
697+[illegible]	Req'd. 30"x28' R.C. Pipe Lt. of Lt. Front. Rd.		R.C. Pipe						28											
697+24	Remove 10"x12' Conc. Pipe Lt.																			
697+40	Remove 10"x12' Conc. Pipe Lt.																			
698+30	Remove 8"x15' Conc. Pipe Rt.																			
700+00	Req'd. 30"x28' R.C. Pipe Rt. of Rt. Front. Rd.		R.C. Pipe						28											
700+60	Req'd. 24"x24' R.C. Pipe under Headland Rt.		R.C. Pipe					24												
701+45	Req'd. 24"x[illegible] R.C. Pipe on 45° Lt. x-ing under Rt. Rdwy.	R.P.B.2	R.C. Pipe	5.22	254				44											
				136.12	13,641		24	96	312				64		32					

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.

Pulled 7-83

DATE	DESCRIPTION REVISIONS	BY

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DATED MARCH 1963
DETAILED: M. RUSSELL | TRACED: M. BARNES
CHECKED: W. E. HARDIN | CHECKED: R. ROBIN

AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	39

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE CU. YD.	DEFORMED REINFORCED STEEL POUND	RELAYING CULVERT PIPE LIN. FT.	R.C. PIPE CLASS III Linear Feet 18"	24"	30"	36"	42"	48"	54"	60"	R.C. Pipe Class III (R.C.J.) Lin. Ft. 18"	CATCH BASIN EACH	C.M. PIPE Lin. Ft. 18"	C.M. PIPE Lin. Ft. 24"	C.M. PIPE Lin. Ft. 36"	Removal of Culverts Each	Removal of Culverts Each
702+52	Req'd. 24" x ~~68'~~ 44' R.C. Pipe on 45° Lt. x-ing under Lt. Rdw'y.	R.P.82	R.C.Pipe	5.22	254			44													
704+00	Req'd. 24" x ~~20'~~ 22' R.C. Pipe under Headland Rt.		R.C.Pipe					22													
704+10	Req'd. 24" x ~~20'~~ 22' R.C. Pipe under Headland Lt.		R.C.Pipe					22													
705+52	Req'd. 24" x ~~62'~~ 44' R.C. Pipe on 45° Lt. x-ing under Rt. Rdw'y.	R.P.82	R.C.Pipe	5.22	254			44													
706+60	Req'd. 24" x ~~68'~~ 44' R.C. Pipe on 45° Lt. x-ing under Lt. Rdw'y.	R.P.82	R.C.Pipe	5.22	254			44													
706+92	Remove 8" x 10' Conc. Pipe Lt.																				
708+19	Req'd 24" x ~~20'~~ 22' R.C. Pipe under Headland Lt.		R.C.Pipe					22													
708+80	Req'd. 30" x ~~20'~~ 20' R.C. Pipe under Headland Rt.		R.C.Pipe						20												
708+68	Remove 15" x 15' Conc. Pipe Rt.																				
709+72	Req'd 30" x ~~64'~~ 44' R.C. Pipe on 45° Lt. x-ing under Rt. Rdw'y.	R.P.82	R.C.Pipe	6.98	324				44												
710+82	Req'd 30" x ~~64'~~ 44' R.C. Pipe on 45° Lt. x-ing under Lt. Rdw'y.	R.P.82	R.C.Pipe	6.98	324				44												
712+35	Req'd 30" x 28' R.C. Pipe under Headland Lt.		R.C.Pipe						28												
713+26	Req'd. 18" x 24' R.C. Pipe Lt. of Lt. Rdw'y.		R.C.Pipe				24														
713+26	Req'd. 18" x ~~46'~~ 46' R.C. Pipe on ℄ Median Under Crossover		R.C.Pipe				46														
713+26	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Rdw'y.		R.C.Pipe				24														
718+23	Req'd 18" x 24' R.C. Pipe Lt. of Lt. Rdw'y.		R.C.Pipe				24														
718+94	Remove 8" x 11' Conc. Pipe Rt. Reqd 18" x 24' R.C. Pipe		R.C. Pipe				24														
725+68	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Rdw'y.		R.C.Pipe				24														
729+75	Req'd. 18" x 24' R.C. Pipe Lt. of Lt. Rdw'y.		R.C.Pipe				24														
729+75	Req'd 18" x ~~46'~~ 46' R.C. Pipe on ℄ Median Under Crossover		R.C.Pipe				46														
732+00	Reqd 18" x 24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe				24														
736+33																					
739+54	Remove 12" x 12' Conc. Pipe Lateral Lt.						24														
737+43																					
			Page Totals	29.62	1410		386	390	223												

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 1½:1 UNLESS OTHERWISE NOTED.
LENGTH OF R.C. BOX CULVERTS ARE INSIDE TO INSIDE OF HEADWALLS.

DATE	DESCRIPTION REVISIONS	BY

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DATED March 1963
DETAILED H. Russell | TRACED H. Ballard
CHECKED J. L. Norcum | CHECKED H. Bakus

AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F.P.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	40

286

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE CU. YD	DEFORMED REINFORCED STEEL POUND	RELAYING CULVERT PIPE LIN. FT	R.C. Pipe Class III Linear Feet 18"	24"	30"	42"	48"	54"	60"	R.C. Pipe Class III (R.O.J.) Lin. Ft 18"	Catch Basin EACH	C.M. PIPE Lin. Ft. 18"	C.M. PIPE Lin. Ft. 24"	C.M. PIPE Lin. Ft. 30"	Manholes EACH	Removal of Culverts EACH
740+25	Req'd 18"x24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe					24												
740+25	Req'd. 18"x24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe					24												
745+00	Req'd 18"x24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe					24												
746+00	Req'd 18"x12' R.C. Pipe on ℄ Median with Catch Basin on East End & West End Connected to Manhole	R-CB-3-B	R.C. Pipe Catch Basin					12							1					
746+00	Req'd. 42"x 106' R.C. Pipe under Lt. & Rt. Roadways with Manhole on ℄ Median.	R-P-67 R-C-8 11 (Mod.)	R.C. Pipe Manhole	8.30	406					106									1	
746+75	Remove 22"x17' gal Drum Lateral Lt.																			
747+82	Req'd 36"x 106' R.C. Pipe under Lt. & Rt. Roadways with Manhole on ℄ Median.	R-P-67 R-C-8-11	R.C. Pipe Manhole	6.56	316					106									1	
747+80	Req'd 18" & 12' R.C. Pipe on ℄ Med. with East End Connected to Manhole & Catch Basin on West End.	R-C-8-3-B	R.C. Pipe Catch Basin					12							1					
753+26	Req'd. 18"x24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe					24												
753+26	Req'd. 18"x24' R.C. Pipe Rt. of Rt. Rdwy.		R.C. Pipe					24												
753+47	Req'd. 18"x12' R.C. Pipe on ℄ Median with Catch Basin on East End & West End Stubbed into 42" R.C. Pipe	R-CB-3-B	R.C. Pipe Catch Basin					12							1					
753+61	Req'd. 2-42"x 135' R.C. Pipe under Lt. & Rt. Roadways.	C.M.-206	R.C. Pipe	10.90	520					270										
753+79	Req'd. 18"x12' R.C. Pipe on ℄ With Catch Basin on West End & East End Stubbed into 42" R.C. Pipe	R-CB-3-B	R.C. Pipe Catch Basin					12							1					
754+50	18"x24' R.C. Pipe Lt. of Lt. Rdwy.		R.C. Pipe					24												
757+55	Req'd. 18"x24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe					24												
757+55	Req'd. 18"x 96' R.C. Pipe on ℄ Median Under Crossover		R.C. Pipe					96												
757+55	Req'd 18"x24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe					24												
758+64	Remove 8"x15' Conc. Pipe Lateral Lt.																			
758+70	Remove 8"x15' Conc. Pipe Lateral Rt.																			
~~761+00~~	~~Req'd 2-30"x24' R.C. Pipe under Headland Rt.~~		~~R.C. Pipe~~						~~48~~											
~~761+14~~	~~Req'd 2-30"x64' R.C. Pipe on 88°-30' Lt. X-ing under Rt. Rdwy~~	~~C.M.-205~~	~~R.C. Pipe~~	~~6.06~~	~~326~~				~~128~~											
~~761+80~~	~~Req'd 2-30"x64' R.C. Pipe on 88°-30' Lt. X-ing under Lt. Rdwy.~~	~~C.M.-205~~	~~R.C. Pipe~~	~~6.06~~	~~326~~				~~128~~											
~~761+43~~	~~Req'd 2-30"x24' R.C. Pipe under Headland Lt.~~		~~R.C. Pipe~~						~~48~~											
764+75	Req'd 18"X24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe					24												
				22.46	1274		36		176	504					4				2	

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 1½:1 UNLESS OTHERWISE NOTED.
LENGTH OF R.C. BOX CULVERTS ARE INSIDE TO INSIDE OF HEADWALLS.

DATE	DESCRIPTION REVISIONS	BY

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATED March 1963
DETAILED M. Russell — TRACED M. Rolland
CHECKED W. Marcum — CHECKED H. Dubin

AS BUILTS

12

SUMMARY OF DRAINAGE STRUCTURES

F-FG	STATE PROJECT	PARISH	SHEET NO
121(11)	424-04-07	Iberia	41

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE CU YD.	DEFORMED REINFORCED STEEL POUND	RELAYING CULVERT PIPE LIN FT	R.C. PIPE CLASS III Linear Feet 18"	24"	30"	36"	48"	54"	60"	R.C. Pipe Class III (R.G.J.) Lin Ft 18"	CATCH BASIN EACH	C.M. PIPE Lin. Ft. 18"	C.M. PIPE Lin. Ft. 24"	C.M. PIPE Lin. Ft. 36"	MANHOLES Each	Removal of Culverts Each
764+00'	Req'd 18"x24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe					24												
764+85'	Req'd 18"x24' R.C. Pipe Rt. at Rt. Roadway		R.C. Pipe					24												
768+11'	Req'd 2-30"x24' R.C. Pipe Under Headland Rt		R.C. Pipe						48											
768+00'	12"x24' R.C. Pipe Lt. of Rt. Rdwy.		R.C. Pipe					24												
768+12	Remove 6"x15' V.C. Pipe Rt.																			
764+51'	Req'd 48"x72' R.C. Pipe on 84°-08' Lt. X-ing under Rt. Rdwy.	RP-85	R.C. Pipe	10.98	536						72									
764+59'	48"x74' R.C. Pipe on 84°-08' Lt. X-ing under Lt. Rdwy.	RP-85	R.C. Pipe	10.98	536						74									
768+32'	Req'd. 2-30"x~~66'~~ 68' R.C. Pipe on 82°-30' Lt. Crossing under Rt. Rdwy.	CM-205	R.C. Pipe	6.96	328				132 ~~128~~											
768+48'	Req'd. 2-30"x~~66'~~ 68' R.C. Pipe on 82°-30' Lt. Crossing under Lt. Rdwy.	CM-205	R.C. Pipe	6.96	328				124 ~~120~~											
768+68'	Req'd. 2-30"x24' R.C. Pipe under Headland Lt		R.C. Pipe						48											
770+00'	Req'd. 18"x24' R.C. Pipe Lt. of Lt. Rdwy.		R.C. Pipe					24												
770+00'	Req'd. 18"x24' R.C. Pipe Rt. of Rt. Rdwy.		R.C. Pipe					24												
772+24'	Req'd. 48"x~~72'~~ 74' R.C. Pipe on 82°-30' Lt. Crossing under Lt. & Rt. Roadway	RP-85	R.C. Pipe	10.98	536						152 ~~148~~									
773+00'	Req'd 18"x24' R.C. Pipe Rt of Rt. Roadway		R.C. Pipe					24												
234+25'	Req'd. 18"x24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe					24												
234+17	Req'd 15"x~~20'~~ 22' R.C. Pipe on ℄ Median with East End Connected to Catch Basin & West End to Manhole	R-CB-3-B	R.C. Pipe Catch Basin					~~20~~ 22							1					
233+32'	18"x24' R.C. Pipe Rt. of Rt. Rdwy.		R.C. Pipe					24												
234+11'	18"x24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe					24												
234+65'	Req'd. 18"x24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe					24												
234+31'	Req'd. 42"x~~72'~~ 74' R.C. Pipe on 82°-30' Lt. Crossing under Lt. & Rt. Roadways with Manhole on ℄ Median	R-P-85 R-CB-11-Md	R.C. Pipe Manhole	9.02	442						154 ~~150~~								1	
234+34'	Req'd. 18"x~~12'~~ 22' R.C. Pipe on ℄ Median with East End Connected to Manhole & West End Connected to Catch basin	R-CB-3-B	R.C. Pipe Catch basin					~~12~~ 22							1					
233+11'	18"x24' R.C. Pipe Lt. of Lt. Rdwy.		R.C. Pipe					24												
243+64'	Req'd. 18"x~~12'~~ 14' R.C. Pipe on ℄ Median with East End Connected to Catch Basin & West End Stubbed into 54" R.C. Pipe.	R-CB-3-B	R.C. Pipe Catch Basin					12							1					
238+85'	18"x24' R.C. Pipe Rt. of Rt. Rdwy.		R.C. Pipe					18												
243+70'	Req'd. 54"x~~60'~~ 62' R.C. Pipe on 82°-30' Lt. Crossing under Lt. & Rt. Rdwys.	R-P-88	R.C. Pipe	13.12	616						154 ~~150~~									
243+76'	Req'd. 18"x12' R.C. Pipe on ℄ Median with East End Stubbed into 54" R.C. Pipe & Catch Basin on West End.	R-CB-3-B	R.C. Pipe Catch Basin					12							1					
244+40'	Req'd 18"x24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe					24												
244+40'	Req'd 18"x24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe					24												
248+15	Remove 24"x12' Conc. Pipe Lateral Rt.																			
248+33'	Req'd. 54"x~~66'~~ 164' R.C. Pipe on 75° Lt. X-ing under Lt. & Rt. Roadways	R-P-84	R.C. Pipe	13.30	622						164 ~~158~~									
297+00'	18"x24' R.C. Pipe Lt. of Lt. Rdwy.		R.C. Pipe					24												
248+45'	18"x24' R.C. Pipe Rt. of Rt. Rdwy.		R.C. Pipe					24												
252+40	Req'd. 4'x4'x~~150'~~ 172' R.C. Box under Lt. & Rt. Roadways with Drop Inlet on ℄ Median	R-CB-3-B	R.C. Box Drop Inlet	~~10.65~~ 17.77*	~~4441~~ 9245										1					
258+40'	Req'd. 18"x24' R.C. Pipe Lt. of Lt. Frontage Road		R.C. Pipe					24												
258+40'	Req'd. 18"x24' R.C. Pipe Rt. of Rt. Frontage Road.		R.C. Pipe					24												
258+40'	Req'd 18"x~~66'~~ 74' R.C. Pipe on ℄ Median Under Crossover		R.C. Pipe					~~66~~ 74												
258+40'	Req'd. 18"x~~66'~~ 74' R.C. Pipe Under Crossover Lt. of Rt. Roadway		R.C. Pipe					~~66~~ 74												
258+40'	Req'd. 18"x~~66'~~ 74' R.C. Pipe under Crossover Rt. of Rt. Roadway		R.C. Pipe					~~66~~ 74												
264+18'	Req'd 18"x24' R.C. Pipe Lt. of Lt. Frontage Rd.		R.C. Pipe					24												
264+18'	Req'd 18"x24' R.C. Pipe Rt. of Rt. Frontage Rd.		R.C. Pipe					24												
269+88'	Req'd. 18"x32' C.M. Pipe Lt. of Lt. Frontage Rd.		C.M. Pipe														32			
~~269+60'~~	~~Req'd. 18"x24' R.C. Pipe Lt. of Lt. Roadway Stubbed into R.C. Box~~		~~R.C. Pipe~~																	
				162.07	13,799			793	264	176	732	320		2	22					

* Includes Quantities for 2 Expansion Joint Blocks & Allows Deduction for 1 Catch Basin.

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 1½:1 UNLESS OTHERWISE NOTED.
LENGTH OF R.C. BOX CULVERT AS INSIDE TO INSIDE OF HEADWALLS.

DATE	DESCRIPTION REVISIONS	BY

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DATED: January 1964
DETAILED: H. Russell | TRACED: H. Bullard
CHECKED: H. E. Norcum | CHECKED: H. Smith

AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F-Ej	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	9-2

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE Cu. Yd.	DEFORMED REINFORCED STEEL POUND	RELAYING CULVERT PIPE LIN. FT.	R.C. PIPE CLASS III Linear Feet 18"	24"	30"	36"	42"	48"	54"	60"	R.C. Pipe Class III (ROJ.) Lin. Ft. 18"	CATCH BASIN EACH	C.M. PIPE Lin. Ft. 18"	C.M. PIPE Lin. Ft. 24"	C.M. PIPE Lin. Ft. 36"	Manholes Each	Removal of Culverts Each
253+65	Req'd. 18"x32' C.M. Pipe Lt. of Lt. Frontage Rd.		C.M.Pipe															32			
257+10	~~Req'd. 18"x32' C.M. Pipe Rt. of Rt. Roadway Stubbed into R.C. Box~~		~~C.M.Pipe~~					16													
[illegible]	[illegible]		R.C. Pipe					128													
[illegible]	[illegible]		R.C. Pipe																		
270+88	Req'd. 2-5'x5'x395' R.C. Box under Lt. & Rt. Rdw'ys & Lt. & Rt. Frontage Rds.	C.L.H.P. 45°-R.C.B.-1-B	R.C. Box	395.90	46,444											#3					
	on 45° Rt. X-ing with Drop Inlet on E. Median, [illegible]		Drop Inlet																		
276+00	Req'd 18"x24' R.C. Pipe Lt. of Lt. Front. Rd.		R.C. Pipe				24														
276+00	Req'd 18"x24' R.C. Pipe Rt. of Rt. Front. Rd.		R.C. Pipe				24														
~~271+18~~	~~Req'd. 24"x12' R.C. Pipe Rt. of Rt. Roadway Stubbed into R.C. Box Culv.~~		~~R.C. Pipe~~					12													
271+90	~~Req'd. 24"x12' R.C. Pipe Rt. of Rt. Roadway Stubbed into R.C. Box Culv.~~		~~R.C. Pipe~~					12													
271+17	18"x32' C.M. Pipe Rt. of Rt. Frontage Rd.		C.M.Pipe															32			
[illegible]	18"x32' C.M. Pipe Rt. of Rt. Frontage Rd.		C.M.Pipe															32			
284+70	Req'd. 24"x44' R.C. Pipe Under Rt. Front. Rd.	R-P-67	R.C. Pipe	3.66	184			44													
284+25	Req'd. 24"x60' R.C. Pipe under Rt. Roadway [illegible]	R-P-67	R.C. Pipe	3.66	184			60													
285+50	Req'd. 24"x72' R.C. Pipe or [illegible] Lt. X-ing Under Lt. Rdwy. [illegible]	R-P-67	R.C. Pipe	4.66	234			72													
285+50	Req'd. 24"x44' R.C. Pipe or [illegible] Lt. X-ing Under Lt. Front. Rd.	R-P-67	R.C. Pipe	3.66	184			44													
288+90	Remove 18"x12' Conc. Pipe Rt.																				
283+00	Req'd 18"x24' R.C. Pipe Lt. of Lt. Front. Rd.		R.C. Pipe				24														
283+00	Req'd 18"x24' R.C. Pipe Rt. of Rt. Front. Rd.		R.C. Pipe				24														
289+20	Req'd 18"x24' R.C. Pipe Rt. of Rt. Front. Rd.		R.C. Pipe				24														
290+20	Req'd 18"x24' R.C. Pipe Lt. of Lt. Front. Rd.		R.C. Pipe				24														
291+30	Req'd. 24"x72' R.C. Pipe Under Rt. Roadway [illegible]	R-P-67	R.C. Pipe	3.66	184			72													
34+89	Remove 18"x22' Conc. Pipe Lt. ~~Req'd. 18"x24' R.C. Pipe~~		~~R.C. Pipe~~				24														
34+96	Remove 18"x23' Conc. Pipe Rt. Req'd. 18"x24' R.C. Pipe		R.C. Pipe				24														
40+18	Remove 18"x22' Conc. Pipe Rt. Req'd. 18"x24' R.C. Pipe		R.C. Pipe				24														
48+50	Remove 18"x24' Conc. Pipe Lt.																				
49+38	Remove 18"x24' Conc. Pipe Rt.																				
52+30	Remove 18"x37' Conc. Pipe Lt.																				
52+44	Remove 24"x46' Conc. Pipe																				
54+20	Remove 18"x24' Conc. Pipe Lt.																				
57+60	Remove 24"x50' Conc. Pipe. Req'd. 36"x116' R.C. Pipe	R-P-67	R.C. Pipe	6.36	316				116												
60+14	Remove 18"x24' Conc. Pipe Lt. Req'd. 18"x24' R.C. Pipe		R.C. Pipe				24														
61+10	Remove 18"x24' Conc. Pipe Rt. Req'd. 18"x24' R.C. Pipe		R.C. Pipe				24														
62+82	Remove 18"x9' Conc. Pipe Rt. Req'd. 18"x18' R.C. Pipe		R.C. Pipe				18														
63+73	Remove 18"x22' Conc. Pipe Rt. Req'd. 18"x24' R.C. Pipe		R.C. Pipe				24														
90+60	18"x28' R.C. Pipe Lt. [illegible]		R.C. Pipe				28														
63+12	18"x24' R.C. Pipe Lt.		R.C. Pipe				24														
274+50	12"x40' R.C. Pipe under Lt. Front. Rd.	R-P-67	R.C. Pipe	2.00	140		40														
293+00	Req'd. 30"x50' R.C. Pipe Under Rt. Front. Rd.	R-P-67	R.C. Pipe	5.02	238			50													
296+50	Req'd. 24"x72' R.C. Pipe Under Rt. Rdwy. [illegible]	R-P-67	R.C. Pipe	3.66	184			72													
300+12	Remove 20"x13' Oil Drum Lateral Lt.																				
305+26	Req'd. 30"x40' R.C. Pipe Under Rt. Front. Rd. [illegible]	R-P-67	R.C. Pipe	5.02	238			40													
305+20	Req'd. 24"x56' R.C. Pipe Under Rt. Roadway [illegible]	R-P-67	R.C. Pipe	3.66	184			56													
305+45	Remove 22"x12' Boiler Iron Pipe Lateral Lt.																				
305+50	Req'd. 30"x46' R.C. Pipe under Lt. Roadway [illegible]	R-P-67	R.C. Pipe	5.66	272			46													
305+60	Req'd. 30"x46' R.C. Pipe Under Lt. Front. Rd. [illegible]	R-P-67	R.C. Pipe	5.66	272			46													
309+06	Remove 20"x12' Boiler Iron Pipe Lt.																				
312+74	Req'd. 18"x24' R.C. Pipe Rt. of Rt. Front. Rd.		R.C. Pipe				24														
312+95	Req'd. 18"x24' R.C. Pipe Lt. of Lt. Front. Rd.		R.C. Pipe				24														
315+10	Req'd. 18"x24' R.C. Pipe Lt. of Lt. Front Rd		R.C. Pipe				24														
				409.19	49,491		436	513	192	116		3		96							

288

* Includes Quantities for 6 Expansion Joint Blocks & Allows Deduction for 1-Drop Inlet, 1-18" R.C. Pipe & 3-24" R.C. Pipes.

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 1½:1 UNLESS OTHERWISE NOTED.
LENGTH OF R.C. BOX CULVERTS ARE INSIDE TO INSIDE OF HEADWALLS.

Punch 4/5

DATE	DESCRIPTION	BY
	REVISIONS	

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATED Dec. 1963
DETAILED H. Russell — TRACED M. Bailey
CHECKED J. Moreau — CHECKED H. Babin

AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	43

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE CU. YD.	DEFORMED REINFORCED STEEL POUND	RELAYING CULVERT PIPE LIN. FT.	R.C. PIPE CLASS III Linear Feet 18"	24"	30"	36"	42"	48"	54"	60"	R.C. Pipe Class III (R.O.J.) Lin. Ft. 18"	CATCH BASIN EACH	C.M. PIPE Lin. Ft. 18"	C.M. PIPE Lin. Ft. 24"	C.M. PIPE Lin. Ft. 36"	Manholes Each	Removal of Culverts Each
331+04	Req'd. 18" x 24' R.C. Pipe Lateral Lt. of Lt. Roadway		R.C. Pipe				24														
331+14	Remove 18" x 20' C.M. Pipe Lt.																				
331+18	Req'd. 24" x ~~76'~~ 93' R.C. Pipe Under Cross-Over Rt. of Rt. Roadway		R.C. Pipe					93 76													
331+18	Req'd. 18" x ~~76'~~ 93' R.C. Pipe Under Cross-Over on ℄ Median		R.C. Pipe				93 76														
331+13	Req'd. 24" x ~~76'~~ 94' R.C. Pipe Under Cross-Over Lt. of Lt. Roadway		R.C. Pipe					94 76													
331+18	Req'd. 24" x ~~69'~~ 93' R.C. Pipe Under Turnout Rt. of Rt. Frontage Rd.		R.C. Pipe					93 76													
331+18	Req'd. 24" x ~~52'~~ 52' R.C. Pipe Under Turnout Lt. of Lt. Frontage Rd.		R.C. Pipe					52													
331+80	Req'd 30" x ~~60'~~ 68' R.C. Pipe under Rt. Roadway PCB4	R-P-67	R.C. Pipe	5.02	238				68 60												
331+80	Req'd. 30" x ~~60'~~ 68' R.C. Pipe under Lt. Roadway PCB4	R-P-67	R.C. Pipe	5.02	238				68 60												
331+80	Req'd. 30" x ~~40'~~ 40' R.C. Pipe Under Gravel Rd. Lt. PCB		R.C. Pipe						40												
339+36	To Remain 12" x 18' V.C. Pipe under Exist. Road Lt.																				
339+36	18" x 20' R.C. Pipe Under Gravel Rd. Lt. PCB		R.C. Pipe				20														
341+63	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe				24														
341+90	Remove 30" x 20' Conc. Pipe Lt.																				
341+90	Req'd 18" x ~~76'~~ 98' R.C. Pipe Under Cross-Over on ℄ Median		R.C. Pipe				98 76														
348+84	Req'd. 24" x 32' C.M. Pipe Rt. of Rt. Roadway		C.M. Pipe															32			
349+37	Req'd. 24" x 32' C.M. Pipe Lt. of Lt. Roadway		C.M. Pipe															32			
349+35	Req'd. 2-7' x 7' x ~~72'~~ 168' R.C. Box under Lt. & Rt. Roadways on 75°-Lt. Crossing with Drop Inlet on ℄ Median	C.C.S.M. 7-14 C-1595 R-CB-38	R.C. Box Drop Inlet	~~255.26~~ 255.26	~~32.464~~ 32.464																
349+45	Req'd. 18" x 32' C.M. Pipe Rt. of Rt. Roadway		C.M. Pipe	86.64	940.7												32				
349+56	Remove 72" x 24' Conc. Pipe under Exist. Parish Road Lt. Req'd. 2-7' x 7' x ~~91'~~ 91' R.C. Box.	C.C.S.M. 7-10 S-9071	R.C. Box	108.22	~~12.456~~ 12.456																
349+85	Req'd. 36" x 32' C.M. Pipe Lt. of Lt. Roadway		C.M. Pipe																32		
351+63	18" x 24' R.C. Pipe Rt. of Rt. Rdwy PCB4		R.C. Pipe				24														
350+42	Remove 18" x 18' Conc. Pipe Lt.																				
356+69	Req'd. 18" x 12' R.C. Pipe on ℄ Median with Catch Basin on East End & West End, Connected to Manhole	R-CB-38	R.C. Pipe Catch Basin				12														
356+75	Req'd. 36" x ~~168'~~ 162' R.C. Pipe under Lt. & Rt. Roadways with Manhole on ℄ Median	R-P-67 R-CB-11	R.C. Pipe Manhole	6.56	316					162 162											
356+81	24" x 28' R.C. Pipe Rt. of Rt. Rdwy PCB4		R.C. Pipe					28													
356+81	Req'd. 18" x 12' R.C. Pipe on ℄ Median with East End Connected to Manhole & to Catch Basin on West End	R-CB-38	R.C. Pipe Catch Basin				12														
361+66	Remove 18" x 16' Conc. Pipe Lt.																				
361+66	18" x 24' R.C. Pipe Rt. of Rt. Rdwy PCB4		R.C. Pipe				24														
370+88	Req'd. 18" x ~~66'~~ 96' R.C. Pipe Rt. of Rt. Roadway PCB	R-P-10	R.C. Pipe	~~1.74~~	~~109~~		96 ~~52~~														
370+84	Req'd. 18" x ~~76'~~ 94' R.C. Pipe Under Cross-Over on ℄ Median		R.C. Pipe				94 ~~76~~														
370+84	~~Remove 84" x 34' Conc. Pipe Lt. of Lt. Roadway. Req'd. 24" x 52' R.C. Pipe~~ PCB	R-P-10	~~R.C. Pipe~~	~~2.52~~	~~136~~			~~52~~													

*Includes Quantities for two Expansion Joint Blocks & Allows Deduction for One Drop Inlet

338.48 | 43,463 | 430 | 384 | 178 | 163 | 3 | 32 | 64 | 32 | 1

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 1½:1 UNLESS OTHERWISE NOTED.
LENGTH OF R.C. BOX CULVERTS ARE INSIDE TO INSIDE OF HEADWALLS.

DATE	DESCRIPTION	BY
	REVISIONS	

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DATED: March 1969
DETAILED: H. Russell | TRACED: M. Ballard
CHECKED: E. Marcum | CHECKED: Cabibb

AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	44

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE CU YD	DEFORMED REINFORCED STEEL POUND	RELAYING CULVERT PIPE LIN FT.	R.C. PIPE CLASS III Linear Feet 18"	24"	30"	36"	42"	48"	54"	60"	R.C. Pipe Class III (R.O.J.) Lin. Ft. 18"	CATCH BASIN EACH	C.M. PIPE Lin. Ft. 18"	C.M. PIPE Lin. Ft. 24"	C.M. PIPE Lin. Ft. 36"	Manhole Each	Removal of Culverts Each
370+41	Remove 15" x 25' Conc. Pipe Lt.																				
371+44	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe				24														
373+34	Req'd. 24" x 36' R.C. Pipe under Lt. Roadway	R-P-67	R.C. Pipe	3.66	184			36													
373+34	Req'd. 24" x 36' R.C. Pipe Under Rt. Roadway	R-P-67	R.C. Pipe	3.66	184			36													
373+34	Remove 12" x 16' Conc. Pipe Lateral Lt.																				
378+12	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe				24	26													
378+34	Remove 18" x 15' Conc. Pipe Lateral Lt.																				
379+00	Req'd. 24" x 28' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe				24	28													
379+08	To Remain 18" x 20' Conc. Pipe under Parish Road Lt.																				
386+06	Req'd. 24" x 40' C.M. Pipe Lt. of Lt. Rdwy.		C.M. Pipe															40			
386+06	Req'd. 24" x 40' C.M. Pipe Rt. of Rt. Rdwy.		C.M. Pipe															40			
386+23	To Remain 2 @ 19' Span Conc. Bridge Lt.																				
386+34	Req'd. 10' x 10' x 158' R.C. Box under Lt. & Rt. Roadway with Drop Inlet on ℄ Median	C.C. 3-24-66, R.S.-90°-1, R-C.B.-3-B	R.C. Box Drop Inlet	286.30 ~~289.66~~	22,771 ~~32,390~~											1					
386+62	Req'd. 24" x 40' C.M. Pipe Lt. of Lt. Rdwy.		C.M. Pipe														1	40			
386+76	Remove 6" x 21' Conc. Pipe Lt.																				
386+68	Req'd. 24" x 40' C.M. Pipe Rt. of Rt. Roadway.		C.M. Pipe														40	40			
387+10	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe				24														
387+62	Remove 6" x 21' Conc. Pipe Lt.																				
388+00	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe				24														
393+80	Req'd. 18" x 32' C.M. Pipe Rt. of Rt. Roadway		C.M. Pipe														32				
394+24	Req'd. 24" x 32' C.M. Pipe Rt. of Rt. Roadway		C.M. Pipe															32			
394+25	Req'd. 5' x 5' x 24' R.C. Box on 115° Lt. Crossing under Lt. & Rt. Roadway with Drop Inlet on ℄ Median (See Sheet No. 108-105 ℄ Catch Basin Lt. of Rdwy.	Special Detail RCB-3B	R.C. Box Drop Inlet	134.88 ~~85.93~~*	15,565 ~~+0490~~											1 2					
~~394+26~~	~~Req'd. 18" x 38' C.M. Pipe Lt. of Lt. Roadway~~		~~C.M. Pipe~~														38				
~~394+39~~ 394+39	Remove 42" x 36' C.M.P. under Parish Road Lt. ~~Req'd. 5' x 5' x 44' R.C. Box.~~	~~C.C. 3-24-66 R.S. 90°-1 Dwg.~~	~~R.C. Box~~	~~36.59~~	~~3599~~																
~~394+68~~	~~Req'd. 24" x 38' C.M. Pipe Lt. of Lt. Roadway~~		~~C.M. Pipe~~															~~38~~			
394+70	Remove 18" x 16' Conc. Pipe Lt.																				
395+00	~~Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway~~		~~R.C. Pipe~~				~~24~~														
398+69	Remove 15" x 24' Boiler Iron Pipe Lt.																				
398+92	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe				24														
				455.35	48,780		104	154							3	12		112			

* Includes Quantities For Two Expansion Joint Blocks & Allows Deduction For One Drop Inlet.

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 REVISIONS	BY

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATED: Nov. 20, 1963
DETAILED: H. Russell
TRACED: M. Dollard
CHECKED: W. E. Marcum
CHECKED: H. Babin

AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121 (10)	824-04-07	Iberia	45

291

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE Cu. Yd.	DEFORMED REINFORCED STEEL Pound	RELAYING CULVERT PIPE Lin. Ft.	R.C. Pipe CLASS III Linear Feet 18"	24"	30"	36"	42"	48"	54"	60"	R.C. Pipe Class III (E.B.J.) Lin. Ft. 18"	CATCH BASIN Each	C.M. PIPE Lin. Ft. 18"	C.M. PIPE Lin. Ft. 24"	C.M. PIPE Lin. Ft. 36"	Manholes Each	Removal of Culverts Each
406+43	Remove 12" x 16' Conc. Pipe Lt.																				
406+44	24" x 40' R.C. Pipe with 4:1 Slope	R.P.6.1	R.C. Pipe	3.40	126			40													
406+70	Remove 24" x 38' Conc. Pipe Lt.																				
406+70	24" x 44' R.C. Pipe under Gravel Rd. Rt. of Lt. Roadway		R.C. Pipe					44													
~~408+63~~	~~Req'd. 18" x 68' R.C. Pipe on ℄ Median with West End Stubbed into 6' x 5' R.C. Box & East End Connected to Catch Basin.~~	~~R-28-3-B~~	~~R.C. Pipe Catch Basin~~				~~68~~									4					
~~406+74~~	~~Req'd. 24" x 44' R.C. Pipe Rt. of Rt. Roadway. West End Stubbed into "U"-Type Headwall. Flaring Headwall 4:1 Slope on East End.~~	~~R-P-10~~	~~R.C. Pipe~~	~~1.26~~	~~68~~			~~44~~													
~~406+74~~	~~Req'd. 24" x 44' R.C. Pipe Lt. of Lt. Roadway. West End Stubbed into R.C. Box. Flaring Headwall 4:1 Slope on East End.~~	~~R-P-10~~	~~R.C. Pipe~~	~~1.26~~	~~68~~			~~44~~													
406+78	Req'd. 6' x 5' x 88' R.C. Box With "L"-Type Headwalls Under Gravel Road Lt. of Lt. Roadway. (See Sheet No. 109)	Special Details E.E.S.S.-7-78 S-90-1	R.C. Box	61.05 ~~58.24~~	9,293 ~~8854~~																
407+~~80~~ 82	Req'd. 6' x 5' x ~~119~~ 122' R.C. Box With "U"-Type Headwalls Under Rt. & Lt. Roadways. (See Sheet No. 110.)	Special Details E.E.S.S.-7-78 S-90-1	R.C. Box	115.25 ~~115.84~~	13,777 ~~14,169~~																
407+00	Req'd. 18" x ~~18'~~ 16' R.C. Pipe Lateral Lt. of Lt. Roadway. North End Stubbed into "L"-Type Headwall.		R.C. Pipe				16														
~~407+08~~	~~Req'd. 18" x 18' R.C. Pipe Lt. of Lt. Roadway. East End Stubbed into R.C. Box. Flaring Headwall 4:1 Slope on West End.~~	~~R-P-10~~	~~R.C. Pipe~~	~~0.84~~	~~60~~		~~18~~														
407+09	~~Req'd. 24" x 12' R.C. Pipe Rt. of Rt. Roadway. East End Stubbed into R.C. Box. Flaring Headwall 4:1 Slope on West End.~~	~~R-P-10~~	~~R.C. Pipe~~	~~1.26~~	~~68~~			~~12~~													
407+~~65~~ 67	Req'd. 18" x 12' R.C. Pipe on ℄ Median With East End Stubbed Into R.C. Box & West End Connected To Catch Basin	R-28-3-B	R.C. Pipe Catch Basin				12									1					
411+56	Remove 12" x 12' Conc. Pipe Lt.																				
411+~~86~~ 83	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway.		R.C. Pipe				24														
418+~~80~~ 84	Req'd. 18" x 24' R.C. Pipe Lt. of Lt. Roadway.		R.C. Pipe				24														
418+~~80~~ 84	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway.		R.C. Pipe				24														
425+50	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway.		R.C. Pipe				24														
427+15	18" x 24' R.C. Pipe Rice Rt. Roadway		R.C. Pipe				24														
429+00	Req'd. 24" x 28' R.C. Pipe Rt. of Rt. Roadway.		R.C. Pipe				~~28~~ 24														
430+11	Req'd. 18" x 12' R.C. Pipe on ℄ Median With East End Connected To Catch Basin West End Stubbed into R.C. Box.	R-28-3-B	R.C. Pipe Catch Basin				12									1					
430+20	Req'd. 7' x 5' x ~~143~~ 122' R.C. Box Under Lt. & Rt. Roadways	E.E.S.S.-7-78 S-90-1	R.C. Box	122.38* ~~109.81~~*	16,158 ~~13,587~~																
430+20	Remove 42" x 21' Conc. Pipe Lateral Lt.																				
430+29	Req'd. 18" x 12' R.C. Pipe on ℄ Median. East End Stubbed into R.C. Box Catch Basin on West End.	R-28-3-B	R.C. Pipe Catch Basin				12									1					
432+~~96~~ 95	Req'd. 18" x 312' R.C. Pipe Rice Flume With Flume Type Headwalls (H & X To Be Determined By Project Engineer)	R-P-3 Rev.	R.C. Pipe	7.16 ~~6.74~~	1.15 384							312									
433+00	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway.		R.C. Pipe				24														
433+00	18" x 24' R.C. Pipe Rice Rt. Roadway		R.C. Pipe				24														
440+00	Req'd. 18" x ~~76'~~ 72' R.C. Pipe Under Cross-over Lt. of Lt. Roadway		R.C. Pipe				~~76~~ 72														
440+00	Req'd. 18" x 76' R.C. Pipe Under Cross-over on ℄ Median		R.C. Pipe				76														
440+00	Req'd. 18" x ~~76'~~ 72' R.C. Pipe Under Cross-over Rt. of Rt. Roadway		R.C. Pipe				~~76~~ 72														
442+85	Req'd. 24" x ~~28'~~ 30' R.C. Pipe Lt. of Lt. Frontage Road Stubbed into 5'-7' x 7' R.C. Box		R.C. Pipe					~~28~~ 30													
443+~~70~~ 73	Req'd. Catch Basin Between Lt. Frontage Road & Lt. Roadway	R-28-3-B	Catch Basin													1					
				214.79	34,933			448	216			312			4						

* Includes Quantities For 2 Expansion Joint Blocks & Allows Deduction For 2-18' R.C. Pipes.

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	BY
	REVISIONS	

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATED: MARCH 1949
DETAILED: K. ROARK — TRACED: B. KESSLER
CHECKED: W. E. GRICE — CHECKED: W. E. GRICE

AS BUILTS

12

SUMMARY OF DRAINAGE STRUCTURES

F-FG	STATE PROJECT	PARISH	SHEET No.
121(11)	424-04-07	Iberia	46

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE CU. YD.	DEFORMED REINFORCED STEEL POUND	RELAYING CULVERT PIPE LIN. FT.	R.C. Pipe CLASS III Linear Feet 18"	24"	30"	36"	42"	48"	54"	60"	R.C. Pipe Class III (R.G.J.) Lin. Ft. 18"	CATCH BASIN Each	C.M. PIPE Lin. Ft. 18"	C.M. PIPE Lin. Ft. 24"	C.M. PIPE Lin. Ft. 36"	Manholes Each	Removal of Culverts Each
~~443+39~~	~~Reqd. 18" x 8' R.C. Pipe Connected to C.B. Rt. & Stubbed Into 5'-7' x 7' R.C. Box.~~		~~R.C. Pipe~~				~~8~~														
443+31	Reqd. 24" x 8' R.C. Pipe Lt. of Lt. Frontage Road Stubbed into 5'-7' x 7' R.C. Box		R.C. Pipe					8													
~~443+79~~	~~Reqd. 18" x 8' R.C. Pipe Connected to C.B. Lt. & Stubbed Into 5'-7' x 7' R.C. Box.~~		~~R.C. Pipe~~				~~8~~														
443+53	24" x 24' R.C. Pipe Rt. of Rt. Frontage Rd.		R.C. Pipe					24													
443+80	Remove 36" x 25' B.I. Pipe Rt.																				
~~443+80~~	~~Reqd. Catch Basin Between Lt. Frontage Rd. & Lt. Roadway.~~	~~R-CB-3-B~~	~~Catch Basin~~													~~1~~					
443+95	Reqd. 5'-7' x ~~8~~ 24.3' R.C. Box on 60° Rt. X-ing With Drop Inlet On ℄ Median.	Special Detail R-CB-3-B	R.C. Box Catch Basin	101.20 ~~100.81~~	15,973.36 ~~15,933~~											1					
444+10	Reqd. Catch Basin Between Rt. Frontage Rd. & Rt. Roadway.	R-CB-3-B	Catch Basin													1					
~~444+16~~	~~Reqd. 18" x 8' R.C. Pipe Connected to Catch Basin Rt. & Stubbed Into 5'-7' x 7' R.C. Box.~~		~~R.C. Pipe~~				~~8~~														
444+20	Reqd. 24" x ~~40'~~ 22.8' C.M. Pipe Rt. of Rt. Frontage Road		C.M. Pipe					22.8										~~40~~			
~~444+86~~	~~Reqd. 18" x 8' R.C. Pipe Connected to Catch Basin Rt. & Stubbed Into 5'-7' x 7' R.C. Box.~~		~~R.C. Pipe~~				~~8~~														
~~444+92~~	~~Reqd. Catch Basin Between Rt. Frontage Rd. & Rt. Roadway.~~	~~R-CB-3-B~~	~~Catch Basin~~													~~1~~					
444+99	24" x 8' R.C. Pipe Rt. of Rt. Frontage Rd.		R.C. Pipe					8													
445+00	Reqd. 24" x ~~40'~~ C.M. Pipe Rt. of Rt. Frontage Road		C.M. Pipe					22.8										~~40~~			
441+40	18" x 24' R.C. Pipe Rt. of Rt. Frontage Rd.		R.C. Pipe				24														
460+~~38~~65	Reqd. 24" x 40' C.M. Pipe Lt. of Rt. Roadway		C.M. Pipe															40			
460+~~38~~85	Reqd. 24" x 40' C.M. Pipe Rt. of Lt. Roadway		C.M. Pipe															40			
460+60	Reqd. 24" x 40' C.M. Pipe Lt. of Lt. Frontage Road		C.M. Pipe															40			
460+68	Reqd. Catch Basin Between Lt. Frontage Rd. & Lt. Roadway.	R-CB-3-B	Catch Basin													1					
460+68	Reqd. Catch Basin Between Rt. Frontage Rd. & Rt. Roadway.	R-CB-3-B	Catch Basin													1					
460+72	Reqd. 18" x ~~8'~~ 16' R.C. Pipe Connected to Catch Basin Lt. & Stubbed into 3'-9' x 9' R.C. Box.		R.C. Pipe				~~8~~ 16														
460+72	Reqd. 18" x ~~8'~~ 16' R.C. Pipe Connected to Catch Basin Rt. & Stubbed into 3'-9' x 9' R.C. Box.		R.C. Pipe				~~8~~ 16														
460+~~78~~ 85	Reqd. 24" x 40' C.M. Pipe Rt. of Rt. Frontage Road		C.M. Pipe															40			
460+90	Reqd. 3'-9' x 9' x ~~140'~~ 135' R.C. Box Under Lt. Roadway & Lt. Frontage Rd.	CCSM-1-4 S-80°-1	R.C. Box	426.96 ~~462.92~~	53,545 ~~58603~~																
460+90	Reqd. 3'-9' x 9' x ~~140'~~ 135' R.C. Box Under Rt. Roadway & Rt. Frontage Rd.	CCSM-1-4 S-80°-1	R.C. Box	464.75 ~~448.99~~	56,655 ~~56610~~																
461+08	Reqd. 18" x ~~8'~~ 16' R.C. Pipe Connected to Catch Basin Lt. & Stubbed into 3'-9' x 9' R.C. Box.		R.C. Pipe				~~8~~ 16														
461+08	Reqd. 18" x ~~8'~~ 16' R.C. Pipe Connected to Catch Basin Rt. & Stubbed into 3'-9' x 9' R.C. Box.		R.C. Pipe				~~8~~ 16														
461+12	Reqd. Catch Basin Lt. Between Lt. Frontage Rd. & Lt. Roadway	R-CB-3-B	Catch Basin													1					
461+12	Reqd. Catch Basin Rt. Between Rt. Frontage Rd. & Rt. Roadway.	R-CB-3-B	Catch Basin													1					
461+~~20~~ 23	Reqd. 24" x 40' C.M. Pipe Lt. of Rt. Roadway.		C.M. Pipe															40			
461+~~20~~ 23	Reqd. 24" x 40' C.M. Pipe Rt. of Lt. Roadway.		C.M. Pipe															40			
461+~~60~~ 61	Reqd. 24" x 40' C.M. Pipe Lt. of Lt. Frontage Road.		C.M. Pipe															40			
461+~~60~~ 61	Reqd. 24" x 40' C.M. Pipe Rt. of Rt. Frontage Road.		C.M. Pipe															40			
465+43	18" x 24' R.C. Pipe Lt. of Lt. Frontage Road		R.C. Pipe				24														
				1952.43	267,933		112	154								6		320			

* Includes Quantities for 5 Expansion Joint Blocks & Allows Deduction for One Drop Inlet, 4-18" R.C. Pipes & 2-24" R.C. Pipes.
* Includes Quantities For 2 Expansion Joint Blocks & Allows Deduction For 2-18" R.C. Pipes.

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 1½:1 UNLESS OTHERWISE NOTED.
LENGTH OF R.C. BOX CULVERTS ARE INSIDE TO INSIDE OF HEADWALLS.

DATE	DESCRIPTION	BY
	REVISIONS	

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DATED MARCH 1968
DETAILED R. ROARK — TRACED E. HESSLER
CHECKED W.E. GRICE — CHECKED W.E. GRICE

AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-09-07	Iberia	47

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE CU. YD.	DEFORMED REINFORCED STEEL POUND	RELAYING CULVERT PIPE LIN. FT.	R.C. Pipe CLASS III Linear Feet 15"	24"	30"	36"	42"	48"	54"	60"	RC Pipe Class III (REJ.) Lin. Ft. 18"	CATCH BASIN EACH	C.M. Pipe Lin. Ft. 18"	C.M. Pipe Lin. Ft. 24"	C.M. PIPE Lin. Ft. 30"	Manholes Each	Removal of Culverts Each	Pull Basin Item 5-16-78
34+50	18"x24' R.R. Pipe Lt.		R.C. Pipe					24														
~~37+40~~	~~18"x24' R.R. Pipe Lt.~~		~~R.C. Pipe~~					~~24~~														
~~37+85~~	~~18"x24' R.R. Pipe Lt.~~		~~R.C. Pipe~~					~~24~~														
38+21	Remove 24"x20' C.M. Pipe Lt. ~~Req'd 24"x28' R.C. Pipe~~		R.C. Pipe					28														
38+38	Remove 18"x24' C.M. Pipe Lt.																					
40+29	Remove 24"x37' Conc. Pipe																					
40+60	18"x44' R.C. Pipe Lt. x Drain 11 End Conc. to Ditch Bank	X-26-74	R.C. Pipe					44														
44+52	Remove 22"x8' C.M. Pipe Lt.																					
44+87	Remove 22"x24' C.M. Pipe Lt.																					
47+82	Remove 24"x47' Conc. Pipe																					
51+59	Remove 22"x13"x29' C.M. Pipe Arch Lt.																					
55+34	Remove 22"x13"x41' C.M. Pipe Arch Lt.																					
56+79	Remove 22"x13"x20' C.M. Pipe Arch Lt.																					
57+05	Remove 22"x13"x20' C.M. Pipe Arch Lt.																					
57+13	Remove 60"x22' Conc. Pipe Rt.																					
58+96	Remove 13"x22"x9' C.M. Pipe Arch Lt.																					
59+10	24"x25' R.C. Pipe Lt.		R.C. Pipe					25														
61+05	Remove 36"x40' Conc. Pipe																					
61+18	Remove 22"x13"x25' C.M. Pipe-Arch Lt. Req'd 24"x28' R.C. Pipe		R.C. Pipe					28														
61+50	Remove 22"x13"x20' C.M. Pipe-Arch Lt., Req'd 24"x28' R.C. Pipe		R.C. Pipe					28														
62+80	Req'd 36"x28' R.C. Pipe	R-P-67	R.C. Pipe	5.02	238																	
66+05	24"x28' R.C. Pipe Lt.		R.C. Pipe					28														
63+00	Remove 22"x13"x20' C.M. Pipe-Arch Lt., Req'd ~~24"x28'~~ R.C. Pipe		R.C. Pipe					24														
~~48+48~~	Req'd. ~~36"x66'~~ R.C. Pipe Under Rt. Frontage Rd.	R-P-10	R.C. Pipe	~~2.94~~	~~148~~																	
~~479+00~~	Req'd. 18"x24' R.C. Pipe Rt. of Rt. Front Rd.		R.C. Pipe					24														
~~482+00~~	Req'd. 24"x66' R.C. Pipe Under Rt. Rdwy.	R-P-67	R.C. Pipe	~~3.66~~	~~184~~																	
~~480+38~~	Req'd. 24"x28' R.C. Pipe Rt. of Rt. Front. Rd.		R.C. Pipe					28														
484+38	Req'd. 24"x28' R.C. Pipe Lt. of Lt. Front Rd.		R.C. Pipe					28														
~~485+00~~	Req'd. 24"x28' R.C. Pipe Under Lt. Front Rd.	R-P-67	R.C. Pipe	3.66	184			28														
485+00	Req'd. ~~24"x56'~~ R.C. Pipe under Rt. Roadway	~~R-P-67~~	R.C. Pipe	~~5.00~~	~~244~~			~~56~~														
485+00	Req'd. 24"x44' R.C. Pipe Under Rt. Front Rd.	~~R-P-67~~	R.C. Pipe	~~3.66~~	~~184~~			~~44~~														
485+00	Req'd. 24"x56' R.C. Pipe under Lt. Roadway	R-P-67	R.C. Pipe	3.66	184			56														
489+20	Remove 18"x18' Conc. Pipe Rt.																					
~~489+22~~	Req'd. ~~24"x48'~~ R.C. Pipe under Connection Rt. of Rt. Frontage Rd.	~~R-P-10~~	R.C. Pipe	~~2.67~~	~~198~~			48														
487+05 (REV)	18"x13' R.C. Elliptical Pipe Rt.		R.C. Pipe																			
				36.63	1336		176	530	66	66												

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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 REVISIONS	BY

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATED: [illegible] 19[illegible]
DETAILED: [illegible] TRACED: [illegible]
CHECKED: [illegible] CHECKED: [illegible]

AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F-FG	STATE PROJECT	PARISH	SHEET
121(11)	424-04-37	Iberia	48

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE CU. YD.	DEFORMED REINFORCED STEEL POUND	RELAYING CULVERT PIPE LIN. FT.	R.C. Pipe Class III Linear Feet 18"	24"	30"	36"	42"	48"	54"	60"	R.C. Pipe Class III (R.C.B.) Lin. Ft. 18"	Catch Basin EACH	C.M. Pipe Lin. Ft. 18"	C.M. Pipe Lin. Ft. 24"	C.M. Pipe Lin. Ft. 36"	Headwalls Each	Removal of Culverts Each
489+50	Req'd. 18" x 46' R.C. Pipe Under Crossover On ℄ Median		R.C. Pipe				46														
493+53	Req'd 24" x 46' R.C. Pipe under Connection Lt. of Lt. Roadway.		R.C. Pipe					46													
493+50	18" x 24' R.C.P. [illegible] Lt. Conn. Rd.		R.C. Pipe				24														
493+54	Req'd 18" x 12' R.C. Pipe on ℄ Median with East End Connected to Catch Basin & West End Stubbed into 60" R.C. Pipe.	R-28-38	R.C. Pipe Catch Basin				12									1					
493+60	Req'd. 60" x 220' R.C. Pipe on 30° Lt. X-ing under Lt. & Rt. Roadway	R-P-82-N	R.C. Pipe	23.46	1076									220							
493+89	Req'd 18" x 12' R.C. Pipe on ℄ Median with East End Stubbed into 60" R.C. Pipe and Connected to Catch Basin on West End	R-28-38	R.C. Pipe Catch Basin				12									1					
494+03	Remove 24" x 19' Iron Pipe Lt.																				
496+13	Remove 22" x 15" Oil Drum Rt.																				
496+15	Remove 22" x 18' Oil Drum Rt.																				
496+40	Remove 10" x 14' Conc. Pipe Rt.																				
496+60	Req'd. 24" x 28' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe					28													
497+15	18" x 24' R.C.P. [illegible] Lt. Rdwy. Rt.		R.C. Pipe				24														
505+00	Req'd 18" x 24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe				24														
504+00	Req'd 18" x 46' R.C. Pipe Under Cross-Over on ℄ Median		R.C. Pipe				46														
505+00	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe				24														
512+44	Remove 18" x 18' C.M. Pipe Lt.																				
512+80	Req'd. 24" x 60' R.C. Pipe on 60° Rt. x-ing under Lt. Rdwy.	R-P-83	R.C. Pipe	4.60	222			60													
46+92	24" x 30' R.C. Pipe under X-ing at Sta. 511+27 Rt.	R-P-67	R.C. Pipe	3.66	184			30													
513+38	Req'd. 24" x 60' R.C. Pipe on 60° Rt. x-ing under Rt. Rdwy.	R-P-83	R.C. Pipe	4.60	222			60													
514+51	18" x 20' C.M.P. Rt. of X-ing at Sta. 511+27 Rt.		C.M. Pipe														20				
514+57	18" x 20' C.M.P. Lt. of X-ing at Sta. 511+27 Lt.		C.M. Pipe														20				
515+44	Req'd. 42" x 60' R.C. Pipe on 75° Lt. X-ing under Cross Road Rt.	R-P-84	R.C. Pipe	9.16	446					60											
514+21	24" x 20' C.M. Pipe Lt. of X-ing at Sta. 511+27 Rt.		C.M. Pipe															20			
514+50	24" x 106' C.M. Pipe [illegible]		C.M. Pipe																106		
516+50	Req'd. 24" x 60' R.C. Pipe under Rt. Roadway	R-P-67	R.C. Pipe	3.66	184			60													
66+32	18" x 28' R.C. Pipe Rt. of X-ing at Sta. 511+27 Rt.		R.C. Pipe				28														
517+72	24" x 74' R.C.P. under X-ing at Sta. 517+27	R-P-82	R.C. Pipe	5.32	322			74													
57+94	Req'd. 5 - @ 25' Conc. Slab Span Bridge on Lt. Roadway. (See General Bridge Plans)					See Bridge Summary															
57+92	Remove 36" x 81' C.M. Pipe Rt.																				
58+90	Req'd. 5 - @ 25' Conc. Slab Span Bridge on Rt. Roadway (See General Bridge Plans)					See Bridge Summary															
58+50	Req'd. 24" x 60' R.C. Pipe Under Side Road Lt.	R-P-10	R.C. Pipe	2.68	136			60													
58+50	Req'd 24" x 106' C.M. Pipe Under Side Road Lt.		C.M. Pipe																106		
59+90	Remove 24" x 40' C.M. Pipe Lt.																				
60+18	Req'd. 24" x 60' R.C. Pipe under Lt. Roadway	R-P-67	R.C. Pipe	3.66	184			60													
				59.33	2772	312	493	50	220	2	40	106									

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 1½:1 UNLESS OTHERWISE NOTED.
LENGTH OF R.C. BOX CULVERTS ARE INSIDE TO INSIDE OF HEADWALLS.

DATE	DESCRIPTION REVISIONS	BY

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DATED March 1963
DETAILED H. Russell — TRACED R. Bullard
CHECKED L.E. Marcum — CHECKED L.E. Marcum

AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
181 (11)	424-04-07	Iberia	45

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE CU. YD.	DEFORMED REINFORCED STEEL POUND	RELAYING CULVERT PIPE LIN. FT.	R.C. PIPE CLASS III Linear Feet 18"	24"	30"	36"	42"	48"	54"	60"	R.C. Pipe Class III (R.C.A.) Lin. Ft. 18"	CATCH BASIN EACH	C.M. PIPE Lin. Ft. 18"	C.M. PIPE Lin. Ft. 24"	C.M. PIPE Lin. Ft. 36"	Manholes Each	Removal of Culverts Each
64+16																					
65+00	Req'd. 24" x 20' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe					20													
[illegible]	24" x [illegible]		C.M.P.					[illegible]													
[illegible]	24" x [illegible]		C.M.P.																		
66+24	Req'd. 30" x ~~100'~~ 122' R.C. Pipe on 30° Lt. x-ing under Rt. Roadway	R-P-82-A	R.C. Pipe	8.00	404				122 ~~100~~												
66+99	Remove 8" x 19' V.C.P. Rt.																				
67+76	Req'd. 30" x ~~100'~~ 124' R.C. Pipe on 30° Lt. x-ing under Lt. Roadway	R-P-82-A	R.C. Pipe	8.00	404				124 ~~100~~												
~~77~~ 76+00	Req'd. 18" x 24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe				24														
~~77~~ 76+00	Req'd. 18" x ~~26'~~ 22' R.C. Pipe under Cross-Over on ℄ Median		R.C. Pipe				~~26~~ 22														
~~77~~ 76+00	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe				24														
77+80	Req'd. 30" x ~~140'~~ 168' R.C. Pipe on ~~60°~~ 47°-33' Rt. x-ing under Lt. & Rt. Rdwy.	R-P-83-A	R.C. Pipe	~~6.48~~ 5.50	~~276~~ 212				~~140~~ 168												
87+00	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Roadway		R.C. Pipe				24														
87+00	Req'd. 18" x 24' R.C. Pipe Lt. of Lt. Roadway		R.C. Pipe				24														
87+00	Req'd. 18" x ~~46'~~ 26' R.C. Pipe under Crossover on ℄ Median		R.C. Pipe				~~46~~ 26														
89+00	Req'd. 24" x ~~26'~~ 22' R.C. Pipe under Rt. Roadway	R-P-84	R.C. Pipe	3.66	184			~~26~~ 22													
90+00	24" x 32' C.M. Pipe Lt. of Lt. Rdwy. TCB		C.M. Pipe															32			
90+16	Req'd. 4 - @ 25' Conc. Slab Span Bridge on Lt. Roadway. See General Bridge Plan.							See Bridge Summary													
90+24	Req'd. 4 - @ 25' Conc. Slab Span Bridge on Rt. Roadway. See General Bridge Plan.							See Bridge Summary													
90+46	24" x 32' C.M. Pipe Rt. of Rt. Rdwy. TCB		C.M. Pipe															32			
91+00	36" x 32' C.M. Pipe Rt. of Rt. Rdwy. TCB		C.M. Pipe																32		
91+~~00~~ 91+	Req'd. 2-36" x 68' R.C. Pipe on ~~45°~~ Lt. Crossing under Side Rd. Lt. ~~Plan Headwalls 3:1 Slopes~~	0-H-97	R.C. Pipe	9.00	416				136												
92+04	Remove 12' x 6' Wood Bridge Lt.																				
92+55	Req'd. 24" x ~~66'~~ 64' R.C. Pipe under Rt. Roadway	R-P-67	R.C. Pipe	3.66	184			~~66~~ 64													
93+97	Req'd. 3-24" x 28" R.C. Pipe Lt. of Lt. Frontage Rd.		R.C. Pipe					84													
94+97	Req'd. 24" x ~~60'~~ 66' R.C. Pipe under Connection Rt. of Rt. Rdwy.		R.C. Pipe					~~60~~ 66													
94+97	Req'd. 24" x 60' R.C. Pipe under Side Rd. Rt.		R.C. Pipe					60													
95+70	Req'd. 24" x ~~66'~~ 62' R.C. Pipe under Lt. Roadway	R-P-67	R.C. Pipe	3.66	184			~~66~~ 62													
95+70	Req'd. 24" x ~~48'~~ 46' R.C. Pipe under Lt. Frontage Rd.	R-P-67	R.C. Pipe	3.66	184			~~48~~ 46													
96+17	Remove 11' x 5' Wood Bridge Rt.																				
				39.32	1806	550	618	414	138								64	32			

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 1½:1 UNLESS OTHERWISE NOTED.
LENGTH OF R.C. BOX CULVERTS ARE INSIDE TO INSIDE OF HEADWALLS.

DATE	DESCRIPTION REVISIONS	BY

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATED March 1963
DETAILED H. Russell | TRACED H. Gaiteer
CHECKED W.L. Marcum | CHECKED H. Babin

12

AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F-FG	STATE PROJECT	PARISH	SHEET NO.
181 (11)	424-04-07	Iberia	50

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE CU. YD.	DEFORMED REINFORCED STEEL FOUND	RELAYING CULVERT PIPE LIN. FT.	R.C. Pipe Class III Linear Feet 18"	24"	30"	36"	42"	48"	54"	60"	R.C. Pipe Class III (R.C.U.) Lin. Ft. 18"	Catch Basin EACH	C.M. Pipe Lin. Ft. 18"	C.M. Pipe Lin. Ft. 24"	C.M. PIPE Lin. Ft. 36"	Manhole Each	Removal of Culverts Each
102+59	Remove 8" x 13" Conc. Pipe Lateral Lt.																				
~~[illegible]~~	~~[illegible]~~		~~[illegible]~~																		
111+66	Req'd. 30" x 32' R.C. Pipe on 48° Lt. Crossing under Rt. Frontage Road.	R-P-62	R.C. Pipe	6.98	324				32												
112+55	Req'd. 30" x 58' R.C. Pipe on 45° Lt. Crossing under Ramp "B"	R-P-62	R.C. Pipe	6.98	324				58												
113+20	Req'd. 18" X 24' R.C. Pipe Rt. of Rt. Front Rd.		R.C. Pipe				24														
114+73.96	Req'd. 20 @ 70' Prestressed Conc. Girder Span Bridge on Lt. Roadway. (See General Bridge Plans.)						See General Bridge Summary														
141+73.96	Req'd. 20 @ 70' Prestressed Conc. Girder Span Bridge on Rt. Roadway. (See General Bridge Plans.)						See General Bridge Summary														
114+60																					
115+00	Req'd. 36" x 58' R.C. Pipe under Ramp "A"	R-P-67	R.C. Pipe	6.56	3.46					58											
116+40																					
117+00	Req'd. 36" x 63' R.C. Pipe under Lt. Frontage Road	R-P-67	R.C. Pipe	6.56	3.46					63											
118+20	Req'd. 2-4' x 4' x 68' R.C. Box on 46° Rt. Crossing under Lt. Frontage Road	C-C-S-M 4-6-3 46°-1	R.C. Box	59.67	6136																
119+10	Req'd. 30" x 28' R.C. Pipe Lt. of Lt. Frontage Road.		R.C. Pipe						28												
120+00	Req'd. 30" x 54' R.C. Pipe under Ramp "B"	R-P-67	R.C. Pipe	5.02	2.36				54												
120+60	Req'd. 30" x 56' R.C. Pipe under Ramp "A"	R-P-67	R.C. Pipe	5.02	2.36				56												
37+10	To Remain 18" x 20' Conc. Pipe Rt.																				
37+50	To Remain 18" x 24' Conc. Pipe Rt.																				
37+65	18" x 24' R.C. Pipe Rt.		R.C. Pipe				24														
40+45	Remove 18" X 24' Conc. Pipe Rt. ~~Req'd. 18" x 24' R.C. Pipe Rt.~~		~~R.C. Pipe~~				~~24~~														
40+63	18" x 24' R.C. Pipe Rt.		R.C. Pipe				24														
45+09	Remove 30" x 25' Conc. Pipe Rt.																				
45+52	Remove 30" x 8' Conc. Pipe Rt.																				
45+63	Remove 30" x 18' Conc. Pipe Rt.																				
47+44	Remove 2-4' x 4' x 34' R.C. Box. Req'd. 2-4' x 4' x 110' R.C. Box on 60° Lt. Crossing	C-C-S-M 4-6-3 60°-1	R.C. Box	86.93	10,449																
48+18	Remove 24" x 8' Conc. Pipe Rt.																				
48+50	Remove 24" x 37' Conc. Pipe Rt.																				
49+54	Remove 24" x 24' Conc. Pipe Rt.																				
				174.74	18,353		72		242	121											

Includes quantities for (1) Expansion Joint Block

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.

Purple 7.48

DATE	DESCRIPTION	BY
	REVISIONS	

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DATED [illegible] 1963
DETAIL [illegible] TRACED [illegible]
CHECKED [illegible] CHECKED [illegible]

AS BUILTS

SUMMARY OF DRAINAGE STRUCTURES

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
181(11)	424-04-07	Iberia	51

STATION	REMARKS	PLAN	TYPE	CLASS "A" CONCRETE CU. YD.	DEFORMED REINFORCED STEEL POUND	RELAYING CULVERT PIPE LIN. FT.	R.C. Pipe Class III Linear Feet 18"	24"	30"	36"	42"	48"	54"	60"	R.C. Pipe Class III (M.O.J.) Lin. Ft. 18"	Catch Basin EACH	C.M. Pipe Lin. Ft. 18"	C.M. Pipe Lin. Ft. 24"	C.M. Pipe Lin. Ft. 36"	Manholes Each	Removal of Culverts Each	Catch Basin Type 1 Item 5-16-28
50+63	Remove 24" x 26' Conc. Pipe Rt.																					
51+83	Remove 24" x 29' Conc. Pipe Rt.																					
54+28	Req'd. 30" x 52' R.C. Pipe on 60° Rt. Crossing under Turnout Rt.	R-P-83	R.C. Pipe	6.12	276				52													
~~55+67~~ ~~56+67~~	Req'd. 30" x 28' R.C. Pipe Rt.		R.C. Pipe						28													
61+82	Req'd. 18" x ~~28'~~ 26' R.C. Pipe Rt.		R.C. Pipe																			
58+65	Extend 30" x 40' R.C. Pipe, ~~8'~~ 22' Rt., 8' Lt.	R-P-67	R.C. Pipe	5.02	238				30													
~~126+70~~ 128+46	Req'd. 24" x 36' R.C. Pipe under Frontage Road on ℄ Median	R-P-67	R.C. Pipe	3.66	184			36														
128+56	Remove 8" x 23' V.C. Pipe Lt.																					
128+80	Remove 36" x 17' Conc. Pipe Lt.																					
130+18	Req'd. 2-42" x 40' R.C. Pipe Lt. of Lt. Frontage Rd.		R.C. Pipe								80											
130+74	Req'd. 36" x 40' R.C. Pipe Rt. of Rt. Frontage Rd.		R.C. Pipe						45	~~40~~												
134+00	Req'd. 24" x ~~44'~~ 40' R.C. Pipe under Lt. Frontage Road	R-P-67	R.C. Pipe	3.66	184			~~44~~ 40														
136+00	18" x 24' R.C. Pipe Rt. of Rt. Frontage Rd.		R.C. Pipe				24															
136+80	42" x 40' R.C. Pipe Lt. of Lt. Frontage Rd.		R.C. Pipe								40											
138+80	Req'd. 24" x ~~36'~~ 32' R.C. Pipe on ~~85°~~ 90° Rt. Crossing under Lt. & Rt. Roadways and Lt. Front. Road with Catch Basin on ℄ Median	R-P-68	R.C. Pipe	3.22	254			~~36~~ 32								1						
		R-C-35	Catch Basin																			
139+25	Remove 18" x 18' Conc. Pipe Rt.																					
~~140+00~~ 141+66	Req'd. 24" x ~~66'~~ 60' R.C. Pipe under Rt. Frontage Rd. on 40° Rt. Crossing	R-P-68	R.C. Pipe	6.22	254			~~66~~ 60														
141+50	Req'd. 24" x ~~44'~~ 40' R.C. Pipe under Lt. Frontage Road.	R-P-67	R.C. Pipe	3.66	184			~~44~~ 40														
~~141+75~~	~~Req'd. 18" x 24' R.C. Pipe Lt. of Lt. Frontage Rd.~~		~~R.C. Pipe~~				~~24~~															
141+25	24" x 28' R.C. Pipe Lt. of Lt. Frontage Rd.		R.C. Pipe					28														
141+75	Req'd. 18" x 24' R.C. Pipe Rt. of Rt. Frontage Rd.		R.C. Pipe				24															
146+00	Req'd. 24" x 40' R.C. Pipe under Ramp "B"	R-P-67	R.C. Pipe	3.66	184			40														
150+00	Req'd. 24" x ~~40'~~ 36' R.C. Pipe under Lt. Frontage Road	R-P-67	R.C. Pipe	3.66	184			~~40~~ 36														
150+00	Req'd. 24" x 40' R.C. Pipe Under Ramp "C"	R-P-67	R.C. Pipe	3.66	184			40														
150+79	18" x 44' R.C. Pipe Rt. of Rt. Frontage Rd. "D" Ramp	R-P-68	R.C. Pipe	1.64	138			44														
151+00	Req'd. 24" x 28' R.C. Pipe Lt. of Lt. Frontage Road		R.C. Pipe					28														
152+63.19	Req'd. 2 @ 65' & 2 @ 90' Welded Composite Spans on Rt. Rdwy. See General Bridge Plans							See General Bridge Summary														
153+63.68	Req'd. 2 @ 65' & 2 @ 90' Welded Composite Spans on Rt. Rdwy. See General Bridge Plans							See General Bridge Summary														
154+00	Req'd. 24" x 28' R.C. Pipe Lt. of Lt. Frontage Road.		R.C. Pipe					28														
156+75	Req'd. 24" x 28' R.C. Pipe Lt. of Lt. Frontage Road.		R.C. Pipe					28														
158+50	24" x 28' R.C. Pipe Lt. of Lt. Frontage Road		R.C. Pipe					28														
158+25	18" x 24' R.C. Pipe Lt. of Lt. Frontage Road		R.C. Pipe				24															
86+00	18" x 20' R.C. Pipe Rt. of L 14		R.C. Pipe				20															
TOTAL				4618 / 4188	335295 / 1050649		3824 / 4080	3276 / 3170	2260 / 1526	184 / 814	138 / 328	168 / 328	900 / 320	282 / 320	312	31	~~160~~ 130	~~685~~ 312	~~32~~ 666	4	1	1

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 1½:1 UNLESS OTHERWISE NOTED.
LENGTH OF R.C. BOX CULVERTS ARE INSIDE TO INSIDE OF HEADWALLS.

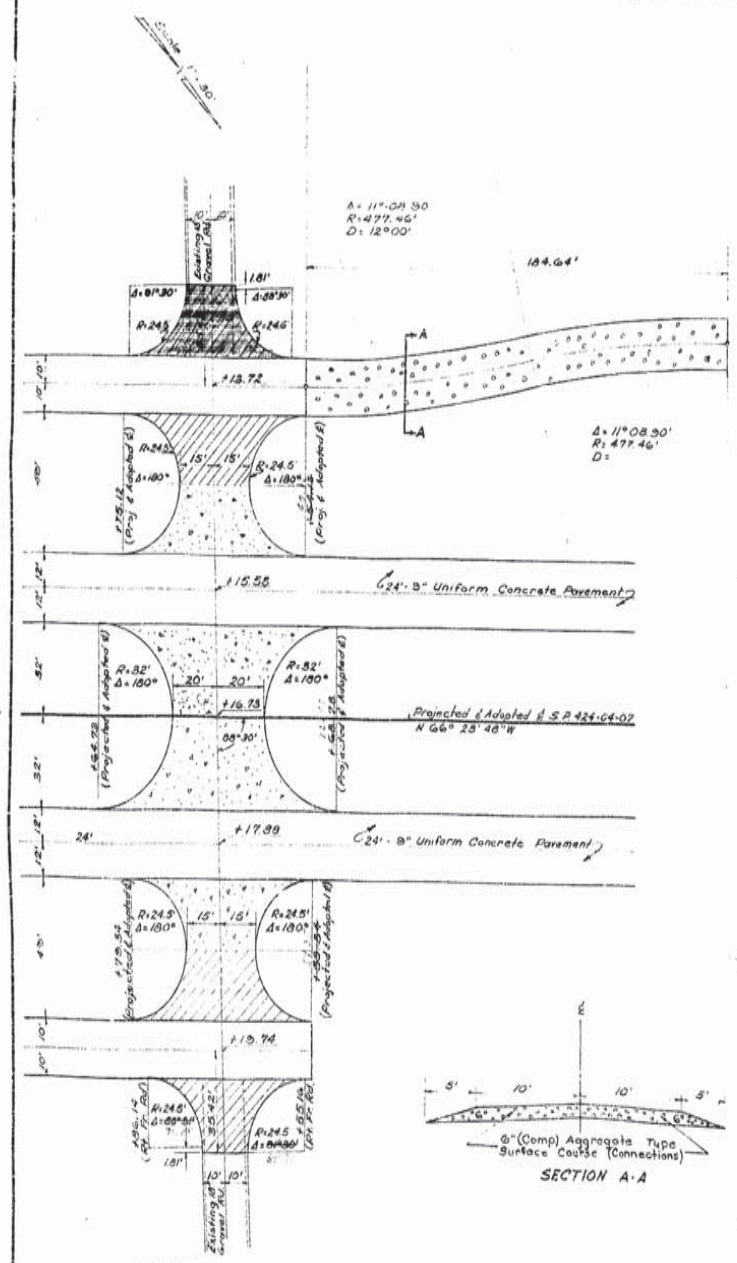
DATE	DESCRIPTION REVISIONS	BY

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DATED March 1, 1963
DETAILED: H. Bueche | TRACED: Baldwin
CHECKED: H. Marcum | CHECKED: Phillips

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	52

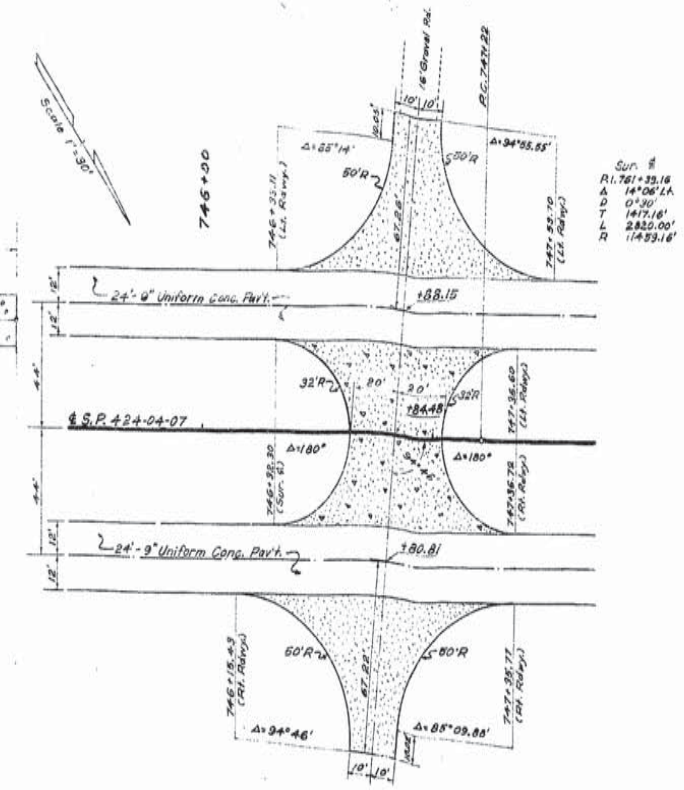
298



DETAIL OF TURNOUTS & CROSSOVER
STA. 331 + 16.73 (PROJ. & ADOPTED ℄)

Quantities:

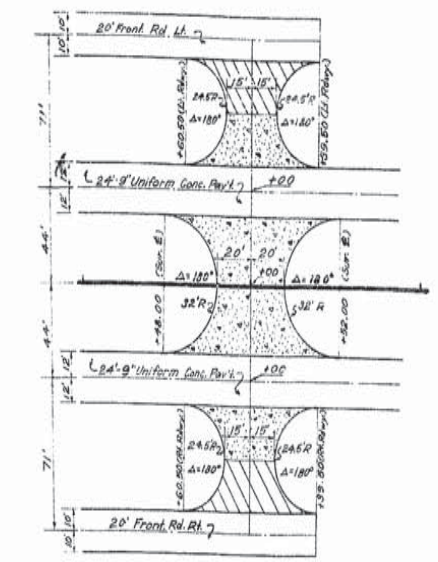
Crossover
382.1 Sq. Yds. 9" Uniform Concrete Pavement
63.4 Cu. Yds. Base Course (Net)
Turnout Lt. of Lt. Roadway
110.3 Sq. Yds. 9" Uniform Concrete Pavement
18.3 Cu. Yds. Base Course (Net)
Turnout Rt. of Rt. Roadway
110.3 Sq. Yds. 9" Uniform Concrete Pavement
18.3 Cu. Yds. Base Course (Net)
Turnout Rt. of Lt. Frontage Road
110.3 Sq. Yds. Bituminous Surface Treatment
24.4 Cu. Yds. Base Course (Net)
Turnout Lt. of Lt. Frontage Road
85.1 Sq. Yds. Bituminous Surface Treatment
20.2 Cu. Yds. Base Course (Net)
Turnout Lt. of Rt. Frontage Road
110.3 Sq. Yds. Bituminous Surface Treatment
24.4 Cu. Yds. Base Course (Net)
Turnout Rt. of Rt. Frontage Road
85.1 Sq. Yds. Bituminous Surface Treatment
20.2 Cu. Yds. Base Course (Net)



DETAIL OF TURNOUTS & CROSSOVER
STA. 746+84.48 (Sur. ℄)

Quantities:

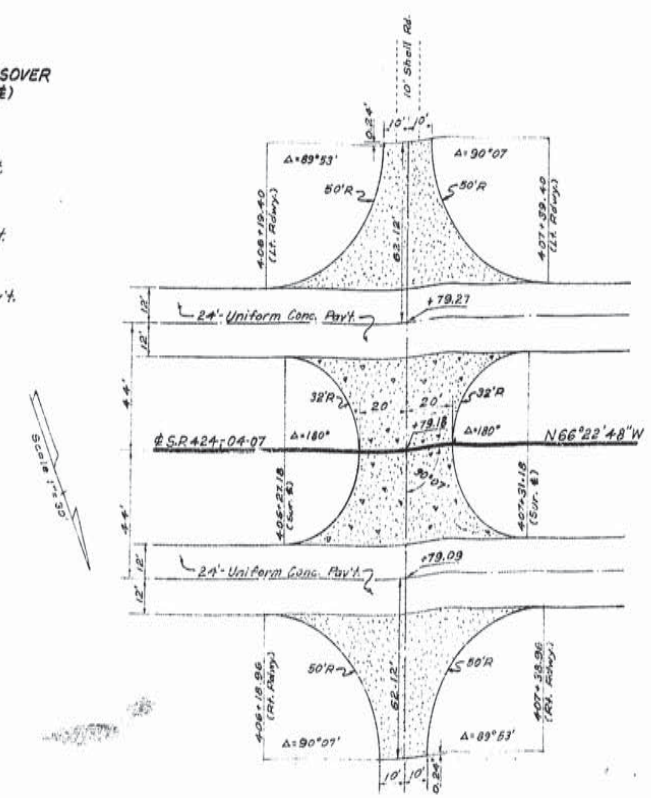
Crossover
382.1 Sq. Yds. 9" Uniform Conc. Pav't.
63.4 Cu. Yds. Base Cse. (Net)
Turnout Lt.
243.7 Sq. Yds. Asphaltic Conc. Pav't.
84.2 Cu. Yds. Base Cse. (Net)
Turnout Rt.
243.7 Sq. Yds. Asphaltic Conc. Pav't.
84.2 Cu. Yds. Base Cse. (Net)



DETAIL OF X-OVERS
STA. 700+00.00
Scale 1" = 40'

Quantities:

Crossover
382.1 Sq. Yds. 9" Uniform Conc. Pav't.
63.4 Cu. Yds. Base Cse. (Net)
Turnout Lt.
110.3 Sq. Yds. 9" Uniform Conc. Pav't.
18.3 Cu. Yds. Base Cse. (Net)
Turnout Lt.
110.3 Sq. Yds. Bit. Surface Treatment
24.4 Cu. Yds. Base Cse. (Net)
Turnout Rt.
110.3 Sq. Yds. 9" Uniform Conc. Pav't.
18.3 Cu. Yds. Base Cse. (Net)
Turnout Rt.
110.3 Sq. Yds. Bit. Surface Treatment
24.4 Cu. Yds. Base Cse. (Net)



DETAIL OF TURNOUTS & CROSSOVER
STA. 406+79.18 (PROJ. & ADOPTED ℄)

Quantities:

Crossover
382.1 Sq. Yds. 9" Uniform Conc. Pav't.
63.4 Cu. Yds. Base Cse. (Net)
Turnout Lt.
230.6 Sq. Yds. Asphaltic Conc. Pav't.
79.5 Cu. Yds. Base Cse. (Net)
Turnout Rt.
230.6 Sq. Yds. Asphaltic Conc. Pav't.
79.5 Cu. Yds. Base Cse. (Net)

LEGEND

- 9" Uniform Concrete Pavement
- Asphaltic Concrete Pavement
- Bituminous Surface Treatment

DATE	DESCRIPTION	BY

REVISIONS

DETAILS OF TURNOUTS & CONNECTIONS

Sheet 1 of 3 Sheets

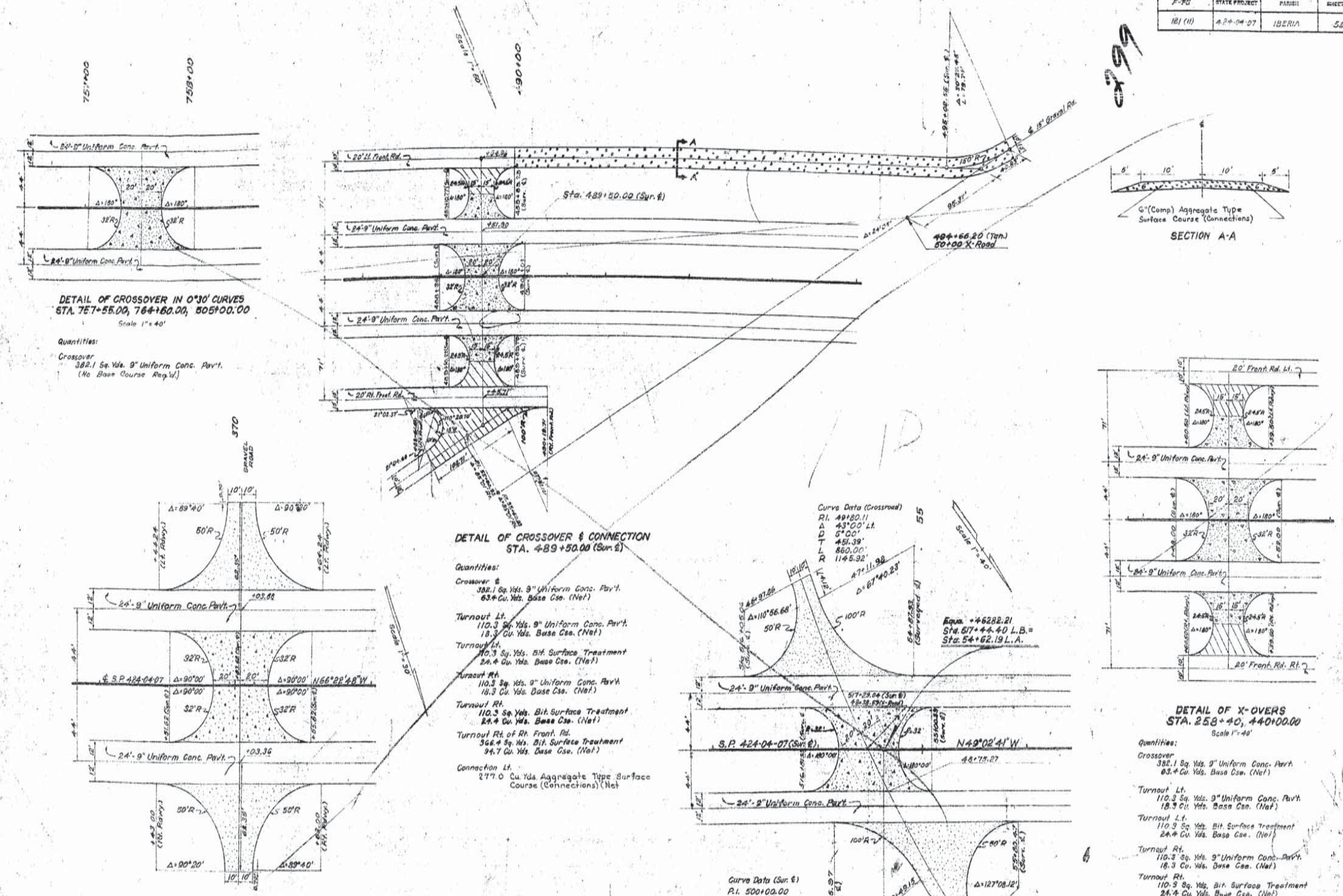
DATED Feb. 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED K. Roark	TRACED E. Kespler
CHECKED	CHECKED J. Hamilton	CHECKED W. Grice
IN CHARGE OF		

AS BUILTS

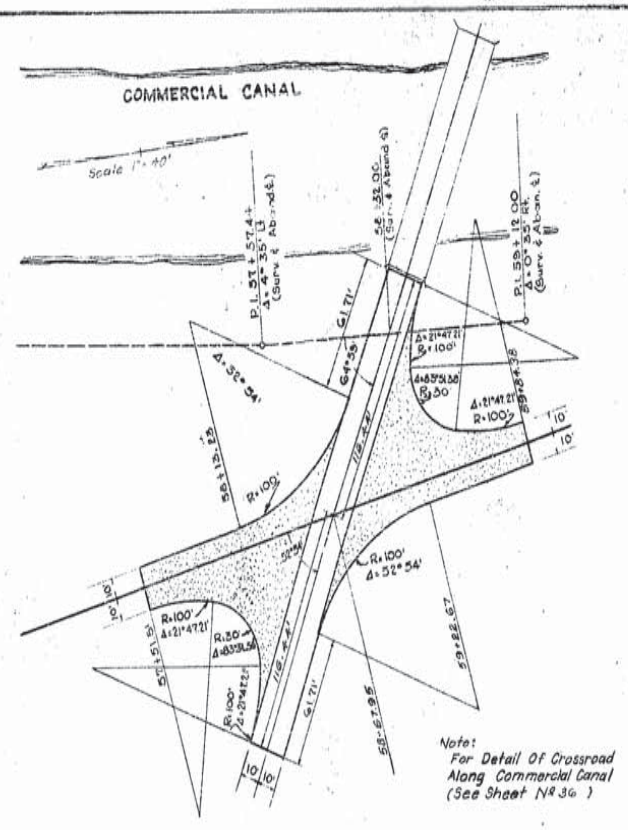
F-710	STATE PROJECT	PARISH	SHEET NO.
181 (11)	424-04-07	IBERIA	50



AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	54

300



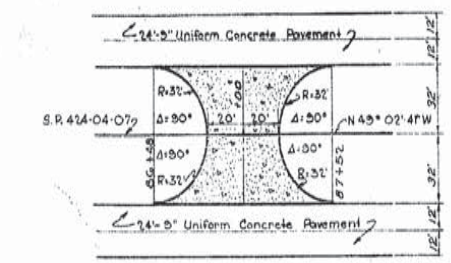
Note:
For Detail Of Crossroad
Along Commercial Canal
(See Sheet No 36)

DETAIL OF INTERSECTION
STA. 58+67.95 (Proj. ℄ Adopt. ℄ of Parish Road Along Commercial Canal)

Quantities:

Turnout Lt.
438.8 Sq. Yds. Asphaltic Conc. Pav't.
132.3 Cu. Yds. Base Cse. (Net)

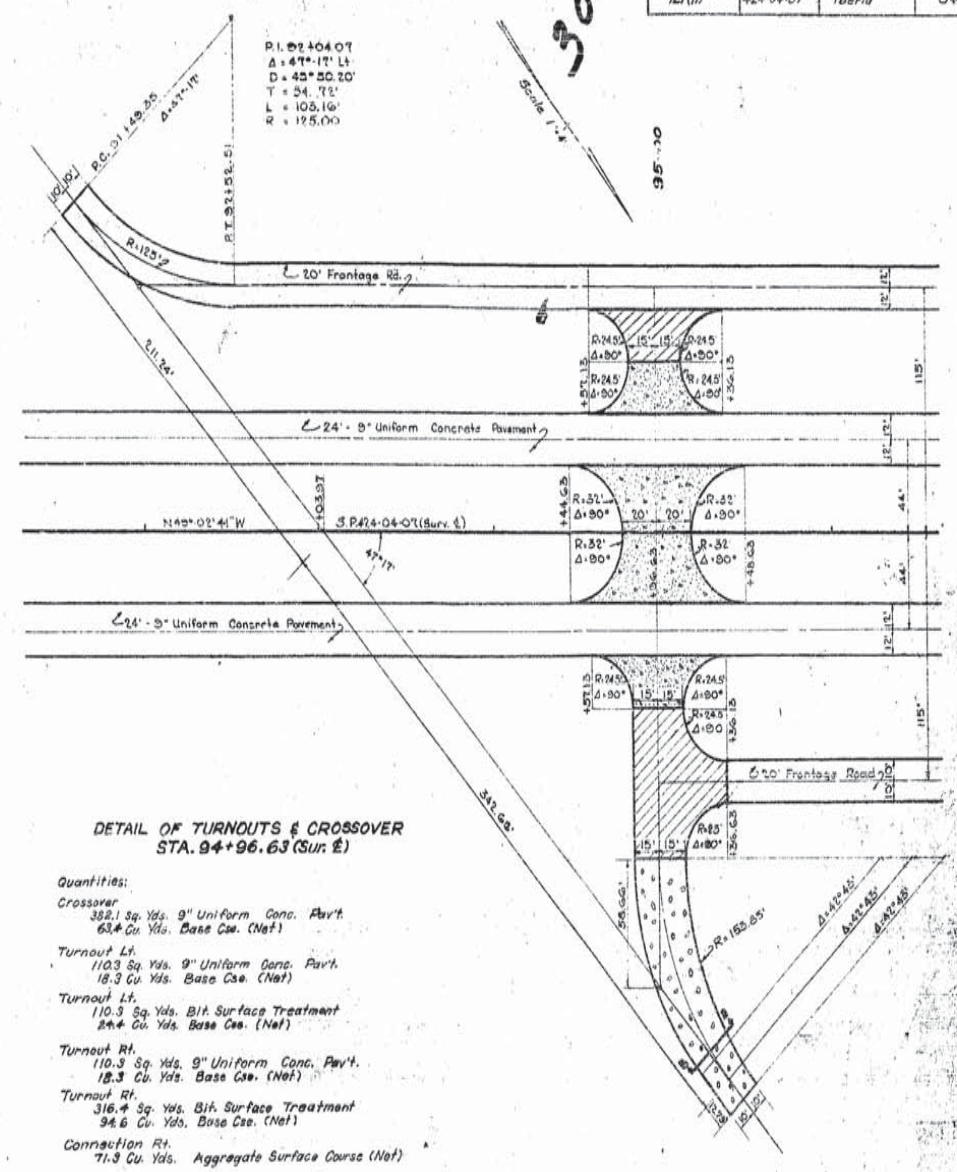
Turnout Rt.
438.8 Sq. Yds. Asphaltic Conc. Pav't.
132.3 Cu. Yds. Base Cse. (Net)



DETAIL OF CROSSOVER
STA. 87+00.00, 71+00.00, 234+31.00, 249+47.00, 341+83.00, 390+00.00, 713+26.00, 729+75.00 & 418+75.00

Quantities:

Crossover
382.1 Sq. Yds. 9" Uniform Conc. Pav't.
(No Base Course Req'd.)



DETAIL OF TURNOUTS & CROSSOVER
STA. 94+96.63 (Surv. ℄)

Quantities:

Crossover
382.1 Sq. Yds. 9" Uniform Conc. Pav't.
63.4 Cu. Yds. Base Cse. (Net)

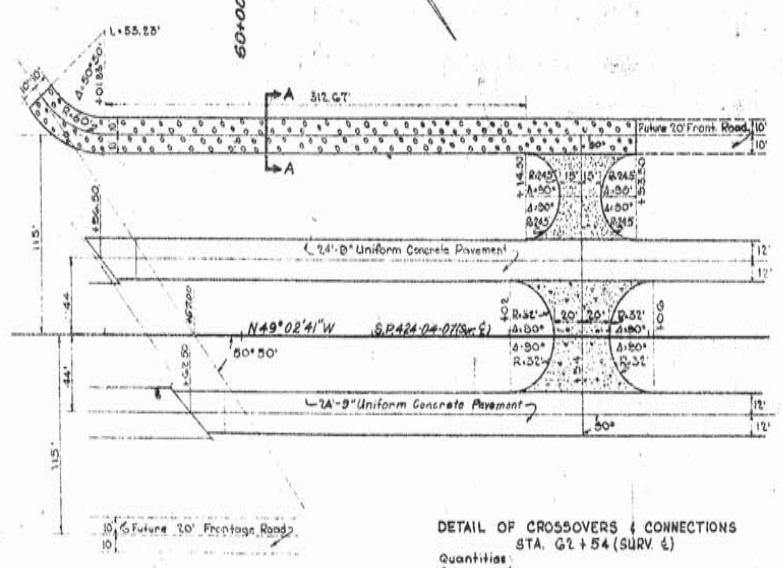
Turnout Lt.
110.3 Sq. Yds. 9" Uniform Conc. Pav't.
18.3 Cu. Yds. Base Cse. (Net)

Turnout Lt.
110.3 Sq. Yds. Bit. Surface Treatment
44.4 Cu. Yds. Base Cse. (Net)

Turnout Rt.
110.3 Sq. Yds. 9" Uniform Conc. Pav't.
18.3 Cu. Yds. Base Cse. (Net)

Turnout Rt.
316.4 Sq. Yds. Bit. Surface Treatment
94.6 Cu. Yds. Base Cse. (Net)

Connection Rt.
71.3 Cu. Yds. Aggregate Surface Course (Net)



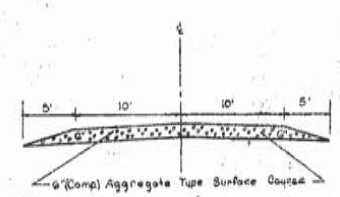
DETAIL OF CROSSOVERS & CONNECTIONS
STA. 62+54 (SURV. ℄)

Quantities:

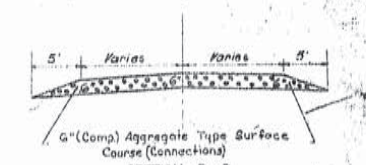
Crossover ℄
262.1 Sq. Yds. 9" Uniform Concrete Pavement
(No Base Course Req'd.)

Crossover Lt.
220.6 Sq. Yds. Asphaltic Concrete Pavement
36.6 Cu. Yds. Base Course (Net)

Aggregate Connections Lt
206.0 Cu. Yds. Aggregate Type Surface Course Connections (Net)



SECTION A-A



SECTION B-B

LEGEND

- 9" Uniform Concrete Pavement
- Asphaltic Concrete Pavement
- Bituminous Surface Treatment
- Aggregate Type Surface Course (Connections)

DATE	DESCRIPTION	BY
	REVISIONS	

DETAILS OF TURNOUTS & CONNECTIONS
Sheet 3 of 3 Sheets

DATED Feb. , 1966

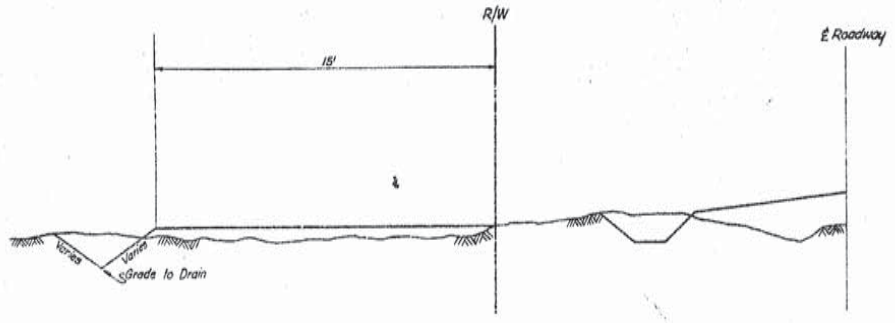
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W. Roark	TRACED B. Mizell
CHECKED	CHECKED W. Gring	CHECKED W. Price
IN CHARGE OF		

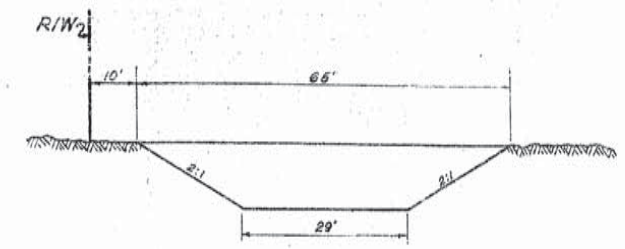
AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	55

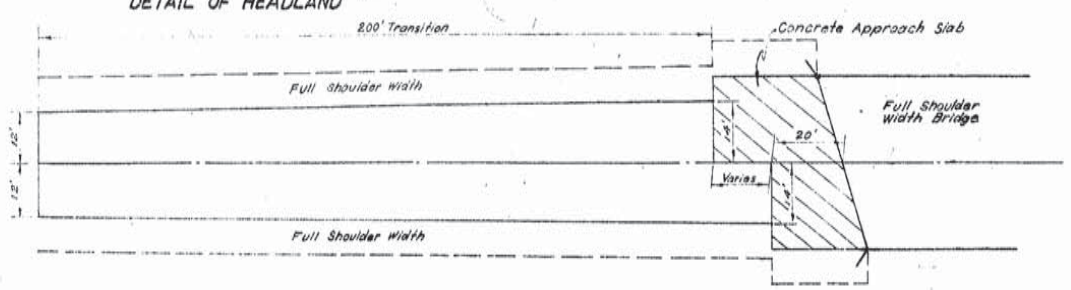
301



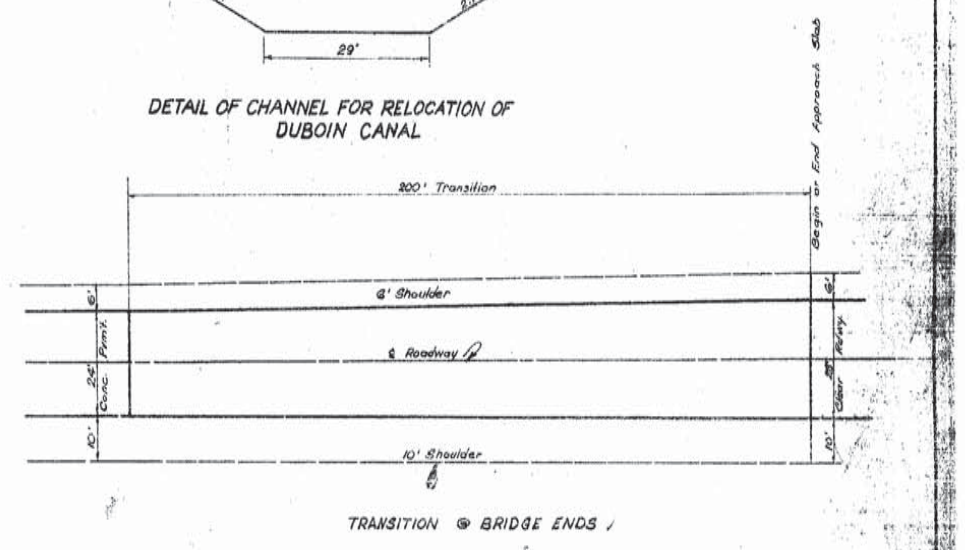
DETAIL OF HEADLAND



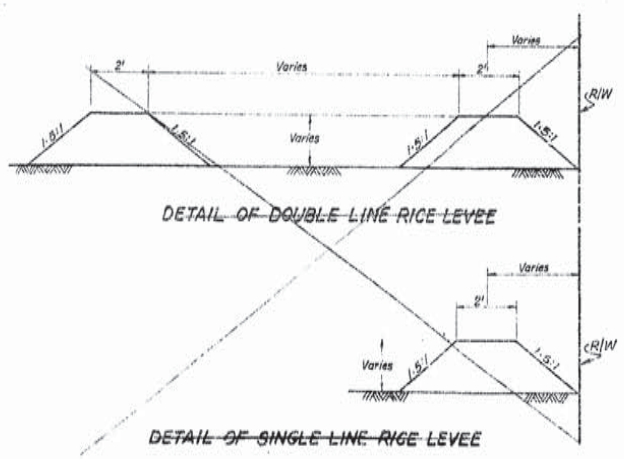
DETAIL OF CHANNEL FOR RELOCATION OF DUBOIN CANAL



DETAIL OF TRANSITION AT BRIDGE ENDS
(Commercial Canal Bridge @ Sta. 58+70.50)



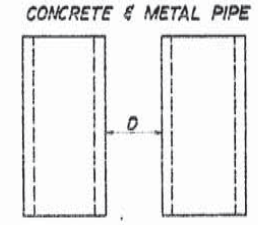
TRANSITION @ BRIDGE ENDS



~~DETAIL OF DOUBLE LINE RICE LEVEE~~

~~DETAIL OF SINGLE LINE RICE LEVEE~~

CONCRETE & METAL PIPE



NOTES

Dimensions Shown Are Minimum Distances Between Multiple Cross Drains. For Multiple Cross Drains on a Skew The Spacing Is Measured Perpendicular To The Pipes.

FOR PIPE SIZES 18" THRU 36": D = 1'-3"
FOR 42" PIPE : D = 1'-5"
NOTE:
FOR PIPES WITHOUT HEADWALLS

DATE	DESCRIPTION	BY
11-1-68	Default Added	M.L.H.

REVISIONS

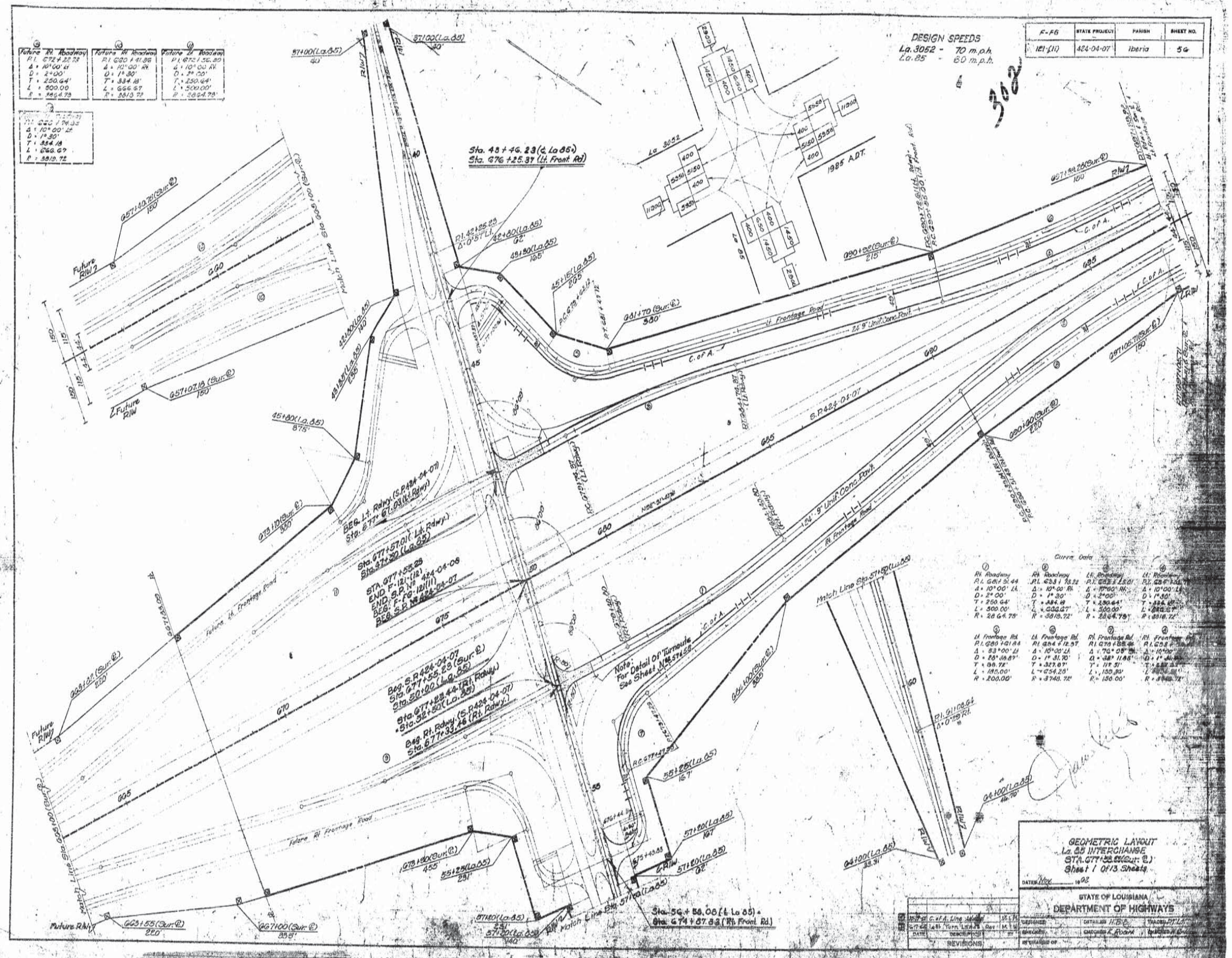
MISCELLANEOUS DETAILS

DATED March, 1968

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W. E. GRICE	TRACED B. C. MOORE
CHECKED	CHECKED K. ROARK	CHECKED W. E. GRICE
IN CHARGE OF		

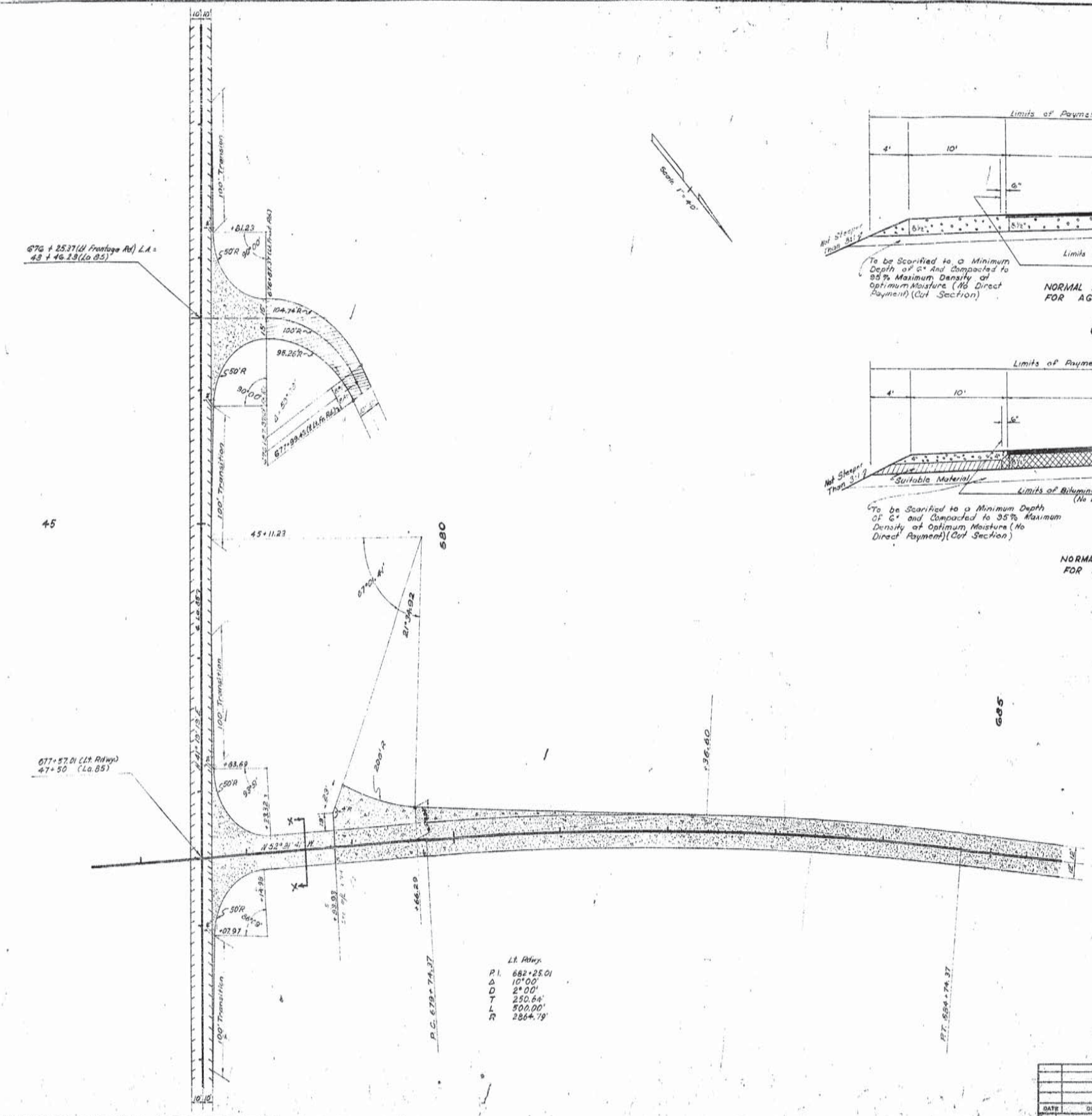
AS BUILTS

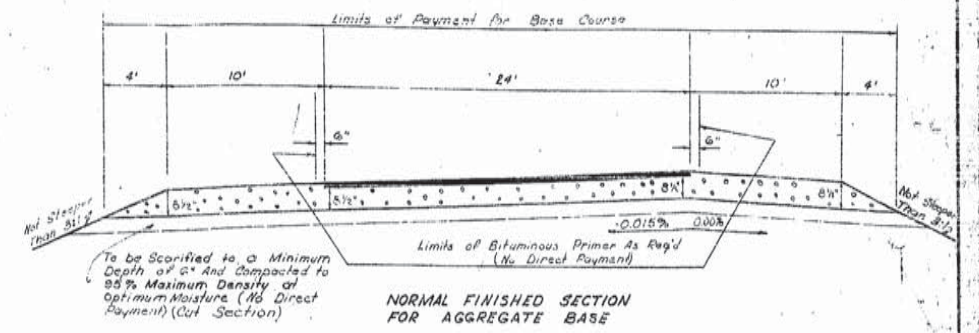

DESIGN SPEEDS
La. 3052 - 70 m.p.h.
La. 85 - 60 m.p.h.
F-F6 | STATE PROJECT | PARISH | SHEET NO.
121-(11) | 424-04-07 | Iberia | 5G
1985 A.D.T.
Sta. 48+46.23 (℄ La 85)
Sta. 676+25.37 (Lt. Front Rd)
Lt. Frontage Road
Rt. Frontage Road
24' 9" Unif. Conc. Pavt.
C. of A.
S.P. 424-04-07
Curve Data
GEOMETRIC LAYOUT
La. 85 INTERCHANGE
STA. 677+55.29 (Sur. ℄)
Sheet 1 Of 13 Sheets
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
REVISIONS

AS BUILTS

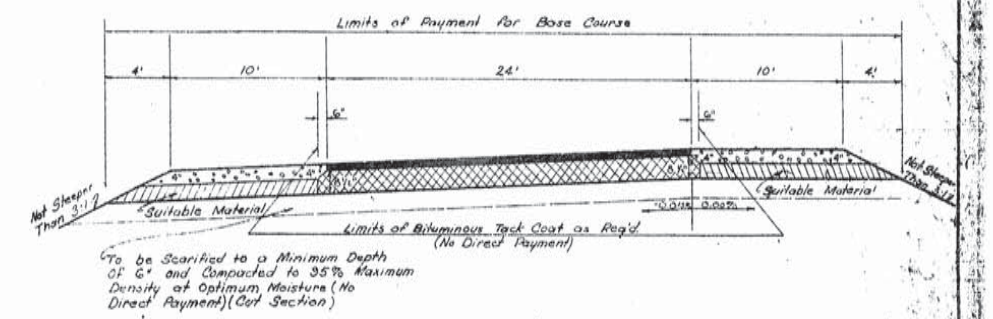
F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	57

303





NORMAL FINISHED SECTION FOR AGGREGATE BASE



NORMAL FINISHED SECTION FOR STABILIZED BASE

SECTION X-X

LEGEND

- 8" Uniform Concrete Pavement
- Asphaltic Concrete Pavement
- Bituminous Surface Treatment

GEOMETRIC LAYOUT
La 85 INTERCHANGE
SHEET 2 OF 18 SHEETS

DATED DEC. 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

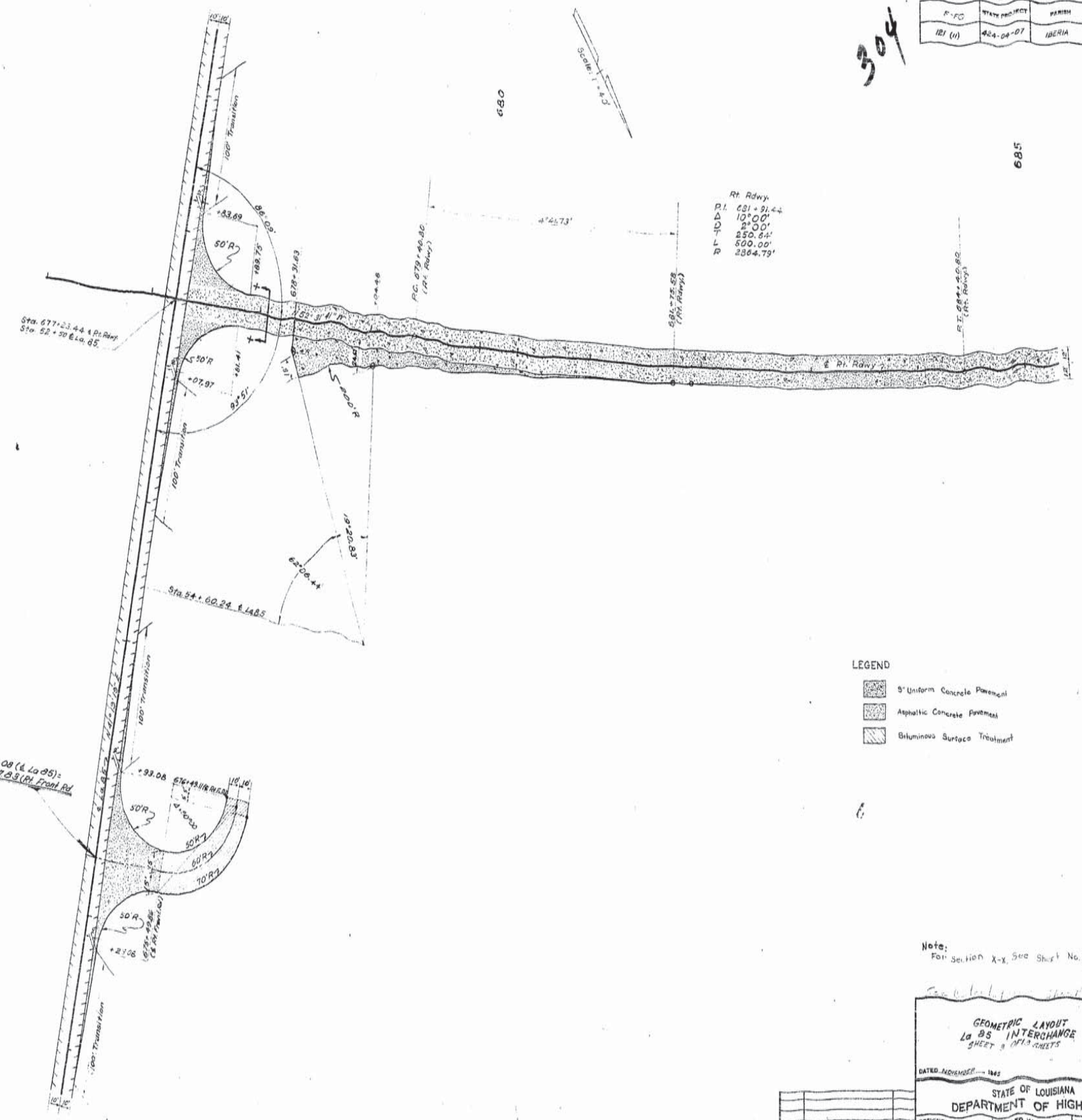
DESIGNED	DETAILED W. Grice	TRACED C. Mosser
CHECKED	CHECKED K. Mauck	CHECKED W. Grice
IN CHARGE OF		

DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILTS

F-FC	STATE PROJECT	PARISH	SHEET NO.
181 (11)	484-04-07	IBERIA	58

304



55

Note:
For Section X-X, See Sheet No. 57

GEOMETRIC LAYOUT
La 85 INTERCHANGE
SHEET 8 OF 13 SHEETS

DATED NOVEMBER — 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY

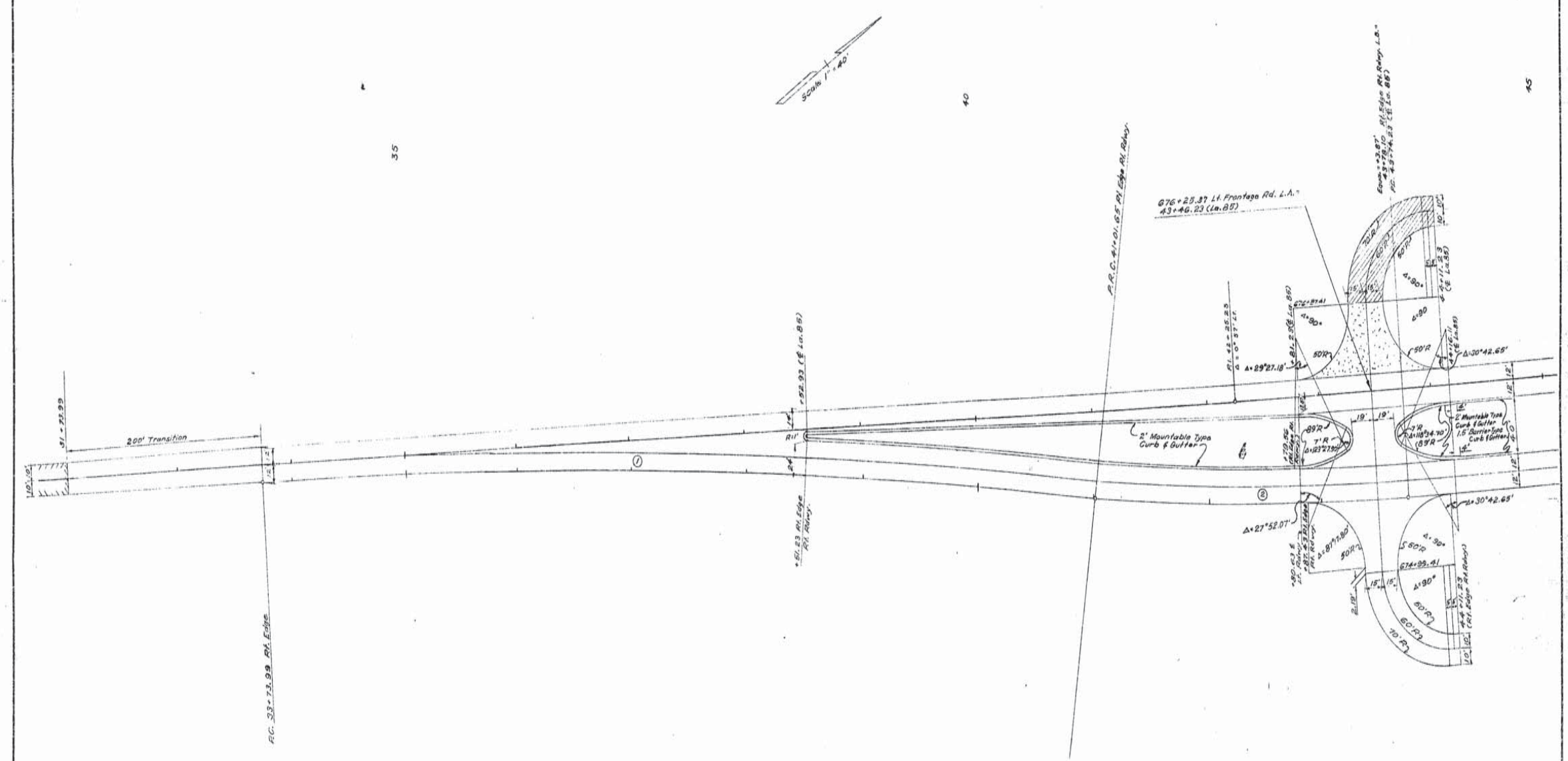
REVISIONS

DESIGNED	DETAILED W. E. Grice	TRACED E. D. HESSLER
CHECKED	CHECKED R. Roach	CHECKED W. E. Grice
IN CHARGE OF		

AS BUILTS

F-56	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	58

305



Note:
Radii Given Are To Back Of Curb
Unless Otherwise Noted.

① CURVE DATA		② CURVE DATA	
D	1°00'	D	3°00'
Δ	7°17.51'	Δ	8°14.51'
T	365.08'	T	137.60'
L	729.18'	L	274.73'
R	5729.58'	R	1909.86'

Asphaltic Concrete Pavement

3 Applications Bituminous Surface Treatment

Future Construction

DATE	DESCRIPTION	BY
	REVISIONS	

DETAIL OF FUTURE TRANSITION
La 85

Sheet 4 of 13 Sheets

DATED March, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

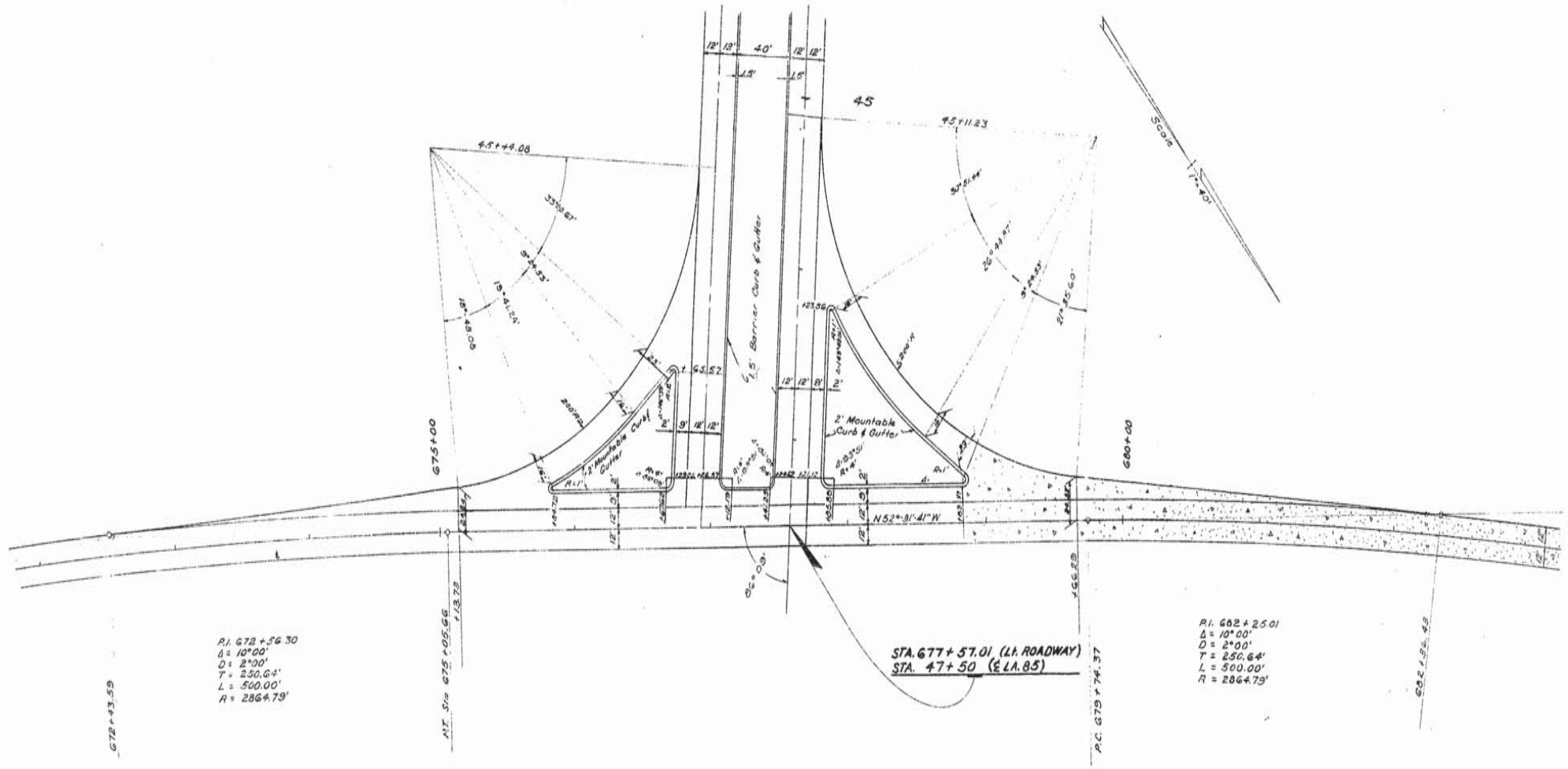
DESIGNED	DETAILED K. Roark	TRACED L. Shrader
CHECKED	CHECKED W. Grice	CHECKED W. Grice
IN CHARGE OF		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	60

306



LEGEND

9" Uniform Concrete Pavement

Future Construction

NOTE
Radii Given Are to Back of Curb Unless Otherwise Noted.

DETAILS OF FUTURE INTERSECTION
LEFT ROADWAY & La 85

Sheet 5 of 13 Sheets

DATED March 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED K.J. Roark	TRACED K. Swain
CHECKED	CHECKED W.E. Grice	CHECKED K.J. Roark
IN CHARGE OF		

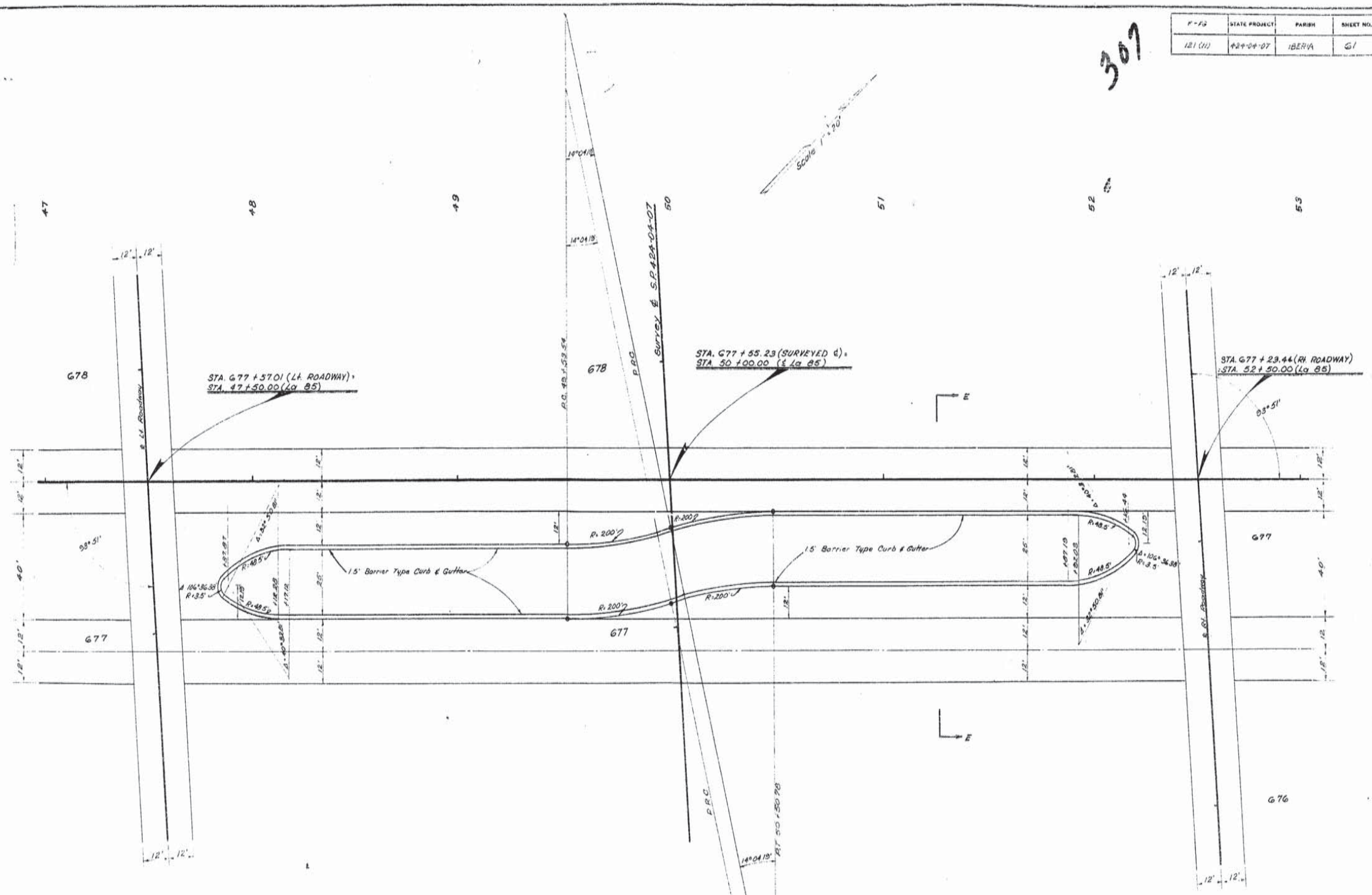
DATE	DESCRIPTION	BY
REVISIONS		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	61

307



NOTE: See Calculation Sheet 61
Radii Given Are To Back of Curb Unless Otherwise Noted.

For Section E-E, See Sheet No 2a

DETAILS OF FUTURE LEFT TURN LANES
La 85

Sheet 3 of 13 Sheets

DATED 3-11 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J. McMillan	TRACED E. Kessler
CHECKED	CHECKED W.E. Grice	CHECKED W.E. Grice
IN CHARGE OF		

DATE	DESCRIPTION	BY
6-7-66	General Revision	M.I.H.

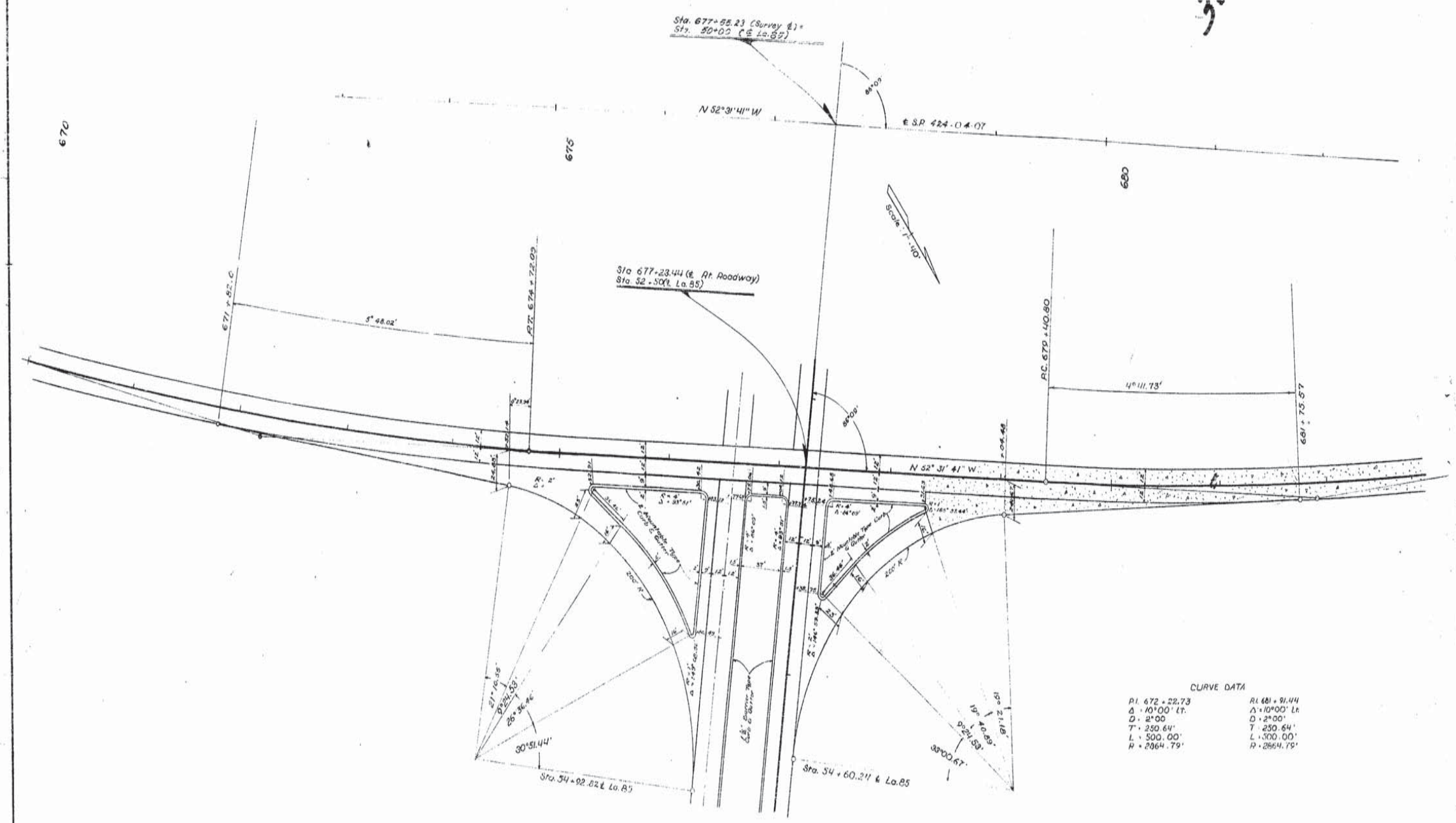
REVISIONS

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	62

308



CURVE DATA

P.I. 672+22.73	P.I. 681+91.44
Δ = 10°00' Lt.	Δ = 10°00' Lt.
D = 2°00	D = 2°00'
T = 250.64'	T = 250.64'
L = 500.00'	L = 500.00'
R = 2864.79'	R = 2864.79'

Note:
Radii Given Are To The Back Of Curb Unless Otherwise Noted.

LEGEND

- 5" Uniform Concrete Pavement
- Future Construction

See Plan Sheet 62

DETAIL OF FUTURE INTERSECTION RIGHT ROADWAY & La 85

Sheet 7 of 18 Sheets.

DATED Aug. 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED M. Savois	TRACED J. Mncom
CHECKED	CHECKED K. Roark	CHECKED K. Roark
IN CHARGE OF		

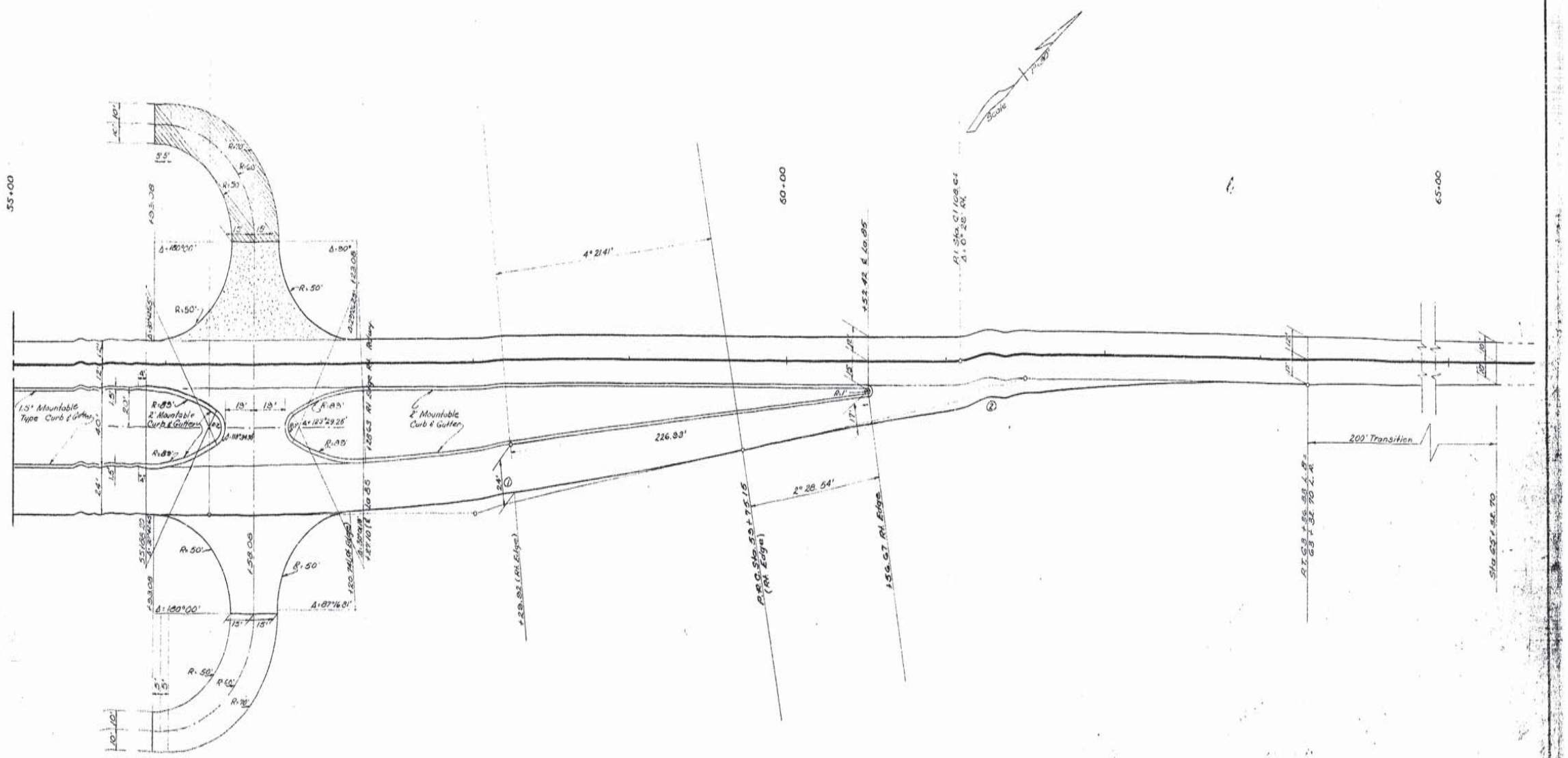
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	63

309



① P.I. 58+03.09
Δ = 10° 21.18'
D = 3° 00'
T = 173.01'
L = 345.07'
R = 1909.86'

② P.I. 61+56.28
Δ = 10° 50.18'
D = 3° 00'
T = 181.13'
L = 361.18
R = 1909.86

LEGEND

- 1½" Asphaltic Concrete Pavement
- 3' Applications Bitumuinous Surface Treatment
- Future Construction

See Calculations Sheet 63

Note:
Radii Given are to Back of Curb Unless Otherwise Noted.

DETAIL OF FUTURE TRANSITION
La 85

Sheet 8 of 13 Sheets

DATED March 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED M.J. Savers	TRACED J. Mason
CHECKED	CHECKED J.E. McMillan	CHECKED W.L. [illegible]
IN CHARGE OF		

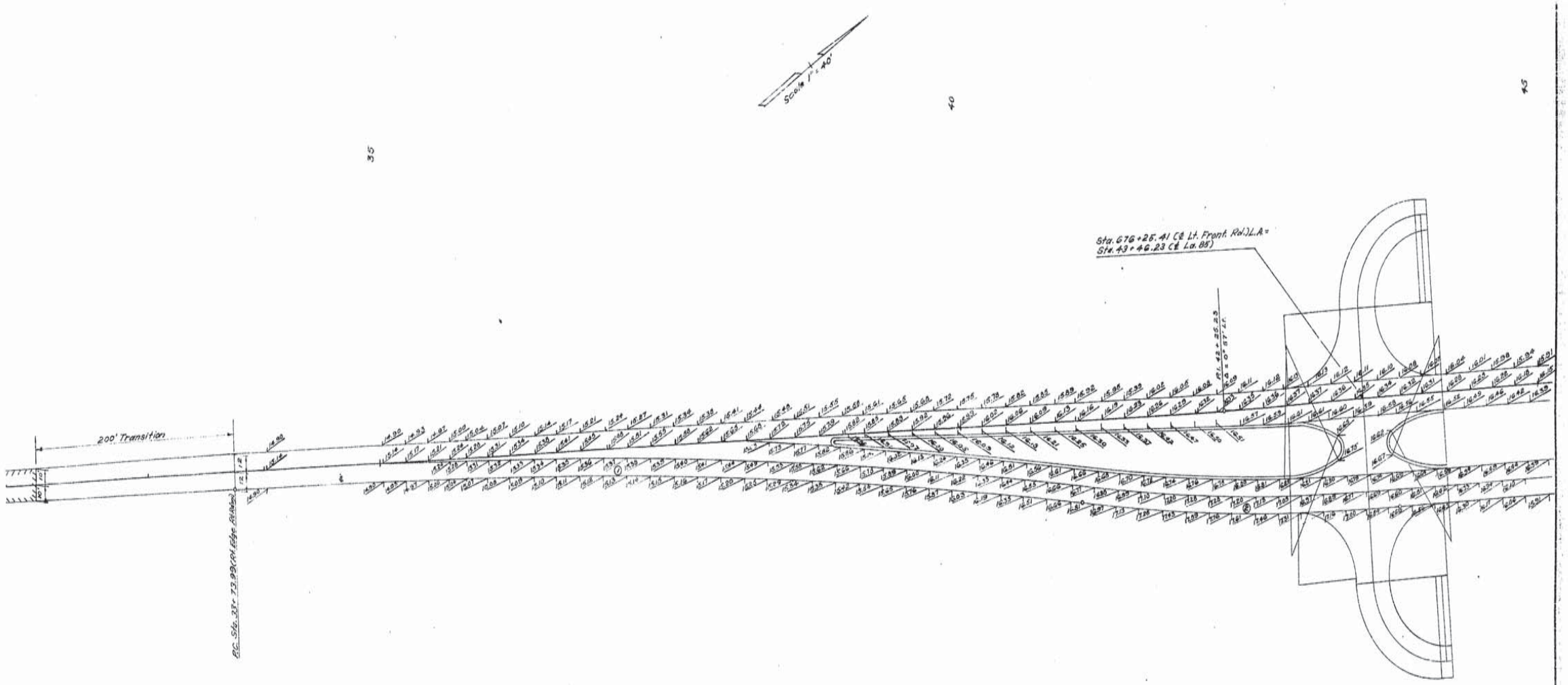
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	64

310



① CURVE DATA
D 1°00'
Δ 7°17.51'
T 365.08'
L 729.18'
R 5729.58'

② CURVE DATA
D 3°00'
Δ 8°14.51'
T 137.60'
L 274.73'
R 1909.86'

FINISHED GRADE ELEVATIONS
FUTURE TRANSITION OF La 85

Sheet 9 Of 13 Sheets

DATED March 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J. McMillan	TRACED L. Shrader
CHECKED	CHECKED W.E. Grice	CHECKED W.E. Grice
IN CHARGE OF		

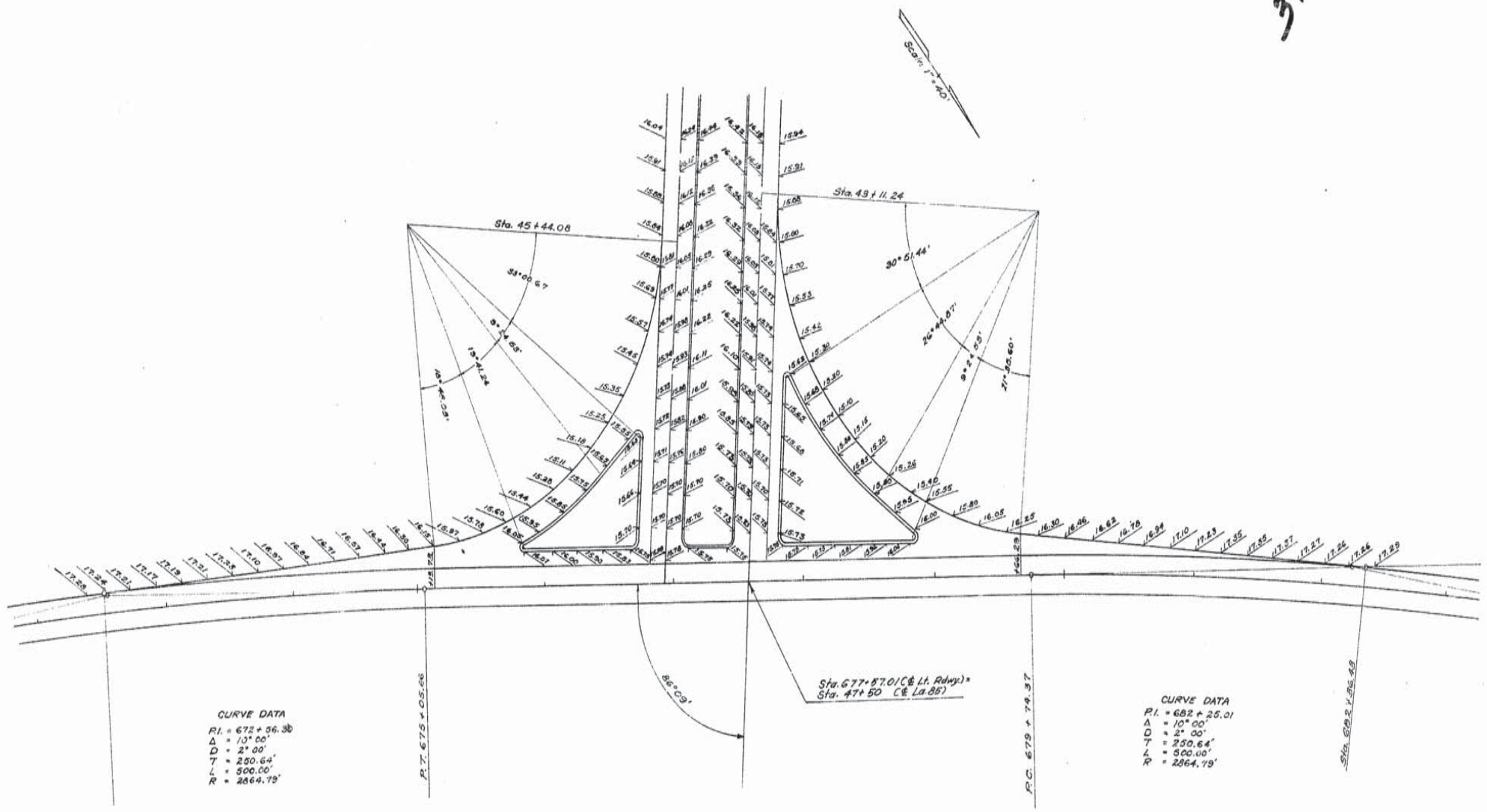
DATE	DESCRIPTION	BY
REVISIONS		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	G5

311



Gauges

FINISHED GRADE ELEVATIONS
FUTURE INTERSECTION OF LEFT
ROADWAY ℄ La 85

Sheet 10 of 18 Sheets

DATED March 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

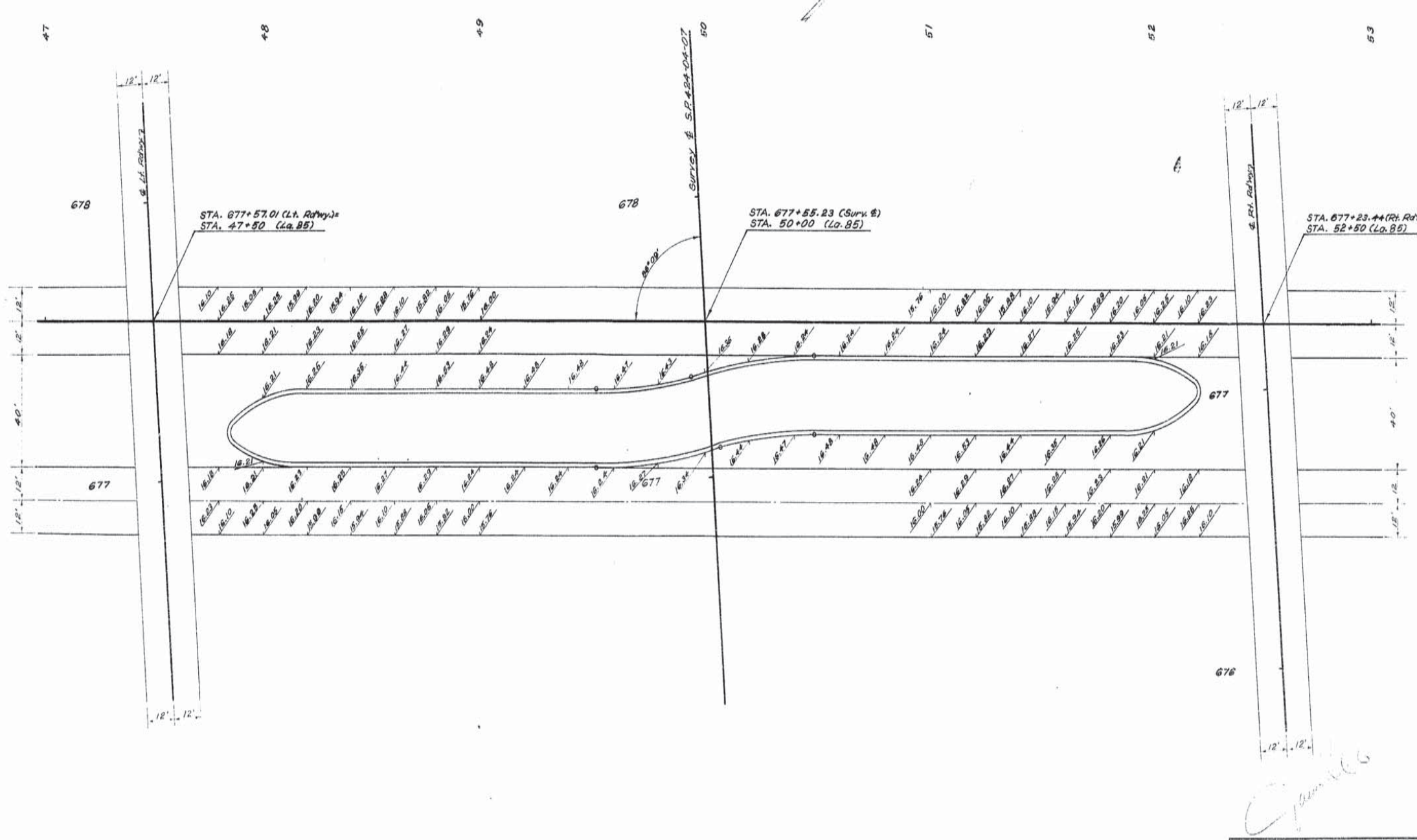
DESIGNED | DETAILED K.J. Roark | TRACED K. Swain
CHECKED | CHECKED W. E. Grice | CHECKED W. E. Grice
IN CHARGE OF

AS BUILTS

F-F9	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	66

3/2

Scale 1" = 20'



FINISHED GRADE ELEVATIONS
FUTURE LEFT TURN LANES (LA. 85)

Sheet 11 of 13 Sheets

DATED JUNE 1968

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
6-7-68	GENERAL REVISION	M.H.H.

REVISIONS

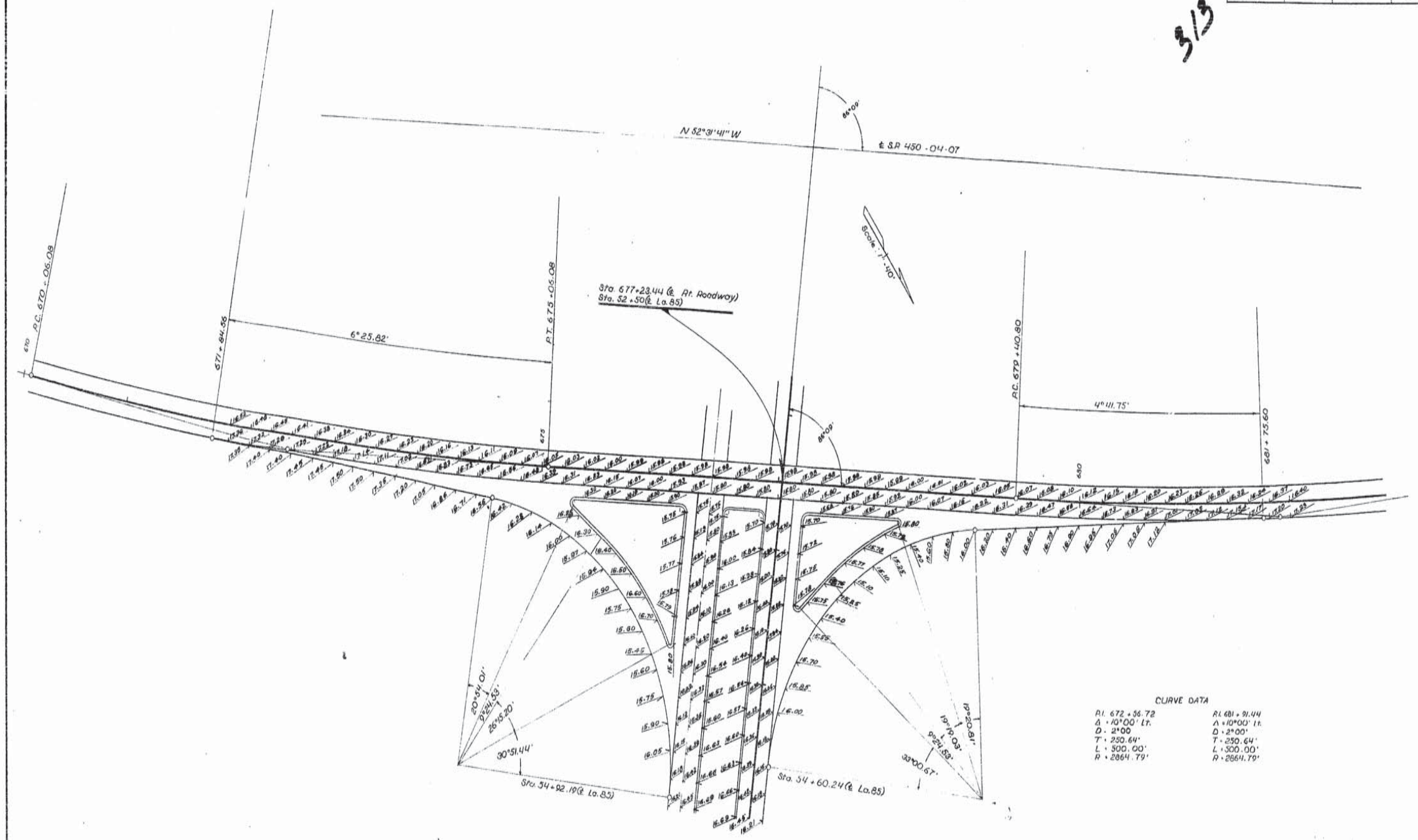
DESIGNED — DETAILED J. McMillan — TRACED E. Kessler
CHECKED — CHECKED W. E. Brice — CHECKED W. E. Brice
IN CHARGE OF

AS BUILTS

12

F-F6	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	67

3/3



CURVE DATA

P.I. 672+56.72	P.I. 681+91.44
Δ = 10°00' Lt.	Δ = 10°00' Lt.
D = 2°00	D = 2°00'
T = 250.64'	T = 250.64'
L = 500.00'	L = 500.00'
R = 2864.79'	R = 2864.79'

FINISHED GRADE ELEVATIONS
FUTURE INTERSECTION RT. RDWY & LA. 85

Sheet 12 of 13 Sheets

DATED March, 1963

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W.E. GRICE	TRACED R.I. HOSSLER
CHECKED	CHECKED K. ROARK	CHECKED W.E. GRICE
IN CHARGE OF		

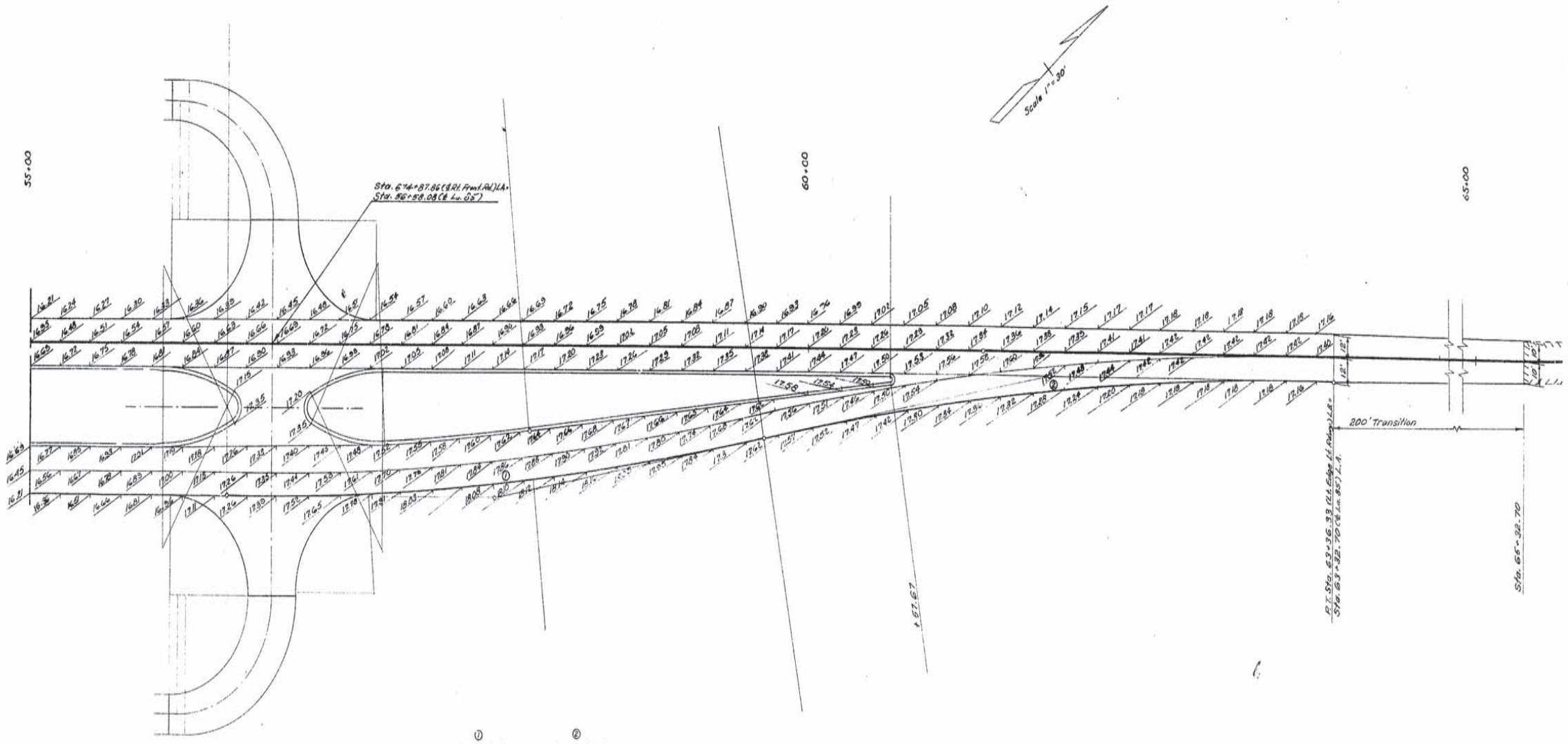
DATE	DESCRIPTION	BY
REVISIONS		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	GB

314



① Curve Data

P.I.	58+03.09
Δ	10°21.13'
D	3°00'
T	173.01'
L	345.07'
R	1909.86'

② Curve Data

P.I.	61+56.28
Δ	10°50.13'
D	3°00'
T	181.13'
L	361.18'
R	1909.86'

FINISHED GRADE ELEVATIONS
FUTURE TRANSITION OF La 85

Sheet 10 of 12 Sheets

DATED March, 1966

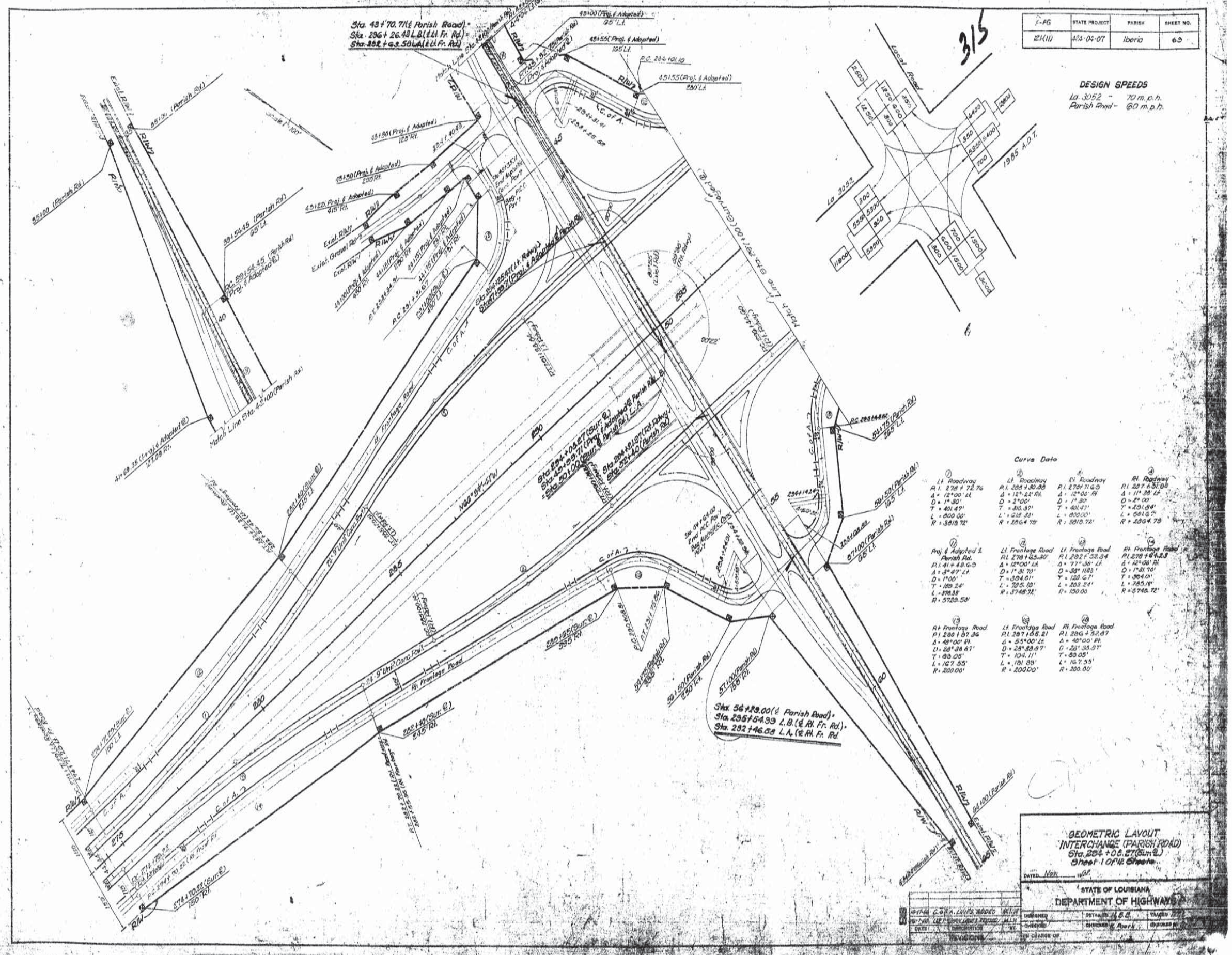
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED M. Savoie	TRACED J. Mason
CHECKED	CHECKED K. J. Roark	CHECKED W. Grice
IN CHARGE OF		

DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILTS

12



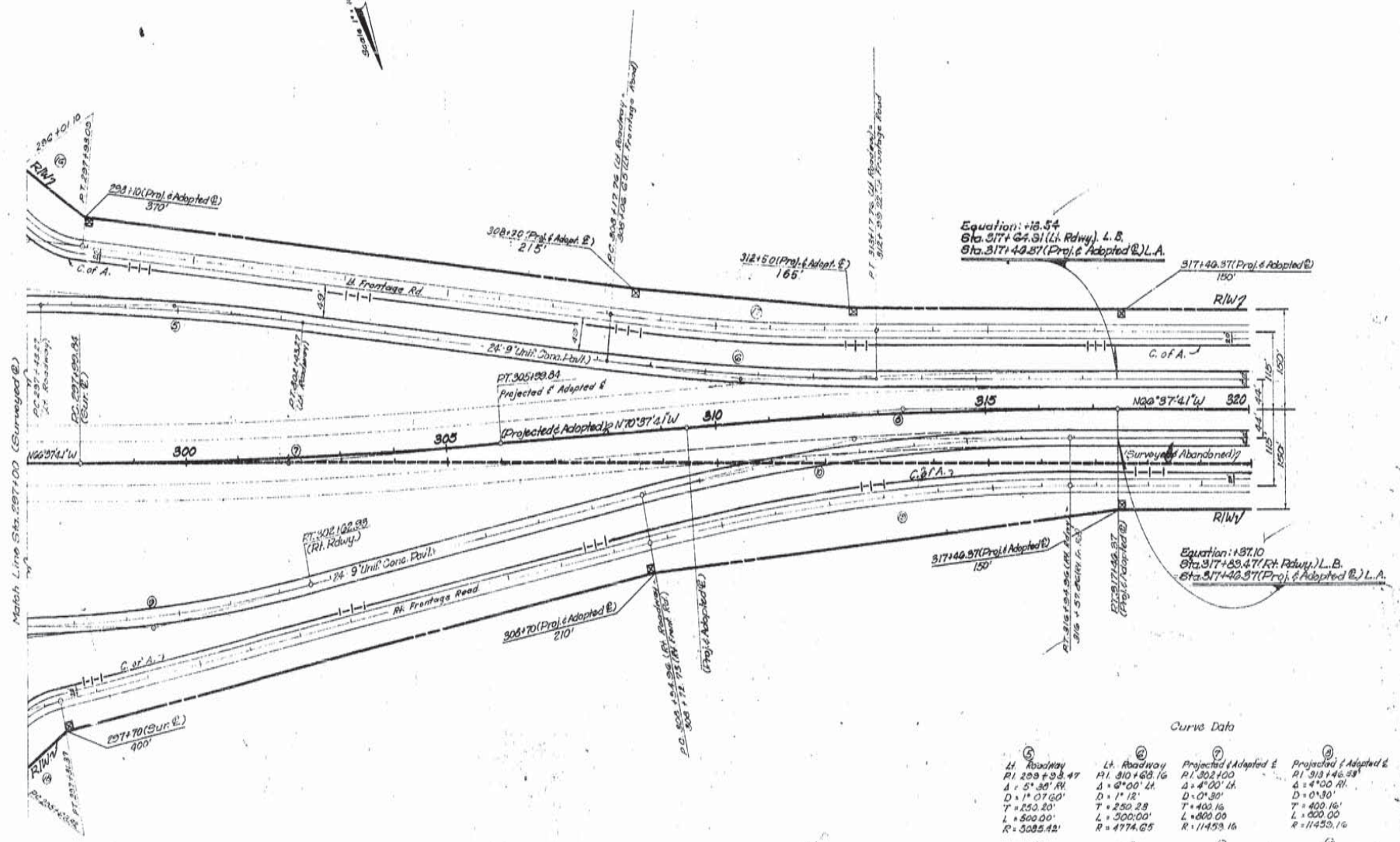
F-FG
STATE PROJECT
PARISH
SHEET NO.
12K(11)
424-04-07
Iberia
63
315
DESIGN SPEEDS
La. 3052 - 70 m.p.h.
Parish Road - 60 m.p.h.
Sta. 43+70.71(℄ Parish Road) =
Sta. 236+26.43 L.B.(℄ Lt. Fr. Rd.) =
Sta. 282+63.58 L.A.(℄ Lt. Fr. Rd.)
Sta. 56+29.00(℄ Parish Road) =
Sta. 295+54.99 L.B.(℄ Rt. Fr. Rd.) =
Sta. 282+46.58 L.A.(℄ Rt. Fr. Rd.)
Match Line Sta. 42+00 (Parish Rd.)
Match Line Sta. 29+00 (Surv. ℄)
Match Line Sta. 42+00 (Parish Rd.)
Local Road
1985 A.D.T.
La. 3052
Curve Data
Lt. Roadway
Lt. Roadway
Rt. Roadway
Rt. Roadway
Proj. & Adopted ℄ Parish Rd.
Lt. Frontage Road
Lt. Frontage Road
Rt. Frontage Road
Rt. Frontage Road
Lt. Frontage Road
Rt. Frontage Road
GEOMETRIC LAYOUT
INTERCHANGE (PARISH ROAD)
Sta. 284+08.27 (Sur. ℄)
Sheet 1 of 12 Sheets
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
REVISIONS

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	70

316



GEOMETRIC LAYOUT
INTERCHANGE (PARISH ROAD)
Sta. 284+05.57 (Sur. ℄)
Sheet 2 Of 12 Sheets

DATED Nov. 1962

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
10-[illegible]	C. of A. LINE ADDED	M.J.H.

REVISIONS

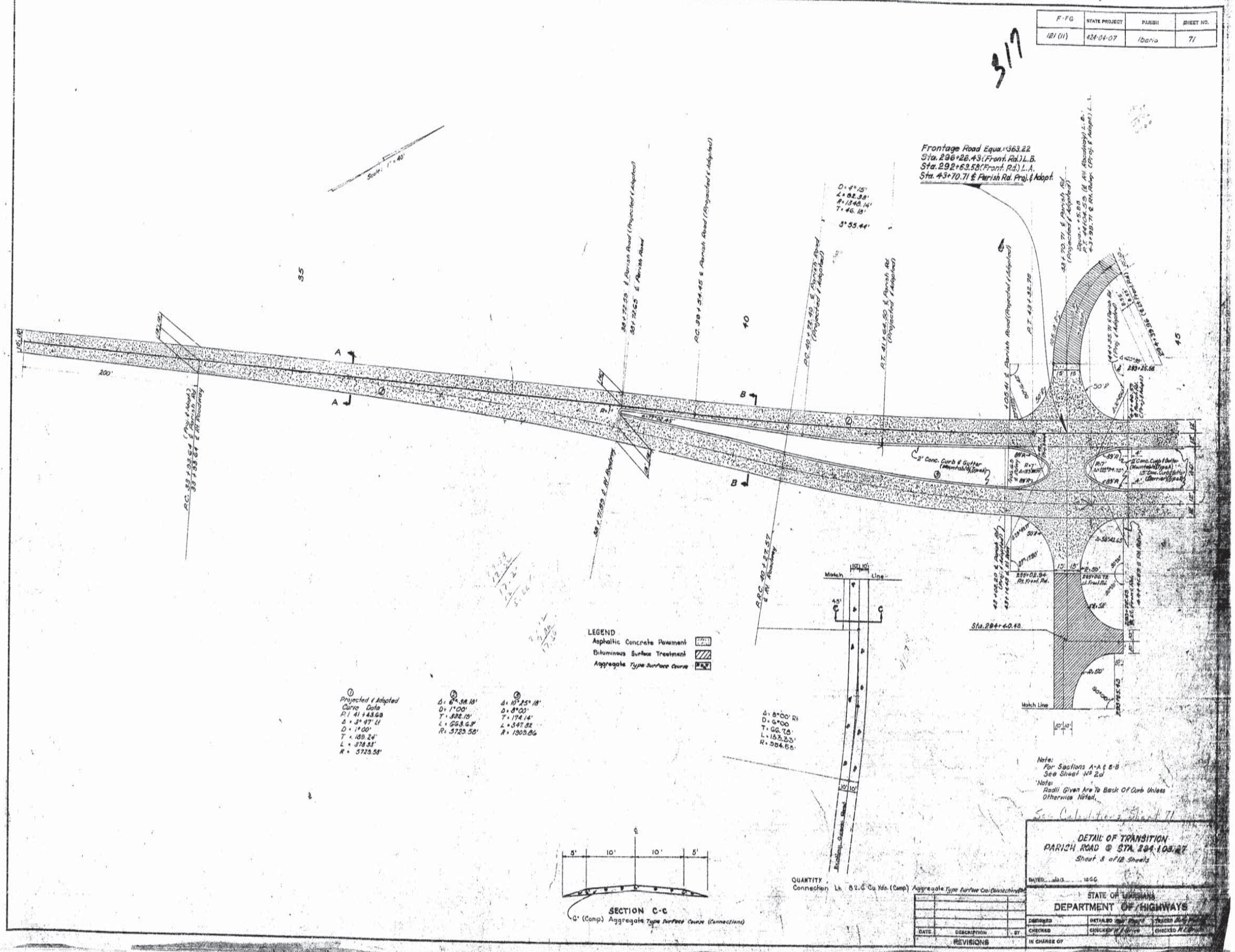
DESIGNED	DETAILED H.B.B.	TRACED P.T.L.
CHECKED	CHECKED K. Roark	CHECKED
IN CHARGE OF		

12

AS BUILTS

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
181 (11)	424-04-07	Iberia	71

317

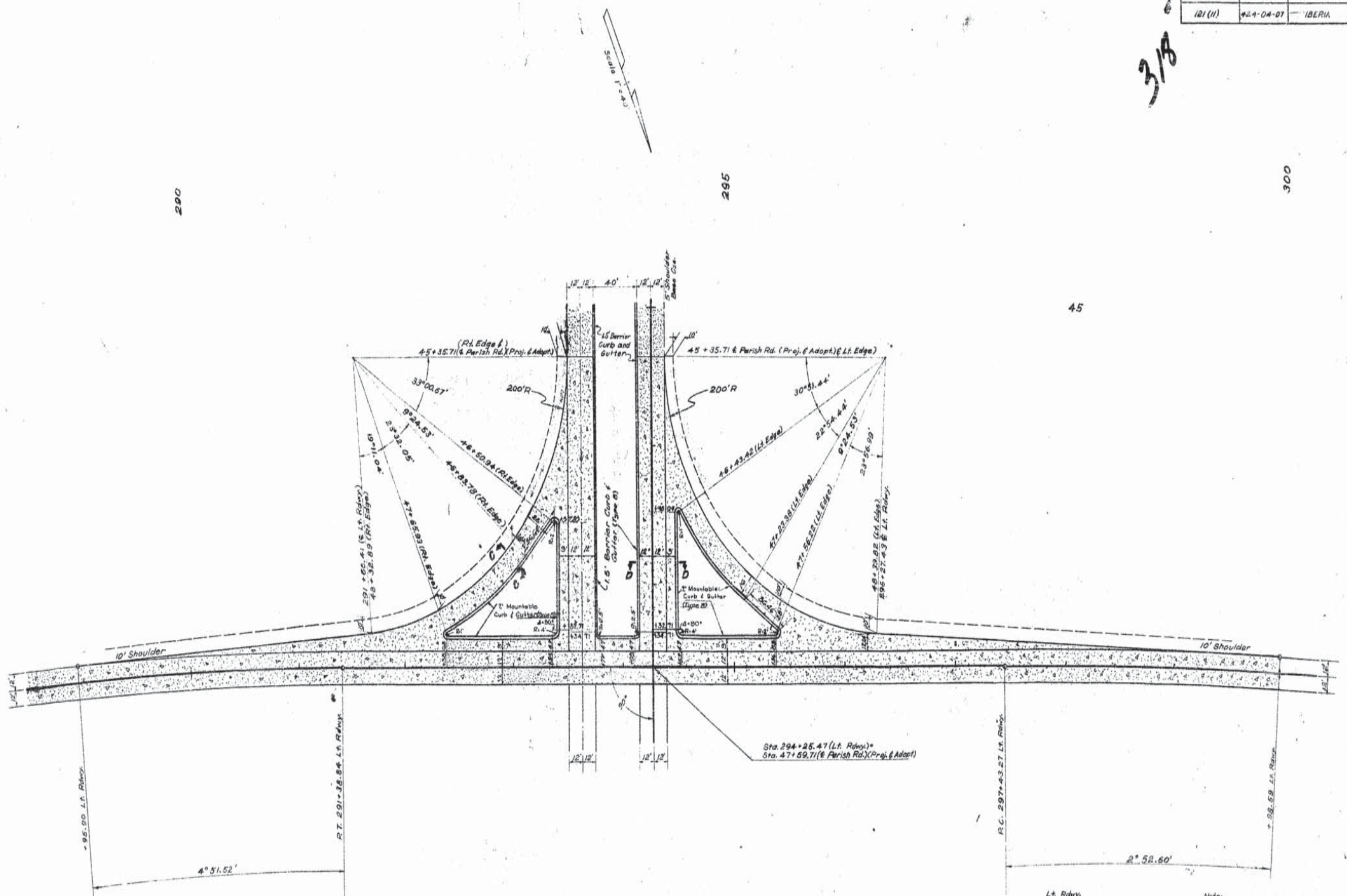


12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	72

318



Lt. Rdwy.
P.I. 288+30.88
Δ 12°22' Rt.
D 2°00'
T 310.37'
L 618.33'
R 2864.79'

LEGEND

9" Uniform Concrete Pavement

Asphaltic Concrete Pavement

Lt. Rdwy.
P.I. 299+93.47
Δ 5°38' Rt.
D 1°07.60'
T 250.20'
L 500.00'
R 5085.42'

Note:
For Sections C-C & D-D
See Sheet No. 2a

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

INTERSECTION Lt. ROADWAY & PARISH ROAD
STA. 294+98.27
SHEET 4 OF 18 SHEETS
DATED NOVEMBER 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED K. Roark	TRACED E. Kessler
CHECKED	CHECKED W.E. Grice	CHECKED W.E. Grice
IN CHARGE OF		

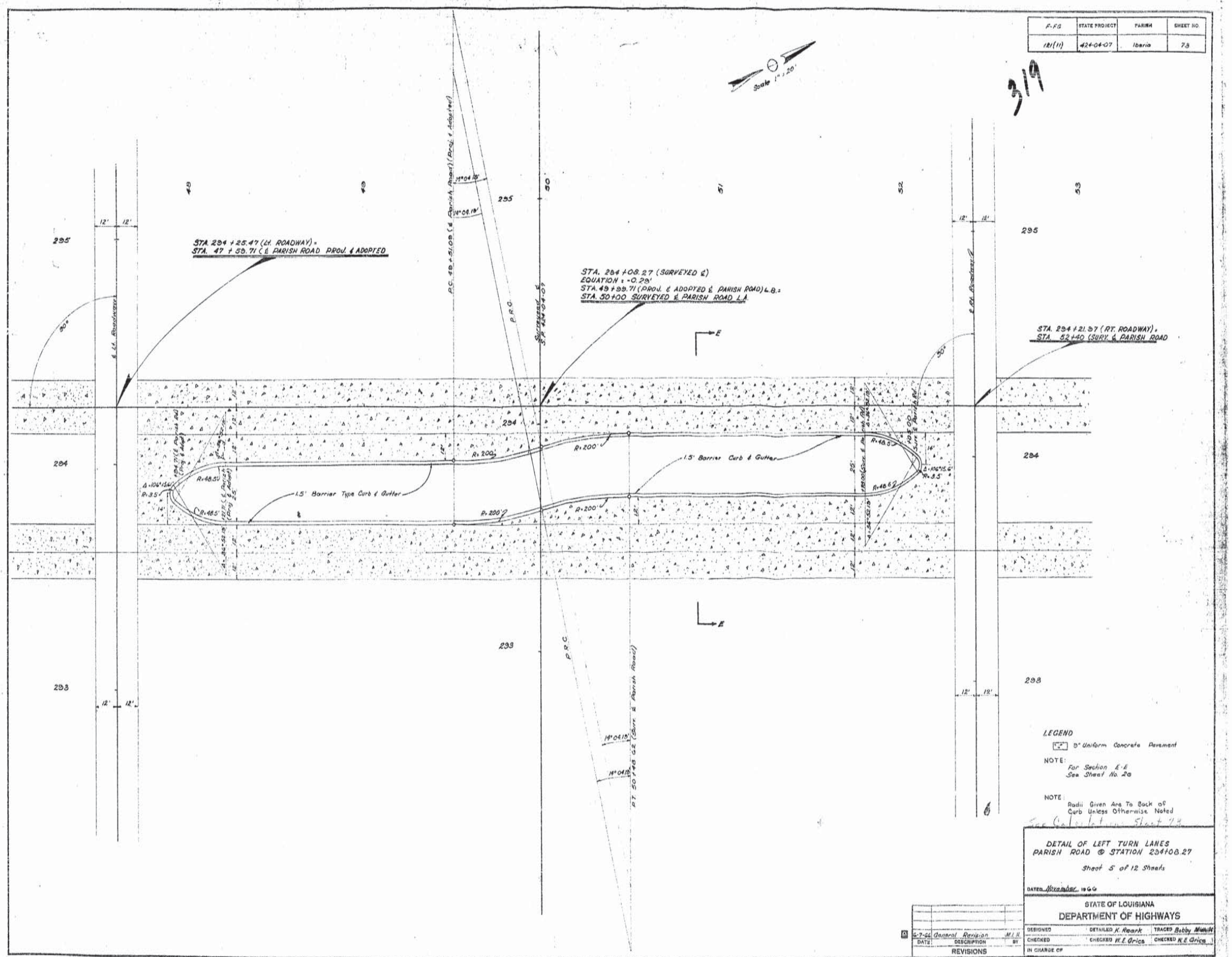
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
181(11)	424-04-07	Iberia	7B

319



DETAIL OF LEFT TURN LANES
PARISH ROAD @ STATION 284+08.27

Sheet 5 of 12 Sheets

DATE November 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
6-7-66	General Revision	M.I.H.

REVISIONS

DESIGNED | DETAILED K. Roark | TRACED Bobby Mitchell
CHECKED | CHECKED W.E. Grice | CHECKED W.E. Grice
IN CHARGE OF

12

AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-01-07	IBERIA	74

320

290

295

6

Scale 1" = 40'

Rt. Rdwy.
P.I. 287+91.98
Δ 11°38' Lt.
D 2°00'
T 291.84'
L 581.67'
R 2864.79'

Rt. Rdwy.
P.I. 299+54.97
Δ 12°22' Lt.
D 2°00'
T 310.37'
L 618.33'
R 2864.79'

4°00.00'

4°51.53'

+81.61 Rt. Rdwy.

P.T. 290+82.61 (Rt. Rdwy.)

P.C. 296+44.60 (Rt. Rdwy.)

+85.62 Rt. Rdwy.

12' 12' 40' 12' 12'

Sta. 294+21.97 (Rt. Rdwy.) = Sta. 52+40 (Survey & Parish Rd.)

10' Shoulder

10' Shoulder

2' Mountable Curb & Gutter

2' Mountable Curb & Gutter

1.5' Barrier Curb & Gutter

R=200'

R=200'

(Rt. Edge ℄) 54+64.00 (Survey & Parish Rd.)

(Lt. Edge ℄) 54+44.00 (Survey & Parish Rd.)

55

LEGEND

9" Uniform Concrete Pavement

Asphaltic Concrete Pavement

Note:
For Sections C-C & D-D
See Sheet No. 2c

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

INTERSECTION RT. ROADWAY & PARISH ROAD
STA. 294+08.37

Sheet 6 of 12 Sheets

DATED NOVEMBER, 1967

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED K. Roark	TRACED E. Hassler
CHECKED	CHECKED W. E. Grice	CHECKED W. E. Grice
IN CHARGE OF		

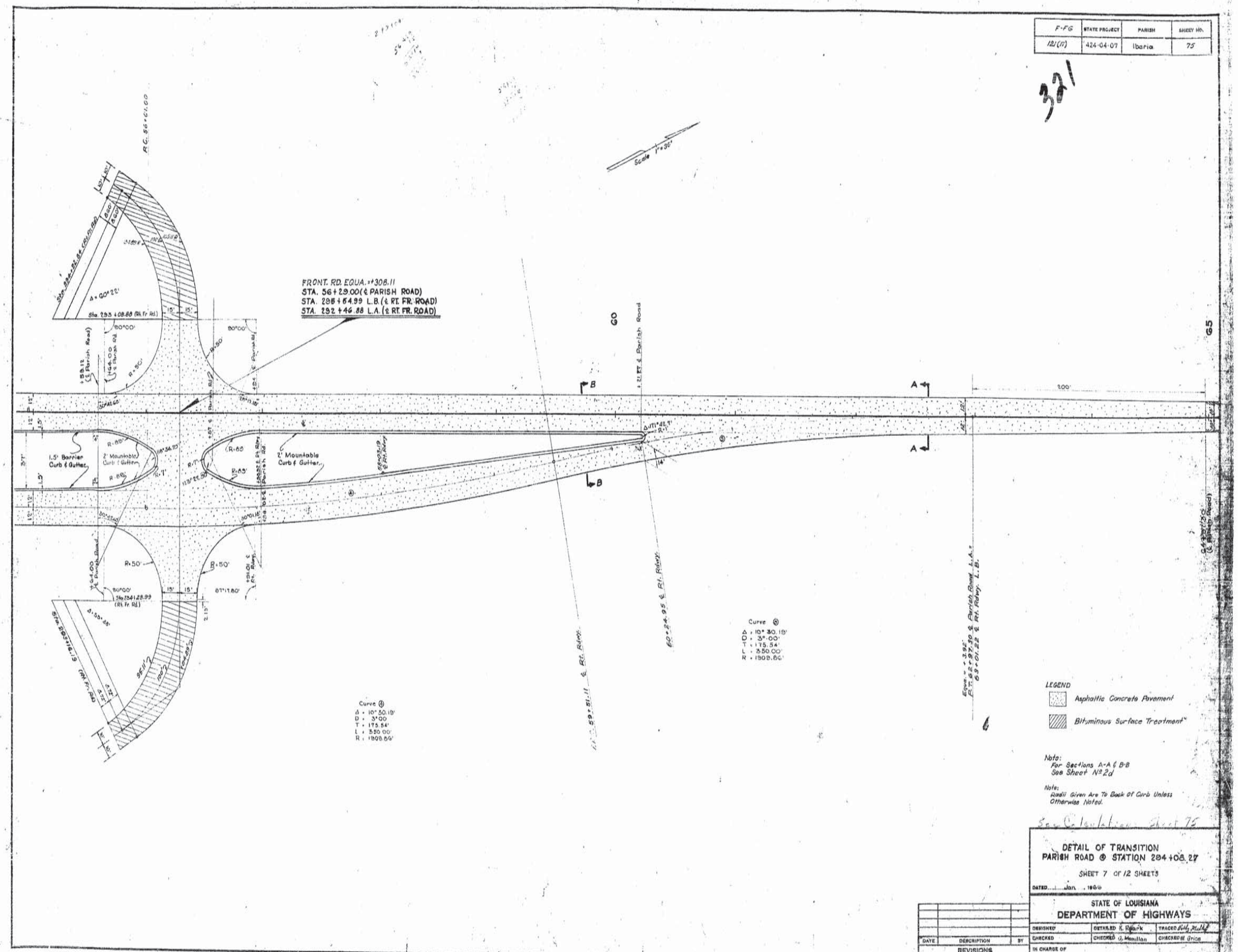
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	75

321

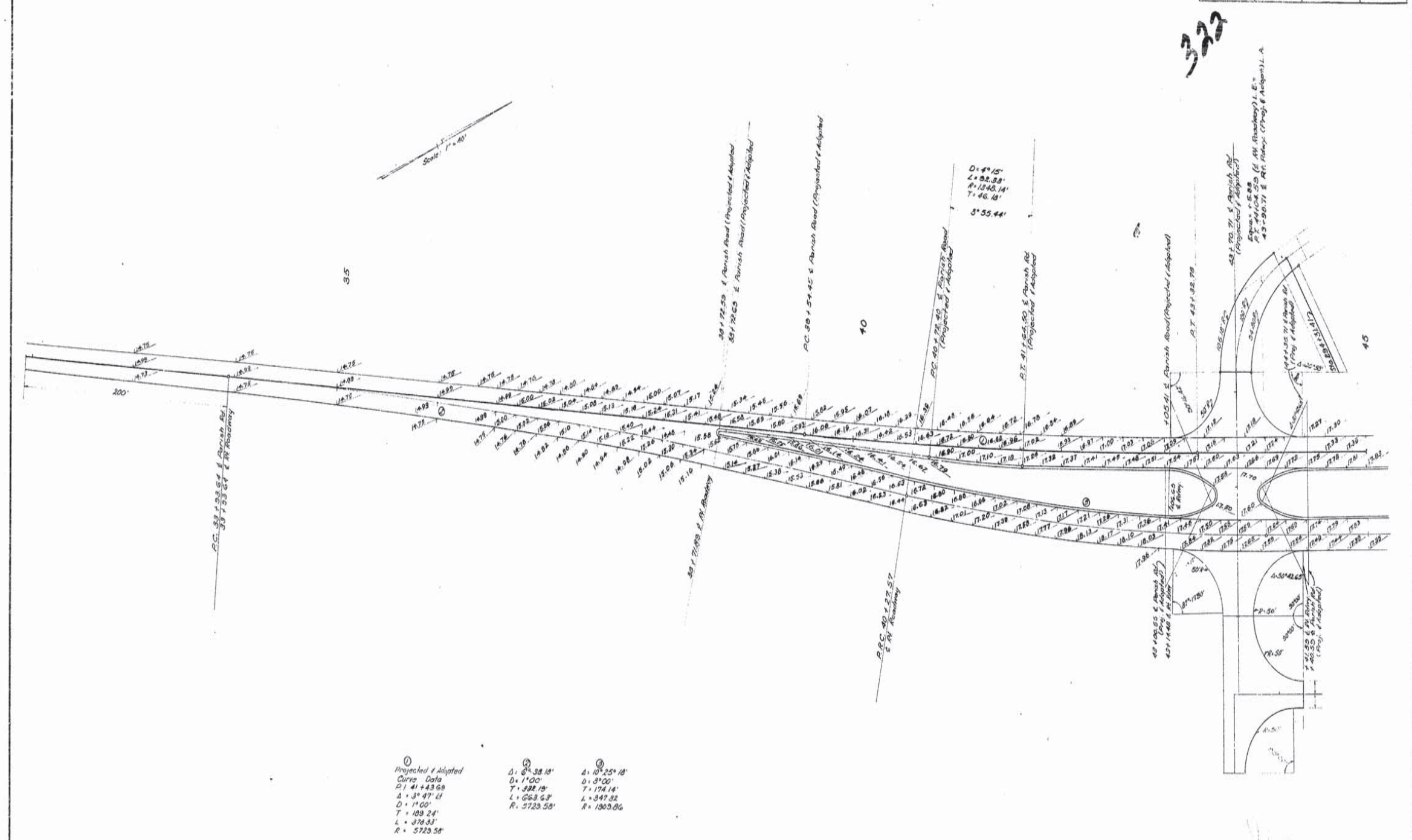


12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	76

322



① Projected & Adopted Curve Data
P.I. 41 + 43.69
Δ = 3° 47' Lt
D = 1° 00'
T = 189.24'
L = 378.33'
R = 5729.58'

② Δ = 6° 38.18'
D = 1° 00'
T = 332.19'
L = 663.63'
R = 5729.58'

③ Δ = 10° 25' 18"
D = 3° 00'
T = 174.14'
L = 347.32
R = 1909.86

FINISHED GRADE ELEVATIONS
TRANSITIONS
PARISH ROAD @ STA. 294+08.27
Sheet 8 of 12 Sheets

DATED Jan. 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED Ken Roark	TRACED Betty Midkiff
CHECKED	CHECKED W.E. Grice	CHECKED W.E. Grice
IN CHARGE OF		

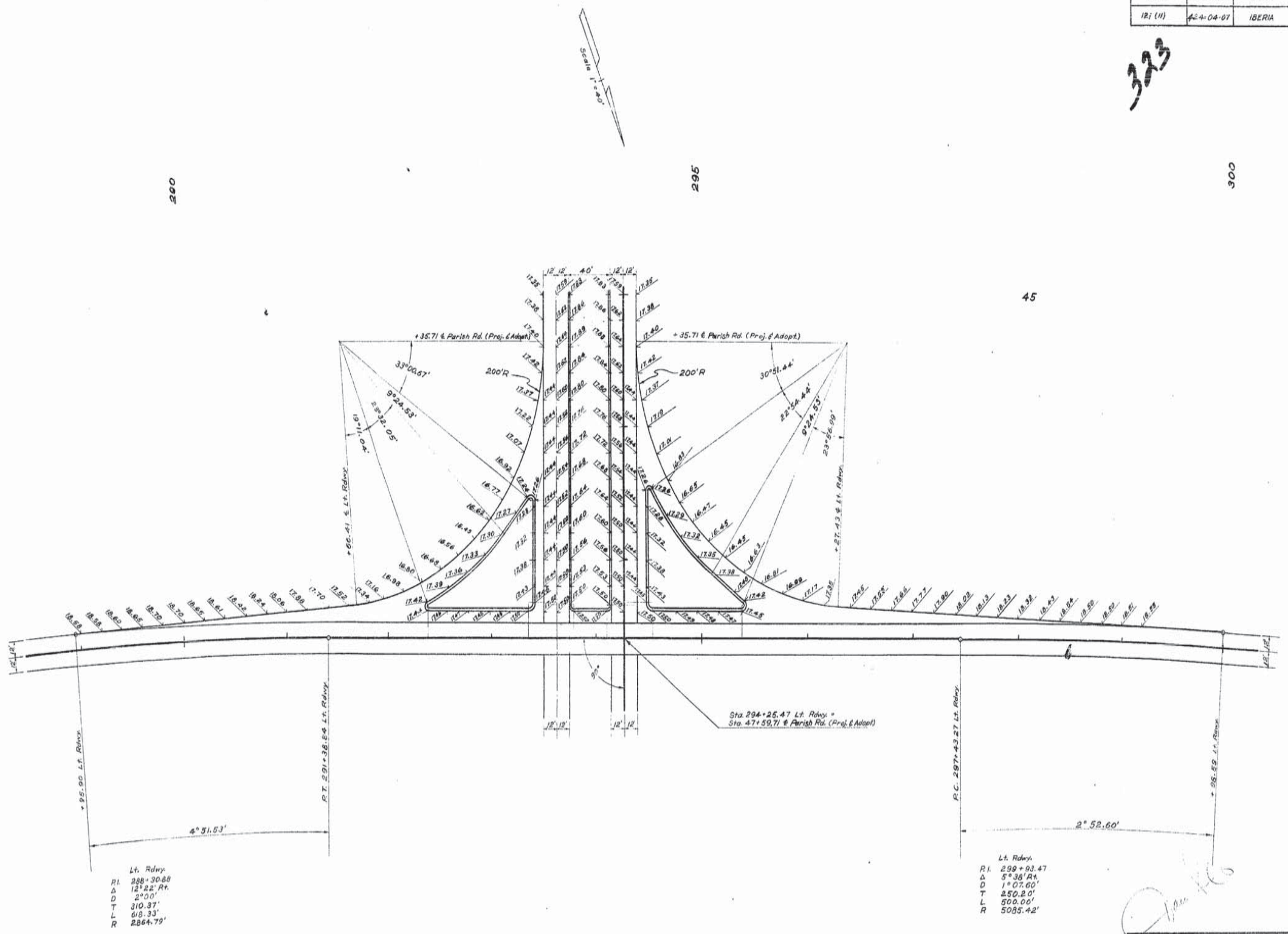
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F-PG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	77

323



FINISHED GRADE ELEVATIONS
INTERSECTION Lt. RD'WY. ℄ PARISH RD.
STA. 294+08.27

Sheet 9 of 12 Sheets

DATED NOVEMBER , 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

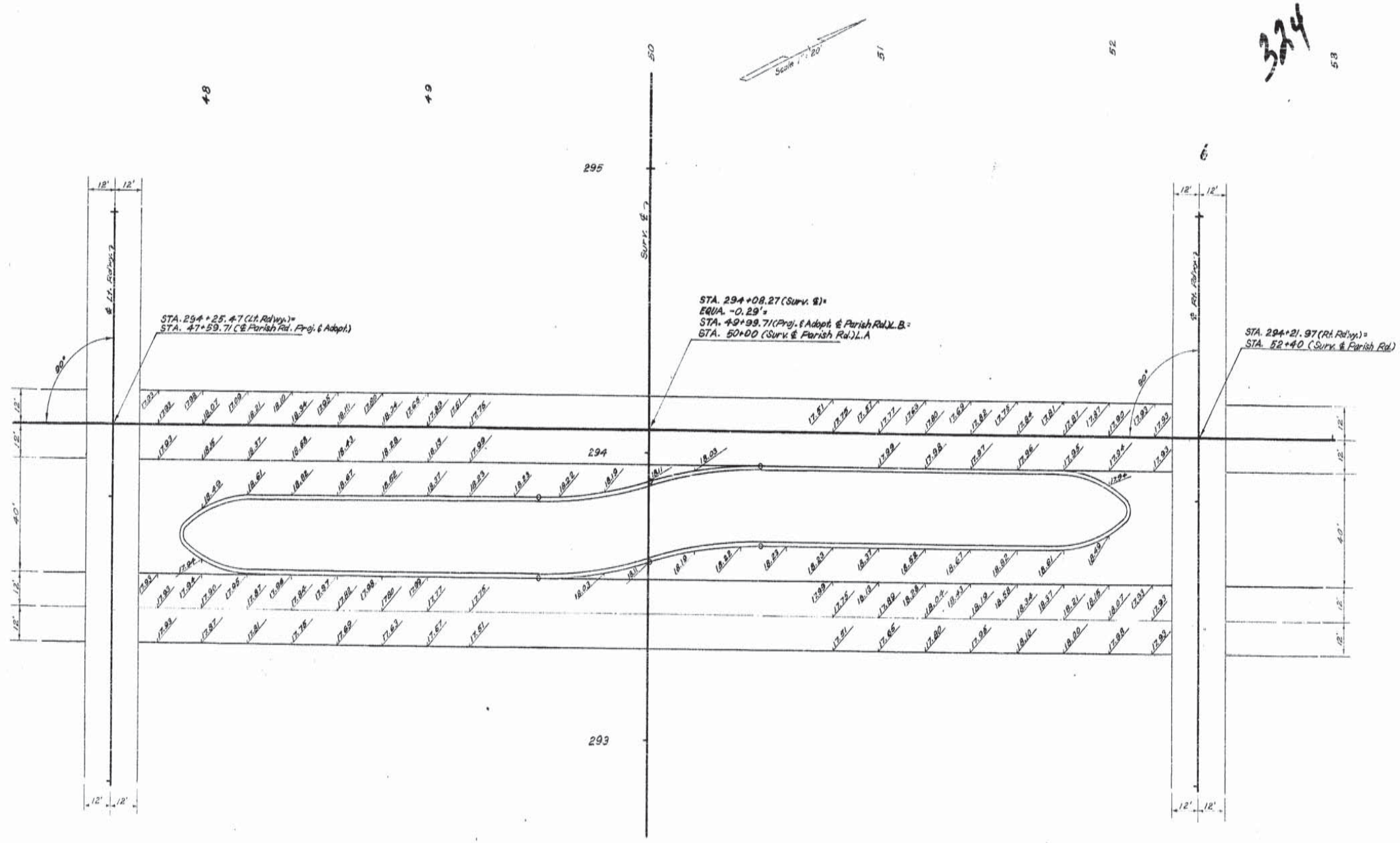
DESIGNED	DETAILED K. Roark	TRACED E. Kessler
CHECKED	CHECKED W.E. Grice	CHECKED W.E. Grice
IN CHARGE OF		

AS BUILTS

12

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	78

324



FINISHED GRADE ELEVATIONS
LEFT TURN LANES (PARISH ROAD)

Sheet 10 of 12 Sheets

DATED JUNE, 1946

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
6-7-46	GENERAL REVISION	M.I.H.

REVISIONS

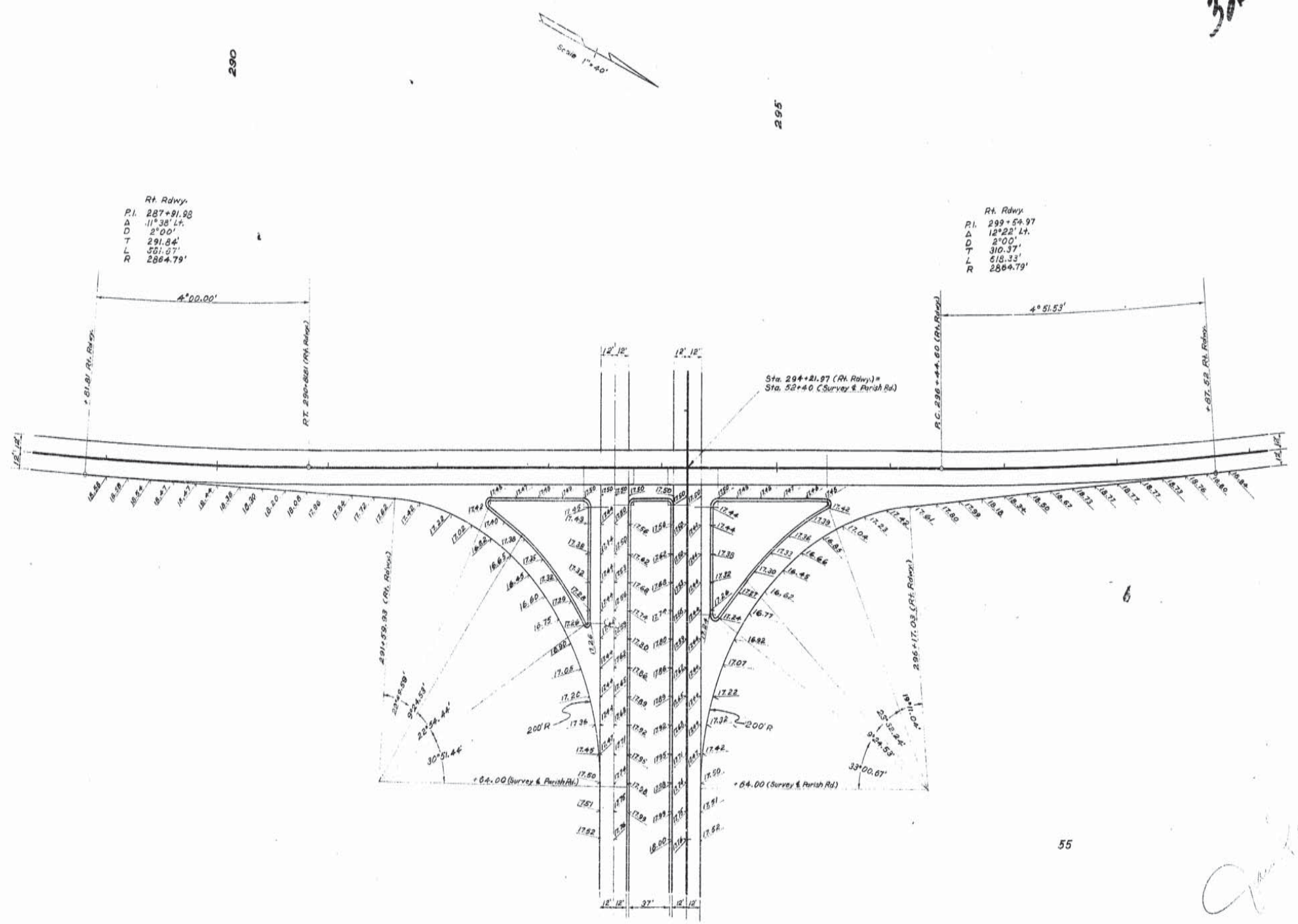
DESIGNED — DETAILED J. McMillan — TRACED E. Messier
CHECKED — CHECKED W.E. Grich — CHECKED W.E. Grice
IN CHARGE OF

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	79

325



FINISHED GRADE ELEVATIONS
INTERSECTION Rt. RD'WY & PARISH RD.
STA. 294+08.27

Sheet 11 of 12 Sheets

DATED NOVEMBER 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED K. Roark	TRACED E. Kessler
CHECKED	CHECKED W. E. Grice	CHECKED W.E. Grice
IN CHARGE OF		

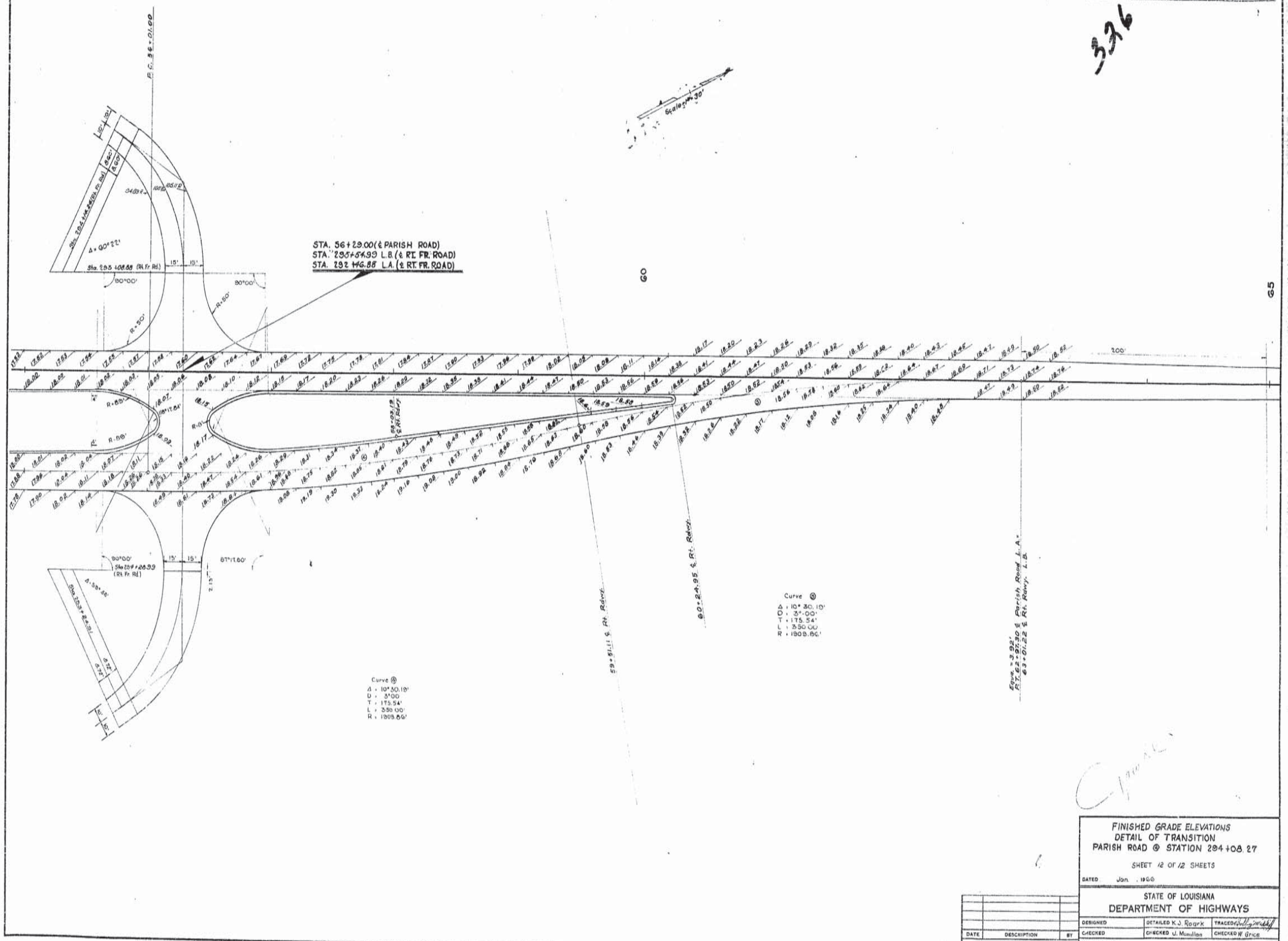
DATE	DESCRIPTION	BY
REVISIONS		

12

AS BUILTS

F.F.G.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	40

336



FINISHED GRADE ELEVATIONS
DETAIL OF TRANSITION
PARISH ROAD @ STATION 284+08.27

SHEET 12 OF 12 SHEETS

DATED Jan. 1960

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY

REVISIONS

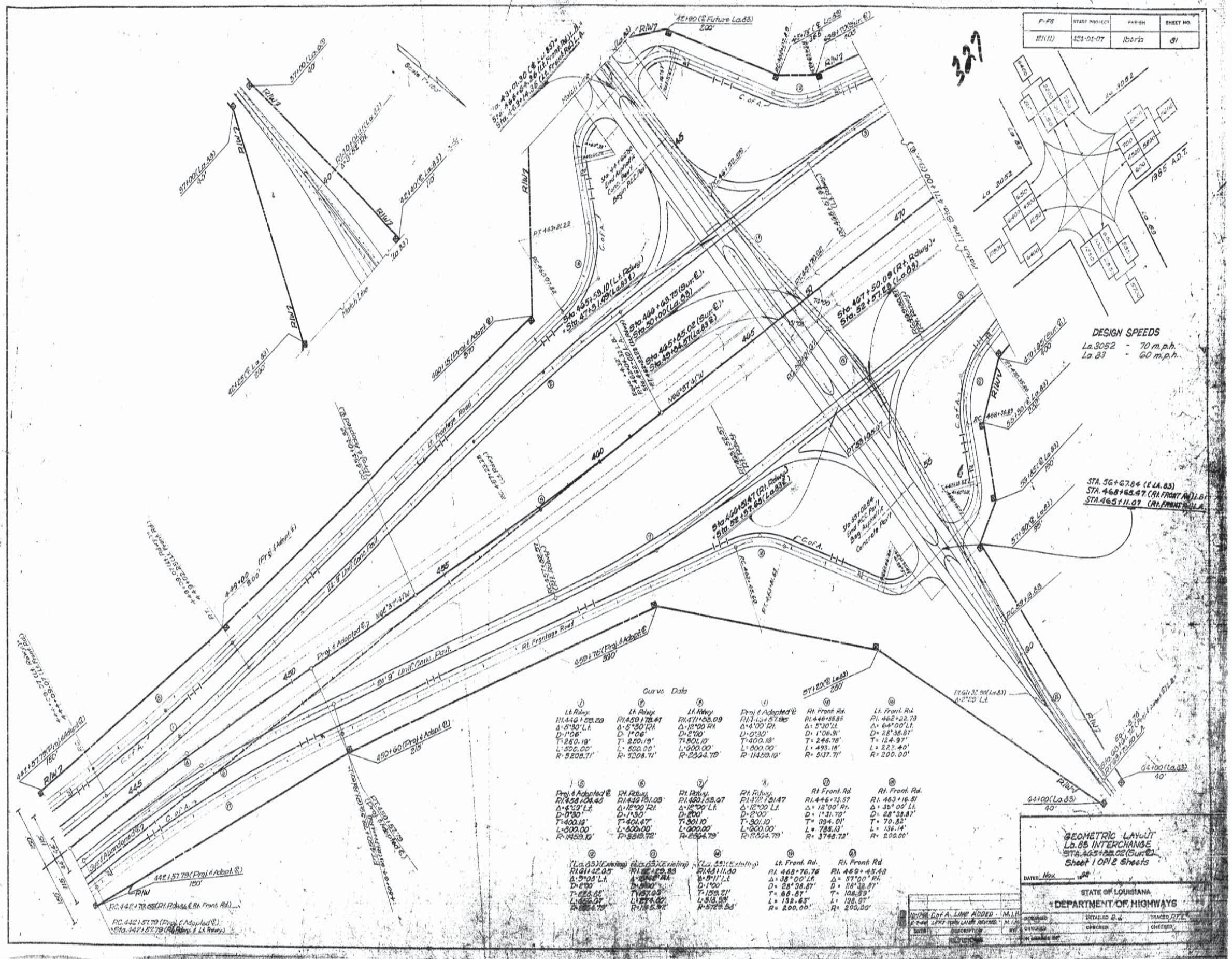
DESIGNED	DETAILED K.J. Roark	TRACED
CHECKED	CHECKED J. Mouillon	CHECKED W. Grice
IN CHARGE OF		

12

AS BUILTS

F-F6	STATE PROJECT	PARISH	SHEET NO.
121(11)	451-01-07	Iberville	81

327

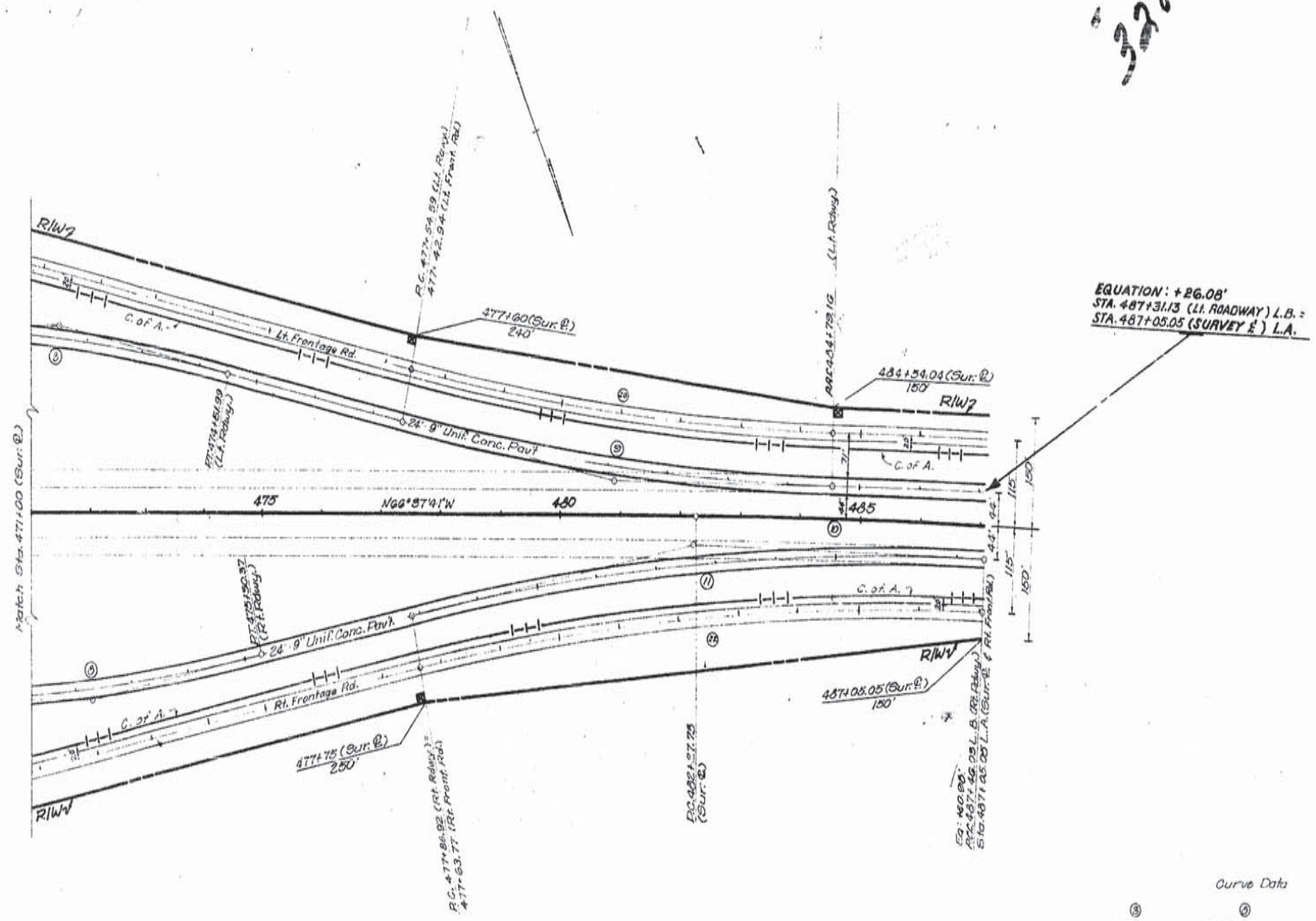


12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	82

328



Curve Data

③	⑤	⑨
Lt. Rdwy.	Rt. Rdwy.	Lt. Rdwy.
P.I. 471+53.38	P.I. 472+31.47	P.I. 481+18.66
Δ=12°00' Rt.	Δ=12°00' Lt.	Δ=10°52.11' Lt.
D=2°00'	D=2°00'	D=1°30'
T=301.10'	T=301.10'	T=363.37'
L=600.00'	L=600.00'	L=724.57'
R=2864.79'	R=2864.79'	R=3819.72'

⑩	⑫	⑪	⑭
Lt. Front. Rd.	Sur. ℄	Rt. Rdwy.	Rt. Front. Rd.
P.I. 480+99.56	P.I. 500+00	P.I. 482+69.01	P.I. 482+36.90
Δ= 10°52.11' Lt.	Δ=17°35' Rt.	Δ=14°23.20' Rt.	Δ=14°23.20' Rt.
D= 1°31.70'	D=0°30'	D=1°30'	D= 1°31.70'
T= 356.62'	T=1772.27'	T=482.09'	T= 473.13'
L= 711.10'	L=8516.67'	L=959.11'	L= 941.28'
R= 3748.72'	R=11459.16'	R=3819.72'	R= 3748.72'

GEOMETRIC LAYOUT
La. 88 INTERCHANGE
STA. 465+86.02 (Sur. ℄)
Sheet 2 of 12 Sheets

DATED Nov. 1962

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
10-17-66	C. of A. LINE ADDED	J.L.H.

REVISIONS

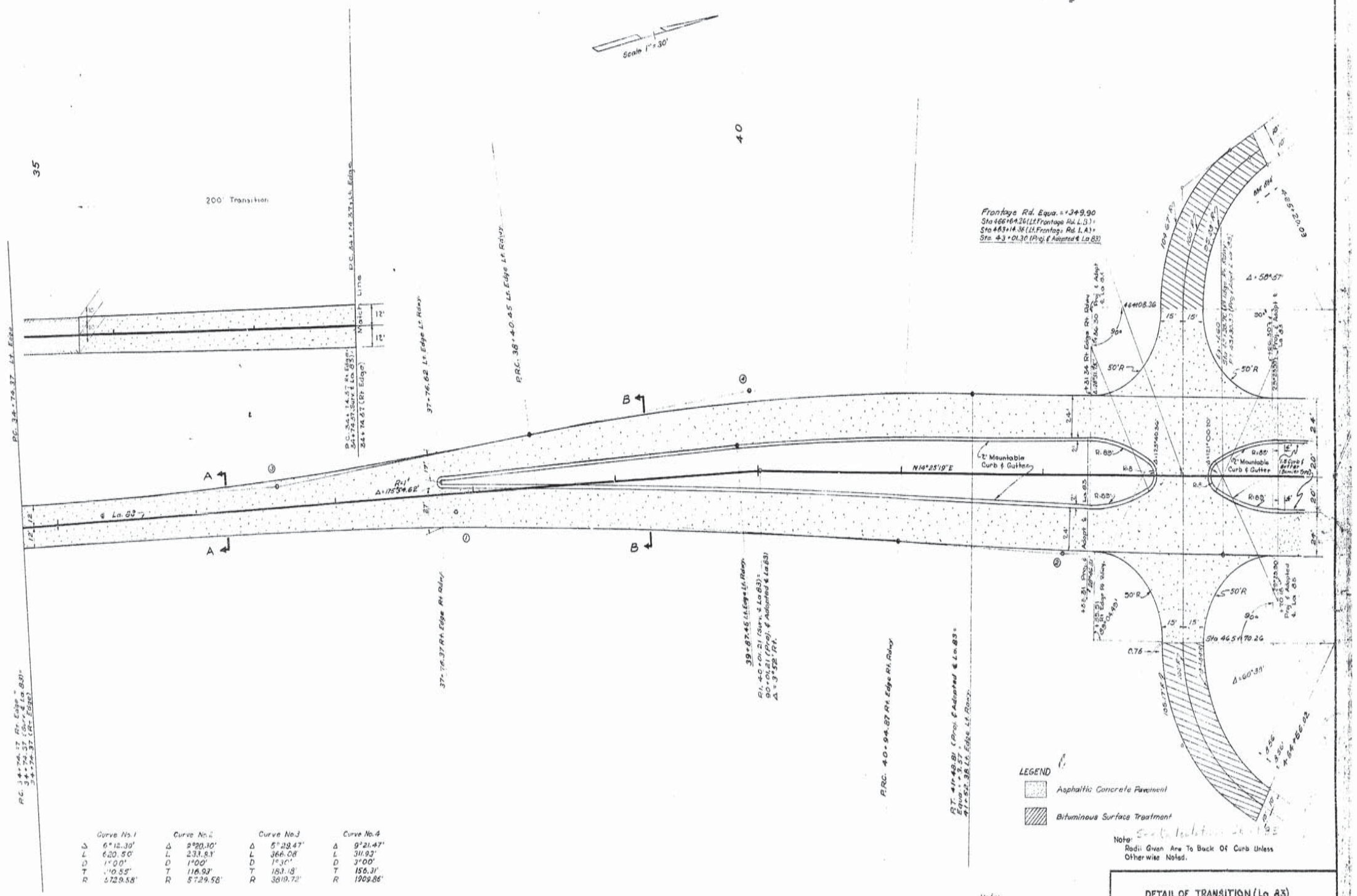
DESIGNED	DETAILED B.J.	TRACED P.T.L.
CHECKED	CHECKED K. Roark	CHECKED W.E. Griggs
IN CHARGE OF		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	39

329



Curve No. 1		Curve No. 2		Curve No. 3		Curve No. 4	
Δ	6°12.30'	Δ	8°20.30'	Δ	5°29.47'	Δ	9°21.47'
L	620.50'	L	233.83'	L	366.08'	L	311.93'
D	1°00'	D	1°00'	D	1°30'	D	3°00'
T	310.55'	T	116.93'	T	183.18'	T	156.31'
R	5729.58'	R	5729.58'	R	3819.72'	R	1909.86'

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

Note:
For Section A-A & B-B
See Sheet No. 2d

DETAIL OF TRANSITION (La 83)

SHEET 3 OF 12 SHEETS

DATED NOVEMBER, 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

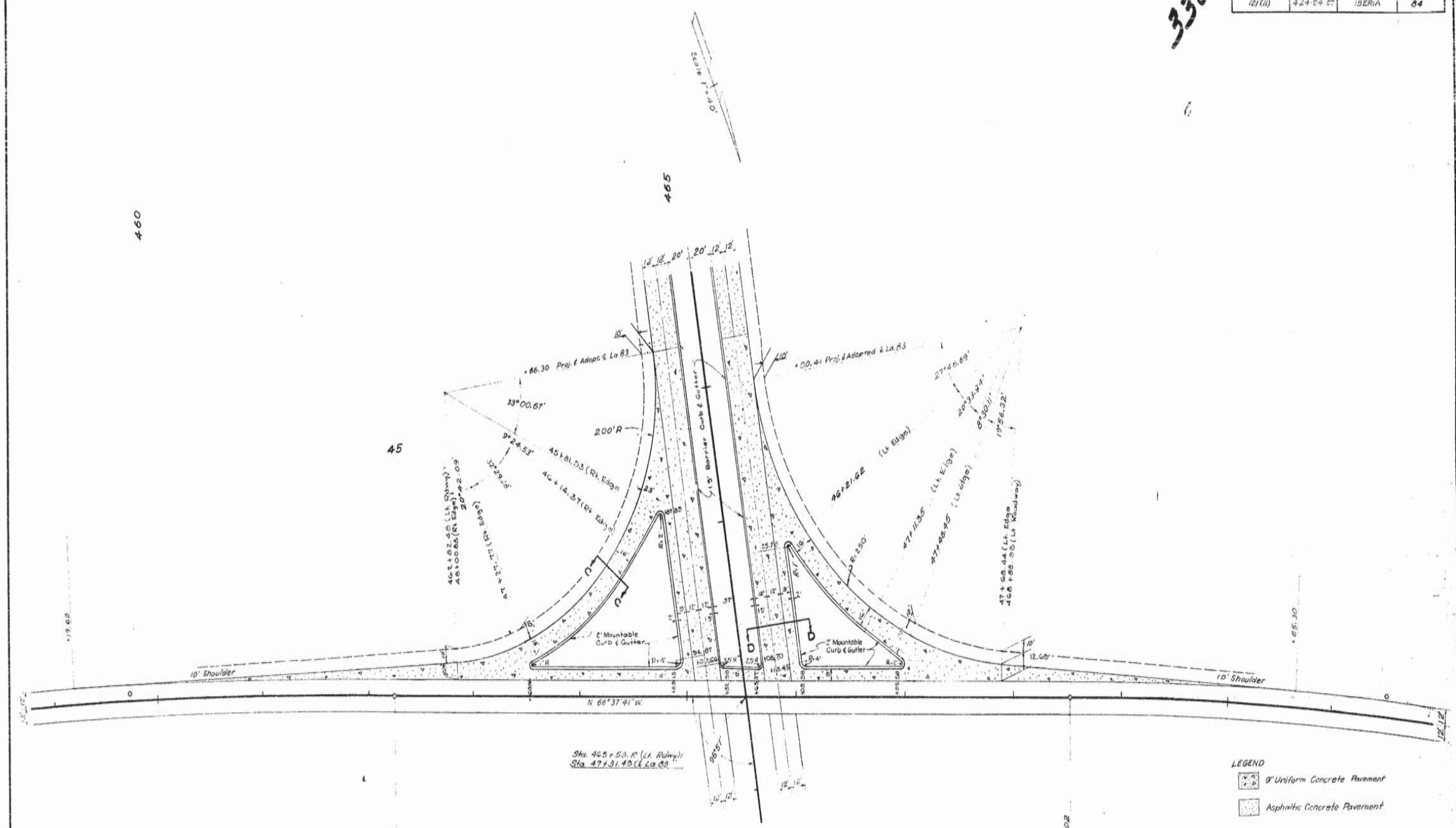
DESIGNED	DETAILED J. E. McMillan	TRACED J. Kettler
CHECKED	CHECKED K. Roark	CHECKED Grice
IN CHARGE OF		

DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
(21)(11)	424-04-07	IBERIA	84

330



Note:
For Sections CC & D-D See Sheet No. 2e

Radii Given Are To Back Of Curb Unless Otherwise Noted

See Calculations Sheet 34

GEOMETRIC LAYOUT
INTERSECTION LT. RDWY. & LA. 83
SHEET 4 OF 12 SHEETS

DATED DECEMBER , 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J. K. M. Miles	TRACED E. Kessler
CHECKED	CHECKED K. Roark	CHECKED W. E. Grice
IN CHARGE OF		

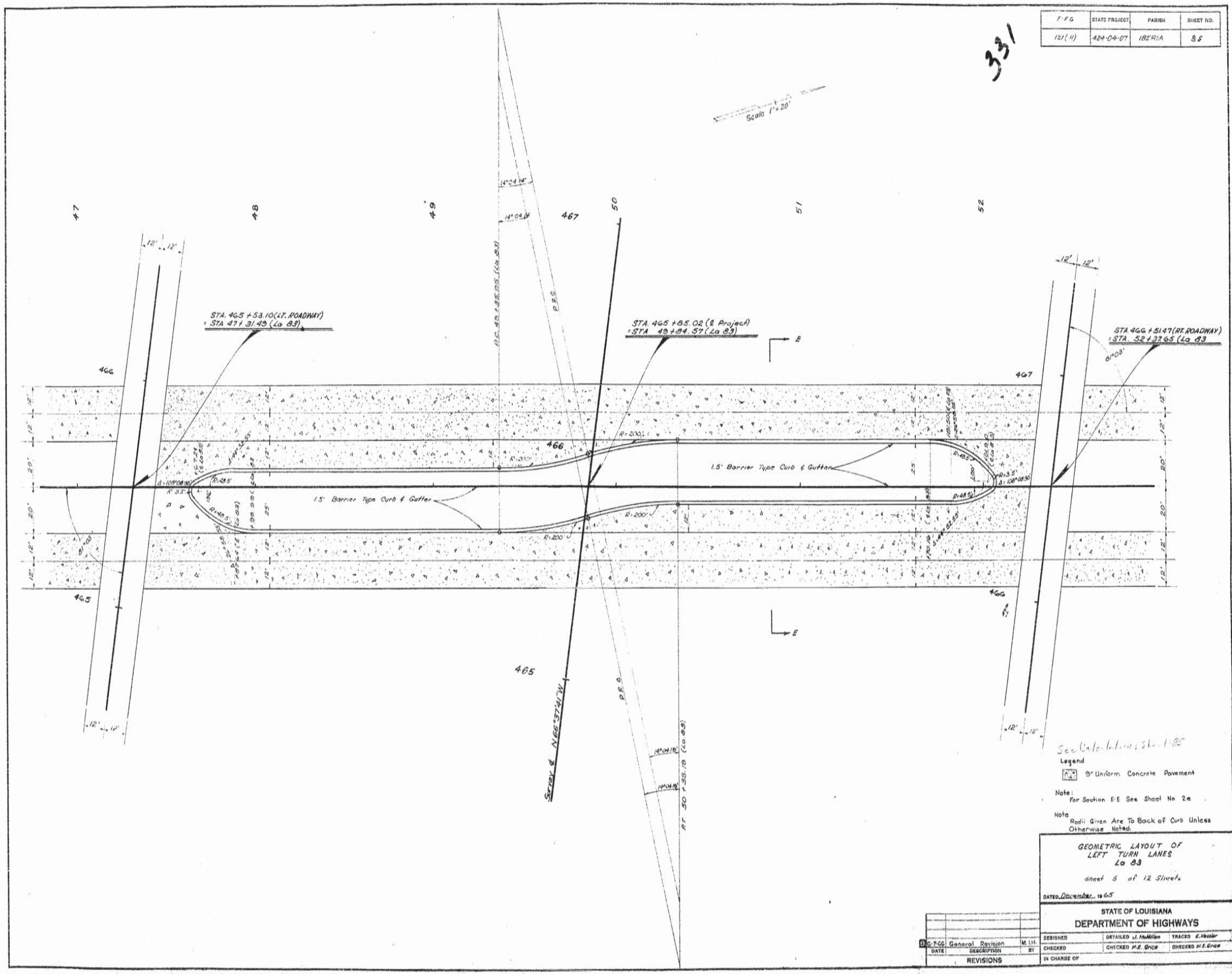
DATE	DESCRIPTION	BY

REVISIONS

AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	85

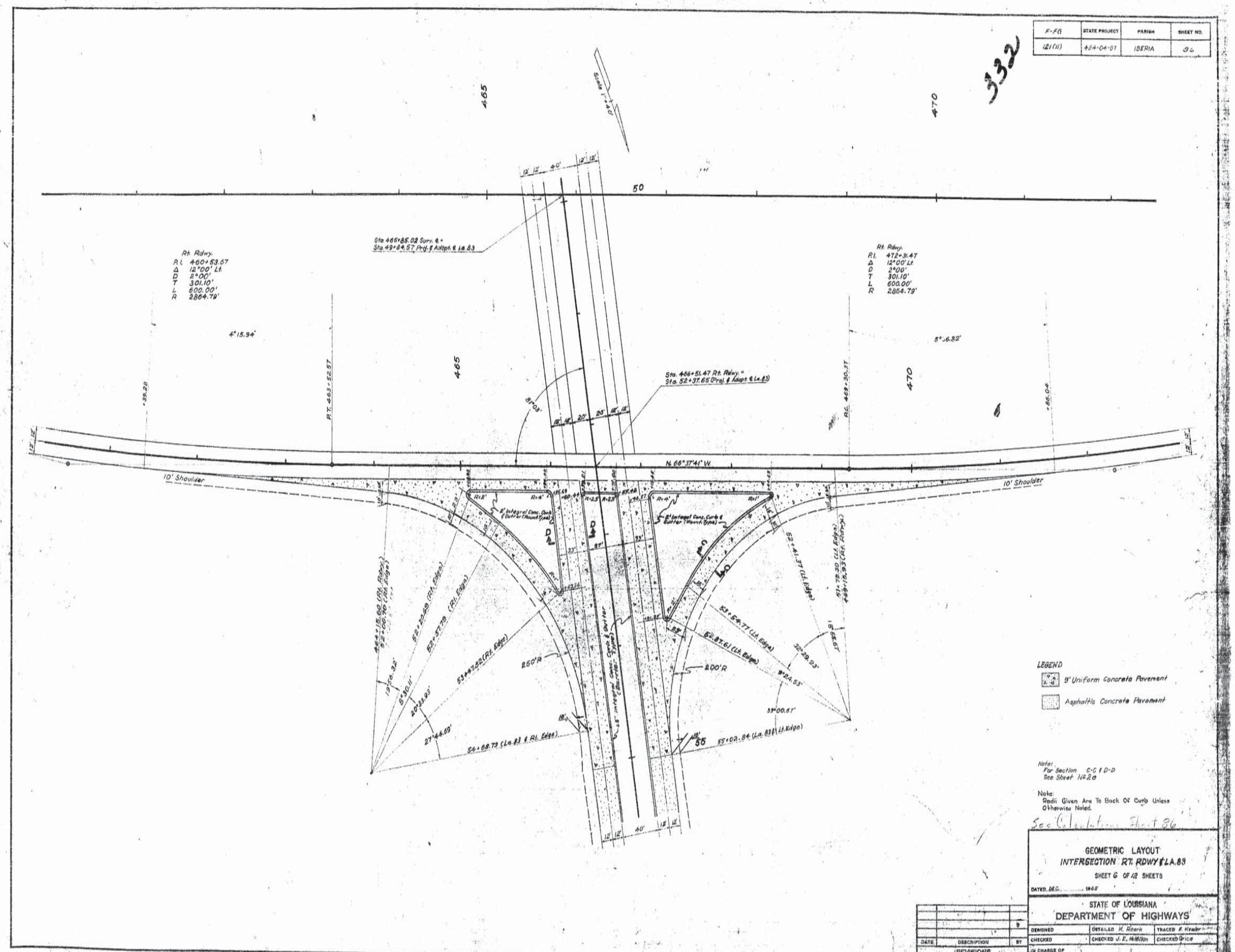
331



AS BUILTS

F.-F.G.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	G

332



LEGEND

9" Uniform Concrete Pavement

Asphaltic Concrete Pavement

Note:
For Section C-C & D-D
See Sheet No. 2a

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

See Calculations Sheet 86

GEOMETRIC LAYOUT
INTERSECTION RT. RDWY & LA. 83

SHEET G OF 12 SHEETS

DATED DEC. 1968

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

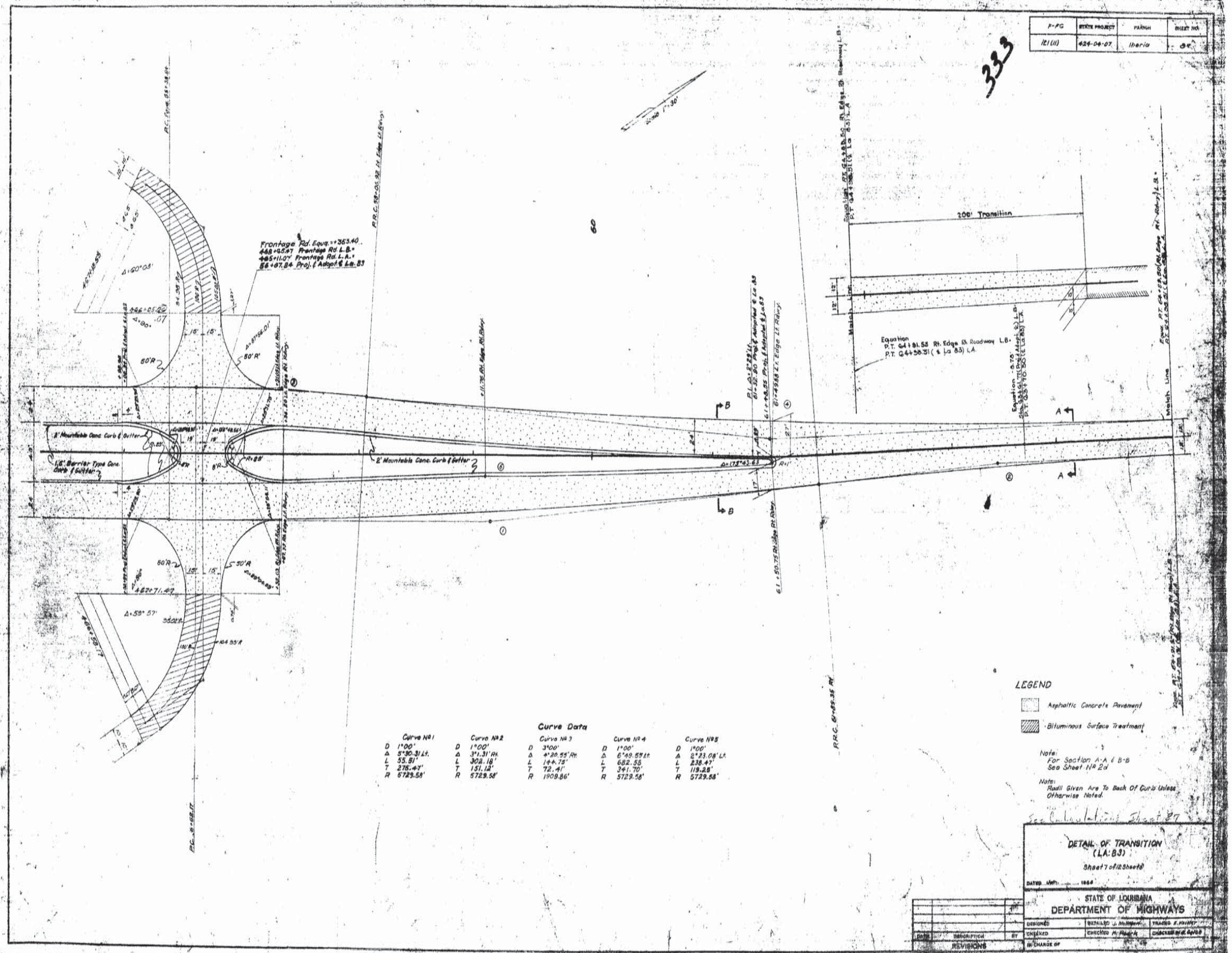
DESIGNED	DETAILED K. Roark	TRACED E. Kruger
CHECKED	CHECKED J. E. Holston	CHECKED Price
IN CHARGE OF		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	84

333



Curve Data

	Curve No. 1	Curve No. 2	Curve No. 3	Curve No. 4	Curve No. 5
D	1°00'	1°00'	3°00'	1°00'	1°00'
Δ	5°30.31' Lt.	3°1.31' Rt.	4°20.55' Rt.	6°49.55' Lt.	2°23.08' Lt.
L	55.81'	302.18'	144.75'	682.55	238.47'
T	276.43'	151.12'	72.41'	341.70'	119.25'
R	5729.58'	5729.58'	1909.86'	5729.58'	5729.58'

LEGEND

Asphaltic Concrete Pavement

Bituminous Surface Treatment

Note:
For Section A-A & B-B
See Sheet No. 2d

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

See Calculation Sheet 87

DETAIL OF TRANSITION
(LA. 83)

Sheet 7 of 12 Sheets

DATED MAY, 1964

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED | DETAILED J. McMahon | TRACED E. Hilliard
CHECKED | CHECKED M. Pierce Jr. | CHECKED M. G. Ortiz
IN CHARGE OF

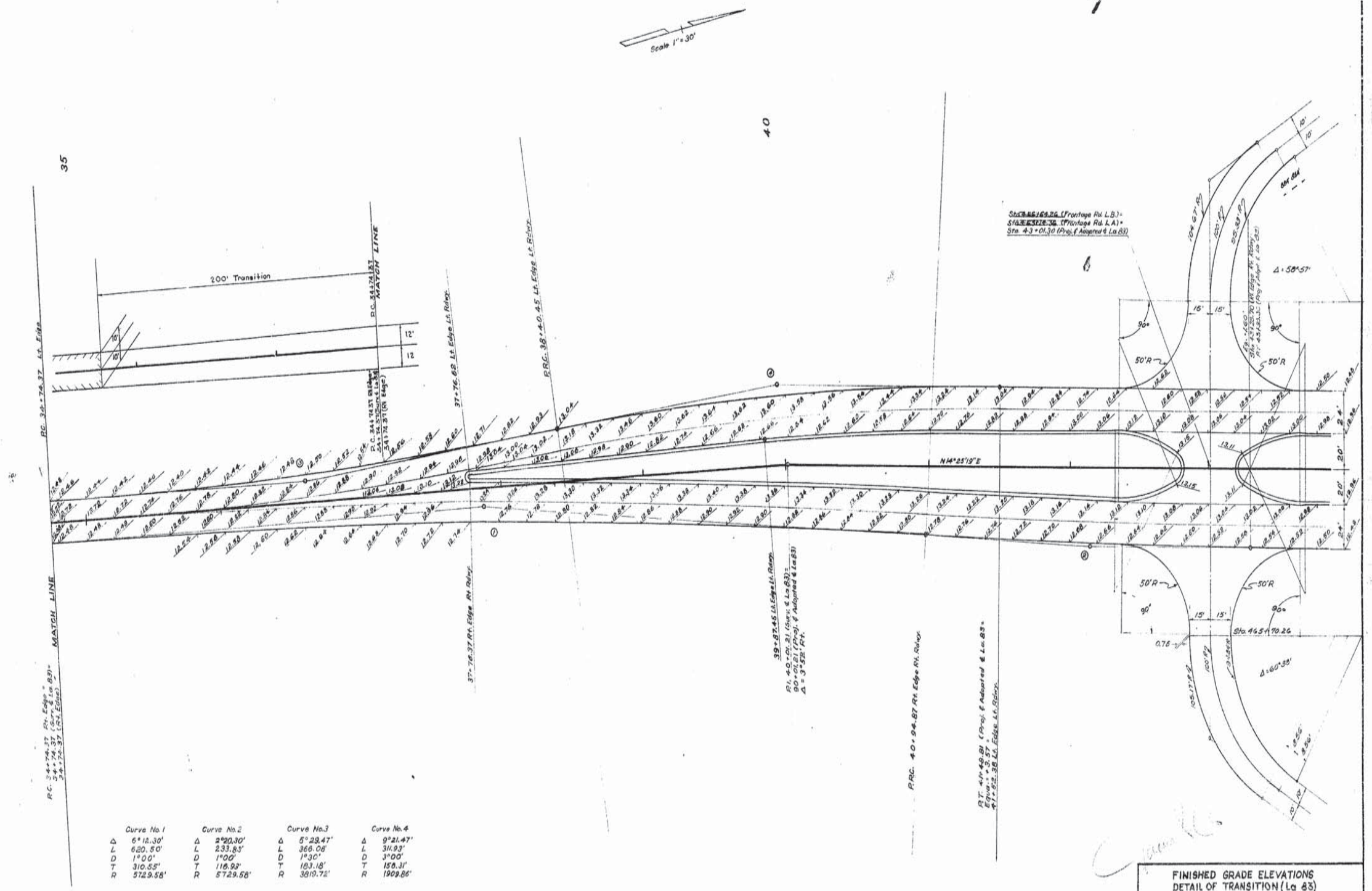
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	89

334



	Curve No. 1	Curve No. 2	Curve No. 3	Curve No. 4
Δ	6°12.30'	2°20.30'	5°29.47'	9°21.47'
L	620.50'	233.83'	366.06'	311.93'
D	1°00'	1°00'	1°30'	3°00'
T	310.55'	116.93'	183.18'	159.31'
R	5729.58'	5729.58'	3819.72'	1909.86'

FINISHED GRADE ELEVATIONS
DETAIL OF TRANSITION (La 83)

SHEET 8 OF 12 SHEETS

DATED NOVEMBER 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J. E. McMillan	TRACED E. Kaiser
CHECKED	CHECKED K. Roark	CHECKED Price
IN CHARGE OF		

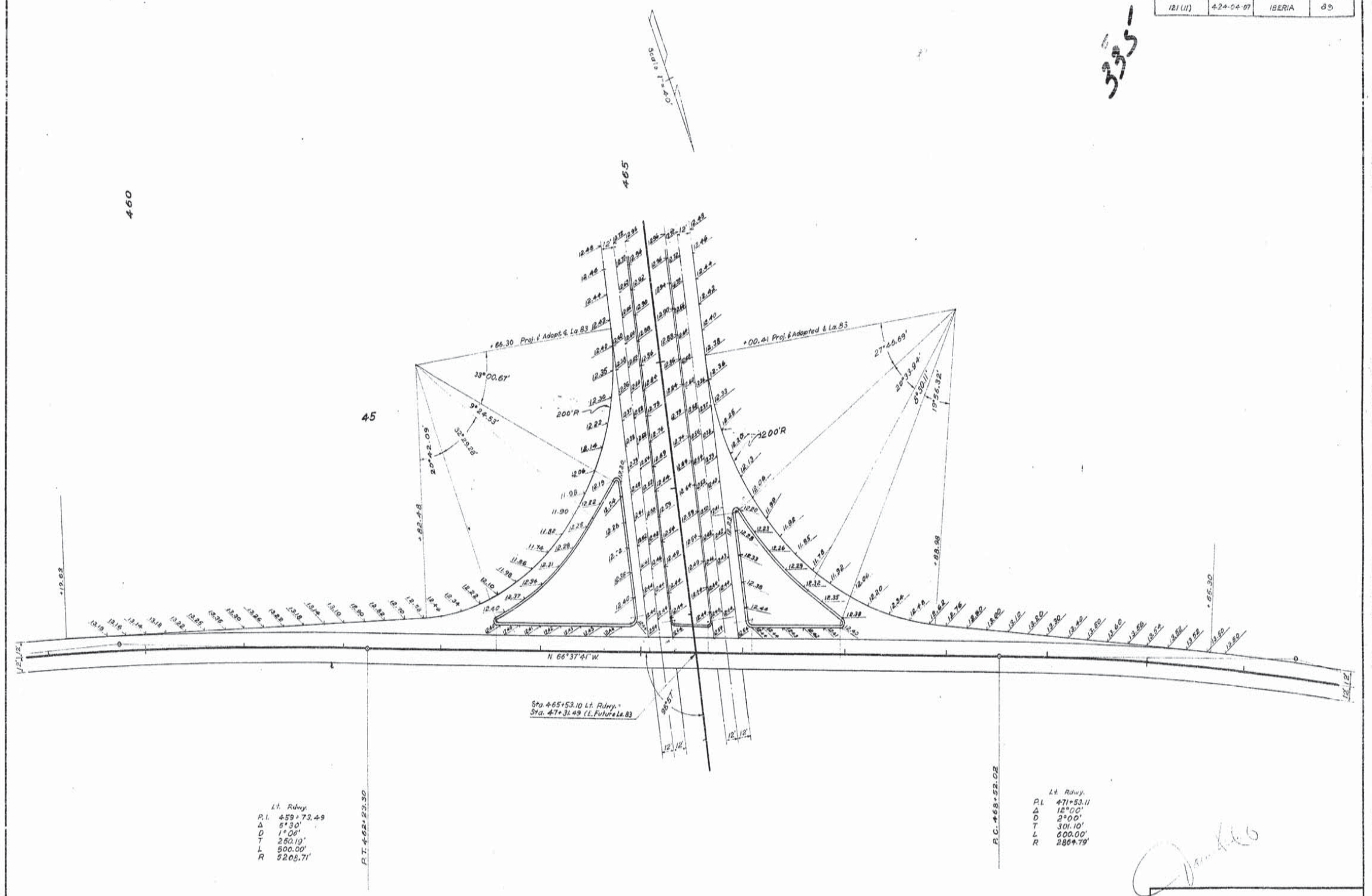
DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILTS

12

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	89

335



FINISHED GRADE ELEVATIONS
INTERSECTION LA. 83 & LEFT RD'WY.

Sheet 3 of 12 Sheets

DATED DECEMBER, 1965

DATE	DESCRIPTION	BY

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

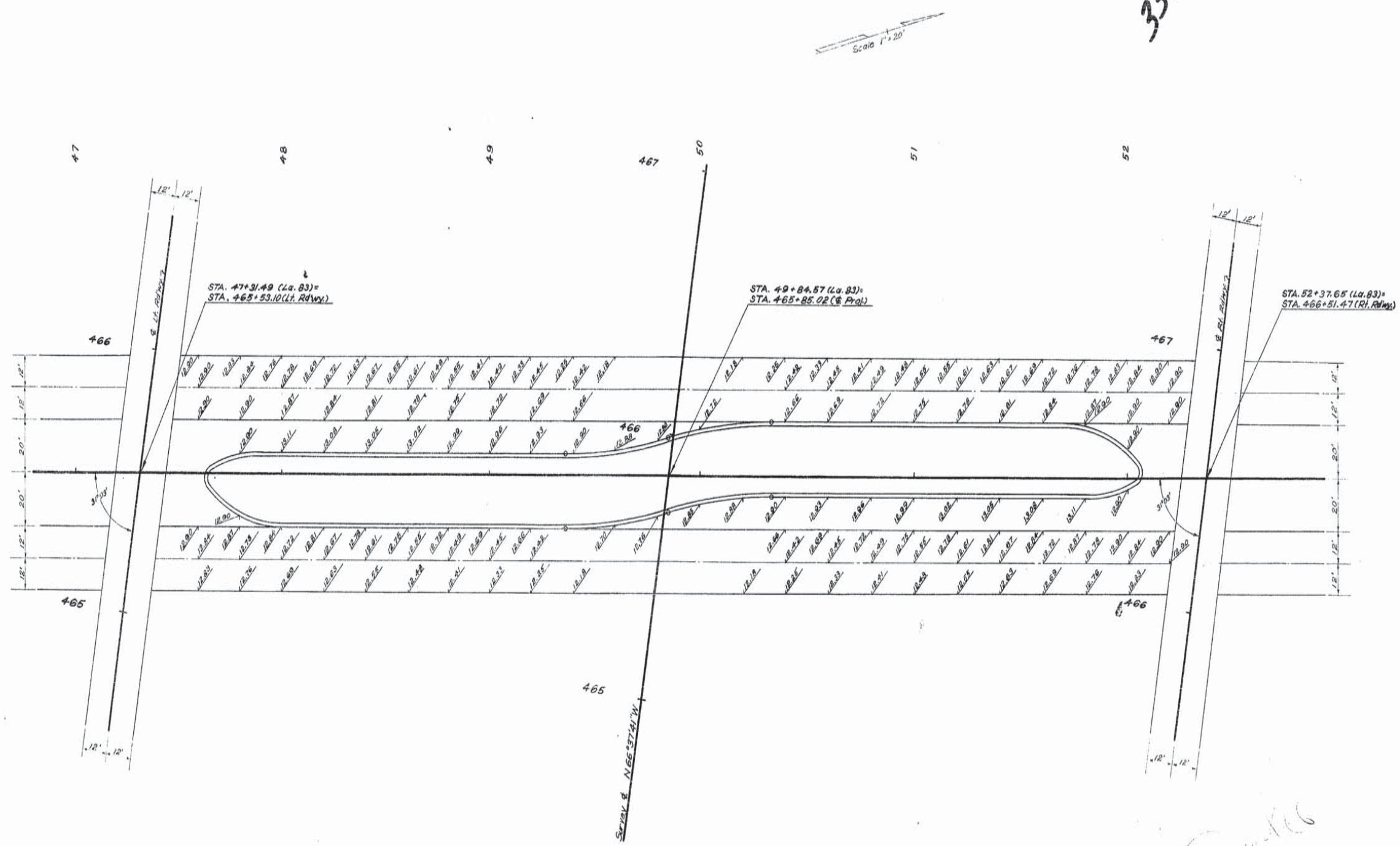
DESIGNED	DETAILED J. E. McMillan	TRACED E. Kessler
CHECKED	CHECKED K. Roach	CHECKED W. E. Grice
IN CHARGE OF		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	90

336



FINISHED GRADE ELEVATIONS
LEFT TURN LANES (LA.83)

Sheet 10 of 12 Sheets

DATED JUNE 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
6-7-66	GENERAL REVISION	M.L.H.

REVISIONS

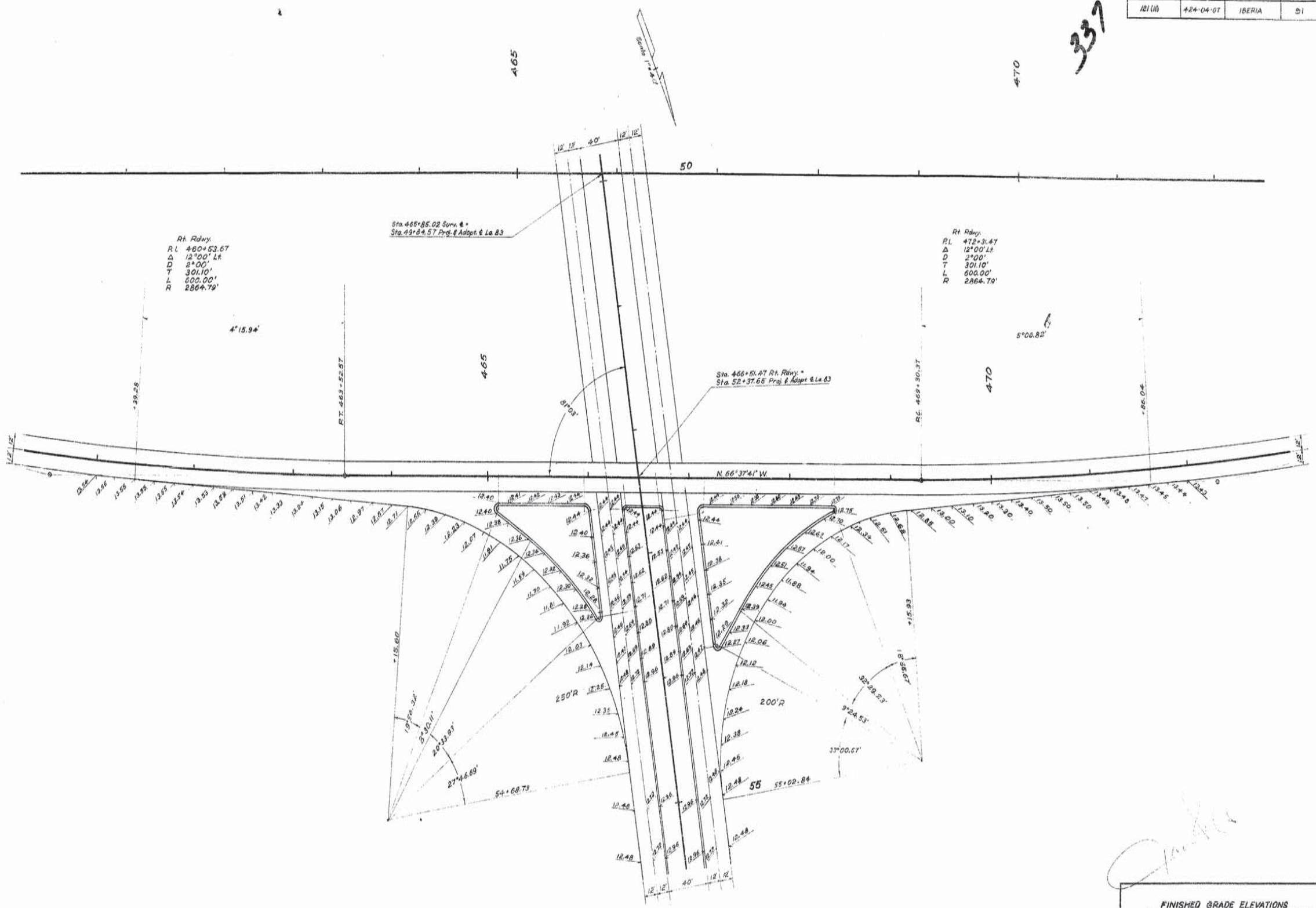
DESIGNED — DETAILED J. McMillan — TRACED E. Hassler
CHECKED — CHECKED W.E. Grice — CHECKED W.E. Grice
IN CHARGE OF

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	51

337



FINISHED GRADE ELEVATIONS
INTERSECTION L.A. 83 & RIGHT RDWY.

Sheet 11 of 12 Sheets

DATED DEC. , 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY

REVISIONS

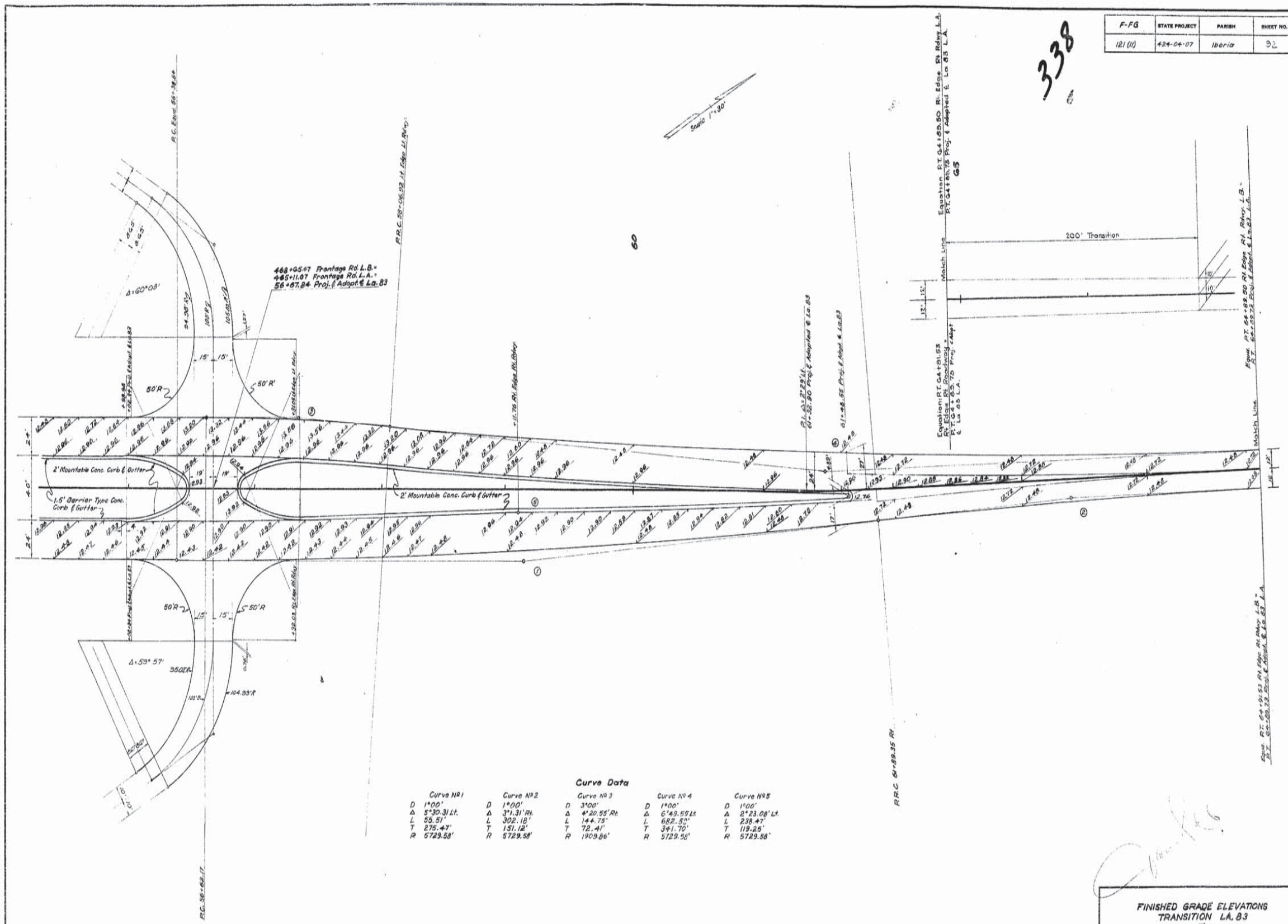
DESIGNED	DETAILED K. Roark	TRACED E. Keisler
CHECKED	CHECKED J. E. McMillan	CHECKED W. F. Grice
IN CHARGE OF		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	92

338



Curve Data

	Curve No. 1	Curve No. 2	Curve No. 3	Curve No. 4	Curve No. 5
D	1°00'	1°00'	3°00'	1°00'	1°00'
Δ	5°30.31' Lt.	31.31' Rt.	4°20.55' Rt.	6°49.55' Lt.	2°23.08' Lt.
L	95.51'	302.18'	144.73'	682.50'	238.47'
T	275.47'	151.12'	72.41'	341.70'	119.25'
R	5729.58'	5729.58'	1909.86'	5729.58'	5729.58'

FINISHED GRADE ELEVATIONS
TRANSITION LA. 83

Sheet 12 of 12 Sheets

DATED Nov. 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY

REVISIONS

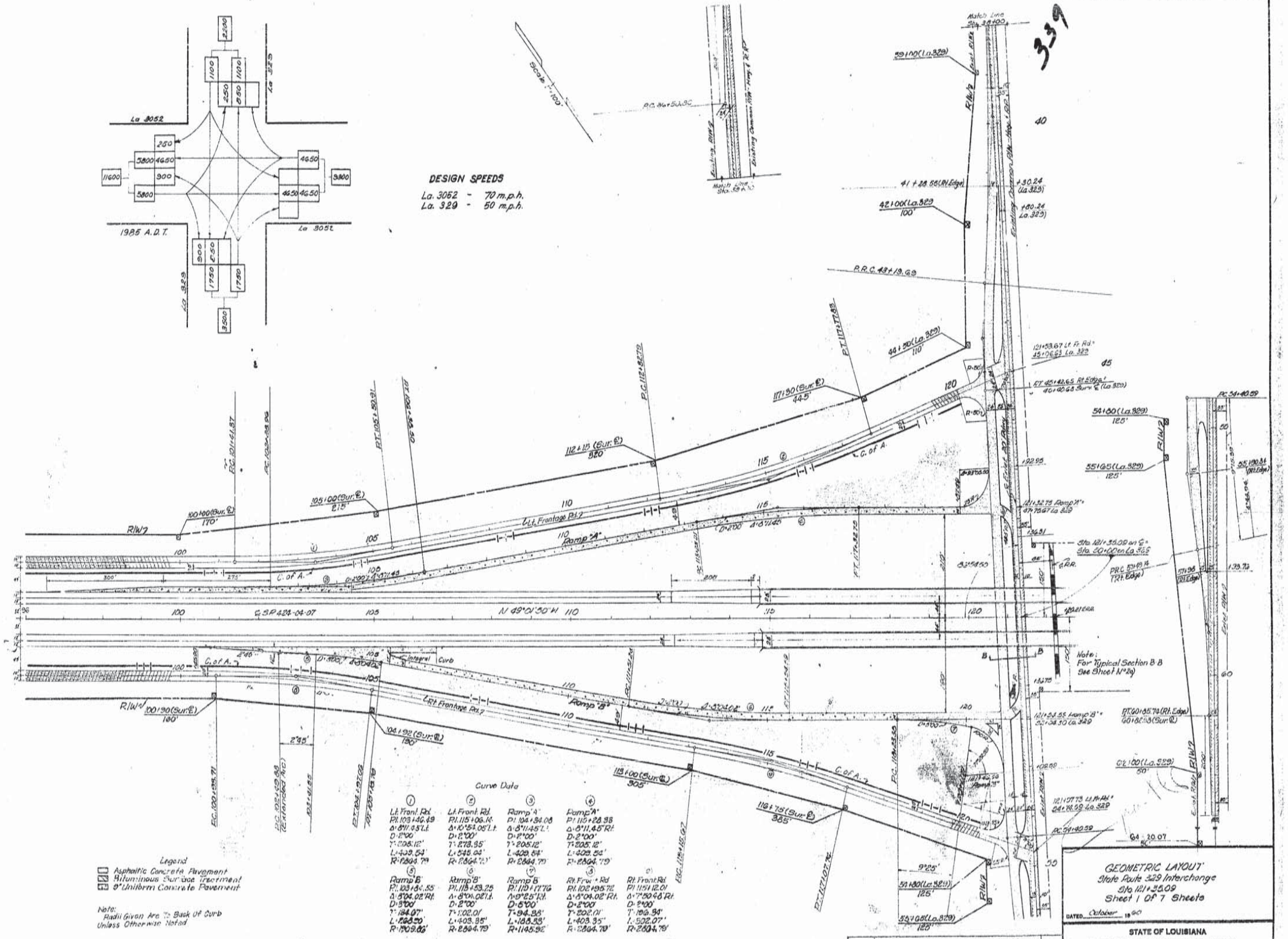
DESIGNED	DETAILED J. McMillan	TRACED E. Hunter
CHECKED	CHECKED K. Roark	CHECKED W.E. Grice
IN CHARGE OF		

AS BUILTS

12

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	95

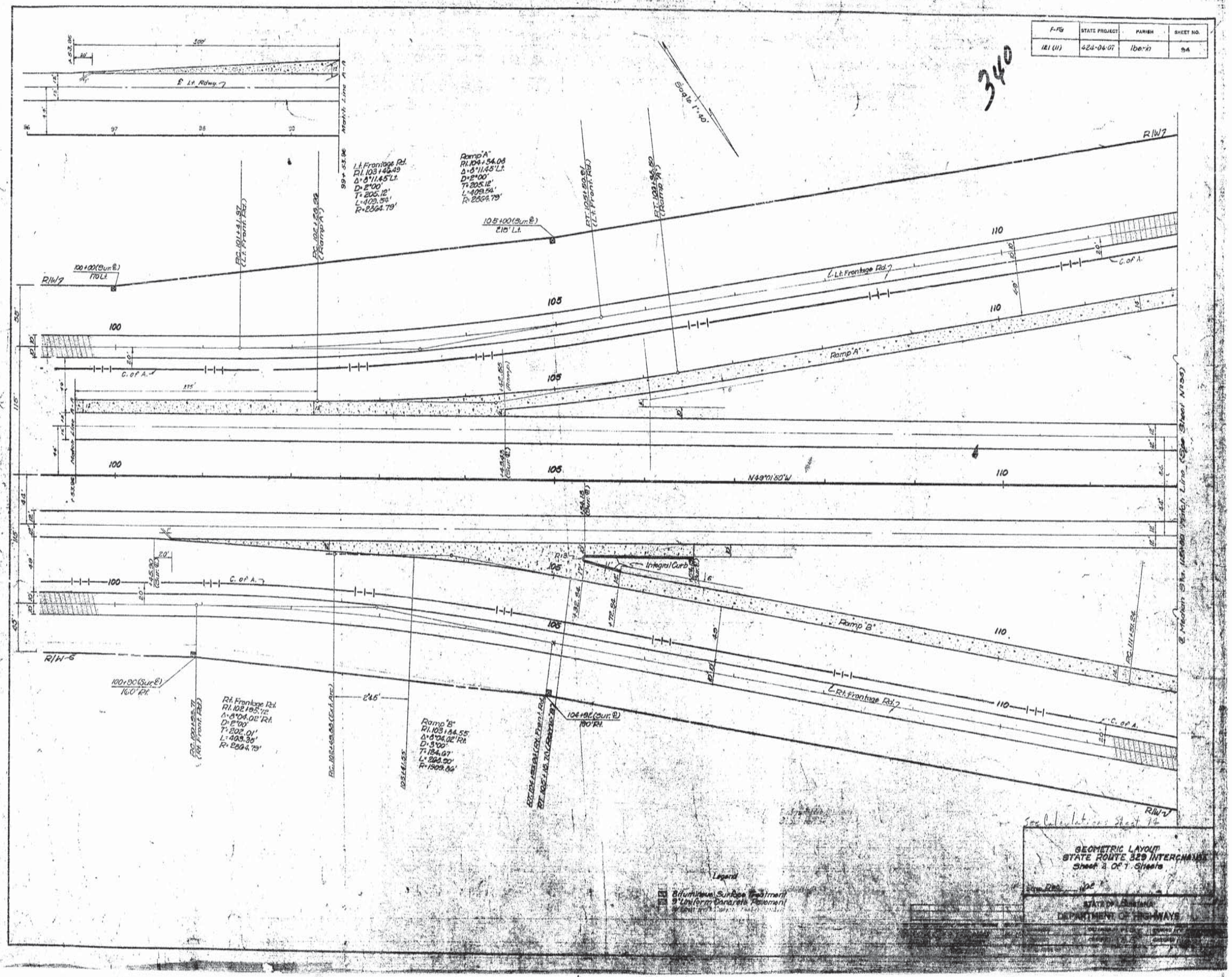
339



AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
181 (11)	424-04-07	Iberia	94

340

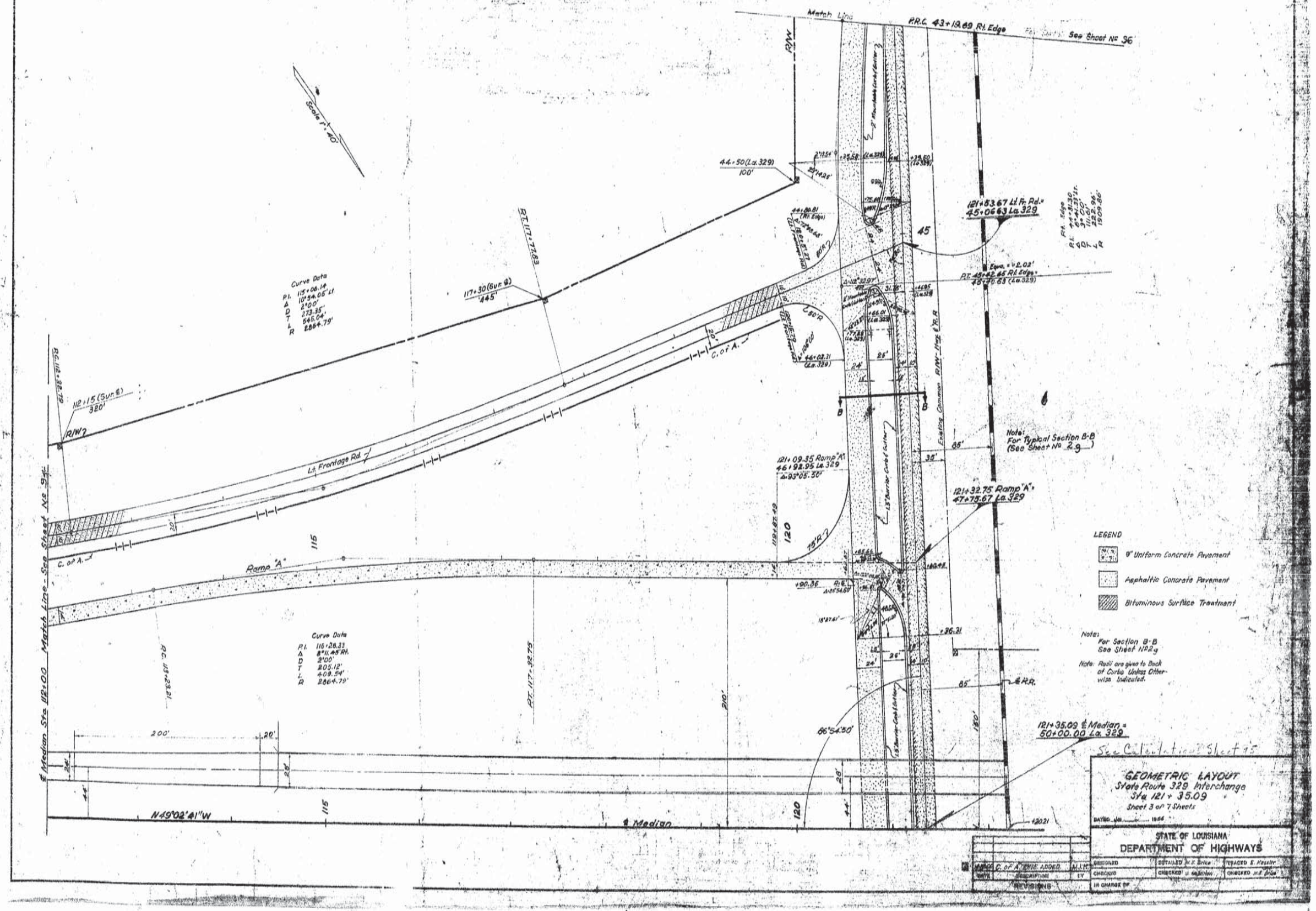


12

AS BUILTS

F-FB	STATE PROJECT	PARISH	SHEET NO.
181(11)	424-04-07	Iberia	35

341

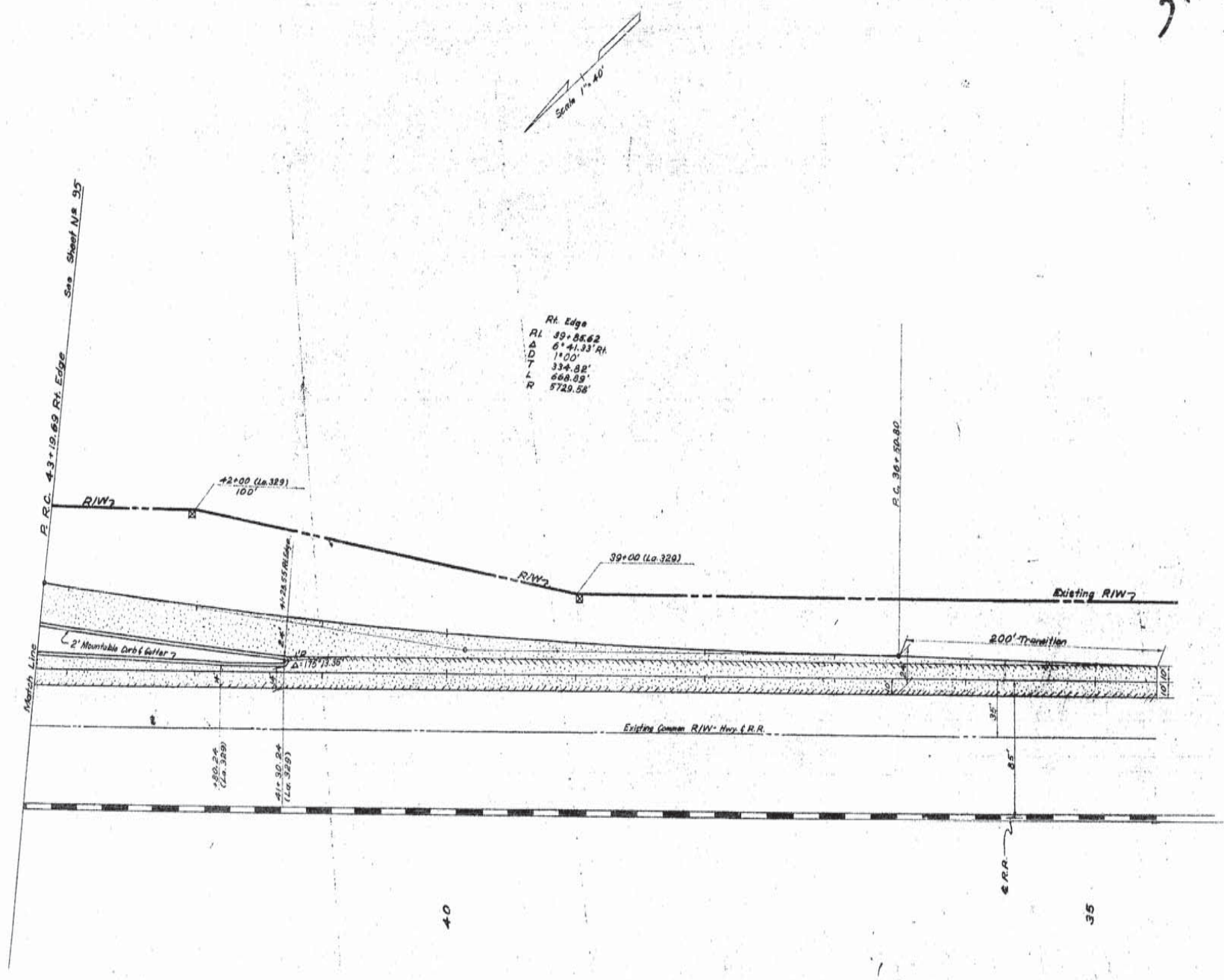


12

AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	96

342



LEGEND

Asphaltic Concrete Pavement

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

See Calculations Sheet 96

GEOMETRIC LAYOUT
State Route 329 Interchange
Sta. 121+35.09
Sheet 4 of 7 Sheets

DATED: MAY 1966

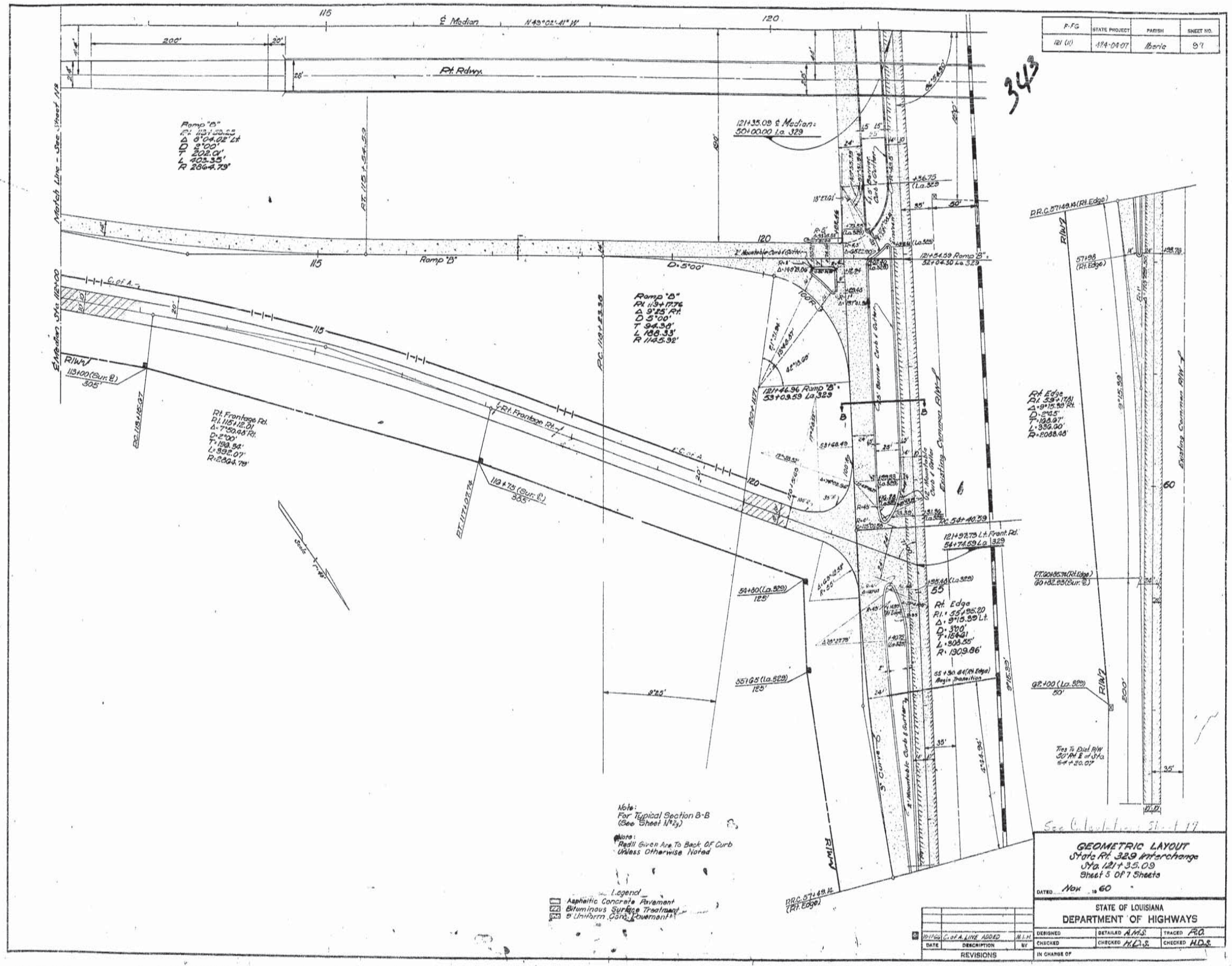
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W.E. Grice	TRACED
CHECKED	CHECKED J. McMillen	CHECKED W.E. Grice
IN CHARGE OF		

DATE	DESCRIPTION	INIT.	BY
	REVISIONS		

12

AS BUILTS

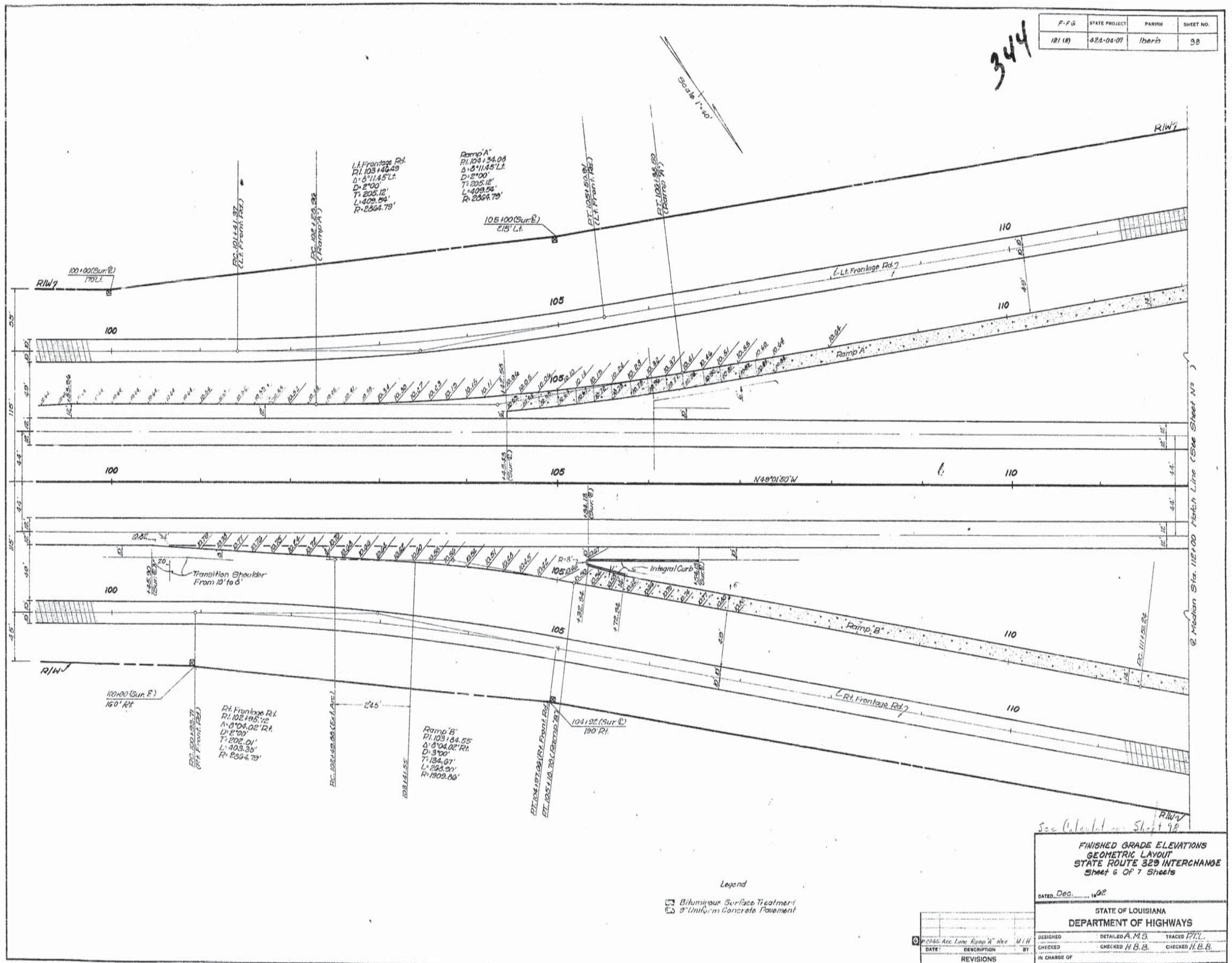


F-FG
STATE PROJECT
PARISH
SHEET NO.
121 (11)
424-04-07
Iberia
97
343
℄ Median
N 49°02'41" W
Rt. Rdwy.
Match Line - See Sheet No
Ramp "B"
Rt. Frontage Rd.
Rt. Edge
Existing Common R/W
Note:
For Typical Section B-B
(See Sheet No 2)
Note:
Redll Given Are To Back Of Curb
Unless Otherwise Noted
Legend
Asphaltic Concrete Pavement
Bituminous Surface Treatment
9" Uniform Conc. Pavement
GEOMETRIC LAYOUT
State Rt. 329 Interchange
Sta. 121+35.09
Sheet 5 Of 7 Sheets
DATED Nov 1960
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DESIGNED
DETAILED A.M.S.
TRACED R.O.
CHECKED
CHECKED H.D.S.
CHECKED H.D.S.
IN CHARGE OF
DATE
DESCRIPTION
BY
REVISIONS

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (8)	424-04-07	Iberia	98

344



See Calculations Sheet 98

FINISHED GRADE ELEVATIONS
GEOMETRIC LAYOUT
STATE ROUTE 329 INTERCHANGE
Sheet 6 Of 7 Sheets

DATED Dec. 1962

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED A.M.S.	TRACED P.T.L.
CHECKED	CHECKED H.B.B.	CHECKED H.B.B.
IN CHARGE OF		

DATE	DESCRIPTION	BY
6	12-27-66 Acc. Lane Ramp "A" Rev.	M.I.H.

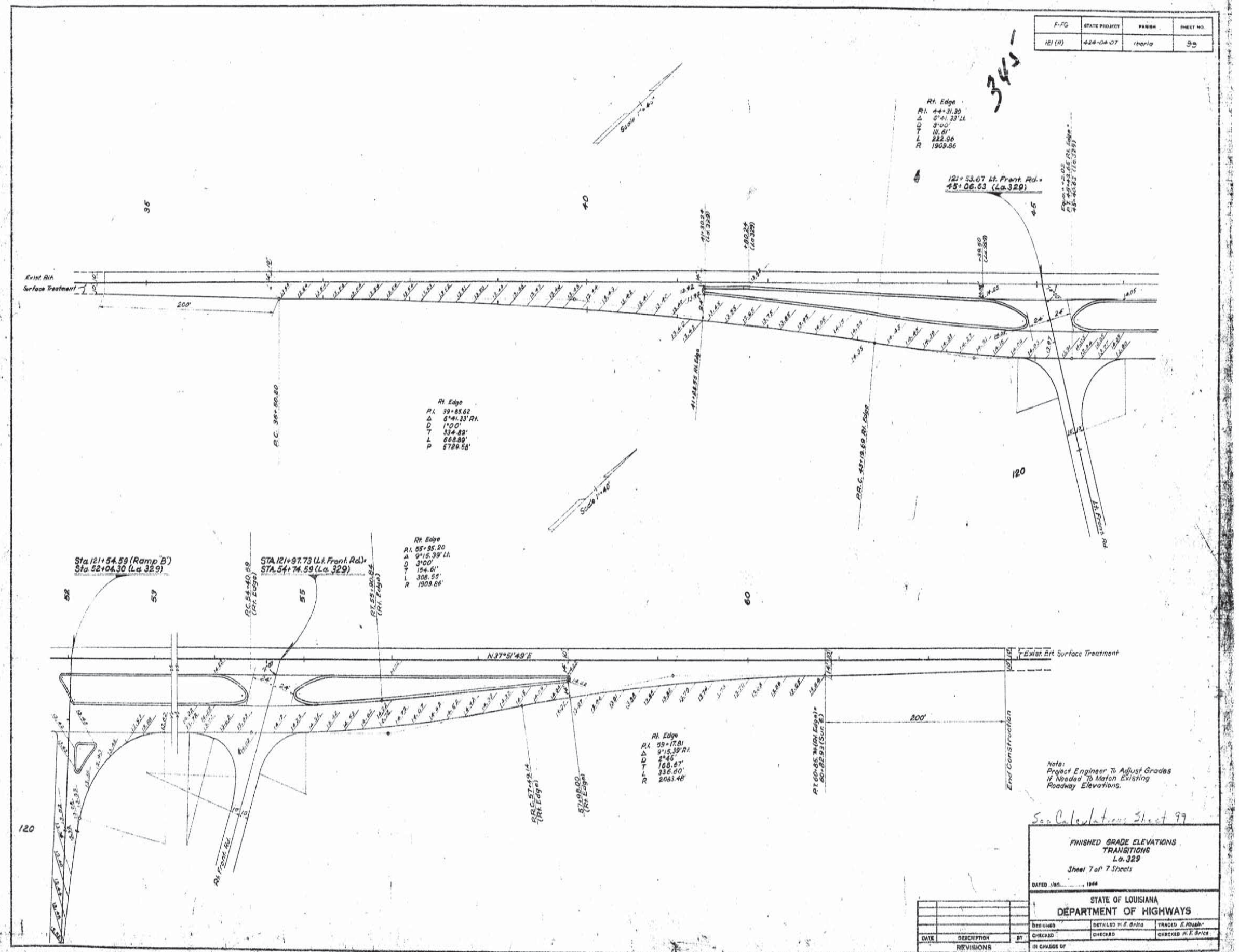
REVISIONS

12

AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	99

341



Note:
Project Engineer To Adjust Grades If Needed To Match Existing Roadway Elevations.

See Calculations Sheet 99

FINISHED GRADE ELEVATIONS
TRANSITIONS
La. 329
Sheet 7 of 7 Sheets

DATED Jan. 1944

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

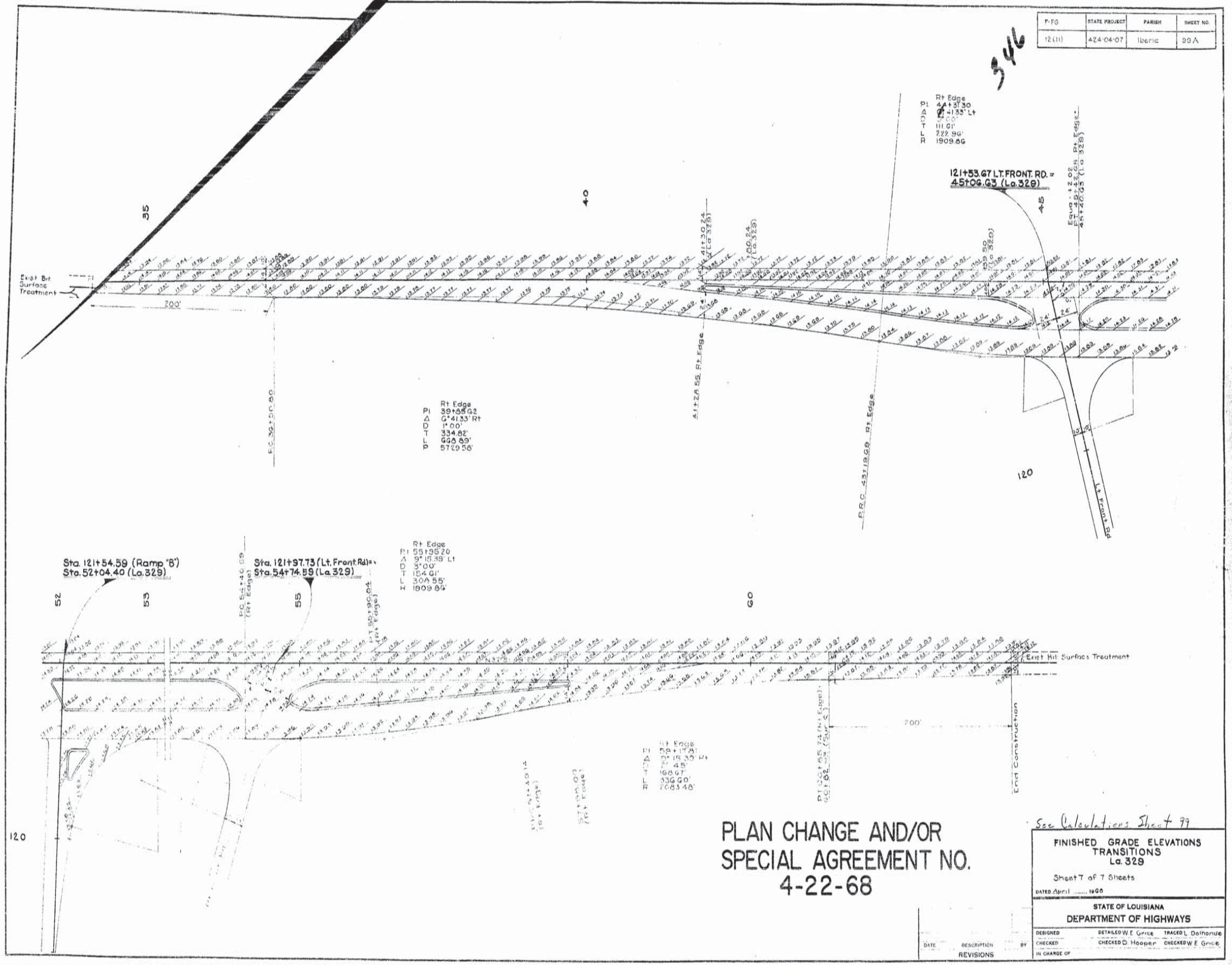
DESIGNED	DETAILED W. E. Brice	TRACED E. Hausler
CHECKED	CHECKED	CHECKED W. E. Brice
IN CHARGE OF		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
12.(11)	424-04-07	Iberia	99A

346



PLAN CHANGE AND/OR
SPECIAL AGREEMENT NO.
4-22-68

See Calculations Sheet 99

FINISHED GRADE ELEVATIONS
TRANSITIONS
La. 329

Sheet 7 of 7 Sheets

DATED April 1968

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

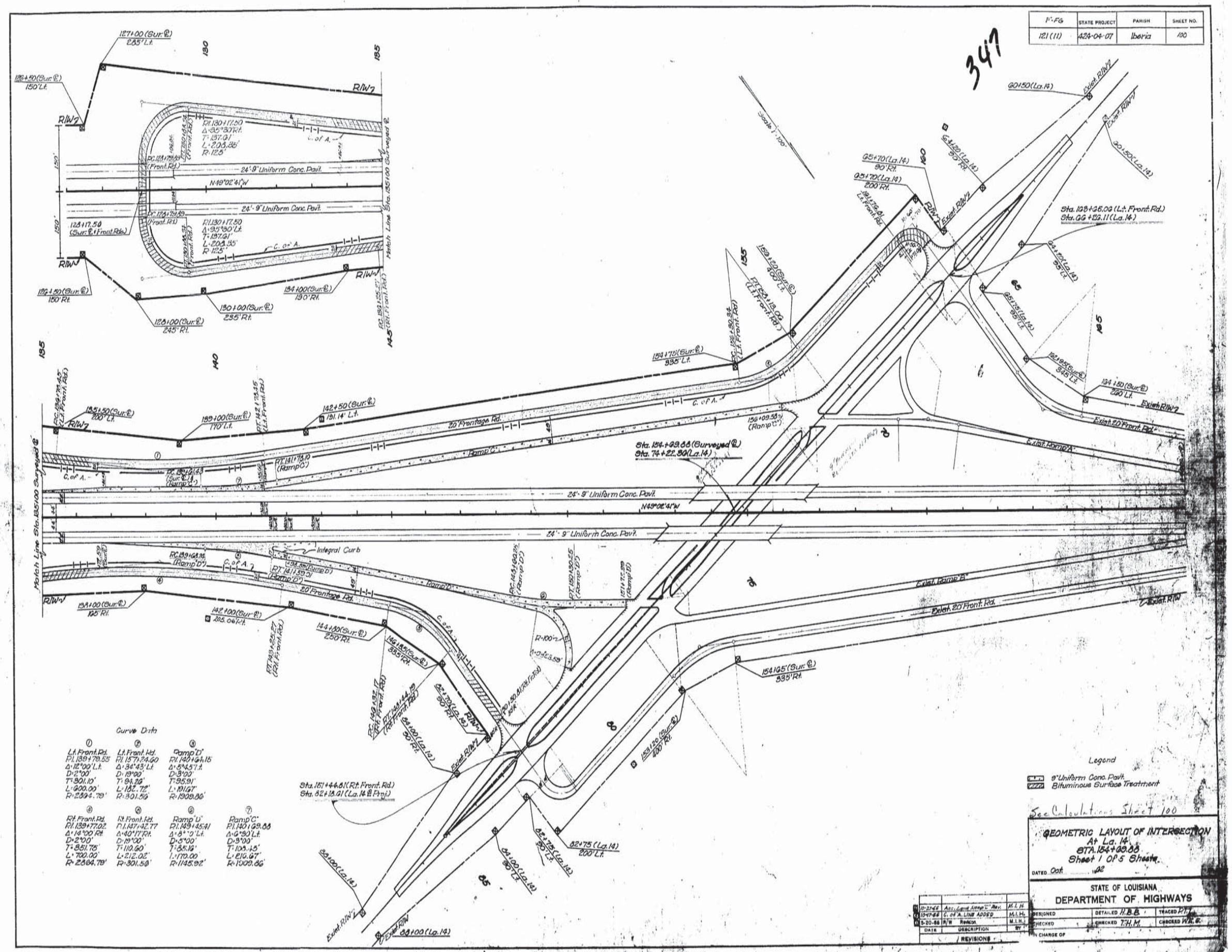
DATE	DESCRIPTION	BY
	REVISIONS	

DESIGNED	DETAILED W. E. Grice	TRACED L. Dalhonde
CHECKED	CHECKED D. Hooper	CHECKED W. E. Grice
IN CHARGE OF		

AS BUILTS

F.-F.G.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	100

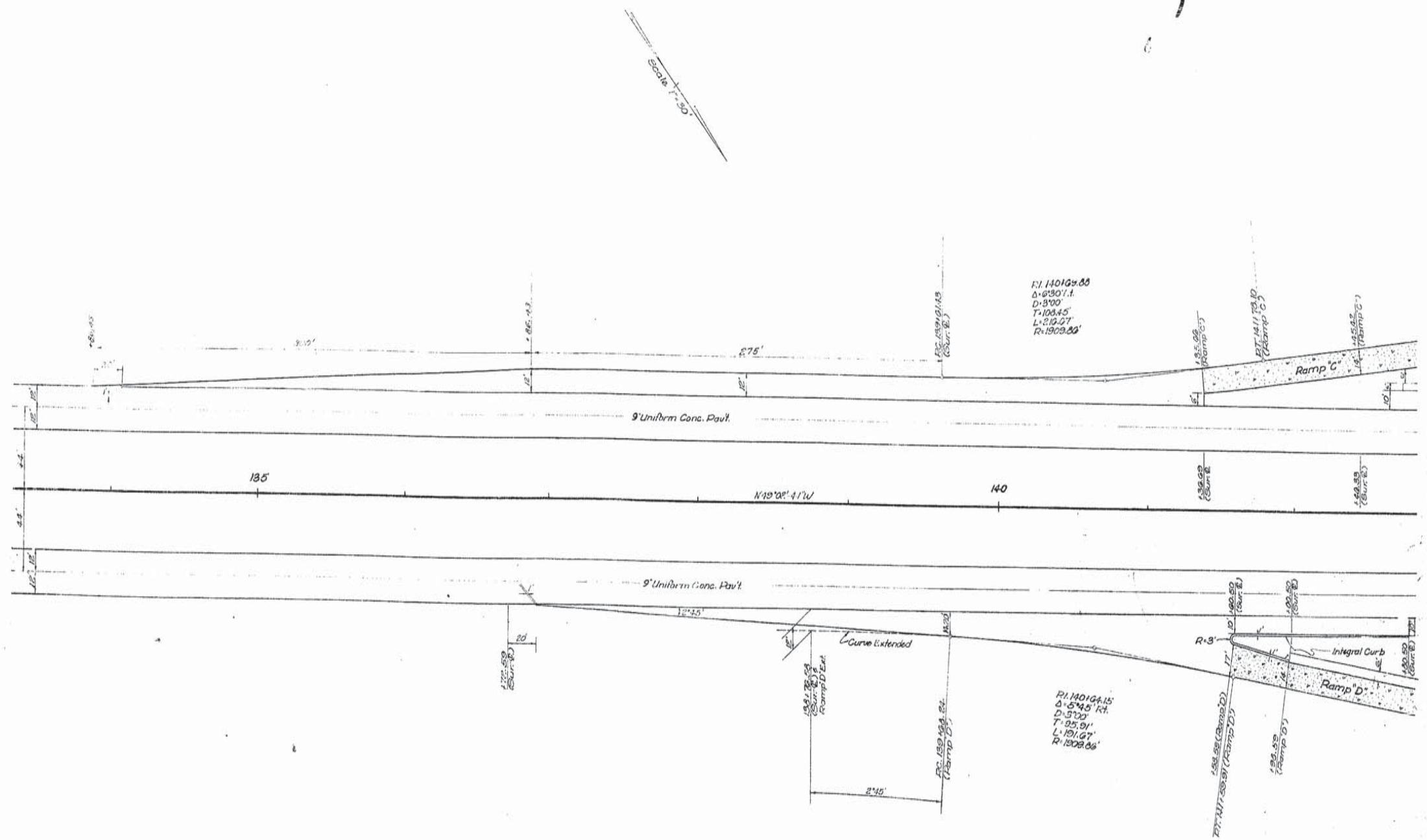
347



AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	404-04-07	Iberia	101

348



See Calculations Sheet 101

DETAIL OF INTERSECTION
La. 14
Sheet 2 Of 5 Sheets

DATED Nov. 1962

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED H.B.B.	TRACED P.T.L.
CHECKED	CHECKED	CHECKED
IN CHARGE OF		

DATE	DESCRIPTION	BY
12-21-62	Acc. Land Ramp "C" Revised	M.L.N.

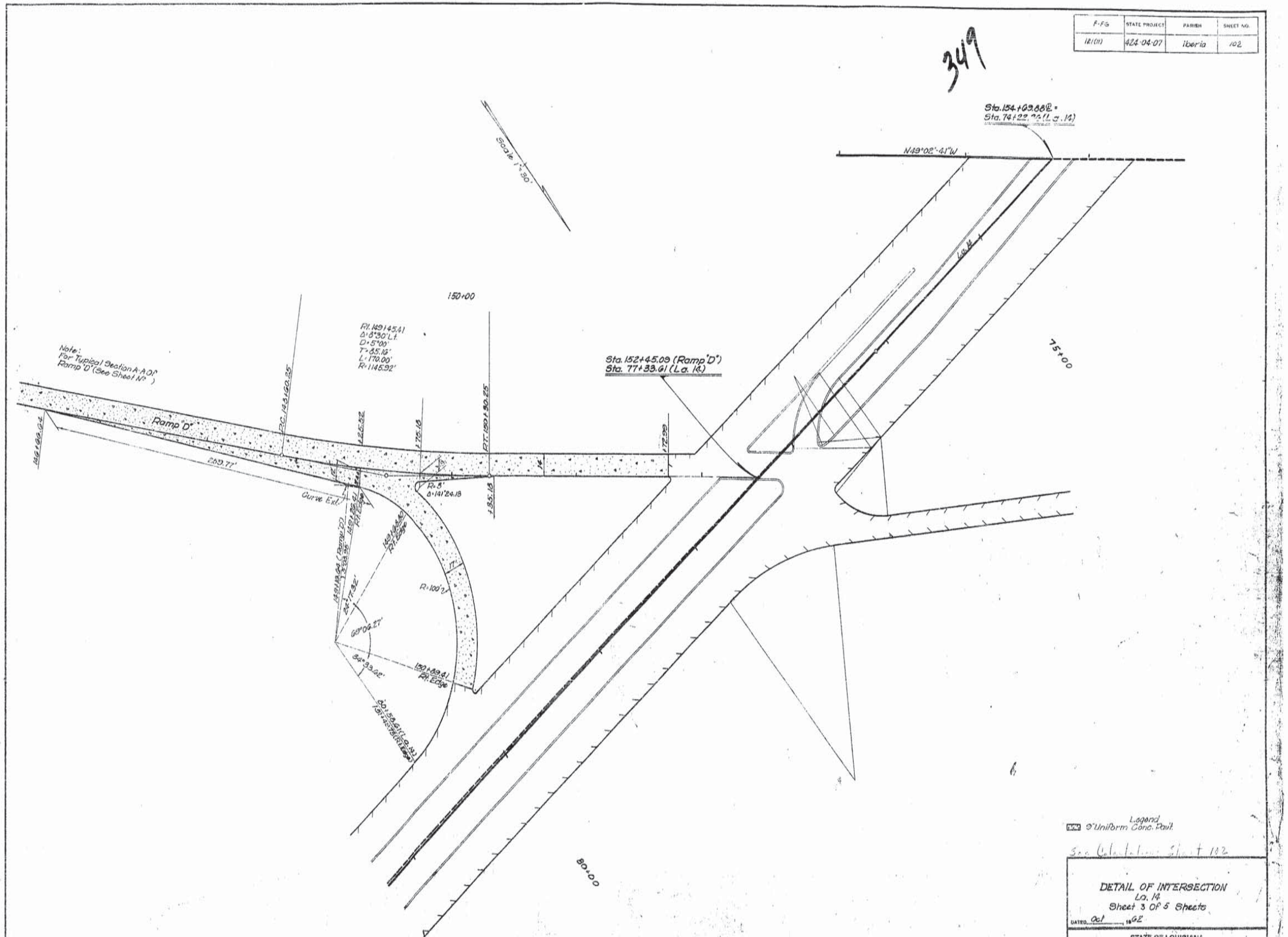
REVISIONS

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(1)	424-04-07	Iberia	102

349



See Detail Sheet # 102

DETAIL OF INTERSECTION
La. 14
Sheet 3 Of 5 Sheets

DATED Oct 1962

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

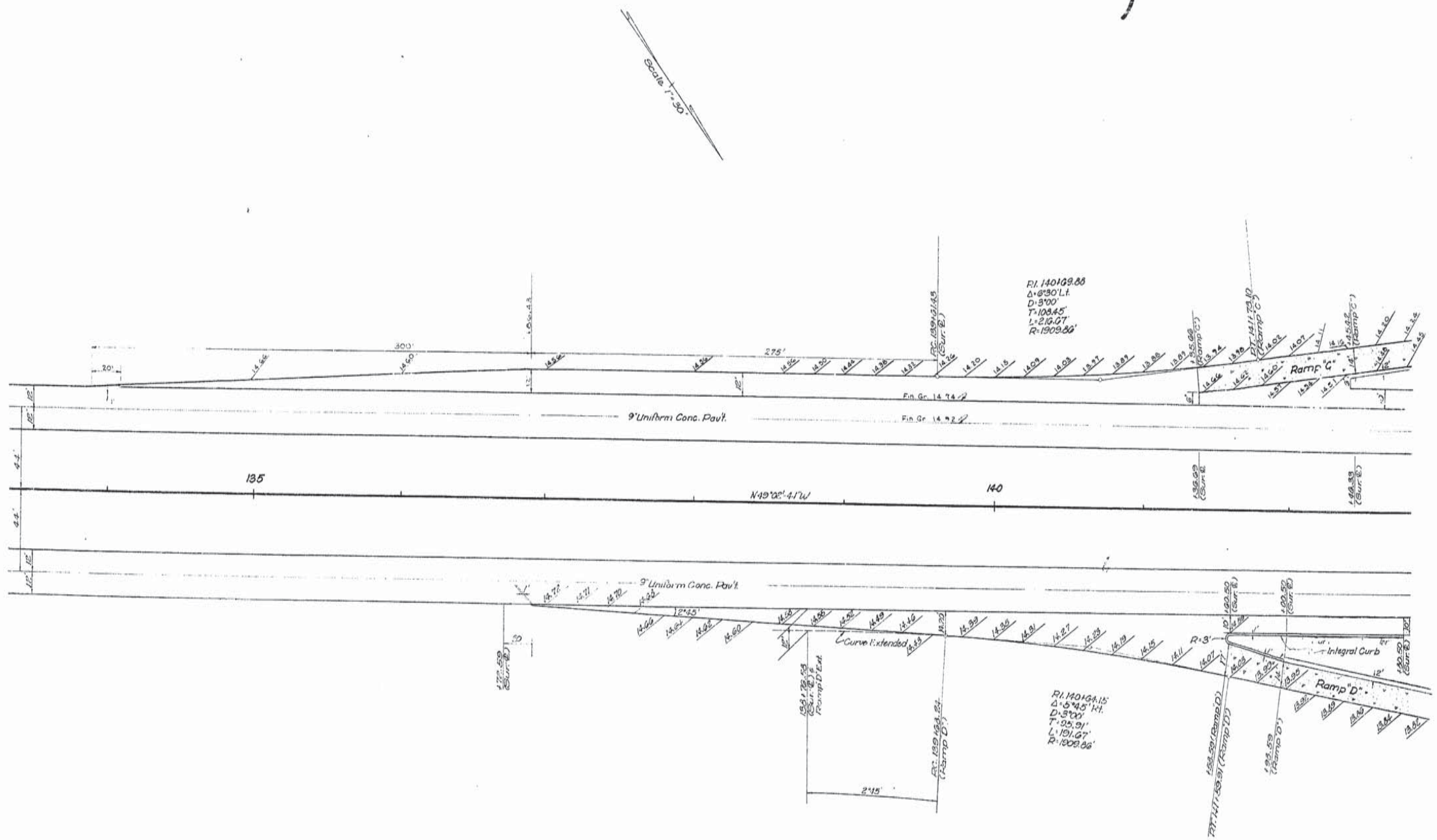
DESIGNED	DETAILED H.R.B.	TRACED P.T.L.
CHECKED	CHECKED T.A.M.	CHECKED
IN CHARGE OF		

12

AS BUILTS

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	1

350



See Calculations Sheet 103

FINISHED GRADE ELEVATIONS
DETAIL OF INTERSECTION
La. 14
Sheet 4 of 5 Sheets

DATED Nov. 1942

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DRAWN H.B.B.	TRACED P.T.L.
CHECKED	CHECKED	CHECKED
IN CHARGE OF		

DATE	DESCRIPTION	BY
10-2-44	Acc. Lane Ramp "G" Rev.	M.E.H.

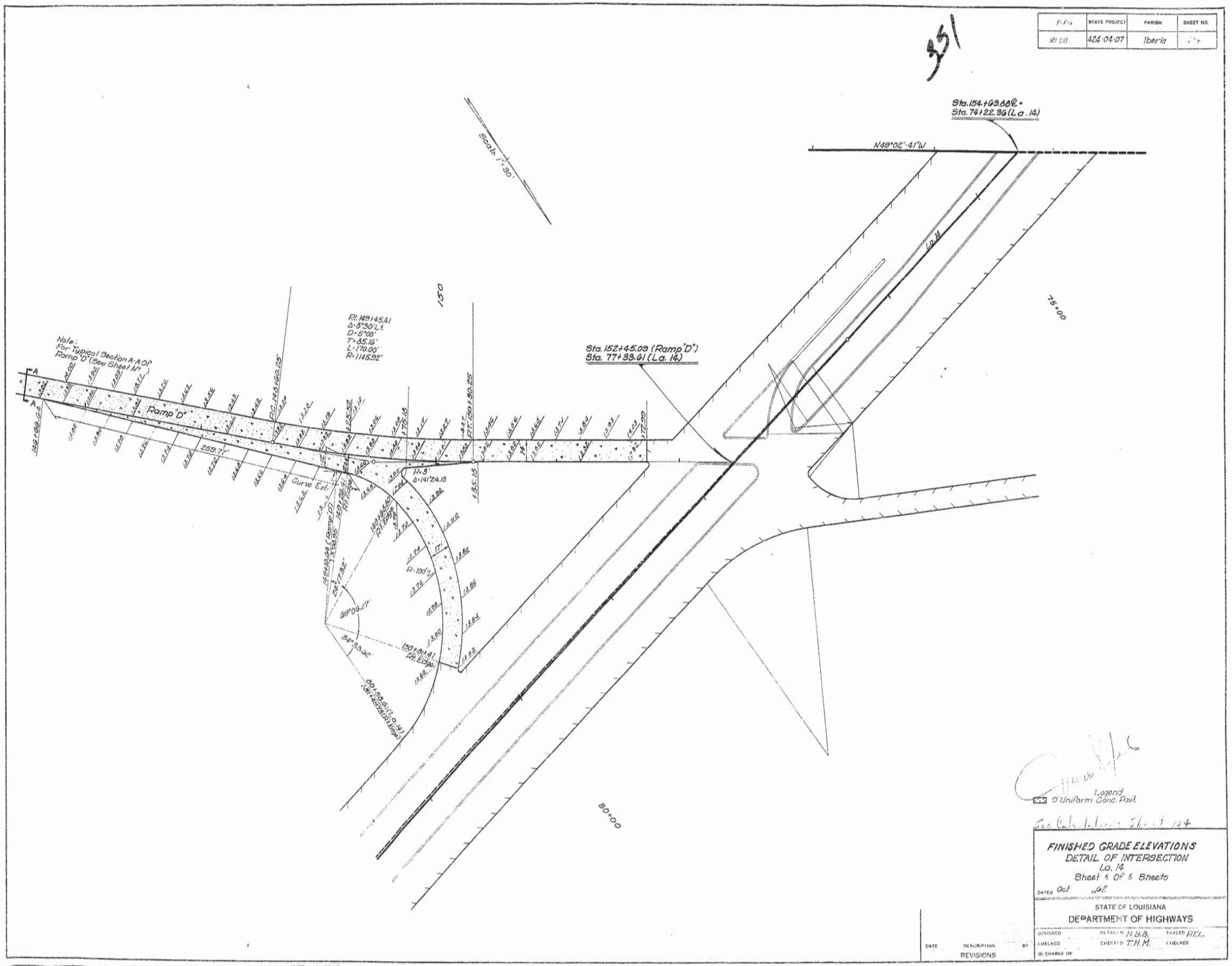
REVISIONS

12

AS BUILTS

F.F.G.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	

351



See Calculations Sheet 104

FINISHED GRADE ELEVATIONS
DETAIL OF INTERSECTION
La. 14
Sheet 5 Of 5 Sheets

DATED Oct 1962

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED H.B.B.	TRACED P.T.L.
CHECKED	CHECKED T.H.M.	CHECKED
IN CHARGE OF		

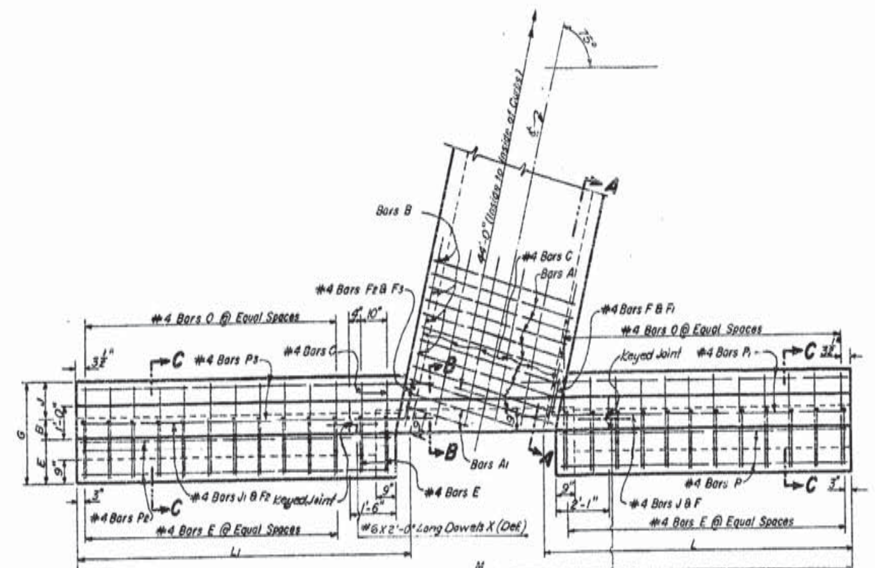
DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILTS

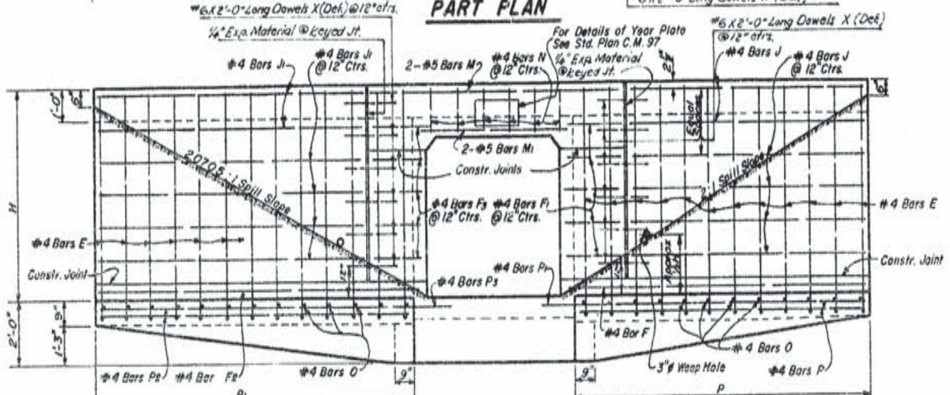
12

F.-F. -	STATE PROJECT	PARISH	SHEET NO.
121(11)	404-04-07	IBERIA	105

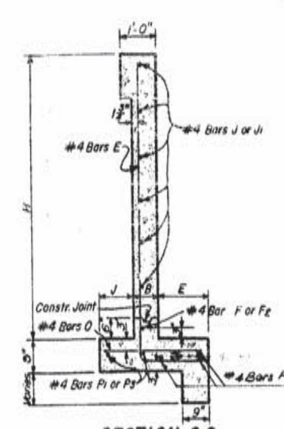
352



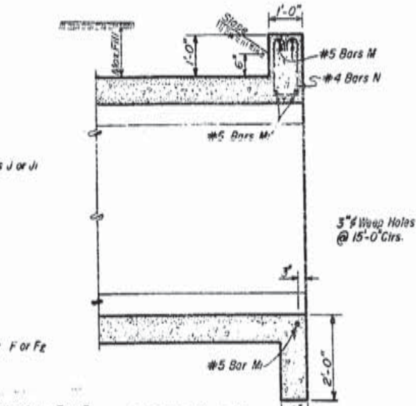
PART PLAN



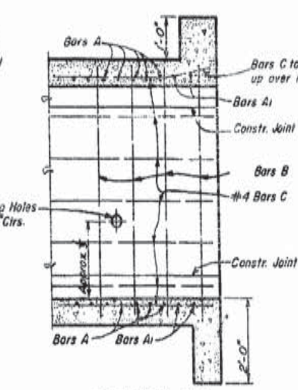
END ELEVATION



SECTION C-C

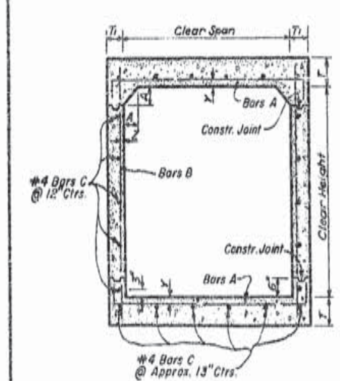


SECTION B-B

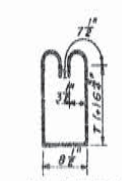


SECTION A-A

	DIMENSIONS																					QUANTITIES				OPENINGS	
	OPENINGS			MAX. FILL			BARREL					WINGS AND CURBS										PER LINEAR FOOT OF BARREL		44'-0" CULVERT			
	CLEAR SPAN	CLEAR HEIGHT	AREA	SLAB		WALL	T	T1	A	Y	Z	E	B	J	G	H	L	L1	P	P1	M	STEEL	CONC.	STEEL	CONC.	CLEAR SPAN	CLEAR HEIGHT
STATION	FEET	FEET	SQ.FT.	FEET	FEET	FEET	IN.	IN.	IN.	IN.	IN.	FT-IN.	IN.	FT-IN.	FT-IN.	FT-IN.	FT-IN.	FT-IN.	FT-IN.	FT.-IN.	FT.-IN.	LBS.	CU. YDS.	LBS.	CU. YDS.	FEET	FEET
394+25	5	5	25	20		7	8	6	5	1 7/8	1 3/4	1-5	5	1-2	3-3	6-5	2-3¾	2-11¾	11-9	12-5	30-4 9/16	59.68	0.4579	3784	37.40	5	5



SECTION THROUGH BARREL



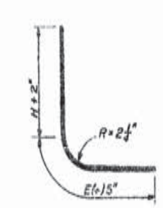
#4 BARS N
(3" Diam. Pin)

BILL OF STEEL FOR 44'-0" CULVERT

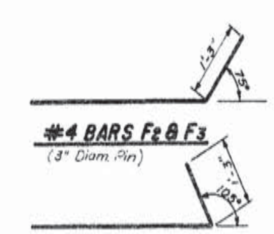
	OPENINGS		BARREL REINFORCEMENT															
			Bars A				BARS A1						BARS B				#4 BARS C	
	CLEAR SPAN	CLEAR HEIGHT	SIZE	Nº	LENGTH	SPAC.	SIZE	NO.	SHORT	VAR.	LONG	SPAC.	SIZE	NO.	LENGTH	SPAC.	Nº	LENGTH
STATION	FEET	FEET			FT.-IN.	IN.			FT-IN.	IN.	FT.-IN.	IN.			FT.-IN.	IN.		FT.-IN.
394+25	5	5	#6	34	6-8	6 1/2	#6	5	3-2	24	5-0	6 1/2	#4	92	6-9	12	22	17-2

	WING AND CURB REINFORCEMENT																																	
	#4 BARS E			#4 BARS F		#4 BARS F1		#4 BARS F2		#4 BARS F3		#4 BARS J		#4 BARS J1		#5 BARS M		#5 BARS M1		#4 BARS N		#4 BARS O		#4 BARS P		#4 BARS P1		#4 BARS P2		#4 BARS P3		#6 BARS X	
	Nº	LENGTH	SPAC.	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH	Nº	LENGTH
STATION		FT.-IN.	IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.		FT.-IN.
394+25	50	8-8	12	2	19-0	10	3-9	2	19-11	10	2-11	12	9-4	12	10-7	4	9-5	6	3-10	12	4-9	50	2-10	8	11-5	4	12-11	8	12-1	4	14-2	24	2-0

* Include 1 - 1'-6" Lap-Splice.

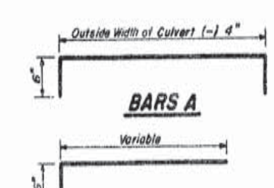


#4 BARS E



#4 BARS F2 & F3
(3" Diam. Pin)

#4 BARS F & F1
(3" Diam. Pin)



BARS A

BARS A1

GENERAL NOTES:

Construction Specifications: Latest approved La. Dept. of Hwy. Std. Specifications.
Design Specifications: A.A.S.H.O. 1961 as amended to Sept., 1961
Live Load. H20-S16-44.
All concrete to be Class "A".
All exposed corners to have 3/4" chamfer, unless otherwise noted.
Reinforcement shall be intermediate or hard grade A.S.T.M. A15, or rail steel A.S.T.M. A-16, conforming to A.S.T.M. A-305.
Dimensions relating to reinforcing steel are to bar centers.
Place about 2 cu.ft. of large size gravel or loose rock behind and around each weep-hole.
For details of joints see Std. Plan CM-49

DATE	DESCRIPTION	BY
	REVISIONS	

SPECIAL DETAILS
REINFORCED CONCRETE BOX CULVERTS
STRAIGHT HEADWALLS 75° CROSSING
2:1 SPILL SLOPE NORMAL TO CHANNEL
DATED 4-12 1963 JEANERETTE-NEW IBERIA HWY.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

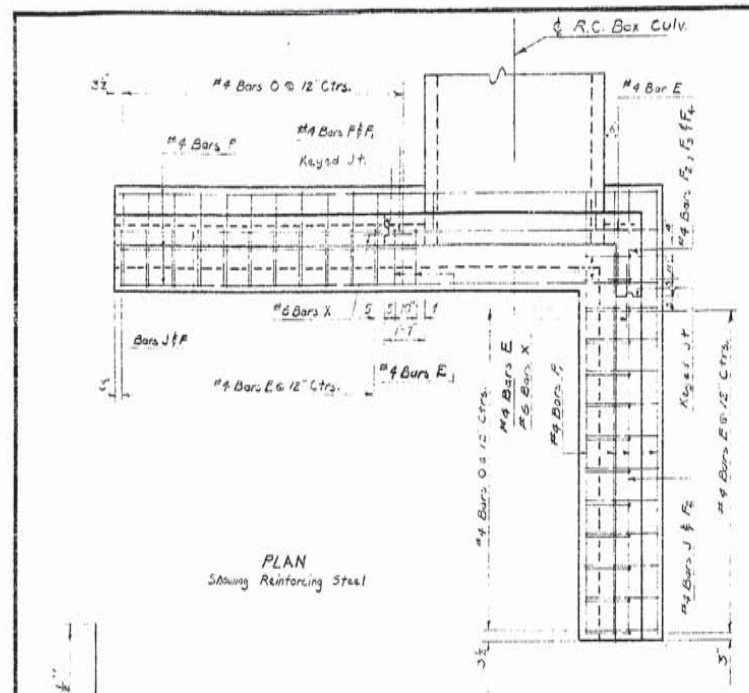
DESIGNED	DETAILED J. Williams	TRACED
CHECKED	CHECKED W. T. Warren	CHECKED W. T. Warren

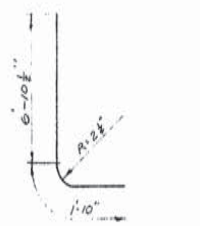
12

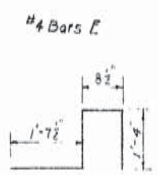
AS BUILTS

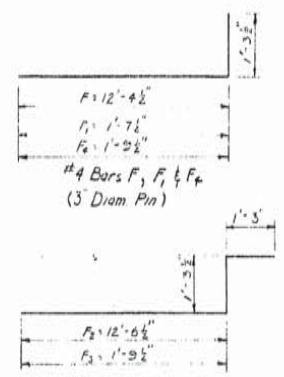
F.A.P.	STATE PROJECT	PARISH	SHEET NO.
121 (10)	424-04-07	IBERIA	106

333



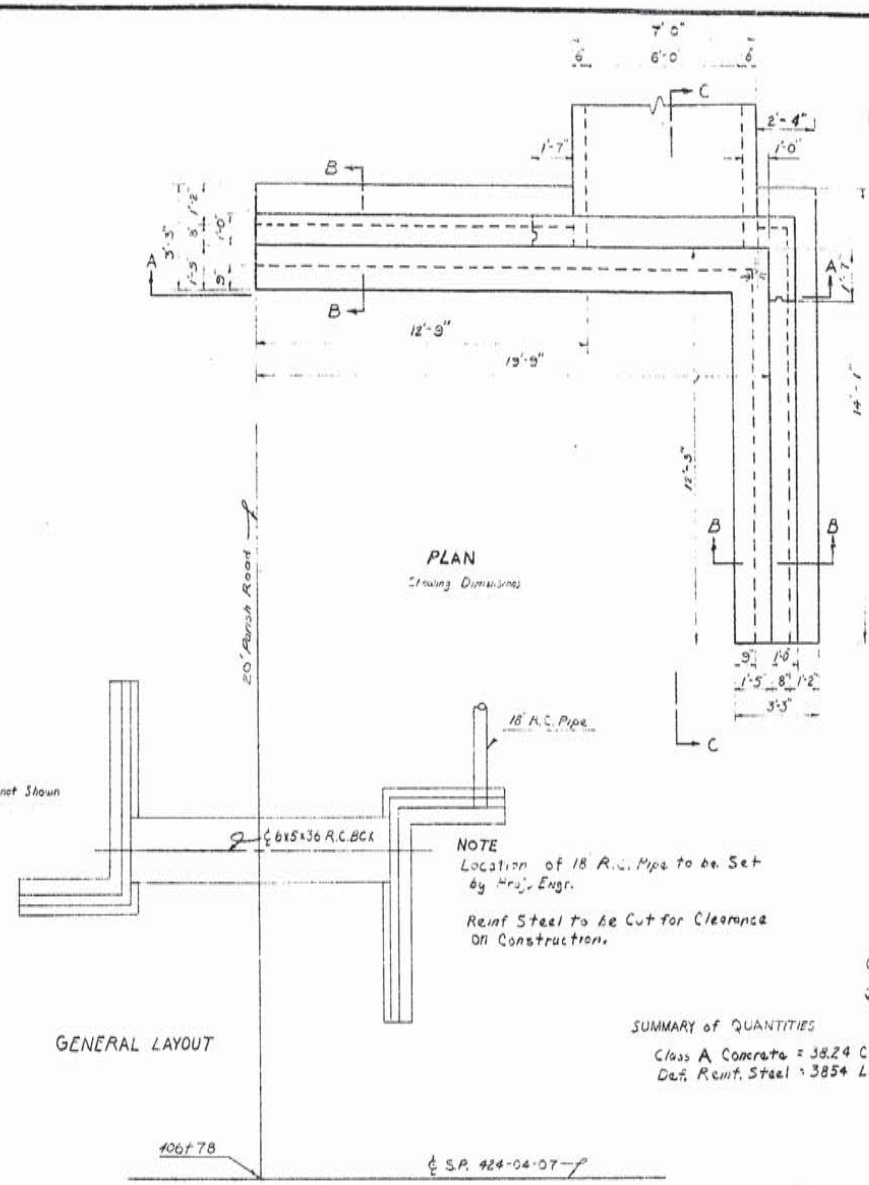






Note: For Bending Diagram of Bars A See Std Plan CC-5-54-7-R5-90-1

Note:
For Dimensions and Reinforcing Steel not Shown See Std. Plan CC-5-54-7-R5-90-1



NOTE
Location of 18" R.C. Pipe to be Set by Proj. Engr.

Reinf Steel to be Cut for Clearance on Construction.

SUMMARY of QUANTITIES
Class A Concrete = 38.24 CU Yds
Def. Reinf. Steel = 3854 Lbs.

BILL OF MATERIAL (FOR TWO HEADWALLS)

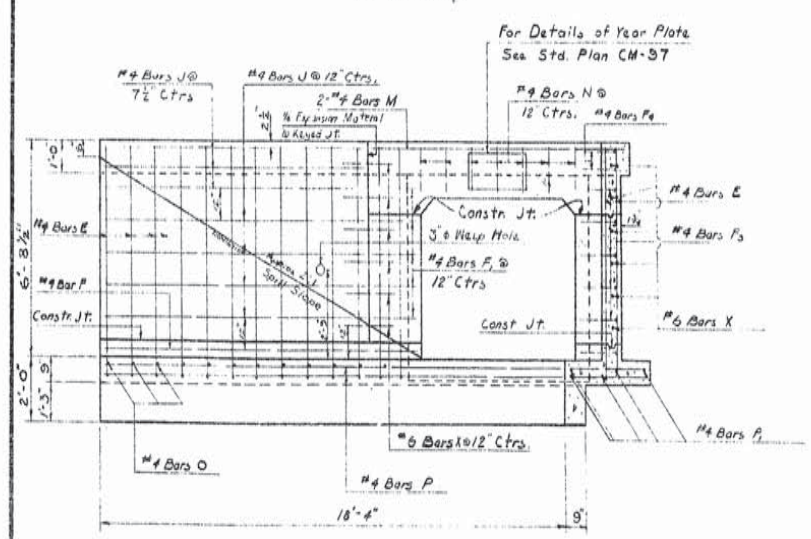
MARK	SIZE	NO.	SHORT BAR	VARIATION	LONG BAR FT. IN.	TOTAL LENGTH FT. IN.	LOCATION
X	#6	24			2 - 0	48 - 0	
E	#4	54			8 - 8½	473 - 3	
F		2			13 - 8	27 - 4	
F₁		10			2 - 11	29 - 2	
F₂		2			15 - 1	30 - 2	
F₃		10			4 - 4	43 - 4	
F₄		4			3 - 1	12 - 4	
J		26			10 - 4	282 - 4	
M		4			9 - 7	38 - 4	
N		14			5 - 0	70 - 0	
O		46			2 - 10	132 - 4	
P		13			21 - 3	272 - 9	
P₁		10			13 - 9	137 - 6	

Total #6 Bars = 48'-0" Weight = 72 Lbs.
Total #4 Bars = 1430'-7" Weight = 886 Lbs.

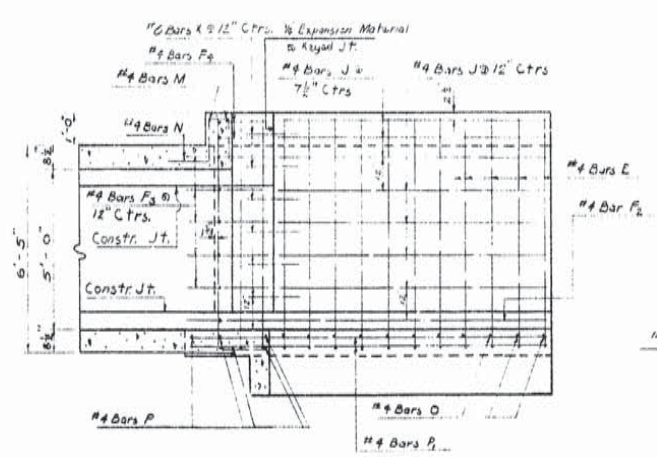
(1) Total Def Reinf Steel = 1068 Lbs.
(2) Total Class A Concrete = 16.30

(1) Does not include #6 Bars A or #4 Bars B & C in Barrel See Std. Plan CC-5-54-7-R5-90-1

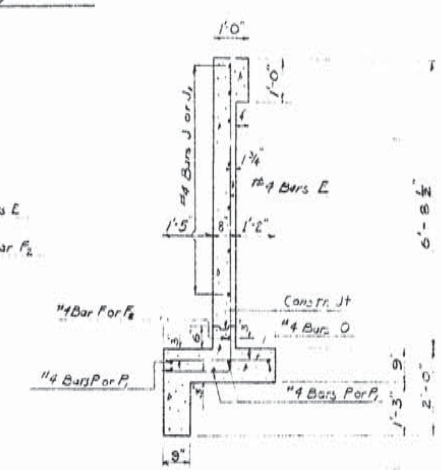
(2) Allows Deduction for 1-18" R.C. Pipe
Does Not Include 2' of Barrel Thru Wings



SECTION A-A



SECTION C-C



SECTION B-B

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LA. DEPT. OF HIGHWAY STD. SPECIFICATIONS.

DESIGN SPECIFICATIONS: A.A.S.H.O. 1961 AS AMENDED TO Sept. 1961
Live Load H-20 S16-44
ALL CONCRETE TO BE CLASS A.

ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER, UNLESS OTHERWISE NOTED.

REINFORCEMENT SHALL BE INTERMEDIATE OR HARD GRADE A.S.T.M. A15, OR RAIL STEEL A.S.T.M. A16, CONFORMING TO A.S.T.M. A305.

DIMENSIONS RELATING TO REINFORCING STEEL ARE TO BAR CENTERS.

PLACE 2 CU. FT. OF LARGE SIZE GRAVEL OR LOOSE ROCK BEHIND AND AROUND EACH WEEP-HOLE.

FOR DETAILS OF [redacted] JOINTS, SEE STD. PLAN CM-49.

Approved

DATE	DESCRIPTION	BY

REVISIONS

SPECIAL DETAILS
L-TYPE HEADWALLS FOR
6'x5'x36' R.C. BOX CULVERT
Lt Sta 406+78

DATED May 24, 1961 Jeanerette - New Iberia Highway

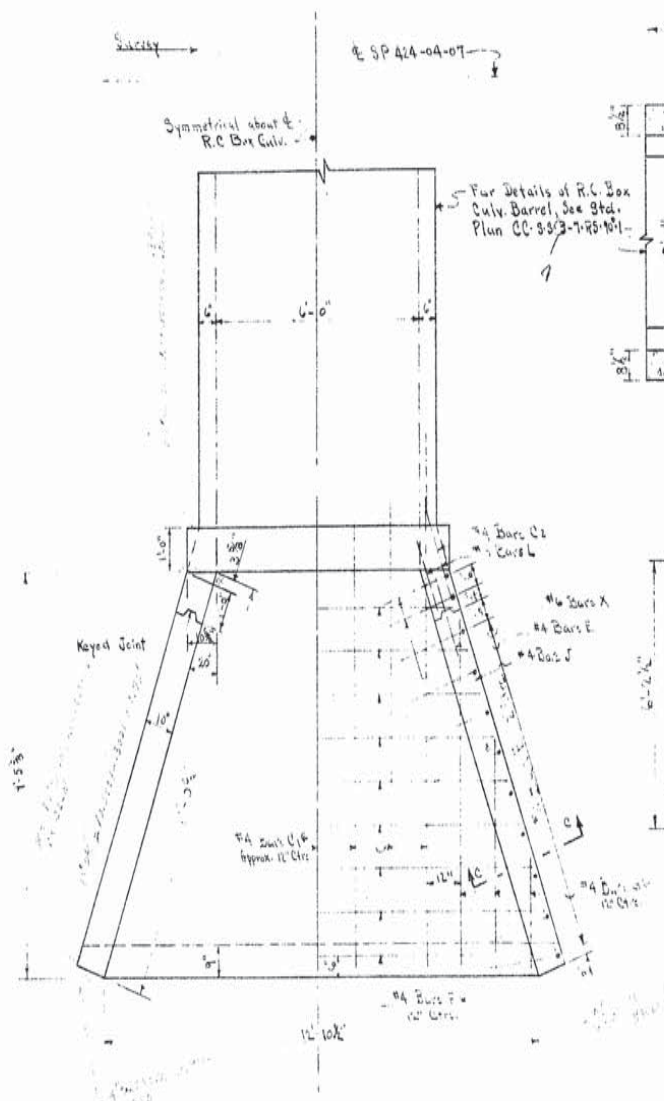
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J. Williams	TRACED
CHECKED	CHECKED	CHECKED

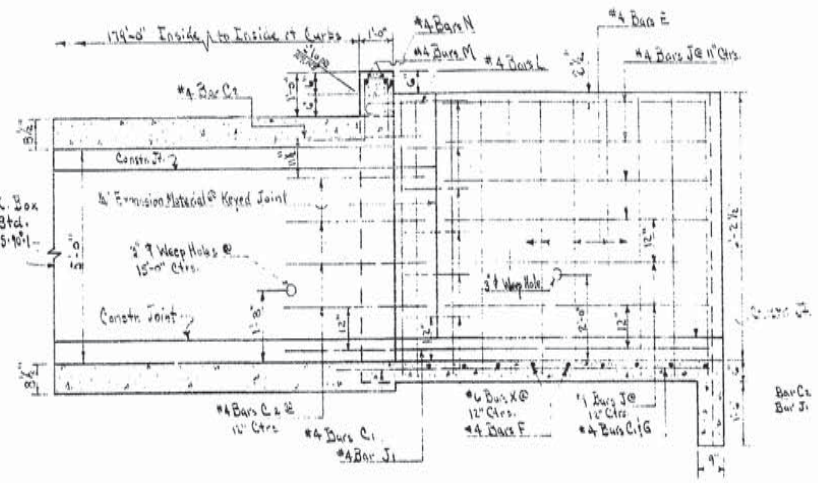
AS BUILTS

F-AID	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	101

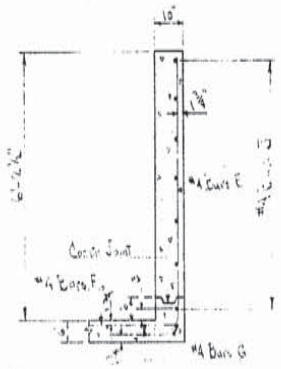
354



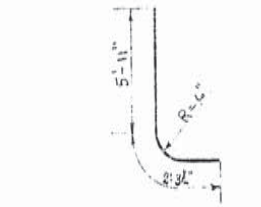
PLAN



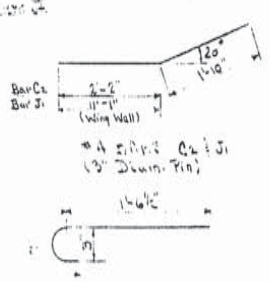
LONGITUDINAL SECTION



SECTION C-C

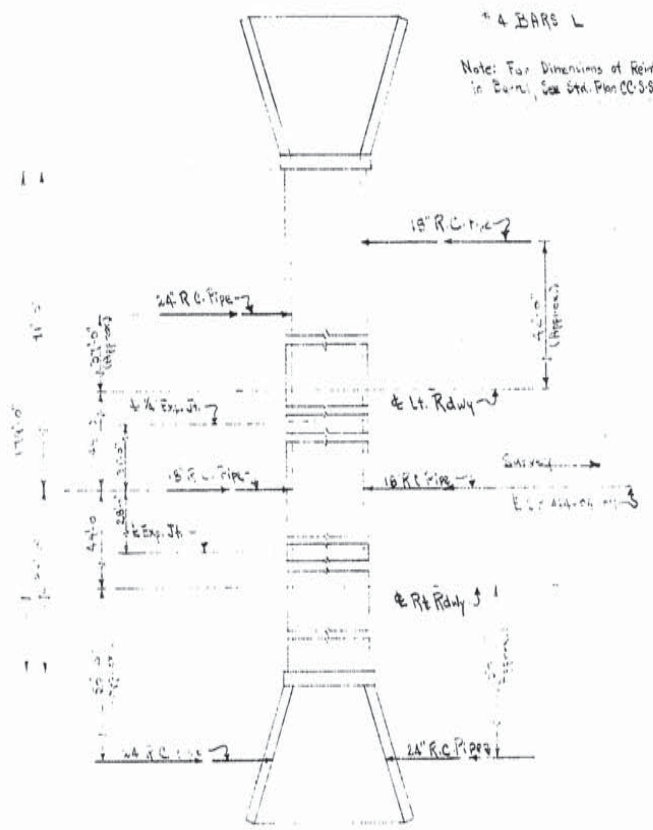


#4 BARS E

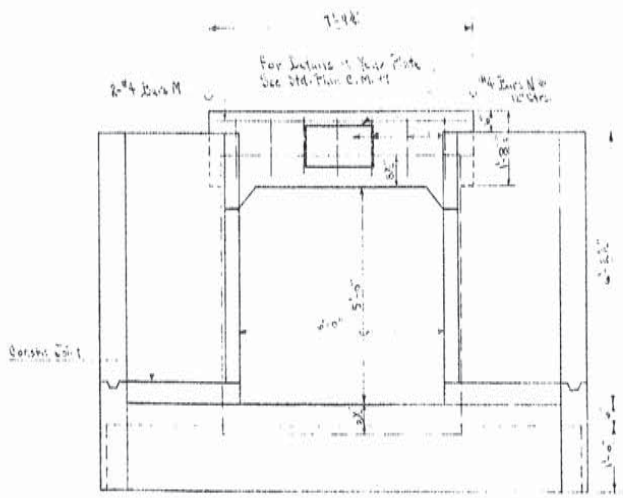


#4 BARS L

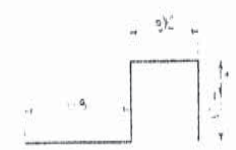
Note: For Dimensions of Reinf. Steel in Barrel, See Std. Plan CC-S-S/4-7-RS-10-1.



GENERAL LAYOUT
(Where R.C. Pipes are stubbed into Box Culv. Barrel or Wingwalls reinf. Steel shall be cut for Clearance in the Field.)



END ELEVATION



#4 BARS N
(3/4" Diam. Pin)

BILL OF MATERIAL (FOR 2 HEADWALLS)

MARK	SIZE	NO.	SHORT BAR	VARI-ATION	LONG BAR	TOTAL LENGTH	LOCATION
X	#6	24			2'-0"	48'-0"	
C1	#4	14			11'-0"	154'-0"	
C2	"	20			4'-0"	80'-0"	
E	"	44			8'-2½"	361'-6"	
F	"	18	8'-1"	8.7500°	13'-11"	198'-0"	
G	"	12	2'-6"	33.0000°	8'-0"	96'-0"	
J	"	24			8'-5"	202'-0"	
L	"	8			2'-1½"	17'-0"	
M	"	4			7'-5"	29'-8"	
N	"	14			5'-0½"	70'-7"	
J1	"	4			12'-11"	51'-8"	

Total #6 Bars 48'-0" Wt. = 1[illegible] Lbs.
" #4 Bars 1627'-1" Wt. = 8[illegible] Lbs.

Total Deformed Reinf. Steel @ 89[illegible] Lbs.

Total Class A Concrete @ 12.1[illegible] Cu. Yds.

@ a. Includes Deduction for 2-24" R.C. Pipes Stubbed through Wingwalls.
b. Does not include allowance for 1 Ft. of Barrel at each end of 2 Headwalls.
@ Does not include #6 Bars in & #4 Bars E in Barrel. See Std. Plan CC-S-S/4-7-RS-10-1.

SUMMARY OF QUANTITIES
Deformed Reinf. Steel 14,163 Lbs.
Class "A" Concrete @ 115.84 Cu. Yds.
@ a. Includes Deduction for 2-18" & 1-24" R.C. Pipes in Barrel.
b. Includes Quantities for 2 Transv. Expansion Blocks.

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LA. DEP'T. OF HIGHWAY STD. SPECIFICATIONS.

DESIGN SPECIFICATIONS: A.A.S.H.O. 19[illegible] AS AMENDED TO [illegible], 1961
Live Load: MS 18-44.

ALL CONCRETE TO BE CLASS A.

ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER, UNLESS OTHERWISE NOTED.

REINFORCEMENT SHALL BE INTERMEDIATE OR HARD GRADE A.S.T.M. A15, OR RAIL STEEL A.S.T.M. A16, CONFORMING TO A.S.T.M. A305.

DIMENSIONS RELATING TO REINFORCING STEEL ARE TO BAR CENTERS.

PLACE 2 CU. FT. OF LARGE SIZE GRAVEL OR LOOSE ROCK BEHIND AND AROUND EACH WEEP-HOLE.

FOR DETAILS OF ~~EXPANSION AND CONSTRUCTION~~ JOINTS, SEE STD. PLAN CM-49.

FOR DETAILS OF R.C. BOX CULVERT [illegible] STD. PLAN CC-S-S/3-7-RS-10-1

SPECIAL DETAIL
FLARING HEADWALLS WITH LEVEL TOP FOR 8'x14' R.C. BOX CULVERT
[illegible]
DATED [illegible] 1963 [illegible]

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED [illegible]	TRACED
CHECKED	CHECKED [illegible]	CHECKED

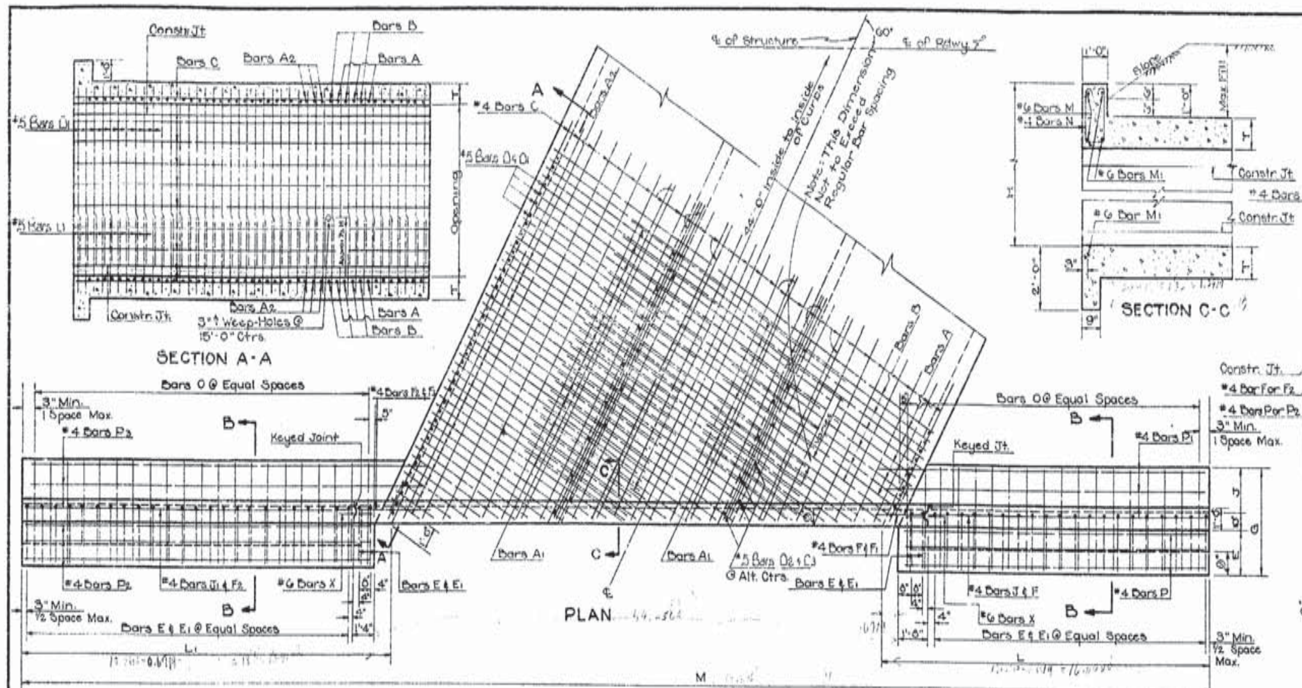
DATE	DESCRIPTION	BY

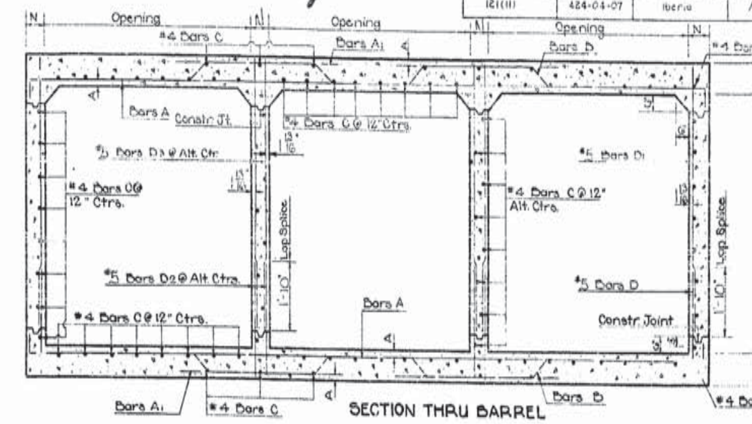
REVISIONS

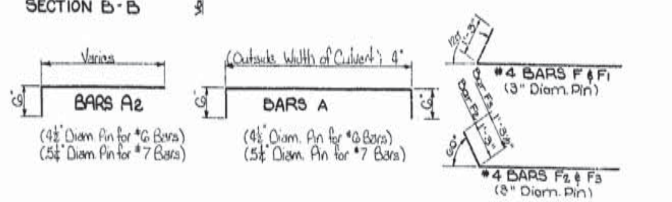
AS BUILTS

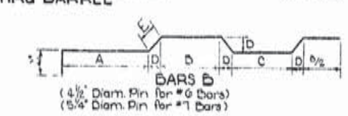
12

F.-P.G.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	1072

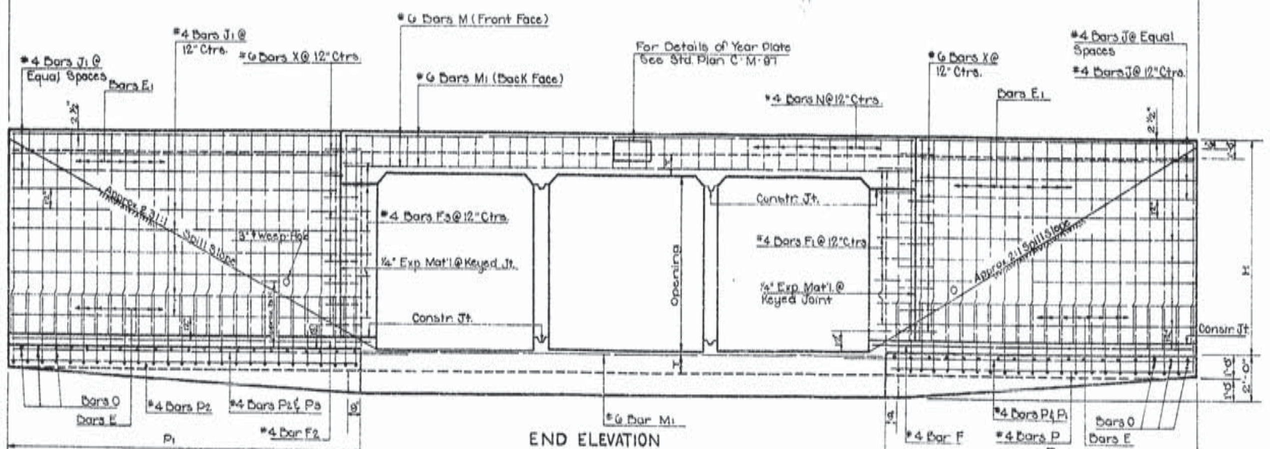


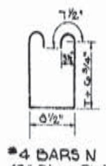






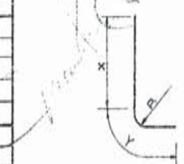
DIMENSIONS FOR BARS B					
Size	A	B	C	D	E
7'x7'	5'-5⅝"	5'-5⅝"	3'-1⅛"	4⅜"	6⅝"
8'x8'	6'-3⅜"	4'-2⅜"	3'-6¼"	5¼"	7⅝"
9'x9'	7'-1⅛"	4'-9¼"	4'-0⅜"	5⅝"	8⅛"
10'x10'	7'-10⅝"	5'-3⅜"	4'-5⅞"	6⅝"	8⅝"





DIMENSIONS																			QUANTITIES FOR 44'-0" ALONG ℄ OF CULVERT			
Openings			MAX. FILL		BARREL				Wings and Curbs										Per Linear Foot of Barrel		Total Quantities	
Size	No.	Area	SLAB	WALLS	T	N	A	E	J	G	D	H	L	L1	P	P1	M		Steel	Concrete	Steel	Concrete
Feet		Sq. Ft.						Ft.-In.	Ft.-In.	Ft.-In.	In.	Ft.-In.	Ft.-In.	Ft.-In.	Ft.-In.	Ft.-In.	Ft.-In.		Lbs.	Cu. Yds.	Lbs.	Cu. Yds.
7x7	2	90	11	6	8½	7	1⅞	1-10	1-7	4-3	1¼	8-0½	16-6⅛	19-1⅛	16-0	18-5	52-7½		177.86	1.2986	10,453	93.75
	3	147	13														61-4½		264.85	1.8570	14,030	120.89
	4	196															70-1⅞		351.83	2.4154	19,331	148.02
	5	245		5													78-10⅝		444.22	2.9730	24,223	175.16
	6	294															87-7⅜		537.82	3.5322	29,051	202.30
8x8	2	128	9	5	9	8	1⅞	2-0	2-0	4-10	1⅞	8-9	18-2¼	21-2¼	17-5	20-5	58-7⅞		210.50	1.6111	12,574	115.08
	3	192	13														60-7½		313.92	2.2094	17,806	149.00
	4	256															70-7⅞		417.34	2.9077	23,247	187.51
	5	320															80-7⅞		533.75	3.6759	28,155	215.62
	6	384															93-7⅞		637.20	4.3642	34,302	243.93
9x9	2	162	7	5	9½	9	1⅞	2-2	2-4	5-4	1⁷⁄₁₆	10-3½	20-5⅝	23-6⅝	19-7	22-8	65-7⅞		282.18	1.9560	15,931	140.70
	3	243	11														76-10⅛		375.65	2.7870	21,663	180.77
	4	324															88-1⅜		493.99	3.6181	28,232	220.84
	5	405															99-4⅞		637.39	4.4491	35,443	260.92
10x10	2	200	5	5	10	10	1⅝	2-5	2-8	5-11	1⅝	11-0	22-4⅞	26-4⅞	21-5	25-5	72-9⅞		298.05	2.3333	13,300	163.59
	3	300	9														85-3⅞		445.65	3.3200	26,819	216.02
	4	400															97-10		610.35	4.3066	34,920	263.49
	5	500															110-4⅞		756.34	5.2932	43,301	310.87

General Notes:
Construction Specifications: Latest Approved La. Dept. of Highways Standard Specifications.
Design Specifications: A.A.S.H.O. 1961 as Amended by Int. Spec. 1964.
Live Load H S 20-44, or Military Loading, Whichever is Greater.
All Concrete to be Class "A".
All Exposed Corners to have ¾" Chamfer, Unless Otherwise Noted.
Reinforcement Shall be Intermediate or Hard Grade A.S.T.M. A15, or Rail Steel A.S.T.M. A16, Conforming to A.S.T.M. A 305.
Dimensions Relating to Reinforcing Steel are to Bar Centers.
Place about 2 Cu. Ft. of Large Size Gravel or Loose Rock Behind and Around each Weep hole.
For Details of Joints See Std. Plan CM-48.



DIMENSIONS FOR BARS E				
Opening	Bar Size	R	X	Y
7'x7'	#4	2¼"	2'-7"	2'-5"
8'x8'	#5	2 13/16"	2'-10⅝"	2'-7⅞"
9'x9'	#5	2 13/16"	2'-10⅝"	2'-9¾"
10'x10'	#6	3⅜"	3'-1⅞"	3'-0⅞"

BILL OF REINFORCING STEEL FOR 44'-0" CULVERT

BARREL REINFORCEMENT

Openings Size Feet	No.	Bars A Size	Bars A No.	Bars A Length Ft.-In.	Bars A Spac. In.	Bars A1 Size	Bars A1 No.	Bars A1 Length Ft.-In.	Bars A1 Spac. In.	Bars A2 Size	Bars A2 No.	Bars A2 Short Bar Ft.-In.	Bars A2 Variation In.	Bars A2 Long Bar Ft.-In.	Bars A2 Spac. In.	Bars B Size	Bars B No.	Bars B Length Ft.-In.	Bars B Spac. In.	#5 Bars D & D1 No.	Length Bars D Ft.-In.	Length Bars D1 Ft.-In.	Spac. In.	#5 Bars D2 & D3 No.	Length Bars D2 Ft.-In.	Length Bars D3 Ft.-In.	Spac. In.	#4 Bars C No.	#4 Bars C Length Ft.-In.
7x7	2	#6	68	16-5	13	#6	88	5-8	6½ 13	#6	60	2-4	11.2857	15-6	6½	#6	70	16-9	13	94	2-10	7-0	12	47	2-10	7-0	12	59	47-5
	3	#6	60	24-0	13	#6	192	5-8	6½ 13	#6	92	2-4	11.2727	23-0	6½	#6	62	24-8	13	94	2-10	7-0	12	94	2-10	7-0	12	86	47-5
	4	#6	52	31-7	13	#6	312	5-8	6½ 13	#6	124	2-4	11.2667	30-6	6½	#6	54	32-7	13	94	2-10	7-0	12	141	2-10	7-0	12	113	47-5
	5	#6	44	39-2	13	#6	448	5-8	6½ 13	#6	156	2-4	11.2632	38-0	6½	#6	46	40-6	13	118	2-10	7-0	9½	188	2-10	7-0	12	140	47-5
	6	#6	36	③48-11	13	#6	600	5-8	6½ 13	#6	188	2-4	11.2609	③45-6	6½	#6	38	①50-7	13	94	2-10	7-0	12	235	2-10	7-0	12	167	47-5
8x8	2	#6	70	18-8	12	#6	198	6-3	6 12	#6	76	2-5	10.3888	18-0	6	#6	72	19-0¼	12	94	2-11	8-1	12	47	2-11	8-1	12	66	47-5
	3	#6	60	27-4	12	#6	216	6-3	6 12	#6	116	2-5	10.3929	26-8	6	#6	62	28-0½	12	94	2-11	8-1	12	94	2-11	8-1	12	96	47-5
	4	#6	50	36-0	12	#6	334	6-3	6 12	#6	156	2-5	10.3947	35-4	6	#6	52	37-0⅜	12	94	2-11	8-1	12	141	2-11	8-1	12	126	47-5
	5	#6	40	③46-10	12	#6	512	6-3	6 12	#6	196	2-5	10.3958	③44-0	6	#6	42	①48-3	12	94	2-11	8-1	12	188	2-11	8-1	12	156	47-5
	6	#6	30	⑤55-6	12	#6	690	6-3	6 12	#6	236	2-5	10.3966	③52-8	6	#6	32	①57-5¼	12	94	2-11	8-1	12	235	2-11	8-1	12	[illegible]	47-5
9x9	2	#6	76	20-11	11	#6	108	6-9	5½ 11	#6	92	2-6	9.5455	20-0	5½	#6	76	21-3¼	11	106	2-11	9-1	10½	53	2-11	9-1	10½	73	47-5
	3	#6	64	30-8	11	#6	240	6-9	5½ 11	#6	140	2-6	9.5294	29-6	5½	#6	64	31-5½	11	106	2-11	9-1	10½	106	2-11	9-1	10½	106	47-5
	4	#6	50	40-5	11	#6	402	6-9	5½ 11	#6	192	2-6	9.5319	39-10	5½	#6	50	41-7¼	11	106	2-11	9-1	10½	159	2-11	9-1	10½	139	47-5
	5	#6	38	③52-4	11	#6	580	6-9	5½ 11	#6	240	2-6	9.5254	③49-4	5½	#6	40	①53-11	11	106	2-11	9-1	10½	212	2-11	9-1	10½	172	47-5
10x10	2	#7	58	23-2	14	#7	86	7-8	7 14	#7	80	2-7	12.1053	21-9	7	#7	58	23-7	14	124	3-0	10-2	9	62	3-0	10-2	9	80	47-5
	3	#7	46	34-0	14	#7	192	7-8	7 14	#7	124	2-7	12.1333	32-11	7	#7	48	34-10	14	124	3-0	10-2	9	124	3-0	10-2	9	116	47-5
	4	#7	34	①47-8	14	#7	318	7-8	7 14	#7	168	2-7	12.1220	①46-0	7	#7	36	①48-8	14	124	3-0	10-2	9	186	3-0	10-2	9	152	47-5
	5	#7	24	③58-3	14	#7	476	7-8	7 14	#7	212	2-7	12.1154	③55-1	7	#7	24	④59-11	14	124	3-0	10-2	9	248	3-0	10-2	9	188	47-5

WINGS AND CURB REINFORCEMENT

Openings Size Feet	No.	Bars E Size	Bars E No.	Bars E Length Ft.-In.	Bars E Spac. In.	Bars E1 Size	Bars E1 No.	Bars E1 Length Ft.-In.	Bars E1 Spac. In.	#4 Bars F No.	#4 Bars F Length Ft.-In.	#4 Bars F1 No.	#4 Bars F1 Length Ft.-In.	#4 Bars F2 No.	#4 Bars F2 Length Ft.-In.	#4 Bars F3 No.	#4 Bars F3 Length Ft.-In.	#4 Bars J No.	#4 Bars J Length Ft.-In.	#4 Bars J1 No.	#4 Bars J1 Length Ft.-In.	Bars O Size	Bars O No.	Bars O Length Ft.-In.	Bars O Spac. In.	#4 Bars P No.	#4 Bars P Length Ft.-In.	#4 Bars P1 No.	#4 Bars P1 Length Ft.-In.	#4 Bars P2 No.	#4 Bars P2 Length Ft.-In.	#4 Bars P3 No.	#4 Bars P3 Length Ft.-In.	#4 Bars N No.	#4 Bars N Length Ft.-In.	#6 Bars M No.	#6 Bars M Length Ft.-In.	#6 Bars M1 No.	#6 Bars M1 Length Ft.-In.	Ⓐ #6 Bars X No.	#6 Bars X Length Ft.-In.
7x7	2	#4	76	5-0	11	#4	76	6-0	11	2	17-2	14	2-8	2	20-4	14	3-2	18	14-0	18	16-9	#4	68	3-10	12	8	15-8	6	17-0	8	18-1	6	21-0	36	4-6	4	20-8	6	17-10	32	2-0
	3																																	54	4-6	4	29-5	6	26-7	32	2-0
	4																																	72	4-6	4	38-2	6	35-4	32	2-0
	5																																	88	4-6	4	②49-1	6	②46-3	32	2-0
	6																																	106	4-6	4	②57-10	6	②55-0	32	2-0
8x8	2	#5	92	5-6	10	#4	92	9-1	10	2	18-8	16	2-10	2	22-5	16	3-3	18	15-5	18	18-9	#4	74	4-5	12	8	17-1	6	18-5	8	20-1	6	23-4	42	4-7	4	23-3	6	20-4	36	2-0
	3																																	62	4-7	4	33-5	6	30-4	[illegible]	[illegible]
	4																																	82	4-7	4	②45-5	6	②42-6	[illegible]	[illegible]
	5																																	102	4-7	4	②55-5	6	②52-7	36	[illegible]
	6																																	122	4-7	4	②65-5	6	②62-7	[illegible]	[illegible]
9x9	2	#5	126	5-8	8	#4	126	10-1	8	2	20-11	18	2-11	2	24-9	18	3-4	22	17-7	22	21-0	#4	100	4-11	10	8	19-3	6	20-7	8	22-4	6	25-8	46	4-8	4	25-10	6	23-0	40	2-0
	3																																	70	4-8	4	37-1	6	34-3	40	2-0
	4																																	92	4-8	4	②50-6	6	②47-8	40	2-0
	5																																	114	4-8	4	②61-9	6	②58-11	40	2-0
10x10	2	#6	132	6-2	8½	#5	132	11-2	8½	2	22-10	20	3-0	2	27-7	20	3-5	24	19-5	24	23-9	#5	102	5-6	11	8	21-1	6	22-5	8	25-1	6	29-7	52	4-9	4	28-5	6	25-7	44	2-0
	3																																	76	4-9	4	②43-1	6	38-1	44	2-0
	4																																	102	4-9	4	②55-7	6	②52-9	44	2-0
	5																																	126	4-9	4	②68-2	6	②65-3	44	2-0

① Includes 1-1'-6" Lap Splice.
② Includes 1-2'-2" Lap Splice.
③ Does not Include Lap Splice. When Bar Length Exceeds 40'-0" Add 1-2'-2" Lap Splice.
④ Includes one 2'-7" Lap Splice.
⑤ Does not Include Lap Splice when Bar Length Exceeds 40'-0"; Add 2'-7" Lap Splice.

Ⓐ #6 Bars X to be ¾"⌀ Smooth and Greased for 1'-0" of Length

NOTE:
This Sheet to be Used For 5-7'x7' Only. Sta. 443+95

2-10-64 / 11-2-64	Rev. General Notes / Added 9'x9' & 10'x10'	W.E.M. / HMB
6-5-64	DEFORMED DOWELS X TO SMOOTH	W.E.M.
9-4-65	Added 5-6 op. 8'x8'	WEM
5-29-63	7'x7' Added	
DATE	DESCRIPTION	BY
REVISIONS		

SPECIAL DETAILS
MULTIPLE OPENINGS
REINFORCED CONCRETE BOX CULVERTS
STRAIGHT WINGS 60° CROSSING
2:1 SPILL SLOPE NORMAL TO CHANNEL
DATED October 25, 1962 7'x7' TO 10'x10'

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

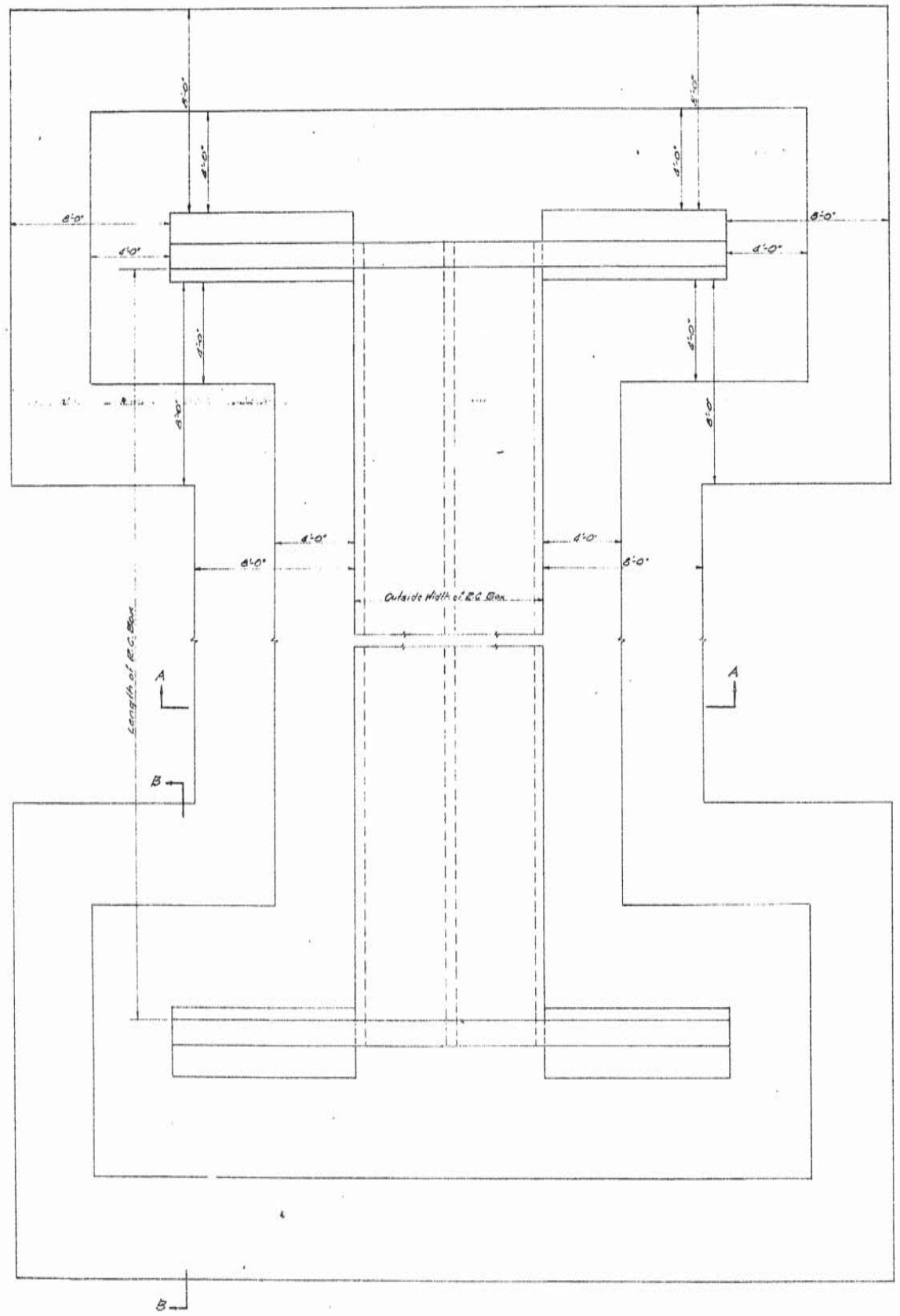
DESIGNED G.A.H./M.Y.Y. DETAILED [illegible] TRACED C. [illegible]
CHECKED [illegible] CHECKED [illegible] CHECKED [illegible]
BRIDGE DESIGN SECTION

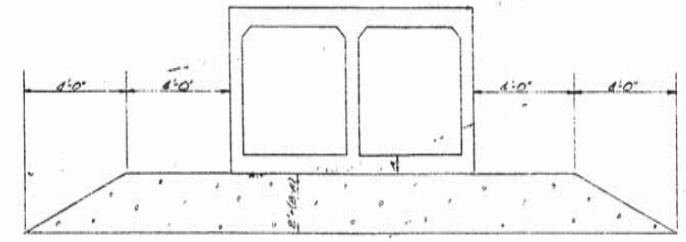
12

AS BUILTS

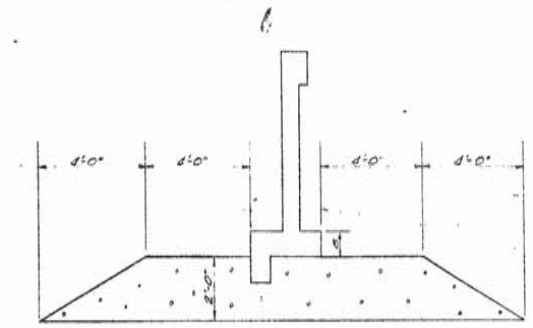
F.A.P.	STATE PROJ.	PARISH	SHEET NO.
(21)(11)	424-04-07	IBERIA	107b

356





SECTION A-A



SECTION B-B

BEDDING MATERIAL[1]		
STATION	DESC. OF STRUCTURE	QUANTITY CU. YD.
349+35	2-7'x7'x187'	723
443+35	5-7'x7'x348'	2468
460+90	3-9'x9'x148'(2)	985
460+90	3-9'x9'x148'(1)	959
TOTAL		5135[2]

[1] Bedding Material to consist of approximately 65% Clam Shell & 35% Sand.

[2] 1.81% Compaction Factor considered in above Quantity.

Quantities

SPECIAL DETAILS
BEDDING MATERIAL FOR R.C. BOXES

JEANERETTE - NEW IBERIA HWY.

DATED Oct 17 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED A.I. Shows	TRACED
CHECKED	CHECKED C.D.L.	CHECKED
IN CHARGE OF		

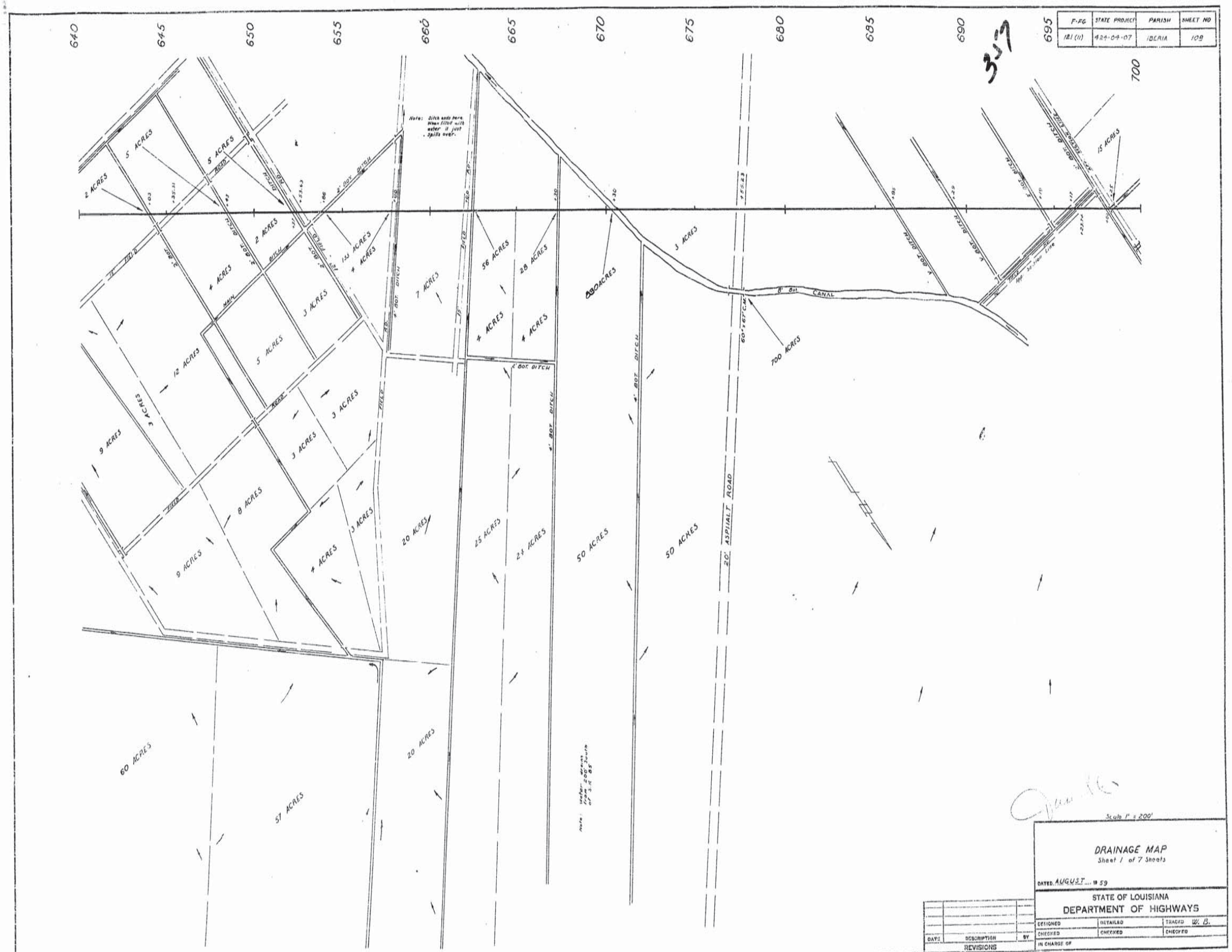
DATE	DESCRIPTION	BY
10-17-66	Sheet Added	M.L.H.

REVISIONS

12

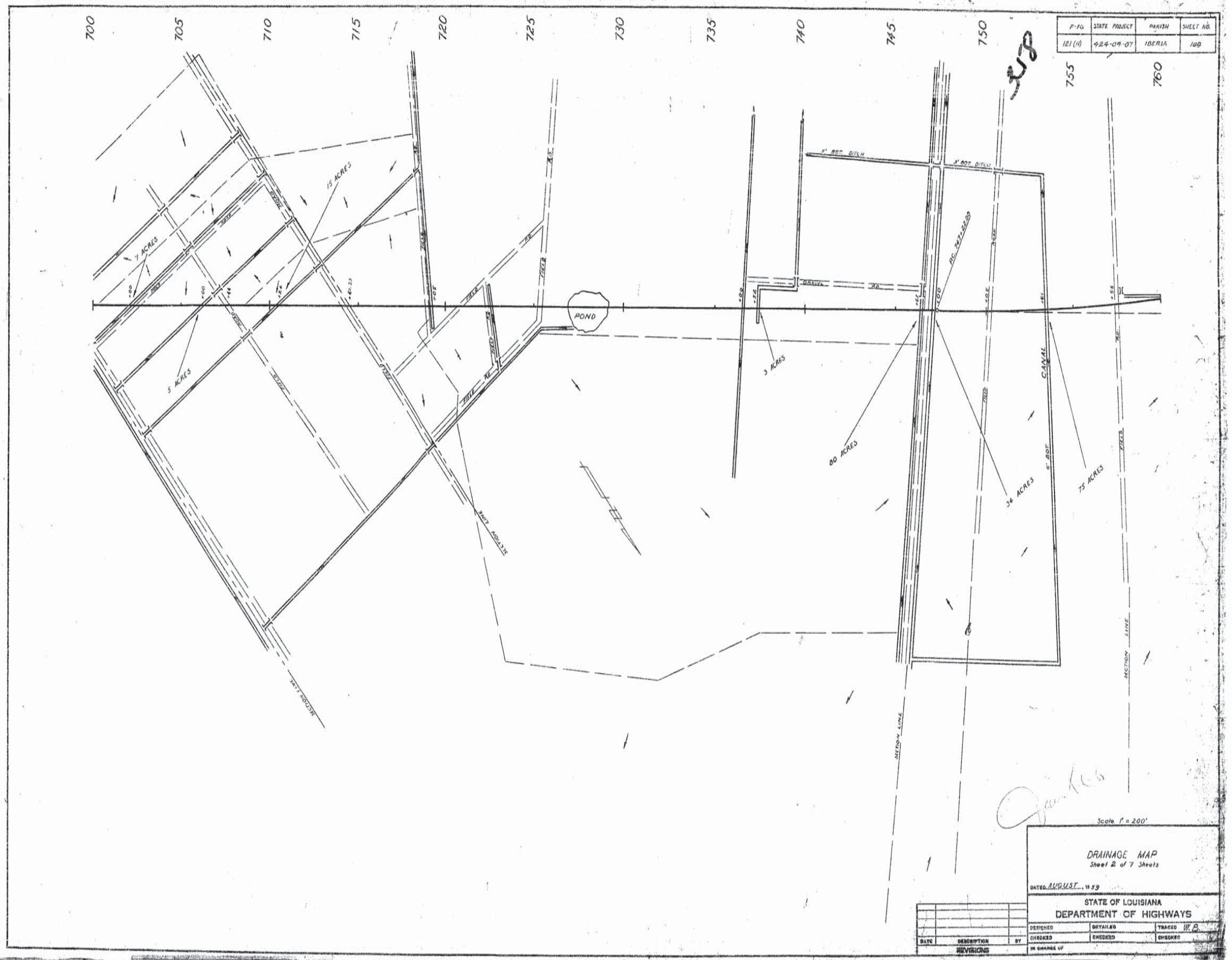
AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO
121 (11)	424-04-07	IBERIA	108



AS BUILTS

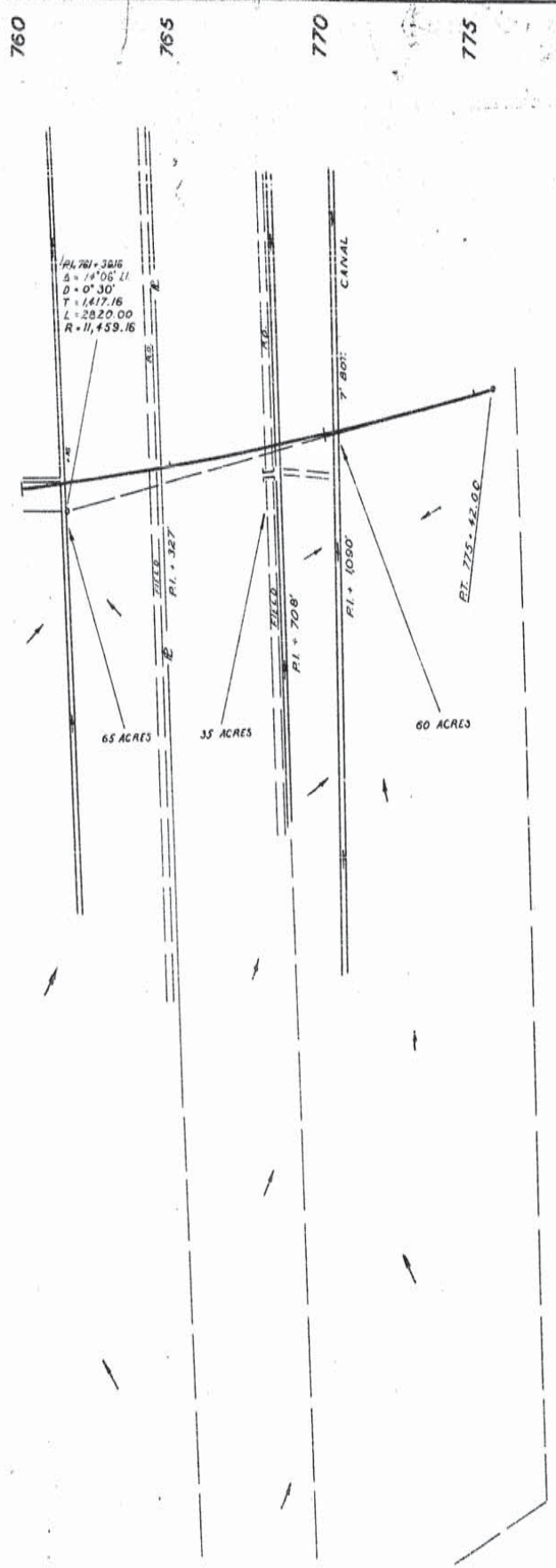
F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-09-07	IBERIA	109



AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
12.1(11)	424-04-07	IBERIA	110

359



Scale 1" = 200'

DRAINAGE MAP
Sheet 3 of 7 Sheets

DATED AUGUST 1959

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED W.B.
CHECKED	CHECKED	CHECKED

IN CHARGE OF

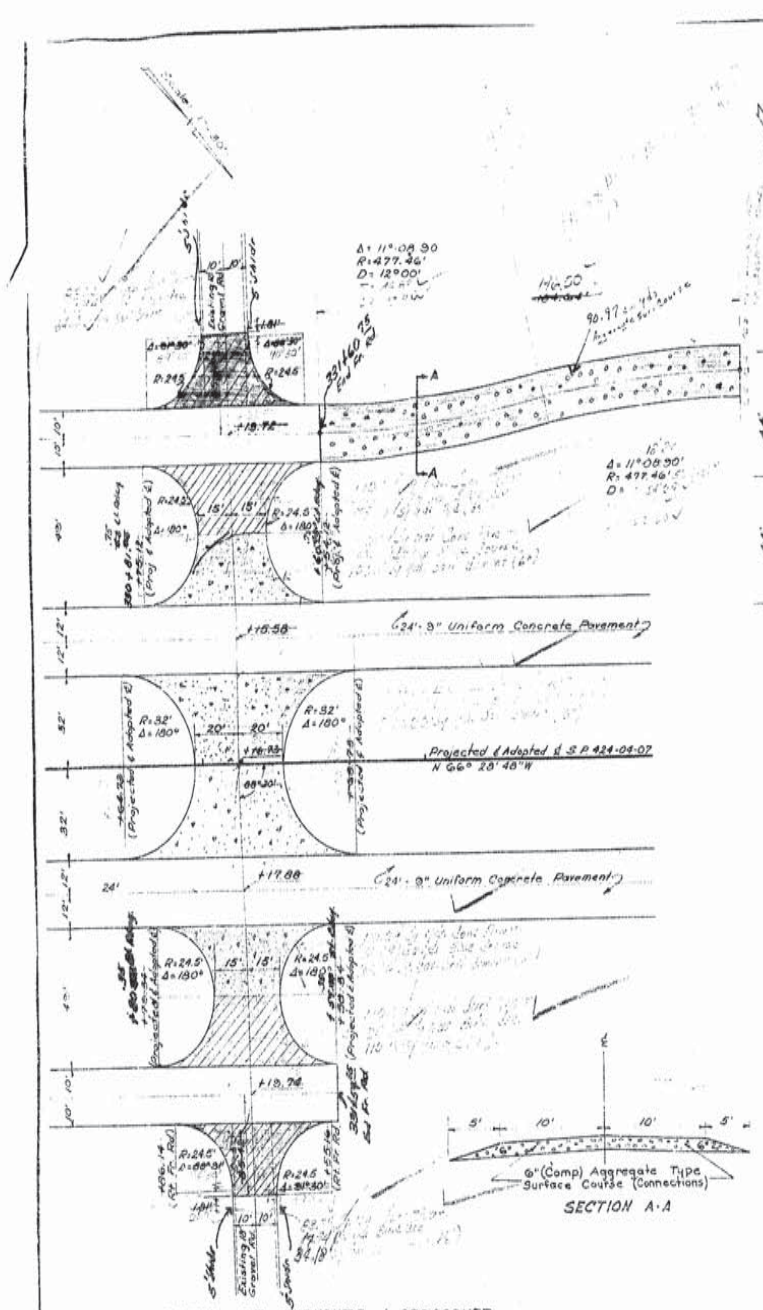
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F-FG	STATE PROJECT	PARISH
181 (11)	424-04-07	Iberia

360



DETAIL OF TURNOUTS & CROSSOVER
STA. 331 + ~~[illegible]~~ 80.55 (PROJ. & ADOPTED ℄)

Quantities:

Crossover
- 382.1 Sq. Yds. 9" Uniform Concrete Pavement
- 63.4 Cu. Yds. Base Course (Net)

Turnout Lt. of Lt. Roadway
- 110.3 Sq. Yds. 9" Uniform Concrete Pavement
- 18.3 Cu. Yds. Base Course (Net)

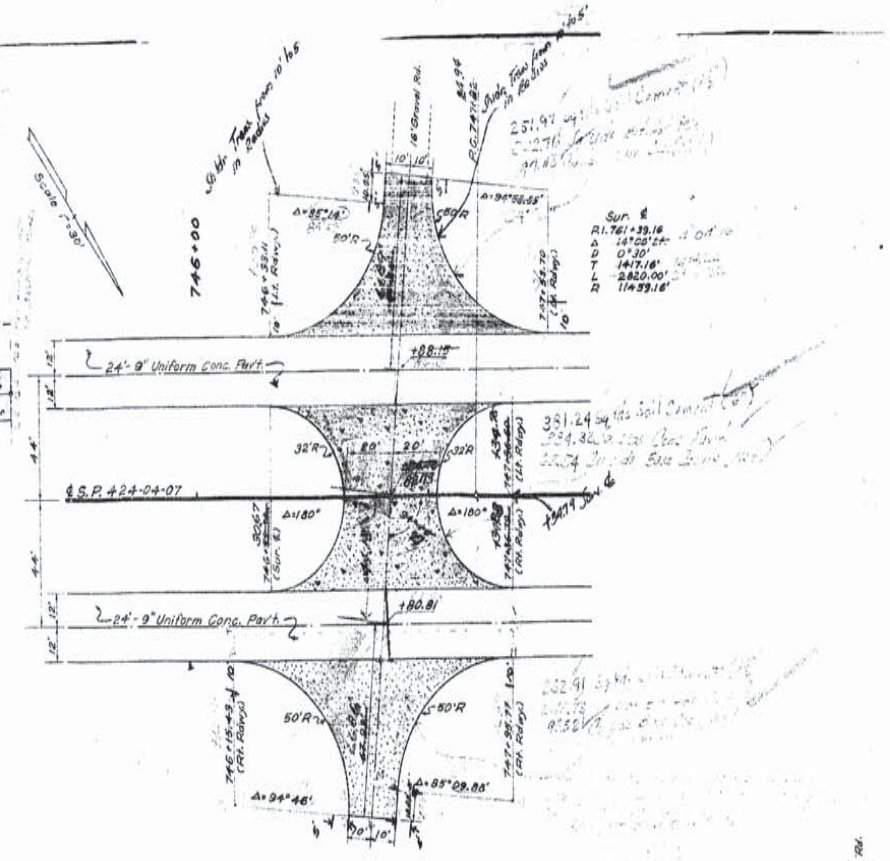
Turnout Rt. of Rt. Roadway
- 110.3 Sq. Yds. 9" Uniform Concrete Pavement
- 18.3 Cu. Yds. Base Course (Net)

Turnout Rt. of Lt. Frontage Road
- 110.3 Sq. Yds. Bituminous Surface Treatment
- 24.4 Cu. Yds. Base Course (Net)

Turnout Lt. of Lt. Frontage Road
- 85.1 Sq. Yds. Bituminous Surface Treatment
- 20.2 Cu. Yds. Base Course (Net)

Turnout Lt. of Rt. Frontage Road
- 110.3 Sq. Yds. Bituminous Surface Treatment
- 24.4 Cu. Yds. Base Course (Net)

Turnout Rt. of Rt. Frontage Road
- 85.1 Sq. Yds. Bituminous Surface Treatment
- 20.2 Cu. Yds. Base Course (Net)



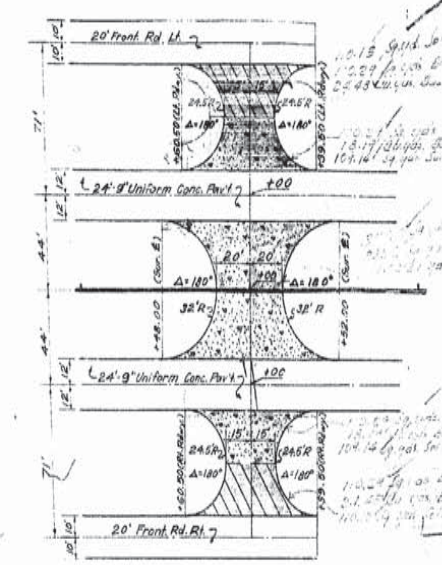
DETAIL OF TURNOUTS & CROSSOVER
STA. 746 + ~~84.48~~ (Sur. ℄)

Quantities:

Crossover
- 382.1 Sq. Yds. 9" Uniform Conc. Pav't.
- 63.4 Cu. Yds. Base Cse. (Net)

Turnout Lt.
- 243.7 Sq. Yds. Asphaltic Conc. Pav't.
- 84.2 Cu. Yds. Base Cse. (Net)

Turnout Rt.
- 243.7 Sq. Yds. Asphaltic Conc. Pav't.
- 84.2 Cu. Yds. Base Cse. (Net)



DETAIL OF X-OVERS
STA. 700 + 00.00
Scale 1" = 40'

Quantities:

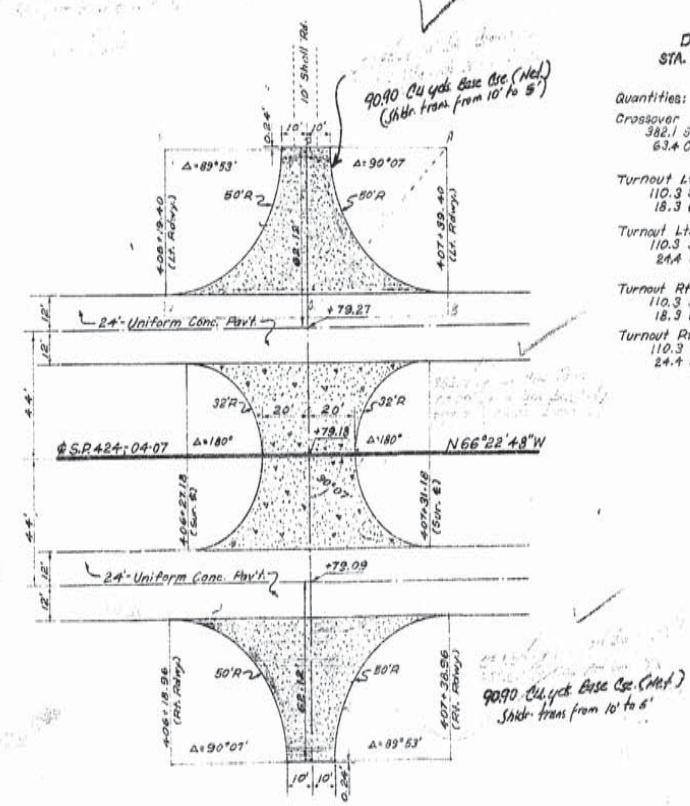
Crossover
- 382.1 Sq. Yds. 9" Uniform Conc. Pav't.
- 63.4 Cu. Yds. Base Cse. (Net)

Turnout Lt.
- 110.3 Sq. Yds. 9" Uniform Conc. Pav't.
- 18.3 Cu. Yds. Base Cse. (Net)

Turnout Lt.
- 110.3 Sq. Yds. Bit. Surface Treatment
- 24.4 Cu. Yds. Base Cse. (Net)

Turnout Rt.
- 110.3 Sq. Yds. 9" Uniform Conc. Pav't.
- 18.3 Cu. Yds. Base Cse. (Net)

Turnout Rt.
- 110.3 Sq. Yds. Bit. Surface Treatment
- 24.4 Cu. Yds. Base Cse. (Net)



DETAIL OF TURNOUTS & CROSSOVER
STA. 406 + 79.18 (PROJ. & ADOPTED ℄)

Quantities:

Crossover
- 382.1 Sq. Yds. 9" Uniform Conc. Pav't.
- 63.4 Cu. Yds. Base Cse. (Net)

Turnout Lt.
- 230.6 Sq. Yds. Asphaltic Conc. Pav't.
- 79.5 Cu. Yds. Base Cse. (Net)

Turnout Rt.
- 230.6 Sq. Yds. Asphaltic Conc. Pav't.
- 79.5 Cu. Yds. Base Cse. (Net)

LEGEND
- 9" Uniform Concrete Pavement
- Asphaltic Concrete Pavement
- Bituminous Surface Treatment

DATE	DESCRIPTION	BY
	REVISIONS	

DETAILS OF TURNOUTS & CONNECTIONS

Sheet 1 of 3 Sheets

DATED Feb. 1960

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

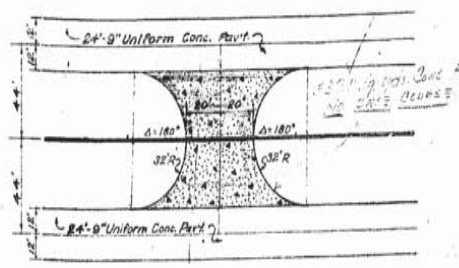
DESIGNED	DETAILED R. Hoarth	TRACED E. Hessler
CHECKED	CHECKED J. McMillan	CHECKED W. Grice
IN CHARGE OF		

12

AS BUILTS

F-RD	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	58

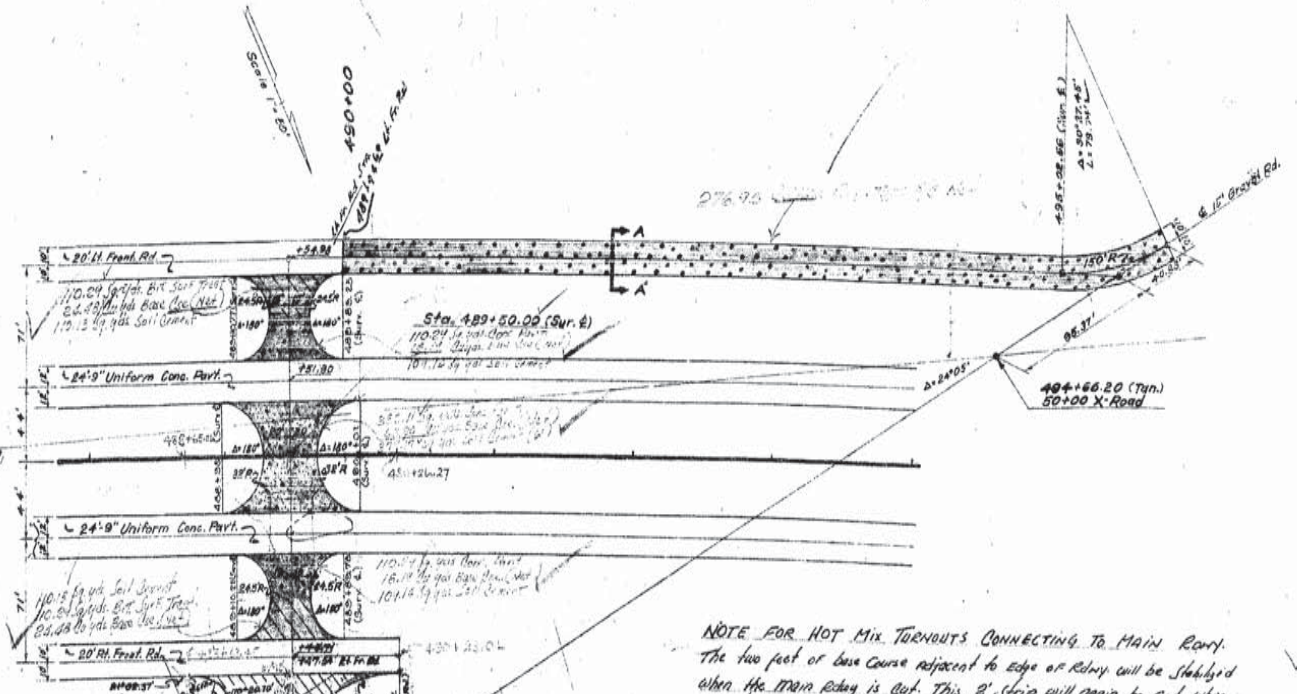
361



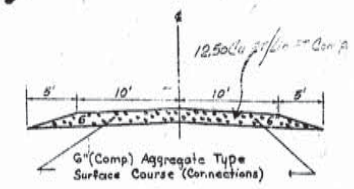
DETAIL OF CROSSOVER IN 0°30' CURVES
STA. 757+55.00, 764+60.00, 505+00.00
Scale 1" = 40'

Quantities:

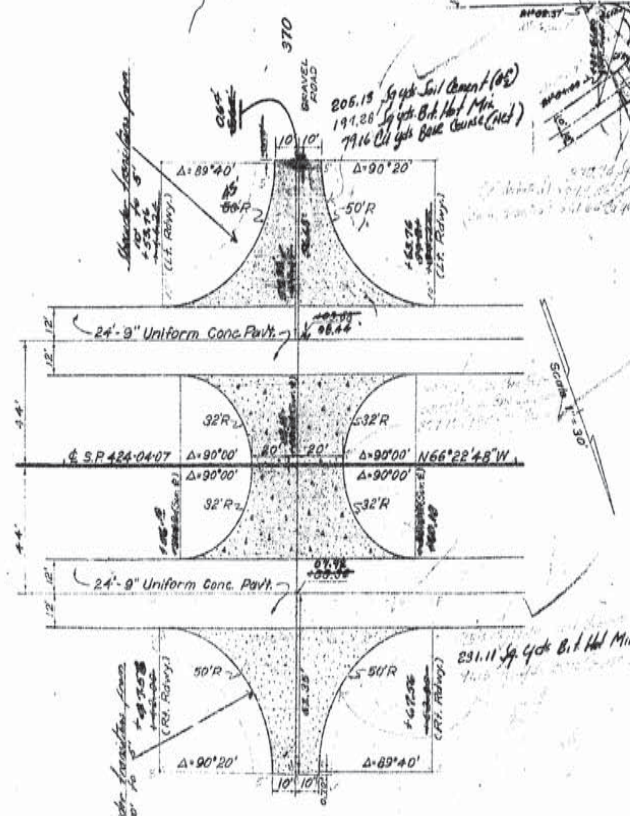
Crossover
382.1 Sq. Yds. 9" Uniform Conc. Pav't.
(No Base Course Req'd.)



NOTE FOR HOT MIX TURNOUTS CONNECTING TO MAIN RDWY.
The two feet of base course adjacent to edge of Rdwy. will be Stabilized when the main Rdwy is Cut. This 2' Strip will again be Cut when the turnout is Stabilized but at a higher elev. No deduction is to be made for this 2' Section.



SECTION A-A



DETAIL OF TURNOUTS & CROSSOVER
Sta. 370+~~93.68~~ (PROJ. & ADOPTED ℄)
+06.18

Quantities:
Turnout Lt.
231.1 Sq. Yds. Asphaltic Conc. Pav't.
79.7 Cu. Yds. Base Cse. (Net)
Turnout Rt.
231.1 Sq. Yds. Asphaltic Conc. Pav't.
79.7 Cu. Yds. Base Cse. (Net)

Crossover ℄
382.1 Sq. Yds. 9" Uniform Conc. Pavt.
63.4 Cu. Yds. Base Cse. (Net)

DETAIL OF CROSSOVER & CONNECTION
STA. 489+50.00 (Sur. ℄)

Quantities:

Crossover ℄
382.1 Sq. Yds. 9" Uniform Conc. Pav't.
63.4 Cu. Yds. Base Cse. (Net)

Turnout Lt.
110.3 Sq. Yds. 9" Uniform Conc. Pav't.
18.3 Cu. Yds. Base Cse. (Net)

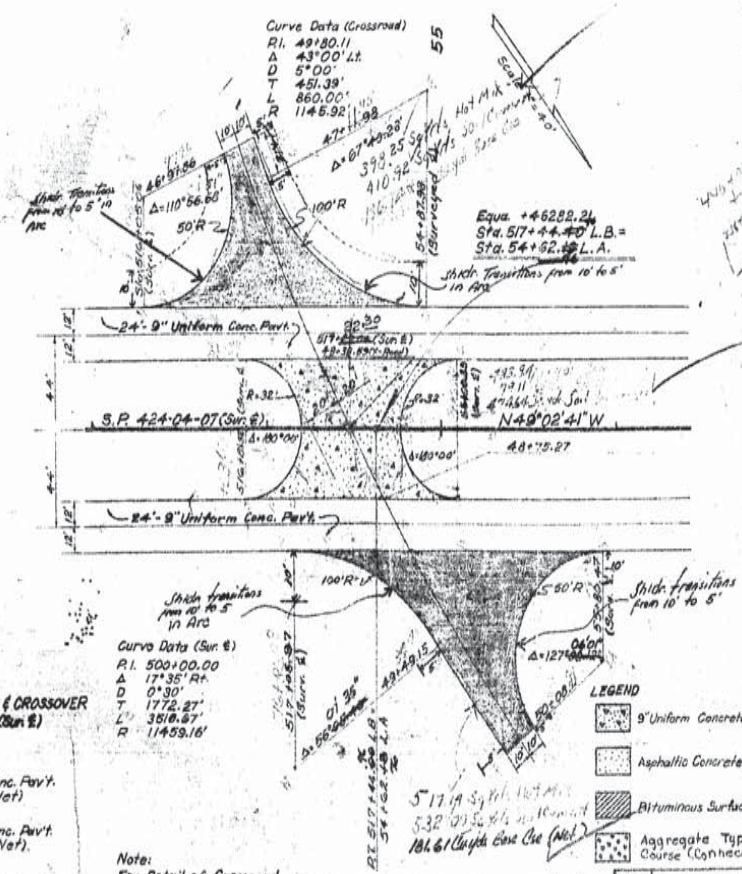
Turnout Lt.
110.3 Sq. Yds. Bit. Surface Treatment
24.4 Cu. Yds. Base Cse. (Net)

Turnout Rt.
110.3 Sq. Yds. 9" Uniform Conc. Pav't.
18.3 Cu. Yds. Base Cse. (Net)

Turnout Rt.
110.3 Sq. Yds. Bit. Surface Treatment
24.4 Cu. Yds. Base Cse. (Net)

Turnout Rt. of Rt. Front. Rd.
366.4 Sq. Yds. Bit. Surface Treatment
94.7 Cu. Yds. Base Cse. (Net)

Connection Lt.
277.0 Cu. Yds. Aggregate Type Surface Course (Connections) (Net)



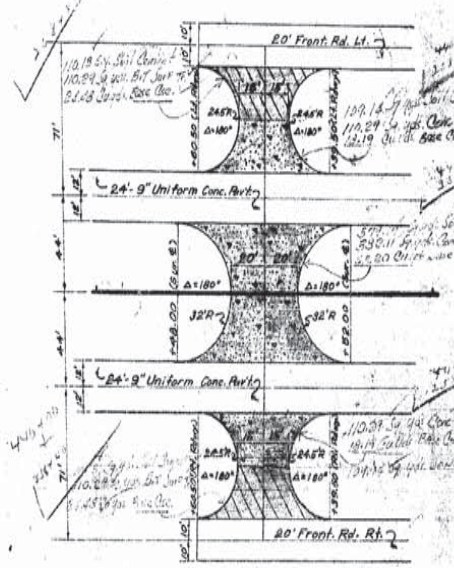
Curve Data (Sur. ℄)
P.I. 500+00.00
Δ 17°35' Rt.
D 0°30'
T 1772.27'
L 3514.27'
R 11459.16'

DETAIL OF TURNOUTS & CROSSOVER
STA. 517+~~[illegible]~~ (Sur. ℄)
~~[illegible]~~

Quantities:
Turnout Lt.
383.8 Sq. Yds. Asphaltic Conc. Pav't.
97.8 Cu. Yds. Base Cse. (Net)
Turnout Rt.
5'17.19 ~~[illegible]~~ Sq. Yds. Asphaltic Conc. Pav't.
186.6 Cu. Yds. Base Cse. (Net).

Crossover
~~[illegible]~~ 447 Sq. Yds. 9" Uniform Conc. Pav't.
~~[illegible]~~ Cu. Yds. Base Cse. (Net)

Note:
For Detail of Crossroad Along Commercial Canal
(See Sheet No 36)



DETAIL OF X-OVERS
STA. 258+40, 440+00.00
Scale 1" = 40'

Quantities:

Crossover
382.1 Sq. Yds. 9" Uniform Conc. Pav't.
63.4 Cu. Yds. Base Cse. (Net)

Turnout Lt.
110.3 Sq. Yds. 9" Uniform Conc. Pav't.
18.3 Cu. Yds. Base Cse. (Net)

Turnout Lt.
110.3 Sq. Yds. Bit. Surface Treatment
24.4 Cu. Yds. Base Cse. (Net)

Turnout Rt.
110.3 Sq. Yds. 9" Uniform Conc. Pav't.
18.3 Cu. Yds. Base Cse. (Net)

Turnout Rt.
110.3 Sq. Yds. Bit. Surface Treatment
24.4 Cu. Yds. Base Cse. (Net)

LEGEND
- 9" Uniform Concrete Pavement
- Asphaltic Concrete Pavement
- Bituminous Surface Treatment
- Aggregate Type Surface Course (Connections)

DATE	DESCRIPTION	BY
	REVISIONS	

DETAILS OF TURNOUTS & CONNECTIONS
Sheet 2 of 3 Sheets

DATED FEB. 1966

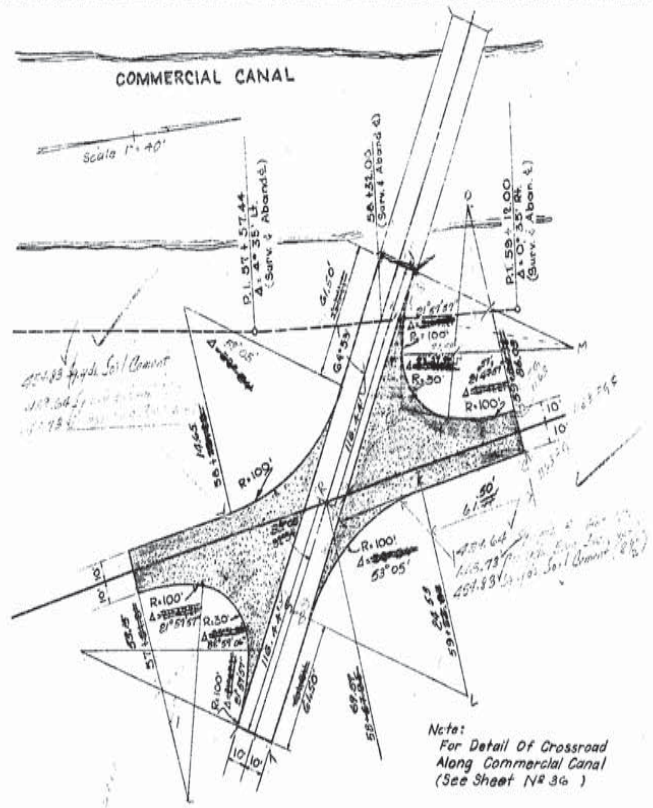
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	REVIEWED

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(1)	424-04-07	Iberia	34

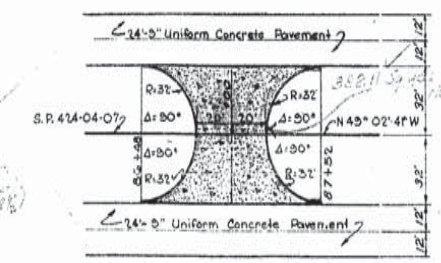


DETAIL OF INTERSECTION
STA. 58+67.95 (Proj. ℄ of Adopt. ℄ of Parish Road Along Commercial Canal)

Quantities:

Turnout Lt.
438.8 Sq. Yds. Asphaltic Conc. Pav't.
132.3 Cu. Yds. Base Cse. (Net)

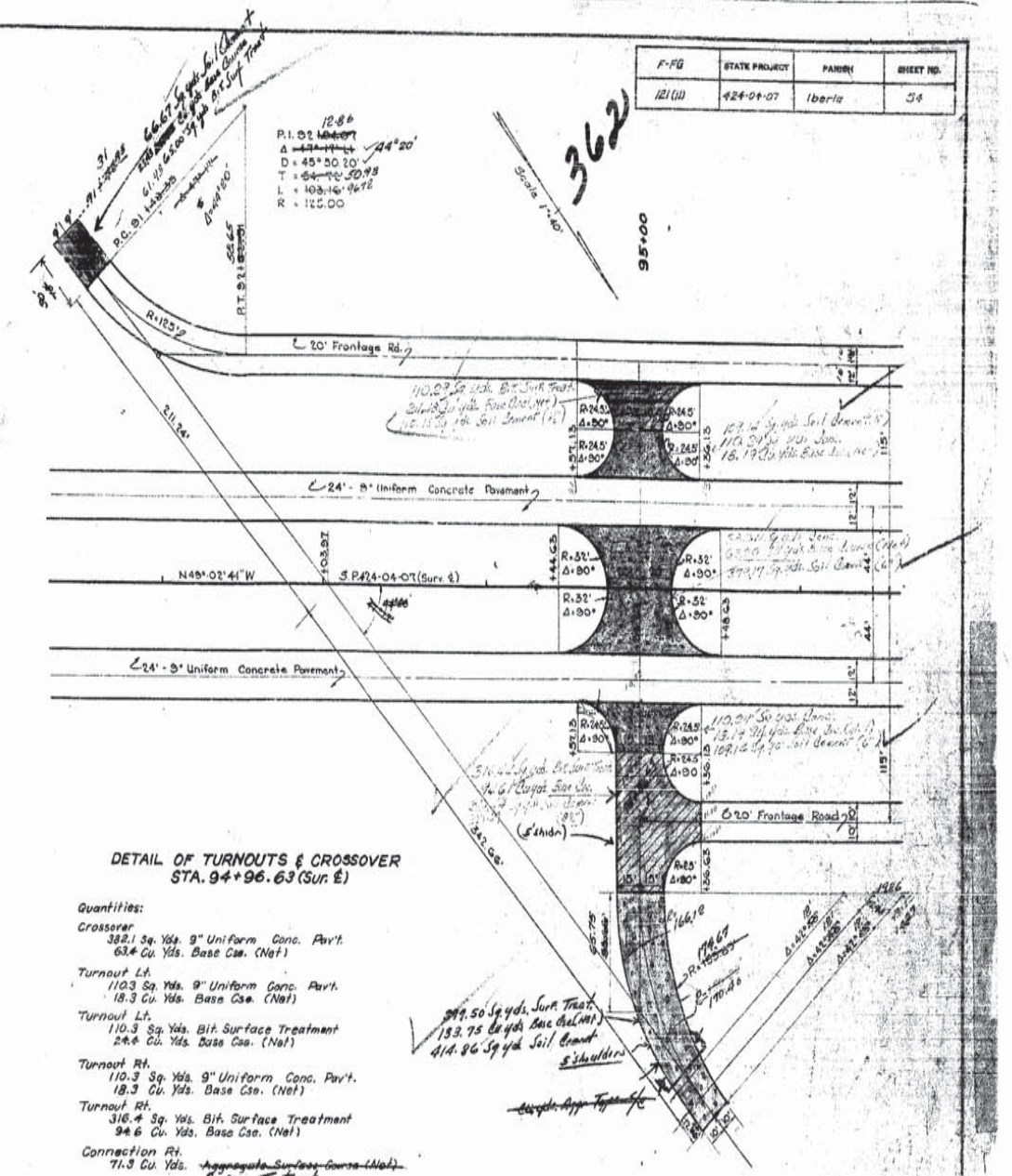
Turnout Rt.
438.8 Sq. Yds. Asphaltic Conc. Pav't.
132.3 Cu. Yds. Base Cse. (Net)



DETAIL OF CROSSOVER
STA. 87+00.00, 71+00.00, 234+31.00, 248+47.00, 341+83.00, 390+00.00, 713+26.00, 729+75.00 & 418+75.00

Quantities:

Crossover
382.1 Sq. Yds. 9" Uniform Conc. Pav't.
(No Base Course Req'd)



DETAIL OF TURNOUTS & CROSSOVER
STA. 94+96.63 (Sur. ℄)

Quantities:

Crossover
382.1 Sq. Yds. 9" Uniform Conc. Pav't.
63.4 Cu. Yds. Base Cse. (Net)

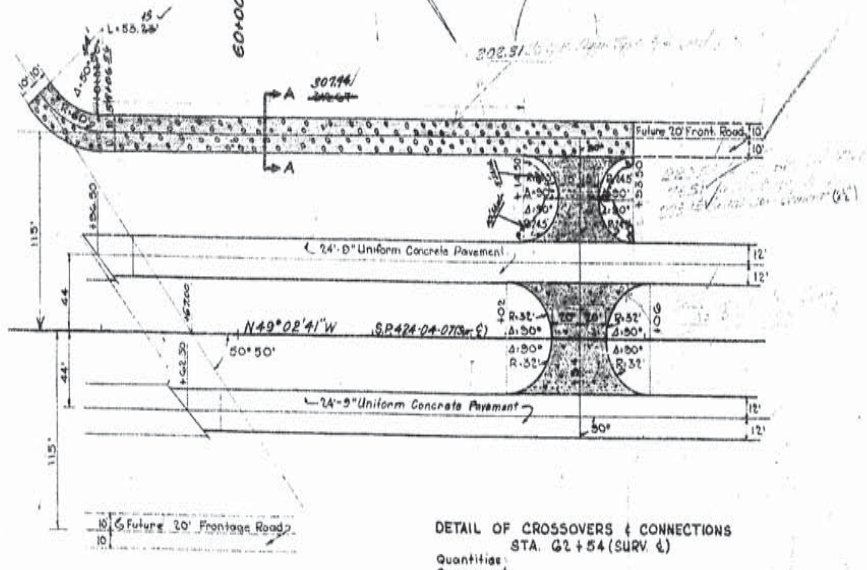
Turnout Lt.
110.3 Sq. Yds. 9" Uniform Conc. Pav't.
18.3 Cu. Yds. Base Cse. (Net)

Turnout Lt.
110.3 Sq. Yds. Bit. Surface Treatment
24.4 Cu. Yds. Base Cse. (Net)

Turnout Rt.
110.3 Sq. Yds. 9" Uniform Conc. Pav't.
18.3 Cu. Yds. Base Cse. (Net)

Turnout Rt.
316.4 Sq. Yds. Bit. Surface Treatment
94.6 Cu. Yds. Base Cse. (Net)

Connection Rt.
71.3 Cu. Yds. ~~Aggregate Surface Course (Net)~~ Surface Treatment



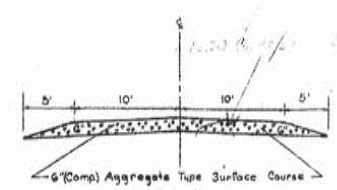
DETAIL OF CROSSOVERS & CONNECTIONS
STA. 62+54 (SURV. ℄)

Quantities

Crossover
382.1 Sq. Yds. 9" Uniform Concrete Pavement
(No Base Course Req'd)

Crossover Lt.
220.6 Sq. Yds. Asphaltic Concrete Pavement
38.6 Cu. Yds. Base Course (Net)

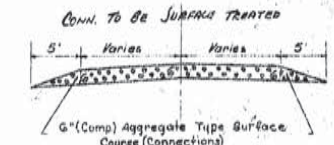
Aggregate Connections Lt
209.0 Cu. Yds. Aggregate Type Surface Course Connections (Net)



SECTION A-A

LEGEND

- 9" Uniform Concrete Pavement
- Asphaltic Concrete Pavement
- Bituminous Surface Treatment
- Aggregate Type Surface Course (Connections)



SECTION ~~A~~-~~A~~

DATE	DESCRIPTION	BY

REVISIONS

DETAILS OF TURNOUTS & CONNECTIONS
Sheet 3 of 3 Sheets

DATED Feb. 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

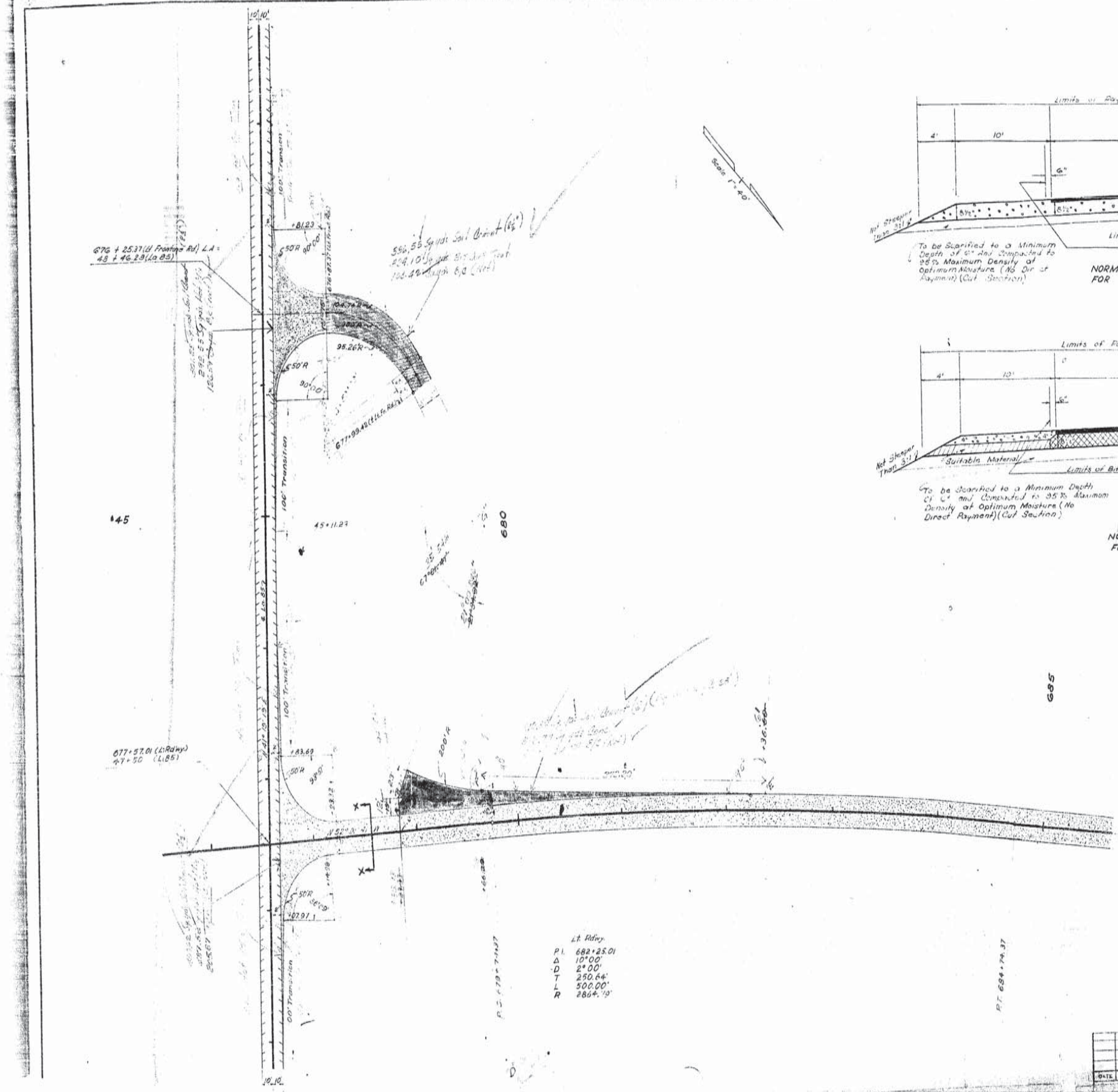
DESIGNED	DETAILED N. Roquet	TRACED Mahan
CHECKED	CHECKED W. Gridel	DATE
IN CHARGE OF		

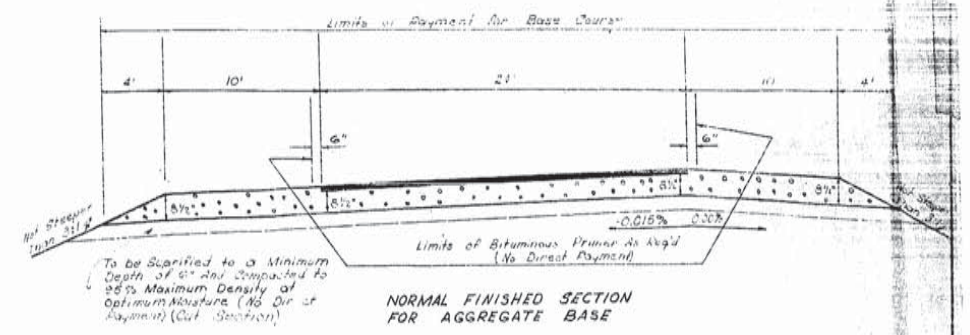
12

AS BUILTS

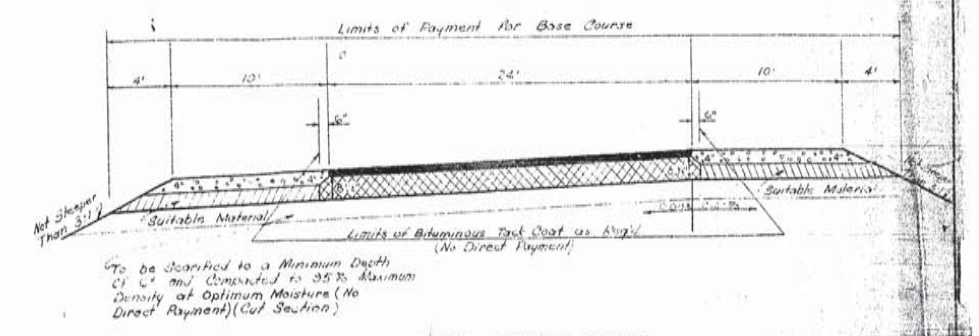
F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	57

363





NORMAL FINISHED SECTION FOR AGGREGATE BASE



NORMAL FINISHED SECTION FOR STABILIZED BASE

SECTION X-X

LEGEND

- 9" Uniform Concrete Pavement
- Asphaltic Concrete Pavement
- Bituminous Surface Treatment

GEOMETRIC LAYOUT
La 85 INTERCHANGE
SHEET 2 OF 18 SHEETS

DATED 1969

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

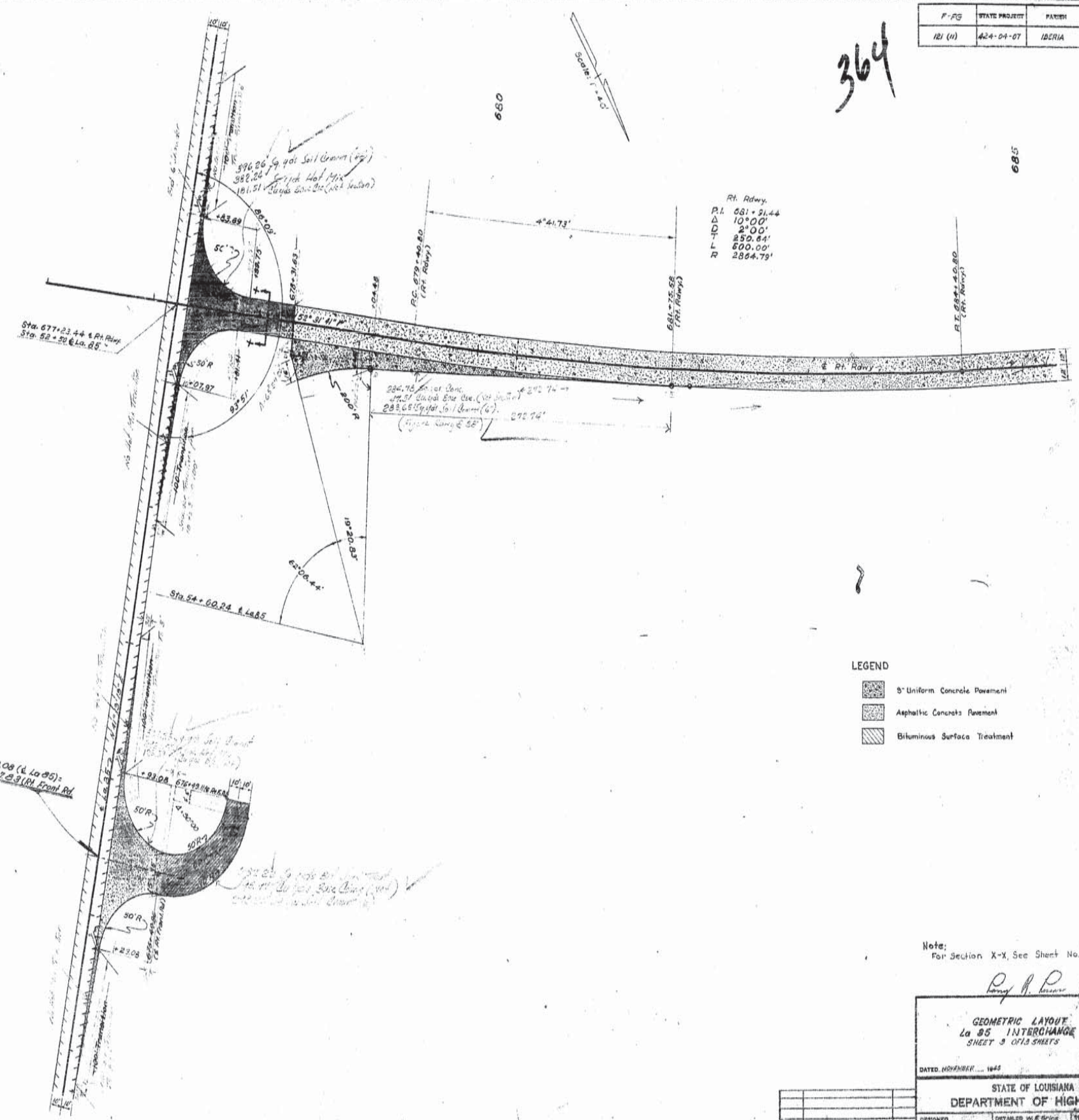
DESIGNED | DETAILED | CHECKED | CHECKED

DATE	DESCRIPTION	BY

AS BUILTS

F-FS	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	58

364



LEGEND

- 8" Uniform Concrete Pavement
- Asphaltic Concrete Pavement
- Bituminous Surface Treatment

Note:
For Section X-X, See Sheet No. 57

GEOMETRIC LAYOUT
La 85 INTERCHANGE
SHEET 3 OF 13 SHEETS

DATED NOVEMBER 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W. E. Price	TRACED
CHECKED	CHECKED R. Roark	CHECKED
IN CHARGE OF		

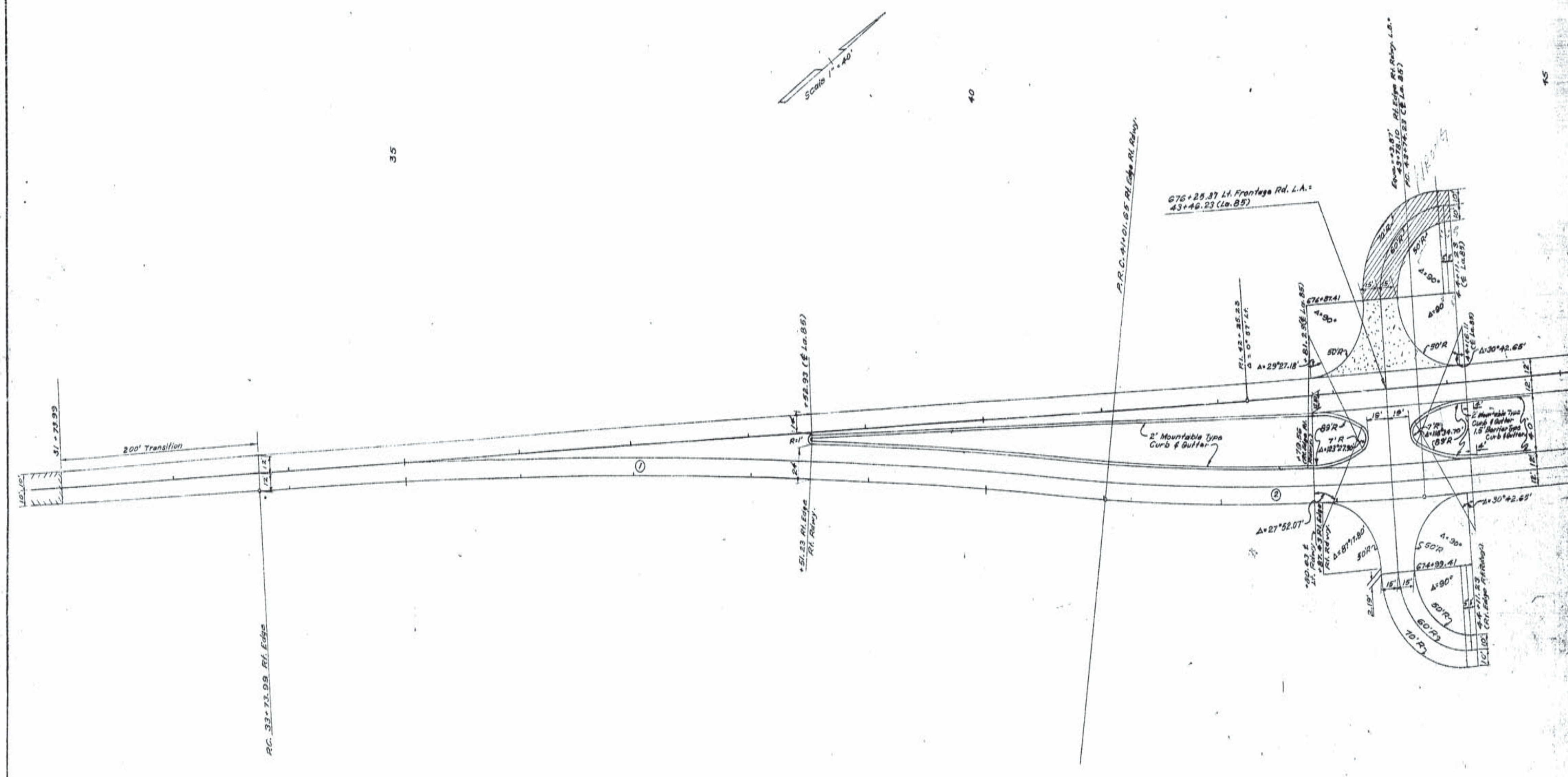
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	38

365



① CURVE DATA

D 1°00'
Δ 7°17.51
T 365.08'
L 729.18'
R 5729.58'

② CURVE DATA

D 3°00'
Δ 8°14.51'
T 137.60'
L 274.73'
R 1909.86'

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

[dotted]	Asphaltic Concrete Pavement
[hatched]	3 Applications Bituminous Surface Treatment
[blank]	Future Construction

DETAIL OF FUTURE TRANSITION
La 85

Sheet 4 of 13 Sheets

DATED March 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED K. Roark	TRACED L. Shrader
CHECKED	CHECKED W. Grice	CHECKED W. Grice
IN CHARGE OF		

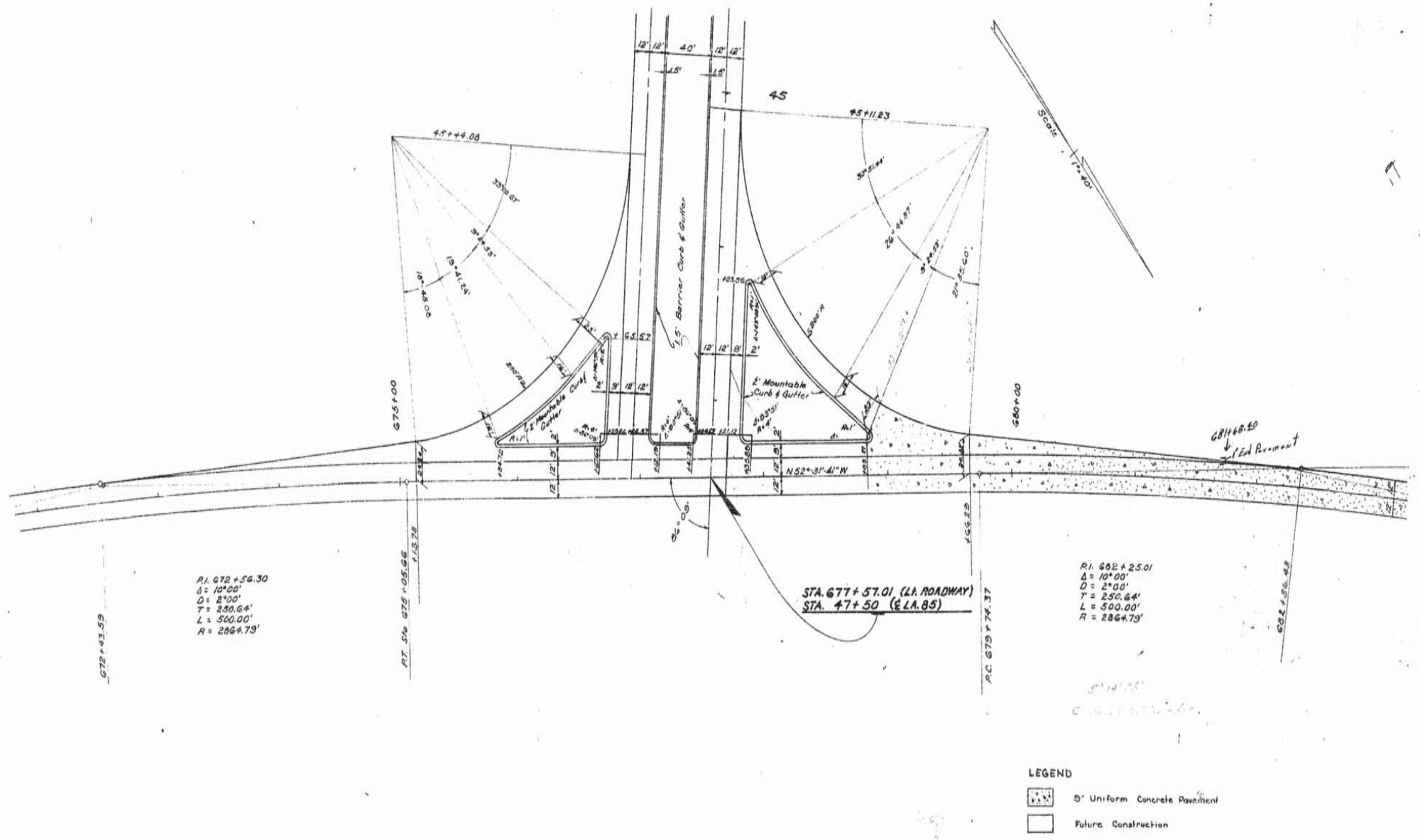
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F.F.G.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	60

366



LEGEND

- 9" Uniform Concrete Pavement
- Future Construction

NOTE
Radii Given Are to Back of Curb Unless Otherwise Noted

DETAILS OF FUTURE INTERSECTION
LEFT-ROADWAY ℄ La 186

Sheet 5 of 13 Sheets

DATED March 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

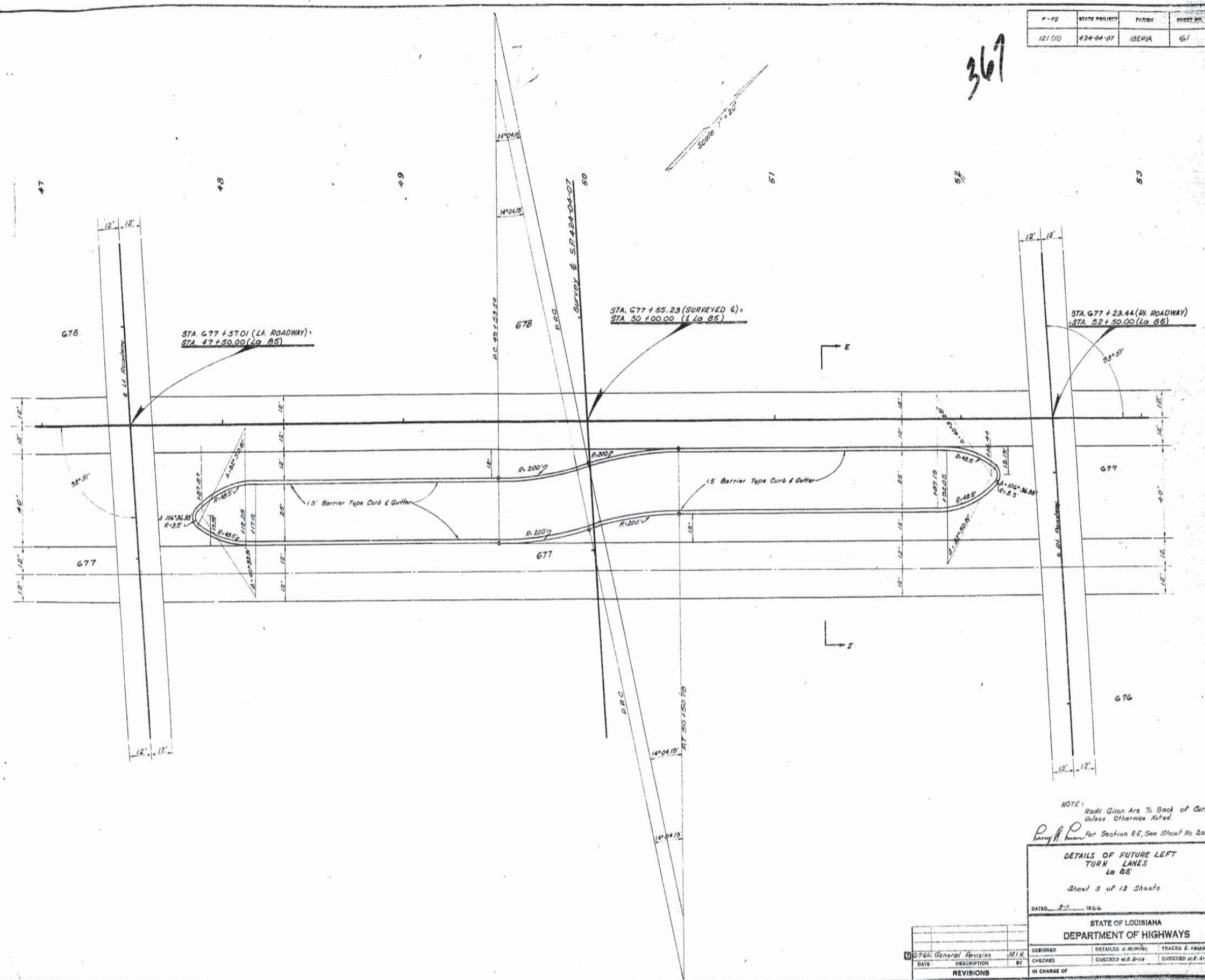
DESIGNED | DETAILED K.J. Roach | TRACED K. Smith
CHECKED | CHECKED H.E. Grice | CHECKED K.J. Roach
IN CHARGE OF

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	61

367



NOTE: Radii Given Are To Back of Curb Unless Otherwise Noted.

For Section E-E, See Sheet No. 2a

DETAILS OF FUTURE LEFT TURN LANES
La 85

Sheet 3 of 13 Sheets

DATED 8-11 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED H. McMillan	TRACED E. Kaiser
CHECKED	CHECKED W.E. Brice	CHECKED W.E. Gibbs
IN CHARGE OF		

DATE	DESCRIPTION	BY
8-7-66	General Revision	M.I.K.

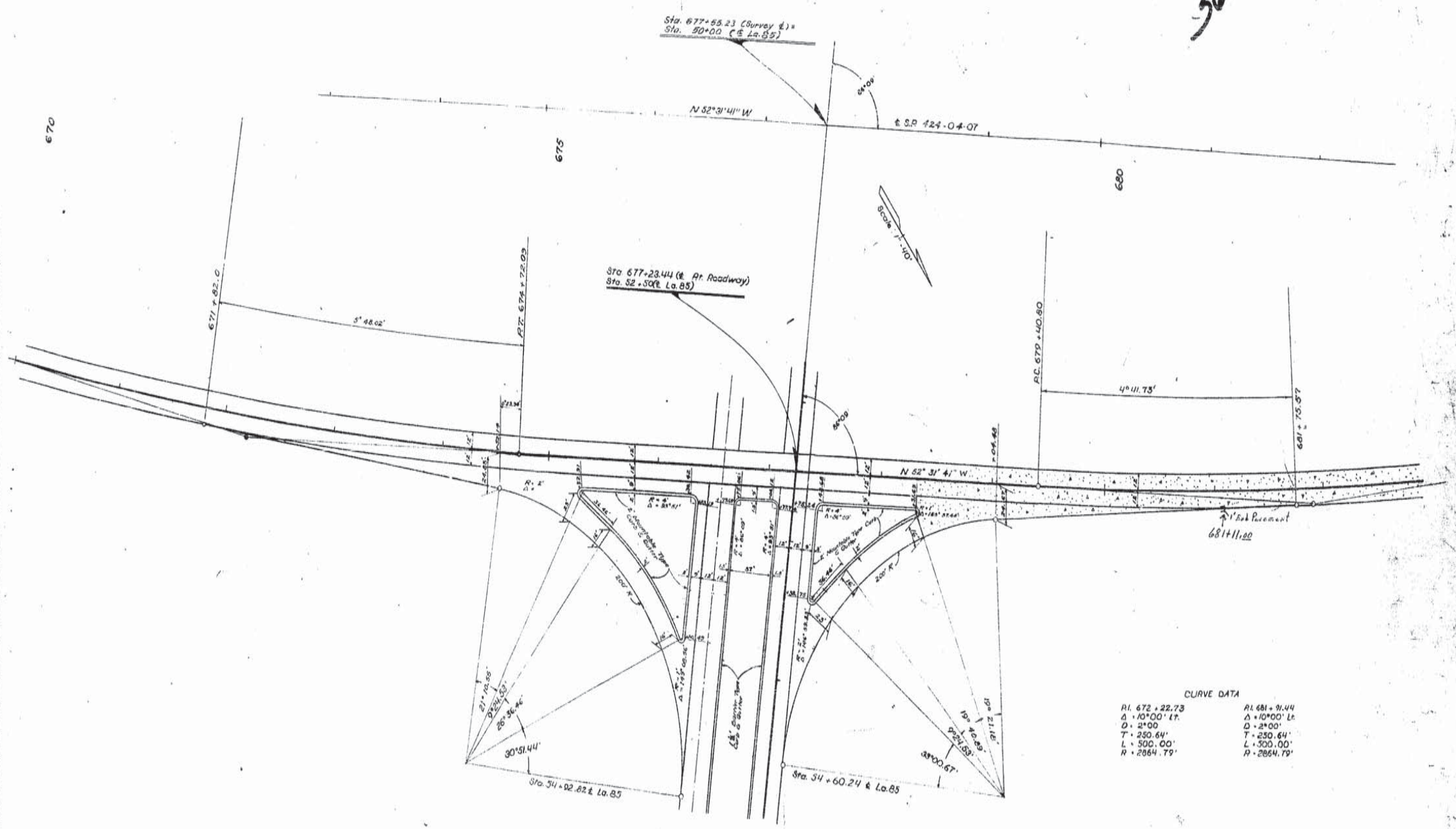
REVISIONS

12

AS BUILTS

F-FD	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	42

368



CURVE DATA

P.I. 672 + 22.73	P.I. 681 + 91.44
Δ = 10°00' Lt.	Δ = 10°00' Lt.
D = 2°00	D = 2°00'
T = 250.64'	T = 250.64'
L = 500.00'	L = 500.00'
R = 2864.79'	R = 2864.79'

Note:
Radii Given Are To The Back Of Curb
Unless Otherwise Noted.

LEGEND

9" Uniform Concrete Pavement

Future Construction

DETAIL OF FUTURE INTERSECTION
RIGHT ROADWAY ℄ La 85

Sheet 7 of 18 Sheets.

DATED Aug. 16 65

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

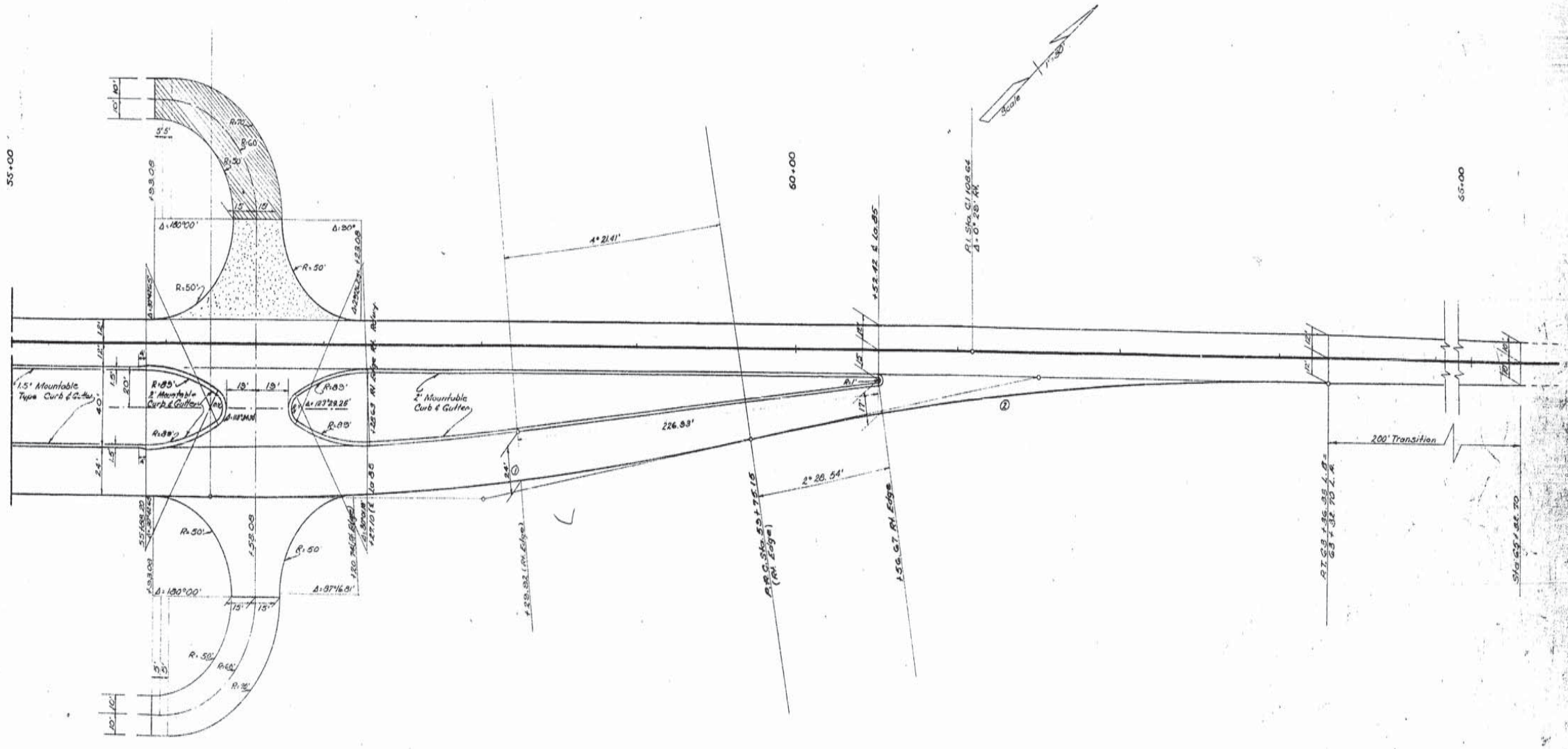
DESIGNED	DETAILED M. Savoie	TRACED J. Nelson
CHECKED	CHECKED K. Roark	CHECKED K. Roark
IN CHARGE OF		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	68

369



①	②
P.I. 58+03.09	P.I. 61+56.28
Δ = 10° 21.13'	Δ = 10° 50.13'
D = 3° 00'	D = 3° 00'
T = 173.01'	T = 181.13'
L = 345.07'	L = 361.18
R = 1909.86'	R = 1909.86

LEGEND

- 1½" Asphaltic Concrete Pavement
- 3' Applications Bitumuinous Surface Treatment
- Future Construction

Note:
Radii Given are to Back of Curb Unless Otherwise Noted

DETAIL OF FUTURE TRANSITION
La 85

Sheet 8 of 13 Sheets

DATED March 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED M.J. Savoie	TRACED J. Macon
CHECKED	CHECKED J.E. McMillan	CHECKED M.E. Brown
IN CHARGE OF		

DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Ibaria	71

370

Frontage Road Equa.=363.22
Sta. 296+26.43 (Front. Rd.) L.B.
Sta. 292+63.58 (Front. Rd.) L.A.
Sta. 43+70.71 ℄ Parish Rd. Proj. & Adopt.

Scale: 1" = 40'

LEGEND
Asphaltic Concrete Pavement
Bituminous Surface Treatment
Aggregate Type Surface Course

① Projected & Adopted Curve Data
P.I. 41+43.69
Δ = 3° 47' Lt
D = 1° 00'
T = 189.24'
L = 378.33'
R = 5729.58'

② Δ = 8° 38.18'
D = 1° 00'
T = 332.13'
L = 663.68'
R = 5729.58'

③ Δ = 10° 25' 18"
D = 8° 00'
T = 174.14'
L = 347.32'
R = 1909.86

Δ = 8° 00' Rt
D = 6° 00'
T = 66.78'
L = 132.33'
R = 954.55'

Skew. Transition from 10' to 5'

Skew. Trans. from 10' to 5'

Sta. 294+20.43

Match Line

Note:
For Sections A-A & B-B
See Sheet No 2J

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

SECTION C-C
6" (Comp) Aggregate Type Surface Course (Connection)

QUANTITY
Connection Lk 82.6 Cu Yds. (Comp) Aggregate Type Surface Cse. (Connection)

DATE	DESCRIPTION	BY
	REVISIONS	

DETAIL OF TRANSITION
PARISH ROAD @ STA. 294 + 08.27
Sheet 3 of 12 Sheets

DATED ... JAN ... 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

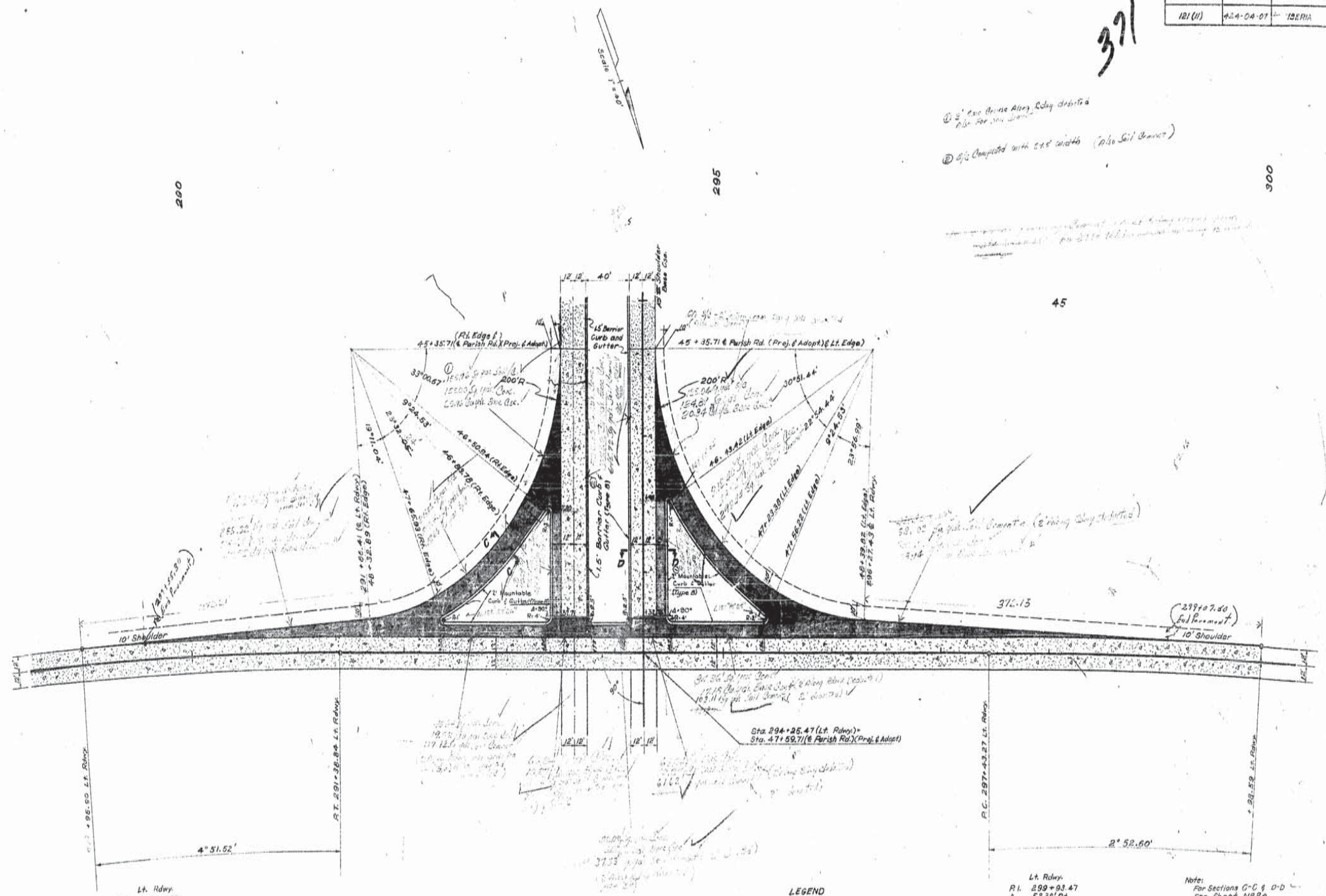
DESIGNED | DETAILED Ray Roark | TRACED
CHECKED | CHECKED W.E. Orick | CHECKED W.E. Orick
IN CHARGE OF

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	72

371



	Lt. Rdwy.
P.I.	288+30.88
Δ	12°22' Rt.
D	2°00'
T	310.37'
L	618.33'
R	2864.79'

LEGEND

9" Uniform Concrete Pavement

Asphaltic Concrete Pavement

	Lt. Rdwy.
P.I.	299+93.47
Δ	5°38' Rt.
D	1°07.60'
T	250.20'
L	500.00'
R	5085.42'

Note:
For Sections C-C & D-D See Sheet No 2e

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

INTERSECTION Lt. ROADWAY & PARISH ROAD
STA. 294+08.27
SHEET 4 OF 12 SHEETS
DATED NOVEMBER 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED K. Roach	TRACED E. Kessler
CHECKED	CHECKED W.E. Grice	CHECKED W.E. Grice
IN CHARGE OF		

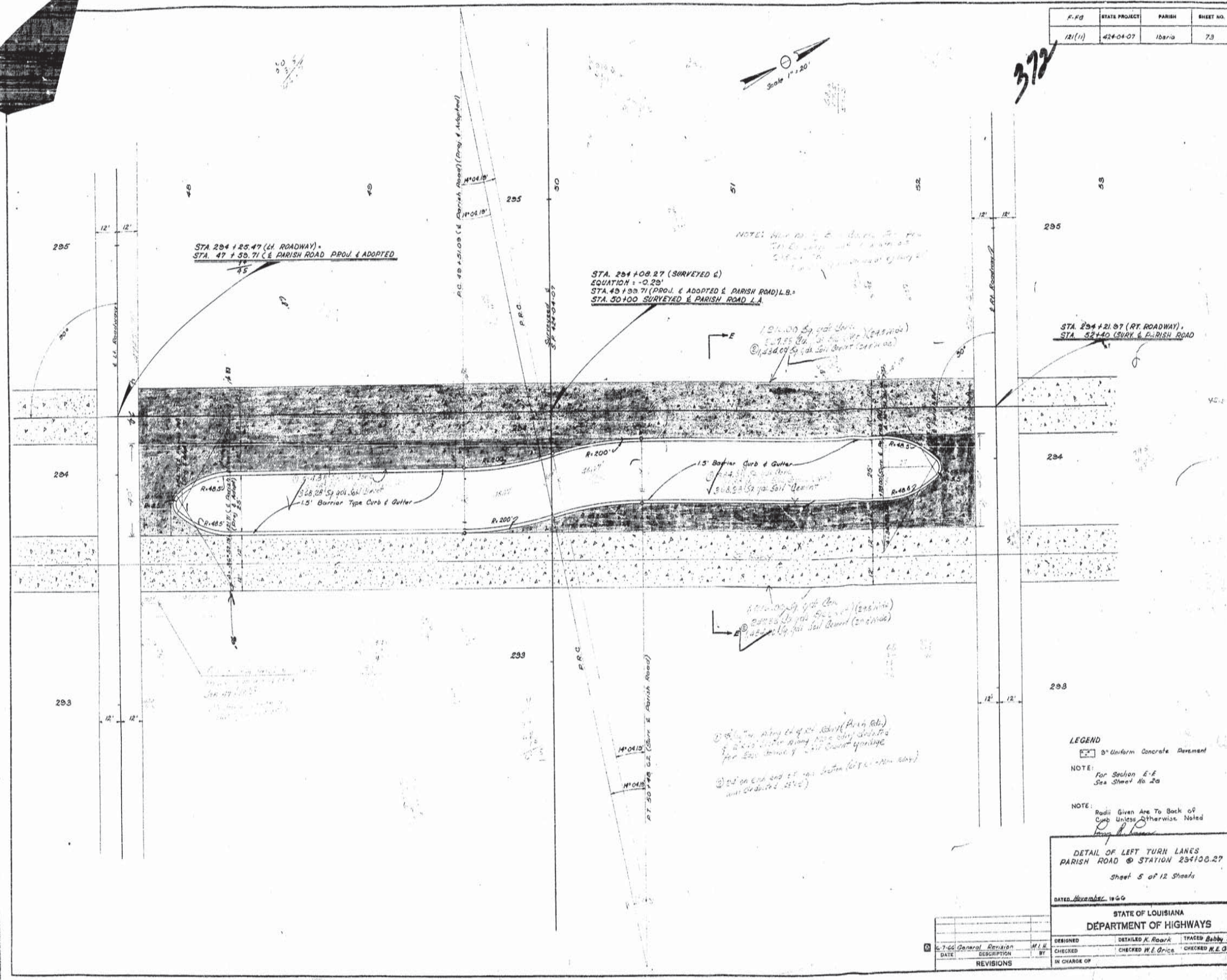
DATE	DESCRIPTION	BY
REVISIONS		

12

AS BUILTS

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	73

372

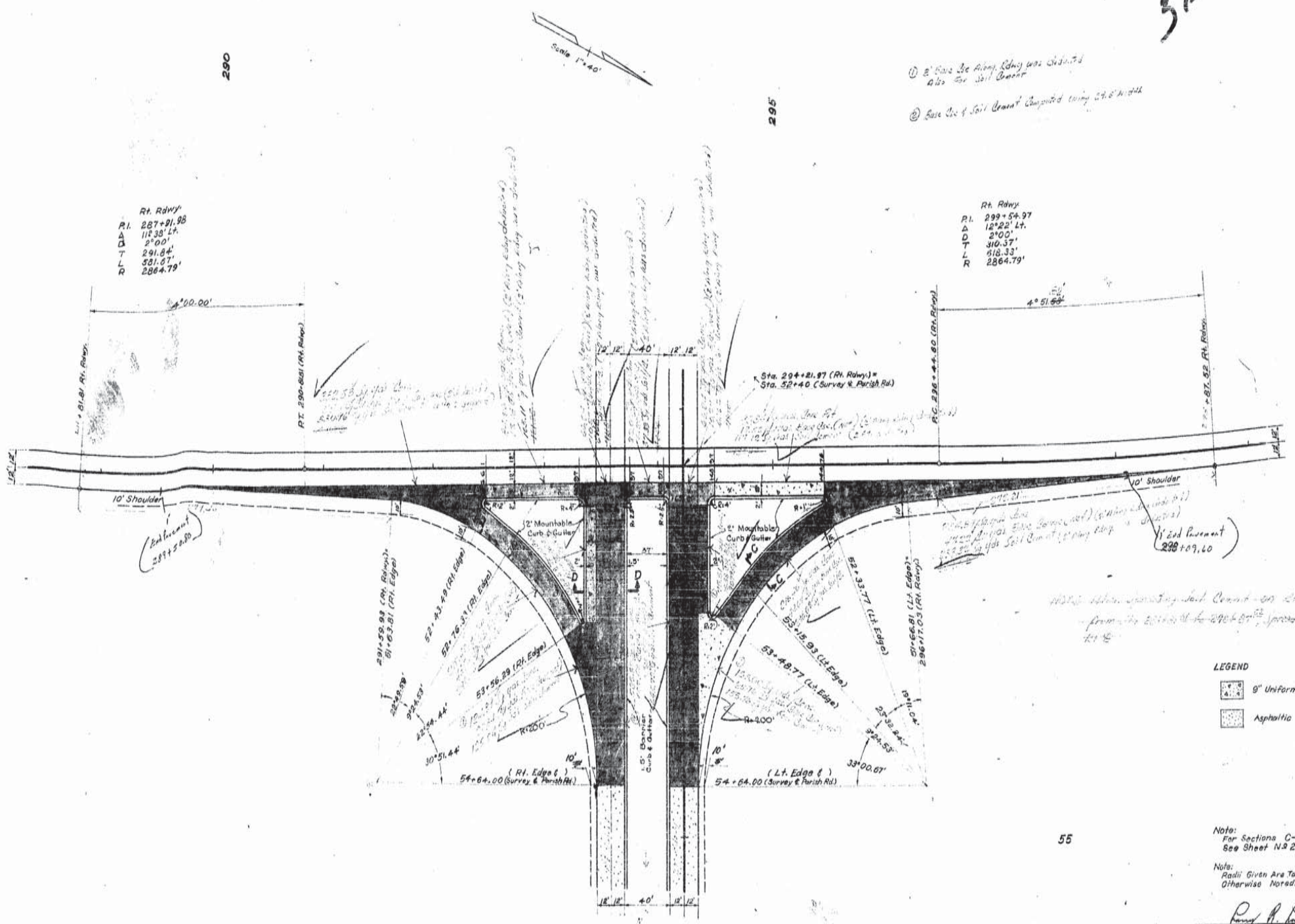


12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	74

373



LEGEND

9" Uniform Concrete Pavement

Asphaltic Concrete Pavement

55

Note:
For Sections C-C & D-D
See Sheet No. 2a

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

INTERSECTION RT. ROADWAY & PARISH ROAD
STA. 294+08.37
Sheet 6 of 13 Sheets

DATED NOVEMBER 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED K. Roark	TRACED E. Kessler
CHECKED	CHECKED W. E. Orice	CHECKED W. E. Orice
IN CHARGE OF		

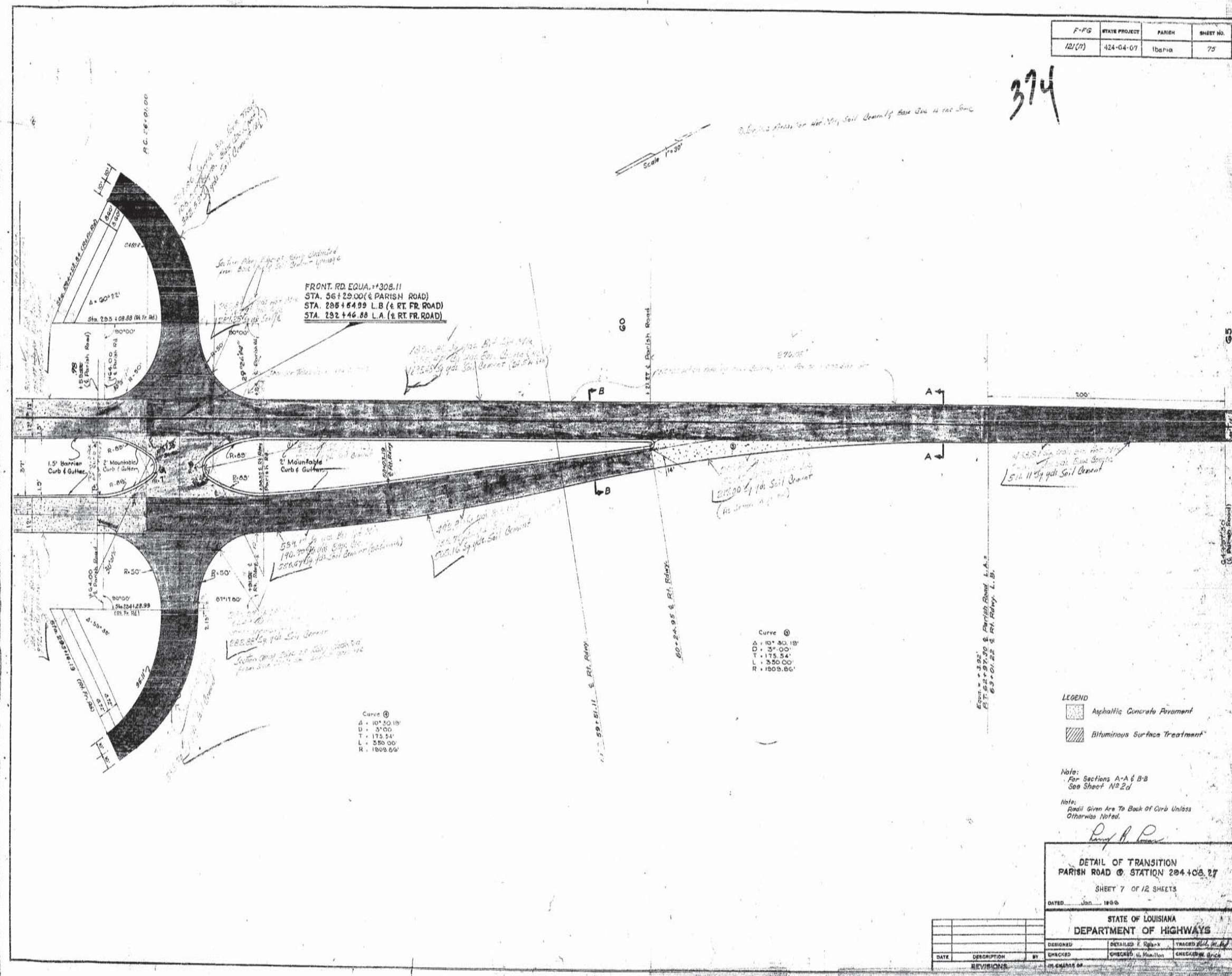
DATE	DESCRIPTION	BY
REVISIONS		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(7)	424-04-07	Iberia	75

374

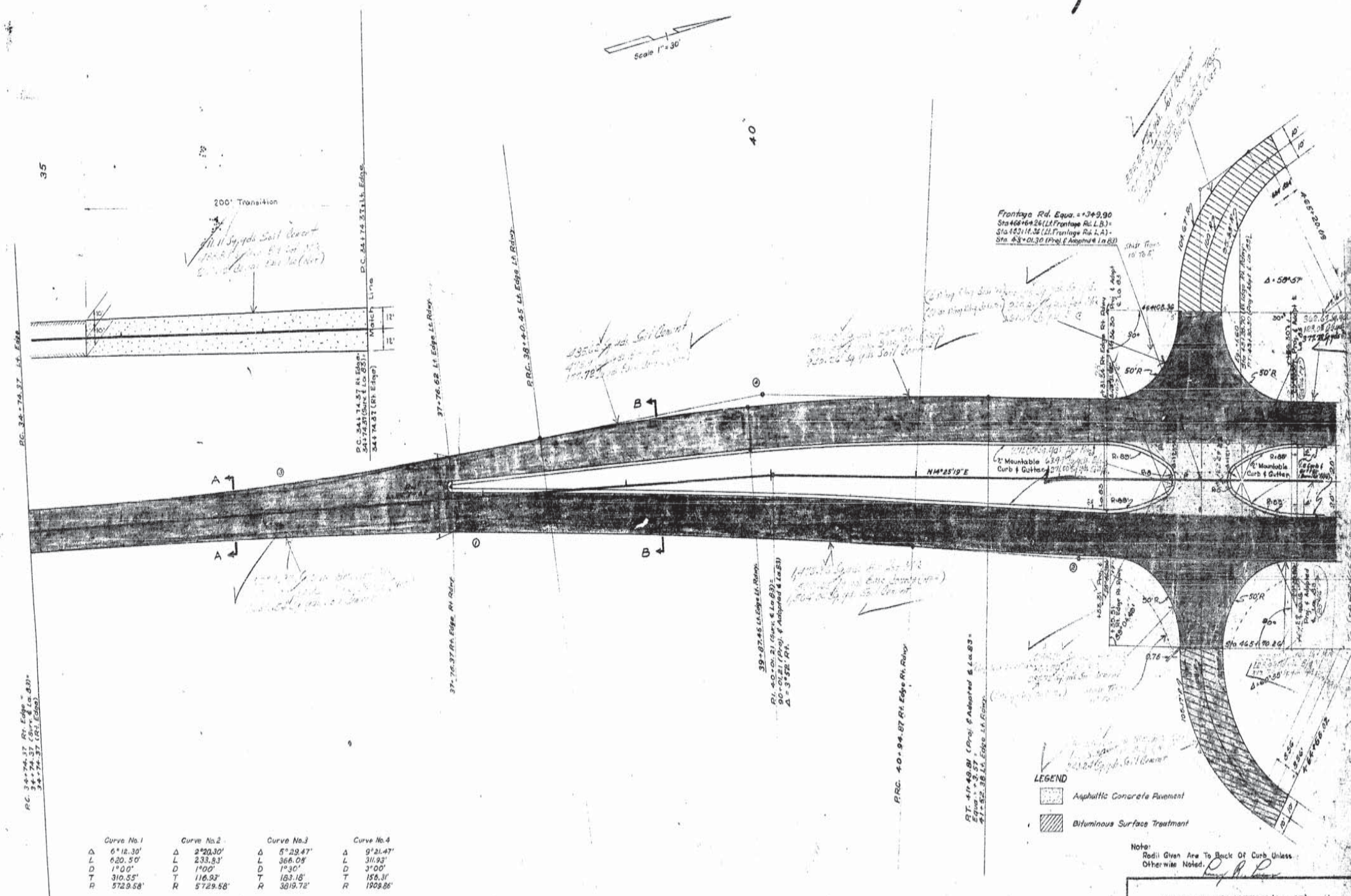


12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
(21)(11)	424-04-07	IBERIA	83

375



Curve No. 1		Curve No. 2		Curve No. 3		Curve No. 4	
Δ	6°12.30'	Δ	2°20.30'	Δ	5°29.47'	Δ	9°31.47'
L	620.50'	L	233.83'	L	368.08'	L	311.93'
D	1°00'	D	1°00'	D	1°30'	D	3°00'
T	310.55'	T	116.93'	T	183.18'	T	156.31'
R	5729.58'	R	5729.58'	R	3819.72'	R	1909.86'

DETAIL OF TRANSITION (La 83)

SHEET 3 OF 8 SHEETS

DATED NOVEMBER, 1969

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J.J. McMillan	TRACED E. Kellum
CHECKED	CHECKED K. Roark	CHECKED G. Price

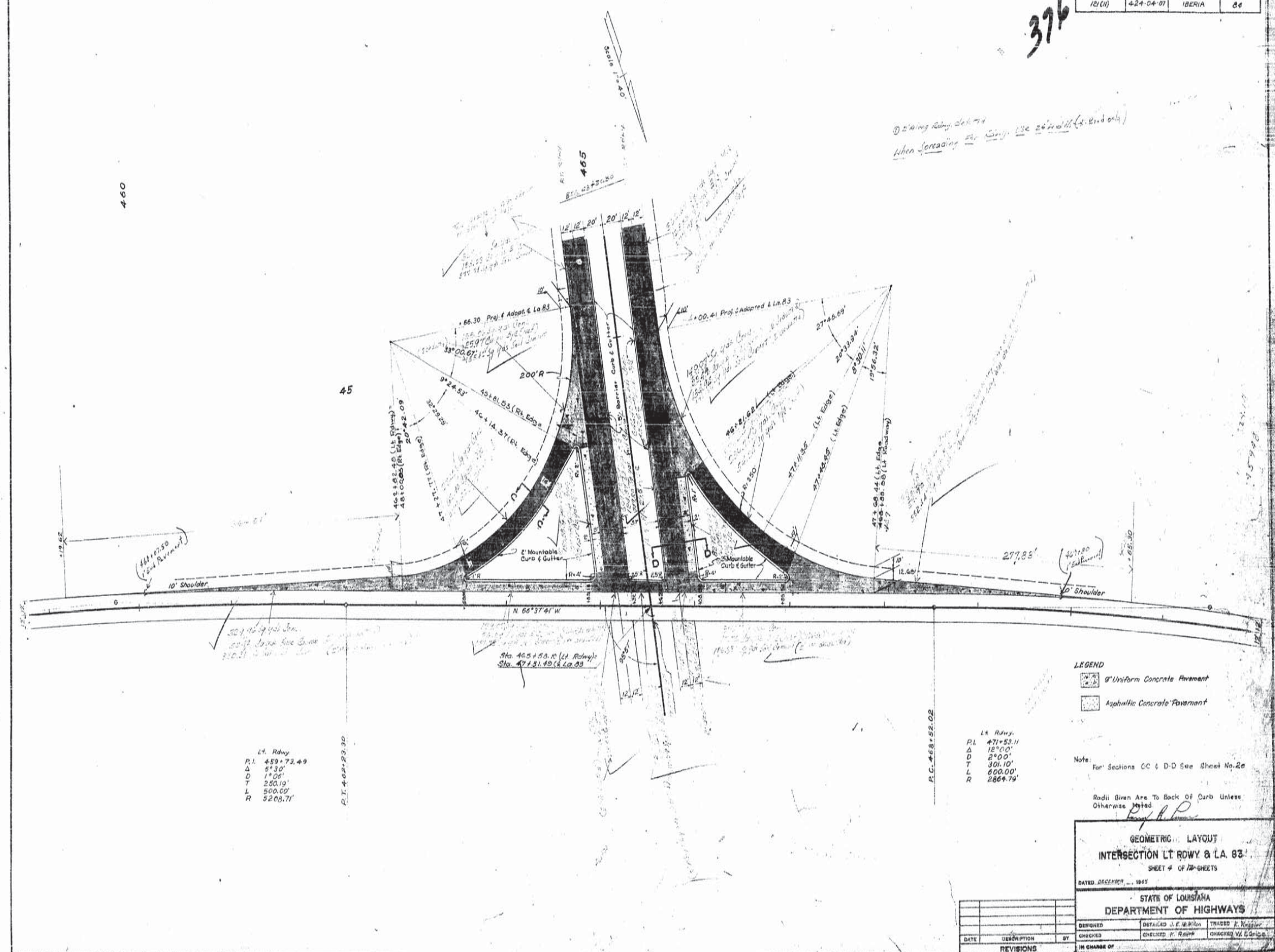
DATE	DESCRIPTION	BY

REVISIONS

AS BUILTS

F-56	STATE PROJECT	PARISH	SHEET NO.
12(11)	424-04-07	IBERIA	84

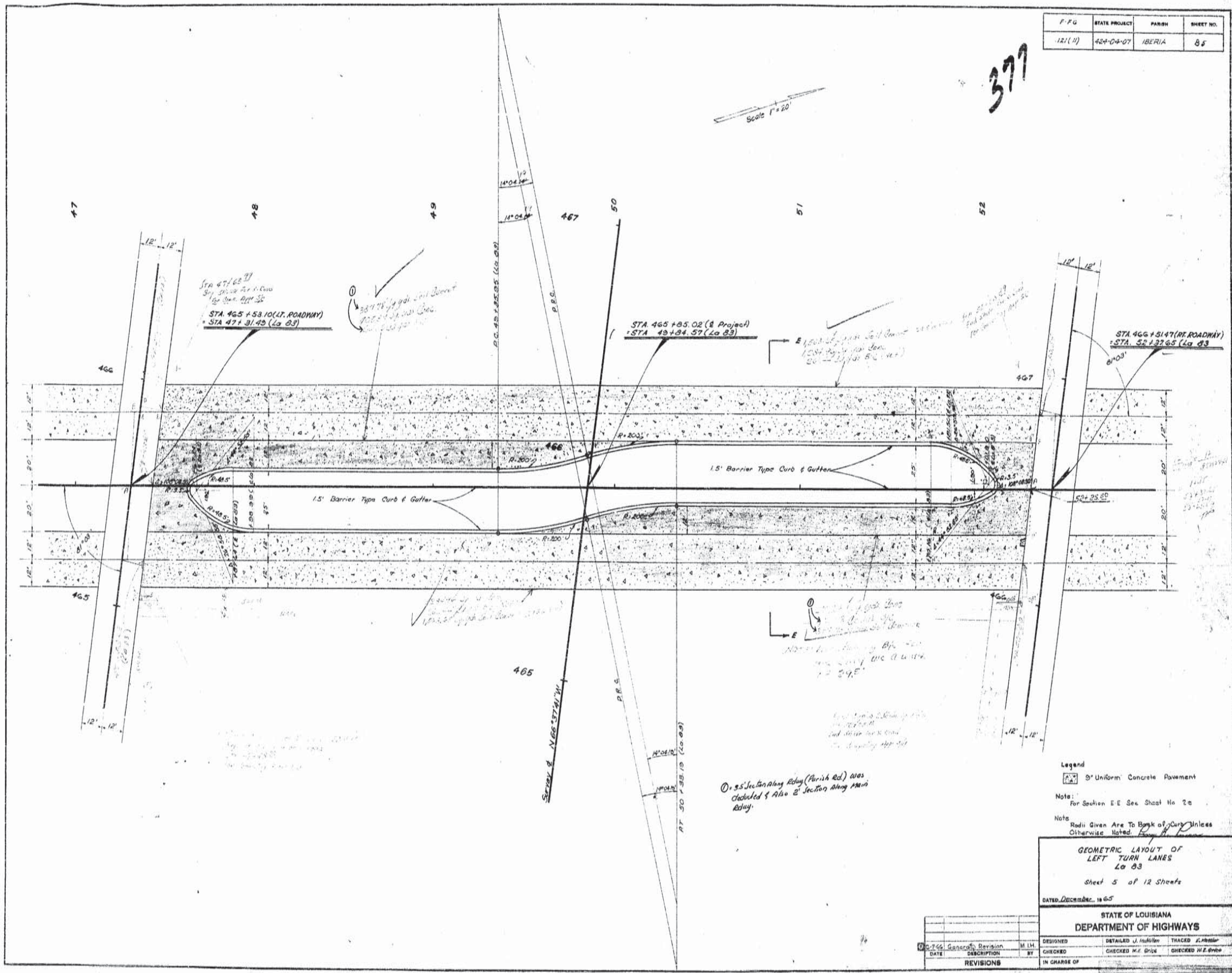
376



AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	85

377

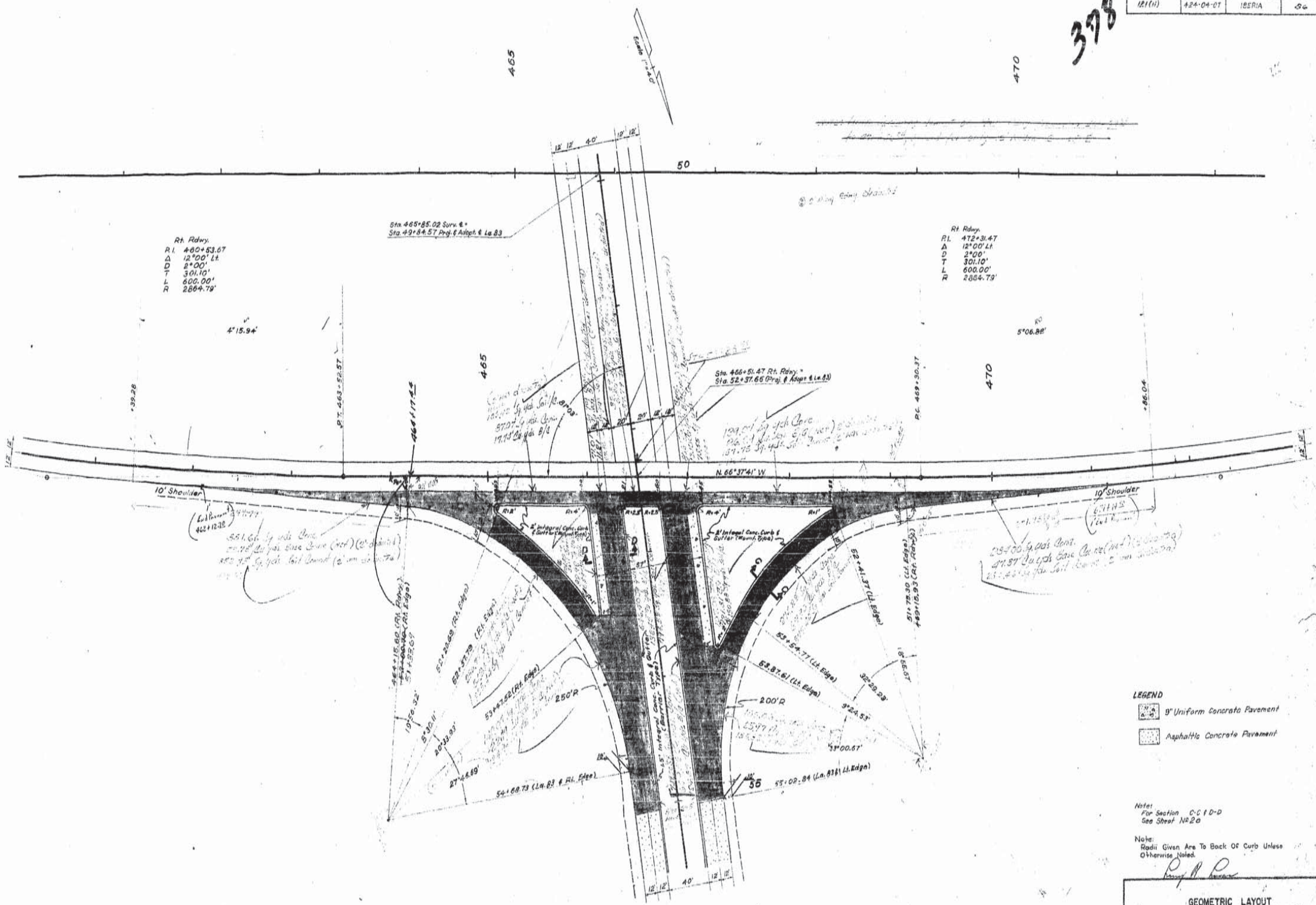


12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	6G

378



LEGEND

9" Uniform Concrete Pavement

Asphaltic Concrete Pavement

Note:
For Section C-C & D-D
See Sheet No. 2a

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

GEOMETRIC LAYOUT
INTERSECTION RT. RDWY & LA. 83
SHEET 6 OF 12 SHEETS

DATED DEC. 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED K. Roark	TRACED K. Roark
CHECKED	CHECKED J. E. McMillan	CHECKED
IN CHARGE OF		

DATE	DESCRIPTION	BY

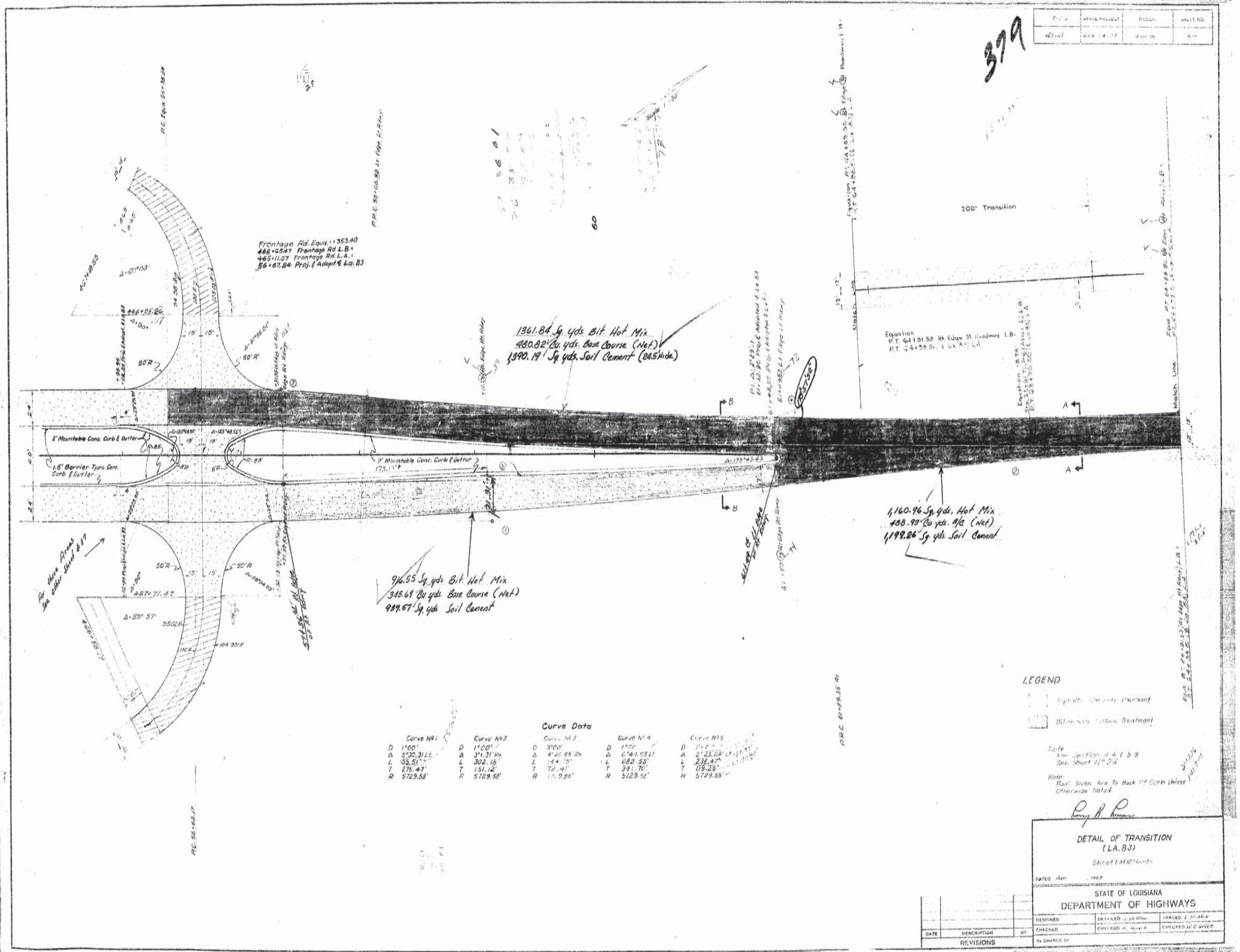
REVISIONS

12

AS BUILTS

379

Price	Date Received	Bidder	Sheet No.
Final	[illegible]	[illegible]	[illegible]



Curve Data

	Curve No. 1	Curve No. 2	Curve No. 3	Curve No. 4	Curve No. 5
D	1°00'	1°00'	3°00'	1°00'	1°00'
Δ	5°30.31' Lt.	3°1.31' Rt.	4°42.55' Rt.	6°40.53' Lt.	2°23.08' Lt.
L	95.51'	302.18'	164.35'	682.53'	238.47'
T	275.47'	151.12'	72.41'	341.70'	119.23'
R	5729.58'	5729.58'	1909.86'	5729.58'	5729.58'

DETAIL OF TRANSITION
(LA. 83)
Sheet 2 of 10 Sheets

DATED Jan. 1968

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

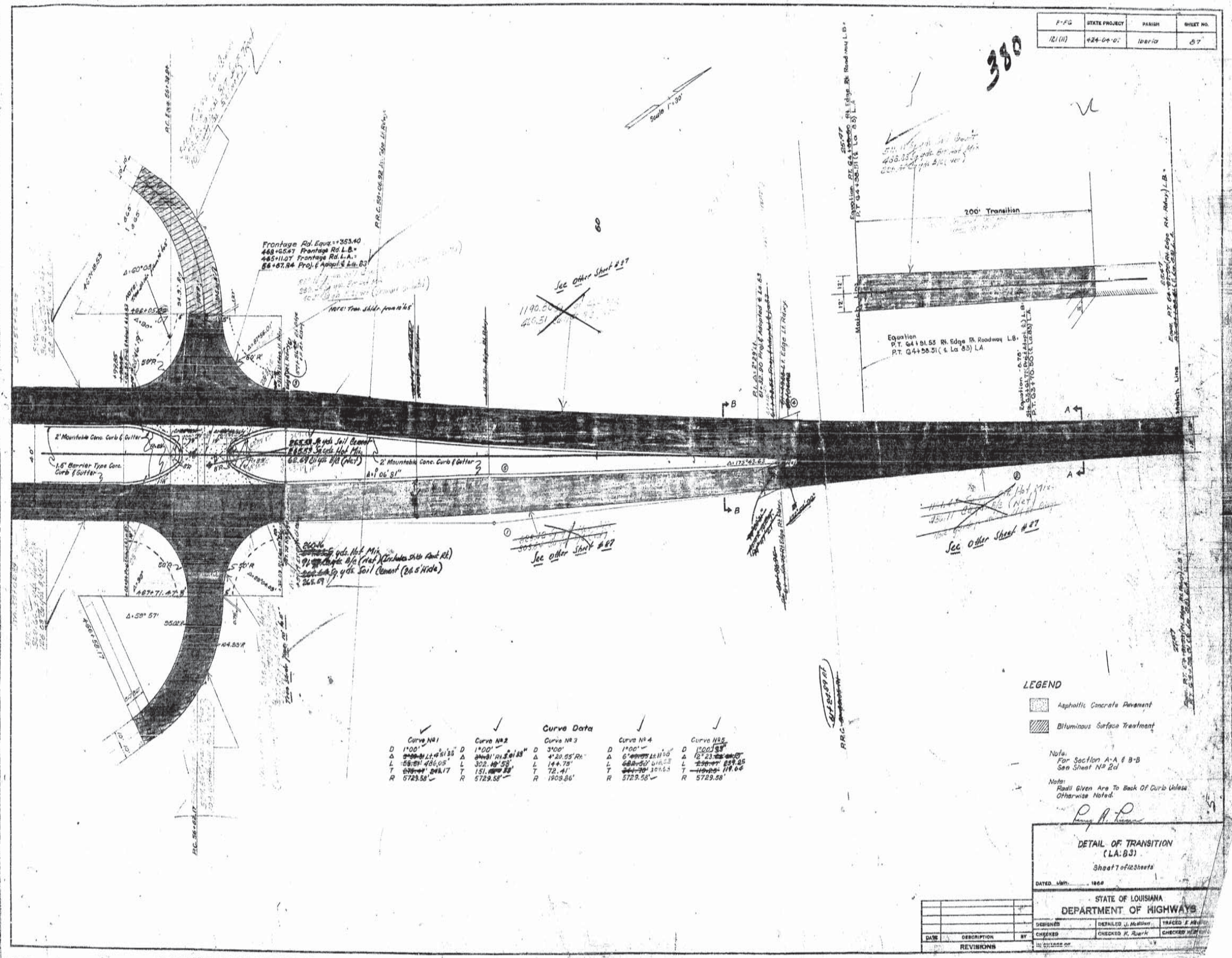
DESIGNED	DRAWN	TRACED
CHECKED	CHECKED	CHECKED
IN CHARGE OF		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-01	Iberia	87

380



Curve Data

	Curve No 1	Curve No 2	Curve No 3	Curve No 4	Curve No 5
D	1°00'	1°00'	3°00'	1°00'	1°00'
Δ	3°00'31" Lt. 4°51'33"	3°00'31" Rt. 5°01'33"	4°20.55' Rt.	6° 00'00" Lt. 11°50'	12°23'33"
L	55.81' 486.05'	302.18' 58'	144.75'	682.50' 618.58	238.47' 239.25
T	278.47' 243.17	151.[illegible]	72.41'	341.70' 307.53	119.24' 119.64
R	5729.58'	5729.58'	1909.86'	5729.58'	5729.58'

LEGEND

Asphaltic Concrete Pavement

Bituminous Surface Treatment

Note:
For Section A-A & B-B
See Sheet No 2d

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

DETAIL OF TRANSITION
(LA:83)
Sheet 7 of 12 Sheets

DATED Jan. 1968

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J. McMillen	TRACED E. Hill
CHECKED	CHECKED K. Roark	CHECKED W. [illegible]

DATE	DESCRIPTION	BY
	REVISIONS	

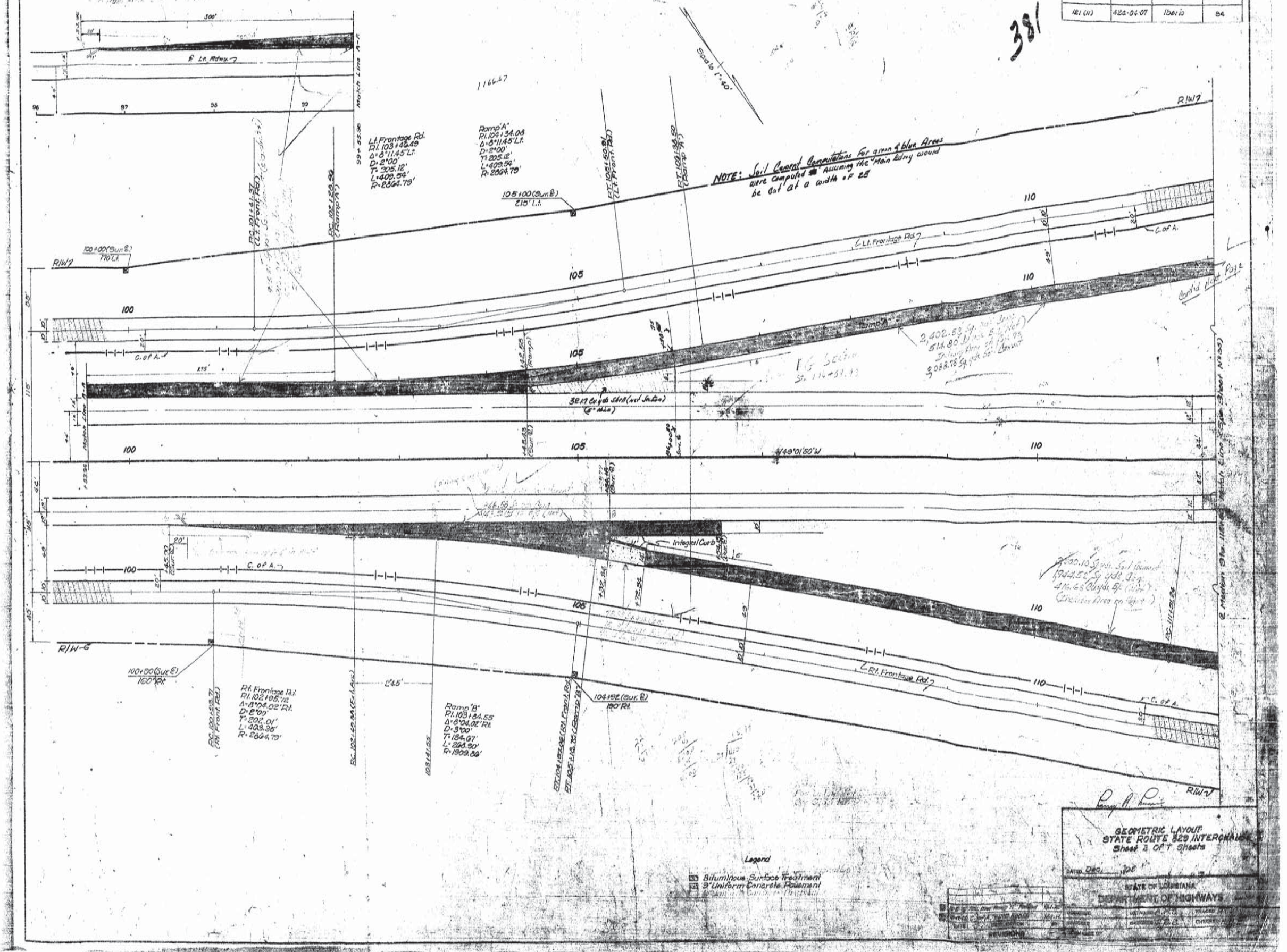
IN CHARGE OF

12

AS BUILTS

F-Fg	STATE PROJECT	PARISH	SHEET NO.
181 (11)	422-04-07	Iberia	84

381

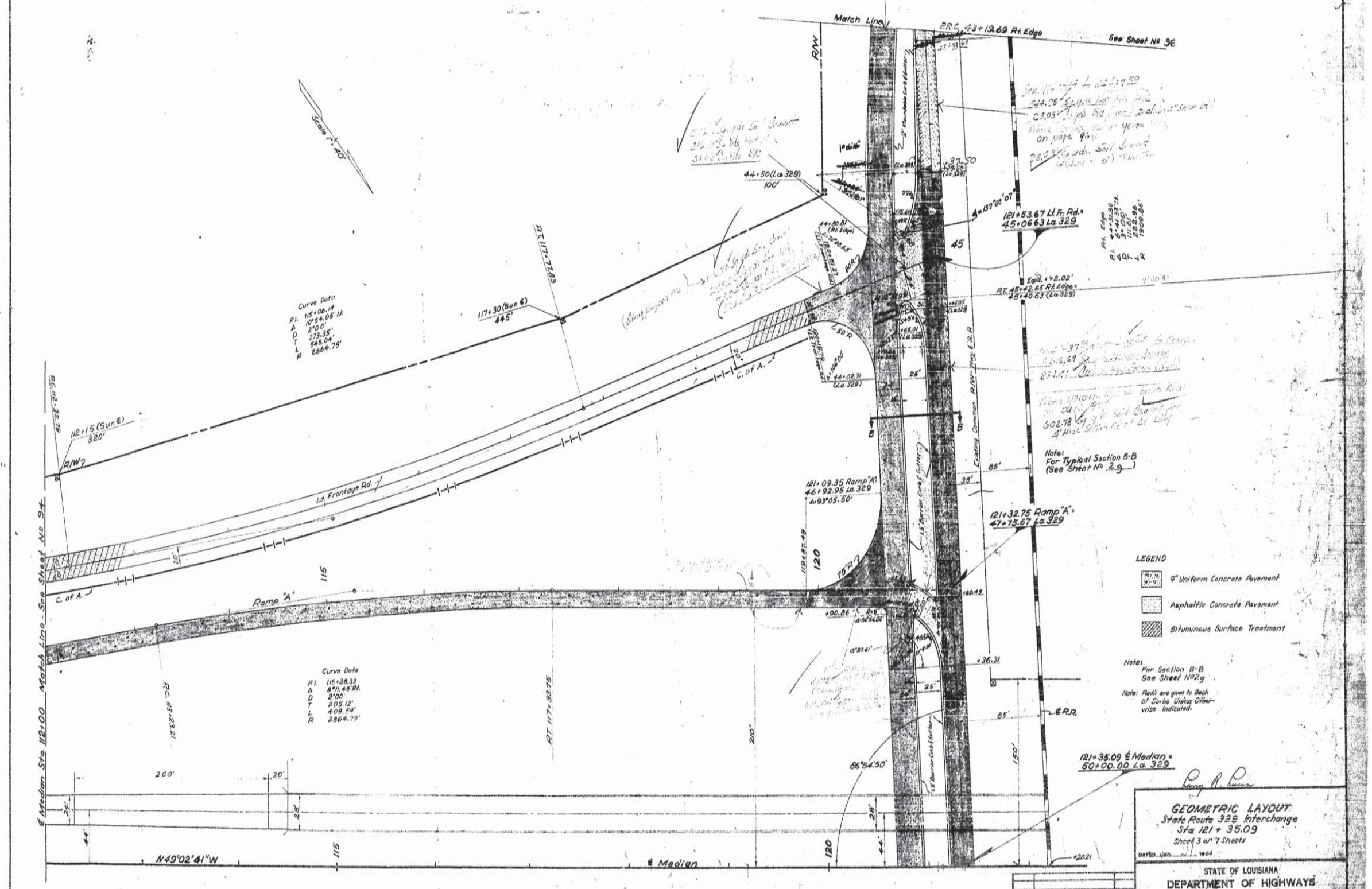


12

AS BUILTS

F.-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	35

382

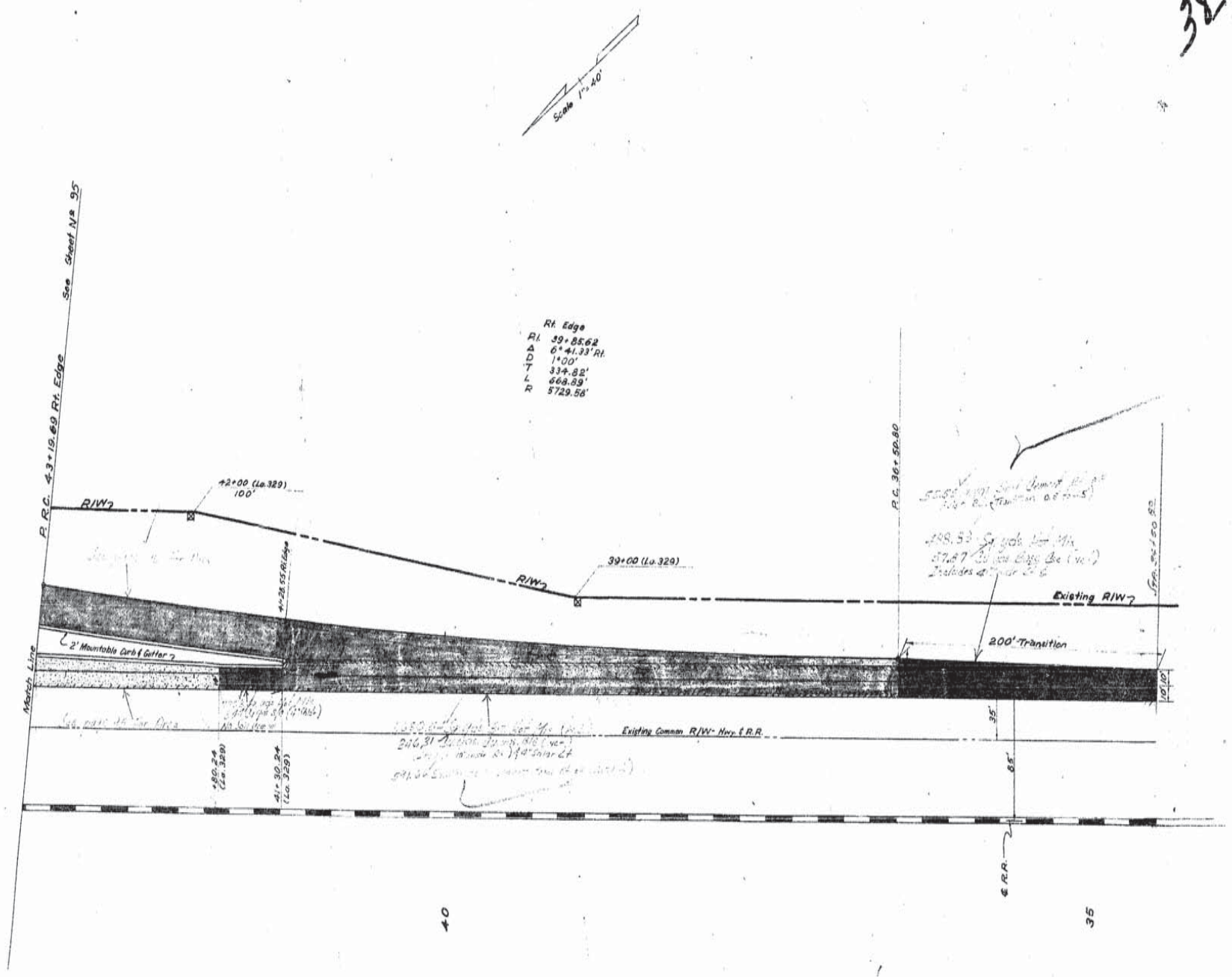


12

AS BUILTS

F.F.G.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	36

383



LEGEND

Asphaltic Concrete Pavement

Note:
Radii Given Are To Back Of Curb Unless Otherwise Noted.

GEOMETRIC LAYOUT
State Route 329 Interchange
Sta. 121+35.09
Sheet 4 of 7 Sheets

DATED Jan. 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W.E. Grice	TRACED E. Kessler
CHECKED	CHECKED J. McMillan	CHECKED W.E. Grice
IN CHARGE OF		

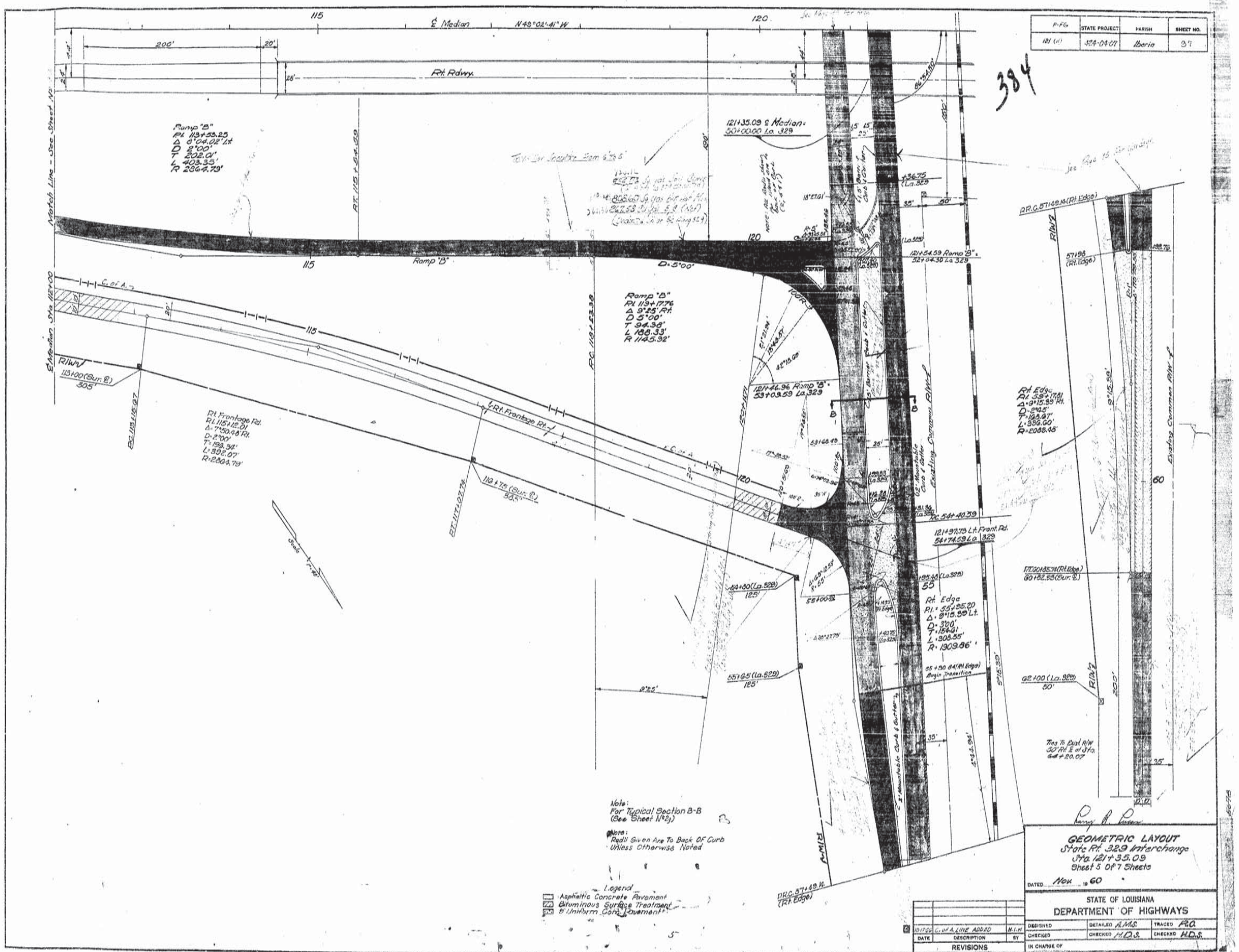
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

P.F.G.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	37

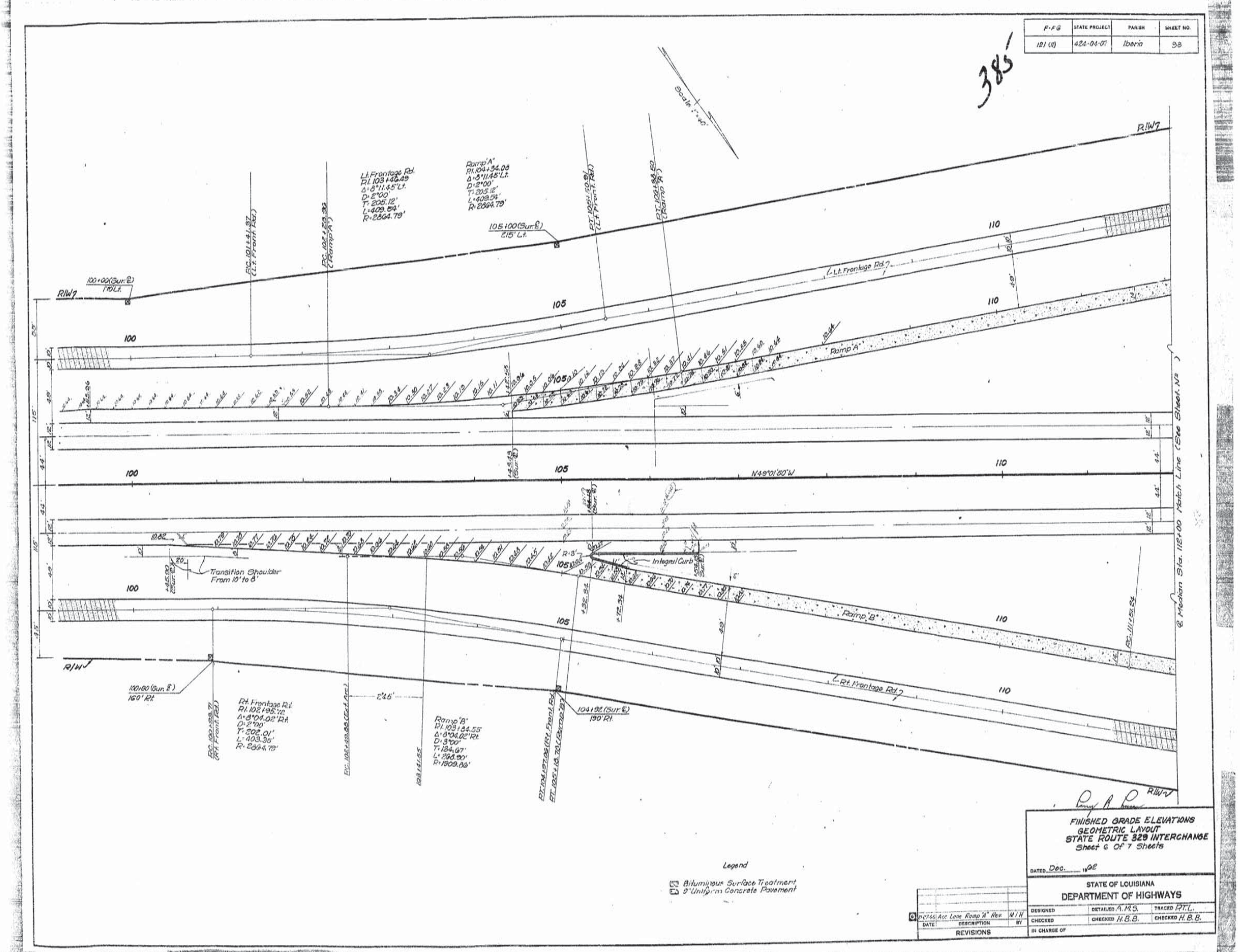
384



AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	98

385



FINISHED GRADE ELEVATIONS
GEOMETRIC LAYOUT
STATE ROUTE 329 INTERCHANGE
Sheet 6 Of 7 Sheets

DATED Dec. 1962

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED A.M.S.	TRACED P.T.L.
CHECKED	CHECKED H.B.B.	CHECKED H.B.B.
IN CHARGE OF		

DATE	DESCRIPTION	BY
6	8-27-66 Acc. Lane Ramp "A" Rev.	M.I.H.

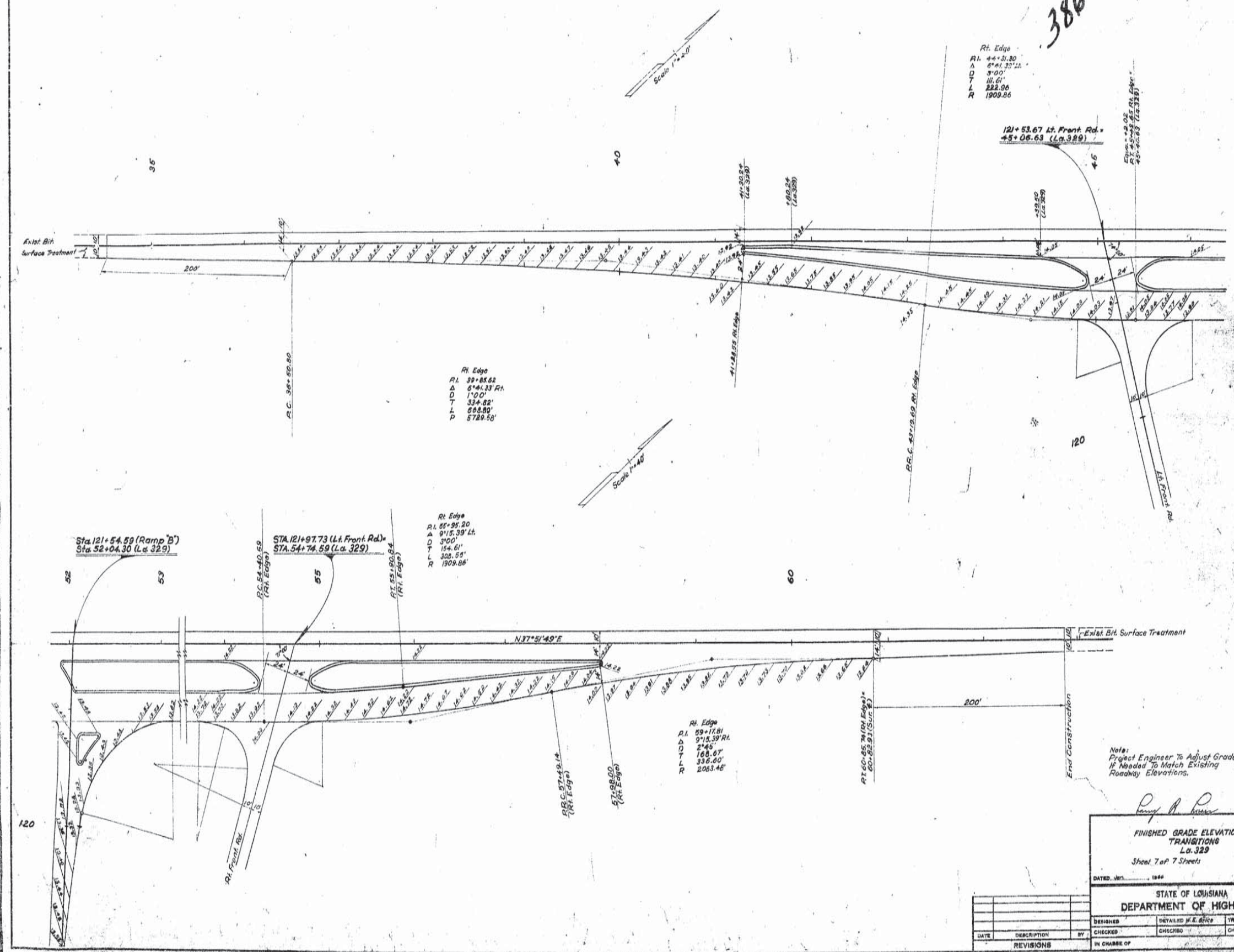
REVISIONS

12

AS BUILTS

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	95

386

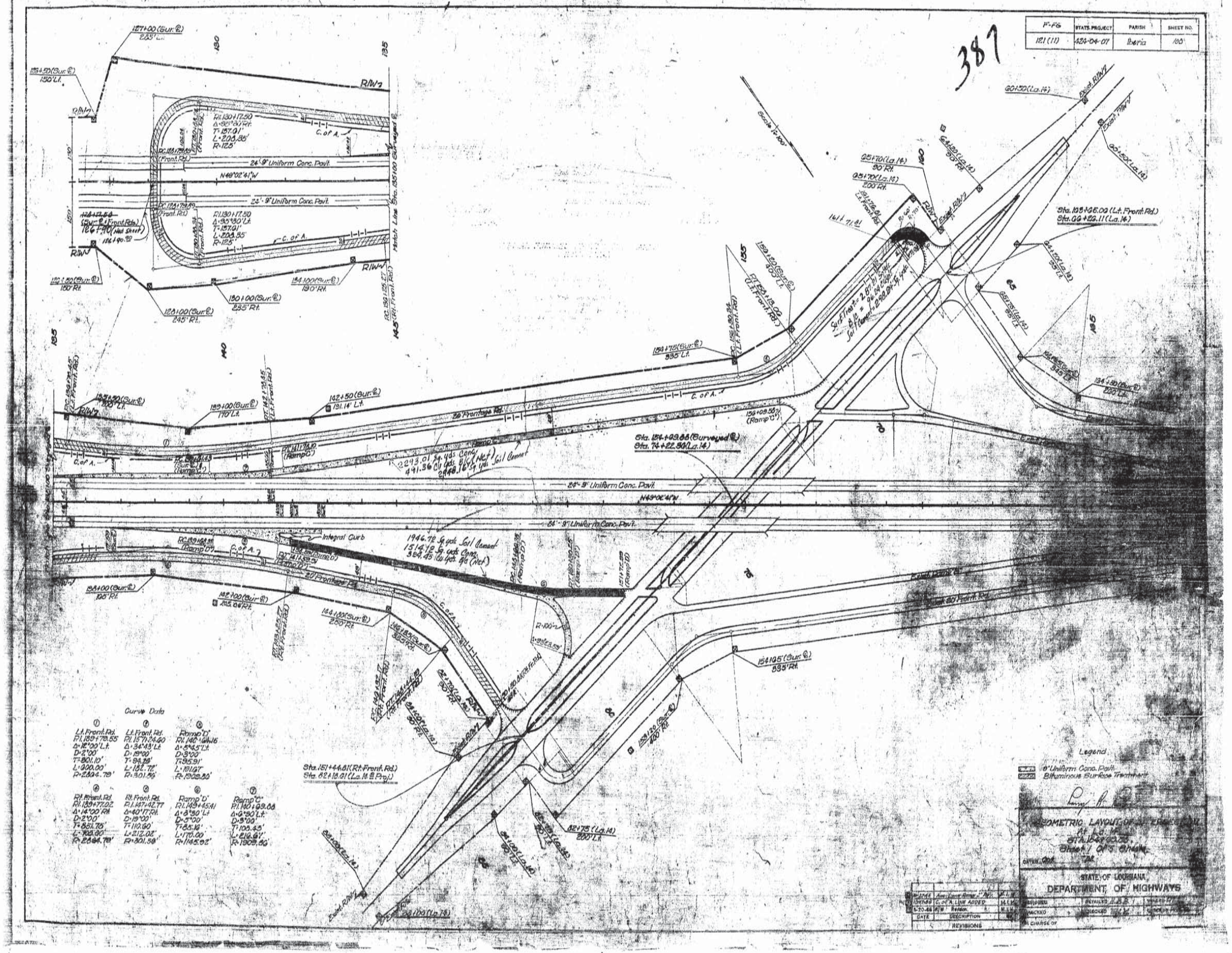


12

AS BUILTS

F-F6	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	105

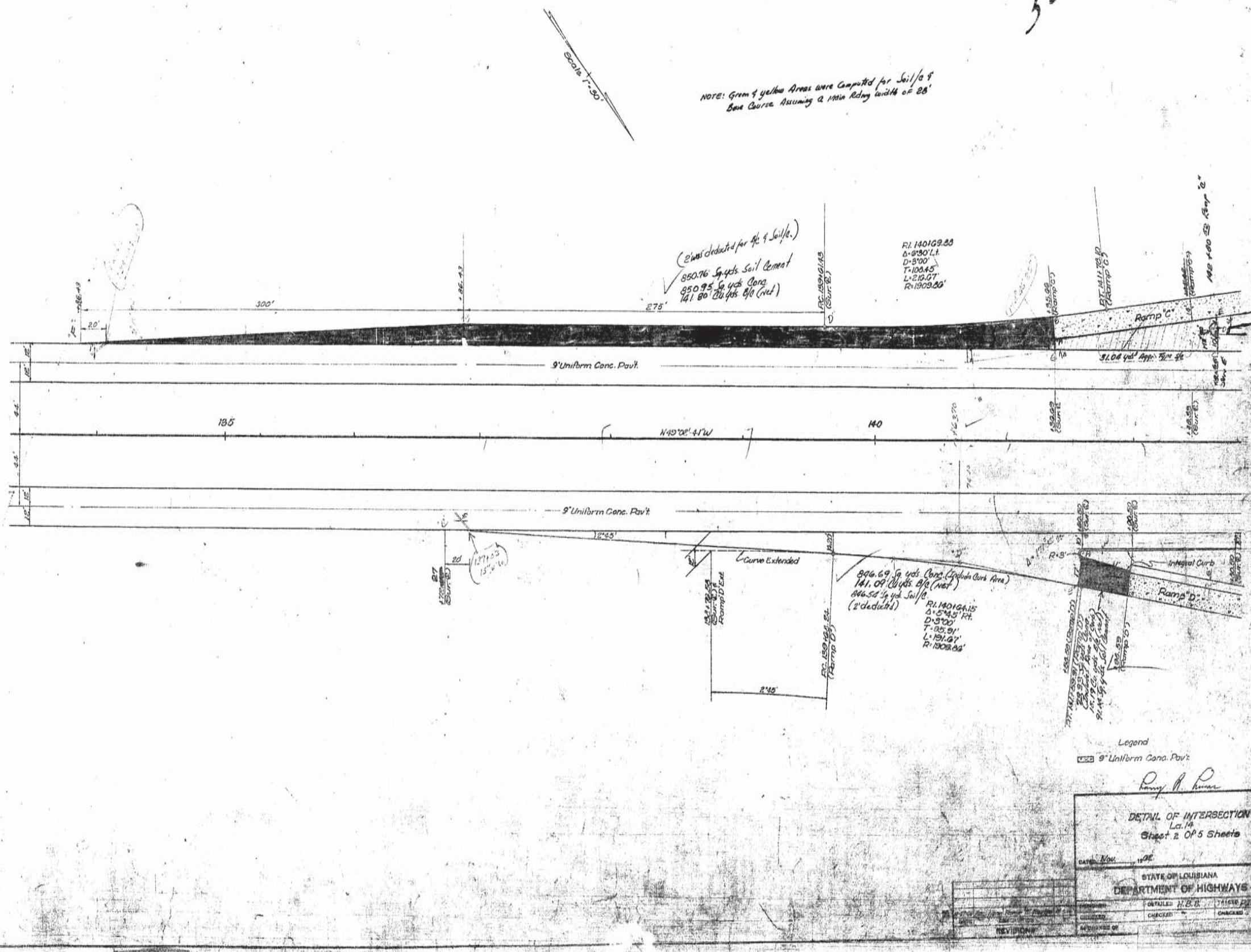
387



AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121(11)	426-04-07	Iberia	101

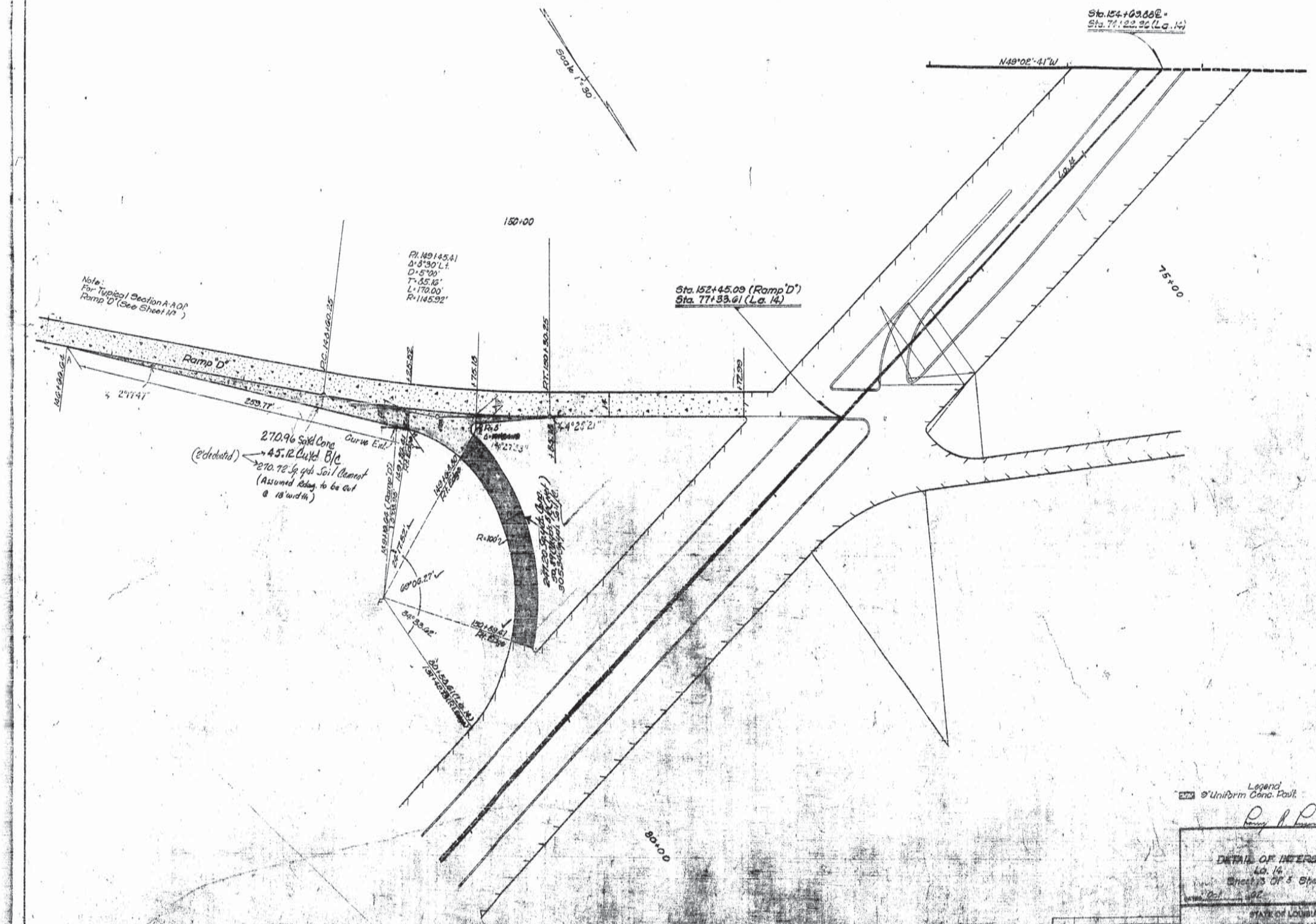
388



AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	12

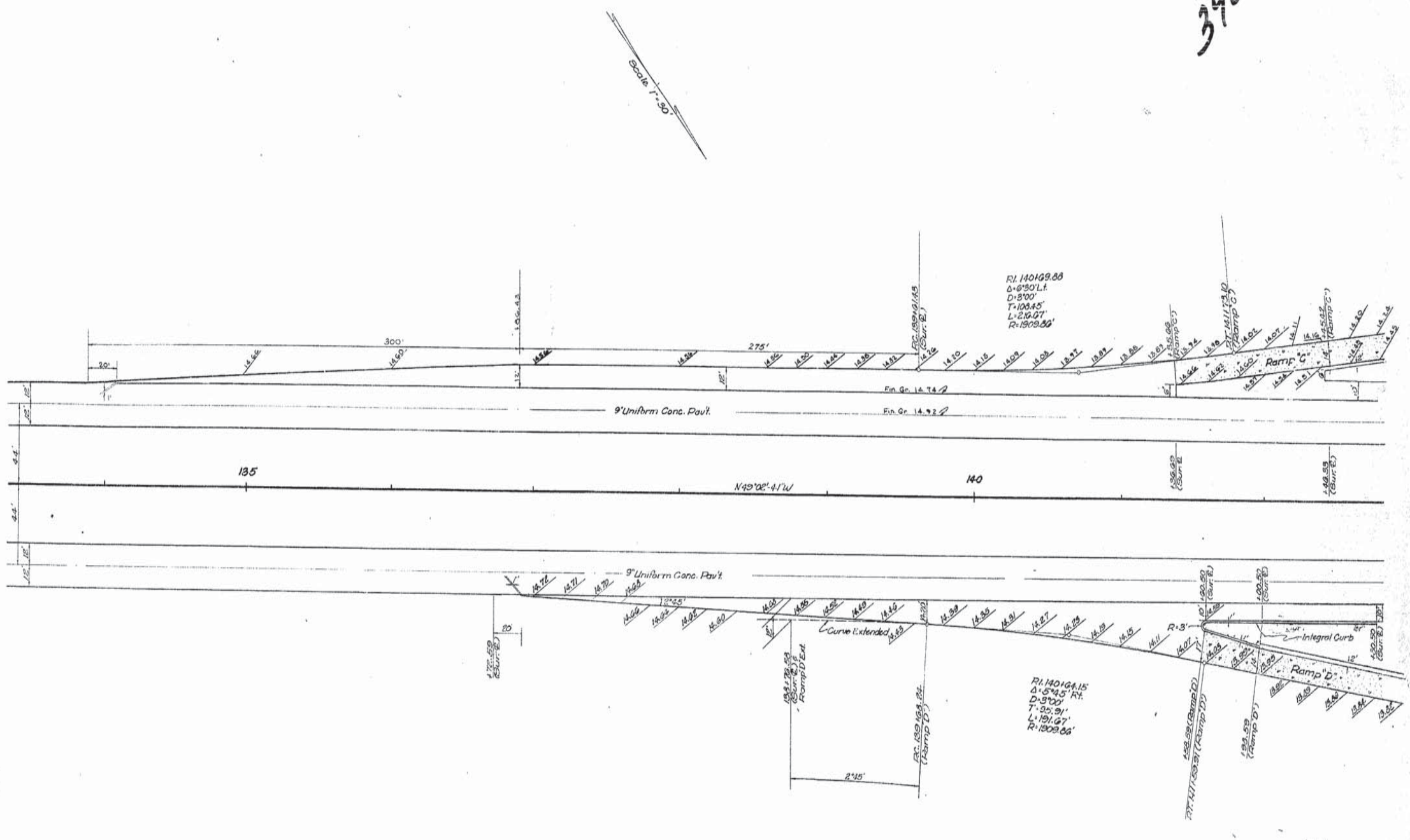
389



AS BUILTS

F.A.P.	State Project	Parish	Sheet No.
12(11)	424-04-07	Iberia	14

390



FINISHED GRADE ELEVATIONS
DETAIL OF INTERSECTION
La. 14
Sheet 4 Of 5 Sheets

DATED Nov. 1902

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED H.B.B.	TRACED P.T.L.
CHECKED	CHECKED	CHECKED
IN CHARGE OF		

DATE	DESCRIPTION	BY
10-2946	Acc. Lane Ramp "C" Rev.	M.I.H.

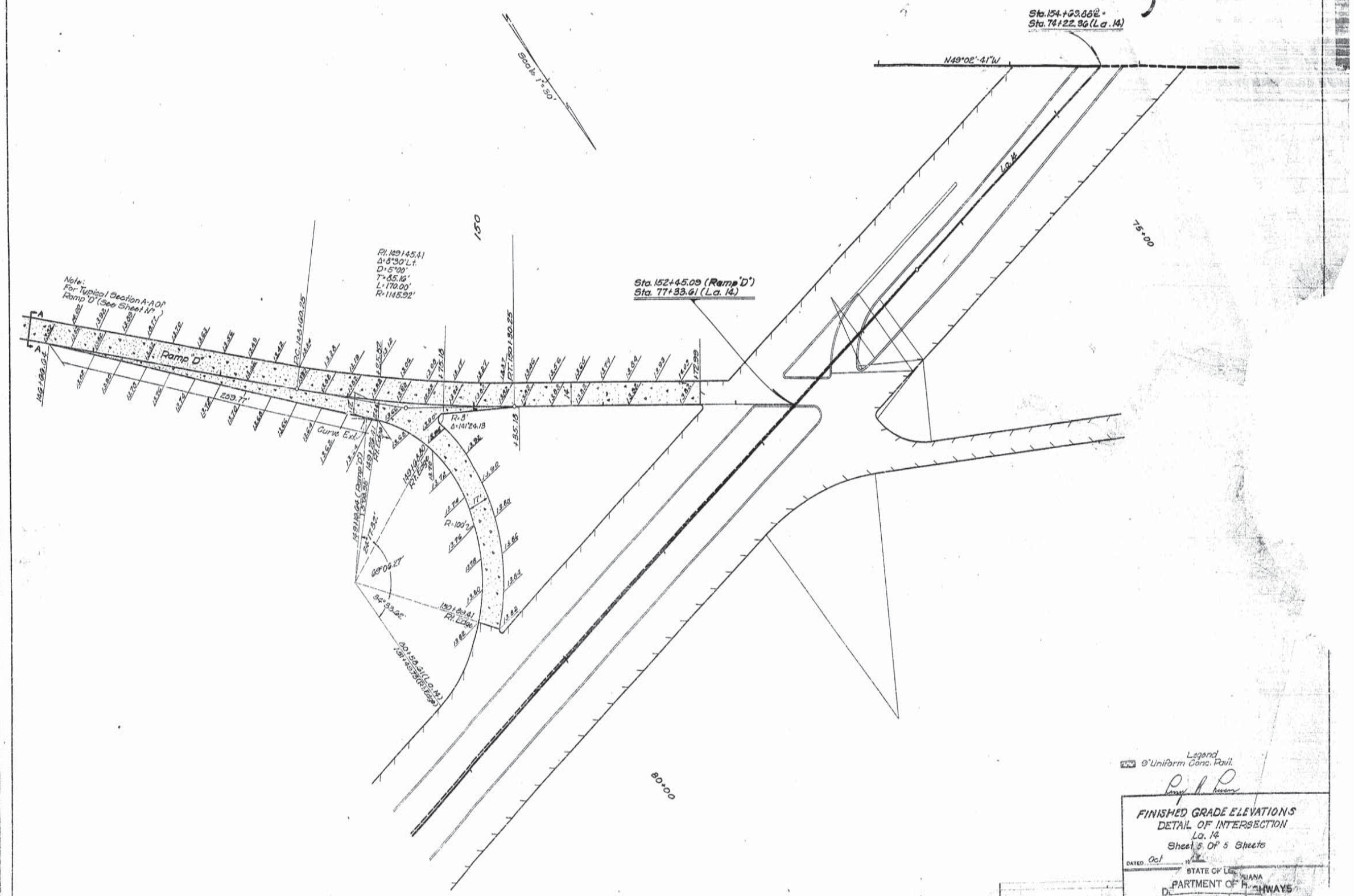
REVISIONS

12

AS BUILTS

E-FG	STATE PROJECT	PARISH	SHEET NO
RI(U)	424-04-07	Iberia	

391

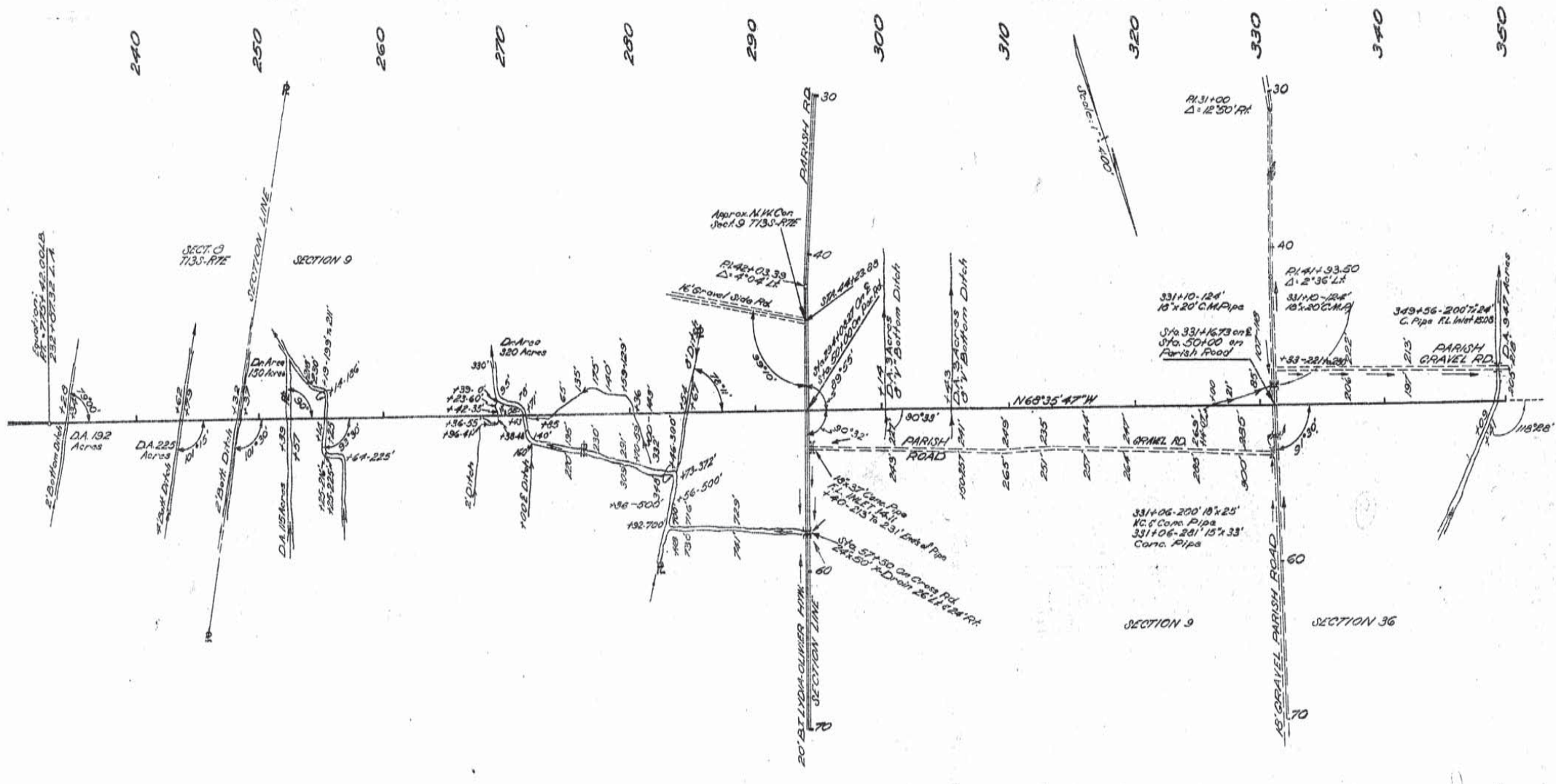


12

AS BUILTS

F.A.P.	State Proj.	Parish	Sheet No.
121(11)	424-04-07	Vermilion	111

392



DRAINAGE LAYOUT MAP

DATED Dec. 11, 59 Sheet 4 of 7 Sheets.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED MAW	TRACED RCA
CHECKED	CHECKED	CHECKED
IN CHARGE OF		

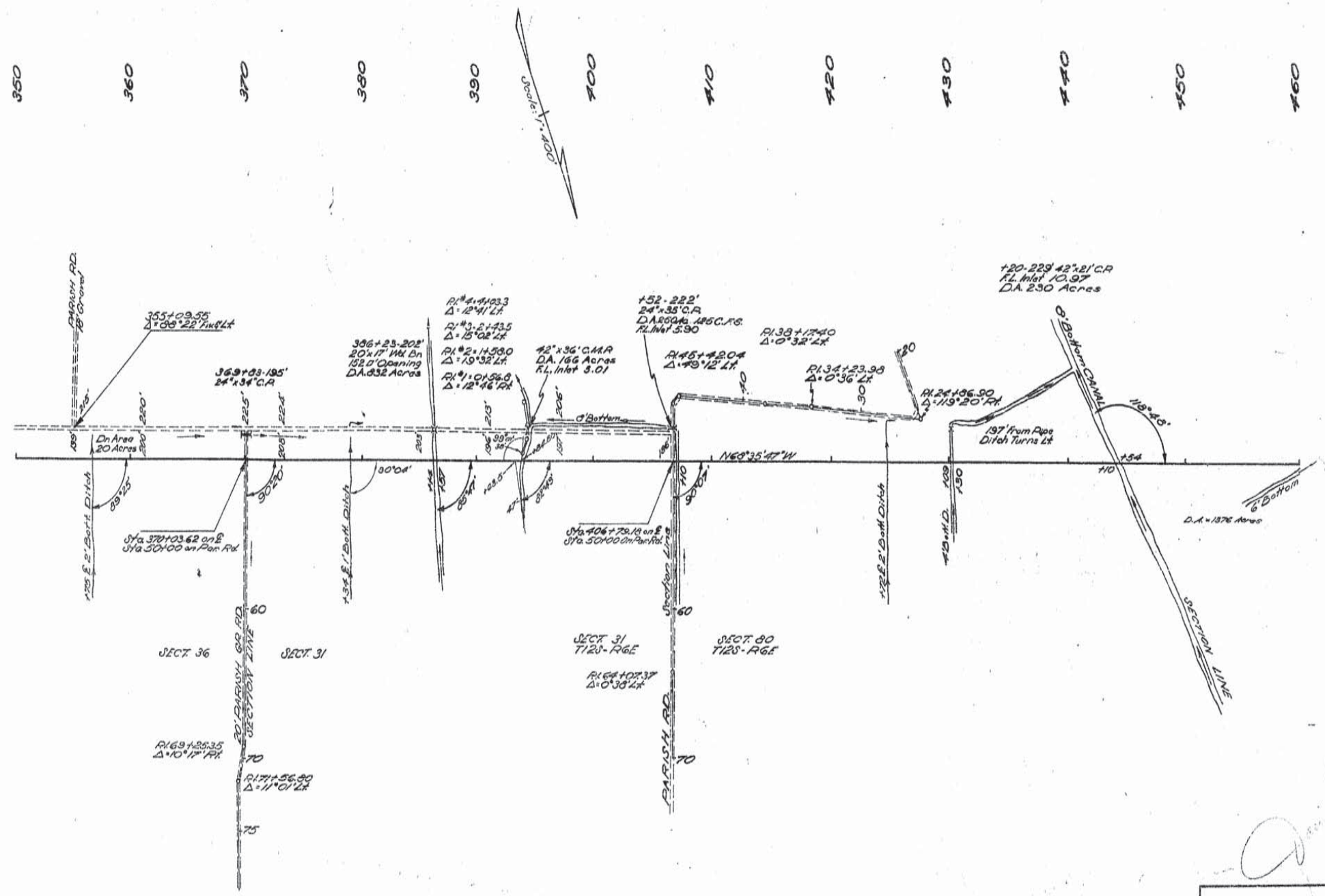
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F.P.S.	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	112

323



DRAINAGE LAYOUT MAP

DATED Dec. 18 59 Sheet 5 of 7 Sheets

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

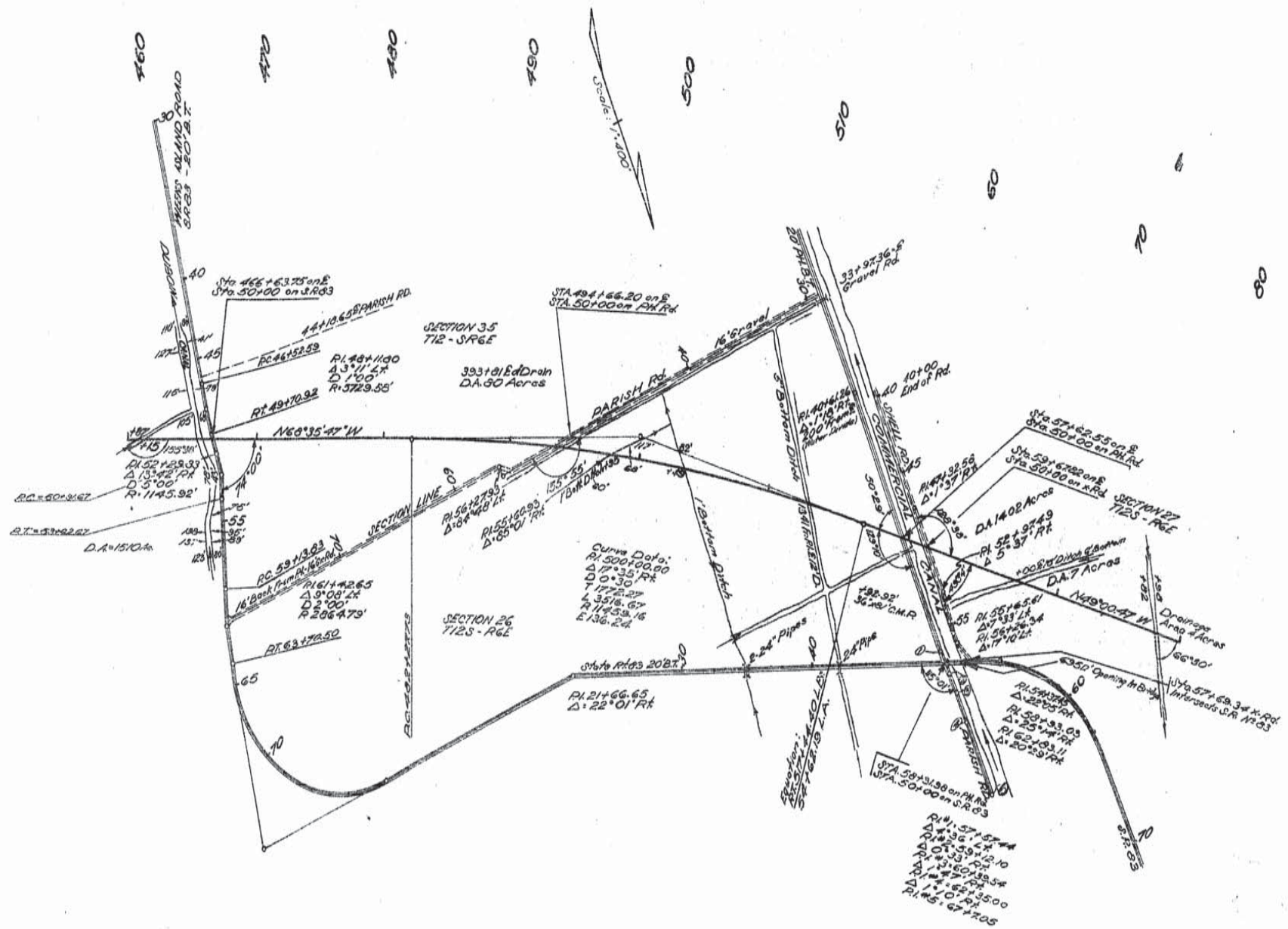
DESIGNED	DETAILED M.G.W.	TRACED R.O.
CHECKED	CHECKED	CHECKED
IN CHARGE OF		

DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILTS

F.A. No.	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	113

394



DRAINAGE LAYOUT MAP

Sheet 6 of 7 Sheets

DATED Dec. 19 59

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

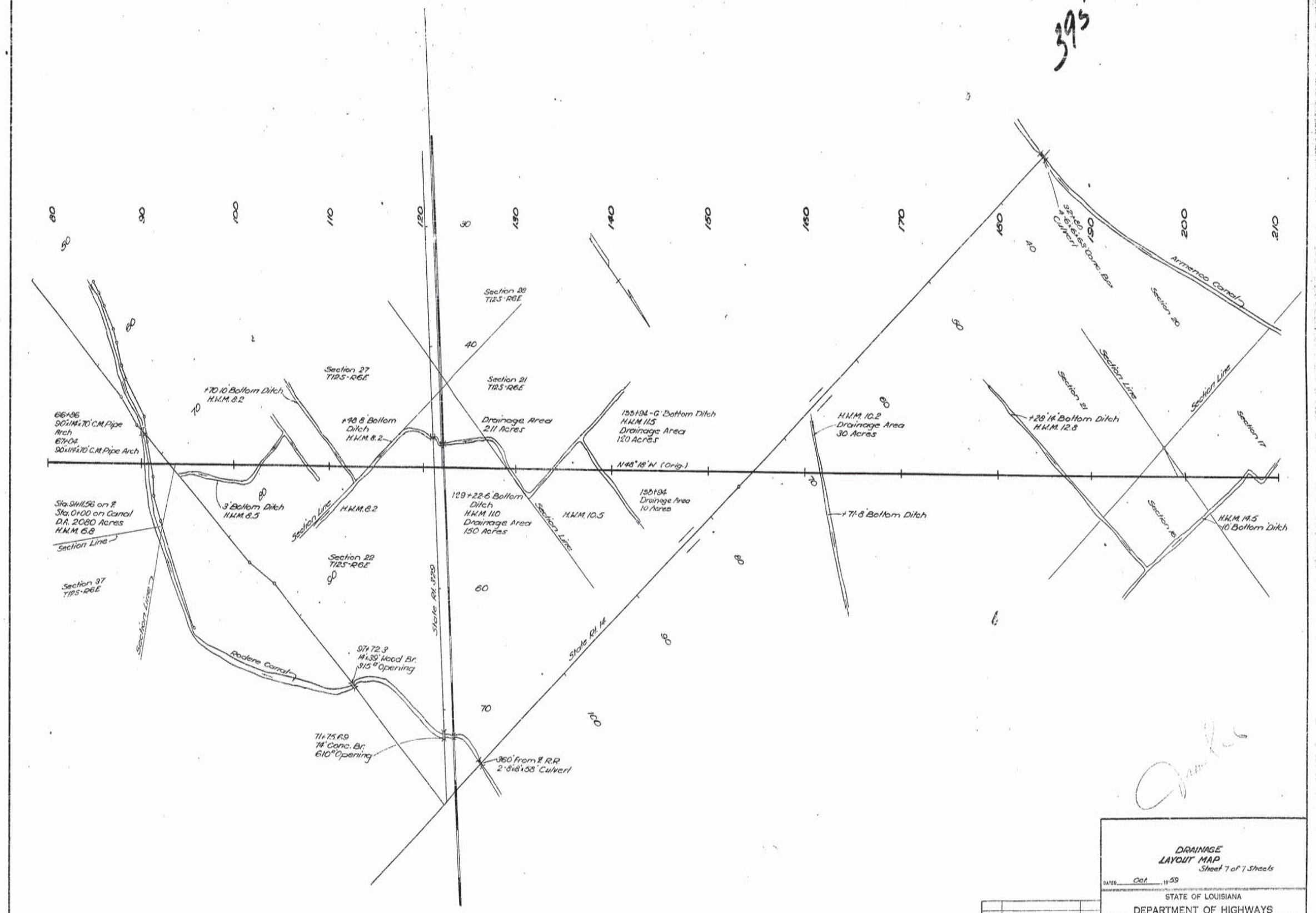
DESIGNED	DETAILED A.O.H.	TRACED R.O.
CHECKED	CHECKED	CHECKED
IN CHARGE OF		

12

AS BUILTS

F.P.C.	State Project	Parish	Sheet No.
121 (11)	424-04-07	Iberia	114

395'



DRAINAGE
LAYOUT MAP
Sheet 7 of 7 Sheets

DATED Oct. 19 59

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED G.S.
CHECKED	CHECKED	CHECKED
IN CHARGE OF		

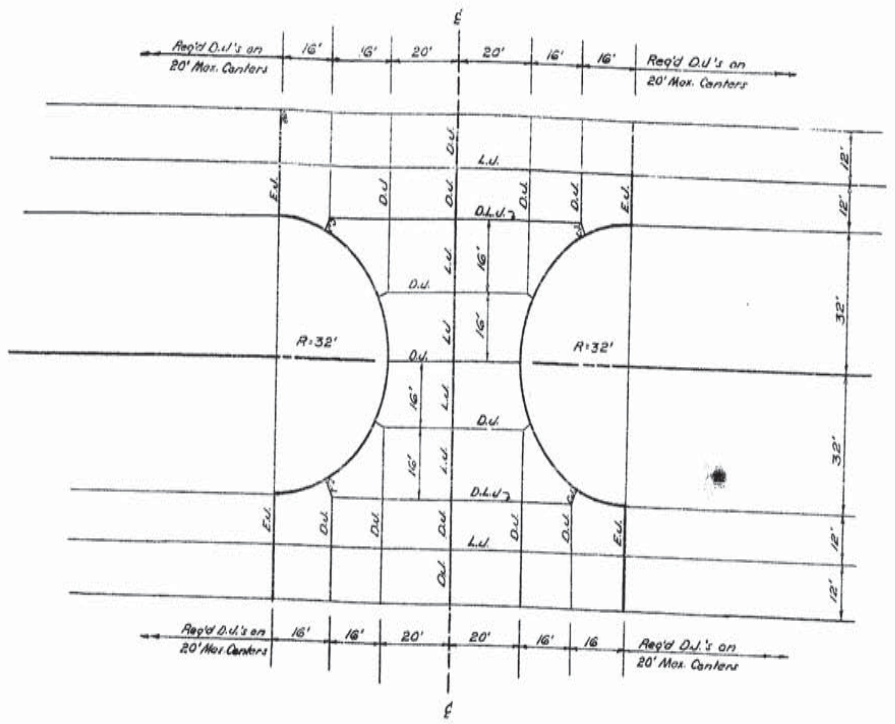
DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILTS

12

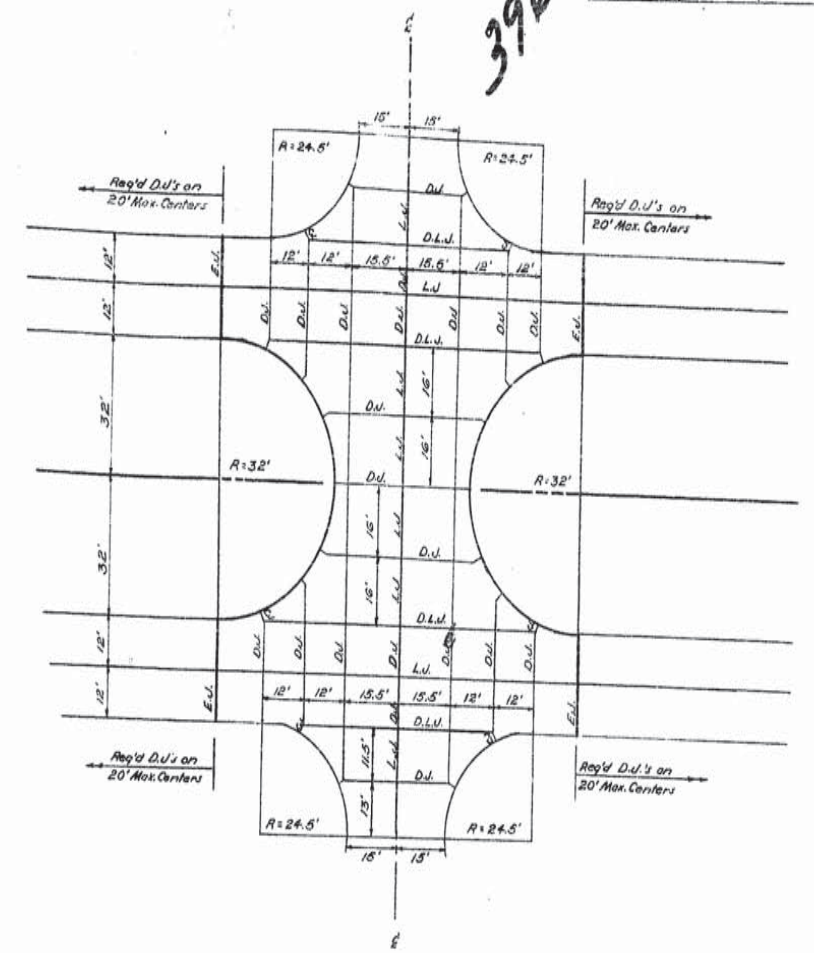
F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	115

396



This Suggested Joint Layout Applies For Crossovers at the Following Stations

713+26	24R+37	390+00
723+75		406+73.18
746+84.48		503+00
757+55		517+23.04
764+60	341+83	71+00
234+31	370+03.62	87+00



This Suggested Joint Layout Applies for Crossovers and Turnouts at the Following Stations

700+00	440+00	94+96.63
258+40	489+50	
331+16.73	62+54	

LEGEND

L.J. --- Longitudinal Joint
D.L.J. -- Deformed Longitudinal Joint
E.J. --- Expansion Joint
D.J. --- Dummy Joint
C.J. --- Construction Joint

Note:
Transverse Construction Joints May Be Substituted for Transverse Dummy Joints.

SUGGESTED JOINT LAYOUTS CROSSOVERS & TURNOUTS

Sheet 1 of 12 Sheets

DATED MARCH , 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY

REVISIONS

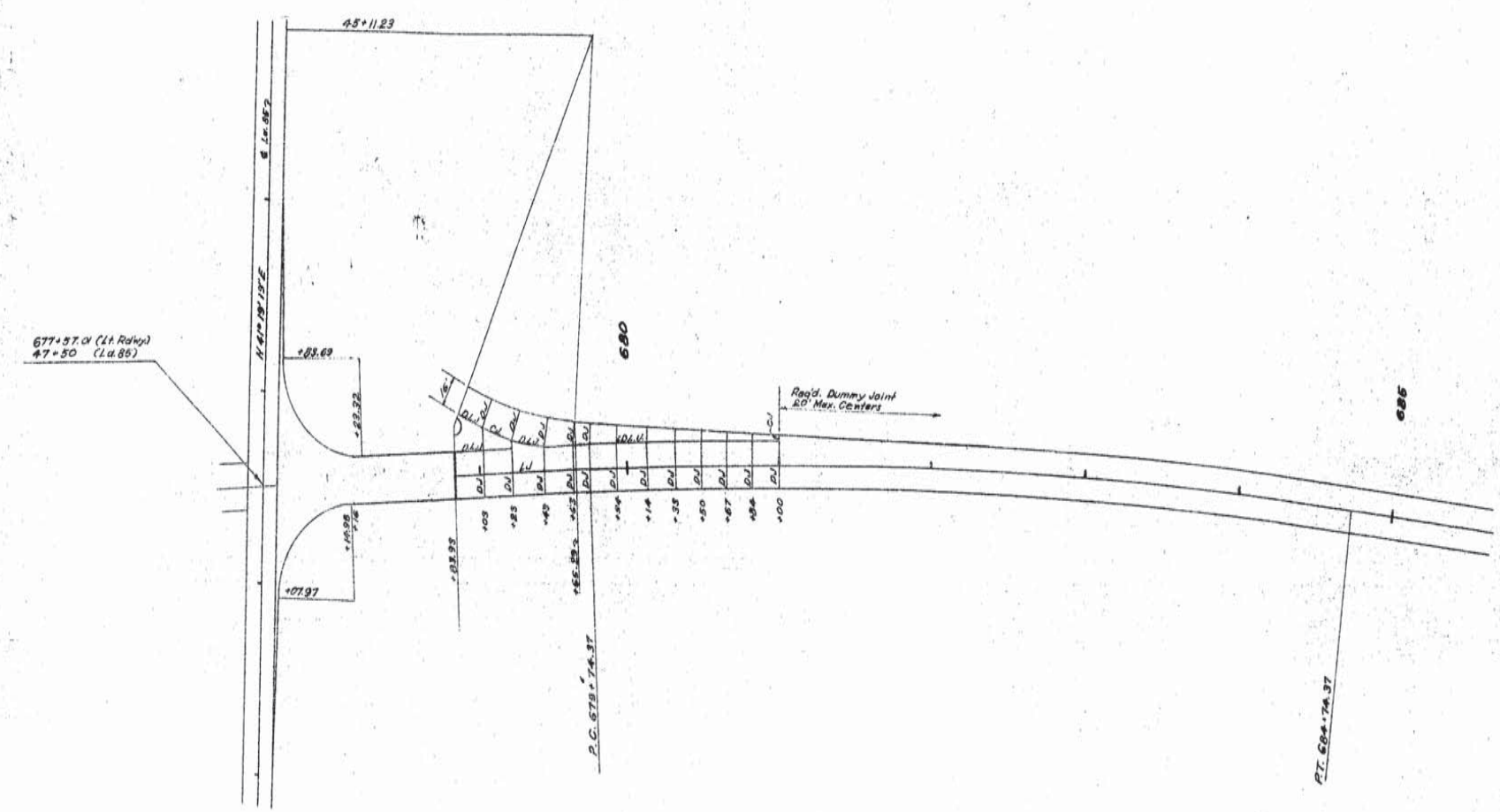
DESIGNED	DETAILED W. E. GRICE	TRACED J. Dietrich
CHECKED	CHECKED K. ROARK	CHECKED W. E. GRICE
IN CHARGE OF		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	116

397



LEGEND

L.J. --- Longitudinal Joint
D.L.J. --- Deformed Longitudinal Joint
E.J. --- Expansion Joint
D.J. --- Dummy Joint
C.J. --- Construction Joint

Note:
Transverse Construction Joints May Be Substituted for Transverse Dummy Joints.

SUGGESTED JOINT LAYOUT
LT. ROADWAY & LA. 85 INTERCHANGE

Sheet 2 of 12 Sheets

DATED MARCH, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

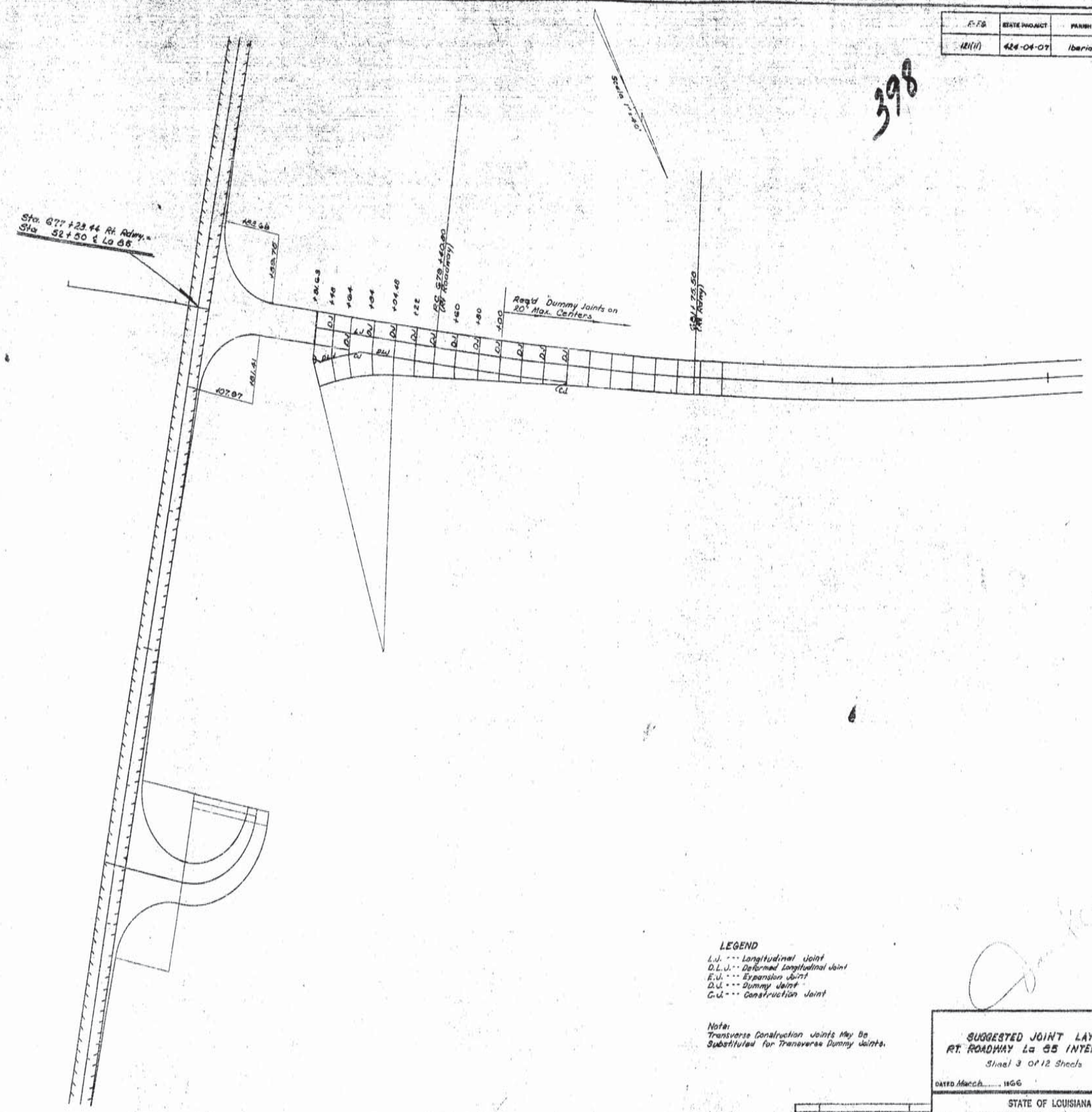
DESIGNED	DETAILED W.E. GRICE	TRACED E. KESSLER
CHECKED	CHECKED K. ROARK	CHECKED W.E. GRICE
IN CHARGE OF		

12

AS BUILTS

F.A.P.	STATE PROJECT	PARISH	SHEET NO.
42(11)	424-04-07	Iberia	117

398



LEGEND

L.J. --- Longitudinal Joint
D.L.J. --- Deformed Longitudinal Joint
E.J. --- Expansion Joint
D.J. --- Dummy Joint
C.J. --- Construction Joint

Note:
Transverse Construction Joints May Be Substituted for Transverse Dummy Joints.

SUGGESTED JOINT LAYOUT
RT. ROADWAY La 85 INTERCHANGE
Sheet 3 Of 12 Sheets

DATED March 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

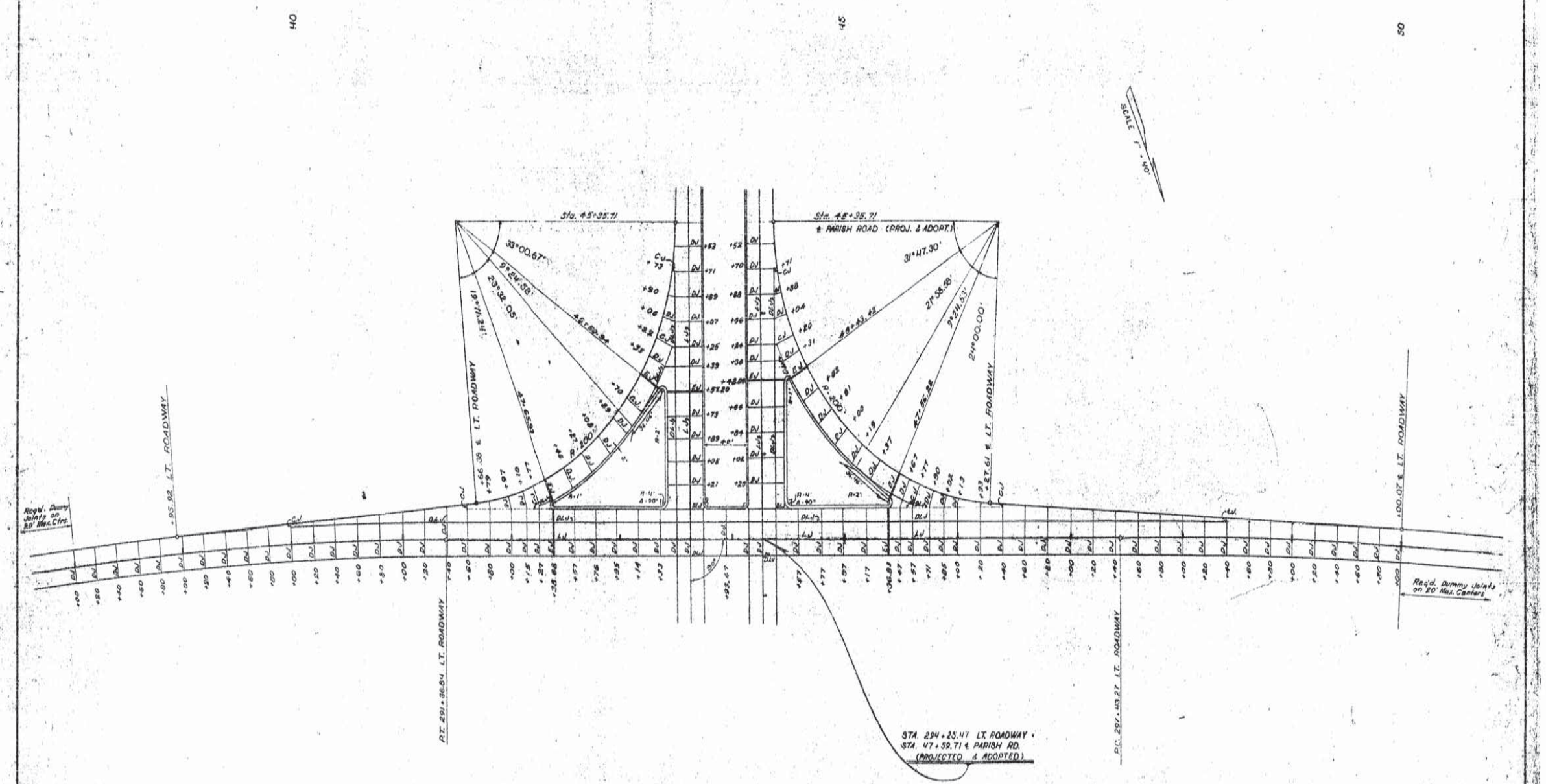
DESIGNED	DETAILED W. E. Orice	TRACED
CHECKED	CHECKED K. Roark	CHECKED W. E. Orice
IN CHARGE OF		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	118

399



LEGEND

L.J. --- Longitudinal Joint
D.L.J. --- Deformed Longitudinal Joint
E.J. --- Expansion Joint
D.J. --- Dummy Joint
C.J. --- Construction Joint

Note:
Transverse Construction Joints May Be Substituted for Transverse Dummy Joints.

SUGGESTED JOINT LAYOUT
INTERSECTION LT. ROADWAY & PARISH ROAD @ STA. 294+08.27

Sheet 4 of 12 Sheets

DATED MARCH 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
6-7-66	General Revision	M.I.H.

REVISIONS

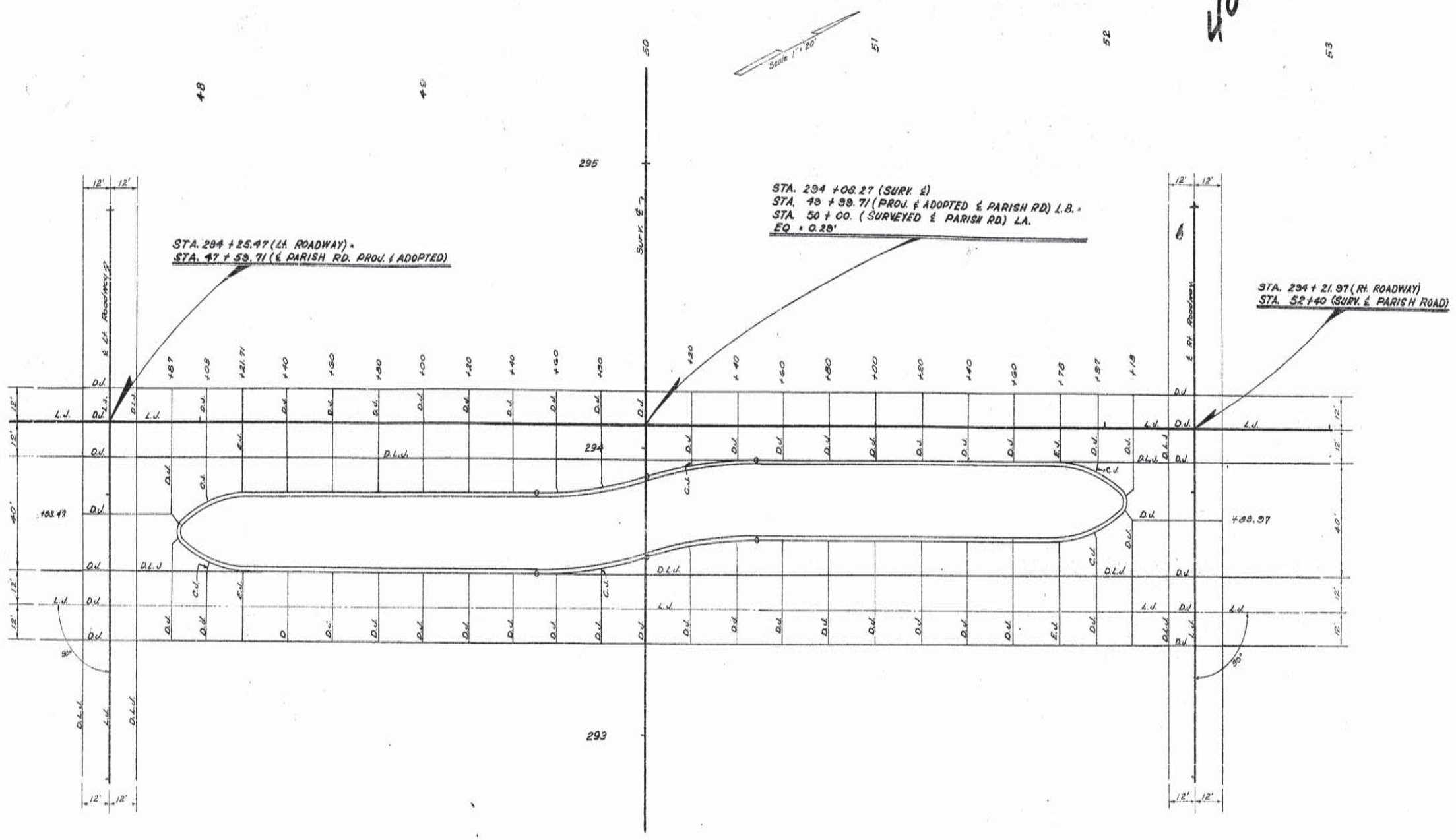
DESIGNED	DETAILED K. ROARK	TRACED J. KESSLER
CHECKED	CHECKED W. Grice	CHECKED W. Grice
IN CHARGE OF		

12

AS BUILTS

F-F8	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	119

400



LEGEND

L.J. Longitudinal Joint
D.L.J. Deformed Longitudinal Joint
E.J. Expansion Joint
D.J. Dummy Joint
C.J. Construction Joint

NOTE:
Transverse Construction Joints May Be Substituted For Transverse Dummy Joints.

SUGGESTED JOINT LAYOUT
LEFT TURN LANES
PARISH ROAD @ STA. 294 + 08.27

SHEET 5 of 12 SHEETS

DATED JUNE 1956

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
6-7-66	General Revision	M.I.H.

REVISIONS

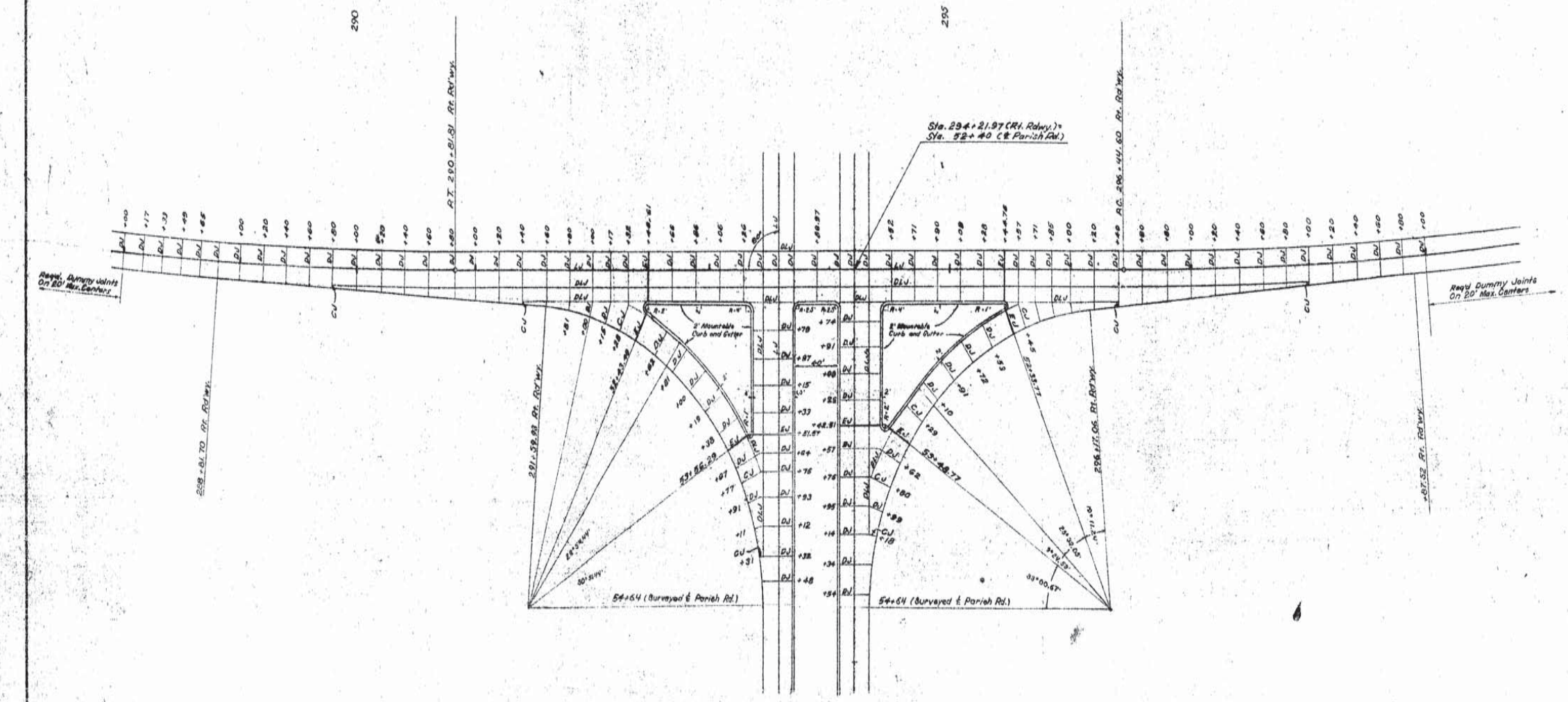
DESIGNED	DETAILED J. McMillan	TRACED E. Hessler
CHECKED	CHECKED H.E. Grice	CHECKED H.E. Grice
IN CHARGE OF		

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121.010	424-04-07	Iberia	12.0

107

SCALE 1" = 40'



LEGEND

L.J. --- Longitudinal Joint
D.L.J. -- Deformed Longitudinal Joint
E.J. --- Expansion Joint
D.J. --- Dummy Joint
C.J. --- Construction Joint

Note:
Transverse Construction Joints May Be Substituted For Transverse Dummy Joints.

SUGGESTED JOINT LAYOUT
INTERSECTION Rt. ROADWAY & PARISH ROAD @ STA. 294+08.27

Sheet 6 of 12 Sheets

DATED MARCH 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED K. ROARK	TRACED
CHECKED	CHECKED W. E. GRACE	CHECKED
IN CHARGE OF		

DATE	DESCRIPTION	BY
6-7-66	General Revision	M.H.

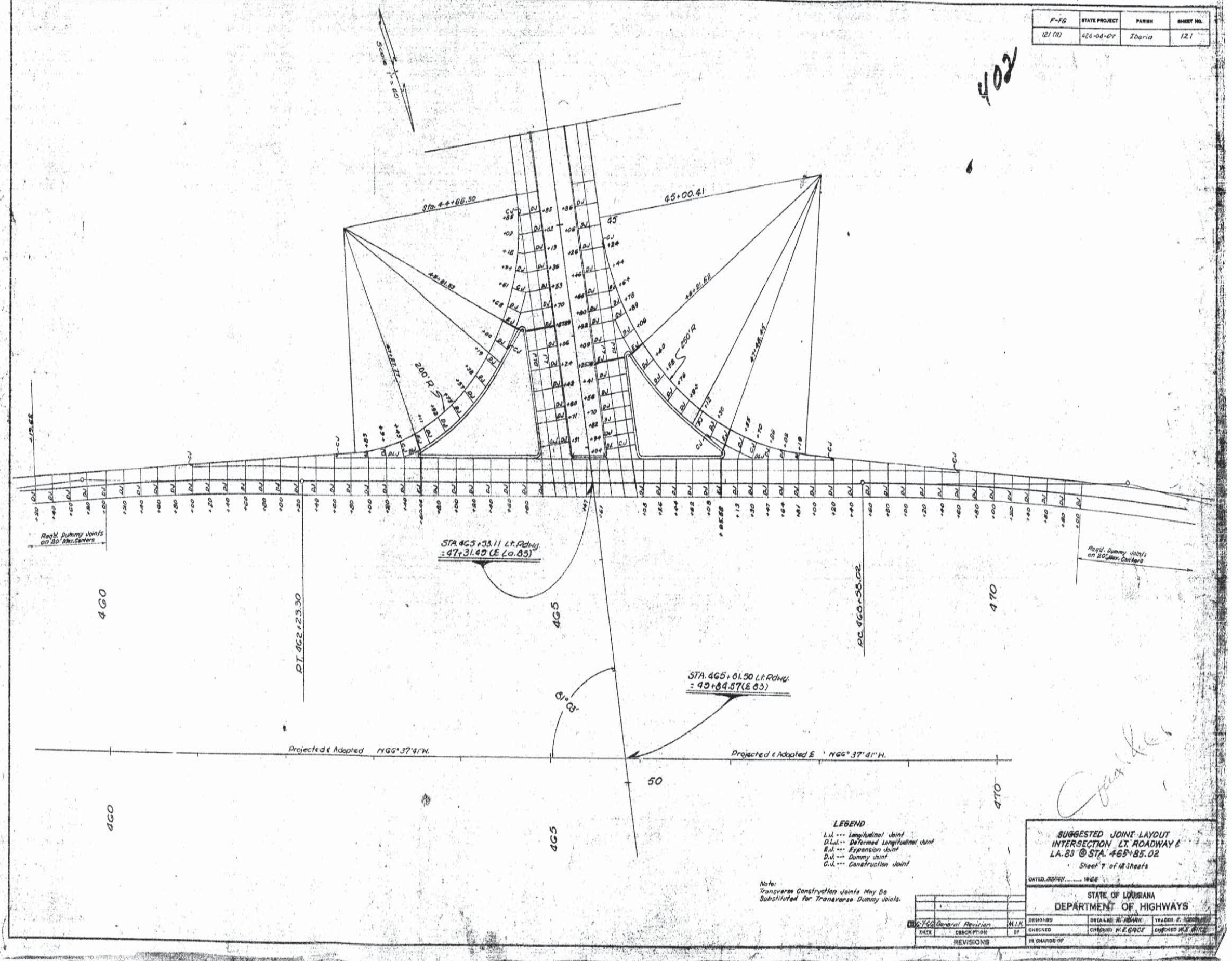
REVISIONS

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	12.1

402



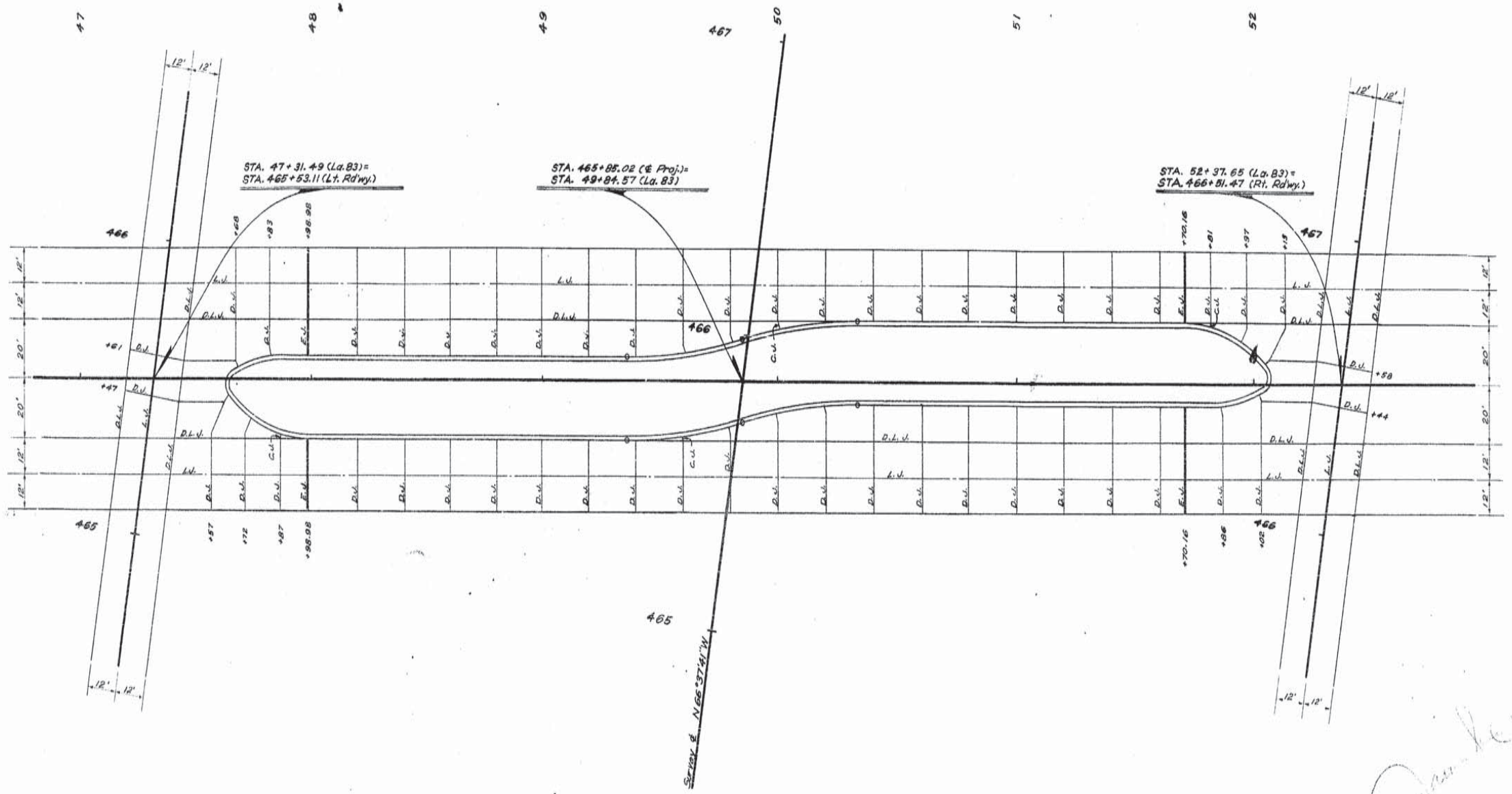
12

AS BUILTS

F-18	STATE PROJECT	PARISH	SHEET NO.
121 (1)	424-04-07	IBERIA	122

403

Scale 1" = 20'



LEGEND

L.J. - - - Longitudinal Joint
D.L.J. - - Deformed Longitudinal Joint
E.J. - - - Expansion Joint
D.J. - - - Dummy Joint
C.J. - - - Construction Joint

Note:
Transverse Construction Joints May Be Substituted for Transverse Dummy Joints.

SUGGESTED JOINT LAYOUT
LEFT TURN LANES - LA.83
@ STATION 465+85.02

Sheet 8 of 12 Sheets

DATED June 1944

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
6-7-44	GENERAL REVISION	M.L.H.

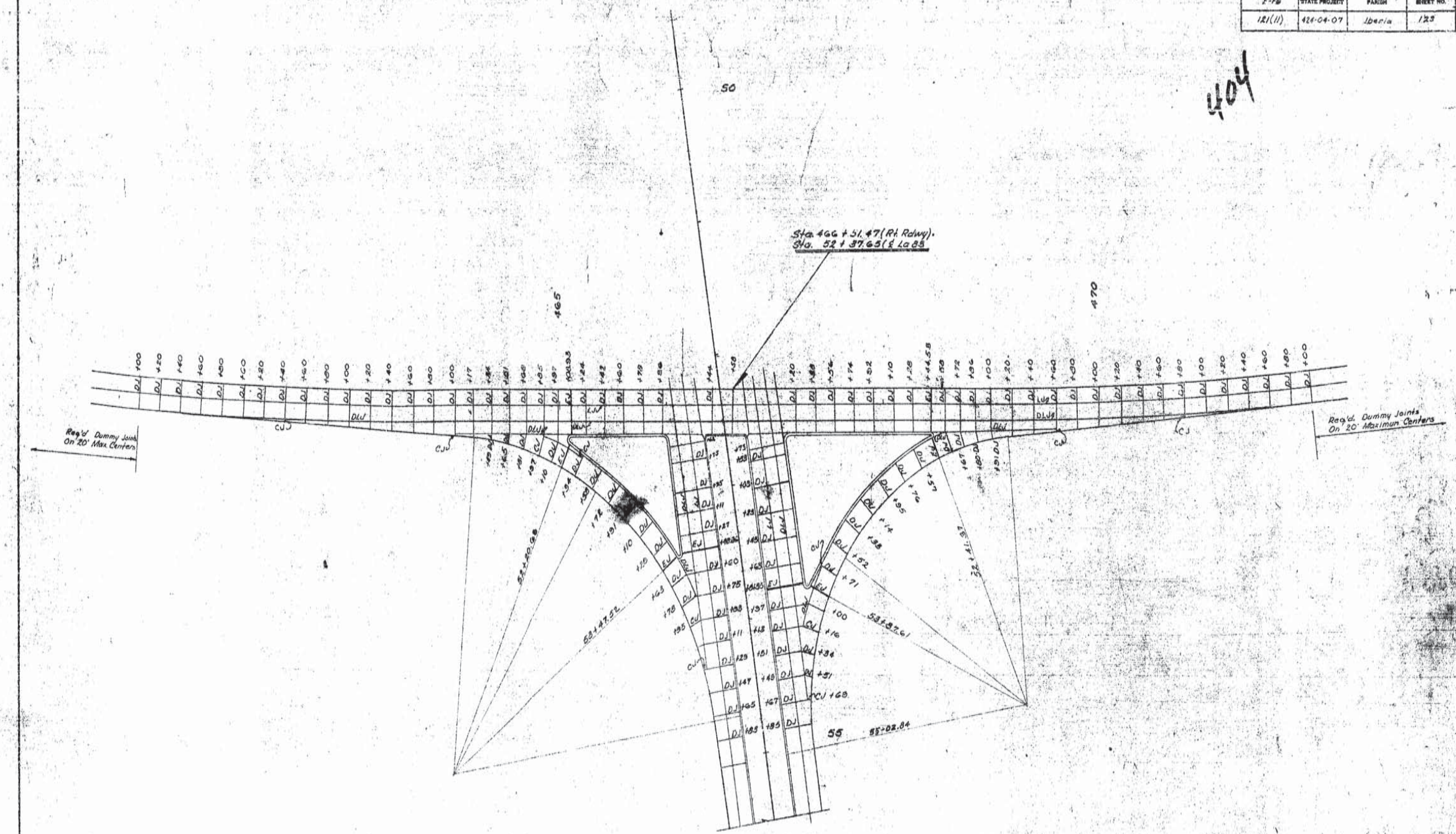
REVISIONS

DESIGNED | DETAILED J. McMillan | TRACED E. Hessler
CHECKED | CHECKED W.E. Grice | CHECKED W.E. Grice
IN CHARGE OF

AS BUILTS

F-FB	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	123

404



LEGEND

L.J. --- Longitudinal Joint
D.L.J. --- Deformed Longitudinal Joint
E.J. --- Expansion Joint
D.J. --- Dummy Joint
C.J. --- Construction Joint

Note:
Transverse Construction Joints May Be Substituted for Transverse Dummy Joints.

SUGGESTED JOINT LAYOUT
INTERSECTION RT. RDWY. & La 83

Sheet 9 of 12 Sheets

DATED March 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J. McMillan	TRACED [illegible]
CHECKED	CHECKED K.J. Roark	CHECKED W.F. Grice
IN CHARGE OF		

DATE	DESCRIPTION	BY
6-7-66	General Revision	M.I.H.

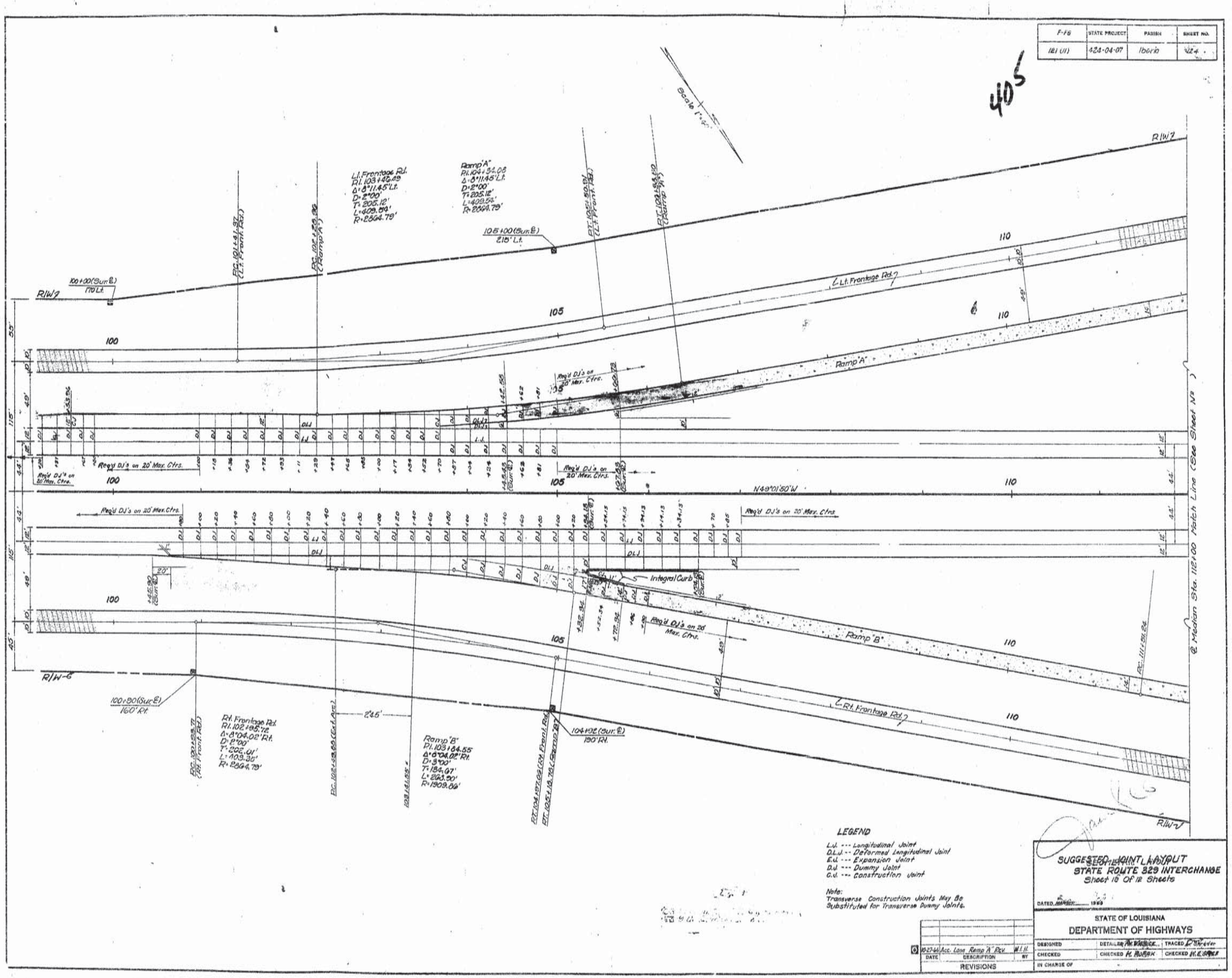
REVISIONS

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	424

405



LEGEND

L.J. --- Longitudinal Joint
D.L.J. -- Deformed Longitudinal Joint
E.J. --- Expansion Joint
D.J. --- Dummy Joint
C.J. --- Construction Joint

Note:
Transverse Construction Joints May Be Substituted for Transverse Dummy Joints.

DATE	DESCRIPTION	BY
10-27-66	Acc. Lane Ramp "A" Rev.	M.I.H.

REVISIONS

SUGGESTED JOINT LAYOUT
SEGMENT LAYOUT
STATE ROUTE 329 INTERCHANGE
Sheet 15 Of 12 Sheets

DATED MARCH 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

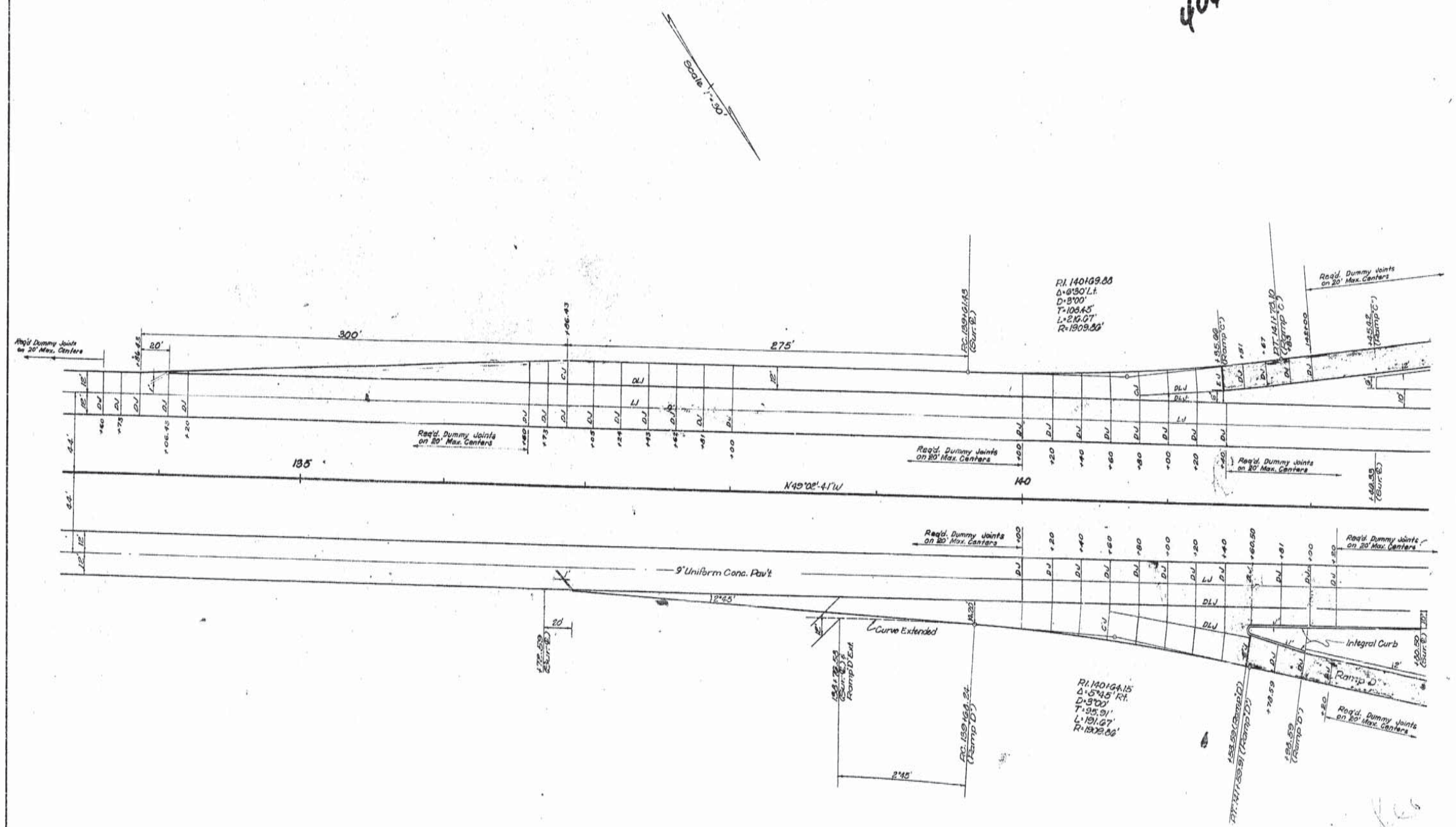
DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED
IN CHARGE OF		

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	125

406



LEGEND

L.J. --- Longitudinal Joint
D.L.J. -- Deformed Longitudinal Joint
E.J. --- Expansion Joint
D.J. --- Dummy Joint
C.J. --- Construction Joint

Note:
Transverse Construction Joints May Be Substituted for Transverse Dummy Joints.

DATE	DESCRIPTION	BY
10-27-66	Acc Lane Ramp "D" Rev.	M.I.H.

REVISIONS

SUGGESTED JOINT LAYOUT
STATE ROUTE 14 INTERCHANGE

Sheet 11 of 12 Sheets

DATED MARCH 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

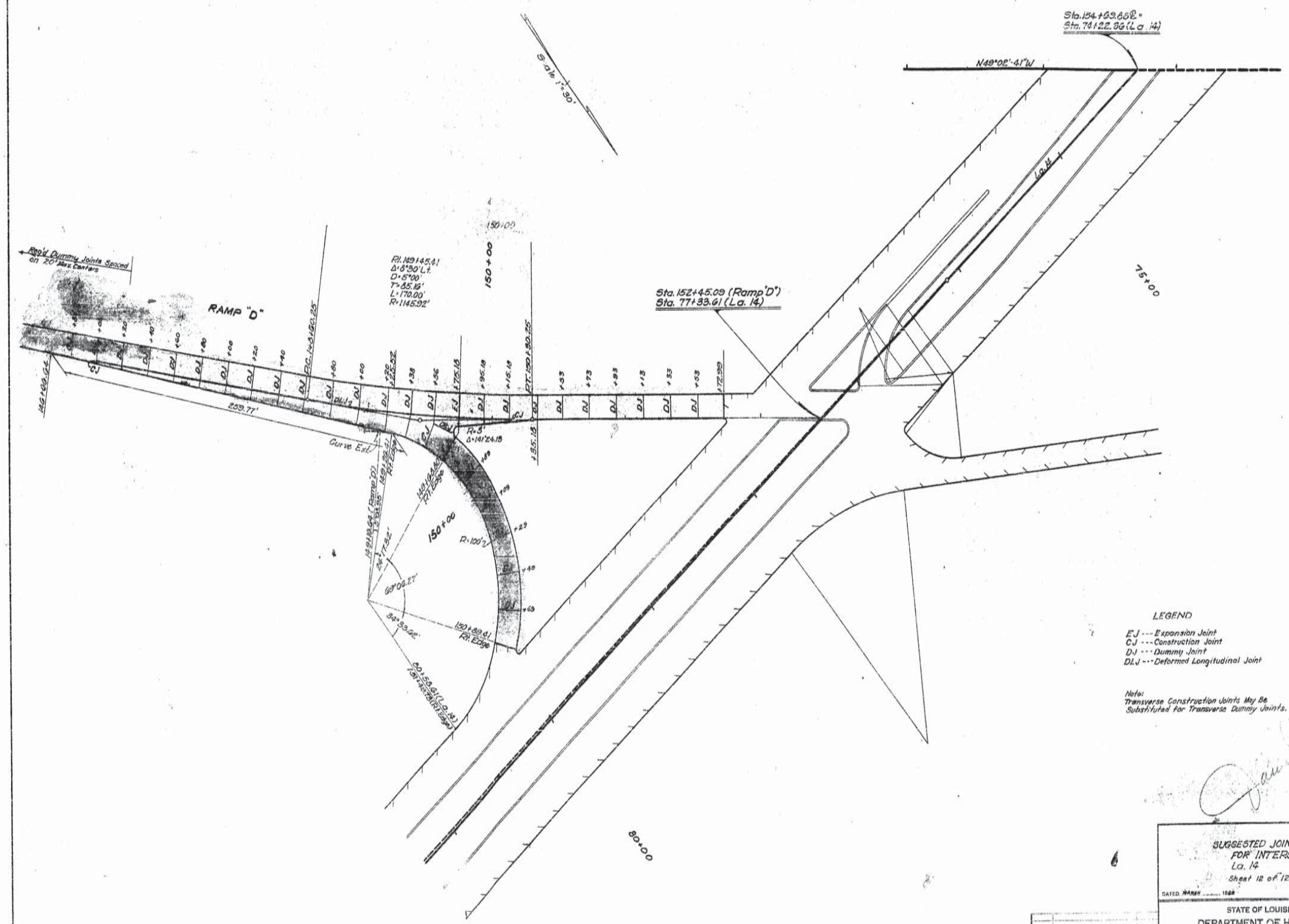
DESIGNED	DETAILED W.E. GRICE	TRACED E. KESSLER
CHECKED	CHECKED K. BOARK	CHECKED W.E. GRICE
IN CHARGE OF		

12

AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	126

407



LEGEND

EJ --- Expansion Joint
CJ --- Construction Joint
DJ --- Dummy Joint
DLJ --- Deformed Longitudinal Joint

Note:
Transverse Construction Joints May Be Substituted For Transverse Dummy Joints.

SUGGESTED JOINT LAYOUT
FOR INTERSECTION
La. 14
Sheet 12 of 12 Sheets

DATED MARCH 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED DETAILED W. E. GRICE TRACED L. Schrader
CHECKED CHECKED K. ROARK CHECKED W. E. GRICE
IN CHARGE OF

DATE	DESCRIPTION	BY

REVISIONS

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET Nº
121(11)	424-04-07	Iberia	127

408

CLASSIFICATION

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
DL. GR. & DK. SILTY CLAY TR. ROOTS & - ORGANIC 10%	1.65	STIFF	33	48	26	1	15
LT. GR. SILTY CLAY - STREAKS OF CLAY & TR. GRAV.	0.54	MED.	30	40	16	2	10
VE. DR. & GR. SILTY CLAY & LOAM - TR. IRON OXIDE & CONCRETIONS.	0.93	SOFT	31	37	13	3	5
DL. GR. SILTY CLAY - LT. TR. GRAV.	1.47	STIFF	24	34	20	4	0
DL. GR. & GREEN DR. SILTY CLAY & LOAM	1.65	STIFF	30	54	31	5	-5
DR. SILTY CLAY - POSSIBLY WEAK & DK. LOAMY SAND.	0.57	MED.	55	37	13	6	-10
DARK & LIGHT GRAY SILTY CLAY LOAM	0.82	MED.	23	33	16	7	-15
DR. SILTY LOAM		MED.	33	N. P.		8	-20
DR. DL. MED. SAND & WEAK LOAM. SOME DR. SILT TRACE & TR. GRAVEL		MED.	25	N. P.		9	-25
DR. MED. SAND		DENSE	19	N. P.		10	-30
STRAWS DR. SILTY CLAY			53	73	58	11	-35

BORING Nº 1 STA: 548+30
DATE MADE: DEC. 10 1964 LOCATION: 80' RT. ℄

DRIVING RESISTANCE TONS

TEST LOAD TONS

TIME HOURS

SETTLEMENT INCHES

CLASSIFICATION

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
6" WATER							15
VE. DR. & 8" - 3.0'							10
DR. & DR. SILTY CLAY & CLAY LOAM & LENSES OF SILT - TR. IRON OXIDE	0.40	SOFT	32	35	10	1	5
DL. DR. SILTY CLAY - STREAKS OF CLAY. TR. GRAV.	1.63	STIFF	26	46	27	2	0
DL. GR. & DR. SILTY CLAY TR. LOAM -	1.60	STIFF	21	48	30	3	-5
DL. GR. & DR. SILTY TO SANDY LOAM & LENSES CLAY	0.98	MED.	27	35	15	4	-10
MIX. LENSES DL. GR. SILTY CLAY & DR. FINE SILTY SAND & LOAM	0.99	MED.	26	33	15	5	-15
DR. MED. SAND & LENSE OF CLAY		MED.	23	N. P.		6	-20
DL. DR. SILTY CLAY & LENSES OF SAND	0.72	MED.	30	31	18	7	-25
DR. SILTY TO SANDY CLAY & LENSE OF SAND. LOAM & TR. GRAVEL.	1.14	STIFF	27	29	10	8	-30

BORING Nº 2 STA: 549+70
DATE MADE: JAN. 4 1965 LOCATION: 80' LT. ℄

DRIVING RESISTANCE TONS

TEST LOAD TONS

TIME HOURS

SETTLEMENT INCHES

CLASSIFICATION

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION

BORING Nº
DATE MADE:
STA:
LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS

TIME HOURS

SETTLEMENT INCHES

NOTES:

ABBREVIATIONS:

- N.P. = NON-PLASTIC
- BL. = BLUE
- BK. = BLACK
- BR. = BROWN
- GR. = GRAY
- WH. = WHITE
- YE. = YELLOW
- DK. = DARK
- LT. = LIGHT
- MED. = MEDIUM
- PENET. = PENETRATION
- S/S = UNABLE TO TEST BECAUSE OF SLICKENSIDES

MOISTURE CONTENT = MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

(3) = LOCATION AND IDENTIFICATION OF THE SAMPLE

NO PENETRATION = UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N = 18 = NUMBER OF BLOWS OF 140 LB HAMMER DROPPED 30 IN. REQUIRED TO DRIVE 2 IN. O.D. SPLIT SPOON SAMPLER 1 FT AFTER FIRST HAVING BEEN DRIVEN 6 IN. UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE.

NO CULL = NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE DATA.

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL		DESIGNATION	Nº OF BLOWS "N"	"qu" (UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ FT)
SAND & SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4-10	
		MEDIUM	10-30	
		DENSE	30-50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2-4	0.25 - 0.50
		MEDIUM	4-8	0.50 - 1.00
		STIFF	8-15	1 - 2
		VERY STIFF	15-30	2 - 4
		HARD	OVER 30	OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. MAX. ELEV.	MIN. ELEV.	AVE. ELEV.

CORE BORINGS AND TEST PILES

R.C. BOX CULVERT

DATED MAR. 13 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED R.G. DETAILED — TRACED G.B.S.
CHECKED J.H.J. CHECKED — CHECKED W.K.P.

TESTING AND RESEARCH SECTION - BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY
	REVISIONS	

PLATE 8

12

AS BUILTS

P.E.G.	STATE PROJECT	PARISH	SHEET Nº
121(11)	424-04-07	Iberia	128

409

CLASSIFICATION

SOIL TYPE & COLOR	q_u	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
BR. RD. & BR. SILTY CLAY & SILTY CLAY LOAM	1.99	STIFF	24	39	17	1	12
YE. BR. & BR. SILTY CLAY & LOAM	2.27	VERY STIFF	24	43	19	2	10
BR. SILTY CLAY - TR. LOAM & IRON OXIDE	0.58	MED.	42	37	12	3	5
YE. BR. SILTY CLAY. TR. IRON OXIDE.	2.48	VERY STIFF	22	38	21	4	0
TR. GRV. @ 27'-30' BR. & GR. MOTTLED SILTY CLAY - TR. CONC.	1.36 5/6	STIFF	33	32	72	5	-5
BR. SILTY LOAM - LENSE OF CLAY	0.33	SOFT	26	25	3	6	-10
BR. SILTY CLAY - LENSE OF LOAM		STIFF	30	51	31	7	-15
RED BR. SILTY CLAY	1.29	STIFF	37	38	35	8	-20

STA. | TEST PILE Nº
TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

BORING Nº 1 STA: 386+15
DATE MADE: DEC. 3 1964 LOCATION: 80' RT. ℄

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

CLASSIFICATION

SOIL TYPE & COLOR	q_u	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
L. WATER & SUBM. BR. SILTY CLAY & SAND		V. SOFT		W. SAND			15
BR. SILTY CLAY & LOAM TR. IRON OXIDE -	0.82	SOFT	36	36	12	1	10
BR. SILTY CLAY - TR. IRON OXIDE -	2.25	VERY STIFF	22	45	27	2	5
BR. & GR. SILTY CLAY TR. CONC.	1.72	STIFF	32	116	81	3	0
BR. SILTY LOAM - LENSE OF CLAY		MED.	26	N.	P.	4	-5
BR. & GR. SILTY CLAY & SILTY CLAY LOAM & LENSE OF SILTY LOAM	1.06	STIFF	26	38	21	5	-10

STA. | TEST PILE Nº
TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

BORING Nº 2 STA: 386+85
DATE MADE: JAN. 4 1965 LOCATION: 80' LT. ℄

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

CLASSIFICATION

SOIL TYPE & COLOR	q_u	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION

STA. | TEST PILE Nº
TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

BORING Nº
DATE MADE:
STA:
LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

NOTES:

ABBREVIATIONS:

N.P. = NON-PLASTIC
BL. = BLUE
BK. = BLACK
BR. = BROWN
GR. = GRAY
WH = WHITE
YE. = YELLOW
DK = DARK
LT = LIGHT
MED. = MEDIUM
PENET. = PENETRATION
B/S = UNABLE TO TEST BECAUSE OF BLICKENSIDES

MOISTURE CONTENT = MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

(3) = LOCATION AND IDENTIFICATION OF THE SAMPLE

NO PENETRATION = UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N = 18 = NUMBER OF BLOWS OF 140 LB HAMMER DROPPED 30 IN. REQUIRED TO DRIVE 2 IN O.D. SPLIT SPOON SAMPLER 1 FT. AFTER FIRST HAVING BEEN DRIVEN 6 IN. UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE

NO CULL = NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE DATA.

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL		DESIGNATION	Nº OF BLOWS "N"	"q_u" UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ.FT.
SAND & SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4-10	
		MEDIUM	10-30	
		DENSE	30-50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2-4	0.25-0.50
		MEDIUM	4-8	0.50-1.00
		STIFF	8-15	1-2
		VERY STIFF	15-30	2-4
		HARD	OVER 30	OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. MAX. ELEV.	MIN. ELEV.	AVE. ELEV.

CORE BORINGS AND TEST PILES

R.C. BOX CULVERT

DATED JAN. 14 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED R.G. | DETAILED - | TRACED G.B.S.
CHECKED J.H.J. | CHECKED - | CHECKED G.M.K.

TESTING AND RESEARCH SECTION - BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY

REVISIONS

PLATE 8

12

AS BUILTS

CLASSIFICATION

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
4" WATER							18
VE. BR. SILTY CLAY - TR. LOAM.	1.34	STIFF	27	42	21	(2)	10
BR. & GR. SILTY CLAY TR. CONC.	2.78	VERY STIFF	25	42	33	(3)	0 / -5 / -10 / -15 / -20
BR. SILTY CLAY - BR. SILTY LOAM - TR. CONC.	1.02	STIFF	25	30	10	(4)	-25 / -30
BR. SILTY LOAM - LENSE OF CLAY		MED.	29	N. P.	VERY WEAK	(5)	-35
BR. SILTY LOAM		MED.	28	N. P.	VERY WEAK	(6)	-40
BR. SILTY LOAM - LENSE OF CLAY LOAM.		MED.	28	N. P.	VERY WEAK	(7)	-45

TEST PILE Nº
TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

BORING Nº 1
DATE MADE: JAN 4 1965 STA: 444+40 LOCATION: 25' Lt. ℄

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

CLASSIFICATION

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
BR. & GR. SILTY CLAY - TR. CONCRETE & LOAM. 0.2%	1.45	STIFF	28	42	23	(1)	10
VE. BR. & BR. SILTY CLAY - TR. LOAM & IRON OXIDE	0.34	SOFT	33	36	13	(2)	0 / -5
BR. & BL. BR. SILTY CLAY - TR. CONC.	2.16	VERY STIFF	25	49	23	(3)	-10 / -15 / -20
RED BR. & BR. SILTY CLAY - TR. CONC.	1.50 +/-	STIFF	34	36	17	(4)	-25 / -30
BR. SILTY LOAM - LENSES & STRATHS OF CLAY.	0.17	VERY SOFT	26	33	13	(5)	
BR. SILTY LOAM & LENSE OF CLAY - TR. CONC.		VERY SOFT	27	28	VERY WEAK 6	(6)	-35
VE. STRATA RED BR. SILTY LOAM & RED BR. SILTY CLAY.	0.58	MED.	27	33	14	(7)	-40

TEST PILE Nº
TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

BORING Nº 2
DATE MADE: JAN 8 1965 STA: 444+00 LOCATION: 85' Rt. ℄

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

CLASSIFICATION

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION

TEST PILE Nº
TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

BORING Nº
DATE MADE: STA:
LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

NOTES:

F-16	STATE PROJECT	PARISH	SHEET Nº
11(11)	451-04-07	Iberia	169

ABBREVIATIONS:

N.P. = NON-PLASTIC
BL. = BLUE
BK. = BLACK
BR. = BROWN
GR. = GRAY
WH. = WHITE
YE. = YELLOW
GR. = GRAY
LT. = LIGHT
MED. = MEDIUM
PENET. = PENETRATION
5/6 = UNABLE TO TEST BECAUSE OF SLICKENSIDES

MOISTURE CONTENT = MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

(3) = LOCATION AND IDENTIFICATION OF THE SAMPLE.

NO PENETRATION = UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N < 18 = NUMBER OF BLOWS OF 140 LB. HAMMER DROPPED 30 IN. REQUIRED TO DRIVE 2 IN. O.D. SPLIT SPOON SAMPLER 1 FT. AFTER FIRST HAVING BEEN DRIVEN 6 IN. UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE.

NO CULL = NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE DATA.

410

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL	DESIGNATION		Nº OF BLOWS "N"	"qu" UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ.FT.
SAND & SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4-10	
		MEDIUM	10-30	
		DENSE	30-50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2-4	0.25-0.50
		MEDIUM	4-8	0.50-1.00
		STIFF	8-15	1-2
		VERY STIFF	15-30	2-4
		HARD	OVER 30	OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. - MAX. ELEV.	MIN. ELEV.	AVE. ELEV.

CORE BORINGS AND TEST PILES.

R. C. BOX CULVERT

DATED JAN 14 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED N.F. DETAILED - TRACED G.B.S.
CHECKED J.H.J. CHECKED - CHECKED W.N.F.
TESTING AND RESEARCH SECTION - BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY
	REVISIONS	

PLATE 8

13

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET Nº
121(11)	424-04-07	Iberia	130

CLASSIFICATION

SOIL TYPE & COLOR	Qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
VE. DK. GR. SILTY CLAY - TR. IRON - TRACE %	0.85	MED.	25	36	19	12	10
VE. DK. & BL. SILTY CLAY & LOAM - TR. IRON OXIDE TR. ORG. 3' - 15'	0.55	MED.	34	37	13	13	5 / 0 / -5
VE. DK. SILTY CLAY - TR. IRON OXIDE -	1.70	STIFF	23	52	35	14	-10 / -15
TR. ORG. @ 30' - 33' RED BR. & BL. DK. SILTY CLAY - TR. CONC.	1.40 / S/S	STIFF	32	84	53	15	-20 / -25 / -30
DK. SILTY CLAY & SILTY CLAY LOAM	0.80	MED.	25	40	22	16	-35 / -40

TEST PILE Nº
TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

BORING Nº 1
DATE MADE: DEC. 8, 1964 STA: 460 + 80 LOCATION: 35' LT. & LT. ROWY.

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

CLASSIFICATION

SOIL TYPE & COLOR	Qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
DK. BR. SILTY CLAY	2.40	VERY STIFF	22	46	26	6	10
VE. DK. BR. SILTY CLAY & LOAM	0.81	MED.	23	35	11	7	5 / 0
VE. DK. SILTY CLAY - TR. IRON OXIDE & CONCRETIONS	1.50	STIFF	29	49	22	8	-5
DK. SILTY CLAY - TR. CONCRETIONS -	2.17	VERY STIFF	23	56	36	9	-10 / -15
RED. BR. & DK. SILTY CLAY - LT. TR. CONC.	1.65	STIFF	28	78	53	10	-20 / -25 / -30
RED. DK. SILTY CLAY - STREAKS LOAM - TR. CONC.	1.50	STIFF	29	56	31	11	-35
RED. DK. SILTY CLAY - TR. CONC.	2.37	VERY STIFF	32	95	67	12	-40 / -45

TEST PILE Nº
TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

BORING Nº 2
DATE MADE: DEC. 9, 1964 STA: 461 + 20 LOCATION: 35' RT. & LT. ROWY.

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

CLASSIFICATION

SOIL TYPE & COLOR	Qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION

TEST PILE Nº
TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

BORING Nº
DATE MADE:
STA:
LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

NOTES:

ABBREVIATIONS:

N.P. = NON-PLASTIC
BL. = BLUE
BK. = BLACK
BR. = BROWN
GR. = GRAY
WH. = WHITE
YE. = YELLOW
DK. = DARK
LT. = LIGHT
MED. = MEDIUM
PENET. = PENETRATION
S/S = UNABLE TO TEST BECAUSE OF SLICKENSIDES

411

MOISTURE CONTENT = MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

(3) = LOCATION AND IDENTIFICATION OF THE SAMPLE

NO PENETRATION = UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N = 18 = NUMBER OF BLOWS OF 140 LB HAMMER DROPPED 30 IN REQUIRED TO DRIVE 2 IN O.D. SPLIT SPOON SAMPLER 1 FT AFTER FIRST HAVING BEEN DRIVEN 6 IN UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE.

NO CULL = NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE DATA.

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL		DESIGNATION	Nº OF BLOWS "N"	"Qu" UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ FT
SAND & SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4-10	
		MEDIUM	10-30	
		DENSE	30-50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2-4	0.25-0.50
		MEDIUM	4-8	0.50-1.00
		STIFF	8-15	1-2
		VERY STIFF	15-30	2-4
		HARD	OVER 30	OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. MAX. ELEV.	MIN ELEV.	AVE. ELEV.

CORE BORINGS AND TEST PILES.

R.C. BOX CULVERT

DATED JAN. 15 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED R.B. TRACED
CHECKED J.H.J. CHECKED CHECKED W.A.P.

TESTING AND RESEARCH SECTION - BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY
	REVISIONS	

PLATE B

12

AS BUILTS

CLASSIFICATION							
SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
BR. & BR. SILTY TO SANDY CLAY	0.88	MED.	25	46	27	1	10
TR. BR. & BR. SILTY CLAY - TR. IRON OXIDE	0.94	MED.	26	40	20	2	5
TR. BR. SILTY CLAY - TRACE SAND - TR. BR. & BR. SILTY CLAY - TR. IRON OXIDE & CONC.	0.63	SOFT	23	39	16	3	0
	0.13	VERY SOFT	36	36	10	4	
TR. BR. & GR. SILTY CLAY - TR. IRON OXIDE -	0.85	SOFT	35	36	12	5	-5
BR. & BL. BR. SILTY CLAY & CONCRETIONS	1.82 S/S	STIFF	27	81	56	6	-10 -15 -20 -25 -30 -35 -40 -45

TEST PILE Nº 1

TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

BORING Nº 1
DATE MADE: DEC. 16, 1964
STA: 160+30
LOCATION: 50' RT. & AT. ROW.

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

CLASSIFICATION							
SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION

TEST PILE Nº

TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

BORING Nº
DATE MADE:
STA:
LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

CLASSIFICATION							
SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION

TEST PILE Nº

TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

BORING Nº
DATE MADE:
STA:
LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

F.A.P.	STATE PROJECT	PARISH	SHEET Nº
12(11)	424-04-07	Ouachita	181

NOTES:

412

ABBREVIATIONS:

N.P. = NON-PLASTIC
BL. = BLUE
BK. = BLACK
BR. = BROWN
GR. = GRAY
WH. = WHITE
YE. = YELLOW
DK. = DARK
LT. = LIGHT
MED. = MEDIUM
PENET. = PENETRATION
S/S = UNABLE TO TEST BECAUSE OF SLICKENSIDES

MOISTURE CONTENT = MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

(3) = LOCATION AND IDENTIFICATION OF THE SAMPLE

NO PENETRATION = UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N = 18 = NUMBER OF BLOWS OF 140 LB HAMMER DROPPED 30 IN REQUIRED TO DRIVE 2 IN. O.D. SPLIT SPOON SAMPLER 1 FT AFTER FIRST HAVING BEEN DRIVEN 6 IN. UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE.

NO CULL = NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE DATA.

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL		DESIGNATION	Nº OF BLOWS "N"	"qu" UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ.FT.
SAND & SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4-10	
		MEDIUM	10-30	
		DENSE	30-50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2-4	0.25-0.50
		MEDIUM	4-8	0.50-1.00
		STIFF	8-15	1-2
		VERY STIFF	15-30	2-4
		HARD	OVER 30	OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. MAX. ELEV.	MIN. ELEV.	AVE. ELEV.

CORE BORINGS AND TEST PILES.

R.C. BOX CULVERT

DATED JAN. 18, 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED R.E. | DETAILED -- | TRACED E.B.S.
CHECKED J.H.J. | CHECKED -- | CHECKED W.R.F.

TESTING AND RESEARCH SECTION - BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY

REVISIONS

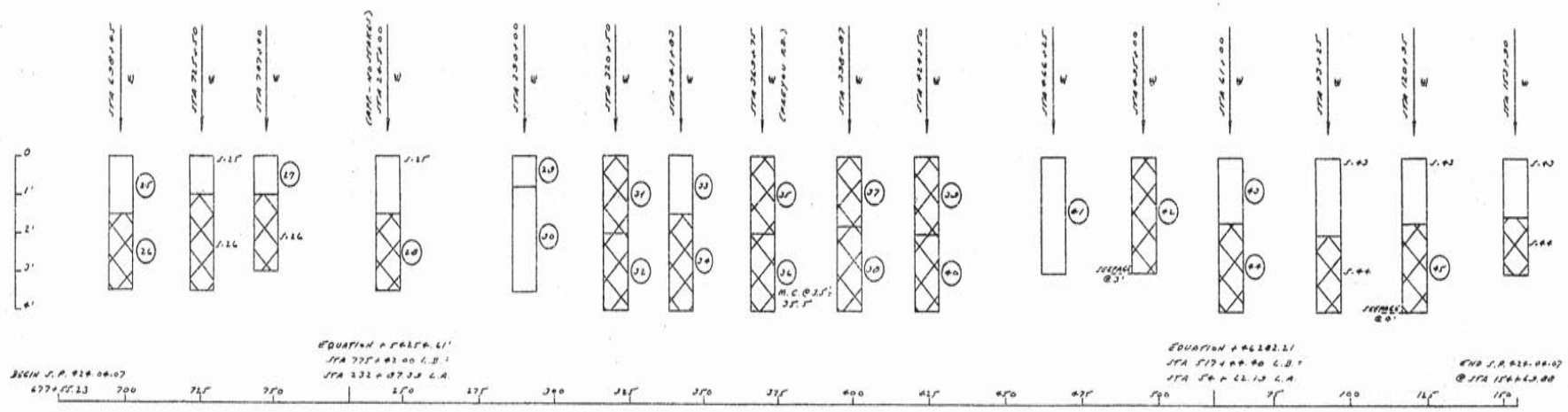
PLATE 8

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	132

413



LEGEND

SCALES:
PROFILE
HORIZONTAL 1" = 2000'
VERTICAL 1" = 2'

(25) INDICATES LOCATION & IDENTIFICATION OF SAMPLE TESTED IN LABORATORY
S-25 INDICATES MATERIAL SAME AS (25)
A-4 INDICATES SUBGRADE SOIL GROUP
L.L. INDICATES LIQUID LIMIT
P.I. INDICATES PLASTIC INDEX
N.P. INDICATES NON-PLASTIC
G.I. INDICATES GROUP INDEX
M.C. INDICATES MOISTURE CONTENT OF MATERIAL IN NATURAL STATE
(10%) INDICATES ORGANIC CONTENT
SEEPAGE INDICATES LEVEL OF WATER SEEPAGE @ 3'
INDICATES SUITABLE MATERIAL (A-6 OR BETTER HAVING A P.I. OF 15 OR LESS)
INDICATES UNSUITABLE MATERIAL
STA 0+00 W INDICATES BORING LOCATION & IDENTIFICATION

PREPARED WITHOUT THE USE OF A GROUND LINE
CLASSIFIED ACCORDING TO AASHO DESIGNATION M 145 SPECIFICATIONS
FIELD BOOK NO. SL-1811

SAMPLE LEGEND

(25), S-25 CRUMBLY DK. BR. SILTY CLAY LOAM
A-6 L.L. 36 P.I. 13 G.I. 3
(26), S-26 CRUMBLY YE. GR. SILTY CLAY LOAM
A-7-6 L.L. 41 P.I. 18 G.I. 11
(27), S-27 PACKED BR. SILTY LOAM
A-4 L.L. 28 P.I. 6 G.I. 8
(28), S-28 FAIRLY STIFF DK. BR. YE. SILTY CLAY
A-7-6 L.L. 55 P.I. 30 G.I. 13
(29), S-29 CRUMBLY BR. SILTY CLAY LOAM & ORGANIC (3%)
A-6 L.L. 37 P.I. 12 G.I. 3
(30), S-30 CRUMBLY BR. YE. SILTY CLAY LOAM
A-6 L.L. 36 P.I. 12 G.I. 3
(31), S-31 CRUMBLY DK. BR. SILTY CLAY LOAM & ORGANIC (3%)
A-7-6 L.L. 45 P.I. 13 G.I. 13
(32), S-32 FAIRLY CRUMBLY YE. GR. SILTY CLAY LOAM
A-7-6 L.L. 42 P.I. 18 G.I. 12
(33), S-33 PACKED BR. SILTY CLAY LOAM & ORGANIC (5%)
A-4 L.L. 23 P.I. 7 G.I. 8
(34), S-34 CRUMBLY YE. GR. SILTY CLAY LOAM
A-7-6 L.L. 42 P.I. 17 G.I. 11
(35), S-35 CRUMBLY DK. BR. SILTY CLAY LOAM & ORGANIC (3%)
A-7-6 L.L. 44 P.I. 18 G.I. 12
(36), S-36 FAIRLY SOFT GR. YE. SILTY CLAY LOAM & ORGANIC (5%)
A-6 L.L. 40 P.I. 16 G.I. 10
(37), S-37 FAIRLY CRUMBLY DK. BR. SILTY CLAY & ORGANIC (8%)
A-7-6 L.L. 52 P.I. 23 G.I. 18
(38), S-38 STIFF CRUMBLY GR. YE. SILTY CLAY
A-7-6 L.L. 43 P.I. 28 G.I. 17
(39), S-39 FAIRLY STIFF BR. GR. MED. SILTY CLAY
A-7-6 L.L. 62 P.I. 37 G.I. 20
(40), S-40 CRUMBLY YE. GR. SILTY CLAY
A-7-6 L.L. 44 P.I. 22 G.I. 14
(41), S-41 PACKED YE. SILTY CLAY LOAM
A-4 L.L. 23 P.I. 6 G.I. 8
(42), S-42 FAIRLY CRUMBLY DK. BR. - YE. SILTY CLAY LOAM & ORGANIC (7%)
A-6 L.L. 40 P.I. 16 G.I. 10
(43), S-43 CRUMBLY DK. BR. SILTY CLAY LOAM & ORGANIC (10%)
A-6 L.L. 33 P.I. 15 G.I. 10
(44), S-44 CRUMBLY YE. SILTY CLAY LOAM
A-6 L.L. 40 P.I. 17 G.I. 11
(45), S-45 FAIRLY CRUMBLY GR. YE. SILTY CLAY LOAM & ORGANIC (5%)
A-7-6 L.L. 42 P.I. 13 G.I. 12

FOR INFORMATIONAL PURPOSES ONLY

RECONNAISSANCE SURVEY

DATED 25 APRIL 1963

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED A.G.	DETAILED -	TRACED M.S.L.A.
CHECKED F.S.M.	CHECKED -	CHECKED W.K.F.

THE CHANGE OF H.L. LEHMANN, TESTING & RESEARCH ENGR.

DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	133

414

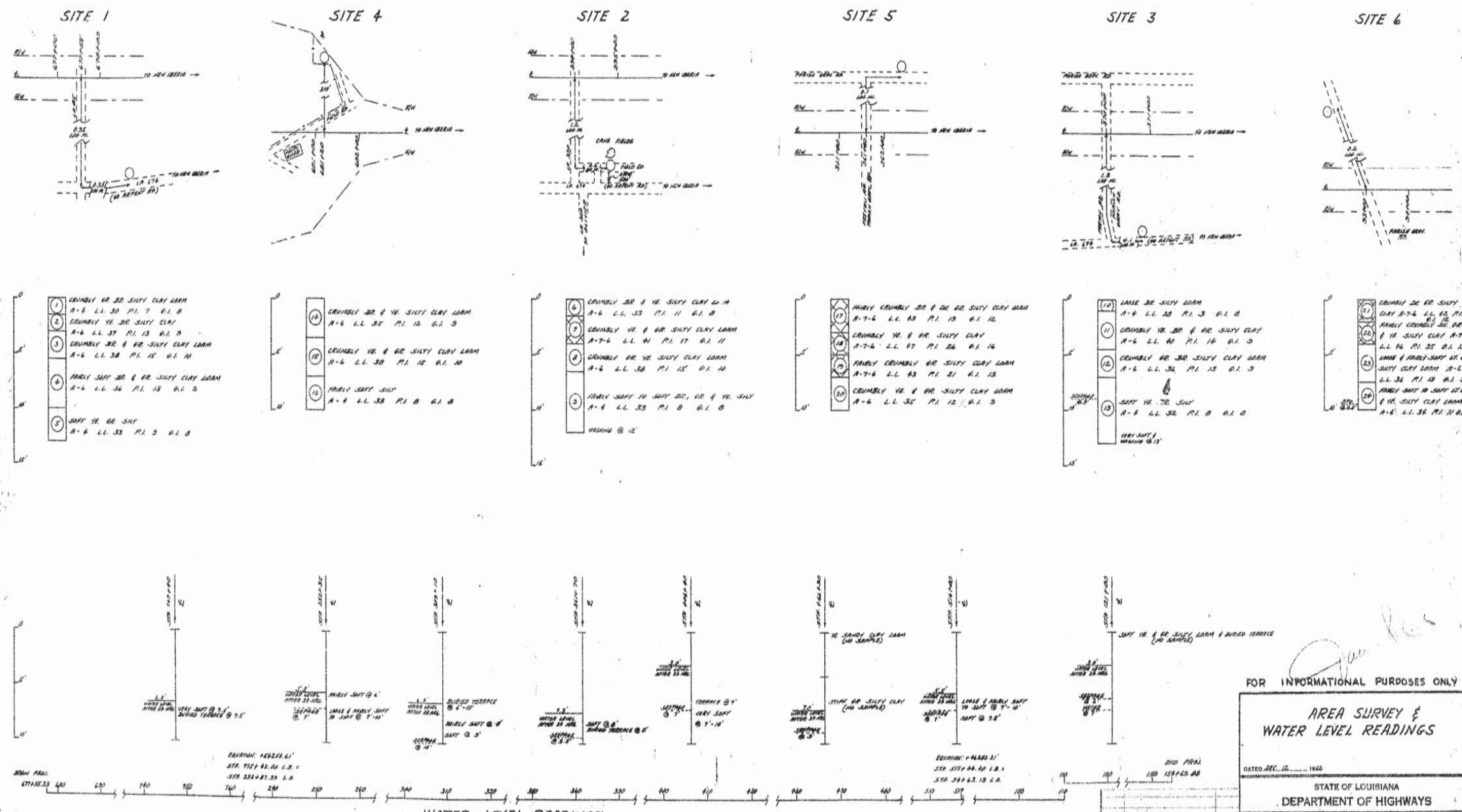
SCALES:
PROFILE:
HORIZONTAL 1" = 1000'
VERTICAL 1" = 5'
AREA SURVEY MAPS 1" = 100'
LOGS OF BORINGS 1" = 5'

○ INDICATES AREA SURVEY BORING LOCATION & IDENTIFICATION
(1) INDICATES LOCATION & IDENTIFICATION OF SAMPLE TESTED IN LABORATORY
A-4 INDICATES SUBGRADE SOIL GROUP
L.L. INDICATES LIQUID LIMIT
P.I. INDICATES PLASTIC INDEX
N.P. INDICATES NON-PLASTIC
G.I. INDICATES GROUP INDEX
WATER @ 3' INDICATES LEVEL OF FREE WATER

LEGEND
INDICATES SUITABLE MATERIAL (A-6 OR LOWER WITH A P.I. OF 15 OR LESS)
INDICATES UNSUITABLE MATERIAL
INDICATES BORING LOCATION & IDENTIFICATION

CLASSIFIED ACCORDING TO A.A.S.H.O. DESIGNATION M 145 SPECIFICATIONS
THIS PROFILE WAS PREPARED WITHOUT THE USE OF A GROUND LINE

FIELD BOOK NO. SL-1011



FOR INFORMATIONAL PURPOSES ONLY

AREA SURVEY & WATER LEVEL READINGS

DATED DEC. 12, 1962

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED	P.O.	DETAILED	-	TRACED	W.K.K.
CHECKED	F.S.M.	CHECKED	-	CHECKED	G.B.S.

IN CHARGE OF H.L. LEHMANN, TESTING & RESEARCH ENGR.

DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F-FC	STATE PROJECT	PARISH	SHEET NO.
121 (11)	426-04-07	Iberia	134

LEGEND

SCALES:

PROFILE:

HORIZONTAL 1" = 50'

VERTICAL 1" = 5'

(96) INDICATES LOCATION & IDENTIFICATION OF SAMPLE TESTED IN LABORATORY

S.50 INDICATES MATERIAL SAME AS (50)

A-4 INDICATES SUBGRADE SOIL GROUP

L.L. INDICATES LIQUID LIMIT

P.I. INDICATES PLASTIC INDEX

N.P. INDICATES NON-PLASTIC

G.I. INDICATES GROUP INDEX

M.C. INDICATES MOISTURE CONTENT OF MATERIAL IN NATURAL STATE

WATER @ 5.0' INDICATES LEVEL OF FREE WATER

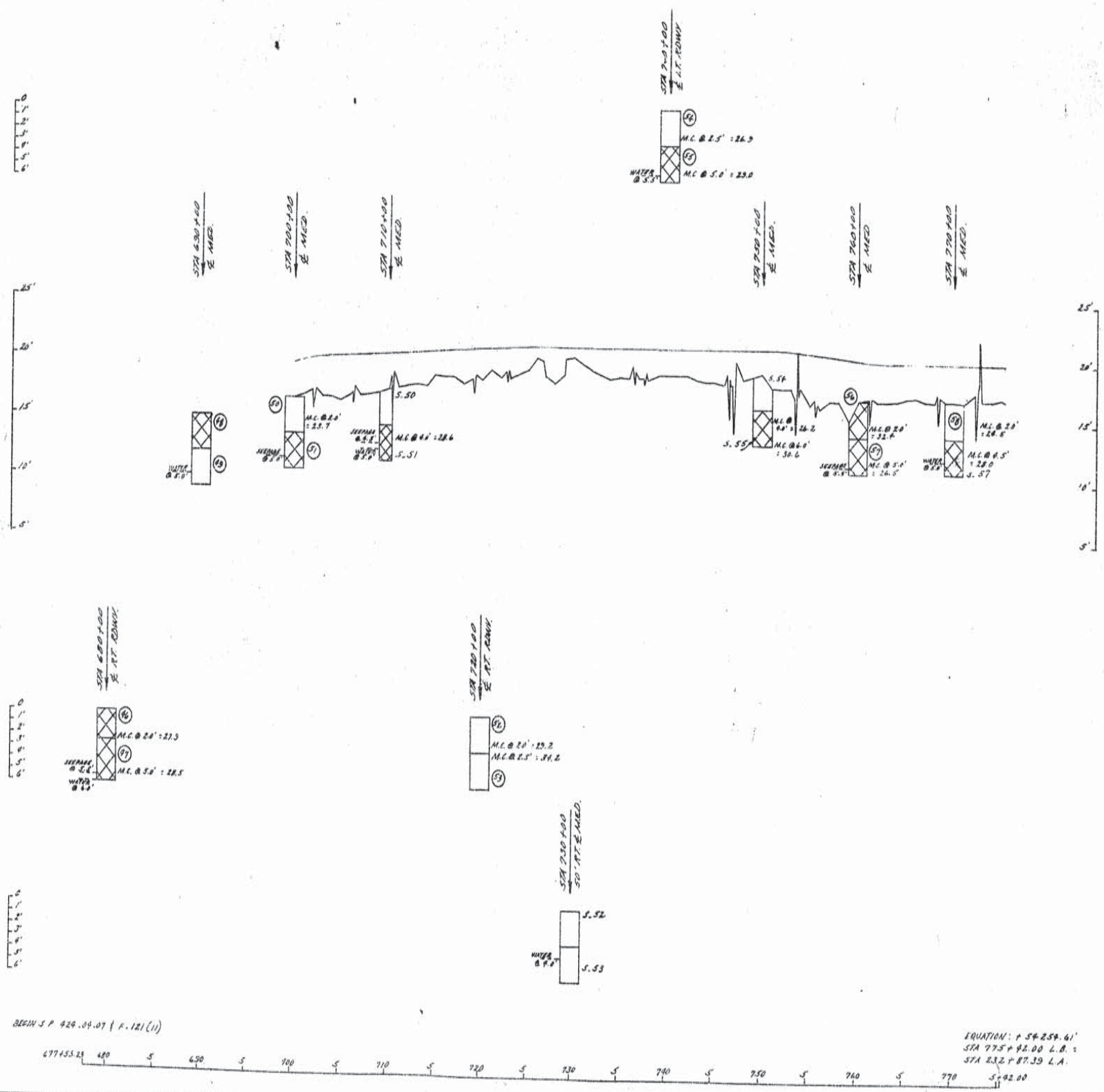
INDICATES SUITABLE MATERIAL (A-6 OR BETTER HAVING A P.I. OF 15 OR LESS)

INDICATES UNSUITABLE MATERIAL

STA 6+00 ℄ — INDICATES BORING LOCATION & IDENTIFICATION

CLASSIFIED ACCORDING TO A.A.S.H.O. DESIGNATION M145 SPECIFICATIONS

FIELD BOOK NO. SL-1811



SAMPLE LEGEND

(96) S.46 HARD & FAIRLY STIFF BR. & BR. SILTY CLAY
A-7-6 L.L. 45 P.I. 19 G.I. 13

(97) S.47 CRUMBLY VE. BR. SILTY CLAY LOAM
A-6 L.L. 40 P.I. 16 G.I. 10

(98) S.48 CRUMBLY VE. BR. SILTY CLAY LOAM
A-6 L.L. 40 P.I. 16 G.I. 10

(99) S.49 FAIRLY SOFT VE. SILTY CLAY LOAM
A-6 L.L. 38 P.I. 15 G.I. 10

(50) S.50 CRUMBLY BR. TO VE. SILTY CLAY LOAM
A-6 L.L. 31 P.I. 10 G.I. 8

(51) S.51 CRUMBLY VE. SILTY CLAY LOAM
A-6 L.L. 40 P.I. 17 G.I. 11

(52) S.52 CRUMBLY TO FAIRLY SOFT BR., VE. & BR. SILTY CLAY LOAM
A-6 L.L. 34 P.I. 11 G.I. 8

(53) S.53 FAIRLY SOFT BR. & VE. SILTY CLAY LOAM
A-6 L.L. 33 P.I. 15 G.I. 10

(54) S.54 CRUMBLY BR. TO VE. SILTY CLAY LOAM
A-6 L.L. 35 P.I. 12 G.I. 9

(55) S.55 FAIRLY SOFT VE. & BR. SILTY CLAY LOAM
A-6 L.L. 33 P.I. 16 G.I. 10

(56) S.56 FAIRLY STIFF BR. BR. SILTY CLAY
A-7-6 L.L. 47 P.I. 21 G.I. 16

(57) S.57 FAIRLY STIFF VE. & BR. SILTY CLAY
A-7-6 L.L. 47 P.I. 25 G.I. 15

(58) S.58 CRUMBLY BR. & VE. SILTY CLAY LOAM
A-6 L.L. 37 P.I. 15 G.I. 10

FOR INFORMATIONAL PURPOSES ONLY

SUBGRADE SOIL SURVEY

DATED MAY 11, 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED J.B.	DETAILED -		TRACED G.B.S.
CHECKED F.S.M.	CHECKED		CHECKED W.K.F.

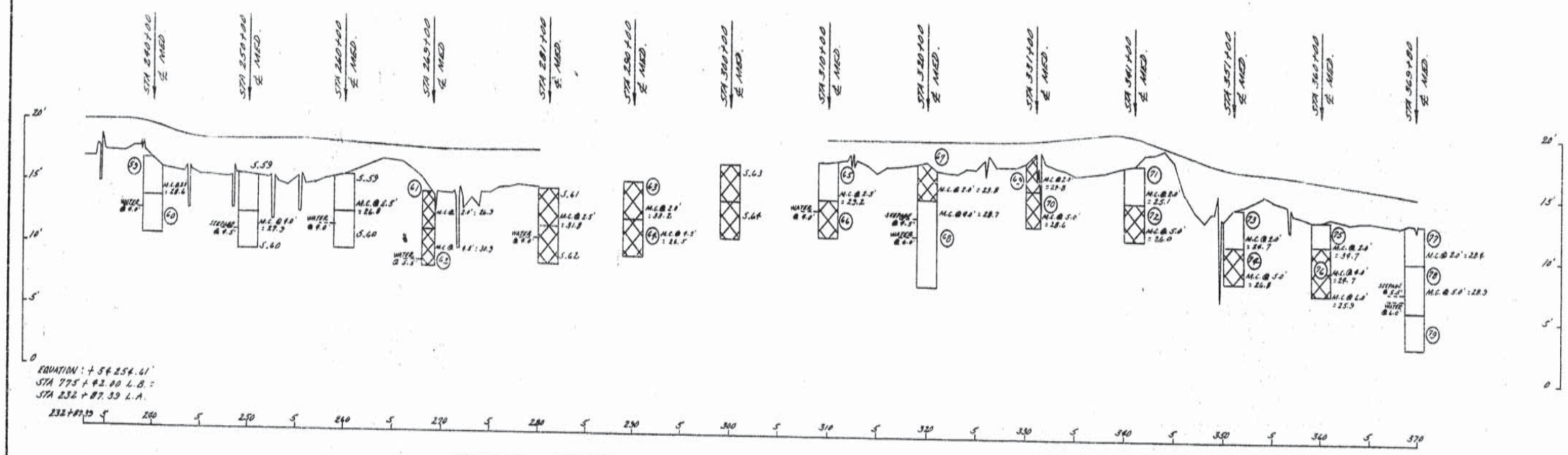
IN CHARGE OF L.W. HARDELL, TESTING & RESEARCH ENGR.

DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
181 (11)	424-04-07	Iberia	125

416



SAMPLE LEGEND

(59) S-59 CRUMBLY BR. TO VE. SILTY CLAY LOAM
A-6 LL 38 PI. 15 G.I. 10

(60) S-60 FAIRLY SOFT VE. & GR. SILTY LOAM
A-6 LL 36 PI. 14 G.I. 10

(61) S-61 CRUMBLY DK. BR. SILTY CLAY
A-7-6 LL 44 PI. 13 G.I. 12

(62) S-62 FAIRLY SOFT BR. & VE. SILTY CLAY LOAM
A-7-6 LL 44 PI 20 G.I. 13

(63) S-63 CRUMBLY DK. BR. & VE. SILTY CLAY LOAM
A-7-6 LL 41 PI. 17 G.I. 11

(64) S-64 FAIRLY SOFT VE. & GR. SILTY CLAY LOAM
A-7-6 LL 42 PI. 18 G.I. 12

(65) S-65 CRUMBLY BR. & VE. SILTY CLAY LOAM
A-6 LL 36 PI. 11 G.I. 8

(66) S-66 FAIRLY SOFT VE. & GR. SILTY CLAY LOAM
A-7-6 LL 42 PI. 18 G.I. 12

(67) S-67 LOOSE BR. TO VE. SILTY CLAY LOAM
A-7-6 LL 42 PI. 16 G.I. 11

(68) S-68 VERY SOFT GR., BR. & VE. SILT
A-4 LL 31 PI. 10 G.I. 8

(69) S-69 CRUMBLY BR. SILTY CLAY
A-7-6 LL 44 PI. 13 G.I. 12

(70) S-70 FAIRLY CRUMBLY GR. & BR. SILTY CLAY
A-7-6 LL 47 PI. 26 G.I. 15

(71) S-71 CRUMBLY BR. & VE. SILTY CLAY LOAM
A-6 LL 37 PI. 14 G.I. 10

(72) S-72 CRUMBLY VE. & GR. SILTY CLAY LOAM
A-6 LL 39 PI. 17 G.I. 11

(73) S-73 CRUMBLY BR. & VE. SILTY LOAM
A-4 LL 31 PI. 9 G.I. 8

(74) S-74 CRUMBLY VE. & GR. SILTY CLAY LOAM
A-6 LL 39 PI. 16 G.I. 10

(75) S-75 CRUMBLY DK. BR. SILTY CLAY LOAM
A-4 LL 30 PI. 8 G.I. 8

(76) S-76 FAIRLY CRUMBLY BR., BR. & VE. SILTY CLAY
A-7-6 LL 41 PI. 16 G.I. 11

(77) S-77 CRUMBLY DK. BR. & VE. SILTY CLAY LOAM
A-6 LL 35 PI. 14 G.I. 10

(78) S-78 SOFT VE. SILTY LOAM
A-6 LL 35 PI. 12 G.I. 9

(79) S-79 VERY SOFT BR. SILT
A-4 LL 30 PI. 9 G.I. 8

FOR INFORMATIONAL PURPOSES ONLY

SUBGRADE SOIL SURVEY

DATED MAY 17, 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED A.E.	DETAILED		TRACED E.A.S.
CHECKED F.S.M.	CHECKED		CHECKED W.K.F.

IN CHARGE OF L.W. HARDELL, TESTING & RESEARCH ENGR.

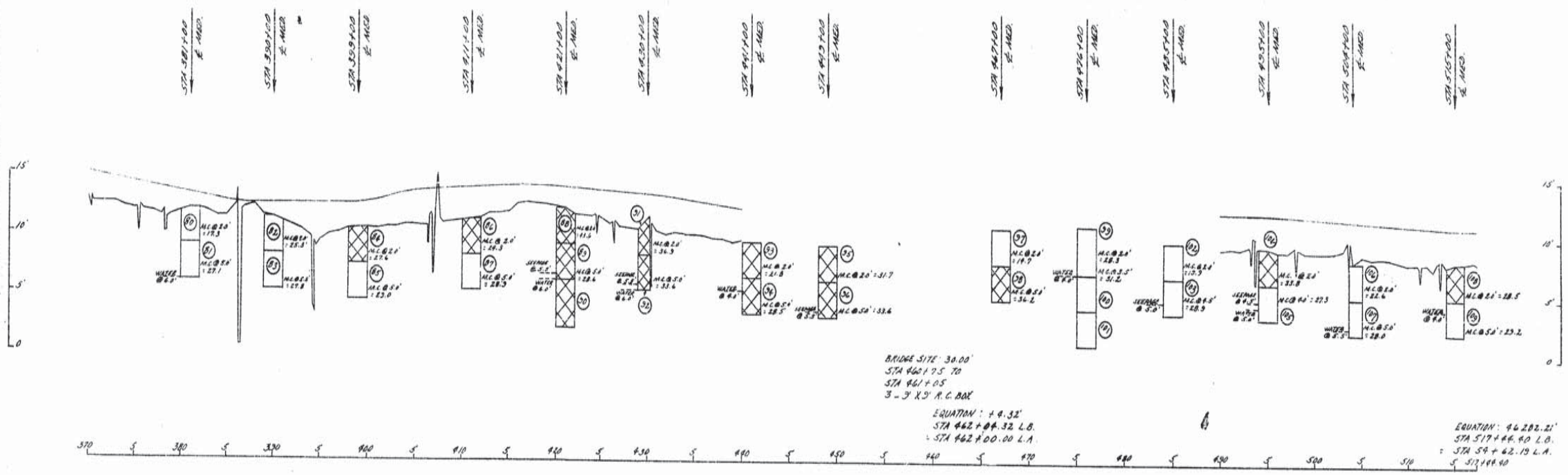
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	136

417



SAMPLE LEGEND

(80) S-80 CRUMBLY BR. & VE. SILTY CLAY LOAM
A-6 LL. 35 P.I. 16 G.I. 10

(81) S-81 FAIRLY SOFT VE. & GR. SILTY CLAY LOAM
A-6 LL. 38 P.I. 14 G.I. 10

(82) S-82 CRUMBLY BR. & VE. SILTY CLAY LOAM
A-6 LL. 36 P.I. 14 G.I. 10

(83) S-83 CRUMBLY VE. & BR. SILTY CLAY LOAM
A-6 LL. 35 P.I. 13 G.I. 9

(84) S-84 CRUMBLY BR. & VE. SILTY CLAY
A-7-6 LL. 45 P.I. 19 G.I. 13

(85) S-85 CRUMBLY VE. & GR. SILTY CLAY LOAM
A-6 LL. 40 P.I. 15 G.I. 10

(86) S-86 CRUMBLY BR., GR. & VE. SILTY CLAY
A-7-6 LL. 52 P.I. 23 G.I. 16

(87) S-87 CRUMBLY VE. & GR. SILTY CLAY LOAM
A-6 LL. 33 P.I. 14 G.I. 10

(88) S-88 STIFF BR. & GR. HEAVY CLAY
A-7-5 LL. 95 P.I. 57 G.I. 20

(89) S-89 STIFF BR. & GR. SILTY CLAY
A-7-6 LL. 43 P.I. 20 G.I. 13

(90) S-90 FAIRLY SOFT VE. & GR. SILTY CLAY LOAM
A-7-6 LL. 41 P.I. 17 G.I. 11

(91) S-91 STIFF DK. BR. VE. SILTY CLAY
A-7-6 LL. 53 P.I. 26 G.I. 16

(92) S-92 FAIRLY SOFT VE. & GR. SILTY CLAY LOAM
A-7-6 LL. 45 P.I. 21 G.I. 13

(93) S-93 STIFF GR. & VE. SILTY CLAY
A-7-6 LL. 56 P.I. 29 G.I. 19

(94) S-94 SOFT BR. & GR. SILTY CLAY LOAM
A-6 LL. 40 P.I. 17 G.I. 11

(95) S-95 FAIRLY STIFF BR. & VE. SILTY CLAY
A-7-6 LL. 53 P.I. 33 G.I. 20

(96) S-96 FAIRLY SOFT VE. & GR. SILTY CLAY
A-7-6 LL. 40 P.I. 26 G.I. 15

(97) S-97 CRUMBLY BR. & VE. SILTY CLAY LOAM
A-6 LL. 33 P.I. 11 G.I. 8

(98) S-98 STIFF GR. & VE. SILTY CLAY
A-7-5 LL. 65 P.I. 35 G.I. 20

(99) S-99 CRUMBLY BR. SILTY CLAY LOAM
A-6 LL. 38 P.I. 15 G.I. 11

(100) S-100 SOFT BR. SILTY LOAM
A-4 LL. 34 P.I. 10 G.I. 8

(101) S-101 SOFT BR. & GR. SILT
A-4 LL. 33 P.I. 10 G.I. 8

(102) S-102 CRUMBLY DK. BR. & VE. SILTY CLAY LOAM
A-6 LL. 40 P.I. 14 G.I. 10

(103) S-103 FAIRLY SOFT VE. & GR. SILTY CLAY LOAM
A-6 LL. 37 P.I. 13 G.I. 9

(104) S-104 CRUMBLY DK. BR. & VE. SILTY CLAY LOAM
A-7-6 LL. 41 P.I. 17 G.I. 11

(105) S-105 FAIRLY SOFT VE. & GR. SILTY CLAY LOAM
A-6 LL. 36 P.I. 14 G.I. 10

(106) S-106 CRUMBLY DK. BR. & VE. SILTY CLAY LOAM
A-6 LL. 36 P.I. 13 G.I. 9

(107) S-107 FAIRLY SOFT VE. SILTY CLAY LOAM
A-6 LL. 37 P.I. 14 G.I. 10

(108) S-108 CRUMBLY BR. & GR. SILTY CLAY
A-7-6 LL. 44 P.I. 19 G.I. 12

(109) S-109 FAIRLY SOFT GR. & VE. SILTY CLAY LOAM
A-6 LL. 37 P.I. 14 G.I. 10

FOR INFORMATIONAL PURPOSES ONLY

SUBGRADE SOIL SURVEY

DATED MAY 17, 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED A.S.	DETAILED –	TRACED E.B.S.
CHECKED F.S.M.	CHECKED –	CHECKED W.K.F.

IN CHARGE OF L.W. HARRELL, TESTING & RESEARCH ENGR.

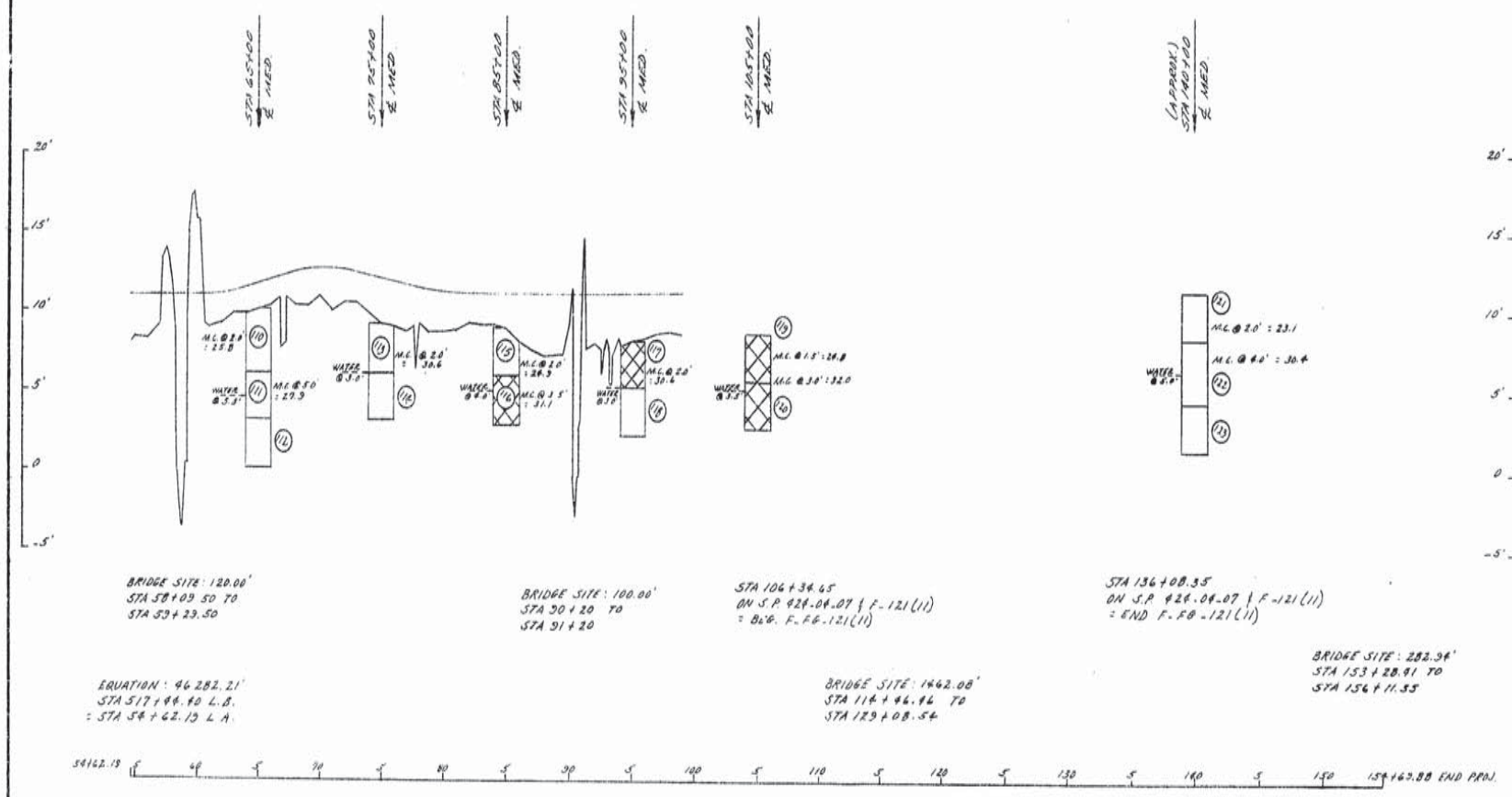
DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	Iberia	137

419



SAMPLE LEGEND

(16) CRUMBLY BR VE. SILTY CLAY LOAM
A-6 L.L. 35 P.I. 12 G.I. 9
(17) FAIRLY SOFT BR. & VE. SILTY LOAM
A-4 L.L. 33 P.I. 10 G.I. 8
(18) SOFT BR. SILT
A-6 L.L. 32 P.I. 12 G.I. 9
(19) CRUMBLY BR. & VE. SILTY CLAY LOAM
A-6 L.L. 33 P.I. 14 G.I. 10
(20) FAIRLY SOFT VE. & GR. SILTY CLAY LOAM
A-6 L.L. 35 P.I. 12 G.I. 9
(21) CRUMBLY DK. BR. & GR. SILTY CLAY
A-6 L.L. 29 P.I. 7 G.I. 8
(22) FAIRLY SOFT GR. SILTY CLAY LOAM
A-7-6 L.L. 41 P.I. 18 G.I. 11
(23) FAIRLY CRUMBLY DK. BR. & GR. SILTY CLAY
A-7-6 L.L. 46 P.I. 19 G.I. 13
(24) FAIRLY SOFT VE. & GR. SILTY CLAY LOAM
A-6 L.L. 39 P.I. 15 G.I. 10
(25) CRUMBLY BR. & VE. SILTY CLAY LOAM
A-7-6 L.L. 41 P.I. 15 G.I. 10
(26) FAIRLY STIFF VE. & GR. SILTY CLAY LOAM
A-7-6 L.L. 42 P.I. 18 G.I. 12
(27) CRUMBLY BR. & VE. SILTY LOAM
A-6 L.L. 33 P.I. 11 G.I. 8
(28) FAIRLY SOFT GR. & VE. SILT
A-6 L.L. 35 P.I. 13 G.I. 9
(29) SOFT BR. & VE. SILT
A-4 L.L. 32 P.I. 9 G.I. 8

FOR INFORMATIONAL PURPOSES ONLY

SUBGRADE SOIL SURVEY

DATED MAY 18, 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

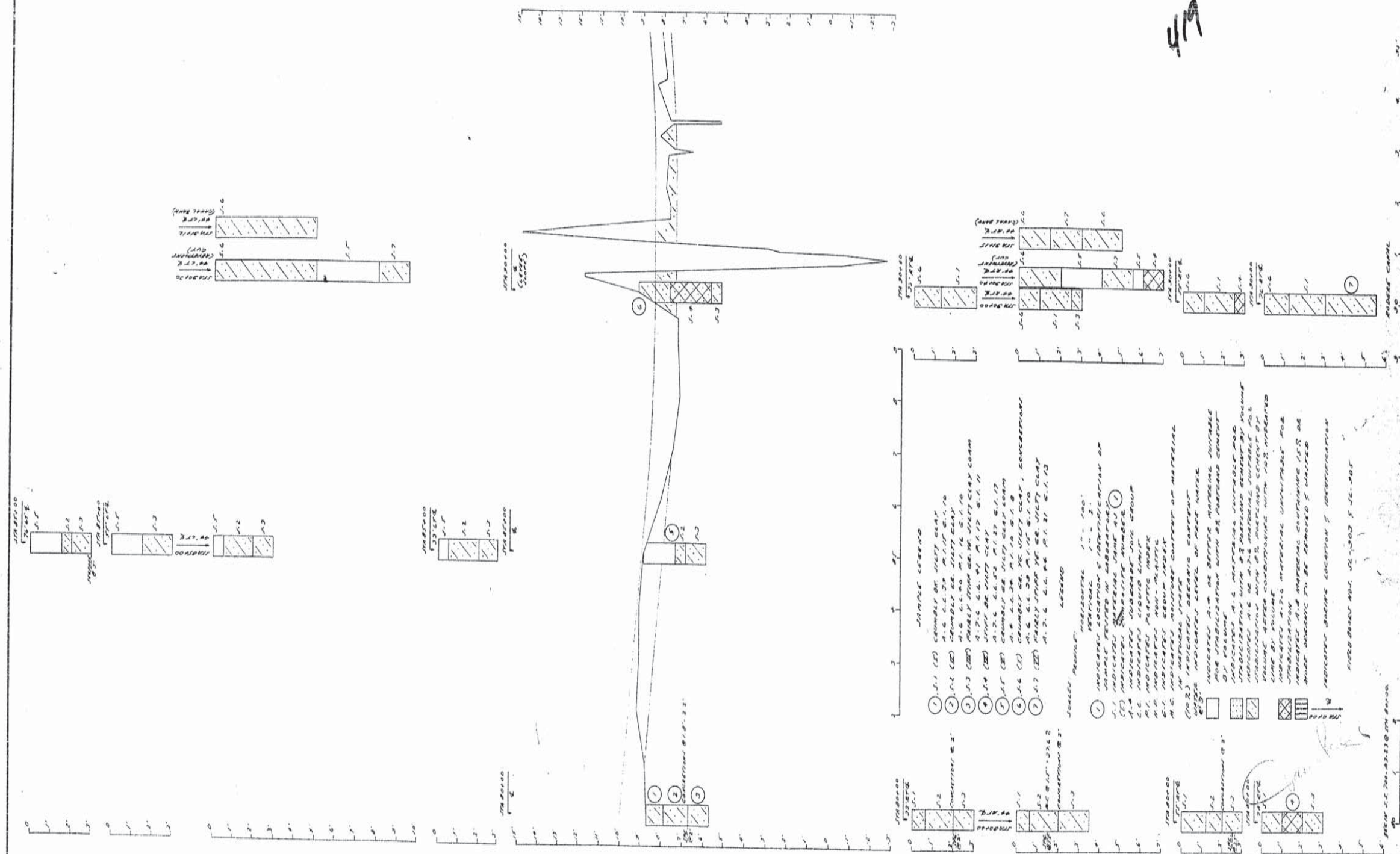
SURVEYED A.E.	DETAILED —	TRACED B.B.S.	
CHECKED F.S.M.	CHECKED —	CHECKED W.H.K.	
IN CHARGE OF: L.W. HARRELL, TESTING & RESEARCH ENGR.			

DATE	DESCRIPTION	BY
	REVISIONS	

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	138

419



FOR INFORMATIONAL PURPOSES ONLY

DATE	DESCRIPTION	BY

REVISIONS

SUBGRADE SOIL SURVEY

DATED 28 SEPT. 1960

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

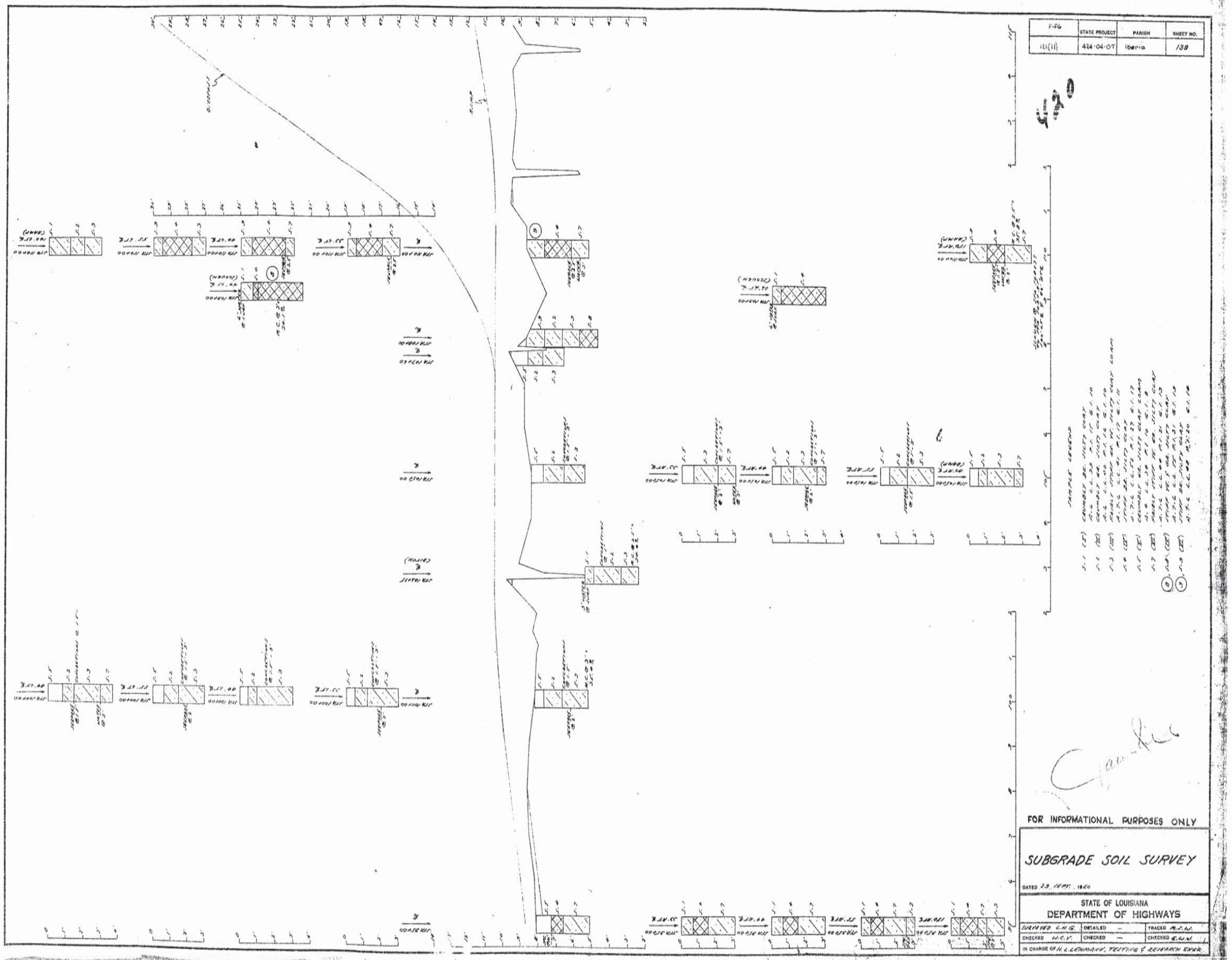
SURVEYED L.N.G.	DETAILED -	TRACED M.S.W.
CHECKED N.C.V.	CHECKED -	CHECKED G.W.W.

IN CHARGE OF N.L. LEHMANN, TESTING & RESEARCH ENGR.

12

AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	139



FOR INFORMATIONAL PURPOSES ONLY

SUBGRADE SOIL SURVEY

DATED 23 SEPT. 1960

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

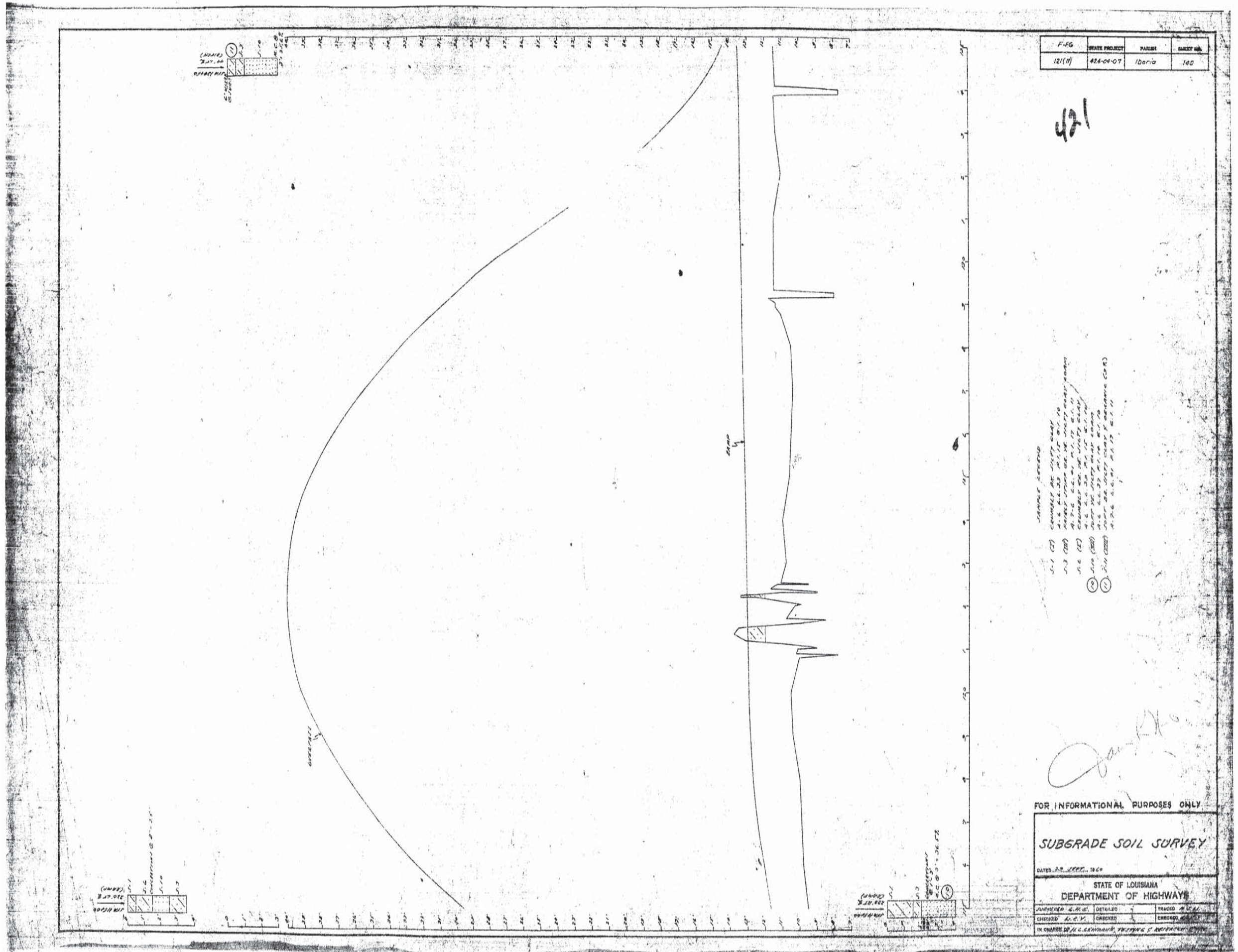
SURVEYED C.H.G.	DETAILED —	TRACED A.J.M.
CHECKED W.C.V.	CHECKED —	CHECKED E.G.M.

IN CHARGE OF H. L. LEONARD, TESTING & RESEARCH ENGR.

AS BUILTS

F-FG	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	Iberia	160

421



AS BUILTS

F.P.G.	STATE PROJECT	PARISH	SHEET NO.
121(11)	426-04-07	Iberia	

432

FOR INFORMATIONAL PURPOSES ONLY

SUBGRADE SOIL SURVEY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION

12

AS BUILTS

F-F6	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	142

423

STATE OF LOUISIANA

DEPARTMENT OF HIGHWAYS

RIGHT OF WAY PLANS OF PROPOSED

STATE HIGHWAY

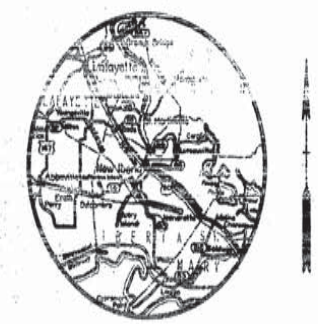
F-121(8)

STATE PROJECT Nº 424-04-06

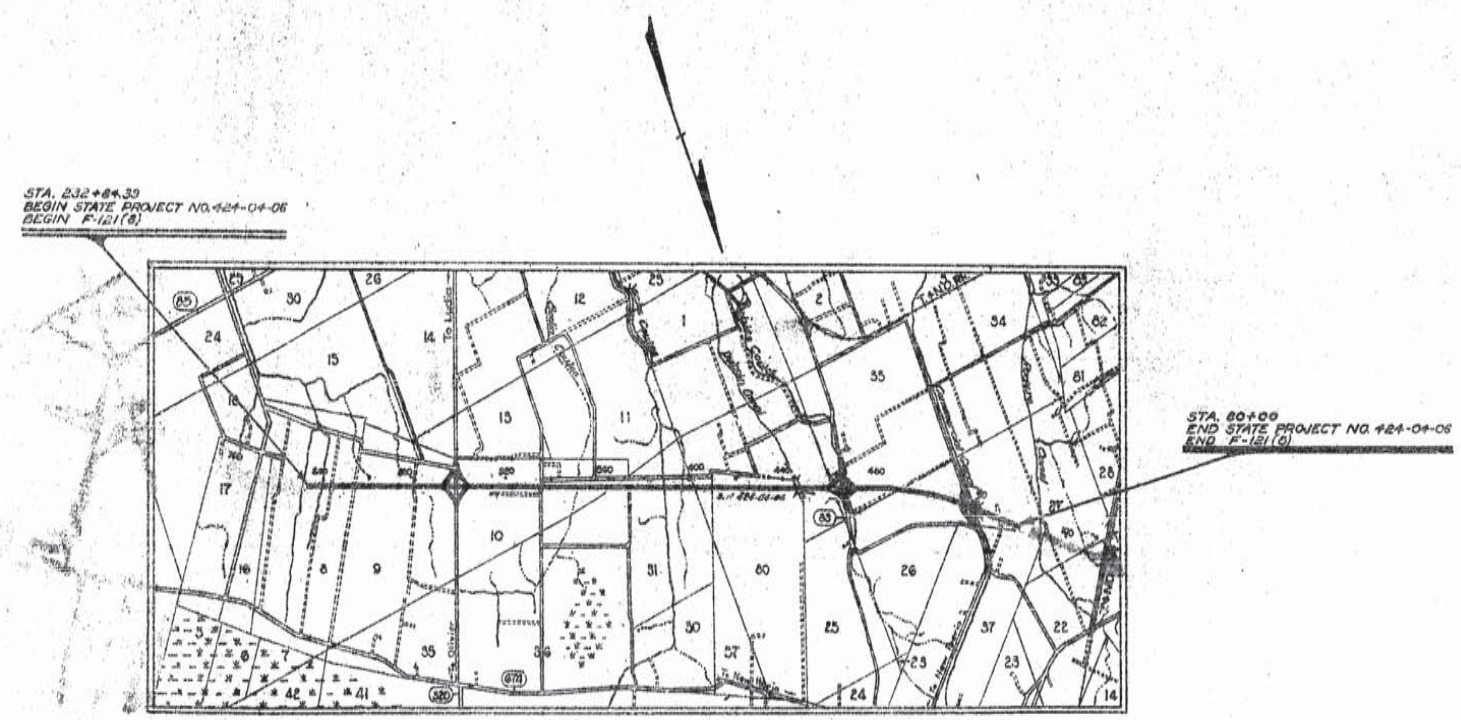
JEANERETTE - NEW IBERIA HIGHWAY

IBERIA PARISH

La. 3052



VICINITY MAP



LAYOUT MAP

SCALE: 1 INCH = 3000 FEET

0 3000 6000 9000 12000

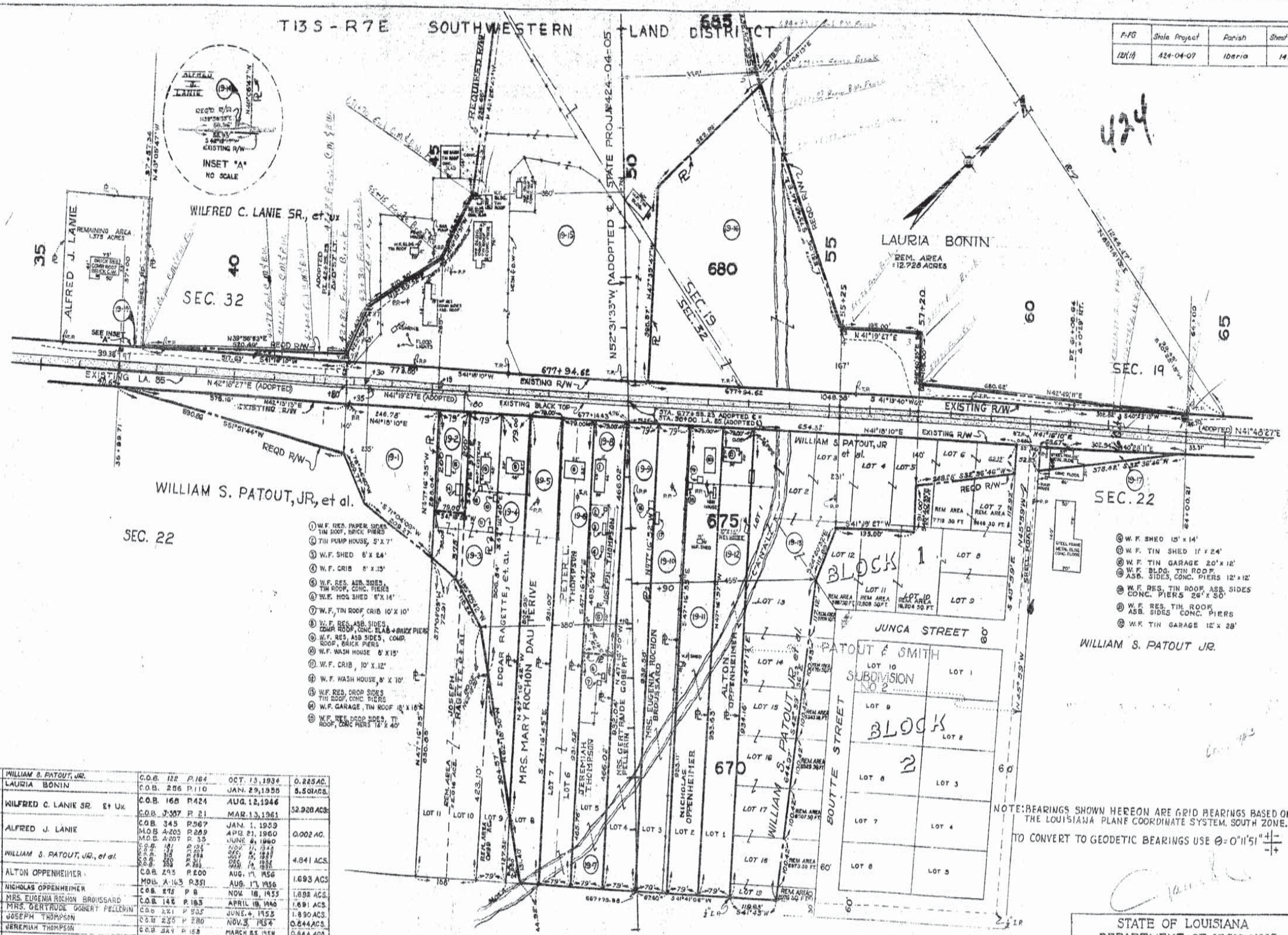
MARCH 24, 1964

12

AS BUILTS

F-IG	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	14B

T13S - R7E SOUTHWESTERN LAND DISTRICT



NOTE: BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE.

TO CONVERT TO GEODETIC BEARINGS USE $\theta = 0°11'51'' \pm$

NO.	OWNER	ACQUISITION		AREA
19-17	WILLIAM S. PATOUT, JR.	C.O.B. 122 P.184	OCT. 13, 1934	0.225 AC.
19-16	LAURIA BONIN	C.O.B. 256 P.110	JAN. 29, 1958	5.501 ACS.
19-15	WILFRED C. LANIE SR. Et Ux.	C.O.B. 168 P.424	AUG. 12, 1946	52.920 ACS.
		C.O.B. J-307 P. 21	MAR. 13, 1961	
19-14	ALFRED J. LANIE	C.O.B. 345 P.367	JAN. 1, 1959	0.002 AC.
		M.O.B. A-205 P.259	APR. 21, 1960	
		M.O.B. A-207 P. 55	JUNE 6, 1960	
19-13	WILLIAM S. PATOUT, JR., et al.	C.O.B. 181 P.195	NOV. 11, 1940	4.841 ACS.
		C.O.B. 178 P.207	OCT. 25, 1937	
		C.O.B. 178 P.186	OCT. 25, 1937	
		C.O.B. 280 P.311	DEC. 19, 1952	
		C.O.B. 280 P.311	DEC. 19, 1952	
19-12	ALTON OPPENHEIMER	C.O.B. 295 P.200	AUG. 17, 1956	1.693 ACS
19-11	NICHOLAS OPPENHEIMER	M.O.B. A-163 P.351	AUG. 17, 1956	
19-10	MRS. EUGENIA ROCHON BROUSSARD	C.O.B. 275 P. 8	NOV. 18, 1955	1.895 ACS.
19-9	MRS. GERTRUDE GOBERT PELLERIN	C.O.B. 142 P. 183	APRIL 18, 1940	1.691 ACS.
19-8	JOSEPH THOMPSON	C.O.B. 221 P. 505	JUNE 4, 1953	1.890 ACS.
19-7	JEREMIAH THOMPSON	C.O.B. 236 P. 280	NOV. 3, 1954	0.644 ACS.
19-6	PETER L. THOMPSON	C.O.B. 324 P. 153	MARCH 25, 1958	0.644 ACS.
		C.O.B. 309 P. 436	APRIL 26, 1957	1.660 ACS.
19-5	MRS. MARY ROCHON DAUTERIVE	C.O.B. 309 P. 434	APRIL 25, 1957	
19-4	EDGAR RAGETTE, et al.	C.O.B. 142 P. 183	APRIL 18, 1940	1.838 ACS.
19-3	JOSEPH RAGETTE, et al.	C.O.B. 326 P. 253	JAN. 30, 1958	1.187 ACS.
		C.O.B. 216 P. 243	FEB. 10, 1953	
19-2	CLEVELAND PETER RAGETTE	C.O.B. 216 P. 1	JAN. 30, 1953	0.966 AC.
19-1	WILLIAM S. PATOUT JR., et al.	C.O.B. 405 P. 21	JAN. 22, 1962	0.563 AC.
		C.O.B. 151 P. 393	JAN. 1 1963	1.867 ACS.
		C.O.B. 209 P. 260	AUG. 20, 1952	

DATE	REVISION	BY
2-17-66	REV. R. STA. PARCEL 19-1A; REV. L. THE AT STA. 667+78.95; REV. R. STA. THE PARCELS 19-1, 19-17	BMH.
6-25-65	CONSTRUCTED DIMENSION PARCEL 19-15	
4-26-65	ADDED CORRECTION LINE FOR WEST OF LA 85	J.C.C.
2-3-65	ADDED REMAINING AREAS OF P. 19-11, 19-14	J.C.C.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT № 424-04-05
FEDERAL AID PROJECT F-121(9)
BALDWIN - NEW IBERIA HWY.
LA. 3052
IBERIA PARISH

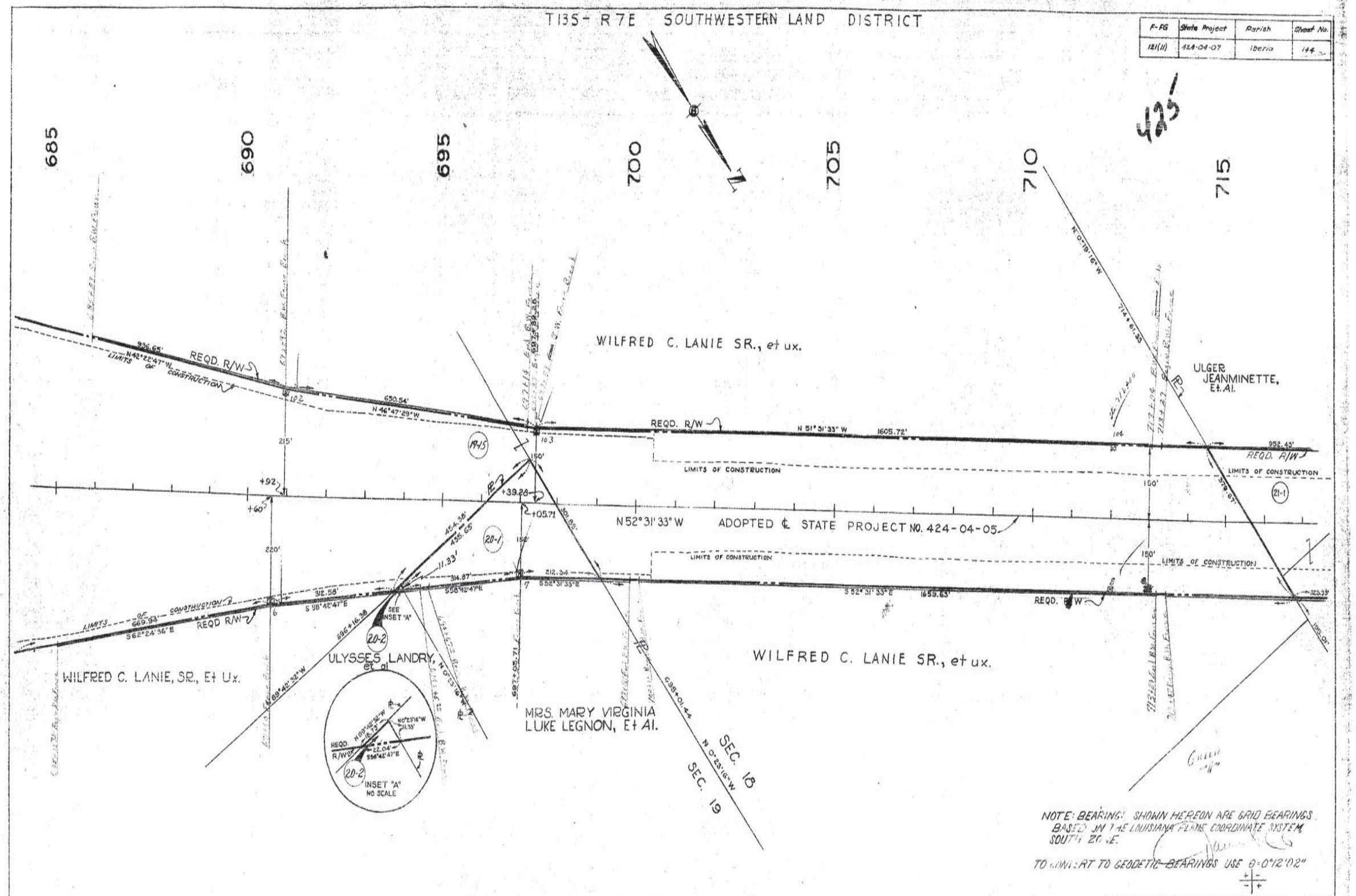
FRANK B. CHACHERE
REGISTERED LAND SURVEYOR

SCALE 1" = 100'
DATE: MAR. 24, 1964
SHEET № 19

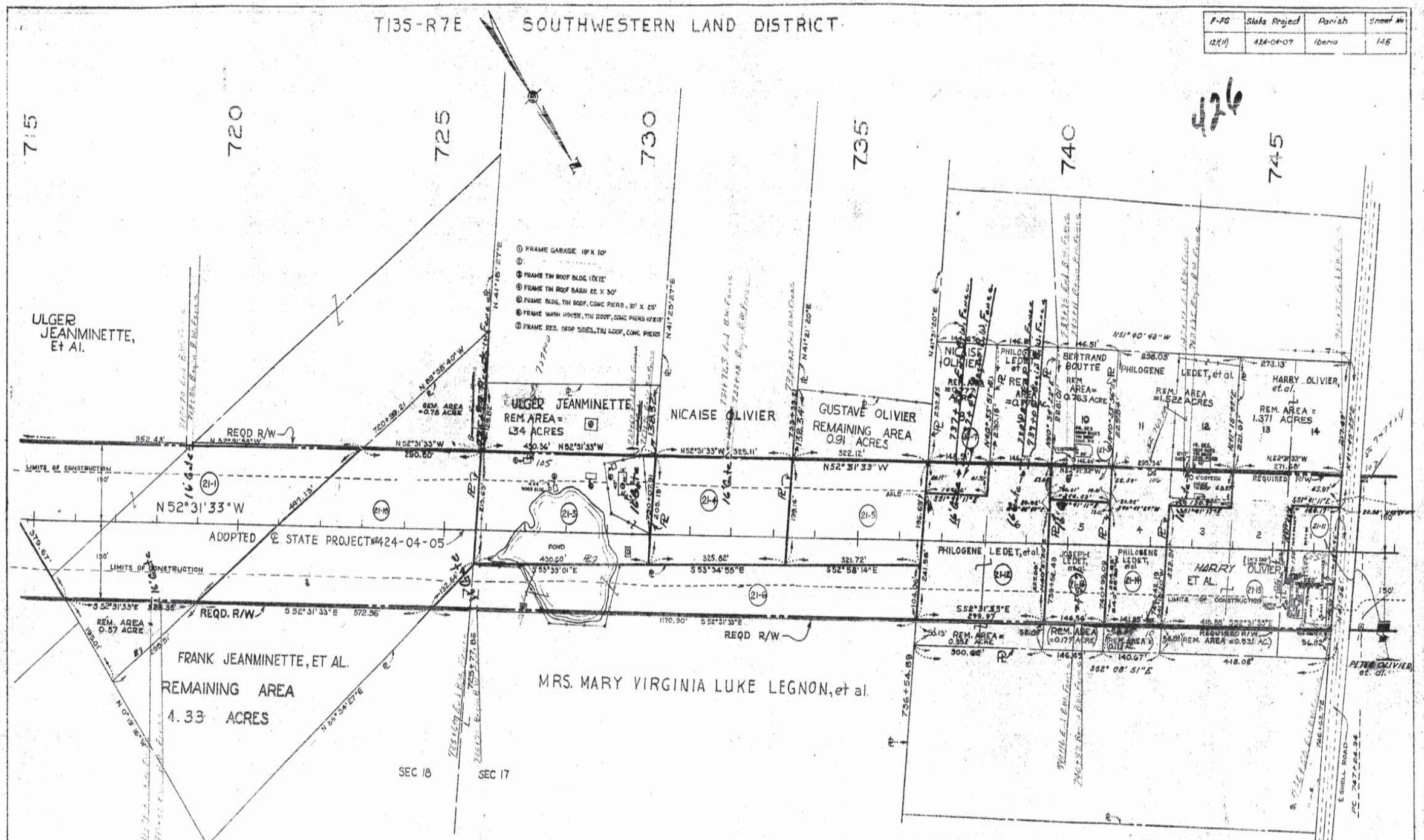
FILE № 2-2-1-9

12

AS BUILTS


T13S- R7E SOUTHWESTERN LAND DISTRICT
F-FG | State Project | Parish | Sheet No.
121(11) | 424-04-07 | Iberia | 144
425
685
690
695
700
705
710
715
WILFRED C. LANIE SR., et ux.
ULGER JEANMINETTE, Et. Al.
REQD. R/W
LIMITS OF CONSTRUCTION
N 52°31'33" W ADOPTED ℄ STATE PROJECT NO. 424-04-05
N 51°31'33" W 1605.72'
S 52°31'33" E 1659.63'
WILFRED C. LANIE, SR., Et Ux.
WILFRED C. LANIE SR., et ux.
ULYSSES LANDRY, et al
MRS. MARY VIRGINIA LUKE LEGNON, Et Al.
SEC. 18
SEC. 19
INSET "A" NO SCALE
NOTE: BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE.
TO CONVERT TO GEODETIC BEARINGS USE θ=0°12'02"
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
RIGHT OF WAY MAP
STATE PROJECT Nº424-04-05
FEDERAL AID PROJECT F-121(9)
BALDWIN - NEW IBERIA HWY.
LA. 3052
IBERIA PARISH
FRANK B. CHACHERE
REGISTERED LAND SURVEYOR
SCALE: 1" = 100'
DATE: MAR. 24, 1964
SHEET NO. 20
4-28-65 | ADDED CONST LIMITS LT. 700+00 | J.C.C.
DATE | REVISION | BY
20-2 | ULYSEES LANDRY, et al | COB. 249 P.353 DONATION BK. 2 P.327 COB. 153 P.159 | SEPT. 11, 1954 SEPT. 11, 1954 OCT. 9, 1950 | 0.002 ACRE
20-1 | MRS. MARY VIRGINIA LUKE LEGNON, et al | MOB. A-168 PG. 305 MOB. A-168 PG. 301 | DEC. 30, 1947 DEC. 23, 1946 | 1.483 ACRES
Nº | OWNER | ACQUISITION | AREA | ACQUISITION - L. D. H.
FILE Nº 2-2-1-9

AS BUILTS



NO	OWNER	ACQUISITION	AREA	ACQUISITION - L.O.H.
21-16	FRANK JEANMINETTE, ET AL.	C.O.B. 221 P.169 MAY 27, 1953 C.O.B. 34 P.194 MAR. 9, 1898	3.202 ACRES	
21-1	ULGER JEANMINETTE, et al.	C.O.B. 157 P.359 JUNE 29, 1944 C.O.B. 132 P.269 APR. 15, 1944 COB 170 P.331 AUG. 14, 1947 COB 191 P.229 MAY 25, 1950 COB 221 P.169 MAY 25, 1953	4.393 ACRES	
21-15	HARRY OLIVIER, et al.	[illegible]	2.247 ACS.	
21-14	PHILOGENE LEDET, et al.	COB. 122 P.80 APR. 7, 1934	1.223 ACRE	
21-13	JOSEPH LEDET, et al.	COB. 91 P.306 NOV. 4, 1918	0.793 ACRE	
21-12	PHILOGENE LEDET, et al.	COB. 122 P.80 APR. 7, 1934	1.844 ACRES	
21-11	PETER E. OLIVIER	COB. 442 P.338 NOV. 12, 1964	0.412 ACRE	
21-10	DELETED			
21-9	BERTRAND BOUTTE	COB. 91 P.306 MAY 16, 1919	0.217 ACRE	
21-8	DELETED			
21-7	NICAISE OLIVIER	COB. 97 P.530 JAN. 22, 1924	0.206 ACRE	
21-6	MRS. MARY VIRGINIA LUKE LEGNON, et al.	COB. 107 P.162 JUNE 2, 1926 MOB. A-165 P.301 DEC. 23, 1948 MOB. A-168 P.305 DEC. 30, 1947	2.484 ACRES	
21-5	GUSTAVE OLIVIER	COB. 200 P.85 JULY 17, 1951	1.459 ACS.	
21-4	NICAISE OLIVIER	COB. 103 P.106 AUG. 6, 1924 COB. 102 P.482 AUG. 4, 1924	1.506 ACS.	
21-3	ULGER JEANMINETTE	COB. 221 P.188 MAY 25, 1953	2.063 ACS.	

DATE	REVISION	BY
8-13-65	Deleted Parcels 21-8 & 21-10	L.J.D. D.M.G.
8-13-65	Rev. Parcels 21-7, 21-9, 21-11, 21-12, 21-13, 21-14 & 21-15	L.J.D. D.M.G.
7-7-65	REVISED OWNERSHIP PARCEL 21-3, REVISED PARCEL 21-1 & ADDED PARCEL 21-16	J.C. E.V.R.
5-24-65	REVISED OWNERSHIP PARCELS 21-11 & 21-12	J.C.
2-3-65	ADDED REMAINING AREAS 21-1 & 21-3 ADDED TOPOGRAPHY 21-13	J.C.C.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT No 424-04-05
FEDERAL AID PROJECT F-121(9)
BALDWIN - NEW IBERIA HWY.
LA. 3052
IBERIA PARISH

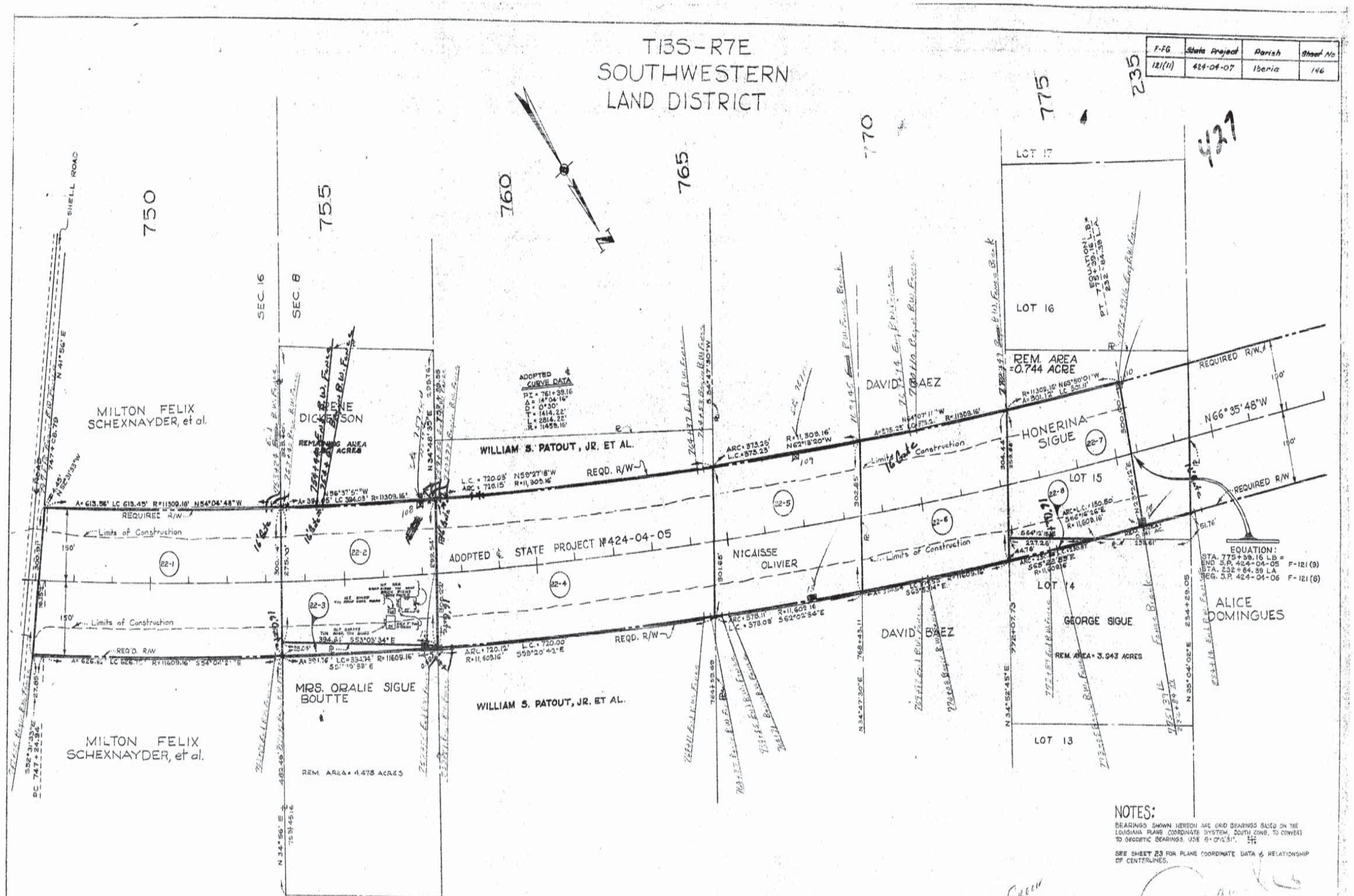
FRANK B. CHACHERE
REGISTERED LAND SURVEYOR

SCALE: 1" = 100'
DATE MAR 24, 1964
SHEET No 21

FILE No 2-2 1-9

AS BUILTS

F-FG	State Project	Parish	Sheet No
121(11)	424-04-07	Iberia	146



NOTES:

BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE. TO CONVERT TO GEODETIC BEARINGS, USE 0° 0' 0.31".

SEE SHEET 23 FOR PLANE COORDINATE DATA & RELATIONSHIP OF CENTERLINES.

№	OWNER	ACQUISITION	AREA	ACQUISITION - L.D.H.
22-8	GEORGE SIGUE	COB. 148 P 451 OCT. 14, 1941	0.117 ACRE	
22-7	HONERINA SIGUE	COB. 148 P 451 OCT. 14, 1941	2.168 ACRES	
22-6	DAVID BAEZ	COB. 107 P 77 FEB. 6, 1936	2.582 ACRES	
22-5	NICAISSE OLIVIER	COB. 84 P 550 DEC. 7, 1917	2.570 ACRES	
22-4	WILLIAM S. PATOUT, JR. ET AL.	COB. 471 P 1 SEPT. 23, 1965	4.989 ACRES	
22-3	MRS. ORALIE SIGUE BOUTTE	COB. 148 P 451 OCT. 14, 1941	0.127 ACRE	
22-2	IRENE DICKERSON	COB. 157 P 565 JULY 1, 1944	2.580 ACRES	
22-1	MILTON FELIX SCHEXNAYDER, et al.	COB. 172 P 452 MARCH 4, 1947	4.327 ACRES	

DATE	REVISION	BY
11-4-65	REVISED OWNERSHIP PARCEL 22-4	E.T.P.
2-3-65	ADDED TOPOGRAPHY & REMAINING AREA 22-8	J.C.C.
1-13-65	REV. TO SHOW OWNERSHIP ACQUISITIONS & REQ'D. REM. AREA PARCEL 22-8	J.C.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT №424-04-05
FEDERAL AID PROJECT F-121(9)
BALDWIN - NEW IBERIA HWY.
LA. 3052
IBERIA PARISH

FRANK B. CHACHERE
REGISTERED LAND SURVEYOR

SCALE: 1" = 100'
DATE: MAR. 24, 1964
SHEET NR 22

FILE NO. 2-2-9

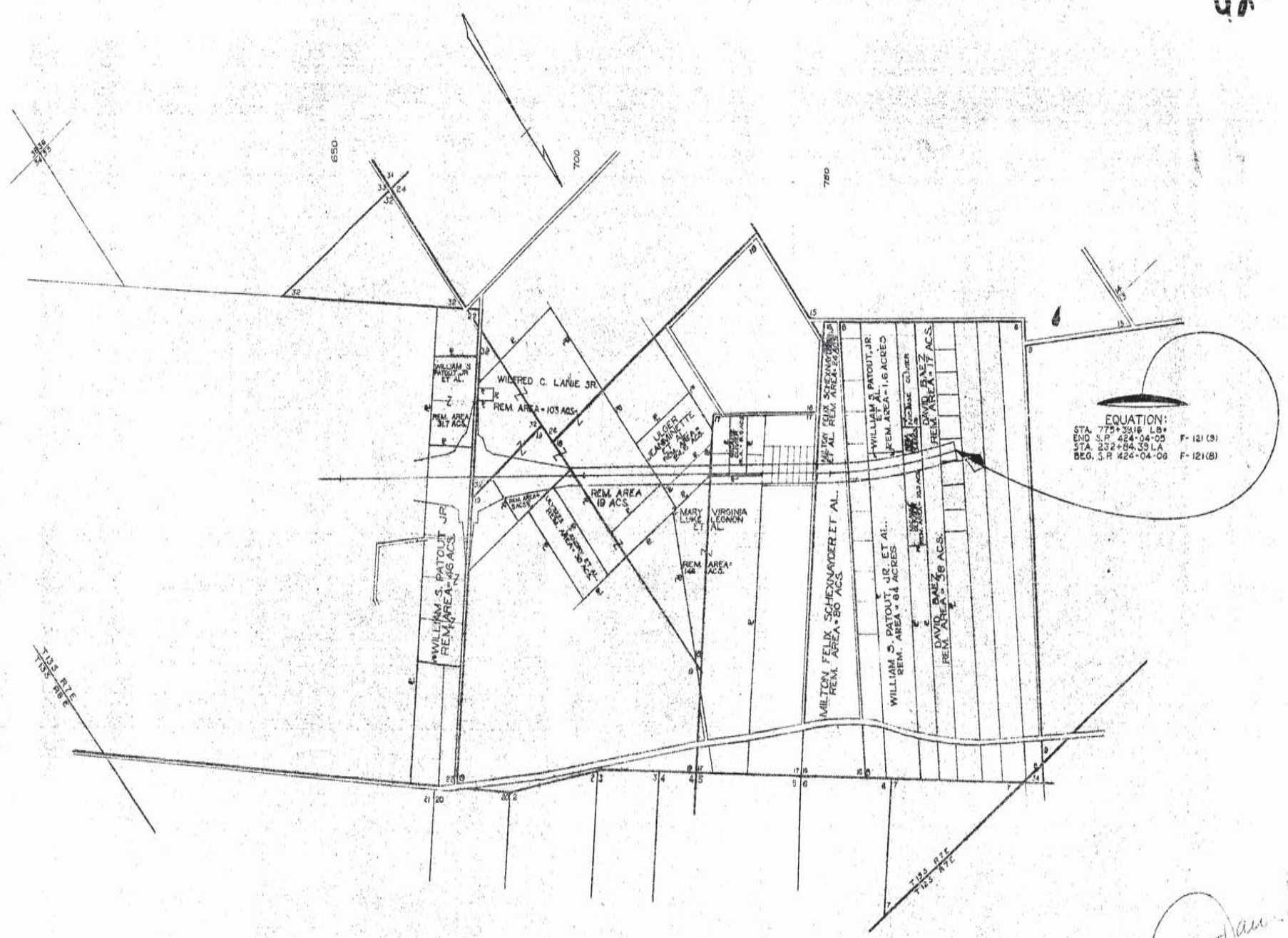
13

AS BUILTS

F-FS	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	147

428

T13S - R7E
SOUTHWESTERN
LAND DISTRICT



EQUATION:
STA. 775+39.16 LB=
END S.P. 424-04-05 F-121(9)
STA. 232+84.39 LA
BEG. S.P. 424-04-06 F-121(8)

DATE	REVISION	BY
11-4-65	REVISED OWNERSHIP FROM STA. 757+89 TO 764+59	
3-11-65	ADDED REMAINING AREA RIGHT STA. 710	
7-7-65	REVISED REMAINING AREA & ADDED R. LEFT OF STA. 780	

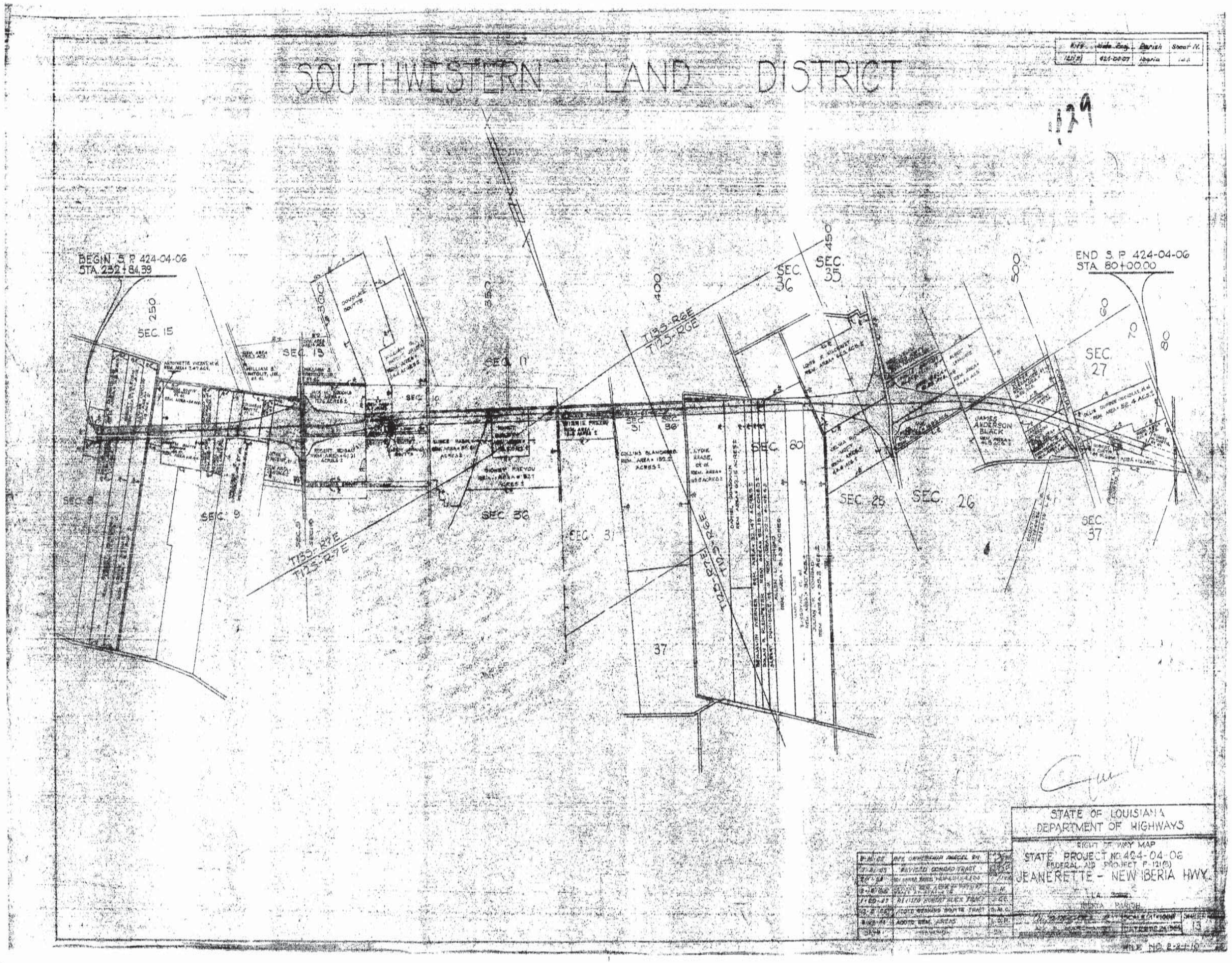
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT Nº 424-04-05
FEDERAL AID PROJECT F-121(9)
BALDWIN - NEW IBERIA HWY.
La 3052
IBERIA PARISH

SCALE 1"=1000'
DATE FEB 5, 1965
SHEET Nº 25

FILE Nº 2-2-1-9

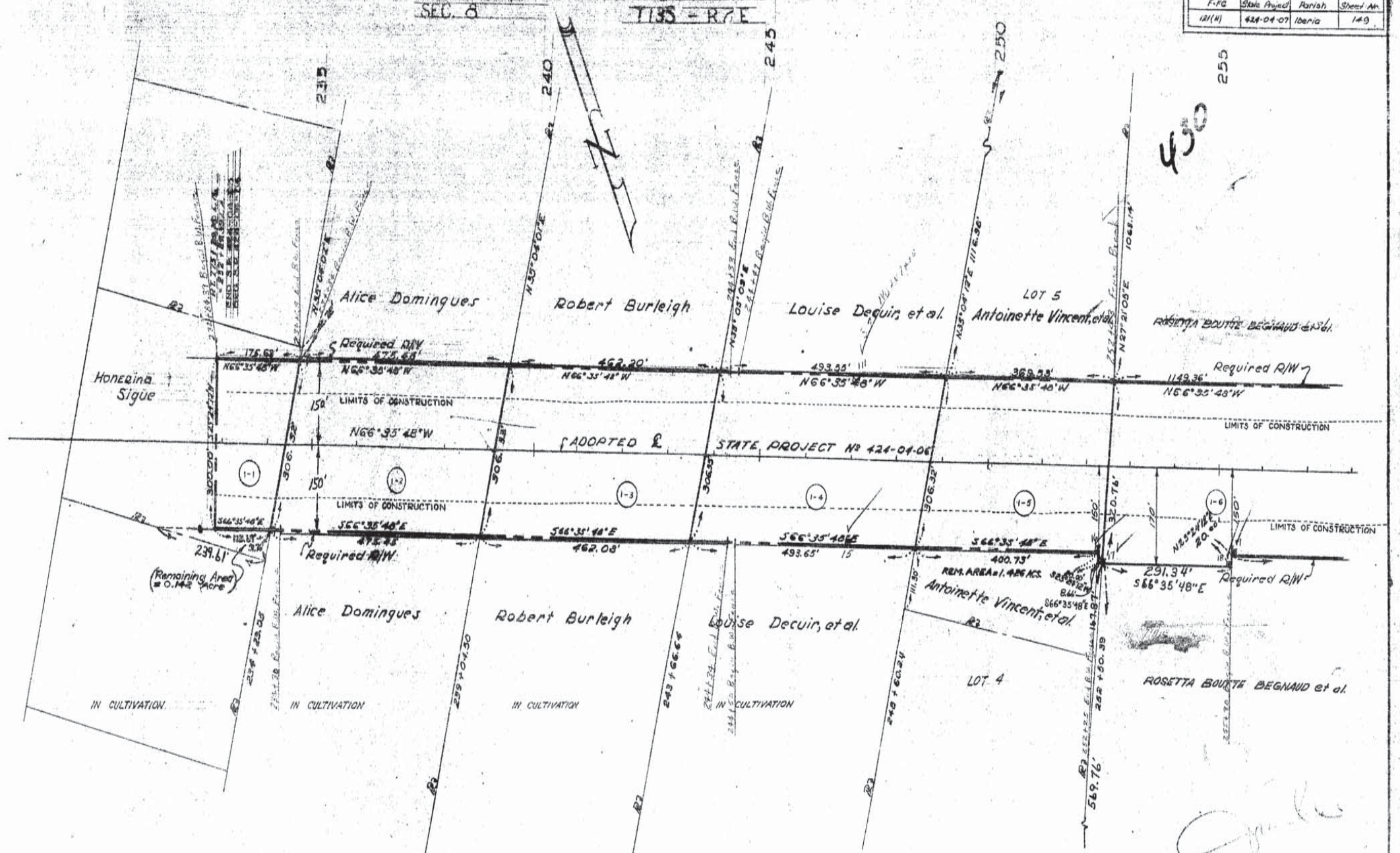
AS BUILTS


SOUTHWESTERN LAND DISTRICT
BEGIN S.P. 424-04-06
STA. 232+84.39
END S.P. 424-04-06
STA. 80+00.00
SEC. 15
SEC. 13
SEC. 11
SEC. 10
SEC. 9
SEC. 8
SEC. 36
SEC. 31
SEC. 30
SEC. 25
SEC. 26
SEC. 27
SEC. 35
SEC. 36
SEC. 37
T13S-R9E
T12S-R9E
T13S-R7E
T12S-R7E
JAMES ANDERSON BLACK
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
RIGHT OF WAY MAP
STATE PROJECT NO. 424-04-06
FEDERAL AID PROJECT F-121(6)
JEANERETTE - NEW IBERIA HWY.
IBERIA PARISH

AS BUILTS

SOUTHWESTERN LAND DISTRICT
SEC. 8 T13S - R7E

F.P.G.	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	149



NOTE: BEARINGS SHOWNHEREON ARE GRID BEARINGS BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE.
TO CONVERT TO GEODETIC BEARINGS USE 0°12'43"

SEE SHEET Nº 12 FOR PLANE COORDINATE DATA AND RELATIONSHIP OF CENTERLINES.

GREEN 1P

NO.	OWNER	ACQUISITION	AREA	ACQUISITION - L.D.H.
1-6	ROSETTA BOURTE BEGNAUD et al.	C.O.B. 231 PG. 328 JAN. 9, 1954	7.915 ACS	
1-5	ANTOINETTE VINCENT, et al.	C.O.B. 68 PG. 367 JUNE 12, 1904	2.691 ACS.	
1-4	LOUISE DECUIR, et al.	C.O.B. 151 PG. 393 JAN. 6, 1943	3.399 ACS.	
1-3	ROBERT BURLEIGH	C.O.B. 209 PG. 260 AUG. 20, 1952		
1-2	ALICE DOMINGUES	C.O.B. 144 PG. 476 NOV. 13, 1940	2.183 ACS.	
1-1	HONERINA SIGUE	C.O.B. 166 PG. 321 AUG. 31, 1956	2.274 ACS.	
		C.O.B. 145 PG. 451 OCT. 14, 1941	0.996 ACS.	

DATE	REVISION	BY
7-1-65	REV. OWNER PARCEL 1-6	

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
RIGHT OF WAY MAP
STATE PROJECT Nº 424-04-06
FEDERAL AID PROJECT F-121(8)
JEANERETTE - NEW IBERIA HWY.
LA. 3052
IBERIA PARISH

Geo. Gerard Y. Roy
ROY A. MARCHAND
REGISTERED LAND SURVEYOR

SCALE: 1" = 100'
DATE: MAR. 24, 1964
SHEET Nº 1

FILE Nº 2-2-1-10

12

AS BUILTS

SOUTHWESTERN LAND DISTRICT
T13S-R7E

F.P.C.	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	150

431

260 265 270 275 280 285

GRAVEL

ROSETTA BOUTTE BEGNAUD et al.
REM. AREA = 34.12 ACS.

ARTHALO R. OLIVIER, et al.
REM. AREA = 10.12 ACS.

VALMIRE OLIVIER, et al.
REM. AREA = 8.83 ACS.

FLORINE BOUTTE, et al.
REM. AREA = 4.009 ACRES

COLUMBUS BOUTTE, et al.

WALTER VERDUN, et al.
REM. AREA = 6.271 ACS.

REM. AREA
.53 ACRES

REQ'D. R/W

LIMITS OF CONSTRUCTION

N66°35'48"W

ADOPTED & STATE PROJECT Nº 424-04-06

JOHN L. VINCENT, et. al.

ROSETTA BOUTTE BEGNAUD et al.
REM. AREA = 17.96 ACS.

AUTHALO R. OLIVIER, et al
REM. AREA = 7.03 ACS.

VALMIRE OLIVIER, et al.
REM. AREA = 1.00 ACS.

WILLIAM S. PATOUT, JR., ET AL.

REM. AREA = 0.810 AC.

S57°25'40"E

REM. AREA = 0.453 Ac.

REQ. AREA = 0.047 Ac.

REQ. AREA = 0.022 Ac.

NOTE: BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE.

TO CONVERT TO GEODETIC BEARINGS USE [illegible]

SEE SHEET Nº 12 FOR PLANE COORDINATE DATA AND RELATIONSHIP OF CENTERLINES.

NR	OWNER	ACQUISITION	AREA	ACQUISITION - I. D. H.
2-8	WILLIAM S. PATOUT, JR., ET AL.	[illegible]	0.179 AC.	
2-8-D-1	WILLIAM S. PATOUT, JR., ET AL.	[illegible]	0.022 AC.	
2-8-D-1	WALTER VERDUN, et al	COB 211 P 172 OCT. 7, 1952	0.047 AC.	
2-5	WALTER VERDUN, et al.	COB 211 P 172 OCT. 17, 1952	3.735 ACS	
2-4	COLUMBUS BOUTTE, et al.	COB 211 P 178 OCT. 17, 1952	0.591 ACS	
2-3	FLORINE BOUTTE, et al.	COB 211 P 245 OCT. 17, 1952	2.284 ACS	
2-2	VALMIRE OLIVIER, et. al.	COB 78 P 575 SEPT. 6, 1963	0.787 ACS	
		COB 102 P 136 DEC. 22, 1965		
2-1	ARTHALO R. OLIVIER, et al.	COB 103 P 334 NOV. 14, 1955	0.050 ACS	
		COB 103 P 337 JAN. 20, 1956		

NR	REV. OWNED PARCEL NO.	TYPE
2-13-G-1	REQ'D. [illegible]	[illegible]
2-4-G-1	CORRECTED [illegible]	[illegible]
2-4-G-1	ADDED TEMP. [illegible]	[illegible]
2-5-G-1	ADDED REM. [illegible]	[illegible]
2-8-D-1	ADDED REM. [illegible]	[illegible]

DATE	REVISION	BY

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT Nº 424-04-06
FEDERAL AID PROJECT F-121(6)
JEANERETTE - NEW IBERIA HWY.
LA 3052
IBERIA PARISH

REGISTERED LAND SURVEYOR

SCALE: 1" = 100'

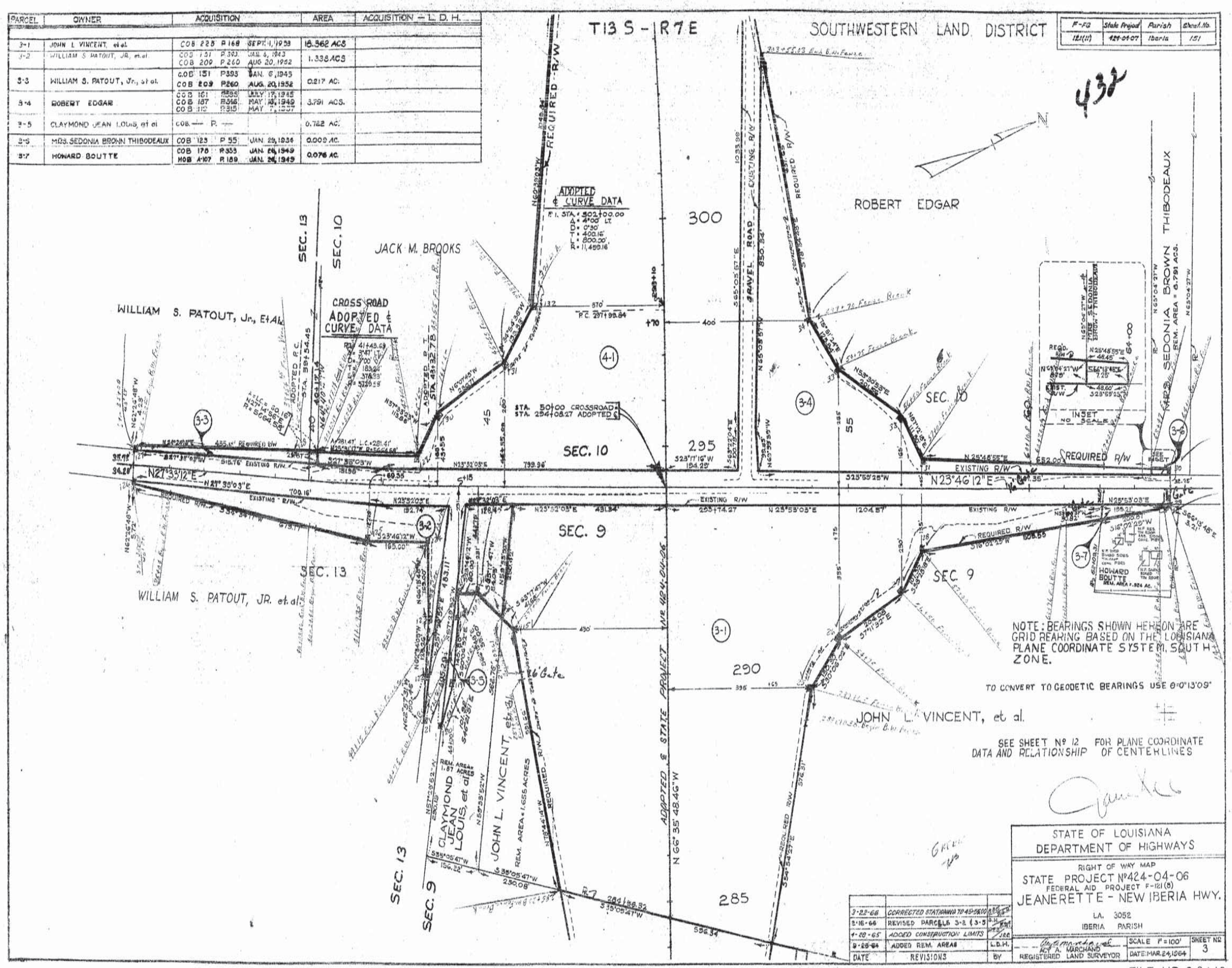
DATE: MAR. 24, 1970

SHEET Nº 2

AS BUILTS

PARCEL	OWNER	ACQUISITION			AREA	ACQUISITION — L. D. H.
3-1	JOHN L. VINCENT, et al.	COB 223	P 168	SEPT. 1, 1953	18.362 ACS	
3-2	WILLIAM S. PATOUT, JR, et al	COB 151 COB 209	P 393 P 260	JAN. 6, 1943 AUG 20, 1952	1.338 ACS	
3-3	WILLIAM S. PATOUT, Jr., et al.	COB 151 COB 209	P393 P260	JAN. 6, 1943 AUG. 20, 1952	0.217 AC.	
3-4	ROBERT EDGAR	COB 161 COB 187 COB 310	P 556 P 356 P 315	JULY 17, 1945 MAY 18, 1949 MAY 7, 1957	3.791 ACS.	
3-5	CLAYMOND JEAN LOUIS, et al	COB —	P. —		0.722 AC.	
3-6	MRS. SEDONIA BROWN THIBODEAUX	COB 123	P 55	JAN. 29, 1934	0.009 AC.	
3-7	HOWARD BOUTTE	COB 178 MOB A-107	P 353 P 189	JAN. 26, 1949 JAN. 26, 1949	0.076 AC.	

F-FG	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	151



FILE NO. 2-2-1-10

12

AS BUILTS

F.P.C.	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	15

SOUTHWESTERN LAND DISTRICT

T13S-R7E

433

SEC. 13

SEC. 10

300 305 310 315 320 325 330

JACK M. BROOKS

WILLIAM S. PATOUT, JR., et al.

DOUGLAS BOUTTE
REM. AREA = 5.308 ACRES
PASTURE

CULTIVATED

ADOPTED
℄ CURVE DATA
PI = 302+00.00
Δ = 4°00' LT
D = 0°30'
T = 400.16'
L = 800.00'
R = 11,459.16'

REQD. R/W

LIMITS OF CONSTRUCTION

ADOPTED ℄ STATE PROJ. № 424-04-06

N66°35'48"W

N70°35'48"W

S 72°44'39"E

S 78°34'48"E
312.37'

JACK M. BROOKS
REM. AREA = 1.08 AC ±

DOUGLAS BOUTTE
REM. AREA = 1.286 ACS. ±
(SOUTH OF GRAVEL ROAD)

BERNARD BOUTTE
REM. AREA = 0.769 AC ±

WILLIAM S. PATOUT, JR., et al.
REM. AREA = 4.513 ACRES
(SOUTH OF GRAVEL ROAD)

GRAVEL ROAD

S66°35'48"E

S64°45'E

80.54'

1" SHAFT

4-1 4-2 4-3 4-4 4-5

ADOPTED
℄ CURVE DATA
PI = 319+48.33
Δ = 4°00' RT.
D = 0°30'
T = 400.16'
L = 800.00'
R = 11,459.16'

SEC 10

① RES. BEING DEMOLISHED
② GARAGE
③ WATER WELLS 6" PIPE & 6" PIPE ABANDONED

NOTE: BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE.

TO CONVERT TO GEODETIC BEARINGS USE θ = 0°13'20"

SEE SHEET № 12 FOR PLANE COORDINATE DATA AND RELATIONSHIP OF CENTERLINES

NO.	OWNER	ACQUISITION	AREA	ACQUISITION - L.D.H.
4-5	BERNARD BOUTTE	C.O.B. 433 P 256 JUNE 16, 1964	0.227 AC.	
4-4	WILLIAM S. PATOUT, JR. et al.	C.O.B. 151 P 393 JAN. 6, 1943 C.O.B. 204 P 240 AUG. 20, 1952	~~7.285 ACS.~~	
4-3	LEROY GERALD BOUTTE	C.O.B. 195 P 72 JAN. 19, 1951	0.102 AC.	
4-2	DOUGLAS BOUTTE	C.O.B. 182 P 461 DEC. 3, 1948	5.311 ACS.	
4-1	JACK M. BROOKS	C.O.B. 203 P 159 AUG. 20, 1952	23.040 ACS.	

DATE	REVISION	BY
2-16-66	REVISED ℄ TIE AT STA. 308+12	[illegible]
4-28-65	ADDED CONSTRUCTION LIMITS LT. AT STATION 320+00	ETC. SCL
12-8-64	ADDED PARCEL 4-5; REV. PAR. 4-2	D.M.O.
12-8-64	ADDED TOPO. PARCEL 4-2	J.H.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT № 424-04-06
FEDERAL AID PROJECT F-121(8)
JEANERETTE - NEW IBERIA HWY.

LA. 3052
IBERIA PARISH

ARTHUR W. LUTCHARD
REGISTERED LAND SURVEYOR

SCALE: 1" = 100'
DATE: MAR. 21, 1964
SHEET № 4

FILE № 2-2-1-10

12

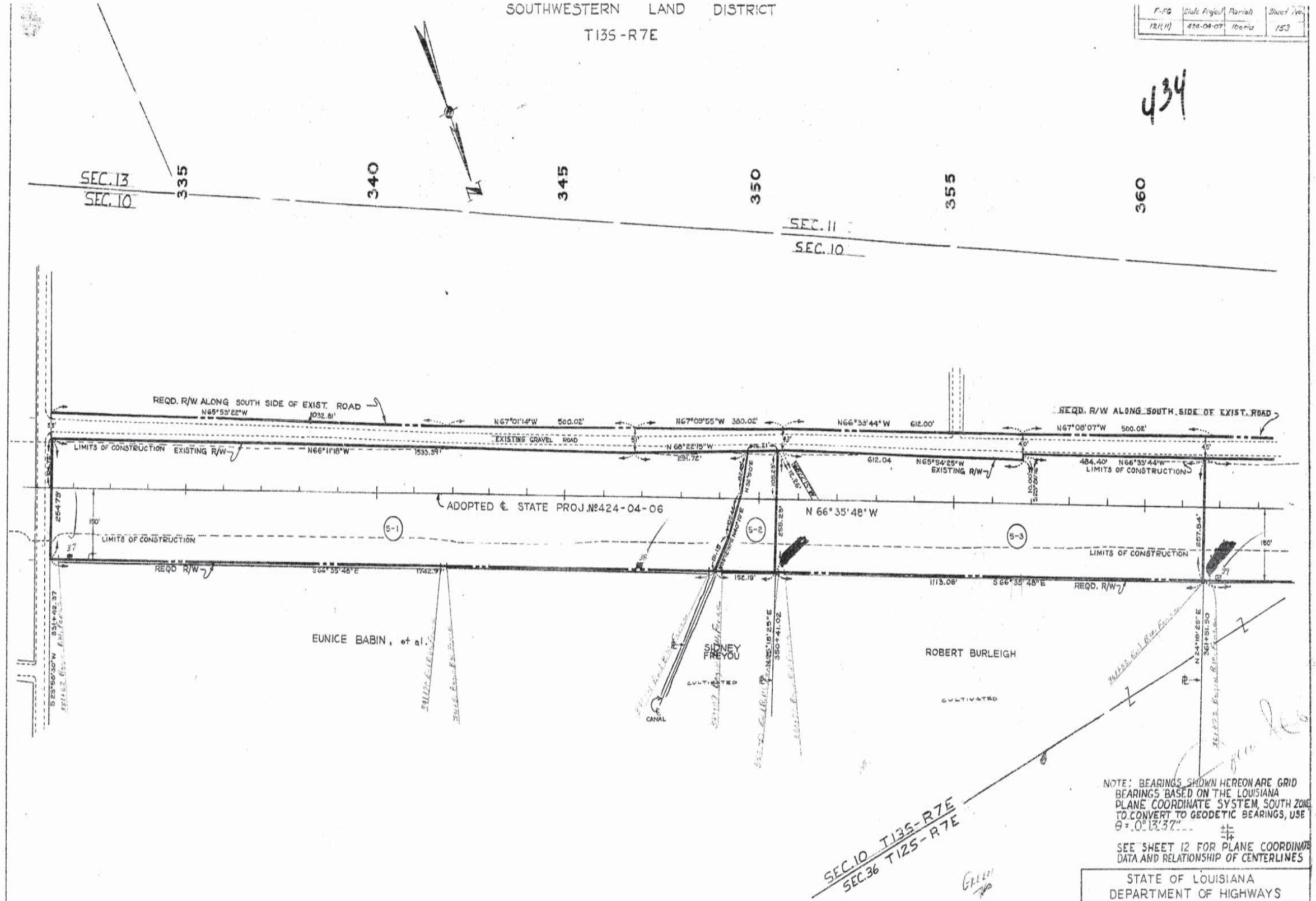
AS BUILTS

SOUTHWESTERN LAND DISTRICT

T13S-R7E

F-FG	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	153

434



NOTE: BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE. TO CONVERT TO GEODETIC BEARINGS, USE θ = 0°13'37"

SEE SHEET 12 FOR PLANE COORDINATE DATA AND RELATIONSHIP OF CENTERLINES

Nº	OWNER	ACQUISITION	AREA	ACQUISITION - L. D. H.
5-3	ROBERT BURLEIGH	COB 144 P476 NOV. 13, 1940	6.490 AC.	
5-2	SIDNEY FREYOU	COB 177 P236 JAN. 31, 1948	0.603 AC.	
5-1	EUNICE BABIN, et al.	COB 265 P351 JUNE 20, 1955	10.259 AC.	

DATE	REVISION	BY
8-16-66	CORRECTED DIM. ALONG EXISTING REQ. REQ'D. R/W	J.M.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT № 424-04-06
FEDERAL AID PROJECT F-121(8)
JEANERETTE - NEW IBERIA HWY.
LA. 3052
IBERIA PARISH

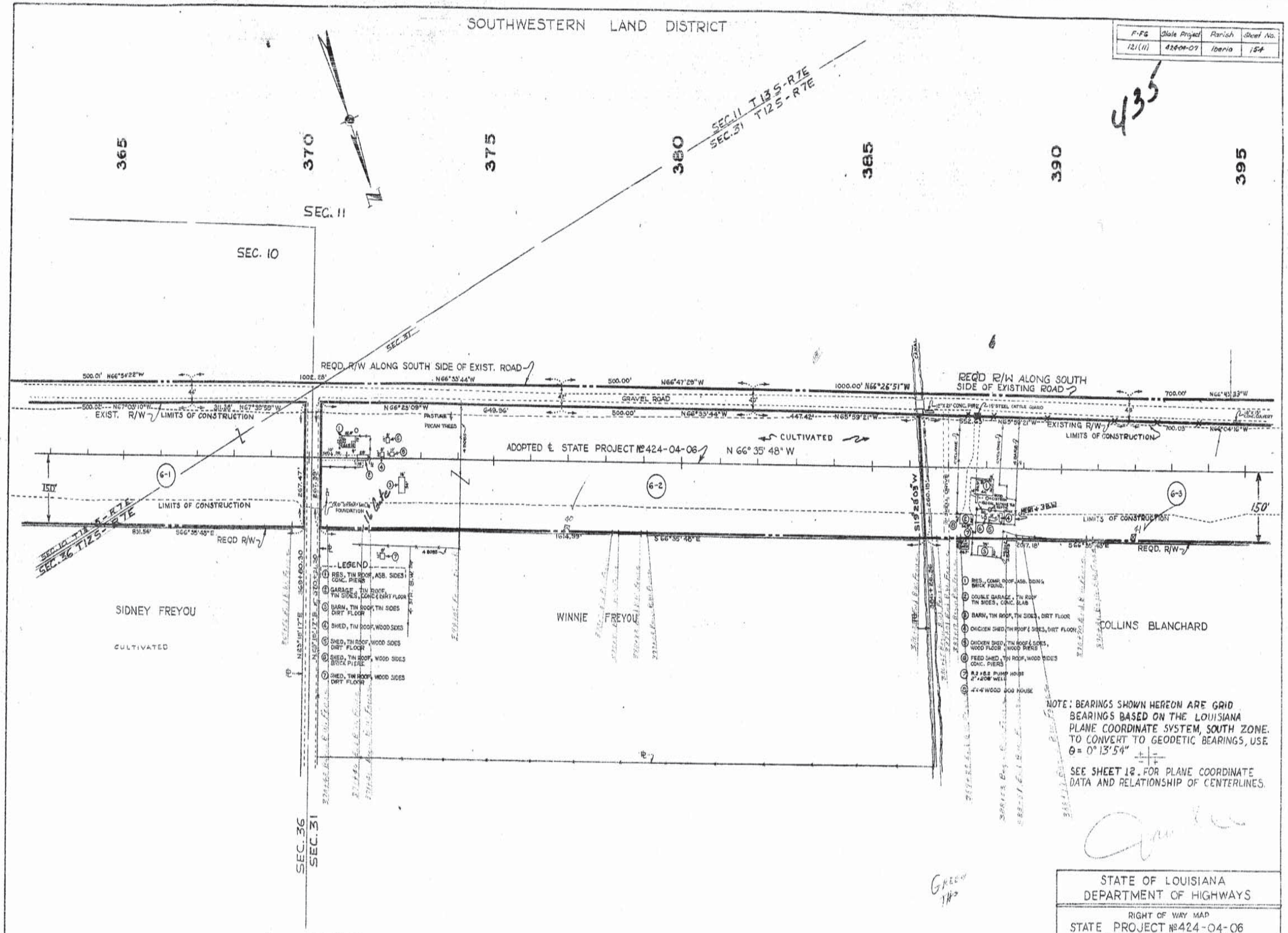
ACY A. MARCHAND
REGISTERED LAND SURVEYOR

SCALE: 1" = 100'
DATE: MAR. 24, 1964
SHEET Nº 5

FILE Nº 2-2-1-10

12

AS BUILTS



6-3	COLLINS BLANCHARD	COB. 153 P.224 MAY 5, 1943 COB. 234 R 107 FEB 20, 1954	11.616 ACS.			
6-2	WINNIE FREYOU	COB. 233 R 324 FEB 16, 1954	9.758 ACS.			
6-1	SIDNEY FREYOU	COB. 185 P 571 FEB 4, 1950 COB. 185 P 573 FEB 4, 1950	4.979 ACS.			
NO.	OWNER	ACQUISITION	AREA	ACQUISITION - L.D.H.		

DATE	REVISION	BY
2-4-65	REV. TOPOGRAPHY PARCEL 6-3	L.D.H.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT №424-04-06
FEDERAL AID PROJECT F-121(8)
JEANERETTE - NEW IBERIA HWY.
LA. 3052
IBERIA PARISH

ACY A. MARCHAND
REGISTERED LAND SURVEYOR

SCALE: 1" = 100'
DATE: MAR. 24, 1964
SHEET NO. 6

FILE NO. 2-2-1-10

12

AS BUILTS

F-FG	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	155

SOUTHWESTERN LAND DISTRICT

T12S - R6E

436

395 400 405 410 415 420 425

T 12S - R6E
T 12S - R7E

SEC. 36
SEC. 31

REQD. R/W ALONG SOUTH SIDE OF EXIST. ROAD
N67°05'12"W 700.03'
CANAL
GRAVEL ROAD
LIMITS OF CONSTRUCTION
EXIST. R/W
CULTIVATED
LIMITS OF CONSTRUCTION
REQD. R/W
S66°35'48"E

COLLINS BLANCHARD

T12S - R6E
RANGE LINE
T12S - R7E

SEC. 36
SEC. 80

REM. AREA = 3.76 ACS ± SEC. 80
LYDIE HAASE, et al.
GRAVEL ROAD
REQD. R/W
N66°35'48"W 1152.05'
N 66° 35' 48" W ADOPTED ℄ STATE PROJ. №424-04-06
150'
300.00'
S66°35'48"E 1152.05'

LYDIE HAASE, et al.

REM. AREA = 0.88 AC.
REQD. R/W
N 66°35'48"W 576.02'
LIMITS OF CONSTRUCTION
S66°35'48"E 576.02'
REQD. R/W

DANIEL GONSOULIN

N 66°35'48"W 191.97'
191.96'
REM. AREA = 0.44 AC.
S66°35'48"E 191.97'
S66°35'48"E 191.96'

BENJAMIN WERNER
LOT 1

DOLAN P. KLEINPETER
LOT 2

NOTE: BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE. TO CONVERT TO GEODETIC BEARINGS USE θ = 0°14'09" ± ∓

SEE SHEET Nº 12 FOR PLANE COORDINATE DATA AND RELATIONSHIP OF CENTERLINES

Nº	OWNER	ACQUISITION			AREA	ACQUISITION - L.D.H.
7-4	DOLAN P. KLEINPETER	COB 203	P 102	JAN. 3, 1952	1.322 ACS.	
7-3	BENJAMIN WERNER	COB 116	P 332	APR. 22, 1953	1.322 ACS.	
7-2	DANIEL GONSOULIN	COB 232	P 22	JAN. 15, 1934	3.967 ACS.	
7-1	LYDIE HAASE, et al.	COB 256	P 570	APR. 23, 1954	7.934 ACS.	

DATE	REVISION	BY
3-12-65	REVISED DISP. PARCEL 7-4	THE

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT №424-04-06
FEDERAL AID PROJECT F-121(8)
JEANERETTE - NEW IBERIA HWY.
LA. 305E
IBERIA PARISH

ACY A. MARCHAND
REGISTERED LAND SURVEYOR

SCALE 1" = 100'
DATE: MAR. 24, 1964
SHEET Nº 7

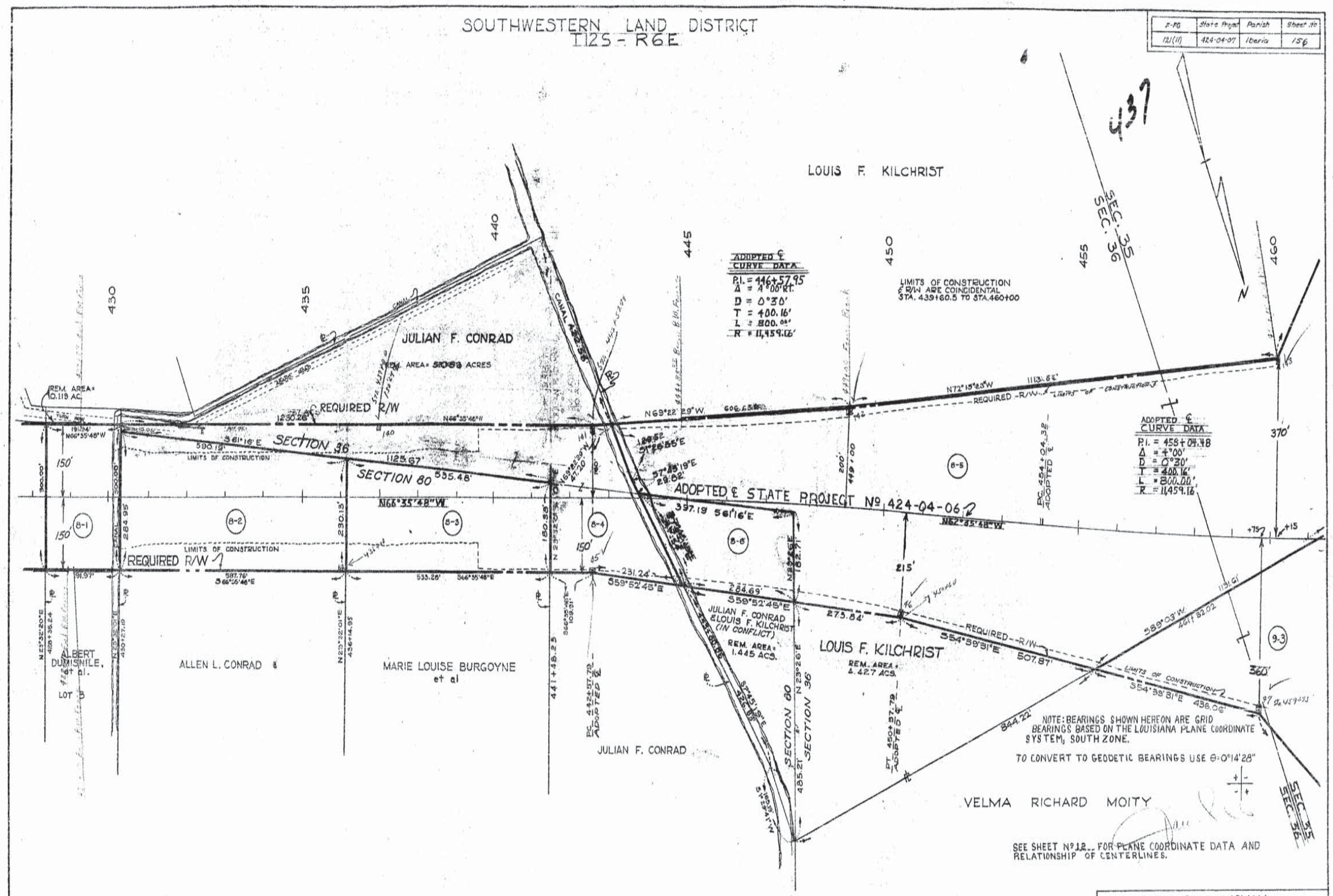
FILE NO. 2-2-1-10

12

AS BUILTS

F-PG	State Project	Parish	Sheet No
121(11)	424-04-07	Iberia	156

SOUTHWESTERN LAND DISTRICT
T12S - R6E



Nº	OWNER	ACQUISITION		AREA	ACQUISITION - L.D.H.
8-6	LOUIS F. KILCHRIST & JULIAN F. CONRAD (IN CONFLICT)	C.O. B.106 P.557 C.O. B.153 P.67	NOV. 15, 1949 MAR. 27, 1943	1.391 ACS.	
8-5	LOUIS F. KILCHRIST	C.O. B.106 P.557	NOV. 15, 1949	23.307 ACS.	
8-4	JULIAN F. CONRAD	C.O. B.153 P.67	MAR. 27, 1943	3.421 ACS.	
8-3	MARIE LOUISE BURGOYNE, et al.	COB 362 P.177 COB 393 P.583	DEC. 9, 1960 JULY 14, 1961	2.513 ACS.	
8-2	ALLEN L. CONRAD	COB 153 P.70	FEB. 4, 1943	3.475 ACS.	
8-1	ALBERT DUMISNILE, et al.	COB 111 P.350	MAR. 7, 1928	1.322 AC.	

DATE	REVISION	BY
2-1-66	REVISED PARCELS 8-4 & 8-5	W.K.
7-21-65	REVISED PARCELS 8-2, 8-3, 8-4 & 8-5 ADDED PARCEL 8-6	
4-20-65	ADDED CONSTRUCTION LIMITS AT & AT STATION 460+00	J.C.C.
1-19-65	REVISED BEARING OF ℄ LINE BETWEEN PAR. 8-5 & 8-3	L.D.H.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT Nº 424-04-06
FEDERAL AID PROJECT F-121(8)
JEANERETTE - NEW IBERIA HWY.
LA. 3052
IBERIA PARISH

ACY A. MARCHAND
REGISTERED LAND SURVEYOR

SCALE 1" = 100'
DATE: MAR. 24, 1964
SHEET Nº 8

FILE Nº 2-2-1-10

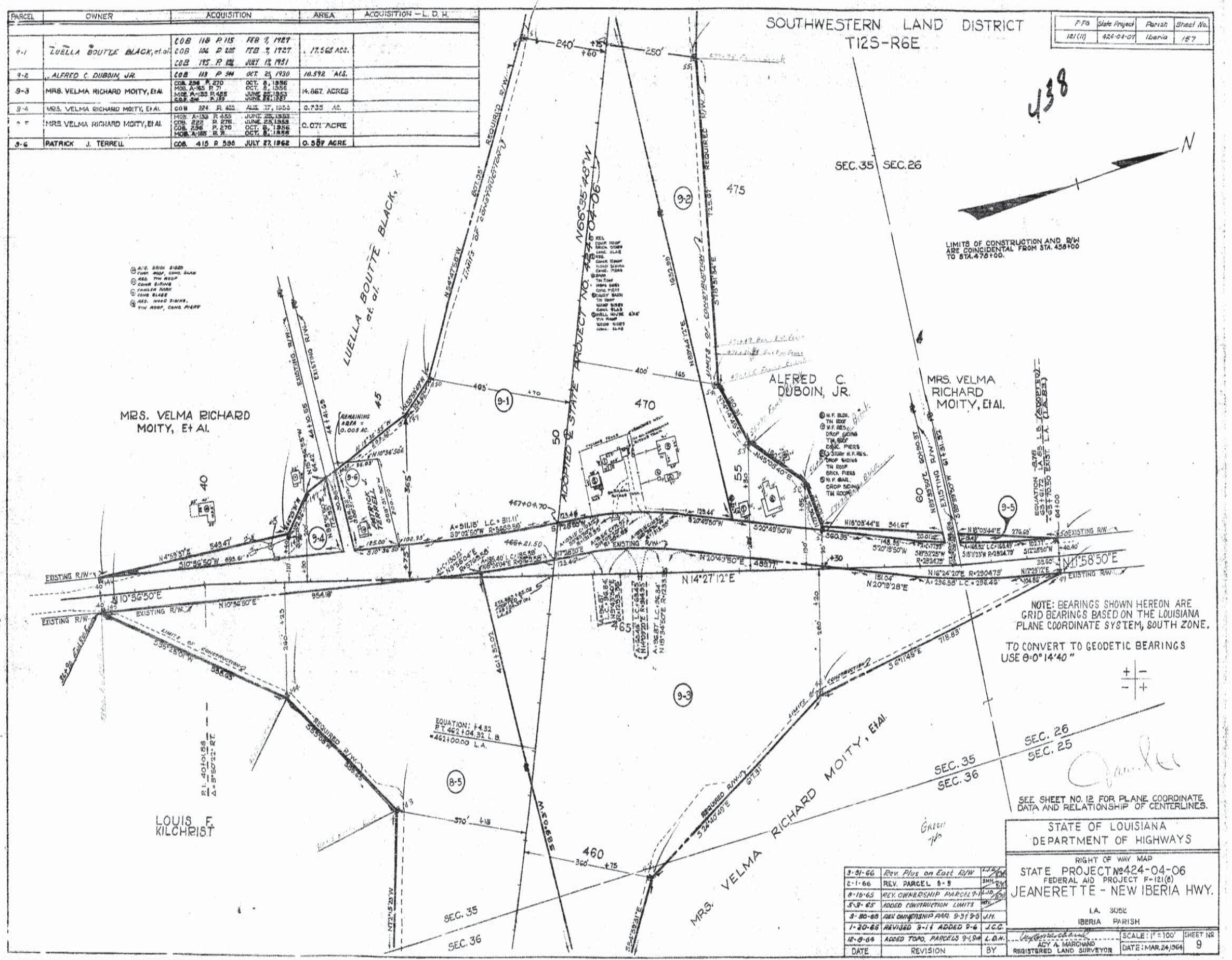
12

AS BUILTS

PARCEL	OWNER	ACQUISITION	AREA	ACQUISITION – L. D. H.
9-1	LUELLA BOUTTE BLACK, et al.	COB 118 P. 115 FEB 7, 1927 COB 106 P. 205 FEB 7, 1927 COB 195 P. 322 JULY 13, 1951	17.565 ACS.	
9-2	ALFRED C. DUBOIN, JR.	COB 113 P. 544 OCT. 25, 1930	10.592 ACS.	
9-3	MRS. VELMA RICHARD MOITY, Et Al.	COB. 296 P. 270 OCT. 8, 1956 MOB. A-165 P. 71 OCT. 8, 1956 MOB. A-133 P. 455 JUNE 25, 1953 COB. 304 P. 133 JUNE 25, 1957	14.867 ACRES	
9-4	MRS. VELMA RICHARD MOITY, Et Al.	COB 224 P. 455 AUG. 17, 1953	0.735 AC.	
9-5	MRS. VELMA RICHARD MOITY, Et Al.	MOB. A-133 P. 455 JUNE 25, 1953 COB. 222 P. 276 JUNE 25, 1953 COB. 296 P. 270 OCT. 8, 1956 MOB. A-165 P. 71 OCT. 8, 1956	0.071 ACRE	
9-6	PATRICK J. TERRELL	COB. 415 P. 595 JULY 27, 1962	0.587 ACRE	

SOUTHWESTERN LAND DISTRICT
T12S-R6E

F.F.G.	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	157



NOTE: BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE.

TO CONVERT TO GEODETIC BEARINGS USE θ=0°14'40"

SEE SHEET NO. 12 FOR PLANE COORDINATE DATA AND RELATIONSHIP OF CENTERLINES.

DATE	REVISION	BY
3-31-66	Rev. Plus on East R/W	L.J.D.
2-1-66	REV. PARCEL 9-5	SMH
8-15-65	REV. OWNERSHIP PARCEL 9-1	L.J.D.
5-3-65	ADDED CONSTRUCTION LIMITS	
3-30-65	REV. OWNERSHIP PAR. 9-3 & 9-5	J.H.
1-20-65	REVISED 9-1 & ADDED 9-6	J.C.C.
12-8-64	ADDED TOPO. PARCELS 9-1, 9-4	L.D.H.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT No. 424-04-06
FEDERAL AID PROJECT F-121(8)
JEANERETTE - NEW IBERIA HWY.
LA. 3052
IBERIA PARISH

ACY A. MARCHAND
REGISTERED LAND SURVEYOR

SCALE: 1" = 100'
DATE: MAR. 24, 1964
SHEET No. 9

FILE No. 2-2-1-10

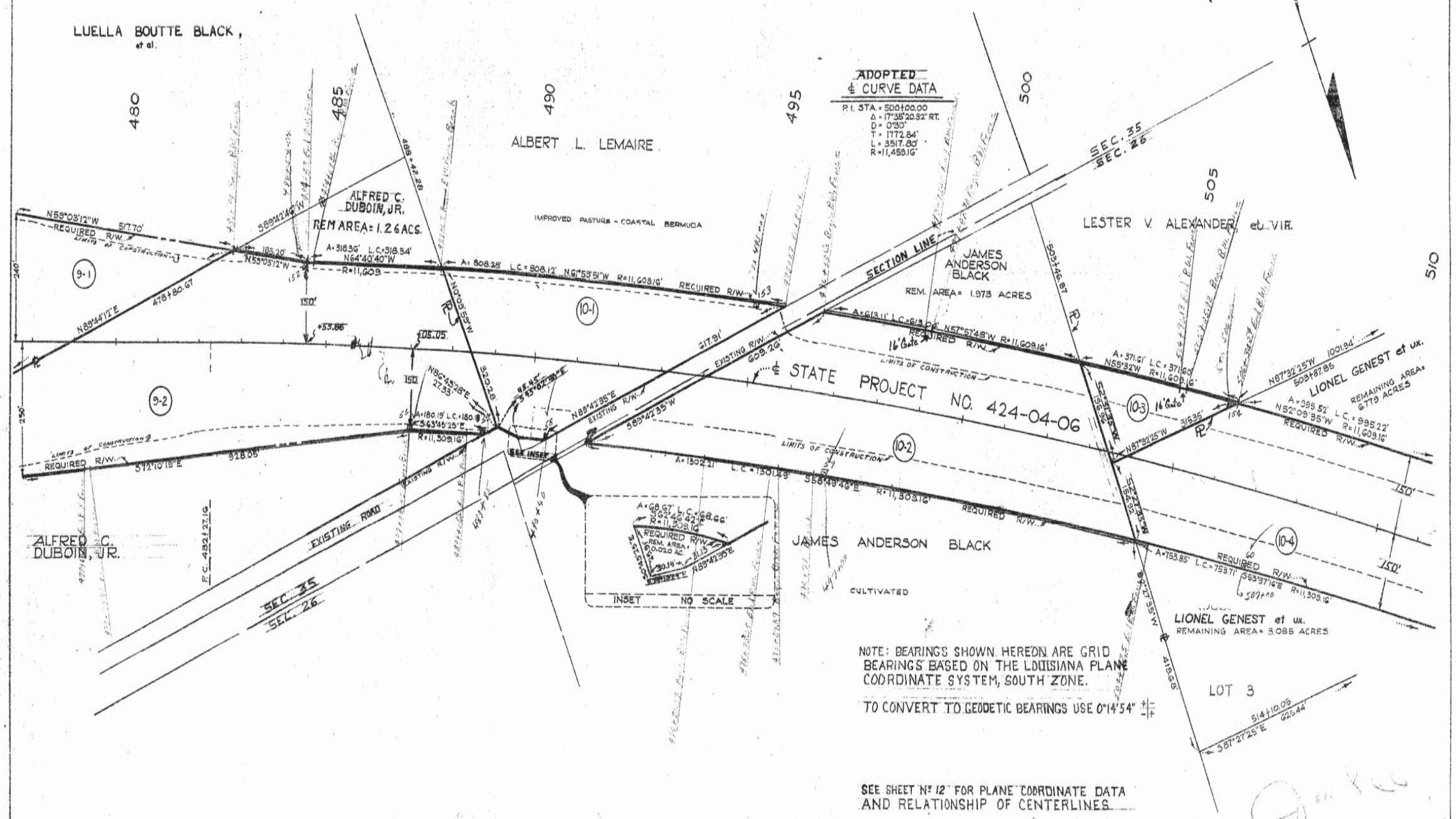
12

AS BUILTS

F-FG	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	158

SOUTHWESTERN LAND DISTRICT

T-12S - R6E



NOTE: BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE.

TO CONVERT TO GEODETIC BEARINGS USE 0°14'54"

SEE SHEET Nº 12 FOR PLANE COORDINATE DATA AND RELATIONSHIP OF CENTERLINES

NO.	OWNER	ACQUISITION	AREA	ACQUISITION - L.D.H.
10-4	LIONEL GENEST et ux.	C.O.B. 170 P.563 JULY 11, 1947	6.584 ACS.	
10-3	LESTER V. ALEXANDER, et VIR.	C.O.B. 289 P. 507 JUNE 27, 1956	0.721 ACS.	
10-2	JAMES ANDERSON BLACK	C.O.B. 223 P. 66 JULY 9, 1955	6.567 ACS.	
10-1	ALBERT L. LEMAIRE	C.O.B. 302 P.344 JAN. 12, 1957	3.166 ACS.	

DATE	REVISION	BY
8-16-65	REV. OWNERSHIP PARCEL 9-1	LJB/
7-1-65	REV. OWNER PARCEL 10-4	
4-20-65	ADDED CONSTRUCTION LIMITS L.F. OF STATION 400+00.	
10-13-64	REV. PARCEL NUMBERING 9-1, 9-2	H.S.C.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT Nº 424-04-06
FEDERAL AID PROJECT F-121(8)
JEANERETTE - NEW IBERIA HWY.
LA 3052
IBERIA PARISH

ACY A. MARCHAND
REGISTERED LAND SURVEYOR

SCALE: 1"=100'
DATE: MAR. 24, 1964
SHEET NO. 10

FILE NO. 2-2-1-10

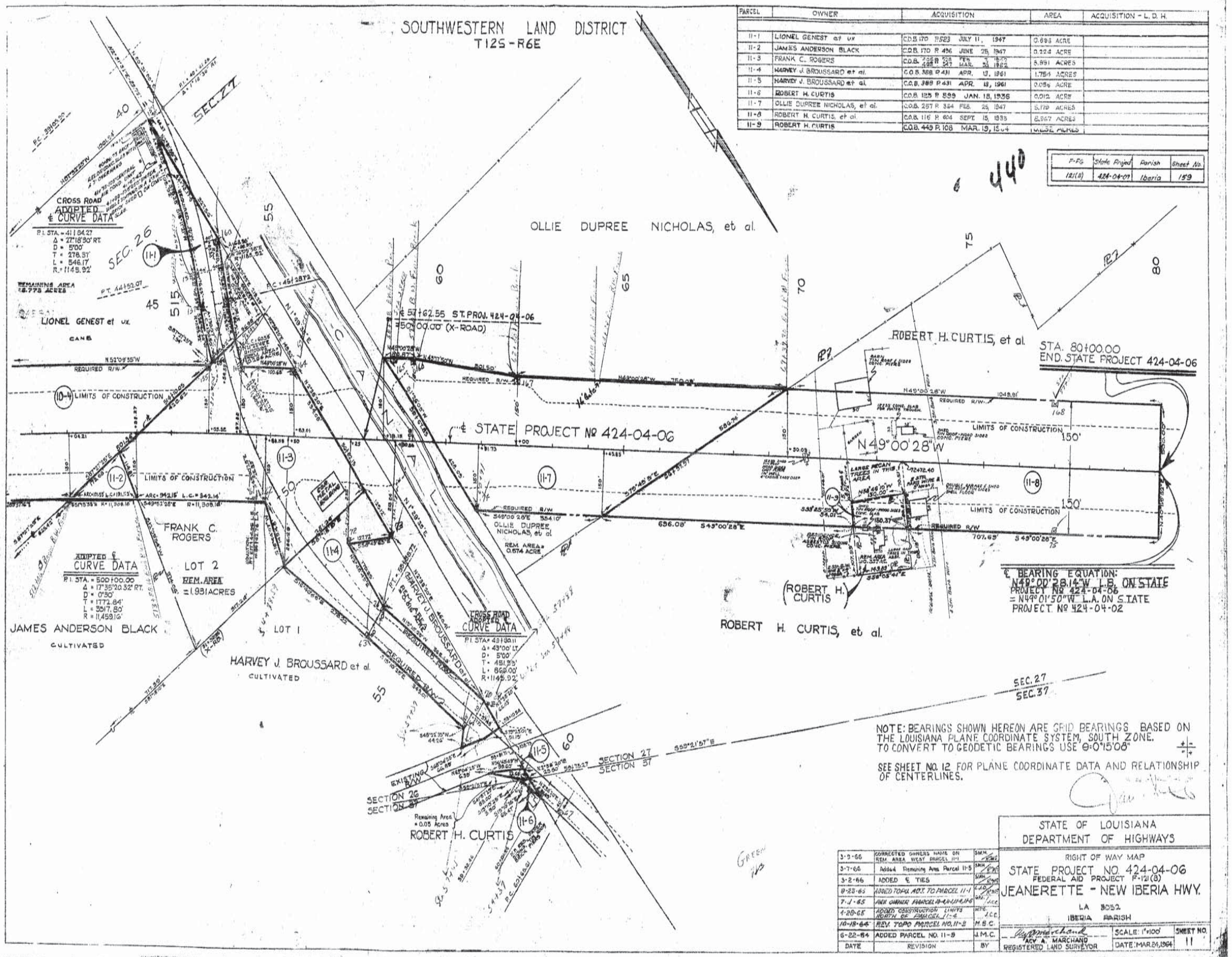
12

AS BUILTS

PARCEL	OWNER	ACQUISITION	AREA	ACQUISITION - L. D. H.
11-1	LIONEL GENEST et ux	C.O.B. 170 P. 523 JULY 11, 1947	0.695 ACRE	
11-2	JAMES ANDERSON BLACK	C.O.B. 170 P. 456 JUNE 25, 1947	0.224 ACRE	
11-3	FRANK C. ROGERS	C.O.B. 208 P. 224 FEB. 3, 1953 / 298 P. 247 MAR. 30, 1962	5.891 ACRES	
11-4	HARVEY J. BROUSSARD et al.	C.O.B. 388 P. 431 APR. 13, 1961	1.754 ACRES	
11-5	HARVEY J. BROUSSARD et al.	C.O.B. 389 P. 431 APR. 13, 1961	0.056 ACRE	
11-6	ROBERT H. CURTIS	C.O.B. 125 P. 599 JAN. 18, 1936	0.012 ACRE	
11-7	OLLIE DUPREE NICHOLAS, et al.	C.O.B. 257 P. 324 FEB. 25, 1947	5.170 ACRES	
11-8	ROBERT H. CURTIS, et al.	C.O.B. 116 P. 604 SEPT. 15, 1935	6.967 ACRES	
11-9	ROBERT H. CURTIS	C.O.B. 449 P. 108 MAR. 13, 1964	1.9981 ACRES	

F-FG	State Project	Parish	Sheet No.
121(8)	424-04-07	Iberia	159

440



NOTE: BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE. TO CONVERT TO GEODETIC BEARINGS USE 0°0'15"06"

SEE SHEET NO. 12 FOR PLANE COORDINATE DATA AND RELATIONSHIP OF CENTERLINES.

DATE	REVISION	BY
3-9-66	CORRECTED OWNERS NAME ON REM. AREA WEST PARCEL 11-1	SMM
3-7-66	Added Remaining Area Parcel 11-5	SMM
3-2-66	ADDED ℄ TIES	SMM
9-23-65	ADDED TOPO. ADJ. TO PARCEL 11-1	J.C.C.
7-1-65	NEW OWNER PARCEL 11-4, 11-5, 11-6	J.C.C.
4-20-65	ADDED CONSTRUCTION LIMITS NORTH OF PARCEL 11-8	J.C.C.
10-18-64	REV. TOPO PARCEL NO. 11-8	M.S.C.
6-22-64	ADDED PARCEL NO. 11-9	J.M.C.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT NO. 424-04-06
FEDERAL AID PROJECT F-121(8)
JEANERETTE - NEW IBERIA HWY.
LA 3052
IBERIA PARISH

ACY A. MARCHAND
REGISTERED LAND SURVEYOR

SCALE: 1" = 100'
DATE: MAR. 24, 1964
SHEET NO. 11

FILE Nº 2-2-1-10

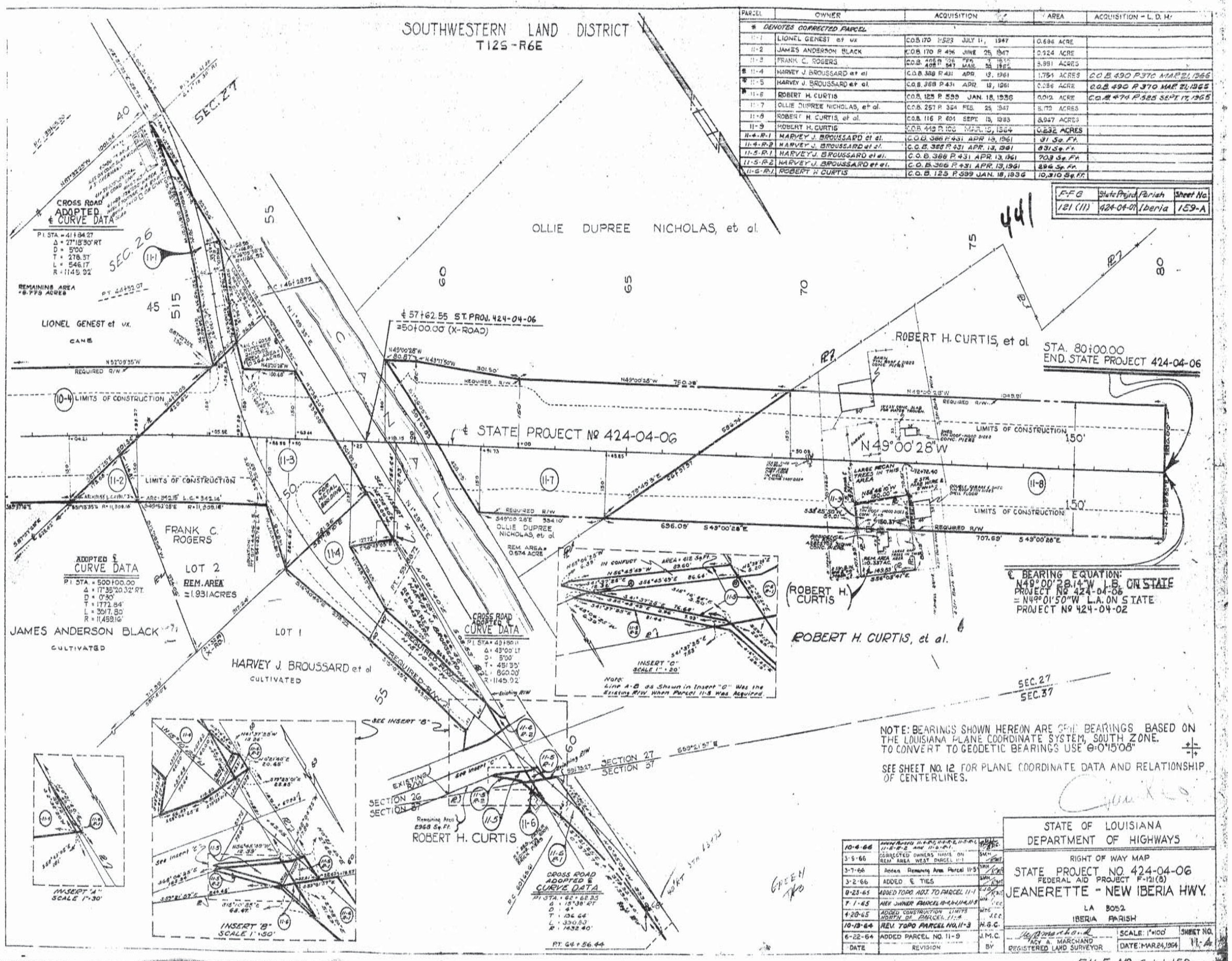
AS BUILTS

SOUTHWESTERN LAND DISTRICT
T12S-R6E

PARCEL	OWNER	ACQUISITION	AREA	ACQUISITION - L. D. H.
* DENOTES CORRECTED PARCEL				
11-1	LIONEL GENEST et ux	C.O.B. 170 P.523 JULY 11, 1947	0.696 ACRE	
11-2	JAMES ANDERSON BLACK	C.O.B. 170 P. 496 JUNE 25, 1947	0.924 ACRE	
11-3	FRANK C. ROGERS	C.O.B. 405 P. 536 FEB. 7, 1956; C.O.B. 408 P. 547 MAR. 26, 1956	5.991 ACRES	
* 11-4	HARVEY J. BROUSSARD et al	C.O.B. 388 P. 431 APR. 13, 1961	1.754 ACRES	C.O.B. 490 P.370 MAR. 21, 1966
* 11-5	HARVEY J. BROUSSARD et al	C.O.B. 388 P. 431 APR. 13, 1961	0.086 ACRE	C.O.B. 490 P. 370 MAR. 21, 1966
* 11-6	ROBERT H. CURTIS	C.O.B. 125 P. 599 JAN. 18, 1936	0.012 ACRE	C.O.B. 474 P.525 SEPT. 17, 1965
11-7	OLLIE DUPREE NICHOLAS, et al.	C.O.B. 257 P. 354 FEB. 25, 1947	5.172 ACRES	
11-8	ROBERT H. CURTIS, et al.	C.O.B. 116 P. 601 SEPT. 15, 1933	8.947 ACRES	
11-9	ROBERT H. CURTIS	C.O.B. 443 P. 100 MAR. 15, 1964	0.232 ACRES	
11-4-R-1	HARVEY J. BROUSSARD et al.	C.O.B. 388 P. 431 APR. 13, 1961	31 Sq. Ft.	
11-4-R-2	HARVEY J. BROUSSARD et al.	C.O.B. 388 P. 431 APR. 13, 1961	831 Sq. Ft.	
11-5-R-1	HARVEY J. BROUSSARD et al.	C.O.B. 388 P. 431 APR. 13, 1961	703 Sq. Ft.	
11-5-R-2	HARVEY J. BROUSSARD et al.	C.O.B. 388 P. 431 APR. 13, 1961	896 Sq. Ft.	
11-6-R-1	ROBERT H. CURTIS	C.O.B. 125 P. 599 JAN. 18, 1936	10,310 Sq. Ft.	

F.A.P.	State Project	Parish	Sheet No.
121 (11)	424-04-07	Iberia	159-A

441



DATE	REVISION	BY
10-4-66	Revised Parcels 11-4-R-1, 11-4-R-2, 11-5-R-1, 11-5-R-2 and 11-6-R-1.	J.C.C.
3-9-66	Corrected Owners Name on Rem. Area West Parcel 11-1	S.M.H.
3-7-66	Added Remaining Area Parcel 11-5	S.M.H.
3-2-66	ADDED ℄ TIES	S.M.H.
8-23-65	ADDED TOPO ADJ. TO PARCEL 11-1	J.C.C.
7-1-65	NEW OWNER PARCEL 11-4, 11-4, 11-5	J.C.C.
4-20-65	ADDED CONSTRUCTION LIMITS NORTH OF PARCEL 11-4	J.C.C.
10-13-64	REV. TOPO PARCEL NO. 11-3	H.G.C.
6-22-64	ADDED PARCEL NO. 11-9	J.M.C.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT NO. 424-04-06
FEDERAL AID PROJECT F-121(8)
JEANERETTE - NEW IBERIA HWY.
LA 8052
IBERIA PARISH

ACY A. MARCHAND
REGISTERED LAND SURVEYOR

SCALE: 1"=100'
DATE: MAR. 24, 1964
SHEET NO. 11-A

FILE Nº 6-1-1-159

12

AS BUILTS

F-FC	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	160

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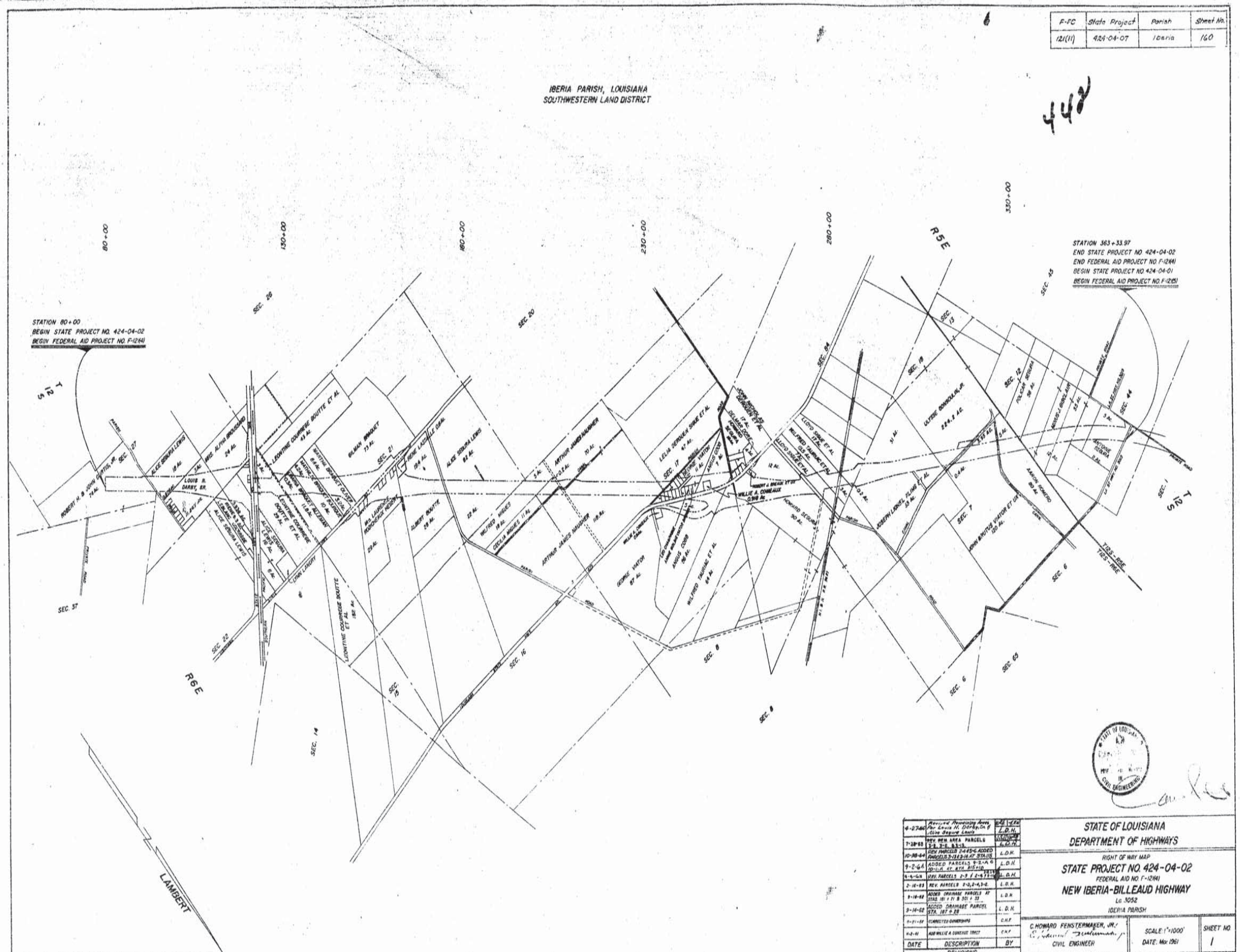
IBERIA PARISH, LOUISIANA
SOUTHWESTERN LAND DISTRICT



DATE	DESCRIPTION	BY
4-27-66	Revised Remaining Areas For Louis H. Darby, Sr. & Alice Segura Lewis	L.D.H.
7-28-65	REV. REM. AREA PARCELS 2-2, 2-6, & 3-13	L.D.H.
10-28-64	REV. PARCELS 2-4 & 2-6 ADDED PARCELS 3-13 & 3-14 AT STA. 115	L.D.H.
9-2-64	ADDED PARCELS 9-2-A & 10-1-A AT STA. 315+10	L.D.H.
6-4-64	REV. PARCELS 2-3 & 2-4	L.D.H.
2-16-63	REV. PARCELS 2-3, 2-4, 3-2.	L.D.H.
9-18-62	ADDED DRAINAGE PARCELS AT STAS. 181 + 71 & 301 + 33	L.D.H.
9-14-62	ADDED DRAINAGE PARCEL STA. 187 + 28	L.D.H.
11-21-61	CORRECTED OWNERSHIPS	C.H.F.
11-2-61	ADD WILLIE A. CONEAUX TRACT	C.H.F.

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT NO. 424-04-02
FEDERAL AID NO. F-12(4)
NEW IBERIA-BILLEAUD HIGHWAY
La. 3052
IBERIA PARISH

C. HOWARD FENSTERMAKER, JR.
CIVIL ENGINEER

SCALE: 1"=1000'
DATE: Mar. 1961

SHEET NO. 1

FILE NO. 8-10-1-1

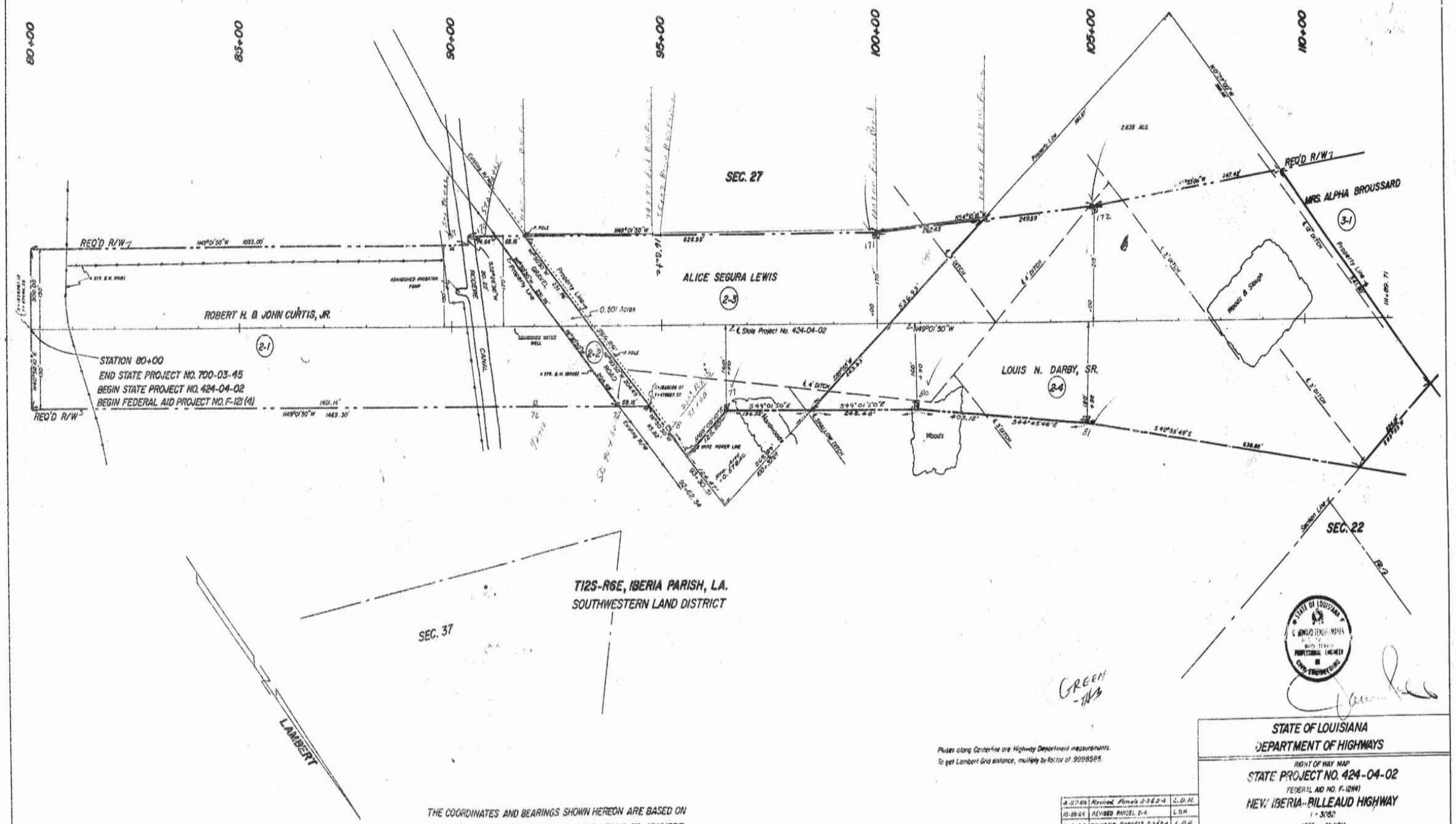
12

AS BUILTS

PARCEL	OWNER	ACQUISITION	AREA	APPRAISAL	ACQUISITION-La. Dept. of Hwys.
2-1	ROBERT H. & JOHN CURTIS, JR.	Conv. Bk. 116; Pg. 604, Sept. 15, 1933	8.731 Ac.		
2-2	PUBLIC ROAD		0.501 Ac.		
2-3	ALICE SEGURA LEWIS	Conv. Bk. 102; Pg. 54, Nov. 23, 1923 Conv. Bk. 304; Pg. 229, July 20, 1941 Conv. Bk. 102; Pg. 245, Sept. 6, 1961	5.606 AC.		
2-4	LOUIS N. DARBY, SR.	Conv. Bk. 441; Pg. 171, Oct. 23, 1963	11.209 AC.		

F-FG	State Project	Parish	Sheet No.
121(ii)	424-04-07	Iberia	161

443



Pluses along Centerline are Highway Department measurements.
To get Lambert Grid distance, multiply by factor of .9998585.

THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA COORDINATE SYSTEM, SOUTH ZONE. TO CONVERT TO GEODETIC BEARINGS USE 0°15'22".

DATE	DESCRIPTION	BY
8-27-66	Revised Parcels 2-3 & 2-4	L.D.H.
10-28-64	REVISED PARCEL 2-4	L.D.H.
4-4-63	REVISED PARCELS 2-3 & 2-4	L.D.H.
2-18-63	REVISED PARCELS 2-3 & 2-4	L.D.H.
8-20-62	Revised Parcel 2-3, Added Parcel 2-4, Corrected Name Parcel 2-1	C.H.F.

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT NO. 424-04-02
FEDERAL AID NO. F-121(4)
NEW IBERIA-BILLEAUD HIGHWAY
I-3052
IBERIA PARISH

C. HOWARD FENSTERMAKER, JR.
CIVIL ENGINEER

SCALE: 1"=100'
DATE: Mar. 1961

SHEET NO. 2

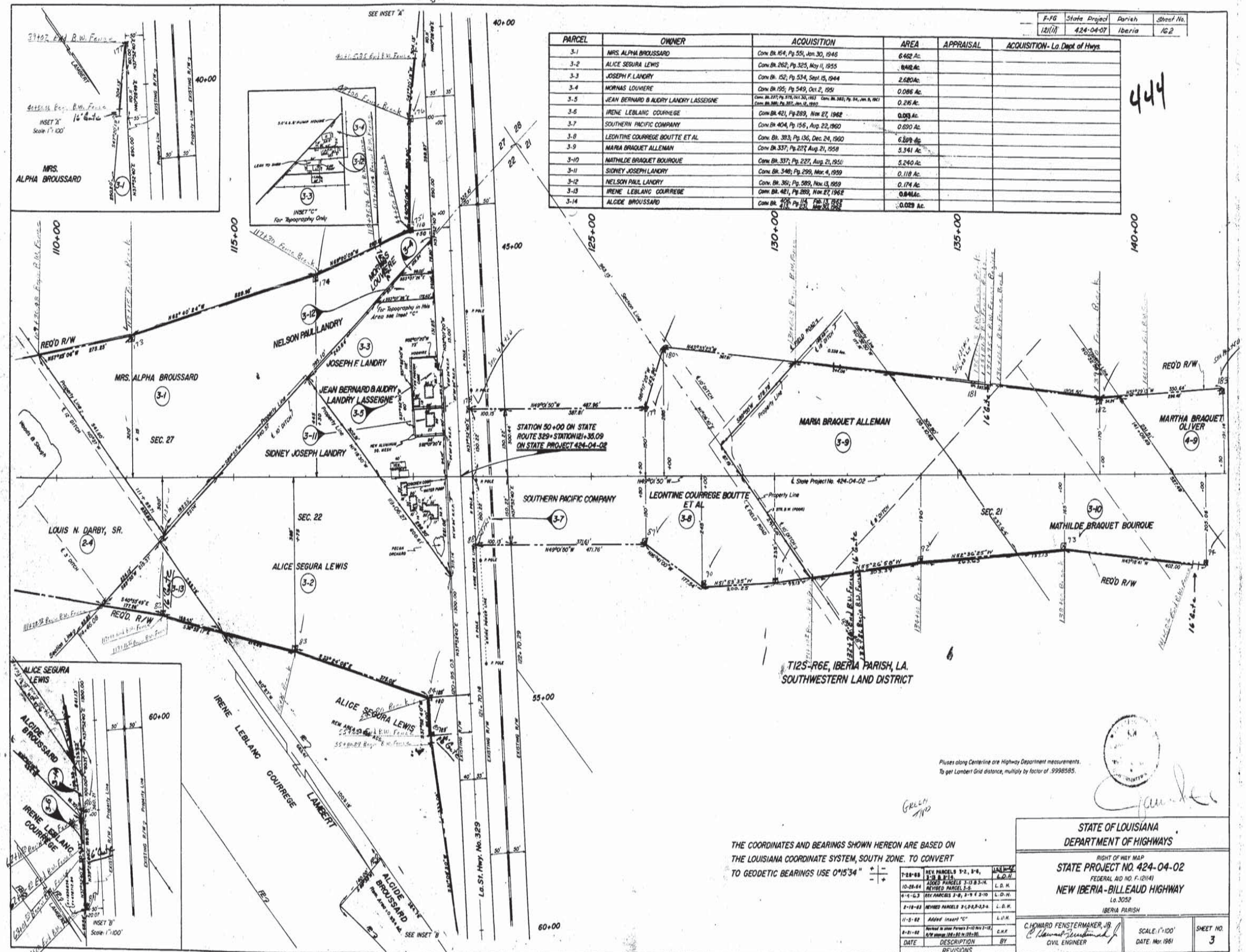
FILE NO. 8-10-1-1

AS BUILTS

F-FG	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	162

444

PARCEL	OWNER	ACQUISITION	AREA	APPRAISAL	ACQUISITION - La. Dept. of Hwys.
3-1	MRS. ALPHA BROUSSARD	Conv. Bk. 164, Pg. 551, Jan. 30, 1946	6.462 Ac.		
3-2	ALICE SEGURA LEWIS	Conv. Bk. 262, Pg. 325, May 11, 1955	8.412 Ac.		
3-3	JOSEPH F. LANDRY	Conv. Bk. 152, Pg. 534, Sept. 15, 1944	2.620 Ac.		
3-4	MORNAS LOUVIERE	Conv. Bk. 195; Pg. 549, Oct. 2, 1951	0.086 Ac.		
3-5	JEAN BERNARD & AUDRY LANDRY LASSEIGNE	Conv. Bk. 237; Pg. 575, Oct. 30, 1953 Conv. Bk. 383; Pg. 94, Jan. 9, 1961 Conv. Bk. 388; Pg. 387, Jan. 12, 1960	0.216 Ac.		
3-6	IRENE LEBLANC COURREGE	Conv. Bk. 421, Pg. 289, Nov. 27, 1962	0.013 Ac.		
3-7	SOUTHERN PACIFIC COMPANY	Conv. Bk. 404, Pg. 156, Aug. 22, 1960	0.690 Ac.		
3-8	LEONTINE COURREGE BOUTTE ET AL	Conv. Bk. 383; Pg. 136, Dec. 24, 1960	6.269 Ac.		
3-9	MARIA BRAQUET ALLEMAN	Conv. Bk. 337; Pg. 227, Aug. 21, 1958	5.341 Ac.		
3-10	MATHILDE BRAQUET BOURQUE	Conv. Bk. 337; Pg. 227, Aug. 21, 1958	5.240 Ac.		
3-11	SIDNEY JOSEPH LANDRY	Conv. Bk. 348; Pg. 299, Mar. 4, 1959	0.118 Ac.		
3-12	NELSON PAUL LANDRY	Conv. Bk. 361; Pg. 589, Nov. 13, 1959	0.174 Ac.		
3-13	IRENE LEBLANC COURREGE	Conv. Bk. 421, Pg. 289, Nov. 27, 1962	0.841 Ac.		
3-14	ALCIDE BROUSSARD	Conv. Bk. 406, 413, Pg. 114, 231, Feb. 13, 1962 May 30, 1962	0.029 Ac.		



Pluses along Centerline are Highway Department measurements.
To get Lambert Grid distance, multiply by factor of .9998585.

THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA COORDINATE SYSTEM, SOUTH ZONE. TO CONVERT TO GEODETIC BEARINGS USE 0°15'34"

DATE	DESCRIPTION	BY
7-28-65	REV. PARCELS 3-2, 3-6, 3-13 & 3-14.	L.D.H.
10-28-64	ADDED PARCELS 3-13 & 3-14. REVISED PARCEL 3-5.	L.D.H.
4-4-63	REV. PARCELS 3-8, 3-9 & 3-10	L.D.H.
2-18-63	REVISED PARCELS 3-1, 3-2, 3-3, 3-4.	L.D.H.
11-5-62	Added Insert "C"	L.D.H.
8-21-62	Revised to show Parcels 3-10 thru 3-12, R/W change 126+80 to 139+00.	C.H.F.

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT NO. 424-04-02
FEDERAL AID NO. F-121(4)
NEW IBERIA-BILLEAUD HIGHWAY
La. 3052
IBERIA PARISH

C. HOWARD FENSTERMAKER, JR.
CIVIL ENGINEER

SCALE: 1" = 100'
DATE: Mar. 1961

SHEET NO. 3

FILE NO. 8-10-1-1

12

AS BUILTS

F-FG	State Project	Parish	Sheet No
121(11)	424-04-07	Iberia	16-3

PARCEL	OWNER	ACQUISITION	AREA	APPRAISAL	ACQUISITION-La. Dept. of Hwys.
4-1	GILMAN BRAQUET	Conv. Bk. 161; Pg. 56, Feb 26, 1941 Corr. Bk. 207; Pg. 242, Feb. 21, 1958	11.667 Ac.		
4-2	LEONTINE COURREGE BOUTTE ET AL	Conv. Bk. 383; Pg. 136, Dec. 26, 1960	1.157 Ac.		
4-3	WEBSTER HEBERT	Conv. Bk. 203; Pg. 253, Mar. 12, 1952	0.372 Ac.		
4-4	OLIVER J. ANDRE	Conv. Bk. 293; Pg. 34, Aug. 14, 1956	0.372 Ac.		
4-5	ELIE LANDRY	Conv. Bk. 268; Pg. 229, July 29, 1955	0.445 Ac.		
4-6	C. LAMBERT DUHE	Conv. Bk. 48; Pg. 303, Oct. 15, 1962	0.203 Ac.		
4-7	LAWRENCE ROBICHAUX HEBERT	Conv. Bk. 165; Pg. 320, April 5, 1946	7.939 Ac.		
4-8	ALBERT BOUTTE	Conv. Bk. 182; Pg. 102, Sept. 14, 1948	11.677 Ac.		
4-9	MARTHA BRAQUET OLIVIER	Conv. Bk. 337; Pg. 227, Aug. 21, 1958	7.901 Ac.		
4-10	MATHILDE BRAQUET BOURQUE	Conv. Bk. 337; Pg. 227, Aug. 21, 1958	0.183 Ac.		
4-11	LOUIS P. HEBERT	Conv. Bk. 322, Pg. 306, Nov. 26, 1957	0.597 Ac.		
4-12	DENNIS LELEUX	Conv. Bk. 347; Pg. 51, Feb. 20, 1958	0.427 Ac.		
4-13	RENE LASALLE	Conv. Bk. 309; Pg. 170, Apr. 23, 1957	1.264 Ac.		
4-14	ALBERT BOUTTE	Conv. Bk. 182; Pg. 102, Sept. 14, 1948	0.194 Ac.		
4-7-D-1	LAWRENCE ROBICHAUX HEBERT	Conv. Bk. 165 Pg. 320, April 5, 1946	0.080 Ac.		
4-8-D-1	ALBERT BOUTTE	Conv. Bk. 182 Pg. 102 Sept. 14, 1948	0.058 Ac.		

445

140+00
145+00
150+00
155+00
160+00
165+00
170+00

RED'D R/W
MARTHA BRAQUET OLIVIER
GILMAN BRAQUET
OLIVER J. ANDRE
ELIE LANDRY
RENE LASALLE
C. LAMBERT DUHE
ALBERT BOUTTE
WEBSTER HEBERT
MRS. LAURENCE ROBICHAUX HEBERT
MATHILDE BRAQUET BOURQUE
LEONTINE COURREGE BOUTTE ET AL
LOUIS P. HEBERT
DENNIS LELEUX
LAMBERT
La. St. Hwy. No. 14
℄ State Project No. 424-04-02
STATION 74+22.36 ON STATE ROUTE 14 = STATION 164+69.88 ON STATE PROJECT 424-04-02
LIMITS OF CONSTRUCTION & R/W ARE CONCENTRIC. STA. 164+69.88 TO STA. 176+38.50
T12S-R6E, IBERIA PARISH, LA.
SOUTHWESTERN LAND DISTRICT

NOTE:
FOR CONSTRUANCE OF RIGHT OF WAY DEEDS FOR PARCELS SHOWN HEREON AND THE ACQUIRED RIGHT OF WAY IN RELATION TO THE PROJECTED AND ADOPTED CENTERLINE OF LA. 14, SEE SHEET 4-A AND 4-B.

THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA COORDINATE SYSTEM, SOUTH ZONE. TO CONVERT TO GEODETIC BEARINGS USE 0°15'48" + −

Pluses along Centerline are Highway Department measurements.
To get Lambert Grid distance, multiply by factor of .9998585.

STATE OF LOUISIANA
C. HOWARD FENSTERMAKER, JR.
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING

GREEN 1/2

DATE	DESCRIPTION	BY
7-24-63	REVISED OWNERSHIP ON PARCEL 4-8	L.D.H.
8-28-62	ADDED CONSTRUCTION LIMITS	L.D.H.
3-18-62	ADDED "TEMPORARY" DR PARCELS 4-2 & 4-10	L.D.H.
3-18-62	ADDED PARCELS 4-7-D-1 & 4-8-D-1	L.D.H.
8-21-62	REVISED TO SHOW PARCELS 4-9 THRU 4-14 & CORRECT 4-6, 4-4, 4-5, & 4-7	C.H.F.

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT NO. 424-04-02
FEDERAL AID NO. F-121(14)
NEW IBERIA-BILLEAUD HIGHWAY
La. 3052
IBERIA PARISH

C. HOWARD FENSTERMAKER, JR.
CIVIL ENGINEER

SCALE: 1"=100'
DATE: Mar. 1961

SHEET NO. 4

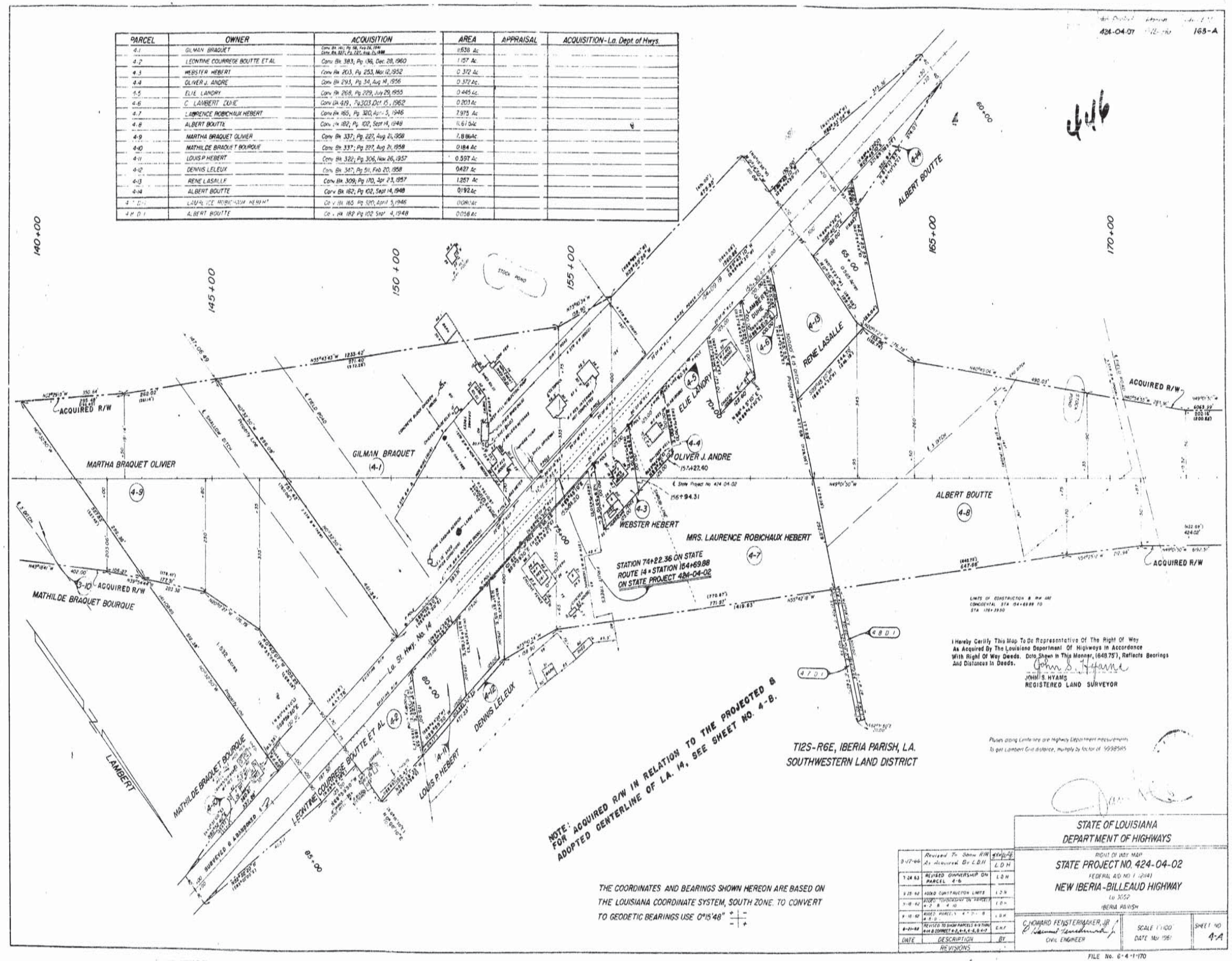
FILE NO. 8-10-1-1

12

AS BUILTS

424-04-07 168-A

PARCEL	OWNER	ACQUISITION	AREA	APPRAISAL	ACQUISITION-La. Dept. of Hwys.
4-1	GILMAN BRAQUET	Conv. Bk. 141; Pg. 58, Feb. 26, 1941 Conv. Bk. 327; Pg. 227, Aug. 21, 1958	11.638 Ac.		
4-2	LEONTINE COURREGE BOUTTE ET AL	Conv. Bk. 383; Pg. 136, Dec. 28, 1960	1.157 Ac.		
4-3	WEBSTER HEBERT	Conv. Bk. 203, Pg. 253, Mar. 12, 1952	0.372 Ac.		
4-4	OLIVER J. ANDRE	Conv. Bk. 293, Pg. 34, Aug. 14, 1956	0.372 Ac.		
4-5	ELIE LANDRY	Conv. Bk. 268, Pg. 229, July 29, 1955	0.445 Ac.		
4-6	C. LAMBERT DUHE	Conv. Bk. 419, Pg. 303, Oct. 15, 1962	0.203 Ac.		
4-7	LAURENCE ROBICHAUX HEBERT	Conv. Bk. 165, Pg. 320, April 5, 1946	7.975 Ac.		
4-8	ALBERT BOUTTE	Conv. Bk. 182; Pg. 102, Sept. 14, 1948	11.615 Ac.		
4-9	MARTHA BRAQUET OLIVIER	Conv. Bk. 337; Pg. 227, Aug. 21, 1958	7.886 Ac.		
4-10	MATHILDE BRAQUET BOURQUE	Conv. Bk. 337; Pg. 227, Aug. 21, 1958	0.184 Ac.		
4-11	LOUIS P. HEBERT	Conv. Bk. 322; Pg. 306, Nov. 26, 1957	0.597 Ac.		
4-12	DENNIS LELEUX	Conv. Bk. 347; Pg. 511, Feb. 20, 1958	0.427 Ac.		
4-13	RENE LASALLE	Conv. Bk. 309; Pg. 170, Apr. 23, 1957	1.257 Ac.		
4-14	ALBERT BOUTTE	Conv. Bk. 182; Pg. 102, Sept. 14, 1948	0.192 Ac.		
4-15	LAURENCE ROBICHAUX HEBERT	Conv. Bk. 165, Pg. 320, April 5, 1946	0.080 Ac.		
4-16	ALBERT BOUTTE	Conv. Bk. 182, Pg. 102, Sept. 14, 1948	0.058 Ac.		



I Hereby Certify This Map To Be Representative Of The Right Of Way As Acquired By The Louisiana Department Of Highways In Accordance With Right Of Way Deeds. Data Shown In This Manner, (648.75'), Reflects Bearings And Distances In Deeds.

John S. Hyams
JOHN S. HYAMS
REGISTERED LAND SURVEYOR

Pluses along Centerline are Highway Department measurements. To get Lambert Grid distance, multiply by factor of .9998585

THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON THE LOUISIANA COORDINATE SYSTEM, SOUTH ZONE. TO CONVERT TO GEODETIC BEARINGS USE 0°15'48"

DATE	DESCRIPTION	BY
3-17-66	Revised To Show R/W As Acquired By L.D.H.	L.D.H.
7-24-63	REVISED OWNERSHIP ON PARCEL 4-6	L.D.H.
9-25-62	ADDED CONSTRUCTION LIMITS	L.D.H.
9-18-62	ADDED TOPOGRAPHY ON PARCELS 4-2 & 4-10	L.D.H.
9-18-62	ADDED PARCELS 4-7, 4-8 & 4-9	L.D.H.
6-21-62	REVISED TO SHOW PARCELS 4-9 THRU 4-14 & CORRECT 4-2, 4-4, 4-6, & 4-7	C.H.F.

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT NO. 424-04-02
FEDERAL AID NO. F (2114)
NEW IBERIA-BILLEAUD HIGHWAY
La. 3052
IBERIA PARISH

C. HOWARD FENSTERMAKER, JR.
CIVIL ENGINEER

SCALE 1"=100'
DATE Mar. 1961

SHEET NO. 4-A

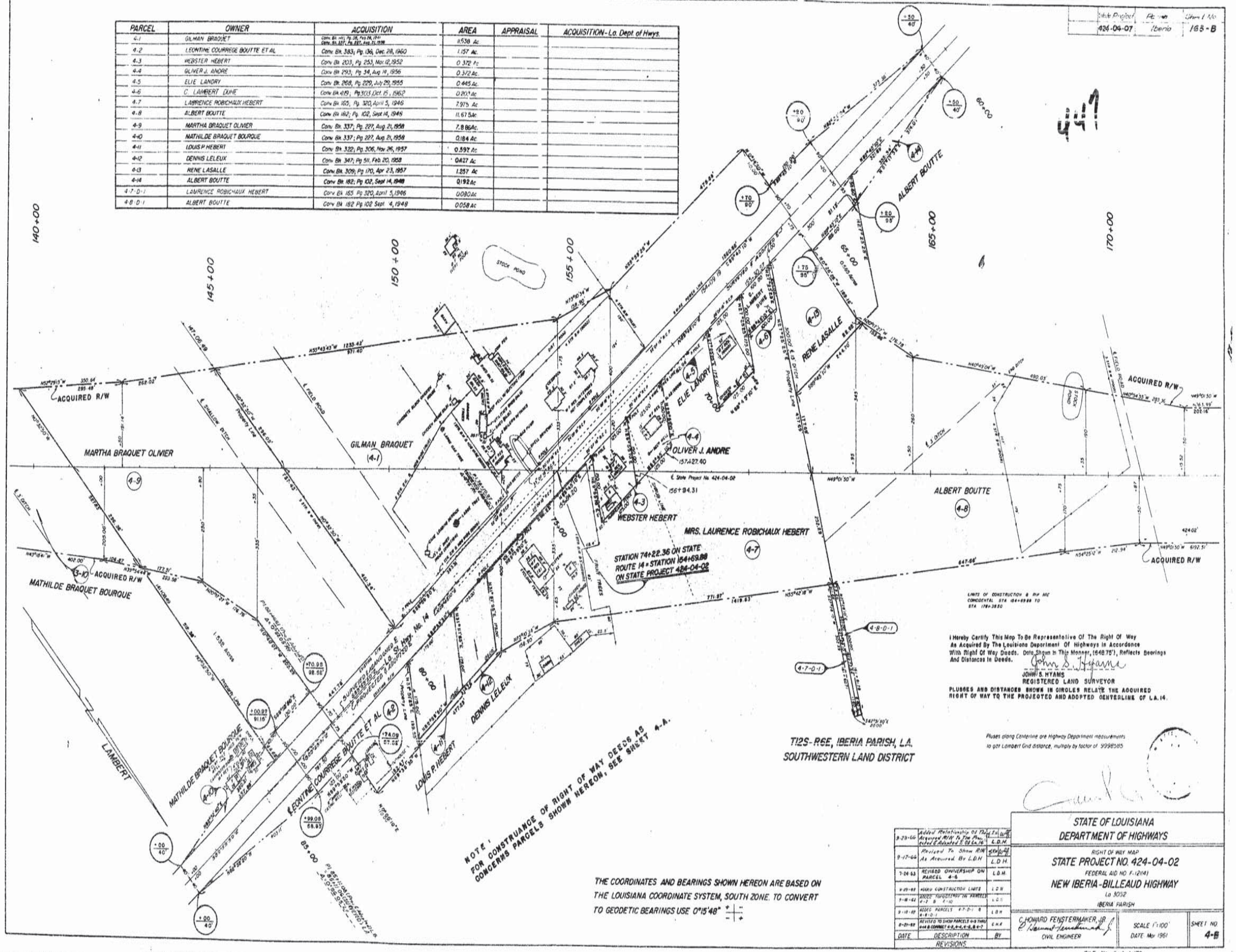
FILE No. 6-4-1-170

AS BUILTS

State Project	Parish	Sheet No.
424-04-07	Iberia	168-B

PARCEL	OWNER	ACQUISITION	AREA	APPRAISAL	ACQUISITION - La. Dept. of Hwys.
4-1	GILMAN BRAQUET	Conv. Bk. 141; Pg. 36, Feb 16, 1931 Conv. Bk. 337; Pg. 227, Aug. 21, 1958	11.538 Ac		
4-2	LEONTINE COURRIEGE BOUTTE ET AL	Conv. Bk. 383; Pg. 136, Dec. 28, 1960	1.157 Ac.		
4-3	WEBSTER HEBERT	Conv. Bk. 203; Pg. 253, Mar. 12, 1952	0.372 Ac.		
4-4	OLIVER J. ANDRE	Conv. Bk. 293; Pg. 34, Aug. 14, 1956	0.372 Ac.		
4-5	ELIE LANDRY	Conv. Bk. 268, Pg. 229, July 29, 1955	0.445 Ac.		
4-6	C. LAMBERT DUNE	Conv. Bk. 419; Pg. 303, Oct. 15, 1962	0.203 Ac		
4-7	LAWRENCE ROBICHAUX HEBERT	Conv. Bk. 165; Pg. 320, April 5, 1946	7.975 Ac		
4-8	ALBERT BOUTTE	Conv. Bk. 182; Pg. 102, Sept. 14, 1946	11.675 Ac		
4-9	MARTHA BRAQUET OLIVIER	Conv. Bk. 337; Pg. 227, Aug. 21, 1958	7.886 Ac.		
4-10	MATHILDE BRAQUET BOURQUE	Conv. Bk. 337; Pg. 227, Aug. 21, 1958	0.184 Ac		
4-11	LOUIS P. HEBERT	Conv. Bk. 322; Pg. 306, Nov. 26, 1957	0.597 Ac		
4-12	DENNIS LELEUX	Conv. Bk. 347; Pg. 51, Feb. 20, 1958	0.427 Ac		
4-13	RENE LASALLE	Conv. Bk. 309; Pg. 170, Apr. 23, 1957	1.257 Ac		
4-14	ALBERT BOUTTE	Conv. Bk. 182; Pg. 102, Sept. 14, 1946	0.192 Ac		
4-7-D-1	LAWRENCE ROBICHAUX HEBERT	Conv. Bk. 165 Pg. 320, April 5, 1946	0.080 Ac		
4-8-D-1	ALBERT BOUTTE	Conv. Bk. 182 Pg. 102 Sept. 4, 1946	0.058 Ac		

447



DATE	DESCRIPTION	BY
9-23-66	Added Relationship Of Tract Acquired With To Proj. Added & Adopted S. Of La. 14	L.D.H.
9-17-66	Revised To Show R/W As Acquired By L.D.H.	L.D.H.
7-26-65	REVISED OWNERSHIP ON PARCEL 4-6	L.D.H.
9-29-65	ADDED CONSTRUCTION LIMITS	L.D.H.
9-18-65	ADDED TOPOGRAPHY ON PARCELS 4-2 & 4-10	L.D.H.
9-18-65	ADDED PARCELS 4-7-D-1 & 4-8-D-1	L.D.H.
8-21-65	REVISED TO SHOW PARCELS 4-8 THRU 4-14 & CORRECT 4-5, 4-6, 4-9, 4-10, & 4-7	L.H.F.

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP
STATE PROJECT NO. 424-04-02
FEDERAL AID NO. F-12(14)
NEW IBERIA-BILLEAUD HIGHWAY
La 3052
IBERIA PARISH

C. HOWARD FENSTERMAKER, JR.
CIVIL ENGINEER

SCALE 1"=100'
DATE May 1961

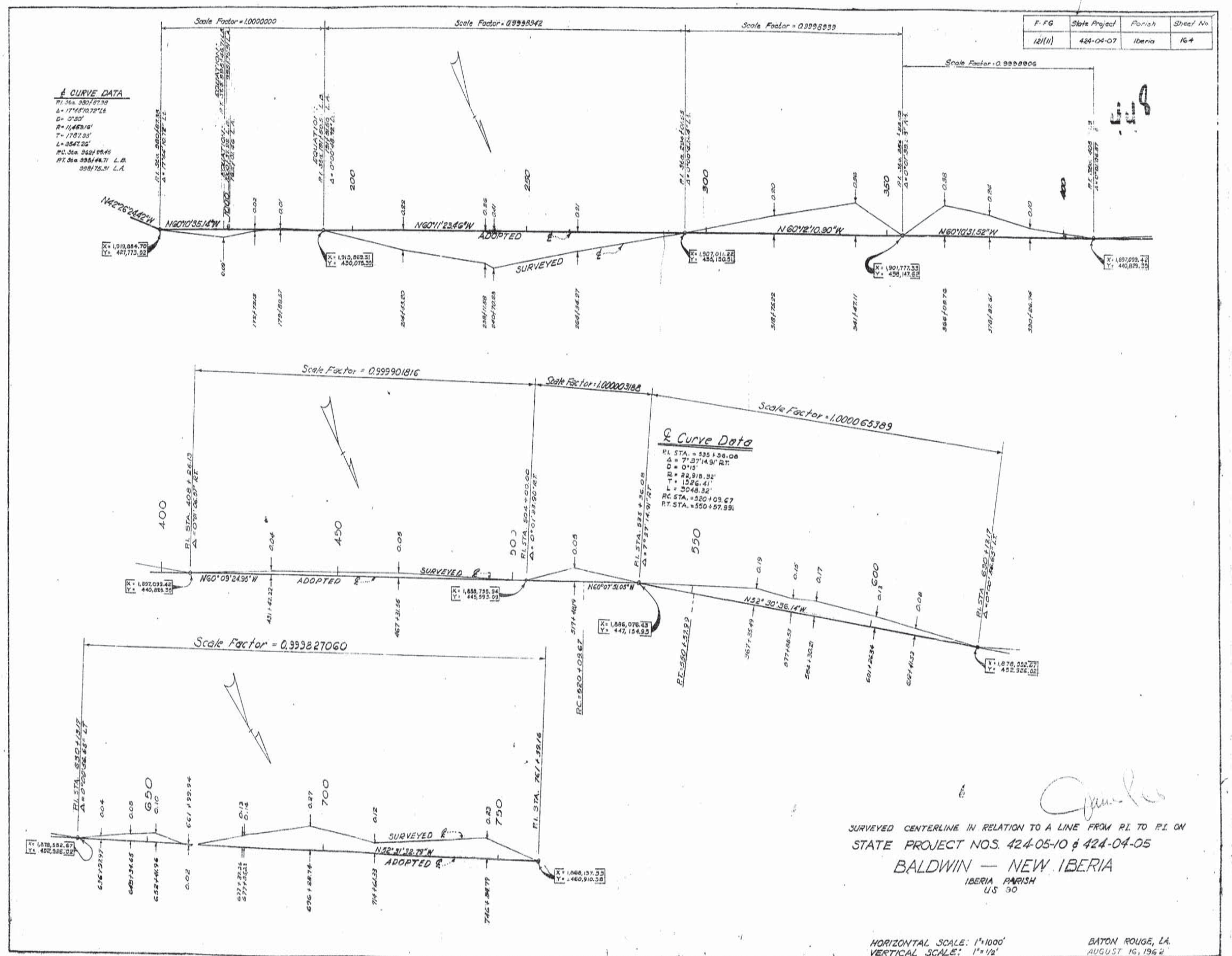
SHEET NO. 4-B

FILE No. 8-4-1-170

12

AS BUILTS

F.F.G	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	164



SURVEYED CENTERLINE IN RELATION TO A LINE FROM P.I. TO P.I. ON
STATE PROJECT NOS. 424-05-10 & 424-04-05
BALDWIN — NEW IBERIA
IBERIA PARISH
US 90

HORIZONTAL SCALE: 1" = 1000'
VERTICAL SCALE: 1" = 1/2'

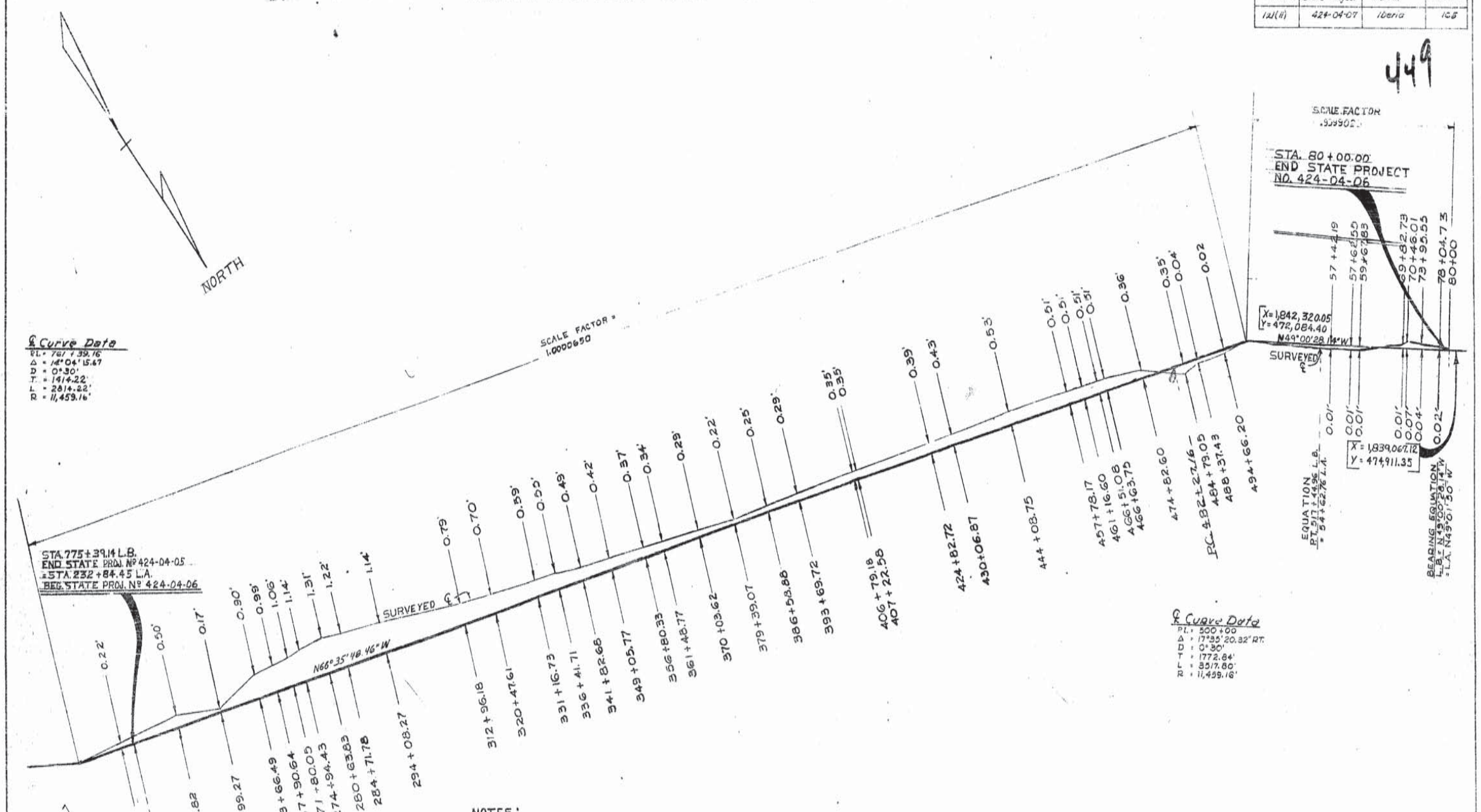
BATON ROUGE, LA.
AUGUST 16, 1962

AS BUILTS

SOUTH WESTERN LAND DISTRICT

F-FG	State Project	Parish	Sheet No.
121(11)	424-04-07	Iberia	108

449



NOTES:

STATIONS SHOWN HEREON ARE HIGHWAY LOCATION STATIONS. WHERE THERE EXISTED NO APPRECIABLE MISCLOSURE, SCALE FACTORS ARE SHOWN WHICH MAY BE MULTIPLIED BY THE HIGHWAY CHAINAGE TO CONVERT TO GRID DISTANCES.

BEARINGS AND COORDINATES ARE BASED ON THE LOUISIANA PLANE COORDINATE SYSTEM, SOUTH ZONE.

CURVES HAVE BEEN RECALCULATED FROM REVISED SURVEY DATA, BASED ON SURVEY BY RIGHT-OF-WAY CREWS.

THE HEAVY LINE SHOWN HEREON TO BE ADOPTED AS CONSTRUCTION CENTERLINE AND USED FOR RIGHT-OF-WAY ACQUISITIONS

SURVEYED ℄ IN RELATION TO A LINE FROM P.I. TO P.I.
ON STATE PROJECT Nº 424-04-06
JEANERETTE – NEW IBERIA HIGHWAY
LA. 3052
IBERIA PARISH

HORIZONTAL SCALE: 1" = 1000'
VERTICAL SCALE: 1" = 2'

DATE: MAR. 24, 1964
BATON ROUGE, LA.

SHEET 12

FILE Nº 2-2-1-10

12

AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	201

450

INDEX TO BRIDGE PLANS

SHEET Nº	DESCRIPTION
201	INDEX SHEET
202	BRIDGE SUMMARY SHEET
	COMMERCIAL CANAL BRIDGES
203	GENERAL PLAN
204	BENTS
205	SPANS
206-206A	APPROACH SLABS
207	BORING SHEET
	RODERE CANAL BRIDGES
208	GENERAL PLAN
209	BENTS
210	SPANS
211	APPROACH SLABS
212	BORING SHEET
	HIGHWAY OVERPASS OVER SOUTHERN PACIFIC RAILROAD
213	GENERAL PLAN
214	BENTS 1 R/L & 21 R/L
215	BENTS 2 R/L THRU 20 R/L
216	SPANS 1 R/L THRU 20 R/L
217	GIRDER DETAILS
218	MISCELLANEOUS
219	APPROACH SLABS
220-222	BORING SHEETS
	HIGHWAY OVERPASS OVER STATE ROUTE Nº 14
223	GENERAL PLAN
224-225	BENTS 1L & 5R
226-227	BENTS 1R & 5L
228	BENTS 2 R/L & 4 R/L
229	BENTS 3 R/L
230	SPANS 1 R/L & 4 R/L
231	SPANS 2 R/L & 3 R/L
232	MISCELLANEOUS STEEL DETAILS
233-234	APPROACH SLABS
235-236	BORING SHEETS
237-239	PRECAST CONC. PILES (C.S. 170, C.S. 171 & C.S. 214)
240	CONC. REVETMENT AND SLAB SODDING (C.M. 209)

INDEX SHEET

BRIDGES

JEANERETTE–NEW IBERIA HWY.

LA. 3052

DATED MARCH 17, 1966

STATE OF LOUISIANA

DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
4/18/66	Sheet 208A 208 239 added	C.O.F.

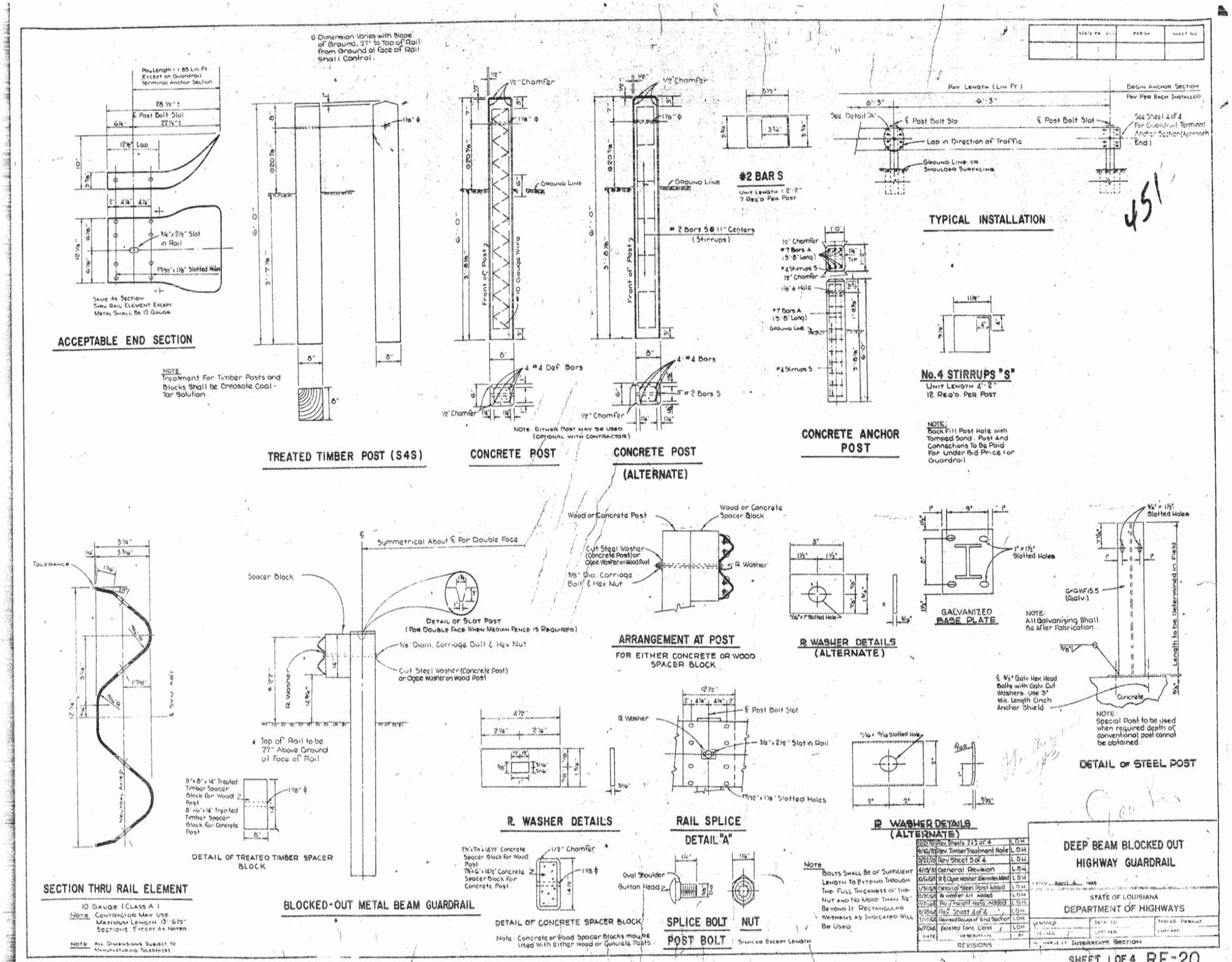
REVISIONS

DESIGNED | DETAILED | TRACED
CHECKED | CHECKED | CHECKED

BRIDGE DESIGN SECTION

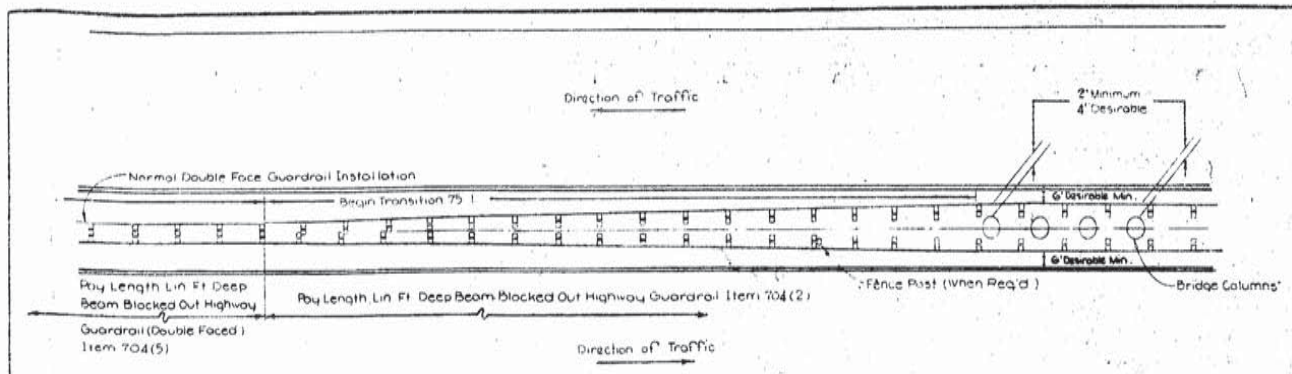
12

AS BUILTS

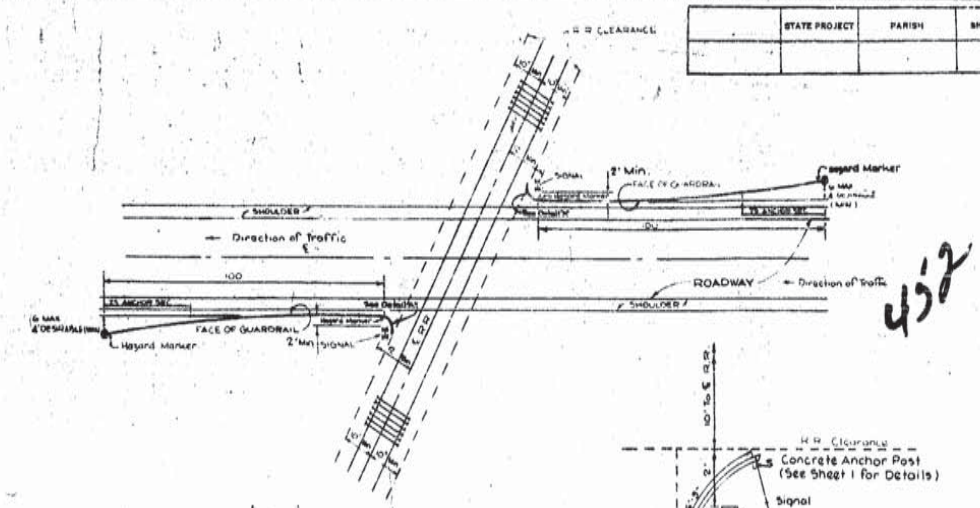

ACCEPTABLE END SECTION
TREATED TIMBER POST (S4S)
CONCRETE POST
CONCRETE POST (ALTERNATE)
CONCRETE ANCHOR POST
#2 BAR S
TYPICAL INSTALLATION
No.4 STIRRUPS "S"
SECTION THRU RAIL ELEMENT
BLOCKED-OUT METAL BEAM GUARDRAIL
DETAIL OF TREATED TIMBER SPACER BLOCK
DETAIL OF SLOT POST
ARRANGEMENT AT POST
FOR EITHER CONCRETE OR WOOD SPACER BLOCK
℞ WASHER DETAILS (ALTERNATE)
GALVANIZED BASE PLATE
DETAIL OF STEEL POST
℞ WASHER DETAILS
RAIL SPLICE DETAIL "A"
℞ WASHER DETAILS (ALTERNATE)
DETAIL OF CONCRETE SPACER BLOCK
SPLICE BOLT
NUT
POST BOLT
DEEP BEAM BLOCKED OUT HIGHWAY GUARDRAIL
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
REVISIONS
SHEET 1 OF 4 RF-20

AS BUILTS

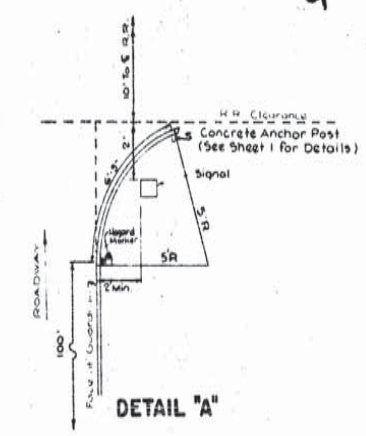
	STATE PROJECT	PARISH	SHEET NO



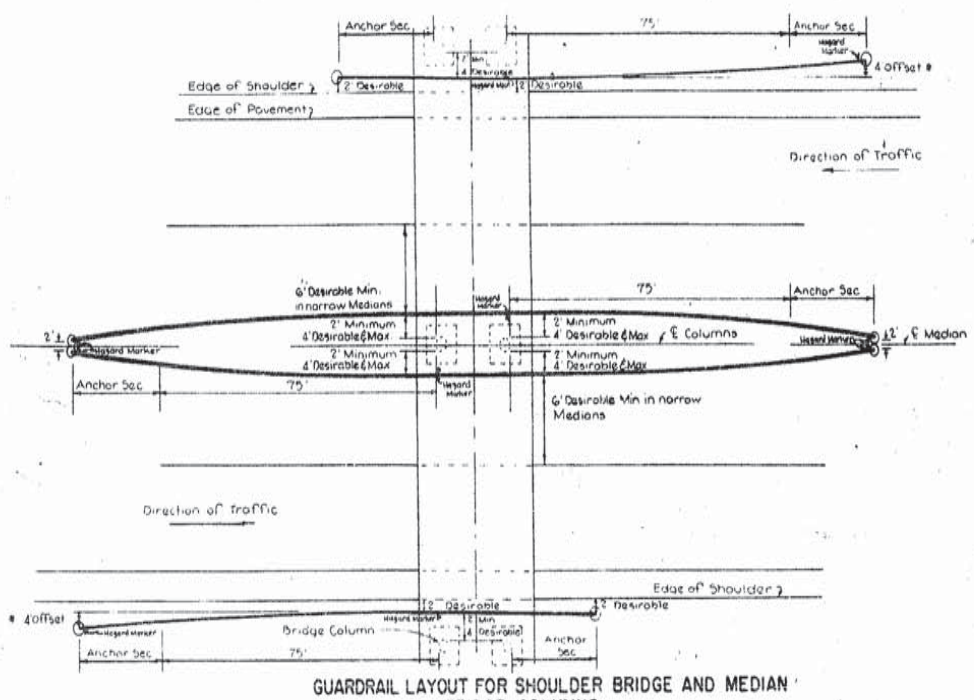
GUARDRAIL LAYOUT FOR WIDENING AT STRUCTURES WITH CONTINUOUS DOUBLE FACE MEDIAN GUARDRAIL



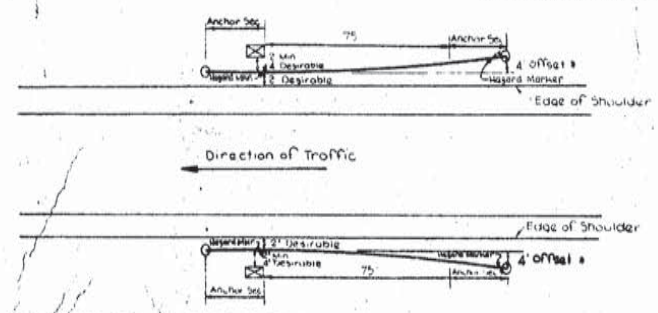
GUARDRAIL LAYOUT FOR SIGNALS AT RAILROAD CROSSINGS



DETAIL "A"



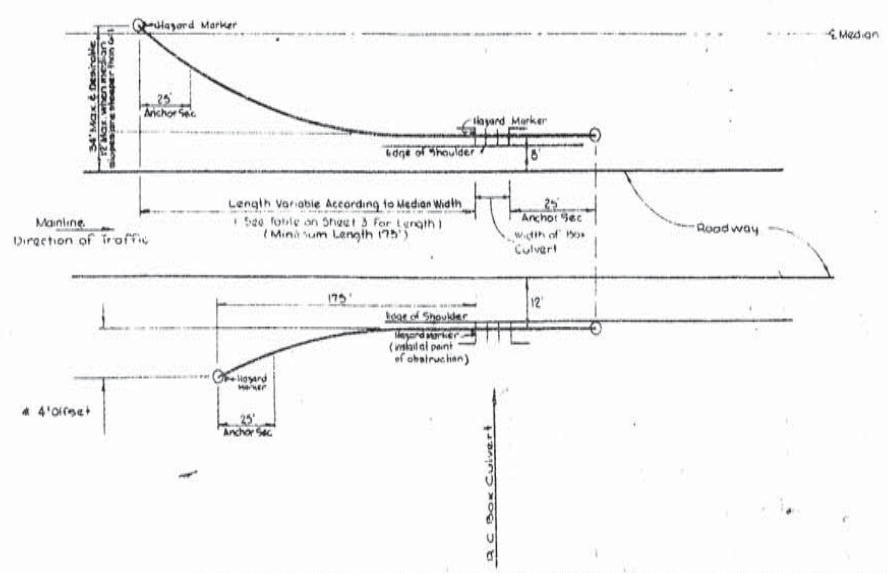
GUARDRAIL LAYOUT FOR SHOULDER BRIDGE AND MEDIAN BRIDGE COLUMNS



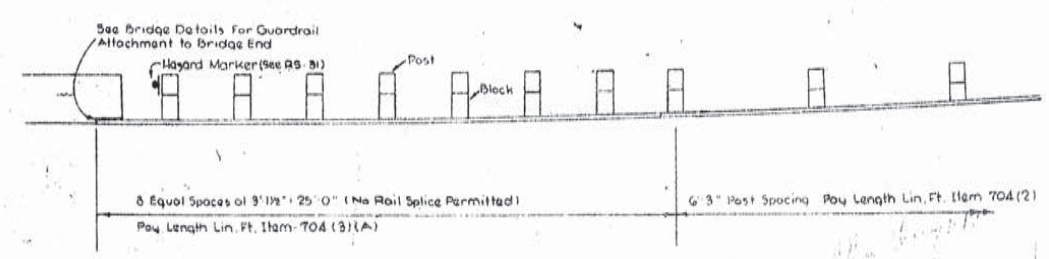
GUARDRAIL LAYOUT FOR OVERHEAD SIGN TRUSS FOOTING

Shall Apply Only to Sign Truss Footings That Have Restricted Clearances (Less Than 30 Feet) From the Edge of Traval Lane. When Sign Truss Footings Have Unrestricted Clearances (30 Feet or Greater) From Edge of Traval Lane; Then Median Footing Only Shall be Protected With Guardrail as Shown For Median Bridge Columns if Located on the Centerline of a 64' Median. When Sign Truss Footings Have Unrestricted Clearances (30 Feet or Greater) on Medians Greater Than 64 Feet, Then Guardrail Protection for Sign Footings Shall not be Required. Guardrail Treatment for Sign Truss Footing in Medians 64' or Less Shall be as Shown for Median Bridge Columns.

NOTE:
Hazard Markers will be paid for as an "S Item" as shown on the Summary of Estimated Quantities sheet. When an item has not been provided then Hazard Markers are to be by others.



GUARDRAIL LAYOUT FOR R.C. BOX CULVERTS (Not Applicable When R.C. Box Culverts Extend 30 Feet or Greater From the Edge of Travel Lane)



GUARDRAIL TERMINAL ANCHOR SECTION (BRIDGE END)

DATE	DESCRIPTION	BY
12/2/70	Rev Guardrail Terminal Anchor Section (Br End)	L.D.H.
9/16/70	Rev. Sheet 1 of 4	L.D.H.
6/22/70	Rev. Sheet 3 of 4	L.D.H.
4/19/70	General Revision	L.D.H.
10/6/69	Hazard Markers Added	L.D.H.
1/31/69	Rev. Sheet 1 of 4	L.D.H.
12/27/68	Rev Sheets 1 of 4 & 4 of 4	L.D.H.
11/7/68	Rev Sheets 1 of 4, 3 of 4 & 4 of 4	L.D.H.
8/28/68	Rev Sheet 4 of 4	L.D.H.
7/17/68	Rev Sheet 1 of 4	L.D.H.
6/27/68	Rev Sheet 1 of 4	L.D.H.

REVISIONS

DEEP BEAM BLOCKED OUT HIGHWAY GUARDRAIL

DATED April 4 1968

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED
IN CHARGE OF	INTERSTATE SECTION	

SHEET 2 OF 4 RF-20

AS BUILTS

STATE PROJECT	PARISH	SHEET NO.

TABLE OF OFFSETS

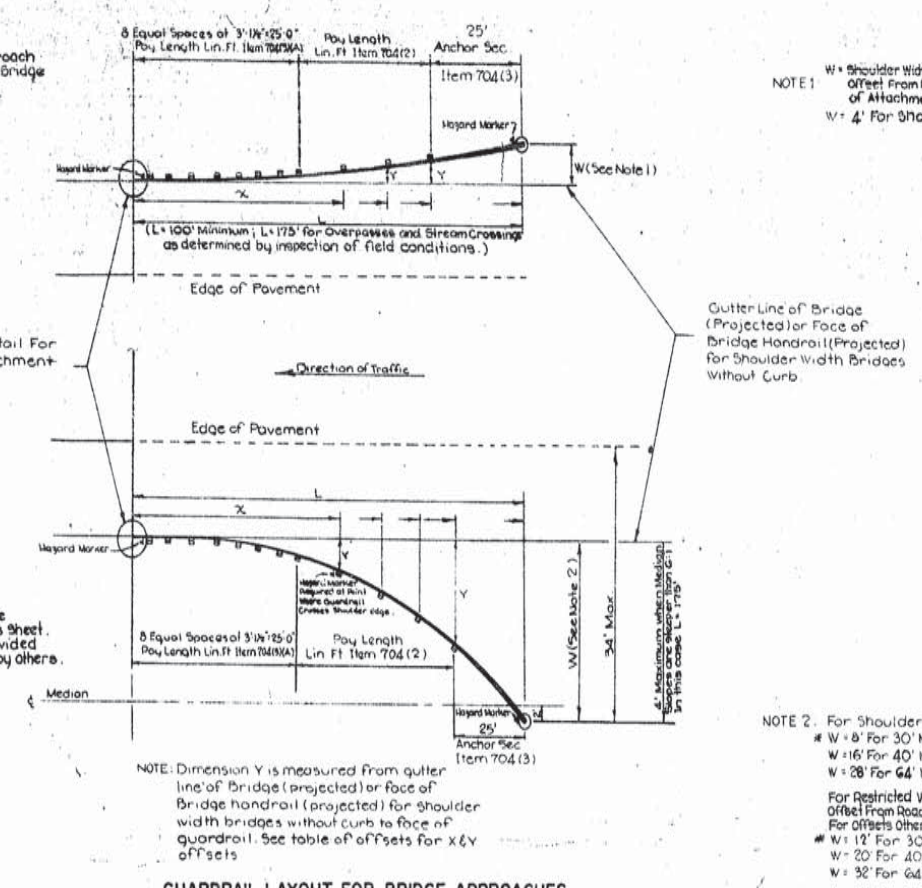
X	Y W=4'	W=4'	W=6'	W=6'	W=8'	W=8'	W=12'	W=14'	W=15'	W=16'	W=18'	W=20'	W=26'	W=28'	W=32'
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6.25	0.02	0.01	0.01	0.02	0.02	0.01	0.02	0.02	0.03	0.02	0.02	0.02	0.02	0.01	0.01
12.50	0.06	0.02	0.03	0.09	0.05	0.04	0.08	0.10	0.10	0.08	0.09	0.08	0.07	0.06	0.05
18.75	0.14	0.05	0.07	0.21	0.18	0.09	0.19	0.22	0.23	0.18	0.21	0.18	0.15	0.13	0.11
25.00	0.25	0.08	0.12	0.38	0.32	0.16	0.33	0.39	0.42	0.33	0.37	0.31	0.26	0.23	0.19
31.25	0.39	0.13	0.19	0.59	0.50	0.26	0.52	0.61	0.65	0.51	0.57	0.49	0.41	0.36	0.30
37.50	0.56	0.18	0.28	0.84	0.72	0.37	0.75	0.87	0.94	0.73	0.83	0.70	0.59	0.52	0.43
43.75	0.77	0.25	0.37	1.15	0.98	0.50	1.02	1.19	1.28	1.00	1.13	0.96	0.80	0.71	0.58
50.00	1.00	0.33	0.49	1.50	1.28	0.65	1.33	1.56	1.67	1.31	1.47	1.25	1.04	0.93	0.76
56.25	1.27	0.41	0.62	1.90	1.62	0.83	1.69	1.97	2.11	1.65	1.86	1.58	1.32	1.17	0.96
62.50	1.56	0.51	0.77	2.34	2.00	1.02	2.08	2.43	2.60	2.04	2.30	1.95	1.63	1.45	1.18
68.75	1.89	0.62	0.93	2.84	2.42	1.23	2.52	2.94	3.15	2.47	2.78	2.36	1.97	1.75	1.43
75.00	2.25	0.73	1.10	3.38	2.88	1.47	3.00	3.50	3.75	2.94	3.31	2.81	2.34	2.08	1.70
81.25	2.64	0.86	1.29	3.96	3.38	1.72	3.52	4.11	4.40	3.45	3.88	3.30	2.75	2.44	2.00
87.50	3.06	1.00	1.50	4.59	3.92	2.00	4.08	4.76	5.10	4.00	4.50	3.83	3.19	2.83	2.32
93.75	3.52	1.15	1.72	5.27	4.50	2.30	4.69	5.47	5.86	4.59	5.17	4.39	3.66	3.25	2.66
100.00	4.00	1.31	1.96	6.00	5.12	2.61	5.33	6.22	6.67	5.22	5.88	5.00	4.16	3.70	3.03
106.25		1.47	2.21		5.78	2.95	6.02	7.02	7.53	5.90	6.64	5.64	4.70	4.18	3.42
112.50		1.65	2.48		6.48	3.31	6.75	7.87	8.44	6.61	7.44	6.33	5.27	4.69	3.83
118.75		1.84	2.76		7.22	3.68	7.52	8.77	9.40	7.37	8.29	7.05	5.87	5.22	4.27
125.00		2.04	3.06		8.00	4.08	8.33	9.72	10.42	8.16	9.18	7.81	6.50	5.79	4.73
131.25		2.25	3.37			4.50	9.19	10.72	11.48	9.00	10.13	8.61	7.17	6.38	5.22
137.50		2.47	3.70			4.94	10.08	11.76	12.60	9.88	11.11	9.45	7.87	7.00	5.73
143.75		2.70	4.05			5.40	11.02	12.86	13.78	10.80	12.15	10.33	8.60	7.65	6.26
150.00		2.94	4.41			5.88	12.00	14.00	15.00	11.75	13.22	11.25	9.36	8.33	6.80
156.25		3.19	4.78			6.38				12.75	14.35	12.21	10.16	9.04	7.40
162.50		3.45	5.17			6.90				13.80	15.52	13.20	10.99	9.78	8.00
168.75		3.72	5.58			7.44				14.88	16.74	14.24	11.85	10.54	8.63
175.00		4.00	6.00			8.00				16.00	18.00	15.31	12.74	11.34	9.28
181.25												16.43	13.67	12.16	9.96
187.50												17.58	14.63	13.02	10.65
193.75												18.77	15.62	13.90	11.37
200.00												20.00	16.64	14.81	12.12
206.25													17.70	15.75	12.89
212.50													18.79	16.72	13.68
218.75													19.91	17.72	14.50
225.00													21.06	18.74	15.34
231.25													22.25	19.80	16.20
237.50													23.47	20.88	17.09
243.75													24.72	22.00	18.00
250.00													26.00	23.14	18.93
256.25														24.31	19.89
262.50														25.51	20.88
268.75														26.74	21.88
275.00														28.00	22.91
281.25															23.96
287.50															25.04
293.75															26.14
300.00															27.27
306.25															28.41
312.50															29.58
318.75															30.78
325.00															32.00

NOTE: At Point of Maximum Offset X + L and Y + W

The Guardrail Lengths Shown in the above Table include the Guardrail Terminal Anchor Section (Approach End) and Guardrail Terminal Anchor Section (Bridge End) When Applied to Bridge Approaches.

NOTE:
To Compute Offsets not shown on this sheet, Use Formula $Y = W \frac{X^2}{L^2}$

NOTE:
For Bridges on 2 Lane - 2 Way Highways, Guardrail Requirements For Bridge Approach Left Shall be The Same as Required For Bridge Approach Right.



NOTE 1: W = Shoulder Width Minus Distance Guardrail is Offset From Roadway Travel Edge At Point of Attachment (4' Minimum).
W = 4' For Shoulder Width Bridges.

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NOTE:
For Detail of Hazard Marker See Std. Plan R9-31. Hazard Markers will be paid for as an "S" Item" as shown on the Summary of Estimated Quantities Sheet. When an Item has not been provided then Hazard Markers are to be by others.

NOTE: Dimension Y is measured From gutter line of Bridge (projected) or face of Bridge handrail (projected) for Shoulder width bridges without curb to face of guardrail. See table of offsets for X & Y offsets

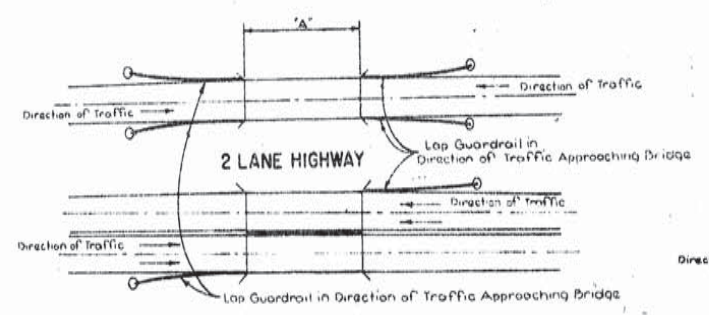
NOTE 2. For Shoulder Width Bridges
# W = 8' For 30' Median (L = 125')
W = 16' For 40' Median (L = 175')
W = 28' For 64' Median (L = 275')

For Restricted Width Bridges, Using 2' for Guardrail Offset From Roadway Travel Edge At Point of Attachment. For Offsets Other Than 2' See Formula.
# W = 12' For 30' Median (L = 150')
W = 20' For 40' Median (L = 200')
W = 32' For 64' Median (L = 325')

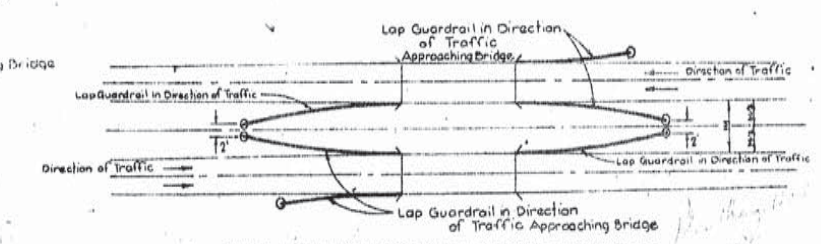
See detail below for Guardrail Layout in Medians of 30' or less.

GUARDRAIL LAYOUT FOR BRIDGE APPROACHES

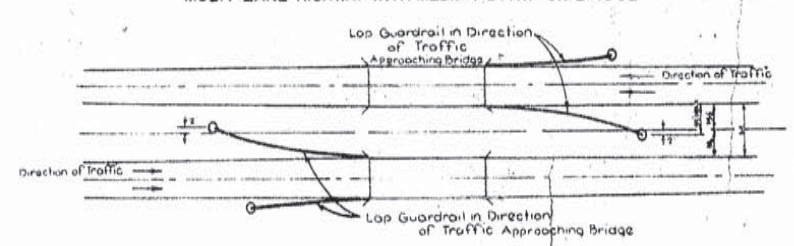
NOTE: For Restricted Width 2 Lane - 2 Way Highway Bridges with Safety Walk, When Dimension "A" is 100' or Less and When Provisions Have Not Been Made For Guardrail Attachment Directly to Bridge Parapet, Then Guardrail Shall be Continuous Across Bridge.



MULTI-LANE HIGHWAY WITH MEDIAN STRIP ON BRIDGE



MULTI-LANE HIGHWAY WITH SEPARATE STRUCTURES
For Median Widths 30' or less
(See Note Elsewhere this Sheet when Median Slopes are Steeper than 6:1)



MULTI-LANE HIGHWAY WITH SEPARATE STRUCTURES
For Median Widths Greater than 30'
(See Note Elsewhere this Sheet when Median Slopes are Steeper than 6:1)

DATE	DESCRIPTION	BY
12/2/70	Deleted Double Rail Requirement	LDH
9/16/70	Rev. Sheet 1 of 4.	LDH
5/22/70	Revised Guardrail Offset and Attachment Notes	LDH
4/15/70	General Revision	LDH
10/6/69	Hazard Markers Added	LDH
1/31/69	Rev. Sheet 1 of 4	LDH
12/27/68	Rev. Sheets 1 of 4 & 4 of 4	LDH
11/8/68	Deleted W=4 dim. on 64' Layout for Rc Appr.	LDH
8/28/68	Rev. Sheet 4 of 4	LDH
7/17/68	Rev. Sheet 1 of 4	LDH
6/27/68	Rev. Sheet 1 of 4	LDH

REVISIONS

DEEP BEAM BLOCKED OUT HIGHWAY GUARDRAIL

DATED April 4, 1968

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

IN CHARGE OF INTERSTATE SECTION

SHEET 3 OF 4 RF-20

12

AS BUILTS

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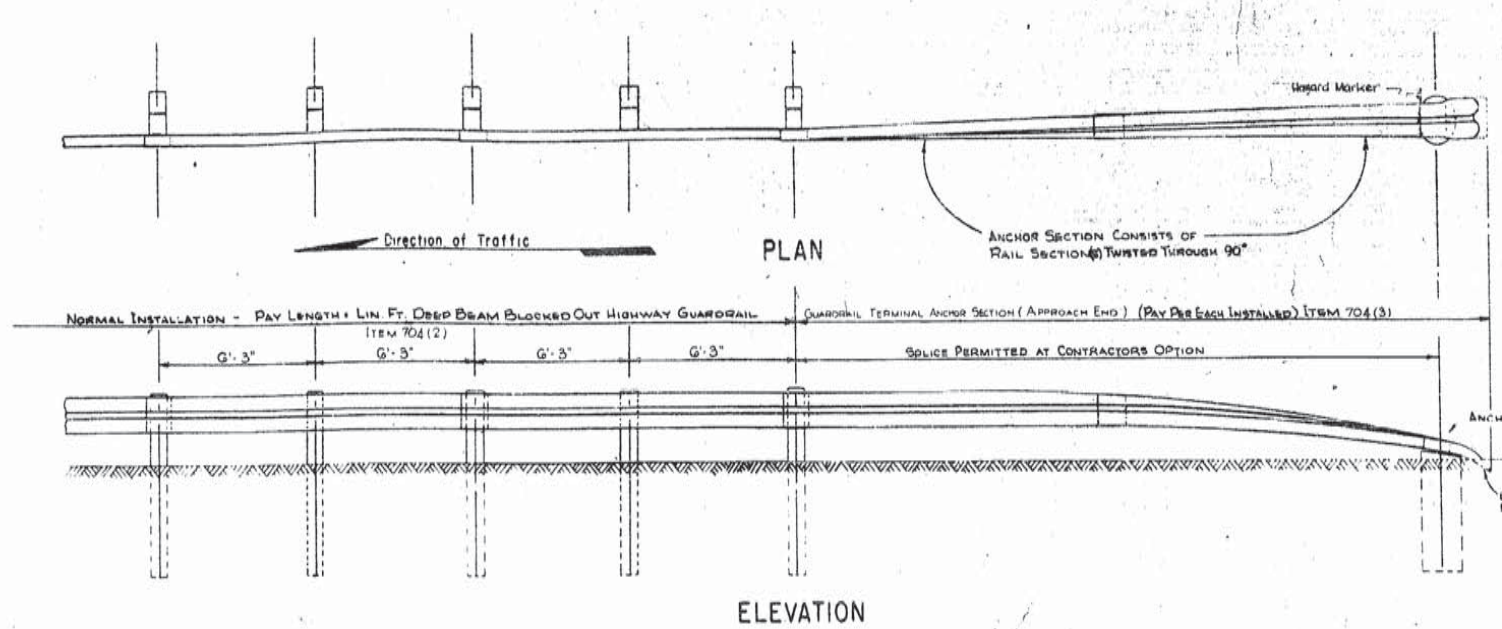
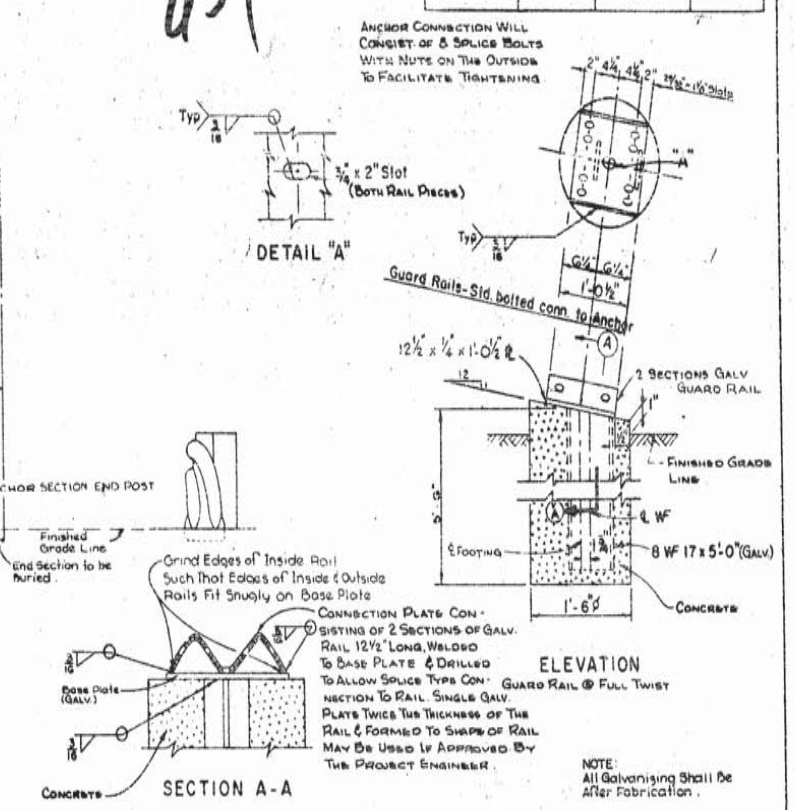
	STATE PROJECT	PARISH	SHEET NO.



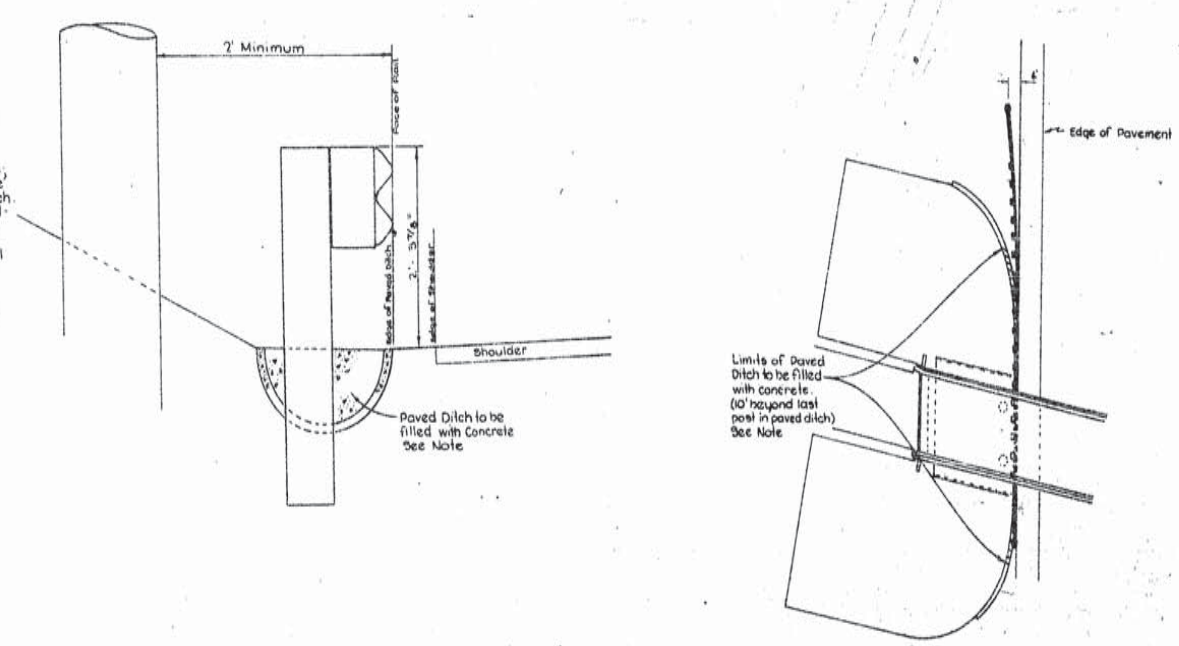
GUARDRAIL TERMINAL ANCHOR SECTION (APPROACH END)



NOTE:
All Galvanising Shall Be After Fabrication.

DETAILS OF ANCHOR SECTION END POST

NOTE:
Method of Guardrail Installation For Bridge Columns shall be as follows:
If Dimension from edge of Paved Ditch to edge of Shoulder is;
① ≤ 20" then face of rail shall be in line with edge of paved ditch.
② > 20" < 44" then back of guardrail post shall be in line with edge of paved ditch.
③ > 44" then face of guardrail shall be at least 2' offset from edge of shoulder.
Paved Ditch shall be filled with concrete when condition ① described above exists, (No Direct Payment)



METHOD OF GUARDRAIL INSTALLATION AT BRIDGE COLUMNS WHERE PAVED DITCH IS EXISTING

DATE	DESCRIPTION	BY
12/2/70	Rev. Sheets 2 & 3 of 4	L.D.H.
9/16/70	Rev. Sheet 1 of 4	L.D.H.
5/22/70	Rev. Sheet 5 of 4	L.D.H.
4/15/70	General Revision	L.D.H.
10/6/69	Hazard Markers Added & Drilled Shaft Note Eliminated	L.D.H.
1/31/69	Rev. Sheet 1 of 4	L.D.H.
12/27/68	Rev. @ Washer Notes	L.D.H.
11/21/68	Anchor Post Connection Plate Note	L.D.H.
8/28/68	Rev. Sec. C-C	L.D.H.
7/17/68	Rev. Sheet 1 of 4	L.D.H.
6/27/68	Rev. Sheet 1 of 4	L.D.H.

REVISIONS

DEEP BEAM BLOCKED OUT HIGHWAY GUARDRAIL

DATED April 4, 1968

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

IN CHARGE OF INTERSTATE SECTION

SHEET 4 OF 4 RF-20

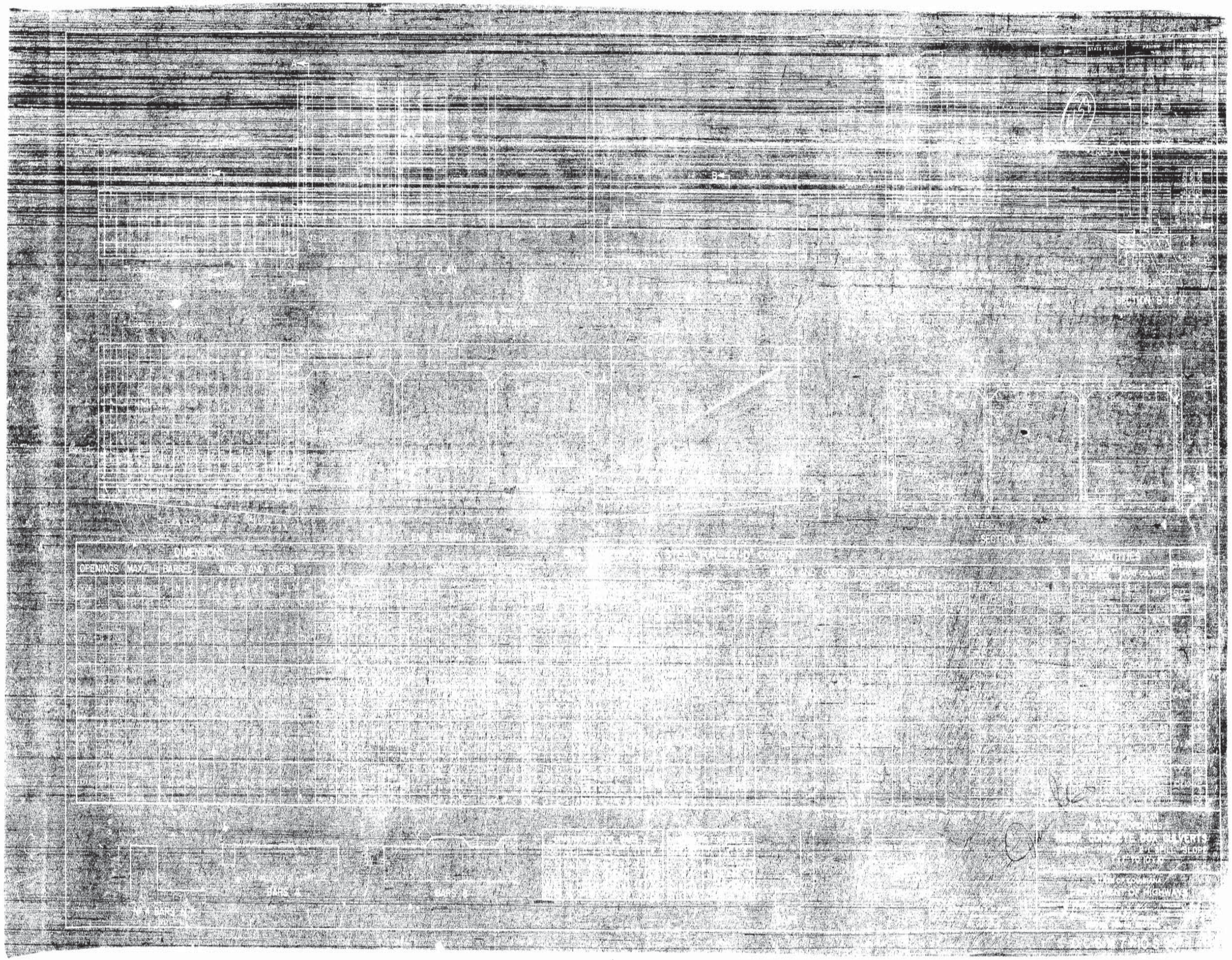
12

AS BUILTS

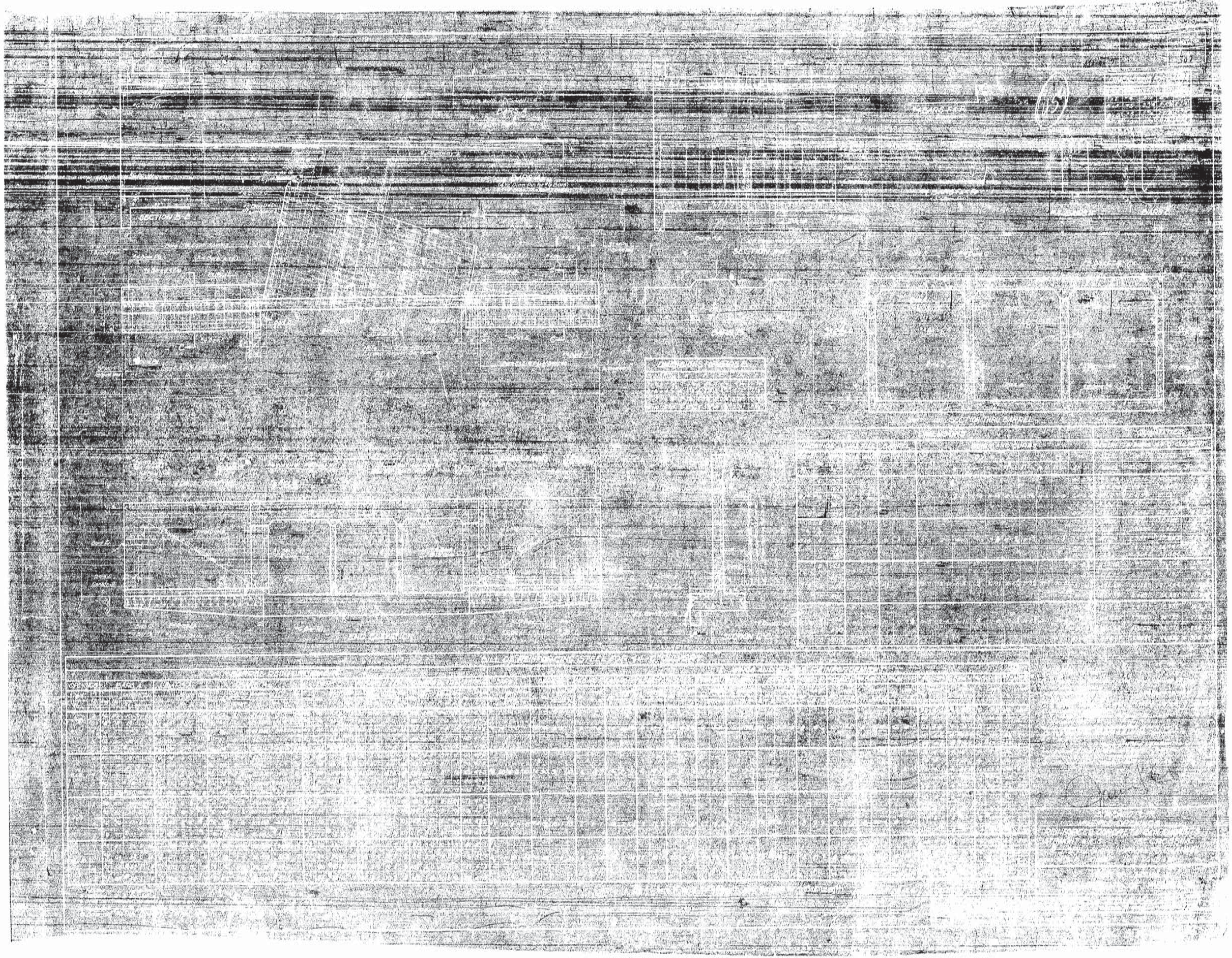
AS BUILTS

AS BUILTS

AS BUILTS


DIMENSIONS
OPENINGS
MAXFILL
BARREL
WINGS AND CURBS
SECTION THRU BARREL
QUANTITIES
BARS
BARS

AS BUILTS



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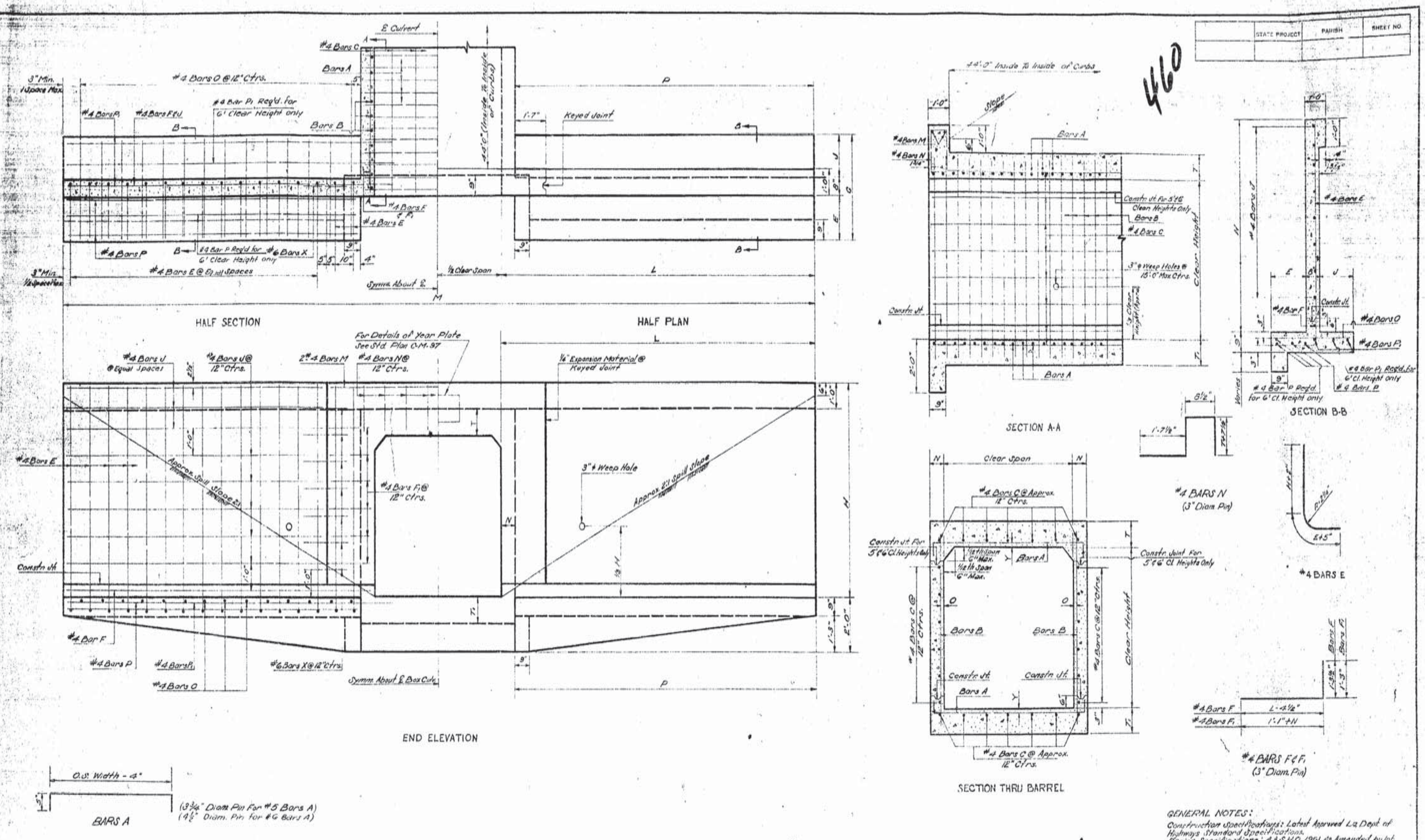

Ⓐ #6 Bars X to be ¾" ϕ Smooth and Greased for 1'-0" of Length.

BILL OF REINFORCING STEEL FOR 44'-0" CULVERT — DIMENSIONS

Clear Span (Feet)	Clear Height (Feet)	Area (Sq. Ft.)	Max. Fill Slab (Feet)	Max. Fill Wall (Feet)	Barrel N (In.)	T (In.)	T1 (In.)	O (In.)	Y (In.)	Wings & Curbs E (Ft-In)	J (Ft-In)	G (Ft-In)	H (Ft-In)	L (Ft-In)	P (Ft-In)	M (Ft-In)
4	3	12	28	23	6	7½	7½	1¾	1 11/16	1-0	0-8	2-4	4-7½	7-11	7-5	19-10
4	4	16	28	13	6	7½	7½	1¾	1 11/16	1-3	0-10	2-9	5-7½	9-11	9-5	23-10
5	3	16	22	23	6	8	8	1¾	1⅞	1-0	0-8	2-4	4-8	7-11	7-5	20-10
5	4	20	22	12	6	8	8	1¾	1⅞	1-	0-10	2-9	5-11	9-11	9-5	24-10
5	5	25	21	7	6	8	8	1¾	1⅞	1-5	1-2	3-3	6-8	11-11	11-5	28-10
6	3	18	17	22	6	8½	8½	1¾	1⅞	1-0	0-8	2-4	4-3½	8-9	8-3	21-6
6	4	24	17	12	6	8½	8½	1¾	1⅞	1-3	0-10	2-9	5-8½	10-9	10-3	27-6
6	5	30	17	7	6	8½	8½	1¾	1⅞	1-5	1-2	3-3	6-9½	12-9	12-3	31-6
6	6	36	17	5	6	8½	8½	1¾	1⅞	1-7	1-7	3-10	7-8½	14-9	14-3	[illegible]
7	3	21	15	21	6	9	9	1¾	1⅞	1-0	0-8	2-4	4-9	8-9	8-3	20-6
7	4	28	15	12	6	9	9	1¾	1⅞	1-3	0-10	2-9	5-9	10-9	10-3	29-6
7	5	35	14	6	6	9	9	1¾	1⅞	1-5	1-2	3-3	6-9	12-9	12-3	32-6
7	6	42	14	5	6	9	9	1¾	1⅞	1-7	1-7	3-10	7-9	14-9	14-3	36-6

BARREL REINFORCEMENT

Clear Span	Clear Height	Bars A Size	Bars A No.	Bars A Length (Ft-In)	Bars A Spac. (In.)	Bars B Size	Bars B No.	Bars B Length (Ft-In)	Bars B Spac. (In.)	#4 Bars C* No.	#4 Bars C* Length (Ft-In)	#4 Bars E No.	#4 Bars E Length (Ft-In)	#4 Bars E Spac. (In.)
4	3	#5	246	5-6	4½	#4	92	3-11	12	16	47-2	32	6-2½	12
4	4	#5	246	5-6	4½	#4	92	4-11	12	18	47-2	40	7-5½	12
5	3	#6	202	6-6	5½	#4	92	4-0	12	18	47-2	32	6-3	12
5	4	#6	202	6-6	5½	#4	92	5-0	12	20	47-2	40	7-6	12
5	5	#6	202	6-6	5½	#4	92	6-0	12	22	47-2	48	8-8	12
6	3	#6	202	7-6	5½	#4	92	4-1	12	20	47-2	36	6-3½	12
6	4	#6	202	7-6	5½	#4	92	5-1	12	22	47-2	44	7-6½	12
6	5	#6	202	7-6	5½	#4	92	6-1	12	24	47-2	52	8-8½	12
6	6	#6	202	7-6	5½	#4	110	7-1	10	26	47-2	60	9-10½	12
7	3	#6	220	9-6	5	#4	92	4-2	12	22	47-2	36	6-4	12
7	4	#6	220	8-6	5	#4	92	5-2	12	24	47-2	44	7-7	12
7	5	#6	220	6-6	5	#4	92	6-2	12	26	47-2	52	8-9	12
7	6	#6	220	8-6	5	#4	110	7-2	10	28	47-2	60	9-11	12

WING & CURB REINFORCEMENT

Clear Span	Clear Height	#4 Bars F No.	F Length	#4 Bars F1 No.	F1 Length	#4 Bars J No.	J Length	#4 Bars N No.	N Length	#4 Bars O No.	O Length	#4 Bars P No.	P Length	#4 Bars P1 No.	P1 Length	#4 Bars M No.	M Length	#6 Bars X Ⓐ No.	X Length
4	3	4	8-10	12	2-10	16	5-6	10	4-10	28	1-11	12	7-1	8	8-9	4	7-7	16	2-0
4	4	4	10-10	16	2-10	20	7-6	10	4-10	36	2-4	12	9-1	8	10-9	4	7-7	20	2-0
5	3	4	8-10	12	2-10	16	5-6	12	4-11	28	1-11	12	7-1	8	8-9	4	8-7	16	2-0
5	4	4	10-10	16	2-10	20	7-6	12	4-11	36	2-4	12	9-1	8	10-9	4	8-7	20	2-0
5	5	4	12-10	20	2-10	24	9-6	12	4-11	44	2-10	12	11-1	8	12-9	4	8-7	24	2-0
6	3	4	9-8	12	2-10	16	6-4	14	5-0	32	1-11	12	7-11	8	9-7	4	9-7	16	2-0
6	4	4	11-8	16	2-10	20	8-4	14	5-0	40	2-4	12	9-11	8	11-7	4	9-7	20	2-0
6	5	4	13-8	20	2-10	24	10-4	14	5-0	48	2-10	12	11-11	8	13-7	4	9-7	24	2-0
6	6	4	15-8	24	2-10	28	12-4	14	5-0	56	3-5	16	13-11	12	15-7	4	9-7	28	2-0
7	3	4	9-8	12	2-10	16	6-4	16	5-1	32	1-11	12	7-11	8	9-7	4	10-7	16	2-0
7	4	4	11-8	16	2-10	20	8-4	16	5-1	40	2-4	12	9-11	8	11-7	4	10-7	20	2-0
7	5	4	13-8	20	2-10	24	10-4	16	5-1	48	2-10	12	11-11	8	13-7	4	10-7	24	2-0
7	6	4	15-8	24	2-10	28	12-4	16	5-1	56	3-5	16	13-11	12	15-7	4	10-7	28	2-0

*Includes One 1'-6" Lap Splice

QUANTITIES

Clear Span (Feet)	Clear Height (Feet)	Per Lin. Ft. of Barrel Steel (Lbs.)	Per Lin. Ft. of Barrel Conc. (Cu. Yds.)	44'-0" Culvert Steel (Lbs.)	44'-0" Culvert Conc. (Cu. Yds.)
4	3	46.62	0.3467	2634	23.08
4	4	49.15	0.3837	2938	27.86
5	3	59.97	0.4138	3274	26.84
5	4	62.64	0.4509	3579	31.12
5	5	65.31	0.4879	3912	36.58
6	3	67.97	0.4877	3700	30.60
6	4	70.64	0.5247	4012	35.51
6	5	73.32	0.5617	4352	41.10
6	6	77.88	0.5988	4987	47.45
7	3	81.54	0.5648	4313	34.31
7	4	84.22	0.6019	4625	39.23
7	5	86.89	0.6389	4965	44.83
7	6	91.48	0.6759	5501	51.18

GENERAL NOTES:

Construction Specifications: Latest Approved La. Dept. of Highways Standard Specifications.

Design Specifications: A.A.S.H.O. 1961 As Amended by Int. Spec. 1964. Live Load HS 20-44 or Military Load, Whichever is Greater.

All Concrete To Be Class "A".

All Exposed Corners To Have ¾" Chamfer, Unless Otherwise noted.

Reinforcement Bars shall be Intermediate, or Hard Grade ASTM A15 or Axle Steel ASTM A160 or Rail Steel ASTM A16 Conforming to ASTM A305.

Dimensions Relating To Reinforcing Steel Are To Bar Centers.

Place About 2 Cu. Ft. of Large Size Gravel or Loose Rock Behind & Around Each Weep-Hole.

For Details of Joints, See Std. Plan C.M. 49

Date	Description	By
12-14-64	Rev. 4' & 5' Spans To Military Loading & Deleted 3' Span	W.E.M.
4-5-64	DEFORMED DOWELS X TO SMOOTH	W.E.M.
7-27-62	4' Thru 7' Cl. Spans Added	THA / MXB

STANDARD PLAN

REINF. CONCRETE BOX CULVERTS

STRAIGHT WINGS 90° CROSSING

2:1 SPILL SLOPE NORMAL TO CHANNEL

DATED April 23 1962 3' TO 6' HEIGHTS 4' TO 7' SPANS

STATE OF LOUISIANA

DEPARTMENT OF HIGHWAYS

DESIGNED G.A. Hester | DETAILED G.A. Hester | TRACED R.O.

CHECKED M. Wahil | CHECKED [illegible] | CHECKED G.A. Hester

CC-S-S-4-7-RS-90°-1

12

AS BUILTS

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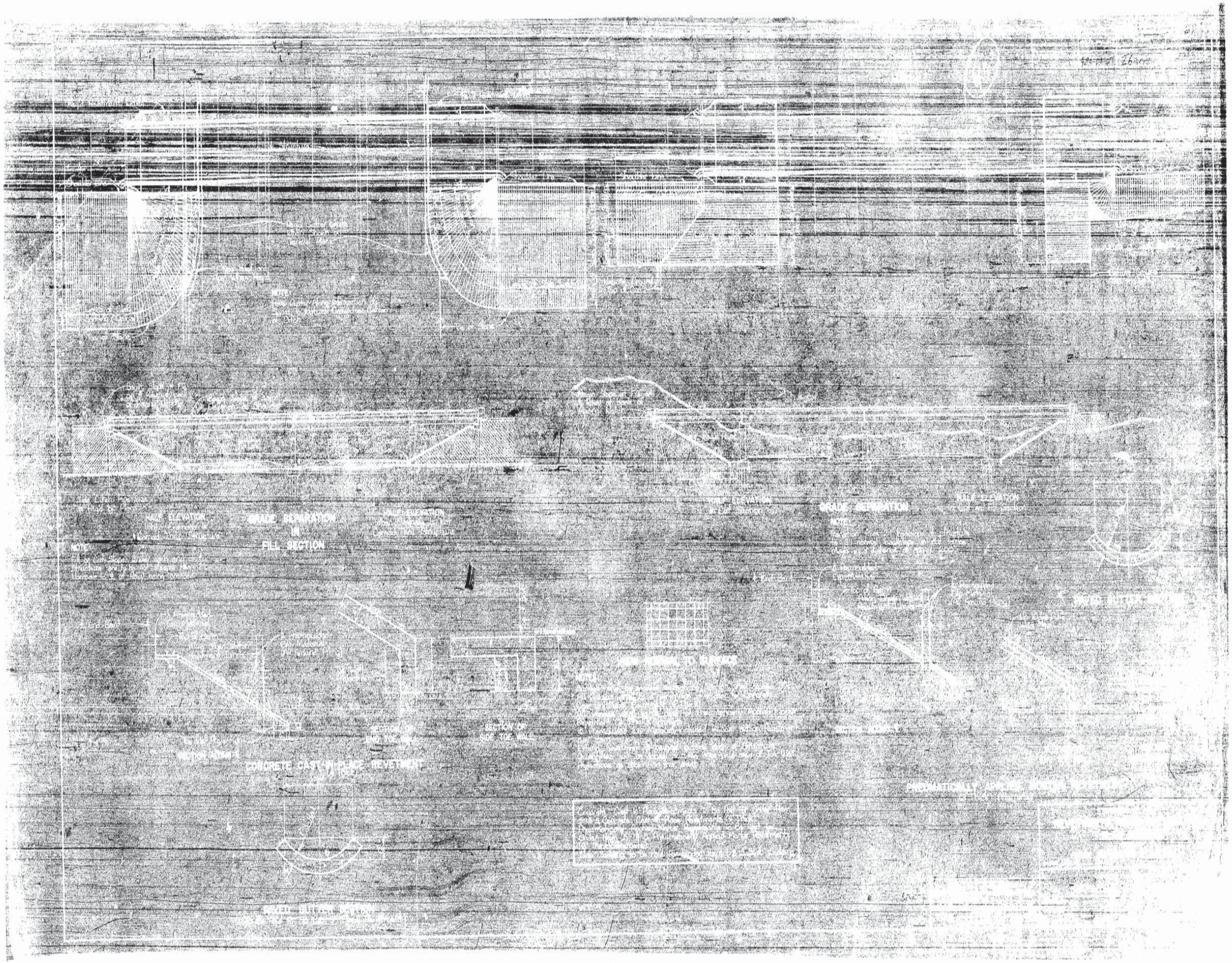

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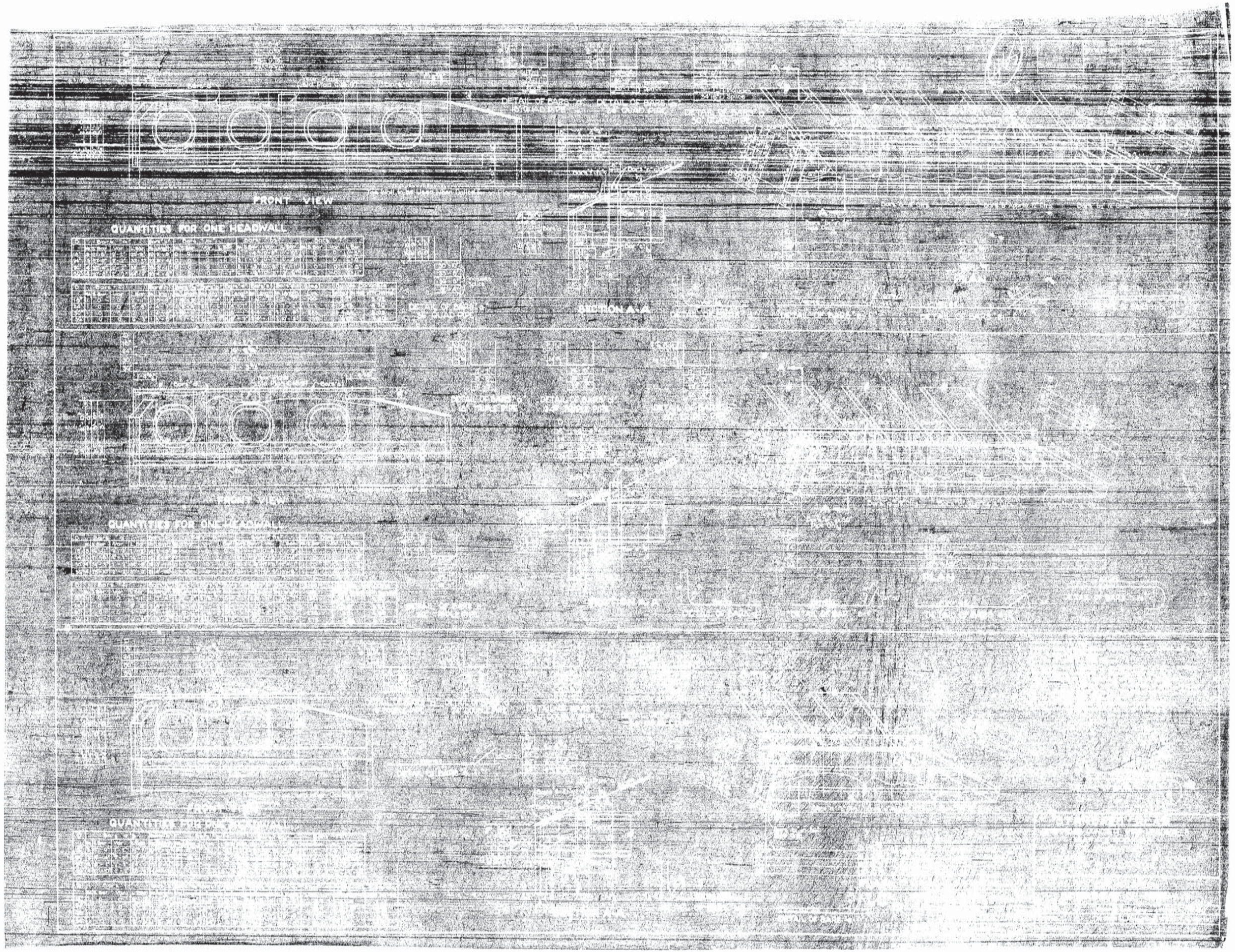
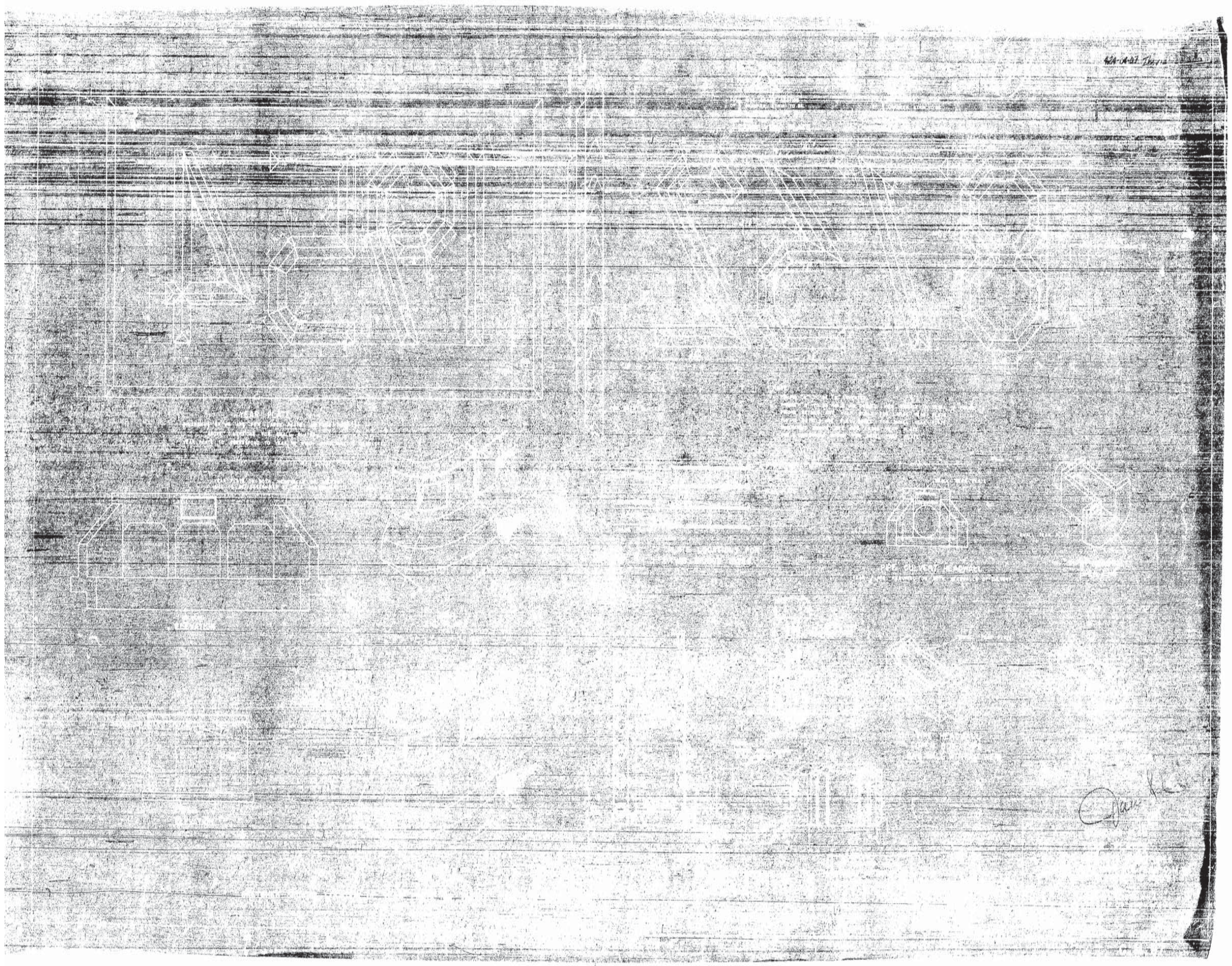
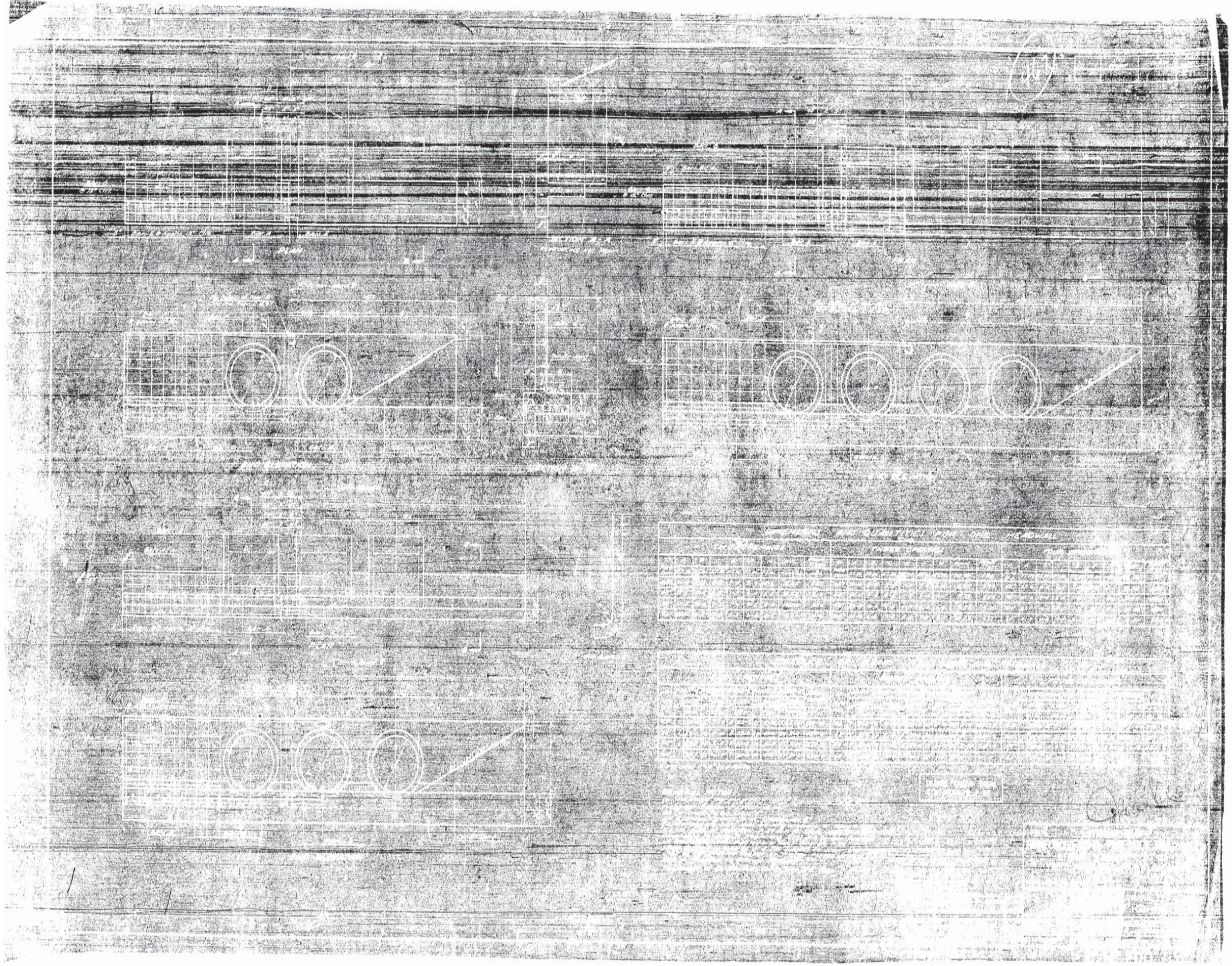


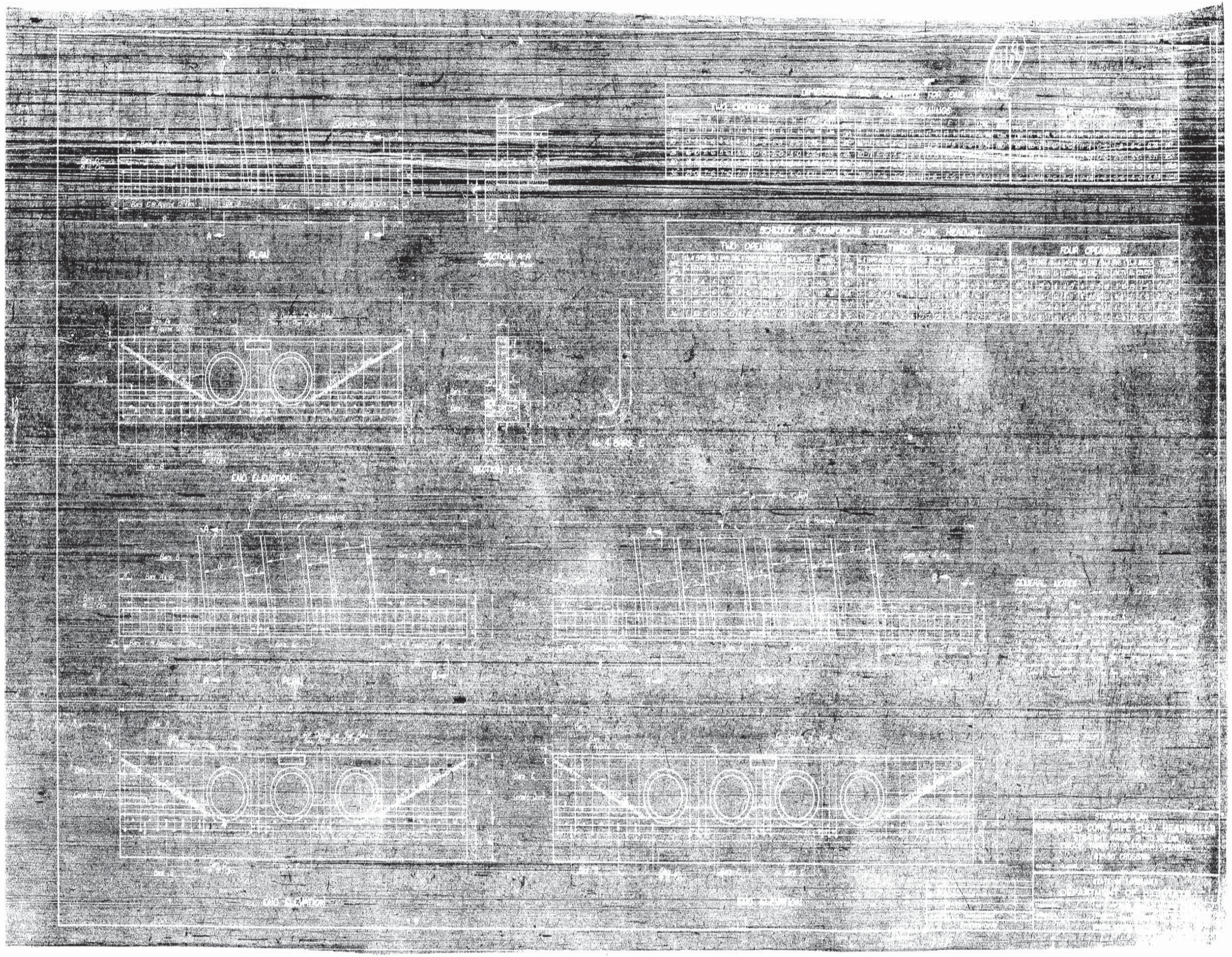
AS BUILTS



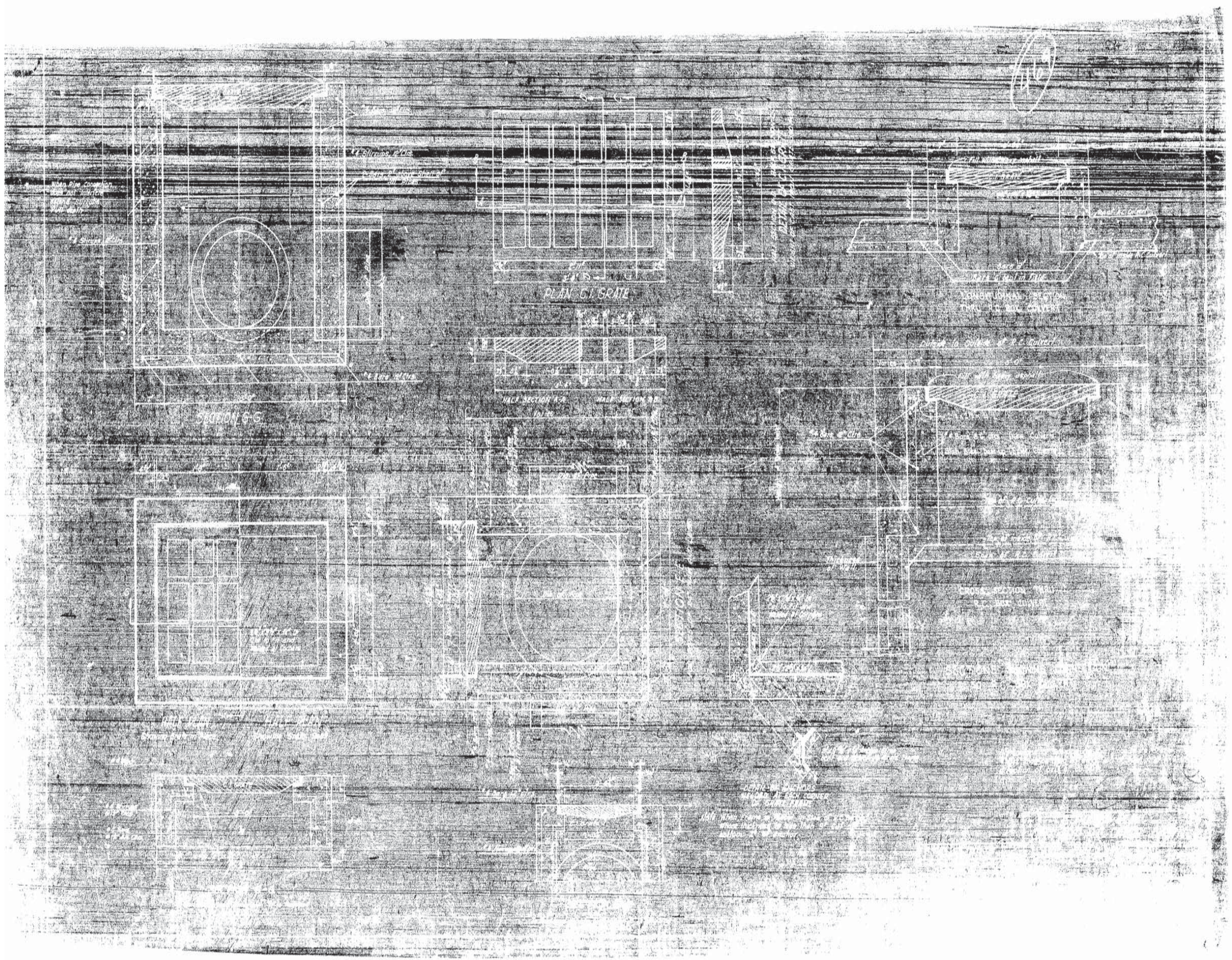
AS BUILTS



AS BUILTS


PLAN
SECTION A-A
END ELEVATION
SIDE ELEVATION
GENERAL NOTES

AS BUILTS



AS BUILTS

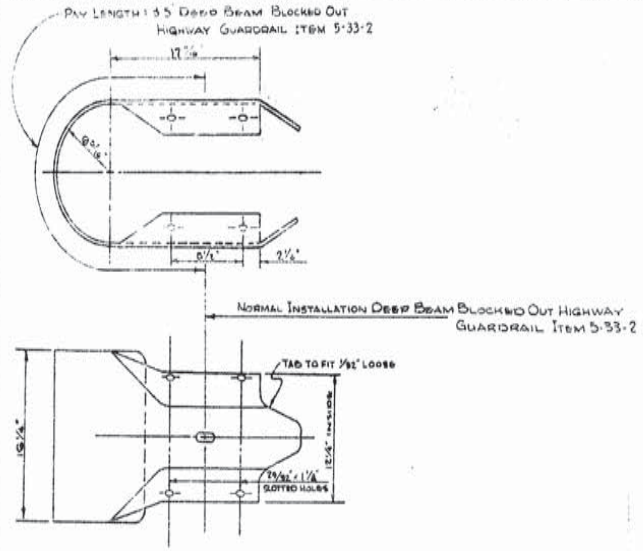
AS BUILTS

AS BUILTS

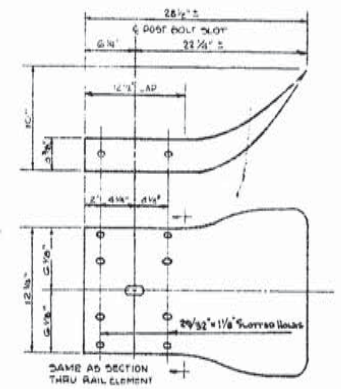
AS BUILTS

STATE PROJECT	PARISH	SHEET NO.
429-04-07	Iberia	7.8

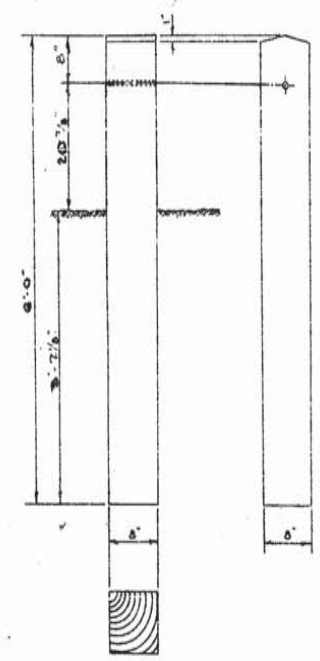
473



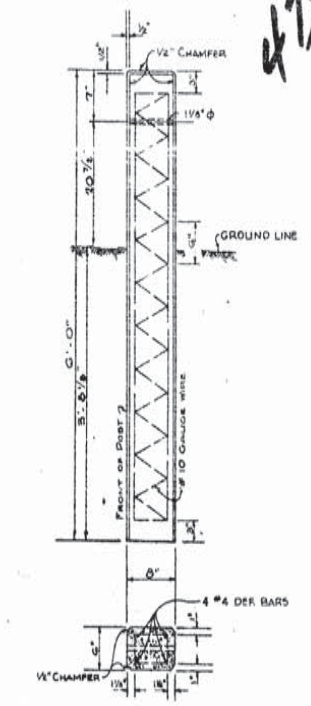
ACCEPTABLE RETURN SECTION
(Gore Locations)



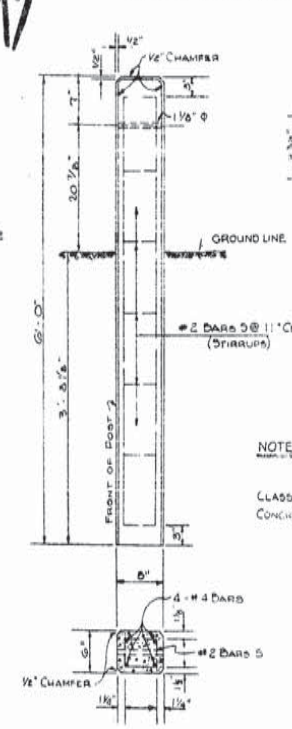
ACCEPTABLE END SECTION
(Anchor Section)



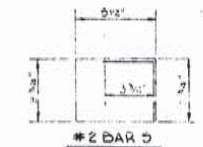
TREATED TIMBER POST (S4S)
(ALTERNATE)



CONCRETE POST

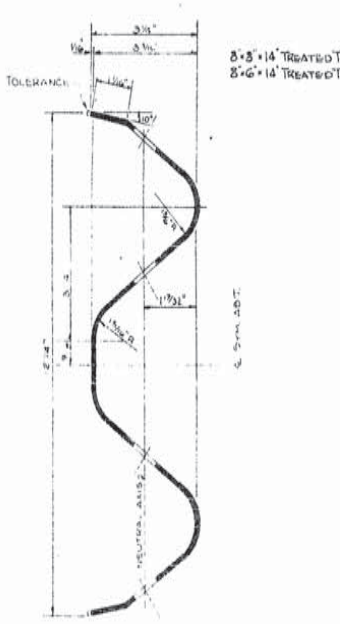


CONCRETE POST
(ALTERNATE)



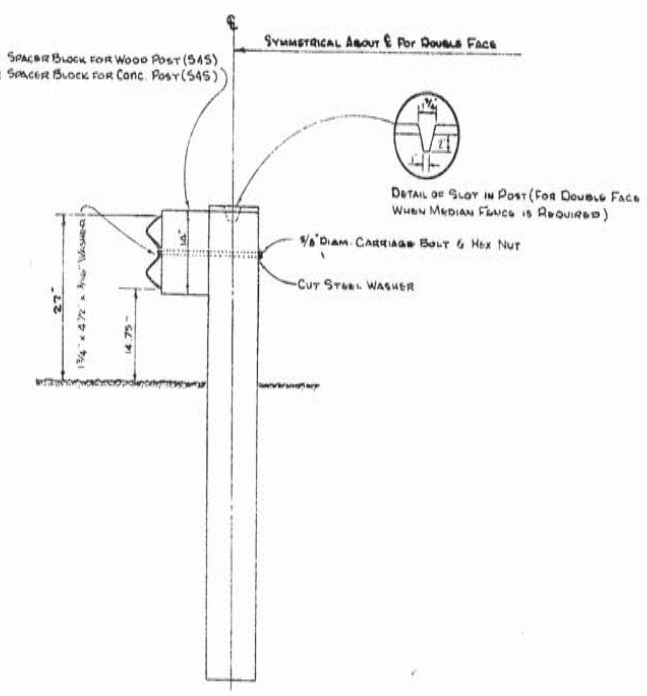
NOTE: Either Post May Be Used (Optional With Contractor)

Class A Concrete or Class X Concrete May Be Used in Posts

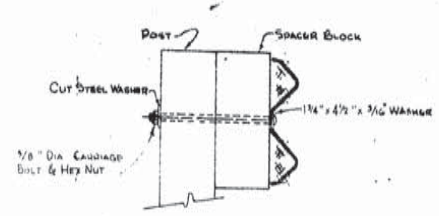


SECTION THRU RAIL ELEMENT
10 Gage
NOTE: Contractor May Use Maximum Length 12'-6" Sections

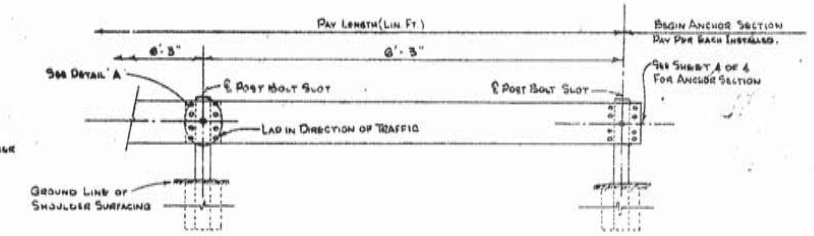
NOTE: All dimensions are subject to manufacture's tolerances



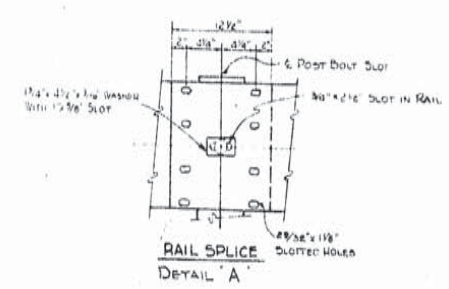
BLOCKED-OUT METAL BEAM GUARDRAIL



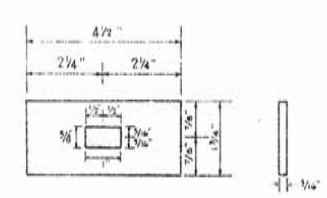
ARRANGEMENT AT POST



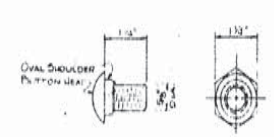
TYPICAL INSTALLATION



RAIL SPLICE
DETAIL "A"



℞ WASHER DETAILS



SPLICE BOLT NUT
POST BOLT: Similar Except Length

NOTE:
Bolts Shall Be of Sufficient Length To Extend Through The Full Thickness of The Nut And No More Than 1/4" Beyond It.
Rectangular Washers As Indicated Will Be Used.

DATE	DESCRIPTION	BY
8-1-66	Elim. Galv. Lock Washer	DTG
7-7-66	Add. ℞ Washer	DTG
6-13-66	Rev. Thickness of 1/4" x 4" Steel	[illegible]
3-8-66	Clarified Pay Lengths	D T G

REVISIONS

DEEP BEAM BLOCKED OUT HIGHWAY GUARDRAIL

DATED JAN. 31, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED ____ DETAILED ____ TRACED ____
CHECKED ____ CHECKED ____ CHECKED ____
IN CHARGE OF

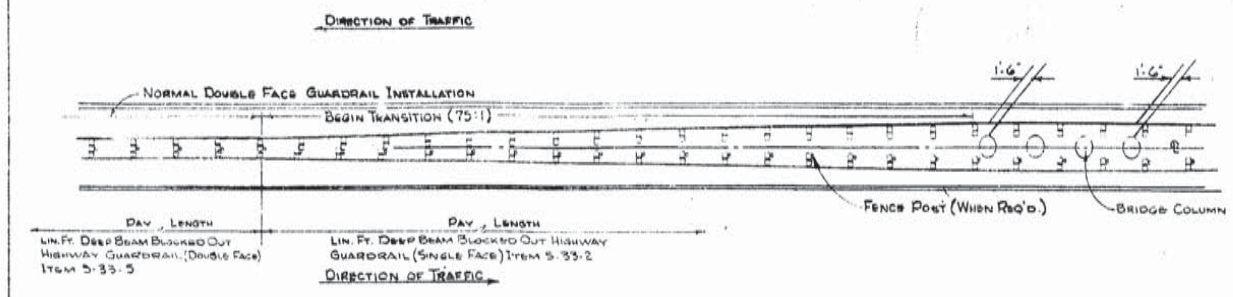
SHEET 1 OF 4

R-F-19

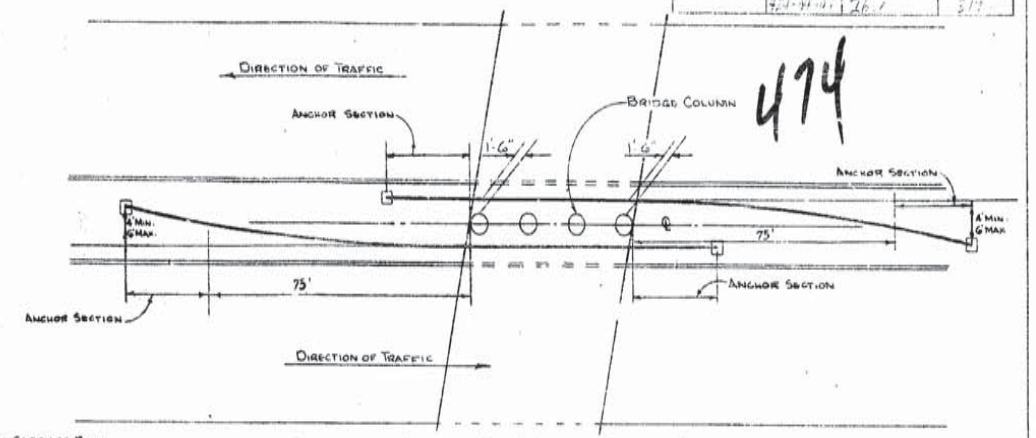
AS BUILTS

STATE PROJECT	PARISH	SHEET NO.
451-44-07	Iberia	3/7

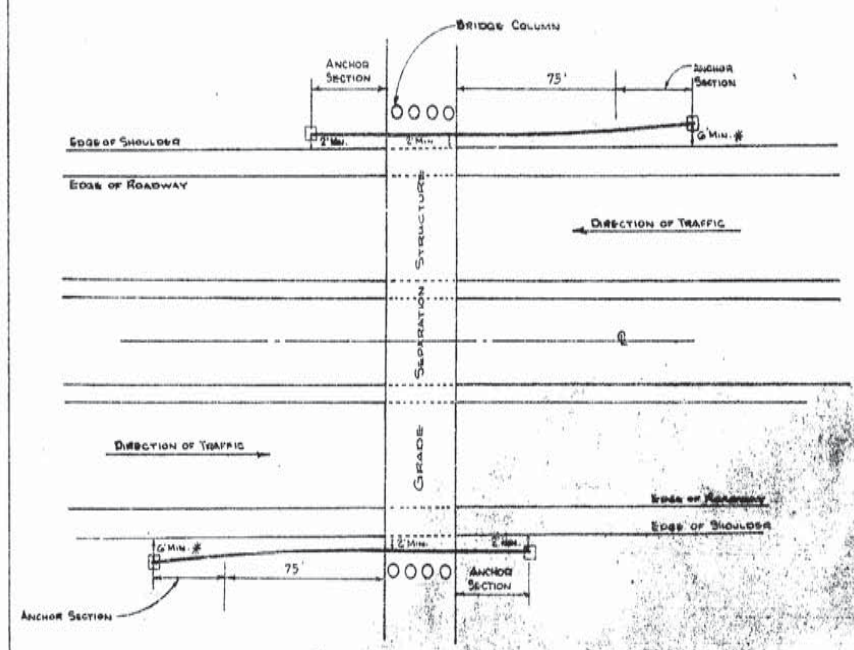
474



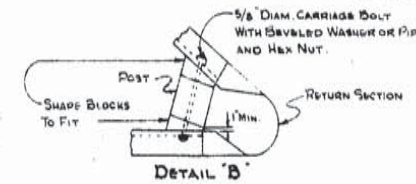
Guardrail Layout For Widening At Structures With Continuous Double Face Median Guardrail



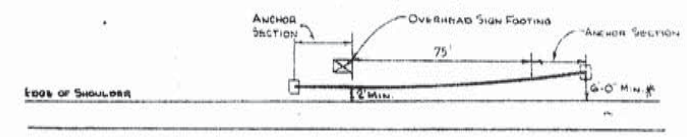
Guardrail Layout For Median Bridge Columns

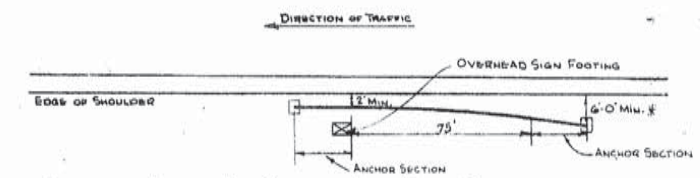


Guardrail Layout For Shoulder Bridge Columns

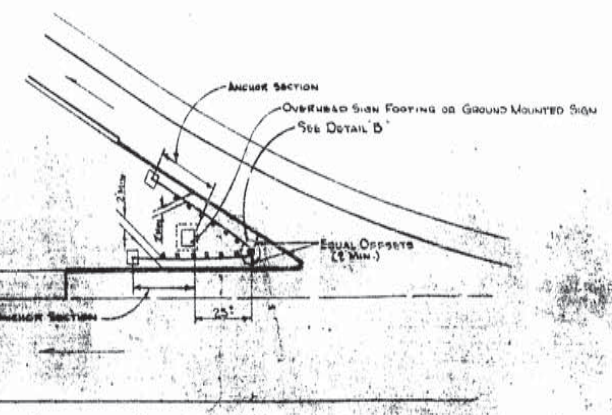


Detail 'B'

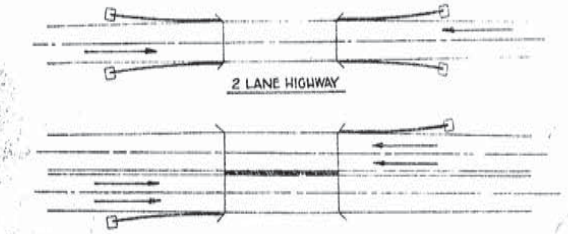




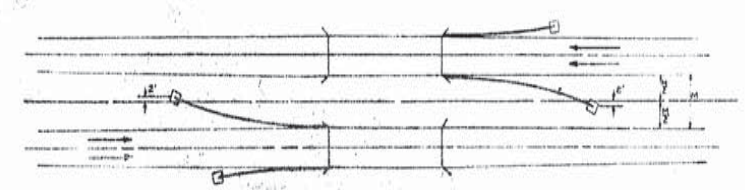
Guardrail Layout For Overhead Sign Truss Footings



Guardrail Layout For Gore Locations



Multi-Lane Highway With Median Strip On Bridge



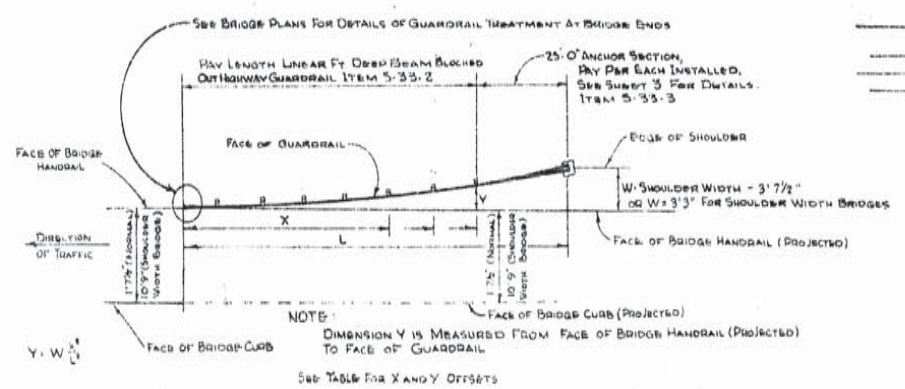
Multi-Lane Highway With Separate Structures

Sketches Showing Location Of Guard Rail Installations

Table of Offsets

X	W=0.375'	W=1.375'	W=2.375'	W=4.375'	W=6.375'	W=11'	W=15'	W=16'	W=18.375'	W=28'	W=38.375'	W=48.375'
	Y											
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6.25	0.00	0.01	0.01	0.01	0.01	0.02	0.02	0.03	0.03	0.05	0.05	0.01
12.50	0.01	0.02	0.04	0.04	0.04	0.05	0.09	0.11	0.13	0.19	0.21	0.02
18.75	0.01	0.05	0.08	0.10	0.10	0.17	0.21	0.25	0.29	0.44	0.47	0.05
25.00	0.02	0.09	0.15	0.18	0.18	0.31	0.37	0.44	0.51	0.78	0.84	0.09
31.25	0.04	0.13	0.23	0.27	0.28	0.48	0.58	0.69	0.80	1.22	1.32	0.14
37.50	0.05	0.19	0.33	0.39	0.40	0.69	0.84	1.00	1.15	1.75	1.90	0.20
43.75	0.07	0.26	0.45	0.54	0.54	0.94	1.14	1.36	1.56	2.38	2.58	0.28
50.00	0.09	0.34	0.59	0.70	0.71	1.22	1.49	1.78	2.04	3.11	3.38	0.36
56.25	0.12	0.44	0.75	0.89	0.90	1.55	1.88	2.25	2.58	3.94	4.27	0.46
62.50	0.15	0.54	0.93	1.09	1.11	1.91	2.32	2.78	3.19	4.86	5.27	0.56
68.75	0.18	0.65	1.12	1.32	1.34	2.31	2.81	3.36	3.86	5.88	6.38	0.68
75.00	0.21	0.77	1.34	1.58	1.59	2.75	3.34	4.00	4.59	7.00	7.59	0.81
81.25	0.25	0.91	1.57	1.85	1.87	3.23	3.92	4.69	5.39	8.22	8.91	0.95
87.50	0.29	1.05	1.82	2.14	2.17	3.74	4.55	5.44	6.25	9.53	10.34	1.11
93.75	0.33	1.21	2.09	2.46	2.49	4.30	5.22	6.25	7.18	10.94	11.87	1.27
100.00	0.38	1.38	2.38	2.80	2.83	4.89	5.94	7.11	8.17	12.44	13.50	1.44
106.25				3.16	3.20	5.52	6.71	8.03	9.22	14.05	15.24	1.63
112.50				3.54	3.59	6.19	7.52	9.00	10.34	15.75	17.09	1.83
118.75				3.95	4.00	6.89	8.38	10.03	11.52	17.55	19.04	2.04
125.00				4.36	4.43	7.64	9.29	11.11	12.76	19.44	21.09	2.26
131.25					4.88	8.47	10.26	12.25	14.09	21.44	23.26	2.49
137.50					5.36	9.32	11.24	13.44	15.44	23.53	25.52	2.73
143.75					5.85	10.16	12.28	14.69	16.88	25.72	27.90	2.98
150.00					6.38	11.00	13.35	16.00	18.38	28.00	30.38	3.25

1 - W = 0.375 For 4 Ft. Shoulder
2 - W = 1.375 For 5 Ft. Shoulder
3 - W = 2.375 For 6 Ft. Shoulder
4 - W = 4.375 For 8 Ft. Shoulder
5 - W = 6.375 For 10 Ft. Shoulder
6 - W = 11.000 For 30 Ft. Median (Shoulder Width Bridge)
7 - W = 13.375 For 30 Ft. Median
8 - W = 16.000 For 40 Ft. Median (Shoulder Width Bridge)
9 - W = 18.375 For 40 Ft. Median
10 - W = 28.000 For 64 Ft. Median (Shoulder Width Bridge)
11 - W = 30.375 For 64 Ft. Median
12 - W = 3.25 For 10 Ft. Shoulder (Shoulder Width Bridge)



Guardrail Layout For Bridge Approaches

* Off Set To Be Adjusted In The Field By Project Engineer

Note: This Sheet To Be Used When Guardrail Is Attached To Bridge Ends

DATE	DESCRIPTION	BY
8-3-66	Rev. Sheet 1 & 4	B.T.G.
1-27-66	Table of Offsets Revised	B.T.G.
2-27-64	Changed Guardrail Length	B.T.G.
2-19-64	Changed Length Guard Rail	[illegible]
8-17-60	Added 25'-0" Anchor Section	[illegible]
5-8-56	Changed Pay Lengths	W.E.G.

REVISIONS

DEEP BEAM BLOCKED OUT HIGHWAY GUARDRAIL

DATED JAN. 31, 1956

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED | DETAILED | TRACED
CHECKED | CHECKED | CHECKED
IN CHARGE OF

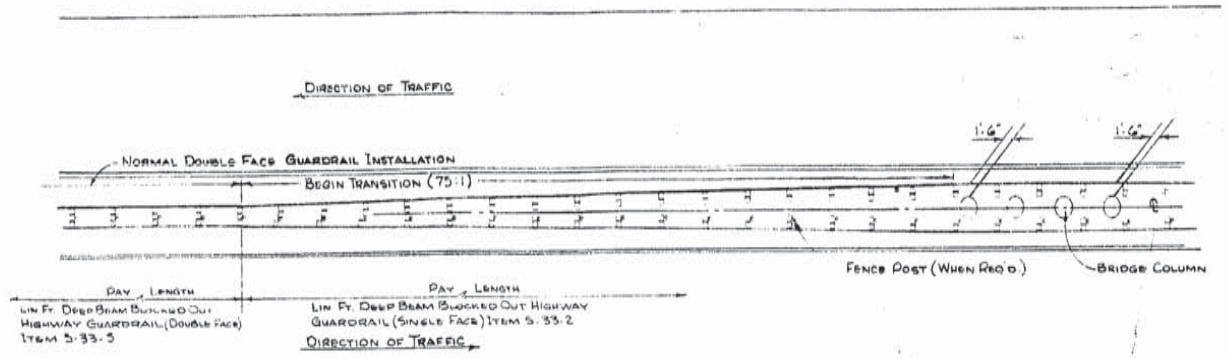
SHEET 2 OF 4

R-F-19

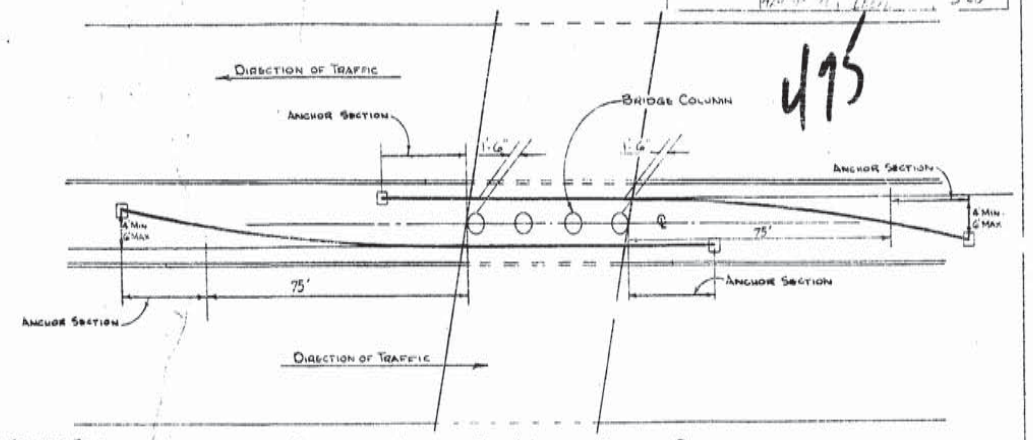
AS BUILTS

1	STATE PROJECT	PARISH	SHEET NO
	[illegible]	[illegible]	320

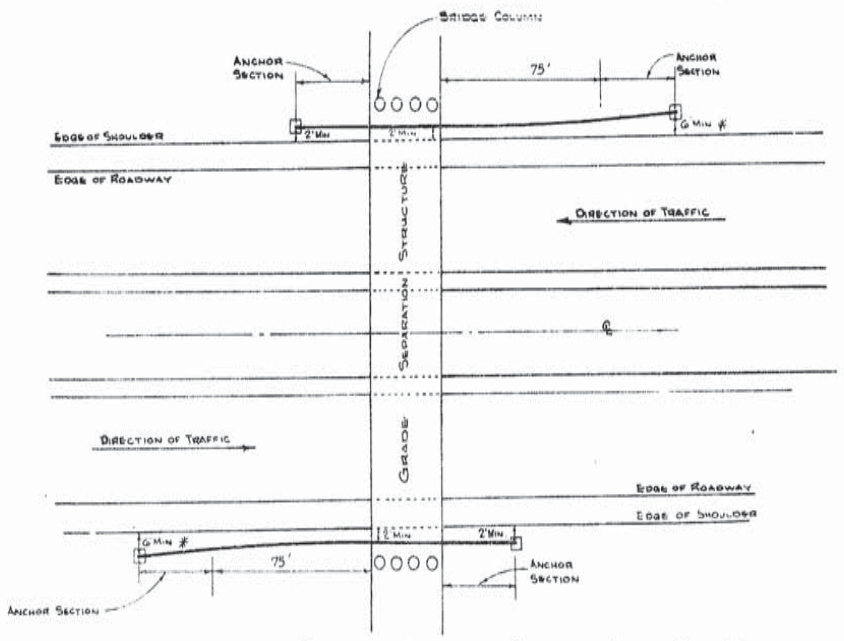
475



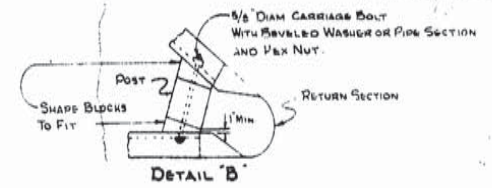
GUARDRAIL LAYOUT FOR WIDENING AT STRUCTURES WITH CONTINUOUS DOUBLE FACE MEDIAN GUARDRAIL



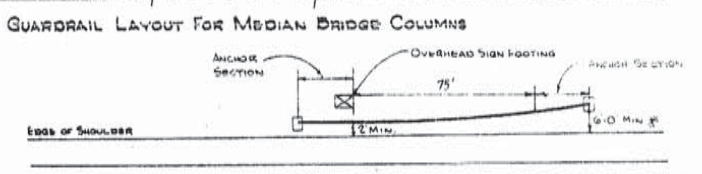
GUARDRAIL LAYOUT FOR MEDIAN BRIDGE COLUMNS

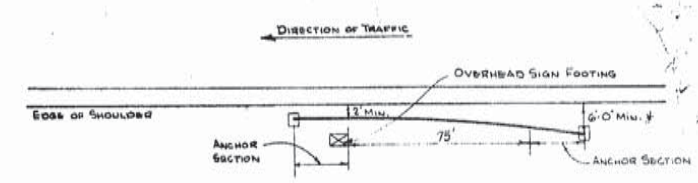


GUARDRAIL LAYOUT FOR SHOULDER BRIDGE COLUMNS

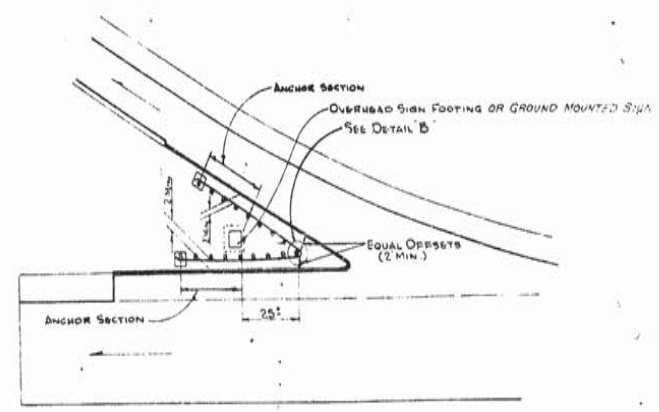


DETAIL "B"

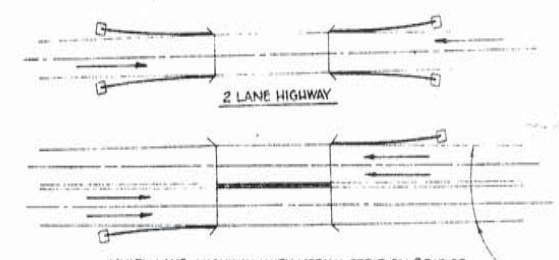


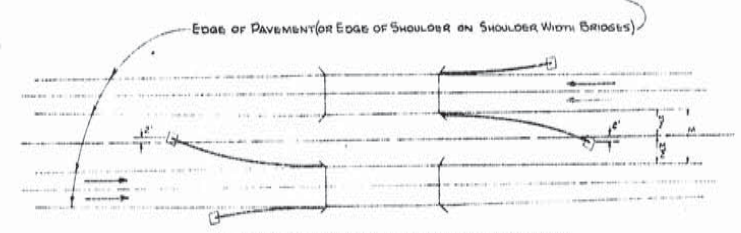


GUARDRAIL LAYOUT FOR OVERHEAD SIGN TRUSS FOOTINGS

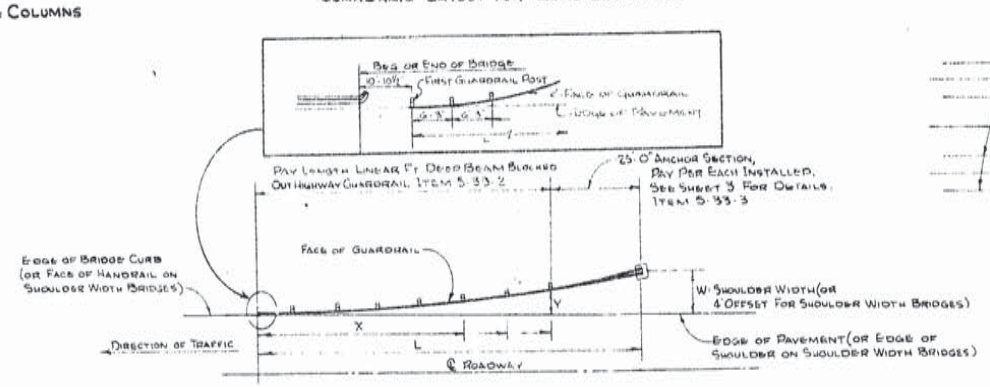


GUARDRAIL LAYOUT FOR GORE LOCATIONS





SKETCHES SHOWING LOCATION OF GUARD RAIL INSTALLATIONS



Y: W $\frac{X}{L}$

NOTE:
Dimension Y is Measured From Edge of Pavement (or Edge of Shoulder on Shoulder Width Bridges) To Face of Guardrail
See Table For X and Y Offsets
Minimum Length of Guardrail (Including Anchor Sections): 75 Feet

GUARDRAIL LAYOUT FOR BRIDGE APPROACHES

* OFFSET TO BE ADJUSTED IN THE FIELD BY THE PROJECT ENGINEER

TABLE OF OFFSETS

X	W:4	W:5	W:6	W:8	W:10	W:13 [1]	W:17 [2]	W:18 [3]	W:22 [4]	W:30 [5]	W:34 [6]
					Y						
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6.25	0.02	0.03	0.02	0.02	0.02	0.02	0.03	0.03	0.04	0.05	0.06
12.50	0.06	0.14	0.09	0.08	0.07	0.09	0.12	0.13	0.15	0.21	0.24
18.75	0.14	0.31	0.21	0.18	0.16	0.20	0.27	0.28	0.34	0.47	0.55
25.00	0.25	0.56	0.38	0.32	0.28	0.36	0.47	0.50	0.61	0.83	0.94
31.25	0.39	0.87	0.59	0.50	0.43	0.56	0.74	0.78	0.95	1.30	1.48
37.50	0.56	1.25	0.84	0.72	0.62	0.81	1.06	1.13	1.38	1.87	2.12
43.75	0.77	1.70	1.15	0.98	0.85	1.11	1.45	1.53	1.87	2.55	2.89
50.00	1.00	2.22	1.50	1.28	1.11	1.44	1.89	2.00	2.44	3.33	3.78
56.25	1.27	2.81	1.89	1.62	1.41	1.83	2.39	2.53	3.09	4.22	4.78
62.50	1.56	3.47	2.34	2.00	1.74	2.26	2.95	3.13	3.82	5.21	5.90
68.75	1.89	4.20	2.84	2.42	2.10	2.73	3.57	3.78	4.62	6.30	7.14
75.00	2.25	5.00	3.36	2.86	2.50	3.25	4.25	4.50	5.50	7.50	8.50
81.00	2.64		3.96	3.38	2.93	3.81	4.99	5.28	6.45	8.80	9.98
87.50	3.06		4.59	3.92	3.40	4.42	5.79	6.13	7.49	10.21	11.57
93.75	3.52		5.27	4.50	3.91	5.08	6.64	7.03	8.59	11.72	13.28
100.00	4.00		6.00	5.12	4.44	5.78	7.56	8.00	9.78	13.33	15.11
106.25				5.78	5.02	6.52	8.55	9.03	11.04	15.05	17.06
112.50				6.46	5.62	7.31	9.56	10.13	12.38	16.87	19.12
118.75				7.22	6.27	8.15	10.65	11.28	13.79	18.80	21.31
125.00				8.00	6.94	9.03	11.81	12.50	15.28	20.83	23.61
131.25					7.66	9.93	13.02	13.78	16.84	22.97	26.03
137.50					8.40	10.92	14.28	15.13	18.49	25.21	28.57
143.75					9.18	11.94	15.61	16.53	20.20	27.56	31.23
150.00					10.00	13.00	17.00	18.00	22.00	30.00	34.00

NOTES
1 W: 13 For 30 Ft Median (Shoulder Width Bridge)
2 W: 17 For 30 Ft Median
3 W: 18 For 40 Ft Median (Shoulder Width Bridge)
4 W: 22 For 40 Ft Median
5 W: 30 For 64 Ft Median (Shoulder Width Bridge)
6 W: 34 For 64 Ft Median

NOTE: This Sheet To Be Used When Guardrail Is Not Attached To Bridge Ends

DATE	DESCRIPTION	BY
8-3-66	Rev Sheets 1&4	BTG
7-27-66	Changed Guardrail Length	BTG
6-3-66	Changed Length [illegible]	[illegible]
3-17-66	Added [illegible]	[illegible]
3-8-66	Corrected Pay Lengths	[illegible]

REVISIONS

DEEP BEAM BLOCKED OUT HIGHWAY GUARDRAIL

DATED JAN. 31 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED | DETAILED | DRAFTED
CHECKED | CHECKED | CHECKED
IN CHARGE OF

SHEET 3 OF 4

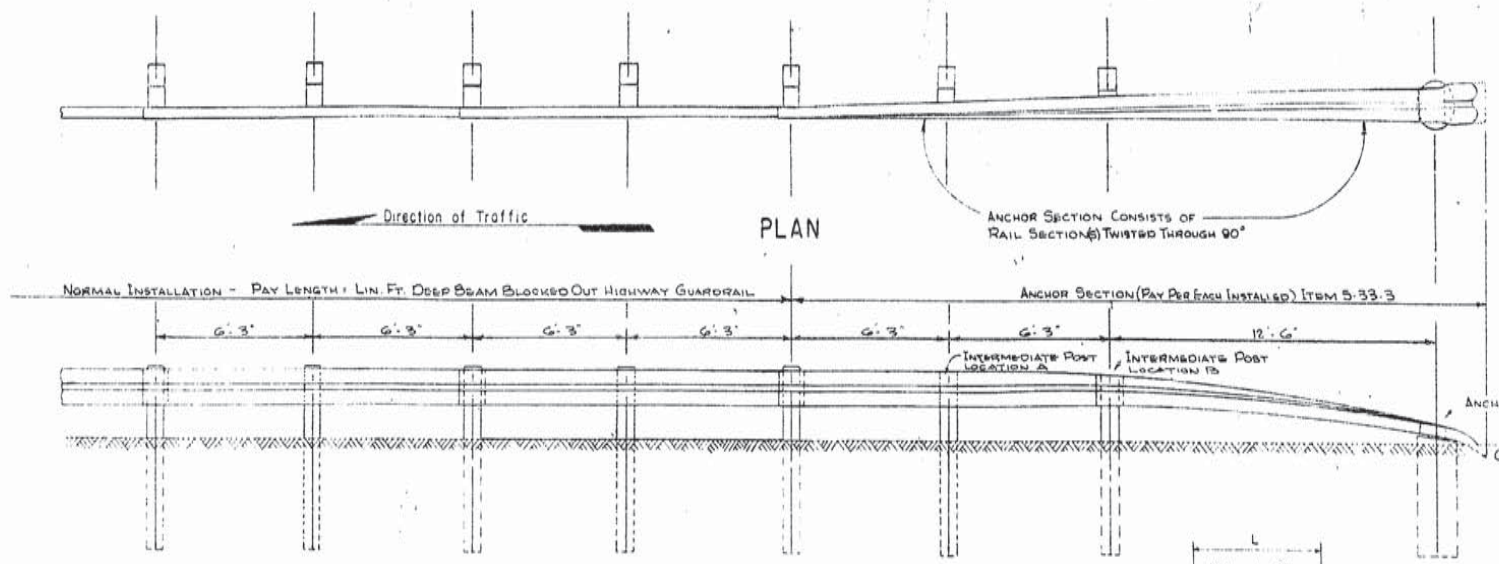
R-F-19

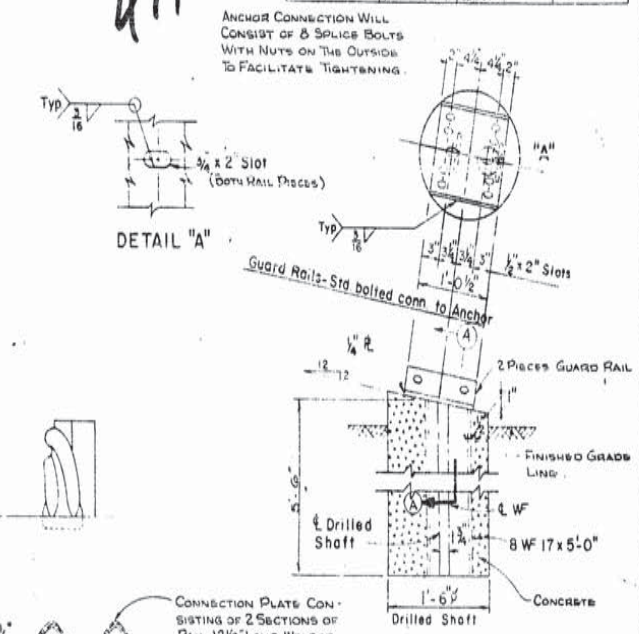
12

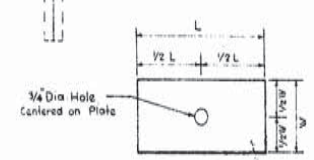
AS BUILTS

STATE PROJECT	PARISH	SHEET NO.
421-19-07	Var.	320A

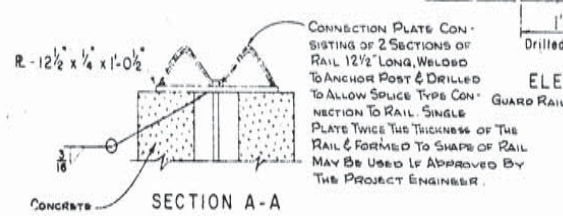
476





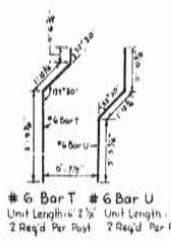


DETAIL OF 1/4" GALVANIZED PLATE FOR INTERMEDIATE POSTS

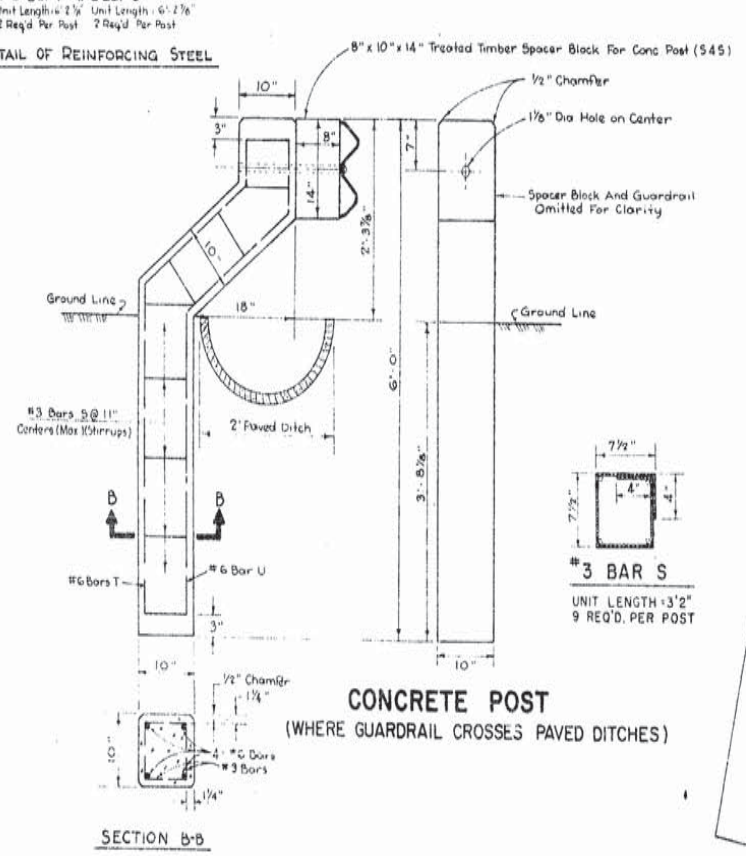


DETAILS OF ANCHOR SECTION END POST

GUARDRAIL TERMINAL ANCHOR SECTION

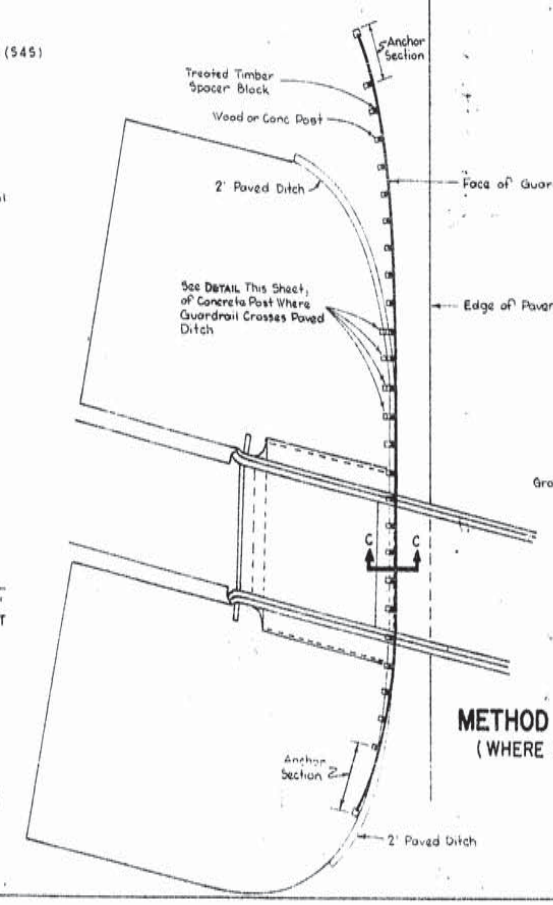


DETAIL OF REINFORCING STEEL

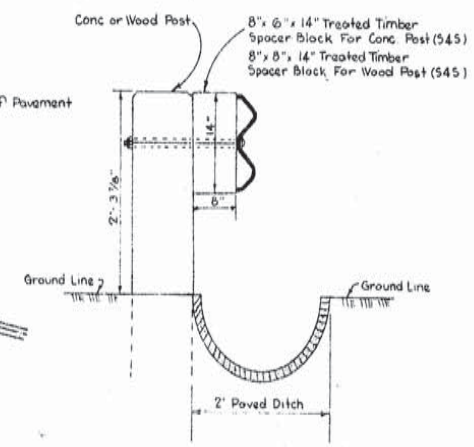


CONCRETE POST
(WHERE GUARDRAIL CROSSES PAVED DITCHES)

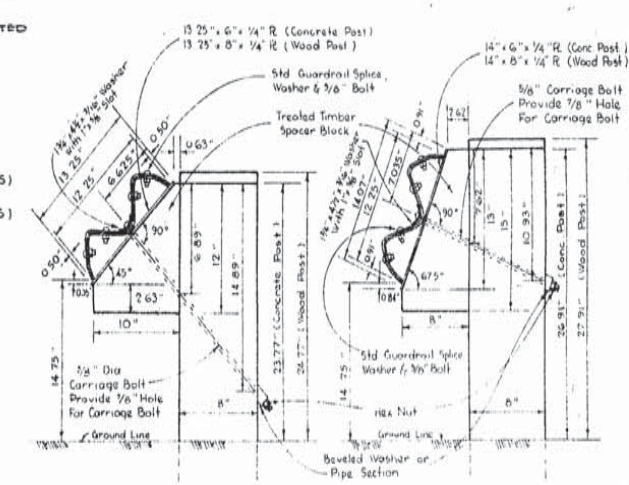
#3 BAR S
UNIT LENGTH = 3'2"
9 REQ'D. PER POST



NOTE:
Bolts Used In Attaching Rail To Post Shall Be of Sufficient Length To Extend Through The Full Thickness of The Nut and No More Than 3/4" Beyond It. Rectangular Washers As Indicated Will Be Used.



METHOD OF GUARDRAIL INSTALLATION
(WHERE GUARDRAIL CROSSES PAVED DITCHES)



ANCHOR SECTION INTERMEDIATE POST AT LOCATION "B"

ANCHOR SECTION INTERMEDIATE POST AT LOCATION "A"

DATE	DESCRIPTION	BY
5-77	Revised Method of Installation of Guardrail Post Detail	[illegible]
7-77	Rev. Int. Post Detail	[illegible]
6-15-00	Changed Length Anchor Sec	[illegible]
5-8-00	Changed Pay Lengths	[illegible]

REVISIONS

DEEP BEAM BLOCKED OUT HIGHWAY GUARDRAIL

DATED JAN. 31, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED | DETAILED | TRACED
CHECKED | CHECKED
IN CHARGE OF

SHEET 4 OF 4
INTERSTATE ORIGINAL R-F-19
12

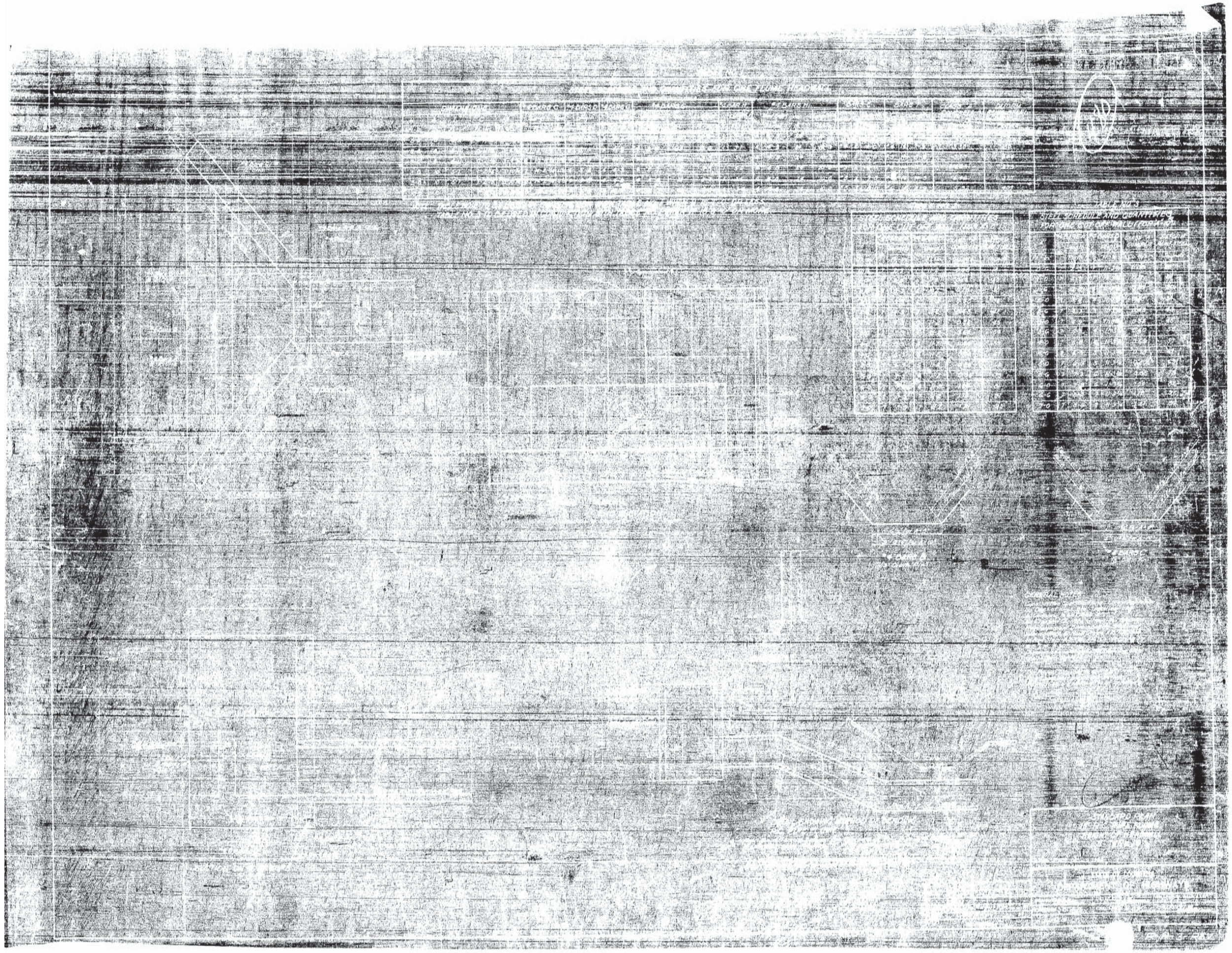
AS BUILTS

424-04-07 321

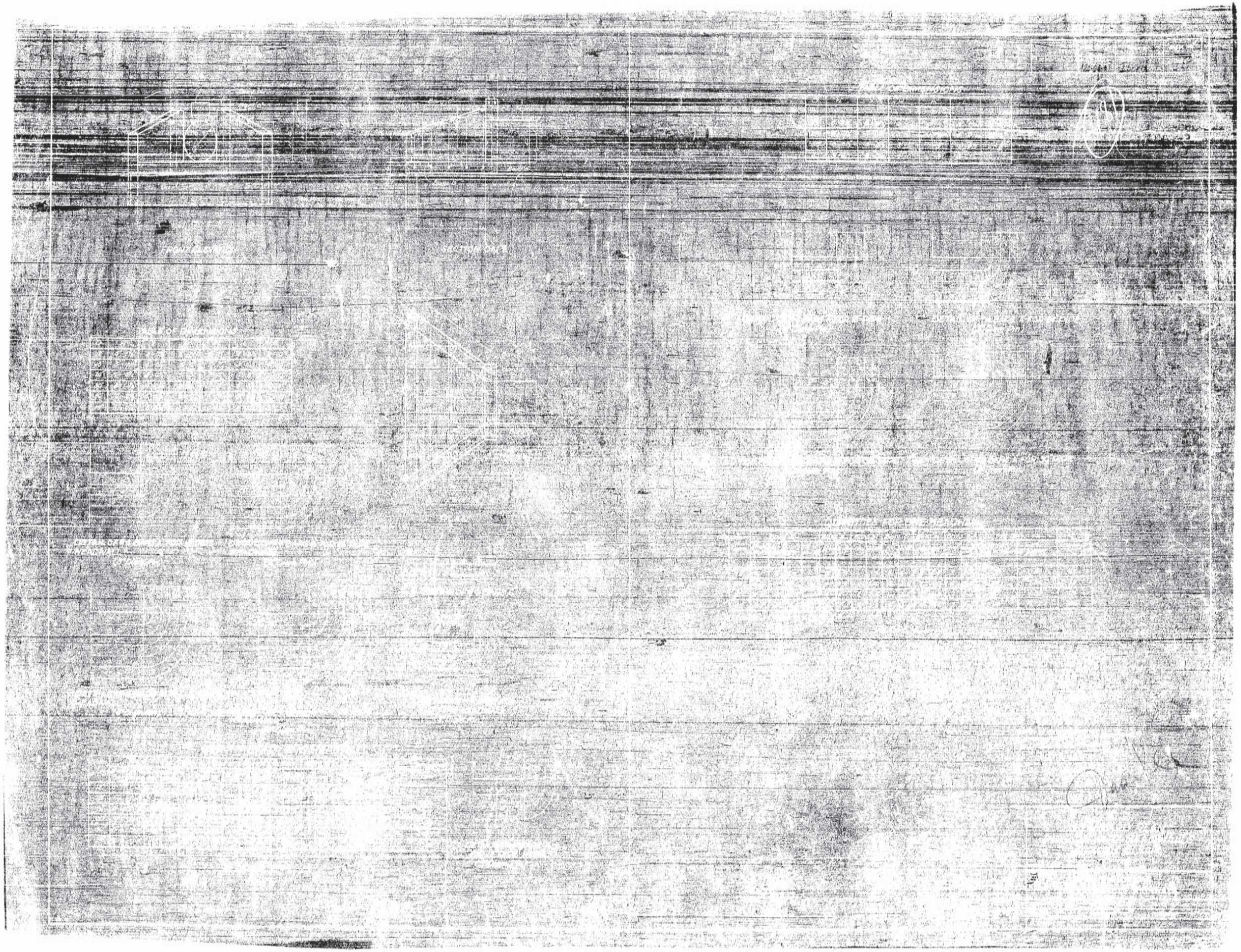
AS BUILTS

AS BUILTS

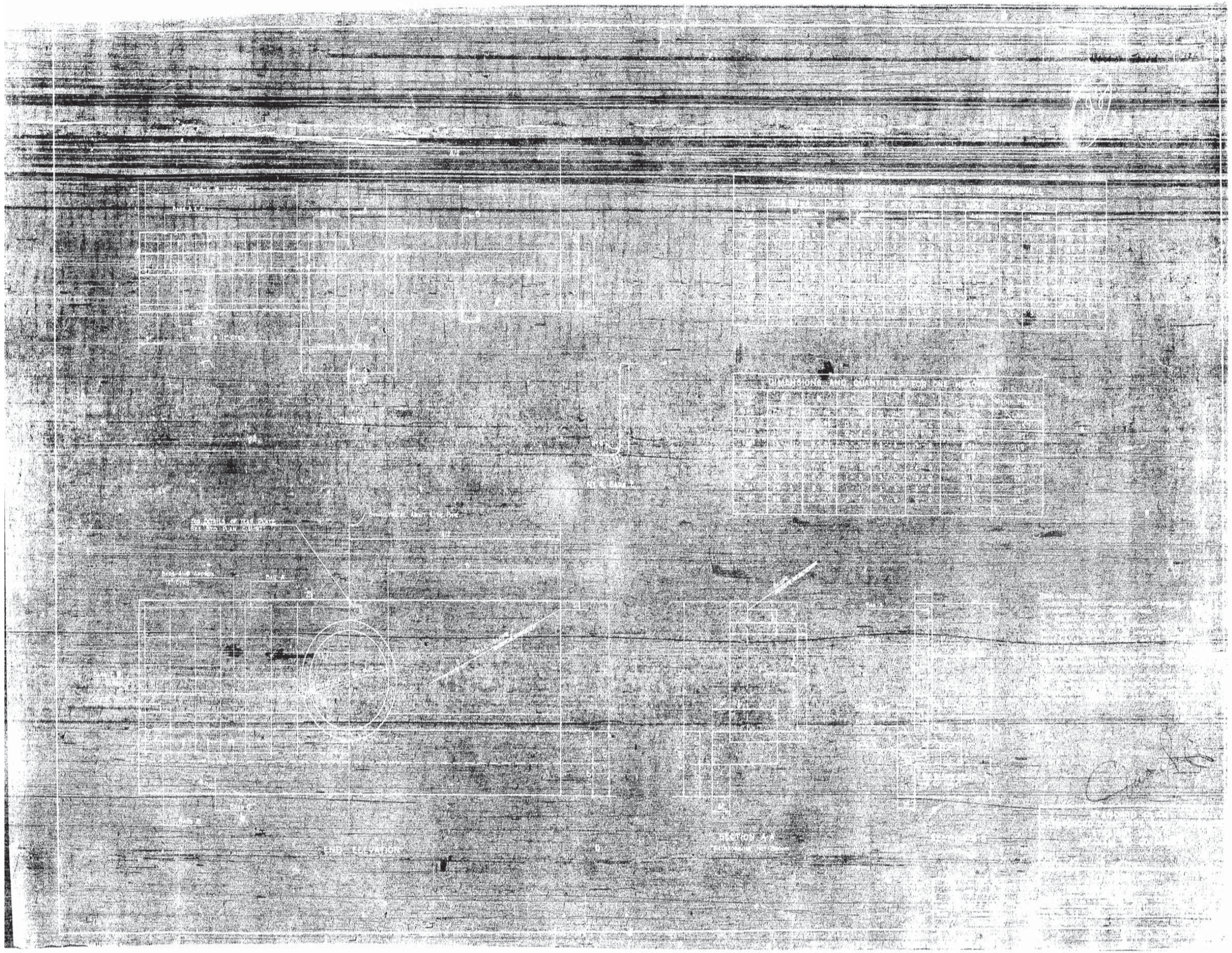
AS BUILTS



AS BUILTS



AS BUILTS



AS BUILTS

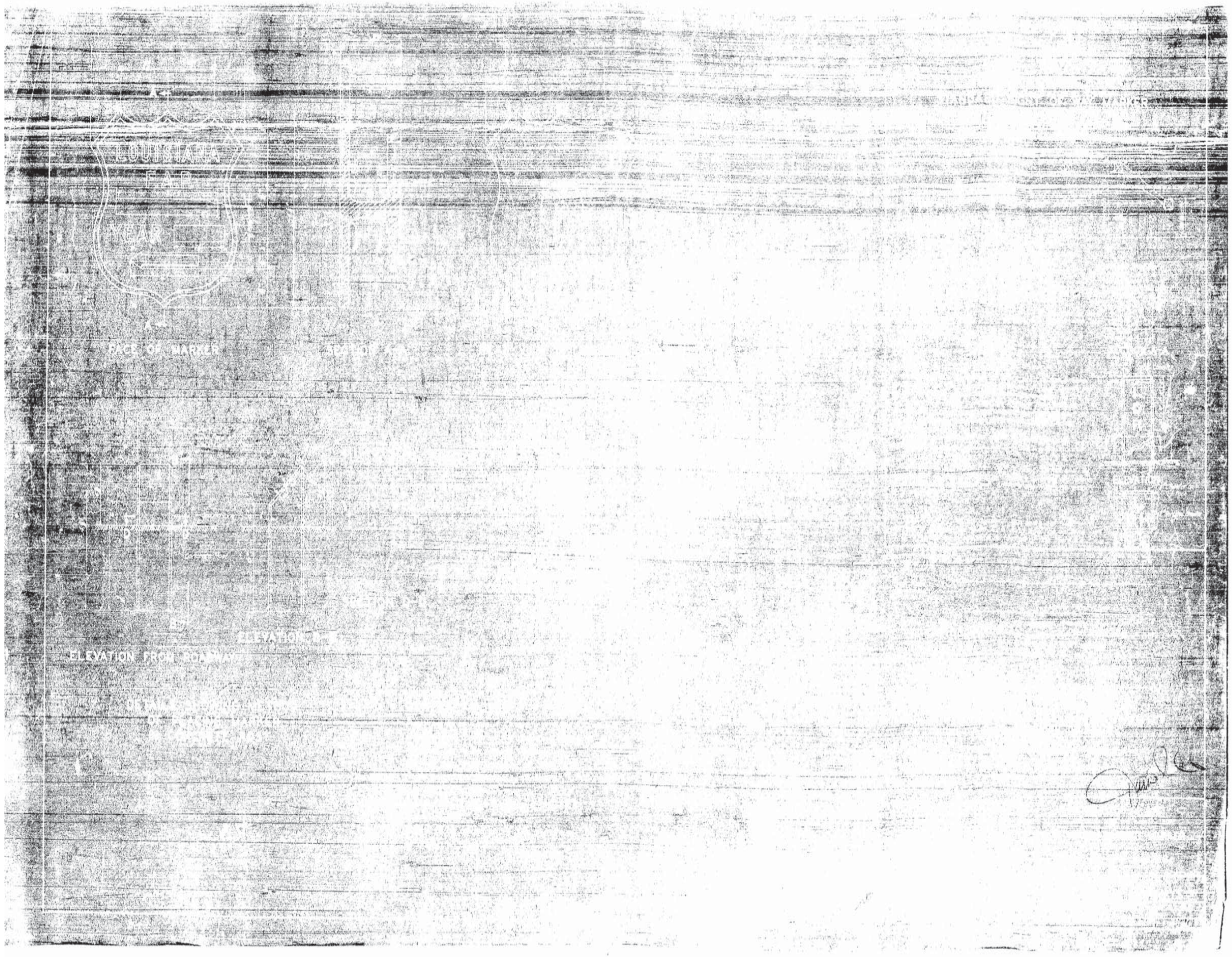
AS BUILTS

AS BUILTS

AS BUILTS

AS BUILTS

AS BUILTS



AS BUILTS

	STATE PROJECT	PARISH	SHEET NO.
1	924-34-01	Iberia	223

489

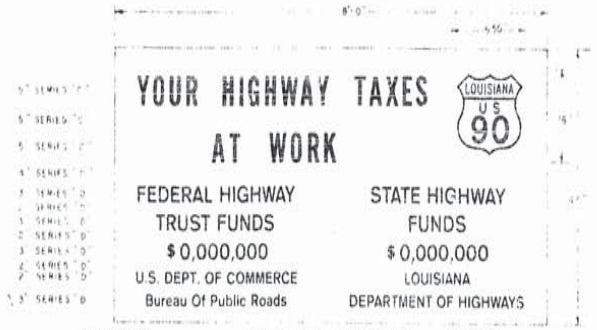
DETAIL OF SHIELD SYMBOL FOR M-4A

CAT NO.	NO. OF DIGITS	A	B	C	D	E	F	G	H	J
M5A	1 DIGIT	16	1	1½	4C	1½	5D	3	1R	⅜
M5A	2 DIGITS	16	1	1½	4C	1½	5C	3	1R	⅜
M5A	3 DIGITS	16	1	1½	4C	1½	5B	3	1R	⅜

Border and shield area – green
Letters, numerals, and plate area outside shield – white

Letters, numerals and border - black
Background - white reflective sheeting
For shield construction details, see sheet 8

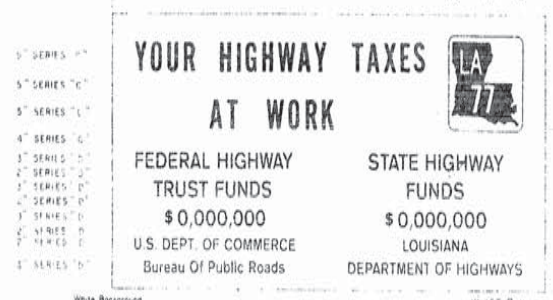
CAT NO.	NO. OF DIGITS	A	B	C	D	E	F	G	H	J	K	L	M	N
M4A	1 DIGIT	[illegible]												
M4A	2 DIGITS	[illegible]												
M4A	3 DIGITS	[illegible]												



White Background
Black Legend
Not Reflectorized

FOR USE ON ALL FA PROJECTS
WHICH CARRY A U.S. ROUTE NUMBER

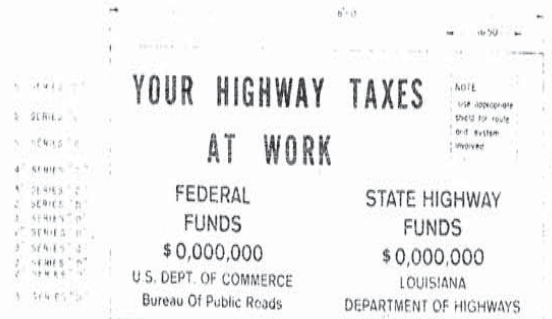
W-156 Rev



White Background
Black Legend
Not Reflectorized

FOR USE ON ALL FA PROJECTS
WHICH CARRY A LOUISIANA ROUTE NUMBER ONLY

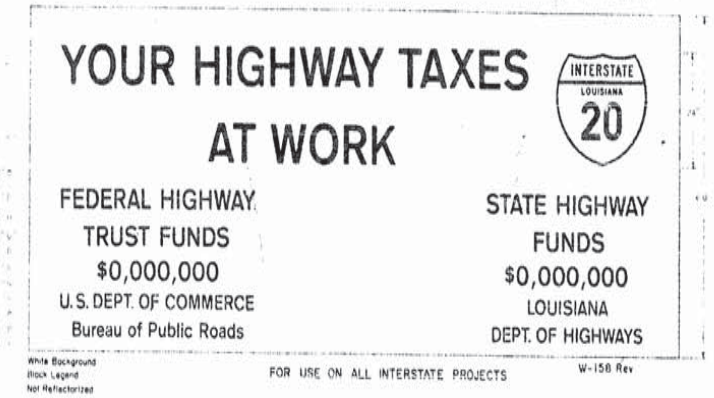
W-157 Rev



White Background
Black Legend
Not Reflectorized

U.S. AND STATE HIGHWAYS
FOR USE ON LANDSCAPE AND SCENIC
ENHANCEMENT PROJECTS

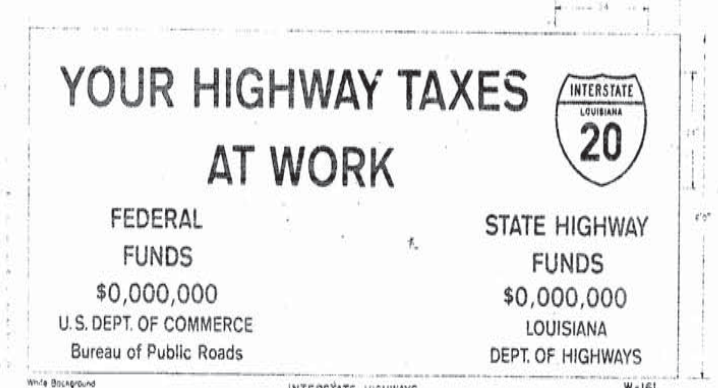
W-160



White Background
Black Legend
Not Reflectorized

FOR USE ON ALL INTERSTATE PROJECTS

W-158 Rev



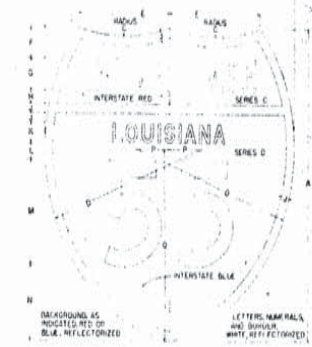
White Background
Black Legend
Not Reflectorized

INTERSTATE HIGHWAYS
FOR USE ON LANDSCAPE AND SCENIC
ENHANCEMENT PROJECTS

W-161

NOTE: Location of oh signs on this sheet to be determined in field by project engineer.

NOTE: No direct payment will be made for furnishing and erecting sign W-156, W-157 or W-158



BACKGROUND AS INDICATED, RED OR BLUE, REFLECTORIZED

LETTERS, NUMERALS, AND BORDER WHITE, NON-REFLECTORIZED

6" NUMERALS	4" NUMERALS		2" NUMERALS	
M7A	M7B	M7C	M7D	M7E
2 AND 3 DIGITS	2 DIGITS	3 DIGITS	2 DIGITS	3 DIGITS
1	1A	1A	1A	1A
2	2A	2A	2A	2A
3	3A-1/2A	3A	3A	3A
4	4A-1/2A	4A	4A-1/2A	4A
5	5A-1/2A	5A-1/2A	5A-1/2A	5A-1/2A
6	6A-1/2A	6A-1/2A	6A-1/2A	6A-1/2A
7	7A-1/2A	7A-1/2A	7A-1/2A	7A-1/2A
8	8A-1/2A	8A-1/2A	8A-1/2A	8A-1/2A
9	9A-1/2A	9A-1/2A	9A-1/2A	9A-1/2A
0	0A-1/2A	0A-1/2A	0A-1/2A	0A-1/2A
10	10A	10A	10A	10A
11	11A	11A	11A	11A
12	12A	12A	12A	12A
13	13A	13A	13A	13A
14	14A	14A	14A	14A
15	15A	15A	15A	15A
16	16A	16A	16A	16A
17	17A	17A	17A	17A
18	18A	18A	18A	18A
19	19A	19A	19A	19A
20	20A	20A	20A	20A

INTERSTATE SHIELDS – INDEPENDENT USE

STANDARD PLAN
HIGHWAY SIGN AND BARRICADE DETAILS
FOR CONSTRUCTION PROJECTS

DATED

6-63			W-7
2-64	INTERSTATE SIGN SIZE		W-1
2-64	W-156 W-157 W-158		W-11
12-65	W-159 Deleted		W-11
5-68	" " 161	4004	W-17

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

SHEET 1 OF 4 SHEETS

DS 24 REV

AS BUILTS

STATE PROJECT	PARISH	SHEET NO.
[illegible]	[illegible]	334

490

ADVANCE ROAD CONSTRUCTION SIGN

[illegible]

ROAD CONSTRUCTION AHEAD — W-101

ROAD CONSTRUCTION 1500 FT — W-102

ROAD CONSTRUCTION 1000 FT — W-103

ROAD CONSTRUCTION 500 FT — W-104

W-101 through W-104
Legend - 7" Series C

ADVANCE ROAD CLOSED SIGN

The Advance Road Closed sign is intended for use in advance of a point at which a roadway is closed to all traffic, or to all but local traffic. It carries the legend ROAD CLOSED, followed by 1500 FT, 1000 FT, 500 FT or AHEAD. It will normally be used in conjunction with other Construction Approach Warning signs, but where a [illegible] is closed without provision of a detour it may be repeated at all three distances. In such a case there shall be erected, at the last preceding intersection where a detour is possible, the Local Traffic Only sign.

ROAD CLOSED AHEAD — W-107

ROAD CLOSED 1500 FT — W-108

ROAD CLOSED 1000 FT — W-109

ROAD CLOSED 500 FT — W-110

W-107 through W-110
Legend - Alphabet - 7" Series D
Numerals - 7" Series C

ADVANCE DETOUR SIGN

The Advance Detour sign is intended for use in advance of a point at which traffic is diverted over a temporary roadway or route. It carries the legend DETOUR, followed by 1500 FT, 1000 FT, 500 FT, or AHEAD. It may be used in repetition or in combination with other appropriate Construction Approach Warning signs.

DETOUR AHEAD — W-113

DETOUR 1500 FT — W-114

DETOUR 1000 FT — W-115

DETOUR 500 FT — W-116

W-113 through W-116
Legend - Alphabets - 5" Series D
Numerals - 6" Series C

ADVANCE SINGLE LANE SIGN

The Advance Single Lane sign is intended for use in advance of a point where traffic moving in one direction must use a single lane. It carries the legend SINGLE LANE, followed by 1500 FT, 1000 FT, 500 FT, or AHEAD. It may be used in repetition or in series with other Construction Approach Warning signs, particularly the Lane Closed sign.

This sign shall not be used where traffic in both directions must use the one lane that is open.

SINGLE LANE AHEAD — W-119

SINGLE LANE 1500 FT — W-120

SINGLE LANE 1000 FT — W-121

SINGLE LANE 500 FT — W-122

W-119 through W-122
Legend - 7" Series C

NOTE: All signs from W-101 through W-146 are 48" x 48". They have yellow background with black legend and border.

ADVANCE ONE LANE ROAD SIGN

The Advance One Lane Road sign is intended for use only in advance of a point where traffic in both directions must use a single lane. It carries the legend ONE LANE ROAD, followed by 1500 FT, 1000 FT, 500 FT, or AHEAD. It may be used in repetition or in series with other Construction Approach Warning signs.

ONE LANE ROAD AHEAD — W 125

ONE LANE ROAD 1500 FT — W 126

ONE LANE ROAD 1000 FT — W 127

ONE LANE ROAD 500 FT — W 128

ADVANCE LANE CLOSED SIGN

The Advance Lane Closed sign is intended for use where applicable in advance of a point where one lane of a multiple-lane roadway is closed. It carries the legend RIGHT (or LEFT) LANE CLOSED, followed by 1500 FT, 1000 FT, 500 FT, or AHEAD. This sign may be used in repetition, or in series with other Construction Approach Warning signs.

LEFT LANE CLOSED AHEAD — W-131

LEFT LANE CLOSED 1500 FT — W-132

LEFT LANE CLOSED 1000 FT — W-133

LEFT LANE CLOSED 500 FT — W-134

RIGHT LANE CLOSED AHEAD — W-137

RIGHT LANE CLOSED 1500 FT — W-138

RIGHT LANE CLOSED 1000 FT — W-139

RIGHT LANE CLOSED 500 FT — W-140

W-131 through W-140
Legend - 6" Series C

ADVANCE FLAGMAN SIGN

The Advance Flagman sign shall be used in advance of any point at which a flagman has been stationed to control traffic through a construction or maintenance project. It carries the legend FLAGMAN, followed by 1500 FT, 1000 FT, 500 FT, or AHEAD. It will normally be preceded by other Construction Approach Warning signs, but may be repeated at any or all of the indicated distances.

FLAGMAN AHEAD — W-143

FLAGMAN 1500 FT — W-144

FLAGMAN 1000 FT — W-145

FLAGMAN 500 FT — W-146

W-143 through W-146
Legend - 7" Series C

LOCAL TRAFFIC ONLY SIGN

The Local Traffic Only sign shall be used where through traffic must begin to detour, a closing of the highway at a construction or maintenance job some distance beyond, but where the highway is open for traffic up to the point of closure. It carries the legend ROAD CLOSED (10) MILES AHEAD, LOCAL TRAFFIC ONLY. [illegible]

ROAD CLOSED 10 MILES AHEAD LOCAL TRAFFIC ONLY — R-9-A

BRIDGE OUT 10 MILES AHEAD LOCAL TRAFFIC ONLY — R-9-2A

60" x 30"

Background - White
Legend & Border - Black
Legend - Line 1 - 6" Series C
Line 2 - 3" Series C
Line 3 - 4" Series C

ROAD CLOSED SIGN

The ROAD CLOSED sign shall be used where the road is closed to all traffic except contractor's equipment and officially authorized vehicles. It should be erected at or near the center of the roadway on or above a Type I barricade. [illegible]

ROAD CLOSED — R-9-1

48" x 30"

Background - White
Legend & Border - Black
Legend - 7" Series D

DETOUR ARROW SIGN

The Detour Arrow sign is used at a point where a detour roadway or route has been established due to the closure of a part of a highway to through traffic. It should normally be mounted just below the Road Closed sign or the Local Traffic Only sign.

DETOUR — M-20-1 (Left), M-20-1 (Right)

30" x 18"

Background - Black
Legend - Black
Arrow - White
Legend - 6" Series D

END ROAD WORK SIGN

At minor maintenance operations marked by Men Working or Road Work Ahead signs, an END ROAD WORK sign should be used in a manner similar to the End Construction sign at the end of the work zone. [illegible]

END ROAD WORK — R-9-13A

42" x 18"

Background - White
Legend & Border - Black
Legend - 5" Series C

END CONSTRUCTION SIGN

The END CONSTRUCTION sign shall be erected approximately 500 feet beyond the end of a major construction or maintenance job to indicate the limit of any restrictions or special precautions that have been imposed. Often it will suffice to place this sign on the back of the warning sign set up facing the opposite direction of traffic or on the back of a wing barricade.

LENGTH OF CONSTRUCTION SIGN

The Length of Construction guide sign shall be erected at the limits of any major road construction or maintenance job of more than 2 miles in extent, where traffic is maintained through the job.

It carries the legend ROAD CONSTRUCTION NEXT (5) MILES. It can be effectively mounted on a wing barricade.

END CONSTRUCTION — R-9-13

48" x 24"

ROAD CONSTRUCTION NEXT 5 MILES — R-10-A

60" x 36"

Background - White
Legend & Border - Black
Legend - 6" Series C

ONE WAY SIGN

The ONE WAY sign shall be used to indicate streets or roadways upon which vehicular traffic is allowed to travel in one direction only. The sign shall be either (a) a white arrow on a black horizontal rectangle of a standard, and minimum, size of 36 inches by 12 inches, with the words ONE WAY centered in the arrow; or (b) a vertical rectangle of a standard, and minimum, size of 18 inches by 24 inches, with black lettering and arrow on a white background. The vertical design has advantages where lateral space is limited. Both designs must be made in rights and lefts.

ONE WAY — R-6-1 (Left), R-6-1A (Right) — 36" x 12"

Background - Black
Legend - Black
Arrow - White
Legend - 4" Series D

ONE WAY — R-6-2 (Left), R-6-2A (Right) — 18" x 24"

Background - White
Legend & Border - Black
Legend - 5" Series D

SPEED LIMIT SIGN

The standard SPEED LIMIT sign shall be 24 inches by 30 inches in size, with a minimum size for minor roadways of 18 inches by 24 inches. It shall be installed at the beginning of the authorized speed zone and at intervals as required throughout the zone.

END (45) MILE SPEED SIGN

The END (45) MILE SPEED sign may be displayed at the end of an authorized speed zone to inform motorists that they are leaving a section where the statutory speed limits have been altered. If used it shall be of the same size as the Speed Limit sign at the beginning of the zone, and shall be erected in the same manner.

SPEED LIMIT 45 — R-2-1

Background - White
Legend & Border - Black
Legend - Line 1 & 2 - 4" Series E
Line 3 - 10" Series E

24" x 30"

END 45 MILE SPEED — R-2-3

Background - White
Legend & Border - Black
Legend - Line 1 - 4" Series E
Line 2 - 8" Series E
Line 3 - 3" Series E
Line 4 - 3" Series E

WEIGHT LIMIT SIGN

The Weight Limit sign shows the maximum gross weight of a vehicle that can safely be permitted on a road surface or bridge. Weight restrictions should not be imposed without the approval of the authority having jurisdiction over the highway, and a reasonable effort should be made to provide temporary facilities capable of carrying the traffic normally using the highway.

WEIGHT LIMIT 10 TONS — R-12-A

18" x 24"

Background - White
Legend & Border - Black
Legend - Line 1 - 3" Series D
Line 2 - 3" Series D
Line 3 - 4" Series E
Line 4 - 4" Series D

ROAD MACHINERY AHEAD SIGN

The ROAD MACHINERY AHEAD sign shall be used in areas where heavy road equipment, such as a grader, is operating in or closely adjacent to the roadway.

FRESH OIL SIGN

The FRESH OIL (or FRESH TAR) sign shall be used to warn motorists that resurfacing operations have rendered the surface of the pavement temporarily hazardous, and that objectionable [illegible] vehicles may occur.

ROAD MACHINERY AHEAD — W-1-5 — 36" x 36"

FRESH OIL — W-1-3 — 24" x 24"

SHOULDER WORK AHEAD SIGN

The SHOULDER WORK AHEAD sign is intended for use in advance of maintenance or minor reconstruction operations involving the shoulder, where the traveled way remains unobstructed.

SURVEY PARTY SIGN

The SURVEY PARTY sign is intended for use in advance of a point where a surveying party is working in or closely adjacent to the roadway.

SHOULDER WORK AHEAD — W-152 — 30" x 30"

SURVEY PARTY — W-151 — 30" x 30"

W-1 through W-152
Yellow background
Black legend and border

ROAD WORK AHEAD SIGN

The ROAD WORK AHEAD sign is intended for use in advance of a maintenance or minor reconstruction operation in the roadway.

MEN WORKING SIGN

The MEN WORKING sign shall be used in connection with minor maintenance and public utility operations for the protection of men working in or near the roadway.

ROAD WORK AHEAD — W-154 — 30" x 30"

MEN WORKING — W-155 — 30" x 30"

SOFT SHOULDERS SIGN

The SOFT SHOULDERS and/or the LOW SHOULDERS signs shall be used when in the opinion of the project engineer the shoulder of the highway under construction becomes hazardous to traffic.

SOFT SHOULDER — W-44-B — 30" x 30"

LOW SHOULDER — W-45B — 30" x 30"

Background - Yellow
Legend & Border - Black
Legend - 5" Series C

TWO WAY TRAFFIC AHEAD SIGN

The TWO WAY TRAFFIC AHEAD sign shall be used on a one-way roadway just in advance of a point where it becomes a two-way roadway. It may be supplemented by Keep Right or arrow signs, barricades, or other channelizing devices.

TWO WAY TRAFFIC AHEAD — R-17-A — 24" x 30"

Background - White
Legend & Border - Black
Legend - 5" Series C

TWO WAY TRAFFIC SIGN

The TWO WAY TRAFFIC sign is intended for use where a roadway designed or normally used for one-way traffic is temporarily being used for traffic in both directions, or where under any other circumstances it may be necessary to remind drivers that they are traveling on a two-way roadway. The sign should be placed at intervals of about one-half mile, but not exceeding one mile. Special care must be taken to place it at or just beyond any important access points.

TWO WAY TRAFFIC — R-106A — 24" x 30"

Background - White
Legend & Border - Black
Legend - 5" Series C

PILOT CAR FOLLOW ME — R-101-A — 36" x 18"

Background - White
Legend & Border - Black
Legend - 5" Series C

DATE	DESCRIPTION	BY
6-62		H.N.T.
7-64	4-65, W-57, W-60	W.T.T.
12-65	W-59 Deleted	W.T.T.
5-66	W-160, 161 Added	H.N.T.

REVISIONS

STANDARD PLAN
HIGHWAY SIGN AND BARRICADE DETAILS
FOR CONSTRUCTION PROJECTS

DATED __________ 19

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

SHEET 2 OF 4 SHEETS

RS 24 REV.

AS BUILTS

STATE PROJECT	PARISH	SHEET NO.
450-14-07	Thomas	35

491

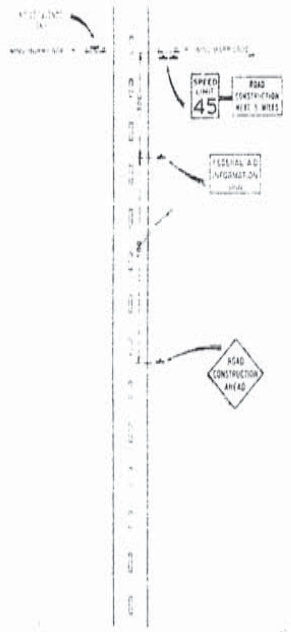


Figure 1

Typical signing on one approach to a construction project. Both approaches should be treated similarly. Other signs will be required within the limits of construction. Some of these signs are shown in Figures 4 thru 7.

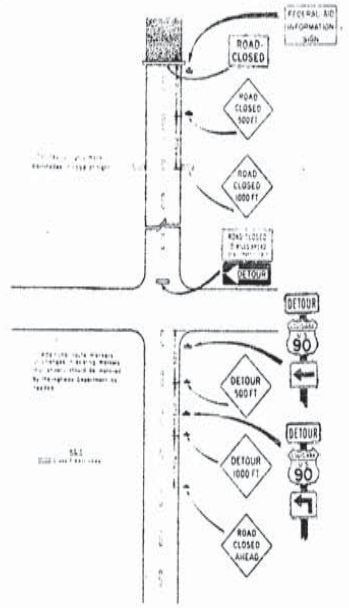


Figure 2

Typical signing on one approach to a construction project where a road is closed beyond a detour point. Both approaches should be treated similarly.

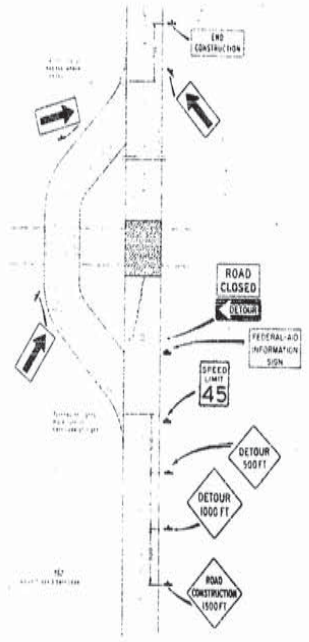


Figure 3

Typical signing on one approach to a construction project on a 2 lane highway where the entire roadway is closed and a by-pass detour is provided. In this signing, the entire project is limited to the area as shown in the illustration.

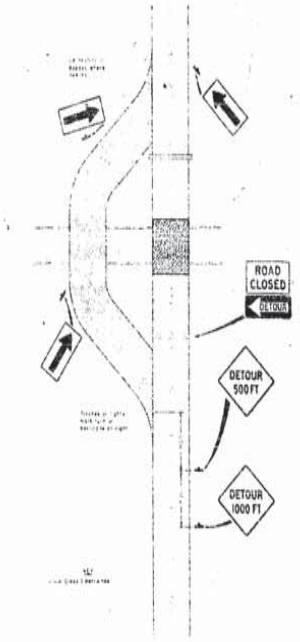


Figure 5-A

Typical signing on one approach to a construction activity on a 2 lane highway where the roadway is closed and a bypass detour is provided. In this signing the construction at this point is only a part of the overall construction project. Similar signing must be used on each approach to each such activity within a project.

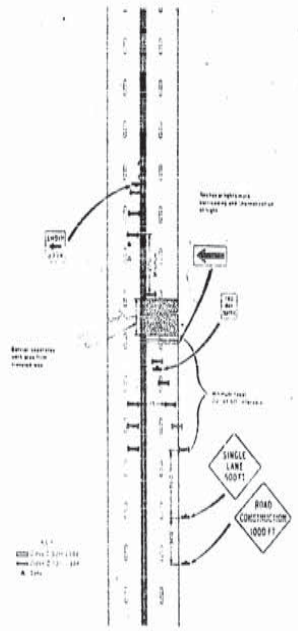


Figure 4

Typical signing on one approach to a construction activity on a 4 lane undivided highway where half the roadway is closed. In this signing the construction at this point is only a part of the overall construction project. Similar signing must be used on each approach to each such activity within a project.

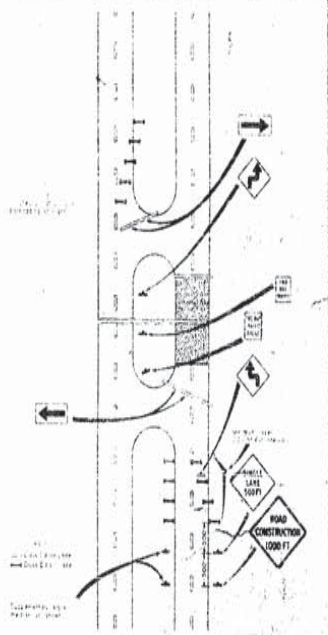
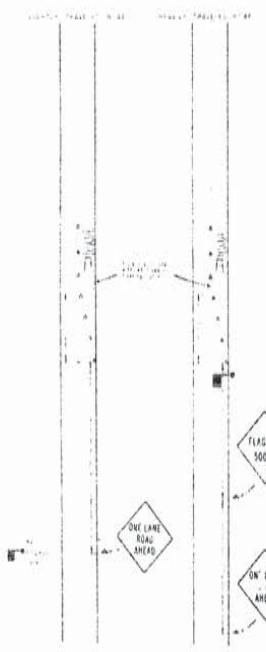


Figure 5

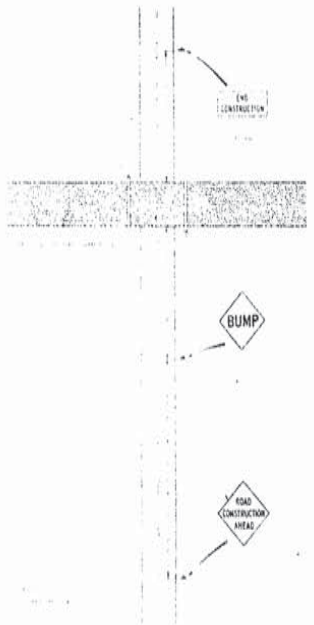
Typical signing on one approach to a construction activity on a 4 lane divided highway where one roadway is closed. In this signing the construction at this point is only a part of the overall construction project. Similar signing must be used, on each such activity within a project.

Signs shown in all illustrations are typical and may vary with each specific condition. Signs from the group R-101 thru R-186 more appropriate for the specific condition may be substituted in any of the above illustrations upon approval by the project engineer. However, the required number of such signs in all cases shall be constant and should not exceed the number shown on the illustrations.



Figure

Typical signing on one approach to a construction activity on a 2 lane highway where one lane is closed and the construction at this point is only a part of the overall project.



Figure

Typical application of traffic control devices on a multi-lane construction

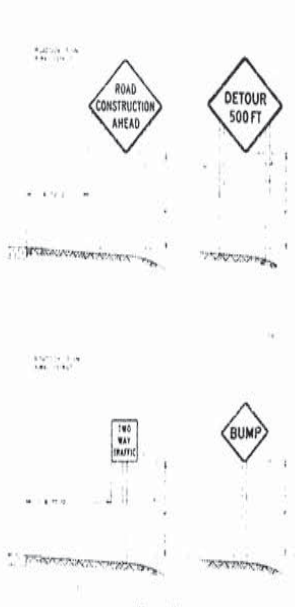
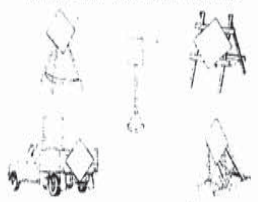


Figure 8

Some particular [illegible] type of installation

PORTABLE AND TEMPORARY MOUNTINGS



Note: All construction signs are temporary signs and are to be mounted on steel posts, non-slip panels or 4" x 4" wood posts adjacent to or within the roadway.

Note: Since two projects are advancing and construction is in progress on both, relocate all signs at junctions.

When one project is completed, regular signing must be erected on the remaining project.

Note: Where construction occurs within the city limits, communities, or other areas having posted legal speed limits less than those specified above, the posted legal speed shall apply.

SIGNS - All signs shall be erected at a minimum height of 5 feet from the bottom of the sign to the pavement unless mounted on barricades or otherwise specified in these details. Edge of signs shall be a minimum of 6 feet from the edge of the slab or on the edge of the shoulder, depending on which is more practical. All lettering shall be in clear, open rounded type capital letters as approved by the Joint Committee on Uniform Traffic Control Devices. Sign materials shall be 16 gauge embossed, or 12-14 gauge steel or .080 tempered aluminum or exterior grade resin-bonded plastic coated plywood 5/8" thick conforming to Department specifications. Large dimension signs (R-156 thru R-158) may be fabricated of B&B grade 1" S-4-S kiln dried lumber with full 1" x 6" cleats at each end and corrugated metal fasteners on minimum 12" centers on the back of the sign and shall present a smooth, evenly joined mortage face. All materials other than aluminum or plastic coated plywood shall have a minimum of two coats of paint on front and back. The edges of all signs except aluminum must be painted.

REFLECTORIZATION of signs shall be by means of wide angle flat top reflective sheeting. Reflectorization of barricades shall be by reflective sheeting or by 2" wide minimum wide-angle flat top reflectorized squares mounted as diamonds in the flat white area. All reflective elements shall reflect white light except that if a reflective coating is used on a background of a yellow sign it shall reflect yellow light. All materials and their application shall meet Department specifications.

REMOVAL OF SIGNS - Signs warning against a particular hazard or operation should not be left in place when the operation is not in progress or when the hazard has been removed. On part-time operations, such signs as "Truck Crossing", "Men Working", etc., shall be removed or set aside out of view of traffic when the operation is not in progress. The practice of leaving nonessential signs in place lowers customer for and disobedience of the essential signs and barricades.

LIGHTING - Lighting or flares shall supplement all barricades that extend across the roadway. A minimum of 4 flares or lights will be required where a barricade closes a road. Lighting will be by approved oil flares or flashing electrical installations. Battery operated electrical equipment will not be approved. Lighting shall be maintained in continuous operation between the hours of sunset and sunrise.

SPEED LIMITS have been approved for sections of highways under construction. These limits have been set at 45 mph throughout the section under construction with a reduction to 20 mph through and for 500' either side of each point or points within the limits of the project where construction activities require such reduction in the discretion of the Project Engineer. The sign shall be placed a minimum distance of 500' in advance of the point of desired speed reduction and at the point where speed may be increased, and shall show the speed limit of the zone the driver is entering. A sign shall be used at the end of the project zone.

RESPONSIBILITY is hereby placed upon the contractor for the erection and maintenance of all signs and barricades outlined in these plans as necessary to the protection of the motorne public that fall within the limits of the project and immediately before and pertaining to the end barricade or advance detour barricades. The contractor shall also be responsible for the maintenance of all standard signs that are left in place as essential to the safety movement and guidance of traffic within the limits of the project. The Department shall erect any detour route markings required to guide travelers around the construction area and the contractor shall be responsible for the signs of this category that are required at the barricades. The Department will maintain detour markings after it leaves the project area.

PAVEMENT MARKINGS at either end of or within the limits of the project that are in conflict with the project signing or the required traffic movements shall be obscured from the pavement. If, in the opinion of the Project Engineer, special pavement markings are needed as a traffic control, as in channelization or width transitions, they shall be painted on the pavement, reflectorized, and accompanied by the proper signs. Typical illustrations are shown in the "Louisiana Manual on Uniform Traffic Control Devices"

DATE	DESCRIPTION	BY
6-62		H.S.T.
7-64	R-156, R-157, R-158	R.T.
12-65	R-20 Deleted	R.T.
5-66	R-100, R1 Added	M.N.

REVISIONS

STANDARD PLAN
HIGHWAY SIGN AND BARRICADE DETAILS
FOR CONSTRUCTION PROJECTS

DATED 19

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

SHEET 3 OF 4 SHEETS

RS 24 REV.

AS BUILTS

STATE PROJECT	PARISH	SHEET NO.
[illegible]	[illegible]	326

492

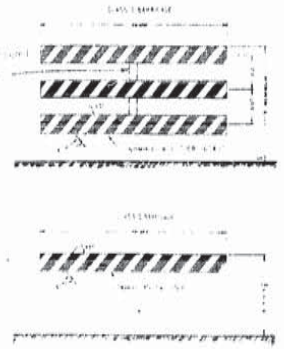


Figure 10

BARRICADES

DESIGN OF BARRICADES

The standard forms are still be of either of two types, Class I or Class II, as in previous use.

A Class I barricade shall consist of three horizontal rails of nominal 2" x 6" lumber, with posts vertically at opposite ends 2½' inches, center to center, with the upper edge of the top rail at a height of approximately 3 feet above the roadway surface. Barricades may be of variable length as required, and long barricades may be assembled from units of any convenient size. The Class I barricade is the type normally required for major operations, where the barricade must remain in place for extended periods.

A Class II barricade shall consist of a single horizontal rail of nominal 2" x 6" lumber width, and length as required, with its top edge 2 to 3 feet above the roadway. This type is intended for use where the barricade is relatively small, as, for example, on city streets, or for the use of crew foremen in charge of a restricted roadway, or for temporary daytime use.

The standard color for barricades, calls for alternate black and white diagonal stripes.

All barricades used at night shall be effectively reflectorized. For increased emphasis at night, lights or flashers will be placed at barricades. Red flags can be used flags and lanterns flashing lights.

Figure 10

DRUMS

Alternate fire to red white drums should be divided between the upper and lower stripes.

Drums are normally 30" inches of 18 to 22" inches capacity, 30 inches. To be consistent with the general standard for construction markings, they should be constructed painted with at least two horizontal, contrasting bands approx. 4 to 6 inches wide. Preferably in the color of black and white or white yellow, or yellow stripes. [illegible] on experimental basis. The white or yellow should be reflectorized on days and at night.

Figure 11

APPLICATION OF BARRICADES

[illegible]

Figure 12

RING BARRICADE

Ring barricades at the start of a construction project. Protecting bridge or culvert widening operations

RING BARRICADES

In advance of a construction or maintenance area, even if no part of the roadway is actually closed, ring barricades are to be installed. They shall also be used in advance of all bridge or culvert widening operations. Ring barricades are Class I barricades centered on the shoulder, on one or both sides of the pavement, to give the sensation of a narrowing or restricted roadway. Ring barricades may be used as a means for the placing of warning or state signs or for flashers. Examples of ring barricades are shown above.

Figure 13

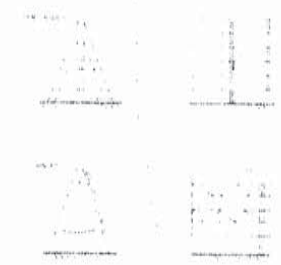


Figure 14

Figure 15

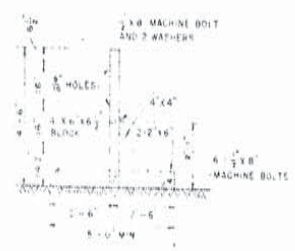
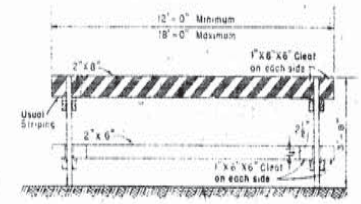


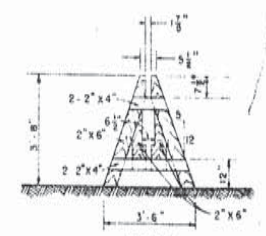
Figure 16

STAND

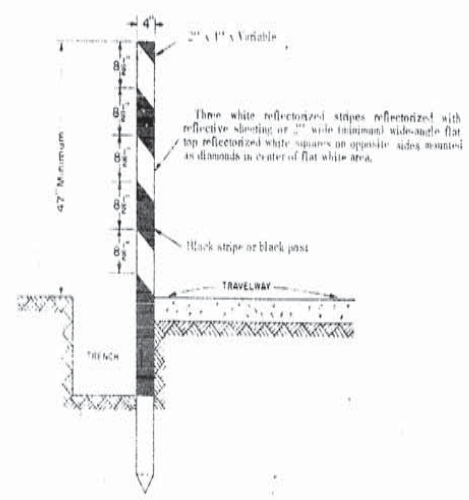


NOTE: Continue stripes on other side in same direction shown on detail.

ELEVATION



STAND



To be used on all machine operations adjacent to travel way at 20° intervals on tangent and 100' maximum intervals on curves. Place in new concrete or in trench along edge of existing slab.

Figure 16

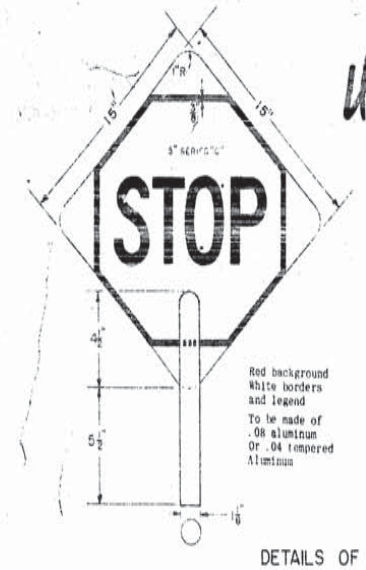
ALIGNMENT DELINEATOR

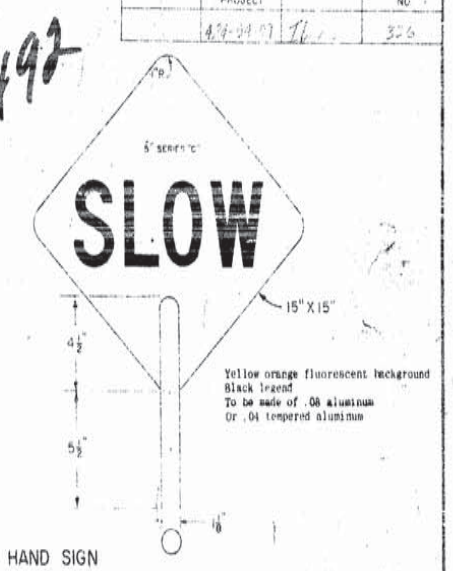
ALIGNMENT DELINEATOR

The ALIGNMENT DELINEATOR shall be used to protect all machine operations parallel to center line whether on the shoulder of the road or within the travelway. It is also used to protect fresh concrete and is to be driven directly into the concrete, the joint to be sealed in paper or creosote for easy removal. The delineator should be placed as close to the travelway edge of the trench as possible at maximum intervals of 20' on tangent sections and 100' on curves, the interval to be reduced as degree of curvature increases so that the edge of trench is at all times clearly delineated.

The BLUE light on top shall be used 500' in advance of each separate section of open trench. Where two way traffic issues should a two way system, other operations within the travelway, both edges of the travel shall be delineated. The delineator shall be drawn so that the reflectorized portion from 4 to 18 inches above the pavement edge as illustrated.

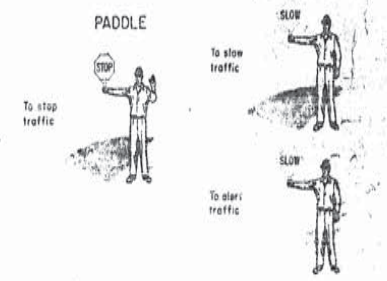
Care must be taken in the use of delineators on trench or other operations requiring pavement edge delineation.





DETAILS OF HAND SIGN

Figure 17



Use of hand signalling devices be flagmen

FLAGMAN using a hand sign shall be used whenever the construction operation necessitates two way traffic to use a single lane, where mining equipment enters, crosses or leaves the travelway and will in advance of blasting or any other hazardous operation requiring the absolute control of traffic. Hand signs shall be constructed as illustrated. For night operations, the flagmen should be equipped with a yellow red light. Flagmen have a definite responsibility to the motorist public, therefore, only alert, intelligent and courteous men should be used and they should be schooled in the following standard procedures: (a) Stand to one side of traffic 10' to 20' in advance of the operation or barricade, (b) Stand alone, never permit a group of workmen to congregate around him, (c) When traffic is permitted to move slowly, stand 90 degrees to traffic with the hand sign facing traffic. Extend the hand sign into the lane with the word "Slow" facing approaching traffic. (d) To stop traffic in the bottom, hold the sign horizontally in the extended hand into the path of the oncoming vehicle with the word "Stop" facing approaching traffic. To stop traffic at night, use a hand red light waving it from side to side across the path of approaching traffic. To release traffic, move aside with the sign or light, either use the free hand to signal or use verbal instructions. (e) Be courteous at all times. The person doing the job and in having are instructions to the motorist.

Reflectorized white stripes reflectorized with reflective sheeting or 2" wide (minimum) wide-angle flat top reflectorized white squares mounted as diamonds in center of flat white area.

Stripes should slope downward toward the desired direction of travel.

Figure 18

DETAILS OF STRIPING

8-8-67		H.N.T.
11-62	REV HAND SIGN	W.T.T.
2-64	W.S.C. on T.T. W.S.C.	D.T.F.
11-63	A.S.D. Implied	W.T.T.
5-67	W.S.C. (C) Added	H.N.T.

REVISIONS

STANDARD PLAN
HIGHWAY SIGN AND BARRICADE DETAILS
FOR CONSTRUCTION PROJECTS

DATED 19

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

SHEET 4 OF 4 SHEETS

RS 24 REV.

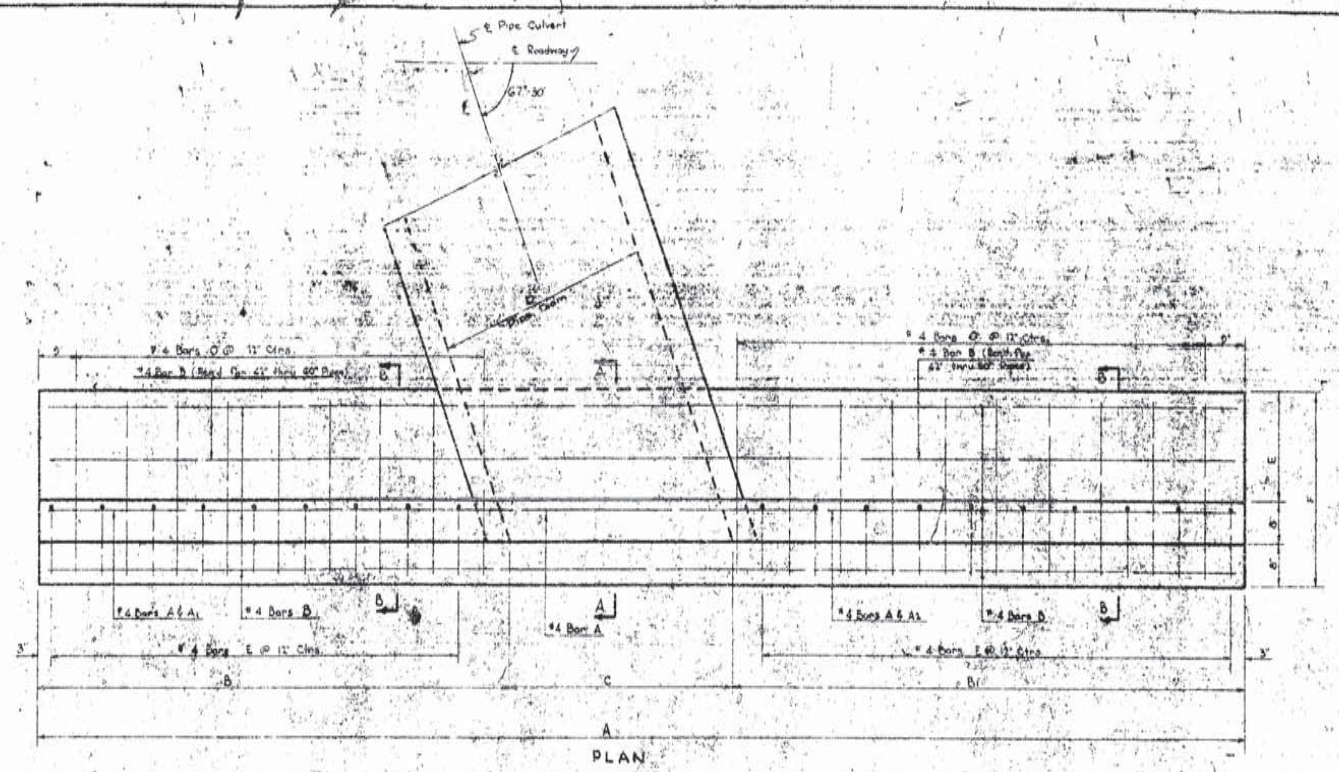
AS BUILTS

AS BUILTS

AS BUILTS

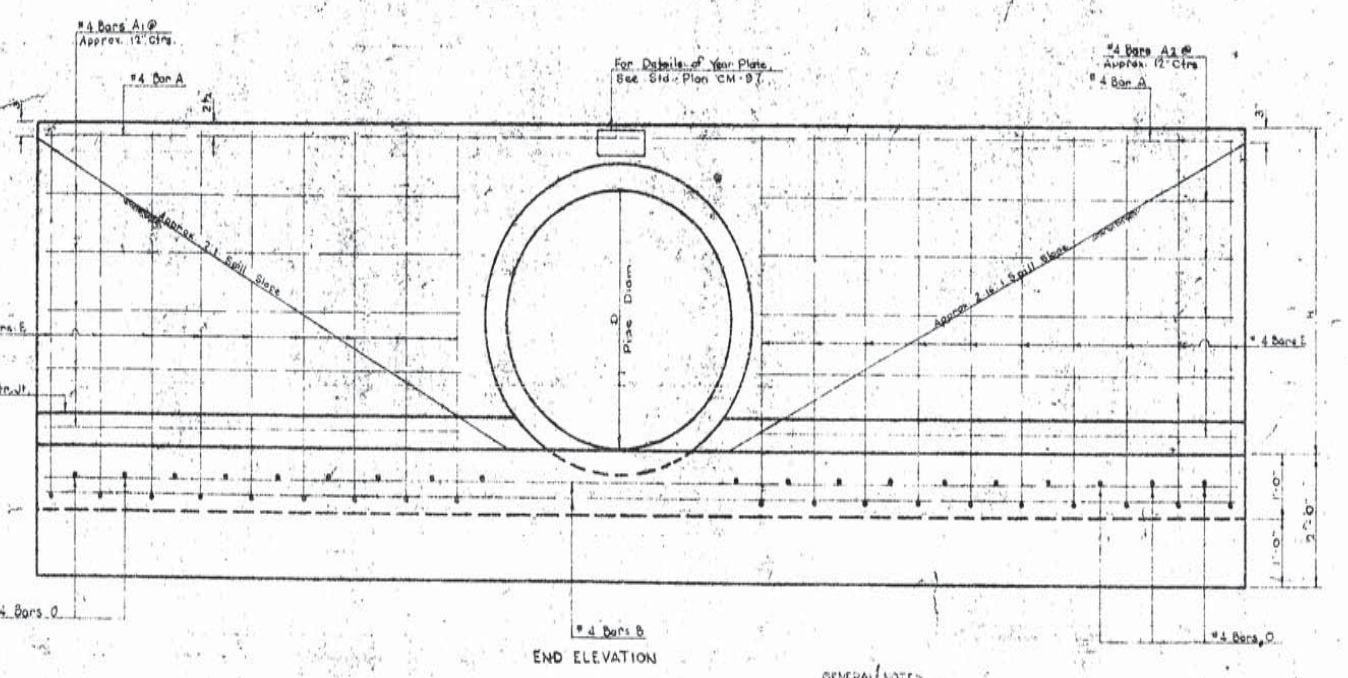
495

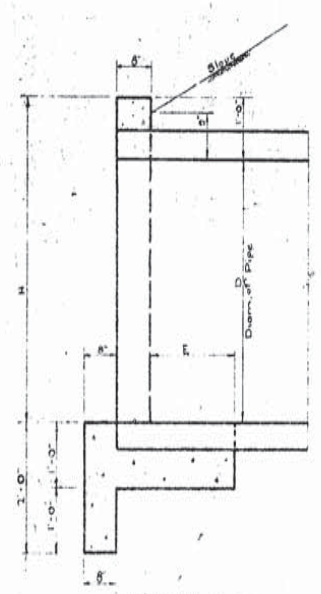
STATE PROJ	PARISH	SHEET NO

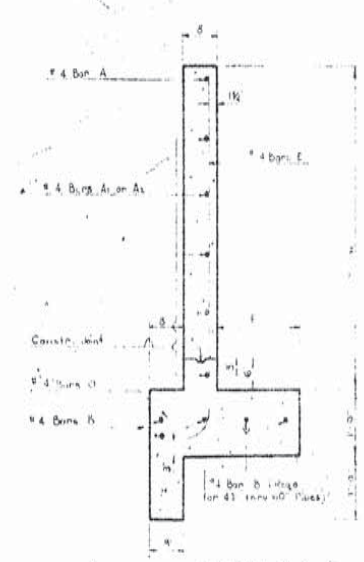


DIMENSIONS AND QUANTITIES FOR ONE HEADWALL									
D Pipe Diam.	A FT.-IN.	B FT.-IN.	B_1 FT.-IN.	C FT.-IN.	E FT.-IN.	F FT.-IN.	H FT.-IN.	Conc. CU YDS.	Reinf. Steel LBS.
18"	10-2½	4-0	4-7	1-7½	0-5	1-9	2-6	1.46	74
24"	12-10	5-1	5-7	2-2	0-8	2-0	3-0	2.08	104
30"	15-5½	6-1	6-8	2-8½	0-11	2-8	3-6	2.79	131
36"	18-1	7-2	7-8	3-3	1-2	2-4	4-0	3.60	165
42"	20-8½	8-2	8-9	3-9½	1-5	2-9	4-6	4.51	215
48"	23-5	9-3	9-10	4-4	1-8	3-0	5-0	5.53	264
54"	26-11½	10-3	11-10	4-10½	1-11	3-3	5-6	6.88	317
60"	29-8	11-4	12-11	5-5	2-2	3-6	6-0	8.12	374

SCHEDULE OF REINFORCING STEEL FOR ONE HEADWALL														
D Pipe Diam.	#4 BAR A		#4 BARS A1		#4 BARS A1		#4 BARS B		#4 BARS E		#4 BARS O		TOTAL LENGTH FT.-IN.
	NO.	LENGTH FT.-IN.	NO.	LENGTH FT.-IN.	NO.	LENGTH FT.-IN.	NO.	LENGTH FT.-IN.	NO.	LENGTH FT.-IN.	NO.	LENGTH FT.-IN.	
18"	1	9-10	2	3-2	2	4-2	4	9-10	9	3-10	9	1-4	110-4
24"	1	12-6	3	4-2	3	5-2	4	12-6	11	4-4	11	1-7	155-7
30"	1	15-1	3	5-2	3	6-2	4	15-1	13	4-10	13	1-10	196-1
36"	1	17-9	4	6-2	4	7-2	4	17-9	15	5-4	15	2-1	253-4
42"	1	20-4	4	7-2	4	8-2	5	20-4	17	5-10	17	2-4	322-2
48"	1	23-1	5	8-2	5	9-2	5	23-1	19	6-4	19	2-7	394-7
54"	1	26-7	5	9-2	5	11-2	5	26-7	22	6-10	22	2-10	473-10
60"	1	29-4	6	10-2	6	12-2	5	29-4	24	7-4	24	3-1	560-10







GENERAL NOTES
Construction Specifications: Latest Approved La. Dept. of Highways Specifications.
All Concrete to be Class "A"
All Exposed Corners to be Confirmed 3/4"
Reinforcement Bars Shall be Intermediate or Hard Grade, A.S.T.M. A-15 or Axle Steel A-17 A160 or Rail Steel A-16 A16 Conforming to A.S.T.M. A-615
Dimensions Relating to Reinforcing Steel are to Bar Centers.
No Reinforcing Steel Shall Rest on or Touch Corrugated Pipe.
When Culvert is Located at a Site Subject to Scour, the Toe Wall shall be Made Deeper or Riprap Placed Around Face of Toe Wall to Prevent Scouring.
For Details of Construction Joints, See Std. Plan CM-40.

DATE	DESCRIPTION REVISIONS	BY
5-3-61	Added Axle Steel	W.E.M.

STANDARD PLAN
REINFORCED CONC. PIPE CULV HEADWALLS
STRAIGHT WINGS — 18" DIAM THRU 60 DIAM
67°-30' CROSSING
DATED July 6 1961

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED R.F. Marcum DETAILED J.H. Allen TRACED A. Lacy
CHECKED G.A. Hefner CHECKED M. Kahn CHECKED D.P. Erickson
IN CHARGE OF

AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	202

496

SUMMARY OF BRIDGE QUANTITIES

LOCATION	ITEM	1-5-1 STRUCTURAL EXCAVATION (CU. YDS.)	1-5-3 SOD SODDING (SQ. YDS.)	1-5-7 WATERING (M. GAL.)	1-11-1 FERTILIZER (LBS.)	4-5-1 CLASS "A" CONCRETE (SUBSTRUCTURE) (CU. YDS.)	4-5-1X CLASS AQA CONCRETE (SUPERSTRUCTURE) (CU. YDS.)	4-6-1 DEFORMED REINF. STEEL (LBS.)	4-7-3 MANGANESE VANADIUM STEEL A441 (LBS.)	4-7-7 STEEL A36 (LBS.)	5-1-2 14" PRECAST CONC. PILES (LIN. FT.)	5-1-3 16" PRECAST CONC. PILES (LIN. FT.)	5-1-3X CONCRETE ENCASEMENT (CU. YD.)	5-1-6 18" PRECAST CONC. PILES (LIN. FT.)	5-1-26 UNLOADED CONC. TEST PILES (EACH)	5-1-30 LOADING TEST PILES (EACH)	5-10-1 CONC. APPROACH SLAB (SQ. YDS.)	5-14-1 CONCRETE HANDRAIL (LIN. FT.)	5-19-3 CONCRETE COVERING PLACE MENT (4" THICK) (SQ. YDS.)	5-19-6 PNEUMATICALLY APPLIED MORTAR-REVETMENT (CONCRETE) (ALTERNATE) (SQ. YDS.)	5-1 TYPE III PRECAST PRESTRESSED CONC. GIRDERS (LIN. FT.)	5-2 Preformed Compression Joint Seal (LIN. FT.)	5-3 SHEAR CONNECTORS (LUMP)	5-10 MAGNETIC PARTICLE INSPECTION (LIN. FT.)	3-2-4 FOUNDATION PILE ADDITIONAL SEAL (ALTERNATE) (LIN. FT.)
COMMERCIAL CANAL BRIDGES STA. 58+70.50	EAST APPROACH					388		10,703									262.84								
	BRIDGE					139.75	547.40	137,431				2,760			1-16" P.C. PILES @ 45'	1		502							
	WEST APPROACH					8.88		10,703									262.84								
	TOTAL APPROACHES					17.76		21,584									525.68								
	TOTAL					156.63	547.40	159,015				2,760			1	1	525.68	502							
RODERE CANAL BRIDGES STA. 50+70.00	EAST APPROACH					8.88		7,162									188.28								
	BRIDGE					90.12	443.12	137,431				2,000			1-16" P.C. PILES @ 45'	1		404							
	WEST APPROACH					8.88		7,162									188.28								
	TOTAL APPROACHES					17.76		14,324									376.56								
	TOTAL					107.88	443.12	151,755				2,000			1	1	376.56	404							
HIGHWAY OVERPASS OVER SOUTHERN PACIFIC RAILROAD STA. 122+20.61	EAST APPROACH		3885	8	900	6.94		4,000									166.56		334	334					
	BRIDGE					279.24	2,300.50	563,704		35,036	450	2240		11,080	2-24" P.C. PILES 2-24" P.C. PILES	4		2,660.52				11,200	1,428			1218
	WEST APPROACH		4255	8	900	6.94		4,588									166.56		351	351					
	TOTAL APPROACHES		8140		1,800	13.88		9,176									333.12		685	685					
	TOTAL		8140	17	1,800	293.12	2,300.50	572,880		35,036	450	2240		11,080	4	4	2,993.64	2,660.52	1,755	1,755	11,200	1,428			1218
HIGHWAY OVERPASS OVER STATE ROUTE No 14 STA. 154+65.88	EAST APPROACH		2355	6	700	6.94		8,488					31.28				166.56	1,319.51	814	814		450			
	BRIDGE	1662				375.62	333.06	563,704	476,032	35,036	2,300	1760			2-16" P.C. PILES @ 50'	2		1,000.52				450	LUMP	100	406
	WEST APPROACH		6555	6	700	6.94		8,488					26.85				166.56		814	814					
	TOTAL APPROACHES		8870	12	1,400	13.88		16,976					58.13				333.12	1,319.51	1,628	1,628		450			
	TOTAL	1662	8870	12	1,400	389.50	333.06	580,680	476,032	35,036	2,300	1760	58.13		2	2	1,333.12	2,320.52	1,628	1,628		450	LUMP	100	406
	TOTAL PROJECT	1662	14,025	29	3,200	1,097.44	4,160.32	1,315,179	476,032	35,036	2,300	1760	74.97	11,080	8	8	1,585.12	2,976.64	2,443	2,443	11,200	1,878	LUMP	100	1624
		2,759	2,940.27															7,417.16		2,443.6		1,878			

SUMMARY SHEET

BRIDGES

JEANERETTE – NEW IBERIA HWY.

LA. 3052

DATED MARCH 16, 1966

STATE OF LOUISIANA

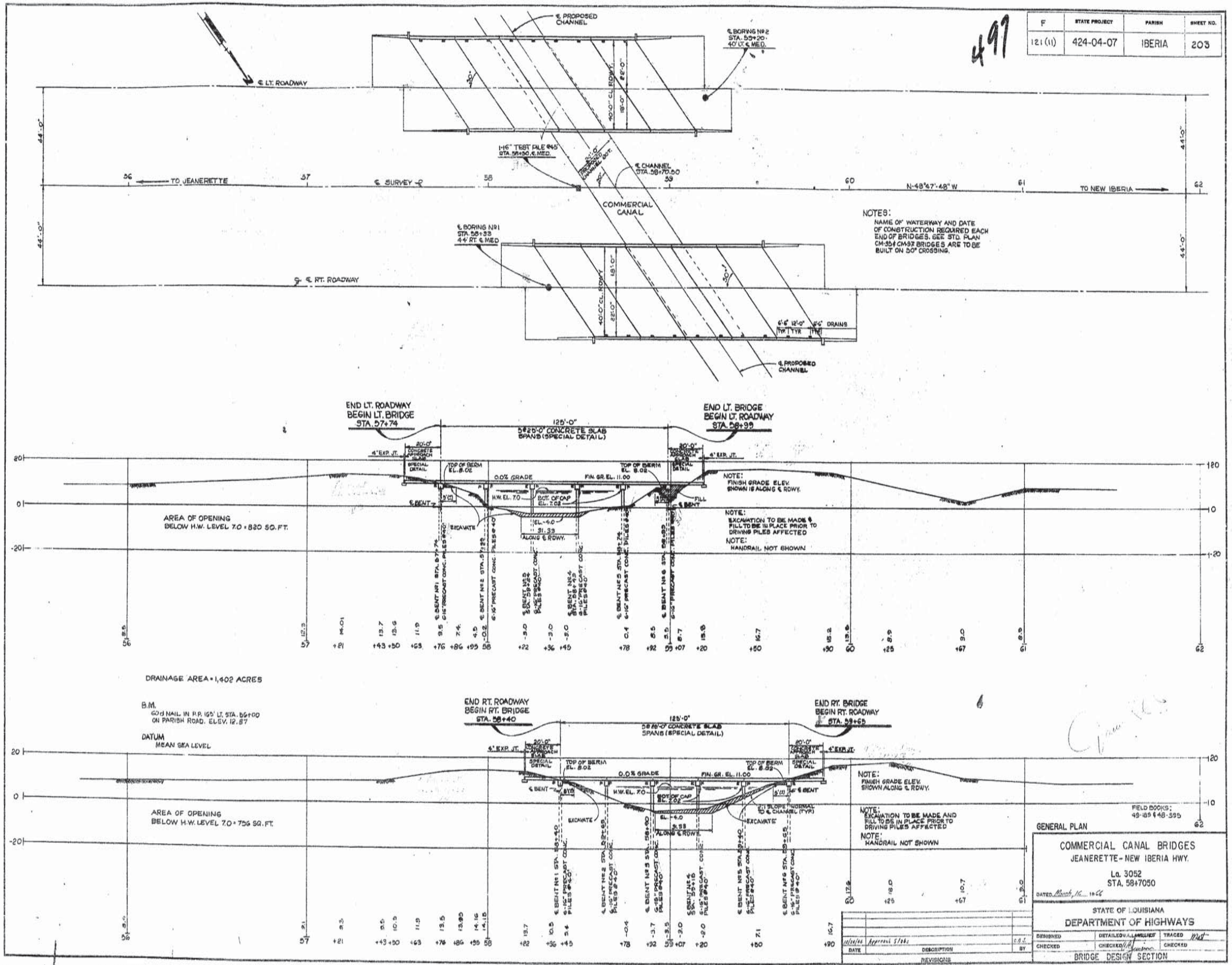
DEPARTMENT OF HIGHWAYS

DETAILED TRACED

CHECKED CHECKED

SECTION

AS BUILTS



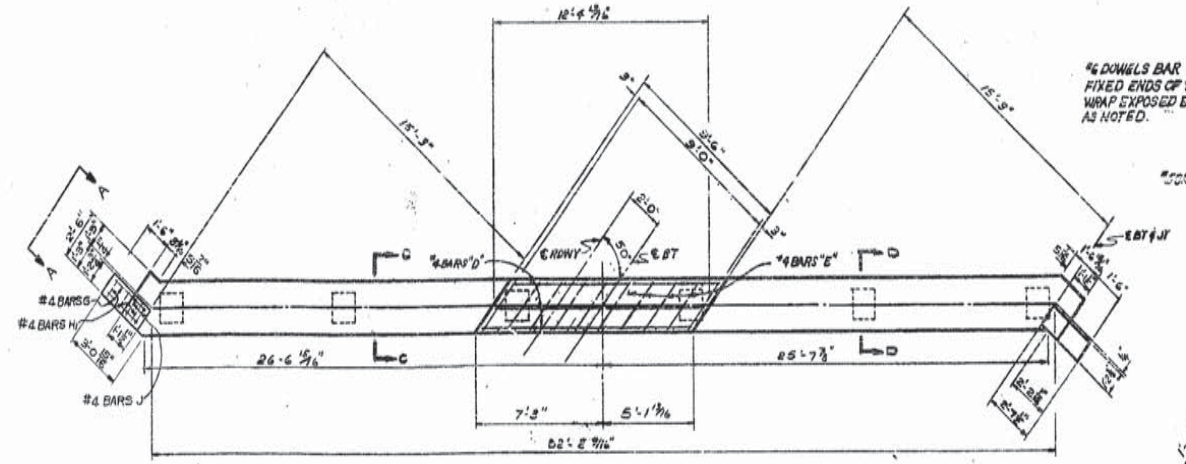
F
STATE PROJECT
PARISH
SHEET NO.
121 (11)
424-04-07
IBERIA
203
497
℄ PROPOSED CHANNEL
℄ BORING Nº2 STA. 59+20 40' LT. ℄ MED.
℄ LT. ROADWAY
1-16" TEST PILE @45 STA. 58+50 ℄ MED.
℄ CHANNEL STA. 58+70.50
TO JEANERETTE
℄ SURVEY
N-48°47'-48" W
TO NEW IBERIA
COMMERCIAL CANAL
℄ BORING Nº1 STA. 58+33 44' RT. ℄ MED.
℄ RT. ROADWAY
℄ PROPOSED CHANNEL
NOTES:
NAME OF WATERWAY AND DATE OF CONSTRUCTION REQUIRED EACH END OF BRIDGES. SEE STD. PLAN CM-35 & CM-37. BRIDGES ARE TO BE BUILT ON 30° CROSSING.
END LT. ROADWAY BEGIN LT. BRIDGE STA. 57+74
END LT. BRIDGE BEGIN LT. ROADWAY STA. 58+99
125'-0"
5@25'-0" CONCRETE SLAB SPANS (SPECIAL DETAIL)
0.0% GRADE
AREA OF OPENING BELOW H.W. LEVEL 7.0 = 820 SQ. FT.
NOTE: FINISH GRADE ELEV. SHOWN IS ALONG ℄ RDWY.
NOTE: EXCAVATION TO BE MADE & FILL TO BE IN PLACE PRIOR TO DRIVING PILES AFFECTED
NOTE: HANDRAIL NOT SHOWN
DRAINAGE AREA = 1,402 ACRES
B.M. 60d NAIL IN P.P. 165' LT. STA. 56+00 ON PARISH ROAD. ELEV. 12.87
DATUM MEAN SEA LEVEL
END RT. ROADWAY BEGIN RT. BRIDGE STA. 58+40
END RT. BRIDGE BEGIN RT. ROADWAY STA. 59+65
AREA OF OPENING BELOW H.W. LEVEL 7.0 = 756 SQ. FT.
FIELD BOOKS: 49-189 & 48-395
GENERAL PLAN
COMMERCIAL CANAL BRIDGES
JEANERETTE - NEW IBERIA HWY.
La. 3052
STA. 58+7050
DATED March 16, 1966
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DESIGNED
DETAILED
TRACED
CHECKED
BRIDGE DESIGN SECTION
REVISIONS

12

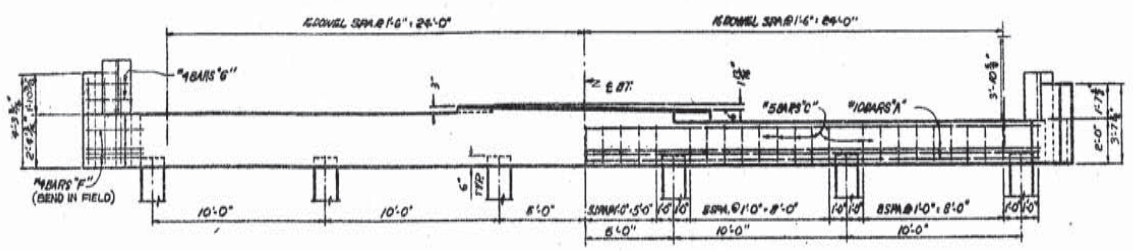
AS BUILTS

498

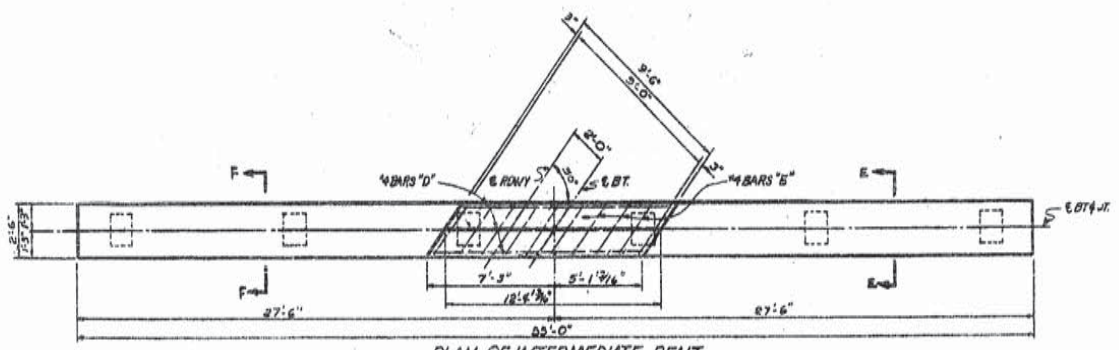
F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	204



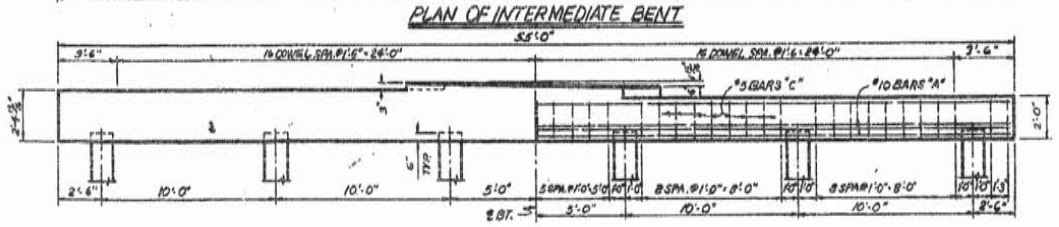
PLAN OF END BENT



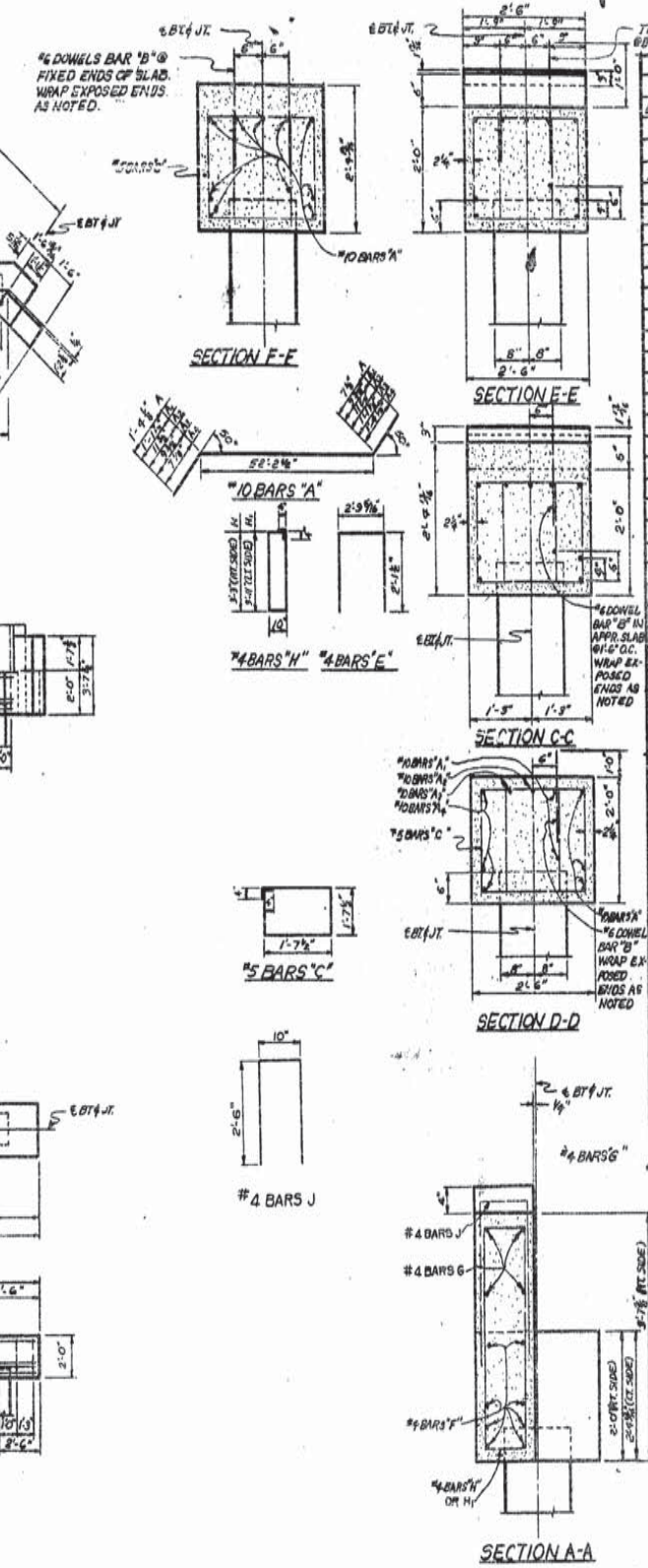
ELEVATION OF END BENT



PLAN OF INTERMEDIATE BENT



ELEVATION OF INTERMEDIATE BENT



BILL OF MATERIALS (ONE BENT)					
END BENT					
BAR	SIZE	No.	UNIT LENGTH	TOTAL LENGTH	LOCATION
A	#10	3	57'-8"	172'-2"	LONG. IN CAP
A1	#10	2	57'-8"	115'-6"	LONG. IN CAP
A2	#10	1	57'-8"	57'-8"	LONG. IN CAP
A3	#10	1	57'-8"	57'-8"	LONG. IN CAP
A4	#10	3	57'-8"	173'-3"	LONG. IN CAP
TOTAL #10 BARS = ~~577'-6"~~					~~2,485~~ LBS.
B	#6	33	2'-3"	74'-3"	DOWELS IN CAP
TOTAL #6 BARS = 74'-3"					112 LBS.
C	#5	47	7'-2"	(336'-10")	STIRRUPS IN CAP
TOTAL #5 BARS = (336'-10")					(351) LBS.
D	#4	3	12'-0"	36'-0"	LONG. IN CAP
E	#4	10	7'-0 5/16"	70'-3"	VERT. IN CAP
F	#4	16	3'-6"	56'-0"	LONG. IN WINGWALL
G	#4	8	2'-3"	18'-0"	VERT. IN WINGWALL
H	#4	3	8'-10"	26'-6"	VERT. IN WINGWALL
H1	#4	3	10'-2"	30'-6"	VERT. IN WINGWALL
J	#4	4	5'-10"	23'-4"	RISER @ WINGWALL
TOTAL #4 BARS = 260'-7"					174 LBS.
INTERMEDIATE BENT					
A	#10	10	58'-8"	586'-8"	LONG. IN CAP
TOTAL #10 BARS = 586'-8"					2,508 LBS.
B	#6	33	2'-3"	74'-3"	DOWELS IN CAP
TOTAL #6 BARS = 74'-3"					112 LBS.
C	#5	49	7'-2"	(351'-2")	STIRRUPS IN CAP
TOTAL #5 BARS (~~374'-2"~~)				(351'-2")	(369) LBS.
D	#4	3	12'-0"	36'-0"	LONG. IN CAP
E	#4	10	7'-0 5/16"	70'-3"	VERT. IN CAP
TOTAL #4 BARS = 106'-3"					71 LBS.

QUANTITIES			
BENT	UNIT	END	INTER.
DEFORMED REINF. STEEL	LBS	3122	3,0(74) 32
MAXIMUM PILE LOAD	T/PILE	38	38
CLASS "A" CONCRETE	CU YDS.	12.11	11.41

4 3/16" SPLICE INCLUDED IN #10 BARS, AND 112 LBS. REINFORCING STEEL IN #6 BARS "B" FOR BENTS 2L AND 2R

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LOUISIANA DEPT. OF HIGHWAY'S STANDARD SPECIFICATIONS.
DESIGN SPECIFICATIONS: A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1961 AS AMENDED BY INTERIM SPEC. 1964.
LIVE LOAD: HS 20-44.
REINFORCEMENT BARS SHALL BE INTERMEDIATE OR HARD GRADE
A.S.T.M. A15 OR RAIL STEEL A.S.T.M. A16 CONFORMING TO A.S.T.M. A305.
DIMENSIONS RELATING TO REINFORCING STEEL ARE TO BAR CENTERS.
ALL CONCRETE TO BE CLASS "A".
ALL EXPOSED CORNERS TO BE CHAMFERED ¾" UNLESS OTHERWISE NOTED.

TAR PAPER WRAPPING TO BE INCLUDED IN PRICE BID FOR CLASS "A" CONCRETE.
R — DENOTES CLASS 3 RUBBED FINISH
ALL EXPOSED ENDS OF #6 DOWELS "B" TO BE WRAPPED WITH TWO LAYERS OF 15 LBS. FELT. CLOSE WITH A TUBES MADE OF COMPRESSIBLE MATERIAL NOT LESS THAN ½" THICK MAY BE SUBSTITUTED.

BENTS

COMMERCIAL CANAL BRIDGES
JEANERETTE - NEW IBERIA HWY.
La. 3052
STA. 58 + 70.50

DATED JAN. 22 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W.A. LAMBERICK	TRACED Mat
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

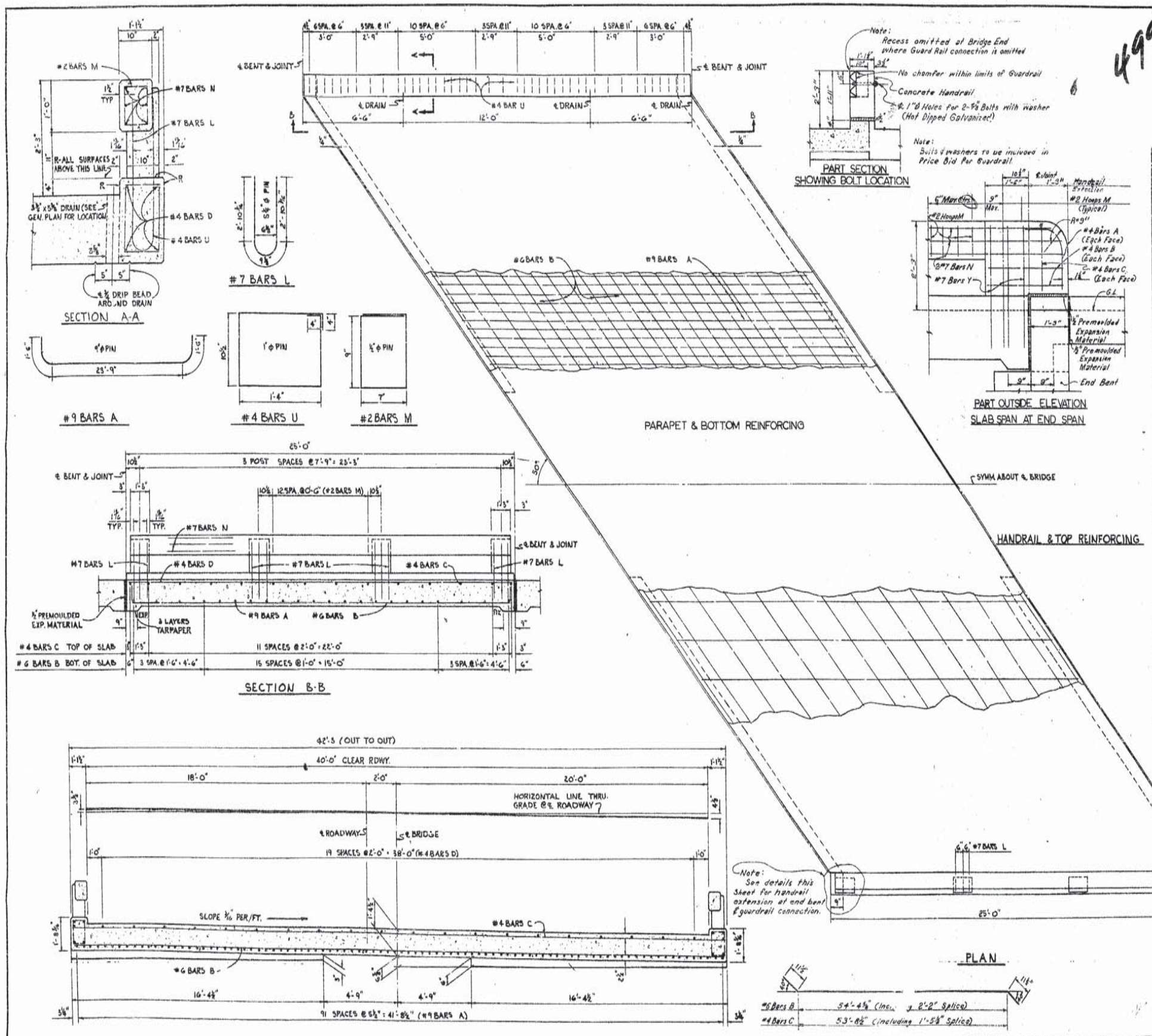
DATE	DESCRIPTION	BY
5-6-67	No. 5 BARS C	C.B.J.
2-14-67	Def. Reinf. Steel	C.B.J.
10-24-66	PILE LOAD & REMOVED FLARE	C.B.J.

REVISIONS

AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	205

499



BILL OF MATERIAL (ONE SPAN)

BAR	SIZE	No	UNIT LENGTH	TOTAL LENGTH	LOCATION
A	#9	92	~~51'-3"~~	~~2601'-0"~~	BOTTOM OF SLAB
			~~26'-9"~~ Δ	~~2461'-0"~~ Δ	1427'-4"
TOTAL #9 BARS = ~~2601'-0"~~ = 2461'-0" Δ 1427'-4" ~~2367~~ ~~(1555)~~ LBS. ~~2367~~					
B	#6	22	56'-4"	1239'-4"	BOTTOM OF SLAB
TOTAL #6 BARS = 1239'-4" = 55'-7½" Δ 778'-3" Δ 1861 LBS.					
C	#4	14	~~54'-9"~~	~~766'-6"~~	TOP OF SLAB
D	#4	50	24'-7"	737'-6"	TOP OF SLAB & PARAPET
U	#4	24	5'-1"	427'-0"	STIRRUPS IN PARAPET
TOTAL #4 BARS = ~~1930'-6"~~ 1943'-3" Δ 1208 ~~(1288)~~ LBS.					
DEFORMED REINFORCING STEEL = ~~1930~~ 1943 ~~1626~~ ~~(1672)~~ LBS					
CLASS A(A) CONCRETE					~~54.74~~ 55.45 CU.YDS.
CONCRETE HANDRAIL *					149 LINFT.

* ADD 3'-0" FOR END SPANS.

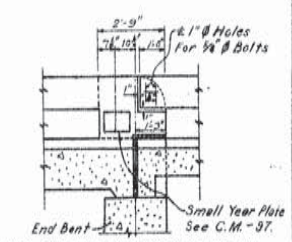
CONC. HANDRAIL - BAR SCHEDULE (ONE SPAN)

BAR	SIZE	No	UNIT LENGTH	TOTAL LENGTH	LOCATION
N	#7	12	24'-2"	290'-0"	RAILING
L	#7	24	6'-6"	156'-0"	RAILING POST
TOTAL #7 BARS = 446'-0" 912 LBS.					
M	#2	78	3'-3"	253'-6"	RAILING
TOTAL #2 BARS = 253'-6" = 42 LBS.					

QUANTITIES SHOWN ABOVE ARE FOR INFORMATIONAL PURPOSES ONLY.

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: LA. DEPT. OF HIGHWAY STANDARD SPECIFICATIONS, JULY, 1955 AND SPECIAL PROVISIONS.
DESIGN SPECIFICATIONS: A.A.S.H.O. STD. SPECIFICATION FOR HIGHWAY BRIDGE, 1961 AS AMENDED BY INTERIM SPEC'S. 1964
LIVE LOAD = H.S. 20-44
ALL CONCRETE TO BE CLASS A(A) EXPOSED CORNERS TO HAVE ¾" CHAMFER UNLESS OTHERWISE NOTED.
REINFORCEMENT BARS SHALL BE INTERMEDIATE OR HARD GRADE, A.S.T.M. A15, OR RAIL STEEL A.S.T.M. A16 CONFORMING WITH A.S.T.M. A305. DIMENSIONS ARE TO CENTERS.
½" PREMOULDED EXPANSION JOINT MATERIAL, POURED FILLER AND TAR PAPER TO BE INCLUDED IN PRICE BID FOR CLASS A (A) CONCRETE.
R — DENOTES CLASS 2 RUBBED FINISH.



SPANS

COMMERCIAL CANAL BRIDGES
JEANERETTE - NEW IBERIA HWY.
La. 3052
STA. 58+70.50

DATED MARCH 17, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J.T. Inman	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

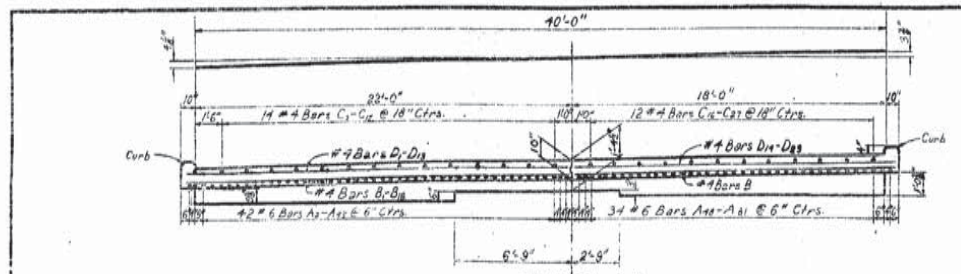
DATE	DESCRIPTION	BY
2-22-67	Def. Reinf. Steel	C.D.J.
10-28-66	HANDRAIL STUB @ END SPAN	C.D.J.

REVISIONS

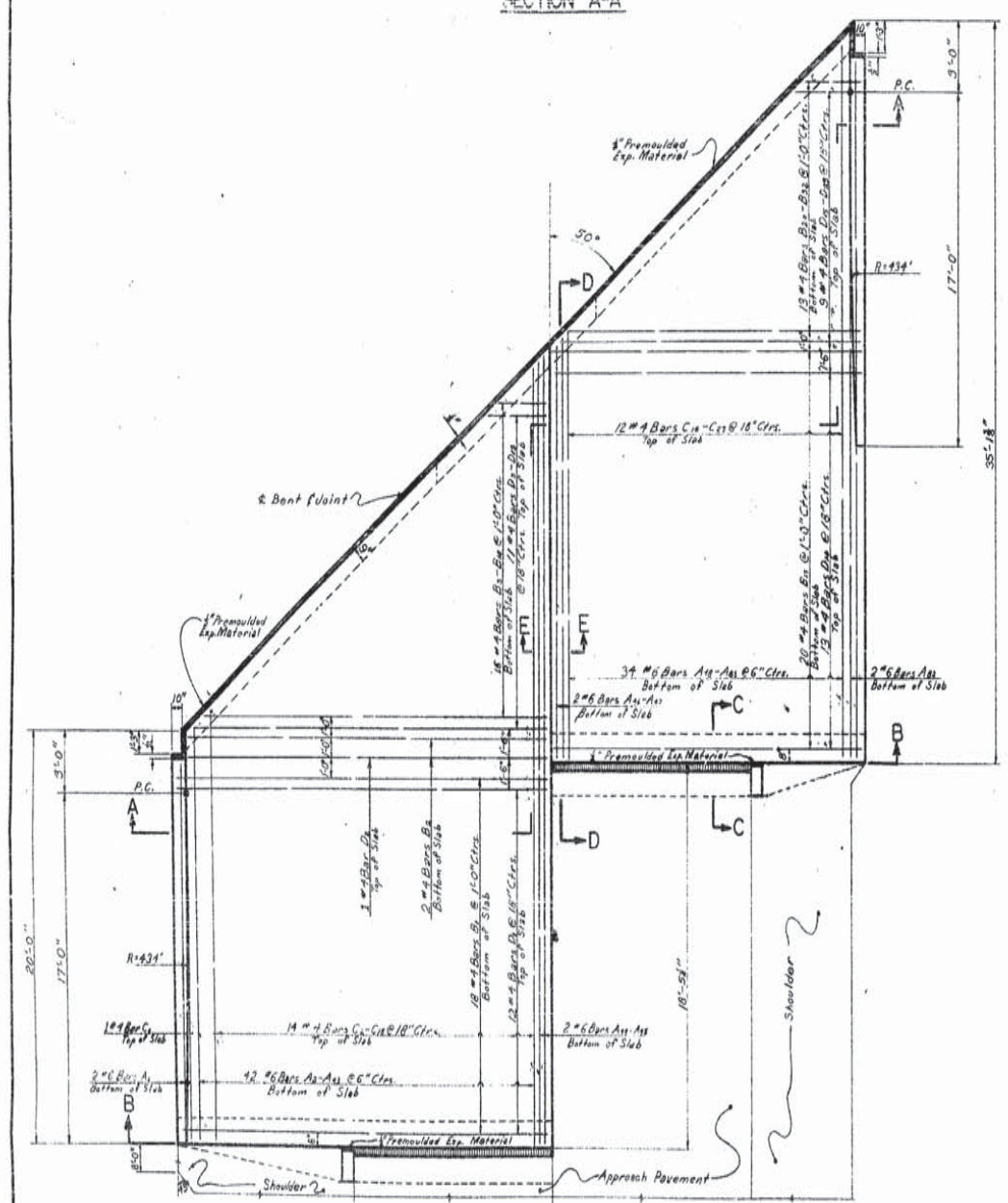
AS BUILTS

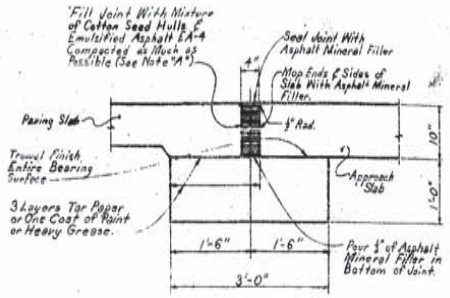
F	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	206

500



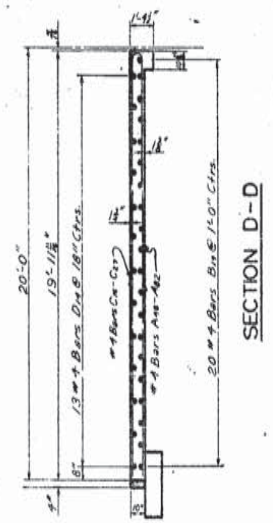
SECTION A-A



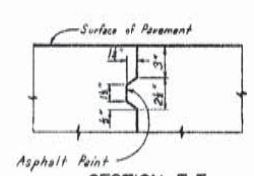


SECTION C-C

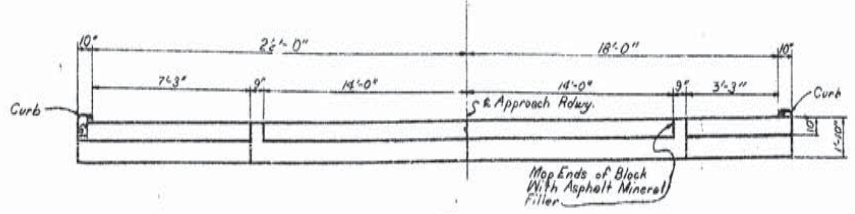
NOTE "A"
Mixture for filler shall be approx. 0.9 Gal. of emulsified asphalt EA-4 per CU.FT. of cotton seed hulls measured loose. One CU.FT. of cotton seed hulls measured loose weighs approx. 10.5 LBS. Mixture shall be permitted to age a minimum of 48 HRS. before placing in joint.



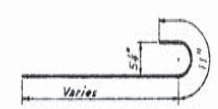
SECTION D-D



SECTION E-E
(SHOWING LONGITUDINAL JOINT)



SECTION B-B



#6 BARS A1-A82

QUANTITIES FOR ONE SLAB

BAR	SIZE	Nº	SHORT BAR	VARIES	LONG BAR	TOTAL LENGTH	LOCATION
A_1	#6	2			19'-0"	38'-0"	LONGIT. BOT.
A_2-A_{42}	#6	1 EA.	20'-8"	.4195	37'-10"	1,228'-6"	LONGIT. BOT.
A_{43}-A_{82}	#6	1 EA.	38'-1"	.2796	38'-5"	76'-6"	LONGIT. BOT.
A_{44}-A_{62}	#6	1 EA.	20'-6"	.2796	20'-9"	41'-3"	LONGIT. BOT.
A_{63}-A_{81}	#6	1 EA.	21'-1"	.4195	34'-11"	Δ 356'-0"	LONGIT. BOT.
A_{82}	#6	2			34'-1"	68'-2"	LONGIT. BOT.
			Δ 2404'-9"			~~3412~~ Δ 952'-0" Δ	
TOTAL Nº 6 BARS = ~~3,364'-9"~~ = ~~3,365~~ LBS. 3411							
B_1	#4	18			22'-6"	405'-0"	TRANSV. BOT.
B_2	#4	2			21'-8"	43'-4"	TRANSV. BOT.
B_3-B_{14}	#4	1 EA.	21'-11"	1.1917	20'-9"	189'-4"	TRANSV. BOT.
B_{15}	#4	20	Δ 3'-6"		18'-6"	370'-0"	TRANSV. BOT.
B_{16}-32	#4	1 EA.	~~3'-6"~~	1.1917	17'-6"	~~3'-6"~~	TRANSV. BOT. 136'-0" Δ
C_1	#4	1			18'-5"	~~18'-5"~~	LONGIT. TOP
C_2-C_{13}	#4	1 EA.	20'-10"	1.2586	37'-2"	406'-0"	LONGIT. TOP
C_{14}-C_{27}	#4	1 EA.	20'-5"	1.2586	34'-8"	328'-0"	LONGIT. TOP
D_1	#4	12			22'-6"	270'-0"	TRANSV. TOP
D_2	#4	1			21'-8"	21'-8"	TRANSV. TOP
D_3-D_{13}	#4	1 EA.	3'-6"	1.7876	21'-9"	136'-7"	TRANSV. TOP
D_{14}	#4	13			18'-6"	240'-6"	TRANSV. TOP
D_{14}-D_{23}	#4	1 EA.	~~3'-6"~~	1.7876	18'-2"	~~3'-6"~~	TRANSV. TOP
			Δ 3'-10"			Δ 95'-0"	
TOTAL Nº 4 BARS = 2,664'-4" = 1,780 LBS.							

DEFORMED REINFORCING STEEL = ~~5,145~~ LBS. ~~2.6~~ 5371
*CONCRETE APPROACH SLAB = 131.42 SQ. YDS.
CLASS "A" CONCRETE (BLOCK ONLY) = 4.29 CU. YDS.
APPROACH SLAB FILLER = 6.67 CU. FT.

*NOTE
Curb to be poured monolithic with slab. Cost of curb to be included in price bid for this item.

♦ No Direct Payment

GENERAL NOTES:
Construction Specifications: Latest approved LA. Dept. of Highways Standard Specifications
Design Specifications: "A.A.S.H.O. Specifications for Highway Bridges", 1961, as amended by Interim specifications, 1964.
Reinforcement Bars shall be intermediate or hard grade A.S.T.M. A15 or rail steel A.S.T.M. A16 conforming with A.S.T.M. A305.
Dimensions relating to reinforcing steel are to bar centers.
Concrete to be Class "A" or may be same mix as adjoining pavement slab.

1/2" Premoulded expansion material for Appr. slab expansion joint filler to be included in price bid for concrete approach slab.

CONCRETE APPROACH SLAB
BEG. OF BRIDGE SOUTH BOUND LEFT RDWY.
END OF BRIDGE NORTH BOUND RIGHT RDWY.

COMMERCIAL CANAL BRDGE
JEANERETTE - NEW IBERIA HWY.
LA. 3052
STA. 58+70.50
DATED OCT. 10 1966

DATE	DESCRIPTION	BY
2-14-69	Def. Reinf. Steel	C.B.J.
10/24/66	New Sheet	C.A.F.

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J.L. Barlow	TRACED MAT
CHECKED	CHECKED J. Rhodes	CHECKED

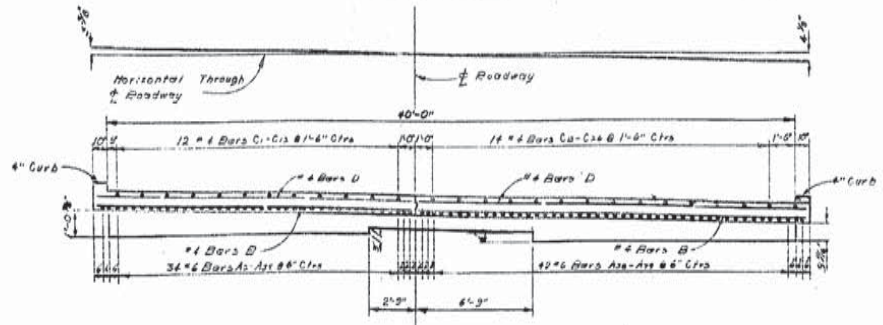
BRIDGE DESIGN SECTION

12

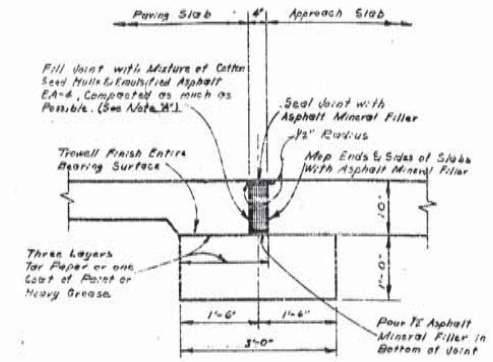
AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	206 A

501



SECTION A-A



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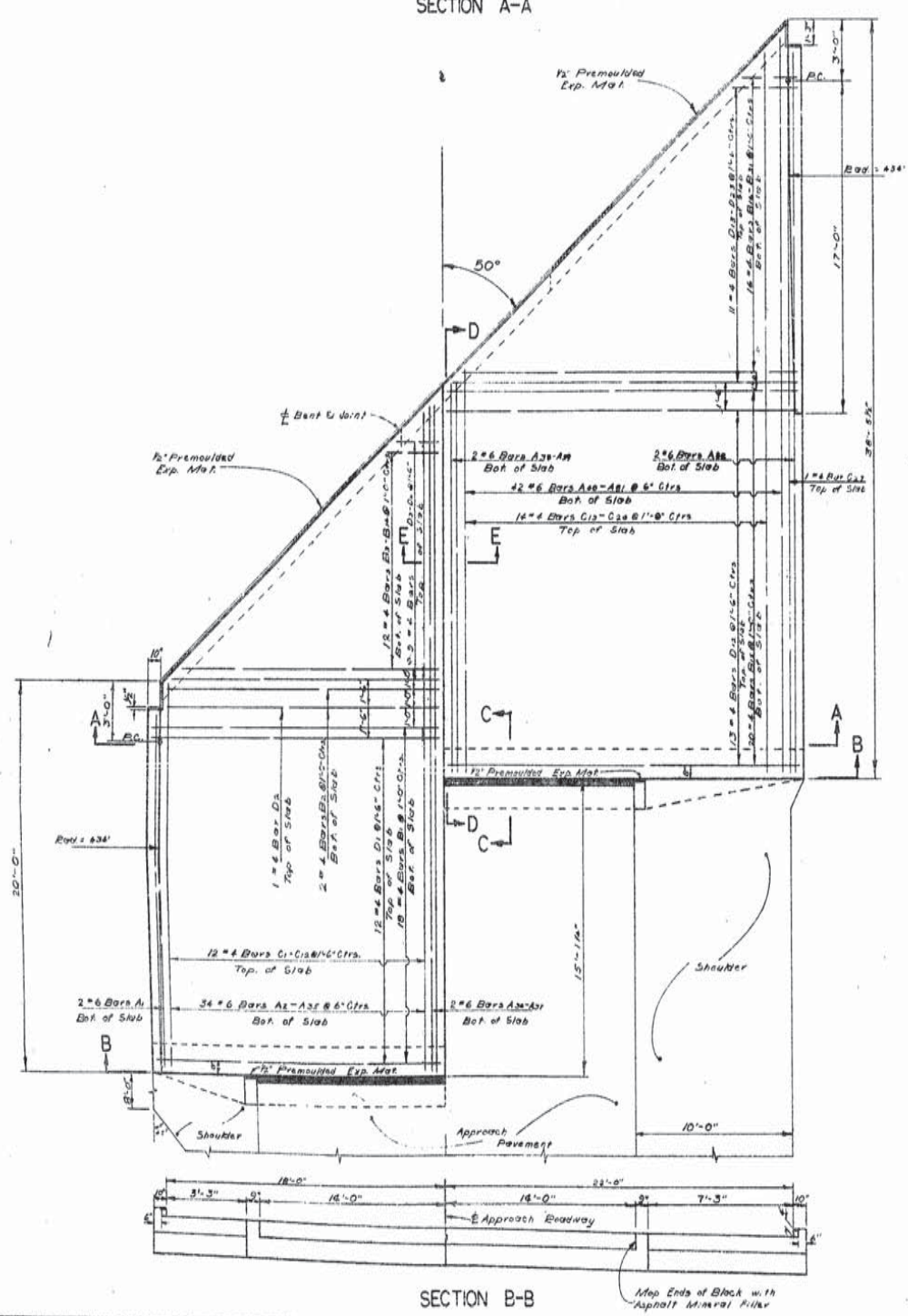

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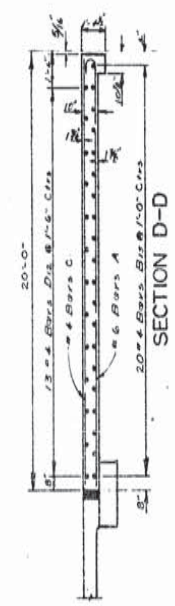

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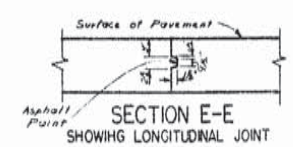
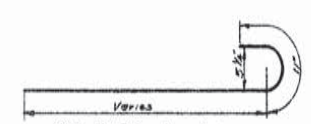


SECTION E-E
SHOWIHG LONGITUDINAL JOINT



#6 BARS A1—A82

QUANTITIES FOR ONE SLAB

BAR	SIZE	№	SHORT BAR	VARIES	LONG BAR	TOTAL LENGTH	LOCATION
A1	#6	2			19'-0"	38'-0"	Longit. Bottom
A3-A34	#6	34	20'-9"	.6196	34'-6"	937'-10"	" "
A35-A37	#6	2	34'-9"	.2797	35'-1"	69'-10"	" "
A38-A39	#6	2	20'-6"	.2797	20'-9"	41'-3"	" "
A40-A81	#6	42	21'-1"	.6196	38'-3"	1240'-0"	" "
A82	#6	2			37'-5"	74'-10"	" "
TOTAL #6 BARS = 2407'-9" = 3616 LBS.							
B1	#4	18			18'-6"	333'-0"	Transv. Bottom
B3	#4	2			17'-8"	35'-4"	" "
B3-B14	#4	12	3'-9"	1.1917	16'-9"	123'-0"	" "
B15	#4	20			22'-6"	450'-0"	" "
B16-B20	#4	16	3'-9"	1.1917	21'-7"	202'-8"	" "
C1-C13	#4	12	20'-0"	1.2586	33'-10"	323'-0"	Longit. Top
C2-C14	#4	14	20'-5"	1.2586	34'-9"	400'-3"	" "
C27	#4	1			36'-10"	36'-10"	" "
D1	#4	12			18'-6"	222'-0"	Transv. Top
D2	#4	1			17'-8"	17'-8"	" "
D3-D14	#4	9	3'-1"	1.7876	17'-6"	91'-10"	" "
D15	#4	13			22'-6"	292'-6"	" "
D16-D28	#4	11		1.7876	22'-3"	244'-9"	" "
			4'-4" Δ	8'-4" Δ	14'-3" Δ		
TOTAL #4 BARS = 2664'-3" = 1786 LBS.							
DEFORMED REINF. STEEL						5398 Δ	LBS.
CONCRETE APPROACH SLAB *						131.42	SQ. YDS.
CLASS "A" CONCRETE (BLOCK ONLY)						4.29	CU. YDS.
APPROACH SLAB FILLER #						6.67	CU. FT.

* Curb to be poured monolithic with Slab. Cost of Curb and 1/2" Premoulded Exp. Material to be included in price bid for this item.

No Direct Payment.

GENERAL NOTES:

Construction Specifications: Latest Approved La. Dept. of Highways Standard Specifications.
Design Specifications: "A.A.S.H.O. Specifications for Highway Bridges", 1961, as Amended by Interim Specifications, 1964.
Reinforcement Bars shall be Intermediate or Hard Grade, A.S.T.M. A15 or Rail Steel, A.S.T.M. A16, Conforming to A.S.T.M. A305.
Dimensions relating to Reinforcing Steel are to Bar centers.
Concrete to be Class "A" or may be same mix as adjoining pavement Slab.

NOTE "A"

Mixture for Filler shall be approx. 0.9 Gal. of Emulsified Asphalt EA-4 per Cu. Ft. of Cotton Seed Hulls measured loose. One Cu. Ft. of Cotton Seed Hulls measured loose weighs approx. 10.5 Lbs. Mixture Shall be permitted to age a minimum of 48 Hours before placing in Joint.

CONCRETE APPROACH SLAB
BEG. OF BRIDGE NORTH BOUND RIGHT RDWY.
END OF BRIDGE SOUTH BOUND LEFT RDWY.

COMMERCIAL CANAL BRIDGE
JEANERETTE - NEW IBERIA HWY.
LA. 3052
STA. 58+70.50
DATED OCT. 6, 1966

DATE	DESCRIPTION	BY
Δ 2-14-67	Def. Reinf. Steel	CBJ
10-24-66	NEW SHEET ADDED	CBJ

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED J.W. Shows	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

AS BUILTS

12

TEST PILE Nº 1

TYPE OF PILE: 16" PRECAST CONC.
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: 45 TONS

STA. 58+50 RIGHT

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
CRUMBLY YE. BR. SILTY CLAY LOAM	1.85	STIFF	28	45	22	1	
CRUMBLY YE. BR. SILTY CLAY LOAM	1.79	STIFF	26	38	15	2	-5
YE. BR. SILTY CLAY LOAM	2.00	STIFF	26	38	15	3	
YE. BR. SILTY CLAY LOAM LT. TR. GRAY	0.36	SOFT	34	33	8	4	-8
YE. BR. SILTY CLAY LOAM LT. TR. GRAY	0.72	MED.	33	34	10	5	-5
YE. BR. SILTY CLAY LT. STREAKS SILT	0.76	MED.	27	39	18	6	
YE. BR. SILTY CLAY LT. TR. GRAY.	1.80	STIFF	23	49	27	7	-10
BR. & GR. SILTY CLAY TR. GRAY.	3.27	VERY STIFF	20	46	23	8	
BR. & GR. SILTY CLAY TR. GRAY.	2.80	VERY STIFF	22	52	32	9	-15
BR. & GR. SILTY CLAY LOAM	1.96	STIFF	23	40	19	10	-20
BR. SILTY CLAY LOAM LT. SILT STREAKS BR. SILTY CLAY LOAM	1.37	STIFF	24	38	18	11	
[illegible]	[illegible]	LOOSE	25	[illegible]	[illegible]	12	
BR. SILTY CLAY LOAM FIRST SAND LENS (2 IN. THICK) LOOSE	1.20	STIFF	26	31	9	13	-25
[illegible] SILTY CLAY LOAM WITH SAND & BR. SANDY LOAM	0.73	LOOSE	26	N.	P.	14	
BR. & GR. SILTY CLAY, LT. SILT STREAKS BR. SILTY CLAY LOAM LT. TR. GRAY	1.69	STIFF	28	56	32	15	-30
BR. & GR. SILTY CLAY LT. STREAKS SILT	1.11 / 2.22	VERY STIFF	30	73	45	16	
BR. & GR. SILTY CLAY LT. TR. GRAY.	1.11 / 1.07	STIFF	36	84	49	17	-35
BR. SILTY CLAY VERY LT. STREAKS SILT	1.11 / 1.69	STIFF	35	90	53	18	-40
BR. SILTY CLAY VERY LT. STREAKS SILT	1.11 / 1.87	STIFF	34	80	51	19	
RED BR. & GR. SILTY CLAY LT. TR. GRAY.	1.11 / 1.64	STIFF	37	87	56	20	-45
BR. SANDY SILT, LT. SILT STREAKS BR. & GR. SILTY CLAY WITH GRAVEL	1.02	MED.	27	N.	P.	21	-50
BR. & GR. SILTY VERY LT. STREAKS SILT LT. TR. GRAY.	1.67	STIFF	38	90	60	22	
CRUMBLY BR. & GR. SILTY CLAY LT. TR. GRAY	3.55	VERY STIFF	22	46	26	23	-55
BR. & GR. SILTY TO SANDY CLAY	3.94	VERY STIFF	21	48	28	24	
BR. & GR. SILTY CLAY LT. STREAKS SILT	3.58	VERY STIFF	20	41	23	25	-60
RED BR. & GR. SILTY TO SANDY CLAY	1.11 / 2.39	VERY STIFF	25	57	33	26	
CRUMBLY BR. & GR. SILTY CLAY, TR. GRAY.	1.11 / 1.98	STIFF	29	59	34	27	-65
BR. SILTY CLAY [illegible]	1.11 / 2.83	STIFF	36	38	46	28	-70
BR. & GR. SILTY CLAY TR. GRAY.	1.11 / 0.76	MED.	43	116	77	29	
BR. & GR. SILTY CLAY TR. GRAY.	1.11 / 2.24	VERY STIFF	34	90	53	30	-75
							-80

BORING Nº 1
DATE MADE: FEB 18, 1960 STA: 58+33 LOCATION: 44' RT. & MED. (RT. ROWF)

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

TEST PILE Nº 2

TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
CRUMBLY YE. BR. SILTY CLAY LOAM TR. GRAY	2.08	VERY STIFF	18	38	15	1	
CRUMBLY YE. BR. & GR. SILTY CLAY LOAM	1.82	STIFF	25	39	14	2	-5
CRUMBLY YE. BR. & GR. SILTY CLAY WITH SILT STREAKS	1.30	STIFF	25	40	16	3	
YE. BR. & GR. SILTY CLAY WITH SILT STREAKS LT. TR. GRAY	0.56	MED.	32	35	10	4	-8
CRUMBLY YE. BR. SILTY CLAY LOAM, TR. GRAY	0.36	VERY LOOSE	38	N.	P.	5	-5
YE. BR. LT. SILTY CLAY SILT STREAKS	0.68	MED.	30	36	14	6	
YE. BR. SILTY CLAY LT. TR. GRAY	1.76	STIFF	23	43	23	7	-10
YE. BR. & GR. SILTY CLAY TR. GRAY.	2.27	VERY STIFF	23	49	28	8	
BR. & GR. SILTY CLAY TR. GRAY.	1.87	STIFF	23	55	34	9	-15
CRUMBLY BR. & GR. SILTY CLAY / SILTY CLAY LOAM TR. GRAY	3.11	VERY STIFF	21	42	22	10	-20
BR. & GR. SILTY LOAM / SILTY CLAY LOAM	1.68	STIFF	24	35	15	11	
BR. & GR. SILTY LOAM / SILTY CLAY LOAM	0.77	MED.	28	35	14	12	-25
BR. SANDY SILT, V. LT. TR. GRAY	0.42	VERY LOOSE	28	N.	P.	13	-30
SILTY CLAY WITH BR. SANDY SILT / CRUMBLY BR. & GR. SILTY CLAY WITH GRAVEL SILT	1.14	STIFF	30	56	32	14	
BR. & GR. SILTY CLAY LT. GRAVEL SILT	1.11 / 1.62	STIFF	32	63	37	15	-35
BR. & GR. SILTY CLAY TR. GRAY.	1.11 / 1.78	STIFF	32	84	52	16	
BR. & GR. SILTY CLAY, VERY LT. GRAVEL SILT TR. GRAY.	1.11 / 1.37	STIFF	36	83	53	17	-40
RED BR. SILTY CLAY LT. TR. GRAY.	1.11 / 1.46	STIFF	37	76	44	18	
RED BR. & GR. SILTY CLAY LT. TR. GRAY	1.11 / 1.58	STIFF	41	94	61	19	-45
SANDY SILT / TRACE OF SILTY CLAY LOAM & BR. & GR. SILTY CLAY	1.11 / 1.07	STIFF	30	44	23	20	-50
BR. & GR. SILTY CLAY TR. GRAY.	1.11 / 1.52	STIFF	45	112	74	21	
BR. & GR. SILTY CLAY	1.11 / 2.42	STIFF	43	104	70	22	-55
CRUMBLY BR. & GR. SILTY CLAY	[illegible]	[illegible]	18	42	22	23	
CRUMBLY BR. & GR. SILTY CLAY, LT. TR. GRAY	3.53	VERY STIFF	21	52	32	24	-60
BR. & GR. SILTY CLAY TR. GRAY. TR. GRAVEL	3.35	VERY STIFF	20	44	24	25	
BR. & GR. SILTY CLAY V. LT. TR. GRAY.	1.11 / 2.78	VERY STIFF	24	57	33	26	-65
CRUMBLY BR. & GR. SILTY CLAY, LT. TR. GRAY	1.38	STIFF	27	51	29	27	
BR. & GR. SILTY CLAY LT. TR. GRAY	1.11 / 1.30	STIFF	35	87	54	28	-70
BL. BR. & GR. SILTY CLAY	1.11 / 1.58	STIFF	41	108	70	29	
BR. & GR. SILTY CLAY	1.11 / 2.28	VERY STIFF	36	87	51	30	-75
							-80

BORING Nº 2
DATE MADE: FEB 16, 1960 STA: 59+20 LOCATION: 40' LT. & MED. (LT. ROWF)

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

TEST PILE Nº

TYPE OF PILE
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION	STA.

BORING Nº
DATE MADE:

STA:
LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

DATE	DESCRIPTION	BY
	REVISIONS	

502

NOTES:

F	STATE PROJECT	PARISH	SHEET Nº
121 (11)	424-04-07	IBERIA	207

ABBREVIATIONS:

N.P. = NON-PLASTIC
BL. = BLUE
BK. = BLACK
BR. = BROWN
GR. = GRAY
WH. = WHITE
YE. = YELLOW
DK. = DARK
LT = LIGHT
MED. = MEDIUM
PENET. = PENETRATION
S/S = UNABLE TO TEST BECAUSE OF SLICKENSIDES

MOISTURE CONTENT = MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

③ = LOCATION AND IDENTIFICATION OF THE SAMPLE

NO PENETRATION = UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N = 18 = NUMBER OF BLOWS OF 150 LB HAMMER DROPPED 30 IN. REQUIRED TO DRIVE 2 IN O.D. SPLIT SPOON SAMPLER 1 FT AFTER FIRST HAVING BEEN DRIVEN 6 IN. UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE.

NO CULL = NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE CATA.

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL		DESIGNATION	Nº OF BLOWS "N"	"qu" UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ.FT.
SAND & SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4-10	
		MEDIUM	10-30	
		DENSE	30-50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2-4	0.25-0.50
		MEDIUM	4-8	0.50-1.00
		STIFF	8-15	1-2
		VERY STIFF	15-30	2-4
		HARD	OVER 30	OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. MAX. ELEV.	MIN. ELEV.	AVE. ELEV.
1L	57+74	32.48	7.52	40'					
2L	57+99	32.48	7.52	40'					
3L	58+24	32.48	7.52	40'					
4L	58+49	32.48	7.52	40'					
5L	58+74	32.48	7.52	40'					
6L	58+91	32.48	7.52	40'					
1R	58+40	32.48	7.52	40'					
2R	58+65	32.48	7.52	40'					
3R	58+90	32.48	7.52	40'					
4R	59+15	32.48	7.52	40'					
5R	59+40	32.48	7.52	40'					
6R	59+65	32.48	7.52	40'					

Spoils

CORE BORINGS AND TEST PILES.

COMMERCIAL CANAL BRIDGES
JEANERETTE-NEW IBERIA HWY.
La 3052

DATED FEB. 25, 1960

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED	D.C.B.	DETAILED	--	TRACED	G.B.S.
CHECKED	J.H.J.	CHECKED	--	CHECKED	W.K.F.

TESTING AND RESEARCH SECTION - BRIDGE DESIGN SECTION

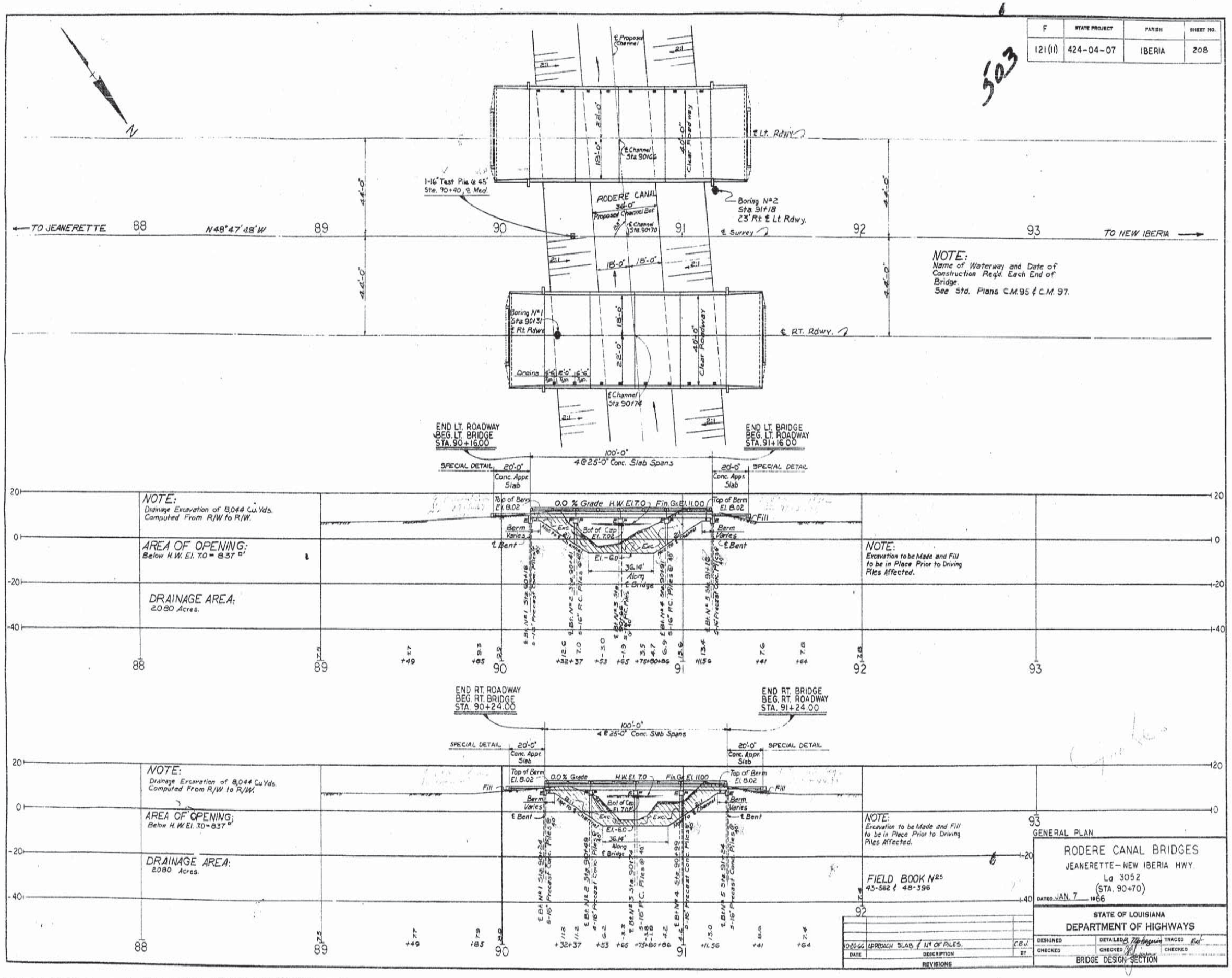
PLATE A

12

AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	208

503



RODERE CANAL BRIDGES
JEANERETTE – NEW IBERIA HWY.
La 3052
(STA. 90+70)
DATED JAN. 7 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
10-24-66	APPROACH SLAB & LIT OF PILES.	C.B.J.

REVISIONS

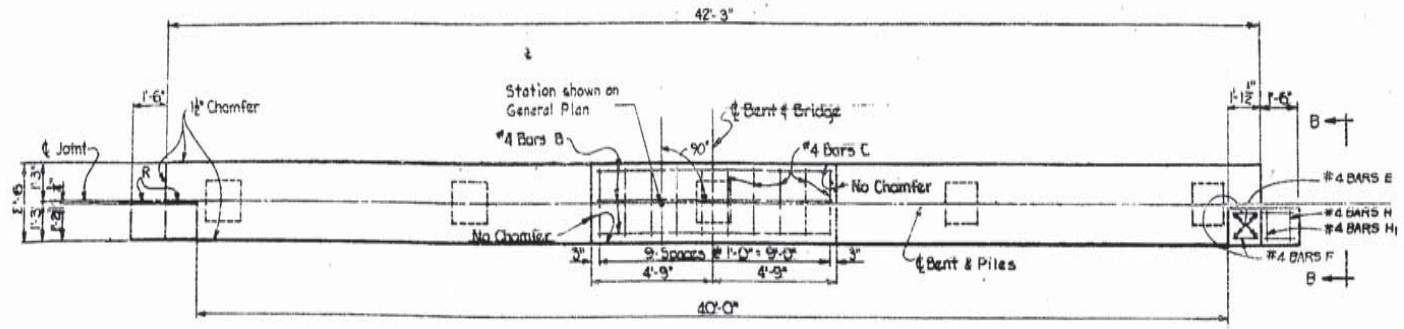
DESIGNED | DETAILED B. Thibodeaux | TRACED | CHECKED | CHECKED | CHECKED

BRIDGE DESIGN SECTION

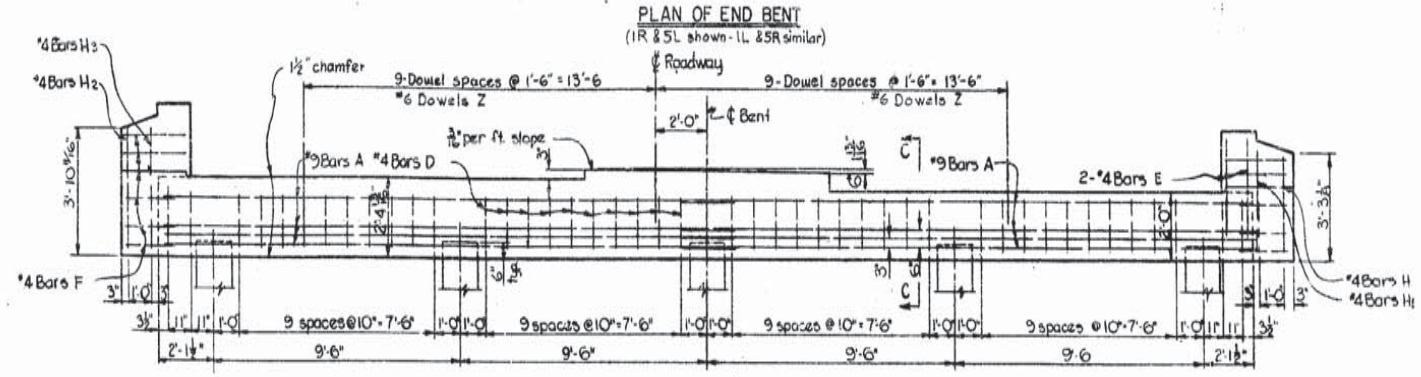
AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	208

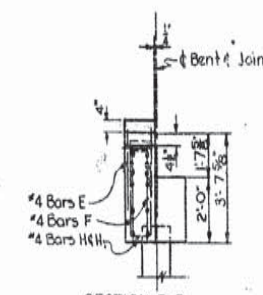
504



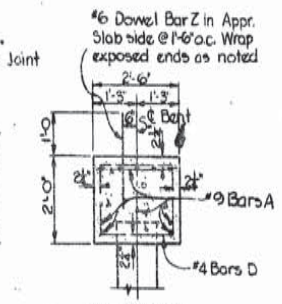
PLAN OF END BENT
(1R & 5L shown - 1L & 5R similar)



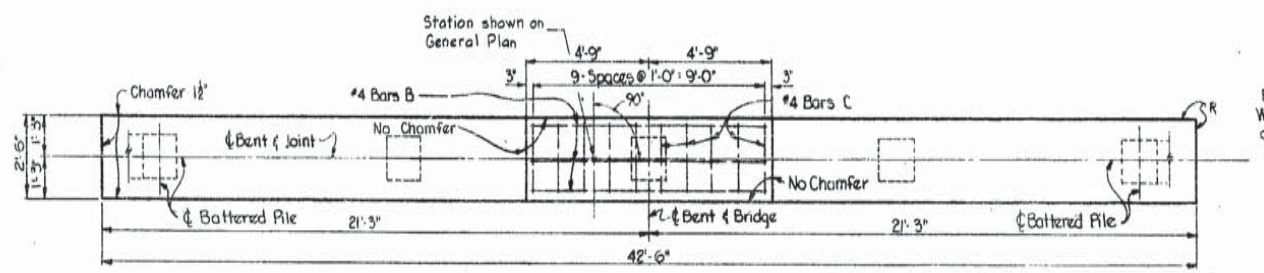
ELEVATION OF END BENT



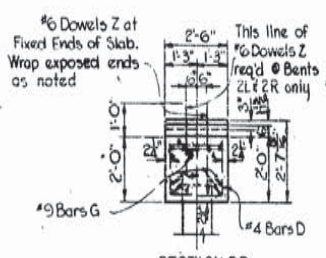
SECTION B-B



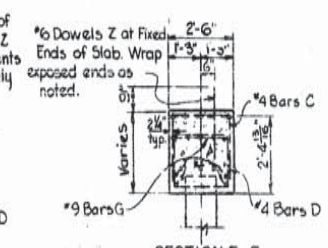
SECTION C-C



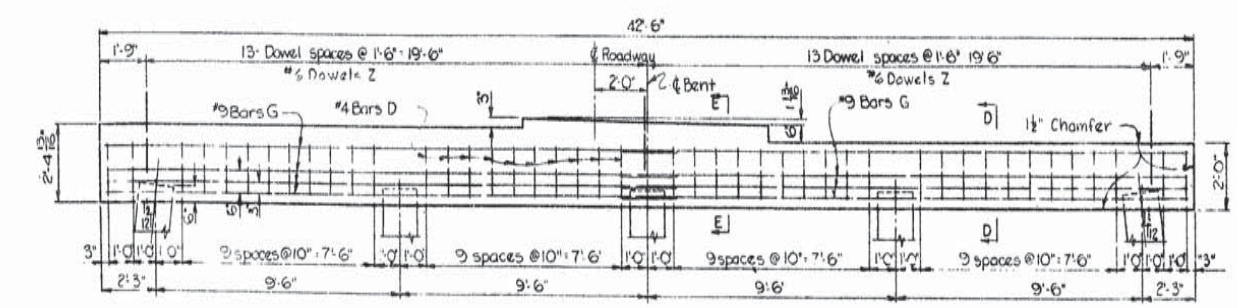
PLAN OF INTERMEDIATE BENT
(2R to 4R shown - 2L to 4L similar)



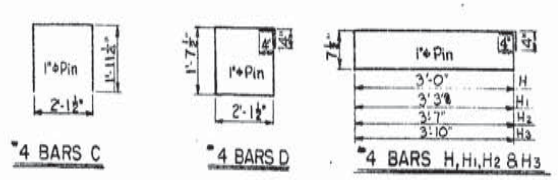
SECTION DD



SECTION E-E



ELEVATION OF INTERMEDIATE BENT



2-16-67	Def. Reinf. Steel	CBJ
10-24-66	REMOVED FLARE	CBJ
DATE	DESCRIPTION	BY

REVISIONS

BILL OF REINFORCING STEEL (ONE BENT)

END BENT

Mark	Size	No.	Length	Total Length	Remarks
A	#9	20	22'-7"	451'-8"	Longit. in Cap
Total #9 Bars = 451'-8" = 1536 lbs					
Z	#6	19	2'-3"	42'-9"	Dowels in Cap
Total #6 Bars = 42'-9" = 64 Lbs.					
B	#4	3	9'-1"	27'-3"	Longit. in Cap
C	#4	10	6'-0"	60'-0"	Trans. in Cap
D	#4	44	8'-2"	359'-4"	Stirrups in Cap
E	#4	8	3'-9"	30'-0"	Wingwalls
F	#4	24	2'-4"	(69'-0")	Wingwalls
H	#4	1	7'-11"	7'-11"	Wingwalls
H1	#4	1	8'-5"	8'-5"	Wingwalls
H2	#4	1	9'-1"	9'-1"	Wingwalls
H3	#4	1	9'-7"	9'-7"	Wingwalls
				56'-0"	
				567'-7"	379'-4"
Total #4 Bars = (571'-7") = (962) Lb.					

INTERMEDIATE BENT

G	#9	20	22'-9"	455'-0"	Longit. in Cap
Total #9 Bars = 455'-0" = 1547 lbs					
Z	#6	27	2'-3"	60'-9"	Dowels in Cap.
Total #6 Bars = 60'-9" = 91 lbs.					
B	#4	3	9'-1"	27'-3"	Longit. in Cap
C	#4	10	6'-0"	60'-0"	Trans. in Cap
D	#4	44	8'-2"	359'-4"	Stirrups in Cap
Total #4 Bars = 446'-7" = 298 lbs					

QUANTITIES

Bents		End	1313 Inter.
Class "A" Concrete	CY	~~8.50~~ 8.82	
Def. Reinf. Steel	Lbs.	~~(962)~~	*1936
Max. Pile Load	Tons/Pile	45	45

*Add 91 Lb. Reinf. Steel (27-#6 Bars Z) for Bents 2L & 2R

GENERAL NOTES

Construction Specifications: Latest approved Louisiana Department of Highways Standard Specifications

Design Specifications: A.A.S.H.O Standard Specifications for Highway Bridges, 1961, as amended by Interim Specs. 1964

Live Load: HS 20-44

Reinforcement Bars shall be Intermediate or Hard Grade A.S.T.M. A15 or Rail Steel A.S.T.M. A16 conforming to A.S.T.M. A305

Dimensions relating to Reinforcing Steel are to bar center

All Concrete to be Class "A"

All exposed ends of #6 Dowels "Z" to be wrapped with 2 layers of 15# tar paper. Close fitting tubes made of compressible material not less than ¾" thk. may be substituted.

All exposed corners to be chamfered ¾" unless otherwise noted

Tar paper wrappings to be included in price bid for Cl. "A" Conc.

R = Denotes Class 2 Rubbed Finish.

BENT DETAILS

RODERE CANAL BRIDGES
JEANERETTE - NEW IBERIA HWY.
LA. 3052
(STA. 90+70.00)

DATED January 15, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

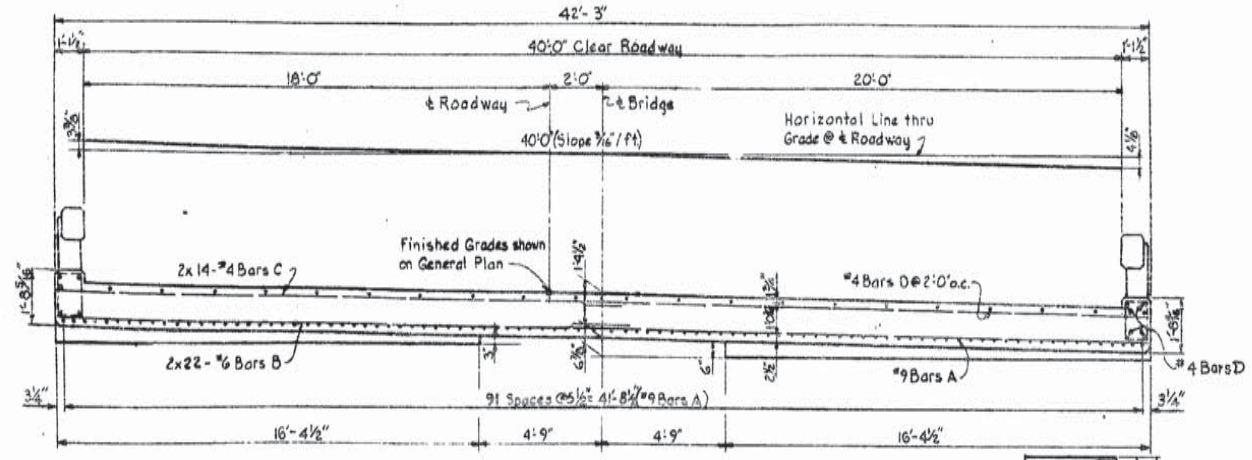
DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

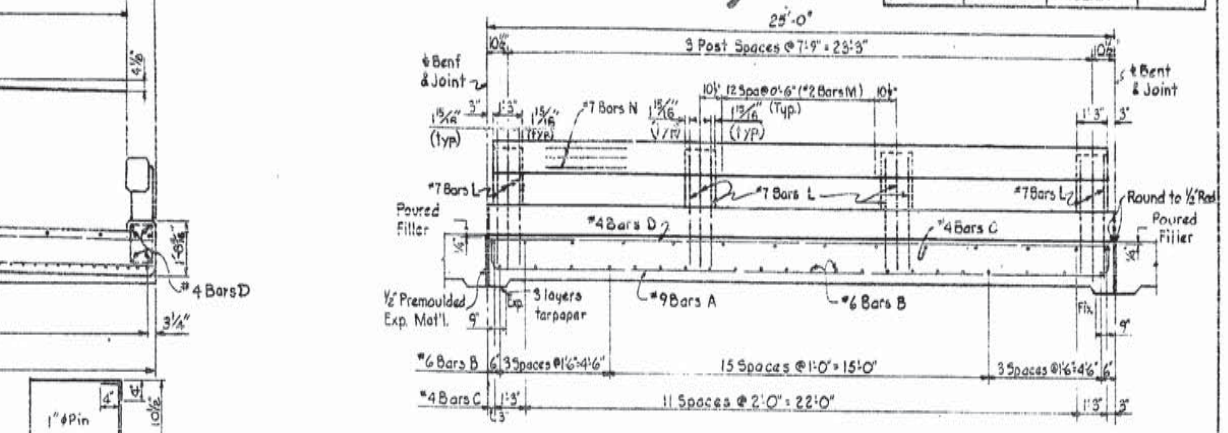
12

AS BUILTS

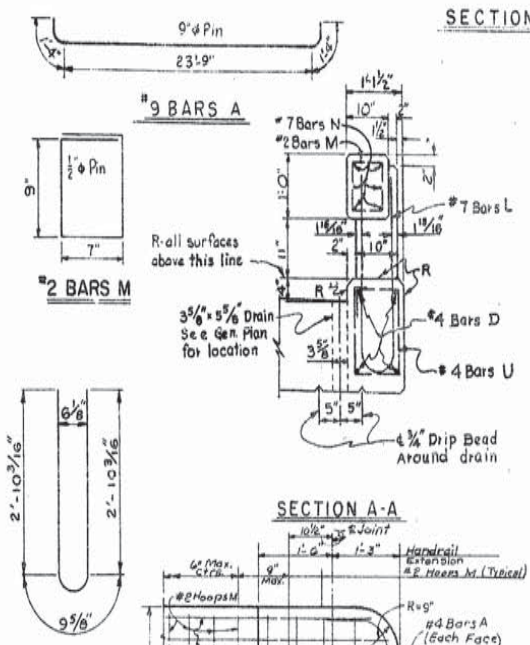
F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	210

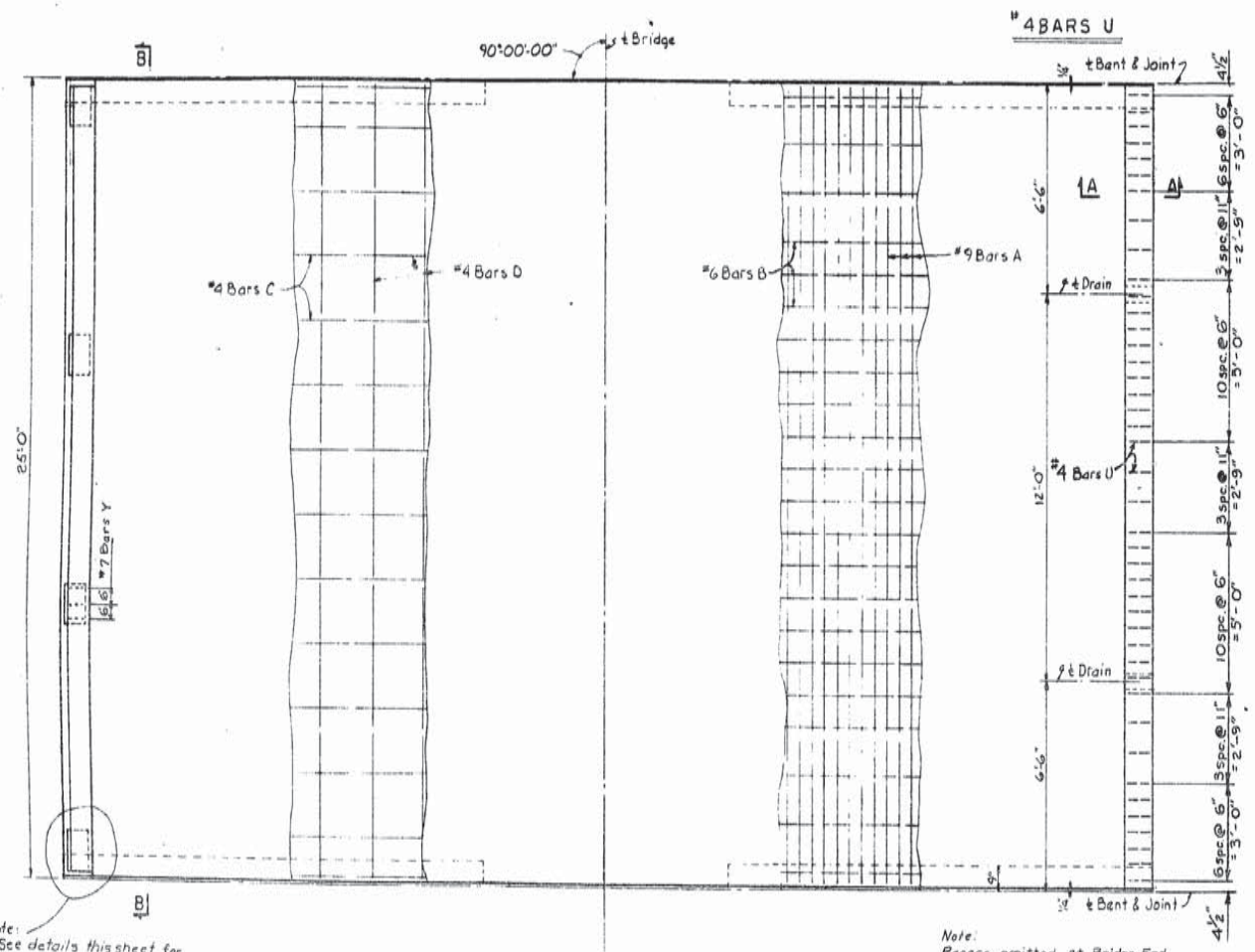


TYPICAL SECTION



SECTION B-B

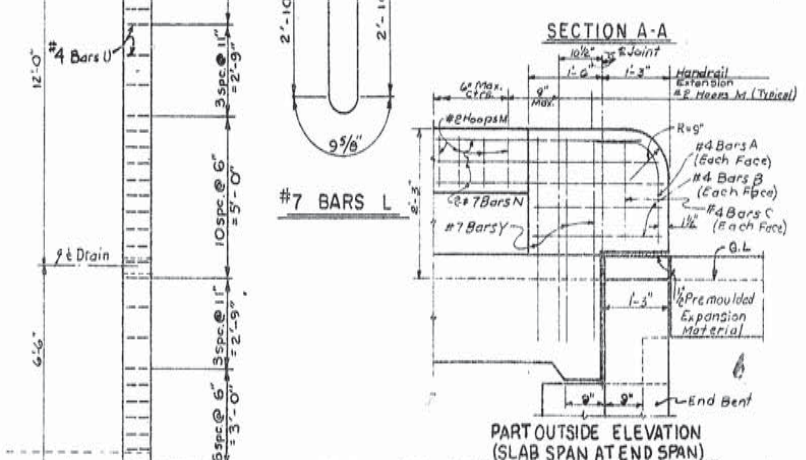




HANDRAIL & TOP REINFORCING

PLAN

PARAPET & BOTTOM REINFORCING



PART OUTSIDE ELEVATION (SLAB SPAN AT END SPAN)

SECTION A-A

LIST OF MATERIAL (ONE SPAN)					
BAR	SIZE	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
A	#9	92	26'-5"	2,430'-4"	Bottom of Slab
Total #9 Bars = 2,430'-4" = 8,263 Lbs.					
B	#6	44	22'-3"	979'-0"	Bottom of Slab
Total #6 Bars = 979'-0" = 1,470 Lbs.					
C	#4	28	21'-11"	613'-8"	Top of Slab
D	#4	30	24'-7"	737'-6"	Top of Slab & Parapet
U	#4	84	5'-1"	427'-0"	Stirrups in Parapet
Total #4 Bars = 1,778'-2" = 1,188 Lbs.					
Deformed Reinforcing Steel				10,921	Lbs.
Class A(A) Concrete				55.39	Cu. Yds.
Concrete Handrail *				1.49	Lin. Ft.

* ADD 3'-0" FOR END SPANS

NOTES:

Construction Specifications: Louisiana Dept. of Highways Standard Specifications, July, 1955 and Special Provisions.

Design Specifications: "A.A.S.H.O. Std. Specifications for Highway Bridges", 1961 as amended by Interim Specs. 1964.

Live Load = HS 20-44

All concrete to be Class A(A) exposed corners to have 3/4" chamfer unless otherwise noted.

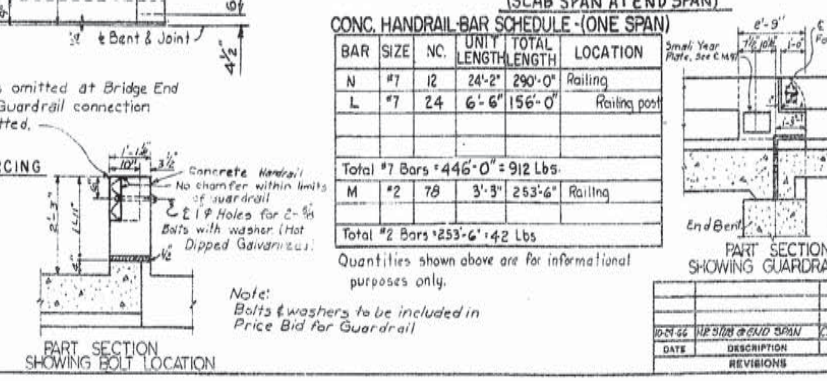
Reinforcement bars shall be intermediate or Hard Grade A.S.T.M. A15, or Rail Steel A.S.T.M. A16, conforming with A.S.T.M. A305. Dimensions are to bar centers.

1/2" Premoulded Exp. Joint Material, Poured Filler & Tar Paper to be included in price bid for CLASS A(A) Concrete

R → denotes Class 2 Rubbed Finish.

CONC. HANDRAIL-BAR SCHEDULE - (ONE SPAN)					
BAR	SIZE	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
N	#7	12	24'-2"	290'-0"	Railing
L	#7	24	6'-6"	156'-0"	Railing post
Total #7 Bars = 446'-0" = 912 Lbs.					
M	#2	78	3'-3"	253'-6"	Railing
Total #2 Bars = 253'-6" = 42 Lbs.					

Quantities shown above are for informational purposes only.



PART SECTION SHOWING BOLT LOCATION

PART SECTION SHOWING GUARDRAIL

DATE	DESCRIPTION	BY
10-21-66	HP 5/88 @ END SPAN	C.B.J.

REVISIONS

25' CONCRETE SLAB SPANS

RODERE CANAL BRIDGES
JEANERETTE - NEW IBERIA HWY.
LA. 3052
STA. 90+70

DATED: January 10, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

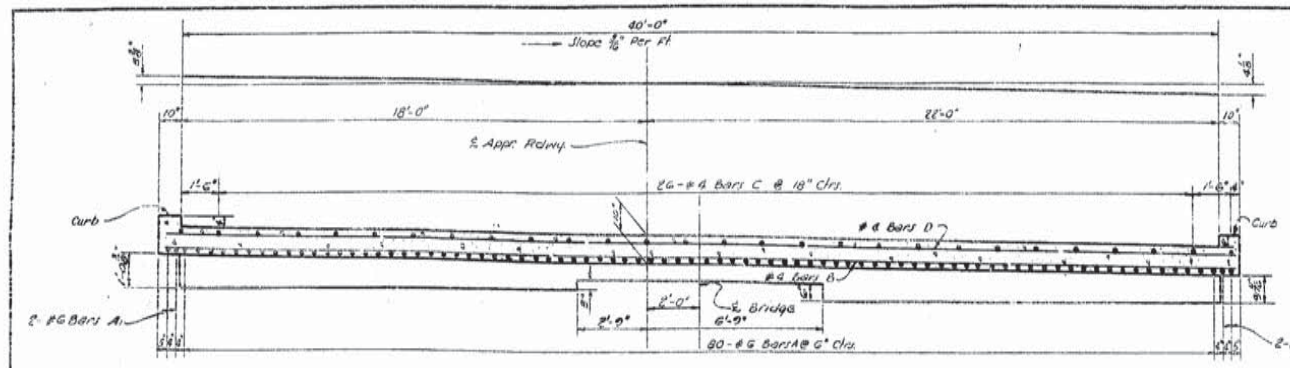
DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

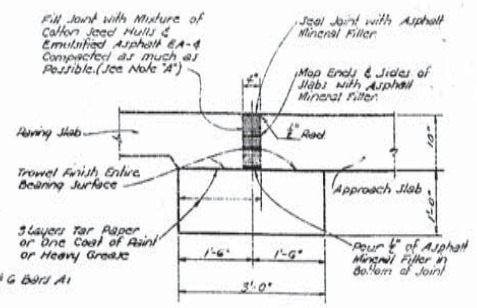
AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	211

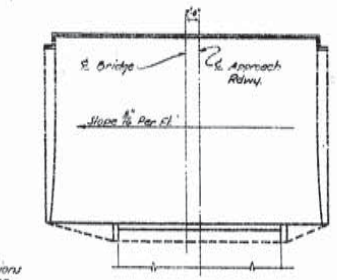
506



SECTION A-A

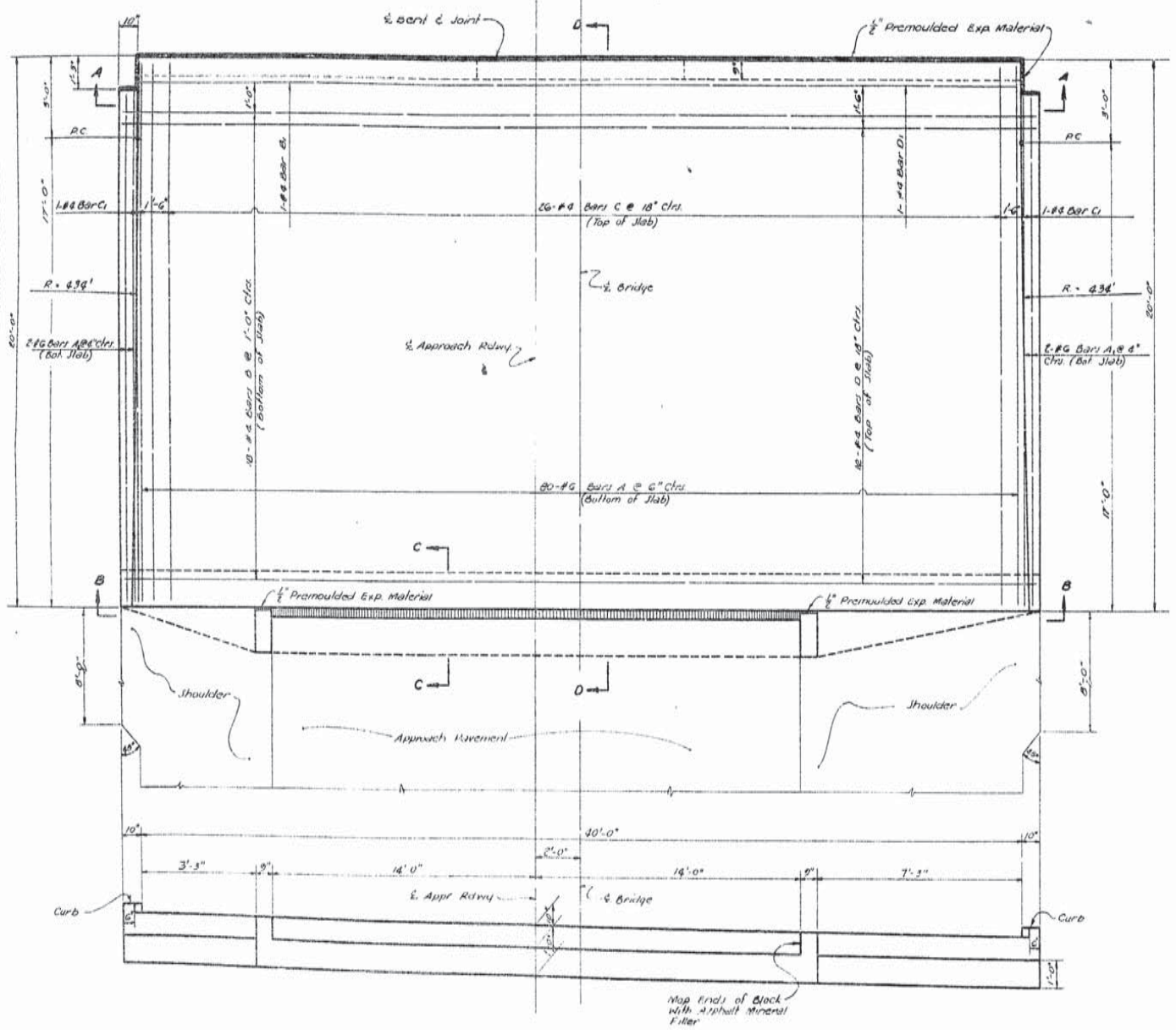


SECTION C-C

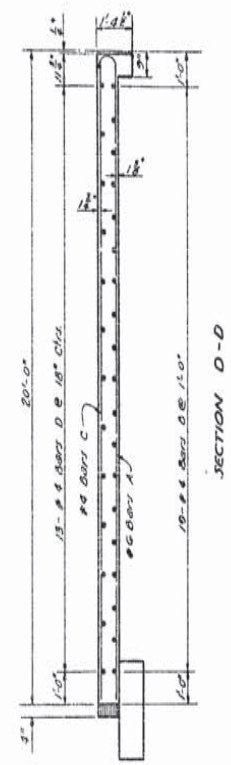


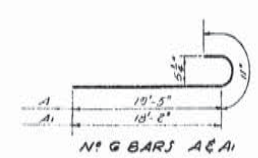
APPROACH SLABS
(LEFT RDWY. AT BEG. BRIDGE)
(RIGHT RDWY. AT END BRIDGE)
(SEE NOTE "B")

NOTE "B":
Reinforcing Steel & Dimensions are the Same as Shown on this Sheet



SECTION B-B
RIGHT RDWY. AT BEG. BRIDGE
LEFT RDWY. AT END BRIDGE
(SEE PLAN THIS SHEET FOR OTHER APPR. SLABS)





Nº 6 BARS A & A1

NOTE "A":
Mixture for Filler shall be Approx. 0.9 Gal. of Emulsified Asphalt EA-4 Per Cu. Ft. of Cotton Seed Hulls Measured Loose. One Cu. Ft. of Cotton Seed Hulls Measured Loose Weighs Approx. 10.6 Lbs. Mixture shall be Permitted to age a Minimum of 48 Hrs. before Placing in Joint

QUANTITIES FOR ONE SLAB

BAR	SIZE	Nº	LENGTH	TOTAL LENGTH	LOCATION
A	#6	80	20'-4"	1626'-8"	Longit. Bottom
A1	#6	4	19'-~~10~~ 11"	~~79'-8"~~ 76'-8"	Longit. Bottom
TOTAL #6 BARS = 1702'-~~8~~ 0" LBS. ~~2558~~ 2558					
B	#4	18	41'-4"	744'-0"	Transv. Bottom
B1	#4	1	40'-6"	40'-6"	Transv. Bottom
C	#4	26	19'-8"	511'-4"	Longit. Top
C1	#4	2	18'-5"	36'-10"	Longit. Top
D	#4	12	41'-4"	496'-0"	Transv. Top
D1	#4	1	40'-6"	40'-6"	Transv. Top
TOTAL #4 BARS = 1869'-2" = 1249 LBS.					
* CONCRETE APPROACH SLAB				71.33 = ~~92.36~~ SQ. YDS.	
CLASS "A" CONCRETE (BLOCK ONLY)				4.33 = ~~4.29~~ CU. YDS.	
$ APPROACH SLAB FILLER				= 6.67 CU. FT.	
DEFORMED REINFORCING STEEL				= ~~1808~~ 1807 LBS.	

* NOTE: Curb to be poured Monolithic with Slab. Cost of curb and ½" premoulded Exp. material to be included in price bid for this item.
$ No Direct Payment

GENERAL NOTES:
CONSTRUCTION SPECIFICATIONS: Latest Approved Louisiana Dept. of Highways Standard Specifications.
DESIGN SPECIFICATIONS: A.A.S.H.O. Specifications for Highway Bridges, 1944, as Amended by Interim Specifications, 1946.
Reinforcement Bars shall be Intermediate or Hard Grade A.S.T.M. A15 or Rail Steel A.S.T.M. A16 Conforming with A.S.T.M. A305.
Dimensions Relating to Reinforcing Steel are to Bar Centers.
Concrete to be Class "A" or may be Same Mix as Adjoining Pavement Slab.

APPROACH SLABS

RODERE CANAL BRIDGE
JEANERETTE - NEW IBERIA HWY.
LA. 3052
(STA. 90+70)

DATED 10-7 1946

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
2-14-49	Def. Reinf. Steel	C.B.J.
10-24-46	NEW SHEET ADDED	C.B.J.

REVISIONS

DESIGNED — DETAILED H. Mendenhall TRACED J. Schexnayder
CHECKED — CHECKED — CHECKED H. Mendenhall
BRIDGE DESIGN SECTION

12

AS BUILTS

TEST PILE Nº 1

TYPE OF PILE: 16" PRECAST CONC.
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: 45 TONS

STA. 90+40 ℄

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
LT GR. GR. SILTY CLAY TR. SAND - SILT - CLAY (FILL)	2.46	VERY STIFF	21	44	21	20	15
DK GR SILTY CLAY TR. SAND - SILT (FILL)	2.36	VERY STIFF	26	45	17	(1/3)	10
BROWN MED. GRAY-BROWN TR. SILT & SAND	2.20	STIFF	21	40	27	21	5
BR. & GR. BR SILTY CLAY TR. SILT & SAND CONC.	2.33	VERY STIFF	21	43	22	(1/3)	0
GREEN TO GRAY CLAY TR. SILT - VERY SOFT CONC.	0.66	MED	30	73	40	22	-5
BR. GR. SILTY CLAY TR. SILT CONC.	0.35	VERY SOFT	27	NP	NP	23	
LT. GR SILTY CLAY TR. SAND CONC. SILTY	0.56	MED	30	34	10	24	-10
DK & BR SILTY CLAY TR. SAND CONC.	0.56	MED	28	32	11	(1/2)	
DK & BR SILTY CLAY TR. CONC.	0.89	MED	26	32	12	25	-15
DK & BR SILTY CLAY TR. CONC.	0.51	MED	25	35	17	(1/3)	
DK & BR SILTY CLAY TR. CONC.	1.62	STIFF	22	45	25	26	-20
VERY DK & GR SILTY CLAY	1.17	STIFF	28	54	16	(1/3)	
DK & BR SILTY CLAY VERY MICA SILT	PEN. UNDER 1½ TSF	STIFF	31	42	22	27	-25
DK & BR SILTY CLAY LOOSE SILT	1.16	STIFF	28	32	10	(1/3)	
DK & BR SILTY CLAY WITH LOOSE SILT TR. CONC.		VERY STIFF	29	32	NP 13	28	-30
DK & BR SILTY CLAY WITH VERY MICA SILT	0.61	MED.	29	40	21	(1/3)	-35
DK & BR SILTY CLAY	PEN. UNDER 1½ TSF 1.27	STIFF	34	74	50	29	
DK SILTY CLAY TR. CONC.	1.43	STIFF	28	59	32	(1/3)	-40
DK SILTY CLAY - HEAVY MICA SILT TR. CONC.	1.19	STIFF	28	32	14	30	-45
DK & GR. SILTY CLAY TR. CONC.	SIS 1.49	STIFF	43	91	61	(1/3)	-50
DK & BR SILTY CLAY TR. TR. CONC.	1.54	STIFF	32	71	42	31	-55
DK & BR SILTY CLAY LT LOOSE SILT		VERY STIFF	30	47	27	(1/3)	-60
DK & GR SILTY CLAY TR. CONC.	PEN. 1½	STIFF	36	60	31	32	-65
MIX SEAMS BL GR & GR SILTY CLAY & GR SILTY LOAM - TR. CONC.	0.77	MED	35	38	11	(1/3) (1/3)	-70
GREEN GR. SILTY CLAY CONTAMINATED WITH SILT	1.58	STIFF	25	30	12	33	-75
							-80

BORING Nº 1
DATE MADE: 23 SEPT. 59 STA: 90+31 LOCATION: ℄ RR. ROWX

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

TEST PILE Nº 2

TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
DK. GR. SILTY CLAY (FILL) TR.	2.92	VERY STIFF	20	43	16	(1/3)	15
DK. BR. SILTY CLAY - TR. SILT VERY LT TR. SAND	2.42	HARD	18	43	19	(1/3)	10
DK. BR. SILTY CLAY TR. SILT	PEN. UNDER 1½	STIFF	26	41	21	(1/3)	5
LT. GR & BR SILTY CLAY LT. TR. SILT, CONC.	0.39	SOFT	31	34	9	(1/3)	0
LT. BR & GR SILTY CLAY LT. TR. CONC., SILTY	0.54	LOOSE	31	NP	NP	(1/3)	-5
LT. BR & GR SILTY CLAY LT. TR. SILT	0.33	MED	28	32	11	34	-10
BR. TR. SILTY CLAY	0.51	MED.	26	35	16	(1/3)	-15
BR & BR SILTY CLAY SEMBRA SOFT CLAY	1.54	STIFF	25	45	24	35	-20
BR & GR SILTY CLAY LOAM		HARD	30	35	1	(1/3)	-25
BR FINE SANDY CLAY LOAM		LOOSE	27	NP	NP 31	36	-30
BR. FINE SANDY LOAM		LOOSE	31	NP	NP 31	(1/3)	-35
BR & GR SILTY CLAY WITH THIN (1") MIC SEAMS FINE BR SANDY LOAM TR. CO_3 CONC.		VERY STIFF	33	56	NP 26 34	37	-40
RED BR & GR SILTY CLAY TR. CONC.	1.46	STIFF	30	51	28	(1/3)	-45
RED BR & GR SILTY CLAY VERY LT TR. SILT	SIS 1.37	STIFF	35	73	46	38	-50
REC BR & GR SILTY CLAY	0.86	MED	38	65	35	(1/3)	-55
RED BR & GR SILTY CLAY	1.43	STIFF	32	65	27	39	-60
GR & BR SILTY CLAY TR HARD GRAY CONC. LOOSE SILT	SIS 0.33	MED	40	68	37	(1/3)	-65
BR & BR SILTY CLAY	0.33	MED	39	50	27	(1/3)	-70
GR. SILTY CLAY LOOSE SILT	1.12	STIFF	27	30	11	(1/3)	-75
							-80

BORING Nº 2
DATE MADE: 22 SEPT. 59 STA: 91+10 LOCATION: 23' RT & LT ROWX

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

TEST PILE Nº

TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION

BORING Nº
DATE MADE:
STA:
LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

DATE	DESCRIPTION	BY

REVISIONS

NOTES:

F	STATE PROJECT	PARISH	SHEET Nº
121 (11)	424-04-07	IBERIA	212

ABBREVIATIONS:

N.P. = NON-PLASTIC
BL. = BLUE
BK. = BLACK
BR. = BROWN
GR. = GRAY
WH. = WHITE
YE. = YELLOW
DK. = DARK
LT. = LIGHT
MED. = MEDIUM
PENET. = PENETRATION
S/S = UNABLE TO TEST BECAUSE OF SLICKENSIDES

MOISTURE CONTENT = MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

(3) = LOCATION AND IDENTIFICATION OF THE SAMPLE

NO PENETRATION = UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N = 16 = NUMBER OF BLOWS OF 150 LB HAMMER DROPPED 30 IN. REQUIRED TO DRIVE 2 IN O.D. SPLIT SPOON SAMPLER 1 FT AFTER FIRST HAVING BEEN DRIVEN 6 IN. UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE.

NO CULL = NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE DATA.

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL		DESIGNATION	Nº OF BLOWS "N"	"qu" UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ.FT.
SAND & SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4-10	
		MEDIUM	10-30	
		DENSE	30-50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2-4	0.25-0.50
		MEDIUM	4-8	0.50-1.00
		STIFF	8-15	1-2
		VERY STIFF	15-30	2-4
		HARD	OVER 30	OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. MAX. ELEV.	MIN. ELEV.	AVE. ELEV.
1L	90+16	32.48	7.52	40'					
2L	90+41	32.48	7.52	40'					
3L	90+66	32.48	7.52	40'					
4L	90+91	32.48	7.52	40'					
5L	91+16	32.48	7.52	40'					
1R	90+24	32.48	7.52	40'					
2R	90+49	32.48	7.52	40'					
3R	90+74	32.48	7.52	40'					
4R	90+99	32.48	7.52	40'					
5R	91+24	32.48	7.52	40'					

CORE BORINGS AND TEST PILES.

RODERE CANAL BRIDGE
JEANERETTE - NEW IBERIA HWY
La 3052

DATED OCT. 19 1959

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED J.J.H.	DETAILED	TRACED W.R.R.
CHECKED J.R.J.	CHECKED	CHECKED

TESTING AND RESEARCH SECTION - BRIDGE DESIGN SECT.

PLATE

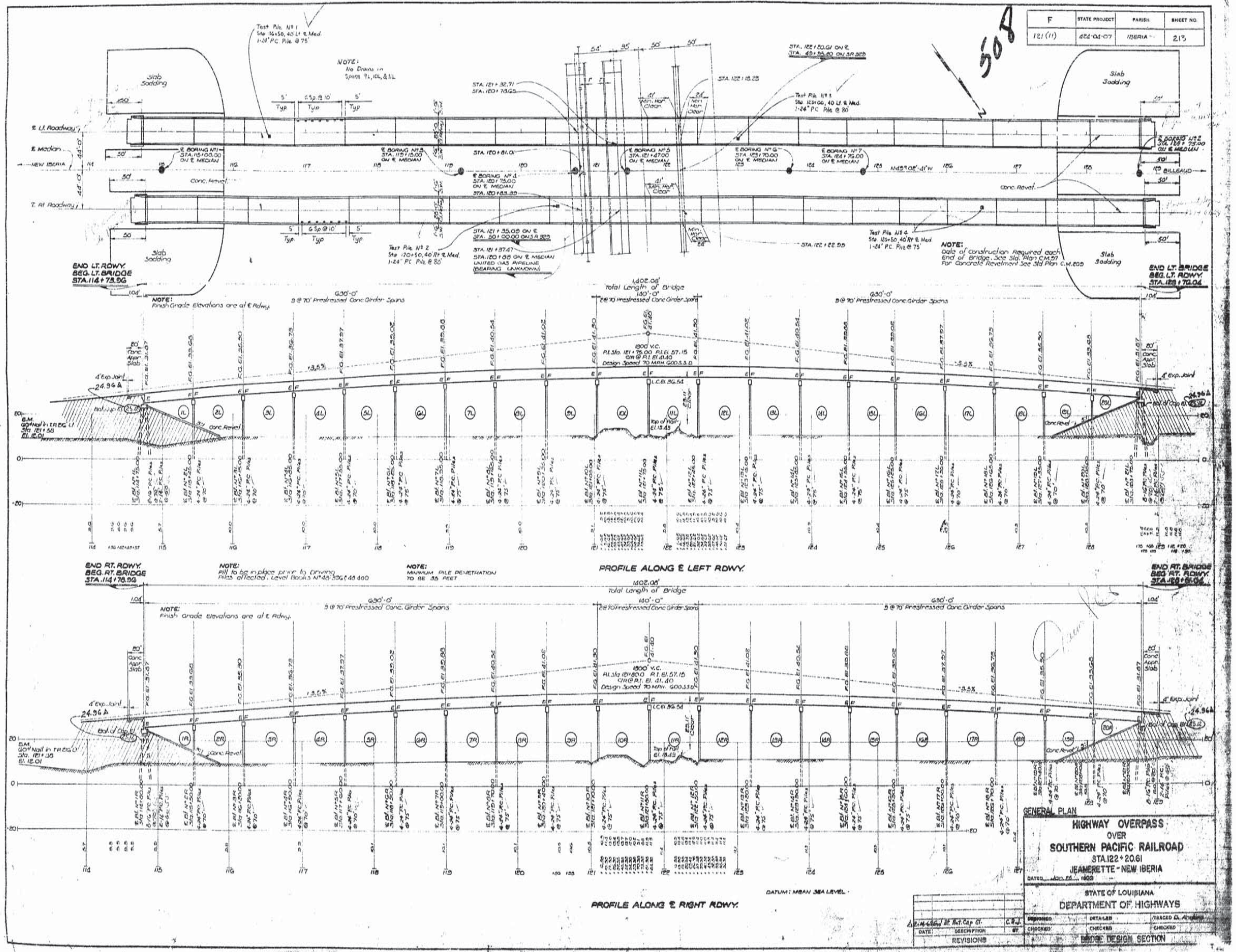
507

12

AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121 (11)	822-04-07	IBERIA	213

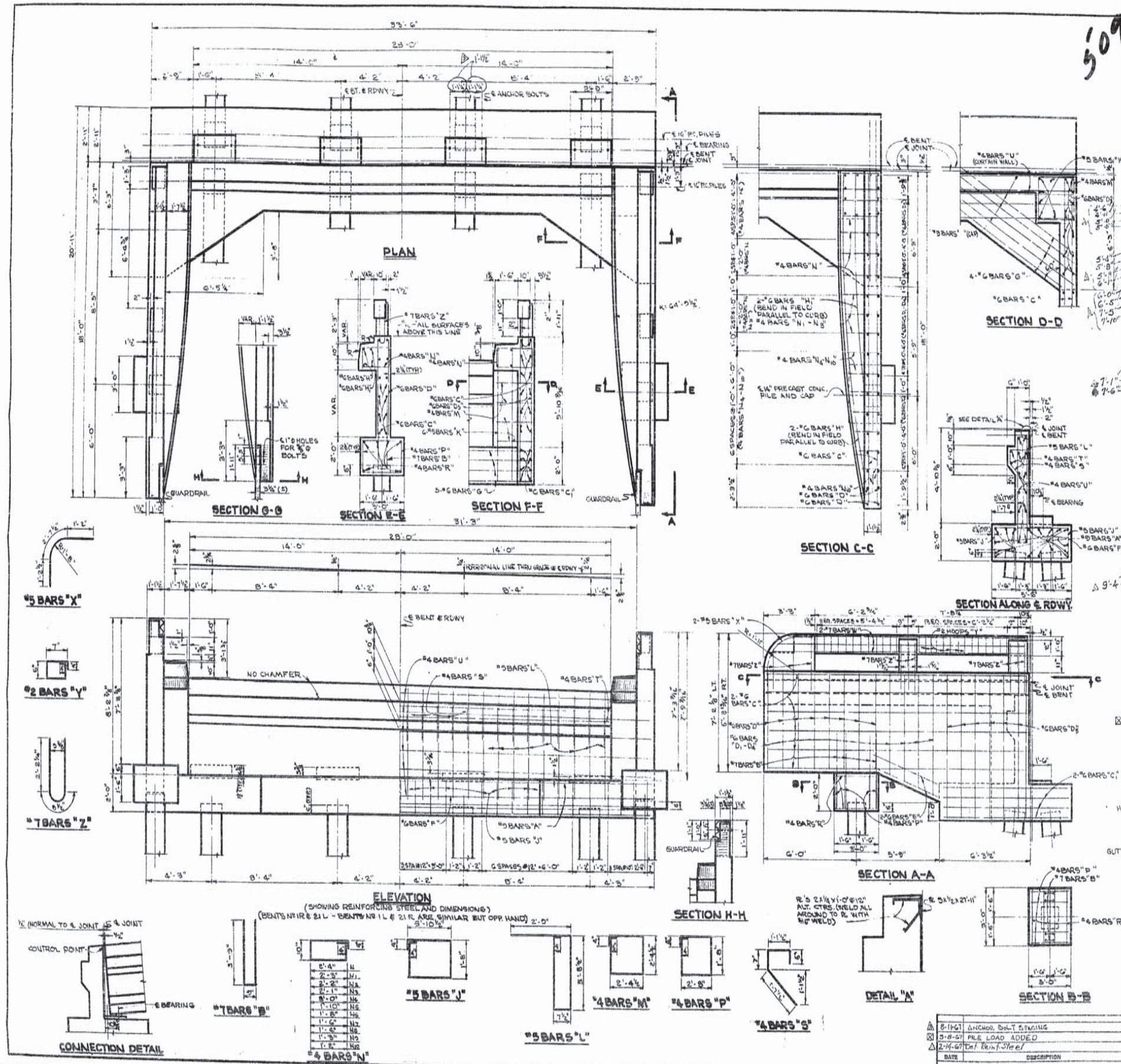
308



AS BUILTS

509

F	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	214



BILL OF MATERIALS (ONE BENT)

BAR	SIZE	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
A	#8	16	33'-2"	530'-8"	LONG. IN CAP
TOTAL #8 BARS = 530'-8" = 1804 LBS.					
B	#7	8	8'-3"	66'-0"	VERT. IN WINGWALL CAP
TOTAL #7 BARS = 66'-0" = 135 LBS.					
C	#6	24	17'-8"	424'-0"	LONG. IN WINGWALL
C1	#6	16	8'-10"	141'-3"	LONG. IN WINGWALL
D	#6	16	[illegible]	(60'-0")	VERT. IN WINGWALL 150' 5"Δ
D1	#6	2	[illegible]	(6'-3")	VERT. IN WINGWALL 20' 10"Δ
D2	#6	2	[illegible]	(6'-9")	VERT. IN WINGWALL 22' 2"Δ
D3	#6	2	[illegible]	(7'-6")	VERT. IN WINGWALL 23' 6"Δ
D4	#6	2	[illegible]	(7'-9")	VERT. IN WINGWALL 24' 10"Δ
D5	#6	12	[illegible]	(84'-0")	VERT. IN WINGWALL 188' 0"Δ
E	#6	8	4'-6"	36'-0"	LONG. IN WINGWALL
F	#6	2	33'-2"	66'-4"	LONG. IN CAP
G	#5	40	10'-0"	400'-0"	LONG. IN WINGWALL & CAP
H	#6	4	16'-10"	67'-4"	LONG. IN SIDEWALK
H1	#6	4	11'-10"	47'-4"	LONG. IN SIDEWALK
				1107'-3" Δ	2417 Δ
TOTAL #6 BARS = (1630-8) = (2445) LBS.					
J	#5	36	11'-8"	340'-8"	STIRRUPS IN CAP
K	#5	12	(6'-1")	(61'-0")	VERT. IN CURTAINWALL
L	#5	28	15'-1½"	423'-2"	VERT. IN CURTAINWALL
				1150'-0"	1725 Δ
TOTAL #5 BARS = (915-3) 949-3 = 980 Δ (1455) LBS.					
M	#4	8	10'-2"	81'-4"	LONG. IN CURTAINWALL
N	#4	14	7'-0"	98'-0"	VERT. IN SIDEWALK
N1	#4	2	6'-10"	13'-8"	VERT. IN SIDEWALK
N2	#4	2	6'-8"	13'-4"	VERT. IN SIDEWALK
N3	#4	2	6'-6"	13'-0"	VERT. IN SIDEWALK
N4	#4	2	6'-4"	12'-8"	VERT. IN SIDEWALK
N5	#4	2	6'-0"	12'-0"	VERT. IN SIDEWALK
N6	#4	2	5'-8"	11'-4"	VERT. IN SIDEWALK
N7	#4	2	5'-4"	10'-8"	VERT. IN SIDEWALK
N8	#4	2	5'-0"	10'-0"	VERT. IN SIDEWALK
N9	#4	2	4'-10"	9'-8"	VERT. IN SIDEWALK
N10	#4	2	4'-8"	9'-4"	VERT. IN SIDEWALK
P	#4	8	7'-4"	(58'-8")	VERT. IN WINGWALL CAP
R	#4	12	2'-8"	32'-0"	LONG. IN WINGWALL CAP
S	#4	28	3'-10"	107'-4"	VERT. IN CURTAINWALL
T	#4	2	27'-8"	55'-4"	LONG. IN CURTAINWALL
U	#4	12	33'-2"	398'-0"	LONG. IN CURTAINWALL
				74-8 Δ	922'-4" Δ
TOTAL #4 BARS = (946'-4") = 643 Δ (872) LBS.					
DEFORMED REINFORCING STEEL 5704 (5875) LBS.					
CLASS "A" CONCRETE 30.33 CU. YDS.					
STEEL (A36) 295 LBS.					
CONCRETE HANDRAIL 35.58 LIN. FT.					
☒ MAX. PILE LOAD 45 T/PILE					

NOTE:
FOR GENERAL NOTES SEE MISC. DETAIL SHEET Nº .

DATE	DESCRIPTION	BY
Δ 8-19-67	ANCHOR BOLT STAGING	C.B.J.
☒ 3-8-67	PILE LOAD ADDED	C.B.J.
Δ 2-14-67	Det. Reinf. Steel	C.R.F.

REVISIONS

HIGHWAY OVERPASS OVER
SOUTHERN PACIFIC RAILROAD
STA. 122+20.61
JEANERETTE - NEW IBERIA HWY.

DATED APRIL 11 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	ALIGNMENT	TRACED
CHECKED	CHECKED		CHECKED

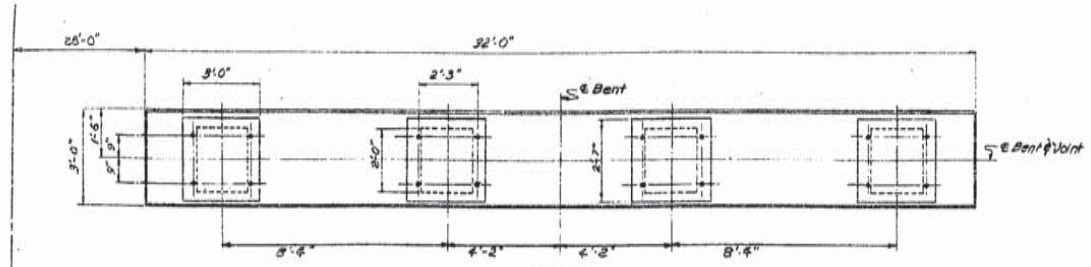
BRIDGE DESIGN SECTION

12

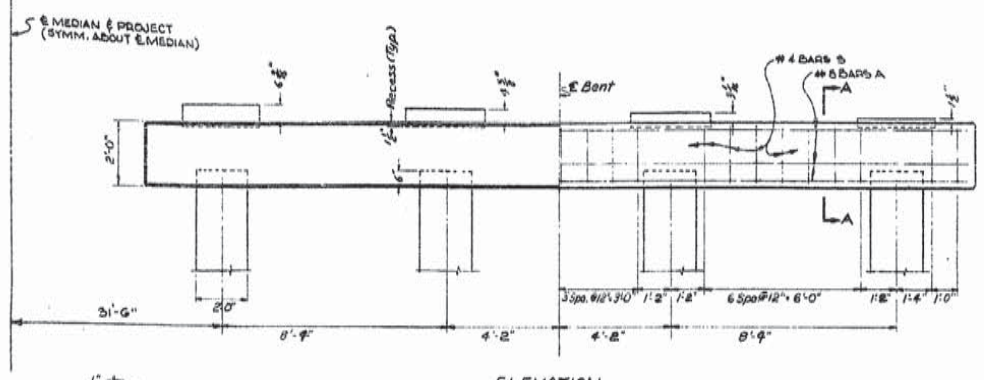
AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	215

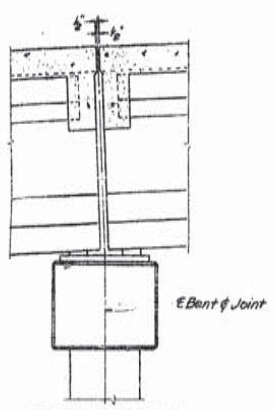
510



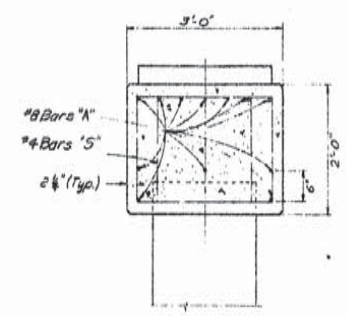
PLAN



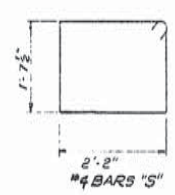
ELEVATION
(Showing Reinforcing Steel and Dimensions)

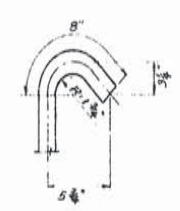


CONNECTION DETAIL



SECTION A-A





135° HOOKS FOR #4 BARS

BILL OF MATERIALS (ONE BT.)					
Bar	Size	No.	Unit Length	Total Length	Location
A	#8	12	31'-8"	380'-0"	Long. in Cap
Total #8 Bars = 380'-0"					1,015 LBS.
S	#4	28	8'-8"	(216'-8")	Stirrups in Cap
		50		(433'-4")	
Total #4 Bars = (216'-8") + 433'-4" = 649'-4" = (649'-4")					649 LBS.
Total Deformed Reinforcing Steel					1,160 LBS.
Class "A" Concrete					719 Cu. Yds.
Maximum Pile Load					91 — (71) Tons/Pile

BEARING PAD THICKNESS		
Bent	Low Side	High Side
2 R/L & 3 R/L 20 R/L & 19 R/L	1"	1 7/16"
4 R/L & 5 R/L 18 R/L & 17 R/L	1"	1 5/16"
6 R/L & 7 R/L 16 R/L & 15 R/L	1"	1¼"
8 R/L & 9 R/L 14 R/L & 13 R/L	1"	1 1/16"
10 R/L & 11 R/L 12 R/L	1"	1"

TOP OF CAP ELEVATIONS	
Bent	Elevation
2 R/L & 20 R/L	28.76
3 R/L & 19 R/L	30.38
4 R/L & 18 R/L	31.81
5 R/L & 17 R/L	33.05
6 R/L & 16 R/L	34.10
7 R/L & 15 R/L	34.96
8 R/L & 14 R/L	35.63
9 R/L & 13 R/L	36.12
10 R/L & 12 R/L	36.40
11 R/L	36.49

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS:
Construction shall be in accordance with Louisiana Department of Highways Standard Specifications for Roads and Bridges, July, 1955, and the Special Provisions.

DESIGN SPECIFICATIONS:
Structure Design Specifications are in accordance with A.A.S.H.O. Standard Specifications for Highway Bridges, 1961, as amended to Dec. 1964.
Live Load: HS 20-44.
Design Speed: 70 M.P.H.

ELEVATIONS:
The Datum used is Mean Sea Level.

PRECAST PRESTRESSED CONCRETE GIRDERS:
See Sheet of Miscellaneous Details and Notes. Typical for all Prestressed Concrete Girder Spans.

CONCRETE:
Concrete in the Curbs, Sidewalks, Handrail, Handrail Post, and Diaphrams Shall be Class A(A) Concrete.
Concrete in Approach Slabs and Beams Shall be Class "A" Concrete.

Concrete in Prestressed Concrete Girders shall be Class "P" Concrete in Accordance with the Special Provisions.
Chamfer all exposed edges of concrete ¾" except as follows: All corners of Bents, Except Risers, Shafts, Columns and Pedestals for which a Chamfer or Bevel is detailed, shall be Chamfered 1½" unless otherwise noted.
No deduction is to be made in Concrete Quantities for Chamfers of 1½" or less.

CONCRETE HANDRAIL:
Concrete and Reinforcing Steel above top of 4" Sidewalk Curb to be paid for per Lin. Ft. of Concrete Handrail. This includes Bars #7 Bars L that project into deck curb.
The Handrail shall be poured Monolithic with Handrail Post in each panel length.

REINFORCING STEEL:
Reinforcing Steel Bars for concrete reinforcement shall be Intermediate or Hard Grade A.S.T.M. A15 or A.S.T.M. A160, or Rail Steel A.S.T.M. A16, and shall conform to A.S.T.M. A706.
Dimensions shown on Reinforcing Bar Detailsare to bar centers.
Deformed Reinforcing Steel in Precast Prestressed Concrete Girders must be fabricated as detailed on the plans to care dimensional tolerances in order to insure adequate cover and satisfactory fit.
The minimum covering, measured from the surface of concrete, to the Face of any Deformed Reinforcing Bar shall not be less than the following:
1. Precast Prestressed Concrete Girders: 1 inch.
2. Top of Slab: 1½ inches.
3. Bottom of Slab: 1 inch.
4. All other Reinforced Concrete: 2 inches.

GALVANIZING:
When Galvanizing is called for on the plans, or in the Special Provisions, parts shall be Hot-Dipped Galvanized in accordance with A.S.T.M. A123-59. Damaged Galvanized Surfaces that are not to be encased in concrete, shall be repaired with an approved, cold-applied, zinc-rich inorganic paint or other approved method of repair.

ANCHOR BOLTS:
All Anchor Bolts shall be classified and paid for as Steel (A36)

FINISH OF CONCRETE SURFACES:
1. Parapets, curbs, and exterior exposed faces of superstructure shall receive a Class 2 Rubber Finish as indicated on detail shown elsewhere on this sheet.

YEAR PLATES:
Date of construction is required at each end of Bridge. See Louisiana Department of Highways Standard Plan C.M. 97.

DATE	DESCRIPTION	BY
3-6-67	Nt & BARS S	C.B.J.
3-28-67	Pile Load	C.B.J.

REVISIONS

BENTS 2-20 R/L RDWY.

HIGHWAY OVERPASS OVER
SOUTHERN PACIFIC RAILROAD
STA. 122+20.61
JEANERETTE-NEW IBERIA HWY.

DATED Jan 25 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W. LANGBACK	TRACED
CHECKED	CHECKED	CHECKED

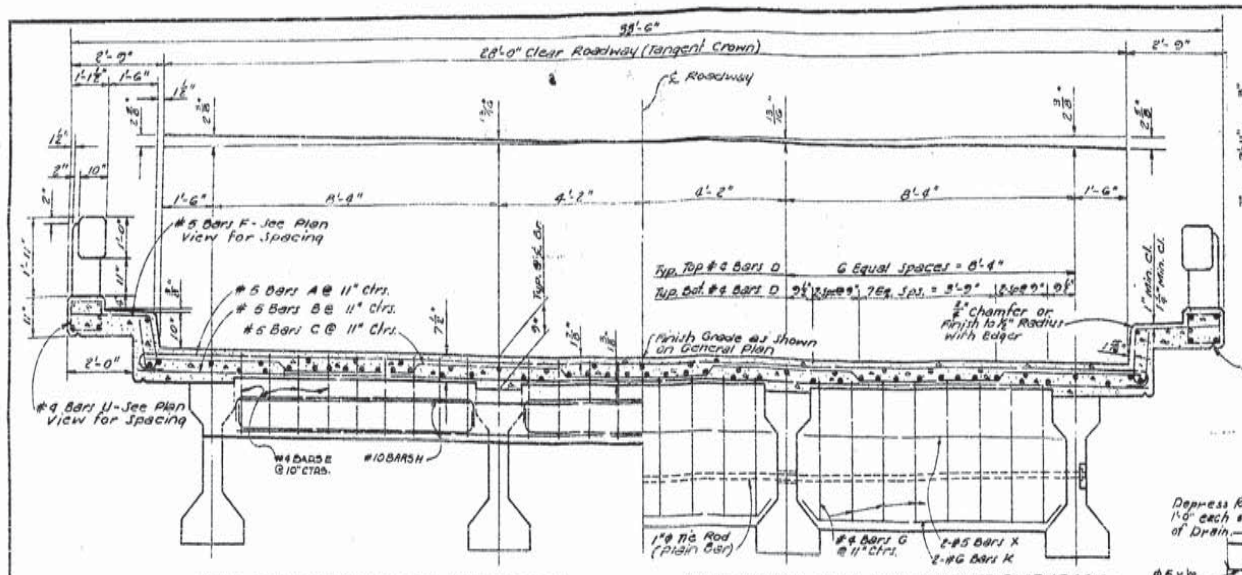
BRIDGE DESIGN SECTION

12

AS BUILTS

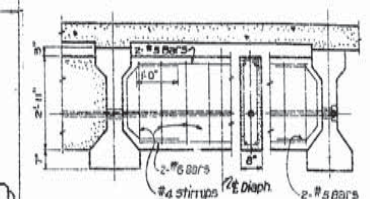
F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	216

511

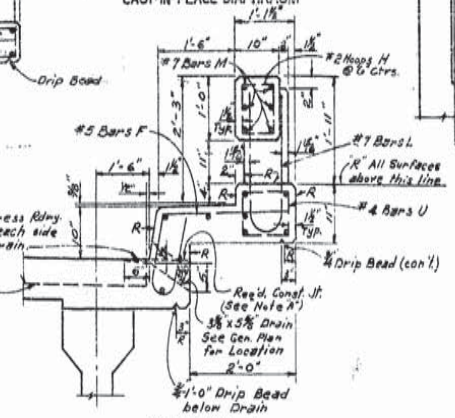


HALF SECTION THRU END DIAPHRAGM
(REINFORCING STEEL IN HANDRAIL & HANDRAIL POST NOT SHOWN)

HALF SECTION THRU INTERMEDIATE DIAPHRAGM
(REINFORCING STEEL IN HANDRAIL & HANDRAIL POST NOT SHOWN)



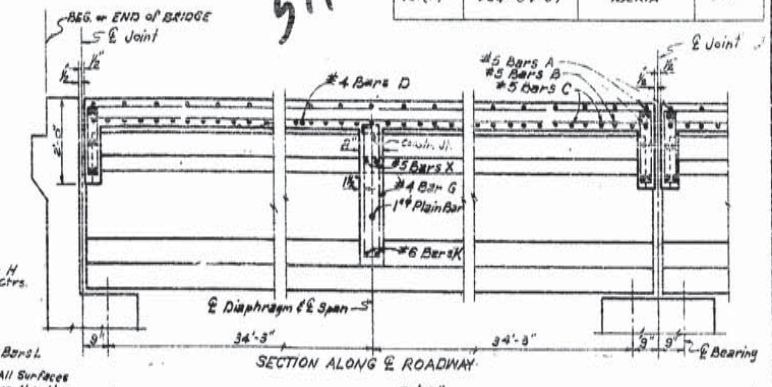
ALTERNATE DETAIL FOR INTERMEDIATE CAST-IN-PLACE DIAPHRAGM



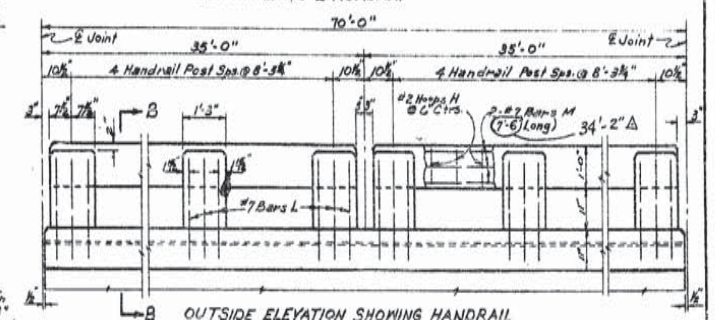
SECTION B-B

NOTE: "A"
After completing pour for Rdwy. slab, a min. of 3 days shall elapse on concrete in Rdwy. slab shall attain a min. compressive strength of 1500 p.s.i. before beginning pour for sidewalk cantilever.

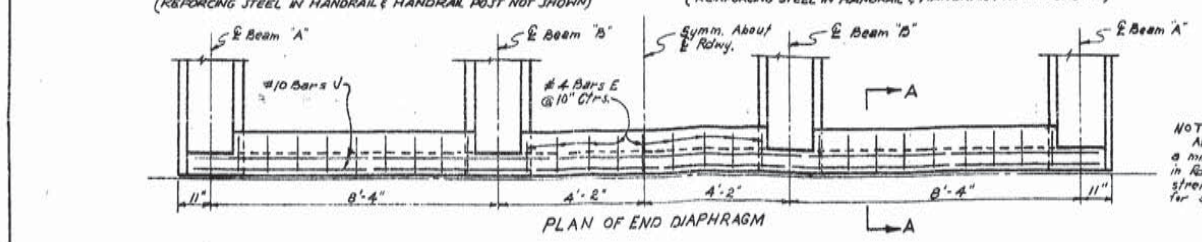
NOTE:
Conc. and Reinf. Steel in Handrail above top of 4" Sidewalk Curb to be paid for per Lin. Ft. of Handrail; this includes Bars L that project into said Curb.



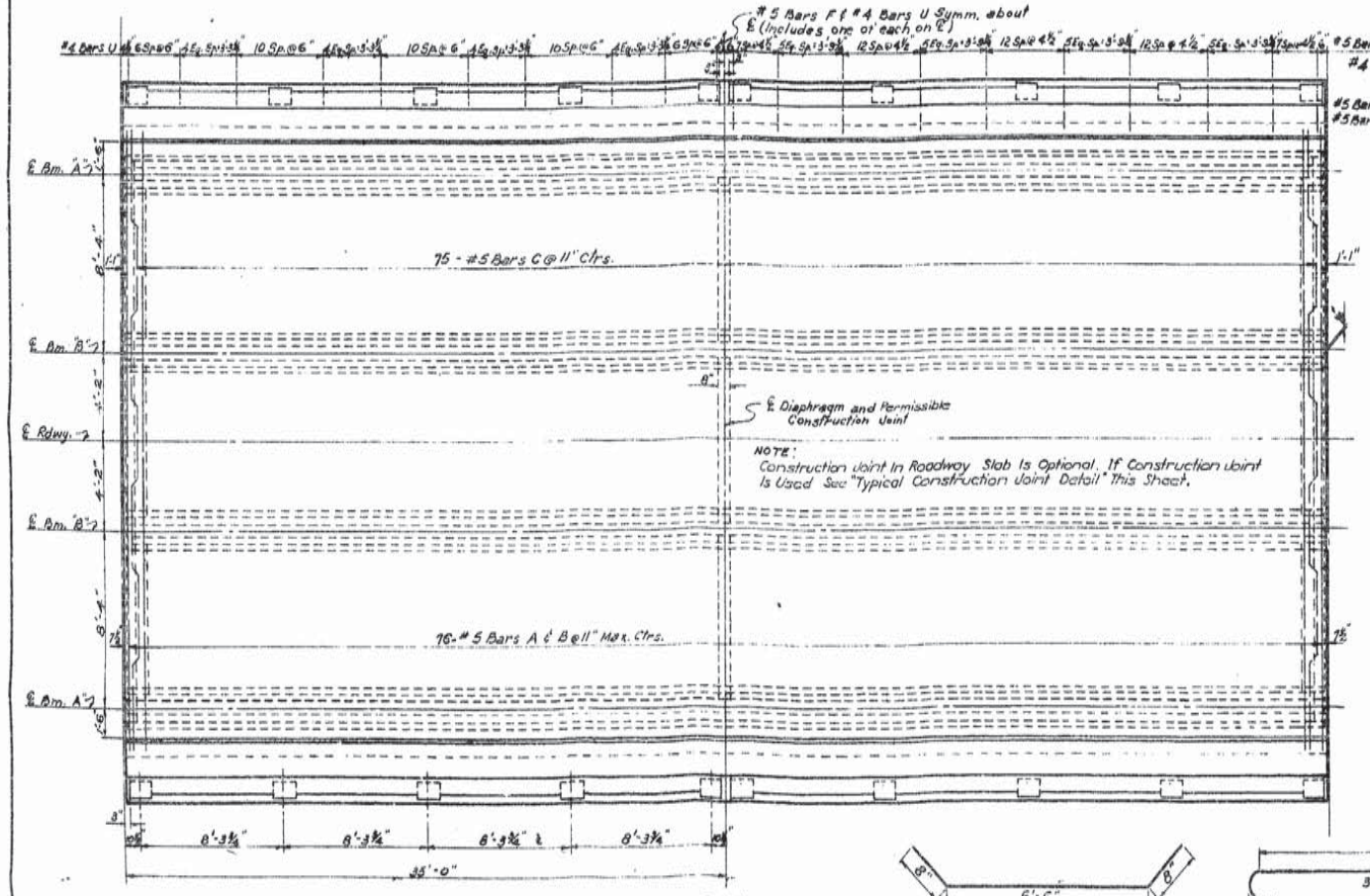
SECTION ALONG ℄ ROADWAY



OUTSIDE ELEVATION SHOWING HANDRAIL

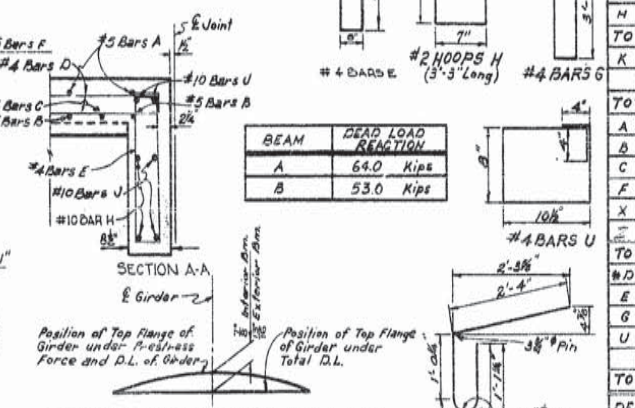


PLAN OF END DIAPHRAGM



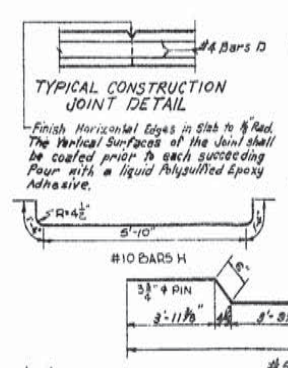
NOTE:
Construction Joint in Roadway Slab is Optional. If Construction Joint is Used See "Typical Construction Joint Detail" This Sheet.

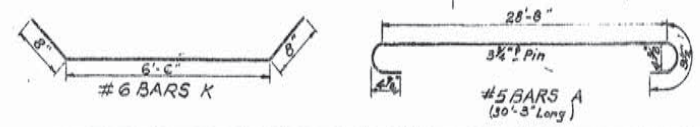
PLAN
Showing Slab Reinforcement & Diaphragm



BEAM	DEAD LOAD REACTION
A	64.0 Kips
B	53.0 Kips

DEFLECTION OF PRESTRESSED GIRDER UNDER DEAD LOAD OF CAST-IN-PLACE CONCRETE





BILL OF MATERIALS (ONE SPAN)

BAR	SIZE	No.	UNIT LENGTH	TOTAL LENGTH	LOCATION
J	#10	8	26'-0"	208'-0"	Transv. End Diaph.
H	#10	12	8'-4"	100'-0"	VERT. IN END DIAPH. Hoops △
TOTAL #10 BARS = 308'-0" = 1338 LBS.					
K	#6	6	7'-10"	47'-0"	Transv. Inter. Diaph.
			8'-6" △	102'-0" △	310'-0" △
TOTAL #6 BARS = 47'-0" = 71 LBS.					
A	#5	76	30'-3"	2299'-0"	Transv. Top of Slab
B	#5	76	29'-1"	2210'-4"	" Bot. of Slab
C	#5	75	30'-0"	2250'-0"	" " " "
F	#5	286	4'-11"	1406'-2"	" Sidewalk
X	#5	6	7'-0"	42'-0"	" Inter. Diaph.
E	#5	12	4'-11"	59'-0"	"
TOTAL #5 BARS = 8207'-6" = 8560 LBS.					
D	#4	75	71'-1"	5331'-3"	Longit. Slab
E	#4	54	4'-0"	216'-0"	Vert. End Diaph.
G	#4	24	8'-2"	196'-0"	Stirrups Inter. Diaph.
U	#4	238	3'-9"	892'-6"	" Handrail Curb
TOTA #4 BARS = 6663'-3" = 4451 LBS.					
DEFORMED REINF. STEEL (#4 #5 #6 #10) = 14,314 LBS.					
CLASS A(A) CONCRETE = 4.11 CU. YDS.					
STEEL (A 36) = 840 LBS.					
CONCRETE HANDRAIL = 138.0 LIN. FT.					
PRECAST PRESTRESSED CONC. GIRDERS = 280 L.F.					
PREMOULDED JOINT FILLER 34 LIN. FT.					

△ INCLUDES 1-6" SPLICE

NOTE:
For Additional Details See Misc. Prestressed Details Sheet No. 218 For General Notes See Sheet No. 215

SPANS No. 1 THRU 20
70'-0 PRECAST PRESTRESSED CONC. GIRDER SPANS.

HIGHWAY OVERPASS OVER
SOUTHERN PACIFIC RAILROAD
STA. 122+20.61
JEANERETTE-NEW IBERIA HWY.

DATED JUNE 17, 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED L. Garrido	DETAILED R.J. Scallan	TRACED
CHECKED	CHECKED G. Tassin	CHECKED

BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY
2-14-67	Def. Reinf. Steel	CWJ

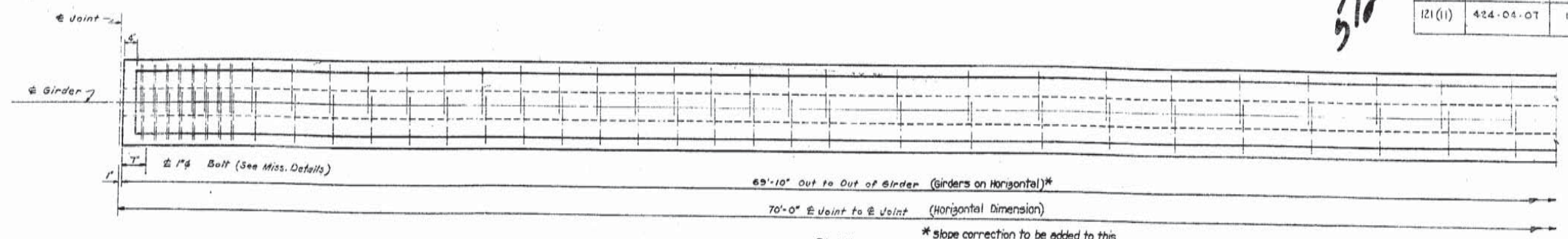
REVISIONS

AS BUILTS

12

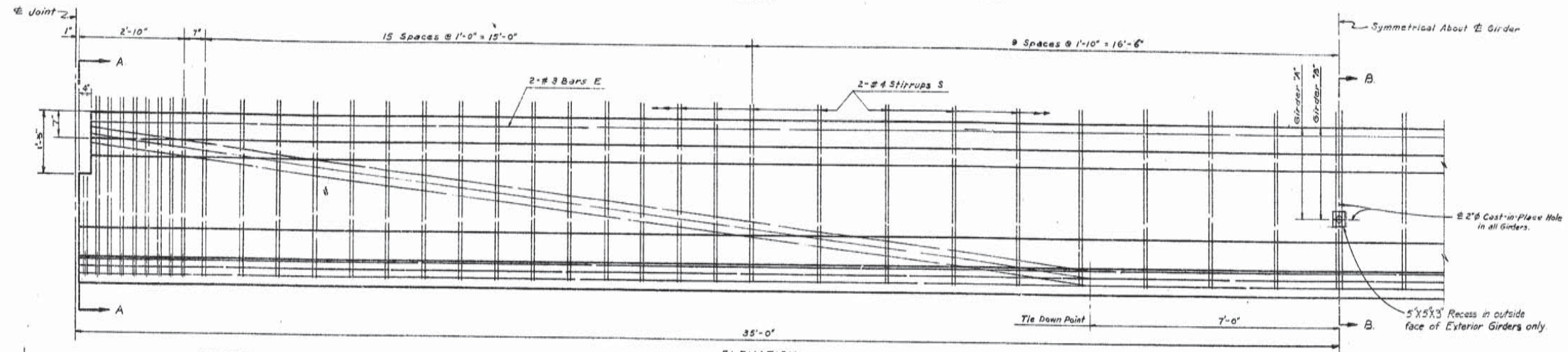
F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	217

512

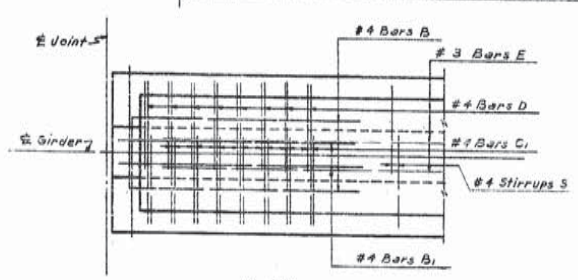


PLAN

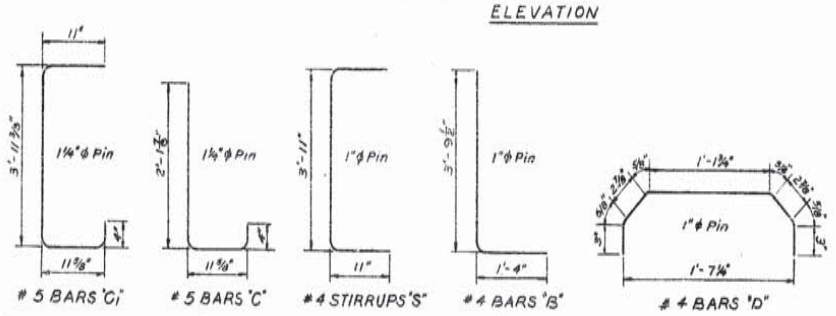
* Slope correction to be added to this dimension for Girders on Grade

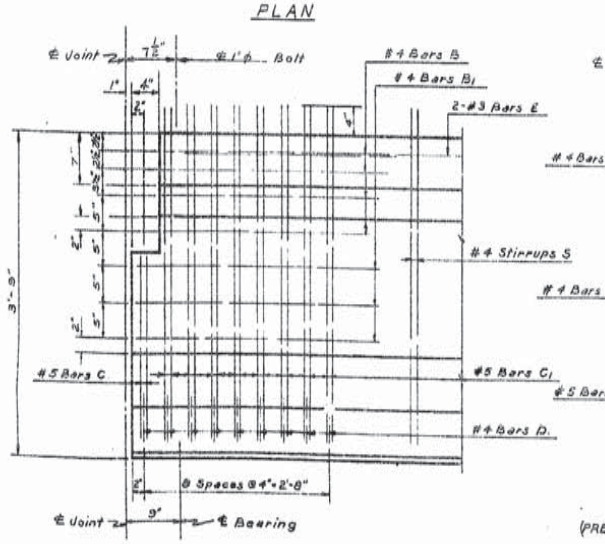


ELEVATION

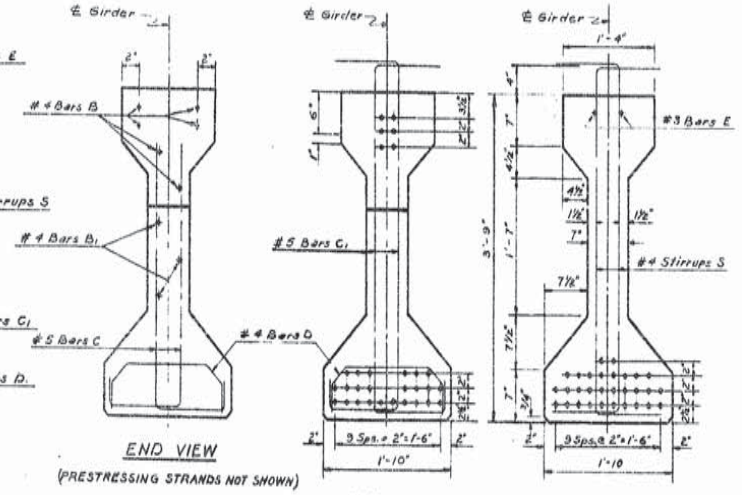


PLAN





ELEVATION



END VIEW
(PRESTRESSING STRANDS NOT SHOWN)

For Exterior Girders All #4 Bars 'B' Shall be bent toward ℄ Roadway.

VIEW A-A

SECTION B-B

PATTERN
30-½"ϕ strand (7-wire)
@25,200 Lbs Each = 756,000 Lbs.

NOTES:

FOR GENERAL NOTES and DETAILS not shown on this sheet see MISCELLANEOUS DETAILS sheet Nº 216.

Camber in Prestressed Girders at release of strands shall be: 1¾" Max., 1 Min.

Tops of prestressed Girders shall be rough floated.

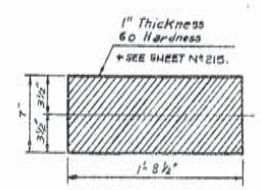
At Approx. the time of the initial set, the entire top of Girders shall be scrubbed transversely with a coarse wire brush to remove all Laitance and to produce a roughened surface for bonding slab.

Quantities shown on this sheet are for informational purposes only.

MATERIALS FOR 70'-0" NOMINAL GIRDER					
BAR	SIZE	Nº	UNIT LENGTH	TOTAL LENGTH	LOCATION
*E	#3	6	24'-0"	144'-0"	Horiz. in Top of Girder
TOTAL # 3 BARS = 144'-0"					54 Lbs.
B	#4	12	5'-1⅛"	61'-5"	Horiz. in End of Girder
B1	#4	6	3'-6"	21'-0"	Horiz. in End of Girder
D	#4	18	2'-4"	42'-0"	Vert. in End of Girder
S	#4	98	5'-9"	563'-6"	Stirrups in Girder
TOTAL # 4 BARS = 687'-11"					460 Lbs.
C	#5	4	3'-5⅝"	13'-10"	Vert. in End of Girder
C1	#5	32	6'-2"	197'-4"	Vert. in End of Girder
TOTAL # 5 BARS = 211'-2"					220 Lbs.
QUANTITIES					
DEFORMED REINF. STEEL					734 LBS.
CLASS "P" CONCRETE					10.03 CU. YDS.
ϕ STEEL (A-36)					69 LBS.
30-½"ϕ STRANDS (2096 LIN. FT)					1035 LBS.
2 EACH 20½"x7"x1" NEOPRENE PADS (60 HARDNESS)					

* 2-1'-1" Splice included in Quantities

ϕ For Girders with Anchor Bolts to Support End Dam @ Exp. Joint, Add 20 Lbs.



NEOPRENE BEARING PAD
(2-REQUIRED EACH GIRDER)

(Cost to be included in cost per Lin. Ft of 70'-0" precast prestressed concrete Girder in place)

70' GIRDERS

HIGHWAY OVERPASS OVER
SOUTHERN PACIFIC RAILROAD
STA. 1221+20.61
JEANERETTE-NEW IBERIA HWY.

DATED JULY 23 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED L. Garrido | DETAILED F. Perry | TRACED
CHECKED A.D. | CHECKED A.D. | CHECKED

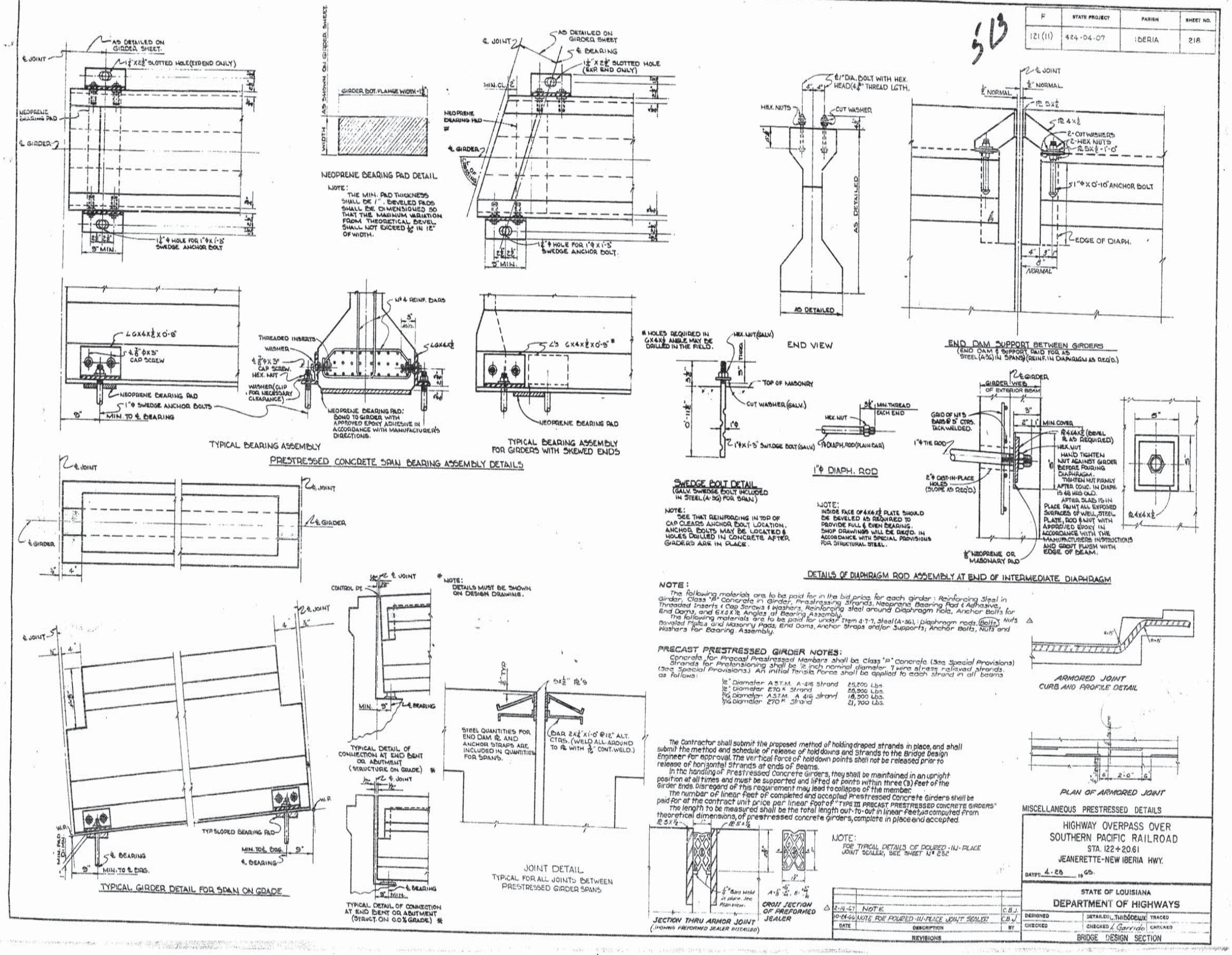
BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY

REVISIONS

AS BUILTS

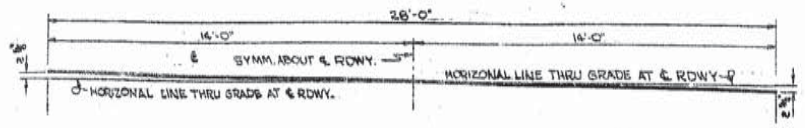
F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	218

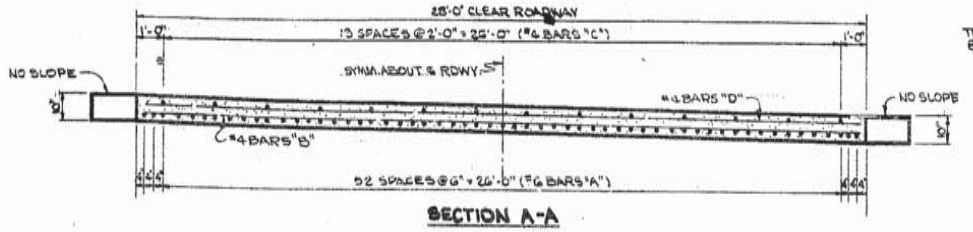


AS BUILTS

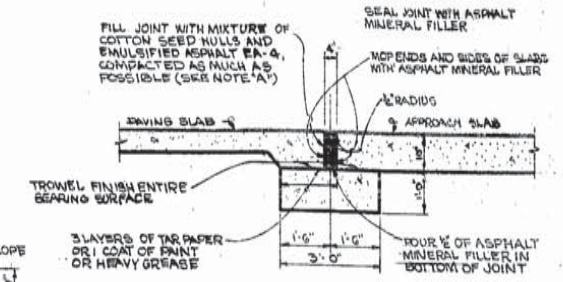
F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	219

514





SECTION A-A

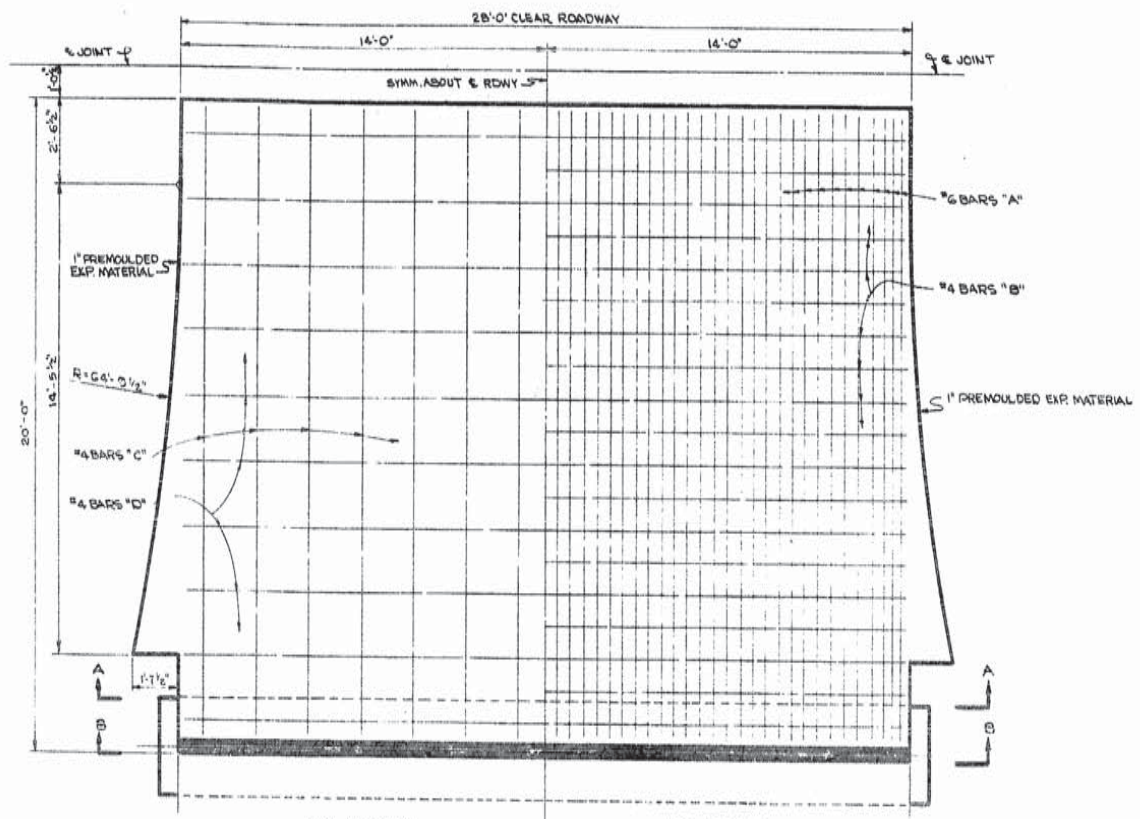


PART SECTION ALONG ℄ RDWY.

BILL OF MATERIALS (ONE SLAB)

BAR	SIZE	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
A	#6	57	20'-2"	1,149'-6"	LONG. IN BOTTOM OF SLAB	
TOTAL #6 BARS = 1,149'-6"						1,727 LBS.
B	#4	19	27'-8"	525'-8"	TRANSV. IN BOTTOM OF SLAB	
C	#4	14	19'-4"	270'-8"	LONG. IN TOP OF SLAB	
D	#4	10	27'-8"	276'-8"	TRANSV. IN TOP OF SLAB	
TOTAL #4 BARS = 1,073'-0"						717 LBS.
DEFORMED REINFORCING STEEL						2,444 LBS.
CONCRETE APPROACH SLAB						62.41 SQ.YDS.
CLASS "A" CONCRETE (BLOCK ONLY)						3.47 CU.YDS.
*APPR. SLAB EXP. JT. FILLER						7.78 CU.FT.

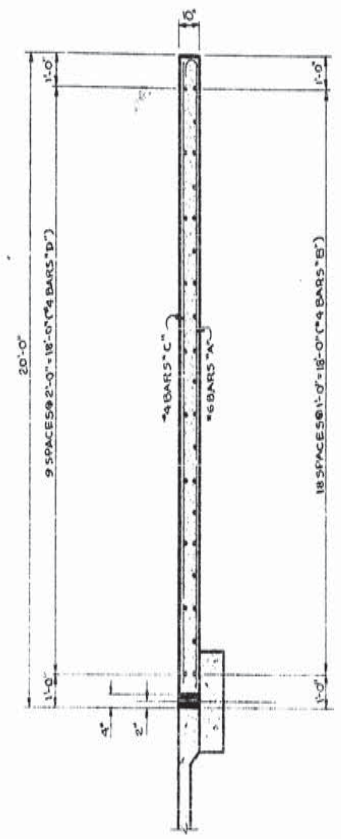
* NO DIRECT PAYMENT



HALF PLAN
SHOWING REINFORCING STEEL IN TOP OF SLAB

HALF PLAN
SHOWING REINFORCING STEEL IN BOT. OF SLAB

SOUTH APPROACH SLAB LT. ROADWAY AND NORTH APPROACH SLAB RT. ROADWAY
(NORTH APPROACH SLAB LT. ROADWAY AND SOUTH APPROACH SLAB RT. ROADWAY ARE SIMILAR BUT OPP. HAND)



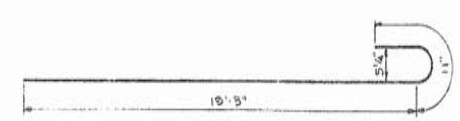
SECTION ALONG ℄ RDWY.

GENERAL NOTES:

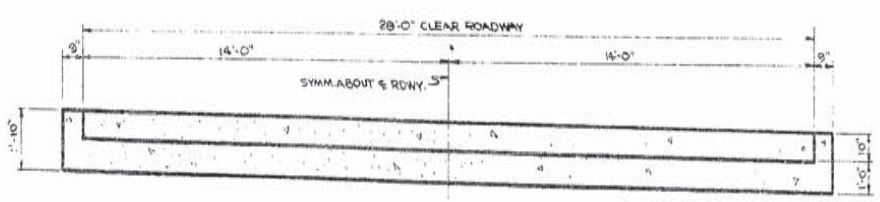
CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LA. DEPT. OF HWY. STD. SPECIFICATIONS.
DESIGN SPECIFICATIONS: A.A.S.H.O. 1961 AS AMENDED BY INTERIM SPEC'S 1964.
REINFORCING BARS SHALL BE INTERMEDIATE OR HARD GRADE A.S.T.M. A15 OR RAIL STEEL A.S.T.M. A16 CONFORMING WITH A.S.T.M. A305.
DIMENSIONS RELATING TO REINFORCING STEEL ARE TO BAR CENTERS.
CONCRETE TO BE CLASS "A" OR MAY BE THE SAME MIX AS ADJOINING PAVEMENT SLAB.
1" PREMOULDED EXPANSION MATERIAL AND APPROACH SLAB EXPANSION JOINT FILLER, TO BE INCLUDED IN PRICE BID FOR CONCRETE APPROACH SLAB.

NOTE "A"

MIXTURE FOR FILLER SHALL BE APPROX. 0.9 GAL./CF EMULSIFIED ASPHALT EA-4 PER CU. FT. OF COTTON SEED HULLS MEASURED LOOSE.
ONE CU. FT. OF COTTON SEED HULLS MEASURED LOOSE WEIGHS APPROX. 10 LBS. MIXTURE SHALL BE MOISTENED TO ASSURE A MINIMUM OF 48 HOURS BEFORE PLACING IN JOINT.



#6 BARS "A"



SECTION B-B

NORTH AND SOUTH APPROACH SLAB (R/L ROADWAYS)

HIGHWAY OVERPASS OVER
SOUTHERN PACIFIC RAILROAD
STA. 122+20.61
JEANERETTE-NEW IBERIA HWY.

DATED APRIL 11, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

AS BUILTS

TEST PILE Nº 3

TYPE OF PILE: 24" PRECAST CONC.
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA. 123+00 OFFSET

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
LT. BR. GR. SILTY CLAY TR. IRON CONC. (RECONPACTED)	3.12	VERY STIFF	26	40	16	(13)	15
DK. BR. & GR. SILTY CLAY	[illegible]	STIFF	27	39	13	(14)	10
DK. GRAY, BR. & [illegible]							
DK. GRAY SILTY CLAY TR. IRON CONC. (RECONPACTED)	0.44	SOFT	42	36	12	(15)	5
[illegible]							
DK. BR. & GR. SILTY CLAY TR. IRON CONC.	0.47	SOFT	38	36	8	(16)	0
DK. BR. SILTY CLAY	0.72	MED.	28	33	12	(17)	-5
DK. BR. & GR. SILTY CLAY TR. IRON CONC.	1.79	STIFF	21	38	19	(18)	
DK. & LT. BR. SILTY CLAY TR. CONC.	3.59	VERY STIFF	18	39	13	(19)	
DK. BR. & GR. SILTY CLAY WITH COQ CONC.	2.62	VERY STIFF	22	52	28	(20)	-10
GREEN, BR. & GR. SILTY CLAY TR. COQ CONC.	3/4 1.63	STIFF	28	35	48	(21)	-15
RED, BR. & GR. SILTY CLAY (LENSES SILT) TR. COQ CONC.	1.57	STIFF	25	42	21	(22)	-20
RED, BR. & GREEN GR. SILTY CLAY TR. CONC.	3/4 1.60	STIFF	29	71	44	(23)	-25
RED, BR. & GR. SILTY CLAY TR. CONC.	2.14 3/4	VERY STIFF	34	80	46	(24)	-30
RED, BR. & GR. SILTY CLAY TR. CONC.	1.41 3/4	STIFF	30	87	53	(25)	-35
RED, BR. SANDY LOAM TR. CLAY	0.25	LOOSE	29	N.P.		(26)	-40
DK. & GR. SILTY CLAY LT. TR. CONC.	1.41	STIFF	23	49	26	(27)	-45
RED, BR. SANDY LOAM (SEAM OF STRONG CLAY)	0.43	LOOSE	27	N.P.		(28)	
RED, BR. & GR. SILTY CLAY TR. CONC., SILT	2.02	VERY STIFF	22	44	25	(29)	-50
RED, BR. & GR. SILTY CLAY TR. CONC.	2.72	VERY STIFF	22	43	23	(30)	-55
RED, BR. & GR. SILTY CLAY (WITH TR. SILT)	2.84	VERY STIFF	20	38	19	(31)	
RED, BR. & GR. SILTY CLAY LT. TR. CONC.	1.46 3/4	STIFF	20	30	38	(32)	-60
DK. & GR. SILTY CLAY TR. IRON CONC.	2.61 3/4	VERY STIFF	23	52	29	(33)	-65
DK. & GR. SILTY CLAY	1.71 3/4	STIFF	30	72	41	(34)	-70
							-75

BORING Nº 6 STA: 123+70
DATE MADE: 29 SEPT 53 LOCATION: ℄ MED

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

TEST PILE Nº 2

TYPE OF PILE
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
LT. BR. GR. SILTY CLAY TR. IRON CONC. (RECONPACTED)	1.81	STIFF	26	46	20	(35)	15
DK. BR. GR. SILTY CLAY	[illegible]	VERY STIFF	21	50	18	(36)	10
DK. BR. GR. SILTY CLAY TR. IRON CONC. (RECONPACTED)	0.91	SOFT	36	33	8	(37)	5
LT. BR. GR. SILTY CLAY	0.25	SOFT	33	35	10	(38)	0
DK. BR. GR. SILTY CLAY	0.63	MED.	34	34	12	(39)	
DK. BR. GR. SILTY CLAY TR. IRON CONC. (RECONPACTED)	0.80	MED.	26	32	12	(40)	-5
GR. BR. SILTY CLAY TR. COQ CONC.	2.63	VERY STIFF	15	41	22	(41)	
GR. SILTY CLAY TR. CONC., SILT	2.86	VERY STIFF	13	37	21	(42)	-10
DK. & LT. SILTY CLAY TR. COQ CONC.	3/4 1.31	STIFF	31	74	33	(43)	-15
RED, BR. & GREEN GR. SILTY CLAY	3/4 1.35	STIFF	25	38	14	(44)	-20
DK. STRIPES BR. & GR. SILTY CLAY & RED BR. SANDY LOAM	0.37	MED.	30	47	25	(45)	-25
RED, BR. SILTY CLAY TR. CONC.	3/4 1.75	STIFF	35	83	45	(46)	-30
RED, GR. SILTY CLAY WITH LT. STRIPES SANDY LOAM	1.10	STIFF	26	37	13	(47)	-35
RED, BR. SANDY LOAM LT. STRIPES CLAY	0.23	LOOSE	25	N.P.		(48)	-40
RED, BR. SANDY CLAY LOAM	0.75	MED.	25	33	8	(49)	-45
RED, BR. SILTY CLAY TR. SILT	0.69	MED.	27	36	14	(50)	
RED, BR. & GR. SILTY CLAY TR. SILT	0.86	MED.	26	33	14	(51)	-50
BR. SILTY CLAY TR. SILT	1.22	STIFF	22	28	5	(52)	
DK. & GR. SILTY CLAY LT. TR. CONC., SILT	2.83	VERY STIFF	24	58	33	(53)	-55
RED, BR. & GREEN GR. SILTY CLAY (LENSES SILT)	3/4 1.83	STIFF	34	83	54	(54)	-60
DK. & GR. SILTY CLAY WITH STRIPES SAND	0.76	MED.	26	41	22	(55)	-65
DK. & GR. SILTY CLAY WITH STRIPES SAND	3/4 1.79	STIFF	38	85	57	(56)	-70
							-75

BORING Nº 7 STA: 124+76
DATE MADE: 30 SEPT 53 LOCATION: ℄ MED

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

TEST PILE Nº

TYPE OF PILE
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA.

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION

BORING Nº STA:
DATE MADE: LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

DATE	DESCRIPTION	BY
	REVISIONS	

NOTES:

F	STATE PROJECT	PARISH	SHEET Nº
121 (11)	424-03-23	IBERIA	22D

515

ABBREVIATIONS:

N.P. = NON-PLASTIC
BL. = BLUE
BK. = BLACK
BR. = BROWN
GR. = GRAY
WH. = WHITE
YE. = YELLOW
DK. = DARK
LT. = LIGHT
MED. = MEDIUM
PENET. = PENETRATION
S/S = UNABLE TO TEST BECAUSE OF SLICKENSIDES

MOISTURE CONTENT = MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

(3) = LOCATION AND IDENTIFICATION OF THE SAMPLE

NO PENETRATION = UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N = 18 = NUMBER OF BLOWS OF 150 LB HAMMER DROPPED 30 IN. REQUIRED TO DRIVE 2 IN. O.D. SPLIT SPOON SAMPLER 1 FT. AFTER FIRST HAVING BEEN DRIVEN 6 IN. UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE.

NO CULL = NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE DATA.

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL	DESIGNATION		Nº OF BLOWS "N"	"Qu" UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ.FT.
SAND & SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4-10	
		MEDIUM	10-30	
		DENSE	30-50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2-4	0.25-0.50
		MEDIUM	4-8	0.50-1.00
		STIFF	8-15	1-2
		VERY STIFF	15-30	2-4
		HARD	OVER 30	OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. MAX. ELEV.	MIN. ELEV.	AVE. ELEV.
13L	123+15	-40.38	34.62	75'					
13R	123+20	-40.38	34.62	75'					
14L	123+85	-40.87	34.13	75'					
14R	123+90	-40.87	34.13	75'					
15L	124+55	-41.54	33.46	75'					
15R	124+60	-41.54	33.46	75'					
16L	125+25	-42.40	32.60	75'					
16R	125+30	-42.40	32.60	75'					
17L	125+95	-38.45	31.55	70'					
17R	126+00	-38.45	31.55	70'					

CORE BORINGS AND TEST PILES.

HIGHWAY OVERPASS
OVER
SOUTHERN PACIFIC RAILROAD
STA. 122+20.00
JEANERETTE-NEW IBERIA HWY.

DATED OCT. 20, 1953

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS.

SURVEYED W.H.W. | DETAILED | TRACED W.H.P.
CHECKED J.W.J. | CHECKED | CHECKED G.E.S.

TESTING AND RESEARCH SECTION - BRIDGE DESIGN SECTION

AS BUILTS

F.	STATE PROJECT	PARISH	SHEET Nº
121 (11)	424-04-07	IBERIA	221

516

TEST PILE Nº 1

TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
BR GR SILTY CLAY LT TR VER. GRS (7.33)	1.17	STIFF	23	33	14		
BR GR SILTY CLAY LT TR VER.	1.43	STIFF	26	42	19		
BR GR SILTY CLAY LT TR VER.	1.16	STIFF	27	35	12		
BR & GR SILTY CLAY TR VERY CALC.	0.33	SOFT	33	35	10		
BR GR SILTY CLAY	0.24	LOOSE	31	N.P.			
BR GR SILTY CLAY	0.21	MED.	36	35	9		
BR GR SILTY CLAY	0.50	SOFT	31	35	13		
BR GR SILTY CLAY	2.23	VERY STIFF	21	41	22		
BR GR SILTY CLAY TR. CONC.	2.24	VERY STIFF	20	38	15		
BR GR SILTY CLAY TR. CONC.	2.16	VERY STIFF	19	43	21		
BR & GR SILTY CLAY	.5S 1.64	STIFF	30	81	52		
RED BR & GR SILTY CLAY TR. CONC.	1.76 .5S	STIFF	28	45	18		
RED BR & GR SILTY CLAY LT. TR. CONC.	1.09 .5S	STIFF	33	80	52		
RED BR & GR SILTY CLAY TR. CONC.	1.60 .5S	STIFF	35	90	56		
RED BR & GR SILTY CLAY	1.58	STIFF	28	54	35		
RED BR & GR SILTY CLAY	0.80	MED.	28	44	26		
RED BR & GR SILTY CLAY	0.42	MED.	30	37	16		
RED BR & GR SILTY CLAY	0.36	MED.	29	37	17		
BR SANDY CLAY LOAM	0.66	LOOSE	25	N.P.			
BR & GR SILTY CLAY	0.95	MED.	27	37	17		
BR GR SILTY CLAY	1.77	STIFF	25	36	32		
BR GR SILTY CLAY LT TR SILT	0.74	MED	27	33	16		
BR SILTY CLAY LT TR SILT	0.74	MED	26	31	11		
RED & BR. SILTY CLAY	.5S 2.25	VERY STIFF	23	37	33		
RED BR & GR SILTY CLAY	.5S 2.33	VERY STIFF	26	37	33		
RED BR & GR SILTY CLAY	1.35	STIFF	25	41	21		
BR & GR SILTY CLAY TR SILT	1.56	STIFF	25	46	19		
BR & GR SILTY CLAY WITH ALT. LAYERS SILT	0.87	MED	28	46	22		

BORING Nº 3 STA: 110+15
DATE MADE: 23 SEPT 59 LOCATION: ℄ MED

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

TEST PILE Nº 2

TYPE OF PILE: 24" PRECAST CONC.
TYPE OF HAMMER:
ENERGY PER BLOW: FT.LBS
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA. 120+50 40 FT. ℄ MED

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
BR GR SILTY CLAY LT TR VER. GRS (14.19)	1.43	STIFF	27	39	12		
BR GR SILTY CLAY (GRS = 7.9)	1.43	STIFF	26	36	15		
BR & GR SILTY CLAY TR. CONC.	1.40	STIFF	27	36	12		
BR GR SILTY CLAY TR. VERY CALC. SILT	0.44	VERY LOOSE	35	N.P.			
BR GR SILTY CLAY TR. SILT	0.43	SOFT	37	33	9		
BR GR SILTY CLAY	0.51	MED	37	34	8		
BR GR SILTY CLAY	1.02	STIFF	29	35	17		
BR GR SILTY CLAY	1.38	STIFF	23	40	19		
BR GR SILTY CLAY TR. CONC.	2.23	VERY STIFF	20	41	22		
BR GR SILTY CLAY WITH CONC.	2.03	VERY STIFF	19	45	27		
BR & GR SILTY CLAY	.5S 1.95	STIFF	30	79	54		
RED BR SILTY CLAY LT. TR. CONC.	1.58 .5S	STIFF	26	64	41		
RED BR & GREEN GR. SILTY CLAY LT TR. CONC.	1.58 .5S	STIFF	30	70	38		
RED BR SILTY CLAY	.5S 1.57	STIFF	36	83	57		
RED BR SILTY CLAY	1.43	STIFF	33	71	48		
RED BR SANDY CLAY LOAM	0.71	LOOSE	25	N.P.			
BR & GR SILTY CLAY TR. CONC. SILT	1.32	STIFF	27	47	23		
BR & GR SILTY CLAY WITH ALT. LAYERS BR. SILTY LOAM	0.66	MED.	30	33	11		
BR & GR SILTY CLAY TR SILT	1.27	STIFF	26	31	11		
BR & GR SILTY CLAY LT. TR SILT	3.71	VERY STIFF	20	50	29		
BR & GR SILTY CLAY	2.82	VERY STIFF	26	56	35		
BR & GR SILTY CLAY TR. TR. SILT	1.75	STIFF	25	56	36		
GR & BR SILTY CLAY TR SILT	0.73	MED.	27	35	15		
GR & BR SILTY CLAY LAMINATED WITH SILT	1.01	STIFF	28	41	20		
BR & GR SILTY CLAY WITH CONC.	1.08	STIFF	37	73	46		

BORING Nº 4 STA: 120+15
DATE MADE: 26 SEPT 59 LOCATION: ℄ MED

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

TEST PILE Nº

TYPE OF PILE
TYPE OF HAMMER
ENERGY PER BLOW: FT.LBS
DATE OF DRIVING
DATE OF LOADING
DESIGN LOAD: TONS

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
BR GR SILTY CLAY LT TR CONC. (GRS 7.04)	2.40	VERY STIFF	22	35	12		
BR SILTY CLAY TR VERY CONC. (GRS 3.78)	1.71	STIFF	25	43	20		
BR GR SILTY CLAY TR VERY CONC	1.12	STIFF	27	36	15		
BR GR & GR SILTY CLAY	0.47	LOOSE	31	N.P.			
BR & GR SILTY CLAY	0.32	SOFT	40	36	13		
BR & GR SILTY CLAY	0.21	SOFT	32	38	16		
GR & BR SILTY CLAY	0.23	SOFT	34	37	17		
GR & BR SILTY CLAY	1.23	STIFF	24	40	23		
BR GR SILTY CLAY	1.29	STIFF	22	40	23		
BR & GR SILTY CLAY TR CONC.	3.47	VERY STIFF	18	50	34		
BR & GR SILTY CLAY WITH CONC.	2.37	VERY STIFF	20	55	35		
RED BR & RED SILTY CLAY LT TR CONC.	1.10	STIFF	30	83	52		
RED BR & BR SILTY CLAY LT TR CONC.	1.47 .5S	STIFF	30	86	61		
RED BR & BR SILTY CLAY LT TR CONC.	1.33 .5S	STIFF	29	75	45		
RED BR & BR SILTY CLAY TR CONC.	1.27 .5S	STIFF	27	60	35		
RED BR & BR SILTY CLAY LT TR CONC.	1.55 .5S	STIFF	33	82	19		
RED BR & GR SILTY CLAY LT TR CONC.	1.59 .5S	STIFF	33	76	44		
RED BR & GR SILTY CLAY LT TR CONC.	1.71 .5S	STIFF	33	86	56		
RED BR SANDY CLAY LOAM	0.31	LOOSE	25	N.P.			
RED BR SANDY CLAY LOAM		MED.	27	N.P.			
RED BR & GR SILTY CLAY TR SANDY		STIFF	28	41	19		
BR SILTY CLAY LOAM	1.86	STIFF	35	36	18		
BR SILTY CLAY TR. SILT & TRACE CONC.	0.84	MED.	26	29	12		
GR & BR SILTY CLAY	3.53	VERY STIFF	19	46	27		
RED BR & GR SILTY CLAY LAMINATED SILT	3.84	VERY STIFF	21	48	31		
GREEN GR & RED BR SILTY CLAY - 12 LAYER SILT	2.87 .5S	VERY STIFF	26	65	42		
BR SANDY LOAM	0.50	LOOSE	25	N.P.			

BORING Nº 5 STA: 121+47
DATE MADE: 5 NOV 59 LOCATION: ℄ MED

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

NOTES:

ABBREVIATIONS:

N.P. : NON-PLASTIC
BL. : BLUE
BK. : BLACK
BR. : BROWN
GR. : GRAY
WH. : WHITE
YE. : YELLOW
DK. : DARK
LT. : LIGHT
MED. : MEDIUM
PENET. : PENETRATION
S/S : UNABLE TO TEST BECAUSE OF SLICKENSIDES

MOISTURE CONTENT : MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

③ : LOCATION AND IDENTIFICATION OF THE SAMPLE

NO PENETRATION : UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N = 18 : NUMBER OF BLOWS OF 150 LB HAMMER DROPPED 30 IN REQUIRED TO DRIVE 2 IN O.D. SPLIT SPOON SAMPLER 1 FT. AFTER FIRST HAVING BEEN DRIVEN 6 IN. UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE.

NO CULL : NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE DATA.

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL		DESIGNATION	Nº OF BLOWS "N"	"qu" UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ.FT.
SAND & SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4-10	
		MEDIUM	10-30	
		DENSE	30-50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2-4	0.25-0.50
		MEDIUM	4-8	0.50-1.00
		STIFF	8-15	1-2
		VERY STIFF	15-30	2-4
		HARD	OVER 30	OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. MAX. ELEV.	MIN. ELEV.	AVE. ELEV.
5L	117+55	-38.45	31.55	70'					
5R	117+60	-38.45	31.55	70'					
6L	118+25	-42.40	32.60	75'					
6R	118+30	-42.40	32.60	75'					
7L	118+95	-41.54	33.46	75'					
7R	119+00	-41.54	33.46	75'					
8L	119+65	-40.87	34.13	75'					
8R	119+70	-40.87	34.13	75'					
9L	120+35	-40.38	34.62	75'					
9R	120+40	-40.38	34.62	75'					
10L	121+05	-40.10	34.90	75'					
10R	121+10	-40.10	34.90	75'					
11L	121+75	-40.01	34.99	75'					
11R	121+85	-40.01	34.99	75'					
12L	122+45	-40.10	34.90	75'					
12R	122+50	-40.10	34.90	75'					

CORE BORINGS AND TEST PILES.

HIGHWAY OVERPASS
OVER
SOUTHERN PACIFIC RAILROAD
STA. 122+20.01
JEANERETTE-NEW IBERIA HWY.

DATED OCT. 13 1959

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED J.J.H.	DETAILED	TRACED W.E.K.
CHECKED J.A.V.	CHECKED	CHECKED R.B.S.

TESTING AND RESEARCH SECTION — BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY
	REVISIONS	

PLATE

AS BUILTS

TEST PILE Nº 1

TYPE OF PILE 24" PRECAST CONC.
TYPE OF HAMMER
ENERGY PER BLOW FT.LBS
DATE OF DRIVING
DATE OF LOADING
DESIGN LOAD TONS

STA. 116+50 LT. 6' MED.

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
BR. SILTY CLAY - TR. CONC.	2.62	VERY STIFF	21	36	14	2	
BR. & GR. SILTY CLAY. TR. LOAM - LT. TR. ORG. & IRON OXIDE		LOOSE	36	N.	P.	4	
YF. BR. SILTY CLAY LT. TR. LOAM	1.62	STIFF	26	39	24	5	
GR. & BR. SILTY CLAY WITH CONC.	2.37	VERY STIFF	23	56	40	6	
BR. & GR. SILTY CLAY LT. TR. CONC.	2.02	VERY STIFF	23	70	47	7	
BR. SILT WITH CLAY LOAM	0.33	MED.	27	31	13	8	
BR. SILT WITH CLAY LOAM - LT. ALT. SANDY CLAY		LOOSE	25	N.	P.	9	
BR. SILTY CLAY		VERY STIFF	23	N.	P.	10	
SMALL PIT LAYERS BR. SILTY CLAY LOAM & BR. SILTY CLAY		STIFF	28	31	16	11	
BR. SILTY CLAY LOAM	2.04	VERY STIFF	25	36	17	12	
RED. BR. & GR. SILTY CLAY	3.47	VERY STIFF	24	60	44	13	
BR. SANDY CLAY LOAM	1.18	STIFF	22	30	18	14	

BORING Nº 1 STA. 115+00
DATE MADE: JULY 18 1962 LOCATION: ℄ MED.

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

TEST PILE Nº 4

TYPE OF PILE 24" PRECAST CONC.
TYPE OF HAMMER
ENERGY PER BLOW FT.LBS
DATE OF DRIVING
DATE OF LOADING
DESIGN LOAD TONS

STA. 126+50 LT. 6' MED.

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
BR. SILTY CLAY LOAM (TOPSOIL) & ORGANIC MAT.							
DK. GR. SILTY CLAY LOAM	VERY SOFT	STIFF	13	40	18	15	
BR. & GR. SILTY CLAY	VERY SOFT	STIFF	26	40	13	16	
BR. SILTY CLAY - TR. LOAM - TR. ORG. & IRON OXIDE	0.44	SOFT	37	57	16	17	
YF. BR. & GR. SILTY CLAY WITH CONC.	4.25	HARD	13	50	36	18	
BR. & GR. SILTY CLAY VERY LT. TR. CONC.	2.25 +/-	VERY STIFF	33	95	51	19	
BR. SILTY CLAY LOAM LT. ALT. LAYERS SILT WITH CLAY LOAM	1.03	STIFF	26	31	13	20	
BR. SILT WITH CLAY LOAM		LOOSE	27	N.	P.	21	
BR. SILTY CLAY LOAM	1.18	STIFF	29	35	16	22	
LT. ALT. LAYERS SILT			27	N.	P.	23	
BR. SILTY CLAY LT. TR. ORG.	1.79	STIFF	33	48	24	24	
BR. SILTY CLAY LOAM	VERY SOFT	STIFF	28	33	13	25	
BR. SILTY TO SANDY CLAY	3.65	VERY STIFF	24	38	21	26	

BORING Nº 2 STA. 128+75
DATE MADE: JULY 13 1962 LOCATION: ℄ MED.

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

TEST PILE Nº

TYPE OF PILE
TYPE OF HAMMER
ENERGY PER BLOW FT.LBS
DATE OF DRIVING
DATE OF LOADING
DESIGN LOAD TONS

CLASSIFICATION: SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION	STA.

BORING Nº DATE MADE: STA: LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS
TIME HOURS
SETTLEMENT INCHES

NOTES:

F	STATE PROJECT	PARISH	SHEET Nº
121 (11)	424-04-07	IBERIA	22B

517

ABBREVIATIONS:

N.P. = NON-PLASTIC
BL. = BLUE
BK. = BLACK
BR. = BROWN
GR. = GRAY
WH = WHITE
YF = YELLOW
DK. = DARK
LT. = LIGHT
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PENET = PENETRATION
3/S = UNABLE TO TEST BECAUSE OF SLICKENSIDES

MOISTURE CONTENT = MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

(3) = LOCATION AND IDENTIFICATION OF THE SAMPLE

NO PENETRATION = UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N = 18 = NUMBER OF BLOWS OF 150 LB HAMMER DROPPED 30 IN REQUIRED TO DRIVE 2 IN O.D. SPLIT SPOON SAMPLER 1 FT. AFTER FIRST HAVING BEEN DRIVEN 6 IN. UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE

NO CULL = NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE DATA.

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL		DESIGNATION	Nº OF BLOWS "N"	"qu" UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ.FT.
SAND & SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4-10	
		MEDIUM	10-30	
		DENSE	30-50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2-4	0.25-0.50
		MEDIUM	4-8	0.50-1.00
		STIFF	8-15	1-2
		VERY STIFF	15-30	2-4
		HARD	OVER 30	OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. MAX. ELEV.	MIN. ELEV.	AVE. ELEV.
1L	114+76	-34.38	28.62	60'					
		-44.38	25.62	70'					
1R	114+80	-34.38	25.62	60'					
		-44.38	25.62	70'					
2L	115+45	-42.74	27.26	70'					
2R	115+50	-42.74	27.26	70'					
3L	116+15	-41.12	28.88	70'					
3R	116+20	-41.12	28.88	70'					
4L	116+85	-39.69	30.31	70'					
4R	116+90	-39.69	30.31	70'					
18L	126+65	-39.69	30.31	70'					
18R	126+70	-39.69	30.31	70'					
19L	127+35	-41.12	28.88	70'					
19R	127+40	-41.12	28.88	70'					
20L	128+05	-42.74	27.62	70'					
20R	128+10	-42.74	27.62	70					
21L	128+75	-44.38	25.62	70'					
		-34.38	25.62	60'					
21R	128+80	-44.38	25.62	70'					
		-34.38	25.62	60'					

CORE BORINGS AND TEST PILES.

HIGHWAY OVERPASS OVER SOUTHERN PACIFIC RAILROAD
STA. 122+20.01
JEANERETTE - NEW IBERIA HWY.
DATED JULY 31 1962

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

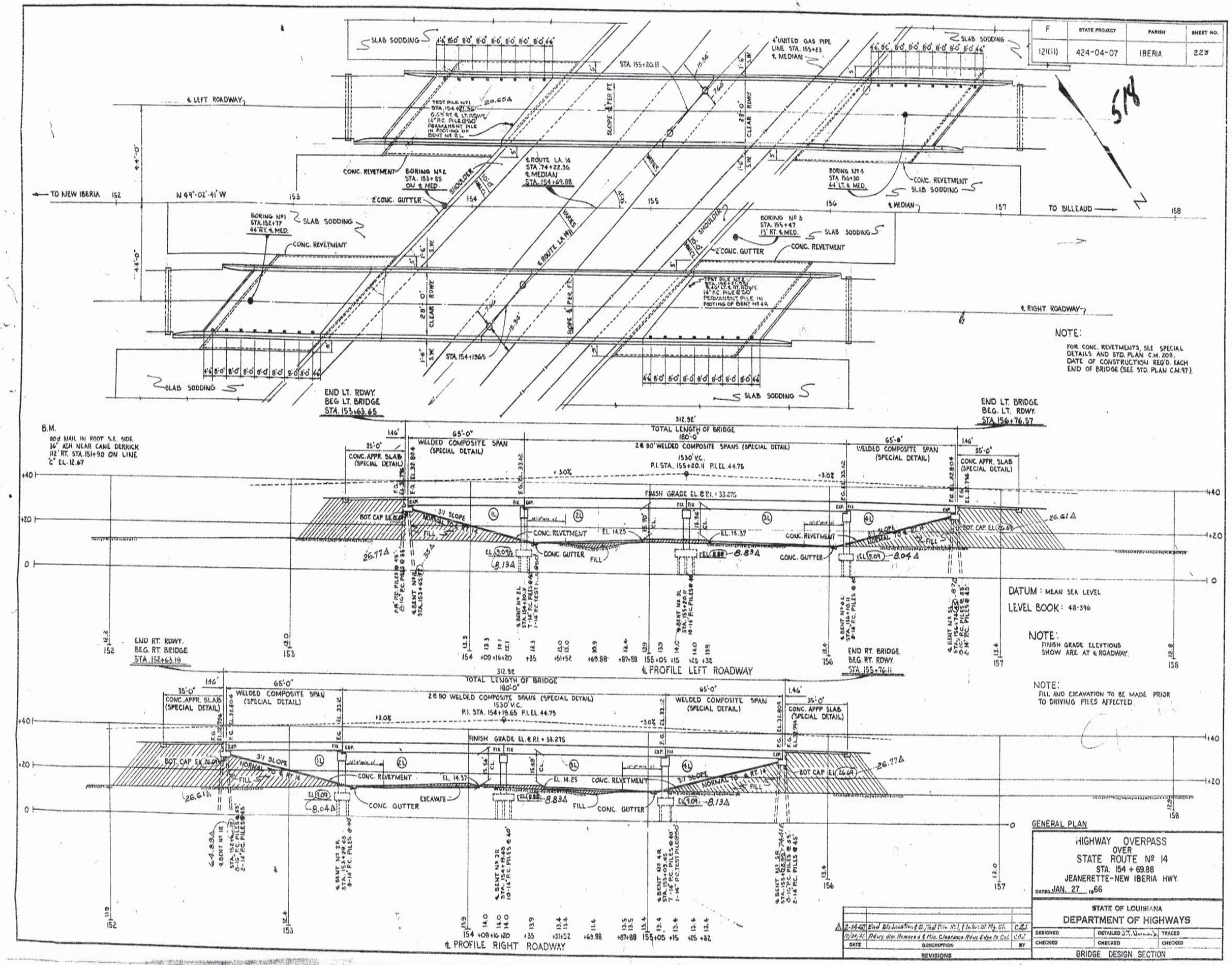
SURVEYED D.C.B. DETAILED — TRACED B.B.J.
CHECKED J.H.J. CHECKED — CHECKED M.W.A.
TESTING AND RESEARCH SECTION - BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY
	REVISIONS	

PLATE 8

AS BUILTS

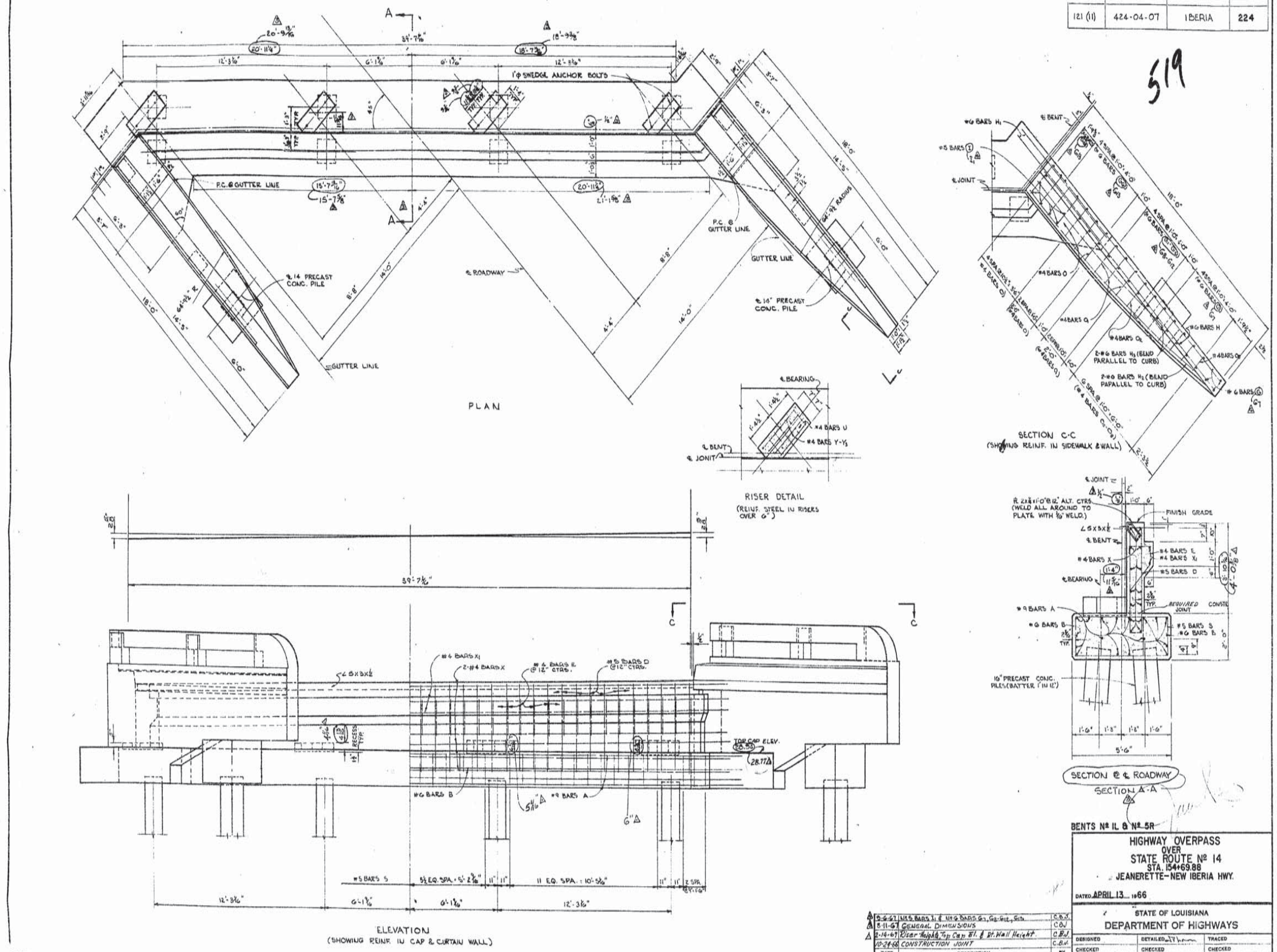
F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	223



AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	224

519



BENTS Nº 1L & Nº 5R

HIGHWAY OVERPASS
OVER
STATE ROUTE Nº 14
STA. 154+69.88
JEANERETTE-NEW IBERIA HWY.

DATED APRIL 13, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY
5-6-67	Nº 5 BARS I1 & Nº 6 BARS G1, G2-G12, G13	C.B.J.
8-11-67	GENERAL DIMENSIONS	C.B.J.
2-14-67	Riser Height, Top Cap El. & Bt. Wall Height	C.B.J.
10-24-66	CONSTRUCTION JOINT	C.B.J.

REVISIONS

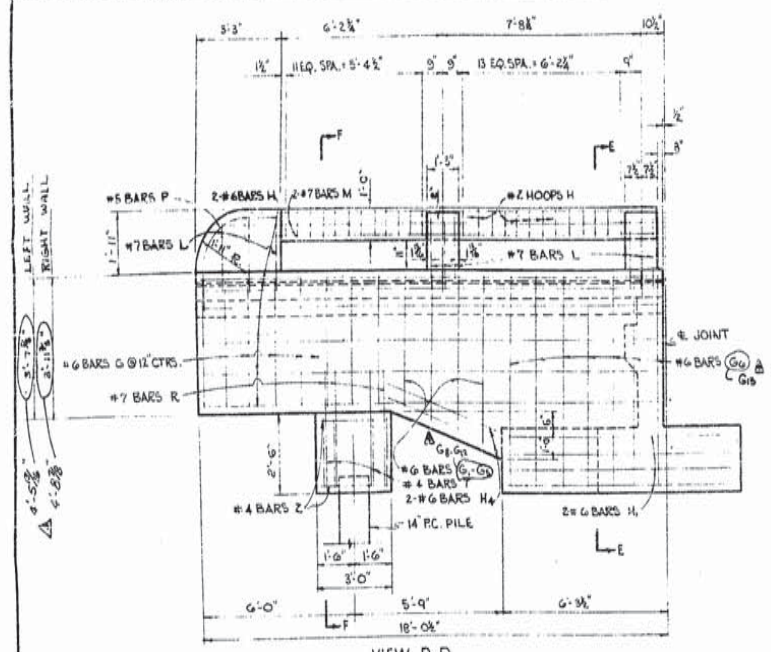
SHEET 1 OF 2

12

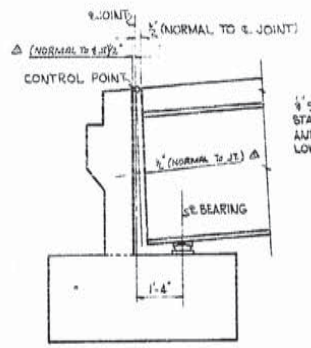
AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	225

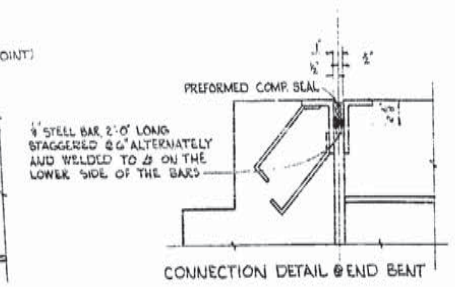
520



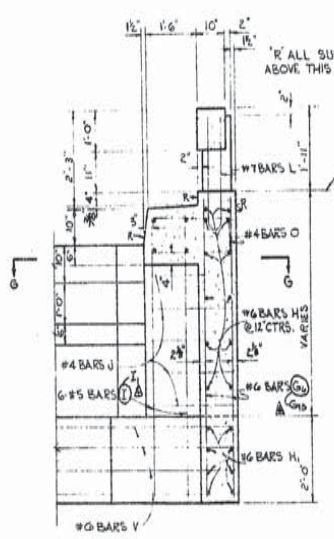
VIEW D-D



PART SECTION AT END BENT



CONNECTION DETAIL @ END BENT



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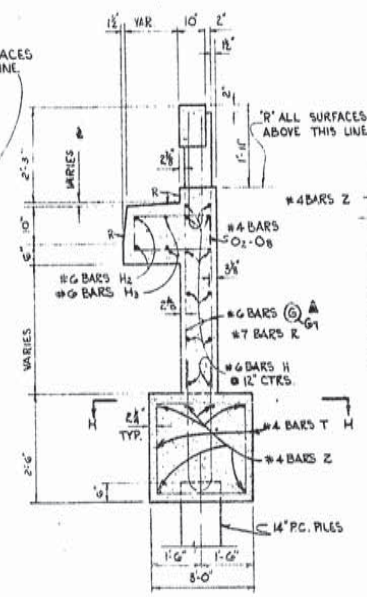

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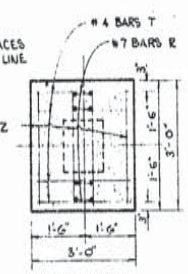

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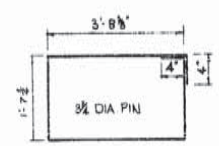
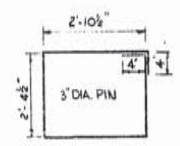


#5 BARS S



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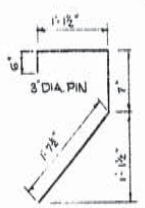

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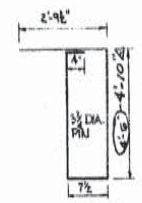

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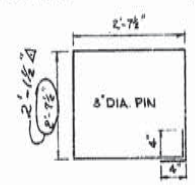
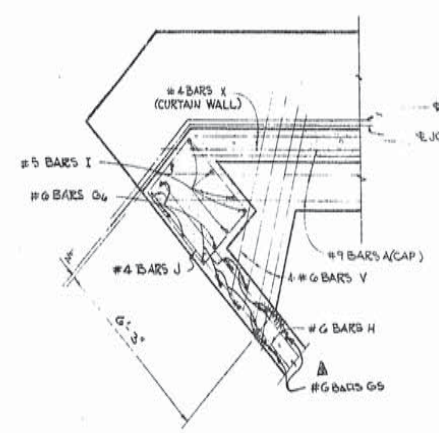
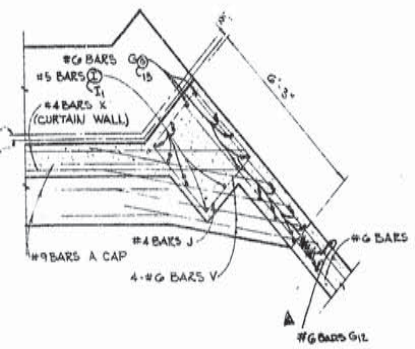
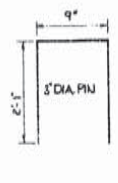


#4 BARS T

#2 HOOPS N







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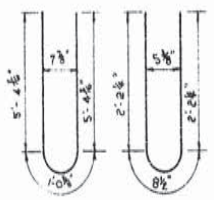
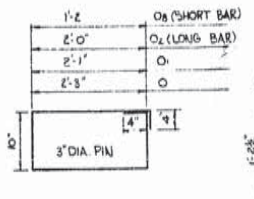
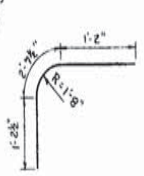


#7 BARS R #7 BARS L



#4 BARS O, O₁, O₂-O₈



BILL MATERIALS (ONE BENT)

BAR	SIZE	Nº	SHORT BAR	VAR.	LONG BAR	TOTAL LENGTH	LOCATION
A	#9	16			41'-7"	665'-4"	LONGIT. IN CAP
TOTAL #9 BARS = 665'-4" =							2262 LBS.
R	#7	8			11'-9"	94'-0"	DOWELS
TOTAL # 7 BARS = 94'-0" =							192 LBS.
B	#6	2			41'-7"	83'-2"	LONGIT. IN CAP
G	#6	14	4'-2" ∆		(3'-10")	(53'-8")	VERT. LT. WING WALL
G₁-G₄	#6	2 EA.	(3'-10")	4"	(5'-2") 5'-6" ∆	(45'-0")	" "
G₅	#6	(7)	4'-2" ∆	6'-7" ∆	(6'-3")	(43'-9")	" "
G₇	#6	14		5'-2" ∆	(4'-10")	(54'-5")	VERT. RT. WING WALL
G₈-G₁₁	#6	2 EA.	(4'-3")	4"	(5'-2") 6'-7" ∆	(46'-8")	" "
G₁₂	#6	(7)	4'-7" ∆	7'-2"	(6'-8")	(46'-8")	" "
H	#6	24			17'-8"	424'-8"	LONGIT. IN WING WALL
H₁	#6	16			8'-10"	141'-4"	" " " "
H₂	#6	4			16'-10"	67'-4"	SIDEWALK
H₃	#6	4			11'-10"	47'-4"	"
H₄	#6	8			5'-0"	40'-0"	WING WALL
V	#6	32			7'-0"	224'-0"	WING WALL CAP
TOTAL #6 BARS = (1393'-0") (1343'-8" ∆)						(2018 ∆)	(2092) LBS.
D	#5	40		12'-0"	(12'-3")	(490'-0")	VERT. IN CURTAIN WALL
I	#5	6			6'-2"	37'-0"	VERT. LT. WING WALL
I₁	#5	6			6'-7"	39'-6"	VERT. RT. WING WALL
S	#5	42			11'-4"	476'-0"	STIRRUPS IN CAP
TOTAL #5 BARS = (1041'-0") 2 - 1065-2½ = 1114 ∆ (1086) LBS.							
E	#4	40			3'-10"	153'-4"	TIES IN CURTAIN WALL
J	#4	10			11'-2"	111'-8"	TIES CURTAIN WALL TO W.W.
O	#4	14			6'-10"	95'-8"	SIDEWALK
O₁	#4	6			6'-6"	39'-0"	"
O₂-O₈	#4	2 EA.	4'-8"	3⅛"	6'-4"	77'-0"	" 81'-4" ∆
T	#4	8		10'-2" ∆	(11'-2")	(89'-2")	WING WALL PILE CAP
U	#4	10		4'-1" ∆	(5'-11")	(59'-2")	RISERS 49'-2" ∆
X*	#4	14			45'-0"	630'-0"	LONGIT. CURTAIN WALL
X₁*	#4	2			41'-0"	82'-0"	LONGIT. CUR. WALL HAUNCH
Y-Y₁	#4	2 EA.	2'-0"	2"	2'-6"	18'-0"	RISERS
Z	#4	12			2'-8"	32'-0"	PILE CAP
TOTAL # 4 BARS = (3706'-2") - 1368'-2" ∆							914 ∆ (926) LBS.
DEFORMED REINFORCING STEEL ∆ ~~(650)~~ ∆ ~~(656)~~ LBS.							
CLASS "A" CONC. 37.46 ∆ ~~(50.6)~~ CU YDS.							
STEEL (A-36)							1,169 LBS.
CONC. HANDRAIL							35.58 LIN. FT.
⊠ MAX. PILE LOAD							40 T/PILE

* INCLUDES 1'-6" SPLICE

No. of BARS USED

BENTS Nº 1L & Nº 5R

HIGHWAY OVERPASS
OVER
STATE ROUTE Nº 14
STA. 154+69.88
JEANERETTE–NEW IBERIA HWY.

DATED APRIL 13, 1966

DATE	DESCRIPTION	BY
5-6-67	Lt & Rt Bars I, & Wing Bars G₈, G₉, G₁₁, G₁₂	C.B.J.
8-11-67	Lt. & Rt. Wall Height	C.B.J.
5-8-67	PILE LOAD ADDED	C.B.J.
2-16-67	Def. Reinf. Steel & Class "A" Conc. & Joint	C.B.J.

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED | DETAILED | TRACED
CHECKED | CHECKED | CHECKED

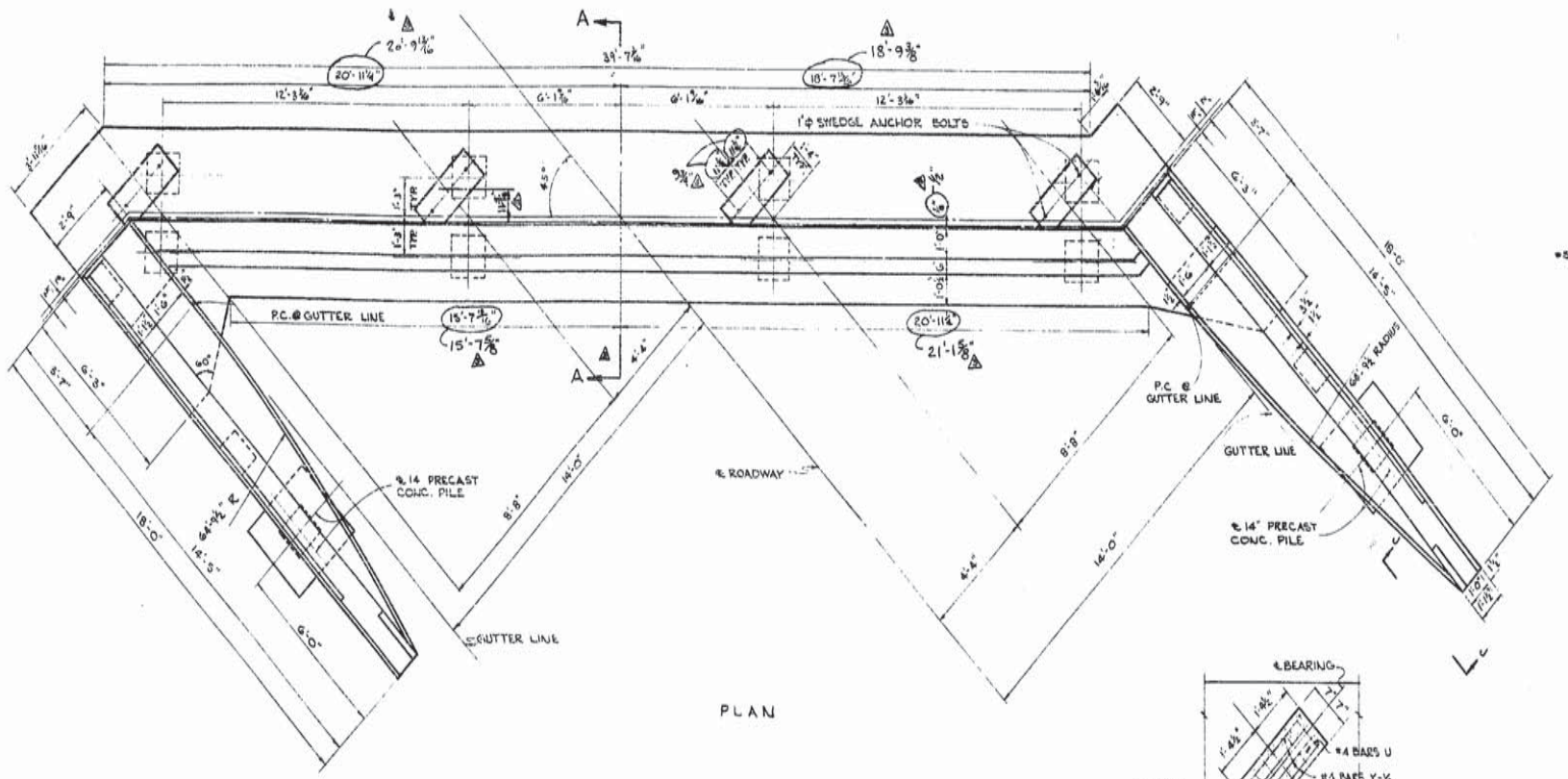
BRIDGE DESIGN SECTION

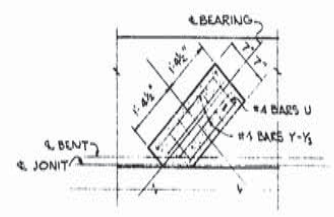
SHEET 2 OF 2

AS BUILTS

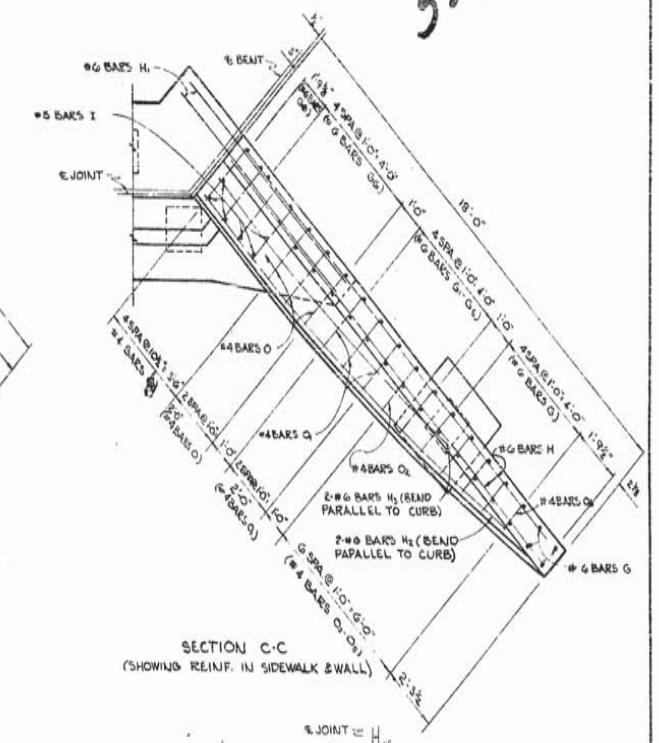
F	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	226

521

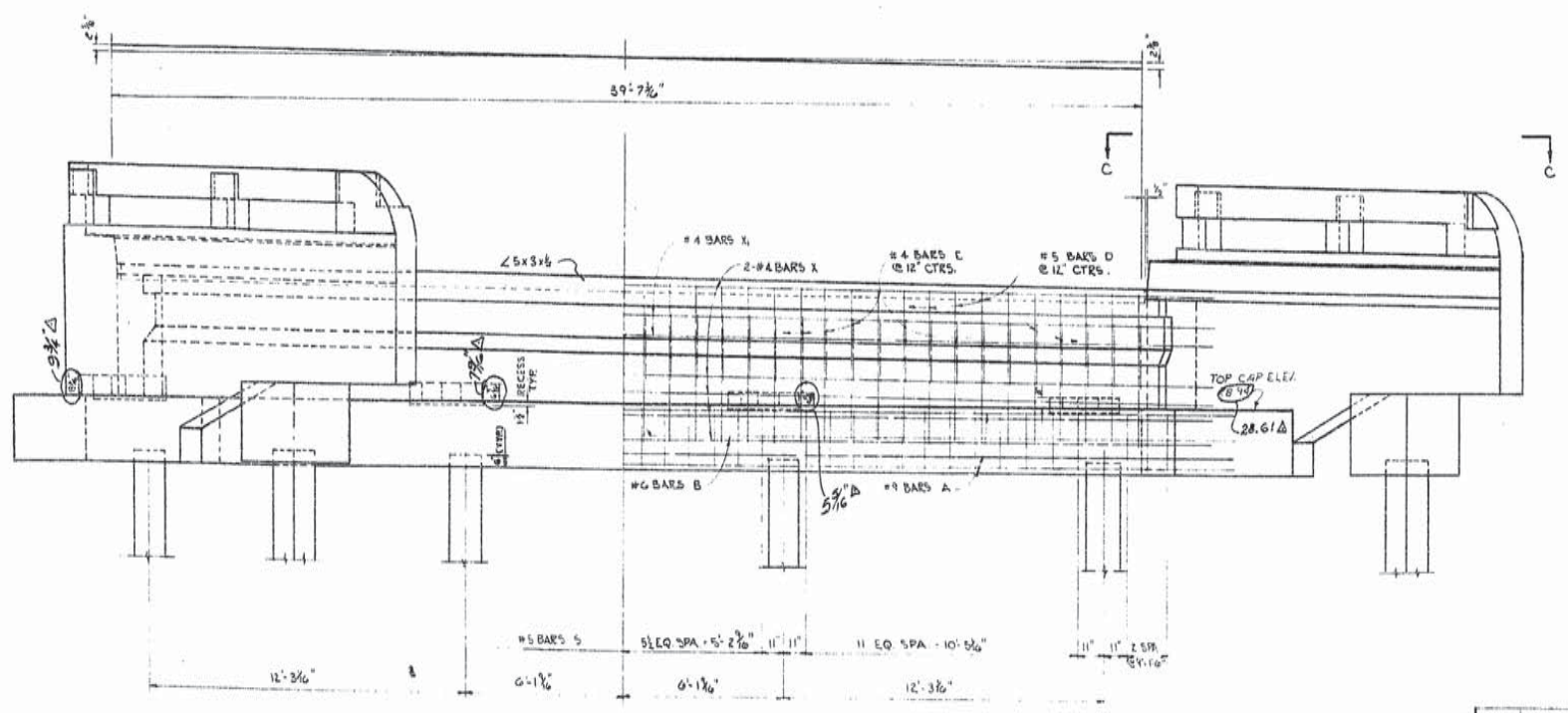




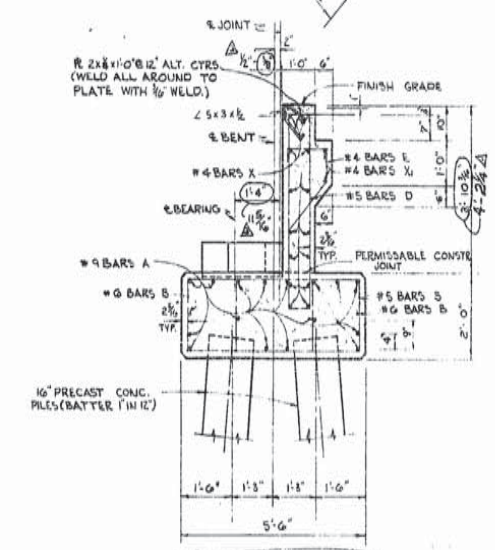
RISER DETAIL
(REINF. STEEL IN RISERS OVER 6")



SECTION C-C
(SHOWING REINF. IN SIDEWALK & WALL)



ELEVATION
(SHOWING REINF. IN CAP & CURTAIN WALL)



SECTION @ ℄ ROADWAY
SECTION A-A

BENTS № 1R & № 5L

HIGHWAY OVERPASS
OVER
STATE ROUTE № 14
STA. 154+69.88
JEANERETTE-NEW IBERIA HWY.
DATED APRIL 12, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

REVISIONS		
9-6-67	℄ JOINT TO FACE OF HEADER WALL DIMN.	C.B.J.
8-11-67	GENERAL DIMENSIONS	C.B.J.
2-14-67	Riser Heights, Top Cap El. & Bt. Wall Height	C.B.J.
DATE	DESCRIPTION	BY

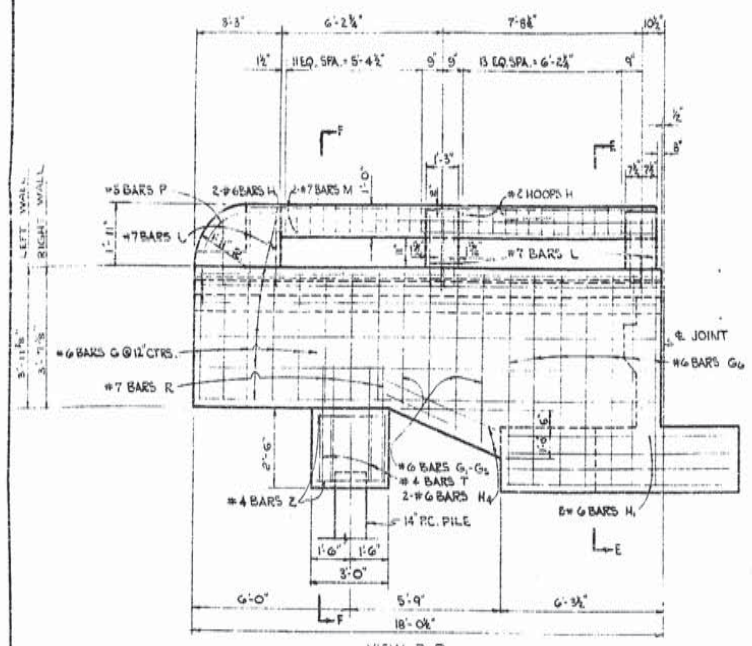
SHEET 1 OF 2

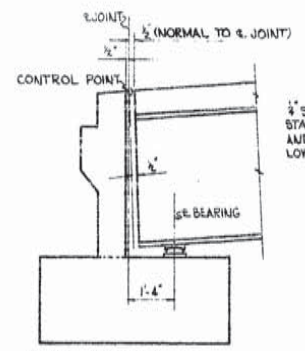
12

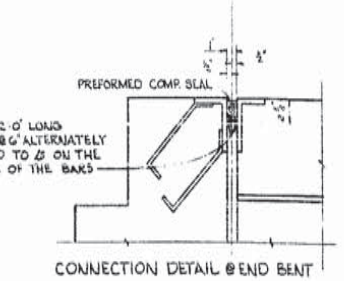
AS BUILTS

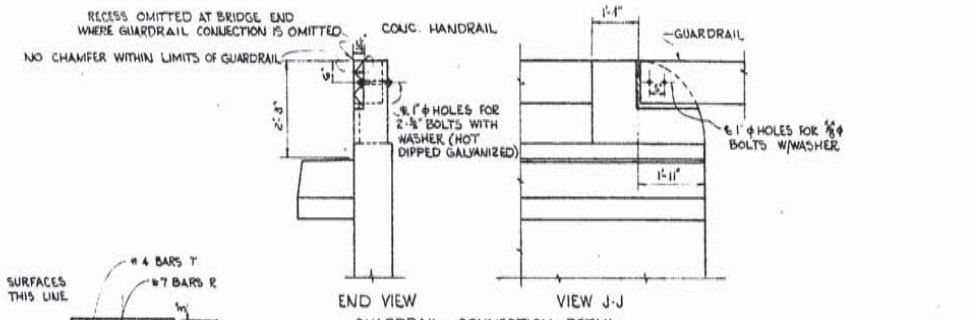
F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	227

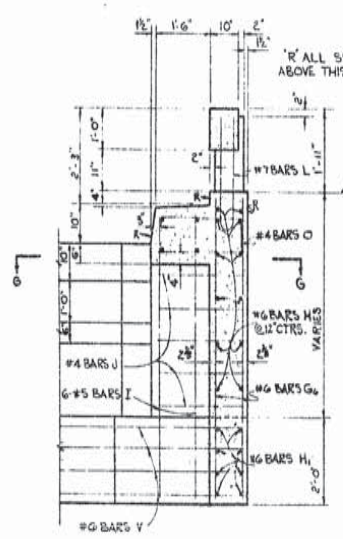
522

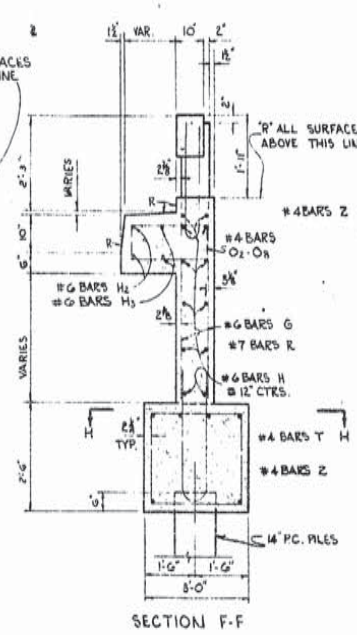


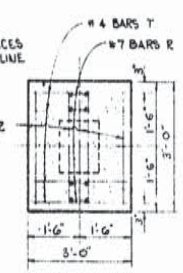


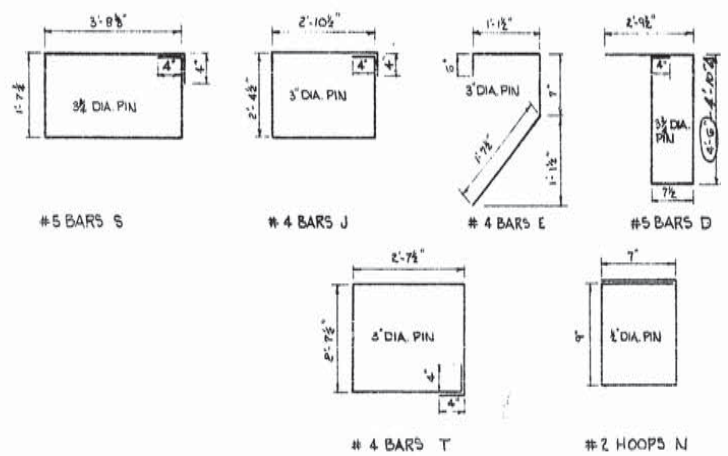


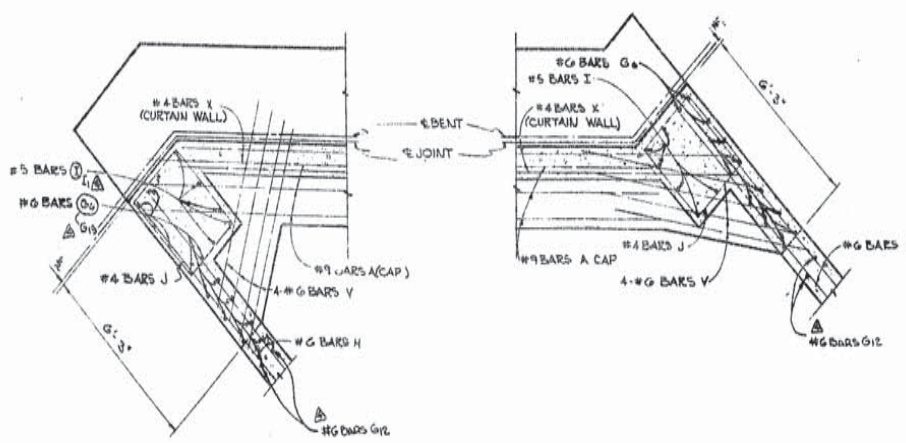


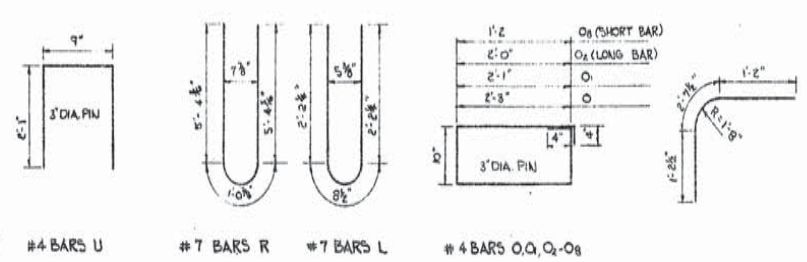












BILL MATERIALS (ONE BENT)

BAR	SIZE	Nº	SHORT BAR	VAR.	LONG BAR	TOTAL LENGTH	LOCATION
A	#9	16			41'-7"	665'-4"	LONGIT. IN CAP
TOTAL #9 BARS = 665'-4" =							2262 LBS.
R	#7	8			11'-9"	94'-0"	DOWELS
TOTAL #7 BARS = 94'-0" =							192 LBS.
B	#6	2			41'-7"	83'-2"	LONGIT. IN CAP
G	#6	14		4'-2"	3'-10"	53'-8"	VERT. RT. WING WALL
G₁-G₅	#6	2 EA.	4'-10"	4"	5'-2"	5'-6"	" " " "
G₆	#6	7	4'-2"	6'-7"	4'-3"	4'-9"	" " " "
G₇	#6	14		8'-2"	4'-10"	67'-5"	VERT. LT. WING WALL
G₈-G₁₂	#6	2 EA.	4'-3"	4"	5'-7"	6'-1"	" " " "
G₁₃	#6	7	4'-7"	7'-2"	6'-8"	46'-8"	" " " "
H	#6	24			11'-8"	296'-8"	LONGIT. IN WING WALL
H₁	#6	16			8'-10"	141'-4"	" " " "
H₂	#6	4			16'-10"	67'-4"	SIDEWALK
H₃	#6	4			11'-10"	47'-4"	"
H₄	#6	8			5'-0"	40'-0"	WING WALL
V	#6	32	14'-6"		7'-0"	224'-0"	WING WALL CAP
TOTAL #6 BARS = 1398'-0" = 1343'-8" (2018) (2092) LBS. 2122							
D	#5	40		12'-11"	12'-3"	490'-0"	VERT. IN CURTAIN WALL
I	#5	6			6'-2"	37'-0"	VERT. RT. WING WALL
I₁	#5	6			6'-7"	39'-6"	VERT. LT. WING WALL
S	#5	42			11'-4"	476'-0"	STIRRUPS IN CAP
TOTAL #5 BARS = 1041'-0" = 1063'-2" 1114 (1058) LBS. 1058							
E	#4	40			3'-10"	153'-4"	TIES IN CURTAIN WALL
J	#4	10			11'-2"	111'-8"	TIES CURTAIN WALL TO W.W.
O	#4	14			6'-10"	95'-8"	SIDEWALK
O₁-O₈	#4	2 EA.	4'-8"	3⅝"	6'-4"	77'-0"	"
T	#4	8			11'-2"	89'-4"	WING WALL PILE CAP
U	#4	10		4-1/2	5'-11"	59'-2"	RISERS
X*	#4	14			45'-0"	630'-0"	LONGIT. CURTAIN WALL
X₁*	#4	2			41'-0"	82'-0"	LONGIT. CUR. WALL HAUNCH
Y-Y₁	#4	2 EA.	2'-0"	2"	2'-6"	18'-0"	RISERS
Z	#4	12			2'-8"	32'-0"	PILE CAP
TOTAL #4 BARS = 1386'-2" = 1376'-2" (1376) 9170 (926) LBS.							
DEFORMED REINFORCING STEEL (9,096) (6,558) (6,558) LBS.							
CLASS "A" CONC. 37.46 (56.40) CU. YDS.							
STEEL (A-36) 1,169 LBS.							
CONC. HANDRAIL 55.58 LIN. FT.							
MAX. PILE LOAD 40 T / PILE							

* INCLUDES 1'-0" SPLICE

BENTS Nº 1R & Nº 5L

HIGHWAY OVERPASS
OVER
STATE ROUTE Nº 14
STA. 154+69.88
JEANERETTE - NEW IBERIA HWY.
DATED APRIL 12 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

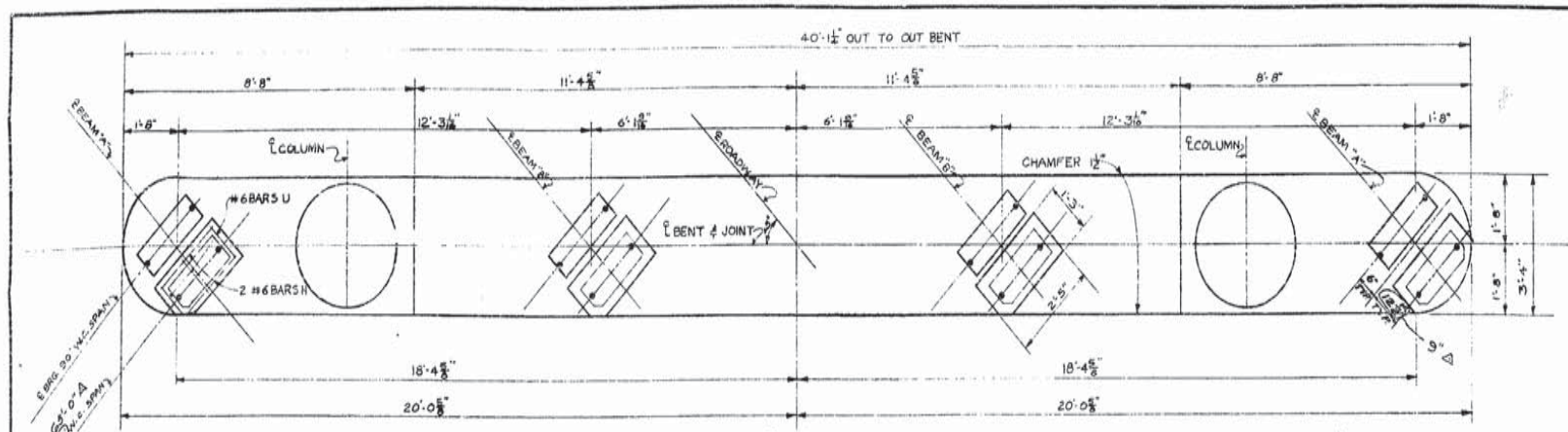
DATE	DESCRIPTION	BY
5-6-66	Nº 6 BARS G₆, G₁₂ & G₁₃, Nº 5 BARS I₁	C.B.J.
8-11-66	NUMBER OF #6 BARS G₆	C.B.J.
5-8-67	PILE LOAD ADDED	C.B.J.
2-16-67	Def. Rein. Steel & Class "A" Conc.	C.B.J.

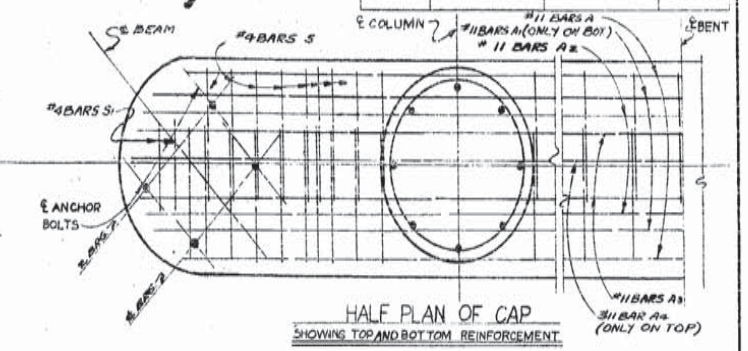
REVISIONS

SHEET 2 OF 2

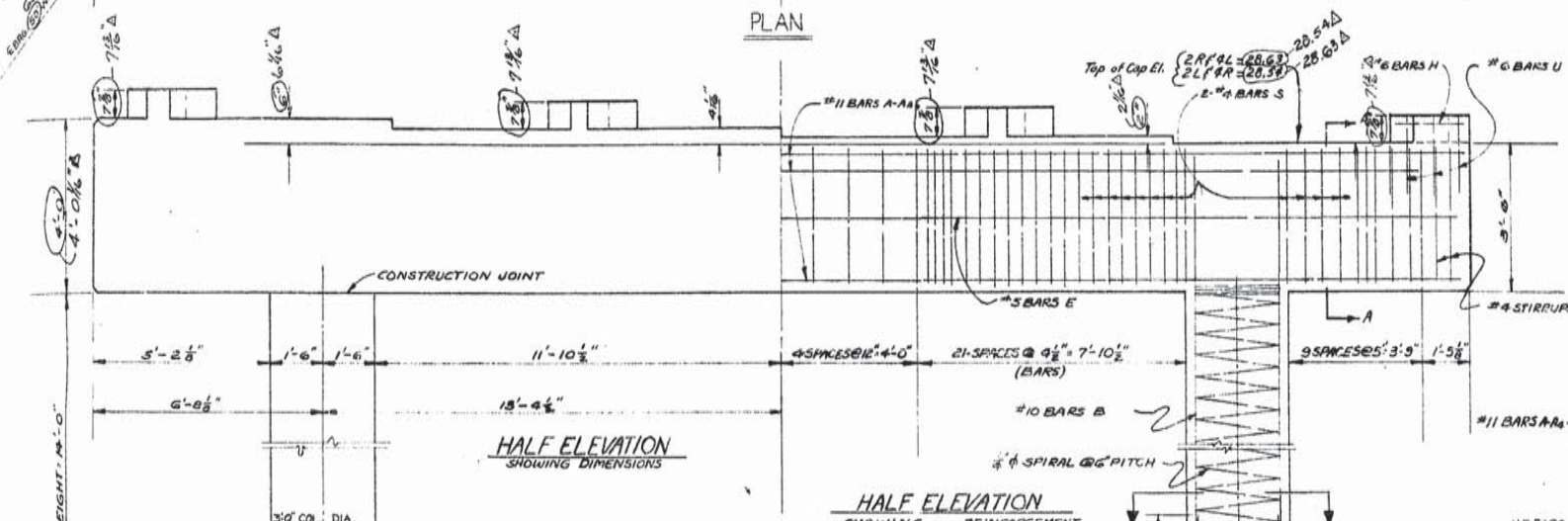
AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	228





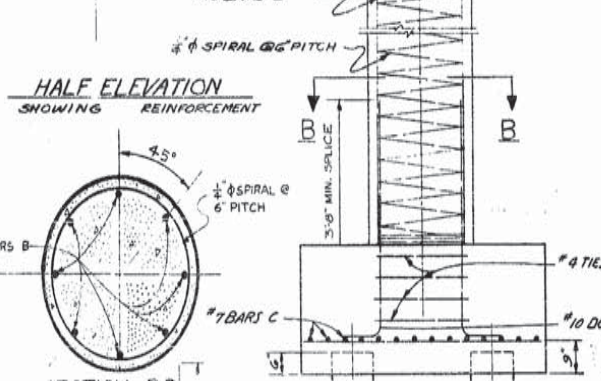
HALF PLAN OF CAP
SHOWING TOP AND BOTTOM REINFORCEMENT



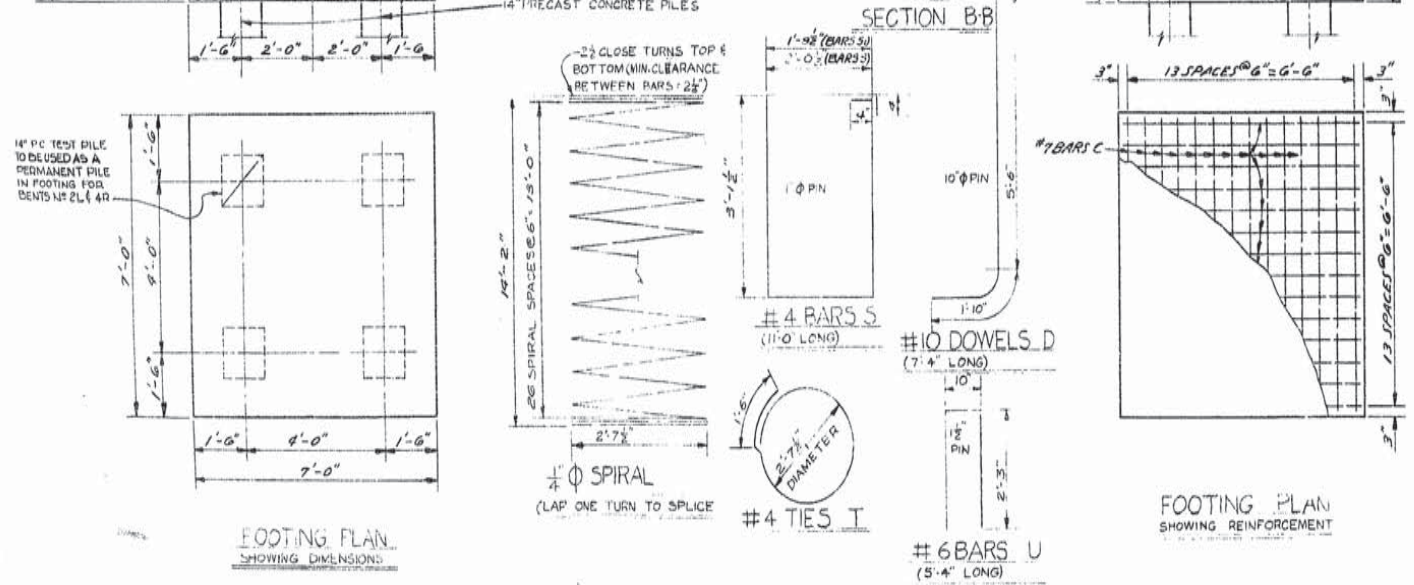
HALF ELEVATION
SHOWING DIMENSIONS

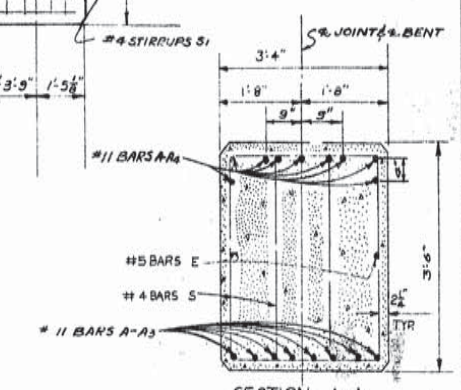
FOOTING PLAN
SHOWING DIMENSIONS

BENT Nº 2R
(BENT Nº 4L LOOKING DOWN STATIONS)

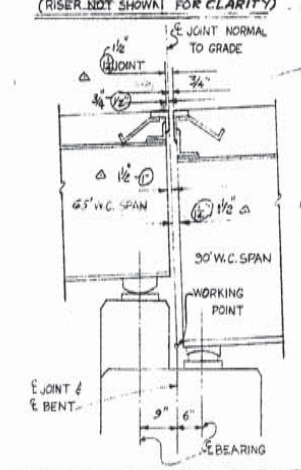


SECTION B-B





SECTION A-A
(RISER NOT SHOWN FOR CLARITY)

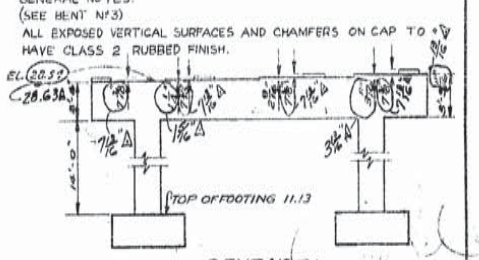


CONNECTION DETAIL AT BENT

TABLE OF QUANTITIES (ONE BENT)

BAR	SIZE	Nº	UNIT LENGTH	TOTAL LENGTH	LOCATION
A	#11	6	37'-5"	224'-6"	LONGIT. IN CAP
A1	#11	2	38'-9"	77'-6"	LONGIT. IN BOT. OF CAP
A2	#11	4	39'-2"	156'-8"	LONGIT. IN CAP
A3	#11	4	39'-6"	158'-0"	LONGIT. IN CAP
A4	#11	1	39'-6"	39'-6"	LONGIT. IN TOP OF CAP
TOTAL #11 BARS: 650'-2" = 3486 LBS.					
B	#10	16	17'-1"	273'-4"	VERTICAL IN COLUMNS
D	#10	16	7'-9"	117'-4"	COLUMN TO FOOTING DOWELS
TOTAL # 10 BARS: 390'-8" = 1681 LBS.					
C	#7	56	6'-8"	373'-4"	2-WAY FOOTINGS
TOTAL #7 BARS = 373'-4" = 763 LBS.					
H	#6	8	2'-0"	16'-0"	RISERS
U	#6	12	(6'-6") 5'-4"Δ	(6'-0") 6'-0"Δ	RISERS
TOTAL #6 BARS = (70'-0") 80'-0"Δ = (105) 120Δ LBS.					
E	#5	2	37'-5	74'-10"	LONGIT. IN CAP
TOTAL #5 BARS = 74'-10" = 78 LBS.					
S	#4	142	11'-0"	1562'-0"	STIRRUPS IN CAP
T	#4	8	9'-9"	78'-0"	FOOTING TIES
S1	#4	4	10'-6"	42'-0"	STIRRUPS @ END OF CAP
TOTAL #4 BARS: 1682'-0" = 1124 LBS.					
SPIRAL	¼" ϕ	2	263'-11"	527'-10"	COLUMN SPIRAL
TOTAL ¼" ϕ SPIRAL: 527'-10" = 88 LBS.					
TOTAL DEFORMED REINF. STEEL = 7340Δ (7925) LBS.					
CLASS "A" CONCRETE BENT Nº 2R & 4L: 36.03 BENT Nº 2L & 4R: 32.67 ...10 CU. YDS.					
STRUCTURAL EXCAVATION Bents 2R & 4L = 25.8Δ Bents 2L & 4R = 29.2Δ (28.0) CU. YDS.					
MAXIMUM PILE LOAD : 42.1 TONS/PILE					

GENERAL NOTES:
(SEE BENT Nº 3)
ALL EXPOSED VERTICAL SURFACES AND CHAMFERS ON CAP TO HAVE CLASS 2 RUBBED FINISH.



BENT Nº 2L
(BENT Nº 4R LOOKING DOWN STATIONS)

BENTS Nº 2R/L & 4L/R

HIGHWAY OVERPASS
OVER
STATE ROUTE Nº 14
STA. 154+69.88
JEANNERETTE-NEW IBERIA HWY.

DATED 1-11 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY
Δ 2-4-67	Riser Heights & Top of Cap El. & Joint	C.B.J.

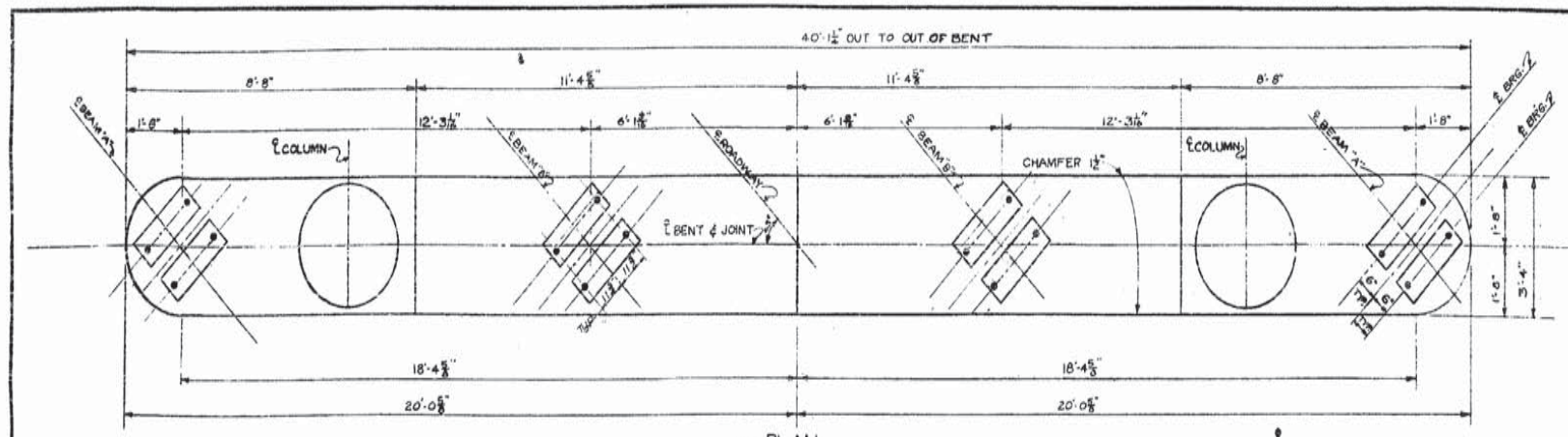
REVISIONS

12

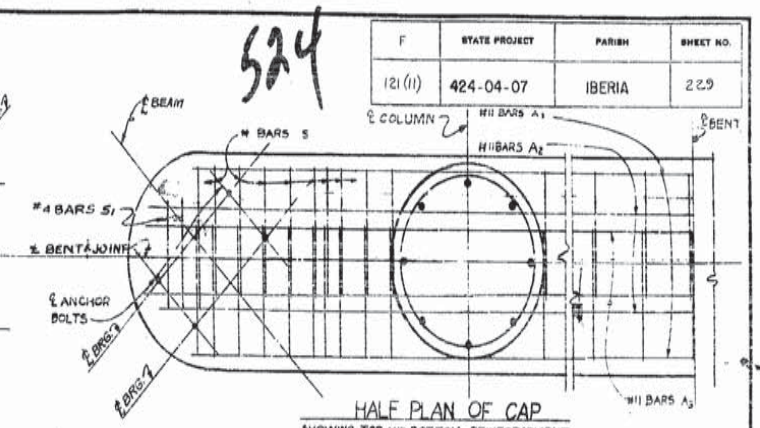
AS BUILTS

524

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	229

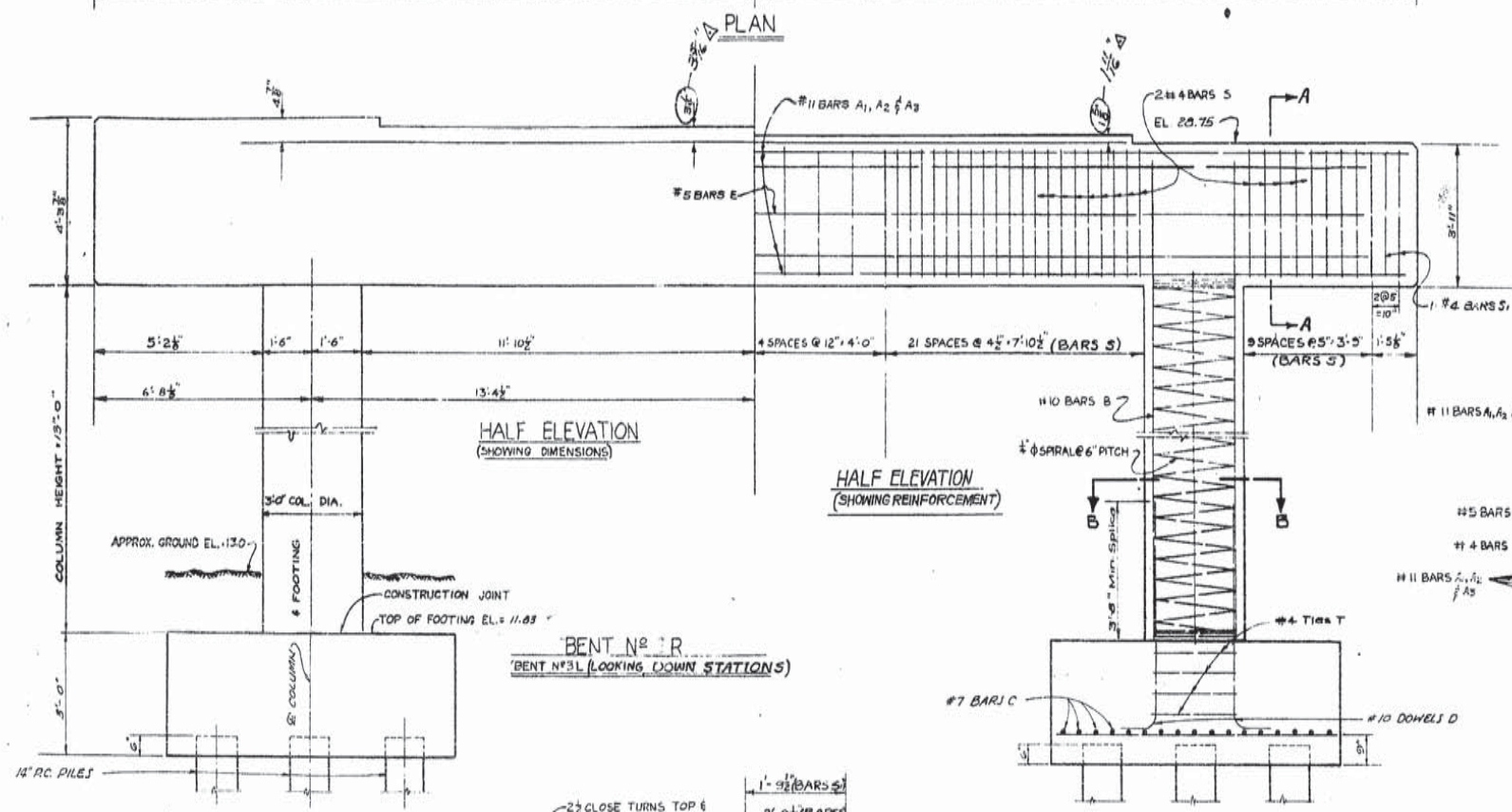


PLAN



HALF PLAN OF CAP
SHOWING TOP AND BOTTOM REINFORCEMENT

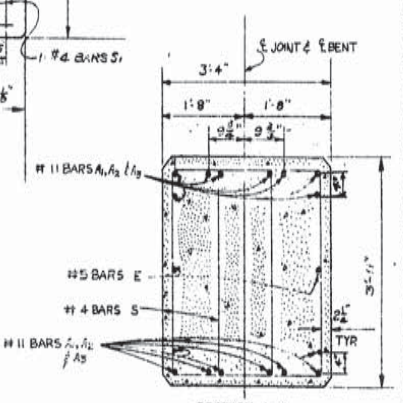
TABLE OF QUANTITIES (ONE BENT)					
BAR	SIZE	Nº	UNIT LENGTH	TOTAL LENGTH	LOCATION
A1	#11	8	37'-5"	299'-4"	LONGIT. IN CAP
A2	#11	4	39'-2"	156'-8"	LONGIT. IN CAP
A3	#11	4	39'-6"	158'-0"	LONGIT. IN CAP
TOTAL #11 BARS: 614'-0" : 3262 LBS.					
B	#10	16	17'-1"	273'-4"	VERTICAL IN COLUMNS
D	#10	16	7'-4"	117'-4"	COLUMN TO FOOTING DOWELS
TOTAL # 10 BARS: 390'-8" : 1681 LBS.					
C	#7	68	8'-2"	555'-4"	2-WAY FOOTINGS
TOTAL # 7 BARS: 555'-4" : 1135 LBS.					
E	#5	2	37'-5"	74'-10"	LONGIT. IN CAP
TOTAL # 5 BARS : 74'-10" : 78 LBS.					
S	#4	142	11'-10"	1680'-4"	STIRRUPS IN CAP
T	#4	8	9'-9"	78'-0"	FOOTING TIES
S1	#4	4	11'-4"	45'-4"	STIRRUPS @ END OF CAP
TOTAL # 4 BARS : 1803'-8" : 1205 LBS.					
SPIRAL ¼"φ		2	239'-2"	478'-4"	COLUMN SPIRAL
TOTAL ¼"φ SPIRAL : 478'-4" : 80 LBS.					
TOTAL DEFORMED REINF. STEEL : 7441 LBS.					
CLASS "A" CONCRETE 43.29 CU.YDS.					
STRUCTURAL EXCAVATION : 35.1A - (39.7) CU.YDS.					
MAXIMUM PILE LOAD : 41.5 TONS/PILE					



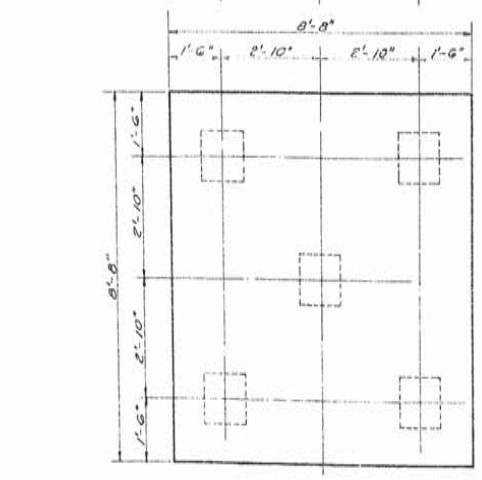
HALF ELEVATION
(SHOWING DIMENSIONS)

HALF ELEVATION
(SHOWING REINFORCEMENT)

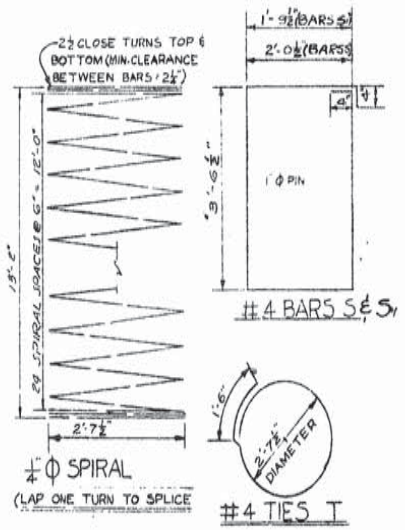
BENT Nº 3R
BENT Nº 3L (LOOKING DOWN STATIONS)

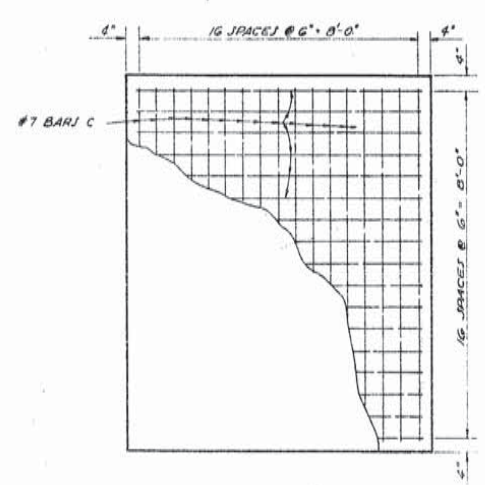


SECTION A-A

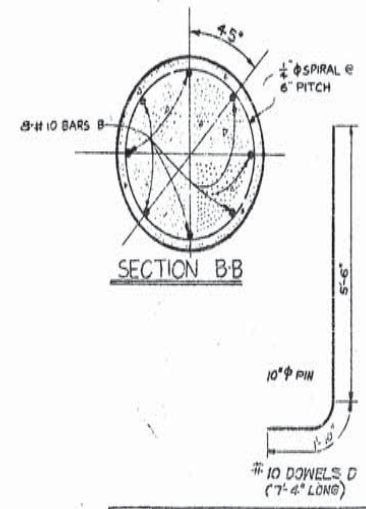


FOOTING PLAN
SHOWING DIMENSIONS





FOOTING PLAN
SHOWING REINFORCEMENT



SECTION B-B

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Latest approved La. Dept of Hwys. Std. Specifications, July, 1955.
DESIGN SPECIFICATIONS: AASHO Standard Specifications for Highway Bridges, 1931, as amended to Dec. 1944
LIVE LOAD: H520 - 44.
Reinforcement Bars shall be Intermediate or Hard Grade, A.S.T.M. A15, or Rail Steel, A.S.T.M. A16, Conforming with A.S.T.M. A305.
Dimensions relating to Reinforcing Steel are to Bar Centers.
Exposed corners to be chamfered ¾" unless noted.
Spiral Reinforcement shall be Plain Bars, conforming to all other requirements for DEFORMED REINFORCING STEEL, except that structural grade will be permitted, and shall be paid for under Item 4-6-1, DEFORMED REINFORCING STEEL.
Columns are designed as tied columns.
ALL EXPOSED VERTICAL SURFACES AND CHAMFERS ON CAP TO HAVE CLASS 2 RUBBED FINISH.

BENTS Nº 3R & 3L

DATE	DESCRIPTION	BY
12-16-67	Riser Heights of Structural Excavation	GBJ

REVISIONS

HIGHWAY OVERPASS
OVER
STATE ROUTE Nº 14
STA. 154+69.88
JEANERETTE - NEW IBERIA HWY.

DATED March 17, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

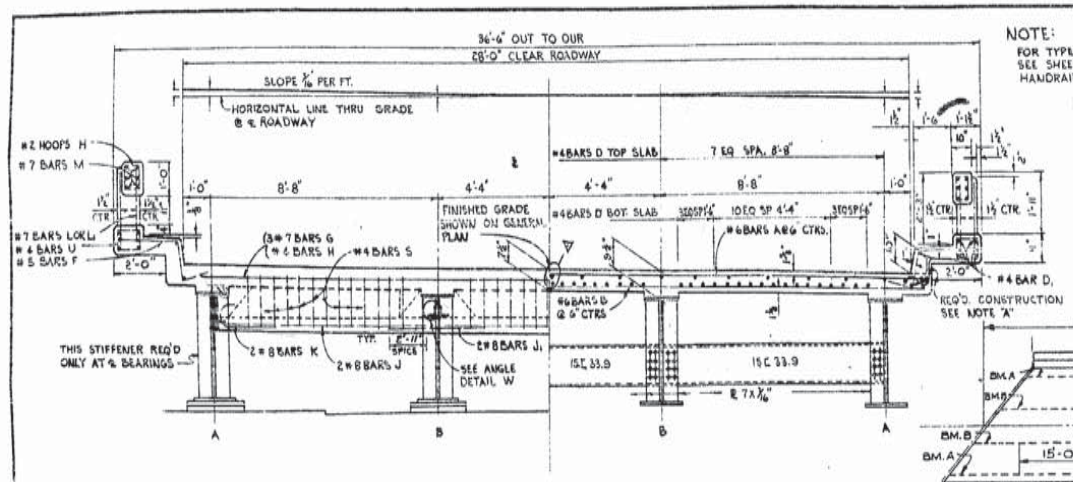
DESIGNED	DETAILED P.C. BURGESS	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	230

525



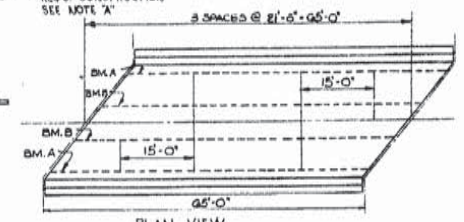
HALF SECTION THRU RDWD. @ BENT

NOTE:
FOR TYPE & DETAIL OF HANDRAIL SEE SHEET ON "CONCRETE BRIDGE HANDRAIL".

NOTE A:
AFTER COMPLETING POUR FOR ROADWAY SLAB, A MIN. OF 3-DAYS SHALL ELAPSE (OR CONCRETE IN RDWY. SLAB SHALL ATTAIN A MIN. COMP. STRENGTH OF 1500 P.S.I.) BEFORE BEGINING POUR FOR SIDEWALK CANTILEVER.

Entire 65'-0" Span to be Poured in One Pour.

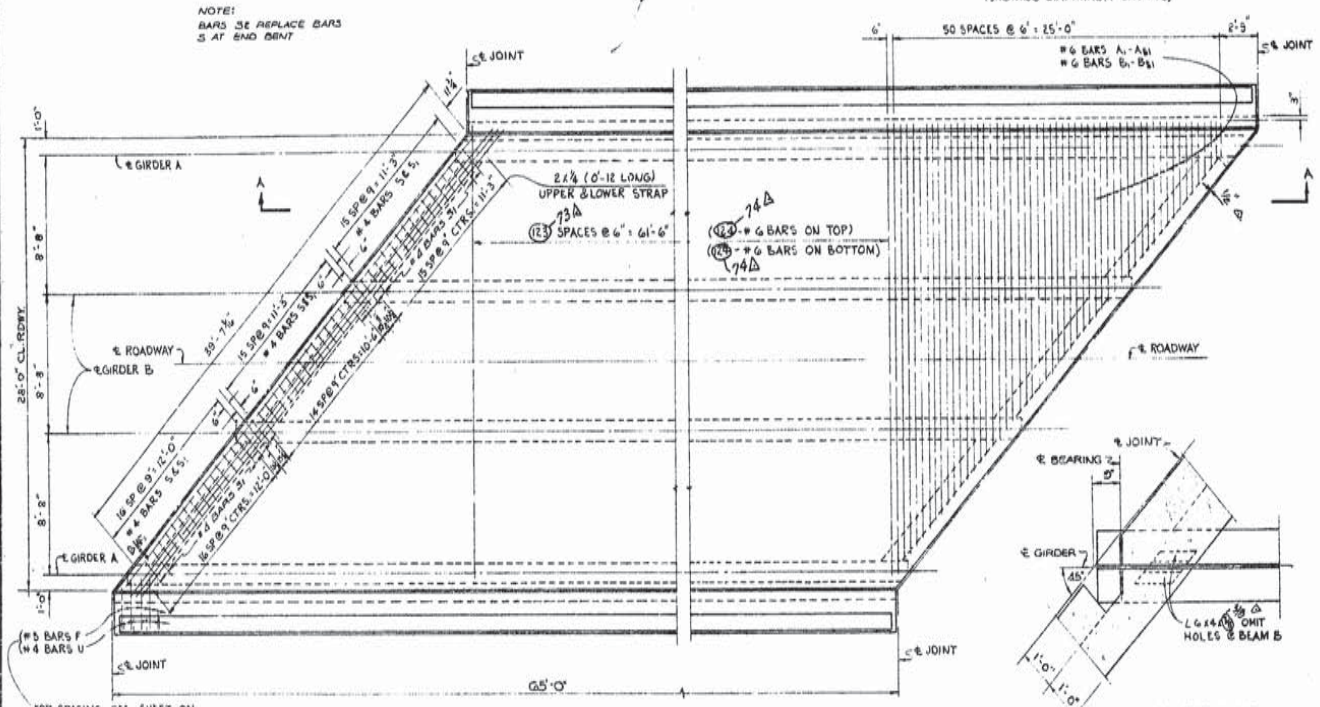
HALF SECTION THRU RDWY. AT INTERMEDIATE DIAPHRAGMS



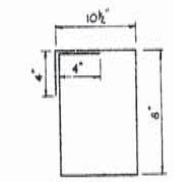
PLAN VIEW
(SHOWING DIAPHRAGM SPACING)

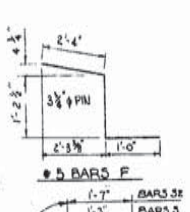
MAX. MOMENTS & REACTIONS											
	BEAM 'A'					BEAM 'B'					
SPAN FEET	L.L.+I. MOMENT KIP-FT.	D.L. MOMENT KIP-FT.	TOTAL MOMENT KIP-FT.	REACTION KIPS	SPAN FEET	L.L.+I. MOMENT KIP-FT.	D.L. MOMENT KIP-FT.	TOTAL MOMENT KIP-FT.	REACTION KIPS	SPAN FEET
65'	780.5	654.5	1434.0	40.5	65'	874.0	525.0	1400.0	33.0	65'

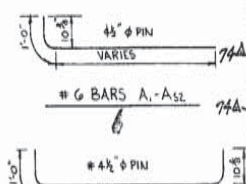
NOTE:
BARS S2 REPLACE BARS S AT END BENT

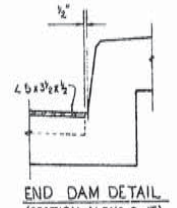


PLAN VIEW
(SHOWING REINFORCING STEEL)

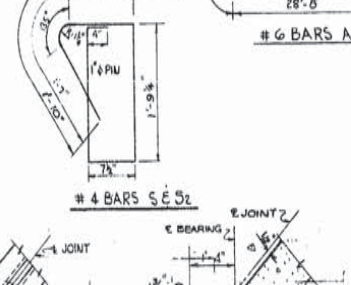




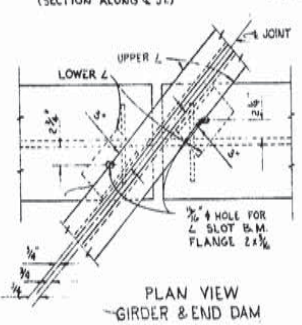




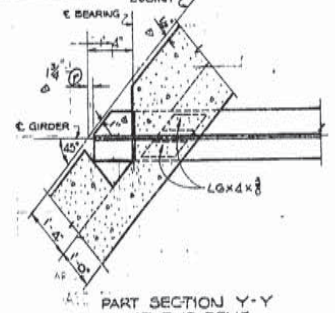
END DAM DETAIL
(SECTION ALONG ℄ JT)



PART SECTION Y-Y
AT INT. BENT

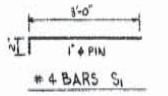


PLAN VIEW
GIRDER & END DAM
AT INT. BENT

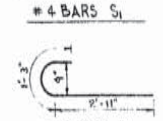


PART SECTION Y-Y
AT END BENT

NOTE:
DO NOT PAINT UPPER SURFACE OF TOP FLANGES.



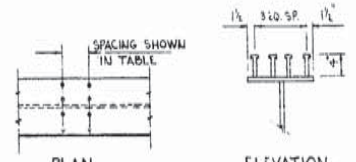
#4 BARS S1



#8 BARS K

GIRDER & BEAM DEFLECTION				
SPAN FT.	BEAM A		BEAM B	
	"A"	"B"	"A"	"B"
65	2 9/16	1 9/16	2 5/16	1 9/16

NOTE:
CAMBER FOR VERTICAL CURVATURE OF GRADE TO BE ADDED TO D.L. CAMBER SHOWN ABOVE.

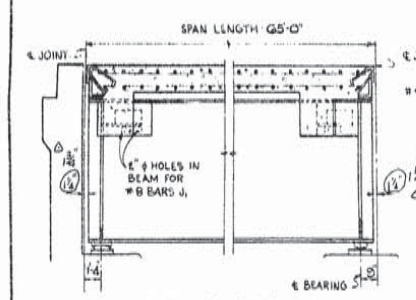


DETAIL AND SPACING OF ⅞" x 8" AUTOMATIC END WELDED STUD SHEAR CONNECTORS
(CONTRACTOR MAY FURNISH EITHER SIZE OF SHEAR CONNECTOR AT HIS OPTION)

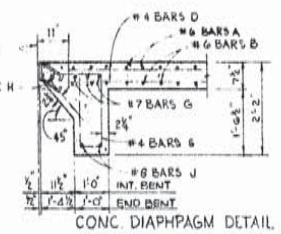
BILL OF MATERIALS (ONE SLAB)								
BAR	SIZE	NO.	SHOT BAR	VAR	LONG BAR	TOTAL LENGTH	LOCATION	
J	#8	12	11'-3"			141'-0"	LONG. IN END DIAPH.	
J1	#8	8	6'-4"			50'-4"	" " " "	
K	#8	8	4'-2"			33'-4"	" " " "	
TOTAL #8 BARS = 225'-0" = 601 LBS.								
G	#7	6	41'-0"			246'-0"	LONG. IN END DIAPH.	
TOTAL #7 BARS = 246'-0" = 503 LBS.								252'-0"
A	#6	175	60'-0"	30'-8"Δ		2422'-0"	TRANS. IN TOP OF SLAB	
A1-A2	#6	102	2'-5"	6'	27'-5"	1555'-0"	" " " " "	
B	#6	175	29'-2"			2506'-2"	TRANS. IN BOT. OF SLAB	
B1-B2	#6	102	2'-0"	6'	27'-0"	1475'-0"	2158'-4"Δ	
TOTAL #6 BARS = 7761'-4" 11,650 LBS. 7462'-4"Δ 11,209 LBS. Δ								
F	#5	206	6'-7"			1310'-10"	TRANS. IN SIDEWALK	
TOTAL #5 BARS = 1310'-10" = 1367 LBS.								
*D	#4	200	66'-0"			4400'-0"	LONG. IN SLAB 4526'-8"Δ	
*D1	#4	22	66'-1"			1455'-10"	LONG. IN SIDEWALK	
H	#4	2	41'-0"			82'-0"	LONG. IN END DIAPH.	
S	#4	36	7'-4"			264'-0"	STIRRUPS IN DIAPH.	
S1	#4	24	3'-2"			76'-0"	END DIAPH.	
U	#4	222	3'-9"Δ			834'-0"	STIRRUPS IN PARAPET	
S2	#4	36	7'-11"			285'-0"	END DIAPH. 832'-5"Δ	
TOTAL #4 BARS = 7115'-4" 4750 LBS. 5023 LBS. Δ								
CLASS A(A) CONCRETE						75.19	56.86	CU. YDS.
DEFORMED REINF. STEEL						19,152Δ	18,861	LBS.
STEEL (A441)							39,342	LBS.
STEEL (A36)							9,212	LBS.
SHEAR CONN.							LUMP	
CONC. HANDRAIL							128.00	LIN. FT.
PREMOULDED JOINT FILLER							45	LIN. FT.

* INCLUDES ONE 1'-6" SPLICE

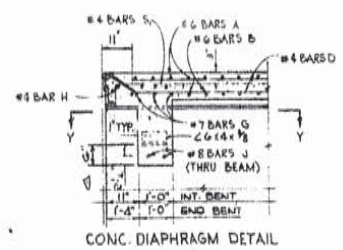
NOTE:
FOR STEEL SHOE DETAILS, HANDRAIL DETAILS, AND GENERAL NOTES SEE SHEET Nº 231.



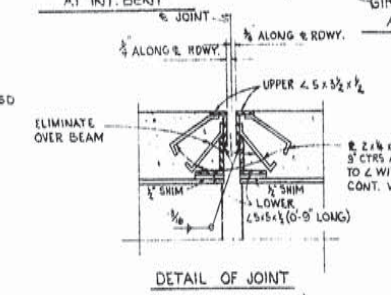
PART SECTION A-A
(PARALLEL TO BEAM)



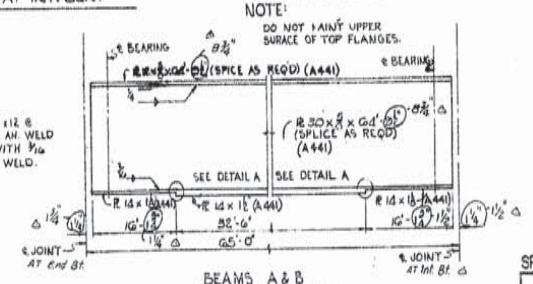
CONC. DIAPHPAGM DETAIL
BETWEEN BEAMS
(PERPENDICULAR TO ℄ JT.)



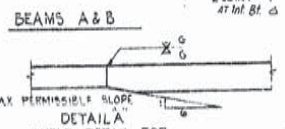
CONC. DIAPHRAGM DETAIL
AT BEAM B
PERPENDICULAR TO ℄ JT.



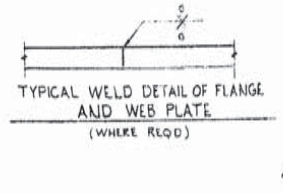
DETAIL OF JOINT
(REINF. STEEL NOT SHOWN)



BEAMS A & B



DETAIL A
WELD DETAIL FOR
BOTTOM FLANGE PLATE



ANGLE DETAIL W

TYPICAL WELD DETAIL OF FLANGE AND WEB PLATE
(WHERE REQ'D)

TABLES SHOWING SPACING OF SHEAR CONNECTORS
BEAM A & B

⅞" ϕ	27 SP @ 5½" = 12'-4½"	28 SP @ 7" = 15'-5"	14 SP @ 10" = 11'-8"	28 SP @ 7" = 15'-5"	27 SP @ 5½" = 12'-4½"
⅞" ϕ	21 SP @ 7½" = 13'-1½"	14 SP @ 10" = 11'-8"	11 SP @ 12" = 10'-9"	14 SP @ 10" = 11'-8"	21 SP @ 7½" = 13'-1½"

DATE	DESCRIPTION	BY
Δ 2-14-67	N.E.C. Bars R.E.D. & Def. Reinf. Steel & Joint	C.B.J.
10/24/66	Pouring Sequence	C.B.J.

REVISIONS

SPANS Nº 1 & 4 RT & LT. RDWY.

HIGHWAY OVERPASS
OVER
STATE ROUTE Nº 14
STA. 154+69.88
JEANERETTE-NEW IBERIA HWY.

DATED MARCH 17, 1966

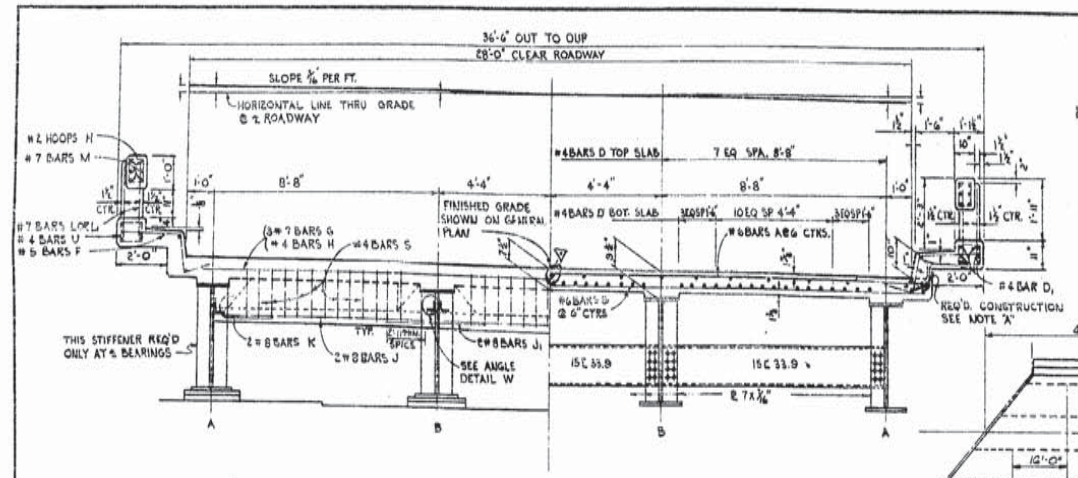
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	2.51



HALF SECTION THRU RDWD. @ BENT

HALF SECTION THRU RDWY. AT INTERMEDIATE DIAPHRAGMS

NOTE A:

AFTER COMPLETING POUR FOR ROADWAY SLAB, A MIN. OF 3-DAYS SHALL ELAPSE (OR CONCRETE IN RDWY. SLAB SHALL ATTAIN A MIN. COMP. STRENGTH OF 1500 P.S.I.) BEFORE BEGINNING POUR FOR SIDEWALK CANTILEVER.

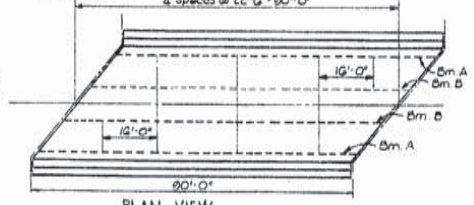
SPAN LENGTH "L"		
MAX. ⅜"	MAX. ½"	MAX. ½"
POUR Nº 2	POUR Nº 1 — CONTR. JT.	POUR Nº 3

#4 BARS D & D, TO EXTEND THRU CONTR. JT.

NOTE:

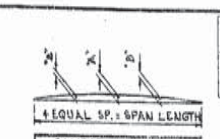
NOT LESS THAN 7-DAYS SHALL HAVE ELAPSED BETWEEN POUR Nº 1 & POUR Nº 2 & BETWEEN POUR Nº 1 & POUR Nº 3, BUT CONTRACTOR WILL BE PERMITTED TO MAKE POURS Nº 2 & 3 SIMULTANEOUSLY IF HE SO DESIRES.

THE VERTICAL SURFACES OF THE DECK CONSTR. JOINTS BETWEEN POURS, SHALL BE COATED PRIOR TO EACH SUCCEEDING POUR WITH A LIQUID POLYSULFIED EPOXY ADHESIVE, ALL IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK.



PLAN VIEW
(SHOWING DIAPHRAGM SPACING)

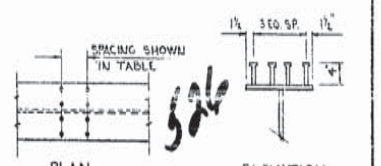
MAX. MOMENTS & REACTIONS										
	BEAM "A"					BEAM "B"				
SPAN FEET	D.L. MOMENT KIP-FT.	L.L. MOMENT KIP-FT.	TOTAL MOMENT KIP-FT.	REACTION KIPS	D.L. MOMENT KIP-FT.	L.L. MOMENT KIP-FT.	TOTAL MOMENT KIP-FT.	REACTION KIPS	SPAN FEET
80	1161	1502	2663	90.0	1261	1103	2364	90.0	80



CAMBER IN BEAMS FOR DEAD LOAD DEFLECTION		
SPAN	BEAM "A"	BEAM "B"
80'	2 15/16"	2"

NOTE

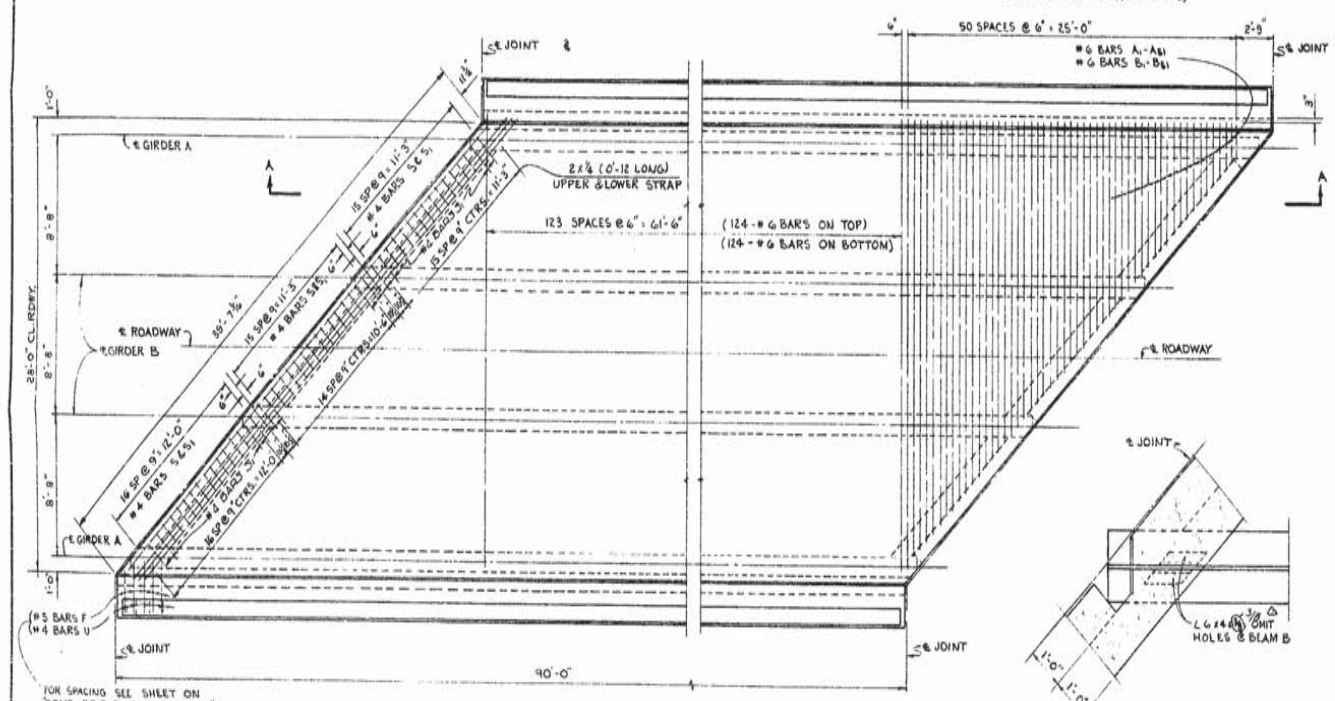
CAMBER FOR VERTICAL CURVATURE OF GRADE TO BE ADDED TO D.L. CAMBER SHOWN ABOVE.



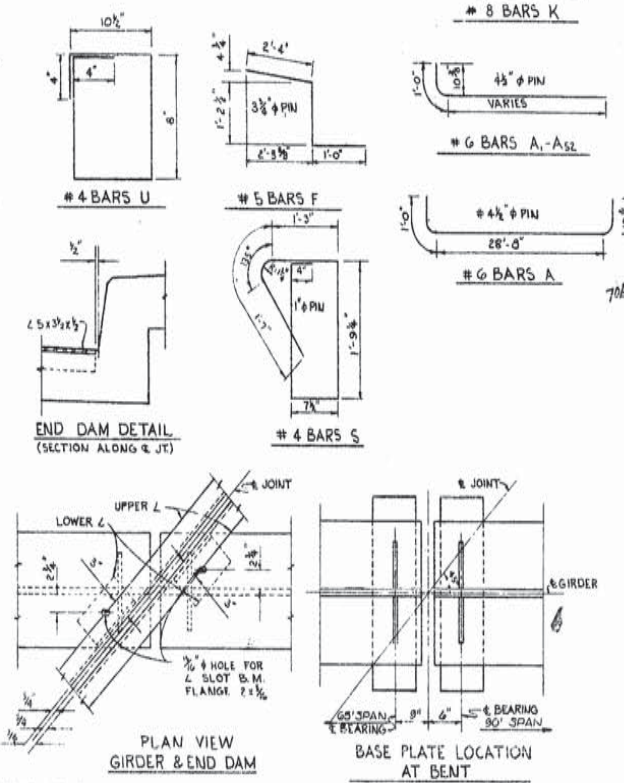
PLAN ELEVATION

DETAIL AND SPACING OF ⅝ & ¾ AUTOMATIC END WELDED STUD SHEAR CONNECTORS

(CONTRACTOR MAY FURNISH EITHER SIZE OF SHEAR CONNECTOR AT HIS OPTION)



PLAN VIEW
(SHOWING REINFORCING STEEL)

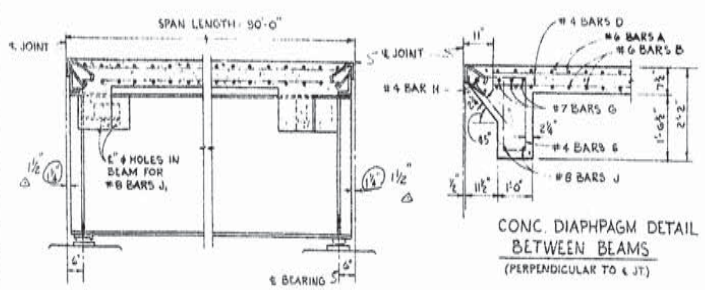


BILL OF MATERIALS (ONE SLAB)							
BAR	SIZE	Nº	SHOT BAR	VAR.	LONG BAR	TOTAL LENGTH	LOCATION
J	#8	12	11'-8"			141'-0"	LONG. IN END DIAPH.
J1	#8	6	9'-2"			55'-0"	" " " "
K	#8	8	4'-2"			33'-4"	" " " "
TOTAL #8 BARS = 229'-0" = 901 LBS							
G	#7	6	41'-0"			246'-0"	LONG. IN END DIAPH.
TOTAL #7 BARS = 246'-0" = 503 LBS							
A	#6	124	30'-8"			3802'-8"	TRANS. IN TOP OF SLAB
A1-A51	#6	102	5'-8"	6"	27'-8"	3537'-6"	" " " "
B	#6	124	28'-2"			3496'-8"	TRANS. IN BOT. OF SLAB
B1-B51	#6	102	2'-0"	6"	27'-0"	2878'-0"	" " " "
TOTAL #6 BARS = 10,853'-10" = 15,702 LBS							
F	#5	304	4'-7"			1396'-4"	TRANS. IN SIDEWALK
TOTAL #5 BARS = 1396'-4" = 1740 LBS							
D	#4	124	8'-2"			1017'-0"	LONG. IN SLAB
D1	#4	22	92'-8"			2039'-8"	LONG. IN SIDEWALK
H	#4	2	41'-0"			82'-0"	LONG. IN END DIAPH.
S	#4	72	7'-4"			528'-0"	STIRRUPS IN DIAPH.
S1	#4	24	3'-2"			76'-0"	END DIAPH.
U	#4	202	3'-7" / 3'-9"	1095'-0"		1900'-8"	STIRRUPS IN PARAPET
TOTAL #4 BARS = 6242'-0" = 2441 LBS — 6815 △							
CLASS A(A) CONCRETE 1,010.2 CU.YDS. △ — 74.81 CU.YDS.							
DEFORMED REINF. STEEL 25,361 △ — (24,901) LBS.							
STEEL (A441) 70,010 LBS.							
STEEL (A36) 7,560 LBS							
SHEAR CONN. LUMP							
CONC. HANDRAIL 177.00 LIN. FT.							
PREMOULDED JOINT FILLER 49 LIN. FT.							

* INCLUDES TWO 1'-0" SPLICES

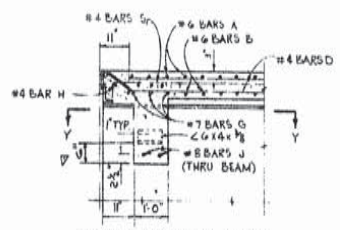
NOTE:

FOR STEEL SHOE DETAILS, HANDRAIL DETAILS, AND GENERAL NOTES SEE SHEET Nº 2.51.

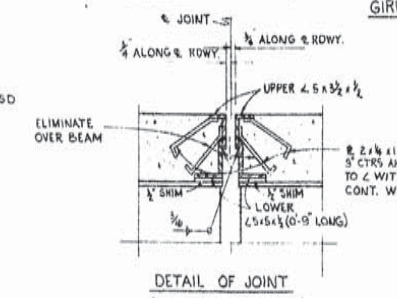


PART SECTION A-A
(PARALLEL TO BEAM)

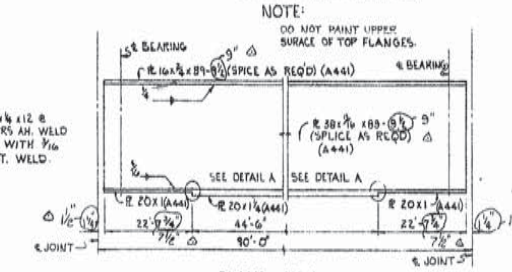
CONC. DIAPHPAGM DETAIL BETWEEN BEAMS
(PERPENDICULAR TO ℄ JT)



CONC. DIAPHRAGM DETAIL AT BEAM B
PERPENDICULAR TO ℄ JT.



DETAIL OF JOINT
(REINF. STEEL NOT SHOWN)

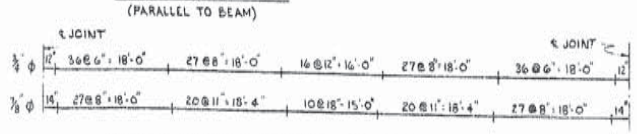


BEAMS A & B

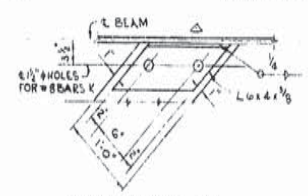
NOTE:

DO NOT PAINT UPPER SURFACE OF TOP FLANGES.

SPANS Nº 2 & 3 RT. & LT. RDWY.



TABLES SHOWING SPACING OF SHEAR CONNECTORS BEAM A & B



ANGLE DETAIL W

TYPICAL WELD DETAIL OF FLANGE AND WEB PLATE
(WHERE REQ'D)

DETAIL "A"
WELD DETAIL FOR BOTTOM FLANGE PLATE

DATE	DESCRIPTION	BY
2-11-67	Def. Reinf. Steel & Joint	C.B.J.

REVISIONS

HIGHWAY OVERPASS
OVER
STATE ROUTE Nº 14
STA. 154+69.88
JEANERETTE-NEW IBERIA HWY.

DATED March 17 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

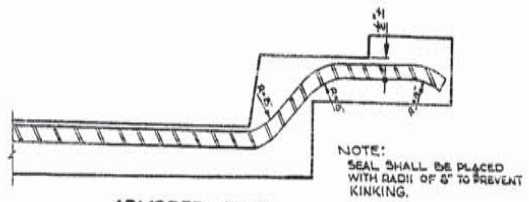
DESIGNED | DETAILED | TRACED
CHECKED | CHECKED | CHECKED

BRIDGE DESIGN SECTION

AS BUILTS

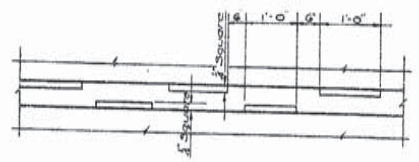
F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	232

577



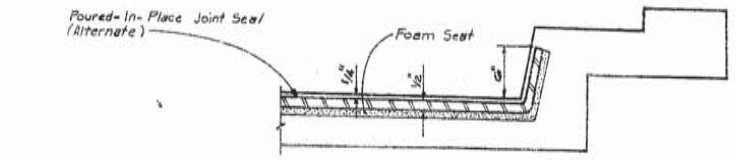
ARMORED JOINT
CURB AND PROFILE DETAIL

TO BE USED WITH ITEM S-2, PREFORMED COMPRESSION JOINT SEAL.



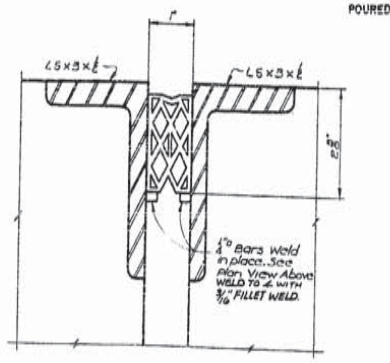
PLAN OF ARMORED JOINT

FOR PREFORMED COMPRESSION JOINT SEAL.
1/4" SQUARE BARS NOT REQUIRED FOR POURED-IN-PLACE JOINT SEAL, (ALTERNATE) ITEM S-2-A.



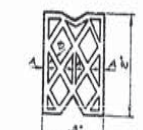
ARMORED JOINT
CURB AND PROFILE DETAIL

TO BE USED WITH ITEM S-2-A POURED-IN-PLACE JOINT SEAL.

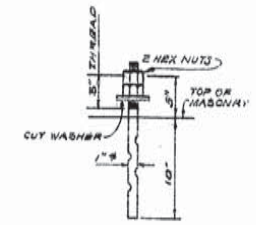


SECTION THRU ARMOR JOINT

(SHOWING PREFORMED SEALER INSTALLED)
1/4" ⌀ BARS NOT REQUIRED FOR POURED-IN-PLACE JOINT SEAL, ITEM S-2-A



CROSS SECTION
OF PREFORMED SEALER



SWEDGE BOLT
DETAIL

POURED-IN-PLACE SEAL (ALTERNATE), ITEM S-2-A

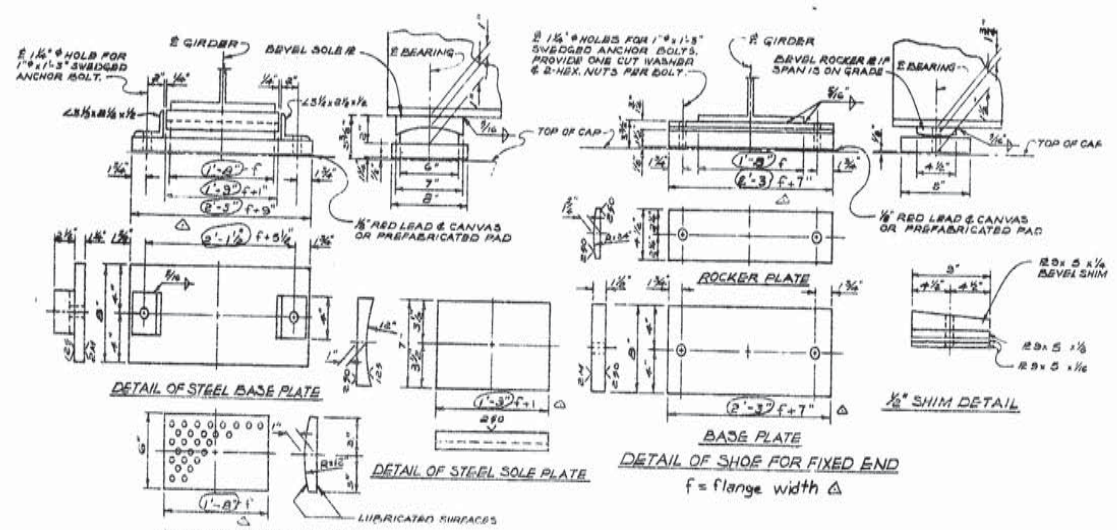
AS AN ALTERNATE TO THE PREFORMED COMPRESSION JOINT SEAL, A POURED-IN-PLACE JOINT SEAL (ALTERNATE) IN ACCORDANCE WITH THE APPLICABLE DETAIL ELSEWHERE ON THIS SHEET MAY BE USED. THE POURED-IN-PLACE JOINT SEAL (ALTERNATE) SHALL BE TWO COMPONENT NORSOLK CALK Nº 3105 AVE, BURBANK, CALIF. 91504, OR APPROVED EQUAL. INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, AND SHALL PROCEED AS FOLLOWS: SAND BLAST SURFACES OF JOINT THOROUGHLY IN FIELD (EQUIVALENT TO SAND BLAST TO WHITE METAL), AND APPLY THE ZINC PRIMER WITHIN 6 HOURS OF SANDBLASTING. THE PRIMER APPROPRIATE TO THE SURFACE (WHETHER STEEL OR CONCRETE, SHALL BE USED. AFTER THE PRIMER HAS CURED (SEE MANUFACTURER'S INSTRUCTIONS), A POLYURETHANE FOAM SEAT OR OTHER SUITABLE BACKING SHALL BE COMPRESSED INTO THE JOINT TO RECEIVE THE SEALANT.
THE TWO-COMPONENT MATERIALS FOR THE POLYURETHANE JOINT SEALANT MUST BE KEPT DRY, AND MUST BE ACCURATELY PROPORTIONED AND THOROUGHLY MIXED WITH A POWER MIXER (EITHER MIXING MACHINE OR HAND MIX) BEFORE PLACING IN THE JOINT. MATERIALS CANS SHALL NOT BE OPENED UNTIL READY FOR USE.

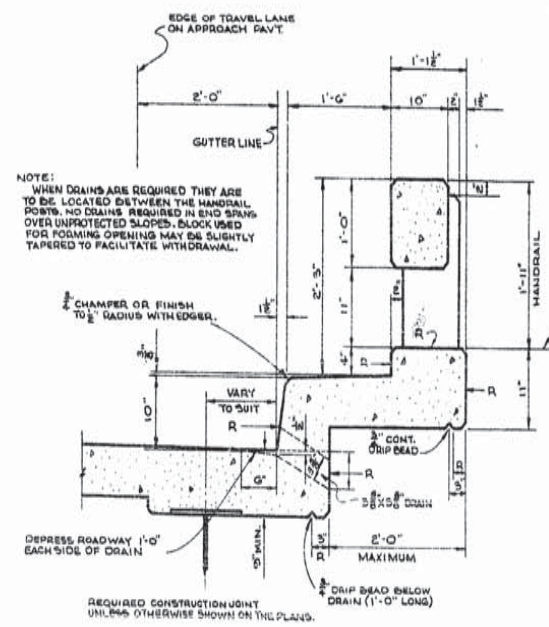
GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Latest Approved La. Dept. of Hwys. Standard Specifications for Roads and Bridges, and Special Provisions.
DESIGN SPECIFICATIONS: A.A.S.H.O. Standard Specifications for Highway Bridges, 1961, as amended to Dec. 31, 1962 & Interim Specifications 1964.
LIVE LOAD: HS 20-44.

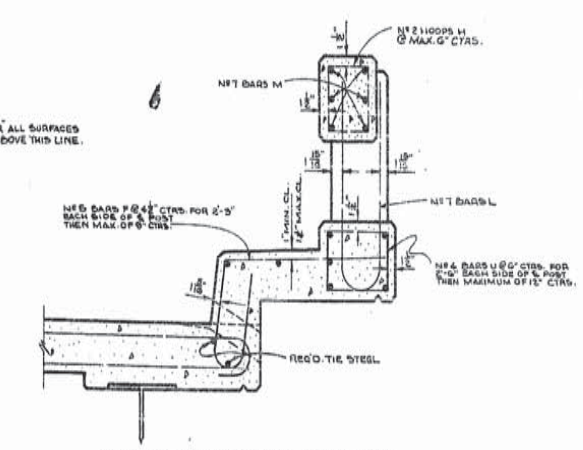
STEEL: ALL STEEL SHALL BE STEEL (A-36) UNLESS OTHERWISE NOTED ON THE PLANS.

REINFORCING STEEL: Reinforcement Bars shall be Intermediate or Hard Grade A.S.T.M. A15, or Rail Steel A.S.T.M. A16, and shall conform to A.S.T.M. A305
Dimensions relating to Reinforcing Steel are to Bar Centers.
CONCRETE: Concrete in Slab, Handrail, Curb, Sidewalks, End & Intermediate Diaphragms to be Class A(A).
HANDRAIL: Concrete Handrail to be as detailed on Span Sheets. Concrete and Reinforcing Steel in Handrail above top of 4" Sidewalk Curb to be paid for per Lin. ft. of Handrail. This includes #7 Bars L that project into said Curb. Handrail to be poured monolithic with Handrail Posts in each panel length.
CHAMFER: All Exposed Corners to be Chamfered 3/4" unless otherwise noted.
R → Denotes Class 2 Rubbed Finish.

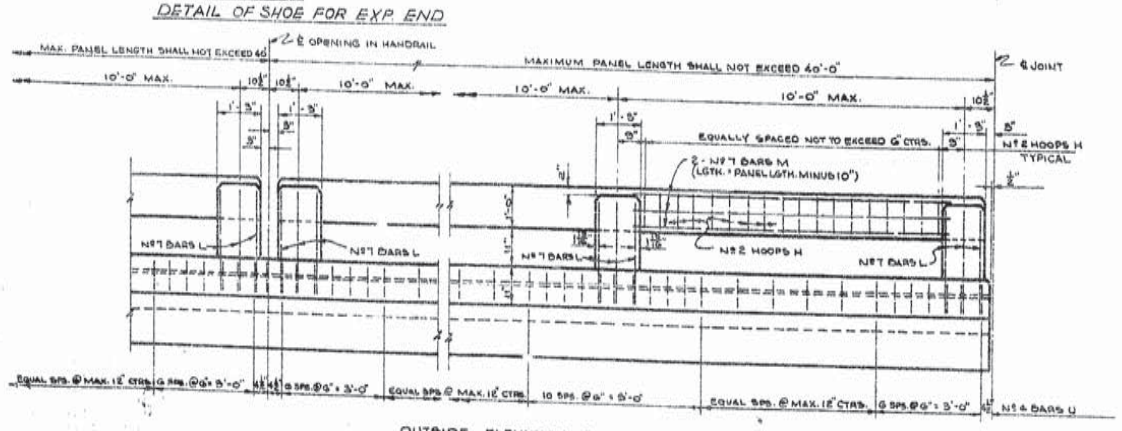




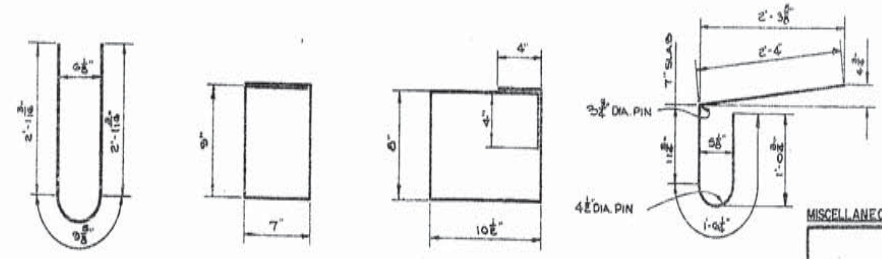
PART SECTION SHOWING DIMENSIONS



PART SECTION SHOWING REINFORCING



OUTSIDE ELEVATION SHOWING HANDRAIL



MISCELLANEOUS STEEL DETAILS

HIGHWAY OVERPASS
OVER
STATE ROUTE Nº 14
STA. 154+69.88
JEANERETTE-NEW IBERIA HWY.

DATED March 17, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
2-14-67	Shoe Dimensions	C.B.J.
10-24-66	NEOPRENE JOINT NOTE ADDED	C.B.J.

REVISIONS

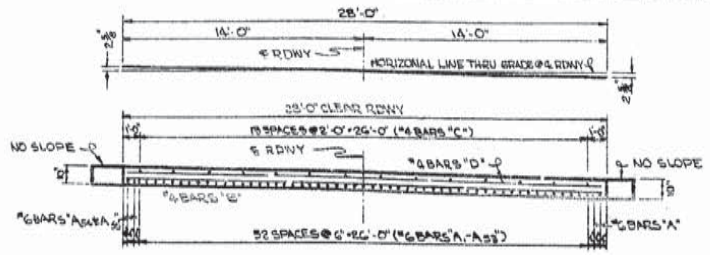
DESIGNED [illegible] DETAILED [illegible] TRACED
CHECKED [illegible] RCKED [illegible] CHECKED
BRIDGE DESIGN SECTION

12

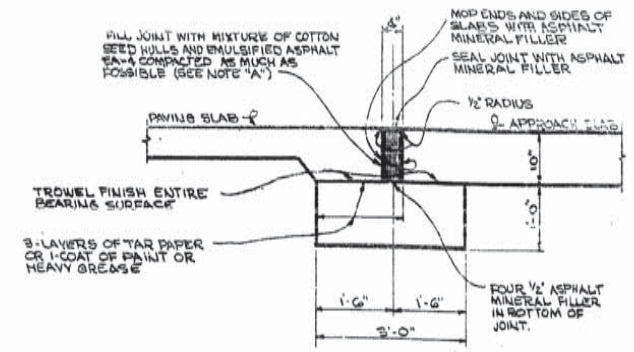
AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	233

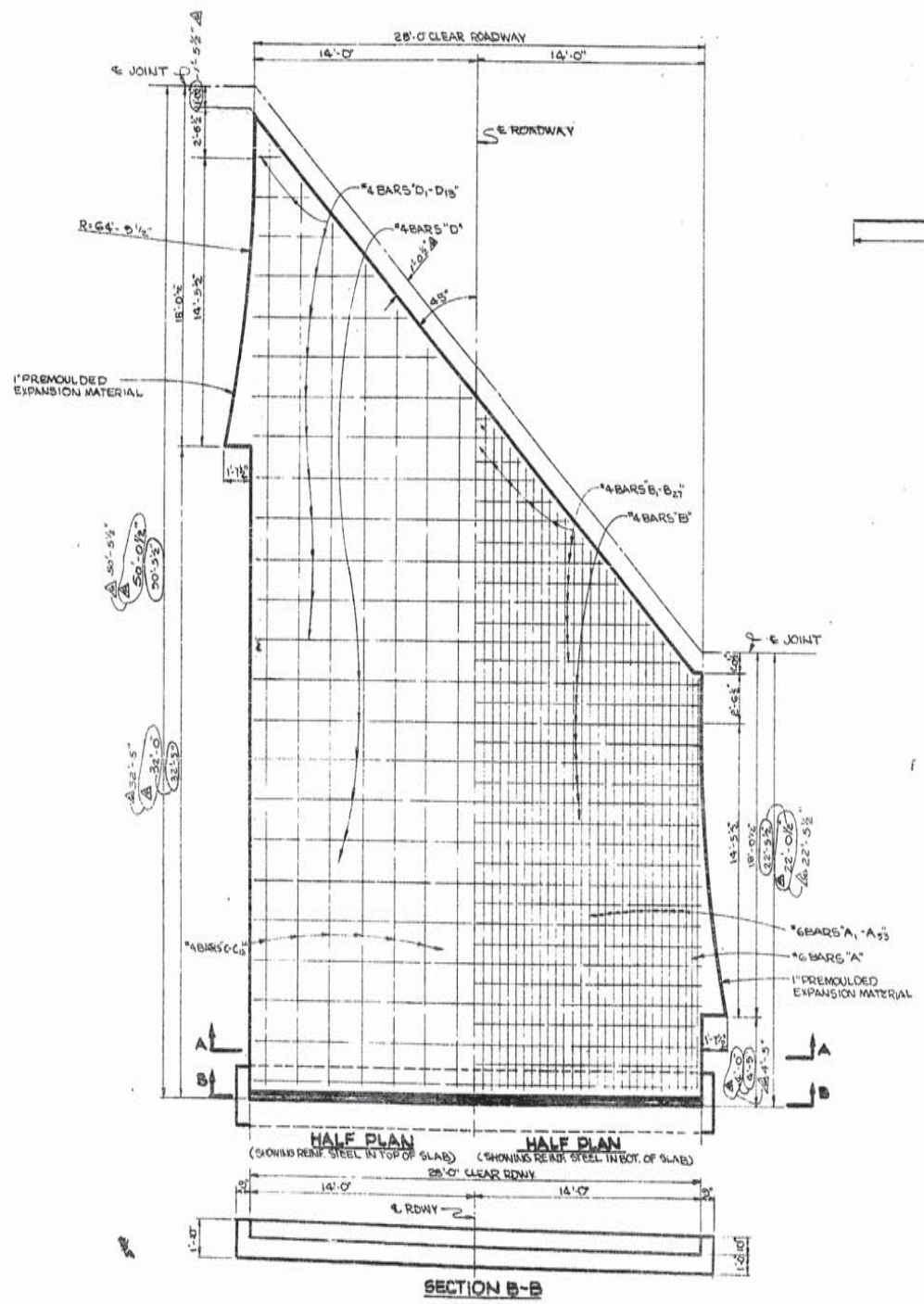
528



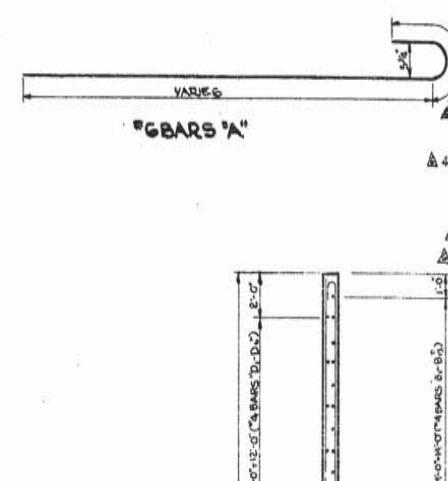
SECTION A-A

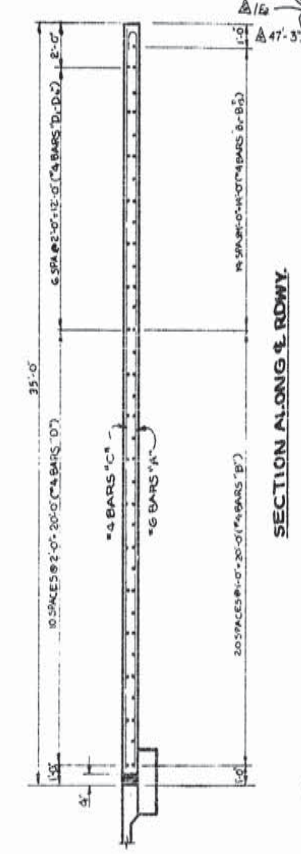


PART SECTION ALONG ℄ ROADWAY



SECTION B-B





BILL OF MATERIALS (ONE SLAB)

BAR	SIZE	NO.	SHORT BAR	WGT.	LONG BAR	TOTAL LENGTH	LOCATION
A	#6	2	26'-0"		46'-6"	93'-0"	LOAD IN BOT. OF SLAB
A1-A54	#6	18A	21'-1"	6"	47'-11"	1807-0"	LOAD IN BOT. OF SLAB
A55	#6	1	47'-5"			47'-11"	LOAD IN BOT. OF SLAB
A55	#6	1	47'-5"			48'-11"	LOAD IN BOT. OF SLAB
						48'-11"	LOAD IN BOT. OF SLAB
TOTAL #6 BARS						1923'-10"	(2325) LBS.
B	#4	21			21'-8"	581'-0"	TRANS. IN BOT. OF SLAB
B1-B21	#4	18A	8'	12"	26'-8"	369'-0"	TRANS. IN BOT. OF SLAB
C-C54	#4	18A	21'-1"	24"	47'-1"	484'-6"	LOAD IN TOP OF SLAB
D	#4	11			27'-8"	304'-4"	TRANS. IN TOP OF SLAB
D1-D18	#4	18A	1'-8"	24"	25'-8"	177'-8"	TRANS. IN TOP OF SLAB
TOTAL #4 BARS =						1916'-10"	(1281) LBS.
DEFORMED REINFORCING STEEL							LBS.
CONCRETE APPROACH SLAB 10.57							SQ. YDS.
CLASS "A" CONCRETE (BLOCK ONLY)							CU. YDS.
** APPR. SLAB EXPANSION JOINT FILLER						7.78	CU. FT.

* 2'-2" SPLICE INCLUDED IN "6 BARS "A1-A55"
** 1'-5½" SPLICE INCLUDED IN "4 BARS "B1-B21" & "C-C54"
*** NO DIRECT PAYMENT

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LA. DEPT. OF HIGHWAYS STD. SPECIFICATIONS.
DESIGN SPECIFICATIONS: A.A.S.H.O. 1961 AS AMENDED BY INTERIM SPEC'S 1964.
REINFORCING BARS SHALL BE INTERMEDIATE OR HARD GRADE A.S.T.M. A15 OR RAIL STEEL A.S.T.M. A16 CONFORMING WITH A.S.T.M. A305.
DIMENSIONS RELATING TO REINF. STEEL ARE TO BAR CENTERS.
CONCRETE TO BE CLASS "A" OR MAY BE SAME MIX AS ADJOINING PAVEMENT.
1" PREMOULDED EXPANSION MATERIAL AND APPROACH SLAB EXPANSION JOINT FILLER TO BE INCLUDED IN PRICE BID FOR CONCRETE APPROACH SLAB.

NOTE "A"

MIXTURE FOR FILLER SHALL BE APPROX. 0.9 GAL. OF EMULSIFIED ASPHALT EA-4 PER CU. FT. OF COTTON SEED HULLS MEASURED LOOSE. ONE CU. FT. OF COTTON SEED HULLS MEASURED LOOSE WEIGHS APPROX. 10.5 LBS. MIXTURE SHALL BE PERMITTED TO AGE A MINIMUM OF 48 HOURS BEFORE PLACING IN JOINT

CONCRETE APPROACH SLAB
BEG. OF BRIDGE NORTH BOUND RIGHT ROADWAY
END OF BRIDGE SOUTH BOUND LEFT ROADWAY

HIGHWAY OVERPASS
OVER
STATE ROUTE № 14
STA. 154+69.88
JEANERETTE-NEW IBERIA HWY.
DATED APRIL 12 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	DETAILED W.A. LAWRENCE	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

DATE	DESCRIPTION	BY
1-2-68	Dimns and Quantities	C.B.J.
3-6-67	DIMNS AND QUANTITIES	C.B.J.

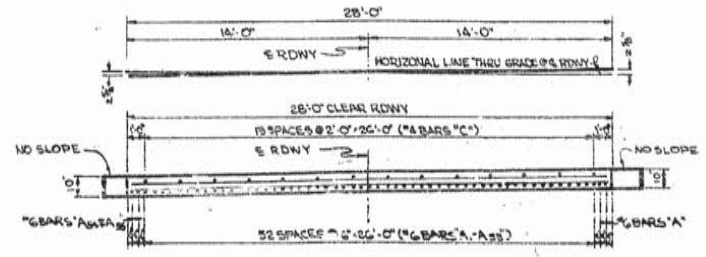
REVISIONS

12

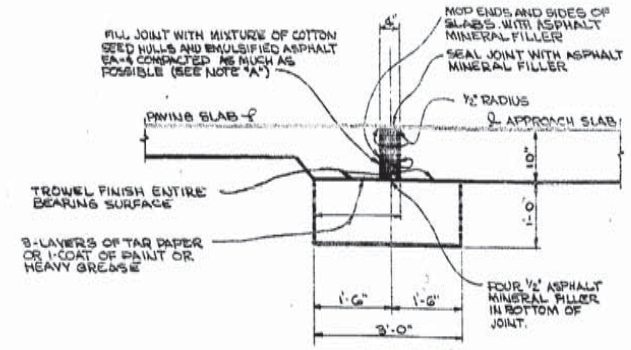
AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	234

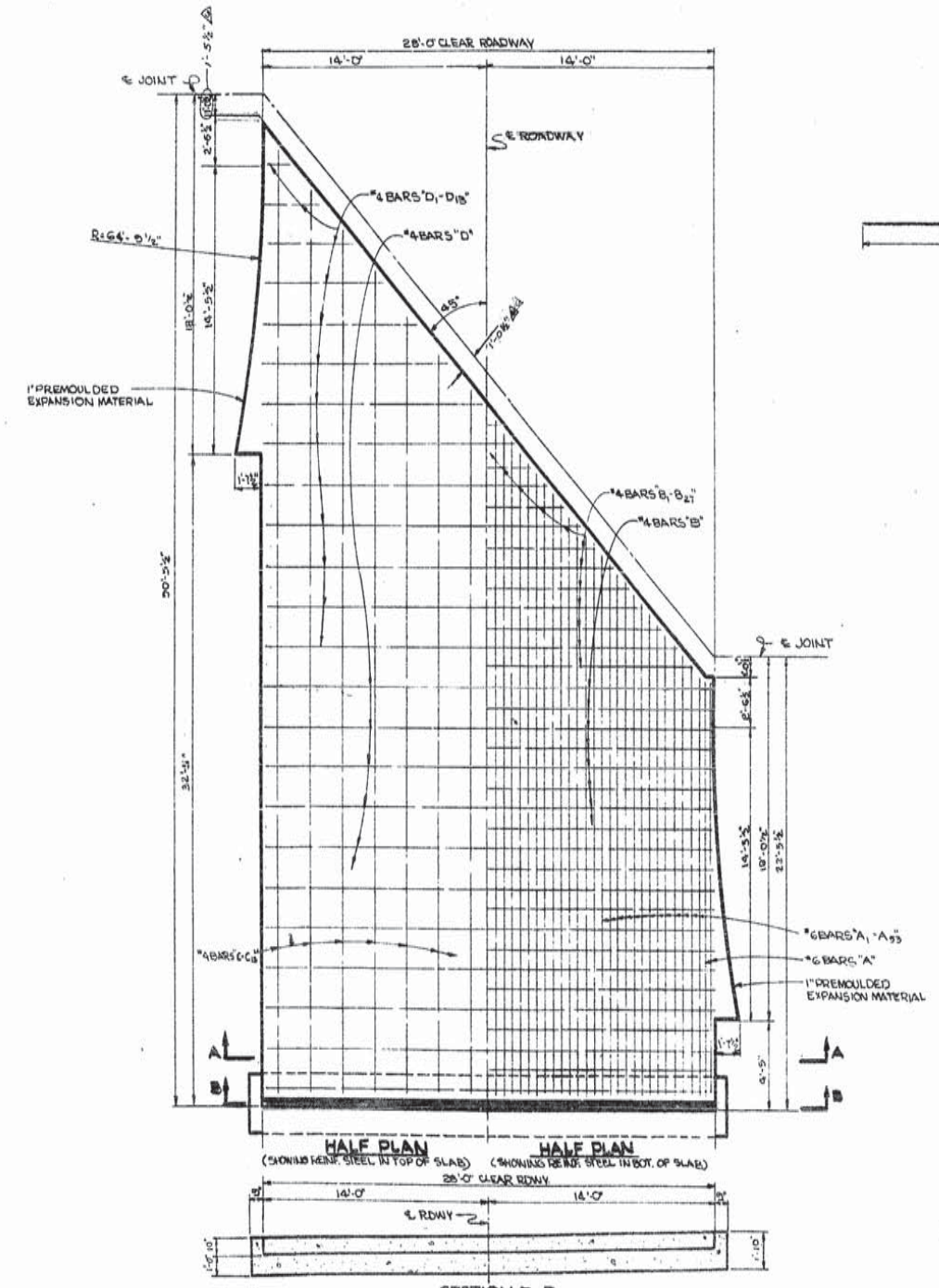
529



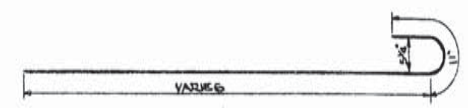
SECTION A-A

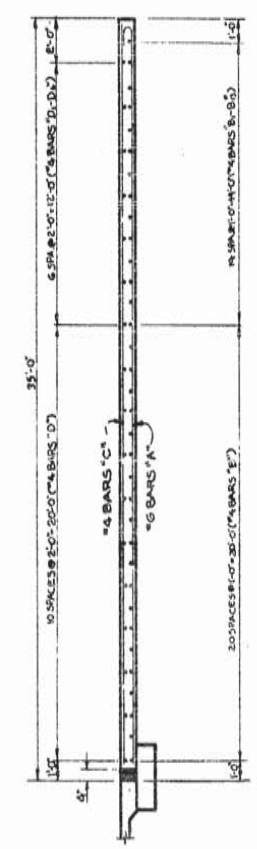


PART SECTION ALONG ℄ ROADWAY



SECTION B-B





SECTION ALONG ℄ RDWY.

BILL OF MATERIALS (ONE SLAB)

BAR	SIZE	NO.	SHORT BAR	WG.	LONG BAR	TOTAL LENGTH	LOCATION
A	#6	2	20'-0"			41'-6"	LONG. IN BOT. OF SLAB
A-A55	#6	18 EA	21'-1"	6"	47'-1"	1,807'-0"*	LONG. IN BOT. OF SLAB
A51	#6	1	47'-5"			49'-7"	LONG. IN BOT. OF SLAB
A55	#6	1	47'-5"			49'-7"	LONG. IN BOT. OF SLAB
TOTAL #6 BARS			(1,948'-0") 2026'-9"			(2,925) LBS.	
B	#4	21			21'-8"	456'-0"	TRANS. IN BOT. OF SLAB
B1-B21	#4	18 EA	8'	12"	26'-8"	368'-0"**	TRANS. IN BOT. OF SLAB
C-C4	#4	14	21'-1"	24"	47'-1"	484'-10"**	LONG. IN TOP OF SLAB
D	#4	11			27'-8"	304'-4"	TRANS. IN TOP OF SLAB
D1-D18	#4	18 EA	1'-8"	24"	25'-8"	177'-8"	TRANS. IN TOP OF SLAB
TOTAL #4 BARS =			(1,818'-10") 1,818'-10"			(1,218) LBS.	
DEFORMED REINFORCING STEEL						(4,368) LBS.	
CONCRETE APPROACH SLAB						101.77 YDS. HMM 50 (SP)	
CLASS "A" CONCRETE (BLOCK ONLY)						4.5 B-67 CU. YDS.	
***APPR. SLAB EXPANSION JOINT FILLER						7.78 CU. FT.	

Bar marks: A1 21'-3"; A-A18 21'-11"; A51 47'-11"; A55 48'-3"; A55 48'-7"; B1-B21 21'-3"; C-C4 1 EA; D1-D18 47'-3"

Location marks: 42'-6"; 1883'-1"; 501'-5"; 501'-9"; 3044; 486'-10"; 1282; 4326; YDS.

* 2'-2" SPLICE INCLUDED IN "6 BARS "A1-A55"
** 1'-5½" SPLICE INCLUDED IN "4 BARS "B1-B21" & "C-C4"
*** NO DIRECT PAYMENT

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LA. DEPT. OF HIGHWAYS STD SPECIFICATIONS.
DESIGN SPECIFICATIONS: A.A.S.H.O. (1961) AS AMENDED BY INTERIM SPEC'S 1964.
REINFORCING BARS SHALL BE INTERMEDIATE OR HARD GRADE A.S.T.M. A15 OR RAIL STEEL A.S.T.M. A16 CONFORMING WITH A.S.T.M. A305.
DIMENSIONS RELATING TO REINF. STEEL ARE TO BAR CENTERS.
CONCRETE TO BE CLASS "A" OR MIX BY SAME MIX AS ADJOINING PAVEMENT.
1" PREMOULDED EXPANSION MATERIAL AND APPROACH SLAB EXPANSION JOINT FILLER TO BE INCLUDED IN PRICE BID FOR CONCRETE APPROACH SLAB.

NOTE "A"

MIXTURE FOR FILLER SHALL BE APPROX. 0.9 GAL. OF EMULSIFIED ASPHALT EA-4 PER CU. FT. OF COTTON SEED HULLS MEASURED LOOSE. ONE CU. FT. OF COTTON SEED HULLS MEASURED LOOSE WEIGHS APPROX. 10.5 LBS. MIXTURE SHALL BE PERMITTED TO AGE A MINIMUM OF 48 HOURS BEFORE PLACING IN JOINT.

CONCRETE APPROACH SLAB
BEG. OF BRIDGE SOUTH BOUND LEFT ROADWAY
END OF BRIDGE NORTH BOUND RIGHT ROADWAY

HIGHWAY OVERPASS
OVER
STATE ROUTE Nº 14
STA. 154+69.88
JEANERETTE-NEW IBERIA HWY.

DATED APRIL 12, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
1-2-68	Dimns. and Quantities	O.B.J.

REVISIONS

DESIGNED	DETAILED W. LAWRENCE	TRACED
CHECKED	CHECKED	CHECKED

BRIDGE DESIGN SECTION

12

AS BUILTS

F	STATE PROJECT	PARISH	SHEET Nº
121 (11)	424-04-07	IBERIA	235

530

CLASSIFICATION

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION
RED SD. & GR. SILTY CLAY	1.23	STIFF	28	38	6	232	-5
GR. SD. SILTY CLAY	0.81	MED.	32	34	3	231	
BR. GR. SILTY CLAY, LT. TO IRON CONCRETIONS	1.46	STIFF	23	33	14	230	-8
RED SD. SILTY CLAY, & GR. CONCRETIONS	1.83	STIFF	24	36	18	229	-15
GR. SD. SILTY CLAY, FE CONCRETIONS, SILT	2.02	VERY STIFF	20	51	33	228	
GR. SD. SILTY CLAY, FE CONCRETIONS, SILT	2.44	VERY STIFF	22	45	23	227	-20
RED & RED SD. SILTY CLAY, FE CONCRETIONS, LENSES SILTY SAND	1.81	STIFF	22	33	20	226	
RED & RED BR. SILTY CLAY, STREAKS SILT	2.78 1/2	VERY STIFF	28	67	39	225	-25
RED & LT. GREEN GR. SILTY CLAY, FE CONCRETIONS	1.67 1/2	STIFF	31	78	52	224	
RED & LT. GREEN GR. SILTY CLAY, FE CONCRETIONS, SD. STREAKS SILT	3.27 1/2	VERY STIFF	26	63	38	223	-30
RED SD. & GR. SILTY CLAY & CONCRETIONS	1.37	STIFF	27	68	41	222	-35
STRAW SILTY CLAY, LENSES SILTY SAND	1.60	STIFF	27	48	21	221	
RED SD. & GR. SILTY CLAY, & LENSES SILTY SAND, FE CONCRETIONS	2.27	VERY STIFF	28	61	33	220	-40
RED SD. SILTY CLAY, GR. SAND	0.75	MED.	26	26	3	219	-45
RED SD. SANDY CLAY, GR. SAND	0.56	MED.	28	28	5	218	
RED SD. SILTY CLAY, LT. FE CONCRETIONS, SILT	2.03	VERY STIFF	26	61	35	217	-50
[illegible]	[illegible]	STIFF	23	56	35	216	
RED SD. SILTY CLAY, LENSES SILTY SAND, LENSES SILTY SAND, SAND	1.60	STIFF	26	39	13	215	
SD. SILTY CLAY, LENSES SILT	1.72	STIFF	25	33	13	214	-55
RED SD. SILTY CLAY, LAMINATIONS SILT	1.30	STIFF	25	32	14	213	-60
RED SD. GR. RD. & BR. SILTY CLAY, FE SILT, FE CONCRETIONS	4.87 1/2	HARD	22	57	35	212	
RED SD. & GREEN GR. SILTY CLAY, LT. FE CONCRETIONS, SILT	4.87	HARD	19	37	18	211	-65
RED SD. & GREEN GR. SILTY CLAY	3.26 1/2	VERY STIFF	24	80	53	210	
RED SD. & GREEN GR. SILTY CLAY	3.33 1/2	VERY STIFF	23	66	34	209	-70
GR. SILTY CLAY	2.06	VERY STIFF	24	55	31	208	-75
RED SD. & GR. SILTY CLAY, LT. LENSES SILTY SAND	1.82	STIFF	23	57	33	207	-80
RED SD. & GR. SILTY CLAY, LT. LENSES SILTY SAND	1.06	STIFF	31	76	43	206	-85

TEST PILE Nº

TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA. — ELEVATION

BORING Nº 4
DATE MADE 11 APRIL 1964 LOCATION: 4' W OF E. MEDIAN
STA: 17+61.30

DRIVING RESISTANCE TONS

TEST LOAD TONS — TIME HOURS — SETTLEMENT INCHES

CLASSIFICATION

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION

TEST PILE Nº

TYPE OF PILE:
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: TONS

STA. — ELEVATION

BORING Nº
DATE MADE:
STA:
LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS — TIME HOURS — SETTLEMENT INCHES

CLASSIFICATION

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER	ELEVATION

TEST PILE Nº

TYPE OF PILE
TYPE OF HAMMER
ENERGY PER BLOW: FT. LBS
DATE OF DRIVING:
DATE OF LOADING
DESIGN LOAD: TONS

STA. — ELEVATION

BORING Nº
DATE MADE:
STA:
LOCATION:

DRIVING RESISTANCE TONS

TEST LOAD TONS — TIME HOURS — SETTLEMENT INCHES

NOTES:

ABBREVIATIONS:

N.P. = NON-PLASTIC
BL. = BLUE
BK. = BLACK
BR. = BROWN
GR. = GRAY
WH. = WHITE
YE. = YELLOW
DK. = DARK
LT. = LIGHT
MED. = MEDIUM
PENET. = PENETRATION
S/S = UNABLE TO TEST BECAUSE OF SLICKENSIDES

MOISTURE CONTENT = MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

(3) = LOCATION AND IDENTIFICATION OF THE SAMPLE

NO PENETRATION = UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N = 16 = NUMBER OF BLOWS OF 150 LB. HAMMER DROPPED 30 IN. REQUIRED TO DRIVE 2 IN. O.D. SPLIT SPOON SAMPLER 1 FT. AFTER FIRST HAVING BEEN DRIVEN 6 IN. UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE.

NO CULL = NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE DATA.

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL		DESIGNATION	Nº OF BLOWS "N"	"qu" (UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ.FT.
SAND & SILT	RELATIVE DENSITY	VERY LOOSE	LESS THAN 4	
		LOOSE	4-10	
		MEDIUM	10-30	
		DENSE	30-50	
		VERY DENSE	OVER 50	
CLAY	CONSISTENCY	VERY SOFT	LESS THAN 2	LESS THAN 0.25
		SOFT	2-4	0.25-0.50
		MEDIUM	4-8	0.50-1.00
		STIFF	8-15	1-2
		VERY STIFF	15-30	2-4
		HARD	OVER 30	OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. MAX. ELEV.	MIN. ELEV.	AVE. ELEV.

CORE BORINGS AND TEST PILES.

HIGHWAY OVERPASS
OVER
STATE ROUTE LA. 14
STA. 154 + 69.88
JEANERETTE-NEW IBERIA HWY.
DATED 26 APRIL 1964

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED W.J.N. — DETAILED — — TRACED W.J.N.
CHECKED W.M.J. — CHECKED — — CHECKED W.M.J.

TESTING AND RESEARCH SECTION - BRIDGE DESIGN

DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
12.1(11)	424-04-07	IBERIA	25G

531

BORING NO. 1

DATE MADE: 12 APRIL 1960 STA: 152+77 LOCATION: 44' RT. ℄ MEDIAN

TEST PILE NO. —
TYPE OF PILE: —
TYPE OF HAMMER: —
ENERGY PER BLOW: — FT. LBS.
DATE OF DRIVING: —
DATE OF LOADING: —
DESIGN LOAD: — TONS

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER
[illegible]	[illegible]	STIFF	[illegible]	[illegible]	[illegible]	C-357
LT. GR. SILTY CLAY, TR. SILT, TR. IRON CONC.	1.87	STIFF	25	42	23	C-358
BR. GR. SILTY CLAY, TR. SILT, IRON CONCRETIONS	1.70	STIFF	25	37	16	C-359
DK. & GR. SILTY CLAY, LT. TR. SILT, IRON CONCRETIONS	0.27	SOFT	33	36	14	C-360
GR. BR. SILTY CLAY, TR. IRON CONCRETIONS	0.75	MED.	29	40	20	C-361
GR. BR. SILTY CLAY, LT. TR. IRON CONCRETIONS	0.82	MED.	25	36	20	C-362
GR. BR. SILTY CLAY, LT. TR. IRON CONCRETIONS	1.43	STIFF	23	38	14	C-363
GR. & BR. SILTY CLAY, LAMINATIONS SILT, LT. TR. IRON CONCRETIONS	1.66	STIFF	22	44	25	C-364
GR. & BR. SILTY CLAY, TR. SILT, IRON CONCRETIONS	3.40	VERY STIFF	26	45	24	C-365
GR. & BR. SILTY CLAY, LT. TR. IRON CONCRETIONS, LAMINATIONS SILT	3.61	VERY STIFF	21	43	29	C-366
RED BR. & GREEN GR. SILTY CLAY, LT. TR. IRON CONCRETIONS	5.26	HARD	20	43	29	C-367
RED BR. & GREEN GR. SILTY CLAY	1.11 1/1	STIFF	32	80	43	C-368
RED BR. & GREEN GR. SILTY CLAY & CONCRETIONS	1.76 1/1	STIFF	27	70	44	C-369
RED BR. SILTY CLAY, LT. TR. CONCRETIONS	2.86 1/1	VERY STIFF	28	62	40	C-370
ALT. STRATA RED BR. SILTY SANDY CLAY LOAM [illegible]	1.07	STIFF	27	36	16	C-371
ALT. STRATA RED BR. SILTY CLAY & SILTY SANDY CLAY LOAM [illegible]	0.85	MED.	27	33	16	C-372
RED BR. SILTY SANDY LOAM WITH CLAY	0.60	MED.	26	25	2	C-373
RED BR. SILTY SANDY CLAY LOAM		MED.	28	N.	P.	C-374
RED BR. SILTY SANDY CLAY LOAM	1.04	STIFF	27	28	4	C-375
RED BR. SILTY SANDY CLAY LOAM		MED.	35	N.	P.	C-376
RED BR. SILTY SANDY CLAY LOAM	1.20	STIFF	25	31	13	C-377
RED BR. SILTY CLAY, TR. SILT, CONCRETIONS	2.39	VERY STIFF	18	32	16	C-378
RED BR. & GR. SILTY CLAY, LAMINATIONS SILT	4.92	HARD	19	43	24	C-379
RED BR. & GREEN GR. SILTY CLAY [illegible] SILT	3.10 1/1	VERY STIFF	24	66	42	C-380
RED BR. & GREEN GR. SILTY CLAY, VERY THIN LENSES SILT	3.12 1/1	VERY STIFF	28	74	48	C-381
RED BR. & GREEN GR. SILTY CLAY	2.23 1/1	VERY STIFF	37	103	70	C-382
LT. GREEN GR. & BR. SILTY CLAY	2.23 1/1	VERY STIFF	32	83	56	C-383
GREEN GR. & RED BR. SILTY CLAY	2.34 1/1	VERY STIFF	37	96	65	C-384

ELEVATION: 15, 10, 5, 0, -5, -10, -15, -20, -25, -30, -35, -40, -45, -50, -55, -60, -65, -70, -75

DRIVING RESISTANCE TONS

TEST LOAD TONS — TIME HOURS — SETTLEMENT INCHES

BORING NO. 2

DATE MADE: 13 APRIL 1960 STA: 153+85 LOCATION: 6' MEDIAN

TEST PILE NO. 1
STA. 154+21.36 (20.65) C.G. 5' RT. ℄ STRONG
TYPE OF PILE: 14" PRECAST CONC.
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: 42.1 TONS

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER
BR. SILTY CLAY LOAM, TR. SHELL, ROOTS & ORGANIC [illegible]; GR. BR. SILTY CLAY, TR. CONCRETIONS [illegible]	1.00	MED.	17	37	18	C-385
GR. BR. SILTY CLAY, TR. IRON CONCRETIONS	1.18	STIFF	26	34	11	C-387
DK. GR. SILTY CLAY	0.26	SOFT	34	28	1	C-388
BR. GR. SILTY CLAY, TR. CONCRETIONS	NATURAL SLUMP	SOFT	33	38	14	C-389
BR. GR. SILTY CLAY, LT. TR. IRON CONCRETIONS	0.62	MED.	19	34	13	C-390
GR. BR. SILTY CLAY, TR. IRON CONCRETIONS	1.75	STIFF	21	35	16	C-391
GR. BR. SILTY CLAY & CONCRETIONS	2.40	VERY STIFF	20	46	26	C-392
BR. GR. SILTY CLAY, TR. CONCRETIONS, LAMINATIONS SILT	2.28	VERY STIFF	21	26	8	C-393
RED BR. & GR. SILTY CLAY, LAMINATIONS SILT	2.61 1/1	VERY STIFF	27	62	29	C-394
RED BR. & LT. GREEN GR. SILTY CLAY, LT. STREAKS SILT	1.32 1/1	STIFF	26	75	50	C-395
RED BR. & GREEN GR. SILTY CLAY	0.67 1/1	MED.	24	80	48	C-396
RED BR. & GREEN GR. SILTY CLAY	1.44 1/1	STIFF	33	50	27	C-397
RED BR. & GREEN GR. SILTY CLAY, TR. CONCRETIONS	1.93 1/1	STIFF	25	65	41	C-398
RED BR. SILTY CLAY, LT. STREAKS SILT	1.42	STIFF	24	44	26	C-399
RED BR. SILTY CLAY, LT. STREAKS SILT	1.70	STIFF	32	70	46	C-400
RED BR. SILTY CLAY, LENSES SILT	0.80	MED.	24	34	10	C-401
RED BR. SILTY SANDY LOAM, LT. TR. CLAY		MED.	26	N.	P.	C-402
RED BR. SILTY SANDY LOAM, LT. STRATUM CLAY @ 33' [illegible]		MED.	30	N.	P.	C-403
RED BR. SILTY CLAY, LT. STREAKS SILT, LT. TR. CONCRETIONS	1.43	STIFF	32	70	42	C-404
BR. SILTY CLAY LOAM	0.31	MED.	26	32	18	C-405
BR. GR. SILTY CLAY, TR. SILT	1.18	STIFF	25	33	14	C-406
RED BR. & GR. SILTY CLAY, LAMINATIONS SILT	3.05	VERY STIFF	21	43	23	C-407
RED BR. & GREEN GR. SILTY CLAY, LT. STREAKS SILT	1.76 1/1	STIFF	28	71	33	C-408
GREEN GR. & RED BR. SILTY CLAY, TR. CONCRETIONS	1.72 1/1	STIFF	36	86	55	C-409
BR. & GREEN GR. SILTY CLAY	1.48 1/1	STIFF	35	78	50	C-411

ELEVATION: 15, 10, 5, 0, -5, -10, -15, -20, -25, -30, -35, -40, -45, -50, -55, -60, -65, -70

DRIVING RESISTANCE TONS

TEST LOAD TONS — TIME HOURS — SETTLEMENT INCHES

BORING NO. 3

DATE MADE: 7 APRIL 1960 STA: 155+47 LOCATION: 13' RT. ℄ MEDIAN

TEST PILE NO. 2
STA. 155+21.53 9.66' LT. ℄ STRONG
TYPE OF PILE: 14" PRECAST CONCRETE
TYPE OF HAMMER:
ENERGY PER BLOW: FT. LBS.
DATE OF DRIVING:
DATE OF LOADING:
DESIGN LOAD: 41.5 TONS

SOIL TYPE & COLOR	qu	CONSISTENCY	MOISTURE CONTENT	LIQUID LIMIT	PLASTICITY INDEX	SAMPLE NUMBER
BR. SILTY CLAY LOAM, TR. ROOTS, ORGANIC (3%)	0.80	MED.	27	30	7	C-300
LT. BR. SILTY CLAY, TR. IRON CONCRETIONS	0.33	MED.	27	33	9	C-301
DK. GR. SILTY CLAY	NATURAL SLUMP	SOFT	35	31	6	C-302
BR. GR. SILTY CLAY	NATURAL SLUMP	SOFT	36	36	11	C-303
BR. GR. SILTY CLAY, TR. IRON CONCRETIONS	0.50	SOFT	28	32	12	C-304
GR. & BR. SILTY CLAY, TR. IRON CONCRETIONS	1.02	STIFF	22	35	18	C-305
GR. & BR. SILTY CLAY & CONCRETIONS	2.61	VERY STIFF	19	40	24	C-306
GR. BR. SILTY CLAY & CONCRETIONS	2.35	VERY STIFF	21	40	21	C-307
GR. & BR. SILTY CLAY, TR. CONCRETIONS	3.4[illegible]	VERY STIFF	26	61	39	C-308
GR. & BR. SILTY CLAY, TR. CONCRETIONS	2.10 1/1	VERY STIFF	28	76	51	C-309
BL. GR. & BR. SILTY CLAY	1.56 1/1	STIFF	31	80	52	C-310
BL. GR. & BR. SILTY CLAY, TR. CONCRETIONS	1.99 1/1	STIFF	31	77	46	C-311
GREEN GR. & RED BR. SILTY CLAY, LT. TR. CONCRETIONS	1.63 1/1	STIFF	31	71	46	C-312
RED BR. & GR. SILTY CLAY LOAM	0.12	MED.	21	30	10	C-313
RED BR. SILTY CLAY & SILTY LOAM	0.64	MED.	27	28	5	C-314
[illegible]	1.85	STIFF	23	56	33	C-315
RED BR. SILTY SANDY CLAY LOAM		MED.	25	N.	P.	C-316
RED BR. SILTY SANDY CLAY LOAM, LT. TR. CONCRETIONS		[illegible]	27	25	1	C-317
RED BR. SILTY CLAY, SILTY SANDY LOAM [illegible]	0.76	MED.	26	26	[illegible]	C-318
RED BR. SILTY SANDY CLAY LOAM	0.83	MED.	27	28	5	C-319
BR. SILTY CLAY	2.34	VERY STIFF	27	56	34	C-320
BR. SILTY CLAY LOAM, LT. TR. CONCRETIONS	0.72	MED.	26	34	14	C-321
BR. SILTY CLAY LOAM	1.39	STIFF	25	32	11	C-322
BL. & GR. SILTY CLAY, LT. TR. CONCRETIONS, SILT	3.35	VERY STIFF	20	43	25	C-323
RED BR. & GREEN GR. SILTY SANDY CLAY, TR. CONCRETIONS	3.06 1/1	VERY STIFF	23	56	36	C-324
RED BR. & GREEN GR. SILTY CLAY	3.03 1/1	VERY STIFF	24	72	48	C-325
GR. & BR. SILTY CLAY	2.40 1/1	VERY STIFF	30	71	48	C-326
RED BR. & GR. SILTY CLAY, LT. LENSES SILT @ 62'	1.13 1/1	STIFF	41	85	56	C-327

ELEVATION: 15, 10, 5, 0, -5, -10, -15, -20, -25, -30, -35, -40, -45, -50, -55, -60, -65, -70, -75

DRIVING RESISTANCE TONS

TEST LOAD TONS — TIME HOURS — SETTLEMENT INCHES

NOTES:

ABBREVIATIONS:
- N.P. = NON-PLASTIC
- BL. = BLUE
- BK. = BLACK
- BR. = BROWN
- GR. = GRAY
- WH. = WHITE
- YE. = YELLOW
- DK. = DARK
- LT. = LIGHT
- MED. = MEDIUM
- PENET. = PENETRATION
- S/S = UNABLE TO TEST BECAUSE OF SLICKENSIDES

MOISTURE CONTENT = MOISTURE CONTENT OF THE MATERIAL IN ITS NATURAL STATE EXPRESSED AS A PERCENTAGE OF THE DRY WEIGHT OF THE MATERIAL.

(3) = LOCATION AND IDENTIFICATION OF THE SAMPLE

NO PENETRATION = UNABLE TO DRIVE SPLIT SPOON SAMPLER INITIAL 6 INCHES.

N = 18 = NUMBER OF BLOWS OF 150 LB HAMMER DROPPED 30 IN REQUIRED TO DRIVE 2 IN O.D. SPLIT SPOON SAMPLER 1 FT AFTER FIRST HAVING BEEN DRIVEN 6 IN. UNLESS AMOUNT OF PENETRATION SHOWN OTHERWISE

NO CULL = NO PRELIMINARY 6" DRIVING PRIOR TO SECURING DRIVE DATA.

CORRELATION OF PENETRATION RESISTANCE AND SOIL PROPERTIES

SOIL		DESIGNATION	NO. OF BLOWS "N"	"qu" UNCONFINED COMPRESSIVE STRENGTH TONS PER SQ.FT.
SAND & SILT	RELATIVE DENSITY	VERY LOOSE LOOSE MEDIUM DENSE VERY DENSE	LESS THAN 4 4-10 10-30 30-50 OVER 50	
CLAY	CONSISTENCY	VERY SOFT SOFT MEDIUM STIFF VERY STIFF HARD	LESS THAN 2 2-4 4-8 8-15 15-30 OVER 30	LESS THAN 0.25 0.25-0.50 0.50-1.00 1-2 2-4 OVER 4

PILE DATA

LOCATION (BENT)	STATION	PLAN TIP ELEV.	CUT-OFF ELEV.	PLAN PILE LENGTH	ORDER LENGTH	ORDER LENGTH TIP ELEV.	AS BUILT TIP ELEV. MAX. ELEV.	MIN. ELEV.	AVE. ELEV.
1L	153+65.77	-27.81	27.19	55'					
1L	WING WALL Δ-17.81	-18.81	27.19	45'					
2L	154+30.11 Δ-31.37	-30.41	9.59	40'	-8.63 Δ				
3L	155+20.81	-30.67	9.33	40'					
4L	156+10.77 Δ-31.41	-30.41	9.59	40'	8.54 Δ				
5L	156+74.45	-27.81	27.19	55'					
5L	WING WALL Δ-17.81	-18.81	27.19	45'					
1R	152+66.31	-27.81	27.19	55'					
1R	WING WALL Δ-17.81	-18.81	27.19	45'					
2R	153+29.65 Δ-31.41	-30.41	9.59	40'	8.54 Δ				
3R	154+19.65	-30.67	9.33	40'					
4R	155+09.65 Δ-31.37	-30.41	9.59	40'	8.63 Δ				
5R	155+73.99	-27.81	27.19	55'					
5R	WING WALL Δ-17.81	-18.81	27.19	45'					

CORE BORINGS AND TEST PILES.

HIGHWAY OVERPASS
OVER
STATE ROUTE LA. 14
STA. 154 + 69.88
JEANERETTE - NEW IBERIA HWY.

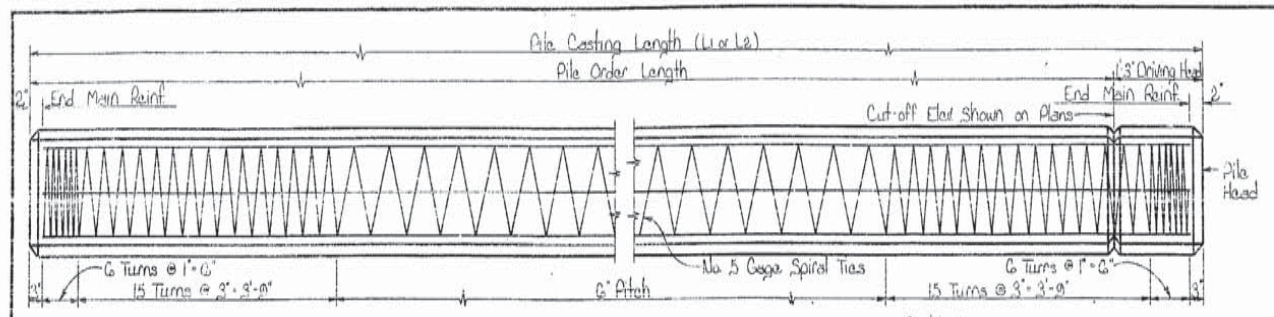
DATED [illegible] 1960

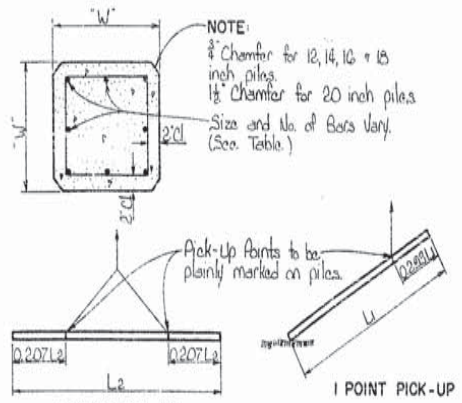
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
TESTING AND RESEARCH SECTION

AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	237

538

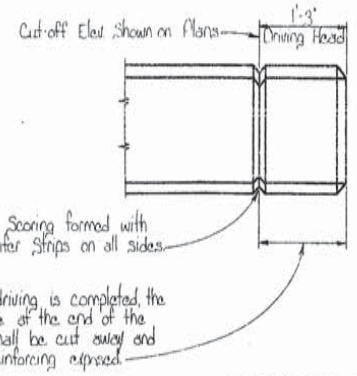




2 POINT PICK-UP

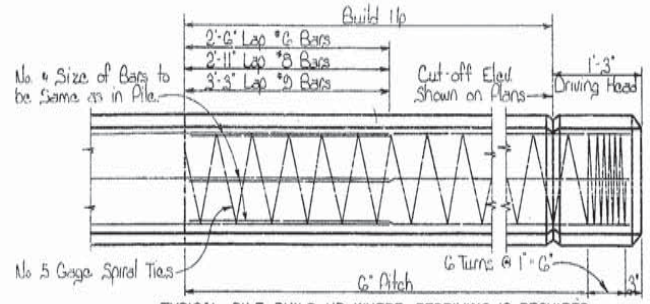
1 POINT PICK-UP

L1 AND L2 = PILE CASTING LENGTHS = ORDER LENGTHS + 1'-3"

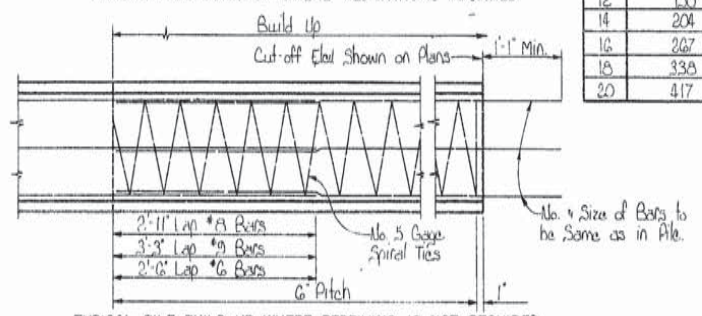


DETAIL OF PILE HEAD

NOTE:
Order Length furnished by the Engineer will not include the 1'-3" Driving Head, and no direct payment will be made for the Driving Head, nor will the Driving Head be included in measurement of cut-off.



TYPICAL PILE BUILD-UP WHERE REDRIVING IS REQUIRED



TYPICAL PILE BUILD-UP WHERE REDRIVING IS NOT REQUIRED

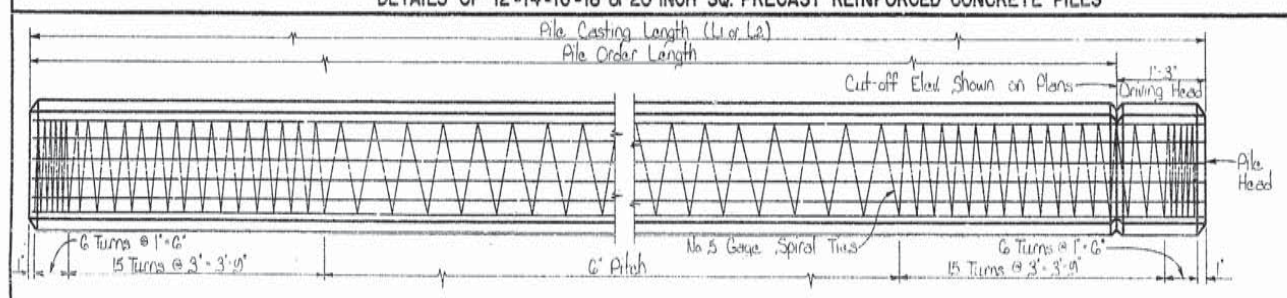
TABLE OF PILE ELEMENTS

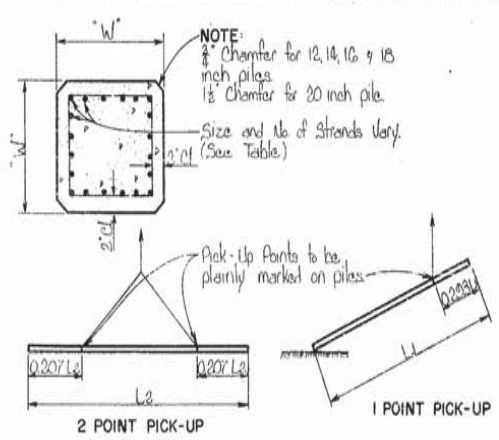
PILE SIZE "W" IN.	WEIGHT PER FT. POUNDS CLASS "A" CONC.	I (TRANSF. SECTION) IN.4	KD IN.	SIZE OF REINF.	Nº OF BARS EA. FACE	TOTAL Nº OF BARS	MAXIMUM PILE CASTING LENGTH 1 PT. PICK-UP L1	2 PT. PICK-UP L2
12	150	476	2.38	#6	2	4	35'-3"	46'-3"
14	204	1149	3.02	#8	2	4	41'-3"	56'-3"
16	267	1716	4.00	#9	3	4	47'-3"	61'-3"
18	338	2438	5.59	#9	3	8	53'-3"	76'-3"
20	417	6365	6.00	#8	4	12	57'-3"	81'-3"

DETAILS OF 12-14-16-18 & 20 INCH SQ. PRECAST REINFORCED CONCRETE PILES

GENERAL NOTES:
PRECAST REINFORCED CONCRETE PILES

Construction Specifications: Latest Approved La. Dept. of Highways Std. Specs.
Design Specifications: A.A.S.H.O. Std. Specs. for Highway Bridges, 1953 as amended to Dec. 31, 1955.
Concrete to be Class "A".
Dimensions to Reinforcing Steel are to Bar Faces.
Deformed Reinforcing Steel to be Intermediate or Hard Grade A.S.T.M. A15 or A.S.T.M. A160, or Rail Steel A.S.T.M. A16 and shall conform to A.S.T.M. A305.
Splices of Reinforcement Bars will not be permitted in piles under 40' in length. One splice per bar will be permitted in piles 40' up to 65' in length and two splices per bar will be permitted in piles over 65' long but more than two bars may be spliced at any Section; only one bar in any Face of the pile may be spliced at one Section; the splices shall be not Less than 4'-0" on centers; the bars shall be lapped 35 Diameters at each splice, except that corner bars to be spliced shall be butted together in line and spliced with another bar of equal size and not less than 70 Diameters long.
All exposed concrete corners to be chamfered as noted.
Pick-up lengths have been computed using values of fs = 18,000 p.s.i. and fc = 1200 p.s.i. with an allowance of 50% for impact, and are based on careful handling. Rotation of pile in the sling is to be prevented until pile is in near vertical position.
Pick-up points for all piles to be clearly marked on Pile.
The Contractor may use the Reinforced or Prestressed Pile at his option.
No. 5 Gage Spiral Ties may be either cold drawn wire, A.S.T.M. A82 or Intermediate, Structural or Hard Grade A.S.T.M. A15. It will be permissible to substitute ¼ inch round plain Reinforcement of the same grade and at the same spacing for the No. 5 Gage Spiral Ties.

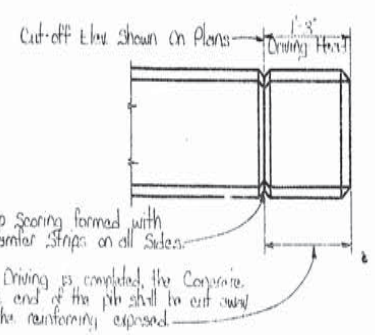




2 POINT PICK-UP

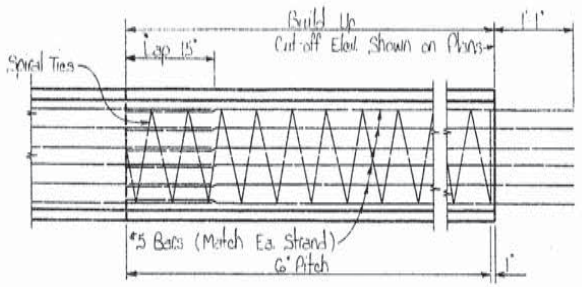
1 POINT PICK-UP

L1 AND L2 = PILE CASTING LENGTHS = ORDER LENGTHS + 1'-3"



DETAIL OF PILE HEAD

NOTE:
Order Length furnished by the Engineer will not include the 1'-3" Driving Head, and no direct payment will be made for the Driving Head, nor will the Driving Head be included in measurement of cut-off.



TYPICAL PILE BUILD-UP WHERE REDRIVING IS NOT REQUIRED

TABLE OF PILE ELEMENTS

PILE SIZE "W" IN.	WEIGHT PER FT. POUNDS CLASS "P" CONCRETE	CLASS "W" CONCRETE	SECTION MODULUS IN.3	SIZE OF STRANDS	Nº OF STRANDS EA. FACE	TOTAL Nº OF STRANDS	MAXIMUM PILE CASTING LENGTH 1 PT. PICK-UP L1	2 PT. PICK-UP L2
12	150	100	2866	3/8	3	8	35'-3"	46'-3"
14	204	136	4517	3/8	4	12	41'-3"	56'-3"
16	267	178	6853	3/8	5	16	47'-3"	61'-3"
18	338	225	9710	7/16	6	20	53'-3"	76'-3"
20	417	278	13333	7/16	6	20	57'-3"	81'-3"

DETAILS OF 12-14-16-18 & 20 INCH SQ. PRECAST PRESTRESSED CONCRETE PILES

DATE	DESCRIPTION	BY
12-13-50	Notched	
1-11-51	12" P.C. Pile Added & 12" Precast Pile Std. Size Chart	
7-10-52	Gen. Notes & Bar Size-16" Pile	C.D.
10-20-53	Pile Info. for Light Wt. Conc.	C.D.
1-23-54	Revised Chamfer Size	C.D.
1-14-54	20" Sq. Pile Added	C.D.
8-26-57	General Notes Revised	C.D.
10-21-57	Notes Regarding Order & Casting Lengths & Driving Hds.	C.D.

REVISIONS

10-6-50	General Notes	L.R.H.	
5-18-65	Reduce and Eliminate Class "B" Conc.	C.D.	
10-2-61	No. 5 Gage Spiral Ties	C.D.	
3-9-61	¼" ϕ Spiral Specifications	W.F.	

STANDARD PLAN
12-14-16-18 & 20 INCH PRECAST CONCRETE PILES (REINFORCED OR PRESTRESSED)
DATED Sept. 5, 1957

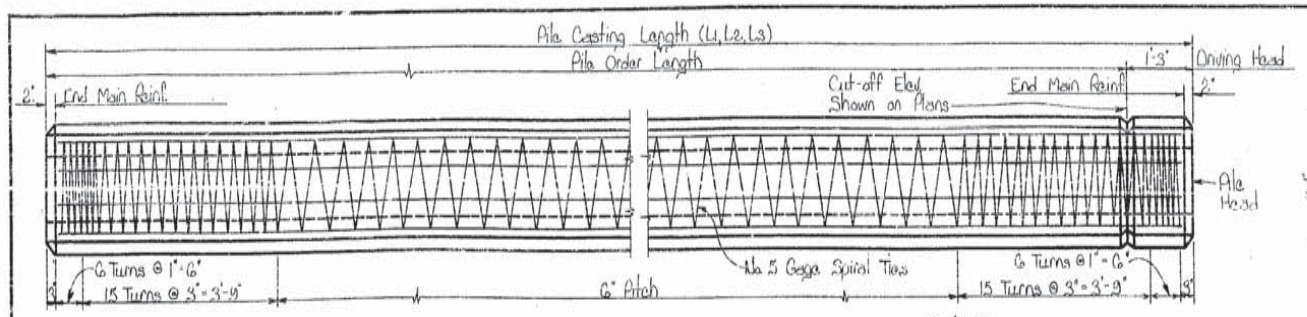
STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DESIGNED Playground DETAILED Playground TRACED C. Dandy
CHECKED Guissinger CHECKED Guissinger CHECKED R. Gilbert
BRIDGE DESIGN SECTION

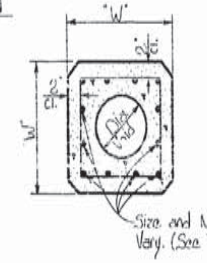
C.S. 170

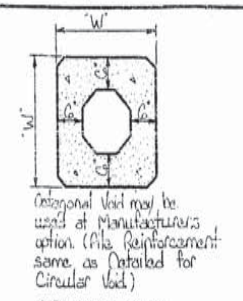
AS BUILTS

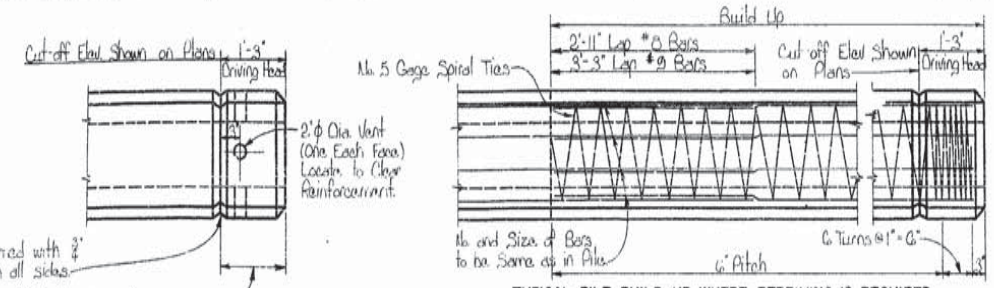
F	STATE PROJECT	PARISH	SHEET NO.
121 (11)	424-04-07	IBERIA	258

533





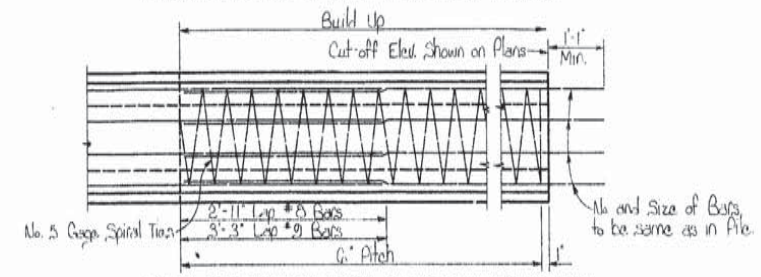




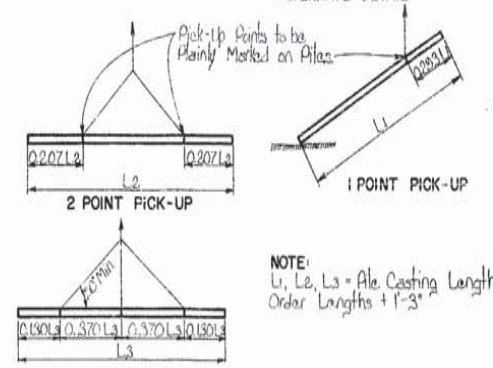
DETAIL OF PILE HEAD

TYPICAL PILE BUILD-UP WHERE REDRIVING IS REQUIRED

NOTE:
Order Length Furnished by the Engineer will not include the 1'-3" Driving Head, and No Direct Payment will be made for the Driving Head, nor will the Driving Head be included in measurement of Cut-off.



TYPICAL PILE BUILD-UP WHERE REDRIVING IS NOT REQUIRED



NOTE:
L_1, L_2, L_3 = Pile Casting Lengths = Order Lengths + 1'-3"

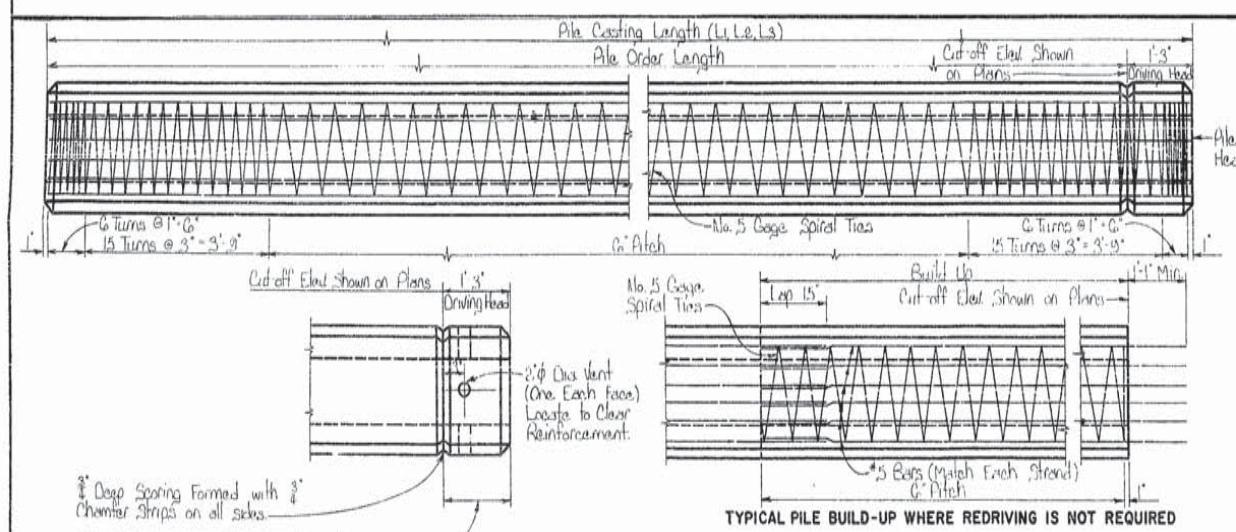
DETAILS OF 24,30 & 36 INCH SQ. PRECAST REINFORCED CONCRETE PILES

GENERAL NOTES:
PRECAST REINFORCED CONCRETE PILES

Construction Specifications: Latest Approved La. Dept. of Highways Std. Specs.
Design Specifications: A.A.S.H.O. Std. Specs. for Highway Bridges 1957 as amended to Dec. 31, 1958.
Concrete to be Class "A".
Dimensions to Reinforcing Steel are to Bar Faces.
Deformed Reinforcing Steel to be Intermediate or Hard Grade, A.S.T.M. A15 or A.S.T.M. A160, or Rail Steel A.S.T.M. A16 and shall conform to A.S.T.M. A305.
Splices of Reinforcement Bars will not be permitted in Piles under 40' in length. One Splice per bar will be permitted in Piles 40' up to 65' in length and two Splices per bar will be permitted in Piles over 65' long. Not more than two Bars may be spliced at any Section, only one bar in any line of the Pile may be spliced, at one Section, the splices shall be not less than 4'-0" on centers, the Bars shall be Lapped 35 Diameters of each splice, except that Corner Bars to be spliced shall be butted together in line and spliced with another Bar of Equal Size not less than 70 Diameters long.
All Exposed Concrete Corners to have 1½" Chamfer.
Pick-up Lengths have been computed using values of f_s = 18,000 p.s.i. and f_c = 1200 p.s.i. with an allowance of 50% for impact, and are based on careful handling. Rotation of Pile in the sling is to be prevented until Pile is in Near Vertical Position.
Pick-up Points for all Piles to be clearly marked on Pile.
The Contractor may use the Reinforced or Prestressed Pile at his option.
No. 5 Gage Spiral Ties may be either cold drawn wire, A.S.T.M. A82, or Intermediate, Structural or Hard Grade, A.S.T.M. A15. It will be permissible to substitute ¼" round plain reinforcement of the same grade and at the same spacing for the No. 5 Gage Spiral Ties.

TABLE OF PILE ELEMENTS

PILE SIZE W	VOID DIA.	CLASS OF CONC.	TYPE OF AGGREGATE	PILE WT PER FT (LBS)	SIZE OF REINF.	Nº OF BARS EA. FACE	TOTAL Nº OF BARS	MAXIMUM PILE LENGTHS 1 PT. PICK-UP L1 (FT)	2 PT. PICK-UP L2 (FT)	3 PT. PICK-UP L3 (FT)
24"	12"	A	Sand & Gravel	483	#9	4	16	56'-3"	81'-3"	101'-3"
30"	18.70	A	Sand & Gravel	675	#8	5	16	61'-3"	86'-3"	121'-3"
36"	24.85	A	Sand & Gravel	879	#8	6	20	66'-3"	96'-3"	121'-3"

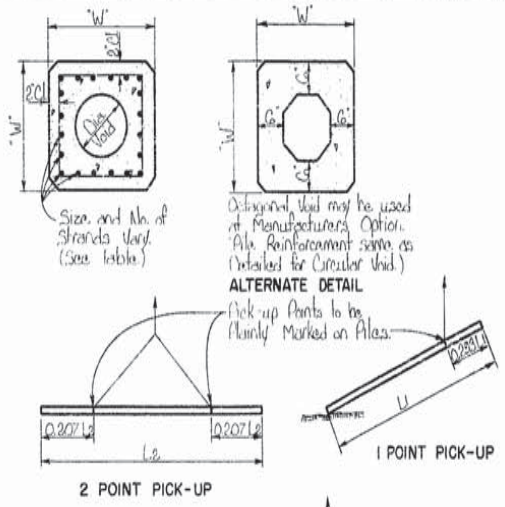


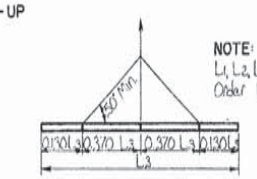
DETAIL OF PILE HEAD

TYPICAL PILE BUILD-UP WHERE REDRIVING IS NOT REQUIRED

NOTE:
Order Length Furnished by the Engineer will not include the 1'-3" Driving Head, and No Direct Payment will be made for the Driving Head, nor will the Driving Head be included in measurement of Cut-off.

DETAILS OF 24,30 & 36 INCH SQ. PRECAST PRESTRESSED CONCRETE PILES





NOTE:
L_1, L_2, L_3 = Pile Casting Lengths = Order Lengths + 1'-3"

GENERAL NOTES:
PRECAST PRESTRESSED CONCRETE PILES

Construction Specifications: Latest Approved La. Dept. of Highways Std. Specs.
Design Specifications: A.A.S.H.O. Std. Specs. for Highway Bridges 1957 as amended to Dec. 31, 1958.
Concrete shall be Class "P" Concrete. Class "W" Concrete may be substituted for Class "P" Concrete when specified or by written permission of the Engineer.
Dimensions to Reinforcement are to Bar Faces.
Pre-tensioning Steel shall consist of 7-Wire Stress Relieved Cable Strands.
An Initial Tensile Force of 15,000 Lbs. shall be applied to each 7/16" Strand.
All Exposed Concrete Corners to have 1½" Chamfer.
Pick-up lengths have been computed on basis of no tension in the concrete with allowance of 50% for impact and are based on careful handling.
Rotation of Pile in the sling is to be prevented until Pile is in Near Vertical Position.
Pick-up Points for all Piles to be clearly marked on Pile.
Piles may be made at a central plant and transported to the bridge site on trucks.
The Contractor may use the Reinforced or Prestressed Pile at his option.
No. 5 Gage Spiral Ties may be either cold drawn wire, A.S.T.M. A82, Intermediate, Structural or Hard Grade, A.S.T.M. A15.
It will be permissible to substitute ¼" round plain Reinforcement of the same grade and at the same spacing for the No. 5 Gage Spiral Ties.

TABLE OF PILE ELEMENTS

PILE SIZE W	VOID DIA.	CLASS OF CONC.	TYPE OF AGGREGATE	PILE WT PER FT (LBS)	SIZE OF STRANDS	Nº OF STRANDS EA. FACE	TOTAL Nº OF STRANDS	MAXIMUM PILE LENGTHS 1 PT. PICK-UP L1 (FT)	2 PT. PICK-UP L2 (FT)	3 PT. PICK-UP L3 (FT)
24"	12"	P	Sand & Gravel	483	7/16	6	20	56'-3"	81'-3"	101'-3"
24"	12"	W	Lt. Wt. Aggregate	380	7/16	6	20	71'-3"	96'-3"	126'-3"
30"	18.70	P	Sand & Gravel	675	7/16	8	32	61'-3"	86'-3"	121'-3"
30"	18.70	W	Lt. Wt. Aggregate	450	7/16	8	32	76'-3"	106'-3"	126'-3"
36"	24.85	P	Sand & Gravel	879	7/16	11	40	66'-3"	96'-3"	121'-3"
36"	24.85	W	Lt. Wt. Aggregate	583	7/16	11	40	81'-3"	116'-3"	151'-3"

			5-27-63	Eliminate "Class P" Conc.	RC	7-10-58	Revised Sand & Gravel Aggr.	RC
			10-2-61	No. 5 Gage Spiral Ties	RC	2-15-58	Corrected Void Detail	RC
			5-9-61	7/16" Spiral Specifications	RC	12-20-57	Vent Holes Added	RC
			5-23-61	Retrained	RC	11-26-57	Corrected Wiring Railroad	RC
1-8-66	General Notes	RC	2-5-59	Class of Concrete & Prestressed Piles	RC	DATE	DESCRIPTION	BY
2-27-68	Retrained	RC					REVISIONS	

PILES

STANDARD PLAN
24-30 AND 36 INCH PRECAST CONCRETE PILES
(REINFORCED OR PRESTRESSED)

DATED Oct. 7, 1957

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED S.L.P.	DETAILED	TRACED C. Hardy
CHECKED M.F. Crowley	CHECKED S.L.P.	CHECKED

BRIDGE DESIGN SECTION

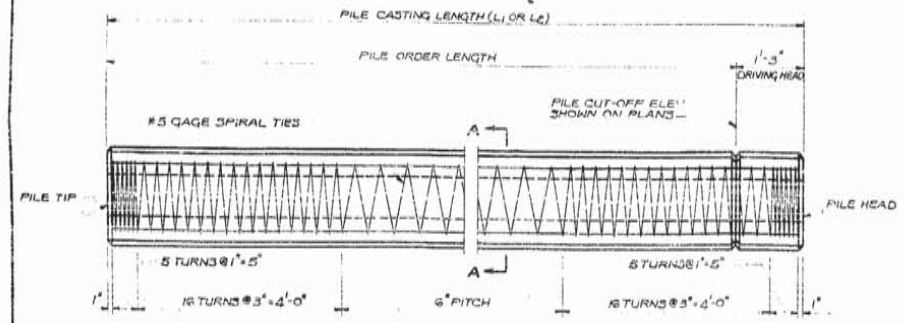
C.S. 171

12

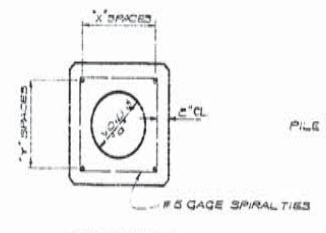
AS BUILTS

F	STATE PROJECT	PARISH	SHEET NO.
121 (1)	424-04-07	IBERIA	239

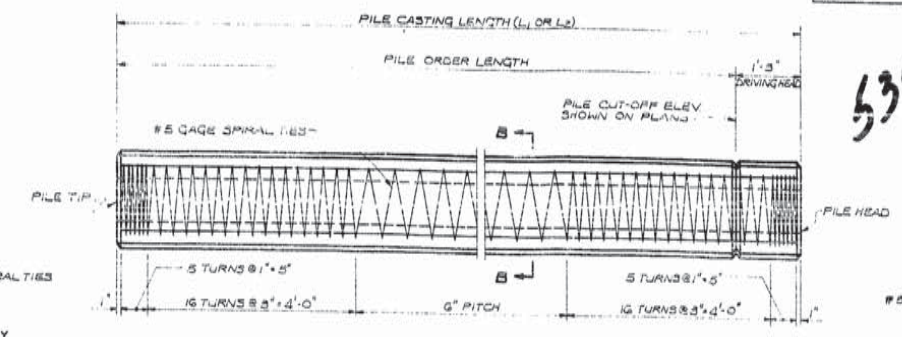
534



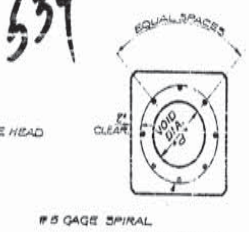
DETAILS OF 12-36 INCH SQUARE PRECAST P.C. PILES
(SHOWING SQUARE SPIRAL LAYOUT)



SECTION A-A
NOTE: VOID FOR 24", 30" & 36" PILES ONLY



DETAILS OF 12-36 INCH SQUARE PRECAST P.C. PILES
(SHOWING CIRCULAR SPIRAL LAYOUT)



SECTION B-B
NOTE: VOID FOR 24", 30", & 36" PILES ONLY

PILE PROPERTIES (SQUARE SPIRAL LAYOUT)

PILE SIZE	Nº OF STRAND				STRAND LAYOUT										INITIAL PRESTRESS P.S.I.			
					STANDARD				HIGH STRENGTH									
	STANDARD		HIGH SGTH.		7/16" ϕ		1/2" ϕ		7/16" ϕ		1/2" ϕ		STANDARD		HIGH SGTH.	
	7/16" ϕ	1/2" ϕ	7/16" ϕ	1/2" ϕ	X' SPA	Y' SPA	X' SPA	Y' SPA	X' SPA	Y' SPA	X' SPA	Y' SPA	7/16" ϕ	1/2" ϕ	7/16" ϕ	1/2" ϕ
12" SOLID	8	6	-	-	2	2	2	1	-	-	-	-	1058	1058	-	-
14" SOLID	10	8	-	-	3	2	2	2	-	-	-	-	970	1055	-	-
16" SOLID	14	10	12	10	4	3	3	2	3	3	3	2	1058	986	1022	1154
18" SOLID	16	12	14	12	4	4	3	3	4	3	3	3	957	987	941	1074
20" SOLID	22	16	18	16	6	5	4	4	5	4	4	3	1051	1019	988	1023
24" HOLLOW	24	18	22	16	6	6	5	4	6	5	4	4	990	990	1041	1009
30" HOLLOW	32	24	28	22	8	8	6	6	7	7	6	5	974	974	978	1004
36" HOLLOW	42	32	36	28	11	10	8	8	9	9	7	7	994	1000	999	1004

PILE PROPERTIES (CIRCULAR SPIRAL LAYOUT)

PILE SIZE	Nº OF STRANDS				SPIRAL DIA. (OUT TO OUT)	INITIAL PRESTRESS P.S.I.			
	STANDARD		HIGH SGTH			STANDARD		HIGH SGTH.	
	7/16" ϕ	1/2" ϕ	7/16" ϕ	1/2" ϕ		7/16" ϕ	1/2" ϕ	7/16" ϕ	1/2" ϕ
12" SOLID	8	6	-	-	8	1058	1058	-	-
14" SOLID	10	8	5	7	10	970	1055	1002	1038
16" SOLID	14	10	12	9	12	1058	986	1022	1021
18" SOLID	16	12	14	11	14	957	987	941	986
20" SOLID	21	16	18	14	16	1004	1019	988	1023
24" HOLLOW	24	18	21	16	20	990	990	994	1009
30" HOLLOW	32	24	28	21	26	974	974	978	978
36" HOLLOW	42	32	36	28	32	986	1000	999	1004

PILE PROPERTIES (TYPICAL)

PILE SIZE	WEIGHT PER LIN. FOOT	SECTION MODULUS OF CROSS SECTION	AREA OF NORMAL CROSS SECTION	VOID DIA. "d"	MAX. CASTING LENGTH	
					1 POINT PICK-UP L_1	2 POINT PICK-UP L_2
12" SOLID	150#	288 IN^3	144 IN^2	0.00	81'-3"	77'-3"
14" SOLID	204#	457 IN^3	196 IN^2	0.00	53'-3"	75'-3"
16" SOLID	267#	683 IN^3	252 IN^2	0.00	57'-3"	61'-3"
18" SOLID	338#	972 IN^3	324 IN^2	0.00	55'-3"	64'-3"
20" SOLID	417#	1335 IN^3	400 IN^2	0.00"	63'-3"	51'-3"
24" HOLLOW	482#	2619 IN^3	433 IN^2	12.00"	77'-3"	100'-3"
30" HOLLOW	651#	4100 IN^3	625 IN^2	18.00"	85'-3"	127'-3"
36" HOLLOW	845#	6756 IN^3	811 IN^2	24.00"	100'-3"	145'-3"

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: LA. DEPT. OF HWYS. STD. SPECS FOR ROADS AND BRIDGES, OCTOBER, 1966, AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: A.A.S.H.O. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1961, WITH THE LATEST AMENDMENTS.

CONCRETE: CONCRETE IN THE PRECAST PRESTRESSED PILES SHALL BE CLASS "D" CONCRETE. CONCRETE IN BUILD-UPS WITHOUT DRIVING SHALL BE CLASS "A" CONCRETE.

PRESTRESSING REINFORCEMENT:
HIGH STRENGTH STRANDS SHALL BE TYPE 270 K, SEVEN-WIRE, UNCOATED, STRESS-RELIEVED STEEL STRANDS & SHALL CONFORM TO THE REQUIREMENTS OF A.S.T.M. DESIGNATION A-421G AS MODIFIED BY THE SPECIAL PROVISIONS. AN INITIAL TENSILE FORCE OF 21,700 LBS. SHALL BE APPLIED TO EACH 7/16" ϕ STRAND AND AN INITIAL TENSILE FORCE OF 28,910 LBS. SHALL BE APPLIED TO EACH 1/2" ϕ STRAND.
STANDARD STRANDS SHALL BE SEVEN-WIRE, UNCOATED STRESS-RELIEVED STEEL STRANDS & SHALL CONFORM TO THE REQUIREMENTS OF A.S.T.M. DESIGNATION A416-55 T. AN INITIAL TENSILE FORCE OF 18,500 LBS. SHALL BE APPLIED TO EACH 7/16" ϕ STRAND AND AN INITIAL TENSILE FORCE OF 25,200 LBS. SHALL BE APPLIED TO EACH 1/2" ϕ STRAND.

DEFORMED REINFORCING STEEL: REINFORCING BARS SHALL BE INTERMEDIATE OR HARD GRADE A.S.T.M. A15 OR A.S.T.M. A160 OR RAIL STEEL A.S.T.M. A16 AND SHALL CONFORM TO A.S.T.M. A305.

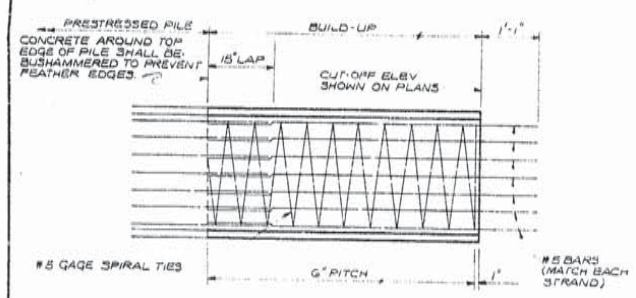
SPIRAL REINFORCING STEEL: Nº 5 GAGE SPIRAL REINFORCEMENT SHALL BE PLAIN BARS AND MAY BE EITHER INTERMEDIATE, HARD, OR STRUCTURAL GRADE CONFORMING TO A.S.T.M. DESIGNATION A15, OR COLD DRAWN WIRE CONFORMING TO A.S.T.M. DESIGNATION A82 AS AMENDED IN THE SPECIAL PROVISIONS. IT WILL BE PERMISSIBLE TO SUBSTITUTE 1/2 INCH ROUND PLAIN REINFORCING OF THE SAME GRADE AND AT THE SAME SPACING FOR THE Nº 5 GAGE SPIRAL TIES.

REINFORCEMENT DIMENSIONS: ALL DIMENSIONS TO REINFORCEMENT ARE TO BAR CENTERS EXCEPT AS NOTED.

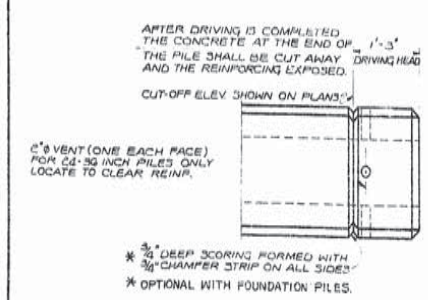
FABRICATION TOLERANCES: FABRICATION TOLERANCES OF THE PRESTRESSED CONCRETE PILE WILL BE AS REQUIRED BY A.A.S.H.O. "TENTATIVE STANDARDS FOR PRECAST CONCRETE I-BEAMS FOR BRIDGES."

CHAMFERS AND CORNERS:
ON PILES 18" OR SMALLER ALL EXPOSED CONCRETE CORNERS ARE TO HAVE 3/4" CHAMFERS.
ON PILES 20" OR LARGER ALL EXPOSED CONCRETE CORNERS ARE TO HAVE 1 1/2" CHAMFER.

PICK-UP AND HANDLING: MAXIMUM LENGTHS FOR PICK-UP HAVE BEEN DETERMINED USING THE FOLLOWING STRESS ASSUMPTIONS:
LOADING: 1 1/2 TIMES FULL DEAD LOAD. ALLOWABLE TENSILE STRESS EQUALS $0.4 \times 7.5\sqrt{f'c}$. THIS STRESS AND LOADING CRITERIA ARE BASED ON CAREFUL HANDLING OF THE PILE. ROTATION OF PILE IN THE SLING IS TO BE PREVENTED UNTIL PILE IS IN VERTICAL POSITION. PICK-UP POINTS FOR ALL PILES TO BE CLEARLY MARKED ON PILE. PILES MAY BE MADE AT A CENTRAL PLANT AND TRANSPORTED TO THE BRIDGE SITE IN TRUCKS.

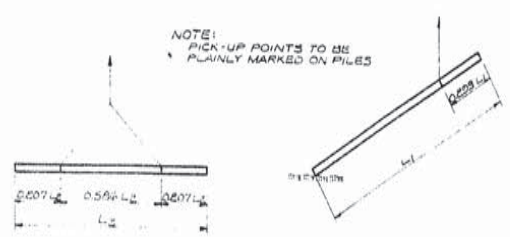


TYPICAL BUILD-UP WHERE REDRIVING IS NOT REQUIRED



DETAIL OF PILE HEAD

NOTE:
NO DIRECT PAYMENT WILL BE MADE FOR THE DRIVING HEAD, NOR WILL THE DRIVING HEAD BE INCLUDED IN MEASUREMENT OF CUT-OFF.



2 POINT PICK-UP

1 POINT PICK-UP

NOTE: L_1 & L_2 = PILE CASTING LENGTH - PILE ORDER LENGTH + 1'-3"

PILES

STANDARD PLAN
12-14-16-18, 20, 24, 30 & 36 INCH
PRECAST PRESTRESSED CONCRETE PILES
DATED MARCH 17, 1966

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
10-24-68	NEW SHEET ADDED	C.B.J.

REVISIONS

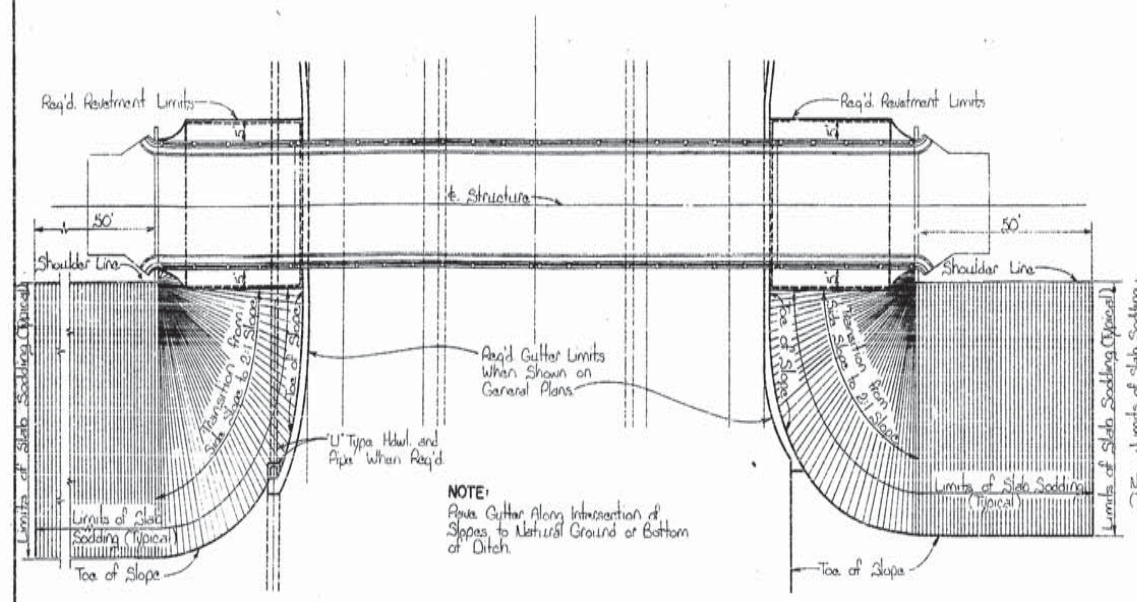
DESIGNED E. Owen | DETAILED G.B.W. | TRACED Manual
CHECKED | CHECKED | CHECKED E. Owen
IN CHARGE OF

C. S. 214

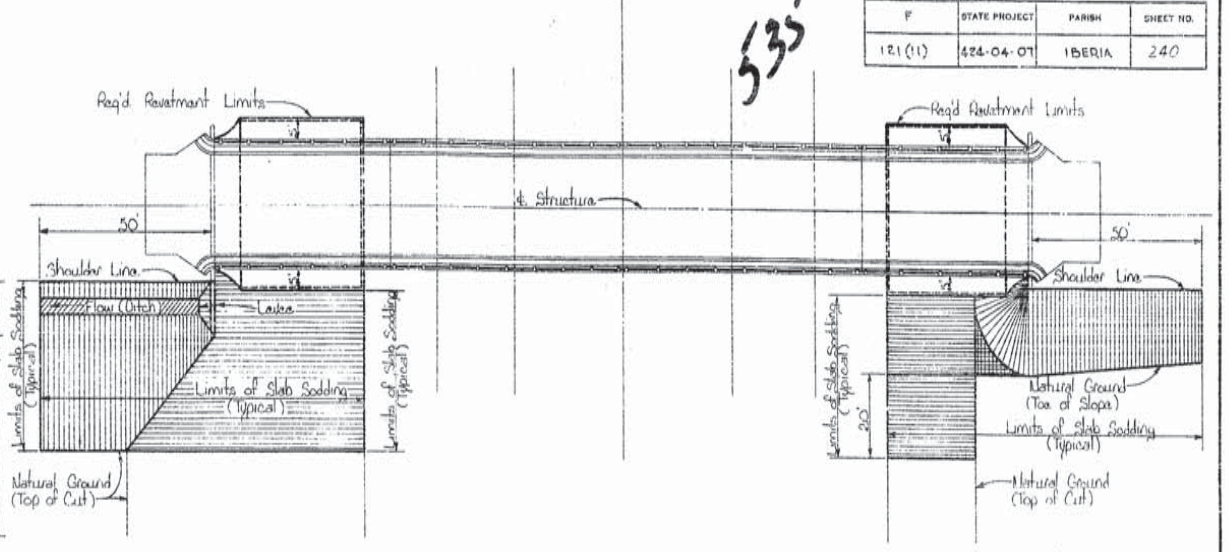
AS BUILTS

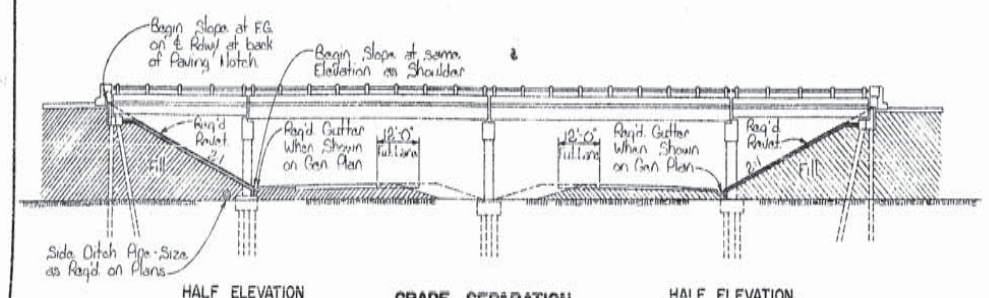
F	STATE PROJECT	PARISH	SHEET NO.
121(11)	424-04-07	IBERIA	240

535



NOTE:
Place Gutter Along Intersection of Slopes to Natural Ground or Bottom of Ditch.



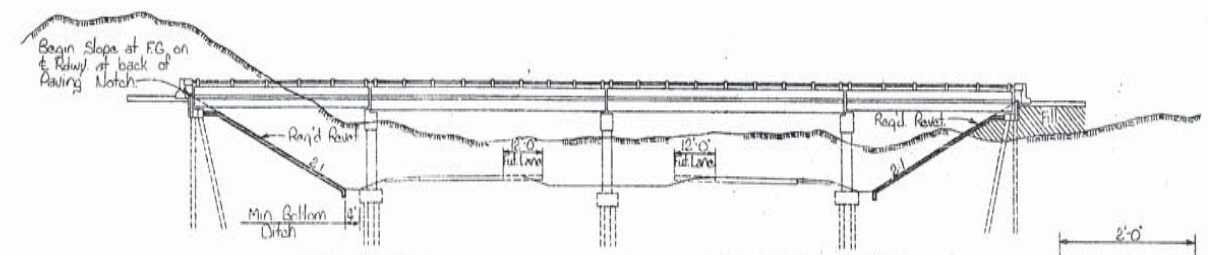


HALF ELEVATION
When Drainage Is Carried Thru Structure

GRADE SEPARATION
IN
FILL SECTION

HALF ELEVATION
When Drainage Is Not Carried Thru Structure

NOTE:
Fill of Cut Slopes under each end of Structure are to be not steeper than 2:1, Normal to ℄ of Rdwy being crossed.

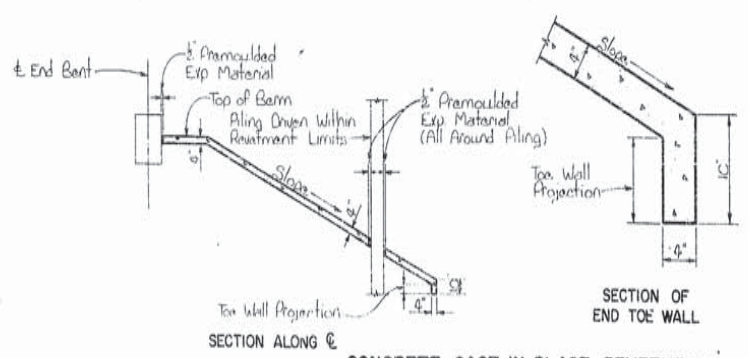


HALF ELEVATION
In Cut Section

GRADE SEPARATION

HALF ELEVATION
In Cut and Fill Section

NOTE:
Transition from 2:1 backslope at structure to 3:1 normal backslope in cut to be made in a distance of approx. 200'.

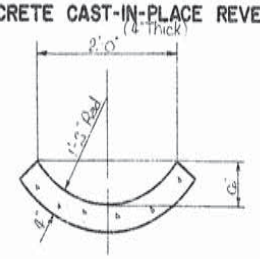


SECTION ALONG ℄

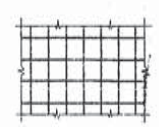
SECTION OF END TOE WALL

SECTION OF SIDE TOE WALL

CONCRETE CAST-IN-PLACE REVETMENT
(4" Thick)



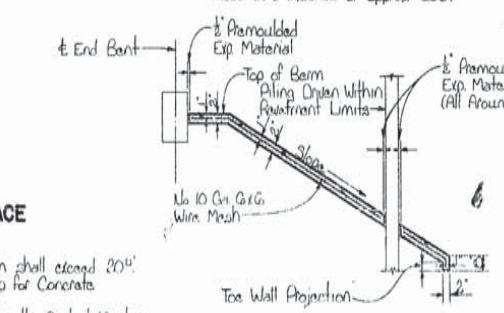
PAVED GUTTER SECTION
(To Be Paid For As Cast-In-Place Revetment)



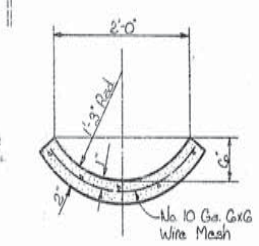
VIEW NORMAL TO SURFACE

NOTES:
Surface shall be grooved so that no Section shall exceed 20'-0".
All Grooves shall be a minimum of 1" deep for Concrete Cast-In-Place Revetment (4" Thick).
All Grooves shall be ½" deep for Pneumatically Applied Mortar Revetment (2" Thick)(Alternate).
½" Premoulded Exp. Material included in cost bid on Revetment pay item.
Extend Revetment 5' beyond outside edge of Structure.
Quantities will be actual surface area plus area of Toe Wall Projections as shown on this sheet.

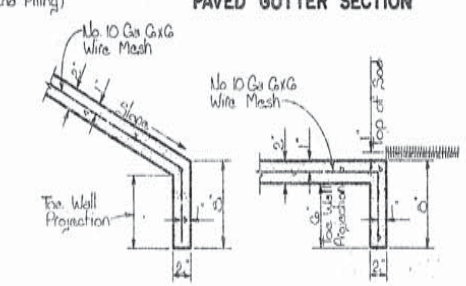
Concrete Cast-In-Place Revetments To Be Paid For Under Item 5-18-3, Concrete Cast-In-Place Revetments (4" Thick).
Pneumatically Applied Mortar Revetments To Be Paid For Under Item 5-18-6, Pneumatically Applied Mortar Revetments (2" Thick)(Alternate).
Slab Sodding to be Paid For Under Item 1-2-3, Slab Sodding.



SECTION ALONG ℄



PAVED GUTTER SECTION



SECTION OF END TOE WALL

SECTION OF SIDE TOE WALL

PNEUMATICALLY APPLIED MORTAR REVETMENT
(2" Thick)(Alternate)

STANDARD PLAN
REVETMENTS, PAVED GUTTERS AND SLAB SODDING
FOR
GRADE SEPARATION STRUCTURES
DATED Feb. 16, 1967

DATE	DESCRIPTION	BY
10-24-67	SHEET NO CHANGED FROM 239 TO 240	CBJ
11-6-67	General Revisions, Pneumatically Applied Mortar Revetment Added and Reformed	
10-20-69	Toe Wall Projection Defined	

REVISIONS

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED | DETAILED Eastman | TRACED C. Hoff
CHECKED | CHECKED R.A. Wasson | CHECKED W. A. Talley

BRIDGE DESIGN SECTION

C.M. 209

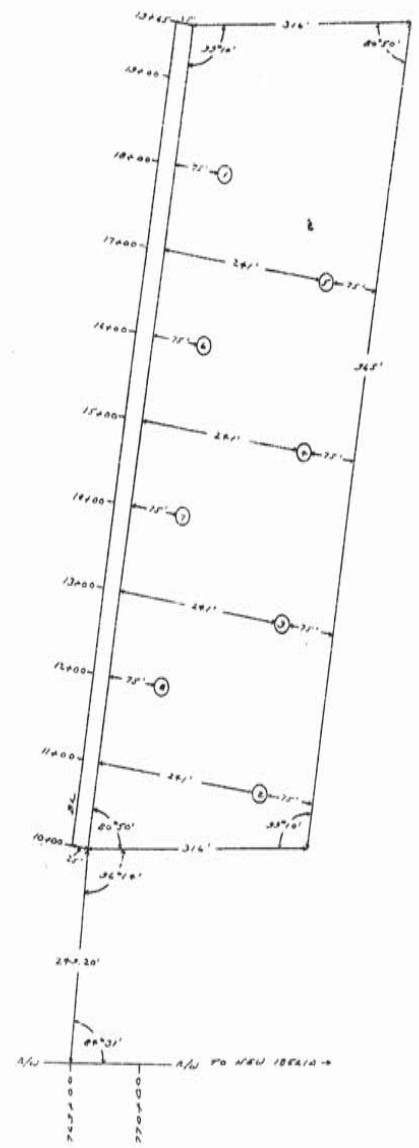
AS BUILTS

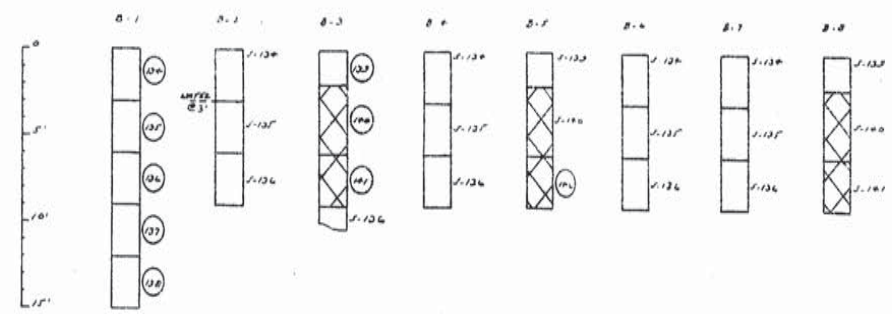
536

	STATE PROJECT	PARISH	SHEET NO.
	424-04-07	IBERIA	1 OF 1

S.P. 424-04-07
JEANERETTE - NEW IBERIA
IBERIA PARISH

PIT 2





(34), J-134 CRUMBLY BR. YE. SILTY CLAY LOAM
A-4 (8) L.L. 31 P.I. 10
(35), J-135 CRUMBLY YE. BR. SILTY CLAY LOAM
A-6 (8) L.L. 35 P.I. 12
(36), J-136 VERY SOFT BR. YE. SILT
A-4 (8) L.L. 30 P.I. 3
(37), J-137 VERY SOFT RED BR. SILT
A-4 (8) L.L. 30 P.I. 3
(38), J-138 SOFT BR. YE. SILTY CLAY LOAM
A-4 (8) L.L. 32 P.I. 10
(33), J-133 CRUMBLY DK. BR. SILTY CLAY
A-6 (10) L.L. 38 P.I. 15
(100), J-100 STIFF DK. BR. SILTY CLAY
A-7-6 (13) L.L. 57 P.I. 33
(101), J-101 FAIRLY CRUMBLY BR. YE. SILTY CLAY LOAM
A-7-6 (12) L.L. 41 P.I. 20
(102), J-102 SOFT BR. YE. SILTY CLAY LOAM
A-6 (10) L.L. 37 P.I. 16

LEGEND

SCALES:
BORROW PIT MAP 1" = 100'
LOGS OF BORINGS 1" = 5'

(1) INDICATES BORROW PIT BORING LOCATION & IDENTIFICATION
(134) INDICATES LOCATION & IDENTIFICATION OF SAMPLE TESTED IN LABORATORY.
J-134 INDICATES MATERIAL NAME AS (134)
A-4 (8) INDICATES SUBGRADE SOIL GROUP & GROUP INDEX
L.L. INDICATES LIQUID LIMIT
P.I. INDICATES PLASTIC INDEX
WATER INDICATES LEVEL OF FREE WATER
(B.S.) INDICATES SUITABLE MATERIAL (A-6 OR BETTER HAVING A P.I. OF 15 OR LESS)
INDICATES UNSUITABLE MATERIAL

CLASSIFIED ACCORDING TO ASTM DESIGNATION M145 SPECIFICATIONS

FIELD BOOK NO. DL-1811

SPECIAL BORROW

DATED 26 JUNE 1967

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

SURVEYED A.G.	DETAILED M.L.J.	TRACED M.W.	
CHECKED F.J.M.	CHECKED —	CHECKED C.T.E.	
IN CHARGE OF L.W. HARRELL, MATERIALS & TESTING ENGR.			

DATE	DESCRIPTION	BY
	REVISIONS	

12

AS BUILTS