

STATE OF LOUISIANA
 DEPARTMENT OF HIGHWAYS
 PLANS OF PROPOSED
STATE HIGHWAY
RED RIVER BRIDGE
AT
MILLER'S BLUFF
PLAIN DEALING-HOSSTON HIGHWAY
STATE ROUTE NO 103
CADDO & BOSSIER PARISHES
STATE PROJECT NO 83-03-05
S-147(1)
SUBSTRUCTURE

3	STATE PROJECT	PARISH	SHEET NO.
147(1)	83-03-05	Caddo & Bossier	1 of 35

AS BUILT PLAN

THE ENGINEER HAS BEEN ADVISED BY THE FIELD SUPERVISOR THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND THAT THE ROADWAY IS OPEN TO TRAFFIC.

[Signature]
 DISTRICT ENGINEER

I hereby fix the width of the Right of Way of the Highway to which this plan relates within the project to which this plan refers at the width shown in each place on this plan so that the said width shall be in all places as shown on this plan.

Baron Rouge, La., Sept. 8, 1960.

[Signature]
 Chief Engineer

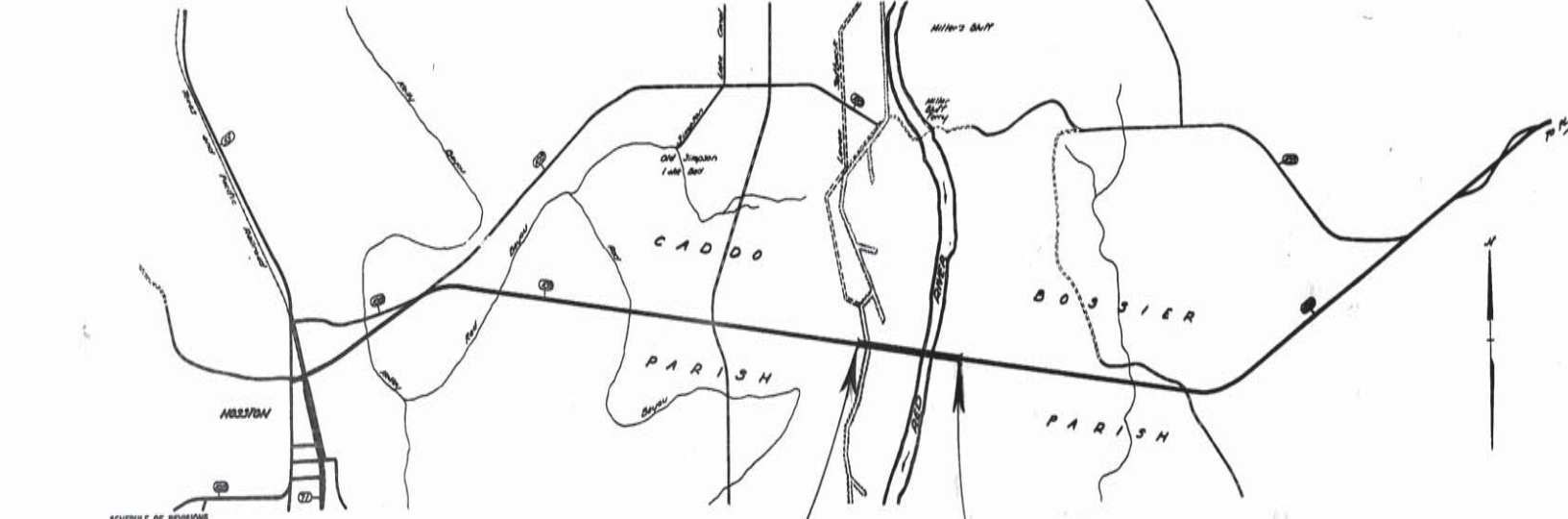
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5	BRIDGE DETAILS
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LAYOUT MAP ONLY

DATE	BY	REVISION
4-22-60	J. J. [Signature]	PREPARED



SCHEDULE OF REVISIONS

DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED
4-22-60	PREPARED	4-22-60	J. J. [Signature]	4-22-60	[Signature]

BEG STATE PROJ 83-03-05
 BEG P.A.R. S-147(1)
 BEG BRIDGE
 STA 236 + 13.66

END STATE PROJ 83-03-05
 END P.A.R. S-147(1)
 END BRIDGE
 STA 327 + 20.13

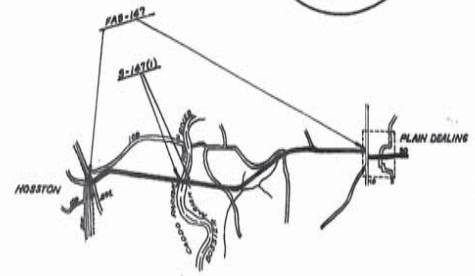
DATUM USED:
 MAG. VAR.:
 BEARINGS ARE:
 TRANSIT BOOKS:
 LEVEL BOOKS:
 PLAN:
 SCALES:
 PROFILE: HOR.
 VERT.

LENGTH OF PROJECT

DESCRIPTION	ALGEBRAIC SUM OF ALL EQUATIONS	GROSS LENGTH	EXCEPTION	BRIDGE LENGTH	ROADWAY LENGTH
STA. TO STA.	FEET	FEET	FEET	FEET	FEET
236 + 13.66 - 327 + 20.13				3100.25	0.587
TOTAL LENGTH OF BRIDGES				3100.25	0.587
TOTAL LENGTH OF ROADWAY					
TOTAL MILES					0.87

TYPE OF CONSTRUCTION:
 BRIDGE BEAUTY AND PIERS

DELIVERY POINTS:
 PLAIN DEALING - ST. LOUIS & S.W. RR.
 HOSSTON - T. C. R. RR.
 ALSO BY BARGE



RECOMMENDED FOR APPROVAL
 TRAFFIC & PLANNING ENGINEER

RECOMMENDED FOR APPROVAL
 ROAD DESIGN ENGINEER

RECOMMENDED FOR APPROVAL
[Signature] 7/24/60
 BRIDGE DESIGN ENGINEER

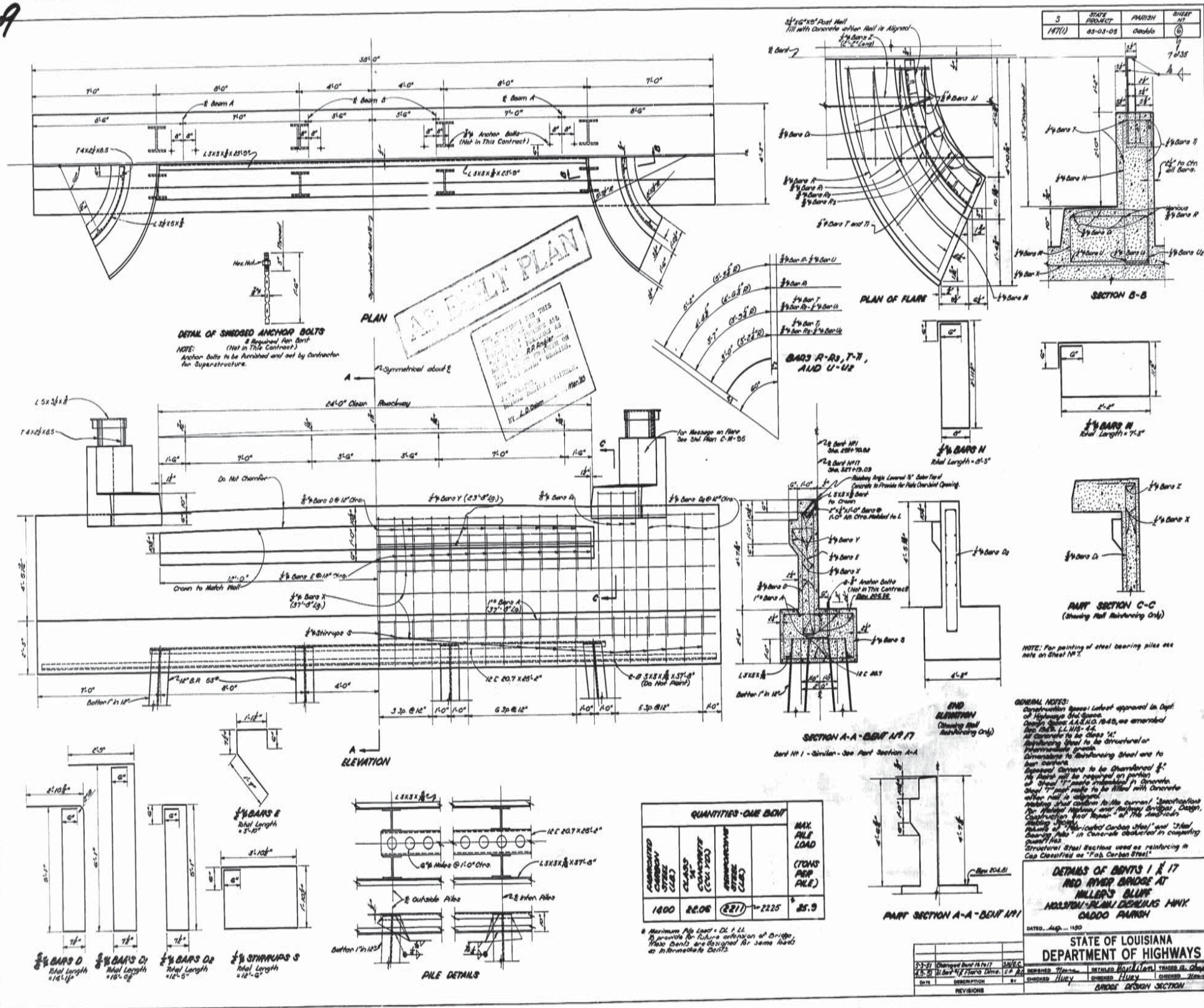
APPROVED
[Signature] 7/24/60
 CHIEF ENGINEER

RECOMMENDED FOR APPROVAL
 DATE

RECOMMENDED FOR APPROVAL
 DATE

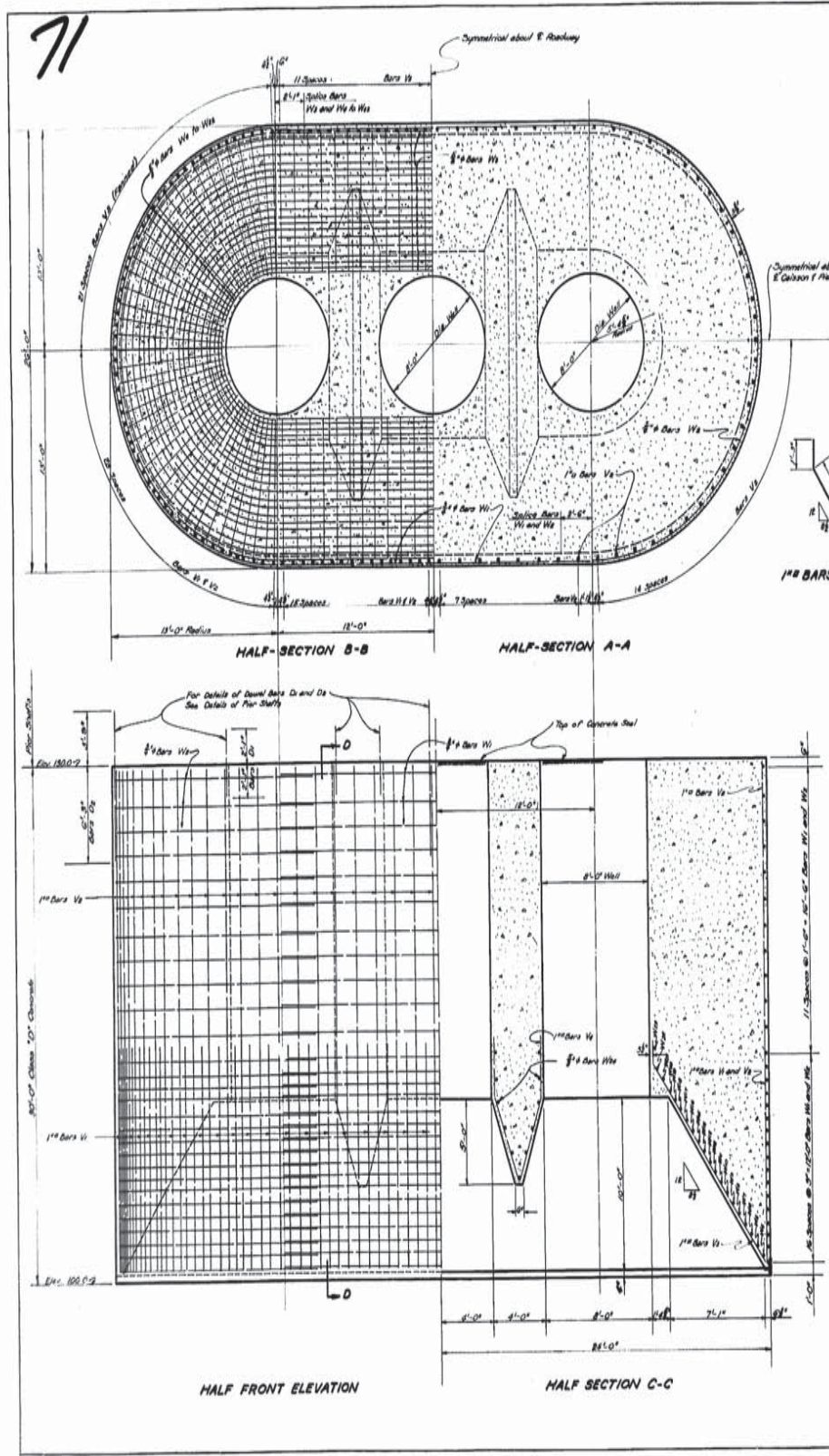


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AS BUILT PLANS

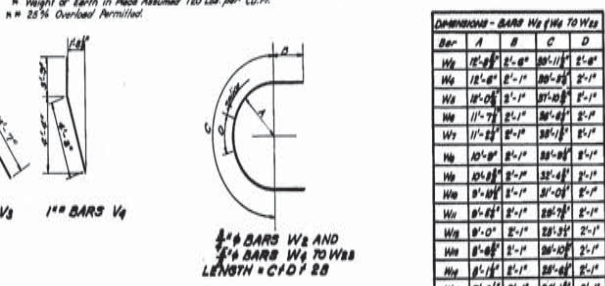




**UNIT PRESSURE ON SOIL AT ELEV. 100.0
CUTTING EDGE AT ELEV. 100.0 WATER AT ELEV. 100.0**

ITEM	TYPE OF LOAD	MAX. PRESSURE - TONS PER SQ. FT.				
		PIER NO. 1	PIER NO. 2	PIER NO. 3	PIER NO. 4	PIER NO. 5
1	Superstructure Dead Load	0.42	0.78	0.72	0.72	0.48
2	Pier Dead Load	4.38	4.80	4.72	4.72	4.60
3	Water in Well	0.18	0.18	0.18	0.18	0.18
4	Earth above Elev. 100.0	1.60	1.88	1.82	1.70	1.87
5	Live Load	0.11	0.17	0.17	0.17	0.11
6	Pressure Earth and Water Load at Elev. 100.0	0.00	0.16	0.10	0.08	0.00
7	Total Dead Load - Items 1, 2, 3, 4	7.58	7.60	6.58	6.28	6.93
8	Total Dead Load - plus live loads - Items 1, 2, 3, 4, 5	7.69	7.77	6.75	6.45	7.04
9	Net Excess Load - Items 6-8	1.44	2.41	1.16	2.47	2.08
10	80 lbs. per sq. ft. Longitudinal Wind	0.03	0.78	0.82	0.87	0.83
11	80 lbs. per sq. ft. Transverse Wind	-	-	-	3.47	-
12	Total D.L. 180 lbs. per sq. ft. Longitudinal Wind Items 7, 10	10.36	11.18	10.60	11.02	9.85
13	Total D.L. 180 lbs. per sq. ft. Transverse Wind Items 7, 11	-	-	-	10.32	-
14	Net Excess Load - Items 12-13	0.36	0.07	0.40	0.64	0.16
15	Net Excess Load - Items 14-15	-	-	-	0.83	-

n = Weight of Earth in Place Assumed 120 lbs. per Cu. Ft.
n = 25% Overload Permitted.



3	STATE PROJECT	PARISH	SHEET NO.
141(1)	83-08-05	Cadeville and Bayou	8

BILL OF MATERIAL - ONE CAISSON

BAR NO.	SIZE	UNIT LENGTH	TOTAL LENGTH	LOCATION
W1	40	1/4"	26'-0"	Lower Inside of Wall
W2	2	40'-7"	80'-0"	" " " "
W3	2	44'-8"	88'-0"	" " " "
W4	2	41'-8"	83'-0"	" " " "
W5	2	41'-8"	83'-0"	" " " "
W6	2	40'-0"	80'-0"	" " " "
W7	2	38'-8"	77'-0"	" " " "
W8	2	37'-8"	75'-0"	" " " "
W9	2	38'-11"	77'-0"	" " " "
W10	2	34'-0"	68'-0"	" " " "
W11	2	33'-2"	66'-0"	" " " "
W12	2	31'-0"	62'-0"	" " " "
W13	2	30'-8"	61'-0"	" " " "
W14	2	28'-11"	57'-0"	" " " "
W15	2	27'-0"	54'-0"	" " " "
W16	2	26'-5"	52'-0"	" " " "
W17	2	25'-11"	51'-0"	" " " "
W18	2	22'-3"	44'-0"	" " " "
W19	2	20'-11"	41'-0"	" " " "
W20	2	18'-11"	37'-0"	" " " "
W21	28	28'-6"	58'-0"	Struts
TOTAL 3/4 BARS = 222'-6" = 2,246 Pounds				
W1	20	1/4"	26'-0"	Outside of Wall
W2	2	41'-8"	83'-0"	" " " "
TOTAL 1/2 BARS = 400'-0" = 40,000 Pounds				
V1	88	1/2"	122'-0"	Lower Outside of Wall
V2	22	3/8"	220'-0"	Outside of Wall
V3	22	1/2"	264'-0"	Lower Inside of Wall
V4	36	5/8"	308'-0"	Struts
TOTAL 1/2 BARS = 622'-0" = 61,776 Pounds				
TOTAL REINFORCING STEEL = 30,121 Pounds				
FABRICATED CARBON STEEL = 6,260 Pounds				
CLASS "D" CONCRETE = 1,222.88 Cu. Yds.				
OPEN DREDGING	Pier No. 1	88' Penetration	2,760 Cu. Yds.	
	Pier No. 2	10'	427 "	
	Pier No. 3	10'	427 "	
	Pier No. 4	36'	1,118 "	
	Pier No. 5	35'	1,058 "	
PNEUMATIC DREDGING	Pier No. 1	38'	1,097 "	
	Pier No. 2	38'	1,012 "	
	Pier No. 3	40'	1,071 "	
	Pier No. 4	38'	1,058 "	
	Pier No. 5	38'	1,012 "	

GENERAL NOTES:
 Construction Specifications: Latest Approved La. Dept. of Highways Spec.
 Design Specifications: A.A.S.H.O. Std. Specs. for Highway Bridges, as Amended Dec. 1958.
 L.L. 1102-49
 Dimensions Relating to Reinforcing Steel are to Bar Ctr.
 Reinforcing Steel to be either Structural or Intermediate Grade.

SEE AS BUILT PLAN

SHEET 1 OF 2 SHEETS

**CAISSONS - PIERS NO. 1 THRU 5 INCLUSIVE
RED RIVER BRIDGE
AT MILLER'S BLUFF, LA.**

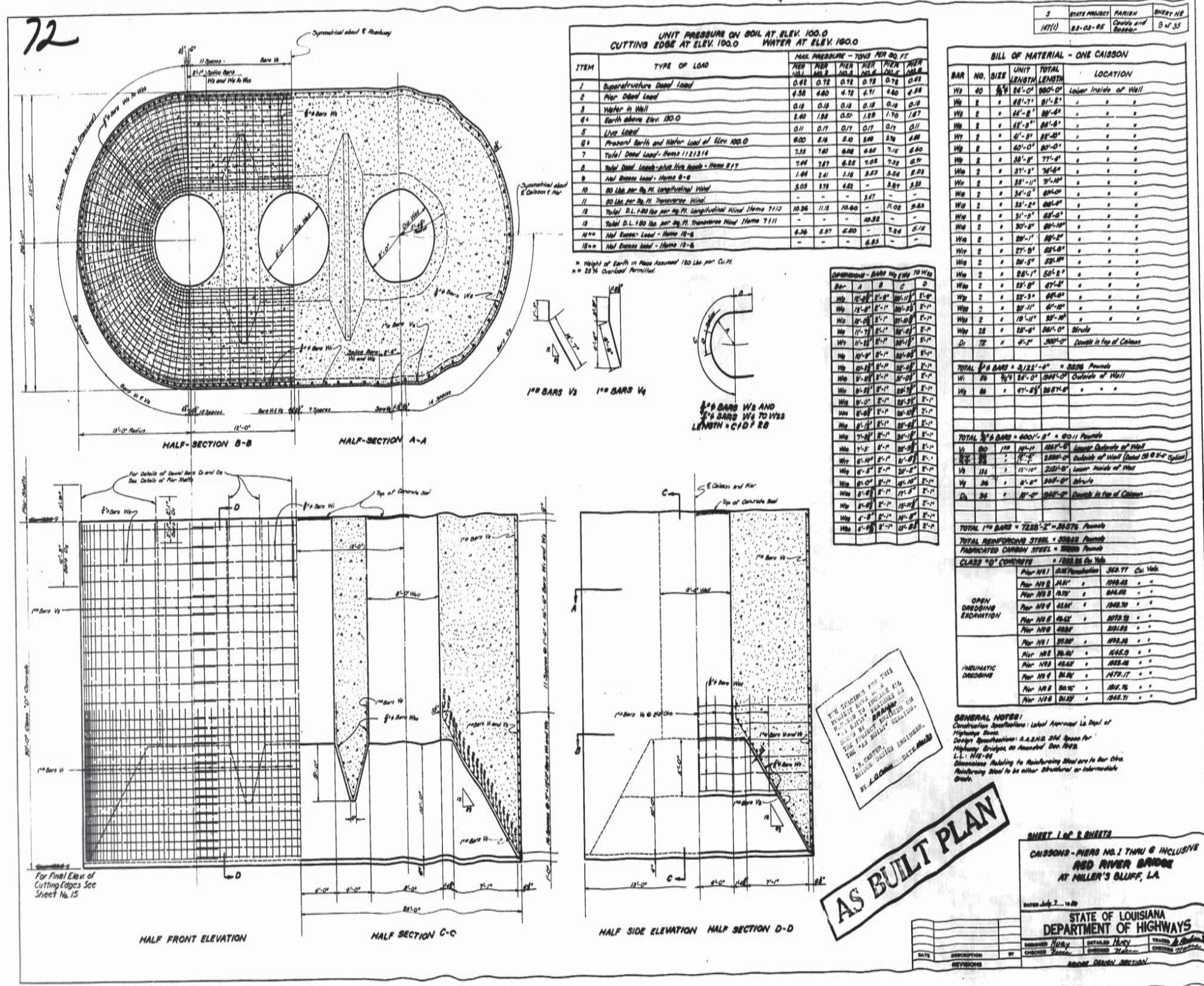
DATED July 7, 1960

**STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS**

DESIGNED	H. J. H. H.	DETAILED	H. J. H. H.
CHECKED	J. H. H. H.	CHECKED	J. H. H. H.
DATE		DATE	

BRIDGE DESIGN SECTION





**UNIT PRESSURE ON SOIL AT ELEV. 100.0
CUTTING EDGE AT ELEV. 100.0 WATER AT ELEV. 100.0**

ITEM	TYPE OF LOAD	MAX. PRESSURE - TONS PER SQ. FT.				
		TOP	MID	BASE	TOP	MID
1	Superstructure Dead Load	0.42	0.72	0.72	0.72	0.42
2	Pier Dead Load	0.58	0.80	0.72	0.71	0.58
3	Water in Well	0.18	0.18	0.18	0.18	0.18
4	Earth above Elev. 100.0	2.60	1.98	0.52	1.89	1.70
5	Live Load	0.11	0.17	0.17	0.17	0.11
6	Proposed Berth and Water Load at Elev. 100.0	0.00	0.16	0.10	0.09	0.08
7	Total Dead Load - Items 1-6	3.53	3.60	2.40	2.89	2.98
8	Total Dead Load - plus 10% Allowance - Items 1-7	3.88	3.96	2.64	3.18	3.32
9	Net Buoyancy Load - Items 8-5	1.94	2.41	1.16	2.53	2.54
10	80 lbs. per sq. ft. Longitudinal Wind	0.03	0.19	0.21	0.21	0.03
11	80 lbs. per sq. ft. Transverse Wind	-	-	-	0.47	-
12	Total D.L. 180 lbs. per sq. ft. Longitudinal Wind - Items 7-11	10.96	11.8	10.60	11.02	9.83
13	Total D.L. 180 lbs. per sq. ft. Transverse Wind - Items 7-11	-	-	-	10.55	-
14	Net Buoyancy Load - Items 8-9	0.36	0.57	0.60	0.60	0.18
15	Net Buoyancy Load - Items 8-14	-	-	-	0.83	-

n = Weight of Earth in Place Assumed 120 lbs. per Cu. Ft.
n = 25% Overload Permitted.

BILL OF MATERIAL - ONE CAISSON

BAR NO.	SIZE	UNIT LENGTH	TOTAL LENGTH	LOCATION
W1	40	84'-0"	840'-0"	Lower Inside of Wall
W2	2	81'-0"	162'-0"	" " " "
W3	2	81'-0"	162'-0"	" " " "
W4	2	81'-0"	162'-0"	" " " "
W5	2	81'-0"	162'-0"	" " " "
W6	2	81'-0"	162'-0"	" " " "
W7	2	81'-0"	162'-0"	" " " "
W8	2	81'-0"	162'-0"	" " " "
W9	2	81'-0"	162'-0"	" " " "
W10	2	81'-0"	162'-0"	" " " "
W11	2	81'-0"	162'-0"	" " " "
W12	2	81'-0"	162'-0"	" " " "
W13	2	81'-0"	162'-0"	" " " "
W14	2	81'-0"	162'-0"	" " " "
W15	2	81'-0"	162'-0"	" " " "
W16	2	81'-0"	162'-0"	" " " "
W17	2	81'-0"	162'-0"	" " " "
W18	2	81'-0"	162'-0"	" " " "
W19	2	81'-0"	162'-0"	" " " "
W20	2	81'-0"	162'-0"	" " " "
W21	2	81'-0"	162'-0"	" " " "
W22	2	81'-0"	162'-0"	" " " "
W23	2	81'-0"	162'-0"	" " " "
W24	2	81'-0"	162'-0"	" " " "
W25	2	81'-0"	162'-0"	" " " "
W26	2	81'-0"	162'-0"	" " " "
W27	2	81'-0"	162'-0"	" " " "
W28	2	81'-0"	162'-0"	" " " "
W29	2	81'-0"	162'-0"	" " " "
W30	2	81'-0"	162'-0"	" " " "
W31	2	81'-0"	162'-0"	" " " "
W32	2	81'-0"	162'-0"	" " " "
W33	2	81'-0"	162'-0"	" " " "
W34	2	81'-0"	162'-0"	" " " "
W35	2	81'-0"	162'-0"	" " " "
W36	2	81'-0"	162'-0"	" " " "
W37	2	81'-0"	162'-0"	" " " "
W38	2	81'-0"	162'-0"	" " " "
W39	2	81'-0"	162'-0"	" " " "
W40	2	81'-0"	162'-0"	" " " "
W41	2	81'-0"	162'-0"	" " " "
W42	2	81'-0"	162'-0"	" " " "
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W45	2	81'-0"	162'-0"	" " " "
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W100	2	81'-0"	162'-0"	" " " "

REINFORCEMENT - BARS NO. 1 TO 100

Bar No.	Size	Unit Length	Total Length	Location
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2	2	81'-0"	162'-0"	" " " "
3	2	81'-0"	162'-0"	" " " "
4	2	81'-0"	162'-0"	" " " "
5	2	81'-0"	162'-0"	" " " "
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99	2	81'-0"	162'-0"	" " " "
100	2	81'-0"	162'-0"	" " " "

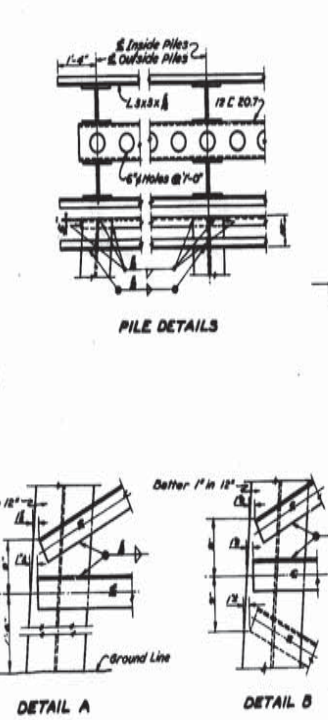
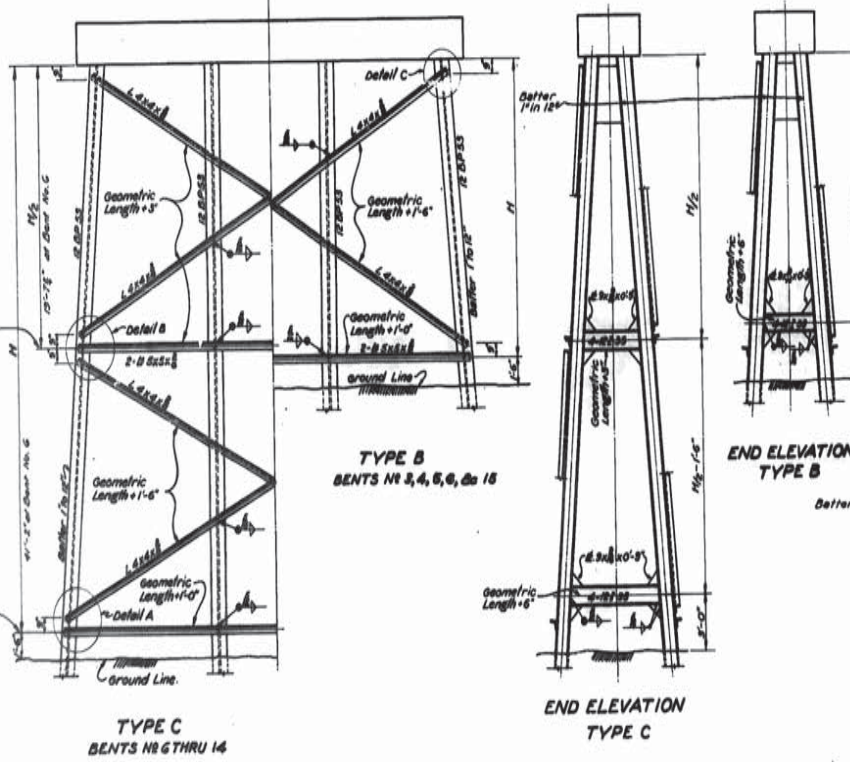
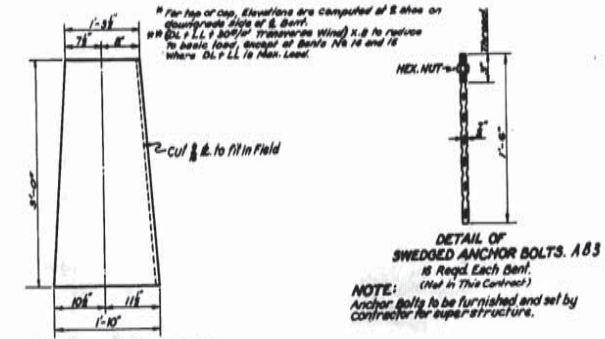
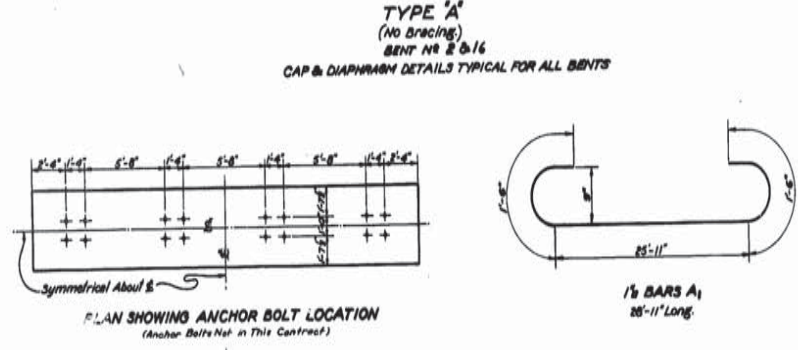
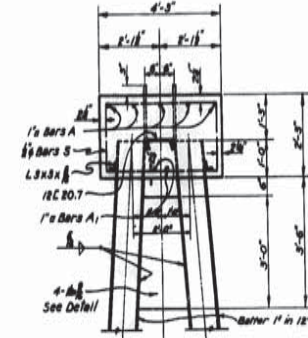
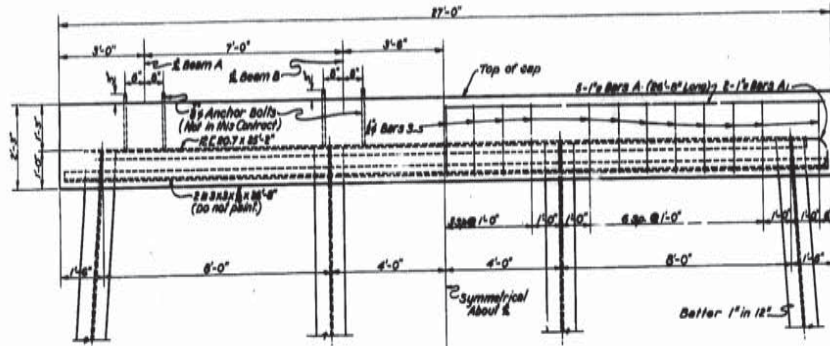
REINFORCEMENT - BARS NO. 1 TO 100

Bar No.	Size	Unit Length	Total Length	Location
1	40	84'-0"	840'-0"	Lower Inside of Wall
2	2	81'-0"	162'-0"	" " " "
3	2	81'-0"	162'-0"	" " " "
4	2	81'-0"	162'-0"	" " " "
5	2	81'-0"	162'-0"	" " " "
6	2	81'-0"	162'-0"	" " " "
7	2	81'-0"	162'-0"	" " " "
8	2	81'-0"	162'-0"	" " " "
9	2	81'-0"	162'-0"	" " " "
10	2	81'-0"	162'-0"	" " " "
11	2	81'-0"	162'-0"	" " " "
12	2	81'-0"	162'-0"	" " " "
13	2	81'-0"	162'-0"	" " " "
14	2	81'-0"	162'-0"	" " " "
15	2	81'-0"	162'-0"	" " " "
16	2	81'-0"	162'-0"	" " " "
17	2	81'-0"	162'-0"	" " " "
18	2	81'-0"	162'-0"	" " " "
19	2	81'-0"	162'-0"	" " " "
20	2			

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5	STATE PROJECT	PARISH	SHEET NO.
(471)	83-03-05	Caddo / Bossier	8

BENT NO.	STATION & BENT	DIMEN. H. FT. IN.	ELEVATIONS				PILE LOAD		
			TOP OF PILE CAP	TOP OF PILE	GROUND SURF.	BASE OF PILE	DEAD LOAD	WIND LOAD	
2	296 + 05.02	A 0-0	206.51	207.26	197.5	197.5	8.47	84.2	26.1
3	297 + 70.02	B 10-0	212.50	211.01	196.4	202.5	8.47	84.2	26.3
4	298 + 44.92	B 13-0	216.01	214.76	199.9	207.9	8.47	84.2	27.9
5	299 + 20.82	B 14-0	219.76	218.61	200.5	209.1	8.47	84.2	28.6
6	300 + 35.92	C 41-4	224.81	223.56	198.3	207.4	8.47	84.2	29.9
7	319 + 68.09	C 36-9	224.81	223.56	198.3	207.4	8.47	84.2	29.9
8	320 + 44.09	C 36-9	218.76	217.51	197.7	202.8	8.47	84.2	29.7
9	321 + 18.09	C 38-9	218.01	216.76	197.3	202.4	8.47	84.2	29.6
10	321 + 84.09	C 31-6	218.01	216.76	197.1	202.2	8.47	84.2	29.2
11	322 + 69.09	C 29-11	209.86	208.61	196.0	204.7	8.47	84.2	28.8
12	323 + 44.09	C 29-11	207.47	206.22	194.8	203.9	8.47	84.2	28.7
13	324 + 19.09	C 28-11	206.18	204.93	193.0	202.3	8.47	84.2	28.6
14	324 + 94.09	C 28-11	204.89	203.64	191.7	201.0	8.47	84.2	28.6
15	325 + 69.09	B 14-6	204.89	203.64	188.8	200.8	8.47	84.2	28.8
16	326 + 44.09	A 0-0	202.96	204.11	200.4	199.9	8.47	84.2	29.7



AS BUILT PLAN

GENERAL NOTES:
Construction Specifications approved by La. Dept. of Highways, State of Louisiana, 1968, as amended December 1968, L.L. 118-42.
All concrete shall be Class "A".
Reinforcing steel shall be Intermediate or Street Grade.
Dimensions to face unless otherwise noted are to Bar Center.
Bearing shall conform to the current "Specifications for Steel Highway and Railroad Bridges, Design, Construction and Repair" of the American Institute of Steel Construction, Inc. (AISC) and the "Specification for Structural Steel Buildings" of the American Institute of Steel Construction, Inc. (AISC).
Structural steel sections used as reinforcing shall be classified as "Restrictive Carbon Steel".
To provide for possible measurement of steel, the order labels of the structural steel members shall be not less than the geometric length of the member plus the allowance shown on the detail.
Pay weights will be based on the geometric length plus the allowance shown.
Steel bearing piles shall be pointed with shop cut and first field coat before driving. Surfaces of steel bearing piles remaining exposed after driving shall also be pointed with second and third field coats.

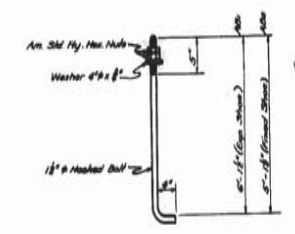
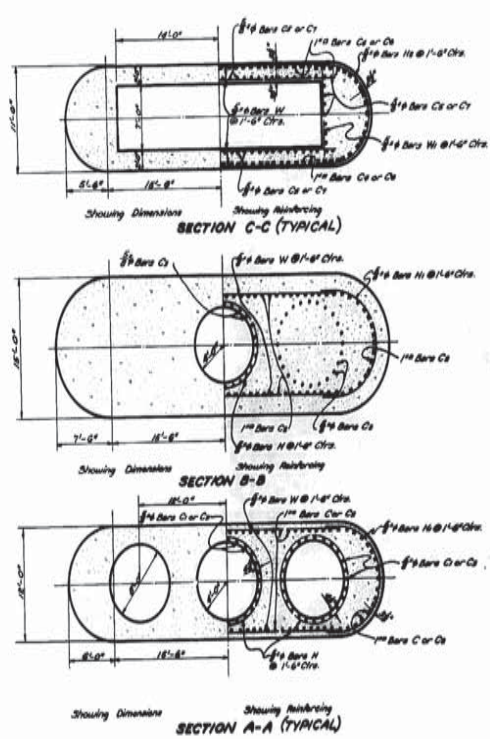
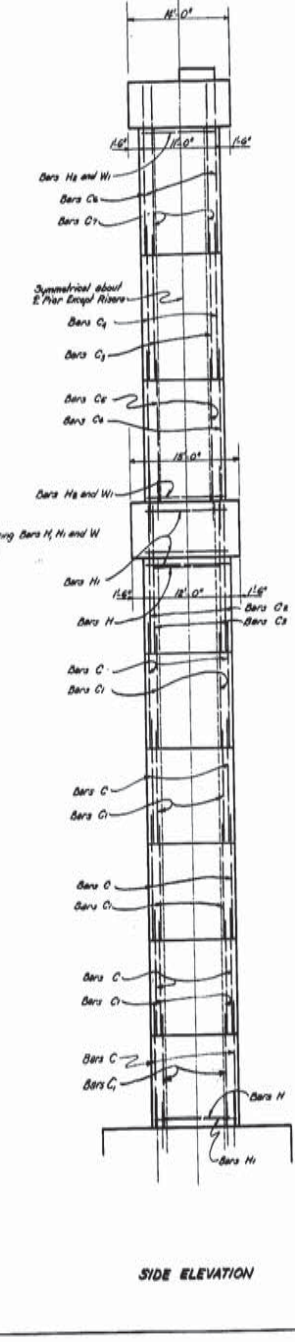
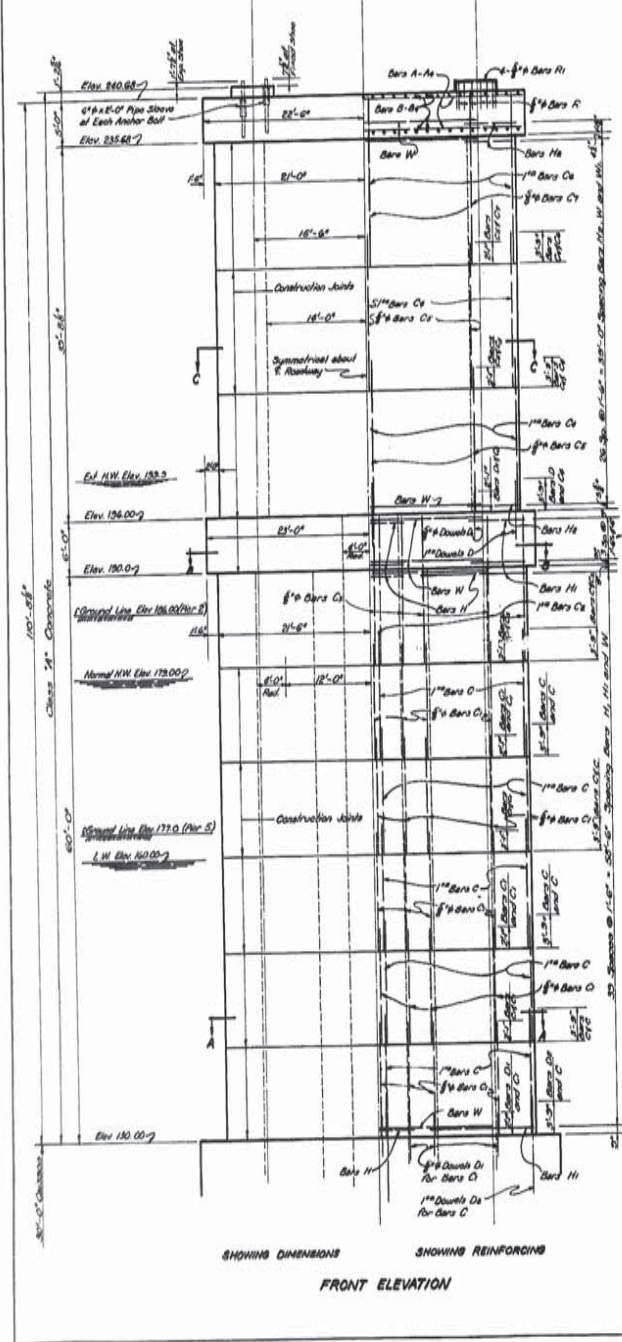
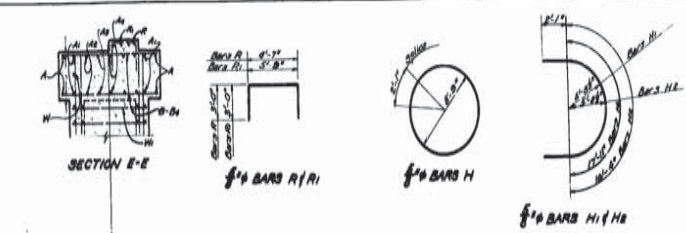
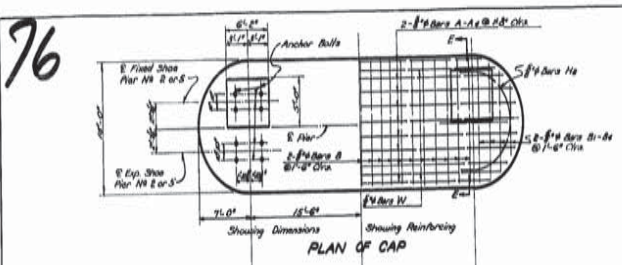
DETAILS OF BENTS 2 THRU 16
RED RIVER BRIDGE
AT MILLER'S BLUFF
PLAIN DEALING - HOUSTON HWY.
CADDO PARISH

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

BRIDGE DESIGN SECTION



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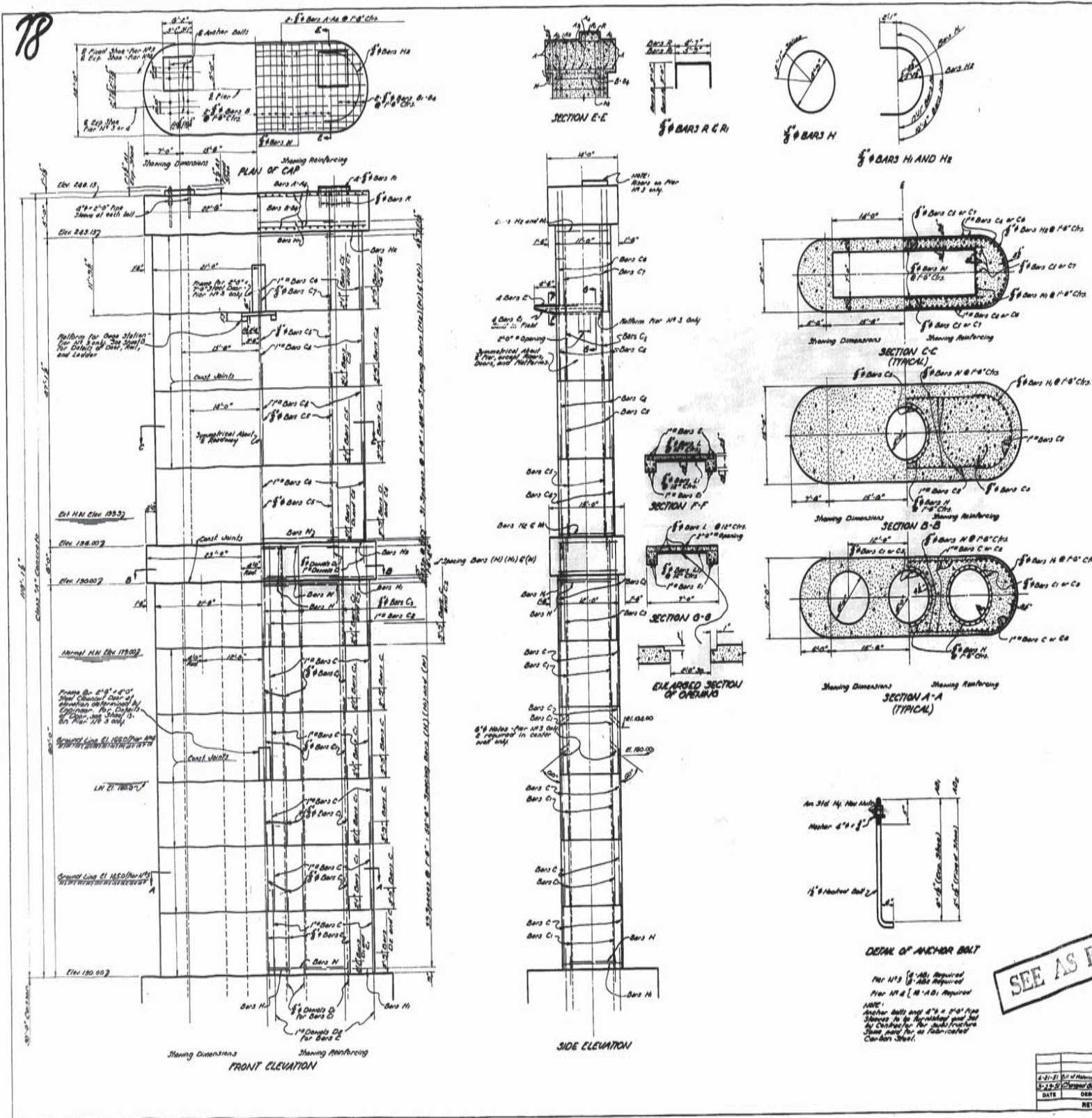
SEE AS BUILT PLAN

GENERAL NOTES:
 Construction Specifications: Latest Approved Ed. Dept. of Highway Standard Specifications.
 Design Specifications: A.S.H.T.C. Standard Specifications for Highway Bridges, 1959 as Amended Dec. 1961, Vol. 1, Part 11-11.1.
 Dimensions relating to Reinforcing Steel are to Bar Centers.
 All Square Dimensions to be Chamfered 1/4".
 Reinforcing Steel to be either Structural or Intermediate Grade.
 Class "H" Concrete in Piers to be Field Air Under 1000 p.s.f.

NOTE:
 Anchor bolts and 4"x2'-0" Pipe Shells to be Reinforced and set by Contractor for Substructure.
 Same good for all Fed. Grade Steel.

3	STATE PROJECT	FINISH	SHEET NO.
14711	BS-03-05	Circle 1/2	11

BILL OF MATERIAL - ONE PIER SHAFT			
BAR NO.	SIZE	UNIT LENGTH	TOTAL LENGTH
A	4"	35'-2"	132'-0"
A1	4"	40'-0"	160'-0"
A2	4"	42'-8"	171'-8"
A3	4"	44'-0"	176'-0"
A4	4"	46'-8"	189'-0"
B	4"	18'-8"	687'-0"
B1	4"	18'-8"	687'-0"
B2	4"	18'-8"	687'-0"
B3	4"	18'-8"	687'-0"
B4	4"	18'-8"	687'-0"
B5	4"	18'-8"	687'-0"
B6	4"	18'-8"	687'-0"
B7	4"	18'-8"	687'-0"
B8	4"	18'-8"	687'-0"
B9	4"	18'-8"	687'-0"
B10	4"	18'-8"	687'-0"
B11	4"	18'-8"	687'-0"
B12	4"	18'-8"	687'-0"
B13	4"	18'-8"	687'-0"
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B22	4"	18'-8"	687'-0"
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B24	4"	18'-8"	687'-0"
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B26	4"	18'-8"	687'-0"
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B29	4"	18'-8"	687'-0"
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B31	4"	18'-8"	687'-0"
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B35	4"	18'-8"	687'-0"
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B37	4"	18'-8"	687'-0"
B38	4"	18'-8"	687'-0"
B39	4"	18'-8"	687'-0"
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B230	4"	18'-8"	687'-0"
B231	4"	18'-8"	687'-0"
B232	4"	18'-8"	687'-0"
B233	4"	18'-8"	687'-0"



STATE	PROJECT	PARISH	SHEET NO.
LA	83-0115	ASSUMED	12

BILL OF MATERIAL - ONE PIER SHAFT

BAR	NO.	SIZE	UNIT LENGTH	TOTAL LENGTH	LOCATION
A	4	3/4"	150'-0"	600'-0"	Top Cap Piers N° 3 and 4
A1	4	3/4"	100'-0"	400'-0"	Top Cap Piers N° 3 and 4
A2	4	3/4"	170'-0"	680'-0"	Top Cap Piers N° 3 and 4
A3	4	3/4"	170'-0"	680'-0"	Top Cap Piers N° 3 and 4
A4	2	3/4"	80'-0"	160'-0"	Top Cap Piers N° 3 and 4
D	4	3/4"	15'-0"	60'-0"	Top Cap Piers N° 3 and 4
D1	4	3/4"	15'-0"	60'-0"	Top Cap Piers N° 3 and 4
D2	4	3/4"	12'-0"	48'-0"	Top Cap Piers N° 3 and 4
D3	4	3/4"	10'-0"	40'-0"	Top Cap Piers N° 3 and 4
D4	4	3/4"	7'-0"	28'-0"	Top Cap Piers N° 3 and 4
C1	300	3/8"	12'-0"	3600'-0"	Lower Columns Piers N° 3 and 4
C2	72	3/8"	11'-0"	792'-0"	Lower Columns Piers N° 3 and 4
C3	252	3/8"	15'-0"	3780'-0"	Top Columns Piers N° 3 and 4
C4	70	3/8"	10'-0"	700'-0"	Top Columns Piers N° 3 and 4
C5	180	3/8"	8'-0"	1440'-0"	Column Details Piers N° 3 and 4
H	188	3/8"	23'-7"	4365'-8"	Columns Piers N° 3 and 4
H1	88	3/8"	22'-1"	1945'-8"	Lower Columns Piers N° 3 and 4
H2	60	3/8"	20'-0"	1200'-0"	Top Columns Piers N° 3 and 4
R	12	3/8"	12'-0"	144'-0"	Rebar Piers N° 3 Only
R1	8	3/8"	11'-0"	88'-0"	Rebar Piers N° 3 Only
H	210	3/8"	37'-0"	7770'-0"	Columns Piers N° 3 and 4
H	88	3/8"	10'-0"	880'-0"	Top Columns Piers N° 3 Only
L	4	3/4"	15'-0"	60'-0"	Cap Platform Piers N° 3 Only
L1	12	3/4"	8'-0"	96'-0"	Cap Platform Piers N° 3 Only

REBAR #4 PER N° 3: 2000'-0" PROTECTIVE PER SHEET PILING

C	470	1/2"	15'-0"	7050'-0"	Lower Columns Piers N° 3 and 4
C1	24	1/2"	15'-0"	360'-0"	Lower Columns Piers N° 3 and 4
C2	282	1/2"	15'-0"	4230'-0"	Top Columns Piers N° 3 and 4
D	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D1	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D2	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D3	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D4	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D5	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D6	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D7	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D8	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D9	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D10	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D11	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D12	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D13	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D14	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D15	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D16	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D17	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D18	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D19	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D20	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D21	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D22	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D23	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D24	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D25	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D26	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D27	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D28	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D29	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4
D30	24	1/2"	15'-0"	360'-0"	Top Columns Piers N° 3 and 4

GENERAL NOTES:
 Construction Specifications: Latest approved by Dept. of Highways.
 Design Specifications: 1962 AASHTO Standard Specifications for Highway Bridges, 1965 as amended Dec. 1965.
 Live Load: HS-20.
 Dimensions: All dimensions shall be in feet and inches.
 All rebar shall be furnished in the form of straight lengths.
 All rebar shall be furnished in the form of straight lengths.
 Class "A" Concrete in Piers (Item 4-11) - Pier N° 3 - 100% CEMENT PORTLAND CEMENT CONCRETE.
 CLASS "A" CONCRETE IN PIERS (ITEM 4-11) - PIER N° 4 - 100% CEMENT PORTLAND CEMENT CONCRETE.
 FABRICATED CARBON STEEL - PIER N° 3 - 1725 LBS.
 FABRICATED CARBON STEEL - PIER N° 4 - 1010 LBS.
 * Includes Anchor Bolts, Shims, Lugs, and Top Handrail.

SEE AS BUILT PLAN

SHAFTS - PIERS N° 3 AND 4
 RED RIVER BRIDGE
 AT MILLER'S BLUFF, LA

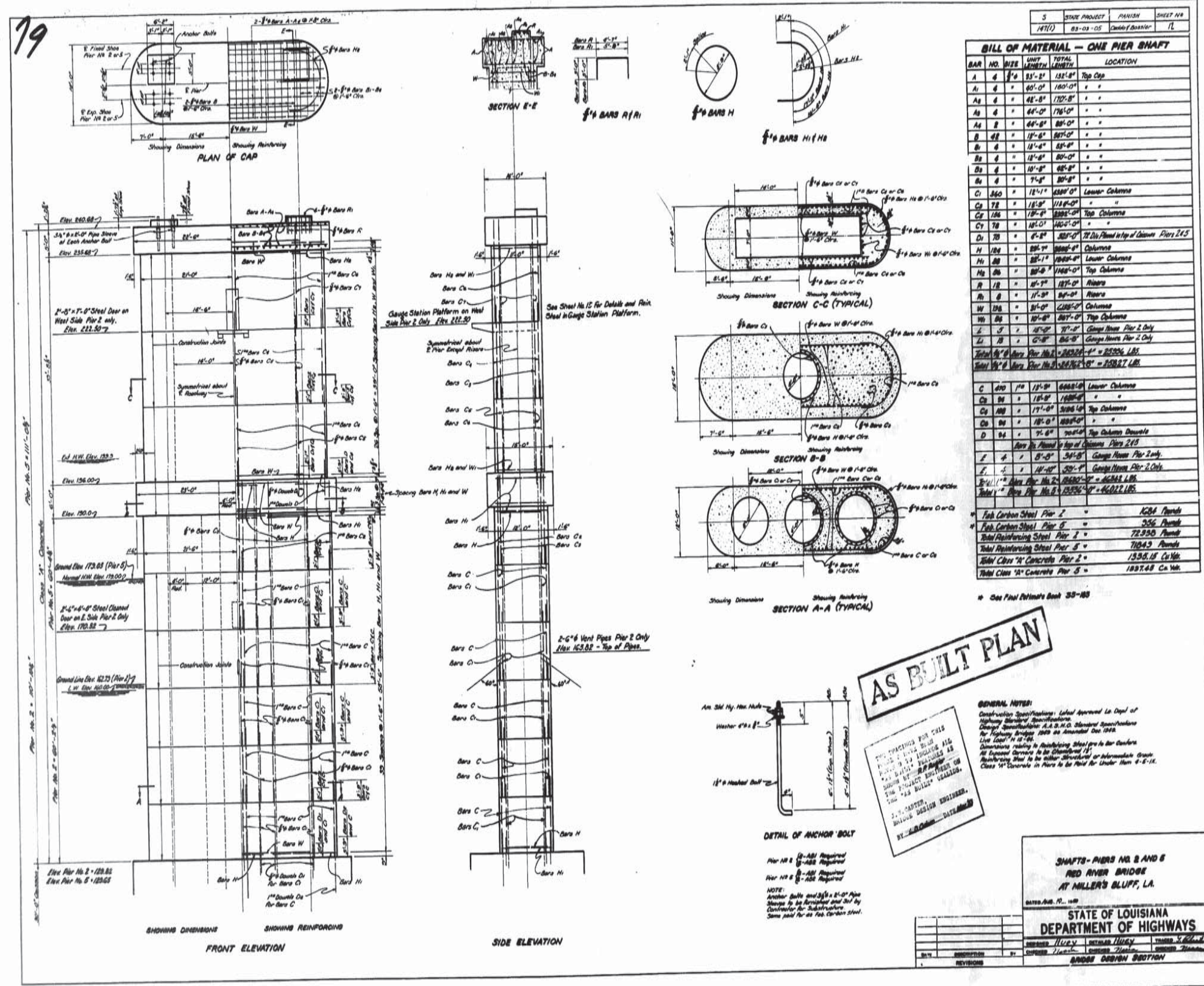
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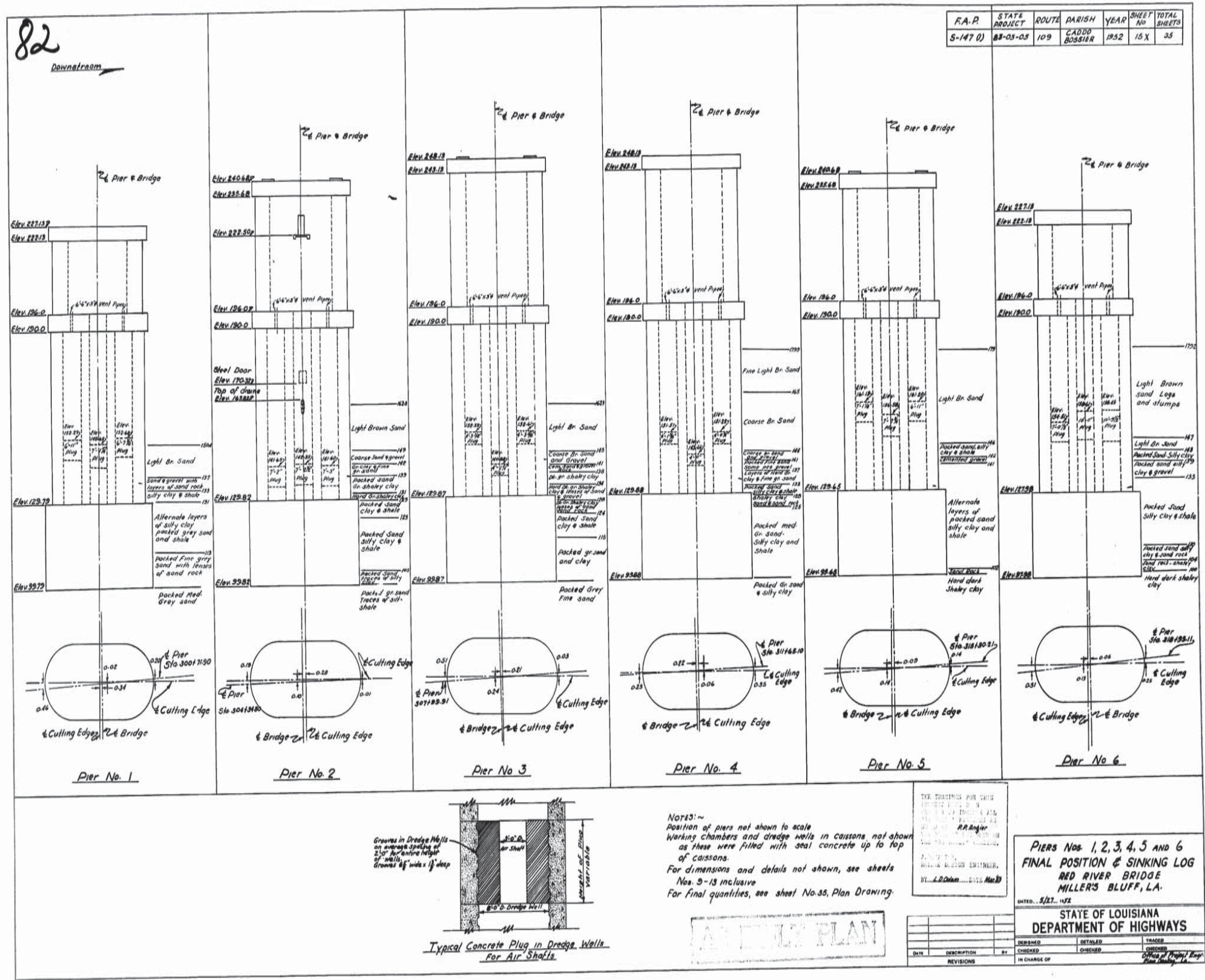
STATE OF LOUISIANA
 DEPARTMENT OF HIGHWAYS

DESIGNED: H.V.V. CHECKED: H.V.V. TRACED: H.V.V.
 DRAWN: H.V.V. CHECKED: H.V.V. TRACED: H.V.V.
 DATE: 11/15/60 BY: H.V.V. CHECKED: H.V.V. TRACED: H.V.V.

BRIDGE DESIGN SECTION

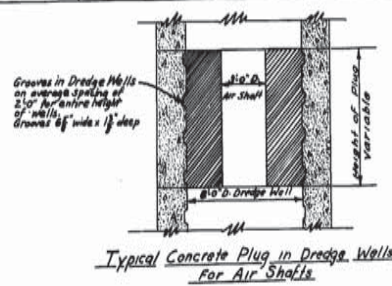
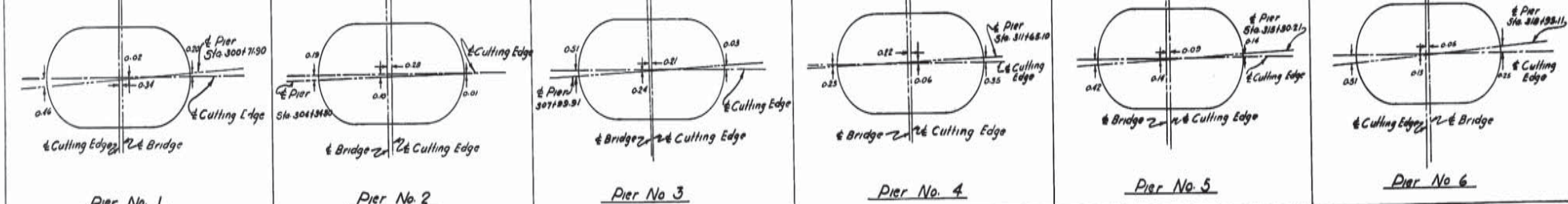






F.A.P.	STATE PROJECT	ROUTE	PARISH	YEAR	SHEET No	TOTAL SHEETS
S-147 (1)	88-03-05	109	CADDO BOSSIER	1952	15 X	35

82
Downstream



NOTES:-
Position of piers not shown to scale
Working chambers and dredge wells in caissons not shown as these were filled with seal concrete up to top of caissons.
For dimensions and details not shown, see sheets Nos. 5-13 inclusive
For final quantities, see sheet No. 35, Plan Drawing.

THE ENGINEER FOR THIS PROJECT IS:
L. D. Odom
REGISTERED PROFESSIONAL ENGINEER
BY: L. D. Odom
DATE: Mar 23

PIERS Nos. 1, 2, 3, 4, 5 AND 6
FINAL POSITION & SINKING LOG
RED RIVER BRIDGE
MILLER'S BLUFF, LA.
DATED: 5/27, 1952

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY	CHECKED	IN CHARGE OF
	DESIGNED		Detailed	
	CHECKED		Checked	
	REVISIONS			

AS BUILT PLANS



134

INDEX TO SHEETS

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	PLAN AND PROFILE
3	GENERAL PLAN
4	BRIDGE
5	DETAILS 15'x10' SPANS
6	CONNECTION DETAILS FIRST 1'-0" INCL
7	TRUSS CHAMBER DRAWING
8	MEMORANDUM SHEET
9-12	300'x10' ARCH STEEL FIXED JOINT (4 SHEETS)
13	PROJECT SIGN

JTD PLAN R. 3-20 1011 AUG. 1947

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
PLANS OF PROPOSED
STATE HIGHWAY

RED RIVER BRIDGE
AT
MILLER'S BLUFF
PLAIN DEALING-HOUSTON HIGHWAY
STATE ROUTE NO 109
CADDO & BOSSIER PARISHES
STATE PROJECT NO 83-03-07
S-147(3)
SUPERSTRUCTURE

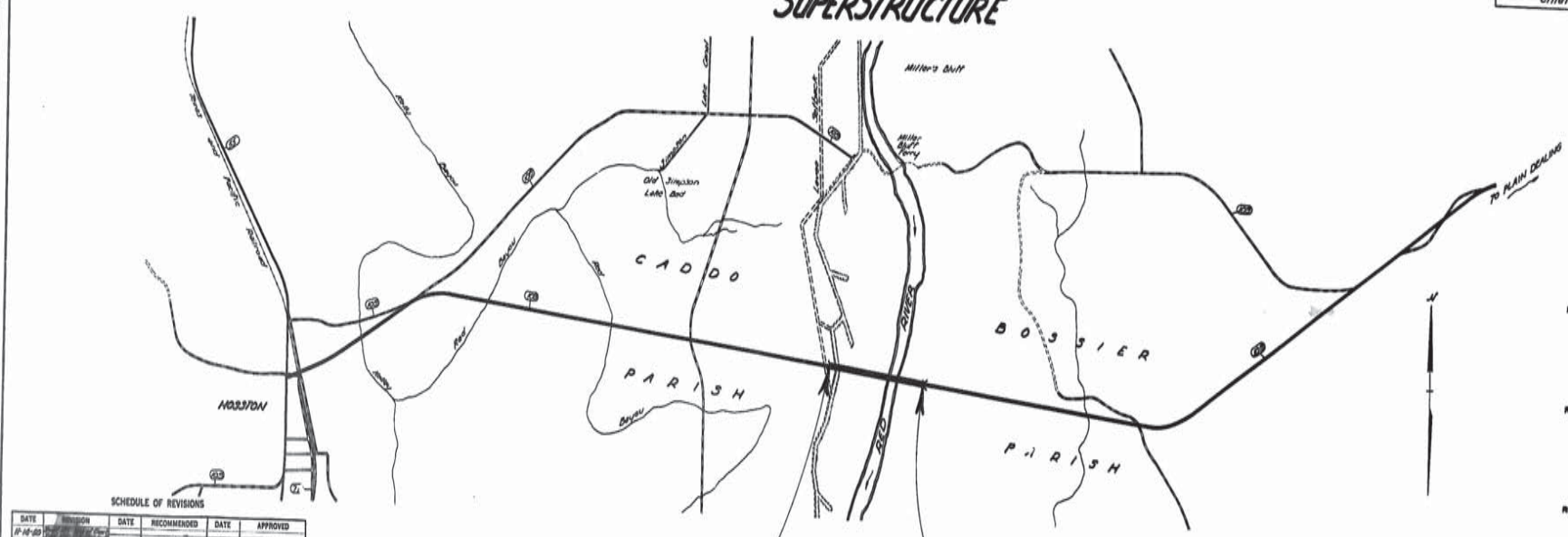
STATE PROJECT	PARISH	SHEET NO.
83-03-07	Caddo & Bossier	1

I hereby fix the width of the Right of Way of the Highway to which this plan relates within the project to which this plan refers at the width shown in each place on this plan so that the said width shall be in all places as shown on this plan.
Baton Rouge, La., Sept. 8, 1950.

[Signature]
Chief Engineer.

LAYOUT MAP ONLY

APPROVED BY	DATE



SCHEDULE OF REVISIONS

DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED
8-19-50					
8-19-50					
8-19-50					

BEG STATE PROJ. 83-03-07
BEG PAR S-147(3)
BEG BRIDGE
STA 296 + 13.00

END STATE PROJ. 83-03-07
END PAR S-147(3)
END BRIDGE
STA 327 + 20.13

DATUM USED:
MAG. VAR.:
BEARINGS ARE:
TRANSIT BOOKS:
LEVEL BOOKS:
PLAN:
SCALES: PROFILE: HOR. VERT.

LAYOUT MAP
SCALE 1 INCH = 1700 FEET

LENGTH OF PROJECT

DESCRIPTION	ALGEBRAIC SUM OF ALL EQUATIONS	GROSS LENGTH		BRIDGE LENGTH		ROADWAY LENGTH	
		FEET	FEET	FEET	MILES	FEET	MILES
STA. TO STA.							
296 + 13.00 - 327 + 20.13				3100.13	0.587		
TOTAL LENGTH OF BRIDGES				3100.13	0.587		
TOTAL LENGTH OF ROADWAY							
TOTAL MILES					0.587		

TYPE OF CONSTRUCTION:
STEEL TRUSSES & I-BEAM SPANS

DELIVERY POINTS:
PLAIN DEALING - ST LOUIS & SH RR
HOUSTON - T. & G. RR
ALSO BY BARGE

RECOMMENDED FOR APPROVAL
TRAFFIC & PLANNING ENGINEER

RECOMMENDED FOR APPROVAL
ROAD DESIGN ENGINEER

RECOMMENDED FOR APPROVAL
[Signature] 9/14/50
TRAFFIC ENGINEER

APPROVED
[Signature] 9/22/50
CHIEF ENGINEER

RECOMMENDED FOR APPROVAL DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

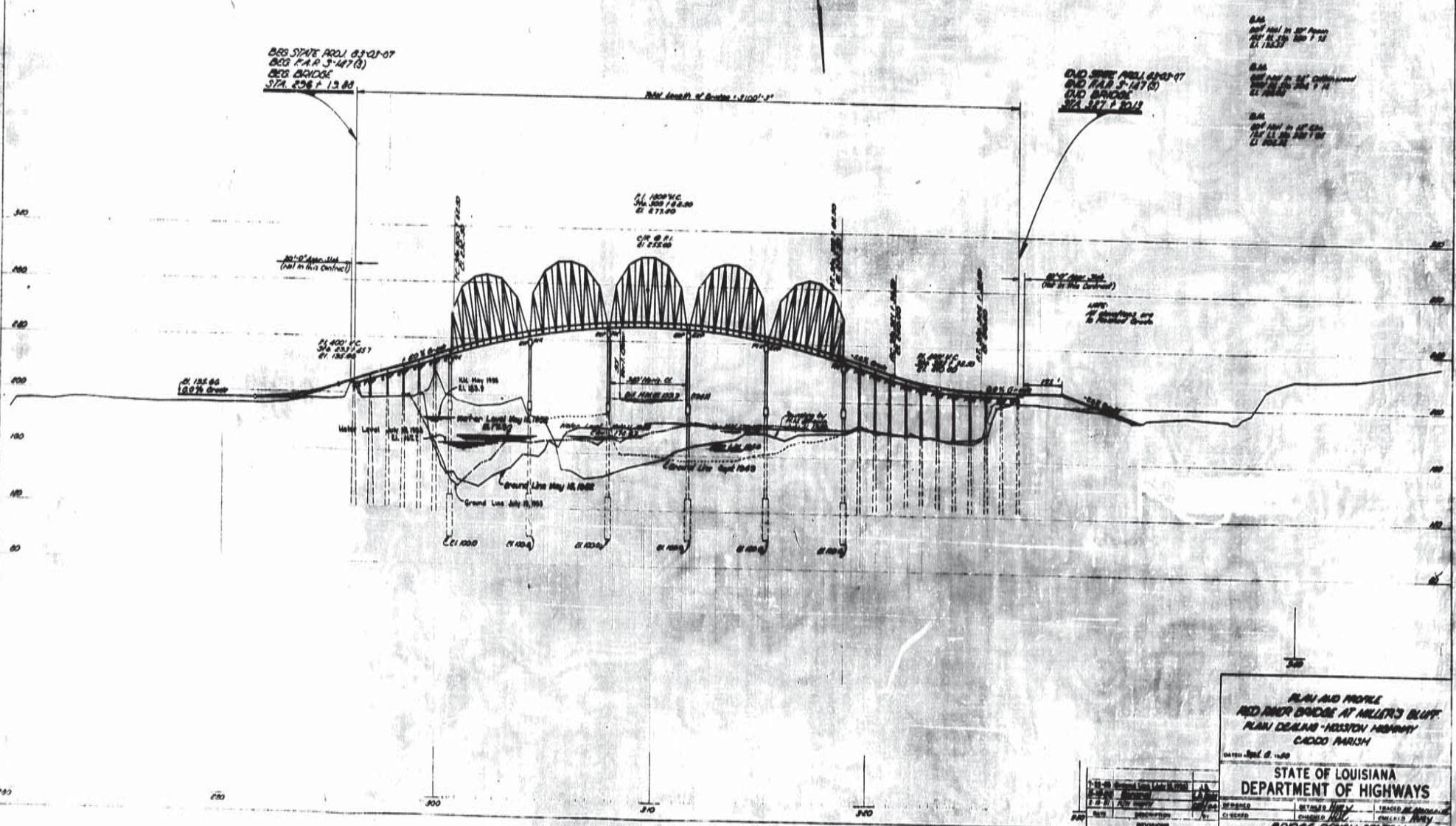
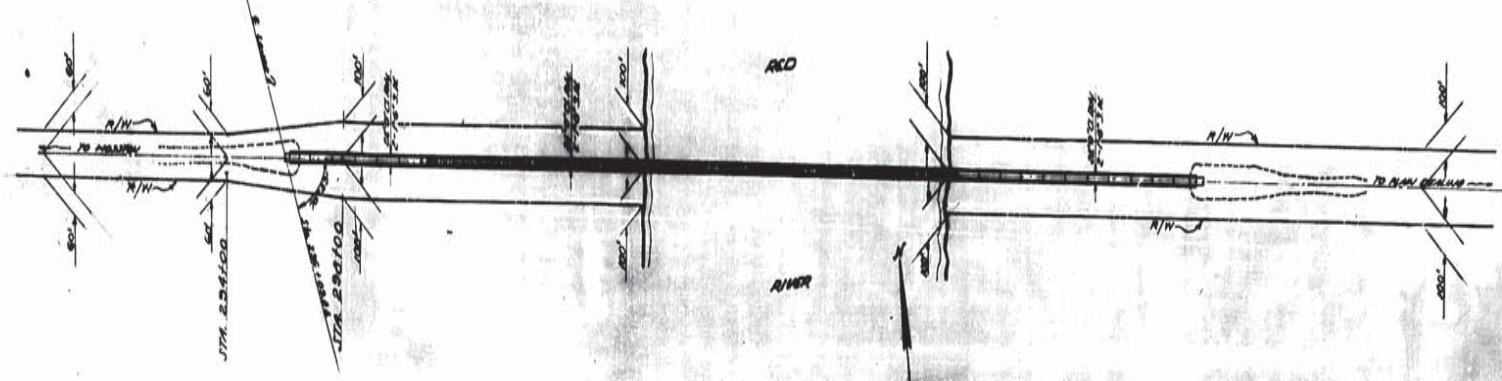
APPROVED DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS



135

S	STATE PROJECT	PARISH	SHEET NO.
14733	LA 101-07	Cadeo	2



PLAN AND PROFILE
 RED RIVER BRIDGE AT MILLER'S BLUFF
 PLANS DEBARR - HENRY HIGHWAY
 CADEO PARISH

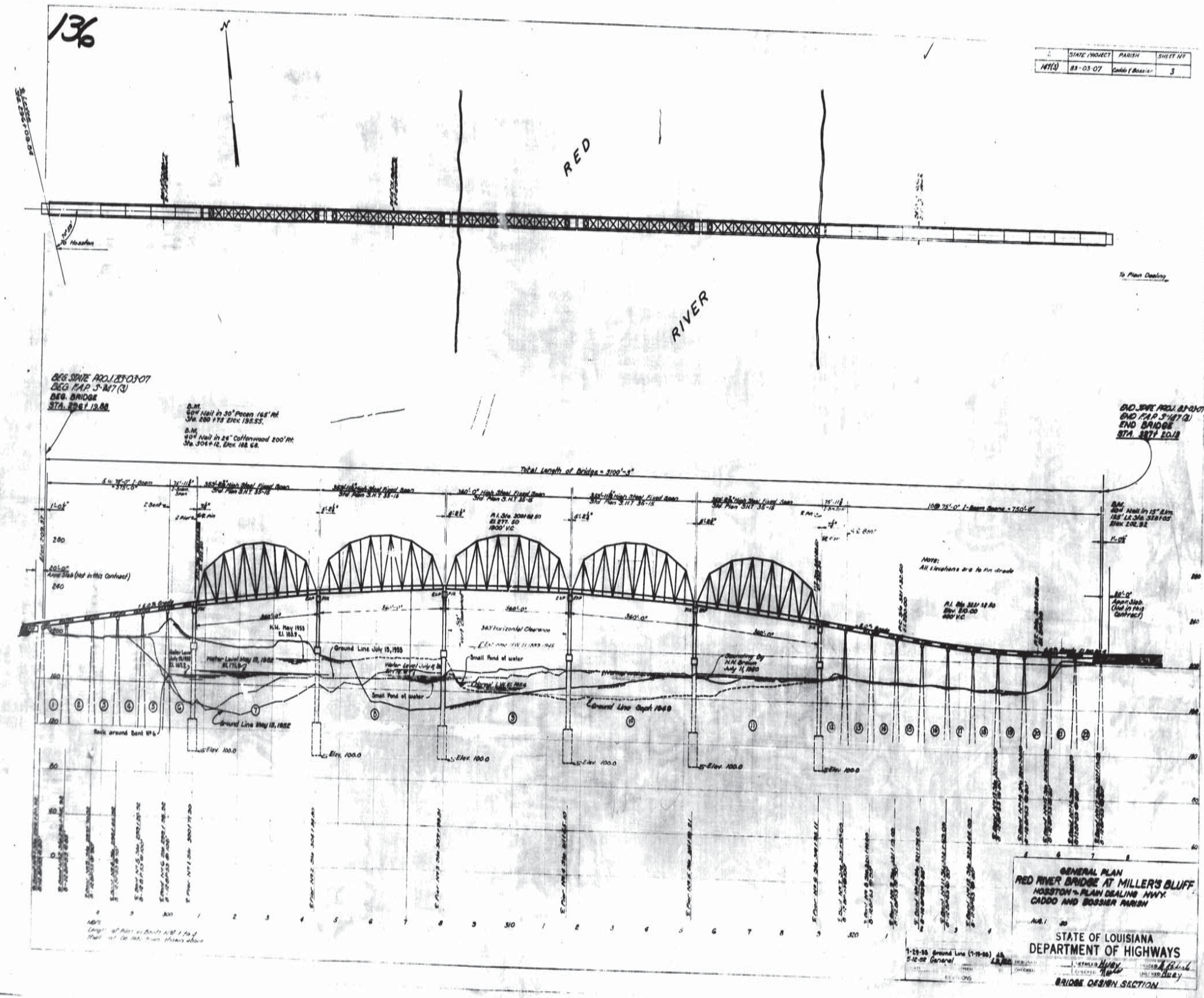
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STATE OF LOUISIANA
 DEPARTMENT OF HIGHWAYS

BRIDGE DESIGN SECTION

FINAL TRACINGS



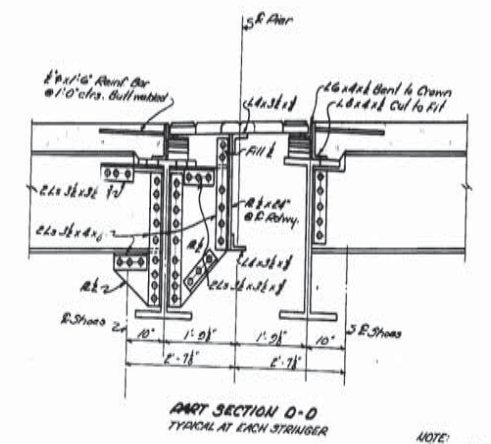
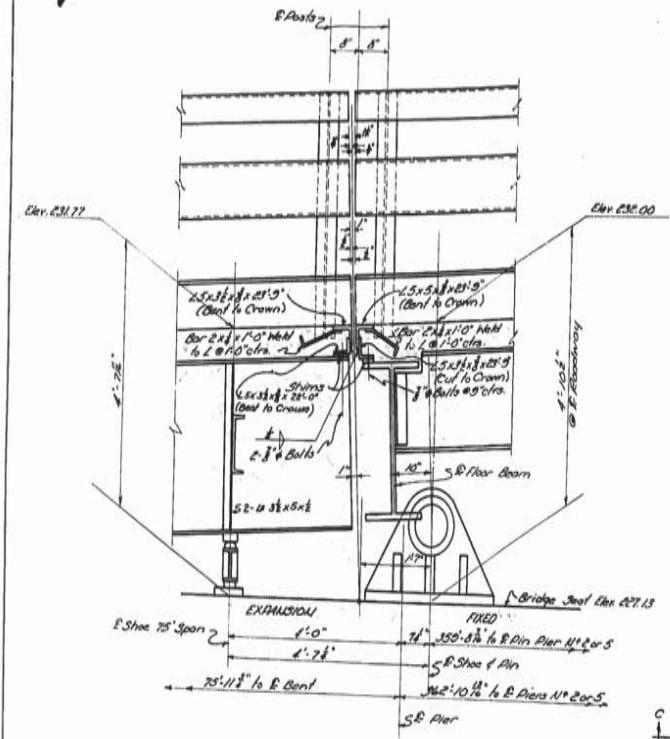


FINAL TRACINGS

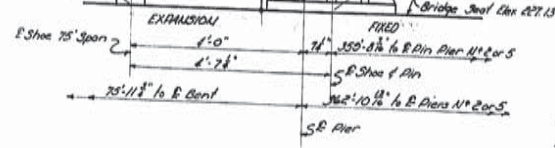
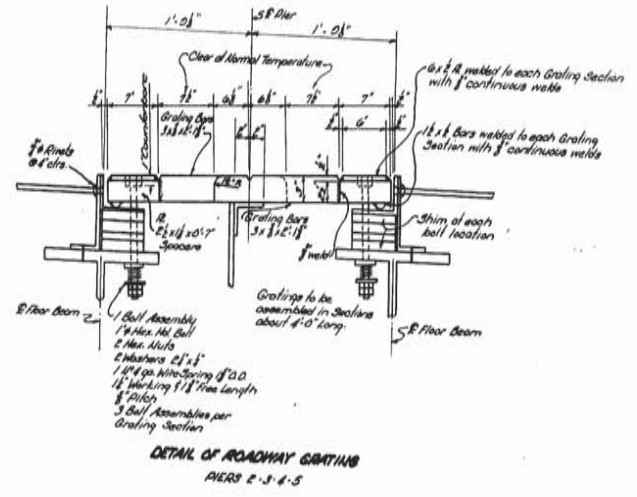


139

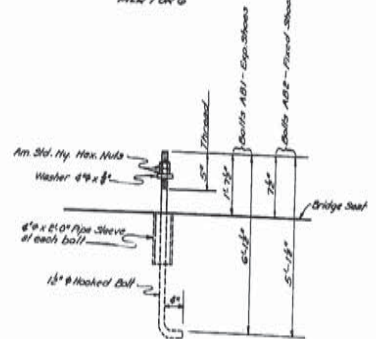
STATE PROJECT	AGENCY	SHEET
23-03-07	Clubb & Bossert	G



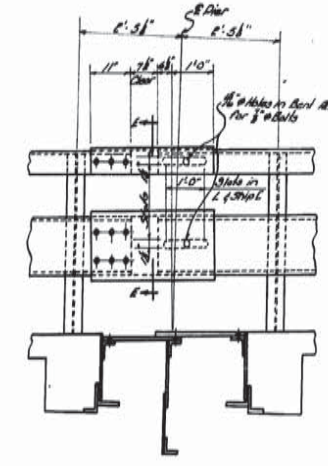
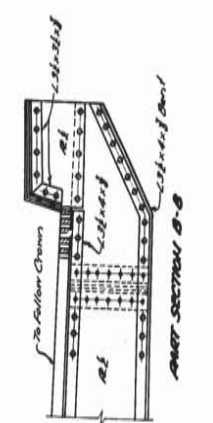
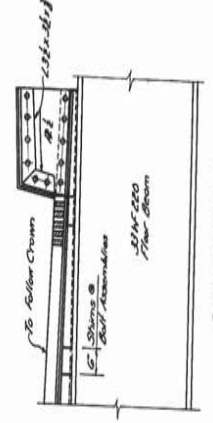
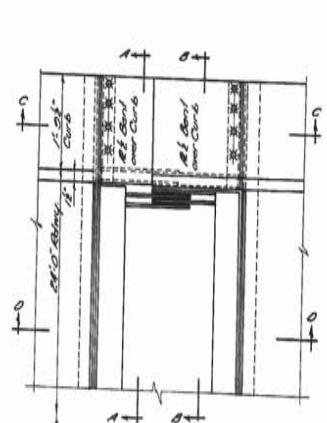
NOTE:
At Pier No. 4 provide
R_s 3/8" x 4" x 4" under
Elev. Shores on upgrade
side of E piers.



CONNECTION DETAILS
PIER 1 OR 6

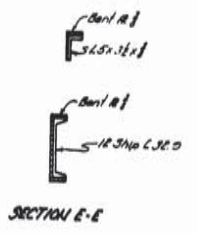


DETAIL OF ANCHOR BOLTS-360' TRUSS SPANS
ANCHOR BOLTS AND 4" x 2 1/2" PIPE SLEEVES
TO BE FURNISHED AND SET BY CONTRACTOR
FOR SUBSTRUCTURE.



ADDITIONAL QUANTITIES AT JOINTS - ONE JOINT

LOCATION	FAB. CARBON STEEL
PIERS 1 OR 6	710 LBS.
PIERS 2, 3, 4 OR 5	11100 LBS.



CONNECTION DETAILS
AT PIERS 1-6 INCLUSIVE
RED RIVER BRIDGE AT MILLERS BLUFF
CHADCO & BOASHER ARCHITECTS
DATED: Sep. 11, 1950

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED	BY	CHECKED	DATE
11-26-50	W.C. B.	11-26-50	

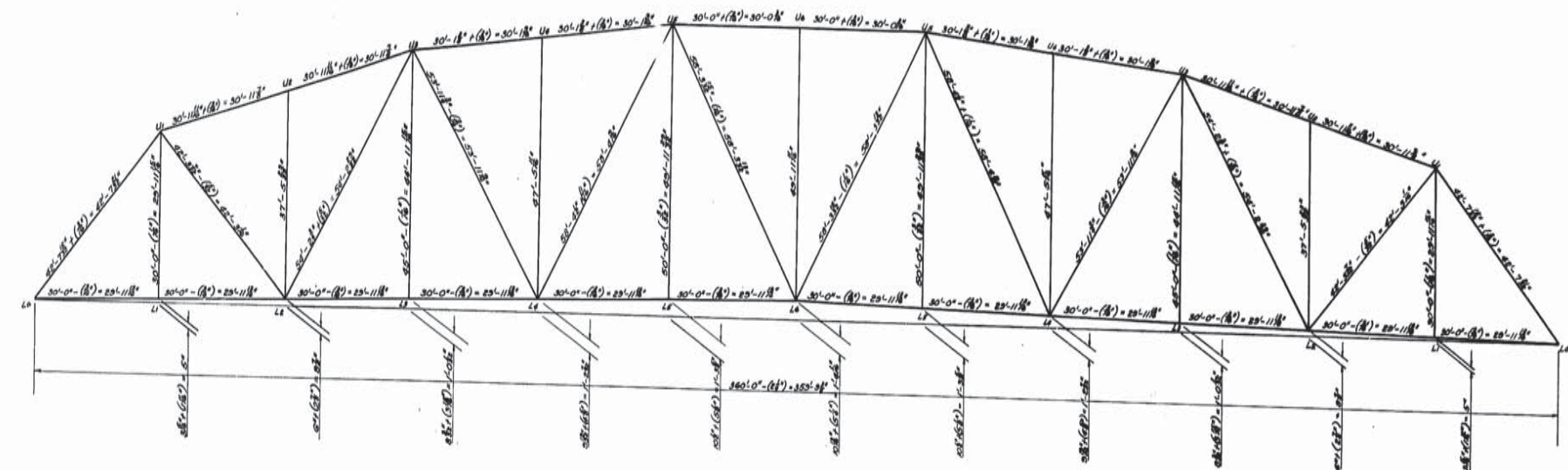
FINAL TRACINGS



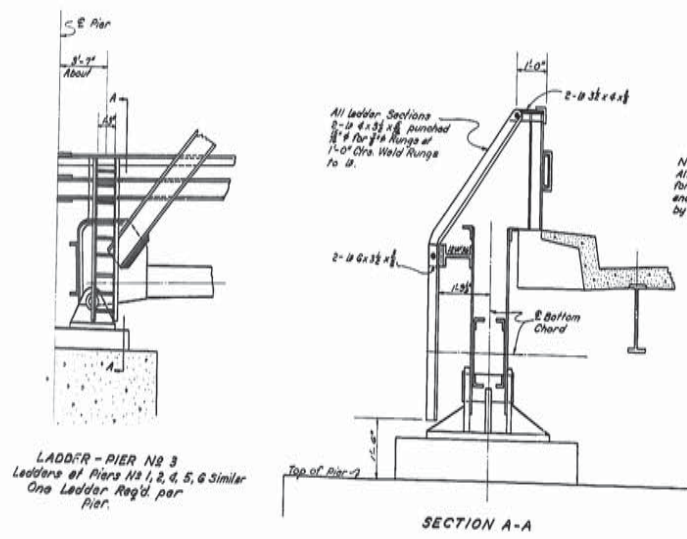
140

3	STATE PROJECT	PARISH	SHEET NO.
147(5)	83-08-07	CADDO & BOSSIER	7

NOTE:
 First dimension is geometric length or ordinate.
 Second dimension is dead load camber increment or ordinate.
 Third dimension is cambered length or ordinate.



CAMBER DIAGRAM - 360' TRUSS STD. SHT. 35-15
 All Spans are Identical.



LADDER - PIER No 3
 Ladders of Piers No 1, 2, 4, 5, 6 Similar
 One Ladder Req'd. per Pier.

PIER ACCESS LADDERS

NOTE - ACCESS LADDERS:
 All ladder material to be paid for as fabricated Carbon Steel and to be furnished and installed by Contractor for Superstructure.

TRUSS CAMBER DIAGRAM & ACCESS LADDERS
 RED RIVER BRIDGE
 AT MILLER'S BLUFF, LA.
 CADDO & BOSSIER PARISH

DATED JANUARY 22, 1963

STATE OF LOUISIANA			
DEPARTMENT OF HIGHWAYS			
DESIGNED <i>H. J. ...</i>	INTENDED <i>H. J. ...</i>	TRACED <i>H. J. ...</i>	
CHECKED <i>H. J. ...</i>	CHECKED <i>H. J. ...</i>	CHECKED <i>H. J. ...</i>	

BRIDGE DESIGN SECTION

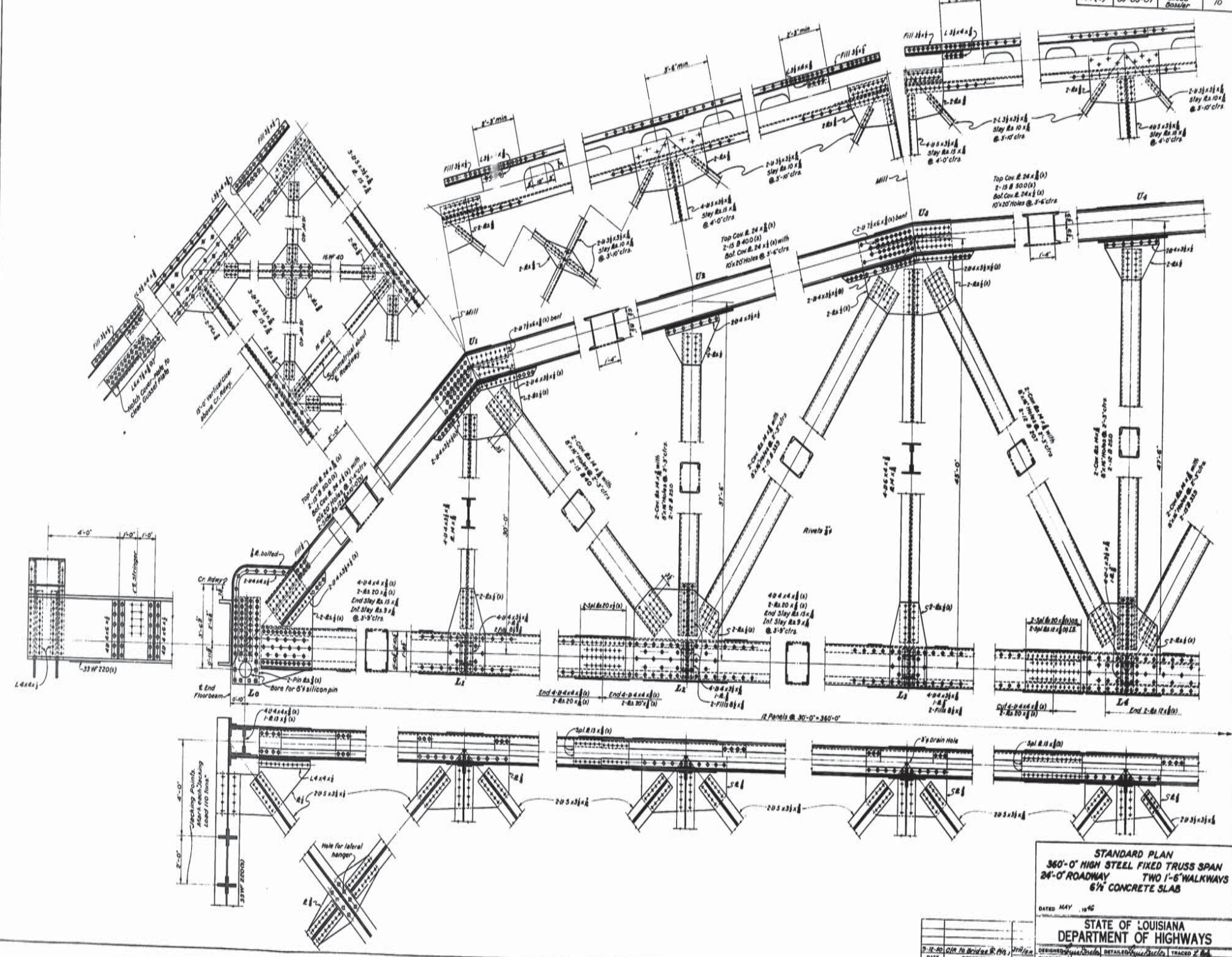
DATE	DESCRIPTION	BY

FINAL TRACINGS



143

3	STATE PROJECT	PARISH	SHEET NO.
197(3)	63-03-07	CADDO BOULDER	10



STANDARD PLAN
 360'-0" HIGH STEEL FIXED TRUSS SPAN
 24'-0" ROADWAY TWO 1'-6" WALKWAYS
 6 1/2" CONCRETE SLAB

DATED MAY 1946

STATE OF LOUISIANA
 DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY	CHECKED	TRACED
REVISIONS				

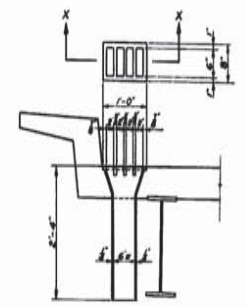
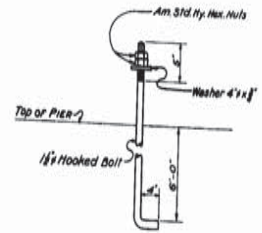
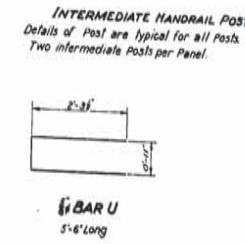
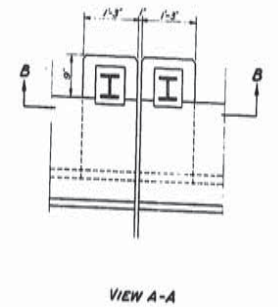
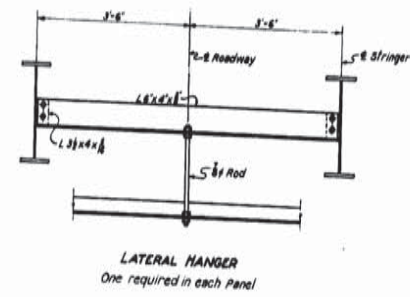
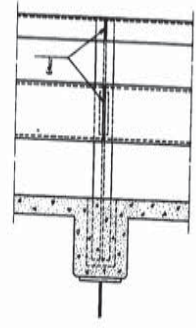
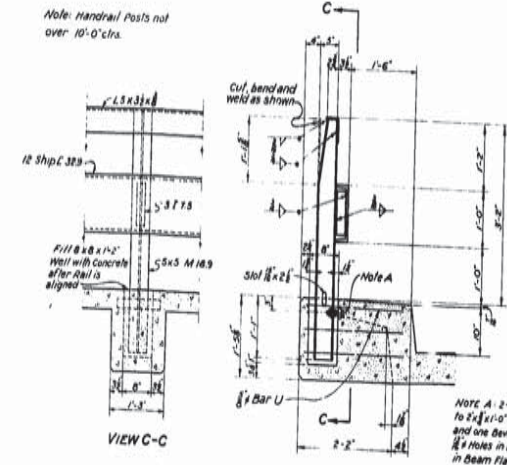
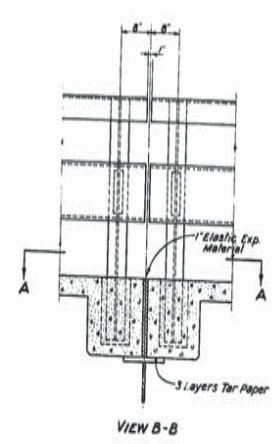
BRIDGE DESIGN SECTION
 SHEET 2 OF 4
 SHT-35-15

FINAL TRACINGS

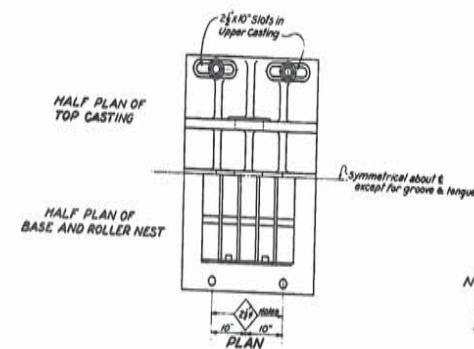


745

S	STATE PROJECT	PARISH	SHEET NO.
187(C)	83-03-07	Calcasieu	12

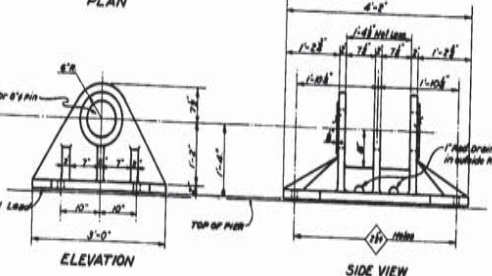
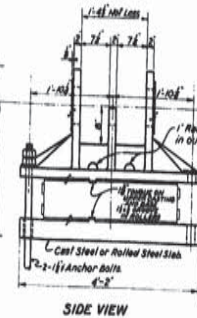
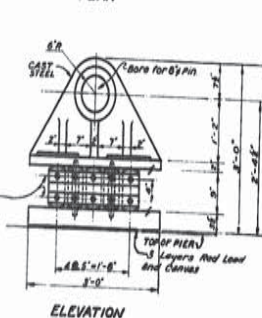
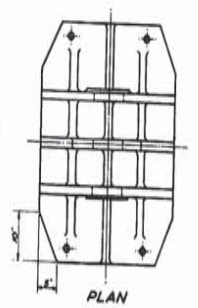


HANDRAIL DETAILS AT FLOOR EXPANSION JOINTS AT L2 AND L3



MATERIAL FOR ROLLER NEST
5 Rollers 9x4 1/2 x 3'-0" FORGED STEEL
copper Bearing (minimum content of copper shall be 0.2%) r.a.o.
4 Side Bars 3' x 1/2"
4 Tooth Bars 1/2" x 1/2"
Cast Steel shall be annealed.

NOTE:
All Surfaces in Expansion Shoes to Receive a Coat of Red Lead Paint Before Erection.



DETAILS OF EXPANSION SHOES
2 REQUIRED

DETAILS OF FIXED SHOE
2 REQUIRED
Annealed Cast Steel

GENERAL NOTES:
Construction Specifications: Latest approved La. Dept. of Highways Special Design Specifications: A.A.S.H.O. Standard Specifications for Highway Bridges, 1944 as amended Dec. 10, 1944. Live Load: H16-44.
Rivets 3/4" and open holes 1/2" unless noted.
Welding shall conform to Specifications for Welded Highway and Railway Bridges of the American Welding Society.

General reaming and Shop assembly of Trusses will be required.
Ends of Floor Beams to be milled after connection angles are riveted in place.
Stringer Lengths to be detailed so that Floor Beams will be straight with full dead load on Span and Stringers not to be riveted to Floor Beams until span has been swung.
Trusses to be cambered for Dead Load.
If Trusses are to be used on a vertical curve, geometric Lengths of Members to be computed so that the Bottom Chord and Tops of Floor Beams will conform to Vertical Curve, then Truss cambered for Dead Load.
All reinforcing steel to be Intermediate or Hard Grade, A.S.T.M. A15, or Rail Steel, A.S.T.M. A16

STANDARD PLAN
360'-0" HIGH STEEL FIXED TRUSS SPAN
24'-0" ROADWAY TWO 1'-6" WALKWAYS
6" CONCRETE SLAB

DATED MAY 1946

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED BY: [] CHECKED BY: []
DRAWN BY: [] CHECKED BY: []
DATE: []

BRIDGE DESIGN SECTION

SHEET 4 OF 4

SHT-35-15

FINAL TRACINGS

