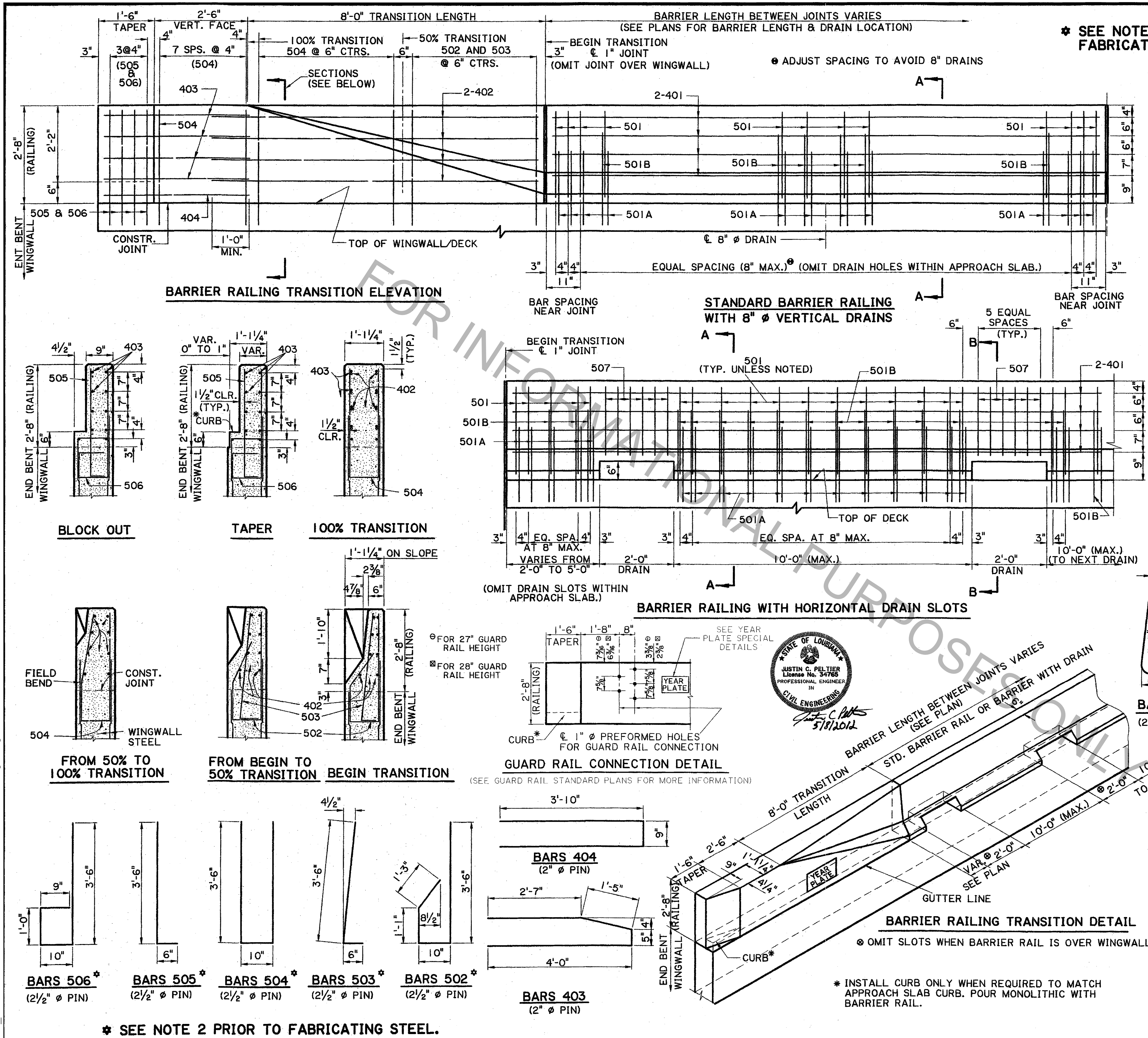
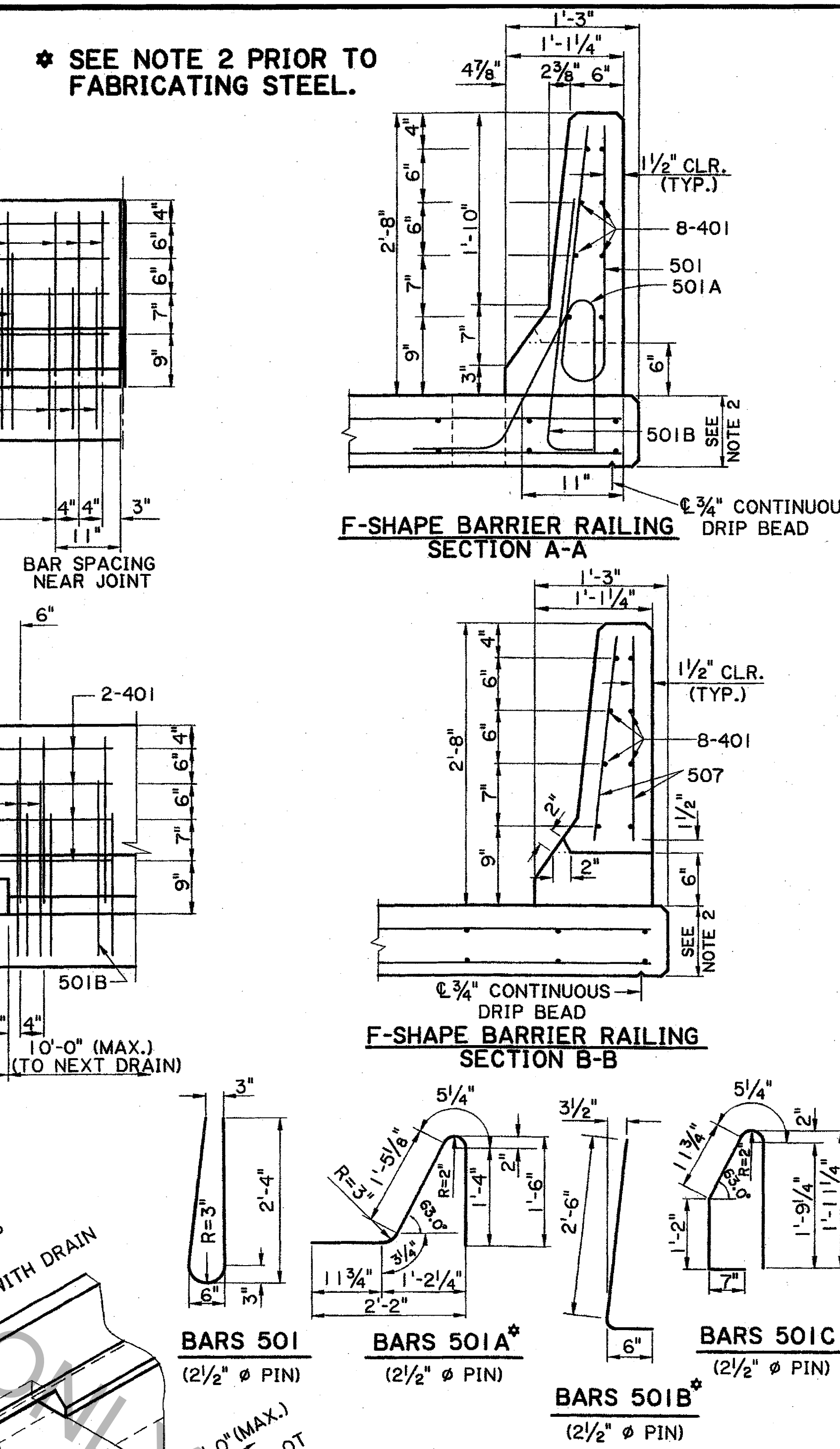




NOTES:

1) CONCRETE TO BE CLASS A1 AND REINFORCING STEEL TO BE GRADE 60.
2) REINFORCING STEEL DIMENSIONS SHOWN ARE BASED ON AN 8" THICK SLAB UNDER BARRIER. ADJUSTMENTS MUST BE MADE FOR DECKS WITH OTHER THICKNESSES. SEE SPAN DETAILS.
3) WHEN EPOXY COATED OR GALVANIZED REINFORCING STEEL IS REQUIRED IN THE CONCRETE DECK, LONGITUDINAL BARS AND STIRRUPS IN THE BARRIER RAIL FACE (ROADWAY SIDE) SHALL HAVE THE SAME PROTECTION. ALL BARRIER RAIL SURFACES ARE TO RECEIVE A CLASS 3 SPECIAL SURFACE FINISH.
4) 1" OPEN JOINT TYPICAL. SAW CUTTING OF THE OPEN JOINT IS PERMITTED PROVIDED 1½" MIN. CLEARANCE IS MAINTAINED FOR REINFORCING STEEL AND SUBJECT TO APPROVAL OF THE ENGINEER.
5) ALL CONCRETE AND STEEL IN BARRIER RAILING AND BARRIER RAILING TRANSITION INCLUDING BARS THAT PROJECT FROM THE DECK INTO THE RAILING TO BE PAID FOR UNDER ITEM 810-01-00100 CONCRETE BRIDGE RAILING (STANDARD) OR 810-01-00200 CONCRETE BRIDGE RAILING (SLOTTED), PER LINEAR FOOT.
6) SEE BRIDGE GENERAL PLAN FOR BARRIER TYPE.
7) WHEN OVER WINGWALL, USE BARS 501C IN LIEU OF 501A.

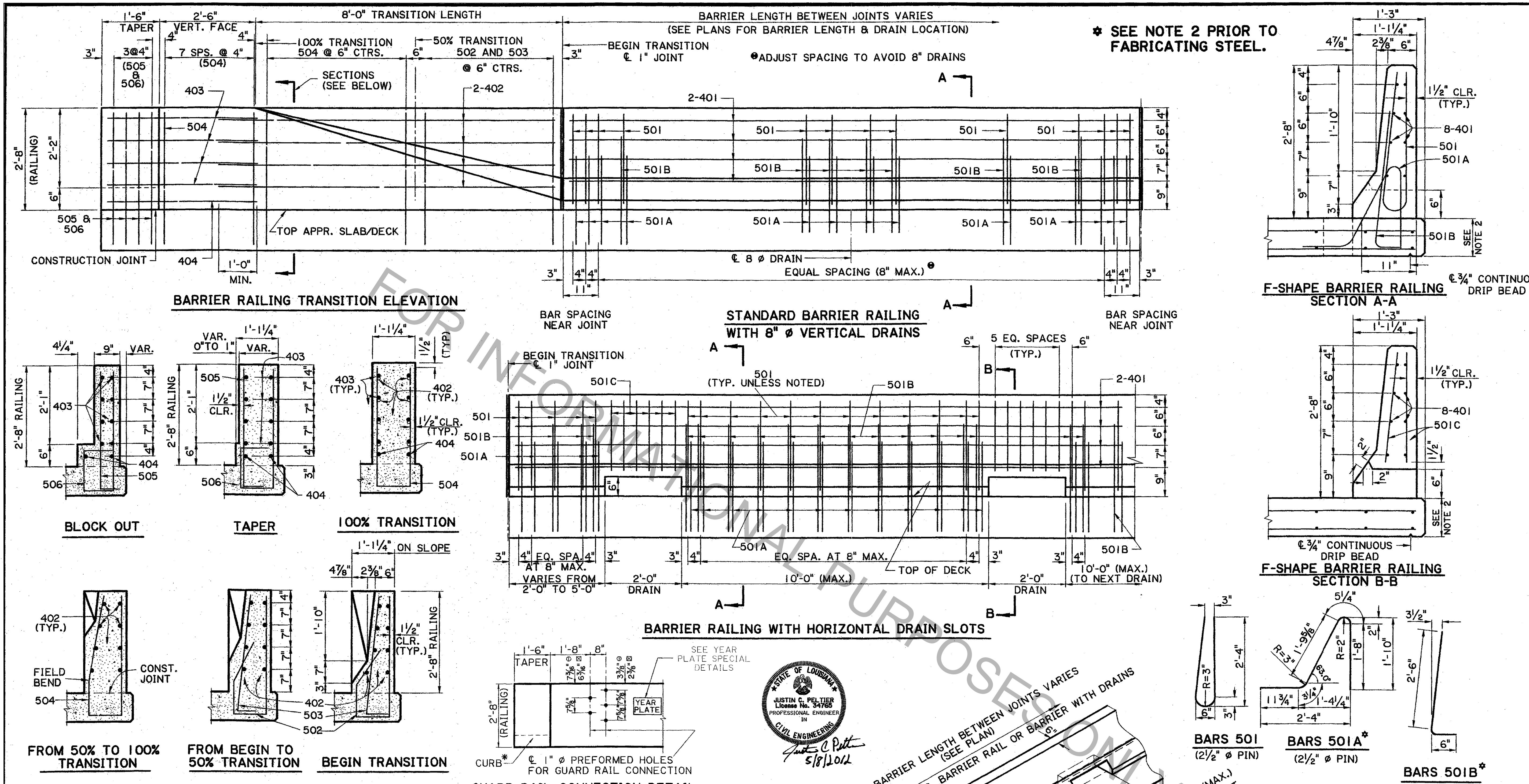
DATE	REVISION OR CHANGE, ORDER DESCRIPTION	BY
07/18/16	2016 SPECIFICATIONS UPDATE.	CMG
07/23/15	REVISED GUARD RAIL CONNECTION DETAIL	CMG

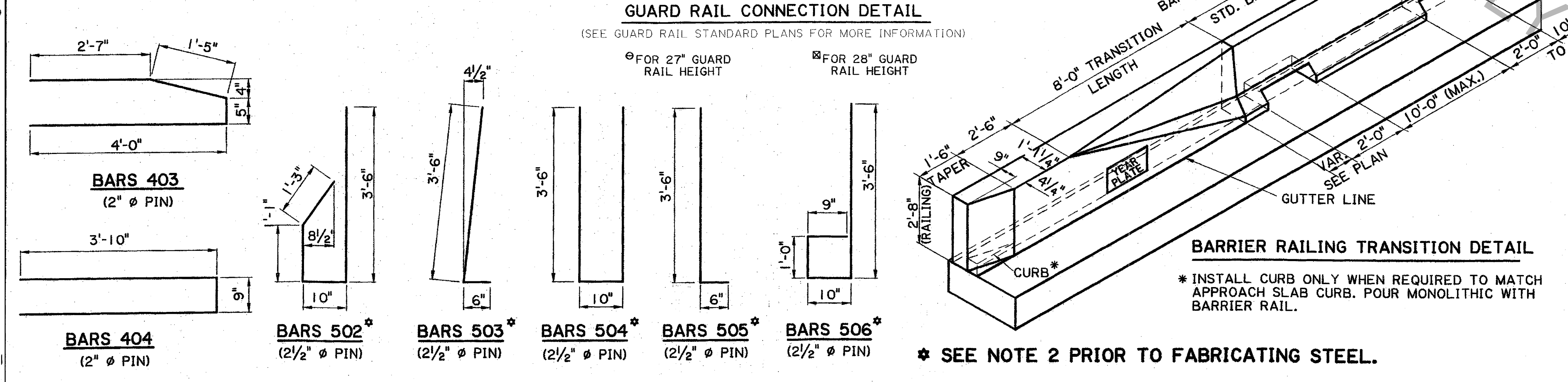
DESIGNED T. LE
CHECKED J. PELTIER
DETAILED G. GRASS
CHECKED J. PELTIER
SERIES NUMBER 1 OF 1

CAST-IN-PLACE BARRIER RAILING & TRANSITION (TRANSITION ON WINGWALL)

BD.2.6.1.14.01 - (BR-01)

BRIDGE & STRUCTURAL DESIGN





NOTES:

1) CONCRETE TO BE CLASS A1 AND REINFORCING STEEL TO BE GRADE 60.
2) REINFORCING STEEL DIMENSIONS SHOWN ARE BASED ON A 1'-1" THICK SLAB UNDER BARRIER. ADJUSTMENTS MUST BE MADE FOR DECKS WITH OTHER THICKNESSES. SEE SPAN DETAILS.
3) WHEN EPOXY COATED OR GALVANIZED REINFORCING STEEL IS REQUIRED IN THE CONCRETE DECK, LONGITUDINAL BARS AND STIRRUPS IN THE BARRIER RAIL FACE (ROADWAY SIDE) SHALL HAVE THE SAME PROTECTION. ALL BARRIER RAIL SURFACES ARE TO RECEIVE A CLASS 3 SPECIAL SURFACE FINISH.
4) 1" OPEN JOINT TYPICAL. SAW CUTTING OF THE OPEN JOINT IS PERMITTED PROVIDED 1½" MIN. CLEARANCE IS MAINTAINED FOR REINFORCING STEEL AND SUBJECT TO APPROVAL OF THE ENGINEER.
5) ALL CONCRETE AND STEEL IN BARRIER RAILING AND BARRIER RAILING TRANSITION INCLUDING BARS THAT PROJECT FROM THE DECK INTO THE RAILING TO BE PAID FOR UNDER ITEM 810-01-00100 CONCRETE BRIDGE RAILING (STANDARD) OR 810-01-00200 CONCRETE BRIDGE RAILING (SLOTTED), PER LINEAR FOOT.
6) SEE GENERAL PLAN FOR BARRIER TYPE.

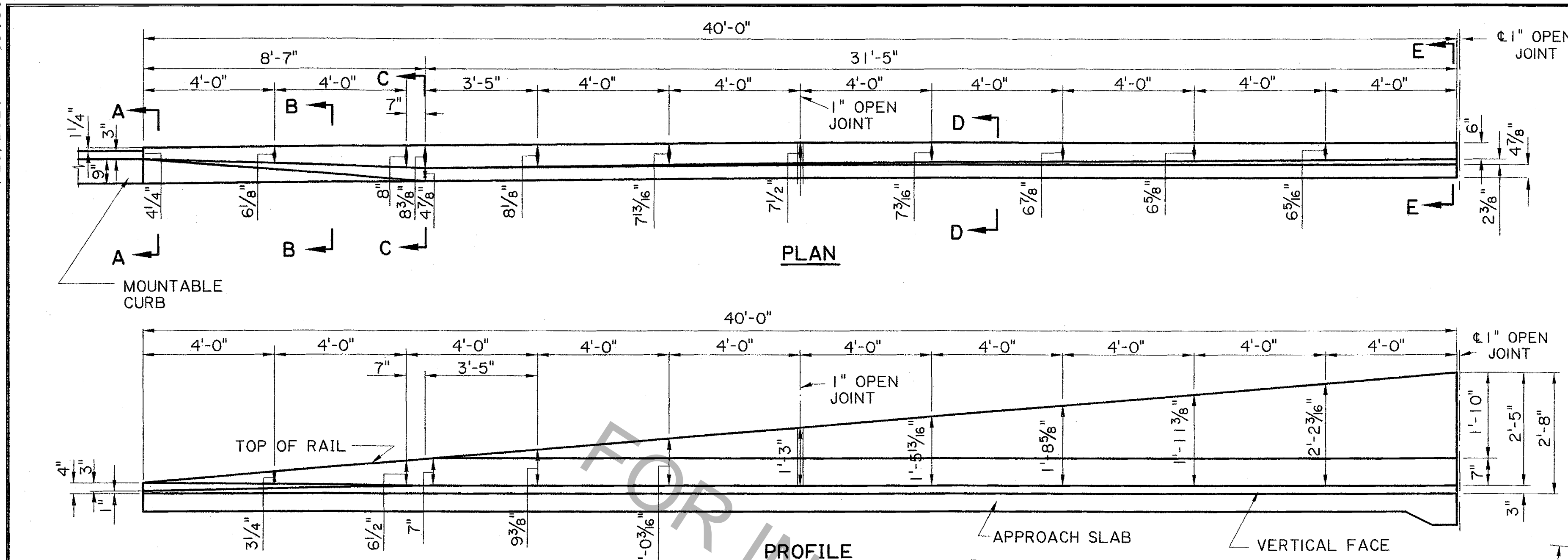
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY
	07/18/16	2016 SPECIFICATIONS UPDATE	CMG
	07/23/15	REVISED GUARD RAIL CONNECTION DETAIL	CMG

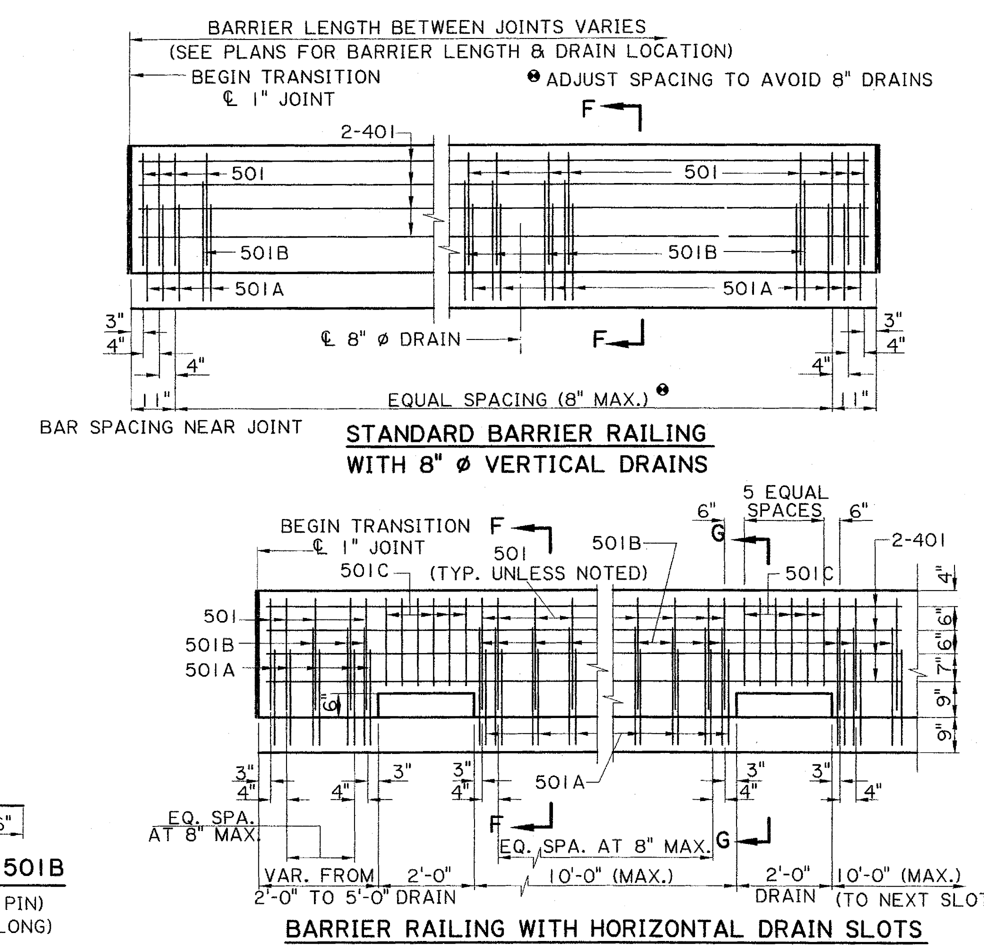
DESIGNED T. LE
CHECKED J. PELTIER
DETAILED G. GRASS
CHECKED J. PELTIER
SERIES NUMBER 1 OF 1
PARISH
CONTROL SECTION
STATE PROJECT
SHEET NUMBER

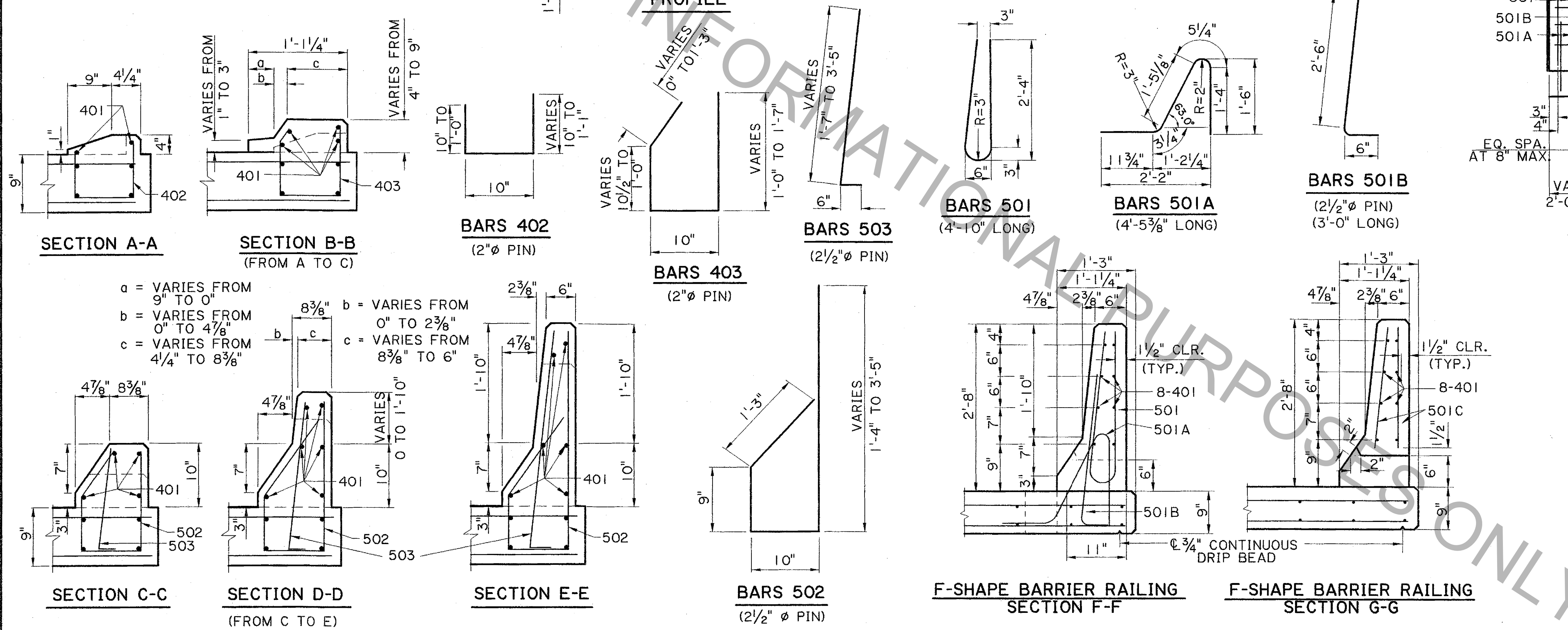
CAST-IN-PLACE BARRIER RAILING & TRANSITION
(TRANSITION ON SPAN)

BD.2.6.1.14.02 - (BR-02)

DOTD
BRIDGE & STRUCTURAL DESIGN

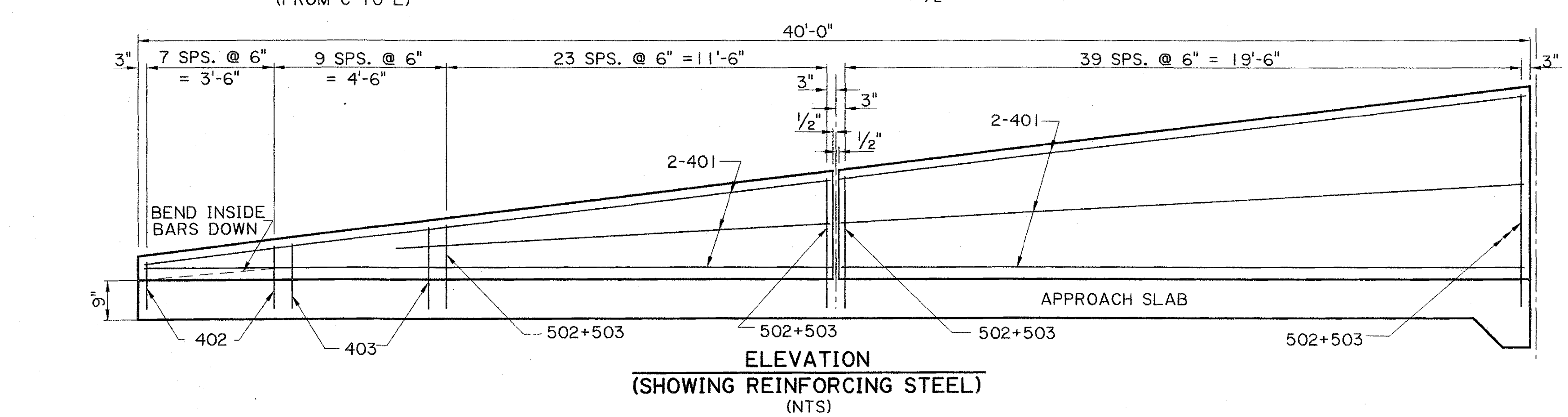


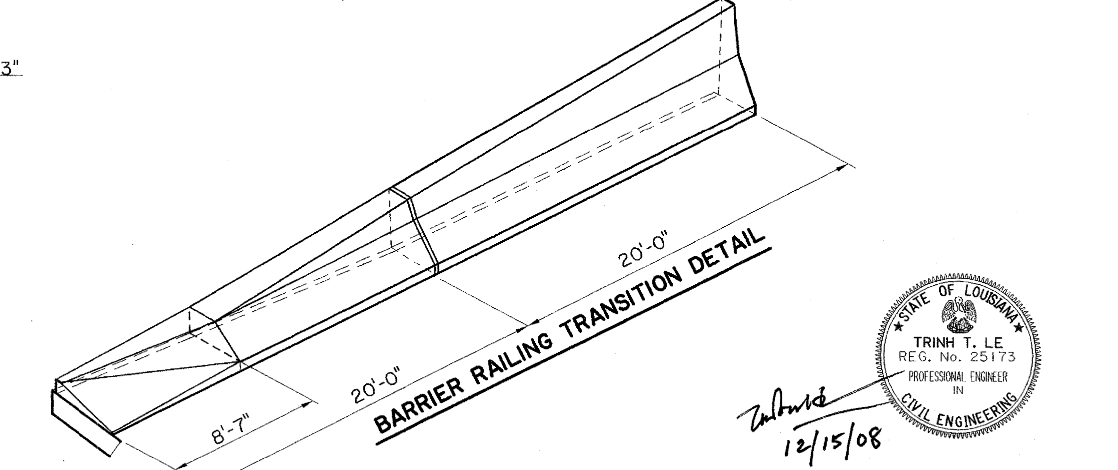




NOTES:

1) CONCRETE TO BE CLASS A1 AND REINFORCING STEEL TO BE GRADE 60. REINFORCING STEEL DIMENSIONS SHOWN ARE BASED ON 9" THICK SLAB UNDER BARRIER. ADJUSTMENTS MUST BE MADE FOR DECKS WITH OTHER VALUES.
2) WHEN EPOXY COATED OR GALVANIZED REINFORCING STEEL IS REQUIRED IN THE CONCRETE DECK, LONGITUDINAL BARS AND STIRRUPS IN THE BARRIER RAIL FACE (ROADWAY SIDE) SHALL HAVE THE SAME PROTECTION. ALL BARRIER RAIL SURFACES ARE TO RECEIVE A CLASS 3 SPECIAL SURFACE FINISH.
3) 1" OPEN JOINT TYPICAL. SAW CUTTING OF THE OPEN JOINT IS PERMITTED PROVIDED 1½" MIN. CLEARANCE IS MAINTAINED FOR REINFORCING STEEL AND SUBJECT TO APPROVAL OF THE ENGINEER.
4) ALL CONCRETE AND STEEL IN BARRIER RAILING AND BARRIER RAILING TRANSITION INCLUDING BARS THAT PROJECT FROM THE DECK INTO THE RAILING TO BE PAID FOR UNDER ITEM 810-01-00100 CONCRETE BRIDGE RAILING (STANDARD) OR 810-01-00200 CONCRETE BRIDGE RAILING (SLOTTED), PER LINEAR FOOT.
5) SEE GENERAL PLAN FOR BARRIER TYPE.





FOR INFORMATIONAL PURPOSES ONLY

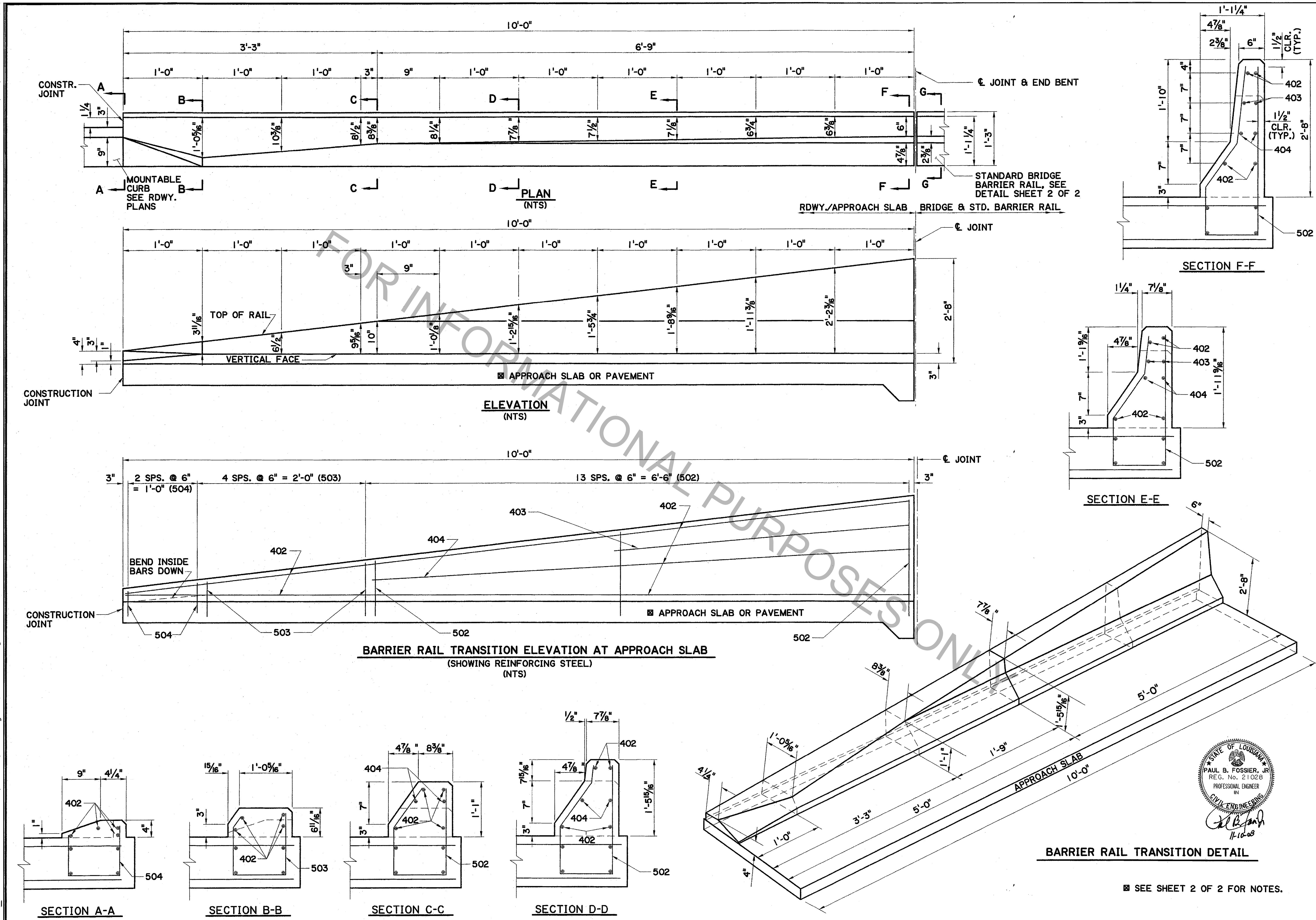
DESIGNED T. LE
CHECKED J. PELTIER
DETAILED G. GRASS
CHECKED J. PELTIER
DATE DEC.,2008

07/18/16 | 2016 SPECIFICATIONS UPDATE | CVG

BARRIER RAILING DETAILS
(LOW SPEED URBAN TRANSITION)
BD.2.6.1.14.03 - (BR-03)

DOTD
BRIDGE AND STRUCTURAL DESIGN

7/20/2018 09:56
IP_PWP:\0683424\BR03-(LRFD).DGN



SHEET NUMBER			
PARISH	FEDERAL PROJECT	STATE PROJECT	
DESIGNED / CHECKED	P. FOSSIER		
DETAILED / CHECKED	G. GRASS / P. FOSSIER		
DATE / SHEET	OCT. 2008 / 1 OF 2		

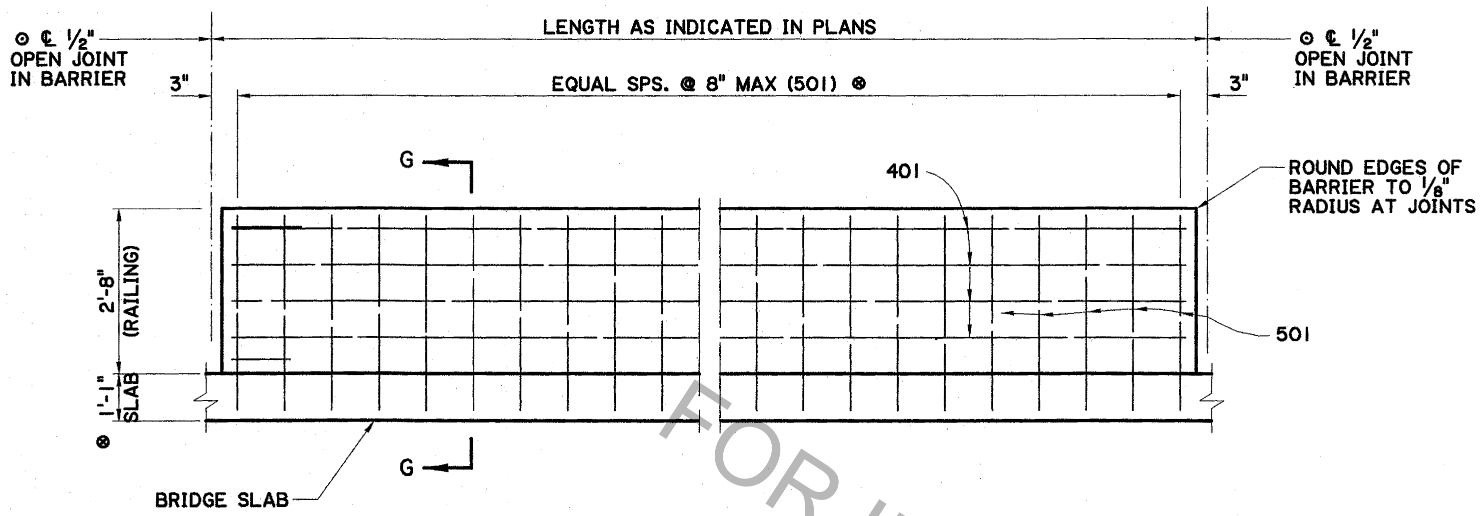
NO.	DATE	REVISION DESCRIPTION	BY
	07/18/16	2016 SPECIFICATIONS UPDATE	CMG

CONCRETE BARRIER RAILING
& TRANSITION AT APPROACH SLAB (CAST-IN-PLACE)

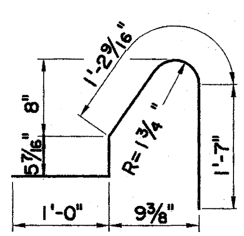
BD.2.6.1.14.04 - (BR-05)

DOTD

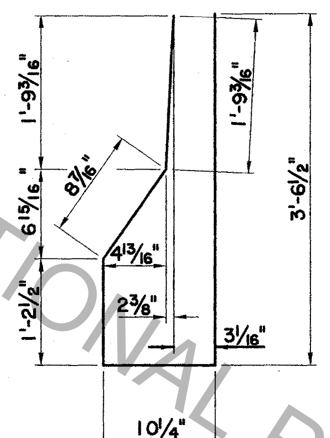
BRIDGE AND STRUCTURAL DESIGN



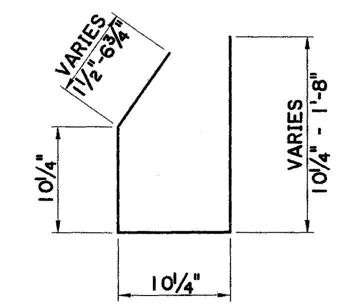
STANDARD BRIDGE BARRIER RAILING ELEVATION
(SHOWING BARRIER RAILING ALONG BRIDGE SLAB)



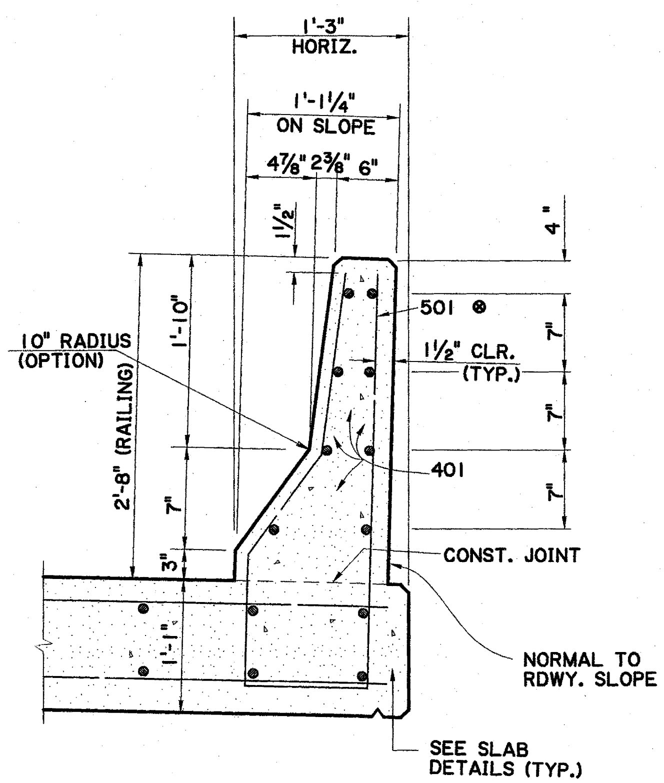
402
(2" ø PIN)



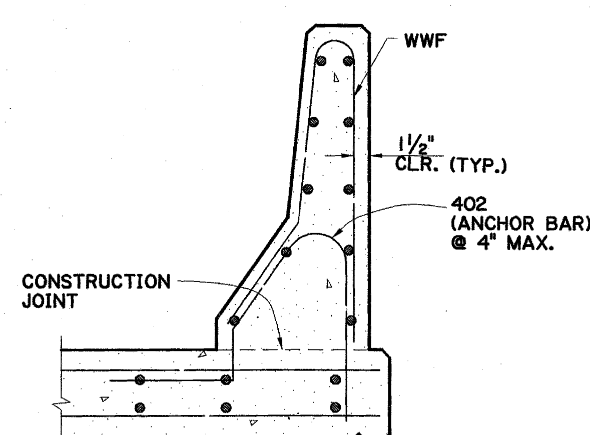
501 ⊗
(2½" ø PIN)



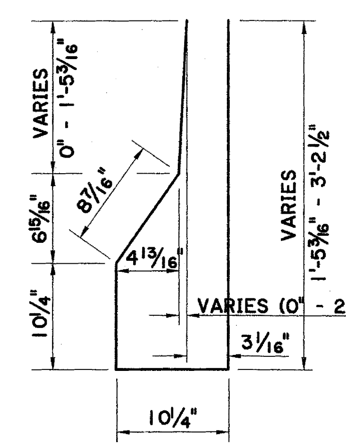
503 ⊠
(2½" ø PIN)



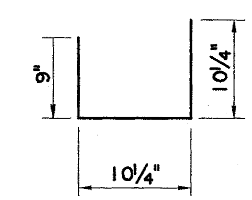
SECTION G-G



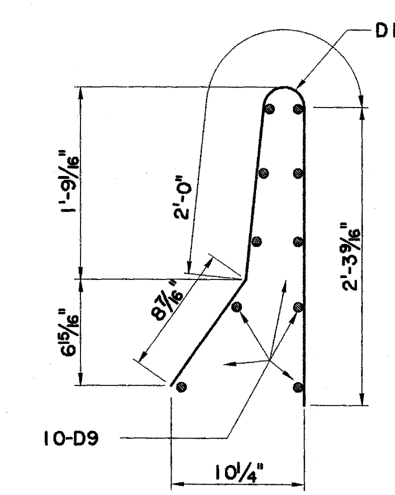
OPTIONAL
BRIDGE RAIL SECTION



502 ⊠
(2½" ø PIN)



504 ⊠
(2½" ø PIN)



WWF DETAIL ⊕
(WWF VAR.x6 - D9xD13)
(2½" ø PIN)

NOTES:

1) STANDARD DETAIL BR-05 CONCRETE BARRIER DETAILS SHALL BE USED ONLY WHEN THE STANDARD GUARD RAIL DETAILS CANNOT BE USED DUE TO SPECIAL SITE CONDITIONS.

2) ALL CONCRETE AND STEEL IN BARRIER RAILING AND BARRIER TRANSITION INCLUDING BARS THAT PROJECT FROM THE DECK INTO THE RAILING TO BE PAID FOR UNDER ITEM 810-01-00100 CONCRETE BRIDGE RAILING (STANDARD), PER LINEAR FOOT.

3) WHEN EPOXY COATED REBARS ARE REQUIRED IN THE CONCRETE DECK, LONGITUDINAL BARS AND STIRRUPS IN THE BARRIER RAIL FACE (ROADWAY SIDE) SHALL HAVE THE SAME PROTECTION.

4) ALL BARRIER RAIL SURFACES ARE TO RECEIVE A CLASS 3 SPECIAL SURFACE FINISH.

⊠ 5) REBAR DIMENSIONS SHOWN FOR NO. 502, 503 & 504 BARS ARE BASED ON A 10" THICK APPROACH SLAB. ADJUSTMENTS TO REBAR DIMENSIONS MUST BE MADE FOR APPROACH SLAB OR CONCRETE PAVEMENTS WITH OTHER VALUES WITH APPROVAL FROM THE ENGINEER.

⊕ 6) WWF SHALL CONFORM TO ASTM A496 AND 497. WWF LAP SPLICE TO BE 1'-0" MINIMUM.

⊗ 7) AT THE CONTRACTORS OPTION, NO. 4 BARS AT 5" CENTERS MAY BE SUBSTITUTED IN LIEU OF NO. 501 BARS AT 8" CENTERS. USE 2" ø PIN FOR BENDING. REINFORCING STEEL DIMENSIONS SHOWN FOR NO. 501 & 402 BARS ARE BASED ON 1'-1" CAST-IN-PLACE BRIDGE SLAB UNDER BARRIER; ADJUSTMENTS TO REBAR DIMENSIONS MUST BE MADE FOR DECKS WITH OTHER VALUES WITH APPROVAL FROM THE ENGINEER.

⊙ 8) SAW CUTTING OF THE ½" OPEN JOINT IS PERMITTED PROVIDED 1½" MINIMUM CLEARANCE IS MAINTAINED FOR REINFORCING STEEL AND SUBJECTED TO APPROVAL OF THE ENGINEER.

DESIGNED	P. FOSSIER
CHECKED	
DETAILED	G. GRASS
CHECKED	P. FOSSIER
DATE	OCT. 2008
SHEET	2 OF 2

NO.	DATE	REVISION DESCRIPTION	BY
	07/18/16	2016 SPECIFICATIONS UPDATE	CMG

CONCRETE BARRIER RAILING
& TRANSITION AT APPROACH SLAB
(CAST-IN-PLACE)

BD.2.6.1.14.05 (BD-05)

STATE OF LOUISIANA
PAUL B. FOSSIER, JR.
REG. No. 21028
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
11-10-08

BRIDGE AND STRUCTURAL DESIGN