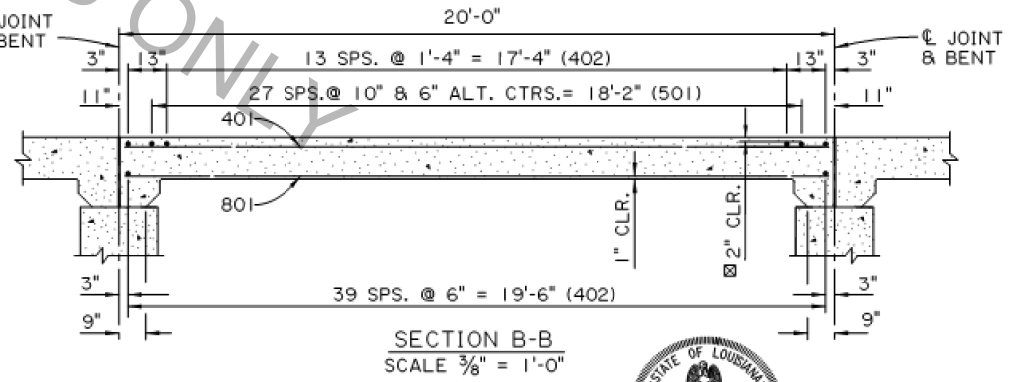


ESTIMATED QUANTITIES (ONE SPAN)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	63	19'-7"	1233'-9"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1233'-9" = 3294 LBS.				
501	56	5'-0"	280'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 280'-0" = 292 LBS.				
401	22	19'-7"	430'-10"	LONGIT. TOP OF SLAB
402	56	26'-2"	1465'-4"	TRANS. TOP & BOT. OF SLAB
TOTAL NO. 4 BARS = 1896'-2" = 1267 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 4853 LBS.				
CLASS A1 CONCRETE = 22.08 CU. YDS.				
CONCRETE RAILING (BARRIER TYPE) = 40.00 LIN. FT.				

SPAN NOTES:
CONSTRUCTION SPECIFICATIONS:
 LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
DESIGN SPECIFICATIONS:
 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, WITH 2008 & 2009 INTERIMS.
DESIGN LOADS:
 THE BRIDGE DECK IS DESIGNED FOR A FUTURE WEARING COURSE OF 19 PSF. THE LIVE LOAD IS HL-93, AND LADV-11 (LOUISIANA DESIGN VEHICLE LIVE LOAD 2011).
STRUCTURAL CONCRETE:
 ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER UNLESS OTHERWISE NOTED. ALL BARRIER RAIL SURFACES ARE TO RECEIVE A CLASS 3 SPECIAL FINISH.
REINFORCING STEEL:
 ALL REINFORCING SHALL BE GRADE 60; DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS. DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS, UNLESS OTHERWISE NOTED. ALL REINFORCING BARS SHALL BE PLACED TO PROVIDE A MINIMUM COVER OF ONE INCH FROM THE SURFACE OF THE DRAIN HOLES TO THE FACE OF THE BARS.
GUARD RAIL:
 REFER TO THE GENERAL PLAN FOR GUARD RAIL REQUIREMENTS. PROVIDE HOLES FOR GUARD RAIL CONNECTIONS ACCORDING TO STANDARD PLAN BD.1.1.1.0.01 (GR-200) ON ALL FOUR BRIDGE RAIL ENDS.
BASIS OF PAYMENT:
 ALL MATERIAL SHALL BE PAID FOR UNDER "BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE" ACCORDING TO THE SPECIFICATIONS.

- STANDARD BARRIERS REQUIRED ON END SPANS.
- FOR BRIDGES IN DISTRICT 04 & 05, MINIMUM CONCRETE COVER IN TOP OF SLAB SHALL BE 2 1/2".



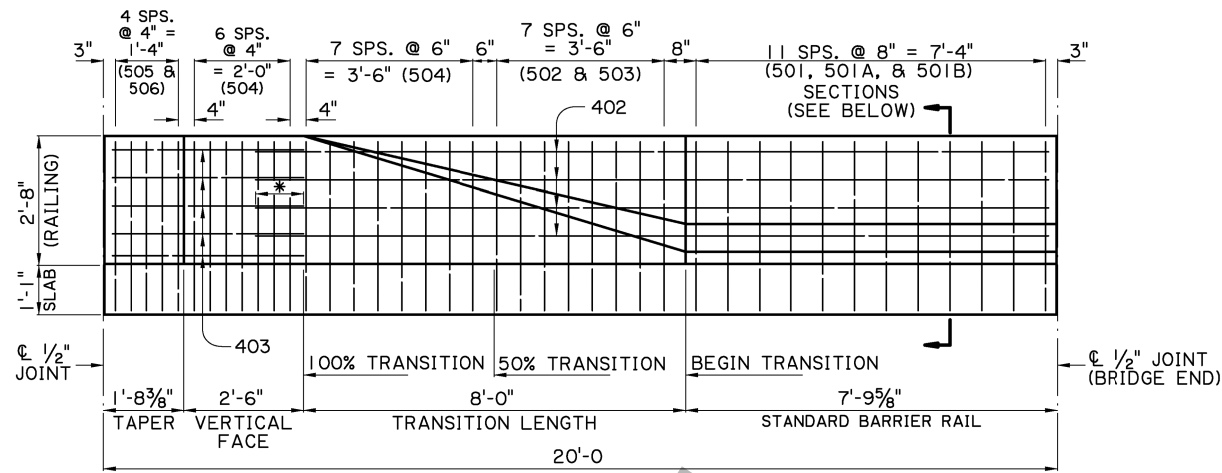
AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.347	—
HL-93 (OPR)	1.746	—
LADV-11 (INV)	1.036	MAGNIFICATION FACTOR = 1.3

STATE OF LOUISIANA
 VICTOR A. SANCHEZ
 License No. 33936
 PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
 05/17/17

SHEET NUMBER	1
DESIGNED	J. PAINE
CHECKED	J. NAKHLEH
DETAILER	D. HYMEL
CHECKED	J. NAKHLEH
REVIEWED	05/17/17
SERIES #	2 OF 11
DATE	
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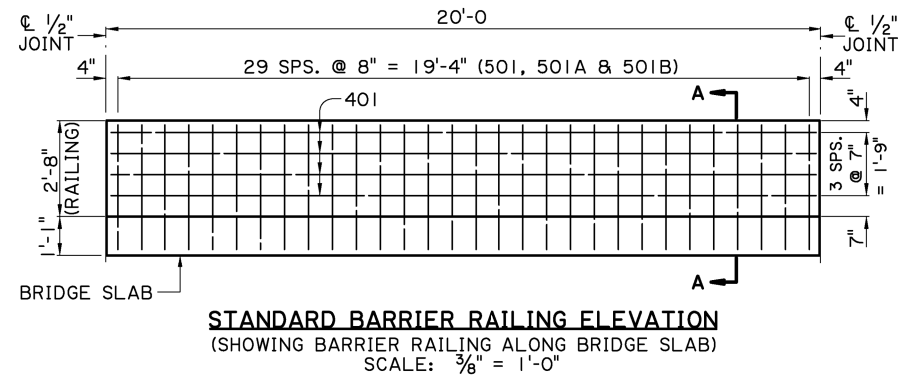
SPAN (1 OF 2)
 20'-0" CONCRETE SLAB SPAN
 24'-0" CLEAR ROADWAY
 90° CROSSING TWO WAY TANGENT

DOTD
 DOTD BRIDGE DESIGN



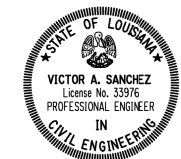
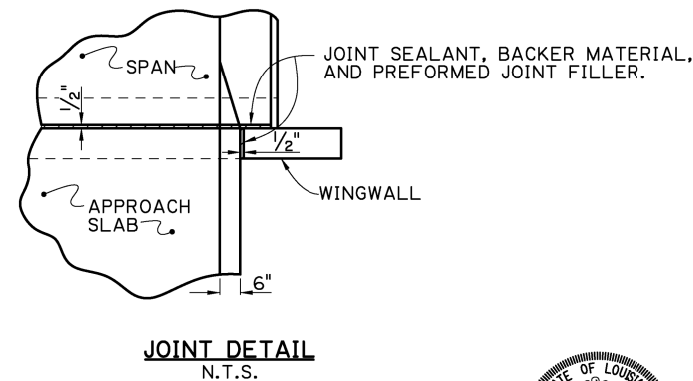
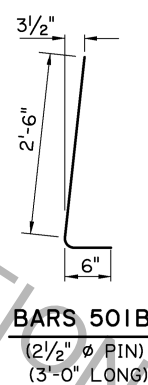
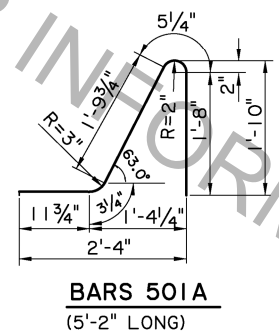
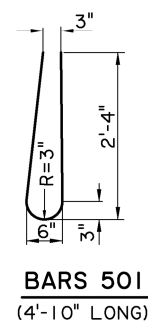
* 1'-0" (MIN.) SPLICE

BARRIER RAILING TRANSITION ELEVATION
 (SHOWING BARRIER RAILING AT END OF BRIDGE)
 SCALE: 1/2" = 1'-0"

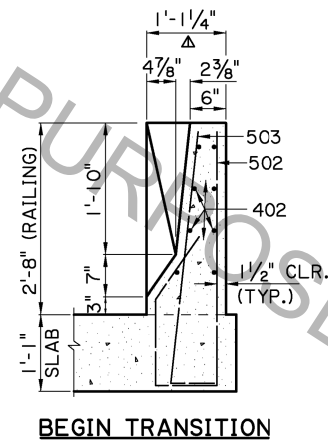
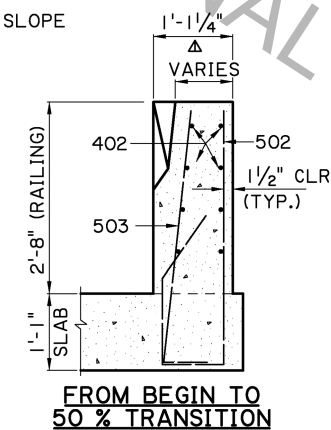
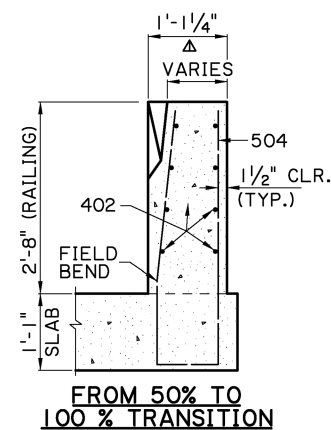
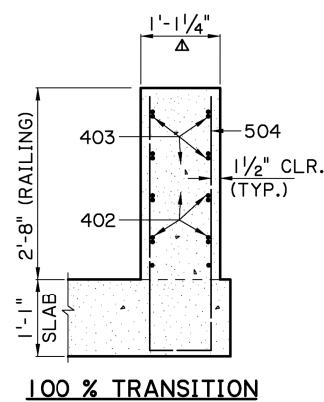
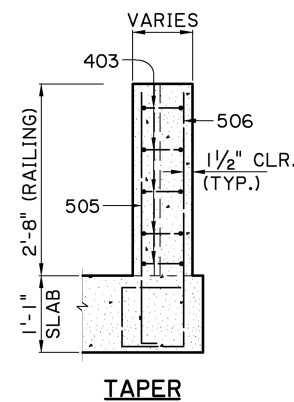
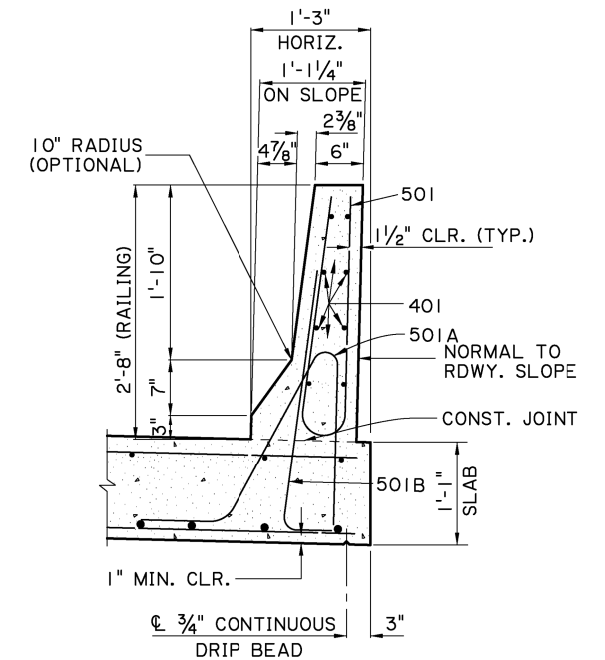


1" Ø PREFORMED HOLES FOR GUARD RAIL CONNECTION

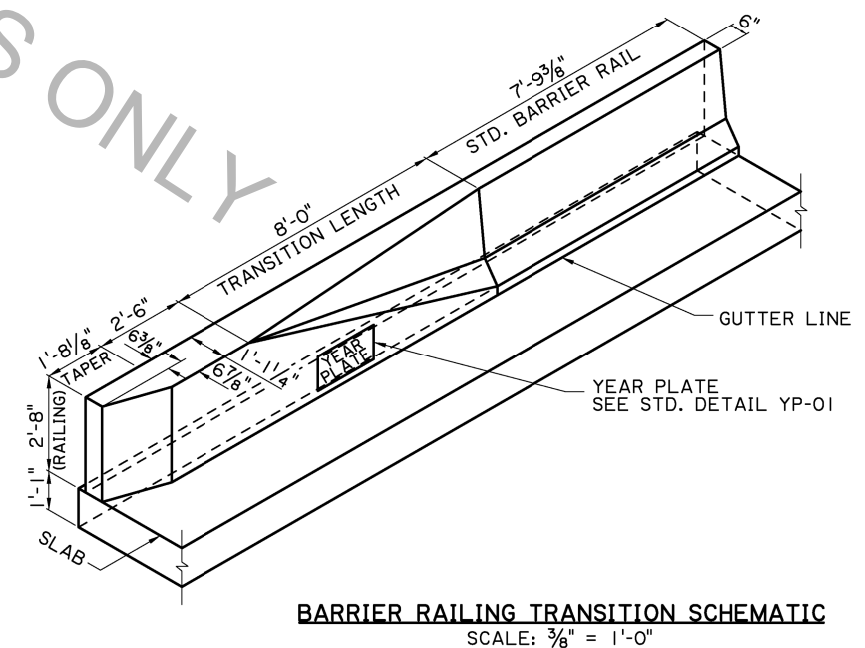
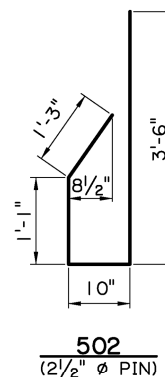
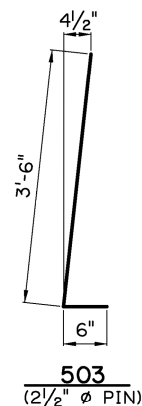
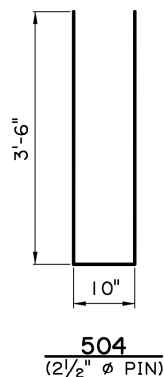
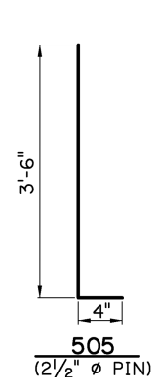
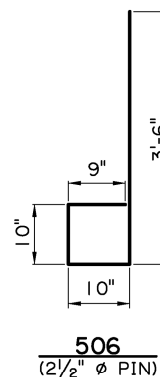
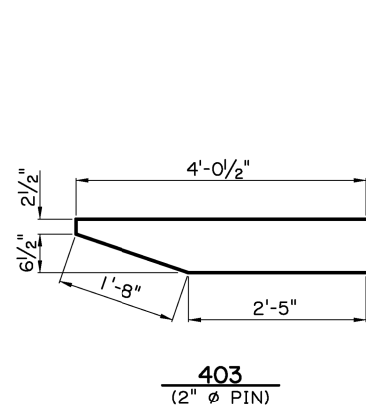
GUARD RAIL CONNECTION DETAIL
 (FOR GUARD RAIL DETAILS, SEE STANDARD PLAN BD.1.1.1.0.01 (GR-200).)
 SCALE: 1/2" = 1'-0"



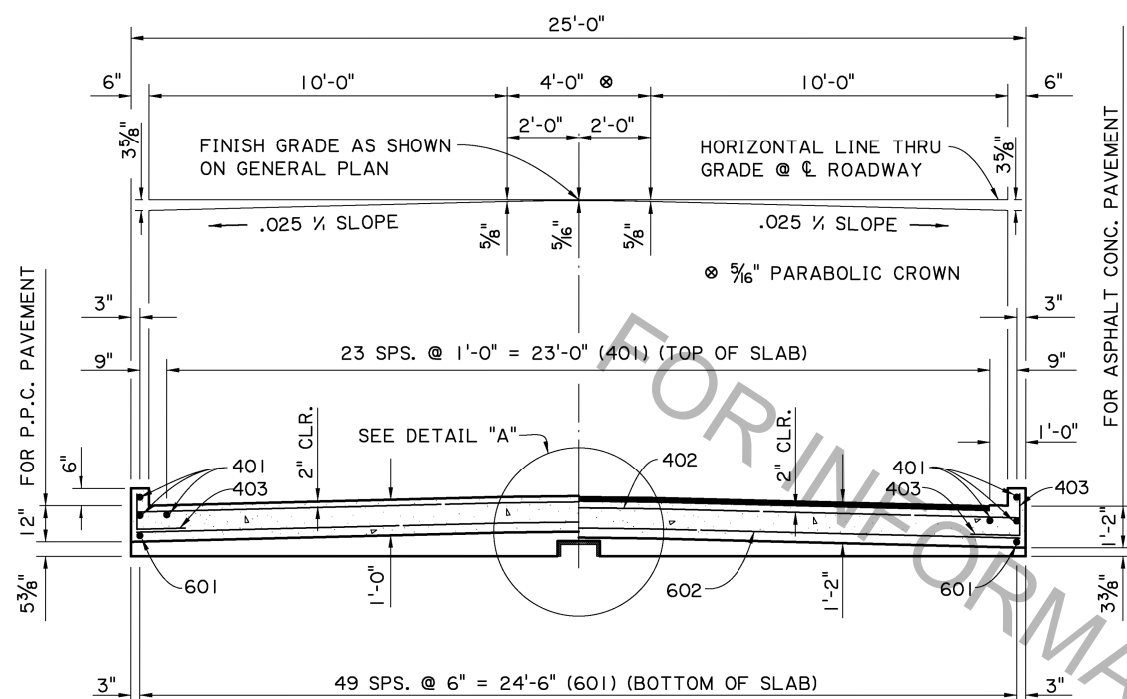
Victor A. Sanchez
 05/17/17



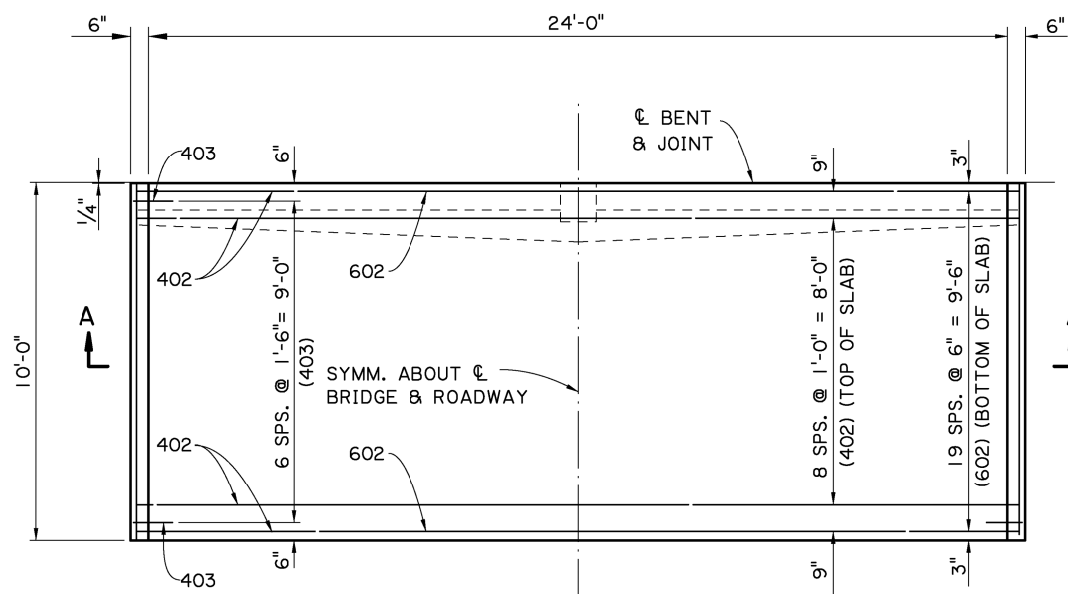
BARRIER RAILING TRANSITION SECTIONS
 SCALE: 3/4" = 1'-0"



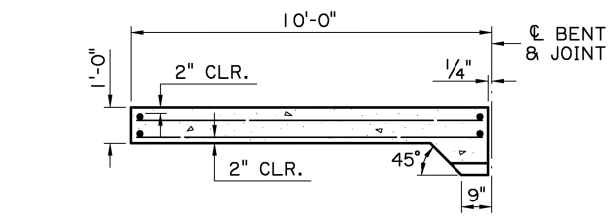
SHEET NUMBER	PARISH	DESIGNED	CONTROL SECTION	STATE	PROJECT
	B. DELATTE	J. NAKHLEH	D. HYMEL	05/17/17	3 OF 11
CHECKED	J. NAKHLEH	J. NAKHLEH	J. NAKHLEH		
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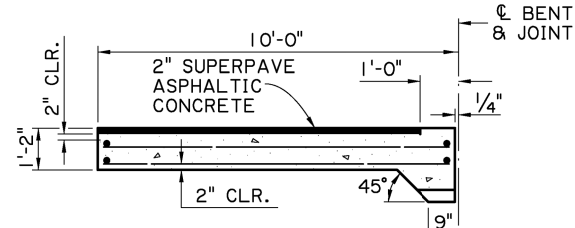
SECTION A-A
SCALE: 3/8" = 1'-0"



PLAN
SCALE: 3/8" = 1'-0"



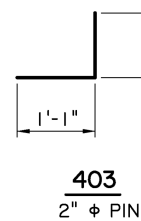
(FOR PORTLAND CEMENT CONCRETE ROADWAY PAVEMENT)



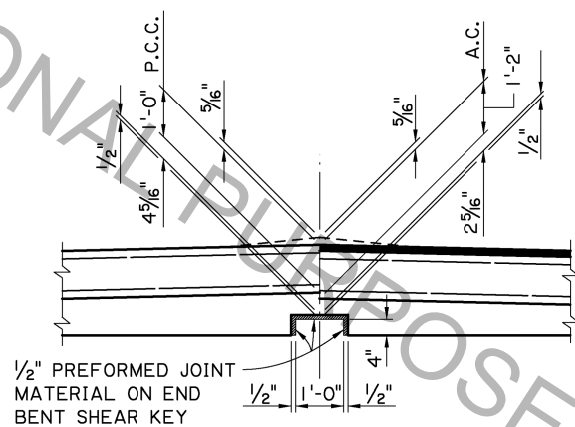
(FOR SUPERPAVE ASPHALTIC CONCRETE ROADWAY PAVEMENT)

SECTION ALONG CL ROADWAY

SCALE: 3/8" = 1'-0"

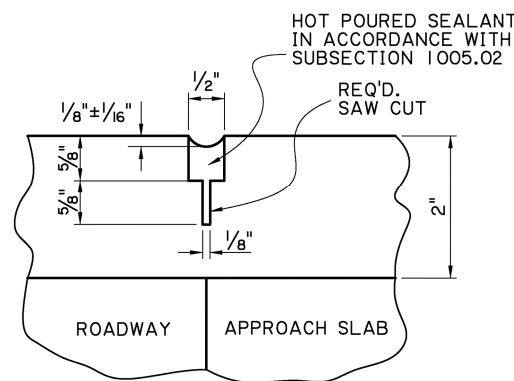


403
2" Ø PIN

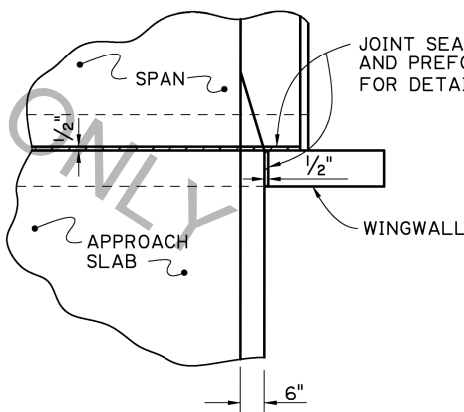


DETAIL A

SCALE: 1/2" = 1'-0"



SAWING & SEALING JOINT DETAIL
N.T.S.



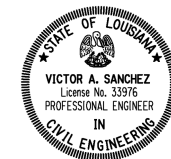
JOINT DETAIL
N.T.S.

APPROACH SLAB NOTES:

- CONSTRUCTION SPECIFICATIONS:** LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
- DESIGN SPECIFICATIONS:** AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 4th EDITION, WITH 2008 & 2009 INTERIMS.
- STRUCTURAL CONCRETE:** ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER, UNLESS OTHERWISE NOTED.
- SUPERPAVE ASPHALTIC CONCRETE:** TO BE THE SAME TYPE AS THE SUPERPAVE ASPHALTIC CONCRETE USED FOR THE APPROACH ROADWAY PAVEMENT OR OVERLAY.
- REINFORCING STEEL:** ALL REINFORCING STEEL SHALL BE GRADE 60. DIMENSIONS RELATING TO THE FABRICATION ARE OUT-TO-OUT OF BARS, UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS.
- BEDDING MATERIAL:** FOR DETAILS OF BEDDING MATERIAL AND UNDERDRAINS SEE STANDARD DETAIL BD.2.10.1.0.07.
- SAWING & SEALING:** THE SUPERPAVE ASPHALTIC CONCRETE SHALL BE SAW CUT AT THE END OF THE CONCRETE APPROACH SLAB THE ENTIRE ROADWAY WIDTH AND SEALED. COST TO BE INCLUDED WITH CONCRETE APPROACH SLABS.
- BASIS OF PAYMENT:** ALL MATERIAL SHALL BE PAID FOR UNDER 'CONCRETE APPROACH SLABS' ACCORDING TO THE SPECIFICATIONS, EXCEPT WHERE NOTED ON THIS SHEET.

ESTIMATED QUANTITIES (ONE SLAB)				
BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
601	50	9'-7"	479'-2"	LONGIT. BOT. OF SLAB
602	20	24'-8"	493'-4"	TRANSV. BOT. OF SLAB
TOTAL NO. 6 BARS = 972'-6" = 1,461 LBS.				
401	28	9'-7"	268'-4"	LONGIT. TOP OF SLAB & CURB
402	11	24'-8"	271'-4"	TRANSV. TOP OF SLAB
403	14	2'-0"	28'-0"	DOWELS IN CURB
TOTAL NO. 4 BARS = 567'-8" = 379 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1,840 LBS.				
CONCRETE APPROACH SLAB = 27.78 SQ. YDS.				
SUPERPAVE ASPHALTIC CONCRETE = 2.5 TONS				
SAW CUT & SEAL = 23 LIN. FT.				

- TO BE PAID FOR UNDER ITEM CONCRETE APPROACH SLABS.
- REQUIRED WHEN APPROACH SLAB IS ADJACENT TO SUPERPAVE ASPHALTIC CONCRETE PAVEMENT.

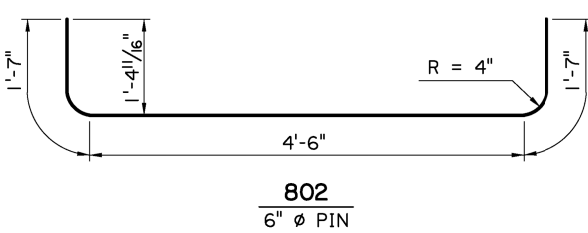
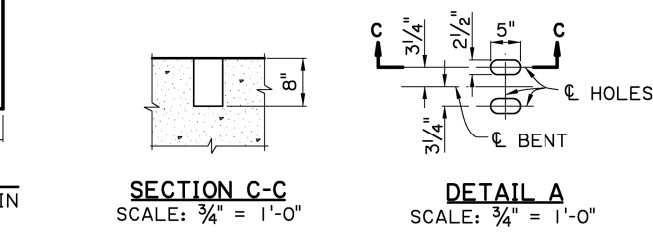
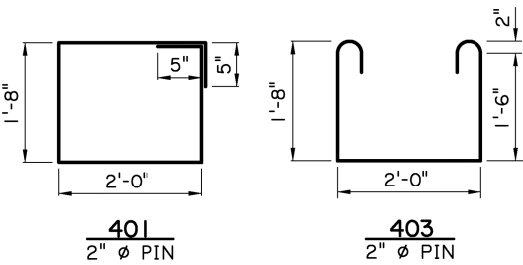
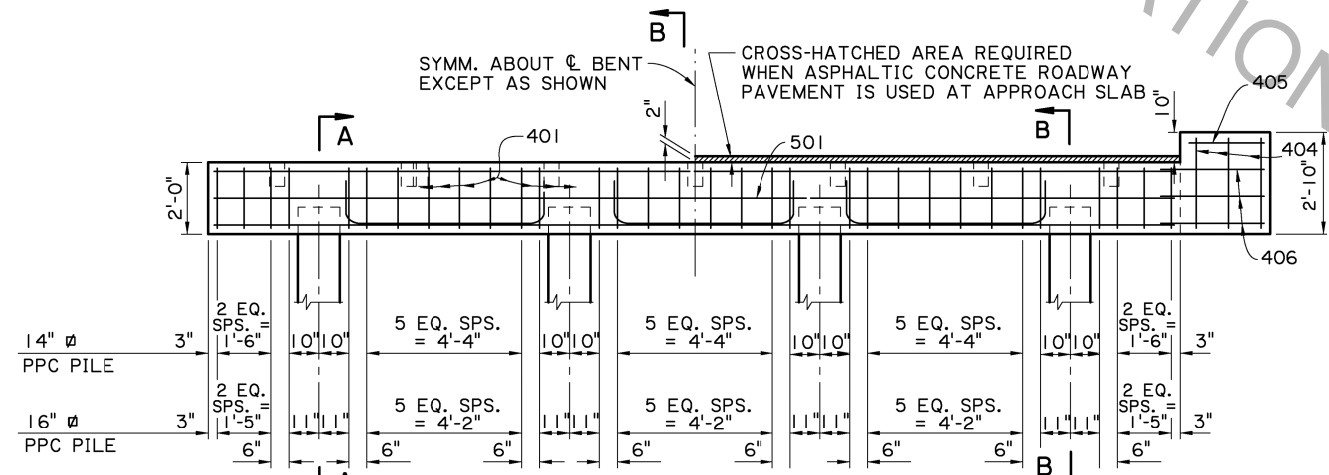
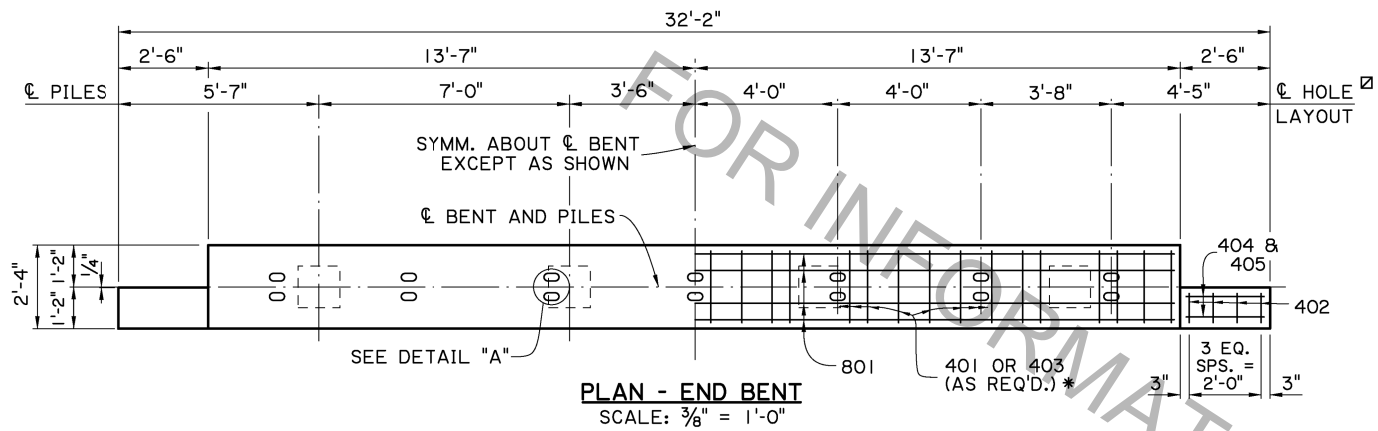
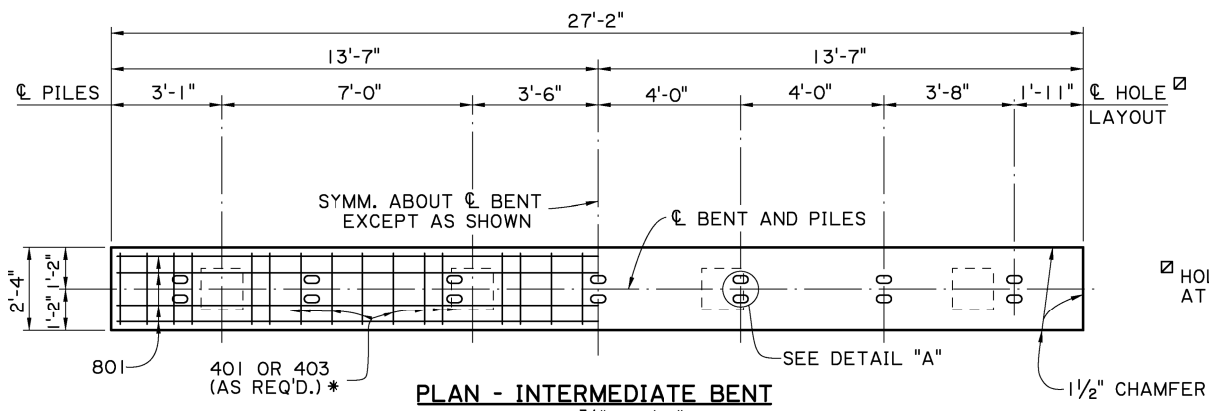


Victor A. Sanchez
05/17/17

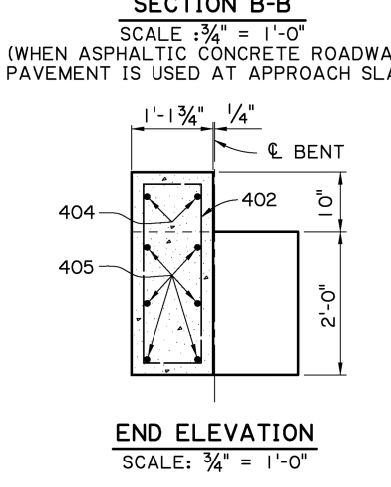
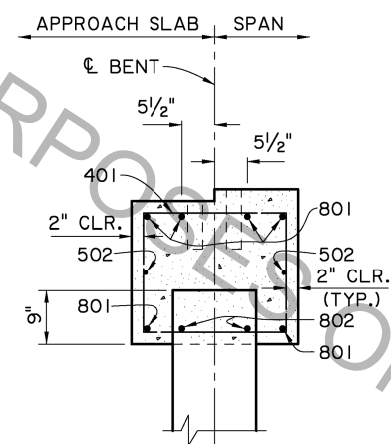
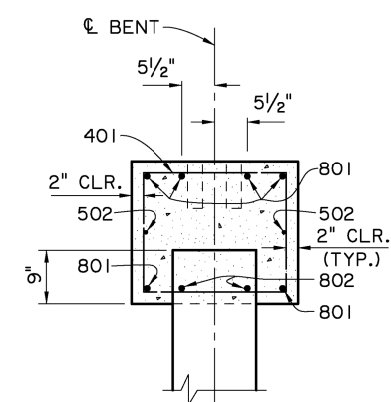
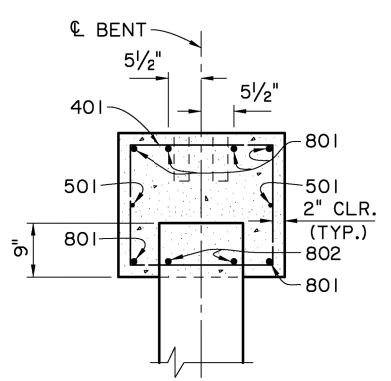
APPROACH SLAB
10'-0" CONCRETE APPROACH SLAB
24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT

DOTD
DOT BRIDGE DESIGN

DESIGNED BY: J. PAINE
CHECKED BY: J. NAKHLEH
PARISH: LA
CONTROL SECTION: 05/17/17
STATE PROJECT: 90-24-20SL
SERIES #: 4 OF 11



AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	2.328	—
HL-93 (OPR)	3.018	—
LADV-11 (INV)	1.791	MAGNIFICATION FACTOR = 1.3



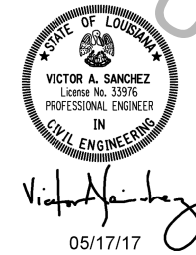
ESTIMATED QUANTITIES (ONE INTER. BENT)				
BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
801	6	26'-10"	161'-0"	LONGIT. IN CAP
802	6	7'-8"	46'-0"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 207'-0"			= 553 LBS.	
501	2	26'-10"	53'-8"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 53'-8"			= 56 LBS.	
401	26	8'-2"	212'-4"	STIRRUPS IN CAP
403	6	6'-6"	39'-0"	STIRRUPS IN CAP
TOTAL NO. 4 BARS = 251'-4"			= 168 LBS.	
TOTAL DEFORMED REINFORCING STEEL = 777 LBS.				
TOTAL CLASS A1 CONCRETE = 4.50 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 17 TONS				
SERVICE LIVE LOAD = 34 TONS				
FACTORED TOTAL LOAD = 71 TONS				

16" Ø PPC PILES USED FOR ESTIMATING PURPOSES ONLY. (ADD 0.05 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN 14" Ø PPC PILES ARE USED.)

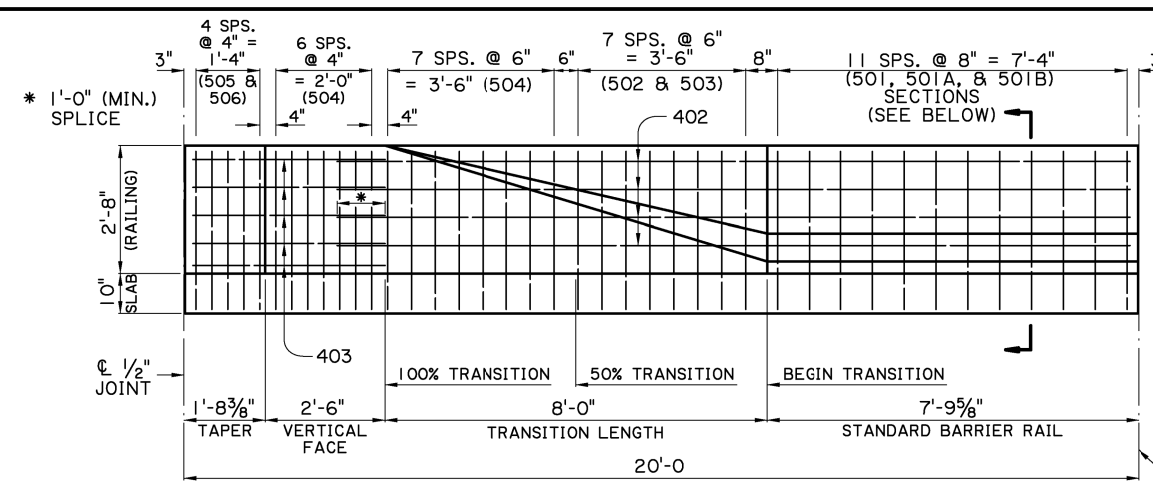
ESTIMATED QUANTITIES (ONE END BENT)				
BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
801	6	26'-10"	161'-0"	LONGIT. IN CAP
802	6	7'-8"	46'-0"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 207'-0"			= 553 LBS.	
501	2	26'-10"	53'-8"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 53'-8"			= 56 LBS.	
401	26	8'-2"	212'-4"	STIRRUPS IN CAP
402	8	7'-6"	60'-0"	STIRRUPS IN WINGWALL
403	6	6'-6"	39'-0"	STIRRUPS IN CAP
404	4	2'-2"	8'-8"	LONGIT. IN WINGWALL
405	12	4'-0"	48'-0"	LONGIT. IN WINGWALL
TOTAL NO. 4 BARS = 368'-0"			= 246 LBS.	
TOTAL DEFORMED REINFORCING STEEL = 855 LBS.				
TOTAL CLASS A1 CONCRETE = 5.10 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 17 TONS				
SERVICE LIVE LOAD = 34 TONS				
FACTORED TOTAL LOAD = 71 TONS				

16" Ø PPC PILES USED FOR ESTIMATING PURPOSES ONLY. (ADD 0.05 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN 14" Ø PPC PILES ARE USED.) ADD 0.20 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB.

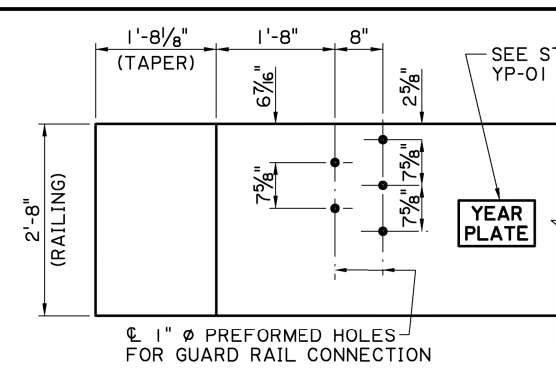
ALTERNATE BENT NOTES:
 CONSTRUCTION SPECIFICATIONS; LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
 DESIGN SPECIFICATIONS; AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, WITH 2008 & 2009 INTERIMS.
 DESIGN LOAD; LIVE LOAD IS HL-93. AND LADV-11 (LOUISIANA DESIGN VEHICLE LIVE LOAD 2011).
 STRUCTURAL CONCRETE; ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER UNLESS OTHERWISE NOTED. ALL EXPOSED FACES OF WINGWALLS AND ENDS OF CAPS SHALL RECEIVE A SURFACE FINISH AS PER SUBSECTION 805.08 OF THE STANDARD SPECIFICATIONS, EXCEPT WHEN SPECIFIED ELSEWHERE IN THE PLANS.
 REINFORCING STEEL; ALL REINFORCING SHALL BE GRADE 60. DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS, UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS OTHERWISE NOTED.
 PRECAST CONCRETE PILES; FOR DETAILS OF PILES SEE STANDARD DETAIL BD.2.5.1.0.01(CS-216). EXTERIOR PILES ARE TO BATTERED OUTWARD AT 1/2 ON 12 IN THE LONGITUDINAL DIRECTION OF THE BENT, WHEN NOTED ON THE GENERAL PLAN.
 BASIS OF PAYMENT; ALL MATERIALS SHALL BE PAID FOR UNDER "BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE" ACCORDING TO THE SPECIFICATIONS.



SHEET NUMBER: 6 OF 11
 PROJECT: 05/17/17
 PARISH: J. PAINE
 CONTROL SECTION: J. HAMEL
 CHECKED: J. NAKHLEH
 REVISION OR CHANGE ORDER DESCRIPTION: 801 BAR DESIGNATION
 DATE: 3-31-04
 NO. 1
 BY: J. NAKHLEH
 STANDARD DETAIL: PSS-90-24-20SL
ALTERNATE BENTS
 CAST-IN-PLACE CONCRETE BENT
 24'-0" CLEAR ROADWAY
 90° CROSSING TWO WAY TANGENT
 DOTD
 DOTD BRIDGE DESIGN

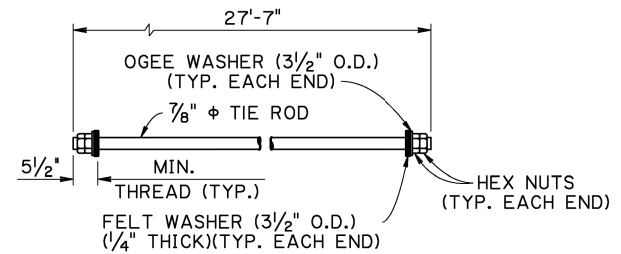


BARRIER RAILING TRANSITION ELEVATION
(SHOWING BARRIER RAILING AT END OF BRIDGE)
SCALE: 1/2" = 1'-0"

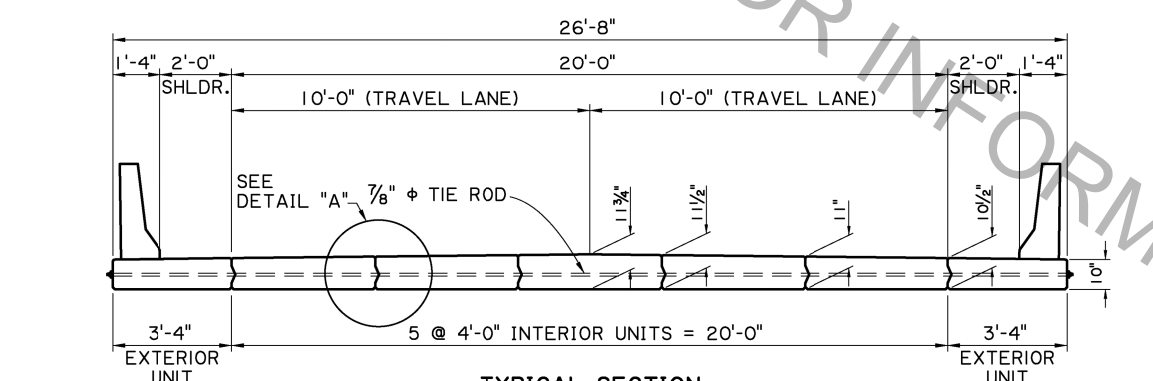


GUARD RAIL CONNECTION DETAIL
(FOR GUARD RAIL DETAILS, SEE STANDARD PLAN BD.1.1.1.0.01 (GR-200).
SCALE: 3/4" = 1'-0"

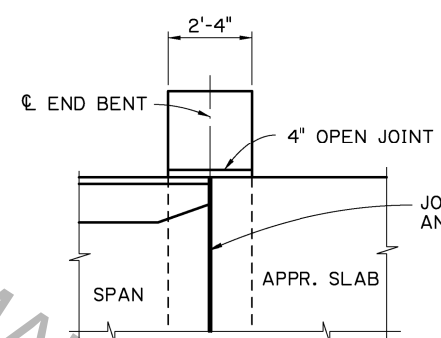
NOTE:
THE NUTS & WASHERS FOR THE TIE ROD SHALL BE ZINC COATED AND THE EXPOSED ENDS TO THE TIE RODS SHALL BE PAINTED WITH AN APPROVED COATING. AS A FINAL OPERATION THE CONTRACTOR SHALL BE REQUIRED TO TORQUE THE INSTALLED TIE ROD TO 170 FT. LBS. JUST PRIOR TO PAINTING. ALL EXPOSED ENDS SHALL BE PAINTED WITH AN APPROVED COATING AFTER STRESSING. ONE (1) MECHANICAL SPLICE MAY BE USED IN SPLICING THE 7/8" Ø TIE ROD. THE SPLICE SHALL DEVELOP AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE TIE ROD IN TENSION. THE MECHANICAL SPLICE SHALL BE ZINC COATED OR PAINTED WITH AN APPROVED COLD GALVANIZING REPAIR COMPOUND FROM AML PRIOR TO PLACING THE TIE ROD IN THE STRUCTURE.



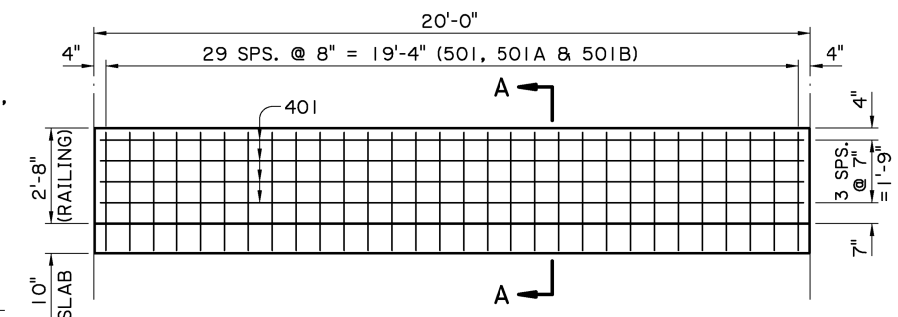
DETAILS OF TIE ROD



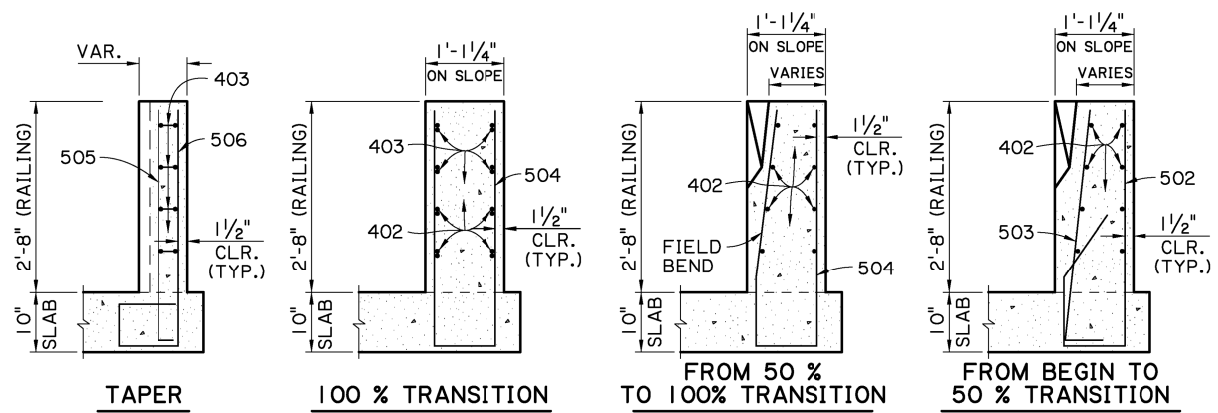
TYPICAL SECTION
SCALE: 3/8" = 1'-0"



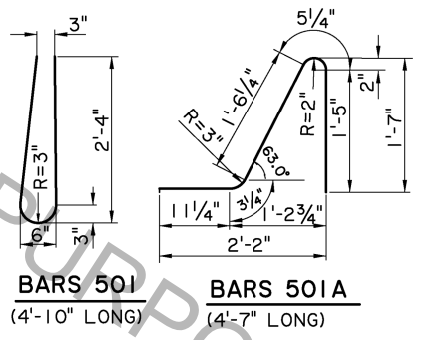
JOINT DETAIL
N.T.S.



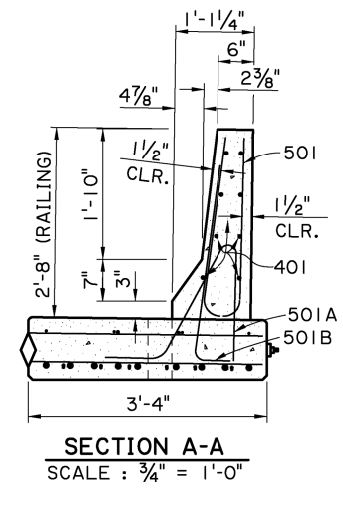
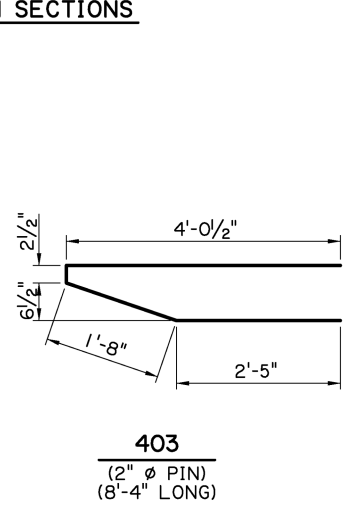
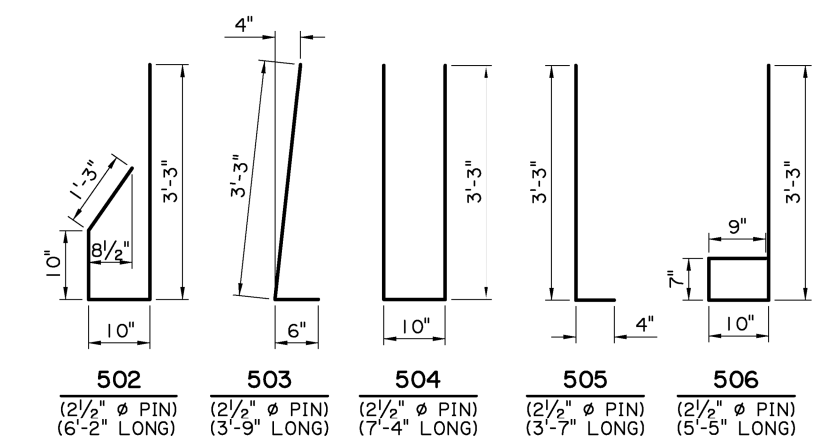
STANDARD BARRIER RAILING ELEVATION
(SHOWING BARRIER RAILING ALONG BRIDGE SLAB)
SCALE: 3/8" = 1'-0"



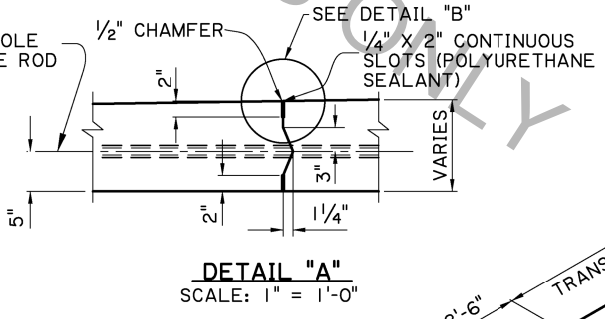
BARRIER RAILING TRANSITION SECTIONS
SCALE: 3/4" = 1'-0"



BARS 501
(4'-10" LONG)
BARS 501A
(4'-7" LONG)
BARS 501B
(2 1/2" Ø PIN)
(2'-9" LONG)



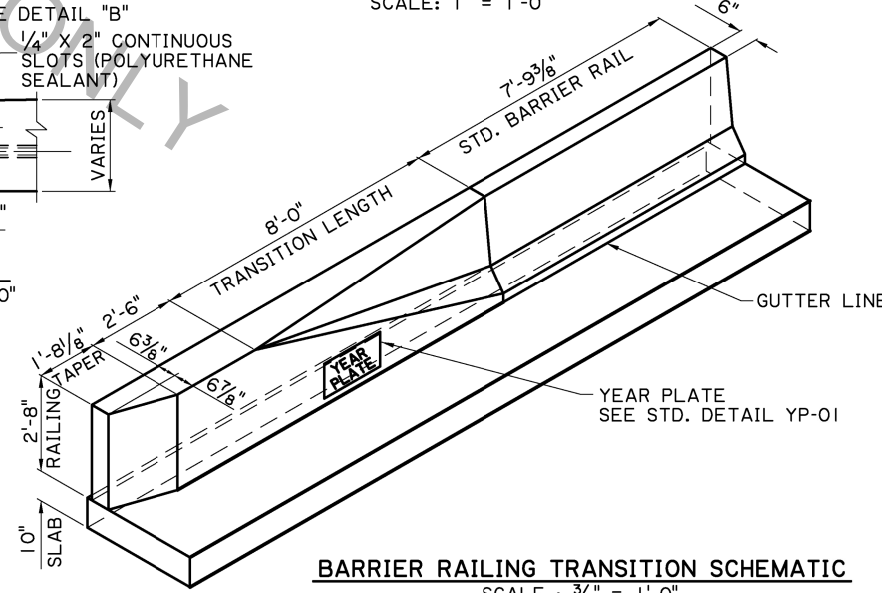
SECTION A-A
SCALE: 3/4" = 1'-0"



DETAIL "A"
SCALE: 1" = 1'-0"



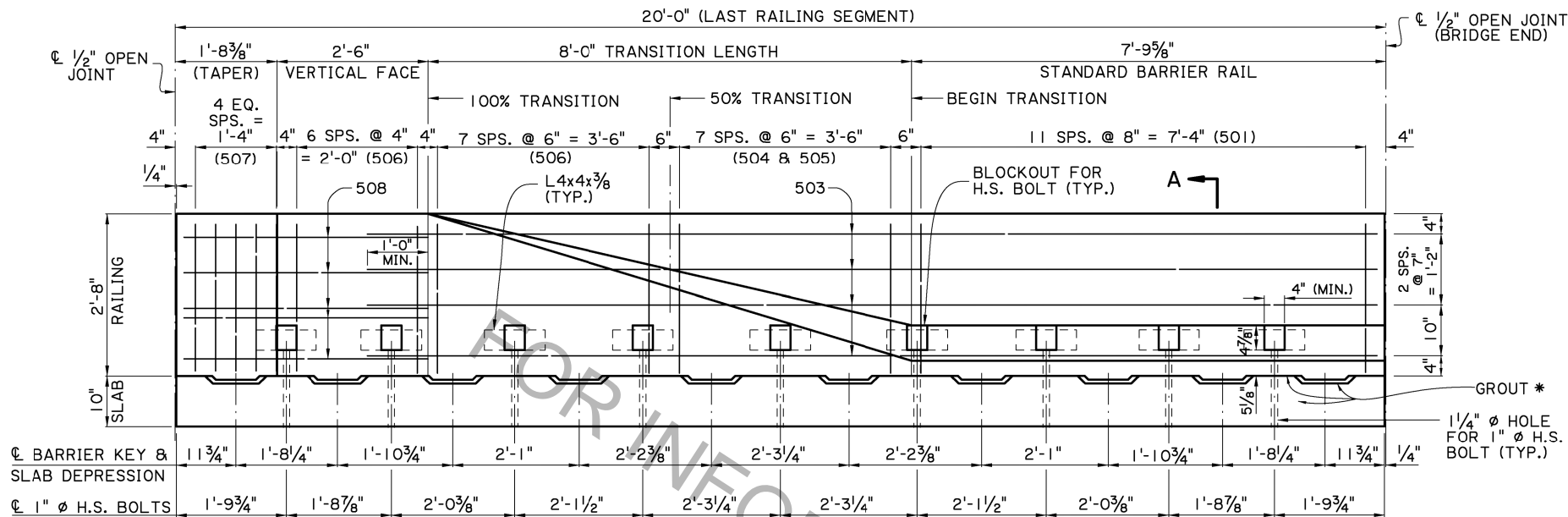
Victor A. Sanchez
05/17/17



BARRIER RAILING TRANSITION SCHEMATIC
SCALE: 3/8" = 1'-0"

SHEET NUMBER	PARISH	DESIGNED	CONTROL SECTION	STATE	PROJECT
	B. DELATTE	J. NAKHLEH	J. NAKHLEH	05/17/17	7 OF 11
CHECKED	D. HYMEL	J. NAKHLEH			
REVIEWED					
BY					
DATE					
NO.					
REVISION OR CHANGE ORDER DESCRIPTION					
ALTERNATE SPAN (1 OF 4)					
20'-0" PRECAST CONCRETE SLAB SPAN					
24'-0" CLEAR ROADWAY					
90° CROSSING TWO WAY TANGENT					
STANDARD DETAIL					
PSS-90-24-20SL					

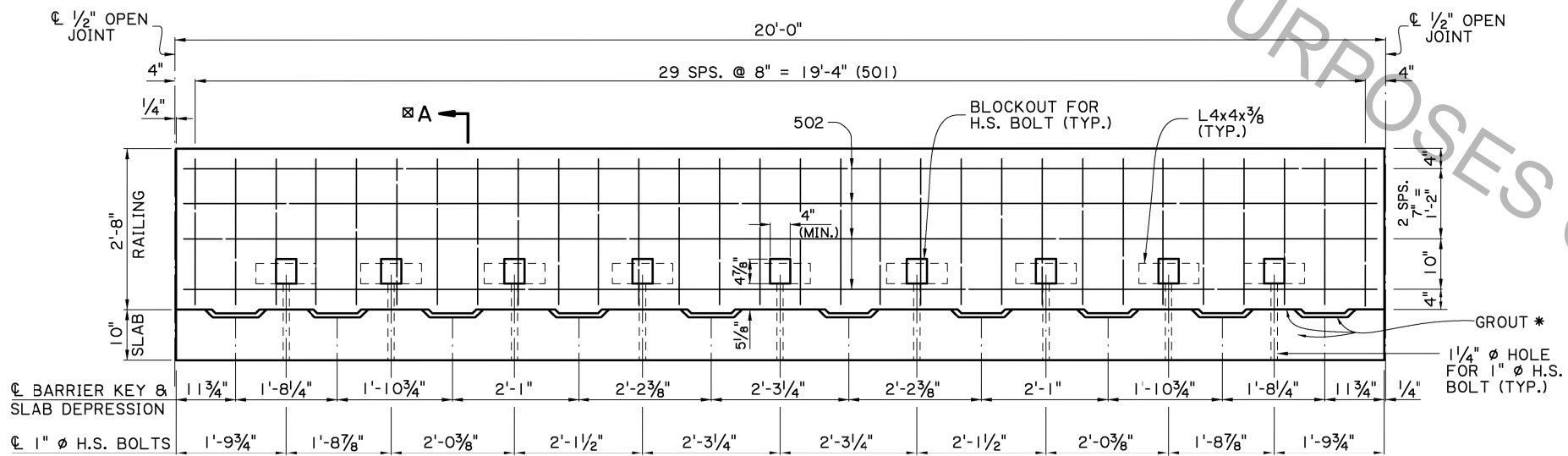




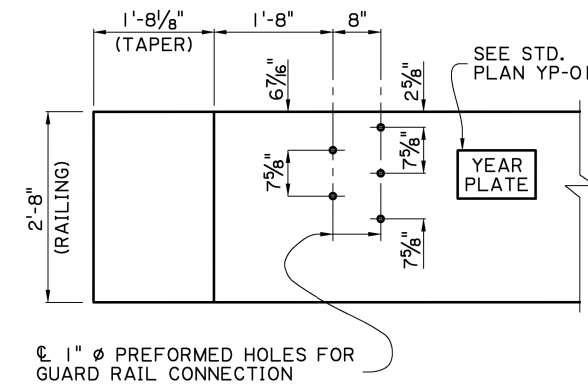
☒ FOR SECTION A-A & TRANSITION SECTIONS
SEE ALTERNATE SPAN (3 OF 4)

PRECAST BARRIER RAILING TRANSITION ELEVATION
(SHOWING BARRIER RAILING AT END OF BRIDGE)
SCALE: 3/4" = 1'-0"

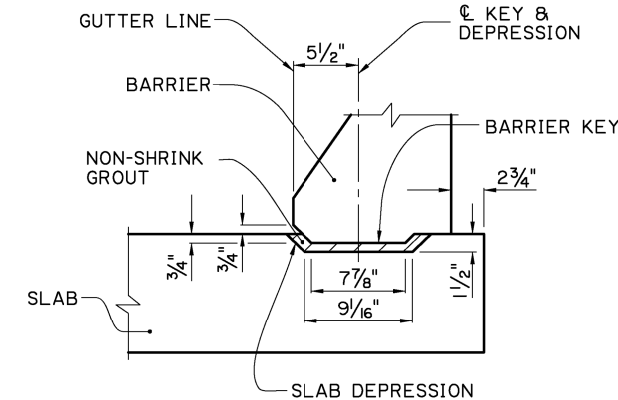
* PLACE OR INJECT NON-SHRINK GROUT AS REQUIRED IN BETWEEN SLAB DEPRESSIONS TO FILL ALL VOIDS AND GAPS FOR FULL EVEN BEARING OF THE BARRIER ON THE SLAB. SEE NOTE 3, SHEET 9 OF 11.



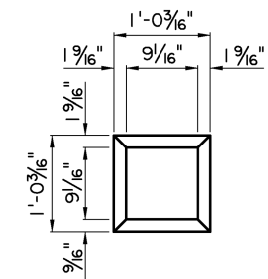
STANDARD PRECAST BARRIER RAILING ELEVATION
(SHOWING BARRIER RAILING ALONG BRIDGE SLAB)
SCALE: 3/4" = 1'-0"



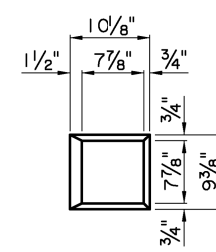
GUARD RAIL CONNECTION DETAIL
(FOR GUARD RAIL DETAILS, SEE STANDARD PLAN BD.1.1.1.0.01 (GR-200).
SCALE: 3/4" = 1'-0"



ELEVATION
SCALE: 1 1/2" = 1'-0"



PLAN-DEPRESSION
SCALE: 1" = 1'-0"



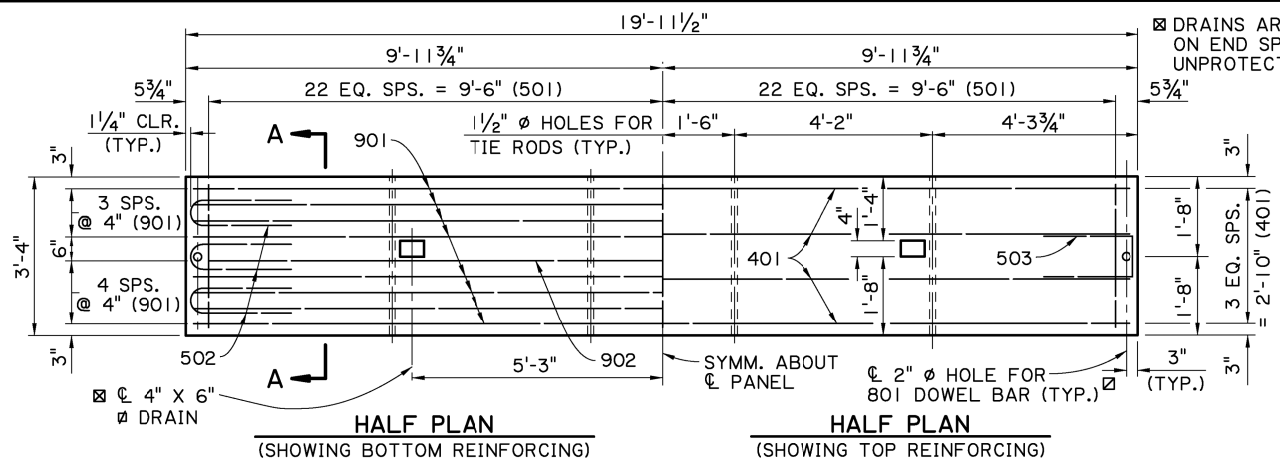
PLAN-KEY
SCALE: 1" = 1'-0"

BARRIER KEY AND PANEL DEPRESSION DETAILS

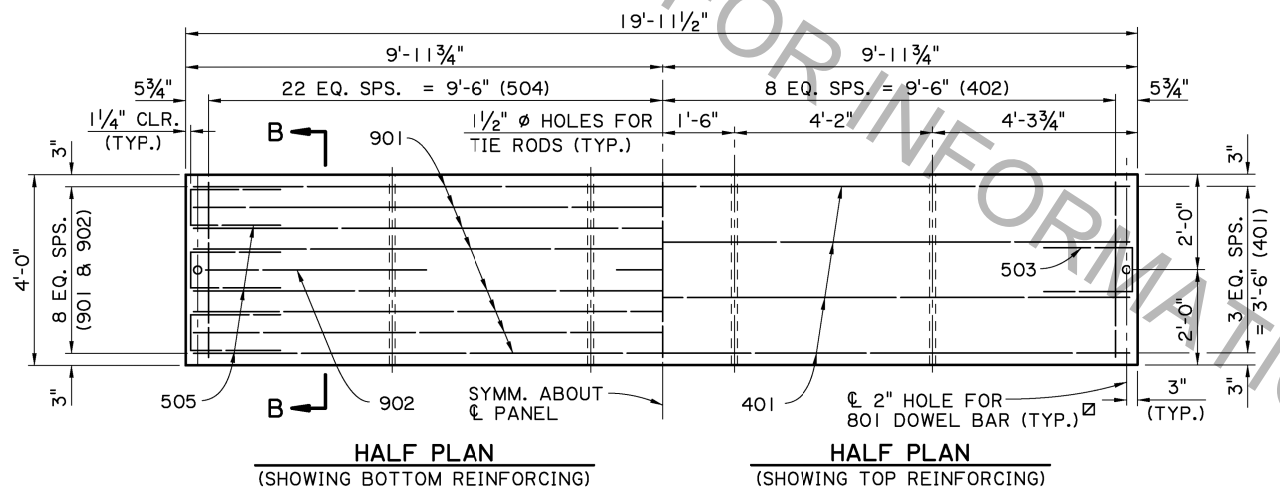


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05/17/17

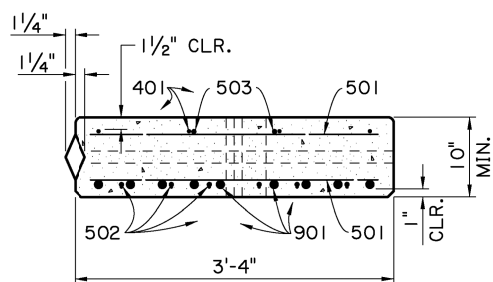
SHEET NUMBER	PARISH	DESIGNED	CONTROL SECTION	STATE
	ORLEANS	B. DELATTE	J. NAKHLEH	LA
		CHECKED	D. HYMEL	
		CHECKED	J. NAKHLEH	
		REVIEWED	OS/17/17	
		SERIES #	B OF 11	
		BY		
		REVISION OR CHANGE ORDER DESCRIPTION		
		NO.		
		DATE		
ALTERNATE SPAN (2 OF 4) 20'-0" PRECAST CONC. BARRIER 24'-0" CLEAR ROADWAY 90° CROSSING TWO WAY TANGENT				
STANDARD DOTD BRIDGE DESIGN DETAIL PSS-90-24-20SL				



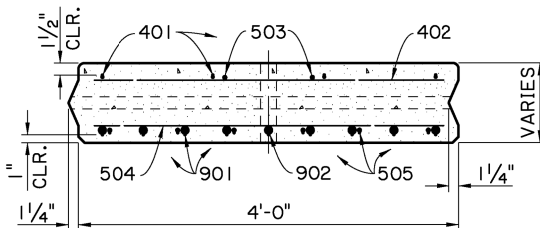
EXTERIOR UNIT
SCALE : 1/2" = 1'-0"



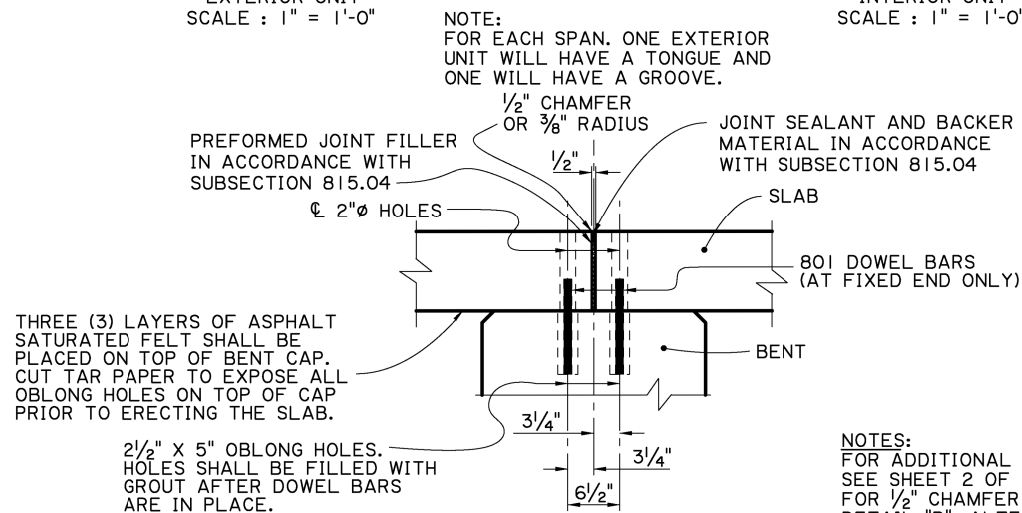
INTERIOR UNIT
SCALE : 1/2" = 1'-0"



SECTION A-A
EXTERIOR UNIT
SCALE : 1" = 1'-0"



SECTION B-B
INTERIOR UNIT
SCALE : 1" = 1'-0"



TYPICAL JOINT DETAIL
SCALE : 1" = 1'-0"



Victor A. Sanchez
05/17/17

ALTERNATE SPAN NOTES:

CONSTRUCTION SPECIFICATIONS : LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS : AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, WITH 2008 & 2009 INTERIMS.

DESIGN LOAD : THE BRIDGE DECK IS DESIGNED FOR A FUTURE WEARING COURSE OF 19 PSF. THE LIVE LOAD IS HL-93. AND LADV-11 (LOUISIANA DESIGN VEHICLE LIVE LOAD 2011).

STRUCTURAL CONCRETE : ALL CONCRETE SHALL BE CLASS P1. THE BRIDGE RAIL CONCRETE SHALL BE CLASS A1 IF RAIL IS CAST IN PLACE. STEEL SIDE FORMS AND STEEL OR CONCRETE BOTTOM FORMS SHALL BE USED FOR PRECAST COMPONENTS. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER, UNLESS OTHERWISE NOTED. ALL SURFACES SHALL RECEIVE A CLASS I ORDINARY SURFACE FINISH UPON REMOVAL OF THE FORMS. THE FINAL FINISH SHALL BE A TINE FINISH IN ACCORDANCE WITH SUB-SECTION 805.08.5.3 OF THE LOUISIANA STANDARD SPECIFICATIONS.

REINFORCING STEEL : ALL REINFORCING STEEL SHALL BE GRADE 60. DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS, UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS OTHERWISE NOTED. ALL REINFORCING BARS SHALL BE PLACED TO PROVIDE A MINIMUM COVER OF 1" FROM THE DRAIN HOLES. REINFORCING STEEL MAY BE TACK WELDED FOR A DISTANCE OF NOT MORE THAN 4'-0" FROM EACH END OF UNIT. NO OTHER WELDING SHALL BE PERMITTED.

MISCELLANEOUS STEEL : HIGH STRENGTH BOLTS SHALL CONFORM TO ASTM DESIGNATION A-325. PRESTRESSING STRANDS SHALL CONFORM TO ASTM DESIGNATION A-416, GRADE 270. PLATES, TIE RODS, AND DRIFT BOLTS SHALL CONFORM TO ASTM DESIGNATION A709, GRADE 36. STEEL SPECIFIED TO BE ZINC COATED SHALL BE IN CONFORMANCE WITH ASTM DESIGNATION A-123.

GROUT : THE GROUT SHALL BE AN APPROVED FLOWABLE NON-SHRINK GROUT LISTED ON THE AML. THE GROUT SHALL BE TESTED FOR ACCEPTANCE PRIOR TO USAGE. THE GROUT SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3500 PSI PRIOR TO LOADING SLABS. SURFACES SHALL BE THOROUGHLY SATURATED WITH WATER BY FLOODING THE HOLES FOR APPROXIMATELY FIVE (5) MINUTES IMMEDIATELY BEFORE THE GROUT IS PLACED. ONLY POTABLE WATER SHALL BE USED FOR SATURATION AND MIXING PURPOSES.

PATCHING MATERIAL : THE PATCHING MATERIAL SHALL BE AN APPROVED PATCHING MATERIAL FOR PRECAST OR PRESTRESSED CONCRETE PRODUCTS LISTED ON AML. SURFACE PREPARATION, MIXING AND PLACEMENT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS' RECOMMENDATIONS. ONLY POTABLE WATER SHALL BE USED FOR SATURATION AND MIXING PURPOSES.

PRECAST UNITS : THE PLANS FOR AN ONGOING OPERATION OF FABRICATION FACILITIES SHALL BE APPROVED BY THE DEPARTMENT. EACH UNIT SHALL HAVE "LIVE LOAD HL-93 & LADV-11", THE FABRICATOR'S MARK, AND UNIQUE NUMBER, MEETING THE APPROVAL OF THE ENGINEER STAMPED OR INSCRIBED IN THE PLASTIC CONCRETE. PRECAST UNITS MAY BE CAST WITH OR WITHOUT CAMBER. IF CAMBER IS PROVIDED IT SHALL NOT EXCEED 1/4" AT THE CENTERLINE OF SPAN. ALL UNITS SHALL BE HELD AT THE PLANT FOR A MINIMUM OF TEN(10) DAYS AFTER CASTING. THE CONCRETE SHALL REACH A MINIMUM STRENGTH OF 3,000 PSI BEFORE HANDLING IS PERMITTED. THE LIFTING INSERTS SHALL BE 1", TYPE S INSERTS AS MANUFACTURED BY DAYTON-SUPERIOR CORPORATION OR AN APPROVED EQUAL. EACH INSERT SHALL HAVE A MINIMUM LOAD CAPACITY OF 10,000 POUNDS. FOUR(4) INSERTS WITH 1" Ø X 5" LONG COIL BOLTS SHALL BE PLACED IN THE TOP OF THE UNIT AND LOCATED 1'-3" FROM ITS ENDS AND 1'-0" FROM ITS EDGES. INSERT HOLES SHALL BE GROUT FILLED AFTER PLACEMENT OF UNIT. AT THE CONTRACTOR'S OPTION A SLING OF SUFFICIENT CAPACITY MAY BE USED FOR LIFTING, PROVIDED THE SAME PICKUP LOCATION FROM THE ENDS ARE USED. FABRICATION TOLERANCES SHALL BE AS FOLLOWS:

- UNIT DEPTH ± 3/16"
- UNIT LENGTH + 1/8" AND -1/2"
- OVERALL SPAN WIDTH ± 2"

ALL PRECAST UNITS IN EACH BRIDGE SPAN SHALL BE MATCH CAST IN THE SAME CASTING BED TO ENSURE A PROPER FIT DURING INSTALLATION.

GUARDRAIL : REFER TO GENERAL PLAN FOR GUARDRAIL REQUIREMENTS. PROVIDE HOLES FOR GUARDRAIL CONNECTIONS ACCORDING TO STANDARD PLAN BD.1.1.1.0.01 (GR-200) ON ALL FOUR(4) BRIDGE ENDS.

BASIS OF PAYMENT : ALL MATERIALS SHALL BE PAID FOR UNDER "BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE" ACCORDING TO THE SPECIFICATIONS.

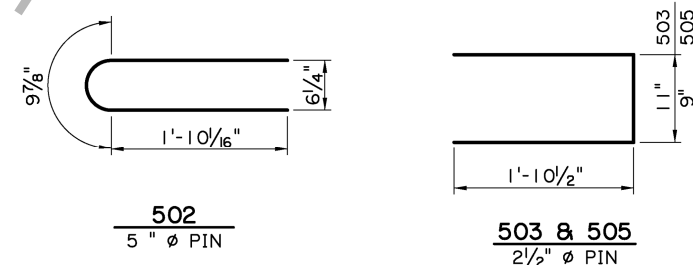
ESTIMATED QUANTITIES (ONE EXTERIOR UNIT)

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
901	8	19'-9"	LONGIT. BOT. OF SLAB
902	1	19'-1"	LONGIT. BOT. OF SLAB
TOTAL NO. 9 BARS = 177'-1" = 602 LBS.			
801	1	1'-0"	DOWELS
TOTAL NO. 8 BARS = 1'-0" = 3 LBS.			
501	90	3'-0"	TRANS. TOP & BOT. OF SLAB
502	6	4'-6"	BOT. END OF SLAB
503	2	4'-8"	TOP END OF SLAB
TOTAL NO. 5 BARS = 306'-4" = 320 LBS.			
401	4	19'-9"	LONGIT. TOP OF SLAB
TOTAL NO. 4 BARS = 79'-0" = 53 LBS.			
DEFORMED REINFORCING STEEL = 977 LBS.			
CLASS P1 CONCRETE = 2.05 CU. YDS.			
CONCRETE RAILING (PER SPAN) = 40.00 LIN. FT.			

ESTIMATED QUANTITIES (ONE INTERIOR UNIT)

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
901	8	19'-9"	LONGIT. BOT. OF SLAB
902	1	19'-1"	LONGIT. BOT. OF SLAB
TOTAL NO. 9 BARS = 177'-1" = 602 LBS.			
801	1	1'-0"	DOWELS
TOTAL NO. 8 BARS = 1'-0" = 3 LBS.			
503	2	4'-8"	TOP END OF SLAB
504	44	3'-8"	TRANS. BOT. OF SLAB
505	6	4'-6"	BOT. END OF SLAB
TOTAL NO. 5 BARS = 197'-8" = 206 LBS.			
401	4	19'-9"	LONGIT. TOP OF SLAB
402	17	3'-8"	TRANS. TOP OF SLAB
TOTAL NO. 4 BARS = 141'-4" = 94 LBS.			
DEFORMED REINFORCING STEEL = 905 LBS.			
CLASS P1 CONCRETE = 2.46 CU. YDS.			

BASED ON A 10" SLAB THICKNESS



AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.361	—
HL-93 (OPR)	1.764	—
LADV-11 (INV)	1.047	MAGNIFICATION FACTOR = 1.3

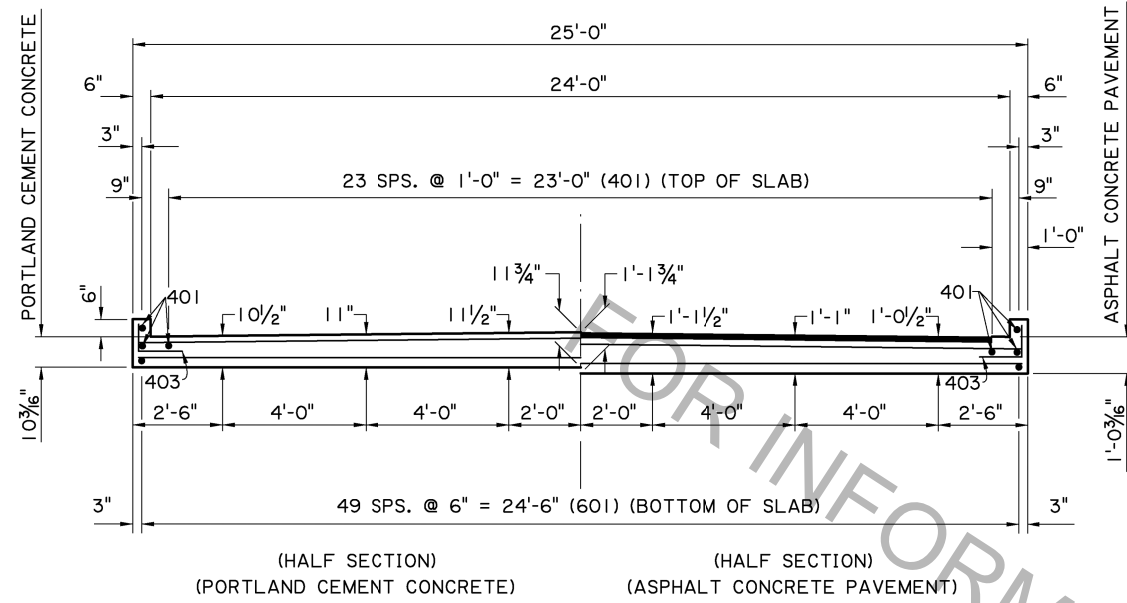
SHEET NUMBER: 10 OF 11

DESIGNED BY: J. NAKHLEH
CHECKED BY: I. DELATTE
PARISH: J. NAKHLEH
CONTROL SECTION: D. HYMEL
STATE PROJECT: 05/17/17
REVISION OR CHANGE ORDER DESCRIPTION: 10 OF 11

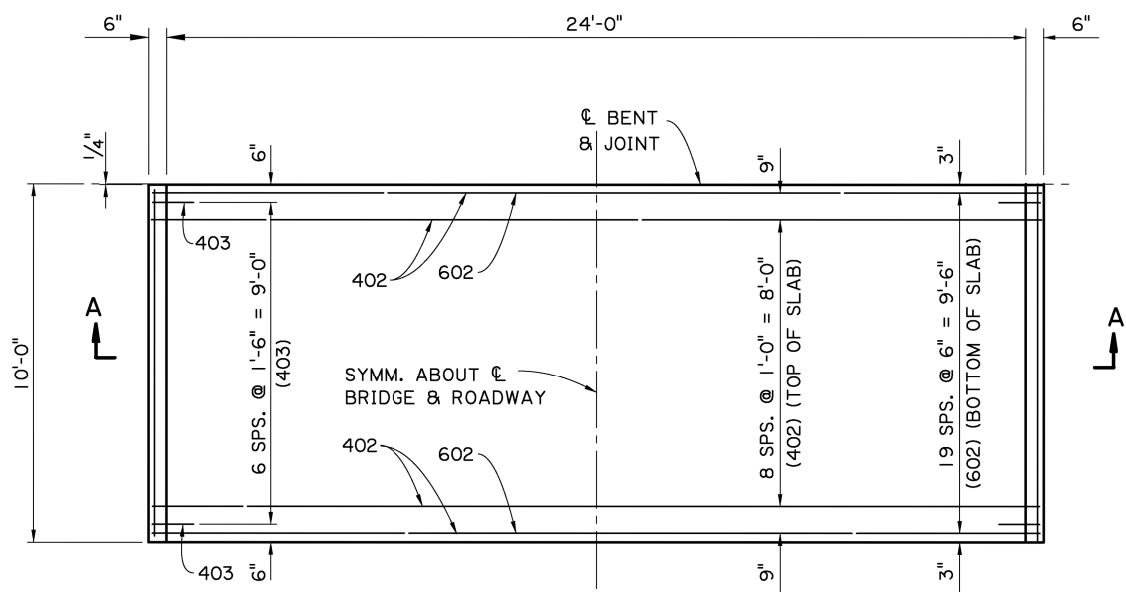
ALTERNATE SPAN (4 OF 4)
20'-0" PRECAST CONC. SLAB UNIT
24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT

STANDARD DETAIL: PSS-90-24-20SL

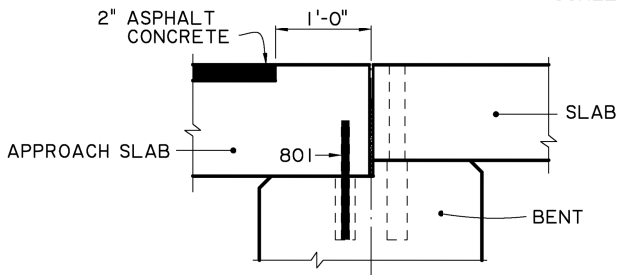
DOTD
LOUISIANA
DOT BRIDGE DESIGN



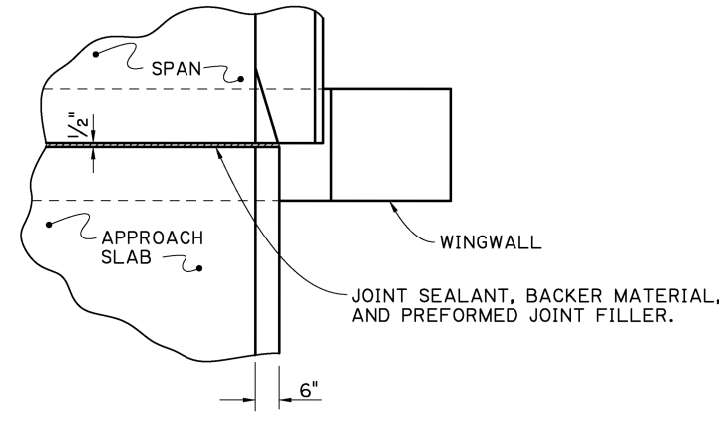
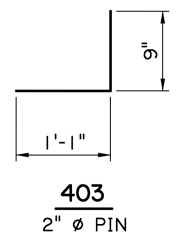
SECTION A-A
SCALE $\frac{3}{8}'' = 1'-0''$



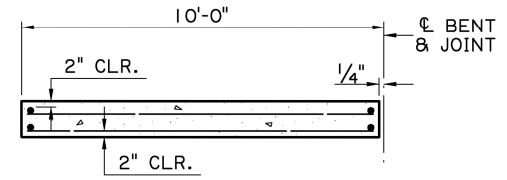
PLAN
SCALE $\frac{3}{8}'' = 1'-0''$



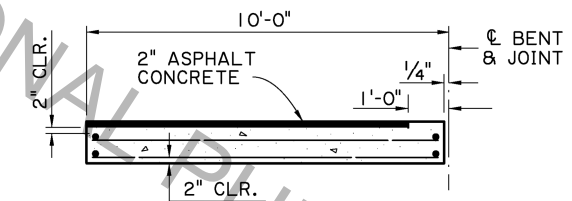
DETAIL A
SCALE: $1'' = 1'-0''$
(ASPHALT CONCRETE PAVEMENT OPTION)



JOINT DETAIL
N.T.S.

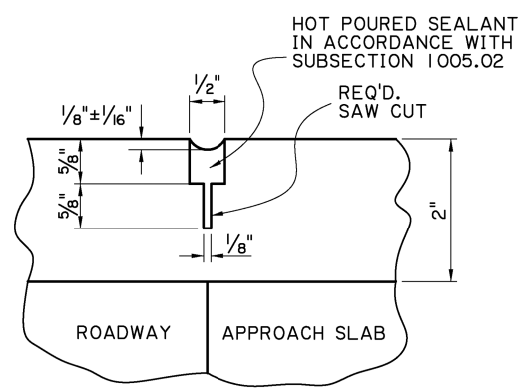


(FOR PORTLAND CEMENT CONCRETE ROADWAY PAVEMENT)

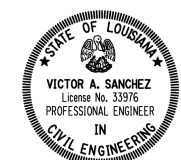


(FOR ASPHALT CONCRETE ROADWAY PAVEMENT)

SECTION ALONG CL ROADWAY
SCALE: $\frac{1}{4}'' = 1'-0''$



SAWING & SEALING JOINT DETAIL
N.T.S.



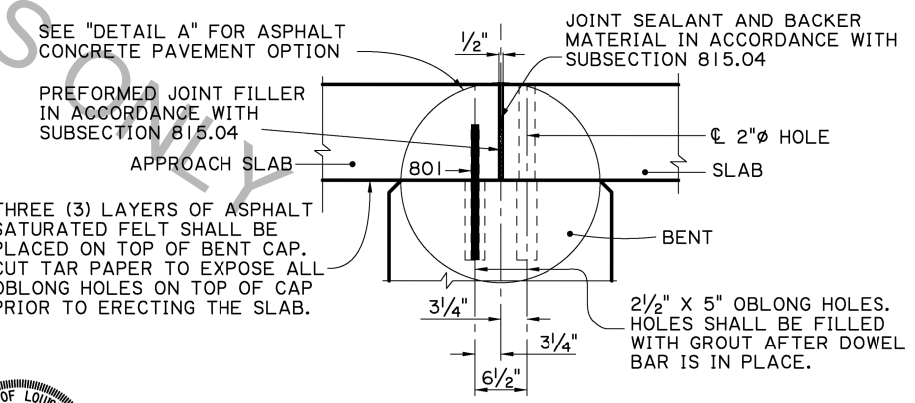
Victor A. Sanchez
05/17/17

ESTIMATED QUANTITIES (ONE SLAB)				
BAR NO.	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	1'-0"	6'-0"	DOWELS
TOTAL NO. 8 BARS = 6'-0" = 16 LBS.				
601	50	9'-7"	479'-2"	LONGIT. BOT. OF SLAB
602	20	24'-8"	493'-4"	TRANSV. BOT. OF SLAB
TOTAL NO. 6 BARS = 972'-6" = 1,461 LBS.				
401	28	9'-7"	268'-4"	LONGIT. TOP OF SLAB & CURB
402	11	24'-8"	271'-4"	TRANSV. TOP OF SLAB
403	14	1'-10"	25'-8"	DOWELS IN CURB
TOTAL NO. 4 BARS = 565'-4" = 378 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1,855 LBS.				
CONCRETE APPROACH SLAB = 27.78 SQ. YDS.				
ASPHALT CONCRETE = 2.5 TONS				
SAW CUT & SEAL = 23 LIN. FT.				

- TO BE PAID FOR UNDER ITEM CONCRETE APPROACH SLABS.
- ☒ REQUIRED WHEN APPROACH SLAB IS ADJACENT TO ASPHALT CONCRETE PAVEMENT.

APPROACH SLAB NOTES:

CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 4th EDITION, WITH 2008 & 2009 INTERIMS.
STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A $\frac{3}{4}''$ CHAMFER, UNLESS OTHERWISE NOTED.
ASPHALT CONCRETE: TO BE THE SAME TYPE AS THE ASPHALT CONCRETE USED FOR THE APPROACH ROADWAY PAVEMENT OR OVERLAY.
REINFORCING STEEL: ALL REINFORCING STEEL SHALL BE GRADE 60. DIMENSIONS RELATING TO THE FABRICATION ARE OUT-TO-OUT OF BARS, UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS.
BEDDING MATERIAL: FOR DETAILS OF BEDDING MATERIAL AND UNDERDRAINS. SEE STANDARD DETAIL BD.2.10.1.0.07.
SAWING & SEALING: THE ASPHALT CONCRETE SHALL BE SAW CUT AT THE END OF THE CONCRETE APPROACH SLAB THE ENTIRE ROADWAY WIDTH AND SEALED. COST TO BE INCLUDED WITH CONCRETE APPROACH SLABS.
BASIS OF PAYMENT: ALL MATERIAL SHALL BE PAID FOR UNDER 'CONCRETE APPROACH SLABS' ACCORDING TO THE SPECIFICATIONS, EXCEPT WHERE NOTED ON THIS SHEET.



TYPICAL JOINT DETAIL
SCALE: $1'' = 1'-0''$

NOTE: FOR ADDITIONAL JOINT DETAILS SEE SHEET 2 OF 11

SHEET NUMBER	11 OF 11
DESIGNED BY	B. DELATTE
CHECKED BY	J. NAKHLEH
PARISH	ORLEANS
CONTROL SECTION	SECTION 10
STATE PROJECT	05/17/17
REVIEWED BY	J. NAKHLEH
SERIES #	11 OF 11
BY	
NO.	
DATE	
REVISION OR CHANGE ORDER DESCRIPTION	

ALTERNATE APPROACH SLAB
 10'-0" CAST-IN-PLACE APPROACH SLAB
 24'-0" CLEAR ROADWAY
 90° CROSSING TWO WAY TANGENT

STANDARD DETAIL
 PSS-90-24-20SL

DOTD
 DOT BRIDGE DESIGN