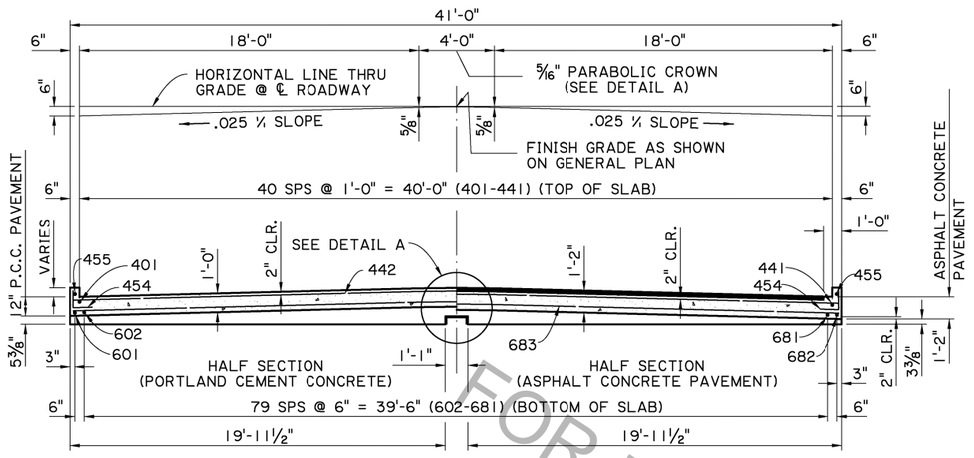
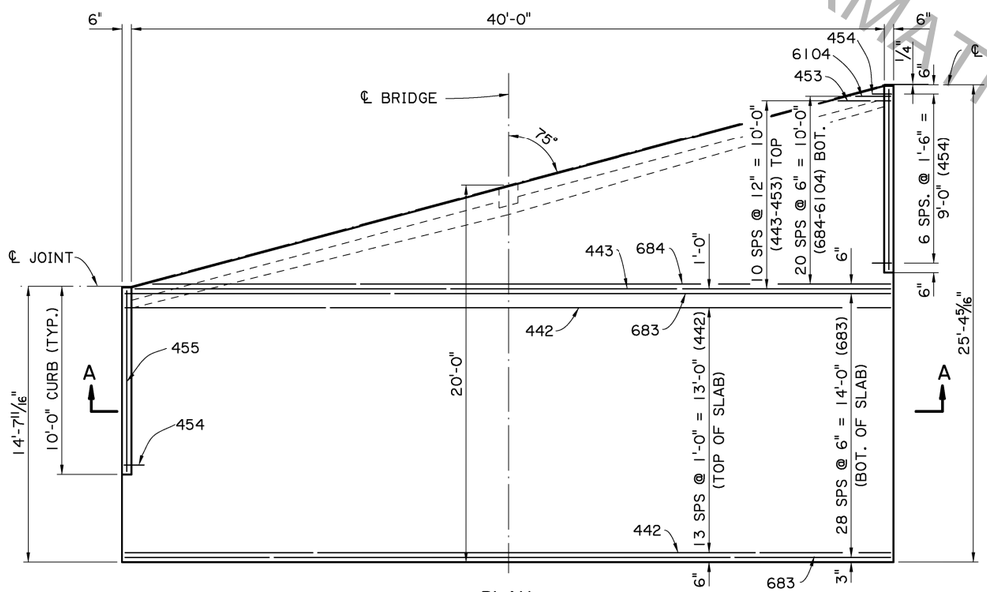
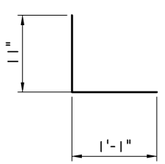


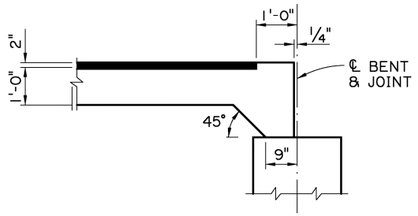
SECTION A-A
SCALE : ¼" = 1'-0"



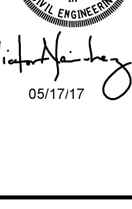
PLAN
SCALE : ¼" = 1'-0"



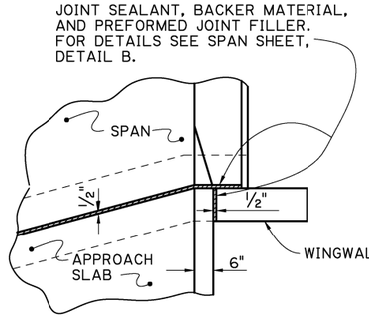
454
2"ø PIN



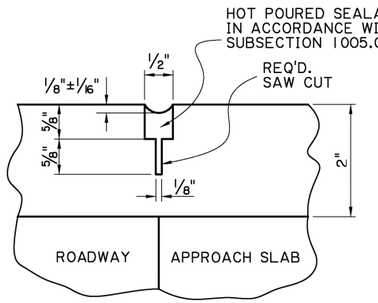
DETAIL B
SCALE : ½" = 1'-0"



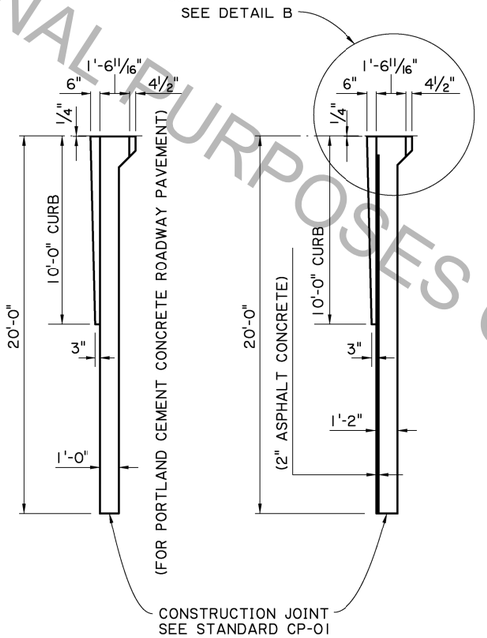
05/17/17



JOINT DETAIL
SCALE : ½" = 1'-0"



SAWING & SEALING JOINT DETAIL
N.T.S.



SECTION ALONG ℄ ROADWAY
SCALE : ¼" = 1'-0"

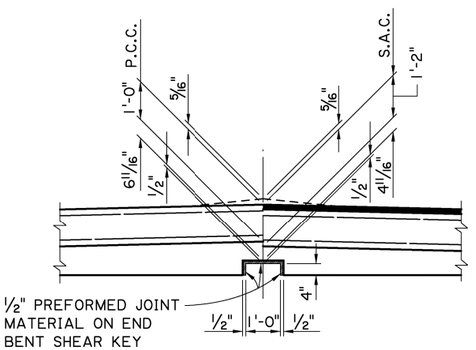
ESTIMATED QUANTITIES (ONE SLAB)

	BAR	NO.	SHORT BAR	VAR. (IN.)	LONG BAR	TOTAL LENGTH	LOCATION
	601	1			14'-3"	14'-3"	LONGIT. BOT. OF SLAB
	602-681	1 EA.	14'-4"	1.6076	24'-11"	1570'-0"	LONGIT. BOT. OF SLAB
	682	1			25'-0"	25'-0"	LONGIT. BOT. OF SLAB
	683	29			40'-8"	1179'-4"	TRANSV. BOT. OF SLAB
	684-6104	1 EA.	1'-10"	22.4000	39'-2"	430'-6"	TRANSV. BOT. OF SLAB
	TOTAL NO. 6 BARS = 3219'-1" = 4835 LBS.						
	401-441	1 EA.	14'-3"	6.1429	25'-0"	431'-9"	LONGIT. TOP OF SLAB
*	442	14			42'-6"	595'-0"	TRANSV. TOP OF SLAB
	443-453	1 EA.	2'-8"	44.8000	40'-0"	234'-8"	TRANSV. TOP OF SLAB
	454	14			2'-0"	28'-0"	DOWELS IN CURB
	455	2			9'-7"	19'-2"	LONGITUDINAL IN CURB
	TOTAL NO. 4 BARS = 1308'-7" = 874 LBS.						
⊙	TOTAL DEFORMED REINFORCING STEEL					= 5709 LBS.	
	CONCRETE APPROACH SLAB					= 91.02 SQ.YDS.	
☑	ASPHALT CONCRETE					= 9.1 TONS	
☑	SAW CUT & SEAL					= 39 LIN. FT.	

* INCLUDES ONE (1) 1'-8" MINIMUM LAP SPLICE. ALL LAP SPLICES ARE TO BE STAGGERED.

⊙ TO BE PAID FOR UNDER ITEM CONCRETE APPROACH SLABS.

☑ REQUIRED WHEN APPROACH SLAB IS ADJACENT TO ASPHALT CONCRETE. PAID FOR UNDER ITEM ASPHALT CONCRETE AND SAWING AND SEALING TRANSVERSE JOINTS IN ASPHALT CONCRETE OVERLAY.



DETAIL A
SCALE : ½" = 1'-0"

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 ¾" CHAMFER, UNLESS OTHERWISE NOTED.

ASPHALT CONCRETE: TO BE THE SAME TYPE AS THE ASPHALT CONCRETE 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.

BASIS OF PAYMENT: ALL MATERIAL SHALL BE PAID FOR UNDER 'CONCRETE APPROACH SLABS' ACCORDING TO THE SPECIFICATIONS, EXCEPT WHERE NOTED ON THIS SHEET.

SHEET NUMBER

PARISH | CONTROL SECTION | STATE PROJECT

DESIGNED J. NAKHLEH
CHECKED B. DELATTE
DETAILED D. HYMEL
CHECKED J. NAKHLEH
REVIEWED 05/17/17
SERIES #

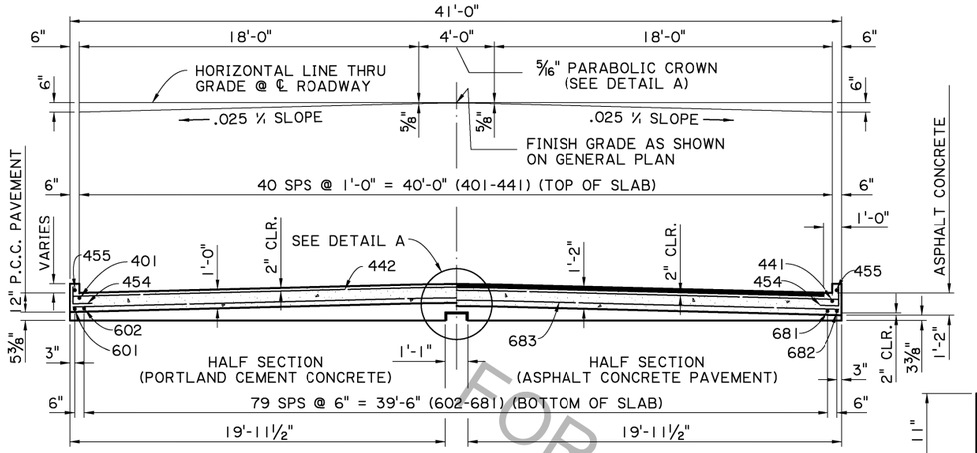
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

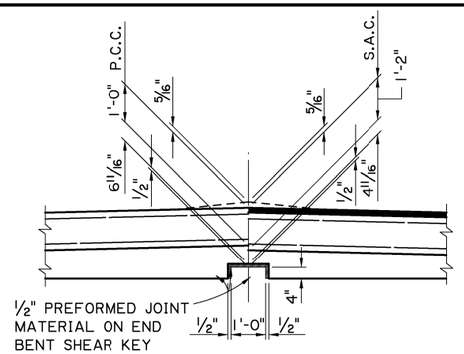
APPROACH SLAB
20'-0" CONCRETE APPROACH SLAB
40'-0" CLEAR ROADWAY
75° CROSSING TWO WAY TANGENT

STANDARD SHEET NO. CASBR-75-40TWT-20L-20SL

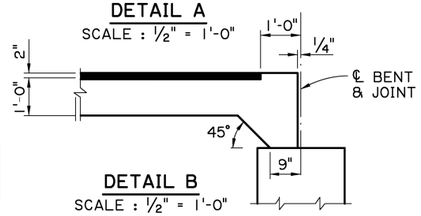
DOTD BRIDGE DESIGN



SECTION A-A
SCALE : ¼" = 1'-0"



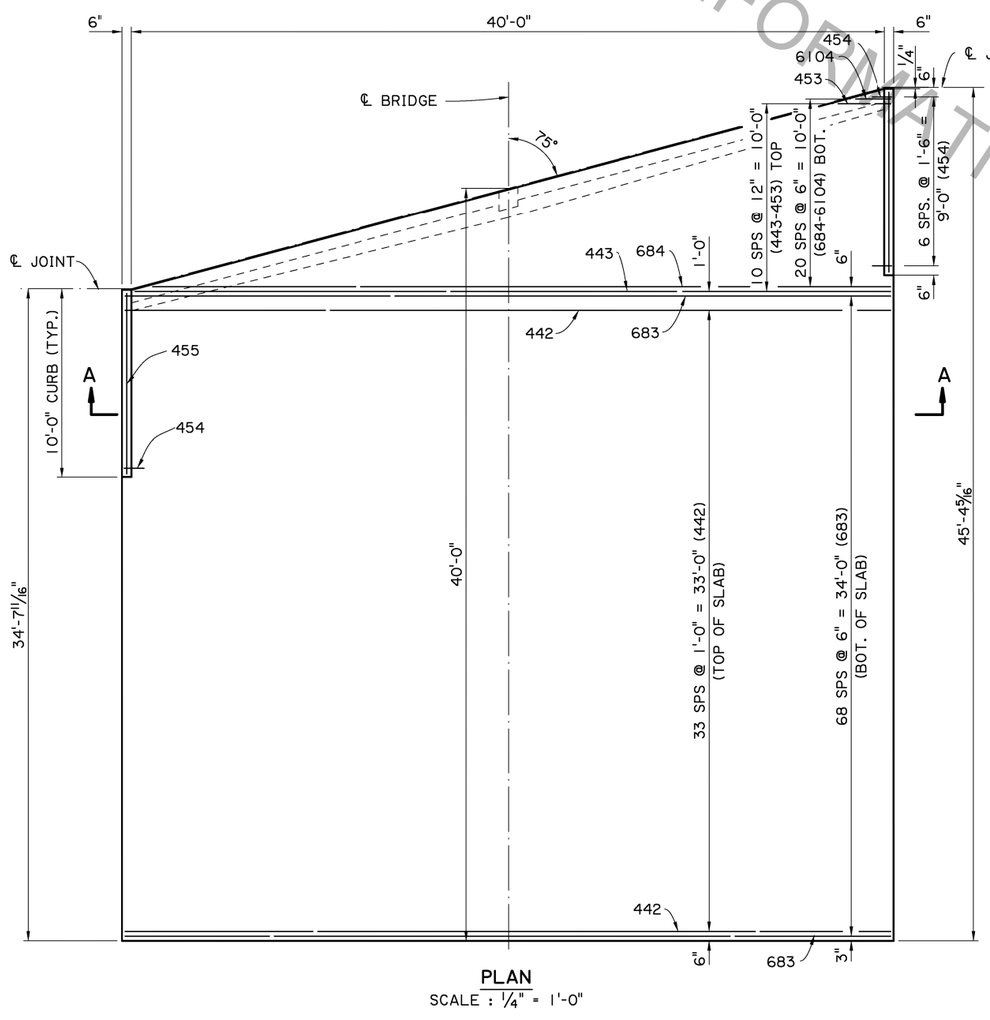
DETAIL A
SCALE : ½" = 1'-0"



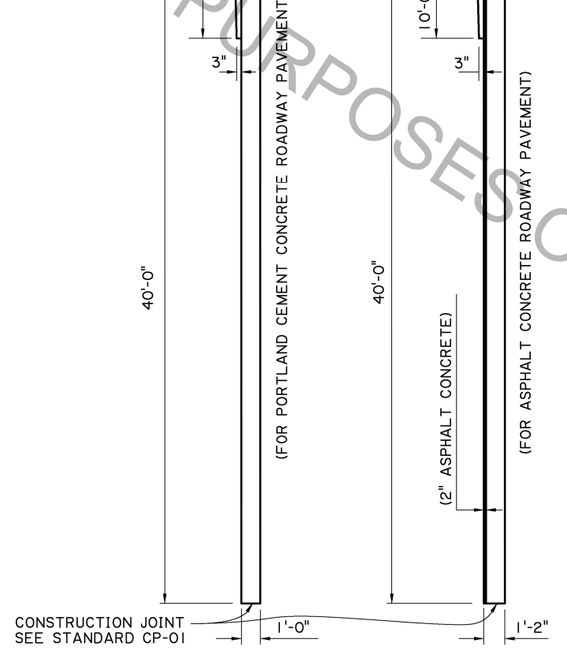
DETAIL B
SCALE : ½" = 1'-0"

ESTIMATED QUANTITIES (ONE SLAB)						
BAR	NO.	SHORT BAR	VAR. (IN.)	LONG BAR	TOTAL LENGTH	LOCATION
601	1			34'-3"	34'-3"	LONGIT. BOT. OF SLAB
602-681	1 EA.	34'-4"	1.6076	44'-11"	3170'-0"	LONGIT. BOT. OF SLAB
682	1			45'-0"	45'-0"	LONGIT. BOT. OF SLAB
683	69			40'-8"	2806'-0"	TRANSV. BOT. OF SLAB
684-6104	1 EA.	1'-10"	22.4000	39'-2"	430'-6"	TRANSV. BOT. OF SLAB
TOTAL NO. 6 BARS = 6485'-9" = 9742 LBS.						
401-422	1 EA.	34'-2"	3.2381	39'-10"	814'-0"	LONGIT. TOP OF SLAB
* 423-441	1 EA.	41'-10"	3.2222	46'-8"	840'-9"	LONGIT. TOP OF SLAB
* 442	34			42'-6"	1445'-0"	TRANSV. TOP OF SLAB
443-453	1 EA.	2'-8"	44.8000	40'-0"	234'-8"	TRANSV. TOP OF SLAB
454	14			2'-0"	28'-0"	DOWELS IN CURB
455	2			9'-7"	19'-2"	LONGITUDINAL IN CURB
TOTAL NO. 4 BARS = 3381'-7" = 2259 LBS.						
⊙ TOTAL DEFORMED REINFORCING STEEL					= 12001 LBS.	
CONCRETE APPROACH SLAB					= 182.13 SQ.YDS.	
☒ ASPHALT CONCRETE					= 18.6 TONS	
☒ SAWCUT & SEAL					= 39 LIN. FT.	

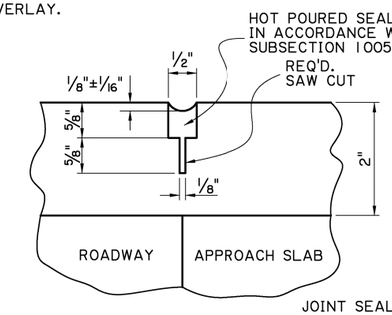
* INCLUDES ONE (1) 1'-8" MINIMUM LAP SPLICE. ALL LAP SPLICES ARE TO BE STAGGERED.
⊙ TO BE PAID FOR UNDER ITEM CONCRETE APPROACH SLABS.
☒ REQUIRED WHEN APPROACH SLAB IS ADJACENT TO ASPHALTIC CONCRETE PAVEMENT. PAID FOR UNDER ITEM ASPHALT CONCRETE, AND SAWING AND SEALING TRANSVERSE JOINTS IN ASPHALTIC CONCRETE OVERLAY.



PLAN
SCALE : ¼" = 1'-0"

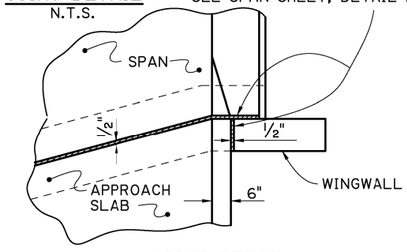


SECTION ALONG ℄ ROADWAY
SCALE : ¼" = 1'-0"



SAWING & SEALING JOINT DETAIL
N.T.S.

JOINT SEALANT, BACKER MATERIAL, AND PREFORMED JOINT FILLER. FOR DETAILS SEE SPAN SHEET, DETAIL B.



JOINT DETAIL
SCALE : ½" = 1'-0"

STATE OF LOUISIANA
VICTOR A. SANCHEZ
License No. 33976
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
05/17/17

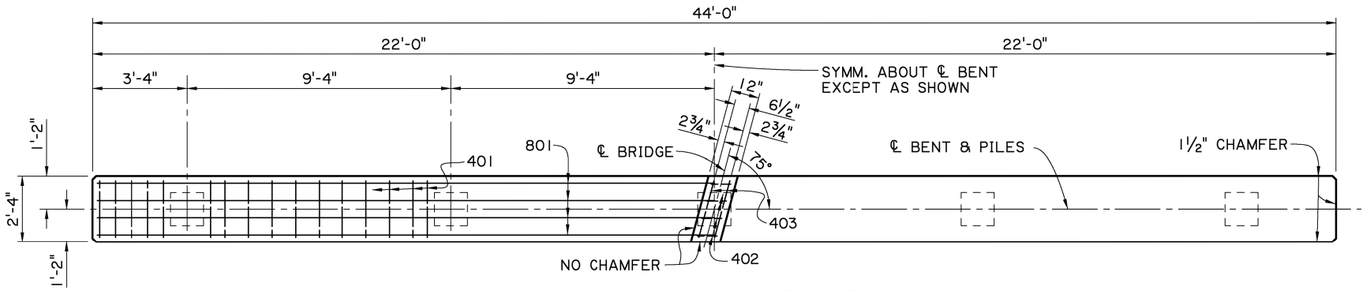
APPROACH SLAB NOTES:

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 ¾" 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 ASPHALTIC CONCRETE SHALL BE SAW CUT AT THE END OF THE CONCRETE APPROACH SLAB THE ENTIRE ROADWAY WIDTH AND SEALED.
BASIS OF PAYMENT: ALL MATERIAL SHALL BE PAID FOR UNDER 'CONCRETE APPROACH SLABS' ACCORDING TO THE SPECIFICATIONS, EXCEPT WHERE NOTED ON THIS SHEET.

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

APPROACH SLAB
40'-0" CONCRETE APPROACH SLAB
40'-0" CLEAR ROADWAY
75° CROSSING TWO WAY TANGENT
STANDARD DETAIL CASBR-75-40TWT-40L-20SL

DOTD BRIDGE DESIGN

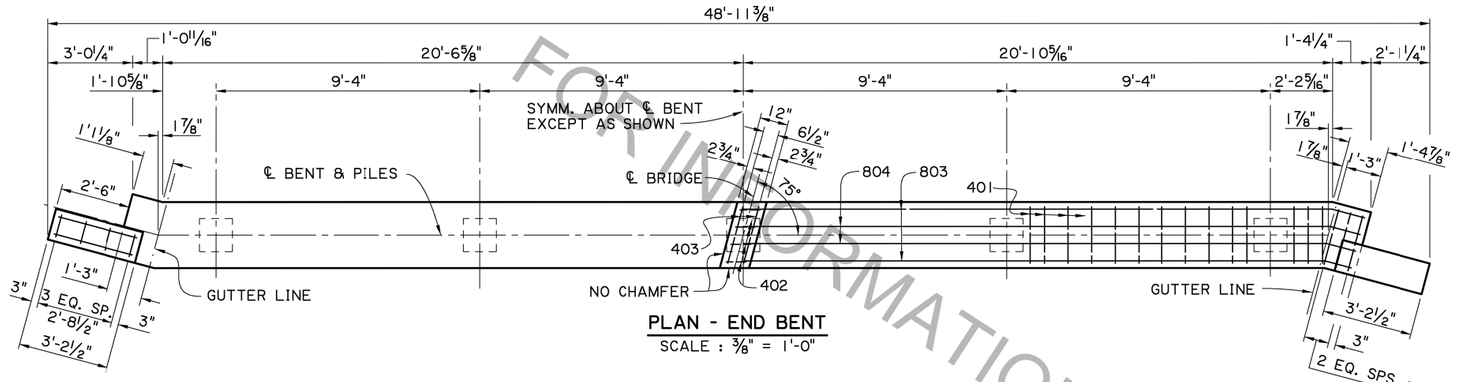


PLAN - INTERMEDIATE BENT

SCALE : ⅜" = 1'-0"

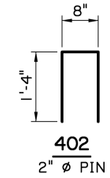
STATE OF LOUISIANA
VICTOR A. SANCHEZ
License No. 33976
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

05/17/17

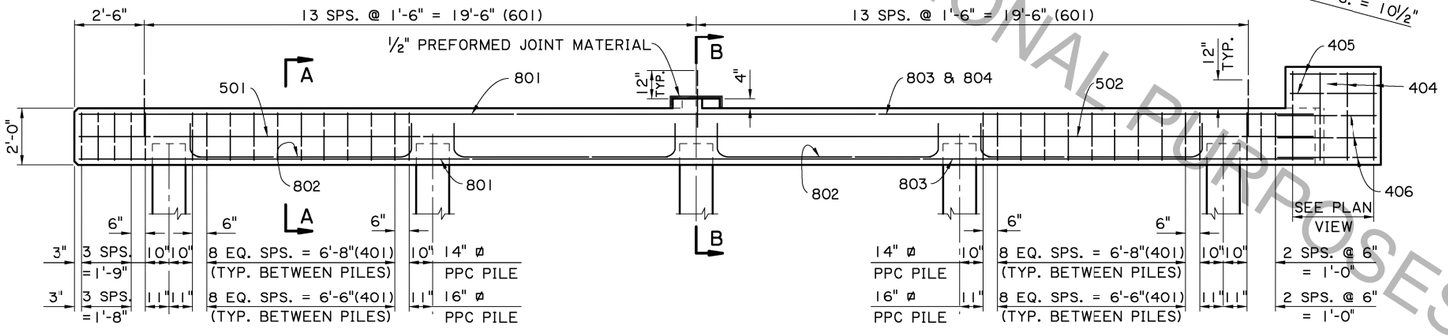


PLAN - END BENT

SCALE : ⅜" = 1'-0"



402
2" ø PIN

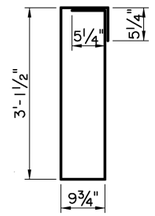


HALF ELEVATION - INTERMEDIATE BENT

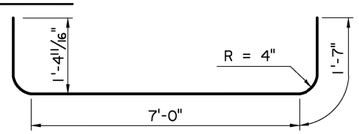
SCALE : ⅜" = 1'-0"

HALF ELEVATION - END BENT

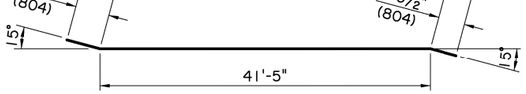
SCALE : ⅜" = 1'-0"



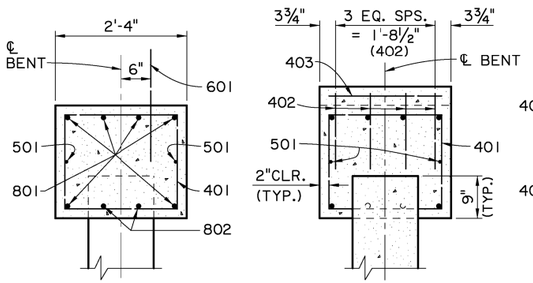
404
2" ø PIN



802
6" ø PIN



502, 803 & 804
3¾" ø PIN (502)
6" ø PIN (803 & 804)

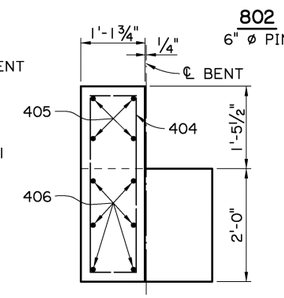


SECTION A-A

SCALE : ¾" = 1'-0"

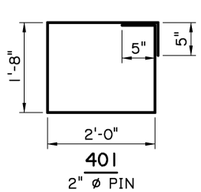
SECTION B-B

SCALE : ¾" = 1'-0"



END ELEVATION

SCALE : ¾" = 1'-0"



401
2" ø PIN

AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.470	———
HL-93 (OPR)	1.905	———
LADV-11 (INV)	1.130	MAGNIFICATION FACTOR = 1.3

ESTIMATED QUANTITIES (ONE INTER. BENT)

BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	43'-8"	262'-0"	LONGIT. IN CAP
802	8	10'-2"	81'-4"	LONGIT. IN CAP BETWEEN PILES
TOTAL NO. 8 BARS = 343'-4" = 917 LBS.				
601	27	2'-0"	54'-0"	DOWELS
TOTAL NO. 6 BARS = 54'-0" = 81 LBS.				
501	2	43'-8"	87'-4"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 87'-4" = 91 LBS.				
401	54	8'-2"	441'-0"	STIRRUPS IN CAP
402	4	3'-4"	13'-4"	STIRRUPS IN RISER
403	2	2'-0"	4'-0"	LONGIT. IN RISER
TOTAL NO. 4 BARS = 458'-4" = 306 LBS.				
* TOTAL DEFORMED REINFORCING STEEL = 1395 LBS.				
℮ CLASS A1 CONCRETE = 7.39 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 26 TONS SERVICE LIVE LOAD = 38 TONS FACTORED TOTAL LOAD = 87 TONS				

* ADD 81 LBS. OF REINFORCING STEEL (27-601 DOWELS) WHEN TWO FIXED ENDS OCCUR ON THE SAME BENT.

ESTIMATED QUANTITIES (ONE END BENT)

BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
802	8	10'-2"	81'-4"	LONGIT. IN CAP BETWEEN PILES
803	4	43'-7"	174'-4"	LONGIT. IN CAP
804	2	43'-7"	87'-2"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 342'-10 = 915 LBS.				
601	27	2'-0"	54'-0"	DOWELS
TOTAL NO. 6 BARS = 54'-0" = 81 LBS.				
502	2	43'-7"	87'-2"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 87'-2" = 91 LBS.				
401	56	8'-2"	457'-4"	STIRRUPS IN CAP
402	4	3'-4"	13'-4"	STIRRUPS IN RISER
403	2	2'-0"	4'-0"	LONGIT. IN RISER
404	8	8'-9"	70'-0"	STIRRUPS IN WINGWALL
405	8	2'-10"	22'-8"	LONGIT. IN WINGWALL
406	12	4'-0"	48'-0"	LONGIT. IN WINGWALL
TOTAL NO. 4 BARS = 615'-4" = 411 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1498 LBS.				
℮ CLASS A1 CONCRETE = 8.19 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 26 TONS SERVICE LIVE LOAD = 38 TONS FACTORED TOTAL LOAD = 87 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.)

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 ¾" CHAMFER UNLESS OTHERWISE NOTED.
ALL EXPOSED FACES OF WINGWALLS AND ENDS OF CAPS SHALL RECEIVE A SURFACE FINISH AS PER SUB-SECTION 805.08 OF THE STANDARD SPECIFICATIONS, EXCEPT WHEN SPECIFIED ELSEWHERE IN THE PLANS.
½" PREFORMED JOINT MATERIAL AND ASPHALT SATURATED FELT SHALL BE INCLUDED IN THE PRICE BID FOR CLASS A1 CONCRETE.
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. DOWELS (601 BARS) SHALL BE PROVIDED AT ALL FIXED BEARINGS AND APPROACH SLAB BEARINGS (SEE GENERAL PLAN). ALL EXPOSED ENDS OF DOWELS SHALL BE WRAPPED WITH TWO LAYERS OF 15 LB. ASPHALT SATURATED FELT. CLOSE FITTING TUBES OF COMPRESSIBLE MATERIAL NOT LESS THAN 3⁄16" THICK MAY BE SUBSTITUTED.
PRECAST CONCRETE PILES: FOR DETAILS SEE STANDARD DETAIL BD.2.5.1.0.01 (CS-216). EXTERIOR PILES ARE TO BE BATTERED OUTWARD AT 1½ ON 12 IN THE LONGITUDINAL DIRECTION OF THE BENT, WHEN NOTED ON THE GENERAL PLAN.
PREFORMED JOINT MATERIAL: PREFORMED JOINT MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 815.04 OF THE STANDARD SPECIFICATIONS.

SHEET NUMBER

PARISH	CONTROL SECTION	STATE PROJECT

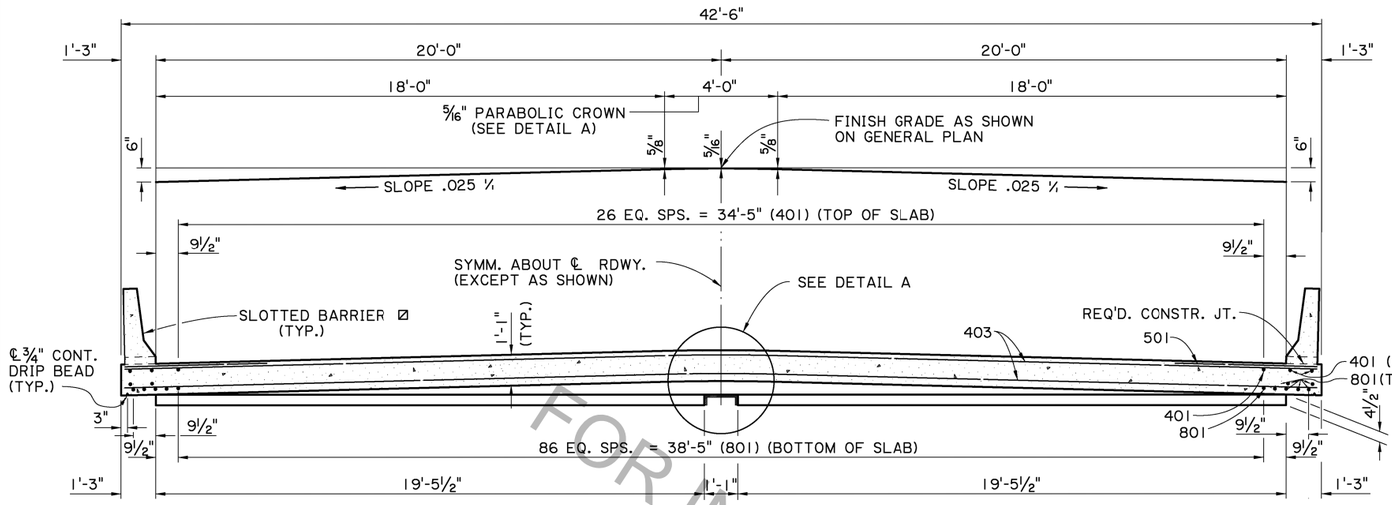
DESIGNED	J. PAINE
CHECKED	J. NAKHLEH
DETAILED	D. HYMEL
CHECKED	J. NAKHLEH
REVIEWED	05/17/17
SERIES #	

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

BENTS
REINFORCED CONCRETE PILE BENT
40'-0" CLEAR ROADWAY
75° CROSSING TWO WAY TANGENT

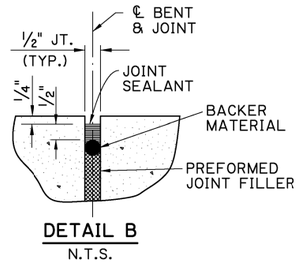
STANDARD SHEET NO. BCSSBR-75-40TWT-20SL

DOTD BRIDGE DESIGN



SECTION A-A
SCALE : ⅜" = 1'-0"

⊠ NOTE:
NORMAL BARRIERS REQUIRED ON END SPANS

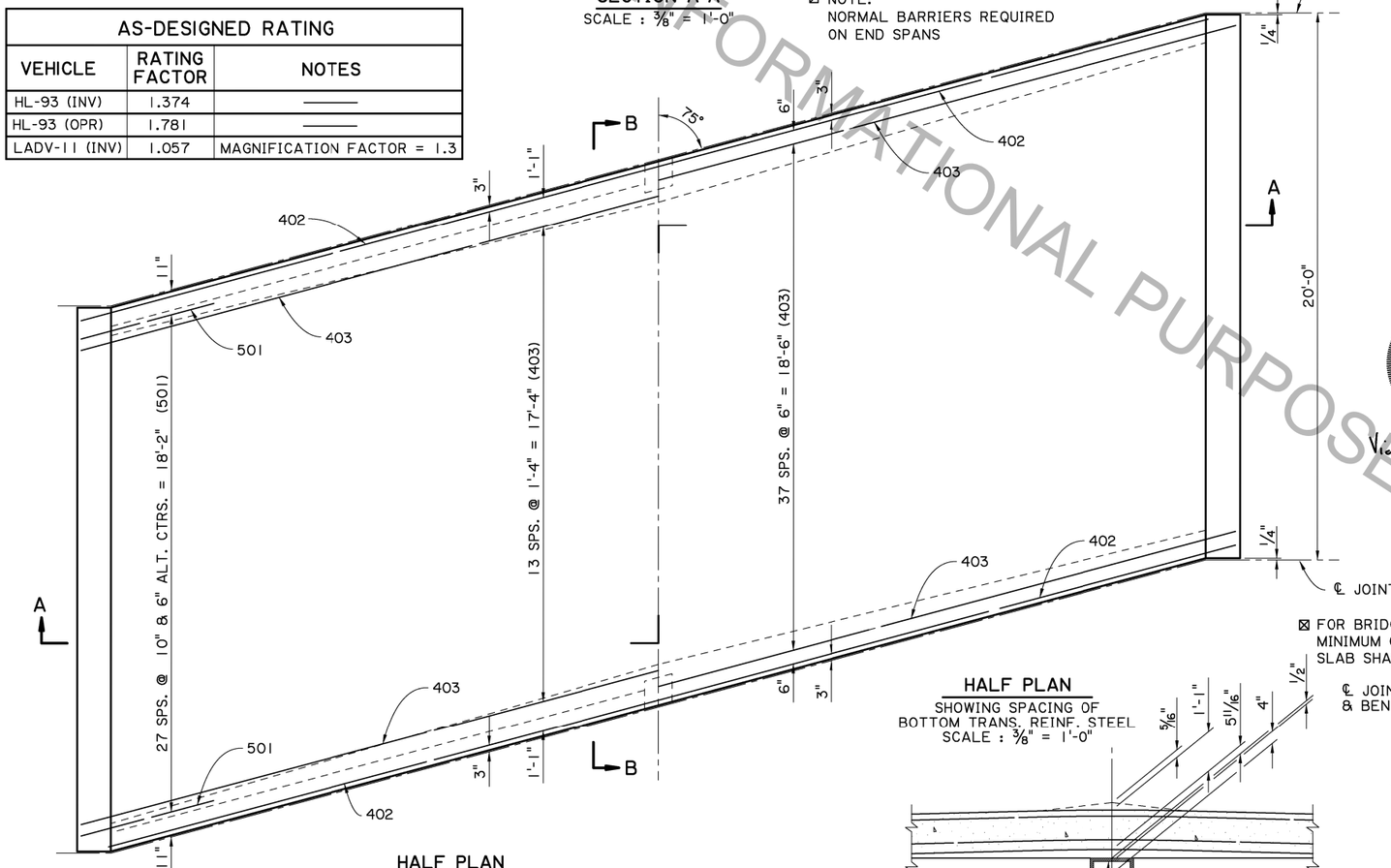


DETAIL B
N.T.S.

ESTIMATED QUANTITIES (ONE SPAN)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	99	19'-7"	1938'-9"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1938'-9" = 5176 LBS.				
501	56	5'-0"	280'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 280'-0" = 292 LBS.				
401	34	19'-7"	665'-10"	LONGIT. TOP OF SLAB
* 402	4	44'-3"	177'-0"	TRANS. TOP & BOT. OF SLAB
* 403	52	45'-3"	2353'-0"	TRANS. TOP & BOT. OF SLAB
TOTAL NO. 4 BARS = 3195'-10" = 2135 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 7603 LBS.				
CLASS A1 CONCRETE = 35.86 CU. YDS.				
CONCRETE RAILING (BARRIER TYPE) = 40.00 LIN. FT.				

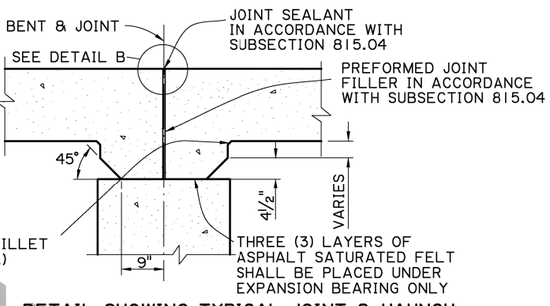
* INCLUDES ONE (1) 1'-8" MINIMUM LAP SPLICE. ALL LAP SPLICES ARE TO BE STAGGERED.

AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.374	———
HL-93 (OPR)	1.781	———
LADV-11 (INV)	1.057	MAGNIFICATION FACTOR = 1.3



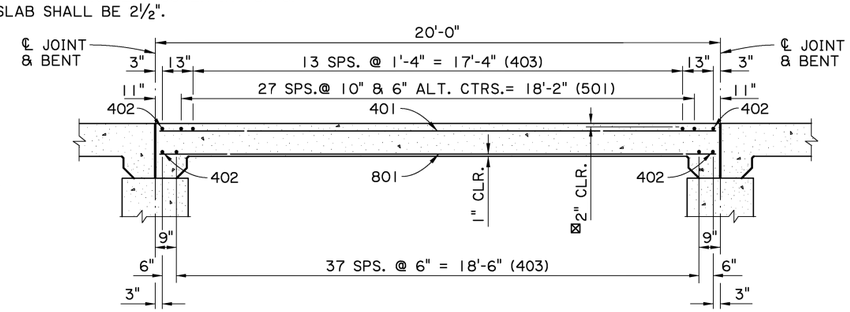
HALF PLAN
SHOWING SPACING OF TOP TRANS. REINF. STEEL
SCALE : ⅜" = 1'-0"

DETAIL A
SCALE : ½" = 1'-0"



DETAIL SHOWING TYPICAL JOINT & HAUNCH
SCALE : ½" = 1'-0"

⊠ FOR BRIDGES IN DISTRICTS 04 & 05, MINIMUM CONCRETE COVER IN TOP OF SLAB SHALL BE 2½".



SECTION B-B
SCALE : ⅜" = 1'-0"

SPAN NOTES:

CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PREVISIONS.
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 A1. EXPOSED EDGES SHALL HAVE A ¾" CHAMFER UNLESS OTHERWISE NOTED. JOINT SEALANT, BACKER MATERIAL, PREFORMED JOINT FILLER, AND ASPHALT SATURATED FELT SHALL BE INCLUDED IN THE PRICE BID FOR CLASS A1 CONCRETE.
REINFORCING STEEL: ALL REINFORCING STEEL 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 COVER OF ONE INCH FROM THE FACE OF THE BARS EXCEPT FOR THE TRANSVERSE BARS WHICH MAY BE CUT FOR THIS PURPOSE.
GUARD RAIL: REFER TO THE GENERAL PLAN AND STANDARD PLAN BD.1.1.1.0.01(GR-200) FOR GUARD RAIL REQUIREMENTS.
BARRIER RAILING: FOR BARRIER RAILING DETAILS, SEE STANDARD DETAIL BD.2.6.1.14.02 (BR-02).

STATE OF LOUISIANA
VICTOR A. SANCHEZ
License No. 33976
PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
05/17/17

SHEET NUMBER		
PARISH	CONTROL SECTION	STATE PROJECT
DESIGNED J. NAKHLEH CHECKED J. PAINE	DETAILED D. HYMEL CHECKED J. NAKHLEH	REVIEWED 05/17/17 SERIES #

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

SPAN
20'-0" CONCRETE SLAB SPAN
40'-0" CLEAR ROADWAY
75° CROSSING TWO WAY TANGENT

STANDARD DETAIL CSSBR-75-40TWT-20SL

DOTD BRIDGE DESIGN