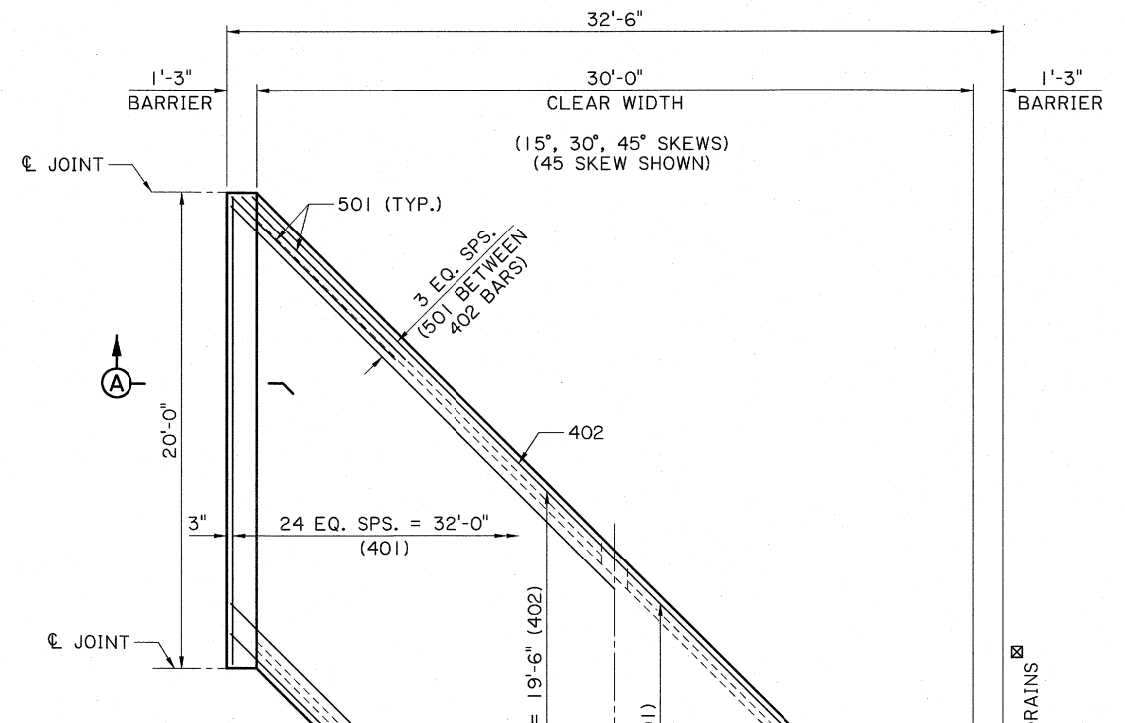


HALF PLAN - 0° SKEW
(SHOWING TOP REINFORCING)
SCALE: 1/4" = 1'-0"

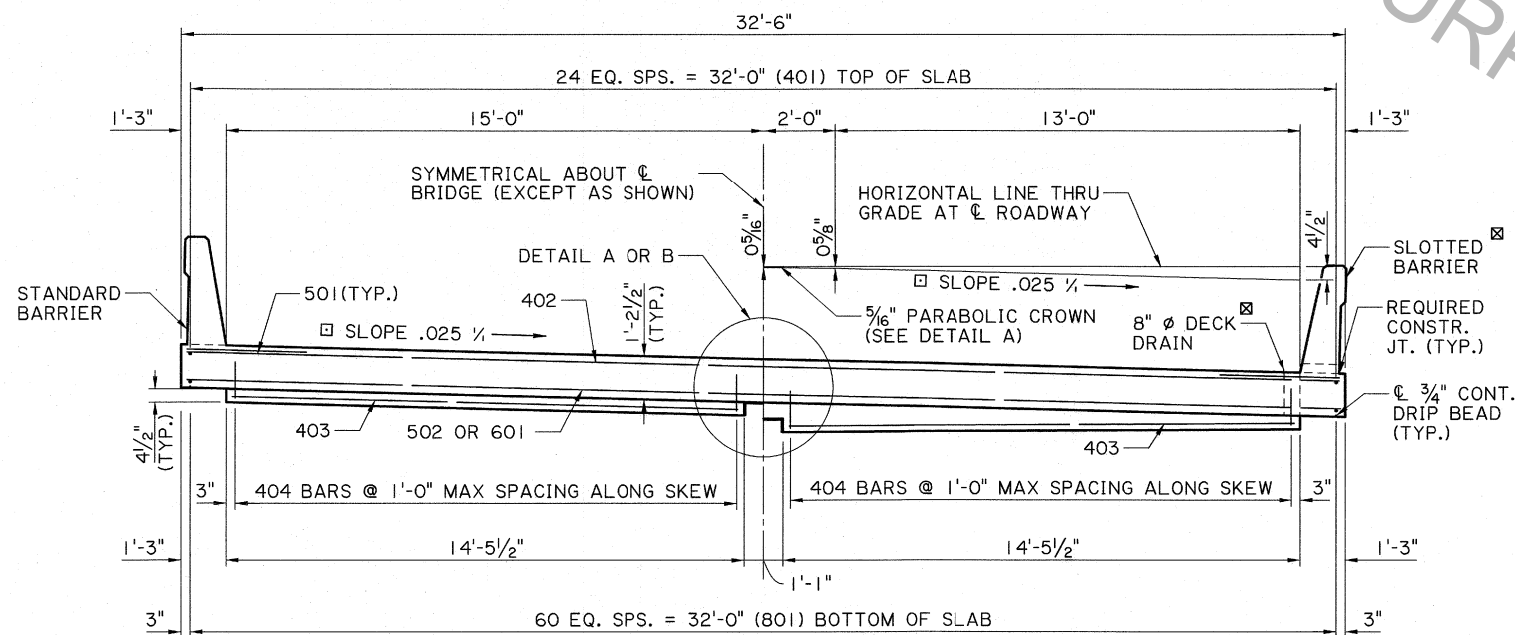
HALF PLAN - 0° SKEW
(SHOWING BOT. REINFORCING)
SCALE: 1/4" = 1'-0"



HALF PLAN
(SHOWING TOP REINFORCING)
SCALE: 1/4" = 1'-0"

SYMM. ABOUT ϕ BRIDGE
(EXCEPT AS SHOWN)

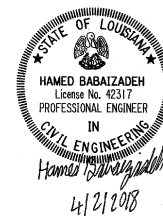
HALF PLAN
(SHOWING BOT. REINFORCING)
SCALE: 1/4" = 1'-0"



HALF SECTION
(ONE-WAY TANGENT ROADWAY SHOWN)
SCALE: 3/8" = 1'-0"

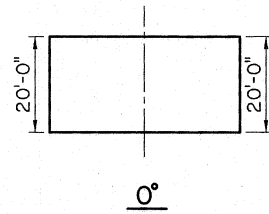
HALF SECTION
(TWO-WAY TANGENT ROADWAY SHOWN)
SCALE: 3/8" = 1'-0"

SECTION A-A



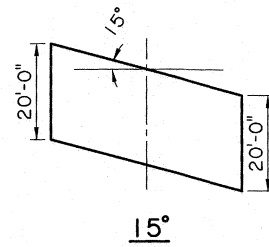
- NOTES:**
1. SEE SLAB SPAN COMMON DETAILS FOR SECTIONS AND DETAILS NOT SHOWN.
 2. UNLESS NOTED OTHERWISE IN PLANS.
 3. UNLESS OTHERWISE NOTED IN THE PLANS, SLOTTED BARRIER OR 8" ϕ DECK DRAINS SHALL BE USED ON LOW SIDE(S) OF BRIDGE. SLOTTED BARRIER OR DECK DRAINS ARE NOT REQUIRED ON END SPANS. CONCRETE BRIDGE RAILING (STANDARD) SHALL BE USED OTHERWISE. SEE GENERAL PLAN FOR REQUIRED DRAINAGE TYPE AND LOCATIONS. SEE MISC. SPAN SPECIAL DETAILS FOR DECK DRAINS.

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGNED: BABATZADEH		CHECKED: A. WINDMANN		REVIEWED: A. BAMUGO		SERIES # 1 OF 2	
DETAILER: A. KUYORO		CHECKED: BABATZADEH		REVISION OR CHANGE ORDER DESCRIPTION		BY	
NO.		DATE		NO.		DATE	
		SLAB SPAN		SPAN DETAILS		30' CLEAR WIDTH	
		BD.2.1.1.2.01 - SLAB SPAN DETAILS		DOTD		DOT BRIDGE DESIGN	



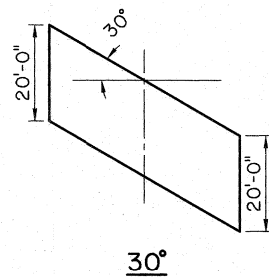
EST. QUANTITIES - ONE SPAN (0° SKEW)

BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	61	19'-6"	1,189'-6"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,189'-6" = 3,176 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
502	40	32'-0"	1,280'-0"	TRANS. BOT. OF SLAB
TOTAL NO. 5 BARS = 1,580'-0" = 1,648 LB				
401	25	19'-6"	487'-6"	LONGIT. TOP OF SLAB
402	16	32'-0"	512'-0"	TRANS. TOP OF SLAB
403	8	14'-0"	112'-0"	LONGIT. IN HAUNCH
404	60	2'-11"	175'-0"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 1,286'-6" = 859 LB				
TOTAL DEFORMED REINFORCING STEEL = 5,683 LB				
⊖ CLASS A1 CONCRETE (SLAB SPAN) = 30.13 CUYD				
☒ CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMERIC BEARING PAD = 23 SFIN				



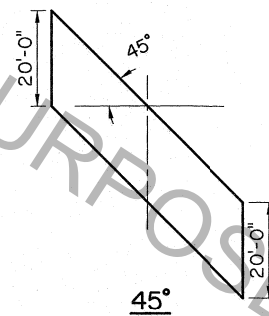
EST. QUANTITIES - ONE SPAN (15° SKEW)

BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	61	19'-6"	1,189'-6"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,189'-6" = 3,176 LB				
601	40	33'-2"	1,326'-8"	TRANS. BOT. OF SLAB
TOTAL NO. 6 BARS = 1,326'-8" = 1,993 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 300'-0" = 313 LB				
401	25	19'-6"	487'-6"	LONGIT. TOP OF SLAB
402	16	33'-2"	530'-8"	TRANS. TOP OF SLAB
403	8	14'-6"	116'-0"	LONGIT. IN HAUNCH
404	64	2'-11"	186'-8"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 1,320'-10" = 882 LB				
TOTAL DEFORMED REINFORCING STEEL = 6,364 LB				
⊖ CLASS A1 CONCRETE (SLAB SPAN) = 30.17 CUYD				
☒ CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMERIC BEARING PAD = 24 SFIN				



EST. QUANTITIES - ONE SPAN (30° SKEW)

BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	61	19'-6"	1,189'-6"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,189'-6" = 3,176 LB				
601	40	37'-1"	1,483'-4"	TRANS. BOT. OF SLAB
TOTAL NO. 6 BARS = 1,483'-4" = 2,228 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 300'-0" = 313 LB				
401	25	19'-6"	487'-6"	LONGIT. TOP OF SLAB
402	16	37'-1"	593'-4"	TRANS. TOP OF SLAB
403	8	16'-3"	130'-0"	LONGIT. IN HAUNCH
404	72	2'-11"	210'-0"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 1,420'-10" = 949 LB				
TOTAL DEFORMED REINFORCING STEEL = 6,666 LB				
⊖ CLASS A1 CONCRETE (SLAB SPAN) = 30.30 CUYD				
☒ CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMERIC BEARING PAD = 26 SFIN				



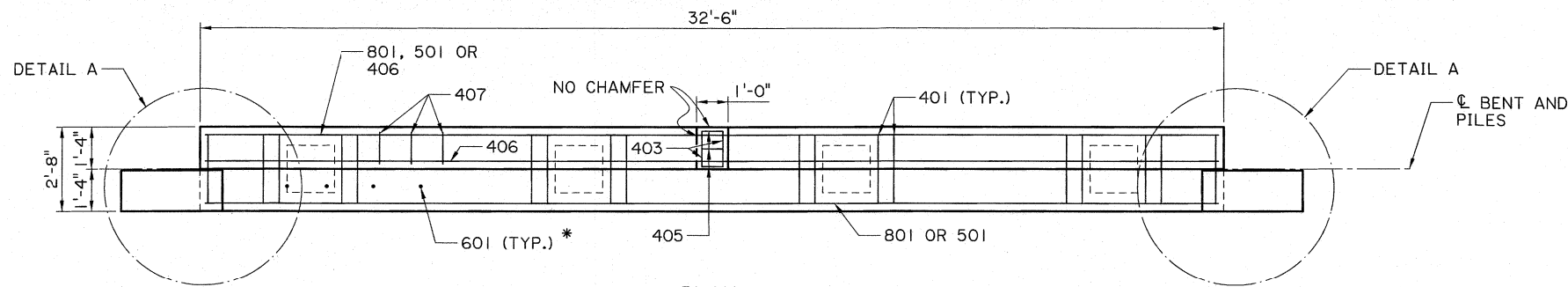
EST. QUANTITIES - ONE SPAN (45° SKEW)

BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	61	19'-6"	1,189'-6"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,189'-6" = 3,176 LB				
601	40	45'-6"	1,820'-0"	TRANS. BOT. OF SLAB
TOTAL NO. 6 BARS = 1,820'-0" = 2,734 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 300'-0" = 313 LB				
401	25	19'-6"	487'-6"	LONGIT. TOP OF SLAB
402	16	47'-2"	754'-8"	TRANS. TOP OF SLAB
403	8	20'-0"	160'-0"	LONGIT. IN HAUNCH
404	88	2'-11"	256'-8"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 1,658'-10" = 1,108 LB				
TOTAL DEFORMED REINFORCING STEEL = 7,331 LB				
⊖ CLASS A1 CONCRETE (SLAB SPAN) = 30.59 CUYD				
☒ CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMERIC BEARING PAD = 32 SFIN				

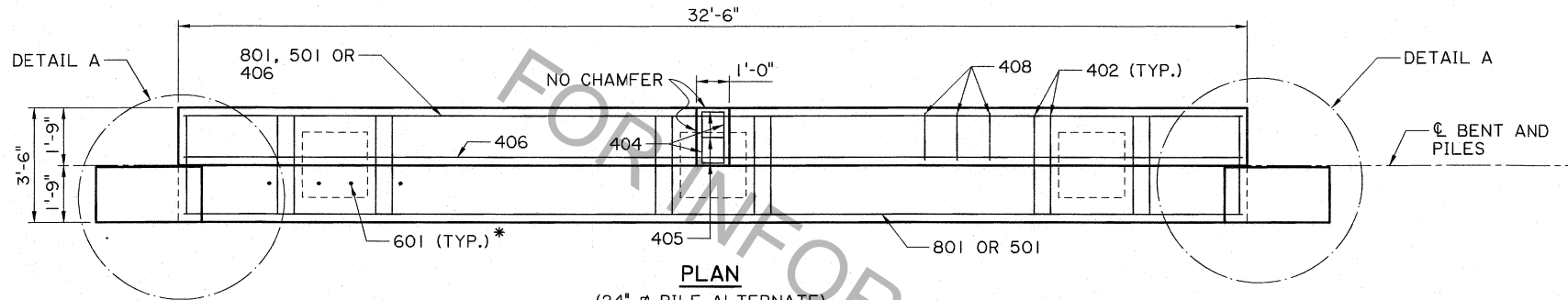
- NOTES:
- △ 1. INCLUDES ONE 1'-8" LAP SPLICE FOR 402 BARS, TO BE STAGGERED.
 - ☒ 2. SLOTTED BARRIER SHALL BE USED ON LOW SIDE OF BRIDGE AS CALLED FOR IN THE PLANS. CONCRETE BRIDGE RAILING (STANDARD) SHALL BE USED OTHERWISE.
 - ⊖ 3. CONCRETE QUANTITIES SHOWN ARE FOR TWO-WAY TANGENT SLABS. FOR ONE-WAY TANGENTS, SUBTRACT THE FOLLOWING FROM THE QUANTITY SHOWN:
 - 0° SKEW: 0.41 CUYD
 - 15° SKEW: 0.43 CUYD
 - 30° SKEW: 0.48 CUYD
 - 45° SKEW: 0.59 CUYD

SHEET NUMBER		PARISH	CONTROL SECTION	STATE PROJECT	
DESIGNED	BABAIZADEH	CHECKED	A. WINDMANN	REVIEWED	A. BAMUGO
REVISION OR CHANGE ORDER DESCRIPTION		NO.	DATE	BY	
SLAB SPAN SPAN QUANTITIES 30' CLEAR WIDTH BD.2.1.1.2.02 - SLAB SPAN DETAILS					

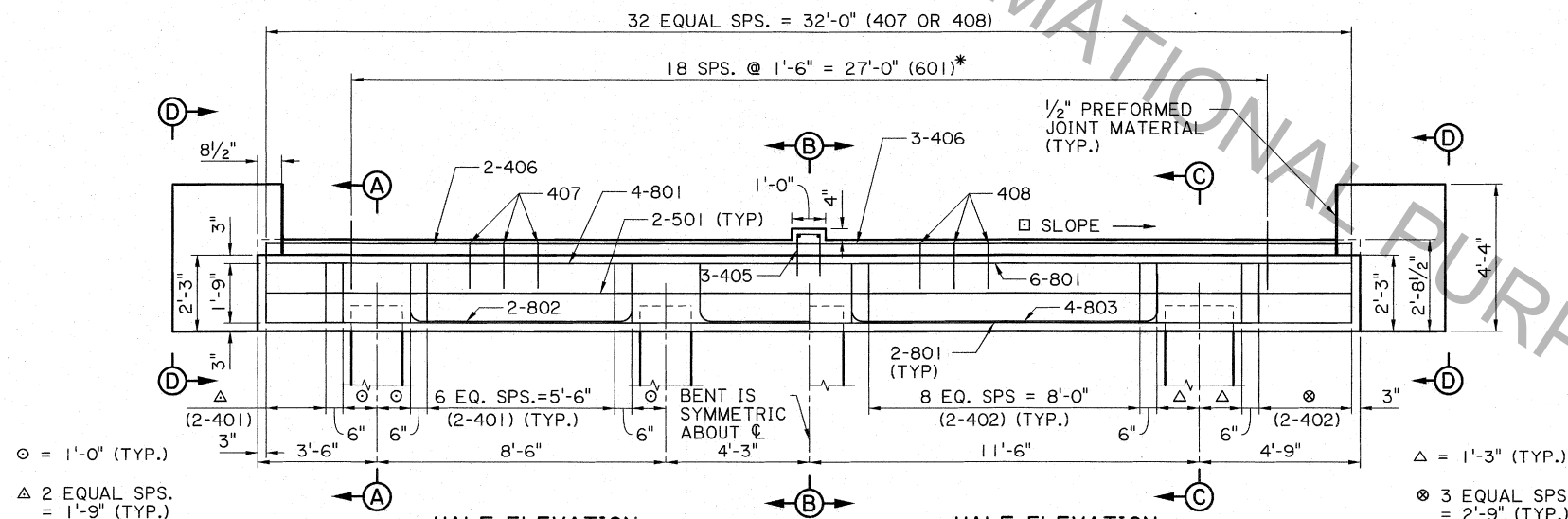
Hamed Babaizadeh
 4/2/2018



PLAN
(18" PILE ALTERNATE)
SCALE: 3/8" = 1'-0"

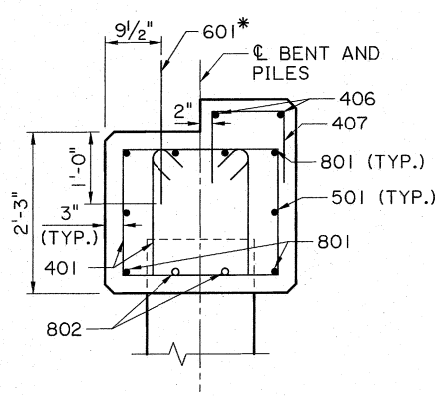


PLAN
(24" PILE ALTERNATE)
SCALE: 3/8" = 1'-0"

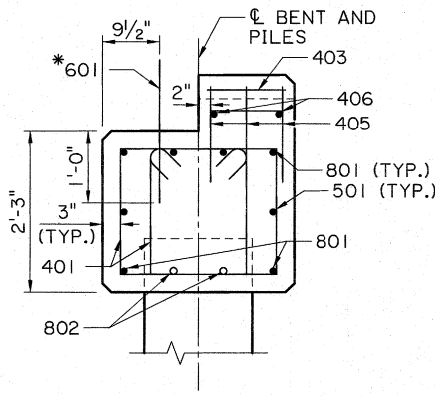


HALF ELEVATION
(18" PILE ALTERNATE)
SCALE: 3/8" = 1'-0"

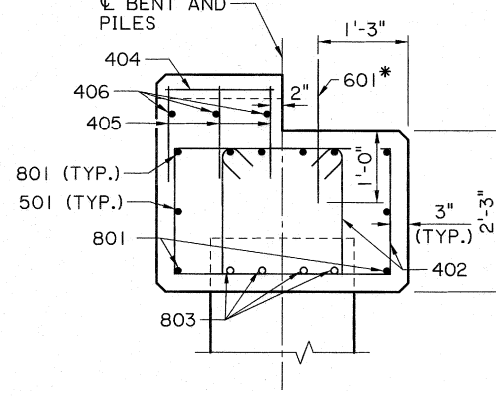
HALF ELEVATION
(24" PILE ALTERNATE)
SCALE: 3/8" = 1'-0"



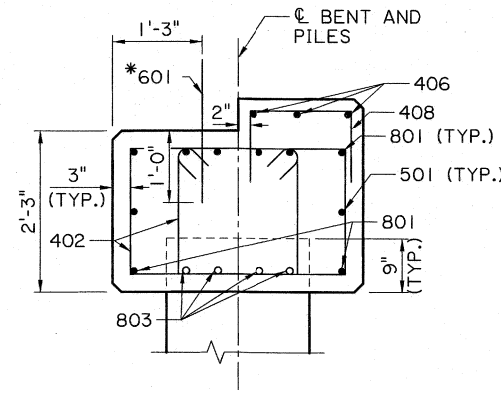
SECTION A-A
SCALE: 3/4" = 1'-0"



SECTION B-B
(18" PILE ALT.)
SCALE: 3/4" = 1'-0"



SECTION B-B
(24" PILE ALT.)
SCALE: 3/4" = 1'-0"



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

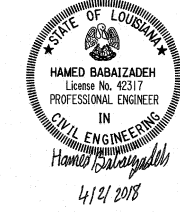
ESTIMATED QUANTITIES (ONE BENT) - 18" PILE

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	32'-0"	LONGIT. IN CAP
802	6	9'-0"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 246'-0" = 657 LB			
601	19	2'-0"	DOWELS
TOTAL NO. 6 BARS = 38'-0" = 58 LB			
501	2	32'-0"	LONGIT. IN CAP & RISER
TOTAL NO. 5 BARS = 64'-0" = 67 LB			
401	70	7'-11"	STIRRUPS IN CAP
403	2	1'-0"	LONGIT. IN KEY
405	3	3'-4"	STIRRUPS IN KEY
406	2	32'-0"	LONGIT. IN RISER
407	33	3'-8"	STIRRUPS IN RISER
409	12	2'-10"	LONGIT. IN WINGWALL
410	12	4'-0"	LONGIT. IN WINGWALL
411	10	10'-3"	STIRRUPS IN WINGWALL
TOTAL NO. 4 BARS = 935'-8" = 626 LB			
TOTAL DEFORMED REINFORCING STEEL = 1,408 LB			
CLASS A1 CONCRETE (BENT CAP) = 8.17 CUYDS			
MAX. PILE LOAD: SERVICE DEAD LOAD = 33 TONS			
SERVICE LIVE LOAD = 47 TONS			
FACTORED TOTAL LOAD = 110 TONS			

ESTIMATED QUANTITIES (ONE BENT) - 24" PILE

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	8	32'-0"	LONGIT. IN CAP
803	8	11'-6"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 348'-0" = 930 LB			
601	19	2'-0"	DOWELS
TOTAL NO. 6 BARS = 38'-0" = 58 LB			
501	2	32'-0"	LONGIT. IN CAP & RISER
TOTAL NO. 5 BARS = 64'-0" = 67 LB			
402	64	9'-1"	STIRRUPS IN CAP
404	2	1'-5"	LONGIT. IN KEY
405	3	3'-4"	STIRRUPS IN KEY
406	3	32'-0"	LONGIT. IN RISER
408	33	4'-1"	STIRRUPS IN RISER
409	12	2'-10"	LONGIT. IN WINGWALL
410	12	4'-0"	LONGIT. IN WINGWALL
412	10	11'-1"	STIRRUPS IN WINGWALL
TOTAL NO. 4 BARS = 1,017'-9" = 680 LB			
TOTAL DEFORMED REINFORCING STEEL = 1,735 LB			
CLASS A1 CONCRETE (BENT CAP) = 10.64 CUYD			
MAX. PILE LOAD: SERVICE DEAD LOAD = 47 TONS			
SERVICE LIVE LOAD = 68 TONS			
FACTORED TOTAL LOAD = 158 TONS			

- NOTES:**
- SEE SLAB SPAN COMMON DETAILS FOR SECTIONS AND DETAILS NOT SHOWN.
 - SEE "601 DOWELS" NOTE IN SLAB SPAN GENERAL NOTES.
 - 0% FOR TWO-WAY TANGENTS. FOR ONE-WAY TANGENT ROADWAYS, MATCH SLOPE OF SLAB.



SHEET NUMBER

DESIGNED: BABALZADEH
CHECKED: B.MISTICH
DATE: 4/2/2018

CONTROL SECTION: A-KUYORO
CHECKED: BABALZADEH
DATE: 4/2/2018

STATE: LA
PROJECT: BD-2.1.1.2.03 - SLAB SPAN DETAILS
SERIES #: 1 OF 2

BY: [Signature]

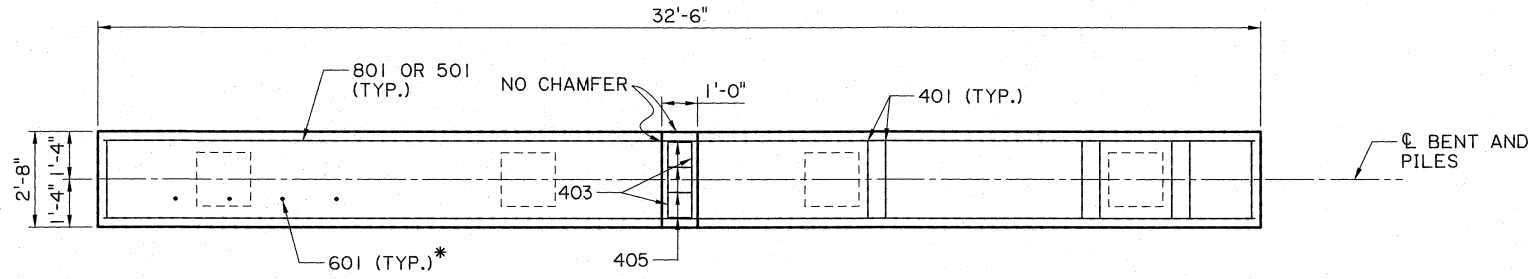
NO. DATE

REVISION OR CHANGE ORDER DESCRIPTION

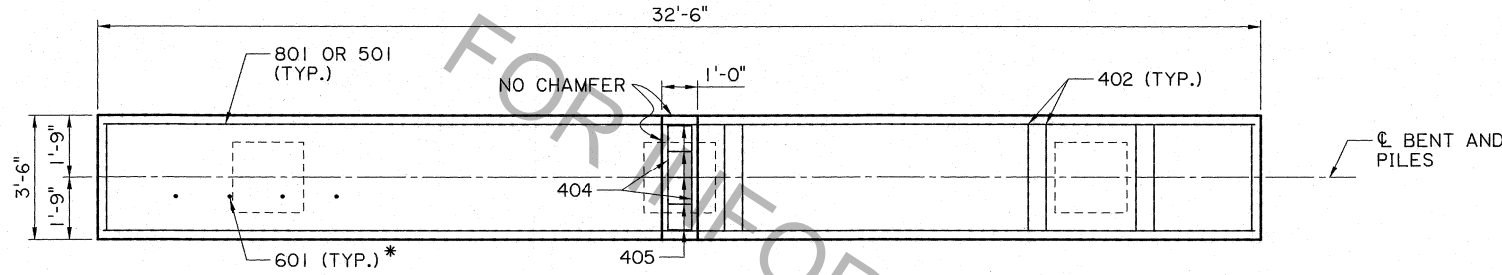
END BENT

BENT DETAILS AND QUANTITIES
30' CLEAR WIDTH, 0° SKEW

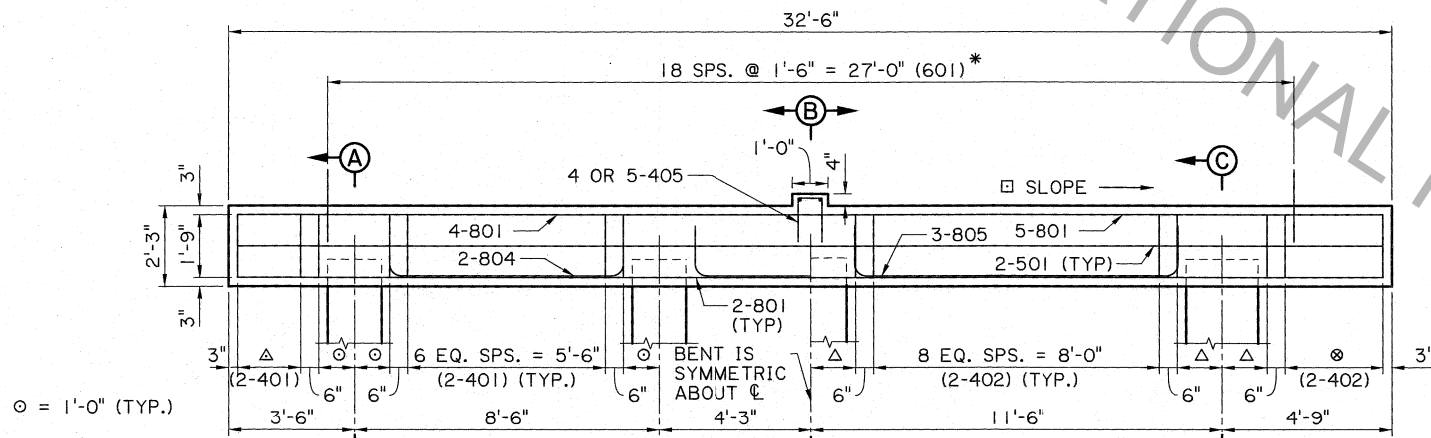
DOTD
DOT BRIDGE DESIGN



PLAN
(18" \varnothing PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"

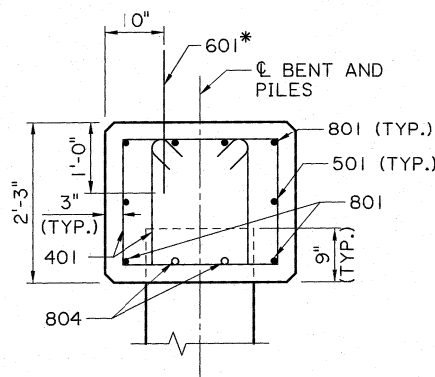


PLAN
(24" \varnothing PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"

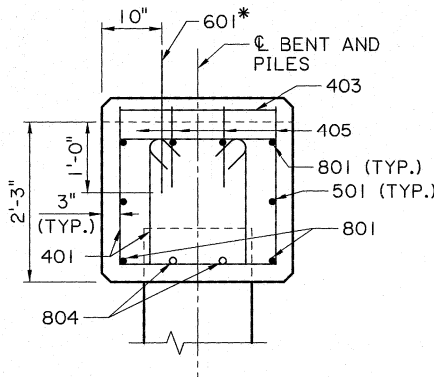


HALF ELEVATION
(18" \varnothing PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"

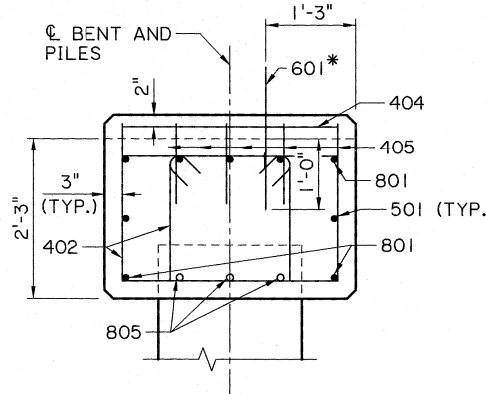
HALF ELEVATION
(24" \varnothing PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"



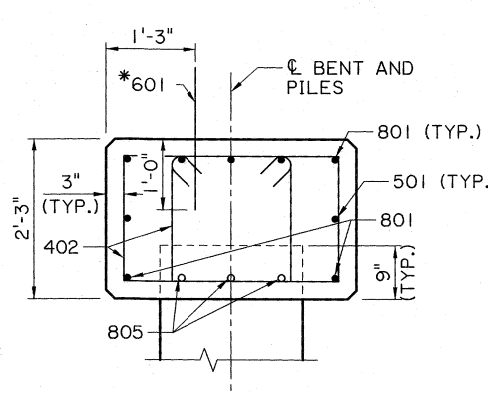
SECTION A-A
SCALE: $\frac{3}{4}$ " = 1'-0"



SECTION B-B
(18" \varnothing PILE ALT.)
SCALE: $\frac{3}{4}$ " = 1'-0"



SECTION B-B
(24" \varnothing PILE ALT.)
SCALE: $\frac{3}{4}$ " = 1'-0"

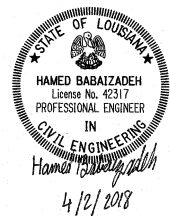


SECTION C-C
SCALE: $\frac{3}{4}$ " = 1'-0"

ESTIMATED QUANTITIES (ONE BENT) - 18" \varnothing PILE				
BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
801	6	32'-0"	192'-0"	LONGIT. IN CAP
804	6	9'-0"	54'-0"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 246'-0" = 657 LB				
601	19	2'-0"	38'-0"	DOWELS
TOTAL NO. 6 BARS = 38'-0" = 58 LB				
501	2	32'-0"	64'-0"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 64'-0" = 67 LB				
401	70	7'-11"	554'-2"	STIRRUPS IN CAP
403	2	2'-4"	4'-8"	LONGIT. IN KEY
405	4	3'-4"	13'-4"	STIRRUPS IN KEY
TOTAL NO. 4 BARS = 572'-2" = 383 LB				
TOTAL DEFORMED REINFORCING STEEL = 1,165 LB				
CLASS A1 CONCRETE (BENT CAP) = 7.01 CUYD				
MAX. PILE LOAD: SERVICE DEAD LOAD = 24 TONS				
SERVICE LIVE LOAD = 39 TONS				
FACTORED TOTAL LOAD = 87 TONS				

ESTIMATED QUANTITIES (ONE BENT) - 24" \varnothing PILE				
BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
801	7	32'-0"	224'-0"	LONGIT. IN CAP
805	6	11'-6"	69'-0"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 293'-0" = 783 LB				
601	19	2'-0"	38'-0"	DOWELS
TOTAL NO. 6 BARS = 38'-0" = 58 LB				
501	2	32'-0"	64'-0"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 64'-0" = 67 LB				
402	68	9'-1"	617'-8"	STIRRUPS IN CAP
404	2	3'-2"	6'-4"	LONGIT. IN KEY
405	5	3'-4"	16'-8"	STIRRUPS IN KEY
TOTAL NO. 4 BARS = 640'-8" = 501 LB				
TOTAL DEFORMED REINFORCING STEEL = 1,336 LB				
CLASS A1 CONCRETE (BENT CAP) = 9.19 CUYD				
MAX. PILE LOAD: SERVICE DEAD LOAD = 35 TONS				
SERVICE LIVE LOAD = 59 TONS				
FACTORED TOTAL LOAD = 131 TONS				

- NOTES:**
- SEE SLAB SPAN COMMON DETAILS FOR SECTIONS AND DETAILS NOT SHOWN.
 - SEE "601 DOWELS" NOTE IN SLAB SPAN GENERAL NOTES.
 - 0% FOR TWO-WAY TANGENTS. FOR ONE-WAY TANGENT ROADWAYS, MATCH SLOPE OF SLAB.
 - ADD 58 LBS. OF REINFORCING STEEL (19-601 DOWELS) WHEN TWO FIXED ENDS OCCUR ON THE SAME BENT.



SHEET NUMBER

DESIGNED: BABAZADEH | CHECKED: B.MISTICH | DETAILED: A.KUYORO | CONTROL SECTION: BABAZADEH | REVIEWED: A.BAMUGO | STATE PROJECT: 2 OF 2

DATE: _____

REVISION OR CHANGE ORDER DESCRIPTION

BY

INTERMEDIATE BENT

BENT DETAILS AND QUANTITIES

30' CLEAR WIDTH, 0° SKEW

BD.2.1.1.2.04 - SLAB SPAN DETAILS

DOTD

DOTD BRIDGE DESIGN