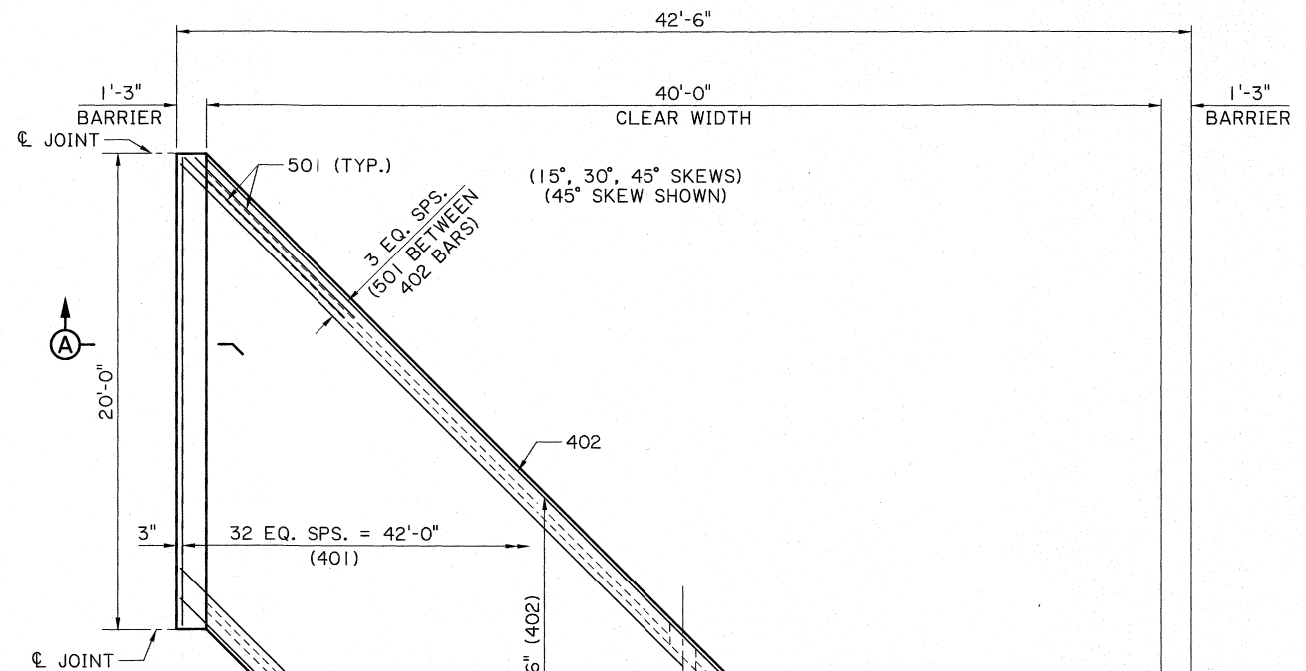


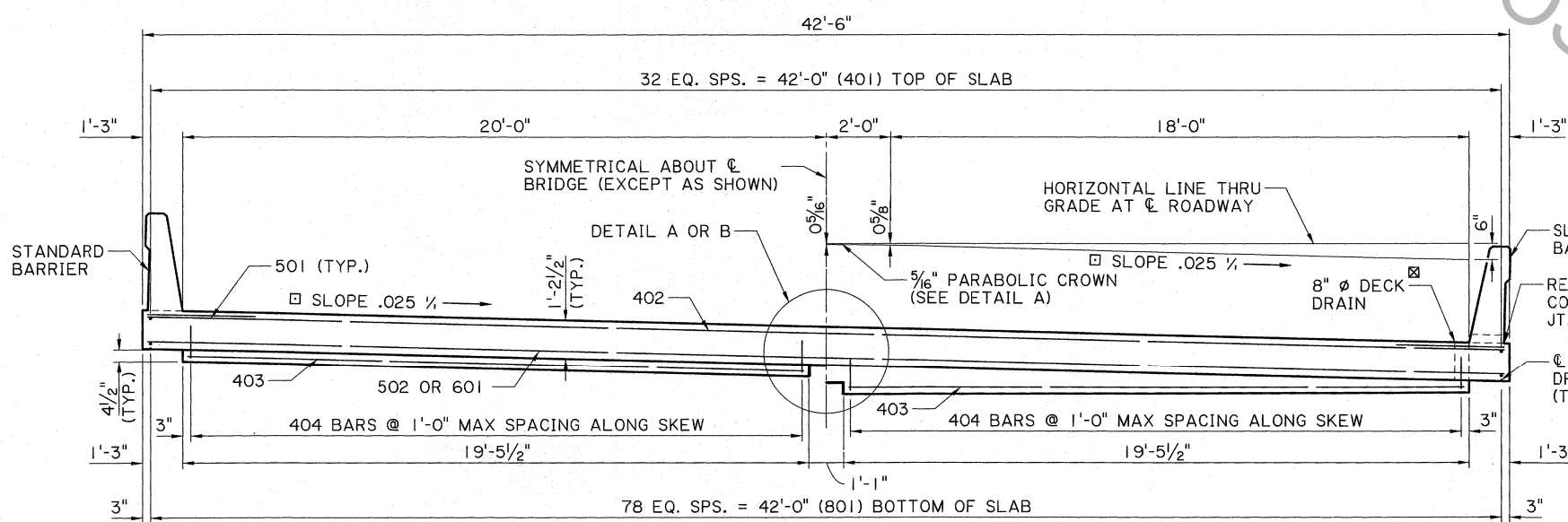
HALF PLAN - 0° SKEW
(SHOWING TOP REINFORCING)
SCALE: 1/4" = 1'-0"

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



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

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



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

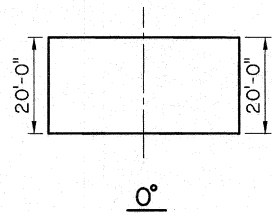
SECTION A-A

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

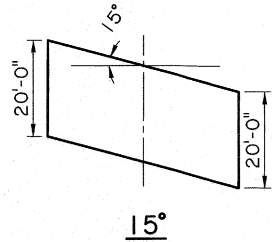
- NOTES:**
- 1. SEE SLAB SPAN COMMON DETAILS FOR SECTIONS AND DETAILS NOT SHOWN.
 - 2. UNLESS NOTED OTHERWISE IN PLANS.
 - 3. UNLESS OTHERWISE NOTED IN THE PLANS, SLOTTED BARRIER OR 8" Ø DECK DRAINS SHALL BE USED ON LOW SIDE(S) OF BRIDGE. SLOTTED BARRIER OR DECK DRAINS ARE NOT REQUIRED ON END BENTS. 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.



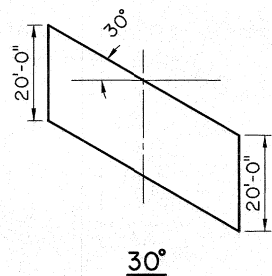
SHEET NUMBER	
DESIGNED	BABAZADEH
CHECKED	A. WINDMANN
CONTROL SECTION	A. KUYORO
STATE PROJECT	BABAZADEH
REVIEWED	A. BAMUGO
SERIES #	1 OF 2
NO.	DATE
REVISION OR CHANGE ORDER DESCRIPTION	
BY	
SLAB SPAN	
SPAN DETAILS	
40' CLEAR WIDTH	
BD.2.1.1.5.01 - SLAB SPAN	
DOTD	
DOT BRIDGE DESIGN	



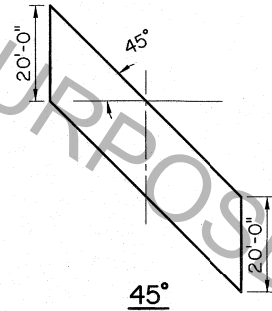
EST. QUANTITIES - ONE SPAN (0° SKEW)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	79	19'-6"	1,540'-6"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,540'-6" = 4,113 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
502	40	42'-0"	1,680'-0"	TRANS. BOT. OF SLAB
TOTAL NO. 5 BARS = 1,980'-0" = 2,065 LB				
401	33	19'-6"	643'-6"	LONGIT. TOP OF SLAB
402	16	43'-8"	698'-8"	TRANS. TOP OF SLAB
403	8	19'-0"	152'-0"	LONGIT. IN HAUNCH
404	80	2'-11"	233'-4"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 1,727'-6" = 1,154 LB				
TOTAL DEFORMED REINFORCING STEEL = 7,332 LB				
⊖ CLASS A1 CONCRETE (SLAB SPAN) = 39.64 CUYD				
☒ CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMETRIC BEARING PAD = 30 SFIN				



EST. QUANTITIES - ONE SPAN (15° SKEW)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	79	19'-6"	1,540'-6"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,540'-6" = 4,113 LB				
601	40	43'-6"	1,740'-0"	TRANS. BOT. OF SLAB
TOTAL NO. 6 BARS = 1,740'-0" = 2,613 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 300'-0" = 313 LB				
401	33	19'-6"	643'-6"	LONGIT. TOP OF SLAB
402	16	45'-2"	722'-8"	TRANS. TOP OF SLAB
403	8	19'-8"	157'-4"	LONGIT. IN HAUNCH
404	84	2'-11"	245'-0"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 1,768'-6" = 1,181 LB				
TOTAL DEFORMED REINFORCING STEEL = 8,220 LB				
⊖ CLASS A1 CONCRETE (SLAB SPAN) = 39.70 CUYD				
☒ CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMETRIC BEARING PAD = 32 SFIN				



EST. QUANTITIES - ONE SPAN (30° SKEW)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	79	19'-6"	1,540'-6"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,540'-6" = 4,113 LB				
601	40	48'-7"	1,943'-4"	TRANS. BOT. OF SLAB
TOTAL NO. 6 BARS = 1,943'-4" = 2,919 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 300'-0" = 313 LB				
401	33	19'-6"	643'-6"	LONGIT. TOP OF SLAB
402	16	50'-3"	804'-0"	TRANS. TOP OF SLAB
403	8	22'-0"	176'-0"	LONGIT. IN HAUNCH
404	96	2'-11"	280'-0"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 1,903'-6" = 1,272 LB				
TOTAL DEFORMED REINFORCING STEEL = 8,617 LB				
⊖ CLASS A1 CONCRETE (SLAB SPAN) = 39.90 CUYD				
☒ CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMETRIC BEARING PAD = 35 SFIN				



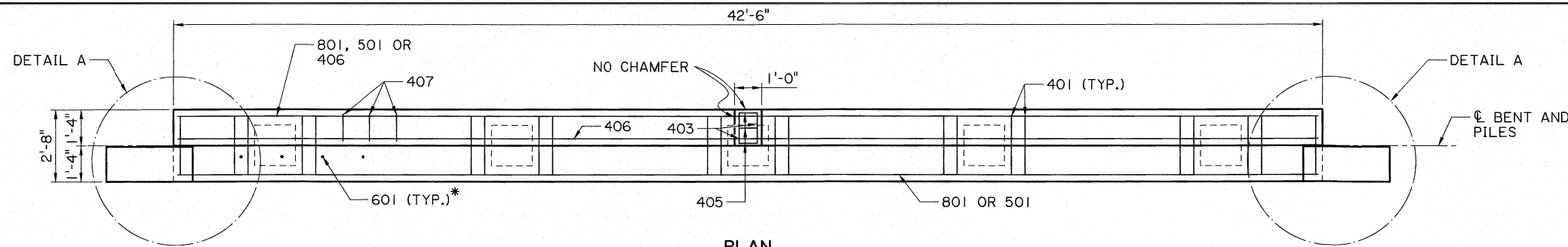
EST. QUANTITIES - ONE SPAN (45° SKEW)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	79	19'-6"	1,540'-6"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,540'-6" = 4,113 LB				
601	40	59'-8"	2,386'-8"	TRANS. BOT. OF SLAB
TOTAL NO. 6 BARS = 2,386'-8" = 3,585 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 300'-0" = 313 LB				
401	33	19'-6"	643'-6"	LONGIT. TOP OF SLAB
402	16	61'-4"	981'-4"	TRANS. TOP OF SLAB
403	8	27'-1"	216'-8"	LONGIT. IN HAUNCH
404	116	2'-11"	338'-4"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 2,179'-10" = 1,456 LB				
TOTAL DEFORMED REINFORCING STEEL = 9,467 LB				
⊖ CLASS A1 CONCRETE (SLAB SPAN) = 40.33 CUYD				
☒ CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMETRIC BEARING PAD = 43 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:

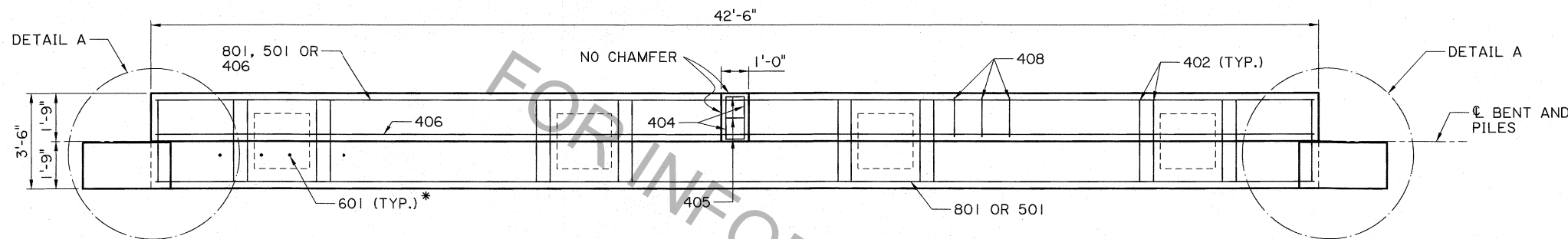
0° SKEW: 0.75 CUYD
 15° SKEW: 0.78 CUYD
 30° SKEW: 0.87 CUYD
 45° SKEW: 1.06 CUYD

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGNED	CHECKED	DETAILED	CHECKED	REVIEWED	SERIES #	DATE	BY
BABAIZADEH	A. WINDMANN	A. KUYORO	BABAIZADEH	A. BAMUGO	2	OF 2	
REVISION OR CHANGE ORDER DESCRIPTION							
NO. DATE							
<p style="text-align: center;">SLAB SPAN</p> <p style="text-align: center;">SPAN QUANTITIES 40' CLEAR WIDTH</p> <p style="text-align: center;">BD.2.1.1.5.02 - SLAB SPAN</p>							
<p style="text-align: right;">DOTD BRIDGE DESIGN</p>							

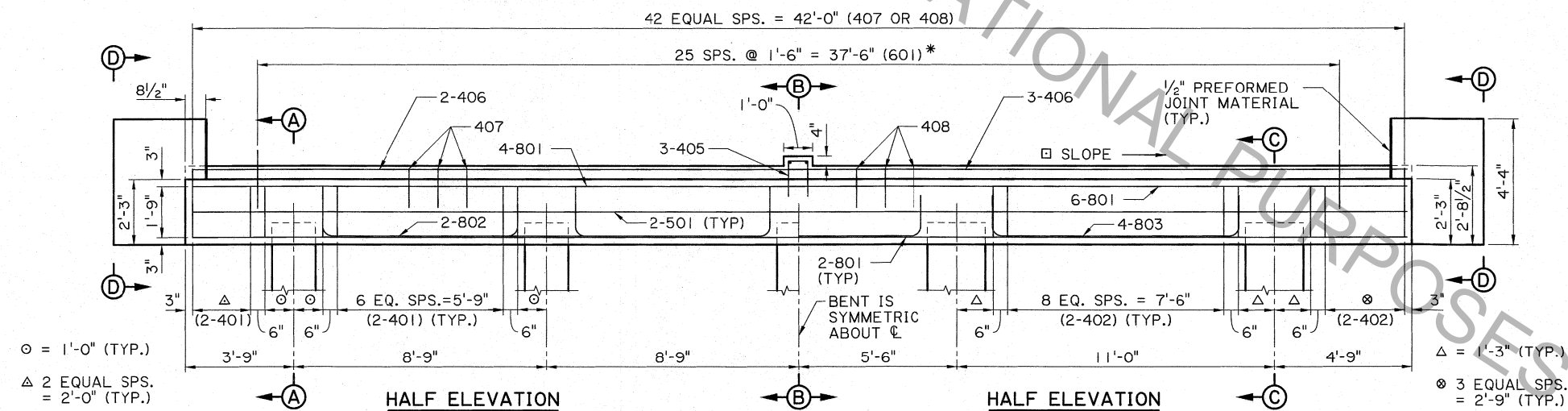
Hamed Babaizadeh
 4/2/2018



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

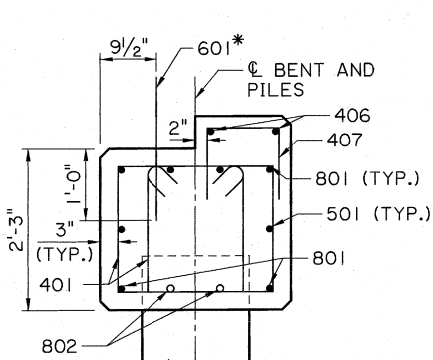


PLAN
(24" \varnothing PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"

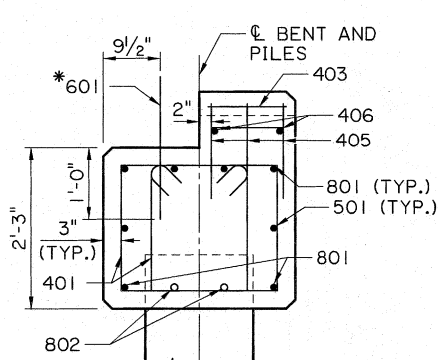


HALF ELEVATION
(18" \varnothing PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"

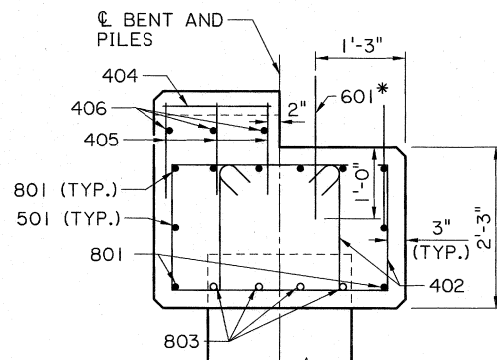
HALF ELEVATION
(24" \varnothing PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"



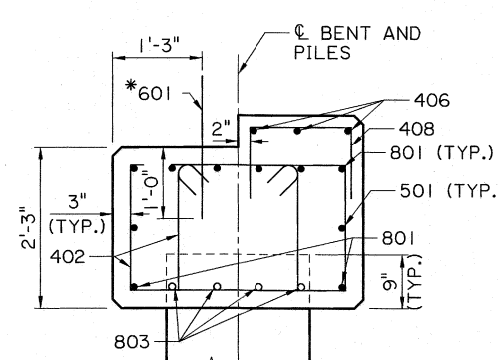
SECTION A-A
SCALE: $\frac{3}{4}$ " = 1'-0"



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"

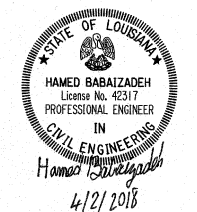
ESTIMATED QUANTITIES (ONE BENT) - 18" \varnothing PILE

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	42'-0"	LONGIT. IN CAP
802	8	9'-3"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 326'-0" = 871 LB			
601	26	2'-0"	DOWELS
TOTAL NO. 6 BARS = 52'-0" = 79 LB			
501	2	42'-0"	LONGIT. IN CAP & RISER
TOTAL NO. 5 BARS = 84'-0" = 88 LB			
401	84	7'-11"	STIRRUPS IN CAP
403	2	1'-0"	LONGIT. IN KEY
405	3	3'-4"	STIRRUPS IN KEY
406	2	43'-8"	LONGIT. IN RISER
407	43	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 = 1,106'-6" = 740 LB			
TOTAL DEFORMED REINFORCING STEEL = 1,778 LB			
CLASS A1 CONCRETE (BENT CAP) = 10.33 CU YD			
MAX. PILE LOAD: SERVICE DEAD LOAD = 35 TONS			
SERVICE LIVE LOAD = 58 TONS			
FACTORED TOTAL LOAD = 117 TONS			

ESTIMATED QUANTITIES (ONE BENT) - 24" \varnothing PILE

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	8	42'-0"	LONGIT. IN CAP
803	12	11'-0"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 468'-0" = 1,250 LB			
601	26	2'-0"	DOWELS
TOTAL NO. 6 BARS = 52'-0" = 79 LB			
501	2	42'-0"	LONGIT. IN CAP & RISER
TOTAL NO. 5 BARS = 84'-0" = 88 LB			
402	86	9'-1"	STIRRUPS IN CAP
404	2	1'-5"	LONGIT. IN KEY
405	3	3'-4"	STIRRUPS IN KEY
406	3	43'-8"	LONGIT. IN RISER
408	43	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 = 1,293'-5" = 865 LB			
TOTAL DEFORMED REINFORCING STEEL = 2,282 LB			
CLASS A1 CONCRETE (BENT CAP) = 13.55 CU YD			
MAX. PILE LOAD: SERVICE DEAD LOAD = 44 TONS			
SERVICE LIVE LOAD = 60 TONS			
FACTORED TOTAL LOAD = 143 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.
 - INCLUDES ONE 1'-8" FOR 406 BARS, TO BE STAGGERED.



DOTD
DOT BRIDGE DESIGN

END BENT
BENT DETAILS AND QUANTITIES
40' CLEAR WIDTH, 0° SKEW

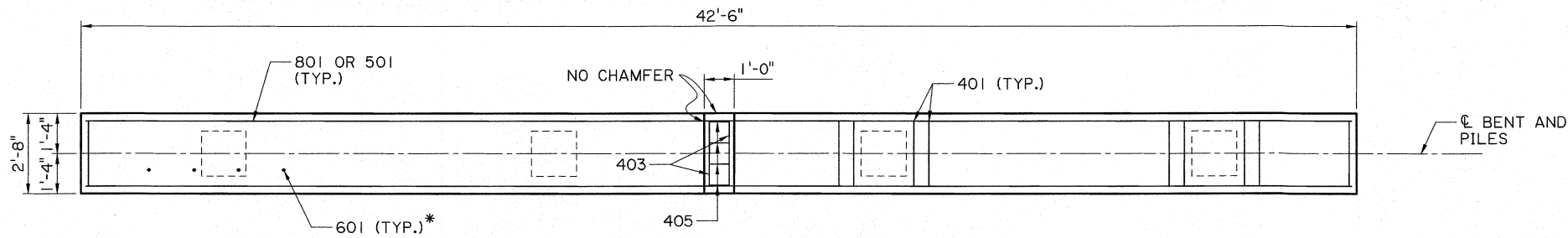
BD.2.1.1.5.03 - SLAB SPAN DETAILS

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

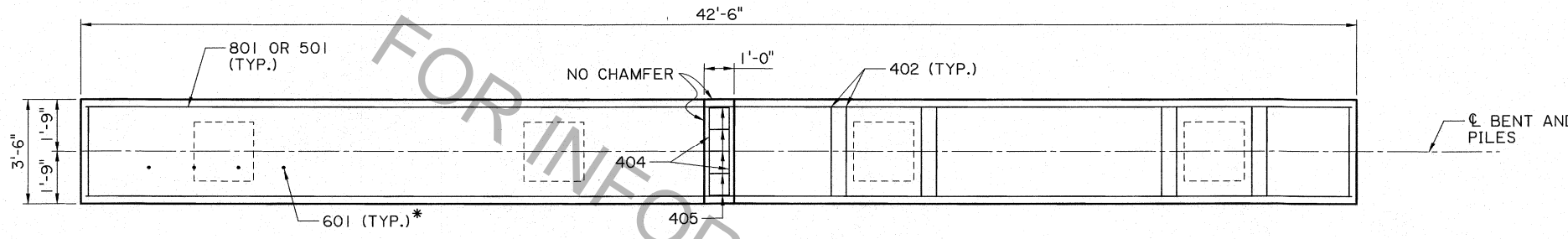
CONTROL SECTION: A. KUYORO
CHECKED: BABATZADEH

STATE PROJECT: 1 OF 2
SERIES # 1 OF 2

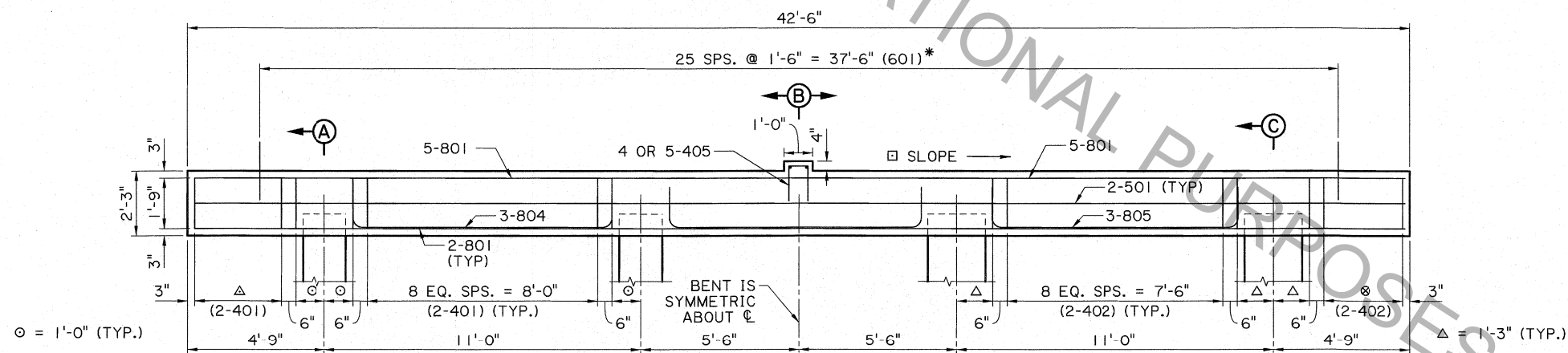
REVISION OR CHANGE ORDER DESCRIPTION: NO. DATE



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

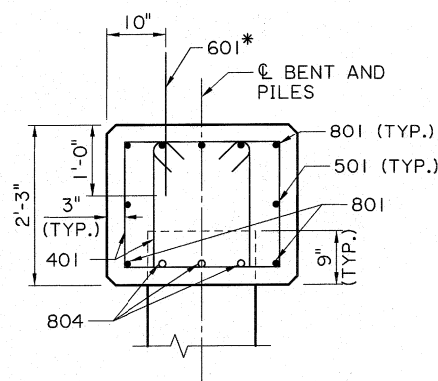


PLAN
(24" \emptyset PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"

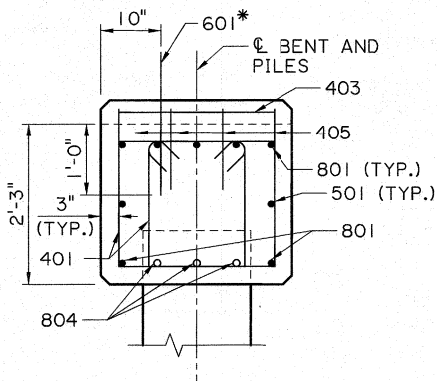


HALF ELEVATION
(18" \emptyset PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"

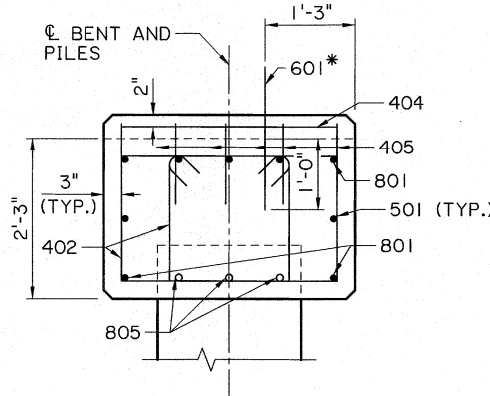
HALF ELEVATION
(24" \emptyset PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"



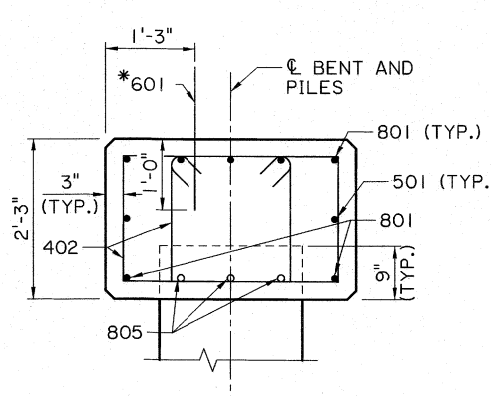
SECTION A-A
SCALE: $\frac{3}{4}$ " = 1'-0"



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



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



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

ESTIMATED QUANTITIES (ONE BENT) - 18" \emptyset PILE

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	7	42'-0"	LONGIT. IN CAP
804	9	11'-6"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 397'-6" = 1,062 LB			
601	26	2'-0"	DOWELS
TOTAL NO. 6 BARS = 52'-0" = 79 LB			
501	2	42'-0"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 84'-0" = 88 LB			
401	86	7'-11"	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 = 698'-10" = 467 LB			
TOTAL DEFORMED REINFORCING STEEL = 1,696 LB			
CLASS A1 CONCRETE (BENT CAP) = 9.23 CU YD			
MAX. PILE LOAD: SERVICE DEAD LOAD = 30 TONS			
SERVICE LIVE LOAD = 52 TONS			
FACTORED TOTAL LOAD = 113 TONS			

ESTIMATED QUANTITIES (ONE BENT) - 24" \emptyset PILE

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	7	42'-0"	LONGIT. IN CAP
805	9	11'-0"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 393'-0" = 1,050 LB			
601	26	2'-0"	DOWELS
TOTAL NO. 6 BARS = 52'-0" = 79 LB			
501	2	42'-0"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 84'-0" = 88 LB			
402	86	9'-1"	781'-2" 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 = 804'-2" = 538 LB			
TOTAL DEFORMED REINFORCING STEEL = 1,755 LB			
CLASS A1 CONCRETE (BENT CAP) = 11.99 CU YD			
MAX. PILE LOAD: SERVICE DEAD LOAD = 31 TONS			
SERVICE LIVE LOAD = 52 TONS			
FACTORED TOTAL LOAD = 116 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 79 LBS. OF REINFORCING STEEL (26-601 DOWELS) WHEN TWO FIXED ENDS OCCUR ON THE SAME BENT.



INTERMEDIATE BENT
BENT DETAILS AND QUANTITIES
40' CLEAR WIDTH, 0° SKEW
DOTD
DOT BRIDGE DESIGN

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

CONTROL SECTION: BABAZADEH
PROJECT: 12 OF 2

REVISION OR CHANGE ORDER DESCRIPTION: BY: NO. DATE