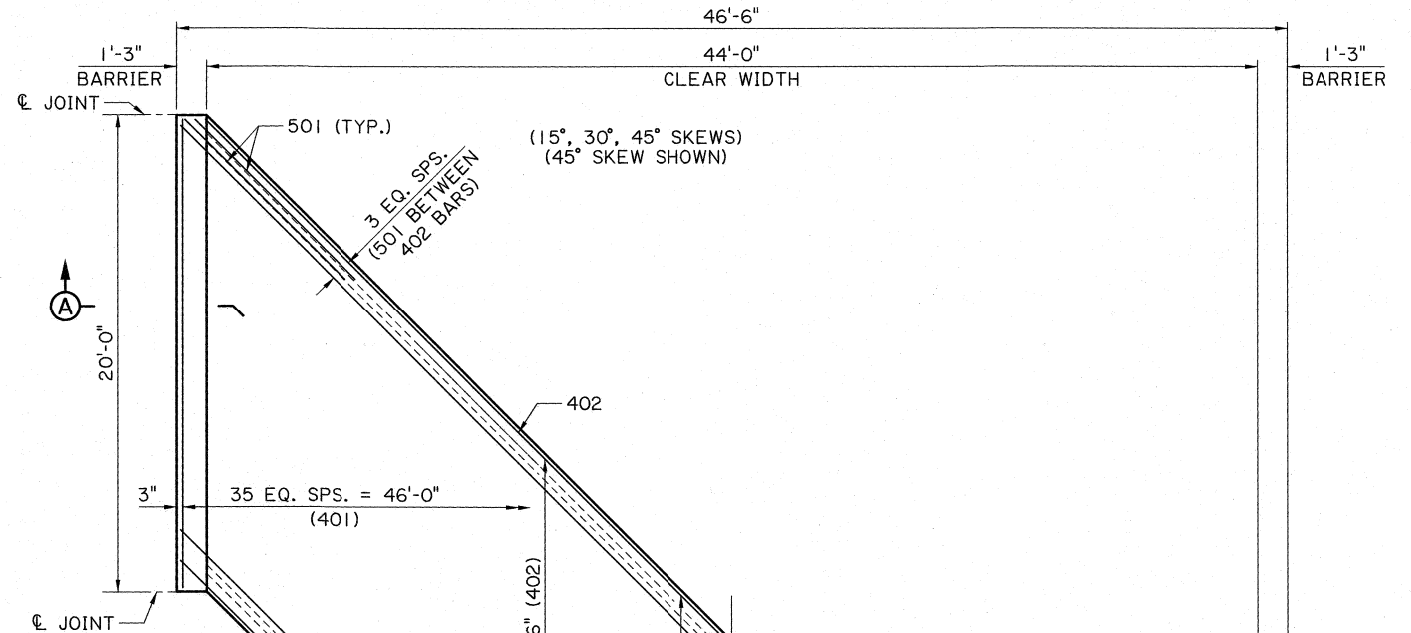
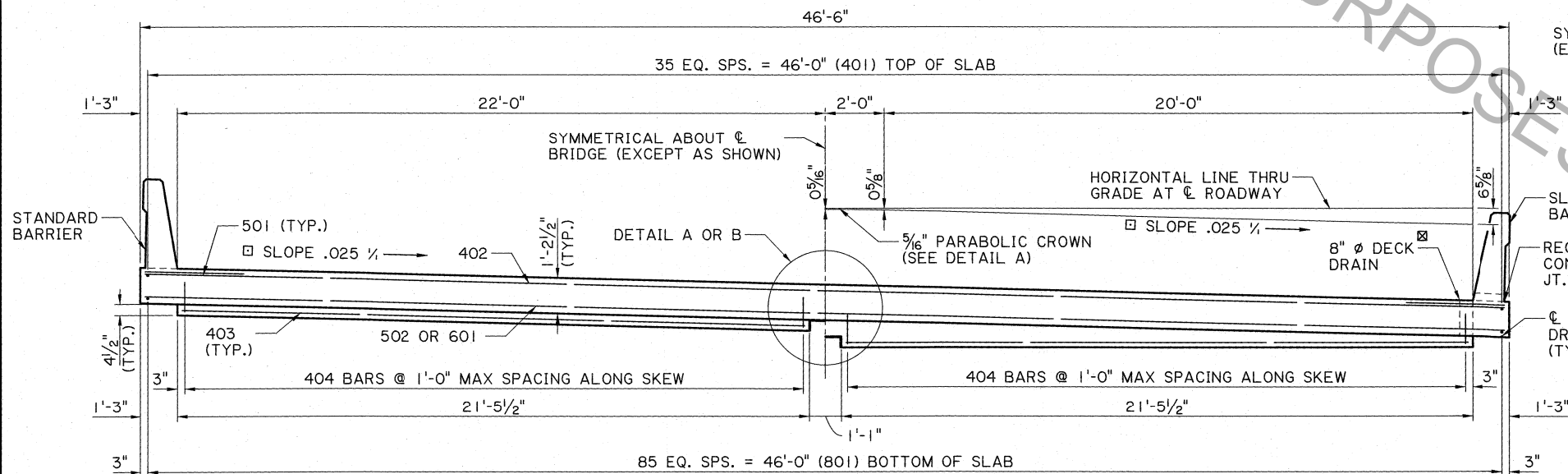


HALF PLAN - 0° SKEW
 (SHOWING TOP REINFORCING)
 SCALE: 1/4" = 1'-0"

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



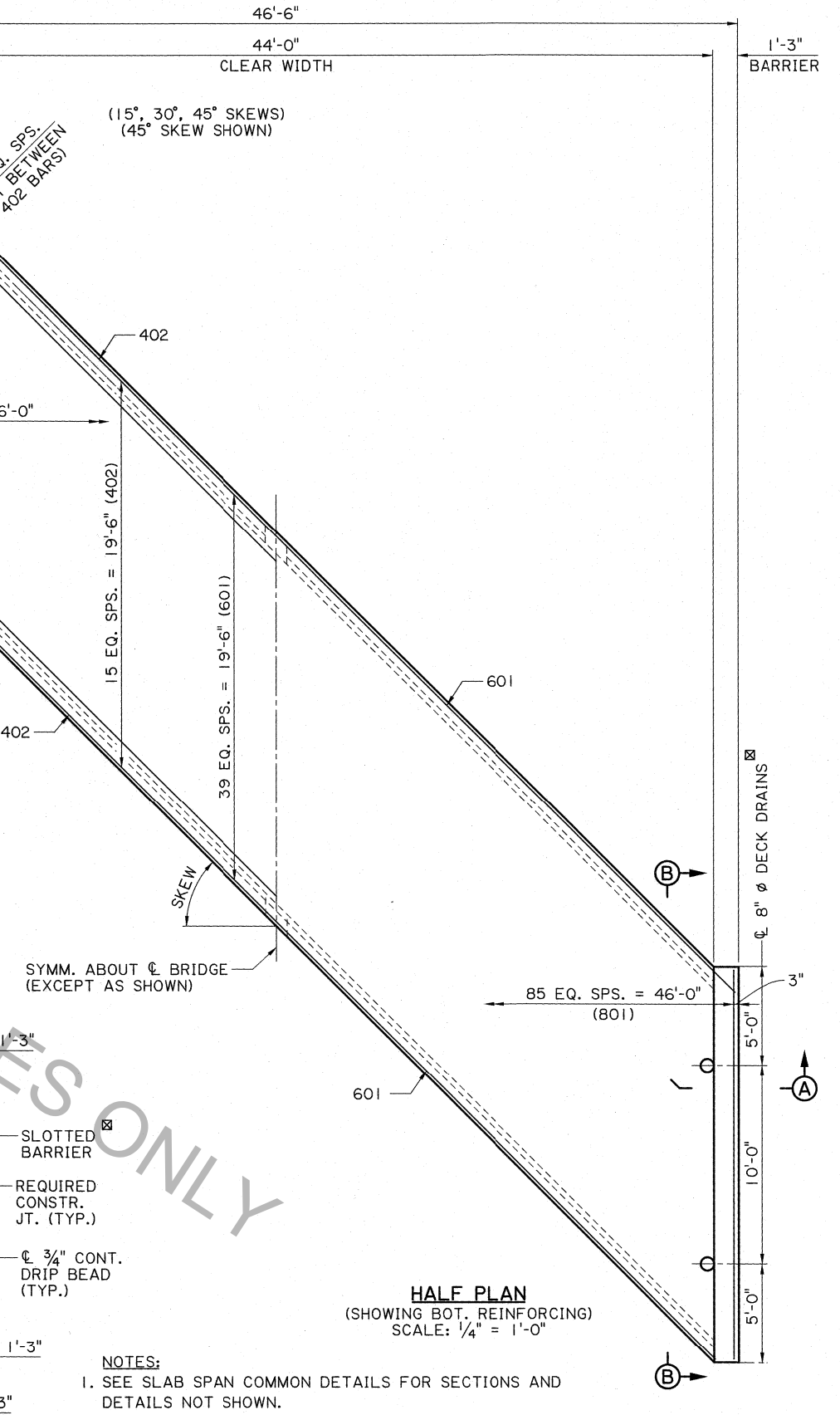
HALF PLAN
 (SHOWING TOP REINFORCING)
 SCALE: 1/4" = 1'-0"



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

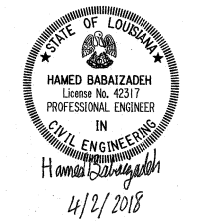
SECTION A-A

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

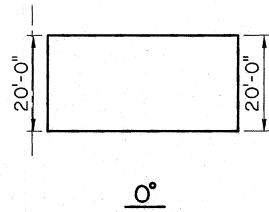


HALF PLAN
 (SHOWING BOT. REINFORCING)
 SCALE: 1/4" = 1'-0"

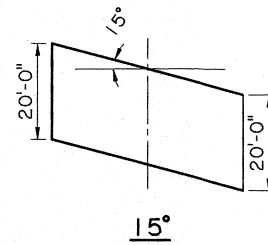
- NOTES:**
1. SEE SLAB SPAN COMMON DETAILS FOR SECTIONS AND DETAILS NOT SHOWN.
 2. UNLESS NOTED OTHERWISE IN PLANS.
 3. UNLESS OTHERWISE NOTED IN THE PLANS, SLOTTED BARRIER OR 8" Ø DECK DRAINS SHALL BE USED ON LOW SIDE(S) OF BRIDGE. SLOTTED BARRIER OR DECK DRAINS ARE NOT REQUIRED ON END SPANS. CONCRETE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



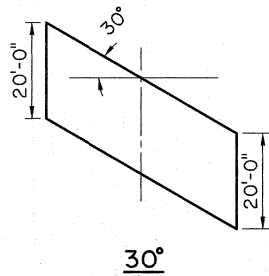
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGNED: BABAIZADEH		CHECKED: A. WINDMANN		REVIEWED: A. BAMAUGO		SERIES # 1 OF 2	
DETAILS: A. KUYORO		CHECKED: BABAIZADEH		REVIEWED: A. BAMAUGO		BY	
NO.		DATE		REVISION OR CHANGE ORDER DESCRIPTION		BY	
SLAB SPAN		SPAN DETAILS		44' CLEAR WIDTH		DOTD BRIDGE DESIGN	
BD.2.1.1.6.01		- SLAB SPAN					



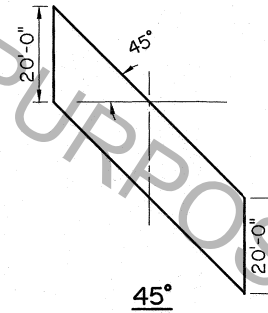
EST. QUANTITIES - ONE SPAN (0° SKEW)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	86	19'-6"	1,677'-0"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,677'-0" = 4,478 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
502	40	46'-0"	1,840'-0"	TRANS. BOT. OF SLAB
TOTAL NO. 5 BARS = 2,140'-0" = 2,232 LB				
401	36	19'-7"	702'-0"	LONGIT. TOP OF SLAB
402	16	47'-8"	762'-8"	TRANS. TOP OF SLAB
403	8	21'-0"	168'-0"	LONGIT. IN HAUNCH
404	88	2'-11"	256'-8"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 1,889'-4" = 1,262 LB				
TOTAL DEFORMED REINFORCING STEEL = 7,972 LB				
CLASS A1 CONCRETE (SLAB SPAN) = 43.47 CUYD				
CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMETRIC BEARING PAD = 33 SFIN				



EST. QUANTITIES - ONE SPAN (15° SKEW)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	86	19'-6"	1,677'-0"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,677'-0" = 4,478 LB				
601	40	47'-8"	1,906'-8"	TRANS. BOT. OF SLAB
TOTAL NO. 6 BARS = 1,906'-8" = 2,864 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 300'-0" = 313 LB				
401	36	19'-6"	702'-0"	LONGIT. TOP OF SLAB
402	16	49'-4"	789'-4"	TRANS. TOP OF SLAB
403	8	21'-9"	174'-0"	LONGIT. IN HAUNCH
404	92	2'-11"	268'-4"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 1,933'-8" = 1,292 LB				
TOTAL DEFORMED REINFORCING STEEL = 8,947 LB				
CLASS A1 CONCRETE (SLAB SPAN) = 43.54 CUYD				
CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMETRIC BEARING PAD = 35 SFIN				



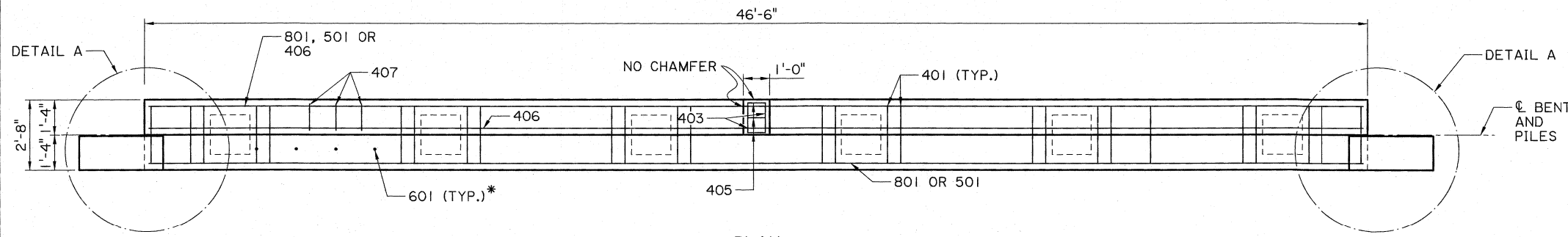
EST. QUANTITIES - ONE SPAN (30° SKEW)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	86	19'-6"	1,677'-0"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,677'-0" = 4,478 LB				
601	40	53'-3"	2,130'-0"	TRANS. BOT. OF SLAB
TOTAL NO. 6 BARS = 2,130'-0" = 3,199 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 300'-0" = 313 LB				
401	36	19'-6"	702'-0"	LONGIT. TOP OF SLAB
402	16	54'-11"	878'-8"	TRANS. TOP OF SLAB
403	8	24'-4"	194'-8"	LONGIT. IN HAUNCH
404	104	2'-11"	303'-4"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 2,078'-8" = 1,389 LB				
TOTAL DEFORMED REINFORCING STEEL = 9,379 LB				
CLASS A1 CONCRETE (SLAB SPAN) = 43.77 CUYD				
CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMETRIC BEARING PAD = 39 SFIN				



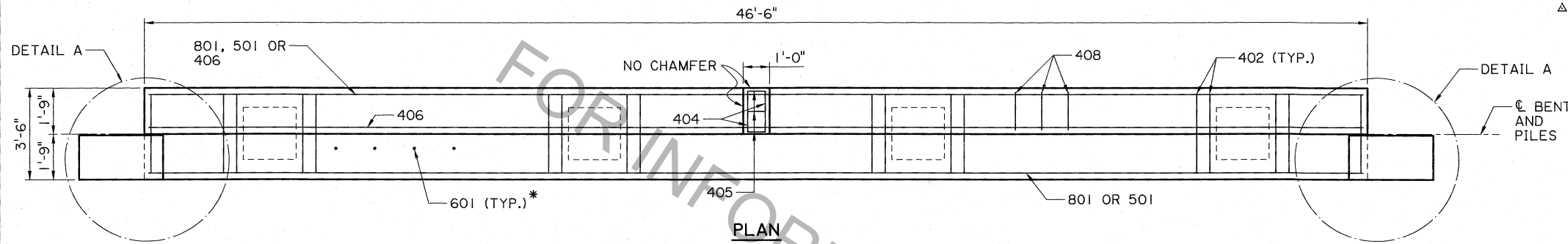
EST. QUANTITIES - ONE SPAN (45° SKEW)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	86	19'-6"	1,677'-0"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1,677'-0" = 4,478 LB				
601	40	67'-10"	2,713'-4"	TRANS. BOT. OF SLAB
TOTAL NO. 6 BARS = 2,713'-4" = 4,075 LB				
501	60	5'-0"	300'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 300'-0" = 313 LB				
401	36	19'-6"	702'-0"	LONGIT. TOP OF SLAB
402	16	67'-0"	1,072'-0"	TRANS. TOP OF SLAB
403	8	29'-11"	239'-4"	LONGIT. IN HAUNCH
404	128	2'-11"	373'-4"	STIRRUPS IN HAUNCH
TOTAL NO. 4 BARS = 2,386'-8" = 1,594 LB				
TOTAL DEFORMED REINFORCING STEEL = 10,460 LB				
CLASS A1 CONCRETE (SLAB SPAN) = 44.27 CUYD				
CONCRETE BRIDGE RAILING = 40 LNFT				
ELASTOMETRIC BEARING PAD = 47 SFIN				

- NOTES:**
- △ 1. INCLUDES ONE 1'-8" LAP SPLICE FOR 402 BARS, TO BE STAGGERED.
 - 2. INCLUDES ONE 2'-6" LAP SPLICE FOR 601 BARS, TO BE STAGGERED.
 - ☒ 3. SLOTTED BARRIER SHALL BE USED ON LOW SIDE OF BRIDGE AS CALLED FOR IN THE PLANS. CONCRETE BRIDGE RAILING (STANDARD) SHALL BE USED OTHERWISE.
 - ⊖ 4. CONCRETE QUANTITIES SHOWN ARE FOR TWO-WAY TANGENT SLABS. FOR ONE-WAY TANGENTS, SUBTRACT THE FOLLOWING FROM THE QUANTITY SHOWN:
 - 0° SKEW: 0.91 CUYD
 - 15° SKEW: 0.95 CUYD
 - 30° SKEW: 1.06 CUYD
 - 45° SKEW: 1.29 CUYD

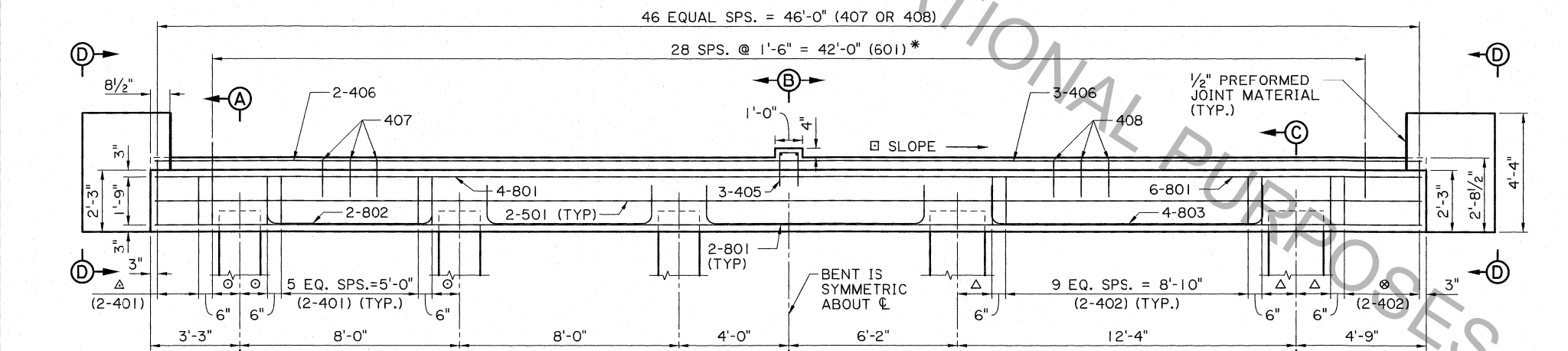
SHEET NUMBER		PARISH	CONTROL SECTION	STATE	PROJECT
DESIGNED	BABAIZADEH	CHECKED	A. WINDMANN	REVIEWED	A. BAMUGO
DATE		DATE		DATE	
NO.		NO.		NO.	
REVISION OR CHANGE	ORDER DESCRIPTION	BY	DATE	NO.	DATE
SLAB SPAN SPAN QUANTITIES 44' CLEAR WIDTH BD.2.1.1.6.02 - SLAB SPAN					
DOTD BRIDGE DESIGN 4/2/2018					



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



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

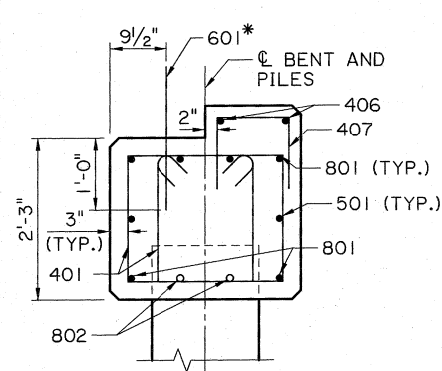


HALF ELEVATION
(18" Ø PILE ALTERNATE)
SCALE: 3/8" = 1'-0"

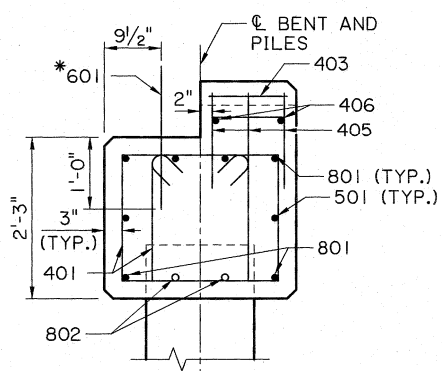
HALF ELEVATION
(24" Ø PILE ALTERNATE)
SCALE: 3/8" = 1'-0"

○ = 1'-0" (TYP.)
△ 2 EQUAL SPS. = 1'-6" (TYP.)

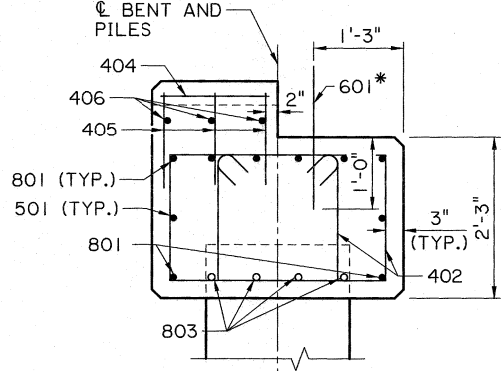
△ = 1'-3" (TYP.)
⊗ 3 EQUAL SPS. = 2'-9" (TYP.)



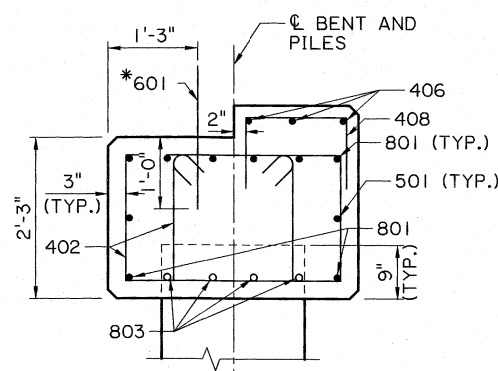
SECTION A-A
SCALE: 3/4" = 1'-0"



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



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



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

ESTIMATED QUANTITIES (ONE BENT) - 18"Ø PILE

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	8	46'-0"	368'-0" LONGIT. IN CAP
802	10	8'-6"	85'-0" LONGIT. IN CAP
TOTAL NO. 8 BARS = 453'-0" = 1,210 LB			
601	29	2'-0"	58'-0" DOWELS
TOTAL NO. 6 BARS = 58'-0" = 88 LB			
501	2	46'-0"	92'-0" LONGIT. IN CAP & RISER
TOTAL NO. 5 BARS = 92'-0" = 96 LB			
401	80	7'-11"	633'-4" STIRRUPS IN CAP
403	2	1'-0"	2'-0" LONGIT. IN KEY
405	3	3'-4"	10'-0" STIRRUPS IN KEY
406	2	47'-8"	95'-4" LONGIT. IN RISER
407	47	3'-8"	172'-4" STIRRUPS IN RISER
409	12	2'-10"	34'-0" LONGIT. IN WINGWALL
410	12	4'-0"	48'-0" LONGIT. IN WINGWALL
411	10	10'-3"	102'-6" STIRRUPS IN WINGWALL
TOTAL NO. 4 BARS = 1,097'-6" = 734 LB			
TOTAL DEFORMED REINFORCING STEEL = 2,128 LB			
CLASS A1 CONCRETE (BENT CAP) = 11.15 CUYD			
MAX. PILE LOAD: SERVICE DEAD LOAD = 32 TONS			
SERVICE LIVE LOAD = 50 TONS			
FACTORED TOTAL LOAD = 114 TONS			

ESTIMATED QUANTITIES (ONE BENT) - 24"Ø PILE

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	8	46'-0"	368'-0" LONGIT. IN CAP
803	12	12'-4"	148'-0" LONGIT. IN CAP
TOTAL NO. 8 BARS = 516'-0" = 1,378 LB			
601	29	2'-0"	58'-0" DOWELS
TOTAL NO. 6 BARS = 58'-0" = 88 LB			
501	2	46'-0"	92'-0" LONGIT. IN CAP & RISER
TOTAL NO. 5 BARS = 92'-0" = 96 LB			
402	92	9'-1"	835'-8" STIRRUPS IN CAP
404	2	1'-5"	2'-10" LONGIT. IN KEY
405	3	3'-4"	10'-0" STIRRUPS IN KEY
406	3	47'-8"	143'-0" LONGIT. IN RISER
408	47	4'-1"	191'-11" STIRRUPS IN RISER
409	12	2'-10"	34'-0" LONGIT. IN WINGWALL
410	12	4'-0"	48'-0" LONGIT. IN WINGWALL
412	10	11'-1"	110'-10" STIRRUPS IN WINGWALL
TOTAL NO. 4 BARS = 1,376'-3" = 920 LB			
TOTAL DEFORMED REINFORCING STEEL = 2,482 LB			
CLASS A1 CONCRETE (BENT CAP) = 14.72 CUYD			
MAX. PILE LOAD: SERVICE DEAD LOAD = 50 TONS			
SERVICE LIVE LOAD = 66 TONS			
FACTORED TOTAL LOAD = 160 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.



SHEET NUMBER

DESIGNED: BABAZADEH
CHECKED: B.MISTICH
REVIEWED: A.BAMUGO

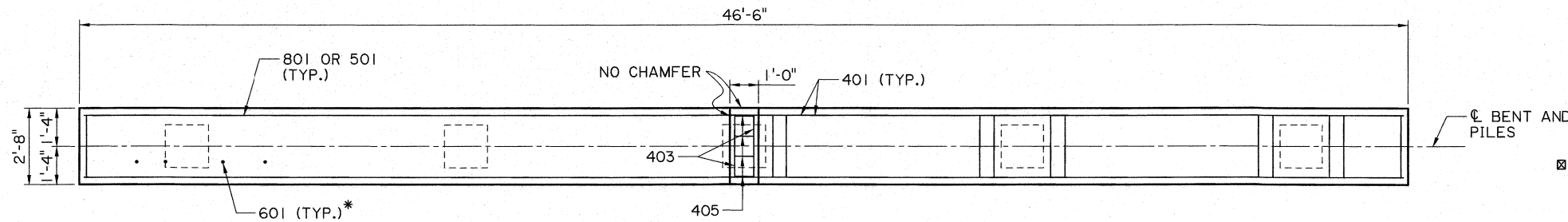
DRAWN: AKUYORO
CHECKED: BABAZADEH

PARISH: CONTROL SECTION: STATE PROJECT: NO. DATE: BY: REVISION OR CHANGE ORDER DESCRIPTION:

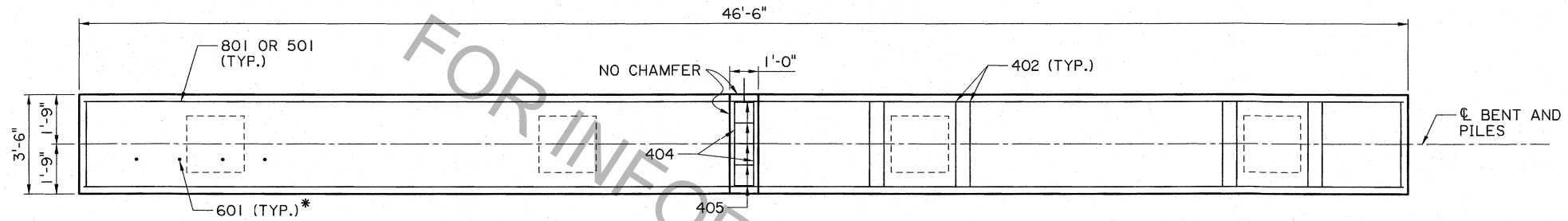
END BENT

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

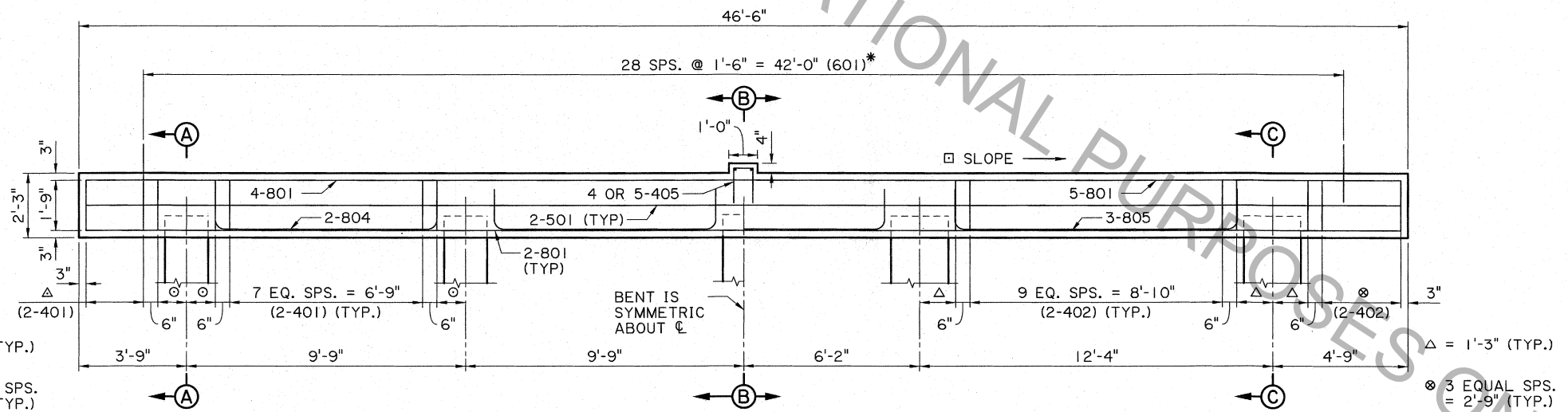
DOTD BRIDGE DESIGN



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

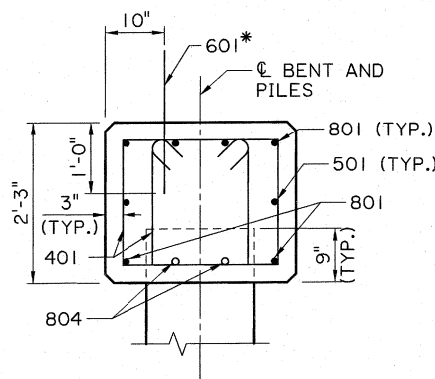


PLAN
(24" \varnothing PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"

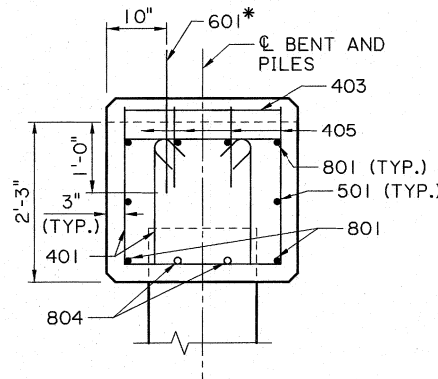


HALF ELEVATION
(18" \varnothing PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"

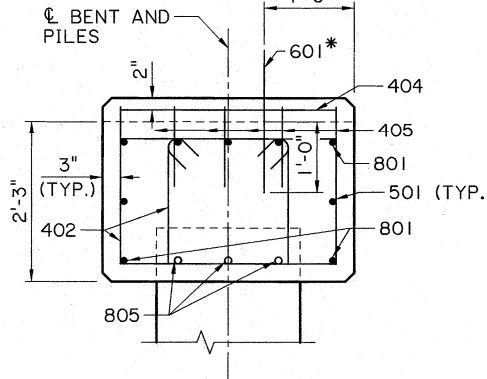
HALF ELEVATION
(24" \varnothing PILE ALTERNATE)
SCALE: $\frac{3}{8}$ " = 1'-0"



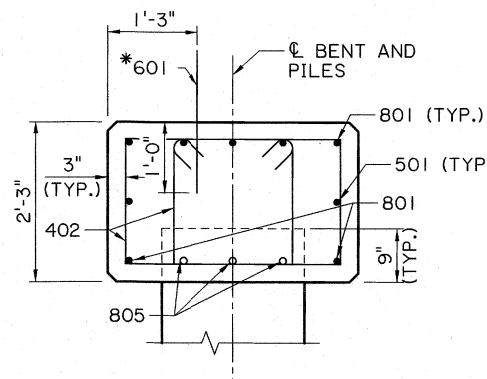
SECTION A-A
SCALE: $\frac{3}{4}$ " = 1'-0"



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"

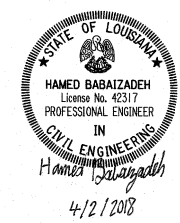
ESTIMATED QUANTITIES (ONE BENT) - 18" \varnothing PILE

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	46'-0"	LONGIT. IN CAP
804	8	10'-3"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 358'-0" = 956 LB			
601	29	2'-0"	DOWELS
TOTAL NO. 6 BARS = 58'-0" = 88 LB			
501	2	46'-0"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 92'-0" = 96 LB			
401	100	7'-11"	STIRRUPS IN CAP
403	2	2'-4"	LONGIT. IN KEY
405	4	3'-4"	STIRRUPS IN KEY
TOTAL NO. 4 BARS = 809'-8" = 541 LB			
TOTAL DEFORMED REINFORCING STEEL = 1,681 LB			
CLASS A1 CONCRETE (BENT CAP) = 10.05 CUYD			
MAX. PILE LOAD: SERVICE DEAD LOAD = 27 TONS			
SERVICE LIVE LOAD = 48 TONS			
FACTORED TOTAL LOAD = 105 TONS			

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

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	7	46'-0"	LONGIT. IN CAP
805	9	12'-4"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 433'-0" = 1,157 LB			
601	29	2'-0"	DOWELS
TOTAL NO. 6 BARS = 58'-0" = 88 LB			
501	2	46'-0"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 92'-0" = 96 LB			
402	92	9'-1"	STIRRUPS IN CAP
404	2	3'-2"	LONGIT. IN KEY
405	5	3'-4"	STIRRUPS IN KEY
TOTAL NO. 4 BARS = 858'-8" = 574 LB			
TOTAL DEFORMED REINFORCING STEEL = 1,915 LB			
CLASS A1 CONCRETE (BENT CAP) = 13.16 CUYD			
MAX. PILE LOAD: SERVICE DEAD LOAD = 35 TONS			
SERVICE LIVE LOAD = 58 TONS			
FACTORED TOTAL LOAD = 130 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 88 LBS. OF REINFORCING STEEL (29-601 DOWELS) WHEN TWO FIXED ENDS OCCUR ON THE SAME BENT.



SHEET NUMBER

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

CONTROL SECTION A. KUYORO
STATE PROJECT BABATZADEH

REVISION OR CHANGE ORDER DESCRIPTION

NO. 2 **OF** 2

BY

DATE

INTERMEDIATE BENT

BENT DETAILS AND QUANTITIES

44' CLEAR WIDTH, 0° SKEW

BD.2.1.1.6.04 - SLAB SPAN DETAILS

DOTD

DOTD BRIDGE DESIGN