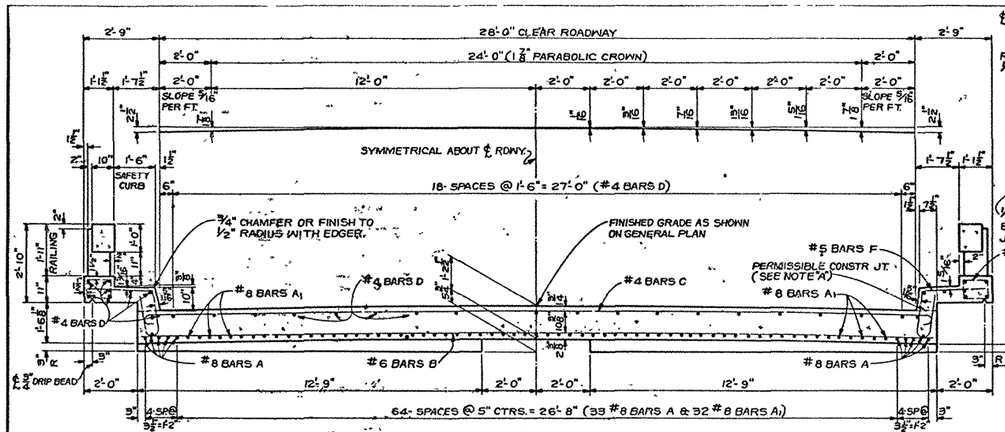
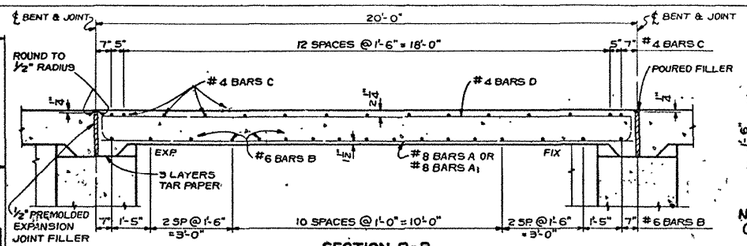
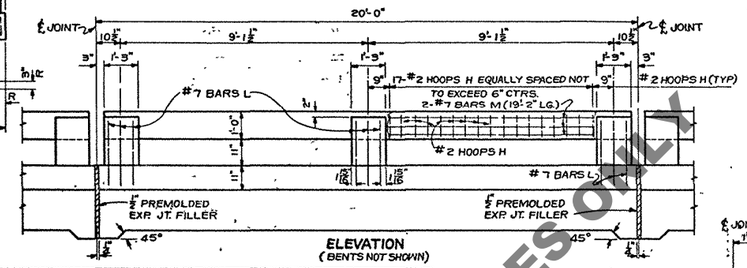
	STATE PROJECT	PARISH	SHEET NO



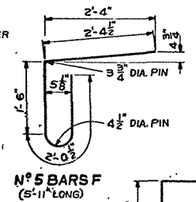
SECTION A-A



SECTION B-B

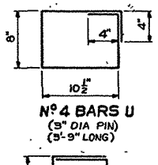


ELEVATION
(BENTS NOT SHOWN)

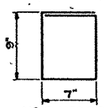


Nº 5 BARS F
(5'-11" LONG)

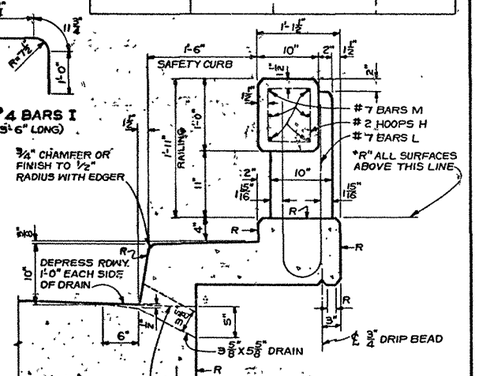
Nº 4 BARS I
(5'-6" LONG)



Nº 4 BARS U
(3" DIA PIN)
(5'-9" LONG)

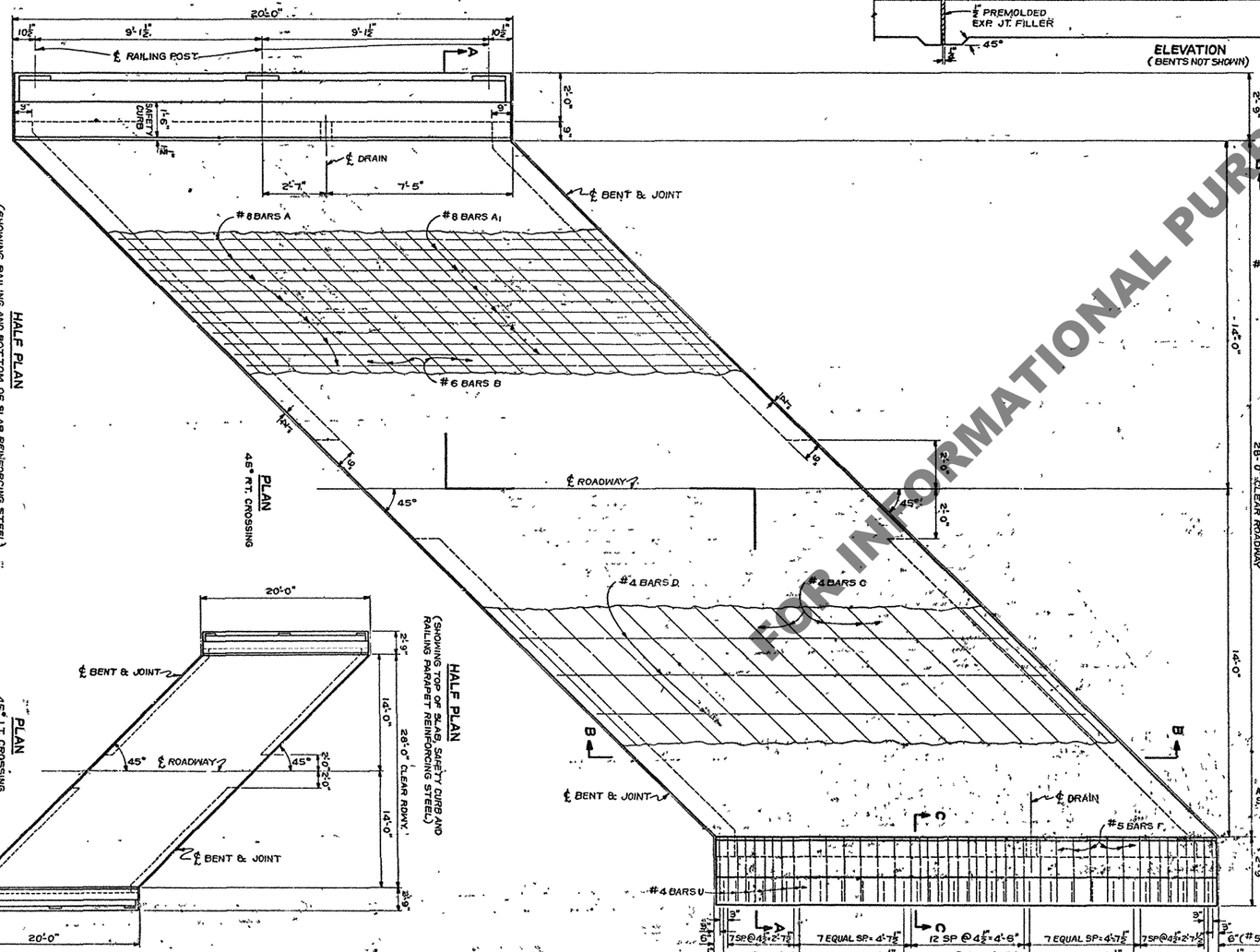


Nº 2 HOOPS H
(1" DIA. PIN)
(3'-3" LONG)



REQUIRED:
ONE DRAIN EACH SIDE OF ROADWAY AS SHOWN ON PLAN. NO DRAINS REQUIRED IN END SPANS OVER UNPROTECTED SLOPES. BLOCKS USED FOR FORMING OPENINGS MAY BE SLIGHTLY TAPERED TO FACILITATE WITHDRAWAL.

SECTION C-C
SHOWING DRAIN AND RAILING REINFORCING STEEL

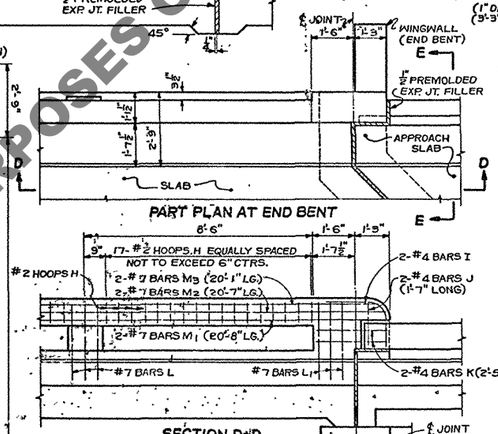


HALF PLAN
(SHOWING RAILING AND BOTTOM OF SLAB REINFORCING STEEL)
(INTERMEDIATE SPAN RAILING SHOWN - SEE "PART PLAN AT END BENT" FOR END SPAN RAILING LAYOUT)

PLAN
45° RT. CROSSING

HALF PLAN
(SHOWING TOP OF SLAB, SAFETY CURB AND RAILING PARAPET REINFORCING STEEL)

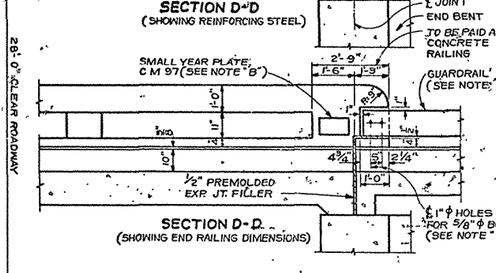
PLAN
45° LT. CROSSING



PART PLAN AT END BENT

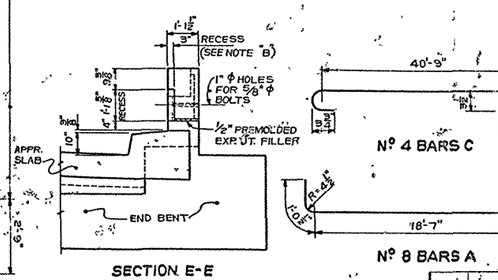
Nº 7 BARS L
(5 1/4" DIA PIN)
(5'-0" LONG)

Nº 7 BARS L1
(7 3/4" DIA. PIN)
(5'-6" LONG)

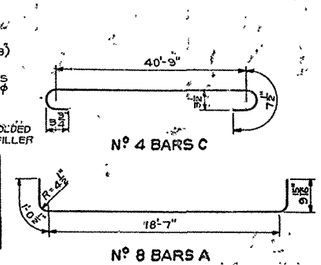


SECTION D-D
(SHOWING REINFORCING STEEL)

SECTION D-D
(SHOWING END RAILING DIMENSIONS)



SECTION E-E



Nº 4 BARS C

Nº 8 BARS A

ESTIMATED QUANTITIES (ONE SLAB)

BAR	SIZE	Nº	UNIT LENGTH	TOTAL LENGTH	LOCATION
A	#8	41	20'-8"	847'-4"	BOT. OF SLAB
A1	#8	32	19'-4"	618'-8"	BOT OF SLAB
TOTAL #8 BARS = 1466'-0" = 3914 LBS.					
B	#6	17	*43'-3"	735'-9"	BOT. OF SLAB
TOTAL #6 BARS = 735'-9" = 1104 LBS.					
F	#5	86	5'-11"	508'-10"	SAFETY C. AND SLAB
TOTAL #5 BARS = 508'-10" = 531 LBS.					
C	#4	19	•43'-6"	652'-6"	TOP OF SLAB
D	#4	35	19'-4"	676'-8"	TOP OF SLAB & S.G.
U	#4	66	3'-9"	247'-6"	RAILING & PARAPET
TOTAL #4 BARS = 1576'-8" = 1053 LBS.					
TOTAL DEFORMED REINFORCING STEEL				3602 LBS.	
TOTAL CLASS "A(A)" CONCRETE				9.36 CU. YDS.	
TOTAL CONCRETE RAILING (INTER. SPAN)				39.06 LIN. FT.	
TOTAL CONCRETE RAILING (END SPAN)				42.08 LIN. FT.	

* INCLUDES ONE 2'-2" MIN. LAP SPLICE
• INCLUDES ONE 1'-6" MIN. LAP SPLICE

GENERAL NOTES:
CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LA. DEPT. OF HIGHWAYS STANDARD SPECIFICATIONS.
DESIGN SPECIFICATIONS: A.A.S.H.O. STANDARD SPECS. FOR HIGHWAY BRIDGES, 1961, AS AMENDED BY INTERIM SPECIFICATIONS 1964.
LIVE LOAD: HS20-44.
ALL CONCRETE TO BE CLASS "A(A)".
EXPOSED CORNERS TO HAVE A 3/4" CHAMFER UNLESS OTHERWISE NOTED.
REINFORCING STEEL BARS SHALL BE INTERMEDIATE OR HARD GRADE A.S.T.M. A15 OR A.S.T.M. A160, OR RAIL STEEL A.S.T.M. A16 AND SHALL CONFORM TO A.S.T.M. A305.
DIMENSIONS RELATING TO REINFORCING STEEL ARE TO BAR CENTERS.
1/2" PREMOLDED EXPANSION JT. FILLER, POURED FILLER AND TAR PAPER TO BE INCLUDED IN PRICE BID FOR CLASS "A(A)" CONCRETE.
CONCRETE AND REINFORCING STEEL IN CONCRETE RAILING ABOVE TOP OF 4" SAFETY CURB TO BE PAID FOR PER LIN. FT. OF CONCRETE RAILING; THIS INCLUDES BARS L1 AND L2 THAT PROJECT INTO CORB.
R — DENOTES CLASS 2 RUBBED FINISH.

NOTE "A":
(REQUIRED ONLY IF CONSTRUCTION JOINT IS USED)
AFTER COMPLETING POUR FOR ROADWAY SLAB, A MINIMUM OF 3 DAYS SHALL ELAPSE (OR CONC. SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 1500 PSI) BEFORE BEGINNING POUR FOR SAFETY C. CANTILEVER.

NOTE "B":
PROVIDE A RECESS FOR GUARDRAIL AND GUARDRAIL BOLT HOLES ONLY ON THE CORNERS OF BRIDGE AS CALLED FOR ON THE GEN. PLAN. PROVIDE YEAR PLATE AS CALLED FOR ON C.M. 97. COST OF 5/8" φ BOLTS TO BE INCLUDED IN GUARDRAIL ITEM.

SPANS

STANDARD PLAN
20'-0" CONCRETE SLAB SPAN
LIVE LOAD: HS 20-44
28'-0" ROADWAY — 1'-6" SAFETY CURBS
45° CROSSING — PARABOLIC CROWN

DATED March 1, 1967

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DATE	DESCRIPTION	BY
	REVISIONS	

DESIGNED: | DETAILED: | TRACED: | CHECKED: | CHECKED: | APPROVED:

FOR INFORMATIONAL PURPOSES ONLY

CSS15C-25-28B(MOD)66