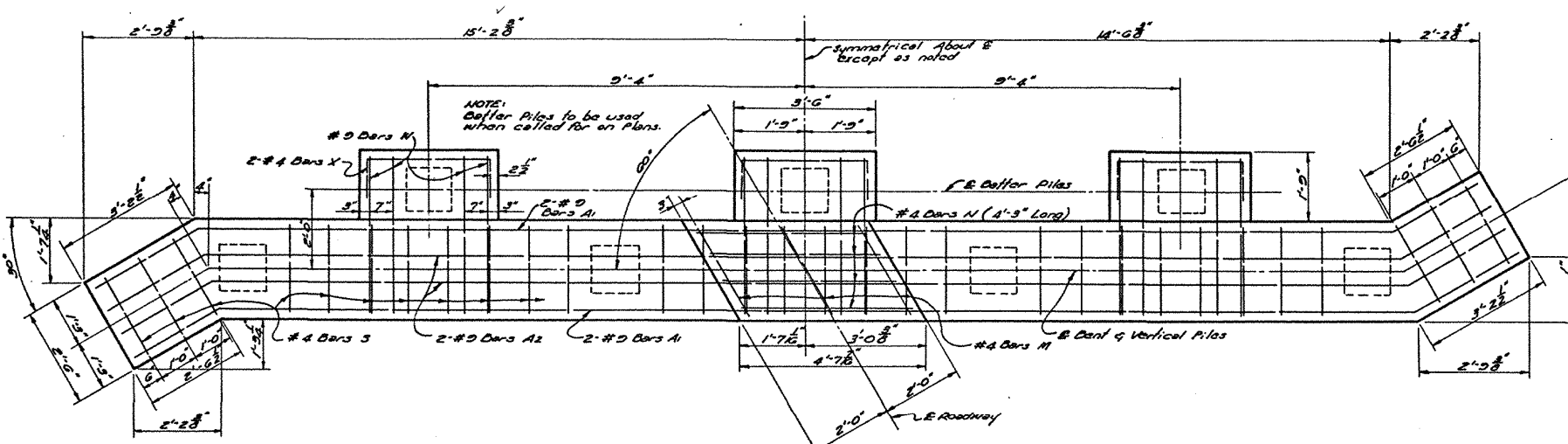
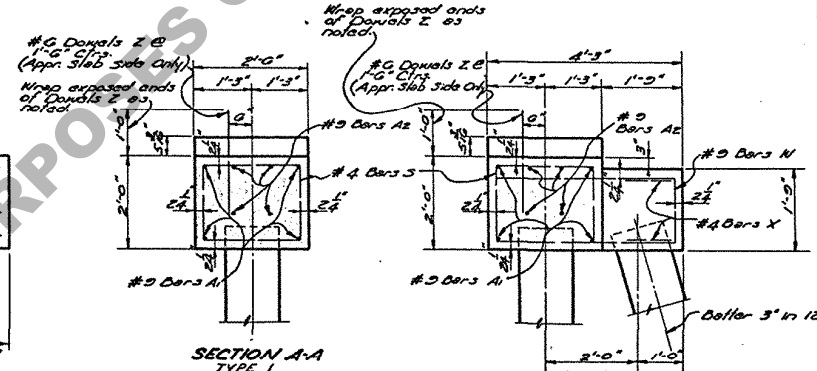




#4 BARS M
(5'-8" Lg)

TYPE OF END BENT REQUIRED			
END BENT	GROUND TO GRADE (FEET)	SUBSOIL	BATTERED PILES N/B
Type 1	0-5	Poor	0
	0-8	Good	
Type 2	5-10	Poor	2
	8-16	Good	
Type 3	10 +	Poor	3
	16 +	Good	

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END BENT	GROUND TO GRADE (FEET)	SUBSOIL	BATTERED PILES N/B
Type 1	0-5	Poor	0
	0-8	Good	
Type 2	5-10	Poor	2
	8-16	Good	
Type 3	10 +	Poor	3
	16 +	Good	



SECTION A-A
TYPE 2 OR 3

QUANTITIES & PILE LOADS			
ITEM	CLASS "A" CONCRETE (CU YDS.)	* DEFORMED REINF. STEEL (LBS.)	AVERAGE PILE LOAD (TONS)
TYPE			
* A-PILE END BENT			
Type 1	0.66	121A	26.8
Type 2	7.40	1567	26.8
Type 3	7.77	1744	26.8
INTERMEDIATE BENT			
4. Pile	6.45	1100	26.8

QUANTITIES & PILE LOADS			
ITEM	CLASS "A" CONCRETE (CU YDS.)	* DEFORMED REINF. STEEL (LBS.)	AVERAGE PILE LOAD (TONS)
TYPE			
* A-PILE END BENT			
Type 1	0.66	121A	26.8
Type 2	7.40	1567	26.8
Type 3	7.77	1744	26.8
INTERMEDIATE BENT			
4. Pile	6.45	1100	26.8

Technical drawing of a reinforced concrete slab cross-section. The drawing shows a rectangular slab with a total width of 17'-0" and a total depth of 2'-0". The slab is divided into three sections. The left section is 1'-9 3/8" wide and 1'-9 3/8" deep, containing 1/2" precasted exp. material. The middle section is 17'-0" wide and 2'-0" deep, containing 1/2" precasted exp. material and 1/2" precasted exp. material. The right section is 1'-9 3/8" wide and 1'-9 3/8" deep, containing 1/2" precasted exp. material. The drawing also shows reinforcement bars: #4 Bars N (1'-3" Long) and #4 Bars M. The drawing is labeled "Symmetrical About E" and "E-Reducible".

#4 BARS 3
(8'-6" Lg.)

135° HOOK FOR #4 BAR

Hand-drawn structural drawing of a bridge deck cross-section. The drawing shows a wide, shallow rectangular section with a top flange and a bottom flange. The top flange is divided into two main sections, each labeled "10 Spacing @ 1'-6" = 15'-0" (Downs 2)". The bottom flange is divided into several sections with different spacing: "2 Spacing @ 1'-0" = 2'-0", "7 Spacing @ 1'-0" = 7'-0", "7 Spacing @ 1'-0" = 7'-0", and "2 Spacing @ 1'-0" = 2'-0". Reinforcement bars are indicated by lines with arrows and labels: "#4 Bars 3", "#4 Bars M", "#4 Bars 3", and "#4 Bars 3". A central section is labeled "#4 Bars A (33'-0" Long)". The drawing also shows a "1'-2" dimension for a central section and a "1'-2" dimension for a section on the right. The overall width of the deck is 3'-0".

Diagram illustrating the reinforcement details for a beam cross-section. The beam has a total width of 2'-6" and a total height of 2'-0".

Reinforcement details shown:

- Top reinforcement: #6 Dowels Z @ Fixed End of span only. Spacing is 1'-3" (center-to-center).
- Bottom reinforcement: #3 Bars A and #4 Bars S.
- Beam width: 2'-6" (overall).
- Beam height: 2'-0" (overall).
- Reinforcement spacing: 1'-3" (center-to-center) for top bars.
- Reinforcement diameter: #6 (top), #3 (bottom A), #4 (bottom S).
- Note: This line of #6 Dowels Z required only when Z fixed Ends occur on one bank. All-gal. exposed ends of Dowels Z as noted.

GENERAL NOTES:

- Construction Specifications: Latest approved L.A. Dept. of Highways Std. Specifications.
- Design Specifications: A.A.S.H.O. 1953.
- Live Load: 100-116-A.
- All dimensions relating to Reinforcing steel are to bar centers.
- Reinforcement Bars shall be Intermediate or Hard Grade, A.S.T.M. A15 or Bar Sizes A.S.T.M. 10.
- All corners to be chamfered 1/8". Unless otherwise noted.
- 2' x 2' to be chamfered with two layers of 15 lb. per paper. Close filling holes made by concrete material, not less than 3/16" thick, may be substituted for grout.
- Grout tapping Cost of Tar Paper, and Expansion Materials, to include work made in place class "A" Concrete.
- Quantities computed assuming 14% S.C. Pilas.
- Ref. Details of Concrete Pilas, Spec. Plan C.S. 143, by the Bureau of Waterways, U.S. Corps of Engineers.
- Bridge Design Section 17, R.C.P. Pilas: 60 tons per pile.

[illegible]

DATE	DESCRIPTION	BY
REVISIONS		

STATE OF LOUISIANA DEPARTMENT OF HIGHWAYS		
DESIGNED <i>Conroy, Lusk</i>	DETAILED <i>Conroy, Lusk</i>	TRACED <i>Tr. Wagner</i>
CHECKED	CHECKED <i>A. J. Wagner</i>	CHECKED <i>A. J. Wagner</i>
BRIDGE DESIGN SECTION		

C. S. 81-20