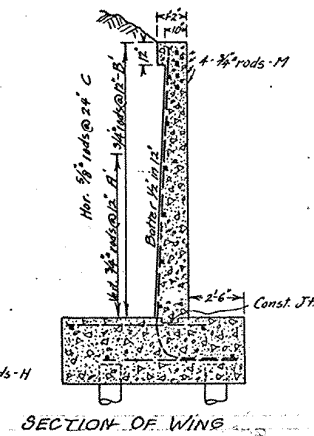
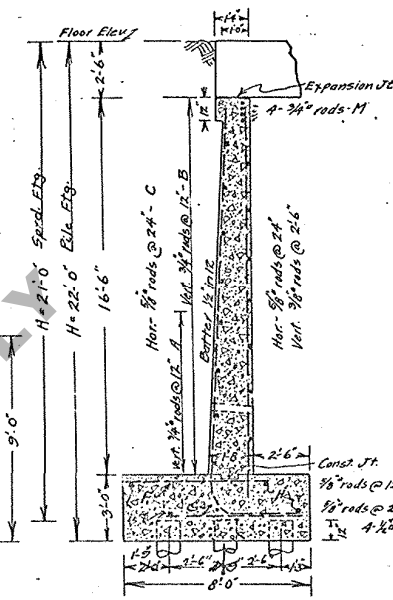
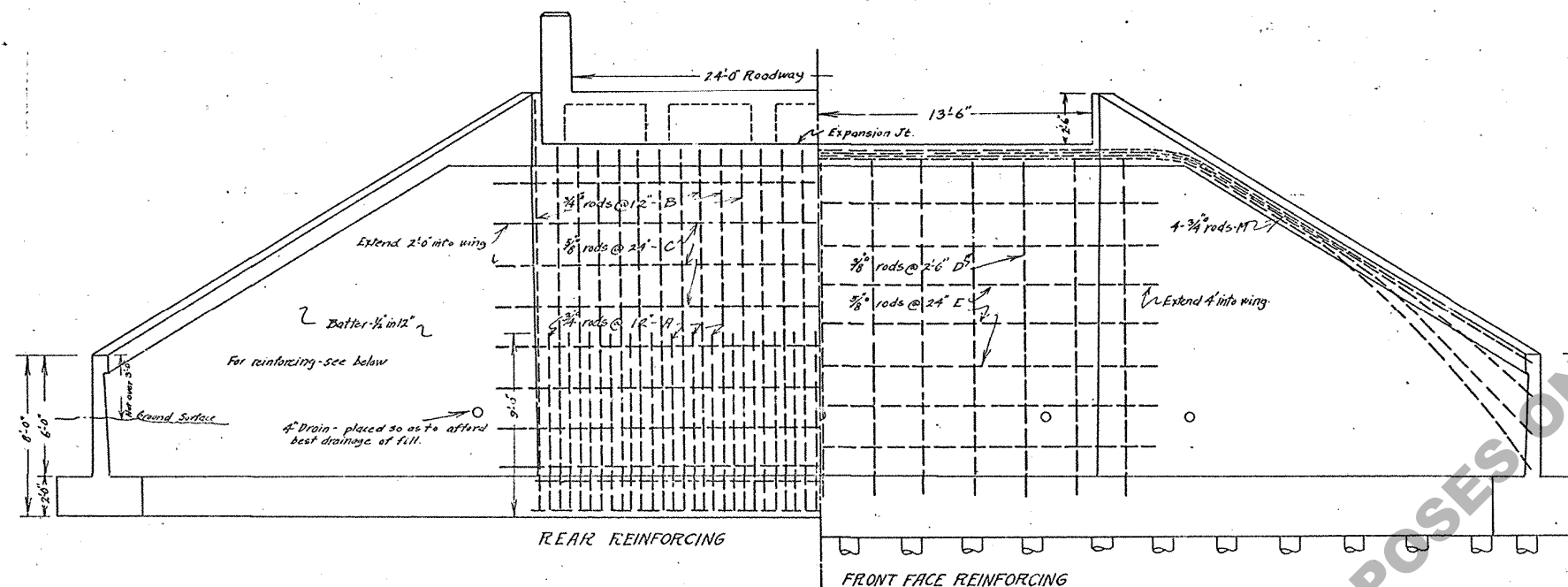




- REAR ELEVATION -

REVISED PLAN

Under headwall 3 rows of piling are to be used, spaced as shown. Piling beneath wings to remain as before.

SPECIFICATIONS - La. State Highway Dept.
All concrete to be 1:2:4 mix.
Bridge seats or expansion ends to be finished too smooth plane surface and no rods allowed to project thru.
For expansion joints use 3 layers of tarred roofing felt.

REINFORCING SCHEDULE						
Location	Reinforcing	Size	No.	Length	Unit	Remarks
Rear	A	1/2"	27	12'-6"	1.91	6.45
	B	1/2"	24	12'-6"	1.91	6.45
	C	1/2"	24	12'-6"	1.91	6.45
	D	1/2"	24	12'-6"	1.91	6.45
Front Face	E	1/2"	24	12'-6"	1.91	6.45
	F	1/2"	24	12'-6"	1.91	6.45
	G	1/2"	24	12'-6"	1.91	6.45
	H	1/2"	24	12'-6"	1.91	6.45
Wings	I	1/2"	24	12'-6"	1.91	6.45
	J	1/2"	24	12'-6"	1.91	6.45
	K	1/2"	24	12'-6"	1.91	6.45
	L	1/2"	24	12'-6"	1.91	6.45
TOTAL STEEL						2178 Lbs.
TOTAL CONCRETE						105.9 Cu. Yds. (12.4)
PILING						442 Piles - 30' long - 1470 tons
FILE FTG.						130.3 Cu. Yds. Conc. Steel same as for Spd. Flg.

PLAN

SPREAD FOOTING

Use pile footing where safe bearing value of soil is less than 1500 lbs. per sq. ft.

PILE FOOTING

Piles under abutment to carry safe load of 12 tons each.
Use **REVISED PLAN** under headwall as shown above.

21' CONCRETE ABUTMENT

30' WING WALLS

DESIGNED TO SUPPORT 30' CONC. GIRDER, PLAN B-2-28

LOUISIANA STATE HIGHWAY DEPT.

BOARD OF STATE ENGINEERS

NEW ORLEANS, LA.

SCALE 1/4" = 1'

FEB. 1921

APPROVED -

STATE HIGHWAY ENGINEER

(B-2-28) C-2-23

DESIGNED BY - R. R. Jacob
TRACED BY - J. P. Jacob
DATE - Feb. 21, 1921

File No. revised Apr. 28, 1921, as per suggestion of Fred B. King - Vincent.