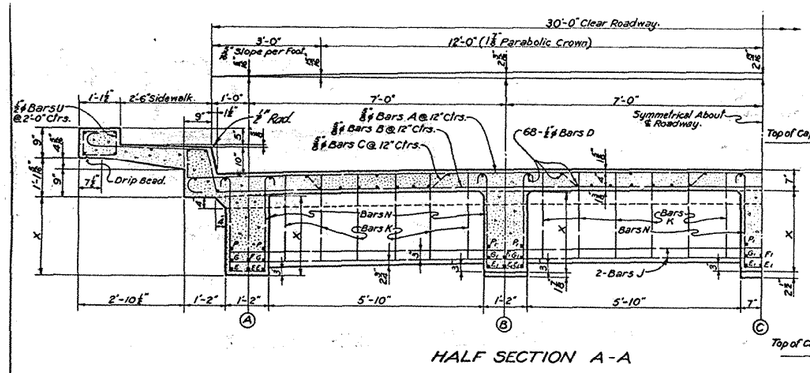
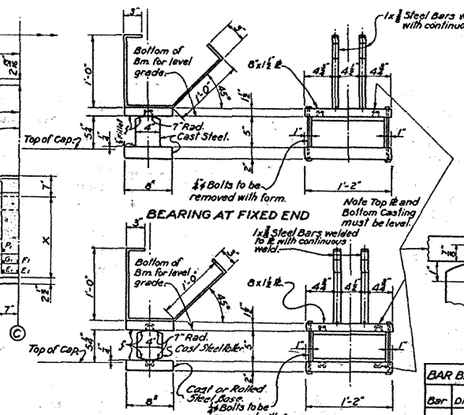
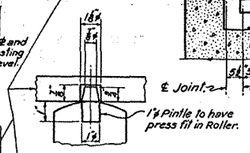
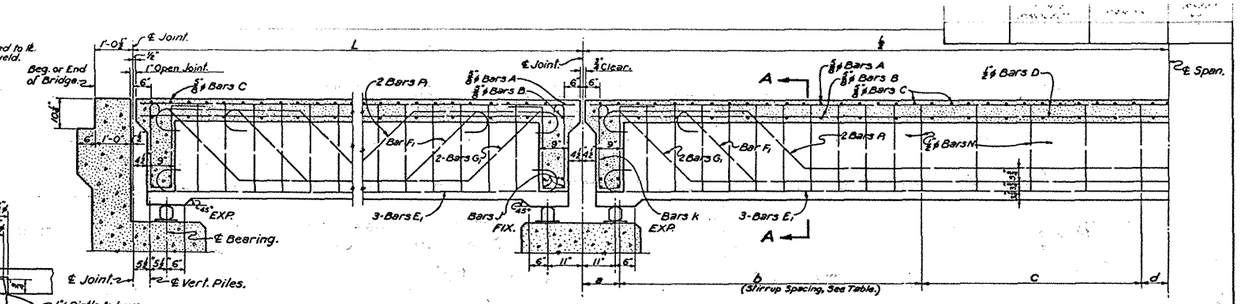


HALF SECTION A-A

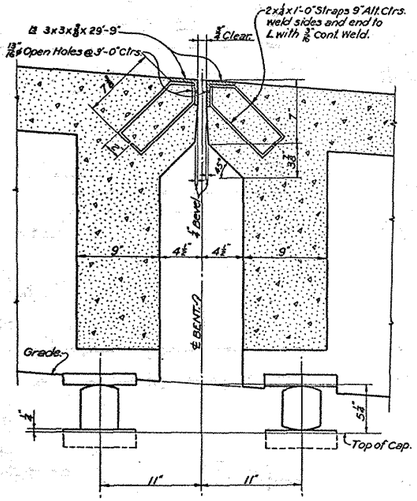




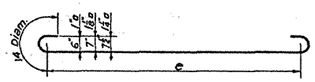


SECTION NEAR ℄ ROADWAY

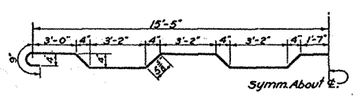
BAR BENDING TABLE-BARS E-E1, F-F1, G-G1, & P-P1							
Bar	Dim.	30' SPAN	32' SPAN	34' SPAN	36' SPAN	38' SPAN	40' SPAN
E	e	28'-1"	30'-1"	32'-1"	34'-1"	36'-1"	38'-1"
E1	e	28'-1"	30'-1"	32'-1"	34'-1"	36'-1"	38'-1"
G	a	0'-3"	0'-3"	0'-3"	0'-3"	0'-3"	0'-3"
	b	2'-0 5/8"	2'-1 5/8"	2'-3 5/8"	2'-5 5/8"	2'-6 5/8"	2'-8 5/8"
	c	23'-6"	25'-4"	27'-0"	28'-8"	30'-6"	32'-2"
	d	2'-10 5/8"	3'-0"	3'-2 5/8"	3'-5 3/8"	3'-7 5/8"	3'-10"
	e	28'-1"	30'-1"	32'-1"	34'-1"	36'-1"	38'-1"
F	a	2'-0"	2'-0"	2'-2"	2'-4"	2'-5"	2'-6"
	b	2'-0 5/8"	2'-1 5/8"	2'-3 5/8"	2'-5 5/8"	2'-6 5/8"	2'-8 5/8"
	c	20'-0"	21'-10"	23'-2"	24'-6"	26'-2"	27'-8"
	d	2'-10 5/8"	3'-0"	3'-2 5/8"	3'-5 3/8"	3'-7 5/8"	3'-10"
	e	28'-1"	30'-1"	32'-1"	34'-1"	36'-1"	38'-1"
P	a	1'-9"	1'-9"	1'-11"	2'-1"	2'-2"	2'-3"
	b	1'-8 5/8"	1'-9 5/8"	1'-11 5/8"	2'-1 5/8"	2'-2 5/8"	2'-4 5/8"
	c	17'-2"	19'-0"	20'-0"	21'-0"	22'-6"	23'-10"
	d	2'-5"	2'-6 5/8"	2'-9 3/8"	3'-0"	3'-1 5/8"	3'-4 3/8"
	e	24'-1"	26'-1"	27'-9"	29'-5"	31'-3"	33'-1"
G1	a	0'-3"	0'-3"	0'-3"	0'-3"	0'-3"	0'-3"
	b	2'-0 5/8"	2'-1 5/8"	2'-3 5/8"	2'-5 5/8"	2'-6 5/8"	2'-8 5/8"
	c	23'-6"	25'-4"	27'-0"	28'-8"	30'-6"	32'-2"
	d	2'-10 5/8"	3'-0"	3'-2 5/8"	3'-5 3/8"	3'-7 5/8"	3'-10"
	e	28'-1"	30'-1"	32'-1"	34'-1"	36'-1"	38'-1"
F1	a	2'-0"	2'-0"	2'-2"	2'-4"	2'-5"	2'-6"
	b	2'-0 5/8"	2'-1 5/8"	2'-3 5/8"	2'-5 5/8"	2'-6 5/8"	2'-8 5/8"
	c	20'-0"	21'-10"	23'-2"	24'-6"	26'-2"	27'-8"
	d	2'-10 5/8"	3'-0"	3'-2 5/8"	3'-5 3/8"	3'-7 5/8"	3'-10"
	e	28'-1"	30'-1"	32'-1"	34'-1"	36'-1"	38'-1"
P1	a	1'-9"	1'-9"	1'-11"	2'-1"	2'-2"	2'-3"
	b	1'-8 5/8"	1'-9 5/8"	1'-11 5/8"	2'-1 5/8"	2'-2 5/8"	2'-4 5/8"
	c	17'-2"	19'-0"	20'-0"	21'-0"	22'-6"	23'-10"
	d	2'-5"	2'-6 5/8"	2'-9 3/8"	3'-0"	3'-1 5/8"	3'-4 3/8"
	e	24'-1"	26'-1"	27'-9"	29'-5"	31'-3"	33'-1"



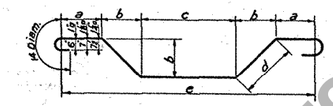
EXPANSION JOINT



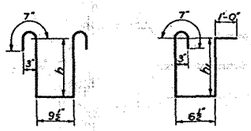
BARS E & E1



5/8" ϕ BARS C

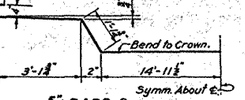


BARS G-G1, P-P1, F & F1



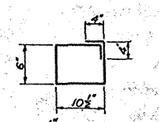
1/2" ϕ BARS N 1/2" ϕ BARS K

BAR BENDING TABLE BARS N & K		
SPAN	h	h1
30'	2'-5 1/2"	2'-2 1/2"
32'	2'-6 1/2"	2'-3 1/2"
34'	2'-8 1/2"	2'-5 1/2"
36'	2'-10 1/2"	2'-7 1/2"
38'	2'-11 1/2"	2'-8 1/2"
40'	3'-1 1/2"	2'-10 1/2"



5/8" ϕ BARS A

5/8" ϕ BARS B

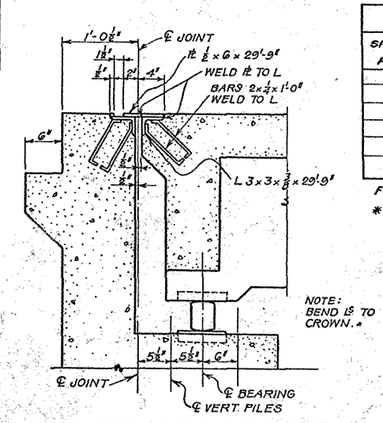


1/2" ϕ BARS U

DIMENSIONS AND QUANTITIES								
SPAN "L" IN FEET	X	STIRRUP SPACING ~ BARS N				CLASS "A" CONCRETE CU. YDS.	DEF. REINF. STEEL LBS.	STRUCTURAL STEEL LBS. *
		a	b	c	d			
30	2'-4"	0'-9"	10@9"=7'-6"	4@1'-6"=6'-0"	0'-9"	43.53	10327	2482
32	2'-5"	1'-0"	11@9"=8'-3"	4@1'-6"=6'-0"	0'-9"	46.94	11605	2482
34	2'-7"	1'-3"	10@9"=7'-6"	5@1'-6"=7'-6"	0'-9"	51.13	12369	2482
36	2'-9"	0'-9"	10@9"=7'-6"	6@1'-6"=9'-0"	0'-9"	55.47	13766	2482
38	2'-10"	1'-0"	11@9"=8'-3"	6@1'-6"=9'-0"	0'-9"	59.16	15164	2482
40	3'-0"	1'-3"	12@9"=9'-0"	6@1'-6"=9'-0"	0'-9"	63.75	16327	2482

For Details of Handrail and Handrail Brackets see Standard Plan C-M-111-A

* FOR EACH END SPAN ADD 305 LBS



CONNECTION DETAIL AT END BENT

GENERAL NOTES:
Construction Specs: Latest Approved La. Hwy. Dept. Std. Specs.
Design Specifications: A.A.S.H.O. 1941.
Live Load: H 20 S16.
Dead Load: Calculated weight of Concrete plus 15 Lbs. per Sq. ft. future wearing surface.
All Concrete to be Class "A".
Dimensions to Reinforcing Steel are to Bar Centers.
Exposed Corners to have 3/4" Chamfer unless otherwise noted.

NOTE:
This plan is a revision of Std. Plan C.G. 20-20. End Span has been eliminated and Details revised for new End Bent Standards.
Revisions made: G. E. H.
Revisions checked: H.C. H.R.

DATE	DESCRIPTION	BY
11-24-52	MANUAL STD. CHANGED FROM C.M.-109 R. TO C.M.-111-A	J.M./E.C.
10-3-52	BEARING AT EXP. END	C.M.
10-31-51	COVER R.	Loup
11-19-48	Rib on Base ℄	[illegible]
8-14-47	Slope changed ℓ for A.	[illegible]

REVISIONS

STANDARD PLAN
R.C. DECK GIRDER SPANS H 20 S16 LOADING
30'-0" CLEAR ROADWAY 2'-6" SIDEWALKS
30'-0" TO 40'-0" SPANS
TO BE USED WITH STANDARD PLAN C.S.-46-20
DATED April ..... 1947.

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS
DESIGNED Huey DETAILED Huey TRACED S. Pole
CHECKED [illegible] CHECKED [illegible] CHECKED [illegible]
BRIDGE DESIGN SECTION

C-G-20-20 REV.

FOR INFORMATION ONLY