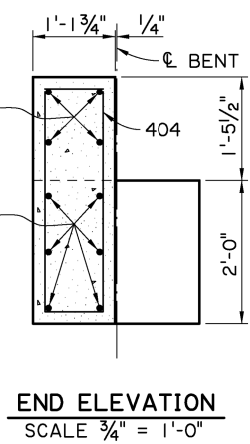
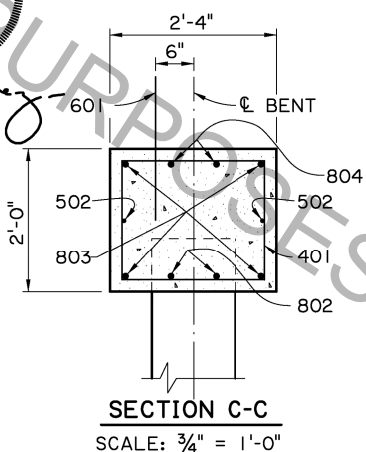
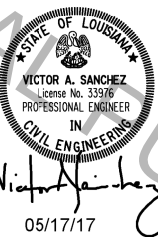


ESTIMATED QUANTITIES (ONE INTER. BENT)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	30'-2"	181'-0"	LONGIT. IN CAP
802	6	8'-6"	51'-0"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 232'-0" = 619 LBS.				
601	19	2'-0"	38'-0"	DOWELS
TOTAL NO. 6 BARS = 38'-0" = 57 LBS.				
501	2	30'-2"	60'-4"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 60'-4" = 63 LBS.				
401	40	8'-2"	326'-8"	STIRRUPS IN CAP
402	4	3'-5"	13'-8"	STIRRUPS IN RISER
403	2	2'-3"	4'-6"	LONGIT. IN RISER
TOTAL NO. 4 BARS = 344'-10" = 230 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 969 LBS.				
CLASS A1 CONCRETE = 5.11 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 21 TONS				
SERVICE LIVE LOAD = 34 TONS				
FACTORED TOTAL LOAD = 75 TONS				

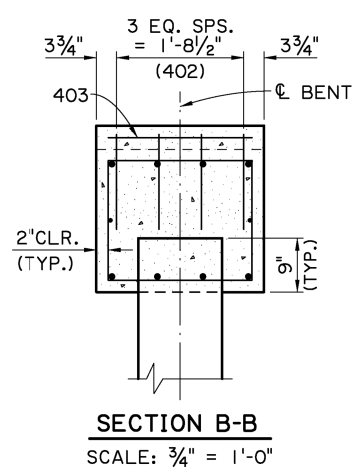
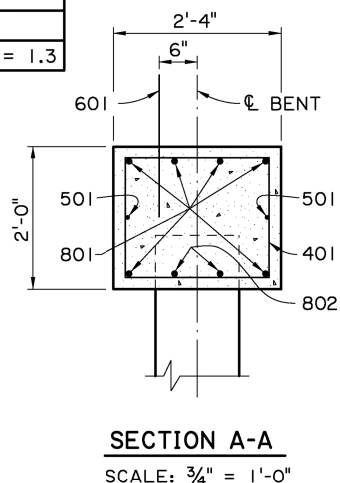
* ADD 57 LBS. OF REINFORCING STEEL (19-601 DOWELS) WHEN TWO FIXED ENDS OCCUR ON THE SAME BENT.

AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.565	
HL-93 (OPR)	2.028	
LADV-11 (INV)	1.204	MAGNIFICATION FACTOR = 1.3

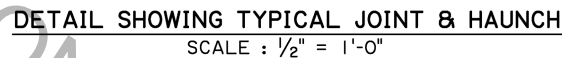
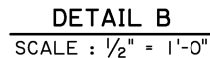
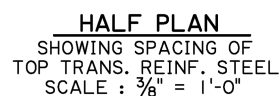
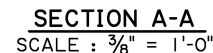


ESTIMATED QUANTITIES (ONE END BENT)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
802	6	8'-6"	51'-0"	LONGIT. IN CAP
803	4	29'-9"	119'-0"	LONGIT. IN CAP
804	2	29'-10"	59'-8"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 229'-8" = 613 LBS.				
601	19	2'-0"	38'-0"	DOWELS
TOTAL NO. 6 BARS = 38'-0" = 57 LBS.				
502	2	29'-9"	59'-6"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 59'-6" = 62 LBS.				
401	42	8'-2"	343'-0"	STIRRUPS IN CAP
402	4	3'-5"	13'-8"	STIRRUPS IN RISER
403	2	2'-3"	4'-6"	LONGIT. IN RISER
404	8	8'-9"	70'-0"	STIRRUPS IN WINGWALL
405	8	2'-10"	22'-8"	LONGIT. IN WINGWALL
406	12	4'-0"	48'-0"	LONGIT. IN WINGWALL
TOTAL NO. 4 BARS = 501'-10" = 335 LBS.				
TOTAL DEFORMED REINFORCING STEEL= 1,067 LBS.				
CLASS A1 CONCRETE = 5.88 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 21 TONS				
SERVICE LIVE LOAD = 34 TONS				
FACTORED TOTAL LOAD = 75 TONS				

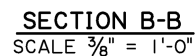
⊖ 16" # PPC PILES USED FOR ESTIMATING PURPOSES ONLY. (ADD 0.05 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN 14" # PPC PILES ARE USED.)



NOTES:
CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, WITH 2008 & 2009 INTERIMS.
DESIGN LOAD: LIVE LOAD IS HL-93, AND LADV-11 (LOUISIANA DESIGN VEHICLE LIVE LOAD 2011).
STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER UNLESS OTHERWISE NOTED. ALL EXPOSED FACES OF WINGWALLS AND ENDS OF CAPS SHALL RECEIVE A SURFACE FINISH AS PER SUBSECTION 805.08 OF THE STANDARD SPECIFICATIONS, EXCEPT WHEN SPECIFIED ELSEWHERE IN THE PLANS.
REINFORCING STEEL: ALL REINFORCING SHALL BE GRADE 60. DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS, UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS OTHERWISE NOTED. DOWELS (601 BARS) SHALL BE PROVIDED AT ALL FIXED BEARINGS AND APPROACH SLAB BEARINGS (SEE GENERAL PLAN). ALL EXPOSED ENDS OF DOWELS SHALL BE WRAPPED WITH TWO LAYERS OF 15 LB. ASPHALT SATURATED FELT. CLOSE FITTING TUBES OF COMPRESSIBLE MATERIAL NOT LESS THAN 3/16" THICK MAY BE SUBSTITUTED.
PRECAST CONCRETE PILES: FOR DETAILS SEE STANDARD DETAIL BD.2.5.1.0.01 (CS-216). EXTERIOR PILES ARE TO BE BATTERED OUTWARD AT 1 1/2" ON 12" IN THE LONGITUDINAL DIRECTION OF THE BENT, WHEN NOTED ON THE GENERAL PLAN.
BASIS OF PAYMENT: ALL MATERIALS SHALL BE PAID FOR UNDER "BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE" ACCORDING TO THE SPECIFICATIONS.
PREFORMED JOINT MATERIAL: PREFORMED JOINT MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 815.04 OF THE STANDARD SPECIFICATIONS.



AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.346	—
HL-93 (OPR)	1.745	—
LADV-11 (INV)	1.036	MAGNIFICATION FACTOR = 1.3



☒ FOR BRIDGES IN DISTRICTS
04 & 05, MIN. CONCRETE COVER
IN TOP OF SLAB SHALL BE 2 1/2".

ESTIMATED QUANTITIES (ONE SPAN)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	54	19'-6"	1053'-0"	LONGIT. BOT. OF SLAB
802	8	19'-7"	156'-8"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1209'-8" = 3230 LBS.				
501	56	5'-0"	280'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 280'-0" = 292 LBS.				
401	18	19'-6"	351'-0"	LONGIT. TOP OF SLAB
402	4	19'-7"	78'-4"	LONGIT. TOP OF SLAB
403	4	29'-1"	116'-4"	TRANS. TOP & BOT. OF SLAB
404	2	30'-1"	60'-2"	TRANS. BOT. OF SLAB
405	50	30'-2"	1508'-4"	TRANS. TOP & BOT. OF SLAB
TOTAL NO. 4 BARS = 2114'-2" = 1412 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 4934 LBS.				
CLASS A1 CONCRETE = 22.21 CU. YDS.				
CONCRETE RAILING (BARRIER TYPE) = 40.00 LIN. FT.				

CONSTRUCTION SPECIFICATIONS:
LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS
FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS
AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION,
AND 2008 & 2009 INTERIMS.

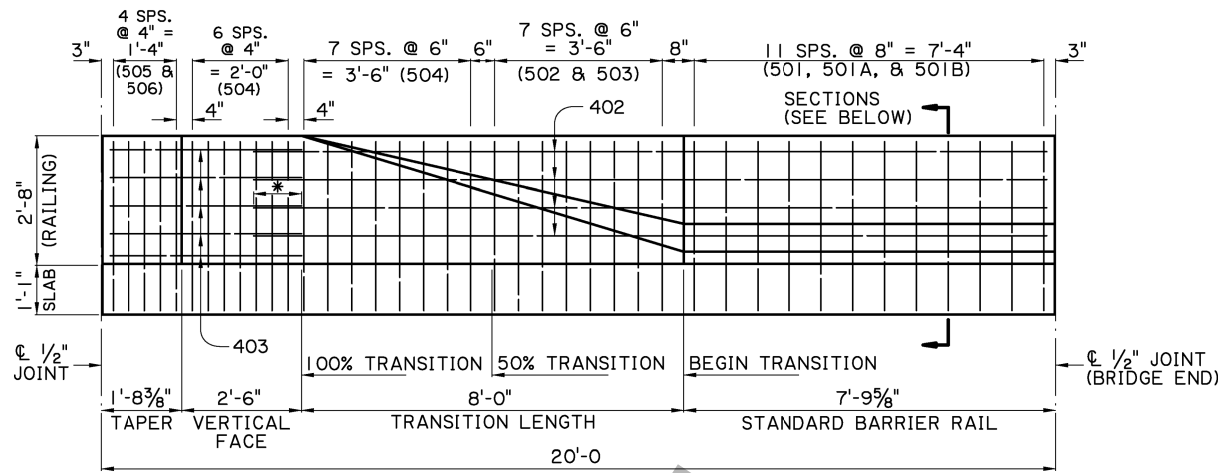
DESIGN LOADS:
THE BRIDGE DECK IS DESIGNED FOR A FUTURE WEARING COURSE
OF 19 PSF. THE LIVE LOAD IS HL-93, AND LADV-11 (LOUISIANA
DESIGN VEHICLE LIVE LOAD 2011).

STRUCTURAL CONCRETE:
ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE
A $\frac{3}{4}$ " CHAMFER UNLESS OTHERWISE NOTED. ALL BARRIER RAIL
SURFACES ARE TO RECEIVE A CLASS 3 SPECIAL SURFACE FINISH.

REINFORCING STEEL:
ALL REINFORCING SHALL BE GRADE 60; DIMENSIONS RELATING TO
SPACING ARE TO BAR CENTERS, DIMENSIONS RELATING TO FABRICATION
ARE OUT TO OUT OF BARS, UNLESS OTHERWISE NOTED. ALL
REINFORCING BARS SHALL BE PLACED TO PROVIDE A MINIMUM
COVER OF ONE INCH FROM THE SURFACE OF THE DRAIN HOLES TO
THE FACE OF THE BARS.

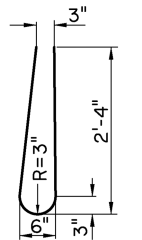
GUARD RAIL:
REFER TO THE GENERAL PLAN FOR GUARD RAIL REQUIREMENTS.
PROVIDE HOLES FOR GUARD RAIL CONNECTIONS ACCORDING TO
STANDARD PLAN BD.1.1.1.0.01 (GR-200) ON ALL FOUR BRIDGE RAIL ENDS.

BASIS OF PAYMENT:
ALL MATERIAL SHALL BE PAID FOR UNDER "BRIDGE SUPERSTRUCTURE
AND SUBSTRUCTURE" ACCORDING TO THE SPECIFICATIONS.

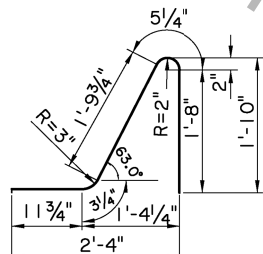


* 1'-0" (MIN.)
SPLICE

BARRIER RAILING TRANSITION ELEVATION
(SHOWING BARRIER RAILING AT END OF BRIDGE)
SCALE: 1/2" = 1'-0"



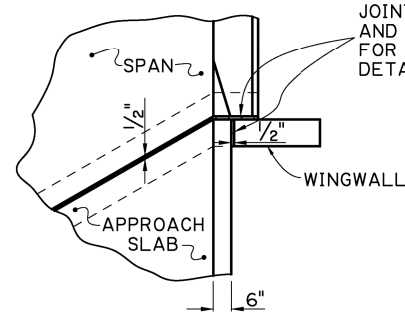
BARS 501
(4'-10" LONG)



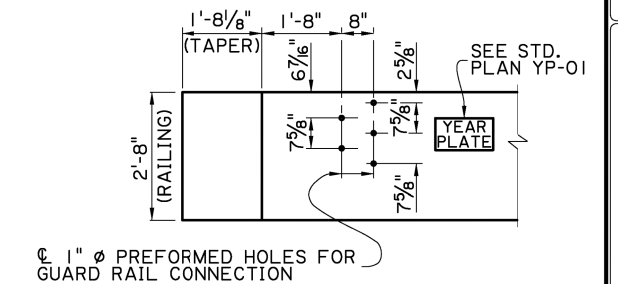
BARS 501A
(5'-2" LONG)



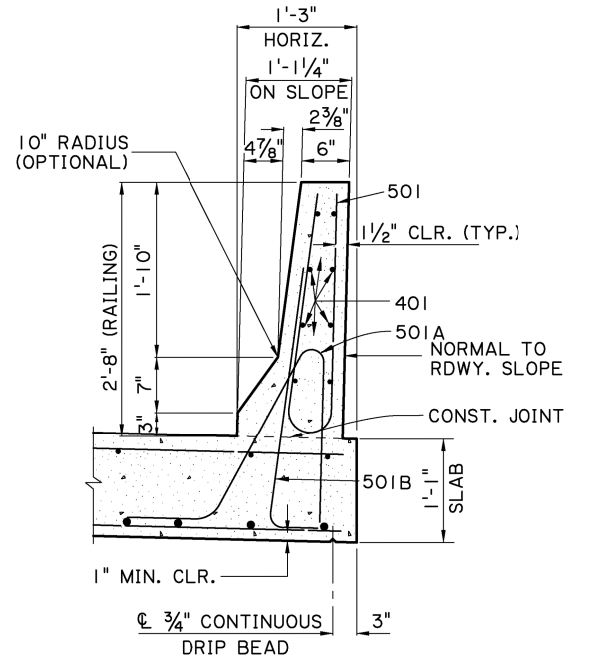
BARS 501B
(2 1/2" Ø PIN)
(3'-0" LONG)



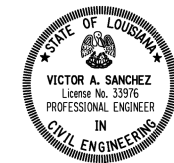
JOINT DETAIL
SCALE: 3/8" = 1'-0"



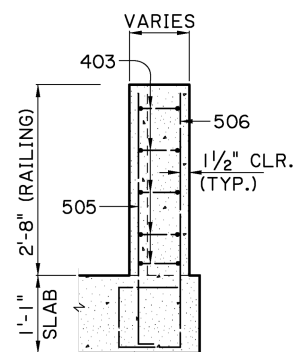
GUARD RAIL CONNECTION DETAIL
(FOR GUARD RAIL DETAILS,
SEE STANDARD PLAN BD.1.1.1.0.01 (GR-200).)
SCALE: 1/2" = 1'-0"



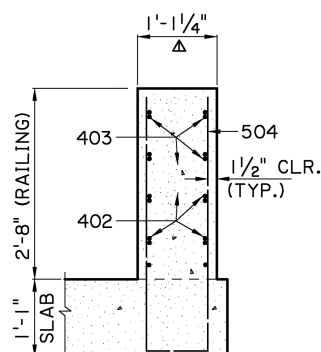
SECTION A-A
SCALE: 1" = 1'-0"



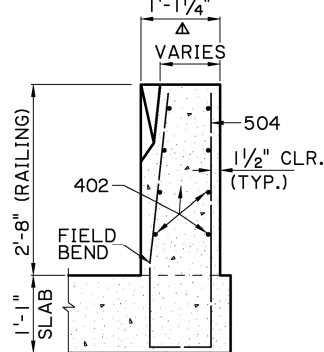
Victor A. Sanchez
05/17/17



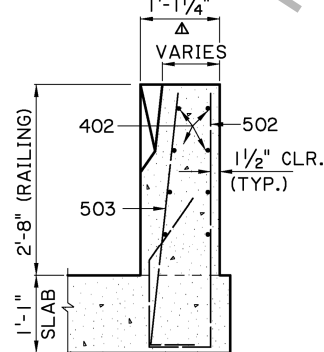
TAPER



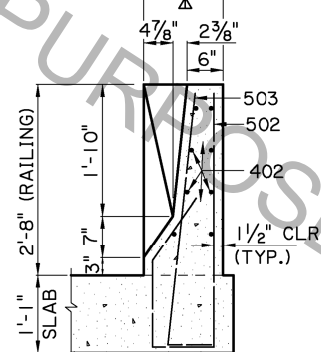
100 % TRANSITION



**FROM 50% TO
100 % TRANSITION**



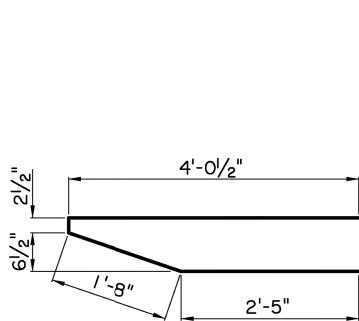
**FROM BEGIN TO
50 % TRANSITION**



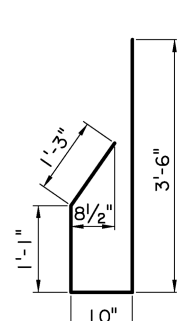
BEGIN TRANSITION

BARRIER RAILING TRANSITION SECTIONS

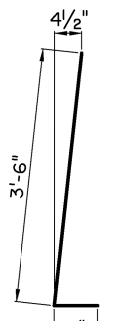
SCALE: 3/4" = 1'-0"



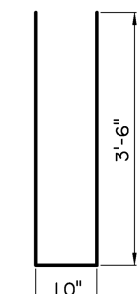
403
(2" Ø PIN)



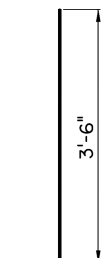
502
(2 1/2" Ø PIN)



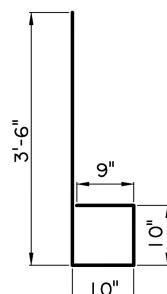
503
(2 1/2" Ø PIN)



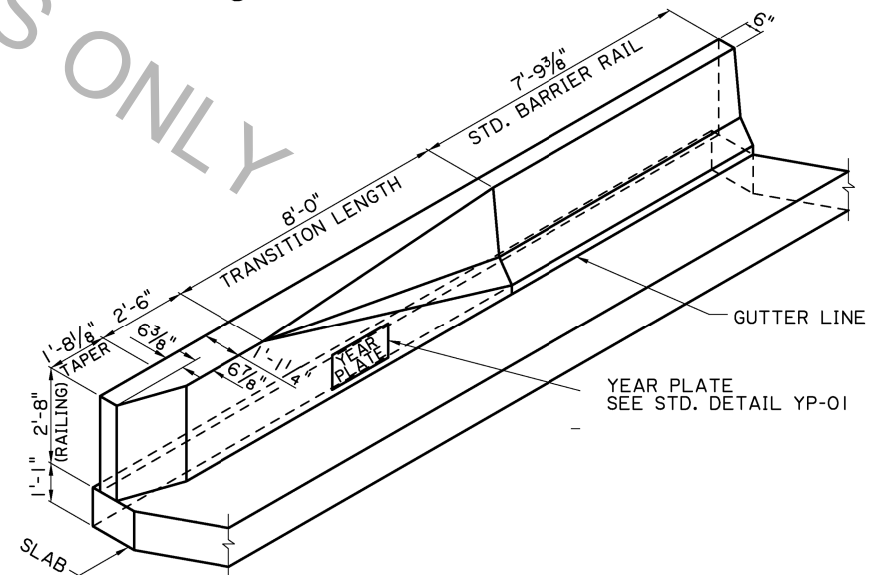
504
(2 1/2" Ø PIN)




505
(2 1/2" Ø PIN)

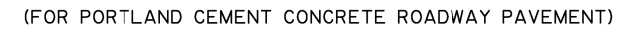
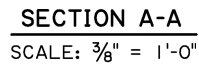


506
(2 1/2" Ø PIN)

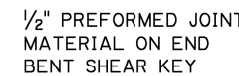


BARRIER RAILING TRANSITION SCHEMATIC
SCALE: 3/8" = 1'-0"

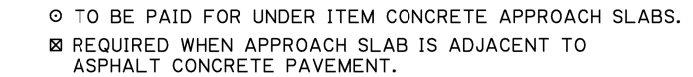
																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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SCALE: $\frac{3}{8}" = 1'-0"$



DETAIL A
SCALE : 1/2" = 1'-0"



CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, WITH 2008 & 2009 INTERIMS.


STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS AI.
EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER, UNLESS OTHERWISE
NOTED.

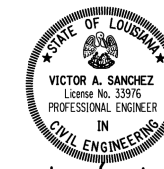
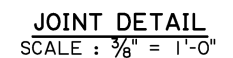
REINFORCING STEEL: ALL REINFORCING STEEL SHALL BE GRADE 60. DIMENSIONS RELATING TO THE FABRICATION ARE OUT-TO-OUT OF BARS, UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS OTHERWISE NOTED.

BEDDING MATERIAL: FOR DETAILS OF BEDDING MATERIAL AND UNDERDRAINS, SEE STANDARD DETAIL BD.2.10.1.0.07.

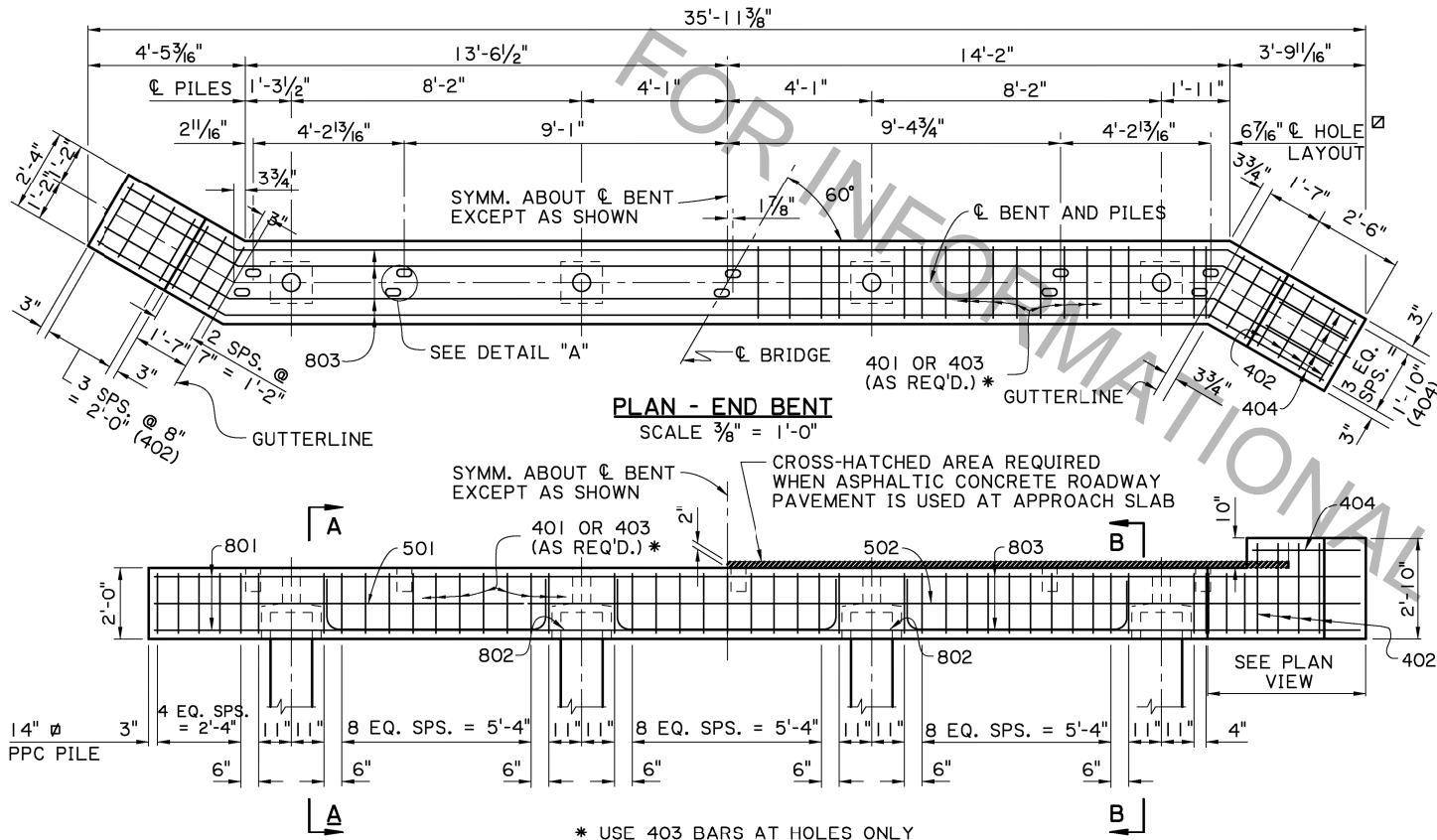
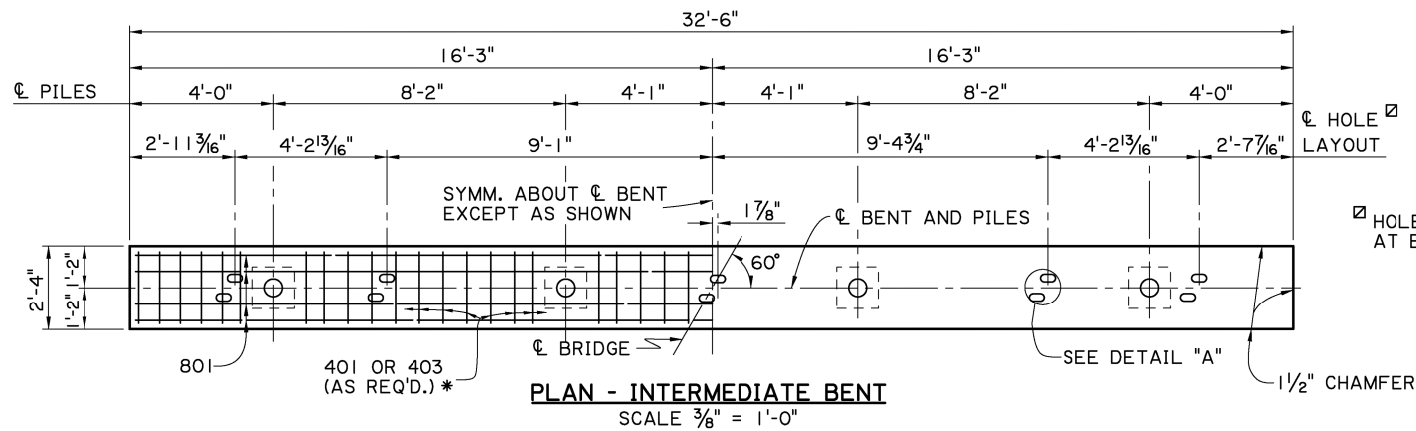
SAWING & SEALING: THE ASPHALT CONCRETE SHALL BE SAW CUT AT THE END OF THE CONCRETE APPROACH SLAB THE ENTIRE ROADWAY WIDTH AND SEALED, COST TO BE INCLUDED WITH CONCRETE APPROACH SLABS.

BASIS OF PAYMENT: ALL MATERIAL SHALL BE PAID FOR UNDER 'CONCRETE APPROACH SLABS' ACCORDING TO THE SPECIFICATIONS.

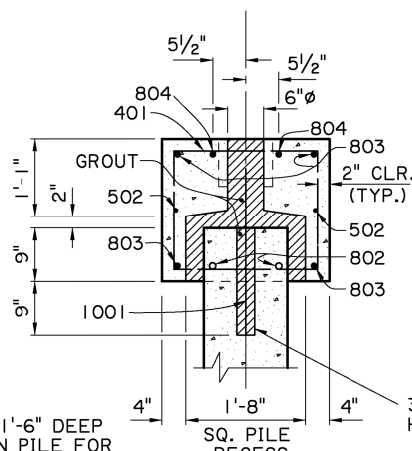
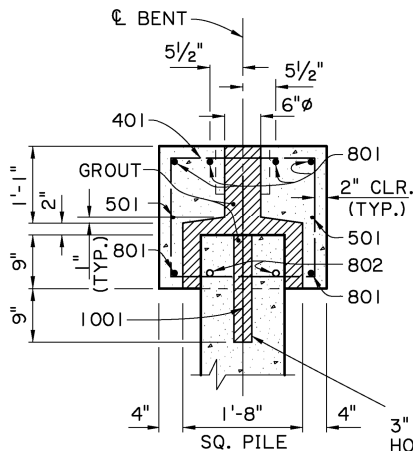
JOINT SEALANT, BACKER MATERIAL,
AND PREFORMED JOINT FILLER. 
FOR DETAILS SEE SPAN SHEET,
DETAIL "A".



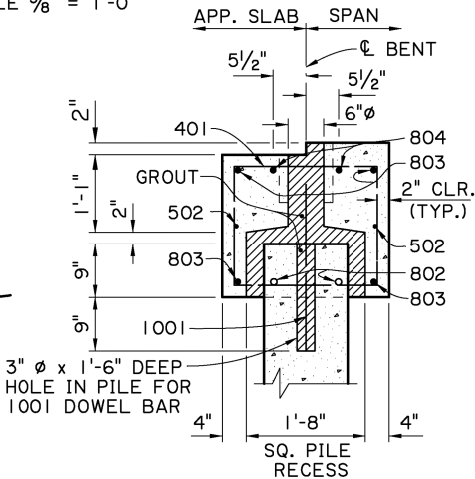
05/17/17



HALF ELEVATION - INTERMEDIATE BENT
SCALE $\frac{3}{8}" = 1'-0"$



HALF ELEVATION - END BENT
SCALE $\frac{3}{8}" = 1'-0"$



AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.819	
HL-93 (OPR)	2.358	
LADV-11 (INV)	1.399	MAGNIFICATION FACTOR = 1.3

ALTERNATE BENT NOTES:

CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, WITH 2008 & 2009 INTERIMS.
DESIGN LOAD: LIVE LOAD IS HL-93, AND LADV-11 (LOUISIANA DESIGN VEHICLE LIVE LOAD 2011).
STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS P1. STEEL SIDE FORMS AND STEEL OR CONCRETE BOTTOM FORMS SHALL BE USED FOR PRECAST COMPONENTS. EXPOSED EDGES SHALL HAVE A $\frac{3}{4}"$ CHAMFER UNLESS OTHERWISE NOTED. ALL SURFACES SHALL RECEIVE A CLASS 1 ORDINARY SURFACE FINISH UPON REMOVAL OF THE FORMS. ALL EXPOSED FACES OF WINGWALLS AND ENDS OF CAPS SHALL RECEIVE A CLASS 3 SPECIAL SURFACE FINISH.
REINFORCING STEEL: ALL REINFORCING SHALL BE GRADE 60. DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS, UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS OTHERWISE NOTED.
GROUT: THE GROUT SHALL BE AN APPROVED FLOWABLE NON-SHRINK GROUT LISTED ON AML. THE GROUT SHALL BE TESTED FOR ACCEPTANCE PRIOR TO USAGE. SURFACES SHALL BE THOROUGHLY SATURATED WITH WATER BY FLOODING THE VOID FOR APPROXIMATELY 5 MINUTES IMMEDIATELY BEFORE THE GROUT IS PLACED. ONLY POTABLE WATER SHALL BE USED FOR SATURATION AND MIXING PURPOSES.
PRECAST UNITS: THE PLANS FOR AN ONGOING OPERATION OF FABRICATING FACILITIES SHALL BE APPROVED BY THE DEPARTMENT. EACH UNIT SHALL HAVE THE FABRICATOR'S MARK AND UNIQUE NUMBER, MEETING THE APPROVAL OF THE ENGINEER, STAMPED OR SCRIBED IN THE PLASTIC CONCRETE. ALL UNITS SHALL BE HELD AT THE PLANT FOR A MINIMUM OF 10 DAYS AFTER CASTING. THE CONCRETE SHALL REACH A MINIMUM STRENGTH OF 3,000 PSI BEFORE HANDLING IS PERMITTED. THE LIFTING INSERTS SHALL BE 1" TYPE S INSERTS AS MANUFACTURED BY DAYTON-SUPERIOR CORPORATION OR AN APPROVED EQUAL. EACH INSERT SHALL HAVE A MINIMUM LOAD CAPACITY OF 10,000 POUNDS. FOUR INSERTS WITH 1" ϕ x 5" LONG COIL BOLTS SHALL BE PLACED IN THE TOP OF THE UNITS AND LOCATED AT A DISTANCE 21% OF ITS LENGTH (+/- 6") FROM EACH END AND 6" FROM THE EDGES. INSERT HOLES SHALL BE GROUT FILLED AFTER PLACEMENT OF THE UNIT. AT THE CONTRACTOR'S OPTION, A SLING OF SUFFICIENT CAPACITY MAY BE USED FOR LIFTING, PROVIDED THE SAME PICKUP LOCATIONS FROM THE ENDS ARE USED.
PRECAST CONCRETE PILES: PILES SHALL BE FABRICATED ACCORDING TO STANDARD DETAIL BD.2.5.1.0.01 (CS-216). THE CENTROID OF THE PILE AT CUTOFF ELEVATION SHALL NOT VARY FROM THE PLAN LOCATION BY MORE THAN 3" MEASURED EITHER PERPENDICULAR OR PARALLEL TO THE CENTERLINE OF BENT. IF THE CENTROID OF A PILE IS OUTSIDE THESE LIMITS BUT WITHIN THE ACCURACY OF DRIVING REQUIRED BY THE SPECIFICATIONS, A BENT CAP SHALL BE PROVIDED ACCORDING TO THE CAST-IN-PLACE ALTERNATE. EXTERIOR PILES ARE TO BE BATTERED OUTWARD A $\frac{1}{2}"$ ON 12 IN THE LONGITUDINAL DIRECTION OF THE BENT, WHEN NOTED ON THE GENERAL PLAN.
BASIS OF PAYMENT: ALL MATERIALS SHALL BE PAID FOR UNDER "BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE" ACCORDING TO THE SPECIFICATIONS.

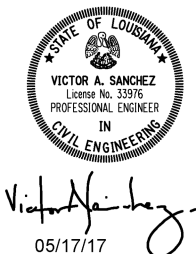
ESTIMATED QUANTITIES (ONE INTER. BENT)

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
1001	4	2'-4"	DOWELS IN PILES
TOTAL NO. 10 BARS = 9'-4" = 40 LBS.			
801	6	32'-2"	LONGIT. IN CAP
802	6	8'-8"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 245'-0" = 654 LBS.			
501	2	32'-2"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 64'-4" = 67 LBS.			
401	36	8'-2"	STIRRUPS IN CAP
403	9	6'-6"	STIRRUPS IN CAP
TOTAL NO. 4 BARS = 352'-6" = 235 LBS.			
TOTAL DEFORMED REINFORCING STEEL = 996 LBS.			
TOTAL CLASS P1 CONCRETE = 5.17 CU. YDS.			
MAX. PILE LOAD: SERVICE DEAD LOAD = 19 TONS			
SERVICE LIVE LOAD = 36 TONS			
FACTORED TOTAL LOAD = 76 TONS			
TOTAL GROUT FOR PILE RECESSES = 0.26 CU. YDS.			

ESTIMATED QUANTITIES (ONE END BENT)

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
1001	4	2'-4"	DOWELS IN PILES
TOTAL NO. 10 BARS = 9'-4" = 40 LBS.			
802	6	8'-8"	LONGIT. IN CAP BTW. PILES
803	4	35'-5"	LONGIT. IN CAP
804	2	35'-5"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 264'-6" = 706 LBS.			
502	2	35'-5"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 70'-10" = 74 LBS.			
401	34	8'-2"	STIRRUPS IN CAP
402	8	9'-10"	STIRRUPS IN WINGWALL
403	4	6'-6"	STIRRUPS IN CAP
404	8	2'-2"	LONGIT. IN WINGWALL
TOTAL NO. 4 BARS = 432'-2" = 289 LBS.			
TOTAL DEFORMED REINFORCING STEEL = 1,109 LBS.			
TOTAL CLASS P1 CONCRETE = 6.12 CU. YDS.			
MAX. PILE LOAD: SERVICE DEAD LOAD = 19 TONS			
SERVICE LIVE LOAD = 36 TONS			
FACTORED TOTAL LOAD = 76 TONS			
TOTAL GROUT FOR PILE RECESSES = 0.26 CU. YDS.			

ADD 0.22 CU. YDS. OF CLASS P1 CONCRETE PER BENT WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB.



Victor A. Sanchez
05/17/17

SHEET NUMBER

PARISH

DESIGNED BY: B. DELATTE

CHECKED BY: J. NAKHLEH

DATE

CONTROL SECTION

D. HYMEL

REVISION OR CHANGE ORDER DESCRIPTION

NO.

STATE

J. NAKHLEH

05/17/17

5 OF 11

ALTERNATE BENTS

PRECAST CONCRETE BENT

24'-0" CLEAR ROADWAY

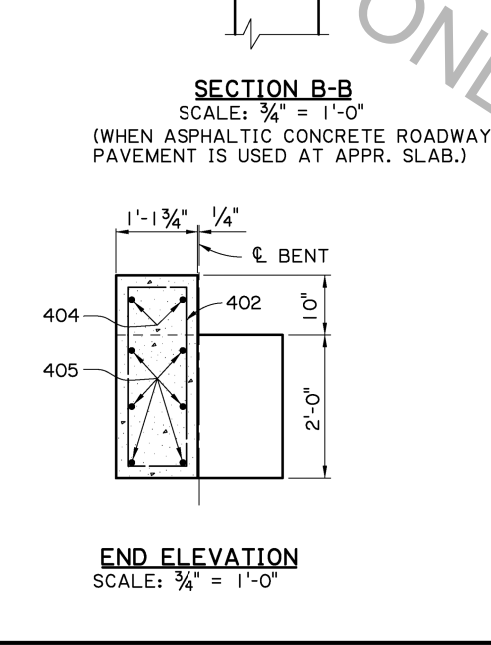
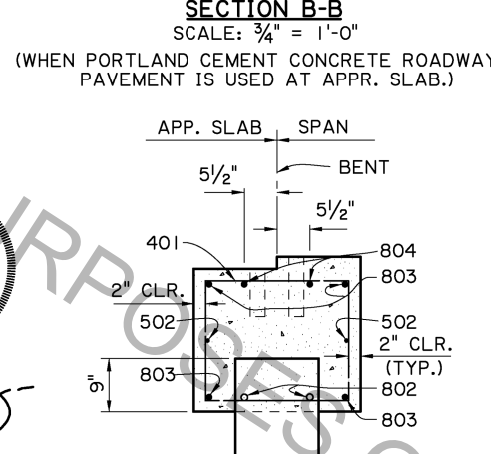
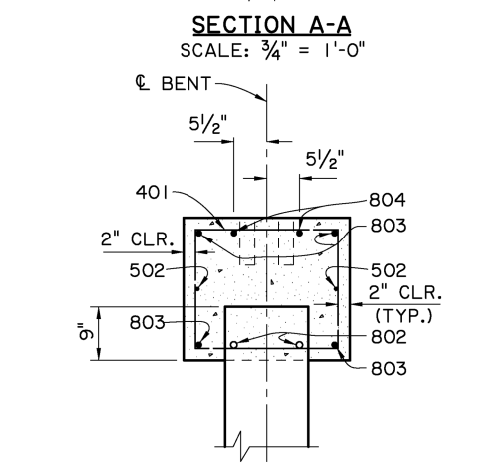
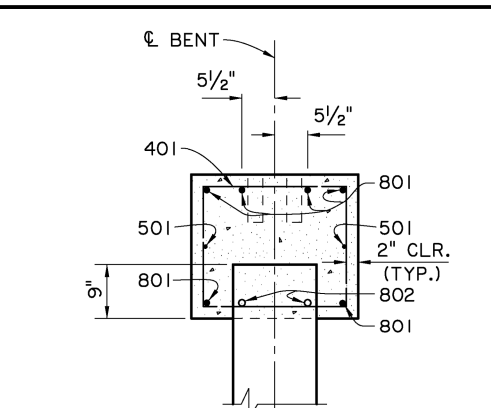
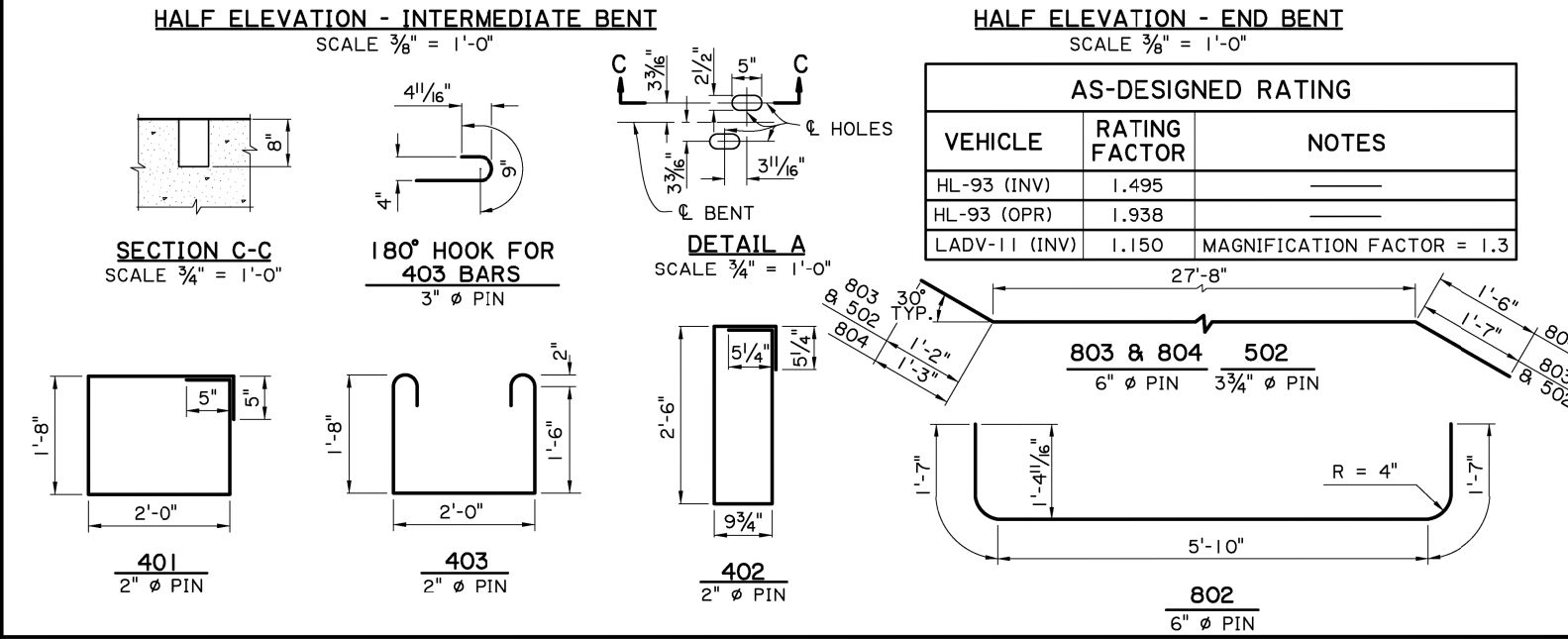
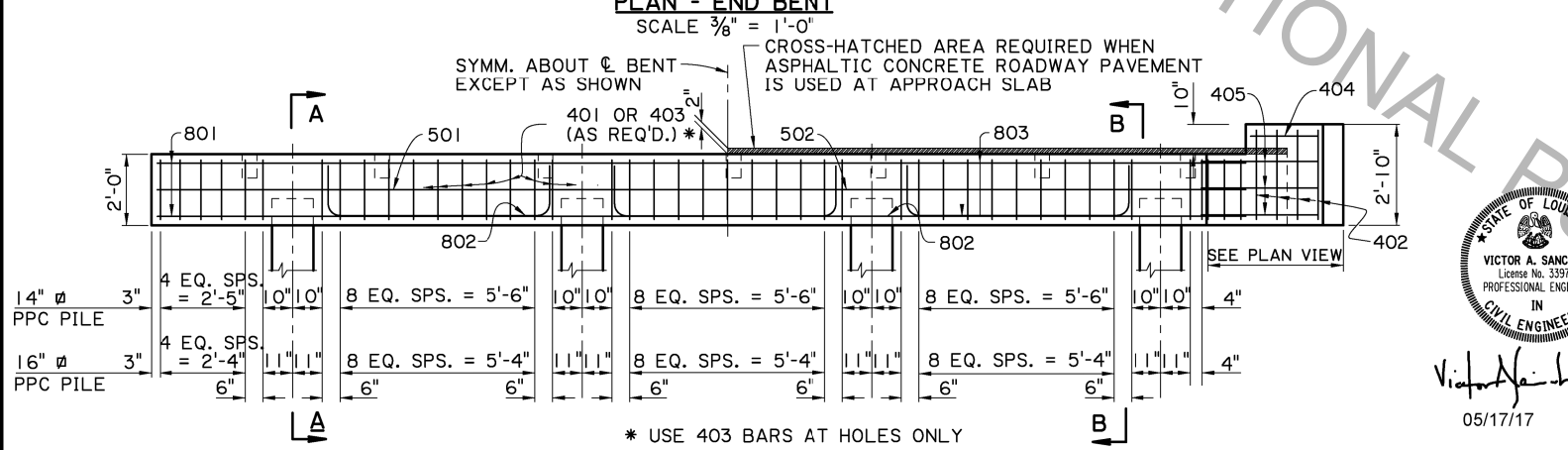
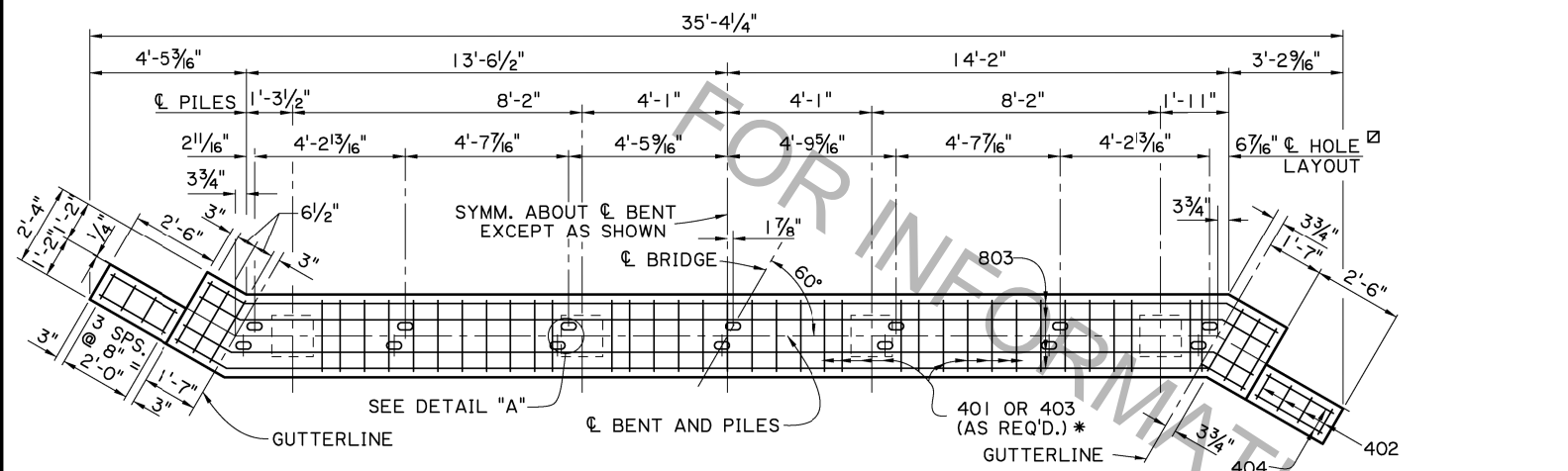
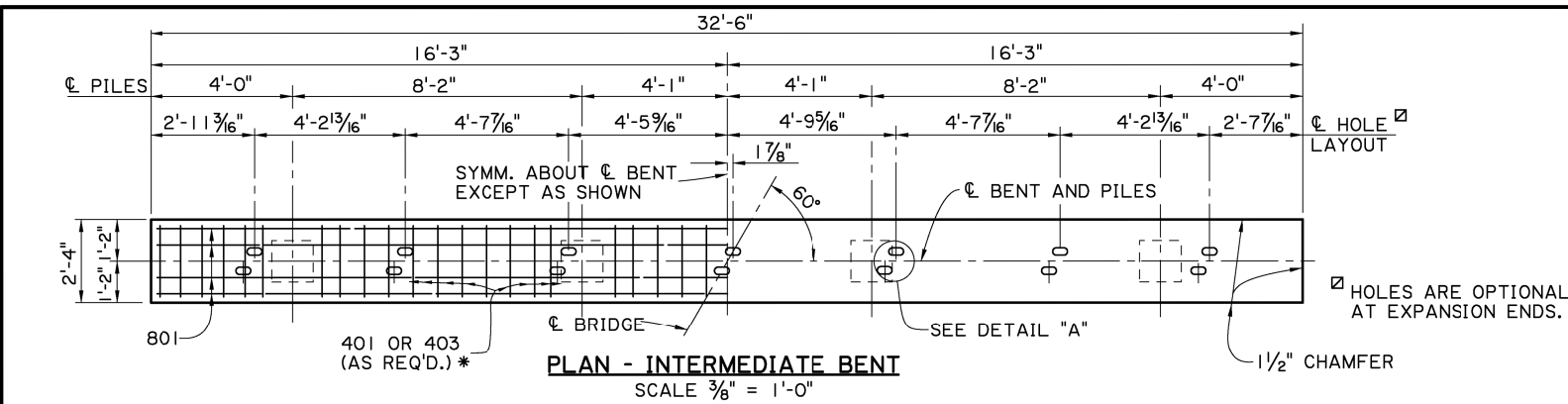
CROSSING TWO WAY TANGENT

60'

STANDARD

DOTD

DOTD BRIDGE DESIGN



ESTIMATED QUANTITIES (ONE INTER. BENT)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	32'-2"	193'-0"	LONGIT. IN CAP
802	6	9'-0"	54'-0"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 247'-0" = 659 LBS.				
501	2	32'-2"	64'-4"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 64'-4" = 67 LBS.				
401	34	8'-2"	277'-8"	STIRRUPS IN CAP
403	11	6'-6"	71'-6"	STIRRUPS IN CAP
TOTAL NO. 4 BARS = 349'-2" = 233 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 959 LBS.				
TOTAL CLASS A1 CONCRETE = 5.39 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 19 TONS				
SERVICE LIVE LOAD = 36 TONS				
FACTORED TOTAL LOAD = 76 TONS				

16" PPC PILES USED FOR ESTIMATING PURPOSES ONLY. (ADD 0.05 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN 14" PPC PILES ARE USED.)

ESTIMATED QUANTITIES (ONE END BENT)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
802	6	9'-0"	54'-0"	LONGIT. IN CAP BTW. PILES
803	4	30'-5"	121'-8"	LONGIT. IN CAP
804	2	30'-5"	60'-10"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 236'-6" = 631 LBS.				
502	2	30'-5"	60'-10"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 60'-10" = 64 LBS.				
401	32	8'-2"	261'-4"	STIRRUPS IN CAP
402	8	7'-6"	60'-0"	STIRRUPS IN WINGWALL
403	11	6'-6"	71'-6"	STIRRUPS IN CAP
404	4	2'-2"	8'-8"	LONGIT. IN WINGWALL
405	12	3'-11"	47'-0"	LONGIT. IN WINGWALL
TOTAL NO. 4 BARS = 448'-6" = 300 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 995 LBS.				
TOTAL CLASS A1 CONCRETE = 5.71 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 19 TONS				
SERVICE LIVE LOAD = 36 TONS				
FACTORED TOTAL LOAD = 76 TONS				

16" PPC PILES USED FOR ESTIMATING PURPOSES ONLY. (ADD 0.05 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN 14" PPC PILES ARE USED.) ADD 0.22 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB.

ALTERNATE BENT NOTES:
CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, WITH 2008 & 2009 INTERIMS.
DESIGN LOAD: LIVE LOAD IS HL-93, AND LADV-11 (LOUISIANA DESIGN VEHICLE LIVE LOAD 2011).
STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER UNLESS OTHERWISE NOTED. ALL EXPOSED FACES OF WINGWALLS AND ENDS OF CAPS SHALL RECEIVE A SURFACE FINISH AS PER SUBSECTION 805.08 OF THE STANDARD SPECIFICATIONS, EXCEPT WHEN SPECIFIED ELSEWHERE IN THE PLANS.
REINFORCING STEEL: ALL REINFORCING SHALL BE GRADE 60. DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS, UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS OTHERWISE NOTED.
PRECAST CONCRETE PILES: FOR DETAILS OF PILES SEE STANDARD DETAIL BD.2.5.1.0.01 (CS-216). EXTERIOR PILES ARE TO BATTERED OUTWARD AT 1/2" ON 12" IN THE LONGITUDINAL DIRECTION OF THE BENT, WHEN NOTED ON THE GENERAL PLAN.
BASIS OF PAYMENT: ALL MATERIALS SHALL BE PAID FOR UNDER "BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE" ACCORDING TO THE SPECIFICATIONS.

SHEET NUMBER

DESIGNED BY: B. DELATTE

CHECKED BY: J. NAKHLEH

PARISH

CONTROL SECTION

STATE

PROJECT

REVIEWED BY: J. NAKHLEH

SERIES #

6 OF 11

DATE

05/17/17

REVISION OR CHANGE ORDER DESCRIPTION

BY

NO.

ALTERNATE BENTS

CAST-IN-PLACE CONCRETE BENTS

24'-0" CLEAR ROADWAY

60' CROSSING TWO WAY TANGENT

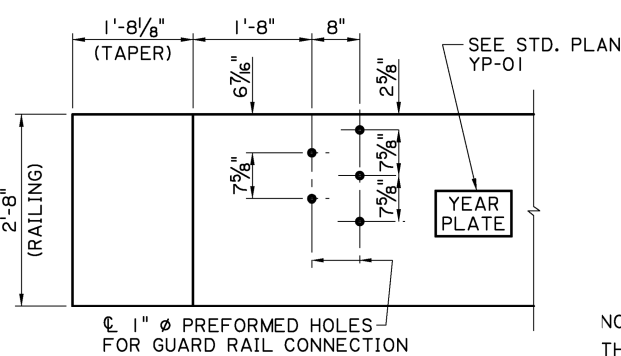
STANDARD DETAIL

PSS-60-24-20SL

DOTD

LOUISIANA

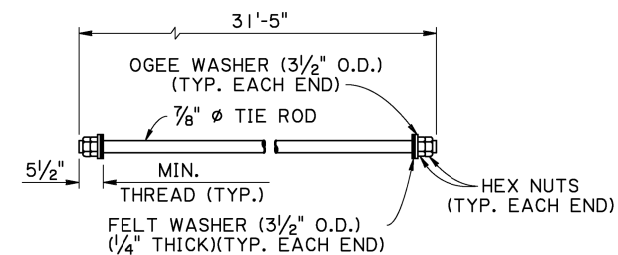
DOTD BRIDGE DESIGN



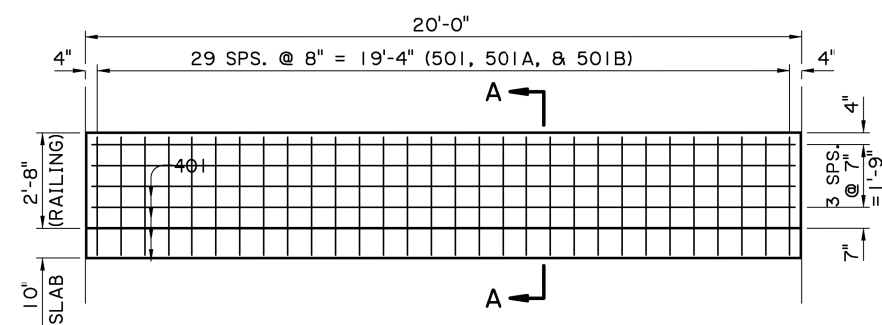
GUARD RAIL CONNECTION DETAIL
(FOR GUARD RAIL DETAILS, SEE
STANDARD PLAN BD.1.1.1.0.01 (GR-200).)
SCALE : $\frac{3}{4}" = 1'-0"$

NOTE:

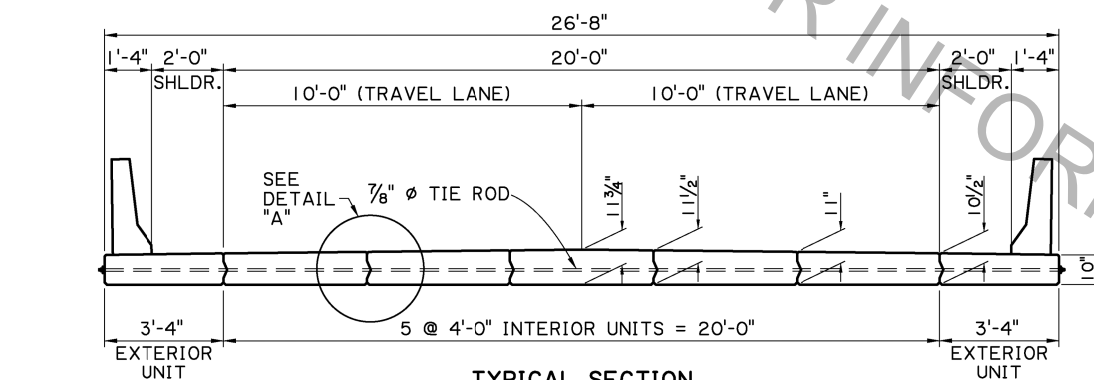
THE NUTS & WASHERS FOR THE TIE ROD SHALL BE ZINC COATED AND THE EXPOSED ENDS TO THE TIE RODS SHALL BE PAINTED WITH AN APPROVED COATING. AS A FINAL OPERATION THE CONTRACTOR SHALL BE REQUIRED TO TORQUE THE INSTALLED TIE ROD TO 170 FT. LBS. JUST PRIOR TO PAINTING. ALL EXPOSED ENDS SHALL BE PAINTED WITH AN APPROVED COATING AFTER STRESSING. ONE (1) MECHANICAL SPLICE MAY BE USED IN SPLICING THE 7/8" Ø TIE ROD. THE SPLICE SHALL DEVELOP AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE TIE ROD IN TENSION. THE MECHANICAL SPLICE SHALL BE ZINC COATED OR PAINTED WITH AN APPROVED COLD GALVANIZING REPAIR COMPOUND FROM AML PRIOR TO PLACING THE TIE ROD IN THE STRUCTURE.



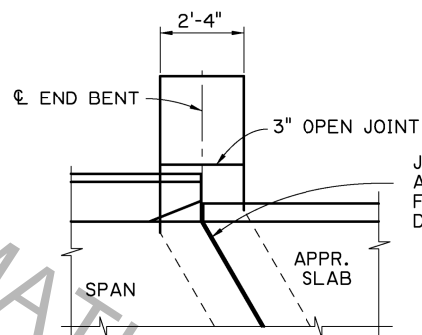
DETAILS OF TIE ROD



STANDARD BARRIER RAILING ELEVATION
(SHOWING BARRIER RAILING ALONG BRIDGE END)
SCALE : $\frac{3}{8}" = 1'-0"$



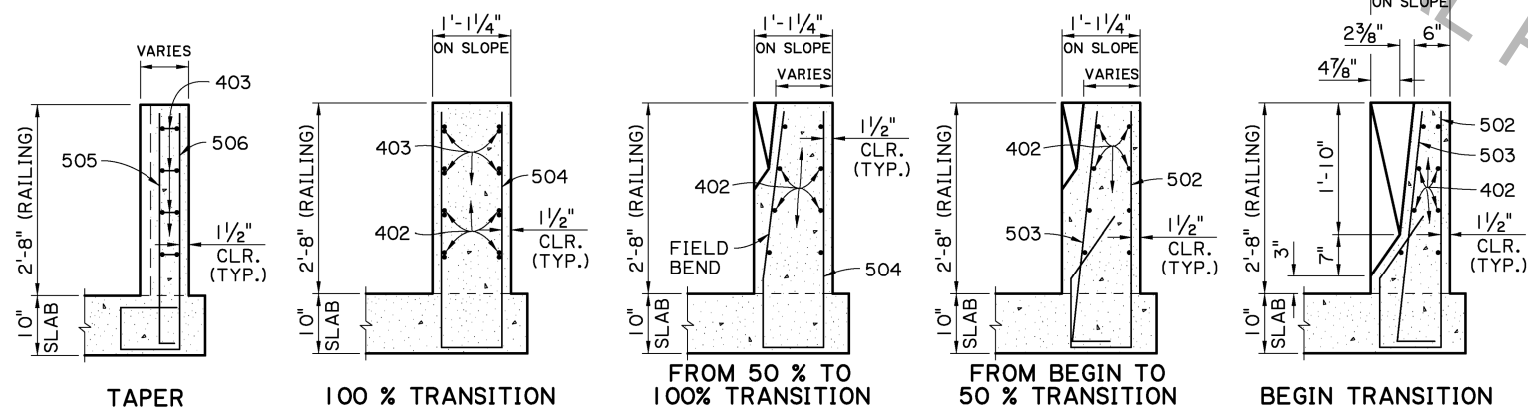
TYPICAL SECTION



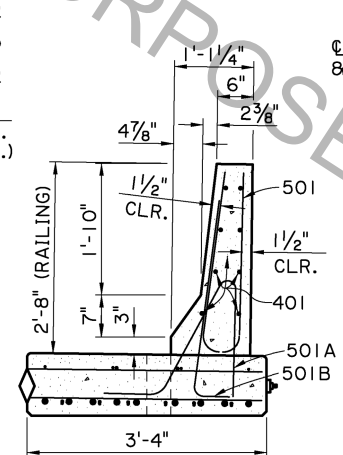
JOINT DETAIL
N.T.S.



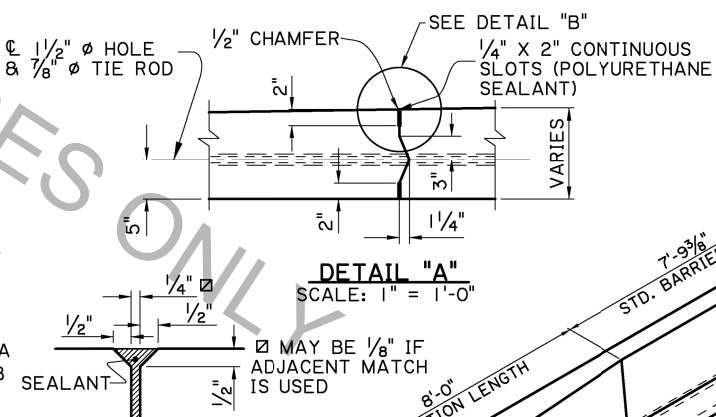
Vicente A. Lopez
05/17/17



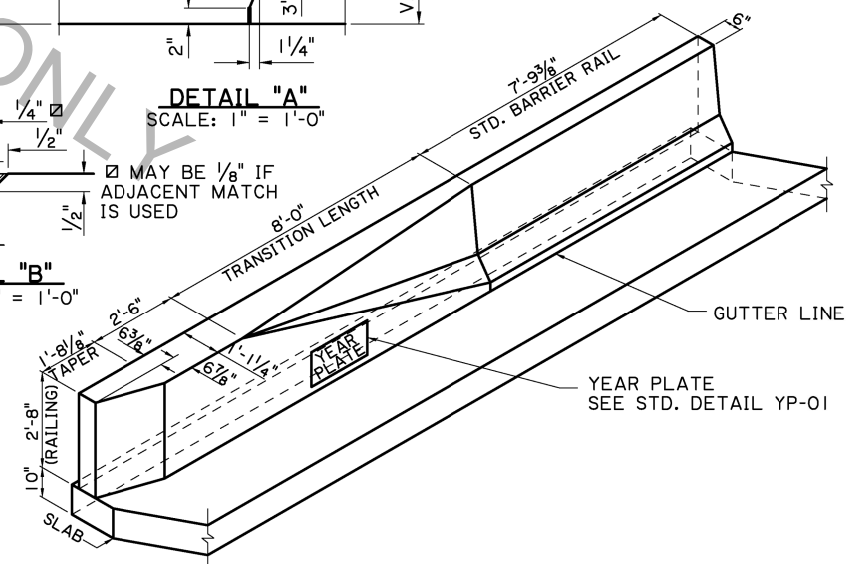
BARRIER RAILING TRANSITION SECTIONS
SCALE: $\frac{3}{4}" = 1'-0"$



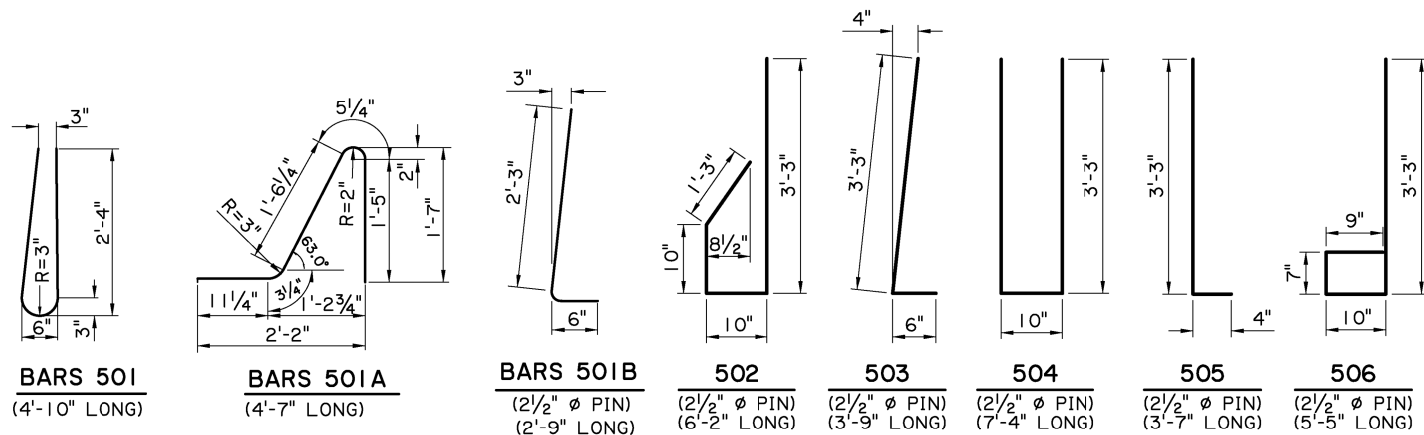
SECTION A-A
SCALE : $\frac{3}{4}" = 1'-0"$

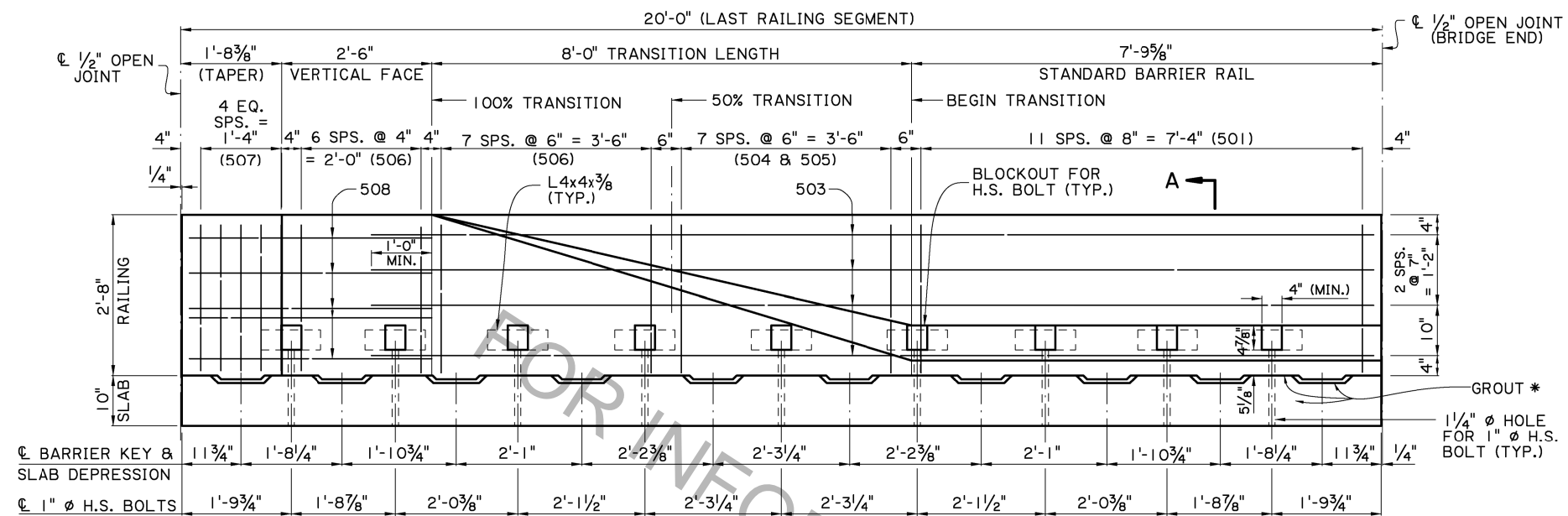


DETAIL "B"
SCALE: 1" = 1'-0"



BARRIER RAILING TRANSITION SCHEMATIC
SCALE : $\frac{3}{8}" = 1'-0"$

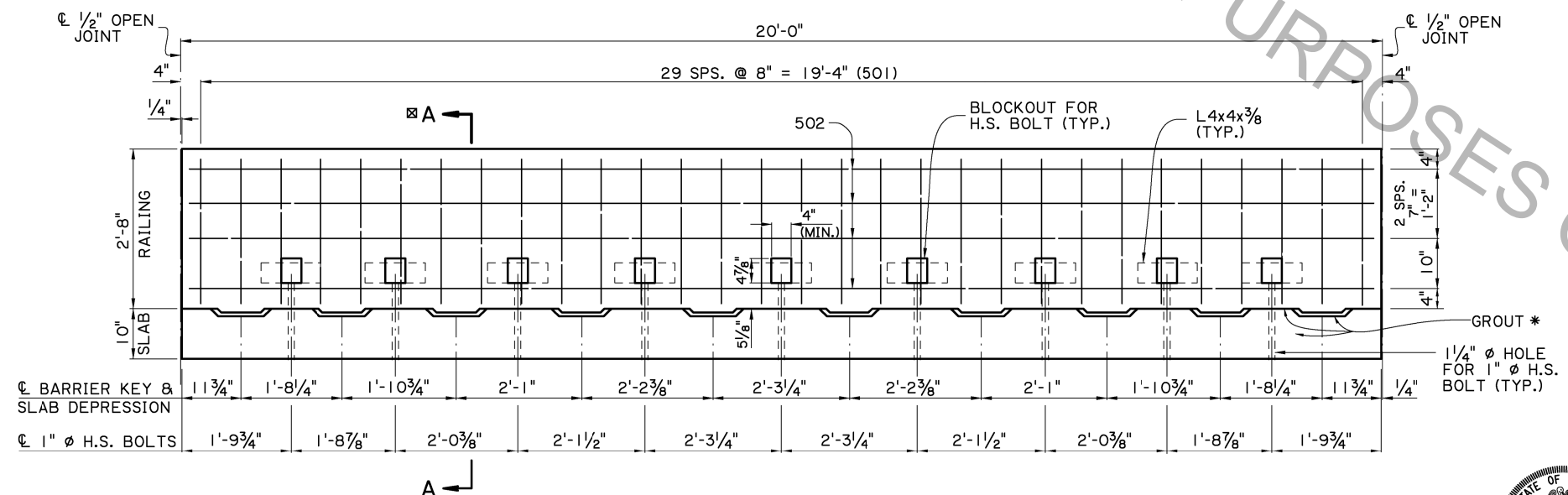




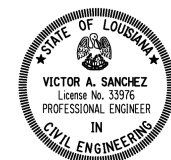
☒ FOR SECTION A-A & TRANSITION SECTIONS
SEE ALTERNATE SPAN (3 OF 4)

PRECAST BARRIER RAILING TRANSITION ELEVATION
(SHOWING BARRIER RAILING AT END OF BRIDGE)
SCALE: $\frac{3}{4}" = 1'-0"$

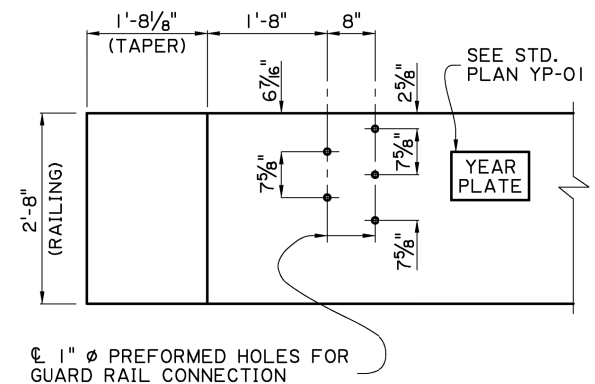
* PLACE OR INJECT NON-SHRINK GROUT AS REQUIRED IN BETWEEN SLAB DEPRESSIONS TO FILL ALL VOIDS AND GAPS FOR FULL EVEN BEARING OF THE BARRIER ON THE SLAB. SEE NOTE 3, SHEET 9 OF 11.



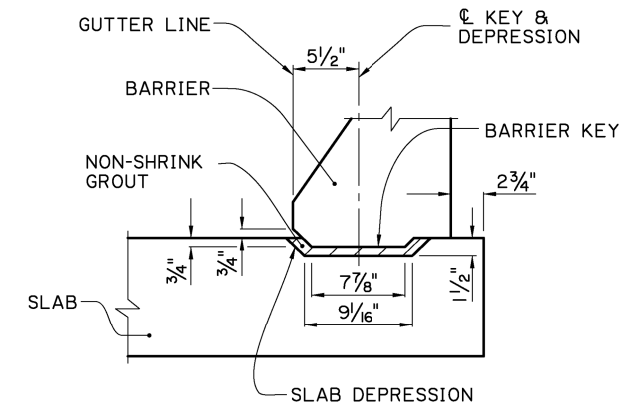
STANDARD PRECAST BARRIER RAILING ELEVATION
(SHOWING BARRIER RAILING ALONG BRIDGE SLAB)
SCALE: $\frac{3}{4}" = 1'-0"$



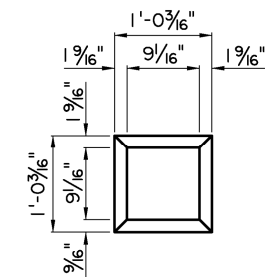
Victor N. H. -
05/17/17



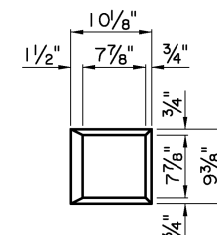
GUARD RAIL CONNECTION DETAIL
(FOR GUARD RAIL DETAILS,
SEE STANDARD PLAN BD.1.1.1.0.01 (GR-200).)
SCALE: $\frac{3}{4}" = 1'-0"$



ELEVATION
SCALE: 1 1/2" = 1'-0"

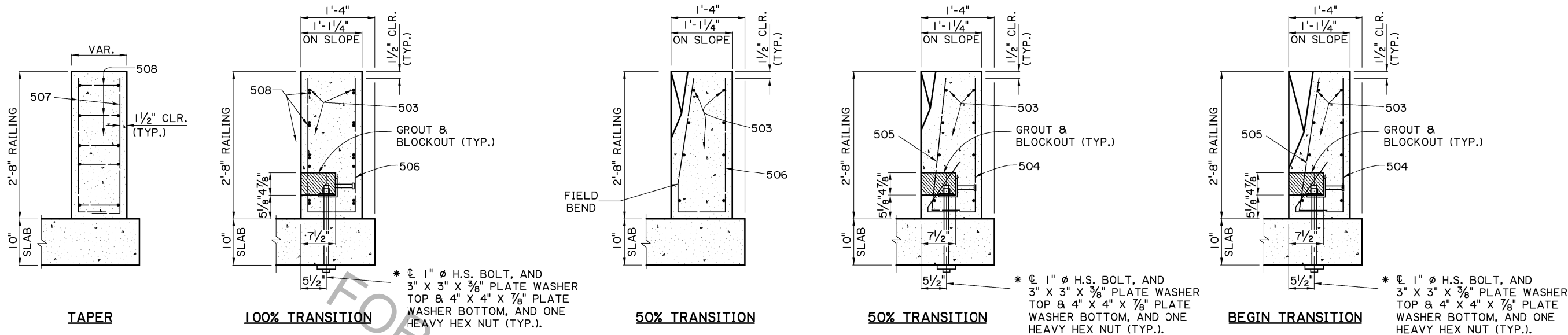


PLAN-DEPRESSION
SCALE: 1" = 1'-0"



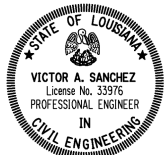
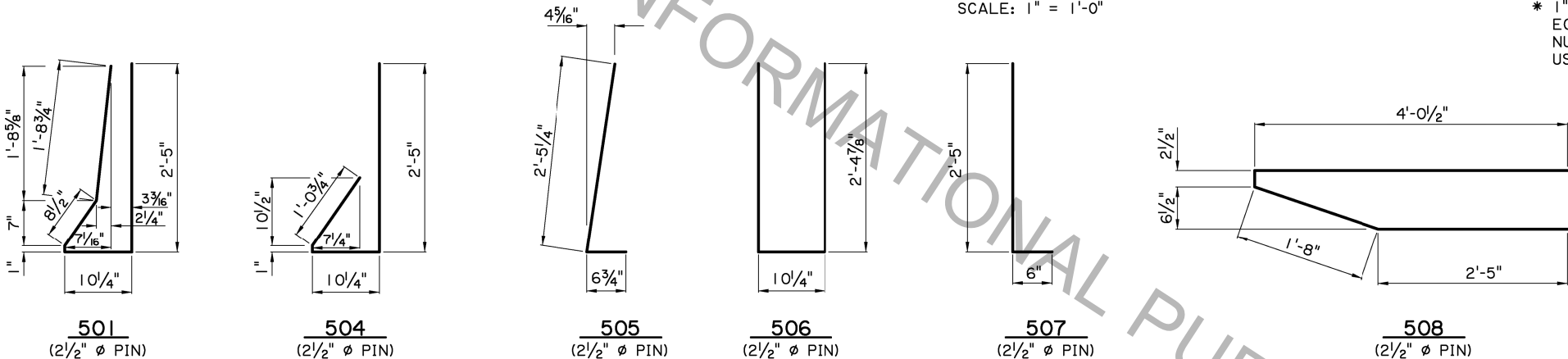
PLAN-KEY
SCALE: 1" = 1'-0"

BARRIER KEY AND PANEL DEPRESSION DETAILS



BARRIER RAILING TRANSITION SECTIONS

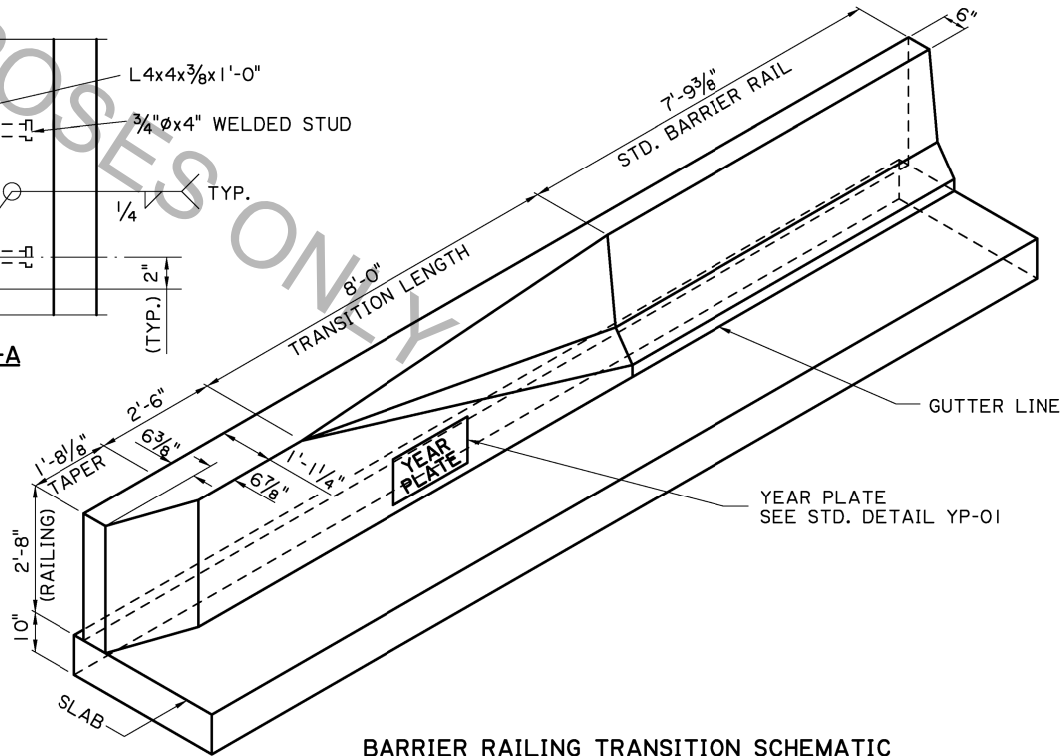
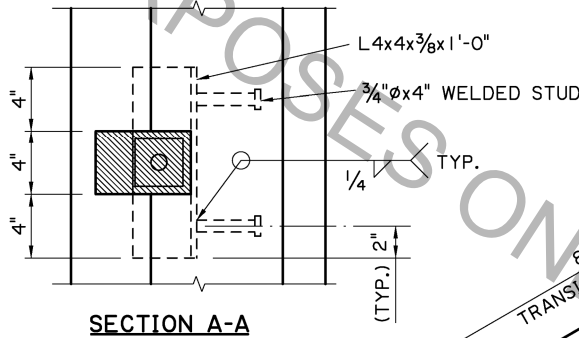
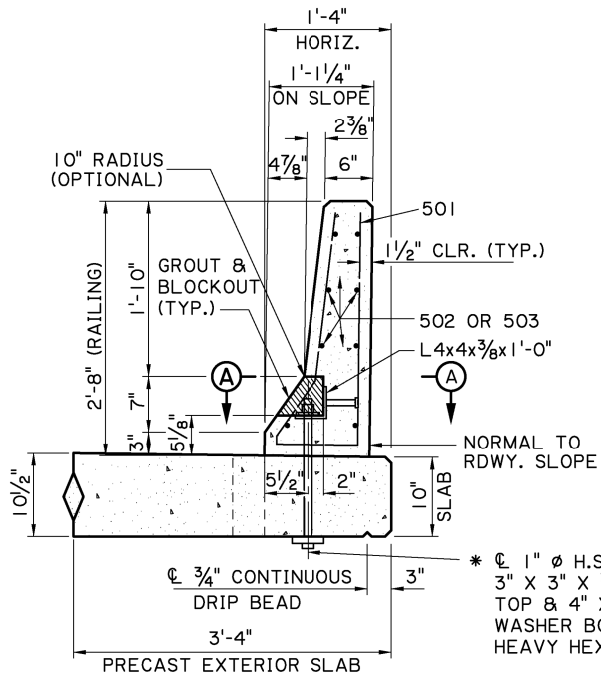
SCALE: 1" = 1'-0"

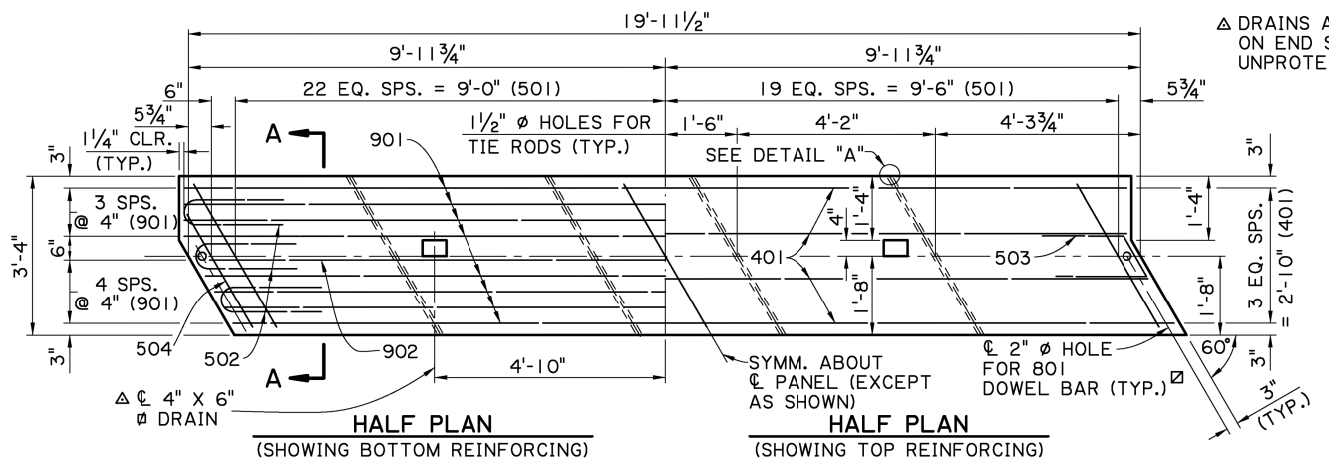


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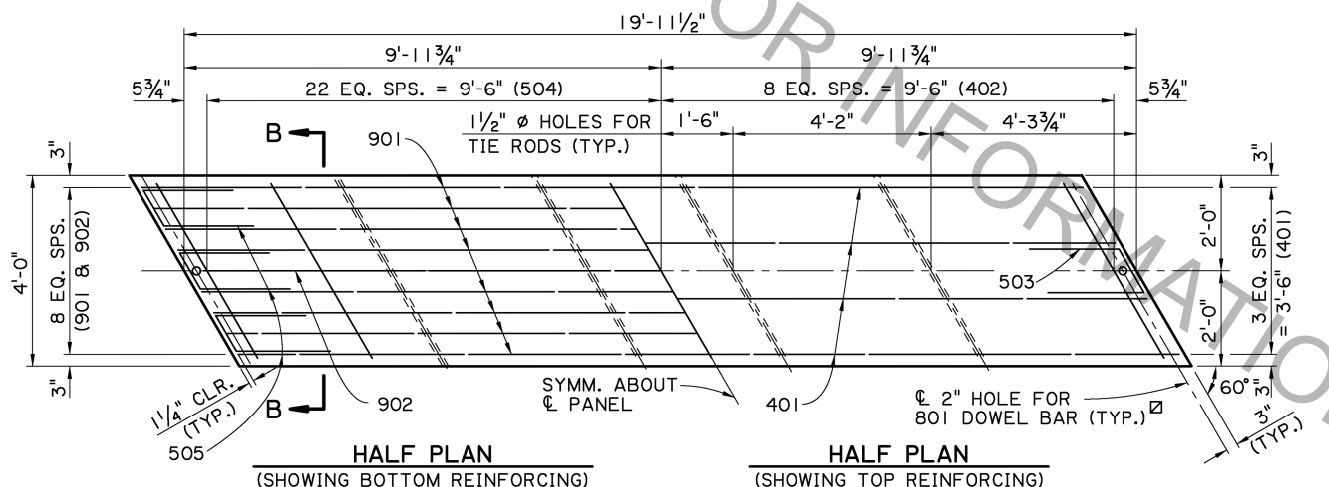
NOTES:

- 1) ALL BARRIER RAIL SURFACES ARE TO RECEIVE A CLASS 3 SPECIAL SURFACE FINISH.
- 2) ALL SURFACES OF THE BLOCKOUTS EXCEPT THE BOTTOM MAY BE TAPERED AND ALL CORNERS MAY BE ROUNDED TO A RADIUS TO ALLOW FOR EASY REMOVAL OF PLUGS OR FORMS. AFTER PLACING AND TIGHTENING THE ANCHOR BOLTS, THE BLOCKOUTS SHALL BE FILLED WITH AN APPROVED NON-SHRINK GROUT FROM AML AND TROWELED TO THE REQUIRED FINISH AND TO THE SATISFACTION OF THE ENGINEER.
- 3) AFTER BARRIER IS PLACED AND ALIGNED, ALL GAPS UNDER BARRIER AND TOP OF SLAB SHALL BE FILLED WITH NON-SHRINK GROUT FROM AML AND ALLOWED TO SET PRIOR TO TIGHTENING OF BOLTS. IT IS IMPORTANT TO FILL ALL VOIDS AND GAPS UNDER THE BARRIER TO ENSURE EVEN BEARING ON DECK WHEN THE ANCHOR BOLTS ARE LOADED.
- 4) ALL 1" \varnothing BOLTS SHALL BE HIGH STRENGTH A325 OR APPROVED EQUAL. BOLT, NUT & WASHER TO BE GALVANIZED AS PER ASTM A-153. BOLTS SHALL BE TENSIONED TO 36 KIPS, OR APPROXIMATELY 540 FOOT-LB. OF TORQUE (LUBRICATED CONNECTION).

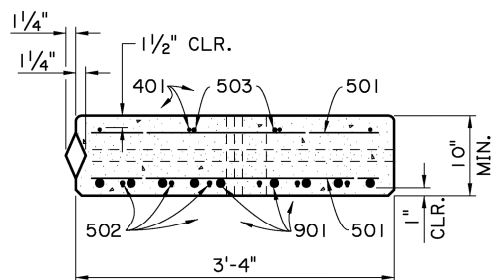




EXTERIOR UNIT
SCALE 1/2" = 1'-0"

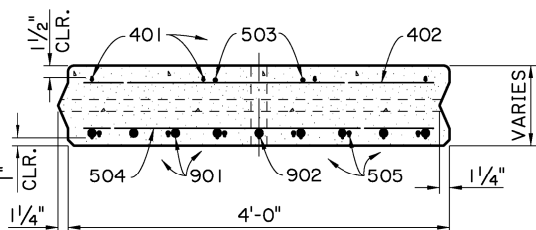


INTERIOR UNIT
SCALE 1/2" = 1'-0"



SECTION A-A
EXTERIOR UNIT
SCALE 1" = 1'-0"

NOTE:
FOR EACH SPAN, ONE EXTERIOR
UNIT WILL HAVE A TONGUE AND
ONE WILL HAVE A GROOVE.

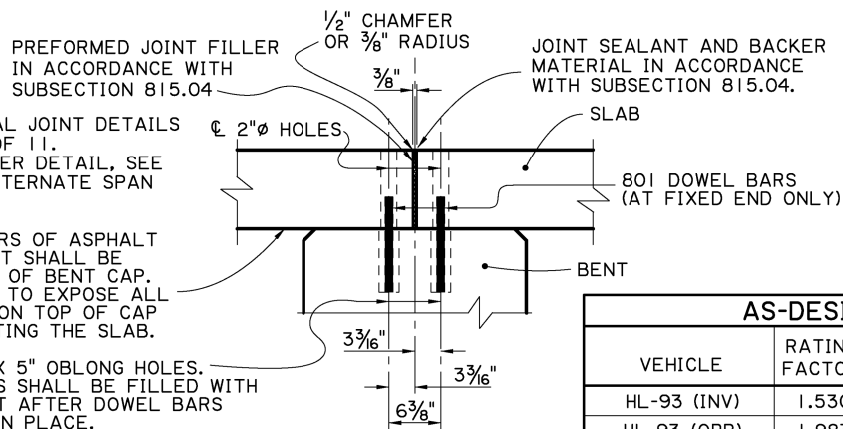


SECTION B-B
INTERIOR UNIT
SCALE 1" = 1'-0"

NOTES:
FOR ADDITIONAL JOINT DETAILS
SEE SHEET 2 OF 11.
FOR 1/2" CHAMFER DETAIL, SEE
DETAIL "B", ALTERNATE SPAN
1 OF 4.

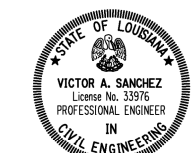
THREE (3) LAYERS OF ASPHALT
SATURATED FELT SHALL BE
PLACED ON TOP OF BENT CAP.
CUT TAR PAPER TO EXPOSE ALL
OBLONG HOLES ON TOP OF CAP
PRIOR TO ERECTING THE SLAB.

2 1/2" X 5" OBLONG HOLES.
HOLES SHALL BE FILLED WITH
GROUT AFTER DOWEL BARS
ARE IN PLACE.



TYPICAL JOINT DETAIL
SCALE 1" = 1'-0"

AS-DESIGNED RATING			
VEHICLE	RATING FACTOR	NOTES	
HL-93 (INV)	1.530	—	
HL-93 (OPR)	1.983	—	
LADV-11 (INV)	1.177	MAGNIFICATION FACTOR = 1.3	



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ALTERNATE SPAN NOTES:

CONSTRUCTION SPECIFICATIONS : LATEST APPROVED LOUISIANA
STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLE-
MENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS : AASHTO LRFD BRIDGE DESIGN
SPECIFICATIONS, 4th EDITION, WITH 2008 & 2009 INTERIMS.

DESIGN LOAD : THE BRIDGE DECK IS DESIGNED FOR A FUTURE
WEARING COURSE OF 19 PSF. THE LIVE LOAD IS HL-93, AND
LADV-11 (LOUISIANA SPECIAL DESIGN VEHICLE LIVE LOAD 2011).

STRUCTURAL CONCRETE : ALL CONCRETE SHALL BE CLASS P.I.
THE BRIDGE RAIL CONCRETE SHALL BE CLASS A1 IF RAIL IS
CAST IN PLACE. STEEL SIDE FORMS AND STEEL OR CONCRETE
BOTTOM FORMS SHALL BE USED FOR PRECAST COMPONENTS.
EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER, UNLESS
OTHERWISE NOTED. ALL SURFACES SHALL RECEIVE A CLASS I
ORDINARY SURFACE FINISH UPON REMOVAL OF THE FORMS.
THE FINAL FINISH SHALL BE A TINE FINISH IN ACCORDANCE
WITH SUB-SECTION 805.08.5.3 OF THE LOUISIANA
STANDARD SPECIFICATIONS.

REINFORCING STEEL : ALL REINFORCING STEEL SHALL BE
GRADE 60. DIMENSIONS RELATING TO FABRICATION ARE OUT
TO OUT OF BARS, UNLESS OTHERWISE NOTED. DIMENSIONS
RELATING TO SPACING ARE TO BAR CENTERS, UNLESS OTHERWISE
NOTED. ALL REINFORCING BARS SHALL BE PLACED TO PROVIDE
A MINIMUM COVER OF 1" FROM THE DRAIN HOLES. REINFORCING
STEEL MAY BE TACK WELDED FOR A DISTANCE OF NOT MORE THAN
4'-0" FROM EACH END OF UNIT. NO OTHER WELDING SHALL BE
PERMITTED.

MISCELLANEOUS STEEL : HIGH STRENGTH BOLTS SHALL CONFORM
TO ASTM DESIGNATION A-325. PRESTRESSING STRANDS SHALL
CONFORM TO ASTM DESIGNATION A-416, GRADE 270. PLATES,
TIE RODS, AND DRIFT BOLTS SHALL CONFORM TO ASTM DESIG-
NATION A709, GRADE 36. STEEL SPECIFIED TO BE ZINC
COATED SHALL BE IN CONFORMANCE WITH ASTM DESIGNATION
A-123.

GROUT : THE GROUT SHALL BE AN APPROVED FLOWABLE NON-
SHRINK GROUT LISTED ON AML. THE GROUT SHALL BE TESTED
FOR ACCEPTANCE PRIOR TO USAGE. THE GROUT SHALL ATTAIN
A MINIMUM COMPRESSIVE STRENGTH OF 3500 PSI PRIOR TO
LOADING SLABS. SURFACES SHALL BE THOROUGHLY SATURATED
WITH WATER BY FLOODING THE HOLES FOR APPROXIMATELY
FIVE (5) MINUTES IMMEDIATELY BEFORE THE GROUT IS PLACED.
ONLY POTABLE WATER SHALL BE USED FOR SATURATION AND MIXING
PURPOSES.

PATCHING MATERIAL : THE PATCHING MATERIAL SHALL BE AN
APPROVED PATCHING MATERIAL FOR PRECAST OR PRESTRESSED
CONCRETE PRODUCTS LISTED ON AML. SURFACE PREPARATION,
MIXING AND PLACEMENT SHALL BE IN ACCORDANCE WITH THE MANU-
FACTURERS' RECOMMENDATIONS. ONLY POTABLE WATER SHALL BE
USED FOR SATURATION AND MIXING PURPOSES.

PRECAST UNITS : THE PLANS FOR AN ONGOING OPERATION OF
FABRICATION FACILITIES SHALL BE APPROVED BY THE DEPARTMENT.
EACH UNIT SHALL HAVE "LIVE LOAD HL-93 AND LADV-11", THE FABRI-
CATOR'S MARK, AND UNIQUE NUMBER, MEETING THE APPROVAL OF
THE ENGINEER STAMPED OR INSCRIBED IN THE PLASTIC CONCRETE.
PRECAST UNITS MAY BE CAST WITH OR WITHOUT CAMBER. IF CAMBER
IS PROVIDED IT SHALL NOT EXCEED 1/4" AT THE CENTERLINE OF
SPAN. ALL UNITS SHALL BE HELD AT THE PLANT FOR A MINIMUM
OF TEN(10) DAYS AFTER CASTING. THE CONCRETE SHALL REACH
A MINIMUM STRENGTH OF 3,000 PSI BEFORE HANDLING IS PERMITTED.
THE LIFTING INSERTS SHALL BE 1", TYPE S INSERTS AS MANU-
FACTURED BY DAYTON-SUPERIOR CORPORATION OR AN APPROVED
EQUAL. EACH INSERT SHALL HAVE A MINIMUM LOAD CAPACITY OF
10,000 POUNDS. FOUR(4) INSERTS WITH 1" Ø X 5" LONG COIL BOLTS
SHALL BE PLACED IN THE TOP OF THE UNIT AND LOCATED 1'-3"
FROM ITS ENDS AND 1'-0" FROM ITS EDGES. INSERT HOLES SHALL
BE GROUT FILLED AFTER PLACEMENT OF UNIT. AT THE CONTRAC-
TOR'S OPTION A SLING OF SUFFICIENT CAPACITY MAY BE USED FOR
LIFTING, PROVIDED THE SAME PICKUP LOCATION FROM THE ENDS ARE
USED. FABRICATION TOLERANCES SHALL BE AS FOLLOWS:

UNIT DEPTH ± 3/16"
UNIT LENGTH + 1/8" AND -1/2"
OVERALL SPAN WIDTH ± 2"

ALL PRECAST UNITS IN EACH BRIDGE SPAN SHALL BE MATCH CAST
IN THE SAME CASTING BED TO ENSURE A PROPER FIT DURING
INSTALLATION.

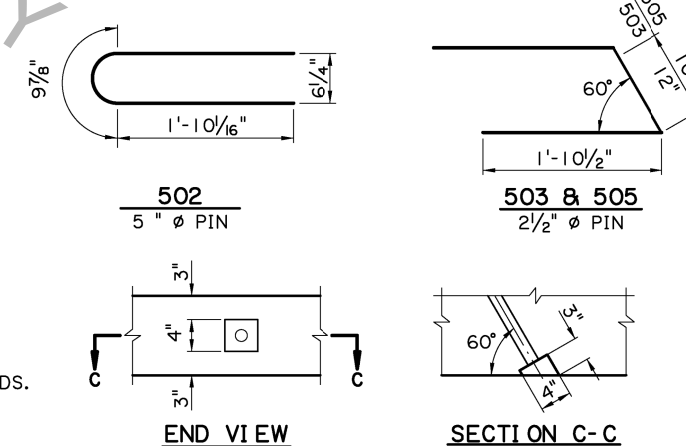
GUARDRAIL : REFER TO GENERAL PLAN FOR GUARDRAIL REQUIRE-
MENTS. PROVIDE HOLES FOR GUARDRAIL CONNECTIONS ACCORDING
TO STANDARD PLAN BD.1.1.1.0.01 (GR-200) ON ALL FOUR(4) BRIDGE ENDS.

BASIS OF PAYMENT : ALL MATERIALS SHALL BE PAID FOR UNDER
"BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE" ACCORDING TO
THE SPECIFICATIONS.

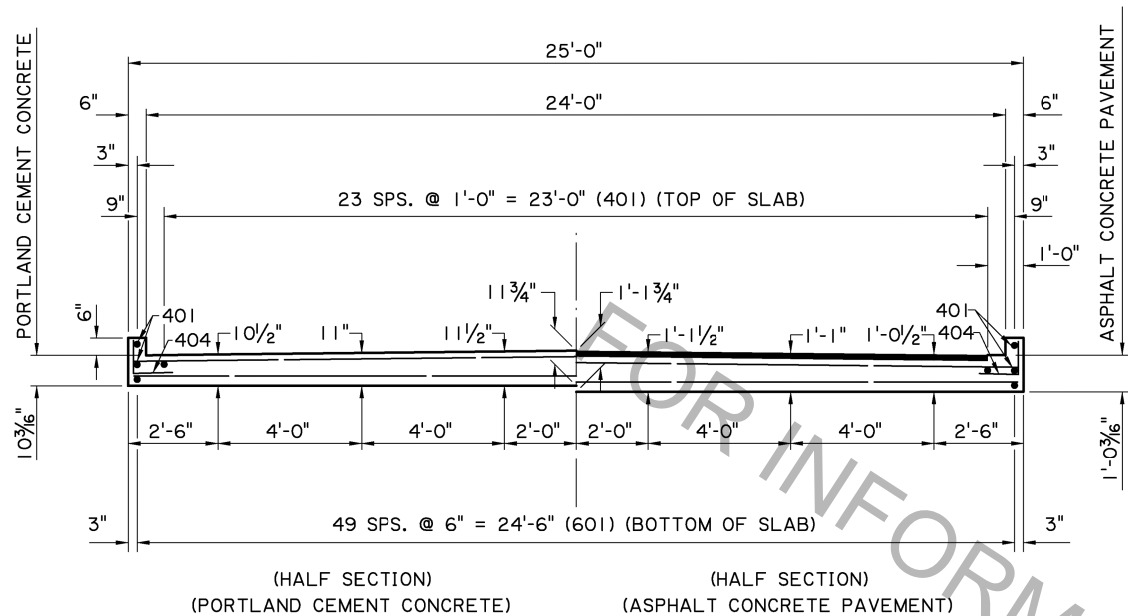
ESTIMATED QUANTITIES (ONE EXTERIOR UNIT)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
901	8	19'-9"	158'-0"	LONGIT. BOT. OF SLAB
902	1	19'-1"	19'-1"	LONGIT. BOT. OF SLAB
TOTAL NO. 9 BARS = 177'-1" = 602 LBS.				
801	1	1'-0"	1'-0"	DOWELS
TOTAL NO. 8 BARS = 1'-0" = 3 LBS.				
501	84	3'-5"	287'-0"	TRANS. TOP & BOT. OF SLAB
502	6	4'-6"	27'-0"	BOT. END OF SLAB
503	2	4'-9"	9'-6"	TOP END OF SLAB
504	2	2'-8"	5'-4"	TRANS. TOP & BOT. OF SLAB
TOTAL NO. 5 BARS = 328'-10" = 343 LBS.				
401	4	19'-9"	79'-0"	LONGIT. TOP OF SLAB
TOTAL NO. 4 BARS = 79'-0" = 53 LBS.				
DEFORMED REINFORCING STEEL = 1001 LBS.				
CLASS P.I CONCRETE = 2.05 CU. YDS.				
CONCRETE RAILING (PER SPAN) = 40.00 LIN. FT.				

ESTIMATED QUANTITIES (ONE INTERIOR UNIT)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
901	8	19'-9"	158'-0"	LONGIT. BOT. OF SLAB
902	1	19'-1"	19'-1"	LONGIT. BOT. OF SLAB
TOTAL NO. 9 BARS = 177'-1" = 602 LBS.				
801	1	1'-0"	1'-0"	DOWELS
TOTAL NO. 8 BARS = 1'-0" = 3 LBS.				
503	2	4'-9"	9'-6"	TOP END OF SLAB
504	45	4'-2"	187'-6"	TRANS. BOT. OF SLAB
505	6	4'-7"	27'-6"	BOT. END OF SLAB
TOTAL NO. 5 BARS = 224'-6" = 235 LBS.				
401	4	19'-9"	79'-0"	LONGIT. TOP OF SLAB
402	17	4'-2"	70'-10"	TRANS. TOP OF SLAB
TOTAL NO. 4 BARS = 149'-10" = 100 LBS.				
DEFORMED REINFORCING STEEL = 940 LBS.				
CLASS P.I CONCRETE = 2.46 CU. YDS.				

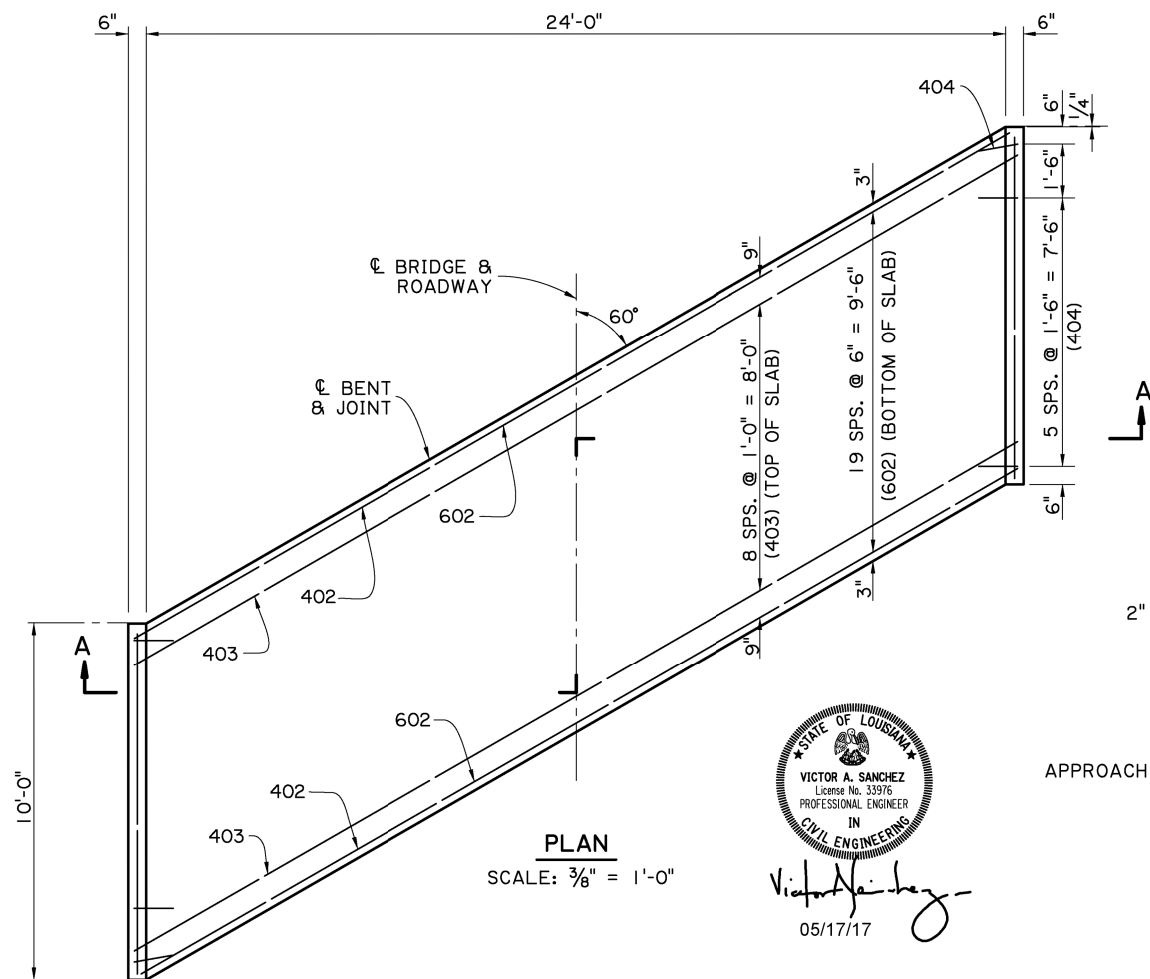
○ BASED ON A 10" SLAB THICKNESS



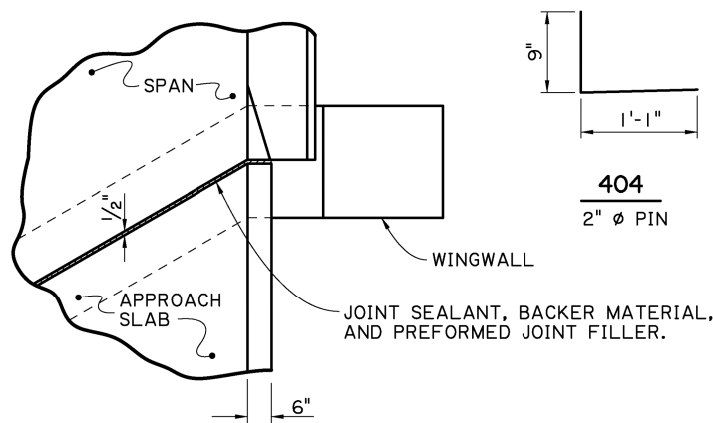
DETAIL "A"
TYP. EXTERIOR EDGE ONLY
SCALE 1" = 1'-0"



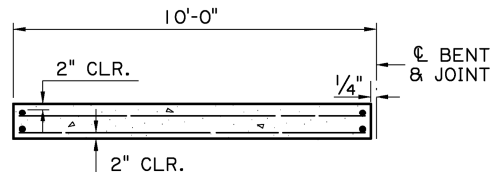
SECTION A-A
SCALE: 3/8" = 1'-0"



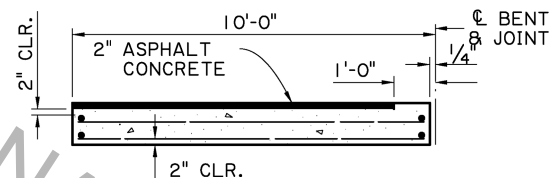
PLAN
SCALE: 3/8" = 1'-0"



JOINT DETAIL
N.T.S.

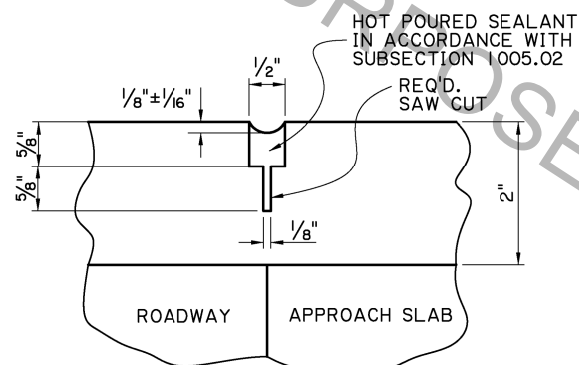


(FOR PORTLAND CEMENT CONCRETE ROADWAY PAVEMENT)

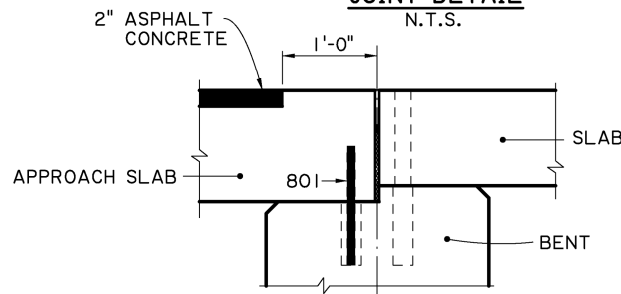


(FOR ASPHALT CONCRETE ROADWAY PAVEMENT)

SECTION ALONG CL ROADWAY
SCALE: 1/4" = 1'-0"



SAWING & SEALING JOINT DETAIL
N.T.S.



DETAIL A
SCALE: 1" = 1'-0"
(ASPHALT CONCRETE PAVEMENT OPTION)

ESTIMATED QUANTITIES (ONE SLAB)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	1'-0"	6'-0"	DOWELS
TOTAL NO. 8 BARS = 6'-0" = 16 LBS.				
601	50	9'-7"	479'-2"	LONGIT. BOT. OF SLAB
602	20	28'-2"	563'-4"	TRANSV. BOT. OF SLAB
TOTAL NO. 6 BARS = 1,042'-6" = 1,566 LBS.				
401	28	9'-7"	268'-4"	LONGIT. TOP OF SLAB & CURB
402	2	28'-2"	56'-4"	TRANSV. TOP OF SLAB
403	9	28'-5"	255'-9"	TRANSV. TOP OF SLAB
404	14	1'-10"	25'-8"	DOWELS IN CURB
TOTAL NO. 4 BARS = 606'-1" = 405 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1,987 LBS.				
CONCRETE APPROACH SLAB = 27.78 SQ. YDS.				
ASPHALT CONCRETE = 2.5 TONS				
SAW CUT & SEAL = 27 LIN. FT.				

- TO BE PAID FOR UNDER ITEM CONCRETE APPROACH SLABS.
- REQUIRED WHEN APPROACH SLAB IS ADJACENT TO ASPHALT CONCRETE PAVEMENT.

APPROACH SLAB NOTES:

CONSTRUCTION SPECIFICATIONS: LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, WITH 2008 & 2009 INTERIMS.

STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER, UNLESS OTHERWISE NOTED.

REINFORCING STEEL: ALL REINFORCING STEEL SHALL BE GRADE 60. DIMENSIONS RELATING TO THE FABRICATION ARE OUT-TO-OUT OF BARS, UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS OTHERWISE NOTED.

BEDDING MATERIAL: FOR DETAILS OF BEDDING MATERIAL AND UNDERDRAINS, SEE STANDARD DETAIL BD.2.10.1.0.07.

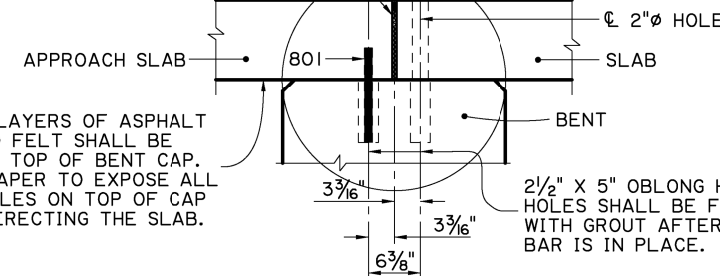
SAWING & SEALING: THE ASPHALT CONCRETE SHALL BE SAW CUT AT THE END OF THE CONCRETE APPROACH SLAB THE ENTIRE ROADWAY WIDTH AND SEALED, COST TO BE INCLUDED WITH CONCRETE APPROACH SLABS.

BASIS OF PAYMENT: ALL MATERIAL SHALL BE PAID FOR UNDER 'CONCRETE APPROACH SLABS' ACCORDING TO THE SPECIFICATIONS.

SEE DETAIL A FOR ASPHALT CONCRETE PAVEMENT OPTION

PREFORMED JOINT FILLER IN ACCORDANCE WITH SUBSECTION 815.04

JOINT SEALANT AND BACKER MATERIAL IN ACCORDANCE WITH SUBSECTION 815.04



TYPICAL JOINT DETAIL
SCALE: 1" = 1'-0"

NOTE: FOR ADDITIONAL JOINT DETAILS SEE SHEET 2 OF 11