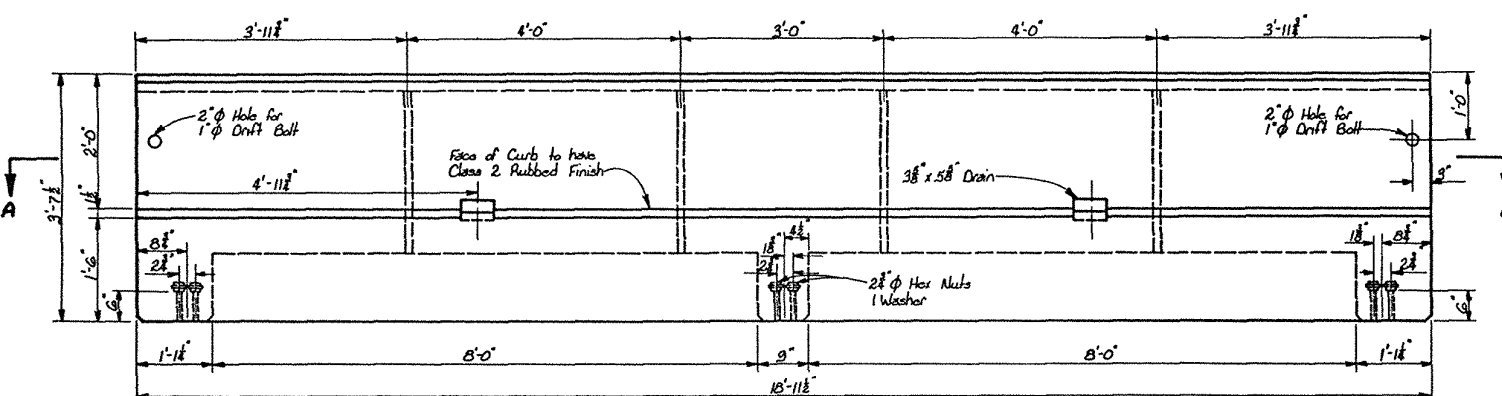
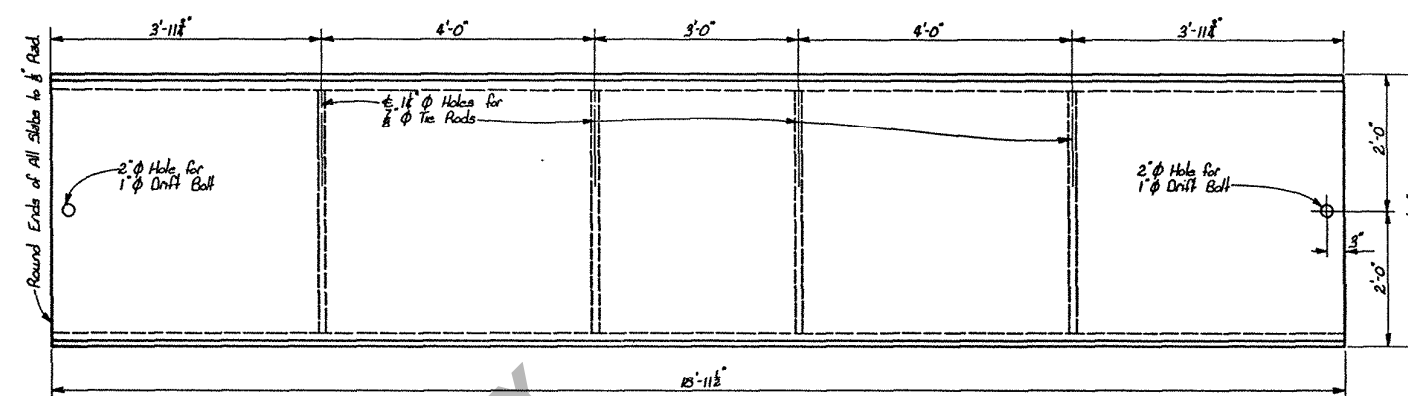
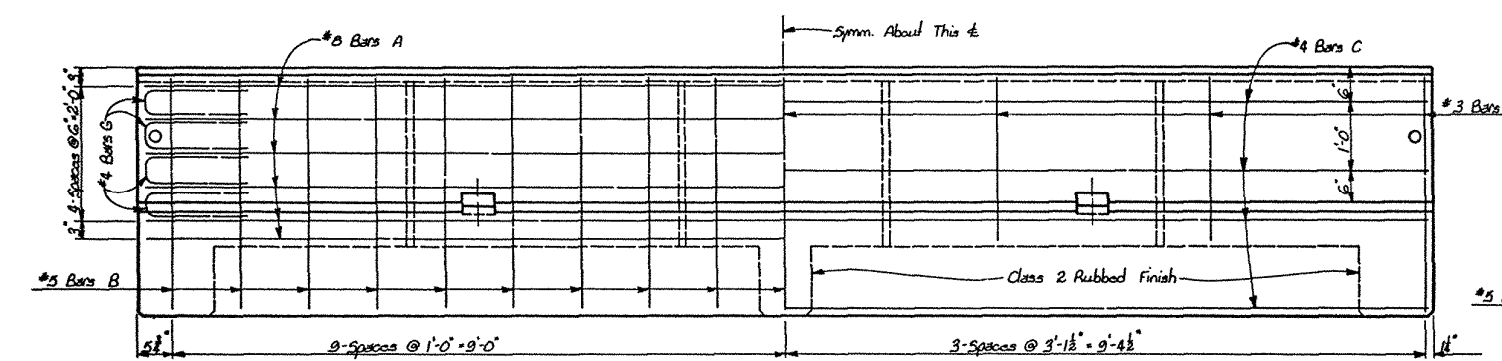




PLAN OF CURB UNIT

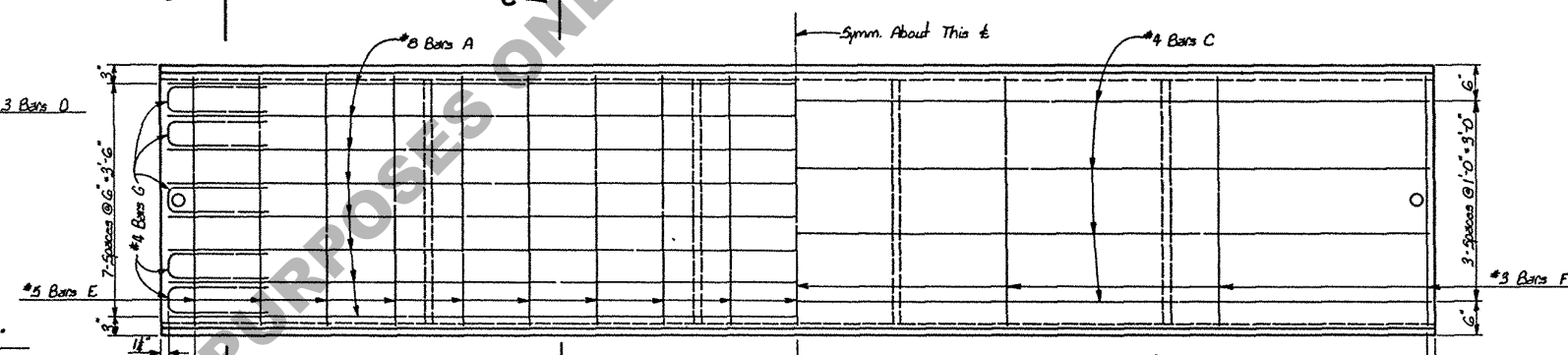


PLAN OF INTERIOR UNIT



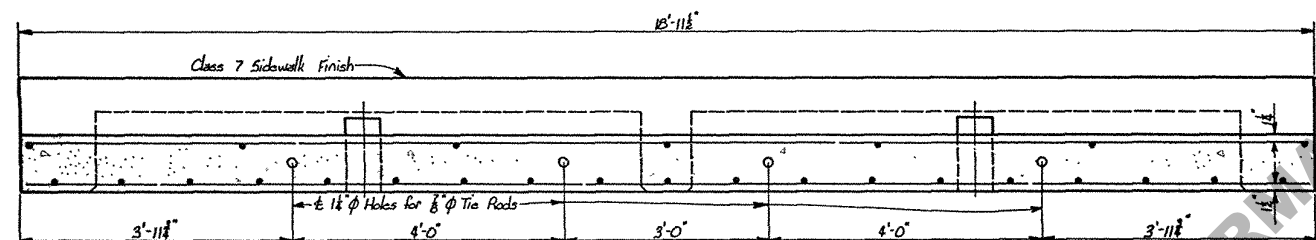
HALF PLAN SHOWING BOTTOM AND BENT BARS

HALF PLAN SHOWING TOP BARS CURB UNIT REINFORCING

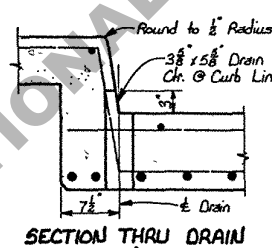


HALF PLAN SHOWING BOTTOM BARS

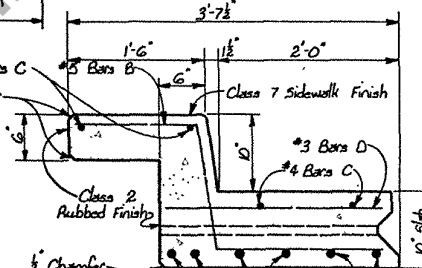
HALF PLAN SHOWING TOP BARS INTERIOR UNIT REINFORCING



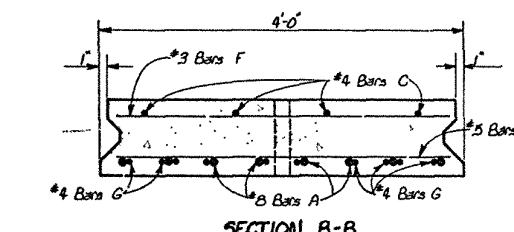
SECTION A-A



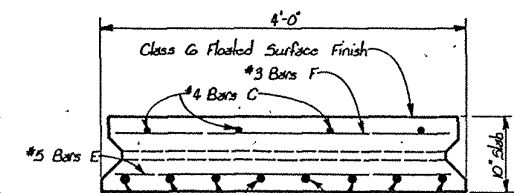
SECTION THRU DRAIN



SECTION THRU CURB UNIT BETWEEN H.R. POSTS



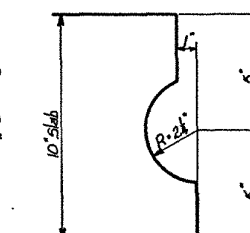
SECTION B-B



SECTION C-C

GENERAL NOTES:
Construction Specifications: L.S. Dept. of Highways Std. Specs. for Roads and Bridges dated July 1955.
Concrete: Class X Concrete shall be in accordance with the Special Provisions for Concrete.
All Hardware to be Plain.
Reinforcing Steel: Deformed Reinforcing Steel shall be Intermediate or Hard Grade A.S.T.M. A15-54T or Rail Steel A.S.T.M. A16-54T and shall conform to A.S.T.M. A306-53T.
Dimensions relating to Reinforcing Steel are to Bar Centers.
Camber: While no camber is specified, the manufacturer may, if he so desires, provide some camber, but in no case will more than 1" camber measured at the center line of the span be acceptable.

NOTE:
Each Unit shall have an Identification Mark and Number stamped in the Concrete. The Manufacturer shall obtain approval of his Identification Mark and Number Series from the Testing and Research Engineer.



ALTERNATE DETAIL OF SHEAR KEY

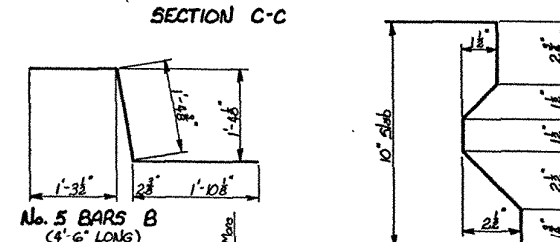
BILL OF MATERIAL FOR ONE CURB UNIT (2 REQ'D. EA. SPAN)						BILL OF MATERIAL FOR ONE INTERIOR UNIT (6 REQ'D. EA. SPAN)					
BAR	SIZE	No.	LENGTH	TOTAL LENGTH	LOCATION	BAR	SIZE	No.	LENGTH	TOTAL LENGTH	LOCATION
A	#3	6	18'-9"	112'-6"	Longit. in Bottom	A	#3	8	18'-9"	150'-0"	Longit. in Bottom
TOTAL No. 3 BARS = 112'-6" = 300 LBS.						TOTAL No. 3 BARS = 150'-0" = 401 LBS.					
B	#5	19	4'-6"	85'-6"	Transverse Bent	E	#5	19	3'-8"	69'-8"	Transverse in Bottom
TOTAL No. 5 BARS = 85'-6" = 89 LBS.						TOTAL No. 5 BARS = 69'-8" = 73 LBS.					
G	#4	4	18'-9"	75'-0"	Longit. in Top	C	#4	4	18'-9"	75'-0"	Longit. in Top
G	#4	8	3'-3"	26'-0"	Ends in Bottom	G	#4	10	3'-3"	32'-6"	Ends in Bottom
TOTAL No. 4 BARS = 101'-0" = 67 LBS.						TOTAL No. 4 BARS = 107'-6" = 72 LBS.					
D	#3	7	2'-4 1/2"	16'-7 1/2"	Transverse in Top	F	#3	7	3'-8"	25'-8"	Transverse in Top
TOTAL No. 3 BARS = 16'-7 1/2" = 6 LBS.						TOTAL No. 3 BARS = 25'-8" = 10 LBS.					
TOTAL REINFORCING STEEL = 462 LBS.						TOTAL REINFORCING STEEL = 556 LBS.					
TOTAL CLASS X CONCRETE = 2.23 CU. YDS.						TOTAL CLASS X CONCRETE = 2.22 CU. YDS.					
TOTAL 3/4" Ø HEX NUTS (HARDWARE) = 24 EACH						TOTAL 3/4" Ø HEX NUTS (HARDWARE) = 24 EACH					
TOTAL 1/2" Ø CUT WASHERS (HARDWARE) = 12 EACH						TOTAL 1/2" Ø CUT WASHERS (HARDWARE) = 12 EACH					

QUANTITIES FOR ONE SPAN

TOTAL REINFORCING STEEL	= 4260 LBS.
TOTAL CLASS X CONCRETE	= 17.88 CU. YDS.
TOTAL 2" HEX NUTS (HARDWARE)	= 48 EACH
TOTAL 1/2" CUT WASHERS (HARDWARE)	= 24 EACH

SECTION THRU CURB UNIT AT HANDRAIL POSTS

Chamfer All Corners of Handrail Brackets 1/2"
NOTE: 1/2" Hole is for End Brackets only.



DETAIL OF SHEAR KEY

DATE	DESCRIPTION	BY	DATE	DESCRIPTION	BY
12-20-53	Sheet 1 of 2 Rev.	W.S.	1-15-54	Added Note Requiring Identification Marks	B.C.
12-20-53	Sheet 1 of 2 Rev.	W.S.	10-15-56	Conc. & H.R. Anchor Studs	W.S.
12-20-53	Sheet 1 of 2 Rev.	W.S.	5-22-56	Elim. Hole in End H.R. Bracket	W.S.

STANDARD PLAN PRECAST CONCRETE SLAB SPAN 28'-0" ROADWAY 1'-6" SIDEWALKS 19'-0" SPAN		
STATE OF LOUISIANA DEPARTMENT OF HIGHWAYS		
DESIGNED S.L. Polynard	DETAILED R.R. Guisinger	TRACED C. J. Polynard
CHECKED S.L. Polynard	CHECKED S.L. Polynard	CHECKED M. J. Polynard
BRIDGE DESIGN SECTION		