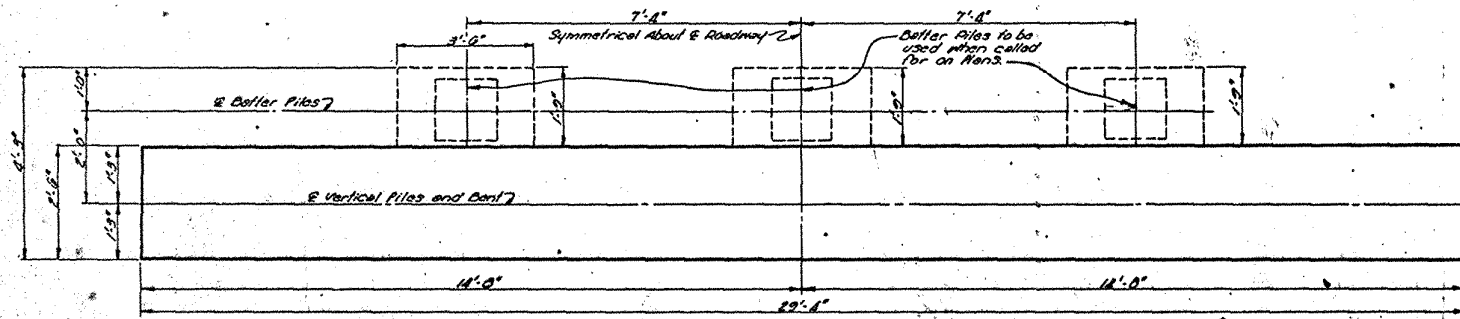
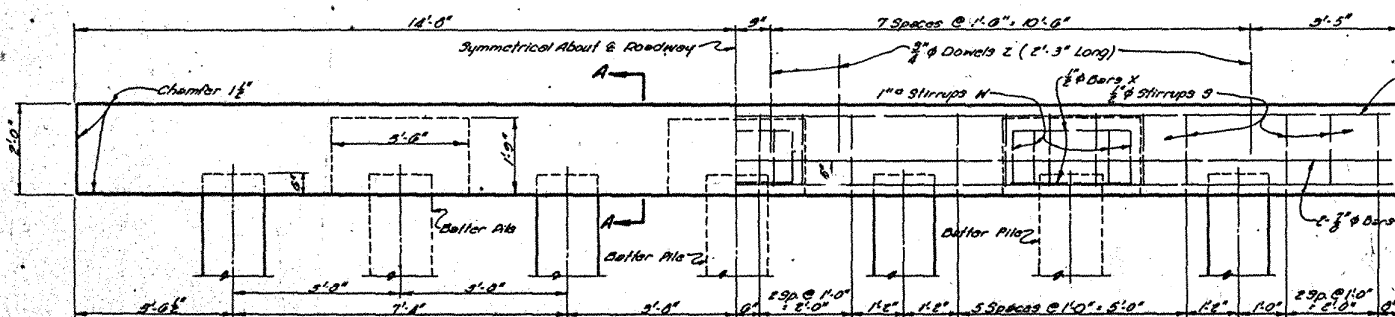
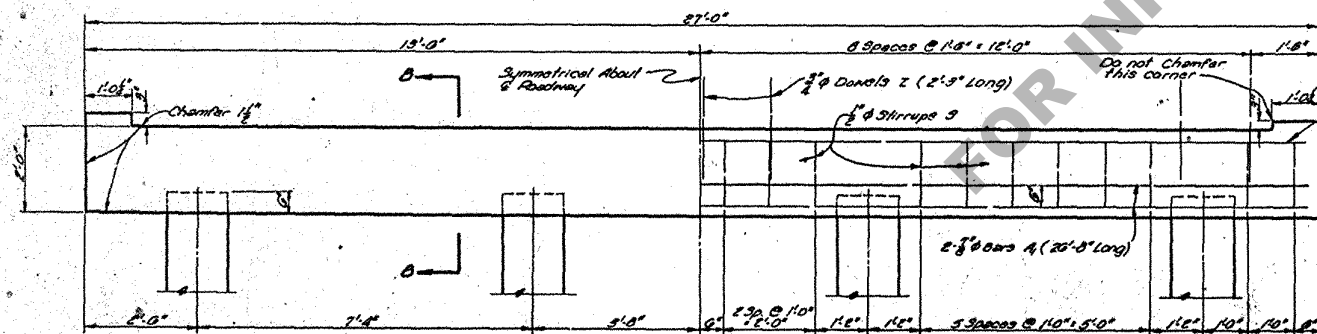




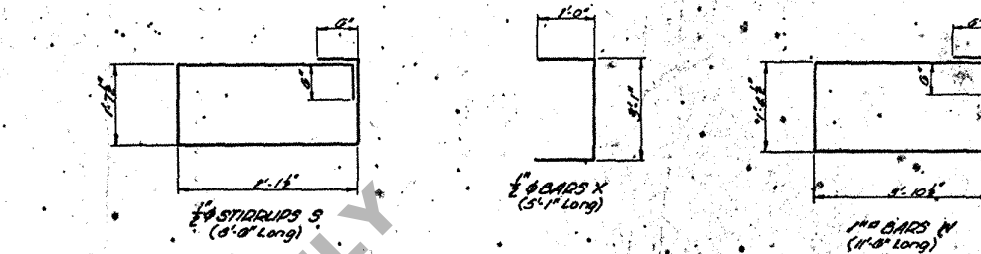
PLAN
Showing Butler Pile spacing



A-PILE END BENT



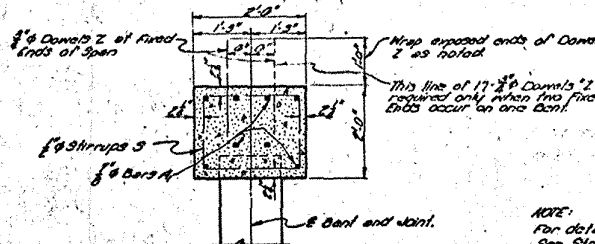
A-PILE INTERMEDIATE BENT



SECTION A-A
TYPE 1

SECTION A-A
TYPE 2

GENERAL NOTES:
Construction Specifications: Latest Approved Louisiana Highway Dept.
Standard Specifications.
Design Specifications: A.A.S.H.O. as amended to Dec. 15, 1948.
Live Load: H15-A.
Reinforcing Steel to be Structural or Intermediate Grade.
Dimensions relating to Reinforcing Steel are to bar centers.
Quantities computed, assuming use of 11.8" Piles.
All 3/4" Bars to be wrapped with 2 layers of 15 lb. Tar Paper.
Close fitting tubes made of compressible material not less than 3/16" thick, may be substituted for tar paper wrapping.



SECTION B-B

TYPE OF END BENT REQUIRED			
END BENT	GROUND TO GRADE (FEET)	SUBSOIL	NO. BATTERED PILES
TYPE 1	0-5	Poor	0
	0-8	Good	0
TYPE 2	5-10	Poor	2
	8-10	Good	2
TYPE 3	10+	Poor	3
	10+	Good	3

QUANTITIES AND PILE LOADS			
ITEM TYPE	CLASS "A" CONCRETE (cu yds)	DEF. REIN. STEEL (lbs)	AVERAGE PILE LOAD (tons)
A-PILE END BENT*			
Type 1	5.33	685	23.1
Type 2	6.07	791	23.1
Type 3	6.45	1154	23.1
INTERMEDIATE BENT			
A-Pile	4.20	613	23.1

* To provide for future extension of bridge, the end bents are designed for spans fixed as intermediate bents.
† Add 57 lbs. of Reinforcing Steel (17.3" Bars "2") when two fixed ends occur on one end bent.
‡ Add 57 lbs. of Reinforcing Steel (17.3" Bars "2") when approach slab is not used at end bent.
Note: Maximum pile driving to be done with 14" drive piles with 14" conc. piles = 20".
Maximum pile loads shall be otherwise determined by the Bridge Design Section.
14" A.C. Piles: 24 tons
14" A.C. Piles: 23 tons

VOID
See std. Plan C.S. 206-15
for New Bridges
7/19/56
R.D.G.

STANDARD PLAN
REINFORCED CONCRETE PILE BENTS
FOR CONCRETE SLAB SPANS
20 FT. SPAN H15-A1 LOADING
24'-0" CLEAR ROADWAY 1'-8" SIDEWALKS
DATED Aug. 12, 1949 TO BE USED WITH STD. PLAN C.S. 2-15

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED BY CHECKED BY	DETAILED BY CHECKED BY	TRACED BY CHECKED BY
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BRIDGE DESIGN SECTION

C.S. 185-15