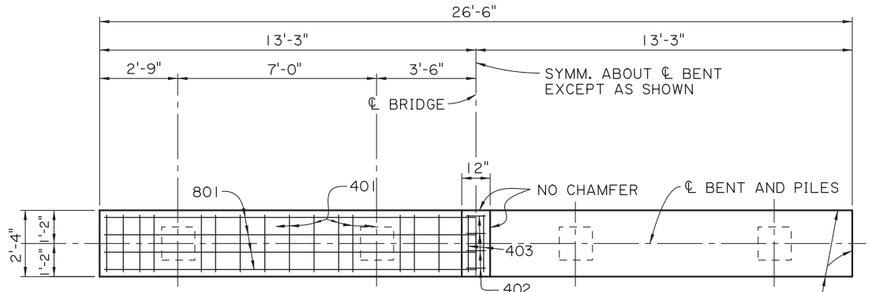
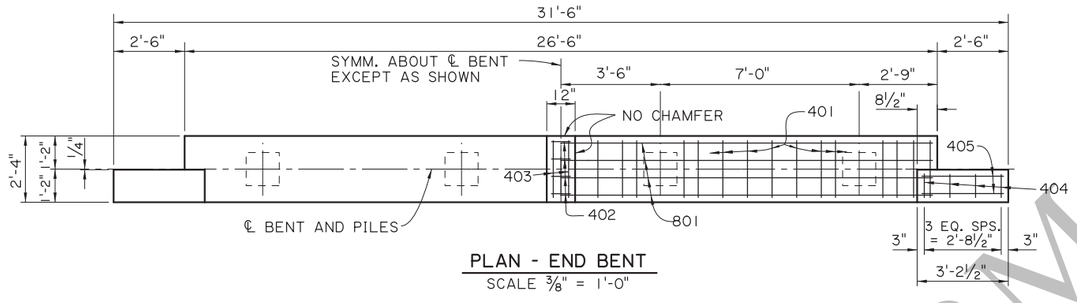
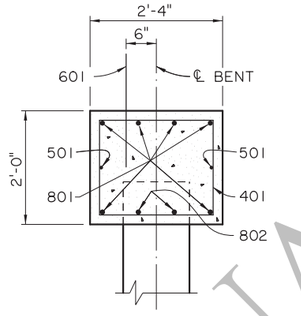


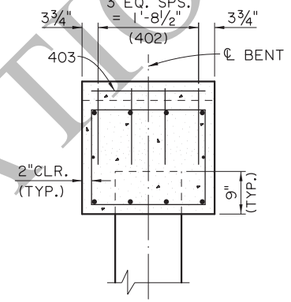
PLAN - INTERMEDIATE BENT
SCALE ⅜" = 1'-0"



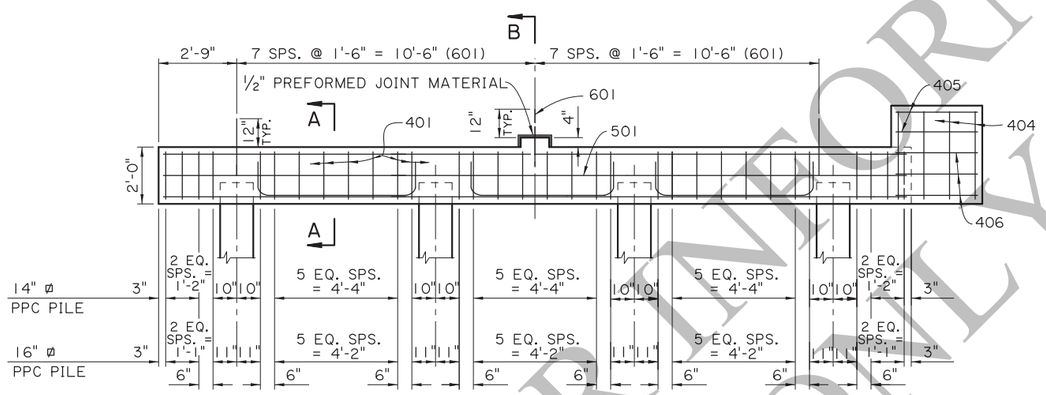
PLAN - END BENT
SCALE ⅜" = 1'-0"



SECTION A-A
SCALE: ¾" = 1'-0"

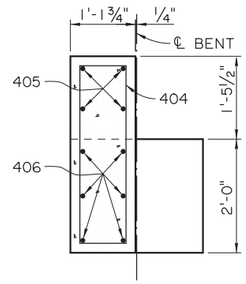


SECTION B-B
SCALE: ¾" = 1'-0"

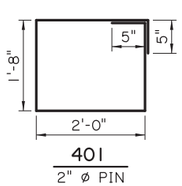


HALF ELEVATION - INTERMEDIATE BENT
SCALE ⅜" = 1'-0"

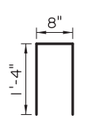
HALF ELEVATION - END BENT
SCALE ⅜" = 1'-0"



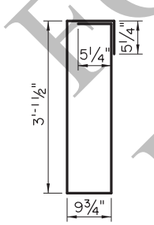
END ELEVATION
SCALE ¾" = 1'-0"



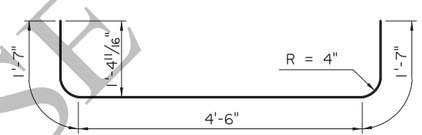
401
2" ø PIN



402
2" ø PIN



404
2" ø PIN



802
6" ø PIN

AS-DESIGNED RATING

VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.793	——
HL-93 (OPR)	2.324	——
LADV-11 (INV)	1.379	MAGNIFICATION FACTOR = 1.3

ESTIMATED QUANTITIES (ONE INTER. BENT)

BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	26'-2"	157'-0"	LONGIT. IN CAP
802	6	7'-8"	46'-0"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 203'-0" = 542 LBS.				
601	15	2'-0"	30'-0"	DOWELS
TOTAL NO. 6 BARS = 30'-0" = 45 LBS.				
501	2	26'-2"	52'-4"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 52'-4" = 55 LBS.				
401	32	8'-2"	261'-4"	STIRRUPS IN CAP
402	4	3'-4"	13'-4"	STIRRUPS IN RISER
403	2	2'-0"	4'-0"	LONGIT. IN RISER
TOTAL NO. 4 BARS = 278'-8" = 186 LBS.				

* DEFORMED REINFORCING STEEL = 828 LBS.

⊖ CLASS A1 CONCRETE = 4.41 CU. YDS.

MAX. PILE LOAD: SERVICE DEAD LOAD = 21 TONS
SERVICE LIVE LOAD = 34 TONS
FACTORED TOTAL LOAD = 76 TONS

* ADD 45 LBS. OF REINFORCING STEEL (15-601 DOWELS) WHEN TWO FIXED ENDS OCCUR ON THE SAME BENT.

ESTIMATED QUANTITIES (ONE END BENT)

BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	26'-2"	157'-0"	LONGIT. IN CAP
802	6	7'-8"	46'-0"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 203'-0" = 542 LBS.				
601	15	2'-0"	30'-0"	DOWELS
TOTAL NO. 6 BARS = 30'-0" = 45 LBS.				
501	2	26'-2"	52'-4"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 52'-4" = 55 LBS.				
401	32	8'-2"	261'-4"	STIRRUPS IN CAP
402	4	3'-4"	13'-4"	STIRRUPS IN RISER
403	2	2'-0"	4'-0"	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 = 419'-4" = 280 LBS.				

DEFORMED REINFORCING STEEL = 922 LBS.

⊖ CLASS A1 CONCRETE = 5.23 CU. YDS.

MAX. PILE LOAD: SERVICE DEAD LOAD = 21 TONS
SERVICE LIVE LOAD = 34 TONS
FACTORED TOTAL LOAD = 76 TONS

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

BENT NOTES:

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 ¾" CHAMFER UNLESS SPECIFIED OTHERWISE.
ALL EXPOSED FACES OF WINGWALLS AND ENDS OF CAPS SHALL RECEIVE A SURFACE FINISH AS PER THE SPECIFICATIONS UNLESS SPECIFIED OTHERWISE. ½" PREFORMED JOINT MATERIAL AND ASPHALT SATURATED FELT SHALL BE INCLUDED IN THE COST OF CLASS A1 CONCRETE.

REINFORCING STEEL: ALL REINFORCING STEEL SHALL BE GRADE 60.
DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS UNLESS SPECIFIED OTHERWISE. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS SPECIFIED OTHERWISE. DOWELS (601 BARS) SHALL BE PROVIDED AT ALL FIXED BEARINGS AND APPROACH SLAB BEARINGS. 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: CONFORM TO PILE STANDARD PLAN AND PROJECT PLANS FOR FABRICATION AND INSTALLATION. PILES WILL BE PAID FOR UNDER THE DESIGNATED PILE PAY ITEMS.

PREFORMED JOINT MATERIAL: PREFORMED JOINT MATERIAL SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS.

PAYMENT: ALL OTHER WORK WILL BE PAID FOR UNDER THE DESIGNATED BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE PAY ITEM AND IN ACCORDANCE WITH THE SPECIFICATIONS.

SHEET NUMBER

PARISH | CONTROL SECTION | STATE PROJECT

DESIGN J. PAINE | CHECK J. NAKHLEH | DETAIL D. HYMEL | CHECK J. NAKHLEH | REVIEW | SERIES # 1 OF 11

APPROVED BY CHIEF ENGINEER: DATE: 12/10/2025

NO. | DATE | REVISION OR CHANGE ORDER DESCRIPTION | BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

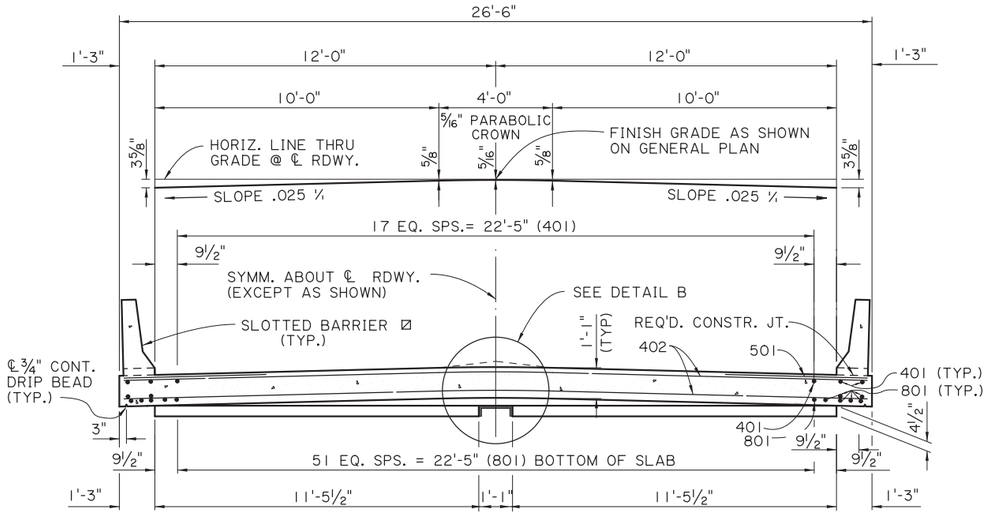
BENTS REINFORCED CONCRETE PILE BENTS

24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT

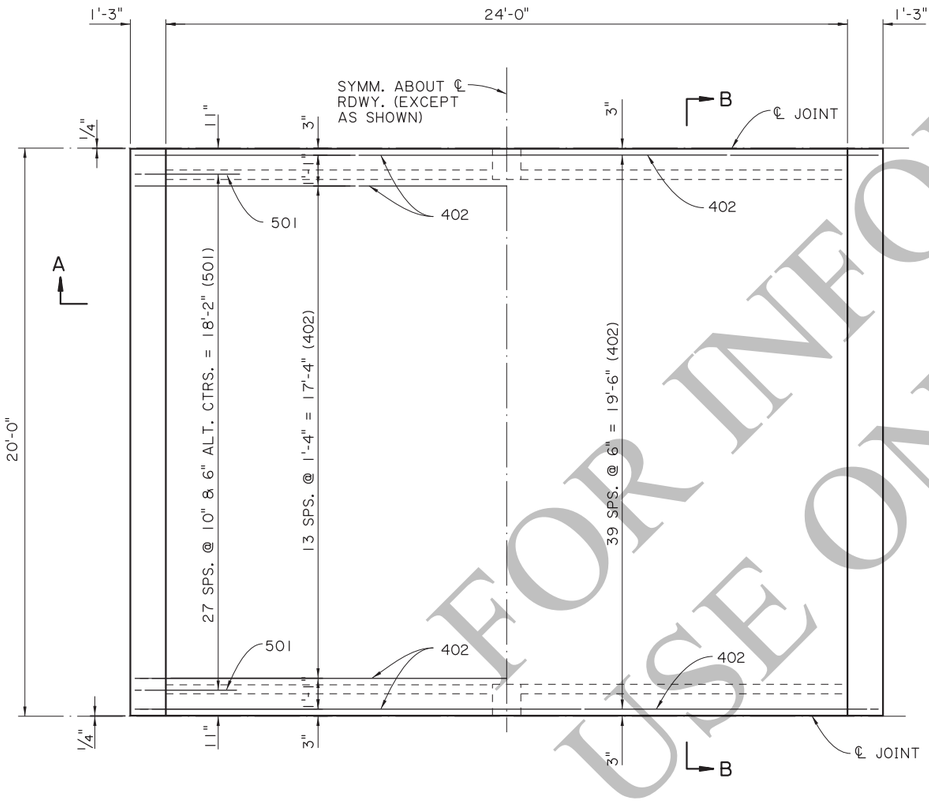
PSS-90-24-20SL

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

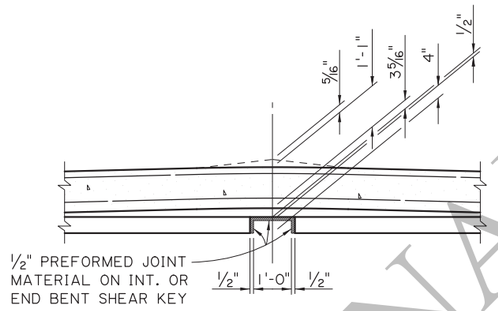


SECTION A-A
SCALE : ⅜" = 1'-0"

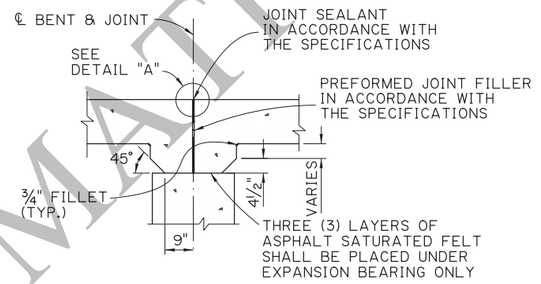


HALF SECTION
SHOWING SPACING OF TOP TRANS. REINF. STEEL
SCALE : ⅜" = 1'-0"

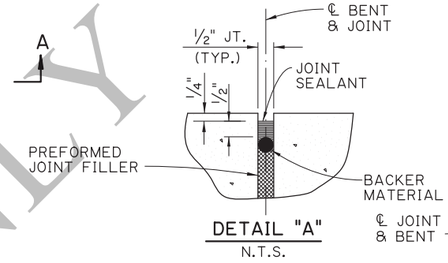
HALF SECTION
SHOWING SPACING OF BOTTOM TRANS. REINF. STEEL
SCALE : ⅜" = 1'-0"



DETAIL B
SCALE : ½" = 1'-0"



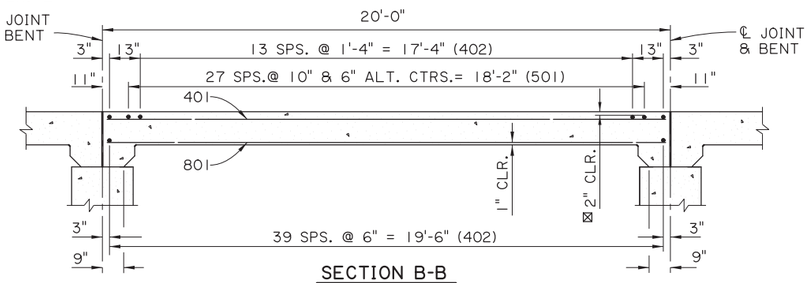
DETAIL SHOWING TYPICAL JOINT & HAUNCH
SCALE : ½" = 1'-0"



DETAIL "A"
N.T.S.

⊠ STANDARD BARRIERS REQUIRED ON END SPANS.

⊠ FOR BRIDGES IN DISTRICT 04 & 05, MINIMUM CONCRETE COVER IN TOP OF SLAB SHALL BE 2½".



SECTION B-B
SCALE ⅜" = 1'-0"

AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.347	——
HL-93 (OPR)	1.746	——
LADV-11 (INV)	1.036	MAGNIFICATION FACTOR = 1.3

ESTIMATED QUANTITIES (ONE SPAN)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	63	19'-7"	1233'-9"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1233'-9" = 3294 LBS.				
501	56	5'-0"	280'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 280'-0" = 292 LBS.				
401	22	19'-7"	430'-10"	LONGIT. TOP OF SLAB
402	56	26'-2"	1465'-4"	TRANS. TOP & BOT. OF SLAB
TOTAL NO. 4 BARS = 1896'-2" = 1267 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 4853 LBS.				
CLASS A1 CONCRETE = 22.08 CU. YDS.				
CONCRETE RAILING (BARRIER TYPE) = 40.00 LIN. FT.				

SPAN NOTES:

DESIGN SPECIFICATIONS:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, WITH 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 ¾" CHAMFER UNLESS SPECIFIED OTHERWISE. ALL BARRIER RAIL SURFACES ARE TO RECEIVE A CLASS 3 SPECIAL 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 SPECIFIED OTHERWISE. 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.

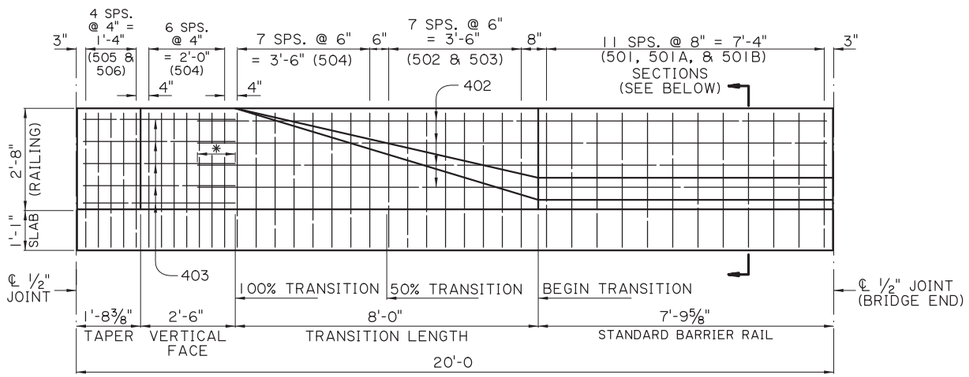
GUARD RAIL:
CONFORM TO PROJECT PLANS AND GUARD RAIL STANDARD PLANS.

PAYMENT:
ALL WORK WILL BE PAID FOR UNDER THE DESIGNATED BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE PAY ITEM IN ACCORDANCE WITH THE SPECIFICATIONS.

SHEET NUMBER
PARISH | CONTROL SECTION | STATE PROJECT
DESIGN J. PAINE | CHECK J. NAKHLEH | DETAIL D. HYMEL | CHECK J. NAKHLEH | REVIEW | SERIES # 2 OF 11
APPROVED BY CHIEF ENGINEER: DATE: 12/10/2025
REVISION OR CHANGE ORDER DESCRIPTION | DATE | NO. | BY

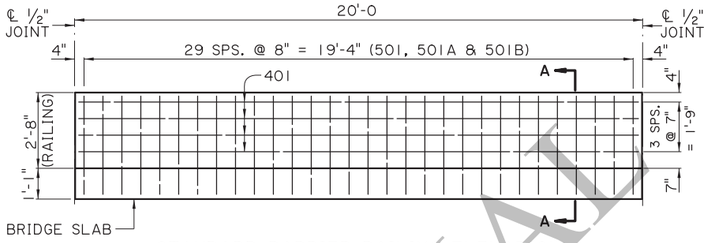
SPAN (1 OF 2)
20'-0" CONCRETE SLAB SPAN
24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT
PSS-90-24-20SL

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
STANDARD PLAN

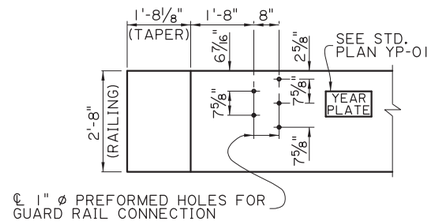


* 1'-0" (MIN.) SPLICE

BARRIER RAILING TRANSITION ELEVATION
(SHOWING BARRIER RAILING AT END OF BRIDGE)
SCALE: ½" = 1'-0"

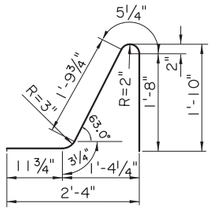


STANDARD BARRIER RAILING ELEVATION
(SHOWING BARRIER RAILING ALONG BRIDGE SLAB)
SCALE: ⅜" = 1'-0"

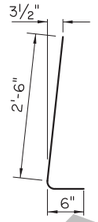


GUARD RAIL CONNECTION DETAIL
CONFORM TO GUARD RAIL STANDARD PLANS
SCALE: ½" = 1'-0"

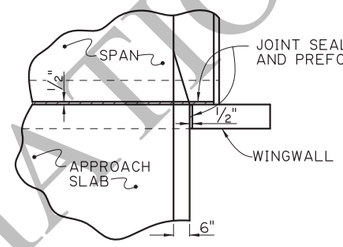
BARS 501
(4'-10" LONG)



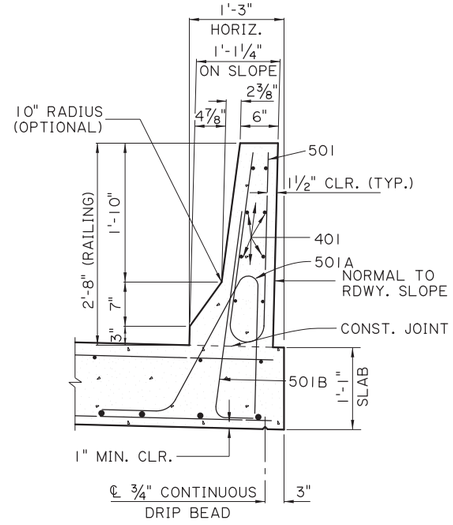
BARS 501A
(5'-2" LONG)



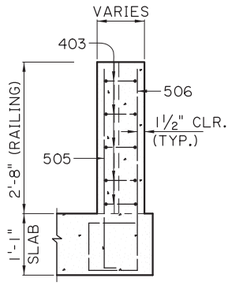
BARS 501B
(2½" ø PIN)
(3'-0" LONG)



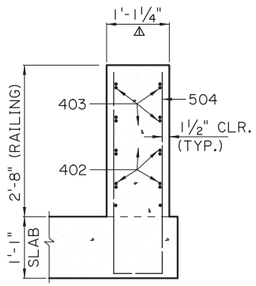
JOINT DETAIL
N.T.S.



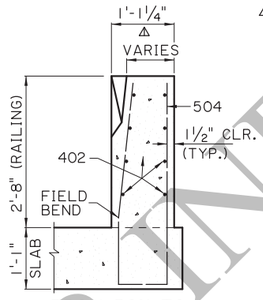
SECTION A-A
SCALE: 1" = 1'-0"



TAPER

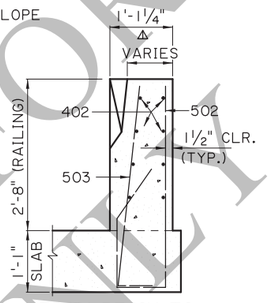


100 % TRANSITION

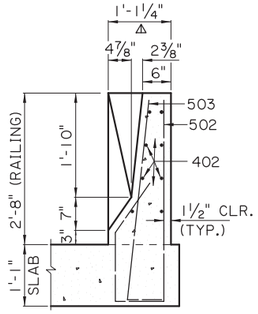


FROM 50% TO 100 % TRANSITION

⚠ ON SLOPE

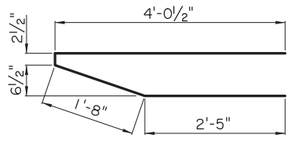


FROM BEGIN TO 50 % TRANSITION

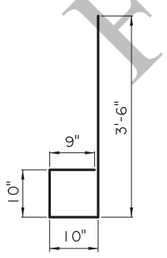


BEGIN TRANSITION

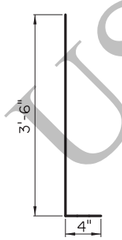
BARRIER RAILING TRANSITION SECTIONS
SCALE: ¾" = 1'-0"



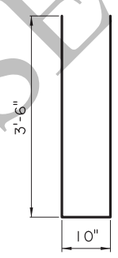
403
(2" ø PIN)



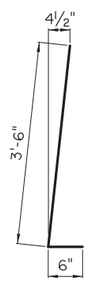
506
(2½" ø PIN)



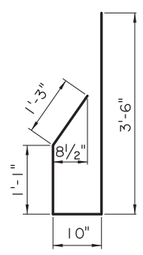
505
(2½" ø PIN)



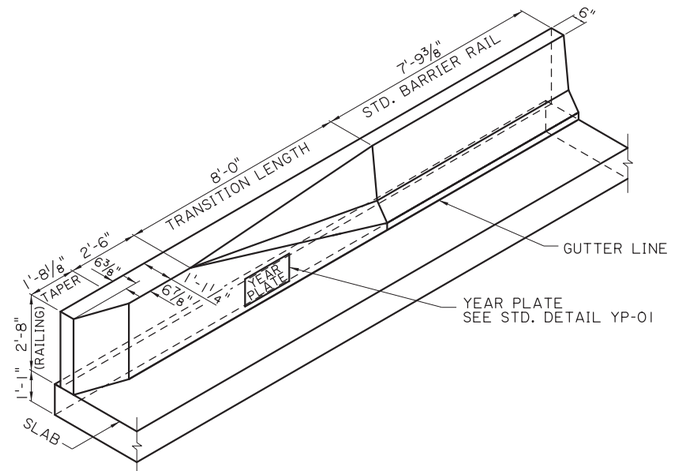
504
(2½" ø PIN)



503
(2½" ø PIN)



502
(2½" ø PIN)



BARRIER RAILING TRANSITION SCHEMATIC
SCALE: ⅜" = 1'-0"

SHEET NUMBER		
PARISH	CONTROL SECTION	STATE PROJECT

DESIGN	B. DELATTE	DETAIL	D. HYMEL	REVIEW	SERIES # 3 OF 11
CHECK	J. NAKHLEH	CHECK	J. NAKHLEH		

APPROVED BY CHIEF ENGINEER: DATE: 12/10/2025

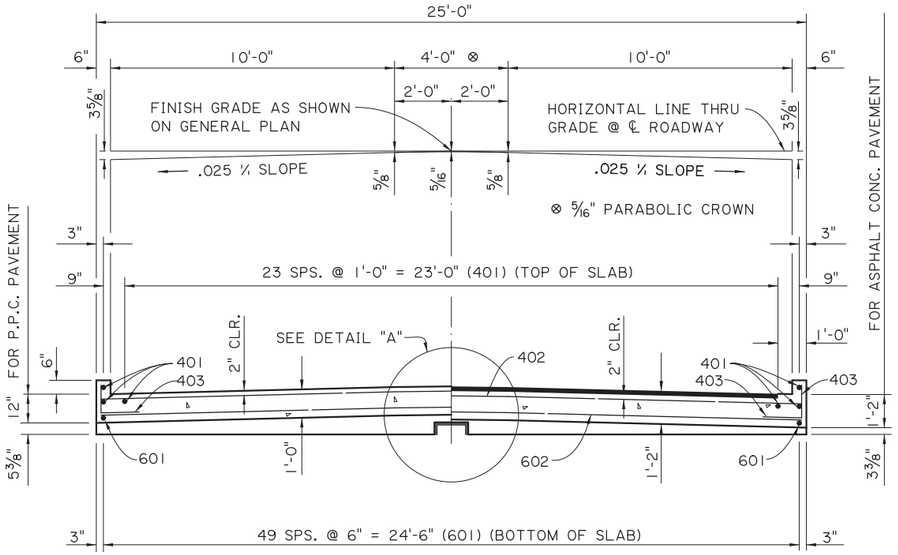
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

SPAN (2 OF 2)
20'-0" CONCRETE BARRIER
24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT

PSS-90-24-20SL

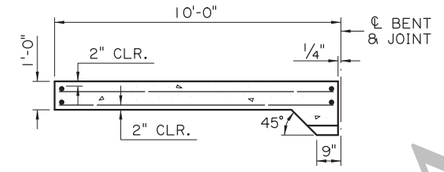
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

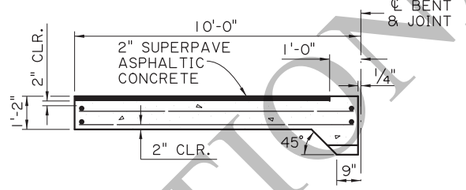


SECTION A-A

SCALE: ⅜" = 1'-0"



(FOR PORTLAND CEMENT CONCRETE ROADWAY PAVEMENT)



(FOR SUPERPAVE ASPHALTIC CONCRETE ROADWAY PAVEMENT)

SECTION ALONG ℄ ROADWAY

SCALE: ⅜" = 1'-0"

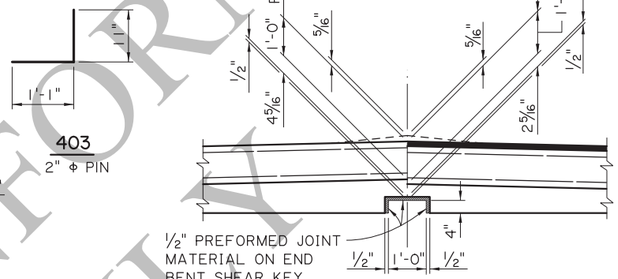
ESTIMATED QUANTITIES (ONE SLAB)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
601	50	9'-7"	479'-2"	LONGIT. BOT. OF SLAB
602	20	24'-8"	493'-4"	TRANSV. BOT. OF SLAB
TOTAL NO. 6 BARS = 972'-6" = 1,461 LBS.				
401	28	9'-7"	268'-4"	LONGIT. TOP OF SLAB & CURB
402	11	24'-8"	271'-4"	TRANSV. TOP OF SLAB
403	14	2'-0"	28'-0"	DOWELS IN CURB
TOTAL NO. 4 BARS = 567'-8" = 379 LBS.				
⊙ TOTAL DEFORMED REINFORCING STEEL = 1,840 LBS.				
CONCRETE APPROACH SLAB = 27.78 SQ. YDS.				
⊙☑ SUPERPAVE ASPHALTIC CONCRETE = 2.5 TONS				
⊙☑ SAW CUT & SEAL = 23 LIN. FT.				

⊙ TO BE PAID FOR UNDER ITEM CONCRETE APPROACH SLABS.

☑ REQUIRED WHEN APPROACH SLAB IS ADJACENT TO SUPERPAVE ASPHALTIC CONCRETE PAVEMENT.

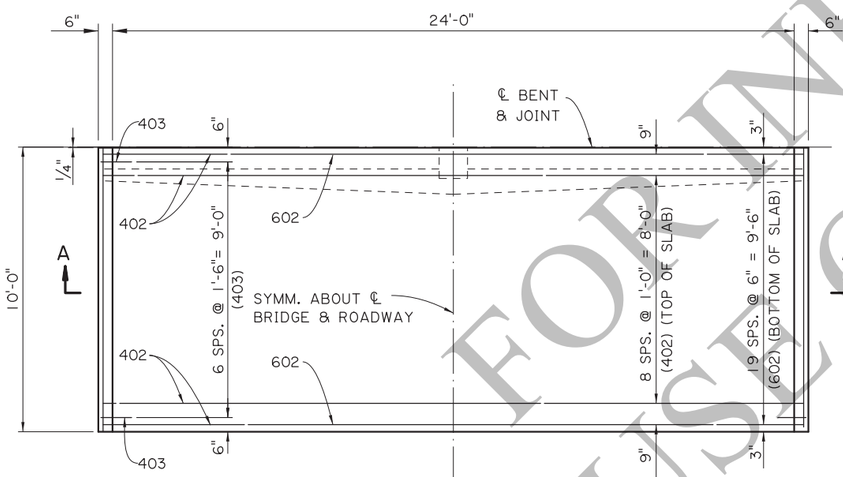
APPROACH SLAB NOTES:

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 ¾" CHAMFER, UNLESS SPECIFIED OTHERWISE.
SUPERPAVE ASPHALTIC CONCRETE: TO BE THE SAME TYPE AS THE SUPERPAVE ASPHALTIC CONCRETE USED FOR THE APPROACH ROADWAY PAVEMENT OR OVERLAY.
REINFORCING STEEL: ALL REINFORCING STEEL SHALL BE GRADE 60. DIMENSIONS RELATING TO THE FABRICATION ARE OUT-TO-OUT OF BARS, UNLESS SPECIFIED OTHERWISE. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS.
BEDDING MATERIAL: FOR DETAILS OF BEDDING MATERIAL AND UNDERDRAINS SEE APPROACH SLAB STANDARD DETAILS.
SAWING & SEALING: THE SUPERPAVE ASPHALTIC CONCRETE SHALL BE SAW CUT AT THE END OF THE CONCRETE APPROACH SLAB THE ENTIRE ROADWAY WIDTH AND SEALED WHICH WILL BE PAID FOR UNDER THE DESIGNATED ROADWAY PAY ITEM.
PAYMENT: ALL OTHER WORK WILL BE PAID FOR UNDER THE DESIGNATED BRIDGE CONCRETE APPROACH SLAB PAY ITEM AND IN ACCORDANCE WITH THE SPECIFICATIONS.



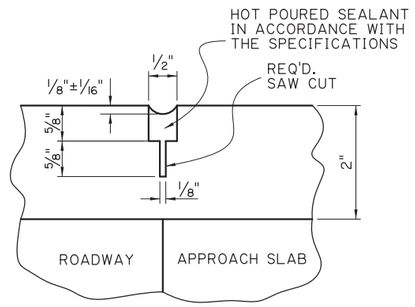
DETAIL A

SCALE : ½" = 1'-0"



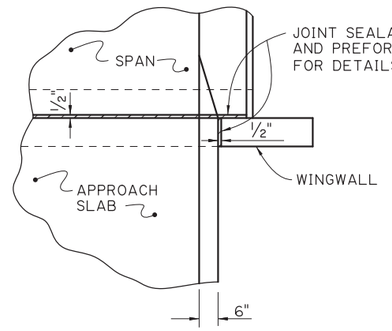
PLAN

SCALE: ⅜" = 1'-0"



SAWING & SEALING JOINT DETAIL

N.T.S.



JOINT DETAIL

N.T.S.

SHEET NUMBER

PARISH | CONTROL SECTION | STATE PROJECT

DESIGN J. PAINE | CHECK J. NAKHLEH | DETAIL D. HYMEL | CHECK J. NAKHLEH | REVIEW | SERIES # 4 OF 11

APPROVED BY CHIEF ENGINEER: DATE: 12/10/2025

NO. | DATE | REVISION OR CHANGE ORDER DESCRIPTION | BY

STATE OF LOUISIANA

APPROACH SLAB
10'-0" CONCRETE APPROACH SLAB
24'-0" CLEAR ROADWAY
90° CROSSING-TWO WAY TANGENT

PSS-90-24-20SL

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

11/19/2025 09:2

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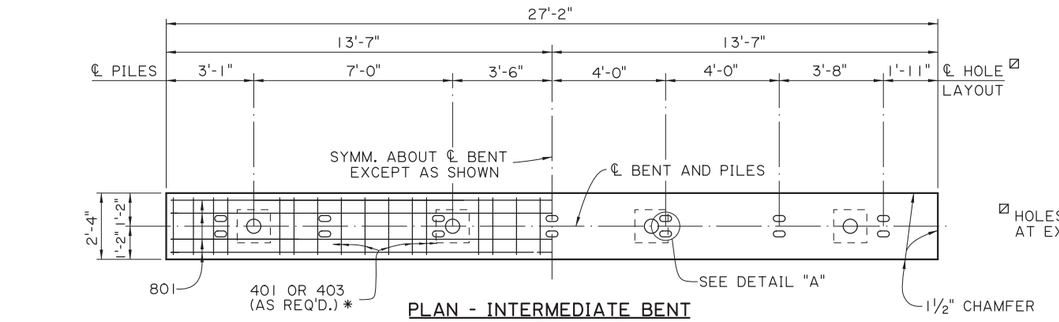
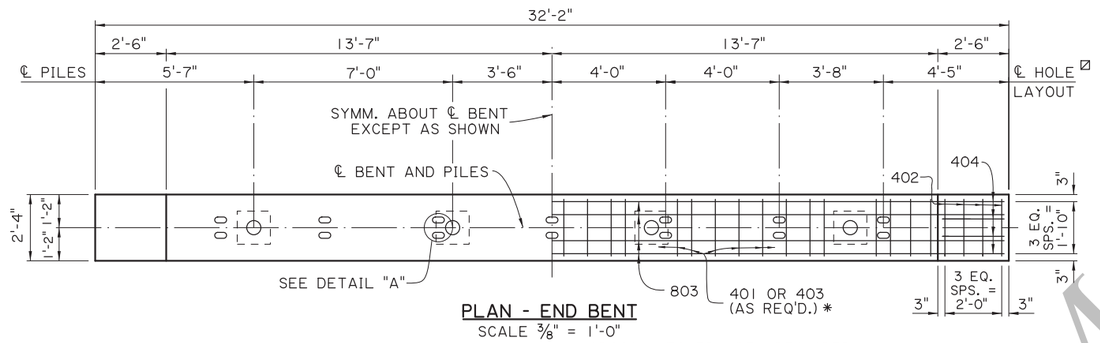
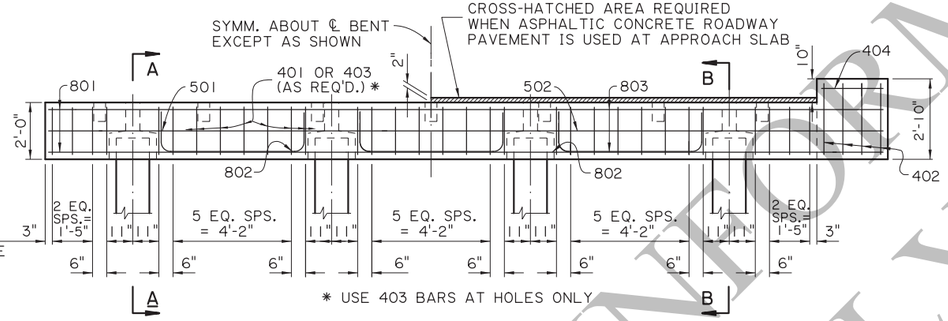


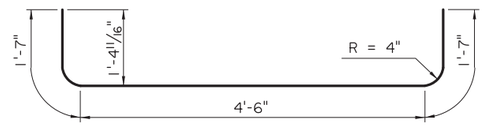
PLAN - INTERMEDIATE BENT
SCALE ⅜" = 1'-0"

☒ HOLES ARE OPTIONAL AT EXPANSION ENDS.

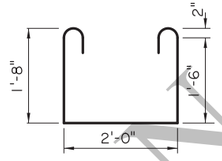


PLAN - END BENT
SCALE ⅜" = 1'-0"

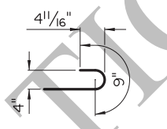




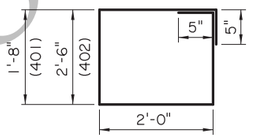
802
6" ø PIN



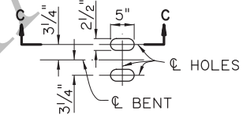
403
2" ø PIN



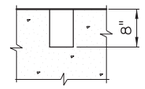
180° HOOK FOR 403 BARS
3" ø PIN



401 & 402
2" ø PIN



DETAIL A
SCALE ¾" = 1'-0"



SECTION C-C
SCALE ¾" = 1'-0"

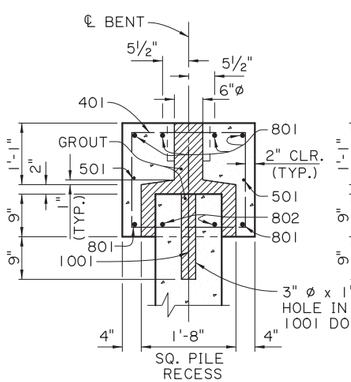
AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	2.373	——
HL-93 (OPR)	3.076	——
LADV-11 (INV)	1.825	MAGNIFICATION FACTOR = 1.3

ESTIMATED QUANTITIES (ONE INTER. BENT)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
1001	4	2'-4"	9'-4"	DOWELS IN PILES
TOTAL NO. 10 BARS = 9'-4" = 40 LBS.				
801	6	26'-10"	161'-0"	LONGIT. IN CAP
802	6	7'-8"	46'-0"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 207'-0" = 553 LBS.				
501	2	26'-10"	53'-8"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 53'-8" = 56 LBS.				
401	26	8'-2"	212'-4"	STIRRUPS IN CAP
403	6	6'-6"	39'-0"	STIRRUPS IN CAP
TOTAL NO. 4 BARS = 251'-4" = 168 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 817 LBS.				
TOTAL CLASS P1 CONCRETE = 4.38 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 17 TONS SERVICE LIVE LOAD = 34 TONS FACTORED TOTAL LOAD = 71 TONS				
TOTAL GROUT FOR PILE RECESSES = 0.28 CU. YDS.				

ESTIMATED QUANTITIES (ONE END BENT)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
1001	4	2'-4"	9'-4"	DOWELS IN PILES
TOTAL NO. 10 BARS = 9'-4" = 40 LBS.				
802	6	7'-8"	46'-0"	LONGIT. IN CAP BTW. PILES
803	6	31'-10"	191'-0"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 237'-0" = 633 LBS.				
502	2	31'-10"	63'-8"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 63'-8" = 66 LBS.				
401	26	8'-2"	212'-4"	STIRRUPS IN CAP
402	8	9'-10"	78'-8"	STIRRUPS IN WINGWALL
403	6	6'-6"	39'-0"	STIRRUPS IN CAP
404	8	2'-2"	17'-4"	LONGIT. IN WINGWALL
TOTAL NO. 4 BARS = 347'-4" = 232 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 971 LBS.				
⊗ TOTAL CLASS P1 CONCRETE = 5.60 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 17 TONS SERVICE LIVE LOAD = 34 TONS FACTORED TOTAL LOAD = 71 TONS				
TOTAL GROUT FOR PILE RECESSES = 0.28 CU. YDS.				

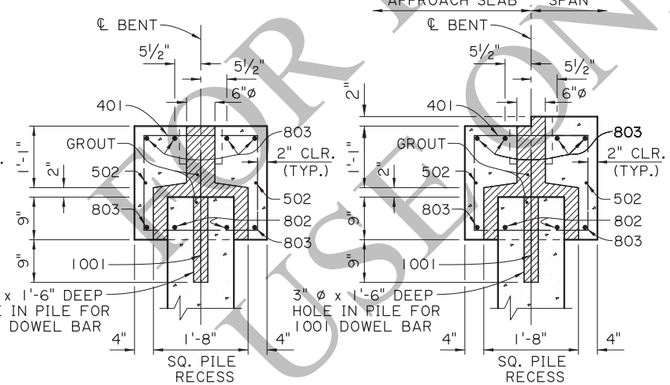
⊗ ADD 0.20 CU. YDS. OF CLASS P1 CONCRETE PER BENT WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB.

HALF ELEVATION - INTERMEDIATE BENT
SCALE ⅜" = 1'-0"



SECTION A-A
SCALE: ¾" = 1'-0"

HALF ELEVATION - END BENT
SCALE ⅜" = 1'-0"



SECTION B-B
SCALE: ¾" = 1'-0"
(WHEN PORTLAND CEMENT CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB)

HALF ELEVATION - END BENT
SCALE ⅜" = 1'-0"

SECTION B-B
SCALE: ¾" = 1'-0"
(WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB)

ALTERNATE BENT NOTES:

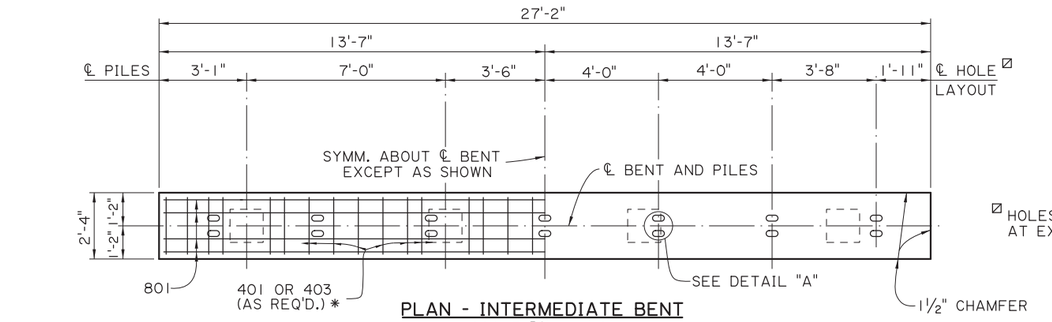
DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, WITH 2008 & 2009 INTERIMS.
DESIGN LOAD: LIVE LOAD IS HL-93, AND LADV-11 (LOUISIANA DESIGN VEHICLE LIVE LOAD 2011).
STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS P1. STEEL SIDE FORMS AND STEEL OR CONCRETE BOTTOM FORMS SHALL BE USED FOR PRECAST COMPONENTS. EXPOSED EDGES SHALL HAVE A ¾" CHAMFER UNLESS SPECIFIED OTHERWISE. ALL SURFACES SHALL RECEIVE A CLASS I ORDINARY SURFACE FINISH UPON REMOVAL OF THE FORMS. ALL EXPOSED FACES OF WINGWALLS AND ENDS OF CAPS SHALL RECEIVE A CLASS 3 SPECIAL FINISH.
REINFORCING STEEL: ALL REINFORCING SHALL BE GRADE 60. DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS, UNLESS SPECIFIED OTHERWISE. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS SPECIFIED OTHERWISE.
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" ø 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: CONFORM TO PILE STANDARD PLAN AND PROJECT PLANS FOR FABRICATION AND INSTALLATION. IF TOP CENTER OF DRIVEN PILE IS OUTSIDE OF SPECIFIED HORIZONTAL TOLERANCES BUT WITHIN SPECIFIED VERTICAL TOLERANCES, PROVIDE CAST-IN-PLACE BENT CAP IN ACCORDANCE WITH THIS STANDARD PLAN. PILES WILL BE PAID FOR UNDER THE DESIGNATED PILE PAY ITEMS.
PAYMENT: ALL OTHER WORK WILL BE PAID FOR UNDER THE DESIGNATED BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE PAY ITEM AND IN ACCORDANCE WITH THE SPECIFICATIONS.

SHEET NUMBER
PARISH | CONTROL SECTION | STATE PROJECT
DESIGN J. PAINE | CHECK J. NAKHLEH | DETAIL D. HYMEL | CHECK J. NAKHLEH | REVIEW | SERIES # 5 OF 11
APPROVED BY CHIEF ENGINEER: DATE: 12/10/2025
NO. | DATE | REVISION OR CHANGE ORDER DESCRIPTION | BY

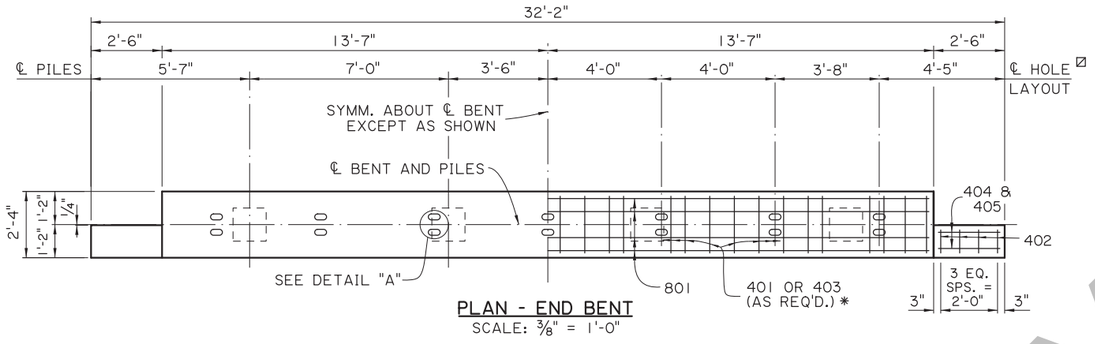
ALTERNATE BENTS
PRECAST CONCRETE BENT
24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT
PSS-90-24-20SL

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
STANDARD PLAN

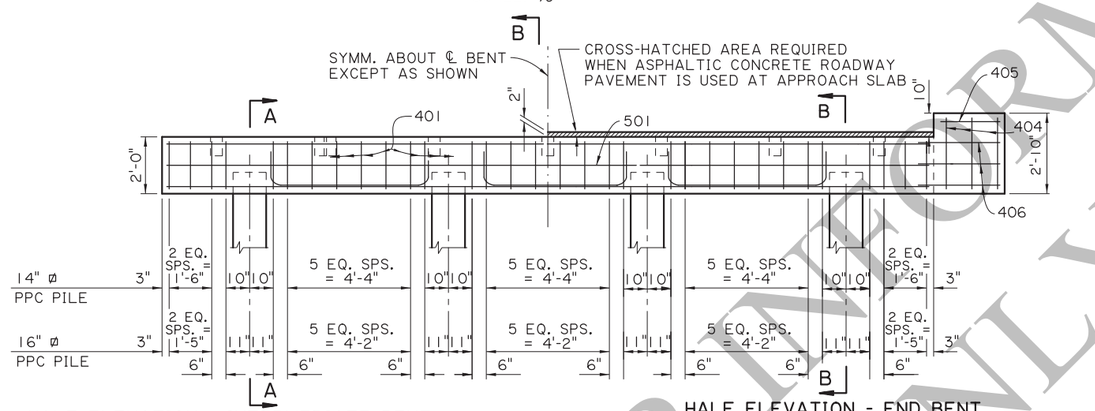
11/24/2025 16:31
IP_PWP:d1246419\SS9024altbent1(LRFD).dgn



PLAN - INTERMEDIATE BENT
SCALE ⅜" = 1'-0"

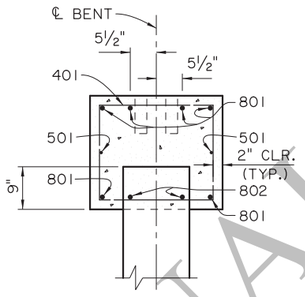


PLAN - END BENT
SCALE: ⅜" = 1'-0"

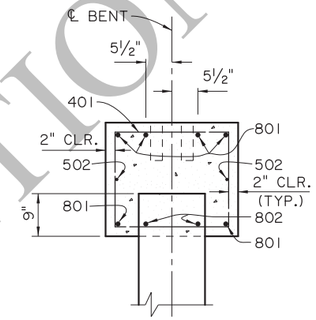


HALF ELEVATION - INTERMEDIATE BENT
SCALE ⅜" = 1'-0"

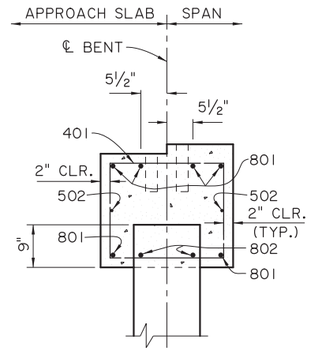
HALF ELEVATION - END BENT
SCALE ⅜" = 1'-0"



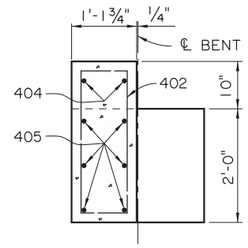
SECTION A-A
SCALE: ¾" = 1'-0"



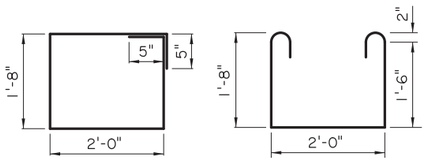
SECTION B-B
SCALE :¾" = 1'-0"
(WHEN PORTLAND CEMENT CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB)

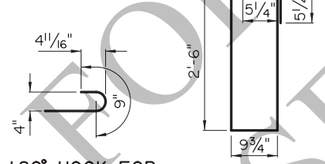


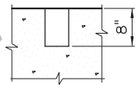
SECTION B-B
SCALE :¾" = 1'-0"
(WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB)



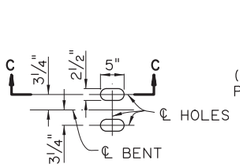
END ELEVATION
SCALE: ¾" = 1'-0"



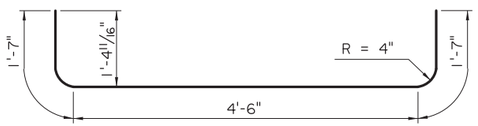




SECTION C-C
SCALE: ¾" = 1'-0"



DETAIL A
SCALE: ¾" = 1'-0"



802
6" ø PIN

AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	2.328	——
HL-93 (OPR)	3.018	——
LADV-11 (INV)	1.791	MAGNIFICATION FACTOR = 1.3

ESTIMATED QUANTITIES (ONE INTER. BENT)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	26'-10"	161'-0"	LONGIT. IN CAP
802	6	7'-8"	46'-0"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 207'-0" = 553 LBS.				
501	2	26'-10"	53'-8"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 53'-8" = 56 LBS.				
401	26	8'-2"	212'-4"	STIRRUPS IN CAP
403	6	6'-6"	39'-0"	STIRRUPS IN CAP
TOTAL NO. 4 BARS = 251'-4" = 168 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 777 LBS.				
⊠ TOTAL CLASS A1 CONCRETE = 4.50 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 17 TONS				
SERVICE LIVE LOAD = 34 TONS				
FACTORED TOTAL LOAD = 71 TONS				

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

ESTIMATED QUANTITIES (ONE END BENT)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	26'-10"	161'-0"	LONGIT. IN CAP
802	6	7'-8"	46'-0"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 207'-0" = 553 LBS.				
501	2	26'-10"	53'-8"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 53'-8" = 56 LBS.				
401	26	8'-2"	212'-4"	STIRRUPS IN CAP
402	8	7'-6"	60'-0"	STIRRUPS IN WINGWALL
403	6	6'-6"	39'-0"	STIRRUPS IN CAP
404	4	2'-2"	8'-8"	LONGIT. IN WINGWALL
405	12	4'-0"	48'-0"	LONGIT. IN WINGWALL
TOTAL NO. 4 BARS = 368'-0" = 246 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 855 LBS.				
⊗ TOTAL CLASS A1 CONCRETE = 5.10 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 17 TONS				
SERVICE LIVE LOAD = 34 TONS				
FACTORED TOTAL LOAD = 71 TONS				

⊗ 16" ø PPC PILES USED FOR ESTIMATING PURPOSES ONLY. (ADD 0.05 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN 14" ø PPC PILES ARE USED.) ADD 0.20 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB.

ALTERNATE BENT NOTES:

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 ¾" CHAMFER UNLESS SPECIFIED OTHERWISE. ALL EXPOSED FACES OF WINGWALLS AND ENDS OF CAPS SHALL RECEIVE A SURFACE FINISH AS PER THE SPECIFICATIONS UNLESS SPECIFIED OTHERWISE.

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

PRECAST CONCRETE PILES: CONFORM TO PILE STANDARD PLAN AND PROJECT PLANS FOR FABRICATION AND INSTALLATION. PILES WILL BE PAID FOR UNDER THE DESIGNATED PILE PAY ITEMS.

PAYMENT: ALL OTHER WORK WILL BE PAID FOR UNDER THE DESIGNATED BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE PAY ITEM AND IN ACCORDANCE WITH THE SPECIFICATIONS.

SHEET NUMBER

PARISH	CONTROL SECTION	STATE PROJECT

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES # 6 OF 11
J. PAINE	J. NAKHLEH	D. HYMEL	J. NAKHLEH		

APPROVED BY CHIEF ENGINEER: DATE: 12/10/2025

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY
1	3-31-04	801 BAR DESIGNATION	

STATE OF LOUISIANA — DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

ALTERNATE BENTS CAST-IN-PLACE CONCRETE BENT

24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT

PSS-90-24-20SL

DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

11/24/2025 15:4!

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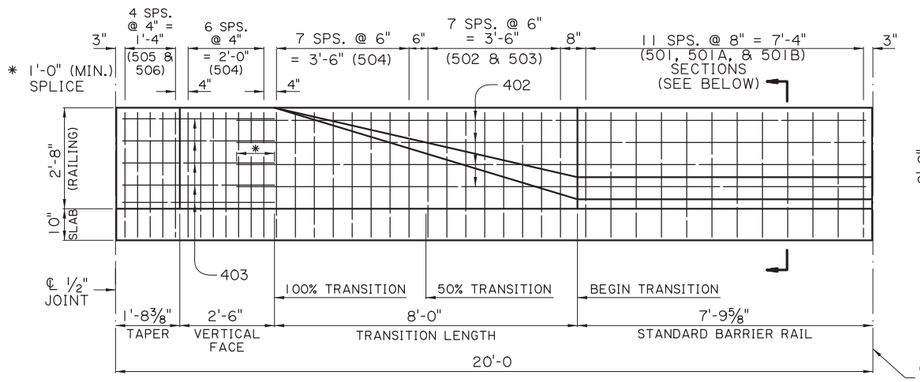
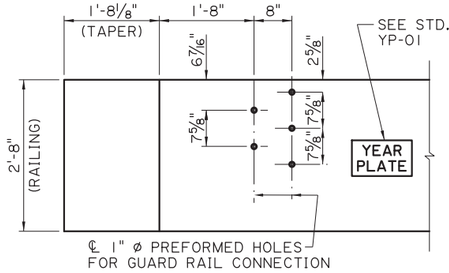
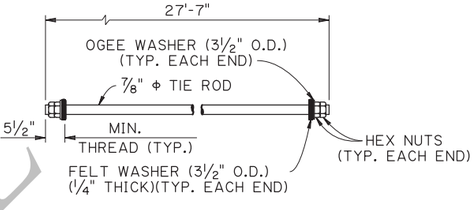


BARRIER RAILING TRANSITION ELEVATION
(SHOWING BARRIER RAILING AT END OF BRIDGE)
SCALE: ½" = 1'-0"

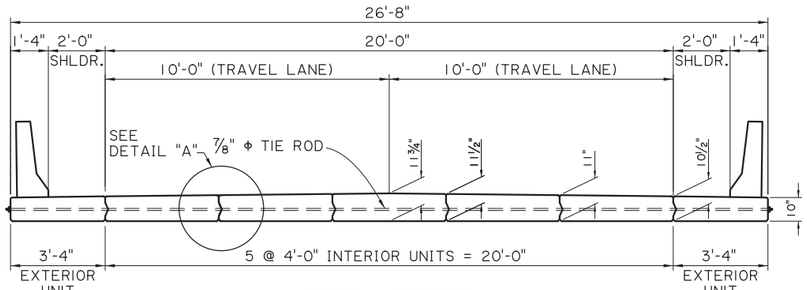


GUARD RAIL CONNECTION DETAIL
CONFORM TO GUARD RAIL STANDARD PLANS
SCALE: ¾" = 1'-0"

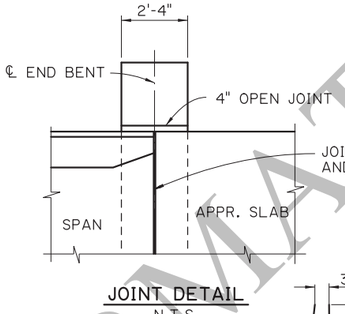


NOTE:
THE NUTS & WASHERS FOR THE TIE ROD SHALL BE ZINC COATED AND THE EXPOSED ENDS TO THE TIE RODS SHALL BE PAINTED WITH AN APPROVED COATING. AS A FINAL OPERATION THE CONTRACTOR SHALL BE REQUIRED TO TORQUE THE INSTALLED TIE ROD TO 170 FT. LBS. JUST PRIOR TO PAINTING. ALL EXPOSED ENDS SHALL BE PAINTED WITH AN APPROVED COATING AFTER STRESSING. ONE (1) MECHANICAL SPLICE MAY BE USED IN SPLICING THE ⅞" 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.

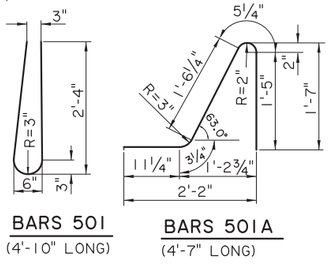
DETAILS OF TIE ROD



TYPICAL SECTION
SCALE: ⅜" = 1'-0"

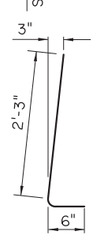


JOINT DETAIL
N.T.S.

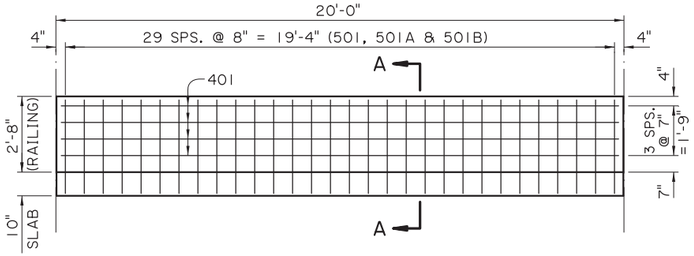


BARS 501
(4'-10" LONG)

BARS 501A
(4'-7" LONG)

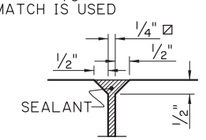


BARS 501B
(2½" ø PIN)
(2'-9" LONG)



STANDARD BARRIER RAILING ELEVATION
(SHOWING BARRIER RAILING ALONG BRIDGE SLAB)
SCALE: ⅜" = 1'-0"

Ø MAY BE ⅛" IF ADJACENT MATCH IS USED

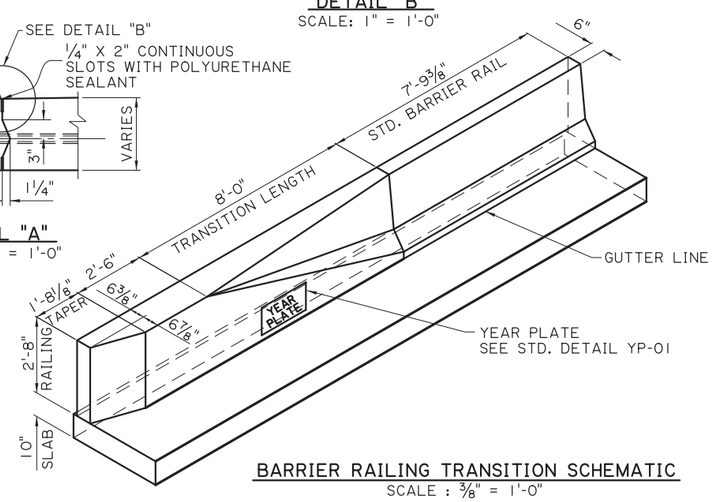


DETAIL "B"
SCALE: 1" = 1'-0"

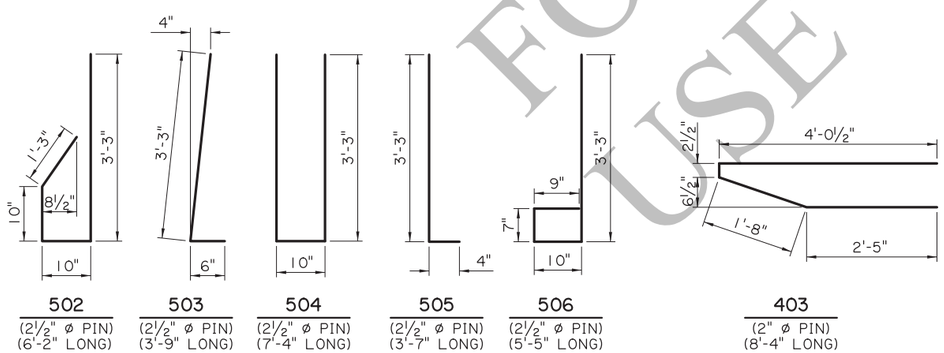
TAPER | 100 % TRANSITION | FROM 50 % TO 100% TRANSITION | FROM BEGIN TO 50 % TRANSITION | BEGIN TRANSITION

BARRIER RAILING TRANSITION SECTIONS
SCALE: ¾" = 1'-0"

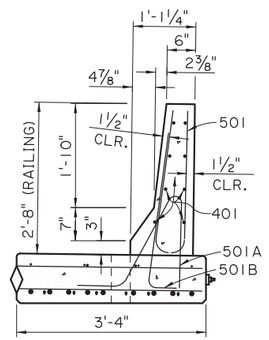
DETAIL "A"
SCALE: 1" = 1'-0"



BARRIER RAILING TRANSITION SCHEMATIC
SCALE: ⅜" = 1'-0"



502	503	504	505	506	403
(2½" ø PIN) (6'-2" LONG)	(2½" ø PIN) (3'-9" LONG)	(2½" ø PIN) (7'-4" LONG)	(2½" ø PIN) (3'-7" LONG)	(2½" ø PIN) (5'-5" LONG)	(2" ø PIN) (8'-4" LONG)



SECTION A-A
SCALE: ¾" = 1'-0"

SHEET NUMBER		
PARISH	CONTROL SECTION	STATE PROJECT

DESIGN	B. DELATTE	DETAIL	D. HYMEL	REVIEW	SERIES # 7 OF 11
CHECK	J. NAKHLEH	CHECK	J. NAKHLEH		

APPROVED BY CHIEF ENGINEER: DATE: 12/10/2025

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA

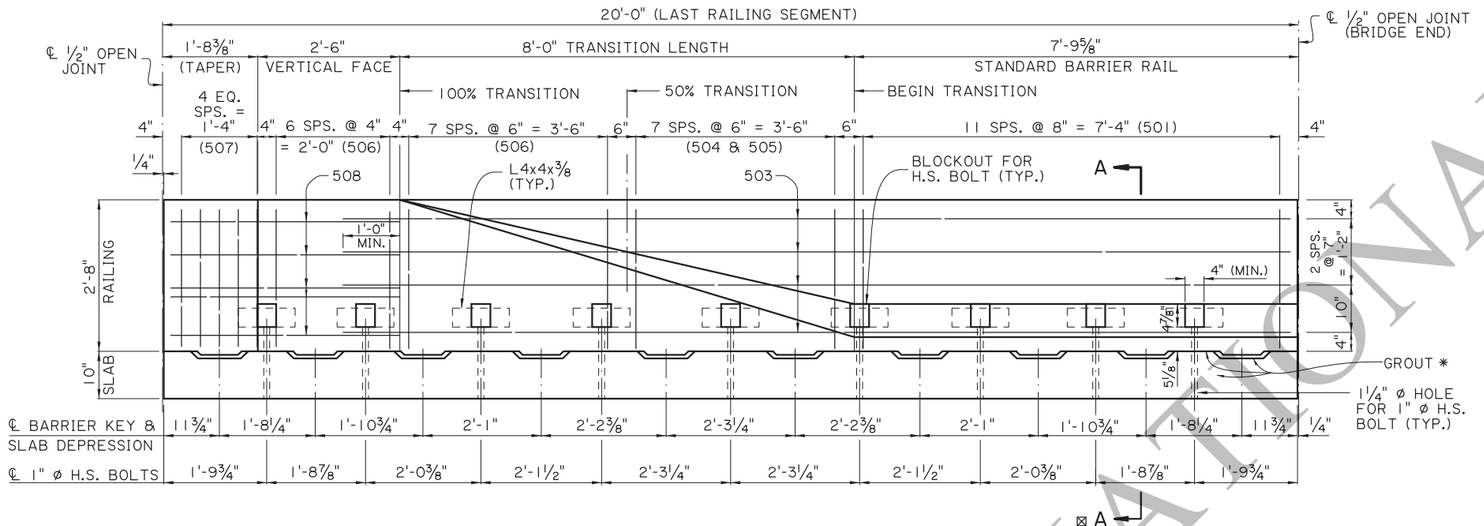
ALTERNATE SPAN (1 OF 4) 20'-0" PRECAST CONC. SLAB SPAN

24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT

PSS-90-24-20SL

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

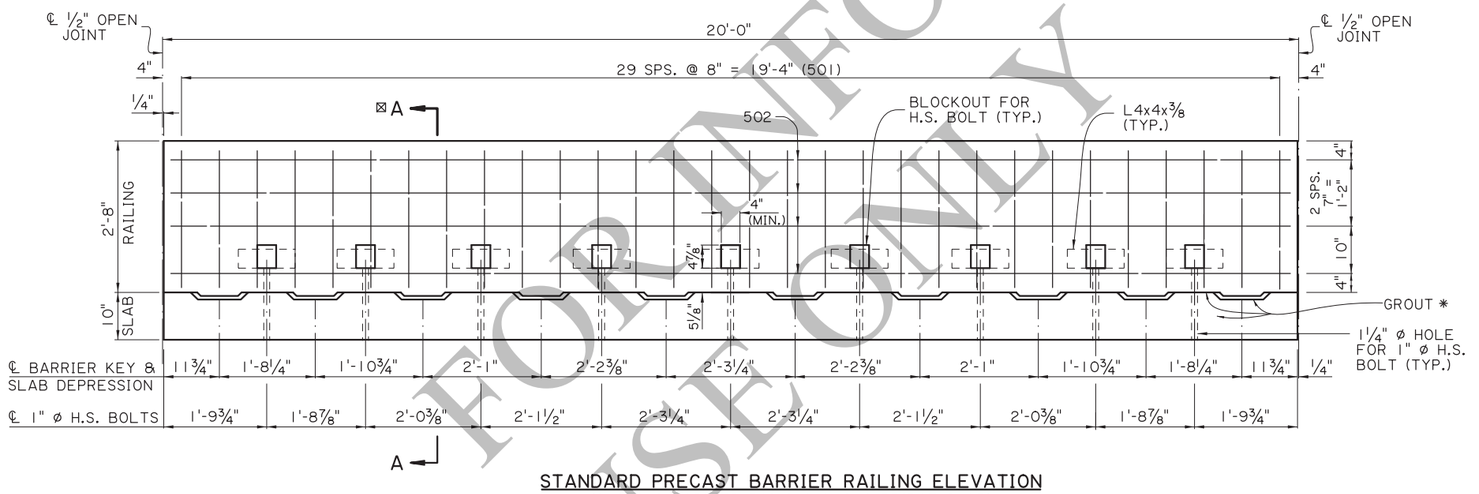


⊠ FOR SECTION A-A & TRANSITION SECTIONS SEE ALTERNATE SPAN (3 OF4)

PRECAST BARRIER RAILING TRANSITION ELEVATION

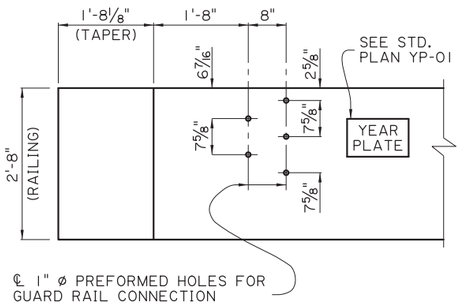
(SHOWING BARRIER RAILING AT END OF BRIDGE)
SCALE: ¾" = 1'-0"

* 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.



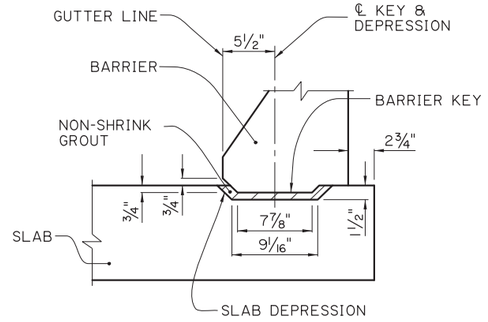
STANDARD PRECAST BARRIER RAILING ELEVATION

(SHOWING BARRIER RAILING ALONG BRIDGE SLAB)
SCALE: ¾" = 1'-0"



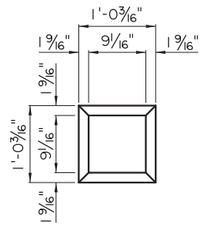
GUARD RAIL CONNECTION DETAIL

CONFORM TO GUARD RAIL STAND PLANS
SCALE: ¾" = 1'-0"



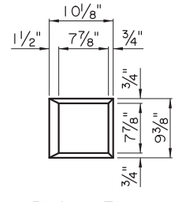
ELEVATION

SCALE: 1½" = 1'-0"



PLAN-DEPRESSION

SCALE: 1" = 1'-0"



PLAN-KEY

SCALE: 1" = 1'-0"

BARRIER KEY AND PANEL DEPRESSION DETAILS

SHEET NUMBER

PARISH	CONTROL SECTION	STATE PROJECT

DESIGN	B. DELATTE	DETAIL	D. HYMEL	REVIEW	SERIES # 8 OF 11
CHECK	J. NAKHLEH	CHECK	J. NAKHLEH		

APPROVED BY CHIEF ENGINEER: DATE: 12/10/2025

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA

ALTERNATE SPAN (2 OF 4)
20'-0" PRECAST CONC. BARRIER
24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT

PSS-90-24-20SL

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

11/19/2025 08:2.
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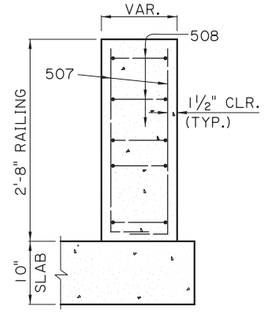
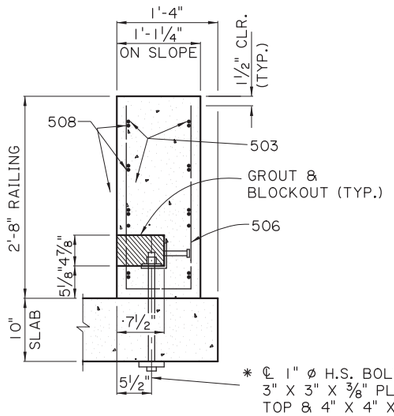
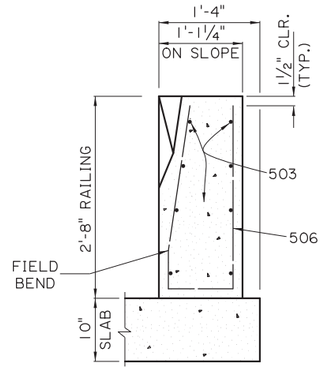


TAPER

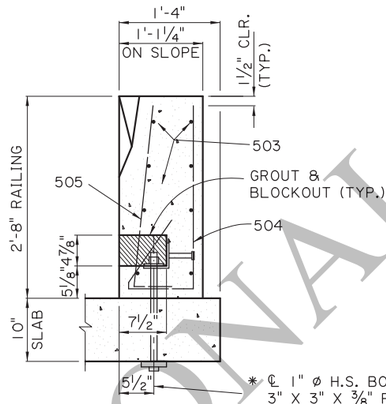


100% TRANSITION

* ℄ 1" ø H.S. BOLT, AND 3" X 3" X ⅜" PLATE WASHER TOP & 4" X 4" X ⅞" PLATE WASHER BOTTOM, AND ONE HEAVY HEX NUT (TYP.).

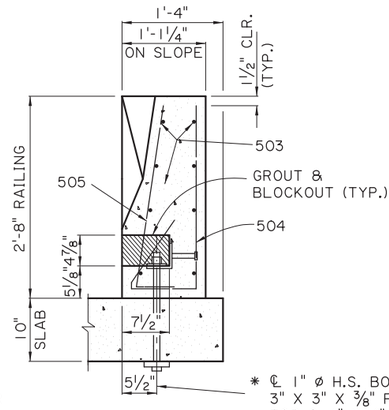


50% TRANSITION



50% TRANSITION

* ℄ 1" ø H.S. BOLT, AND 3" X 3" X ⅜" PLATE WASHER TOP & 4" X 4" X ⅞" PLATE WASHER BOTTOM, AND ONE HEAVY HEX NUT (TYP.).



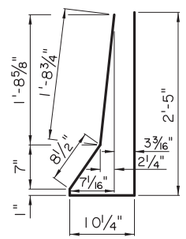
BEGIN TRANSITION

* ℄ 1" ø H.S. BOLT, AND 3" X 3" X ⅜" PLATE WASHER TOP & 4" X 4" X ⅞" PLATE WASHER BOTTOM, AND ONE HEAVY HEX NUT (TYP.).

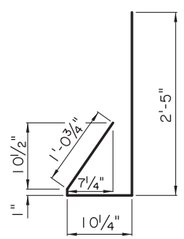
BARRIER RAILING TRANSITION SECTIONS

SCALE: 1" = 1'-0"

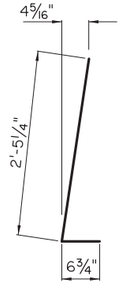
* 1" ø THREADED STUD OF EQUAL STRENGTH, WITH 2 NUTS & 2 WASHERS, MAY BE USED IN LIEU OF H.S. BOLTS.



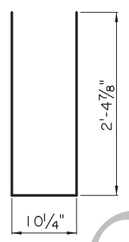
501
(2½" ø PIN)



504
(2½" ø PIN)

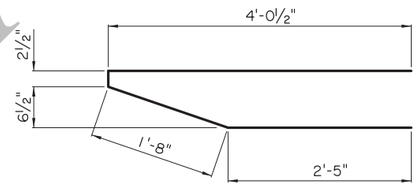


505
(2½" ø PIN)



506
(2½" ø PIN)

507
(2½" ø PIN)



508
(2½" ø PIN)

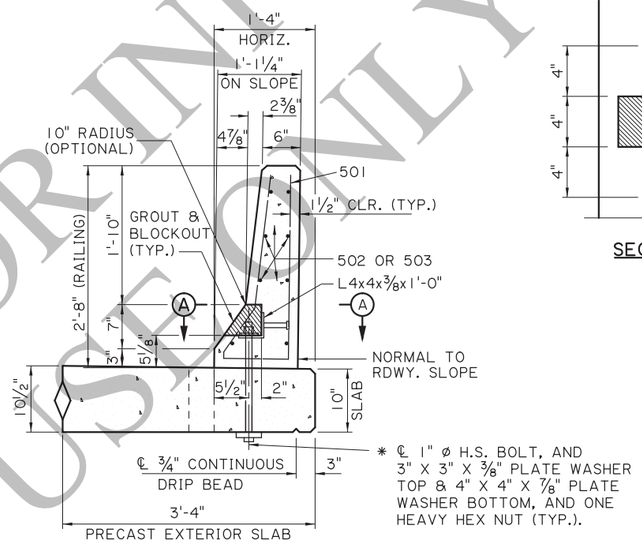
NOTES:

1) ALL BARRIER RAIL SURFACES ARE TO RECEIVE A CLASS 3 SPECIAL 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.

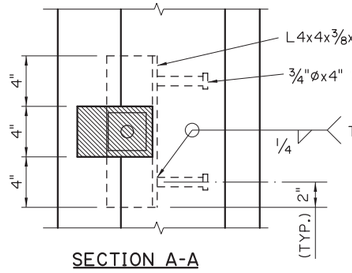
3) AFTER BARRIER IS PLACED AND ALIGNED, ALL GAPS UNDER BARRIER AND TOP OF SLAB SHALL BE FILLED WITH NON-SHRINK GROUT FROM AML AND ALLOWED TO SET PRIOR TO TIGHTENING OF BOLTS. IT IS IMPORTANT TO FILL ALL VOIDS AND GAPS UNDER THE BARRIER TO ENSURE EVEN BEARING ON DECK WHEN THE ANCHOR BOLTS ARE LOADED.

4) ALL 1" ø 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).

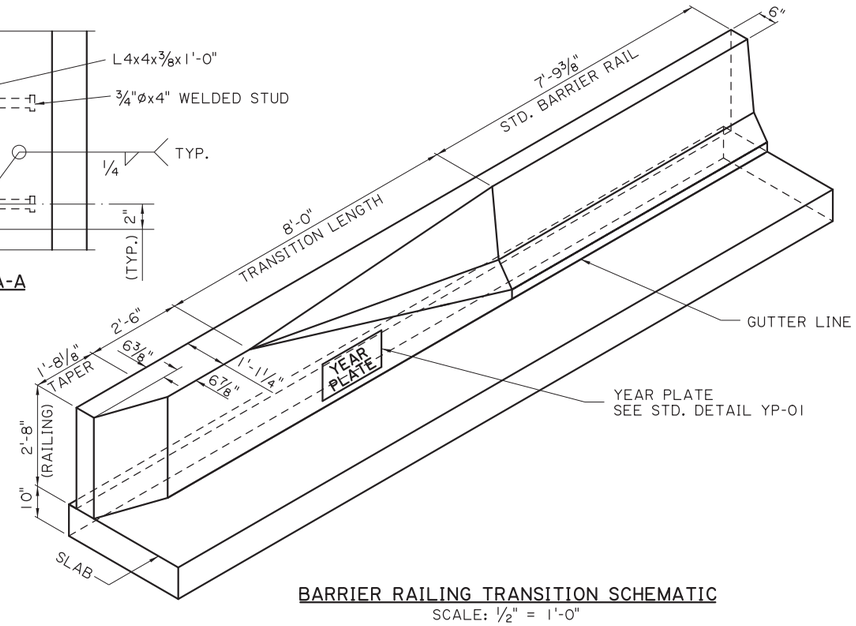


* ℄ 1" ø H.S. BOLT, AND 3" X 3" X ⅜" PLATE WASHER TOP & 4" X 4" X ⅞" PLATE WASHER BOTTOM, AND ONE HEAVY HEX NUT (TYP.).

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



SECTION A-A



BARRIER RAILING TRANSITION SCHEMATIC
SCALE: ½" = 1'-0"

SHEET NUMBER		
PARISH	CONTROL SECTION	STATE PROJECT
DESIGN B. DELATTE / CHECK J. NAKHLEH	DETAIL D. HYMEL / CHECK J. NAKHLEH	REVIEW / SERIES # 9 OF 11

APPROVED BY CHIEF ENGINEER: DATE: 12/10/2025

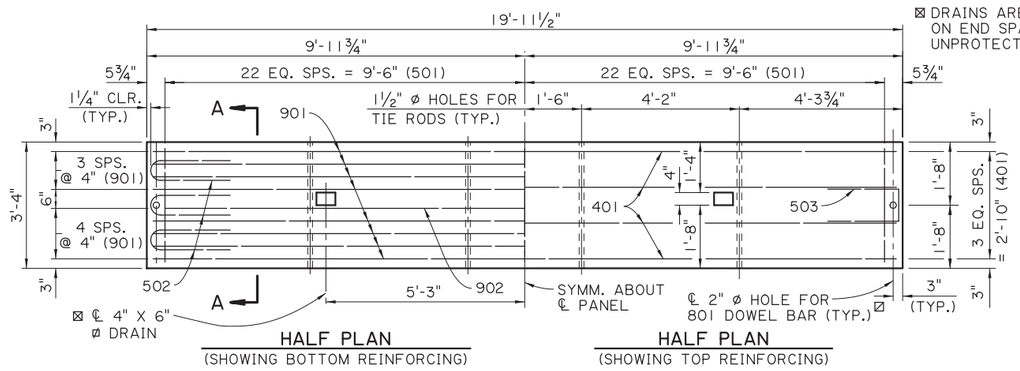
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

ALTERNATE SPAN (3 OF 4)
20'-0" PRECAST CONC. BARRIER
24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT

PSS-90-24-20SL

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

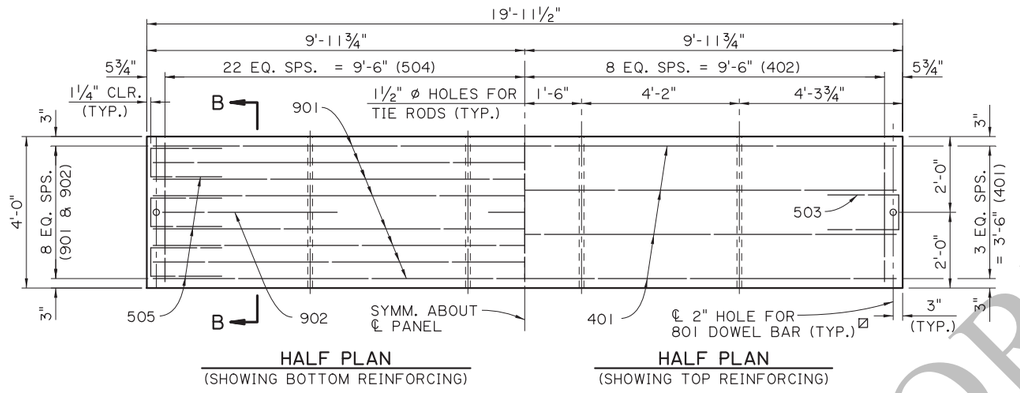


EXTERIOR UNIT

SCALE : ½" = 1'-0"

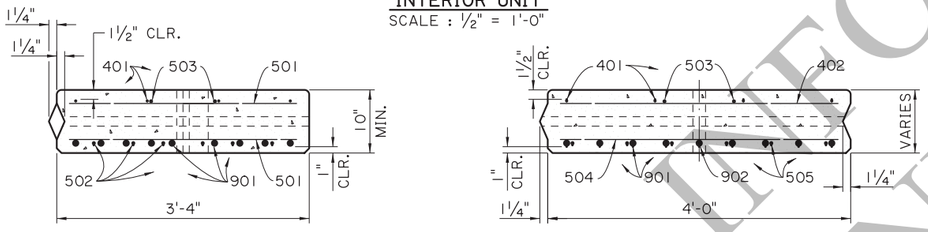
☒ DRAINS ARE NOT REQUIRED ON END SPANS OVER UNPROTECTED SLOPES.

☒ HOLES ARE OPTIONAL AT EXPANSION ENDS.



INTERIOR UNIT

SCALE : ½" = 1'-0"



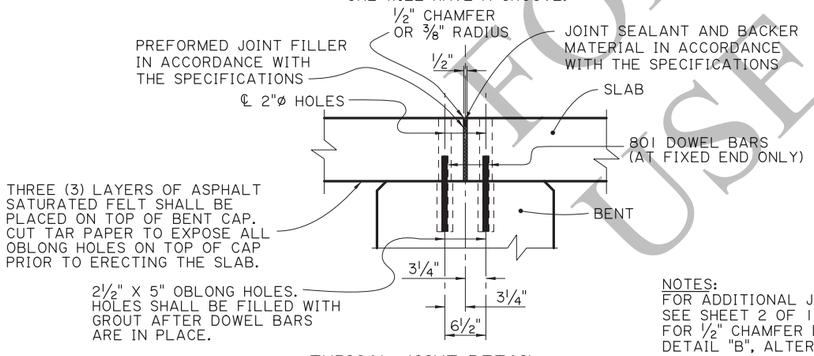
SECTION A-A

EXTERIOR UNIT
SCALE : 1" = 1'-0"

SECTION B-B

INTERIOR UNIT
SCALE : 1" = 1'-0"

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



TYPICAL JOINT DETAIL

SCALE : 1" = 1'-0"

NOTES:
FOR ADDITIONAL JOINT DETAILS SEE SHEET 2 OF 11.
FOR ½" CHAMFER DETAIL, SEE DETAIL "B", ALTERNATE SPAN 1 OF 4.

ALTERNATE SPAN NOTES:

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 DESIGN VEHICLE LIVE LOAD 2011).

STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS P1. 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 ¾" CHAMFER, UNLESS SPECIFIED OTHERWISE. ALL SURFACES SHALL RECEIVE A CLASS 1 ORDINARY SURFACE FINISH UPON REMOVAL OF THE FORMS. THE FINAL FINISH SHALL BE A TINE FINISH IN ACCORDANCE WITH THE SPECIFICATIONS.

REINFORCING STEEL: ALL REINFORCING STEEL SHALL BE GRADE 60. DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS, UNLESS SPECIFIED OTHERWISE. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS SPECIFIED OTHERWISE. ALL REINFORCING BARS SHALL BE PLACED TO PROVIDE A MINIMUMUM 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 DESIGNATION 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 THE 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 PRESTREESED CONCRETE PRODUCTS LISTED ON AML. SURFACE PREPARATION, MIXING AND PLACMENT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS' 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 & LADV-11", THE FABRICATOR'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 ¼" 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 MANUFACTURED 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 CONTRACTOR'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: CONFORM TO PROJECT PLANS AND GUARD RAIL STANDARD PLANS.

PAYMENT: ALL WORK WILL BE PAID FOR UNDER THE DESIGNATED BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE PAY ITEM AND IN ACCORDANCE WITH THE SPECIFICATIONS.

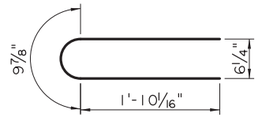
ESTIMATED QUANTITIES (ONE EXTERIOR UNIT)

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	90	3'-0"	270'-0"	TRANS. TOP & BOT. OF SLAB
502	6	4'-6"	27'-0"	BOT. END OF SLAB
503	2	4'-8"	9'-4"	TOP END OF SLAB
TOTAL NO. 5 BARS = 306'-4" = 320 LBS.				
401	4	19'-9"	79'-0"	LONGIT. TOP OF SLAB
TOTAL NO. 4 BARS = 79'-0" = 53 LBS.				
DEFORMED REINFORCING STEEL = 977 LBS.				
⊙ CLASS P1 CONCRETE = 2.05 CU. YDS.				
CONCRETE RAILING (PER SPAN) = 40.00 LIN. FT.				

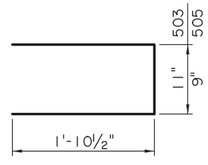
ESTIMATED QUANTITIES (ONE INTERIOR UNIT)

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'-8"	9'-4"	TOP END OF SLAB
504	44	3'-8"	161'-4"	TRANS. BOT. OF SLAB
505	6	4'-6"	27'-0"	BOT. END OF SLAB
TOTAL NO. 5 BARS = 197'-8" = 206 LBS.				
401	4	19'-9"	79'-0"	LONGIT. TOP OF SLAB
402	17	3'-8"	62'-4"	TRANS. TOP OF SLAB
TOTAL NO. 4 BARS = 141'-4" = 94 LBS.				
DEFORMED REINFORCING STEEL = 905 LBS.				
⊙ CLASS P1 CONCRETE = 2.46 CU. YDS.				

⊙ BASED ON A 10" SLAB THICKNESS



502
5 " ø PIN



503 & 505
2½" ø PIN

AS-DESIGNED RATING

VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.309	——
HL-93 (OPR)	1.697	——
LADV-11 (INV)	1.007	MAGNIFICATION FACTOR = 1.3

SHEET NUMBER

PARISH	CONTROL SECTION	STATE PROJECT

DESIGN	J. NAKHLEH
CHECK	B. DELATTE
DETAIL	D. HYMEL
CHECK	J. NAKHLEH
REVIEW	
SERIES #	10 OF 11

APPROVED BY CHIEF ENGINEER:

DATE: 12/10/2025

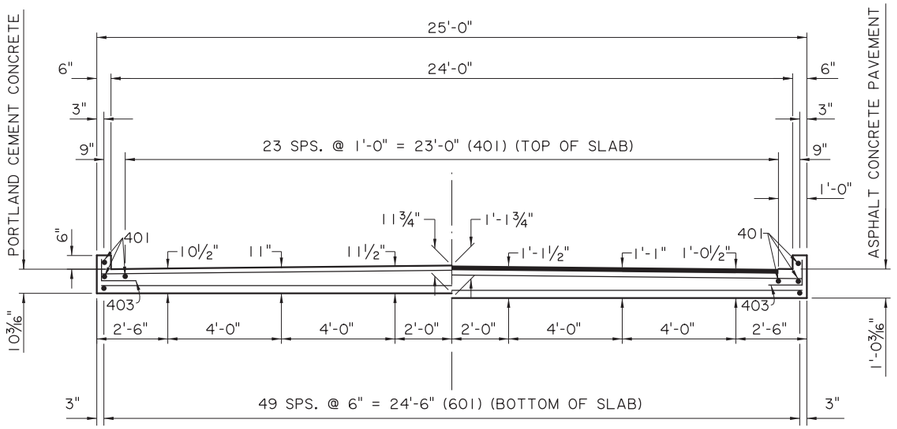
NO.	DATE	BY	REVISION OR CHANGE ORDER DESCRIPTION

ALTERNATE SPAN (4 OF 4)
20'-0" PRECAST CONC. SLAB UNIT
24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT

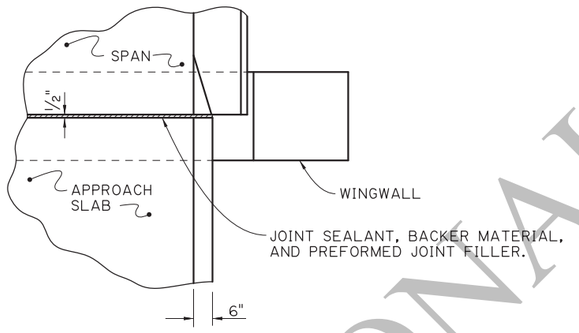
PSS-90-24-20SL

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

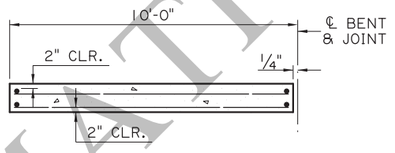
STANDARD PLAN



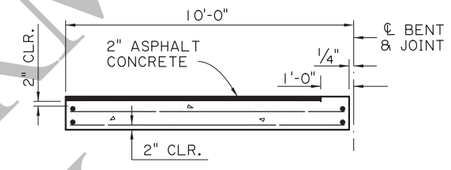
SECTION A-A
SCALE ⅜" = 1'-0"



JOINT DETAIL
N.T.S.



(FOR PORTLAND CEMENT CONCRETE ROADWAY PAVEMENT)



(FOR ASPHALT CONCRETE ROADWAY PAVEMENT)

SECTION ALONG ℄ ROADWAY
SCALE : ¼" = 1'-0"

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	24'-8"	493'-4"	TRANSV. BOT. OF SLAB
TOTAL NO. 6 BARS = 972'-6" = 1,461 LBS.				
401	28	9'-7"	268'-4"	LONGIT. TOP OF SLAB & CURB
402	11	24'-8"	271'-4"	TRANSV. TOP OF SLAB
403	14	1'-10"	25'-8"	DOWELS IN CURB
TOTAL NO. 4 BARS = 565'-4" = 378 LBS.				
⊙ TOTAL DEFORMED REINFORCING STEEL= 1,855 LBS.				
CONCRETE APPROACH SLAB = 27.78 SQ. YDS.				
⊙☑ ASPHALT CONCRETE = 2.5 TONS				
⊙☑ SAW CUT & SEAL = 23 LIN. FT.				

⊙ TO BE PAID FOR UNDER ITEM CONCRETE APPROACH SLABS.

☑ REQUIRED WHEN APPROACH SLAB IS ADJACENT TO ASPHALT CONCRETE PAVEMENT.

APPROACH SLAB NOTES:

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 ¾" CHAMFER, UNLESS SPECIFIED OTHERWISE.

ASPHALT CONCRETE: TO BE THE SAME TYPE AS THE ASPHALT CONCRETE USED FOR THE APPROACH ROADWAY PAVEMENT OR OVERLAY.

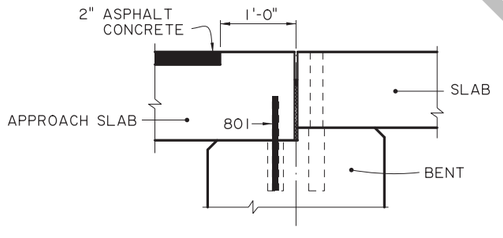
REINFORCING STEEL: ALL REINFORCING STEEL SHALL BE GRADE 60. DIMENSIONS RELATING TO THE FABRICATION ARE OUT-TO-OUT OF BARS, UNLESS SPECIFIED OTHERWISE. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS.

BEDDING MATERIAL: FOR DETAILS OF BEDDING MATERIAL AND UNDERDRAINS. SEE APPROACH SLAB STANDARD DETAILS.

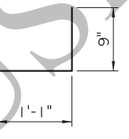
SAWING & SEALING: THE ASPHALT CONCRETE SHALL BE SAW CUT AT THE END OF THE CONCRETE APPROACH SLAB THE ENTIRE ROADWAY WIDTH AND SEALED WHICH WILL BE PAID FOR UNDER THE DESIGNATED ROADWAY PAY ITEM.

PAYMENT: ALL OTHER WORK WILL BE PAID FOR UNDER THE DESIGNATED BRIDGE CONCRETE APPROACH SLAB PAY ITEM AND IN ACCORDANCE WITH THE SPECIFICATIONS.

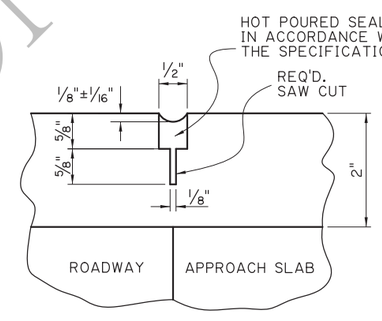
PLAN
SCALE ⅜" = 1'-0"



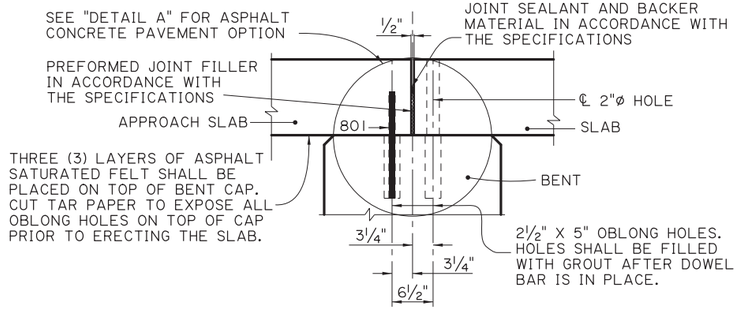
DETAIL A
SCALE : 1" = 1'-0"
(ASPHALT CONCRETE PAVEMENT OPTION)



403
2" ø PIN



SAWING & SEALING JOINT DETAIL
N.T.S.



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

NOTE: FOR ADDITIONAL JOINT DETAILS SEE SHEET 2 OF 11

SHEET NUMBER

PARISH | CONTROL SECTION | STATE PROJECT

DESIGN B. DELATTE | CHECK J. NAKHLEH | DETAIL D. HYMEL | CHECK J. NAKHLEH | REVIEW | SERIES # 11 OF 11

APPROVED BY CHIEF ENGINEER: DATE: 12/10/2025

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

ALTERNATE APPROACH SLAB 10'-0" CAST-IN-PLACE

24'-0" CLEAR ROADWAY
90° CROSSING TWO WAY TANGENT

PSS-90-24-20SL

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN

11/19/2025 13:5

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