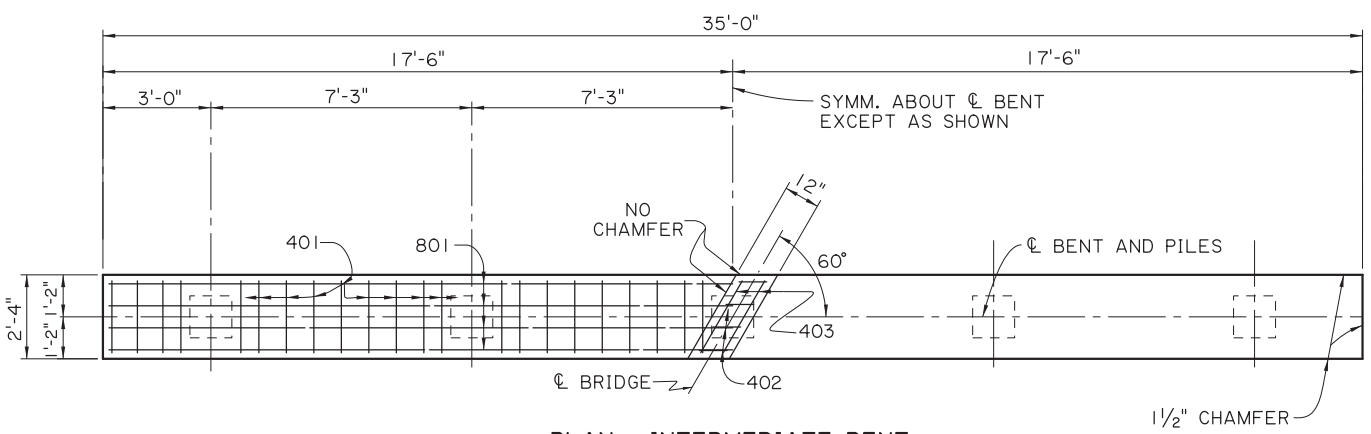
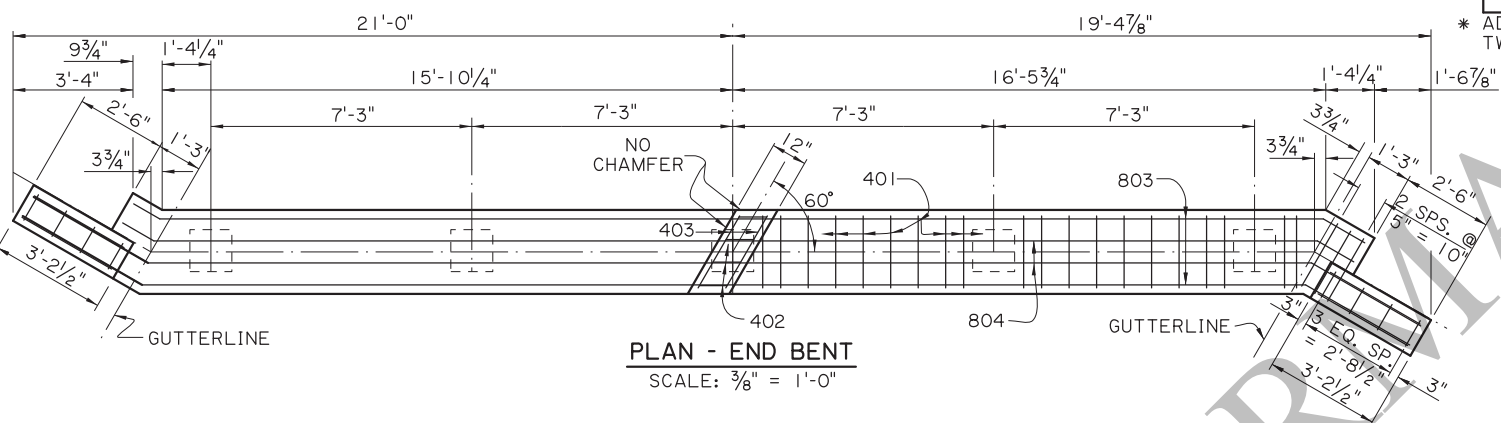


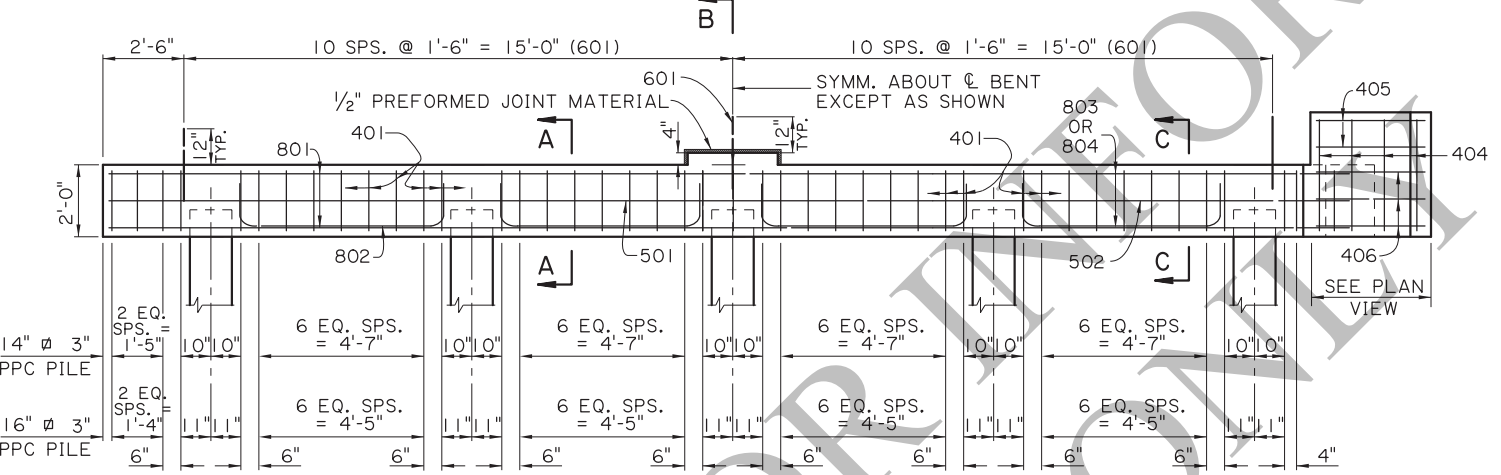
11/25/2025 09:33 IP_PWP:g1246416\SS6028bent (LRFD) .dgn



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

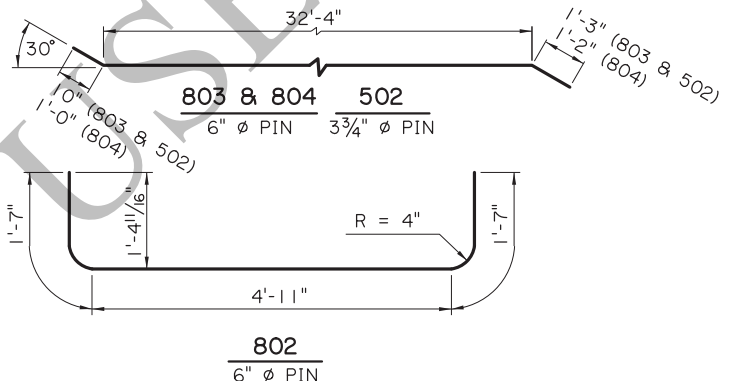
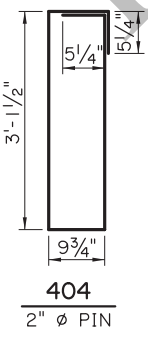
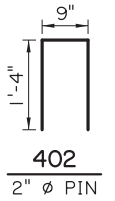
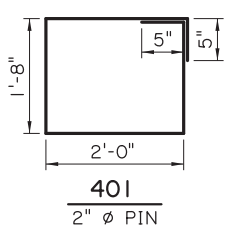


PLAN - END BENT
SCALE: 3/8" = 1'-0"



HALF ELEVATION - INTERMEDIATE BENT
SCALE: 3/8" = 1'-0"

HALF ELEVATION - END BENT
SCALE: 3/8" = 1'-0"



ESTIMATED QUANTITIES (ONE INTER. BENT)

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	34'-8"	LONGIT. IN CAP
802	8	8'-1"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 272'-8" = 728 LBS.			
601	21	2'-0"	DOWELS
TOTAL NO. 6 BARS = 42'-0" = 63 LBS.			
501	2	34'-8"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 69'-4" = 72 LBS.			
401	44	8'-2"	STIRRUPS IN CAP
402	4	3'-5"	STIRRUPS IN RISER
403	2	2'-3"	LONGIT. IN RISER
TOTAL NO. 4 BARS = 377'-6" = 252 LBS.			
TOTAL DEFORMED REINFORCING STEEL = 1115 LBS.			
CLASS A1 CONCRETE = 5.84 CU. YDS.			
MAX. PILE LOAD: SERVICE DEAD LOAD = 22 TONS			
SERVICE LIVE LOAD = 30 TONS			
FACTORED TOTAL LOAD = 72 TONS			

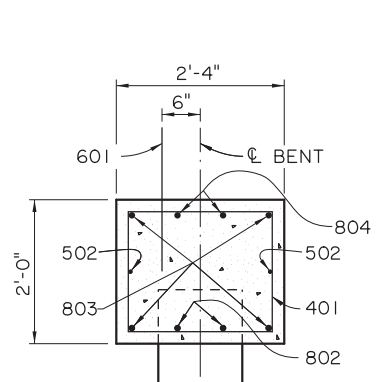
ESTIMATED QUANTITIES (ONE END BENT)

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
802	6	8'-1"	LONGIT. IN CAP
803	4	34'-5"	LONGIT. IN CAP
804	2	34'-6"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 271'-4" = 724 LBS.			
601	21	2'-0"	DOWELS
TOTAL NO. 6 BARS = 42'-0" = 63 LBS.			
502	2	34'-5"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 68'-10" = 72 LBS.			
401	46	8'-2"	STIRRUPS IN CAP
402	4	3'-5"	STIRRUPS IN RISER
403	2	2'-3"	LONGIT. IN RISER
404	8	8'-9"	STIRRUPS IN WINGWALL
405	8	2'-10"	LONGIT. IN WINGWALL
406	12	4'-0"	LONGIT. IN WINGWALL
TOTAL NO. 4 BARS = 534'-6" = 357 LBS.			
TOTAL DEFORMED REINFORCING STEEL = 1216 LBS.			
CLASS A1 CONCRETE = 6.63 CU. YDS.			
MAX. PILE LOAD: SERVICE DEAD LOAD = 22 TONS			
SERVICE LIVE LOAD = 30 TONS			
FACTORED TOTAL LOAD = 72 TONS			

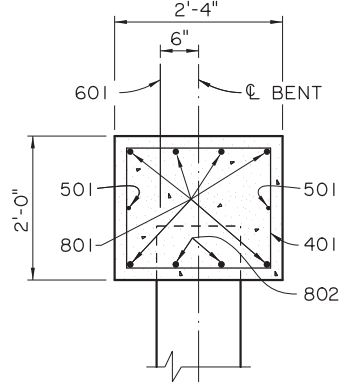
* ADD 63 LBS. OF REINFORCING STEEL (21-601 DOWELS) WHEN TWO FIXED ENDS OCCUR ON THE SAME BENT.

AS-DESIGNED RATING

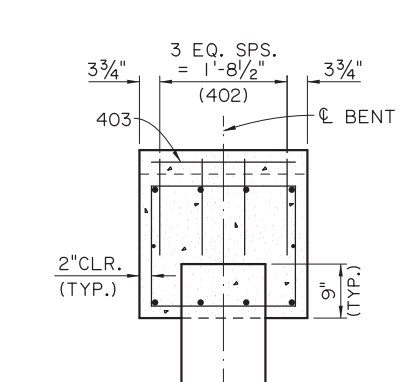
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.750	
HL-93 (OPR)	2.268	
LADV-11 (INV)	1.346	MAGNIFICATION FACTOR = 1.3



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



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



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

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 3/4" 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. DOWELS (601 BARS) SHALL BE PROVIDED AT ALL FIXED BEARINGS AND APPROACH SLAB BEARINGS. ALL EXPOSED END 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. NAKHLEH

CHECK: K. WASCOM

DETAIL: D. HYMEL

CHECK: J. NAKHLEH

REVIEW: _____

SERIES: 1 OF 11

APPROVED BY CHIEF ENGINEER: _____

DATE: 12/10/2025

REVISION OR CHANGE ORDER DESCRIPTION: _____

NO. _____ DATE _____

BY _____

STATE OF LOUISIANA

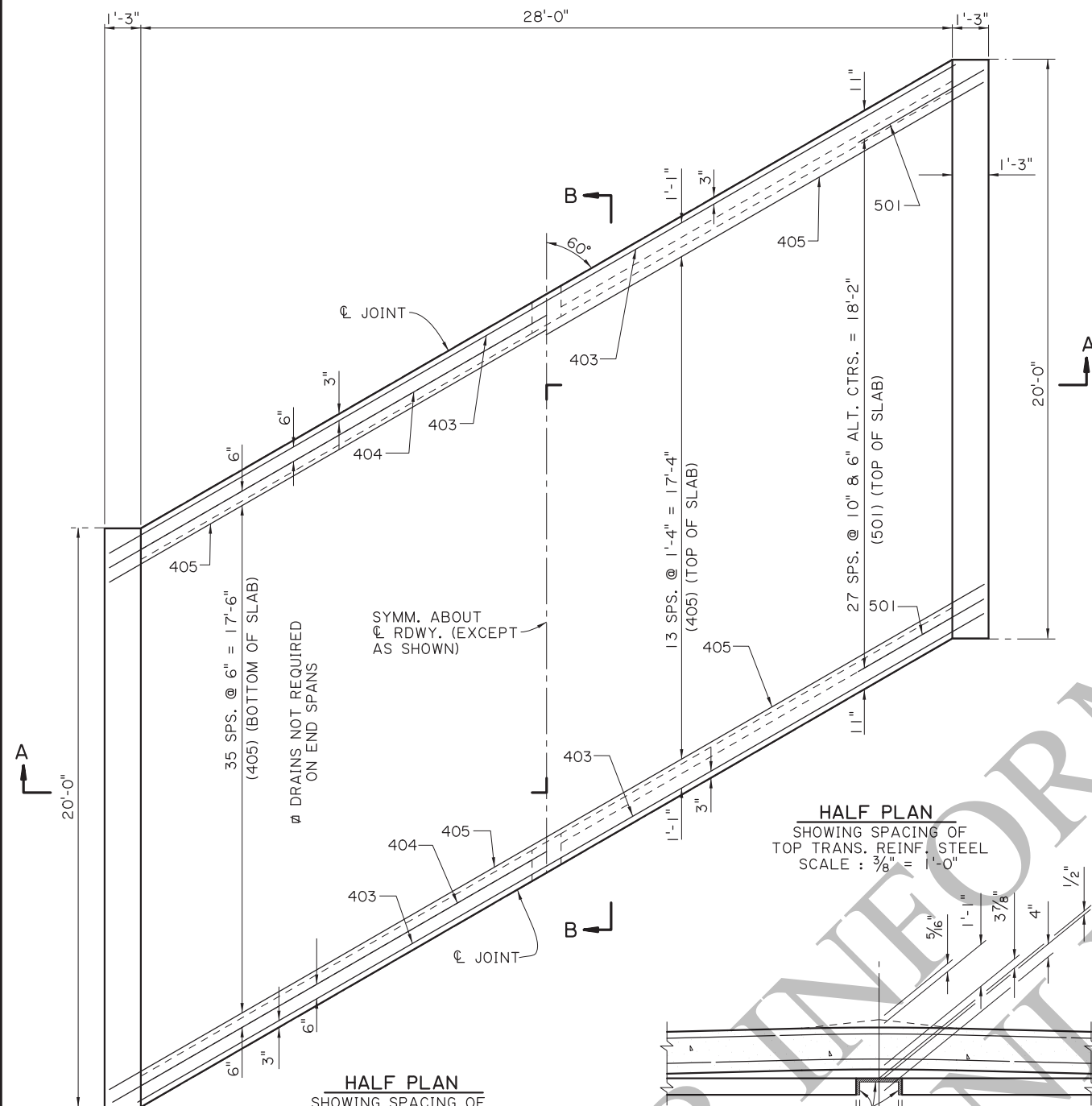
REINFORCED CONCRETE PILE BENTS

28'-0" CLEAR ROADWAY

60' CROSSING TWO WAY TANGENT

PSS-60-28-20SL

STANDARD PLAN



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 3/4" CHAMFER UNLESS SPECIFIED OTHERWISE. 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 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 AND IN
ACCORDANCE WITH THE SPECIFICATIONS.

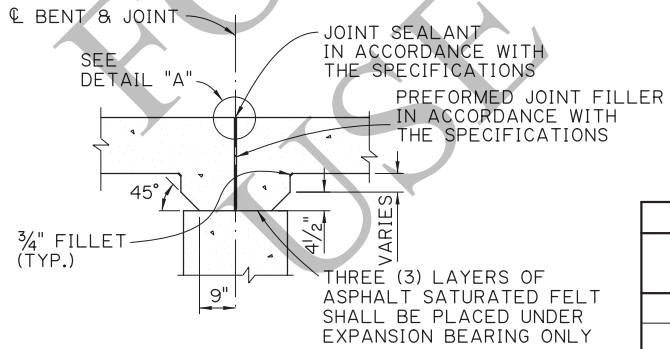
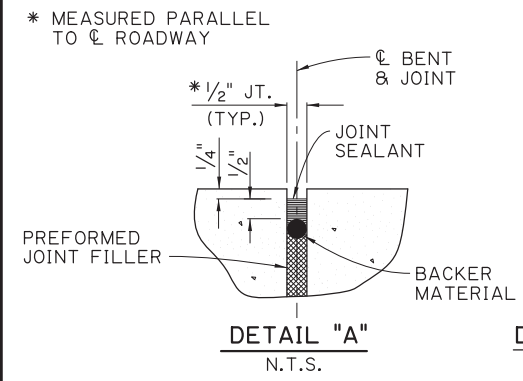
ESTIMATED QUANTITIES (ONE SPAN)				
BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
801	63	19'-6"	1228'-6"	LONGIT. BOT. OF SLAB
802	8	19'-7"	156'-8"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1385'-2" = 3699 LBS.				
501	56	5'-0"	280'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 280'-0" = 292 LBS.				
401	21	19'-6"	409'-6"	LONGIT. TOP OF SLAB
402	4	19'-7"	78'-4"	LONGIT. TOP OF SLAB
403	4	33'-8"	134'-8"	TRANS. TOP & BOT. OF SLAB
404	2	34'-8"	69'-4"	TRANS. BOT. OF SLAB
405	50	34'-10"	1741'-8"	TRANS. TOP & BOT. OF SLAB
TOTAL NO. 4 BARS = 2433'-6" = 1626 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 5617 LBS.				
CLASS A1 CONCRETE = 25.64 CU. YDS.				
CONCRETE RAILING (BARRIER TYPE) = 40.00 LIN. FT.				

HALF PLAN
SHOWING SPACING OF
TOP TRANS. REINF. STEEL
SCALE: 3/8" = 1'-0"

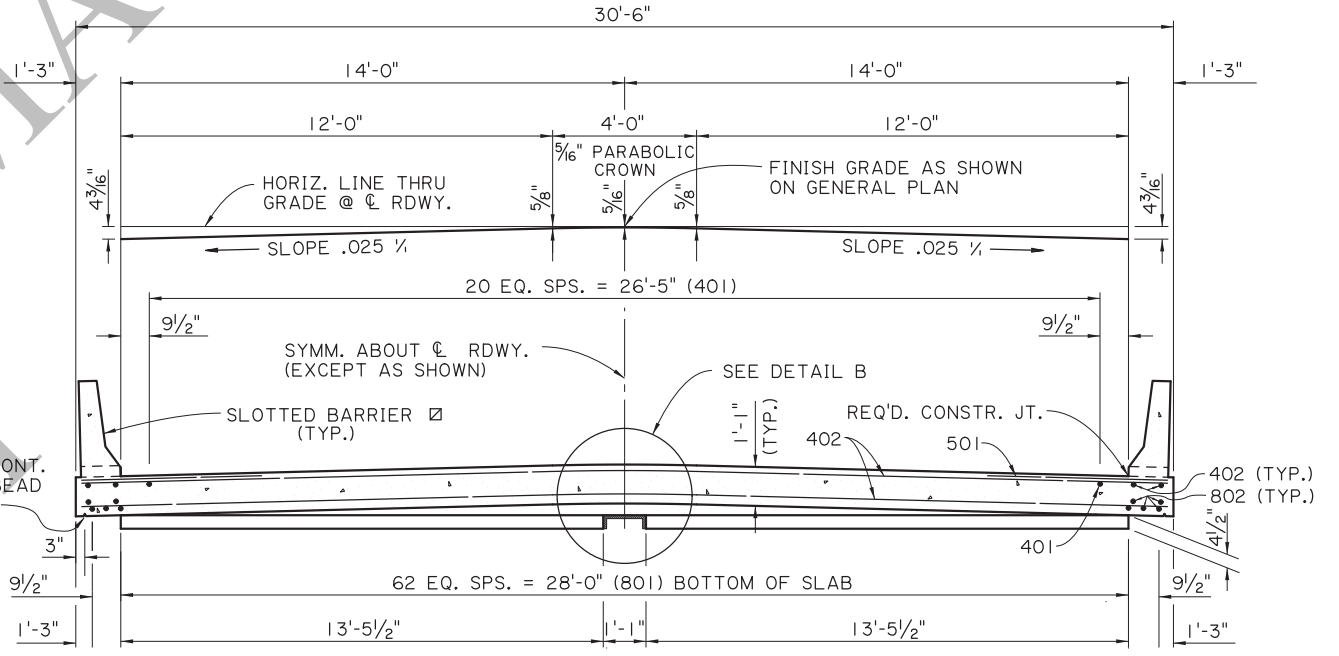
HALF PLAN
SHOWING SPACING OF
BOTTOM TRANS. REINF. STEEL
SCALE: 3/8" = 1'-0"

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

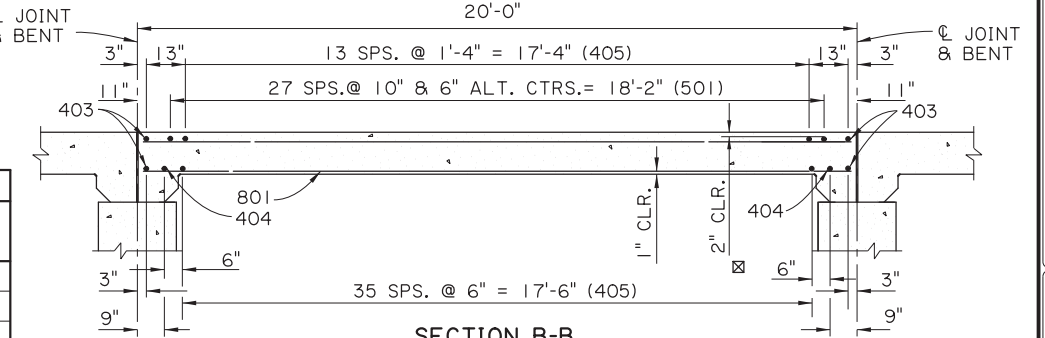
DETAIL SHOWING TYPICAL JOINT & HAUNCH
SCALE: 1/2" = 1'-0"



AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.366	
HL-93 (OPR)	1.771	
LADV-11 (INV)	1.051	MAGNIFICATION FACTOR = 1.3



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



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

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE

STANDARD PLAN

SPAN (1 OF 2)
20'-0" CONCRETE SLAB SPAN
28'-0" CLEAR ROADWAY
60' CROSSING TWO WAY TANGENT

PSS-60-28-20SL

APPROVED BY CHIEF ENGINEER: [Signature]
DATE: 12/10/2025

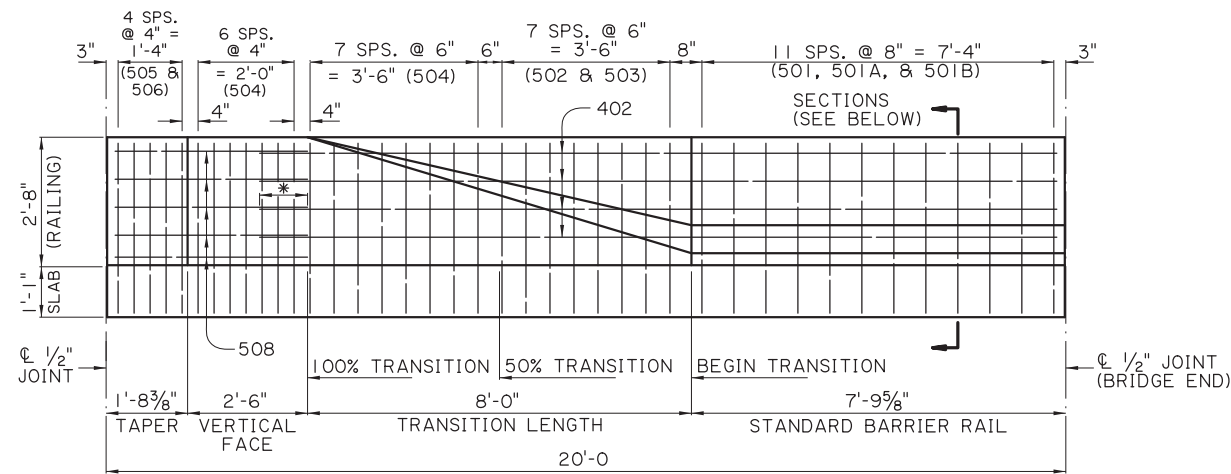
DESIGN: B. DELATTE
CHECK: J. NAKHLEH
DETAIL: D. HYMEL
CHECK: J. NAKHLEH
REVIEW: [Signature]
SERIES # 12 OF 11

ESTIMATED QUANTITIES (ONE SPAN) [Table]

SPAN NOTES [Text]

AS-DESIGNED RATING [Table]

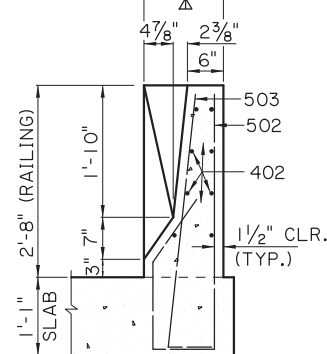
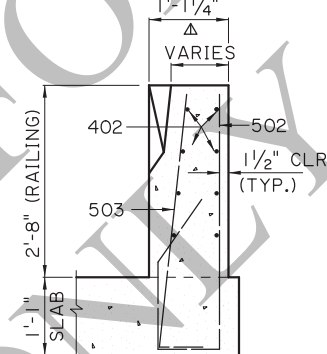
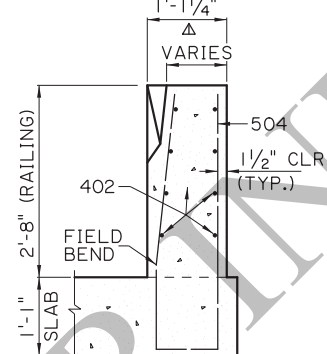
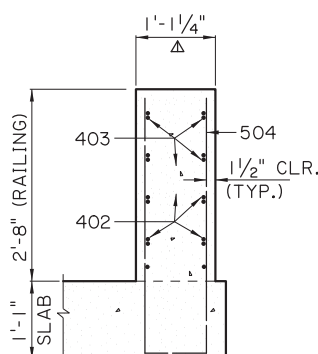
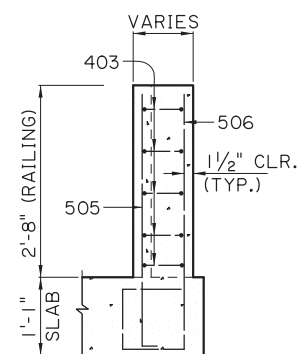
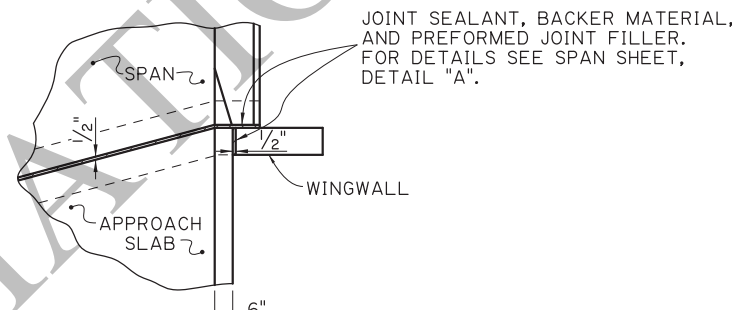
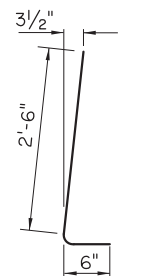
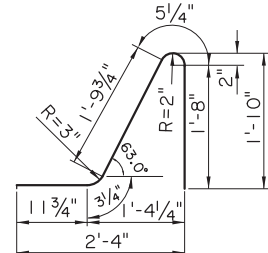
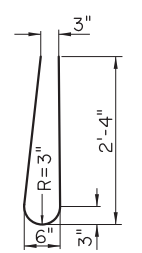
DETAIL A, B, A-A, B-B [Diagrams]



* 1'-0" (MIN.) SPLICE

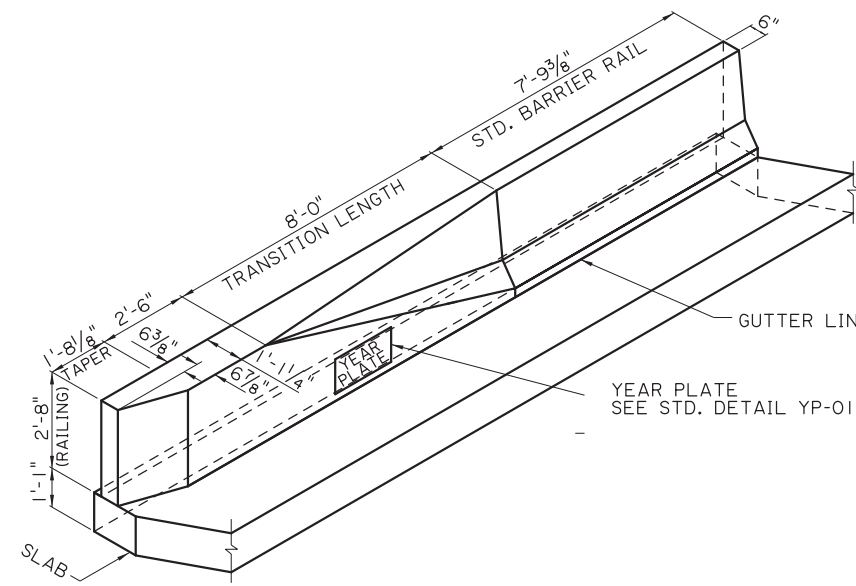
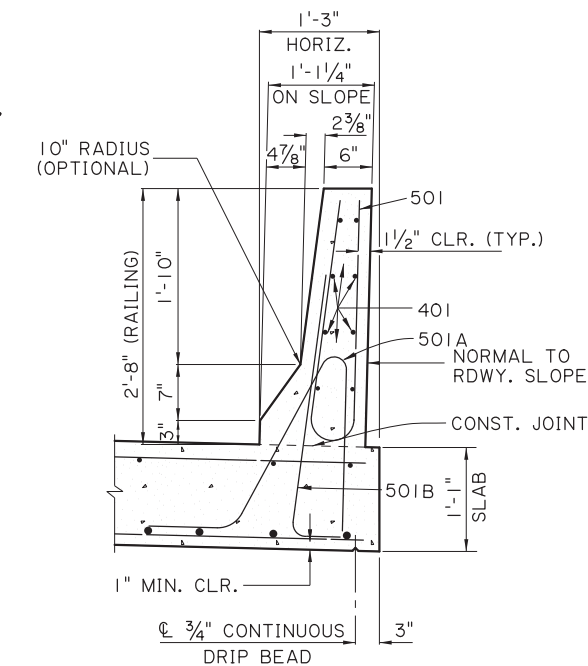
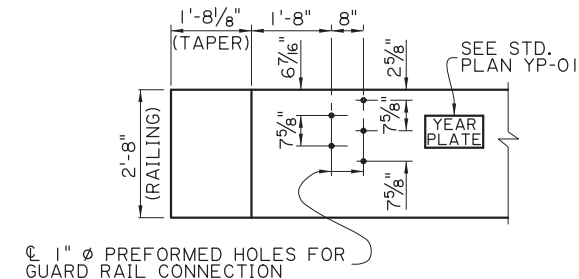
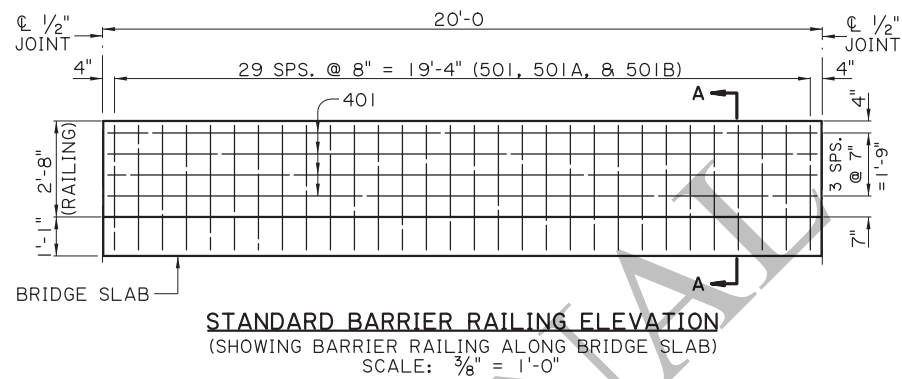
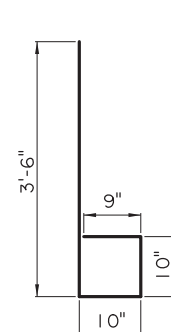
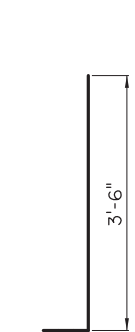
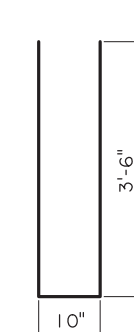
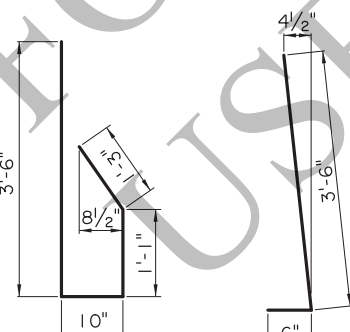
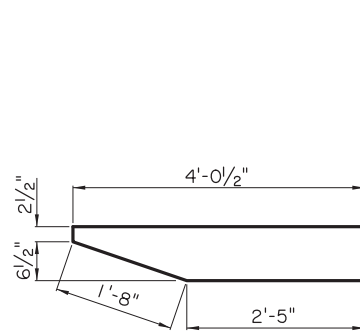
BARRIER RAILING TRANSITION ELEVATION

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

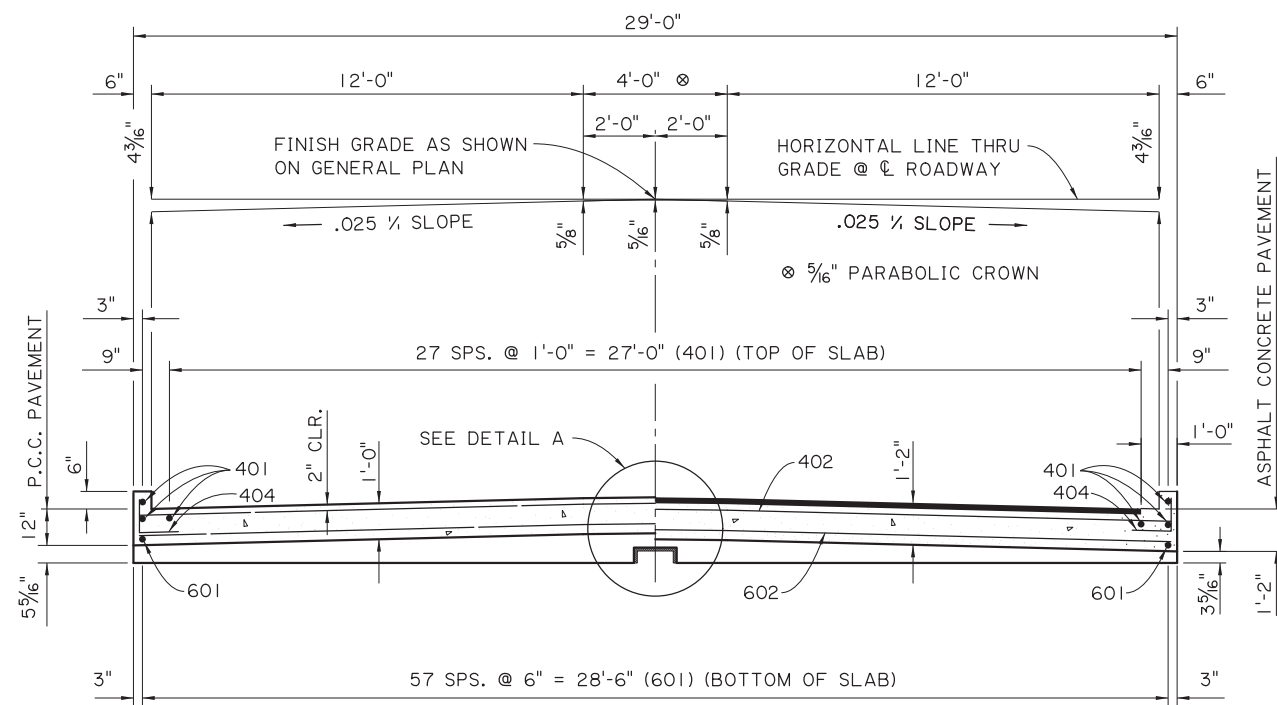


BARRIER RAILING TRANSITION SECTIONS

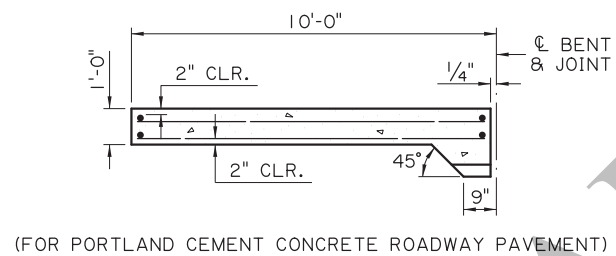
SCALE: 3/4" = 1'-0"



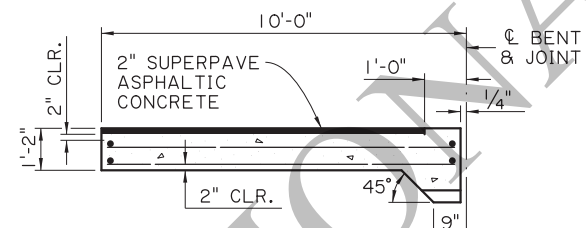
SHEET NUMBER		PARISH		STATE	
DESIGN CHECK		CONTROL SECTION		PROJECT	
B. DELATTE		J. NAKHLEH		J. NAKHLEH	
D. HYMEL		J. NAKHLEH		SERIES # 3 OF 11	
APPROVED BY CHIEF ENGINEER:		DATE: 12/10/2025		REVISION OR CHANGE ORDER DESCRIPTION	
BY		DATE		NO.	
STATE OF LOUISIANA		DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE		STANDARD PLAN	
SPAN (2 OF 2)		20'-0" CONCRETE BARRIER		28'-0" CLEAR ROADWAY	
				60° CROSSING TWO WAY TANGENT	
				PSS-60-28-20SL	



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

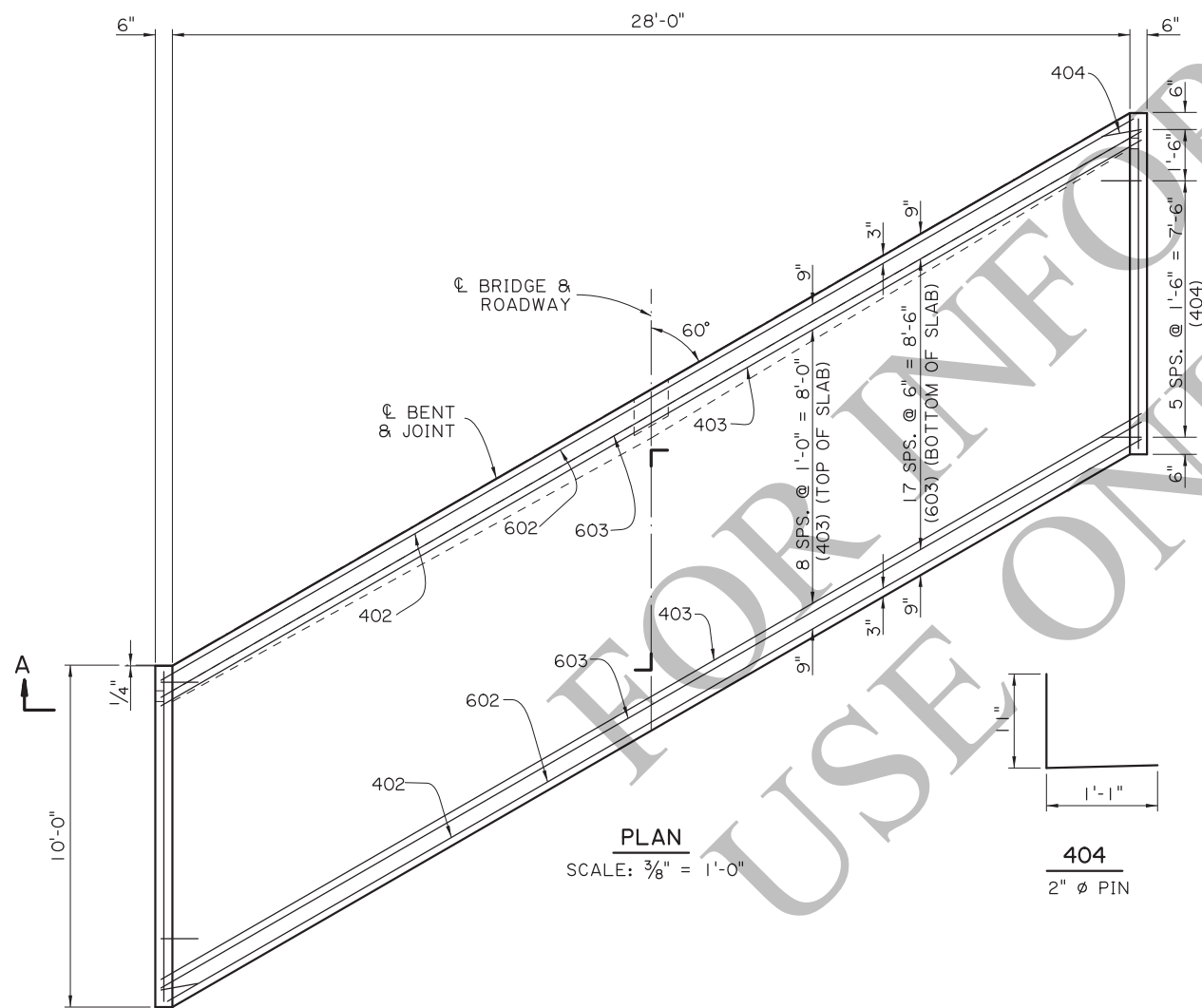


(FOR PORTLAND CEMENT CONCRETE ROADWAY PAVEMENT)



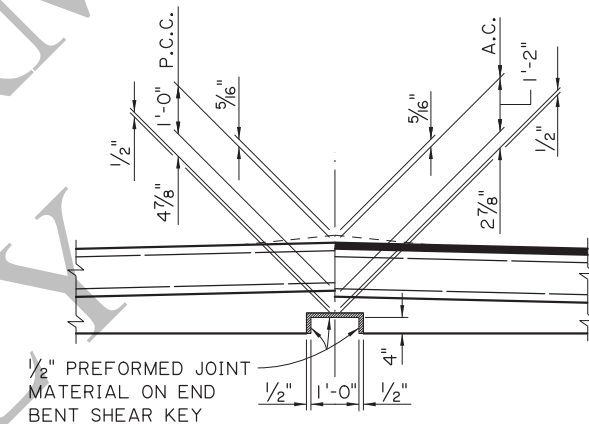
(FOR ASPHALT CONCRETE ROADWAY PAVEMENT)

SECTION ALONG CL ROADWAY
SCALE: 3/8" = 1'-0"

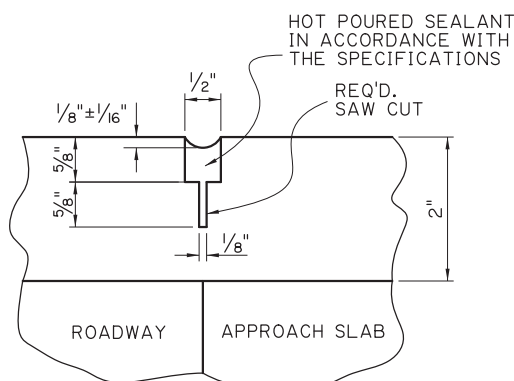


PLAN
SCALE: 3/8" = 1'-0"

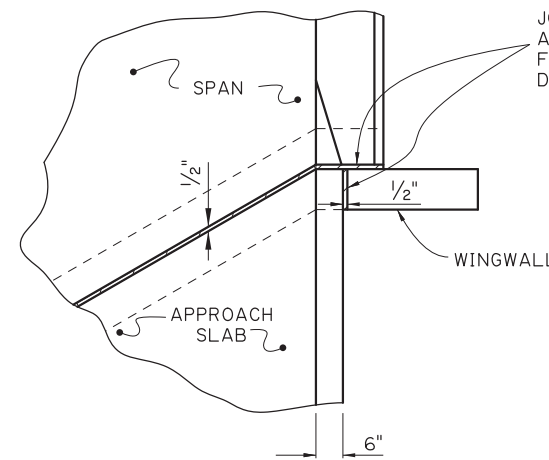
404
2" Ø PIN



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



SAWING & SEALING JOINT DETAIL
N.T.S.



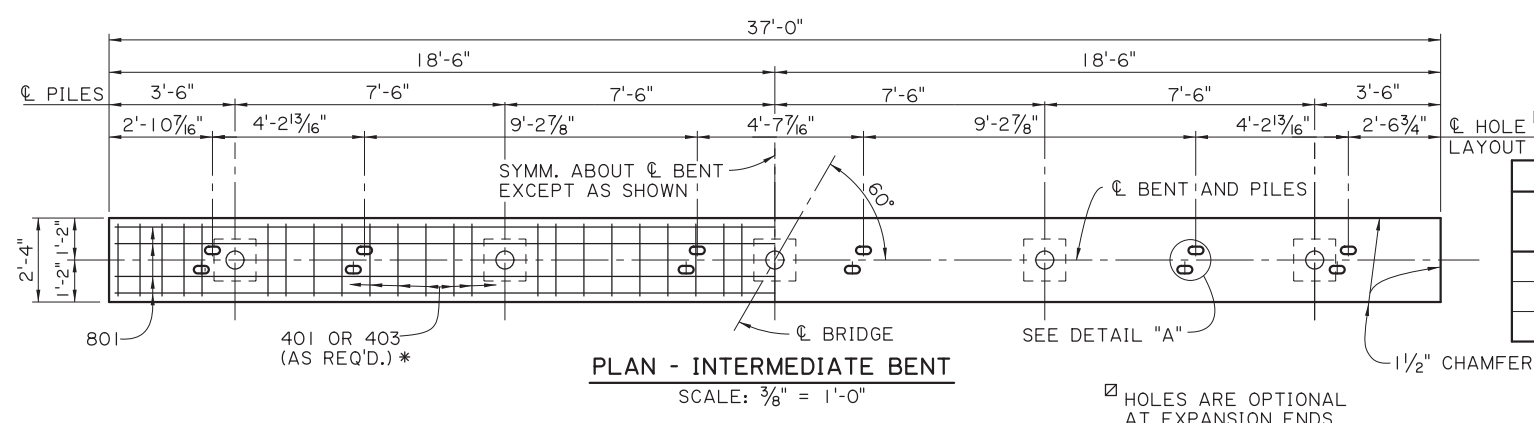
JOINT DETAIL
SCALE: 3/8" = 1'-0"

ESTIMATED QUANTITIES (ONE SLAB)				
BAR NO.	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
601	58	9'-7"	555'-10"	LONGIT. BOT. OF SLAB
602	2	32'-10"	65'-8"	TRANSV. BOT. OF SLAB
603	18	33'-1"	595'-6"	TRANSV. BOT. OF SLAB
TOTAL NO. 6 BARS = 1217'-0" = 1,828 LBS.				
401	32	9'-7"	306'-8"	LONGIT. TOP OF SLAB & CURB
402	2	32'-10"	65'-8"	TRANSV. TOP OF SLAB
403	9	33'-1"	297'-9"	TRANSV. TOP OF SLAB
404	14	2'-0"	28'-0"	DOWELS IN CURB
TOTAL NO. 4 BARS = 698'-1" = 466 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 2,294 LBS.				
CONCRETE APPROACH SLAB = 32.22 SQ. YDS.				
ASPHALT CONCRETE = 3.0 TONS				
SAW CUT & SEAL = 31 LIN. FT.				

APPROACH SLAB NOTES:

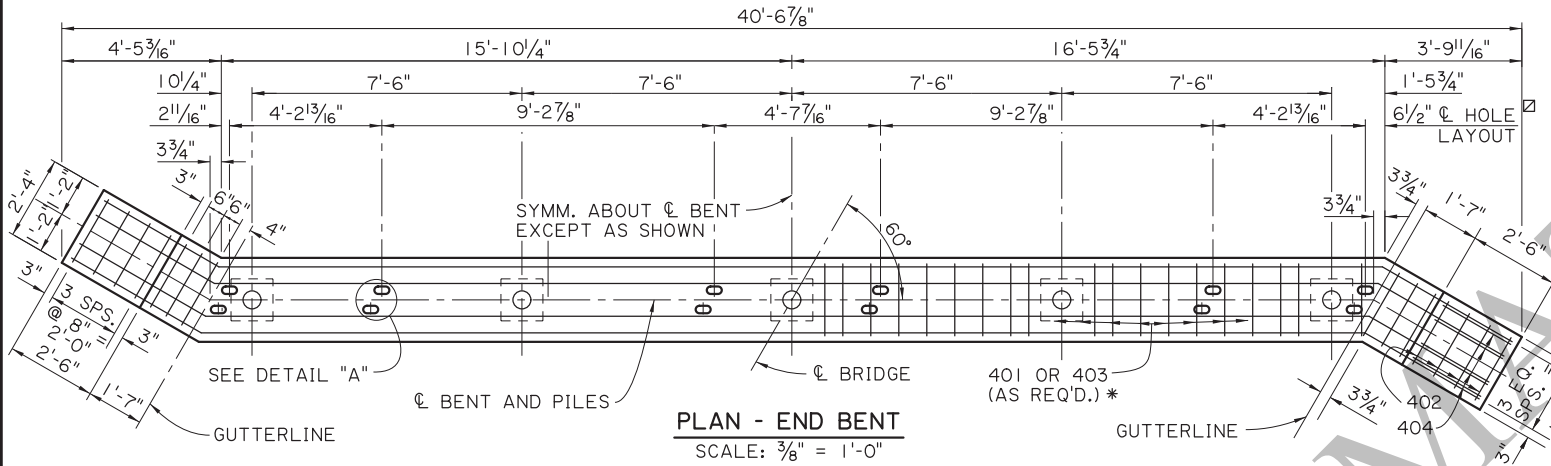
DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 4th EDITION, WITH 2008 & 2009 INTERIMS.
 STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER, UNLESS SPECIFIED OTHERWISE.
 ASPHALT CONCRETE: TO BE THE SAME TYPE AS THE ASPHALT CONCRETE USED FOR THE 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 SPECIFICATIONS.

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	B. DELATTE	CHECK	J. NAKHLEH	DETAIL	D. HYMEL	CHECK	J. NAKHLEH
APPROVED BY CHIEF ENGINEER:				DATE: 12/10/2025			
REVISION OR CHANGE ORDER DESCRIPTION							
NO. DATE							
APPROACH SLAB 10'-0" CONCRETE APPROACH SLAB 28'-0" CLEAR ROADWAY 60° CROSSING TWO WAY TANGENT							
STANDARD PLAN							

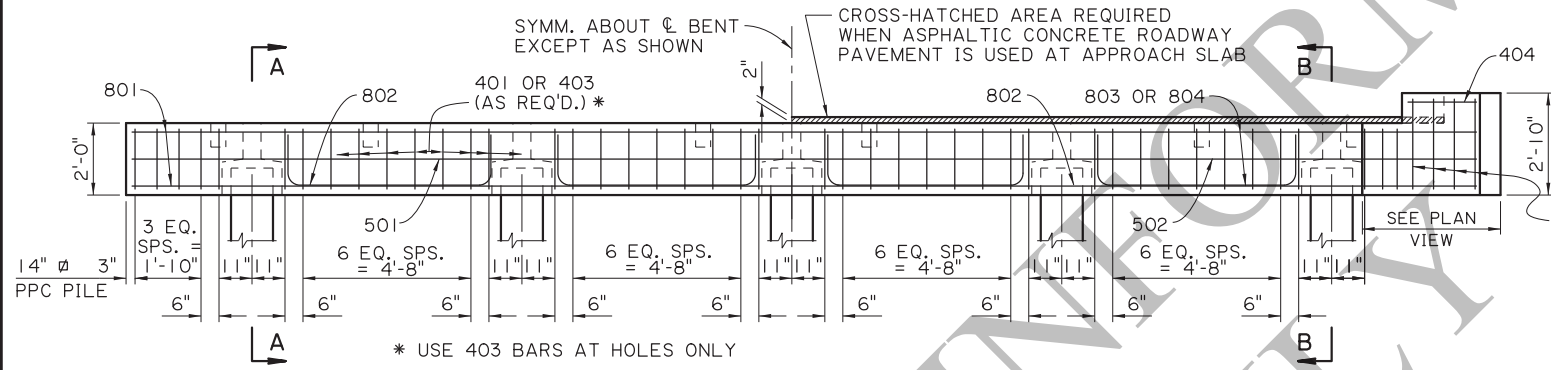
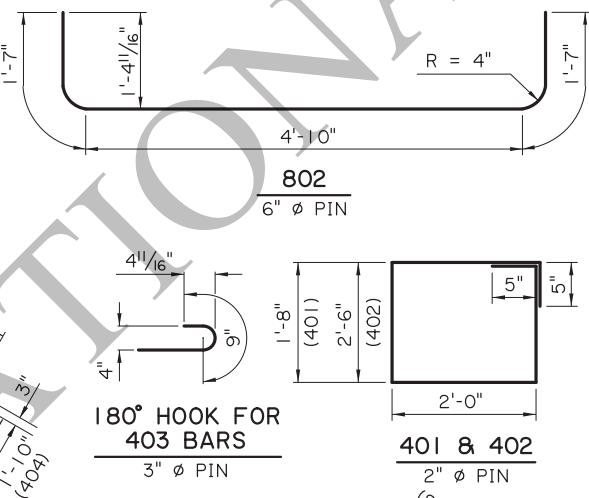


PLAN - INTERMEDIATE BENT
SCALE: 3/8" = 1'-0"

AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	2.469	---
HL-93 (OPR)	3.201	---
LADV-11 (INV)	1.899	MAGNIFICATION FACTOR = 1.3

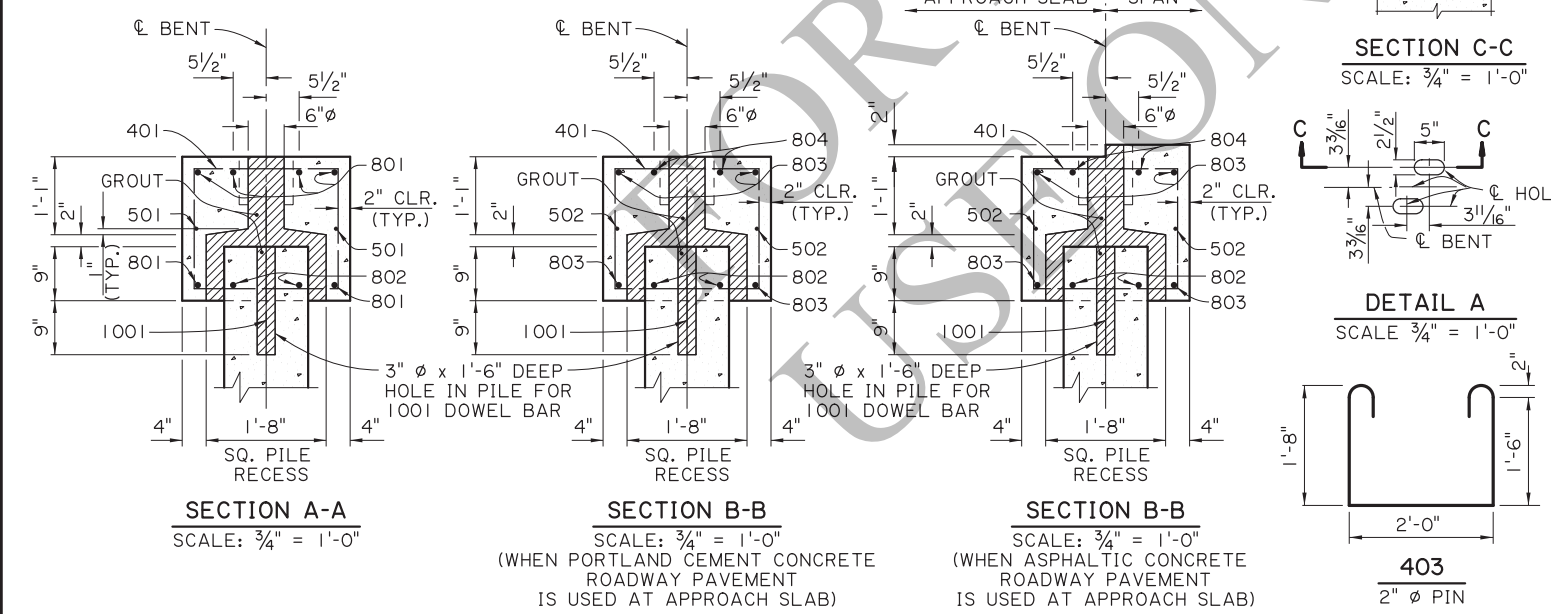


PLAN - END BENT
SCALE: 3/8" = 1'-0"



HALF ELEVATION - INTERMEDIATE BENT
SCALE: 3/8" = 1'-0"

HALF ELEVATION - END BENT
SCALE: 3/8" = 1'-0"



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

SECTION B-B
SCALE: 3/4" = 1'-0"
(WHEN PORTLAND CEMENT CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB)

SECTION B-B
SCALE: 3/4" = 1'-0"
(WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB)

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

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

403
2" Ø PIN

ESTIMATED QUANTITIES (ONE INTER. BENT)

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
1001	5	2'-4"	11'-8"	DOWELS IN PILES
TOTAL NO. 10 BARS = 11'-8" = 50 LBS.				
801	6	36'-8"	220'-0"	LONGIT. IN CAP
802	8	8'-0"	64'-0"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 284'-0" = 758 LBS.				
501	2	36'-8"	73'-4"	LONGIT. IN CAP
401	40	8'-2"	326'-8"	STIRRUPS IN CAP
403	6	6'-6"	39'-0"	STIRRUPS IN CAP
TOTAL NO. 4 BARS = 365'-8" = 244 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1,128 LBS.				
TOTAL CLASS PI CONCRETE = 5.84 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 18 TONS				
SERVICE LIVE LOAD = 31 TONS				
FACTORED TOTAL LOAD = 68 TONS				
TOTAL GROUT FOR PILE RECESSES = 0.36 CU. YDS.				

ESTIMATED QUANTITIES (ONE END BENT)

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
1001	5	2'-4"	11'-8"	DOWELS IN PILES
TOTAL NO. 10 BARS = 11'-8" = 50 LBS.				
802	8	8'-0"	64'-0"	LONGIT. IN CAP BTW. PILES
803	4	40'-1"	160'-4"	LONGIT. IN CAP
804	2	40'-1"	80'-2"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 304'-6" = 813 LBS.				
502	2	40'-1"	80'-2"	LONGIT. IN CAP
401	38	8'-2"	310'-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 = 445'-4" = 297 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1,244 LBS.				
TOTAL CLASS PI CONCRETE = 6.81 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 18 TONS				
SERVICE LIVE LOAD = 31 TONS				
FACTORED TOTAL LOAD = 68 TONS				
TOTAL GROUT FOR PILE RECESSES = 0.36 CU. YDS.				

⊗ ADD 0.26 CU. YDS. OF CLASS PI 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 PI. STEEL SIDE FORMS AND STEEL OR CONCRETE BOTTOM FORMS SHALL BE USED FOR PRECAST COMPONENTS. EXPOSED EDGES SHALL HAVE A 3/4" 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 SURFACE 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: _____

DATE: 12/10/2025

APPROVED BY CHIEF ENGINEER: _____

DESIGN: J. NAKHLEH
CHECK: B. DELATTE

CONTROL SECTION: _____
CHECK: D. HYMEL

STATE PROJECT: _____
REVIEW: J. NAKHLEH

SERIES: 5 OF 11

REVISION OR CHANGE ORDER DESCRIPTION: _____

BY: _____

DATE: _____

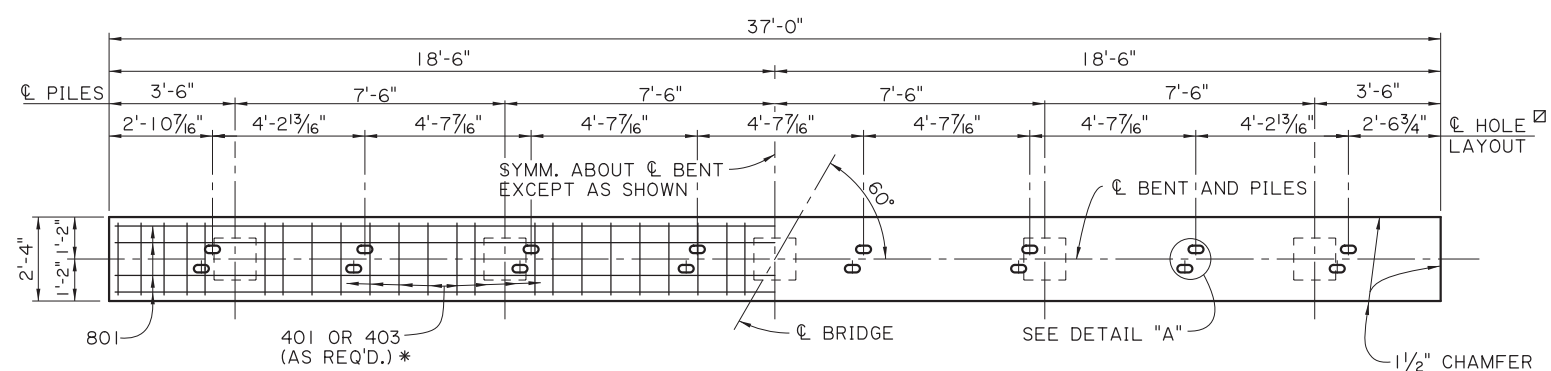
STATE OF LOUISIANA
TRANSPORTATION & INFRASTRUCTURE

ALTERNATE BENTS
PRECAST CONCRETE BENT

28'-0" CLEAR ROADWAY
60' CROSSING TWO WAY TANGENT

PSS-60-28-20SL

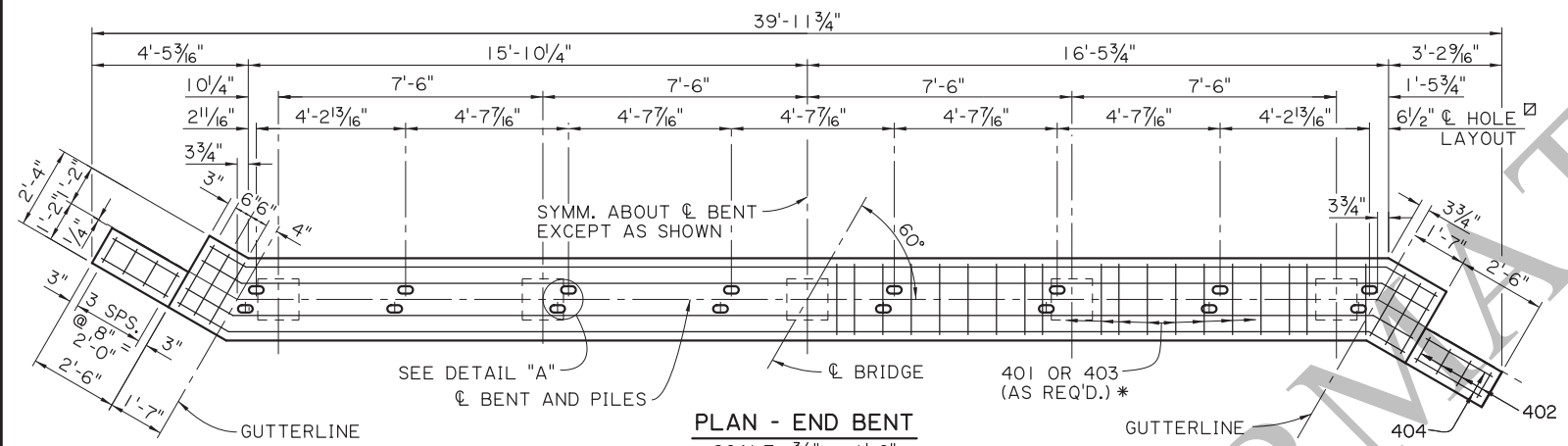
STANDARD PLAN



PLAN - INTERMEDIATE BENT

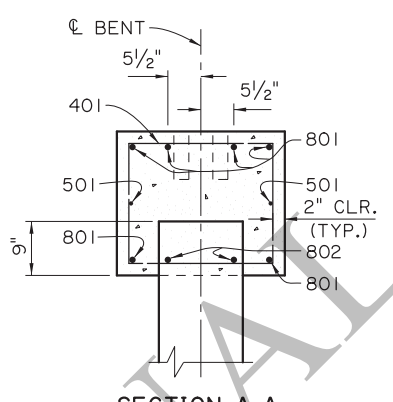
SCALE: 3/8" = 1'-0"

HOLES ARE OPTIONAL AT EXPANSION ENDS.



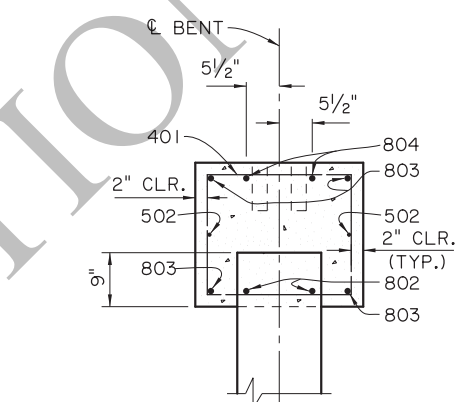
PLAN - END BENT

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



SECTION A-A

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



SECTION B-B

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

(WHEN PORTLAND CEMENT CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB)

ESTIMATED QUANTITIES (ONE INTER. BENT)

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	36'-8"	LONGIT. IN CAP
802	8	66'-8"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 286'-8"			= 765 LBS.
501	2	36'-8"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 73'-4"			= 76 LBS.
401	38	8'-2"	STIRRUPS IN CAP
403	8	6'-6"	STIRRUPS IN CAP
TOTAL NO. 4 BARS = 362'-4"			= 242 LBS.
TOTAL DEFORMED REINFORCING STEEL = 1,083 LBS.			
TOTAL CLASS A1 CONCRETE = 6.15 CU. YDS.			
MAX. PILE LOAD: SERVICE DEAD LOAD = 18 TONS			
SERVICE LIVE LOAD = 31 TONS			
FACTORED TOTAL LOAD = 68 TONS			

16" ϕ PPC PILES USED FOR ESTIMATING PURPOSES ONLY. (ADD 0.06 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN 14" ϕ PPC PILES ARE USED.)

ESTIMATED QUANTITIES (ONE END BENT)

BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
802	8	8'-4"	LONGIT. IN CAP BTW. PILES
803	4	35'-1"	LONGIT. IN CAP
804	2	35'-2"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 277'-4"			= 740 LBS.
502	2	35'-1"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 70'-2"			= 73 LBS.
401	36	8'-2"	STIRRUPS IN CAP
402	8	7'-6"	STIRRUPS IN WINGWALL
403	8	6'-6"	STIRRUPS IN CAP
404	4	2'-2"	LONGIT. IN WINGWALL
405	12	3'-11"	47'-0"
TOTAL NO. 4 BARS = 461'-8"			= 308 LBS.
TOTAL DEFORMED REINFORCING STEEL = 1,121 LBS.			
TOTAL CLASS A1 CONCRETE = 6.49 CU. YDS.			
MAX. PILE LOAD: SERVICE DEAD LOAD = 18 TONS			
SERVICE LIVE LOAD = 31 TONS			
FACTORED TOTAL LOAD = 68 TONS			

16" ϕ PPC PILES USED FOR ESTIMATING PURPOSES ONLY. (ADD 0.06 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN 14" ϕ PPC PILES ARE USED.) ADD 0.26 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB.

ALTERNATE BENT NOTES:

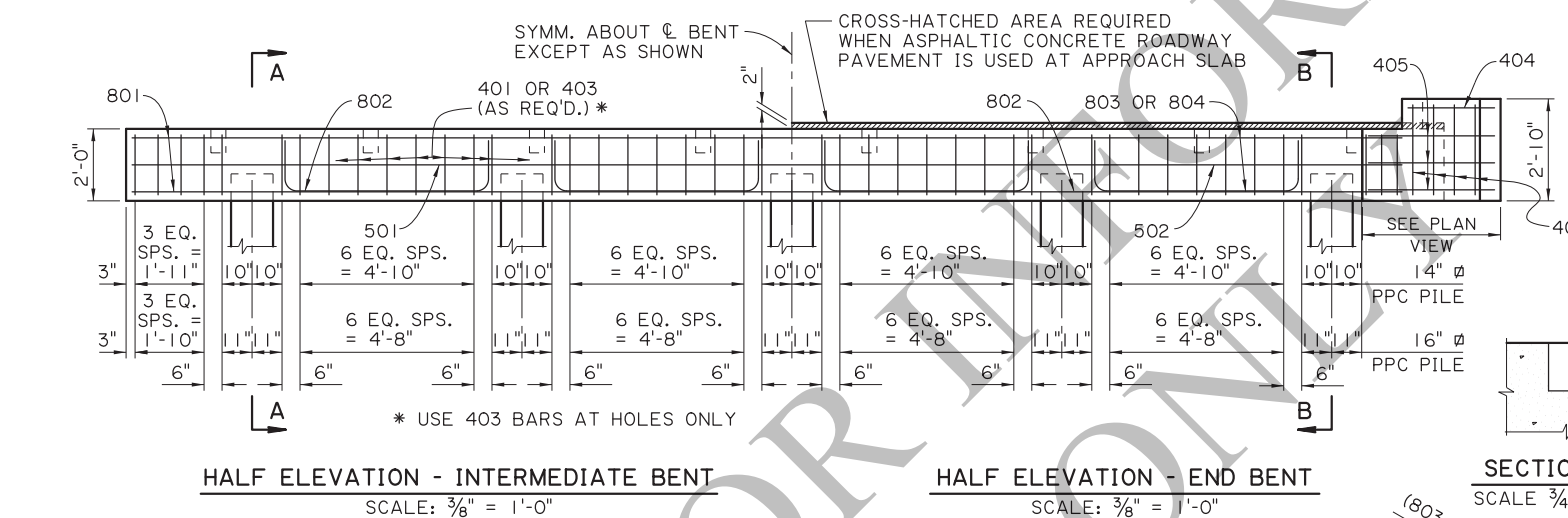
DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, WITH 2008 & 2009 INTERIMS.
DESIGN LOAD: LIVE LOAD IS HL-93, AND LADV-11 (LOUISIANA DESIGN VEHICLE LIVE LOAD 2011).

STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER UNLESS SPECIFIED OTHERWISE. ALL EXPOSED FACES OF WINGWALLS AND ENDS OF CAPS SHALL RECEIVE A SURFACE FINISH AS PER THE SPECIFICATIONS.

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.



HALF ELEVATION - INTERMEDIATE BENT

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

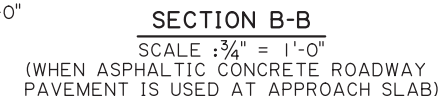
HALF ELEVATION - END BENT

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

SECTION C-C

SCALE 3/4" = 1'-0"

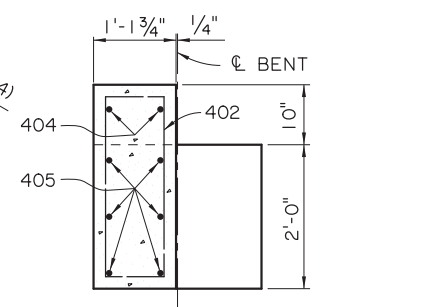
(WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB)



SECTION B-B

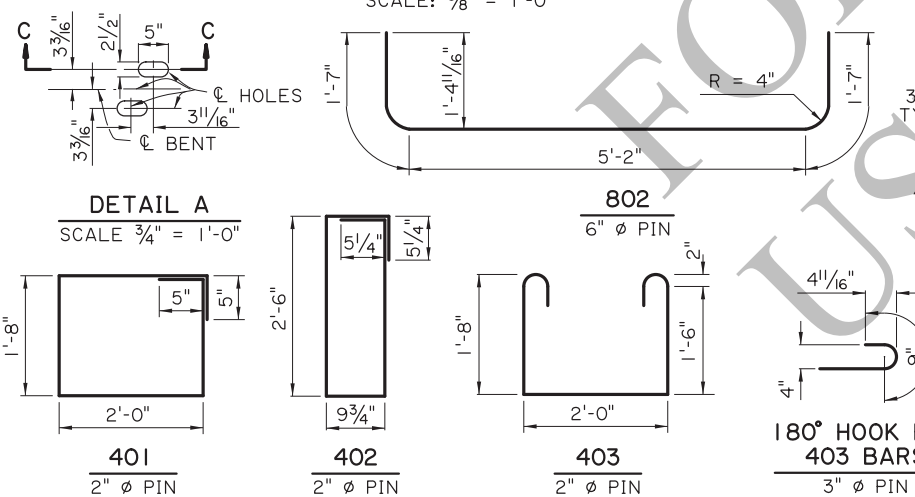
SCALE: 3/4" = 1'-0"

(WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB)



END ELEVATION

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



AS-DESIGNED RATING

VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	2.007	
HL-93 (OPR)	2.602	
LADV-11 (INV)	1.544	MAGNIFICATION FACTOR = 1.3

SHEET NUMBER

PARISH

DESIGN BY: J. NAKHLEH

CHECK BY: B. DELATTE

CONTROL SECTION

STATE PROJECT

DATE: 12/01/2025

REVISION OR CHANGE ORDER DESCRIPTION

NO.

DATE

STATE OF LOUISIANA

ALTERNATE BENTS

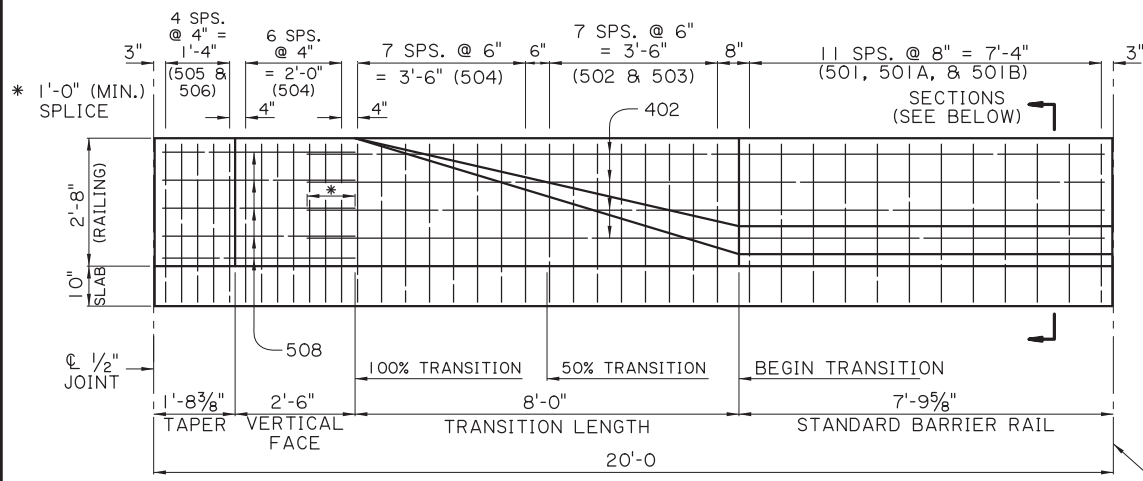
CAST-IN-PLACE CONCRETE BENTS

28'-0" CLEAR ROADWAY

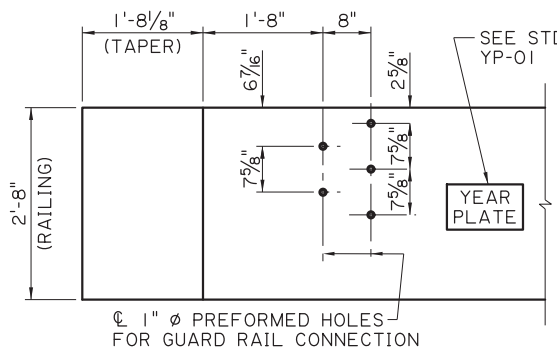
60° CROSSING TWO WAY TANGENT

PSS-60-28-20SL

STANDARD PLAN

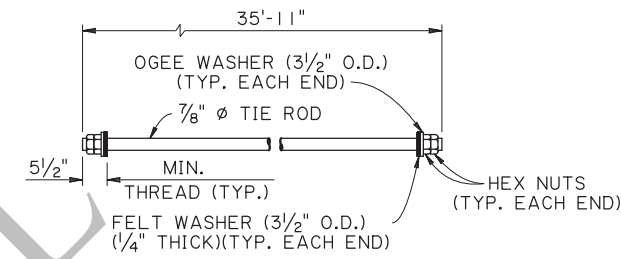


BARRIER RAILING TRANSITION ELEVATION
(SHOWING BARRIER RAILING AT END OF BRIDGE)
SCALE: 1/2" = 1'-0"

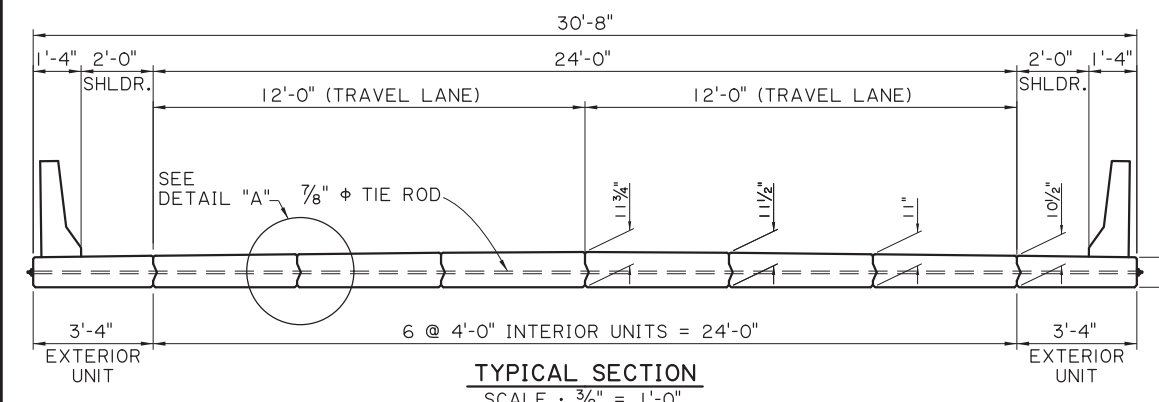


GUARD RAIL CONNECTION DETAIL
CONFORM TO GUARD RAIL STANDARD PLANS
SCALE: 3/4" = 1'-0"

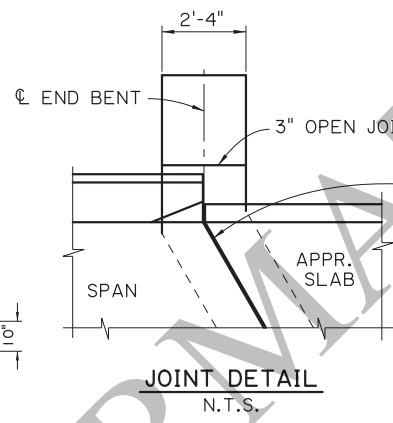
NOTE:
THE NUTS & WASHERS FOR THE TIE ROD SHALL BE ZINC COATED AND THE EXPOSED ENDS TO THE TIE RODS SHALL BE PAINTED WITH AN APPROVED COATING. AS A FINAL OPERATION THE CONTRACTOR SHALL BE REQUIRED TO TORQUE THE INSTALLED TIE ROD TO 170 FT. LBS. JUST PRIOR TO PAINTING. ALL EXPOSED ENDS SHALL BE PAINTED 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.



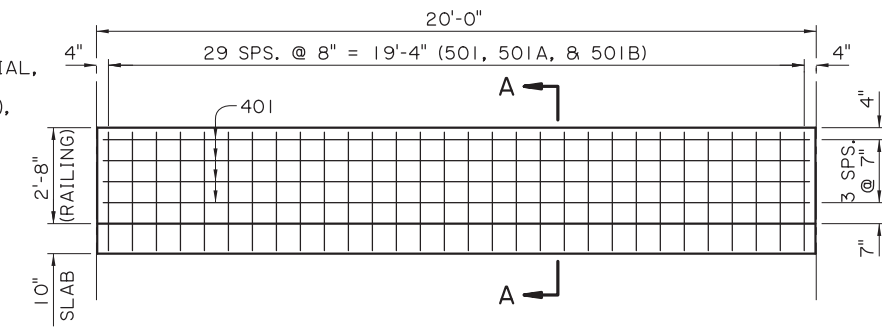
DETAILS OF TIE ROD



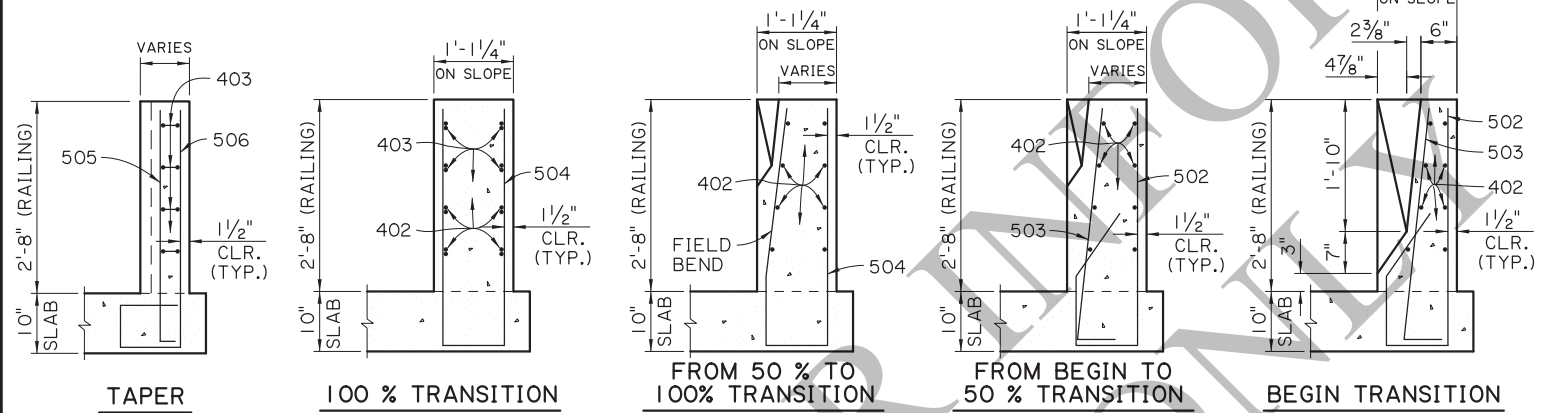
TYPICAL SECTION
SCALE: 3/8" = 1'-0"



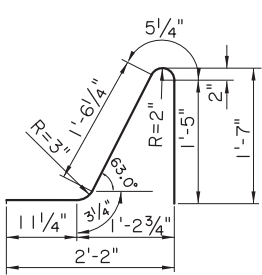
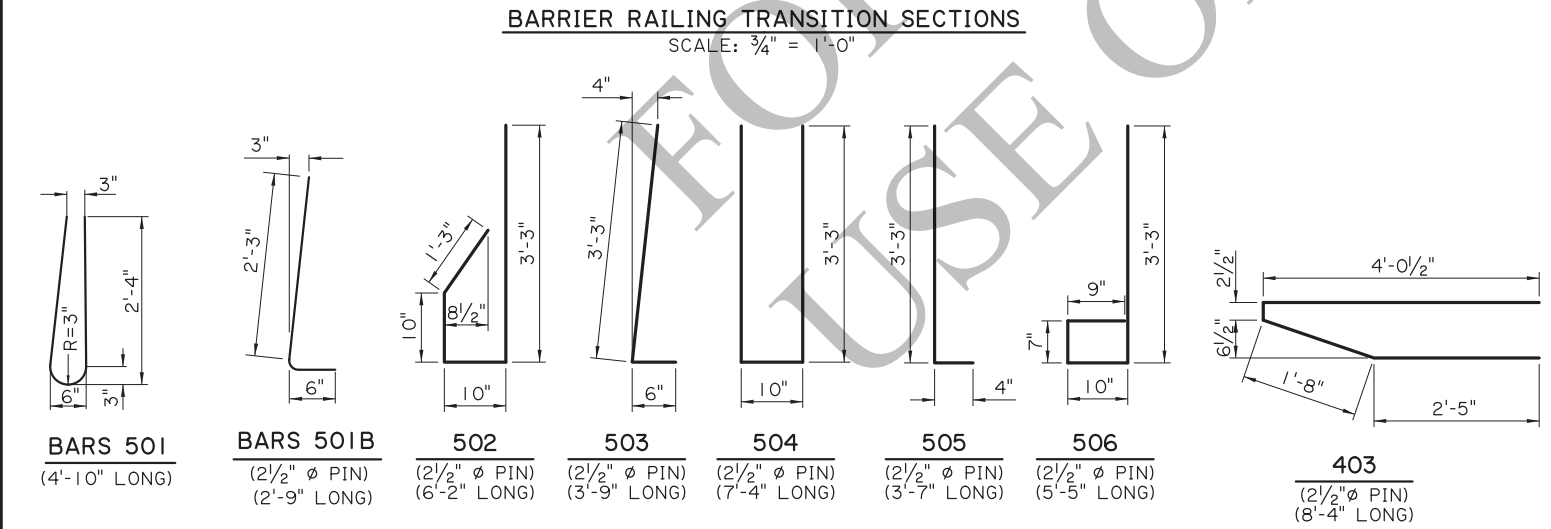
JOINT DETAIL
N.T.S.



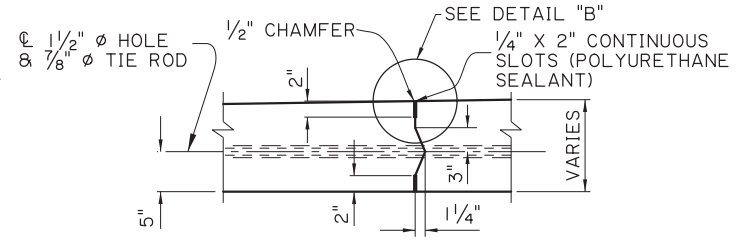
STANDARD BARRIER RAILING ELEVATION
(SHOWING BARRIER RAILING ALONG BRIDGE END)
SCALE: 3/8" = 1'-0"



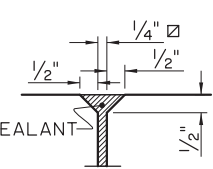
BARRIER RAILING TRANSITION SECTIONS
SCALE: 3/4" = 1'-0"



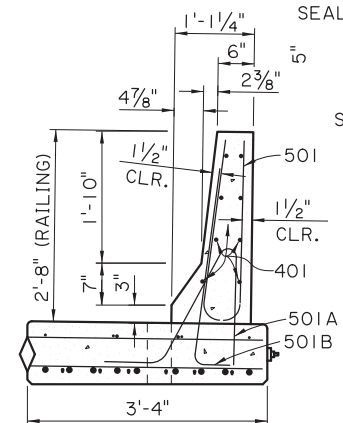
BARS 501A
(4'-7" LONG)



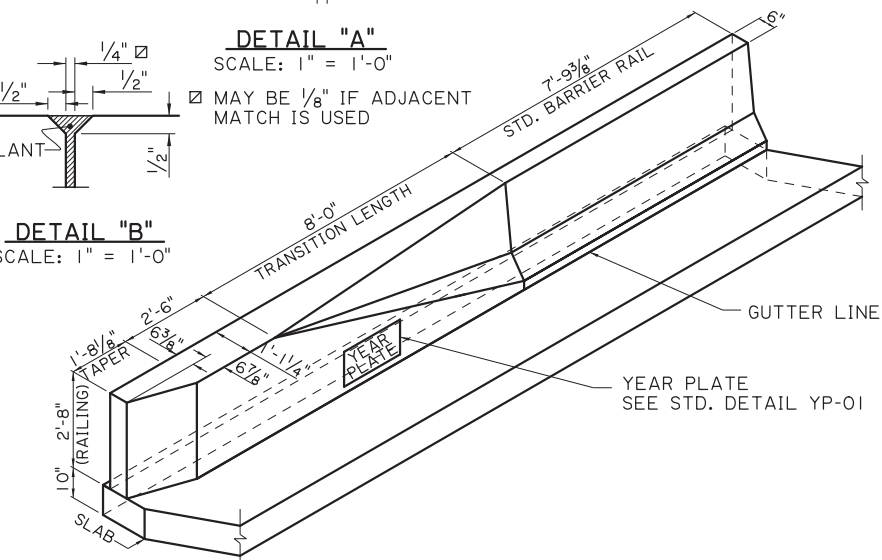
DETAIL "A"
SCALE: 1" = 1'-0"



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

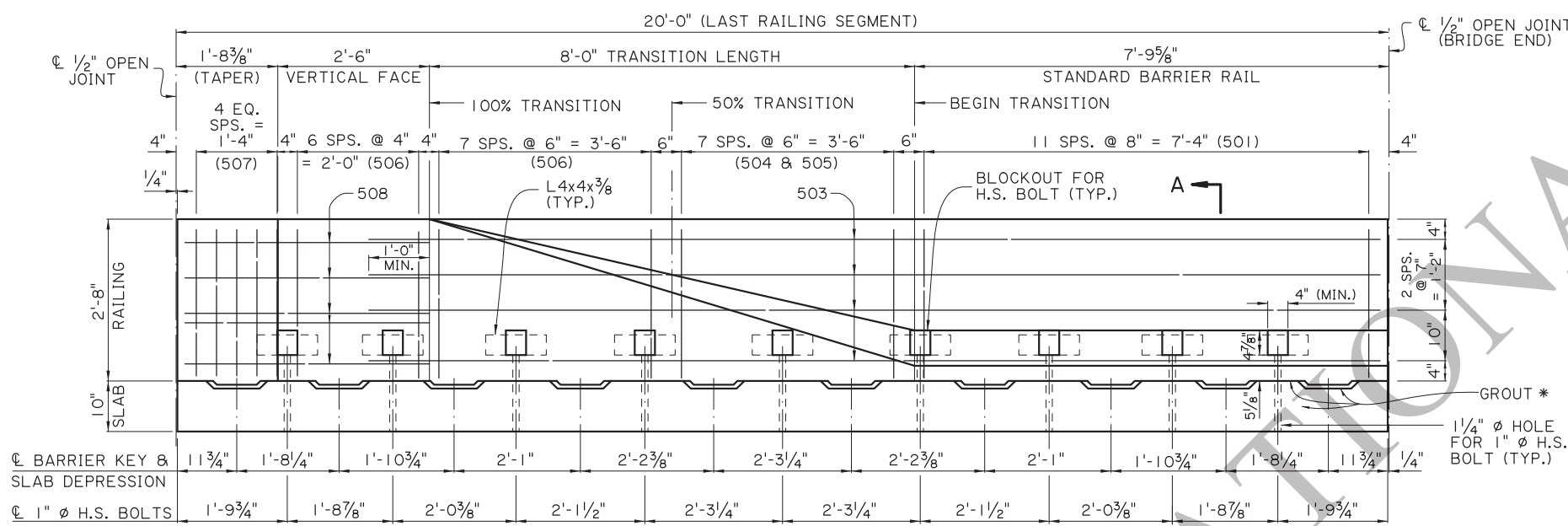


SECTION A-A
SCALE: 3/4" = 1'-0"



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

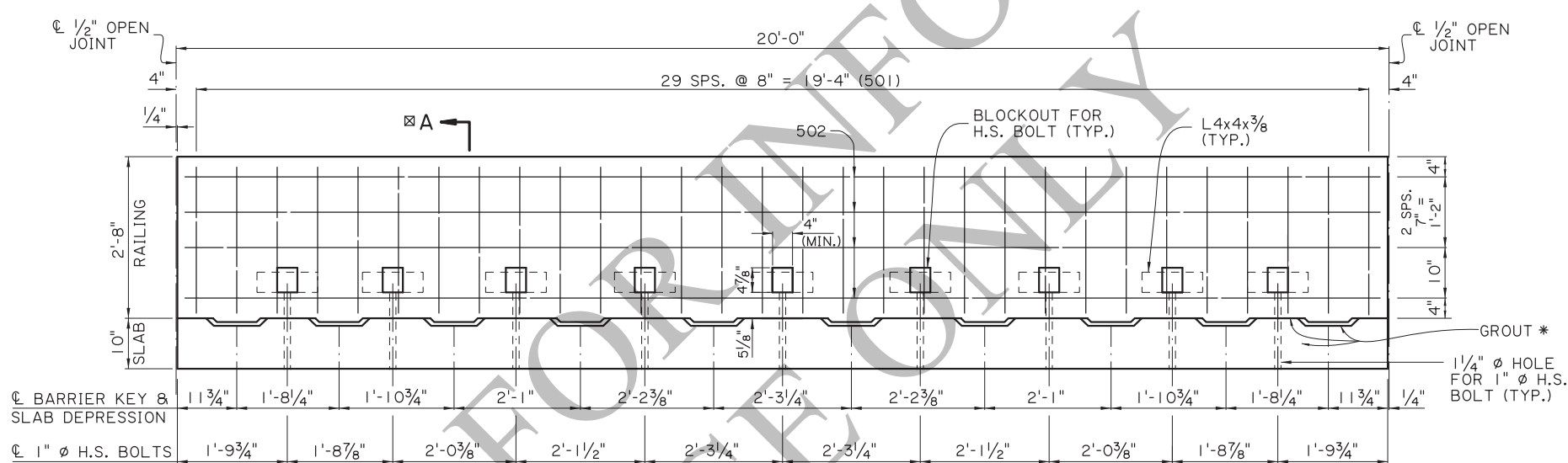
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN CHECK	B. DELATTE	PARISH	J. NAKHLEH	CONTROL SECTION	D. HYMEL	STATE PROJECT	J. NAKHLEH
REVIEW		REVISION OR CHANGE ORDER DESCRIPTION		NO.	DATE	BY	
APPROVED BY CHIEF ENGINEER:		DATE: 12/10/2025		SERIES # 7 OF 11			
ALTERNATE SPAN (1 OF 4)		20'-0" PRECAST CONC. SLAB SPAN		28'-0" CLEAR ROADWAY		60' CROSSING TWO WAY TANGENT	
DOT		LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT		STANDARD PLAN		PSS-60-28-20SL	



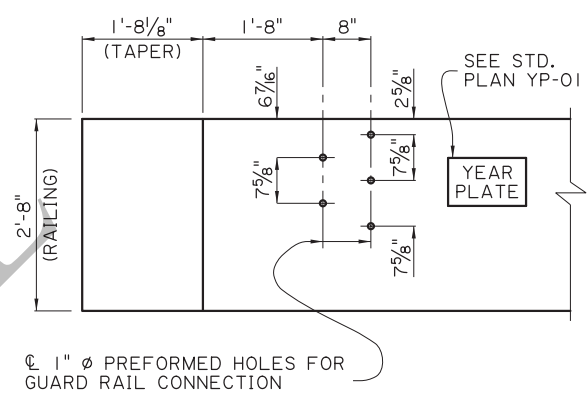
PRECAST BARRIER RAILING TRANSITION ELEVATION
 (SHOWING BARRIER RAILING AT END OF BRIDGE)
 SCALE: 3/4" = 1'-0"

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

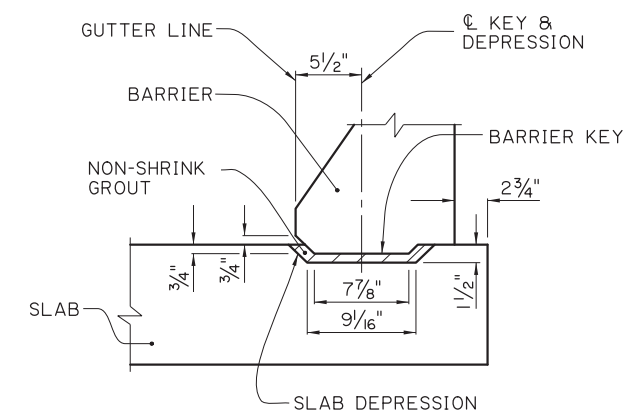
* PLACE OR INJECT NON-SHRINK GROUT AS REQUIRED IN BETWEEN SLAB DEPRESSIONS TO FILL ALL VOIDS AND GAPS FOR FULL EVEN BEARING OF THE BARRIER ON THE SLAB. SEE NOTE 3, SHEET 9 OF 11.



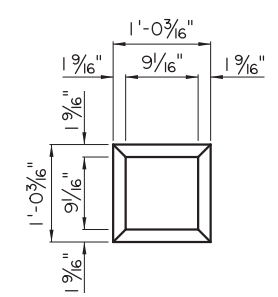
STANDARD PRECAST BARRIER RAILING ELEVATION
 (SHOWING BARRIER RAILING ALONG BRIDGE SLAB)
 SCALE: 3/4" = 1'-0"



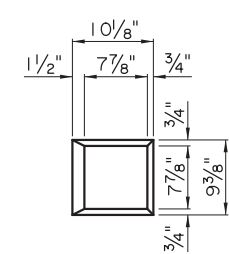
GUARD RAIL CONNECTION DETAIL
 CONFORM TO GUARD RAIL STANDARD PLANS
 SCALE: 3/4" = 1'-0"



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



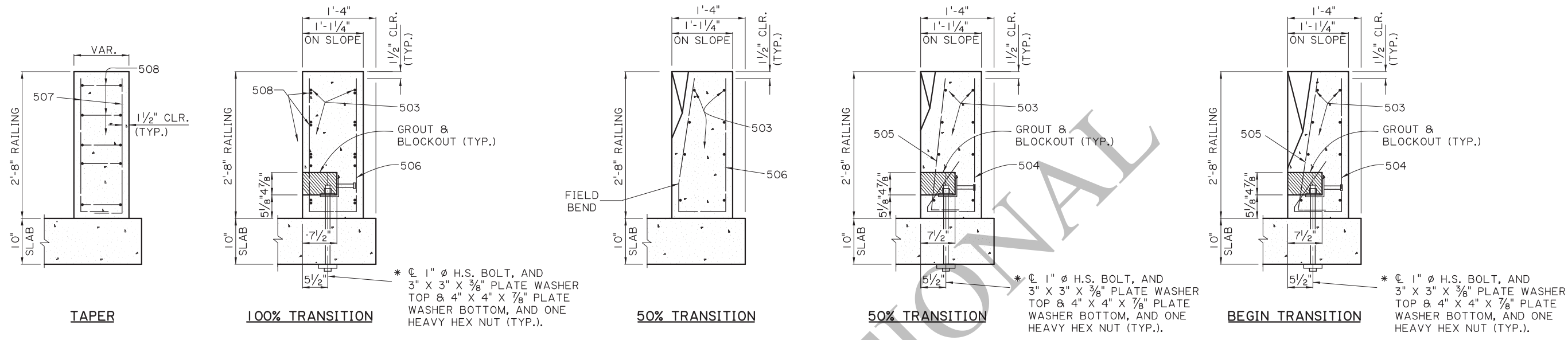
PLAN-DEPRESSION
 SCALE: 1" = 1'-0"



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

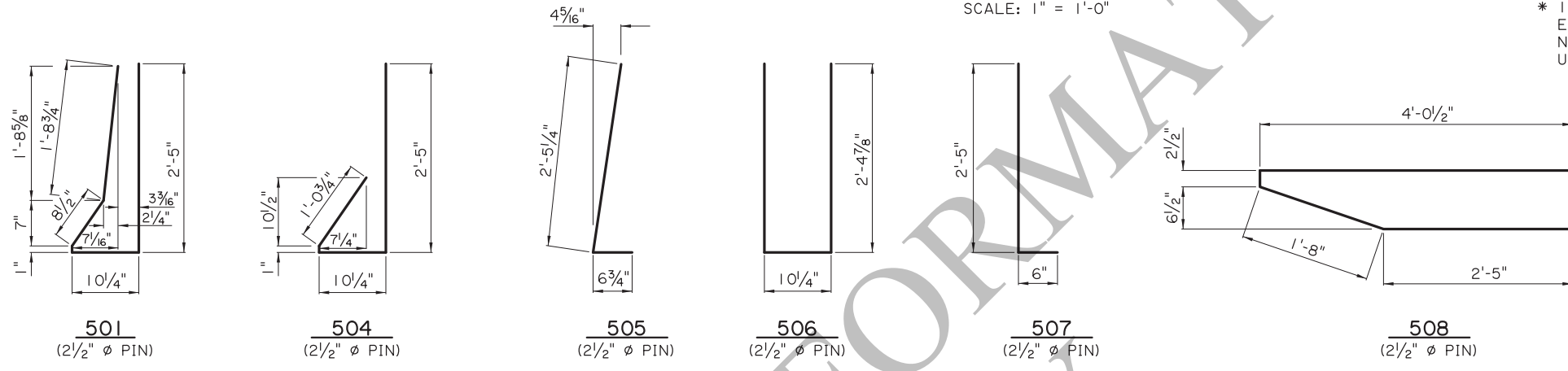
BARRIER KEY AND PANEL DEPRESSION DETAILS

SHEET NUMBER		PARISH		STATE PROJECT	
DESIGN	B. DELATTE	CHECK	J. NAKHLEH	CONTROL SECTION	
DETAIL	D. HYMEL	CHECK	J. NAKHLEH	REVIEW	
APPROVED BY CHIEF ENGINEER:		DATE: 12/10/2025		BY	
REVISION OR CHANGE ORDER DESCRIPTION		NO.		DATE	
ALTERNATE SPAN (2 OF 4) 20'-0" PRECAST CONC. BARRIER 28'-0" CLEAR ROADWAY 60' CROSSING TWO WAY TANGENT		STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE		PSS-60-28-20SL STANDARD PLAN	



BARRIER RAILING TRANSITION SECTIONS

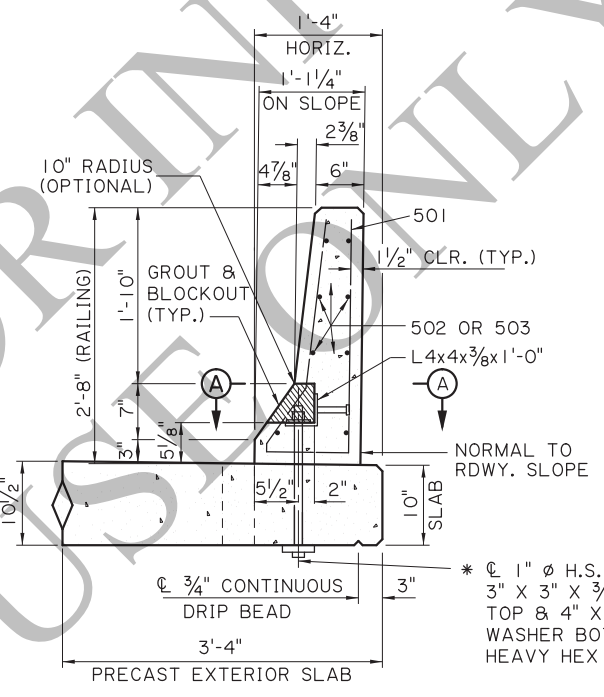
SCALE: 1" = 1'-0"



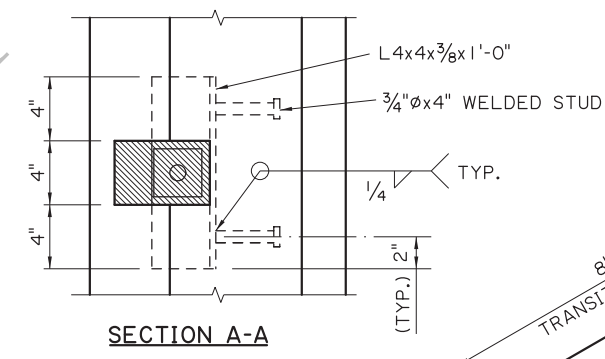
* 1" Ø THREADED STUD OF EQUAL STRENGTH, WITH 2 NUTS & 2 WASHERS, MAY BE USED IN LIEU OF H.S. BOLTS.

NOTES:

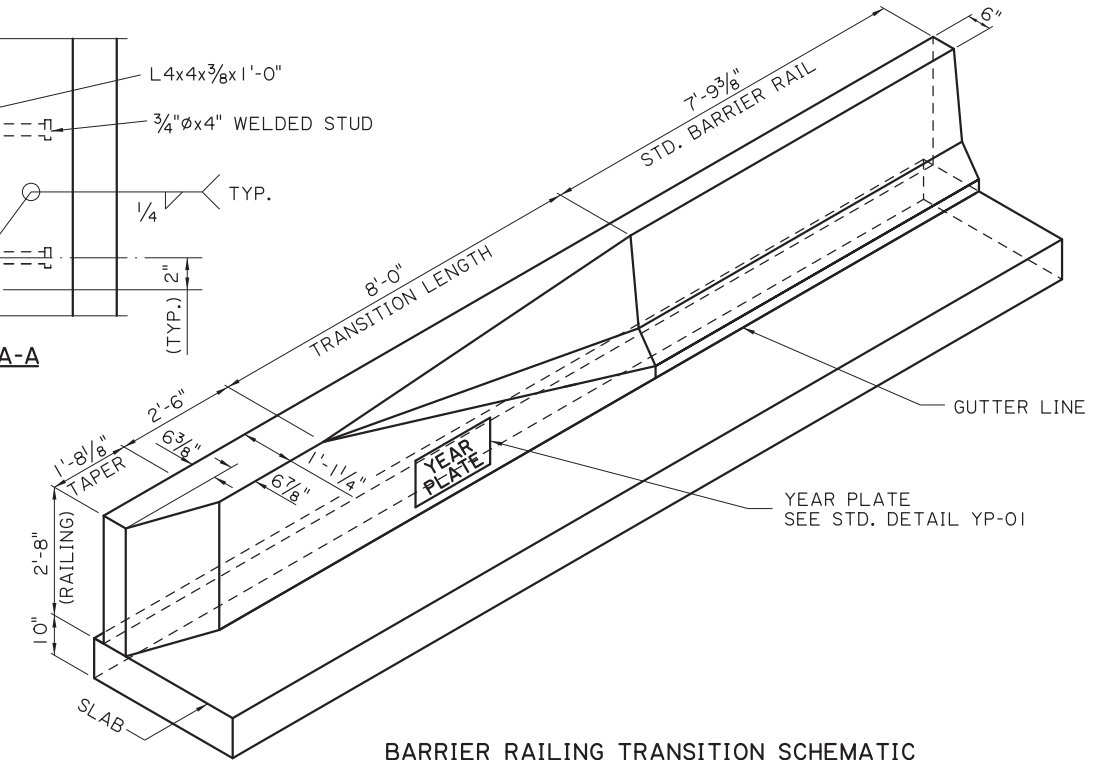
- 1) ALL BARRIER RAIL SURFACES ARE TO RECEIVE A CLASS 3 SPECIAL SURFACE FINISH.
- 2) ALL SURFACES OF THE BLOCKOUTS EXCEPT THE BOTTOM MAY BE TAPERED AND ALL CORNERS MAY BE ROUNDED TO A RADIUS TO ALLOW FOR EASY REMOVAL OF PLUGS OR FORMS. AFTER PLACING AND TIGHTENING THE ANCHOR BOLTS, THE BLOCKOUTS SHALL 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" 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).



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

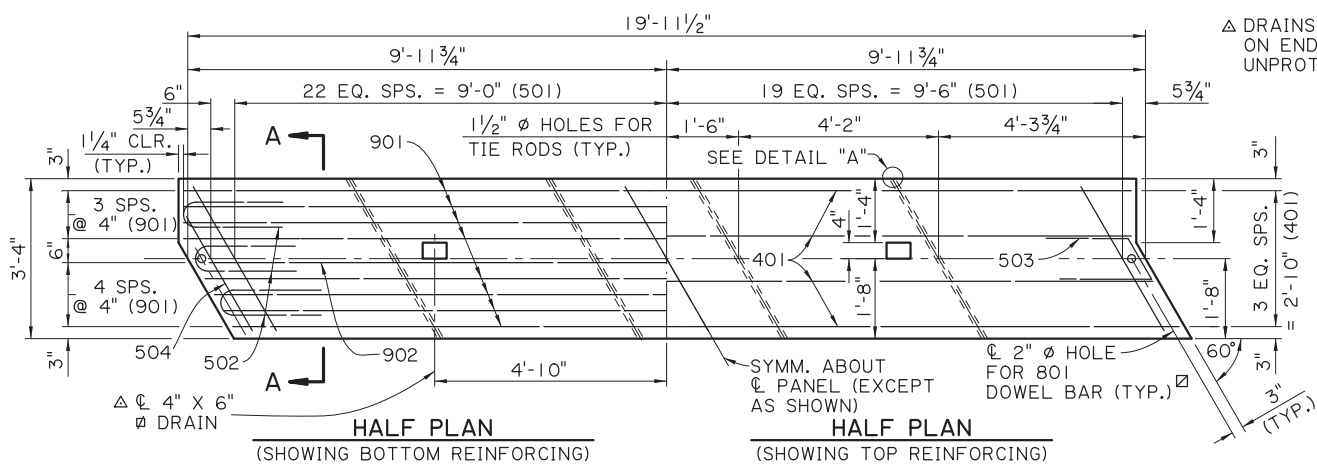


SECTION A-A

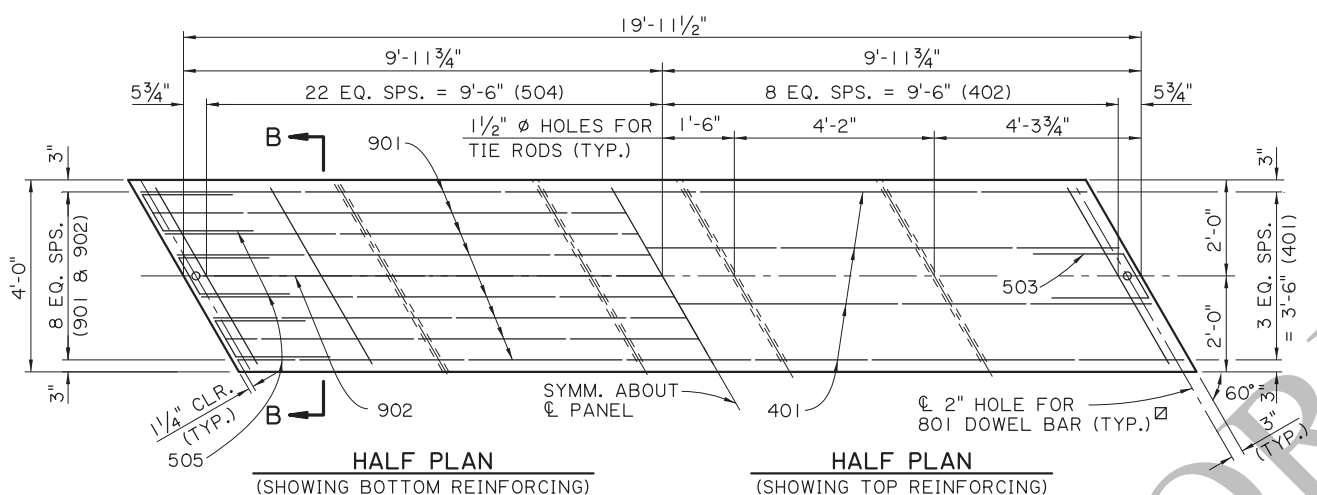


BARRIER RAILING TRANSITION SCHEMATIC
SCALE: 1/2" = 1'-0"

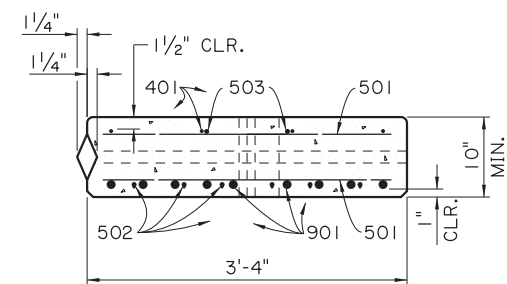
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN CHECK	B. DELATTE	J. NAKHLEH	CONTROL SECTION	STATE PROJECT			
DETAIL CHECK	D. HYMEL	J. NAKHLEH	REVIEW	SERIES #	9 OF 11		
APPROVED BY CHIEF ENGINEER:				DATE:		12/10/2025	
REVISION OR CHANGE ORDER DESCRIPTION							
NO. DATE							
ALTERNATE SPAN (3 OF 4) 20'-0" PRECAST CONC. BARRIER 28'-0" CLEAR ROADWAY 60' CROSSING TWO WAY TANGENT							
STANDARD PLAN PSS-60-28-20SL							



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

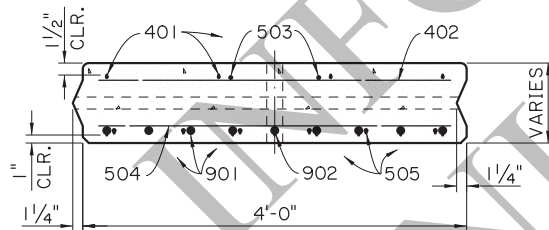


INTERIOR UNIT SCALE 1/2" = 1'-0"

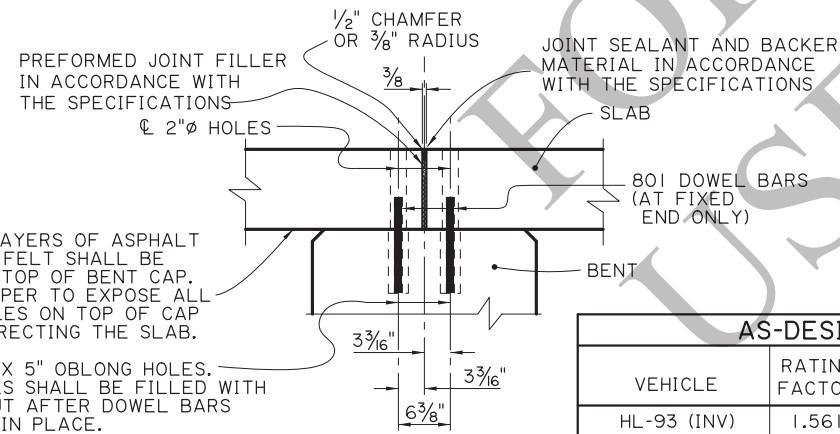


SECTION A-A EXTERIOR UNIT SCALE 1" = 1'-0"

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"



TYPICAL JOINT DETAIL 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.

AS-DESIGNED RATING

VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.561	—
HL-93 (OPR)	2.023	—
LADV-11 (INV)	1.200	MAGNIFICATION FACTOR = 1.3

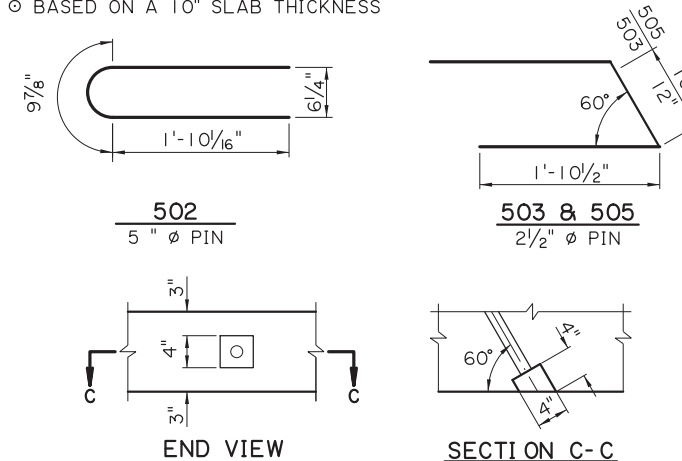
ESTIMATED QUANTITIES (ONE EXTERIOR UNIT)

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 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'-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 P1 CONCRETE = 2.46 CU. YDS.			

BASED ON A 10" SLAB THICKNESS



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

SHEET NUMBER

DESIGN: J. NAKHLEH, B. DELATTE, D. HYMEL, J. NAKHLEH

CHECK: J. NAKHLEH, D. HYMEL, J. NAKHLEH

APPROVED BY CHIEF ENGINEER: [Signature]

DATE: 12/01/2025

REVISION OR CHANGE ORDER DESCRIPTION

NO. DATE

STATE OF LOUISIANA

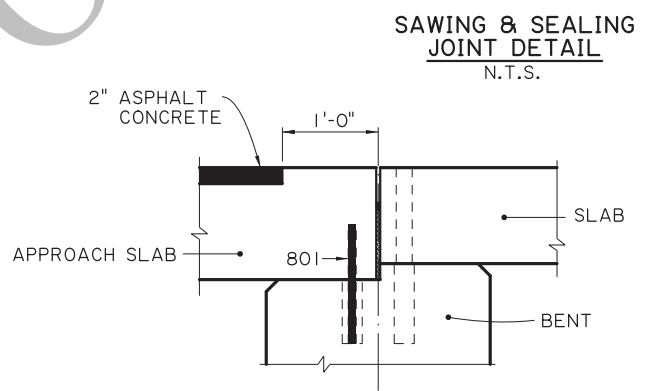
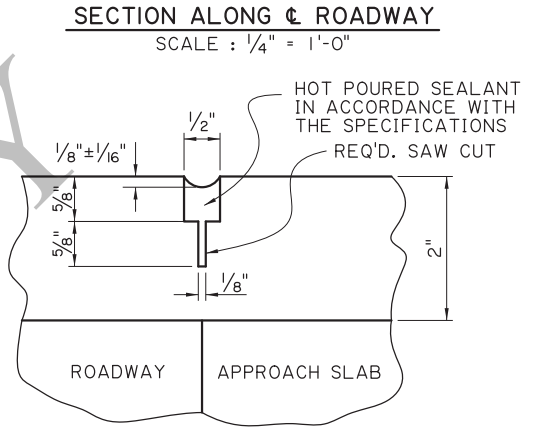
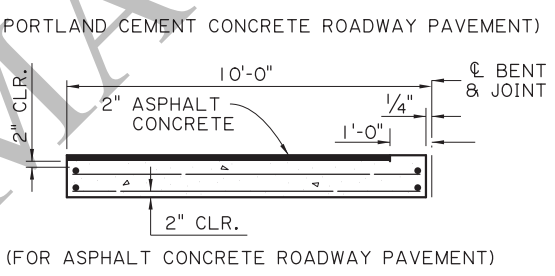
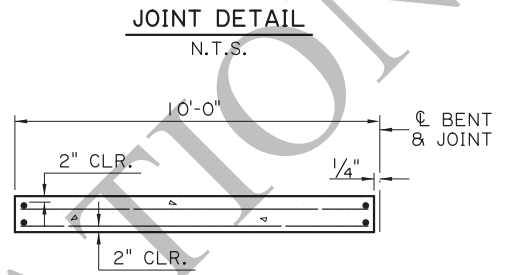
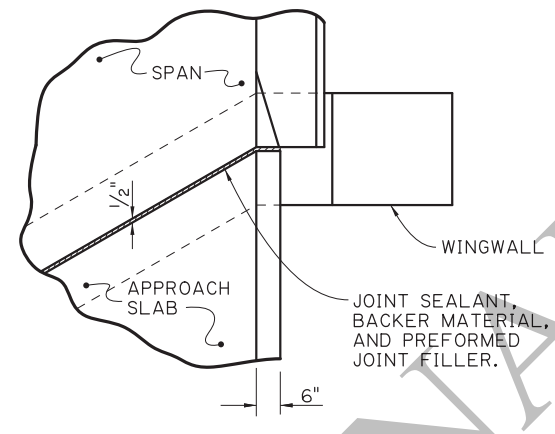
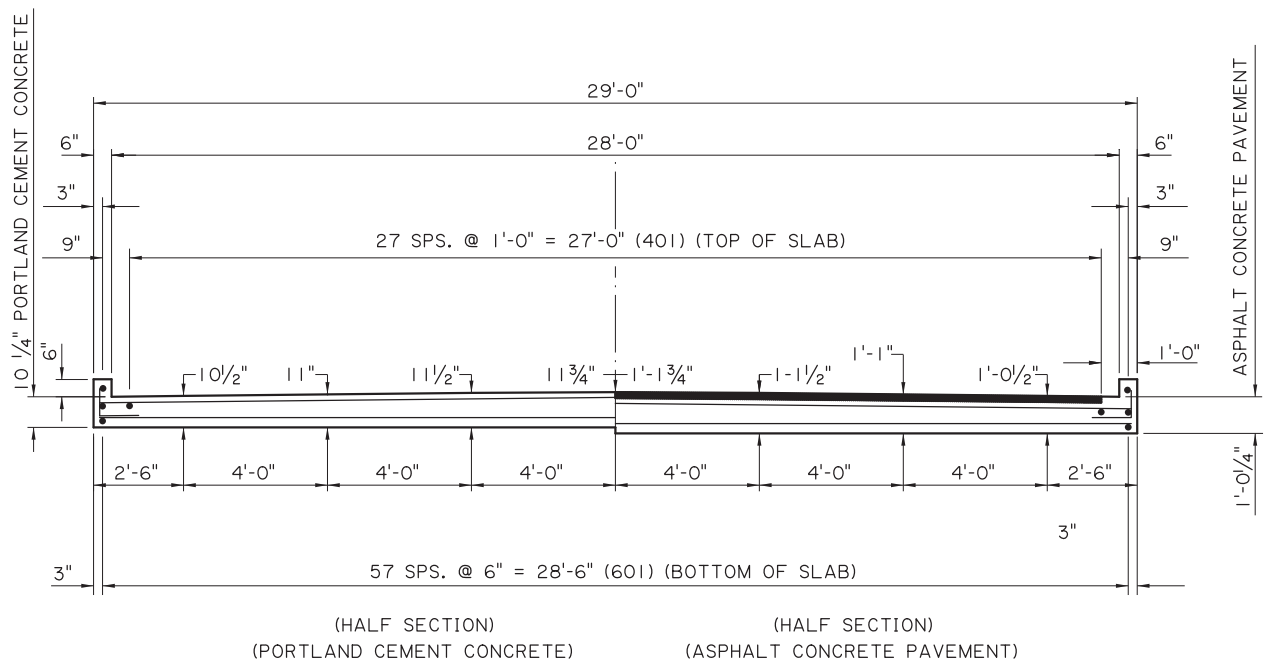
ALTERNATE SPAN (4 OF 4) DRAWING TYPE

28'-0" CLEAR ROADWAY CROSSING TWO WAY TANGENT

PSS-60-28-20SL

STANDARD PLAN

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



ESTIMATED QUANTITIES (ONE SLAB)				
BAR NO.	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	8	1'-2"	9'-4"	DOWELS
TOTAL NO. 8 BARS = 9'-4" = 25 LBS.				
601	58	9'-6"	551'-0"	LONGIT. BOT. OF SLAB
602	2	32'-10"	65'-8"	TRANSV. BOT. OF SLAB
603	18	33'-1"	595'-6"	TRANSV. BOT. OF SLAB
TOTAL NO. 6 BARS = 1,212'-2" = 1,821 LBS.				
401	32	9'-7"	306'-8"	LONGIT. TOP OF SLAB & CURB
402	2	32'-10"	65'-8"	TRANSV. TOP OF SLAB
403	9	33'-1"	297'-9"	TRANSV. TOP OF SLAB
404	14	1'-10"	25'-8"	DOWELS IN CURB
TOTAL NO. 4 BARS = 695'-9" = 465 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 2,311 LBS.				
CONCRETE APPROACH SLAB = 32.22 SQ. YDS.				
ASPHALT CONCRETE = 3.0 TONS				
SAW CUT & SEAL = 31 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.

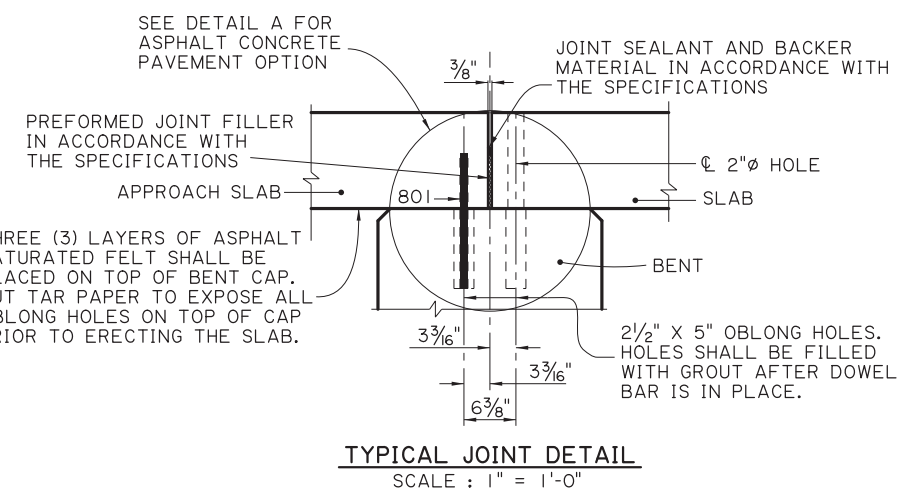
STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER, UNLESS SPECIFIED OTHERWISE.

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 SPECIFIED OTHERWISE.

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.



NOTE: FOR ADDITIONAL JOINT DETAILS SEE SHEET 2 OF 11

SHEET NUMBER

DESIGN: B. DELATTE
CHECK: J. NAKHLEH

PARISH: CONTROL SECTION

DETAIL: D. HYMEL
CHECK: J. NAKHLEH

STATE: PROJECT

APPROVED BY CHIEF ENGINEER:

DATE: 12/10/2025

REVISION OR CHANGE ORDER DESCRIPTION

NO. DATE

STATE OF LOUISIANA

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

28'-0" CLEAR ROADWAY
60° CROSSING TWO WAY TANGENT

PSS-60-2B-20SL

DOT
LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

STANDARD PLAN