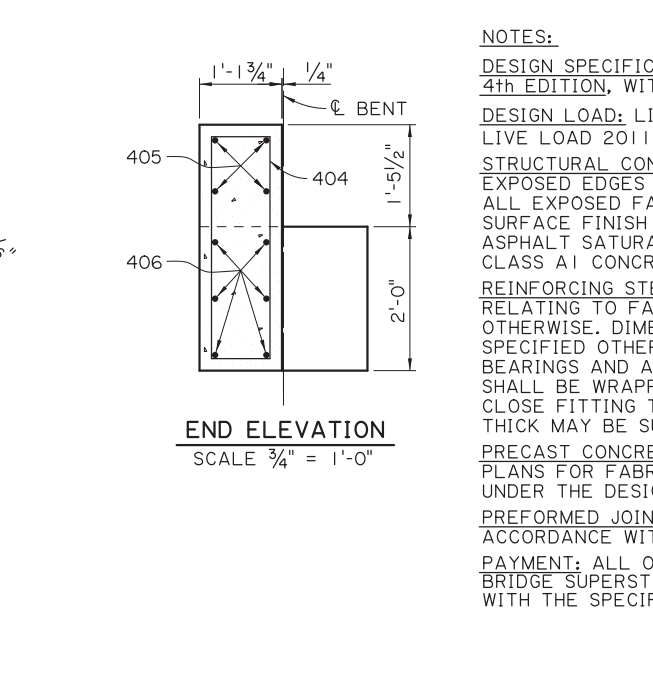
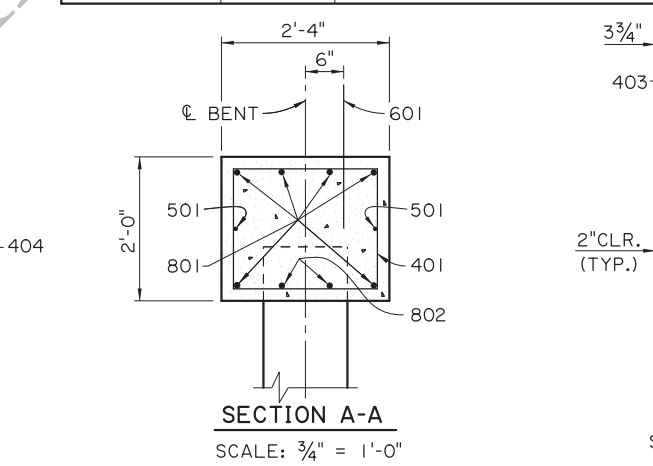


ESTIMATED QUANTITIES (ONE INTER. BENT)				
BAR NO.	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	6	37'-2"	223'-0"	LONGIT. IN CAP
802	8	8'-7"	68'-8"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 291'-8" = 779 LBS.				
601	23	2'-0"	46'-0"	DOWELS
TOTAL NO. 6 BARS = 46'-0" = 69 LBS.				
501	2	37'-2"	74'-4"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 74'-4" = 78 LBS.				
401	46	8'-2"	375'-8"	STIRRUPS IN CAP
402	4	3'-7"	14'-4"	STIRRUPS IN RISER
403	2	2'-9"	5'-6"	LONGIT. IN RISER
TOTAL NO. 4 BARS = 395'-6" = 264 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1,190 LBS.				
CLASS A1 CONCRETE = 6.28 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 24 TONS				
SERVICE LIVE LOAD = 31 TONS				
FACTORED TOTAL LOAD = 75 TONS				
* ADD 69 LBS. OF REINFORCING STEEL (23-601 DOWELS) WHEN TWO FIXED ENDS OCCUR ON THE SAME BENT.				

AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.776	
HL-93 (OPR)	2.290	
LADV-11 (INV)	1.359	MAGNIFICATION FACTOR = 1.3



ESTIMATED QUANTITIES (ONE END BENT)				
BAR NO.	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
802	8	8'-7"	68'-8"	LONGIT. IN CAP
803	4	36'-1"	144'-4"	LONGIT. IN CAP
804	2	36'-1"	72'-2"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 285'-2" = 761 LBS.				
601	23	2'-0"	46'-0"	DOWELS
TOTAL NO. 6 BARS = 46'-0" = 69 LBS.				
502	2	36'-2"	72'-4"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 72'-4" = 75 LBS.				
401	42	8'-2"	343'-0"	STIRRUPS IN CAP
402	4	3'-7"	14'-4"	STIRRUPS IN RISER
403	2	2'-9"	5'-6"	LONGIT. IN RISER
404	8	8'-9"	70'-0"	STIRRUPS IN WINGWALL
405	8	2'-10"	22'-8"	LONGIT. IN WINGWALL
406	12	4'-0"	48'-0"	LONGIT. IN WINGWALL
TOTAL NO. 4 BARS = 503'-6" = 336 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1,241 LBS.				
CLASS A1 CONCRETE = 6.91 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 24 TONS				
SERVICE LIVE LOAD = 31 TONS				
FACTORED TOTAL LOAD = 75 TONS				
* 16" dia PPC PILES USED FOR ESTIMATING PURPOSES ONLY. (ADD 0.03 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN 14" dia PPC PILES ARE USED.)				

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. ASPHALT SATURATED FELT SHALL BE INCLUDED IN THE COST OF CLASS A1 CONCRETE.
 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 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. NAKHLEH

CHECK: H. THOMAS

DETAIL: D. HYMEL

CHECK: J. NAKHLEH

REVIEW: _____

SERIES # | OF | 13

APPROVED BY CHIEF ENGINEER: _____

DATE: 12/10/2025

REVISION OR CHANGE ORDER DESCRIPTION: _____

NO. _____

DATE _____

STATE OF LOUISIANA

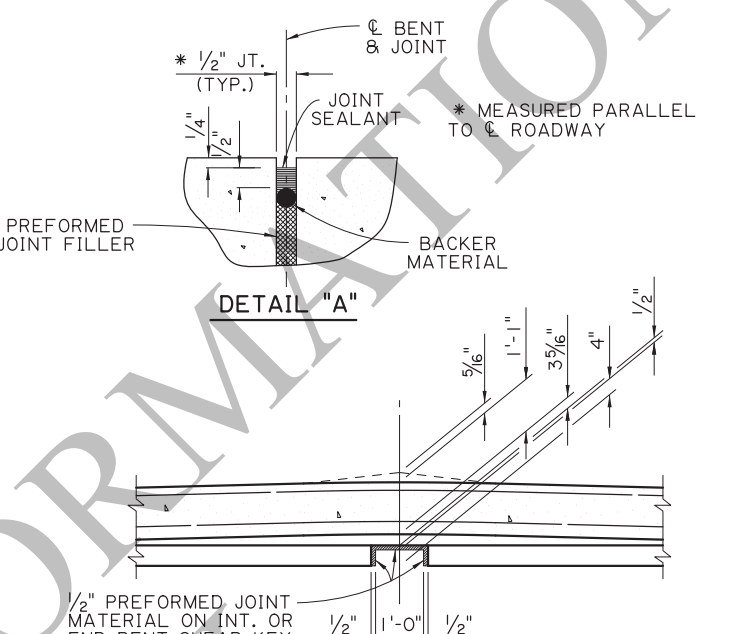
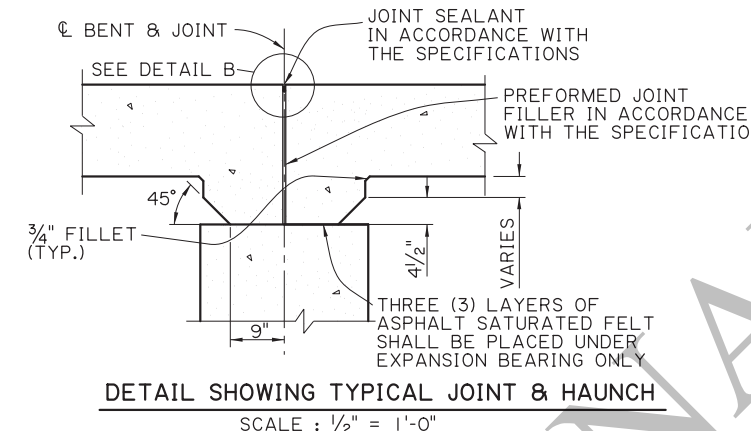
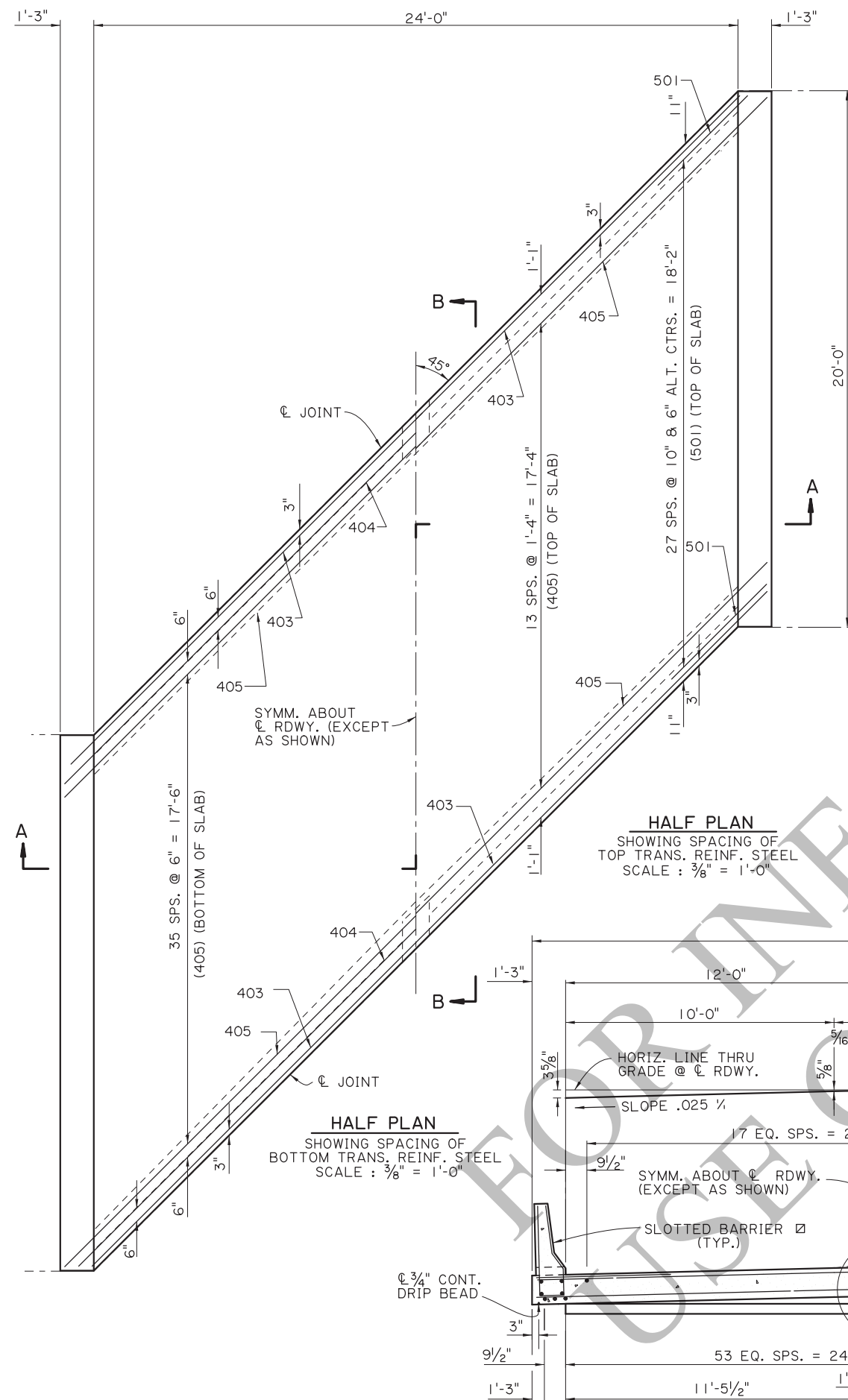
REINFORCED CONCRETE PILE BENTS

24'-0" CLEAR ROADWAY

45° CROSSING TWO WAY TANGENT

PSS-45-24-20SL

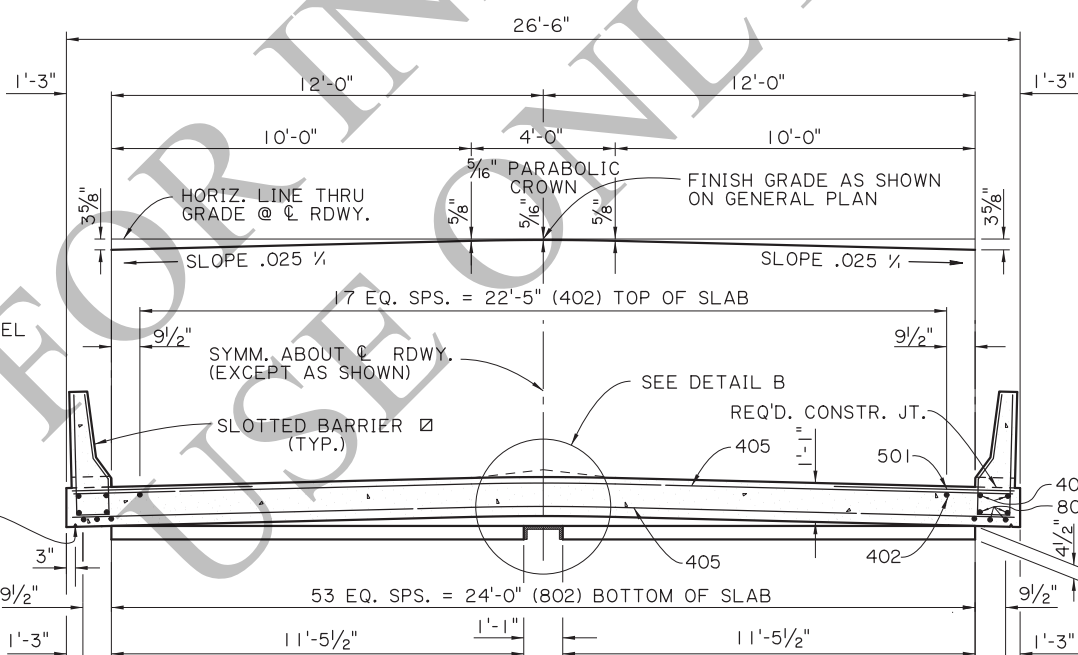
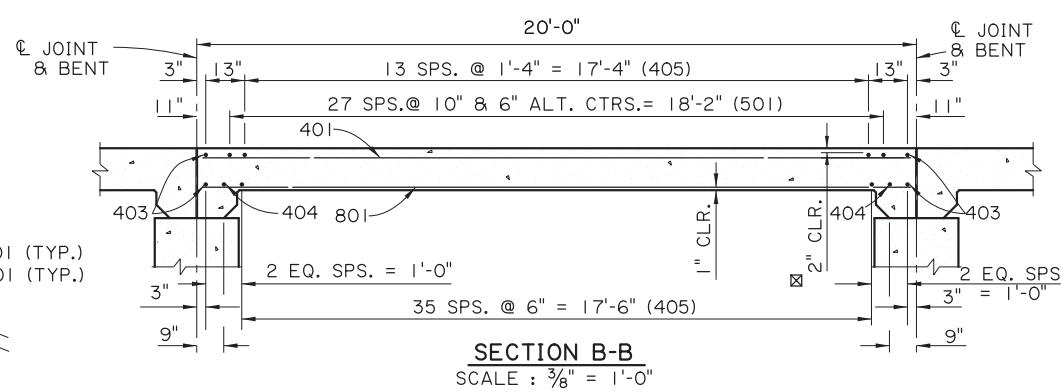
STANDARD PLAN



ESTIMATED QUANTITIES (ONE SPAN)				
BAR	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
801	8	19'-7"	156'-8"	LONGIT. BOT. OF SLAB
802	54	19'-5"	1048'-6"	LONGIT. BOT. OF SLAB
TOTAL NO. 8 BARS = 1205'-2" = 3218 LBS.				
501	56	5'-0"	280'-0"	TRANS. TOP OF SLAB
TOTAL NO. 5 BARS = 280'-0" = 292 LBS.				
401	4	19'-7"	78'-4"	LONGIT. TOP OF SLAB
402	18	19'-5"	349'-6"	LONGIT. TOP OF SLAB
403	4	35'-6"	142'-0"	TRANS. TOP & BOT. OF SLAB
404	2	36'-3"	72'-6"	TRANS. TOP & BOT. OF SLAB
405	58	37'-0"	2146'-0"	TRANS. TOP & BOT. OF SLAB
TOTAL NO. 4 BARS = 2788'-4" = 1863 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 5373 LBS.				
CLASS A1 CONCRETE = 22.43 CU. YDS.				
CONCRETE RAILING (BARRIER TYPE) = 40.00 LIN. FT.				

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

SPAN NOTES:
DESIGN SPECIFICATIONS:
 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, AND 2008 & 2009 INTERIMS.
DESIGN LOADS:
 THE BRIDGE DECK IS DESIGNED FOR A FUTURE WEARING COURSE OF 19 PSF. THE LIVE LOAD IS HL-93, AND LADV-11 (LOUISIANA DESIGN VEHICLE LIVE LOAD 2011).
STRUCTURAL CONCRETE:
 ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" 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 AND IN ACCORDANCE WITH THE SPECIFICATIONS.



SHEET NUMBER

PARISH

CONTROL SECTION

STATE PROJECT

DESIGN: J. NAKHLEH
 CHECK: B. DELATTE

DETAIL: D. HYMEL
 CHECK: J. NAKHLEH

REVIEW: [Signature]
 SERIES: 12 OF 13

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

NO. DATE REVISION OR CHANGE ORDER DESCRIPTION

STATE OF LOUISIANA
 DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE

SPAN (1 OF 2)
 20'-0" CONCRETE SLAB SPAN
 24'-0" CLEAR ROADWAY
 45° CROSSING TWO WAY TANGENT

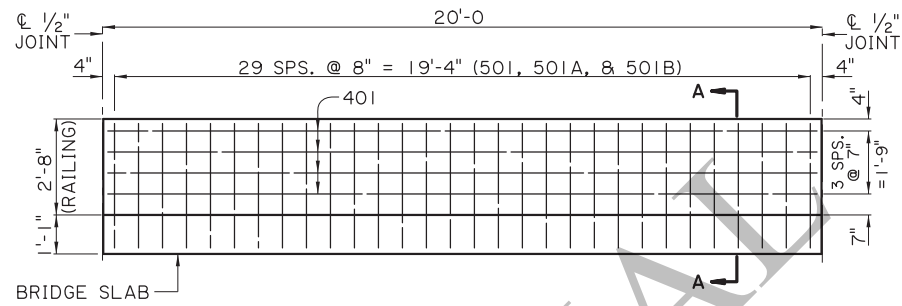
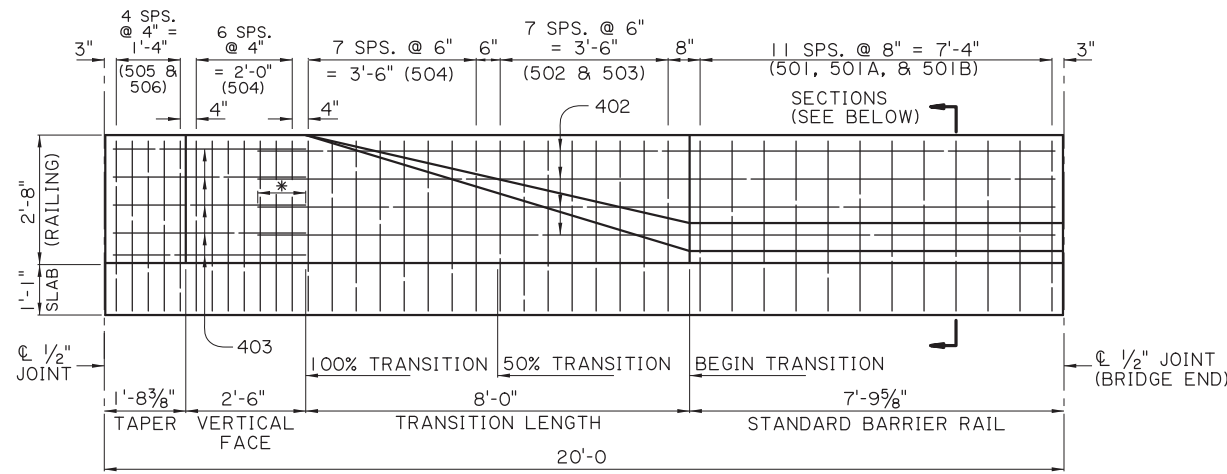
PSS-45-24-20SL

DOTD
 LOUISIANA DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE

STANDARD PLAN

☒ STANDARD BARRIERS REQUIRED ON END SPANS.

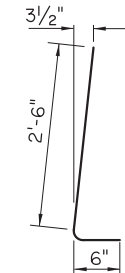
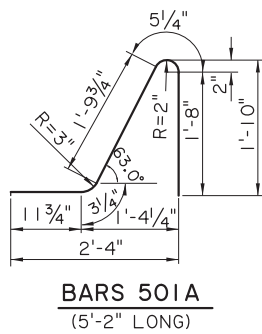
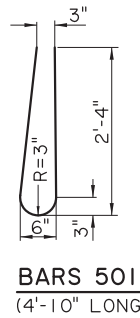
☒ FOR BRIDGES IN DISTRICTS 04 & 05, MINIMUM CONCRETE COVER IN TOP OF SLAB SHALL BE 2 1/2".



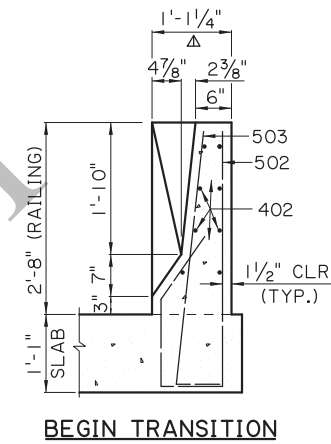
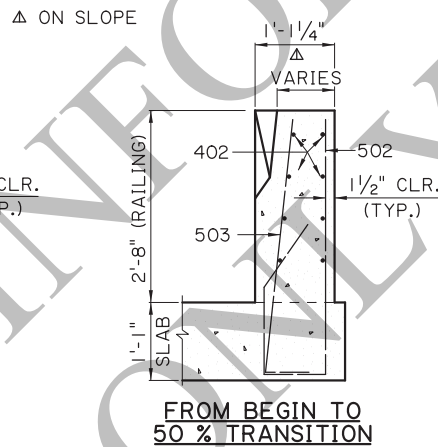
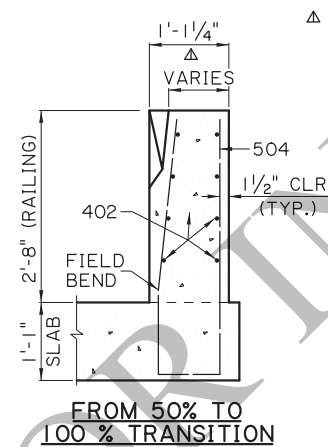
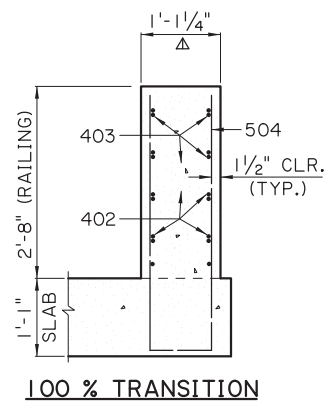
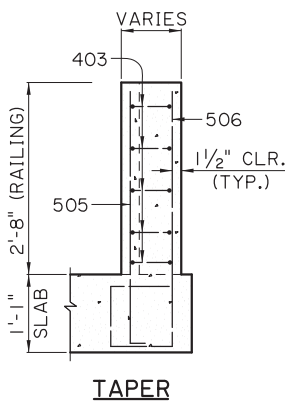
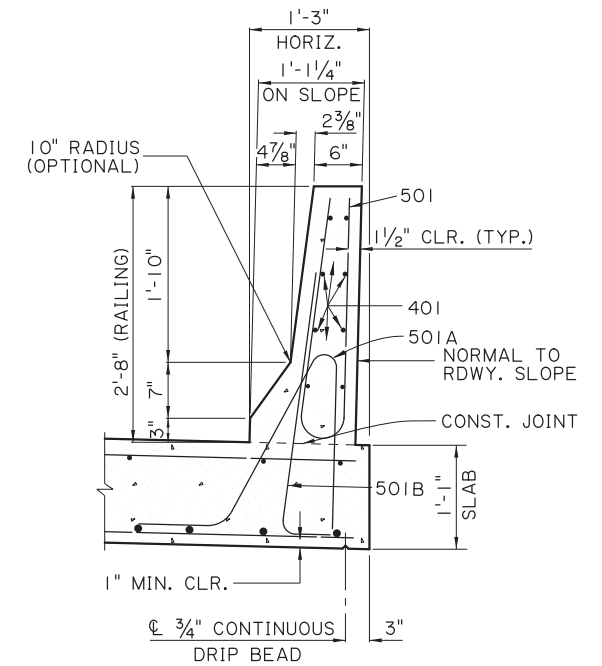
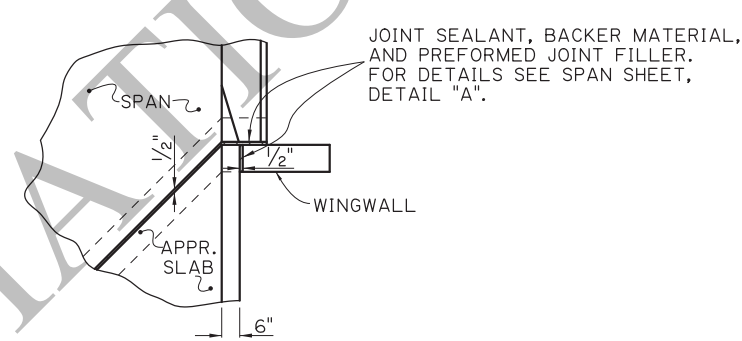
1" Ø PREFORMED HOLES FOR GUARD RAIL CONNECTION

* 1'-0" (MIN.) SPLICE

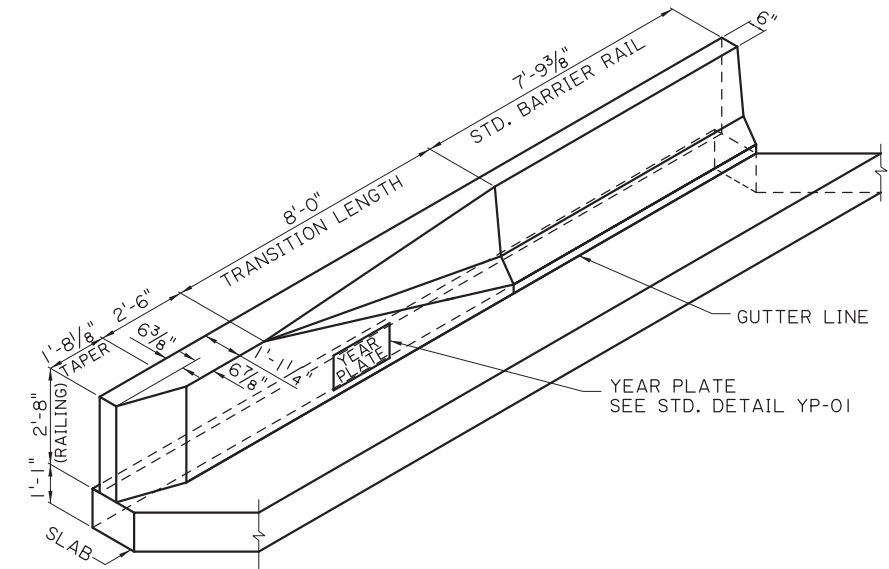
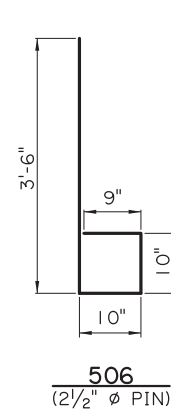
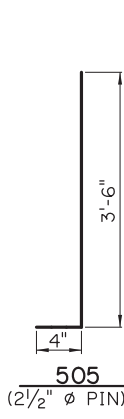
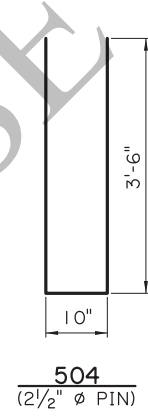
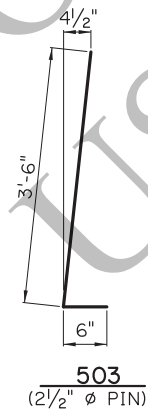
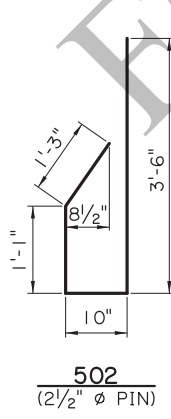
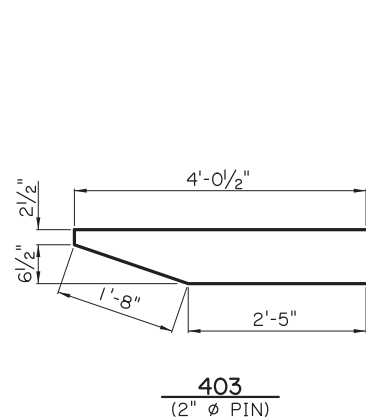
BARRIER RAILING TRANSITION ELEVATION (SHOWING BARRIER RAILING AT END OF BRIDGE) SCALE: 1/2" = 1'-0"



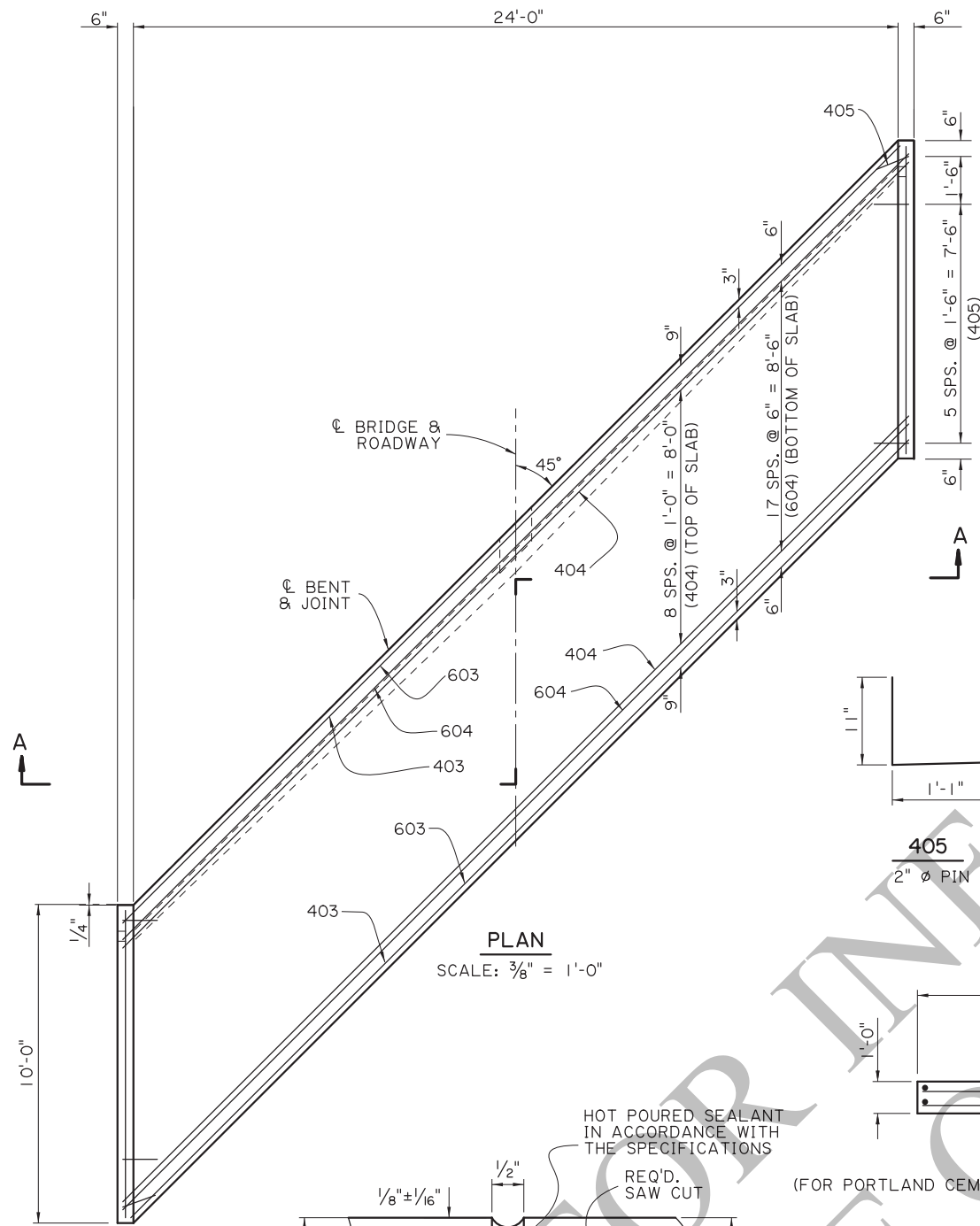
BARS 501B (2 1/2" Ø PIN, 3'-0" LONG)



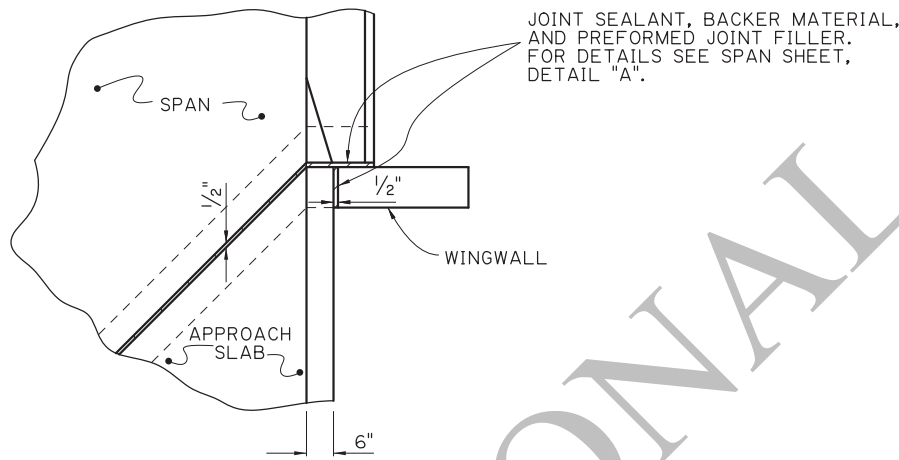
BARRIER RAILING TRANSITION SECTIONS



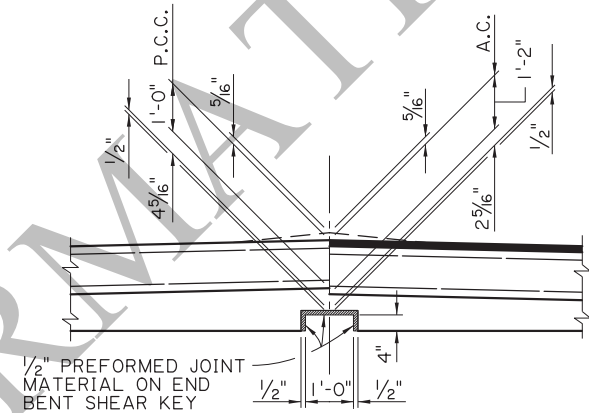
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	J. NAKHLEH	CHECK	B. DELATTE	DETAIL	D. HYMEL	CHECK	J. NAKHLEH
REVIEW		REVIEW		REVIEW		REVIEW	
APPROVED BY CHIEF ENGINEER:				DATE:		12/10/2025	
SPAN (2 OF 2)		CONCRETE BARRIER		24'-0" CLEAR ROADWAY		45° CROSSING TWO WAY TANGENT	
STANDARD PLAN		PSS-45-24-20SL		LOUISIANA DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE		DOTD	



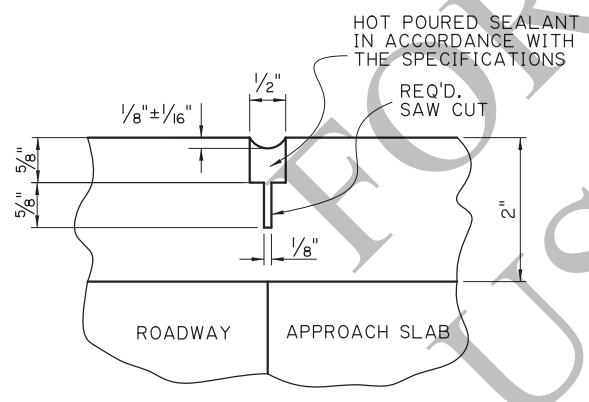
PLAN
SCALE: 3/8" = 1'-0"



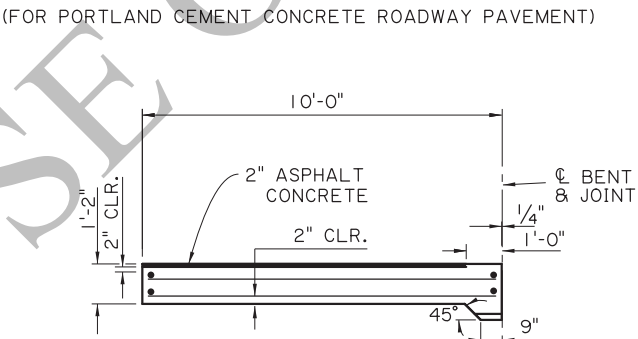
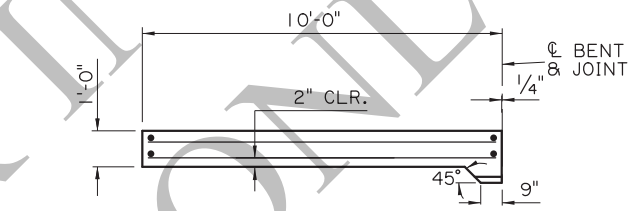
JOINT DETAIL
SCALE: 3/8" = 1'-0"



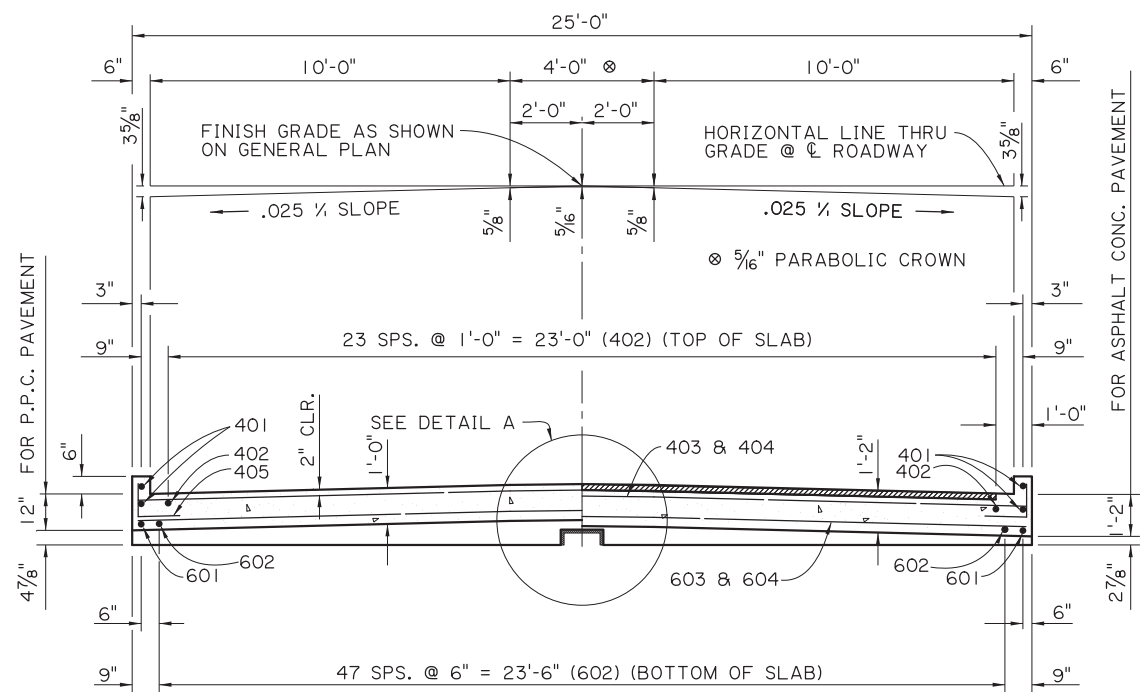
DETAIL A
SCALE: 1/2" = 1'-0"



SAWING & SEALING
JOINT DETAIL
N.T.S.



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



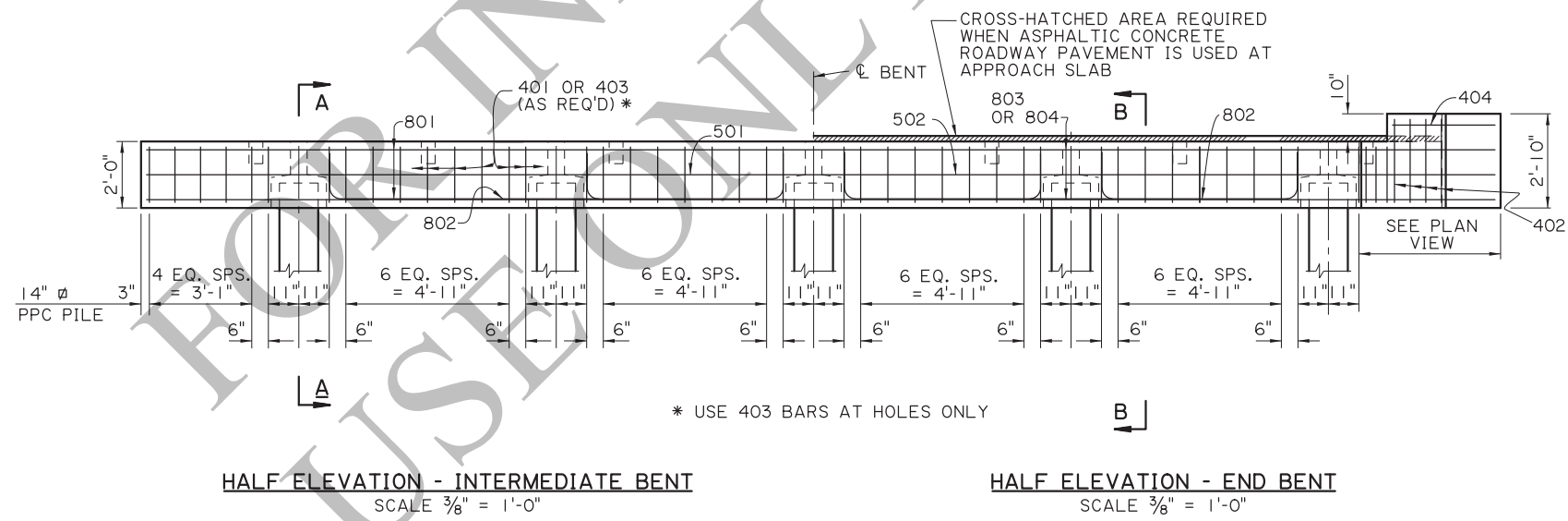
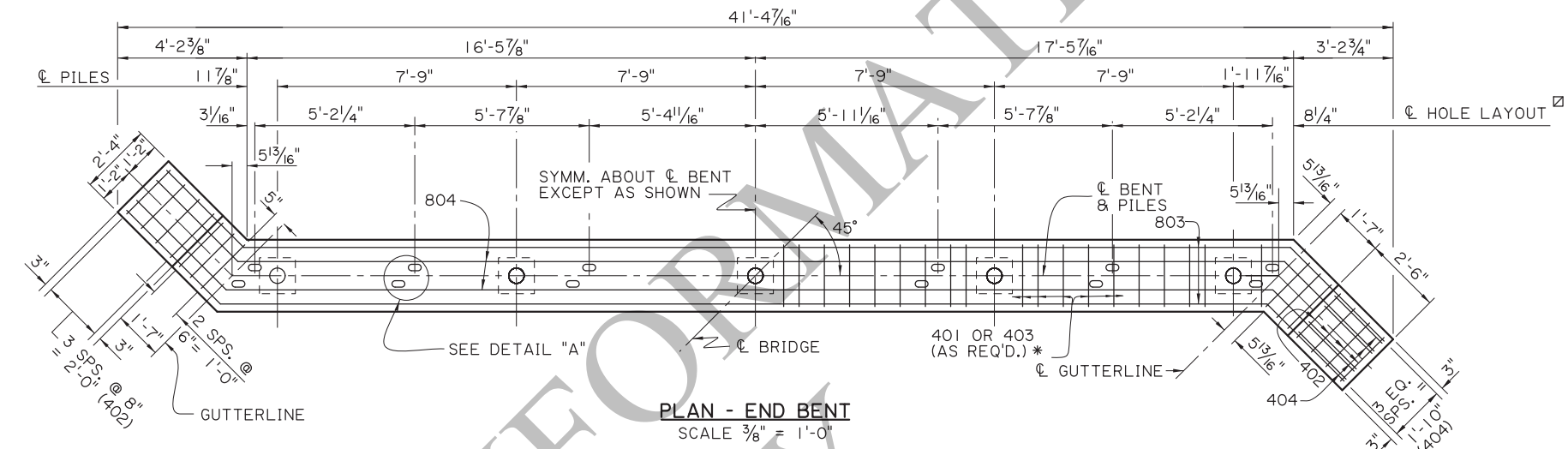
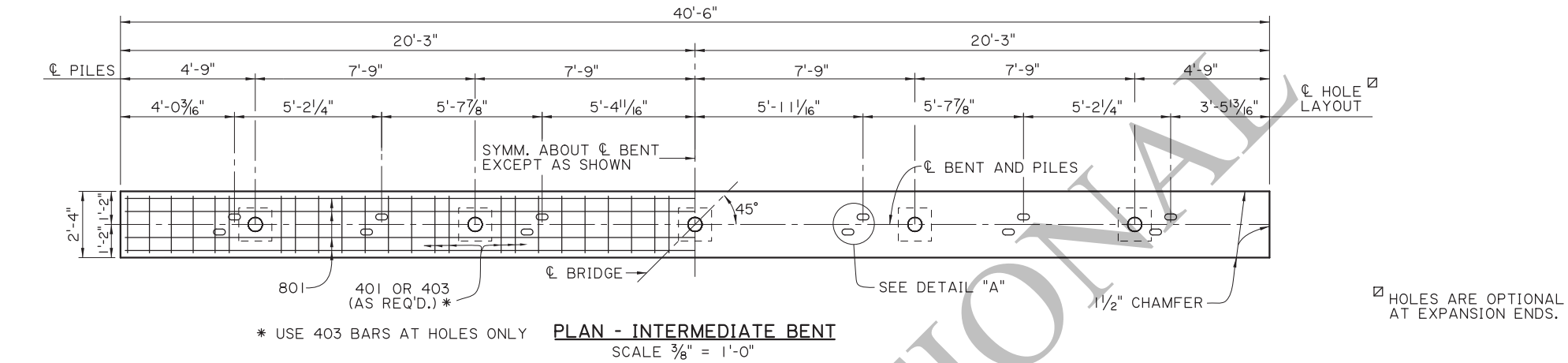
SECTION A-A
SCALE: 3/8" = 1'-0"

ESTIMATED QUANTITIES (ONE SLAB)				
BAR NO.	NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION
601	2	9'-7"	19'-2"	LONGIT. BOT. OF SLAB
602	48	9'-6"	456'-0"	LONGIT. BOT. OF SLAB
603	2	34'-6"	69'-0"	TRANSV. BOT. OF SLAB
604	18	34'-10"	627'-0"	TRANSV. BOT. OF SLAB
TOTAL NO. 6 BARS = 1171'-2" = 1,759 LBS.				
401	4	9'-7"	38'-4"	LONGIT. TOP OF SLAB & CURB
402	24	9'-6"	228'-0"	LONGIT. TOP OF SLAB
403	2	34'-6"	69'-0"	TRANSV. TOP OF SLAB
404	9	34'-10"	313'-6"	TRANSV. TOP OF SLAB
405	14	2'-0"	28'-0"	DOWELS IN CURB
TOTAL NO. 4 BARS = 676'-10" = 452 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 2,211 LBS.				
CONCRETE APPROACH SLAB = 27.78 SQ. YDS.				
SUPERPAVE ASPHALTIC CONCRETE = 2.5 TONS				
SAW CUT & SEAL = 33 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.
- 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, 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.

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	J. NAKHLEH	CHECK	B. DELATTE	DETAIL	D. HYMEL	CHECK	J. NAKHLEH
APPROVED BY CHIEF ENGINEER:	[Signature]			REVISION OR CHANGE ORDER DESCRIPTION	NO.	DATE	BY
				10'-0" CONCRETE APPROACH SLAB 24'-0" CLEAR ROADWAY 45° CROSSING TWO WAY TANGENT			
				STANDARD PLAN			



☐ HOLES ARE OPTIONAL AT EXPANSION ENDS.

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	B. DELATTE	CHECK	H. THOMAS	DETAIL	D. HYMEL	CHECK	J. NAKHLEH
REVIEW		REVIEW		REVIEW		REVIEW	
APPROVED BY CHIEF ENGINEER:		DATE: 12/10/2025		SERIES # 15 OF 13			
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION					



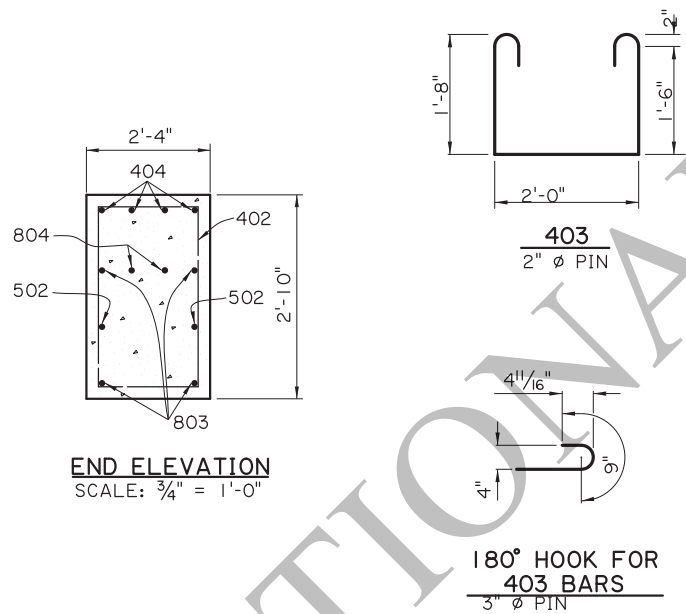
ALTERNATE BENTS (1 OF 2)
 PRECAST CONCRETE BENTS
 24'-0" CLEAR ROADWAY
 45° CROSSING TWO WAY TANGENT



STANDARD PLAN

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 3/4" CHAMFER UNLESS SPECIFIED OTHERWISE. ALL SURFACES SHALL RECEIVE A CLASS 1 ORDINARY SURFACE FINISH UPON REMOVAL OF THE FORMS. ALL EXPOSED FACES OF WINGWALLS AND ENDS OF CAPS SHALL RECEIVE A CLASS 3 SPECIAL SURFACE FINISH.
REINFORCING STEEL: ALL REINFORCING SHALL BE GRADE 60. DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS, UNLESS 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.

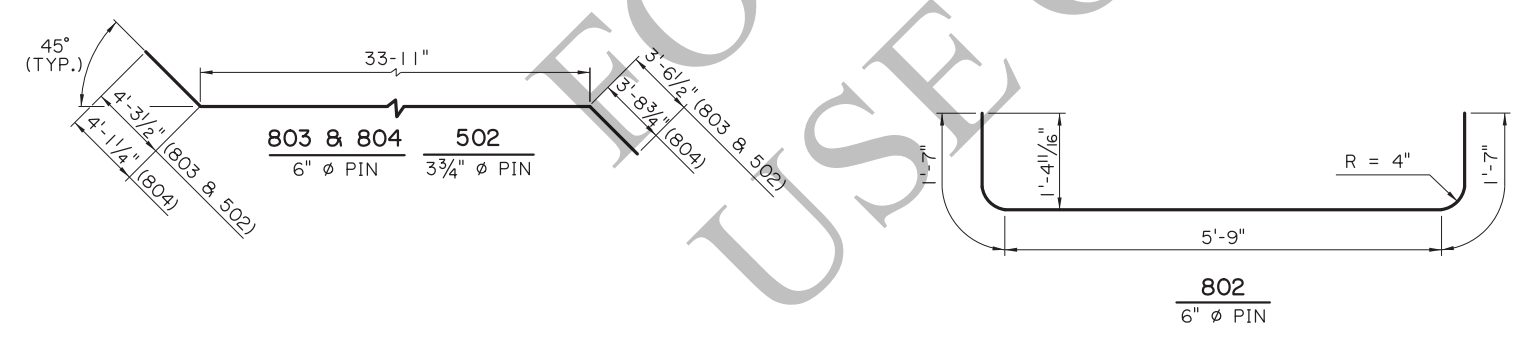
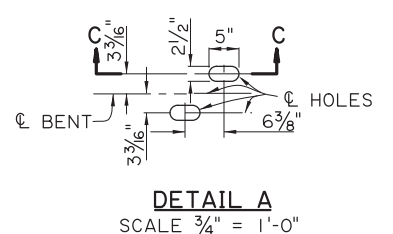
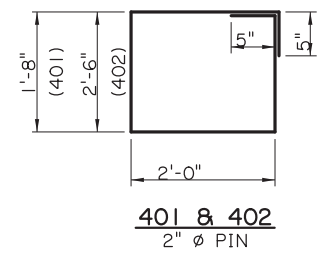
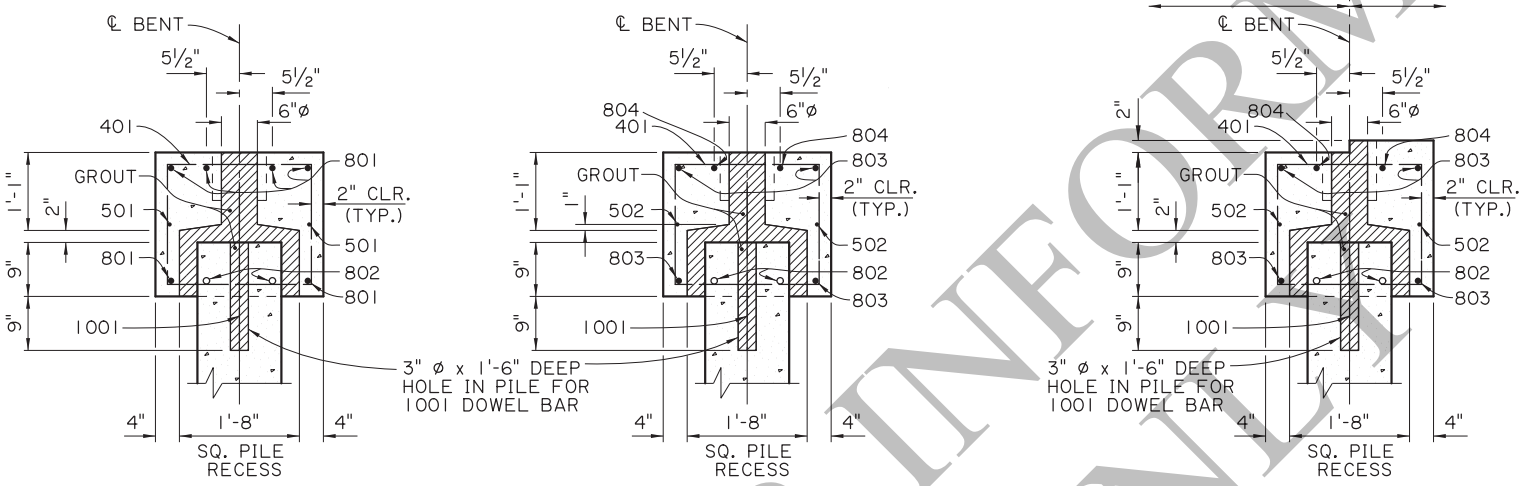


ESTIMATED QUANTITIES (ONE INTER. BENT)				
BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
1001	5	2'-4"	11'-8"	DOWELS IN PILES
TOTAL NO. 10 BARS = 11'-8" = 50 LBS.				
801	6	40'-2"	241'-0"	LONGIT. IN CAP
802	8	8'-11"	71'-4"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 312'-4" = 834 LBS.				
501	2	40'-2"	80'-4"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 80'-4" = 84 LBS.				
401	44	8'-2"	359'-4"	STIRRUPS IN CAP
403	6	6'-6"	39'-0"	STIRRUPS IN CAP
TOTAL NO. 4 BARS = 398'-4" = 266 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1,234 LBS.				
TOTAL CLASS P1 CONCRETE = 6.45 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 20 TONS				
SERVICE LIVE LOAD = 33 TONS				
FACTORED TOTAL LOAD = 73 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'-11"	71'-4"	LONGIT. IN CAP BTW. PILES
803	4	41'-9"	167'-0"	LONGIT. IN CAP
804	2	41'-9"	83'-6"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 321'-10" = 859 LBS.				
502	2	42'-1"	84'-2"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 84'-2" = 88 LBS.				
401	40	8'-2"	326'-8"	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 = 461'-8" = 308 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1,305 LBS.				
TOTAL CLASS P1 CONCRETE = 7.09 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 20 TONS				
SERVICE LIVE LOAD = 33 TONS				
FACTORED TOTAL LOAD = 73 TONS				
TOTAL GROUT FOR PILE RECESSES = 0.36 CU. YDS.				

⊗ ADD 0.27 CU. YDS. OF CLASS P1 CONCRETE PER BENT WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB.

AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.715	
HL-93 (OPR)	2.224	
LADV-11 (INV)	1.320	MAGNIFICATION FACTOR = 1.3



SHEET NUMBER

DESIGN: J. NAKHLEH
CHECK: H. THOMAS

PARISH

CONTROL SECTION

STATE PROJECT

APPROVED BY CHIEF ENGINEER: [Signature]

DATE: 12/10/2025

REVISION OR CHANGE ORDER DESCRIPTION

NO. DATE

STATE OF LOUISIANA
TRANSPORTATION & DEVELOPMENT

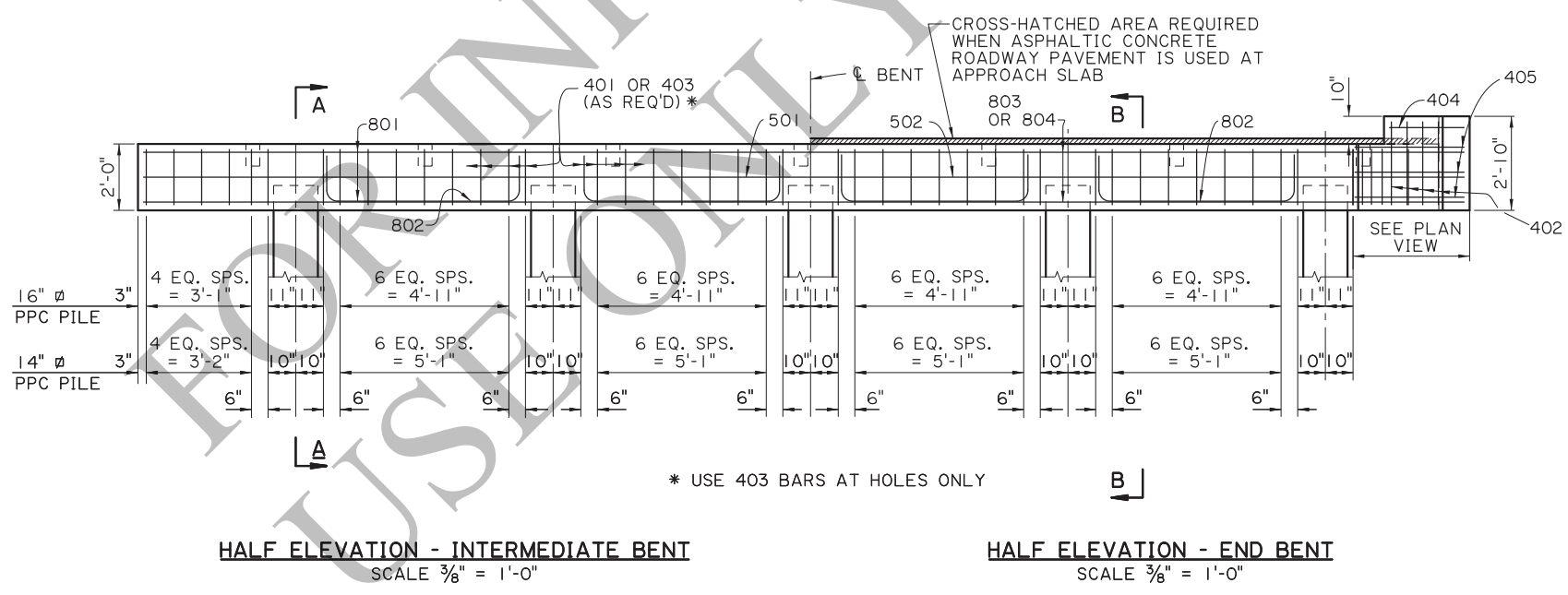
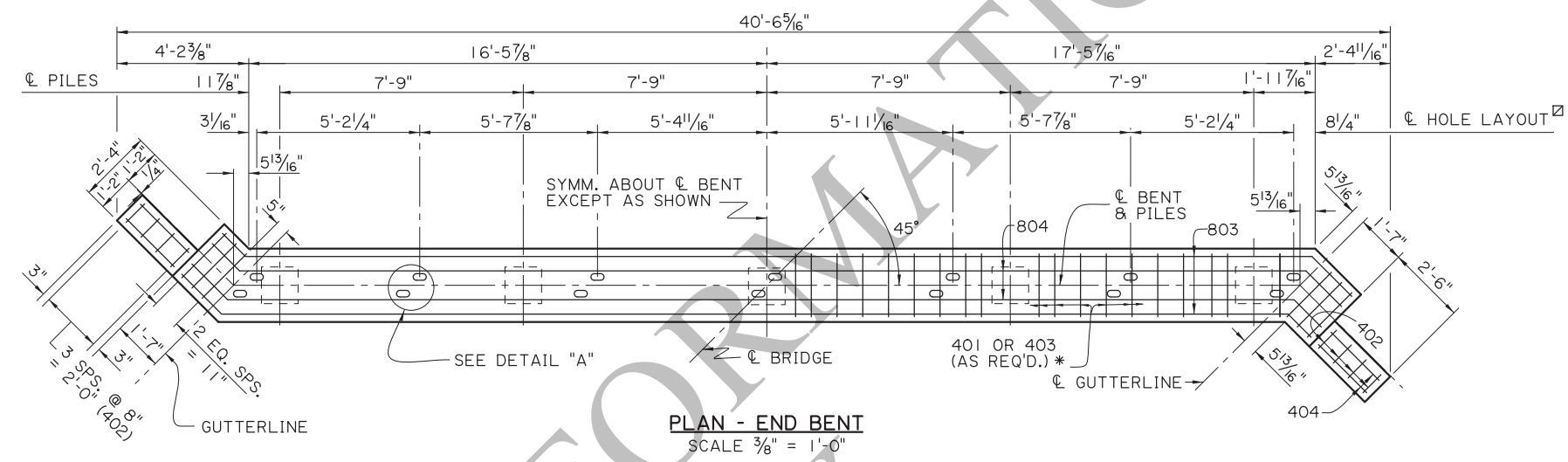
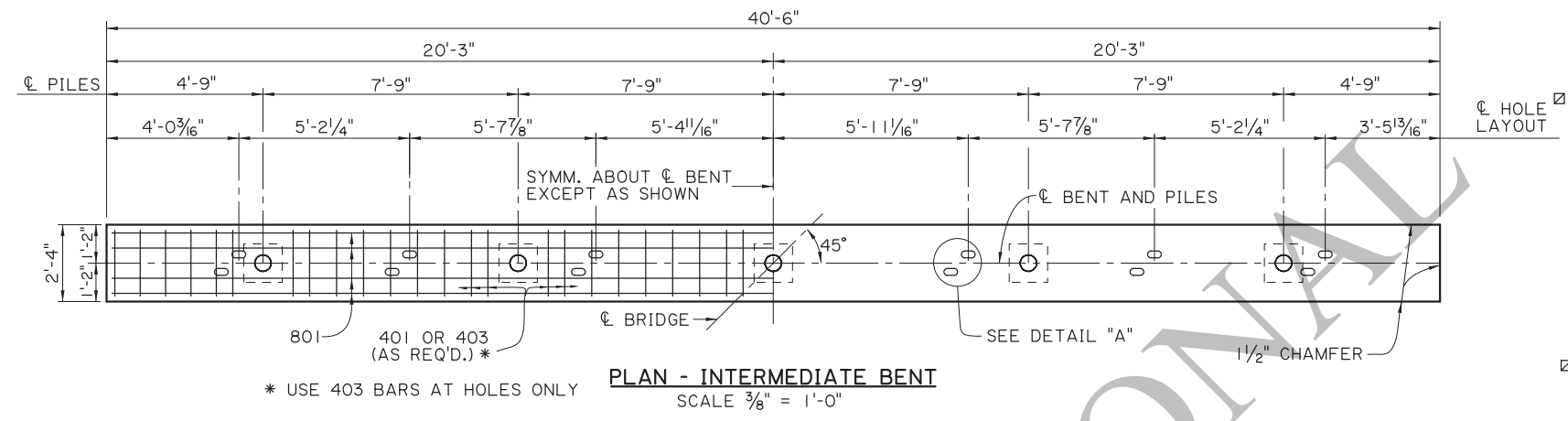
ALTERNATE BENTS (2 OF 2)
PRECAST CONCRETE BENTS

24'-0" CLEAR ROADWAY
45° CROSSING TWO WAY TANGENT

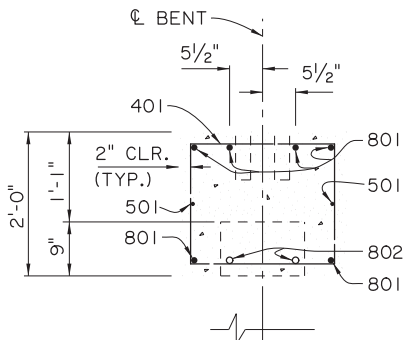
PSS-45-24-20SL

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

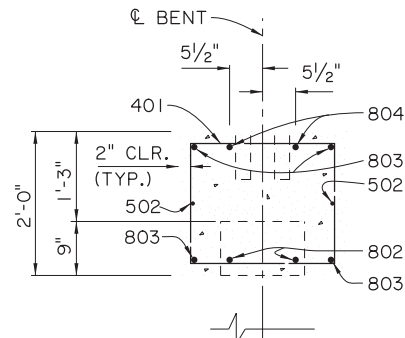
STANDARD PLAN



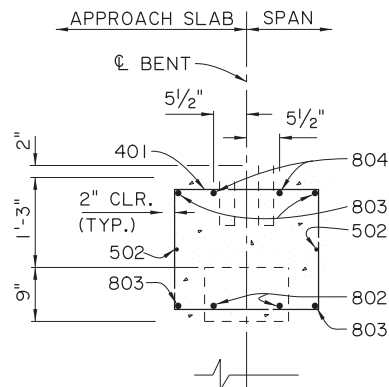
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	J. NAKHLEH	CHECK	H. THOMAS	DETAIL	D. HYMEL	CHECK	J. NAKHLEH
REVIEW		SERIES	# 7 OF 13				
APPROVED BY CHIEF ENGINEER:		DATE: 12/10/2025					
NO.		DATE		REVISION OR CHANGE ORDER DESCRIPTION			
BY							
		ALTERNATE BENTS (1 OF 2) CAST-IN-PLACE CONCRETE BENTS 24'-0" CLEAR ROADWAY 45° CROSSING TWO WAY TANGENT					
		LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT STANDARD PLAN PSS-45-24-20SL					



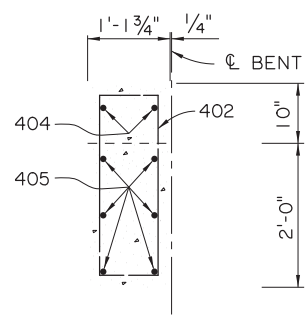
SECTION A-A
SCALE: 3/4" = 1'-0"



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

ALTERNATE BENT NOTES:

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

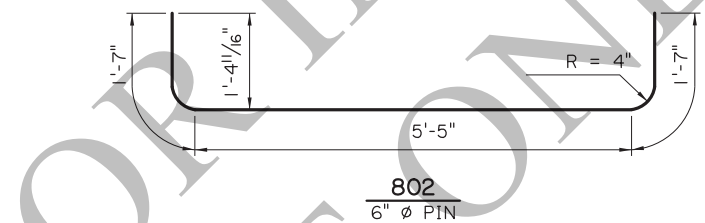
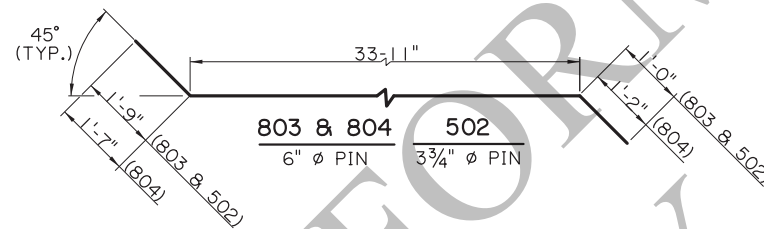
DESIGN LOAD: LIVE LOAD IS HL-93, AND LADV-11 (LOUISIANA DESIGN VEHICLE LIVE LOAD 2011).

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.

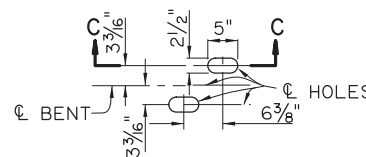
REINFORCING STEEL: ALL REINFORCING SHALL BE GRADE 60. DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS, UNLESS SPECIFIED OTHERWISE. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS SPECIFIED OTHERWISE.

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 SHALL BE PAID FOR UNDER THE DESIGNATED BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE PAY ITEM AND IN ACCORDANCE WITH THE SPECIFICATIONS.

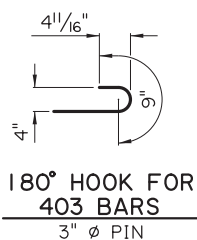
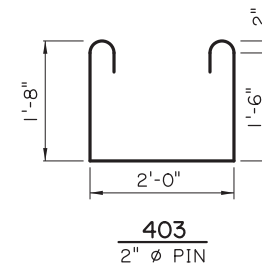
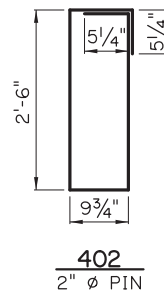
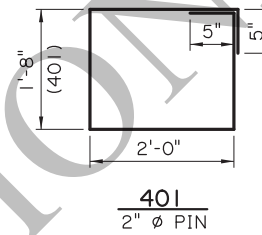


SECTION C-C
SCALE 3/4" = 1'-0"



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

AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.436	---
HL-93 (OPR)	1.864	---
LADV-11 (INV)	1.106	MAGNIFICATION FACTOR = 1.3



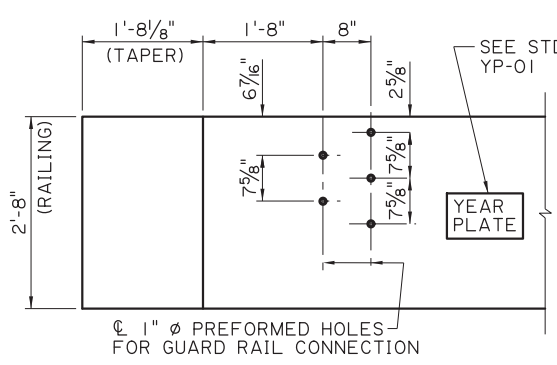
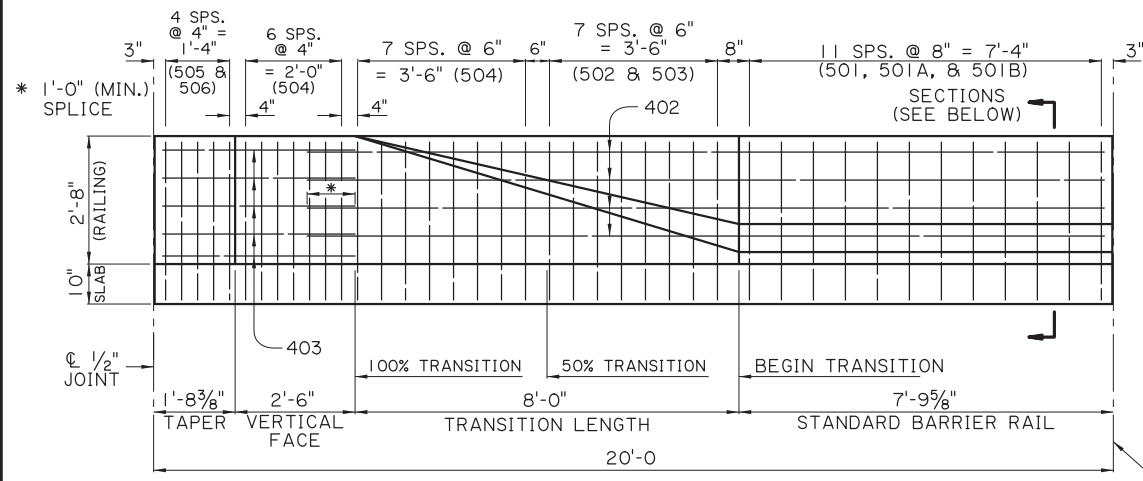
ESTIMATED QUANTITIES (ONE INTER. BENT)				
BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
801	6	40'-2"	241'-0"	LONGIT. IN CAP
802	8	8'-7"	68'-8"	LONGIT. IN CAP BTW. PILES
TOTAL NO. 8 BARS = 309'-8" = 827 LBS.				
501	2	40'-2"	80'-4"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 80'-4" = 84 LBS.				
401	40	8'-2"	326'-8"	STIRRUPS IN CAP
403	8	6'-6"	52'-0"	STIRRUPS IN CAP
TOTAL NO. 4 BARS = 378'-8" = 253 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1164 LBS.				
TOTAL CLASS A1 CONCRETE = 6.73 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 21 TONS				
 SERVICE LIVE LOAD = 33 TONS				
 FACTORED TOTAL LOAD = 74 TONS				

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

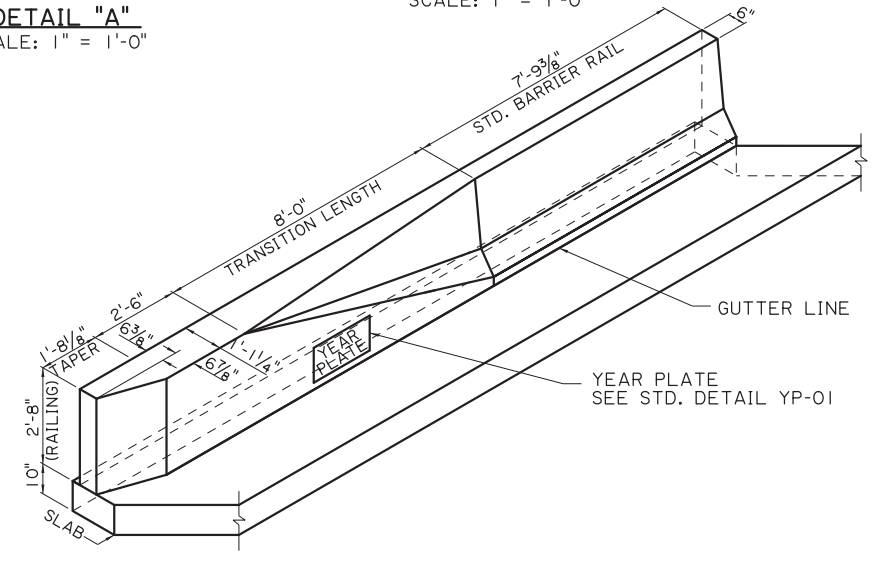
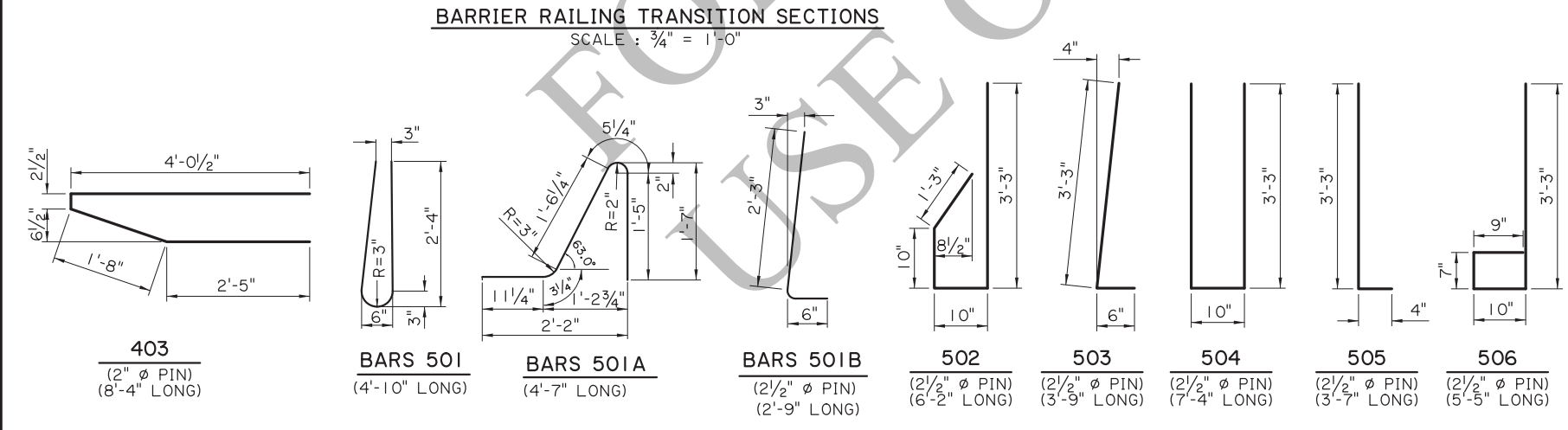
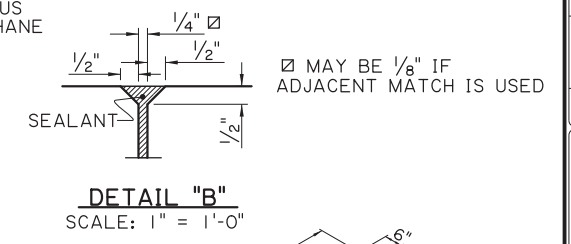
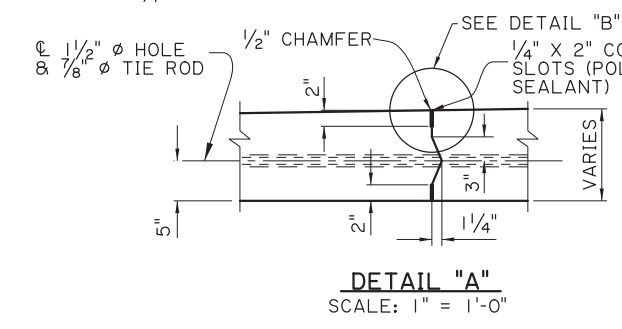
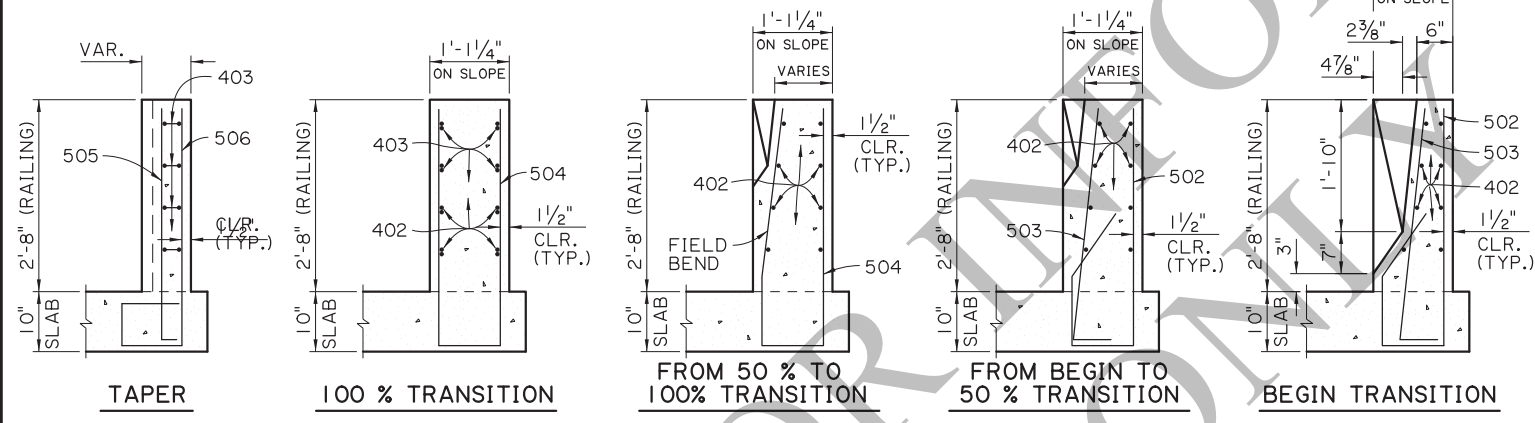
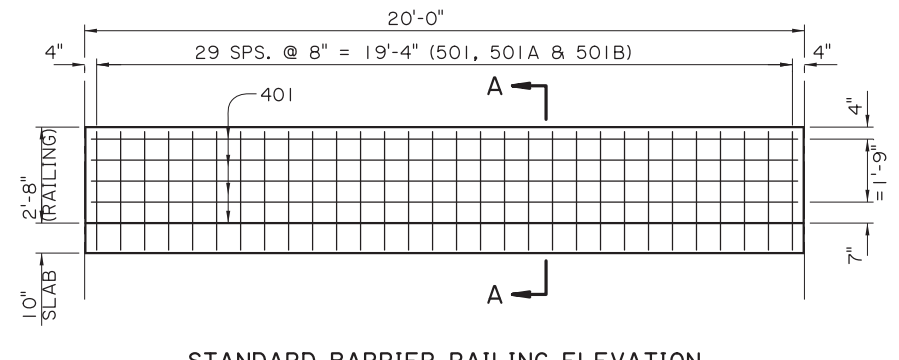
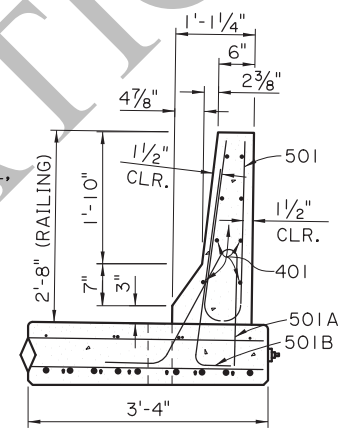
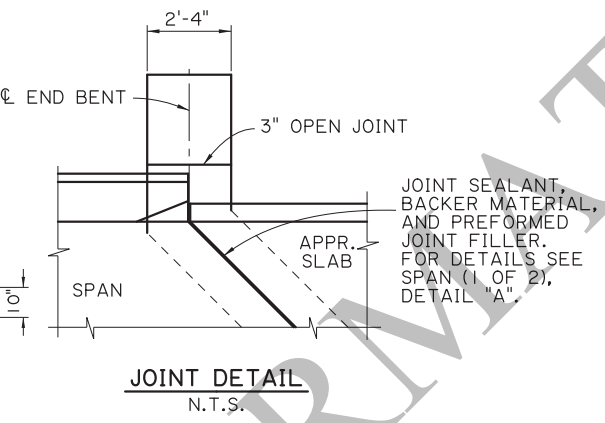
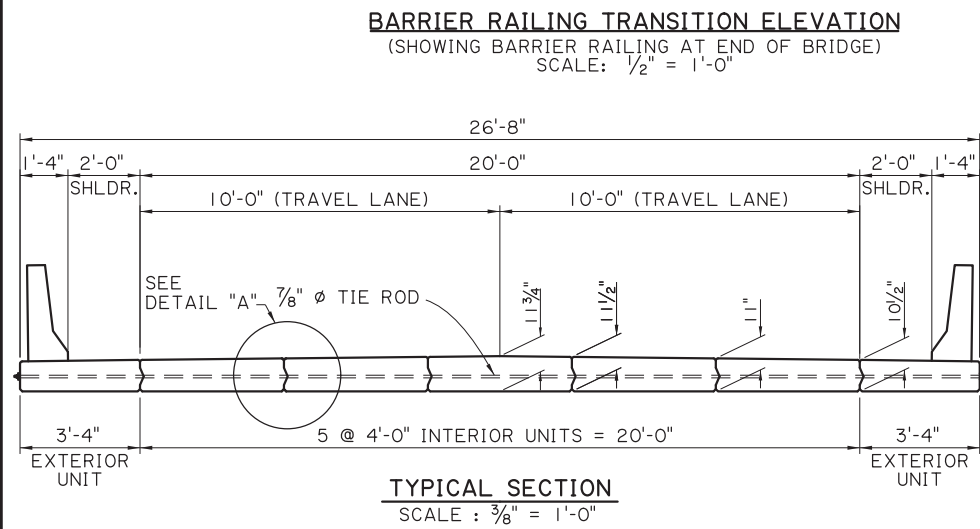
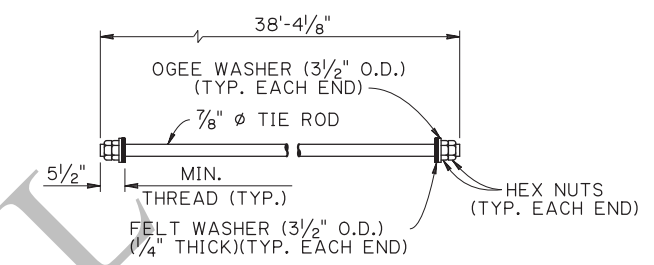
ESTIMATED QUANTITIES (ONE END BENT)				
BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
802	8	8'-7"	68'-8"	LONGIT. IN CAP BTW. PILES
803	4	36'-8"	146'-8"	LONGIT. IN CAP
804	2	36'-8"	73'-4"	LONGIT. IN CAP
TOTAL NO. 8 BARS = 288'-8" = 771 LBS.				
502	2	36'-8"	73'-4"	LONGIT. IN CAP
TOTAL NO. 5 BARS = 73'-4" = 76 LBS.				
401	36	8'-2"	294'-0"	STIRRUPS IN CAP
402	8	9'-10"	78'-8"	STIRRUPS IN WINGWALL
403	8	6'-6"	52'-0"	STIRRUPS IN CAP
404	4	2'-2"	8'-8"	LONGIT. IN WINGWALL
405	12	3'-11"	47'-0"	LONGIT. IN WINGWALL
TOTAL NO. 4 BARS = 480'-4" = 321 LBS.				
TOTAL DEFORMED REINFORCING STEEL = 1168 LBS.				
TOTAL CLASS A1 CONCRETE = 6.74 CU. YDS.				
MAX. PILE LOAD: SERVICE DEAD LOAD = 21 TONS				
 SERVICE LIVE LOAD = 33 TONS				
 FACTORED TOTAL LOAD = 74 TONS				

16" Ø PPC PILES USED FOR ESTIMATING PURPOSES ONLY. (ADD 0.06 CU. YDS. OF CLASS A1 CONCRETE WHEN 14" Ø PPC PILES ARE USED). ADD 0.27 CU. YDS. OF CLASS A1 CONCRETE PER BENT WHEN ASPHALTIC CONCRETE ROADWAY PAVEMENT IS USED AT APPROACH SLAB.

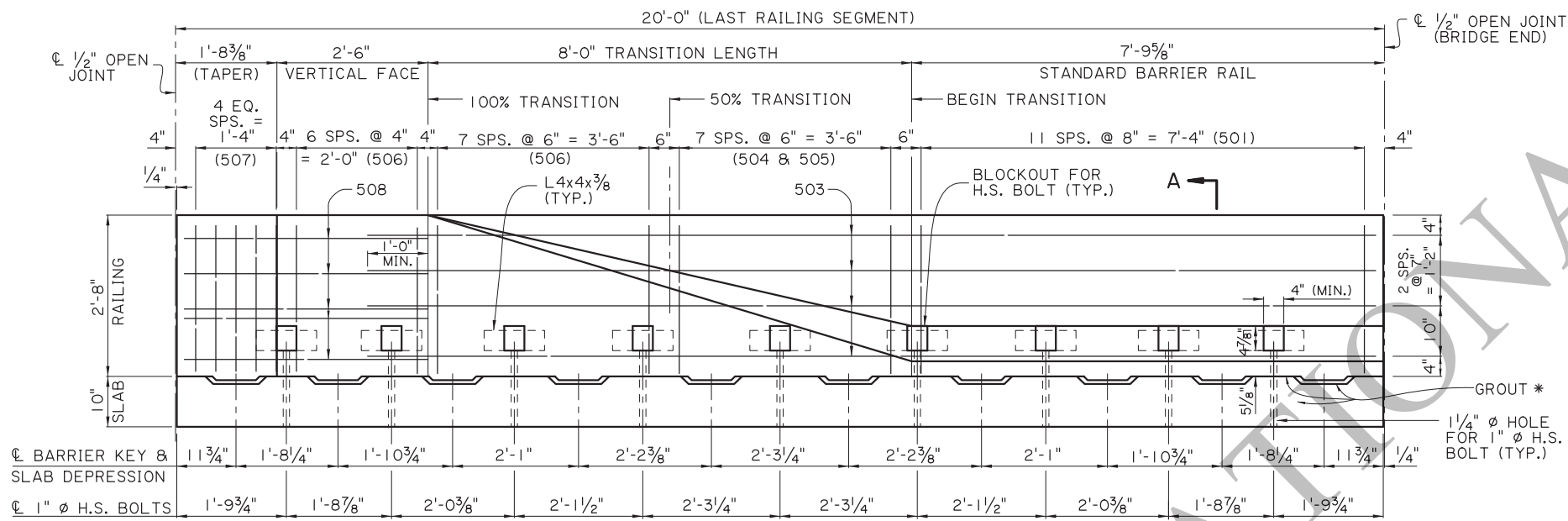
SHEET NUMBER	PARISH	CONTROL SECTION	STATE PROJECT
DESIGN	CHECK	DETAIL	CHECK
J. NAKHLEH	H. THOMAS	D. HYMEL	J. NAKHLEH
APPROVED BY CHIEF ENGINEER:	REVISION OR CHANGE ORDER DESCRIPTION		DATE
ALTERNATE BENTS (2 OF 2)		24'-0" CLEAR ROADWAY	DATE
CAST-IN-PLACE CONCRETE BENTS		45° CROSSING TWO WAY TANGENT	NO.
DOTD		PSS-45-24-20SL	BY
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT		STANDARD PLAN	



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.



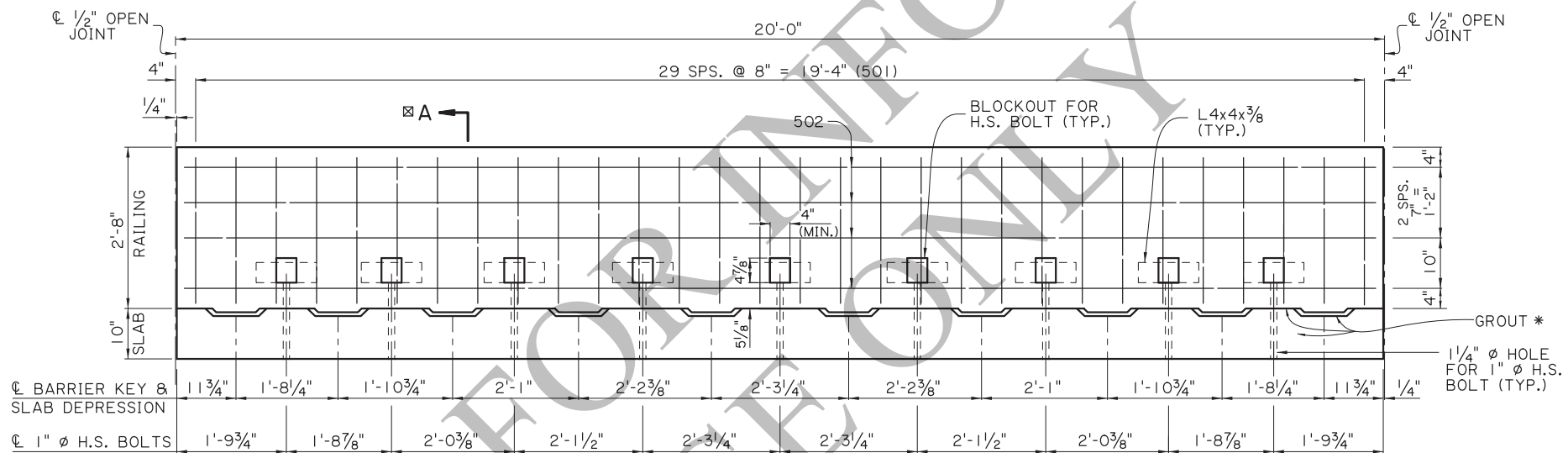
SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN CHECK	B. DELATTE	J. NAKHLEH	D. HYMEL	J. NAKHLEH	REVIEW	DATE	12/10/2025
APPROVED BY CHIEF ENGINEER:							
REVISION OR CHANGE ORDER DESCRIPTION							
ALTERNATE SPAN (1 OF 4) 20'-0" PRECAST CONC. SLAB SPAN 24'-0" CLEAR ROADWAY 45° CROSSING TWO WAY TANGENT							
STANDARD PLAN PSS-45-24-20SL							



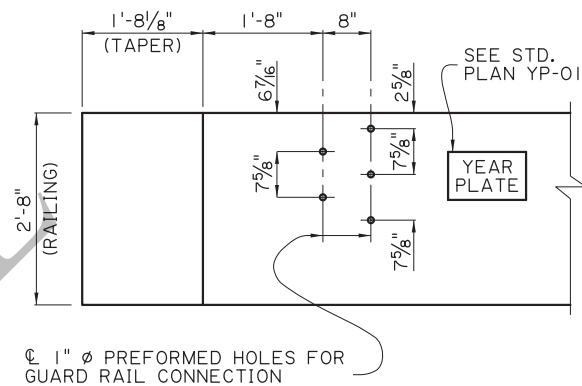
☒ FOR SECTION A-A & TRANSITION SECTIONS
SEE ALTERNATE SPAN (3 OF 4)

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

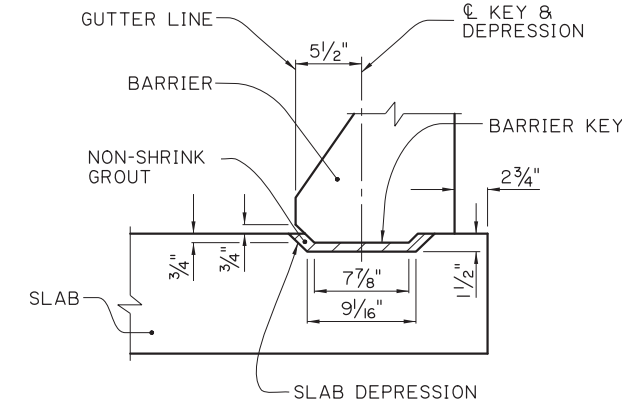
* PLACE OR INJECT NON-SHRINK GROUT AS REQUIRED IN BETWEEN SLAB DEPRESSIONS TO FILL ALL VOIDS AND GAPS FOR FULL EVEN BEARING OF THE BARRIER ON THE SLAB. SEE NOTE 3, SHEET 9 OF 11.



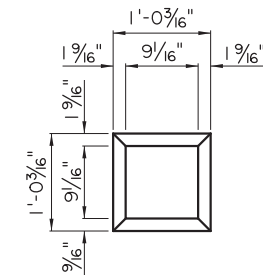
STANDARD PRECAST BARRIER RAILING ELEVATION
(SHOWING BARRIER RAILING ALONG BRIDGE SLAB)
SCALE: 3/4" = 1'-0"



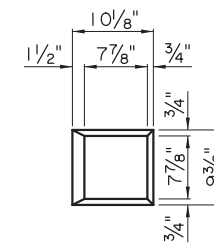
GUARD RAIL CONNECTION DETAIL
CONFORM TO GUARD RAIL STANDARD PLANS
SCALE: 3/4" = 1'-0"



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



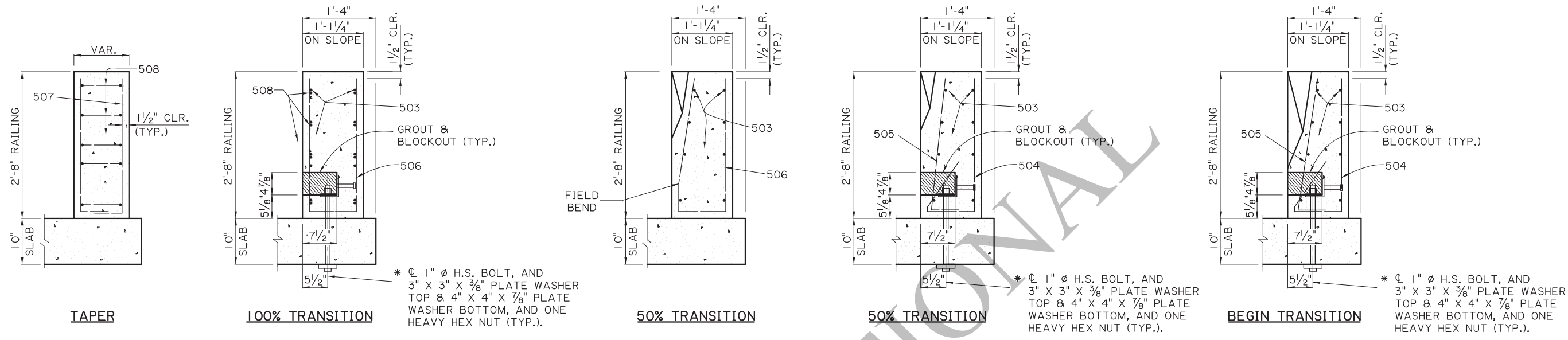
PLAN-DEPRESSION
SCALE: 1" = 1'-0"



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

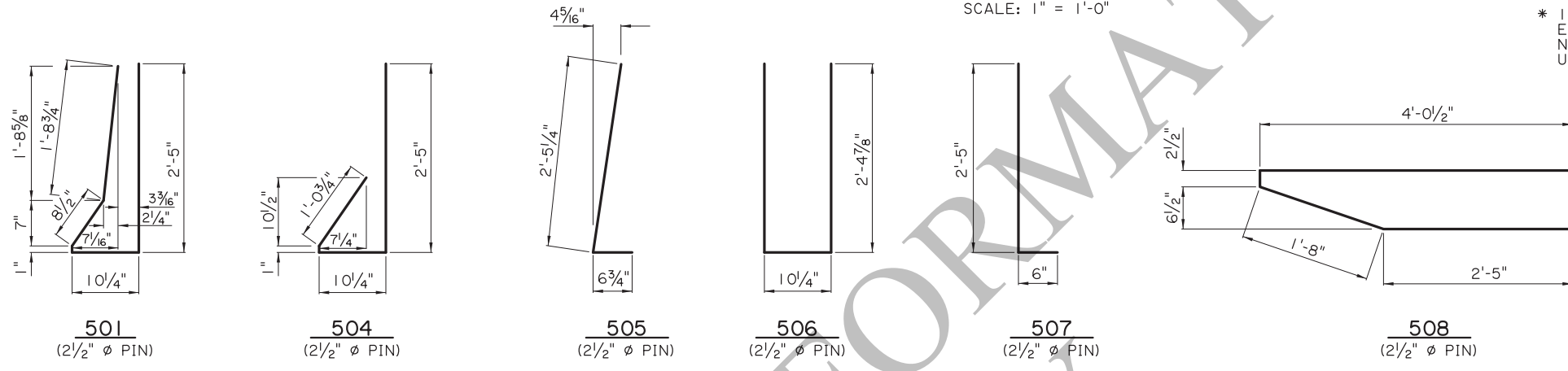
**BARRIER KEY AND
PANEL DEPRESSION DETAILS**

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	B. DELATTE	CHECK	J. NAKHLEH	DETAIL	D. HYMEL	CHECK	J. NAKHLEH
APPROVED BY CHIEF ENGINEER:	[Signature]		DATE:	12/10/2025		SERIES # 10 OF 13	
ALTERNATE SPAN (2 OF 4)		20'-0" PRECAST CONC. BARRIER		24'-0" CLEAR ROADWAY		45° CROSSING TWO WAY TANGENT	
DOTD		LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT		STANDARD PLAN		PSS-45-24-20SL	



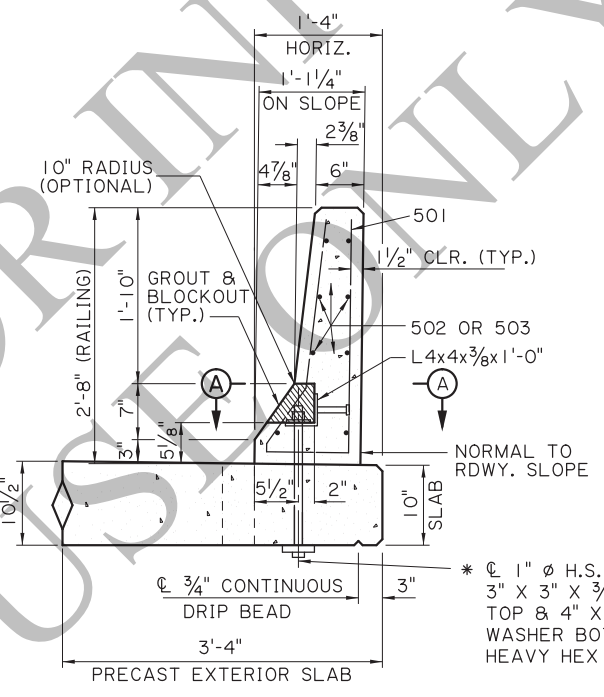
BARRIER RAILING TRANSITION SECTIONS

SCALE: 1" = 1'-0"

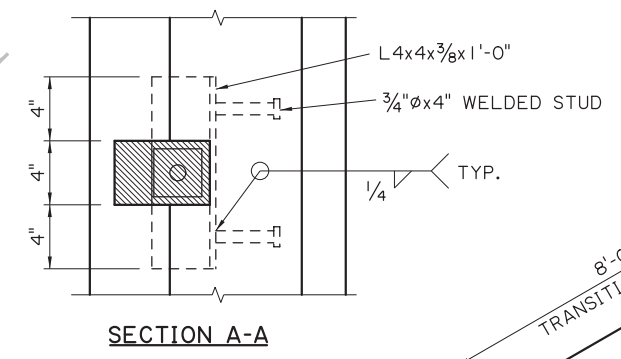


NOTES:

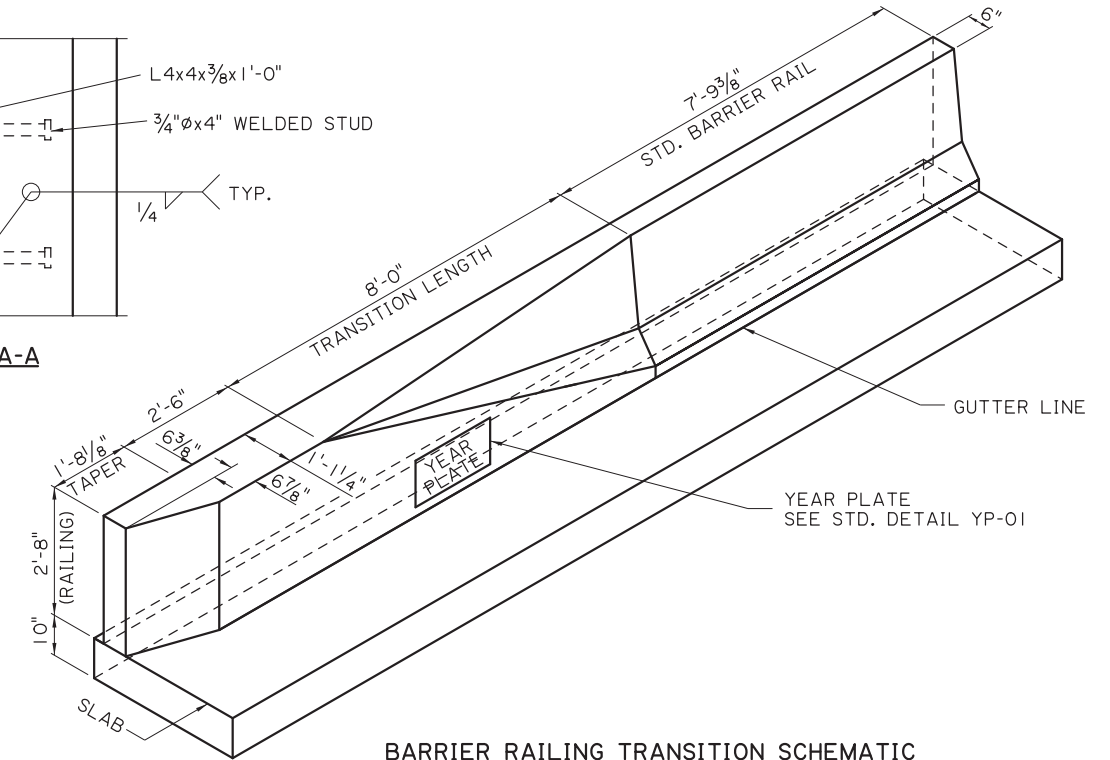
- 1) ALL BARRIER RAIL SURFACES ARE TO RECEIVE A CLASS 3 SPECIAL FINISH.
- 2) ALL SURFACES OF THE BLOCKOUTS EXCEPT THE BOTTOM MAY BE TAPERED AND ALL CORNERS MAY BE ROUNDED TO A RADIUS TO ALLOW FOR EASY REMOVAL OF PLUGS OR FORMS. AFTER PLACING AND TIGHTENING THE ANCHOR BOLTS, THE BLOCKOUTS SHALL BE FILLED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






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

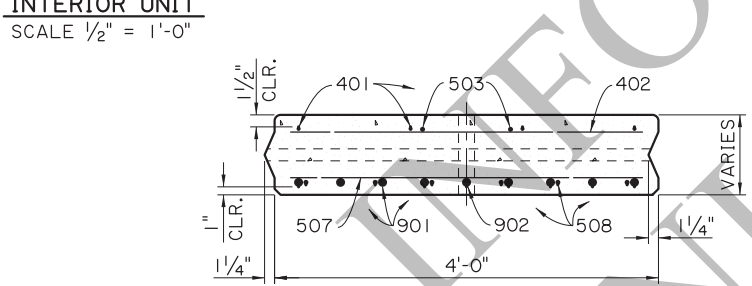
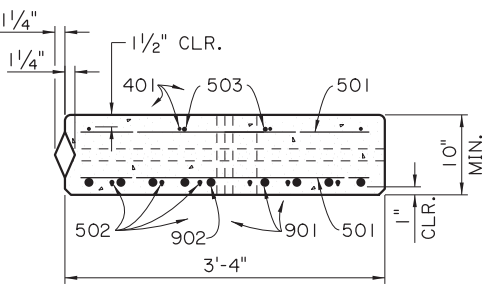
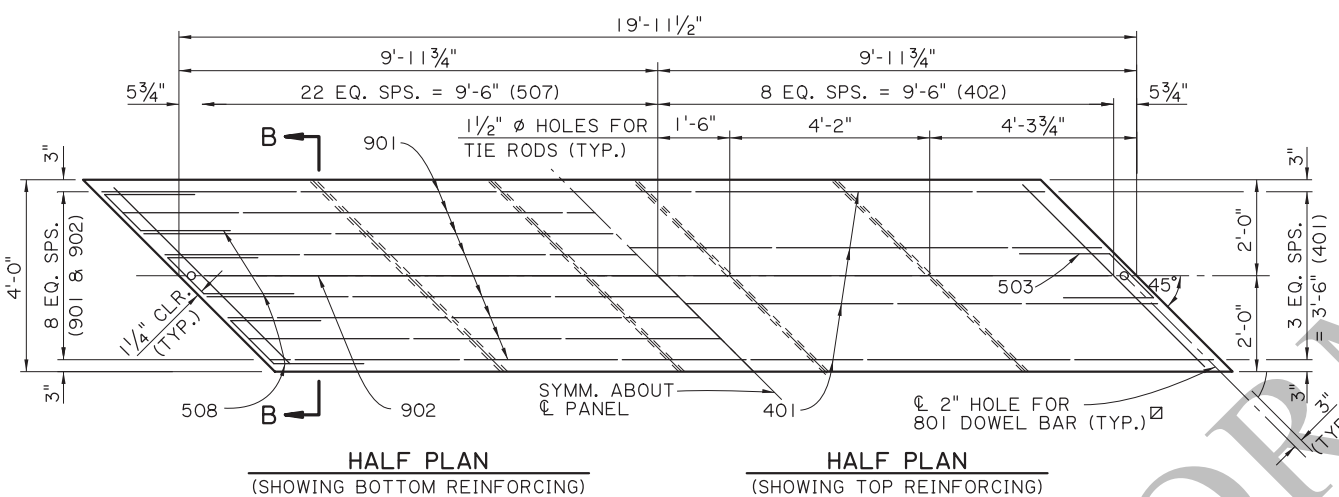
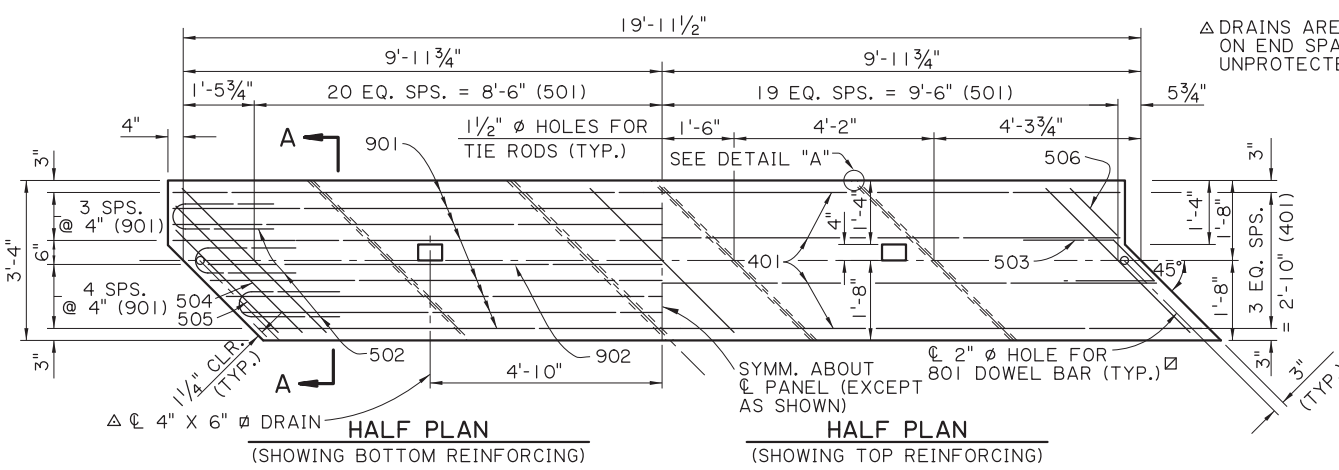


SECTION A-A

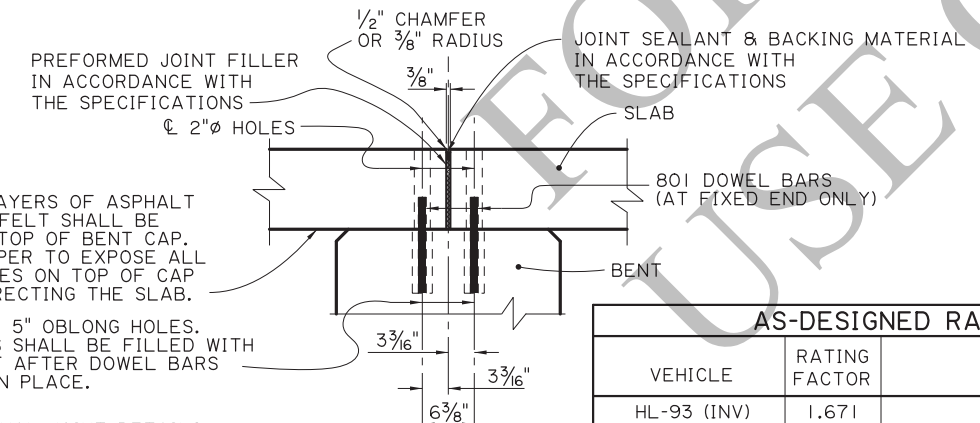


BARRIER RAILING TRANSITION SCHEMATIC
SCALE: 1/2" = 1'-0"

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN CHECK	B. DELATTE	J. NAKHLEH	CONTROL SECTION	STATE PROJECT	DATE	12/10/2025	
DETAIL CHECK	D. HYMEL	J. NAKHLEH	REVIEW	SERIES	11 OF 13		
APPROVED BY CHIEF ENGINEER: 							
REVISION OR CHANGE ORDER DESCRIPTION							
							
ALTERNATE SPAN (3 OF 4) 20'-0" PRECAST CONC. BARRIER 24'-0" CLEAR ROADWAY 45° CROSSING TWO WAY TANGENT							
							
STANDARD PLAN							



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



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

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

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)	1.671	---
HL-93 (OPR)	2.166	---
LADV-11 (INV)	1.285	MAGNIFICATION FACTOR = 1.3

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

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 3/4" CHAMFER, UNLESS OTHERWISE NOTED. 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 MINIMUM COVER OF 1" FROM THE DRAIN HOLES. REINFORCING STEEL MAY BE TACK WELDED FOR A DISTANCE OF NOT MORE THAN 4'-0" FROM EACH END OF UNIT. NO OTHER WELDING SHALL BE PERMITTED.

MISCELLANEOUS STEEL: HIGH STRENGTH BOLTS SHALL CONFORM TO ASTM DESIGNATION A-325. PRESTRESSING STRANDS SHALL CONFORM TO ASTM DESIGNATION A-416, GRADE 270. PLATES, TIE RODS, AND DRIFT BOLTS SHALL CONFORM TO ASTM 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 AML. THE GROUT SHALL BE TESTED FOR ACCEPTANCE PRIOR TO USAGE. THE GROUT SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3500 PSI PRIOR TO LOADING SLABS. SURFACES SHALL BE THOROUGHLY SATURATED WITH WATER BY FLOODING THE HOLES FOR APPROXIMATELY FIVE (5) MINUTES IMMEDIATELY BEFORE THE GROUT IS PLACED. ONLY POTABLE WATER SHALL BE USED FOR SATURATION AND MIXING PURPOSES.

PATCHING MATERIAL: THE PATCHING MATERIAL SHALL BE AN APPROVED PATCHING MATERIAL FOR PRECAST OR PRESTRESSED CONCRETE PRODUCTS LISTED ON AML. SURFACE PREPARATION, MIXING AND PLACEMENT SHALL BE IN ACCORDANCE WITH THE 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 AND 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 1/4" AT THE CENTERLINE OF SPAN. ALL UNITS SHALL BE HELD AT THE PLANT FOR A MINIMUM OF TEN(10) DAYS AFTER CASTING. THE CONCRETE SHALL REACH A MINIMUM STRENGTH OF 3,000 PSI BEFORE HANDLING IS PERMITTED.

THE LIFTING INSERTS SHALL BE 1", TYPE S INSERTS AS 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" 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.

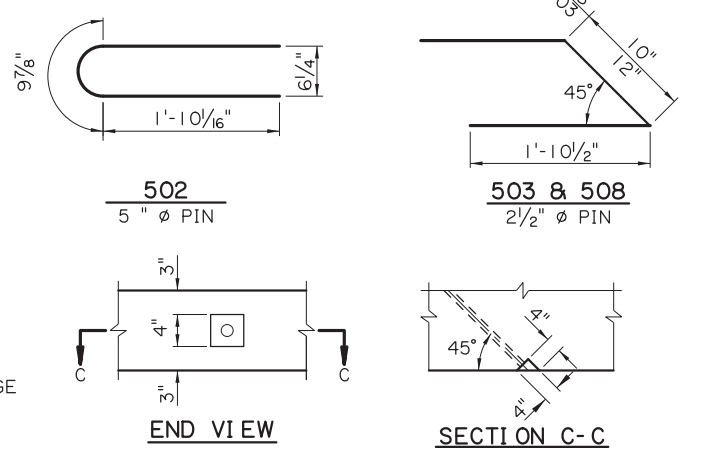
GUARDRAIL: CONFORM TO PROJECT PLANS AND GUARD RAIL STANDARD PLANS.

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'-7"	156'-8"	LONGIT. BOT. OF SLAB
902	1	18'-11"	18'-11"	LONGIT. BOT. OF SLAB
TOTAL NO. 9 BARS = 175'-7"			= 597 LBS.	
801	1	1'-0"	1'-0"	DOWELS
TOTAL NO. 8 BARS = 1'-0"			= 3 LBS.	
501	80	4'-2"	333'-4"	TRANS. TOP & BOT. OF SLAB
502	6	4'-6"	27'-0"	TOP & BOT. END OF SLAB
503	2	4'-9"	9'-6"	TOP & BOT. END OF SLAB
504	2	3'-9"	7'-6"	TOP & BOT. END OF SLAB
505	2	3'-0"	6'-0"	TOP & BOT. END OF SLAB
506	2	1'-4"	2'-8"	TOP & BOT. END OF SLAB
TOTAL NO. 5 BARS = 386'-0"			= 403 LBS.	
401	4	19'-7"	78'-4"	LONGIT. TOP OF SLAB
TOTAL NO. 4 BARS = 78'-4"			= 52 LBS.	
DEFORMED REINFORCING STEEL = 1055 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'-7"	156'-8"	LONGIT. BOT. OF SLAB
902	1	18'-11"	18'-11"	LONGIT. BOT. OF SLAB
TOTAL NO. 9 BARS = 175'-7"			= 597 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
507	45	5'-2"	232'-6"	TRANS. BOT. OF SLAB
508	6	4'-7"	27'-6"	BOT. END OF SLAB
TOTAL NO. 5 BARS = 269'-6"			= 282 LBS.	
401	4	19'-7"	78'-4"	LONGIT. TOP OF SLAB
402	17	4'-2"	70'-10"	TRANS. TOP OF SLAB
TOTAL NO. 4 BARS = 149'-2"			= 100 LBS.	
DEFORMED REINFORCING STEEL = 982 LBS.			CLASS P1 CONCRETE = 2.46 CU. YDS.	

⊙ BASED ON A 10" SLAB THICKNESS



SHEET NUMBER

PARISH

CONTROL SECTION

STATE PROJECT

DESIGN: J. NAKHLEH, B. DELATTE

CHECK: D. HYMEL, B. DELATTE

REVIEW: B. DELATTE

APPROVED BY CHIEF ENGINEER: [Signature]

DATE: 12/01/2025

REVISION OR CHANGE ORDER DESCRIPTION

NO. DATE

BY

ALTERNATE SPAN (4 OF 4)

20'-0" PRECAST CONC. SLAB UNIT

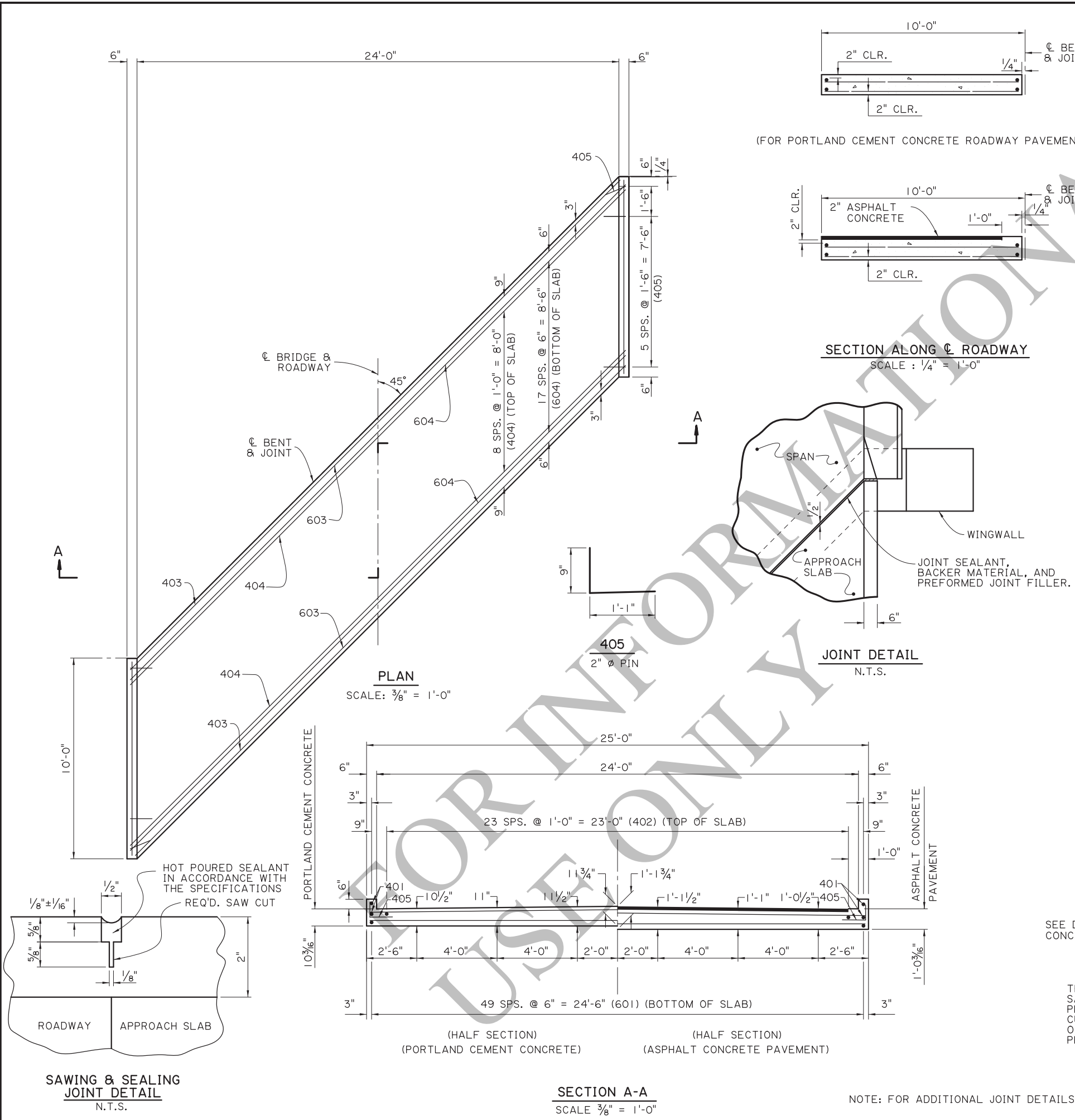
24'-0" CLEAR ROADWAY

45° CROSSING TWO WAY TANGENT

PSS-45-24-20SL

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN



ESTIMATED QUANTITIES (ONE SLAB)				
BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
801	7	1'-0"	7'-0"	DOWELS
TOTAL NO. 8 BARS = 7'-0" = 19 LBS.				
601	2	9'-7"	19'-2"	LONGIT. BOT. OF SLAB
602	48	9'-6"	456'-0"	LONGIT. BOT. OF SLAB
603	2	34'-6"	69'-0"	TRANSV. BOT. OF SLAB
604	18	34'-10"	627'-0"	TRANSV. BOT. OF SLAB
TOTAL NO. 6 BARS = 1,171'-2" = 1,759 LBS.				
401	4	9'-7"	38'-4"	LONGIT. TOP OF SLAB & CURB
402	24	9'-6"	228'-0"	LONGIT. TOP OF SLAB
403	2	34'-6"	69'-0"	TRANSV. TOP OF SLAB
404	9	34'-10"	313'-6"	TRANSV. TOP OF SLAB
405	14	1'-10"	25'-8"	DOWELS IN CURB
TOTAL NO. 4 BARS = 674'-6" = 451 LBS.				
<input type="checkbox"/> TOTAL DEFORMED REINFORCING STEEL = 2,229 LBS. CONCRETE APPROACH SLAB = 27.78 SQ. YDS. <input checked="" type="checkbox"/> ASPHALT CONCRETE = 2.6 TONS <input checked="" type="checkbox"/> SAW CUT & SEAL = 33 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.

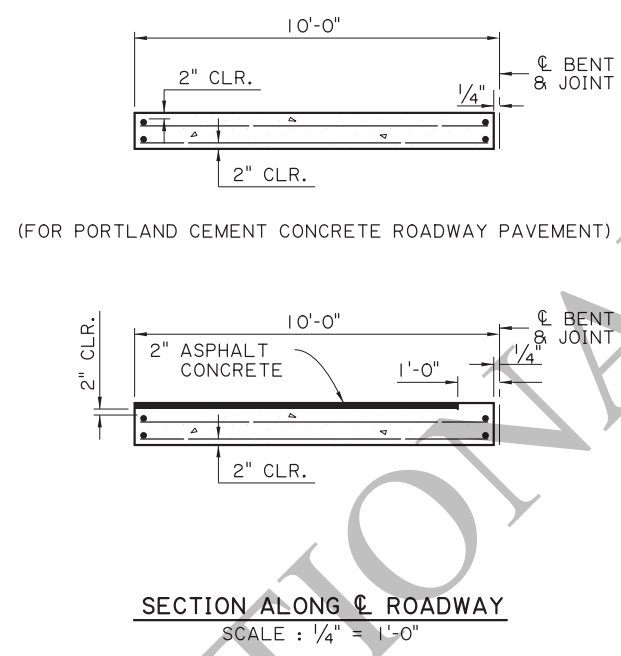
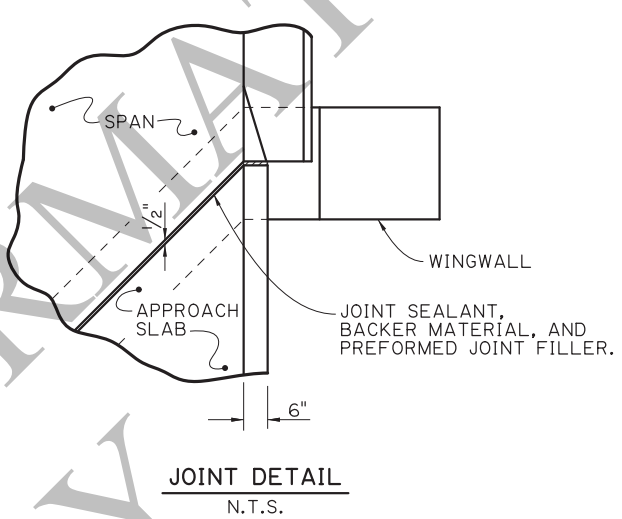
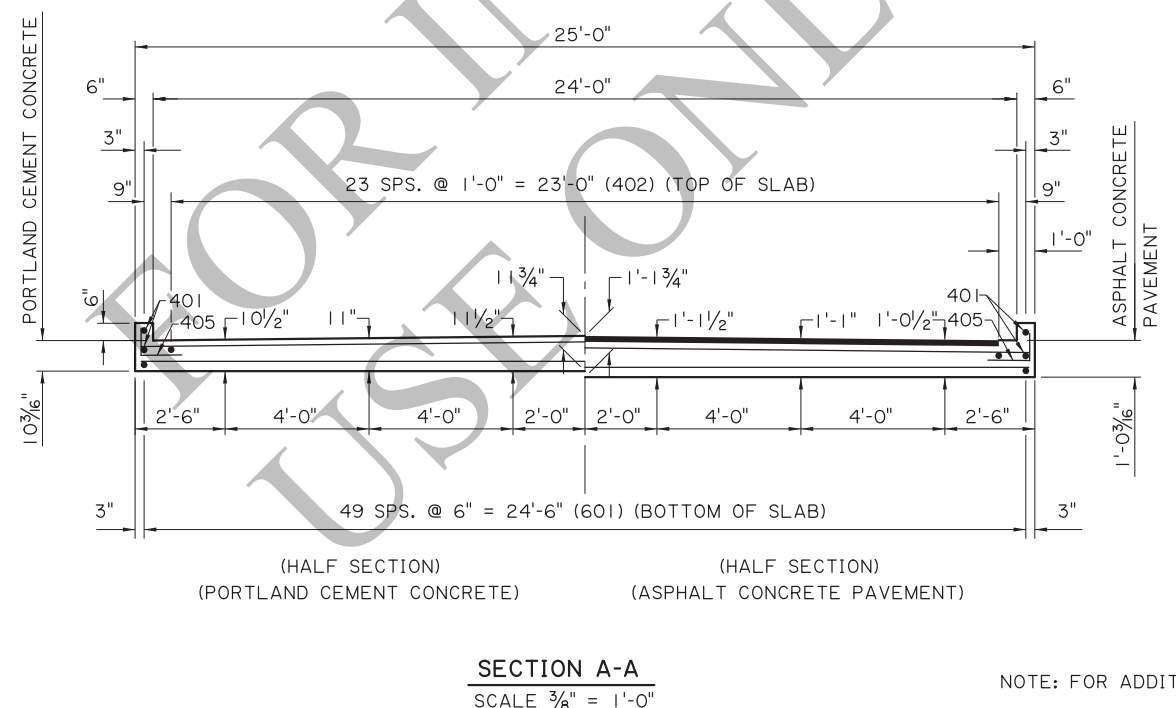
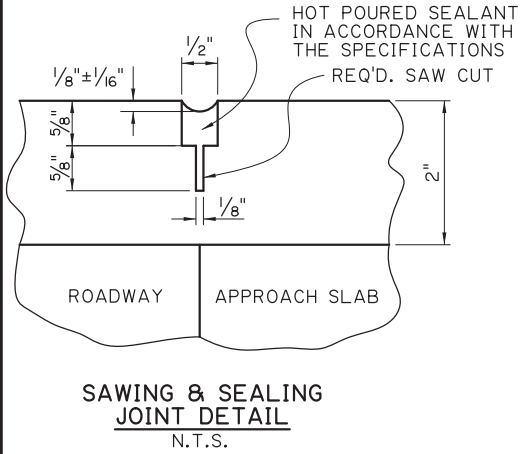
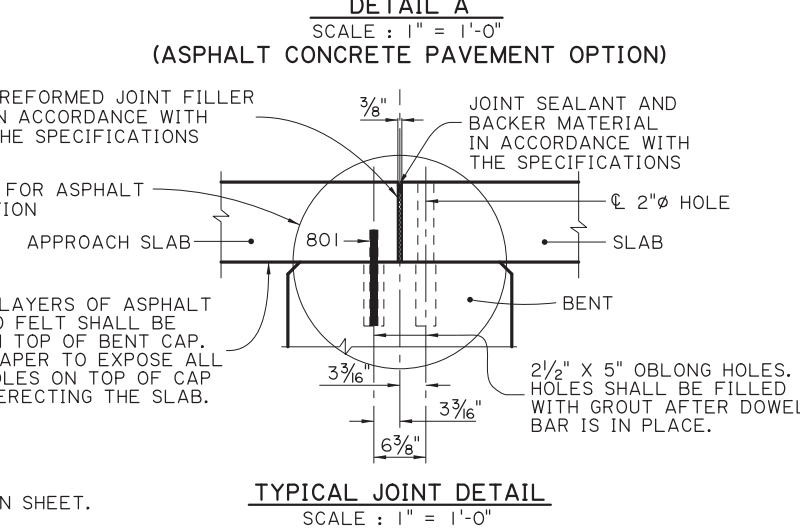
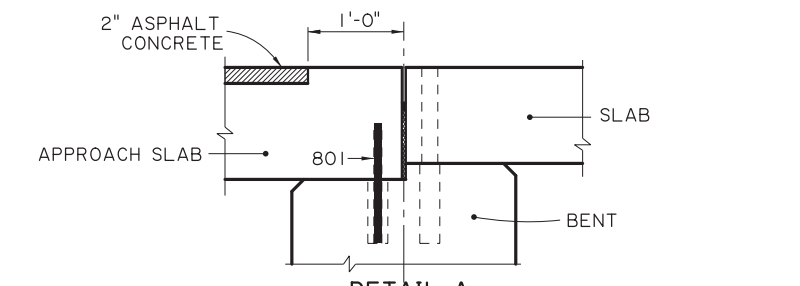
STRUCTURAL CONCRETE: ALL CONCRETE SHALL BE CLASS A1. EXPOSED EDGES SHALL HAVE A 3/4" CHAMFER, UNLESS SPECIFIED OTHERWISE.

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

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

SAWING AND 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 SPAN SHEET.

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	B. DELATTE	CHECK	J. NAKHLEH	DETAIL	D. HYMEL	CHECK	J. NAKHLEH
APPROVED BY CHIEF ENGINEER:	[Signature]		REVISION OR CHANGE ORDER DESCRIPTION	NO.	DATE	BY	DATE
APPROACH SLAB 10'-0" CAST-IN-PLACE 24'-0" CLEAR ROADWAY 45° CROSSING TWO WAY TANGENT				STANDARD PLAN			

