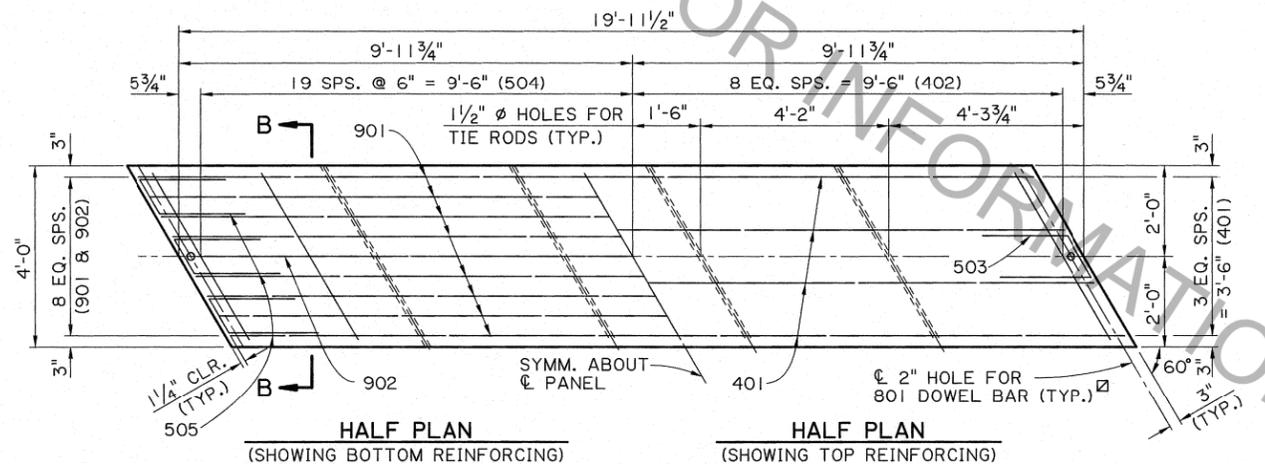
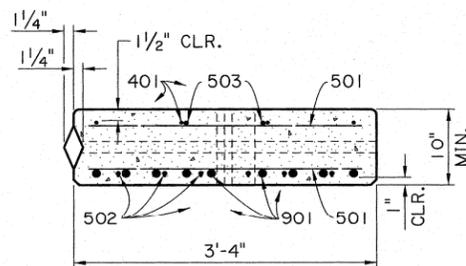


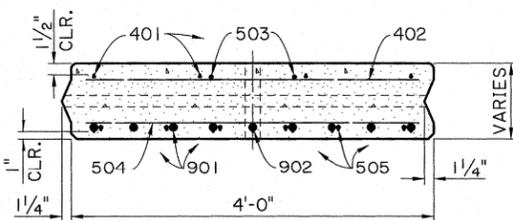
EXTERIOR UNIT
SCALE 1/2" = 1'-0"



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



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



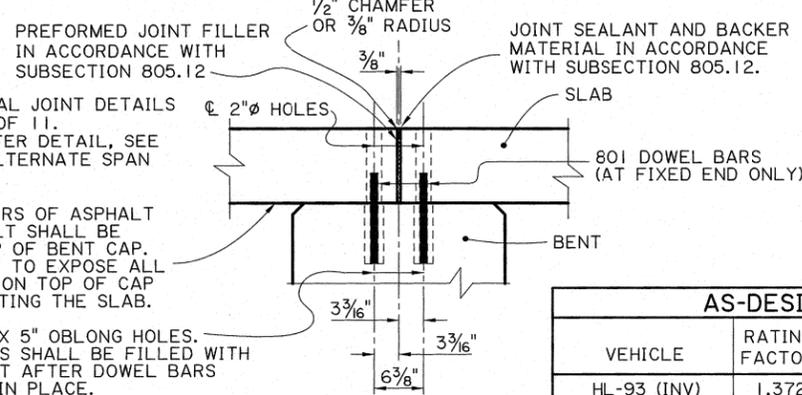
SECTION B-B
INTERIOR UNIT
SCALE 1" = 1'-0"

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

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

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.



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

AS-DESIGNED RATING		
VEHICLE	RATING FACTOR	NOTES
HL-93 (INV)	1.372	—
HL-93 (OPR)	1.781	—
LADV-11 (INV)	1.055	MAGNIFICATION FACTOR = 1.3

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

ALTERNATE SPAN NOTES:

CONSTRUCTION SPECIFICATIONS : LATEST APPROVED LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

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 SPECIAL DESIGN VEHICLE LIVE LOAD 2011).

STRUCTURAL CONCRETE : ALL CONCRETE SHALL BE CLASS P. THE BRIDGE RAIL CONCRETE SHALL BE CLASS AA 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 SUB-SECTION 805.13(d) OF THE LOUISIANA STANDARD SPECIFICATIONS.

REINFORCING STEEL : ALL REINFORCING STEEL SHALL BE GRADE 60. DIMENSIONS RELATING TO FABRICATION ARE OUT TO OUT OF BARS, UNLESS OTHERWISE NOTED. DIMENSIONS RELATING TO SPACING ARE TO BAR CENTERS, UNLESS OTHERWISE NOTED. 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 QPL 47. 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 QPL 49. 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.

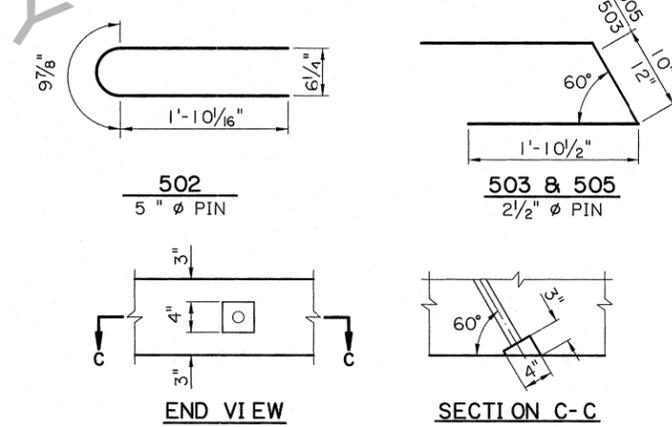
GUARDRAIL : REFER TO GENERAL PLAN FOR GUARDRAIL REQUIREMENTS. PROVIDE HOLES FOR GUARDRAIL CONNECTIONS ACCORDING TO STANDARD PLAN GR 200 ON ALL FOUR(4) BRIDGE ENDS.

BASIS OF PAYMENT : ALL MATERIALS SHALL BE PAID FOR UNDER "BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE" ACCORDING TO THE SPECIFICATIONS.

ESTIMATED QUANTITIES (ONE EXTERIOR UNIT)				
BAR NO.	UNIT LENGTH	TOTAL LENGTH	LOCATION	
901	8	19'-9"	158'-0"	LONGIT. BOT. OF SLAB
902	1	19'-1"	19'-1"	LONGIT. BOT. OF SLAB
TOTAL NO. 9 BARS = 177'-1" = 602 LBS.				
801	1	1'-0"	1'-0"	DOWELS
TOTAL NO. 8 BARS = 1'-0" = 3 LBS.				
501	76	3'-5"	259'-8"	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 = 301'-6" = 315 LBS.				
401	4	19'-9"	79'-0"	LONGIT. TOP OF SLAB
TOTAL NO. 4 BARS = 79'-0" = 53 LBS.				
DEFORMED REINFORCING STEEL = 973 LBS.				
CLASS P 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	39	4'-2"	162'-6"	TRANS. BOT. OF SLAB
505	6	4'-7"	27'-6"	BOT. END OF SLAB
TOTAL NO. 5 BARS = 199'-6" = 208 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 = 913 LBS.				
CLASS P CONCRETE = 2.46 CU. YDS.				

⊙ BASED ON A 10" SLAB THICKNESS



END VIEW

SECTION C-C

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



SHEET NUMBER	10 OF 11
DESIGNED BY	J. NAKHLEH
CHECKED BY	B. DELATTE
DATE	11/15/2010
REVISION OR CHANGE ORDER DESCRIPTION	
BY	
NO.	
DATE	
ALTERNATE SPAN (4 OF 4) 20'-0" PRECAST CONC. SLAB UNIT 24'-0" CLEAR ROADWAY 60° CROSSING TWO WAY TANGENT	
STANDARD DETAIL PSS-60-24-20SL	
BRIDGE & STRUCTURAL DESIGN	