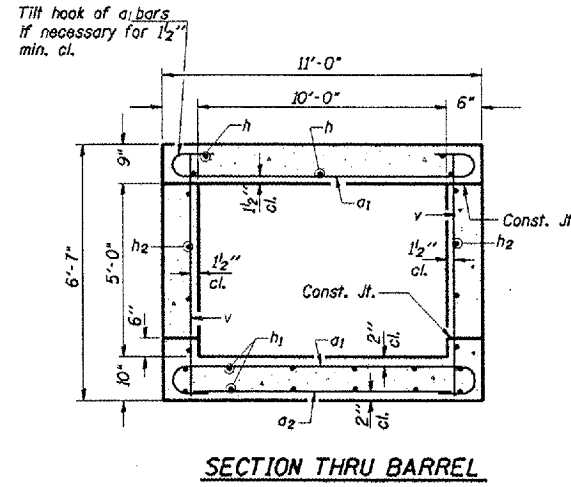
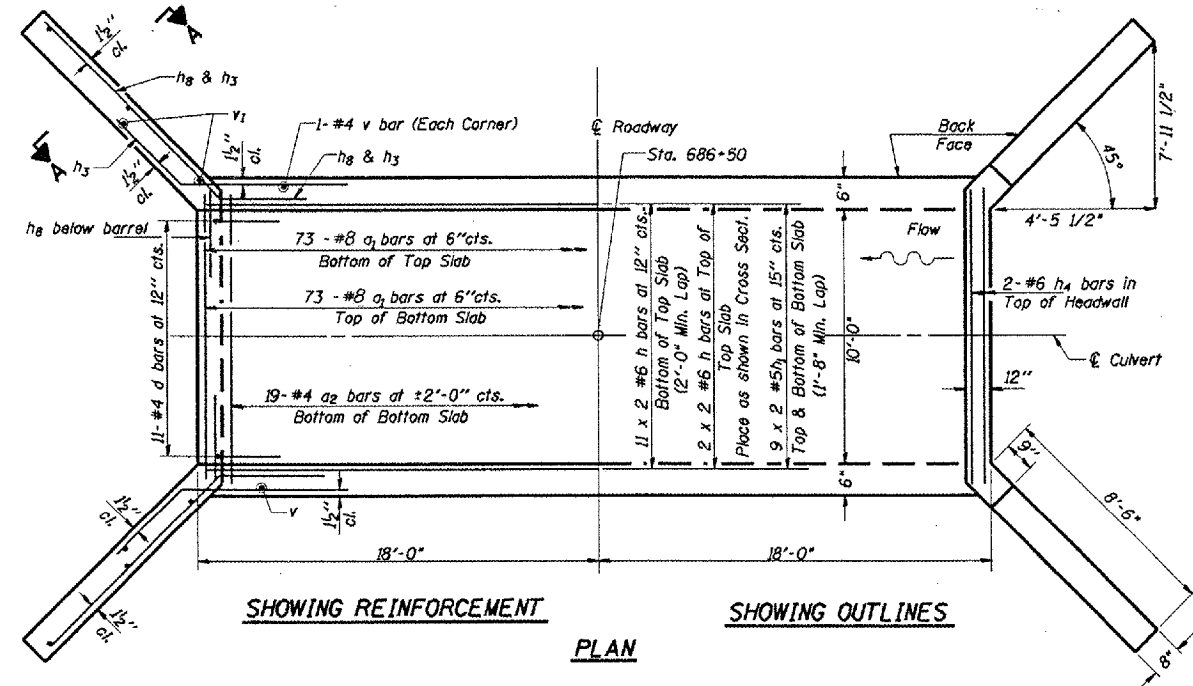
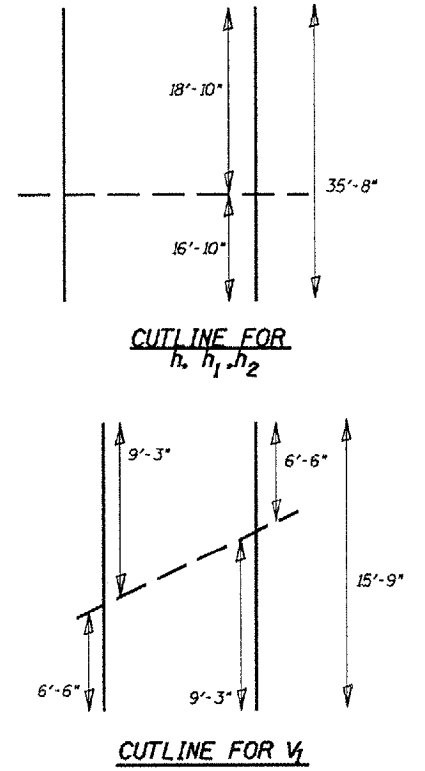
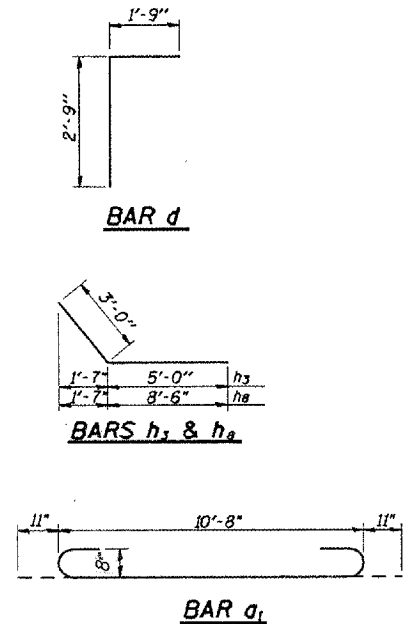


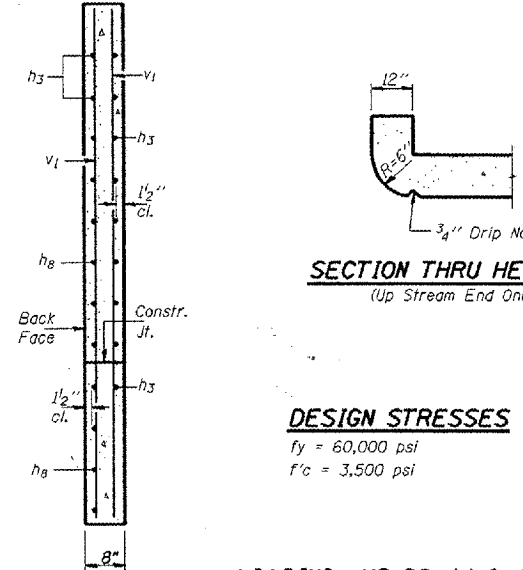
HALF LONG SECTION HALF ELEVATION



SECTION THRU BARREL



SHOWING REINFORCEMENT PLAN SHOWING OUTLINES



DESIGN STRESSES
 $f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$
 LOADING HS 20-44 & ALT.

LOCATION: BARRELS	
SIZE	LAP
#4	1'-4"
#5	1'-8"
#6	2'-0"

LOCATION: WINGWALLS	
SIZE	LAP
#4	1'-8"
#5	2'-2"
#6	2'-7"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a1(E)	146	#8	12'-6"	C	
a2(E)	21	#4	9'-8"	—	
d(E)	22	#4	4'-6"	—	
h(E)	13	#6	35'-8"	—	
h1(E)	18	#5	35'-8"	—	
h2(E)	12	#5	35'-8"	—	
h3(E)	32	#6	8'-0"	—	
h4(E)	4	#6	10'-6"	—	
h5(E)	28	#6	11'-4"	—	
v1(E)	102	#4	6'-3"	—	
v2(E)	8	#4	15'-9"	—	
Concrete Box Culverts				Cu. Yd.	36.6
Reinforcement Bars				Pound	8,320
Bar Splicers				Each	43

NOTES
 A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
 Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
 Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
 All construction joints shall be bonded.
 Temporary benchmark is located on SE corner of Railroad structure, chisled "X" on bolt head Sta. 689+02, 48' RT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CULVERT DETAILS

*PRECAST BOX CULVERT OPTION IS NOT ALLOWED