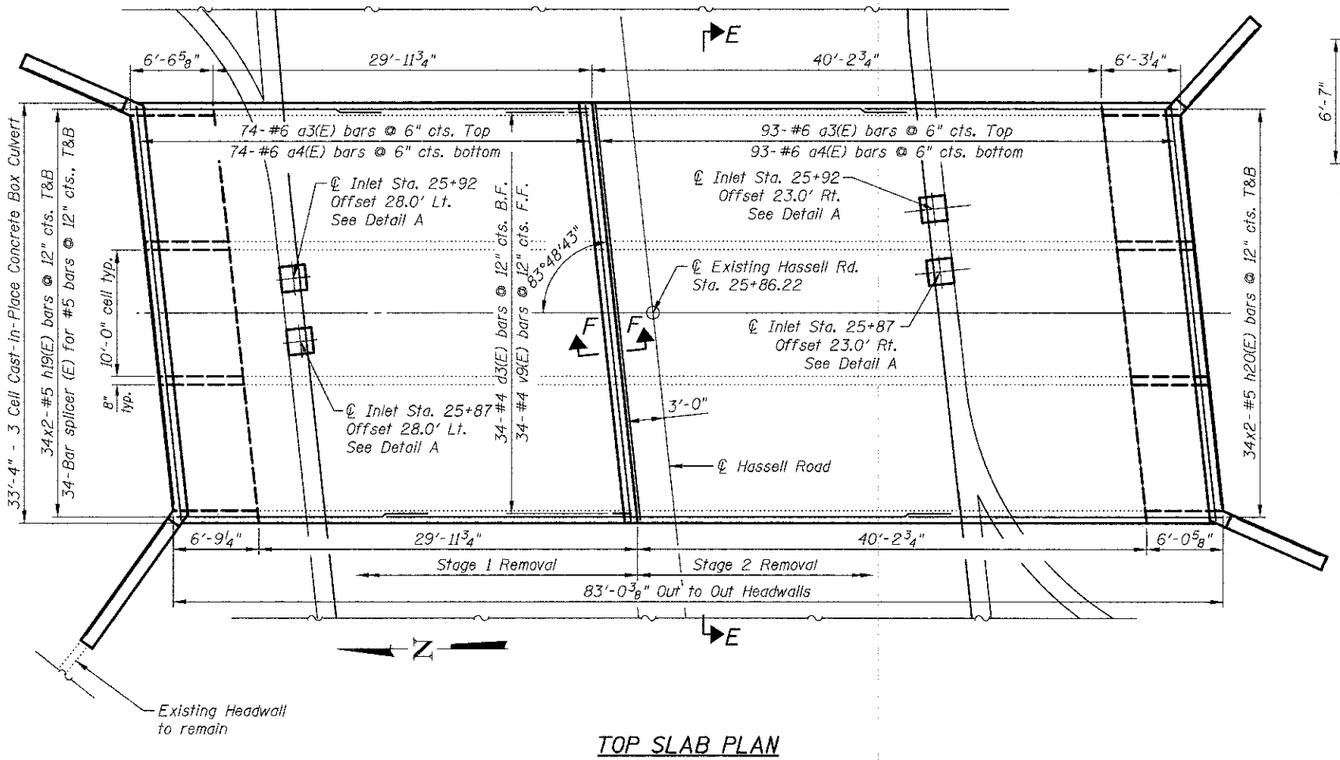
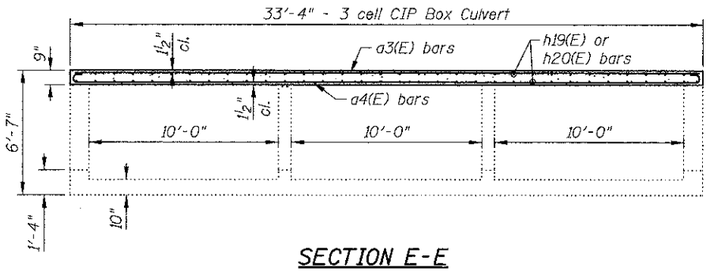
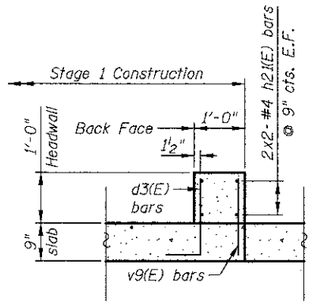


TOP SLAB PLAN

* Station and offsets are taken from the existing ℄ of Hassell Road



SECTION E-E



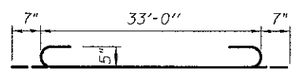
SECTION F-F

Top slab reinforcement not shown

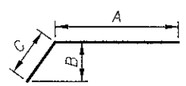
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	27	#6	34'-2"	
a1	29	#6	33'-0"	
a2(E)	32	#4	4'-0"	
a3(E)	167	#6	33'-0"	
a4(E)	167	#6	34'-2"	
d	68	#4	4'-6"	
d1(E)	34	#4	3'-0"	
d2(E)	34	#4	3'-5"	
d3(E)	34	#4	2'-2"	
h(E)	10	#4	32'-3"	
h1	88	#5	5'-10"	
h2	88	#5	6'-4"	
h3	6	#7	15'-6"	
h4	6	#7	10'-9"	
h5	7	#9	18'-5"	
h6	7	#9	9'-11"	
h7	2	#7	8'-7"	
h8	3	#9	9'-10"	
h9	3	#7	12'-10"	
h10	4	#9	15'-10"	
h11	6	#7	14'-7"	
h12	6	#7	14'-9"	
h13	6	#7	9'-7"	
h14	3	#7	8'-7"	
h15	3	#7	12'-9"	
h16	3	#7	12'-5"	
h17	3	#7	8'-8"	
h18	6	#7	10'-3"	
h19(E)	136	#5	19'-10"	
h20(E)	136	#5	24'-8"	
h21(E)	8	#4	17'-9"	
v	152	#4	6'-3"	
v1(E)	34	#4	2'-9"	
v2	8	#4	17'-6"	
v3	4	#4	17'-0"	
v4	5	#4	16'-7"	
v5	2	#4	9'-8"	
v6(E)	34	#4	2'-4"	
v7	8	#5	4'-3"	
v8	2	#4	9'-2"	
v9(E)	34	#4	1'-6"	

Item	Unit	Quantity
Concrete Box Culverts	Cu. Yd.	121.8
Reinforcement Bars	Pound	7,310
Reinforcement bars, Epoxy Coat	Pound	23,910
Expansion Bolts 3/4"	Each	82
Form Liner Textured Surface, Special	Sq. Ft.	274

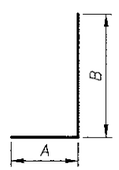


BARS a and a4(E)



BARS h3 THRU h17

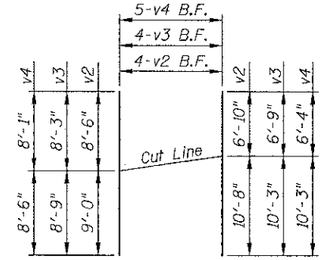
Bar	A	B	C
h3	11'-3"	1'-8 5/8"	4'-3"
h4	7'-9"	1'-2 1/2"	3'-0"
h5	13'-0"	4'-4 7/8"	5'-5"
h6	6'-11"	2'-5 3/8"	3'-0"
h7	5'-7"	2'-7 1/8"	3'-0"
h8	6'-10"	1'-11 7/8"	3'-0"
h9	9'-10"	2'-7 1/8"	3'-0"
h10	12'-10"	1'-11 7/8"	3'-0"
h11	10'-10"	1'-6 1/8"	3'-9"
h12	10'-0"	3'-6 3/8"	4'-9"
h13	6'-7"	2'-2 3/4"	3'-0"
h14	5'-7"	2'-2 3/4"	3'-0"
h15	9'-9"	2'-2 3/4"	3'-0"
h16	9'-5"	2'-7 1/8"	3'-0"
h17	5'-8"	2'-7 1/8"	3'-0"
h18	7'-3"	1'-2 1/2"	3'-0"



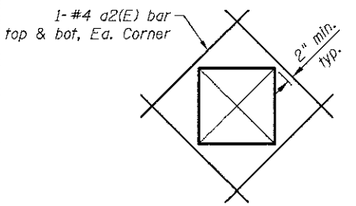
BARS d THRU d2(E)

Bar	A	B
d	1'-9"	2'-9"
d1(E)	0'-8"	2'-4"
d2(E)	0'-8"	2'-9"
d3(E)	0'-8"	1'-6"

End section of the barrell shall be poured monolithically with the wingwalls.
Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



FIELD CUTTING DIAGRAM



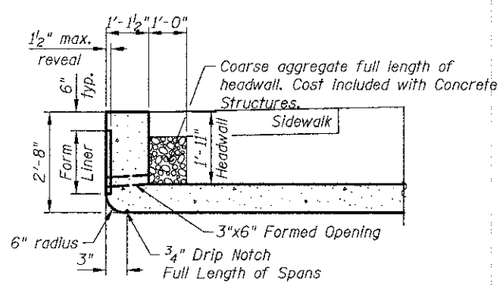
DETAIL A
REINFORCEMENT AT INLET

(Cut reinforcement to clear inlet)
(Adjust inlet to avoid culvert walls)

MINIMUM BAR LAP

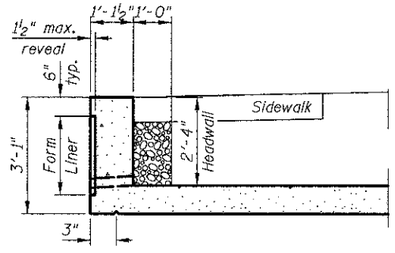
(Top Slab)

#5 bar = 3'-3"



SECTION THRU HEADWALL
UPSTREAM SIDE

Reinforcement not shown



SECTION THRU HEADWALL
DOWNSTREAM SIDE

Reinforcement not shown
See upstream side for balance of information

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DRAWN - K. BOCHNOWSKI	REVISED -	
DESIGNED - M. LANGE	REVISED -	
CHECKED - G. HATLESTAD	REVISED -	
DATE - DECEMBER 17, 2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP SLAB DETAILS
HASSELL ROAD OVER POPLAR CREEK
STRUCTURE NO. 016-6328
SHEET NO. CA6 OF CA9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1100	11-00087-00-FP	COOK	164	104
		CONTRACT NO. 63770		
	ILLINOIS FED. AID PROJECT CMM 9003(757)			