

(Back)
 13-#7h₃(E) bars @ 6" cts. Short Wing
 13-#7h₇(E) bars @ 6" cts. Long Wing

(Front)
 20-#7h₃(E) bars @ 6" cts. Short Wing
 20-#7h₇(E) bars @ 6" cts. Long Wing

31-#7h₁₁(E) bars @ 6" cts. Short Wing
 31-#7h₁₂(E) bars @ 6" cts. Long Wing

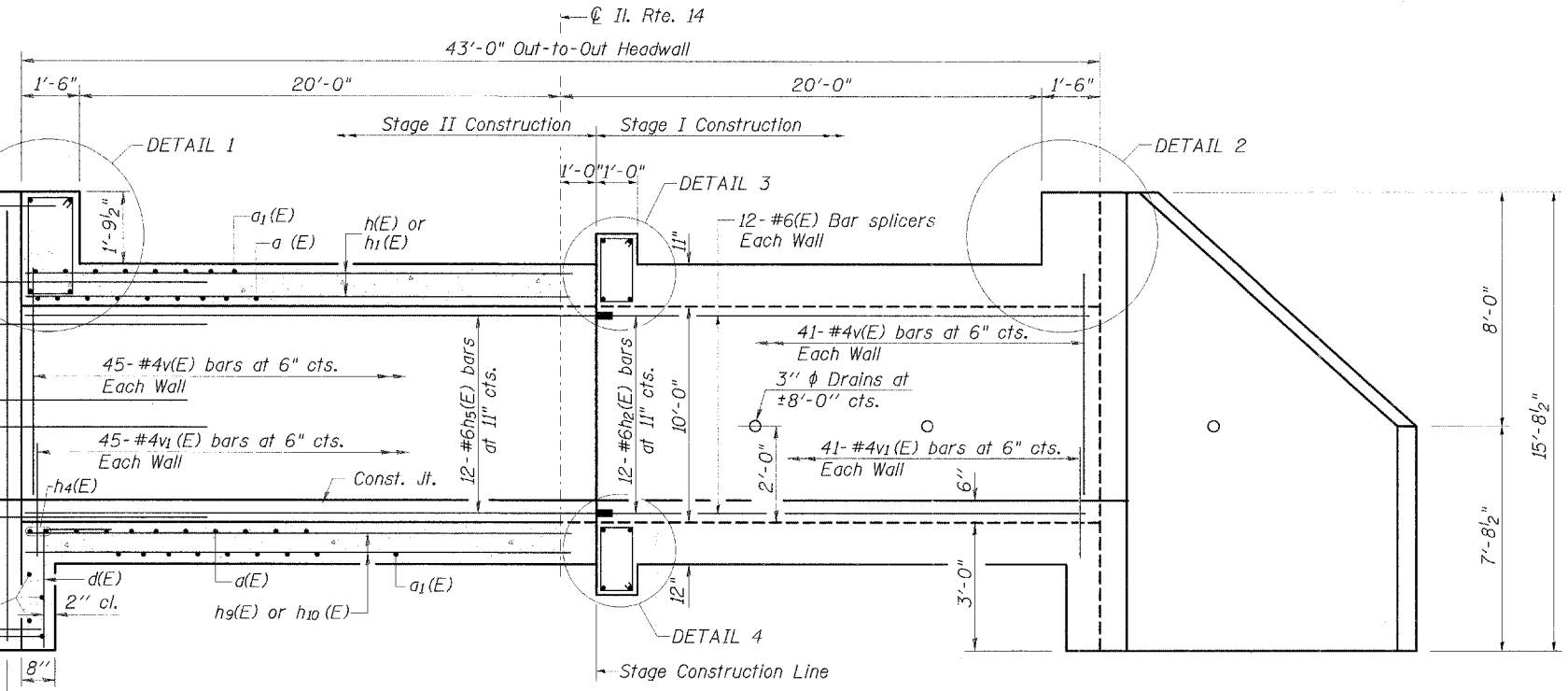
Bend in Field (typ.)

Long Wing
 Short Wing

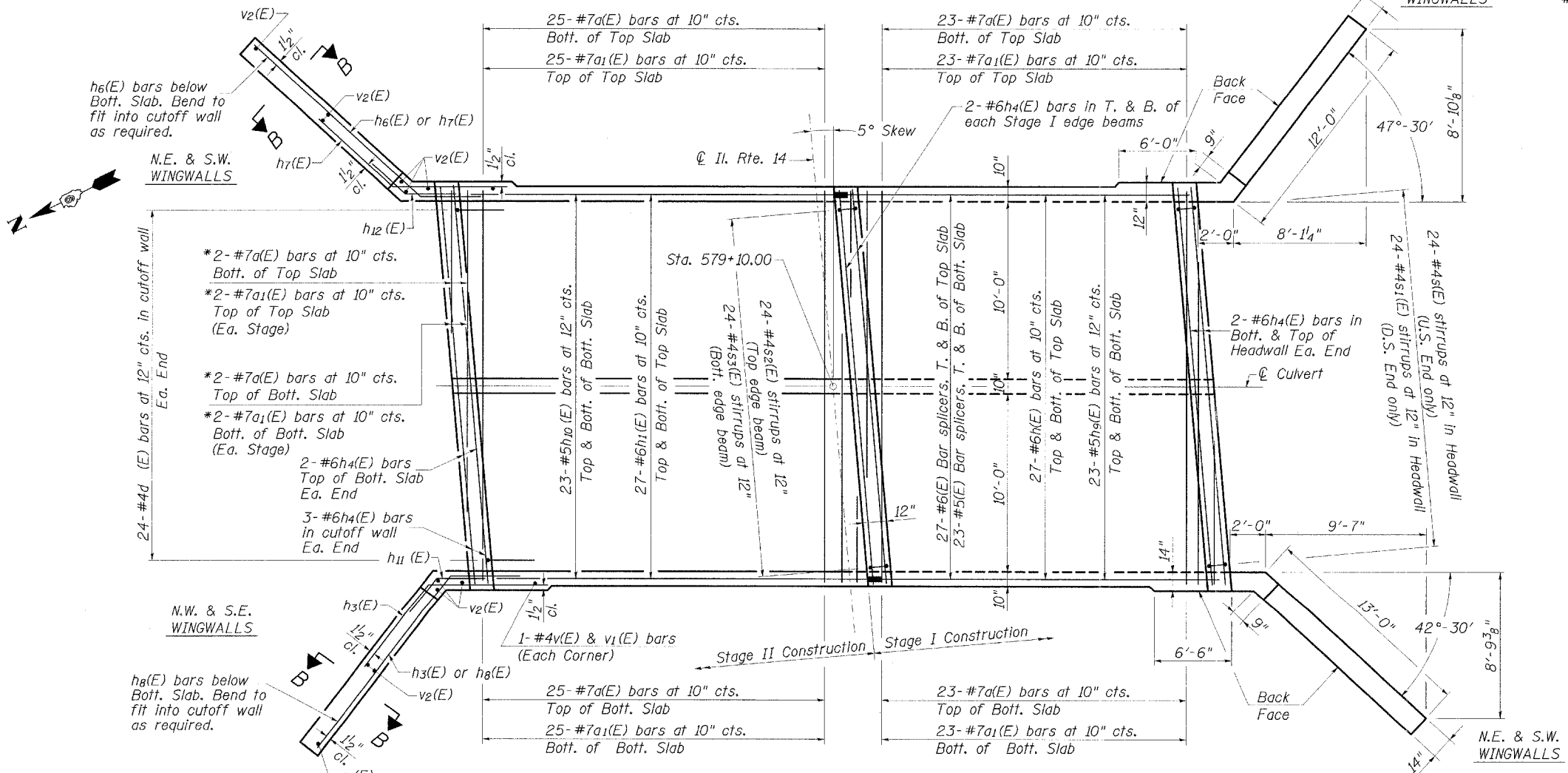
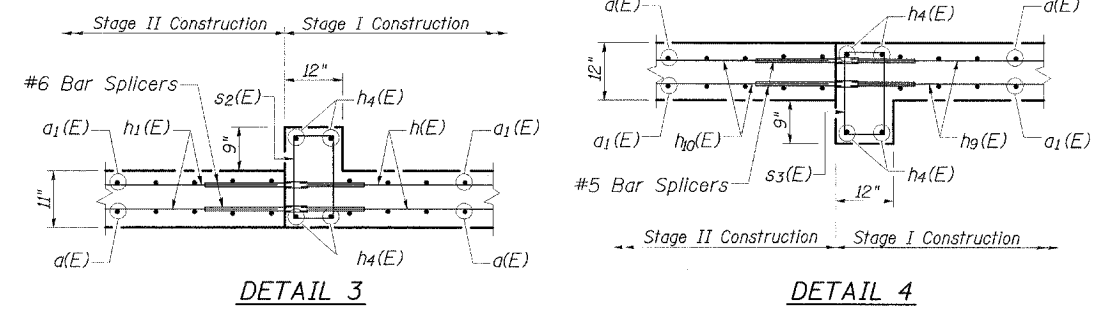
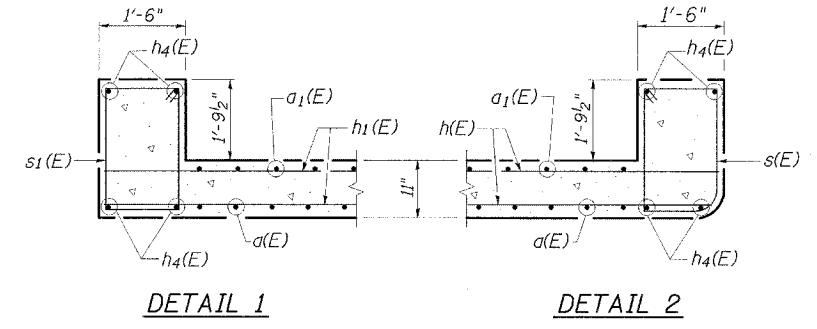
16-#7h₆(E) bars at 6" cts.
 16-#7h₈(E) bars at 6" cts.

(Back)
 (Back)

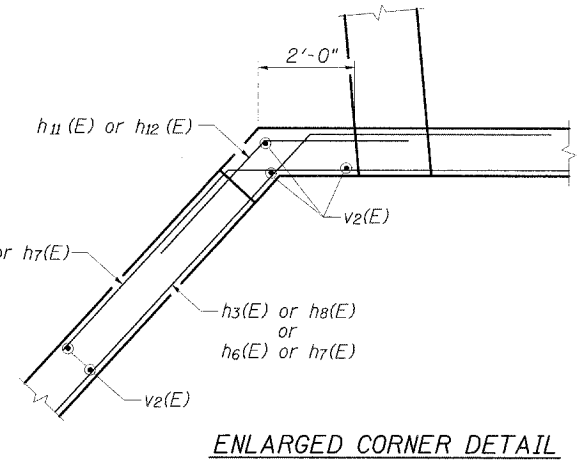
6-#4v₂(E) bars - Ea. Wing
 See Plan View



HALF LONG. SECTION **HALF ELEVATION**
 Dimensions are at Right Angles to \perp Roadway



SHOWING REINFORCEMENT **SHOWING OUTLINES**
PLAN

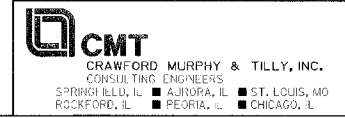


- NOTES:**
1. A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
 2. See Sheet 5 of 8 for Section thru barrel, Section B-B and Culvert Bill of Material.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT DETAILS - 1
 F.A.P. ROUTE 869 (IL. RTE. 14)
 ILLINOIS ROUTE 14 OVER
 TRIBUTARY TO ANDY CREEK
 SECTION 104B-1 STA. 579+10.00
 STR. NO. 028-2016 - FRANKLIN COUNTY

SCALE: NONE DRAWN BY: GLD
 DATE: 05/08/07 CHECKED BY: WLW



*a₁(E) and a₁(E) bars in skewed portion of slab shall be ordered full length and cut to fit. Balance of a bars to be used in opposite end. (Each Stage)