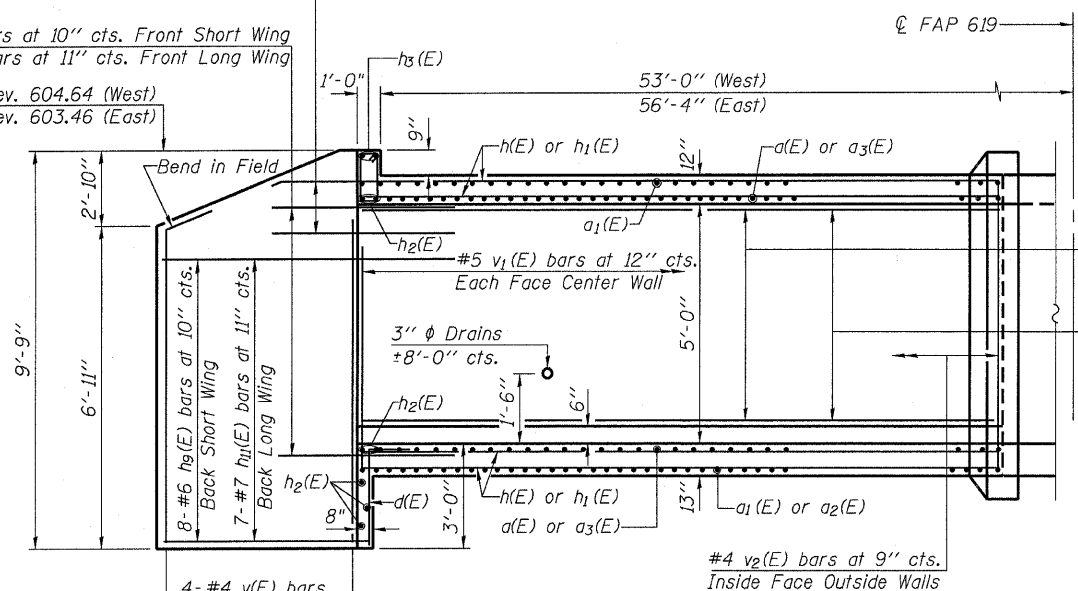


3-#6 $h_8(E)$ bars at 10" cts. Back Short Wing
3-#7 $h_{10}(E)$ bars at 11" cts. Back Long Wing

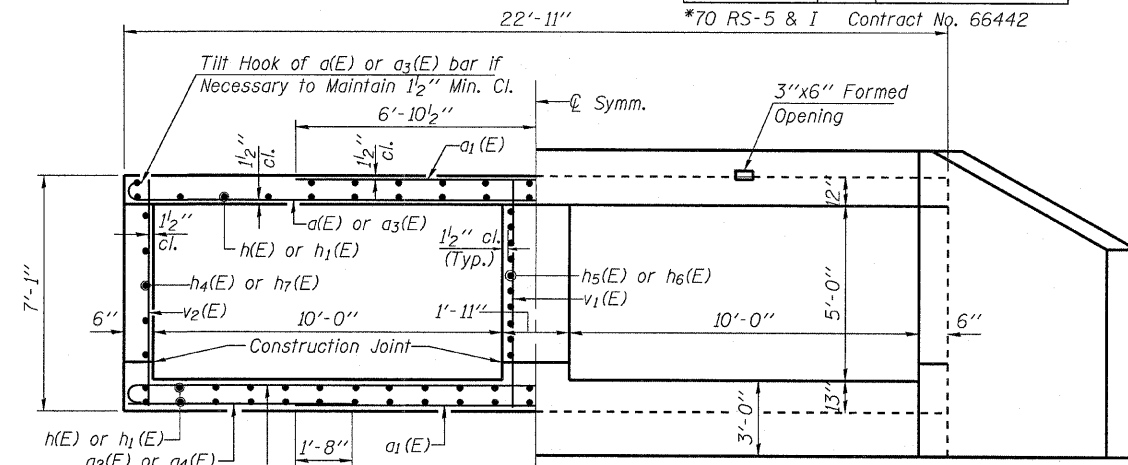
7-#6 $h_8(E)$ bars at 10" cts. Front Short Wing
7-#7 $h_{10}(E)$ bars at 11" cts. Front Long Wing

Elev. 604.64 (West)
Elev. 603.46 (East)



LONGITUDINAL SECTION
Dimensions at Rt. L's to \bar{C} Roadway

5-#7 bars at 12" cts. Ea. Face Center Wall $h_5(E)$ bars Short Side $h_6(E)$ bars Long Side (See Plan)
5-#5 bars at 12" cts. Inside Face Outside Walls $h_4(E)$ bars Long Side $h_7(E)$ bars Short Side (See Plan)



HALF SECTION THRU CIP BARREL

HALF END ELEVATION CIP BARREL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_1(E)$	76	#5	24'-5"	
$a_2(E)$	72	#7	13'-9"	—
$a_3(E)$	28	#5	6'-5"	—
$a_4(E)$	40	#5	12'-6"	
$a_5(E)$	10	#5	11'-4"	—
$d(E)$	48	#4	4'-6"	
$h(E)$	47	#5	26'-0"	—
$h_1(E)$	47	#5	25'-4"	—
$h_2(E)$	14	#6	26'-10"	—
$h_3(E)$	4	#6	25'-5"	—
$h_4(E)$	10	#5	16'-5"	—
$h_5(E)$	10	#7	9'-7"	—
$h_6(E)$	10	#7	15'-7"	—
$h_7(E)$	10	#5	9'-3"	—
$h_8(E)$	20	#6	8'-0"	
$h_9(E)$	16	#6	10'-4"	
$h_{10}(E)$	20	#7	8'-0"	
$h_{11}(E)$	14	#7	16'-10"	
$s(E)$	25	#4	4'-11"	
$s_1(E)$	25	#4	4'-11"	
$v(E)$	16	#4	9'-3"	—
$v_1(E)$	60	#5	6'-3"	—
$v_2(E)$	74	#4	6'-3"	—
$x(E)$	144	#4	5'-3"	
$x_1(E)$	24	#4	16'-9"	
Concrete Box Culverts			Cu. Yd.	84.9
Reinforcement Bars, Epoxy Coated			Pound	12,000
Precast Concrete Box Culverts, 5'x10'			Foot	204

Work this sheet with sheet 3 of 4.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: **CULVERT DETAILS**

PROJECT: FAP ROUTE 619 (IL. ROUTE 71) SECTION 70 RS-5 & I LA SALLE COUNTY STATION 820+57.81 STRUCTURE NUMBER 050-2045	PROJECT NO.: 05046 SCALE: DATE: 04/27/07 DRAWN BY: TFG CHECKED BY: BD/KPS/MCB DRAWING NO.:
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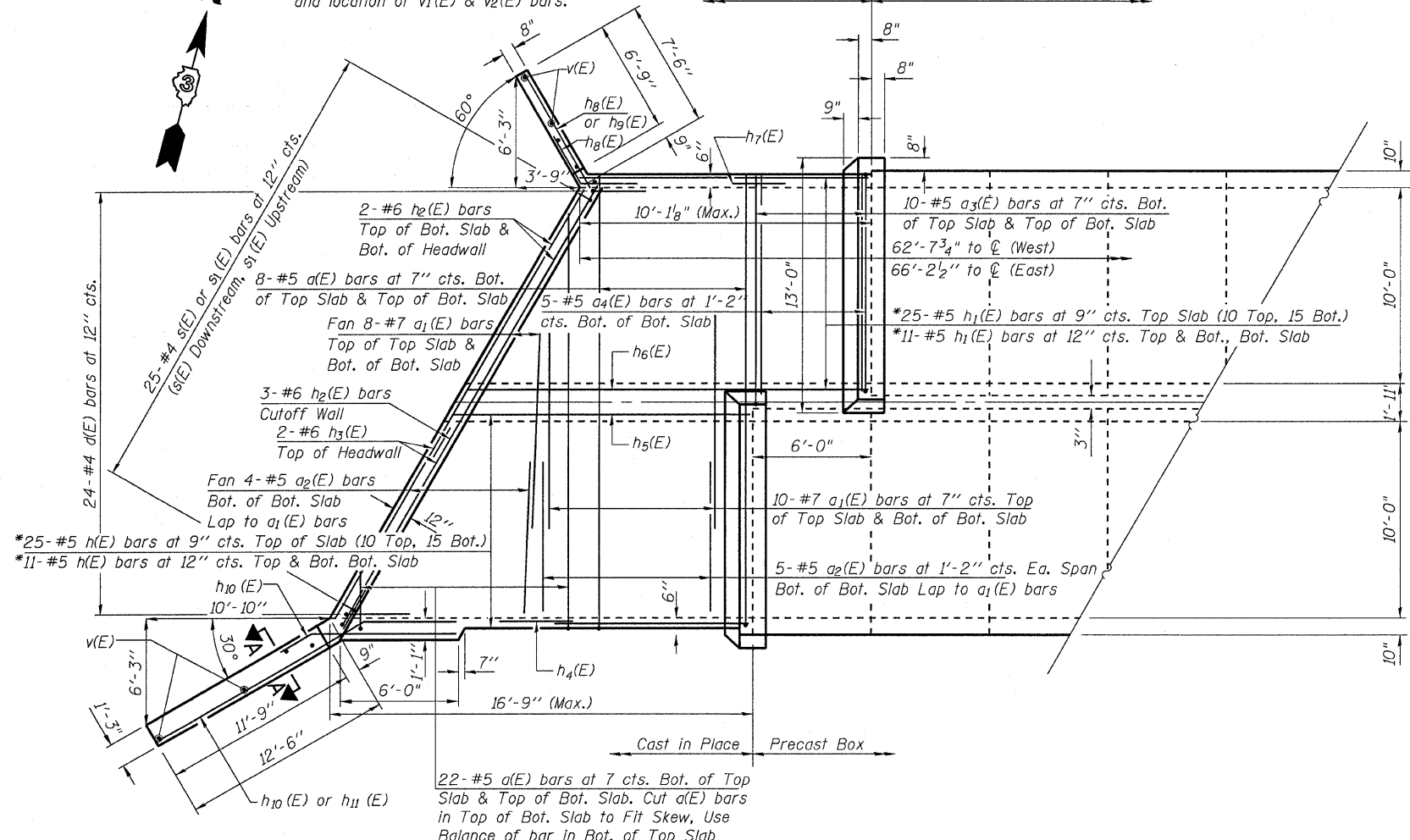
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

2
OF 4 SHTS



See Schedule on Sheet 3 of 4 for number and location of $v_1(E)$ & $v_2(E)$ bars.

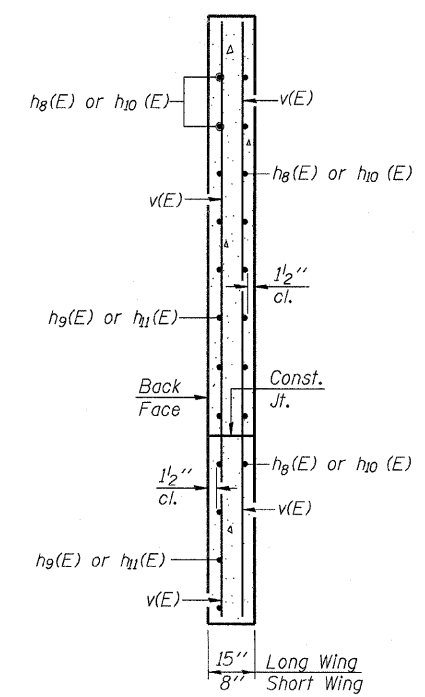
Cast in Place Precast Concrete Box Culverts



PLAN

West End Treatment Shown
East End Treatment Similar
by Rotating 180°

*Cut $h(E)$ and $h_1(E)$ bars to fit skew, use balance in opposite end.



SECTION A-A

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