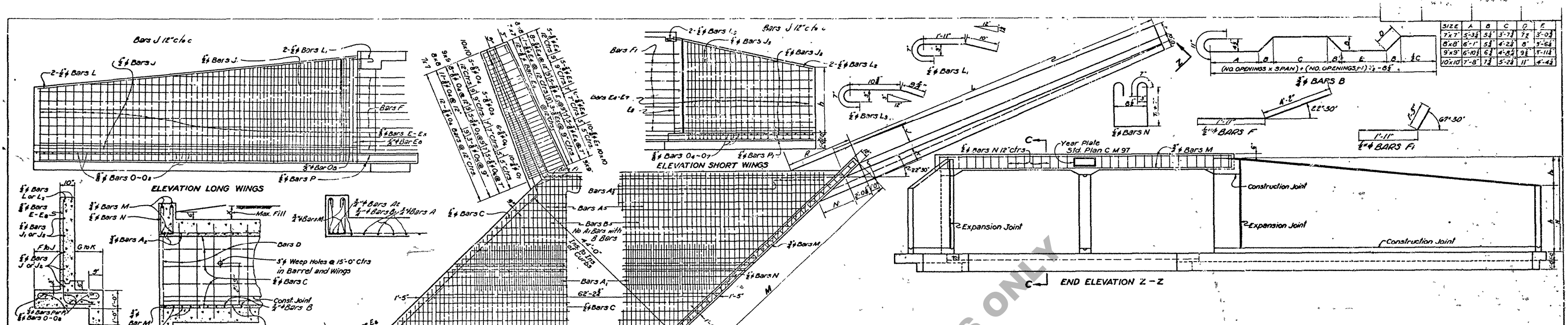




SIZE	A	B	C	D	E
7x7	5.34	5.34	5.34	5.34	5.34
8x8	6.17	6.17	6.17	6.17	6.17
9x9	6.99	6.99	6.99	6.99	6.99
10x10	7.77	7.77	7.77	7.77	7.77

DIMENSIONS															QUANTITIES	
SIZE	NO.	AREA	PER. LIN. FT.	CONCRETE	STEEL	CONCRETE	STEEL	CONCRETE	STEEL	CONCRETE	STEEL	CONCRETE	STEEL	CONCRETE	STEEL	CONCRETE
7x7	2	98	12	11	9	7	8-5	25-9	11-10	5-6	2-9	1-6	0-11	2-3	1-7	3-5
8x8	2	128	9	9	8	8	9-5	32-4	13-4	6-2	3-1	1-8	1-1	2-6	1-10	4-5
9x9	2	162	9	9	9	9	10-4	36-1	14-11	6-11	3-5	1-11	1-3	2-9	1-10	5-0
10x10	2	200	9	9	10	10	11-5	39-11	16-6	7-7	3-9	1-11	1-5	3-0	1-10	5-10

BARREL										WING																										
OPENINGS		BARS A		BARS A ₁		BARS A ₂		BARS B		BARS C		BARS D		BARS E		BARS E ₁		BARS E ₂		BARS E ₃		BARS E ₄		BARS E ₅		BARS E ₆		BARS E ₇		BARS E ₈						
SIZE	NO.	LGTH.	SPC.	NO.	LGTH.	SPC.	NO.	LGTH.	SPC.	NO.	LGTH.	SPC.	NO.	LGTH.	SPC.	NO.	LGTH.	SPC.	NO.	LGTH.	SPC.	NO.	LGTH.	SPC.	NO.	LGTH.	SPC.	NO.	LGTH.	SPC.	NO.	LGTH.	SPC.			
FT.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.		FT. IN.				
7x7	90	16-02	13	130	5-1	6	2-23	64	55-03	4	92	17-3	11	110	33-3	12	294	8-2	8	7-53	10-08	2	7-5	10-08	2	7-5	10-08	2	7-5	10-08	2	7-5	10-08	2		
3	70	24-53	13	232	5-1	6	2-23	64	55-03	4	76	23-5	13	172	33-3	12	392	8-2	8	7-53	10-08	2	7-5	10-08	2	7-5	10-08	2	7-5	10-08	2	7-5	10-08	2		
4	62	31-104	13	474	5-1	6	2-23	64	55-03	4	64	33-2	13	226	33-3	12	490	8-2	8	7-53	10-08	2	7-5	10-08	2	7-5	10-08	2	7-5	10-08	2	7-5	10-08	2		
5	50	39-54	13	696	5-1	6	2-23	64	55-03	4	48	41-2	13	280	33-3	12	566	8-2	8	7-53	10-08	2	7-5	10-08	2	7-5	10-08	2	7-5	10-08	2	7-5	10-08	2		
6	34	49-101	13	930	5-1	6	2-23	64	46-03	4	36	49-1	13	334	33-3	12	666	8-2	8	7-53	10-08	2	7-5	10-08	2	7-5	10-08	2	7-5	10-08	2	7-5	10-08	2		
8x8	2	94	13-13	12	342	5-8	6	2-32	6	17-23	4	96	19-6	12	132	33-3	12	294	9-3	8	8-2	11-01	2	11-13	13	11-91	2	8-53	31	11-21	2	11-53	31	11-03	2	
9	78	27-71	12	324	5-8	6	2-2	6	26-3	4	76	28-63	12	192	33-3	12	392	9-3	8	8-2	11-01	2	11-13	13	11-91	2	8-53	31	11-21	2	11-53	31	11-03	2		
4	58	36-33	12	334	5-8	6	2-52	6	35-54	4	60	37-7	12	252	33-3	12	490	9-3	8	8-2	11-01	2	11-13	13	11-91	2	8-53	31	11-21	2	11-53	31	11-03	2		
5	42	47-91	12	716	5-8	6	2-32	6	43-91	4	44	46-8	12	312	33-3	12	566	9-3	8	8-2	11-01	2	11-13	13	11-91	2	8-53	31	11-21	2	11-53	31	11-03	2		
6	26	56-51	12	1070	5-8	6	2-14	6	52-74	4	24	53-8	12	372	33-3	12	666	9-3	8	8-2	11-01	2	11-13	13	11-91	2	8-53	31	11-21	2	11-53	31	11-03	2		
9x9	2	98	21-21	11	102	6-3	4	2-13	5	20-55	4	96	21-10	11	140	33-3	12	234	10-5	10	9-03	11	11-33	2	11-43	12	12-4	2	12-43	12	12-43	2	9-23	31	11-21	2
3	76	30-112	11	364	6-3	4	2-45	5	29-103	4	76	32-1	11	212	33-3	12	312	10-5	10	9-03	11	11-33	2	11-43	12	12-4	2	12-43	12	12-43	2	9-23	31	11-21	2	
4	54	40-41	11	804	6-3	4	2-23	5	39-93	4	56	42-3	11	278	33-3	12	390	10-5	10	9-03	11	11-33	2	11-43	12	12-4	2	12-43	12	12-43	2	9-23	31	11-21	2	
5	34	50-54	11	904	6-3	4	2-04	5	49-93	4	32	52-6	11	344	33-3	12	468	10-5	10	9-03	11	11-33	2	11-43	12	12-4	2	12-43	12	12-43	2	9-23	31	11-21	2	
10x10	2	114	23-53	9	198	6-10	4	2-45	4	22-71	4	112	24-2	9	160	33-3	12	261	11-7	9	9-11	12	10-11	2	11-03	12	12-3	2	12-13	12	12-13	2	10-73	31	11-53	2
3	86	34-33	9	452	6-10	4	2-24	4	33-33	4	64	35-7	9	232	33-3	12	348	11-7	9	9-11	12	10-11	2	11-03	12	12-3	2	12-13	12	12-13	2	10-73	31	11-53	2	
4	54	45-11	9	762	6-10	4	2-45	4	45-44	4	56	46-11	9	304	33-3	12	456	11-7	9	9-11	12	10-11	2	11-03	12	12-3	2	12-13	12	12-13	2	10-73	31	11-53	2	
5	26	59-11	9	1128	6-10	4	2-13	4	54-24	4	28	59-4	9	376	33-3	12	522	11-7	9	9-11	12	10-11	2	11-03	12	12-3	2	12-13	12	12-13	2	10-73	31	11-53	2	

GENERAL NOTES:

Construction Specifications: Latest Approved La. Dept. of Highways Std. Spec. Design Specifications: AASHO, 1957, as amended to Dec. 31, 1958.

Line Loads: H-20-44 (Modified).

All Concrete to be Class A.

Reinforcement shall be Intermediate or Hard Grade, ASTM A63 or A632, or as specified.

Dimensions relating to Reinforcing Steel are to Bar Centers.

Place 2" Cap. Ft. of large size gravel or loose rock behind and around each weep-hole.

When Culvert is located at a slope subject to scour, the weep-hole shall be made deeper or Rip-Rap placed around base of the wall to prevent scour.

For Details of Expansion and Construction Details see Std. Plan C.M. 42.

BILL OF STEEL FOR 44'-0" CULVERT (62'-2" Along E) — CONTINUED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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OPENINGS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS		BARS	

STANDARD PLAN

MULTIPLE OPENINGS

REINFORCED CONCRETE BOX CULVERTS

7x7 - 8x8 - 9x9 - 10x10

4:1 SLOPE

45° CROSSING

DATE: APRIL 1960

DESIGNED: [Signature]

CHECKED: [Signature]

BRIDGE DESIGN SECTION