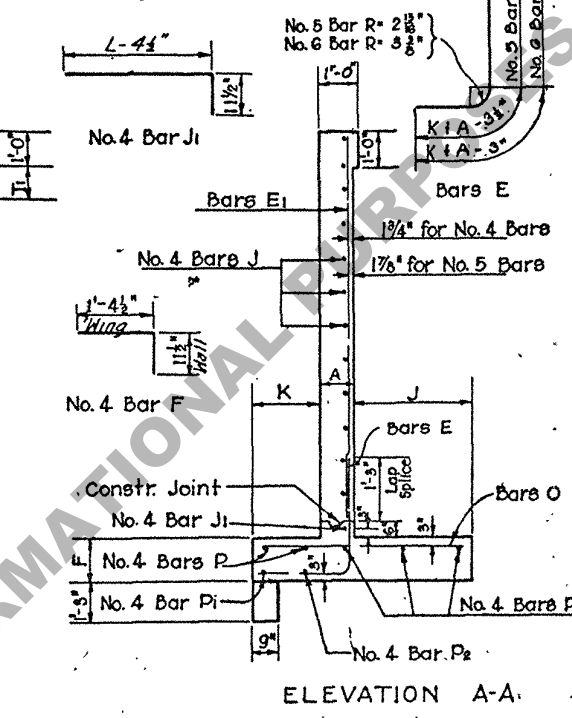
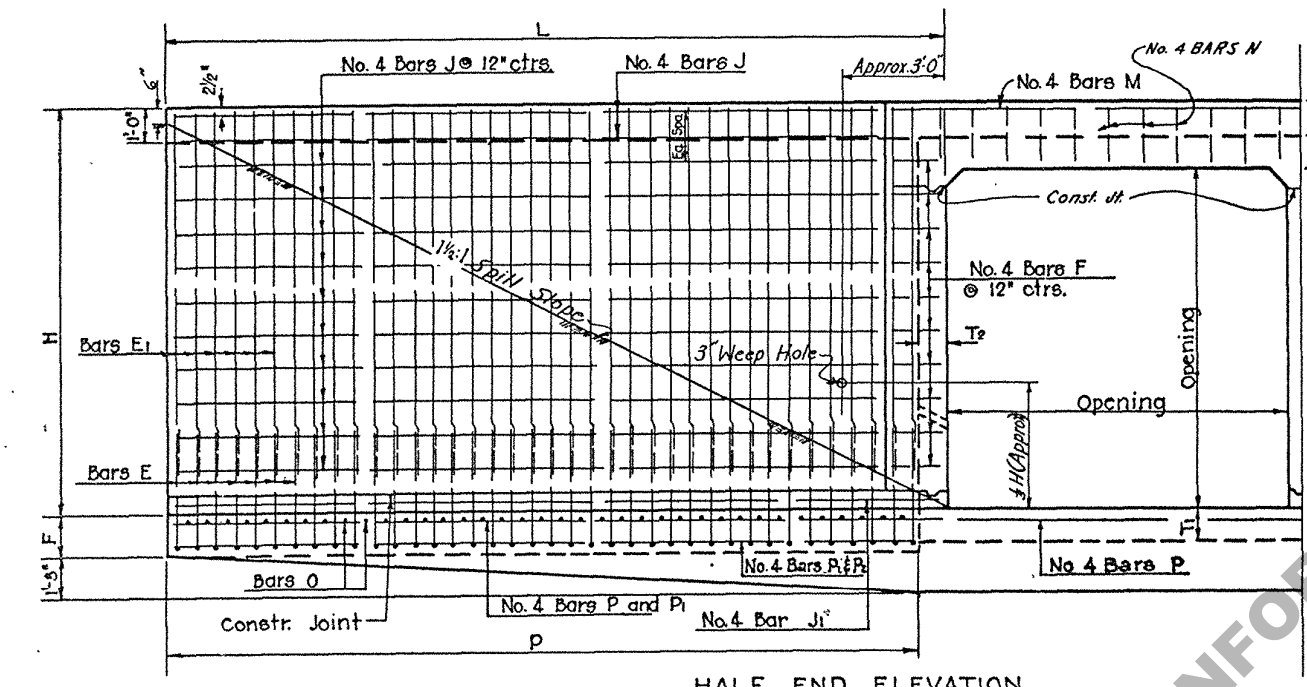
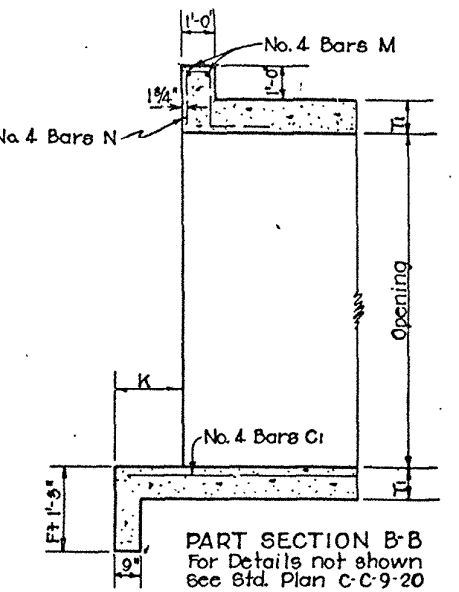
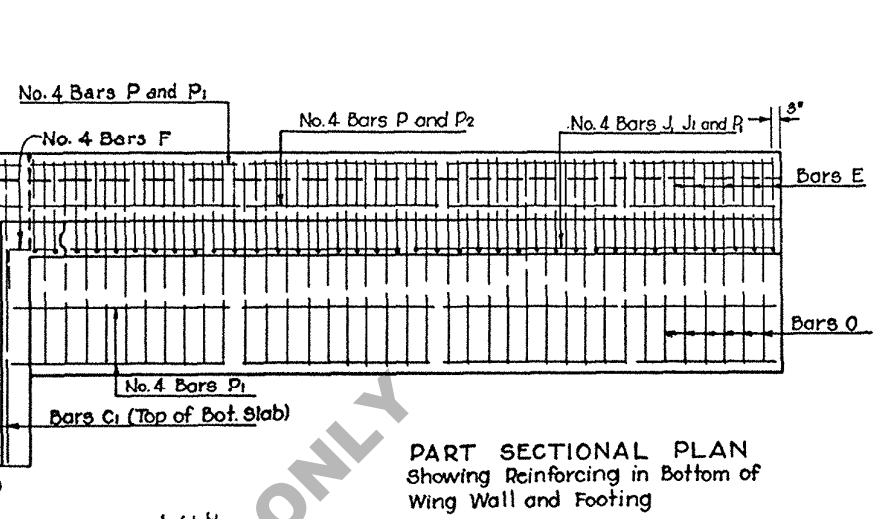
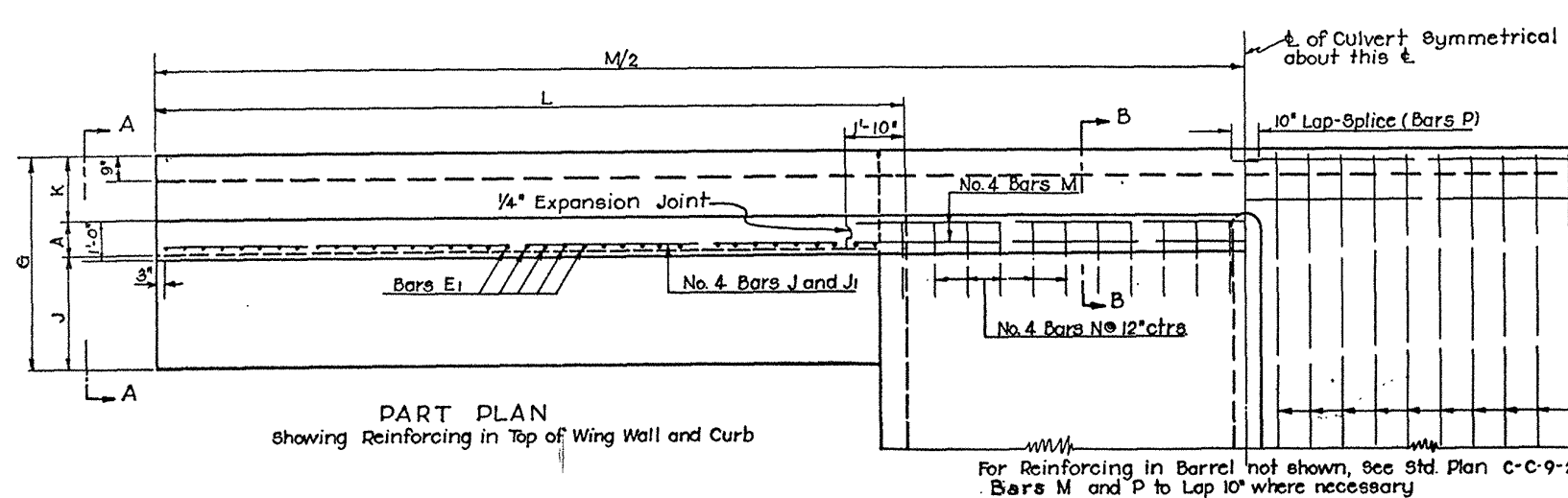




DIMENSIONS															QUANTITIES				OPENINGS	
OPENINGS		X	BARREL		WINGS AND CURB										PER LIN. FT. OF BARREL		FOR 44'-0" CULVERT			
Size	No.	Area	T ₁	T ₂	A	K	J	G	L	H	F	M	P	STEEL	CONCRETE	STEEL	CONCRETE	No.	Size	
Feet		Sq. Ft.	Feet	In.	In.	In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	LBS.	CU. YDS.	LBS.	CU. YDS.		Feet	
7x7	2																	2	7x7	
	3																	3		
	4																	4		
	5																	5		
	6																	6		
8x8	2																	2	8x8	
	3																	3		
	4																	4		
	5																	5		
	6																	6		
9x9	2																	2	9x9	
	3																	3		
	4																	4		
	5																	5		
	6																	6		
10x10	2	200	15	11½	10	12	2-0	3-6	6-6	17-6	11-11½	1-3	55-10	16-8	340.81	2.5418	19890	174.45	2	10x10
	3	300	15	11½	10	12	2-0	3-6	6-6	17-6	11-11½	1-3	66-8	16-8	503.56	3.6285	23516	227.71	3	
	4	400	15	11½	10	12	2-0	3-6	6-6	17-6	11-11½	1-3	77-6	16-8	638.65	4.7154	36159	280.98	4	
	5	400	15	11½	10	12	2-0	3-6	6-6	17-6	11-11½	1-3	88-4	16-8	855.36	6.8023	43947	334.25	5	

DISCARD
RETRACED 9-9-60
E. H. Kley

BILL OF REINFORCING STEEL FOR 44'-0" CULVERT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
OPENINGS		BARREL REINFORCEMENT																		WING AND CURB REINFORCEMENT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Size	No.	No. 6 BARS A			No. 6 BARS A1			No. 6 BARS B			No. 4 BARS C			No. 4 BARS C1			BARS D			BARS E			BARS E1			No. 4 BARS F			No. 4 BARS J			No. 4 BARS J1			No. 4 BARS M			No. 4 BARS N			BARS O			No. 4 BARS P			No. 4 BARS P1			No. 4 BARS P2			Size																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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Feet		No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-In.	In.	No.	Ft.-

* Lengths Given Include Splices

GENERAL NOTES

Specifications: Latest approved La Hwy. Dept. Standard Specifications.

Design Specifications: For Slabs and Culvert Walls, see Std. Plan CC-9-20. For Wing Walls and Footings, A.A. 8-H.O. 1949 as amended to June 1950.

Reinforcement shall be structural intermediate, or Hard Grade, A.S.T.M. A15 or Rail Steel, A.S.T.M. A16.

Concrete to be Class A.

All exposed corners to be chamfered 3/4".

For details relative to Weep-Holes, Securing, Bending Diagrams for Bars A, B, and N, and any other information not shown, see Std. Plan CC-9-20.

No. 4 Bars to be spliced 10" where necessary.

STANDARD PLAN

MULTIPLE OPENINGS - STRAIGHT HEADWALLS

REINFORCED CONCRETE BOX CULVERTS

7x7 8x8 9x9 10x10

DATED Sept. 1951 WINGS FOR 1:1 SPILL SLOPE

STATE OF LOUISIANA

DEPARTMENT OF HIGHWAYS

DESIGNED Q.A.H. DETAILED Q.A.H. TRACED

CHECKED W.O.W.B. CHECKED W.E.M. CHECKED W.B.B.

IN CHARGE OF