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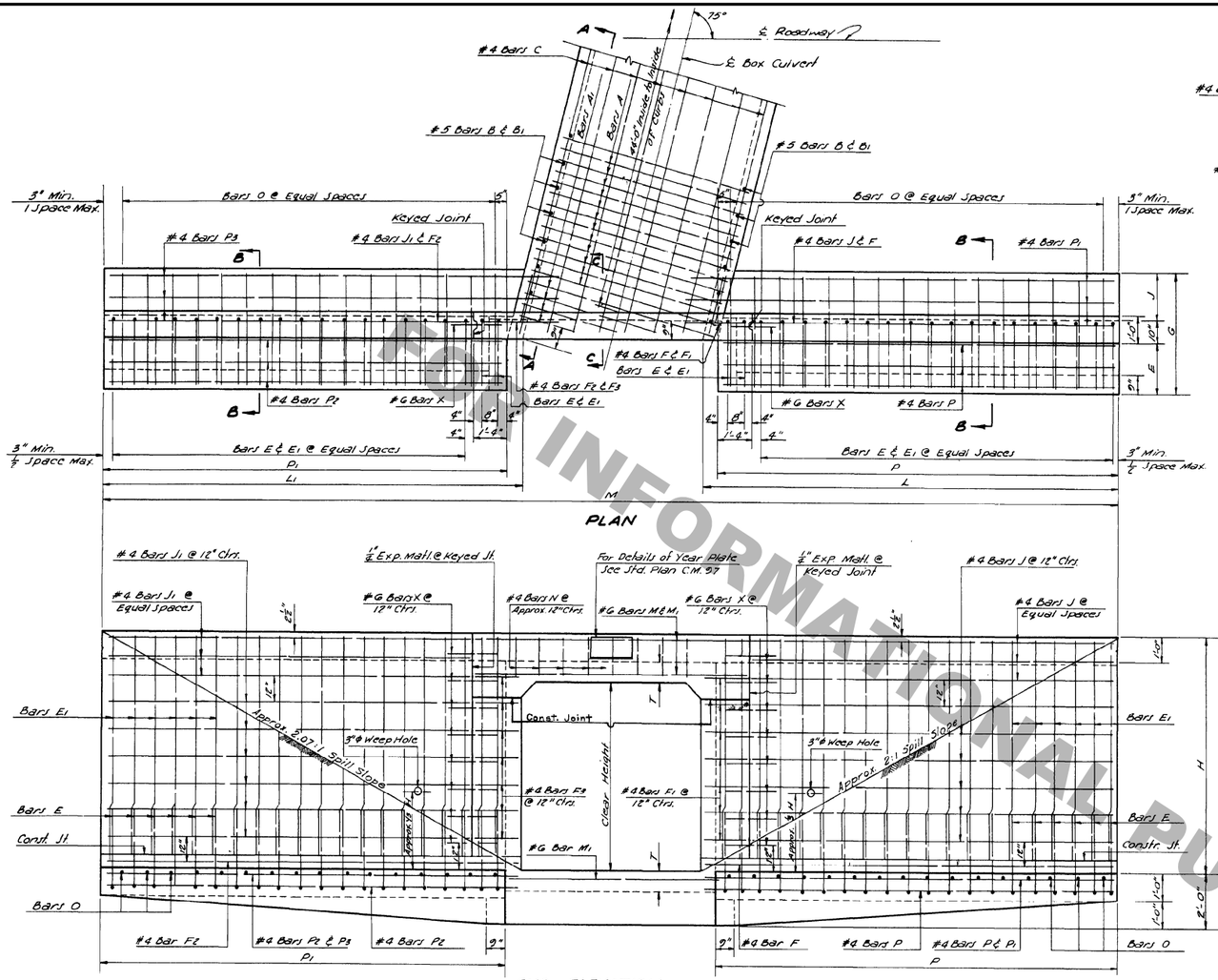
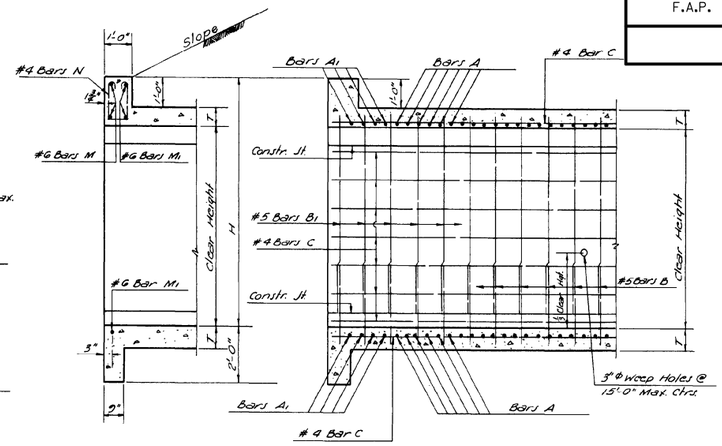
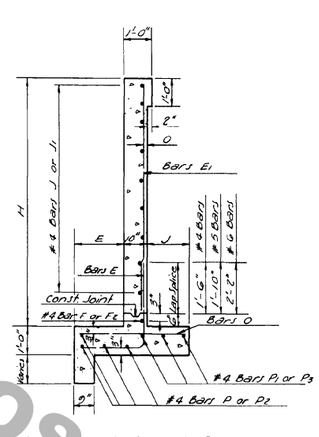
F.A.P.	STATE PROJECT	PARISH	SHEET NO.



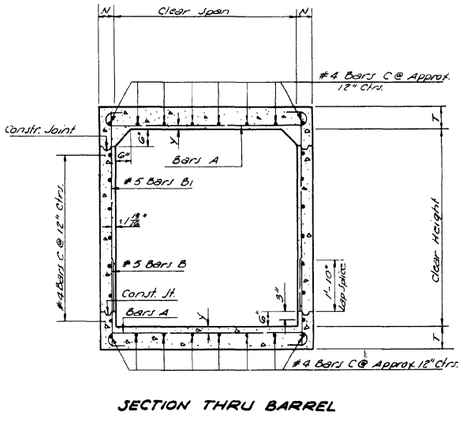


SECTION C-C

SECTION A-A



SECTION B-B



SECTION THRU BARREL

OPENING		QUANTITIES PER LIN. FT. OF BARREL		44'-0" CULVERT	
CLEAR SPAN	CLEAR HGT.	STEEL	CONC.	STEEL	CONC.
FT.	FT.	LBS.	CU. YDS.	LBS.	CU. YDS.
7	7	107.29	0.7654	6866	66.07
8	7	116.18	0.8776	7315	71.51
	8	121.82	0.9805	8146	83.55
9	7	138.87	1.0247	8402	79.12
	8	143.40	1.0741	9023	87.57
	9	150.80	1.1898	10244	101.49
10	7	148.83	1.1245	8902	83.92
	8	153.61	1.2346	9544	95.19
	9	163.80	1.2901	10878	106.33
	10	173.27	1.4187	12881	121.64

DIMENSIONS

OPENING CLEAR SPAN	OPENING CLEAR HGT.	MAX. FILL AREA	SLAB	WALL	BARREL N	BARREL T	BARREL O	BARREL Y	WINGS AND CURBS E	J	G	H	L	L1	P	P1	M
FT.	FT.	SQ. FT.	FT.	FT.	IN.	IN.	IN.	IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.
7	7	49	13	6	7	9	1 5/8	1 5/8	1-11	1-8	4-5	8-9	16-8½	16-10½	16-1	16-3	40-9⅝
8	7	56	13	6	7	10	1¾	1⅞	1-11	1-8	4-5	8-10	16-8½	16-10½	16-1	16-3	41-9⅜
	8	64	12	5	8	10	1⅛	1⅜	2-0	2-0	4-10	9-10	18-7⅛	19-4⅛	17-11	18-8	46-2⅝
9	7	63	11	8	8	10½	1⅜	1 15/16	1-11	1-8	4-5	8-10½	16-9⅝	17-7½	16-1	16-11	43-8¾
	8	72	11	5	8	10½	1 13/16	1 15/16	2-0	2-0	4-10	9-10½	18-4⅛	19-1⅝	17-8	18-5	46-8⅜
	9	81	10	5	9	10½	1 13/16	1 15/16	2-2	2-4	5-4	10-10½	20-8⅝	21-5⅝	19-11	20-8	51-5⅞
10	7	70	8	7	8	11	1⅜	1 15/16	1-11	1-8	4-5	8-11	16-9⅝	17-7½	16-1	16-11	44-1¼
	8	80	7	6	9	11	1 13/16	1 15/16	2-0	2-0	4-10	9-11	18-5⅛	19-2⅝	17-8	18-5	47-11⅞
	9	90	6	5	9	11	1 13/16	1 15/16	2-2	2-4	5-4	10-11	20-8⅝	21-5⅝	19-11	20-8	52-5⅜
	10	100	6	6	10	11	1⅞	1 15/16	2-4	2-8	5-10	11-11	22-8½	24-0½	21-10	23-2	57-0⅝

BILL OF REINFORCING STEEL FOR 44'-0" CULVERT

BARREL REINFORCEMENT

	BARS A SIZE	BARS A N°	BARS A LGTH. FT. IN.	BARS A JSPAC. IN.	BARS A1 SIZE	BARS A1 N°	BARS A1 SHORT BAR FT. IN.	BARS A1 VAR IN.	BARS A1 LONG BAR FT. IN.	BARS A1 JSPAC. IN.	#5 BARS B & B1 N°	#5 BARS B & B1 LENGTH B FT. IN.	#5 BARS B & B1 LENGTH B1 FT. IN.	#5 BARS B & B1 JSPAC. IN.	#4 BARS C N°	#4 BARS C LGTH. FT. IN.
7	#6	210	9-2½	5	#6	16	3-3	18.6667	7-11	5	92	2-11	7-1	12	30	47-3
8	#6	208	10-2½	5	#6	20	3-3	18.5000	9-5	5	92	3-0	7-2	12	32	47-3
	#6	208	10-4½	5	#6	20	3-4	18.5000	9-6	5	96	3-0	8-2	11½	34	47-3
9	#7	174	11-7½	6	#7	16	3-5	22.3333	9-0	6	92	3-0	7-2	12	34	47-3
	#7	174	11-7½	6	#7	16	3-5	22.3333	9-0	6	96	3-0	8-2	11½	36	47-3
	#7	174	11-9½	6	#7	16	3-6	22.3333	9-1	6	106	3-0	9-2	10½	38	47-3
10	#7	172	12-7½	6	#7	20	3-5	22.5000	10-11	6	92	3-1	7-3	12	36	47-3
	#7	172	12-9½	6	#7	20	3-6	22.5000	11-0	6	92	3-1	8-3	12	38	47-3
	#7	172	12-9½	6	#7	20	3-6	22.5000	11-0	6	116	3-1	9-3	9½	40	47-3
	#7	172	12-11½	6	#7	20	3-7	22.5000	11-1	6	130	3-1	10-3	8½	42	47-3

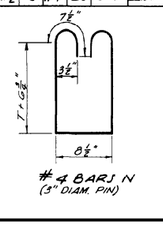
WINGS AND CURB REINFORCEMENT

	#5 BARS B & B1 LENGTH B1 FT. IN.	#5 BARS B & B1 JSPAC. IN.	#4 BARS C LGTH. FT. IN.	BARS E & E1 SIZE E	BARS E & E1 SIZE E1	BARS E & E1 N°	BARS E & E1 LENGTH E FT. IN.	BARS E & E1 LENGTH E1 FT. IN.	BARS E & E1 JSPAC. IN.	#4 BARS F N°	#4 BARS F LGTH. FT. IN.	#G BARS F1 N°	#G BARS F1 LGTH. FT. IN.	#4 BARS F2 N°	#4 BARS F2 LGTH. FT. IN.	#4 BARS F3 N°	#4 BARS F3 LGTH. FT. IN.	#4 BARS J N°	#4 BARS J LGTH. FT. IN.	#4 BARS J1 N°	#4 BARS J1 LGTH. FT. IN.	#4 BARS N N°	#4 BARS N LGTH. FT. IN.	BARS O N°	BARS O SIZE	BARS O LGTH. FT. IN.	BARS O JSPAC. IN.	#4 BARS P N°	#4 BARS P LGTH. FT. IN.	#4 BARS P1 N°	#4 BARS P1 LGTH. FT. IN.	#4 BARS P2 N°	#4 BARS P2 LGTH. FT. IN.	#4 BARS P3 N°	#4 BARS P3 LGTH. FT. IN.	#G BARS M N°	#G BARS M LGTH. FT. IN.	#G BARS M1 N°	#G BARS M1 LGTH. FT. IN.	#G BARS X N°	#G BARS X LGTH. FT. IN.
7	7-1	12	30	#4	#4	80	5-1	8-1	10	2	17-5	14	2-7	2	17-11	14	2-11	18	14-5	18	14-7	18	4-7	68	#4	4-0	12	8	15-9	6	17-3	8	15-11	6	18-2	4	10-7	6	8-1	32	2-0
8	7-2	12	32	#4	#4	80	5-1	8-2	10	2	17-5	14	2-7	2	17-11	14	2-11	18	14-5	18	14-7	20	4-9	64	#4	4-0	12	8	15-9	6	17-3	8	15-11	6	18-2	4	11-7	6	9-1	32	2-0
	7-3	12	34	#4	#4	82	5-1	8-2	10	2	17-6	14	2-8	2	18-8	14	3-0	18	14-5	18	15-3	22	4-10	66	#4	4-0	12	8	15-9	6	17-3	8	16-7	6	18-11	4	12-10	6	10-4	32	2-0
9	7-4	12	36	#5	#4	82	5-6	8-2	11	2	19-1	16	2-8	2	20-2	16	3-0	20	16-0	20	16-9	22	4-10	72	#4	4-5	12	8	17-4	6	18-10	8	18-1	6	20-5	4	12-10	6	10-4	36	2-0
	8-1	12	38	#5	#4	82	5-6	8-3	11	2	19-2	16	2-9	2	20-3	16	3-1	20	16-0	20	16-9	24	4-11	72	#4	4-5	12	8	17-4	6	18-10	8	18-1	6	20-5	4	13-0	6	10-6	36	2-0
	8-2	12	38	#5	#4	82	5-6	8-3	11	2	19-2	16	2-9	2	20-3	16	3-1	20	16-0	20	16-9	24	4-11	72	#4	4-5	12	8	17-4	6	18-10	8	18-1	6	20-5	4	13-0	6	10-6	36	2-0
10	7-3	12	36	#4	#4	82	5-1	8-3	10	2	17-6	14	2-8	2	18-8	14	3-0	18	14-5	18	15-3	24	4-11	66	#4	4-0	12	8	15-9	6	17-3	8	16-7	6	18-11	4	13-10	6	11-4	32	2-0
	8-1	12	38	#5	#4	82	5-6	9-3	11	2	19-2	16	2-9	2	20-3	16	3-1	20	16-0	20	16-9	24	4-11	72	#4	4-5	12	8	17-4	6	18-10	8	18-1	6	20-5	4	14-0	6	11-6	36	2-0
	8-2	12	38	#5	#4	82	5-6	9-3	11	2	19-2	16	2-9	2	20-3	16	3-1	20	16-0	20	16-9	24	4-11	98	#4	4-11	10	8	19-7	6	21-1	8	20-4	6	22-8	4	13-0	6	10-6	40	2-0
	8-3	12	40	#5	#4	122	5-8	10-2	8	2	21-5	18	2-9	2	22-6	18	3-1	22	18-3	22	19-0	22	4-10	98	#4	4-11	10	8	19-7	6	21-1	8	20-4	6	22-8	4	13-0	6	10-6	40	2-0
	8-3	12	40	#5	#4	122	5-8	10-3	8	2	22-6	18	3-1	22	18-3	22	19-0	24	4-11	98	#4	4-11	10	8	19-7	6	21-1	8	20-4	6	22-8	4	14-0	6	11-6	40	2-0
	9-1	12	42	#5	#4	122	5-8	10-3	8½	2	23-5	20	2-10	2	25-1	20	3-2	24	20-2	24	21-6	24	4-11	102	#5	5-5	10½	8	21-6	6	23-0	8	22-10	6	25-2	4	14-2	6	11-8	44	2-0

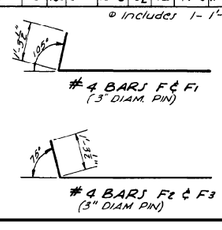
Ⓐ "G Bars X to be ¾"ø Smooth and Greased for 1'-0" of Length.

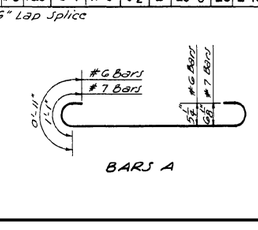
© Includes 1 - 1'-6" Lap Splice

GENERAL NOTES:
Construction Specifications: Latest Approved La. Dept. of Highways Std. Specifications.
Design Specifications: A.A.S.H.O. 1961 as Amended by Int. Spec. 1964
Live Load: H 8 & 20-44, or Military Loading, whichever is greater.
All Concrete to be Class "A".
All Exposed Corners to have ¾" Chamfer, unless Otherwise noted
Reinforcement Shall be Billet-Steel A.S.T.M. A615 or Rail-Steel A.S.T.M. A616 or Axle-Steel A.S.T.M. A617.
Dimensions Relating to Reinforcing Steel are to Bar Centers.
A 1'-6" Square of Plastic Filter Cloth (See Qualified Products List) shall be placed in contact with Concrete behind each Weep Hole, in addition to approx. 2 Cu. Ft. of Concrete Sand.
For Detail of Joints, See Std. Plan C.M. - 48.

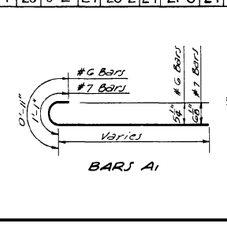


#4 BARS N (3" DIAM. PIN)

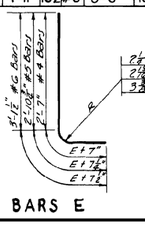




BARS A



BARS A1



BARS E

DATE	DESCRIPTION	BY
1-11-78	Rev. Weep Hole Note.	I.W.T.J.
5-30-75	Revised Spill Slope	W.T.J.
6-6-72	Rev. General Notes for Steel	W.E.M.
2-4-72	Added 8'x7' & 9'x10' Spans	W.E.M.
1-17-72	Added Alt. Steel	W.E.M.
12-16-64	Rev. General Notes	W.E.M.
11-13-64	8'x8' Added & Notes Rev.	W.E.M.
4-3-64	DEFORMED DOWELS X' TO SMOOTH	W.E.M.

REVISIONS

STANDARD PLAN
REINF. CONCRETE BOX CULVERTS
STRAIGHT WINGS 75° CROSSING
2:1 SPILL SLOPE
7' THRU 10' CLEAR SPANS & CLEAR HEIGHTS
DATED .. Apr. 62.. 1965

STATE OF LOUISIANA
DEPARTMENT OF HIGHWAYS

DESIGNED W.E. Wilcox | DETAILED | TRACED S. Calhoun
CHECKED W.S. Brown | CHECKED W.E. Wilcox | CHECKED W.E. Wilcox

BRIDGE DESIGN SECTION

C·C·S·S·7-10·RS·75°.1

APPROVED BY: Lonnie D. Webb 1-11-78
CHIEF ENGINEER DATE