

DESCRIPTION	REVISIONS	DATE

SECTION DIMENSIONS		REINFORCING STEEL																								SECTION DIMENSIONS															
		A1-BARS			A2-BARS			B1-BARS				B2-BARS				C1-BARS			C2-BARS			E1-BARS AT 12" MAX.		E2-BARS AT 12" MAX.																	
S	H	T	U	W	Z	SIZE	SPA	LENGTH	WEIGHT PER FT.	SIZE	SPA	LENGTH	WEIGHT PER FT.	SIZE	SPA	*X*	*Y*	LENGTH	WEIGHT PER FT.	SIZE	SPA	*X*	*Y*	LENGTH	WEIGHT PER FT.	SIZE	SPA	LENGTH	WEIGHT PER FT.	NO.	SIZE	WEIGHT PER FT.	NO.	SIZE	WEIGHT PER FT.	S	H				
8'	3'	13"	14"	10"	10"	#6	9"	18'-2"	72.8	#7	6"	6'-9"	55.2	#5	9"	2'-2"	2'-7"	4'-9"	13.2	#5	9"	2'-2"	3'-11"	6'-1"	16.9	#4	12"	2'-3"	6.0	#4	12"	3'-11"	10.5	76	#4	50.8	18	#4	12.0	8'	3'
8'	4'	13"	14"	10"	10"	#6	9"	18'-2"	72.8	#7	6"	6'-9"	55.2	#5	9"	2'-3"	2'-7"	4'-10"	13.4	#5	9"	2'-3"	4'-11"	7'-2"	19.9	#4	12"	2'-3"	6.0	#4	12"	4'-11"	13.1	76	#4	50.8	24	#4	16.0	8'	4'
8'	5'	13"	14"	10"	10"	#6	9"	18'-2"	72.8	#7	6"	6'-9"	55.2	#5	9"	2'-5"	2'-7"	5'-0"	13.9	#5	9"	2'-5"	5'-11"	8'-4"	23.2	#4	12"	2'-3"	6.0	#4	12"	5'-11"	15.8	76	#4	50.8	30	#4	20.0	8'	5'
8'	6'	13"	14"	12"	12"	#6	9"	18'-8"	74.8	#7	6"	6'-9"	55.2	#6	9"	2'-10"	2'-11"	5'-9"	23.0	#6	9"	2'-10"	6'-11"	9'-9"	39.1	#4	12"	2'-3"	6.0	#4	12"	6'-11"	18.5	76	#4	50.8	36	#4	24.0	8'	6'
8'	7'	13"	14"	12"	12"	#6	9"	18'-8"	74.8	#7	6"	6'-9"	55.2	#6	9"	3'-1"	2'-11"	6'-0"	24.0	#6	9"	3'-1"	7'-11"	11'-0"	44.1	#4	12"	2'-3"	6.0	#4	12"	7'-11"	21.2	76	#4	50.8	42	#4	28.1	8'	7'
8'	8'	13"	14"	12"	12"	#6	9"	18'-8"	74.8	#7	6"	6'-9"	55.2	#6	9"	3'-5"	2'-11"	6'-4"	25.4	#6	9"	3'-5"	8'-11"	12'-4"	49.4	#4	12"	2'-3"	6.0	#4	12"	8'-11"	23.8	80	#4	53.4	48	#4	32.1	8'	8'

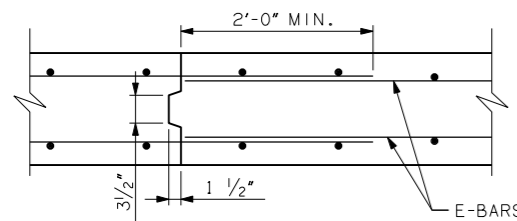
DESIGN DATA:

- DESIGNED IN ACCORDANCE WITH 1998 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND INTERIM SPECIFICATIONS FROM 1999, 2000, 2001 AND 2002.
- DESIGNED FOR HL-93 LOADING AND ODOT OVERLOAD TRUCK.
- MATERIALS:
 CONCRETE (CLASS AA) $f'_c = 4$ KSI
 REINFORCING STEEL $f_y = 60$ KSI

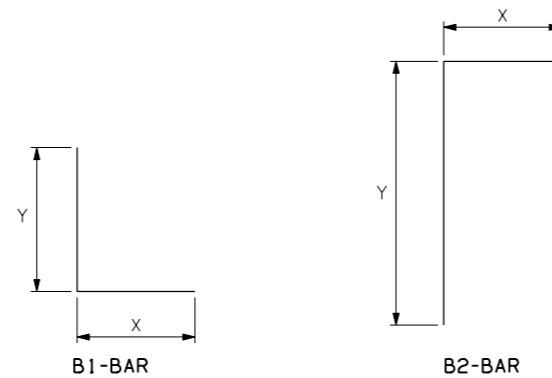
GENERAL NOTES:

- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 1999 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- ALL CONCRETE EDGES SHALL HAVE A 1 1/2" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.
- ALL REINFORCING STEEL SHALL HAVE A 2" MINIMUM CLEAR COVER UNLESS OTHERWISE SHOWN.
- THE QUANTITY FOR REINFORCING STEEL DOES NOT INCLUDE LAP SPLICES OF E1-BARS OR E2-BARS IN THE LENGTH OF THE BARREL OR AT TRANSVERSE CONSTRUCTION JOINTS. THE SPLICE LENGTH FOR E-BARS SHALL BE 24" MINIMUM. THE NUMBER OF SPLICES USED IS TO BE APPROVED BY THE ENGINEER. REINFORCING STEEL FOR SPLICES SHALL NOT BE MEASURED FOR PAYMENT, AND ALL COSTS WILL BE INCLUDED IN THE UNIT BID PRICE FOR REINFORCING STEEL.
- TRANSVERSE CONSTRUCTION JOINTS SHALL BE PLACED IN ALL CULVERTS 100 FT. OR MORE IN LENGTH. JOINTS SHALL BE SPACED AT 60 FT. MAX.
- REINFORCING STEEL SHALL BE CONTINUOUS THROUGH THE TRANSVERSE CONSTRUCTION JOINT AND EXTEND A MIN. OF 24" INTO ADJACENT SECTION.

SECTION DIMENSIONS		QUANTITIES	
		PER FOOT OF BARREL	
S	H	CONC. (C.Y.)	REINF. (LB.)
8'	3'	1.82	237.4
8'	4'	1.91	247.2
8'	5'	2.00	257.7
8'	6'	2.25	291.4
8'	7'	2.36	304.2
8'	8'	2.47	320.1

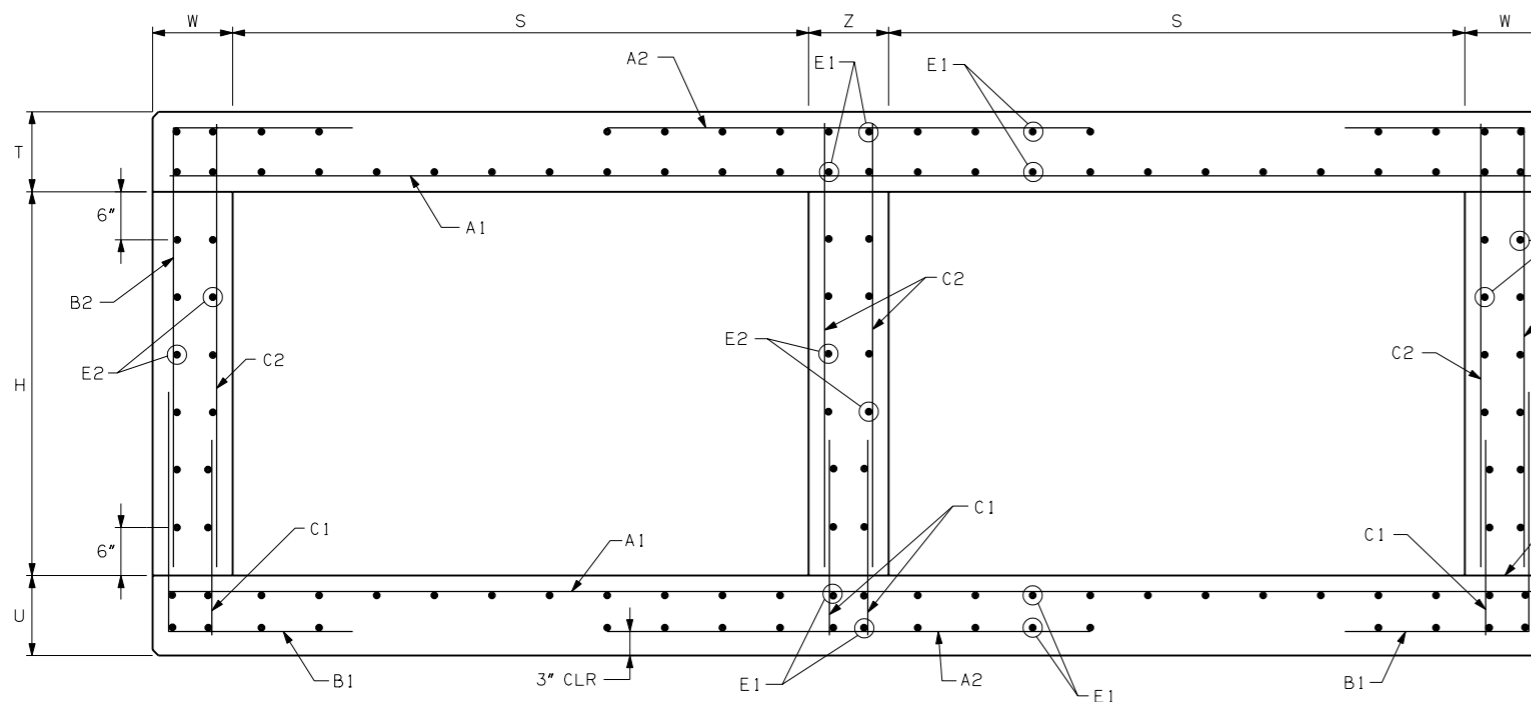


TRANSV. CONSTR. JOINT



BAR BEND DIAGRAMS

NOTE: ALL *X* DIMENSIONS ARE HORIZONTAL IN BARREL SECTION.
 ALL *Y* DIMENSIONS ARE VERTICAL IN BARREL SECTION.



BARREL SECTION

NOTE: NUMBER AND SPACING OF E-BARS SHOWN MAY NOT BE REPRESENTATIVE OF ACTUAL CULVERT SECTIONS, SEE SCHEDULE ABOVE FOR NUMBER AND SPACING OF E-BARS.

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
509.06 (A)	CLASS AA CONCRETE	C.Y.
511.06 (A)	REINFORCING STEEL	LB.

APPROVED BY BRIDGE ENGINEER *Edward J. ...* DATE 8/27/03

OKLAHOMA DEPT. OF TRANSPORTATION
 BRIDGE STANDARD (ENGLISH)
 RCB CULVERTS - BARREL DETAILS
 8'-0" SPAN - DOUBLE CELL
 12 FT. TO 20 FT. FILL