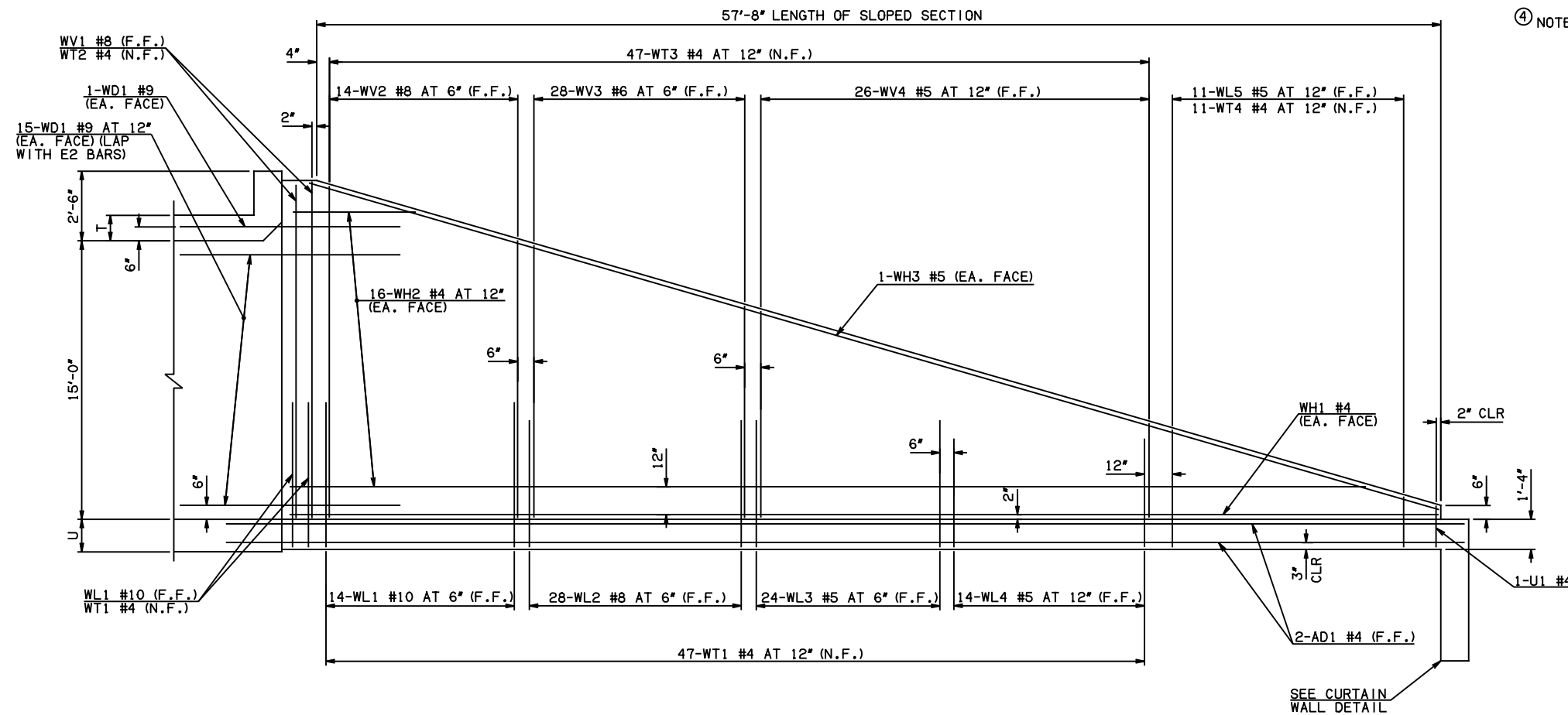
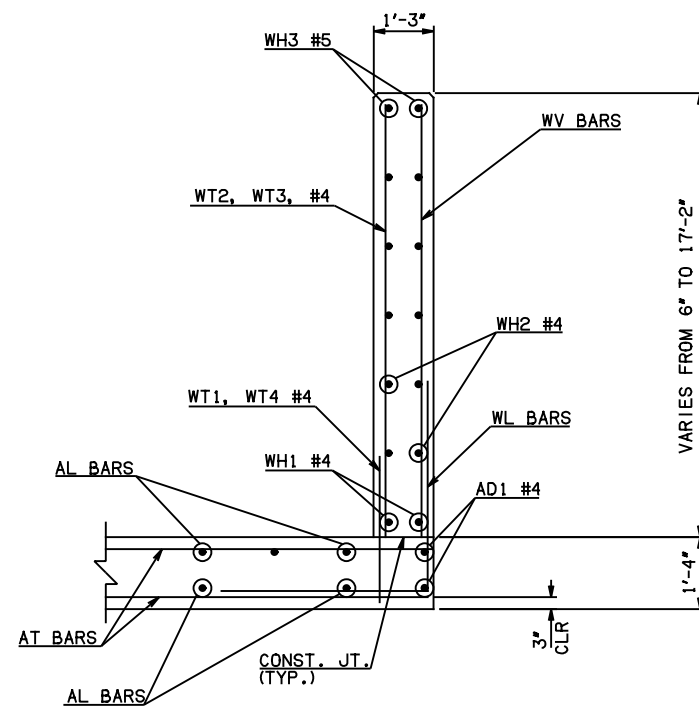


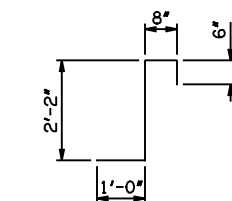


NOTE: F.F. = FAR FACE
N.F. = NEAR FACE

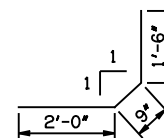
WING ELEVATION



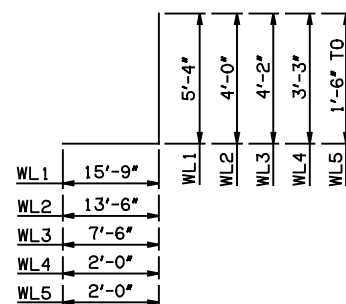
TYPICAL SECTION THRU WING



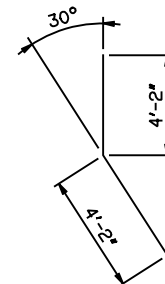
CL1 #4 x 4'-4"



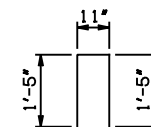
CL2 #4 x 4'-3"



WL1 #10 x 21'-1"
WL2 #8 x 17'-6"
WL3 #5 x 11'-8"
WL4 #5 x 5'-3"
WL5 #5 x 4'-11" AVG.



WD1 #9 x 8'-4"

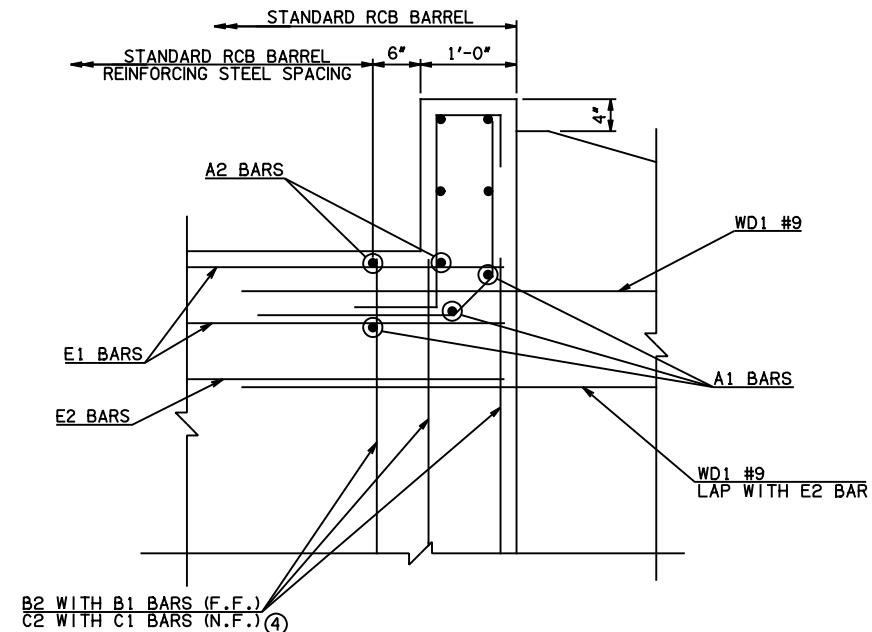


U1 #4 x 3'-9"

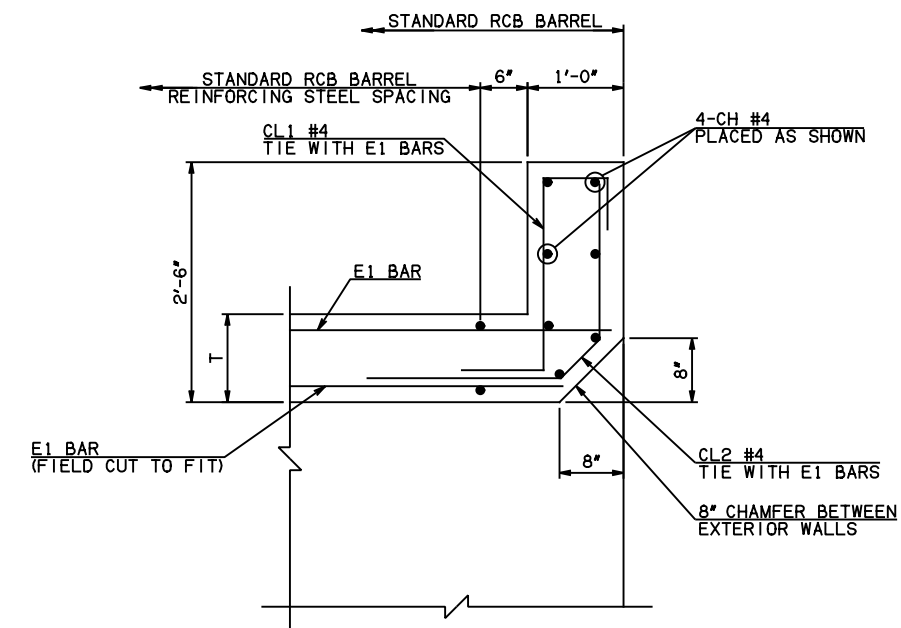
④ NOTE: TO CONSTRUCT ONE END SECTION AS SHOWN, THE FOLLOWING BARS ARE REQUIRED IN ADDITION TO THOSE CALLED IN THE RCB BARREL STANDARD:

2-C1 BARS
2-C2 BARS

ADDITIONAL WEIGHT IS INCLUDED IN QUANTITIES.



HEADWALL DETAIL AT EXTERIOR WALL



HEADWALL DETAIL AT MIDSPAN

APPROVED BY BRIDGE ENGINEER

Barry L. Luch DATE 4/2/10

OKLAHOMA DEPT. OF TRANSPORTATION
BRIDGE STANDARD (ENGLISH)
RCB CULVERTS - END SECTION DETAILS
SINGLE CELL - 15'-0" HEIGHT - 0°
SHEET NO. 2 OF 2

2009 SPECIFICATIONS

RCB-E1-H15-0-2

01E

B-593E