NOTES

ASSUMED LIVE LOAD: H20-44 OR ALTERNATIVE LOADING.
DESIGN FILL:

FOR OTHER DESIGN DATA AND NOTES SEE STANDARD NOTE SHEET.

1. Wing footings and floor slab including 6" of all vertical walls.
2. The remaining portions of the walls and wings full height followed by roof slab and masonry.

The resident engineer shall check the length of culvert before placing it to make certain that it will properly take care of the fill.

This barrel standard to be used only on culvert on the skew and do not be used on standard plans with the same skew and vertical clearance.

Compressions for new layout as full additional reinforcing steel embedded in barrel are shown on wing sheet.

Transverse construction joints shall be used by the barrel spans to limit the points or basements in the location of joints shall be subject to approval of the Engineer.

Steel in the bottom slab may be spliced at the permitted construction joint by the Contractor's option, extra weight of steel due to the splices shall be paid for by the Contractor.

At the Contractor's option he may splice the vertical reinforcing steel in the interior face of exterior wall, and over face of interior wall, the splice length shall be equal to the length of the vertical reinforcing steel, the splices shall be paid for by the Contractor.

At the Contractor's option he may submit to the Engineer for approval, design and detail drawings for a precast reinforced concrete box culvert in lieu of the cast-in-place culvert shown on the plans. The design shall provide the same size and number of barrel as shown on the cast-in-place design. For optional precast reinforced concrete box culvert see special provisions.

TOTAL STRUCTURE QUANTITIES

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<th>CLASS A CONCRETE</th>
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TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

BARREL STANDARD

TRIPLE FT X FT, CONCRETE BOX CULVERT 75° SKREW

PROFILE ALONG CULVERT
EXTERIOR WALL  
INTERIOR WALL 

CULVERT SECTION NORMAL TO ROADWAY

END ELEVATION NORMAL TO SKEW

LENGTH OF CULVERT 1

PART PLAN - ROOF SLAB  
PART PLAN - FLOOR SLAB

DETAIL

CONNECTION OF WING FOOTING
AND FLOOR SLAB WHEN SLAB
IS THICKER THAN FOOTING