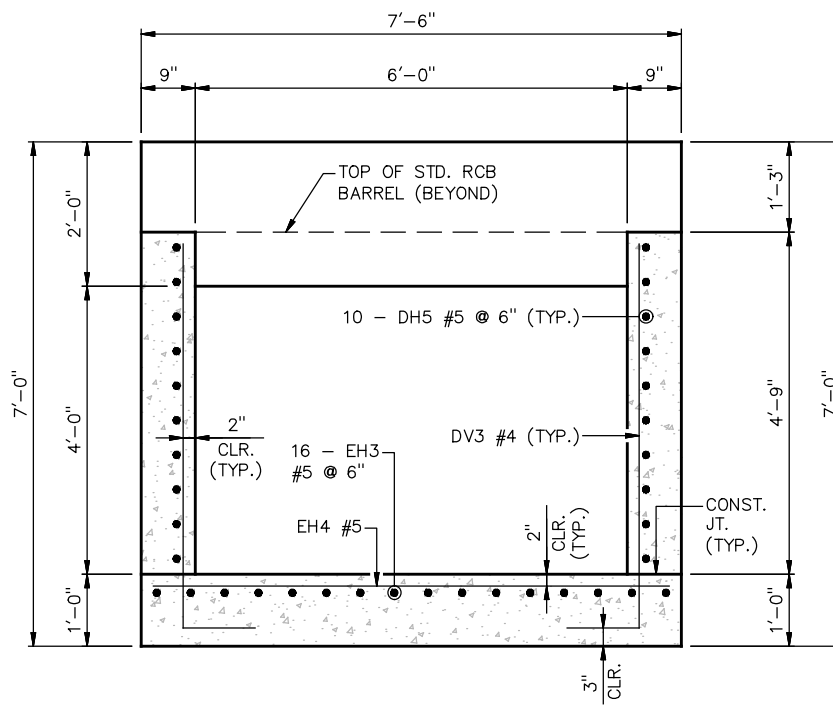
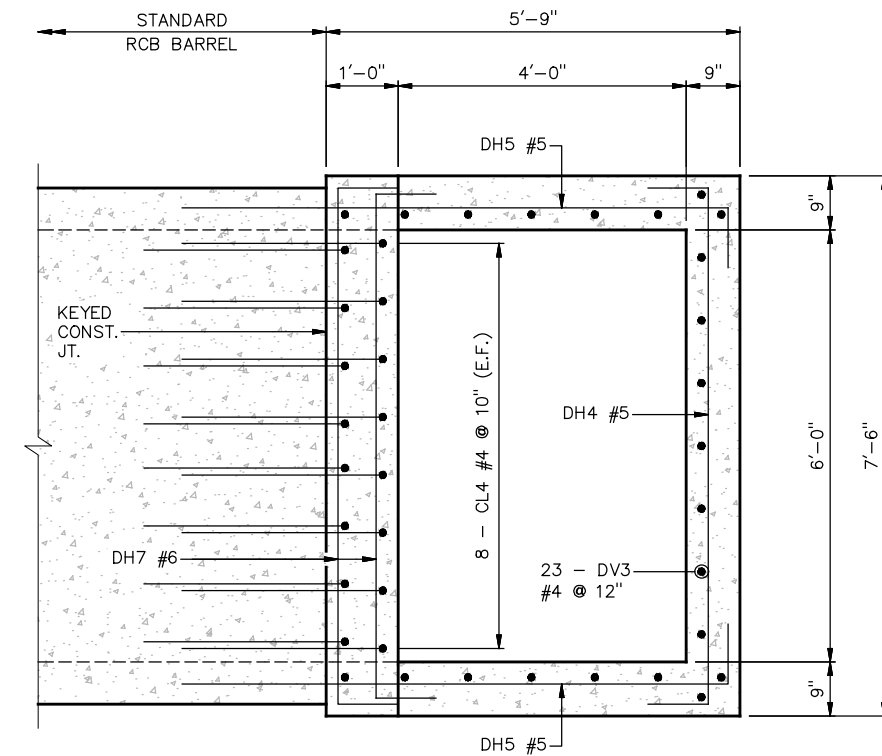


SECTION THRU CENTERLINE RCB CULVERT AND DROP INLET

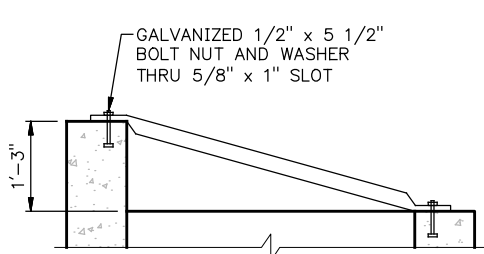
NOTE
E.F. = DENOTES EACH FACE



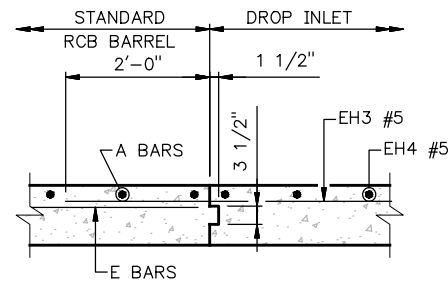
SECTION A-A



SECTION B-B



TYPICAL GRATE DETAIL



KEYED CONSTRUCTION JOINT

PIPE GRATE	
LENGTH OF PIPE	NUMBER OF GRATES
5'-3"	6

STRUCTURE 28 DROP INLET END SECTION QUANTITIES			
DESCRIPTION	UNIT	TOTAL	
CLASS AA CONCRETE	C.Y.	4.50	
REINFORCING STEEL	LB.	680.00	

STRUCTURE 28 DROP INLET END SECTION BAR LIST					
MARK	NO.	SIZE	FORM	LENGTH	REMARKS
PLAIN REINFORCING BARS					
CL4	16	#4	BNT.	4'-5"	
DH4	10	#5	BNT.	8'-10"	
DH5	20	#5	BNT.	8'-5"	
DH6	4	#4	STR.	7'-2"	
DH7	2	#6	BNT.	8'-10"	
DV3	23	#4	BNT.	6'-4"	
EH3	16	#5	STR.	7'-7"	
EH4	12	#5	STR.	7'-2"	

GENERAL NOTES

DESIGN DATA
RCB STANDARD BARRELS AND STANDARD END SECTIONS DESIGNED IN ACCORDANCE WITH 2007 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND INTERIM SPECIFICATIONS FROM 2008.

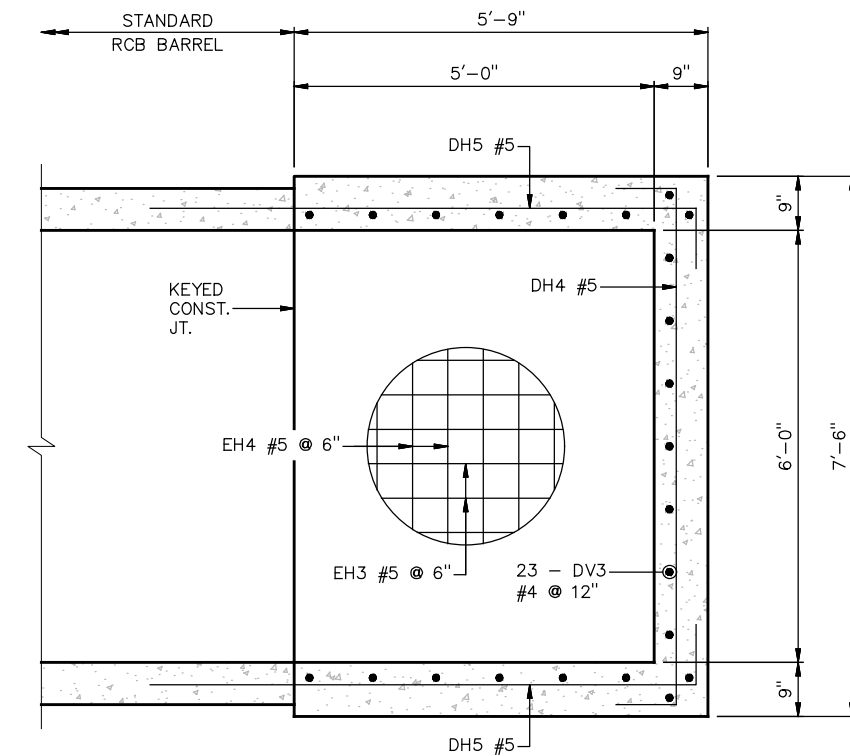
DROP INLET END SECTION DESIGNED IN ACCORDANCE WITH 2014 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS WITH 2016 INTERIMS.

SPECIFICATIONS
COMPLY WITH THE REQUIREMENTS OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION 2009 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EXCEPT AS MODIFIED BY THE PLANS AND SPECIAL PROVISIONS.

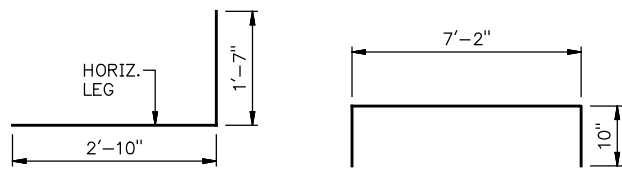
CONCRETE
ALL CONCRETE SHALL BE CLASS AA CONCRETE. ALL CONCRETE EDGES SHALL HAVE A 1/2" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.

REINFORCING STEEL
ALL REINFORCING STEEL SHALL BE GRADE 60 AND HAVE A 2" MINIMUM CLEARANCE UNLESS OTHERWISE SHOWN ON THE PLANS. REINFORCING STEEL IN BOTTOM SLAB SHALL BE SUPPORTED ON BAR CHAIRS. CHAIRS SHALL BE SEPARATED ON TIMBER PLANKS OR CLASS C CONCRETE STRIPS SPACED AT 4'-0" CENTERS. THE TOP CHAIR SUPPORTS SHALL BE AT THE ELEVATION OF THE BOTTOM OF FOOTING. REINFORCING STEEL IN THE TOP SLAB SHALL BE SUPPORTED ON SLAB SPACERS. REINFORCING STEEL IN THE WALLS SHALL BE HELD IN PLACE BY METAL CHAIRS. MAXIMUM SPACING OF CHAIRS SHALL BE ON 6'-0" CENTERS. COST OF METAL CHAIRS, WOOD PLANKS, OR CONCRETE STRIPS SHALL BE INCLUDED IN OTHER ITEMS OF WORK. SOME REINFORCING STEEL BAR MARKS ARE REPEATED BETWEEN AND WITHIN STRUCTURES. TO ENSURE THAT ALL BARS ARE PLACED WITH THE CORRECT STRUCTURE OR COMPONENT, THE STRUCTURE NUMBER AND COMPONENT SHOULD ACCOMPANY THE BAR MARK.

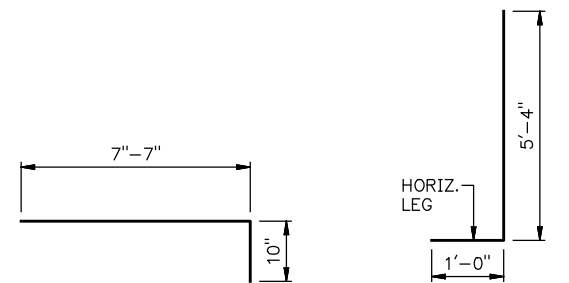
INLET GRATE
INLET TOP OPENING SHALL HAVE 3" x 7.58 LBS/FT STANDARD WEIGHT STEEL, GALVANIZED, SCHEDULE 40, PIPE SAFETY GRATES INSTALLED PERPENDICULAR TO THE DIRECTION OF TRAFFIC AT 12" MAXIMUM CENTERS. COST OF PIPE SAFETY GRATES AND ALL HARDWARE NEEDED FOR INSTALLATION SHALL BE INCLUDED IN THE PRICE BID FOR INLET. PIPE GRATE ENDS SHALL BE HELD DOWN WITH 1/2" x 5 1/2" GALVANIZED BOLT, WASHER AND NUT MEETING THE REQUIREMENTS OF ASTM A235. BOLT THREADS, 1 3/4", SHALL REMAIN EXPOSED FOR INSTALLING GRATE. PLACE GRATE TO AVOID CONFLICT WITH PIPE RAILING.



SECTION C-C



CL4 #4 x 4'-5"
DH4 #5 x 8'-10"
DH7 #6 x 8'-10"



DH5 #5 x 8'-5"
DV3 #4 x 6'-4"

BAR BEND DETAILS

STRUCTURE 28 DETAILS