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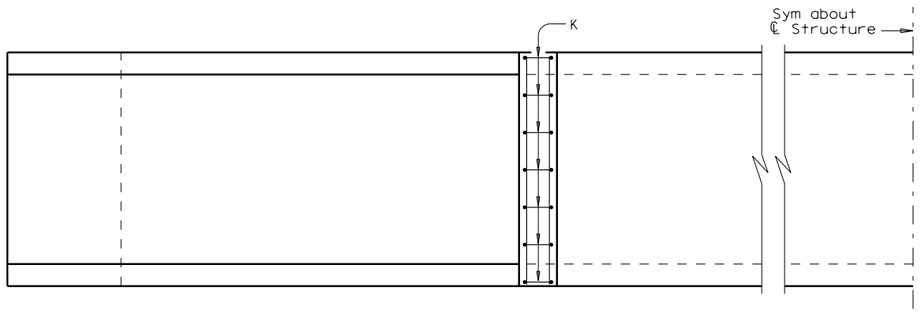
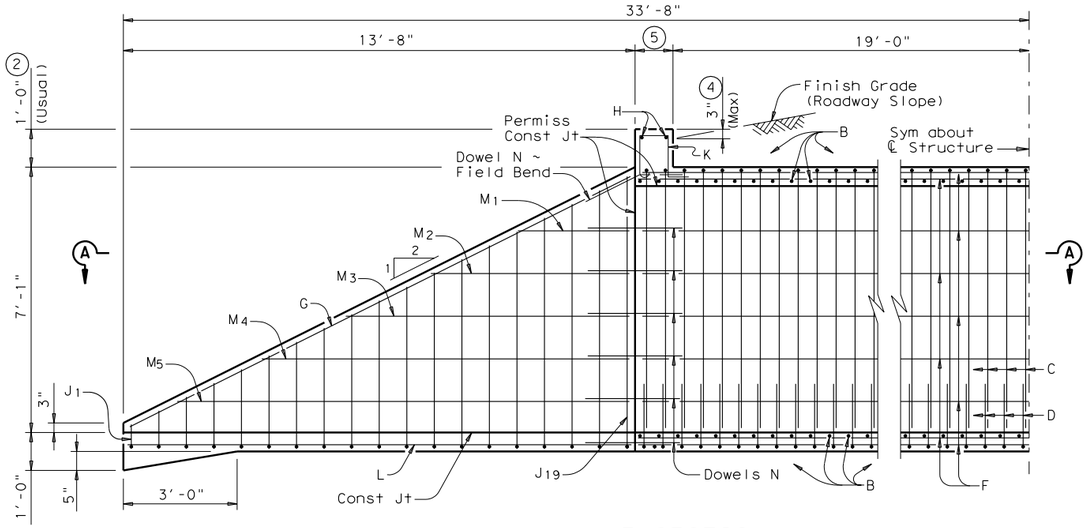
ACC:

LEVELS DISPLAYED

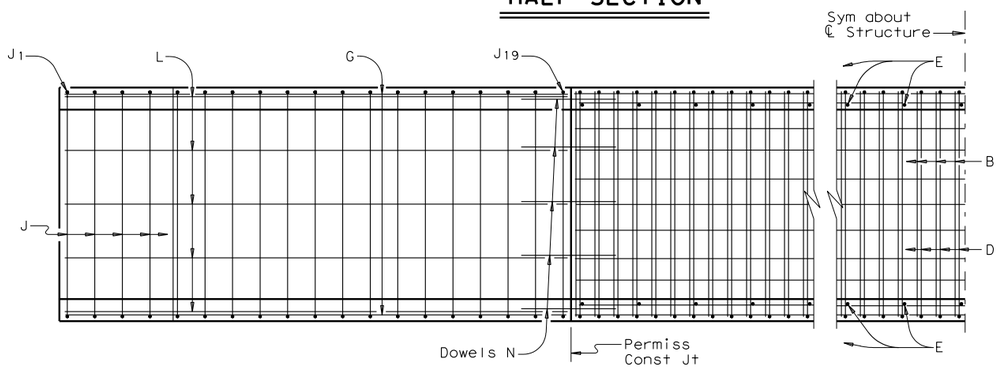
1



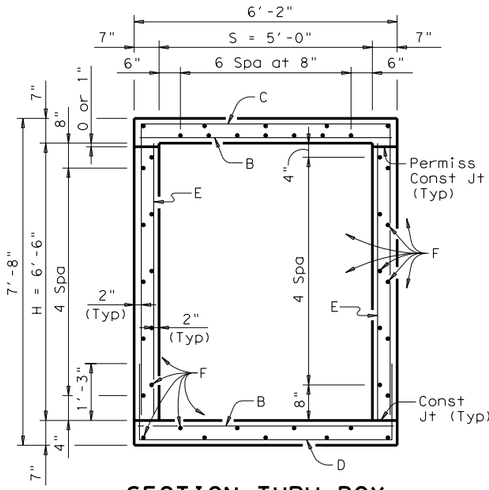
HALF PLAN



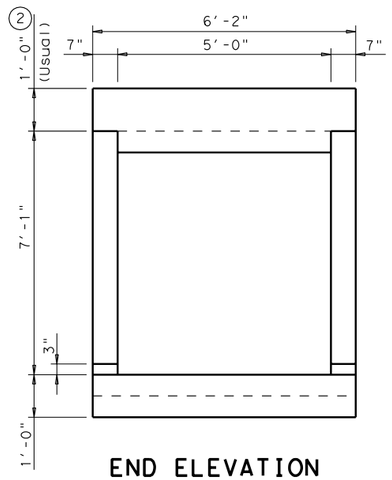
HALF SECTION



SECTION A-A



SECTION THRU BOX



END ELEVATION

ESTIMATED QUANTITIES FOR ONE STOCK PASS (1)

Bar	No.	Size	Spa	Length	Weight
B	162	#5	6"	5′-10"	986
C	81	#4	6"	19′- 8"	1064
D	81	#4	6"	9′- 2"	496
E	56	#4	18"	6′- 6"	243
F	41	#4	Shown	39′- 8"	1086
G	4	#4	~	15′- 0"	40
H	4	#4	~	5′-10"	16
J1-19	38	#4	9"	13′- 8"Av	347
K	14	#4	1′-0"	4′- 3"	40
L	10	#4	17" ±	13′- 4"	89
M1-5	20	#4	~	7′- 7"Av	101
N	34	#6	~	3′- 0"	153
Reinforcing Steel				Lb	4661
Concrete				CY	30.6

(1) Quantities shown are for 38′-0" roadway width with two ends (4 wings and 2 aprons). For each 1′-0" variation in roadway width, adjust reinforcing steel total by 97.1 Lb and concrete total by 0.55 CY. For boxes with no wings or with alternate wings, omit Bars G, J, L, M, and N, subtract 730 Lb from reinforcing steel total, and subtract 8.3 CY from concrete total.

(2) 0" min to 1′-0" max. Estimated curb heights are shown elsewhere in the plans. For structures with T6 bridge rail, refer to T6-CM standard. For structures with bridge rail, other than T6, refer to RAC standard.

(3) For curbs less than 1′-0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, Bars K may be omitted.

(4) For vehicle safety, the following requirements must be met:
- For structures without bridge rail, curbs shall project no more than 3" above finished grade.
- For structures with bridge rail, curbs shall be flush with finished grade.

Curb heights shall be reduced, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

(5) 1′-0" typical. 2′-0" when RAC standard is referenced elsewhere in plans.

GENERAL NOTES:

Designed according to current AASHTO Standard and Interim Specifications.

Designed to the maximum fill height shown.

All reinforcing steel shall be Grade 60 (fy = 60 ksi).

All concrete shall be Class "C" with these exceptions: use Class "S" for top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface.

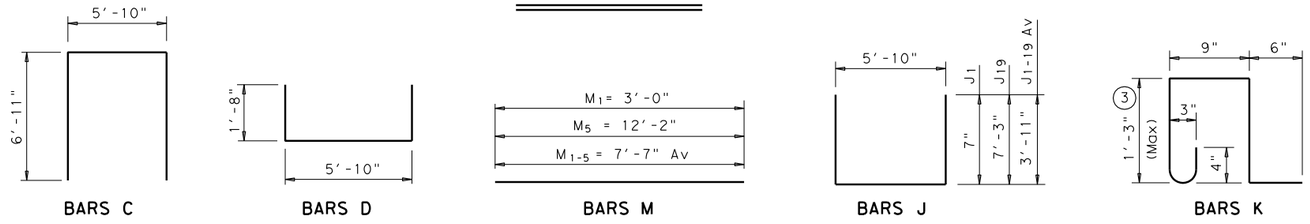
Class "C" concrete shall have a minimum compressive strength of 3600 psi. Class "S" concrete shall have a minimum compressive strength of 4000 psi.

The bottom edge of the top slab shall be chamfered 3" at the entrance. Reinforcing bars shall be adjusted to provide a minimum of 1 ¼" clear cover. Headwall heights will be reduced, if necessary, to provide a maximum 3" projection above the roadway slope. No increase or decrease will be made in plan quantities of concrete or reinforcing steel for this work.

Construction joints shown at the flow line may be raised a maximum of 6" at the Contractor's option. If this option is used, Bars E may be cut off or raised, and Bars C and D may be reversed.

For Stock Pass Lengthenings refer to SCC-MD Standard for details not shown.

For wings other than those shown here, refer to wing standards and details shown elsewhere in the plans.



HS20 LOADING

Texas Department of Transportation
Bridge Division

STOCK PASS
SIZE 5′-0" X 6′-6"
0′ TO 14′ FILL

SP

FILE: spe01ste.dgn	DN: GAF	CK: TxDOT	DW: TxDOT	CK: LDS	
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