

**LAYING OUT TRANSVERSE JOINTS**

UNLESS SHOWN ON BRIDGE PLANS

USE A TRANSVERSE JOINT WHEN BARREL LENGTH IS OVER 80 FEET. USE ADDITIONAL JOINTS TO LIMIT CUT SECTION LENGTH AND END SECTION BARREL LENGTH MEASURED ALONG CENTERLINE OF CULVERT TO 50 FEET.

MINIMUM END SECTION LENGTH SHALL BE 3 FEET MEASURED ALONG THE SHORTEST WALL FROM THE INSIDE FACE OF HEADWALL TO THE TRANSVERSE JOINT.

TO AVOID LOCATING TRANSVERSE JOINTS UNDER A TRAVELED WAY WITH DESIGN FILLS 2 FEET OR LESS THE FOLLOWING SHALL APPLY:

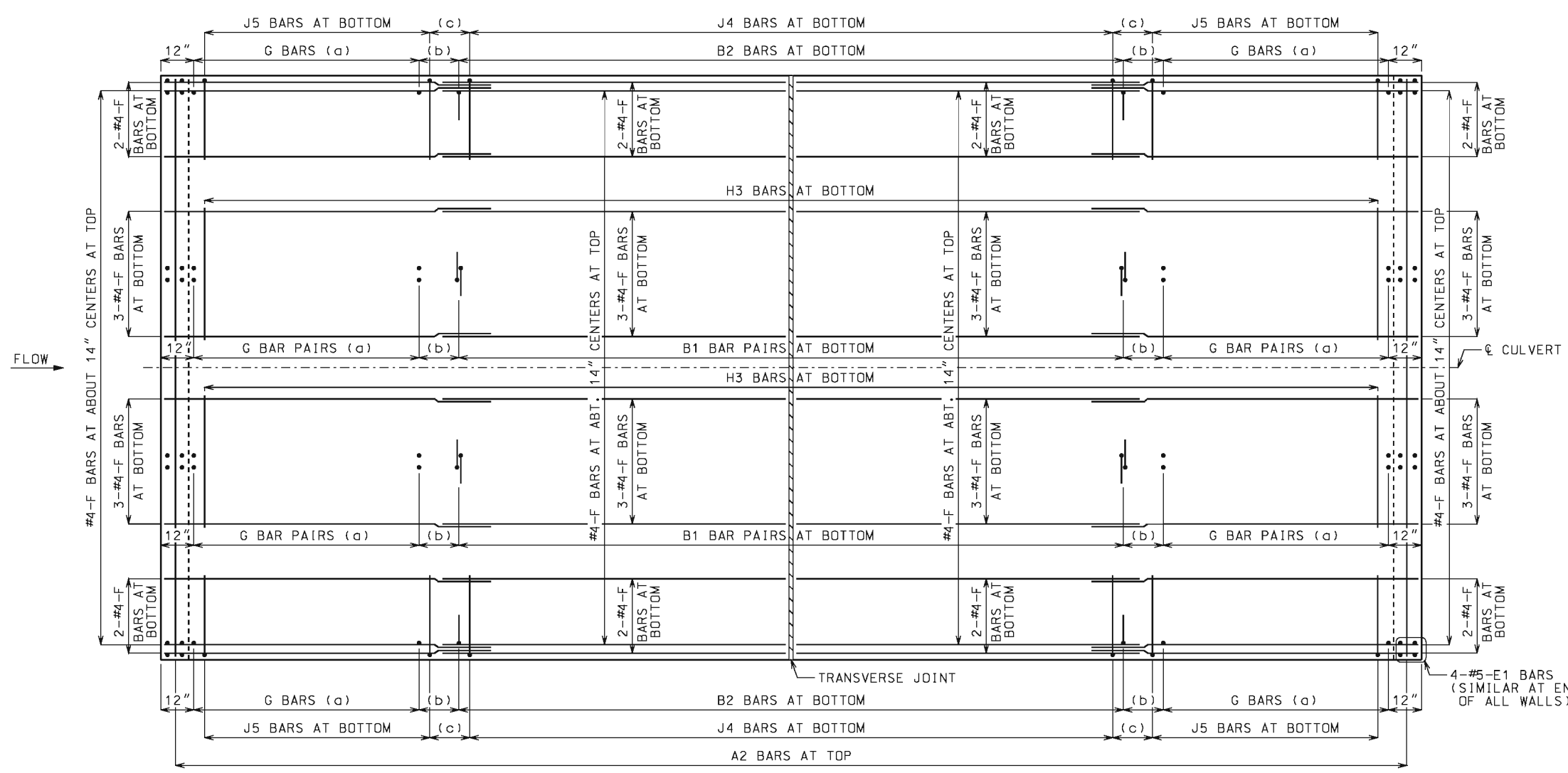
BARREL LENGTH UP TO 90 FEET WITHOUT A TRANSVERSE JOINT

CUT SECTION LENGTHS UP TO 60 FEET

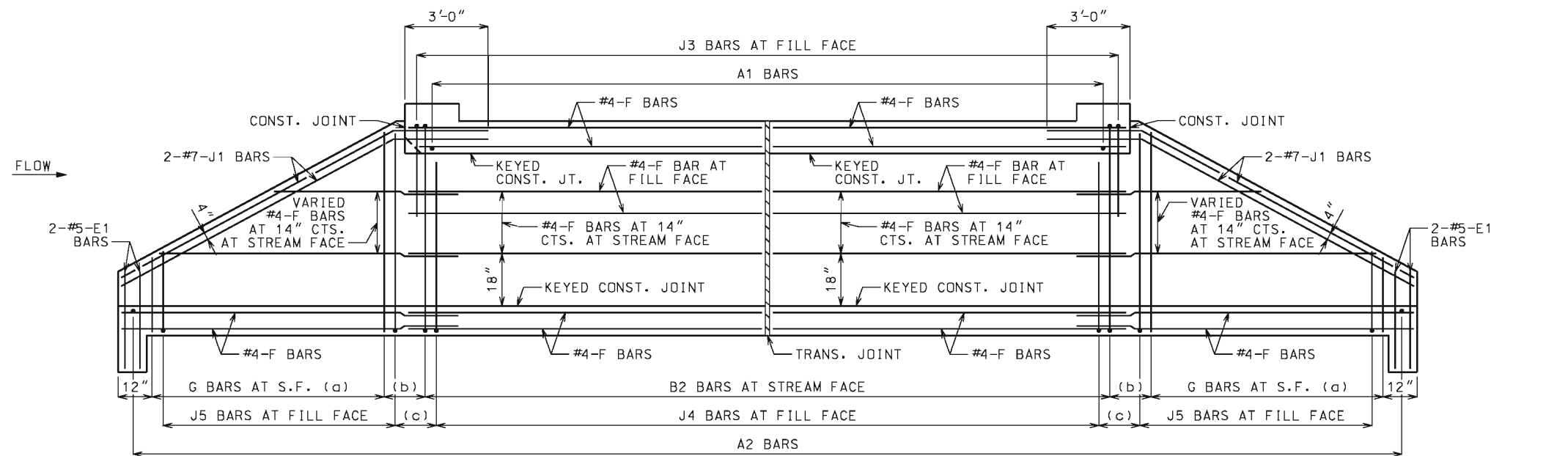
WHEN BARREL AND CUT SECTION LENGTH RESTRICTIONS REQUIRE TRANSVERSE JOINTS TO BE LOCATED UNDER A TRAVELED WAY WITH DESIGN FILLS 2 FEET OR LESS, THE JOINTS SHALL BE LOCATED TO MINIMIZE THE LENGTH OF JOINT UNDER THE TRAVELED WAY.

TRAVELED WAY IS THE ROADWAY WIDTH MINUS SHOULDER WIDTHS.

FOR CUT SECTION DETAILS, SEE 703.86.



**PLAN OF BOTTOM SLAB**



**ELEVATION OF EXTERIOR WALL**

J1 BARS MAY BE BENT IN FIELD OR SHOP.

**GENERAL NOTES:**

FOR SECTIONS THRU BARREL, WINGS AND HEADWALLS, SEE SHEET 3 OF 3. FOR BAR SIZES, SPACING AND DIMENSIONS OF ALL REINFORCEMENT EXCEPT J5 BARS, SEE 703.87. FOR J5 BARS, SEE 703.37.

CONSTRUCTION JOINT KEY NOT SHOWN FOR CLARITY IN PLAN AND ELEVATION, SEE SHEET 3 OF 3 FOR DETAILS.

DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.

MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1 1/2".

LAP LONGITUDINAL BARS A MINIMUM OF 23" AT SPLICES.

BEVELED HEADWALL SHALL BE LOCATED AT UPSTREAM END.

(a) SAME SIZE AND SPACING AS ADJACENT B BARS

(b) VARIES, 12" MAXIMUM

(c) J4 BAR SPACING

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**  
 105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

STATE OF MISSOURI  
 DENNIS W. HECKMAN  
 NUMBER PE-27141  
 PROFESSIONAL ENGINEER

THIS SHEET HAS BEEN SIGNED SEALED AND DATED ELECTRONICALLY.

**CONCRETE TRIPLE BOX CULVERT**  
 SKEW: SQUARED  
 WINGS: STRAIGHT  
**REINFORCEMENT**

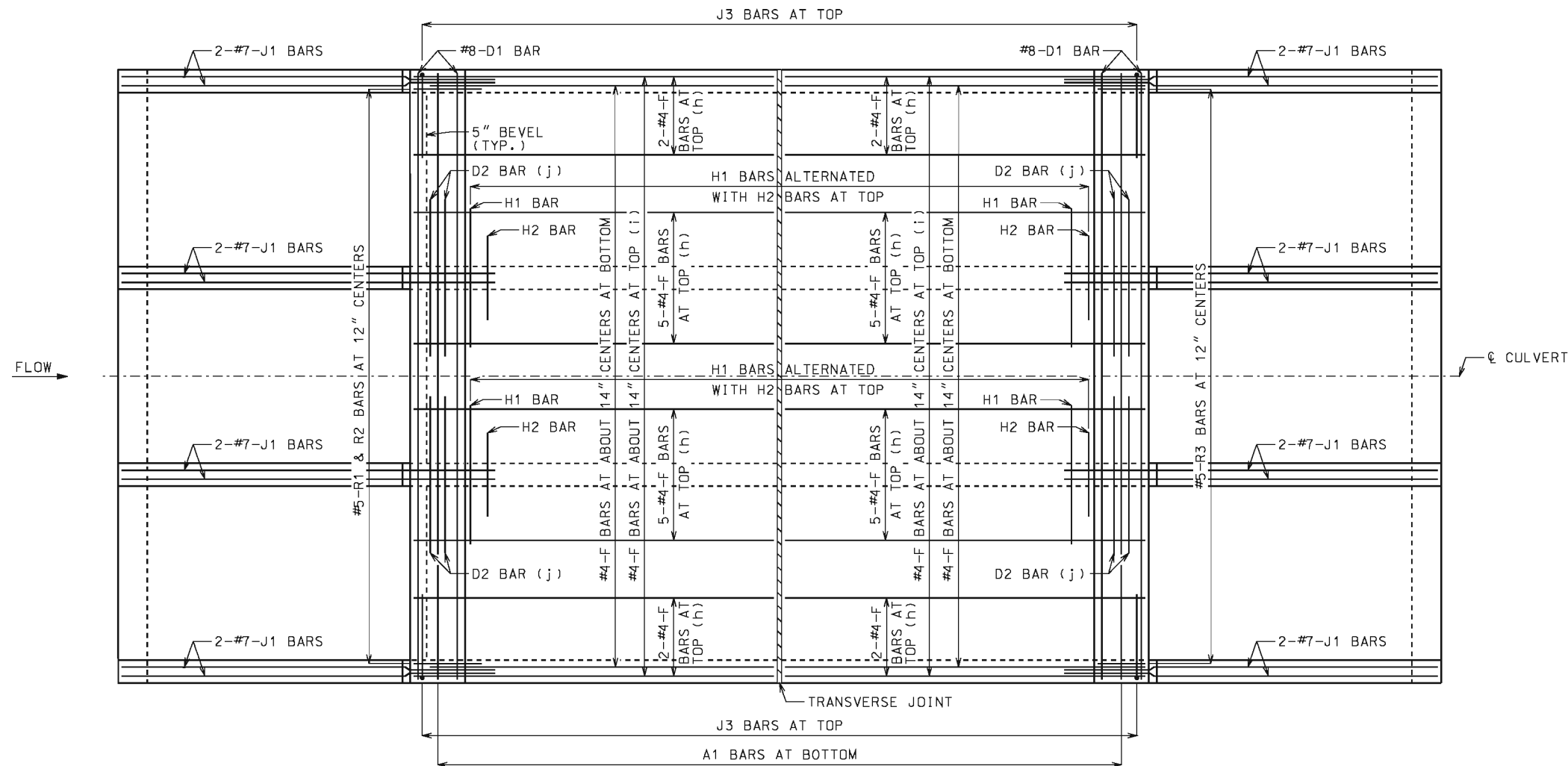
DATE EFFECTIVE: 12/01/2011  
 DATE PREPARED: 5/13/2015

**703.80H**

SHEET NO. 1 OF 3

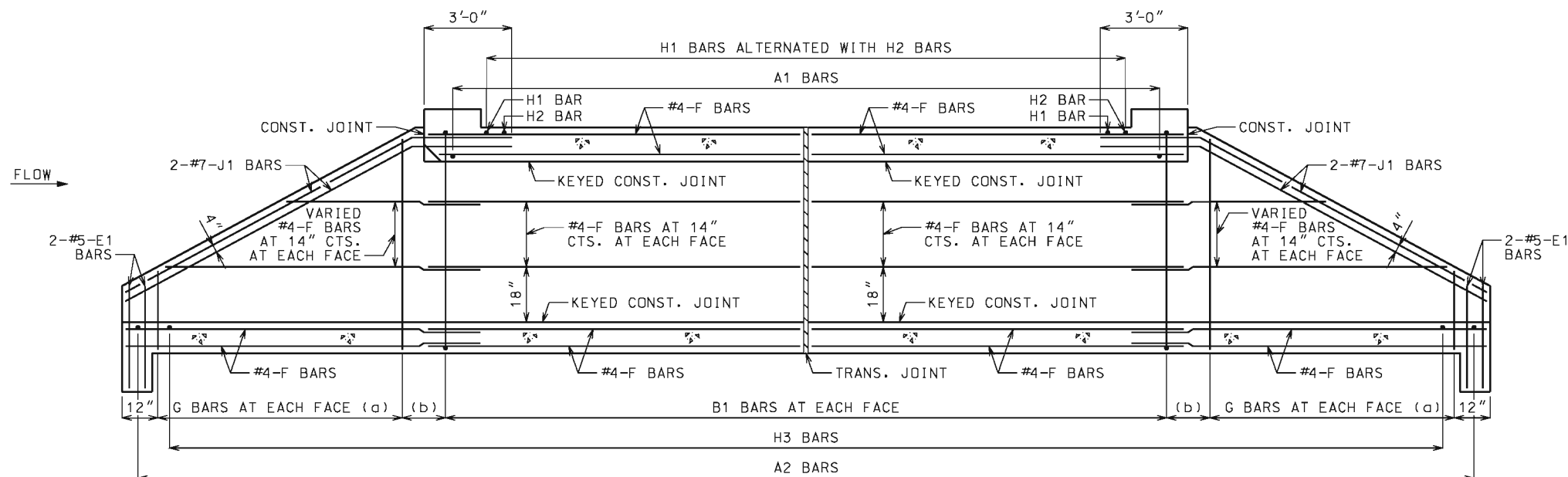
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

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**PLAN OF TOP SLAB**

B BARS IN WALLS ARE NOT SHOWN FOR CLARITY.  
FOR PLACEMENT, SEE SHEET 1 OF 3.



**SECTION NEAR INTERIOR WALL**

J1 BARS MAY BE BENT IN FIELD OR SHOP.

**GENERAL NOTES:**

FOR SECTIONS THRU BARREL, WINGS AND HEADWALLS, SEE SHEET 3 OF 3. FOR BAR SIZES, SPACING AND DIMENSIONS OF ALL REINFORCEMENT EXCEPT J5 BARS, SEE 703.87. FOR J5 BARS, SEE 703.37.

CONSTRUCTION JOINT KEY NOT SHOWN FOR CLARITY IN PLAN AND SECTION, SEE SHEET 3 OF 3 FOR DETAILS.

DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.

MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1 1/2".

LAP LONGITUDINAL BARS A MINIMUM OF 23" AT SPLICES.

BEVELED HEADWALL SHALL BE LOCATED AT UPSTREAM END.

(a) SAME SIZE AND SPACING AS ADJACENT B BARS

(b) VARIES, 12" MAXIMUM

(c) NOT SPECIFIED ON THIS SHEET

(d) NOT SPECIFIED ON THIS SHEET

(e) NOT SPECIFIED ON THIS SHEET

(f) NOT SPECIFIED ON THIS SHEET

(g) NOT SPECIFIED ON THIS SHEET

(h) FOR DESIGN FILLS OVER 2'-0"

(i) FOR DESIGN FILLS 2'-0" OR LESS

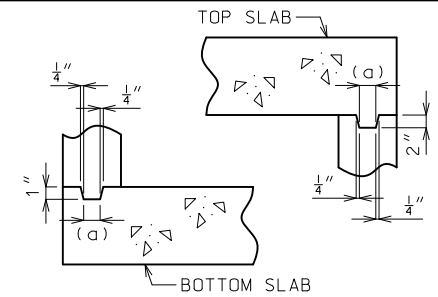
(j) NOT REQUIRED FOR CLEAR SPANS ≤ 10'-0"

#8 FOR CLEAR SPAN > 10'-0"

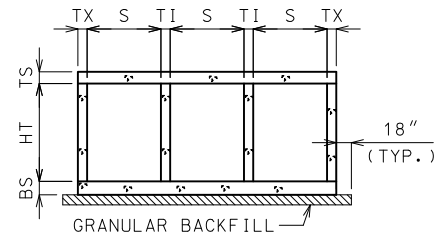
#9 FOR CLEAR SPAN > 13'-0"

IF REQUIRED, THE MINIMUM LENGTH EACH SIDE OF C WALL SHALL BE THE GREATER OF 48 BAR DIAMETERS OR 1/4 CLEAR SPAN. THE CLEAR SPAN IS PARALLEL TO LONG DIRECTION OF HEADWALL.

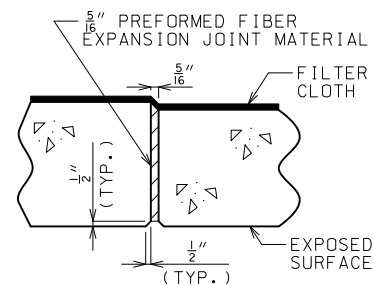
	<b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b>	
	105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
	<b>CONCRETE TRIPLE BOX CULVERT</b>	
	SKEW: SQUARED WINGS: STRAIGHT	
<b>REINFORCEMENT</b>		SHEET NO. <b>2 OF 3</b>
DATE EFFECTIVE: 12/01/2011 DATE PREPARED: 5/13/2015	<b>703.80H</b>	



**KEYED CONSTRUCTION JOINT**  
(a) APPROXIMATELY ONE-THIRD OF WALL THICKNESS



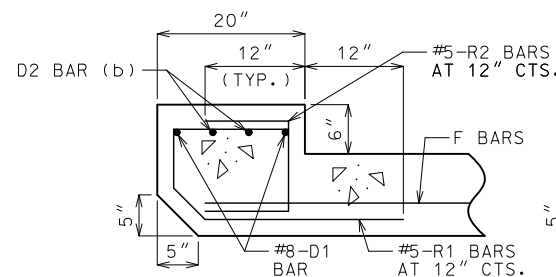
**GRANULAR BACKFILL LIMITS AND MEMBER DIMENSIONS**



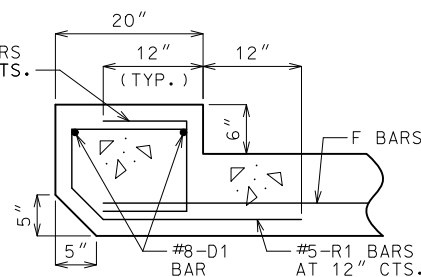
**TRANSVERSE JOINT THRU BARREL**

PREFORMED FIBER EXPANSION JOINT MATERIAL IN ACCORDANCE WITH SEC 1057 SHALL BE SECURELY STITCHED TO ONE FACE OF THE CONCRETE WITH 10 GAGE COPPER WIRE OR 12 GAGE SOFT DRAWN GALVANIZED STEEL WIRE.

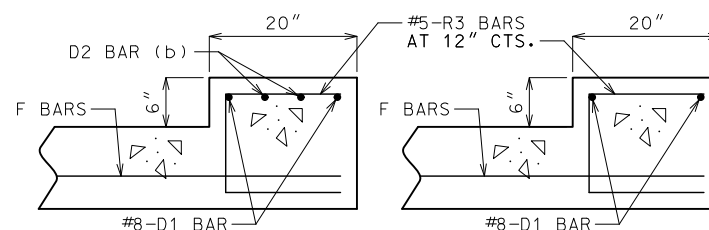
FILTER CLOTH 3 FEET IN WIDTH AND DOUBLE THICKNESS SHALL BE CENTERED ON TRANSVERSE JOINTS IN TOP SLAB AND SIDEWALLS WITH EDGES SEALED WITH MASTIC OR TWO SIDED TAPE. FILTER CLOTH SHALL BE A SEPARATION GEOTEXTILE IN ACCORDANCE WITH SEC 1011. COST OF FURNISHING AND INSTALLING FILTER CLOTH WILL BE CONSIDERED COMPLETELY COVERED BY THE CONTRACT UNIT PRICE FOR OTHER ITEMS.



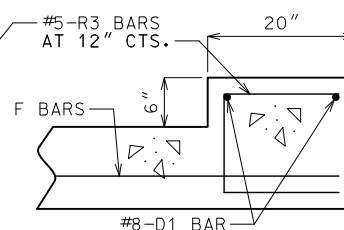
**UPSTREAM HEADWALL REINFORCEMENT**  
NEAR INTERIOR WALL



**UPSTREAM HEADWALL REINFORCEMENT**  
NEAR MIDSPAN



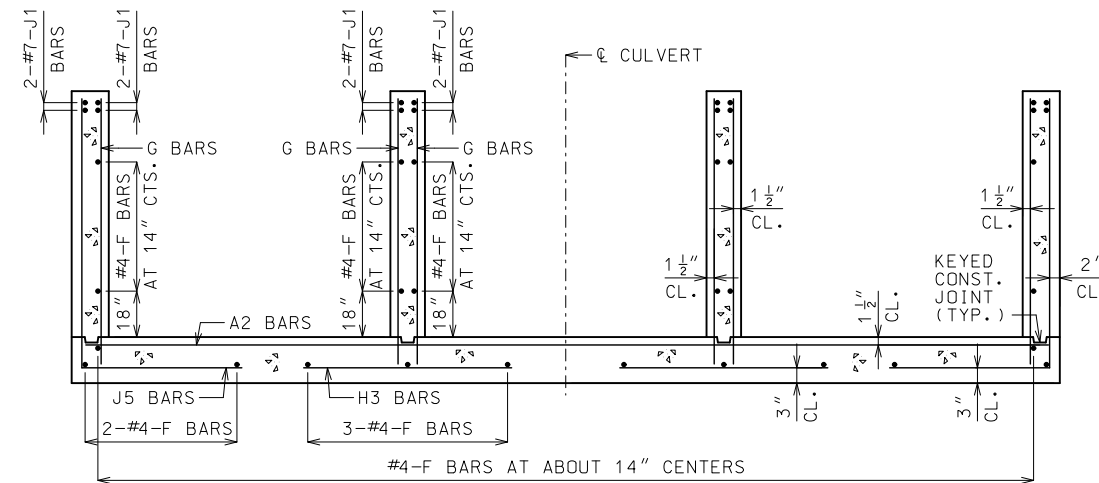
**DOWNSTREAM HEADWALL REINFORCEMENT**  
NEAR INTERIOR WALL



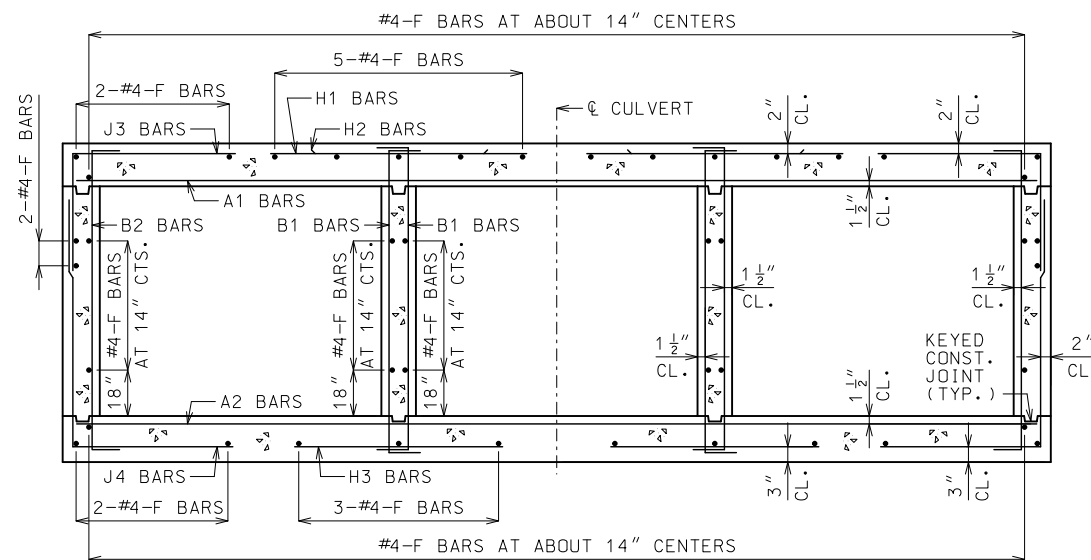
**DOWNSTREAM HEADWALL REINFORCEMENT**  
NEAR MIDSPAN

(b) NOT REQUIRED FOR CLEAR SPANS  $\leq 10'-0"$   
#8 FOR CLEAR SPAN  $> 10'-0"$   
#9 FOR CLEAR SPAN  $> 13'-0"$

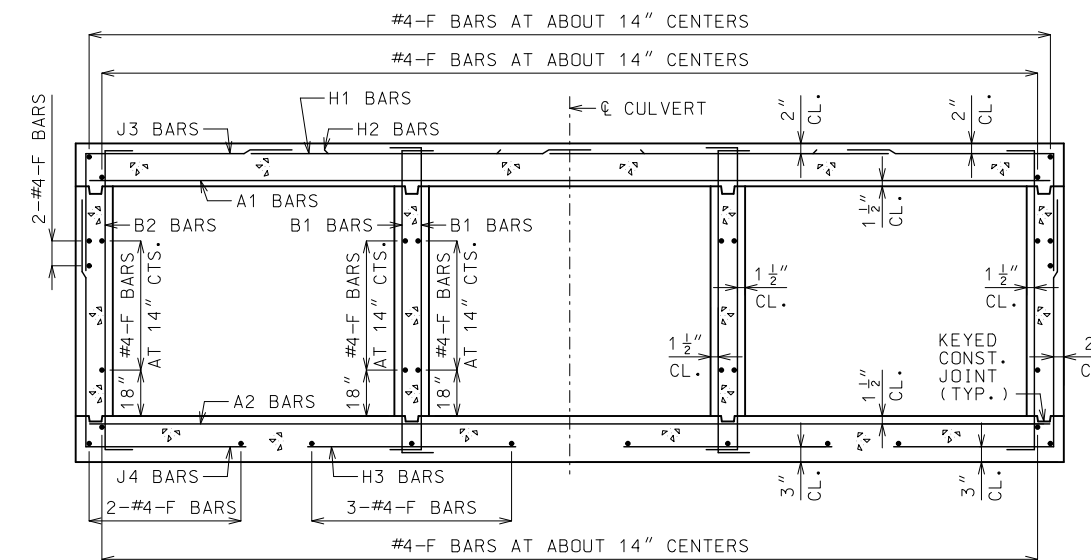
IF D2 BARS ARE REQUIRED, THE MINIMUM LENGTH EACH SIDE OF  $\phi$  WALL SHALL BE THE GREATER OF 48 BAR DIAMETERS OR  $\frac{1}{4}$  CLEAR SPAN. THE CLEAR SPAN IS PARALLEL TO LONG DIRECTION OF HEADWALL.



**UPSTREAM AND DOWNSTREAM WINGS REINFORCEMENT**



**BARREL REINFORCEMENT**  
FOR DESIGN FILLS OVER 2'-0"



**BARREL REINFORCEMENT**  
FOR DESIGN FILLS 2'-0" OR LESS

**GENERAL NOTES:**

FOR MEMBER THICKNESS AND FOR BAR SIZES, SPACING AND DIMENSIONS OF ALL REINFORCEMENT EXCEPT J5 BARS, SEE 703.87. FOR J5 BARS, SEE 703.37.

BARREL AND WINGS SECTIONS ARE SYMMETRICAL ABOUT AND NORMAL TO  $\phi$  CULVERT. HEADWALL SECTIONS ARE NORMAL TO LONG DIRECTION OF HEADWALL.

DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.

MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE  $1\frac{1}{2}"$ .

	<b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
	<b>CONCRETE TRIPLE BOX CULVERT</b> SKEW: SQUARED WINGS: STRAIGHT SECTIONS	
	DATE EFFECTIVE: 01/01/2021 DATE PREPARED: 10/14/2020	<b>703.80H</b> SHEET NO. 3 OF 3

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.