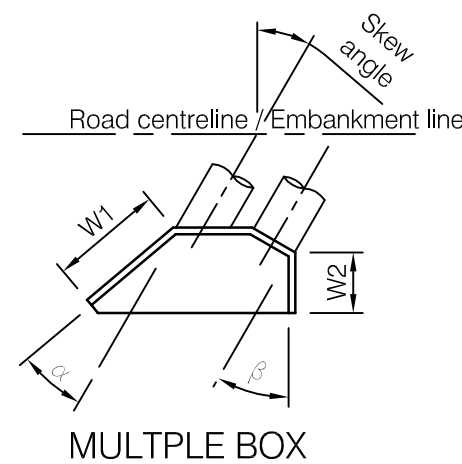


Skew Angle	Wingwall angle	
	$\alpha$	$\beta$
0 - 10	30	30
11 - 20	25	30
21 - 30	20	30
31 - 45	15	30

W1 (Angle  $\alpha$ ) is the wingwall nearer to road centreline / embankment line



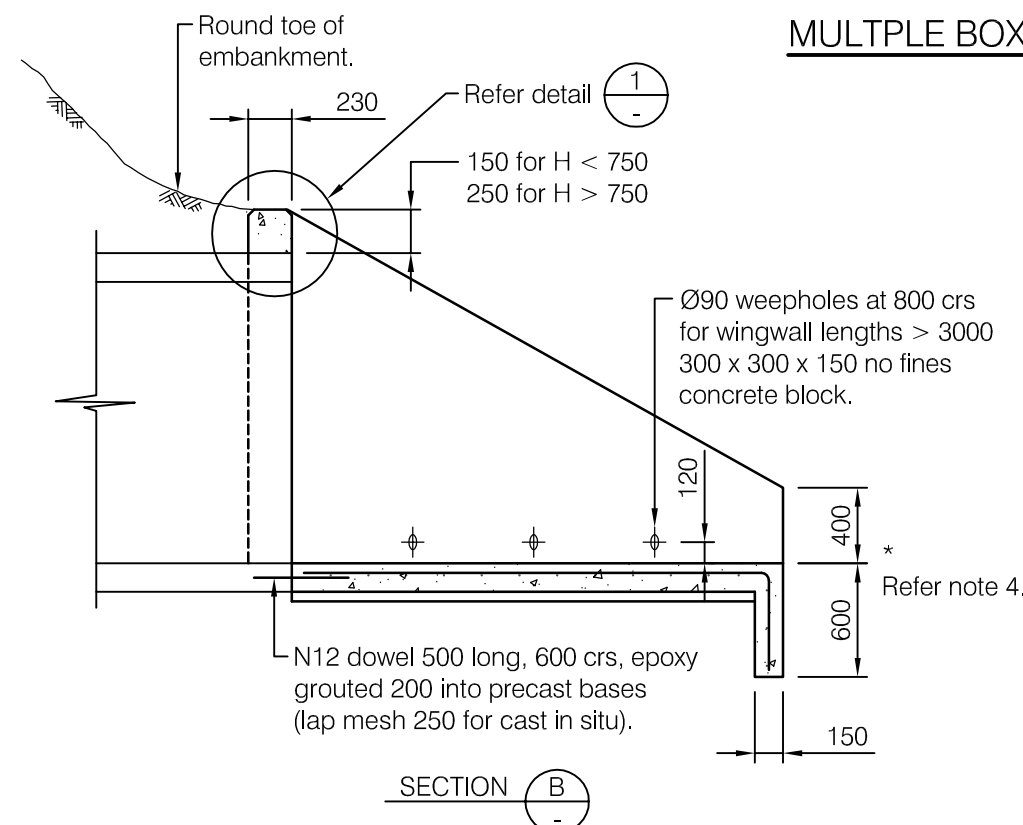
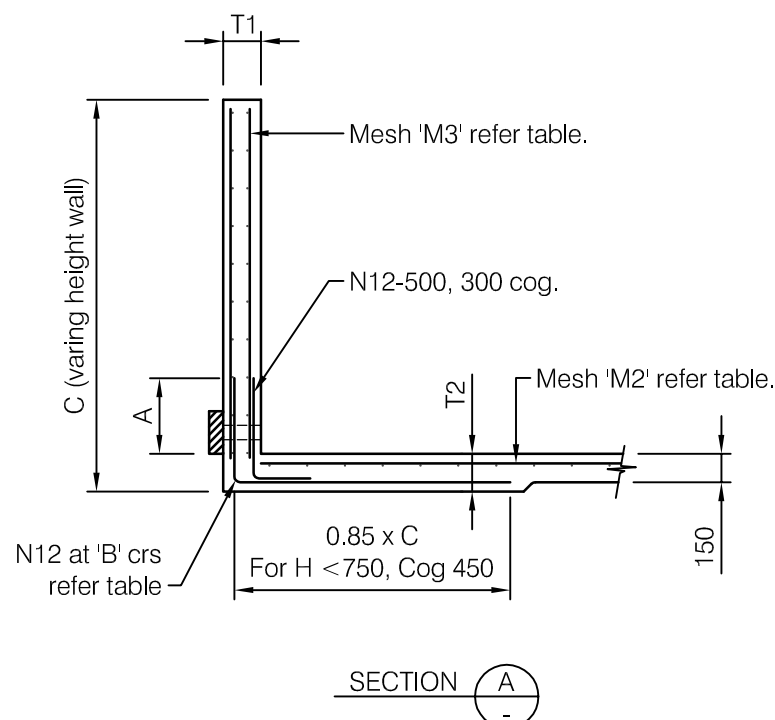
**TABLE OF DIMENSIONS & REINFORCEMENT**

H	T1	T2	A	B	M1	M2	M3
375	200	150	500	300	SL82	SL62	-
450	200	150	500	300	SL82	SL62	-
600	200	150	500	300	SL82	SL62	-
750	200	200	550	200	RL818	SL62	-
900	200	200	550	200	RL818	SL62	-
1200	200	200	550	200	RL818	SL62	-
1500	250	250	600	200	RL1018	SL62	-
1800	300	300	650	#	RL1018	SL82	SL82
2100	300	300	650	#	RL1018	SL82	SL82

# Refer wingwall bar spacing detail shown above

## NOTES

- Concrete shall be grade N32 in accordance with AS 1379 and AS 3600. Minimum cover to be 50mm.
- In areas where the invert is below RL 1.800m all concrete shall be grade N40. Wall and Apron thickness (T1 & T2) to be increased by 30 mm. Minimum cover to be 65mm.
- For wingwall lengths (W1 & W2) and skew angle refer to the project drawings for details.
- Stone pitching to be provided to the ends of wingwalls, extending to toe of batter, wherever batter slope exceeds 1 in 4.
- Where the height of the headwall above the R.C.B.C. exceeds 300mm the headwall shall be designed and detailed on the project drawings.
- All dimensions in millimeters.



## DISCLAIMER

The authors and sponsoring organisations shall have no liability or responsibility to the user or any other person or entity with respect to any liability, loss or damage caused or alleged to be caused, directly or indirectly, by the adoption and use of these Standard Drawings including, but not limited to, any interruption of service, loss of business or anticipatory profits, or consequential damages resulting from the use of these Standard Drawings. Persons must not rely on these Standard Drawings as the equivalent of, or a substitute for, project-specific design and assessment by an appropriately qualified professional.



BOX CULVERT HEADWALL,  
WINGWALLS AND APRON

Standard  
Drawing  
**S1090**

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