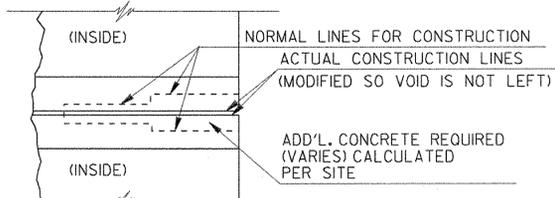
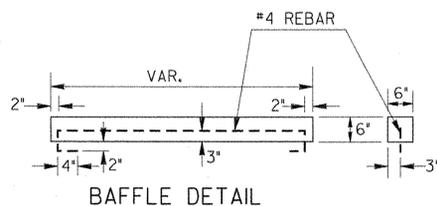


NOTE: (FOR DETAIL BELOW) WHERE THE NORMAL OUTSIDE WALLS OF ADJACENT BOX CULVERTS ARE ABUTTING AND THE WALL THICKNESSES NORMALLY VARIES DUE TO INCREASING FILL HEIGHTS, THE MAXIMUM WALL THICKNESS (FOR THE HIGHEST FILL) IS TO BE MAINTAINED FOR THE ABUTTING WALLS FOR THE FULL LENGTH OF THE CULVERT WITH A CLEAN CONSTRUCTION JOINT BETWEEN THE TWO WALLS AS SHOWN, REINFORCING STEEL IS TO REMAIN THE SAME AS NORMAL, WITH DIMENSIONS MEASURED FROM INSIDE OF CULVERT WALL. QUANTITY OF CONCRETE IS INCREASED DUE TO THIS CONSTRUCTION AND IS TO BE CALCULATED FOR INDIVIDUAL SITE. STEEL QUANTITIES ARE UNCHANGED.

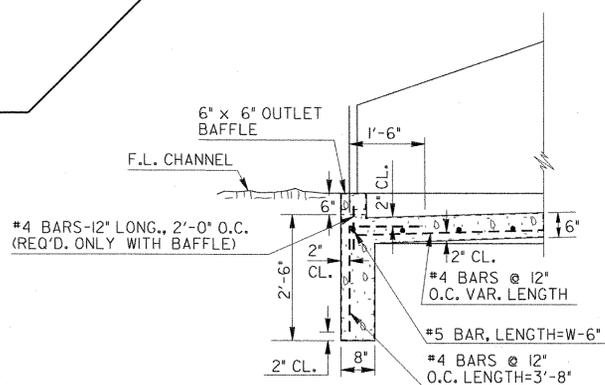
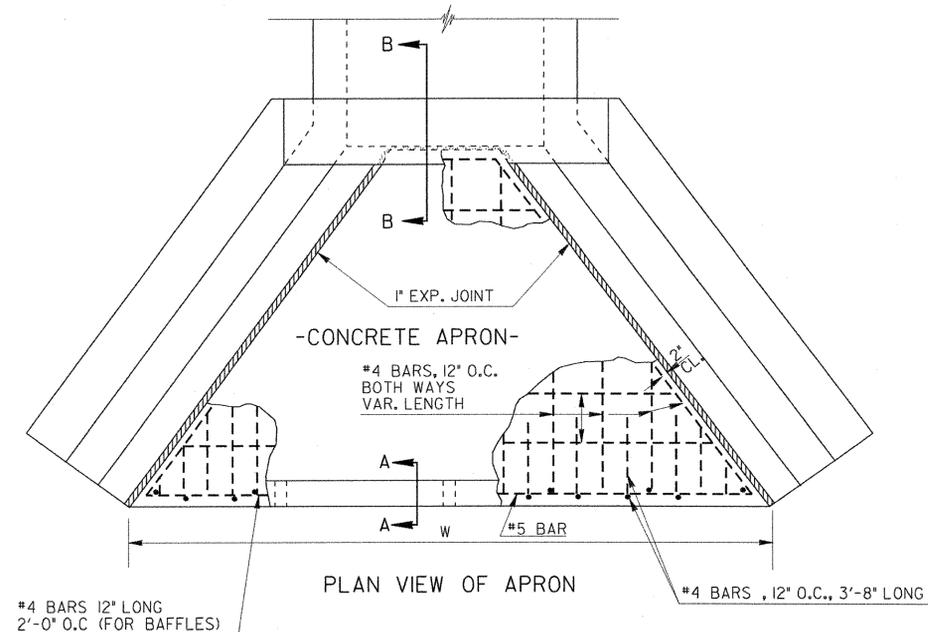
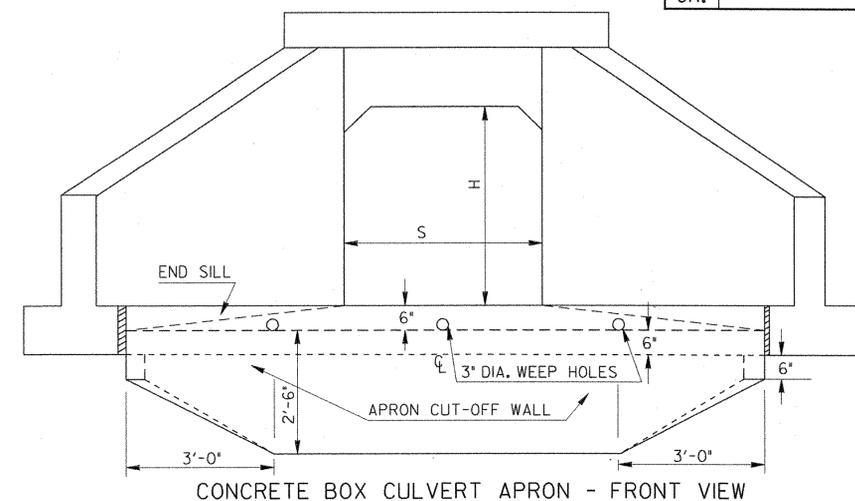


ABUTTING JOINT - TYPICAL PLAN VIEW
(APPLICABLE WHERE NORMAL REQ'D. THICKNESSES OF ABUTTING WALLS WOULD VARY)

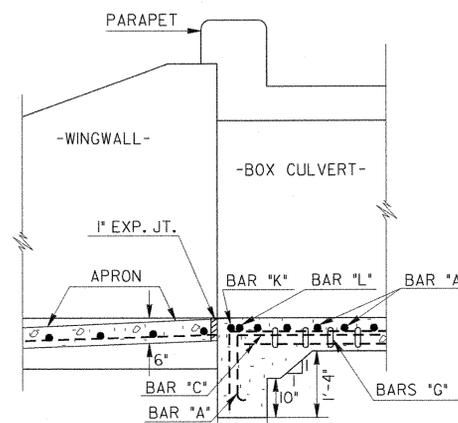


NOTE: BAFFLES SHALL BE CONSTRUCTED FROM CLASS 'A' CONCRETE AND MAY BE PRECAST OR POURED IN PLACE.

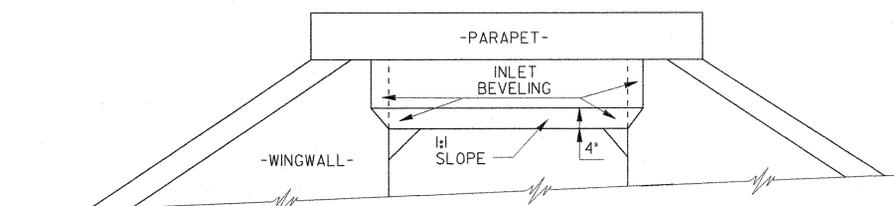
BAFFLES WILL BE USED ON APRONS AT OUTLETS OF PIPES AND BOX CULVERTS AND IN PAVED DITCHES OR ELSEWHERE AT LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.



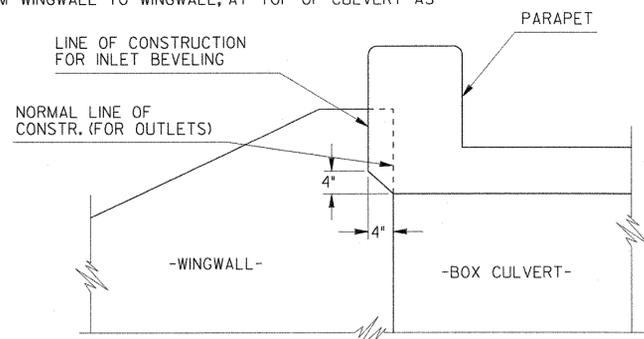
SECTION A-A



NOTE: SEE BOX CULVERT STANDARDS FOR DETAILS NOT SHOWN. K, L, & G BARS REQUIRED ONLY WHERE SPECIFIED. BAR "A" SHOWN BENT INTO CULVERT TOEWALL APPLIES TO SKEWS.



NOTE: INLET BEVELING IS REQUIRED AT THE INLET OF ALL BOX CULVERTS EXTENDING FROM WINGWALL TO WINGWALL, AT TOP OF CULVERT AS SHOWN.



INLET BEVELING DETAIL

6-30-98		DEPARTMENT OF TRANSPORTATION	
7-24-85		STATE OF GEORGIA	
8-14-84			
DATE	REVISION		
REDRAWN	ADD ABUTTING JT.-TYP. PLAN V		
G.I.P.	ADD 4' X 5' QUANTITIES		
R.M.U.	BY		
R.M.U.	NO SCALE		
CHK. J.M.W.	REV. R.M.U. (SUBMITTED)		
R.K.C.	TRA. G.M.E.		
	CHK. J.M.W.		
	R.K.C.		
		STATE ROAD & AIRPORT DESIGN ENGR.	
		STATE HIGHWAY ENGINEER	
		JULY, 1983	
		NUMBER	
		2332	
		SHEET 1 OF 2	