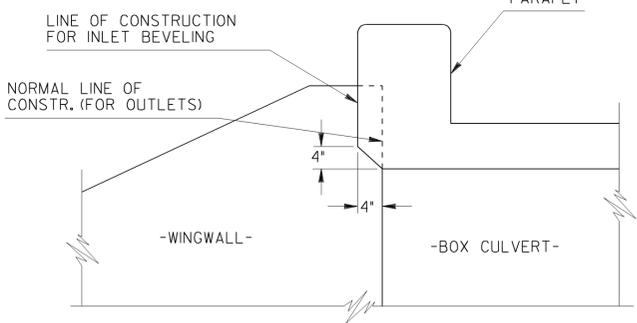
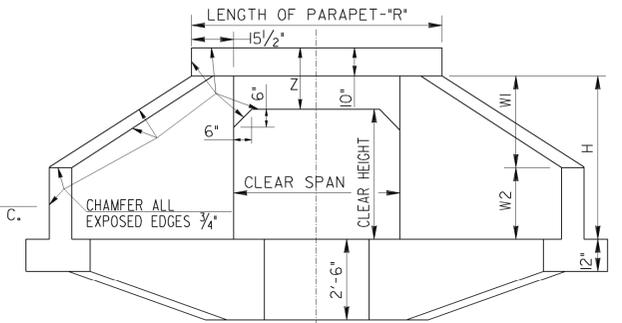
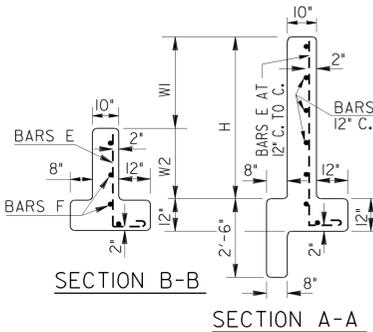


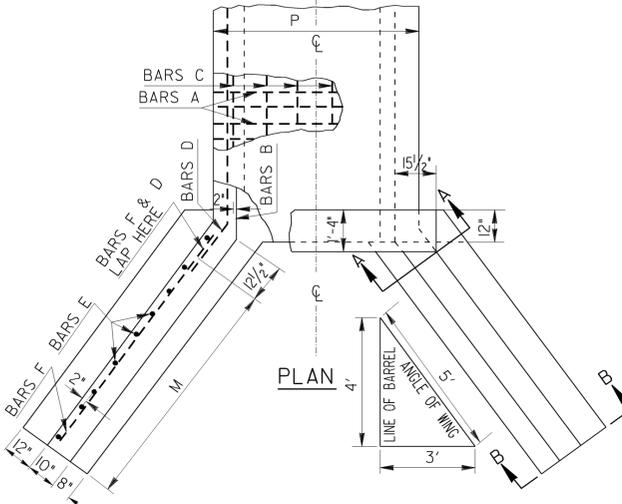
NOTE: INLET BEVELING IS REQUIRED AT THE INLET OF ALL BOX CULVERTS EXTENDING FROM WINGWALL TO WINGWALL, AT TOP OF CULVERT AS SHOWN.



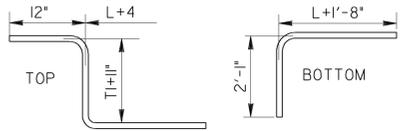
INLET BEVELING DETAIL



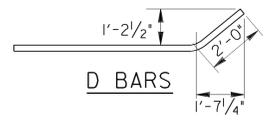
END ELEVATION



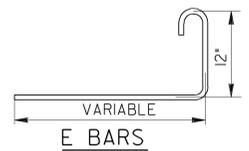
PLAN



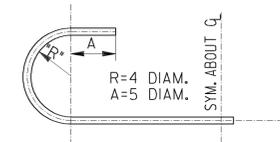
C BARS



D BARS



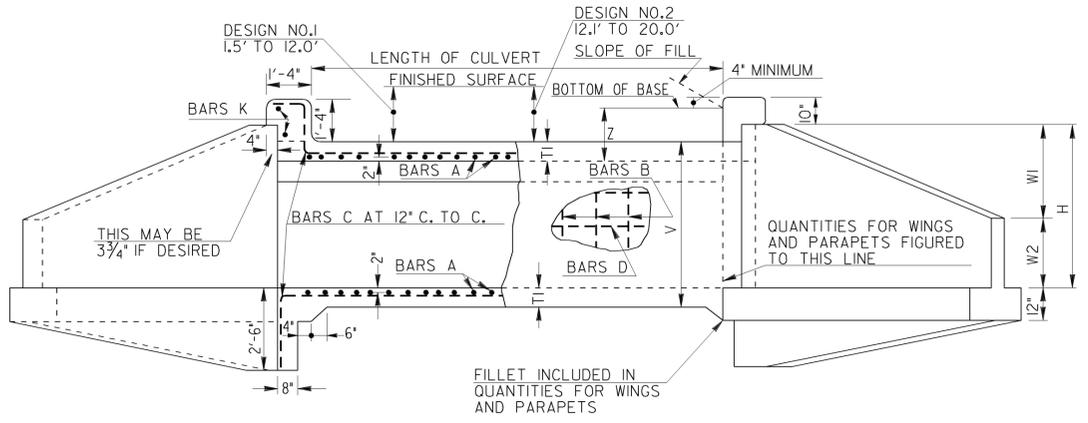
E BARS



DETAIL OF HOOK FOR A BARS

REQUIRED FOR 5' & 6' CLEAR SPANS FOR DESIGN NO.2

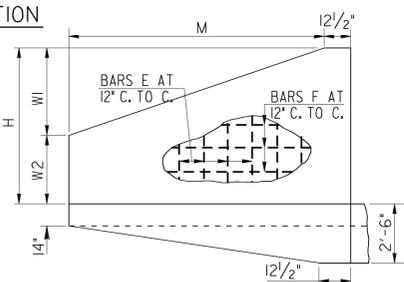
BENDING DIAGRAMS



SECTION ON CL BARREL

ELEVATION

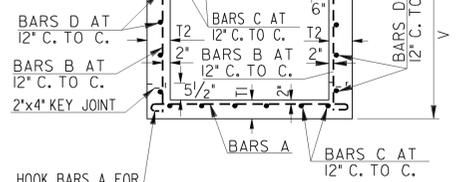
SIDE VIEW



ELEVATION OF WING

HOOK BARS A FOR DESIGN NO. 2 FOR 5'x6' SPANS.

SLOPE TOP OF CULVERT SLIGHTLY FROM CENTER TO EDGES FOR DRAINAGE



SECTION OF BARREL

HOOK BARS A FOR DESIGN NO. 2 FOR 5' & 6' SPANS

GENERAL NOTES:

1. CHAMFER-CHAMFER ALL EXPOSED EDGES 3/4".
2. CONCRETE APRONS (SEPARATE STANDARD) ARE REQUIRED AT ALL OUTLETS. THE ENGINEER MAY ALLOW AN EXCEPTION FOR THE BED ROCK CONDITIONS. TOEWALLS UNDER PARAPETS MAY BE MODIFIED AT OUTLETS AS SHOWN ON STANDARD DETAIL FOR CONCRETE APRONS.
3. QUANTITIES FOR STEEL SHOWN ARE COMPUTED CONSIDERING ALL A,B,C,D,G AND H BARS AS PART OF BARREL QUANTITIES. STEEL PER LIN. FT. IS AN AVERAGE VALUE FOR A CULVERT OF 40' LENGTH ALLOWING ONE LAP IN LONGITUDINAL BARS.
4. PARAPETS AT INLETS SHALL BE CONSTRUCTED WITH A 4"/45° BEVEL.
5. COVER-CULVERT TO HAVE MINIMUM OF 1.0' BELOW BOTTOM OF BASE OR CONCRETE PAVEMENT.

DESIGN DATA

LOADING-TYPICAL HS 20-44 AND/OR MILITARY LOADING.



SEE INLET BEVELING DETAILS FOR INLETS

		DATE		DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
		REVISION		STANDARD REINFORCED CONCRETE BOX CULVERTS SINGLE 3'x2' TO SINGLE 6'x6' FOR DEPTHS OF FILL UP TO 20 FT. NO SCALE REV. & REDR. NOV., 2001	
		BY		NUMBER 2321	
		DESIGNED _____		STATE ROAD & AIRPORT DESIGN ENGINEER	
		CHECKED _____		(APPROVED) <i>James H. Beaulieu</i> CHIEF ENGINEER	
		REVISED _____		SHEET 2 OF 2	