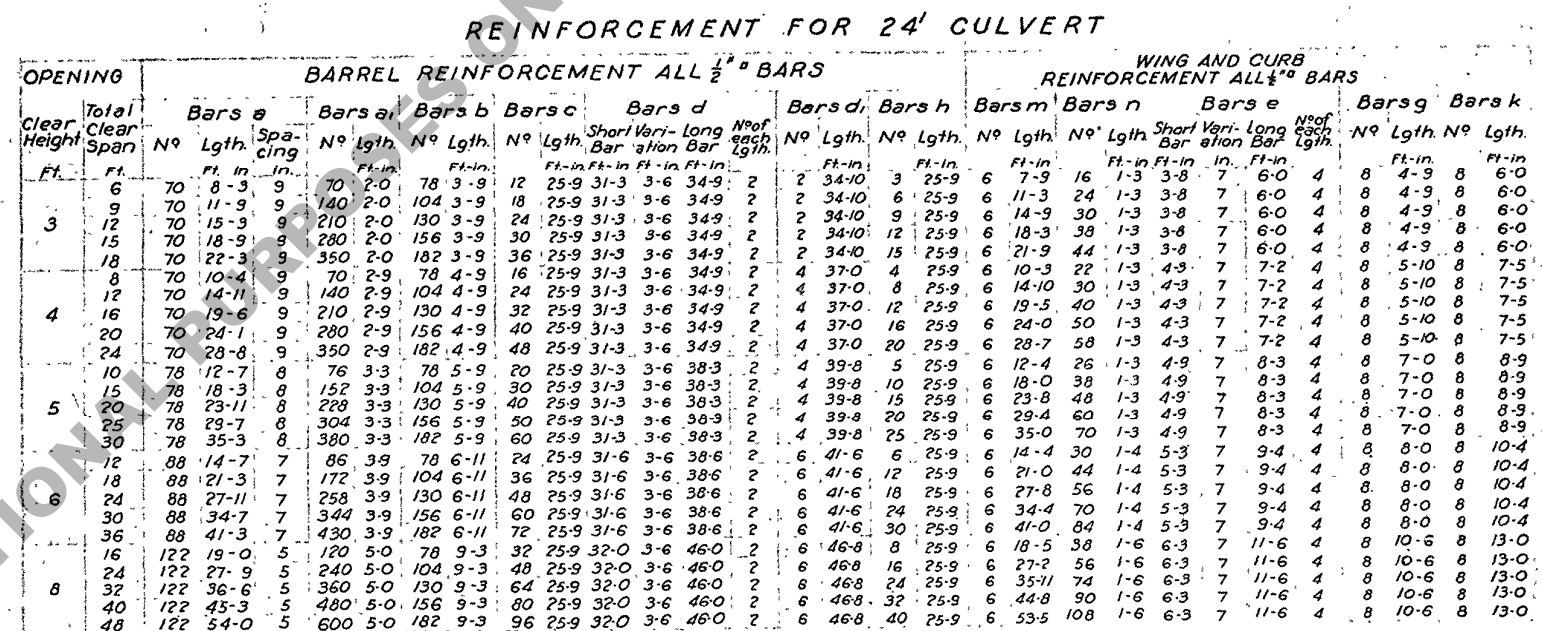


SECTION OF "B" BARREL



REINFORCEMENT FOR 24' CULVERT

OPENING BARREL REINFORCEMENT ALL $\frac{1}{2}$ " BARS

WING AND CURB
REINFORCEMENT ALL $\frac{1}{2}$ " BARS

Clear Height	Total Clear Span	Bars a			Bars a		Bars b		Bars c		Bars d			No of each Lgth.	Bars d		Bars h		Bars m		Bars n		Bars e			Bars g		Bars k			
		No	Lgth.	Spac- ing.	No	Lgth.	No	Lgth.	No	Lgth.	Short Bar	Vari- ation	Long Bar		No	Lgth.	No	Lgth.	No	Lgth.	No	Lgth.	Short Bar	Vari- ation	Long Bar	No of each Lgth.	No	Lgth.	No	Lgth.	
Feet.	Feet.		Feet.	In.		Feet.	In.		Feet.	In.		Feet.	In.		Feet.	In.		Feet.	In.		Feet.	In.		Feet.	In.		Feet.	In.		Feet.	In.
3	6	70	8-3	9	70	2-0	78	3-9	12	25-9	31-3	3-6	34-9	2	2	34-10	3	25-9	6	7-9	16	1-3	3-8	7	6-0	4	8	4-9	8	6-0	
	9	70	11-9	9	140	2-0	104	3-9	18	25-9	31-3	3-6	34-9	2	2	34-10	6	25-9	6	11-3	24	1-3	3-8	7	6-0	4	8	4-9	8	6-0	
	12	70	15-3	9	210	2-0	130	3-9	24	25-9	31-3	3-6	34-9	2	2	34-10	9	25-9	6	14-9	30	1-3	3-8	7	6-0	4	8	4-9	8	6-0	
	15	70	18-9	9	280	2-0	156	3-9	30	25-9	31-3	3-6	34-9	2	2	34-10	12	25-9	6	18-3	38	1-3	3-8	7	6-0	4	8	4-9	8	6-0	
	18	70	22-3	9	350	2-0	182	3-9	36	25-9	31-3	3-6	34-9	2	2	34-10	15	25-9	6	21-9	44	1-3	3-8	7	6-0	4	8	4-9	8	6-0	
4	8	70	10-4	9	70	2-9	78	4-9	16	25-9	31-3	3-6	34-9	2	4	37-0	4	25-9	6	10-3	22	1-3	4-3	7	7-2	4	8	5-10	8	7-5	
	12	70	14-11	9	140	2-9	104	4-9	24	25-9	31-3	3-6	34-9	2	4	37-0	8	25-9	6	14-10	30	1-3	4-3	7	7-2	4	8	5-10	8	7-5	
	16	70	19-6	9	210	2-9	130	4-9	32	25-9	31-3	3-6	34-9	2	4	37-0	12	25-9	6	19-5	40	1-3	4-3	7	7-2	4	8	5-10	8	7-5	
	20	70	24-1	9	280	2-9	156	4-9	40	25-9	31-3	3-6	34-9	2	4	37-0	16	25-9	6	24-0	50	1-3	4-3	7	7-2	4	8	5-10	8	7-5	
	24	70	28-8	9	350	2-9	182	4-9	48	25-9	31-3	3-6	34-9	2	4	37-0	20	25-9	6	28-7	58	1-3	4-3	7	7-2	4	8	5-10	8	7-5	
5	10	78	12-7	8	76	3-3	78	5-9	20	25-9	31-3	3-6	38-3	2	4	39-8	5	25-9	6	12-4	26	1-3	4-9	7	8-3	4	8	7-0	8	8-9	
	15	78	18-3	8	152	3-3	104	5-9	30	25-9	31-3	3-6	38-3	2	4	39-8	10	25-9	6	18-0	38	1-3	4-9	7	8-3	4	8	7-0	8	8-9	
	20	78	23-11	8	208	3-3	130	5-9	40	25-9	31-3	3-6	38-3	2	4	39-8	15	25-9	6	23-8	48	1-3	4-9	7	8-3	4	8	7-0	8	8-9	
	25	78	29-7																												

DIMENSIONS AND QUANTITIES FOR 24' CULVERT

GENERAL NOTES & DESIGN DATA

Construction Specs: Latest Approved La. Hwy. Dept. Std. Specs.

Concrete: All Class "A".
Steel: All $\frac{1}{2}$ " ϕ deformed bars.

All exposed corners to be chamfered $\frac{3}{4}$ "
All exposed surfaces to be given a smooth finish.

Design Specs: La. Hwy. Commission Feb. 1929
Concentrated Load: 15 Ton Typical truck with 30% impact

Entire weight of all fill above culvert assumed as

All dimensions relating to bars are to centers of bars.

Reinforcing bars should be wired at intersections and properly secured against displacement during

properly secured against displacement during placing of concrete.

3/7/57

C.E.A.

MULTIPLE

CONCRETE BOX CULVERT
SLABING WING WALLS

6 FT TO 48 FT SPANS
3 FT TO 8 FT HEIGHTS

LOUISIANA HIGHWAY COMMISSION

Gen. Asst. & Supt. No.		LOUISIANA HIGHWAY COMMISSION
Re-traced	HLC	BATON ROUGE, LA.
	LD P.	June 1931

ADDRESSES	DATE	DESIGNED	DETAILED	TRACED
DESCRIPTION	BY	CHECKED	CHECKED	CHECKED

REVISIONS	IN CHARGE OF <i>James H. [illegible]</i>
<i>CC-13-15</i> <i>9-9-</i>	

$$x = \frac{1}{\sqrt{2}} \begin{pmatrix} x_1 + i x_2 \\ x_3 - i x_4 \end{pmatrix}, \quad y = \frac{1}{\sqrt{2}} \begin{pmatrix} y_1 + i y_2 \\ y_3 - i y_4 \end{pmatrix}$$

DISCARDED
3/7/57
C.E.A.

-MULTIPLE-
CONCRETE BOX CULVERTS
FLARING WING WALLS
6 FT TO 48 FT SPANS
3 FT TO 8 FT HEIGHTS

LOUISIANA HIGHWAY COMMISSION

BATON ROUGE, LA. June 1931

DESIGNED	DETAILED	TRACED
IRP	IRP	HH

CHECKED	CHECKED	CHECKED
IN CHARGE OF	IN CHARGE OF	IN CHARGE OF

CC-13-15 C-C-1

This plan is revision
and replacement of
Std Plan B-2-46 REV

Note: Place about One (1) Cu. ft. of large size gravel or loose rock behind and around each Weep Hole.

DETAIL OF EXPANSION JOINT

... ..

[illegible]

$$\frac{d}{dt} \left(\frac{1}{\rho} \right) = - \frac{1}{\rho^2} \frac{d\rho}{dt} = - \frac{1}{\rho^2} \left(\frac{\partial \rho}{\partial t} + \nabla \cdot (\rho \mathbf{v}) \right) = - \frac{1}{\rho^2} \left(\frac{\partial \rho}{\partial t} + \rho \nabla \cdot \mathbf{v} + \mathbf{v} \cdot \nabla \rho \right)$$