

GENERAL NOTES:

Capacity: AASHTO HL-93 Loading

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2007.

Design: AASHTO LRFD Bridge Design Specifications, 5th Edition 2010; 2011 Interim Specifications; and VDOT Modifications.

All concrete shall be Class A4.

Deformed reinforcing bars shall conform to ASTM A615, Grade 60. All reinforcing bar dimensions on the detailed drawings are to centers of bars except where otherwise noted and are subject to fabrication and construction tolerances.

Construction joints shall be constructed and bonded in accordance with the current VDOT Road and Bridge Specifications.

Barrels more than 35' in length shall be poured in sections by providing vertical construction joints, not exceeding 25' between joints nor more than 30' from ends of barrels.

** Bars BH1 and BH3 shall have a pin diameter of 24 bar diameters.

Dimensions on bar diagrams are out-to-out of bars. Bars are straight unless otherwise shown.

The number of BL1 and BL2 bars shown in the table is the number of longitudinal bars shown in the typical section and may not equal the total number of bars required. BL1 and BL2 bars shall have a lap of 30 bar diameters at splices. At construction joints, first placed bars shall project 30 bar diameters beyond the joint. Estimated QUAN./LF shown for reinforcing steel does not include the quantity for laps of BL1 and BL2 bars. The additional weight per longitudinal lap is shown in the table.

The minimum cover of main reinforcing bars shall be 2 1/2" from the face of the concrete for culverts under 0 to 2 foot fills and shall be 2" from the face of the concrete for all other culverts.

All reinforcing steel for culverts under 0 to 2 foot fills shall be low carbon/chromium reinforcing steel conforming to ASTM A1035.

At the Contractor's option, BV1 bars may be spliced at the permissible construction joint in order to facilitate construction. No additional compensation shall be provided for the increase in reinforcing steel quantity due to the splices.

Headwall quantities shown assume wingwalls are to be built at a 45° angle to the headwall.

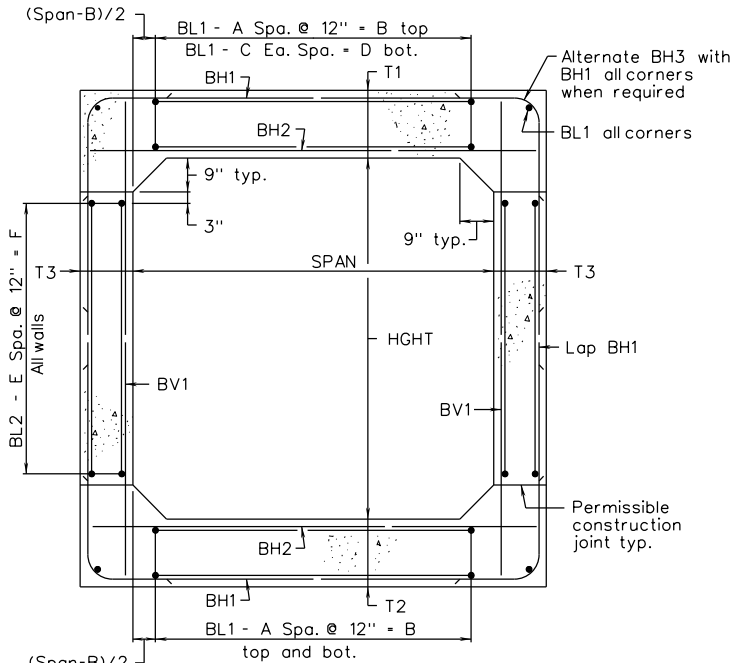
The designs are applicable to the fill height and other conditions indicated. Any change in the conditions invalidates these designs.

Wingwalls referenced by letter apply when the acceptable foundation level is the same for both box and wings. If foundation levels are different, the height of the wingwall shall be adjusted by selection of another lettered wingwall of the appropriate height. For wingwall details, refer to standard series BCW for the appropriate fill slope.

For details of extending existing boxes, refer to standard BCE-01.

For modification of details for skewed culverts, see the skewed box details included in the road plans.

This standard shall be used with the BCS standard series.



TYPICAL SECTION

A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.

 ROAD AND BRIDGE STANDARDS		<h1 style="margin: 0;">SINGLE BOX CULVERTS</h1> <h2 style="margin: 0;">STANDARD DETAILS</h2> <p style="margin: 0;">VIRGINIA DEPARTMENT OF TRANSPORTATION</p>	SPECIFICATION REFERENCE
SHEET 1 OF 2	REVISION DATE		
1002.01	07/12		