

GENERAL NOTE

CAPACITY: HS20-44 LOADING AND ALTERNATE MILITARY LOADING

SPECIFICATIONS:

CONSTRUCTION - VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE SPECIFICATIONS, 1991

DESIGN - AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES 1983, INCLUDING INTERIM, SPECIFICATIONS, 1984, 1985, AND VDOT MODIFICATIONS, USING LOAD FACTOR DESIGN.

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 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 & BH3 SHALL HAVE A PIN DIAMETER OF 24 BAR DIAMETER.

DIMENSIONS ON BAR DIAGRAMS ARE OUT-TO-OUT OF BARS. BARS ARE STRAIGHT AND #4 IN SIZE UNLESS OTHERWISE SHOWN. BL2 SHALL BE #3 IN SIZE.

THE NUMBER OF BL1 & 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 & BL2 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 QUAL./LF SHOWN FOR REINFORCING STEEL DOES NOT INCLUDE QUANTITY FOR LAPS OF BL1 & BL2 BARS. THE ADDITIONAL WEIGHT PER LONGITUDINAL LAP IS SHOWN IN THE TABLE.

THE CENTERS OF MAIN REINFORCING BARS SHALL BE 2" FROM THE FACE OF THE CONCRETE.

WHEN CONCRETE PROTECTIVE COATING IS REQUIRED, ALL STEEL SHALL BE EPOXY-COATED. ALL REINFORCING STEEL FOR CULVERTS UNDER 0 TO 2 FOOT FILLS SHALL BE EPOXY-COATED.

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.

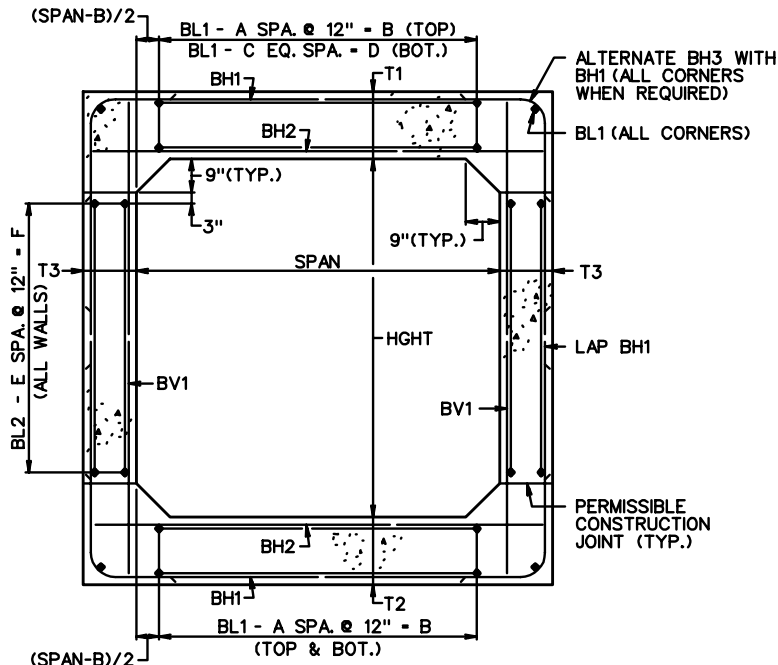
THE DESIGNS ARE APPLICABLE TO THE FILL HEIGHT AND OTHER CONDITIONS INDICATED. ANY CHANGE IN THE CONDITIONS INVALIDATES THESE DESIGNS.

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 OR 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 MODIFICATIONS 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

**SINGLE BOX CULVERTS
STANDARD DETAILS**

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE



ROAD AND BRIDGE STANDARDS

SHEET 1 OF 2

REVISION DATE

1002.01