SPLIT BOX GENERAL NOTES:

1. ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION DATED 20==, AND AMENDMENTS.

2. THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS ==TH EDITION 20==. THE STRUCTURE HAS BEEN DESIGNED FOR LESS THAN ==" OF DIFFERENTIAL SETTLEMENT, AND ==" TOTAL SETTLEMENT. DEAD LOAD INCLUDES ADDITIONAL FUTURE WEARING SURFACE OF 35 POUNDS PER SQUARE FOOT. TRAFFIC BARRIERS HAVE BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS FOR TEST LEVEL = (TL-=) RAILINGS.

3. THE SEISMIC DESIGN OF THIS STRUCTURE HAS BEEN COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO TECHNICAL MANUAL FOR DESIGN AND CONSTRUCTION OF ROAD TUNNELS - CIVIL ELEMENTS 2010, USING SEISMIC DESIGN CATEGORY =, SITE CLASS =, A PEAK GROUND ACCELERATION OF 0.==g, AND 0.2 SECOND AND 1.0 SECOND SPECTRAL ACCELERATION COEFFICIENTS OF 0.== AND 0.==, RESPECTIVELY, ON SITE CLASS B.

4. THIS STRUCTURE HAS BEEN DESIGNED FOR SCOUR IN ACCORDANCE WITH THE HYDRAULIC REPORT DATED ====.

5. THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT DATED ====.

6. THE CONCRETE IN PRECAST BURIED STRUCTURE UNITS SHALL BE CLASS ====. THE CONCRETE IN PRECAST WINGWALLS SHALL BE CLASS ====. ALL OTHER CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000.

7. UNLESS OTHERWISE SHOWN IN THE PLANS, CONCRETE COVER MEASURED FROM THE FACE OF CONCRETE TO THE FACE OF ANY REINFORCING STEEL SHALL BE 2.0" AT ALL LOCATIONS OF THE PRECAST BURIED STRUCTURE UNITS, 3.0" AT BOTTOM OF PRECAST BURIED STRUCTURE OR WINGWALL FOOTINGS, AND 2.0" AT ALL OTHER LOCATIONS.

8. FORMS USED FOR PRECAST UNITS SHALL BE METAL OR WOOD ONLY. THE PRECAST UNITS SHALL CONFORM WITH TOLERANCES IN ACCORDANCE WITH STD. SPEC. 6-20.3(3)A.

9. WELDED WIRE REINFORCEMENT (WWR) CONFORMING TO STD. SPEC. 9-07.7 MAY BE SUBSTITUTED FOR PLAIN DEFORMED REINFORCEMENT IN ACCORDANCE WITH STD. SPEC. 6-20.3(1)A2.

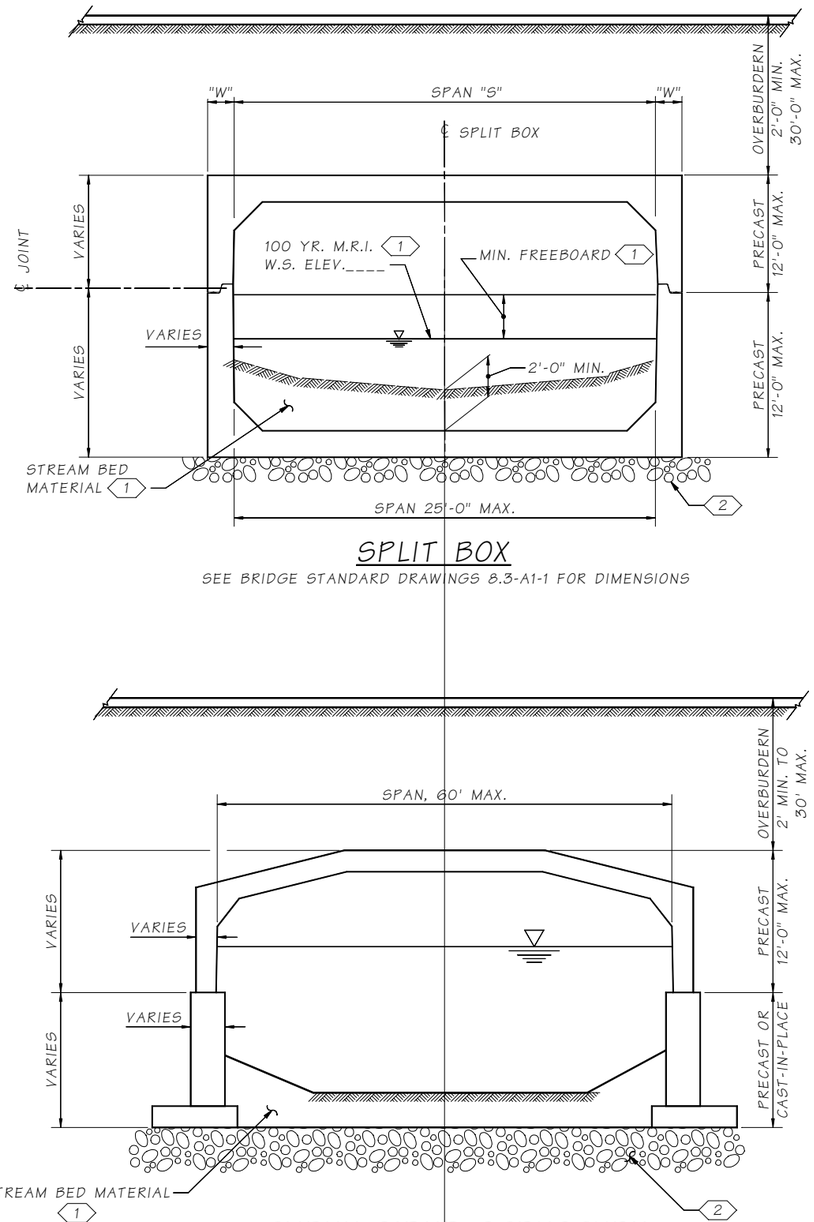
10. ALL STEEL PLATES AND SHAPES SHALL BE ASTM A36 OR ASTM A572 GRADE 50. ALL BOLTS, NUTS, AND WASHERS, UNLESS NOTED OTHERWISE, SHALL BE ASTM A307 AND SHALL CONFORM TO STD. SPEC. 9-06.5(3). RESIN BONDED ANCHOR SYSTEMS SHALL CONFORM TO STD. SPEC. 9-06.4. ALL STEEL PLATES AND SHAPES SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 111 AFTER FABRICATION, UNLESS NOTED OTHERWISE. GALVANIZING SHALL BE REMOVED AT ANY FIELD WELDED ZONES. BOLTS AND HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232, OR ASTM F2329 AS APPLICABLE. GALVANIZING REPAIR PAINT SHALL CONFORM TO STD. SPEC. 9-08.1(2)B.

11. THE CONTRACTOR SHALL IDENTIFY REINFORCEMENT FREE ZONES ON THE STRUCTURE WHEN RESIN BONDED ANCHORS, CONFORMING TO STD. SPEC. 6-02.3(18)A, ARE TO BE INSTALLED IN FIELD DRILLED HOLES.

12. THE FABRICATOR SHALL DESIGN FOR THE MEANS OF LIFTING AND TRANSPORTING PRECAST BURIED STRUCTURE UNITS, AND WINGWALLS IN ACCORDANCE WITH STD. SPEC. 6-20.3(2)A.

13. ALL JOINTS SHALL BE SEALED WITH BUTYL RUBBER JOINT SEALANT AND WRAPPED WITH EXTERNAL SEALING BAND IN ACCORDANCE WITH STD. SPEC. 6-20.3(8)A.

14. BACKFILL ON BOTH SIDES OF THE BURIED STRUCTURE SHALL BE PLACED IN SEQUENCE AND COMPACTED IN ACCORDANCE WITH STD. SPEC. 2-09.3(1)E. THE MAXIMUM FILL HEIGHT DIFFERENCE MEASURED FROM SIDE TO SIDE SHALL NOT EXCEED 2'-0".



SPLIT BOX

SEE BRIDGE STANDARD DRAWINGS 8.3-A1-1 FOR DIMENSIONS

THREE-SIDED STRUCTURE

SEE BRIDGE STANDARD DRAWING 8.3-A1-1 FOR DIMENSIONS

THREE-SIDED STRUCTURE GENERAL NOTES:

1. ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION DATED ====, AND AMENDMENTS.

2. THIS BURIED STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS ==TH EDITION ==== AND THE LATEST INTERIMS. THE STRUCTURE HAS BEEN DESIGNED FOR LESS THAN ====" OF DIFFERENTIAL SETTLEMENT, AND ====" TOTAL SETTLEMENT.

3. THE SEISMIC DESIGN OF THIS BURIED STRUCTURE HAS BEEN COMPLETED IN ACCORDANCE WITH THE AASHTO TECHNICAL MANUAL FOR DESIGN AND CONSTRUCTION OF ROAD TUNNELS - CIVIL ELEMENTS USING SEISMIC DESIGN CATEGORY ====, SITE CLASS ====, A PEAK GROUND ACCELERATION OF ====g, AND 0.2 SECOND AND 1.0 SECOND SPECTRAL ACCELERATION COEFFICIENTS OF ==== AND ====, RESPECTIVELY, ON SITE CLASS B.

4. THIS BURIED STRUCTURE HAS BEEN DESIGNED FOR SCOUR IN ACCORDANCE WITH THE HYDRAULIC REPORT DATED ====.

5. THIS BURIED STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT DATED ====.

6. THE CONCRETE IN PRECAST BURIED STRUCTURE UNITS SHALL BE CLASS ====. THE CONCRETE IN PRECAST WINGWALLS SHALL BE CLASS ====. ALL OTHER CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000.

7. ALL STEEL PLATES AND SHAPES SHALL BE ASTM A36 OR ASTM A572 GRADE 50. ALL BOLTS, NUTS, AND WASHERS (UNLESS NOTED OTHERWISE) SHALL BE ASTM A307, AND SHALL CONFORM TO STD. SPEC. 9-16.3(4). ALL RESIN BONDED ANCHORS SHALL BE ASTM A193 GRADE B7, OR ASTM A449. ALL STEEL PLATES SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 111 AFTER FABRICATION. BOLTS AND HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232, OR ASTM F2329 AS APPLICABLE.

8. ALL JOINTS SHALL EMPLOY A BELL AND SPIGOT (A.K.A. TONGUE AND GROOVE, OR SHIPLAP) CONNECTION. THE JOINTS SHALL BE SEALED WITH JOINT SEALANT, AND WRAPPED WITH EXTERNAL SEALING BAND IN ACCORDANCE WITH STD. SPEC. 6-20.3(8)A.

9. FORMS USED FOR PRECAST UNITS SHALL BE METAL OR WOOD ONLY. PRECAST BURIED STRUCTURE UNITS SHALL CONFORM WITH FABRICATION TOLERANCES IN ACCORDANCE WITH STD. SPEC. 6-20.3(3)A.

10. UNLESS OTHERWISE SHOWN IN THE PLANS, CONCRETE COVER MEASURED FROM THE FACE OF CONCRETE TO THE FACE OF ANY REINFORCING STEEL SHALL BE 2" AT ALL LOCATIONS OF THE PRECAST BURIED STRUCTURE UNITS, 3" AT THE BOTTOM OF PRECAST BURIED STRUCTURE OR WINGWALL FOOTINGS, AND 2" AT ALL OTHER LOCATIONS.

11. THE FABRICATOR SHALL DESIGN FOR THE MEANS OF LIFTING AND TRANSPORTING THE PRECAST BURIED STRUCTURE UNITS, AND PRECAST WINGWALLS IN ACCORDANCE WITH STD. SPEC. 6-20.3(2)C.

12. BACKFILL ON BOTH SIDES OF THE BURIED STRUCTURE SHALL BE PLACED IN SEQUENCE AND COMPACTED IN ACCORDANCE WITH STD. SPEC. 2-09.3(1)E. THE MAXIMUM FILL HEIGHT DIFFERENCE MEASURED FROM SIDE TO SIDE SHALL NOT EXCEED 2'-0".

KEY NOTES:

1. AS DETERMINED BY THE HYDRAULIC ENGINEER
2. AS DETERMINED BY THE GEOTECHNICAL ENGINEER

LAST REVISED: 07/07/2023

SR ____ JOB NO. ____ SHEET ____

8.3-A1-2

Bridge Design Engr.	M:\STANDARDS\Buried Structures\BURIED STRUCTURES\8.3_A1_2 Split Box and Three_Sided Structure General Notes.MAN				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor					10	WASH.			
Designed By									
Checked By					JOB NUMBER				
Detailed By									
Bridge Projects Engr.									
Prelim. Plan By									
Architect/Specialist	DATE	REVISION	BY	APP'D					

BRIDGE AND STRUCTURES OFFICE

Washington State Department of Transportation

BURIED STRUCTURES

SPLIT BOX & THREE-SIDED STRUCTURE GENERAL NOTES

BRIDGE SHEET NO.

SHEET OF SHEETS

Mon Jul 10 10:03:43 2023