WHITTIER STREET
STATION 0+00 TO 11+00
TYPICAL ROADWAY SECTION
NOT TO SCALE

ITEM 403.11 - HOT BITUMINOUS PAVEMENT

1 1/2" WEARING COURSE (0.142 TONS/SY)
2 1/2" Binder Course (0.142 TONS/SY)

ITEM 417 - COLD PLANING BITUMINOUS SURFACES
1 1/2" WEARING COURSE (0.085 TONS/SY)

ITEM 304.2 - CRUSHED GRAVEL 18" DEEP (F)
ITEM 304.3 - CRUSHED GRAVEL 6" DEEP (F)
ITEM 609.01 - STRAIGHT GRANITE CURB (F)
ITEM 609.5 - RESET EXISTING GRANITE CURB

NOTES:
1. EXISTING ROADWAY BITUMINOUS PAVEMENT SHALL BE REMOVED PRIOR TO PLACEMENT OF EMBANKMENT IN ALL SECTIONS.
2. CONSTRUCT BITUMINOUS CURB TYPE B 4" REVEAL FROM STA. 8+50 TO STA. 11+00 RT.

WHITTIER STREET
STATION 0+00 TO 11+00
NOT TO SCALE

ITEM 304.2 - CRUSHED GRAVEL 18" DEEP (F)
ITEM 304.3 - CRUSHED GRAVEL 6" DEEP (F)
ITEM 609.01 - STRAIGHT GRANITE CURB (F)
ITEM 609.5 - RESET EXISTING GRANITE CURB

NOTES:
1. EXISTING ROADWAY BITUMINOUS PAVEMENT SHALL BE REMOVED PRIOR TO PLACEMENT OF EMBANKMENT IN ALL SECTIONS.
2. CONSTRUCT BITUMINOUS CURB TYPE B 4" REVEAL FROM STA. 8+50 TO STA. 11+00 RT.

WHITTIER STREET
STATION 0+00 TO 11+00
NOT TO SCALE

ITEM 403.11 - HOT BITUMINOUS PAVEMENT

1 1/2" WEARING COURSE (0.142 TONS/SY)
2 1/2" Binder Course (0.142 TONS/SY)

ITEM 417 - COLD PLANING BITUMINOUS SURFACES
1 1/2" WEARING COURSE (0.085 TONS/SY)

ITEM 304.2 - CRUSHED GRAVEL 18" DEEP (F)
ITEM 304.3 - CRUSHED GRAVEL 6" DEEP (F)
ITEM 609.01 - STRAIGHT GRANITE CURB (F)
ITEM 609.5 - RESET EXISTING GRANITE CURB

NOTES:
1. EXISTING ROADWAY BITUMINOUS PAVEMENT SHALL BE REMOVED PRIOR TO PLACEMENT OF EMBANKMENT IN ALL SECTIONS.
2. CONSTRUCT BITUMINOUS CURB TYPE B 4" REVEAL FROM STA. 8+50 TO STA. 11+00 RT.

WHITTIER STREET
STATION 0+00 TO 11+00
NOT TO SCALE

ITEM 403.11 - HOT BITUMINOUS PAVEMENT

1 1/2" WEARING COURSE (0.142 TONS/SY)
2 1/2" Binder Course (0.142 TONS/SY)

ITEM 417 - COLD PLANING BITUMINOUS SURFACES
1 1/2" WEARING COURSE (0.085 TONS/SY)

ITEM 304.2 - CRUSHED GRAVEL 18" DEEP (F)
ITEM 304.3 - CRUSHED GRAVEL 6" DEEP (F)
ITEM 609.01 - STRAIGHT GRANITE CURB (F)
ITEM 609.5 - RESET EXISTING GRANITE CURB

NOTES:
1. EXISTING ROADWAY BITUMINOUS PAVEMENT SHALL BE REMOVED PRIOR TO PLACEMENT OF EMBANKMENT IN ALL SECTIONS.
2. CONSTRUCT BITUMINOUS CURB TYPE B 4" REVEAL FROM STA. 8+50 TO STA. 11+00 RT.

WHITTIER STREET
STATION 0+00 TO 11+00
NOT TO SCALE

ITEM 403.11 - HOT BITUMINOUS PAVEMENT

1 1/2" WEARING COURSE (0.142 TONS/SY)
2 1/2" Binder Course (0.142 TONS/SY)

ITEM 417 - COLD PLANING BITUMINOUS SURFACES
1 1/2" WEARING COURSE (0.085 TONS/SY)

ITEM 304.2 - CRUSHED GRAVEL 18" DEEP (F)
ITEM 304.3 - CRUSHED GRAVEL 6" DEEP (F)
ITEM 609.01 - STRAIGHT GRANITE CURB (F)
ITEM 609.5 - RESET EXISTING GRANITE CURB

NOTES:
1. EXISTING ROADWAY BITUMINOUS PAVEMENT SHALL BE REMOVED PRIOR TO PLACEMENT OF EMBANKMENT IN ALL SECTIONS.
2. CONSTRUCT BITUMINOUS CURB TYPE B 4" REVEAL FROM STA. 8+50 TO STA. 11+00 RT.

WHITTIER STREET
STATION 0+00 TO 11+00
NOT TO SCALE

ITEM 403.11 - HOT BITUMINOUS PAVEMENT

1 1/2" WEARING COURSE (0.142 TONS/SY)
2 1/2" Binder Course (0.142 TONS/SY)

ITEM 417 - COLD PLANING BITUMINOUS SURFACES
1 1/2" WEARING COURSE (0.085 TONS/SY)

ITEM 304.2 - CRUSHED GRAVEL 18" DEEP (F)
ITEM 304.3 - CRUSHED GRAVEL 6" DEEP (F)
ITEM 609.01 - STRAIGHT GRANITE CURB (F)
ITEM 609.5 - RESET EXISTING GRANITE CURB

NOTES:
1. EXISTING ROADWAY BITUMINOUS PAVEMENT SHALL BE REMOVED PRIOR TO PLACEMENT OF EMBANKMENT IN ALL SECTIONS.
2. CONSTRUCT BITUMINOUS CURB TYPE B 4" REVEAL FROM STA. 8+50 TO STA. 11+00 RT.

WHITTIER STREET
STATION 0+00 TO 11+00
NOT TO SCALE

ITEM 403.11 - HOT BITUMINOUS PAVEMENT

1 1/2" WEARING COURSE (0.142 TONS/SY)
2 1/2" Binder Course (0.142 TONS/SY)

ITEM 417 - COLD PLANING BITUMINOUS SURFACES
1 1/2" WEARING COURSE (0.085 TONS/SY)

ITEM 304.2 - CRUSHED GRAVEL 18" DEEP (F)
ITEM 304.3 - CRUSHED GRAVEL 6" DEEP (F)
ITEM 609.01 - STRAIGHT GRANITE CURB (F)
ITEM 609.5 - RESET EXISTING GRANITE CURB

NOTES:
1. EXISTING ROADWAY BITUMINOUS PAVEMENT SHALL BE REMOVED PRIOR TO PLACEMENT OF EMBANKMENT IN ALL SECTIONS.
2. CONSTRUCT BITUMINOUS CURB TYPE B 4" REVEAL FROM STA. 8+50 TO STA. 11+00 RT.

WHITTIER STREET
STATION 0+00 TO 11+00
NOT TO SCALE

ITEM 403.11 - HOT BITUMINOUS PAVEMENT

1 1/2" WEARING COURSE (0.142 TONS/SY)
2 1/2" Binder Course (0.142 TONS/SY)

ITEM 417 - COLD PLANING BITUMINOUS SURFACES
1 1/2" WEARING COURSE (0.085 TONS/SY)

ITEM 304.2 - CRUSHED GRAVEL 18" DEEP (F)
ITEM 304.3 - CRUSHED GRAVEL 6" DEEP (F)
ITEM 609.01 - STRAIGHT GRANITE CURB (F)
ITEM 609.5 - RESET EXISTING GRANITE CURB

NOTES:
1. EXISTING ROADWAY BITUMINOUS PAVEMENT SHALL BE REMOVED PRIOR TO PLACEMENT OF EMBANKMENT IN ALL SECTIONS.
2. CONSTRUCT BITUMINOUS CURB TYPE B 4" REVEAL FROM STA. 8+50 TO STA. 11+00 RT.
SIDEWALK NOTES

1. THE MAXIMUM FLARING OR DROP IN ANY SIDEWALK CURB RAMP IS 1.5%. THE MAXIMUM FLARE OR DROP IN ANY CURBLINE EDGE IS 2.0%. THE SLOPE OF THE CURBLINE SHALL NOT EXCEED 2% IN ANY DIRECTION.

3. DETECTABLE WARNINGS SHALL MEASURE 2' IN THE DIRECTION OF INSTALL DETECTABLE WARNINGS (TRUNCATED DOMES) AT THE LOCATIONS SHOWN.

4. ALL TOP OF GRATE ELEVATIONS IN PAVEMENT ARE SET BY THE CONTRACTOR AND MEASURED FROM THE SURFACE OF THE SIDEWALK CURB RAMP OR LANDING. REFER TO SHOWN STANDARDS PLANS AND SPECIFICATIONS FOR DETAILS REGARDING GRATE AND CATWALK TYPE AND DETAILS.

1. REFER TO SHOWN STANDARDS PLANS FOR MATERIAL ASSEMBLY AND CONSTRUCTION DETAILS.

Erosion Control Notes

1. SILT FENCE SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER PRIOR TO COMMENCEMENT OF CONSTRUCTION.

2. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CLEANED, REPLACED AND AUGMENTED AS NECESSARY TO PREVENT SEDIMENTATION BEYOND PROJECT LIMITS.

3. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSPECTED AND REPAIRED AFTER EACH RAIN EVENT AND THROUGHOUT THE PROJECT DURATION.

4. TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES SHALL REMAIN UNTIL PERMANENT VEGETATION HAS BEEN ESTABLISHED AND APPROVED BY THE ENGINEER.

Maintenance of Traffic (Item 6.9.1)

1. CONTRACTOR SHALL DEVELOP A DETOUR PLAN AND SIGN PACKAGE SUBMITTAL FOR CITY OF DOVER, NEW HAMPSHIRE MAINTENANCE OF TRAFFIC (ITEM 619.1)

2. REVIEW AND APPROVAL. ALL ITEMS ASSOCIATED WITH DETOUR PLAN AND SIGN PACKAGE ARE SUBJECT TO ENGINEER'S REVIEW AND APPROVAL. ALL ITEMS ASSOCIATED WITH DETOUR PLAN AND SIGN PACKAGE ARE SUBJECT TO ENGINEER'S REVIEW AND APPROVAL.

3. THE ANTICIPATED DETOUR ROUTE WILL UTILIZE 6TH STREET, GROVE STREET, 4TH STREET, MASON STREET, AND NOTES.

4. THE BEARINGS ARE GRID. ELEVATIONS ARE REFERENCED TO NGVD 29. COORDINATES ARE NEW HAMPSHIRE STATE PLANE COORDINATES OF N.A.D.1983/1986 AND ARE REFLATED TO NASHUA ROAD, SUITE B1, LONDONDERRY, NH 03053 IN JUNE 2011.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY DIG-SAFE PRIOR TO CONSTRUCTION.

6. THE CONTRACTOR SHALL VERIFY ALL EXISTING UTILITY LOCATIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY DIG-SAFE PRIOR TO CONSTRUCTION. WHO IS RESPONSIBLE FOR ENGINEERING SUPERVISION OF THE CONSTRUCTION, ACTING DIRECTLY OR THROUGH HIS DULY AUTHORIZED REPRESENTATIVES.

7. REFER TO NHDOT STANDARD PLANS FOR MAILBOX ASSEMBLY AND CONSTRUCTION DETAILS.

8. THE COCHECO RIVER IS ALSO ACCEPTABLY SPELLED AS COCHECHO RIVER.
NOTE: REFER TO PAVEMENT LAYOUT PLANS AND CROSS-SECTIONS FOR DRIVEWAY LENGTHS, WIDTHS, RADI, CURB CUTS, GRADES, AND PAVEMENT & BASE COURSE DEPTHS

GENERAL NOTES
1. GRADES OF URBAN DRIVES SHOULD NOT EXCEED 1%. NAVY STREET DRIVES SHOULD NOT EXCEED 5%.
2. ALL ALTERNATE WIDTHS SHOWN IN THE PLANS ARE ONLY ADEQUATE FOR NAVY STREET COMPONENTS TO BE ERECTED IN THE DRIVEWAY.
3. NAVY STREET DRIVES WERE DEGRADED TO ENSURE THAT ALL NAVY STREET COMPONENTS CAN BE ERECTED.
4. FOR NAVY STREET COMPONENTS THE PAVING PATTERN SHOWN IS TYPICAL.
5. CURB CUTS ARE TO BE CONSIDERED AS TYPICAL.
6. NAVY STREET COMPONENTS ARE TO BE CONSIDERED AS TYPICAL.
7. FOR NAVY STREET COMPONENTS THE PAVING PATTERN SHOWN IS TYPICAL.
8. NAVY STREET COMPONENTS ARE TO BE CONSIDERED AS TYPICAL.
9. CURB CUTS ARE TO BE CONSIDERED AS TYPICAL.
10. NAVY STREET COMPONENTS ARE TO BE CONSIDERED AS TYPICAL.

DRIVEWAY CONSTRUCTION NOTES
1. NOTE: REFER TO PAVEMENT LAYOUT PLANS AND CROSS-SECTIONS FOR DRIVEWAY LENGTHS, WIDTHS, RADI, CURB CUTS, GRADES, AND PAVEMENT & BASE COURSE DEPTHS
2. FOR NAVY STREET COMPONENTS THE PAVING PATTERN SHOWN IS TYPICAL.
3. NAVY STREET COMPONENTS ARE TO BE CONSIDERED AS TYPICAL.
4. CURB CUTS ARE TO BE CONSIDERED AS TYPICAL.
5. NAVY STREET COMPONENTS ARE TO BE CONSIDERED AS TYPICAL.
6. CURB CUTS ARE TO BE CONSIDERED AS TYPICAL.
7. NAVY STREET COMPONENTS ARE TO BE CONSIDERED AS TYPICAL.
8. CURB CUTS ARE TO BE CONSIDERED AS TYPICAL.
9. NAVY STREET COMPONENTS ARE TO BE CONSIDERED AS TYPICAL.
10. CURB CUTS ARE TO BE CONSIDERED AS TYPICAL.

TYPICAL URBAN CURBED DRIVE IN CUT/FILL SECTION

TYPICAL UNCURED DRIVE IN FILL SECTION

TYPICAL UNCURED DRIVE IN CUT SECTION
**NOT TO SCALE**

**STONE LINED CHANNEL**

**DRAINAGE NOTE 3**

**NOT TO SCALE**

**ARMORED EMBANKMENT SLOPE**

FOR 1:5:1 SLOPES

STA. 6492.5 LT TO STA. 7460 LT

STA. 6492.5 RT TO STA. 7460 RT

**NOT TO SCALE**

**ROADWAY DETAILS**

**CITY OF DOVER, NEW HAMPSHIRE**

**PROJECT NO.**

**SHEET NO.**

**TOTAL SHEETS**

**STATE PROJECT NO.**

**SHEET CHECKED**

**AS BUILT DETAILS**

**DATE**

**NUMBER**

**STATION**

**DESCRIPTION**

**REVISES AFTER PROPOSAL**

**SCALE:** 1" = 1'

**SCALE:** 1" = 1'-0"

**SCALE:** 1/4" = 1'

**SCALE:** 1/4" = 1'-0"

**WARNING DEVICES, (CAST IRON)**

**ITEM 608.54 - DETECTABLE WARNING DEVICES, (CAST IRON)**

**ITEM 593.411 - GEOTEXTILE**

**PERMANENT EROSION CONTROL, CLASS 1, NON-WOVEN**

**NOTE 3**

**CLASS C**

**ITEM 585.3 - STONE FILL**

**1'-0"**

**4'-0"**

**ITEM 585.2 - PERMANENT EROSION CONTROL, CLASS 1, NON-WOVEN**

**OVERLAP FABRIC PLACED UNDER**

**NOTE: GEOTEXTILE FABRIC SHALL**

**ITEM 593.411 - GEOTEXTILE**

**PERMANENT EROSION CONTROL, CLASS 1, NON-WOVEN**

**ITEM 206.1 - COMMON STRUCT. EXCAVATION**

**ITEM 206.2 - ROCK STRUCT. EXCAVATION**

**ITEM 206.1 - COMMON STRUCT. EXCAVATION**

**ITEM 206.1 - COMMON STRUCT. EXCAVATION**

**ITEM 206.1 - COMMON STRUCT. EXCAVATION**

**DESCRIPTION**

**STERLING ENGINEERING COMPANY**

**MANCHESTER, NEW HAMPSHIRE**

**(603) 644 5200**

**THE LOUIS BERGER GROUP, INC.**

**MANCHESTER, NEW HAMPSHIRE**

**MANUFACTURER RECOMMENDATIONS.**

**ADJACENT KEYED STONE FILL AS RECOMMENDED**

**NOTE:** GEOTEXTILE FABRIC SHALL
PROJECT GENERAL NOTES

1. All work shall be in conformance with current state standard specifications and other applicable state documents.

2. Bridge shall be designed and constructed in accordance with the SCDOT bridge design manual.

3. The contractor shall provide all necessary labor, materials, and equipment for the construction of the bridge.

4. The contractor shall provide all necessary labor, materials, and equipment for the construction of the bridge.

5. The contractor shall be responsible for the design and construction of the bridge.

6. The contractor shall be responsible for the design and construction of the bridge.

7. The contractor shall be responsible for the design and construction of the bridge.

8. The contractor shall be responsible for the design and construction of the bridge.

9. The contractor shall be responsible for the design and construction of the bridge.

10. The contractor shall be responsible for the design and construction of the bridge.

11. The contractor shall be responsible for the design and construction of the bridge.

BRIDGE REMOVAL NOTES

1. The contractor shall submit, for documentation in accordance with the design and construction manual, the proposed method of removing the bridge.

2. The contractor shall submit, for documentation in accordance with the design and construction manual, the proposed method of removing the bridge.

3. The contractor shall submit, for documentation in accordance with the design and construction manual, the proposed method of removing the bridge.

4. The contractor shall submit, for documentation in accordance with the design and construction manual, the proposed method of removing the bridge.

5. The contractor shall submit, for documentation in accordance with the design and construction manual, the proposed method of removing the bridge.

6. The contractor shall submit, for documentation in accordance with the design and construction manual, the proposed method of removing the bridge.

ABUTMENT AND WINGWALL NOTES

1. All exposed edges of concrete shall be chamfered 1/4".

2. All exposed edges of concrete shall be chamfered 1/4".

3. All exposed edges of concrete shall be chamfered 1/4".

4. All exposed edges of concrete shall be chamfered 1/4".

5. All exposed edges of concrete shall be chamfered 1/4".

6. All exposed edges of concrete shall be chamfered 1/4".

ELASTOMERIC BEARING NOTES

1. The contractor shall provide a bearing system that is compatible with the bridge structure.

2. The contractor shall provide a bearing system that is compatible with the bridge structure.

3. The contractor shall provide a bearing system that is compatible with the bridge structure.

4. The contractor shall provide a bearing system that is compatible with the bridge structure.

5. The contractor shall provide a bearing system that is compatible with the bridge structure.

6. The contractor shall provide a bearing system that is compatible with the bridge structure.

7. The contractor shall provide a bearing system that is compatible with the bridge structure.

8. The contractor shall provide a bearing system that is compatible with the bridge structure.

9. The contractor shall provide a bearing system that is compatible with the bridge structure.

10. The contractor shall provide a bearing system that is compatible with the bridge structure.
**STRUCTURAL STEEL NOTES**

1. All welds shall be field welded to the top flange with automatic timed stud welding equipment. Shear connectors at field welded to the splice plates. The total number of shear connectors in a column shall be approved by the Engineer.

2. All welds shall have corrosion resistance and weathering appearance as nearly as practical at the centerline of the girder.

3. All welding and the preparation and assembly of material for welding shall be subcontracted to the top flange with automatic timed stud welding equipment. Testing of the welds, all costs to be included in item 550.1.

4. The bridge deck concrete shall be placed in one continuous pour.

**DECK SLAB NOTES**

1. All reinforcement in the bridge deck shall be designed and from concrete shall be in concrete at the top of the girder. See section 550.1.

2. All reinforcing shall be 2" from concrete surfaces. Unless otherwise specified.

**APPENDIX SLAB NOTES**

1. Concrete for the approach slab shall be item 520.0302, concrete class A-50W, unpressed (except as noted). All structural steel shall be ASTM A325 type 1 galvanized. Painted areas shall be ASTM A325 type 1 galvanized.

2. Concrete for the approach slab shall be item 520.0302, concrete class A-50W, unpressed (except as noted). All structural steel shall be ASTM A325 type 1 galvanized. Painted areas shall be ASTM A325 type 1 galvanized.

**EXPANSION JOINT NOTES**

1. All expansion joint steel, including steel, shall be galvanized. Steel angles shall be exposed to 60°F or below when exposed to the weather. All expansion joint steel, including steel, shall be exposed to 60°F or below when exposed to the weather.

2. All expansion joint steel shall be shored full uncluttered.

3. Expansion joint opening and abutment shall be washed prior to installation of expansion joint. Water and any other loose debris, with the use of compressed air, to ensure proper fit of the seal. Cost of jackets, back of which is washed.

**REINFORCEMENT NOTES**

1. 11/15

2. 11/15

3. 11/15

4. 11/15

5. 11/15

**TEMPERATURE ADJUSTMENT NOTES**

1. "C" dimensions are representative to piece of equal thickness.

2. Minimum "C" width for seal installation is 1/4" and not more than 1/2" for the adjacent approximating flange. See section 544.31.

3. Values in the temperature adjustment table are for setting the expansion joint assembly properly prior to installing the seal.
# Boring Logs (Sheet 1 of 5)

## Boring No. B101

### STA. 5+17.9, 10.1' RT.

- **Soil and Rock Descriptions**
  - **Depth**: 0.00 ft
  - **Material**: Sandstone and shale
  - **Consistency**: Hard

### Boring No. B101

### STA. 4+81.2, 10.8' RT.

- **Soil and Rock Descriptions**
  - **Depth**: 0.00 ft
  - **Material**: Sandstone and shale
  - **Consistency**: Hard

## Boring No. B102

### ABUTMENT A (EL. = 34.00)

### BOTTOM OF FOOTING

- **Soil and Rock Descriptions**
  - **Depth**: 0.00 ft
  - **Material**: Sandstone and shale
  - **Consistency**: Hard

## Boring Plan

- **Scale**: 1" = 20' - 0"
FOOTING REINFORCEMENT PLAN - ABUTMENT A

SCALE: \( \frac{3}{16}'' = 1' - 0'' \)

SECTION A

SCALE: \( \frac{3}{16}'' = 1' - 0'' \)

FOOTING REINFORCEMENT PLAN - ABUTMENT B

SCALE: \( \frac{3}{16}'' = 1' - 0'' \)

SECTION B

SCALE: \( \frac{3}{16}'' = 1' - 0'' \)

FOOTING REINFORCEMENT PLAN - ABUTMENT C

SCALE: \( \frac{3}{16}'' = 1' - 0'' \)

SECTION C

SCALE: \( \frac{3}{16}'' = 1' - 0'' \)

FOOTING REINFORCEMENT PLAN - ABUTMENT D

SCALE: \( \frac{3}{16}'' = 1' - 0'' \)

SECTION D

SCALE: \( \frac{3}{16}'' = 1' - 0'' \)

#6 @ 12" (BOTTOM)

#10 @ 6" (TOP, 90° HOOK ABUT. END)

#9 @ 6" (TOP, 90° HOOK BOTH ENDS)

WINGWALL, TYP)

(EACH END OF

#6 @ 9" (NF, TYP.)

#8 @ 6" (FF, TYP.)

#6 @ 9" (NF)

#9 @ 9" (FF)

#11 @ 6" (TOP, 90° HOOK ABUT. END)

#7 @ 12" (NF, TYP.)

#9 @ 6" (FF, TYP.)

#7 @ 12" (NF)

#6 @ 12" (NF, TYP.)

#8 @ 6" (FF, TYP.)

#7 @ 12" (NF)

#6 @ 9" (NF)

#9 @ 9" (FF)

WHITTIER STREET OVER COCHECO RIVER

CITY OF DOVER, NEW HAMPSHIRE

DEPARTMENT OF COMMUNITY SERVICES

Louis Berger Group, Inc.
Manchester, New Hampshire
(603) 644-5200
ABUTMENT A - PLAN

SCALE: 1" = 1'-0"

ABUTMENT A - ENLARGED PARTIAL PLAN 1

SCALE: 1" = 1'-0"

ABUTMENT A - ENLARGED PARTIAL PLAN 2

SCALE: 1" = 1'-0"

ABUTMENT A - ELEVATION

SCALE: 1" = 1'-0"

SECTION A

SCALE: 1" = 1'-0"

CITY OF DOVER, NEW HAMPSHIRE
DEPARTMENT OF COMMUNITY SERVICES
**ABUTMENT A - REINFORCEMENT**

**SCALE:** 1" = 1'-0"

**ABUTMENT A ELEVATION**

**SCALE:** 1" = 1'-0"

**SECTION B**

**SCALE:** 1" = 1'-0"

**SECTION C**

**SCALE:** 1" = 1'-0"

**RIGHT END ELEVATION**

**SCALE:** 1" = 1'-0"

**LEFT END ELEVATION**

**SCALE:** 1" = 1'-0"

**ABUTMENT A REINFORCEMENT - SECTION C**

**WHITTIER ST.**

**L CONSTRUCTION**

**C**

**#6 (TYP)**

**#6 @ 9"**

**#9 @ 9" (FF)**

**CONTRACTION JOINT**

3-#5 (E)

**#5 (E) @ 9"**

**#5 (E) @ 9" (EF) (TYP)**

3-#5 (E) (TYP)

**2'-9" MIN. LAP**

**2'-3" LAP MIN.**

**#6 @ 9"**

16 ADDITIONAL #5 (E) x 4'-0" LONG

**ANCHOR RODS)**

**ADJUST TO CLEAR 3-#6 CLR. (TYP.)**

**#5 (E) DOWELS @ 9"**

**#5 (E)**

**CONSTRUCTION LAP 6" (EF) (TYP)**

**5-#5 (E), 6-#5 (E), SPACED EVENLY 6-#5 (E)**

**2'-0" MIN. EMBEDMENT WITH 2'-0" EMBEDMENT #5 (E) DOWEL 4'-0" LONG @ 1'-0"**

**TYPICAL PEDESTAL DETAIL**

**SCALE:** 1" = 1'-0"

**SECTION A**

**SCALE:** 1" = 1'-0"

**LEFT END ELEVATION**

**SCALE:** 1" = 1'-0"

**TYPICAL PEDESTAL DETAIL**

**SCALE:** 1" = 1'-0"
END CROSS FRAME

CONNECTION DETAIL

BEARING STIFFENER

CONNECTION PLATE

COPE AND WELD DETAIL

CAMBER DIAGRAM

SCALE: $\frac{1}{4}$" = 1'-0"

BEARING STIFFENER

SCALE: $\frac{1}{4}$" = 1'-0"

CONNECTION PLATE

SCALE: $\frac{1}{4}$" = 1'-0"

COPE AND WELD DETAIL

SCALE: $\frac{1}{4}$" = 1'-0"

STIFFENER

BEARING

CAMBER

ORDINATE

TOP OF WEB

LEVEL LINE

TOTAL DEFLECTION (ABUTMENT B SIMILAR)

TOTAL DEFLECTION (ABUTMENT A)

FLANGE

TOP OF BOTTOM GIRDER

$\frac{1}{4}$" GUSSET

PRIOR TO WELDING

GRIND TO BEAR

L 4 x 4

STIFFENER

BEARING

TYP

WELD DETAIL (TYP)

SEE COPE AND

REVISIONS AFTER PROPOSAL

AS NOTED

SUBDIRECTORY

FEDERAL PROJECT NO.

SHEET SCALE

DESIGNED

DRAWN

QUANTITIES

REV. DATE

ISSUE DATE

FILE NUMBER

TOTAL SHEETS

DATE

BY

CHECKED

CHECKED

CHECKED

DATE

BY

THE

INC.

Manchester, New Hampshire

(603) 644 5200

L

B

Louis Berger Group,

X-A002(794)

11/15

KSW

11/15

KSW

11/15

TWP

HNH

11/15

CITY OF DOVER, NEW HAMPSHIRE

DEPARTMENT OF COMMUNITY SERVICES

AS NOTED

15402GirderDetls01

d0174059

X-A002(794)

11/15

KSW

11/15

KSW

11/15

TWP

HNH

11/15

CITY OF DOVER, NEW HAMPSHIRE

DEPARTMENT OF COMMUNITY SERVICES

AS NOTED

15402GirderDetls01

d0174059
RAIL POST BASE)

(3 ADD'L AT EACH #5 (E) @ 1'-0" (TYP)

SIDEWALK AS SHOWN) (TYP)

8 - #5 (E) (PLACE IN #6 (E) @ 6"

À GIRDER 2

À GIRDER 3

À GIRDER 4

À GIRDER 5

10" À GIRDER 1

TYPICAL BOTTOM BAR PLACEMENT

DECK

8" CONCRETE

3" CLEAR

À GIRDER 2

À GIRDER 3

À GIRDER 4

À GIRDER 5

10" À GIRDER 1

TYPICAL DECK FACE OF BACKWALL (PARALLEL TO GIRDERS)

#5 (E) @ 1'-0" TO À BEARING

#5 (E) (PARALLEL EXPANSION)

À BEARING ABUTMENT A

REINFORCING TYPICAL DECK FACE OF BACKWALL (PARALLEL TO À BEARING)

3 - #5 (E) (BETWEEN GIRDERS)

À GIRDER 2

À GIRDER 3

À GIRDER 4

À GIRDER 5

12 SPACES AT 6" = 6'-0"

#5 (E) (TYP)

À GIRDER 1

À GIRDER 2

À GIRDER 3

À GIRDER 4

À GIRDER 5

8'-0" LAP (TYP) (STAGGER LAPS BETWEEN ADJACENT BARS)

SIDEWALK EDGE OF CURB (PLACE AS SHOWN IN SECTION A)

#5 (E) (TOP OF BRUSH CURB) (TYP)

#7 (E) AT 6" (TOP) (TYP)

#5 (E) (TOP AND BOTTOM) (TYP)

SIDEWALK EDGE OF DECK (PLACE AS SHOWN IN SECTION A)

#5 (E) (TOP OF SIDEWALK) (TYP)

#6 (E) AT 6" (TOP OF SIDEWALK) (TYP)

2'-9" BETWEEN ADJACENT BARS)

2'-6" LAP (TYP) (STAGGER LAPS BETWEEN ADJACENT BARS)

EDGE OF DECK

BETWEEN ADJACENT BARS)

2'-6" LAP (TYP) (STAGGER LAPS BETWEEN ADJACENT BARS)

EDGE OF DECK

2'-6" LAP (TYP) (STAGGER LAPS BETWEEN ADJACENT BARS)

EDGE OF DECK

#5 (E) AT 1'-0" (3 ADD'L AT EACH RAIL POST BASE) (TYP)

#6 (E) AT 6" (TOP AND BOTTOM)

(PLACE AS SHOWN IN SECTION A)

DECK FASCIA

DECK PLAN AND SECTIONS

CITY OF DOVER, NEW HAMPSHIRE
DEPARTMENT OF COMMUNITY SERVICES

DECK PLAN AND SECTIONS

THE Louis Berger Group, Inc.
Manchester, New Hampshire
(603) 644 5200

AS NOTED
15402DeckBars
X-A002(794)
Expansion Joint Details (Sheet 1 of 2)

**Temperature Adjustment Table**

<table>
<thead>
<tr>
<th>Temperature</th>
<th>20°F</th>
<th>70°F</th>
</tr>
</thead>
<tbody>
<tr>
<td>25°F</td>
<td>2.375&quot;</td>
<td>2.125&quot;</td>
</tr>
<tr>
<td>30°F</td>
<td>2.125&quot;</td>
<td>1.875&quot;</td>
</tr>
<tr>
<td>35°F</td>
<td>2.000&quot;</td>
<td>1.625&quot;</td>
</tr>
<tr>
<td>40°F</td>
<td>1.875&quot;</td>
<td>1.500&quot;</td>
</tr>
<tr>
<td>45°F</td>
<td>1.750&quot;</td>
<td>1.375&quot;</td>
</tr>
</tbody>
</table>

**Notes:**
- Dimensions are given as typical.
- **As noted** in the construction plan.
- **Construction Joint** is a horizontal plane 6" wide, placed and sealed after final placement of concrete.
- **Concrete Class AA** placement at the required joint depth and 6" minimum length supported by Item 534.02.
- **Concrete Armor** at the deck and back of the backwall.
- **Concrete Seating** at Item 538.6 (seal at vertical backwall).
BRIDGE RAIL LAYOUT PLAN

SCALE: 1" = 10'-0"

NOTE:

RAIL EXPANSION SPLICES ARE REQUIRED OVER THE BRIDGE DECK

EXPANSION JOINT.

EXPANSION SPLICE

ITEM 565.242
T4 (STEEL POSTS), LIMIT OF BRIDGE APPROACH RAIL

24 SPACES AT 8'-0" = 192'-0"

5'-1'

LIMIT OF BRIDGE RAIL T2 ITEM 563.22

5'-8…"

LIMIT OF BRIDGE RAIL T4 ITEM 563.24

(FIXED)
A BEARING ABUTMENT A

(EXPANSION)
A BEARING ABUTMENT B

CITY OF DOVER, NEW HAMPSHIRE
DEPARTMENT OF COMMUNITY SERVICES

RAIL LAYOUT PLAN

THELouis Berger Group, INC.
Manchester, New Hampshire
(603) 644 5200

AS NOTED
15402RailLayout
X-A002(794)

CHECKED
11/15
KSW

DESIGNED
DRAWN
QUANTITIES
REV. DATE
ISSUE DATE
FEDERAL PROJECT NO.
SHEET NO.
TOTAL SHEETS
SUBDIRECTORY
.DGN LOCATOR
11/15
KSW
11/15
DWM
11/15
TWP
HNH
11/15

TWP
11/15

11/15

11/15
PRESTRESSED CONCRETE DECK PANEL NOTES

1. CONCRETE STRENGTH: f'c = 6,000 PSI MINIMUM AT 28 DAYS SEE TABLE A & B

2. PRESTRESSING STRANDS SHALL BE 3/8" DIAMETER, GRADE 270 SEVEN WIRE LOW-RELAXATION TYPE, CONFORMING TO THE REQUIREMENTS OF ASTM A416. ALL STRANDS SHALL BE PULLED TO HAVE A NET TENSION OF 17.2 KIPS PER STRAND.

3. THE TOP SURFACE OF THE DECK PANELS SHALL BE BROOMED TO A SURFACE ROUGHNESS AFTER ALLOWING FOR CHUCK SLIPPAGE.

4. COMPOSITION DIMENSIONS OF COLUMN SPACINGS SHALL BE USED AS A TEMPORARY SUPPORT, IT SHALL BE DELETED ON THE FOLLOWING SHEET AND ADDED TO THE STEEL GIRDERS.

5. PANEL LIFTING LOCATIONS SHOWN ARE ADVISORY ONLY. ACTUAL LIFTING LOCATIONS SHALL BE CUT IN THE FIELD TO THE REQUIRED HEIGHT AND AFFIXED TO THE GIRDERS WITH AN APPROVED HIGH STRENGTH ADHESIVE.

6. SCREWS SHALL BE FILLED WITH AN APPROVED GROUT PRIOR TO DECK PLACEMENT.

7. SEE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR SECTIONS 520 AND 528 FOR ADDITIONAL INFORMATION.

8. IF LEVELING SCREWS ARE USED, THEY SHALL BE COMPLETELY REMOVED AFTER THE DECK PANELS ARE SET.

9. THE FOLLOWING DECK PANEL DESIGN INFORMATION SHALL BE USED FOR THIS PROJECT:

10. PREVENT PANEL MOVEMENT TRANSVERSE TO THE GIRDERS.

11. REBAR AND FOLLOW LAYOUT OF TOP MAT OF STEEL SHOWN ON THE DECK REINFORCING SHEET.

DESIGN CRITERIA:

- MAXIMUM INITIAL COMPRESSION = 0.75 ksi (W/ f'ci = 4 ksi)
- LIVE LOAD = HL-93
- GROUT BED THICKNESS = 2" MIN
- STEEL FLANGE WIDTH = 22"
- PAVEMENT THICKNESS = 2" MIN
- C-I-P DECK THICKNESS = 5"
- MAXIMUM INITIAL COMPRESSION = 0.75 ksi (W/ f'ci = 4 ksi)
- C-C GIRDER SPACING = 7'-9"
- PANEL THICKNESS = 3"
- PANEL LENGTH = 7'-0"
- C-C GIRDER SPACING = 6'-6"
- PANEL THICKNESS = 3"
- PANEL LENGTH = 6'-0"
- C-C GIRDER SPACING = 5'-6"
- PANEL THICKNESS = 3"
- PANEL LENGTH = 5'-0"
- C-C GIRDER SPACING = 4'-0"
- PANEL THICKNESS = 3"
- PANEL LENGTH = 4'-0"
- C-C GIRDER SPACING = 3'-3"
- PANEL THICKNESS = 3"
- PANEL LENGTH = 3'-0"

DECK SLAB ELEVATION NOTES

1. A DECK SLAB ELEVATION SHOULD BE DRAWN ON EACH SHEET SHOWING THE CORRECT PANELS AND DECK PANEL WIDTHS AND PANEL THICKNESS.

2. PANEL END NAVIGATING SPACES SHALL BE CONSIDERED AS INNER PANEL LAYOUT.

3. PANEL NAVIGATING SPACES SHALL BE CONSIDERED AS OUTER PANEL NAVIGATING.

4. PANEL NAVIGATING SPACES SHALL BE CONSIDERED AS OUTER PANEL NAVIGATING.

5. PANEL NAVIGATING SPACES SHALL BE CONSIDERED AS OUTER PANEL NAVIGATING.

6. PANEL NAVIGATING SPACES SHALL BE CONSIDERED AS OUTER PANEL NAVIGATING.

7. PANEL NAVIGATING SPACES SHALL BE CONSIDERED AS OUTER PANEL NAVIGATING.

8. PANEL NAVIGATING SPACES SHALL BE CONSIDERED AS OUTER PANEL NAVIGATING.

9. PANEL NAVIGATING SPACES SHALL BE CONSIDERED AS OUTER PANEL NAVIGATING.

10. PANEL NAVIGATING SPACES SHALL BE CONSIDERED AS OUTER PANEL NAVIGATING.

11. PANEL NAVIGATING SPACES SHALL BE CONSIDERED AS OUTER PANEL NAVIGATING.

TABLE A - DECK PANEL DESIGN

<table>
<thead>
<tr>
<th>PANEL</th>
<th>PANEL LENGTH</th>
<th>THICKNESS</th>
<th>f'c (PSI)</th>
<th>f'ci (PSI)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>7'-0&quot;</td>
<td>3&quot;</td>
<td>4,000</td>
<td>4,000</td>
</tr>
<tr>
<td>2</td>
<td>6'-0&quot;</td>
<td>3&quot;</td>
<td>4,000</td>
<td>4,000</td>
</tr>
<tr>
<td>3</td>
<td>5'-0&quot;</td>
<td>3&quot;</td>
<td>4,000</td>
<td>4,000</td>
</tr>
<tr>
<td>4</td>
<td>4'-0&quot;</td>
<td>3&quot;</td>
<td>4,000</td>
<td>4,000</td>
</tr>
<tr>
<td>5</td>
<td>3'-0&quot;</td>
<td>3&quot;</td>
<td>4,000</td>
<td>4,000</td>
</tr>
</tbody>
</table>

TABLE C - SHEAR CONNECTORS

<table>
<thead>
<tr>
<th>CONNECTOR TYPE</th>
<th>MIN. SPACING</th>
</tr>
</thead>
<tbody>
<tr>
<td>STRAND</td>
<td>8&quot;</td>
</tr>
<tr>
<td>HOOK BAR</td>
<td>6&quot;</td>
</tr>
</tbody>
</table>

CITY OF DOVER, NEW HAMPSHIRE
DEPARTMENT OF COMMUNITY SERVICES

PRECAST CONCRETE DECK PANEL DETAILS

<table>
<thead>
<tr>
<th>FILE NUMBER</th>
<th>DATE</th>
<th>CHECKED</th>
<th>DRAWN</th>
<th>DESIGNED</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>5/08</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>10/05</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
GENERAL NOTES:
1. The Contractor owns, supplies all materials, labor and equipment necessary to complete and finish construction of the job. All temporary and permanent structures shall be designed, fabricated and installed to meet or exceed all applicable codes and standards. The Contractor shall prepare and submit shop drawings and material submittals to the Owner for approval.
2. All permanent and temporary structures shall be designed to meet or exceed all applicable codes and standards. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
3. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
4. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
5. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
6. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
7. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
8. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
9. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
10. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
11. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
12. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
13. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
14. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
15. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
16. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
17. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
18. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
19. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
20. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
21. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
22. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
23. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
24. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
25. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
26. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
27. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
28. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
29. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
30. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
31. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
32. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
33. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
34. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
35. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
36. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
37. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
38. The Contractor shall ensure that all work is completed in accordance with the NHDOT Standard Specifications for Road and Bridge Construction 2010.
1. The temporary gas main bridge is removed.

2. The contractor shall place all concrete in the dry.

3. All reinforcing steel shall be a minimum of 2.5 inches from concrete surfaces. Adequate cover is required.

4. Approximate proposed finished grade shown on each sheet is the final grade after completion of excavation, and the temporary utility pipe bridge is removed.

5. Approximate proposed finished grade shown on each sheet is the final grade that will be established after the approximate proposed finished grade shown on this sheet.

6. The contractor shall place all concrete in the dry.

7. All reinforcing steel shall be a minimum of 2.5 inches from concrete surfaces. Adequate cover is required.

8. Approximate proposed finished grade shown on each sheet is the final grade after completion of excavation, and the temporary utility pipe bridge is removed.

9. Approximate proposed finished grade shown on each sheet is the final grade after completion of excavation, and the temporary utility pipe bridge is removed.

10. All components of the temporary gas line including the pipe, pipe expansion stops, and pipe山谷 assemblies will be supplied and installed by others.

11. The contractor shall place all concrete in the dry.

12. Approximate proposed finished grade shown on each sheet is the final grade after completion of excavation, and the temporary utility pipe bridge is removed.

13. Approximate proposed finished grade shown on each sheet is the final grade after completion of excavation, and the temporary utility pipe bridge is removed.

14. All components of the temporary gas line including the pipe, pipe expansion stops, and pipe山谷 assemblies will be supplied and installed by others.

15. The contractor shall place all concrete in the dry.

16. Approximate proposed finished grade shown on each sheet is the final grade after completion of excavation, and the temporary utility pipe bridge is removed.

17. The contractor shall place all concrete in the dry.

18. Approximate proposed finished grade shown on each sheet is the final grade after completion of excavation, and the temporary utility pipe bridge is removed.
SUPERSTRUCTURE NOTES

1. All structural steel shall meet the requirements of FEMA 355-Typical Structural Steel, [TYP.] excluding the flanges, flange angles, expansion, stub holes, field plates, connection plates, splice plates, expansion, and splices.

2. Unless otherwise specified, the structural steel shall be the A992 type steel. All expansion and splices shall be located a minimum of 6" from welded flange splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

3. All welds shall be performed in accordance with AWS D1.5-08 (TYP.) and AASHTO/AWS D1.5-08 (TYP.) and AASHTO/AWS D1.5-08 (TYP.). The structural steel fabrication shall be certified by a fabricated steel producer.

4. The structural steel fabrication shall be certified by a fabricated steel producer.

5. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

6. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

7. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

8. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

9. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

10. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

11. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

12. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

13. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

14. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

15. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

16. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

17. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

18. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

19. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

20. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

21. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

22. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

23. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.

24. All welds shall be completed with a minimum of 9" from shop welded splices. Web and flange splices shall be located a minimum of 9" from shop welded splices.
ELASTOMERIC BEARING
LOAD PLATE
PTFE
STAINLESS STEEL PLATE
SOLE PLATE

SPAN A, SPAN B (FIXED ONLY), AND SPAN C STEEL BEARINGS

 trivia

ELASTOMERIC BEARING NOTES:
1. ELASTOMERIC BEARINGS SHALL BE COVERED DURING TRANSIT.
2. ELASTOMERIC BEARINGS SHALL NOT BE STORED IN TRENCHES OR OTHER SITES WHERE THEY ARE EXPOSED TO THE WEATHER.
3. ELASTOMERIC BEARINGS SHALL BE STORED IN A DRY AND CLEAN ENVIRONMENT.
4. ELASTOMERIC BEARINGS SHALL BE PROTECTED FROM DAMAGE CAUSED BY IMPACTS OR OTHER MECHANICAL FORCES.
5. ELASTOMERIC BEARINGS SHALL BE PROTECTED FROM EXPOSURE TO CHEMICALS OR OTHER SUBSTANCES THAT MIGHT DAMAGE THE ELASTOMER.

ANCHOR ROD NOTES:
1. ALL ANCHOR RODS SHALL BE SWEDGED AT THE EMBEDDED PORTION OF THE ROD.
2. ALL ANCHOR RODS SHALL BE GALVANIZED.
3. ALL ANCHOR RODS SHALL BE UPSET THE THREADS ON THE ANCHOR RODS AFTER THE TEMPORARY INSERTION INTO THE GIRED.
4. ALL NUTS SHALL BE LEFT WITHIN 6 INCHES OF THE WASHER TO ALLOW FOR GIRDER ROTATION.
5. ALL HOLE EXPANSION PLATES SHALL BE SWEDGED AND THREADED.
6. ALL NOZZLE PLATES SHALL BE DRILLED AND TAPPED.
7. ALL NOZZLE PLATES SHALL BE PREPARED AND INSTALLED INTO THE GIRED.
8. ALL NOZZLE PLATES SHALL BE TIGHTENED AND SECURED.

SOLE PLATE AND LOAD PLATE NOTES:
1. SOLE PLATES AND LOAD PLATES SHALL MEET THE REQUIREMENTS OF ASTM A709, GRADE 50W.
2. SOLE PLATES AND LOAD PLATES SHALL BE SWEDGED.
3. SOLE PLATES AND LOAD PLATES SHALL BE PREPARED AND INSTALLED INTO THE GIRED.
4. SOLE PLATES AND LOAD PLATES SHALL BE TIGHTENED AND SECURED.

STEEL BEARING NOTES:
1. STEEL BEARINGS SHALL MEET THE REQUIREMENTS OF ASTM A709, GRADE 50W.
2. STEEL BEARINGS SHALL BE PREPARED AND INSTALLED INTO THE GIRED.
3. STEEL BEARINGS SHALL BE TIGHTENED AND SECURED.
4. STEEL BEARINGS SHALL BE PROTECTED FROM DAMAGE CAUSED BY IMPACTS OR OTHER MECHANICAL FORCES.
5. STEEL BEARINGS SHALL BE PROTECTED FROM EXPOSURE TO CHEMICALS OR OTHER SUBSTANCES THAT MIGHT DAMAGE THE STEEL.