

WEST VIRGINIA

DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS SUPERSTRUCTURE REPLACEMENT

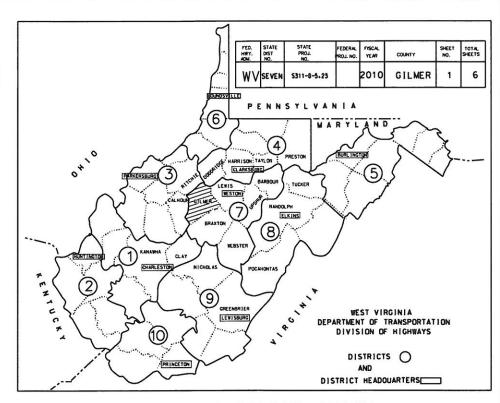
> BEAR FORK I-BEAM STATE PROJECT NO. S311-8-5.23 C.R. 8 (SLS)

FREEMANS CREEK DISTRICT GILMER COUNTY

PROJECT LENGTH

STA. 0+00.00 TO STA. 0+26.94 = 26.94 L.F. = 0.005 MI. BRIDGE

TOTAL LENGTH = 26.94 L.F. = 0.005 MI.



UTILITIES ENCOUNTERED:

CONVENTIONAL SIGNS

STATE LINE CORPORATION LINE PROPOSED R/W LINE PROPERTY LINE EXISTING FENCE DITCH EDGE OF STREAM EXISTING GUARDRAIL RAILROAD GAS LINE WATER LINE TELEPHONE LINE TELEPHONE POLE

POWER POLE

COMBINED POWER AND TELEPHONE POLE RIGHT OF WAY MARKER

PRIVATE DRIVE

STANDARD SHEETS

NO.	DATE
BR-2A	8-93

PREPARED BY:	DATE
BKR	05-10
GFL	06-10
REVIEWED BY: WRW	06-10

TO WV 47 (F)

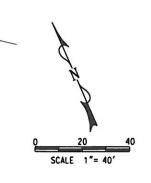
INDEX TO SHEETS DESCRIPTION TITLE SHEET GENERAL NOTES EXISTING ELEVATION VIEW AND DECK SECTION. ESTIMATE OF QUANTITIES. AND SCOPE OF WORK. PROPOSED DECK SECTION, STEEL LAYOUT, AND BEARING DETAILS ELEVATION VIEW. ABUT. DETAILS. AND DIAPHRAGM DETAILS. NAILING DIAGRAM AND DECK CLIP DETAILS.

C.R. 8 (SLS)

UNNAMED CREEK

TYPE OF CONSTRUCTION SUPERSTRUCTURE REPLACEMENT BR. NO. 11-8-5.23

(7917.1)



NOTE:

STANDARD DETAIL BOOK VOLUME 1. DATED JAN. 1. 2000 & VOLUME II DATED JAN. 1. 1994. SHALL APPLY TO THIS PROJECT.

REVISIONS DATE

TO WV 18 (F)

I HEREBY CERTIFY THAT THIS IS A CORRECT COPY OF THE PLANS OF PROJECT \$311-8-5.23

DISTRICT MANAGER STATE HIGHWAY ENGINEER COMMISSIONER OF HIGHWAYS

PROJECT NO. S311-8-5.23

A.D.T. (2006) A.D.T. (2026) 60

D.H.V. _____

DESIGN DESIGNATION

EXECUTIVE SECRETARY

GOVERNING SPECIFICATIONS

The governing provisions applicable to this project are the West Virginia Department of Highways Standard Specifications, Roads and Bridges, adopted 2000, as amended by the current* Supplemental Specifications of the West Virginia Department of Highways, the contract plans and the contract documents.

for letting to contract.

DESIGN-NEW STRUCTURES (1)

This bridge is designed for an HL-93 live load capacity, as well as for a 25 p.s.f. wearing surface.

Design Unit Stresses: 60,000 p.s.i.
Reinforcing Steel-f_S= 29,000 p.s.i.

27.000 p.s.i. Structural Steel (A572)-fs =

Class B Concrete-fc= 3,000 p.s.i. Class B Concrete-fc= 1,200 p.s.i.

DESIGN-REHABILITAION AND STRENGTHENING (2)

This bridge is strengthened for a live load capacity of a. Strengthening steel design stressing p.s.i. All structural steel shall be ASTM A36 unless otherwise designated on the construction plans.

CONCRETE (CAST-IN-PLACE) (3)

Concrete shall be cured in accordance with Subsection 601.12 of the Standard Specifications, If used, polyethylene coated burlap shall conform to the requirements of Subsection 707.5 of the Standard

The minimum covering, measured from the surface of the concrete to the face of any reinforcing steel bar, shall be 3 inches if the concrete is in contact with the ground surface and 2 inches otherwise, except as

SUBSTRUCTURE CONCRETE (CAST-IN-PLACE) (4)

Alt-soncrete in the substructure shall be Class B, air entrained

Chamfer all exposed edges of the substructure concrete 1 inch, except for the abutment ourbs, which shall be chamfered 34-1ach.

The excosed surface of the substructure shall be Class 1, Ordinary Surface Finish, in accordance with

Subsection 601.11.1 of the Standard Specifications, except for the abutment curbs and wingwalls, which shall be Class 2, Rubbed Finish, in accordance with Subsection 601.11.2 of the Standard Specifications.

be class 2, Rubbed Finish, in accordance wan Subsection out. It.2 given extended specifications.

The abutment cutrial wall shall not be powerful until after the superstructure is in place.

For footings embedded in rock, the top of the statement footing shall be maintained at the elevations shown on the plans. The footings shall be carried a minimum of 1 foot into solid rock and poured against the face of the rock without forms, except wifere the rock excavation is not the entire depth of the footing. The abutment bearing seat upon which the shoes or other bearing devices will be set, shall be

finished to true elevations as shown on the plans.

Fill anchor bolt beles with non-shrink grout after anchor bolts are set. The non-shrink grout shall consist of 1 part regular portland cement, 1 part silica sand and 1 part non-shrink admixture. The cost of the non-shrink grout shall be included in Pay Item 601-2, "Class B Concrete".

SUPERSTRUCTURE CONCRETE (CAST-IN-PLACE) (5)

All concrete in the superstructure shall be Class K, air entrained. All concrete for decks, curbs,

parapets or medians shall be Class K, air entrained, containing 7 bags of cement per cubic yard.

Chamfer all exposed edges of the curbs parapets or medians 34". The exposed surfaces of the curbs shall be Class 2, Rubbed Finish, in accordance with Subsection 601.11.2 of the Standard Specifications. Bridge decks shall be finished in accordance with Subsection 601.11.4 of the Standard Specifications.

REINFORCING STEEL BARS (6)

All reinforcing steel bars shall be intermediate grade billet steel, Grade 40 or 60 in accordance المنظو Subsection 709.1 of the Standard Specifications . The requirements of Section 602 of the Standard Specifications shall be followed.

The minimum splice length or dowel bar embedment shall be 30 bar diameters Reinforcement under the shees or other bearing device shall be so placed so as to avoid interference

with drilling of anchor bolt holes.

The inspector shall select random bars from the verification bars from the bars chosen, rebars have been detailed to allow a 30 ber diameter splice at each end. One rebar for each 10 tons or fraction thereof of each size has been included in the bill of steel and will be paid for under item 602-1. In the event-fill bars of any one size are not sent in one shipment, the supplier shall, at his expense, furnish ope-bar for each 10 tons or fraction thereof, for each extra-shipment.

n the event that any shipment of material has been pre-tested and has been identified in accordance with Materials Control, Soil and Testing Division's Informational Memorandum Number 17(1M-17), the shipment may be accepted without further testing subject to record sampling procedures.

STRUCTURE EXCAVATION (FOOTINGS FOUNDED IN ROCK) (7)

Structure excavation quantities through carth All shall be measured from the top of rock to the original ground line, 18 inches outside the neat lines of the footings. No excavation will be classified as wet or rock excevation. Rock shall be excevated and paid for as structure excevation to the neat lines of the footings only. Bock shall be excevated until a level surface is provided with the entire footing resting on

STEEL TOUGHNESS REQUIREMENT (8)

The provisions of the AASHTO Specifications in accordance with Article 615.4.9 of the Standard Specifications shall apply to those items of structural steel as shown and/or designated by these plans

PAINTING (NEW STRUCTURES) (9)

shop and field painting shall be in accordance with Section 615 of the current Standard Specifications and/or Special Provisions

Paint system shall consist of one shop prime coat, one field prime coat and two field finish coats. Shop Prime Coats One complete coat of vinyl shop primer conforming to the requirements of ion 711.7 of the Standard Specifications. This will replace the shop paint specified in Subsection 615.6.3.

Dry film thickness shall be a minimum of two (2) mile.

Field Prime Coat: One complete coat of linsead/alkyd primer conforming to the requirements of Subsection 711.8 of the Standard Specifications. Dry film thickness shall be a minimum of two (2) mile.

Subsection M.8 of the Standard Specifications. Dry film thickness shall be a minimum of two (2) mils.

First Finish Coat: One complete eigmented finish coat conforming to the requirements of Subsection 711.10 of the Standard Specifications. The color shall be (1) in accordance with Federal Standard 595, number (2). Dry film thickness shall be a onlinimum of two (2). Mils.

Top Finish Coat: One complete pigmented finish coat-conforming to the requirements of Subsection 711.11 of the Standard Specifications. The color shall be (1) in accordance with Federal Standard 595, number (2). Dry film thickness shall be a minimum of two (2) mils.

OPTION: (9B)

OPTION: (9A)

Paint system shall consist of shop prime cost, intermediate field fogcost and finish topcost. Field painting shall also include touch-up and repair of shop paint. Paint system shall be the inorganic zinc rich system meeting the requirements of Section 27.20 of the Standard Specifications.

Shop Prime Cost: Shall confarm to the requirements of Subsection 711.20.2 of the Standard

Specifications. Dry film thickness shall be minimum three (3) mils. Intermediate Field Coat: Shall conform to the requirements of Subsection 711.20.3 of the Standard

Topcoat: Shall conform to the requirements of Subsection 711.20.4 of the Standard Specifications. The color shall be in accordance with Federal Standard 595, number (P). Dry film thickness of the total paint system shall be a minimum of seven (7) mils. OPTION: (9C)

Paint system shall consist of application of shop prime coat and field touch-up and repain of shop coat. Paint system shall be the inorganic zinc rich primer meeting the requi 21,20.2 of the Standard Specifications, Dry film thickness shall be a minimum three (3) mils.

CLEANING AND PAINTING (EXISTING STRUCTURES)

Rield cleaning and painting shall be in accordance with either OPTION (10A) or (10B) and shall also conform to all applicable requirements of Section 620 of the current Stan and small slate committee an application exploration and specifications and/or Specifications and/or Special Provisions. When it is determined that the structure contains an environment of the structur

OPTION: (NA) The portions of the structure listed in the special notes and quantity sheet, which is Cleaning: approximately

per cent, shall be cleaned in accordance with Subsection 620.6.1 of the Standard

emaining portions of the structure not specified, shall be cleaned in It is not intended that sound, adherent old paint be removed unless it is

Attention is called to the requirements of paragraph 2 of Section 620.6 which requires that edges of paint be properly feathered to produce a smooth apperance.

In the event that there is a difference of opinion as to which areas must be sandblasted or hand cleaned or to the extent of surface cleaning or surface preparation, the decision of the Engineer shall be final. Spot Painting: All steel surfaces cleaned to bare metal shall/receive one coat of linseed alykd primer conforming to the requirements of Section 2(1.8 of the Standayd Specifications. This coat shall be tinted with

contorming to the requirements of Section 7 in 1.8 of the standard specializations. This cost standard shall be a tinting agent, type as recommended by the Najint manufactors and approved by the Engineer.

Prime Cost: One complete cost of linseed@lkyd primer shall be applied to the entire structure upon completion of the spot peinting. The primer shall conform to the requirements of Section 711.8 of the Standard Specifications. Dry film thickness shall be a minimum of two (2) mils.

Intermediate Field Cost: Upon completion of Application of the prime cost, the entire structure shall receive a minimum of one complete color undercost conforming to the requirements of Section 711.10 of the

Stendard Specifications. Dry film thickness shall/be a minimum two (2) mils. The color shall be
in accordance with Federal Standard 595, number ©.

Top Cost-Pigmented Finish Coet: Upon completion of application of the intermediate cost, the entire structure shall receive a minimum of one complete pigmented figish cost conforming to the requirements of Section 711.11 of the Standard Specifications. Dry film thickness shall be a minimum two (2) mills. The color shall be (F) in accordance with Federal Standard 595, number (G)

OPTION: (10B)

Cleaning: All surfaces to be painted shall be cleaned and prepared in accordance with Section 620.5 of the Standard Specifications to a "white metal" or "near white metal" condition. The paint

Field Prime Coat: All bare surfaces shall be primed with an organic zinc cich primer conforming its of SSPC Specification Number 20, Type 2. Dry film thickness of the primer shall be a minimum of four (4) mils.

Field Intermediate Coat: The field intermediate coat shall conform to the requirement of the requirement of

Field Top Coat: The field top coat shall conform to the requirements of Article 711,20.4 of the Standard Specifications. The color shall be (F) in accordance with Federal Standard 595, number (G) Dry film thickness of the total paint system shall be a minimum seven (7) mils.

ØPTION: (10C)

Environmental Protection: All portions of the structure shall be cleaned in accordance with on for 620-Cleaning and Painting Existing Steel Bridges, Sub-articles 620.1, 620.9, 620.10, 620.11,

STRUCTURE EXCAVATION (FOOTINGS FOUNDED ON PILES) (1)

Structure excavation quantities through earth fill shall be measured from the bottom of the footing to the original ground line, 18 inches outside the neat line of the footings. No excevation will be classified as

PREFORMED ELASTOMERIC JOINT SEALER 12

The preformed elastomeric joint sealer shall conform to the requirements of Section 624 of the

BRIDGE GUARDRAIL (13)

The guardrail, buffer end terminal sections, posts and end anchors shall conform to the requirements as set forth by the West Virginia Department of Highways Standard Details Book (Standard Sheets G.R.1 through G.R.7, as applicable) and Standard Bridge Plan Sheet BR-G1. Blocks are required. End anchorage shall be in accordance with Design Directive DD 16.4. All guardrail mounting hardware will be hot-dip galvanized after fabrication. Threads shall be retapped to ensure proper-fit Guardrail posts may be

STRUCTURAL STEEL (14)

All structural steel shall conform to the requirements of ASTM A36 (f_s=20,000 p.s.i.) unless otherwise noted. All structural steel shall conform to Section 615 of the Standard Specifications.

For superstructures utilizing steel grid flooring, structural steel conforming to the requirement of ASTM A588 (fg=27,000 p.s.i.) may be substituted for ASTM A36 steel. No painting shall be required for

OPTION: (14A)

STEEL GRID FLOORING (CONCRETE FILLED TYPE) 6

The steel grid flooring shall conform to all applicable requirements of Section 621 of the current Standard Specifications and/or all Special Provisions of the West Virginia Department of Highways.

The grid shall conform to all-applicable requirements as set forth by the Bridge Grid Flooring Manufacturers Association. Size and type shall be as specified on the plans. to all requirements of ASTM A36, A572 or A588, type as specified The steel grid flooring shall conform

Cleaning: All surfaces to be painted shall be cleaned and prepared in accordance with Section 615.6 of the Standard Specifications to a "white metal" or "near white metal" condition. The paint

system shall be as follows:

The steel grid flooring and all-components shall either be shop painted with an inorganic zinc rich primer meeting Subsection 711.20.2 of the Standard Specifications or hot dipped galvanized system shall be as follows: meeting requirements of ASTM A123. Type of coating shall be as specified on the plans.

All reinforcing steel shall be number 3 billet steel bars either Grade 40 or 60 in accordance with An reminding accessment to indicate a single steel details either drade 40 of 60 in accordance with Subsection 7081 of the Standard Specifications.

The concrete used to fill the steel grid shall be Class A air entrained. The design strebses for this

concrete are t'e=3,500 psi, fe=1,400 psi and n=10.

STEEL GRID FLOORING (OPEN TYPE) 16

The steel grid flooring shall conform to all applicable requirements of Section 621 of the current Standard Specifications and/or all Special Provisions of the West Virginia Department of Highways.

The grid shall conform to all applicable requirements as set forth by the Bridge Grid Flooring Manufar on. Size and type shall be as specified on the plans.

The steel grid flooring shall conform to all requirements of ASTM A36, A572 or A588, type as specified Cleaning: All surfaces to be painted shall be cleaned and prepared in accordance with Section

615.6 of the Standard Specifications to a "white metal" or "near white metal" condition. The paint system shall be as follows:

The steel and flooring and all components shall either be shop painted with an inorganic zinc rich primer meeting Subsection 711.20.2 of the Standard Specifications or hot dipped galvanized meeting requirements of ASTM A123. Type of coating shall be as specified on the plans.

MAINTAINING TRAFFIC (7)

NOTE SELECTION TABLE

Traffic shall be maintained in accordance with Section 636 and Subsection 104.5 of the Standard

NAIL LAMINATED WOOD DECK (18)

PROJECT NUMBER

5311-8-5.23

SHEET

NO.

SHTS 6 2

Pine Bridge Lumber all lumber shall be surfaced four sides, pressure treated No. 2 Medium Grain or better Southern Pine as specified by current Grading Rules for Southern Pine Lumber published by the

W. VA.

The allowable bending stress shall not be less than 1,200 p.s.i. and the allowable shearing stress shall

All lumber shall be sized by being processed through a hit-or-miss surfacer This material shall be subject to random sampling and testing for compliance with the above specifications upon delivery.

Material will be accepted in bundles when the shipment is accompanied by a certificated issued by Department of Highways Materials Control, Soil and Testing Division certified inspector, showing that the lumber in the "white" meets the above requirements. When said certificate is not availabe, the material will be

nspected by Department of Highways personnel at the delivery site and stacked and struck by the vendor.

<u>Ireatment</u> material for pressure treatment shall be in accordance with Subsection 710.5 of the Standard Specifications, Treatment shall be by either the full cell or empty cell process at 150 to 200 p.s.i. shall be obtained.

Material and/or workmanship shall conform to the requirements of Subsection 710.1 of the Standard

Delivery: material shall be delivered in minimum shipments of 2,000 board feet or as directed by the rimum of 15 calendar days will be allowed for delivery following notification by the Engineer. The vendor shall notify the Engineer one working day prior to delivery of the material.

of the entire shipment of lumber.

All non-specified material in any shipment shall be rejected and will be removed from the West Virginia Department of Highways storage area by the vendor prior to acceptance of the suitable material.

Notification shall be made on all receiving documents and/or delivery slips specifying reason(s) for rejection of any portion of a shipment. The signatures of both the Department of Highways and delivering agency representatives shall be affixed to documents on which rejection reason(s) is recorded.

The vendor must furnish to the Engineer a certificate of inspection, certifying that the total order meets the specifications for quality of lumber, preservative and retention required. A certified copy of the certificate of inspection must be attached to the invoice.

Under no circumstances may the vendor ship nor will the Department of Highways accept or pay for quantities of material in excess of the quantity stated on the purchase order, except upon advance approval of the Engineer.

The inspection agencies listed hereinafter may be considered as prequalified. If a vendor desires nspection by responsible agencies other than those listed, advance approval must be obtained from the Director, Materials Control, Soil and Testing Division, 312 Michigan Avenue, Charleston, West Virginia 25305. Qualified Lumber Inspection Agencies

> McCallum Inspection Company Norfolk, virginia

Froehling and Robertson, Inc. Richmond, Virginia

A. W. Williams Inspection Company

New Orleans, Louisiana

PRESTRESSED CONCRETE SUPERSTRUCTURE (19)

Although the plans are detailed for a particular type of prestressed concrete beam elternate types or shaped prestressed concrete beams may be furnished with the following stipulations:

a) Supplier must submit proposed alternate with design computations for review and approval

by the Department of Highways.

b) Contractor must supply revised modified construction plans showing all revisions and modifications as required by the use of the alternate beam for review and approval by the

c) Completion date of the project will not be extended due to any delay encountered in obtaining alternate beam and revised modified plan approval by the Department of Highways

d) The project canot be started until the revised modified plans are approved by the Department

L	CODE	YES	NO	CODE	YES		NO			
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ı	4	20,000	~	12			~	These items are for Purchase Order Contract only		
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H	9A		ž					BUMBION OF HIGHWAYS STRUCTURE		
ł	9A 9B		Ť			_		DIVISION OF HIGHWAYS-STRUCTURE	S _.	
- 1	9B		Ť		-	_	~		DESIGNED BY:	
H	10		Ž	13						
ئے	10A		~					SUPERSTRUCTURE REPLACEMENT PLANS OF	DRAWN BY	
APPE	OYED				DATE _			BEAR FORK W-BEAM	CHECKED BY	
		DIMEC	TON, STRUCTURE	S DIVISION				ON C.R. 8 (SLS)	REVIEWED BY	
					PREI			OVER BEAR FORK		
W	WEST VIRGINIA DEPARTMENT OF TRANSPORTATION				THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION 15 16 17 18 19 19 SUPERSTRUCTURE REPLACEMENT PLANS OF BEAR FORK W-BEAM ON C.R. 8 (SLS) OVER BEAR FORK GILMER COUNTY PREPARED PLANS PREPARED PRE		DATE: Ø5-1Ø			
			HWAYS-STR		THE WEST VIRGINIA DEPARTMENT OF TRANSPORTA DIVISION OF HIGHWAYS-STRUCTURES SUPERSTRUCTURE REPLACEMENT PLANS OF BEAR FORK W-BEAM ON C.R. 8 (SLS) OVER BEAR FORK ON CR. 8 (SLS) OVER BEAR FORK GILMER COUNTY A GENERAL NOTES 11-8 BRIDGE 11-8	SCALE: NONE				
	STA	NDARD	BRIDGE P	LANS	Ε.	3-93				
					1	11_11	77			
	GE	:NERA	L NOT	ES	-				BRIDGE NUMBER	
	INATE	DARD	SHEET	T RR-24	Δ ⊢			CENEDAL NOTES	Control Control	
	UIAN		OHLL		•			GENERAL NOTES		
									(7917-1)	
							- 10	I a second and the se		

CODE VALUE

CONTROL VALUE

	PROJECT FEDERAL	NUMBERS STATE	WV DISTRICT	COUNTY	SHEET	OF	
l	ILULINAL	S311-8-5.23	SEVEN	GILMER	3	6	

DESCRIPTION



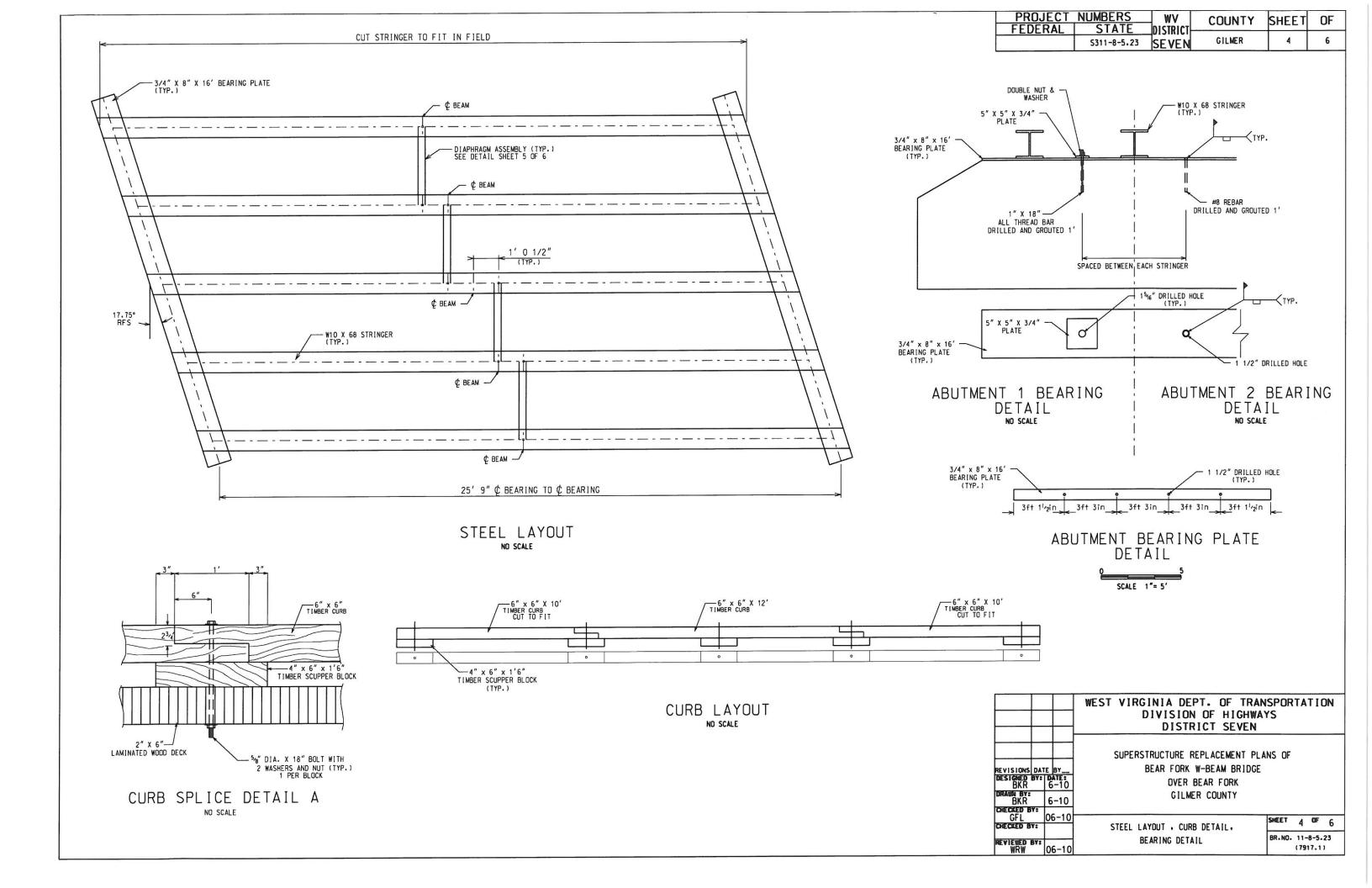
* -ALL STRUCTURAL STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM A572 GRADE 50 AND SHALL BE HOT DIPPED GALVANIZED AND FABRICATED AS SHOWN ON. SHEETS 4 AND 5 OF 6. GALVANIZING SHALL CONFORM TO ASTM A123 EXCEPT BOLTS AND NUTS WHICH SHALL CONFORM TO ASTM A153.

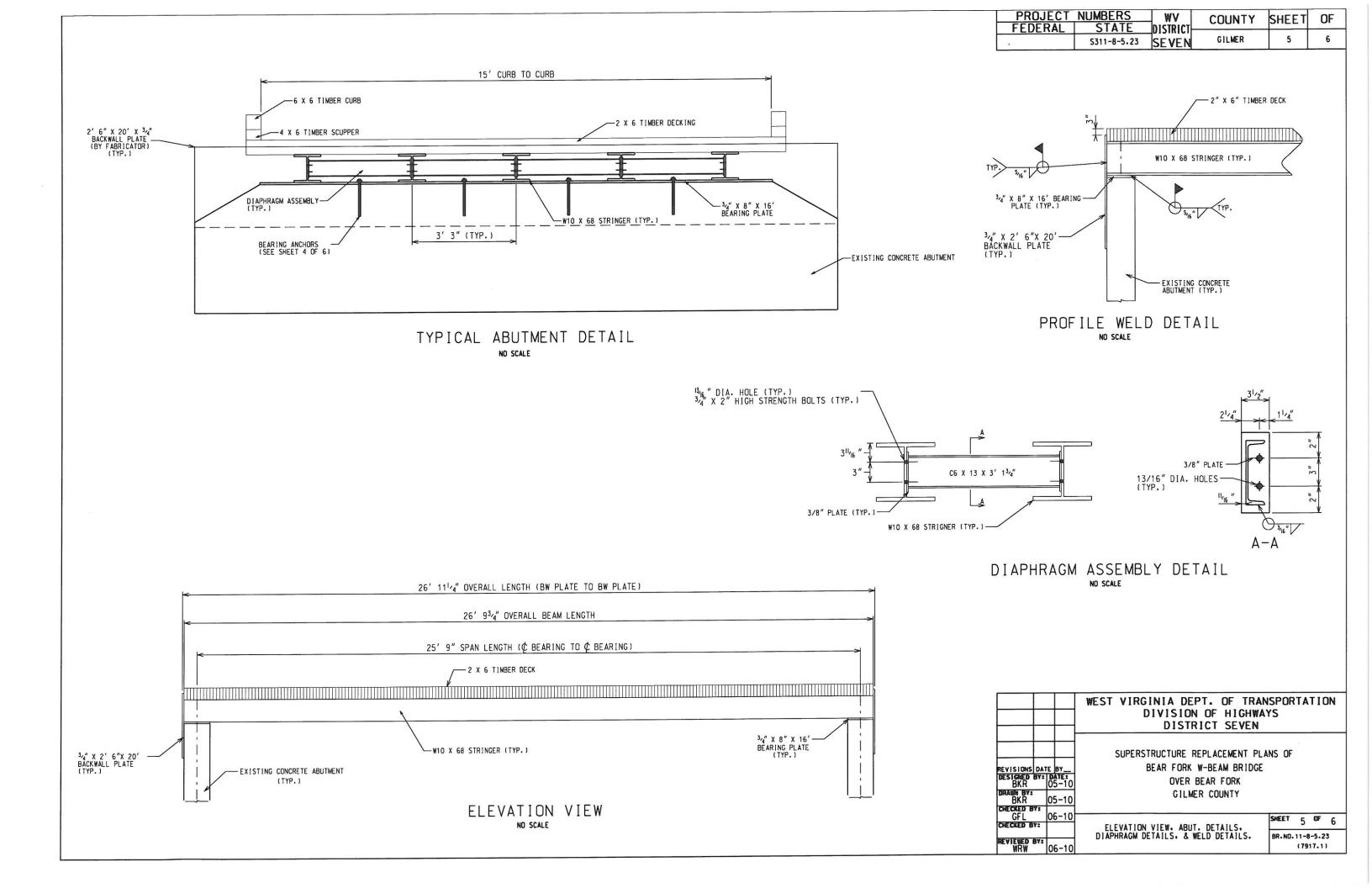
SCOPE OF WORK

- REMOVE EXISTING DECK AND SUPERSTRUCTURE.
 PLACE AND WELD NEW STRINGERS AND BACKWALL PLATES.
 PLACE NEW TIMBER DECK.

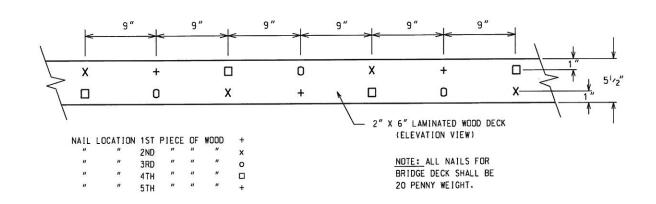
- 4. REPAIR SHOULDERS AND APPROACHES.
 5. SITE DRESS, SEED, AND MULCH ALL DISTURBED AREAS.

		WEST VIRGINIA DEPT. OF TRAN DIVISION OF HIGHWAY DISTRICT SEVEN		RTA	TIC	ON				
REVISIONS DATE BESIGNED BY:	E BY	BEAR FORK W-BEAM ON C.R. 8 (SLS) OVER BEAR FORK	ON C.R. 8 (SLS)							
BKR	05-10	GILMER COUNTY								
CHECKED BY: GFL CHECKED BY:	06-10	EXISTING ELEVATION AND END VIEW.	SHEET	3	OF	6				
REVIEWED BY: WRW	06-10	ESTIMATE OF QUANTITIES, & SCOPE OF WORK.	11-8-5.23 7917.1							

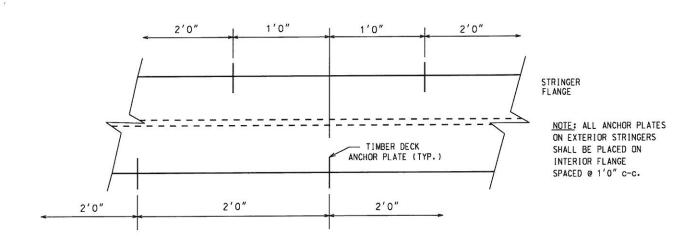




PROJECT	NUMBERS	WV	COUNTY	SHEET	OF
FEDERAL	STATE	DISTRICT-	0001111	J.I.L.E.I	<u> </u>
	S311-8-5.23	SEVEN	GILMER	6	6



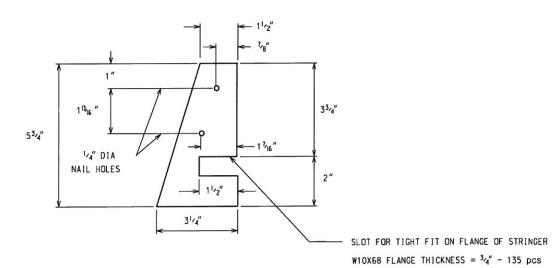
TIMBER DECK NAILING DIAGRAM NO SCALE



DECK ANCHOR PLATE SPACING DETAIL

(INTERIOR STRINGER)

NO SCALE



DECK ANCHOR PLATE DETAILS NO SCALE

			WEST VIRGINIA DEPT. OF TRAN DIVISION OF HIGHWA' DISTRICT SEVEN		TA	TIO	NC
REVISIONS	DAT	F BY	SUPERSTRUCTURE REPLACEMENT PL	ANS OF	3		
DESIGNED			ON C.R. 8 (SLS)				
BKR		05-10	OVER BEAR FORK				
DRAWN BY: BKR		05-10	GILMER COUNTY				
CHECKED B	¥:	06-10		SHEET	6	OF	6
CHECKED B	Y:		NATIONAL AND DECK ANOMED DETAILS		0		
	nu-		NAILING AND DECK ANCHOR DETAILS	BR.NO	.11	-8-5	.23
REVIEWED WRW		06-10		(7917	.1)	