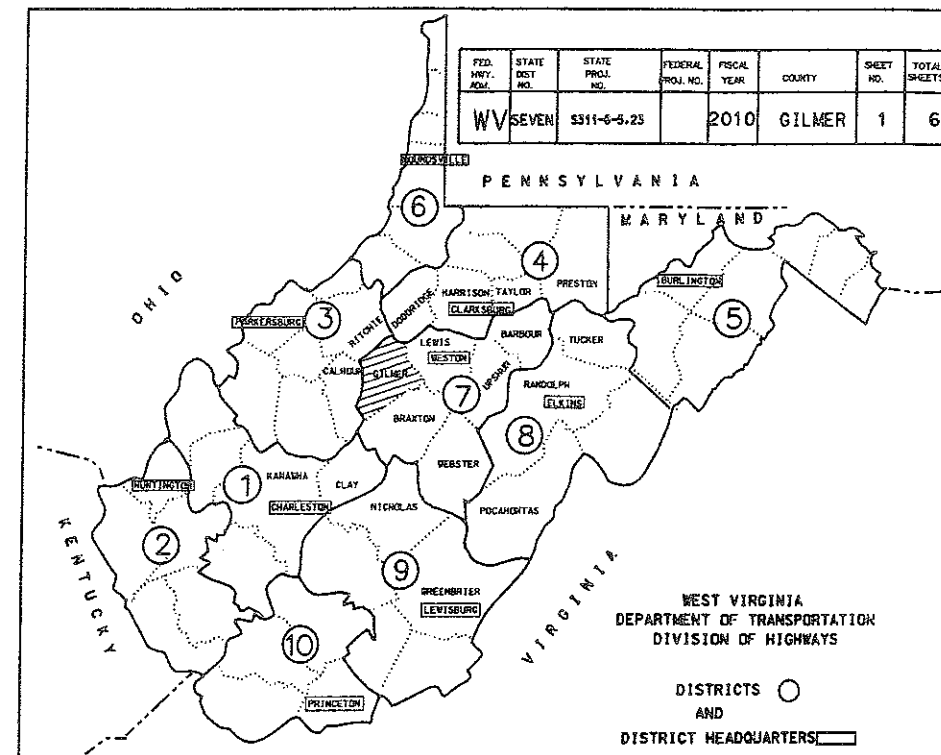


WEST VIRGINIA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS SUPERSTRUCTURE REPLACEMENT OF BEAR FORK I-BEAM STATE PROJECT NO. S311-8-5.23 C.R. 8 (SLS) FREEMANS CREEK DISTRICT GILMER COUNTY

PROJECT LENGTH

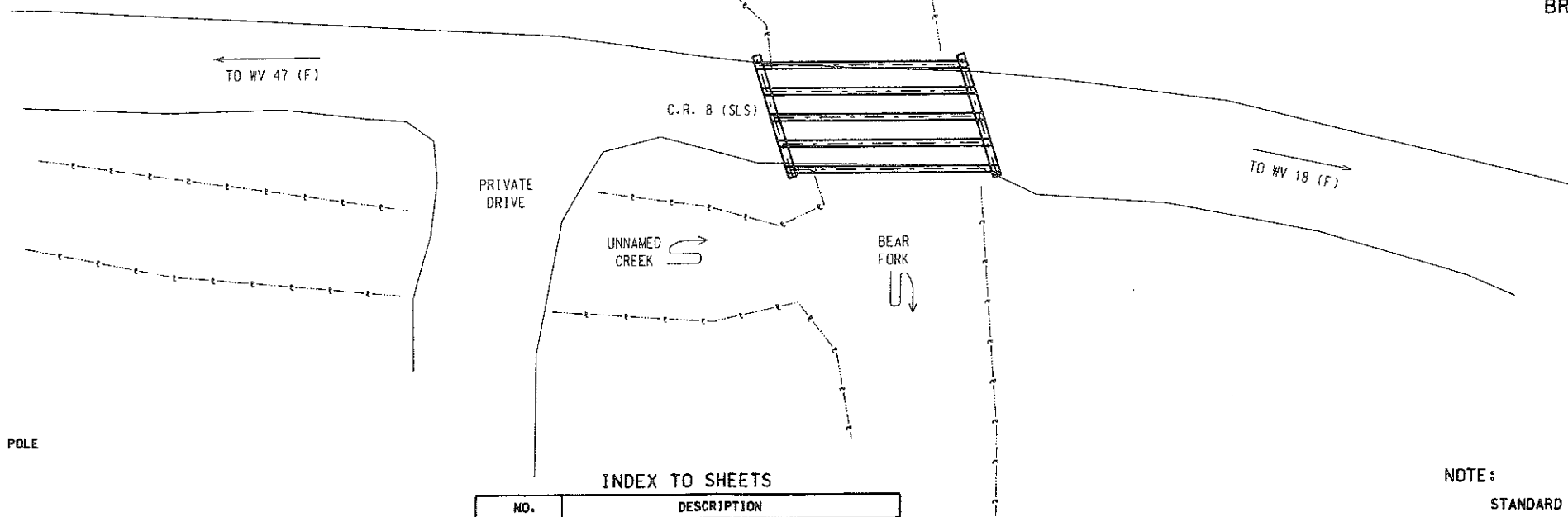
BRIDGE STA. 0+00.00 TO STA. 0+26.94 = 26.94 L.F. = 0.005 MI.

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



UTILITIES ENCOUNTERED:

CONVENTIONAL SIGNS	
---	STATE LINE
---	COUNTY LINE
---	CORPORATION LINE
---	PROPOSED R/W LINE
---	PROPERTY LINE
X X	EXISTING FENCE
D D	DITCH
---	EDGE OF STREAM
---	PROPOSED GUARDRAIL
---	EXISTING GUARDRAIL
---	RAILROAD
G G	GAS LINE
W W	WATER LINE
T T	TELEPHONE LINE
E E	ELECTRIC LINE
○	TELEPHONE POLE
○	POWER POLE
○	COMBINED POWER AND TELEPHONE POLE
○	TREE
○	SHRUB
□	RIGHT OF WAY MARKER



TYPE OF CONSTRUCTION

SUPERSTRUCTURE REPLACEMENT
BR. NO. 11-8-5.23
(7917.1)

INDEX TO SHEETS

NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES
3	EXISTING ELEVATION VIEW AND DECK SECTION. ESTIMATE OF QUANTITIES, AND SCOPE OF WORK.
4	PROPOSED DECK SECTION, STEEL LAYOUT, AND BEARING DETAILS.
5	ELEVATION VIEW, ABUT. DETAILS, AND DIAPHRAGM DETAILS.
6	NAILING DIAGRAM AND DECK CLIP DETAILS.

NOTE:

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

REVISION NUMBER	SHEET NUMBER	REVISIONS	DATE	BY

I HEREBY CERTIFY THAT THIS IS A CORRECT COPY OF THE PLANS OF PROJECT S311-8-5.23

Doreen Baria 7-16-10

DESIGN DESIGNATION	
A.D.T. (2006)	50
A.D.T. (2026)	60
D.H.V.	
D.	
T.	
V.	

NO.	DATE
BR-2A	8-93

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

RECOMMENDED	<i>Budley K. Rose</i>	DESIGNER
RECOMMENDED FOR APPROVAL	<i>Ron Astor</i>	DISTRICT MANAGER
RECOMMENDED FOR APPROVAL	<i>Mark Mandy</i>	STATE HIGHWAY ENGINEER
APPROVED	<i>Mark Mandy</i>	COMMISSIONER OF HIGHWAYS

PUBLIC ROADS DIV.	STATE DIST. NO.	PROJECT NUMBER	COUNTY	SHEET NO.	TOTAL SHTS
W.VA.	7	S311-8-5-23	GILMER	2	6

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.

*Current Supplemental Specifications shall be the Specifications in effect on the first day of project advertisement 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:

Reinforcing Steel- f_y = 20,000 p.s.i.	Class B Concrete- f'_c = 3,000 p.s.i.
Structural Steel (A36)- f_y = 20,000 p.s.i.	Class B Concrete- f'_c = 1,200 p.s.i.
Structural Steel (A588)- f_y = 27,000 p.s.i.	Class B Concrete- n = 10

DESIGN-REHABILITATION AND STRENGTHENING 2

This bridge is strengthened for a live load capacity of 10. Strengthening steel design stress- f_s = 20 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 covered-buys shall conform to the requirements of Subsection 707.6 of the Standard Specifications.

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 specified differently on the plans.

SUBSTRUCTURE CONCRETE (CAST-IN-PLACE) 4

All concrete in the substructure shall be Class B, air entrained. Chamfer all exposed edges of the substructure concrete 1 inch, except for the abutment curbs, which shall be chamfered 3/4 inch.

The exposed 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.

The abutment curtain wall shall not be poured until after the superstructure is in place.

For footings embedded in rock, the top of the footing shall be maintained at the elevations shown on the plans. The footings shall be cast a minimum of 1 foot into solid rock and poured against the face of the rock without forms, except where 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 holes 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 3/8". 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 with 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 shoes 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 reinforcing bar list for test bars. He shall cut 5'-0" from the bars chosen, rebars have been detailed to allow a 30 bar 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 all bars of any one size are not sent in one shipment, the supplier shall, at his expense, furnish one bar for each 10 tons or fraction thereof, for each extra shipment.

In 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 (IM-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 rock 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 excavation. Rock shall be excavated and paid for as structure excavation to the neat lines of the footings only. Rock shall be excavated until a level surface is provided with the entire footing resting on hard rock.

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.

OPTION: (9A)

Paint system shall consist of one shop prime coat, one field prime coat and two field finish coats.

Shop Prime Coat: One complete coat of vinyl shop primer conforming to the requirements of Subsection 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) mils.

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

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

OPTION: (9B)

Paint system shall consist of shop prime coat, intermediate field fogcoat and finish topcoat. 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 712.0 of the Standard Specifications.

Shop Prime Coat: Shall conform 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 Specifications.

Topcoat: Shall conform to the requirements of Subsection 711.20.4 of the Standard Specifications. The color shall be (C) in accordance with Federal Standard 595, number (C). 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 repair of shop coat. Paint system shall be the inorganic zinc rich primer meeting the requirements of Subsection 712.0.2 of the Standard Specifications. Dry film thickness shall be a minimum three (3) mils.

CLEANING AND PAINTING (EXISTING STRUCTURES) 10

Field 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 Standard Specifications and/or Special Provisions. When it is determined that the structure contains an environmentally hazardous existing paint system, then option (10C) shall also apply.

OPTION: (10A)

Cleaning: The portions of the structure listed in the special notes and quantify sheet, which is approximately (C) per cent, shall be cleaned in accordance with Subsection 620.6.1 of the Standard Specifications.

The remaining portions of the structure not specified, shall be cleaned in accordance with Subsection 620.6.2.

It is not intended that sound, adherent old paint be removed unless it is excessively thick or inflexible.

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 appearance.

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 oil primer conforming to the requirements of Section 711.8 of the Standard Specifications. This coat shall be tinted with a tinting agent, type as recommended by the paint manufacturer and approved by the Engineer.

Prime Coat: One complete coat of linseed oil primer shall be applied to the entire structure upon completion of the spot painting. 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 Coat: Upon completion of application of the prime coat, the entire structure shall receive a minimum of one complete color undercoat conforming to the requirements of Section 711.10 of the Standard Specifications. Dry film thickness shall be a minimum two (2) mils. The color shall be (C) in accordance with Federal Standard 595, number (C).

Top Coat-Pigmented Finish Coat: Upon completion of application of the intermediate coat, the entire structure shall receive a minimum of one complete pigmented finish coat conforming to the requirements of Section 711.11 of the Standard Specifications. Dry film thickness shall be a minimum two (2) mils. The color shall be (C) in accordance with Federal Standard 595, number (C).

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 system shall be as follows:

Field Prime Coat: All bare surfaces shall be primed with an organic zinc rich primer conforming to the requirements 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 requirements of Article 711.20.3 of the Standard Specifications.

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 (C) in accordance with Federal Standard 595, number (C). Dry film thickness of the total paint system shall be a minimum seven (7) mils.

OPTION: (10C)

Environmental Protection: All portions of the structure shall be cleaned in accordance with the Special Provision for 620-Cleaning and Painting Existing Steel Bridges, Sub-articles 620.1, 620.9, 620.10, 620.11, and 620.12 as contained in these plans.

STRUCTURE EXCAVATION (FOOTINGS FOUNDED ON PILES) 11

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 excavation will be classified as wet or rock excavation.

PREFORMED ELASTOMERIC JOINT SEALER 12

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

CONTROL VALUE

CODE	VALUE
A	NA
B	NA
C	NA
D	NA
E	NA
F	NA
G	NA

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 square or beveled.

STRUCTURAL STEEL 14

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

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

OPTION: (14A)

All ASTM A36 steel shall be blast cleaned and shop primed in accordance with Section 615 of the Standard Specifications.

STEEL GRID FLOORING (CONCRETE FILLED TYPE) 15

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.

The steel grid flooring shall conform to all requirements of ASTM A36, A572 or A588, type as specified on the plans.

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 primed 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.

All reinforcing steel shall be number 3 billet steel bars either Grade 40 or 60 in accordance with Subsection 709.1 of the Standard Specifications.

The concrete used to fill the steel grid shall be Class A, air entrained. The design stresses for this concrete are f'_c = 3,500 psi, f_s = 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 Manufacturers Association. 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 on the plans.

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 primed 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 17

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

NOTE SELECTION TABLE					
CODE	YES	NO	CODE	YES	NO
1	✓		10B		✓
2		✓	10C		✓
3		✓	11		✓
4		✓	12		✓
5		✓	13		✓
6		✓	14		✓
7		✓	14A		✓
8		✓	15		✓
9		✓	16		✓
9A		✓	17		✓
9B		✓	18		✓
9C		✓	19		✓
10		✓			
10A		✓			

☐ These items are for Purchase Order Contract only.

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS-STRUCTURES

SUPERSTRUCTURE REPLACEMENT PLANS OF

BEAR FORK W-BEAM
ON C.R. 8 (SLS)
OVER BEAR FORK
GILMER COUNTY

GENERAL NOTES

DESIGNED BY:	BKR
DRAWN BY:	BRW
CHECKED BY:	DFL
REVIEWED BY:	NRW
DATE:	05-18
SCALE:	NONE
SHEET NO. OF 6	
BRIDGE NUMBER	11-8-5-23 (7917.1)

APPROVED _____ DIRECTOR, STRUCTURES DIVISION DATE _____

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS-STRUCTURES
STANDARD BRIDGE PLANS

PREPARED 11-25-90
REVISED 5-91
8-93

GENERAL NOTES
STANDARD SHEET BR-2A

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

ESTIMATE OF QUANTITIES			
PROJECT NO. S311-8-5.23 FOR INFORMATION ONLY			
DESCRIPTION	UNITS	NO. AND SIZE	TOTAL
DECK TIMBER	EA	2" X 6" X 18'	210
TIMBER CURB	EA	6" X 6" X 12'	2
TIMBER CURB	EA	6" X 6" X 10'	4
TIMBER BLOCKOUT	EA	4" X 6" X 16'	1
NAILS	LB	20 PENNY	100
NAILING CLIPS	EA	TF=3/4"	135
#STRINGERS	LB	5-#10 X 68 X 30'	10200
#BEARING PLATES	LB	2-3/4" X 8" X 16'	654
#BACKWALL PLATES	LB	2-3/4" X 2' 6" X 20'	3063
#DIAPHRAGM ASSEMBLIES	LB	4-EA	185
#BEARING ANCHOR PLATE	EA	5"X 5"X3/4"	4
STONE	TON		20
GABION BASKET	EA	3' X 3' X 6'	4
GABION STONE	TON		16
3/4" X 2" HIGH STRENGTH BOLTS W/NUT	EA	W/NUT AND WASHER	16
GALVANIZED ALL THREAD BARS W/DOUBLE NUTS & WASHERS	EA	1" X 18" LONG	4
#8 REBAR	EA	1' LONG	4

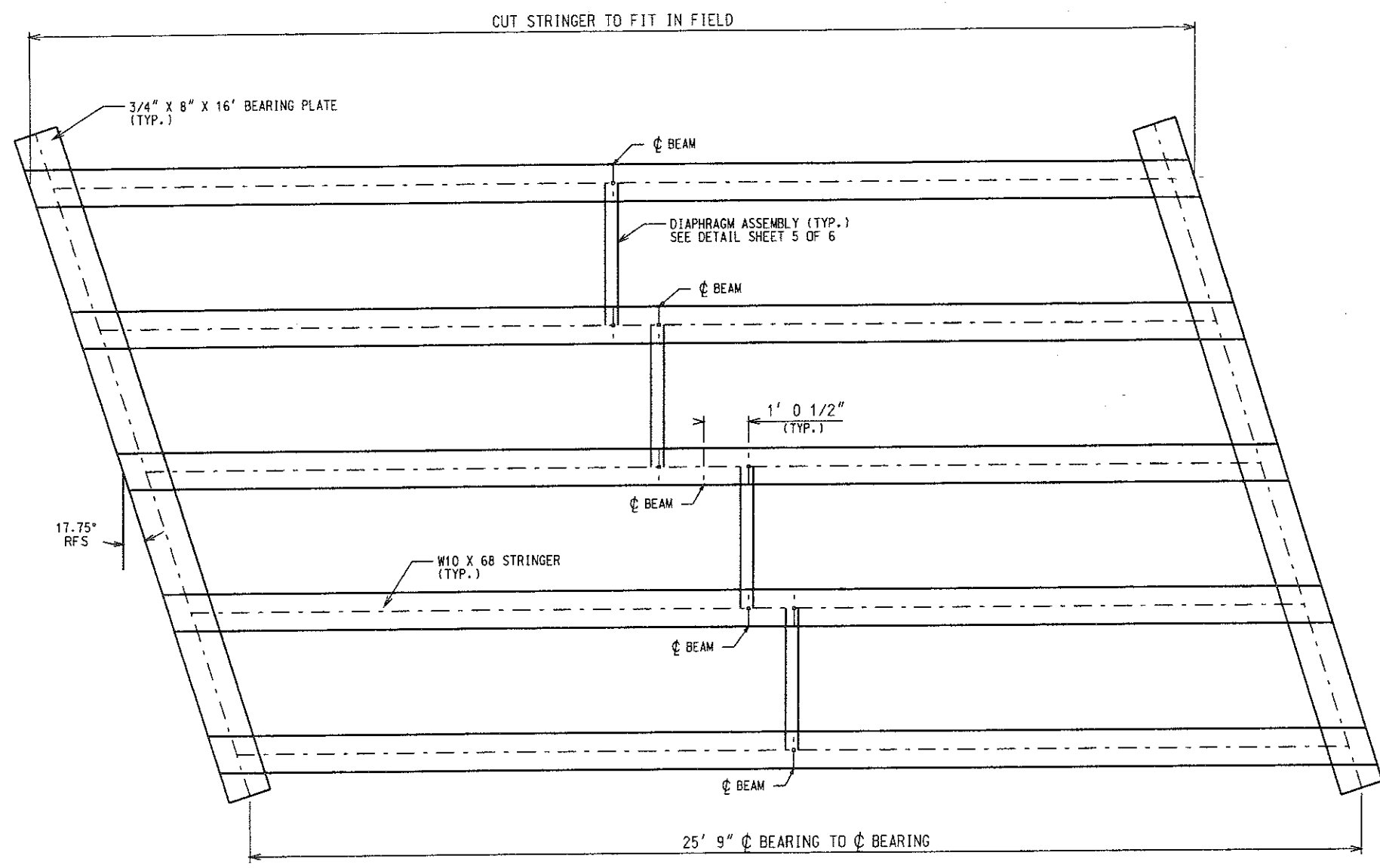
* -ALL STRUCTURAL STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM M223 GRADE 50 AND SHALL BE GALVANIZED AND FABRICATED AS SHOWN ON SHEETS 4 & 5 OF 6. GALVANIZING SHALL CONFORM TO THE WVDOT SPECIFICATIONS, JAN 2003, FOR SECTION 689.

SCOPE OF WORK

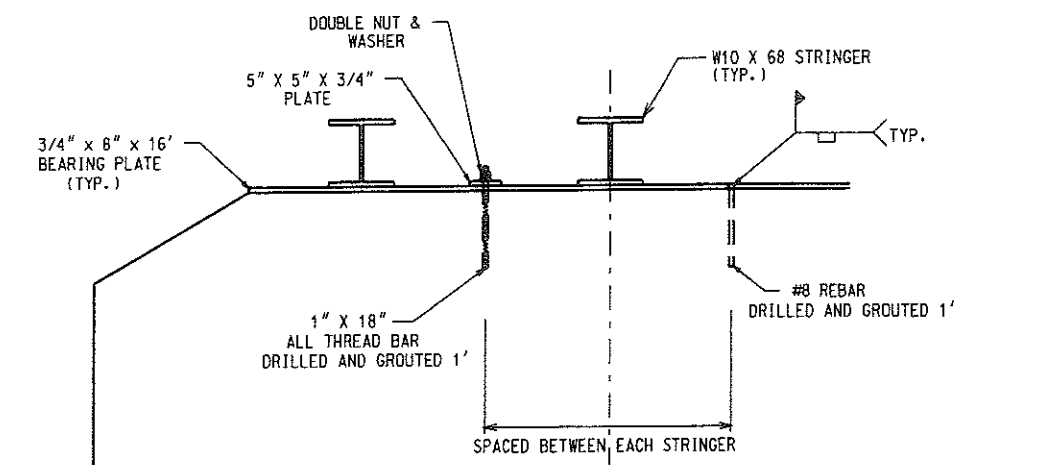
1. REMOVE EXISTING DECK AND SUPERSTRUCTURE.
2. PLACE AND WELD NEW STRINGERS AND BACKWALL PLATES.
3. PLACE NEW TIMBER DECK.
4. REPAIR SHOULDERS AND APPROACHES.
5. SITE DRESS, SEED, AND MULCH ALL DISTURBED AREAS.

		WEST VIRGINIA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS DISTRICT SEVEN	
		SUPERSTRUCTURE REPLACEMENT PLANS OF BEAR FORK W-BEAM ON C.R. 8 (SLS) OVER BEAR FORK GILMER COUNTY	
DESIGNED BY:	DATE:		
BKR	05-10		
DRAWN BY:	DATE:		
BKR	05-10		
CHECKED BY:	DATE:		
GFL	06-10		
REVIEWED BY:	DATE:		
		EXISTING ELEVATION AND END VIEW, ESTIMATE OF QUANTITIES, & SCOPE OF WORK.	SHEET 3 OF 6 11-8-5.23 7017 1

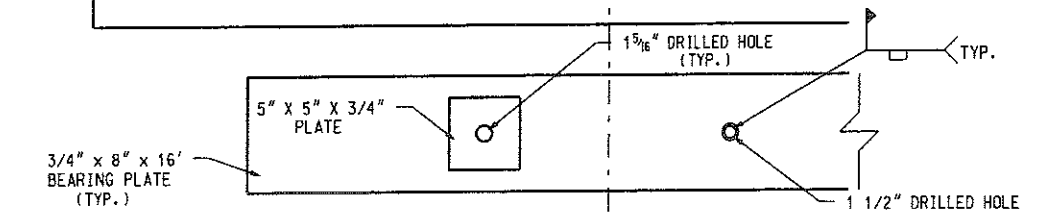
PROJECT NUMBERS		WV	COUNTY	SHEET	OF
FEDERAL	STATE	DISTRICT	GILMER	4	6
	S311-8-5.23	SEVEN			



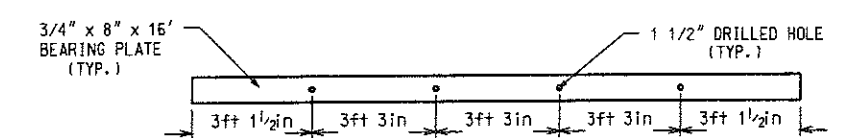
STEEL LAYOUT
NO SCALE



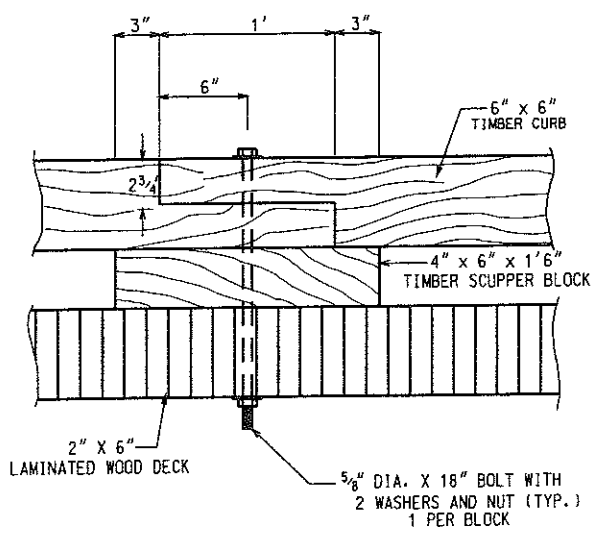
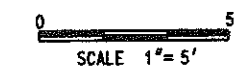
ABUTMENT 1 BEARING
DETAIL
NO SCALE



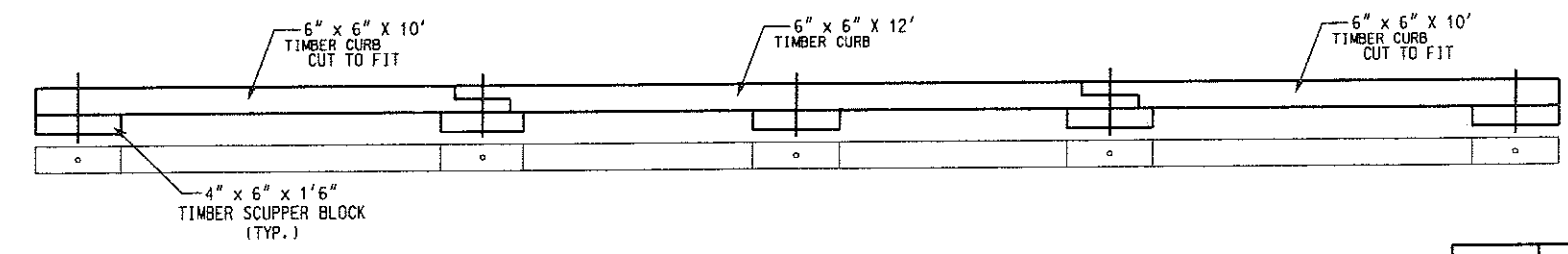
ABUTMENT 2 BEARING
DETAIL
NO SCALE



ABUTMENT BEARING PLATE
DETAIL



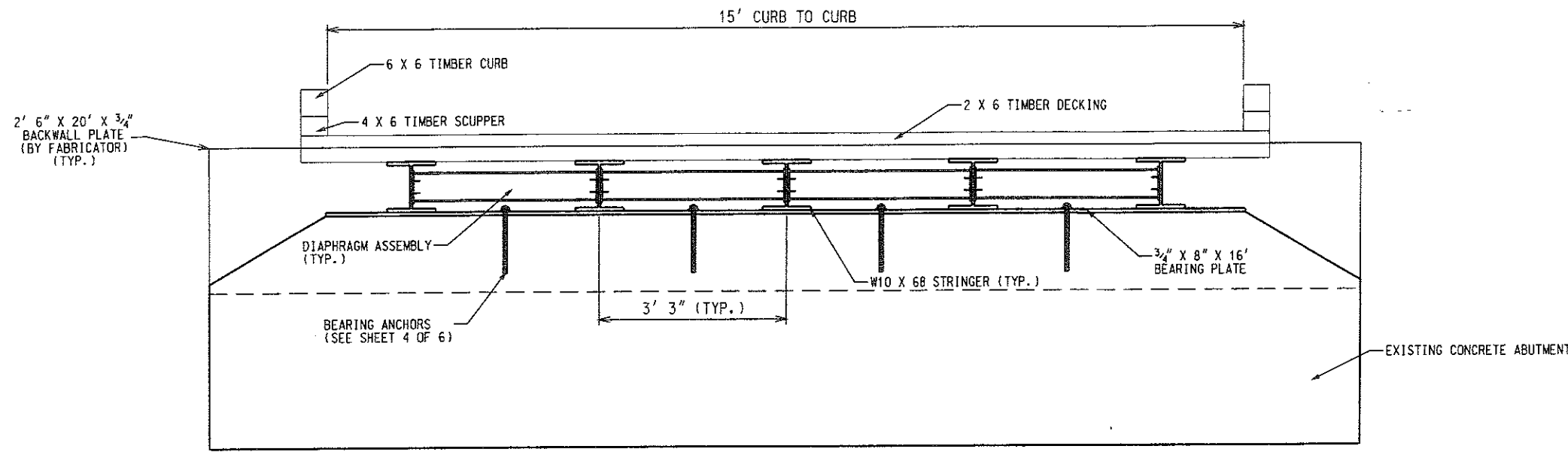
CURB SPLICE DETAIL A
NO SCALE



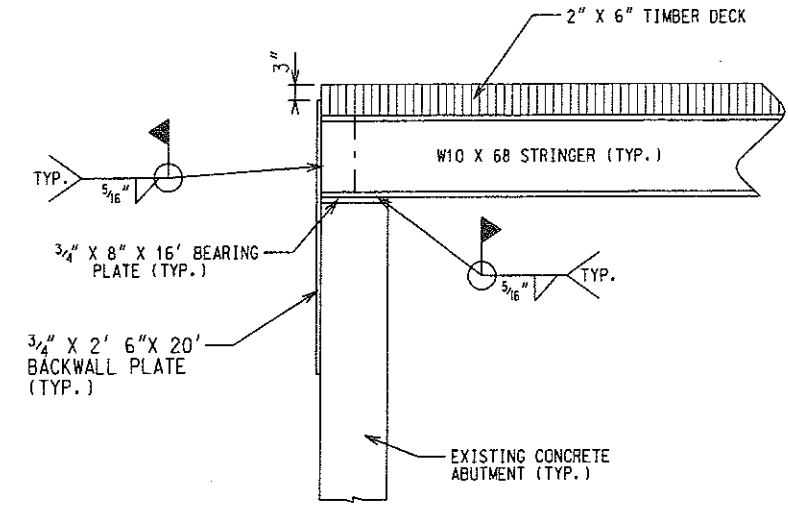
CURB LAYOUT
NO SCALE

WEST VIRGINIA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS DISTRICT SEVEN	
SUPERSTRUCTURE REPLACEMENT PLANS OF BEAR FORK W-BEAM BRIDGE OVER BEAR FORK GILMER COUNTY	
DESIGNED BY: BKR	DATE: 6-10
DRAWN BY: BKR	DATE: 6-10
CHECKED BY: GFL	DATE: 06-10
CHECKED BY:	
REVIEWED BY:	
STEE LAYOUT , CURB DETAIL, BEARING DETAIL	SHEET 4 OF 6
	BR. NO. 11-8-5.23 (7917.1)

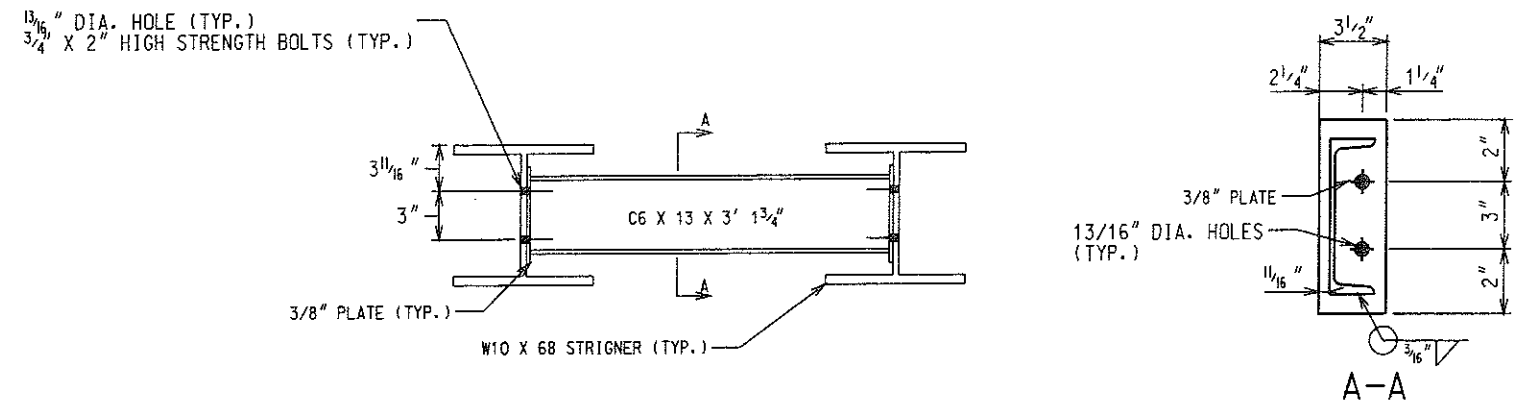
PROJECT NUMBERS		WV	COUNTY	SHEET	OF
FEDERAL	STATE	DISTRICT	GILMER	5	6
	S311-8-5.23	SEVEN			



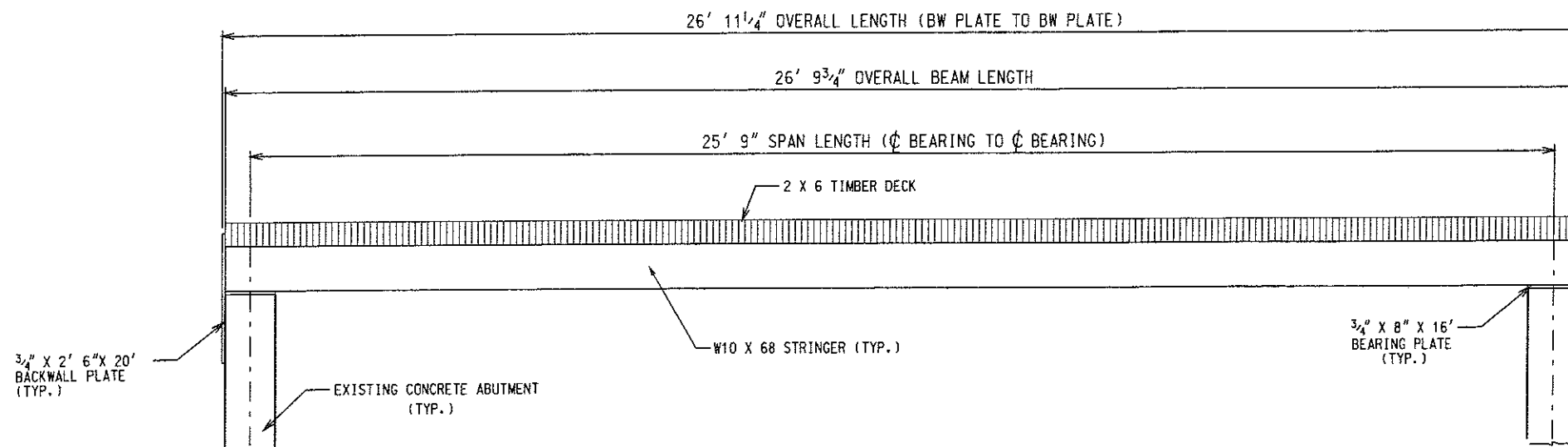
TYPICAL ABUTMENT DETAIL
NO SCALE



PROFILE WELD DETAIL
NO SCALE

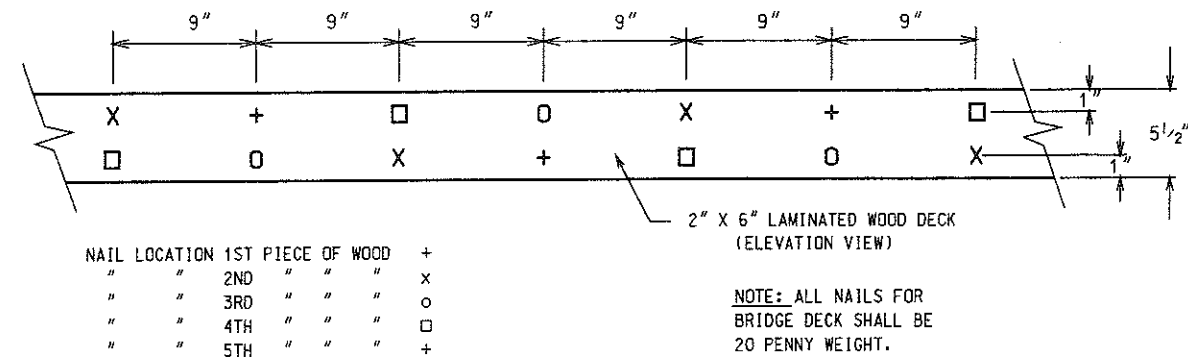


DIAPHRAGM ASSEMBLY DETAIL
NO SCALE



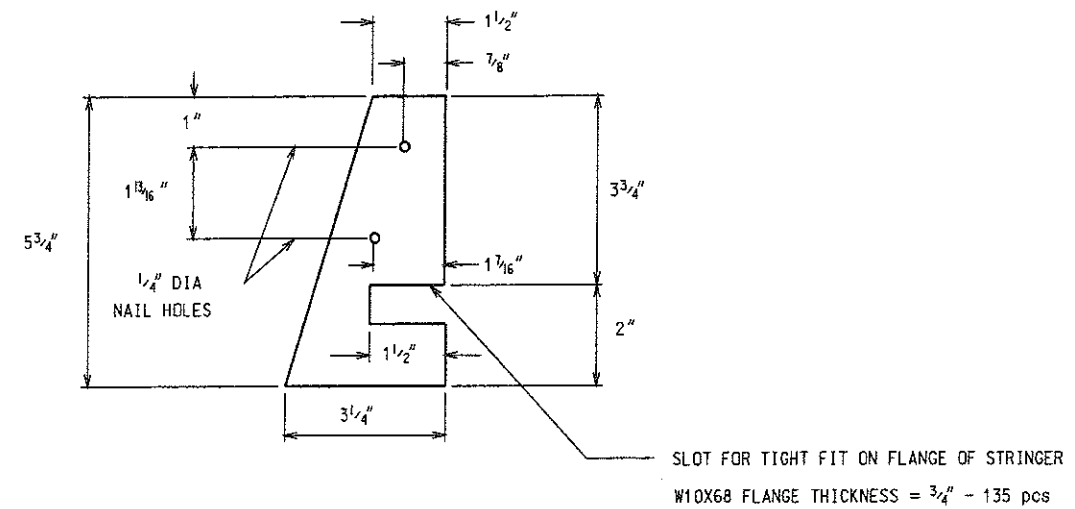
ELEVATION VIEW
NO SCALE

		WEST VIRGINIA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS DISTRICT SEVEN	
		SUPERSTRUCTURE REPLACEMENT PLANS OF BEAR FORK W-BEAM BRIDGE OVER BEAR FORK GILMER COUNTY	
DESIGNED BY:	BKR	DATE:	05-10
DRAWN BY:	BKR	DATE:	05-10
CHECKED BY:	GFL	DATE:	06-10
REVIEWED BY:		DATE:	
		SHEET 5 OF 6	
		BR. NO. 11-8-5.23 (7917.1)	



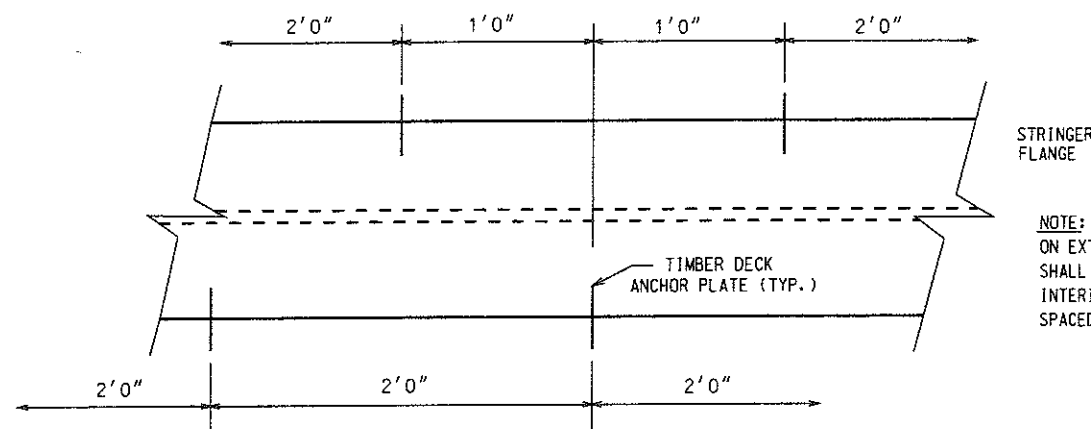
TIMBER DECK NAILING DIAGRAM

NO SCALE



DECK ANCHOR PLATE DETAILS

NO SCALE



DECK ANCHOR PLATE SPACING DETAIL

(INTERIOR STRINGER)

NO SCALE

NOTE: ALL ANCHOR PLATES ON EXTERIOR STRINGERS SHALL BE PLACED ON INTERIOR FLANGE SPACED @ 1'0" c-c.

WEST VIRGINIA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS DISTRICT SEVEN	
SUPERSTRUCTURE REPLACEMENT PLANS OF BEAR FORK W-BEAM ON C.R. 8 (SLS) OVER BEAR FORK GILMER COUNTY	
DESIGNED BY: BKR	DATE: 05-10
DRAWN BY: BKR	DATE: 05-10
CHECKED BY: GFL	DATE: 06-10
REVIEWED BY:	
SHEET 6 OF 6	
BR. NO. 11-8-5.23 (7917.1)	

NAILING AND DECK ANCHOR DETAILS