NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

BUREAU OF BRIDGE DESIGN

Project Notes Sample Plans - REVISION HISTORY

Date of Revision	Name of Sample Plan	Revision Description	Background
5/8/2024	Project Notes: Sheet 6	Revised General Construction Note #12 **From:** ~~Distributed and discrete anodes shall be placed in locations as shown on the plans. The anodes shall be tied to the existing steel top mat (black bar only) as noted in the special provison. For full-depth deck repairs, the anodes are tied to both top and bottom mats. All costs shall be inculded in Item 540.511 and 540.512.~~	Revised note to clarify when and where to use anodes and installation.
4/24/2024	Project Notes: Sheet 6	Revised notes and moved into categories	Updated and organized notes.
4/24/2024	Project Notes: Sheet 3	Revised Note #2 of HLMR Bearing Shoe Notes, Note #3 of Fixed Steel Bridge Shoe Notes, Note #3 of Expansion Steel Bridge Shoe Notes, Note #4 of Elastomeric Bearing Notes: **To:** *"shop painted dark brown color (FED #20062) per Standard Specifications Section 550"* **From:** ~~"painted"~~	A painting special provision isn't needed for bearing steel plates to be painted in the shop. The note indicates what type of paint and color is to be used for the steel portions of the bearing. The designer is to confirm the paint color is brown. If the girder is to be painted a different color, the designer shall contact the Structural Steel/Paint Engineer in the office to obtain the Federal number. The painting requirements are covered under the Standard Specifications Section 550 even if there isn't a 550 item in the project.
4/24/2024	Project Notes: Sheet 1	Revised Note #8 Prestressed Concrete: Partial Depth Deck Panels of Design Loads, Materials, and Specifications: **To:** X,XXX psi (at 28 days) **From:** ~~5,000 psi (at 28 days)~~	The designer is to fill out what the concrete strength is from Table A on the Precast Concrete Deck Panel Detail Sheet since the strength changes depending on the girder spacing.
9/18/2023	All Project Notes	Converted from MicroStation V8i to MicroStation Connect and added new notes and an additional sheet. Revisions to the project notes are highlighted on these sheets.	

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7/17/2020	All sheets	Revised Notes: Sheet 1: Design Loads, Materials and Specifications #3, 4, 8 Pile Notes #2, 4, 6 Sheet2: Foundation Notes #5 Abutment and Wingwall Notes #8, 9, 11 Utiltiy Notes #1, 2 Structural Steel and Superstructure Notes #1, 24 Sheet 3: HTML Notes #1 Elastomeric Bearing Notes #2 Deck Slab Elev Notes #2, deleted 3 & 4 Sheet 4: Precast Boxculvert, Wingwall & Foundation Notes #5,6,7 Prestressed Box Beams Notes #1 Prestressed NEBT Girder Notes #2 Sheet 5: MSE Wall Notes #5, 11 Modular Expansion Joint #1 Sheet6: Revised complete sheet Sheet 7: Removed notes	Revised notes and revised all the notes on the Bridge Rehabilitation Note sheet.
8/12/2019	All sheets	Cleaned up formating and numbering	No revision to notes, only formatting.
11/21/2018	Structural Steel and Superstrucuture Notes	**Revised** note #22: **To:** *The top of top flange shall be painted with a light rust preventive coat of primer only in the locations where the web and bottom flanges are painted (i.e., for painted girders, full length of top flange; for weathering steel girders, top flange within 10-ft. of CL abutment bearings). All costs included in item 550.1, Structural Steel (F).* **From:** ~~The top of top flange shall be painted with a light rust protective coat of primer, only in the locations where the web and bottom flange are painted (i.e., for painted girders, full length of top flange; for weathering steel girders, top flange within 10-ft. of CL abutment bearings). All costs included in item 550.1, Structural Steel (F).~~	Clarified note.
11/14/2018	Design Loads, Materials and Specifcations	**Revised** note #3: **To:** 8th Ed., 2017 **From:** 7th, Ed. 2014	
11/14/2018	General Notes	**Added** to note #10: *"and approach curbs"*	

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11/14/2018	Reinforcement Notes	**Added** to note #3: *"The deck reinforcing layout shown on the contract plans is based on an assumed expansion joint design. Deck reinforcement may require adjustment in the field during the installation based on details shown on the approved expansion joint shop drawings"* **Renumbered** notes.	
11/14/2018	Finger Expansion Joint Notes	**Added** note #15: *After bolt installaiton, fill countersunk holes with Item 561.1, Silicone Joint Sealant (F) (Approx. 1 LF/hole).*	
11/14/2018	Modular Expansion Joint Notes	**Revised** Note #1: Changed Item number from 561.20X to 561.200X **Changed** order of notes and renumbered. **Added** note #6: *Minimum insstallation width "T" = XX" at 65 °F. Adjustment in opening for a 15 °F change in temperature = XX".* **Added** note #7: *The modular bridge joint system has been designed for a total factored movement of XX". The Contractor shall use modular bridge joint system STM series by Watson Bowman ACME or D series by D.S. Brown. This design includes movement due to temperature, skew, and minimum installation.* **Added** note #9: *Support boxes and bars shall be designed by the Manufacturer utilizing multiple support bar systems and full-penetration welded connection between the center beams and support bars. No single-support bar with a yoke (stirrup) will be allowed. Type, size, and location shall be determined by the Manufacturer.* **Added** note #10: *Stiffener plates, studs, and acnhorages may need to shifted from the layout as shown on the plans based on the Manufacturer's design of the support boxes and bars.*	

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11/14/2018	Abutment and Wingwall Notes MSE Wall Notes	Abutment and Wingwall Notes: Revised Note #9: Changed Item No. **To:** *Item 520.351, Form Liner for Concrete (F)* **From:** ~~Item 520.305, Form Liners for Concrete (F)~~ Revised Note #10: **To:** *Exposed face of abutments and wingwalls shall be cast with a form liner pattern No. 1515 SC Ashlar Cut Stone radom pattern manufactured by Spec Formliners, Inc. or approved equal. The form liner shall be placed as shown on the plans and be subsidiary to Item 520.12, Concrete Class A, Above Footings (F).* **From:** ~~Exposed face of abutments and wingwalls shall be cast with a form liner pattern No. 460 Ashlar Cut Stone manufactured by Greenstreak, St. Louis, MO or approved equal. The form liner shall be placed as shown on the plans and be paid under Item 520.305, Form Liners for Concrete (F).~~ MSE Wall Notes: Revised Note #5: **To:** *Exposed MSE wall panels shall be cast with a cut ashlar stone random pattern, form liner pattern No. 1515 SC Ashlar manufactured by Spec Formliners, Inc. or approved equal. The cost of the form liner shall be subsidary to Item 592.1, Mechanically Stabalized Earth Retaining Wall.* **From:** ~~Exposed MSE wall panels shall be cast with an ashlar stone form liner pattern No. 15006 REW Ashlar Stone manufactured by Fast Formliner, St. Clair, MO or approved equal. The cost of the form liner shall be included in Item 592.1, Mechanically Stablized Earth Retaining Wall.~~	Note #9 only needs to be used if a unique form liner with additonal costs is used. The item number changed. Form liners with MSE walls are subsidary to the MSE wall. Form liners in abutments and wingwalls are typically subsidary to the concrete item. MSE wall manufacuturer changed form liner. Revised note to match the liner they are using. The form liner shall be subsidary to concrete item unless it's a unique form liner with additional costs then Item 520.351, Form Liner for Concrete shall be used.
11/14/2018	Bridge Rehabilitation Notes Design Loads, Materials and Specifcations	**Revised** note #3: **To:** 8th Ed., 2017 **From:** 7th, Ed. 2014	

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Date of Revision	Name of Sample Plan	Revision Description	Background
4/26/2016	General Notes Pot Bearing Shoe Notes Fixed Steel Bridge Shoe Notes Expansion Steel Bridge Shoe Notes Elastomeric Bearing Notes General Construction Notes (Bridge Rehabilitation Notes) Compression & Strip Seal Expansion Joint Notes (Bridge Rehabilitation)	General Notes: **Added** note *(10) Apply pavement joint adhesive along all longitudinal joints between pavement passes and along bridge curb lines and expansion joint armoring prior to placing all pavement courses. For bridge base course apply Item 403.61, Pavement Joint Adhesive (Bridge Base) and for wearing course apply Item 403.6, Pavement Joint Adhesive - Roadway Item.* **Renumbered** remaining notes. Bridge Shoe Notes: **Replaced** "~~Anchor bolts~~" with *"Anchor Rods"* Bridge Rehabilitation Notes: General Construction Notes: **Added** note (14) *Apply pavement joint adhesive along all longitudinal joints between pavement passes and along bridge curb lines and expansion joint armoring prior to placing all pavement courses. For bridge base course apply Item 403.61, Pavement Joint Adhesive (Bridge Base) and for wearing course apply Item 403.6, Pavement Joint Adhesive - Roadway Item.* Compression & Strip Seal (Bridge Rehabiiltation) **Added** note *(xx) A temporary seal shall be installed prior to the start of the winter maintenance period in all joint assemblies or portions of joint assemblies that will be in place over a winter. Upon completion of the expansion joint work all temporary seals shall be removed, joint opening and substructure cleaned and final seal installed. All costs shall be subsidiary to Item 561.100X.*	Clairification on application and item numbers for pavement adhesive. Revised termonoligy for bridge shoe anchors. Revised note to require a temporary seal to be installed if the bridge joint is in place over a winter. This will help prevent the salt and debris to fall into the girder, shoes, and abutment seat.

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Date of Revision	Name of Sample Plan	Revision Description	Background
3/16/2016	Design Loads, Materials and Specifications General Notes Abutment and Wingwall Notes Design Loads, Materials and Specifications (Deck Replacement) Design Loads, Materials and Specifications (Deck Rehabilitation)	Design Loads, Materials and Specificaitons **Revised** note #3: changed year of specification from 2010 to 2016. General Notes: **Revised** note #4: **To:** *Item 583.x, Riprap Class x shall be x'-x" thick, unless otherwise noted.* **From:** ~~Item 585.21, Stone Fill, Class B (Bridge) shall be 2' 0" thick, unless otherwise noted.~~ Abutment and Wingwall Notes: **Revised** note #4: **To:** *Item 583.x, Riprap Class x shall be x'-x" thick, unless otherwise noted.* **From:** ~~Item 585.21, Stone Fill, Class B (Bridge) shall be 2'-0" thick, unless otherwise noted.~~ Design Loads, Materails & Specifications (Deck Replacement & Rehabilitaiton): **Revised** note #3 & #1: changed year of specification from 2010 to 2016.	Updated notes for current standard specification. Updated notes for current stone slope protection item that is used for bridges in water.
3/11/2016	Bridge Rehabilitation Notes, Substructure Rehabilitation Notes	**Revised** note #5: **To:** *Holes drilled in existing concrete shall be drilled 1/2" larger than the bar diameter and grouted with an approved high strength, non-shrink grout. All costs for drilling and grouting shall be subsidiary to Item 544.2, unless otherwise noted.* **From:** ~~Holes drilled in existing concrete shall be drilled 1/2" larger than the bar diameter and grouted with an approved high strength, non-shrink grout listed under Section 529.1 of the NHDOT Qualified Products List. All costs for drilling and grouting shall be subsidiary to Item 544.2, unless otherwise noted.~~	There is no Section 529.1 in the NHDOT QPL. Materials & Research is looking into what products meets NHDOT approval. The Contractor will need to call M&R for the name of an approved grout product.

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3/11/2016	Temporary Bridge Notes	**Added** 4 notes after note #3 and renumbered the remaining notes. **Added** notes: *(4) The minimum clear span length of the temporary bridge shall be xxx ft. between abutment faces measured normal to the roadway or featured crossed, or as shown on the plans.* *(5) The minimum under bridge vertical clearance shall be xxx ft. including any anticipated sag and dead load deflection.* *(6) For modular prefabricated panel bridge systems "camber" or "compression" panels shall be used to compensate for anticipated sag and dead load deflection.* *(7) Screening shall be provided, as directed, to protect the travelled way below the bridge from falling snow during snow removal operations. All costs shall be included in Item 501.101.*	Clarification. Designer to use or modifiy the notes as required for each project. Additional information regarding temporary bridges: *NHDOT Standard Bridge Specificiations for Road and Bridge Construction, Section 501* and *NHDOT Bridge Design Manual Chapter 2, Section 2.4.6* .
10/19/2015	Pot Bearing Shoe Notes	**Revised** note **#2 to:** *All steel plates shall conform to AASHTO M270 Grade 50 (ASTM A709 Grade 50), painted, except stainless steel shall conform to ASTM A240 Type 304. PTFE surfaces shall be unfilled sheet conforming to section 550.2.10 of the NHDOT Standard Specifications.* **From:** ~~All steel plates shall conform to AASHTO M 270 Grade 50W (ASTM A709 Grade 50W), (unpainted at pier and and painted at abutments), except stainless steel shall conform to ASTM A240 Type 304. PTFE surfaces shall conform to section 550.2.10 of the NHDOT Standard Specifications.~~ **Revised note #5 to:** *All anchor bolts, threaded rods, nuts, and washers shall be fabricated in accordance with Section 550.2.5 of the NHDOT Standard Specifications and galvanized conforming to AASHTO M232 (ASTM A153).* **From:** ~~All anchor bolts, threaded rods, nuts, and washers shall be galvanized after fabrication in accordance with AASHTO M232 (ASTM A153).~~	All steel plates shall be Grade 50 and painted. Clarified notes.
10/19/2015	Fixed Steel Bridge Shoe Notes	Revised note **#4:** added "*and 550.2.9* "	Clarified note.

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10/19/2015	Elastomeric Bearing Notes	Revised note **#4 to:** *Sole plates and masonry plates shall conform to AASHTO M270 Grade 50 (ASTM A709 Grade 50) and shall be painted.* **From:** ~~Sole plates and load plates shall conform to AASHTO M270 Grade 50 (ASTM A709 Grade 50) and shall be painted.~~	Clarified note.
10/19/2015	Expansion Steel Bridge Shoe Notes	Revised note **#3 to:** *All steel plates shall conform to AASHTO M270 Grade 50 (ASTM A709 Grade 50) and shall be painted, except 3/16" stainless stell plates shall be ASTM A240 Type 304.* **From:** ~~All steel plates shall conform to ASTM A709 Grade 50 and shall be painted, except 3/16" stainless stell plates shall be ASTM A240 Type 304.~~ Revised **note #4:** added "*and 550.2.9* " Revised note **#6 to:** *PTFE (Teflon) shall be fabricated as unfilled sheet (1/16" min. thickness) in accordance with AASHTO LRFD Desigin Specifications section 14.7.2.* **From:** ~~PTFE (Teflon) shall be fabricated as unfilled sheet and the surface shall be dimpled lubricated in accordance with AASHTO LRFD Design Specificaitons seciton 14.7.2.1.~~	Clarified notes. The typical bearing design uses an unfilled sheet. A dimpled condition requires longer fabrication time and is expensive. If a lower coefficient of friction is needed for the design, the designer shall change the note to indicate dimpled, lubricated and the thickness of the PTFE needs to be increased for fabrication of the dimples per AASHTO 14.7.2.1. The 1/16" min. thickness was added because AASHTO states the min. thickness is 1/16". We previously were detailing the pads with a 1/32" thickness since that is what the Fabricator normally was supplying.
10/19/2015	Reinforcement Notes	Revised note **# 1 to:** *Reinforcement in the footing, approach slabs, and face of concrete curb shall have 3" clear cover. All other reinforcement shall have 2 1/2" clear cover, unless otherwise noted.* **From:** ~~Reinforcement in the footing and approach slabs shall have 3" clear cover. All other reinforcement shall have 2 1/2" clear cover, unless otherwise noted.~~	Since the concrete curbs no longer have granite at the face, it was decided to increase the clear cover due to the large exposure to salt.

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10/19/2015	Modular Expansion Joint Notes	Added **note #2:** *The Contractor shall use modular joint system Wabo Modular STM series by Watson Bowman ACME or Steel Flex Modular D series by D.S. Brown.* Revised **note #6 (previously #5) to:** *The expansion joint manufacturer shall include a temperature setting table for each expanison joint location on the shop drawings. The modular bridge joint system shall have a total factored range of movement of XX". This design includes movement due to temperature and skew.* **From:** ~~The expansion joint manufacturer shall include a temperature setting table for each expansion joint location on the shop drawings. The modular bridge joint system shall have a range of movement of XX". This design inlcudes movement due to temperature and skew.~~ Revised **note #7 (previously #6):** added in the word "*unfactored* " 15° F.	Clarified notes. Renumbered notes.
10/19/2015	MSE Wall Notes	Revised note **#10 to:** *The Contractor shall fill all lifting device rescesses in the precast coping with non-shrink grout after installation. All costs subsidiary to Item 592.1.* **From:** ~~The Contractor shall fill all lifting devices recesses in the precast coping with non-shrink grout after installaiton. All costs included in Item 592.1.~~ Revised note **#12 to:** *Leveling pad concrete shall conform to section 520. Class B.* **From:** ~~Leveling pad concrete shall confomr to section 520. Class B. Alls costs shall be included in Itme 591.1.~~	Clarified notes.

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10/19/2015	MSE Wall Notes	Revised note #1 **to**: *All costs associated with the design, fabrication, and construction of MSE walls includling cast-in-place leveling pads, precast concrete wall panels, tensile reinforcement, cast-in-place & precast concrete copings and all other appurtenances shall be included in item 592.1, Mechanically Stabilized Earth Retaining Wall.* **From:** ~~**All costs assiciated iwth the design, fabrication, and constructin of MSE walls including the leveling pads, wall copings, cap slabs, imprevious membrane, geotextile, preforated pipe and all other appurtenances shall be included in item 592.1, Mechanically Stabilized Earth Retaining Wall.**~~ Revised note **#7 to:** *Impervious membrane shall be provided within the reinforced soil zone and covered with geotextile non-woven, extended beyond the limits of tensile reinforcing, as outlined in the plans. Prior to placing imprevious membrane, the subgrade shall be graded to a smoooth slope wiht no irregulartaries or protrusions. Geotextile and membrane shall be located a minimum of 6" below bottom of gurardrail posts to avoid damge during installation of the posts. The limits of membrane and geotextile shall extend 5'-0" beyond ends of MSE walls.* **From:** ~~Impervious membrane shall be provided within the MSE reinforced soil zone in areas as detailed on the plans. Geotextile shall be placed on top of the impervious membrane. Prior to placing the impervious membrane, the subgrade shall be graded smooth with no irregularties or stone protrusions. Geotextile and impervious membrane shall be located a minimum of 6" below bottom of beam gaurdrail posts to avoid damage during installaiton of the posts. Limits of impervious memberance and geotextile shall extend 5'-0" beyond the end of the MSE wall.~~	Clarified notes.
10/19/2015	General Notes	General Notes edited note #2: Replaced ~~bridge curb~~ with *bridge coping*	Clarified note and spelling errors on sheet.

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5/12/2015	Pier Notes	Added note #6: *All anchor bolts at the pier shall be be set by a template before concrete is placed. Drilling is not allowed.*	Clarified setting of anchor bolts. Drilling could damage the tension reinforcing steel in the pier.
5/12/2015	Pot Bearing Shoe Notes Fixed Steel Bridge Shoe Notes Expansion Steel Bridge Shoe Notes Elastomeric Bearing Notes	Removed note: ~~All anchor bolts at the pier shall be set by template before concrete is placed.~~	The type of bolt setting can be cored drilled for abutments. The note is now placed under Abutment Notes and Pier Notes.
5/12/2015	Approach Slab Notes	Removed note #4: ~~Approach slabs for both abutments shall be cast 2 1/2" below finished grade at the approach slab seats.~~	The approach slab is cast at grade at the approach slab seat for expansion joints located infront of the backwall.
5/12/2015	MSE Wall Notes	Revised note #4 to: *Exposed MSE wall panels shall be cast with an ashlar stone form liner pattern No. 15006 REW Ashlar Stone manufactured by Fast Formliner, St. Clair, MO or approved equal. The cost of the form liner shall be included in Item 592.1, Mechanically Stabilized Earth Retaining Wall.* From: ~~Exposed MSE panels shall have an ashlar stone form pattern, as shown on the plans. The form liner shall be Ashlar Stone P/C 30664, Symons Dura-Tex, as manufactured by Symons Corporation, 200 E. Touhy AVenue, Des Plaines, IL 60018 (Tel: 1-800-733-7654) or Ashlar Stone No. 330 Multi-cast, as manufactured by Greenstreak, 3400 Tree Court Industrial Boulevard, St. Louis, Mo 63122 (Tel: 1-800-325-9504) or an approved equal. The cost of the form liner shall be included in Item 592.1.~~ Added note #20: *Precast wall coping shall be anchored as needed to prevent sliding along top of wall after installation. Anchor details shall be determined by MSE Fabricator. All anchors and hardware shall be galvanized and any recess filled with non-shrink grout after installation. All costs shall be subsidiary to Item 592.1*	Note was updated to the form liner number that is currently used by MSE wall manufacturers. Symons Corp. no longer manufactures form liners. The precast wall coping shall be anchored if the top wall profile is 4:1 or steeper to prevent sliding. Note #20 should be added to the contract plans along with the anchor detail.

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5/12/2015	Abutment and Wingwall Notes	Add note #9: *Exposed face of abutments and wingwalls shall be cast with a form liner pattern XXX manufactured by XXX or approved equal. The form liner shall be placed as shown on the plans and be paid for under Item 520.305, Form Liners for Concrete (F).* Add note #10: *Exposed face of abutments and wingwalls shall be cast with an ashlar stone form liner pattern No. 460 Ashlar Cut Stone manufactured by Greenstreak, St. Louis, MO or approved equal. The form liner shall be placed as shown on the plans and be paid for under Item 520.305, Form Liners for Concrete (F).* *Added note #11:* *All anchor bolts at the abutment shall be cast-in-place or cored drilled using a template. Rock drilling is not allowed.*	Use note #9 if there is no MSE wall near the bridge to match. Designer can choose the form liner pattern. Use note #10 if there is a MSE wall near the bridge and want the substructure to match the MSE wall form liner. The form liner noted closely matches what the MSE manufactures use. Can't use the same form liner as the MSE wall because the panels are cast with an expensive permanent urethane form liner. The previous notes called out a form liner that is no longer manufactured. The form liners are now bid seperate from the concrete item. Seperating the items provides data for future form liner costs. Clarified setting of anchor bolts and rock drilling not allowed. Rock drilling would damage the reinforcing steel.
5/12/2015	Cofferdams	Revised note #12 B) to: *For cases where the existing guardrail is used for traffic barrier above the excavation, the crest of excavated backslopes shall be offset a minium of 3 feet from face of existing guardrail. The existing ground surfaces between the guardrail and the excavated backslopes shall be maintained in its original configuration.* From: ~~For cases where the existing guardrail is used for traffic barrier above the excavation, the crest of excavated backslopes shall be offset a minium of 8 feet from face of existing guardrail. The existing ground surfaces between the guardrail and the excavated backslopes shall be maintained in its original configuration.~~	Revised offset distance of 3-ft. from face of guardrail to crest of excavated backslopes to match our current practice of 3-ft. ± for permanent guardrail.

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		Added note #14 : *Cofferdams located within the defelction distance of the traffic barrier shall be designed to withstand a traffic barrier collision load of 2.7 kips per linear foot applied at 32 -in. above the ground surface behind the cofferedam. This load may be reduced linearly by the offset of the barrier to the cofferdam (e.g., If the barrier system has a 4-ft. deflection and it is set 2-ft. from the face of the cofferdam, the collision load may be reduced by one half). See Bridge Design Manual Chapter 7 for traffic barrier deflection distances. The cofferdam shall extend up to a height that is equal to or higher than the top of the adjacent traffic barrier.*	
1/12/2015	Project Notes	Added project notes plan sheets.	Project notes are sample notes that are to be modified for each project.