

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION



BUREAU OF BRIDGE DESIGN

**BDM CHAPTER 6 - REVISION HISTORY**

Date of Revision	Action	Location of Change	Revision Description	Background
10/13/2023	Appendix 6-C1 and C2	pages 6C1-1, 6C2-1	Removed Reinforcement Tension and Development Splice Lengths Tables Removed Reinforcement Tension Development Lengths of Standard Hooks Tables	AASHTO LRFD changed equations. Designers are to use AASHTO LRFD Bridge Design Specifications to determine lengths.
8/6/2019	Appendix 6.2-B1, 6.4-B1, 6.4-B2, 6.4-B3, 6.5-B1, 6.5-B2, 6.6-B1, 6.-B2, 6.7-B1 Replace all pages.	pages 6.2-B1, 6.4-B1, 6.4-B2, 6.4-B3, 6.5-B1, 6.5-B2, 6.6-B1, 6.-B2, 6.7-B1	Removed details.	The details in the manual were difficult to update and hence were inconsistent with the details on the webpages. The details on the webpages are kept current. The Appendices give a link to the webpages.
3/11/2016	Section 6.7 Replace all pages.	Section 6.7.3, page 6.7-2	Revised 2nd to last bullet: revised spacing of pvc pipe from 3-ft. o.c. to 6-ft. o.c.	3-ft. spacing of split pvc pipes becomes tight when there is a skew. It was felt 6-ft. spacing is adequate.
	Appendix 6.7-B1 Replace all pages.	pages 6.7-B1-1, 2, 6	Revised Details: "Approach Slab - Asphaltic Plug Exp. Jt" and "Approach Slab - Exp. Jt. Behind Backwall": Revised spacing of 3" dia. split pvc drain pipe from 3'-0" o.c. to 6'-0" o.c. Revised Approach Slab Reinforcing Chart.	3-ft. spacing of split pvc pipes becomes tight when there is a skew. It was felt 6-ft. spacing is adequate. The Approach Slab Reinforcing Chart was updated to include a skew and reinforcing spacing for longer spans due to the skew. The reinforcing is designed for a span length measured along the CL construction.
2/8/2016	Add Sections 1 to 7	Sections 1 to 7		Added sections.
2/8/2016	Add Appendix A	All pages		Added appendix.
2/8/2016	Appendix B Replace all pages.	Appendix 6.2-B1 Appendix 6.4-B1, B2, B3 Appendix 6.5-B1, B2 Appendix 6.7-B1		Added pages to appendix.
2/8/2016	Add Appendix C	All pages		Added appendix.

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2/8/2016	Section 6.6.5 Replace all pages.	Section 6.6.5, page 6.6-8	<p>Revised A. 1) To: "the road side toe of the barrier" From: "the pier side to of the barrier"</p> <p>Revised 1st paragraph To: AASHTO LRFD 3.6.5 contains provisions for vehicular collision forces (CT) on structures that cross over roadways that routinely carry trucks and have design speeds of 50-mph (80-kph) or higher. If a bridge pier, meeting AASHTO LRFD 3.6.5 provisions and located within 30-ft. (9-m) of the edge of a roadway (NHDOT Bridge Design defines "edge of roadway" to be "edge of travel lane"), does not have sufficient strength to resist the vehicular collision force, nor meets the criteria for exemption as stated in Chapter 4, Section 4.3.14, Vehicular Collision Force, the bridge pier shall be protected in accordance with AASHTO LRFD Section 2.3.2.2.1 and by one of the following:</p> <p>From: In accordance with AASHTO LRFD Section 2.6.5, a bridge pier that is located within 30 feet (9.14 m) of the edge of a roadway (NHDOT Bridge Design defines "edge of roadway" to be "edge of travel lane"), and does not have sufficient strength to resist the vehicular collision force, nor meet any of the criteria stated in Chapter 4, Section 4.3.12, Vehicular Collision Force, shall be protected in accordance with AASHTO LRFD Section 2.3.2.2.1 and by one of the following:</p> <p>Deleted paragraph:</p> <ul style="list-style-type: none"> • The designer shall use the protection barrier as indicated and shown in this Manual, unless directed otherwise by the Design Chief due to other factors such as the following: <ul style="list-style-type: none"> o Crash history indicates that larger vehicle impacts are frequent. o Consequence of collision with a fixed object is severe (e.g., causes light pole or sign structure to drop across travel lanes or bridge pier is non-redundant) 	Clarification.