

**WELDING PROCESS**

ALL WELDING TO BE DONE IN ACCORDANCE WITH AASHTO BRIDGE SPEC. AWS D1.5 LATEST VERSION.

**MATERIAL SPECIFICATIONS**

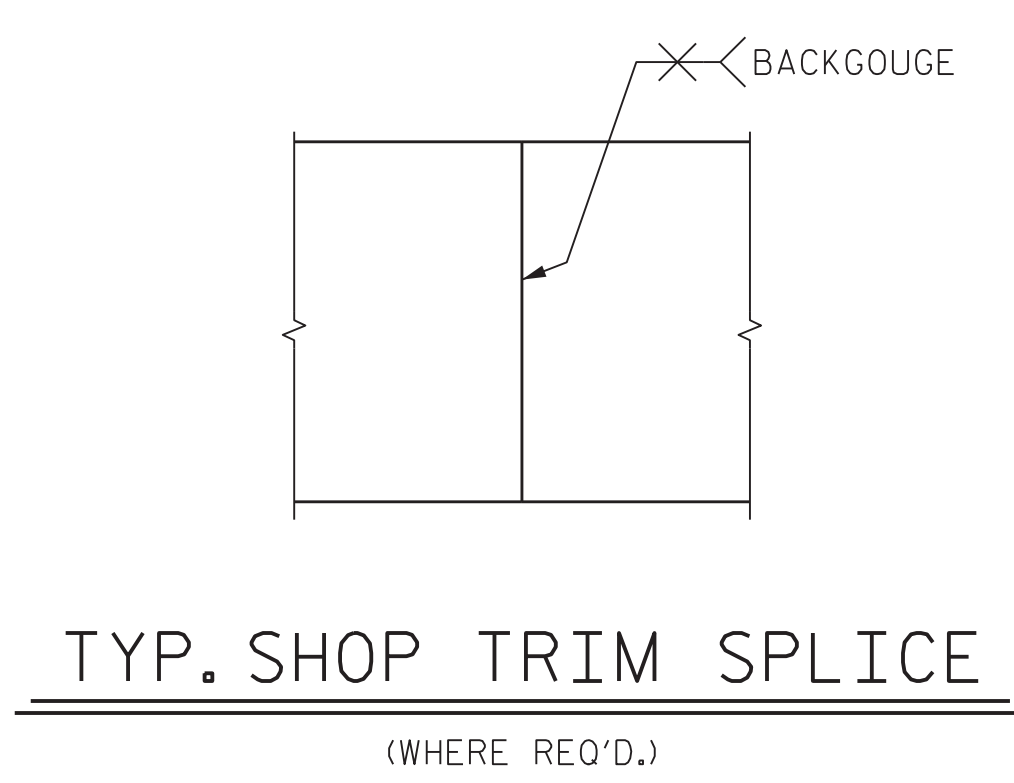
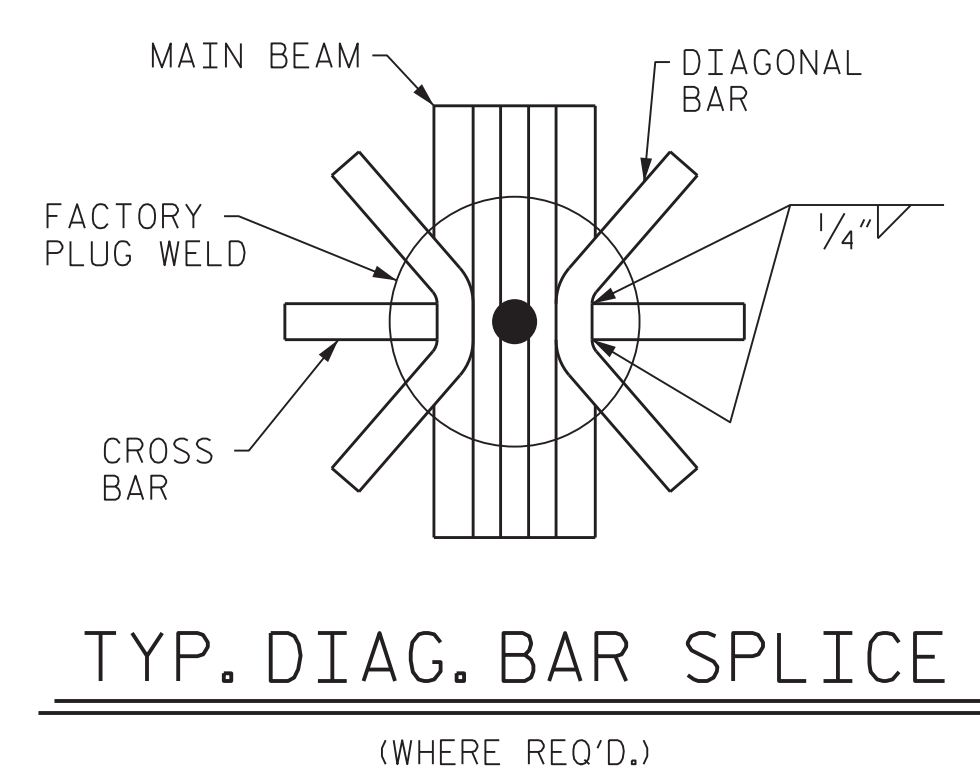
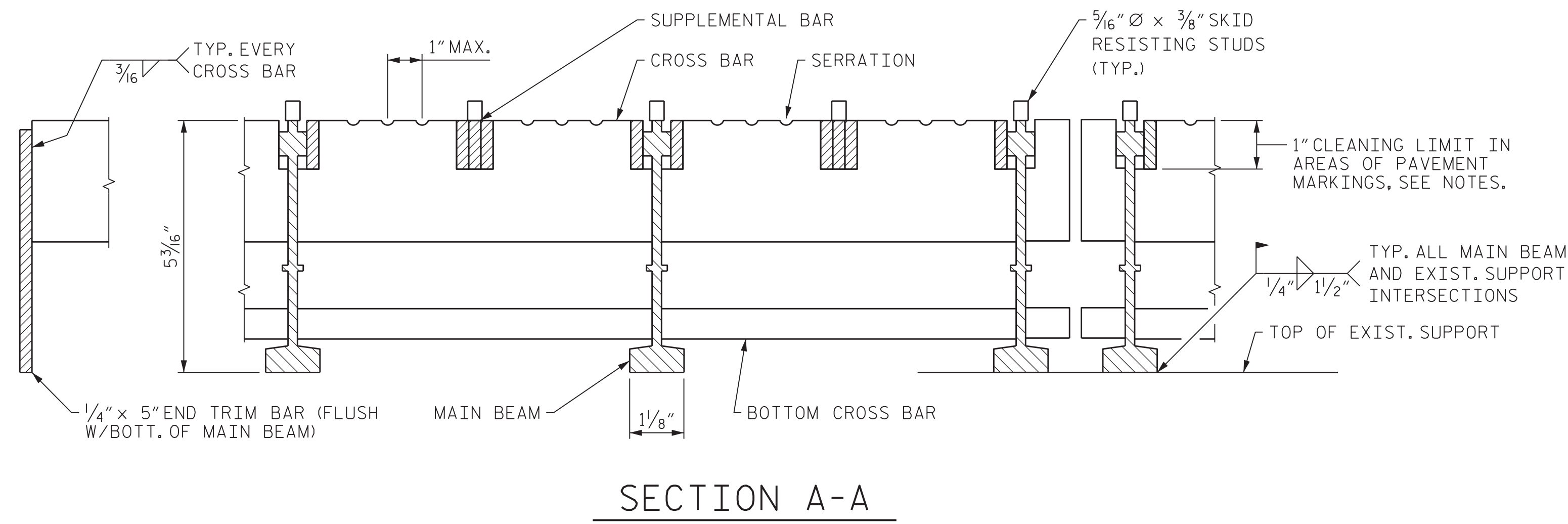
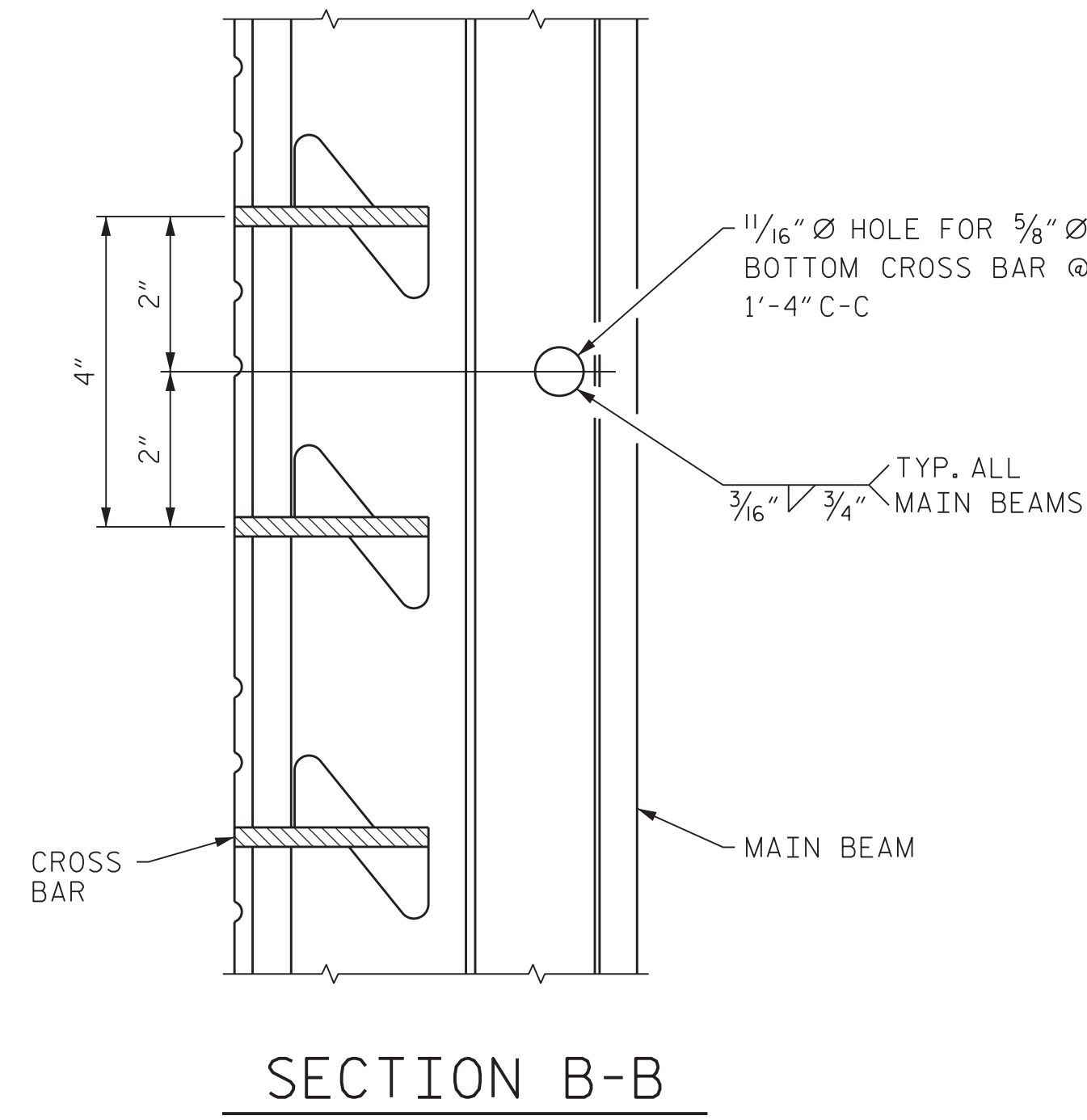
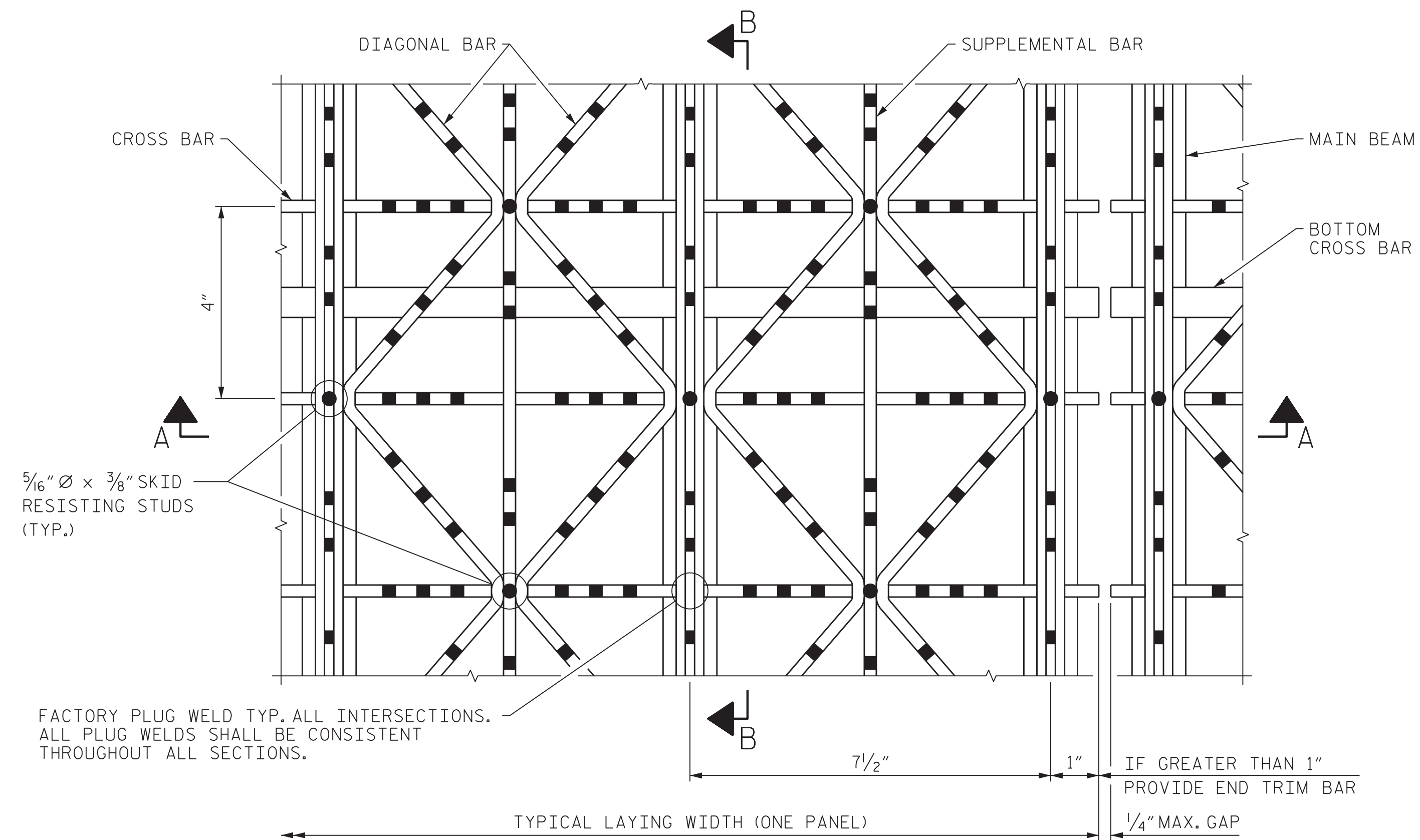
MAIN BEAM (5.3# / FT.) TO BE A.S.T.M. A588  
 CROSS BARS (1/4" x 2 1/2") TO BE A.S.T.M. A588  
 DIAGONAL BARS (1/4" x 1") TO BE A.S.T.M. A588  
 SUPPLEMENTAL BARS (1/4" x 1") TO BE A.S.T.M. A588  
 BOTTOM CROSS BARS (5/8" Ø) TO BE A.S.T.M. A588

**FINISH SPECIFICATIONS**

PAINT PER NCDOT STANDARD SPECIFICATIONS. COLOR AS DIRECTED BY NCDOT.

**NOTES:**

- CONTRACTOR MAY REQUEST TO MAKE MINOR CHANGES FOR PRODUCT IMPROVEMENT.
- ALL MATERIAL SUBJECT TO MILL/SHOP TOLERANCES.
- SERRATIONS TO BE APPROXIMATELY 3/16" DEEP BY 3/8" WIDE ON RANDOM CENTERS, 1" MAX. C-C SPACING.
- PROVIDE END TRIM BAR AT ALL MAIN BEAM ENDS.
- CONTRACTOR SHALL MEASURE THE EXISTING FLOOR SYSTEM DIMENSIONS AND VERIFY CLEAR LENGTH AND WIDTH REQUIRED PRIOR TO ANY NEW PANEL FABRICATION.
- VERTICAL FACES OF TRANSVERSE BARS SHALL BE CLEANED IN AREAS TO RECEIVE PAVEMENT MARKINGS (PAINT LINES). CLEANING SHALL EXTEND 1" BELOW TOP OF GRID.



GRID DECK PROPERTIES		
SECTION MODULUS * (IN <sup>3</sup> / FT)		APPROX. GRID WEIGHT (LBS / SF) **
TOP STEEL	BOTTOM STEEL	18.5
4.038	4.321	

\* SECTION MODULUS BASED ON 50% OF DIAGONAL BARS ACTIVE.

\*\* THE GRID WEIGHT IS BASED ON AN UNCOATED GRID. ACTUAL WEIGHTS MAY VARY DUE TO COATING WEIGHT AND DECK ATTACHMENTS.

PROJECT NO. 15BPR.15  
 NEW HANOVER COUNTY

STATION: \_\_\_\_\_

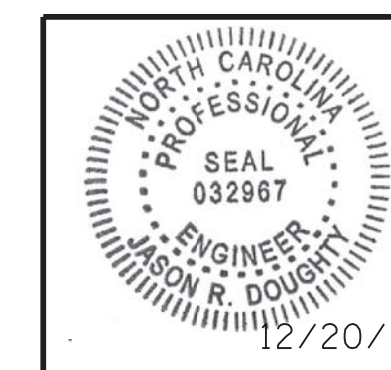
SHEET 3 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

GRID DECK REPLACEMENT



333 FAYETTEVILLE STREET, SUITE 505  
 RALEIGH, NC 27601  
 NC LICENSE NO. C-2979



DocuSigned by:  
 Jason R Doughty  
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REVISIONS				SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

TOTAL SHEETS: 66

**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

12/21/2017 400\_045\_368202\_SML\_GRID3\_640013.dgn

DESIGNED BY: C. CORMAN/J. DOUGHTY DATE : NOV 2017  
 DRAWN BY: K. WHITE DATE : NOV 2017  
 CHECKED BY: B. LOFLIN DATE : DEC 2017  
 DESIGN ENGINEER OF RECORD: J. DOUGHTY DATE : DEC 2017