



ERECTION NOTES

1. FOR STAGE 1 GIRDER ERECTION, THE FIRST GIRDERS ERECTED SHALL BE A FULLY ASSEMBLED PAIR. PRIOR TO LIFTING, THE CROSSFRAMES SHALL BE IN PLACE AND BOLTED, ALONG WITH ANY ADDITIONAL BRACING THAT MAY BE REQUIRED.
2. AFTER THE FIRST GIRDER(S) HAS BEEN PLACED IN EACH STAGE, ERECT EACH SUBSEQUENT GIRDER WITH CROSSFRAMES CONNECTING TO THE ADJACENT PREVIOUSLY ERECTED GIRDER AND TIGHTEN ALL BOLTS BEFORE RELEASING THE GIRDER.
3. THE STRUCTURAL STEEL SHALL BE SUPPORTED DURING ERECTION IN ITS CAMBERED POSITION.
4. TEMPORARY BENTS SHALL BE OF SUFFICIENT WIDTH/SIZE SUCH THAT ALL GIRDERS IN THE BRIDGE TYPICAL SECTION CAN BE FULLY SUPPORTED THROUGHOUT THE ERECTION OF ALL GIRDER SECTIONS AND FINAL INSTALLATION OF ALL HIGH STRENGTH BOLTS. SEQUENCES OR METHODS WHICH USE A COMBINATION OF PARTIAL WIDTH TEMPORARY BENTS AND CRANES WILL NOT BE PERMITTED.
5. TEMPORARY BENTS SHALL REMAIN IN PLACE UNTIL ALL CROSSFRAMES ARE IN PLACE AND ALL HIGH STRENGTH BOLTS ARE TIGHTENED.
6. TEMPORARY BENTS SHALL PROVIDE BEARING AT CONNECTOR PLATE LOCATIONS. WHEN CONNECTOR PLATES ARE USED AS TEMPORARY BEARING STIFFENER, DIAPHRAGMS MUST BE ATTACHED.
7. THE CONTRACTOR'S ERECTION PLANS SHALL INCLUDE A METHOD OF UNLOADING TEMPORARY BENTS THAT WILL UNIFORMLY TRANSFER THE STRUCTURAL WEIGHT TO THE CROSSFRAMES AND THE GIRDERS.
8. WORKING DRAWINGS FOR THE GIRDER ERECTION, INCLUDING BUT NOT LIMITED TO, TEMPORARY BENT DESIGN AND ERECTION, GIRDER ERECTION, AND TEMPORARY BENT REMOVAL SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF NORTH CAROLINA AND SUBMITTED FOR APPROVAL.
9. THE CONTRACTOR MAY SUBMIT AN ALTERNATE GIRDER ERECTION TO THE ENGINEER FOR REVIEW AND APPROVAL. ALTERNATE GIRDER ERECTION MAY REQUIRE SLOPE PROTECTION AND/OR EXCAVATION WITHIN THE RAILROAD RIGHT OF WAY. CONTRACTOR IS RESPONSIBLE FOR MEETING ALL RAILROAD REQUIREMENTS PERTAINING TO SLOPE PROTECTION AND EXCAVATION. NO SEPARATE PAYMENT WILL BE MADE FOR ANY ADDITIONAL COSTS ASSOCIATED WITH THESE REQUIREMENTS.
10. DURING THE GIRDER ERECTION PROCEDURE, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING LATERAL BRACING AND OTHER MEANS OF SUPPORT, AS REQUIRED, TO ENSURE STABILITY OF THE GIRDERS. AVOID UPLIFT OF THE GIRDERS AT THE TEMPORARY BENTS AND ENSURE PLUMBNESS OF THE GIRDERS IN THE PERMANENT CONDITION.
11. ALL COSTS ASSOCIATED WITH THE TEMPORARY BENT(S), GIRDER ERECTION, AND TEMPORARY BENT(S) REMOVAL, INCLUDING BUT NOT LIMITED TO, COST FOR ALL MATERIALS, EQUIPMENT, TOOLS, LABOR AND ANY INCIDENTALS SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM BID PRICE FOR STRUCTURAL STEEL.
12. FOR ADDITIONAL NOTES, SEE "GENERAL DRAWING GENERAL NOTES" SHEET.
13. STRUCTURAL STEEL ERECTION IN A CONTINUOUS UNIT SHALL BE COMPLETE BEFORE FALSEWORK OR FORMS ARE PLACED ON THE UNIT.
14. FOR TEMPORARY BENTS, SEE SPECIAL PROVISIONS.

PROJECT NO. R-2707C
CLEVELAND COUNTY
 STATION: 596+50.98 -L-

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DRAWN BY :	TRL	DATE :	10-16	DESIGN ENGINEER OF RECORD:	V. WU	DATE :	11-16
CHECKED BY :	AJP	DATE :	11-16				

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

DocuSigned by:
 Tony R. Laws, Jr.
 CARCE06FB76AF7
 12/13/2016

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
**GIRDER ERECTION
 DETAILS**
 (SITE 6R)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S8-5
1			3			TOTAL SHEETS
2			4			44

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