

ERECTION NOTES:

ERECTION OF GIRDERS SHALL BE COORDINATED WITH TRAFFIC PHASING REQUIREMENTS. SEE TRAFFIC CONTROL PLANS.

ERECT A MINIMUM OF TWO GIRDERS AT A TIME WITH ALL DIAPHRAGMS/ CROSSFRAMES BETWEEN THE GIRDERS IN PLACE AND THE BOLTS TIGHTENED PRIOR TO RELEASING THE GIRDERS.

ERECT EACH SUBSEQUENT PAIR OF GIRDERS WITH DIAPHRAGMS/CROSSFRAMES CONNECTING TO THE ADJACENT PREVIOUSLY ERECTED GIRDER AND TIGHTEN ALL BOLTS BEFORE RELEASING.

INSTALL LATERAL BRACING AFTER ERECTING THE EXTERIOR GIRDER AND THE ADJACENT INTERIOR GIRDER AND ASSOCIATED DIAPHRAGMS/CROSSFRAMES.

DIAPHRAGMS/CROSSFRAMES AND CONNECTIONS SHALL BE DETAILED FOR NO-LOAD FIT (NLF). HOLDING CRANE(S) WILL BE REQUIRED FOR DIAPHRAGM INSTALLATION DURING ERECTION OF THE SEGMENT 2 GIRDERS (SECTIONS 3A, 3B, & 3C).

THE STRUCTURAL STEEL SHALL REMAIN SUPPORTED DURING ERECTION IN ITS CAMBERED POSITION. TEMPORARY BENTS AS SHOWN SHALL BE USED.

TEMPORARY BENTS SHALL REMAIN IN PLACE UNTIL ALL DIAPHRAGMS/ CROSSFRAMES ARE IN PLACE, ALL HIGH STRENGTH BOLTS ARE TIGHTENED, AND THE SAND-LIGHTWEIGHT CONCRETE DECK IS POURED AND ACHIEVES THE REQUIRED 28-DAY COMPRESSIVE STRENGTH.

TEMPORARY BENTS SHALL PROVIDE BEARING AT CONNECTOR PLATE LOCATIONS. WHEN CONNECTOR PLATES ARE USED AS TEMPORARY BEARING STIFFENERS, DIAPHRAGMS MUST BE ATTACHED.

THE CONTRACTOR'S ERECTION PLANS SHALL INCLUDE A METHOD OF TEMPORARY BENT REMOVAL THAT WILL UNIFORMLY TRANSFER THE STRUCTURAL STEEL AND SLAB WEIGHT TO THE DIAPHRAGMS/CROSSFRAMES.

PLANS FOR TEMPORARY BENT ERECTION AND REMOVAL SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.

THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING THE TEMPORARY BENTS. THE DESIGN SHALL BE COMPLETED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF NORTH CAROLINA. THE CONTRACTOR SHALL SUBMIT SIGNED AND SEALED WORKING DRAWINGS AND CALCULATIONS FOR APPROVAL BY THE ENGINEER.

DURING GIRDER ERECTION, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY LATERAL BRACING AND OTHER MEANS OF SUPPORT, AS REQUIRED, TO ENSURE STABILITY OF THE GIRDERS. TEMPORARY HOLD DOWNS FOR UPLIFT DURING GIRDER ERECTION AND DECK/BARRIER RAIL POURING ARE REQUIRED AT THE END BENTS.

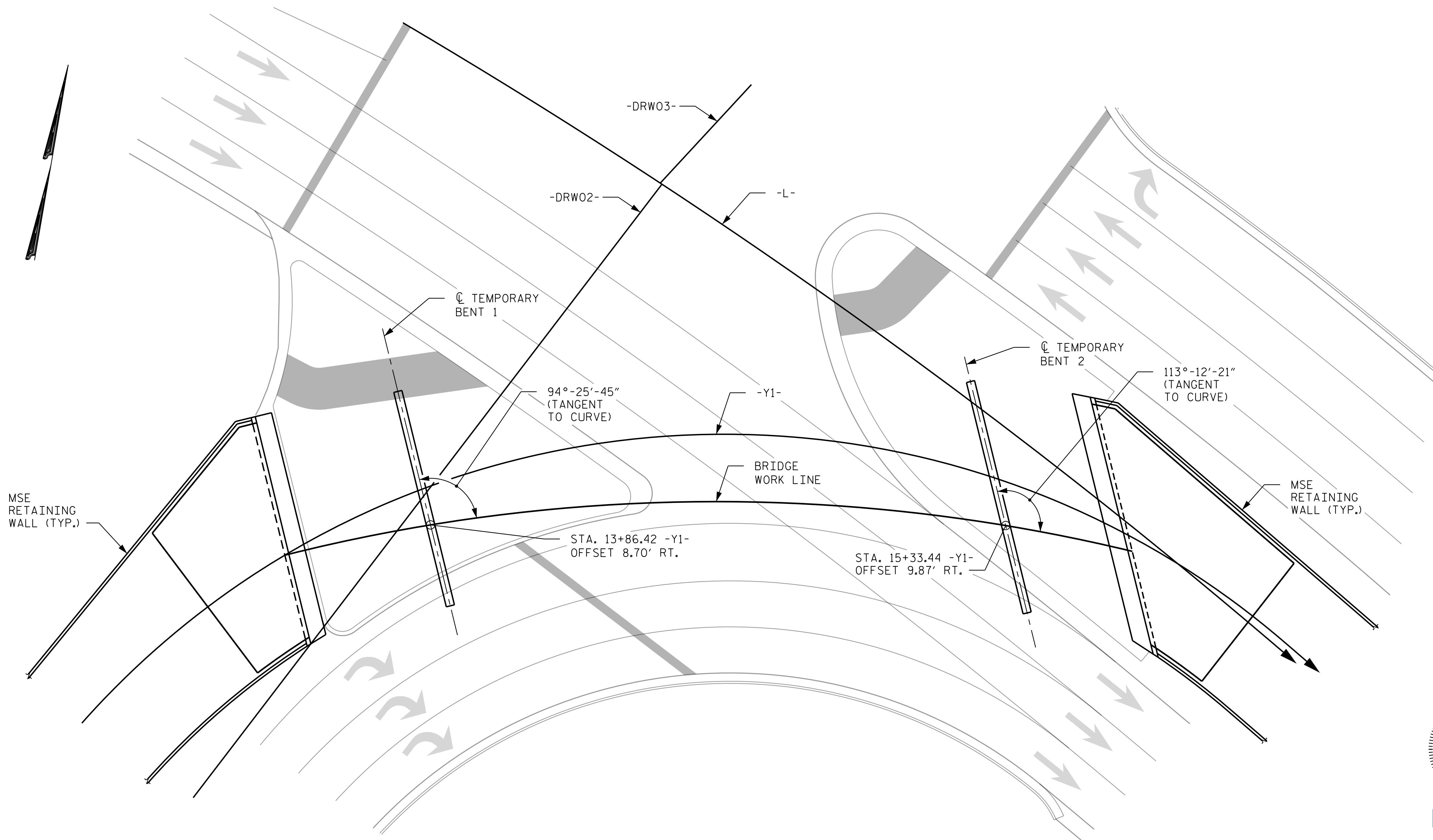
THE CONTRACTOR MAY SUBMIT AN ALTERNATE ERECTION METHOD TO THE ENGINEER FOR REVIEW AND APPROVAL.

FOR TEMPORARY BENTS, SEE SPECIAL PROVISIONS.

NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR PROVIDING THE TEMPORARY BENTS, TEMPORARY LATERAL BRACING, AND OTHER MEANS OF SUPPORT. THE COST FOR ALL MATERIALS, EQUIPMENT, TOOLS, AND LABOR NECESSARY TO PROVIDE THE TEMPORARY SUPPORTS SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM BID PRICE FOR STRUCTURAL STEEL.

STAGE 1

1. CONSTRUCT MSE WALLS, END BENTS, APPROACH SLABS AND ERECT TEMPORARY BENTS.



PLAN - STAGE 1

FOOTINGS NOT SHOWN IN PLAN VIEW FOR CLARITY
TEMPORARY BENTS ARE PARALLEL TO END BENTS

PROJECT NO. U-5806
CABARRUS COUNTY
STATION: 15+75.56 -Y1-
27+06.95 -L-

SHEET 1 OF 3



Designed by: Seth A. Denney
E-REB154C0RED410
10/23/2017



Designed by: Andrew L. Phillips
E-REB98ABAD40DD03
10/23/2017

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GIRDER ERECTION DETAILS
STAGE 1

REVISIONS						SHEET NO. S-6
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 50
2			4			

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**DOCUMENT NOT CONSIDERED FINAL
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DRAWN BY: D. D. LOWERY DATE: 10/17
CHECKED BY: A. L. PHILLIPS DATE: 10/17
DESIGN ENGINEER OF RECORD: S. A. DENNEY DATE: 10/17