

**NOTES**

UNIT 1 STEPS 1 THROUGH 6 SHALL BE ACCOMPLISHED PRIOR TO SHIFTING ANY TRAFFIC FROM -Y15- TO -Y15REV-. UNIT 1 STEP 7 SHALL BE ACCOMPLISHED AFTER SHIFTING -Y15-EB TRAFFIC TO -Y15REV- AND BEFORE SHIFTING -Y15-WB TRAFFIC TO -Y15REV-. SEE TRANSPORTATION MANAGEMENT PLAN (TMP) FOR MORE DETAILS.

UNIT 2 STEPS 1 THROUGH 5 SHALL BE ACCOMPLISHED PRIOR TO SHIFTING ANY TRAFFIC FROM -Y15- TO -Y15REV-. SEE TRANSPORTATION MANAGEMENT PLAN (TMP) FOR MORE DETAILS.

PROPOSED FILL MAY NOT BE IN PLACE AT TIME OF GIRDER ERECTION.

PROPOSED LATERAL VEE DITCH MAY OR MAY NOT HAVE BEEN CONSTRUCTED AT TIME OF GIRDER ERECTION.

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

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

THE STRUCTURAL STEEL SHALL REMAIN SUPPORTED DURING ERECTION IN ITS NO-LOAD POSITION. TEMPORARY SUPPORTS (TEMPORARY BENTS OR PIER BRACKETS) AS SHOWN SHALL BE USED.

TEMPORARY BENTS AND PIER BRACKETS SHALL REMAIN IN PLACE UNTIL ALL DIAPHRAGMS/CROSSFRAMES ARE IN PLACE AND ALL HIGH STRENGTH BOLTS ARE TIGHTENED.

TEMPORARY BENTS AND PIER BRACKETS 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 TRANSFER THE STRUCTURAL WEIGHT TO THE PERMANENT STRUCTURAL STEEL FRAMING SYSTEM SUCH THAT THE GIRDERS WILL DEFLECT GRADUALLY AND UNIFORMLY TO THEIR INTENDED STEEL DEAD LOAD POSITION, WITHOUT EXPERIENCING UPLIFT OR OTHER ADVERSE INTERIM CONDITIONS.

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

THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING THE TEMPORARY BENTS AND PIER BRACKETS. 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 THE GIRDER ERECTION PROCEDURE, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY SUPPORTS, BLOCKING, LATERAL BRACING, AND/OR OTHER MEANS OF SUPPORT, AS REQUIRED, TO MAINTAIN STABILITY, PREVENT UPLIFT OF THE GIRDERS AT TEMPORARY BENTS, PERMANENT BENTS, AND END BENTS, AND TO MAINTAIN PLUMBNESS OF THE GIRDERS IN THEIR SHORED (APPROXIMATELY NO-LOAD) CONDITION.

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

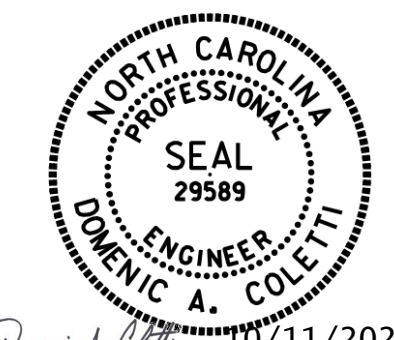
THE CONTRACTOR IS ADVISED THAT THE EXISTING GROUND UNDER THE PROPOSED BRIDGE MAY HAVE STEEP SLOPES, STREAMS, AND/OR HEAVY VEGETATION.

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

FOR TEMPORARY BENTS (AND PIER BRACKETS, WHICH ARE CONSIDERED A SUBSET OF TEMPORARY BENTS), SEE SPECIAL PROVISIONS.

PROJECT NO. U-2579AB  
 FORSYTH COUNTY  
 STATION: 47+63.62 -Y15FLYBD-

SHEET 1 OF 3



10/11/2021

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GIRDER ERECTION  
 DETAILS  
 UNIT 1**

REVISIONS						SHEET NO. S05-012
NO.	BY:	DATE:	NO.	BY:	DATE:	
1	--	--	3	--	--	TOTAL SHEETS 116
2	--	--	4	--	--	

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 N.C.B.E.L.S. License Number: F-0116

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PLOT DRIVER: NCDOT\_pdf\_color\_eng-50.ppt  
 USER: PETERSON DATE: 10/11/2021  
 PENTABLE: NCDOT\_STRUCTURES\_DEFAULT\_PEN.tbl  
 TIME: 8:19:50 AM  
 FILE: ...GIRDER

DES BY: <u>D. COLETTI</u>	DATE: <u>07/19</u>	DWG BY: <u>B. PETERSON</u>	DATE: <u>07/19</u>
DES CHK: <u>D. OLDS</u>	DATE: <u>11/19</u>	CHK BY: <u>D. OLDS</u>	DATE: <u>11/19</u>