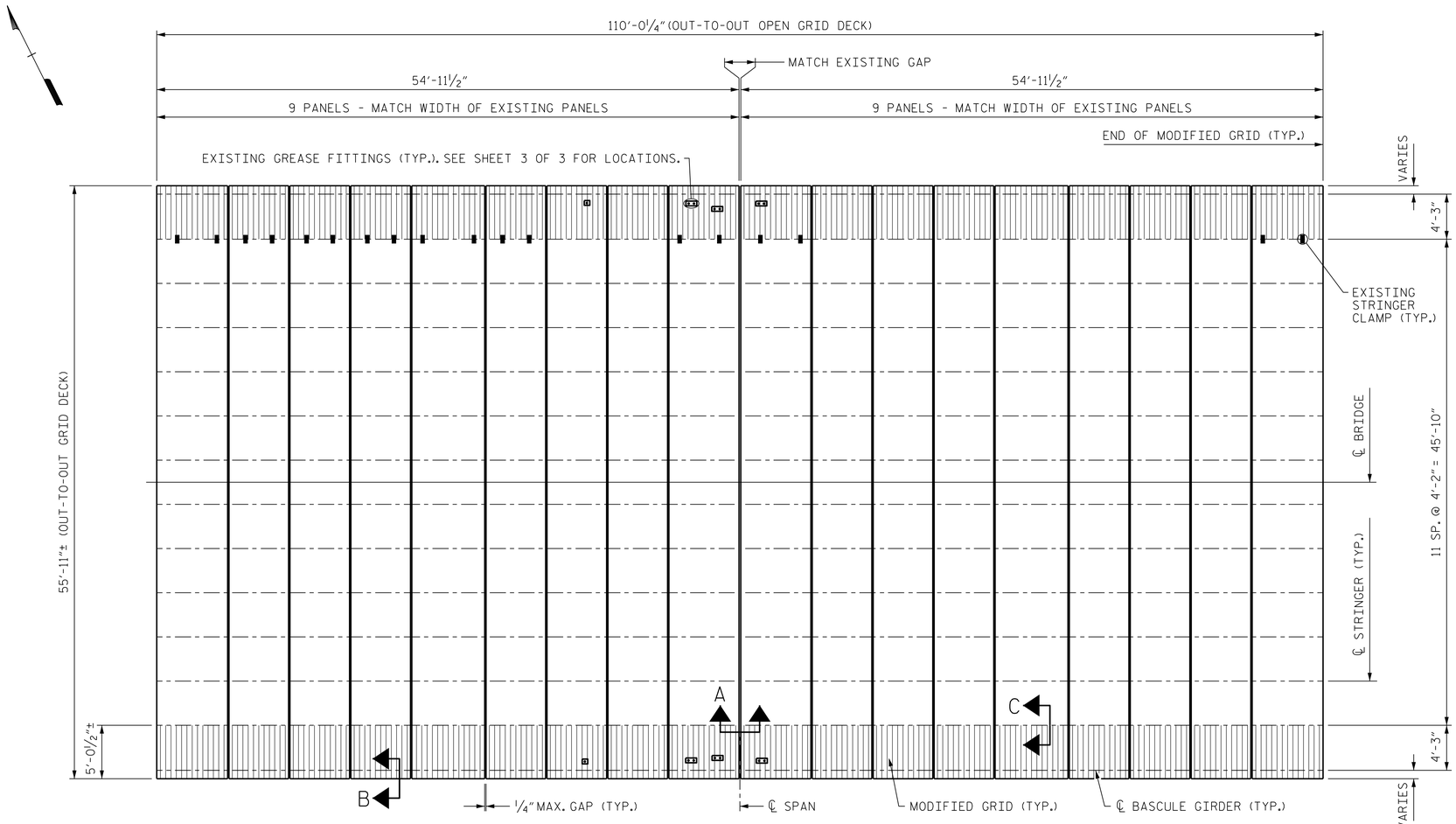

PLAN

NOTES:

LOCATION OF EXISTING CROSSBARS RELATIVE TO THE CENTERLINE OF THE STRINGER VARIES AT EACH PANEL. IT IS ANTICIPATED THAT THE LOCATION OF THE CUT LINE WILL VARY ALONG THE BRIDGE.

FOR PARTIAL REPLACEMENT OF STEEL GRID DECK, SEE SPECIAL PROVISIONS.

MATCH EXISTING PANEL LAYOUT AND DIMENSIONS. PANEL DIMENSIONS SHOWN IN THE PLANS SHALL BE FIELD VERIFIED PRIOR TO PREPARATION OF GRID DECK SHOP DRAWINGS.

EXISTING STRINGER CLAMP LOCATIONS SHOWN FOR INFORMATIONAL PURPOSES. STRINGER CLAMPS TO BE REMOVED AS NECESSARY TO FACILITATE REMOVAL AND INSTALLATION OF MODIFIED GRID DECK.

DIMENSIONS SHOWN ARE HORIZONTAL UNLESS OTHERWISE NOTED.

CONTRACTOR MAY REQUEST TO MAKE MINOR CHANGES FOR PRODUCT IMPROVEMENT.

CONTRACTOR SHALL COORDINATE CUT LINE LOCATIONS WITH FABRICATED PANEL DIMENSIONS TO ACHIEVE REQUIRED GAPS SHOWN ON THE PLANS.

CONTRACTOR SHALL USE EXTREME CAUTION WHEN CUTTING THE EXISTING GRID DECK TO ENSURE THAT THE EXISTING STRINGER IS NOT DAMAGED.

EXISTING GRID DECK SUPPORTS AT FLOORBEAMS SHALL REMAIN AND GRID DECK SHALL BE ATTACHED SIMILAR TO EXISTING DETAILS.

FOR SECTIONS A-A, B-B, AND C-C, SEE SHEET 3 OF 3.

PARTIAL GRID DECK REPLACEMENT PROCEDURE:

1 - CONTRACTOR SHALL SUBMIT A PANEL REMOVAL AND REPLACEMENT SEQUENCE, AND GRID DECK SHOP DRAWINGS TO THE ENGINEER FOR REVIEW PRIOR TO COMMENCING REMOVAL OF EXISTING GRID DECK PANELS.

2 - IMPLEMENT THE REQUIRED TRAFFIC CONTROL SCHEME PER THE TRAFFIC MANAGEMENT PLANS PRIOR TO COMMENCING REMOVAL OF EXISTING GRID DECK PANELS.

3 - REMOVE PORTIONS OF EXISTING GRID DECK. ONLY REMOVE THE EXISTING GRID DECK THAT CAN BE REPLACED IN ONE WORK SHIFT. MINIMIZE UNBALANCED LOADING AND DEAD LOAD VARIATIONS DURING REMOVAL AND REPLACEMENT OPERATIONS.

4 - AFTER EXISTING GRID DECK PANELS ARE REMOVED FROM A GIVEN WORK AREA, GRIND EXISTING GRID-TO-STRINGER WELDS SMOOTH.

5 - CLEAN EXISTING STRINGER TOP FLANGES TO THE SATISFACTION OF THE ENGINEER.

6 - INSTALL NEW GRID DECK PANELS AS SHOWN ON THE PLANS. PANELS SHALL BE ADJUSTED FOR PROPER ALIGNMENT AND FIT PRIOR TO FINAL FIELD WELDING TO EXISTING STRINGERS.

7 - NEW GRID DECK MUST BE SUFFICIENTLY ANCHORED TO THE STRINGERS AT THE END OF EACH WORK SHIFT AND DURING BRIDGE OPENINGS. ANCHORING CAN BE DONE BY WELDING OR CLAMPING OR A COMBINATION OF BOTH. GRID DECK IS SUFFICIENTLY ANCHORED WHEN, UNDER LIVE LOAD, THERE IS NO DIFFERENTIAL MOVEMENT BETWEEN THE DECK AND ITS SUPPORTS.

8 - FINISH FIELD WELDING DURING SUBSEQUENT WORK SHIFTS AS REQUIRED.

9 - UPON COMPLETION OF ALL FINAL FIELD WELDING OF PANELS TO STRINGERS, TOUCH UP PAINT IN ACCORDANCE WITH THE SPECIAL PROVISIONS IN AREAS NEAR WELDS AND ANY OTHER LOCATIONS WHERE PAINT WAS DAMAGED.

PROJECT NO. W-5601CK
NEW HANOVER COUNTY
STATION:
SHEET 1 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GRID DECK DETAILS

DESIGNED BY: C. CORMAN	DATE : JUNE 2018
DRAWN BY: K. WHITE	DATE : JUNE 2018
CHECKED BY: B. LOFLIN	DATE : JUNE 2018
DESIGN ENGINEER OF RECORD: J. DOUGHTY	DATE : JUNE 2018

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RALEIGH, NC 27601
NC LICENSE NO. C-2979

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NORTH CAROLINA PROFESSIONAL SEAL 032967 ENGINEER JASON R. DOUGHTY
6/26/2018
DocuSigned by: Jason R Doughty
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REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			8

6/26/2018
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