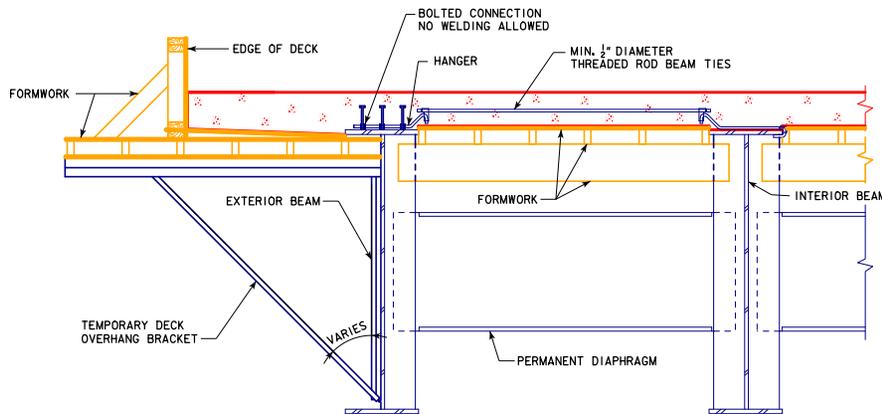


TEMPORARY DECK OVERHANG BRACKET AND BRACING SYSTEM DETAILS BETWEEN DIAPHRAGMS



TEMPORARY DECK OVERHANG BRACKET AND BRACING SYSTEM DETAILS AT PERMANENT DIAPHRAGMS

OVERHANG BRACKET NOTES:

THE SPACING OF THE OVERHANG BRACKET AND THE ANGLE OF THE DIAGONAL MEMBER SHALL BE DETERMINED PER THE MANUFACTURER'S DESIGN HANDBOOK INCLUDING THE TYPE AND SIZE OF OVERHANG BRACKET AND THE ANTICIPATED CONSTRUCTION LOADS.

IF THE VERTICAL HEIGHT OF THE OVERHANG BRACKET IS ADJUSTABLE, THE BASE OF THE BRACKET IS TO BE LOCATED AS CLOSE AS POSSIBLE TO THE BOTTOM FLANGE OF THE BEAM.

TEMPORARY BRACING SYSTEM NOTES:

TEMPORARY BRACING SYSTEMS (TBS) SHALL BE ADDED BETWEEN PERMANENT DIAPHRAGMS IN ORDER TO SUPPLEMENT PERMANENT BRACES, STABILIZE BEAMS, AND REDUCE THE DECK THICKNESS LOSS DURING THE DECK PLACEMENT. MAXIMUM SPACING BETWEEN ADJACENT TBS OR BETWEEN TBS AND PERMANENT DIAPHRAGM IS 5 FEET. TBS SHALL CONSIST OF A COMPRESSION STRUT PIPE, A TIE BAR, AND HANGERS (OR CLIPS). THE HANGERS (OR CLIPS) SHALL BE USED TO CONNECT THE BEAM TIE TO THE SHEAR STUDS OR THE TOP FLANGES OF EXTERIOR AND FIRST INTERIOR BEAMS PER MANUFACTURER'S RECOMMENDATIONS. THE COMPRESSION STRUT PIPE SHALL BE WEDGED NEAR THE JUNCTIONS OF THE WEB AND TOP FLANGE AT THE TOP JUNCTION CORNER OF INTERIOR BEAM AND THE BOTTOM JUNCTION CORNER OF THE EXTERIOR BEAM. THE COMPRESSION PIPE STRUT AND BEAM TIE SHALL BE WITHIN A PLANE PERPENDICULAR TO THE BEAM WEB.

ABOVE EACH OF ABUTMENT, PIER, AND INTERMEDIATE DIAPHRAGM, A TBS SHALL BE USED CONSISTING OF A BEAM TIE AND HANGERS (OR CLIPS). ABOVE SKEWED PIER AND ABUTMENT DIAPHRAGMS, IT IS AT CONTRACTOR'S OPTION THAT THE TBS FOR SKEWED PERMANENT DIAPHRAGMS MAY BE PLACED ALONG SKEW OR PERPENDICULAR TO THE CENTERLINE OF THE BEAM. IF THE TBS IS NOT INSTALLED DIRECTLY ABOVE AND PARALLEL TO THE CENTERLINE OF THE DIAPHRAGM, THE TEMPORARY BRACING SYSTEM SHALL CONSIST OF A STRUT PIPE, A TIE BAR, AND HANGERS (OR CLIPS). IF TBS IS INSTALLED DIRECTLY ABOVE THE CENTERLINE OF THE DIAPHRAGM, THE TEMPORARY BRACING SYSTEM SHALL CONSIST OF A TIE BAR AND HANGERS (OR CLIPS). SPECIAL CONSIDERATION MAY BE REQUIRED AT ABUTMENTS TO RESTRAIN THE TIE BARS WHERE NO ADJACENT INTERIOR BEAM IS PRESENT. THE STRUT PIPE IS NOT REQUIRED AT THIS LOCATION.

IF THE FINISHING MACHINE RAILING IS LOCATED DIRECTLY ABOVE THE EXTERIOR BEAM, TEMPORARY BRACING SYSTEMS ARE NOT REQUIRED FOR BRIDGE LENGTHS 180' AND GREATER. ONE TBS WILL BE REQUIRED BETWEEN EACH PERMANENT DIAPHRAGM FOR THE 160' BRIDGE ONLY. TBS WILL ALSO BE REQUIRED AT EACH PERMANENT DIAPHRAGM FOR THE 160' BRIDGE ONLY.

THE ULTIMATE CAPACITY OF THE THREADED ROD BEAM TIE AND CONNECTION TO THE BEAM FLANGES SHALL BE A MINIMUM OF 10,000 LBS. THE YIELD STRENGTH OF THE STEEL OF THE TIE AND STRUT SHALL BE A MINIMUM OF 36,000 PSI.

WELDING TO THE BEAM FLANGE OR SHEAR STUDS IS NOT ALLOWED.

WET DECK CONCRETE IS ASSUMED TO EXTEND 15 FT IN THE FRONT OF FINISHING MACHINE. THE 20 PSF CONSTRUCTION LIVE LOAD IS APPLIED WHERE WET DECK CONCRETE IS ABSENT.

TEMPORARY BRACING SHALL BE CONSIDERED INCIDENTAL TO THE COST OF STRUCTURAL STEEL.

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	STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES ROLLED STEEL BEAM BRIDGES JUNE, 2010
	TEMPORARY DECK OVERHANG BRACKET AND BRACING SYSTEM
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