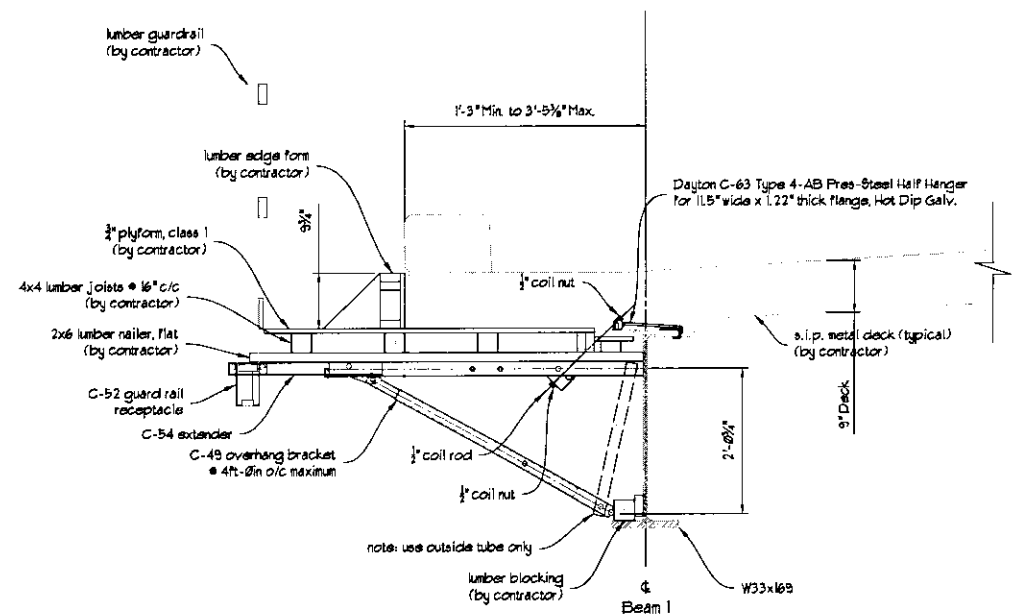


Bridge Overhang Bracket Layout, Typical Section



C-49 Bridge Overhang Bracket Detail

This drawing is provided as a service to illustrate the assembly of Harris' products only. It is not intended to be fully directive nor to cover engineering details of such products or equipment or materials not furnished by A.H. Harris nor the interconnection therewith. Inasmuch as A.H. Harris does not control jobsite assembly or procedures, grade or quality of material or equipment supplied by others, it is the responsibility of the contractor to integrate this drawing into a complete drawing suitable for construction purposes consistent with safe practice and overall project objectives.

General Notes

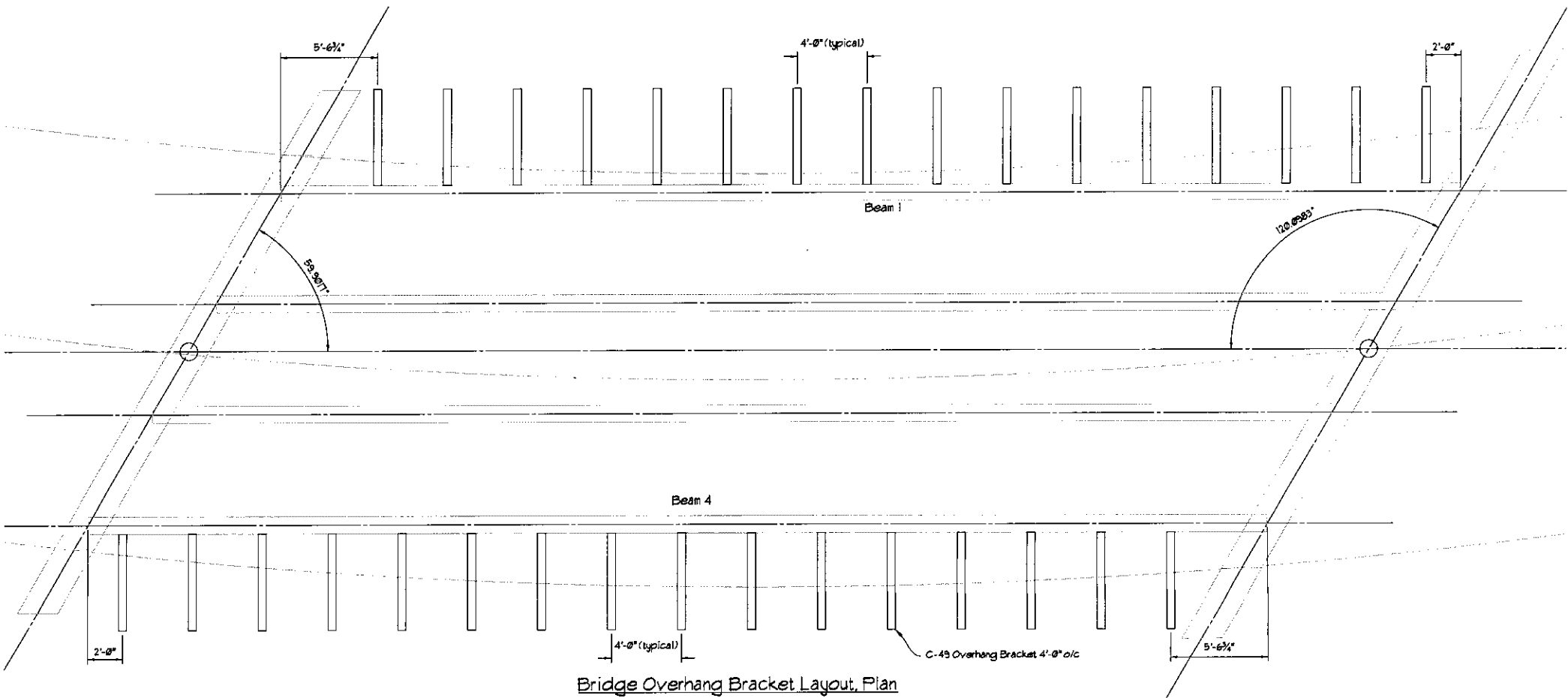
- All dimensions and details shown on this layout must be checked and verified by the contractor before proceeding with the work.
- Design Loads used for the shoring shown on this layout are as follows:
Concrete = 150 pounds per cubic foot
Construction Live Load = 40 pounds per square foot
Plus actual weight of formwork & shoring components as required.
- The design of the shoring does NOT include provisions for concrete placement using motorized buggies. Further, the shoring system as shown has been designed with the assumption that adequate lateral restraint will be provided by the contractor. The overhang brackets have NOT been designed for the load(s) from screeding and/or finishing machine(s). These loads must be applied directly over to the bridge girders.
- When establishing deck elevations, allow for the take-up of material and lumber compression.
- Plyform design is based upon the Douglas Fir Plywood Association's Technical Data Handbook. All plyform is assumed to be 3/4" B-B used the strong way.
- The lumber sizes implied by the suggested forming details must be confirmed by the contractor before proceeding with construction. When lumber sizes are specifically stated, the contractor must determine the appropriate grade based upon actual design stresses.
- The determination of the required concrete strength necessary to permit removal of the shoring and formwork shall be made by the Engineer based upon the actual in-place strength of the newly-cast structure.
- "Span-It" stringers & hardware, Micro-Lam joists, and associated connecting hardware are owned by the contractor. The design of all formwork deck conditions using these products is based on the assumption that they are in like-new condition, having been fully inspected by the contractor prior to being put into service on this project. A.H. Harris & Sons, Inc. in no way assumes responsibility for equipment not owned by us.
- This print is the property of A.H. Harris & Sons, Inc. and is furnished for the exclusive use of our customer for this specific project. This drawing and the information contained hereon shall not be copied nor used by others without the express written consent of A.H. Harris & Sons, Inc.

Safety Concerns

- Incorrect use of hangers, insufficient bolt penetration through a coil nut, or altering a hanger in any way can result in premature failure and expose workers to unsafe conditions.
- Reusable bridge deck forming accessories are subject to wear, misuse, overloading, corrosion, deformation, alteration and other factors which may affect safe working loads. Coil Bolts, Coil Rods and similar accessories may sustain excessive thread wear, field alterations or bending and straightening.
- It is the responsibility of the user to continually inspect reusable accessories for wear and/or misuse and to discard them if wear or misuse is detected. Do not straighten bent forming accessories - discard them. Discard any reusable forming accessory that has been subjected to 70% or more of ultimate load of the product. Such items may have been stretched to a point where they have become brittle hard.
- Dayton/Richmond recommends that all users of Dayton/Richmond deck forming products establish a quality control program to monitor and inspect their deck forming accessories. The frequency of inspections is best determined by the user and is dependent on the type of product use, frequency of use, duration of use and the environmental conditions during use.
- The user of Dayton/Richmond products must evaluate the product application, determine appropriate safety factor, calculate the applied loads and control all field conditions to prevent application of loads in excess of the products' safe working loads.

Safe Working Load Considerations

- All safe working loads shown were established with the following factors considered:
- All safe working loads shown are based on the item being new or in "as new" condition. The safe working load is considered to be the greatest load that should be applied to a product.
 - All hangers shall have full bearing under the end section and shall be used only on the size beam for which they are manufactured.
 - Hangers must be correctly positioned on top of the beam so that the Coil Bolt or Coil Rods are the proper distance from the edge of the beam flange. This is normally 3/8" from the beam flange to the centerline of a 1/2" diameter Coil Bolt or Coil Rod. Improper positioning of the hanger can seriously compromise the hanger's safe working load. Refer to the various product application sketches.
 - Coil Nuts must have full bearing on hanger end sections. Use caution to ensure that the hangers and related hardware are not subjected to side loading.
 - All Coil Bolts, Coil Rods and related hardware shall be of proper length, diameter and capacity.
 - All Coil Bolts and Coil Rods must fully penetrate and extend through the Coil Nuts a minimum of one diameter (1/2" for a 1/2" diameter Coil Bolt or Coil Rod).



Bridge Overhang Bracket Layout, Plan

CONTRACTOR NOTE:
All equipment supplied by A.H. Harris, while under the control of our customer, shall not be modified UNLESS:
1) It is specifically required by our drawings, or
2) Written authorization has been obtained from an A.H. Harris representative prior to any modification. Equipment altered in any way (by cutting, drilling, welding, etc.) shall result in damages charges up to the full replacement cost of the damaged component(s).

DRAWING STATUS		REVISIONS			
NO.	DATE	BY	REVISIONS		
1					
2					
3					
4					
5					

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Overhang Bracket Layout Drawing

FOR Bur Construction LLC

JOB Wardsboro Bridge Improvement

LOC Wardsboro, VT

DRAWN BY M. Bochenek DATE 5-18-10 REP. Tad Spiller DRAWING NUMBER 1.0