

NOTES:

1. THE FASCIA OVERHANG FORMWORK SCHEMATIC AT RIGHT WAS USED IN THE DESIGN OF THE SUPERSTRUCTURE STEEL FOR THE TEMPORARY OVERHANG FORMWORK LOADING. THE ASSUMED LOAD POSITIONS AND MAGNITUDES ARE TYPICAL FOR THIS TYPE OF CONSTRUCTION LOADING. THE CONTRACTOR SHALL EMPLOY A NYS LICENSED PROFESSIONAL ENGINEER TO DESIGN THE OVERHANG BRACKETS FOR THIS STRUCTURE. THE DETAILED DESIGN CALCULATIONS SHALL BE SIGNED AND STAMPED BY THE NYS LICENSED PROFESSIONAL ENGINEER, INDEPENDENTLY CHECKED, AND SUBMITTED FOR APPROVAL BY THE NYSTA DIRECTOR - STRUCTURAL DESIGN BUREAU. THE ENGINEER SHALL FOLLOW THE OVERHANG BRACKET DESIGN PROCEDURES OUTLINED IN THE 1995 AASHTO CONSTRUCTION HANDBOOK FOR TEMPORARY WORKS - APPENDIX B. THE CALCULATIONS SHALL INCLUDE THE SUMMATION OF THE MOMENT ABOUT THE CENTERLINE OF THE FASCIA GIRDER. THE CONTRACTOR IS REMINDED THAT DUE TO THE STAGED CONSTRUCTION ON THIS PROJECT, THERE ARE FOUR FASCIAS THAT WILL REQUIRE OVERHANG DESIGN.
2. THE TABLE BELOW DEFINES THE ASSUMED MAXIMUM MAGNITUDES OF THE LOADS AND DISTANCES FROM THE CENTERLINE OF THE FASCIA GIRDER. THE CONTRACTOR'S OVERHANG FORMWORK DESIGNS SHALL NOT EXCEED THE MAXIMUM TOTAL LOAD OR MOMENT ON THE FASCIA GIRDERS AS SHOWN IN THE TABLE.
3. THE ASSUMED OVERHANG BRACKET USED BY THE AUTHORITY IN DETERMINING THE VALUES IN THE TABLE BELOW WAS A DAYTON/RICHMOND C-49 OVERHANG BRACKET W/ C-54 EXTENDER WHERE REQUIRED. THE VERTICAL LEG OF EACH BRACKET SHALL FIT SNUGLY BETWEEN THE BOTTOM FLANGE AND THE FORMWORK FLOOR SYSTEM AS SHOWN IN THE SCHEMATIC. BRACKETS SHALL BE SPACED NO GREATER THAN [REDACTED] ON CENTER. WHERE THE OVERHANG FORMWORK MAY BE SIGNIFICANTLY SHORTER, SUCH AS THE RIGHT FASCIA OF STAGE 3, A DAYTON/RICHMOND C-49-JR OVERHANG BRACKET WAS ASSUMED. THE CONTRACTOR SHALL INCLUDE THE SPECIFICATIONS AND CAPACITIES FOR THE BRACKETS HE INTENDS TO USE IN HIS SUBMITTAL.
4. THE SCREED RAILS SHALL BE SUPPORTED AT DISTANCES NOT TO EXCEED [REDACTED]
5. IF THE SCREED RAIL IS SUPPORTED ON THE FASCIA BULKHEADS, THESE BULKHEADS SHALL HAVE VERTICAL MEMBERS WITHIN THEM SPACED AT DISTANCES NO GREATER THAN [REDACTED] WITH EACH MEMBER CAPABLE OF TRANSMITTING THE SCREED LOAD DOWN TO THE OVERHANG BRACKET.
6. THE CONTRACTOR SHALL ONLY USE REMOVABLE FORMS OR PERMANENT CORRUGATED METAL FORMS TO FORM THE UNDERSIDE OF THE STRUCTURAL SLAB BETWEEN THE GIRDERS.
7. IF PERMANENT CORRUGATED METAL FORMS ARE USED, THE CORRUGATIONS SHALL BE FILLED WITH STYROFOAM TO PROVIDE A FLAT BOTTOM OF SLAB SURFACE CORRESPONDING WITH THE ELEVATIONS SPECIFIED ON THE CONTRACT PLANS.
8. THE CONTRACTOR SHALL SUPPLY DETAILS AND CALCULATIONS FOR THE FORMWORK BETWEEN THE GIRDERS SIGNED AND STAMPED BY A NYS LICENSED PROFESSIONAL ENGINEER AND INDEPENDENTLY CHECKED. THESE DETAILS AND CALCULATIONS SHALL BE SUBMITTED FOR APPROVAL BY THE NYSTA DIRECTOR - STRUCTURAL DESIGN BUREAU.
9. THE SCREED RAILS SHALL BE SUPPORTED OUTSIDE THE NEW FASCIA AS SHOWN IN THE SCHEMATIC AT RIGHT IF NO SIDEWALK IS TO BE PLACED IN A SUBSEQUENT POUR OVER THE FASCIA GIRDER. IF A SIDEWALK IS TO BE PLACED IN A SUBSEQUENT POUR OVER THE FASCIA GIRDER, THE CONTRACTOR MAY, AT HIS OPTION, SUPPORT THE SCREED RAILS DIRECTLY OVER THE CENTERLINE OF THE FASCIA GIRDERS. IF THAT IS DONE, THE HOLES IN THE DECK POUR FROM THE SCREED RAIL SUPPORTS MUST BE COMPLETELY FILLED TO THE SATISFACTION OF THE ENGINEER WITHIN 72 HOURS OF COMPLETION OF THAT DECK POUR.

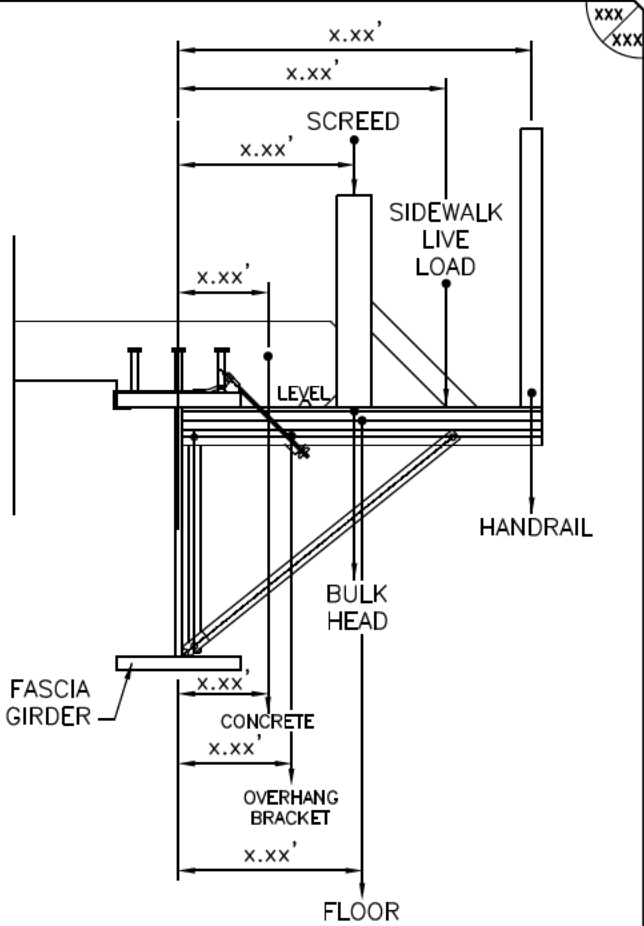
OVERHANG FORMWORK LOADING TABLE PER BRACKET
(BRACKETS SPACED AT 2'-0")

LOAD NAME	LOAD TYPE	LOAD INTENSITY	DIST. TO GIRD. CL	TORSIONAL MOMENT ON GIRDER
OVERHANG BRACKET	POINT	x.xx k	x.xx ft	x.xx ft-k
SCREED	POINT	x.xx k	x.xx ft	x.xx ft-k
CONCRETE	UNIFORM	x.xx $\frac{k}{brk}$	x.xx ft	x.xx $\frac{(ft-k)}{brk}$
FLOOR	UNIFORM	x.xx $\frac{k}{brk}$	x.xx ft	x.xx $\frac{(ft-k)}{brk}$
BULKHEAD	UNIFORM	x.xx $\frac{k}{brk}$	x.xx ft	x.xx $\frac{(ft-k)}{brk}$
HANDRAIL	UNIFORM	x.xx $\frac{k}{brk}$	x.xx ft	x.xx $\frac{(ft-k)}{brk}$
LIVELOAD	UNIFORM	x.xx $\frac{k}{brk}$	x.xx ft	x.xx $\frac{(ft-k)}{brk}$
MAXIMUM ALLOWABLE TORSIONAL MOMENT ON FASCIA GIRDER AT SCREED LOADED BRACKET = x.xx ft-k				

PE STAMP &
SIGNATURE ARE
REQUIRED
ON THIS SHEET.

DESIGNER NOTES:

1. DESIGNER SHALL FOLLOW THE OVERHANG BRACKET DESIGN PROCEDURES OUTLINED IN THE 1995 AASHTO CONSTRUCTION HANDBOOK FOR TEMPORARY WORKS - APPENDIX B.
2. DESIGNER SHALL ENSURE THAT THE BRIDGE STEEL HAS BEEN DESIGNED TO RESIST THE MAXIMUM LOADS AND MOMENTS SHOWN IN THE TABLE AT LEFT.
3. DESIGNER SHALL MODIFY DRAWING NOTES ABOVE AS REQUIRED TO REFLECT THE DETAILS OF THE PROJECT. CURRENTLY THEY HAVE BEEN WRITTEN FOR A STAGE CONSTRUCTION PROJECT. IF STAGE CONSTRUCTION IS NOT REQUIRED NOTES 1 & 3 SHALL BE MODIFIED TO REFLECT THIS.



FASCIA OVERHANG FORMWORK SCHEMATIC
SCALE: 1" = 1'-0"

DATE	DESCRIPTION	BY	SYM.
APPROVALS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHOWN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT PROJECT DESCRIPTION PROJECT LOCATION			
LOCATION OF PROJECT PROJECT LOCATION PROJECT LOCATION			
TITLE OF DRAWING DECK FASCIA OVERHANG BRACKET DETAILS & NOTES			
CONTRACT NUMBER: TA		DATE: 9/10	
DRAWING NUMBER: *			