

## BRIDGE PAINTING NOTES

### GENERAL

1. PRIOR TO PAINTING BRIDGE 66, THE EXISTING BLAST PROTECTION OF THE INTERIOR BEAMS AND DIAPHRAGM OF SPAN NO. 2 SHALL BE REMOVED AND PROPERLY DISPOSED OF. SEE EXISTING STEEL BEAMS AND CONCRETE NOTES ON PREVIOUS SHEET.
2. ALL COSTS ASSOCIATED WITH EXTENDING OR FILLING THE DRAIN TUBES ON BRIDGE 66 SHALL BE INCIDENTAL TO ITEM 900.645, SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
3. THE CONTRACTOR SHALL NOT DRILL OR DOWEL INTO THE PIERS FOR CONTAINMENT SUPPORT OR ANY OTHER WORK.
4. EXISTING GREASE PAINT REMOVAL SHALL BE PAID AS ITEM 900.645, SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
5. EXISTING MINIMUM VERTICAL CLEARANCE UNDER BRIDGES (FROM VTRANS BRIDGE INSPECTION REPORTS DATED MAY 2011):

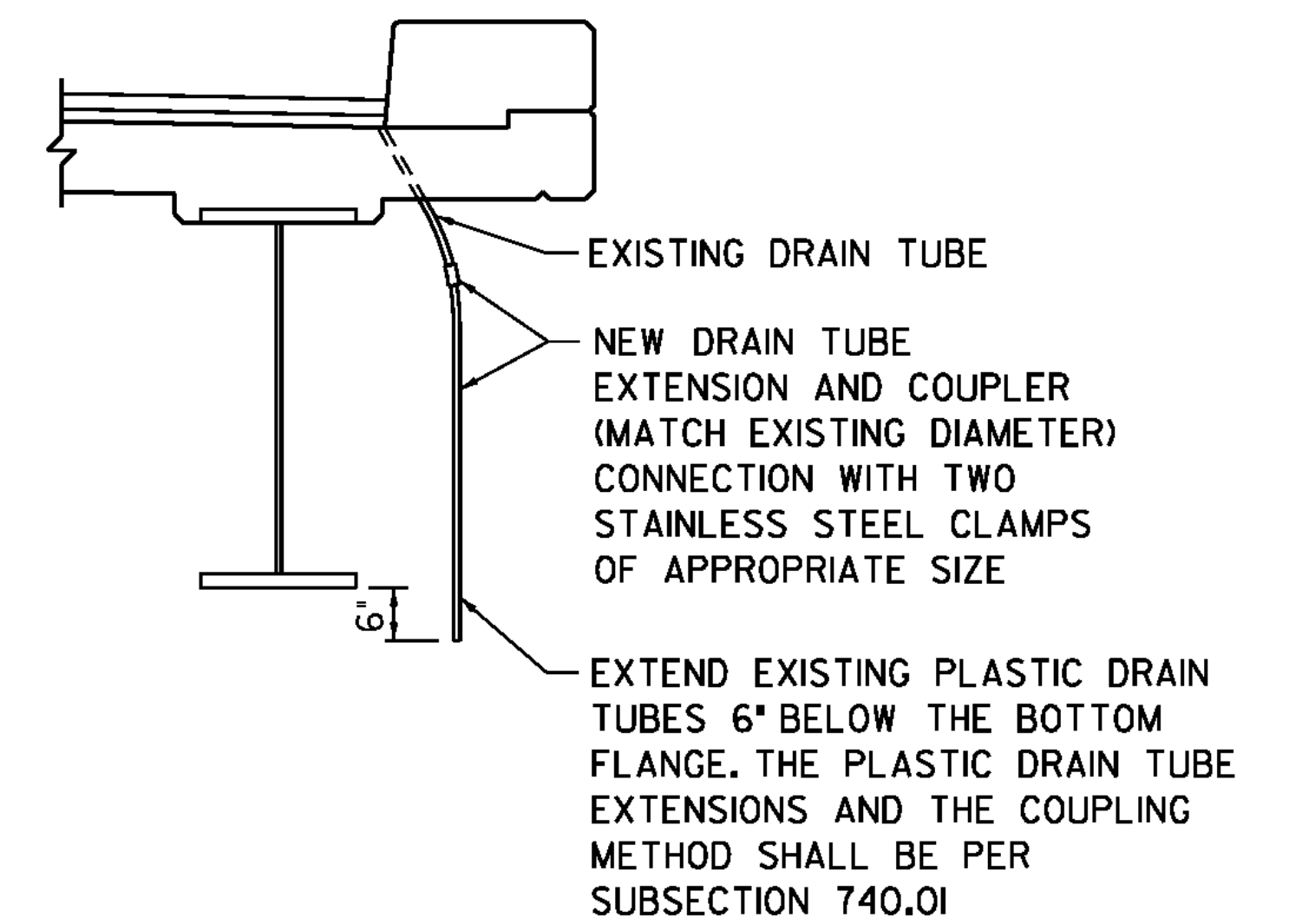
BRIDGE NO.	CLEARANCE
62A	22'-3"
66	19'-2"

### PROTECTIVE COATINGS

1. THE SURFACE PREPARATION OF THE EXISTING STEEL ON BRIDGES 62A AND 66 SHALL INCLUDE 100% REMOVAL OF THE EXISTING PAINT SYSTEM.
2. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE BROWN CONFORMING TO SUBSECTION 708.03.
3. TWO INTERMEDIATE COATS OF PAINT SHALL BE APPLIED TO ALL BEAMS AND DIAPHRAGMS IN ACCORDANCE WITH ITEM 900.645, SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL), WITHIN 20 FEET OF EACH ABUTMENT (FIXED AND EXPANSION JOINTS); AND AT PIERS FROM BEAM END TO A LENGTH EQUAL TO TWO TIMES THE BEAM DEPTH FROM POINT OF BEARING AND SHALL INCLUDE ALL EXPOSED SURFACE AREAS OF ATTACHMENTS OR MEMBERS WITHIN THIS DISTANCE. COST SHALL BE INCIDENTAL TO ITEM 900.645, SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
4. CLEANING AND PAINTING OF ANY DOWNSPOUTS AND/OR ANY STEEL CONNECTORS FOR DRAIN TROUGHS SHALL BE INCLUDED AS PART OF THE WORK.

### NIGHT WORK

1. NIGHT WORK WILL NOT BE ALLOWED AT BRIDGE 66 BETWEEN THE HOURS OF 9:00 PM AND 7:00 AM.



### NOTES:

1. DRAIN TUBE EXTENSION DETAIL TO BE USED WHERE THE END OF EXISTING TUBES ARE LESS THAN 6" BELOW ADJACENT BEAM OR AS DIRECTED BY THE ENGINEER.
2. IF EXISTING DRAIN TUBE IS TOO SHORT TO PROVIDE AN ADEQUATE CONNECTION, THE CONTRACTOR SHALL COMPLETELY FILL THE TUBE WITH POLYURETHANE SEALANT CONFORMING TO SUBSECTION 707.05. TUBES TO BE FILLED WITH POLYURETHANE SEALANT SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING FILLED.

## DRAIN TUBE EXTENSION DETAIL

NOT TO SCALE

PROJECT NAME: HARTLAND  
PROJECT NUMBER: BHF BPNT (I2)

FILE NAME: zllc260pn.dgn PLOT DATE: 1/2/2014  
PROJECT LEADER: M.A. COLGAN DRAWN BY: M.C. SCOTT  
DESIGNED BY: S. FARNSWORTH CHECKED BY: S. FARNSWORTH  
PROJECT NOTES (2 OF 2) SHEET 6 OF 55