

PROJECT NOTES

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION AND ITS LATEST REVISIONS AND THE 7TH EDITION OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATION AND ITS LATEST REVISIONS.
2. ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY.
3. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID DAMAGE TO THE EXISTING BRIDGE DECK AND APPROACH PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESTORATION OF ANY PROPERTY WHICH HAS BEEN DAMAGED DURING THE PROSECUTION OF WORK.
4. DIMENSIONS SHOWN ON EXISTING DETAILS ARE TAKEN FROM THE EXISTING PLANS AND LIMITED FIELD MEASUREMENTS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING DETAILS NECESSARY FOR THE COMPLETION OF ALL WORK BY FIELD MEASUREMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUACY AND ACCURACY THEREOF, AND SHALL NOT ORDER ANY MATERIAL OR COMMENCE ANY FABRICATION UNTIL THE REQUIRED MEASUREMENTS ON THE EXISTING STRUCTURE HAVE BEEN OBTAINED. FOR EMPHASIS ONLY, SOME PROPOSED DIMENSIONS ARE NOTED AS "VERIFY IN FIELD" OR "VIF", THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND DETAILS.

PROTECTIVE COATINGS

5. ALL EXISTING STEEL SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH ITEM 900.645 SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL). THE SURFACE PREPARATION OF THE EXISTING STEEL SHALL INCLUDE 100% REMOVAL OF THE EXISTING PAINT SYSTEM. NEW STEEL AND RAILING MEMBERS EXCEPT W-BEAM SHALL BE SHOP PRIMED AND FIELD PAINTED WITH THE SAME TOPCOAT AS THE EXISTING STEEL.
6. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE GREEN (FEDERAL CHIP NO. 14062) IN ACCORDANCE WITH THE FEDERAL STANDARD NO. 595.
7. THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE STRUCTURAL STEEL. TEN DAYS PRIOR TO COMMENCING WORK WHICH INVOLVES THE HANDLING OR DISTURBANCE OF PAINTED COMPONENTS, THE CONTRACTOR SHALL PROVIDE DOCUMENTS TO THE ENGINEER, AS REFERENCED IN THE SPECIAL PROVISIONS.
8. A COAT OF GREASE RUSTPROOFING COMPOUND SHALL BE APPLIED TO THE LOWER PORTION OF THE ENDS OF THE TRUSS AND FLOOR FRAMING (BELOW THE TOP OF THE BRIDGE DECK WITHIN SIX FEET OF THE ENDS OF THE BRIDGE). PAYMENT WILL BE INCLUDED IN ITEM 900.645 SPECIAL PROVISION (QA/QC CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).

UTILITIES

9. EXISTING UTILITIES WILL BE RELOCATED BY OTHERS IN ADVANCE OF THE PROJECT AS DEPICTED ON THE LAYOUT SHEET. REFER TO UTILITY SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION. UTILITY RELOCATION IS ANTICIPATED TO BE COMPLETE BY JUNE 1ST, 2016.

BRIDGE REPAIRS AND MODIFICATIONS

10. EXISTING BRIDGE RAILING SHALL BE REMOVED IN ACCORDANCE WITH ITEM 525.10 REMOVAL OF EXISTING BRIDGE RAILING AND REPLACED WITH NEW BRIDGE RAIL AND WILL BE PAID UNDER ITEM 900.640 SPECIAL PROVISION (BRIDGE RAILING, TRUSS). REFER TO SHEET 6 FOR DETAILS.
11. PARTIAL REMOVAL AND DISASSEMBLY ASSOCIATED WITH THE REPAIR OR REPLACEMENT OF STRUCTURAL STEEL WILL BE CONSIDERED INCIDENTAL TO ITEM 506.60 STRUCTURAL STEEL.

STRUCTURAL STEEL

15. ALL STRUCTURAL COMPONENTS OF THE BRIDGE SHALL BE INSPECTED BY THE CONTRACTOR AND THE ENGINEER TO IDENTIFY ADDITIONAL AREAS IN NEED OF REPAIR NOT SHOWN ON THE CONTRACT DOCUMENTS. ANY ADDITIONAL REPAIRS SHALL BE MADE AT THE DISCRETION OF THE ENGINEER AND SHALL BE APPROVED BY THE ENGINEER. ADDITIONAL REPAIRS WILL BE PAID UNDER CONTRACT ITEM 506.60 STRUCTURAL STEEL. 1,000 POUNDS OF ADDITIONAL STEEL HAS BEEN INCLUDED IN THE ESTIMATED QUANTITY FOR ITEM 506.60 STRUCTURAL STEEL ANTICIPATING ADDITIONAL REPAIRS.
16. FOR REPAIRS AS DETAILED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, ALL NEW CONNECTIONS SHALL BE MADE WITH 3/8" DIAMETER HIGH STRENGTH BOLTS MEETING AASHTO M-164 TYPE 1 GALVANIZED. CONNECTIONS NOT DETAILED IN THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
17. ANY EXISTING RIVETS THAT ARE MISSING OR REMOVED FOR REPAIRS AS DETAILED ON THE PLANS OR AS DIRECTED BY THE ENGINEER SHALL BE REPLACED WITH 3/8" DIAMETER HIGH STRENGTH BOLTS. WHERE RIVET HEADS ARE IN DIRECT CONTACT WITH MEMBERS TO BE RETAINED, TORCHES AND/OR THE USE OF FLAME CUTTING WILL NOT BE PERMITTED FOR ANY PORTION OF THE RIVET REMOVAL. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING HOLE DIAMETER IS 3/8" AND BRING ANY DISCREPANCIES TO THE ATTENTION OF THE ENGINEER. COST OF BOLTS WILL NOT BE PAID DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 506.60 "STRUCTURAL STEEL".
18. ALL STRUCTURAL STEEL PAID UNDER THE ITEM 506.60, STRUCTURAL STEEL SHALL CONFORM TO AASHTO M 270M/M 270 GRADE 36 EXCEPT ALL STRUCTURAL TUBING SHALL CONFORM TO SUBSECTIONS 714.11 UNLESS NOTED OTHERWISE.
19. ALL FAYING SURFACES BETWEEN THE EXISTING STEEL AND THE NEW FILLER PLATES SHALL BE BLAST CLEANED AND PRIMED WITH A ZINC PRIMER. MEETING THE CLASS B SLIP COEFFICIENT VALUE OF NOT LESS THAN 0.50 AS SPECIFIED BY AASHTO THE PRIMER COATING WILL REMAIN IN THE ASSEMBLED CONNECTION.
20. THE BOTTOM CHORD OF THE TRUSS IS A FRACTURE CRITICAL TENSION MEMBER. ALL STRUCTURAL STEEL ASSOCIATED WITH REPAIRS AND/OR REINFORCEMENT OF THE BOTTOM CHORD SHALL BE CHARPY V-NOTCH (CVN) TESTED UNLESS NOTED OTHERWISE.

TRAFFIC CONTROL/STAGING

21. THE TOWN OF MORRISTOWN WILL BE RESPONSIBLE FOR SELECTING, SIGNING AND MAINTAINING A DETOUR ROUTE. THE TOWN SHALL SIGN THE DETOUR ROUTE IN CONFORMANCE WITH 23 VSA SECTION 1025 AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
22. THE CONTRACTOR WILL BE RESPONSIBLE FOR WARNING SIGNS INDICATING THE BRIDGE CLOSURE AND CONSTRUCTION ZONE ON T.R. #2 AND THE ADJACENT SIDE ROADS IN ACCORDANCE WITH TRAFFIC CONTROL STANDARDS AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL COORDINATE WITH TOWN HIGHWAY OFFICIALS AT LEAST FOUR WEEKS PRIOR TO ROAD CLOSURE.
23. A CONCEPTUAL TRAFFIC CONTROL PLAN FOR CLOSING T.R. #2 IN THE VICINITY OF CONSTRUCTION IS SHOWN ON SHEET 8. THE CONTRACTOR SHALL DEVELOP A SITE SPECIFIC TRAFFIC CONTROL PLAN IN ACCORDANCE WITH THE CURRENT MUTCD AND SUBMIT THE PLAN FOR REVIEW BY THE ENGINEER. THE CONTRACTOR SHALL ALLOW THE ENGINEER 14 DAYS TO REVIEW AND ACCEPT THE PLAN BEFORE IT IS IMPLEMENTED. CONSTRUCTION SHALL NOT BE PERMITTED TO COMMENCE UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN APPROVED BY THE ENGINEER IN WRITING. DEVELOPMENT AND IMPLEMENTATION OF THE PLAN INCLUDING SIGNS, CHANNELIZING DEVICES, OTHER INCIDENTALS WILL BE PAID FOR UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
24. THE EXISTING BRIDGE IS RATED FOR A MAXIMUM LOAD OF TEN TONS. CONSTRUCTION EQUIPMENT SHALL NOT EXCEED THIS LOAD LIMIT. HEAVY EQUIPMENT FOR CLEANING AND PAINTING SHALL NOT BE POSITIONED ON THE BRIDGE.
25. THE CONTRACTOR MAY USE THE EXISTING ROADWAY (T.R. #2) NORTH OF THE EXISTING BRIDGE FOR STAGING OF EQUIPMENT; HOWEVER, ACCESS TO EXISTING DRIVES AND SIDE STREETS MUST BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION.
26. INSTALLING, MAINTAINING, AND REMOVING THE SIGNS, TEMPORARY TRAFFIC BARRIERS AND BARRICADES IN THE SITE SPECIFIC TRAFFIC CONTROL PLAN AS NECESSARY TO MEET PROJECT CONDITIONS WILL BE INCLUDED FOR PAYMENT UNDER CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE). PCMS WILL BE PAID SEPARATELY UNDER PAY ITEM 641.15.
27. "ROAD CLOSED" SIGNS SHALL BE MOUNTED AND MAINTAINED ON LIGHTED TYPE III BARRICADES.
28. TYPE III CONSTRUCTION BARRICADES SHALL BE PLACED SO AS TO PHYSICALLY EXCLUDE TRAFFIC FROM THE ENTIRE ROADWAY WIDTH OR AT THE DISCRETION OF THE ENGINEER.

SUMMARY OF ANTICIPATED STEEL REPAIRS

1. STATIONING FOR REPAIR LOCATION 0+00 AT CL BRG. ABUTMENT 1			
2. ALL REPAIRS EXCEPT DRILLING AND GROUTING RAIL POST ANCHORS AND BRIDGE PLAQUE REPLACEMENT ARE TO BE PAID FOR UNDER ITEM 506.60 "STRUCTURAL STEEL"			
3. REFER TO DETAILS ON SHEETS 6 & 7.			
REPLACE RAIL POST		DRILL AND GROUT RAIL POST DECK ANCHORS, REFER TO	
ANTICIPATED LOCATION:		TYPICAL RAIL SECTION DETAIL	
STA.	0+10 LT.	12 LOCATIONS, 2 ANCHORS PER LOCATION	
STA.	0+31 LT.		
STA.	0+10 RT.	REMOVE AND REPLACE STAY PLATE	
STA.	0+31 RT.	ANTICIPATED LOCATION:	
STA.	0+50 RT.	STA.	0+26 LT.
STA.	0+71 RT.	STA.	0+36 LT.
		STA.	0+38 LT.
REPLACE MISSING STAY PLATE		STA.	0+63 LT.
ANTICIPATED LOCATION:		STA.	0+84 LT.
STA.	0+42 LT.	STA.	0+92 LT.
STA.	0+59 LT.	STA.	0+96 LT.
STA.	0+79 LT.	STA.	1+07 LT.
STA.	0+84 LT.	STA.	1+20 LT.
STA.	0+15 RT.	STA.	0+88 RT.
STA.	0+19 RT.	STA.	1+14 RT.
STA.	0+22 RT.	STA.	1+17 RT.
STA.	0+26 RT.		
STA.	0+30 RT.	NEW SPLICE PLATE, REFER TO DETAIL E	
STA.	0+42 RT.	ANTICIPATED LOCATION:	
STA.	0+59 RT.	STA.	0+38 LT.
STA.	0+59 RT.	STA.	0+38 RT.
STA.	0+63 RT.		
STA.	0+63 RT.	REPLACE END COVER PLATE, REFER TO DETAIL A	
STA.	0+66 RT.	STA.	0+00 LT. (REPLACE BOLTS ONLY)
STA.	0+66 RT.	STA.	1+19 LT.
STA.	0+69 RT.	STA.	0+00 RT.
STA.	0+69 RT.	STA.	1+19 RT.
STA.	0+70 RT.		
		REPLACE EXISTING BRIDGE PLAQUE, REFER TO DETAIL F	
		ITEM 900.620 SPECIAL PROVISION (BRIDGE PLAQUE, CAST BRONZE)	
		NEW BOTTOM CHORD REPAIR, REFER TO DETAIL C	
		STA.	0+03 LT. (INSIDE CHORD).
		EXTEND BRIDGE SCUPPER, REFER TO DETAIL D	
		6 LOCATIONS	
		INSTALL NEW LACING BARS, REFER TO DETAIL G	
		STA.	0+00 RT. 2 BARS.



PROJECT NAME:	MORRISTOWN	PLOT DATE:	3/9/2016
PROJECT NUMBER:	BF 0239(3)	DRAWN BY:	J. SOTER
FILE NAME:	z13j274frm.dgn	CHECKED BY:	G. BOGUE
PROJECT LEADER:	T. KNIGHT	SHEET	2 OF 9
DESIGNED BY:	T. KNIGHT		
PROJECT NOTES			