

MONTGOMERY COUNTY

CEMETERY DRIVE BRIDGE REPLACEMENT OVER THE SOUTH CHUCTANUNDA CREEK PIN 2754.54, D036212

AMENDMENT NO. 2

May 10, 2022 LETTING DATE
(Issued May 3, 2022)

NOTICE TO PROSPECTIVE BIDDERS

This Amendment No. 2 is issued to all bidders and is to be inserted into, and shall become part of, the Contract Documents.

This Amendment serves as an addition to the Bid Proposal, dated April 2022 prepared by Greenman-Pedersen, Inc.

Delete the following items:

Item No.	Unit	Quantity	Contract Proposal Page
None			

Change the ESTIMATE QUANTITIES for the following items:

Item No.	Unit	Existing Quantity	New Quantity
None			

Project Manual page deletions/additions/replacements are summarized in the following table:

Old Page	New Page	Description of Changes
59	59A	Updated Section 3.1 of Agreement

Plan sheet deletions/additions/replacements are summarized in the following table:

Old Sheet	New Sheet	Drawing #	Description of Changes
15	15A	GNN-1	Remove Superstructure Note 6

Additional items addressed in this amendment:

ITEM #1:

Owner Clarification: Contract Times

Article 3.1 of the Agreement shall be modified to 150 days from the contractor mobilization on site as determined by the engineer.

Notice to Proceed will be issued to permit ancillary work as approved by the engineer ahead of contractor mobilization to allow for ordering of materials with progress payments to be allowed per the specifications for each contract item.

PLEASE BE GOVERNED ACCORDINGLY WHEN SUBMITTING BIDS

Please email the signed Amendment No. 2 to skern@gpinet.com at Greenman-Pedersen, Inc and include a printed copy in your bid package as acknowledgement.

I hereby certify that Amendment No. 2 has been received and that the contents of said Amendment are reflected in the price bid for this contract.

Authorized Signature

Date

Company Name: _____

Address: _____

AGREEMENT BETWEEN OWNER AND CONTRACTOR

This AGREEMENT made on the ____ day of _____ in the year 20__ by and between,
 _____ (hereinafter called OWNER) and
 _____ (hereinafter called the CONTRACTOR).

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

ARTICLE 1 – WORK

The CONTRACTOR shall complete all Work specified or indicated in the Contract Documents. The Work is generally described as follows:

Cemetery Drive Bridge Replacement over the South Chuctanunda Creek

ARTICLE 2 – ENGINEER

The Project has been designed by Greenman-Pedersen, Inc. who is hereinafter called ENGINEER and who is to act as OWNER's representative, assume all duties and responsibilities and have the rights and authority assigned to ENGINEER in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

ARTICLE 3 – CONTRACT TIME

- 3.1. The Work will be substantially completed **150** calendar days from contractor mobilization on site as determined by the engineer and completed and ready for final payment on or before **60 days after substantial completion.**
- 3.2. Liquidated Damages: OWNER and CONTRACTOR recognize that time is of the essence of this Agreement and that the OWNER will suffer financial loss if the Work is not completed within the times specified in paragraph 3.1 above, plus any extensions thereof allowed. They also recognize delays, expense and difficulties involved in proving the actual loss suffered by the OWNER when the Work is not completed on time. Accordingly, instead of requiring such proof, OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty) CONTRACTOR shall pay OWNER Liquidated Damages assessed in accordance with the current NYSDOT Standard Specifications, Section 108-03 and/or Table 108-1 "Schedule of Liquidated Damages" included below. If Section 108-03 and/or Table 108-1 are amended during the project, the amended provision shall control. The Reference to the "Commissioner of Transportation" shall be read to mean OWNER.

Table 108-1 - SCHEDULE OF LIQUIDATED DAMAGES		
Original Total Contract Bid Price		Liquidated Damages per Calendar Day
From More Than	To and Including	
\$0	\$100,000	\$500
\$100,000	\$500,000	\$1,000
\$500,000	\$2,000,000	\$1,500
\$2,000,000	\$5,000,000	\$2,000
\$5,000,000	\$10,000,000	\$2,500
\$10,000,000	\$20,000,000	\$4,000
\$20,000,000	-	\$7,000

GENERAL NOTES

- DESIGN SPECIFICATIONS: NYSDOT LRFD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF MAY 2022 (FOR DESIGN PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS AT 28 DAYS: f'c = 3000 psi.)
- LIVE LOAD: AASHTO HL-93
- CONSTRUCTION AND MATERIALS SPECIFICATIONS: STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, OFFICE OF ENGINEERING.
- DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS FOR WHICH NO SCALE IS SHOWN ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.
- ALL SHOP DRAWINGS SUBMITTED FOR THIS PROJECT SHALL BE IN US CUSTOMARY UNITS.
- THIS BRIDGE SHALL BE MAINTAINED IN ACCORDANCE WITH THE GUIDELINES CONTAINED IN THE CURRENT EDITION OF THE AASHTO MAINTENANCE MANUAL FOR ROADWAYS AND BRIDGES.
- UNLESS OTHERWISE INDICATED ON THE PLANS, WORK TO BE PERFORMED UNDER THIS CONTRACT DOES NOT REQUIRE THE DISTURBING, DESTRUCTION OR REMOVAL OF ANY KNOWN MATERIALS CONTAINING ASBESTOS. UNLESS OTHERWISE INDICATED ON THE PLANS, IT IS THE EXPRESS INTENT OF THIS CONTRACT THAT THESE MATERIALS NOT BE DISTURBED IN ANY WAY. SHOULD THE CONTRACTOR BE FORCED TO DISTURB IN ANY WAY ANY SUCH MATERIALS, THE CONTRACTOR SHALL FIRST BE FAMILIAR WITH INDUSTRIAL CODE RULE 56 OF THE N.Y.S. DEPARTMENT OF LABOR. THE CONTRACTOR SHALL ALSO OBTAIN WRITTEN PERMISSION OF THE E.I.C. BEFORE PROCEEDING.
- THE LOAD RATINGS ARE IN ACCORDANCE WITH THE AASHTO MANUAL FOR BRIDGE EVALUATION.
- ALL DRAWINGS AND CALCULATIONS SUBMITTED BY THE CONTRACTOR FOR ENGINEER REVIEW SHALL BE IN PDF FORMAT AND SHALL BE EITHER 8.5" X 11" OR 11" X 17" WITH TEXT SIZE SHALL BE NO SMALLER THAN 1/16". SUBMISSIONS ILLEGIBLE WHEN PRINTED ON PAPER WILL BE REJECTED. FULL SIZE AND PAPER SUBMISSIONS SHALL NOT BE ACCEPTED OR REVIEWED. ALL DRAWINGS AND CALCULATIONS SHALL NOTE THE DESIGNER AND CHECKER. THE DESIGNER SHALL NOT CHECK THEIR OWN WORK. 11" X 17" DRAWINGS SHALL HAVE A BLANK SPACE THAT IS EITHER 2.5" X 5.5" OR 3.5" X 3.5" FOR PLACEMENT OF THE REVIEWER'S STAMP. 8.5" X 11" DRAWINGS SHALL HAVE AN APPROVAL COVER SHEET IF SPACE FOR THE STAMP DOES NOT FIT ON THE ACTUAL DRAWING.
- DIMENSIONS FOR THICKNESSES OF STEEL ROLLED ANGLE SHAPES AND STRUCTURAL TUBING ARE SHOWN ACCORDING TO THE AISC MANUAL.

FOUNDATION NOTES

- HIGHWAY EMBANKMENT MATERIAL (FROM HIGHWAY ESTIMATE OR FROM STRUCTURE EXCAVATION BACKFILL) AND SELECT STRUCTURE FILL, ITEM 203.21, SHALL BE PLACED SIMULTANEOUSLY, IN CONTACT, ON BOTH SIDES OF THE VERTICAL PAYMENT LINE.
- THE COST OF WATER USED FOR COMPACTION OF SELECT FILL ITEMS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203.21 - SELECT STRUCTURE FILL.
- ALL PLACEMENTS OF SELECT STRUCTURAL FILL, ITEM 203.21, SHALL BE COMPACTED TO 95 PERCENT OF STANDARD PROCTOR MAXIMUM DENSITY.

COFFERDAM AND HYDRAULIC NOTES

- SHOULD THE CONTRACTOR ELECT TO LAY BACK A PORTION OF THE EXISTING EARTH ADJACENT TO AN EXCAVATION REQUIRING A COFFERDAM, ANY REQUIRED EXTENSIONS OF THE COFFERDAM NECESSARY TO KEEP WATER FROM ENTERING THE EXCAVATION SHALL BE FURNISHED AND PLACED AT NO COST TO THE COUNTY.
- WHERE A COFFERDAM IS USED, THE COST OF DEWATERING THE ENTIRE EXCAVATION, REGARDLESS OF THE SOURCE OF WATER, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE COFFERDAM ITEM.
- THE COFFERDAMS ARE TO BE CONTRACTOR DESIGNED. A COFFERDAM PLAN SHALL BE SUBMITTED TO THE ENGINEER FIFTEEN (15) DAYS PRIOR TO INSTALLATION.
- DEWATERING OF THE COFFERDAM SHALL BE ACCOMPLISHED BY PUMPING THE WATER TO AN APPROVED UPLAND VEGETATED AREA OUTSIDE OF THE STREAMBED AND/OR APPROVED BY THE E.I.C. TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL MAY BE REQUIRED IN ACCORDANCE WITH DEC BEST PRACTICES. NO SETTLEMENT BASIN SHALL BE CONSTRUCTED.
- ORDINARY HIGH WATER IS ESTIMATED TO BE 581.34 FEET. THIS IS DEFINED AS THE WATER SURFACE ELEVATION FOR THE MEAN ANNUAL FLOOD, WHICH IS THE FLOOD THAT HAS A RECURRENCE INTERVAL OF 2.33 YEARS.
- ORDINARY WATER IS ESTIMATED TO BE 581.00 FEET. ORDINARY WATER IS DEFINED AS THE HIGHEST SURFACE WATER ELEVATION LIKELY TO BE ENCOUNTERED DURING ONE CONSTRUCTION SEASON (EXCLUDING MAJOR FLOODS). IT IS ALWAYS LESS THAN THE ORDINARY HIGH-WATER ELEVATION AND IS USUALLY AN OBSERVED ELEVATION RATHER THAN A COMPUTED ONE.
- LOW WATER IS ESTIMATED TO BE 580.00 FEET. LOW WATER IS DEFINED AS THE NORMAL LOW WATER ELEVATION PREVALENT DURING ONE CONSTRUCTION SEASON FOR MORE THAN 25% OF THE TIME. IT IS AN OBSERVED ELEVATION RATHER THAN A COMPUTED ONE.

SUPERSTRUCTURE NOTES

- ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A709, GRADE 50.
- FOR THE VARIOUS LUMP SUM STRUCTURAL STEEL ITEMS IN THE CONTRACT, THE "TOTAL WEIGHT FOR PROGRESS PAYMENT" IS AS FOLLOWS:

ITEM	TOTAL WEIGHT FOR PROGRESS PAYMENT	BIN
564.0501	49,400 LBS	3310200

THESE WEIGHTS SHALL BE USED IN DETERMINING PARTIAL PAYMENTS AND PROGRESS. UNDER NO CIRCUMSTANCES SHALL THE "TOTAL WEIGHT FOR PROGRESS PAYMENT" BE USED FOR FINAL PAYMENT PURPOSES. THE CONTRACTOR IS ADVISED NOT TO USE THE "TOTAL WEIGHT FOR PROGRESS PAYMENT" AS A BIDDING TOOL. DISCREPANCIES WHICH MAY OCCUR BETWEEN THE TOTAL WEIGHT SHIPPED AND "TOTAL WEIGHT FOR PROGRESS PAYMENT" SHALL NOT BE A BASIS FOR ADDITIONAL COMPENSATION.
- DIAPHRAGMS SHALL BE FABRICATED TO FIT GIRDERS ERECTED WITH THEIR WEBS PLUMB UNDER FULL DEAD LOAD CONDITIONS, ALSO KNOWN AS TOTAL DEAD LOAD FIT (TDLF).
- ALL STRUCTURAL STEEL FABRICATED UNDER ITEM 564.0501 SHALL BE HOT DIPPED GALVANIZED UNDER ITEM 564.20010008 - HOT-DIP GALVANIZING OF STRUCTURAL STEEL.
- ALL BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE NEW YORK STATE STEEL CONSTRUCTION MANUAL.
- ~~GALVANIZING SHALL BE DONE PRIOR TO DRILLING OF HOLES OR AFTER SUBSIZING. AFTER GALVANIZING, HOLES SHALL BE DRILLED OR REAMED FULL SIZE AS APPROPRIATE.~~
- STUD SHEAR CONNECTORS SHALL BE WELDED PRIOR TO GALVANIZING. THE CONTRACTOR'S WORKER SAFETY PLAN SHALL SPECIFY THE TYPE OF WALKING/WORKING SURFACE TO BE USED SO THAT WORKERS DO NOT WALK ON ANY SURFACE WITH INSTALLED SHEAR CONNECTORS.
- REASONABLE ACCOMMODATIONS FOR THE PREVENTION OF WET STORAGE STAINING (WHITE RUST) OF HOT-DIPPED GALVANIZED (HDG) MATERIALS SHALL BE PROVIDED AT ALL TIMES. STORAGE OF HDG MATERIALS OUTDOORS SHOULD BE AVOIDED IF POSSIBLE. STORAGE (OR SHIPPING) OF HDG MATERIALS IN CONTACT WITH ONE ANOTHER SHALL BE AVOIDED. IF OUTDOOR STORAGE IS UNAVOIDABLE, EXAMPLES OF REASONABLE ACCOMODATIONS ARE AS FOLLOWS: STORE MATERIALS OFF OF THE GROUND AWAY FROM ALL VEGETATION, USE NON-RESINOUS WOODEN SPACERS TO ALLOW VENTILATION AND AVOID MOISTURE BUILD UP, INCLINE MEMBERS TO ALLOW DRAINAGE. EXAMPLES OF NON-RESINOUS WOOD ARE: POPLAR, ASH AND SPRUCE. WHITE RUST THAT IS DETERMINED TO BE DETRIMENTAL TO THE INTENDED USE OF THE MEMBER OR HAVE A NEGATIVE VISUAL IMPACT ON THE STRUCTURE SHALL BE REPAIRED IN ACCORDANCE WITH THE NYS STEEL CONSTRUCTION MANUAL. WHITE RUST THAT IS DETERMINED TO BE CAUSED BY IMPROPER STORAGE OR SHIPPING OF HDG MATERIALS SHALL BE REPAIRED AT NO COST TO THE COUNTY.
- STEEL ERECTION NOTES:
 - THE CONTRACTOR SHALL PROVIDE FOR THE STABILITY OF STRUCTURAL STEEL DURING ALL PHASES OF ERECTION AND CONSTRUCTION, AS PROVIDED IN SUBSECTION 204 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM). THE METHODS USED BY THE CONTRACTOR SHALL BE DOCUMENTED ON THE ERECTION DRAWINGS WITH ALL SUPPORTING STABILITY CALCULATIONS SUBMITTED AND STAMPED BY A LICENSED AND REGISTERED NEW YORK STATE PROFESSIONAL ENGINEER AND SUBMITTED TO THE E.I.C. IN ACCORDANCE WITH THE SCM AT LEAST FIFTEEN (15) DAYS PRIOR TO INSTALLATION.
 - THE DESIGN OF THIS STRUCTURE ASSUMES THAT THE STRUCTURAL STEEL IS COMPLETELY ERECTED BEFORE IT IS ALLOWED TO DEFLECT UNDER ITS OWN DEAD LOAD. DEFLECTIONS INCURRED DURING THE VARIOUS STAGES OF THE ERECTION METHOD ARE NOT CONSIDERED. THEREFORE, THE ACTUAL ERECTION METHODS AND SEQUENCES EMPLOYED BY THE CONTRACTOR MAY HAVE A SUBSTANTIAL EFFECT ON THE FINAL STEEL PROFILE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING ALL NECESSARY COMPENSATORY ACTION TO ENSURE THAT THE FINAL ALIGNMENT AND PROFILE OF THE ERECTED STEEL CONFORMS TO SUBSECTION 1213, 1214, AND 1215 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM). ANY CORRECTIVE WORK NECESSARY TO RE-POSITION PREVIOUSLY ERECTED STEEL TO ACHIEVE ACCEPTABLE ALIGNMENT AND PROFILE MUST BE APPROVED BY THE E.I.C., AND SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE COUNTY.
- THE PROVISIONS OF THE CURRENT SPECIFICATIONS FOR SUPERSTRUCTURE SLABS ALLOW THE OPTION OF 3 FORMING SYSTEMS FOR THE UNDERSIDE OF THE SLABS. HOWEVER, ON THIS BRIDGE, ONLY THE FOLLOWING OPTION(S) WILL BE PERMITTED: PERMANENT CORRUGATED METAL FORMS OR REMOVABLE WOODEN FORMS.
- THE CONTRACTOR SHALL MAKE NO DEVIATIONS FROM THE HAUNCH DETAILS SHOWN ON THESE PLANS WITHOUT THE PERMISSION OF THE E.I.C.
- TOP SURFACES OF NEW BRIDGE DECKS AND APPROACH SLABS SHALL BE SEALED IN ACCORDANCE WITH ITEM 559.01 - PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND DECK OVERLAYS.

STREAM PROTECTION NOTE

- DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT OPERATIONS IN SUCH A MANNER AS TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO ANY STREAM FROM POLLUTION BY DEBRIS, SEDIMENT, OR OTHER FOREIGN MATERIAL, OR FROM MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR SUCH STREAMS. THE CONTRACTOR SHALL NOT RETURN DIRECTLY TO A STREAM ANY WATER WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER SIMILAR OPERATIONS WHICH CAUSE THIS WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES. IF THE CONTRACTOR USES WATER FROM A STREAM, THE CONTRACTOR SHALL CONSTRUCT AN INTAKE OR TEMPORARY DAM REQUIRED TO PROTECT AND MAINTAIN WATER RIGHTS AND TO SUSTAIN FISH LIFE DOWNSTREAM.
- THE PROJECT PERMIT CONDITIONS DO NOT REQUIRE IN STREAM WORK RESTRICTIONS. HOWEVER, THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH ALL PERMIT REQUIREMENTS. ENVIRONMENTAL PERMITS ARE INCLUDED IN THE PROJECT MANUAL.

REMOVAL NOTES

- EXISTING SUBSTRUCTURE SHALL BE REMOVED WITHIN THE LIMITS SHOWN ON THE PLANS UNDER ITEM 202.19.
- EXISTING SUPERSTRUCTURE SHALL BE REMOVED UNDER ITEM 202.120001.
- ACCORDING TO THE REQUIREMENTS OF §202-3.01 GENERAL AND SAFETY REQUIREMENTS, A REMOVAL PLAN SHALL BE SUBMITTED TO THE ENGINEER FIFTEEN (15) DAYS PRIOR TO BEGINNING THE DEMOLITION. THE REQUIREMENT THAT IT BE SIGNED BY A LICENSED AND REGISTERED PROFESSIONAL ENGINEER IS WAIVED.
- RECORD PLANS FOR THIS STRUCTURE ARE NOT AVAILABLE.
- LIMITS AND METHODS FOR THE REMOVAL OF PAINT AT LOCATIONS OF FASTENER REMOVAL OR FLAME CUTTING SHALL MEET THE PROVISIONS OF §202-3.01 - GENERAL, OF THE NYSDOT STANDARD SPECIFICATIONS - CONSTRUCTION AND MATERIALS. THE COST OF PAINT REMOVAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE SUPERSTRUCTURE REMOVAL ITEM(S) (OR THE UNIT PRICE BID FOR THE SUBSTRUCTURE REMOVAL ITEM). PAINT WASTE NOT COLLECTED BY VACUUM METHODS SHALL BE COLLECTED USING THE ENVIRONMENTAL GROUND AND/OR WATERWAY PROTECTION ITEM(S). WASTE SHALL BE DISPOSED OF USING THE TREATMENT AND DISPOSAL OF PAINT REMOVAL WASTE ITEM.
- LOOSE AND/OR PEELING PAINT ON STEEL SURFACES MAY BECOME DISLODGED DURING REMOVAL OPERATIONS OR DURING TRANSPORTATION FROM THE SITE UNLESS APPROPRIATE MEASURES ARE TAKEN. THE CONTRACTOR SHALL FORMULATE AND SUBMIT A METHOD OF REMEDIATING THE CONDITON FOR APPROVAL BY THE ENGINEER. WORKER LEAD PROTECTION IN ACCORDANCE WITH 29 CFR 1926.62 SHALL BE SATISFIED. REMEDIATION METHODS COULD INCLUDE TRANSPORTING AFFECTED MEMBERS IN CLOSED TRUCKS, WRAPPING AFFECTED MEMBERS PRIOR TO REMOVAL, ENCAPSULATING THE LOOSE PAINT OR REMOVAL OF LOOSE PAINT PRIOR TO DISMANTLING OPERATIONS. THE COST OF REMEDIATING THIS CONDITION SHALL BE INCLUDED IN THE LUMP SUM PRICE(S) BID FOR THE SUPERSTRUCTURE REMOVAL ITEM(S) (OR THE UNIT PRICE BID FOR THE SUBSTRUCTURE REMOVAL ITEM). THE USE OF ENVIRONMENTAL GROUND AND/OR WATERWAY PROTECTION ITEMS WILL BE REQUIRED. DEPENDING ON THE ALTERNATIVE CHOSEN, THE TREATMENT AND DISPOSAL OF PAINT REMOVAL WASTE ITEM MAY BE REQUIRED. BECAUSE OF THE ABOVE MENTIONED CONDITION, THE CONTRACTOR SHALL EXAMINE THE CONDITION OF THE STRUCTURE'S PAINT PRIOR TO SUBMITTING A BID.

RECONSTRUCTION NOTES

- DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THIS TIME. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS.
- THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE CITY, WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE OR WHICH ARE TO REMAIN THE PROPERTY OF THE COUNTY THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
- WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED OF, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THAT AREA SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THOSE ITEMS.
- DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT DROP WASTE CONCRETE, DEBRIS, AND OTHER MATERIAL TO THE AREA BELOW THE BRIDGE EXCEPT WHERE THE PLANS SPECIFICALLY PERMIT THE DROPPING OF MATERIAL. PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH THE MATERIAL. IF ADEQUATE PROTECTIVE DEVICES ARE NOT BEING EMPLOYED, THE WORK WILL BE STOPPED UNTIL ADEQUATE PROTECTION IS PROVIDED.
- ALL MATERIAL FALLING ON THE AREA BELOW AND ADJACENT TO THE BRIDGE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO COST TO THE COUNTY.
- THE COST OF FURNISHING, INSTALLING, MAINTAINING, REMOVING AND DISPOSING OF ALL PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE INCLUDED IN THE PRICES BID FOR THE APPROPRIATE ITEMS OF THE CONTRACT.
- THE CONTRACTOR SHALL MOUNT A NEW BRIDGE IDENTIFICATION NUMBER 3310200 PLATE THAT MEETS THE FOLLOWING MATERIAL REQUIREMENTS:


PANEL WITH REFLECTIVE BACKGROUND: THE ALUMINIM PANEL SHALL CONFORM TO THE REQUIREMENTS OF THE NYSDOT STANDARD SPECIFICATIONS. THE BACKGROUND MATERIAL SHALL BE GREEN REFLECTIVE SHEETING CONFORMING TO THE REQUIREMENTS OF THE NYSDOT STANDARD SPECIFICATION FOR CLASS A SHEETING. THE SIZE OF THE PANELS SHALL BE 1/8 INCH THICK BY 3 INCHES BY 12 INCHES. A THIN RUBBER OR PLASTIC GASKET OR SHEETING MATCHING THE PLATE SIZE SHALL BE PLACED BEHIND THE PLATE PRIOR TO INSTALLATION.



NUMBERS: THE NUMBERS SHALL BE REFLECTIVE SHEETING CONFORMING TO THE REQUIREMENTS OF THE NYSDOT STANDARD SPECIFICATION FOR CLASS A SHEETING, EXCEPT THAT THE ADHESIVE SHALL BE PRESSURE-SENSITIVE SUCH THAT THE NUMBERS CAN BE APPLIED TO THE BACKGROUND IN THE FIELD. THE NUMBERS SHALL BE 2 INCHES HIGH AND SILVER-WHITE IN COLOR CONFORMING TO FHWA SERIES C DIMENSIONS.

PRIOR TO PLACING THE NUMBERS ON THE PANEL, THE REFLECTIVE BACKGROUND SHALL BE CLEAN AND FREE OF DIRT AND OIL WHICH MAY ADVERSELY AFFECT PROPER ADHESION. THE NUMBERS SHALL BE PLACED ON THE REFLECTIVE BACKGROUND, PERPENDICULAR TO THE LONGITUDINAL AXIS OF THE PANEL AND VERTICALLY CENTERED. THE REFLECTIVE BACKGROUND AND NUMBERS SHALL BE COATED AND/OR EDGE SEALED IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE SHEETING MANUFACTURER.

THE BIN PLATE SHALL BE ATTACHED TO THE BEGINNING ABUTMENT, RIGHT SIDE OF THE BRIDGE USING EXPANSION ANCHORS. THE PLATE SHALL BE PLACED HIGH ON THE ABUTMENT, NEAR THE FASCIA OF THE BRIDGE SO THAT IT CANNOT BE PAINTED OVER VIA A SPRAY PAINT CAN OR EASILY REMOVED OR DAMAGED.

THE COST ASSOCIATED WITH PROVIDING AND INSTALLING THE NEW BIN PLATE WILL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

AFFIX SEAL: GREENMAN - PEDERSEN, INC ON:	ALTERED BY: ON:
	

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	CEMETERY DRIVE OVER THE	PIN 2754.54	BRIDGES 3310200	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER D036212
	SOUTH CHUCTANUNDA CREEK BRIDGE REPLACEMENT				GENERAL NOTES (1 OF 2)	DRAWING NO. GNN-1 SHEET NO. 15A
	TOWN OF FLORIDA					
	COUNTY: MONTGOMERY REGION: 2					
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.					 GREENMAN-PEDERSEN, INC. CONSULTING ENGINEERS	 MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS