

NOTE TO REVIEWER: *Highlighted, italicized text* indicates REVISIONS to the version of the NJTA 2004 Standard Supplementary Specifications which existed prior to the issuance of this DCA.

417.09 INSTALLATION OF FASCIA CATCH/DECK SUPPORT SYSTEMS

(A) DESCRIPTION.

The first paragraph is replaced with the following:

This work shall consist of furnishing, fabricating, and installation of all fascia catches and deck support metal work required for deck construction on bridges. This work shall consist of the design, furnishing, fabricating, installation and removal of all fascia catches and deck support metal work required for deck construction on bridges. All work shall be done in accordance with the applicable portions of Subsections 104.08, 104.13, 105.14 and 417.04, the contract plans, and as specified herein.

(B) METHODS OF CONSTRUCTION.

The eighth paragraph is replaced with the following:

Permissible girder loads and stresses shall be in conformance with the latest AASHTO LRFD Bridge Design Specifications.

All cantilevered deck form support systems shall be designed in accordance with the current edition AASHTO Guide Design Specifications for Bridge Temporary Works, with the modifications as follows:

Design wind loads as defined in Section 2.2.5 and Appendix C of the above noted guide specification shall also be applied vertically for consideration of uplift due to high wind conditions on cantilevered deck form support systems. An uplift restraint system shall be furnished and installed where calculated wind uplift forces exceed the dead load of the cantilevered deck form support system. All uplift restraint systems shall be positively attached to the bridge superstructure via cables, clamps or other devices as approved by the Engineer. Design wind loads as defined in Section 2.2.5 and Appendix C of the above noted guide specification shall also be applied vertically on the horizontal plan area of the fascia catch, and horizontally on the vertical elevation area of side enclosure system, whether it be open handrail, partially open snow fence, closed plywood, or of any other construction. The design loads on these elements shall be used for consideration of uplift due to wind conditions on cantilevered deck form support systems. An uplift restraint system shall be furnished and installed where calculated wind uplift forces due to either vertical or horizontal wind forces exceed the dead load of the cantilevered deck form support system. All uplift restraint systems shall be positively attached to the bridge superstructure via cables, clamps or other devices as approved by the Engineer. Additionally, all uplift restraint systems that rely solely on cable tie down systems shall be supplemented with an intermediate uplift restraint system spaced at no more than 16 feet on center and shall be positively attached to the bottom flange of the fascia girder. For the purposes of wind uplift design only, a factor of safety of 1.0 shall be utilized and live load shall not be considered.

The effective loading combination as shown below is added to Table 2.3 of the AASHTO Guide Design Specifications for Bridge Temporary Works. Group V loading shall be considered for cantilevered deck form support system designs:

Table 2.3 Load Combinations

Group	Load Combination	Percentage of Basic Allowable Stress or Load
Group V	DL + DP + Wu	100%

Where:

DL = design dead load

DP = dead load of supported permanent structure (where applicable)

Wu = uplift force due to ~~vertical~~ wind load