



**NEW U-TURN PLAN**  
**NORTHBOUND STA 285+38.00**  
 N. T. S.

NOTE: SEE SHEET 11 FOR U-TURN SECTIONS AND SECTION A-A

2'-0" COLD PLANING - EXISTING SHOULDER

**GENERAL NOTES**

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2006 AND ITS LATEST REVISIONS, AND THE AASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES", SEVENTEENTH EDITION, AND ITS LATEST REVISIONS.
2. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
3. ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (DECK)" WILL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS TO COMPLETELY REMOVE FEATURES OF THE EXISTING DECKS DOWN TO THE TOP FLANGE OF THE EXISTING GIRDERS, SOME OF THE FEATURES INCLUDE, BUT ARE NOT LIMITED TO THE FOLLOWING: METAL BRIDGE RAILING; STEEL BRIDGE JOINTS; GRANITE CURB; AND REINFORCED CONCRETE DECK SLAB.
4. THE EXISTING SHEAR STUDS SHALL REMAIN ON THE GIRDERS. THE CONTRACTOR SHALL TAKE EXTRA CARE NOT TO DAMAGE THE SHEAR STUDS DURING DECK REMOVAL. DAMAGED STUDS SHALL BE REMOVED AND A NEW STUD SHALL BE REPLACED IN KIND TO THE SATISFACTION OF THE ENGINEER. EXISTING AND NEW SHEAR STUDS SHALL BE TESTED ACCORDING TO SECTION 508. REMOVAL AND REPLACEMENT OF SHEAR STUDS THAT ARE DAMAGED SHALL BE PAID FOR UNDER ITEM 900.620 SPECIAL PROVISION (REMOVE AND REPLACE, EXISTING SHEAR CONNECTORS).
5. ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (ABUTMENT)" WILL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS TO COMPLETELY REMOVE THE APPROACH SLAB AND PORTIONS OF THE WING WALLS AND ABUTMENT AS DETAILED ON THE PLANS.
6. AN ESTIMATED QUANTITY FOR ITEM 502.11, "SHORING SUPERSTRUCTURE BEARINGS (ABUTMENT)" AND "SHORING SUPERSTRUCTURE BEARINGS (PIER)" HAS BEEN INCLUDED IN THIS PROJECT BASED ON THE ASSUMPTION THAT ONE BEARING MAY NEED TO BE RESET AT EACH BRIDGE FOUNDATION LOCATION. AFTER THE EXISTING DECK HAS BEEN REMOVED AND BEFORE THE NEW DECK IS CONSTRUCTED THE CONTRACTOR SHALL PROVIDE ACCESS FOR THE ENGINEER TO INSPECT THE BEARINGS. THE ENGINEER WILL DECIDE WHICH, IF ANY, OF THE BEARINGS WILL BE SHORED AND RESET. PAYMENT FOR PROVIDING ACCESS SHALL BE INCIDENTAL TO ITEM 502.11.
7. ALL WORK ASSOCIATED WITH THE PREPARATION AND PAINTING OF THE STRUCTURAL STEEL, 513.30, 513.36 AND 513.41, SHALL BE STARTED ONLY AFTER TRAFFIC IS ALLOWED ON THE REHABILITATED BRIDGE.
8. SUBSTRUCTURE CONCRETE AND APPROACH SLABS SHALL BE HIGH PERFORMANCE CLASS B. THE DECK CONCRETE SHALL BE ACCORDING TO ITEM 900.608, "SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT)."
9. THE DECK SHALL RECEIVE A TURF DRAG FINISH ACCORDING TO ITEM 900.608, "SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT). THE DECK SHALL BE GROOVED ACCORDING TO ITEM 900.675, "SPECIAL PROVISION (LONGITUDINAL DECK GROOVING)."
10. WATER REPELLENT, SILANE, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, NEW OR EXISTING, INCLUDING CONCRETE PIERS. THE DECK SURFACE SHALL BE PRESSURE WASHED AFTER GROOVING OPERATIONS, PRIOR TO TREATMENT. THE DECK UNDERSIDE NEED NOT BE TREATED BETWEEN DRIP NOTCHES.
11. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH X 1 INCH, EXCEPT FOR THE TOP OF BRIDGE RAIL.
12. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
13. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. UPWARD KEYS SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
14. ALL DECK REINFORCING STEEL SHALL BE EPOXY COATED AND PAID FOR UNDER ITEM 507.17, "EPOXY COATED REINFORCING STEEL".
15. MINIMUM COVER FOR REINFORCING STEEL SHALL BE AS INDICATED IN THE PLANS.
16. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:  
 SPACING: +/- 1 INCH  
 CLEARANCE: +/- 1/4 INCH  
 SEE SPECIAL PROVISIONS FOR F-SHAPE RAIL REINFORCING TOLERANCES
17. A NEW U-TURN SHALL BE INSTALLED AS SHOWN ABOVE AT NORTHBOUND STATION 285+38.00. THE EXISTING U-TURN AT MILE MARKER 52.68 SHALL BE REMOVED. PAYMENT FOR THE NEW U-TURN SHALL BE UNDER THE APPROPRIATE CONTRACT ITEMS. PAYMENT FOR REMOVAL OF THE EXISTING U-TURN SHALL BE INCIDENTAL TO THE TRAFFIC CONTROL ITEMS.
18. ACCESS TO EITHER THE NEW OR EXISTING U-TURN SHALL BE PROVIDED BETWEEN NOVEMBER 15 AND APRIL 15.
19. WOVEN WIRE FENCE SHALL BE USED AS NEEDED NEAR THE PIERS WHERE THE EXISTING FENCE INTERFERES WITH CONSTRUCTION AND WHERE THE CONTRACTOR HAS REMOVED EXISTING FENCE FOR ACCESS INSIDE THE R.O.W.. PAYMENT FOR NEW FENCE SHALL BE PAID UNDER ITEM 620.25 "WOVEN WIRE FENCE WITH STEEL POSTS."
20. "GROOVED BRIDGE AHEAD" SIGNS SHALL BE PLACED AT MILE MARKERS 52.09 NORTHBOUND AND 52.81 SOUTHBOUND. SIGN DETAILS ARE ON SHEET 24.
21. THE SURFACE PREPARATION OF THE EXISTING STEEL SHALL INCLUDE 100% REMOVAL OF THE EXISTING PAINT SYSTEM IN THE AREA 7 FEET FROM THE END OF ALL GIRDERS INCLUDING BEARINGS. 100% REMOVAL WILL ALSO BE REQUIRED FOR THE ENTIRE BOTTOM FLANGE OF ALL GIRDERS. **THE APPROXIMATE AMOUNT OF 100% REMOVAL FOR THE REMAINING SURFACES IS 40%. AREAS OUTSIDE OF 100% REMOVAL SHALL BE PREPARED ACCORDING TO SPECIFICATION 513.04(e), SECOND AND FOURTH PARAGRAPHS.**
22. ALL STEEL SURFACES SHALL RECEIVE A FIELD APPLIED PAINT SYSTEM PER SPECIFICATION 513. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE GREEN AND CONFORM TO FEDERAL STANDARD NO. 595, COLOR CHIP #14062.
23. THE GIRDER ENDS AND BEARINGS SHALL BE GREASED ACCORDING TO SPECIFICATION 513.
24. THE EXISTING BRIDGE PLAQUE LOCATED AT WINGWALL #3 SHALL BE REMOVED AND REPLACED ONTO NEW CONCRETE. PAYMENT SHALL BE INCIDENTAL TO ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B."
25. THE CONTRACTOR SHALL HAVE TWO FULLY OPERATIONAL CONCRETE PUMP TRUCKS CAPABLE OF THE WORK REQUIRED ON SITE DURING THE DECK POUR OPERATIONS. PAYMENT FOR COSTS ASSOCIATED WITH SUPPLYING CONCRETE PUMP TRUCKS SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO ITEM 900.608, "SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT) (FPQ)."

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