

SIDEWALK REHABILITATION AND WIDENING NOTES:

1. THE ENTIRE LENGTH OF BOTH SIDEWALKS ON THE BRIDGE AND APPROACH SLABS SHALL BE OVERLAYED AND WIDENED AS SHOWN IN THE SIDEWALK WIDENING AND OVERLAY DETAIL ON SHEET 12B.
2. EXISTING CONCRETE SHALL BE REMOVED TO THE LIMITS SHOWN IN THE SIDEWALK WIDENING AND OVERLAY DETAIL. IN ADDITION ALL UNSOUND CONCRETE IN THE SIDEWALK BELOW THE REMOVAL LIMITS SHOWN IN THE DETAIL SHALL BE REMOVED. THE ENGINEER SHALL DETERMINE THE LIMITS OF THE ADDITIONAL REMOVAL BY VISUAL INSPECTION, HAMMER SOUNDING, OR OTHER METHODS. ALL CONCRETE REMOVAL SHALL BE PAID AS ITEM 523.25, "REMOVAL OF CONCRETE OR MASONRY", UNLESS OTHERWISE NOTED.
3. ALL CONCRETE REMOVAL OPERATIONS SHALL BE PERFORMED CAREFULLY TO AVOID DAMAGING THE TELEPHONE CONDUITS LOCATED WITHIN THE SIDEWALKS. SOME OF THE CONDUITS CONTAIN FIBER OPTIC CABLES. THE ENGINEER MAY REQUIRE THAT REMOVAL OF CONCRETE ABOVE AND AROUND THE CONDUITS BE PERFORMED WITH HAND METHODS, AT NO ADDITIONAL COST TO THE STATE, IF THE ENGINEER DETERMINES THAT OTHER METHODS OF REMOVAL PROPOSED BY THE CONTRACTOR WILL NOT SUFFICIENTLY PROTECT THE CONDUITS FROM DAMAGE.
4. ALL NEW CONCRETE IN THE SIDEWALK, INCLUDING THE OVERLAY, THE WIDENING, AND ALL REPAIR AREAS SHALL BE ITEM 501.60, "SILICA-FUME CONCRETE (MOD.)"
5. CONSTRUCTION JOINTS THROUGH THE CONCRETE CURB AND OVERLAY SHALL BE SPACED AT 15'-0" CENTER TO CENTER MAXIMUM. CONCRETE SHALL BE PLACED IN ALTERNATING SECTIONS TO MATCH EXISTING SIDEWALK JOINTS WITH A MINIMUM OF 48 HOURS DELAY BETWEEN ADJACENT POURS. LONGITUDINAL REINFORCING SHALL PASS THROUGH CONCRETE CURB CONSTRUCTION JOINTS, EXCEPT AT JOINTS OVER PIERS WHICH SHALL REMAIN OPEN. THE SIDEWALK OVERLAY AND ALL FULL-DEPTH SECTIONS OF THE NEW SIDEWALK SHALL BE PLACED IN THE SAME POUR.

BRIDGE SIDEWALK STREET LIGHTING NOTES:

1. THE THREE EXISTING LIGHT POLES THAT ARE MOUNTED TO THE BRIDGE SIDEWALK (1 ON NORTH SIDEWALK, 2 ON SOUTH SIDEWALK) SHALL BE REMOVED AND RESET DURING THE SIDEWALK REHABILITATION. THE LIGHT POLES SHALL BE RESET IN APPROXIMATELY THE SAME LOCATION AS EXISTING.
2. THE EXISTING LIGHT POLES SHALL BE MOUNTED TO THE SIDEWALK FASCIAE AS SHOWN ON VAOT STANDARD E-181.
3. ALL COSTS FOR REMOVING AND RESETTING BRIDGE LIGHT POLES SHALL BE INCLUDED IN ITEM 679.25, "REMOVE AND RESET LIGHT POLE", UNLESS OTHERWISE NOTED.
4. ALL JUNCTION BOXES, CONDUIT AND WIRING ATTACHED TO THE SUPERSTRUCTURE THAT SERVICE THE THREE LIGHTS SHALL BE REPLACED. COSTS FOR NEW JUNCTION BOXES, CONDUIT AND WIRING SHALL BE PAID AS ITEM 678.23, "WIRED CONDUIT". THE QUANTITY OF WIRED CONDUIT ESTIMATED FOR THIS WORK IS 300 LF.
5. THE CONTRACTOR SHALL PROVIDE TEMPORARY LIGHTING AT NIGHT AS DIRECTED BY THE ENGINEER DURING ALL PERIODS IN WHICH THE THREE STREET LIGHTS ON THE BRIDGE ARE NOT OPERATIONAL. ALL COSTS FOR ANY TEMPORARY LIGHTING REQUIRED SHALL BE INCLUDED IN ITEM 679.25.

APPROACH SLAB REHABILITATION NOTES:

1. REMOVAL AND REPLACEMENT OF CONCRETE ON APPROACH SLABS SHALL BE PAID AS ITEM 580.10, 580.11 OR 580.12, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS I, II OR III". SPALLED, DELAMINATED, OR OTHERWISE DETERIORATED AREAS OF THE APPROACH SLABS TO BE REPAIRED SHALL BE MARKED ON THE STRIPPED SLABS BY VERMONT AOT PERSONNEL. THE METHODS USED FOR DEFINING AREAS NEEDING REPAIR MAY BE BY VISUAL INSPECTION, THE CHAIN DRAG METHOD, HAMMER SOUNDING, ETC. ALL NECESSARY CLEANING OF EACH SLAB SURFACE PRIOR TO MARKING OF THE SLAB REPAIR AREAS SHALL BE PERFORMED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THIS SHALL ALSO INCLUDE ADDITIONAL CLEANINGS AT OTHER TIMES AS THE WORK PROGRESSES. COST FOR THIS WORK SHALL BE SUBSIDIARY TO ITEMS 580.10, 580.11 AND 580.12.
2. THE LIMITS FOR REMOVAL OF APPROACH SLAB CONCRETE UNDER ITEM 580.10, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS I" SHALL INCLUDE REMOVAL OF CONCRETE TO A MAXIMUM DEPTH OF TWO (2) INCHES FROM THE TOP OF THE APPROACH SLAB. IF THE REPAIR DEPTH EXCEEDS TWO (2) INCHES, THEN ITEM 580.11, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS II" SHALL BE USED.
3. THE LIMITS FOR REMOVAL OF APPROACH SLAB CONCRETE UNDER ITEM 580.11, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE CLASS II" SHALL BE FROM THE TOP OF THE APPROACH SLAB TO A MAXIMUM DEPTH OF SIX (6) INCHES. IF THE REPAIR DEPTH EXCEEDS SIX (6) INCHES, THEN ITEM 580.12, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS III" SHALL BE USED.
4. THE LIMITS FOR REMOVAL OF APPROACH SLAB CONCRETE UNDER ITEM 580.12, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE CLASS III" SHALL BE FROM THE TOP OF THE APPROACH SLAB TO A DEPTH GREATER THAN SIX (6) INCHES. SEE SHEET 13 FOR LIMITS OF CLASS III REPAIRS REQUIRED FOR REPAIR OF FIXED ABUTMENT JOINTS.
5. DUPLICATE PAYMENT WILL NOT BE MADE FOR REPAIR OF CONCRETE SURFACES IN ANY AREA. FOR EXAMPLE, IF AN AREA IS ORIGINALLY PREPARED AS CLASS I AND THE ENGINEER ORDERS A CHANGE TO CLASS II DEPTH, THE AREA WILL BE PAID AS CLASS II ONLY.
6. UNDER ITEMS 580.10, 580.11 OR 580.12, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS I, II OR III", ALL EDGES OF REPAIRED AREAS SHALL BE SAWCUT SQUARE AND A MINIMUM OF ONE (1) INCH DEEP. HYDRODEMOLITION OR AIR HAMMERS MAY BE USED TO REMOVE UNSOUND CONCRETE FROM THE APPROACH SLABS.
7. APPROACH SLAB PATCHES SHALL BE MADE WITH "CONCRETE CLASS 4A". THE AREA TO BE PATCHED SHALL BE THOROUGHLY CLEANED, WETTED AND COATED (THOROUGHLY BRUSHED INTO THE SURFACE) WITH NEAT CEMENT PASTE. THE CEMENT (AASHTO M85, TYPE II) AND WATER SHALL BE MIXED TO A THICK LATEX PAINT CONSISTENCY. THE NEAT CEMENT PASTE SHALL NOT BE ALLOWED TO DRY OUT BEFORE IT IS COVERED WITH FRESH CONCRETE. THIS PREPARATION WORK, NEAT CEMENT PASTE AND "CONCRETE, CLASS 4A", SHALL BE INCLUDED IN THE BID PRICE FOR ITEMS 580.10, 580.11 OR 580.12, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS I, II OR III".
8. A MAXIMUM OF 24 HOURS PRIOR TO PLACING NEW CONCRETE IN REPAIR AREAS, THE EXISTING APPROACH SLAB CONCRETE, AND ALL EXPOSED STEEL WHICH WILL HAVE CONCRETE PLACED AGAINST OR AROUND IT (SUCH AS REINFORCING STEEL) SHALL BE ABRASIVE BLASTED. THE AREA SHALL BE VACUUMED OR FLUSHED, USING HIGH PRESSURE AIR OR WATER, TO REMOVE ALL LOOSE PARTICLES, DUST AND DEBRIS. AFTER ABRASIVE BLASTING, ONCE THE EXISTING CONCRETE IS WET, WHETHER FROM FLUSHING OR RAIN, THE CONCRETE MUST BE KEPT WET UNTIL THE PLACING OF NEAT CEMENT PASTE AND NEW CONCRETE. IF THE EXISTING CONCRETE IS ALLOWED TO DRY OUT, THE AREA MUST BE ABRASIVE BLASTED AGAIN AND THE ENTIRE AREA VACUUMED OR FLUSHED AGAIN. THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR ITEMS 580.10, 580.11 AND 580.12.
9. THE CONTRACTOR SHALL PROVIDE AND UTILIZE A TWELVE (12) FOOT STRAIGHT EDGE TO ENSURE THAT PATCHES ARE SMOOTH AND MATCH THE SURROUNDING CONCRETE. THE STRAIGHT EDGE IS TO BE USED PARALLEL TO CENTERLINE ONLY.

10. A MEMBRANE-FORMING CURING COMPOUND MAY BE USED TO CURE THE CONCRETE APPROACH SLAB PATCHES, PROVIDED THE PATCHED AREAS ARE COVERED WITH WHITE POLYETHYLENE SHEETING AFTER THE CURING COMPOUND IS APPLIED. WHITE POLYETHYLENE SHEETING SHALL CONFORM TO SECTION 725.01(c). THE TYPE OF CURING COMPOUND SHALL BE APPROVED BY THE ENGINEER PRIOR TO ITS USE. THE CURING PERIOD SHALL BE SEVEN (7) DAYS, REGARDLESS OF WHICH CURING METHOD IS USED. ANY OTHER METHOD OF CURING LISTED IN SPECIFICATION SECTION 501.17(b) 1, 2, 5 OR 7 MAY BE USED TO CURE THESE APPROACH SLAB PATCHES. HOWEVER, IF THE METHOD USED DOES NOT PRODUCE DESIRED RESULTS, ALTERNATE CURING METHODS MAY BE REQUIRED BY THE ENGINEER.
11. IF A LIQUID MEMBRANE CURING COMPOUND IS USED, PRIOR TO THE APPLICATION OF ANY PROTECTIVE COATING OR PRIMER FOR THE SHEET MEMBRANE, THE CURING COMPOUND SHALL BE BLAST CLEANED FROM THE SURFACE. THIS WORK SHALL BE SUBSIDIARY TO ITEM 519.20, "SHEET MEMBRANE WATERPROOFING (MOD. - TORCH APPLIED)".

DECK REPAIR WAS ELIMINATED.  
A COMPLETE NEW DECK WAS PLACED.  
SEE THE NEW TYPICALS.  
UTILITIES WERE RELOCATED.

STATE OF VERMONT  
AGENCY OF TRANSPORTATION

|                  |                  |            |    |
|------------------|------------------|------------|----|
| Town Of          | SOUTH BURLINGTON | Bridge No. | 68 |
|                  |                  | Log Sta.   |    |
| Highway No. U.S. | 2                | Surv. Sta. |    |

U.S. 2 OVER 1-89

SIDEWALK & APPROACH SLAB REHABILITATION NOTES

|             |             |          |            |
|-------------|-------------|----------|------------|
| Designed By | T.G. BRYANT | Drawn By | B.J. MASSE |
| Checked By  |             | Date     |            |
|             | A. GETAS    | 1/00     | C.D. BAKER |
|             |             |          | Date 1/00  |

|         |                  |             |              |
|---------|------------------|-------------|--------------|
| PROJECT |                  | PROJECT NO. |              |
|         | SOUTH BURLINGTON |             | IM DECK (36) |

|                     |           |       |          |
|---------------------|-----------|-------|----------|
| VHB Cad Drawing No. | 50929NOT2 | Date  | 1/00     |
| Bridge Sheet No.    |           | Sheet | 12 of 15 |

VANASSE HANGEN BRUSTLIN, INC.